City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8267

Planning Commission Tentative Agenda

Thursday, August 7, 2025

4:30 PM

100 W. Rock Street

Planning Commission Members

Andrew Brink, Chair
Brad Payne, Vice Chair
Jimm Garlock, Secretary
Matthew Cabe
Nick Castin
Fred Gulley
Mary Madden
Mary McGetrick
Nick Werner

Senior Assistant City Attorney Blake Pennington

Zoom Information

Webinar ID: 880 6532 3744
Registration Link: https://fayetteville-ar.zoom.us/webinar/register/WN_7V54hzCjTJ2nggKq4P402A

Call to Order

Roll Call

Consent

1. MINUTES:

Approval of the minutes from the July 28, 2025 Planning Commission. - Mirinda Hopkins, Development Coordinator

2. LSD-2025-0011: Large Scale Development (5219 W. WEDINGTON DR/ROCZEN BUSINESS PARK, 437):

Submitted by ENGINEERING SERVICES INC for property located at 5219 W. WEDINGTON DR. The property is zoned NS-G, NEIGHBORHOOD SERVICES-GENERAL and contains approximately 0.81 acres. The request is for two 7,800-square-foot commercial building with associated parking. - Wesley Frank, Planner

Unfinished Business

3. ADM-2025-0031: Administrative Item (AMEND UDC CHAPTERS 167.04, TREE PRESERVATION AND PROTECTION AND 167.05, TREE PROTECTION MEASURES AND CONSTRUCTION):

Submitted by CITY OF FAYETTEVILLE STAFF. The request is for an amendment to UDC 167.04 and 167.05. The proposed code changes would clarify requirements for tree preservation before and during construction.

THIS ITEM WAS TABLED AT THE JULY 28, 2025 PLANNING COMMISSION MEETING. - Willa Thomason, Urban Forester

New Business

4. RZN-2025-0026: Rezoning (1893 N. RUPPLE RD/CONRAD, 361):

Submitted by CLINT PENZO for property located at 1893 N. RUPPLE RD. The property is zoned RSF-1, RESIDENTIAL SINGLE-FAMILY, ONE UNITS PER

ACRE and contains approximately 1.04 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.

This item is a re-petition within a 12-month period of denial. The Planning Commission must first determine whether there is enough evidence to determine that a reconsideration is justified before the rezoning is considered on the merits.
- Jessica Masters, Planning Director

5. PZD-2025-0004: Planned Zoning District (2215 W. HASKELL HTS/FARRIS, 520):

Submitted by CRAFTON TULL for property located at 2215 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT.

This item is a re-petition within a 12-month period of denial. The Planning Commission must first determine whether there is enough evidence to determine that a reconsideration is justified before the rezoning is considered on the merits.
- Jessica Masters, Planning Director

6. ADM-2025-0035: Administrative Item (380 N. COLLEGE AVE/OZARK NATURAL FOODS, 485):

Submitted by OZARK NATURAL FOODS for property located at 380 N. COLLEGE AVE. The property is zoned MSC, MAIN STREET CENTER and contains approximately 2.35 acres. The request is for an extension of an already approved conditional use permit for an outdoor music establishment. - Donna Wonsower, Planner

7. VAR-2025-0034: Planning Commission Variance (2825 E. INWOOD LN/COPALLIS LLC, 411):

Submitted by BATES & ASSOCIATES for property located at 2825 E. INWOOD LN. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 1.15 acres. The request is for a variance to access management standards. - Wesley Frank, Planner

8. VAR-2025-0035: Planning Commission Variance (N. MARKS MILLS LN/RAMAY JR HIGH SCHOOL, 368):

Submitted by PRISM DESIGN STUDIO for property located on N. MARKS MILLS LN. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 16.59 acres. The request is for a variance to the development review process.
- Jessica Masters, Planning Director

9. LSD-2025-0010: Large Scale Development (2980 N. COLLEGE

AVE/MOTELIER FAYETTEVILLE LLC, 252):

Submitted by GAVIN SMITH CIVIL ENGINEERING for property located at 2980 N. COLLEGE AVE. The property is zoned UC, URBAN CORRIDOR and contains approximately 2.42 acres. The request is for the addition of 2,290 square-feet of accessory structures, site improvements, and associated parking. - Donna Wonsower, Planner

10. VAC-2025-0016: Vacation (835 W. CLEVELAND ST/PBS PROPERTIES LLC, 444):

Submitted by SITEWISE CIVIL ENGINEERING for property located at 835 W. CLEVELAND ST. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 0.31 acres. The request is to vacate 0.02 acres of right-of-way.
- Wesley Frank, Planner

11. CUP-2025-0036: Conditional Use Permit (SOUTHEAST CORNER OF S. SHERMAN AVE & E. 5TH ST/T BASS INVESTMENTS LLC, 526):

Submitted by CHANCE CONTRACTORS INC for property located on the SOUTHEAST CORNER OF S. SHERMAN AVE & E. 5TH ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.29 acres. The request is to build a duplex in a residential single-family zoning district. - Wesley Frank, Planner

12. CUP-2025-0037: Conditional Use Permit (160 S. 85TH AVE/CONLEY, 510):

Submitted by CHRIS BROADWAY for property located at 160 S. 85TH AVE. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 1.52 acres. The request is for an accessory structure exceeding 50% the size of the principal structure.
- Donna Wonsower, Planner

13. RZN-2025-0027: Rezoning (3070 W. MOUNT COMFORT RD/SUMMERHILL, 323):

Submitted by WESLEY BATES for property located at 3070 W. MOUNT COMFORT RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.40 acres. The request is to rezone the property to NS-G, NEIGHBORHOOD SERVICES-LIMITED. - Jessica Masters, Planning Director

14. RZN-2025-0028: Rezoning (261 E. ROCK ST/DAVIS, 524):

Submitted by WESLEY BATES for property located at 261 E. ROCK ST. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 0.46 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD. - Jessica Masters, Planning Director

15. RZN-2025-0029: Rezoning (5911 W. TACKETT DR/THOMAS, 436):

Submitted by JOYCE THOMAS for property located at 5911 W. TACKETT DR. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 5.33 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.
- Wesley Frank, Planner

16. RZN-2025-0030: Rezoning (2135 E. HUNTSVILLE RD/SCHOBY, 566):

Submitted by DONNA & KEN SCHOBY for property located at 2135 E. HUNTSVILLE RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.81 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD.
- Donna Wonsower, Planner

17. ADM-2025-0030: Administrative Item (N. RAVEN LN/KTB LIMITED PARTNERSHIP, 285):

Submitted by CRAFTON TULL for property located on N. RAVEN LN. The property is zoned CPZD, COMMERCIAL PLANNED ZONING DISTRICT, and RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 49.2 acres. The request is to amend the Master Street Plan.
- Jessica Masters, Planning Director

18. PZD-2025-0003: Planned Zoning District (N. RAVEN LN/KTB LIMITED PARTNERSHIP, 285):

Submitted by CRAFTON TULL for property located on N. RAVEN LN. The property is zoned CPZD, COMMERCIAL PLANNED ZONING DISTRICT, and RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 49.2 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT.
- Jessica Masters, Planning Director

19. CPL-2025-0011: Conceptual Plat (W. CENTER ST & S. GREGG AVE/REINDL INVESTMENTS LLC, 522):

Submitted by COURTYARD BUILDING & BLOCK for property located on W. CENTER STREET AND S. GREGG AVE. The property is zoned MSC, MAIN STREET CENTER and contains approximately 0.62 acres. The request is for a Parking Structure with 42 multi-family Residential Units and 1,200-square-foot of commercial retail space. - Jessica Masters, Planning Director

Items Administratively Approved by Staff

20. FPL-2025-0004: Final Plat (392 S. CALICO AVE/TOWNE WEST PH 8, 516):

Submitted by ENGINEERING SERVICES INC. for property located at 392 S.

CALICO AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 8.83 acres. The request is for the final plat of 40 residential lots.
- Wesley Frank, Planner

Agenda Session Items

Announcements

Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

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

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

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

(pg. 1) Planning Commission	Monday, 07/28/2025						
Time:	5:30 PM						
Staff :	☒Jonathan Curth □ Jessie Masters ☒Donna Wonsower ☒Wesley Frank ☒Willa Thomason □ Bethany Douglas						
	□ Britin Bostick □ Kylee Cole □ Chris Brown ☒Justin Bland □ Melissa Boyd □ Dayten Moses □ Alan Pugh ☒Fire Marshal						
	Roll Call	**1) Minutes (07/14/2025)**	**2) CUP-2025-0031 (DICKSON & WEST INVESTMENT LLC)**	**3) ADM-2025-0031 (AMEND UDC TREES)**	**4) ADM-2025-0033 (PC RULES OF ORDER & PROCEDURE)**	**5) VAR-2025-0033 (THE BERKSHIRE)**	**6) VAC-2025-0015 (3V QOZB LLC)**
McGetrick	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Castin	**1**	**1**	**0**	**1**	**1**	**1**	**1**
Werner	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Gulley	**1**	**1**	**0**	**1**	**1**	**1**	**1**
Madden	**1**	**1**	**0**	**1**	**1**	**1**	**1**
Cabe	**1**	**1**	**0**	**1**	**1**	**1**	**1**
Payne	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Brink	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Garlock	**1**	**1**	**0**	**1**	**1**	**1**	**1**
Agenda		**Consent**	**Old**	**New**	**New**	**New**	**New**
Action		Approve	Approve	Table	Approve	Approve	Forward
Motion By		Garlock	Payne	Werner	Garlock	Werner	Werner
Motion 2nd		Werner	Castin	Cabe	Gulley	Castin	Cabe
Vote		9-0-0	4-5-0	9-0-0	9-0-0	9-0-0	9-0-0
Time		5:32 PM	5:57 PM	6:00 PM	6:02 PM	6:17 PM	6:23 PM
Motion Detail			Failed	Until the August 11, 2025 Planning Commission meeting.	Effective at the August 11, 2025 Planning Commission meeting.		With all conditions as recommended by staff.
Public Comment		0	1	0	0	0	0

A video of this meeting is accessible through the link below:
https://reflect-fayetteville-ar.cablecast.tv/CablecastPublicSite/show/9061?site=1

	7) CUP-2025-0028 (WASHINGTON COUNTY FAIRGROUNDS)	8) CUP-2025-0033 (BROWN & BUCHANAN)	9) CUP-2025-0034 (MEDITATION & RETREAT CENTER)	10) RZN-2025-0023 (HOSKINS)	11) RZN-2025-0024 (JONES)
McGetrick	**0**	**1**	**1**	**1**	**0**
Castin	**0**	**1**	**1**	**1**	**0**
Werner	**0**	**1**	**1**	**1**	**0**
Gulley	**0**	**1**	**1**	**1**	**0**
Madden	**0**	**1**	**1**	**1**	**0**
Cabe	**0**	**1**	**1**	**1**	**1**
Payne	**0**	**1**	**1**	**0**	**0**
Brink	**0**	**1**	**0**	**1**	**1**
Garlock	**0**	**1**	**1**	**1**	**0**
Agenda	**New**	**New**	**New**	**New**	**New**
Action	Approve	Approve	Approve	Forward	Forward
Motion By	Payne	Werner	Cabe	Werner	Werner
Motion 2nd	Werner	Cabe	Castin	Garlock	Cabe
Vote	0-9-0	9-0-0	8-1-0	8-1-0	7-2-0
Time	6:38 PM	6:42 PM	7:08 PM	7:30 PM	7:43 PM
			With all conditions as recommended by staff.	With a recommendation of approval.	Denied.
Public Comment	0	0	3	3	2

	12) RZN-2025-0025 (VARIOUS PARKS PROPERTIES)	13) PZD-2025-0002 (GOOSE CREEK ADDITION)				
McGetrick	**1**	**1**				
Castin	**1**	**1**				
Werner	**1**	**1**				
Gulley	**1**	**0**				
Madden	**1**	**1**				
Cabe	**1**	**Recuse**				
Payne	**0**	**1**				
Brink	**1**	**1**				
Garlock	**1**	**0**				
Agenda	**New**	**New**				
Action	Forward	Forward				
Motion By	Castin	McGetrick				
Motion 2nd	Gulley	Payne				
Vote	8-1-0	6-2-1				
Time	7:54 PM	8:52 PM				
Motion Detail		Amending conditions.				
Public Comment	3	1				

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Wesley Frank, Planner
Dayton Moses, Staff Engineer
Bethany Douglas, Urban Forester

MEETING: August 11, 2025

SUBJECT: **LSD-2025-0011: Large Scale Development (5219 W. WEDINGTON R. UNIT 140/GUNISON, 437):** Submitted by ENGINEERING SERVICES INC for property located at 5219 W. WEDINGTON DR. The property is zoned NS-G, NEIGHBORHOOD SERVICES-GENERAL and contains approximately1.46 acres. The request is for two 7,800-square-foot commercial building with associated parking.

RECOMMENDATION:
Staff recommends approval of **LSD-2025-0011**, with conditions.

RECOMMENDED MOTION:
*"I move to approve **LSD-2025-0011,** recommending:*

1. *In favor of the recommended street improvements;*
2. *In favor of the recommended right-of-way dedication, and*
3. *All other conditions as recommended by staff."*

BACKGROUND:
The subject property is in west Fayetteville on W. Wedington Drive approximately halfway between N. 54th Avenue and N. Broyles Avenue. This is a reapplication as a previously approved development plan (LSD-2022-0015) expired. The subject property encompasses approximately 1.46 acres, part of which is in the process of being platted as a commercial lot associated with the Roczen Duplexes subdivision, formerly known as Wedington Place (FPL-2022-000001). The property is zoned NS-G, Neighborhood Services, General, with no applicable overlay districts. A portion of the overall area is subject to a Bill of Assurance limiting the uses permitted to include Use Unit 1, City-wide uses by-right, Use Unit 12b, General Business, and Use Unit 40; Sidewalk Café. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1: Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	R-A, Residential-Agricultural
South	Under Development (Roczen Duplexes)	RI-U, Residential Intermediate, Urban
East	Undeveloped	R-A, Residential-Agricultural
West	Single-Family Residential	R-A, Residential-Agricultural

Proposal: The applicant requests Large Scale Development approval of two 7,800 square foot commercial structures and associated parking under Use Unit 12b, which is permitted under the current zoning district. No variance requests have been submitted.

Right-of-Way to be Dedicated:
W. Wedington Drive: Staff does not recommend any right-of-way dedication along W. Wedington Drive, finding there is currently ample right-of-way at this location to meet the Master Street Plan standards for a Regional Link Street.
Crater Street: Staff does not recommend any right-of-way dedication along Crater Street, finding it is currently dedicated to the current Master Street Plan standards for a Residential Link Street.

Street Improvements:
W. Wedington Drive: Staff recommends that the remaining un-built portion of street frontage along W. Wedington Drive shall be built out to the typical Master Street Plan standards for a Regional Link Street, which at this location requires a 10-foot trail and a 10-foot greenspace.
Crater Street: Staff recommends that 6-foot sidewalk and 6-foot greenspace be installed along the property's frontage with this street in accordance with the typical master street plan standards for Residential Link Streets.

Access Management/Connectivity: The applicant proposes to access the site with one driveway entrance along Crater Street, the lower classification street, in accordance with the access management standards in the Unified Development Code. Staff finds that the applicant is also showing an intent to dedicate an access easement to the west of the property. While a physical stub-out to the west is not proposed, staff finds that the applicant's intention to dedicate the access easement meets the connectivity requirements for commercial properties.

Design Standards: The project is subject to 166.25, Commercial, Office, Mixed-Use Design and Development Standards, as well as to 166.24, Nonresidential Design standards, since the project is in a form-based zoning district that includes a build-to-zone. Staff finds the applicant to be in compliance with these standards, following a resubmittal of the building elevations in before Planning Commission.

Water and Sewer System: Existing infrastructure appears to be suitable to meet the necessary improvements. There is an existing 18" water main along the north side of the property along W. Wedington Dr. An 8" water main is proposed into the site which will provide domestic and fire service. There is an existing 8" sewer main on the southeast side of the property. The applicant is proposing to connect to the existing sewer manhole on this sewer main for sewer service.

Parkland dedication or fee in-lieu: N/A; Commercial projects are not subject to parkland dedication requirements.

Tree Preservation:
Canopy minimum requirement: 20%
Existing canopy: 19.3%
Preserved canopy: 8.7%
Mitigation required: (32) 2-inch caliper trees

Public Comment: Staff has not received any public comment on the item to date.

RECOMMENDATION: Staff recommends approval of **LSD-2025-0011** with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends no additional right-of-way dedication.*

2. **Planning Commission determination of street improvements.** *Staff recommends Master Street Plan Standards for both W. Wedington Drive (10-foot sidewalk and 10-foot greenspace) and N. Crater Street (6-foot sidewalk and 6-foot greenspace.*

3. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval, attached hereto, and including:

Standard conditions of approval:

1. Impact fees for fire, police, water, and sewer shall be paid in accordance with City ordinance;

2. Plat Review and Subdivision comments (to include written staff comments provided to the applicant or his representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks Electric, SWEPCO, and Cox Communications);

3. All mechanical/utility equipment (roof and ground mounted) shall be screened using materials that are compatible with and incorporated into the structure. A note shall be clearly placed on the plat and all construction documents indicating this requirement;

4. Trash enclosures shall be screened on three sides with materials complimentary to and compatible with the principle structure. Containers may also be screened from view of the street by the principal structure or vegetation. Elevations of the proposed dumpster enclosure shall be submitted to the Planning and Solid Waste Divisions for review prior to building permit;

5. All existing utilities below 12kv shall be relocated underground. All proposed utilities shall be located underground;

6. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with the City's current requirements;

7. All exterior lights shall comply with the City lighting ordinance. Manufacturer's cut-sheets are required for review and approval prior to issuance of a building permit;

8. All freestanding and wall signs shall comply with ordinance specifications for location, size, type, number, etc. Any proposed signs shall be permitted by a separate sign permit application prior to installation;

9. Large scale development shall be valid for one calendar year;

10. Contact the City's Emergency 911 Address Coordinator for addressing prior to building permit. The coordinator has noted that a separate street name is required;

11. Prior to building permit, a cost estimate for all required landscaping is to be submitted to the Landscape Administrator for review. Once approval is gained, a guarantee is to be issued (bond/letter of credit/cash) for 150% of the cost of the materials and installation of the plants. This guarantee will be held until the improvements are installed and inspected, at the time of Certificate of Occupancy; and

12. Prior to the issuance of a building permit the following is required:
    a. Grading and drainage permits;
    b. Separate easement plat for this project that shall include the tree preservation area and all utility and access easements;
    c. Exterior lighting package must be provided to the Planning Division;
    d. A cost estimate for all required landscaping is to be submitted to the Landscape Administrator for review. Once approval is gained, a guarantee is to be issued (bond/letter of credit/cash) for 150% of the cost of the materials and installation of the plants. This guarantee will be held until the improvements are installed and inspected, at the time of Certificate of Occupancy;
    e. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance;
    f. Project Disk with all final revisions; and
    g. Completion of all required improvements or the placement of a surety with the City (letter of credit, bond, escrow) as required by Section 158.01 "Guarantees in Lieu of Installed Improvements" to guarantee all incomplete improvements. Further, all improvements necessary to serve the site and protect public safety must be completed, not just guaranteed, prior to the issuance of a Certificate of Occupancy.

Planning Commission Action:	**❒ Denied**	**❒ Tabled**	**❒ Approved**
Meeting Date: August 11, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

Attachments:
- One Mile Map
- Close Up Map
- Current Land Use Map
- Engineering memo
- Urban Forestry memo
- Applicant Request Letter

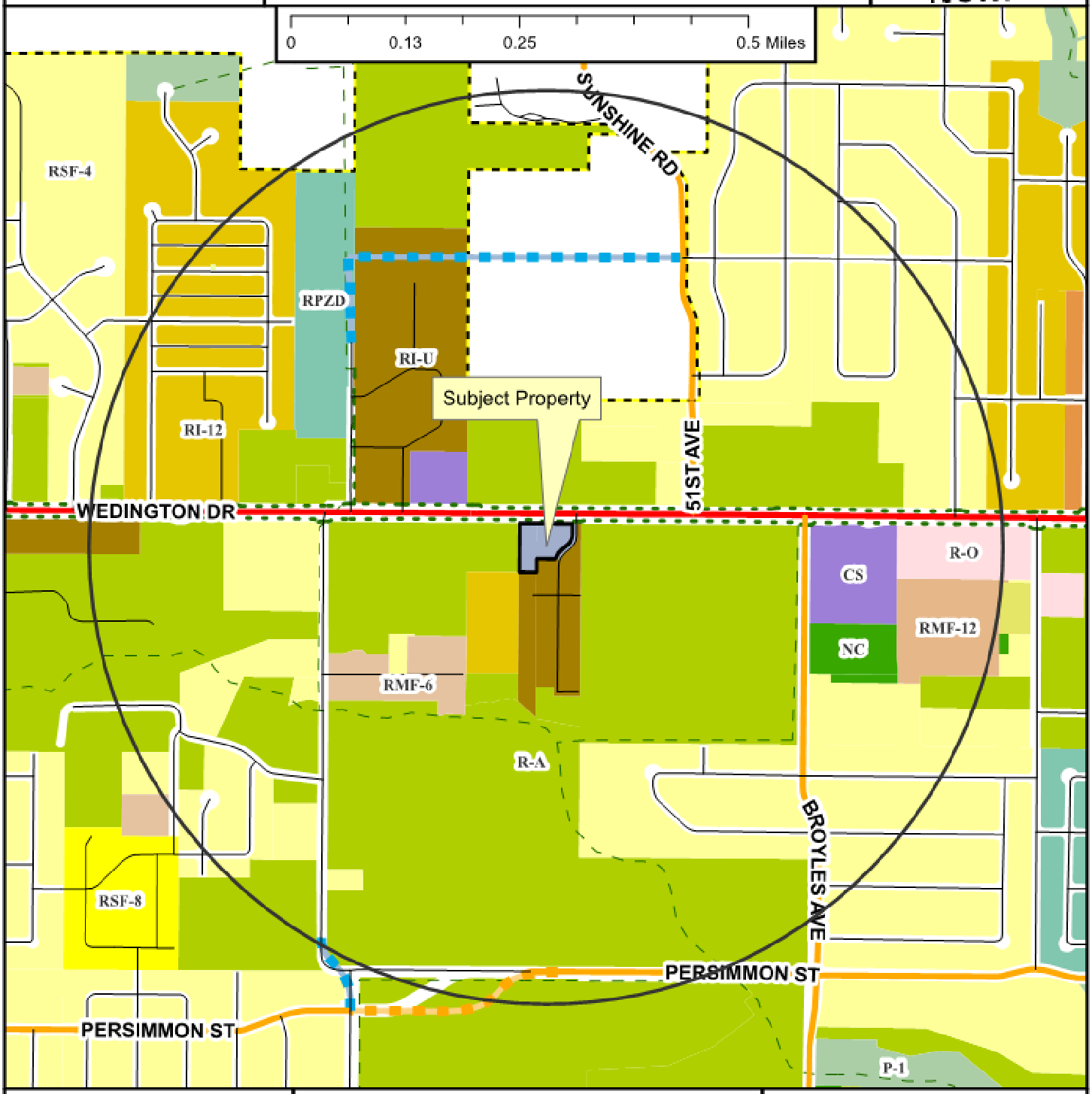
- Site Plan

LSD-2025-0011

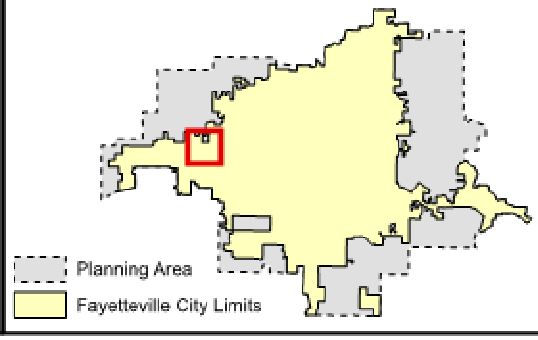
One Mile View

Roczen Business Park

NORTH



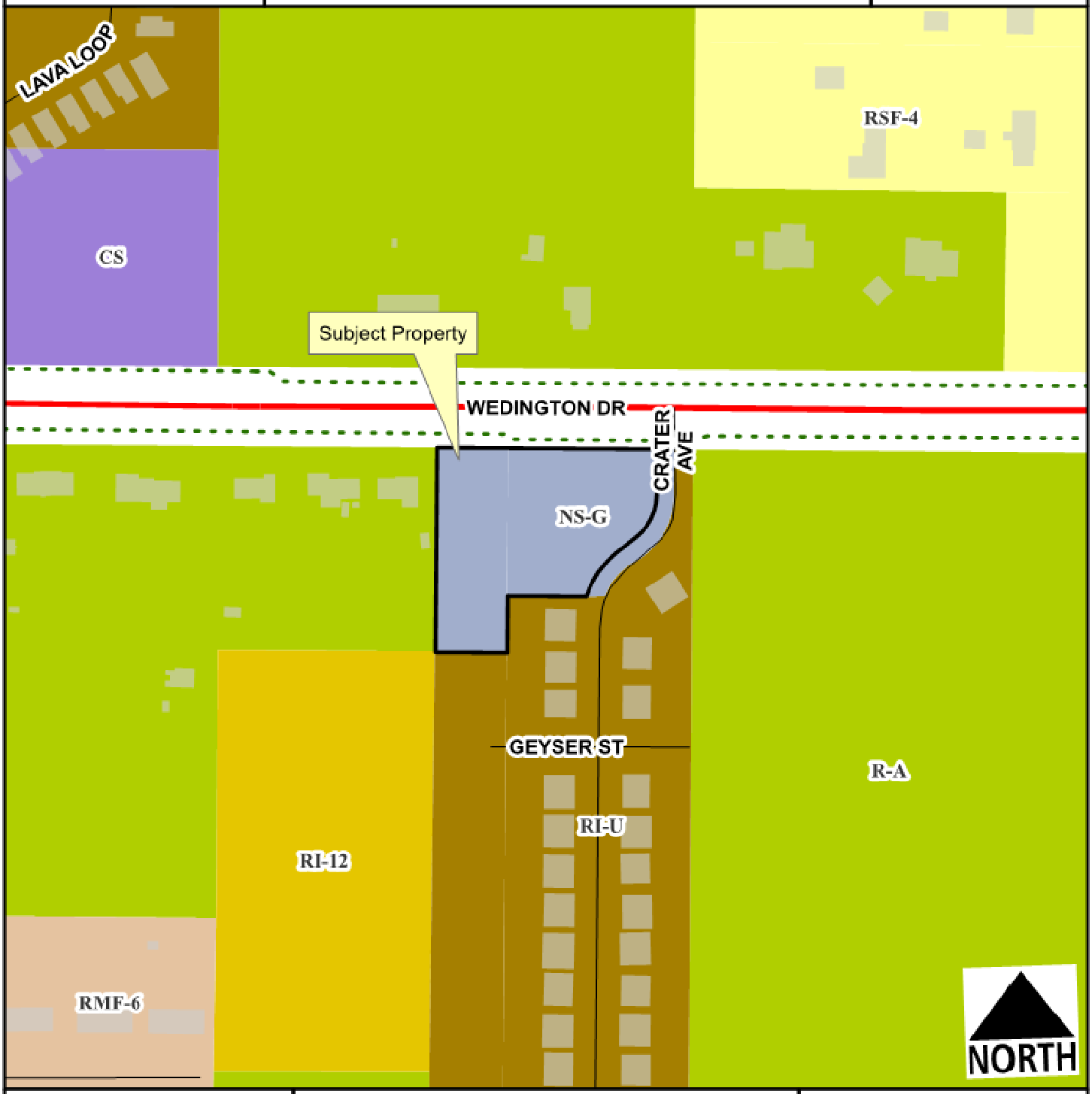
Regional Link
Neighborhood Link
Unclassified
Alley
Residential Link
Planned Neighborhood Link
Planned Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Fayetteville City Limits
Planning Area



LSD-2025-0011

Close Up View

Roczen Business Park



Regional Link
Unclassified
Residential Link
Planning Area
Fayetteville City Limits
Shared-Use Paved Trail

Feet

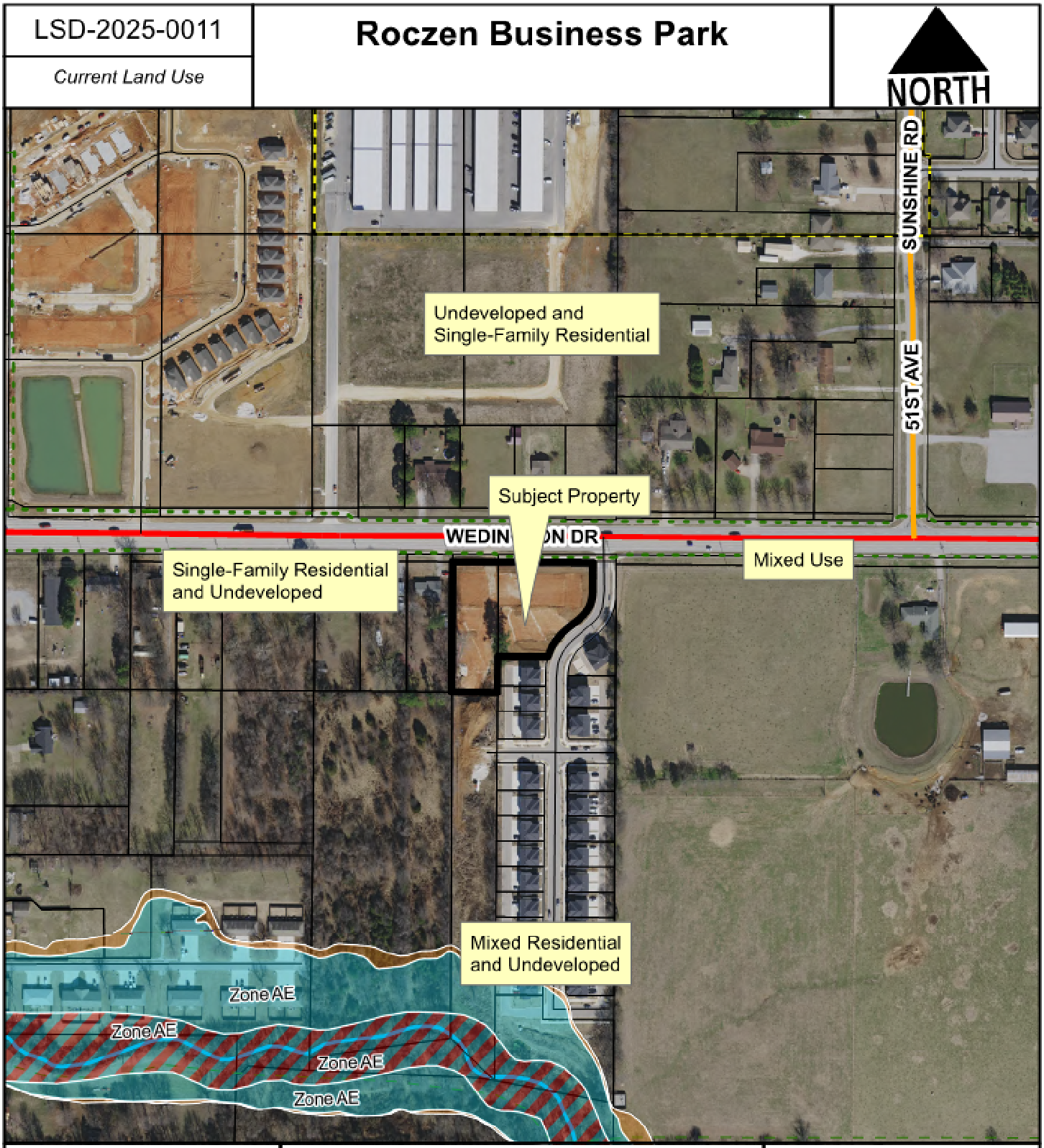
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LSD-2025-0011

Current Land Use

Roczen Business Park



CITY OF
FAYETTEVILLE
ARKANSAS

STAFF MEMO

TO: Wesley Frank, Planner

FROM: Dayten Moses, Staff Engineer

DATE: July 28, 2025

SUBJECT: Planning Commission Engineering Comments for LSD-2025-0011

Water: There is an existing 18" water main along the north side of the property along W. Wedington Dr. An 8" water main is proposed into the site which will provide domestic and fire service.

Sewer: There is an existing 8" sewer main on the southeast side of the property. The applicant is proposing to connect to the existing sewer manhole on this sewer main for sewer sevice.

Streets: This property has frontage to W. Wedington Dr. and N. Crater Ave. The driveway for the site will Crater Ave. in the southeast corner of the property. West Wedington Drive is partially improved Regional Link with asphalt paving, curb and gutter, and asphalt trail. N. Crater Ave. is partially improved Residential Link with asphalt paving, curb and gutter, and sidewalk. The applicant is proposing to build a 10' trail along the northern frontage of the property and a 6' sidewalk along the eastern side of the property.

Drainage: The development must meet the four minimum standards outlined in the City's Drainage Criteria Manual. A hydrodynamic separator is proposed to meet Minimum Standard 1 for water quality. Minimum Standards 2-4 are proposed to be met with an underground detention at the south side of the site. The proposed improvements appear to meet the requirements of the Drainage Manual, however a detailed review of the drainage design will be done with grading permit review.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.
4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.
5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):

- Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
- Sanitary Sewer pipe sizing, profiles, or utility conflicts
- Waterline fittings, callouts, or utility conflicts
- Street profiles
- Fine grading/spot elevations

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: Engineering Services INC

From: Bethany Douglas, Urban Forester

CC: Wesley Frank, Planner

Meeting Date: August 11, 2025

Subject: LSD-2025-0011: Roczen Business Park (5219 W Wedington DR: Unit 140)

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

2. Tree Preservation Calculations

Tree Preservation Calculations Square Feet		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	63,924	100%
*Zoning Designation * Select Below with drop down arrow*		
NS-Neighborhood Services	12,785	20%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	12,785	20.0%
Existing Tree Canopy * Minus Right of Way and Easements	12,342	19.3%
Tree Canopy Preserved	5,552	8.7%
Tree Canopy Removed *On Site	6,789	10.6%
Tree Canopy Removed *Off Site	290	
Tree Canopy Removed Total	7,079	11.1%
Removed Below Minimum	**7,233**	
Mitigation Requirements	**7,079**	

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	7,233	32
Low Priority		
Total Mitigation Trees Required		**N/A**

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

5. Tree Preservation Plan Checklist *UDC Chapter 167.04H1and 167.04L1*	Tech Plat	Planning Commission

a.	5 year Aerial Check on Existing Trees	**Yes**		**Yes**
b.	Property Boundary	**Yes**		**Yes**
c.	Natural Features (100ft beyond limits of disturbance)	**No**		**No**
d.	Existing Topography and Proposed Grading	**Yes**		**Yes**
e.	Soil Types	**No**		**Yes**
f.	Significant Trees	**Yes**		**Yes**
g.	Groupings of Trees	**Yes**		**Yes**
h.	Table Inventory List (species, size, health, priority)	**Yes**		**Yes**
i.	All Existing and Proposed Utilities	**Yes**		**Yes**
j.	All Existing and Proposed Utility Easements and ROW's	**Yes**		**Yes**
k.	All Streams (with approximate center line)	**N/A**		**N/A**
l.	Floodplains and floodways	**N/A**		**N/A**
m.	Existing Street, Sidewalk or Bike Path ROW	**Yes**		**Yes**
n.	Submitted Site Analysis Plan (if required)	**Yes**		**Yes**
o.	Shows ALL Proposed Site Improvements	**No**		**Yes**
p.	Delineates trees/canopy to be preserved and removed	**Yes**		**Yes**
q.	Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	**Yes**		**Yes**
Tree Protection Methods				
a.	Tree Protection Fencing	**Yes**		**Yes**
b.	Limits of Root Pruning	**Yes**		**Yes**
c.	Traffic flow on work site	**No**		**Yes**
d.	Location of material storage	**No**		**Yes**
e.	Location of concrete wash out	**Yes**		**Yes**
f.	Location of construction entrance/exit	**No**		**Yes**
6.	**Site Analysis Report (if required)** *UDC Chapter 167.04H4*	**Yes**	**No**	**N/A**
a.	Provide graphic examples of multiple options used to minimize removal of existing canopy	**X**		
b.	Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy.	**X**		

7.	**Review Status (See Comments)**	**Tech Plat**	**Planning Commission**
	Conditionally Approved	**7-16-25**	
	Approved		**8-11-25**
	Tabled		
	Denied		

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

Comments

1. Tree preservation fencing must be either 10' from the trunk or at the tree's drip line; whichever is greater. If it is not possible to move the fencing out far enough, please count the tree as removed for mitigation calculation purposes.

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Engineering Services INC

From: Bethany Douglas, Urban Forester

CC: Wesley Frank, Planner

Meeting Date: August 11, 2025

Subject: LSD-2025-0011: Roczen Business Park (5219 W Wedington DR: Unit 140)

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

2. Parking Lot Requirements 1 Tree : 12 Parking Spaces	Yes	No	N/A
a. Wheel Stops/Curbs *UDC Chapter 177.04B1*	X		
b. Narrow Tree Lawn (8' min. width, 37.5' length) *UDC Chapter 177.04C*			X

c.	Tree Island (8' min. width, 18.7' min length OR 150 square feet) *UDC Chapter 177.04C*			X
d.	Placement of Trees (either side at entrances and exits) *UDC Chapter 177.04C2*	X		
3.	**Perimeter Landscaping Requirements**	**Yes**	**No**	**N/A**
a.	Front Property Line (15' wide landscape) and five on sides. *UDC Chapter 177.04D2a*	X		
b.	Side and Rear Property Lines (5' Wide Landscape Area) *UDC Chapter 177D1*	X		
c.	Shade trees planted on south and west sides of parking lots *UDC Chapter 177.04D2e*	X		
d.	Screening of parking lot from adjacent residential properties and the street.	X		
4.	**Street Tree Planting Requirements**	**Yes**	**No**	**N/A**
a.	Residential Subdivisions 1 Large Shade Species Tree per Lot *UDC Chapter 177.05B1a*			X
b.	Non-Residential Subdivisions 1 Large Species Shade Tree every 30' (planted in greenspace) *UDC Chapter 177.05B2a*	X		
c.	Urban Tree Well – Urban Streetscapes Trees every 30' (8' sidewalk) *UDC Chapter 177.05B3a-f*			X
d.	Structural Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan *UDC Chapter 177.05B3a-f*			X
e.	Residential Subdivisions Timing of planting indicated on plans *UDC Chapter 177.05A4*			X
f.	Residential Subdivisions Written description for method of tracking planting *UDC Chapter 177.05A4e*			X

5.	**Landscape Requirement Totals**	**Amount**
	Mitigation Trees	**32**
	Parking Lot Trees	**4**
	Street Trees	**10**
	Detention Pond – Large Trees (1 Tree/3,000 square feet)	**0**

Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	**0**
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	**0**

6. Review Status (See Comments)	**Tech Plat**	**Planning Commission**
Conditionally Approved	**7-16-25**	
Approved		**8-11-25**
Tabled		
Denied		

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

Comments

1. Approval of a maintenance agreement and landscape establishment guarantee shall be contingent upon the developer depositing with the City of Fayetteville a surety or contract. Information about maintenance surety must be in landscape plan.
2. Before commencing any construction activity, the applicant shall construct tree protection barriers on the site along the tree dripline or 10 feet from the trunk, whichever is greater.

ENGINEERING SERVICES INC.
1207 S. Old Missouri Rd. • P.O. Box 282 • Springdale, Arkansas 72765-0282 Ph: 479-751-8733 • Fax: 479-751-8746

July 22nd, 2025

City of Fayetteville
125 W. Mountain Street
Fayetteville, AR 72701

RE: Overall Narrative
Roczen Business Park
Fayetteville, AR

To whom it may concern,

Please let this letter serve as a narrative to accompany the complete submittal for Roczen Business Park. The proposed development is submitted as a Large Scale Development, and is located along W Wedington Dr, just west of Broyles Avenue. A portion of this project is within the boundary of the commercial lot for Wedington Place Subdivision. The developer also bought the piece of property just west of Wedington Place and will be combining them for the proposed development. The project is located at Washington County Parcel Numbers 765-33374-000 and 765-07377-000, which are both owned by the same entity, and the property owner authorization form is included with the submittal. Both properties are currently zoned NS-G and no change to zoning is requested.

Pre-Application Meeting

A pre-application meeting was held with Fayetteville Planning, Engineering, and Urban Forestry. All discussion at the meeting has been utilized in the design of the plans.

Utilities

This site has access to both water and sewer, although they have not been fully approved yet. The water and sewer lines are apart of Wedington Place Subdivision (also known as Roczen Duplexes). This project should be paving this week and then requesting for final plat and approval of all infrastructure. The proposed development would tie into water and sewer mains stubbed out from that Wedington Place.

Traffic

It is not anticipated that this development will cause any traffic issues. The development is relatively small in size and will be businesses that do not require substantial parking. It also abuts Wedington Dr., which is sufficiently sized to handle the traffic generated by the development.

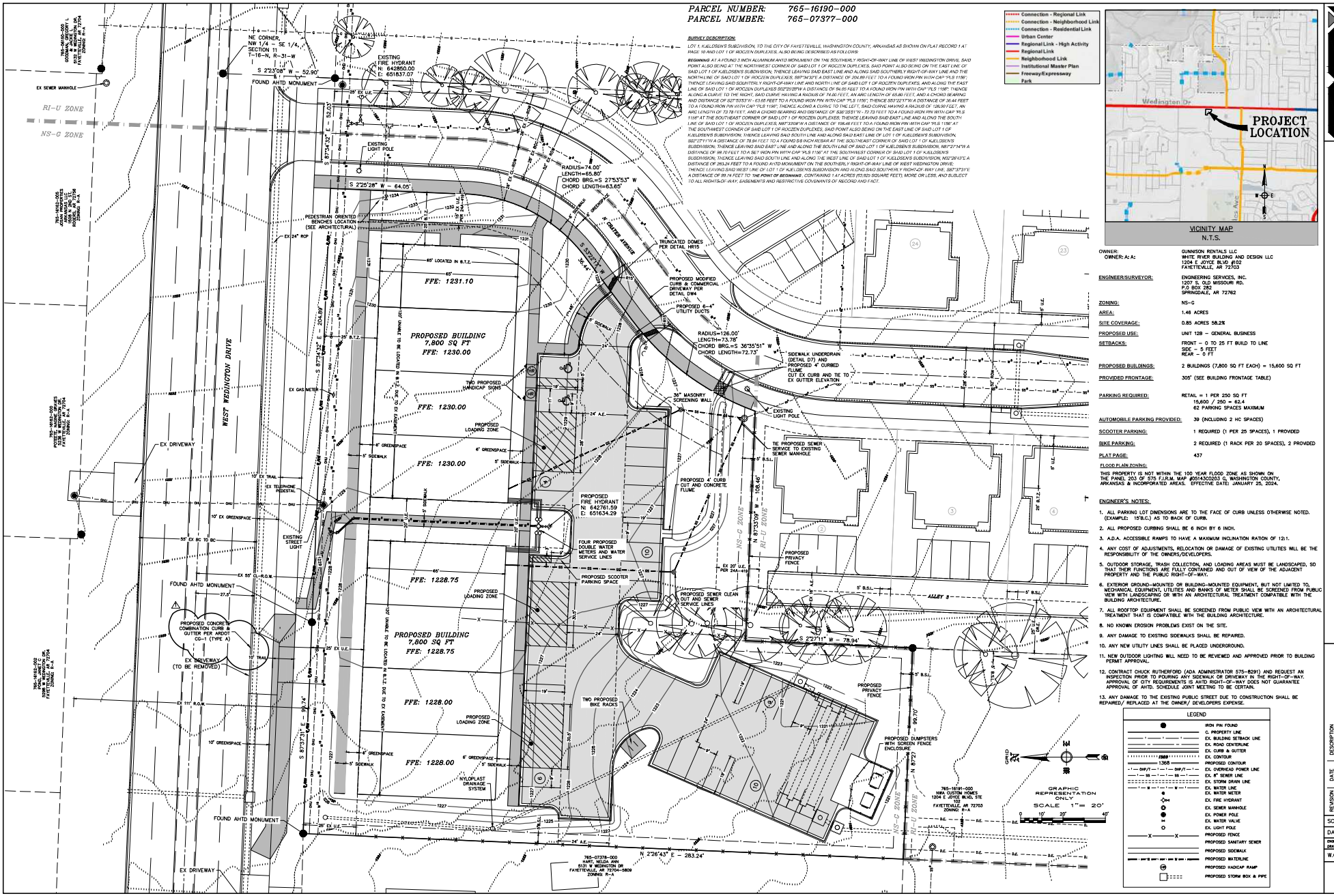
ENGINEERING SERVICES INC.
1207 S. Old Missouri Rd. • P.O. Box 282 • Springdale, Arkansas 72765-0282 Ph: 479-751-8733 • Fax: 479-751-8746

This submittal includes the following items:

- No submittal fee is included. Once the invoice is generated, this will be paid by the developer.
- Large Scale Development Plans
- Preliminary Drainage Report
- Warranty Deed
- Legal Description
- Consent of Owner Form

Please let me know if I can answer any questions.

Joshua Haley, E.I.
Project Engineer



OWNER: A: A: GUNNISON RENTALS LLC
WHITE RIVER BUILDING AND DESIGN LLC
1204 E JOYCE BLVD, #102
FAYETTEVILLE, AR 72703

ENGINEER/SURVEYOR: ENGINEERING SERVICES, INC.
1207 S. OLD MISSOURI RD.
P.O BOX 282
SPRINGDALE, AR 72762

ZONING: NS-G

AREA: 1.46 ACRES

SITE COVERAGE: 0.85 ACRES 58.2%

PROPOSED USE: UNIT 12B – GENERAL BUSINESS

SETBACKS: FRONT – 0 TO 25 FT BUILD TO LINE
SIDE – 5 FEET
REAR – 0 FT

PROPOSED BUILDINGS: 2 BUILDINGS (7,800 SQ FT EACH) = 15,600 SQ FT

PROVIDED FRONTAGE: 305' (SEE BUILDING FRONTAGE TABLE)

PARKING REQUIRED: RETAIL = 1 PER 250 SQ FT
15,600 / 250 = 62.4
62 PARKING SPACES MAXIMUM

AUTOMOBILE PARKING PROVIDED: 39 (INCLUDING 2 HC SPACES)

SCOOTER PARKING: 1 REQUIRED (1 PER 25 SPACES), 1 PROVIDED

BIKE PARKING: 2 REQUIRED (1 RACK PER 20 SPACES), 2 PROVIDED

PLAT PAGE: 437

FLOOD PLAIN ZONING:
THIS PROPERTY IS NOT WITHIN THE 100 YEAR FLOOD ZONE AS SHOWN ON THE PANEL 203 OF 575 F.I.R.M. MAP #05143C0203 G, WASHINGTON COUNTY, ARKANSAS & INCORPORATED AREAS. EFFECTIVE DATE: JANUARY 25, 2024.

ENGINEER'S NOTES:

1. ALL PARKING LOT DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED. (EXAMPLE: 15'B.C.) AS TO BACK OF CURB.
2. ALL PROPOSED CURBING SHALL BE 6 INCH BY 6 INCH.
3. A.D.A. ACCESSIBLE RAMPS TO HAVE A MAXIMUM INCLINATION RATION OF 12:1.
4. ANY COST OF ADJUSTMENTS, RELOCATION OR DAMAGE OF EXISTING UTILITIES WILL BE THE RESPONSIBILITY OF THE OWNERS/DEVELOPERS.
5. OUTDOOR STORAGE, TRASH COLLECTION, AND LOADING AREAS MUST BE LANDSCAPED, SO THAT THEIR FUNCTIONS ARE FULLY CONTAINED AND OUT OF VIEW OF THE ADJACENT PROPERTY AND THE PUBLIC RIGHT-OF-WAY.
6. EXTERIOR GROUND-MOUNTED OR BUILDING-MOUNTED EQUIPMENT, BUT NOT LIMITED TO, MECHANICAL EQUIPMENT, UTILITIES AND BANKS OF METER SHALL BE SCREENED FROM PUBLIC VIEW WITH LANDSCAPING OR WITH AN ARCHITECTURAL TREATMENT COMPATIBLE WITH THE BUILDING ARCHITECTURE.
7. ALL ROOFTOP EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW WITH AN ARCHITECTURAL TREATMENT THAT IS COMPATIBLE WITH THE BUILDING ARCHITECTURE.
8. NO KNOWN EROSION PROBLEMS EXIST ON THE SITE.
9. ANY DAMAGE TO EXISTING SIDEWALKS SHALL BE REPAIRED.
10. ANY NEW UTILITY LINES SHALL BE PLACED UNDERGROUND.
11. NEW OUTDOOR LIGHTING WILL NEED TO BE REVIEWED AND APPROVED PRIOR TO BUILDING PERMIT APPROVAL.
12. CONTRACT CHUCK RUTHERFORD (ADA ADMINISTRATOR 575-8291) AND REQUEST AN INSPECTION PRIOR TO POURING ANY SIDEWALK OR DRIVEWAY IN THE RIGHT-OF-WAY. APPROVAL OF CITY REQUIREMENTS IS WITH RIGHT-OF-WAY DOES NOT GUARANTEE APPROVAL OF AHTD. SCHEDULE JOINT MEETING TO BE CERTAIN.
13. ANY DAMAGE TO THE EXISTING PUBLIC STREET DUE TO CONSTRUCTION SHALL BE REPAIRED/ REPLACED AT THE OWNER/ DEVELOPERS EXPENSE.

LARGE SCALE DEVELOPMENT
ROCZEN BUSINESS PARK
FAYETTEVILLE, ARKANSAS

REVISION	DATE	DESCRIPTION
1	02/06/24	ADDITION OF ARDOT DETAILS

SCALE: 1"=20'
DATE: Aug 4, 2025
ENGINEER: TJA
DESIGN BY: JEC
W.O. #: 22914

2

Plans prepared by Engineering Services, Inc. (Gunnison)

C:\Users\thodam\Documents\Local Files\25-002 Rozzen Business Park_CENTRAL_thodamPLOTS.rvt
8/4/2025 11:42:51 AM
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COLOR ELEVATION LEGEND

AS-1: (ALUMINUM STOREFRONT SYSTEM)
MNFR: KAWNEER
STYLE: 451T
COLOR: DARK BRONZE ANODIZED
GLAZING: SOLARGRAY + SOLARSAN (9)

AWMP-1: (ARCHITECTURAL METAL WALL PANEL)
MNFR: METAL SALES MANUFACTURING
STYLE: T1-D
COLOR: OLD TOWN GRAY (WS5)

MWS-1: (METAL 'WOOD' SIDING 1)
MNFR: MAC METAL ARCHITECTURAL
STYLE: HARRYWOOD
COLOR: SCANDINAVIAN FIR

MWS-2: (METAL 'WOOD' SIDING 2)
MNFR: MAC METAL ARCHITECTURAL
STYLE: HARRYWOOD
COLOR: TEAK

HMD-1: (HOLLOW METAL DOOR(S))
MNFR: TBD
STYLE: FLUSH
COLOR: PAINT TO MATCH ADJACENT SIDING

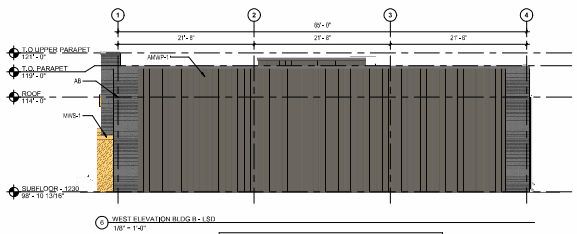
OHD-1: (OVERHEAD DOOR)
MNFR: AMARR
STYLE: 2741 (NO WINDOWS)
COLOR: CHARCOAL GRAY

AB: (ARCHITECTURAL BRICK)
MNFR: ENDICOTT
STYLE: FACE BRICK, SMOOTH
COLOR: MANGANESE IRONSPOT

*ROOFTOP HVAC UNIT SCREENING TO MATCH ARCHITECTURAL METAL WALL PANEL (AWMP-1)

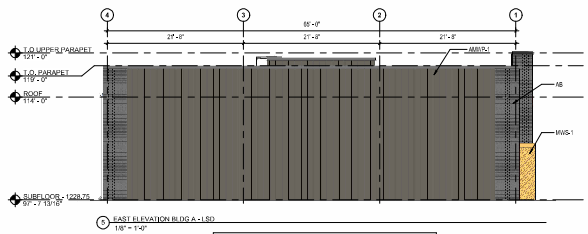
TOTAL FACADE AREAS

TOTAL FACADE AREA:	13,980 SF	
MINUS OPENINGS:	14,924 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	1,791 SF	12%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	8,697 SF	58%
AB: (ARCHITECTURAL BRICK)	3,847 SF	26%
MWS-1: (METAL WALL SIDING)	511 SF	3%
MWS-2: (METAL WALL SIDING)	169 SF	1%



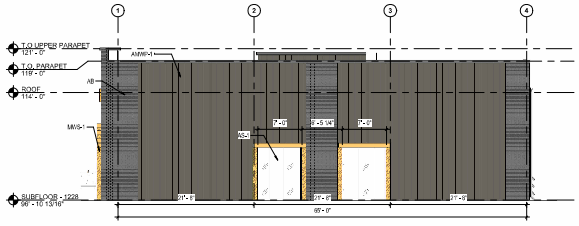
6 WEST ELEVATION BLDG B - LSD
1/8" = 1'-0"

WEST ELEVATION BLDG B TOTAL FACADE AREA:	1,377 SF	
MINUS OPENINGS:	1,377 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	0 SF	0%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	1,173 SF	85%
AB: (ARCHITECTURAL BRICK)	180 SF	13%
MWS-1: (METAL 'WOOD' SIDING 1)	24 SF	2%
MWS-2: (METAL 'WOOD' SIDING 2)	0 SF	0%



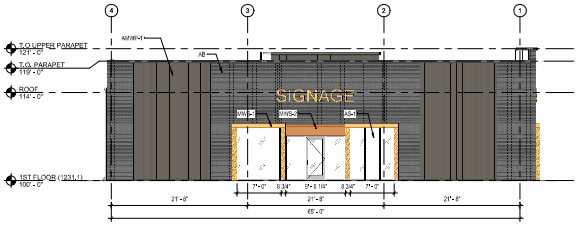
5 EAST ELEVATION BLDG A - LSD
1/8" = 1'-0"

EAST ELEVATION BLDG A TOTAL FACADE AREA:	1,464 SF	
MINUS OPENINGS:	1,464 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	0 SF	0%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	1246 SF	85%
AB: (ARCHITECTURAL BRICK)	194 SF	13%
MWS-1: (METAL 'WOOD' SIDING 1)	24 SF	2%
MWS-2: (METAL 'WOOD' SIDING 2)	0 SF	0%



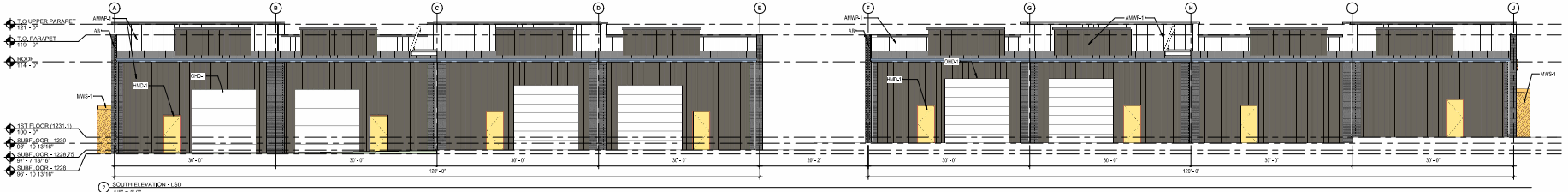
3 WEST ELEVATION BLDG A - LSD
1/8" = 1'-0"

WEST ELEVATION BLDG A TOTAL FACADE AREA:	1,510 SF	
MINUS OPENINGS:	1,510 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	117 SF	8%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	1029 SF	68%
AB: (ARCHITECTURAL BRICK)	322 SF	21%
MWS-1: (METAL 'WOOD' SIDING 1)	42 SF	3%
MWS-2: (METAL 'WOOD' SIDING 2)	0 SF	0%



1 EAST ELEVATION BLDG B - LSD
1/8" = 1'-0"

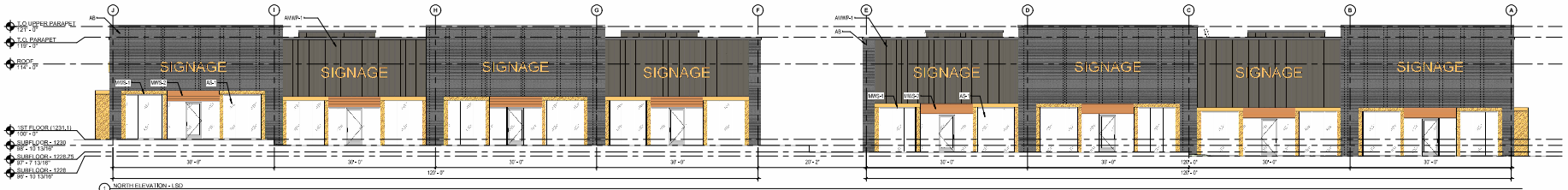
EAST ELEVATION BLDG B TOTAL FACADE AREA:	1,296 SF	
MINUS OPENINGS:	1,296 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	184 SF	14%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	474 SF	37%
AB: (ARCHITECTURAL BRICK)	570 SF	45%
MWS-1: (METAL 'WOOD' SIDING 1)	41 SF	3%
MWS-2: (METAL 'WOOD' SIDING 2)	16 SF	1%



2 SOUTH ELEVATION - LSD
1/8" = 1'-0"

SOUTH ELEVATION BLDG A TOTAL FACADE AREA:	2,435 SF	
MINUS OPENINGS:	1,922 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	0 SF	0%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	1,699 SF	88%
AB: (ARCHITECTURAL BRICK)	249 SF	13%
MWS-1: (METAL 'WOOD' SIDING 1)	24 SF	1%
MWS-2: (METAL 'WOOD' SIDING 2)	0 SF	0%

SOUTH ELEVATION BLDG B TOTAL FACADE AREA:	2,368 SF	
MINUS OPENINGS:	1,643 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	0 SF	0%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	1,734 SF	88%
AB: (ARCHITECTURAL BRICK)	226 SF	11%
MWS-1: (METAL 'WOOD' SIDING 1)	24 SF	1%
MWS-2: (METAL 'WOOD' SIDING 2)	0 SF	0%



1 NORTH ELEVATION - LSD
1/8" = 1'-0"

NORTH ELEVATION BLDG B TOTAL FACADE AREA:	2,179 SF	
MINUS OPENINGS:	2,179 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	745 SF	29%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	607 SF	24%
AB: (ARCHITECTURAL BRICK)	977 SF	38%
MWS-1: (METAL 'WOOD' SIDING 1)	166 SF	6%
MWS-2: (METAL 'WOOD' SIDING 2)	75 SF	3%

NORTH ELEVATION BLDG A TOTAL FACADE AREA:	2,661 SF	
MINUS OPENINGS:	2,661 SF	100%
AS-1: (ALUMINUM STOREFRONT SYSTEM)	745 SF	27%
AWMP-1: (ARCHITECTURAL METAL WALL PANEL)	694 SF	25%
AB: (ARCHITECTURAL BRICK)	1121 SF	40%
MWS-1: (METAL 'WOOD' SIDING 1)	166 SF	6%
MWS-2: (METAL 'WOOD' SIDING 2)	75 SF	2%

CORE ARCHITECTS
1000 N. WALNUT, SUITE 102
ROGERS, AR 72756
479.636.2673
www.core-arch.com

ARCHITECT OF RECORD
NOT FOR CONSTRUCTION

REVISION		
NO.	ISSUE	DATE

CONSULTANT:

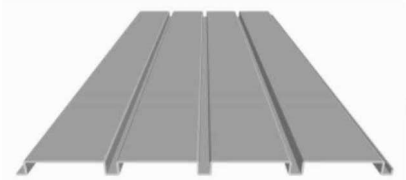
ROCZEN BUSINESS PARK
FAYETTEVILLE, AR

DRAWN BY: TH
CHECKED BY: DG

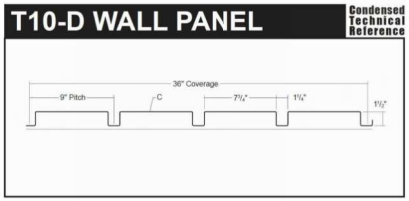
PROJECT #: 25-002

DATE: 07.02.2025

DRAWING: **A3.1 LSD**
EXTERIOR BUILDING ELEVATION(S)



Old Town Grey (W25)



AMWP - 1 (ARCHITECTURAL METAL WALL PANEL)
MNFR: METAL SALES MANUFACTURING
STYLE: T10-D
COLOR: OLD TOWN GRAY (W25)

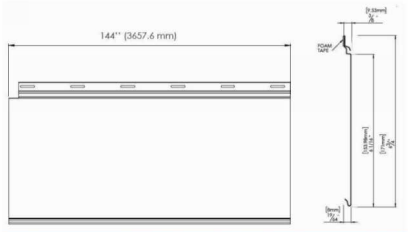


AB (ARCHITECTURAL BRICK)
MNFR: ENDICOTT
STYLE: FACE BRICK, SMOOTH
COLOR: MANGANESE IRONSPOT

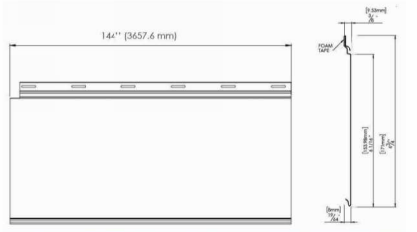


#40 DARK BRONZE

AS-1: (ALUMINUM STOREFRONT SYSTEM)
MNFR: KAWNEER
STYLE: 451T
COLOR: DARK BRONZE ANODIZED
GLAZING: SOLARGRAY + SOLARBAN 60



MWS - 1 (METAL 'WOOD' SIDING 1)
MNFR: MAC METAL ARCHITECTURAL
STYLE: HARRYWOOD
COLOR: SCANDINAVIAN FIR



MWS - 2 (METAL 'WOOD' SIDING 2)
MNFR: MAC METAL ARCHITECTURAL
STYLE: HARRYWOOD
COLOR: TEAK



Charcoal Gray

OHD-1: (OVERHEAD DOOR)
MNFR: AMARR
STYLE: 2741 (NO WINDOWS)
COLOR: CHARCOAL GRAY

CORE ARCHITECTS

Planning Commission
August 11, 2025
(Gunison)

ARCHITECT OF RECORD:
NOT FOR CONSTRUCTION

REVISION		
NO.	ISSUE	DATE

CONSULTANT:

ROCZEN BUSINESS PARK
FAYETTEVILLE, AR

DRAWN BY: TH
CHECKED BY: DG
PROJECT #: 25-002
DATE: 07.02.2025
DRAWING: A3.1.1
MATERIAL SAMPLE BOARD

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C:\Users\thaden\Documents\Local Files\25-002 Roczen Business Park_CENTRAL_thadenPLEFB.rvt
8/4/2025 11:43:51 AM

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Willa Thomason, Urban Forester

MEETING DATE: July 28, 2025

SUBJECT: **ADM-2025-0031: Administrative Item (Amend UDC Chapters 167.04, Tree Preservation and Protection and 167.05, Tree Protection Measures and Construction):** Submitted by CITY OF FAYETTEVILLE STAFF. The request is an amendment to 167.04 and 167.05. The proposed code changes would clarify requirements for tree preservation before and during construction.

RECOMMENDATION:
Staff recommend tabling **ADM-2025-0031** to have additional time to integrate feedback from legal.

RECOMMENDED MOTION:
*"I move to table **ADM-2025-0031**."*

BACKGROUND:
In 2024, a new Urban Forestry Management Plan (UFMP) was adopted by City Council to provide a ten-year strategic plan to preserve and expand the City's tree canopy. The overall benefits of canopy preservation and expansion acknowledged in the UFMP include carbon sequestration, reduction of urban heat islands, energy savings, reduction of stormwater runoff, improvement of air quality, enhancement of human health and wellness, and increase of property values. Five guiding principles and 15 goals were established following an analysis of baseline data from a 2022 independent arborist assessment of the citywide urban forest, and internal and external stakeholder input. Through this analysis, preservation and protection of existing trees was identified as a high priority.

Among the challenges to continued preservation and expansion of Fayetteville's urban forest identified in the 2024 Management Plan was the need for updated tree-preservation policy aligned with best practices and City priorities. In Appendix D, Ordinance Evaluation, the need to provide incentives for tree preservation rather than mitigation was established as a top priority.

DISCUSSION:
These proposed ordinance changes seek to clarify existing policy, as suggested in Appendix D, and to address Goal C2, to "update or amend tree-related ordinances to support the citywide canopy cover goal and other goals in the plan". Priority actions to support this goal include developing incentives to preserve existing canopy rather than opting for mitigation, and conservation and protection of significant green spaces through protective easements and other development provisions.

Amendments to bring the Unified Development Code (UDC) into alignment with the UFMP are recommended to:

- 167.04(H)(4) *Analysis Report* to implement a requirement for projects not meeting their minimum canopy requirement on-site to submit an analysis report prepared by an International Society of Arboriculture (ISA)-certified arborist.
- 167.04(L) *Continuing Preservation and Protection Under Approved Tree Preservation Plans and Tree Preservation Easements* to add clarifying subsection titles, and to create a new subsection describing the extent of activity permitted within a tree preservation easement.
- 167.05(B) *Tree Protection* to bring the City of Fayetteville's tree protection standards in line with the ISA-accepted best practice.
- 167.04(A)(9) *Hillside/Hilltop Overlay District* to clarify the tree preservation plan requirements for applicants seeking building or grading permits within the HHOD. This change is needed following the 2024 amendment to §167.04 that introduced the abbreviated tree preservation plan requirement for projects between 1,200 and 6,000 sq. ft. of impervious surface.
- 167.04(C) *Canopy Area* to require all zoning districts within the HHOD to submit a tree preservation plan, rather than just those with residential and C-1 designations.
- 167.04(H)(1)(d) to clarify the location within the UDC of the definition of "significant trees".

Public Comment: The Urban Forestry Advisory Board has vetted these proposed ordinance changes, and staff has integrated their suggestions.

RECOMMENDATION: Staff recommend tabling ADM-2025-0031 to the August 11 Planning Commission meeting to have more time to incorporate feedback from legal.

PLANNING COMMISSION ACTION:	**Required**	**YES**		
Date: July 28, 2025	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**	
Motion:				
Second:				
Vote:				

BUDGET/STAFF IMPACT:
None

Attachments:

- **Proposed Ordinance (Clean):**
  - UDC §167.04. Tree Preservation And Protection During Development
  - UDC §167.05. Tree Protection Measures And Construction
- **Proposed Ordinance (Strikethrough):**
  - UDC §167.04. Tree Preservation And Protection During Development
  - UDC §167.05. Tree Protection Measures And Construction

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING DATE: August 11, 2025

SUBJECT: **RZN-2025-0026: Rezoning (1893 N. RUPPLE RD/CONRAD, 361):** Submitted by CLINT PENZO for property located at 1893 N. RUPPLE RD. The property is zoned RSF-1, RESIDENTIAL SINGLE-FAMILY, ONE UNITS PER ACRE and contains approximately 1.04 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.

RECOMMENDATION:
Staff recommends forwarding **RZN-2025-0026** to City Council with a recommendation for approval.

RECOMMENDED MOTION:
1) "I move to find there is enough evidence to justify reconsideration of this item."
2) "I move to forward **RZN-2025-0026** to City Council with a recommendation of approval."

BACKGROUND:
The subject property is in west Fayetteville, at the intersection of W. Starry Night View and N. Rupple Road. The property contains 1.04 acres which is currently zoned R-A, Residential-Agricultural. It is currently developed with a 1,900-square-foot house constructed in 1989. A previous rezoning request on this property was denied by City Council on November 12, 2024. A code complaint for the operation of a business in a residential zoning district was also received by City staff in early August, and the case is currently under investigation. A home-based business license is currently issued for the property (BLH-0279-2025). Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Undeveloped	PZD (Oakbrooke Ph. 3)
South	Single-Family Residential	RSF-1, Residential Single-Family – One Unit per Acre
East	Golf Course	PZD (Links)
West	Single-Family Residential	PZD (Oakbrooke Ph. 3)

Request: The request is to rezone the subject property from RSF-1, Residential Single-Family, One Unit per Acre, to RI-U, Residential Intermediate-Urban. The applicant has also offered up a Bill of Assurance that limits the uses to single- and two-family dwellings, overall density to a maximum of eight units, a minimum square footage of 1,600 sq. ft. of habitable space for each unit, architectural design standards that mimic the adjacent development, and limited access onto W. Starry Night. It is attached to this staff packet for the Commission's consideration.

Public Comment: Members of the public from the surrounding neighborhood met with City staff to discuss concerns about access onto W. Starry Night View, proposed future access through a private alley, the quality of future construction, and density.

INFRASTRUCTURE AND ENVIRONMENTAL ANALYSIS:

Streets: The subject area has street frontage along N. Rupple Road, which is a partially improved Regional Link Street with asphalt paving, open ditches and a multi-purpose trail. The subject area has street frontage along W. Starry Night View which is a partially improved Residential Link Street with asphalt paving, open ditches and curb and gutter. Any street improvements required in these areas would be determined at the time of the development proposal. Any additional improvements or requirements for drainage will be determined at time of development.

Water: Public water is available to the subject area. An existing 6-inch water main is present along W. Starry Night View. An existing 12-inch water main is present along N. Rupple Road.

Sewer: Sanitary sewer is not available to the subject area. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 1,250 linear feet downstream of this property.

Drainage: No portion of the subject property lies within the Hillside-Hilltop Overlay District or a FEMA floodplain. Additionally, no protected streams are present, nor are there hydric soils on the property. Any additional improvements or requirements for drainage will be determined at time of development.

Fire: Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. Station 7, located at 835 N. Rupple Rd., protects this site. The property is located approximately 1 mile from the fire station with an anticipated drive time of approximately 3 minutes using existing streets. The anticipated response time would be approximately 5.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district of RI-U, Residential Intermediate-Urban requires **15% minimum canopy preservation.** The current zoning district of RSF-1, Residential Single-Family, One Unit per Acre requires **25% minimum canopy preservation.**

CITY PLAN 2040 FUTURE LAND USE PLAN: The City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood**.

Residential Neighborhood areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also

encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **6** for this site with a weighted score of **6.5**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 7, 835 N. Rupple Rd.)
- Near Water Main (eight-inch line, W. Starry Night View; 12-inch line N. Rupple Rd.)
- Near Sewer Main (85 feet west along W. Starry Night View)
- Near City Park (Bryce Davis Park; Red Oak Park)
- Near Paved Trail (Rupple Side Path Trail)
- Near Razorback Bus Stop (The Links)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the proposed rezoning from RSF-1 to RI-U to be compatible with the surrounding area. The intent of the RI-U zoning district is to encourage development of attached and detached dwellings to provide a range of housing types and meet the demands for walkable urban living. The subject property is adjacent to single-family properties to the west and south and undeveloped property to the north. Properties to the north and west are zoned RPZD (Oakbrooke), and the property to the south is zoned RSF-1. While the immediate vicinity is currently developed with single-family dwellings, a rezoning to RI-U could allow for higher density residential development consisting of single- to four-family dwellings. However, the applicant has offered to self-limit the allowed uses in the district through a Bill of Assurance; staff finds that this is still compatible with the surroundings, though initially did not have concerns about the full use schedule in RI-U. The property itself is located on a corner with frontage on a Regional Link Street (N. Rupple Rd.). Rezoning to RI-U would reduce the bulk and area requirements from 150-feet-wide lots with a 35,720-square-foot minimum area, to 18-foot-wide lots with no minimum area. Essential City services are available to the site, and other public amenities are located nearby. Given the size of the site, proximity to public services and amenities, and the availability of public right-of-way, staff finds the proposed rezoning to be appropriate. The limitations placed on the property through a Bill of Assurance will more or less mimic the overall design and scope of the adjacent Oakbrooke neighborhood, and staff appreciates the developer's commitment to limiting the number of driveways along W. Starry Night to promote walkability.**

Land Use Plan Analysis: **Staff finds the proposed rezoning to be consistent with the City's adopted land use plans. The proposed zoning complements the property's Future Land Use Map designation as Residential Neighborhood area since it would support a variety of housing types of**

appropriate scale and context. A rezoning to RI-U would meet several goals of City Plan 2040 by encouraging appropriate infill development (Goals 1, 2, and 6). The property is also within a Tier 2 Center, located at the intersection of N. Rupple Rd. and W. Mount Comfort Rd., approximately 0.33 miles to the north. A rezoning to RI-U is appropriate as it would align with the Tier 2 center designation by providing a mix of residential dwelling types. By still allowing two-family dwellings by-right, staff finds this is still in line with these future goals. That said, preference would typically be for an applicant to submit a zoning request without offering a Bill of Assurance, but staff finds that the applicant's submittal would ensure immediate compatibility with the surroundings and places a higher level of design scrutiny on single-family dwellings, which would otherwise be limited by Arkansas State Law.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds that rezoning the subject property from RSF-1 to RI-U is justified since the RSF-1 zoning is no longer compatible with the surrounding land uses. Staff also finds the rezoning to RI-U to be better aligned with existing zoning and development patterns in the area and consistent with the city's future land use plans.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **A rezoning from RSF-1 to RI-U has the potential to increase traffic at this location when considering that RI-U would allow for development that is greater in density and intensity than the existing RSF-1 zoning. Nevertheless, staff finds that the proposed rezoning is not likely to create or appreciably increase traffic danger or congestion at this location. The property has frontage along a partially improved Residential Link Street and Regional Link Street, and any street improvements required in the area would be determined at the time of development review.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The proposed rezoning has the potential to alter the population density since it would allow for increased residential development. However, the property currently has access to public streets and water. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 1500 linear feet downstream of this property, and any necessary upgrades or improvements to existing infrastructure would be determined at the time of development. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0026 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: Required YES

Date: August 11, 2025 ❒ **Tabled** ❒ **Forwarded** ❒ **Denied**

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code:
  - §161.05 District RSF-1, Residential Single-Family - One (1) Unit Per Acre
  - §161.12 District RI-U, Residential Intermediate – Urban
- One Mile Map
- Close-up Map
- Current Land Use Map
- Future Land Use Map
- Request letter
- Bill of Assurance
- Public Comment

161.05 District RSF-1, Residential Single-Family - One (1) Unit Per Acre

(A) *Purpose.* A district having single-family detached residences on lots with a minimum size of one (1) unit per acre. The district is designed to permit and encourage the development of very low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(C) *Permitted Uses*.

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

(D) *Conditional Uses*.

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 24	Home occupations
Unit 36	Wireless communications facilities
Unit 44	Cluster Housing Development

(E) *Density.*

Units per acre	1

(F) *Bulk and Area Regulations.*

Lot width minimum	150 feet
Lot area minimum	35,720 square feet
Land area per dwelling unit	35,720 square feet

(G) *Setback Requirements.*

Front	Side	Rear
35 feet	20 feet	35 feet

(H) *Building Height Regulations.*

Building Height Maximum	3 stories

(I) *Building Area.* None.

161.12 District RI-U, Residential Intermediate - Urban

(A) *Purpose.* The RI-U Residential District is designed to permit and encourage the development of detached and attached dwellings in suitable environments, to provide a range of housing types compatible in scale with single-family homes and to encourage a diversity of housing types to meet demand for walkable urban living.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster housing development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 12a	Limited business
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

	Dwelling (all types)
Lot width minimum	18 feet
Lot area minimum	None

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear, from centerline of an alley
A build-to zone that is located between the front property, line and a line 25 feet from the front property line.	None	5 feet	5 feet	12 feet

(F) *Building Height Regulations.*

Building height maximum	2 stories/3 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories. Buildings or portions of the building set back greater than 10 feet from the master street plan right-of-way shall have a maximum height of three (3) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 60% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

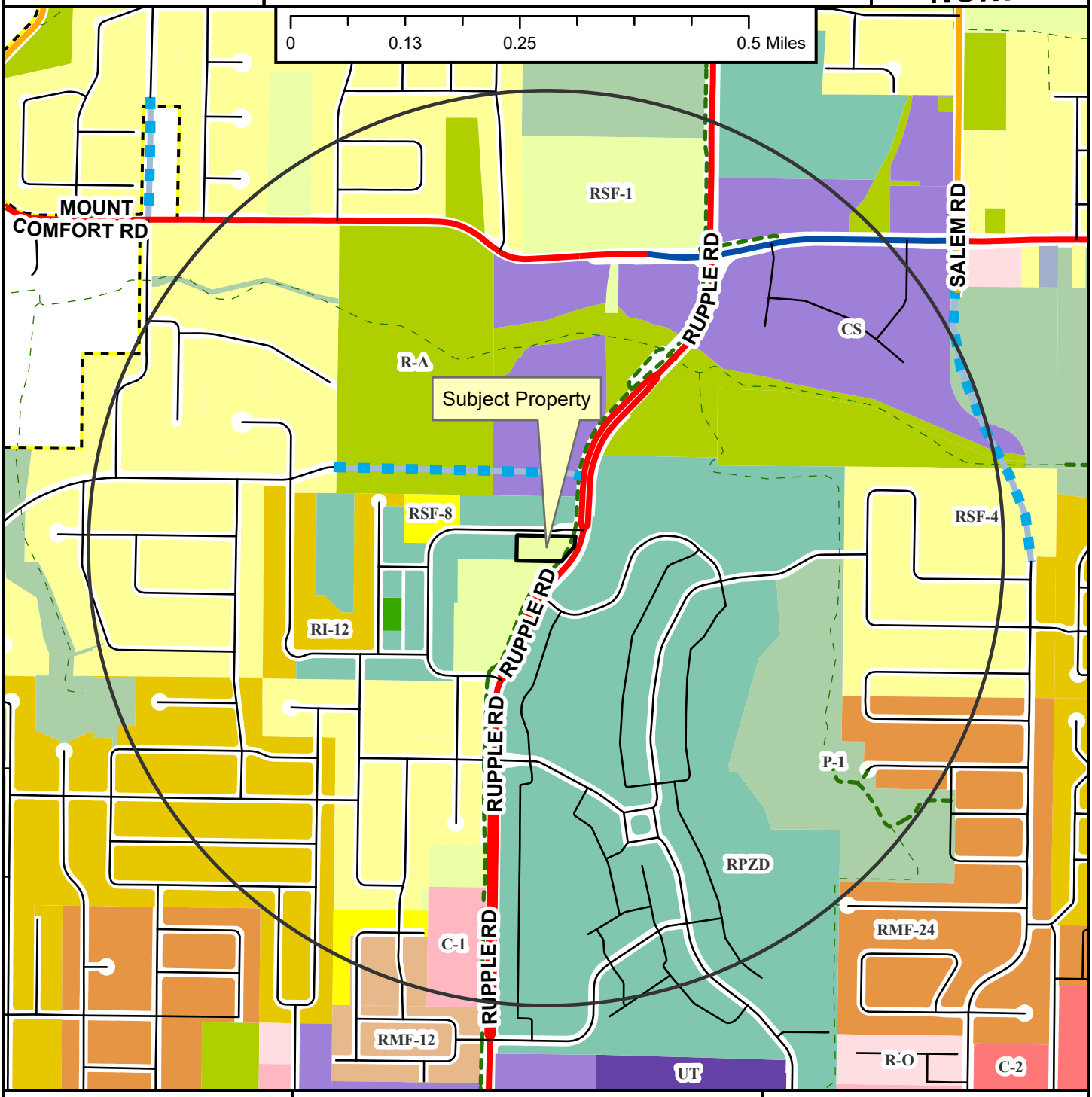
(H) *Minimum Buildable Street Frontage.* 50% of the lot width.

RZN-2025-0026

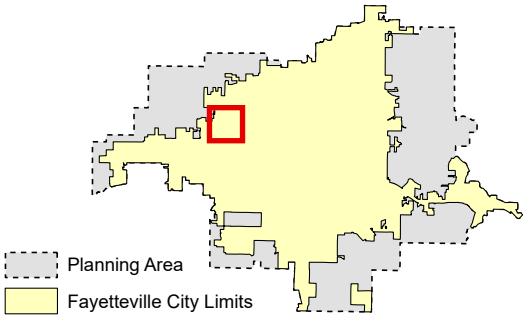
One Mile View

1893 N. RUPPLE RD

NORTH



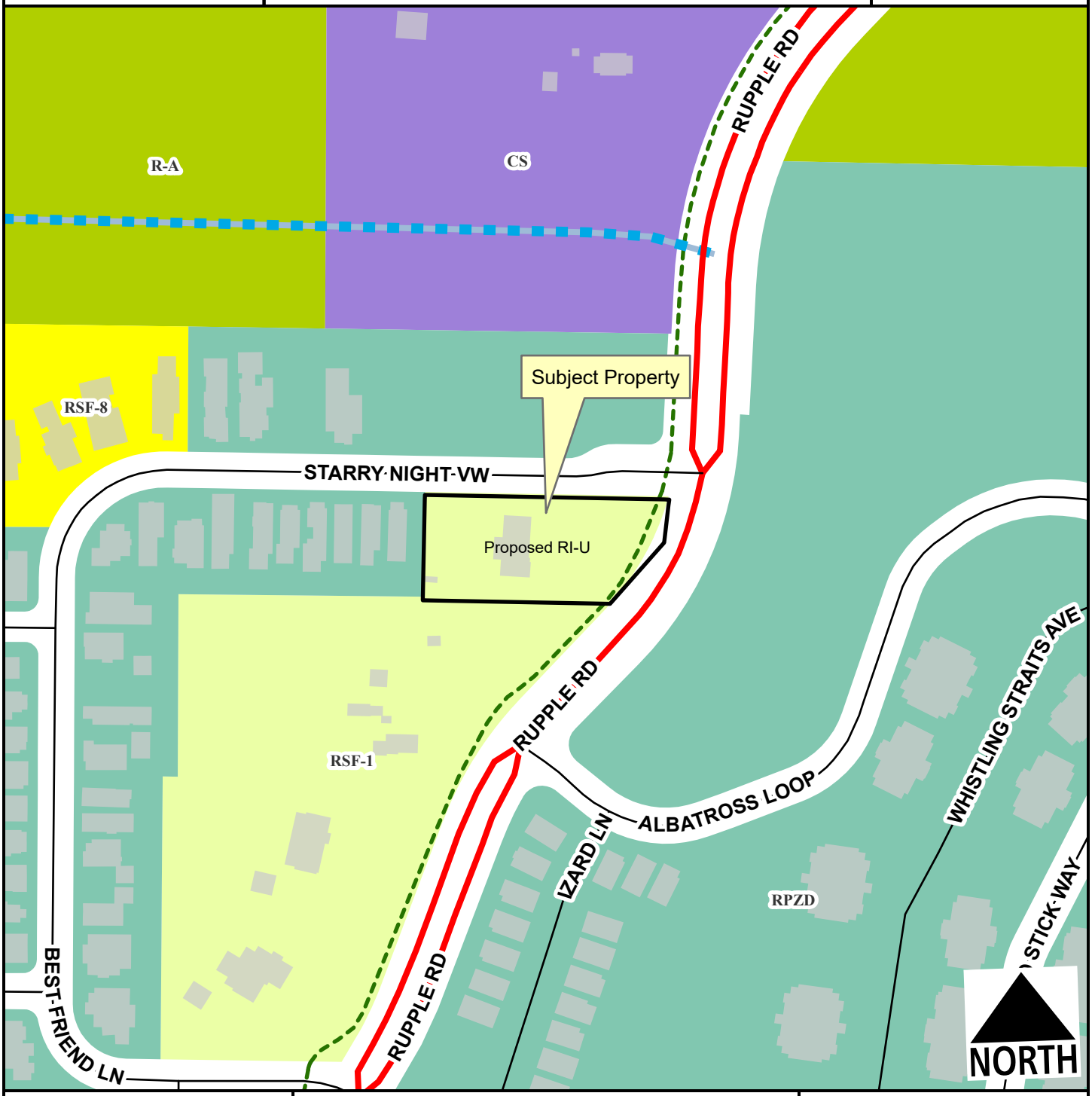
- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



RZN-2025-0026

Close Up View

1893 N. RUPPLE RD



- Regional Link
- Unclassified
- Residential Link
- Planned Residential Link
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
RI-U	0.0	1.0
RPZD	0.0	0.0
RSF-1	1.0	0.0

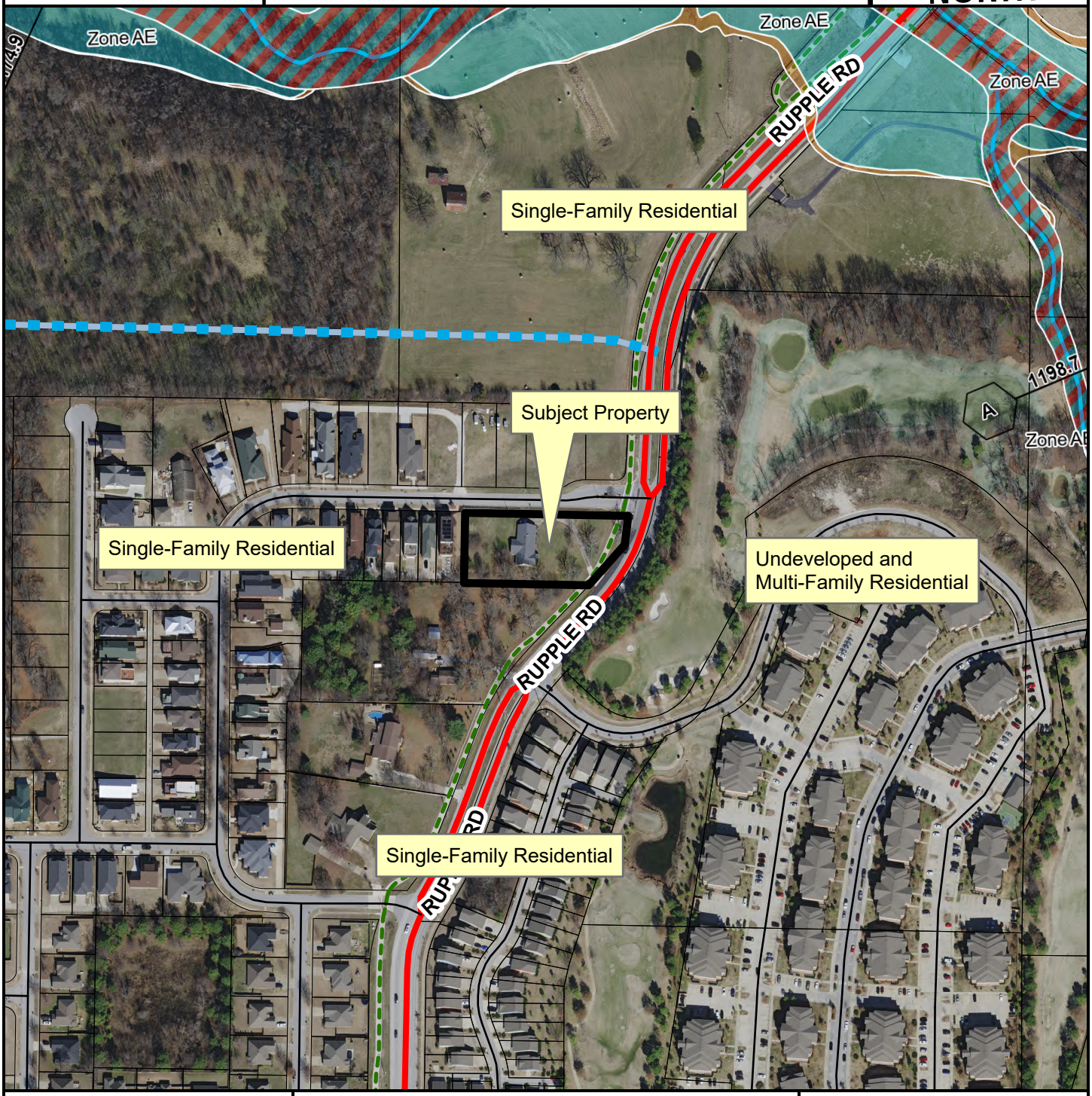
Total 1.0 ac

RZN-2025-0026

Current Land Use

1893 N. RUPPLE RD

NORTH



- Regional Link
- Unclassified
- Residential Link
- Planned Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

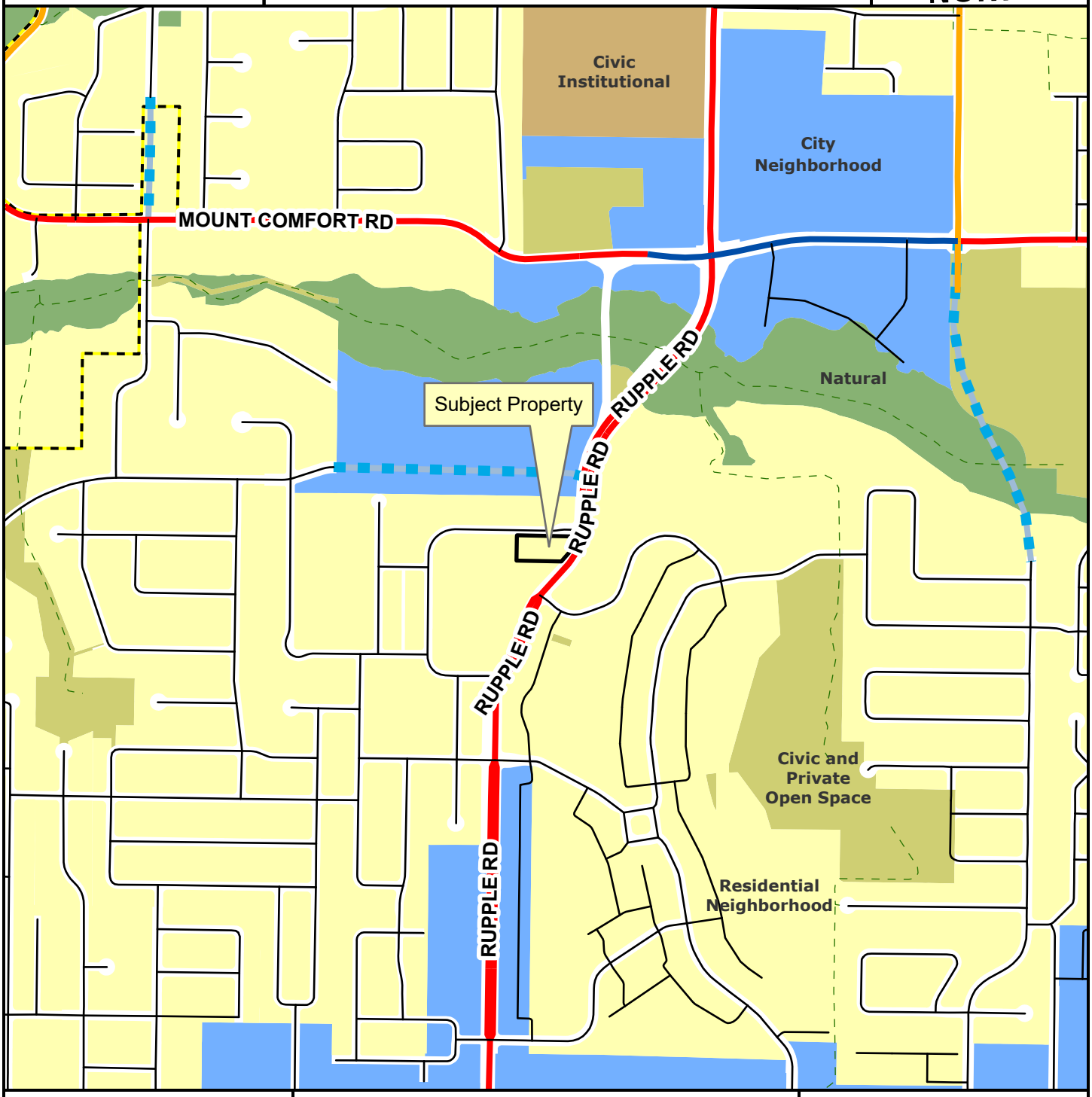
- 100-Year Floodplain
- Floodway

RZN-2025-0026

Future Land Use

1893 N. RUPPLE RD

NORTH



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

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

Erin Conrad
2536 E Sweetbriar Dr
Fayetteville, AR 72703
erconrad@gmail.com
479-544-3126

June 18, 2025

Fayetteville Planning Division
113 W. Mountain Street

Fayetteville, AR 72701

Re: Rezoning Request for 1893 N. Rupple Rd – RI-U with Bill of Assurance

Dear Planning Staff and Honorable Members of the City Council,

I am writing to formally request the rezoning of the property located at 1893 N. Rupple Rd, Fayetteville, AR 72704 from RSF-1 to RI-U. This request is accompanied by a Bill of Assurance that places clear and enforceable restrictions on the development to ensure it is consistent with the surrounding area and addresses concerns raised during the prior rezoning application that was denied.

The primary reason we are requesting RI-U zoning is due to lot width requirements. Our proposed development requires lot widths that are approximately 37 feet, which closely matches the adjacent properties to the West on W Starry Night View. However, alternative zoning classifications such as RSF-8 and RSF-12, which were previously suggested by Council members, both require a minimum lot width of 50 feet, making them unworkable for our intended site layout.

This proposed rezoning will not unreasonably adversely affect or conflict with surrounding land uses. In fact, it is designed to complement the character and scale of the adjacent Oakbrooke neighborhood. The property is located in a transitional area where slightly increased density is appropriate and already present nearby. The homes we intend to build will maintain a residential appearance and be consistent with existing architectural styles.

To further ensure compatibility, we have included a Bill of Assurance that limits development on the property to:

- No more than eight total units,
- A minimum of 1,600 square feet of heated living space per home (except one corner lot),

- Inclusion of garages or carports for all new dwellings,
- High-quality exteriors using natural materials (no vinyl siding),
- Landscaped yards and attractive fencing in line with the surrounding area,
- A commitment to unified architectural design that mirrors the traditional styles found in Oakbrooke (such as craftsman, prairie, or Tudor),
- Minimized curb cuts and thoughtful access planning to reduce traffic impacts on Starry Night View.

We believe this rezoning request is both reasonable and responsible. It aligns with Fayetteville's goals for smart growth, encourages infill development, and preserves neighborhood character while offering a small increase in housing opportunity.

Thank you for your time and consideration. We would be happy to discuss this request further and look forward to working with you throughout the review process.

Sincerely,
Erin Conrad



BILL OF ASSURANCE
FOR THE CITY OF FAYETTEVILLE, ARKANSAS

In order to attempt to obtain approval of my request for a zoning reclassification of ___RI-U__ for the following property: 1893 N. Rupple Rd Fayetteville, AR 72704, I, as the authorized agent for the owner or buyer of this property, __Clint Penzo___ (hereinafter called "Petitioner") hereby voluntarily offers this Bill of Assurance and enters into this binding agreement and contract with the City of Fayetteville, Arkansas.

The Petitioner expressly grants to the City of Fayetteville the right to enforce any and all of the terms of this Bill of Assurance in the Circuit Court of Washington County and agrees that if Petitioner or Petitioner's heirs, assigns, or successors violate any term of this Bill of Assurance, substantial irreparable damage justifying injunctive relief has been done to the citizens and City of Fayetteville, Arkansas. The Petitioner acknowledges that the Fayetteville Planning Commission and the Fayetteville City Council will **reasonably rely** upon all of the terms and conditions within this Bill of Assurance in considering whether to approve Petitioner's rezoning request.

Petitioner hereby voluntarily offers assurances that Petitioner and Petitioner's property shall be restricted as follows **IF** Petitioner's requested rezoning is approved by the Fayetteville City Council:

1. The area proposed to be rezoned to (requested rezoning) shall be limited to the following Permitted Uses:
    a. Single-family dwellings or two (2) family dwellings or accessory dwellings.

2. Other restrictions including height of, number, and type of structures upon the property are limited to:
    a. **Total Units:** The total unit count on the property shall not exceed 8 units, including both new and existing structures.
    b. **Minimum Square Footage:** Homes constructed on the property shall contain a minimum of 1,600 square feet of heated floor space. Only the corner lot may contain smaller square feet of heated floor space.
    c. **Garages:** Each new dwelling shall include a garage, carport, or a garage/carport hybrid accommodating at least two (2) vehicles.
    d. **Exterior Materials:** The exterior of all structures shall be composed of no less than 70% wood or concrete board siding, brick, stone, or other natural materials. Vinyl siding is not permitted.
    e. **Garden Walls and Fences:** All fencing shall be constructed of one of the following materials: wrought iron, decorative metal, wood, brick, stucco, or stone.
    f. **Yards/Landscaping:** Front yards shall be landscaped within 90 days of a certificate of occupancy being issued by the City of Fayetteville.

g. **Access**: All efforts will be made to minimize "curb cuts" into Starry Night by pursuing an easement to extend the existing alley and, failing that, leverage shared access onto Starry Night where possible.

3. Specific activities that will not be allowed upon Petitioner's property include:
    a. No mobile housing shall be placed on any lot.
4. Any other terms or conditions:
    a. To address the concerns expressed by neighbors in the city council hearing, the intent has been and continues to be to develop the property to match the look and feel of existing homes on W Starry Night View. A unified community appearance benefits both the existing home owners as well as our own interests but until rezoning has been approved additional planning and specific development choices are on hold in an effort to manage irrecoverable costs. Many of these assurances are borrowed from Oakbrooke's own covenants and the architectural intent is to match Oakbrooke's "traditional Americana neighborhood with an emphasis on traditional american styling; craftsman style bungalows, prairie, savannah, american tudor and american italianate houses are preferred. Ranch, contemporary, modern, a-frame, log, or gambrel style structures may be permitted" where design limitations exist.

Petitioner specifically agrees that all such restrictions and terms shall run with the land and bind all future owners unless and until specifically released by Resolution of the Fayetteville City Council. This Bill of Assurance shall be filed for record in the Washington County Circuit Clerk's Office as part of the rezoning ordinance. After Petitioner's rezoning is effective, the Bill of Assurance shall be noted on any Final Plat, Large Scale Development, or other development approval which includes some or all of Petitioner's property affected by the rezoning.

IN WITNESS WHEREOF and in agreement with all the terms and conditions stated above, I, ____Clint Penzo_____, as the authorized agent of Petitioner **voluntarily offer** all such assurances and sign my name below.

_____	_____
Printed Name of Authorized Agent	Position or Title of Authorized Agent
_____	_____
Signature	Date

NOTARY OATH

STATE OF ARKANSAS)
COUNTY OF WASHINGTON)

On this, the _____ day of _____, 20___, before me, the undersigned notary, personally appeared _____, known to me (or satisfactorily proven) to be the person(s) whose name is/are subscribed to the above and, after being placed upon their oath, swore or affirmed that they were authorized to sign the above Bill of Assurance, agreed with the terms of the Bill of Assurance, and executed the Bill of Assurance in an attempt to have their property rezoned as requested.

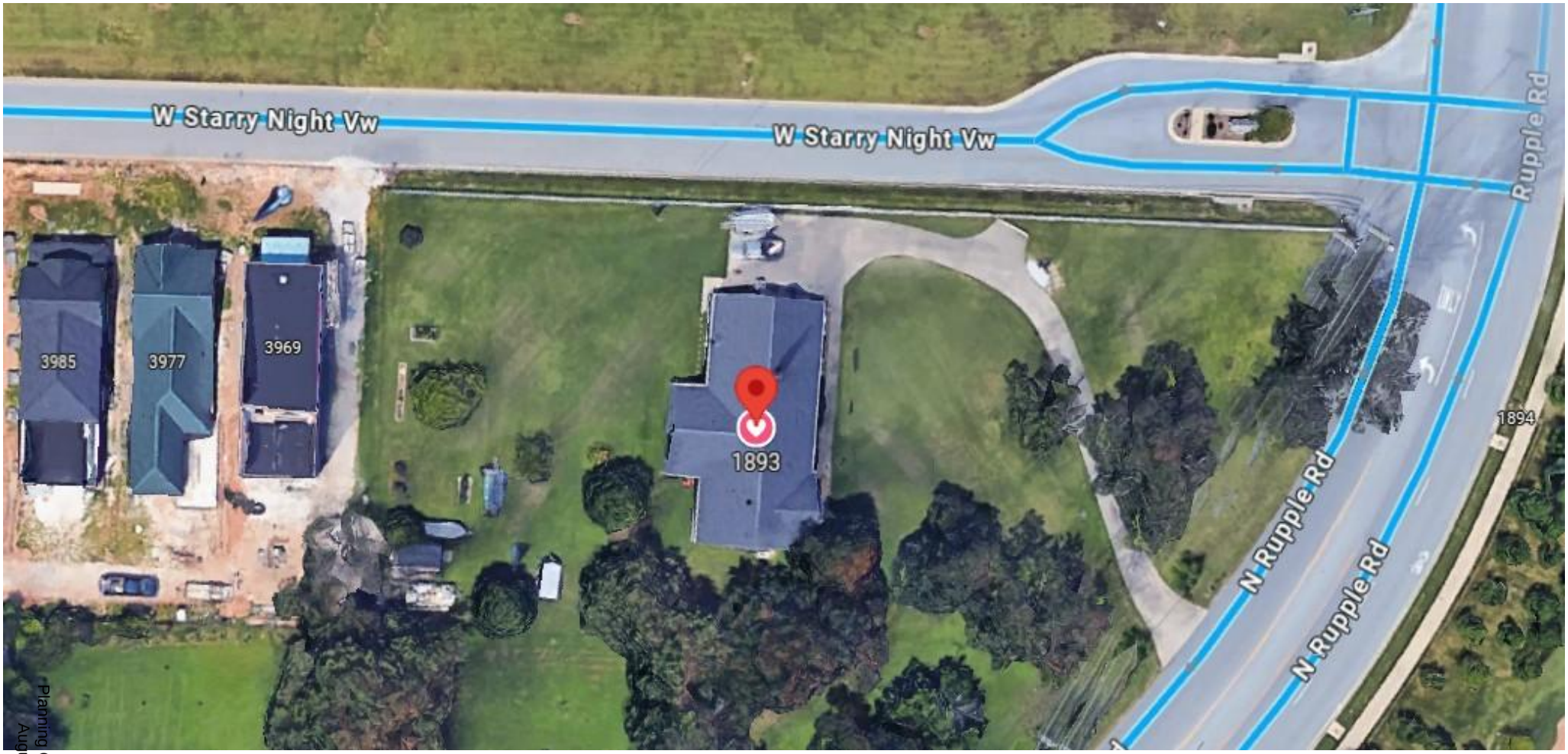
_____

NOTARY PUBLIC

My Commission Expires:

_____

Current satellite view (Google Maps)



Current street view of next four neighbors (Google Maps)



Current street view of gap before next neighbor (Google Maps)

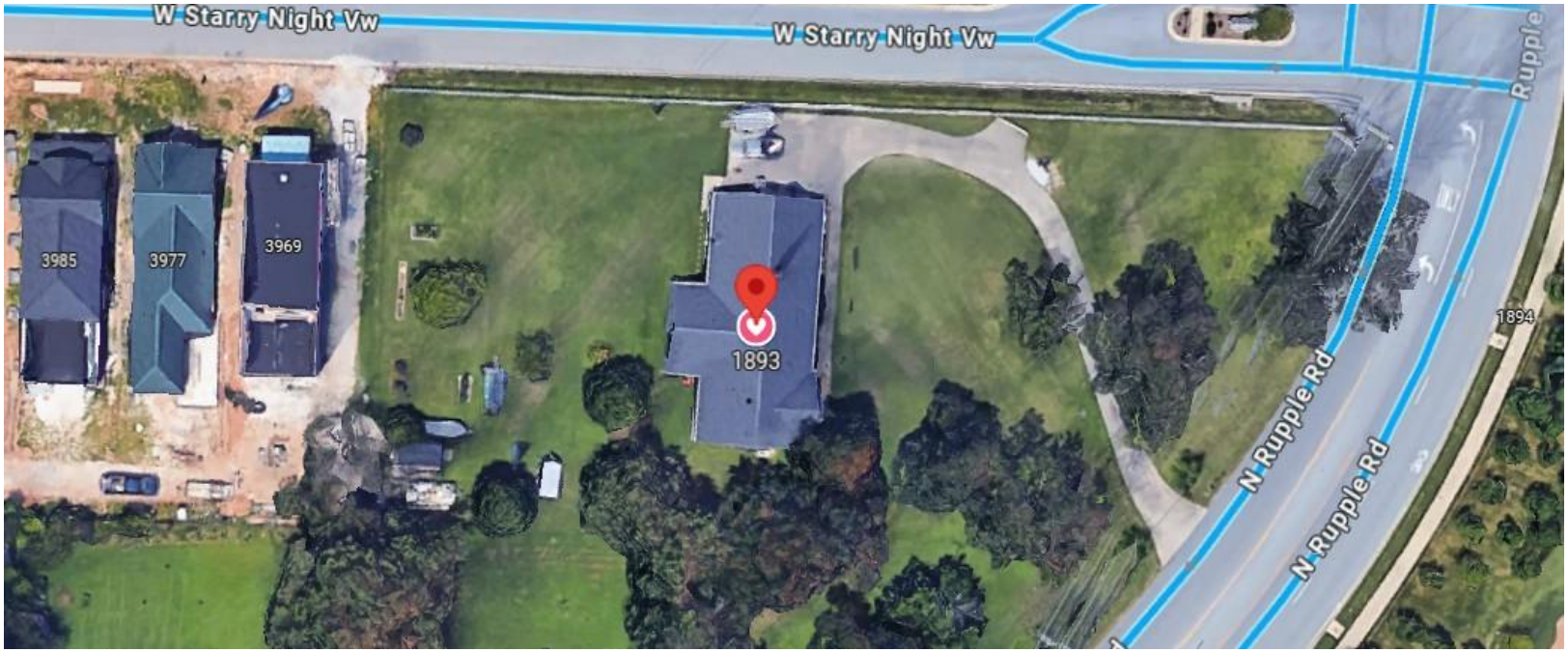


Desired end state



- Convert existing house to have front entrance layout matching the neighborhood
- Build two similar style houses in gap between existing house and first neighbor
- Make the two new builds match front facing (starry night) with sidewalk and similar curb appeal

Challenges to solve



1. Renovate existing property to move garage to back
2. Create way to access garages if all new properties have front entrances facing Starry Night
3. Add sewer to all properties

Four options for garage access with “option 3” mock up



Mock up of likely option based on our interpretation of feedback from prior City Council session.

1. Extend alleyway access from 3969 W Starry Night all the way through N Rupple
2. Extend alleyway access from 3969 W Starry Night but deadend before N Rupple (remove exit)
3. Cut a shared “T-Driveway” exiting onto W Starry Night with access all properties connected to this development but NOT the rest of the alleyway from 3969 W Starry Night
4. Cut a shared “T-Driveway” to access all properties connected to this development AND the rest of the alleyway from 3969 W Starry Night

Rezoning application

- We believe our planned development actually addresses most of the expressed neighborhood concerns:
  - Density - matches the rest of Starry Night (no high density apartments or tiny home community)
  - Traffic - not a material change or largely non impacting based on which design is chosen
  - Property values - a consistent fully developed street locks in community value to preserve or enhance neighbors' property values

- Our application was submitted to give us the flexibility to overcome the obstacles presented when trying to shift all garage access to be hidden from Starry Night while also not knowing if we will be allowed to connect to existing alleyways, N Rupple or have to build our own "T-Drive".

- As property owner we want to know we can execute the planned vision prior to spending large amounts of engineering and planning money which is why the flexible rezoning application has been our first step.

- We happily added materially significant planned assurances to our application and will provide more conceptual mockups to help the city and our neighbors understand our vision

Rezoning application - Bill of Assurances

The area proposed to be rezoned to (requested rezoning) shall be limited to the following Permitted Uses:

- Single-family dwellings or two (2) family dwellings or accessory dwellings.

Other restrictions including height of, number, and type of structures upon the property are limited to:

- **Total Units:** The total unit count on the property shall not exceed 8 units, including both new and existing structures.
- **Minimum Square Footage:** Homes constructed on the property shall contain a minimum of 1,600 square feet of heated floor space. Only the corner lot may contain smaller square feet of heated floor space.
- **Garages:** Each new dwelling shall include a garage, carport, or a garage/carport hybrid accommodating at least two (2) vehicles.
- **Exterior Materials:** The exterior of all structures shall be composed of no less than 70% wood or concrete board siding, brick, stone, or other natural materials. Vinyl siding is not permitted.
- **Garden Walls and Fences:** All fencing shall be constructed of one of the following materials: wrought iron, decorative metal, wood, brick, stucco, or stone.
- **Yards/Landscaping:** Front yards shall be landscaped within 90 days of a certificate of occupancy being issued by the City of Fayetteville.
- **Access**: All efforts will be made to minimize “curb cuts” into Starry Night by pursuing an easement to extend the existing alley and, failing that, leverage shared access onto Starry Night where possible.

Specific activities that will not be allowed upon Petitioner’s property include:

- No mobile housing shall be placed on any lot.

Any other terms or conditions:

- To address the concerns expressed by neighbors in the city council hearing, the intent has been and continues to be to develop the property to match the look and feel of existing homes on W Starry Night View. A unified community appearance benefits both the existing home owners as well as our own interests but until rezoning has been approved additional planning and specific development choices are on hold in an effort to manage irrecoverable costs. Many of these assurances are borrowed from Oakbrooke’s own covenants and the architectural intent is to match Oakbrooke’s “traditional Americana neighborhood with an emphasis on traditional american styling; craftsman style bungalows, prairie, savannah, american tudor and american italianate houses are preferred. Ranch, contemporary, modern, a-frame, log, or gambrel style structures may be permitted” where design limitations exist.

From: Tracy Hoskins <tkhoskins@paradigmnwa.com>
Sent: Friday, August 1, 2025 4:21 PM
To: Curth, Jonathan <jcurth@fayetteville-ar.gov>; Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Neighbor and their commercial enterprise.

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

RE: 1893 N Rupple.

I have spoken with Penzo, the person apparently governing this property at this time, a few times about the Starry Night on-street parking which is dangerous. There are construction and delivery vehicles going through there all day long and someone's car is going to get damaged, or worse. Then, they also park facing against traffic flow/direction, which confuses drivers, especially at night. I also thought I recall the city passing an ordinance prohibiting the overnight parking of commercial vehicles/trailers on city streets. Maybe it doesn't apply to this. All of this while they have a very long drive and parking pads they aren't even utilizing.

I have also mentioned to Penzo about the condition of the property as they appear to be running a commercial trash/dump trailer business. The number of trucks parked in the yard with the trash trailers is growing as well. This is screenshot from earlier this year. You can see by the attached pics, business appears to be picking up.



This is not the appropriate setting for such an enterprise. I am pretty sure the property isn't zoned for it as well.

Neither the on-street parking nor the commercial venture, especially one of this nature is appropriate for this area.

Speaking on behalf of several Oakbrooke residents, and speaking on my own behalf, we'd sure appreciate it if the city would look into this and do what they can address this issue and to ensure it doesn't continue into the future.

Thanks so much!

Tracy K. Hoskins President

The Paradigm Companies

1907 Best Friend Lane
Fayetteville, AR 72704
C. (479) 236-6636

Virus-free.www.avg.com

From: Hyke, Bliss <ehyke@fayetteville-ar.gov>
Sent: Monday, August 4, 2025 2:20 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: RZN-2025-0026 (1893 N RUPPLE RD FAYETTEVILLE, AR 72704)

Jessie,

I have started a code case for (1893 N RUPPLE RD FAYETTEVILLE, AR 72704). The complaint is "It appears that Fresh Start Junk Removal https://fsjunkremoval.com/ is running their business illegally on a residential lot and building. Their business license BLH-0279-2025 is listed as a Home Based Consultant at 1893 N RUPPLE RD. However, it appears that all their heavy equipment used for their business is parked and operated their too. 1893 N RUPPLE RD is zoned RSF-1 Residential Single-Family." I have an inspection scheduled for tomorrow

to take photographs of the property. They do a have active license BLH-0279-2025 • Fresh Start Junk Removal LLC (1893 N RUPPLE RD FAYETTEVILLE, AR 72704). I wanted to give a heads up since they do have a RZN in review.

Bliss Hyke

Planning Technician

Development Services

City of Fayetteville, Arkansas

479.575.8362

www.fayetteville-ar.gov

Website | Facebook | Twitter | Instagram | YouTube



CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING: August 11, 2025

SUBJECT: **PZD-2025-0004: Planned Zoning District (2215 W. HASKELL HTS/FARRIS, 520):** Submitted by CRAFTON TULL for property located at 2215 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a Planned Zoning District.

RECOMMENDATION:
Staff recommends approval of **PZD-2025-0004**.

RECOMMENDED MOTION:
1) "I move to find there is enough evidence to justify reconsideration of this item."
2) "I move to forward **PZD-2025-0004** to City Council with a recommendation of approval."

BACKGROUND:
The subject property is located on the south side of Markham Hill about a quarter of a mile south of the intersection of Sang Avenue and Markham Road. The property consists of six parcels which are located in RSF-4 zoning and total 34.86 acres. Two single-family dwellings exist on site including one house believed to have been built in 1901 for Charles N. Haskell, the first governor of Oklahoma and the namesake of the Haskell Heights neighborhood. The property is otherwise undeveloped and largely covered by mature tree canopy. Most of the property is located within the Hillside/Hilltop Overlay District and contains grades steeper than 20%. This project was initially submitted for review in August 2024 under a different project number (PZD-2024-0006). That item was tabled indefinitely at the December 9, 2024, Planning Commission meeting, and since it was not taken from the table during the same calendar year in which it was tabled, that project expired at the end of the calendar year. A subsequent request was heard and denied by the Planning Commission on March 24, 2025, after having been tabled by the Commission on February 24, 2025. Since a similar request was denied within a 12 month period, the Planning Commission will have to determine that the item has been modified enough to justify a reconsideration. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre RI-U, Residential Intermediate-Urban R-A, Residential-Agricultural
South	Multi-Family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Single-Family Residential Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre
West	Undeveloped	R-A, Residential-Agricultural

Proposal: The applicant requests to rezone the property to a Residential Planned Zoning District with three planning areas, as described below:

- **Planning Area #1 (Multi-Family Residential) – 9.31 acres:** This area will encompass any spaces where three (3) or more family dwellings are proposed. This planning area is located to the south of the overall site. Private dormitories are listed as a conditional use.
- **Planning Area #2 (Single- and Two-Family Residential) – 9.86 acres:** This area will include single- and two-family dwellings along the northern portion of the site.
- **Planning Area #3 (Conservation Area) – 15.69 acres:** This area will encompass the detention, drainage features, forested areas, natural areas, and recreational features. This planning area is intended to permit and encourage the minimum amount of development, protect natural features, and encompass the common and recreational areas for the development.

Public Comment: Staff has received opposition to this request. Those individuals expressed concerns about compatibility, density, traffic impacts, and hillside erosion. Several individuals noted that they would prefer to see development happen on the subject property under RSF-4 zoning.

INFRASTRUCTURE:

Streets: The PZD shows connecting North and South Sang Avenue through the site with a public street. Due to steep topography on the property, this connection is currently shown to jog through the site to keep slopes as minimal as possible. This connection is shown to be 21-foot-wide back-of-curb to back-of-curb with 6-foot greenspace and 10-foot paved shared use trail on the west side, in accordance with the City's adopted Active Transportation Plan. An extension of West Nettleship Street/South Cross Avenue from the southeast corner of the site to Sang Avenue is also shown. The east-west portion is shown to match the alternative residential link section with a 28-foot-wide pavement section measured from the back-of-curb, with 6-foot sidewalk and greenspace on the south side of the street. The north-south portion is shown to omit the parking lane and have a 21-foot-wide back-of-curb pavement section with 6-foot sidewalk and greenspace on the west side. In addition to new street extensions, North Sang Avenue is also proposed to be widened to 20 feet to the north where it intersects West Markham Road to meet Fire Code requirements. Review of the proposed streets for conformance with the City's Minimum Street Standards will be performed with development entitlement.

Water: There is an existing 8-inch watermain present on the north end of the site where South Sang Avenue currently dead ends and an 8-inch watermain along West Nettleship Street in the southeast corner. Connections may be made to both lines to serve development. There is a 24-inch water transmission main that runs north-south through the site. No connections shall be made to this line, and any cut or fill over this line must be approved by Water and Sewer.

It should be noted that portions of this site are at an elevation higher than can provide 45 psi of working pressure at the water meter. Staff have met with the applicant, and it may be possible to set a master meter below this elevation to meet the requirements set forth in the City of Fayetteville's Standard Specifications for Design and Construction of Water Lines and Sewer Lines, 2022 Edition. Additional

fire requirements may apply. Further review and analysis will be done with an application for development.

Sewer: There is an existing 6-inch sanitary sewer main present near the southeast corner of the site along West Nettleship Street and an offsite extension would be required to tie into the existing sanitary sewer system. There is also an existing 8-inch sanitary sewer main present in West Maine Street, approximately 400 feet south of the site. The applicant must engage RJN, the contract engineer for the City's sewer model, to determine the existing downstream capacity of the sewer system and any necessary improvements that would be required for a specific development.

Drainage: Development on this site must meet the four Minimum Standards of Fayetteville's Drainage Criteria Manual for water quality, channel protection, overbank flood protection, and extreme flood protection. Review for conformance with these standards will be done with a development application. Portions of the site lie within the Hillside-Hilltop Overlay District, and additional restrictions will apply at the time of development. Engineered footing designs will be required at the time of building permit submittal, as well as grading, erosion control, and tree preservation plans.

Fire: Station 6, located at 900 S. Hollywood Ave., protects this site. The property is located approximately 0.6 miles from the fire station with an anticipated drive time of approximately 3 minutes using existing streets. The anticipated response time would be approximately 5.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck. Fire apparatus access, aerial apparatus access, fire protection requirements and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed RPZD, Residential Planned Zoning District and the current zoning district, RSF-4, Residential Single-Family, Four Units per Acre, require **25% minimum canopy preservation with 30% in the Hillside/Hilltop Overlay District.**

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood Area.**

Residential Neighborhood Areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **4-8** for this site with a weighted score of **9.5** at the highest level. Elements contributing to the highest score include the following:

- Adequate Fire Response (Station #2, 708 N. Garland Ave.)
- Near Sewer Main (6" main, Nettleship Street)
- New Water Main (8" main, Nettleship Street & Sang Avenue)
- Near Public School (Ramay Junior High School)
- Near U of A Campus
- Near City Park (Markham Hill Woods)
- Near Paved Trail (Razorback Road)
- Near Razorback Bus Stop (Routes 44 and 48)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds that the proposed PZD is designed to create a gradual transition between different land uses to improve compatibility with surrounding properties while allowing for more flexible development than the current RSF-4 zoning. To the north and east near established single-family neighborhoods, lower-density zoning regulations are proposed which would allow for single- and two-family residences at a density of between six and eight units per acre. While private streets and driveways provide access to these portions of the development outside of N. Sang Avenue, the applicant has attempted to create a walkable, urban feel by providing design elements like parallel parking. To the west near wooded properties, about a quarter of the site is proposed to remain undeveloped and reserved for tree preservation and detention. To the south near existing multi-family residences, higher-density zoning is proposed which would allow for multi-family residences at a density of 12.0 units per acre and single- and two-family residences to the north of Sang at a density of seven units per acre. When compared to RSF-4 zoning, the proposed PZD permits a range of housing types at varied densities, allowing for a smoother transition between lower-density residential areas to the north and east and higher-density multi-family residences to the south. The applicant has also modeled Planning Area 3 after the newly adopted Conservation, Cultural, and Recreation zoning district to help conserve a portion of the site, which is a marked change from the initial submittal.**

However, staff finds that the proposed PZD would allow for intense development on a steep hillside, which may ultimately be incompatible with the natural character of the site and surrounding developed areas. The steep terrain and associated infrastructure demands may pose risks that outweigh the benefits of a slight increase in density on this site. That said, the applicant has revised their plans to improve compatibility with the landscape and the surrounding uses, and recent code changes (creating a new use unit for purpose-built student housing and the creation of a conservation zoning district) have been adopted by the applicant in this most recent proposal.

Land Use Plan Analysis: **Staff finds that the proposed PZD is aligned with several goals of City Plan 2040 since it would allow for denser development near existing infrastructure, bus routes, and trails. As proposed, the PZD could support the prioritization of infill development (Goal 1), discourage**

suburban sprawl (Goal 2), and support the creation of a livable transportation network (Goal 4). The property has an infill score ranging between 4 and 8, which indicates that it is a suitable location for moderate infill development. Recent code changes have also provided additional protections that alleviate some of staff's initial concerns about this proposal. The applicant's proposed use for student-oriented housing in Planning Area 1 will have to undergo another round of scrutiny through a conditional use permit for that use, and the requirements in Planning Area 3 will have further requirements about maintaining and preserving the land in that area. There are still major infrastructure improvements that will ultimately have to be made to support this development, but the applicant's reduction in the number of uses, and recent ordinance changes have

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **While the proposed PZD aligns with several goals of City Plan 2040, its justification and necessity are unclear. The project would allow for infill development, housing diversity, and connectivity, but its emphasis on high-density, student-oriented housing on a steep hillside raises concerns about the long-term impacts of the project. That said, a conditional use permit for private dormitories to further evaluate the compatibility of the applicant's proposal will still be required, and tighter restrictions on land conservation in Planning Area 3 help mitigate some of staff's initial concerns.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **The PZD has the potential to increase traffic danger and/or congestion when considering it would allow for more dense residential development when compared to the current RSF-4 zoning. As proposed, the project would include new public street connections between North Sang Avenue and South Sang Avenue, as well as a connection to Nettleship Street and Cross Avenue. The site is also located near bus routes and trails, which may help alleviate traffic congestion by reducing reliance on vehicles. The applicant provided a traffic study with their PZD booklet, though it has not been fully evaluated by staff at this time. The traffic study would be fully reviewed, and any necessary street improvements would be determined, at the time of development review.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The proposed PZD has the potential to alter the population density in a way that could undesirably increase the load on public services. Based on the number of units and bedrooms proposed, improvements would likely be needed to ensure adequate capacity in the City's sewer system and pressure in the City's water system. Any utility issues would have to be addressed prior to occupancy. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

   a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

   b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

§ 161.35. Planned Zoning Districts (PZD)

(B) *Purpose.* The intent of the Planned Zoning District is to permit and encourage comprehensively planned zoning and developments whose purpose is redevelopment, economic development, cultural enrichment or to provide a single-purpose or mixed-use planned development and to permit the concurrent processing of zoning and development. The City Council may consider any of the following factors in review of a Planned Zoning District application.
   (1) *Flexibility.* Providing for flexibility in the distribution of land uses, in the density of development and in other matters typically regulated in zoning districts.
   (2) *Compatibility.* Providing for compatibility with the surrounding land uses.
   (3) *Harmony.* Providing for an orderly and creative arrangement of land uses that are harmonious and beneficial to the community.
   (4) *Variety.* Providing for a variety of housing types, employment opportunities or commercial or industrial services, or any combination thereof, to achieve variety and integration of economic and redevelopment opportunities.
   (5) *No negative impact.* Does not have a negative effect upon the future development of the area;
   (6) *Coordination.* Permit coordination and planning of the land surrounding the PZD and cooperation between the city and private developers in the urbanization of new lands and in the renewal of existing deteriorating areas.
   (7) *Open space.* Provision of more usable and suitably located open space, recreation areas and other common facilities that would not otherwise be required under conventional land development regulations.
   (8) *Natural features.* Maximum enhancement and minimal disruption of existing natural features and amenities.
   (9) *Future Land Use Plan.* Comprehensive and innovative planning and design of mixed use yet harmonious developments consistent with the guiding policies of the Future Land Use Plan.
   (10) *Special Features.* Better utilization of sites characterized by special features of geographic location, topography, size or shape.
   (11) *Recognized zoning consideration.* Whether any other recognized zoning consideration would be violated in this PZD.

Findings: Staff finds that the proposed PZD meets several of the factors above, including flexibility by incorporating multiple housing types, compatibility through transitions in density, and harmony by preserving portions of the site as natural buffers. The project also provides a variety of housing types,

seeks to minimize negative impacts on future development, and provides open space by maintaining wooded areas and providing trail connections.

RECOMMENDATION: Staff recommends approval of **PZD-2025-0004**. Should the Planning Commission choose to forward it to the City Council, staff recommends the following conditions:

Conditions of Approval:

1. Parkland dedication must be reviewed by PRAB with the associated development;

2. The property owner shall consult with the Long Range & Preservation Planner at the time of development entitlement, prior to the demolition or alteration of historic structures, so that staff can capture photo documentation of the exterior and interior; and

3. Proposed fire apparatus access roads shall meet requirements as stated by all applicable fire codes.

Planning Commission Action:	**❒ Forwarded**	**❒ Tabled**	**❒ Denied**
Meeting Date: August 11, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

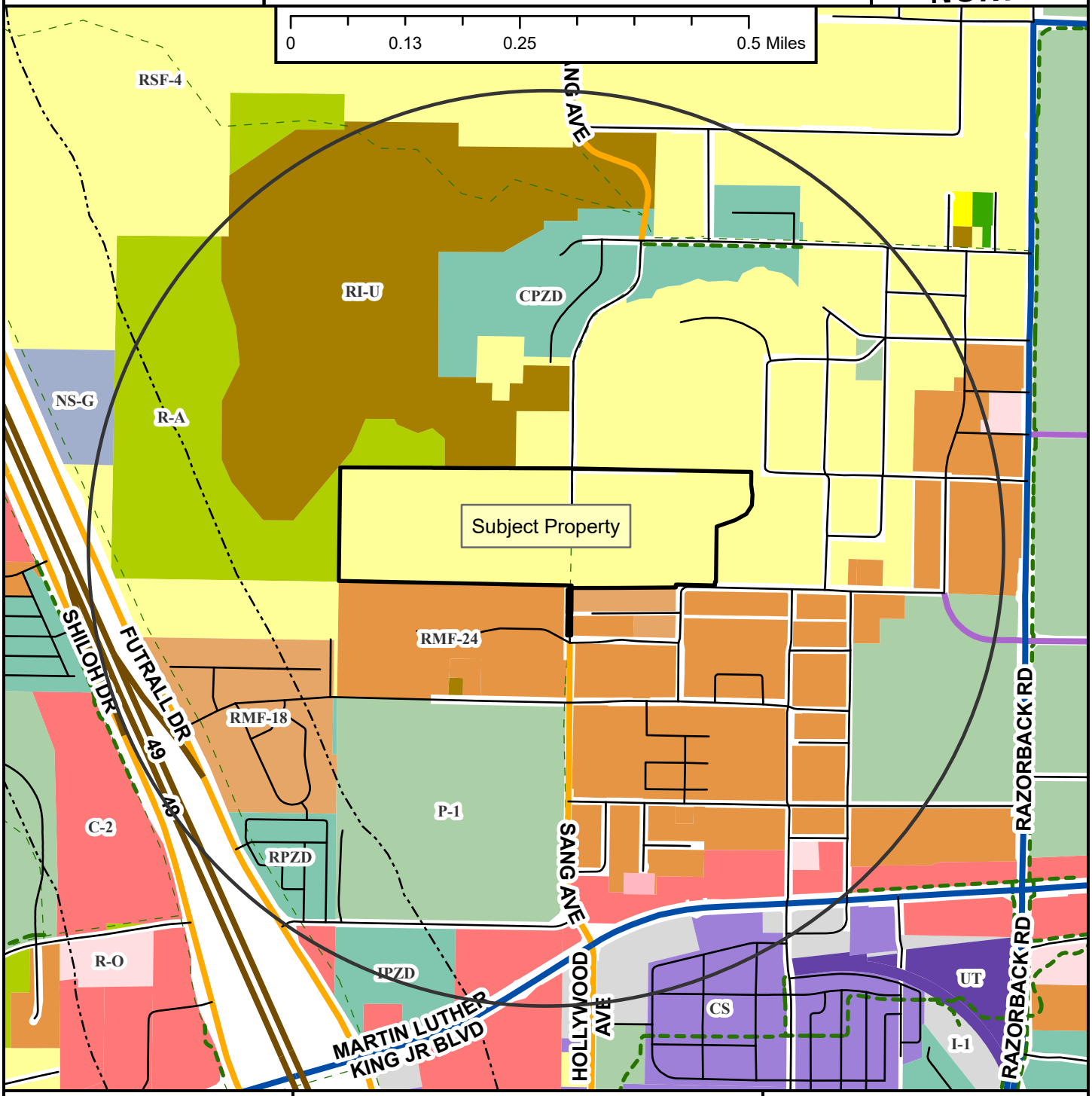
ATTACHMENTS:
- One Mile Map
- Close Up Map
- Current Land Use Map
- Future Land Use Map
- Staff Exhibit
    - Side-by-side of previously denied request and current request
- Urban Forestry Memo
- Long Range Planning Memo
- Applicant Request Letter
- PZD Booklet
- Public Comment

PZD-2025-0004

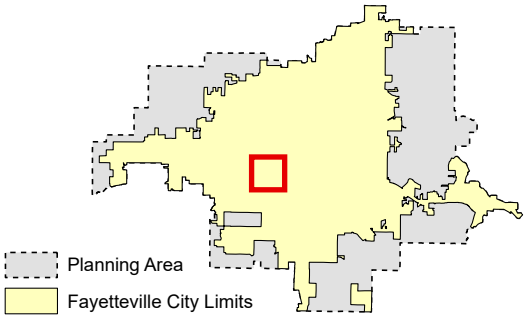
One Mile View

2215 W. HASKELL HTS

NORTH



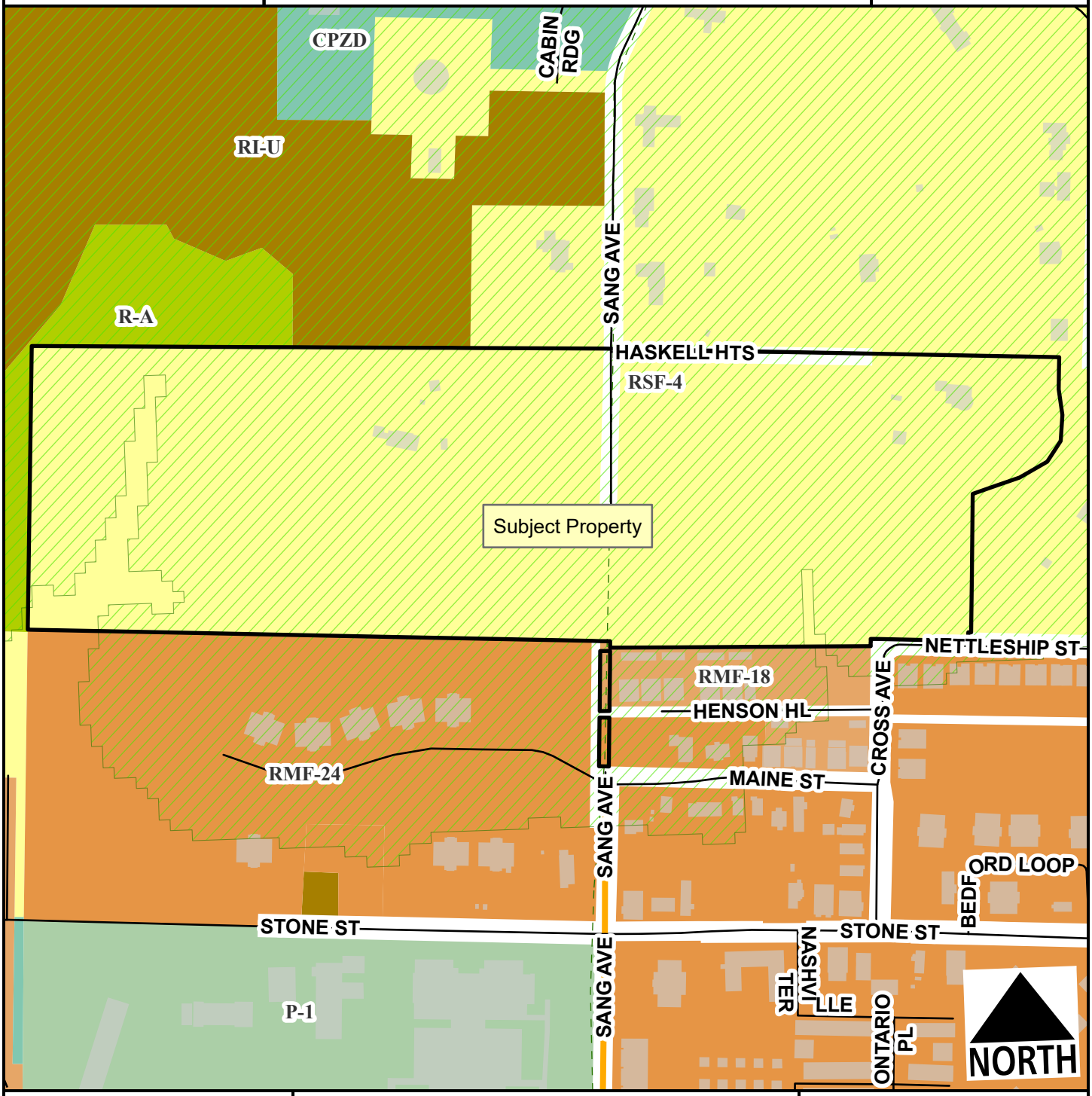
Neighborhood Link
Institutional Master Plan
Regional Link - High Activity
Freeway/Expressway
Unclassified
Alley
Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Design Overlay District
Fayetteville City Limits
Planning Area



PZD-2025-0004

Close Up View

2215 W. HASKELL HTS



Neighborhood Link
Unclassified
Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits
Trail (Proposed)
Design Overlay District

Feet

0 125 250 500 750 1,000

1:4,000

PZD-2025-0004

Current Land Use

2215 W. HASKELL HTS

NORTH



- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 180 360 720 1,080 1,440

1:6,000

FEMA Flood Hazard Data

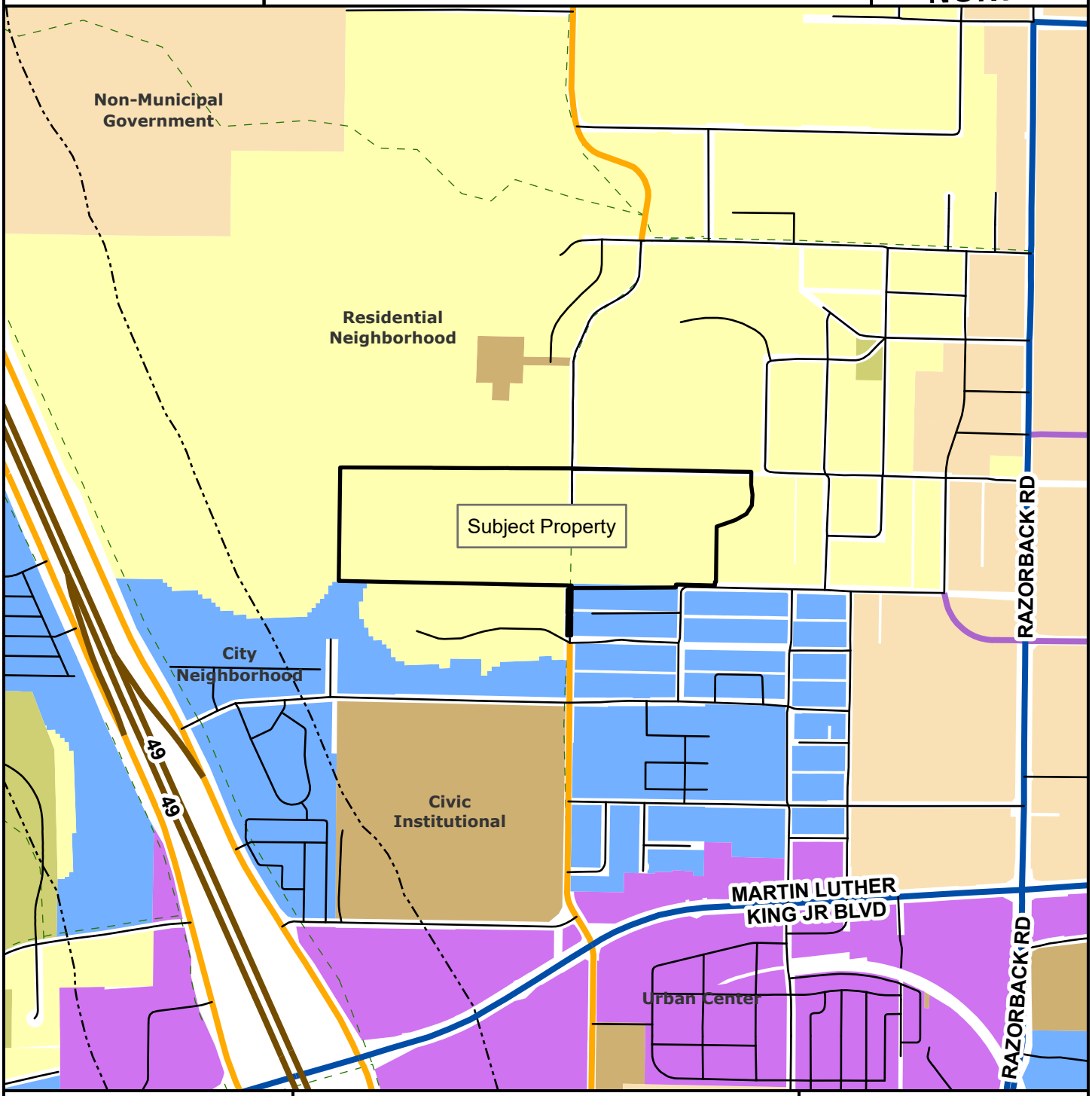
- 100-Year Floodplain
- Floodway

PZD-2025-0004

Future Land Use

2215 W. HASKELL HTS

NORTH



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

LAND USE DESIGNATION TABLE

	PLANNING AREA 1 – MULTI–FAMILY RESIDENTIAL	PLANNING AREA 2 – SINGLE–FAMILY RESIDENTIAL	PLANNING AREA 3 – SINGLE– & TWO–FAMILY RESIDENTIAL	PLANNING AREA 4 – NON–RESIDENTIAL
LAND USE DESIGNATION				
(A) PERMITTED USES	UNITS: 1, 8, 9, 10, 26, 41, 44, AND 46	UNITS: 1, 8, 41, AND 46	UNITS: 1, 8, 9, 41, AND 46	UNITS: 1
(B) CONDITIONAL USES	UNITS: 2, 3, 4, 5, 12A, 24, 25, AND 36	UNITS: 2, 3, 4, 5, 9, 12A, 24, 36, AND 44	UNITS: 2, 3, 4, 5, 12A, 24, 36, AND 44	UNITS: 2 AND 3
(C) RESIDENTIAL DENSITY				
ACREAGE	11.00 ACRES	5.07 ACRES	4.78 ACRES	14.01 ACRES
RESIDENTIAL DENSITY	12.5 UNITS/ACRE MAX. (137 MAX UNITS) 51 BEDS/ACRE MAX. (561 MAX BEDROOMS)	6 UNITS/ACRE MAX. (30 MAX UNITS) 22 BEDS/ACRE MAX. (111 MAX BEDROOMS)	8 UNITS/ACRE MAX. (38 MAX UNITS) 27 BEDS/ACRE MAX. (129 MAX BEDROOMS)	NONE
NONRESIDENTIAL AREA	~8,000 SQ FT (CLUB HOUSE + PUMP HOUSE)	0 SQ FT	0 SQ FT	0 SQ FT
BULK AND AREA REGULATIONS				
(D) LOT WIDTH MIN.	35' : SINGLE FAMILY | 35' : TWO–FAMILY 70' : MULTI–FAMILY | 100' : OTHER USES	55' : SINGLE–FAMILY | 70' : TWO–FAMILY 100' : OTHER USES	55' : SINGLE–FAMILY | 70' : TWO–FAMILY 100' : OTHER USES	NONE
(E) LOT AREA MIN.	2,000 SQ FT | TOWNHOUSE – INDIV. LOT 3,000 SQ FT | SINGLE–FAMILY 4,000 SQ FT | TWO–FAMILY 7,000 SQ FT | THREE OR MORE FAMILY 43,560 SQ FT | OTHER USES	6,000 SQ FT | SINGLE–FAMILY 8,000 SQ FT | TWO–FAMILY 43,560 SQ FT | OTHER USES	6,000 SQ FT | SINGLE–FAMILY 8,000 SQ FT | TWO–FAMILY 43,560 SQ FT | OTHER USES	NONE
(F) LAND AREA PER DWELLING	N/A	6,000 SQ FT : SINGLE–FAMILY | 4,000 : TWO–FAMILY	6,000 SQ FT : SINGLE–FAMILY | 4,000 : TWO–FAMILY	N/A
(G) SETBACK REQUIREMENTS	FRONT | 0–25 BUILD–TO–ZONE SIDE (SINGLE–AND TWO–FAMILY) | 5' SIDE (OTHER USES) | 8' REAR (SINGLE–FAMILY) | 15' REAR (OTHER USES) | 25'	FRONT | 15' SIDE | 5' REAR | 15'	FRONT | 15' SIDE | 5' REAR | 15'	FRONT | 20' SIDE | 10' REAR | 25'
(H) HEIGHT REGULATIONS	MAX. 3 STORIES	MAX. 3 STORIES	MAX. 3 STORIES	MAX. 2 STORIES
(I) BUILDING AREA	MAX. 50% OF TOTAL AREA	MAX. 40% OF TOTAL AREA	MAX. 40% OF TOTAL AREA	MAX. 40% OF TOTAL AREA
SITE PLANNING				
(J) LANDSCAPING	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177
(K) PARKING	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172
(L) ARCH. DESIGN STANDARDS	COMPLIANCE WITH UDC SEE APPRENDIX B FOR ARCH. ELEVATIONS	COMPLIANCE WITH UDC	COMPLIANCE WITH UDC	COMPLIANCE WITH UDC
(M) SIGNAGE	COMPLIANCE WITH UDC CHAPTER 174	COMPLIANCE WITH UDC CHAPTER 174	COMPLIANCE WITH UDC CHAPTER 174	COMPLIANCY WITH UDC CHAPTER 174

PLANNING AREA

- PLANNING AREA 1
- PLANNING AREA 2
- PLANNING AREA 3
- PLANNING AREA 4

AREA

SITE AREA TOTAL:	34.86 ACRES
PLANNING AREA 1 TOTAL:	11.00 ACRES 32%
PLANNING AREA 2 TOTAL:	5.07 ACRES 15%
PLANNING AREA 3 TOTAL:	4.78 ACRES 13%
PLANNING AREA 4 TOTAL:	14.01 ACRES 40%

UNIT MAX						
BUILDING TYPE		DESCRIPTION	BUILDINGS	UNITS	BEDS	UNITS % OF TOTAL
COTTAGE – SINGLE						
321		3 BR (2 CAR GARAGE)	14	14	42	7.0%
421		4 BR (2 CAR GARAGE)	15	15	60	7.5%
COTTAGE – DUPLEX & "ATTACHED" DUPLEX						
27	TALMADGE	5+5 BR	7	14	70	7.0%
42	DOGWOOD	3+2 BR	10	20	50	10.1%
TOTAL COTTAGE			46	63	222	31.7%
TOWNHOMES						
14–3	WOODBURY	4+4+4 BR X 3	1	9	36	4.5%
14–5	WOODBURY	4+4+4 BR X 5	3	45	180	22.6%
31–5	FINLEY	4+4+4+4+4 BR (2 CAR GARAGE)	2	10	40	5.0%
31–6	FINLEY	4+4+4+4+4+4 BR (2 CAR GARAGE)	2	12	48	6.0%
32–6	BALDWIN	5+5+5+5+5+5 BR	6	36	180	18.1%
TOTAL TOWNHOMES			14	112	484	56.2%
GARDEN APARTMENTS						
23	GARDEN APARTMENTS	2+2+2+2 BR X 3	2	24	48	12.1%
TOTAL			62	199	754	100%
SURFACE PARKING = 553 SPACES						
GARAGE PARKING = 102 SPACES						
DRIVEWAY PARKING = 102 SPACES						
0 DETACHED GARAGES (4 CAR) = 0 SPACES						
TOTAL PARKING = 757 SPACES (1 SPACES/BED, 3.8 SPACES/UNIT)						
PROPERTY = 34.86 ACRES						
199 UNITS/34.86 AC = 5.71 UNITS/AC						

NOTE: THE LAYOUT, PARKING, AND UNIT MIX SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE IN DEVELOPMENT PLAN SUBMITTAL AND REVIEW.

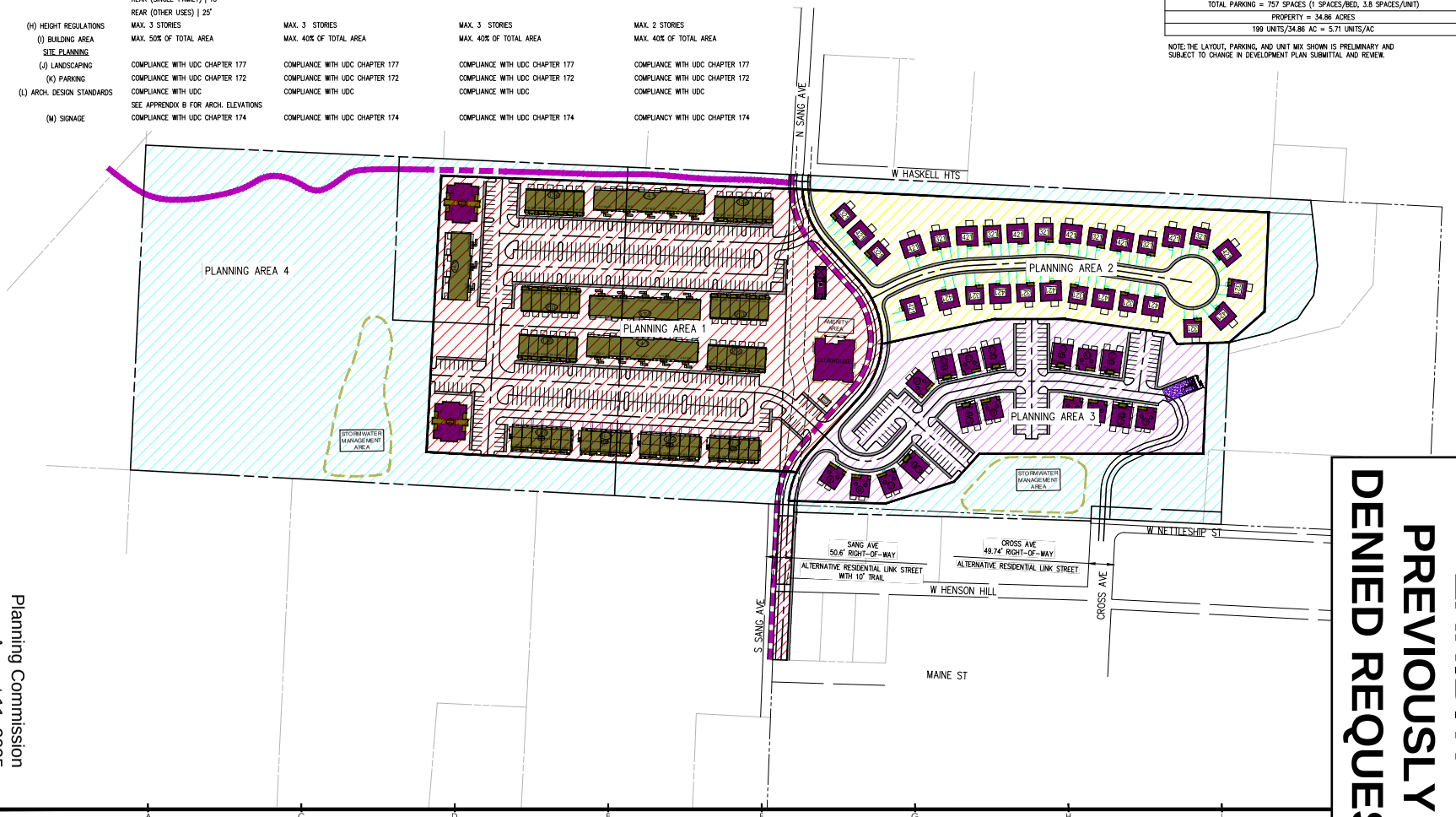


EXHIBIT: PREVIOUSLY DENIED REQUEST

300 N College Ave., Suite 317
Fayetteville, Arkansas 72701
Crafton Tull
479.636.4838.1
www.craftontull.com

CERTIFICATE OF AUTHORIZATION

CRAFTON, TULL & ASSOCIATES, INC. No. 109

GRAPHIC SCALE IN FEET
100' 0 100'

HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

This document, and the ideas and designs incorporated herein, as an instrument of professional service, is the property of Crafton, Tull & Associates, Inc., and is not to be used, in whole or in part, for any other project, without the written authorization of Crafton, Tull & Associates, Inc.

PROJECT NO: 24301.900
ISSUE DATE: 03/17/2025
CONTACT: T. HENNELLY
QC by:
QC Date:

PRELIMINARY PLANS

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

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DEVELOPMENT PLAN

C-003

LAND USE DESIGNATION TABLE

	PLANNING AREA 1 – MULTI-FAMILY RESIDENTIAL	PLANNING AREA 2 – SINGLE & TWO-FAMILY RESIDENTIAL	PLANNING AREA 3 – CONSERVATION AREA
LAND USE DESIGNATION			
(A) PERMITTED USES	UNITS: 1, 8, 9, 10, 26, 41, 44, AND 46	UNITS: 1, 8, 9, 41, AND 46	UNITS: 1
(B) CONDITIONAL USES	UNITS: 2, 3, 4, 5, 12A, 24, 25, 36, AND 48	UNITS: 2, 3, 4, 5, 12A, 24, 36, AND 44	UNITS: 2, 3, AND 4
(C) RESIDENTIAL DENSITY			
ACREAGE	9.31 ACRES	9.86 ACRES	15.69 ACRES
RESIDENTIAL DENSITY	12.0 UNITS/ACRE MAX. (111 MAX UNITS) 50 BEDS/ACRE MAX. (465 MAX BEDROOMS)	7 UNITS/ACRE MAX. (69 MAX UNITS) 25 BEDS/ACRE MAX. (246 MAX BEDROOMS)	NONE
NONRESIDENTIAL AREA	~8,000 SQ FT (CLUB HOUSE + PUMP HOUSE)	0 SQ FT	0 SQ FT
BULK AND AREA REGULATIONS			
(D) LOT WIDTH MIN.	35' : SINGLE FAMILY | 35' : TWO-FAMILY 70' : MULTI-FAMILY | 100' : OTHER USES	55' : SINGLE-FAMILY | 70' : TWO-FAMILY 100' : OTHER USES	AT LEAST 80% OF THE ZONED AREA BE LEFT UNDEVELOPED AS GREEN SPACE.
(E) LOT AREA MIN.	2,000 SQ FT | TOWNHOUSE – INDIV. LOT 3,000 SQ FT | SINGLE-FAMILY 4,000 SQ FT | TWO-FAMILY 7,000 SQ FT | THREE OR MORE FAMILY 43,560 SQ FT | OTHER USES	6,000 SQ FT | SINGLE-FAMILY 8,000 SQ FT | TWO-FAMILY 43,560 SQ FT | OTHER USES	NO MORE THAN 10% OF THE ZONED AREA SHALL BE UTILIZED AS IMPERVIOUS GROUND COVER (PARKING, PAVED TRAIL, ETC.)
(F) LAND AREA PER DWELLING	N/A	6,000 SQ FT : SINGLE-FAMILY | 4,000 : TWO-FAMILY	N/A
(G) SETBACK REQUIREMENTS	FRONT | 0-25 BUILD-TO-ZONE SIDE (SINGLE-AND TWO-FAMILY) | 5' SIDE (OTHER USES) | 8' REAR (SINGLE-FAMILY) | 15' REAR (OTHER USES) | 25'	FRONT | 15' SIDE | 5' REAR | 15'	FRONT | 20' SIDE | 50' REAR | 50' 100' SETBACK FROM STREAM TOP OF BANKS 100' SETBACK FROM EDGE OF OPEN WATERS
(H) HEIGHT REGULATIONS	MAX. 3 STORIES	MAX. 3 STORIES	MAX. 2 STORIES
(I) BUILDING AREA	MAX. 50% OF TOTAL AREA	MAX. 40% OF TOTAL AREA	MAX. 5% OF TOTAL AREA
SITE PLANNING			
(J) LANDSCAPING	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177
(K) PARKING	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172
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PLANNING AREA

PLANNING AREA 1

PLANNING AREA 2

PLANNING AREA 4

AREA

SITE AREA TOTAL:	34.86 ACRES
PLANNING AREA 1 TOTAL:	9.31 ACRES 27%
PLANNING AREA 2 TOTAL:	9.86 ACRES 28%
PLANNING AREA 3 TOTAL:	15.69 ACRES 45%

UNIT MAX

BUILDING TYPE		DESCRIPTION	BUILDINGS	UNITS	BEDS	UNITS % OF TOTAL
COTTAGE – SINGLE						
321		3 BR (2 CAR GARAGE)	21	21	63	12.7%
421		4 BR (2 CAR GARAGE)	22	22	88	13.3%
COTTAGE – DUPLEX & "ATTACHED" DUPLEX						
27	TALMADGE	5+5 BR	5	10	50	6.0%
42	DOGWOOD	3+2 BR	6	12	30	7.2%
TOTAL COTTAGE			51	65	231	39.2%
TOWNHOMES						
12	CLOVERHURST	4+4+4+4+4+4 BR	1	6	24	3.7%
14-3	WOODBURY	4+4+4 BR X 3	1	9	36	5.4%
14-5	WOODBURY	4+4+4 BR X 5	1	15	60	9.0%
31-4	FINLEY	4+4+4+4 BR (2 CAR GARAGE)	4	16	64	9.6%
31-5	FINLEY	4+4+4+4+4 BR (2 CAR GARAGE)	3	15	60	9.0%
31-6	FINLEY	4+4+4+4+4+4 BR (2 CAR GARAGE)	3	18	72	10.8%
32-5	BALDWIN	5+5+5+5+5 BR	2	10	50	6.0%
32-6	BALDWIN	5+5+5+5+5+5 BR	2	12	60	7.2%
TOTAL TOWNHOMES			17	101	426	60.8%
TOTAL			71	166	657	100%
SURFACE PARKING = 332 SPACES						
GARAGE PARKING = 184 SPACES						
DRIVEWAY PARKING = 184 SPACES						
0 DETACHED GARAGES (4 CAR) = 0 SPACES						
TOTAL PARKING = 700 SPACES (1.1 SPACES/BED, 4.2 SPACES/UNIT)						
PROPERTY = 34.86 ACRES						
166 UNITS/34.86 AC = 4.76 UNITS/AC						

NOTE: THE LAYOUT, PARKING, AND UNIT MIX SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE IN DEVELOPMENT PLAN SUBMITTAL AND REVIEW.

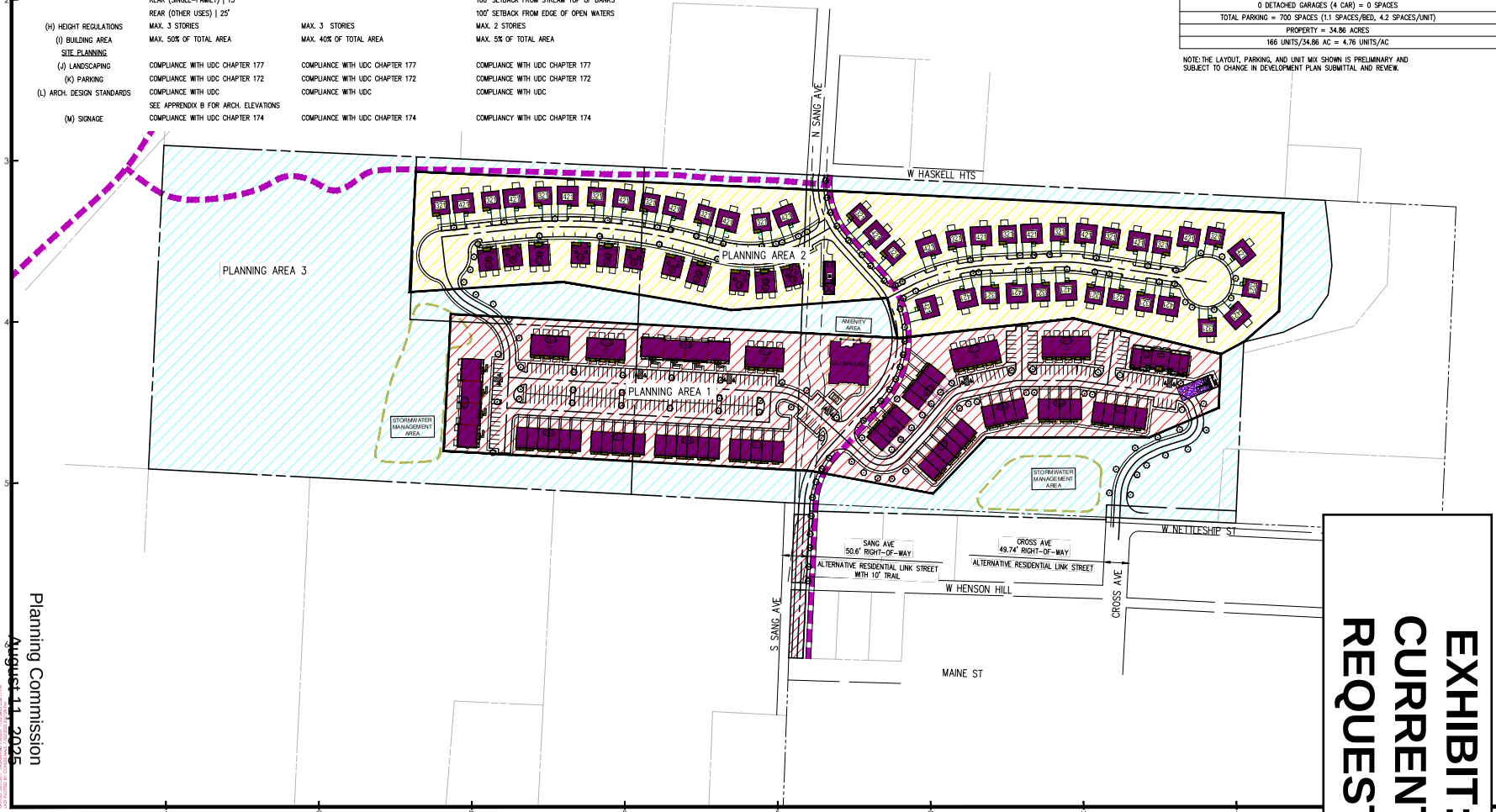


EXHIBIT: CURRENT REQUEST

300 N College Ave., Suite 317
Fayetteville, Arkansas 72701
Crafton Tull
479.636.4838.1
www.craftontull.com

CERTIFICATE OF AUTHORIZATION

GRAPHIC SCALE IN FEET
100' 0 100'

HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 24301.900
ISSUE DATE: 07/25/2025
CHECKED: T. HENNELLY
QC by:
QC Date:

PRELIMINARY PLANS

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

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DEVELOPMENT PLAN

C-003

CITY OF FAYETTEVILLE ARKANSAS

Urban Forestry Memo

TO: Crafton & Tull

THRU: Jessie Masters, Planning Director

FROM: Willa Thomason, Urban Forester

MEETING DATE: July 16, 2025

SUBJECT: **PZD-2025-0004: HASKELL COMMONS:** 2215 W. HASKELL HTS - Submitted by CRAFTON TULL for property located at 2215 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT. PP 520

RECOMMENDATION:

Urban Forestry Staff recommends approval of PZD-2025-0001. The required minimum existing tree canopy coverage is 25% for PZDs, and this site is in the Hillside Hilltop Overlay District (HHOD) which necessitates an additional 5% minimum canopy coverage. If the existing canopy is under 30%, then the current percentage will be the minimum tree canopy preservation requirement.

The applicant acknowledges that tree preservation and landscape plans will be required and submitted with the Large-Scale Development application, and they indicate the intent to comply with UDC §167: Tree Preservation and Protection and §177: Landscape Regulations. The PZD booklet provided outlines the intent to preserve existing trees within Planning Area three, and to preserve trees where possible in Planning Areas one and two. The applicant also acknowledges the requirement to dedicate a permanent tree-preservation easement with the Large-Scale Development process.

It is highly recommended that as many trees be preserved as possible to meet the requirement, and that buildings, utilities and other infrastructure elements be designed around the trees. It is also recommended to plan and provide for tree preservation up front rather than lot by lot.

§177 Landscape Regulations must be met also, including one street tree per lot, one tree with a tree island per twelve parking spaces and detention pond plantings.

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Jessie Masters, Planning Director

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: August 11, 2025

SUBJECT: **Long Range Planning Comments Regarding PZD-2025-0004**

RECOMMENDATION:
Should the Planning Commission recommend in favor of the request, Long Range Planning Staff recommend a condition of approval to read: *the property owner shall consult with the Long Range & Preservation Planner prior to demolition or alteration of historic structures so that staff can capture photo documentation of the exterior and interior.*

BACKGROUND:
The applicant requests to rezone approximately 34.86 acres from RSF-4, Residential Single Family, 4 Units Per Acre to a Residential Planned Zoning District. Four long range planning documents are relevant when evaluating this request: *City Plan 2040*; the *Heritage & Historic Preservation Plan; Historic Context Statement, University Heights and Haskell Heights;* and the *2025 Fayetteville Housing Assessment.*

City Plan 2040 (2020):

- 3.1.6 – Encourage historic preservation and adaptive reuse of buildings (p.24)
- 3.1.7 – Encourage protection of community character in established neighborhoods (p.25)
- 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)
- 3.6.2 - Maintain the quality and quantity of existing attainable housing. (p.45)

Heritage & Historic Preservation Plan (2023):
The City's *Heritage & Historic Preservation Plan* was initiated by City Plan 2040.

Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with property owner to discourage demolition. Reviews should be taken up by HDC as needed.
2.6	Sustainability	Encourage developers to utilize state and federal historic tax credits for redevelopment and rehabilitation in line with SOI.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

Historic Context Statement, University Heights and Haskell Heights (2024):
The large Free Classical Queen Anne residence was constructed as a summer home for George Haskell ca. 1903. The house retains good integrity and is significant due to its association with Haskell. George Haskell was a prominent figure in both Fayetteville and Oklahoma, where he served as Oklahoma's first governor from 1907 to 1911. The property was then owned by Jay Fulbright, who built a business empire in Fayetteville. His son, James William (Bill) Fulbright, born 1905, is one of Arkansas's most well-known politicians and established the competitive Fulbright Scholar Program.[1]

***Fayetteville Housing Assessment* April 2025 Update (2025):**
Page 12 of the housing assessment addressed the need for student housing specifically, saying: "While private student housing is harder to track back several decades, information is available starting in 2012 that helps to inform demand for student housing that is not met by on-campus dormitory beds. According to information gathered by the Long Range Planning Division, from 2012-2023 private student housing complexes totaling 8,982 bedrooms were completed, with another 3,824 bedrooms approved and either in construction or working toward construction permits. Another 2,551 bedrooms either have been or are being considered, which brings the current total development pipeline to 15,357 bedrooms in private apartments that lease to students. Total University enrollment has increased by 10,411 students since 2011. The assessment further stated that as of April 2025, "… there are 15,211 on campus and private student beds available and accounted for, with another 6,275 underway or in planning stages… Should enrollment continue to climb at current rates, hundreds of additional bedrooms annually will be needed to provide housing for new students with the most popular option seemingly the large apartment complexes that are being located in older neighborhoods close to campus."

DISCUSSION:
Impact on Historic Properties:
The proposed rezoning of the properties subject to PZD-2025-0004 has the potential to adversely impact a significant historic property via future demolition. Rezonings often precede projects that involve substantial demolition and redevelopment of sites. Although the City does not have a demolition review ordinance in place currently, it is important to review and acknowledge the proposal's impact on historic properties as part of the *City Plan 2040* objectives.

Documentation of Identified Historic Structures:
The subject area was included in the *Residences of University Heights, Haskell Heights, and Markham Hill Multiple Property Documentation* project.

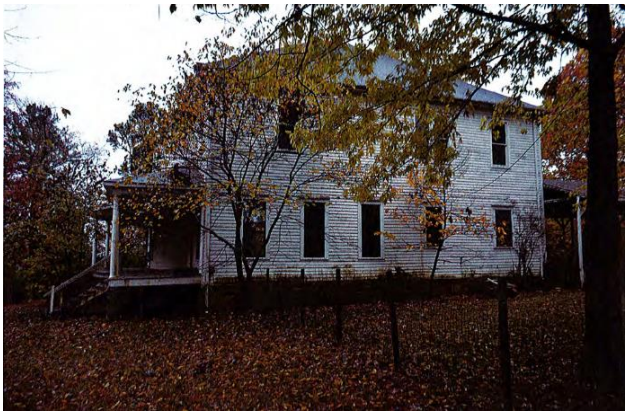
The house at 1875 W. Haskell Heights was surveyed by the Arkansas Historic Preservation Program in 2020 and was determined to be eligible for the National Register of Historic Places. According to the *Residences of University Heights, Haskell Heights, and Markham Hill Multiple Property Documentation*, the Haskell House is one of only two examples of the Free Classical Queen Anne style residences in the neighborhood.[2] Further, houses of this vintage are rare, as only 10% of the neighborhoods' dwellings were constructed during the earliest period of

[1] *Residences of University Heights, Haskell Heights, and Markham Hill Multiple Property Documentation* (2024), 16.
[2] The other is the 1883 Hosea Cardwell House at 611 N. Oliver Ave. *Residences of University Heights, Haskell Heights, and Markham Hill Multiple Property Documentation* (2025), E-11.

neighborhood development, between 1883 and 1945.[3]

Photos:






While limited, low-quality photos of the structure are available online, they do not provide the clarity or level of detail consistent with best practices for documentation or archival images of historic structures. Multiple high-quality images of not only the façade but also exterior and interior construction details help retain a clear record of historic properties and changes to them over time. As these structures and properties are a key part of the city's identity, retaining archival images of demolished structures is a method of maintaining records for future planning and preservation work.

Lack of Adopted Plans

Some areas of Fayetteville that experience development pressures have undergone localized planning efforts, such as the Walker Park and Parksdale/Center neighborhoods. In contrast to these, the subject neighborhood has not been included in any adopted neighborhood or area plans that would be able to provide goals and specific policy guidance tailored to effectively addressing intensely clustered development. As such, the vision of residents has not been captured or considered in rezoning or redevelopment plans.

While the type of dense, urban development proposed with the rezoning and associated conceptual plan has been envisioned for other areas of the city (see the 71B or Downtown Master Plans), there are not at this time adopted plans that facilitate similar decision making in

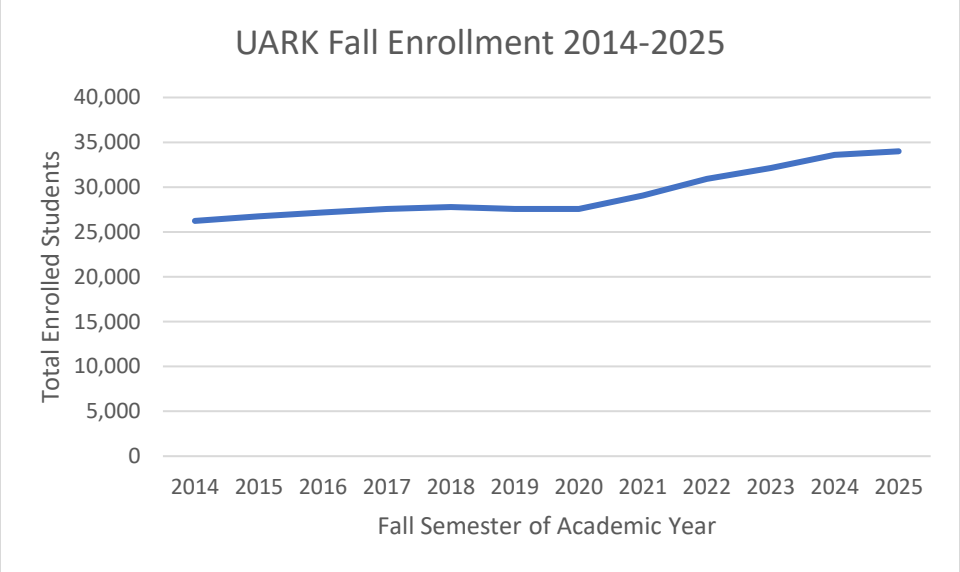
[3] *Residences of University Heights, Haskell Heights, and Markham Hill Multiple Property Documentation* (2025), F-28.

this area. Absent that guidance, further planning work specifically for this area to coordinate land use, transportation infrastructure, and the provision of utilities is merited.

Assessment of by-the-bedroom Student Housing
On May 20, 2025, City Council established a definition for private dormitories, differentiating between student housing and other multi-family housing types for the first time. At least a portion of the site appears likely to meet the definition of private dormitories, and all units include at least three bedrooms with 19.2% of units having 5 bedrooms. It is important to consider the impact of this housing as it relates to several objectives of *City Plan 2040*:

- 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.44)

Between 2014 and 2024, student enrollment increased 28.1%, from 26,237 to 33,610. The most recent enrollment boom occurred between 2021 and 2024, when enrollment increased by an average of approximately 1,500 students annually. Data released by UA in late July 2025 reveals that enrollment fell short of the anticipated 36,000 students for Fall 2025 by approximately 2,000 students. with a stated total enrollment of approximately 34,000 students for Fall 2025, this represents a mere 1.16% increase over the previous year's enrollment.



University of Arkansas on-campus housing has not kept pace with enrollment with only 708 new beds added in the past ten years and an additional 744 beds planned for delivery in academic year 2028-2029.[4] As a result, the private market has stepped in to make up for the lack of student housing available near campus. Between 2014 and 2024, student oriented private developments have added 7,040 beds, which effectively closed the gap between student enrollment growth (an increase of 7,373 students from 2014-2024) and housing needs.

Review of recent development data indicates that the city may be approaching market saturation for by-the-bedroom student apartments. There are currently 2,419 bedrooms under construction, with an additional 5,720 bedrooms in various stages of development review.

Zoning changes that create additional opportunities for walkability, a mix of uses, housing density

[4] Number of bedrooms updated following July 28, 2025 Town & Gown Committee meeting.

near employment and entertainment centers, etc. are supported by the city's adopted plans and policies. However, these opportunities are already attainable under the current zoning or a standard zoning district, and closer scrutiny of the context of this request suggests additional planning work to refine adopted policies for this neighborhood are merited prior to the approval of zoning schemes that propose additional burden on public resources without providing the needed mix of housing types supported by the policies and analysis referenced above.

Crafton Tull
architecture | engineering | surveying

300 North College, Suite 317
Fayetteville, AR 72701
479.455.2207
craftontull.com

July 2nd, 2025

City of Fayetteville
City Planning Division
125 W Mountain Street
Fayetteville, AR 72701

Re: Haskell Commons PZD Rezoning Request
Crafton Tull Job No. 24301901

To Whom It May Concern,

On behalf of the owners and developer, I am requesting the Planning Commission and City Council to consider the rezoning of a 34.86-acre property, which includes the following Washington County Parcels: 765-14585-000, 765-14584-000, 765-14585-001, 765-14582-000, 765-11946-100, and 765-11945-100. The property is zoned RSF-4, and we are requesting that it be rezoned to a Residential Planned Zoning District (RPZD).

Included with this letter are the following documents:

- Property Owner Consent Form
- Legal Description of the property to be rezoned
- A PZD Booklet containing the information required by Fayetteville's PZD Checklist

Please refer to the PZD Booklet for further details regarding this rezoning request. Should any additional information be required to process this request, please do not hesitate to contact me.

Sincerely,

Conlee Hale, P.E.
Crafton Tull

July 23rd, 2025

HASKELL COMMONS PLANNED ZONING DISTRICT BOOKLET

Submitted to:
City of Fayetteville
125 W. Mountain St
Fayetteville, AR 72701

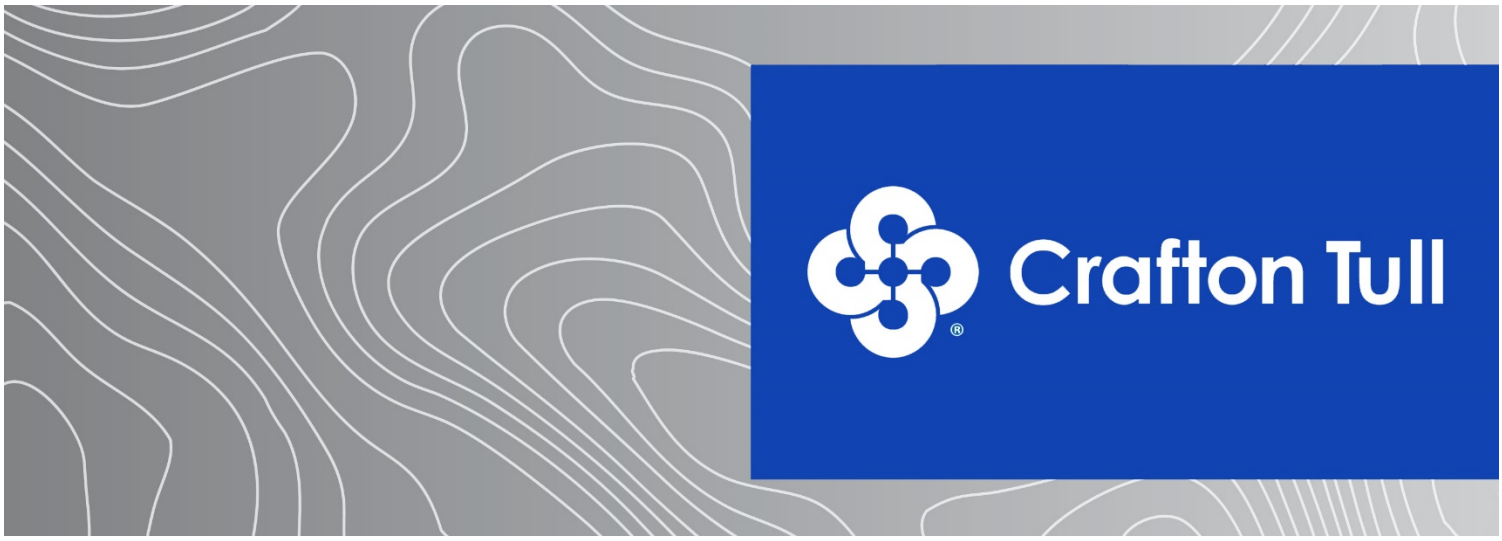
Developer:
LCD Acquisitions, LLC
315 Oconee Street
Athens, GA 30601

Owner:
Felicia Ann Farris
2215 Haskell Heights
Fayetteville, AR 72701

and

Monticello Investments, LLC
310 W Emma Avenue
Springdale, AR 72764

CT JOB NO. 24301900



Prepared by: Crafton Tull

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Appendix A: Master Plan Sheet Set

Appendix B: Building Elevations

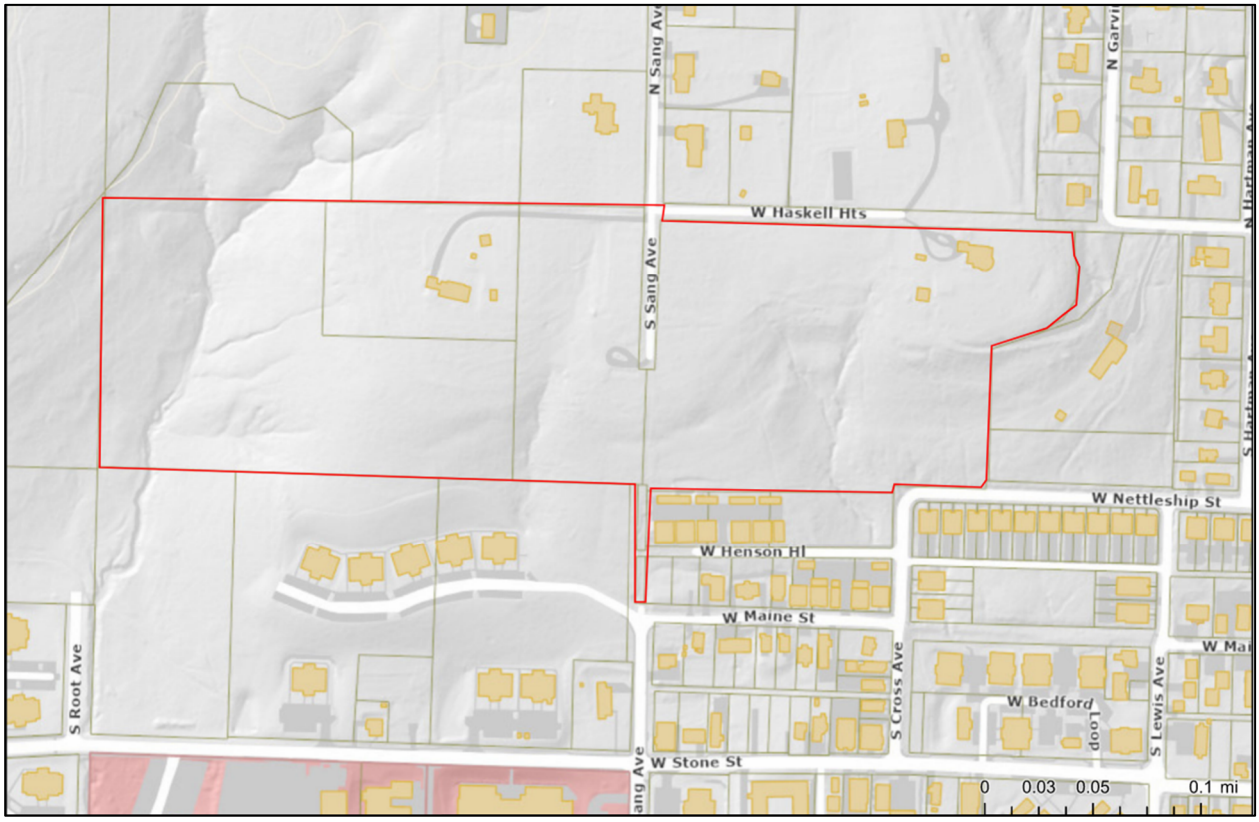
Appendix C: Traffic Report

Appendix D: ALTA Survey

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A) Current Ownership:
The 34.86-acre property is currently owned by Felicia Ann Farris & Monticello Investments, LLC. The developer is LCD Acquisitions, LLC and is being represented by Crafton Tull & Associates. The property contains Washington County Parcel Numbers 765-14585-000, 765-14584-000, 765-14585-001, 765-14582-000, 765-11946-100, and 765-11945-100, and is situated between S Sang Ave and N Sang Ave, approximately 0.5 miles west of Bud Walton Arena. Please see the exhibit below.



B**) Project Summary:**
The proposed project involves developing multi-family townhomes, duplexes, and single-family housing. Various building types will be offered to meet diverse housing needs. The development plan concentrates the built areas in the center of the property to maximize the preservation of natural features along the perimeter.

C) General Project Concept:

1) A public street extension to connect S Sang Ave to N Sang Ave is proposed. This is the only public street proposed on the site, with the remaining internal traffic circulated through private streets and drive aisles. A private street connection is proposed to connect between the intersection of S Cross Ave and W Nettleship St to the Sang Ave extension which will provide additional circulation through the site.

To meet fire access requirements, pavement widening on N Sang Ave would be completed with this project.

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Currently, there are no plans to subdivide the site. The lot layout will either involve a lot combination to consolidate the entire site into one lot or a lot line adjustment to modify the property lines so that proposed structures are not bisected by the existing property lines.

2) A site and master plan is attached to this booklet as Appendix A.

3) The site includes a buffer along most of the perimeter of the property. Proposed is a 30' buffer from the northern property line, an approx. 50' buffer from the eastern property line, and an approx. 500' buffer from the western property line. These buffers are intended to provide for preservation of trees and natural features while also providing separation from the established neighborhoods in the area. The proposed zoning standards for the perimeter of the property matches the City's "Conservational, Cultural, and Recreation" zoning which well help ensure that the protected natural beauty of the site is preserved for posterity by increasing the required preserved tree canopy (80% minimum), setting a maximum hardscape area (10% maximum), and by increasing the required setbacks from natural water features which well help ensure environmental protection.

4) Tree preservation will primarily occur along the perimeter of the development and the western quarter of the property. The preservation for the site will adhere to the 25% minimum canopy requirement, or 30% for sections within the HHOD, as outlined in UDC Chapter 167, but will also include the 80% minimum tree canopy preservation within the conservation area of the site. Tree preservation areas and the amount of canopy to be preserved will be detailed in the development plans. If the existing canopy falls short of this requirement, the necessary percentage will be preserved or mitigated in accordance with UDC Chapter 167. Tree preservation will be a priority in Planning Area 3, with common spaces and drainage designed around preserving canopy where feasible.

5) The stormwater management plan will likely include two detention ponds: one in the southeast corner and another in the southwest corner of the development. These are noted on the site plan. The drainage report accompanying the development plans will provide details on the proposed stormwater system and its compliance with water quality requirements. Where feasible, these ponds will drain directly into the two defined swales within the site.

There are known downstream drainage issues along Nettleship- including downstream flooding of properties due to undersized drainage infrastructure. This development would likely improve conditions by using onsite detention to slow down discharge from the site and reduce downstream peak flows. Drainage conditions along Nettleship will be further considered with designed plans.

6) Planning Area 3 is intended to remain as undisturbed as possible to preserve tree canopy and existing ground cover. This will serve as somewhat of a natural buffer between the proposed development and the existing adjacent developments (see section (3).

7) The known on-site utilities include: a 24" water main running north-south across the central portion of the site, an 8" water line parallel to the 24" water main that enters from the north and terminates with a fire hydrant in the north-central portion of the site, a gas line running southwest to northeast in the southeast corner, and two overhead electric lines serving the existing houses on site.

Nearby access to water and sewer connections includes: an 8" water line along the south side of W Nettleship St, a 6" sewer line along the north side of W Nettleship St, and both an 8" water line and an

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8” sewer line along the north side of W Maine St. These utilities offer offsite connection possibilities via existing dedicated easements and/or right-of-way.

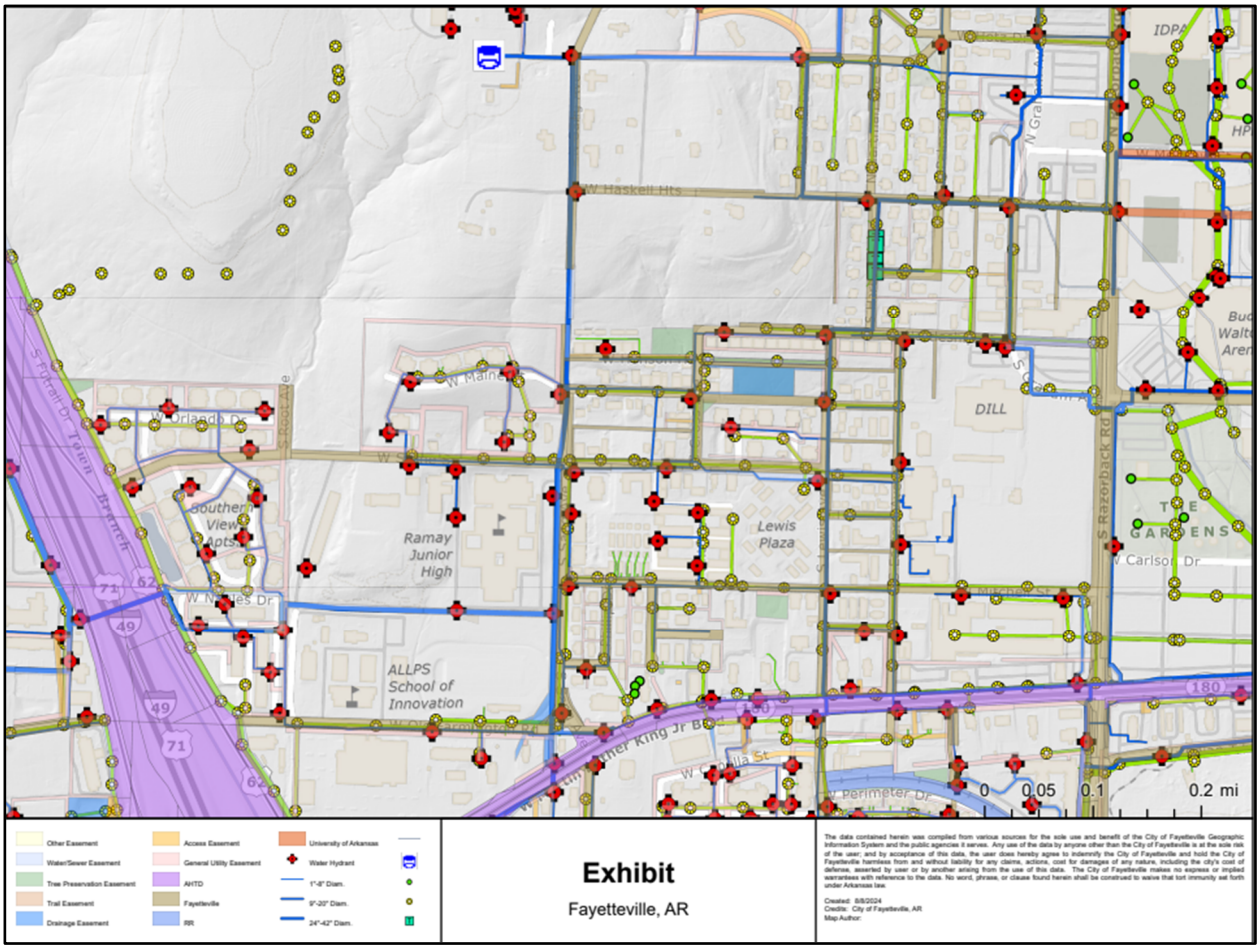
For water service, an 8” water line extending from the northern end of the site to the 8” water line on the south side of Nettleship is planned. Additional water lines will branch off this main line to provide circulation throughout the property. Taps into the existing on-site 24” water line are not planned. The applicant has been made aware that above an elevation of 1466’ the city expects poor water pressure. Specifically, this includes an expectation that the required minimum 45 PSI pressure at water meters is not expected to be achievable for structures built at or above 1466’. During the development review, the applicant will explore possibilities with the City on an acceptable solution to provide water service throughout the development. This includes the possibility of using master meters located below 1466’ with private water services extending off these meters.

The sewer system is expected to be split along a natural high point near the midpoint of the site. The eastern half of the site will likely drain to either the 6” sewer line on the north side of Nettleship or the 8” sewer line on the north side of W Henson Hill. The western half will likely need to be pumped east to connect with the sewer lines along Nettleship or W Henson Hill. A private lift station will likely be utilized. Sewer design, including possible upsizing of existing downstream lines, will be determined by a sewer study conducted with the development plans to assess capacity under existing and proposed conditions. RJN will be engaged to conduct that study.

See exhibit below showing water and sewer utilities within the vicinity of the property.

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8) All buildings will conform to the architectural standards required by the UDC. Base architectural design standards for the buildings shall be similar in nature and character to those in Appendix B.

9) Example building elevations are included in Appendix B.

D) Proposed Planning Areas:

Proposed planning areas for this development will include:

Planning Area 1 (Multi-Family Residential) – This area will encompass any spaces where three (3) or more family dwellings are proposed. This planning area is in the south-central portion of the site.

Planning Area 2 (Single & Two-Family Residential) – This area will include single and two-family dwellings. This planning area is in the north-central portion of the site.

Planning Area 3 (Conservation Area) – This area will encompass the detention, drainage features, forested areas, natural areas, and recreational features. This zoning district is designed to permit and encourage the minimum amount of development, protect natural features, and encompass the common and recreational areas for the development.

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E) Proposed Zoning Standards:

Planning Area 1 – Multi-Family Residential Zoning District

(a) Purpose. This zoning district is designed to permit and encourage the development of a variety of dwelling types in a medium density land use.

(b) Uses.

1. Permitted uses by Use Unit:

Unit 1: City-wide uses by right
Unit 8: Single-family dwellings
Unit 9: Two (2) family dwellings
Unit 10: Three (3) and four (4) family dwellings
Unit 26: Multi-family dwellings
Unit 41: Accessory Dwelling Units
Unit 44: Cluster Housing Development
Unit 46: Short-Term Rentals

2. Conditional uses by Use Unit:

Unit 2: City-wide uses by conditional use permit
Unit 3: Public protection and utility facilities
Unit 4: Cultural and recreational facilities
Unit 5: Government facilities
Unit 12a: Limited business
Unit 24: Home occupations
Unit 25: Professional offices
Unit 36: Wireless communication facilities
Unit 48: Private Dormitories

c) Density. 12.0 units/acre Maximum (Max. allowable units = 111 units | 9.31 acres * 12.0 units/acre)
50 beds/acre Maximum (Max. allowable beds = 465 beds | 9.31 acres * 50 beds/acre)

d) Bulk and Area Regulations.

1) Lot width minimum:

Single-Family	35 feet
Two (2) Family	35 feet
Three (3) or More Family	70 feet
Other Uses	100 feet

2) Lot area minimum:

Townhouse – individual lot	2,000 sq ft
Single-Family	3,000 sq ft
Two (2) Family	4,000 sq ft
Three (3) or More Family	7,000 sq ft
Other Uses	1 acre

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e) Setback Requirements.

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	25 feet	15 feet

f) Building Height Regulations- Maximum of 3 stories

g) Building Area.

The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

h) Minimum Buildable Street Frontage- 40% of lot width.

i) Landscaping: Compliance with Unified Development Code (UDC) Chapter 177

j) Parking: Compliance with Unified Development Code (UDC) Chapter 172

k) Architectural Design Standards: Base architectural design standards for homes are included in Appendix B. Architectural design standards shall conform to building and development requirements within UDC.

l) Signage: Compliance with Unified Development Code (UDC) Chapter 174

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Planning Area 2 – Single- & Two-Family Residential Zoning District

(a) Purpose. This zoning district is designed to permit and encourage the development of detached dwellings.

(b) Uses.

1. Permitted uses by Use Unit:
   - Unit 1: City-wide uses by right
   - Unit 8: Single-family dwellings
   - Unit 9: Two-family dwellings
   - Unit 41: Accessory Dwelling Units
   - Unit 46: Short-Term Rentals

2. Conditional uses by Use Unit:
   - Unit 2: City-wide uses by conditional use permit
   - Unit 3: Public protection and utility facilities
   - Unit 4: Cultural and recreational facilities
   - Unit 5: Government facilities
   - Unit 12a: Limited business
   - Unit 24: Home occupations
   - Unit 36: Wireless communication facilities
   - Unit 44: Cluster Housing Development

c) Density. 7 units/acre Maximum (Max. allowable units = 69 units | 9.86 acres * 7 units/acre)
25 beds/acre Maximum (Max. allowable beds = 246 beds | 9.86 acres * 25 beds/acre)

d) Bulk and Area Regulations.

1) Lot width minimum:

Single-Family	55 feet
Two (2) Family	80 feet
Other Uses	100 feet

2) Lot area minimum:

Single-Family	6,000 sq ft
Two (2) Family	8,000 sq ft
Other Uses	43,560 sq ft

3) Land area per dwelling unit

Single-Family	6,000 sq ft
Two (2) Family	4,000 sq ft

e) Setback Requirements.

Front	Side	Rear
15 feet	5 feet	15 feet

f) Building Height Regulations- Maximum of 3 stories

g) Building Area.

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The area occupied by all buildings shall not exceed 40% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

h) Landscaping: Compliance with Unified Development Code (UDC) Chapter 177

i) Parking: Compliance with Unified Development Code (UDC) Chapter 172

j) Architectural Design Standards: Architectural design standards shall conform to building and development requirements within UDC.

k) Signage: Compliance with Unified Development Code (UDC) Chapter 174

Planning Area 3 – Conservation Zoning District:
(a) Permitted uses by Use Unit:
Unit 1: City-wide uses by right

b) Conditional uses by Use Unit:
Unit 2: City-wide uses by conditional use permit
Unit 3: Public protection and utility facilities
Unit 4: Cultural and recreational facilities

c) Residential Density and/ or Nonresidential Intensity: None

d) Bulk and area regulations.

At least 80% of the zoned area shall be left undeveloped as green space.

No more than 10% of the zoned area shall be dedicated to open space that also contains hard surface areas such as parking, paved trail, or other impervious area.

e) Setback Requirements.

Front	Side	Rear
20 feet	50 feet	50 feet

A minimum setback of 50 feet shall be established parallel to any floodplain lines shown on adopted FIRM panels.
A minimum setback of 100 feet shall be established parallel to the top of bank along all streams protected within the Streamside Protection Zones.
A minimum setback of 100 feet shall be established parallel to the edge of open bodies of water.

f) Building Height Regulations- Maximum of 2 stories

g) Building area- The area occupied by all buildings shall not exceed 5% of the total zoned area.

h) Landscaping: Landscaping shall be consistent with chapter 177 of the Unified Development Code.

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F) Zoning Chart:

Planning Area 1 (Multi-Family Residential Zoning District):

Below is a chart comparing Planning Area 1 (Multi-Family Residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 1
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1, Unit 8, Unit 9, Unit 10, Unit 26, Unit 41, Unit 44, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 12a, Unit 24, Unit 25, Unit 36, Unit 48
Front Setback	15’	A build-to-zone between the property line and a line 25’ behind the front property line
Side Setback (Single- and Two-Family)	5’	5’
Side Setback Other Uses	5’	8’
Rear Setback Single-Family	15’	15’
Rear Setback Other Uses	15’	25’
Density	4 units/acre | single-family 7 units/acre | two-family	12.0 units/acre
Minimum Lot Width	70’ |single-family 80’ | two-family	35’ | single-family 35’ | two-family 70’ | three or more family 100’ | other uses
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	3,000 sqft | single-family 4,000 sqft | two-family 2,000 sqft | townhouse – individual lot 7,000 sqft | three or more family 43,560 sqft | other uses
Maximum height	3 stories	3 stories
Building area	Less than 40% of lot area	Less than 50% of lot area
Minimum Buildable Street Frontage	None	40%

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Planning Area 2 (Single- & Two-Family Residential Zoning District):

Below is a chart comparing Planning Area 2 (Single- & Two-Family Residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 2
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1, Unit 8, Unit 9, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 12a, Unit 24, Unit 36, Unit 44
Front Setback	15’	15’
Side Setback	5’	5’
Rear Setback	15’	15’
Density	4 units/acre | single-family 7 units/acre | two-family	7.0 units/acre
Minimum Lot Width	70’ |single-family 80’ | two-family	55’ | single-family 70’ | two-family 100’ | other uses
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	6,000 sqft | single-family 8,000 sqft | two-family 43,560 sqft | other uses
Maximum height	3 stories	3 stories
Building area	Less than 40% of lot area	Less than 40% of lot area
Minimum Buildable Street Frontage	None	None

Planning Area 3 (Conservation Zoning District):

Below is a chart comparing Planning Area 3 (Conservation Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 3
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1 Conditional uses: Unit 2, Unit 3, Unit 4
Front Setback	15’	20’**
Side Setback	5’	50’**
Rear Setback	15’	50’**
Density	4 units/acre | single-family 7 units/acre | two-family	None
Minimum Lot Width	70’ single family 80’ two family	None
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	None
Maximum height	3 stories	2 stories
Building area	Less than 40% of lot area	Less than 5% of the lot area

*Accessory uses shall conform to UDC 164.02, Accessory Structures and Uses.

**Additional setbacks required for certain situations. See page 10 for more information.

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G) Analysis of Site Characteristics:
The existing site contains two single-family houses with associated structures: one house is situated in the northeast corner, and the other is located in the west-central part of the property. The remainder of the site is undeveloped and heavily forested. The site features significant topographic relief, particularly in the western quarter and southeast corner. There are no known sensitive areas, natural resource areas, environmentally hazardous areas, nor natural or manmade hazards on this site.

H) Recreational Facilities:
The future development of this property will include an on-site clubhouse and amenity area offering a variety of recreational options, such as a swimming pool, grilling stations, outdoor seating, a computer lab, and a dog park, among other amenities. Additionally, a large undeveloped natural area in the western quarter of the site will adjoin the Markham Hill natural trail system. A future connection to this trail system will facilitate access to both the preserved natural areas on-site and the Markham Hill Loop, which in turn connects to the Oak Loop, Pine Loop, and Fayetteville Traverse trails. Pedestrian and vehicular circulation throughout the site will be prioritized to ensure easy access to all recreational facilities.

I) Reason for Rezone Request:
The current zoning for the site is RSF-4, which permits the construction of single-family houses at a density of 4 units per acre. The rezoning is requested to allow for a more varied housing product- single & two-family housing for the northern portion of the site, and multi-family housing in the southern portion of the site. This is designed to reconcile the surrounding zoning which broadly consists of RSF-4 to the north and RMF-24 zoning to the south.

Furthermore, utilizing the PZD zoning would allow for a more compact development which would result in greater preservation of the on-site natural features. Namely, this PZD would allow for a natural barrier to nearby single-family areas while increasing connectivity with the Markham Hill trails.

We believe that the PZD rezoning offers the best path forward to collaborate with the city and the community in creating a development that is well-suited to the area.

J) Relation to Existing and Surrounding Properties:
The chosen density for the rezoning is designed with the surrounding properties in mind by providing a transition between the higher-density developments to the south (RMF-24) and the lower-density developments to the north (RSF-4). The proposed multi-family residential structures will be similar to the multi-story townhomes located south of the site (see 27 – Talmadge for example), and their placement will ensure a generous separation from the established single-family neighborhoods to the north.

A traffic study, included in Appendix C, has concluded that the level of service for the surrounding streets and intersections will not be adversely affected by this development.

Signage onsite is expected to be minimal and will conform to UDC standards.

K) Compliance with Fayetteville's Comprehensive Land Use Plan.
Fayetteville's Future Land Use Plan designates this area as a Residential Neighborhood, which calls for a wide variety of housing options that are appropriate for the scale and context of the area. We believe the proposed development aligns with this land use designation, as it includes a variety of housing

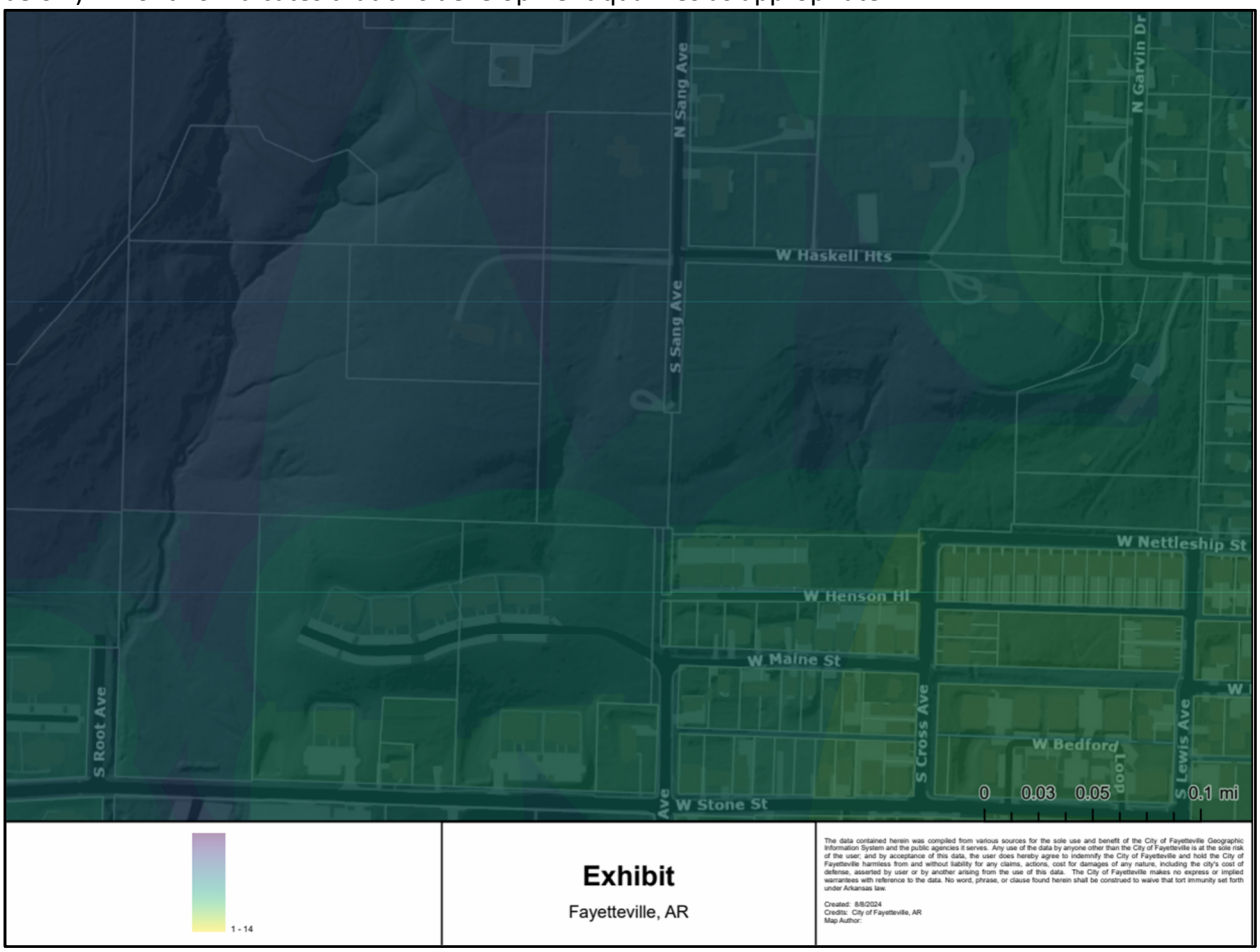
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options, such as single-family cottages, duplex cottages, and multi-family townhomes, which are suitable for the location as described in Section J.

The layout has been designed with the topography of the site in mind to ensure that fire access drives maintain manageable slopes. Connectivity is also provided where feasible- a trail connection will be made to S Sang Ave and N Sang Ave, a natural trail connection to the Markham Hill natural trail network will be provided, and street connections will be made to the south at S Cross Ave/W Nettleship St and S Sang Ave, as well as a connection to the north at N Sang Ave. Additional connectivity is restricted due to a lack of existing right-of-way, extreme topographic relief, existing developed land, and limited future access potential.

Below are the six 2040 City Plan goals and how this development aligns with them:

<u>Goal 1: We will make appropriate infill and revitalization our highest priority.</u>
This development is centrally located in Fayetteville, just 0.5 miles from the University of Arkansas campus, Ramay Junior High School, and I-49. The surrounding properties to the south and north are already developed, with high-density development characterizing nearly all areas south and east of the site. The portions of the site to be developed fall within infill prioritization scores of 6-8 (see exhibit below). All of this indicates that this development qualifies as appropriate infill.



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Goal 2: We will discourage suburban sprawl.
This development is near a highly-developed portion of Fayetteville. A variety of recreation, commercial, civic, employment, and educational facilities are closely situated to the site- in addition to the most significant thoroughfare for the entire Northwest Arkansas region in I-49 and one of the most significant thoroughfares in Fayetteville in Martin Luther King Jr Blvd. As mentioned above, this site is located in a very lively portion of Fayetteville that is highly characterized by infill rather than sprawl.

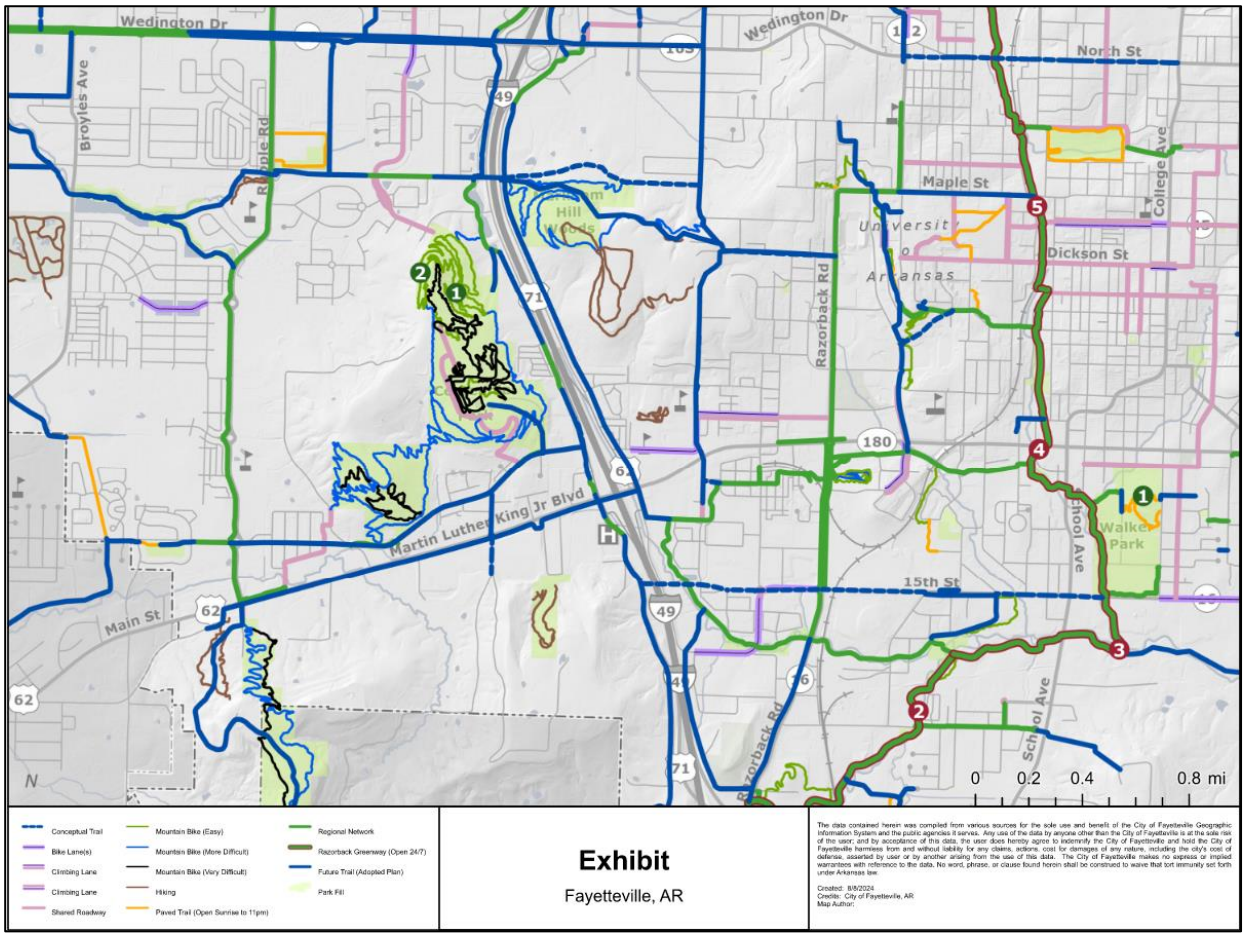
Goal 3: We will make compact, complete, and connected development the standard.
This development meets this goal by concentrating the buildings towards the center of the site, providing pedestrian circulation throughout, ensuring access to nearby trails and open spaces, and offering a variety of housing types. Access to S Sang Ave, N Sang Ave, Markham Hill natural trail network, S Cross Ave, and W Nettleship St will allow pedestrians, cyclists, and vehicles various means of access to the site and the nearby amenities.

Goal 4: We will grow a livable transportation network.
This development will encourage walking, bicycling, and public transit use by featuring interconnected streets and sidewalks, providing a connection to Markham Hill's natural trail network, and by being within 1/3 of a mile from two UARK transit bus stops—one on W Stone St and another on S Graham Ave.

Access to the city's trail network is facilitated by the sidepath along S Razorback Rd, which can be reached via a 0.5-mile route (east on W Nettleship St, then southeast down Graham Ave). The sidepath along S Razorback Rd offers direct access to Douglas Street's on-street bicycle facilities, Mitchell Street's on-street bicycle facilities, the Tsa-La-Gi Trail, and the Town Branch Trail. All connections, except the Mitchell Street link, provide direct access to the Razorback Greenway. Additionally, future planned trail connections will provide access to the Razorback Greenway via an extension of the Razorback Rd trail, the Razorback Greenway via a W Maple Street cycle track, and the Oak Ridge Trail via an extension to W Maple Street.

See exhibit below.

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Goal 5: We will assemble an enduring green network.
This development will meet this goal by preserving natural areas around much of the perimeter of the development and the western quarter of the site that abuts Markham Hill. This will ensure a contiguous forested area that will be accessible through a connection to the existing Markham Hill Natural Trail Network. Permanent tree preservation easements that will be dedicated with the development as part of the LSD process will help ensure that the preserved natural areas stay preserved. Additionally, the more stringent tree canopy preservation requirements within the requested PZD zoning and the Hillside Hilltop Overlay district will help protect larger portions of the onsite tree canopy.

Goal 6: We will create opportunities for attainable housing:
This goal will be met by giving the developer the opportunity to create a development with a mix of housing sizes and types that can be offered at varied price points.

L) Traffic Study
A traffic study is included with this booklet as Appendix C.

M) Impact of City Services
An 8-inch water main will be extended through the site to serve all residential structures, and an 8-inch gravity sanitary sewer main will also be extended to provide sewer service. City staff have indicated potential concerns with water pressure near the northern boundary of the site. To address this, water

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meters may need to be centrally located within the site, with private service lines extending north to individual residences.

A sewer capacity study will be required as part of the development plans to evaluate the existing network and identify any potential deficiencies. Multiple connection points for sewer service may be available, as outlined in Section C(7). It is possible that upgrades required for this development could help mitigate existing limitations in the surrounding sewer system.

Emergency services will be able to access the development from the south via Nettleship or South Sang Avenue, and from the north via North Sang Avenue. The proposed internal circulation may also improve emergency response times for properties north of the site by providing new access points from the south.

Fire hydrants and dumpsters will be strategically placed throughout the development to ensure efficient and accessible service coverage.

While this project will impact public services, its compact design and the limited extension of public streets will help minimize the amount of new public infrastructure required. As a result, the long-term maintenance burden on the City will be lower than what might be expected from other potential development scenarios for the site. Furthermore, as outlined throughout this booklet, detailed studies of the surrounding sewer, traffic, water, and stormwater networks will be conducted during the development process to ensure that the project does not place an undue burden on public infrastructure.

N) Conceptual Description of Development Standards

The proposed PZD will set forth development standards and conditions aimed at encouraging harmonious development, ensuring continuity in development, enhancing the appeal and practicality of the area as a residential space, overall, elevating the community.

1) Screening and Landscaping:

Landscaping for this development will comply with Chapter 177. Residential structures will feature consistent foundations and high-quality design at the front and throughout the development. Building elevations are included in Appendix B. Perimeter vegetation will be preserved at a high rate (80% minimum) with additional vegetative screening and/or fences will be installed around the perimeter as required by the UDC.

2) Traffic and Circulation:

All residential units and amenity spaces will be accessible by vehicles, bikes, and pedestrians from the entrances to the site. However, the site's topography limits the feasibility of many potential north-south connections between drive aisles. Given the relatively low traffic generated onsite, the restricted opportunities for additional traffic loading, and the availability of various transportation methods, it is not anticipated that this limited onsite circulation will lead to adverse traffic conditions.

A traffic report is included in Appendix C of this booklet.

3) Parking Standards:

Parking standards will meet UDC requirements for Parking Lot Design Standards (Chapter 172). Some parking will be available in garages and driveways for specific residential dwellings.

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4) Perimeter Treatment:
As mentioned throughout, the development is intent on prioritizing the preservation of natural vegetation along the perimeter of the development and to cluster structures towards the center of the site. If mitigation trees become required through the development process, it is likely that the trees will be placed along the perimeter of the development to provide additional screening from the existing developments.

5) Sidewalks:
Sidewalks will be provided throughout the development to ensure accessibility and circulation. This includes a proposed 10' trail along the extension of Sang Ave.

6) Streetlights:
Streetlights will be of a uniform type throughout the development. All streetlights will be full cut-off fixtures to appropriately illuminate all public areas. They will comply with SWEPCO's standards and meet UDC code 166.04(B)(4)(g).

7) Water:
Public water mains will be constructed throughout the site to provide water services and fire line connections for each structure. The water mains will adhere to Fayetteville 2022 Water and Sewer Specifications, using 8" AWWA C900 PVC, DR14 material. Water services, including meters, service lines, and fire lines, will follow these same specifications.

8) Sewer:
Public sewer mains will be constructed throughout the site, providing sewer services for all structures. The sewer mains will comply with Fayetteville 2022 Water and Sewer Specifications, using 8" PVC SDR 26. Sewer services, including service lines, will follow these same specifications.

9) Street and Drainage
All water quality requirements will be met onsite. See Section C(5) for more information on the proposed stormwater detention and drainage systems.

A public street extension of Sang Ave is intended to be built with this development, in addition to pavement widening along N Sang Ave. Private streets and drive aisles will manage additional onsite traffic circulation. See Section C(1) for more details on the proposed street improvements for this development.

10) Construction of Nonresidential Facilities:
Intended as a part of this development is the construction of a clubhouse to serve residents. This clubhouse will include the leasing office as well as various amenities- see section H for more information.

11) Tree Preservation:
Tree preservation plans and landscape plans will be required and submitted once development begins on a large-scale development application. The proposed zoning will require preservation of at least 80% of the existing tree cover within Planning Area 3. The development will also preserve existing canopy where possible within Planning Areas 1 and 2. A permanent tree preservation easement will be

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dedicated with the large-scale development process. Any required mitigation is likely to be placed in Planning Area 3. Tree Preservation for the development will comply with UDC Chapter 167.

12) Architectural design standards:
Architectural design standards have been attached to this application as Appendix B. Residential buildings will be consistent with the style and look of examples set in Appendix B.

13) Propose signage:
Signage within the development is expected to be minimal. All signage shall meet the requirements as set forth in UDC Section 174.

14) View Protection:
Screening as required by 166.23(C)(5) will be provided within the development to ensure adequate view protection from the right-of-way.

15) Covenants, trust, and homeowner association:
No covenants, trusts, or homeowner associations are intended with this development at this time.

O) PZD Intent/Purpose
The intent of this Proposed PZD is to create a residential neighborhood that conforms to the City of Fayetteville's Six Goals outlined in the 2040 City Plan. The proposed PZD wishes to expand the existing infrastructure, while creating a livable, harmonious, and vibrant community compatible to surrounding uses.

APPENDIX A: MASTER PLAN

HASKELL COMMONS PZD REZONING

FAYETTEVILLE, ARKANSAS

LEGEND (EXISTING SYMBOLS)

SYMBOLS

- BENCHMARK
- FOUND IRON PIPE/REBAR
- PRIMARY CONTROL/SET MONUMENT
- FOUND MONUMENT/ROW
- AC AIR CONDITIONER
- ARV AIR RELEASE VALVE
- ELECTRIC BOX/PEDESTAL
- EJB ELECTRIC JUNCTION BOX
- E ELECTRIC METER
- ELECTRIC TRANSFORMER
- FDC FIRE DEPARTMENT CONNECTION
- FH FIRE HYDRANT
- GM GAS METER
- GV GAS VALVE
- GUARD POST
- LP LIGHT POLE
- PP POWER POLE
- SANITARY MANHOLE
- CO SANITARY SEWER CLEANOUT
- SIGN
- SPRINKLER HEAD
- T TELEPHONE PEDESTAL
- TV PEDESTAL
- WATER FAUCET
- WM WATER METER
- WV WATER VALVE
- DOWN GUY
- D STORM SEWER MANHOLE
- STORM SEWER PIPE
- D DROP/CURB INLET
- GRATED INLET
- TREE
- TREE TO BE REMOVED

LINEWORK

- EASEMENT
- CURB
- 1206 INTERMEDIATE CONTOUR
- 1205 INDEX CONTOUR
- SS SANITARY SEWER LINE (SPECIFY SIZE & TYPE)
- G GAS LINE
- W WATER LINE (SPECIFY SIZE & TYPE)
- UGT UNDERGROUND TELEPHONE
- UGE UNDERGROUND ELECTRIC
- OHE OVERHEAD ELECTRIC
- UGTV UNDERGROUND TELEVISION
- OHTV OVERHEAD TELEVISION
- CHAIN LINK FENCE
- WOOD FENCE
- X BARBED WIRE FENCE
- FO FIBER OPTIC
- RIGHT OF WAY
- ROAD CENTERLINE

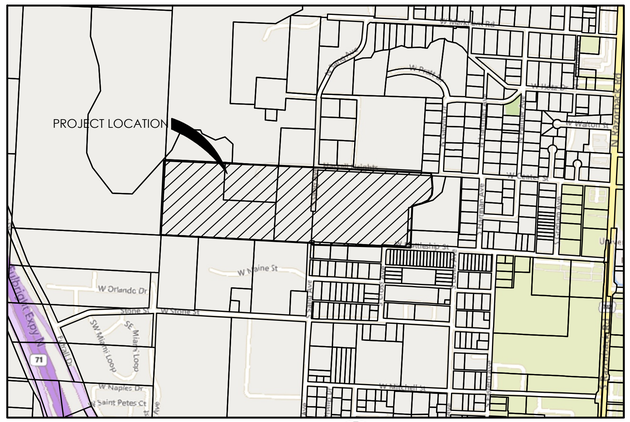
LEGEND (CONSTRUCT)

SYMBOLS

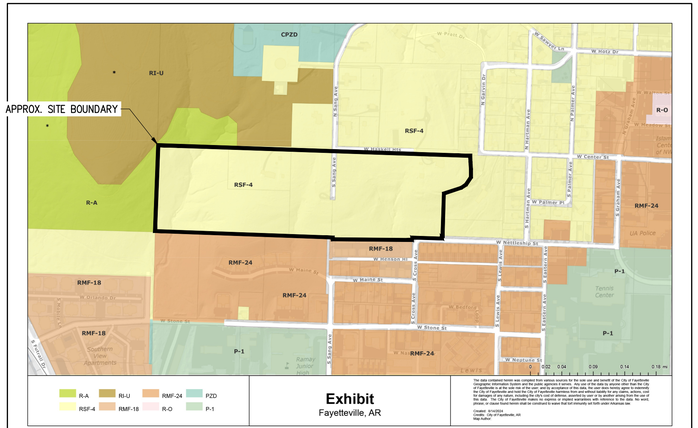
- SET IRON PIN
- LIGHT POLE
- POWER POLE
- TELEPHONE PEDESTAL
- TV PEDESTAL
- MANHOLE
- SANITARY SEWER CLEANOUT
- GAS METER
- GAS VALVE
- STORM SEWER PIPE
- X-X STRUCTURE NUMBER
- WATER VALVE
- FIRE HYDRANT ASSEMBLY
- AIR RELEASE VALVE
- FIRE DEPARTMENT CONNECTION
- WATER METER
- BACK FLOW PREVENTER
- REDUCER
- RECTANGULAR DROP INLET, GRATED INLET OR JUNCTION BOX (SPECIFY ON PLAN SHEET)
- CIRCULAR DROP INLET, GRATED INLET OR JUNCTION BOX (SPECIFY ON PLAN SHEET)

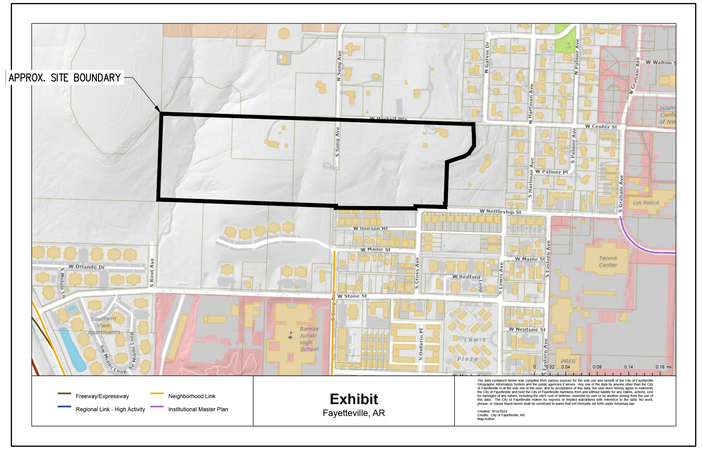
LINEWORK

- EASEMENT
- CURB
- 1206 INTERMEDIATE CONTOUR
- 1205 INDEX CONTOUR
- SS SANITARY SEWER LINE
- G GAS LINE
- W WATER LINE
- UGT UNDERGROUND TELEPHONE
- UGE UNDERGROUND ELECTRIC
- OHE OVERHEAD ELECTRIC
- FO FIBER OPTIC
- UGTV UNDERGROUND TELEVISION
- CHAIN LINK FENCE
- WOOD FENCE
- X BARBED WIRE FENCE
- BUILDING SET BACK
- RIGHT OF WAY
- PROPERTY LINE
- ROAD CENTERLINE



VICINITY MAP (NTS)





Sheet List Table

SHEET NUMBER	SHEET TITLE
C-001	COVER SHEET
C-002	SURVEY
C-003	DEVELOPMENT PLAN
C-004	MASTER PLAN

SEE ALTA SURVEY WITHIN APPENDIX D FOR LEGAL DESCRIPTIONS AND BOUNDARY SURVEY.

SEE C-002 FOR PROJECT CONTROL POINTS.

GENERAL NOTES

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE DRAWINGS IS BASED ON A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE DRAWINGS. CRAFTON TULL ASSUMES NO RESPONSIBILITY REGARDING THE ACCURACY OF THE DEPICTED LOCATION(S) OF THE UNDERGROUND FACILITIES ON THESE DRAWINGS. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ANY OTHER FACILITIES NOT SHOWN ON THESE DRAWINGS. CONTRACTOR SHALL VERIFY LOCATION OF ALL FACILITIES BEFORE BEGINNING WORK.
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PROJECT INFORMATION

SITE OWNER: FELICIA ANN FARRIS, 2215 HASKELL HEIGHTS, FAYETTEVILLE, AR 72701 & MONTICELLO INVESTMENTS, LLC, 310 W EMMA AVENUE, SPRINGDALE, AR 72764

SITE DEVELOPER: LCD ACQUISITIONS LLC, 455 EPPS BRIDGE PARKWAY, ATHENS, GA 30606

FLOOD NOTE:

THIS PROPERTY IS NOT IN FLOOD ZONE "A" OR "AE", AND IS OUTSIDE THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBERS 05143C0204G, 05143C0208G, 05143C0215G, AND 05143C0216G ALL REVISED DATE JANUARY 25, 2024.

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CERTIFICATE OF AUTHORIZATION:

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HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

Key Plan



No.	Description	Date

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PROJECT NO: 24301900
ISSUE DATE: 07/23/2025
CONTACT: T. HENNELLY
QC by:
QC Date:

PRELIMINARY PLANS

REVIEW SET — NOT FOR CONSTRUCTION — REVIEW SET — NOT FOR CONSTRUCTION

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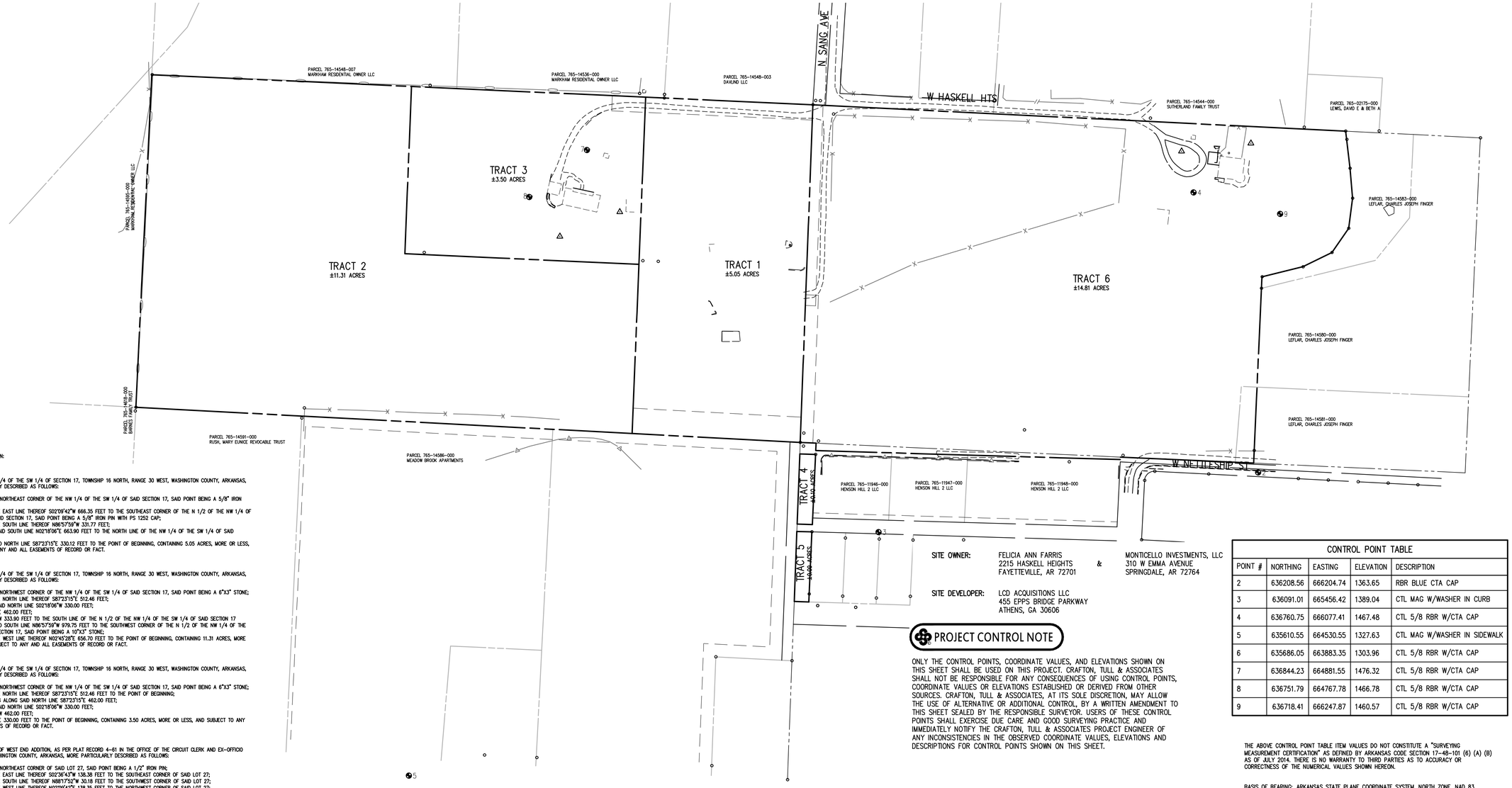
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COVER SHEET

C-001

DRAWING: C:\JOBS\1905_FAYETTEVILLE\PLANNING\PLANNING\COVER SHEET.DWG
LAST SAVED BY: CORBIE HALL 7/22/2025 3:55:43 PM
LAST PLOTTED BY: CORBIE HALL 7/22/2025 3:55:43 PM

HASKELL COMMONS
PZD REZONING



SURVEY DESCRIPTION:

TRACT 1:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°09'42"W 666.35 FEET TO THE SOUTHEAST CORNER OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN WITH PS 1252 CAP;
THENCE ALONG THE SOUTH LINE THEREOF N86°57'58"W 331.77 FEET;
THENCE LEAVING SAID SOUTH LINE N02°18'06"E 663.90 FEET TO THE NORTH LINE OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID NORTH LINE S87°23'15"E 330.12 FEET TO THE POINT OF BEGINNING, CONTAINING 5.05 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 2:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 6"X3" STONE;
THENCE ALONG THE NORTH LINE THEREOF S87°23'15"E 512.46 FEET;
THENCE LEAVING SAID NORTH LINE S02°18'06"W 330.00 FEET;
THENCE S87°23'15"E 462.00 FEET;
THENCE S02°18'06"W 333.90 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17
THENCE ALONG SAID SOUTH LINE N86°57'58"W 979.75 FEET TO THE SOUTHWEST CORNER OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 10"X3" STONE;
THENCE ALONG THE WEST LINE THEREOF N02°45'28"E 656.70 FEET TO THE POINT OF BEGINNING, CONTAINING 11.31 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 3:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 6"X3" STONE;
THENCE ALONG THE NORTH LINE THEREOF S87°23'15"E 512.46 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG SAID NORTH LINE S87°23'15"E 462.00 FEET;
THENCE LEAVING SAID NORTH LINE S02°18'06"W 330.00 FEET;
THENCE N87°23'15"W 462.00 FEET;
THENCE N02°18'06"E 330.00 FEET TO THE POINT OF BEGINNING, CONTAINING 3.50 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 4:

LOT 27, BLOCK 1, OF WEST END ADDITION, AS PER PLAT RECORD 4-61 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 27, SAID POINT BEING A 1/2" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°36'43"W 138.38 FEET TO THE SOUTHEAST CORNER OF SAID LOT 27;
THENCE ALONG THE SOUTH LINE THEREOF N88°17'52"W 30.18 FEET TO THE SOUTHWEST CORNER OF SAID LOT 27;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 138.35 FEET TO THE NORTHWEST CORNER OF SAID LOT 27;
THENCE ALONG THE NORTH LINE THEREOF S88°19'29"E 31.27 FEET TO THE POINT OF BEGINNING, CONTAINING 0.10 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 5:

LOT 26, BLOCK 1, OF WEST END ADDITION, AS PER PLAT RECORD 4-61 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 26, SAID POINT BEING A 5/8" IRON PIN WITH PS 1642 CAP;
THENCE ALONG THE EAST LINE THEREOF S02°33'40"W 138.30 FEET TO THE SOUTHEAST CORNER OF SAID LOT 26;
THENCE ALONG THE SOUTH LINE THEREOF N88°12'35"W 28.69 FEET TO THE SOUTHWEST CORNER OF SAID LOT 26;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 138.24 FEET TO THE NORTHWEST CORNER OF SAID LOT 26;
THENCE ALONG THE NORTH LINE THEREOF S88°19'10"E 29.66 FEET TO THE POINT OF BEGINNING, CONTAINING 0.09 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 6:

PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN;
THENCE ALONG THE NORTH LINE THEREOF S87°09'48"E 1051.49 FEET TO A 1/2" IRON PIN;
THENCE LEAVING SAID NORTH LINE S06°35'29"E 73.65 FEET TO A 1 1/2" IRON PIPE;
THENCE S04°54'10"E 59.19 FEET TO A 1" IRON PIPE;
THENCE S07°17'26"W 60.05 FEET TO A 1" IRON PIPE;
THENCE S34°45'47"W 57.69 FEET TO A 3/4" IRON PIPE;
THENCE S63°51'40"W 63.93 FEET TO A 3/4" IRON PIPE;
THENCE S76°09'07"W 83.18 FEET TO A 3/4" IRON PIPE;
THENCE S02°35'06"E 22.71 FEET TO A 11"X7" STONE;
THENCE S02°33'06"W 345.13 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID SOUTH LINE N87°23'09"W 262.79 FEET;
THENCE LEAVING SAID SOUTH LINE S02°50'38"W 4.86 FEET TO THE CENTERLINE OF A VACATED ALLEY AS VACATED BY DOCUMENT 2009-2520;
THENCE ALONG SAID VACATED ALLEY CENTERLINE N88°19'29"W 600.56 FEET TO THE EAST LINE OF AN ALLEY AS DEDICATED IN PLAT RECORD 4-61;
THENCE ALONG SAID EAST LINE N02°36'43"E 14.70 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID SOUTH LINE N87°23'09"W 31.44 FEET TO THE SOUTHWEST CORNER OF THE N 1/2 OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN WITH PS 1252 CAP;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 666.35 FEET TO THE POINT OF BEGINNING, CONTAINING 14.81 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

SITE OWNER: FELICIA ANN FARRIS, 2215 HASKELL HEIGHTS, FAYETTEVILLE, AR 72701 & MONTICELLO INVESTMENTS, LLC, 310 W EMMA AVENUE, SPRINGDALE, AR 72764

SITE DEVELOPER: LCD ACQUISITIONS LLC, 455 EPPS BRIDGE PARKWAY, ATHENS, GA 30606

PROJECT CONTROL NOTE

ONLY THE CONTROL POINTS, COORDINATE VALUES, AND ELEVATIONS SHOWN ON THIS SHEET SHALL BE USED ON THIS PROJECT. CRAFTON, TULL & ASSOCIATES SHALL NOT BE RESPONSIBLE FOR ANY CONSEQUENCES OF USING CONTROL POINTS, COORDINATE VALUES OR ELEVATIONS ESTABLISHED OR DERIVED FROM OTHER SOURCES. CRAFTON, TULL & ASSOCIATES, AT ITS SOLE DISCRETION, MAY ALLOW THE USE OF ALTERNATIVE OR ADDITIONAL CONTROL, BY A WRITTEN AMENDMENT TO THIS SHEET SEALED BY THE RESPONSIBLE SURVEYOR. USERS OF THESE CONTROL POINTS SHALL EXERCISE DUE CARE AND GOOD SURVEYING PRACTICE AND IMMEDIATELY NOTIFY THE CRAFTON, TULL & ASSOCIATES PROJECT ENGINEER OF ANY INCONSISTENCIES IN THE OBSERVED COORDINATE VALUES, ELEVATIONS AND DESCRIPTIONS FOR CONTROL POINTS SHOWN ON THIS SHEET.

CONTROL POINT TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
2	636208.56	666204.74	1363.65	RBR BLUE CTA CAP
3	636091.01	665456.42	1389.04	CTL MAG W/WASHER IN CURB
4	636760.75	666077.41	1467.48	CTL 5/8 RBR W/CTA CAP
5	635610.55	664530.55	1327.63	CTL MAG W/WASHER IN SIDEWALK
6	635686.05	663883.35	1303.96	CTL 5/8 RBR W/CTA CAP
7	636844.23	664881.55	1476.32	CTL 5/8 RBR W/CTA CAP
8	636751.79	664767.78	1466.78	CTL 5/8 RBR W/CTA CAP
9	636718.41	666247.87	1460.57	CTL 5/8 RBR W/CTA CAP

THE ABOVE CONTROL POINT TABLE ITEM VALUES DO NOT CONSTITUTE A "SURVEYING MEASUREMENT CERTIFICATION" AS DEFINED BY ARKANSAS CODE SECTION 17-48-101 (6) (A) (B) AS OF JULY 2014. THERE IS NO WARRANTY TO THIRD PARTIES AS TO ACCURACY OR CORRECTNESS OF THE NUMERICAL VALUES SHOWN HEREON.

BASIS OF BEARING: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83
HORIZONTAL DATUM AND NAVD 29 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF FAYETTEVILLE CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.
BEARING: GRID
DISTANCE: GRID
CONVERGENCE ANGLE: -01°16'29.20"
COMBINED SCALE FACTOR: 0.99990017
VALUE CALCULATED AT THE FOLLOWING POINT
N 636844.234 E 664881.551 Z 1476.322

PROJECT CONTROL CERTIFICATE:

I HEREBY DECLARE THAT ON THE 13TH DAY OF AUGUST, 2024 THE ABOVE CONTROL POINT TABLE ITEM VALUES WERE CHECKED TO FOR CONSISTENCY WITH THE FIELD DATA FOR EACH ITEM PROVIDED BY THE FIELD CREW UNDER MY SUPERVISION. THE CONTROL HORIZONTAL AND VERTICAL DATUM WAS CONFIRMED IN RELATION TO THE RELEVANT LOCAL MUNICIPAL CONTROL SYSTEM. THIS CERTIFICATION IS APPLICABLE ONLY TO THE CONTROL POINT VALUES AS THEY EXISTED AT THE TIME OF IMPLEMENTATION BY THE FIELD CREW UNDER MY SUPERVISION. THIS CERTIFICATE DOES NOT EXTEND TO ANY ITEM OR DEPICTION SHOWN HEREON, OTHER THAN THE CONTROL POINT VALUES SHOWN IN THE CONTROL POINT TABLE.

REGISTERED STATE OF ARKANSAS NO. 1460 SIGNATURE KEVIN J. MONTGOMERY PROFESSIONAL LAND SURVEYOR

CRAFTON, TULL, & ASSOCIATES, INC.
BY KEVIN J. MONTGOMERY (AGENT)

KEVIN J. MONTGOMERY PS 1460

NOTE:
THIS PLAN SHEET DOES NOT CONSTITUTE A BOUNDARY SURVEY OR ALTA/ASPS LAND TITLE SURVEY. EXCEPT FOR THE CONTROL POINT TABLE VALUES, ALL ELSE IS SHOWN FOR INFORMATION ONLY.

LEGEND (EXISTING SYMBOLS)

	BENCHMARK		SANITARY MANHOLE
	FOUND IRON PIPE/REBAR	CO	SANITARY SEWER CLEANOUT
	PRIMARY CONTROL/SET MONUMENT		SIGN
	FOUND MONUMENT/ROW		SPRINKLER HEAD
AC	AIR CONDITIONER	T	TELEPHONE PEDESTAL
ARV	AIR RELEASE VALVE		TV PEDESTAL
	ELECTRIC BOX/PEDESTAL		WATER FAUCET
EJB	ELECTRIC JUNCTION BOX	WM	WATER METER
E	ELECTRIC METER	WV	WATER VALVE
	ELECTRIC TRANSFORMER		DOWN GUY
FDC	FIRE DEPARTMENT CONNECTION	D	STORM SEWER MANHOLE
FH	FIRE HYDRANT		STORM SEWER PIPE
GM	GAS METER		
GV	GAS VALVE		
	GUARD POST		
LP	LIGHT POLE		
PP	POWER POLE		

SYMBOLS

DROP/CURB INLET — GRATED INLET

TREE — TREE TO BE REMOVED

LINEWORK

EASEMENT
CURB
INTERMEDIATE CONTOUR (1206)
INDEX CONTOUR (1205)
SANITARY SEWER LINE (SPECIFY SIZE & TYPE) (SS)
GAS LINE (G)
WATER LINE (SPECIFY SIZE & TYPE) (W)
UNDERGROUND TELEPHONE (UGT)
UNDERGROUND ELECTRIC (UGE)
OVERHEAD ELECTRIC (OHE)
UNDERGROUND TELEVISION (UGTV)
OVERHEAD TELEVISION (OHTV)
CHAIN LINK FENCE
WOOD FENCE
BARBED WIRE FENCE
FIBER OPTIC (FO)
RIGHT OF WAY
ROAD CENTERLINE

300 N College Ave., Suite 317
Fayetteville, Arkansas 72701
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION — CRAFTON, TULL & ASSOCIATES, INC. No. 109 — ARKANSAS ENGINEER

GRAPHIC SCALE IN FEET
100' 0 100'

HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 24301900
ISSUE DATE: 07/23/2025
CONTACT: T. HENNELLY
QC by:
QC Date:

PRELIMINARY PLANS

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SURVEY

C-002

DRAWING C:\JOBS\300_DESIGN\DWG\ARCHITECTURE_CIVIL\DWG\PROJECT CONTROL SHEET.DWG
LAST PLOTTED BY: CODEE HALE, 7/22/2025 3:07:03 PM

LAND USE DESIGNATION TABLE

	PLANNING AREA 1 – MULTI–FAMILY RESIDENTIAL	PLANNING AREA 2 – SINGLE & TWO–FAMILY RESIDENTIAL	PLANNING AREA 3 – CONSERVATION AREA
LAND USE DESIGNATION			
(A) PERMITTED USES	UNITS: 1, 8, 9, 10, 26, 41, 44, AND 46	UNITS: 1, 8, 9, 41, AND 46	UNITS: 1
(B) CONDITIONAL USES	UNITS: 2, 3, 4, 5, 12A, 24, 25, 36, AND 48	UNITS: 2, 3, 4, 5, 12A, 24, 36, AND 44	UNITS: 2, 3, AND 4
(C) RESIDENTIAL DENSITY			
ACREAGE	9.31 ACRES	9.86 ACRES	15.69 ACRES
RESIDENTIAL DENSITY	12.0 UNITS/ACRE MAX. (111 MAX UNITS) 50 BEDS/ACRE MAX. (465 MAX BEDROOMS)	7 UNITS/ACRE MAX. (69 MAX UNITS) 25 BEDS/ACRE MAX. (246 MAX BEDROOMS)	NONE
NONRESIDENTIAL AREA	~8,000 SQ FT (CLUB HOUSE + PUMP HOUSE)	0 SQ FT	0 SQ FT
BULK AND AREA REGULATIONS			
(D) LOT WIDTH MIN.	35' : SINGLE FAMILY | 35' : TWO–FAMILY 70' : MULTI–FAMILY | 100' : OTHER USES	55' : SINGLE–FAMILY | 70' : TWO–FAMILY 100' : OTHER USES	AT LEAST 80% OF THE ZONED AREA BE LEFT UNDEVELOPED AS GREEN SPACE.
(E) LOT AREA MIN.	2,000 SQ FT | TOWNHOUSE – INDIV. LOT 3,000 SQ FT | SINGLE–FAMILY 4,000 SQ FT | TWO–FAMILY 7,000 SQ FT | THREE OR MORE FAMILY 43,560 SQ FT | OTHER USES	6,000 SQ FT | SINGLE–FAMILY 8,000 SQ FT | TWO–FAMILY 43,560 SQ FT | OTHER USES	NO MORE THAN 10% OF THE ZONED AREA SHALL BE UTILIZED AS IMPERVIOUS GROUND COVER (PARKING, PAVED TRAIL, ETC.)
(F) LAND AREA PER DWELLING	N/A	6,000 SQ FT : SINGLE–FAMILY | 4,000 : TWO–FAMILY	N/A
(G) SETBACK REQUIREMENTS	FRONT | 0–25 BUILD–TO–ZONE SIDE (SINGLE– AND TWO–FAMILY) | 5' SIDE (OTHER USES) | 8' REAR (SINGLE–FAMILY) | 15' REAR (OTHER USES) | 25'	FRONT | 15' SIDE | 5' REAR | 15'	FRONT | 20' SIDE | 50' REAR | 50' 100' SETBACK FROM STREAM TOP OF BANKS 100' SETBACK FROM EDGE OF OPEN WATERS
(H) HEIGHT REGULATIONS	MAX. 3 STORIES	MAX. 3 STORIES	MAX. 2 STORIES
(I) BUILDING AREA	MAX. 50% OF TOTAL AREA	MAX. 40% OF TOTAL AREA	MAX. 5% OF TOTAL AREA
SITE PLANNING			
(J) LANDSCAPING	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177
(K) PARKING	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172
(L) ARCH. DESIGN STANDARDS	COMPLIANCE WITH UDC SEE APPRENDIX B FOR ARCH. ELEVATIONS	COMPLIANCE WITH UDC	COMPLIANCE WITH UDC
(M) SIGNAGE	COMPLIANCE WITH UDC CHAPTER 174	COMPLIANCE WITH UDC CHAPTER 174	COMPLIANCY WITH UDC CHAPTER 174

PLANNING AREA

PLANNING AREA 1

PLANNING AREA 2

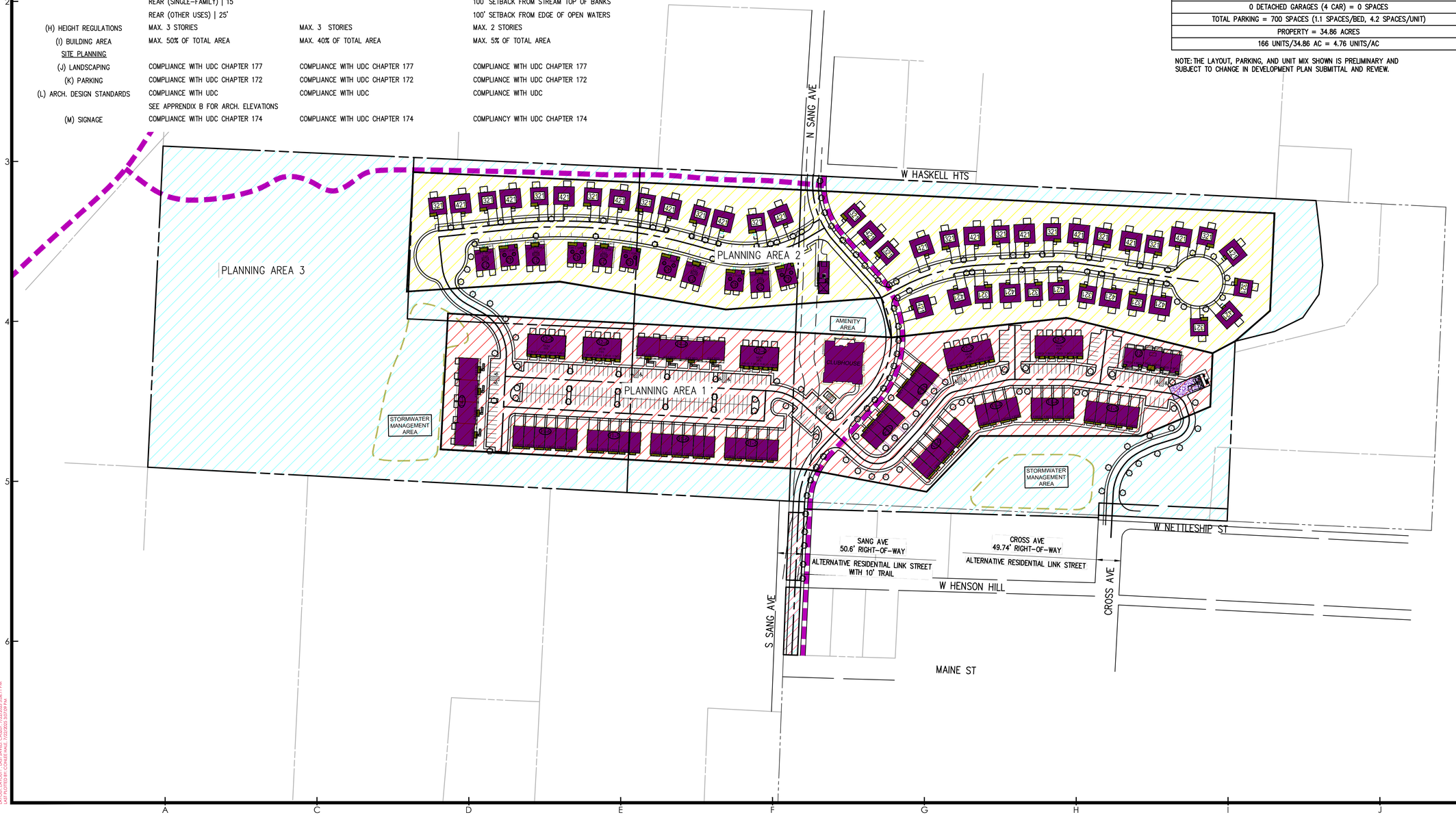
PLANNING AREA 4

AREA

SITE AREA TOTAL:	34.86 ACRES
PLANNING AREA 1 TOTAL:	9.31 ACRES 27%
PLANNING AREA 2 TOTAL:	9.86 ACRES 28%
PLANNING AREA 3 TOTAL:	15.69 ACRES 45%

UNIT MAX						
BUILDING TYPE		DESCRIPTION	BUILDINGS	UNITS	BEDS	UNITS % OF TOTAL
COTTAGE – SINGLE						
321		3 BR (2 CAR GARAGE)	21	21	63	12.7%
421		4 BR (2 CAR GARAGE)	22	22	88	13.3%
COTTAGE – DUPLEX & "ATTACHED" DUPLEX						
27	TALMADGE	5+5 BR	5	10	50	6.0%
42	DOGWOOD	3+2 BR	6	12	30	7.2%
TOTAL COTTAGE			51	65	231	39.2%
TOWNHOMES						
12	CLOVERHURST	4+4+4+4+4+4 BR	1	6	24	3.7%
14–3	WOODBURY	4+4+4 BR X 3	1	9	36	5.4%
14–5	WOODBURY	4+4+4 BR X 5	1	15	60	9.0%
31–4	FINLEY	4+4+4+4 BR (2 CAR GARAGE)	4	16	64	9.6%
31–5	FINLEY	4+4+4+4+4+4 BR (2 CAR GARAGE)	3	15	60	9.0%
31–6	FINLEY	4+4+4+4+4+4 BR (2 CAR GARAGE)	3	18	72	10.8%
32–5	BALDWIN	5+5+5+5+5 BR	2	10	50	6.0%
32–6	BALDWIN	5+5+5+5+5+5 BR	2	12	60	7.2%
TOTAL TOWNHOMES			17	101	426	60.8%
TOTAL			71	166	657	100%
SURFACE PARKING = 332 SPACES						
GARAGE PARKING = 184 SPACES						
DRIVEWAY PARKING = 184 SPACES						
0 DETACHED GARAGES (4 CAR) = 0 SPACES						
TOTAL PARKING = 700 SPACES (1.1 SPACES/BED, 4.2 SPACES/UNIT)						
PROPERTY = 34.86 ACRES						
166 UNITS/34.86 AC = 4.76 UNITS/AC						

NOTE: THE LAYOUT, PARKING, AND UNIT MIX SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE IN DEVELOPMENT PLAN SUBMITTAL AND REVIEW.



GRAPHIC SCALE IN FEET
100' 0 100'

300 N College Ave., Suite 317
Fayetteville, Arkansas 72701
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION — CRAFTON, TULL & ASSOCIATES, INC. No. 109 — ARKANSAS ENGINEER

HASKELL COMMONS PZD REZONING

FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 24301900
ISSUE DATE: 07/23/2025
CONTACT: T. HENNELLY
QC by:
QC Date:

PRELIMINARY PLANS

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

NOT FOR CONSTRUCTION ... REVIEW SET ... NOT FOR CONSTRUCTION ... REVIEW SET ...

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DEVELOPMENT PLAN

C-003

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HASKELL COMMONS
PZD REZONING

PLANNING AREA

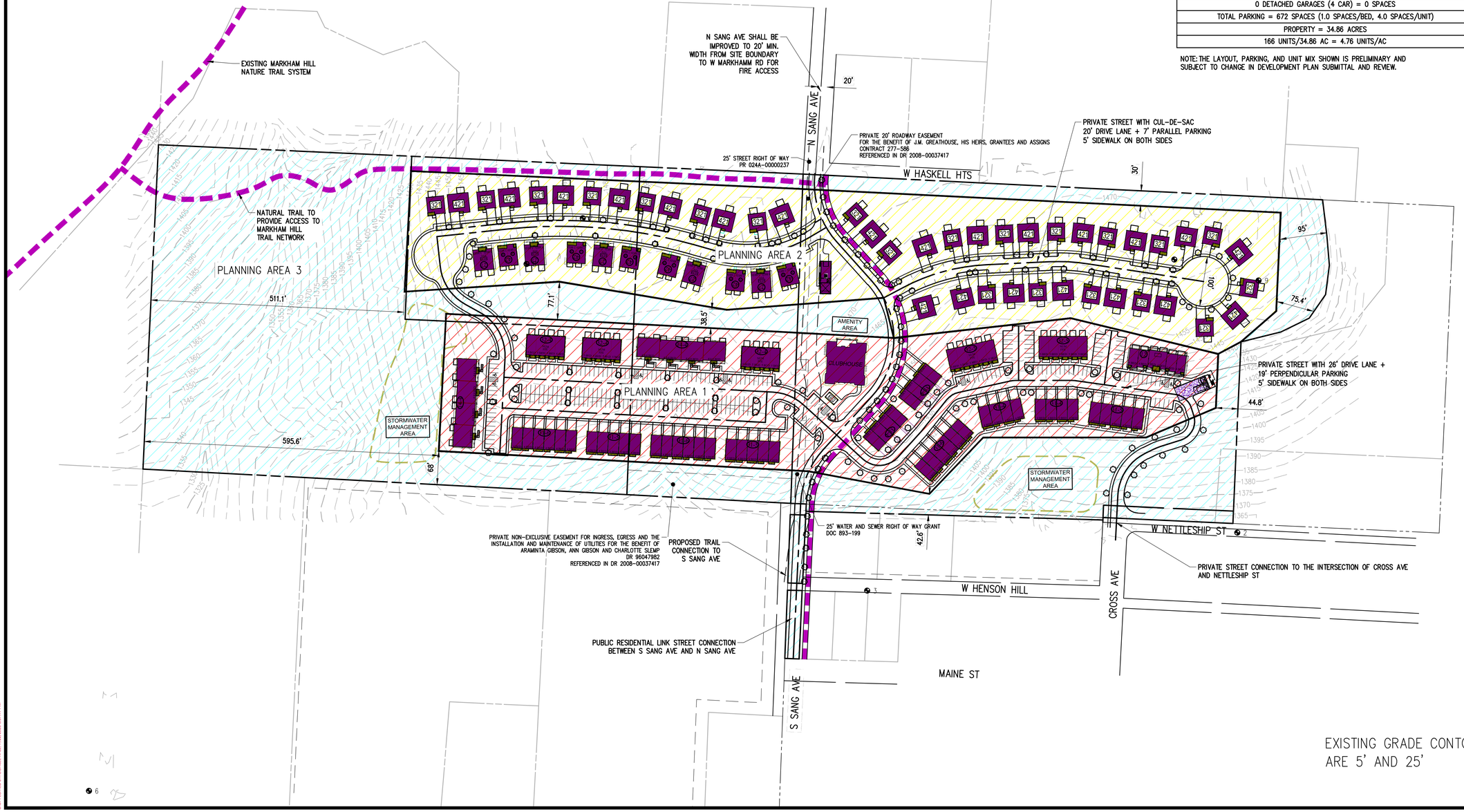
PLANNING AREA 1
PLANNING AREA 2
PLANNING AREA 3

LAND USE	RESIDENTIAL DENSITY MAX. UNIT DENSITY	MAX. BEDROOM DENSITY	ACRES	%
MULTI-FAMILY RESIDENTIAL	12.0 UNITS/ACRE*	50 BEDS/ACRE*	9.31	27%
SINGLE & TWO-FAMILY RESIDENTIAL	7.0 UNITS/ACRE*	25 BEDS/ACRE*	9.86	28%
CONSERVATION AREA	0 UNITS/ACRE	0 BEDS/ACRE	15.69	45%

*RESIDENTIAL DENSITY NOTED IS ONLY OBSERVED WITHIN THE RESPECTIVE PLANNING AREA. MAXIMUM OVERALL SITE UNIT DENSITY REQUESTED IS APPROXIMATELY 5.16 UNITS/ACRE. MAXIMUM OVERALL SITE BEDROOM DENSITY REQUESTED IS APPROXIMATELY 20.40 BEDS/ACRE.

UNIT MAX						
BUILDING TYPE		DESCRIPTION	BUILDINGS	UNITS	BEDS	UNITS % OF TOTAL
COTTAGE - SINGLE						
321		3 BR (2 CAR GARAGE)	21	21	63	12.7%
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27	TALMADGE	5+5 BR	5	10	50	6.0%
42	DOGWOOD	3+2 BR	6	12	30	7.2%
TOTAL COTTAGE			51	65	231	39.2%
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31-5	FINLEY	4+4+4+4+4 BR (2 CAR GARAGE)	3	15	60	9.0%
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TOTAL TOWNHOMES			17	101	426	60.8%
TOTAL			71	166	657	100%
SURFACE PARKING = 304 SPACES						
GARAGE PARKING = 184 SPACES						
DRIVEWAY PARKING = 184 SPACES						
0 DETACHED GARAGES (4 CAR) = 0 SPACES						
TOTAL PARKING = 672 SPACES (1.0 SPACES/BED, 4.0 SPACES/UNIT)						
PROPERTY = 34.86 ACRES						
166 UNITS/34.86 AC = 4.76 UNITS/AC						

NOTE: THE LAYOUT, PARKING, AND UNIT MIX SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE IN DEVELOPMENT PLAN SUBMITTAL AND REVIEW.



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GRAPHIC SCALE IN FEET
100' 0 100'

HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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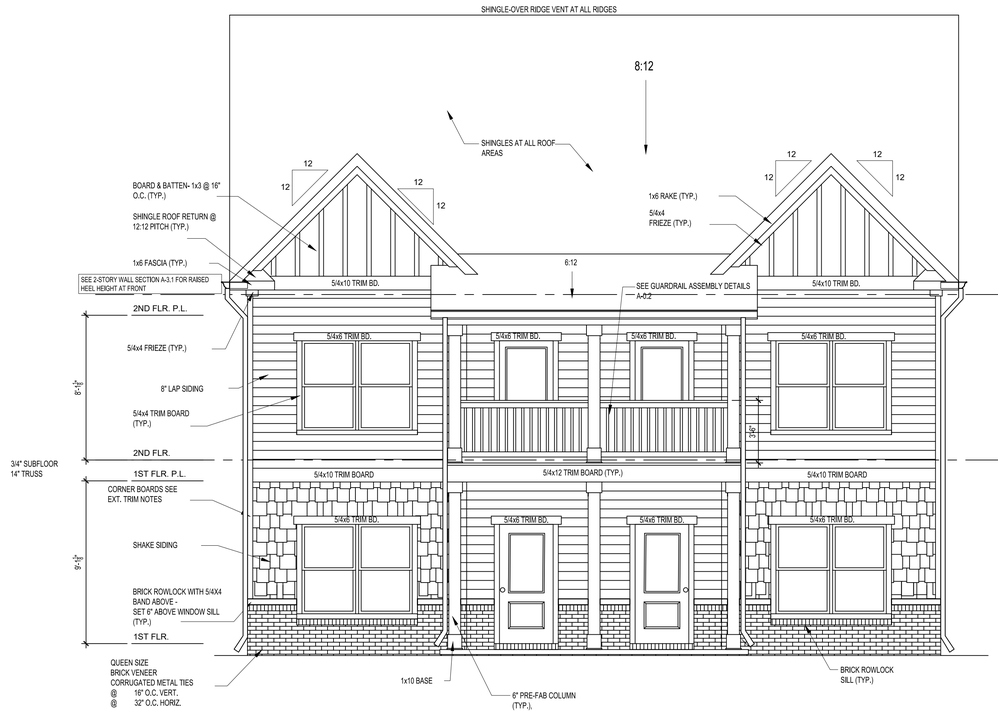
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MASTER PLAN

C-004

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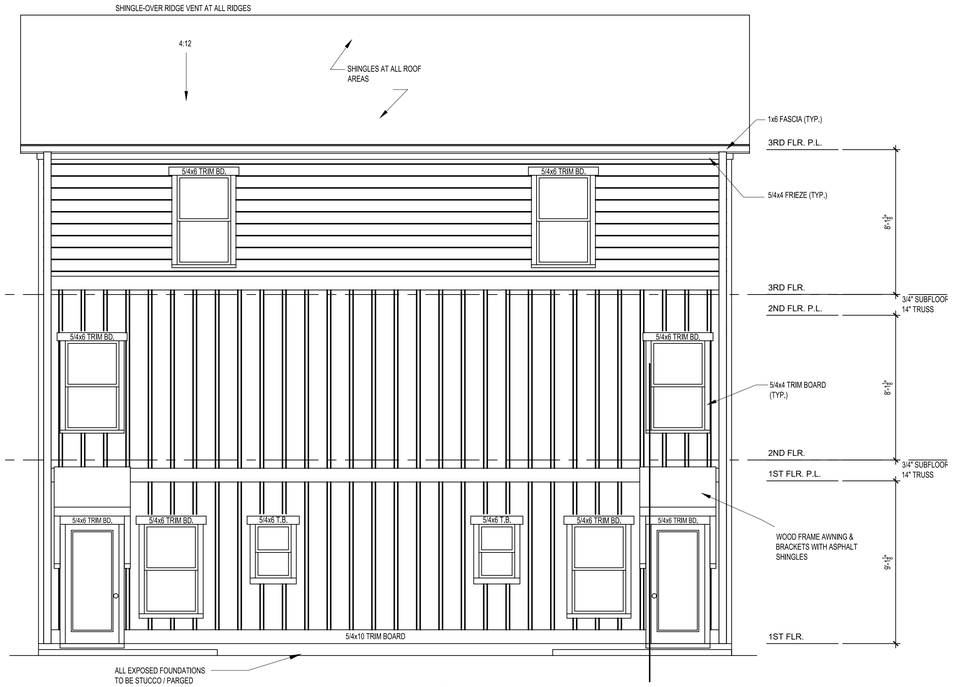
APPENDIX B: BUILDING ELEVATIONS



FRONT ELEVATION - A

SCALE: 1/4" = 1'-0"

VARIATION USED ON BUILDINGS: 1, 10, 47

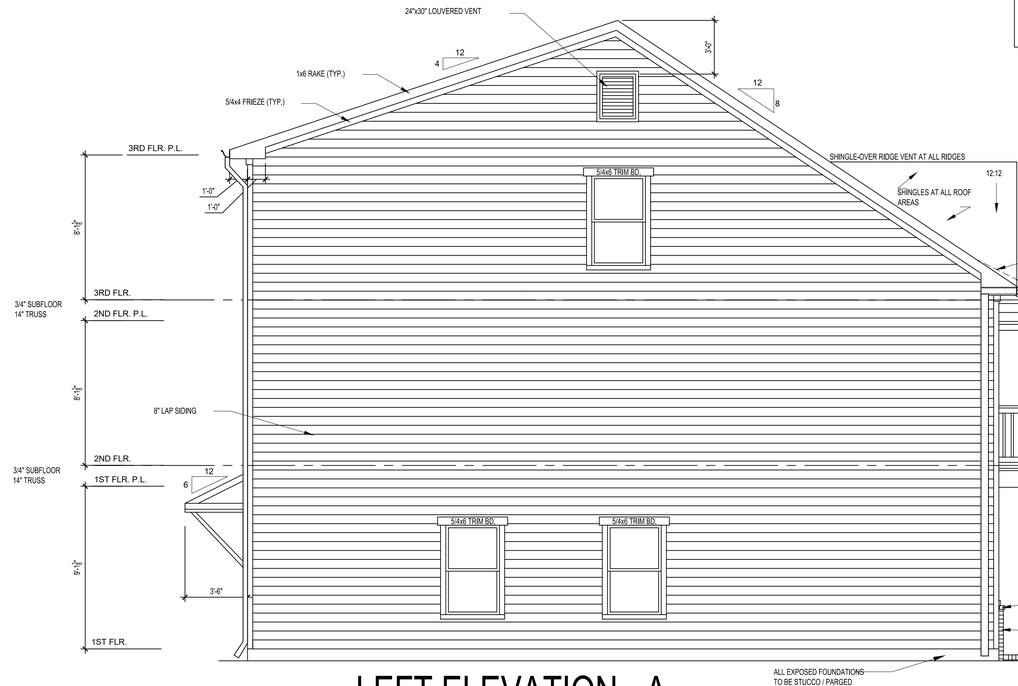


REAR ELEVATION - A

SCALE: 1/4" = 1'-0"

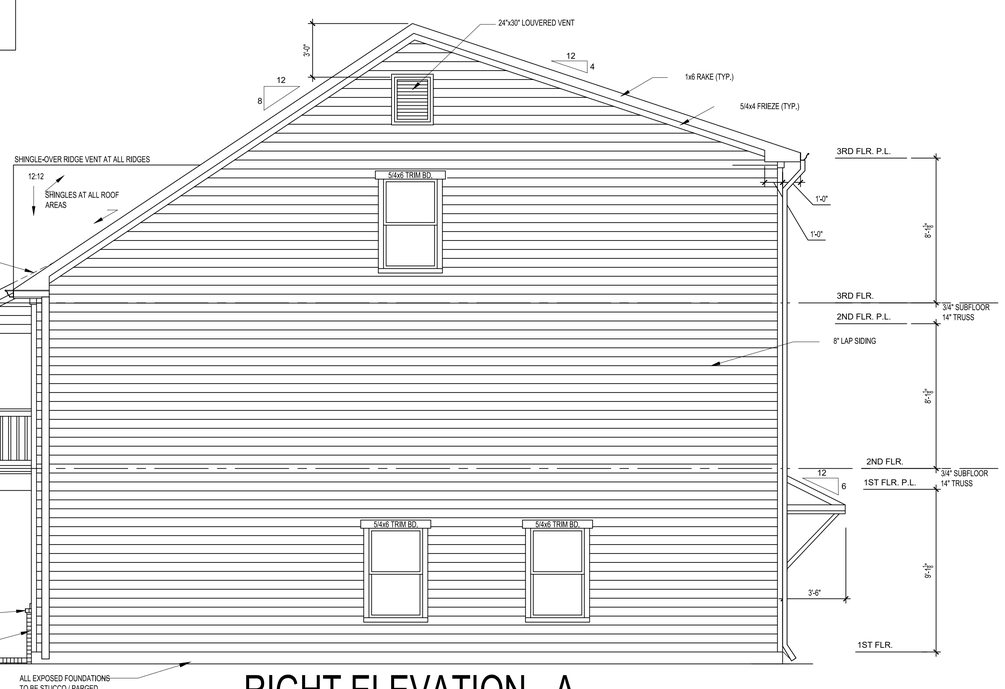
EXTERIOR SIDING / TRIM NOTES:

1. ALL EXTERIOR SIDING/TRIM COMPONENTS TO BE NON-ROT, CEMENT-FIBER TYPE.
2. CORNER BOARDS TO BE 5/4X4 & 5/4X6 PAIRED TOGETHER TO CREATE AN L-SHAPED CORNER, WITH 5/4X6 PLACED ON FRONT & REAR ELEVATIONS.
3. WINDOW AND DOOR TRIM TO BE 5/4X4 SIDES & BOTTOM, HEAD TRIM TO BE 5/4X6 EXTENDED 2".
4. FASCIA TO BE 1X6, WITH EAVE DRIP FLASHING (4-1/2" WIDTH AT ROOF - VERIFY WITH GENERAL CONTRACTOR).
5. FRIEZE BOARDS TO BE 5/4X4.
6. SOFFITS TO BE 5/16" PANELS, PERFORATED AT EAVES.
7. BOARD & BATTEN TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS 16" O.C.
8. PORCH CEILING TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS AT JOINTS & PERIMETER.
9. COORDINATE WITH GENERAL CONTRACTOR FOR FLASHING PROFILES TO BE USED AT ALL LOCATIONS.
10. COORDINATE WITH GENERAL CONTRACTOR FOR THE FOLLOWING DETAILS:
    +SPECIFIC SIZE OF TRIM BOARDS TO WRAP EXTERIOR BEAMS PER SPECIFIC LOCATIONS.
    +SPECIFIC DESIGN OF BRACKETS AT GABLES & MISC. LOCATIONS. ALL BRACKETS ARE P.T.
    +COLUMN TRIM DETAILS.
    +REAR PORCH ROOF DETAILS.



LEFT ELEVATION - A

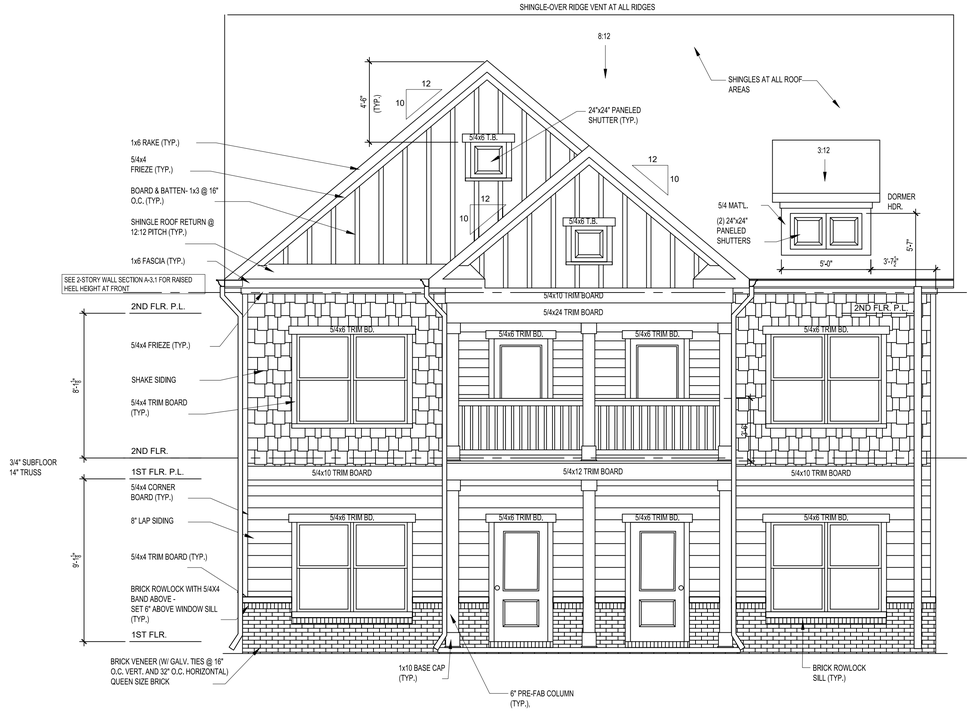
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION - A

SCALE: 1/4" = 1'-0"

27 TALMADGE
2 ELEVATION PAGES

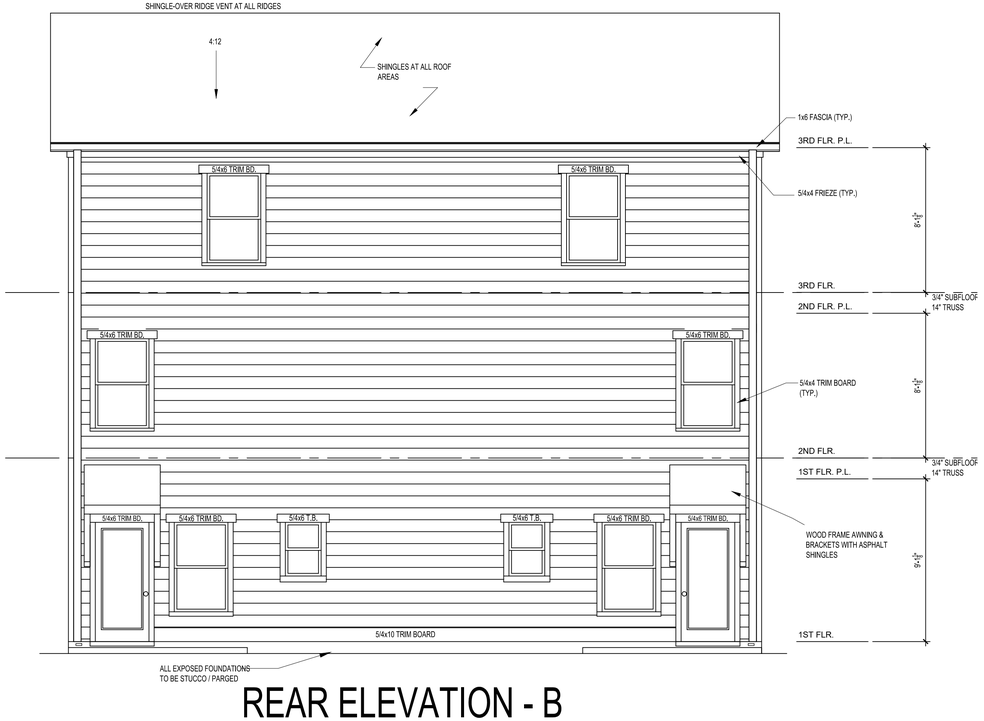


FRONT ELEVATION - B

VARIATION USED ON BUILDINGS: 8, 43, 56

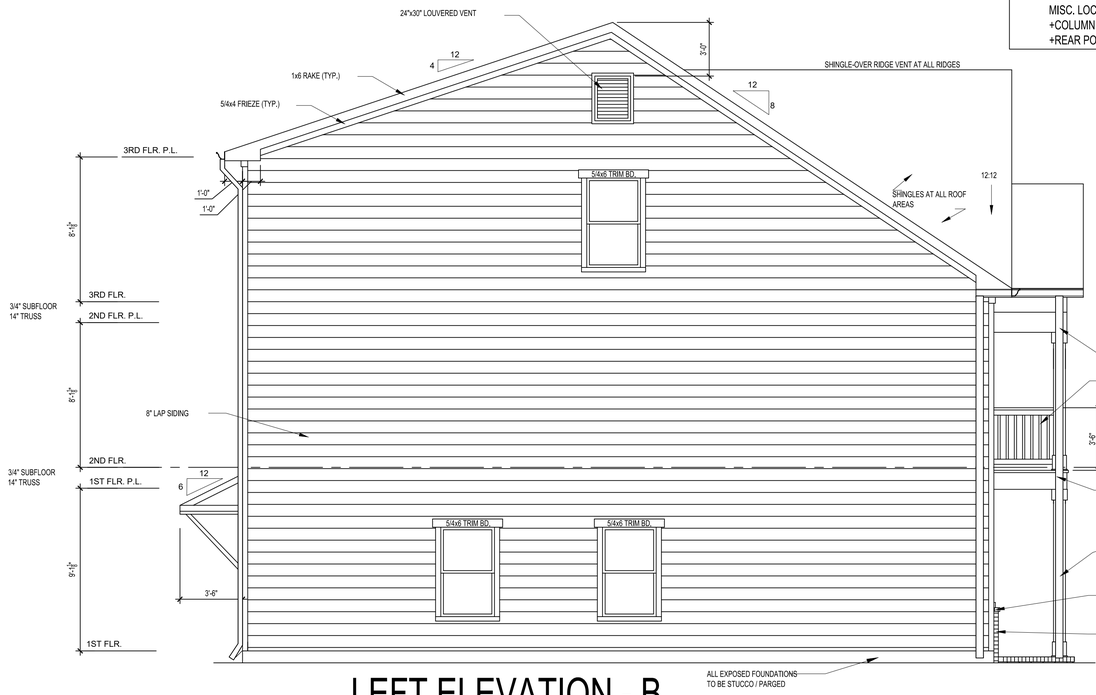
EXTERIOR SIDING / TRIM NOTES:

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2. CORNER BOARDS TO BE 5/4X4 & 5/4X6 PAIRED TOGETHER TO CREATE AN L-SHAPED CORNER, WITH 5/4X6 PLACED ON FRONT & REAR ELEVATIONS.
3. WINDOW AND DOOR TRIM TO BE 5/4X4 SIDES & BOTTOM, HEAD TRIM TO BE 5/4X6 EXTENDED 2".
4. FASCIA TO BE 1X6, WITH EAVE DRIP FLASHING (4-1/2" WIDTH AT ROOF - VERIFY WITH GENERAL CONTRACTOR).
5. FRIEZE BOARDS TO BE 5/4X4.
6. SOFFITS TO BE 5/16" PANELS, PERFORATED AT EAVES.
7. BOARD & BATTEN TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS 16" O.C.
8. PORCH CEILING TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS AT JOINTS & PERIMETER.
9. COORDINATE WITH GENERAL CONTRACTOR FOR FLASHING PROFILES TO BE USED AT ALL LOCATIONS.
10. COORDINATE WITH GENERAL CONTRACTOR FOR THE FOLLOWING DETAILS:
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    +SPECIFIC DESIGN OF BRACKETS AT GABLES & MISC. LOCATIONS. ALL BRACKETS ARE P.T.
    +COLUMN TRIM DETAILS.
    +REAR PORCH ROOF DETAILS.



REAR ELEVATION - B

SCALE: 1/4" = 1'-0"



LEFT ELEVATION - B

SCALE: 1/4" = 1'-0"

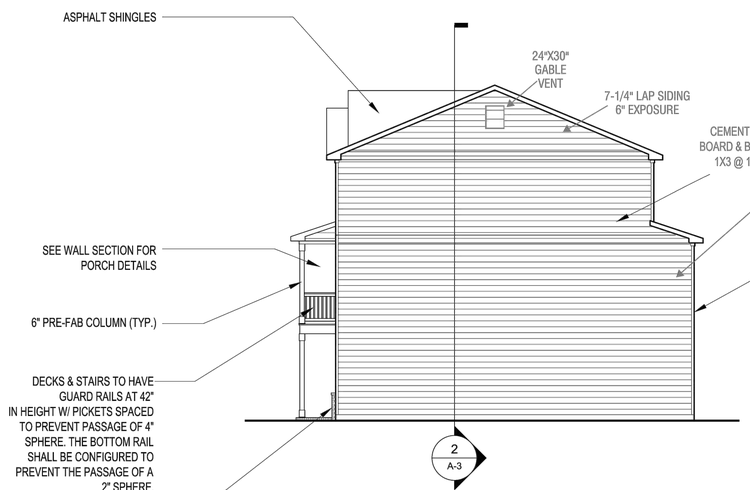


RIGHT ELEVATION - B

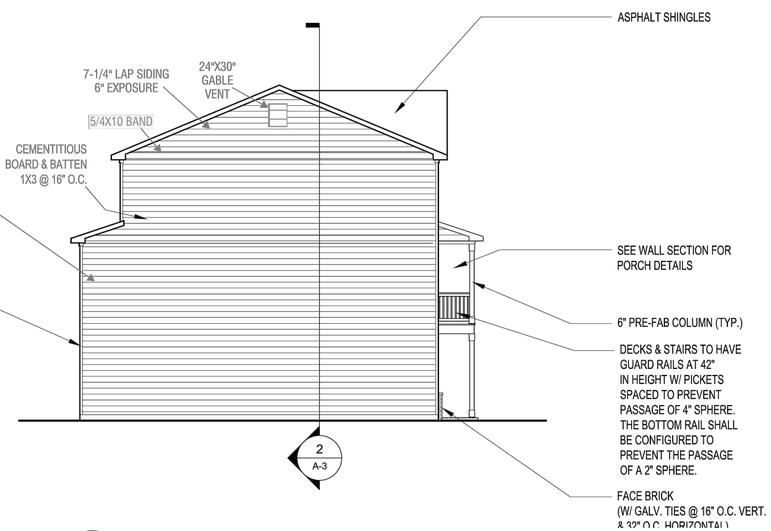
SCALE: 1/4" = 1'-0"



1 FRONT ELEVATION
1/8" = 1'-0"



2 SIDE ELEVATION
1/8" = 1'-0"

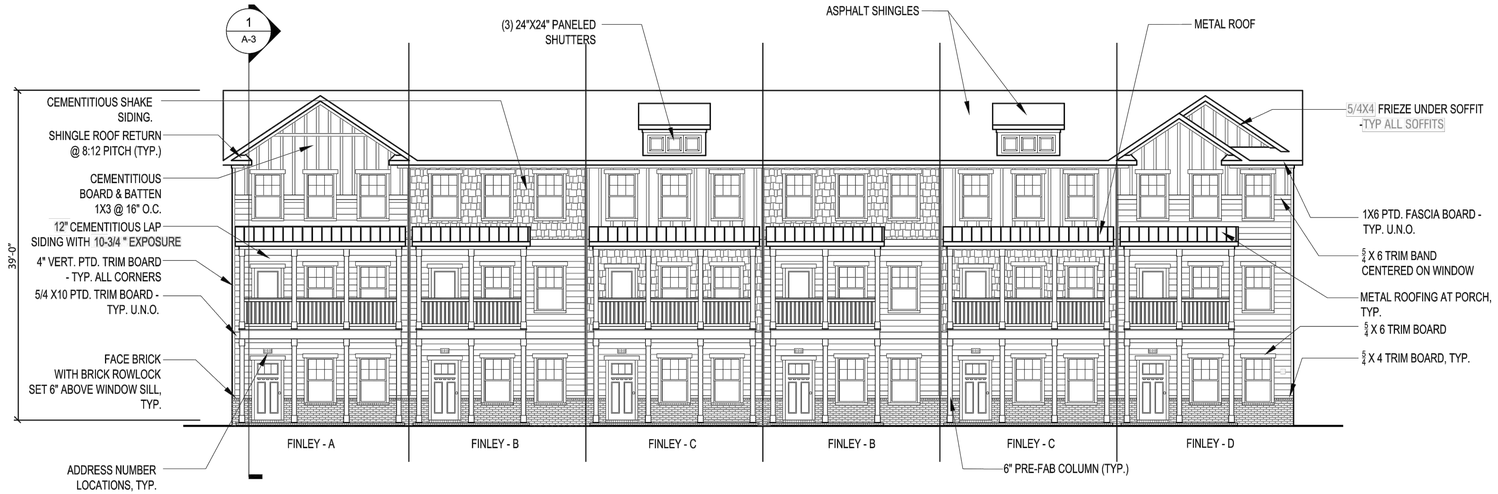


3 SIDE ELEVATION
1/8" = 1'-0"

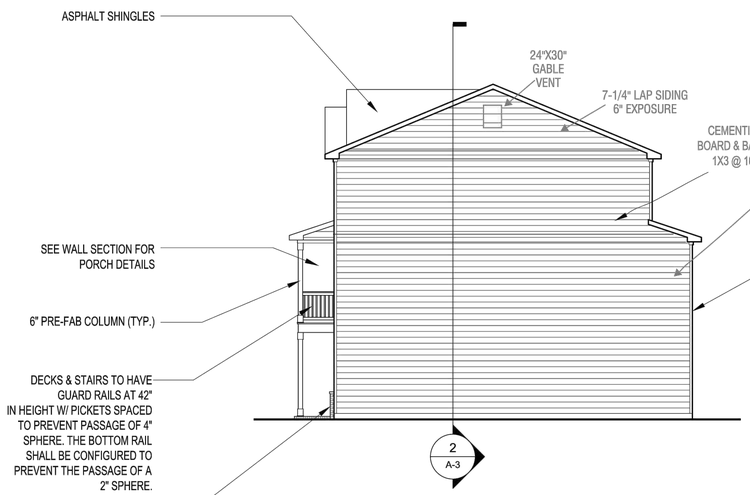


4 REAR ELEVATION
1/8" = 1'-0"

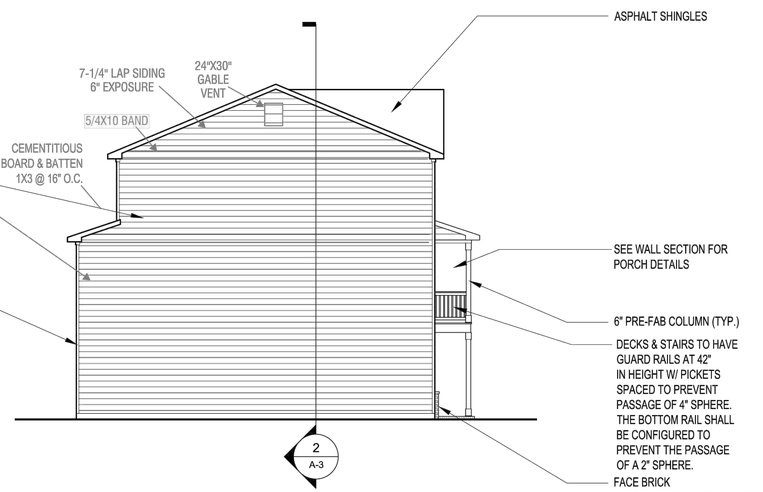
31-5 FINLEY



1 FRONT ELEVATION
1/8" = 1'-0"



2 SIDE ELEVATION
1/8" = 1'-0"



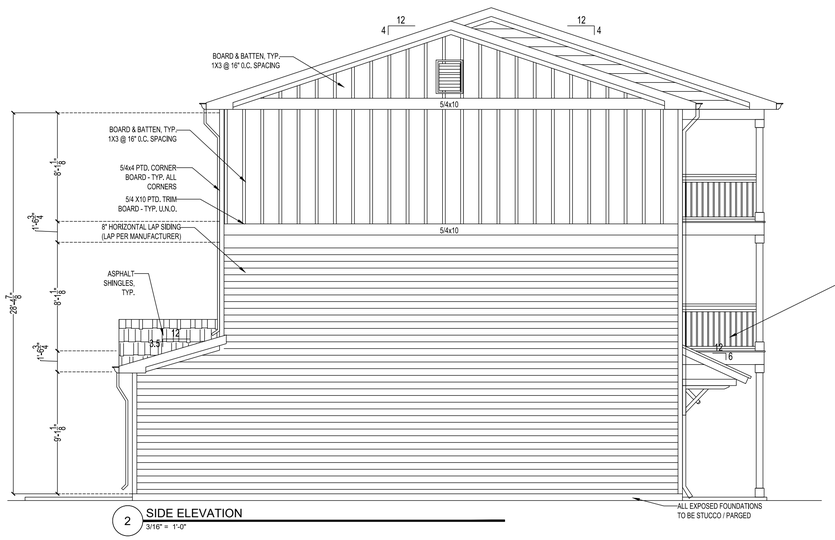
3 SIDE ELEVATION
1/8" = 1'-0"



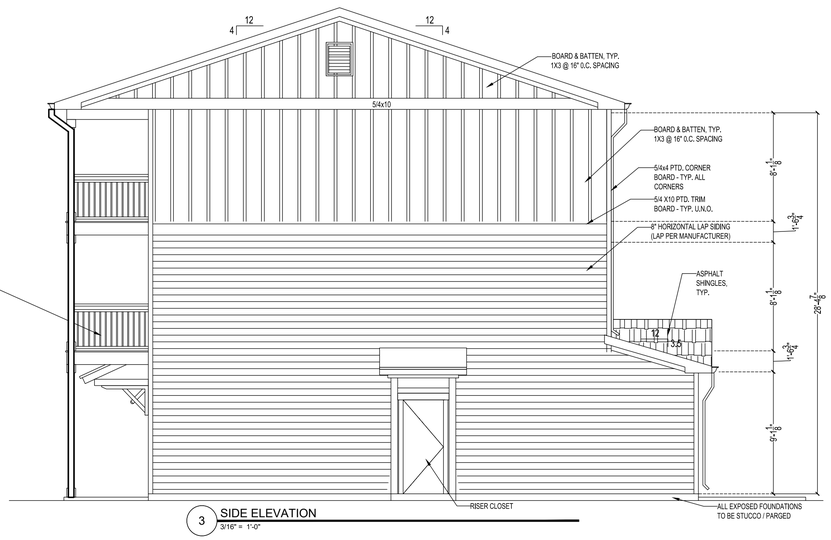
4 REAR ELEVATION
1/8" = 1'-0"

31-6 FINLEY





2 SIDE ELEVATION
3/16" = 1'-0"



3 SIDE ELEVATION
3/16" = 1'-0"

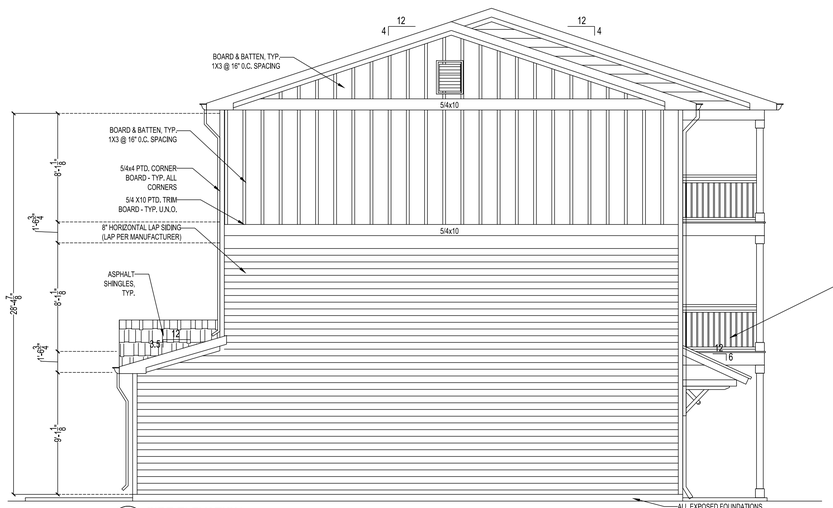


REAR ELEVATION

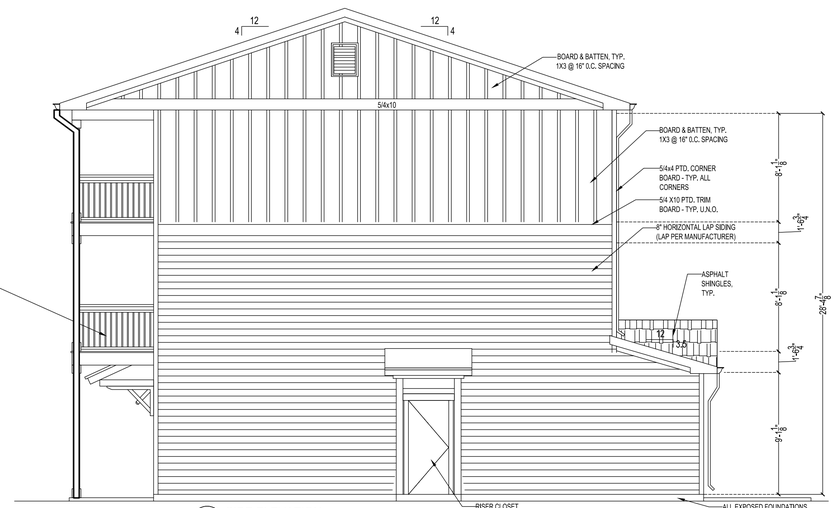
32 BALDWIN
4 ELEVATION PAGES



1 FRONT ELEVATION
3/16" = 1'-0"



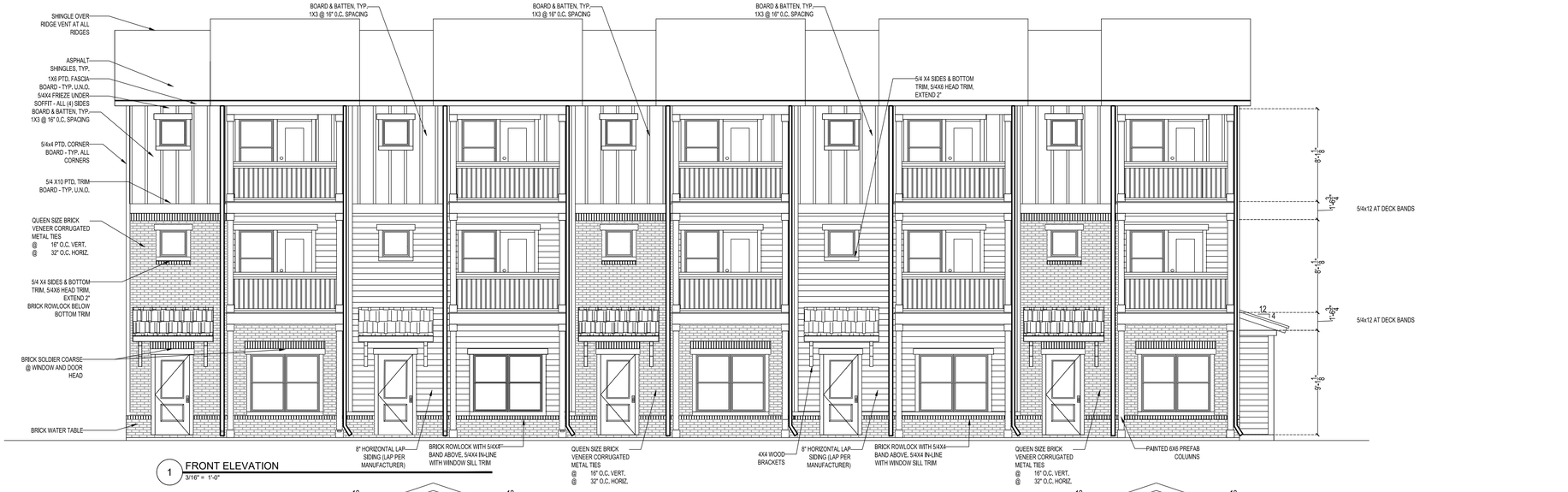
2 SIDE ELEVATION
3/16" = 1'-0"



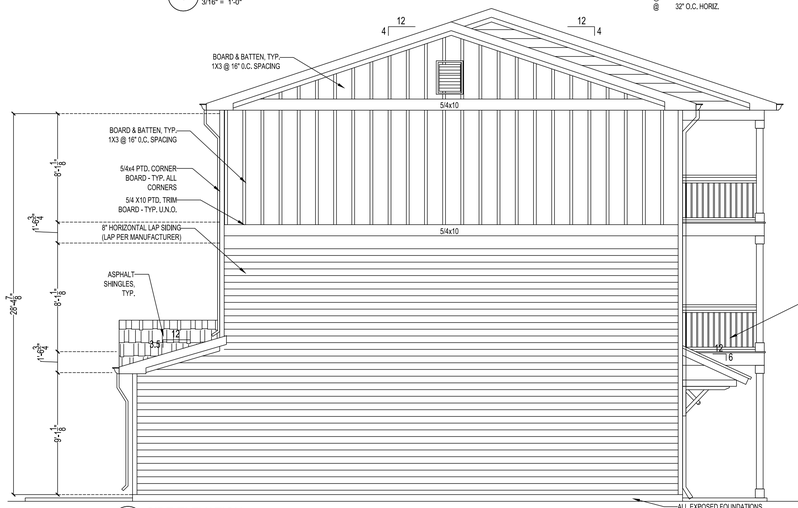
3 SIDE ELEVATION
3/16" = 1'-0"



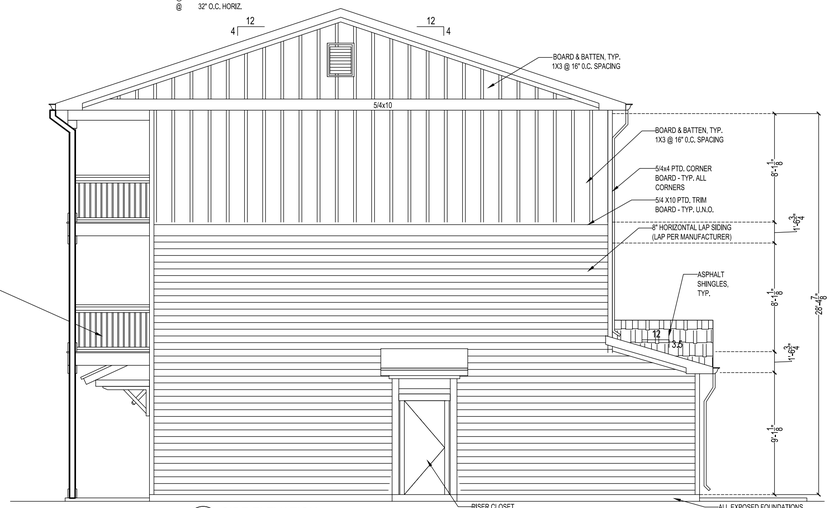
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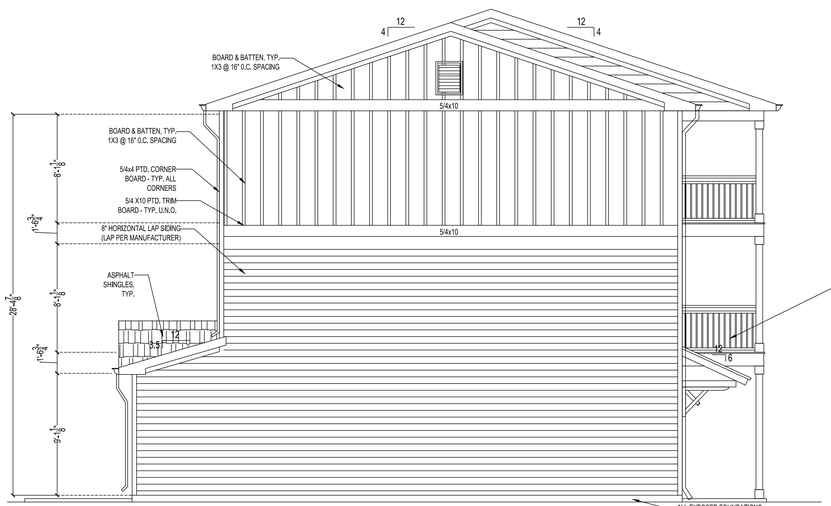


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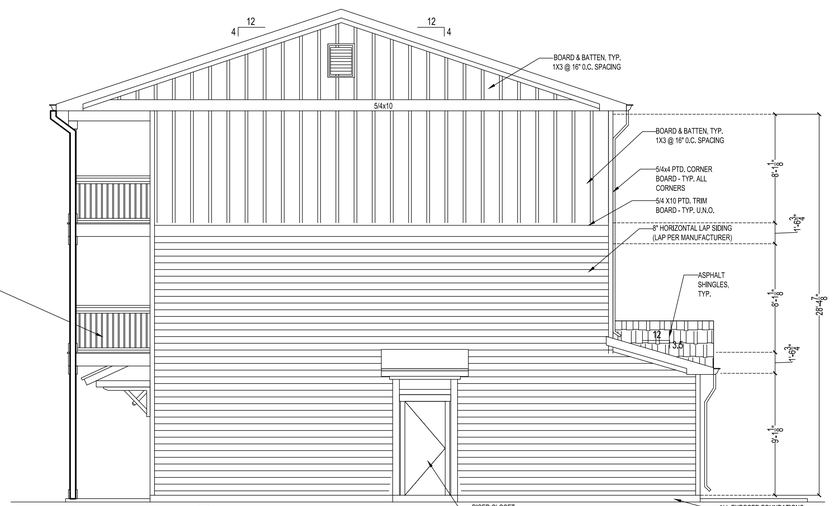


1 FRONT ELEVATION
3/16" = 1'-0"

1 FRONT ELEVATION
3/16" = 1'-0"



2 SIDE ELEVATION
3/16" = 1'-0"



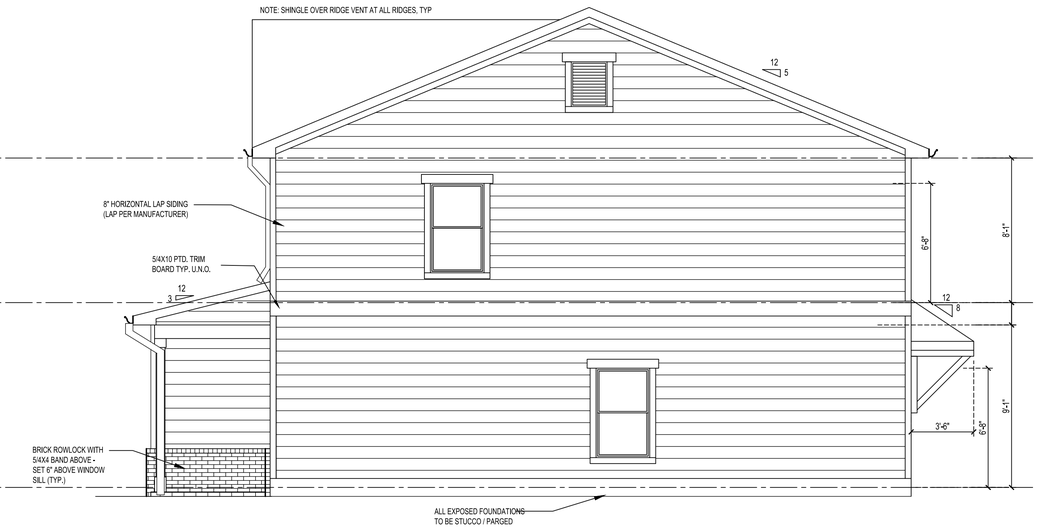
3 SIDE ELEVATION
3/16" = 1'-0"



4 REAR ELEVATION
3/16" = 1'-0"



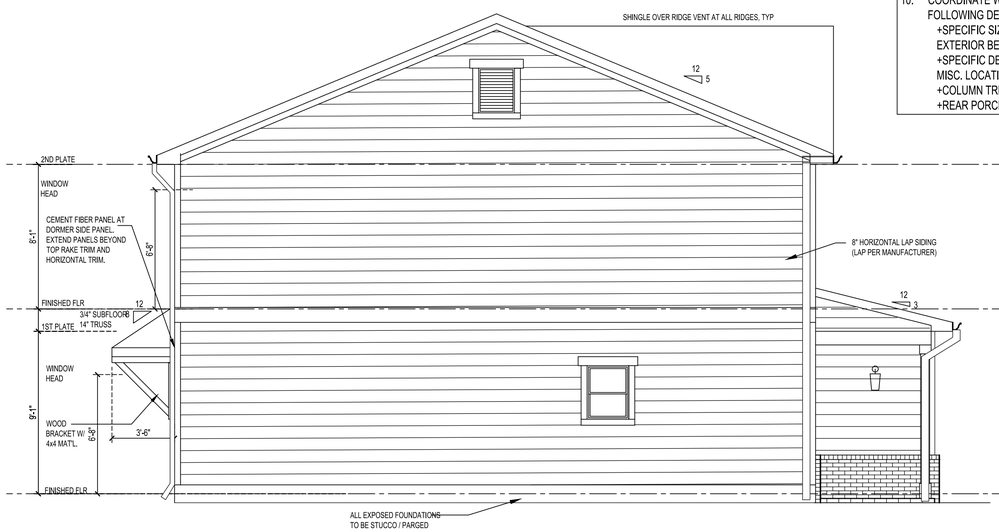
1 FRONT ELEVATION
1/4" = 1'-0"



2 SIDE ELEVATION
1/4" = 1'-0"

EXTERIOR SIDING / TRIM NOTES:

1. ALL EXTERIOR SIDING/TRIM COMPONENTS TO BE NON-ROT, CEMENT-FIBER TYPE.
2. CORNER BOARDS TO BE 5/4X4 & 5/4X6 PAIRED TOGETHER TO CREATE AN L-SHAPED CORNER, WITH 5/4X6 PLACED ON FRONT & REAR ELEVATIONS.
3. WINDOW AND DOOR TRIM TO BE 5/4X4 SIDES & BOTTOM, HEAD TRIM TO BE 5/4X6 EXTENDED 2".
4. FASCIA TO BE 1X6, WITH EAVE DRIP FLASHING (4-1/2" WIDTH AT ROOF - VERIFY WITH GENERAL CONTRACTOR).
5. FRIEZE BOARDS TO BE 5/4X4.
6. SOFFITS TO BE 5/16" PANELS, PERFORATED AT EAVES.
7. BOARD & BATTEN TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS 16" O.C.
8. PORCH CEILING TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS AT JOINTS & PERIMETER.
9. COORDINATE WITH GENERAL CONTRACTOR FOR FLASHING PROFILES TO BE USED AT ALL LOCATIONS.
10. COORDINATE WITH GENERAL CONTRACTOR FOR THE FOLLOWING DETAILS:
    - +SPECIFIC SIZE OF TRIM BOARDS TO WRAP EXTERIOR BEAMS PER SPECIFIC LOCATIONS.
    - +SPECIFIC DESIGN OF BRACKETS AT GABLES & MISC. LOCATIONS. ALL BRACKETS ARE P.T.
    - +COLUMN TRIM DETAILS.
    - +REAR PORCH ROOF DETAILS.

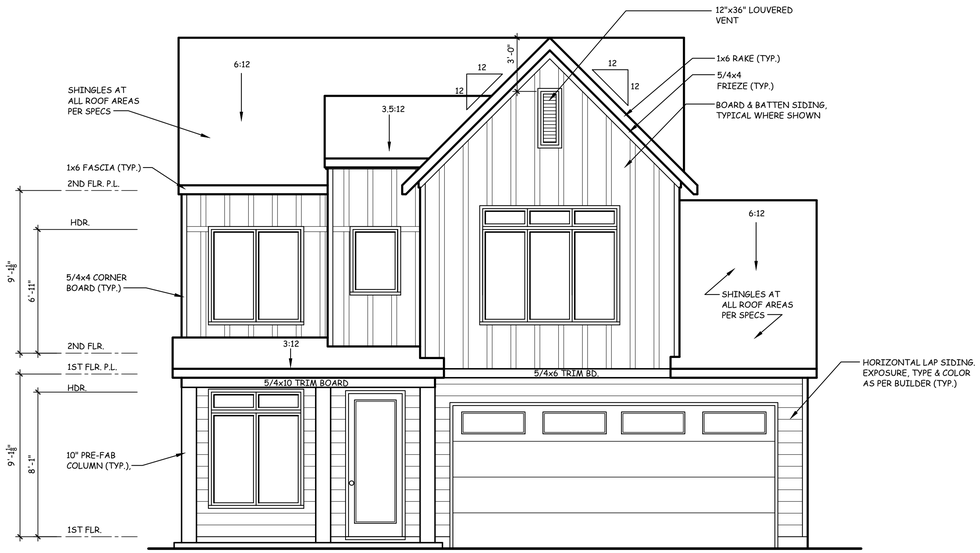


3 SIDE ELEVATION
1/4" = 1'-0"



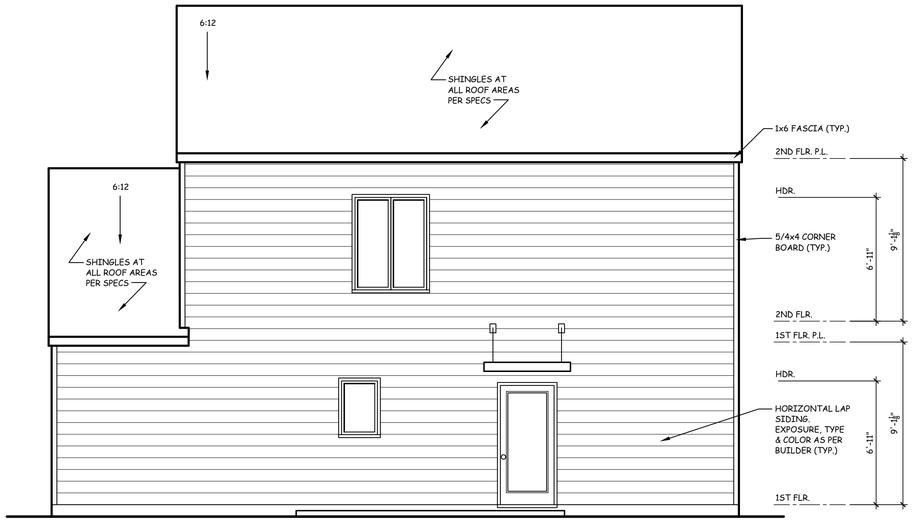
4 REAR ELEVATION
1/4" = 1'-0"

42 DOGWOOD
1 ELEVATION PAGE



FRONT ELEVATION

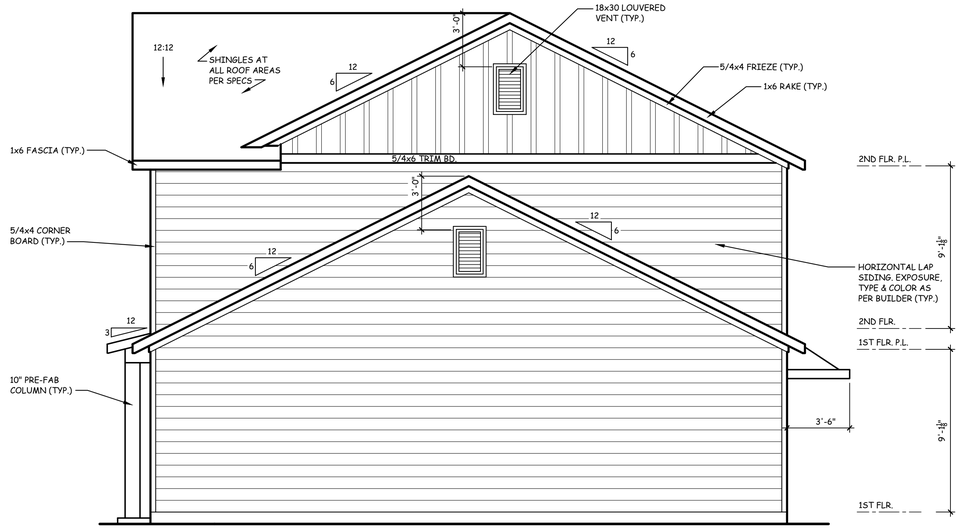
SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

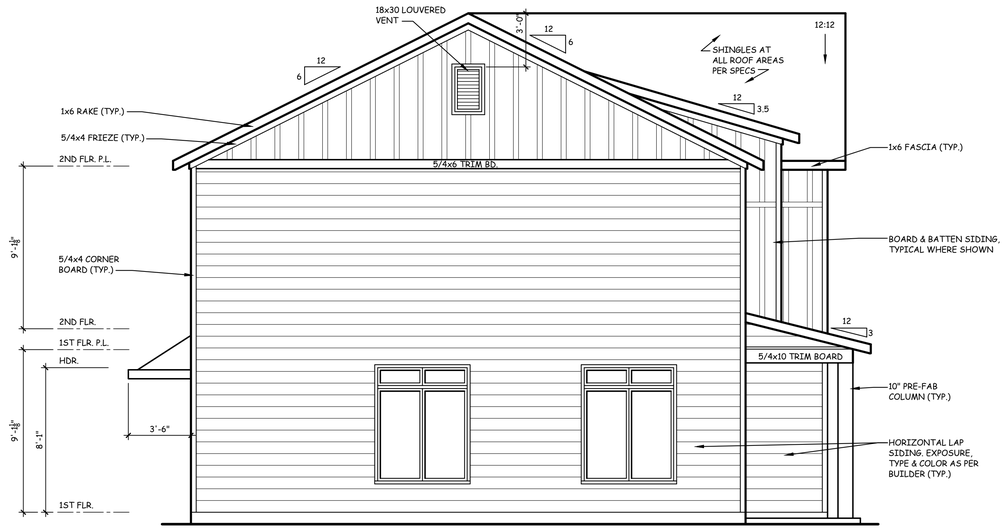
STUCCO ON SIDE/REAR ELEVATIONS BELOW SLAB LINE



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

STUCCO ON SIDE/REAR ELEVATIONS BELOW SLAB LINE

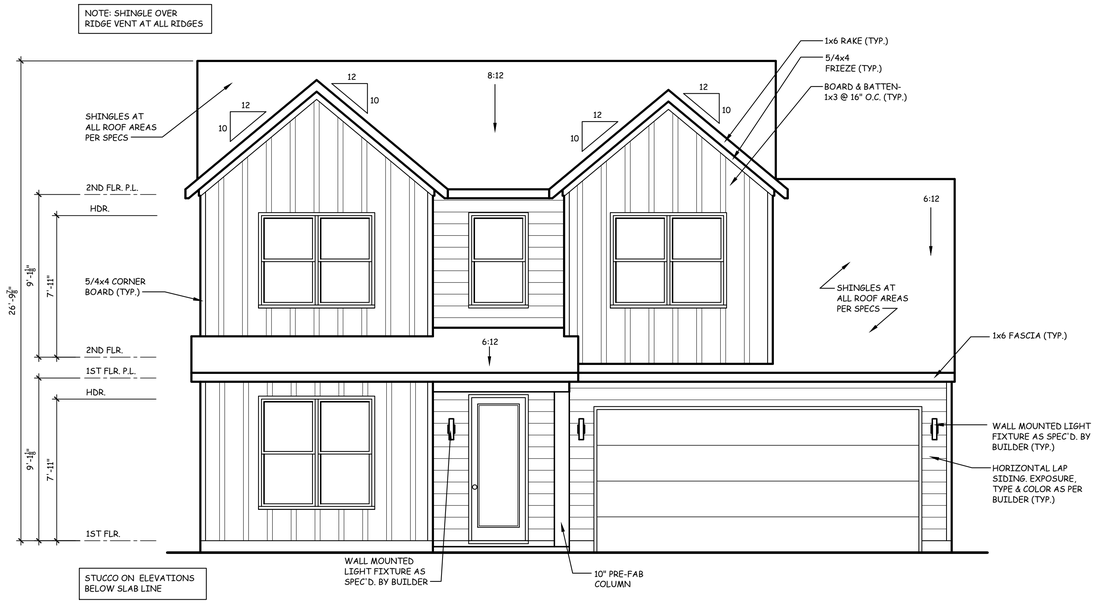


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

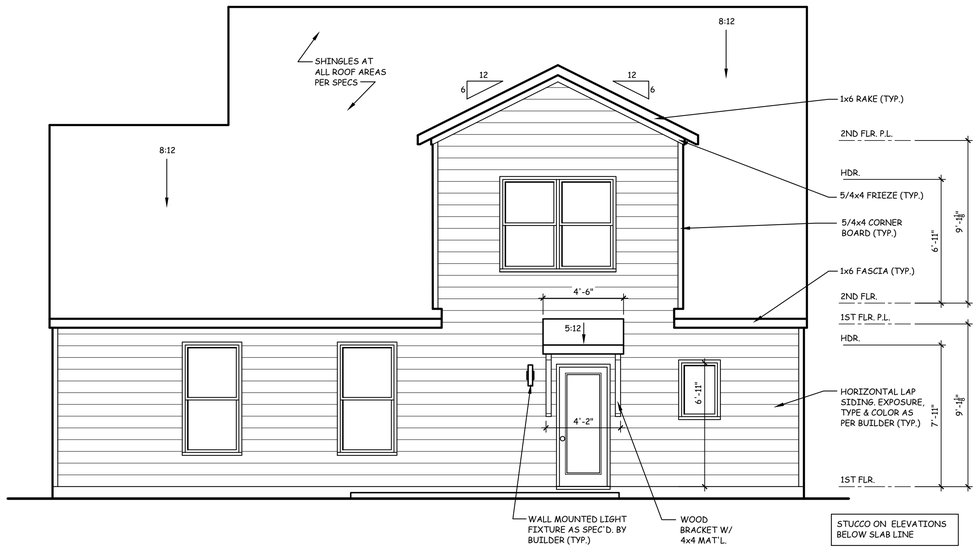
STUCCO ON SIDE/REAR ELEVATIONS BELOW SLAB LINE

TYPE 321
1 ELEVATION PAGE



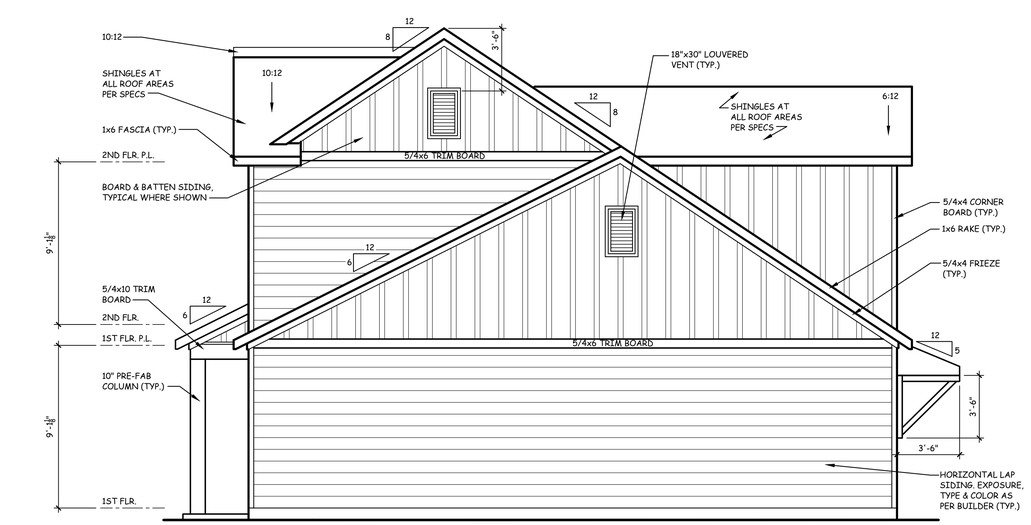
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



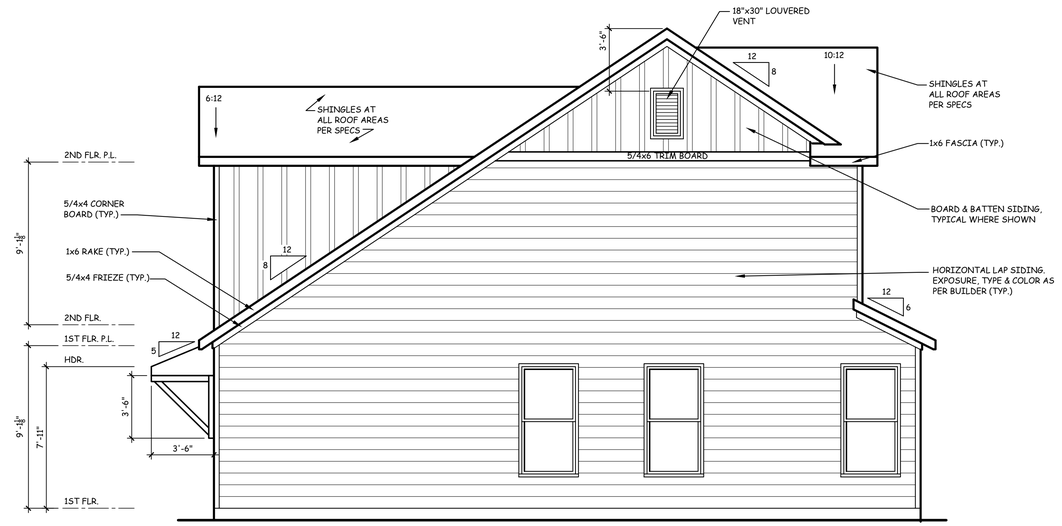
REAR ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

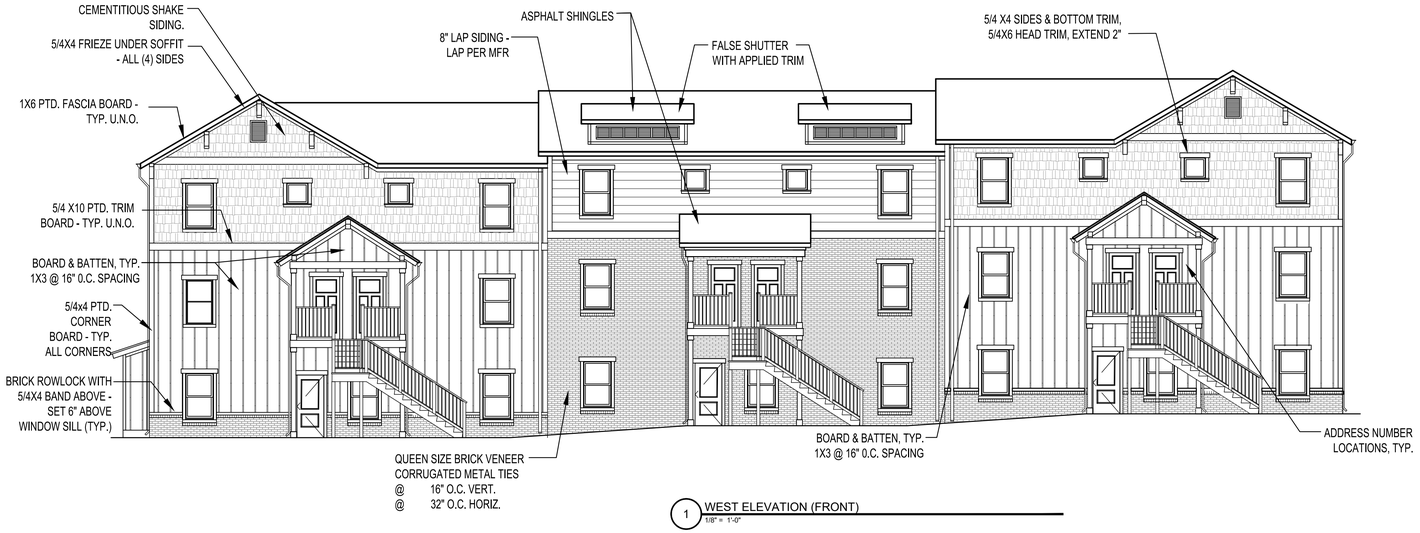
SCALE: 1/4" = 1'-0"



LEFT ELEVATION

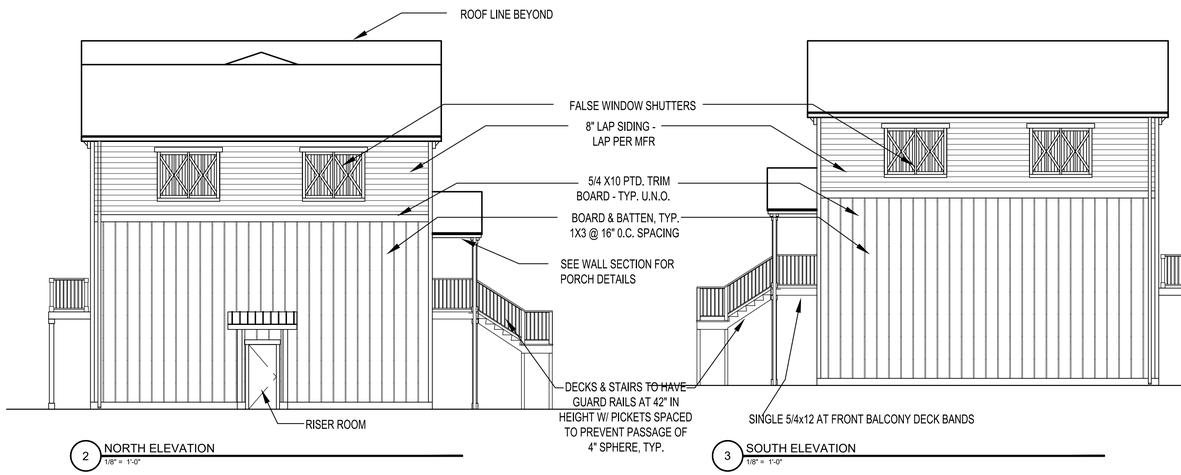
SCALE: 1/4" = 1'-0"

TYPE 421
1 ELEVATION PAGE



1 WEST ELEVATION (FRONT)
1/8" = 1'-0"

THIS BLDG HAS A STEPPED FOUNDATION - REFER TO CIVIL PLANS FOR FINISH FLOOR ELEVATIONS



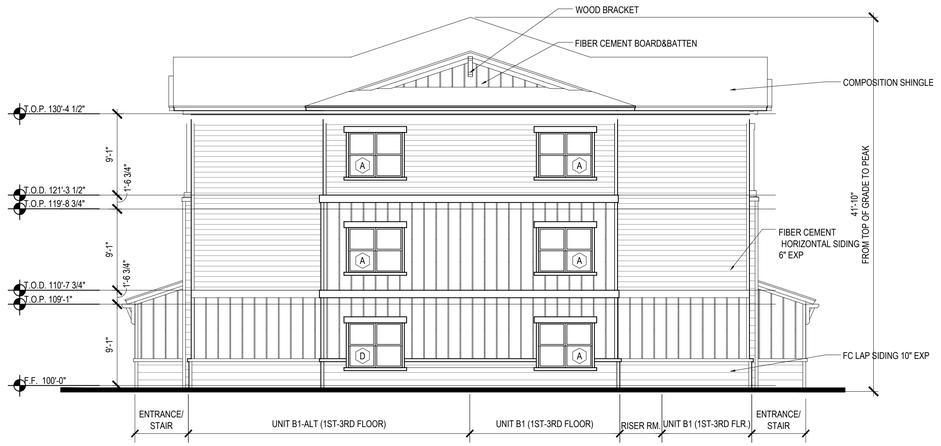
2 NORTH ELEVATION
1/8" = 1'-0"

3 SOUTH ELEVATION
1/8" = 1'-0"



4 EAST ELEVATION (REAR)
1/8" = 1'-0"

14-3 WOODBURY



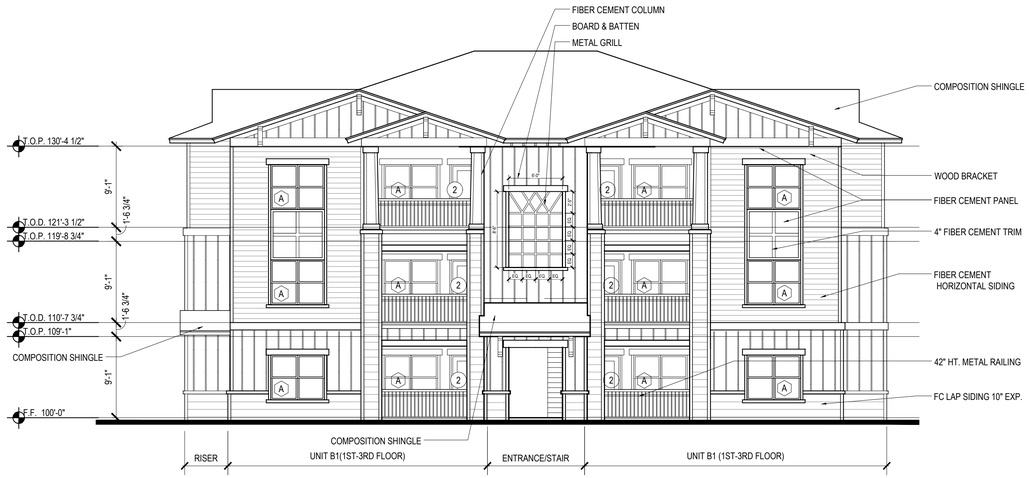
4 BLDG. TYPE 23 - SIDE ELEVATION
SCALE: 1/8" = 1'-0"



3 BLDG. TYPE 23 - SIDE ELEVATION
SCALE: 1/8" = 1'-0"



2 BLDG. TYPE 23 - REAR ELEVATION
SCALE: 1/8" = 1'-0"



1 BLDG. TYPE 23 - FRONT ELEVATION
SCALE: 1/8" = 1'-0"

23 GARDEN

APPENDIX C: TRAFFIC REPORT

Revised Updated Traffic Study

The Station at Fayetteville

prepared for:

LCD Acquisitions, LLC

2215 Haskell Heights

Fayetteville, Arkansas



Mark Nichols

PETERS & ASSOCIATES
ENGINEERS, INC.
• CIVIL & TRAFFIC ENGINEERING •
5507 Ranch Drive - Suite 209
Little Rock, Arkansas 72223 (501) 912-2599

Project No.: P-2243

June 30, 2025

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APPENDIX

- Site Plan
- Trip Generation Data
- Vehicle Turning Movement Count Data
- Capacity and Level of Service Calculations

BACKGROUND

Peters & Associates Engineers, Inc. previously conducted a traffic engineering study relating to The Station at Fayetteville, a proposed multi-family residential development to be located along S. Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. That previous study report was dated August 13, 2024. Subsequently, City of Fayetteville officials requested the traffic study report be modified to include updated traffic counts (while local schools and University of Arkansas is in session). As requested by the City, a revised report (including the analysis that was included in the previous report dated August 13, 2024) was provided that included updated traffic counts (conducted in October 2024), updated analysis, plus an alternate scenario of "what if" an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions. That revised report was dated October 21, 2024. Later, City of Fayetteville officials had requested the previous revised traffic study reports be updated again using the most recent proposed site development plan with a lower density of residents for both analysis scenarios for projected traffic conditions with the most recent site plan assumed. That revised report was dated March 17, 2025.

Subsequently, City of Fayetteville officials have requested the previous revised traffic study report (dated March 17, 2025) be updated yet again using the most recent proposed site development plan with an even lower density of residents. The capacity and level of service (LOS) analysis in this updated report includes the updated traffic counts (conducted in October 2024) projected traffic conditions, plus an alternate scenario of "what if" an additional connection to the north via a connection to N. Sang Avenue for updated projected traffic conditions with the most recent site plan assumed.

INTRODUCTION

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a proposed approximate 166-unit multi-family residential development (The Station at Fayetteville). The Station at Fayetteville residential site is proposed to consist of housing for approximately 657 tenants, primarily accommodating University of Arkansas students. The site is located along S. Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. Access to the site is proposed to be constructed as a northern extension of Cross Avenue at Nettleship Drive (Drive A to serve as the north leg at this intersection) without planned connection to/from the north except for emergency vehicle use entry/exit only via N. Sang Avenue. However, an alternate scenario of an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions is also included in this updated revised report. The primary focus of this report is to assess traffic operational characteristics of the study intersections and access drive intersections proposed to serve the site. A reduced copy of the most up to date site plan is included in the Appendix for reference. The original scope of work included in this traffic study was discussed and agreed upon by City of Fayetteville officials. A previous revised report plus this updated report were also requested by City of Fayetteville officials.

This is a report of methodology and findings relating to a traffic engineering study undertaken to:

- Evaluate existing traffic conditions at the study intersections.
- Determine projected vehicular traffic volumes entering and exiting the proposed development at the study intersections.
- Identify the effects on traffic operations for existing traffic in combination with site-generated traffic associated with the site development with five years background traffic volume growth.

- Evaluate existing and projected traffic operations for the study intersections and make recommendations for mitigative improvements which may be necessary and appropriate for acceptable traffic operations.

In the following sections of this traffic study report are traffic data, study methods, findings and recommendations. The study is technical in nature. Analysis techniques employed are those most commonly used in the traffic engineering profession for traffic impact analysis. Certain data and calculations relative to traffic operational analysis are referenced in the report. Complete calculations and data are included in the Appendix of the report.

THE SITE

The proposed development is within the city limits of Fayetteville in Washington County, Arkansas. The Station at Fayetteville residential site is proposed to consist of housing for approximately 657 tenants, primarily accommodating University of Arkansas students. The site is located along Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. The proposed development site location and vicinity are shown on Figures 1 and 2, which follow.

Access to the site is proposed to be constructed as a northern extension of Cross Avenue at Nettleship Drive (Drive A to serve as the north leg at this intersection) without planned connection to/from the north except for emergency vehicle use entry/exit only via N. Sang Avenue. However, an alternate scenario of an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions is also included in this report.

Per the City of Fayetteville 2040 Master Street Plan, S. Sang Avenue is classified as a Neighborhood Link Street with a design service volume of up to 6,000 vehicles per day and a desired operating speed of 25-30 miles per hour. Stone Street, Cross Avenue and Nettleship Street are each classified as a Residential Link Streets with a design service volume of up to 4,000 vehicles per day and a desired operating speed of 15-20 miles per hour.

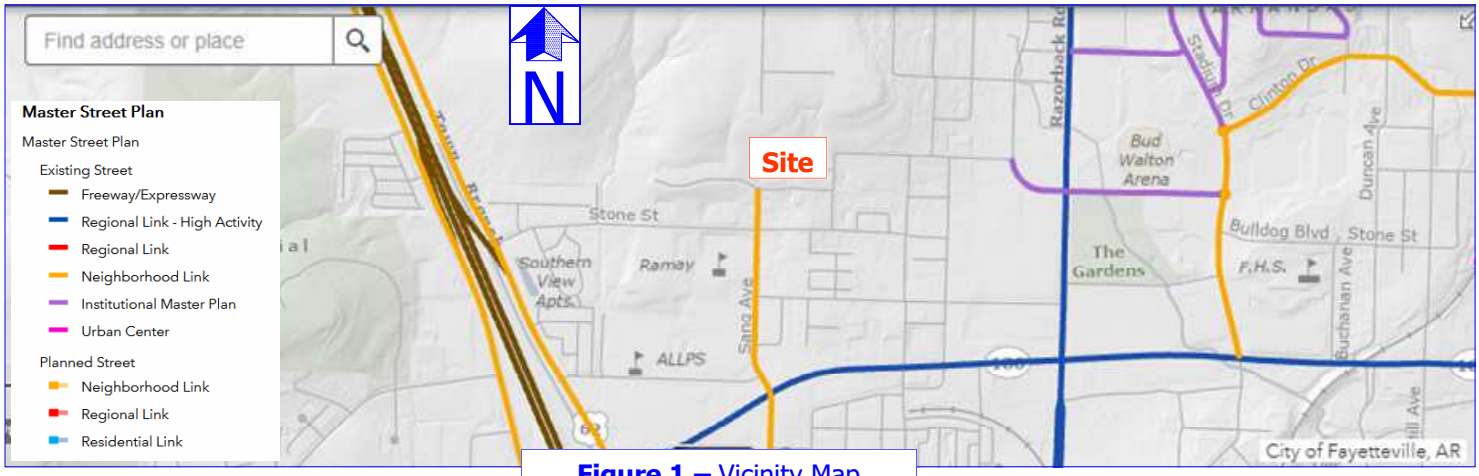


Figure 1 – Vicinity Map



Figure 2 – Site Location Map

EXISTING TRAFFIC CONDITIONS

Traffic count data collected as a part of this study include AM and PM peak hours vehicle turning movement counts at the following intersections (during finals in May 2024 and also while local schools were in session in October 2024):

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

The AM and PM peak hours vehicle turning movement counts made as a part of this study are shown on the following figures:

- Figure 3A, "Existing Traffic Volumes (May 2024) - AM Peak Hour."
- Figure 3B, "Existing Traffic Volumes (May 2024) - PM Peak Hour."
- Figure 3C, "Existing Traffic Volumes (October 2024) - AM Peak Hour."
- Figure 3D, "Existing Traffic Volumes (October 2024) - PM Peak Hour."

Counts were also made at Markham Road and Cross Avenue (Sang Avenue and Markham Road were under construction) October 2024.

The peak hours vehicle turning movement count data for these intersections are presented in more detail in the Appendix of this report.

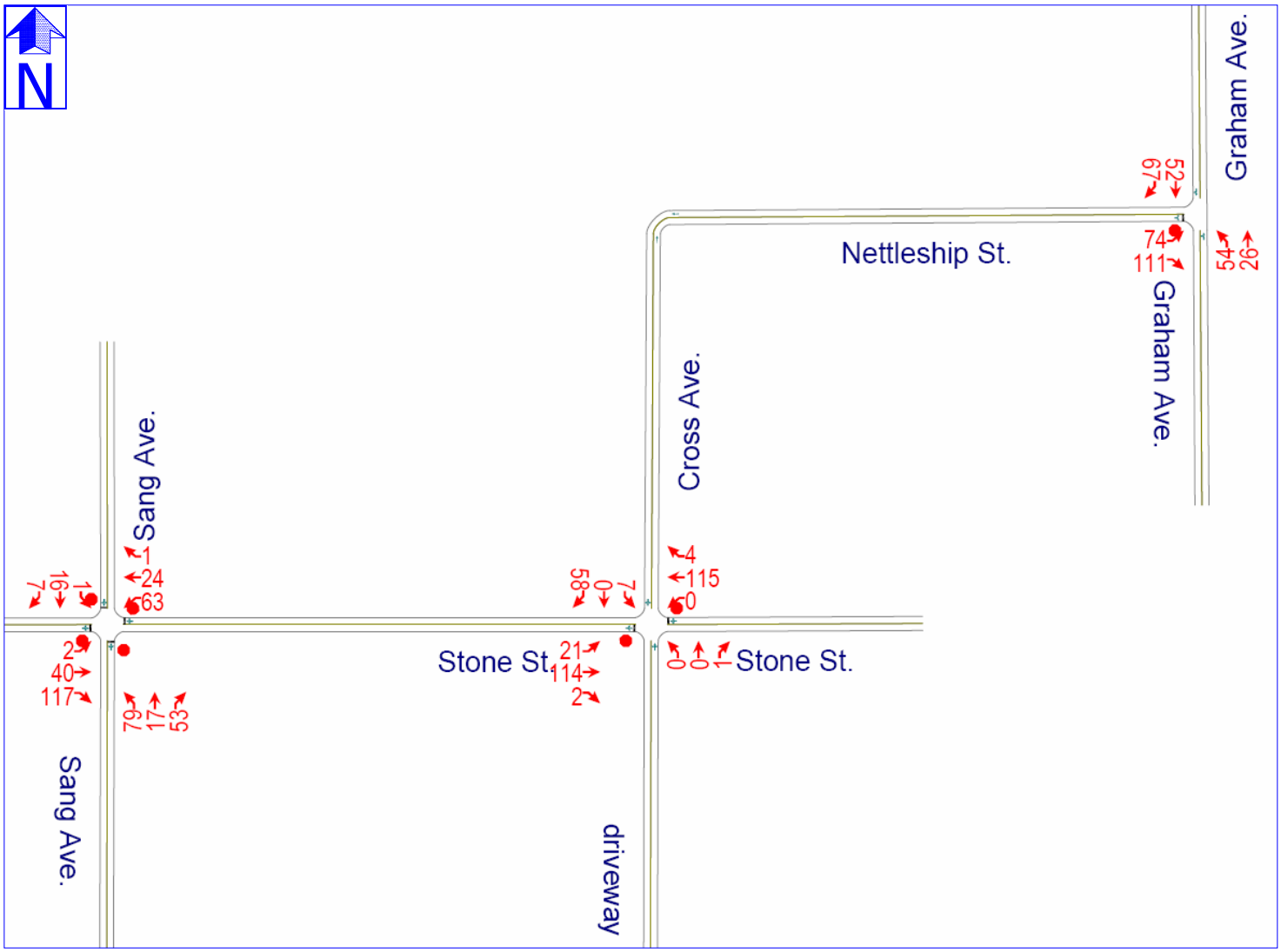


Figure 3A
Existing Traffic Volumes (May 2024)
AM Peak Hour

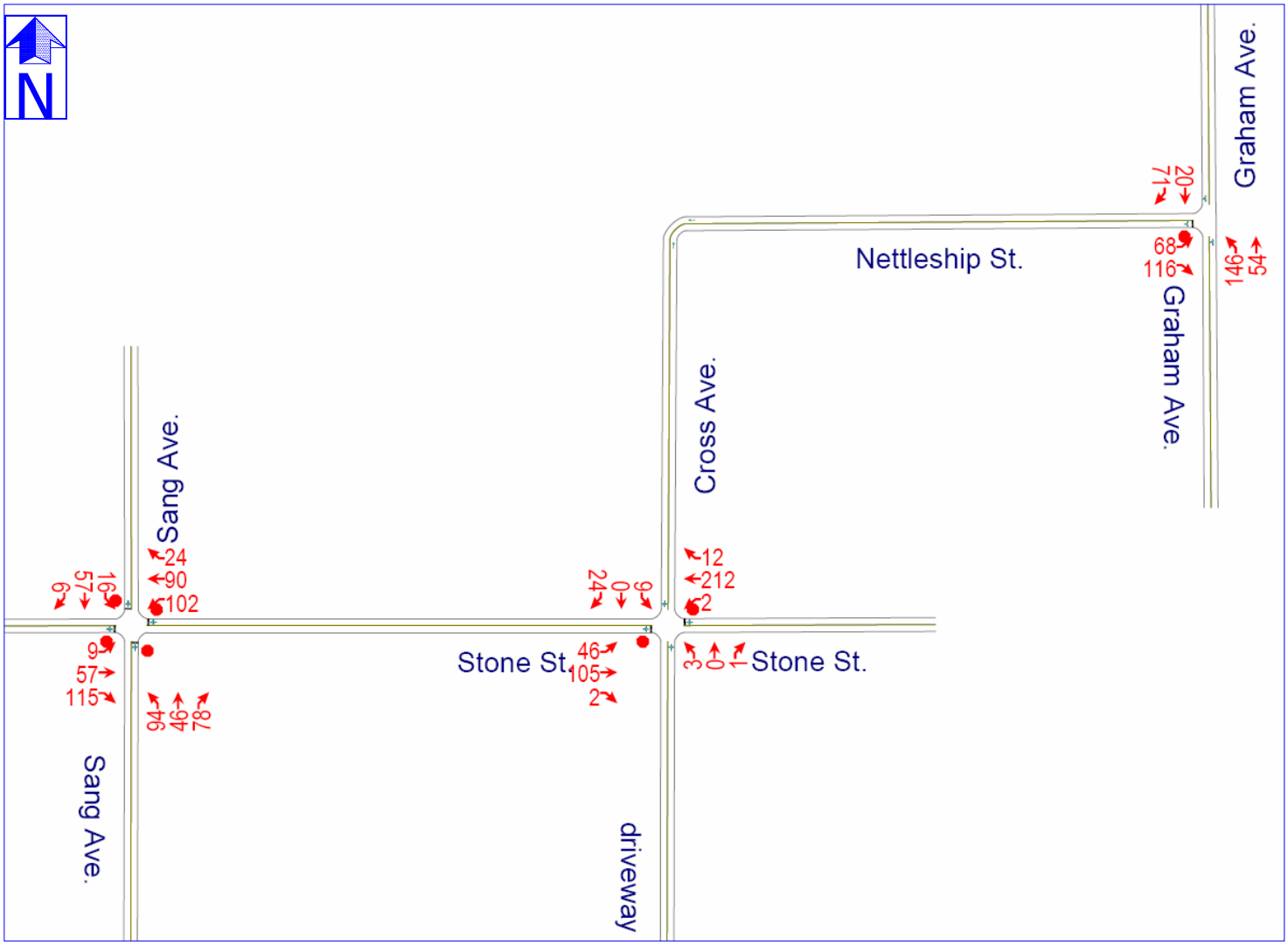


Figure 3B
Existing Traffic Volumes (May 2024)
PM Peak Hour

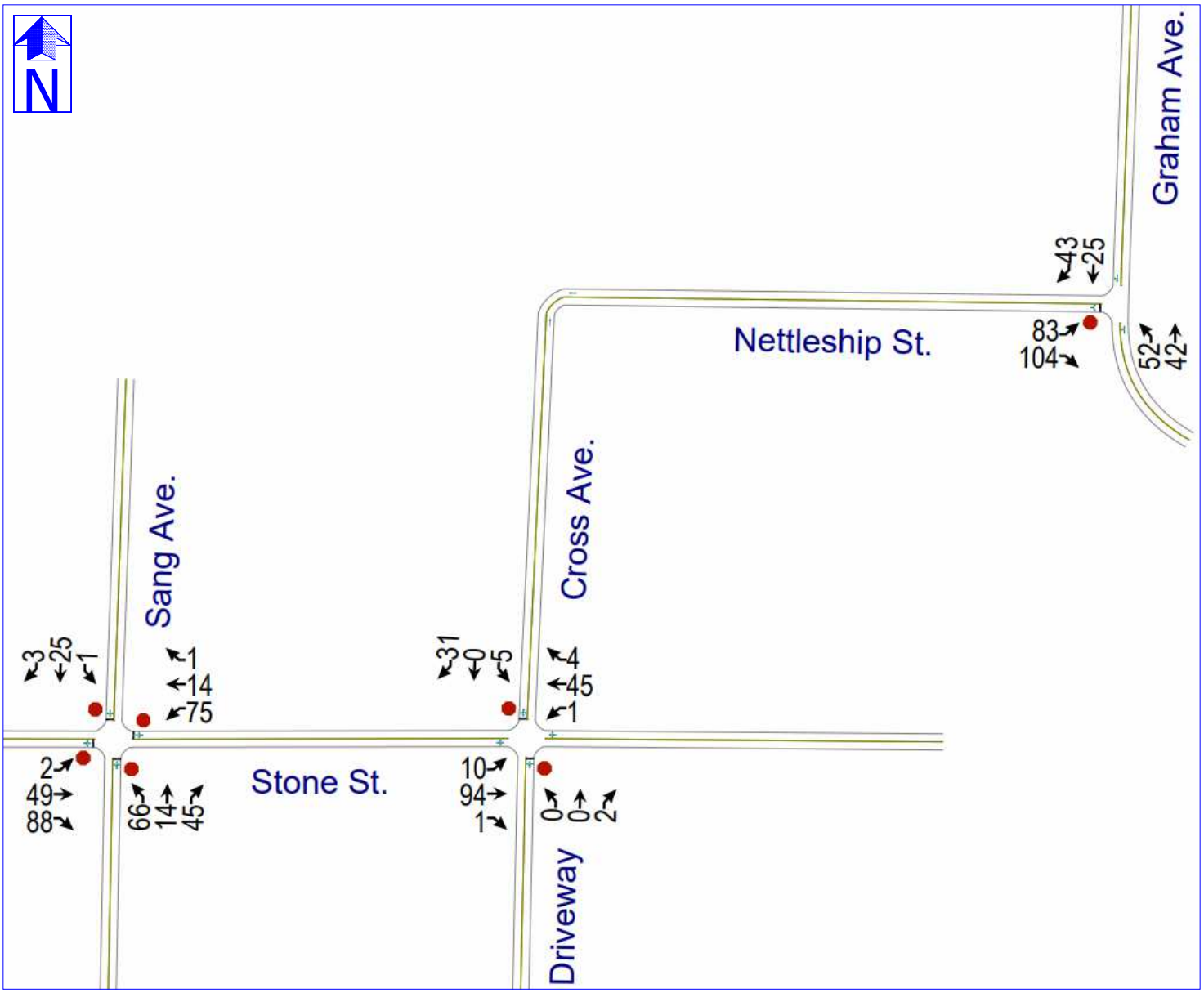


Figure 3C
Existing Traffic Volumes (October 2024)
AM Peak Hour

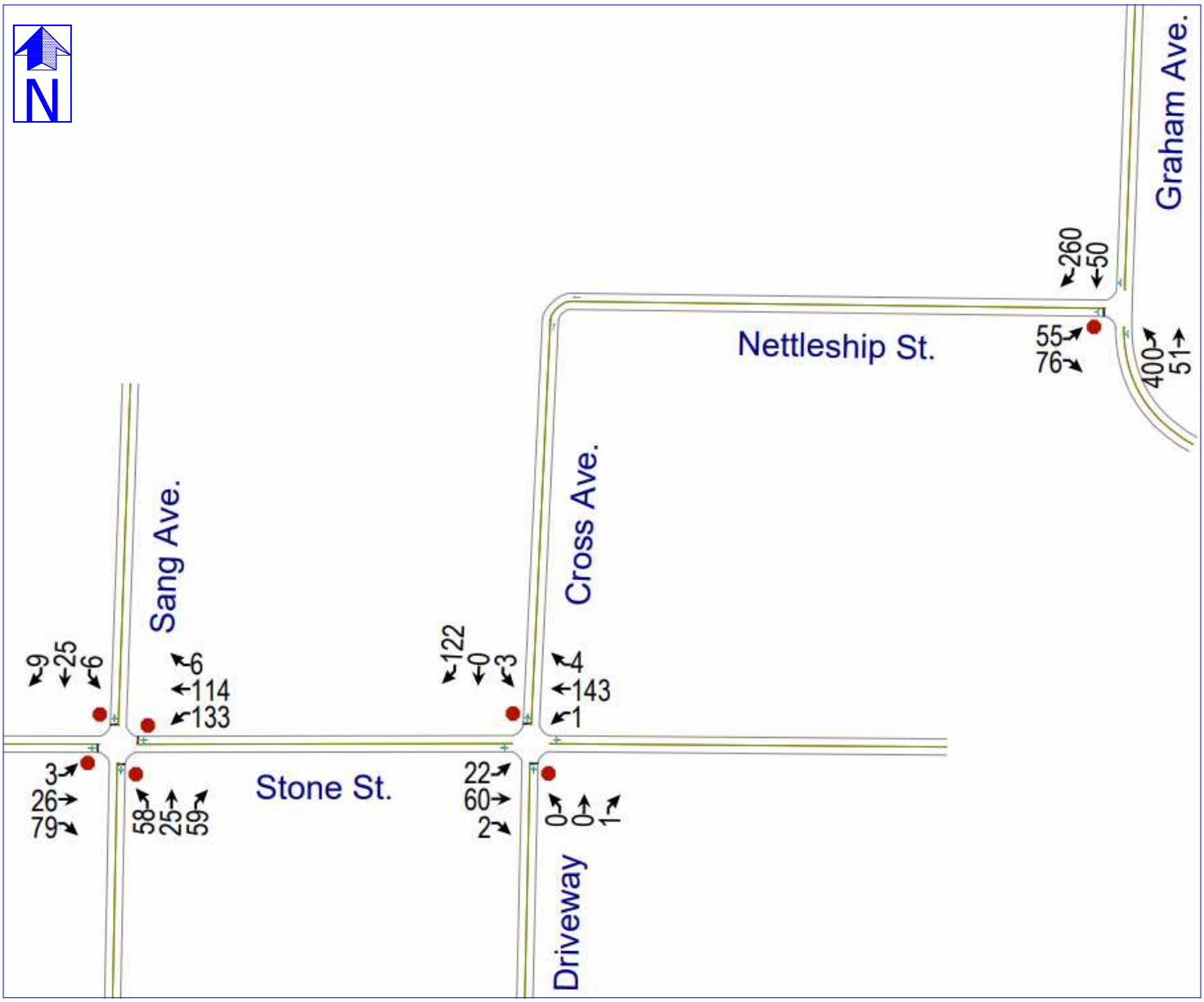


Figure 3D
Existing Traffic Volumes (October 2024)
PM Peak Hour

TRIP GENERATION and SITE TRAFFIC PROJECTIONS

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Manual 11th Edition, 2022, were utilized in calculating the magnitude of traffic volumes expected to be generated by the proposed multi-family residential units on this site. These are reliable sources for this information and are commonly used in the traffic engineering profession. The new ITE land use code 225 (Off Campus Student Housing) has been used as a part of this study to estimate trip generation. The data associated with ITE land use code 225 has already been adjusted for the vehicular traffic volume reduction that can be expected to be associated with student walking / biking and campus transit. Since the site is so close to the University of Arkansas, this ITE land use code (225) seems to be the most reliable for this development. Per City's request, the calculations include number of residents as opposed to number of units.

Using the selected trip generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the proposed development. These calculations entail applying the appropriate trip-generation rates to the land use proposed for the development. Results of these calculations are summarized on Table 1, "Summary of Trip Generation."

PROPOSED LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		TYPICAL PM PEAK HOUR VOLUME	
				ENTER	EXIT	ENTER	EXIT
Off-Campus Residetial Student Apartments	657 Persons	225	2,345	30	49	79	79
			TOTAL ENTERING + EXITING	79		158	

ITE Code 225 Note: Reductions already included in Off-Campus Student Apartments.

Table 1 – Summary of Trip-Generation

These calculations indicate that approximately 2,345 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed land use on this site. Of this total, approximately 79 vehicle trips are estimated during the traffic conditions of the AM peak hour and approximately 158 vehicle trips are estimated during the traffic conditions of the PM peak hour.

Residential traffic, as will be the traffic associated with this site, ordinarily does contribute to the adjacent street traffic conditions during the on-street AM peak traffic hour and the PM peak traffic hour. Accordingly, the AM and PM peak traffic periods of the adjacent street at the site are the traffic operating conditions which have warranted primary traffic analysis as a part of this study as agreed upon with City officials.

TRAFFIC VOLUME ASSIGNMENTS

Once projected traffic was estimated for the site, directional distributions were made to reflect the percent of anticipated vehicle movements at the study intersections. Vehicle trip distribution was developed based on current traffic counts and expected travel patterns to and from the proposed development. Directional distribution percentages used in this study are shown on Figure 4A, "Directional Distribution - Site Traffic," and on Figure 4B, "Directional Distribution - Site Traffic - Alternate Scenario with Access Via North."



Figure 4
Directional Distribution - Site Traffic

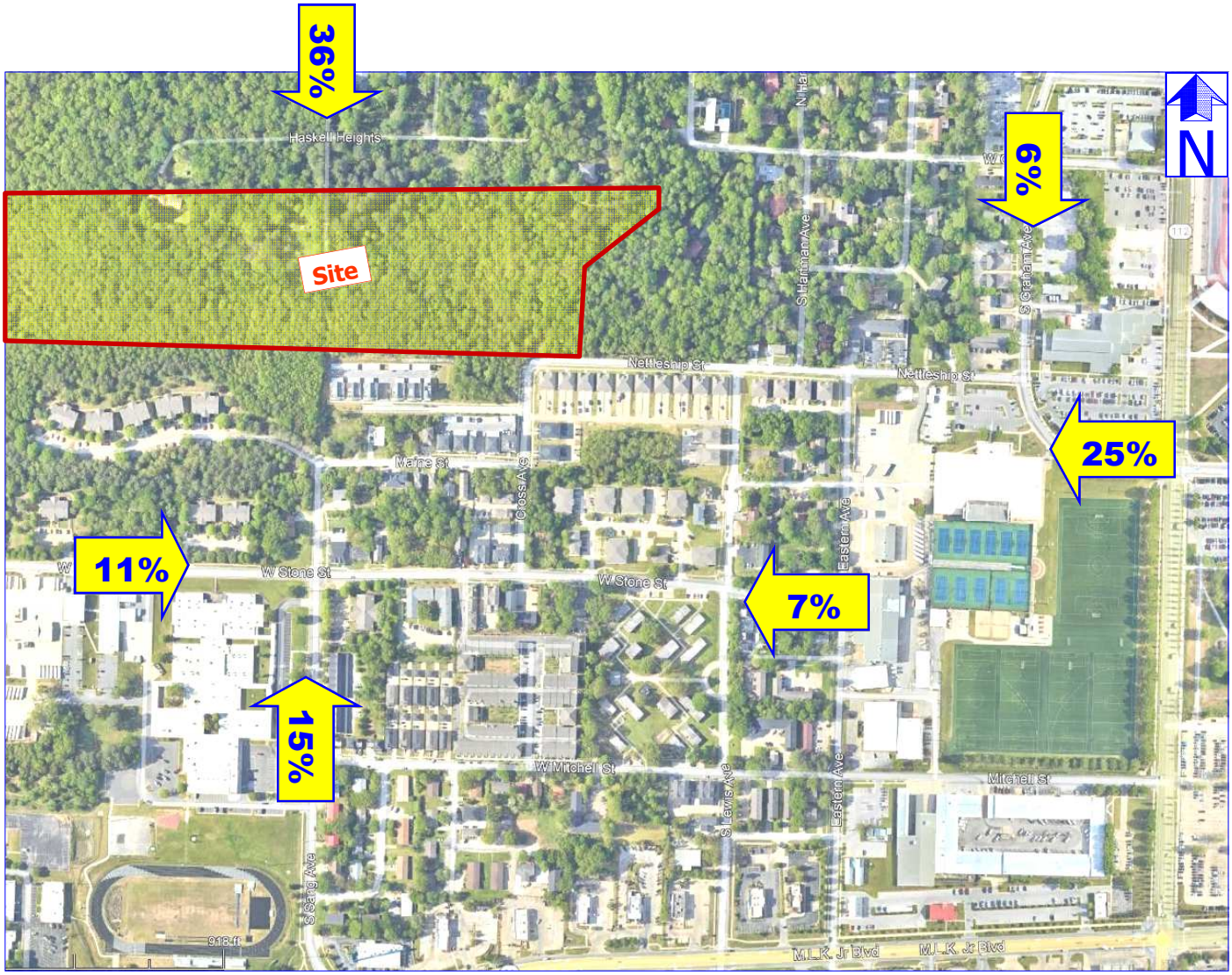


Figure 4B
Directional Distribution - Site Traffic
Alternate Scenario with Access Via North

The directional distribution percentages for site traffic have been equated to percentage turns for each movement at the study intersections. The site-generated traffic volumes result from applying the directional distribution percentages to the corresponding projected site-generated traffic volumes summarized on Table 1, "Summary of Trip-Generation." The site-generated traffic volumes and corresponding existing background traffic volumes plus five-year background growth with a compounded growth rate of two percent per year have been combined and the results are depicted on the following figures:

- Figure 5A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using May 2024 Counts)."
- Figure 5B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using May 2024 Counts)."
- Figure 6A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)."
- Figure 6B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)."
- Figure 7A, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)."
- Figure 7B, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)."

Traffic volumes shown on Figures 3A, 3B, 3C, 3D, 5A, 5B, 6A, 6B, 7A and 7B are the values used in capacity and level of service calculations conducted as a part of this study. The effect of existing background traffic (i.e. the adjacent street non-site traffic which exists) and projected traffic associated with the site development as well as background traffic growth and has thus been accounted for in this analysis.

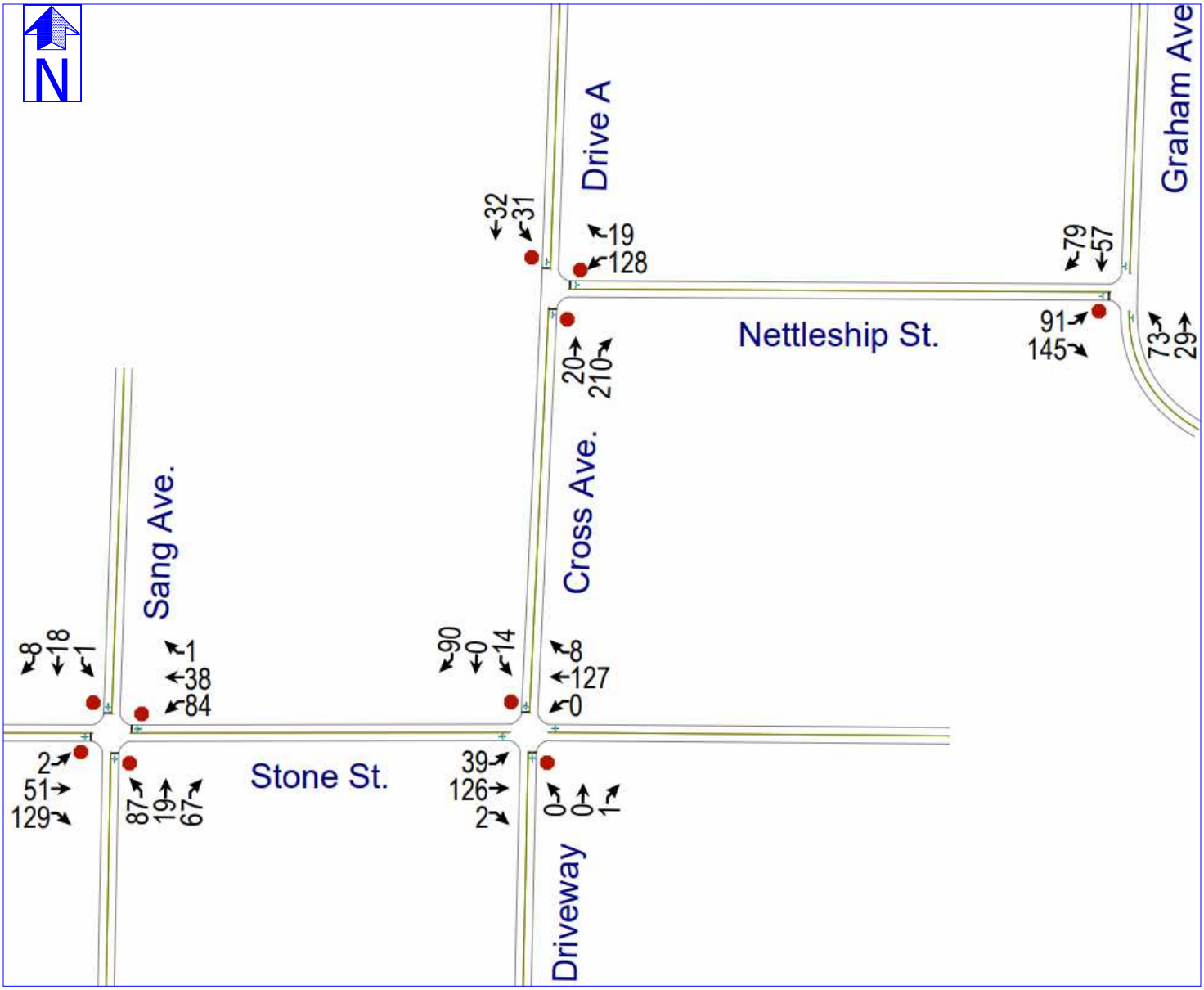


Figure 5A
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using May 2024 Counts)

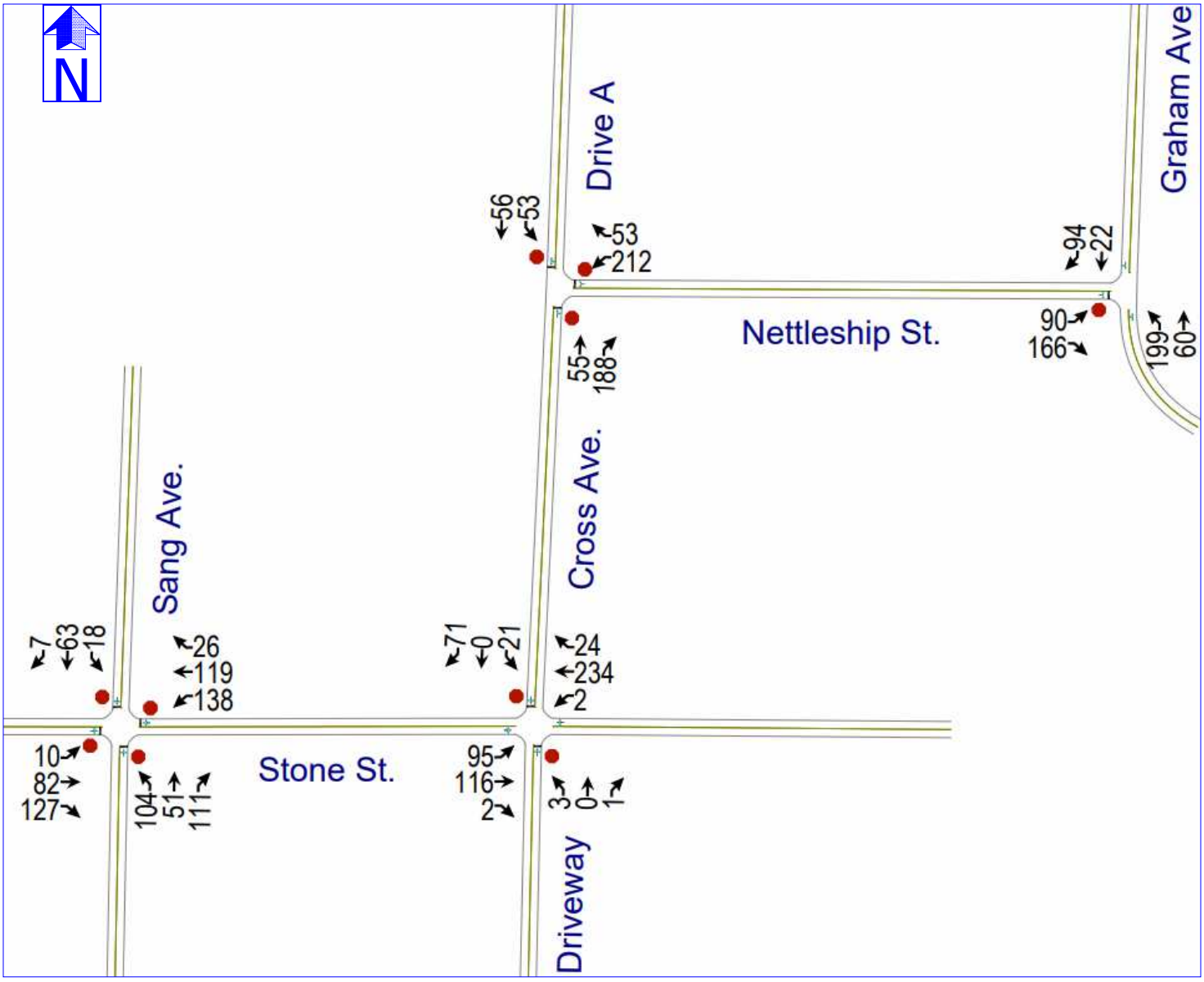


Figure 5B
Projected Future 5-Year Traffic Volumes
PM Peak Hour (Using May 2024 Counts)

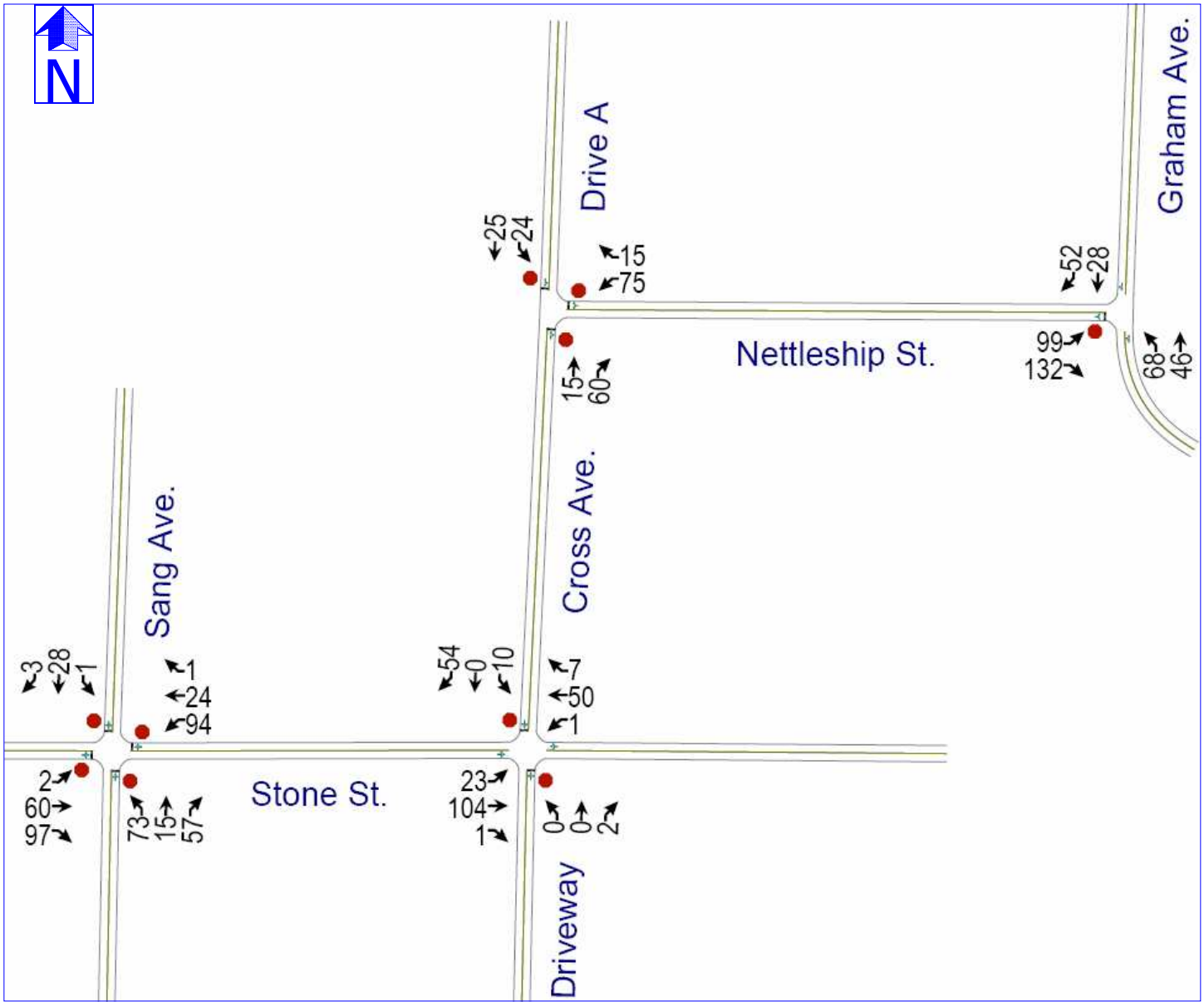


Figure 6A
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)

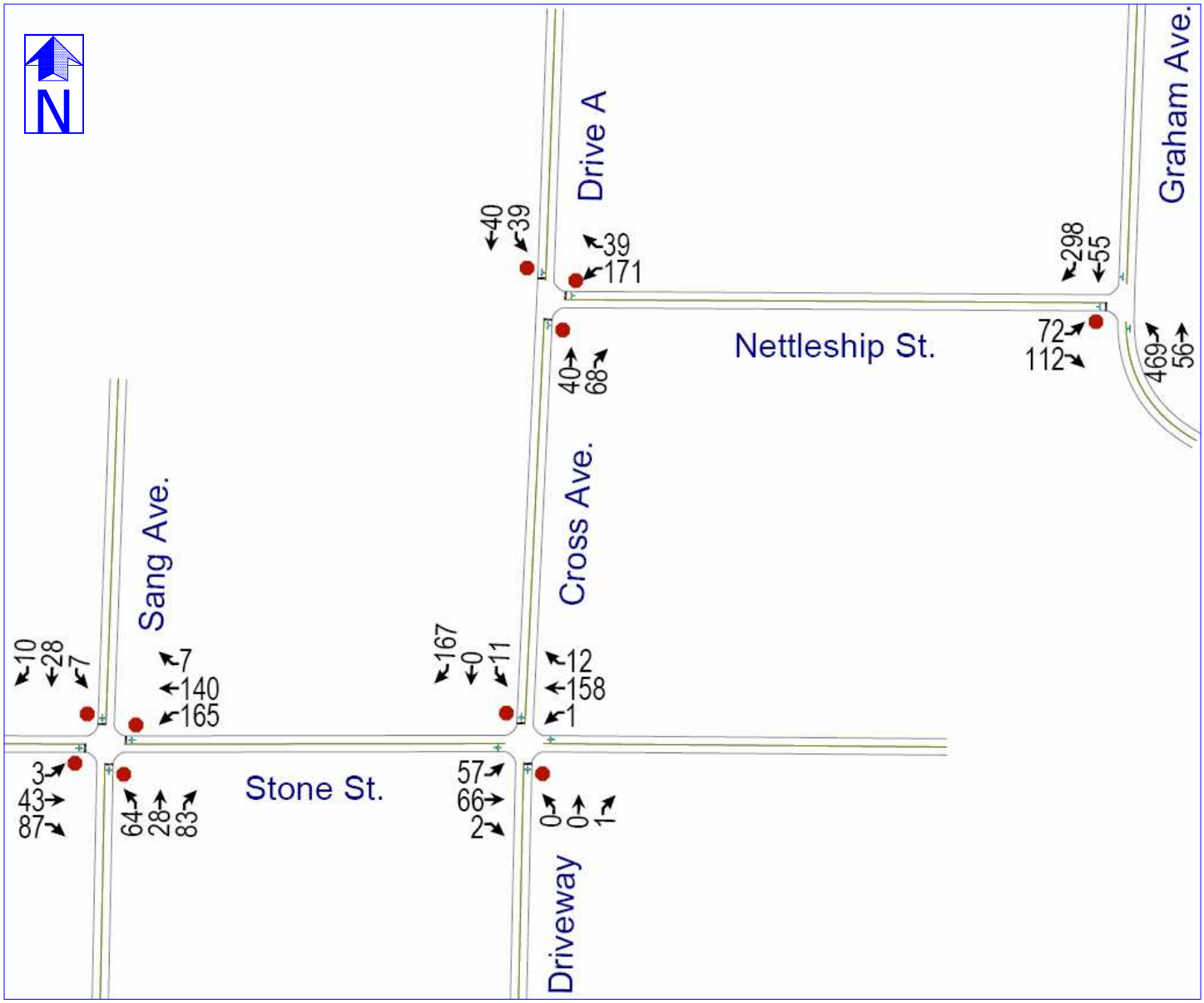


Figure 6B
Projected Future 5-Year Traffic Volumes
PM Peak Hour (Using October 2024 Counts)

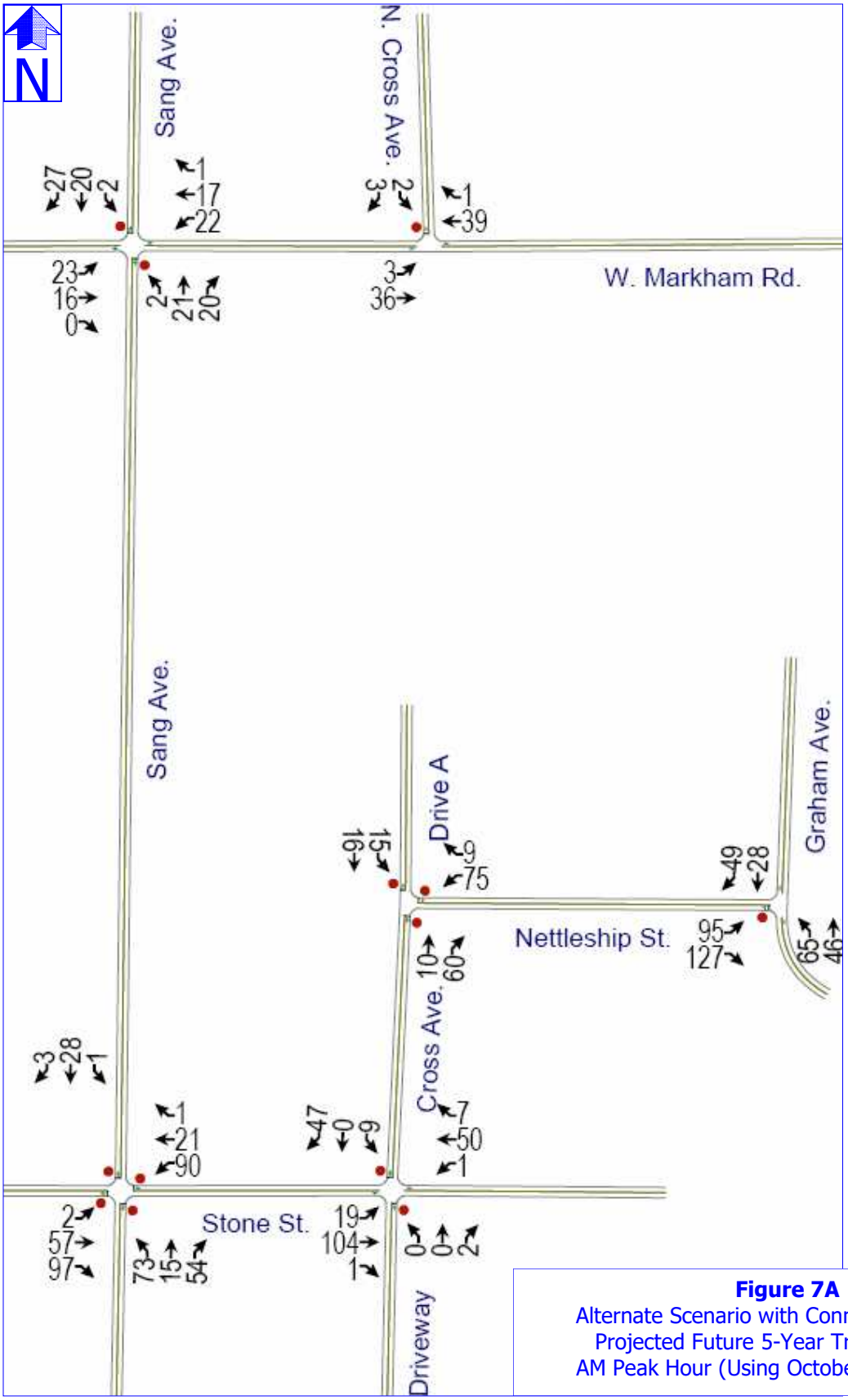


Figure 7A
Alternate Scenario with Connection to North
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)

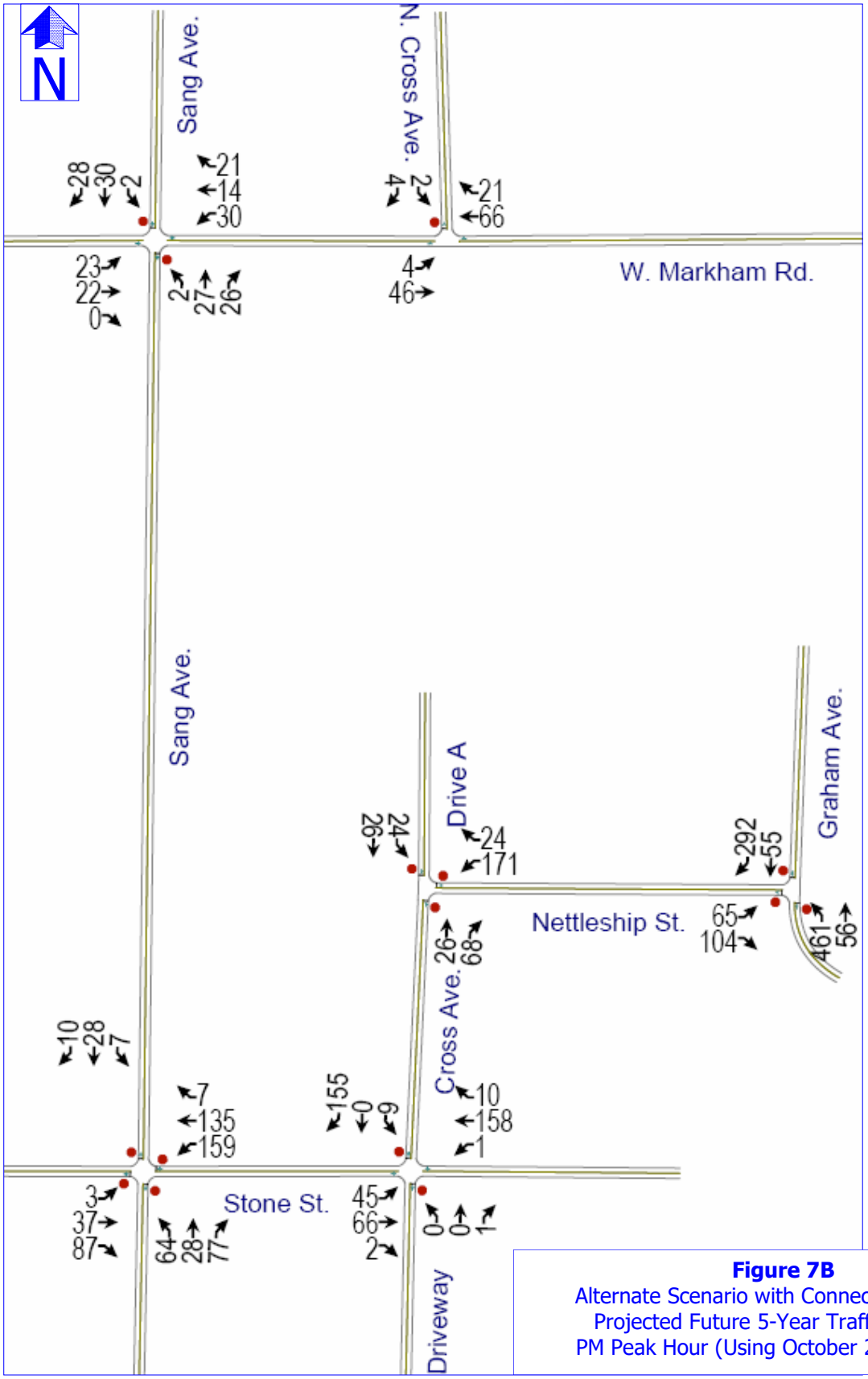


Figure 7B
Alternate Scenario with Connection to North
Projected Future 5-Year Traffic Volumes
PM Peak Hour (Using October 2024 Counts)

CAPACITY and LEVEL OF SERVICE

Generally, the "capacity" of a street is a measure of its ability to accommodate a certain magnitude of moving vehicles. It is a rate as opposed to a quantity, measured in terms of vehicles per hour. More specifically, street capacity refers to the maximum number of vehicles that a street element (e.g. an intersection) can be expected to accommodate in a given time period under the prevailing roadway and traffic conditions.

Traffic operational analysis for the study intersections were evaluated based on the methodologies outlined in the Highway Capacity Manual, 2010 Edition, published by the Transportation Research Board. The operating conditions at an intersection are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS "A" represents the most desirable condition with free-flow movement of traffic with minimal delays. LOS "F" generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. The table below shows the upper limit of delay associated with each level of service for signalized and un-signalized intersections.

Intersection Level of Service Delay Thresholds

Level of Service (LOS)	Signalized	Un-Signalized
A	< 10 Seconds	< 10 Seconds
B	< 20 Seconds	< 15 Seconds
C	< 35 Seconds	< 25 Seconds
D	< 55 Seconds	< 35 Seconds
E	< 80 Seconds	< 50 Seconds
F	≥ 80 Seconds	≥ 50 Seconds

The LOS rating deemed acceptable varies by community, facility type and traffic control device. Typically, LOS "D" is the desirable goal for movements at un-signalized intersections that must yield to other movements; however, a LOS "E" or "F" is often accepted for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection or the location is deemed undesirable for signalization for other reasons. Other reasons may include the close proximity of an existing traffic signal or the presence of a convenient alternative route. For signalized intersections, level of service and average delay relate to all vehicles using the intersection. LOS "D" is the typical desirable standard for signalized intersections. The study intersections were evaluated using the Synchro analysis software package based on Highway Capacity Manual methods. This computer program has been proven to be reliable when used to analyze capacity and levels of traffic service under various operating conditions. Detailed results for all capacity calculations are included in the Appendix. The adjacent street weekday AM and PM peak traffic periods were used for these calculations. Factors included in the analysis are as follows:

- Existing traffic volumes and patterns.
- Pedestrian traffic.
- Directional distribution of projected traffic volumes.
- Existing and proposed intersection geometry (including elements such as turn lanes, curb radii, etc.).
- Existing background traffic volumes and projected site-generated volumes for projected traffic conditions.
- Background traffic growth.
- Existing and proposed traffic control and lane geometry.

CAPACITY ANALYSIS

Level of Service Analysis Results

Existing Traffic Conditions (May 2024 Counts)

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the following study intersections using counts made in May 2024:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

As indicated in Table 2, "Level of Service Summary – Existing Traffic Conditions May 2024," all vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours.

Traffic volumes used for this analysis are shown on Figure 3A, "Existing Traffic Volumes (May 2024) - AM Peak Hour," and Figure 3B, "Existing Traffic Volumes (May 2024) - PM Peak Hour."

Projected 5-Year Traffic Conditions
(Using May 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using May 2024 traffic count data:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 5A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour," and Figure 5B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour." The operating conditions projected to exist at the study intersections are summarized in Table 3, "Level of Service Summary - Projected 5-Year Traffic Conditions (May 2024)."

As indicated in Table 3, all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing conditions.

EXISTING TRAFFIC CONDITIONS (MAY 2024)		Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection	Avg. Control Delay Seconds / Vehicle
INTERSECTION	PEAK HR		PEAK HOUR - LEVEL OF SERVICE													
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A			A			A			A			**A**	8.3
	PM		A			B			B			A			**B**	10.1
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	B			B			A			A			**n/a**	8.4
	PM		B			B			A			A			**n/a**	10.7
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B				A				A		**n/a**	6.4
	PM		B		B				A				A		**n/a**	7.1

Table 2 - Level of Service Summary - Existing Traffic Conditions (May 2024)

PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING MAY 2024 DATA)		Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection	Avg. Control Delay Seconds / Vehicle
INTERSECTION	PEAK HR		PEAK HOUR - LEVEL OF SERVICE													
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A			A			A			A			**A**	8.8
	PM		B			B			B			B			**B**	12.1
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	A			A			A			A			**n/a**	3.3
	PM		B			B			A			A			**n/a**	3.4
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B				A				A		**n/a**	6.9
	PM		B		B				A				A		**n/a**	8.3
Nettleship Street and Cross Avenue / Drive A	AM	3-WAY "STOP" SIGN				A		A		A		A			**A**	8.5
	PM					B		B		A		A			**A**	10.0

Table 3 - Level of Service Summary - Projected 5-Year Traffic Conditions (May 2024)

Existing Traffic Conditions (October 2024 Counts)

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the following study intersections using counts made during University of Arkansas finals week in October 2024:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

Counts were also made at Markham Road and Cross Avenue (Sang Avenue and Markham Road were under construction) October 2024.

As indicated in Table 4, "Level of Service Summary – Existing Traffic Conditions October 2024," all vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "D").

Traffic volumes used for this analysis are shown on Figure 3C, "Existing Traffic Volumes (October 2024) - AM Peak Hour," and Figure 3D, "Existing Traffic Volumes (October 2024) - PM Peak Hour."

Projected 5-Year Traffic Conditions
(Using October 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using October 2024 traffic count data:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 6A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)," and Figure 6B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)." The operating conditions projected to exist at the study intersections are summarized in Table 5, "Level of Service Summary - Projected 5-Year Traffic Conditions (October 2024)."

As indicated in Table 5, all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements.

EXISTING TRAFFIC CONDITIONS (OCTOBER 2024)		Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection	Avg. Control Delay Seconds / Vehicle
INTERSECTION	PEAK HR		PEAK HOUR - LEVEL OF SERVICE													
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A			A			A			A			**A**	8.1
	PM		A			B			A			A			**A**	9.3
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	A			A			A			A			**n/a**	2.1
	PM		A			A			A			A			**n/a**	3.9
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B				A				A		**n/a**	6.6
	PM		D		D				A				A		**n/a**	8.8

Table 4 - Level of Service Summary - Existing Traffic Conditions (October 2024)

PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING OCTOBER 2024 DATA)		Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection	Avg. Control Delay Seconds / Vehicle
INTERSECTION	PEAK HR		PEAK HOUR - LEVEL OF SERVICE													
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A			A			A			A			**A**	8.5
	PM		A			B			A			A			**B**	10.4
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	A			A			A			A			**n/a**	3.1
	PM		A			A			A			B			**n/a**	4.9
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B				A				A		**n/a**	7.2
	PM		F		F				B				A		**n/a**	21.8
	PM	3-Way "STOP"	D		D				B				B		**C**	21.1
Nettleship Street and Cross Avenue / Drive A	AM	3-WAY "STOP" SIGN				A		A		A		A			**A**	7.5
	PM					A		A		A		A			**A**	8.7

Table 5 - Level of Service Summary - Projected 5-Year Traffic Conditions (October 2024)

Projected 5-Year Traffic Conditions
Alternate Scenario with Site Connection to the North (Using October 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using October 2024 traffic count data for an alternate scenario that includes site connection to/from the north (via Sang Avenue):

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.
- Markham Road and Sang Avenue.
- Markham Road and Cross Avenue.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 7A, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)," and Figure 7B, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)." The operating conditions projected to exist at the study intersections are summarized in Table 6, "Level of Service Summary - Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)." The traffic volumes at the intersections along Markham Road include traffic volumes expected to be associated with known development (currently under construction) in the immediate vicinity of the study area.

As indicated in Table 6, results are similar to the projected 5-year conditions without the connection to the north, all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing October 2024 traffic conditions.

ALTERNATE SCENARIO W/ CONNECTION TO NORTH PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING OCTOBER 2024 DATA)		Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection	Avg. Control Delay Seconds / Vehicle
INTERSECTION	PEAK HR		PEAK HOUR - LEVEL OF SERVICE													
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A			A			A			A			**A**	8.4
	PM		A			B			A			A			**B**	10.2
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	A			A			A			A			**n/a**	2.8
	PM		A			A			A			B			**n/a**	4.6
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B				A				A		**n/a**	7.1
	PM		F		F				B				A		**n/a**	16.1
	PM	3-Way "STOP"	D		D				B				B		**C**	19.0
Nettleship Street and Cross Avenue / Drive A	AM	3-WAY "STOP" SIGN				A		A		A		A			**A**	7.4
	PM					A		A		A		A			**A**	8.4
Sang Avenue and Markham Road	AM	2-WAY "STOP" SIGN	A			A			A			A			**n/a**	6.9
	PM		A			A			A			A			**n/a**	6.7
Cross Avenue and Markham Road	AM	1-WAY "STOP" SIGN	A				A					A		A	**n/a**	0.8
	PM		A				A					A		A	**n/a**	0.6

Table 6
Level of Service Summary - Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)

AUXILIARY TURN LANE ANALYSIS

Typically, an assessment of the need for an auxiliary right and/or left-turn lanes are included for projected traffic conditions. However, with the favorable capacity and LOS results (all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better) for projected traffic conditions, turn lane analysis does not seem necessary for this study.

PEDESTRIAN PROVISIONS

Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, the installation of a crosswalk should be considered for the intersection of Nettleship Street and Cross Avenue to coincide with the construction of the north leg of this intersection.

FINDINGS and CONCLUSSIONS

Findings of this study are summarized as follows:

- Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the study intersections using counts made in May 2024. All vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours.

- Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the study intersections using counts made in October 2024. All vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "D").

- Approximately 2,345 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed land use on this site. Of this total, approximately 79 vehicle trips are estimated during the traffic conditions of the AM peak hour and approximately 158 vehicle trips are estimated during the traffic conditions of the PM peak hour.

- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using May 2024 traffic count data. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at

each of the study intersections with minimal increases compared to existing conditions.

- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using October 2024 traffic count data. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements.

- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using October 2024 traffic count data for an alternate scenario that includes site connection to/from the north (via Sang Avenue). The traffic volumes at the intersections along Markham Road include traffic volumes expected to be associated with known development (currently under construction) in the immediate vicinity of the study area. Results are similar to the projected 5-year conditions without the connection to the north. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F")

with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing October 2024 traffic conditions.

- Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, the installation of a crosswalk should be considered for the intersection of Nettleship Street and Cross Avenue to coincide with the construction of the north leg of this intersection.

The conclusion of traffic operational findings associated with this study is that additional traffic expected to be generated by the proposed approximate 657 tenant off-campus student housing residential development can be accommodated by the existing adjacent roadways and proposed access to the site, without discernable impact on traffic flow in the vicinity if consideration if given to change the operation of the intersection of Nettleship Street and Graham Avenue from one-way "Stop"" sign control to 3-way "Stop" sign control. These conclusion are with or without site connection to the north.

APPENDIX

Site Plan



UNIT MIX						
BUILDING TYPE		DESCRIPTION	BUILDINGS	UNITS	BEDS	UNITS (% OF TOTAL)
COTTAGE - SINGLE						
321	0	3 BR (2 CAR GARAGE)	21	21	63	12.7%
421	0	4 BR (2 CAR GARAGE)	22	22	88	13.3%
COTTAGE - DUPLEX & "ATTACHED" DUPLEX						
27	TALMADGE	5+5 BR	5	10	50	6.0%
42	DOGWOOD	3+2 BR	6	12	0	0.0%
		TOTAL COTTAGE	54	65	201	
TOWNHOMES						
12	CLOVERHURST	4+4+4+4+4+4 BR	1	6	24	3.6%
14-3	WOODBURY	4+4+4 BR x 3	1	9	36	5.4%
14-5	WOODBURY	4+4+4 BR x 5	1	15	60	9.0%
31-4	FINLEY	4+4+4+4 BR (2 CAR GARAGE)	4	16	64	9.6%
31-5	FINLEY	4+4+4+4+4 BR (2 CAR GARAGE)	3	15	60	9.0%
31-6	FINLEY	4+4+4+4+4+4 BR (2 CAR GARAGE)	3	18	72	10.8%
32-5	BALDWIN	5+5+5+5+5 BR	2	10	50	6.0%
32-6	BALDWIN	5+5+5+5+5+5 BR	2	12	60	7.2%
		TOTAL TOWNHOMES	17	101	426	
		TOTAL	71	166	657	100.0%
SURFACE PARKING = 314 SPACES						
GARAGE PARKING = 184 SPACES						
DRIVEWAY PARKING = 184 SPACES						
0 DETACHED GARAGES (4 CAR)= 0 SPACES						
TOTAL PARKING = 682 SPACES (1.04 SPACES/BED, 4.11 SPACES/UNIT)						
PROPERTY = 34.86 ACRES						
166 UNITS / 34.86 AC = 4.76 UNITS/AC						

BEDROOMS BREAKDOWN						
Bedrooms	1	2	3	4	5	6
Total Units	0	6	27	101	32	0
Percent of Total	0.0%	3.6%	16.3%	60.8%	19.3%	0.0%
Total Beds	0	12	81	404	160	0
Percent of Total	0.0%	1.8%	12.3%	61.5%	24.4%	0.0%



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CITY OF FAYETTEVILLE

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REVIEW

INITIAL SUB. DATE: 04/24/2025

ISSUANCE DATE: 04/24/2025

W&A PROJECT #: 230144

CONCEPT H

C01

X:\Projects\2023\230144 The Station at Fayetteville - Fayetteville, AR\Design\Concept\Concept H 230144.dwg, 4/29/25 06:43:10 AM, Blair

Trip-Generation Data

ITE TRIP-GENERATION 11TH EDITION
The Station at Fayetteville
Approximate 657 Beds in Off-Campus Student Apartments Land-Use (ITE 225)
6/27/2025
P2243-C

Weekday Daily Volume

DATA STATISTICS

Land Use:
Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus (225) Click for Description and Data Plots

Independent Variable:
Bedrooms

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
7

Avg. Num. of Bedrooms:
621

Average Rate:
3.57

Range of Rates:
2.52 - 5.30

Standard Deviation:
0.88

Fitted Curve Equation:
Ln(T) = 0.75 Ln(X) + 2.87

R^2:
0.90

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 2345 (Total), 1173 (Entry), 1172 (Exit)
Fitted Curve: 2289 (Total), 1144 (Entry), 1145 (Exit)

Weekday AM Peak Hour of Adjacent Street

Directional Distribution:
38% entering, 62% exiting

Calculated Trip Ends:
Average Rate: 79 (Total), 30 (Entry), 49 (Exit)
Fitted Curve: 78 (Total), 30 (Entry), 48 (Exit)

Weekday PM Peak Hour of Adjacent Street

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 158 (Total), 79 (Entry), 79 (Exit)
Fitted Curve: 158 (Total), 79 (Entry), 79 (Exit)

Vehicle Turning Movement Count Data

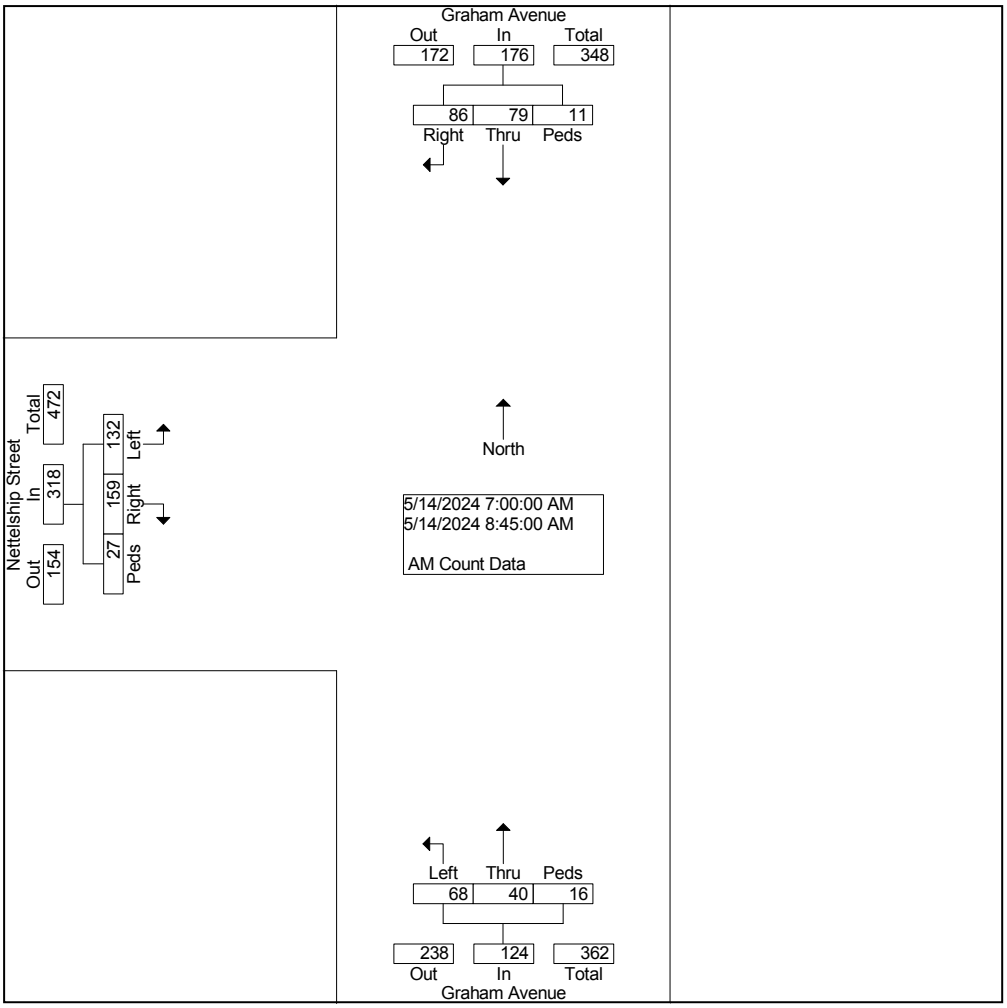
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM GR NE
Site Code : 00000000
Start Date : 05/14/2024
Page No : 1

Groups Printed- AM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettelship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	4	2	8	2	2	3	7	4	12	1	17	32
07:15 AM	4	4	1	9	2	4	2	8	14	18	2	34	51
07:30 AM	12	12	1	25	8	6	4	18	34	20	3	57	100
07:45 AM	24	12	1	37	4	8	2	14	25	24	4	53	104
Total	42	32	5	79	16	20	11	47	77	74	10	161	287
08:00 AM	12	20	1	33	6	30	1	37	28	10	4	42	112
08:15 AM	14	8	2	24	8	10	2	20	24	20	5	49	93
08:30 AM	10	9	2	21	6	4	1	11	14	16	4	34	66
08:45 AM	8	10	1	19	4	4	1	9	16	12	4	32	60
Total	44	47	6	97	24	48	5	77	82	58	17	157	331
Grand Total	86	79	11	176	40	68	16	124	159	132	27	318	618
Apprch %	48.9	44.9	6.3		32.3	54.8	12.9		50.0	41.5	8.5		
Total %	13.9	12.8	1.8	28.5	6.5	11.0	2.6	20.1	25.7	21.4	4.4	51.5	

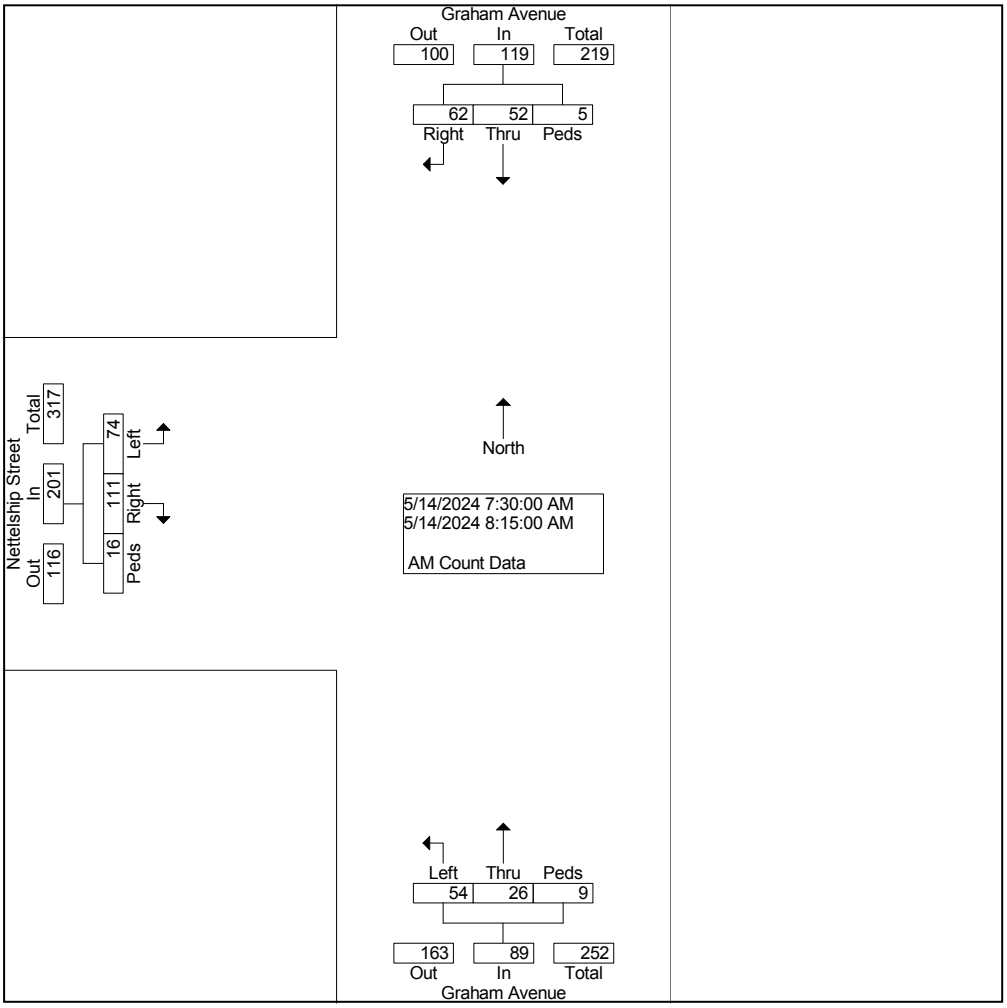


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM GR NE
Site Code : 00000000
Start Date : 05/14/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettelship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:30 AM												
Volume	62	52	5	119	26	54	9	89	111	74	16	201	409
Percent	52.1	43.7	4.2		29.2	60.7	10.1		55.2	36.8	8.0		
08:00 Volume	12	20	1	33	6	30	1	37	28	10	4	42	112
Peak Factor													0.913
High Int.	07:45 AM				08:00 AM				07:30 AM				
Volume	24	12	1	37	6	30	1	37	34	20	3	57	
Peak Factor				0.804				0.601				0.882	



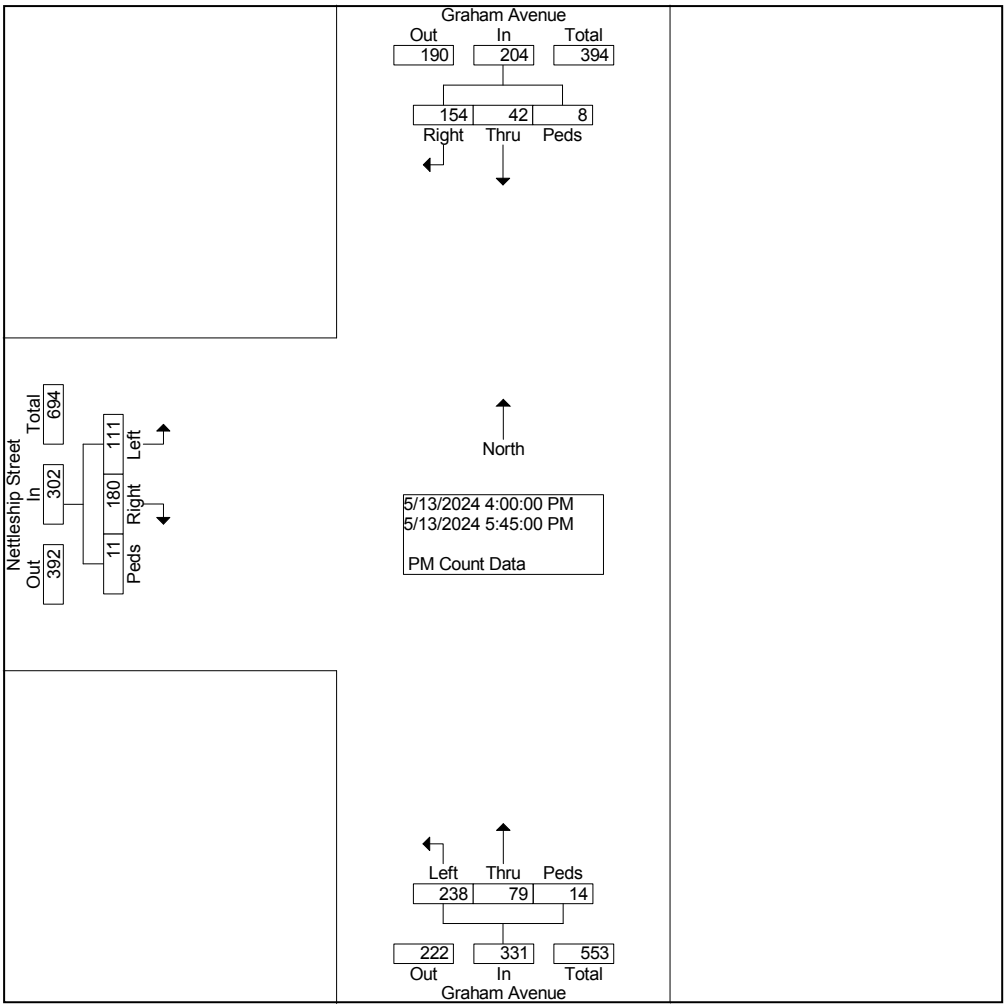
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Graham Avenue and Nettleship Street
Fayetteville, Ar
P2243

File Name : PM GR NE
Site Code : 00000000
Start Date : 05/13/2024
Page No : 1

Groups Printed- PM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	20	10	1	31	12	45	2	59	38	24	2	64	154
04:15 PM	20	2	1	23	24	31	1	56	42	20	1	63	142
04:30 PM	16	4	1	21	9	38	2	49	24	14	2	40	110
04:45 PM	10	4	2	16	9	32	1	42	12	10	1	23	81
Total	66	20	5	91	54	146	6	206	116	68	6	190	487
05:00 PM	22	4	1	27	4	40	1	45	18	11	2	31	103
05:15 PM	22	5	1	28	12	24	2	38	16	14	1	31	97
05:30 PM	26	6	0	32	3	16	3	22	18	10	1	29	83
05:45 PM	18	7	1	26	6	12	2	20	12	8	1	21	67
Total	88	22	3	113	25	92	8	125	64	43	5	112	350
Grand Total	154	42	8	204	79	238	14	331	180	111	11	302	837
Apprch %	75.5	20.6	3.9		23.9	71.9	4.2		59.6	36.8	3.6		
Total %	18.4	5.0	1.0	24.4	9.4	28.4	1.7	39.5	21.5	13.3	1.3	36.1	

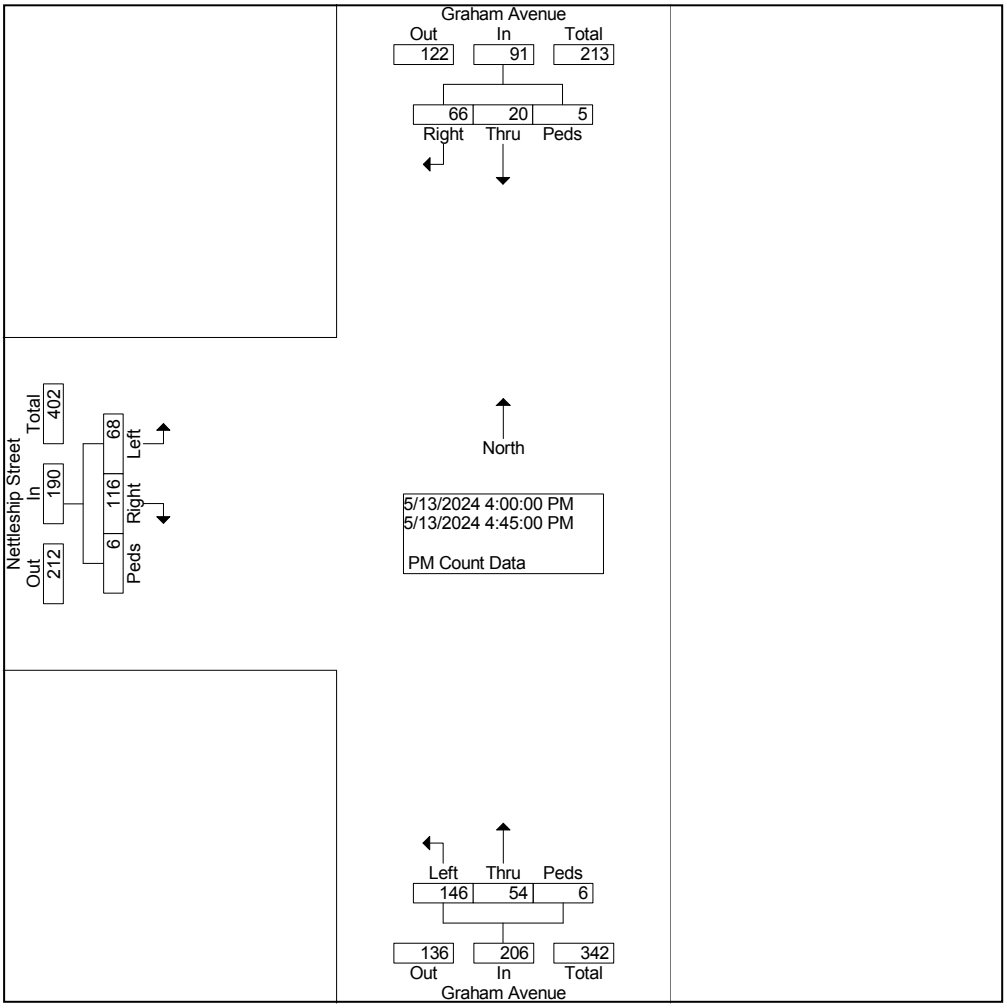


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Graham Avenue and Nettleship Street
Fayetteville, Ar
P2243

File Name : PM GR NE
Site Code : 00000000
Start Date : 05/13/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	66	20	5	91	54	146	6	206	116	68	6	190	487
Percent	72.5	22.0	5.5		26.2	70.9	2.9		61.1	35.8	3.2		
04:00 Volume	20	10	1	31	12	45	2	59	38	24	2	64	154
Peak Factor													0.791
High Int.	04:00 PM				04:00 PM				04:00 PM				
Volume	20	10	1	31	12	45	2	59	38	24	2	64	
Peak Factor				0.734				0.873				0.742	



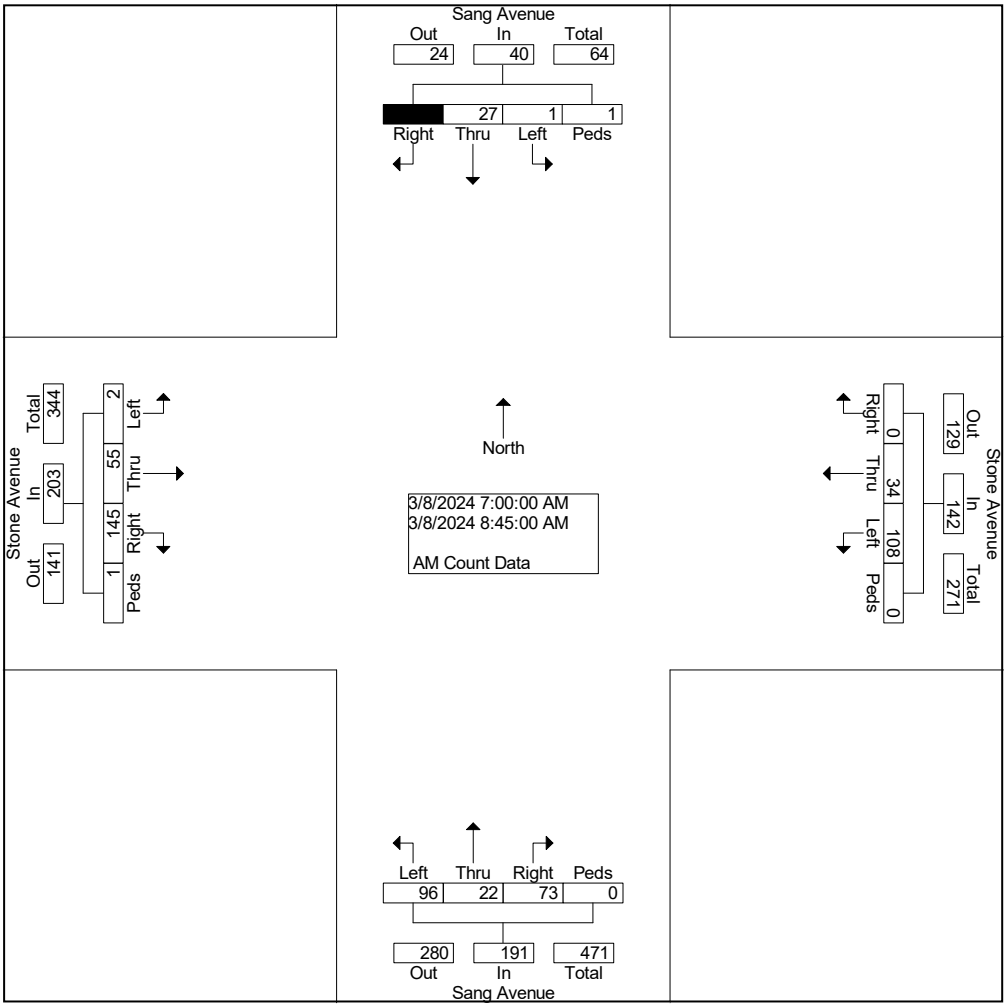
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data
Stone Street & Sang Street
Fayetteville, Arkansas
P-2243

File Name : AM SA ST
Site Code : 00000000
Start Date : 03/08/2024
Page No : 1

Groups Printed- AM Count Data

	Sang Avenue From North					Stone Avenue From East					Sang Avenue From South					Stone Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	3	1	0	5	0	1	4	0	5	0	3	4	0	7	6	3	0	0	9	26
07:15 AM	1	1	0	0	2	0	3	16	0	19	12	2	7	0	21	9	5	0	0	14	56
07:30 AM	0	1	0	0	1	0	10	17	0	27	15	3	12	0	30	20	12	0	0	32	90
07:45 AM	0	3	0	1	4	0	4	21	0	25	10	4	17	0	31	28	10	0	1	39	99
Total	2	8	1	1	12	0	18	58	0	76	37	12	40	0	89	63	30	0	1	94	271
08:00 AM	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	166
08:15 AM	1	1	0	0	2	0	4	2	0	6	9	4	16	0	29	19	7	1	0	27	64
08:30 AM	0	2	0	0	2	0	6	5	0	11	2	0	0	0	2	10	1	0	0	11	26
08:45 AM	3	5	0	0	8	0	0	20	0	20	6	0	6	0	12	3	6	0	0	9	49
Total	9	19	0	0	28	0	16	50	0	66	36	10	56	0	102	82	25	2	0	109	305
Grand Total	11	27	1	1	40	0	34	108	0	142	73	22	96	0	191	145	55	2	1	203	576
Apprch %	27.5	67.5	2.5	2.5		0.0	23.9	76.1	0.0		38.2	11.5	50.3	0.0		71.4	27.1	1.0	0.5		
Total %	1.9	4.7	0.2	0.2	6.9	0.0	5.9	18.8	0.0	24.7	12.7	3.8	16.7	0.0	33.2	25.2	9.5	0.3	0.2	35.2	

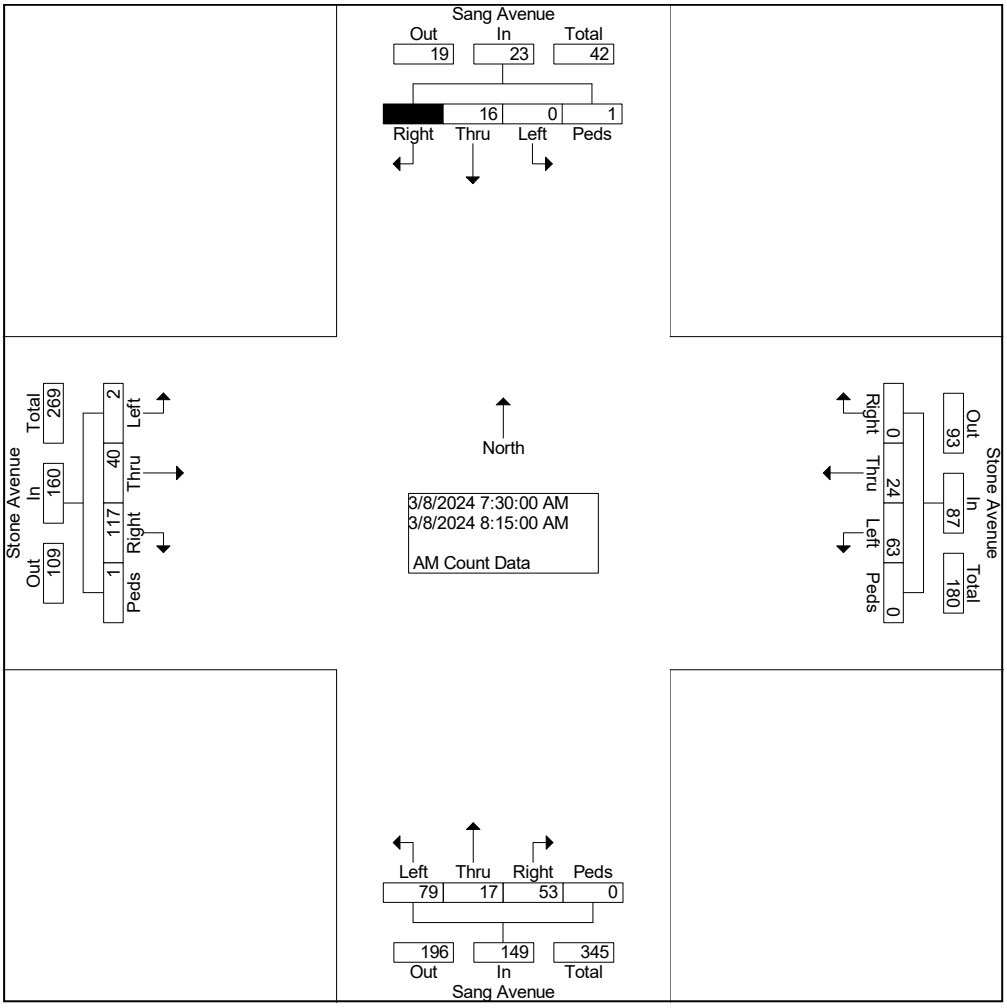


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data
Stone Street & Sang Street
Fayetteville, Arkansas
P-2243

File Name : AM SA ST
Site Code : 00000000
Start Date : 03/08/2024
Page No : 2

	Sang Avenue From North					Stone Avenue From East					Sang Avenue From South					Stone Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	6	16	0	1	23	0	24	63	0	87	53	17	79	0	149	117	40	2	1	160	419
Percent	26.1	69.6	0.0	4.3		0.0	27.6	72.4	0.0		35.6	11.4	53.0	0.0		73.1	25.0	1.3	0.6		
08:00 Volume	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	166
Peak Factor																					0.631
High Int.	08:00 AM					08:00 AM					08:00 AM					08:00 AM					
Volume	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	
Peak Factor					0.359					0.750					0.631					0.645	



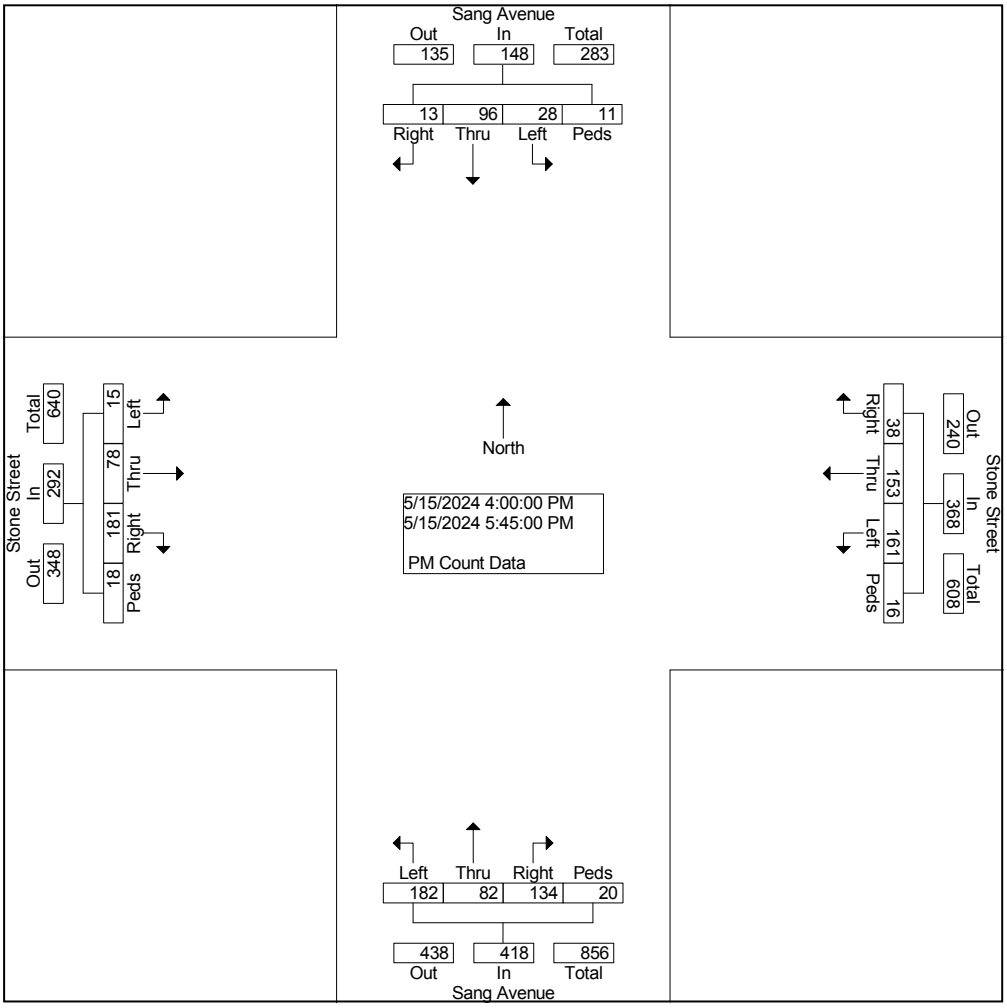
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Sang Avenue
Fayetteville, Arkansas
P-2243

File Name : PM SA ST
Site Code : 00000000
Start Date : 05/15/2024
Page No : 1

Groups Printed- PM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	1	22	5	2	30	10	26	42	4	82	29	8	16	4	57	35	20	2	8	65	234
04:15 PM	2	14	4	2	22	5	34	26	3	68	24	14	18	3	59	41	25	2	4	72	221
04:30 PM	2	12	3	3	20	5	12	14	0	31	13	12	32	5	62	21	8	1	3	33	146
04:45 PM	1	9	4	2	16	4	18	20	3	45	12	12	28	3	55	18	4	4	2	28	144
Total	6	57	16	9	88	24	90	102	10	226	78	46	94	15	233	115	57	9	17	198	745
05:00 PM	1	10	4	0	15	5	20	20	3	48	16	18	32	2	68	20	4	3	1	28	159
05:15 PM	2	10	3	1	16	3	14	19	0	36	14	4	18	2	38	18	6	2	0	26	116
05:30 PM	2	10	4	1	17	3	16	12	3	34	20	8	22	1	51	16	6	1	0	23	125
05:45 PM	2	9	1	0	12	3	13	8	0	24	6	6	16	0	28	12	5	0	0	17	81
Total	7	39	12	2	60	14	63	59	6	142	56	36	88	5	185	66	21	6	1	94	481
Grand Total	13	96	28	11	148	38	153	161	16	368	134	82	182	20	418	181	78	15	18	292	1226
Apprch %	8.8	64.9	18.9	7.4		10.3	41.6	43.8	4.3		32.1	19.6	43.5	4.8		62.0	26.7	5.1	6.2		
Total %	1.1	7.8	2.3	0.9	12.1	3.1	12.5	13.1	1.3	30.0	10.9	6.7	14.8	1.6	34.1	14.8	6.4	1.2	1.5	23.8	

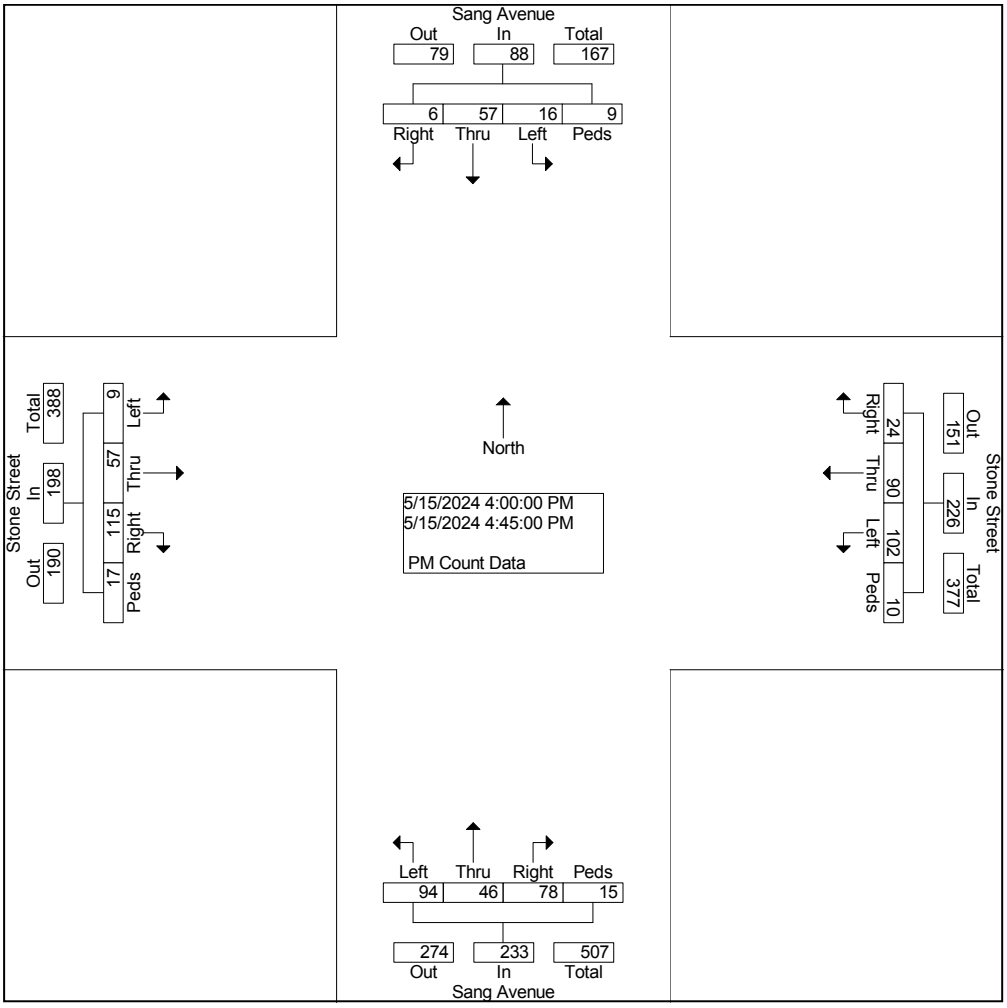


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Sang Avenue
Fayetteville, Arkansas
P-2243

File Name : PM SA ST
Site Code : 00000000
Start Date : 05/15/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	6	57	16	9	88	24	90	102	10	226	78	46	94	15	233	115	57	9	17	198	745
Percent	6.8	64.8	18.2	10.2		10.6	39.8	45.1	4.4		33.5	19.7	40.3	6.4		58.1	28.8	4.5	8.6		
04:00 Volume	1	22	5	2	30	10	26	42	4	82	29	8	16	4	57	35	20	2	8	65	234
Peak Factor																					0.796
High Int.	04:00 PM					04:00 PM					04:30 PM					04:15 PM					
Volume	1	22	5	2	30	10	26	42	4	82	13	12	32	5	62	41	25	2	4	72	
Peak Factor					0.733					0.689					0.940					0.688	



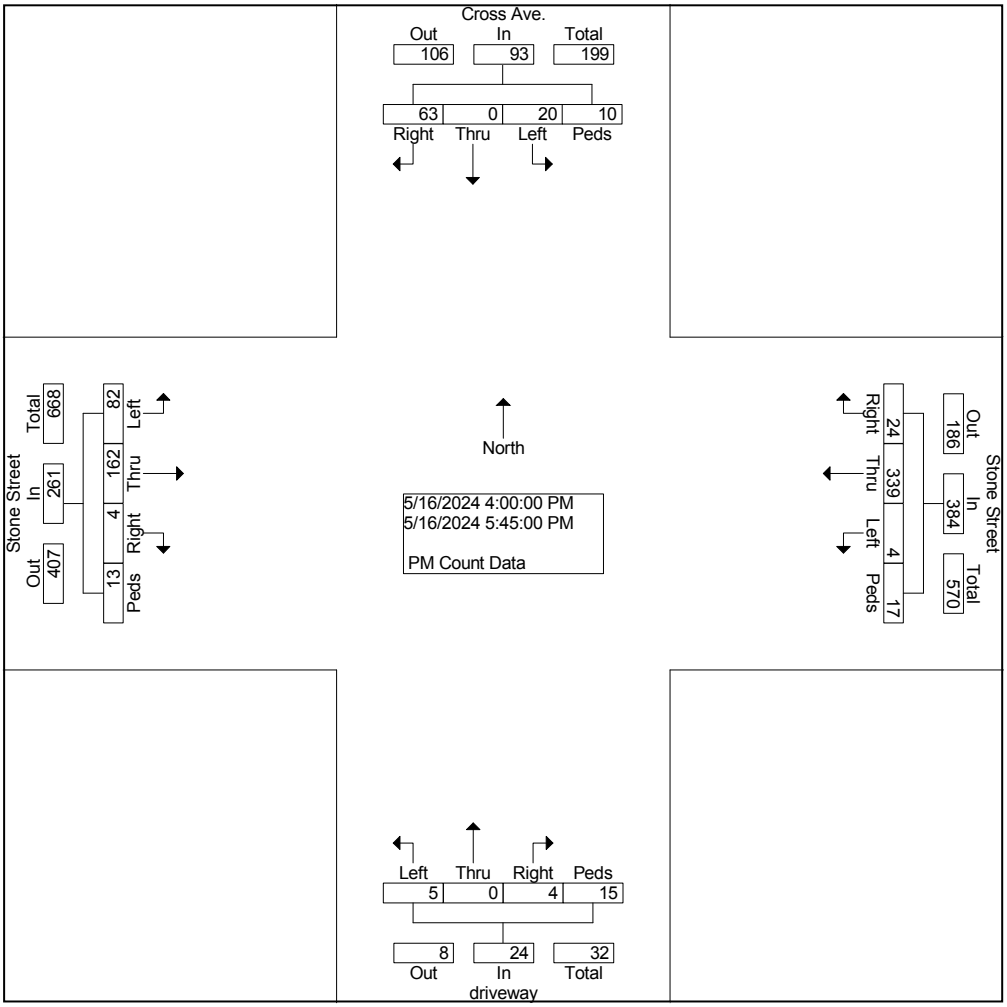
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Cross Avenue
Fayetteville, Arkansas
P-2243

File Name : PM CR ST
Site Code : 00000000
Start Date : 05/16/2024
Page No : 1

Groups Printed- PM Count Data

	Cross Ave. From North					Stone Street From East					driveway From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	8	0	2	1	11	3	78	1	2	84	0	0	1	0	1	0	40	14	4	58	154
04:15 PM	10	0	2	2	14	2	66	0	2	70	0	0	1	3	4	1	41	12	3	57	145
04:30 PM	2	0	3	3	8	3	27	1	3	34	1	0	0	4	5	0	12	12	3	27	74
04:45 PM	4	0	2	2	8	4	41	0	3	48	0	0	1	3	4	1	12	8	2	23	83
Total	24	0	9	8	41	12	212	2	10	236	1	0	3	10	14	2	105	46	12	165	456
05:00 PM	12	0	4	0	16	4	40	1	3	48	1	0	1	2	4	0	14	9	1	24	92
05:15 PM	9	0	3	1	13	3	36	0	1	40	1	0	0	2	3	1	12	12	0	25	81
05:30 PM	10	0	2	1	13	2	31	1	3	37	1	0	1	1	3	0	23	7	0	30	83
05:45 PM	8	0	2	0	10	3	20	0	0	23	0	0	0	0	0	1	8	8	0	17	50
Total	39	0	11	2	52	12	127	2	7	148	3	0	2	5	10	2	57	36	1	96	306
Grand Total	63	0	20	10	93	24	339	4	17	384	4	0	5	15	24	4	162	82	13	261	762
Apprch %	67.7	0.0	21.5	10.8		6.3	88.3	1.0	4.4		16.7	0.0	20.8	62.5		1.5	62.1	31.4	5.0		
Total %	8.3	0.0	2.6	1.3	12.2	3.1	44.5	0.5	2.2	50.4	0.5	0.0	0.7	2.0	3.1	0.5	21.3	10.8	1.7	34.3	

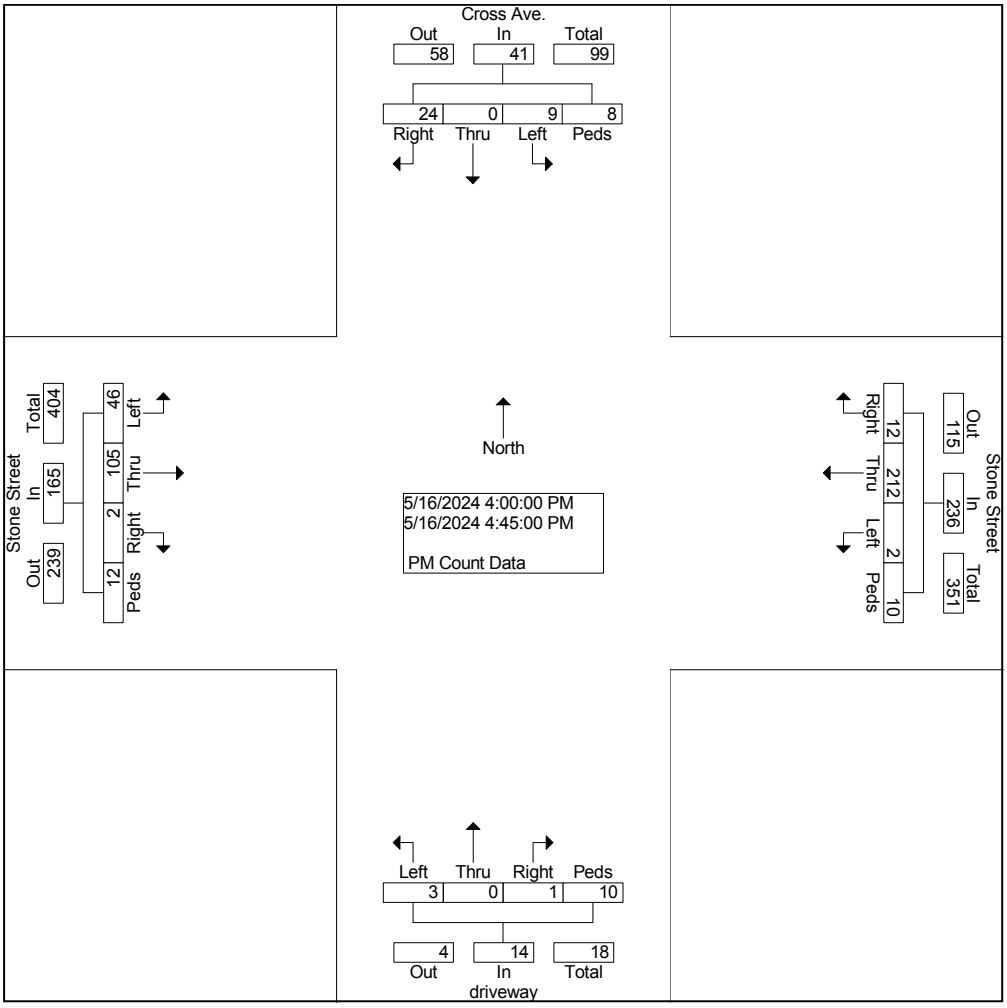


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Cross Avenue
Fayetteville, Arkansas
P-2243

File Name : PM CR ST
Site Code : 00000000
Start Date : 05/16/2024
Page No : 2

	Cross Ave. From North					Stone Street From East					driveway From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	24	0	9	8	41	12	212	2	10	236	1	0	3	10	14	2	105	46	12	165	456
Percent	58.5	0.0	22.0	19.5		5.1	89.8	0.8	4.2		7.1	0.0	21.4	71.4		1.2	63.6	27.9	7.3		
04:00 Volume	8	0	2	1	11	3	78	1	2	84	0	0	1	0	1	0	40	14	4	58	154
Peak Factor																					0.740
High Int.	04:15 PM					04:00 PM					04:30 PM					04:00 PM					
Volume	10	0	2	2	14	3	78	1	2	84	1	0	0	4	5	0	40	14	4	58	
Peak Factor					0.732					0.702					0.700					0.711	



Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound driveway						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound driveway						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound driveway						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	0	20	1	*22*	0	0	33	2	0	*35*	0	0	0	0	0	*0*	0	10	56	1	1	*67*	**124**
4:15 PM	0	2	0	24	1	*26*	0	0	25	1	0	*26*	0	0	0	0	3	*0*	0	8	28	0	1	*36*	**88**
4:30 PM	0	2	0	6	1	*8*	0	0	27	1	0	*28*	0	0	0	0	0	*0*	0	1	12	1	0	*14*	**50**
4:45 PM	0	1	0	8	1	*9*	0	0	30	0	0	*30*	0	0	0	0	0	*0*	0	2	18	0	1	*20*	**59**
Hourly Total	0	7	0	58	4	*65*	0	0	115	4	0	*119*	0	0	0	0	3	*0*	0	21	114	2	3	*137*	**321**
5:00 PM	0	2	0	20	1	*22*	0	0	24	1	0	*25*	0	0	0	0	0	*0*	0	3	14	1	1	*18*	**65**
5:15 PM	0	2	0	20	1	*22*	0	0	18	0	0	*18*	0	1	0	0	0	*1*	0	4	20	1	0	*25*	**66**
5:30 PM	0	2	0	16	0	*18*	0	0	21	1	0	*22*	0	0	0	0	0	*0*	0	6	8	0	1	*14*	**54**
5:45 PM	0	6	0	8	1	*14*	0	1	13	1	0	*15*	0	1	1	0	0	*2*	0	4	12	1	1	*17*	**48**
Hourly Total	0	12	0	64	3	*76*	0	1	76	3	0	*80*	0	2	1	0	0	*3*	0	17	54	3	3	*74*	**233**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**19**	**0**	**122**	**7**	***141***	**0**	**1**	**191**	**7**	**0**	***199***	**0**	**2**	**1**	**0**	**3**	***3***	**0**	**38**	**168**	**5**	**6**	***211***	**554**
Cars	0	19	0	122	7	*141*	0	1	176	7	0	*184*	0	2	1	0	3	*3*	0	38	164	5	6	*207*	**535**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**19**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	7.85%	0.00%	0.00%	*7.54%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	2.38%	0.00%	0.00%	*1.90%*	**3.43%**

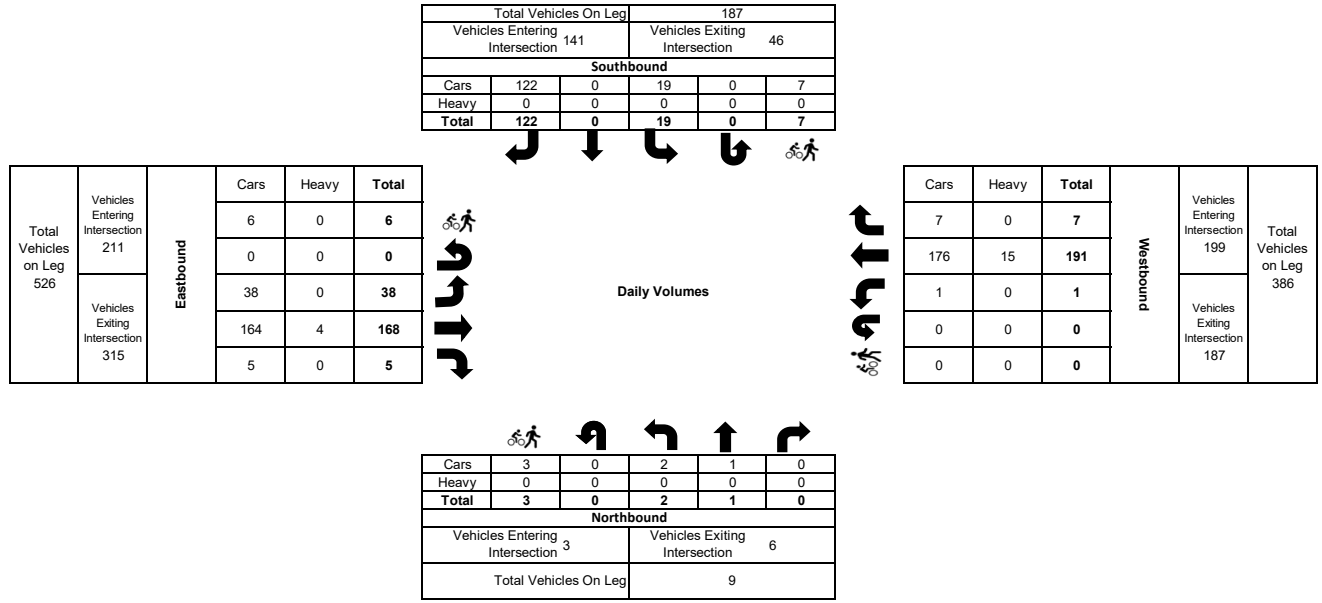
Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	0	20	1	*22*	0	0	33	2	0	*35*	0	0	0	0	0	*0*	0	10	56	1	1	*67*	**124**
4:15 PM	0	2	0	24	1	*26*	0	0	25	1	0	*26*	0	0	0	0	3	*0*	0	8	28	0	1	*36*	**88**
4:30 PM	0	2	0	6	1	*8*	0	0	27	1	0	*28*	0	0	0	0	0	*0*	0	1	12	1	0	*14*	**50**
4:45 PM	0	1	0	8	1	*9*	0	0	30	0	0	*30*	0	0	0	0	0	*0*	0	2	18	0	1	*20*	**59**
Peak Hour Total	0	7	0	58	4	*65*	0	0	115	4	0	*119*	0	0	0	0	3	*0*	0	21	114	2	3	*137*	**321**
PHF	0.000	0.875	0.000	0.604	1.000	*0.625*	0.000	0.000	0.871	0.500	0.000	*0.850*	0.000	0.000	0.000	0.000	0.250	*0.000*	0.000	0.525	0.509	0.500	0.750	*0.511*	**0.647**



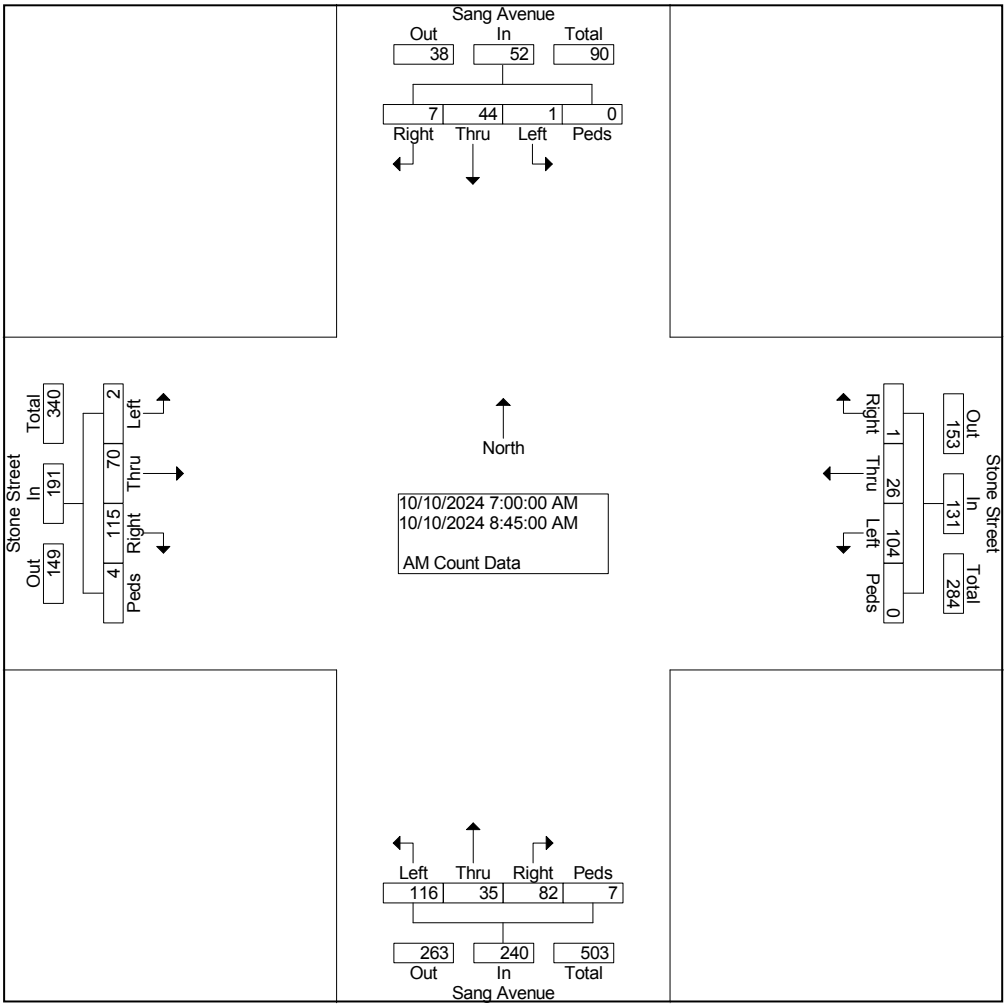
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : AM Sa St
Site Code : 00000000
Start Date : 10/10/2024
Page No : 1

Groups Printed- AM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	8	0	0	8	0	1	6	0	7	14	2	11	0	27	4	8	0	3	15	57
07:15 AM	2	2	0	0	4	0	2	4	0	6	6	10	12	3	31	3	8	0	0	11	52
07:30 AM	2	6	0	0	8	0	4	12	0	16	14	0	15	0	29	11	11	2	0	24	77
07:45 AM	0	7	1	0	8	0	2	19	0	21	9	4	9	0	22	18	18	0	0	36	87
Total	4	23	1	0	28	0	9	41	0	50	43	16	47	3	109	36	45	2	3	86	273
08:00 AM	1	6	0	0	7	0	3	25	0	28	11	4	15	2	32	31	13	0	0	44	111
08:15 AM	0	6	0	0	6	0	5	19	0	24	11	6	27	2	46	28	7	0	1	36	112
08:30 AM	1	5	0	0	6	1	5	10	0	16	9	5	14	0	28	11	3	0	0	14	64
08:45 AM	1	4	0	0	5	0	4	9	0	13	8	4	13	0	25	9	2	0	0	11	54
Total	3	21	0	0	24	1	17	63	0	81	39	19	69	4	131	79	25	0	1	105	341
Grand Total	7	44	1	0	52	1	26	104	0	131	82	35	116	7	240	115	70	2	4	191	614
Apprch %	13.5	84.6	1.9	0.0		0.8	19.8	79.4	0.0		34.2	14.6	48.3	2.9		60.2	36.6	1.0	2.1		
Total %	1.1	7.2	0.2	0.0	8.5	0.2	4.2	16.9	0.0	21.3	13.4	5.7	18.9	1.1	39.1	18.7	11.4	0.3	0.7	31.1	

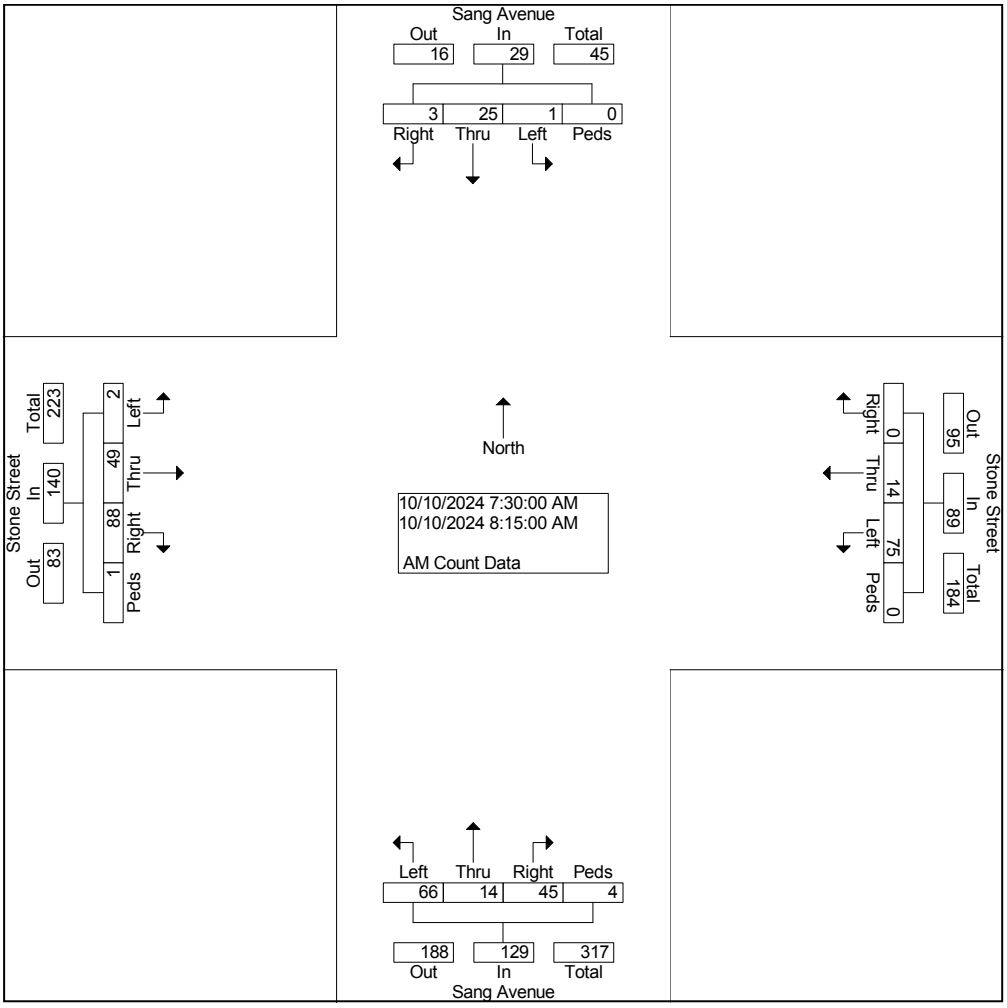


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : AM Sa St
Site Code : 00000000
Start Date : 10/10/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	3	25	1	0	29	0	14	75	0	89	45	14	66	4	129	88	49	2	1	140	387
Percent	10.3	86.2	3.4	0.0		0.0	15.7	84.3	0.0		34.9	10.9	51.2	3.1		62.9	35.0	1.4	0.7		
08:15 Volume	0	6	0	0	6	0	5	19	0	24	11	6	27	2	46	28	7	0	1	36	112
Peak Factor																					0.864
High Int.	07:30 AM					08:00 AM					08:15 AM					08:00 AM					
Volume	2	6	0	0	8	0	3	25	0	28	11	6	27	2	46	31	13	0	0	44	
Peak Factor					0.906					0.795					0.701					0.795	



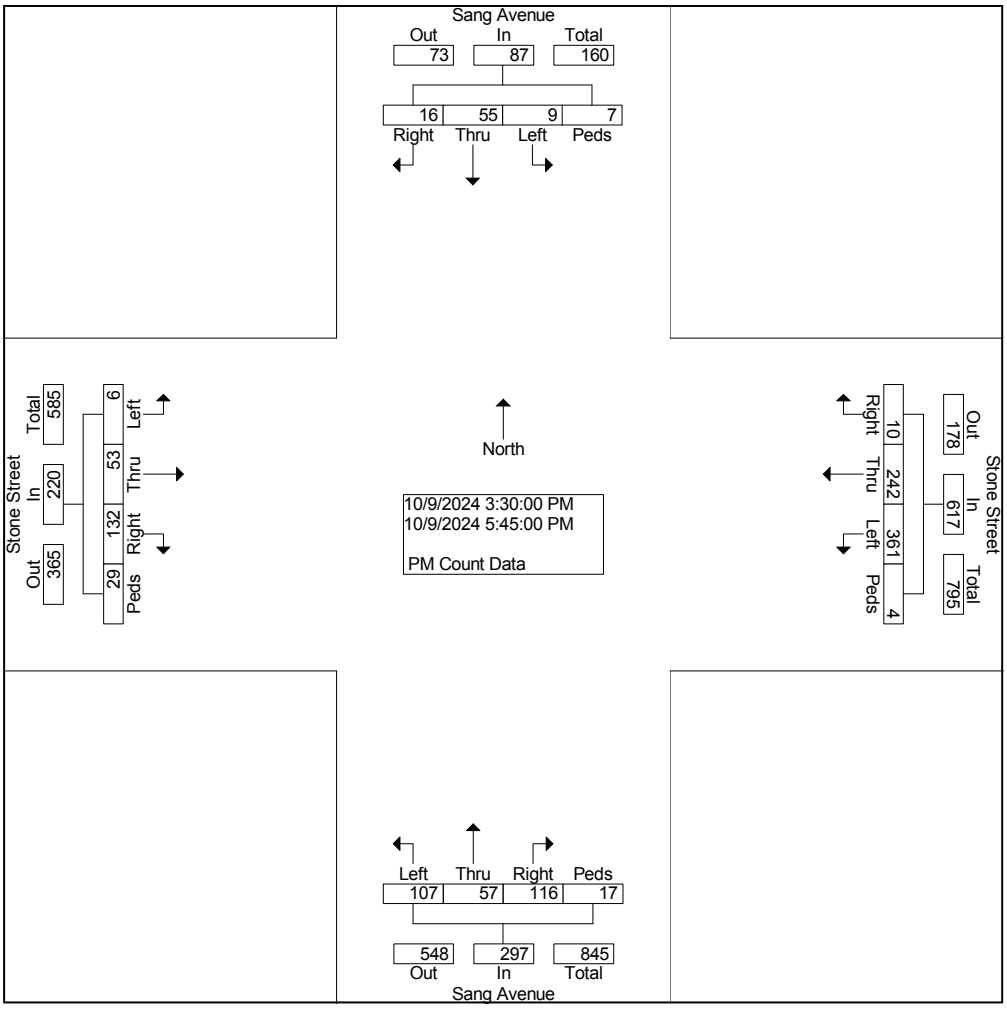
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : PM Sa St
Site Code : 00000000
Start Date : 10/09/2024
Page No : 1

Groups Printed- PM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:30 PM	1	2	0	0	3	1	12	46	0	59	5	4	4	0	13	8	5	0	0	13	88
03:45 PM	1	6	3	5	15	3	13	26	3	45	13	8	11	10	42	27	7	3	26	63	165
Total	2	8	3	5	18	4	25	72	3	104	18	12	15	10	55	35	12	3	26	76	253
04:00 PM	3	5	3	1	12	1	24	21	1	47	15	6	19	5	45	24	11	0	3	38	142
04:15 PM	3	7	0	0	10	1	39	41	0	81	16	4	14	0	34	15	4	0	0	19	144
04:30 PM	2	7	0	0	9	1	38	45	0	84	15	7	14	1	37	13	4	0	0	17	147
04:45 PM	3	10	0	1	14	1	29	27	0	57	17	8	14	1	40	13	6	1	0	20	131
Total	11	29	3	2	45	4	130	134	1	269	63	25	61	7	156	65	25	1	3	94	564
05:00 PM	2	4	0	0	6	1	28	26	0	55	13	5	17	0	35	11	2	1	0	14	110
05:15 PM	0	6	0	0	6	0	24	48	0	72	10	6	6	0	22	8	6	0	0	14	114
05:30 PM	1	4	2	0	7	1	20	42	0	63	7	4	5	0	16	7	4	1	0	12	98
05:45 PM	0	4	1	0	5	0	15	39	0	54	5	5	3	0	13	6	4	0	0	10	82
Total	3	18	3	0	24	2	87	155	0	244	35	20	31	0	86	32	16	2	0	50	404
Grand Total	16	55	9	7	87	10	242	361	4	617	116	57	107	17	297	132	53	6	29	220	1221
Apprch %	18.4	63.2	10.3	8.0		1.6	39.2	58.5	0.6		39.1	19.2	36.0	5.7		60.0	24.1	2.7	13.2		
Total %	1.3	4.5	0.7	0.6	7.1	0.8	19.8	29.6	0.3	50.5	9.5	4.7	8.8	1.4	24.3	10.8	4.3	0.5	2.4	18.0	

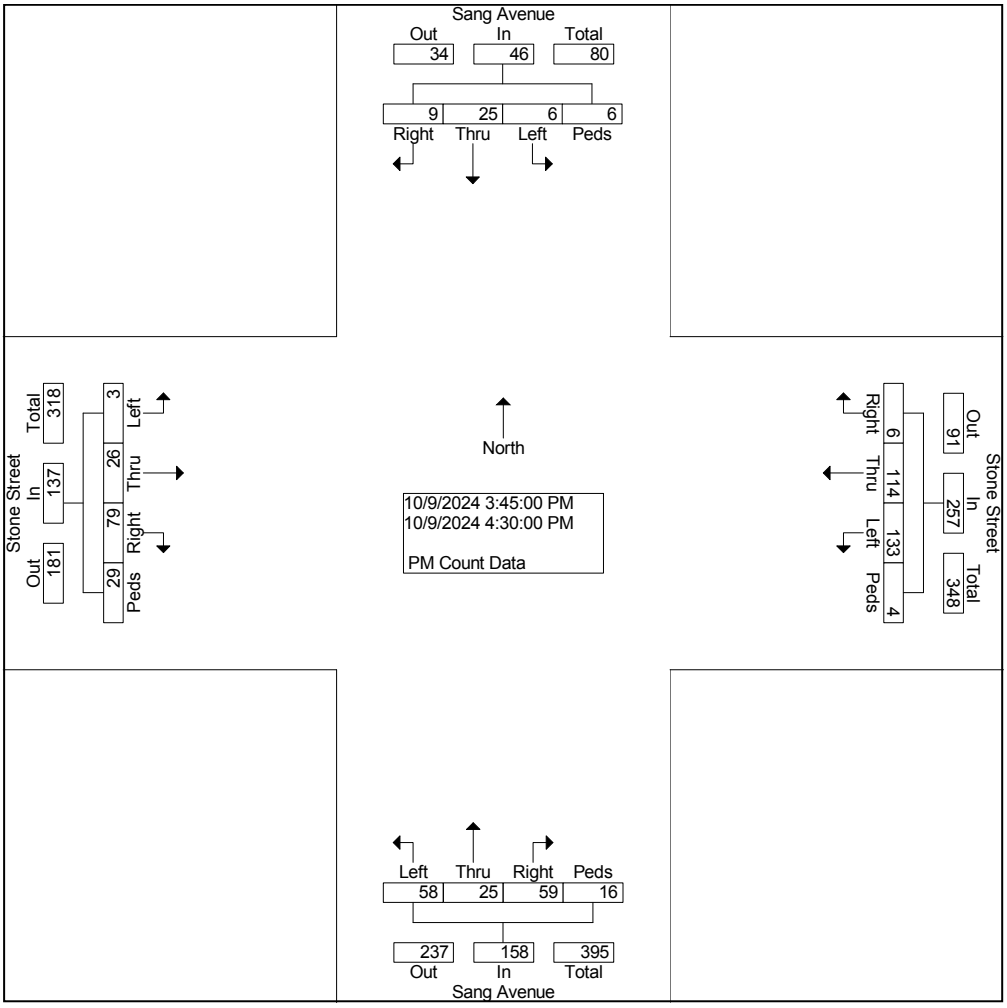


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : PM Sa St
Site Code : 00000000
Start Date : 10/09/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Intersection	03:45 PM																				
Volume	9	25	6	6	46	6	114	133	4	257	59	25	58	16	158	79	26	3	29	137	598
Percent	19.6	54.3	13.0	13.0		2.3	44.4	51.8	1.6		37.3	15.8	36.7	10.1		57.7	19.0	2.2	21.2		
03:45 Volume	1	6	3	5	15	3	13	26	3	45	13	8	11	10	42	27	7	3	26	63	165
Peak Factor																					0.906
High Int.	03:45 PM					04:30 PM					04:00 PM					03:45 PM					
Volume	1	6	3	5	15	1	38	45	0	84	15	6	19	5	45	27	7	3	26	63	
Peak Factor					0.767					0.765					0.878					0.544	



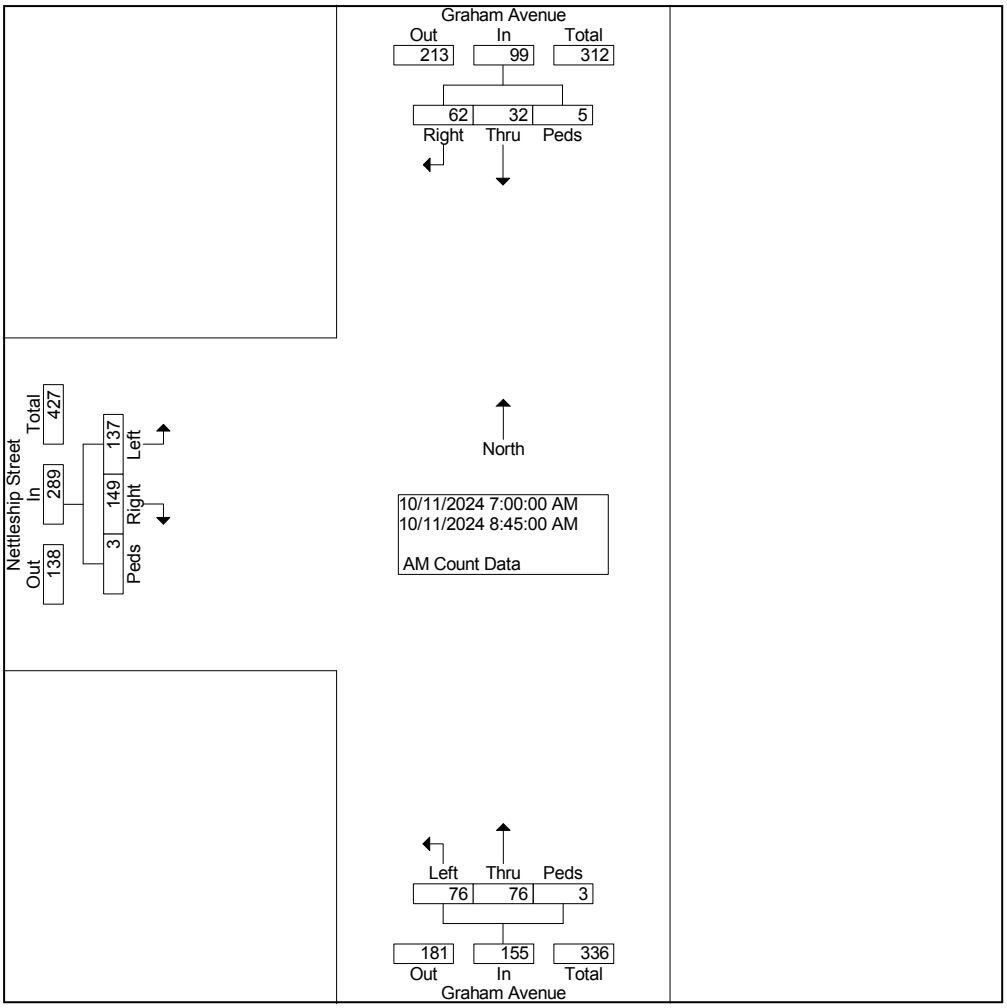
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & S. Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM Gr Ne
Site Code : 00000000
Start Date : 10/11/2024
Page No : 1

Groups Printed- AM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	2	0	6	7	7	0	14	11	6	1	18	38
07:15 AM	5	1	0	6	5	7	0	12	13	9	0	22	40
07:30 AM	6	2	1	9	12	7	1	20	14	17	1	32	61
07:45 AM	11	5	0	16	14	7	1	22	18	18	1	37	75
Total	26	10	1	37	38	28	2	68	56	50	3	109	214
08:00 AM	7	7	0	14	10	18	1	29	33	27	0	60	103
08:15 AM	16	9	0	25	7	12	0	19	37	26	0	63	107
08:30 AM	9	4	4	17	11	15	0	26	16	12	0	28	71
08:45 AM	4	2	0	6	10	3	0	13	7	22	0	29	48
Total	36	22	4	62	38	48	1	87	93	87	0	180	329
Grand Total	62	32	5	99	76	76	3	155	149	137	3	289	543
Apprch %	62.6	32.3	5.1		49.0	49.0	1.9		51.6	47.4	1.0		
Total %	11.4	5.9	0.9	18.2	14.0	14.0	0.6	28.5	27.4	25.2	0.6	53.2	

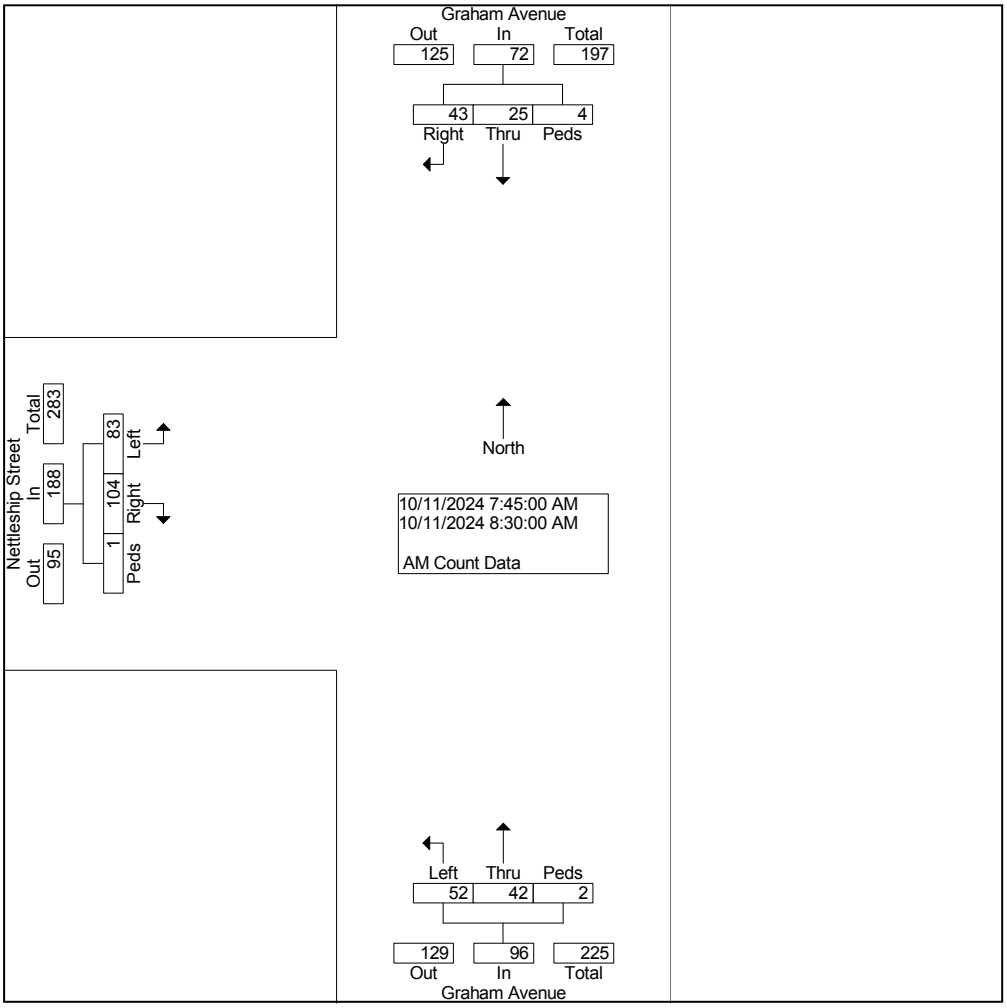


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & S. Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM Gr Ne
Site Code : 00000000
Start Date : 10/11/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	43	25	4	72	42	52	2	96	104	83	1	188	356
Percent	59.7	34.7	5.6		43.8	54.2	2.1		55.3	44.1	0.5		
08:15 Volume	16	9	0	25	7	12	0	19	37	26	0	63	107
Peak Factor													0.832
High Int.	08:15 AM				08:00 AM				08:15 AM				
Volume	16	9	0	25	10	18	1	29	37	26	0	63	
Peak Factor				0.720				0.828				0.746	



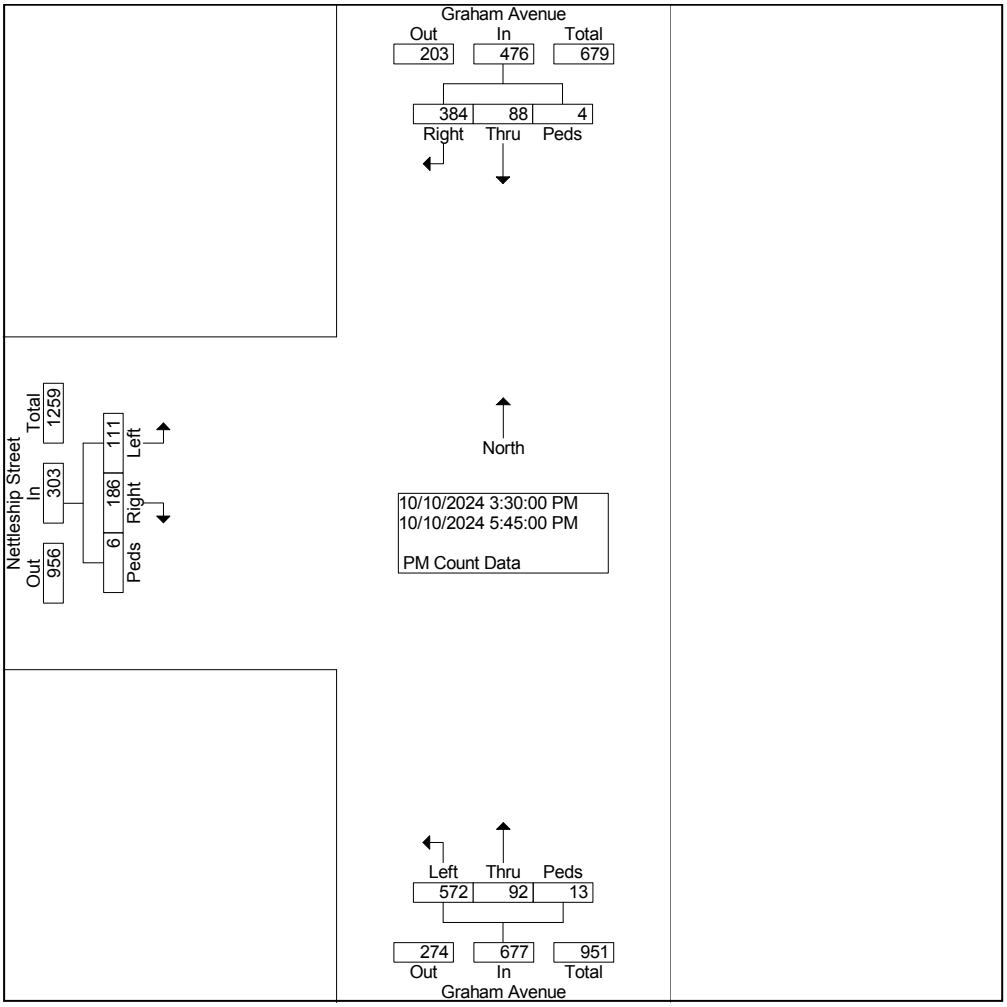
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : PM Gr Ne
Site Code : 00000000
Start Date : 10/10/2024
Page No : 1

Groups Printed- PM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:30 PM	11	7	2	20	7	27	1	35	11	4	3	18	73
03:45 PM	27	9	0	36	10	25	1	36	33	17	0	50	122
Total	38	16	2	56	17	52	2	71	44	21	3	68	195
04:00 PM	48	9	1	58	12	83	2	97	21	15	0	36	191
04:15 PM	39	7	0	46	9	122	1	132	11	20	0	31	209
04:30 PM	97	22	0	119	13	116	2	131	12	8	0	20	270
04:45 PM	76	12	1	89	17	79	4	100	32	12	0	44	233
Total	260	50	2	312	51	400	9	460	76	55	0	131	903
05:00 PM	44	9	0	53	9	51	1	61	21	19	1	41	155
05:15 PM	20	6	0	26	5	37	1	43	20	9	1	30	99
05:30 PM	12	4	0	16	6	18	0	24	14	4	0	18	58
05:45 PM	10	3	0	13	4	14	0	18	11	3	1	15	46
Total	86	22	0	108	24	120	2	146	66	35	3	104	358
Grand Total	384	88	4	476	92	572	13	677	186	111	6	303	1456
Apprch %	80.7	18.5	0.8		13.6	84.5	1.9		61.4	36.6	2.0		
Total %	26.4	6.0	0.3	32.7	6.3	39.3	0.9	46.5	12.8	7.6	0.4	20.8	

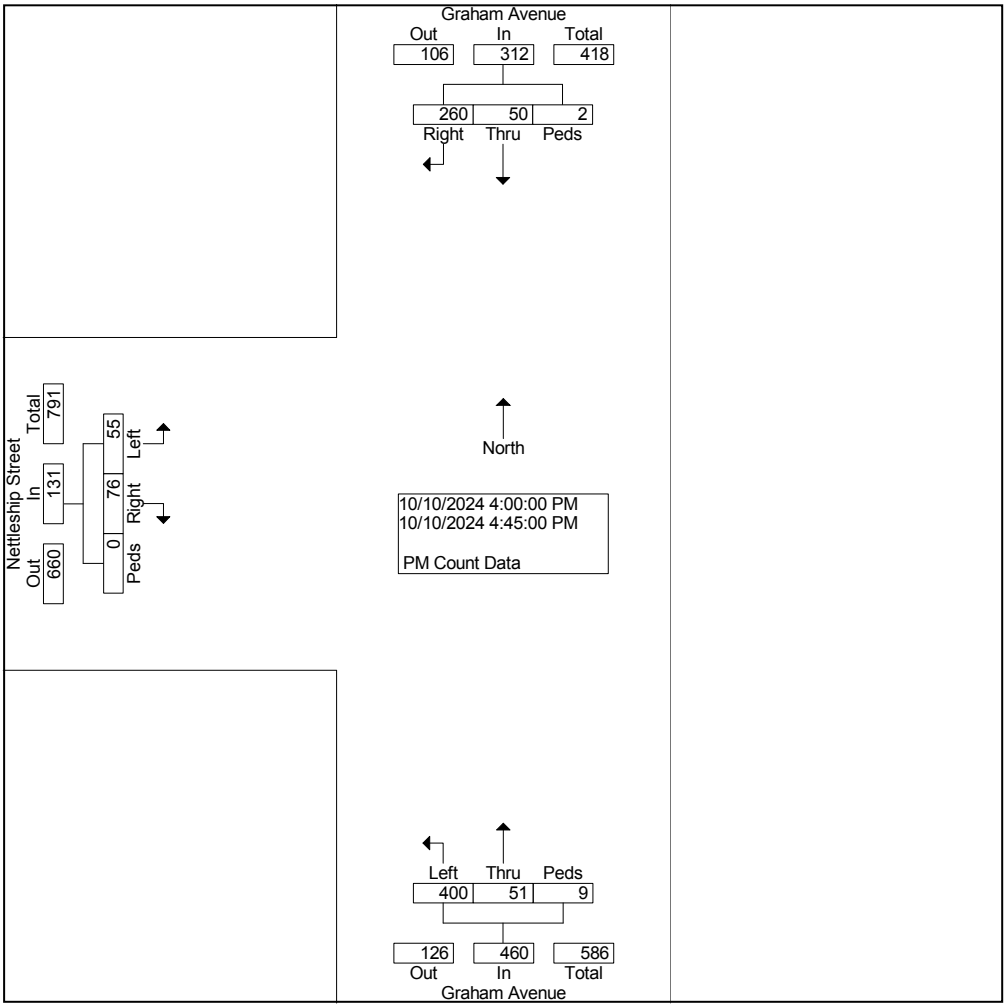


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : PM Gr Ne
Site Code : 00000000
Start Date : 10/10/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	260	50	2	312	51	400	9	460	76	55	0	131	903
Percent	83.3	16.0	0.6		11.1	87.0	2.0		58.0	42.0	0.0		
04:30 Volume	97	22	0	119	13	116	2	131	12	8	0	20	270
Peak Factor													0.836
High Int.	04:30 PM				04:15 PM				04:45 PM				
Volume	97	22	0	119	9	122	1	132	32	12	0	44	
Peak Factor				0.655				0.871				0.744	



AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	2	0	4	0	*6*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	2	16	0	0	*18*	**26**
7:15 AM	0	3	0	6	0	*9*	0	0	3	0	0	*3*	0	0	0	0	1	*0*	0	2	18	0	1	*20*	**32**
7:30 AM	0	1	0	1	2	*2*	0	0	5	1	1	*6*	0	0	0	2	0	*2*	0	5	27	0	0	*32*	**42**
7:45 AM	0	2	0	7	0	*9*	0	0	14	1	0	*15*	0	0	0	0	0	*0*	0	4	27	0	1	*31*	**55**
Hourly Total	0	8	0	18	2	*26*	0	0	24	2	1	*26*	0	0	0	2	1	*2*	0	13	88	0	2	*101*	**155**

AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	1	0	10	1	*11*	0	0	12	1	1	*13*	0	0	0	0	0	*0*	0	1	22	0	2	*23*	**47**
8:15 AM	0	1	0	13	2	*14*	0	0	14	1	1	*15*	0	0	0	0	0	*0*	0	0	18	0	1	*18*	**47**
8:30 AM	0	0	0	10	0	*10*	0	0	5	0	1	*5*	0	0	0	0	0	*0*	0	2	14	0	1	*16*	**31**
8:45 AM	0	1	0	8	1	*9*	0	0	6	0	0	*6*	0	2	0	0	0	*2*	0	2	11	0	1	*13*	**30**
Hourly Total	0	3	0	41	4	*44*	0	0	37	2	3	*39*	0	2	0	0	0	*2*	0	5	65	0	5	*70*	**155**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**11**	**0**	**59**	**6**	***70***	**0**	**0**	**61**	**4**	**4**	***65***	**0**	**2**	**0**	**2**	**1**	***4***	**0**	**18**	**153**	**0**	**7**	***171***	**310**
Cars	0	11	0	59	6	*70*	0	0	55	4	4	*59*	0	2	0	2	1	*4*	0	18	152	0	7	*170*	**303**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**7**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	9.84%	0.00%	0.00%	*9.23%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.65%	0.00%	0.00%	*0.58%*	**2.26%**

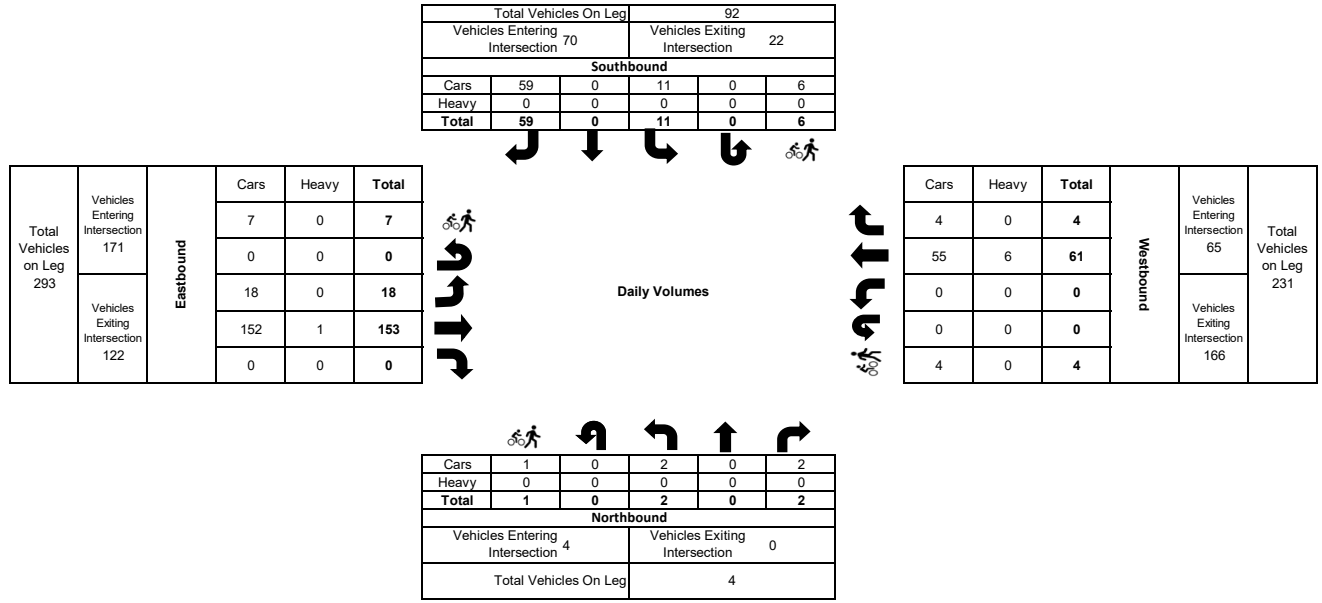
AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	1	0	1	2	*2*	0	0	5	1	1	*6*	0	0	0	2	0	*2*	0	5	27	0	0	*32*	**42**
7:45 AM	0	2	0	7	0	*9*	0	0	14	1	0	*15*	0	0	0	0	0	*0*	0	4	27	0	1	*31*	**55**
8:00 AM	0	1	0	10	1	*11*	0	0	12	1	1	*13*	0	0	0	0	0	*0*	0	1	22	0	2	*23*	**47**
8:15 AM	0	1	0	13	2	*14*	0	0	14	1	1	*15*	0	0	0	0	0	*0*	0	0	18	0	1	*18*	**47**
Peak Hour Total	0	5	0	31	5	*36*	0	0	45	4	3	*49*	0	0	0	2	0	*2*	0	10	94	0	4	*104*	**191**
PHF	0.000	0.625	0.000	0.596	0.625	*0.643*	0.000	0.000	0.804	1.000	0.750	*0.817*	0.000	0.000	0.000	0.250	0.000	*0.250*	0.000	0.500	0.870	0.000	0.500	*0.813*	**0.868**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**



PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	1	0	*1*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	8	1	0	*9*	**20**
3:15 PM	0	1	0	0	0	*1*	0	0	29	1	0	*30*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	**44**
3:30 PM	0	0	0	16	3	*16*	0	0	17	1	0	*18*	0	0	0	0	0	*0*	0	2	11	0	0	*13*	**47**
3:45 PM	0	2	0	22	3	*24*	0	0	23	2	1	*25*	0	0	0	0	0	*0*	0	6	29	0	3	*35*	**84**
Hourly Total	0	3	0	39	6	*42*	0	0	79	4	1	*83*	0	0	0	0	0	*0*	0	8	61	1	3	*70*	**195**

PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	0	26	21	*27*	0	0	27	0	0	*27*	0	0	0	0	0	*0*	0	2	25	0	2	*27*	**81**
4:15 PM	0	0	0	22	0	*22*	0	0	41	0	1	*41*	0	0	0	0	0	*0*	0	2	14	0	0	*16*	**79**
4:30 PM	0	0	0	39	1	*39*	1	0	35	0	1	*36*	0	0	0	0	0	*0*	0	5	17	0	0	*22*	**97**
4:45 PM	0	1	0	29	1	*30*	0	0	32	2	0	*34*	0	0	0	0	0	*0*	0	6	18	0	1	*24*	**88**
Hourly Total	0	2	0	116	23	*118*	1	0	135	2	2	*138*	0	0	0	0	0	*0*	0	15	74	0	3	*89*	**345**
5:00 PM	0	1	0	22	1	*23*	0	0	32	1	1	*33*	0	0	0	0	0	*0*	0	6	11	0	1	*17*	**73**
5:15 PM	0	1	0	32	0	*33*	0	0	44	1	1	*45*	0	0	0	0	0	*0*	0	5	14	0	0	*19*	**97**
5:30 PM	0	3	0	23	1	*26*	0	0	29	2	0	*31*	0	0	0	0	0	*0*	0	4	15	0	0	*19*	**76**
5:45 PM	0	3	0	15	2	*18*	0	0	22	3	1	*25*	0	0	0	0	0	*0*	0	9	9	0	2	*18*	**61**
Hourly Total	0	8	0	92	4	*100*	0	0	127	7	3	*134*	0	0	0	0	0	*0*	0	24	49	0	3	*73*	**307**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**13**	**0**	**247**	**33**	***260***	**1**	**0**	**341**	**13**	**6**	***355***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**47**	**184**	**1**	**9**	***232***	**847**
Cars	0	13	0	247	33	*260*	1	0	325	13	6	*339*	0	0	0	0	0	*0*	0	47	179	1	9	*227*	**826**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**21**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	4.69%	0.00%	0.00%	*4.51%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	2.72%	0.00%	0.00%	*2.16%*	**2.48%**

PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:30 PM	0	0	0	39	1	*39*	1	0	35	0	1	*36*	0	0	0	0	0	*0*	0	5	17	0	0	*22*	**97**
4:45 PM	0	1	0	29	1	*30*	0	0	32	2	0	*34*	0	0	0	0	0	*0*	0	6	18	0	1	*24*	**88**
5:00 PM	0	1	0	22	1	*23*	0	0	32	1	1	*33*	0	0	0	0	0	*0*	0	6	11	0	1	*17*	**73**
5:15 PM	0	1	0	32	0	*33*	0	0	44	1	1	*45*	0	0	0	0	0	*0*	0	5	14	0	0	*19*	**97**
Peak Hour Total	0	3	0	122	3	*125*	1	0	143	4	3	*148*	0	0	0	0	0	*0*	0	22	60	0	2	*82*	**355**
PHF	0.000	0.750	0.000	0.782	0.750	*0.801*	0.250	0.000	0.813	0.500	0.750	*0.822*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.917	0.833	0.000	0.500	*0.854*	**0.915**

Total Vehicles On Leg			320		
Vehicles Entering Intersection	260		Vehicles Exiting Intersection	60	
Southbound					
Cars	247	0	13	0	33
Heavy	0	0	0	0	0
Total	**247**	**0**	**13**	**0**	**33**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	**Eastbound**	Cars	Heavy	**Total**
820	232	588		9	0	**9**
				0	0	**0**
				47	0	**47**
				179	5	**184**
				1	0	**1**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection	Total Vehicles on Leg
13	0	**13**		355	553
325	16	**341**			
0	0	**0**		Vehicles Exiting Intersection	
1	0	**1**		198	
6	0	**6**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	1	
Total Vehicles On Leg			1		

AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024

Time	Southbound Cross Avenue						Westbound Markhma Road						Northbound 0						Eastbound Markhma Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	2	0	4	0	*6*	0	0	7	3	0	*10*	0	0	0	0	0	*0*	0	4	2	0	0	*6*	**22**
7:15 AM	0	4	0	4	0	*8*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	7	7	0	0	*14*	**33**
7:30 AM	0	2	0	2	0	*4*	0	0	2	4	0	*6*	0	0	0	0	0	*0*	0	2	5	0	0	*7*	**17**
7:45 AM	0	12	0	5	0	*17*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	2	1	0	0	*3*	**23**
Hourly Total	0	20	0	15	0	*35*	0	0	22	8	0	*30*	0	0	0	0	0	*0*	0	15	15	0	0	*30*	**95**

AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024

Time	Southbound Cross Avenue						Westbound Markhma Road						Northbound 0						Eastbound Markhma Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	9	0	7	0	*16*	0	0	10	4	5	*14*	0	0	0	0	0	*0*	0	6	2	0	0	*8*	**38**
8:15 AM	0	12	0	5	0	*17*	0	0	9	4	1	*13*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**42**
8:30 AM	0	4	0	3	0	*7*	0	0	7	4	0	*11*	0	0	0	0	0	*0*	0	4	4	0	0	*8*	**26**
8:45 AM	0	5	0	2	0	*7*	0	0	5	2	1	*7*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	**22**
Hourly Total	0	30	0	17	0	*47*	0	0	31	14	7	*45*	0	0	0	0	0	*0*	0	13	23	0	0	*36*	**128**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024

Time	Southbound Cross Avenue						Westbound Markhma Road						Northbound 0						Eastbound Markhma Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**50**	**0**	**32**	**0**	***82***	**0**	**0**	**53**	**22**	**7**	***75***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**28**	**38**	**0**	**0**	***66***	**223**
Cars	0	50	0	24	0	*74*	0	0	32	22	7	*54*	0	0	0	0	0	*0*	0	17	15	0	0	*32*	**160**
Heavy Vehicles	0	0	0	8	0	*8*	0	0	21	0	0	*21*	0	0	0	0	0	*0*	0	11	23	0	0	*34*	**63**
Heavy Vehicle %	0.00%	0.00%	0.00%	25.00%	0.00%	*9.76%*	0.00%	0.00%	39.62%	0.00%	0.00%	*28.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	39.29%	60.53%	0.00%	0.00%	*51.52%*	**28.25%**

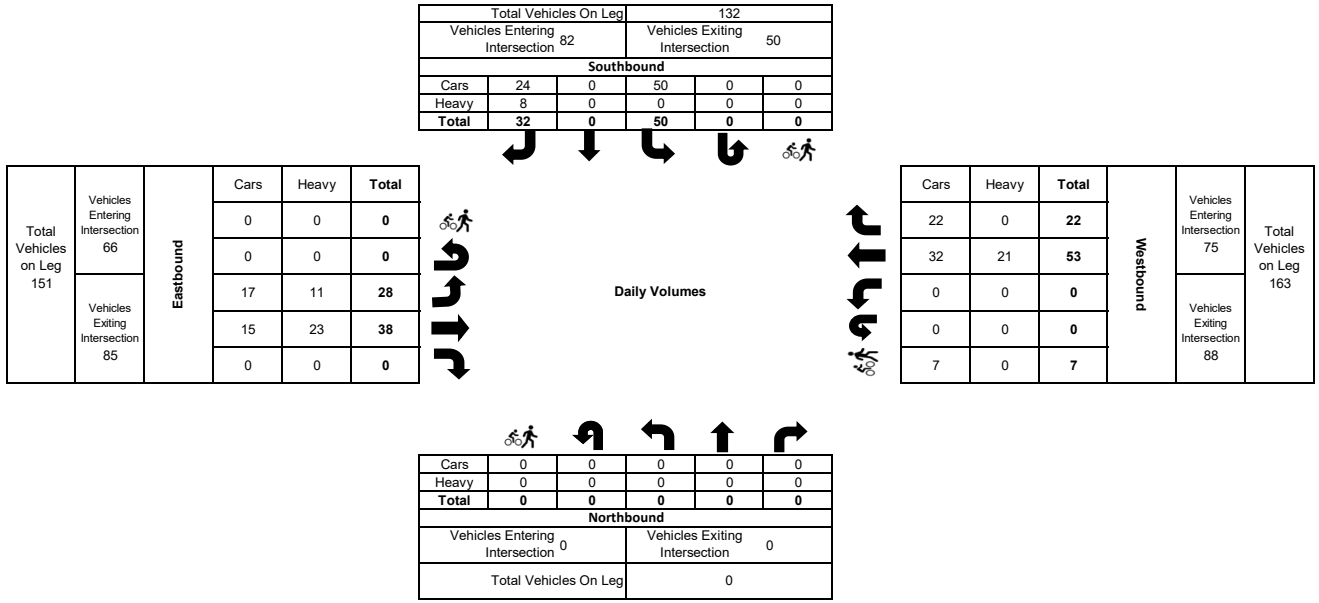
AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:45 AM	0	12	0	5	0	*17*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	2	1	0	0	*3*	**23**
8:00 AM	0	9	0	7	0	*16*	0	0	10	4	5	*14*	0	0	0	0	0	*0*	0	6	2	0	0	*8*	**38**
8:15 AM	0	12	0	5	0	*17*	0	0	9	4	1	*13*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**42**
8:30 AM	0	4	0	3	0	*7*	0	0	7	4	0	*11*	0	0	0	0	0	*0*	0	4	4	0	0	*8*	**26**
Peak Hour Total	0	37	0	20	0	*57*	0	0	29	12	6	*41*	0	0	0	0	0	*0*	0	13	18	0	0	*31*	**129**
PHF	0.000	0.771	0.000	0.714	0.000	*0.838*	0.000	0.000	0.725	0.750	0.300	*0.732*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.542	0.409	0.000	0.000	*0.646*	**0.768**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**



PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Markham Road						Northbound 0						Eastbound Markham Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Markham Road						Northbound 0						Eastbound Markham Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Markham Road						Northbound 0						Eastbound Markham Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	4	0	1	0	*5*	0	0	0	14	0	*14*	0	0	0	0	0	*0*	0	8	3	0	0	*11*	**30**
4:15 PM	0	4	0	4	0	*8*	0	0	11	10	0	*21*	0	0	0	0	0	*0*	0	5	4	0	0	*9*	**38**
4:30 PM	0	4	0	1	0	*5*	0	0	3	18	0	*21*	0	0	0	0	0	*0*	0	2	12	0	0	*14*	**40**
4:45 PM	0	2	0	0	0	*2*	1	0	3	8	2	*12*	0	0	0	0	0	*0*	0	2	7	0	0	*9*	**23**
Hourly Total	0	14	0	6	0	*20*	1	0	17	50	2	*68*	0	0	0	0	0	*0*	0	17	26	0	0	*43*	**131**
5:00 PM	0	3	0	2	0	*5*	0	0	2	6	0	*8*	0	0	0	0	0	*0*	0	7	10	0	0	*17*	**30**
5:15 PM	0	6	0	1	0	*7*	0	0	1	4	0	*5*	0	0	0	0	0	*0*	0	1	6	0	0	*7*	**19**
5:30 PM	0	1	0	3	0	*4*	0	0	0	8	0	*8*	0	0	0	0	0	*0*	0	4	5	0	0	*9*	**21**
5:45 PM	0	2	0	3	0	*5*	0	0	2	4	0	*6*	0	0	0	0	0	*0*	0	3	2	0	0	*5*	**16**
Hourly Total	0	12	0	9	0	*21*	0	0	5	22	0	*27*	0	0	0	0	0	*0*	0	15	23	0	0	*38*	**86**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**26**	**0**	**15**	**0**	***41***	**1**	**0**	**22**	**72**	**2**	***95***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**32**	**49**	**0**	**0**	***81***	**217**
Cars	0	26	0	9	0	*35*	1	0	5	70	2	*76*	0	0	0	0	0	*0*	0	26	31	0	0	*57*	**168**
Heavy Vehicles	0	0	0	6	0	*6*	0	0	17	2	0	*19*	0	0	0	0	0	*0*	0	6	18	0	0	*24*	**49**
Heavy Vehicle %	0.00%	0.00%	0.00%	40.00%	0.00%	*14.63%*	0.00%	0.00%	77.27%	2.78%	0.00%	*20.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	18.75%	36.73%	0.00%	0.00%	*29.63%*	**22.58%**

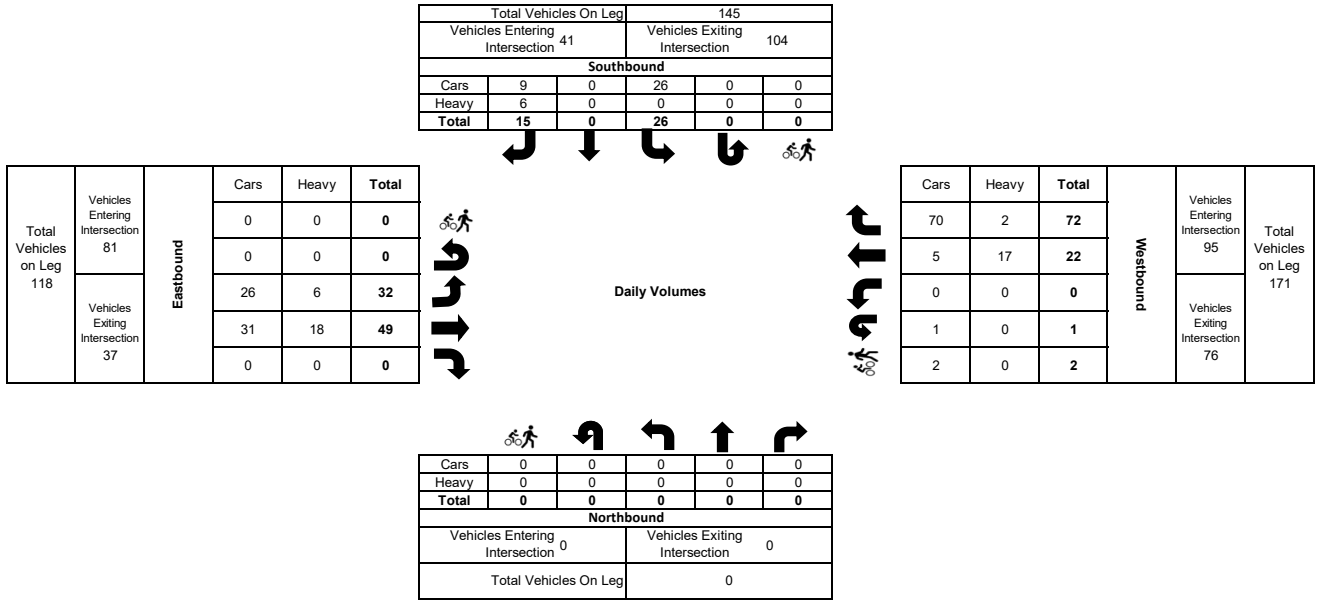
PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

AM Peak Hour

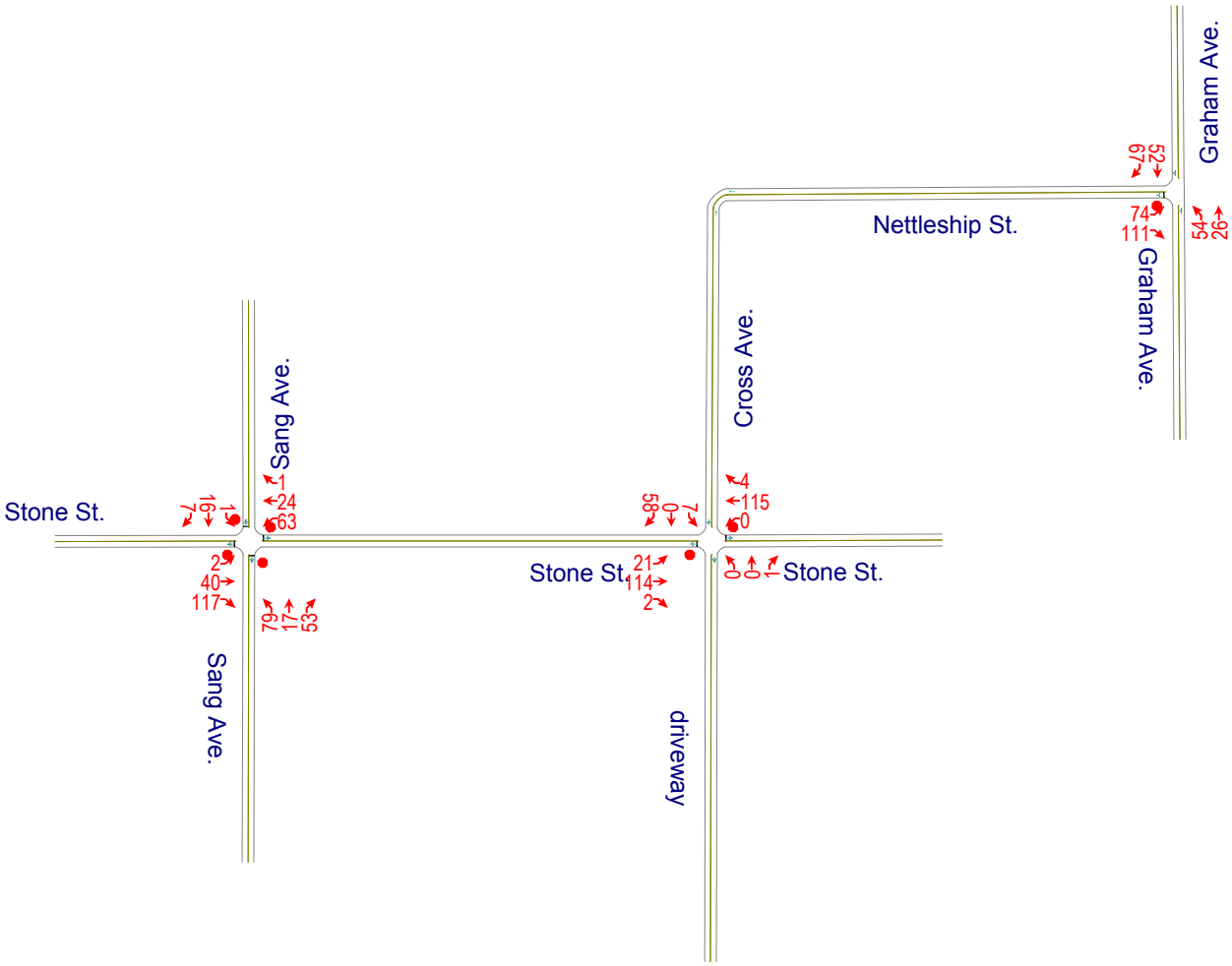
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

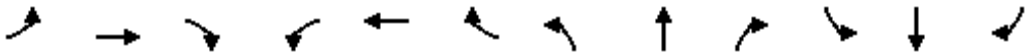
PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	4	0	1	0	*5*	0	0	0	14	0	*14*	0	0	0	0	0	*0*	0	8	3	0	0	*11*	**30**
4:15 PM	0	4	0	4	0	*8*	0	0	11	10	0	*21*	0	0	0	0	0	*0*	0	5	4	0	0	*9*	**38**
4:30 PM	0	4	0	1	0	*5*	0	0	3	18	0	*21*	0	0	0	0	0	*0*	0	2	12	0	0	*14*	**40**
4:45 PM	0	2	0	0	0	*2*	1	0	3	8	2	*12*	0	0	0	0	0	*0*	0	2	7	0	0	*9*	**23**
Peak Hour Total	0	14	0	6	0	*20*	1	0	17	50	2	*68*	0	0	0	0	0	*0*	0	17	26	0	0	*43*	**131**
PHF	0.000	0.875	0.000	0.375	0.000	*0.625*	0.250	0.000	0.386	0.694	0.250	*0.810*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.531	0.542	0.000	0.000	*0.768*	**0.819**



Capacity & Level of Service Calculations

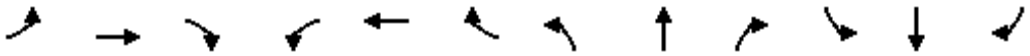

Graham Ave.
Nettleship St.
Graham Ave.
Cross Ave.
Sang Ave.
Stone St.
Stone St.
Stone St.
Sang Ave.
driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	114	2	0	115	4	0	0	1	7	0	58
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	124	2	0	125	4	0	0	1	8	0	63
Pedestrians		3			4			3			4	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	121	55	38	118	86	9	66			5		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	121	55	38	118	86	9	66			5		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	85	100	100	84	100	100			100		
cM capacity (veh/h)	738	828	1029	747	796	1066	1532			1611		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	149	129	1	71
Volume Left	23	0	0	8
Volume Right	2	4	1	63
cSH	815	803	1532	1611
Volume to Capacity	0.18	0.16	0.00	0.00
Queue Length 95th (ft)	17	14	0	0
Control Delay (s)	10.4	10.3	0.0	0.8
Lane LOS	B	B		A
Approach Delay (s)	10.4	10.3	0.0	0.8
Approach LOS	B	B		

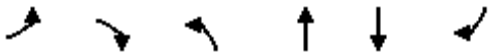
Intersection Summary				
Average Delay	8.4			
Intersection Capacity Utilization	32.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	40	117	63	24	1	79	17	53	1	16	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	43	127	68	26	1	86	18	58	1	17	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	173	96	162	26
Volume Left (vph)	2	68	86	1
Volume Right (vph)	127	1	58	8
Hadj (s)	-0.40	0.17	-0.07	-0.13
Departure Headway (s)	4.1	4.7	4.5	4.6
Degree Utilization, x	0.19	0.12	0.20	0.03
Capacity (veh/h)	846	721	762	724
Control Delay (s)	8.0	8.4	8.6	7.7
Approach Delay (s)	8.0	8.4	8.6	7.7
Approach LOS	A	A	A	A

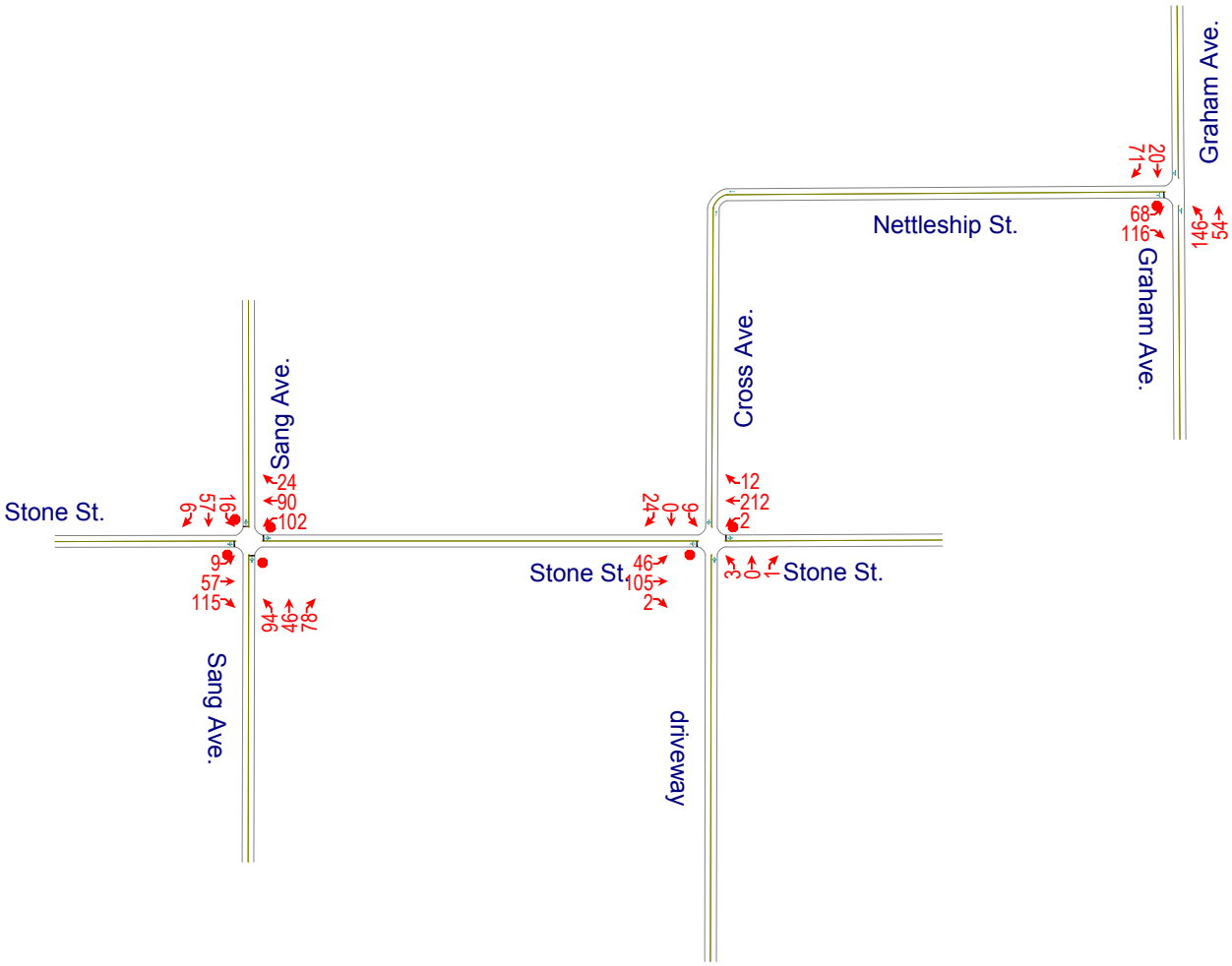
Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A	
Analysis Period (min)	15			

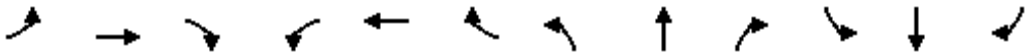


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	74	111	54	26	52	67
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	80	121	59	28	57	73
Pedestrians	16			9	5	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	260	118	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	260	118	145			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	87	96			
cM capacity (veh/h)	687	915	1418			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	201	87	129
Volume Left	80	59	0
Volume Right	121	0	73
cSH	807	1418	1700
Volume to Capacity	0.25	0.04	0.08
Queue Length 95th (ft)	25	3	0
Control Delay (s)	10.9	5.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.9	5.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

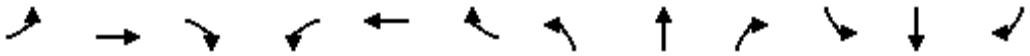

Graham Ave.
Nettleship St.
Graham Ave.
Cross Ave.
Sang Ave.
Stone St.
Stone St.
Stone St.
Sang Ave.
driveway
71
20
68
116
146
54
24
90
102
9
57
115
94
46
78
12
212
2
24
0
9
46
105
2
3
0
1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	105	2	2	212	12	3	0	1	9	0	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	114	2	2	230	13	3	0	1	10	0	26
Pedestrians		12			10			10			8	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	188	62	35	119	75	19	38			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	188	62	35	119	75	19	38			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	86	100	100	71	99	100			99		
cM capacity (veh/h)	571	807	1019	735	794	1044	1556			1595		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	166	246	4	36
Volume Left	50	2	3	10
Volume Right	2	13	1	26
cSH	719	804	1556	1595
Volume to Capacity	0.23	0.31	0.00	0.01
Queue Length 95th (ft)	22	32	0	0
Control Delay (s)	11.5	11.4	5.5	2.0
Lane LOS	B	B	A	A
Approach Delay (s)	11.5	11.4	5.5	2.0
Approach LOS	B	B		

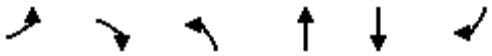
Intersection Summary				
Average Delay	10.7			
Intersection Capacity Utilization	39.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	57	115	102	90	24	94	46	78	16	57	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	62	125	111	98	26	102	50	85	17	62	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	197	235	237	86
Volume Left (vph)	10	111	102	17
Volume Right (vph)	125	26	85	7
Hadj (s)	-0.34	0.06	-0.09	0.03
Departure Headway (s)	4.8	5.1	5.0	5.4
Degree Utilization, x	0.26	0.33	0.33	0.13
Capacity (veh/h)	693	659	654	594
Control Delay (s)	9.5	10.6	10.5	9.2
Approach Delay (s)	9.5	10.6	10.5	9.2
Approach LOS	A	B	B	A

Intersection Summary				
Delay	10.1			
Level of Service	B			
Intersection Capacity Utilization	56.1%	ICU Level of Service	B	
Analysis Period (min)	15			

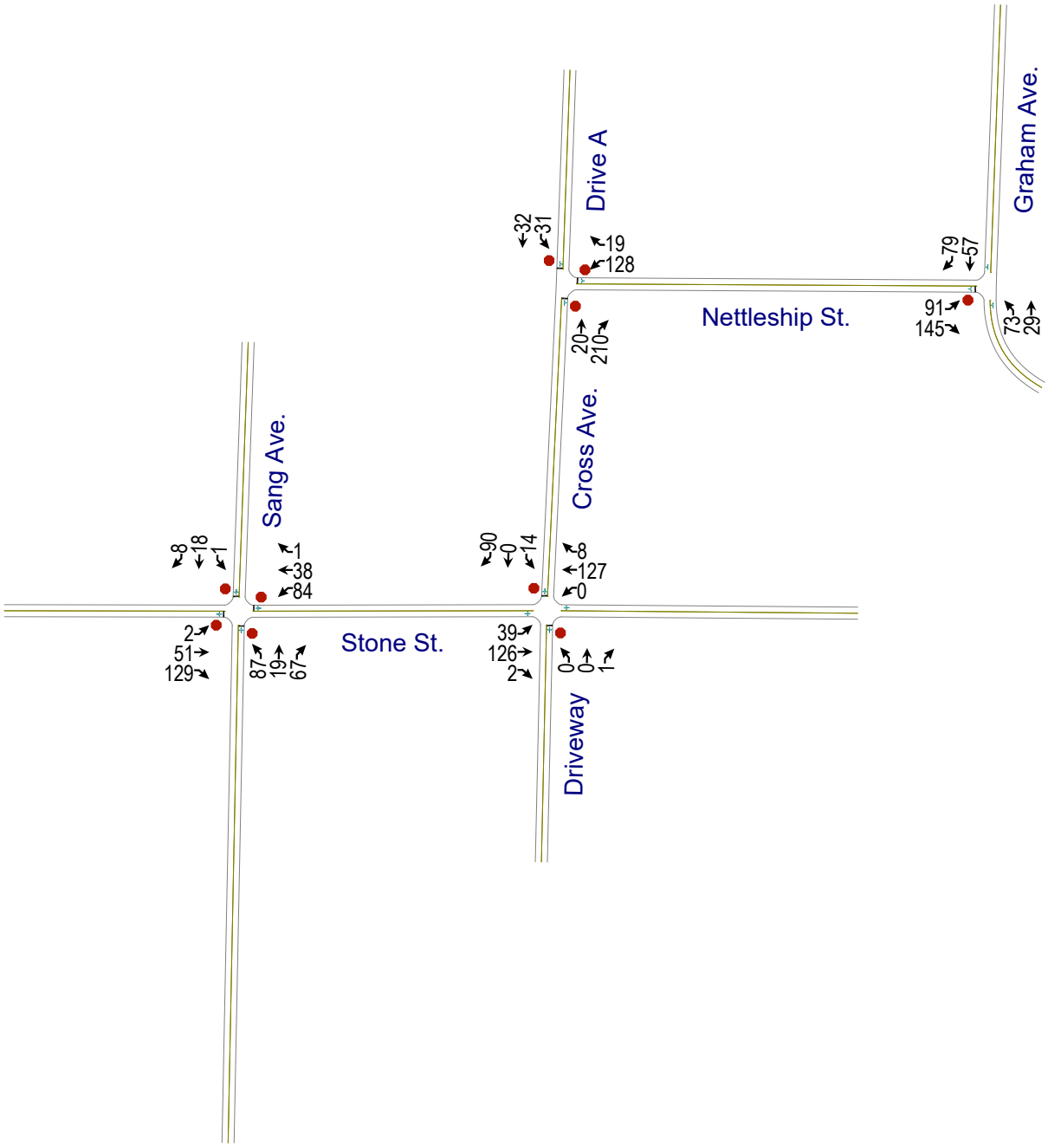


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	68	116	146	54	20	71
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	74	126	159	59	22	77
Pedestrians	6			5	5	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	447	71	105			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	447	71	105			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	87	89			
cM capacity (veh/h)	503	982	1479			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	200	217	99
Volume Left	74	159	0
Volume Right	126	0	77
cSH	726	1479	1700
Volume to Capacity	0.28	0.11	0.06
Queue Length 95th (ft)	28	9	0
Control Delay (s)	11.8	5.9	0.0
Lane LOS	B	A	
Approach Delay (s)	11.8	5.9	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

PROJECTED AM



Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	51	129	84	38	1	87	19	67	1	18	8
Future Vol, veh/h	2	51	129	84	38	1	87	19	67	1	18	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	55	140	91	41	1	95	21	73	1	20	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.9	9.1	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	1%	68%	4%
Vol Thru, %	11%	28%	31%	67%
Vol Right, %	39%	71%	1%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	182	123	27
LT Vol	87	2	84	1
Through Vol	19	51	38	18
RT Vol	67	129	1	8
Lane Flow Rate	188	198	134	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.239	0.23	0.178	0.039
Departure Headway (Hd)	4.578	4.188	4.792	4.739
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	857	747	753
Service Time	2.614	2.218	2.827	2.785
HCM Lane V/C Ratio	0.24	0.231	0.179	0.039
HCM Control Delay	9.1	8.5	8.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.9	0.6	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	39	126	2	0	127	8	0	0	1	14	0	90
Future Vol, veh/h	39	126	2	0	127	8	0	0	1	14	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	137	2	0	138	9	0	0	1	15	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	139	0	0	414	369	138	366	366	143
Stage 1	-	-	-	-	-	-	222	222	-	143	143	-
Stage 2	-	-	-	-	-	-	192	147	-	223	223	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1445	-	-	549	560	910	590	562	905
Stage 1	-	-	-	-	-	-	780	720	-	860	779	-
Stage 2	-	-	-	-	-	-	810	775	-	780	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1445	-	-	478	542	910	575	544	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	478	542	-	575	544	-
Stage 1	-	-	-	-	-	-	755	697	-	832	779	-
Stage 2	-	-	-	-	-	-	722	775	-	754	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	9	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	910	1435	-	-	1445	-	-	840
HCM Lane V/C Ratio	0.001	0.03	-	-	-	-	-	0.135
HCM Control Delay (s)	9	7.6	0	-	0	-	-	10
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	19	20	210	31	32
Future Vol, veh/h	128	19	20	210	31	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	21	22	228	34	35
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.9	8.3	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	87%	49%
Vol Thru, %	9%	0%	51%
Vol Right, %	91%	13%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	230	147	63
LT Vol	0	128	31
Through Vol	20	0	32
RT Vol	210	19	0
Lane Flow Rate	250	160	68
Geometry Grp	1	1	1
Degree of Util (X)	0.268	0.208	0.089
Departure Headway (Hd)	3.863	4.688	4.671
Convergence, Y/N	Yes	Yes	Yes
Cap	933	767	768
Service Time	1.876	2.712	2.69
HCM Lane V/C Ratio	0.268	0.209	0.089
HCM Control Delay	8.3	8.9	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.8	0.3

Intersection	
Int Delay, s/veh	6.9

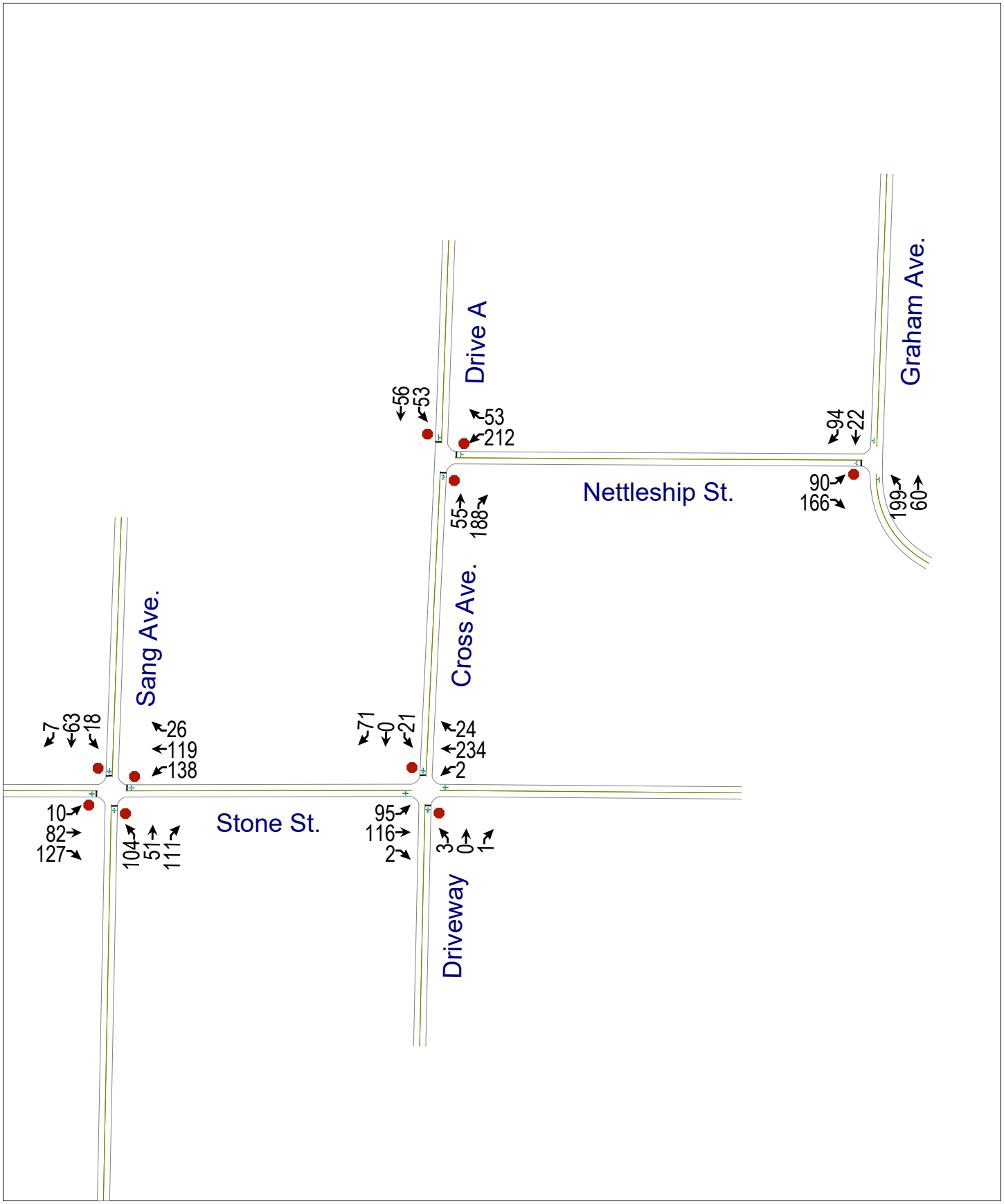
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	145	73	29	57	79
Future Vol, veh/h	91	145	73	29	57	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	158	79	32	62	86

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	105	148	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	696	949	1434	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	949	1434	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	5.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1434	-	810	-	-
HCM Lane V/C Ratio	0.055	-	0.317	-	-
HCM Control Delay (s)	7.7	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-

PROJECTED PM



Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	82	127	138	119	26	104	51	111	18	63	7
Future Vol, veh/h	10	82	127	138	119	26	104	51	111	18	63	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	89	138	150	129	28	113	55	121	20	68	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.9	13.2	12.5	10.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	5%	49%	20%
Vol Thru, %	19%	37%	42%	72%
Vol Right, %	42%	58%	9%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	219	283	88
LT Vol	104	10	138	18
Through Vol	51	82	119	63
RT Vol	111	127	26	7
Lane Flow Rate	289	238	308	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.433	0.343	0.465	0.157
Departure Headway (Hd)	5.395	5.187	5.437	5.918
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	690	661	604
Service Time	3.443	3.237	3.483	3.981
HCM Lane V/C Ratio	0.435	0.345	0.466	0.159
HCM Control Delay	12.5	10.9	13.2	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.2	1.5	2.5	0.6

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	116	2	2	234	24	3	0	1	21	0	71
Future Vol, veh/h	95	116	2	2	234	24	3	0	1	21	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	126	2	2	254	26	3	0	1	23	0	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	128	0	0	643	617	127	605	605	267
Stage 1	-	-	-	-	-	-	333	333	-	271	271	-
Stage 2	-	-	-	-	-	-	310	284	-	334	334	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1283	-	-	1458	-	-	386	405	923	410	412	772
Stage 1	-	-	-	-	-	-	681	644	-	735	685	-
Stage 2	-	-	-	-	-	-	700	676	-	680	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1458	-	-	324	369	923	382	376	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	369	-	382	376	-
Stage 1	-	-	-	-	-	-	622	589	-	672	684	-
Stage 2	-	-	-	-	-	-	629	675	-	621	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.6	0.1	14.4	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	1283	-	-	1458	-	-	626
HCM Lane V/C Ratio	0.011	0.08	-	-	0.001	-	-	0.16
HCM Control Delay (s)	14.4	8.1	0	-	7.5	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.3	-	-	0	-	-	0.6

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	212	53	55	188	53	56
Future Vol, veh/h	212	53	55	188	53	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	58	60	204	58	61
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	10.9	9.4	9.1
HCM LOS	B	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	49%
Vol Thru, %	23%	0%	51%
Vol Right, %	77%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	243	265	109
LT Vol	0	212	53
Through Vol	55	0	56
RT Vol	188	53	0
Lane Flow Rate	264	288	118
Geometry Grp	1	1	1
Degree of Util (X)	0.319	0.387	0.166
Departure Headway (Hd)	4.351	4.833	5.058
Convergence, Y/N	Yes	Yes	Yes
Cap	824	740	706
Service Time	2.395	2.886	3.114
HCM Lane V/C Ratio	0.32	0.389	0.167
HCM Control Delay	9.4	10.9	9.1
HCM Lane LOS	A	B	A
HCM 95th-tile Q	1.4	1.8	0.6

Intersection	
Int Delay, s/veh	8.3

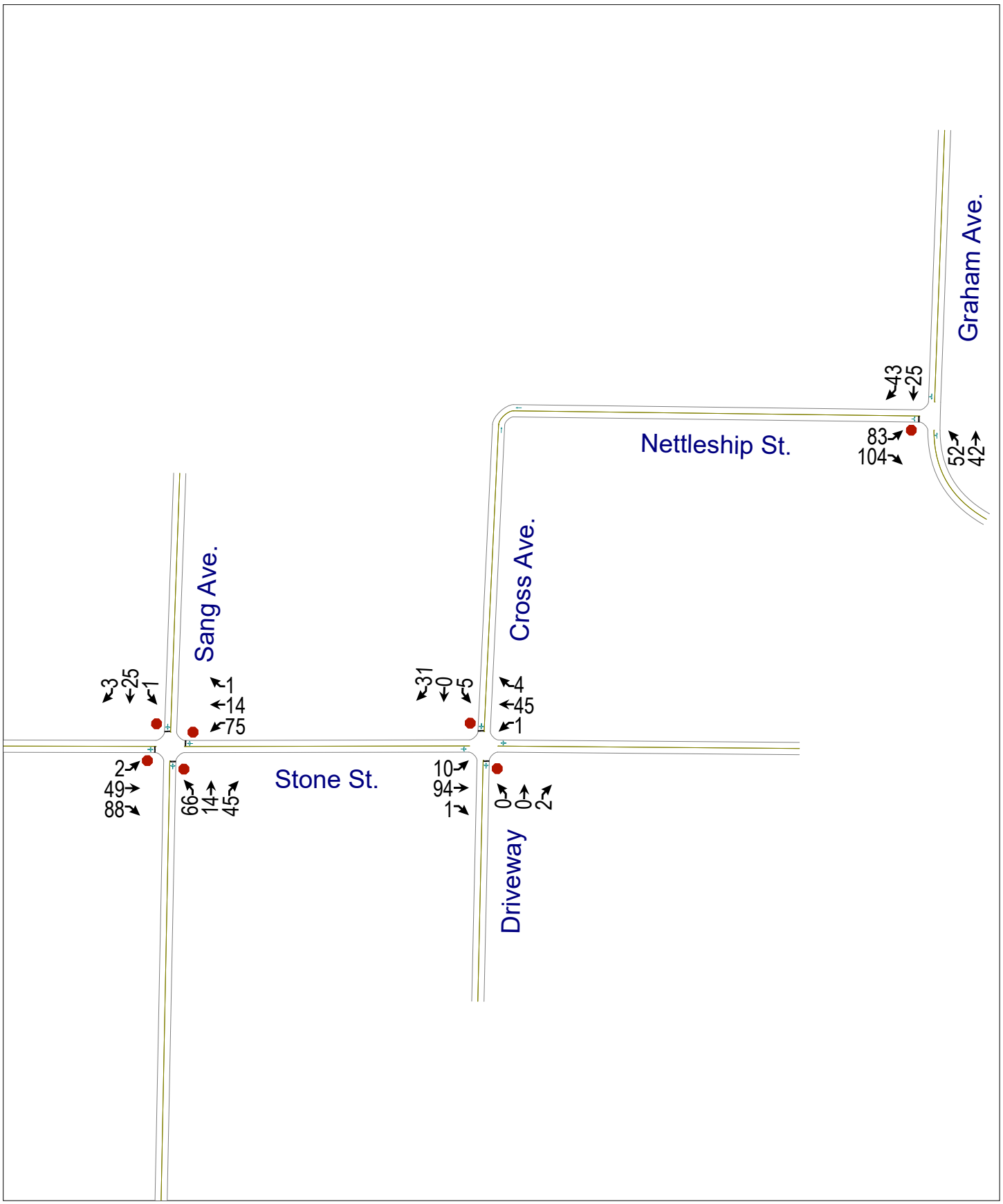
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	166	199	60	22	94
Future Vol, veh/h	90	166	199	60	22	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	180	216	65	24	102

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	572	75	126	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	482	986	1460	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	408	986	1460	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	6.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1460	-	658	-	-
HCM Lane V/C Ratio	0.148	-	0.423	-	-
HCM Control Delay (s)	7.9	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	2.1	-	-

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Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	49	88	75	14	1	66	14	45	1	25	3
Future Vol, veh/h	2	49	88	75	14	1	66	14	45	1	25	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	53	96	82	15	1	72	15	49	1	27	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.3	8.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	1%	83%	3%
Vol Thru, %	11%	35%	16%	86%
Vol Right, %	36%	63%	1%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	139	90	29
LT Vol	66	2	75	1
Through Vol	14	49	14	25
RT Vol	45	88	1	3
Lane Flow Rate	136	151	98	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.166	0.17	0.126	0.04
Departure Headway (Hd)	4.41	4.056	4.635	4.585
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	887	776	782
Service Time	2.428	2.072	2.652	2.607
HCM Lane V/C Ratio	0.167	0.17	0.126	0.041
HCM Control Delay	8.3	7.9	8.3	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	0.4	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	94	1	1	45	4	0	0	2	5	0	31
Future Vol, veh/h	10	94	1	1	45	4	0	0	2	5	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	102	1	1	49	4	0	0	2	5	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	103	0	0	195	180	103	179	178	51
Stage 1	-	-	-	-	-	-	125	125	-	53	53	-
Stage 2	-	-	-	-	-	-	70	55	-	126	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1553	-	-	1489	-	-	764	714	952	783	716	1017
Stage 1	-	-	-	-	-	-	879	792	-	960	851	-
Stage 2	-	-	-	-	-	-	940	849	-	878	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1489	-	-	733	708	952	776	710	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	708	-	776	710	-
Stage 1	-	-	-	-	-	-	872	786	-	952	850	-
Stage 2	-	-	-	-	-	-	908	848	-	869	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	8.8	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	952	1553	-	-	1489	-	-	975
HCM Lane V/C Ratio	0.002	0.007	-	-	0.001	-	-	0.04
HCM Control Delay (s)	8.8	7.3	0	-	7.4	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.6

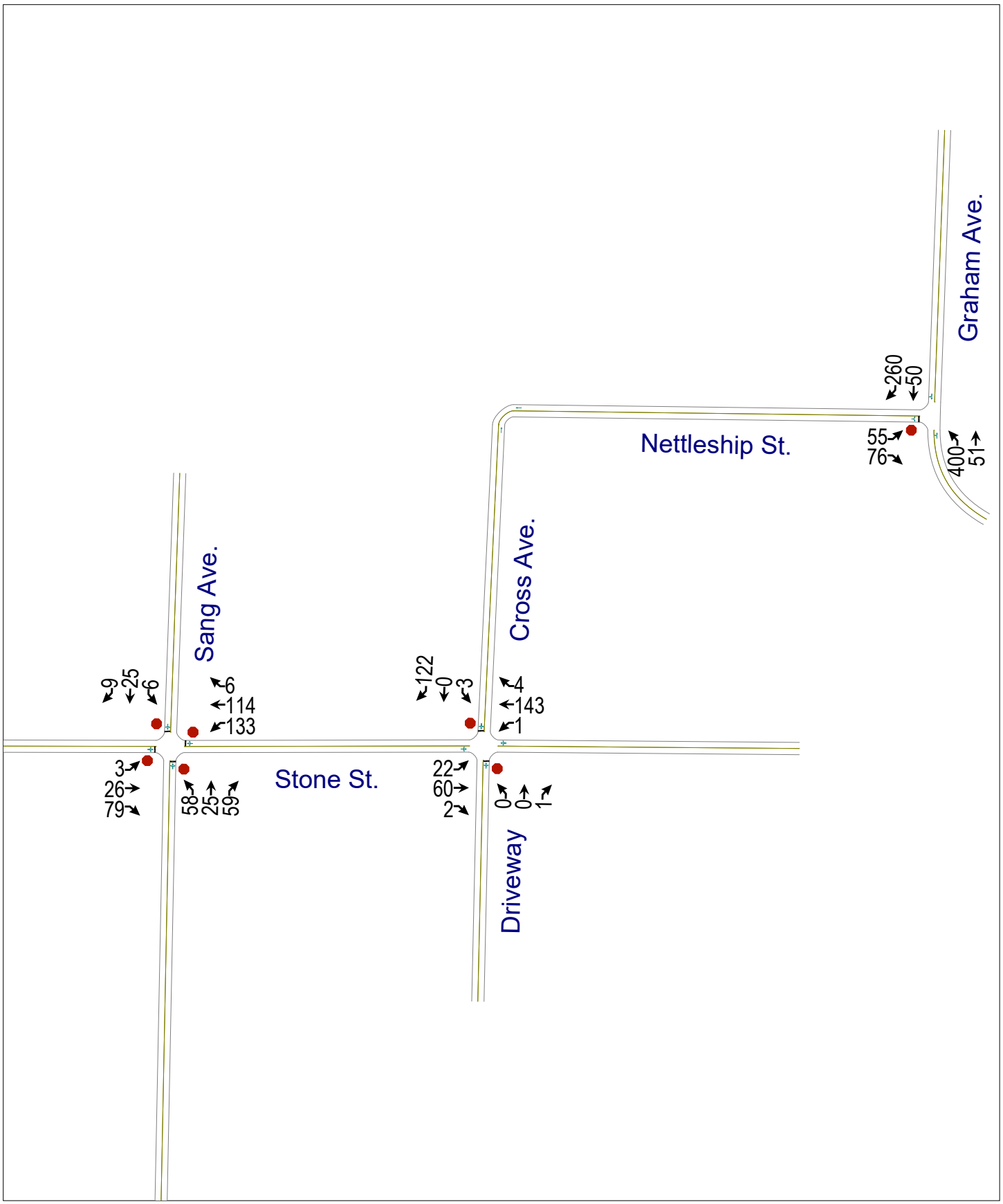
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	104	52	42	25	43
Future Vol, veh/h	83	104	52	42	25	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	113	57	46	27	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	211	51	74	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	777	1017	1526	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	747	1017	1526	-	-	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	876	-	-
HCM Lane V/C Ratio	0.037	-	0.232	-	-
HCM Control Delay (s)	7.5	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

P2243 EXISTING PM



Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	26	79	133	114	6	58	25	59	6	25	9
Future Vol, veh/h	3	26	79	133	114	6	58	25	59	6	25	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	28	86	145	124	7	63	27	64	7	27	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	10.2	9	8.3
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	3%	53%	15%
Vol Thru, %	18%	24%	45%	62%
Vol Right, %	42%	73%	2%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	108	253	40
LT Vol	58	3	133	6
Through Vol	25	26	114	25
RT Vol	59	79	6	9
Lane Flow Rate	154	117	275	43
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.14	0.354	0.06
Departure Headway (Hd)	4.722	4.301	4.63	4.932
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	758	831	776	723
Service Time	2.765	2.342	2.665	2.984
HCM Lane V/C Ratio	0.203	0.141	0.354	0.059
HCM Control Delay	9	8	10.2	8.3
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.8	0.5	1.6	0.2

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	60	2	1	143	4	0	0	1	3	0	122
Future Vol, veh/h	22	60	2	1	143	4	0	0	1	3	0	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	65	2	1	155	4	0	0	1	3	0	133

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	67	0	0	340	275	66	274	274	157
Stage 1	-	-	-	-	-	-	114	114	-	159	159	-
Stage 2	-	-	-	-	-	-	226	161	-	115	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1535	-	-	614	632	998	678	633	889
Stage 1	-	-	-	-	-	-	891	801	-	843	766	-
Stage 2	-	-	-	-	-	-	777	765	-	890	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1535	-	-	515	620	998	667	621	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	515	620	-	667	621	-
Stage 1	-	-	-	-	-	-	875	787	-	828	765	-
Stage 2	-	-	-	-	-	-	660	764	-	873	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	8.6	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	998	1420	-	-	1535	-	-	882
HCM Lane V/C Ratio	0.001	0.017	-	-	0.001	-	-	0.154
HCM Control Delay (s)	8.6	7.6	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	8.8

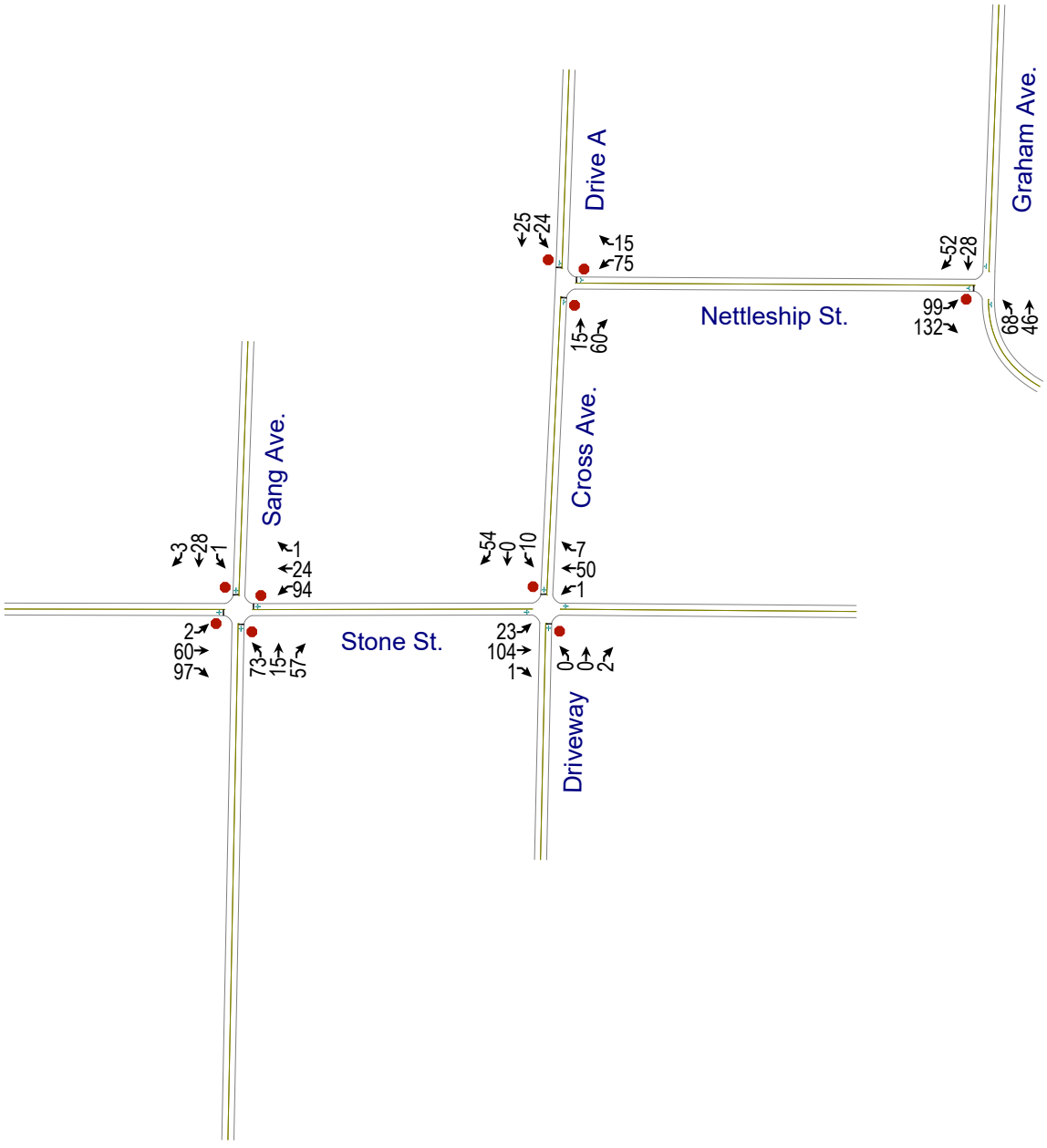
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	76	400	51	50	260
Future Vol, veh/h	55	76	400	51	50	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	83	435	55	54	283

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1121	196	337	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	228	845	1222	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	845	1222	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.8	8.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1222	-	278	-	-
HCM Lane V/C Ratio	0.356	-	0.512	-	-
HCM Control Delay (s)	9.6	0	30.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	1.6	-	2.7	-	-

AM 5-YEAR PROJECTED



Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	104	1	1	50	7	0	0	2	10	0	54
Future Vol, veh/h	23	104	1	1	50	7	0	0	2	10	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	113	1	1	54	8	0	0	2	11	0	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	114	0	0	254	228	114	225	224	58
Stage 1	-	-	-	-	-	-	164	164	-	60	60	-
Stage 2	-	-	-	-	-	-	90	64	-	165	164	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1475	-	-	699	671	939	730	675	1008
Stage 1	-	-	-	-	-	-	838	762	-	951	845	-
Stage 2	-	-	-	-	-	-	917	842	-	837	762	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1541	-	-	1475	-	-	649	659	939	718	663	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	649	659	-	718	663	-
Stage 1	-	-	-	-	-	-	824	749	-	935	844	-
Stage 2	-	-	-	-	-	-	863	841	-	821	749	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	8.8	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	939	1541	-	-	1475	-	-	948
HCM Lane V/C Ratio	0.002	0.016	-	-	0.001	-	-	0.073
HCM Control Delay (s)	8.8	7.4	0	-	7.4	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	132	68	46	28	52
Future Vol, veh/h	99	132	68	46	28	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	143	74	50	30	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	257	59	87	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	732	1007	1509	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	695	1007	1509	-	-	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	4.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	845	-	-
HCM Lane V/C Ratio	0.049	-	0.297	-	-
HCM Control Delay (s)	7.5	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	15	15	60	24	25
Future Vol, veh/h	75	15	15	60	24	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	16	16	65	26	27
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.8	7.1	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	83%	49%
Vol Thru, %	20%	0%	51%
Vol Right, %	80%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	75	90	49
LT Vol	0	75	24
Through Vol	15	0	25
RT Vol	60	15	0
Lane Flow Rate	82	98	53
Geometry Grp	1	1	1
Degree of Util (X)	0.083	0.115	0.063
Departure Headway (Hd)	3.666	4.231	4.266
Convergence, Y/N	Yes	Yes	Yes
Cap	965	842	832
Service Time	1.735	2.282	2.332
HCM Lane V/C Ratio	0.085	0.116	0.064
HCM Control Delay	7.1	7.8	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2

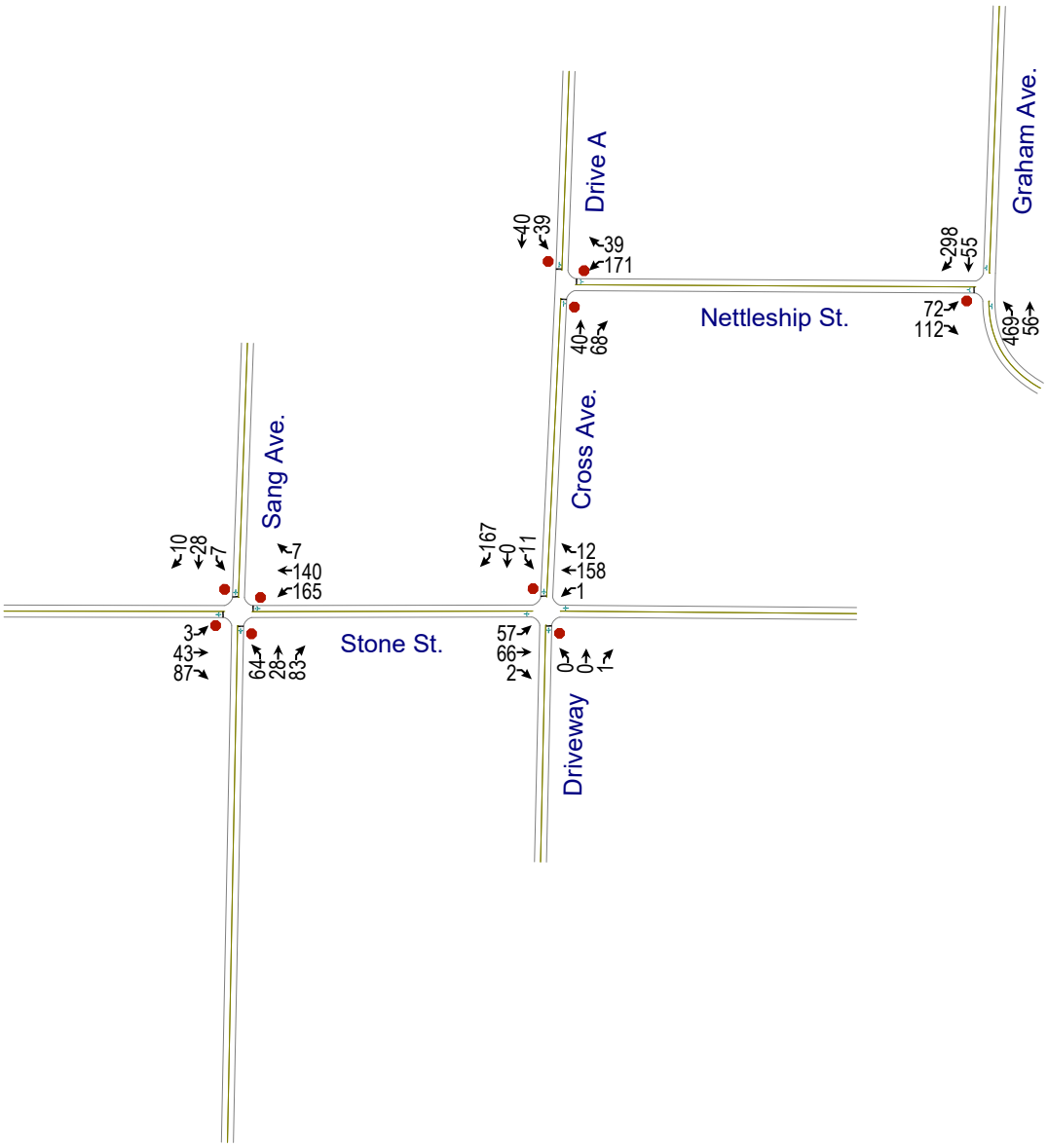
Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	60	97	94	24	1	73	15	57	1	28	3
Future Vol, veh/h	2	60	97	94	24	1	73	15	57	1	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	65	105	102	26	1	79	16	62	1	30	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	8.7	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	1%	79%	3%
Vol Thru, %	10%	38%	20%	88%
Vol Right, %	39%	61%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	159	119	32
LT Vol	73	2	94	1
Through Vol	15	60	24	28
RT Vol	57	97	1	3
Lane Flow Rate	158	173	129	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.198	0.2	0.17	0.046
Departure Headway (Hd)	4.519	4.176	4.722	4.753
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	859	759	752
Service Time	2.547	2.202	2.75	2.789
HCM Lane V/C Ratio	0.199	0.201	0.17	0.047
HCM Control Delay	8.7	8.2	8.7	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	0.6	0.1

PROJECTED 5 YEAR PM



Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	43	87	165	140	7	64	28	83	7	28	10
Future Vol, veh/h	3	43	87	165	140	7	64	28	83	7	28	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	47	95	179	152	8	70	30	90	8	30	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	11.8	9.7	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	2%	53%	16%
Vol Thru, %	16%	32%	45%	62%
Vol Right, %	47%	65%	2%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	133	312	45
LT Vol	64	3	165	7
Through Vol	28	43	140	28
RT Vol	83	87	7	10
Lane Flow Rate	190	145	339	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.26	0.183	0.451	0.071
Departure Headway (Hd)	4.921	4.557	4.787	5.236
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	781	749	676
Service Time	2.991	2.627	2.845	3.326
HCM Lane V/C Ratio	0.262	0.186	0.453	0.072
HCM Control Delay	9.7	8.7	11.8	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1	0.7	2.4	0.2

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	66	2	1	158	12	0	0	1	11	0	167
Future Vol, veh/h	57	66	2	1	158	12	0	0	1	11	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	72	2	1	172	13	0	0	1	12	0	182

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	74	0	0	469	384	73	379	379	179
Stage 1	-	-	-	-	-	-	197	197	-	181	181	-
Stage 2	-	-	-	-	-	-	272	187	-	198	198	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1390	-	-	1526	-	-	505	550	989	579	553	864
Stage 1	-	-	-	-	-	-	805	738	-	821	750	-
Stage 2	-	-	-	-	-	-	734	745	-	804	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1390	-	-	1526	-	-	384	524	989	557	526	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	524	-	557	526	-
Stage 1	-	-	-	-	-	-	767	703	-	782	749	-
Stage 2	-	-	-	-	-	-	579	744	-	765	702	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.5	0	8.6	10.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	989	1390	-	-	1526	-	-	836
HCM Lane V/C Ratio	0.001	0.045	-	-	0.001	-	-	0.231
HCM Control Delay (s)	8.6	7.7	0	-	7.4	0	-	10.6
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	21.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	112	469	56	55	298
Future Vol, veh/h	72	112	469	56	55	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	122	510	61	60	324

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1303	222	384	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	177	818	1174	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	818	1174	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	326	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	99.2	9.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1174	-	209	-	-
HCM Lane V/C Ratio	0.434	-	0.957	-	-
HCM Control Delay (s)	10.4	0	99.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	2.2	-	8.1	-	-

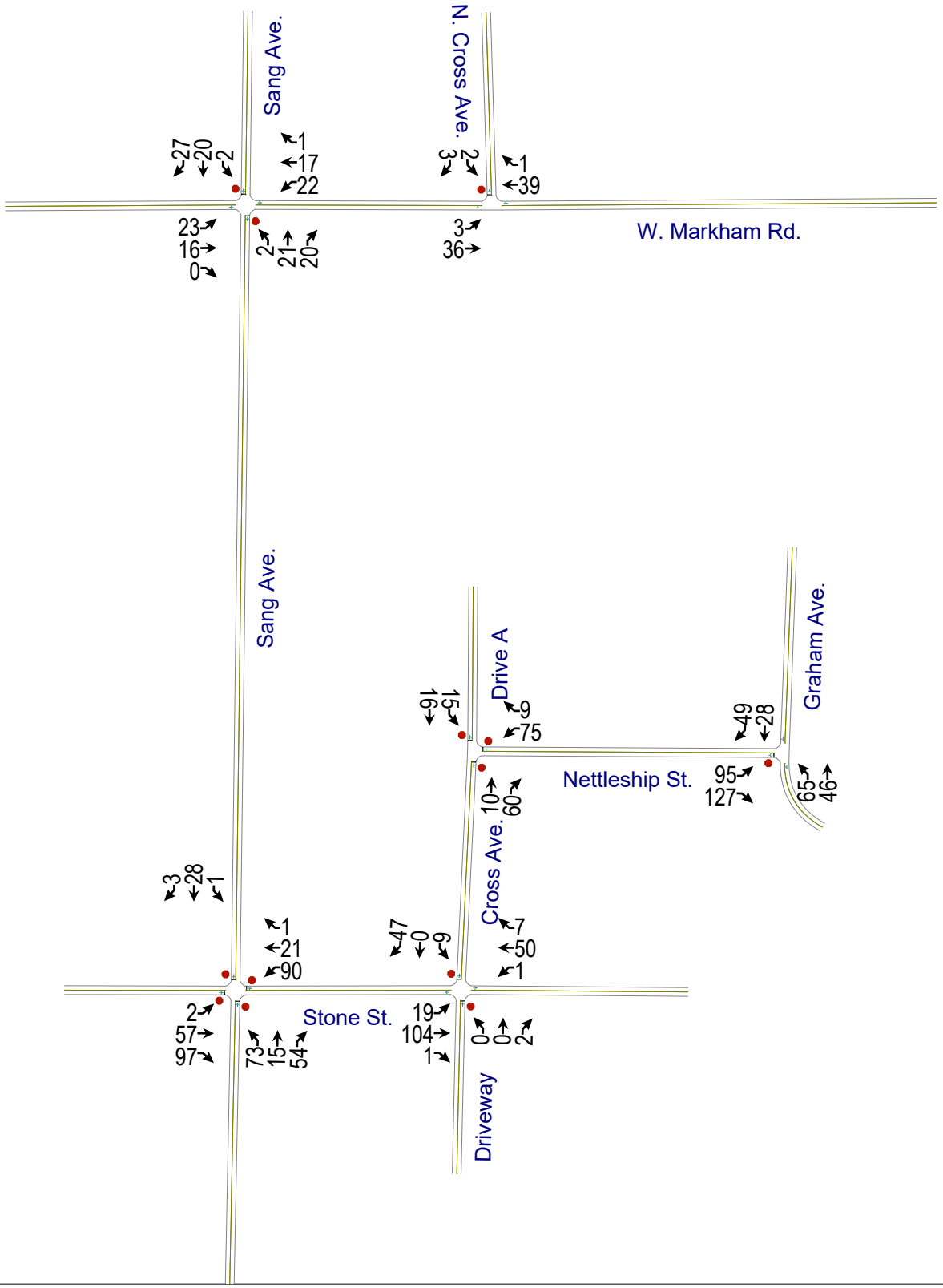
Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	171	39	40	68	39	40
Future Vol, veh/h	171	39	40	68	39	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	42	43	74	42	43
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.2	7.9	8.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	81%	49%
Vol Thru, %	37%	0%	51%
Vol Right, %	63%	19%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	108	210	79
LT Vol	0	171	39
Through Vol	40	0	40
RT Vol	68	39	0
Lane Flow Rate	117	228	86
Geometry Grp	1	1	1
Degree of Util (X)	0.137	0.282	0.112
Departure Headway (Hd)	4.199	4.443	4.7
Convergence, Y/N	Yes	Yes	Yes
Cap	856	810	764
Service Time	2.217	2.462	2.72
HCM Lane V/C Ratio	0.137	0.281	0.113
HCM Control Delay	7.9	9.2	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	1.2	0.4

PROJECTED AM ALT.



Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	57	97	90	21	1	73	15	54	1	28	3
Future Vol, veh/h	2	57	97	90	21	1	73	15	54	1	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	62	105	98	23	1	79	16	59	1	30	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.6	8.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	1%	80%	3%
Vol Thru, %	11%	37%	19%	88%
Vol Right, %	38%	62%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	156	112	32
LT Vol	73	2	90	1
Through Vol	15	57	21	28
RT Vol	54	97	1	3
Lane Flow Rate	154	170	122	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.193	0.196	0.159	0.046
Departure Headway (Hd)	4.503	4.152	4.712	4.722
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	865	762	758
Service Time	2.529	2.174	2.738	2.755
HCM Lane V/C Ratio	0.193	0.197	0.16	0.046
HCM Control Delay	8.6	8.2	8.6	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	0.6	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	104	1	1	50	7	0	0	2	9	0	47
Future Vol, veh/h	19	104	1	1	50	7	0	0	2	9	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	113	1	1	54	8	0	0	2	10	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	114	0	0	242	220	114	217	216	58
Stage 1	-	-	-	-	-	-	156	156	-	60	60	-
Stage 2	-	-	-	-	-	-	86	64	-	157	156	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1475	-	-	712	678	939	739	682	1008
Stage 1	-	-	-	-	-	-	846	769	-	951	845	-
Stage 2	-	-	-	-	-	-	922	842	-	845	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1541	-	-	1475	-	-	668	667	939	729	671	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	667	-	729	671	-
Stage 1	-	-	-	-	-	-	833	757	-	937	844	-
Stage 2	-	-	-	-	-	-	874	841	-	830	757	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.1	8.8	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	939	1541	-	-	1475	-	-	950
HCM Lane V/C Ratio	0.002	0.013	-	-	0.001	-	-	0.064
HCM Control Delay (s)	8.8	7.4	0	-	7.4	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	20.5
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	112	469	56	55	298
Future Vol, veh/h	72	112	469	56	55	298
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	122	510	61	60	324
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.9	28.6	13
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	89%	39%	0%
Vol Thru, %	11%	0%	16%
Vol Right, %	0%	61%	84%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	525	184	353
LT Vol	469	72	0
Through Vol	56	0	55
RT Vol	0	112	298
Lane Flow Rate	571	200	384
Geometry Grp	1	1	1
Degree of Util (X)	0.83	0.329	0.516
Departure Headway (Hd)	5.233	5.928	4.838
Convergence, Y/N	Yes	Yes	Yes
Cap	690	606	744
Service Time	3.266	3.978	2.877
HCM Lane V/C Ratio	0.828	0.33	0.516
HCM Control Delay	28.6	11.9	13
HCM Lane LOS	D	B	B
HCM 95th-tile Q	9	1.4	3

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	127	65	46	28	49
Future Vol, veh/h	95	127	65	46	28	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	138	71	50	30	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	57	83	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	739	1009	1514	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	1009	1514	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	4.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	851	-	-
HCM Lane V/C Ratio	0.047	-	0.284	-	-
HCM Control Delay (s)	7.5	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	9	10	60	15	16
Future Vol, veh/h	75	9	10	60	15	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	10	11	65	16	17
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.8	7	7.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	89%	48%
Vol Thru, %	14%	0%	52%
Vol Right, %	86%	11%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	70	84	31
LT Vol	0	75	15
Through Vol	10	0	16
RT Vol	60	9	0
Lane Flow Rate	76	91	34
Geometry Grp	1	1	1
Degree of Util (X)	0.076	0.108	0.04
Departure Headway (Hd)	3.605	4.239	4.25
Convergence, Y/N	Yes	Yes	Yes
Cap	983	844	836
Service Time	1.667	2.273	2.311
HCM Lane V/C Ratio	0.077	0.108	0.041
HCM Control Delay	7	7.8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.4	0.1

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	23	16	0	22	17	1	2	21	20	2	20	27
Future Vol, veh/h	23	16	0	22	17	1	2	21	20	2	20	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	17	0	24	18	1	2	23	22	2	22	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	17	0	0	159	134	17	157	134	19
Stage 1	-	-	-	-	-	-	67	67	-	67	67	-
Stage 2	-	-	-	-	-	-	92	67	-	90	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1600	-	-	807	757	1062	809	757	1059
Stage 1	-	-	-	-	-	-	943	839	-	943	839	-
Stage 2	-	-	-	-	-	-	915	839	-	917	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1600	-	-	749	734	1062	756	734	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	734	-	756	734	-
Stage 1	-	-	-	-	-	-	928	826	-	928	826	-
Stage 2	-	-	-	-	-	-	853	826	-	859	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.3	4	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	858	1597	-	-	1600	-	-	885
HCM Lane V/C Ratio	0.054	0.016	-	-	0.015	-	-	0.06
HCM Control Delay (s)	9.4	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

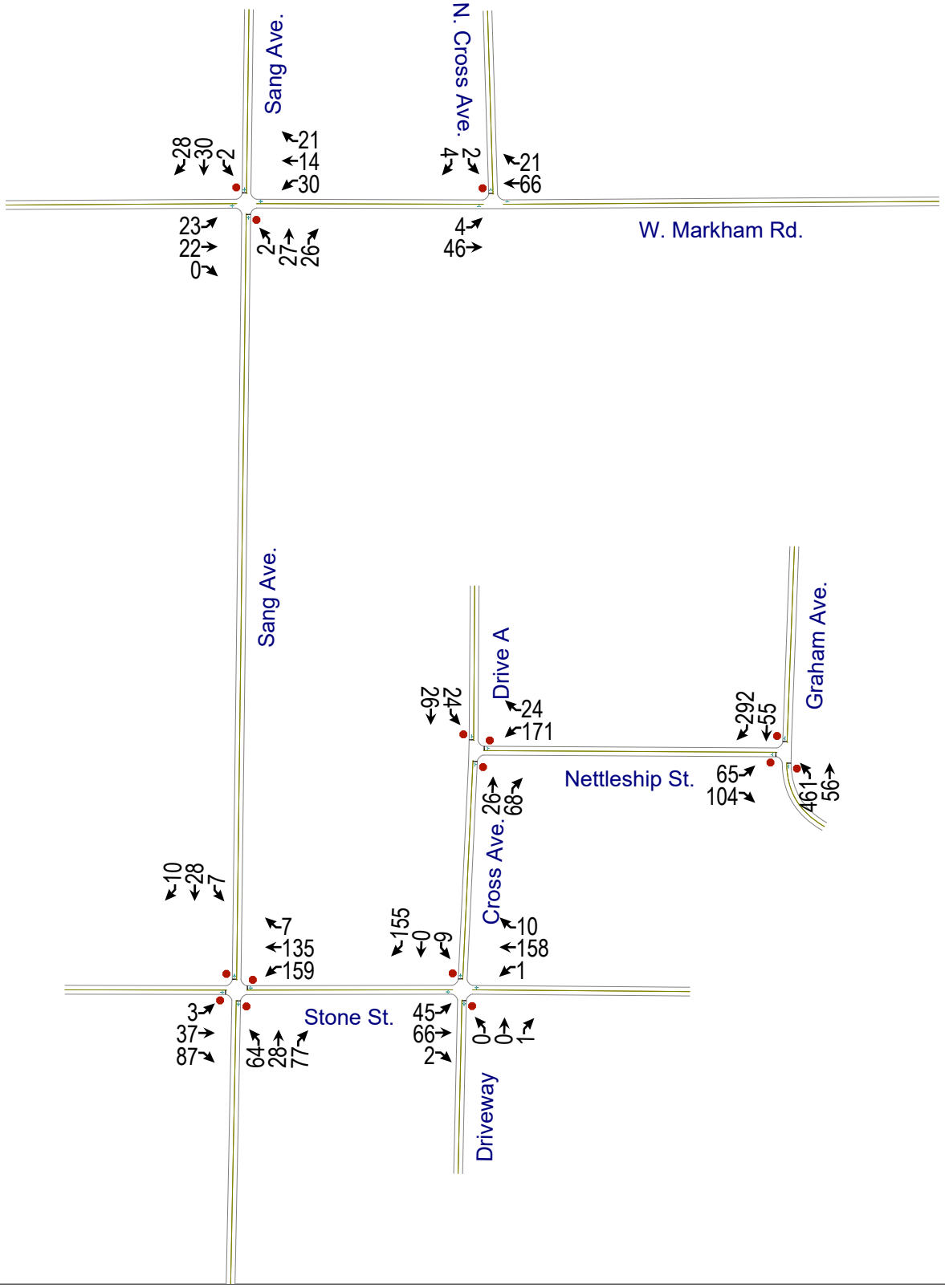
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	36	39	1	2	3
Future Vol, veh/h	3	36	39	1	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	39	42	1	2	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	88	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1566	-	-	-	913	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1566	-	-	-	911	1027
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	977	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	977
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

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Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	37	87	159	135	7	64	28	77	7	28	10
Future Vol, veh/h	3	37	87	159	135	7	64	28	77	7	28	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	40	95	173	147	8	70	30	84	8	30	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	11.4	9.6	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	2%	53%	16%
Vol Thru, %	17%	29%	45%	62%
Vol Right, %	46%	69%	2%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	169	127	301	45
LT Vol	64	3	159	7
Through Vol	28	37	135	28
RT Vol	77	87	7	10
Lane Flow Rate	184	138	327	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.249	0.173	0.432	0.07
Departure Headway (Hd)	4.888	4.501	4.757	5.177
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	791	752	686
Service Time	2.951	2.564	2.811	3.256
HCM Lane V/C Ratio	0.252	0.174	0.435	0.071
HCM Control Delay	9.6	8.5	11.4	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1	0.6	2.2	0.2

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	66	2	1	158	10	0	0	1	9	0	155
Future Vol, veh/h	45	66	2	1	158	10	0	0	1	9	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	72	2	1	172	11	0	0	1	10	0	168

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	74	0	0	435	356	73	352	352	178
Stage 1	-	-	-	-	-	-	171	171	-	180	180	-
Stage 2	-	-	-	-	-	-	264	185	-	172	172	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1392	-	-	1526	-	-	531	570	989	603	573	865
Stage 1	-	-	-	-	-	-	831	757	-	822	750	-
Stage 2	-	-	-	-	-	-	741	747	-	830	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1526	-	-	415	548	989	585	551	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	415	548	-	585	551	-
Stage 1	-	-	-	-	-	-	800	729	-	792	749	-
Stage 2	-	-	-	-	-	-	596	746	-	798	728	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0	8.6	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	989	1392	-	-	1526	-	-	843
HCM Lane V/C Ratio	0.001	0.035	-	-	0.001	-	-	0.211
HCM Control Delay (s)	8.6	7.7	0	-	7.4	0	-	10.4
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	16.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	104	461	56	55	292
Future Vol, veh/h	65	104	461	56	55	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	113	501	61	60	317

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1282	219	377	0	-	0
Stage 1	219	-	-	-	-	-
Stage 2	1063	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	182	821	1181	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	102	821	1181	-	-	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	70.1	9.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1181	-	221	-	-
HCM Lane V/C Ratio	0.424	-	0.831	-	-
HCM Control Delay (s)	10.3	0	70.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	2.2	-	6.3	-	-

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	104	461	56	55	292
Future Vol, veh/h	65	104	461	56	55	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	113	501	61	60	317
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.4	26	12.4
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	89%	38%	0%
Vol Thru, %	11%	0%	16%
Vol Right, %	0%	62%	84%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	517	169	347
LT Vol	461	65	0
Through Vol	56	0	55
RT Vol	0	104	292
Lane Flow Rate	562	184	377
Geometry Grp	1	1	1
Degree of Util (X)	0.805	0.299	0.498
Departure Headway (Hd)	5.156	5.863	4.753
Convergence, Y/N	Yes	Yes	Yes
Cap	702	612	758
Service Time	3.182	3.907	2.785
HCM Lane V/C Ratio	0.801	0.301	0.497
HCM Control Delay	26	11.4	12.4
HCM Lane LOS	D	B	B
HCM 95th-tile Q	8.3	1.3	2.8

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	171	24	26	68	24	26
Future Vol, veh/h	171	24	26	68	24	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	26	28	74	26	28
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.9	7.6	8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	88%	48%
Vol Thru, %	28%	0%	52%
Vol Right, %	72%	12%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	94	195	50
LT Vol	0	171	24
Through Vol	26	0	26
RT Vol	68	24	0
Lane Flow Rate	102	212	54
Geometry Grp	1	1	1
Degree of Util (X)	0.115	0.253	0.07
Departure Headway (Hd)	4.061	4.304	4.634
Convergence, Y/N	Yes	Yes	Yes
Cap	888	822	777
Service Time	2.063	2.392	2.638
HCM Lane V/C Ratio	0.115	0.258	0.069
HCM Control Delay	7.6	8.9	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	1	0.2

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	23	22	0	30	14	21	2	27	26	2	30	28
Future Vol, veh/h	23	22	0	30	14	21	2	27	26	2	30	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	24	0	33	15	23	2	29	28	2	33	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	24	0	0	198	178	24	196	167	27
Stage 1	-	-	-	-	-	-	74	74	-	93	93	-
Stage 2	-	-	-	-	-	-	124	104	-	103	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1591	-	-	761	716	1052	763	726	1048
Stage 1	-	-	-	-	-	-	935	833	-	914	818	-
Stage 2	-	-	-	-	-	-	880	809	-	903	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1591	-	-	693	690	1052	698	699	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	690	-	698	699	-
Stage 1	-	-	-	-	-	-	920	820	-	899	801	-
Stage 2	-	-	-	-	-	-	802	792	-	834	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	3.4	9.7	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	824	1572	-	-	1591	-	-	828
HCM Lane V/C Ratio	0.073	0.016	-	-	0.02	-	-	0.079
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	46	66	21	2	4
Future Vol, veh/h	4	46	66	21	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	50	72	23	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	142	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1499	-	-	-	851	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	848	975
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	929
HCM Lane V/C Ratio	0.003	-	-	-	0.007
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



PETERS & ASSOCIATES
ENGINEERS, INC.
• CIVIL & TRAFFIC ENGINEERING •
5507 Ranch Drive - Suite 209
Little Rock, Arkansas 72223 (501) 868-3999

APPENDIX D: ALTA SURVEY

FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT FOR TITLE INSURANCE FILE NO. 24–1007–1, DATED DECEMBER 26, 2023

SCHEDULE B – SECTION II EXCEPTIONS

(1) ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART 1–REQUIREMENTS ARE MET. (NOT SURVEY RELATED)

(2) REAL ESTATE TAXES FOR THE YEAR 2024 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE. TAXES FOR THE YEAR 2022 AND PRIOR YEARS ARE PAID. (NOT SURVEY RELATED)

(3) ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ALTA/NSPS LAND TITLE SURVEY OF THE LAND. (IF ANY, AS SHOWN ON SURVEY)

(4) RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. (NOT SURVEY RELATED)

(5) RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES SOLELY AS TENANTS AND SOLELY WITH RESPECT TO SPACE OCCUPIED BY EACH SUCH TENANT, TOGETHER WITH NON–EXCLUSIVE RIGHTS IN COMMON WITH OTHER TENANTS IN AREAS USED BY ALL TENANTS. (NOT SURVEY RELATED)

(6) ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. (NOT SURVEY RELATED)

(7) EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. (NOT SURVEY RELATED)

(8) TAXES OR SPECIAL ASSESSMENTS, IF ANY, WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. (NOT SURVEY RELATED)

(9) MINERALS OF WHATEVER KIND, SUBSURFACE AND SURFACE SUBSTANCES, INCLUDING BUT NOT LIMITED TO COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND AND GRAVEL IN, ON, UNDER AND THAT MAY BE PRODUCED FROM THE LAND, TOGETHER WITH ALL RIGHTS, PRIVILEGES, AND IMMUNITIES RELATING THERETO, WHETHER OR NOT APPEARING IN THE PUBLIC RECORDS OR LISTED IN SCHEDULE B. THE COMPANY MAKES NO REPRESENTATION AS TO THE PRESENT OWNERSHIP OF ANY SUCH INTERESTS. THERE MAY BE LEASES, GRANTS, EXCEPTIONS OR RESERVATIONS OF INTERESTS THAT ARE NOT LISTED. (NOT SURVEY RELATED)

(10) EASEMENT CONTAINED IN WARRANTY DEED FILED AS FILE 2008–00037417, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 1 (SHOWN)

(11) TRACT 2 HAS ACCESS BY VIRTUE OF COMMON OWNERSHIP WITH TRACT 1 AND 3. (NOT SURVEY RELATED)

(12) EASEMENT FOR ROADWAY MENTIONED IN DEED 1017 PAGE 336, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 2 (SHOWN)

(13) INTENTIONALLY DELETED.

(14) BOUNDARY LINES AND RIGHTS OF WAY AS SET FORTH ON PLAT RECORDED IN/AS PLAT BOOK 5 PAGE 575 , OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACTS 4 AND 5 (SHOWN)

(15) RIGHT OF WAY AND EASEMENT IN FAVOR OF SOUTHWESTERN ELECTRIC POWER COMPANY, RECORDED AUGUST 9, 2020, IN/AS FILE 2020–00018665, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 5 (SHOWN)

(16) EASEMENT/ RIGHT OF WAY IN FAVOR OF ARKANSAS WESTERN GAS COMPANY, RECORDED AUGUST, 1946, IN/AS BOOK 370 PAGE 189, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 6 (AFFECTS PROPERTY – CANNOT BE SHOWN GRAPHICALLY)

(17) EASEMENT/ RIGHT OF WAY IN FAVOR OF CITY OF FAYETTEVILLE, RECORDED AUGUST 15, 1975, IN/AS BOOK 893 PAGE 199, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 6 (SHOWN)

(18) EASEMENT IN FAVOR OF CITY OF FAYETTEVILLE, RECORDED MAY 19, 1982, IN/AS BOOK 1065 PAGE 182, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 6 (SHOWN)

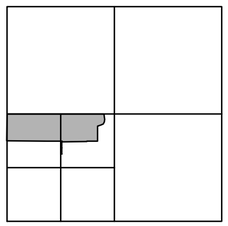
(19) TITLE TO, AND EASEMENTS IN, THAT PORTION OF THE LAND WITHIN SANG AVE AND HASKELL HEIGHTS. (NOT SURVEY RELATED)

(20) MATTERS AS SET FORTH ON PRELIMINARY SURVEY MADE BY _____, PLS NO. ___, OF CRAFTON TULL, DATED , AND DESIGNATED AS PROJECT NO 24301900, INCLUDING BUT NOT LIMITED TO RESERVATIONS, RESTRICTIONS, EASEMENTS, DEDICATIONS, RIGHTS OF WAY, AND SETBACK LINES.
("SURVEY").

MATTERS AS SET FORTH ON THE SURVEY, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

TRACT 2:
WIRE FENCE ENCROACHES ONTO SOUTHERN PORTION OF LAND (SHOWN)
TRACT 3:
OVERHEAD ELECTRIC LINE CROSSES EAST PORTION OF LAND (SHOWN)
TRACT 4:
WATER LINE CROSSES THROUGH THE LAND (SHOWN)
TRACT 5:
WATER LINE CROSSES THROUGH THE LAND (SHOWN)
OVERHEAD ELECTRIC LINE CROSSES THROUGH LAND (SHOWN)
TRACT 6:
GAS LINE CROSSES THROUGH SOUTHEAST PORTION OF LAND (SHOWN)
OVERHEAD ELECTRIC LINE CROSSES INTO NORTH PORTION OF LAND (SHOWN)

SECTION 17



T–16–N R–30–W

ALTA/NSPS LAND TITLE SURVEY, TABLE A:

2 ADDRESS(ES) OF THE SURVEYED PROPERTY IF DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR, OR OBSERVED WHILE CONDUCTING THE FIELDWORK.
(THE ADDRESS FOR THE PROPERTY WAS OBTAINED FROM THE CITY OF FAYETTEVILLE GIS WEB SITE AND IS LISTED ON SUCH AS: 1875 W HASKELL HTS, FAYETTEVILLE, AR, 2215 W HASKELL HTS, FAYETTEVILLE, AR AND 9 S SANG AVE, FAYETTEVILLE, AR)

3 FLOOD ZONE CLASSIFICATION (WITH PROPER ANNOTATION BASED ON FEDERAL FLOOD INSURANCE RATE MAPS OR THE STATE OR LOCAL EQUIVALENT) DEPICTED BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY.
(THIS PROPERTY IS NOT IN FLOOD ZONE "A" OR "AE", AND IS OUTSIDE THE 100–YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBERS 05143C0204G, 05143C0208G, 05143C0215G, AND 05143C0216G ALL REVISED DATE JANUARY 25, 2024. ACCORDING TO NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBERS 05143C0204G, 05143C0208G, 05143C0215G, AND 05143C0216G, THE PROPERTY IS IN A "NO SCREEN" " AREA OF MINIMAL FLOOD HAZARD" OR ZONE "X".
THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, NO INDEPENDENT STUDY OF THE LIKELIHOOD OF FLOODING OF THE SURVEYED PROPERTY HAS BEEN DONE BY THE SURVEYOR AND NO OPINION OF FLOOD HAZARDS IS INCLUDED IN THIS SURVEY. THE FLOOD HAZARD ZONE BOUNDARIES SHOWN HEREON WERE SCALED FROM THE MAPS CITED AND ARE NOT THE RESULT OF INDEPENDENT COMPUTATION OR ANALYSIS.)

4 GROSS LAND AREA (AND OTHER AREAS IF SPECIFIED BY THE CLIENT).
(SURVEYED ACREAGE BY CALCULATION AS SHOWN UPON FACE OF PLAT – NO GUARANTEE EXPRESSED OR IMPLIED, SEE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS SECTION 3. E. II)

TRACT 1 – ±5.05 ACRES OR ±220107 SQ FT
TRACT 2 – ±11.31 ACRES OR ±492705 SQ FT
TRACT 3 – ±3.50 ACRES OR ±152458 SQ FT
TRACT 4 – ±0.10 ACRES OR ±4251 SQ FT
TRACT 5 – ±0.09 ACRES OR ±4034 SQ FT
TRACT 6 – ±14.81 ACRES OR ±645151 SQ FT
TOTAL – ±34.86 ACRES OR ±1518706 SQ FT

6(A) IF SET FORTH IN A ZONING REPORT OR LETTER PROVIDED TO THE SURVEYOR BY THE CLIENT, LIST THE CURRENT ZONING CLASSIFICATION, SETBACK REQUIREMENTS, THE HEIGHT AND FLOOR SPACE AREA RESTRICTIONS, AND PARKING REQUIREMENTS. IDENTIFY THE DATE AND SOURCE OF THE REPORT OR LETTER.
(ZONING REPORT OR LETTER NOT PROVIDED TO THE SURVEYOR BY THE CLIENT)

6(B) IF THE ZONING SETBACK REQUIREMENTS ARE SET FORTH IN A ZONING REPORT OR LETTER PROVIDED TO THE SURVEYOR BY THE CLIENT, AND IF THOSE REQUIREMENTS DO NOT REQUIRE AN INTERPRETATION BY THE SURVEYOR, GRAPHICALLY DEPICT THE BUILDING SETBACK REQUIREMENTS. IDENTIFY THE DATE AND SOURCE OF THE REPORT OR LETTER.
(ZONING REPORT OR LETTER NOT PROVIDED TO THE SURVEYOR BY THE CLIENT)

9 NUMBER AND TYPE (E.G., DISABLED, MOTORCYCLE, REGULAR AND OTHER MARKED SPECIALIZED TYPES) OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING AREAS, LOTS AND IN PARKING STRUCTURES. STRIPING OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING AREAS AND LOTS.
(THERE ARE NO STRIPED PARKING SPACES ON THE PROPERTY)

10 AS DESIGNATED BY THE CLIENT, A DETERMINATION OF THE RELATIONSHIP AND LOCATION OF CERTAIN DIVISION OR PARTY WALLS WITH RESPECT TO ADJOINING PROPERTIES (CLIENT TO OBTAIN NECESSARY PERMISSIONS).
(NOT DESIGNATED BY THE CLIENT – NO PARTY WALLS WERE OBSERVED)

11 EVIDENCE OF UNDERGROUND UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY (IN ADDITION TO THE OBSERVED EVIDENCE OF UTILITIES REQUIRED PURSUANT TO SECTION 5.E.IV.) AS DETERMINED BY:

(B) MARKINGS COORDINATED BY THE SURVEYOR PURSUANT TO A PRIVATE UTILITY LOCATE REQUEST (ANY UTILITY LINES, SERVICE LINES, STRUCTURES OR APPURTENANCES SHOWN HEREON WERE LOCATED AS MARKED BY ARKANSAS ONE CALL OR SCALED FROM THE CITY OF FAYETTEVILLE GIS WEB SITE)

13 NAMES OF ADJOINING OWNERS ACCORDING TO CURRENT TAX RECORDS. IF MORE THAN ONE OWNER, IDENTIFY THE FIRST OWNER'S NAME LISTED IN THE TAX RECORDS FOLLOWED BY "ET AL."
(THE ADJACENT PROPERTY OWNERS NAMES SHOWN ON THIS PLAT WERE OBTAINED FROM THE CITY OF FAYETTEVILLE GIS WEB SITE)

16 EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
(NONE OBSERVED)

17 PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, IF SUCH INFORMATION IS MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTION. EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
(AT THE TIME OF SURVEY THERE ARE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES AFFECTING THE PROPERTY, ACCORDING TO THE CITY OF FAYETTEVILLE MASTER STREET PLAN AS SHOWN ON THE CITY OF FAYETTEVILLE WEB SITE.) (ACCORDING TO THE CITY OF FAYETTEVILLE WEB SITE, A PROPOSED TRAIL IS PROJECTED TO LIE ALONG THE WEST SIDE OF TRACT 6.)

18 PURSUANT TO SECTIONS 5 AND 6 (AND APPLICABLE SELECTED TABLE A ITEMS, EXCLUDING TABLE A ITEM 1), INCLUDE AS PART OF THE SURVEY ANY PLOTTABLE OFFSITE (I.E., APPURTENANT) EASEMENTS DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR.
(NO OFFSITE EASEMENTS WERE PROVIDED TO THE SURVEYOR)

NOTES:

THIS PLAT IS NOT A TRACT SPLIT PLAT.

THE WORD "CERTIFY" AS SHOWN HEREON IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THIS SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

THIS PROPERTY LIES WITHIN THE MUNICIPAL LIMITS OF FAYETTEVILLE, ARKANSAS.

THE BOUNDARY DETERMINATION SHOWN HEREON WAS BASED UPON THE FOLLOWING DOCUMENTS AND NO OTHERS: DEED RECORD 495–219, DEED RECORD 721–457, DEED RECORD 97–89847, DEED RECORD 2006–00042573, DEED RECORD 2009–00006633, DEED RECORD 2013–00024460, DEED RECORD 2013–00024461, DEED RECORD 2018–00033291, DEED RECORD 2024–00002060, MEMORANDUM 2024–00002061, ORDINANCE 2009–00002520, PLAT RECORD 4–61, PLAT RECORD 5–75, PLAT RECORD 16–71, PLAT RECORD 18–1511, PLAT RECORD 2006–00044105, PLAT RECORD 2007–00008611, PLAT RECORD 2018–00031916, PLAT RECORD 2019–00030504, PLAT RECORD 024A–00000141, PLAT RECORD 024A–00000180, PLAT RECORD 024A–00000237, PLAT RECORD 2021–00048247, STATE PLAT RECORD 201803106579, STATE PLAT RECORD 202005295742, STATE PLAT RECORD 202005295745, STATE PLAT RECORD 202105217443, STATE PLAT RECORD 202201072482.

MATTERS SHOWN ON THE FACE OF THE ABOVE LISTED RECORDED PLATS ARE SHOWN ON THE SURVEY.

FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT FOR TITLE INSURANCE FILE NO. 24–1007–1, DATED DECEMBER 26, 2023, WAS ENTIRELY RELIED UPON FOR RECORD INFORMATION REGARDING RIGHTS–OF–WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.

THE SURVEYOR HAS NOT MADE A SEPARATE INVESTIGATION OR SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, OR RESTRICTIVE COVENANTS OR ANY OTHER FACTS WHICH MIGHT AFFECT THE PROPERTY. ANY EASEMENTS SHOWN HEREON CAME TO THE ATTENTION OF THE SURVEYOR FROM EXAMINATION OF FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT FOR TITLE INSURANCE FILE NO. 24–1007–1, DATED DECEMBER 26, 2023.

SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT CONSIDERED A PART OF THIS SURVEY AND NO INVESTIGATION OF THESE CONDITIONS WAS MADE.

ANY UTILITY LINES, STRUCTURES OR APPURTENANCES SHOWN HEREON ARE FROM A FIELD INVESTIGATION LIMITED TO THE VISIBLE SURFACE OF THE PROPERTY SURVEYED. OTHER UTILITY LINES, STRUCTURES AND APPURTENANCES MAY BE PRESENT ON THE PROPERTY. FOR INFORMATION REGARDING SUCH ITEMS, CONTACT THE APPROPRIATE AGENCIES.

NO DOCUMENTATION OF THE PROPERTY BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL WAS PROVIDED TO THE SURVEYOR. NO ENVIRONMENTAL REPORT FOR THE PROPERTY WAS SUPPLIED TO THE SURVEYOR. ABOVEGROUND OBSERVATIONS BY THE SURVEYOR WITH REGARDS TO THE PROPERTY BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL REPRESENT A NONPROFESSIONAL OPINION ABOUT THE PROPERTY BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL. THE SURVEYOR IS NOT A PROFESSIONAL ENVIRONMENTAL ENGINEER OR ENVIRONMENTAL SCIENTIST. NONE OBSERVED.

NO ABOVEGROUND EVIDENCE OF CEMETERIES OR BURIAL GROUNDS, SUCH AS TOMBSTONES AND CEMETERY SIGNS, WAS OBSERVED BY THE SURVEYOR. NO DOCUMENTATION OF THE PROPERTY BEING USED AS A CEMETERY OR BURIAL GROUND WAS PROVIDED TO THE SURVEYOR. ABOVEGROUND OBSERVATIONS BY THE SURVEYOR WITH REGARDS TO THE PROPERTY BEING USED AS A CEMETERY OR BURIAL GROUND REPRESENT A NONPROFESSIONAL OPINION ABOUT THE PROPERTY BEING USED AS A CEMETERY OR BURIAL GROUND. THE SURVEYOR IS NOT AN ARCHAEOLOGIST.

THE SURVEYED PROPERTY IS THE SAME PROPERTY AS DESCRIBED IN THE FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT NO. 24–1007–1.

TRACT 2 IS CONTIGUOUS WITH TRACTS 1 AND 3 ALONG THEIR COMMON BOUNDARY LINES.
TRACT 3 IS CONTIGUOUS WITH TRACT 1 ALONG THEIR COMMON BOUNDARY LINES.
TRACT 6 IS CONTIGUOUS WITH TRACT 1 ALONG THEIR COMMON BOUNDARY LINES.

THE PROPERTY HAS ACCESS TO THE FOLLOWING PUBLICLY DEDICATED PUBLIC STREETS:
NORTH ALLEY OF WEST END ADDITION
MIDDLE ALLEY OF WEST END ADDITION
W HENSON HILL
S SANG AVE
N SANG AVE
W MAINE ST
S CROSS AVE
W NETTLESHIP ST
W HASKELL HTS

FOR A LISTING OF POSSIBLE OBSERVED ENCROACHMENTS, SEE ITEM "20" OF FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT FOR TITLE INSURANCE FILE NO. 24–1007–1, DATED DECEMBER 26, 2023.

SURVEY CERTIFICATE:

TO: FIDELITY NATIONAL TITLE INSURANCE COMPANY, ALLEGIANCE TITLE COMPANY AND LCD ACQUISITIONS, LLC, A DELAWARE LIMITED LIABILITY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10, 11(B), 13, 14, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 05, 2024.

REGISTERED STATE OF ARKANSAS NO. 1460 SIGNATURE KEVIN J. MONTGOMERY PROFESSIONAL LAND SURVEYOR

CRAFTON, TULL & ASSOCIATES, INC.
BY KEVIN J. MONTGOMERY (AGENT)

KEVIN J. MONTGOMERY PS 1460

07/01/2024

ALL COPIES THAT DO NOT BEAR AN ORIGINAL SEAL AND SIGNATURE MAY HAVE BEEN ALTERED. THE ABOVE DECLARATION SHALL NOT APPLY TO ANY COPY THAT DOES NOT BEAR AN ORIGINAL SEAL AND SIGNATURE.

RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A;TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION CRAFTON, TULL & ASSOCIATES, INC. No. 109 ARKANSAS ENGINEER

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DELTA	DESCRIPTION	DATE
1	REVISED PER COMMENTS	06/19/2024
2	REVISED PER COMMENTS	06/27/2024
3	REVISED PER COMMENTS	07/01/2024

SHEET NO.:
1 OF 6

DRAWING: G:\24301900_THESTATION\INFRASTRUCTURE\SURVEY\DWG\24301900 ALTA.DWG
LAYOUT: LAYOUT1 , LAST SAVED: KM476, 7/1/2024 12:45:04 PM
LAST PLOTTED BY: KEVIN.MONTGOMERY, 7/1/2024 12:59:33 PM [*PLOTTED BY:* VALID ON HARD COPY ONLY]

DESCRIPTION AS SHOWN ON TITLE COMMITMENT IN "EXHIBIT A":

THE LAND AS DESCRIBED AS FOLLOWS:

TRACT 1:
PART OF THE NW 1/4, SW 1/4, SECTION 17, T-16-N, R-30-W, FAYETTEVILLE, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NE CORNER OF THE NW 1/4, SW 1/4 OF SECTION 17, T-16-N, R-30-W;
SAID POINT BEING THE POINT OF BEGINNING;
THENCE S 00°08'47" E ALONG THE EAST LINE OF SAID NW 1/4, SW 1/4 A DISTANCE OF 660.00';
THENCE S 89°50'09" W A DISTANCE OF 331.77' SAID LINE BEING THE SOUTH LINE OF THE N 1/2, NW 1/4, SW 1/4;
THENCE N 00°00' 14" W A DISTANCE OF 659.17' TO A POINT OF THE NORTH LINE OF THE NW 1/4, SW 1/4;
THENCE S 89°58'42" E A DISTANCE OF 330.12' ALONG THE NORTH LINE OF THE NW 1/4, SW 1/4, AND ENDING AT THE SAID POINT OF BEGINNING, CONTAINING 5.01 ACRES, MORE OR LESS.
SUBJECT TO A PERMANENT NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS AND THE INSTALLATION AND MAINTENANCE OF UTILITIES OVER THAT CERTAIN PROPERTY MORE PARTICULARLY DESCRIBED AS FOLLOWS:
PART OF THE NW 1/4, SW 1/4, SECTION 17, T-16-N, R-30-W, FAYETTEVILLE, ARKANSAS, MORE PARTICULARLY AS FOLLOWS:
COMMENCING AT THE NE CORNER OF THE NW 1/4, SW 1/4 OF SECTION 17, T-16-N, R-30-W,
THENCE S 00°08'47" E ALONG THE EAST LINE OF SAID NW 1/4, SW 1/4, A DISTANCE OF 610.0' TO THE POINT OF BEGINNING;
THENCE S 00°08'47" E ALONG SAID NW 1/4, SW 1/4 A DISTANCE OF 50.00' TO A POINT BEING THE SE CORNER OF THE N 1/2, NW 1/4, SW 1/4;
THENCE N 89°50'09" W A DISTANCE OF 331.77' ALONG THE SOUTH LINE OF THE N 1/2, NW 1/4, SW 1/4;
THENCE N 00°00'14" W A DISTANCE OF 50.00';
THENCE S 89°50'09" E A DISTANCE OF 331.64' SAID LINE BEING PARALLEL TO THE SOUTH LINE OF THE N 1/2, NW 1/4, SW 1/4, AND ENDING AT THE SAID POINT OF BEGINNING, CONTAINING 0.38 ACRES, MORE OR LESS.

TRACT 2:
PART OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT:
BEGINNING AT THE NORTHWEST CORNER OF SAID 20 ACRE TRACT;
THENCE EAST 528 FEET;
THENCE SOUTH 330 FEET;
THENCE EAST 396 FEET;
THENCE NORTH 330 FEET;
THENCE EAST 396 FEET;
THENCE SOUTH 660 FEET;
THENCE WEST 1320 FEET;
THENCE NORTH 660 FEET TO THE POINT OF BEGINNING, CONTAINING 17 ACRES, MORE OR LESS.
LESS AND EXCEPT
PART OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, DESCRIBED AS BEGINNING AT A POINT 330 FEET WEST OF THE NORTHEAST CORNER OF SAID 20 ACRE TRACT AND RUNNING
THENCE WEST 66 FEET;
THENCE SOUTH 330 FEET;
THENCE EAST 66 FEET;
THENCE NORTH 330 FEET TO THE PLACE OF BEGINNING.
ALSO LESS AND EXCEPT
PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, SAID POINT BEING THE POINT OF BEGINNING;
THENCE SOUTH 00°08'47" EAST ALONG THE EAST LINE OF SAID NW 1/4 OF THE SW 1/4 A DISTANCE OF 660.00 FEET;
THENCE SOUTH 89°50'09" WEST A DISTANCE OF 331.77 FEET, SAID LINE BEING ON THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4;
THENCE NORTH 00°00'14" WEST A DISTANCE OF 659.17 FEET TO A POINT ON THE NORTH LINE OF THE NW 1/4 OF THE SW 1/4;
THENCE SOUTH 89°58'42" EAST A DISTANCE OF 330.12 FEET ALONG THE NORTH LINE OF THE NW 1/4 OF THE SW 1/4, AND ENDING AT THE SAID POINT OF BEGINNING, CONTAINING 5.01 ACRES, MORE OR LESS.

TRACT 3:
PART OF THE NORTH HALF (N 1/2) OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION SEVENTEEN (17), TOWNSHIP SIXTEEN (16) NORTH, RANGE THIRTY (30) WEST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT:
BEGINNING AT A POINT WHICH IS 528.0 FEET EAST OF THE NORTHWEST CORNER OF SAID 20 ACRE TRACT, AND RUNNING THENCE EAST 462.0 FEET;
THENCE SOUTH 330.0 FEET;
THENCE WEST 462.0 FEET;
THENCE NORTH 330 FEET TO THE POINT OF BEGINNING, CONTAINING 3 .73 ACRES, MORE OR LESS.
ALSO, A THIRTY (30) FEET WIDE ROAD ACCESS EASEMENT, THE NORTH LINE OF WHICH IS DESCRIBED AS BEGINNING AT THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT, AND RUNNING THENCE EAST 330 FEET TO THE NORTHEAST CORNER OF SAID 20 ACRE TRACT IN THE CENTER OF HASKELL HEIGHTS STREET.

TRACT 4:
LOT 27, BLOCK 1, WEST END ADDITION TO THE CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS.

TRACT 5:
LOT 26, BLOCK 1, WEST END ADDITION TO THE CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS.

TRACT 6:
PART OF THE NORTH-HALF NORTHEAST QUARTER SOUTHWEST QUARTER (N1/2 NE1/4 SW1/4) OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, OF THE FIFTH PRINCIPAL MERIDIAN, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT AN EXISTING FIVE EIGHTHS INCH (5/8") REBAR MARKING THE NORTHWEST CORNER OF THE NORTH-HALF NORTHEAST QUARTER SOUTHWEST QUARTER (N1/2 NE1/4 SW1/4) OF SECTION 17;
THENCE BY BEARING AND DISTANCE (BASIS OF BEARING, GRID NORTH), SOUTH 87°09'48" EAST ALONG THE NORTH LINE THEREOF A DISTANCE OF 1,051.16 FEET TO A SET ONE-HALF INCH (1/2") REBAR WITH PS #1507 CAP ON THE WEST LINE OF A TRACT FIRST CONVEYED TO ROBERT A. LEFLAR AND HELEN F. LEFLAR BY WARRANTY DEED, FILED FOR RECORD IN BOOK 721, AT PAGE 457, ON FEBRUARY 12, 1968;
THENCE LEAVING SAID NORTH LINE AND ALONG SAID WEST LINE THE FOLLOWING COURSES:
SOUTH 06°50'45" EAST A DISTANCE OF 73.71 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 04°13'41"E A DISTANCE OF 59.08 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 06°49'29" WEST A DISTANCE OF 59.88 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 34°57'45" WEST A DISTANCE OF 57.69 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 63°29'10" WEST A DISTANCE OF 63.73 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 76°18'24" WEST A DISTANCE OF 83.11 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
THENCE SOUTH 02°35'06" WEST, CONTINUING ALONG SAID WEST LINE, A DISTANCE OF 22.86 FEET TO AN EXISTING TWELVE INCH BY EIGHT INCH (12" X 8") STONE BEING THE NORTHWEST CORNER OF THE OLD LEFLAR-NICHOLS CORNER, CONVEYED TO ROBERT A. LEFLAR AND HELEN FINGER LEFLAR BY WARRANTY DEED, FILED FOR RECORD IN BOOK 495, AT PAGE 219, ON MAY 31, 1957;
THENCE SOUTH 02°35'06" WEST ALONG THE WEST LINE OF THEREOF A DISTANCE OF 345.12 FEET TO A SET MAG NAIL WITH PS #1507 WASHER ON THE SOUTH LINE OF SAID NORTH-HALF NORTHEAST QUARTER SOUTHWEST QUARTER (N1/2 NE1/4 SW1/4) OF SECTION 17;
THENCE LEAVING SAID WEST LINE, NORTH 87°23'09" WEST A DISTANCE OF 894.67 FEET TO AN EXISTING FIVE-EIGHTHS INCH (5/8") REBAR WITH PS# 1252 CAP MARKING THE SOUTHWEST CORNER OF SAID NORTH-HALF NORTHEAST QUARTER SOUTHWEST QUARTER (N1/2 NE1/4 SW1/4) OF SECTION 17;
THENCE NORTH 02°10'28" EAST A DISTANCE OF 666.27 FEET TO THE POINT OF BEGINNING, CONTAINING 14.67 ACRES, MORE OR LESS.

SURVEY DESCRIPTION:

TRACT 1:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°09'42"W 666.35 FEET TO THE SOUTHEAST CORNER OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN WITH PS 1252 CAP;
THENCE ALONG THE SOUTH LINE THEREOF N86°57'59"W 331.77 FEET;
THENCE LEAVING SAID SOUTH LINE N02°18'06"E 663.90 FEET TO THE NORTH LINE OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID NORTH LINE S87°23'15"E 330.12 FEET TO THE POINT OF BEGINNING, CONTAINING 5.05 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 2:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 6"X3" STONE;
THENCE ALONG THE NORTH LINE THEREOF S87°23'15"E 512.46 FEET;
THENCE LEAVING SAID NORTH LINE S02°18'06"W 330.00 FEET;
THENCE S87°23'15"E 462.00 FEET;
THENCE S02°18'06"W 333.90 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17
THENCE ALONG SAID SOUTH LINE N86°57'59"W 979.75 FEET TO THE SOUTHWEST CORNER OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 10"X3" STONE;
THENCE ALONG THE WEST LINE THEREOF N02°45'28"E 656.70 FEET TO THE POINT OF BEGINNING, CONTAINING 11.31 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 3:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 6"X3" STONE;
THENCE ALONG THE NORTH LINE THEREOF S87°23'15"E 512.46 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG SAID NORTH LINE S87°23'15"E 462.00 FEET;
THENCE LEAVING SAID NORTH LINE S02°18'06"W 330.00 FEET;
THENCE N87°23'15"W 462.00 FEET;
THENCE N02°18'06"E 330.00 FEET TO THE POINT OF BEGINNING, CONTAINING 3.50 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 4:

LOT 27, BLOCK 1, OF WEST END ADDITION, AS PER PLAT RECORD 4-61 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 27, SAID POINT BEING A 1/2" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°36'43"W 138.38 FEET TO THE SOUTHEAST CORNER OF SAID LOT 27;
THENCE ALONG THE SOUTH LINE THEREOF N88°17'52"W 30.18 FEET TO THE SOUTHWEST CORNER OF SAID LOT 27;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 138.35 FEET TO THE NORTHWEST CORNER OF SAID LOT 27;
THENCE ALONG THE NORTH LINE THEREOF S88°19'29"E 31.27 FEET TO THE POINT OF BEGINNING, CONTAINING 0.10 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 5:

LOT 26, BLOCK 1, OF WEST END ADDITION, AS PER PLAT RECORD 4-61 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 26, SAID POINT BEING A 5/8" IRON PIN WITH PS 1642 CAP;
THENCE ALONG THE EAST LINE THEREOF S02°33'40"W 138.30 FEET TO THE SOUTHEAST CORNER OF SAID LOT 26;
THENCE ALONG THE SOUTH LINE THEREOF N88°12'35"W 28.69 FEET TO THE SOUTHWEST CORNER OF SAID LOT 26;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 138.24 FEET TO THE NORTHWEST CORNER OF SAID LOT 26;
THENCE ALONG THE NORTH LINE THEREOF S88°19'10"E 29.66 FEET TO THE POINT OF BEGINNING, CONTAINING 0.09 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 6:

PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN;
THENCE ALONG THE NORTH LINE THEREOF S87°09'48"E 1051.49 FEET TO A 1/2" IRON PIN;
THENCE LEAVING SAID NORTH LINE S06°35'29"E 73.65 FEET TO A 1 1/2" IRON PIPE;
THENCE S04°54'10"E 59.19 FEET TO A 1" IRON PIPE;
THENCE S07°17'26"W 60.05 FEET TO A 1" IRON PIPE;
THENCE S34°45'43"W 57.69 FEET TO A 3/4" IRON PIPE;
THENCE S63°51'40"W 63.93 FEET TO A 3/4" IRON PIPE;
THENCE S76°09'07"W 83.18 FEET TO A 3/4" IRON PIPE;
THENCE S02°35'06"W 22.71 FEET TO A 11"X7" STONE;
THENCE S02°33'06"W 345.13 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID SOUTH LINE N87°23'09"W 262.79 FEET;
THENCE LEAVING SAID SOUTH LINE S02°50'38"W 4.86 FEET TO THE CENTERLINE OF A VACATED ALLEY AS VACATED BY DOCUMENT 2009-2520;
THENCE ALONG SAID VACATED ALLEY CENTERLINE N88°19'29"W 600.56 FEET TO THE EAST LINE OF AN ALLEY AS DEDICATED IN PLAT RECORD 4-61;
THENCE ALONG SAID EAST LINE N02°36'43"E 14.70 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID SOUTH LINE N87°23'09"W 31.44 FEET TO THE SOUTHWEST CORNER OF THE N 1/2 OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN WITH PS 1252 CAP;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 666.35 FEET TO THE POINT OF BEGINNING, CONTAINING 14.81 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

GRAPHIC SCALE IN FEET
50' 0 50'

BASIS OF BEARING: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NAVD 88 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF ROGERS CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.
BEARING: GRID
DISTANCE: GRID
CONVERGENCE ANGLE: -01°16'31.49"
COMBINED SCALE FACTOR: 0.99990678
VALUE CALCULATED AT THE FOLLOWING POINT
N 635610.551 E 664530.549 Z 1327.632

LEGEND

- FOUND STONE
- FOUND IRON PIN OR PIPE
- FOUND MAG NAIL
- CALCULATED
- POWER POLE
- FIRE HYDRANT
- PROPERTY LINE
- EXISTING R/W
- UTILITY EASEMENT
- WATER LINE
- GAS LINE
- OVERHEAD ELECTRIC
- WIRE FENCE
- CHAIN LINK FENCE
- WOOD FENCE
- FLOWLINE

RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A;TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W
FAYETTEVILLE
ARKANSAS

PREPARED FOR:
LCD ACQUISITIONS, LLC

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

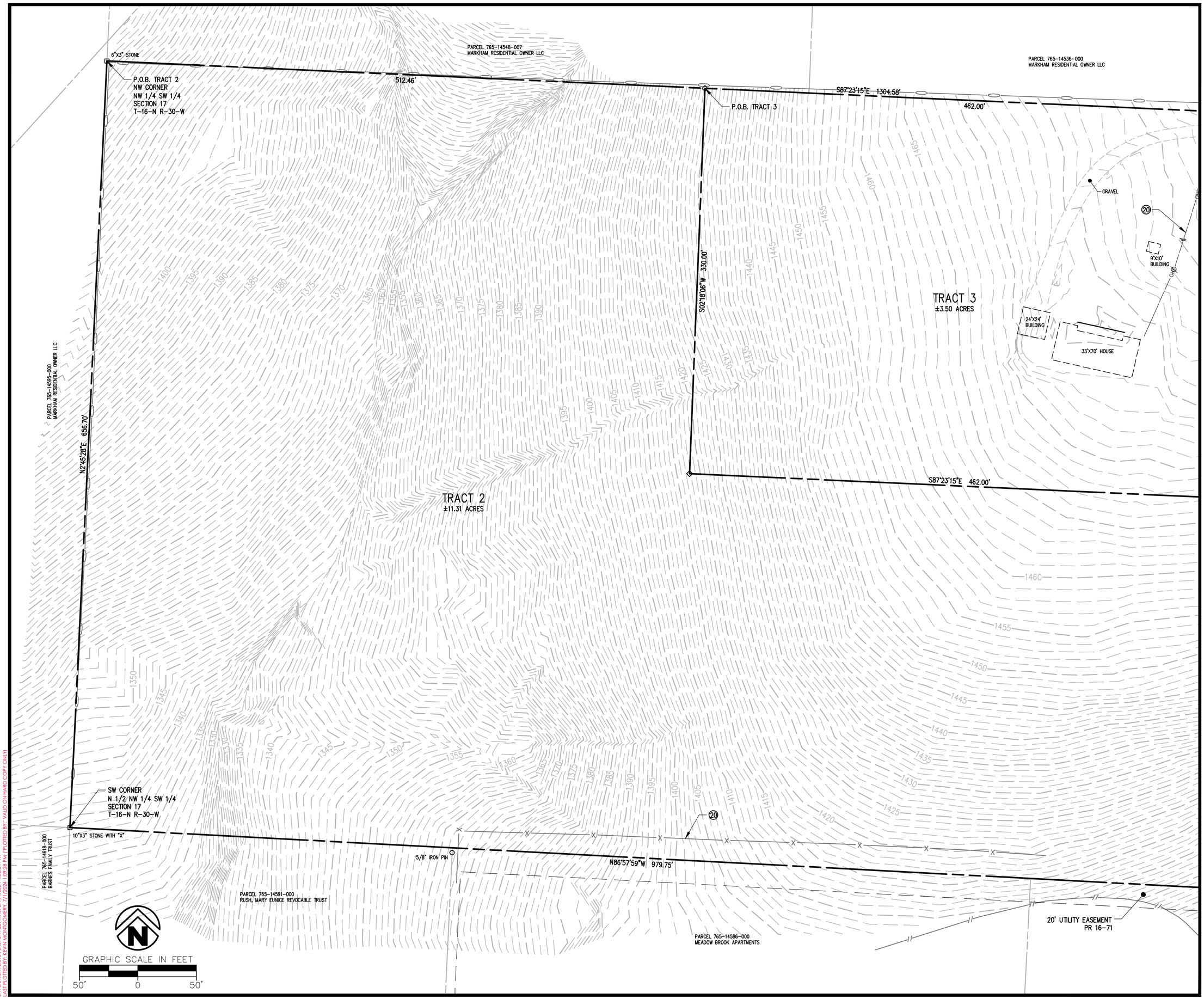
CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORITY
CRAFTON, TULL & ASSOCIATES, INC. No. 109
ARKANSAS ENGINEER

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DELTA	DESCRIPTION	DATE

SHEET NO.:
2 OF 6

DRAWING: G:\24301900_THESTATION\INFRASTRUCTURE\SURVEY\DWG\24301900 ALTA.DWG
LAYOUT: LAYOUT2 - LAST SAVED: KM67A, 7/1/2024 1:06:34 PM
LAST PLOTTED BY: KEVIN MONTGOMERY, 7/1/2024 1:09:43 PM, [PLOTTED BY:* VALID ON HARD COPY ONLY]



DRAWING: G:\24301900_THESTATION\INFRASTRUCTURE\SURVEY\DWG\24301900 ALTA.DWG
LAYOUT: LAYOUT3, LAST SAVED: KM676, 7/1/2024 1:06:54 PM
LAST PLOTTED BY: KEVIN MONTGOMERY, 7/1/2024 1:09:28 PM [PLOTTED BY:* VALID ON HARD COPY ONLY]

RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A;TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:

CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS ENGINEER

© 2024 Crafton, Tull & Associates, Inc.

DELTA	DESCRIPTION	DATE

SHEET NO.:
3 OF 6

PARCEL 765-14536-000
MARKHAM RESIDENTIAL OWNER LLC

PARCEL 765-14548-003
DAVLIND LLC

25' STREET RIGHT OF WAY
PR 024A-00000237

N SANG AVE
51.5' R/W

6" WATER LINE
SCALED FROM CITY
OF FAYETTEVILLE
GIS WEB SITE

1/2" IRON PIN

1/2" IRON PIN

1/2" IRON PIN
PS 1507

330.12'

1/2" IRON PIN (ORIGIN UNKNOWN)

5/8" IRON PIN (ORIGIN UNKNOWN)

5/8" IRON PIN

W. HASKELL HTS 25' R/W

3/4" IRON PIPE

GRAVEL

P.O.B. TRACT 1
P.O.B TRACT 6
NE CORNER
NW 1/4 SW 1/4
SECTION 17
T-16-N R-30-W

A GRAVEL PORTION OF WEST HASKELL HEIGHTS
LIES IN THIS AREA OF TRACT 6.
NO DOCUMENT DEDICATING STREET RIGHT OF WAY IN THIS AREA
WAS PROVIDED TO THE SURVEYOR AND NO DEDICATING
DOCUMENTS WERE DISCOVERED BY THE SURVEYOR IN THE
COURSE OF HIS RESEARCH OF THE PROPERTY BOUNDARY.

GRAVEL

20

OHE

9'X10'
BUILDING

24'X24'
BUILDING

33'X70' HOUSE

17'X24'
BUILDING

330.00'

1480

1475

1470

1465

1460

1455

1450

1445

1440

1435

1430

1425

1420

1415

1410

1405

1400

TRACT 1
±5.05 ACRES

N0218'06"E 663.90'

333.90'

GRAVEL

12
PRIVATE 20' ROADWAY EASEMENT
FOR THE BENEFIT OF J.M. GREATHOUSE, HIS HEIRS, GRANTEES AND ASSIGNS
CONTRACT 277-586
REFERENCED IN DR 2008-00037417

S02°09'42"W 666.35'

TRACT 6
±14.81 ACRES

24" WATER LINE
SCALED FROM CITY
OF FAYETTEVILLE
GIS WEB SITE

17
25' WATER AND SEWER RIGHT OF WAY GRANT
DOC 893-199

10
PRIVATE NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS AND THE
INSTALLATION AND MAINTENANCE OF UTILITIES FOR THE BENEFIT OF
ARAMINTA GIBSON, ANN GIBSON AND CHARLOTTE SLEMP
DR 96047982
REFERENCED IN DR 2008-00037417

331.65'

50.00'

3/4" IRON
PIPE
(ORIGIN
UNKNOWN)

50.01'

5/8" IRON PIN
PS 1252

SE CORNER
N 1/2 NW 1/4 SW 1/4
SECTION 17
T-16-N R-30-W

1/2" IRON PIN
(ORIGIN UNKNOWN)

N86°57'59"W 331.77'

20' UTILITY EASEMENT
PR 16-71

L8

L7

L2

1/2" IRON PIN
(ORIGIN UNKNOWN)

1/2" IRON/PIN

RIPRAP

N88°19'29"W 600.56'

NORTH ALLEY RIGHT OF WAY
PR 4-61

CENTERLINE OF VACATED ALLEY
DOC 2009-2520

S02°09'42"E 138.35'

TRACT 4
±0.10 ACRES

S86°43'W 138.38'

PARCEL 765-14590-000
MEADOW BROOK APARTMENTS

PARCEL 765-11946-000
HENSON HILL 2 LLC

PARCEL 765-11947-000
HENSON HILL 2 LLC

PARCEL 765-11948-000
HENSON HILL 2 LLC

GRAPHIC SCALE IN FEET
50' 0 50'

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N88° 17' 52"W	30.18'
L2	S88° 19' 29"E	31.27'
L3	S88° 19' 10"E	29.66'
L4	N88° 12' 35"W	28.69'
L5	S2° 35' 06"W	22.71'
L6	S2° 50' 38"W	4.86'
L7	N2° 36' 43"E	14.70'
L8	N87° 23' 09"W	31.44'

RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A;TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

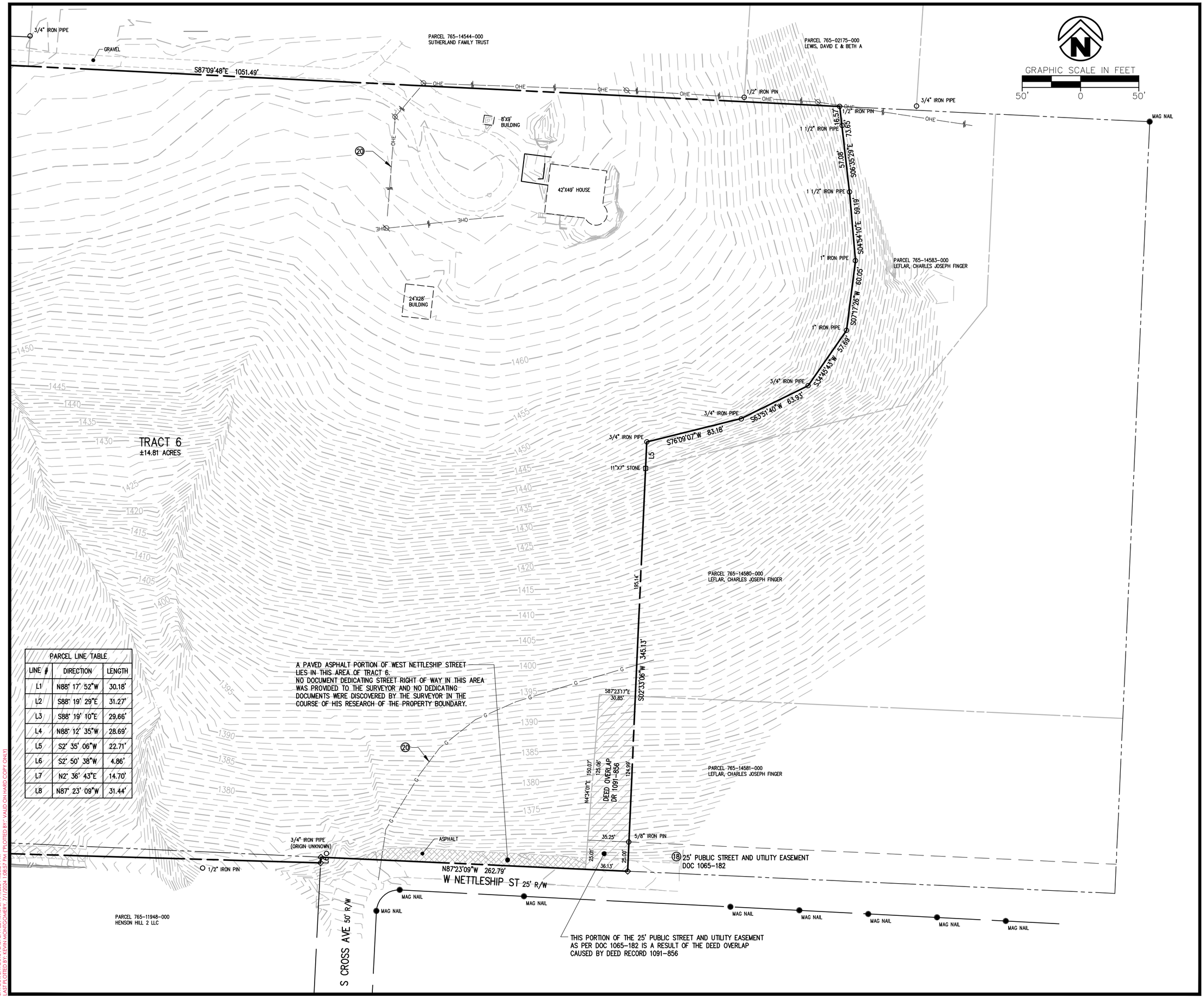
CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS ENGINEER

© 2024 Crafton, Tull & Associates, Inc.

DELTA	DESCRIPTION	DATE

SHEET NO.:
4 OF 6

DRAWING: G:\24301900_THESTATION\INFRASTRUCTURE\SURVEY\DWG\24301900 ALTA.DWG
LAYOUT: LAYOUT4 - LAST SAVED: KM876, 7/1/2024 1:58:54 PM
LAST PLOTTED BY: KEVIN MONTGOMERY, 7/1/2024 1:09:14 PM, [PLOTTED BY: VALID ON HARD COPY ONLY]



PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N88° 17' 52"W	30.18'
L2	S88° 19' 29"E	31.27'
L3	S88° 19' 10"E	29.66'
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RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A;TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CRAFTON, TULL & ASSOCIATES, INC. No. 109
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER

© 2024 Crafton, Tull & Associates, Inc.

DELTA	DESCRIPTION	DATE

SHEET NO.:
5 OF 6

DRAWING: G:\24301900_THESTATION\INFRASTRUCTURE\SURVEY\DWG\24301900 ALTA.DWG
LAYOUT: LAYOUT5 - LAST SAVED: KM476, 7/1/2024 1:06:54 PM
LAST PLOTTED BY: KEVIN MONTGOMERY, 7/1/2024 1:08:57 PM [PLOTTED BY:* VAUID ON HARD COPY ONLY]

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N88° 17' 52"W	30.18'
L2	S88° 19' 29"E	31.27'
L3	S88° 19' 10"E	29.66'
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L6	S2° 50' 38"W	4.86'
L7	N2° 36' 43"E	14.70'
L8	N87° 23' 09"W	31.44'

1460 1455 1450 1445 1440 1435 1430 1425 1420 1415 1410 1405 1400

333.90'

50.00'

331.65'

⑩ PRIVATE NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS AND THE INSTALLATION AND MAINTENANCE OF UTILITIES FOR THE BENEFIT OF ARAMINTA GIBSON, ANN GIBSON AND CHARLOTTE SLEMP DR 96047982 REFERENCED IN DR 2008-00037417

20' UTILITY EASEMENT PR 16-71

N86°57'59"W 331.77'

PARCEL 765-14590-000 MEADOW BROOK APARTMENTS

24" WATER LINE SCALED FROM CITY OF FAYETTEVILLE GIS WEB SITE

⑰ 25' WATER AND SEWER RIGHT OF WAY GRANT DOC 893-199

3/4" IRON PIPE (ORIGIN UNKNOWN)

5/8" IRON PIN PS 1252

50.01'

SE CORNER N 1/2 NW 1/4 SW 1/4 SECTION 17 T-16-N R-30-W

1/2" IRON PIN (ORIGIN UNKNOWN)

L8 L7 L2

1/2" IRON PIN (ORIGIN UNKNOWN)

1/2" IRON PIN

NORTH ALLEY RIGHT OF WAY PR 4-61

RIPRAP

N88°19'29"W 600.56'

CENTERLINE OF VACATED ALLEY DOC 2009-2520

PARCEL 765-11946-000 HENSON HILL 2 LLC

PARCEL 765-11947-000 HENSON HILL 2 LLC

PARCEL 765-11948-000 HENSON HILL 2 LLC

⑭ TRACT 4 ±0.10 ACRES

N2°09'42"E 138.35'

S2°36'43"W 138.38'

⑳ 10' STREET RIGHT OF WAY PR 2018-00031916

10' UTILITY & PEDESTRIAN EASEMENT PR 2018-00031916

20' STREET RIGHT OF WAY PR 16-71

S SANG AVE 20' R/W

W HENSON HILL 27.5' R/W

25' UTILITY EASEMENT PR 16-71

L1 L3

5/8" IRON PIN PS 1642

15' MIDDLE ALLEY RIGHT OF WAY PR 4-61

⑭ TRACT 5 ±0.09 ACRES

N2°09'42"E 138.24'

S2°33'40"W 138.30'

PARCEL 765-11945-001 OVERLOOK VENTURES LLC

⑳ ⑮ 30' TELEPHONE RIGHT OF WAY AND EASEMENT DOC 2020-00018665

L4

A PAVED ASPHALT PORTION OF WEST MAINE STREET LIES IN THIS AREA OF TRACT 5. NO DOCUMENT DEDICATING STREET RIGHT OF WAY IN THIS AREA WAS PROVIDED TO THE SURVEYOR AND NO DEDICATING DOCUMENTS WERE DISCOVERED BY THE SURVEYOR IN THE COURSE OF HIS RESEARCH OF THE PROPERTY BOUNDARY.

W MAINE ST 45' R/W

ASPHALT

8" WATER LINE SCALED FROM CITY OF FAYETTEVILLE GIS WEB SITE

45' STREET RIGHT OF WAY PR 4-61

5/8" IRON PIN

GRAPHIC SCALE IN FEET

50' 0 50'

RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A;TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:

CERTIFICATE OF AUTHORIZATION NO. 1747 CRAFTON, TULL & ASSOCIATES, INC. No. 109 ARKANSAS ENGINEER

© 2024 Crafton, Tull & Associates, Inc.

DELTA	DESCRIPTION	DATE

SHEET NO.:
6 OF 6

DRAWING: G:\24301900_THESTATION\INFRASTRUCTURE\SURVEY\DWG\24301900 ALTA.DWG
LAYOUT: LAYOUT6 - LAST SAVED: KM7/6, 7/1/2024 1:08:54 PM
LAST PLOTTED BY: KEVIN MONTGOMERY, 7/1/2024 1:08:41 PM, [PLOTTED BY: VALID ON HARD COPY ONLY]

[END OF BOOKLET]

From: Masters, Jessica <jmasters@fayetteville-ar.gov>
Sent: Wednesday, July 16, 2025 8:49 AM
To: t1tlott@gmail.com
Subject: RE: 2215 W. HASKELL HTS - PZD-2025-0004

Tom,

Thank you for the question. Yes, the developments are very similar, and possibly identical, and you are correct – code does not typically permit an identical filing within 12 months of a denial. In this instance, it will be up to the Planning Commission to determine whether or not they want to hear the item again. Staff will still review the item and provide feedback to the applicant and work to place the item on an agenda, but the Planning Commission will have to make a motion to re-hear it.

I hope this helps, and please let me know if you have any other questions.

Jessie

Jessie Masters, AICP

Planning Director
Development Services
City of Fayetteville, Arkansas
(479) 575-8239
www.fayetteville-ar.gov
Website | Facebook | Twitter | Instagram | YouTube

From: t1tlott@gmail.com <t1tlott@gmail.com>
Sent: Tuesday, July 15, 2025 6:30 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: 2215 W. HASKELL HTS - PZD-2025-0004

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

Jessie – I have a preliminary question regarding this PZD fling. Other than a new traffic study, it appears to be a duplicate of PZD 2025-001. That PZD was rejected by the Planning Commission on March 24, 2025.

Under UDC 154.03(D), the new filing is less than 12 months from the disapproval of March 24, 2025.

Here is a link to a comparison of the first 24 pages of both PZDs. They are identical. I have not had time to review the building drawings. The traffic studies are dated differently but I have not reviewed the details.

https://www.dropbox.com/scl/fo/8ngljwhrz19hyq7po7jxf/ANvDHqhxfOfA_21-oA2vef4?rlkey=c7ylyiqr86yc0dwqpuivp2w21&dl=0

Please let me know if the new filing is improper under the UDC. Thanks.

Tom Overbey

T1TLOTT@gmail.com

479-871-2180

From: t1tlott@gmail.com <t1tlott@gmail.com>
Sent: Sunday, July 20, 2025 3:12 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: 2215 W. HASKELL HTS - PZD-2025-0004

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

I have reviewed the new filing more closely. The new PZD is not an exact duplicate of the one that was denied in March. I will have more comments on it later.

A significant difference is an updated traffic study in the new filing. Will planning staff make a comparison of the two traffic studies as part of the review process? The results of the new study appear more favorable, but it is difficult for a non-engineer to understand why. And whether the new data is an accurate basis for the better conclusions.

Thanks.

Tom Overbey

T1TLOTT@gmail.com

479-871-2180

From: Lisa Orton <lisa_m_orton@yahoo.com>
Sent: Saturday, August 2, 2025 1:19 PM
To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Payne, Brad <brad.payne@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Garlock, Jimm <jimm.garlock@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick <nick.werner@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>
Cc: Lisa Orton <lisa_m_orton@yahoo.com>; University Heights Neighbors <university-heights-na@listserv.uark.edu>
Subject: Oppose PZD-2025-0004 Haskell Commons

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

Dear Planning Commission,

Please vote against the PZD-2025-0004 rezoning request on south Markham Hill and Haskell Heights.

I would be present at your meeting on August 11 to speak at the podium, but I am often out-of-town on Monday evenings and will miss this meeting.

I strongly oppose the rezoning of the 34.86 acres on south Markham Hill and Haskell Heights from RSF-4 to PZD-2025-0004. I am so tired of the developer attempting again and again to rezone this wooded hillside for high density housing. The problems with it still exist, even with any slightly smaller number of living units. City Staff and the Planning Commission continue to rightfully deny this request.

I believe this location is wrong for the type of higher density development that Crafton Tull describes. I'm sure you are aware of the problems that have resulted elsewhere in Fayetteville as well as in our neighborhood where developers try to build higher density on hillsides and hilltops.

I agree with the list of reasons for denial given by City Staff and by residents Bill and Joyce Feldman, Tom Overbey, Laura Carver, Marsha Scott, Charles Leflar, Tom Pears, and others.

If development were to take place in these 34.86 acres, it could be done with the current RSF-4 zoning. The most 'truly' compatible type would be one single family home per 1-5 acres, because the surrounding parcels on most sides are either totally forested or very low density with most of the historical Markham Hill woods preserved. The developer would only have to cut down the trees where each single family home would be located, leaving the surrounding mature tree cover to handle most of the water issues and provide environmental and ecological benefits. The developer would still have to deal with drainage problems, large construction vehicles on the narrow roads, building on steep slopes, traffic congestion and safety to the south, etc.

Higher density housing is needed in Fayetteville, but should only be done where appropriate. This location is an example of where "not" to do it.

Please deny PZD-2025-0004.

Thank you for your consideration.

Sincerely,

Lisa Orton

1663 W Halsell Rd

Fayetteville, AR 72701

Ward 4

410-674-8440 (c)

Sent from Yahoo Mail for iPad

From: William A Feldman <wfeldman@uark.edu>
Sent: Monday, August 4, 2025 5:01 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: PZD 2025 0004

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

(Copy below)

August 4, 2025

William and Joyce Feldman

16 North Sang Avenue

Fayetteville, AR 72701

(wfeldman@uark.edu)

Planning Commision

Fayetteville, AR

Subject: PZD-2025-0004

Dear Planning Commission members,

We are writing to you to express our concerns with this PZD request and urge you to reject this proposal. This submission, an update of the submission wisely previously rejected by the planning commission, does not ameliorate the faults of the previous proposal.

These include:

Dangerous increases in traffic including on Sang Ave which south of Markham is steep with dangerous blind spots and curves in the road. The dangerous introduction of another steep inclined portion of Sang in the proposed development. Increased traffic in the area south of the proposed development and north of the proposed development where projects on Markham hill including housing and hotel continue to significantly increase traffic.

The destruction of a natural wooded hillside that protects a portion of the city from flooding and erosion and the obvious esthetic loss.

The project remains incompatible with the neighborhood.

Adequate housing in Fayetteville should certainly be a high priority but the need for housing for students is expected, from demographic data, to be dramatically decreased. It would then not be easy to convert student housing to more general use.

This vast number of residents and visitors would most certainly create a noisy environment for the surrounding neighborhood.

Sincerely,

William and Joyce Feldman

August 4, 2025

William and Joyce Feldman

16 North Sang Avenue

Fayetteville, AR 72701

(wfeldman@uark.edu)

Planning Commision

Fayetteville, AR

Subject: PZD-2025-0004

Dear Planning Commission members,

We are writing to you to express our concerns with this PZD request and urge you to reject this proposal. This submission, an update of the submission wisely previously rejected by the planning commission, does not ameliorate the faults of the previous proposal.

These include:

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2. The destruction of a natural wooded hillside that protects a portion of the city from flooding and erosion and the obvious esthetic loss.

3. The project remains incompatible with the neighborhood.

4. Adequate housing in Fayetteville should certainly be a high priority but the need for housing for students is expected, from demographic data, to be dramatically decreased. It would then not be easy to convert student housing to more general use.

5. This vast number of residents and visitors would most certainly create a noisy environment for the surrounding neighborhood.

Sincerely,

William and Joyce Feldman

From: Ethel C. Simpson <esimpson@uark.edu>
Sent: Monday, August 4, 2025 9:15 PM
To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Payne, Brad <brad.payne@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Garlock, Jimm <jimm.garlock@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick <nick.werner@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>
Subject: Oppose PZD-2025-0004 Haskell Commons

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

Dear Planning Commission,

Please vote against the PZD-2025-0004 rezoning request on south Markham Hill and Haskell Heights.

I cannot be at your meeting on August 11.

I strongly oppose the rezoning of the 34.86 acres on south Markham Hill and Haskell Heights from RSF-4 to PZD-2025-0004. I am so tired of the developer attempting again and again to rezone this wooded hillside for high density housing. The problems with it still exist, even with any slightly smaller number of living units. City Staff and the Planning Commission continue to rightfully deny this request.

I believe this location is wrong for the type of higher density development that Crafton Tull describes. I'm sure you are aware of the problems that have resulted elsewhere in Fayetteville as well as in our neighborhood where developers try to build higher density on hillsides and hilltops.

I agree with the list of reasons for denial given by City Staff and by residents Bill and Joyce Feldman, Tom Overbey, Laura Carver, Marsha Scott, Charles Leflar, Tom Pears, and others.

If development were to take place in these 34.86 acres, it could be done with the current RSF-4 zoning. The most 'truly' compatible type would be one single family home per 1-5 acres, because the surrounding parcels on most sides are either totally forested or very low density with most of the historical Markham Hill woods preserved. The developer would only have to cut down the trees where each single family home would be located, leaving the surrounding mature tree cover to handle most of the water issues and provide environmental and ecological benefits. The developer would still have to deal with drainage problems, large construction vehicles on the narrow roads, building on steep slopes, traffic congestion and safety to the south, etc.

Higher density housing is needed in Fayetteville, but should only be done where appropriate. This location is an example of where NOT to do it.

Please deny PZD-2025-0004.

Thank you for your consideration.

Ethel C. Simpson

University Heights, Fayetteville

August 6, 2025

Stephen & Laura Carver

41 N. Sang

Fayetteville, AR 72701

To: Planning Staff and Planning Committee,

For the sixth time we continue our opposition the rezoning of Haskel Commons property owned by Felicia Ferris.

At the last Planning meeting it was requested to have renderings that show how the buildings would look on a drop of 80 to 100 feet, (an approximate 15-20% slope). The drawings have not been provided. The new proposal by Crafton Tull is not significantly different from the 5 prior proposals.

Several issues have been brought up before and the following research describes how changing the zoning DOSE NOT meet the intent of the proposed zoning district.

The University of Arkansas has started construction of a 900-bed dormitory to be completed for the Fall 2026 Freshman class. Following, another dormitory to be built in 2026. Although the Fall 2025 in coming class of 7,000 +/- is the largest yet the Housing Department is able to accommodate them. The Housing Department anticipates the Fall Class of 2026 and total enrollment to shrink due to the Big Beautiful Bill applying time limits on Pella Grants and eliminating graduate aid.

Traffic studies do not show the full picture of future traffic. The Stonebreaker Hotel has begun to host travelers and events with vehicles using the water tower road and the fire road, both enter/exit onto North Sang. The housing development of 39 homes currently being built in the Northwest corner of their property will add additional traffic to the area. Also, there are future plans for an additional housing development on their property that abuts Ms. Ferris's property to the Southwest.

There is the cost of construction of a 0.3 + mile street from Markham to The Station. There is no sewer, and water pressure is extremely low on North Sang. Should there be a water main break on North Sang it will run downhill to MLK.

Please note Ramy Middle School is on South Sang, north of MLK. This property is changing into another education operation that will impact traffic.

As we and our neighbors on North Sang think the current zoning of R-4 is sufficient to accommodate infill, the construction of 3 story apartments/townhouses is not amenable to the City of Fayetteville's Hillside/Hilltop Overlay District.

Please read the following details of issues,

Thank you,

Stephen & Laura Carver

From: Charles Joseph Leflar <cleflar@uark.edu>
Sent: Thursday, August 7, 2025 11:06 AM
To: CityClerk <cityclerk@fayetteville-ar.gov>
Subject: Letter opposing PZD 2025-004

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

Please forward the following letter to the members of the Fayetteville Planning Commission. I also will be at the PC meeting on Monday evening to speak. Thanks very much.

Charles Leflar

Dear Planning Commissioners,

I would like to state my opposition to PZD 2025-0004.

The proposed development is adjacent to my home property both to the west and to the south. This development would sit in the midst of an established single-family community. My house, where I grew up, was built in 1956 and this neighborhood has consisted of single-family residences ever since. The massive proposed development would be **totally incompatible with the current neighborhood** to the north and east.

There are additional reasons to oppose this development:

- The steep hillside is poorly suited to large buildings and the necessarily steep streets with tight curves would be quite difficult for fire trucks to navigate.
- The alleged 'single-family dwellings' on the top of the hill are actually just small apartment houses. They would not be sold to families, they would be full of individually rented bedrooms.
- The most direct walking route to campus from these buildings would be across my property, literally through my yard.
- The 'traffic study' included in the development application still includes the traffic counts taken in May 2025 after University Commencement and prior to the start of Summer Session I, a time when all the students are out of town. This (potentially intentional) timing falsely understates the actual traffic in the neighborhood substantially. We brought this to the attention of the PC before, yet the developers have not bothered to remedy this flaw.

- Per Fayetteville City Ordinance, given the Commission's unanimous rejection of an almost identical proposal earlier this year, the developers should have waited until next year to reapply. Changes in this proposal are essentially cosmetic in nature.

Thank you for your consideration of this matter.

Sincerely,

Dr. Charles Leflar

1717 W. Center St.

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner

MEETING DATE: August 11, 2025

SUBJECT: **ADM-2025-0035: Administrative Item (380 N. COLLEGE AVE./OZARK NATURAL FOODS, 485):** Submitted by OZARK NATURAL FOODS for property located at 380 N. COLLEGE AVE. The property is zoned MSC, MAIN STREET CENTER and contains approximately 2.35 acres. The request is for an extension of an already-approved conditional use permit for an outdoor music establishment.

RECOMMENDATION:
Staff recommends approval of **ADM-2025-0035** with conditions.

RECOMMENDED MOTION:
*"I move to approve **ADM-2025-0035** with conditions as recommended by staff."*

BACKGROUND:
The subject property is the site of Ozark Natural Foods which is located at the southeast corner of College Avenue and Lafayette Street. The property contains approximately 2.35 acres and is zoned MSC, Main Street Center. In August 2024, the Planning Commission approved a conditional use permit to allow for outdoor music on the subject property (CUP-2024-0029). Surrounding land use and zoning is depicted on *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Commercial and Residential	MSC, Main Street Center
South	Commercial	MSC, Main Street Center
East	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
West	Commercial	MSC, Main Street Center

Request: The applicant requests an extension to CUP-2024-0029. The conditional use permit originally received its approval on August 12, 2024, and an extension is being requested from the Planning Commission in line with UDC §166.20(B)(3), and in line with the condition that was approved at the time.

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

DISCUSSION:
Staff supports the applicant's request to extend their conditional use permit. No noise complaints have been received during the year that the conditional use permit has been active, and staff finds

that the applicant has made a good faith effort to comply with city requirements. Therefore, staff recommends approval of an extension with no set expiration.

RECOMMENDATION: Staff recommends approval of **ADM-2025-0035** with the following conditions.

Conditions of Approval:

1. CUP-2024-0029 shall be extended indefinitely;

2. All other conditions of the associated conditional use permit (CUP-2024-0029) not affected by this extension shall remain in effect.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: August 11, 2025	❒ **Tabled**	❒ **Approved**	❒ **Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- CUP-2024-0029 Conditions of Approval
- Project Maps
  - One Mile Map
  - Close-up Map
  - Current Land Use Map
- Applicant Request Letter

CUP-2024-0029 Conditions of Approval

1. **Planning Commission determination of compatibility.** *Staff finds the proposed use to be compatible based on the findings contained herein;*

2. Hours of operation are limited to 8:00 a.m. to 9:00 p.m. on Sunday and 7:00 a.m. to 9:00 p.m. Monday thru Saturday as indicated in the applicant's request letter;

3. Three documented violations of the City's noise ordinance shall also be considered a violation of this conditional use permit subject to revocation by the Planning Commission. The project shall comply with the City's noise ordinance, as enforced by the Police Department. All music (acoustic or electronically amplified) shall be subject the commercial regulations as follows:

   (A) No person shall operate or cause to be operated, or permit, contract or allow to be operated on premises on public or private property any identifiable source of sound in such a manner as to create a sound level within the use districts in Table 2 below which exceeds the maximum noise levels as set forth in Table 2 as measured at any point on the boundary of the property from which the sound or noise was emanating. Except between the hours of 10:00 p.m. and 1:00 a.m., a complaint under this section must be brought by a property owner or leaseholder affected by excessive noise on their property.

Table 2:
Noise Limitations by Land Use Category

Use Districts	Maximum Time	Noise Levels
All residential zones	7:00 a.m. to 11:00 p.m.	60 dB(A)
All residential zones	11:00 p.m. to 7:00 a.m.	55 dB(A)
All commercial zones	7:00 a.m. to 11:00 p.m.	75 dB(A)
All commercial zones	11:00 p.m. to 7:00 a.m.	70 dB(A)
All industrial zones	7:00 a.m. to 11:00 p.m.	80 dB(A)
All industrial zones	11:00 p.m. to 7:00 a.m.	75 dB(A)

   All measurements shall be taken with a sound level meter in its fast or peak level setting.

4. All outdoor lighting on site must comply the requirements of Unified Development Code Chapter 176, Outdoor Lighting.

PLANNING COMMISSION ACTION: **Required** **YES**

Date: August 12, 2024 ❒ **Tabled** ☒ **Approved** ❒ **Denied**
- with conditions as recommended by staff and with two added conditions:

Motion: McGetrick

1.) A maximum of 12 events may be permitted per year
2.) CUP must be reconsidered at 12 months

Second: Payne

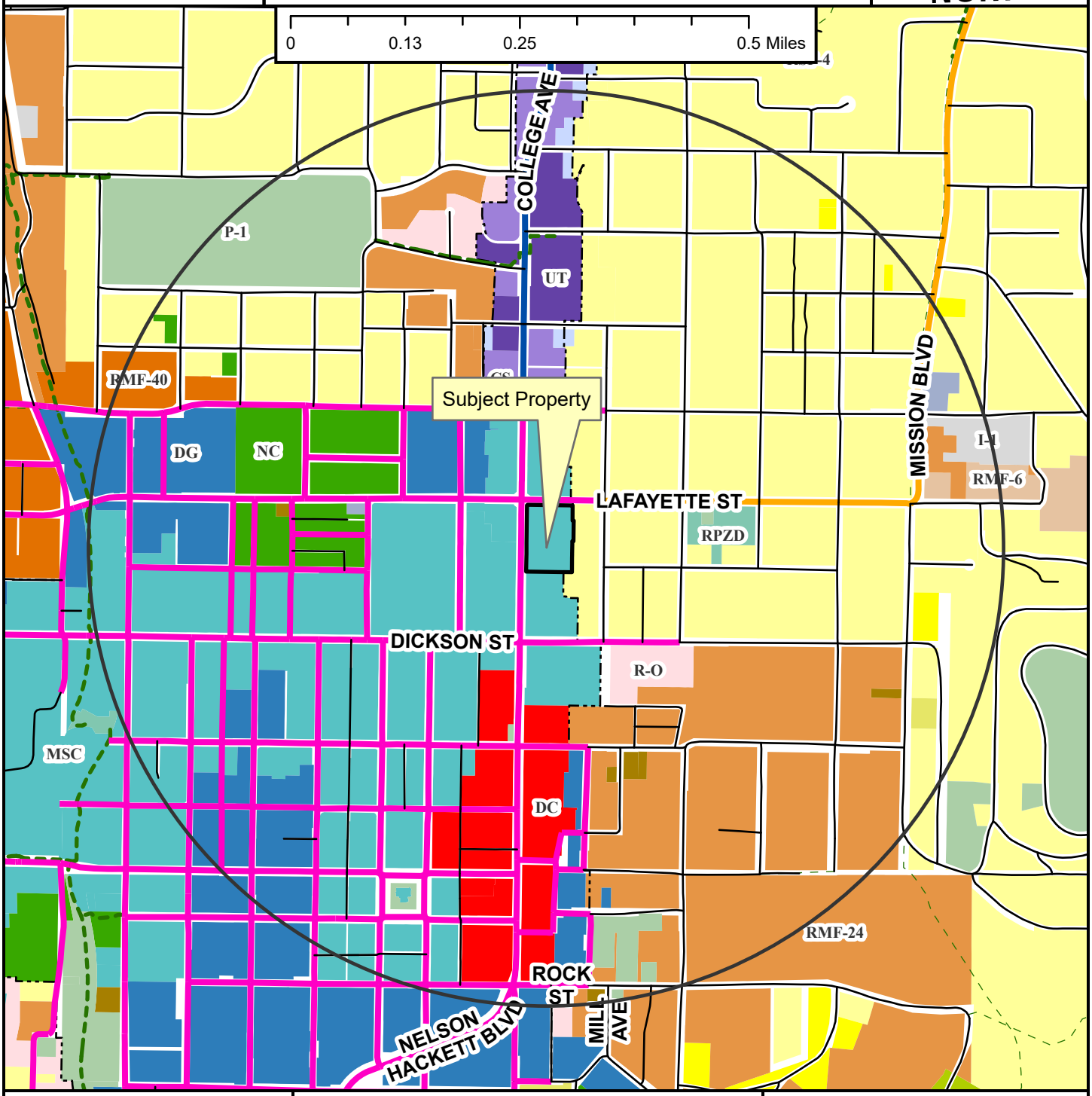
Vote: 7-0-0

ADM-2025-0035

One Mile View

380 N. COLLEGE AVE

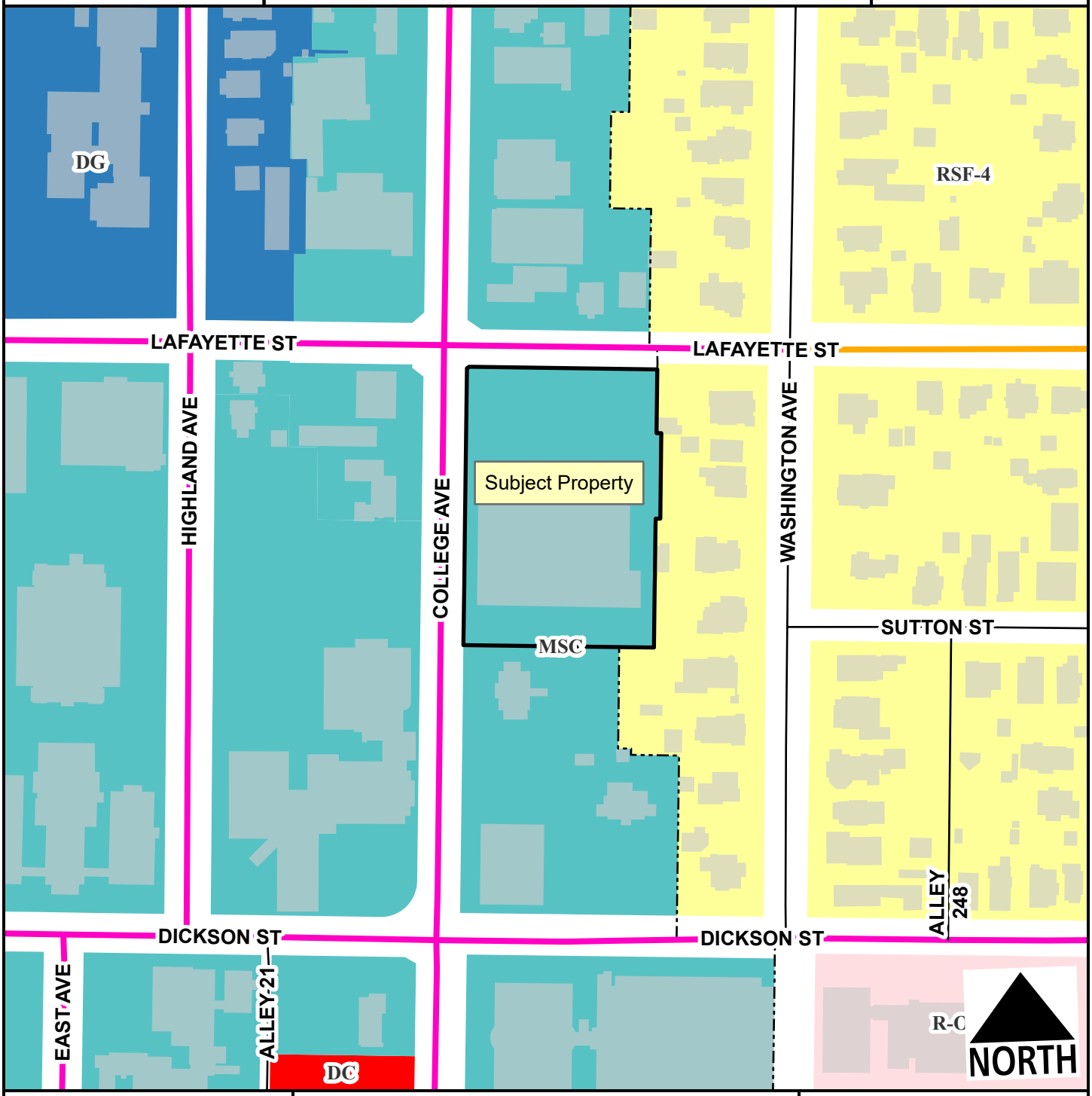
NORTH



ADM-2025-0035

Close Up View

380 N. COLLEGE AVE



- Neighborhood Link
- Urban Center
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 75 150 300 450 600

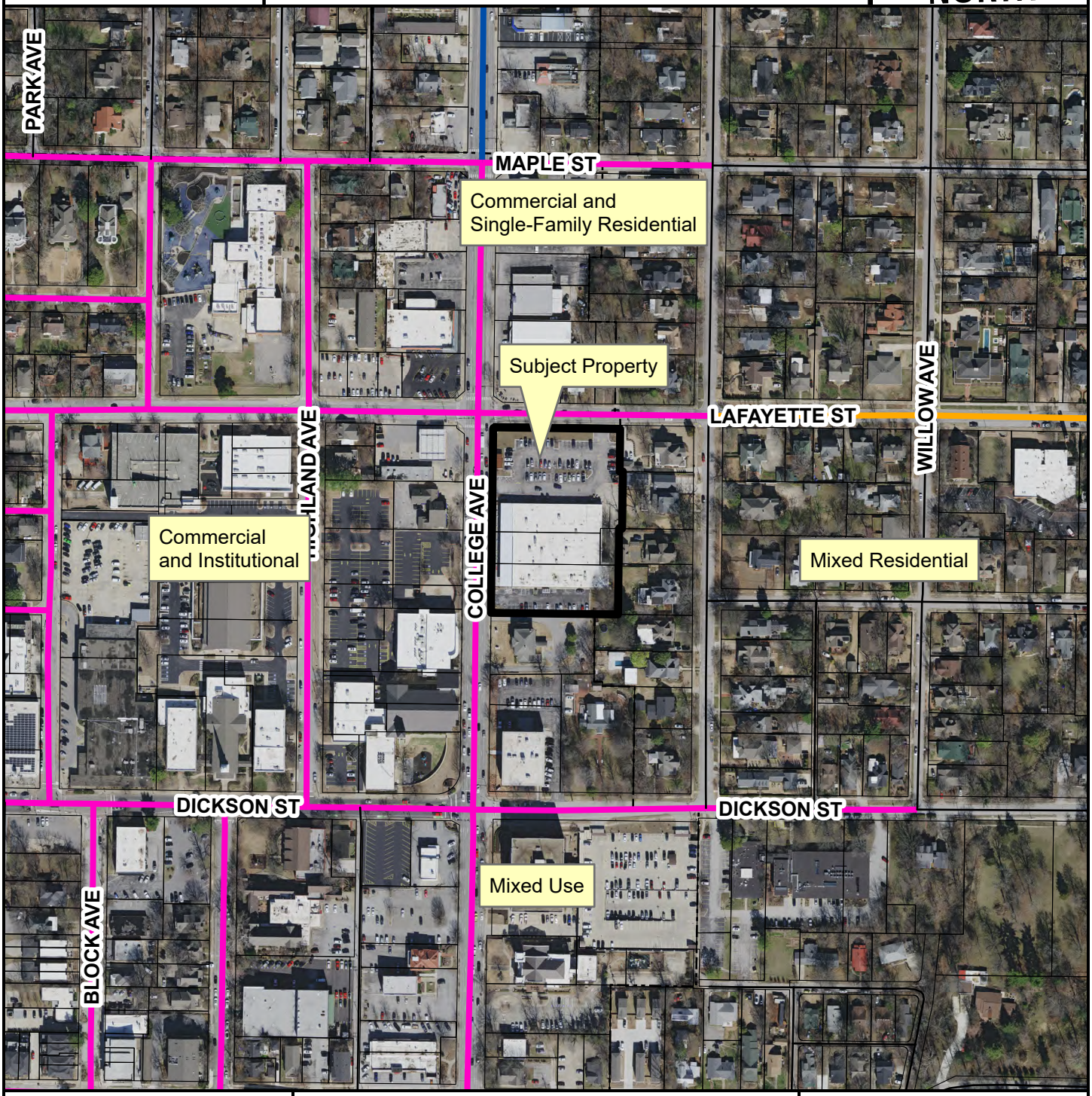
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ADM-2025-0035

Current Land Use

380 N. COLLEGE AVE

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

Co op Ozark Natural Foods

Keeping It Local Since 1971

Ozark Natural Foods Co-Op
380 N College Ave
Fayetteville, AR 72701
7/16/2025

RE: CUP-2024-0029

Dear City of Fayetteville Planning Staff:

We are submitting an application for renewal and an amendment to our conditional use permit for outdoor amplified music that expires on August 12th, 2025. During the past 12 months we have had several events with amplified music and were able to keep them within the stated guidelines of our permit without receiving any violations or complaints.

We would like to request the following:

1. Renewal of conditional use permit #CUP-2024-0029
2. Amendment to extend the permit indefinitely

Thank you for your consideration of the proposed renewal and amendment,

Sincerely,

Randy Wilburn
Board of Directors President

380 N College Avenue
Fayetteville, AR 72701

Phone: 479.521.7558
Fax: 479.521.5230

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Wesley Frank, Planner

MEETING DATE: August 11, 2025

SUBJECT: **VAR-2025-0034: Planning Commission Variance (2825 E. INWOOD LN./COPALIS, 411):** Submitted by BATES & ASSOCIATES for property located at 2825 E. INWOOD LN. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 1.15 acres. The request is for a variance to access management standards.

RECOMMENDATION:
Staff recommends approval of **VAR-2025-0034** with conditions.

RECOMMENDED MOTION:
"I move to approve VAR-2025-0034, recommending:

- *In favor of the requested variance to §166.08(E)(2), Double Street Frontage; and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is in east Fayetteville, approximately 0.36 of a mile south of the intersection of N. Crossover Road and E. Mission Boulevard. The parcel is developed with a single-family structure built in 1975. A lot split (LSP-2025-0019) was recently submitted on this property for the creation of a second lot. Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

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

Request: The applicant requests a variance to §166.08(E)(2) which prohibits double-street frontage lots except where such lots front on access restricted roadways such as expressways. The applicant intends to split one lot into two with one non-corner lot fronting onto both N. Crossover Lane and E. Inwood Lane.

DISCUSSION

Variance: §166.08(E)(2), Street Design and Access Management Standards. With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted roadways such as expressways. The applicant is intending to create two new lots through a lot split with one property having double-street frontage.

- *Staff recommendation: Staff finds the applicant does not necessarily have a hardship in this case, but that with appropriate guardrails in place, staff can support the application. Under the UDC, double-street frontage may be permitted "for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer." The applicant has indicated that the choice to format the lot split in this way was driven by the requirement that a driveway would not be permitted onto N. Crossover Road due to separation distance requirements. Further, staff finds that the applicant's proposal provides continued access to water and sewer to the existing structure, while allowing a separate lot to be subdivided. The existing lot is much larger than the minimum requirements of the RSF-4 zoning district, so subdividing the lot once still meets the requirements for density and minimum lot size requirements. The intent of the ordinance is protected with proportionate conditions, as listed below, that will help maintain the property's interaction with the public realm.*

Public Comment: Staff has not received any public comment at this time.

RECOMMENDATION: Staff recommends approval of VAR-2025-0034 with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of a variance to §166.08(E)(2), to allow the development of a through lot.** *Staff recommends in favor of the request for the reasons outlined above.*

2. *Driveway access for tracts 1 and 2 shall be limited to one shared access driveway along E. Inwood Lane.*

3. Any fencing installed along N. Crossover Road that exceeds 30 inches in height shall not obstruct the view of the structure from the right-of-way.

4. Any subsequent development for tracts 1 and 2 shall orient the primary façade along N. Crossover Road.

5. Approval of this variance does not represent overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION: Required YES
Date: August 11, 2025 ❒ Tabled ❒ Approved ❒ Denied
Motion:
Second:
Vote:

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Developed Code:
  - § 166.08 Street Design and Access Management Standards
- One Mile Map
- Close-up Map
- Current Land Use Map
- Request Letter
- Site Plan

166.08 Street Design And Access Management Standards

…

(E) *Block Layout/Connectivity.*

(1) *Block Length.* Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.

(a) *Regional and Regional High Activity Links.* Signalized intersections should be located at a minimum of one (1) every 2,640 feet (half a mile) along regional links and should be based on traffic warrants.

(b) *Neighborhood Links.* Intersections should be located at a minimum of one (1) every 1,320 feet (quarter of a mile) along neighborhood links.

(c) *Residential Link and Downtown/Urban Street.* Intersections shall occur at a minimum of one (1) every 660 feet.

(d) *Variances.* Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.

(2) With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted roadways such as expressways. Alleys are not considered as frontage. Double frontage lots may be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots. Unless otherwise approved by the Planning Commission, all primary structures shall be oriented toward the higher functional classification street.

(3) *Connectivity.* Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.

(4) *Topography.* Local streets should be designed to relate to the existing topography and minimize the disturbance zone.

(5) *Dead-End Streets.* Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead end streets shall end in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the city and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

…

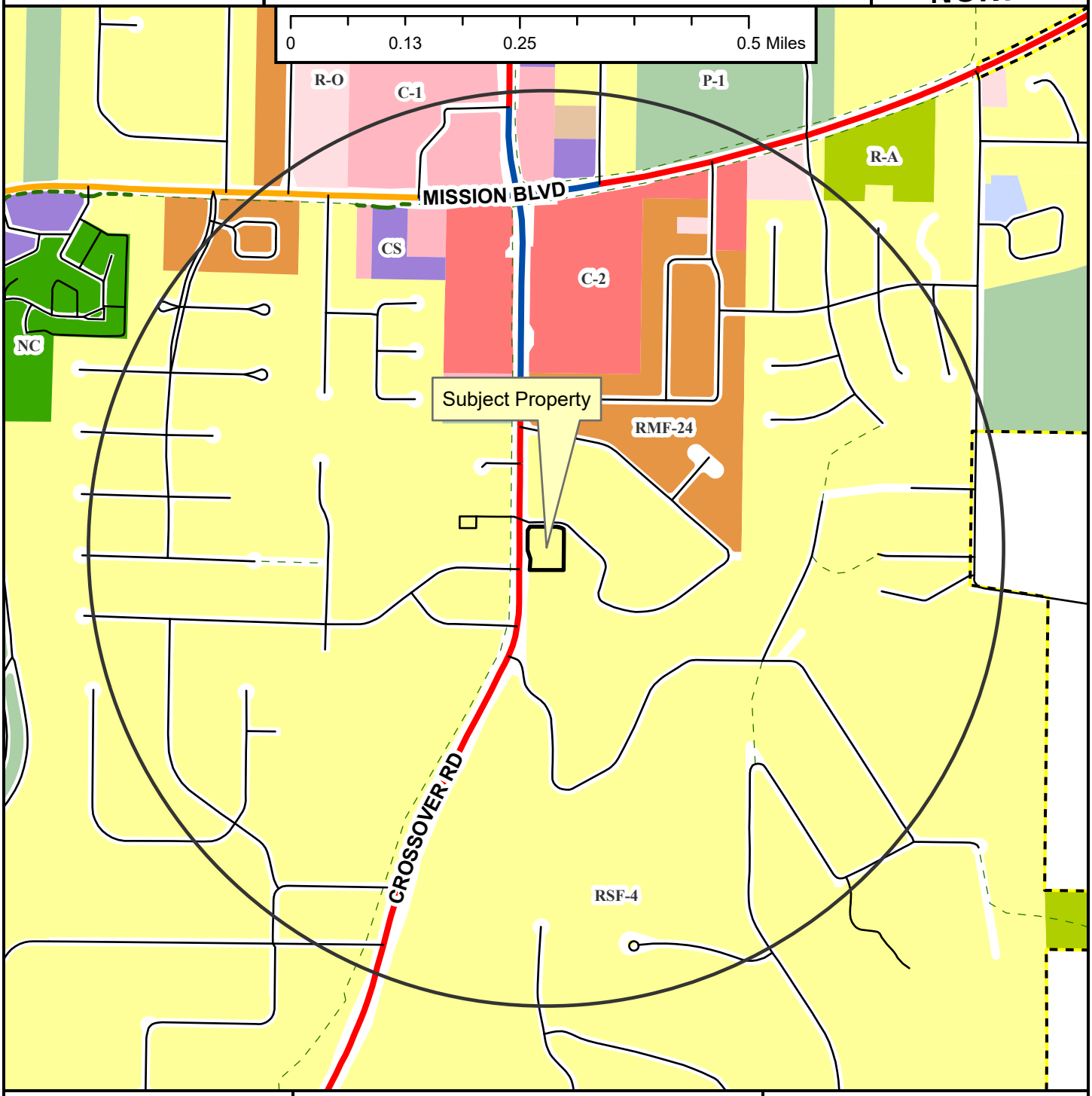
(Code 1965, App. C., Art. IV, §§C, D, F—H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51—159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4757, 9-6-05; Ord. No. 4919, 9-05-06; Ord. No. 5156, 8-5-08; Ord. No. 5296, 12-15-09; Ord. No. 5546, 12-04-12; Ord. No. 5642, 12-03-13; Ord. No. 6179, §1, 4-16-19; Ord. No. 6207, §§1—4, 7-16-19; Ord. No. 6244, §1, 10-1-19; Ord. No. 6350, §4(Exh. C), 8-18-20; Ord. No. 6658, §9, 5-2-23)

VAR-2025-0034

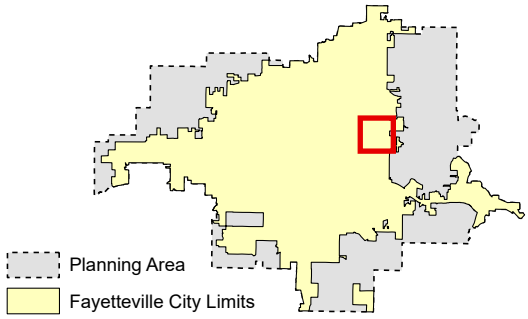
One Mile View

2825 E. INWOOD LN

NORTH



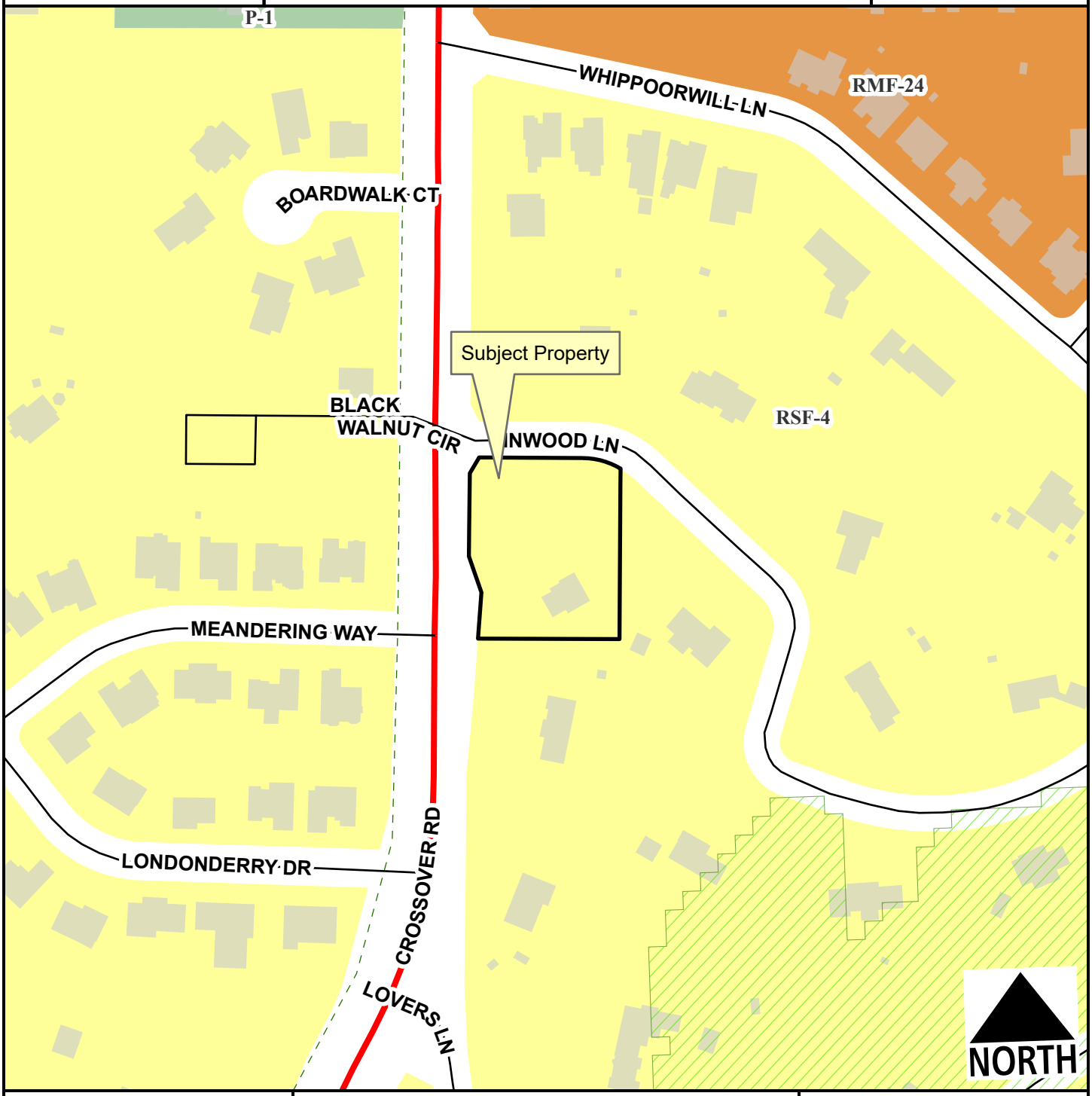
- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



VAR-2025-0034

Close Up View

2825 E. INWOOD LN



Regional Link
Unclassified
Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits
Trail (Proposed)

Feet

0 75 150 300 450 600

1:2,400

VAR-2025-0034

Current Land Use

2825 E. INWOOD LN

NORTH



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

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

BATES
Engineers · Surveyors

7230 S. Pleasant Ridge Dr. Fayetteville, AR 72704
PH: 479-442-9350 * FAX: 479-521-9350
www.batesnwa.com

July 10, 2025

To the City of Fayetteville Planning Commission,

On behalf of our client, Mr. James Atkinson, we respectfully submit this letter in support of a request for a variance associated with Fayetteville Project #LSP-2025-0019. The variance pertains to a proposed lot split on Mr. Atkinson's property, which is currently a single lot located at the corner of Arkansas Highway #265 (North Crossover Road) and East Inwood Lane.

The intent of the lot split is to divide the existing parcel into two lots. While the lot is situated on a corner, access is currently only permitted from one street due to city restrictions on driveway access from the higher classified North Crossover Road. As a result, the newly created lot will become the corner lot and access via East Inwood Lane. However, the existing residence will remain on a lot that qualifies as a "through lot," having frontage on both streets but not being located on a corner. This configuration requires a variance under the City's development code.

We believe the circumstances present a practical difficulty and undue hardship for our client. The configuration of the property and the city's driveway access restrictions prevent any feasible alternative to this design. Mr. Atkinson is not seeking to increase density beyond what is otherwise permitted. Rather, he is requesting relief that would allow for a reasonable and functional division of the land that remains consistent with neighborhood character and zoning intent. Both lots will continue access via the existing driveway on East Inwood Lane and a sufficient access easement dedicated via LSP-25-0019.

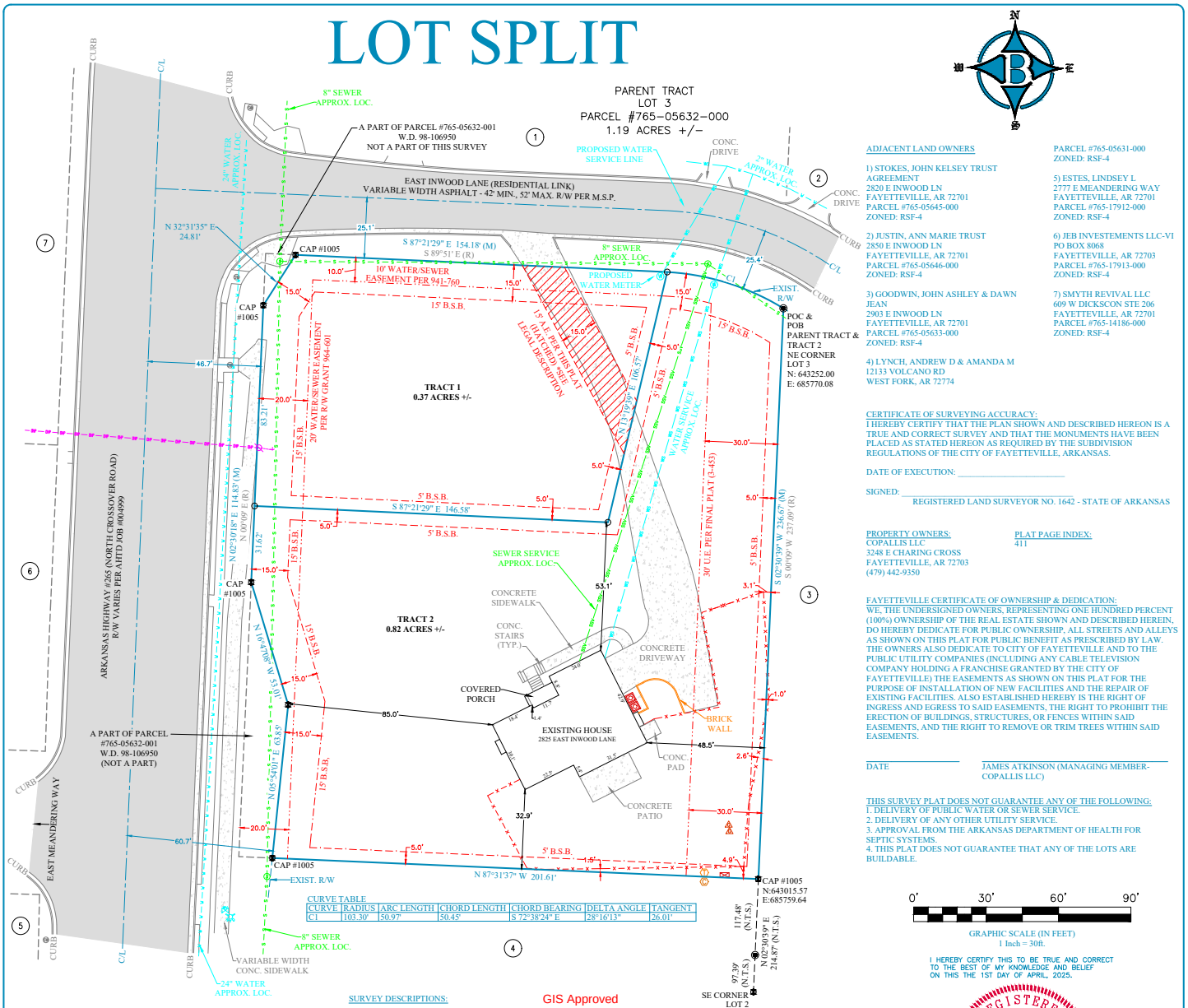
We respectfully request that the Planning Commission approve the requested variance so that Mr. Atkinson can responsibly develop his property.

Thank you for your time and consideration. Please feel free to contact me with any questions or for additional information.

Sincerely,

Blaine Atchley – Project Manager
Bates & Associates
blaine@batesnwa.com
479-442-9350

LOT SPLIT



CURVE TABLE						
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT
C1	103.30'	50.97'	50.45'	S 72°38'24" E	28°16'13"	26.01'

ADJACENT LAND OWNERS

1) STOKES, JOHN KELSEY TRUST AGREEMENT
2820 E INWOOD LN
FAYETTEVILLE, AR 72701
PARCEL #765-05645-000
ZONED: RSF-4

2) JUSTIN, ANN MARIE TRUST
2850 E INWOOD LN
FAYETTEVILLE, AR 72701
PARCEL #765-05646-000
ZONED: RSF-4

3) GOODWIN, JOHN ASHLEY & DAWN JEAN
2903 E INWOOD LN
FAYETTEVILLE, AR 72701
PARCEL #765-05633-000
ZONED: RSF-4

4) LYNCH, ANDREW D & AMANDA M
12133 VOLCANO RD
WEST FORK, AR 72774

PARCEL #765-05631-000
ZONED: RSF-4

5) ESTES, LINDSEY L
2777 E MEANDERING WAY
FAYETTEVILLE, AR 72701
PARCEL #765-17912-000
ZONED: RSF-4

6) JEB INVESTEMENTS LLC-VI
PO BOX 8068
FAYETTEVILLE, AR 72703
PARCEL #765-17913-000
ZONED: RSF-4

7) SMYTH REVIVAL LLC
609 W DICKSCON STE 206
FAYETTEVILLE, AR 72701
PARCEL #765-14186-000
ZONED: RSF-4

CERTIFICATE OF SURVEYING ACCURACY:

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY AND THAT THE MONUMENTS HAVE BEEN PLACED AS STATED HEREON AS REQUIRED BY THE SUBDIVISION REGULATIONS OF THE CITY OF FAYETTEVILLE, ARKANSAS.

DATE OF EXECUTION: _____

SIGNED: _____
REGISTERED LAND SURVEYOR NO. 1642 - STATE OF ARKANSAS

PROPERTY OWNERS:
COPALLIS LLC
3248 E CHARING CROSS
FAYETTEVILLE, AR 72703
(479) 442-9350

PLAT PAGE INDEX:
411

FAYETTEVILLE CERTIFICATE OF OWNERSHIP & DEDICATION:

WE, THE UNDERSIGNED OWNERS, REPRESENTING ONE HUNDRED PERCENT (100%) OWNERSHIP OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY DEDICATE FOR PUBLIC OWNERSHIP, ALL STREETS AND ALLEYS AS SHOWN ON THIS PLAT FOR PUBLIC BENEFIT AS PRESCRIBED BY LAW. THE OWNERS ALSO DEDICATE TO CITY OF FAYETTEVILLE AND TO THE PUBLIC UTILITY COMPANIES (INCLUDING ANY CABLE TELEVISION COMPANY HOLDING A FRANCHISE GRANTED BY THE CITY OF FAYETTEVILLE) THE EASEMENTS AS SHOWN ON THIS PLAT FOR THE PURPOSE OF INSTALLATION OF NEW FACILITIES AND THE REPAIR OF EXISTING FACILITIES. ALSO ESTABLISHED HEREBY IS THE RIGHT OF INGRESS AND EGRESS TO SAID EASEMENTS, THE RIGHT TO PROHIBIT THE ERECTION OF BUILDINGS, STRUCTURES, OR FENCES WITHIN SAID EASEMENTS, AND THE RIGHT TO REMOVE OR TRIM TREES WITHIN SAID EASEMENTS.

_____ DATE

_____ JAMES ATKINSON (MANAGING MEMBER-COPALLIS LLC)

THIS SURVEY PLAT DOES NOT GUARANTEE ANY OF THE FOLLOWING:

1. DELIVERY OF PUBLIC WATER OR SEWER SERVICE.
2. DELIVERY OF ANY OTHER UTILITY SERVICE.
3. APPROVAL FROM THE ARKANSAS DEPARTMENT OF HEALTH FOR SEPTIC SYSTEMS.
4. THIS PLAT DOES NOT GUARANTEE THAT ANY OF THE LOTS ARE BUILDABLE.

0' 30' 60' 90'

GRAPHIC SCALE (IN FEET)
1 Inch = 30ft.

I HEREBY CERTIFY THIS TO BE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF ON THIS THE 1ST DAY OF APRIL, 2025.

CERTIFICATE OF AUTHORIZATION BATES & ASSOCIATES, INC. #335 ARKANSAS ENGINEER

REGISTERED STATE OF ARKANSAS NO. 1642 PROFESSIONAL LAND SURVEYOR

DRAFT

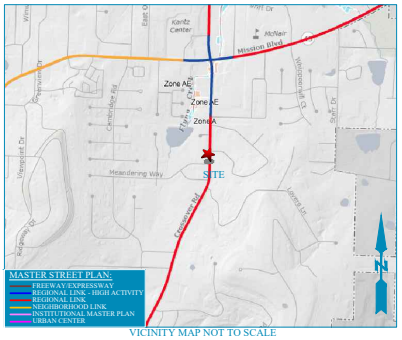
SIGNATURE

PATRICK L. THOMAS

DATE:

IF THE SIGNATURE ON THIS SEAL IS NOT AN ORIGINAL AND NOT BLUE IN COLOR THEN IT SHOULD BE ASSUMED THAT THIS PLAT MAY HAVE BEEN ALTERED. THE ABOVE CERTIFICATION SHALL NOT APPLY TO ANY COPY THAT DOES NOT BEAR AN ORIGINAL SEAL AND SIGNATURE.

VICINITY MAP



VICINITY MAP NOT TO SCALE

FIELD WORK:
MARCH 31, 2025
APRIL 1, 2025

BASIS OF BEARING:
GPS OBSERVATION - AR NORTH ZONE
NAD83(2011) HORIZONTAL DATUM

PROPERTY ZONED:
RSF-4

PROPOSED USE:
SINGLE FAMILY RESIDENTIAL

BUILDING SETBACKS:
FRONT 15ft
SIDE 05ft
REAR 15ft

THE BUILDING SETBACKS SHOWN ON THIS SURVEY ARE FOR REFERENCE ONLY. SETBACK DIMENSIONS AND LOCATIONS SHOULD BE VERIFIED WITH FAYETTEVILLE PLANNING PRIOR TO DESIGN AND/OR DEVELOPMENT.

REFERENCE DOCUMENTS:
1) PLAT OF SURVEY DATED 07/28/15, PREPARED BY ALAN REED AND ASSOCIATES FOR JOHN AND MICHELLE WISDOM, PROJECT #15193
2) PLAT OF SURVEY FILED IN BOOK G AT PAGE 276
3) PLAT OF SURVEY FILED IN BOOK 2022 AT PAGE 33166
4) FINAL PLAT OF GLENDALE ADDITION FILED IN BOOK 3 AT PAGE 454
5) PLAT OF SURVEY FILED IN BOOK G AT PAGE 277
6) PLAT OF SURVEY FILED IN BOOK M AT PAGE 69
7) AHTD RIGHT-OF-WAY PLANS FOR AR HIGHWAY #16, JOB #004999
8) WARRANTY DEED FILED IN BOOK 2022 AT PAGE 20613
9) WARRANTY DEED FILED AS STATE DOCUMENT #96106950

PLAT NOTES:
1) RECORD (R) BEARINGS AND DISTANCES ARE SHOWN PER THE FINAL PLAT OF GLENDALE ADDITION (3-454) WHERE POSSIBLE.

2) SOME FEATURES AND/OR SYMBOLS ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR VISUAL CLARITY.

3) THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES, GIS, AND/OR UTILITY MAPS PROVIDED BY LOCAL UTILITY COMPANIES. NOT ALL UTILITY COMPANIES MAY HAVE RESPONDED TO OUR REQUEST FOR MAPS AND/OR INFORMATION. ALL UTILITY LINES APPEARING ON THIS PLAT, AS WELL AS THOSE THAT MAY EXIST UNDERGROUND NEED TO BE VERIFIED PRIOR TO DOING ANY TYPE OF EXCAVATION OR DESIGN. SOME UTILITY LINES MAY ALSO EXIST THAT WERE NOT SHOWN ON THIS PLAT.

FLOOD CERTIFICATION:
NO PORTION OF THIS PROPERTY IS LOCATED WITHIN FLOOD ZONE "A" OR "AE" AS DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP FOR WASHINGTON COUNTY, ARKANSAS. (FIRM PANEL #05143C0230G. DATED 1/25/2024)

SURVEY DESCRIPTIONS:

GIS Approved
07/21/2025

PARENT TRACT (PARCEL #765-05632-000:
LOT 3 IN GLENDALE ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS PER THE PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT: BEGINNING AT AN EXISTING PIPE MARKING THE NORTHEAST CORNER OF SAID LOT 3 AND RUNNING THENCE S02°30'39"W 236.67' TO AN EXISTING REBAR, THENCE N87°31'37"W 201.61' TO AN EXISTING REBAR ON THE EAST RIGHT-OF-WAY OF ARKANSAS HIGHWAY #265 (NORTH CROSSOVER ROAD), THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING: N05°54'01"E 63.85' TO AN EXISTING REBAR, N16°47'08"W 53.01' TO AN EXISTING REBAR, N02°30'18"E 114.83' TO AN EXISTING REBAR, N32°31'35"E 24.81' TO AN EXISTING REBAR ON THE SOUTH RIGHT-OF-WAY OF EAST INWOOD LANE, THENCE LEAVING SAID EAST RIGHT-OF-WAY AND ALONG SAID SOUTH RIGHT-OF-WAY S87°21'29"E 154.18', THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 103.30' FOR A CHORD BEARING AND DISTANCE OF S72°38'24"E 50.45' TO THE POINT OF BEGINNING, CONTAINING 1.19 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

TRACT 1:
A PART OF LOT 3 IN GLENDALE ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS PER THE PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT: BEGINNING AT A POINT ON THE SOUTH RIGHT-OF-WAY OF EAST INWOOD LANE WHICH IS ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 103.30' FOR A CHORD BEARING AND DISTANCE OF N72°38'24"W 50.45' AND THENCE N87°21'29"W 20.00' FROM AN EXISTING PIPE MARKING THE NORTHEAST CORNER OF SAID LOT 3 AND RUNNING THENCE S02°30'39"W 104.72', THENCE N87°21'29"W 146.58' TO THE EAST RIGHT-OF-WAY OF ARKANSAS HIGHWAY #265 (NORTH CROSSOVER ROAD), THENCE ALONG SAID RIGHT-OF-WAY N02°30'18"E 83.21' TO AN EXISTING REBAR, THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N32°31'35"E 24.81' TO AN EXISTING REBAR ON THE SOUTH RIGHT-OF-WAY OF EAST INWOOD LANE, THENCE LEAVING SAID EAST RIGHT-OF-WAY AND ALONG SAID SOUTH RIGHT-OF-WAY S87°21'29"E 134.18' TO THE POINT OF BEGINNING, CONTAINING 0.35 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENT AND RIGHTS-OF-WAY OF RECORD.

TRACT 2:
A PART OF LOT 3 IN GLENDALE ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS PER THE PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT: BEGINNING AT AN EXISTING PIPE MARKING THE NORTHEAST CORNER OF SAID LOT 3 AND RUNNING THENCE S02°30'39"W 236.67' TO AN EXISTING REBAR, THENCE N87°31'37"W 201.61' TO AN EXISTING REBAR ON THE EAST RIGHT-OF-WAY OF ARKANSAS HIGHWAY #265 (NORTH CROSSOVER ROAD), THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING: N05°54'01"E 63.85' TO AN EXISTING REBAR, N16°47'08"W 53.01' TO AN EXISTING REBAR, N02°30'18"E 31.62', THENCE LEAVING SAID RIGHT-OF-WAY S87°21'29"E 146.58', THENCE N02°30'39"E 104.72' TO THE SOUTH RIGHT-OF-WAY OF SOUTH INWOOD LANE, THENCE ALONG SAID RIGHT-OF-WAY S87°21'29"E 20.00', THENCE CONTINUING ALONG SAID RIGHT-OF-WAY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 103.30' FOR A CHORD BEARING AND DISTANCE OF S72°38'24"E 50.45' TO THE POINT OF BEGINNING, CONTAINING 0.84 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

15' SHARED ACCESS EASEMENT PER THIS PLAT:
A 15-FOOT WIDE SHARED ACCESS EASEMENT LOCATED IN A PART OF LOT 3 IN GLENDALE ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS PER THE PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, SAID EASEMENT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT: BEGINNING AT A POINT ON THE SOUTH RIGHT-OF-WAY WHICH IS ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 03.30' FOR A CHORD BEARING AND DISTANCE OF N72°38'24"W 50.45', AND N87°21'29"W 42.61' FROM THE NORTHEAST CORNER OF SAID LOT 3 AND RUNNING THENCE S28°22'23"E 44.05', THENCE S02°30'39"W 29.22', THENCE N28°22'23"W 78.15' TO THE SOUTH RIGHT-OF-WAY OF SOUTH INWOOD LANE, THENCE ALONG SAID RIGHT-OF-WAY S87°21'29"E 17.50' TO THE POINT OF BEGINNING, CONTAINING 916.45 SQUARE FEET, MORE OR LESS.

DRAWING #25-036

FOR USE AND BENEFIT OF:
JAMIE ATKINSON
ADDRESS:
2825 EAST INWOOD LANE
FAYETTEVILLE, ARKANSAS

DATE: 04/30/25 | SCALE: 1"=30'
LOCATION: LOT 3 GLENDALE ADDITION | SURVEYED: JRICH | DRAFTED: BA
DRAFT DATE: 04/30/25
REVIEWED: DT
COA #1335

BATES Engineers • Surveyors
7230 S. Pleasant Ridge Dr.•Fayetteville, Arkansas 72704 • 479.442.9350

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LEGEND:

THESE STANDARD SYMBOLS WILL BE FOUND IN THE DRAWING.

(R) RECORD BEARING & DISTANCE
(M) MEASURED BEARING & DISTANCE
SET 5/8" REBAR/CAP
FOUND PIPE
FOUND 1/2" REBAR
CABLE PEDESTAL
AC CONDENSER UNIT
ELECTRICAL BOX
POWER POLE
GUY ANCHOR
GAS METER
SANITARY SEWER MH
STORM SEWER MH
TELEPHONE PEDESTAL
WATER METER
FIRE HYDRANT
WATER VALVE
ADJ. LAND OWNER

BOUNDARY LINE (MEASURED)
PARCEL LINE
TIE LINE
CENTERLINE OF ROAD
RIGHT-OF-WAY
OVERHEAD POWER LINE
GUY WIRE
SEWER LINE
SEWER SERVICE LINE

WATER LINE
WATER SERVICE LINE
FENCE
INGRESS & EGRESS EASEMENT
UTILITY EASEMENT
BUILDING SETBACK

RECORDING NUMBER/DATE

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director
Bethany Douglas, Urban Forester

MEETING DATE: August 11, 2025

SUBJECT: **VAR-2025-0035: Planning Commission Variance (N. MARKS MILLS LN/RAMAY JR HIGH SCHOOL, 368):** Submitted by PRISM DESIGN STUDIO for property located on N. MARKS MILLS LN. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 19.60 acres. The request is for a variance to the development review process.

RECOMMENDATION:
Staff recommends approval of **VAR-2025-0035,** with conditions, based on the findings herein.

RECOMMENDED MOTION:
*"I move to approve **VAR-2025-0035**, determining:*

- *In favor of a variance to UDC §169.03(B)(1) to allow a grading permit prior to development entitlement; and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is in central Fayetteville, east of College Avenue and south of where N. Marks Mill Lane terminates. Totaling approximately 19.60 acres, the property is zoned RSF-4, Residential Single-Family, 4 Units per Acre and is within the Hillside/Hilltop Overlay District. The site is almost entirely covered with tree canopy and has an approximately 23% slope upward as the property moves eastward away from N. College Avenue. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	UC, Urban Corridor; NC, Neighborhood Conservation
South	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
West	Commercial	UC, Urban Corridor

Request: The applicant requests a variance from UDC §169.03(B)(1), which requires development approval before grading or land alteration over 10,000 sq. ft. They seek a grading permit to conduct exploratory geotechnical borings for a proposed public school.

Public Comment: To date, staff has received public comment in opposition to the item that have primarily been mostly centered around concerns about tree removal and construction issues on the steep hillside.

DISCUSSION:

Variance #1: §169.03(B)(1): Grading Permit Required. Unless exempted by §169.03(C), all grading, clearing, filling (including the placement of mulch or compost), excavation, land alteration of any kind, or construction of new impervious area greater than 10,000 feet shall require: (1)Prior development approval as specified in Chapter 166, except for general grading to an existing developed site that does not impact trees or floodplains and does not significantly alter the natural landform. The applicant seeks a grading permit in advance of development approval to inform the final design of a proposed public school.

Staff recommendation: Staff recommends in favor of this variance. The intent of the ordinance is to ensure that a land alteration project will be conducted safely and with minimal environmental impact. A grading permit can help prevent issues like soil erosion, stormwater runoff, and damage to nearby properties. Further, requiring development entitlement prior to the issuance of a grading permit ensures a checkpoint for requirements across divisions to be met, such as zoning, tree preservation, and fire code. In this instance, the applicant has not yet submitted a project for review but intends to develop the site with a future school. Given the steep topography and potentially difficult terrain, geotechnical testing must be done to ensure that civil engineers can collect necessary data and design structural systems accordingly. This testing can inform where the school should be built to incur the least amount of environmental disturbance as possible. The proposed areas of disturbance are indicated on the applicant's site plan, and appear to align with the minimal amount of disturbance to the ground and to the tree canopy as possible. Staff recommends conditions of approval as outlined below to ensure minimum disturbance to the site.

RECOMMENDATION: Staff recommends approval of VAR-2025-0025 with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to §169.03(B)(1) which typically requires that prior to obtaining a grading permit, an applicant shall have received prior development approval.** *Staff recommends in favor of the variance for the reasons stated above.*

2. Prior to commencement of on-site grading, the applicant must dedicate a tree preservation easement equal in size to the requested access path - 48,844 square feet. This easement may be located anywhere within city limits, including an undisturbed portion of the subject property. The purpose of the easement is to offset the environmental impact of land disturbance, particularly in light of the proposed future use of the site as a public school, and the current uncertainty surrounding development. Conducting geotechnical boring without future development would result in the unnecessary removal of trees, and mitigation planting is not considered an adequate substitute for preservation of mature trees. The easement is a condition of this grading permit and is not contingent on future development approval.

3. A grading permit for this site will be required that shows the areas of proposed disturbance, SWPPP, BMPs, tree preservation and mitigation plan, and all other typical requirements.

4. A separate SWPPP will be required for this site, and all typical site stabilization requirements from the SWPPP will be required, including any areas that haven't been disturbed in 14 days, etc. This site will not be permitted to remain disturbed in anticipation of future entitlement.

5. Approval of this item does not constitute approval of any associated permits, nor does it constitute approval of any variances that may be needed that have not yet been reviewed for, nor does it constitute approval of any associated site plans. Review and approval of the associated permits shall be required in accordance with city code.

Planning Commission Action:	**❒ Approved**	**❒ Tabled**	**❒ Denied**
Meeting Date: August 11, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:
- Unified Development Code:
  - §169.03 Review And/Or Permits Required; Exceptions
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Urban Forestry Memo
- Applicant Request Letter
- Site Plan/Exhibit
- Public Comment

169.03 Review And/Or Permits Required; Exceptions

(A) *Grading Review Required.* (Reference §166.02(E).)

(1) When located within the Hillside/Hilltop Overlay District boundaries. Parcels of land divided by the Hillside/Hilltop Overlay District boundary shall only be subject to the requirements of this chapter on that portion of land lying within the boundary;

(2) Construction of greater than 1,200 square feet of impervious area on a single site;

(B) *Grading Permit Required.* Unless exempted by §169.03(C), all grading, clearing, filling (including the placement of mulch or compost), excavation, land alteration of any kind, or construction of new impervious area greater than 10,000 feet shall require:

(1) Prior development approval as specified in Chapter 166, except for general grading to an existing developed site that does not impact trees or floodplains and does not significantly alter the natural landform;

(2) Development and/or redevelopment of an area of more than 10,000 square feet of impervious surface;

(3) An Arkansas Department of Environmental Quality Stormwater Construction Permit and incorporated Stormwater Pollution Prevention Plan, if required by state law.

(C) *Exceptions to Permit Requirements.* Grading permits are not required for the following however the Minimum Erosion Control Requirements in §169.04 still apply:

(1) *Excavation Below Finish Grade.* Excavations below finished grade for basements, swimming pools, hot tubs, septic systems, retaining walls under 4 feet in height, and like structures authorized by a valid building permit.

(2) *Cemetery Graves.* Cemetery graves.

(3) *Refuse Disposal.* Refuse disposal sites controlled by other regulations.

(4) Other minor fill, clearing or grading for maintenance purposes such as landscaping that do not require the use of heavy construction equipment, French drains, yard grading, maintenance, farming, gardens, and similar activities.

(5) Placement of mulch, compost, topsoil or like material at reasonable depths of six (6) inches or less for purposes of creating or enhancing landscape beds, gardens, or lawn areas, in accordance with accepted best practices and industry standards for such areas.

(D) *Grading Permit Application and Approval.* No grading permit shall be issued until the Grading and Erosion & Sediment Control Plan, endorsed by an architect, landscape architect, or engineer licensed in the state of Arkansas, is approved by the City Engineer. A separate permit shall be required for each site. Grading permits may be issued jointly for parcels of land that are contiguous, so long as erosion control measures are in place until project completion. Any application for a required grading permit under this chapter shall be submitted concurrently with the application and calculations for a drainage permit if such a drainage permit is required by §170.03. Tree Preservation and Protection is required in accordance with Chapter 167.

(E) *Permit Posted.* A copy of the grading permit cover page shall be posted at or near the street right-of-way line and shall be clearly visible from the street.

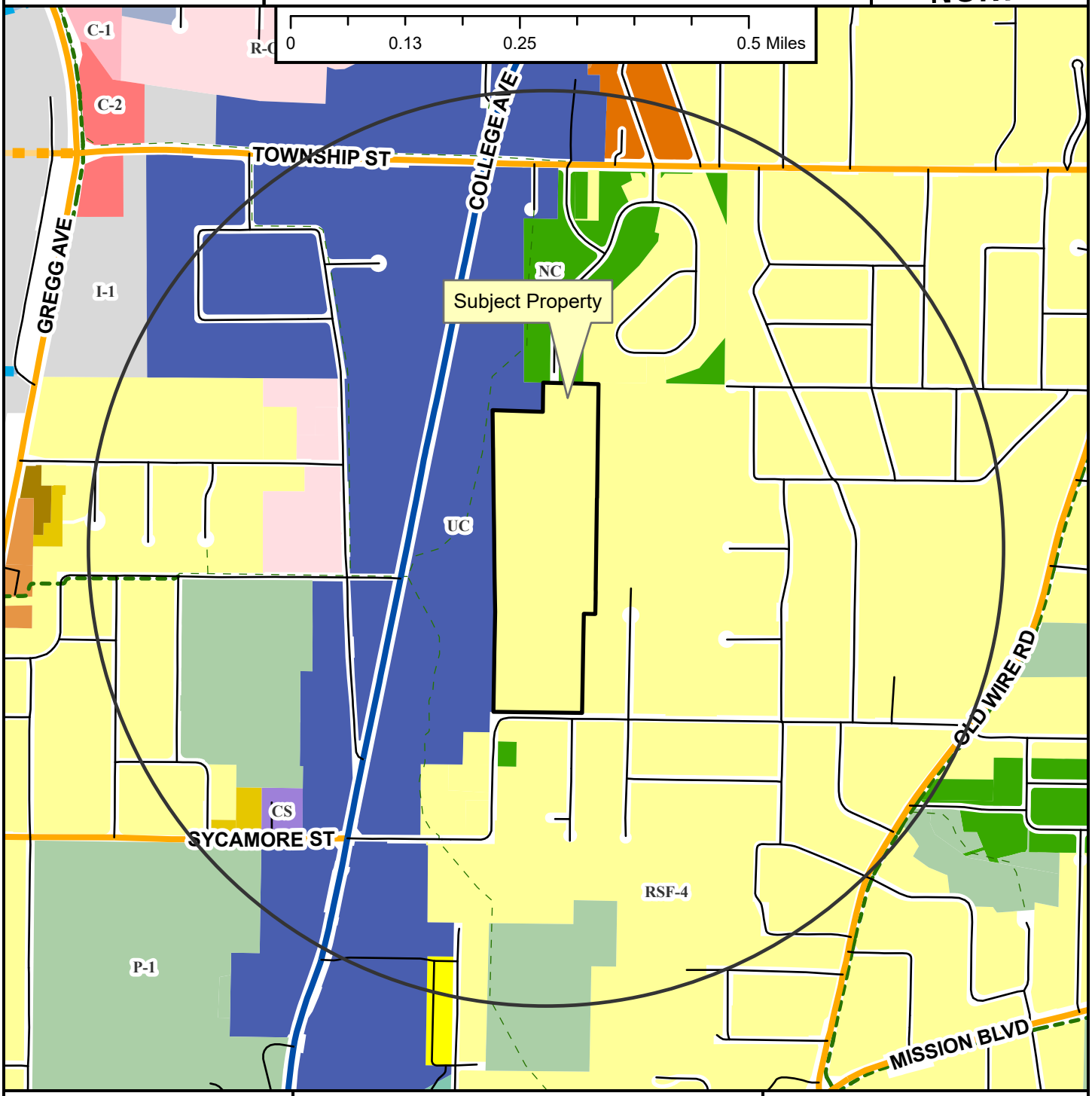
(Code 1991, §161.03; Ord. No. 3551, 6-5-91; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4113, §1, 8-18-98; Ord. No. 4313, 5-15-01; Ord. No. 4855, 4-18-06; Ord. No. 5336, 8-3-10; Ord. No. 5702, Repealed & Replaced Chp. 169, 8-5-14; Ord. No. 5945, §18, 1-17-17; Ord. No. 6061, §4, 4-17-18; Ord. No. 6446, §11(Exh. F), 6-15-21; Ord. No. 6766, §§ 1, 2, 7-2-24; Ord. No. 6785, § 7, 8-20-24)

VAR-2025-0035

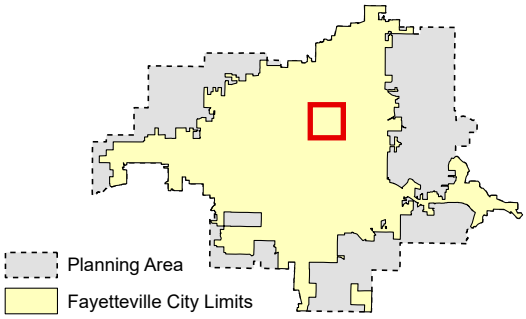
One Mile View

N. MARKS MILLS LN

NORTH



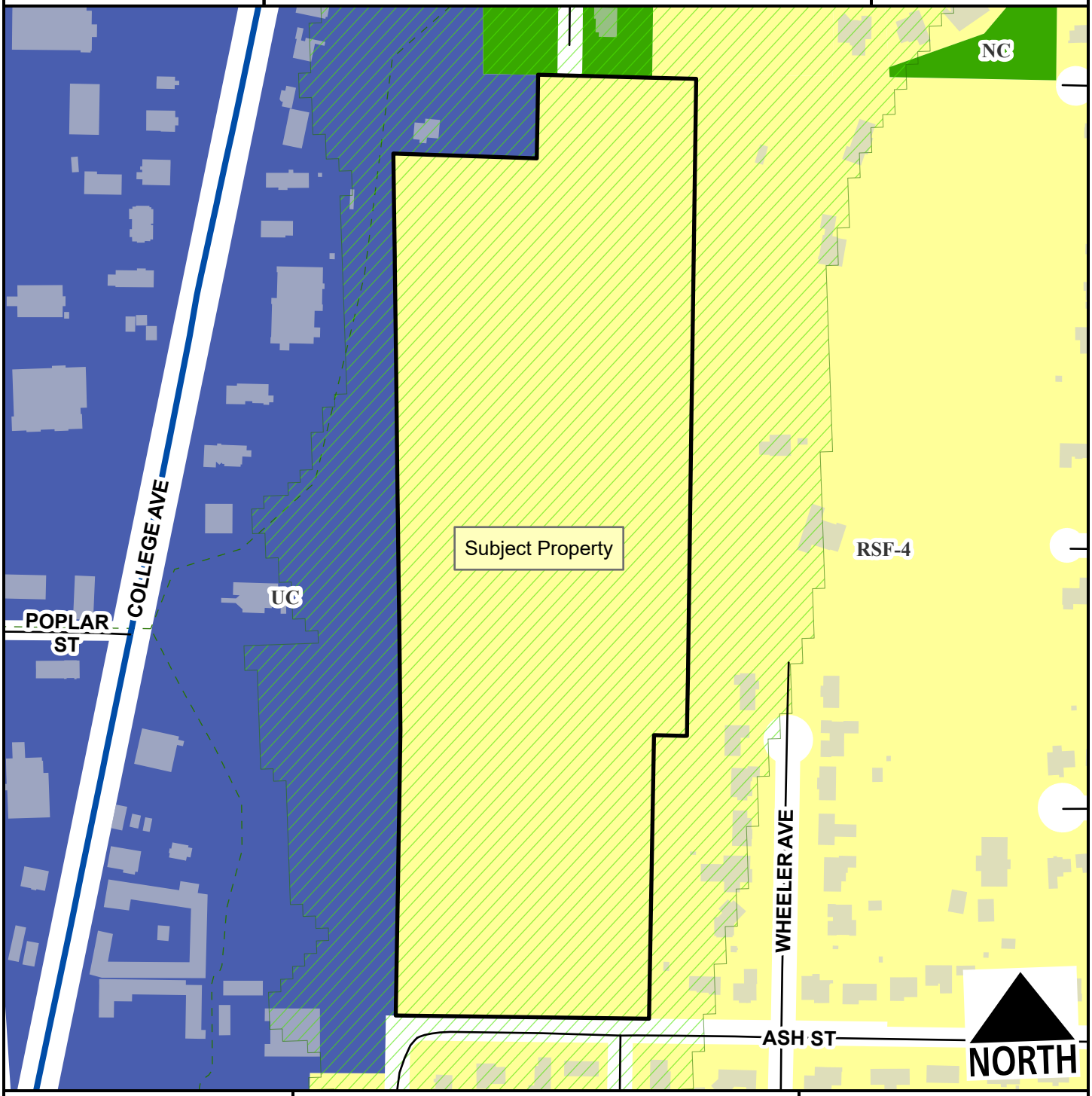
- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



VAR-2025-0035

Close Up View

N. MARKS MILLS LN



Regional Link - High Activity
Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits
Trail (Proposed)

Feet

0 110 220 440 660 880

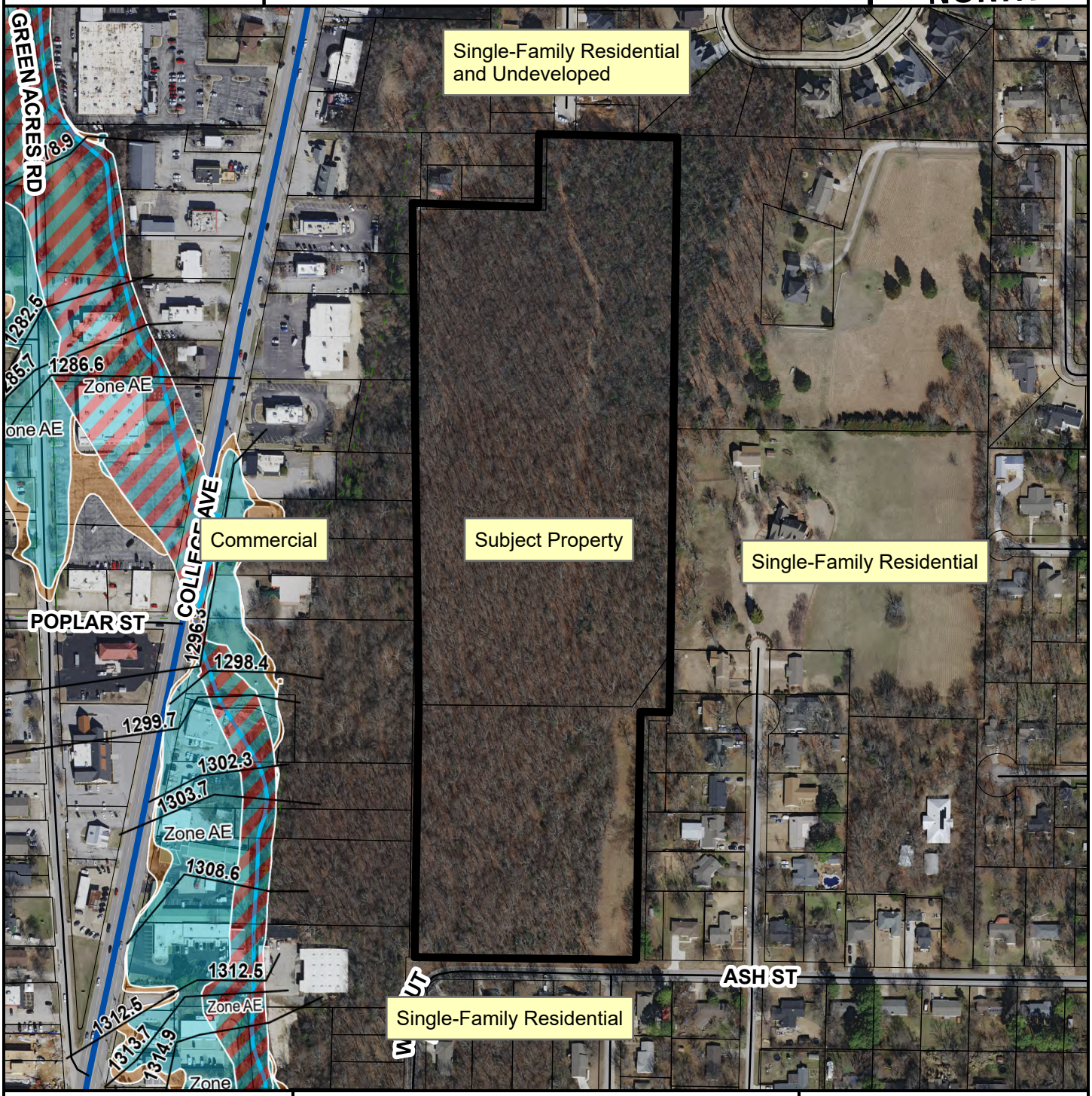
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VAR-2025-0035

Current Land Use

N. MARKS MILLS LN

NORTH



Regional Link - High Activity

Residential Link

Trail (Proposed)

Planning Area

Fayetteville City Limits

Feet

0 125 250 500 750 1,000

1:4,000

FEMA Flood Hazard Data

100-Year Floodplain

Floodway

CITY OF FAYETTEVILLE ARKANSAS

Planning Commission Memo

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Bethany Douglas, Urban Forester

MEETING DATE: August 11, 2025

SUBJECT: **VAR-2025-0035: N Marks Mills LN -** Submitted by PRISM DESIGN STUDIO for property located at N Marks Mills Lane. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY – 4 UNITS PER ACRE and contains approximately 16.59 acres. The request is for a variance to the grading permit process. PP 177

RECOMMENDATION: Urban forestry staff recommends conditional approval of VAR-2025-0035, a variance to §169.03(B) that would allow the applicant to apply for a grading permit to conduct geotechnical boring on the proposed Ramay Jr. High School property.

DISCUSSION: Per Fayetteville city code a grading permit is required for any land disturbance and can only be issued alongside development review plans. The applicant requests a variance to apply for a grading permit in order to conduct limited geotechnical boring in advance, as the data will inform environmentally responsible site design. While staff notes potential concerns - particularly the risk of soil compaction and tree root damage during hot, dry conditions - the proposed boring locations are confined to areas likely to be impacted by future development. The access path has been routed for minimal disturbance and maximum tree preservation. Early soil analysis will help identify stable building areas, reduce unnecessary clearing, and support long-term ecological health by protecting trees and natural drainage patterns. This proactive approach promotes sustainable land use and minimizes future environmental impacts.

RECOMMENDED CONDITIONS OF APPROVAL: Urban forestry staff recommends the following conditions of approval:

1. The applicant will undergo the standard grading permit review process in accordance with City of Fayetteville code. Urban Forestry review is a required component of this process, with the Urban Forester evaluating the site for compliance with tree preservation criteria. If the proposed disturbance results in canopy preservation below the minimum threshold, mitigation measures may be incorporated into any future development plans, plus an additional 10% of the total area of the property for which the applicant is seeking approval, as stated in §167.04(D)(1). Approval of the grading permit is contingent upon meeting all applicable Urban Forestry standards.

2. Prior to commencement of on-site grading, the applicant must dedicate a tree preservation easement equal in size to the requested access path - 48,844 square feet. This easement may be located anywhere within city limits, including an undisturbed portion of the subject property. The purpose of the easement is to offset the environmental impact of land disturbance, particularly in light of the proposed

future use of the site as a public school, and the current uncertainty surrounding development. Conducting geotechnical boring without future development would result in the unnecessary removal of trees, and mitigation planting is not considered an adequate substitute for preservation of mature trees. The easement is a condition of this grading permit and is not contingent on future development approval.

VARIANCE REQUEST

New Ramay Jr. High School

PRISM DESIGN STUDIO

14 July, 2025

TO Fayetteville Planning Commission Chair, Commissioners, + City Staff

PROJECT LOCATION 765-13438-000
765-13516-001

CODE SECTION 169.03.B Grading Permit (via 156.04.A Variances)

PROJECT NARRATIVE The proposed new Ramay Jr. High School is on behalf of Fayetteville Public Schools. The new location expands the district's capacity to serve Fayetteville residents and its coming generations. The current site consists of +/- 19.6 acres, though the district is optimistic that the additional +/- 7.1 acres of adjacent parcel 765-13436-001 can be included through the purchase of this land. This additional parcel is not included in this request.

REQUEST We respectfully request a variance from UDC Section 169.03 so that a grading permit may be provided for geotechnical borings to inform the proposed development of a new public school. Geotechnical information from the locations of the anticipated school building and access roads is required to ensure sensitivity to both site characteristics and project budget. There is no development currently proposed for approval at this time, and as such, there is no development category (UDC 166) that provides a pathway for this review save for this variance request, per communications with City Staff. The lack of a defined review avenue for this request creates an **undue hardship** for the property owner in their right to reasonably explore the development potential of their property.

Each of the proposed borings is at a location that would require future clearance if development of the site is approved. The access paths to these locations have been carefully routed to preserve the most significant trees and disturb the site as little as possible in case the proposed development does not ultimately occur.

Our specific land disturbance request will still require approval from the City's governing reviewers (Engineering, Urban Forestry, etc). We are not requesting any changes to the standards of care or best practices required by development code; we are simply requesting a procedural pathway so that a review may be provided.

SUMMARY We believe this variance is fair and needed to provide adequate information for the sensitive development of this property for civic benefit. If you have any questions or would like to discuss further, I encourage you to reach out and welcome the conversation.

Grateful for your consideration,

Hunter Adkisson
PLA, ASLA
Prism Design Studio

O: 479-878-2435
C: 501-339-1986
hunter.adkisson@prismds.co

DISTURBANCE CALCULATIONS

	SQ. FT.
ACCESS PATH AREA:	48,844 SF
MAXIMUM POTENTIAL CANOPY REMOVAL:	79,230 SF

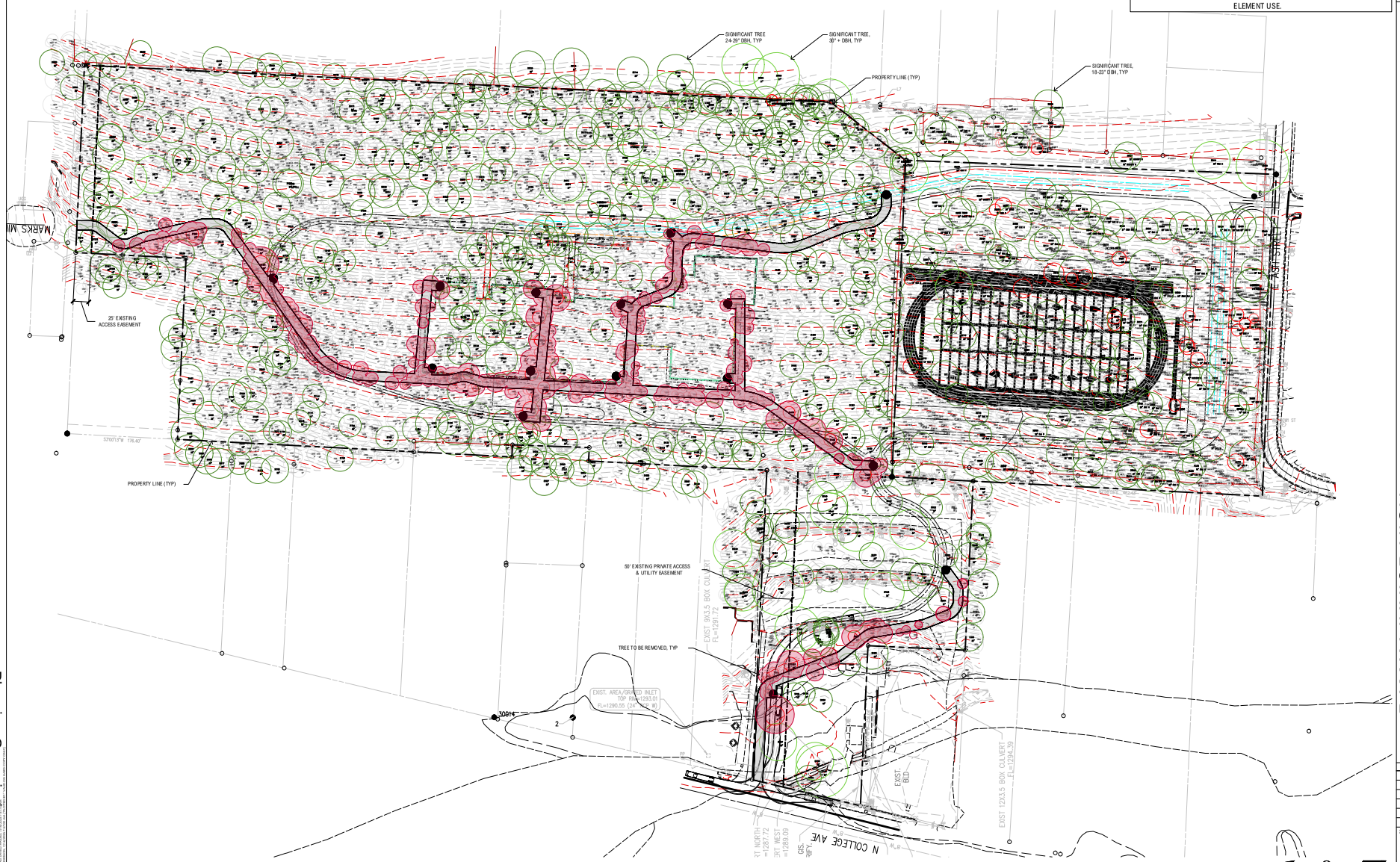
LEGEND

- PROPERTY LINE / ROW LINE
- EXISTING EASEMENT LIMITS
- INTER AND INDEX CONTOURS
- EXISTING TREE
- EXISTING SIGNIFICANT TREE OUTLINE AND NUMBER
- REMOVED TREE OUTLINE AND NUMBER
- 15' BORING EQUIPMENT ACCESS PATH
- BORING LOCATION

EXISTING LEGEND

- BENCHMARK
- FOUND IRON PIPE/REBAR
- PRIMARY CONTROL/SET MONUMENT
- FOUND MONUMENT/ROW
- AIR CONDITIONER
- AIR RELEASE VALVE
- ELECTRIC BOX/PEDESTAL
- ELECTRIC JUNCTION BOX
- ELECTRIC METER
- ELECTRIC TRANSFORMER
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GAS METER
- GAS VALVE
- GUARD POST
- LIGHT POLE
- POWER POLE
- SANITARY MANHOLE
- EASEMENT
- CURB
- INTERMEDIATE CONTOUR
- INDEX CONTOUR
- SANITARY SEWER LINE (SPECIFY SIZE & TYPE)
- GAS LINE
- WATER LINE (SPECIFY SIZE & TYPE)
- UNDERGROUND TELEPHONE
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- UNDERGROUND TELEVISION
- SANITARY SEWER CLEANOUT
- SIGN
- SPRINKLER HEAD
- TELEPHONE PEDESTAL
- TV PEDESTAL
- WATER FAUCET
- WATER METER
- WATER VALVE
- DOWN GUY
- STORM SEWER MANHOLE
- STORM SEWER PIPE
- DROP/CURB INLET
- GRATED INLET
- OVERHEAD TELEVISION
- CHAIN LINK FENCE
- WOOD FENCE
- BARBED WIRE FENCE
- FIBER OPTIC
- RIGHT OF WAY
- ROAD CENTERLINE

CONTRACTOR TO COORDINATE WITH LANDSCAPE ARCHITECT TO TAG TREES TO BE CLEARED FOR POTENTIAL LANDSCAPE AND SITE ELEMENT USE.



1 BORING PLAN
SCALE: 1"=60'-0"

PRISM DESIGN STUDIO
LANDSCAPE ARCHITECTURE

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NOT FOR CONSTRUCTION

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811 Know what's below. Call before you dig.

RAMAY JUNIOR HIGH
COLLEGE AVENUE
FAYETTEVILLE, AR

PROJECT INFORMATION
PROJECT NUMBER: 24030600
DATE ISSUED: 07.11.4.2025

REVISIONS

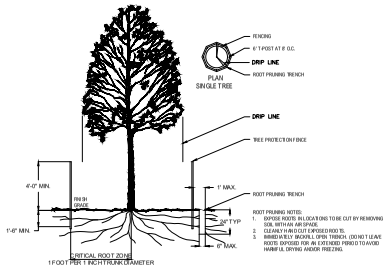
TAG	REV.#	DATE	DESCRIPTION

SCHEMATIC DESIGN

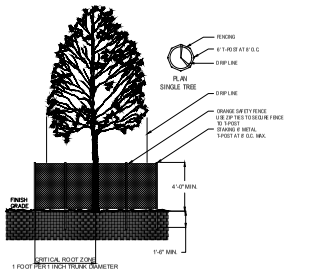
BORING PLAN EXHIBIT
L1.00

CITY OF FAYETTEVILLE STANDARD NOTES FOR TREE AND NATURAL AREA PROTECTION

1. ALL TREES AND NATURAL AREAS SHOWN ON THIS PLAN TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION WITH TEMPORARY FENCING.
2. PROTECTIVE FENCES SHALL BE ERECTED ACCORDING TO CITY OF FAYETTEVILLE STANDARDS FOR TREE PROTECTION.
3. PROTECTIVE FENCES SHALL BE INSTALLED PRIOR TO THE START OF ANY SITE PREPARATION WORK AND SHALL BE MAINTAINED THROUGHOUT ALL PHASES OF THE CONSTRUCTION PROJECT.
4. EROSION AND SEDIMENTATION CONTROL BARRIERS SHALL BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILD-UP WITHIN TREE DRIPLINES.
5. PROTECTIVE FENCES SHALL SURROUND THE TREES OR GROUP OF TREES AND WILL BE LOCATED AT THE DRIPLINE. FOR NATURAL AREAS, PROTECTIVE FENCES SHALL FOLLOW THE LIMIT ON CONSTRUCTION IN ORDER TO PREVENT THE FOLLOWING:
   A. SOIL COMPACTION IN THE ROOT ZONE OF AREA RESULTING FROM VEHICULAR TRAFFIC OR STORAGE OF EQUIPMENT.
   B. ROOT ZONE DISTURBANCES DUE TO GRADE CHANGES (GREATER THAN 8") ROOT TRENCHING NOT VIEWED BY CITY ARBORISTS.
   C. WOUNDS TO EXPOSED ROOTS, TRUNK OR LIMBS BY MECHANICAL EQUIPMENT.
   D. OTHER ACTIVITIES DETRIMENTAL TO TREES SUCH AS CHEMICAL STORAGE, CONCRETE TRUCK CLEANING AND FIRES.
6. EXCEPTIONS TO INSTALLING FENCES AT TREE DRIPLINES MAY BE PERMITTED IN THE FOLLOWING CASES:
   A. WHERE THERE IS TO BE AN APPROVED GRADE CHANGE, IMPERMEABLE PAVING SURFACE, TREE WELL, OR OTHER SUCH SITE DEVELOPMENT.
   B. WHERE PERMEABLE PAVING IS TO BE INSTALLED WITHIN A TREE'S DRIPLINE, ERECT THE FENCE AT THE OUTER LIMITS OF THE PERMEABLE PAVING AREA (PRIOR TO SITE GRADING SO THIS AREA IS GRADED SEPARATELY PRIOR TO PAVING INSTALLATION TO MINIMIZE ROOT DAMAGE)
   C. WHERE TREES ARE CLOSE TO PROPOSED BUILDINGS, ERECT THE FENCE TO ALLOW 8 TO 10 FEET OF WORK SPACE.
   D. WHERE THERE ARE SEVERE SPACE CONSTRAINTS DUE TO TRACT SIZE OR OTHER SPECIAL REQUIREMENTS.
7. WHERE ANY OF THE ABOVE EXCEPTIONS RESULT IN A FENCE BEING CLOSER THAN 4 FEET TO A TRUNK, PROTECT THE TRUNK WITH STRAPPED ON PLANKING TO HEIGHT OF 8 FEET (OR LIMITS OF LOWER BRANCHING) IN ADDITION TO THE REDUCED FENCING PROVIDED.
8. TREES APPROVED FOR REMOVAL SHALL BE REMOVED IN A MANNER WHICH DOES NOT IMPACT TREES TO BE PRESERVED.
9. ANY ROOTS EXPOSED BY CONSTRUCTION ACTIVITY SHALL BE PRUNED FLUSH WITH THE SOIL. BACKFILL ROOT AREAS WITH GOOD QUALITY TOPSOIL AS SOON AS POSSIBLE. IF EXPOSED ROOT AREAS ARE NOT BACKFILLED WITHIN 2 DAYS, COVER WITH ORGANIC MATERIAL IN A MANNER WHICH REDUCES SOIL TEMPERATURE AND MINIMIZES WATER LOSS DUE TO EVAPORATION.
10. ANY TRENCHING REQUIRED FOR THE INSTALLATION OF LANDSCAPE IRRIGATION SHALL BE PLACED AS FAR FROM EXISTING TREE TRUNKS AS POSSIBLE.
11. NO LANDSCAPE TOPSOIL DRESSING GREATER THAN 4 INCHES SHALL BE PERMITTED WITHIN THE DRIPLINE OF TREES. NO SOIL IS PERMITTED ON THE ROOT FLARE OF ANY TREE.
12. PRUNING TO PROVIDE CLEARANCE FOR STRUCTURES, VEHICULAR TRAFFIC, AND EQUIPMENT SHALL TAKE PLACE BEFORE CONSTRUCTION BEGINS.
13. ALL FINISHED PRUNING MUST BE DONE ACCORDING TO RECOGNIZED, APPROVED STANDARDS OF THE INDUSTRY (REFERENCE THE AMERICAN NATIONAL STANDARD, ANSI-A300 PRUNING, 2003 OR LATER). A CITY CERTIFIED TREE PRUNER MUST BE RETAINED TO MAKE ALL PRUNING CUTS. A LIST OF CERTIFIED TREE PRUNERS IS AVAILABLE FROM THE URBAN FORESTER.
14. DEVIATIONS FROM THE ABOVE NOTES MAY BE CONSIDERED ORDINANCE VIOLATIONS IF THERE IS SUBSTANTIAL NON-COMPLIANCE OR IF A TREE SUSTAINS DAMAGE AS A RESULT.



2 ROOT PRUNING DETAIL
NTS



1 TREE PRESERVATION FENCE
NTS

PRISM DESIGN STUDIO
LANDSCAPE ARCHITECTURE

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NOT FOR CONSTRUCTION

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811 Know what's below. Call before you dig.

RAMAY JUNIOR HIGH
COLLEGE AVENUE
FAYETTEVILLE, AR

PROJECT INFORMATION
PROJECT NUMBER: 2403600
DATE ISSUED: 07.14.2025

REVISIONS

TAG	REV-X	DATE	DESCRIPTION

SCHEMATIC DESIGN

TREE PRESERVATION DETAILS

L0.11

From: D Neely <dgn.edensgreen@gmail.com>
Sent: Saturday, July 26, 2025 11:49 AM
To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Payne, Brad <brad.payne@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Garlock, Jimm <jimm.garlock@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick <nick.werner@fayetteville-ar.gov>; Masters, Jessica <jmasters@fayetteville-ar.gov>; Wonsower, Donna <dwonsower@fayetteville-ar.gov>; Hyke, Bliss <ehyke@fayetteville-ar.gov>; gharrison@fayetteville-ar.gov; Hopkins, Mirinda <mhopkins@fayetteville-ar.gov>; Tamijani, Zak <ztamijani@fayetteville-ar.gov>; Frank, Wes <wfrank@fayetteville-ar.gov>
Cc: Bostick, Britin <bbostick@fayetteville-ar.gov>; Olson, Leif <lolson@fayetteville-ar.gov>
Subject: Proposed Ramay Site Geology, LIDAR Profiles, FVL Goals/Ordinances/Overlays Etc

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

Greetings, Planning Staff and Commissioners! (cc: Britin Bostick, Leif Olson)

For your interest and information regarding the proposed new junior high school site on the wooded hillside East of N College, please see following attachments:

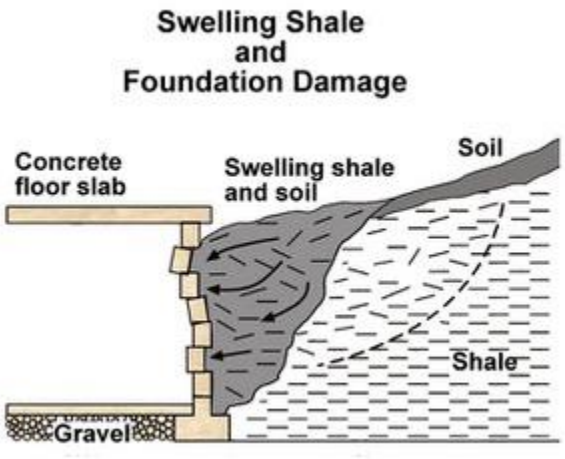
- Goals in City Master 2040 & Climate Action Plans
- Proposed Project Site Map with Overlays - FVL Hillside, Urban Corridor, Climate Resilience Score, Enduring Green Network
- FVL Quad Geology Hazards and Risks
- FVL Shale Formation Lithologic Column
- Reference Article: FVL QUAD Bedrock Geology
- Reference Article: FVL QUAD Hazards Associated with Shales and Swelling Clays

- LIDAR of Project Site with 3 Slope Profiles Delineated
- 3 Project Site Slope Profiles
- Swelling Shales and Foundation Damage
- Other Junior High and Middle School Site Options
- 9 Project Site Seep Photos

Expansive clay, shale, and soil hazards and risks are far greater on Fayetteville hill slopes. Development, particularly large scale construction on hillsides is ill-advised.

Thank you for your time and consideration.

Dot Neely/M.S. Geology UA-FVL/Concerned Citizen

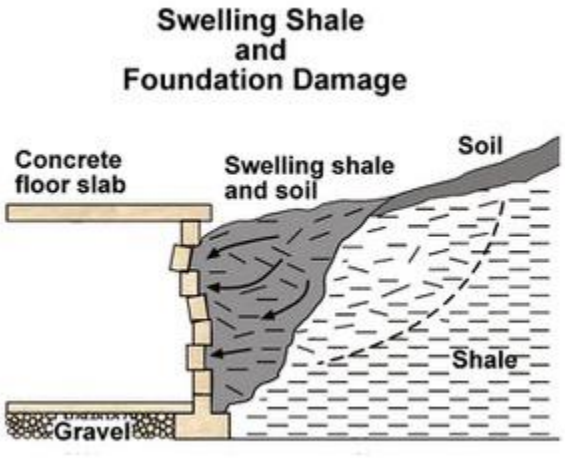


Estill County, Kentucky

kgs.uky.edu

Excerpt from Link to

SWELLING SHALES AND SOILS



A problem of considerable concern in this area is the swelling of some of the clay minerals in shales. This process is exacerbated when the shale contains the mineral pyrite (fool's gold), such as is the case in the Chattanooga Shale. Pyrite is a common mineral and can be found distributed throughout the black shale, although it is not always present and may be discontinuous both vertically and horizontally. In the presence of moisture and oxygen, pyrite oxidizes and produces sulfuric acid. The acid reacts with calcium carbonates found in water, the rock itself, crushed limestone, and concrete. This chemical reaction produces sulfate and can form the mineral gypsum, whose crystallization can cause layers of shale to expand and burst, backfill to swell, and concrete to crack and crumble. It can heave the foundation, the slab and interior partitions resting on it, and can even damage upper floors and interior partitions. This phenomenon has been responsible for extensive damage to schools, homes, and businesses in Kentucky.

We strongly suggest that anyone planning construction on these shales seek professional advice from a geologist or engineer familiar with the problem.



Expanding shales in Irvine have damaged the foundation of the Estill County Middle School gymnasium. The floors had to be removed and the shales isolated from moisture and further oxidation by using an innovative process of covering them with resin. Other buildings are threatened by this problem, which is caused by the oxidation of pyrite in the shales. Photograph by John F. Stickney,Kentucky Rural Water Association.



Some shales, and the soils derived from them, swell when exposed to water or air. These swelling shales and soils can have severe impacts on building foundations and other

structures (e.g., bridges, dams, roads). Photograph by John Kiefer, Kentucky Geological Survey.



9 Photos of Seeps/Wet Weather Springs walking North to South along Marks Mill Lane trail extending through Proposed Ramay Site











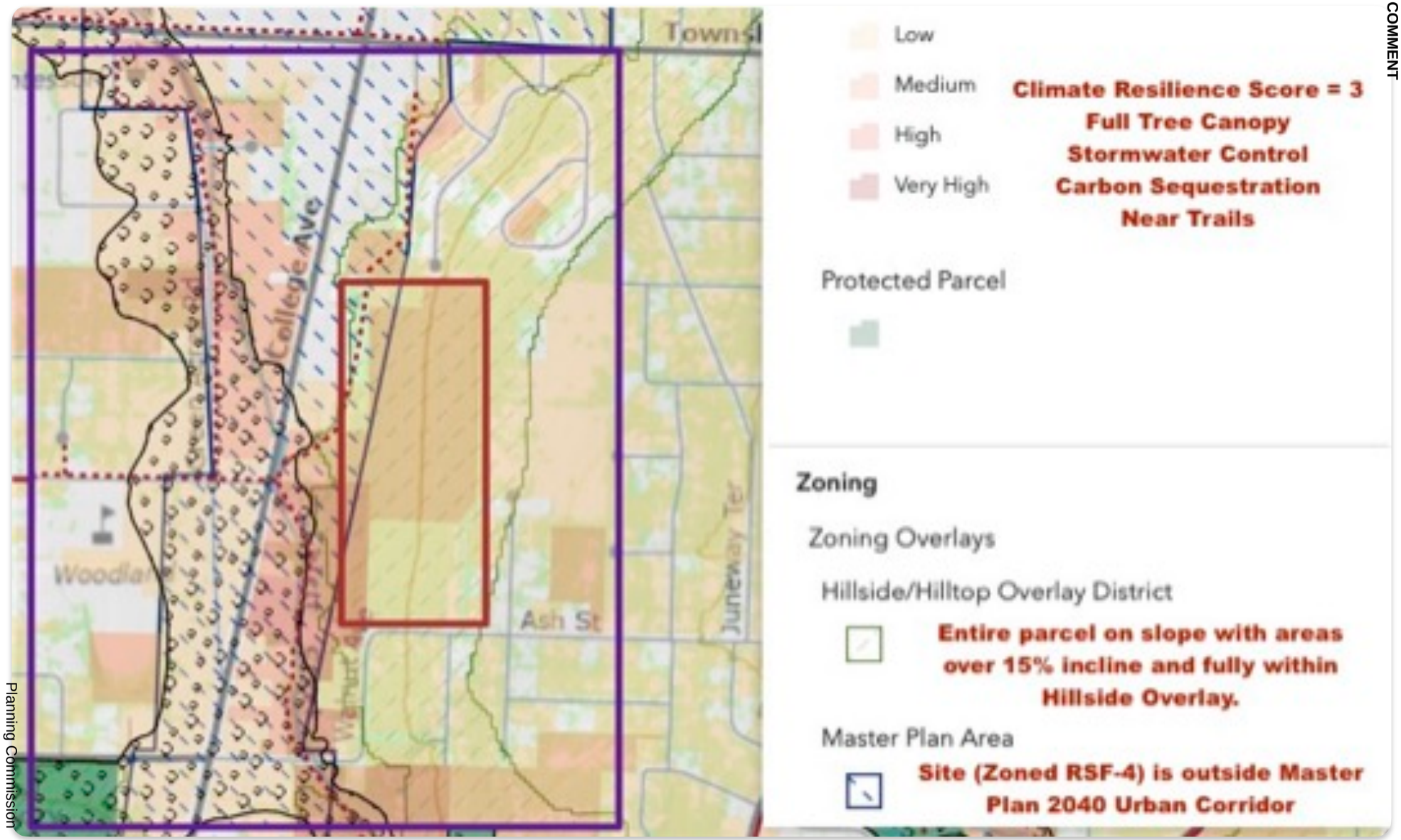








FVL HILLSIDE / UC / CLIMATE RESILIENCE OVERLAY ON PROPOSED RAMAY SITE



From: **D Neely** dgn.edensgreen@gmail.com
Subject: Goals for City Master & Climate Action Plans TEXT
Date: July 24, 2025 at 3:50 PM
To:

DN

City Plan 2040 Goals

1. We will make appropriate infill and revitalization our highest priorities: encouraging the development or redevelopment of vacant, mostly vacant, and underdeveloped property.
2. We will discourage suburban sprawl.
3. We will make traditional town form the standard: with neighborhoods that include not just houses, but a mix of uses that can adapt over time and allow residents to live, work, and play without relying on vehicles.
4. We will grow a livable transportation network.
5. We will assemble an enduring green network.
6. We will create opportunities for attainable housing.

Climate Action Plan

Nature-based solutions for mitigation include:

• measures that decrease GHG emissions from deforestation, soil disturbance, and land use
• measures that sequester and store carbon dioxide from the atmosphere.
• protecting high-value urban ecosystems from degradation,
• restoring urban ecosystems that have already been degraded, and sustainably managing urban natural areas such as city parks or rights-of-way.

ECOSYSTEM SERVICES

- Prepare, plan and develop community response strategies and contingencies for extreme weather events.
- Identify lands within the City's planning area that provide highest ecosystem services for resilience to extreme weather events.
- Preserve lands within the City's planning area that provide high ecosystem services for resilience to extreme weather events.
- Restore and improve ecosystem services provided by existing preserved natural areas.
- Reduce climate change threats to public infrastructure and private property.

ECOSYSTEM RESILIENCE

- Identify lands with high levels of biodiversity and ecosystem resilience.
- Preserve lands with high levels of biodiversity and ecosystem resilience.
- Restory and enhance City owned or managed lands with high levels of biodiversity and ecosystem resilience.
- Support ongoing ecological education and outreach efforts by local expert organizations.

CARBON SEQUESTRATION

- Measure and track carbon sequestration in the City's tree canopy and natural environment.
- Increase carbon sequestration into the City's soils, plants and trees' biomass.
- Preserve and enhance existing carbon sinks, such as wetlands, prairies and forests.

CLIMATE EQUITY

- Identify, prioritize and mitigate climate change impacts on underserved or vulnerable neighborhoods and populations.
- Provide access to useful public spaces in proximity to low-income or disadvantaged populations.
- Build a complete and connected active transportation network within a 10-minute walk of every resident by 2030.

From: **D Neely** DGN.EdensGreen@gmail.com
Subject: RAMAY GEOLOGY TEXT
Date: July 24, 2025 at 12:43 PM
To:

DN

GEOLOGY OF PROPOSED NEW RAMAY SITE

BEDROCK STRUCTURAL GEOLOGY

- The Fayetteville Fault trends Southwest to Northeast through central Fayetteville
- Branch faults cut through or in close proximity to the southern site boundary.
- Total displacement within the Fayetteville Fault Complex is estimated to be approximately 35 meters (115 feet).

FAYETTETTEVILLE SHALE FORMATION

- Thickness: 55-68 meters (160.6-196 feet)
- General Characteristics: Shale strata (layers) containing swelling clays that weather to expansive soil which swells and shrinks with varying moisture content.

- **HAZARDS:**
  - Differential Movement
  - Displacement Horizontal and Vertical
  - Heave
  - Cracking
  - Subsidence
  - Water Seeps
  - Excessive Runoff
  - Downslope Creep
  - Slumping
  - Corrosion

- **RISKS:**
  - Geologic processes subject structures to potential significant damage detracting from long term viability.
  - Soil expansion/contraction and destabilization cause structural damage costs of hundreds of thousands of dollars annually.
  - Repair is costly, often hundreds of thousands of dollars, and commonly paid by the property owner as most insurance policies do not cover damage by expansive soils.
  - Engineering solutions are expensive and often equate to a major percentage of the property value.

DESCRIPTION OF FORMATION MEMBERS

Upper Fayetteville Shale

- Black, fissile (easily split) shale with abundant small concretions; 3-12 meters (10-40 feet) thick
- Most widely occurring surface stratum (outcrop) on flat or gently sloping areas in over 45.5% of the Fayetteville. Quadrangle

Wedington Member

- Gray to brown, fine-grained, very hard, sometimes calcareous sandstone. Upper 3 centimeters, often highly fossiliferous dark-red conglomeratic limestone; 0.6-1.8 meters (2-6 feet) thick.

Lower Fayetteville Shale

- Black, fissile (easily split) shale with large septarian concretions (hard prehistoric mud balls) near the base; 50 meters (150 feet) thick
- Outcrops (occurs at the surface) mostly on moderate to steep slopes in 4.7% of the Fayetteville Quadrangle.

REFERENCES

- M.E. King, J.T. King, S.K. Boss. 2001. Bedrock Geology and Sea-Level History of Fayetteville Quadrangle, Washington County, Arkansas. Journal of the Arkansas Academy of Science. Volume 55:Pages 86-96.

- M.E. King, J.T. King, S.K. Boss. 2001.Geologic Hazards Associated with Shale Strata and Swelling Clays within Fayetteville Quadrangle, Washington County, Arkansas. Journal of the Arkansas Academy of Science. Volume 55:Pages 97-103.

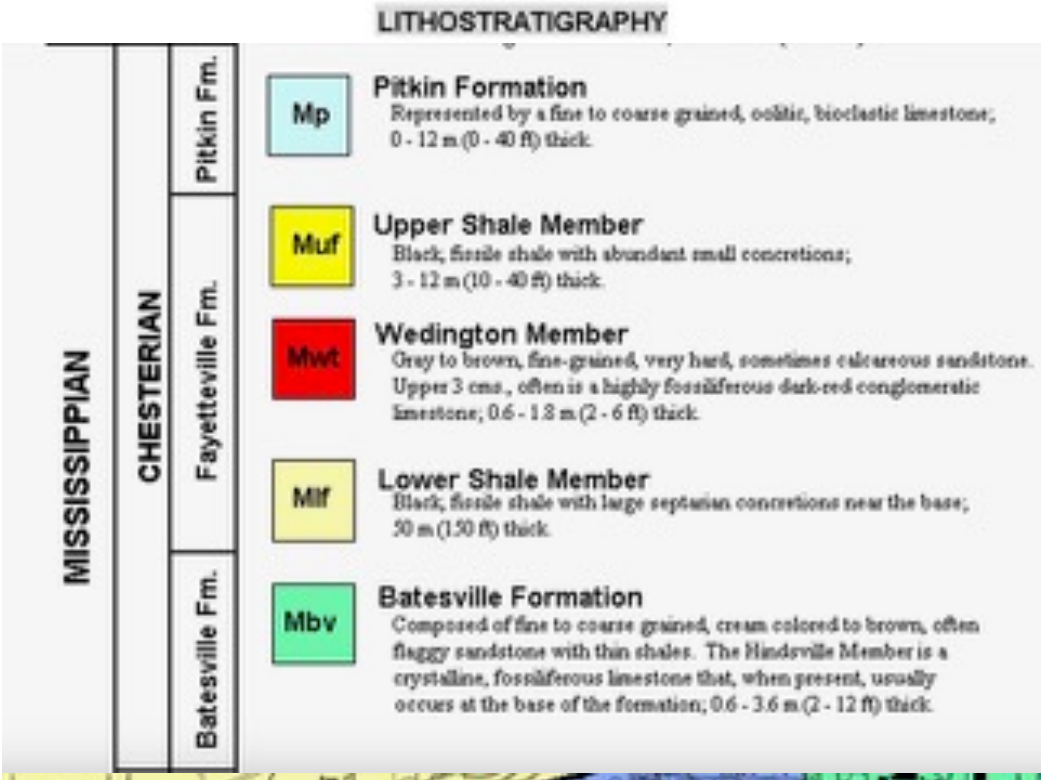
BEDROCK GEOLOGY OF FAYETTEVILLE QUADRANGLE

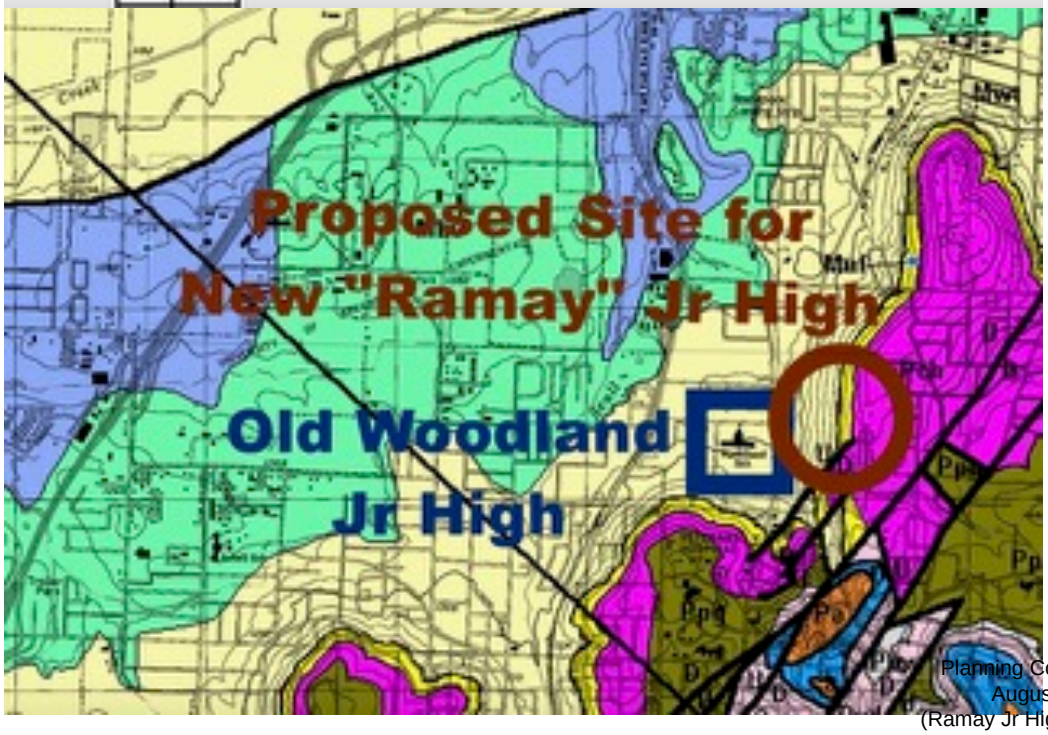
WASHINGTON COUNTY, ARKANSAS

By

Maria E. King, Jack T. King, and Stephen K. Boss
Department of Geosciences
University of Arkansas

2001





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See Proposed "Ramay" Site on Fault Map PDF page 4 and highlighted text PDF pages 6-7.

Journal of the Arkansas Academy of Science

Volume 55 Article 13

2001

Bedrock Geology and Sea-Level History of Fayetteville Quadrangle, Washington County, Arkansas

Maria E. King
University of Arkansas, Fayetteville

Jack T. King
University of Arkansas, Fayetteville

Stephen K. Boss
University of Arkansas, Fayetteville

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Recommended Citation

King, Maria E.; King, Jack T.; and Boss, Stephen K. (2001) "Bedrock Geology and Sea-Level History of Fayetteville Quadrangle, Washington County, Arkansas," *Journal of the Arkansas Academy of Science*: Vol. 55, Article 13.

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Bedrock Geology and Sea-Level History of Fayetteville Quadrangle, Washington County, Arkansas

Maria E. King, Jack T. King, and Stephen K. Boss*
Department of Geosciences
113 Ozark Hall
University of Arkansas
Fayetteville, AR 72701

*Corresponding author

Abstract

A digital map depicting the detailed bedrock geology of Fayetteville Quadrangle, Washington County, Arkansas was produced at 1:24,000 scale. This map was developed utilizing state-of-the-art Geographic Information Systems technology and represents the most detailed map of the geology of Fayetteville Quadrangle that has been produced. In addition, the stratigraphy was interpreted to develop a regional sea-level history for the quadrangle.

The bedrock geology of Fayetteville Quadrangle consists of sedimentary rocks of the Mississippian and Pennsylvanian systems. The Mississippian System is represented by (in ascending order) the Boone, Batesville, Fayetteville, and Pitkin Formations. The Pennsylvanian System is represented by (in ascending order) the Hale, Bloyd, and Atoka Formations. Each of these formations has members that were mapped at 1:24,000 scale, with the exception of the Hindsville Member of the Batesville Formation. Depositional environments represented by Fayetteville Quadrangle strata range from shallow marine to terrestrial and were interpreted to reflect the interplay of tectonics and eustasy during the Mississippian-Pennsylvanian Periods. Analysis of the apparent tempo and amplitude of sea-level variations suggests tectonic processes dominated over eustatic processes during these times. Within Fayetteville Quadrangle there are also several geologic structures that deserve further investigation. These structures include faults, fractures, domes, and so-called collapse or subsidence structures.

Introduction

Fayetteville Quadrangle (Fig. 1) is located in Washington County, Arkansas, and is named for the city of Fayetteville, which occupies the northeast portion of the quadrangle. The quadrangle boundaries are 36°00.0'N 94°15.0'W (southwest), 36°07.5'N 94°15.0'W (northwest), 36°07.5'N 94°07.5'W (northeast), and 36°00.0'N 94°07.5'W (southeast).

The Carboniferous geology of the southern Ozark region has attracted worldwide interest because of exposures of the Morrowan Series at the base of the Pennsylvanian System and for the excellent outcrops of fossiliferous strata in proximity to the Mississippian-Pennsylvanian boundary (Frezon and Glick, 1959; Manger and Sutherland, 1984; McFarland, 1998). The geologic history and depositional dynamics of this interval continue to attract the attention of the geologic community as a means of investigating the interplay of tectonics and eustasy in the development of continental margin and foreland basin sequences (Houseknecht, 1986; Viele, 1989; Ethington et al., 1989; Viele and Thomas, 1989; Handford and Manger, 1990; 1993; Hudson, 2000). The section continues to serve as the training ground for students at the University of



Fig. 1. Location map of Arkansas showing Washington County (shaded) and Fayetteville Quadrangle (white inset) in Washington County.

Published by Arkansas Academy of Science, 2001

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A kansas as they prepare for employment in the petroleum i dustry (most recently in theses by Valek, 1999; M. King, 2 01, J. King, 2001; Combs, 2001; Cooper, 2001; Anderson, 2 01). Despite continued interest in the Carboniferous s atigraphy of northern Arkansas, there has been no map- ıg of the Carboniferous geology of this region since thesis v rk undertaken in the late 1950's and early 1960's (Pohlo, 1 58; Neumeier, 1959; Wainwright, 1961; Cate, 1962; Vest, 1 62; Carr, 1963) at the University of Arkansas and during p eparation of the revised *Geologic Map of Arkansas* by Haley e al. (1976).

With the advent of satellite positioning services, advanced digital technologies, and Geographic Information Systems during the last decade, it is now possible to develop highly detailed geologic maps from field data with locations determined using the Global Positioning System (GPS) and transferred to digital mapping programs. Development of geologic maps in digital formats permits relatively easy manipulation of these data and their export to a variety of software platforms where they can be modified or adapted for many community planning projects.

Thus, detailed mapping of the geology of Fayetteville Quadrangle is relevant not only for its scientific value but also as an aid to development of the Fayetteville area by providing knowledge of the geology and spatial distribution of various strata.

Materials and Methods

Field mapping of Fayetteville Quadrangle was conducted throughout the summer of 2000. Global Positioning System receivers were used to determine locations of 482-field sites where stratigraphic units, formation or member boundaries, or geologic structures were observed in outcrop. A Garmin Etrex Summit GPS receiver with a built in barometric pressure gauge was used in conjunction with a paper topographic map to determine elevation of outcrops located in steep terrains. In the areas of low elevation where outcrops were difficult to observe, a two-meter Dutch augur was used to penetrate the ground and recover samples of weathered rock for stratigraphic identification.

All field locations and observations were sketched onto a 1:24,000 scale topographic map in the field, logged into the field book, and later digitized using Geographic Information System software (MapInfo version 5.0). Geology was transferred from the field map to a Digital Raster Graphic (DRG) of Fayetteville Quadrangle using a "heads-up" digitizing method. Using this method, geologic contacts were drawn directly on the computer screen by moving the cursor over a digital raster graphic (DRG) of Fayetteville Quadrangle and clicking the mouse button at short intervals to trace contacts onto the displayed topography (Sullivan, 1999). Each stratigraphic unit was digitized as a separate layer within the geographic information system such that the display of each layer could be toggled on or off. Faults were digitized as lines onto a separate layer as well. Once all stratigraphic units and geologic structures were digitized, map layers representing those stratigraphic units and geologic structures could be displayed hierarchically to generate the geologic map of the study area (Figs. 2, 3). A legend for the map is presented as Fig. 4. The final step in preparing the digital geologic map was to convert all data layers to several digital formats to ensure compatibility with popular GIS applications. Digital formats produced for this study were 1) MapInfo native format, 2) ArcView shape files, and 3) AutoCad DXF. All data were archived on CD-ROM.

Results

Lithostratigraphy of the Mississippian System.--In the Fayetteville Quadrangle, the Mississippian System is represented by, in ascending order, the Boone Formation, the Batesville Formation, the Fayetteville Formation, and the Pitkin Formation (Simonds, 1891; Adams and Ulrich, 1904, 1905; Purdue, 1907; Croneis, 1930; Frezon and Glick, 1959; Haley et al., 1976; McFarland, 1998). The Mississippian System composes the majority of the surface area of Fayetteville Quadrangle (Figs. 2, 3). Each formation of the Mississippian System contains marine fossils, thus indicating marine depositional environments throughout this portion of the stratigraphic succession.

The Boone Formation is a fossiliferous limestone containing abundant chert, especially in its upper interval (Simonds, 1891; Shelby, 1986; Sullivan, 1999). The Boone Formation represents marine deposition on a relatively shallow (5–50 m deep) continental shelf or ramp. The Boone Formation forms bedrock over 16.5% of Fayetteville Quadrangle.

The Batesville Formation rests unconformably on the upper, eroded surface of the Boone Formation (Simonds, 1891; Haley et al., 1976; McFarland, 1998). The Batesville Formation in Fayetteville Quadrangle is sandstone or (less commonly) sandy limestone (Hindsville Member) (Handford and Manger, 1990; 1993) and has a distinctive basal breccia containing angular to sub-angular chert pebbles derived from erosion and weathering of the underlying Boone Formation (McFarland, 1998). Throughout Fayetteville Quadrangle, the Batesville Formation weathers quickly and forms flat areas or areas of gentle slope (outcrops are rare). The Batesville Formation and its weathered equivalent forms the surface of 14.7% of Fayetteville Quadrangle, primarily in the northwest quadrant.

The Fayetteville Formation is a black to dark gray, organic-rich, fissile shale (Simonds, 1891). The Fayetteville Formation is subdivided into two informally named strati-

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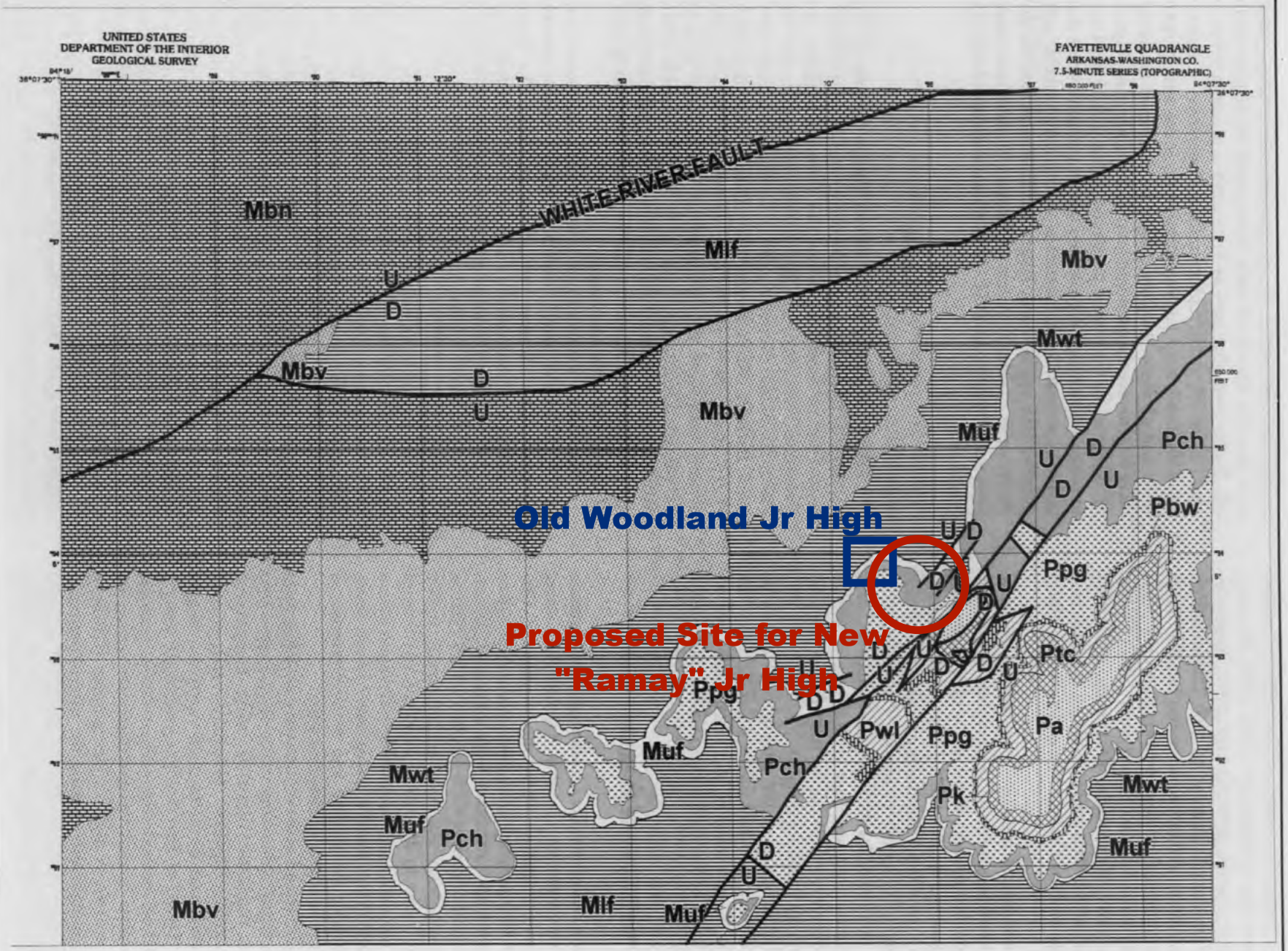


Fig. 2 Map showing bedrock geology of the northern half of Fayetteville Quadrangle digitized onto Fayetteville Quadrangle 7.5-minute digital raster graphic (DRG). Overlying grid is Universal Transverse Mercator (UTM)in 1-km intervals.

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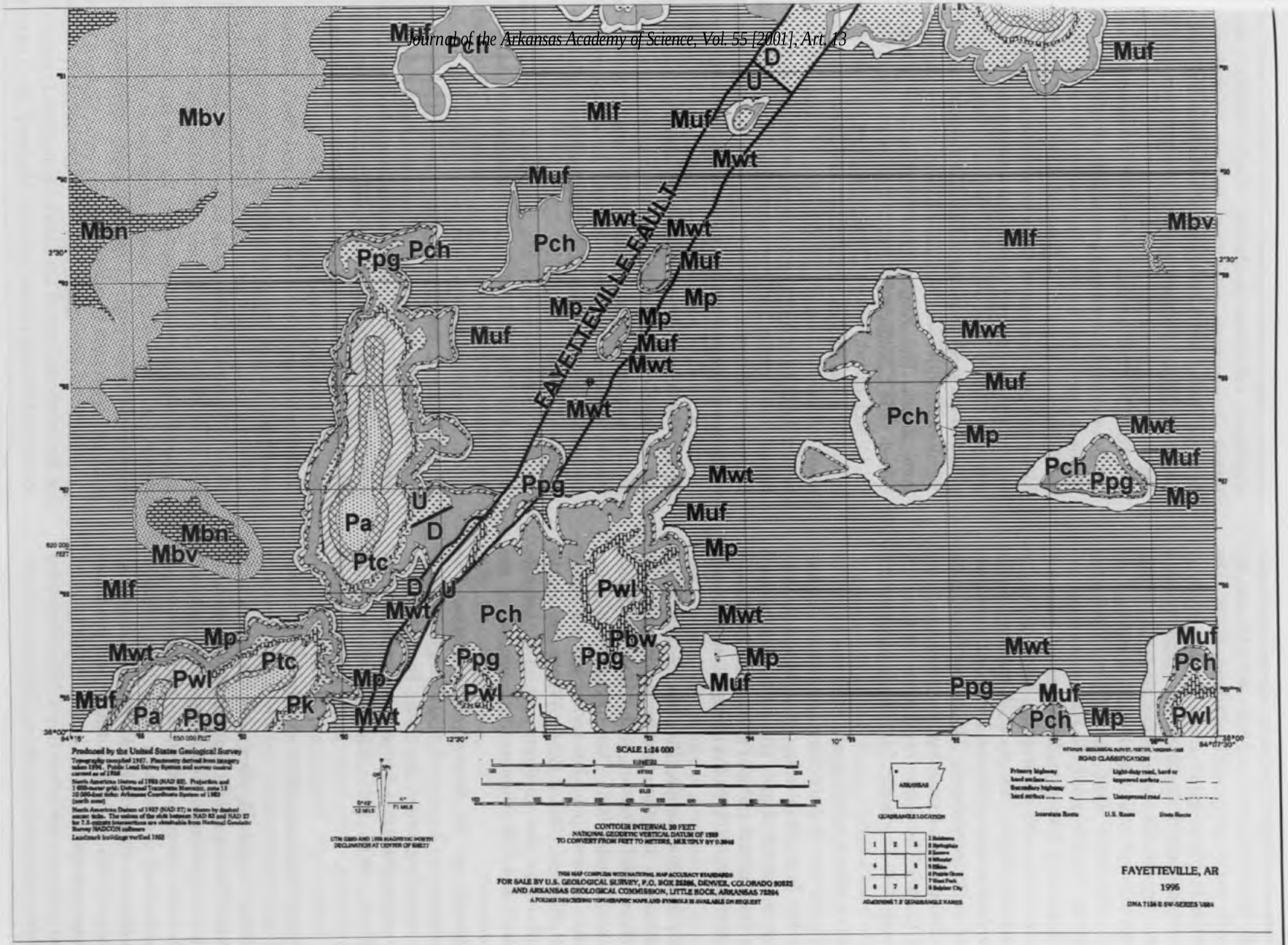


Fig. 3 Map showing bedrock geology of the southern half of Fayetteville Quadrangle digitized onto Fayetteville Quadrangle 7.5-minute digital raster graphic (DRG).

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graphic units and one formal member: lower Fayetteville shale (informal), the Wedington Sandstone (formal), and the upper Fayetteville shale (informal)(McFarland, 1998). The lower Fayetteville is black fissile shale characterized by abundant siderite-cemented septarian concretions at its base. The lower Fayetteville shale is the most widely outcropping stratum in Fayetteville Quadrangle, occurring over 45.5% of the quadrangle (Figs. 2, 3). The Wedington Sandstone Member of the Fayetteville Formation is typically tan to gray, hard, very fine to medium grained, siliceous, crossbedded sandstone with an average thickness of 1.5 meters (McFarland, 1998). In some locations of the Wedington Sandstone, a fossiliferous limestone comprises the upper three to six centimeters. The upper Fayetteville shale is black, fissile shale, containing abundant small iron concretions (< 20 cm). The upper Fayetteville shale weathers quickly to soft clay. The upper Fayetteville shale occurs over 4.7% of the quadrangle.

The Pitkin Formation is the uppermost formation of the Mississippian System in Fayetteville Quadrangle (Easton, 1942; Tehan, 1976). Typically, it is an oolitic, bioclastic limestone obviously of marine origin. The Pitkin Formation is present only in the southern half of Fayetteville Quadrangle (Figs. 2, 3), occurring in outcrops over only 1% of the quadrangle.

In Fayetteville Quadrangle, the top of the Pitkin Formation is erosional and therefore unconformable with the overlying Cane Hill Member of the Hale Formation (McFarland, 1998; Tehan, 1976). This unconformable contact is also the Mississippian–Pennsylvanian boundary (Handford and Manger, 1990; 1993). Where the Pitkin Formation is absent in the northern part of Fayetteville Quadrangle, the Cane Hill Member rests directly on the Fayetteville Formation.

Lithostratigraphy of the Pennsylvanian System.--The Pennsylvanian System in Fayetteville Quadrangle is represented by, in ascending order, the Hale Formation, the Bloyd Formation, and the Atoka Formation (Simonds, 1891; Adams and Ulrich, 1904; 1905; Purdue, 1907; Croneis, 1930; Frezon and Glick, 1959; Haley et al., 1976; Handford and Manger, 1990; 1993; McFarland, 1998). The Hale Formation is comprised of two members; the lower portion is named the Cane Hill Member, and the upper portion is termed the Prairie Grove Member (Adams and Ulrich, 1905; Cate, 1962). The Cane Hill Member is comprised of several lithologic components: a basal tan, very thin-bedded, medium grained, siliceous/calcareous sandstone or calcareous conglomerate containing limestone pebbles reworked from the underlying Pitkin Formation; alternating very thin-bedded (< 0.15 m thick) siltstone and sandstone layers, often ripple-marked; and thick, tan, ripple-marked, medium grained, siliceous sandstone (Cate, 1962; Handford and Manger, 1990; 1993; M. King, 2001). The Prairie Grove Member of the Hale Formation is a tan to dark brown, thick-bedded, fine to coarse grained, fossiliferous (crinoid stems abundant), calcareous sandstone, which exhibits a characteristic honeycomb weathered surface (Handford and Manger, 1990; 1993). Large-scale cross bedding was also observed. Hale Formation strata occur over 13.5% of Fayetteville Quadrangle (Figs. 2, 3).

The Bloyd Formation consists of (in ascending order) the Brentwood Limestone Member, the Woolsey-Dye Shale Member, and the Kessler Limestone Member (Purdue, 1907; Haley et al., 1976; McFarland, 1998). The Brentwood Member is well-indurated, cross bedded limestone containing quartz sand and occasional bryozoan bioherms (Hoaster, 1996). The overlying Woolsey Member is composed of greenish gray silty shale (McFarland, 1998). The Woolsey Member weathers rapidly, forming gentle to moderate slopes. The Woolsey Member contains a coal bed called the Baldwin Coal (approximately 0.2 m thick)(McFarland, 1998). This coal bed is widespread throughout Fayetteville Quadrangle and serves as a convenient marker horizon (M. King, 2001; J. King, 2001). The Kessler Limestone Member can be observed in several locations in the Fayetteville Quadrangle (Figs. 2, 3). The Kessler Limestone Member weathers to a dull tan to brown, crumbly surface and freshly broken clasts of this rock usually emit a smell of petroleum distillates. In some areas the Kessler Limestone Member contains abundant sand. The top of the Kessler Limestone, when exposed in a roadcut, has a phosphatic, conglomerate surface marking the unconformity between the Morrowan and Atokan Series (Cate, 1962). Strata of the Bloyd Formation occur over 3% of Fayetteville Quadrangle.

The Atoka Formation is a sequence of marine mostly tan to gray silty sandstones and grayish-black shales (Taff and Adams, 1900; Henbest, 1953; McFarland, 1998; Valek, 1999). In Fayetteville Quadrangle, the lowermost member of the Atoka is the Trace Creek Shale. It rests unconformably on the Kessler Limestone Member of the Bloyd Formation. The Trace Creek Shale is black, fissile shale with some thin beds of sandstone. This is a marine shale (Henbest, 1953). The unit is rarely observed in outcrop but forms a moderate slope below the first sandstone of the Atoka Formation. Above the Trace Creek Shale Member, a sandstone unit of the Atoka Formation forms prominent bluffs and caps a few mountains in Fayetteville Quadrangle (Figs. 2, 3). Atoka sandstone in Fayetteville Quadrangle is a fine to medium grained, hard, sandstone, which is somewhat resistant to weathering. Only the first sandstone layer above the Trace Creek Shale Member is observed in Fayetteville Quadrangle. Atoka Formation rocks occur over 1.9% of Fayetteville Quadrangle.

Structural Geology.--Fayetteville Quadrangle is situated on the southern flank of the Ozark Dome that is centered in southeast Missouri (Croneis, 1930). Regional dip is generally less than 5° to the south. Fractures can be easily observed

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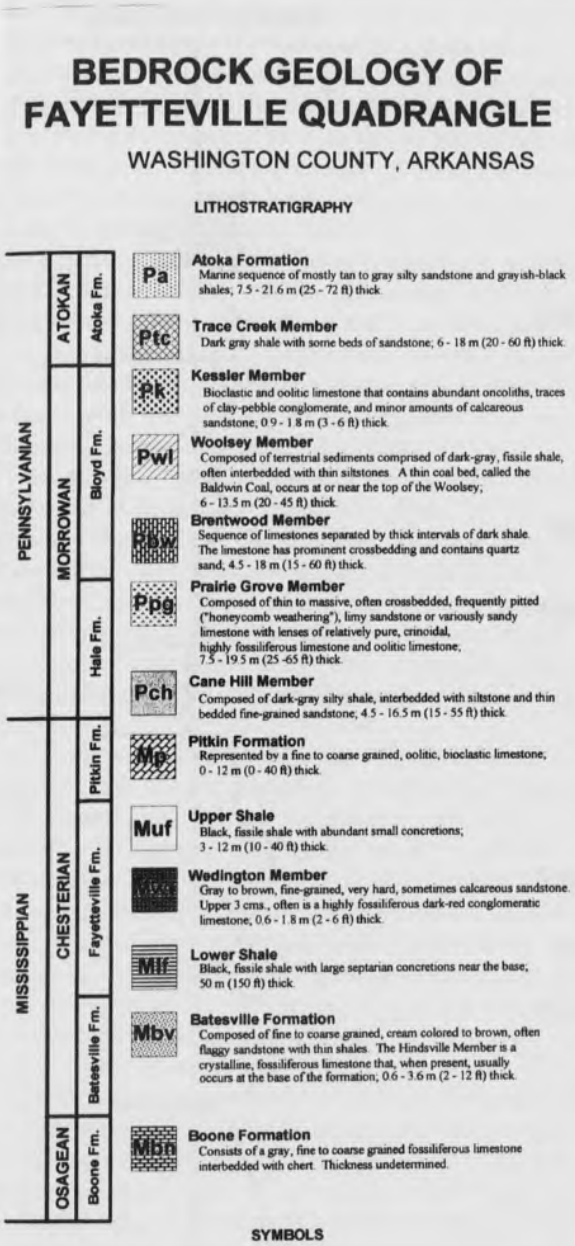


Fig. 4. Legend to accompany geologic map of Fayetteville Quadrangle (Figs. 2, 3).

in outcrops of all ages, and these fractures are believed to result from brittle deformation related to flexure of the Ozark Plateaus and formation of the Ozark Dome during the Ouachita orogeny (Viele, 1989; Viele and Thomas, 1989; Hudson, 2000). Two major faults traverse the Fayetteville Quadrangle. They are the Fayetteville Fault and the White River Fault (Croneis, 1930)(Figs. 2, 3).

The Fayetteville Fault crosses Fayetteville Quadrangle SW-NE (Figs. 2, 3) and through the center of the city of Fayetteville. The strike of the Fayetteville Fault is N30°E. The Fayetteville Fault has at least one prominent branch fault (Figs. 2, 3) and an undetermined number of smaller related branch faults. The Fayetteville Fault is a normal fault, downthrown toward the southeast. Total displacement on the Fayetteville Fault is not known but appears to be approximately 35 m (M. King, 2001).

The White River Fault strikes N65°E through the northern quarter of Fayetteville Quadrangle. The White River Fault has a significant branch on its south side and forms a prominent graben in northern Fayetteville (Fig. 2). The White River Fault is also a normal fault, downthrown to the south. Total displacement on this fault was estimated to be approximately 20 m because a construction site in north Fayetteville revealed the trace of the fault and showed the Boone Formation juxtaposed with upper Fayetteville Formation strata (M. King, 2001).

One small domed structure was discovered and mapped two kilometers south of the town of Farmington, Arkansas (southwest corner of Fig. 3). The Boone Formation crops out at the surface core of the dome and is surrounded by eroded outcrops of both the Batesville Formation and the lower shale of the Fayetteville Formation (Fig. 3). Whether the origin of this dome is structural or depositional is not known. However, localized mounds (either small bioherms or olistoliths) are well documented in the Boone Formation (Manger and Thompson, 1982; Shelby, 1986), and it seems most probable that this dome is the surface expression of a mound in the Boone Formation on top of which sediments of the Batesville Formation and Fayetteville Formation were draped, displaying quaquaversal dips similar to those observed across Silurian reefs of the northern midcontinent (Heckel and O'Brien, 1975).

Where faulting is most complex in Fayetteville Quadrangle, so called collapse or subsidence structures (Quinn, 1963) have formed. These structures are enigmatic, though the prevailing consensus regarding their formation suggests they result from dissolution and collapse of underlying limestone units.

Discussion

Regional Sea-Level History.--The stratigraphy of Fayetteville Quadrangle is composed of alternating lithologies (limestone, shale, sandstone) in genetically related packages bound by prominent regional unconformities. These depositional sequences represent the response of the sedimentary system of northwest Arkansas to fluctuating relative sea-level (i.e., combined effects of tectonics and eustasy) during the late Mississippian and Pennsylvanian Periods. The stratigraphic succession illustrated in Figure 5 indicates the major unconformities marking the Osagean-Chesterian boundary, Chesterian-Morrowan (Mississippian-

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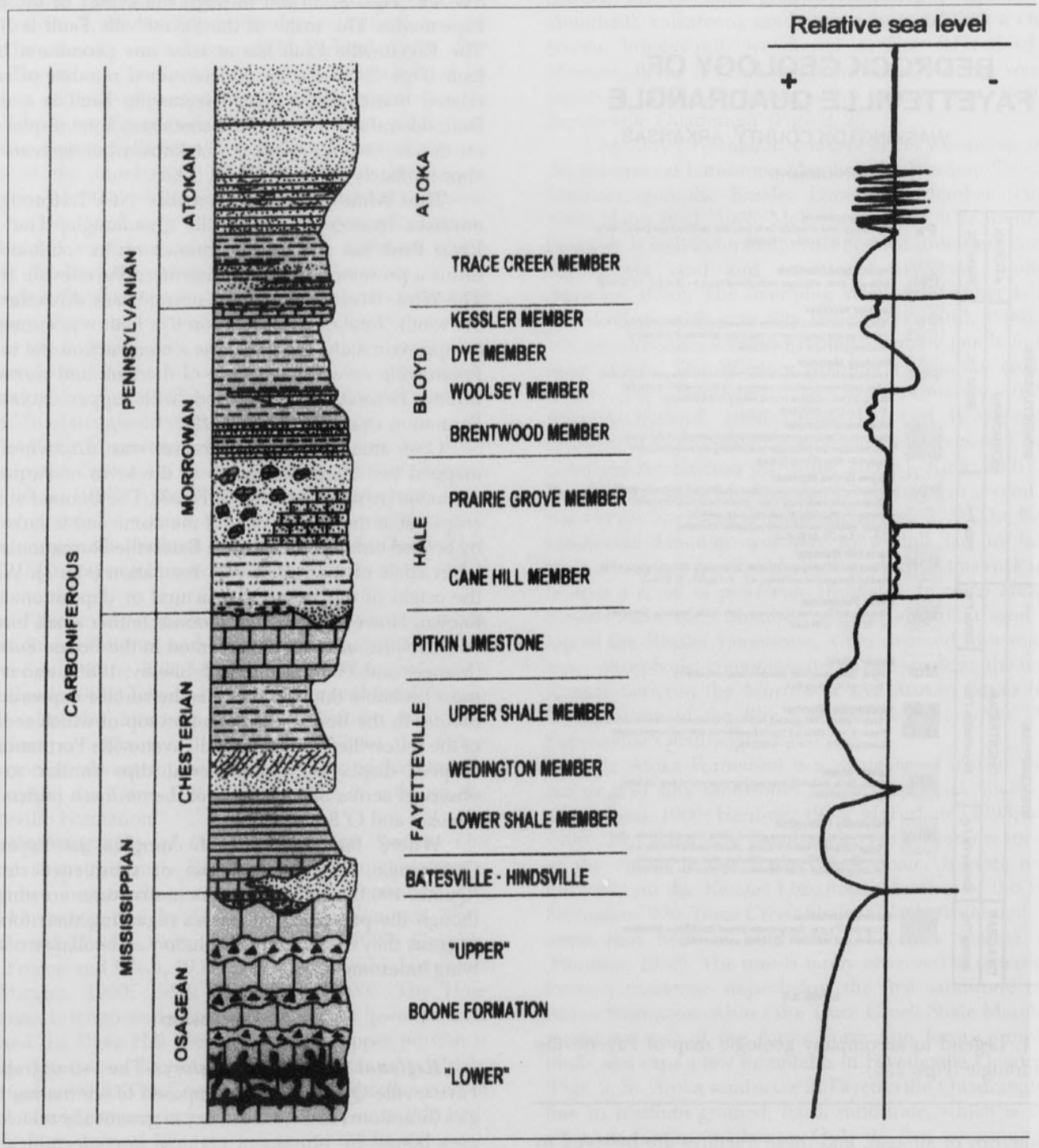


Fig. 5. Lithostratigraphy and interpreted sea-level history of Fayetteville Quadrangle, Washington County, Arkansas (adapted from Brown, 2000; M. King, 2001). King et al., Fig. 1.

Pennsylvanian) boundary, and Morrowan-Atokan boundary. The sedimentary facies of strata exposed throughout Fayetteville Quadrangle have been interpreted in the context of relative sea level in order to generate the relative sea-level curve (Fig. 5).

The Mississippian (Osagean) Boone Formation is lime-

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st ıe that clearly represents relatively shallow marine con-
di ons. The occurrence of oolitic limestone near the top of
th Boone Formation in some areas suggests water depths
nc greater than 5–8 m (Shelby, 1986). Following deposition
of he Boone Formation, the shallow seas apparently retreat-
ec from the area for some time as the upper surface of the
B(ne Formation displays evidence of subaerial exposure
ar l karstification. This subaerial exposure surface repre-
se ts the Osagean-Chesterian boundary. Weathering of the
B(ne Formation during this interval produced a residuum
of chert pebbles that were incorporated into the basal
de posits of the (Chesterian) Batesville Formation during the
en suing transgression (McFarland, 1998). Batesville
Formation sandstones are interpreted to represent deltaic or
nearshore sand, but were definitely deposited under marine
conditions (Manger and Sutherland, 1984).

Transgression and relative sea-level rise continued through the Chesterian with deposition of the lower Fayetteville shale of the Fayetteville Formation. Deposition of shale implies deeper, quiet water conditions. Though the lower Fayetteville shale contains appreciable organic matter (septarian concretions often contain hydrocarbons), the water column was apparently well oxygenated because ammonoid fossils (nektonic organisms) are abundant in the shale.

A minor regressive event within the Chesterian is represented by the abrupt transition from lower Fayetteville shale to sandstone of the Wedington Member of the Fayetteville Formation. The depositional environment of the Wedington Member appears to be fluvial/deltaic based on the occurrence of medium to fine grained sand that is often cross bedded (Manger and Sutherland, 1984). Fluvial/deltaic deposition appears to have ended abruptly as relative sea level rose once more, depositing a thin layer (0.05 m-0.10 m thick) of brachiopod-rich limestone across the top of the Wedington sandstone.

As relative sea level continued to rise, the upper shale of the Fayetteville Formation was deposited. This unit has higher silt content than the lower Fayetteville shale, indicating either eolian transport (Cate, 1962), relatively shallower water than the lower Fayetteville shale, or a closer sediment source. Finally, the Chesterian interval is capped by deposition of marine limestone of the Pitkin Formation (Tehan, 1976). The Pitkin Formation appears to be conformable on the Fayetteville Formation (McFarland, 1998) and represents a shallow-marine inner shelf environment (Easton, 1942; Tehan, 1976; Handford and Manger, 1990). The top of the Pitkin Formation was subaerially exposed and forms the Chesterian-Morrowan (Mississippian-Pennsylvanian) boundary. In the northern half of Fayetteville Quadrangle, the Pitkin Formation was completely eroded to the Fayetteville Formation, suggesting an up-ramp situation. This is the major relative sea-level event recorded by Fayetteville Quadrangle strata, and it has been a topic of great interest to the geologic community throughout the world.

The Pennsylvanian (Morrowan) Cane Hill Member of the Hale Formation was deposited on the Mississippian-Pennsylvanian unconformity at the top of the Pitkin Formation. Basal deposits of the Cane Hill Member contain clay pebbles and limestone clasts reworked from the underlying Pitkin Formation. Much of the Cane Hill Member appears to have been deposited very near sea level because thinly layered shale, siltstone, and sandstone indicate a tidal flat depositional setting (Cate, 1962; Handford and Manger, 1990; 1993; M. King, 2001) (Fig. 5). Continued transgression of the Fayetteville area during earliest Pennsylvanian time resulted in deposition of the Prairie Grove Member (Hale Formation), a more massive sandstone with larger-scale cross bedding indicative of tide-dominated channels or shallow shelf settings dominated by longshore currents. Deepening relative sea level ultimately resulted in deposition of shale conformably on top of the Prairie Grove Member, and this shale marks the basal deposit of the Bloyd Formation (McFarland, 1998).

The (Morrowan) Bloyd Formation is subdivided into the Brentwood Member, the Woolsey-Dye Shale Member, and the Kessler Member (Purdue, 1907; Haley et al., 1976; McFarland, 1998). The Brentwood Member represents continued transgression but is interrupted by several minor regressive/transgressive intervals presumably caused by glacio-eustatic processes (McGilvery, 1982). Deposition of the Brentwood Member appears to terminate with development of an unconformity separating clearly marine deposits (bryozoan-bearing limestone and green shale) from clay deposits of the Woolsey Member, which appears to have been deposited in a marine-marginal terrestrial environment (McFarland, 1998). The Woolsey Member contains abundant fossils of plant fragments and also hosts a thin (0.2 m thick) coal bed known as the Baldwin Coal. This coal bed occurs throughout Fayetteville Quadrangle and represents marine-marginal swamp environments. The Kessler Member of the Bloyd Formation in Fayetteville Quadrangle is a bioclastic and oolitic marine limestone representing transgression over the Woolsey Member (McFarland, 1998). The top of the Kessler Member exhibits a phosphatic conglomerate, indicative of regression and subaerial exposure. This conglomerate represents an unconformity developed between the Bloyd Formation (Morrowan) and the Atoka Formation (Atokan).

Only the basal portion of the Atoka Formation is exposed in Fayetteville Quadrangle. The Trace Creek Member of the Atoka Formation is the first member of the formation and represents marine transgression of the Morrowan-Atokan unconformity (Henbest, 1953). An unnamed sandstone layer above the Trace Creek Member

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represents the highest stratigraphic level of the Atoka Formation in Fayetteville Quadrangle (Fig. 4).

The strata exposed in Fayetteville Quadrangle record relative sea-level changes over an interval of at least 40 million years (Ethington et al., 1989). The most prominent unconformities are found at the contacts of the Boone Formation-Batesville Formation, the Pitkin Formation-Hale Formation, and the Bloyd Formation-Atoka Formation. These unconformities appear to represent time intervals on the order of 10 million years, 7 million years, and 4 million years, respectively (Ethington et al. 1989), or 52.5% of the total depositional interval. Thus, if one takes into account other minor unconformities that may occur within some units (e.g. Brentwood Member of the Bloyd Formation), it is conceivable that the stratigraphic succession in Fayetteville Quadrangle represents as little as 25% to 30% of the total time interval; the remainder of the interval would be represented by the unconformities. Clearly, the stratigraphic succession in Fayetteville Quadrangle reflects relative sea-level oscillations driven by the interplay of tectonics and eustasy. The dominance of either tectonic or eustatic processes in controlling sea level cannot be definitively assessed based on available data. However, the relatively prolonged interval of emergence indicated by the regional unconformities (Boone Fm.–Batesville Fm. contact, Pitkin Fm.–Hale Fm. contact, Bloyd Fm.–Atoka Fm. contact) is suggestive of a tectonically modulated sea-level process. In addition, the relative amplitude of sea-level variation indicated by the different sedimentary facies developed in the stratigraphic succession is probably rather small, perhaps only a few 10's of meters. The predominance of shallow water limestone, shale, and marginal marine (i.e. tidal flat) facies indicates that Fayetteville Quadrangle was susceptible to emergence or inundation with relatively small amplitude sea-level fluctuations. There is no doubt that tectonic flexure capable of driving sea-level oscillations of the scale required to generate the observed stratigraphy was developing in this region associated with evolution of the Ouachita orogen and Arkoma Basin to the south (Thomas, 1989; Viele and Thomas, 1989; Hudson, 2000). Therefore, it seems most likely that relative sea-level changes recorded by the strata of Fayetteville Quadrangle were dominated by tectonic processes.

Supplementary Material Available.--Tables with locations and descriptions of the geologic sites recorded during this mapping project (Universal Transverse Mercator coordinate system relative to WGS 84 datum) are available from the authors upon request. These data are archived on CD-ROM in a spreadsheet format but can be generated in various ASCII formats if necessary.

ACKNOWLEDGMENTS.—Geologic mapping of Fayetteville Quadrangle was accomplished through a grant from the United State Geological Survey National Cooperative Geologic Mapping Program under assistance award #00HQAG0084.

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Journal of the Arkansas Academy of Science

Volume 55 Article 14

2001

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Maria E. King
University of Arkansas, Fayetteville

Jack T. King
University of Arkansas, Fayetteville

Stephen K. Boss
University of Arkansas, Fayetteville

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Geologic Hazards Associated with Shale Strata and Swelling Clays within Fayetteville Quadrangle, Washington County, Arkansas

Maria E. King, Jack T. King, and Stephen K. Boss*
Department of Geosciences
113 Ozark Hall
University of Arkansas
Fayetteville, AR 72701

*Corresponding Author

Introduction

The population of Washington County, Arkansas, increased more than 100% from 1970 to 2000 (U.S. Bureau of the Census, 2000). Washington County population was 77,370 in 1970 and increased at an average rate 3% per year to 157,715 in 2000 (Fig. 1). Much of this growth occurred within the urban corridor comprised of the cities of Fayetteville and Springdale (Washington County) and Rogers and Bentonville (Benton County). The rapid population growth within these cities was accompanied by extensive new construction of commercial buildings, residential areas, streets, highways, and utilities. However, throughout Washington County, much of this new infrastructure is situated on late Paleozoic (Mississippian-Pennsylvanian) shale strata containing swelling clays that weather rapidly to form expansive soils. As such, structures constructed on these strata are subject to a variety of geological processes that pose a significant hazard to their long-term viability. Damage to these structures resulting from the effects of soil expansion/contraction and other destabilizing processes cost hundreds of thousands of dollars each year in Fayetteville alone.

Geologic Hazards Associated with Expansive Soils. Definition of the Problem.--An expansive soil is one that typically contains an appreciable quantity of clay that swells or shrinks in response to variations in moisture content (Komornik, 1969); as moisture is absorbed, clay particles swell and as moisture is removed, clay particles shrink. The pattern of volumetric change due to swelling and shrinking of these active clays is three-dimensional (Jennings 1969; Komornik, 1969) and influenced by the amount of moisture change in the soil, the soil density, the superimposed lithostatic pressures in various directions, and the geometric boundary conditions created by man-made structures (Jennings, 1969; Komornik, 1969).

Hazards Associated with Expansive Soils.--Expansion/contraction of clay soils becomes important when the movements are sufficiently large to damage or distort overlying or founded structures. Structures built on expansive soils commonly heave, displaying differential movements that result in simple cracking as well as vertical and horizontal displacement. The consequent damage due to heave and differential displacement can be significant (Jennings, 1969; Komornik, 1969).

In addition to damage caused by heave, adverse effects encountered by facilities placed on expansive clay soils include subsidence in parking lots or other pavements, rotting of wood floors and other wooden components of buildings due to water retention in the soils, excessive runoff after heavy rainfall, water seeps emerging from paved areas or water seeping from concrete floor seams in buildings, downslope creep, and slumping of steeper slopes. In the case of organic-rich shales containing abundant pyrite, weathering of shale and subsequent oxidation of pyrite can induce severe corrosion of buried pipes.

Though there are engineering solutions to many of the problems associated with construction on expansive soils (even retroactive solutions that can be applied after structures have been damaged by soil processes), these solutions are often very costly and in the worst cases can represent a significant fraction of the value of the property. For example, an associate of one of the authors (S.K. Boss) was required to install 36 steel piers to reinforce a home foundation less than one year after construction was completed. The total cost of this remediation amounted to approximately 24% of the assessed value of the property. Remediation costs ranging from 10-15% of the assessed value of homes are common. It is important to note that most homeowners' or small business' insurance policies do not provide for repairs to foundations damaged by expansive soil processes. Thus, costs are usually borne entirely by affected individuals.

Expansive Soil Hazards in Fayetteville Quadrangle.--There are four clay-rich stratigraphic units exposed throughout Fayetteville Quadrangle that weather rapidly to form expansive soils. These units are 1) the lower Fayetteville Shale of the Fayetteville Formation (Simonds, 1891; McFarland, 1998), 2) the upper Fayetteville Shale of the Fayetteville Formation (Simonds, 1891; McFarland, 1998), 3) the Woolsey-Dye Members of the Bloyd Formation (Purdue, 1907; Henbest, 1953; McGilvery, 1982;

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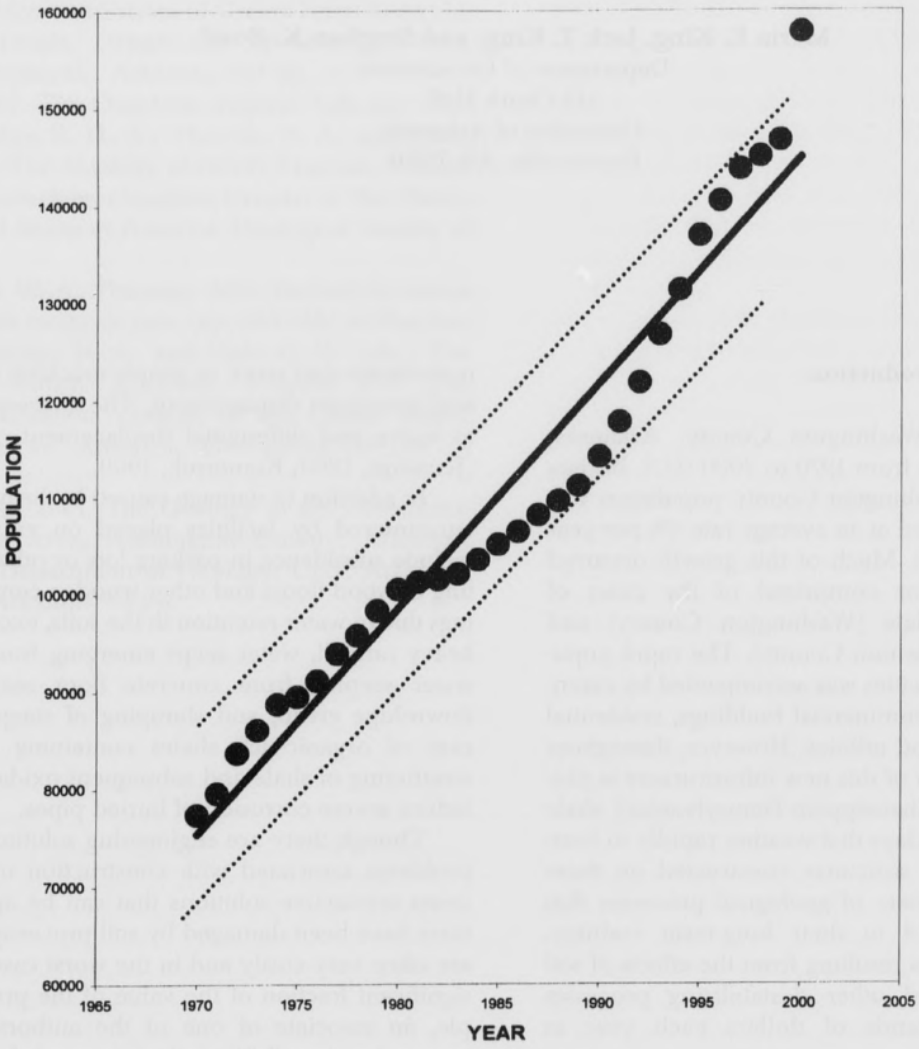


Fig. 1. Population trend for Washington County, Arkansas, 1970 - 2000. Graph shows relatively rapid growth of Washington County over the last 30 years. Note that total population increased 100% (77,370-157,715) from 1970 to 2000. Also note outlying nature of 2000 census result. Solid line indicates best-fit linear regression through data up to 1999 (excluding 2000 data as outlier). Dotted lines represent 95% confidence limits of regression line. Linear regression indicates average annual growth of 3% during the last 30 years. Data obtained from U. S. Census Bureau Arkansas State Data Center, University of Arkansas-Little Rock, Little Rock, Arkansas. URL: (http//www.aiea.ualr.edu/csdc/PopEstimates.html).

McFarland, 1998), and 4) the Trace Creek Member of the Atoka Formation (Taff and Adams, 1900; Henbest, 1953; McFarland, 1998)(Figs. 2-4). Detailed descriptions of the geology, composition, and depositional environments of these strata can be found in King et al. (2001). These units pose common hazards to construction, but also have unique hazards related to their geological constitution and geomorphology. Observed hazards associated with each of these units are considered in turn below.

Lower Fayetteville Shale of the Fayetteville Formation.--The lower Fayetteville Shale of the Fayetteville Formation covers an extensive area (45.5%) of the Fayetteville Quadrangle (Figs. 2, 3). The city of Fayetteville is expanding rapidly with residential subdivisions, city streets, utilities, and business complexes into areas underlain by this unit. Indeed, most of the flat and gently sloped land in the Fayetteville Quadrangle is underlain by the lower Fayetteville Shale. Thus, the topography of the lower

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Fa etteville Shale is suitable for construction, but the soil as ciated with this unit is quite unfavorable. The weathered cl / horizon of this unit ranges from 0 m to 10 m thick and re s on top of the unweathered shale. Adverse effects asso- ci ed with construction on the lower Fayetteville Shale are di erential subsidence of pavements resulting in extreme cr cking and unevenness (e.g., Fig. 5A, B), cracking of foun- da ions (e.g., Fig. 5C) and retaining walls (e.g., Fig. 5D), cr cking of concrete floors, cracking of concrete driveways, se aration of concrete floor seams, rotting of wooden floors an d other wooden components of houses, various breaks in ma sonry above the foundation (e.g., Fig. 5E, F), runoff from he avy rainfall, seeps emerging from paved areas, seeps em erging in houses between concrete floor seams, and cor- ro sion of buried pipes. With the expansion and contraction of the lower Fayetteville Shale clays, even areas with very gentle slopes display evidence of creep.

Upper Fayetteville Shale of the Fayetteville Formation.--The upper Fayetteville Shale of the Fayetteville Formation has a much smaller areal extent (4.7%) than the lower Fayetteville Shale in Fayetteville Quadrangle (King et al., 2001). The upper Fayetteville Shale occurs mostly on moderate to steep slopes between the underlying Wedington Member of the Fayetteville Formation and the overlying Pitkin Formation or Cane Hill Member of the Hale Formation where the Pitkin Formation is missing (King et al., 2001). The outcrop area of the upper Fayetteville Shale is occupied primarily by residential neighborhoods (Figs. 2, 3). The upper Fayetteville Shale also weathers into expandable clays, but the observed hazards differ somewhat from those observed on the lower Fayetteville Shale. Due to the moderate to steep slopes in areas where the upper Fayetteville Shale crops out, creep and slumping are the most critical hazards. Downslope movement within the upper Fayetteville Shale has resulted in creep of pavements with associated buckling and differential subsidence (e.g., Fig. 5B), shifting and cracking of foundations (e.g., Fig. 5C), cracking of masonry above the foundation (e.g., Fig. 5E, F), and cracking and lateral separation of concrete floors. The basal contact of the upper Fayetteville Shale with the Wedington Member of the Fayetteville Formation is the locus of numerous springs and seeps. Where buildings are located on this contact, damage associated with seeping water (e.g. active seepage through foundations, seepage between seams on concrete floors, and moisture damage to wood) is commonplace.

Woolsey-Dye Members of the Bloyd Formation.--The Woolsey-Dye Members of the Bloyd Formation cover 2.3% of the surface area of the Fayetteville Quadrangle (Figs. 2, 3) (King et al., 2001). The Woolsey-Dye Members occur on moderate slopes above the Brentwood Member of the Bloyd Formation. The Woolsey-Dye Members weather quickly into soft gummy clay. Much of the outcrop area of the Woolsey-Dye Members in the Fayetteville Quadrangle remains uninhabited, though several new housing subdivisions were developed on this unit during the last several years. The observed adverse effects of construction situated on the Woolsey-Dye Members are cracking of foundations, cracking in basements, cracking of sidewalks and driveways, cracking of masonry above the foundation, and surface creep as well as slumping (e.g., Fig. 5). Water seeps and springs are common along the contact of the Woolsey-Dye Members and the underlying Brentwood Member of the Bloyd Formation.

Trace Creek Member of the Atoka Formation.--The Trace Creek Member of the Atoka Formation is a black, organic-rich shale at the base of the Atoka Formation (King et al., 2001). The Trace Creek Member has an outcrop extent of 1% in the Fayetteville Quadrangle (Figs. 2, 3). The only inhabited area on the Trace Creek Member in the City of Fayetteville is a residential neighborhood on Mount Sequoyah (Fig. 2). The Trace Creek Member forms steep slopes between a bench formed from the Kessler Member of the Bloyd Formation and the first sandstone of the Atoka Formation. On exposure, the Trace Creek Member weathers quickly into expandable clay subject to slumping. Problems associated with construction on the Trace Creek Member are cracking of foundations and lateral separation of outside walls of houses related to down slope processes.

Conclusions

Paleozoic shale strata are exposed over more than 50% of Fayetteville Quadrangle (Figs. 2, 3). These shale units are known to weather to expansive soils, creating numerous problems for construction. Damage to structures (dwellings, business complexes, streets, sewers, sidewalks, parking lots, etc.) associated with expansion and contraction of weathered clays within these units costs hundreds of thousands of dollars annually to an unsuspecting public.

Many of these costs (particularly those related to repair of damaged home or business foundations) are not protected by homeowners' or businesses' insurance.

Detailed mapping of these clay-rich strata provides an aid to identifying and mitigating these potential hazards. Knowledge of the areal distribution of hazardous stratigraphy in Fayetteville Quadrangle may reduce the overall costs of mitigation through incorporation of appropriate engineering solutions during construction yielding improved building design, better building quality, and lowered building repair costs. Thus, geologic mapping of Fayetteville Quadrangle is relevant and valuable to city planners and developers.

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Fig. 2. Map of northern half of Fayetteville 7.5-Minute Quadrangle, Arkansas showing outcrop extents of shale strata containing and known to weather to expansive soils.

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https://scholarworks.uark.edu/jaas/vol55/iss1/14

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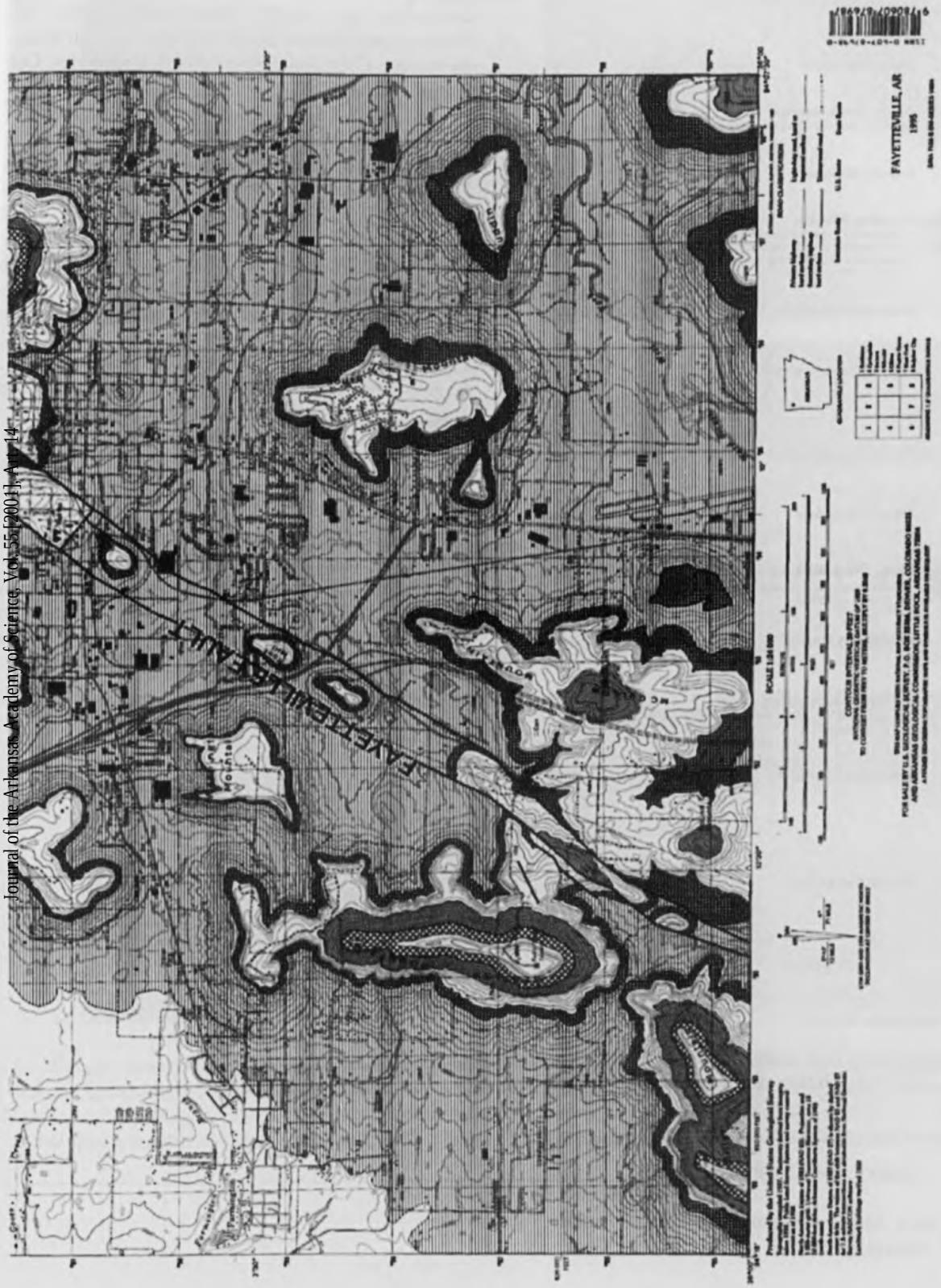


Fig. 3. Map of southern half of Fayetteville 7.5-Minute Quadrangle, Arkansas showing outcrop extents of shale strata containing swelling clays and known to weather to expansive soils.

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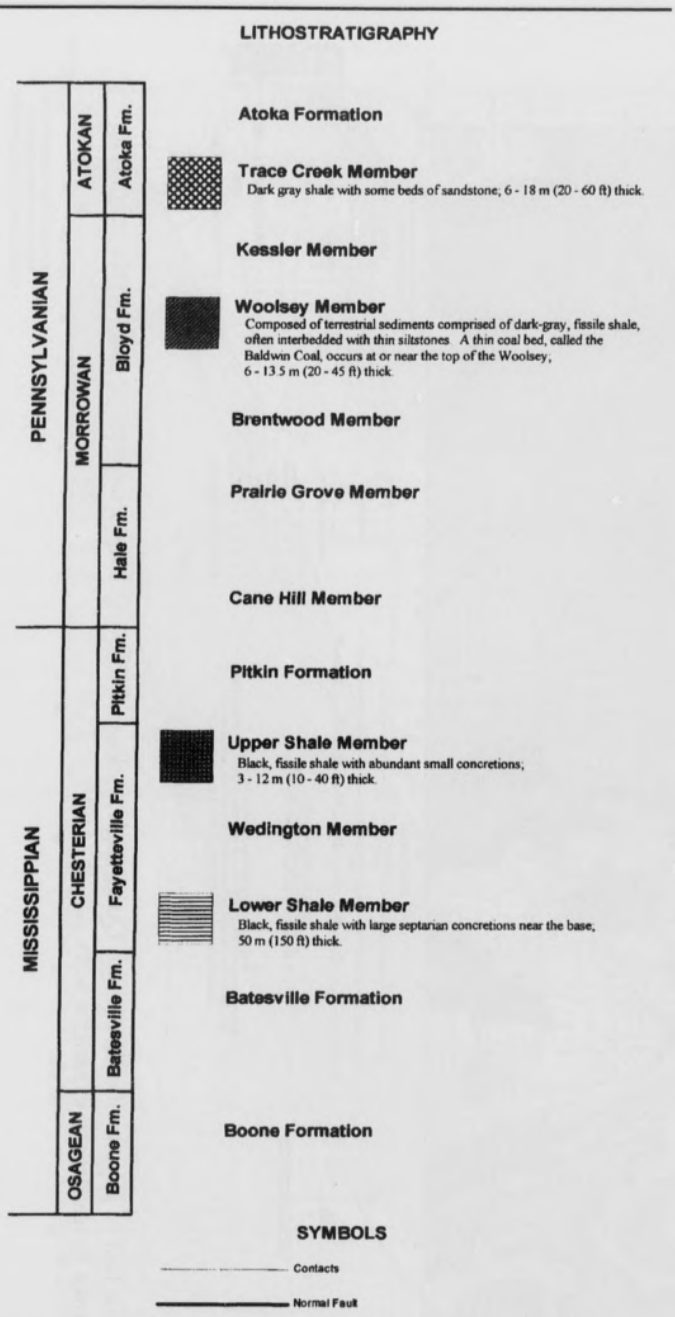


Fig. 4 Legend to accompany Figs. 2 and 3 showing schematic stratigraphic chart of shale strata in Fayetteville Quadrangle.

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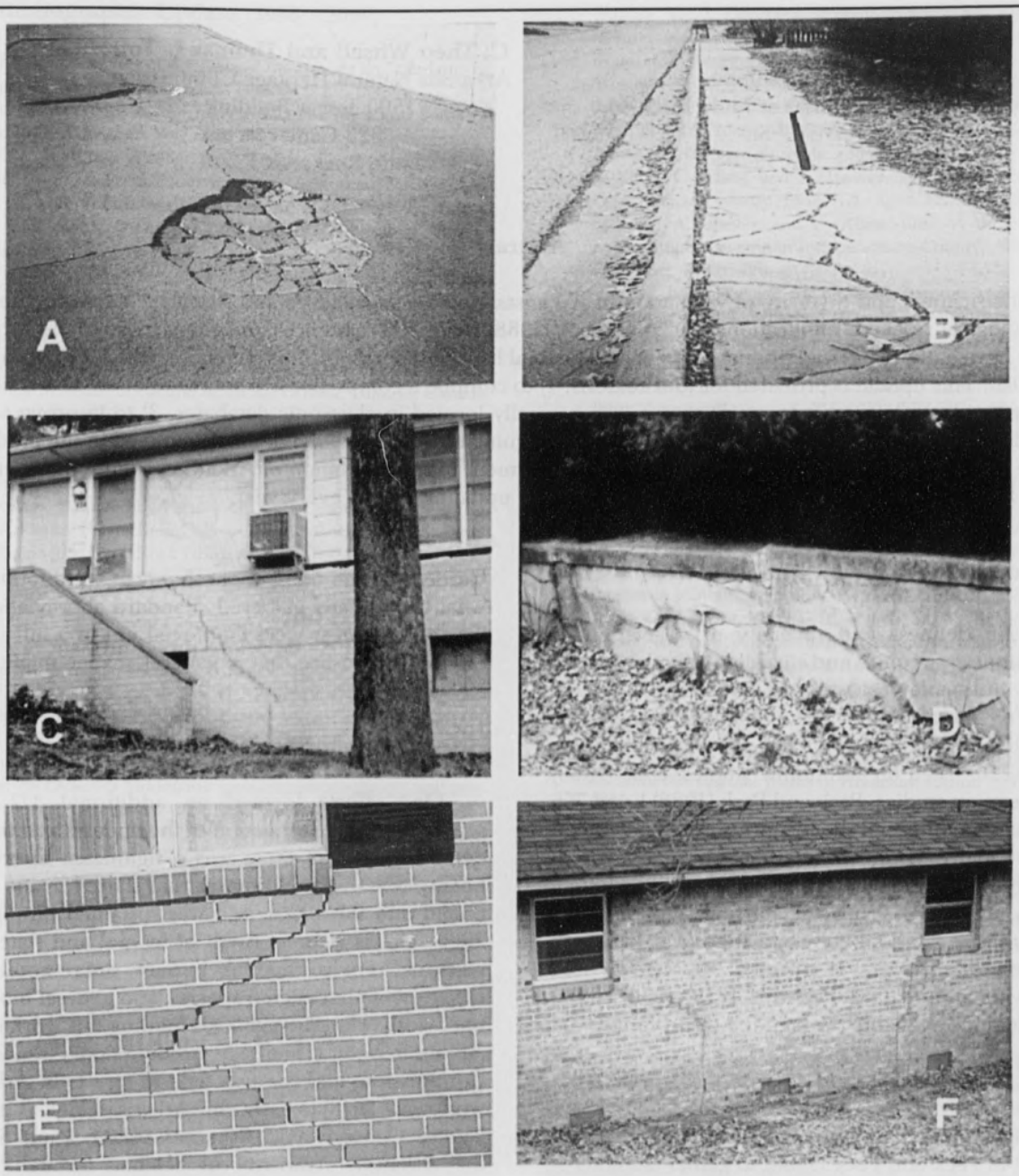


Fig. 5 Images illustrating examples of most common effects of expansive soils on pavements and buildings throughout the Fayetteville Quadrangle. A) Differential subsidence and cracking of pavement; B) Differential subsidence and downslope creep with associated buckling of a sidewalk; C) Cracked masonry foundation of a single-family dwelling; D) Severe cracking and horizontal displacement of a small retaining wall; E) and F) cracking of masonry above foundation of single-family dwellings.

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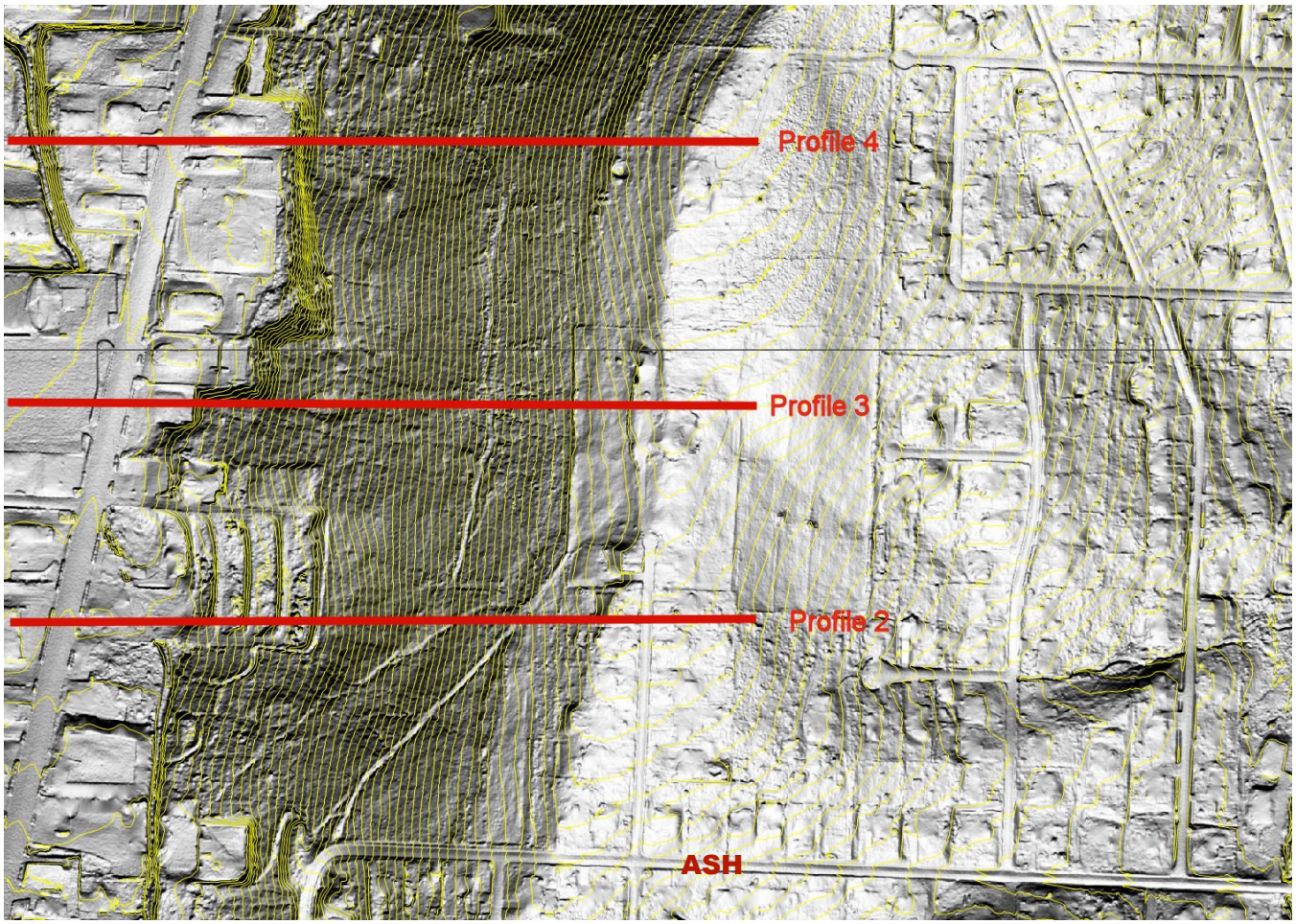
From: **D Neely** dgn.edensgreen@gmail.com
Subject: PROPOSED RAMAY SITE LIDAR with Contours & 3 PROFILES
Date: July 24, 2025 at 3:58 PM
To:

DN

PROPOSED RAMAY SITE LIDAR & 3 PROFILES

Contour Intervals: 1 Meter = 3.3 Feet

NORTH



WEST **EAST**

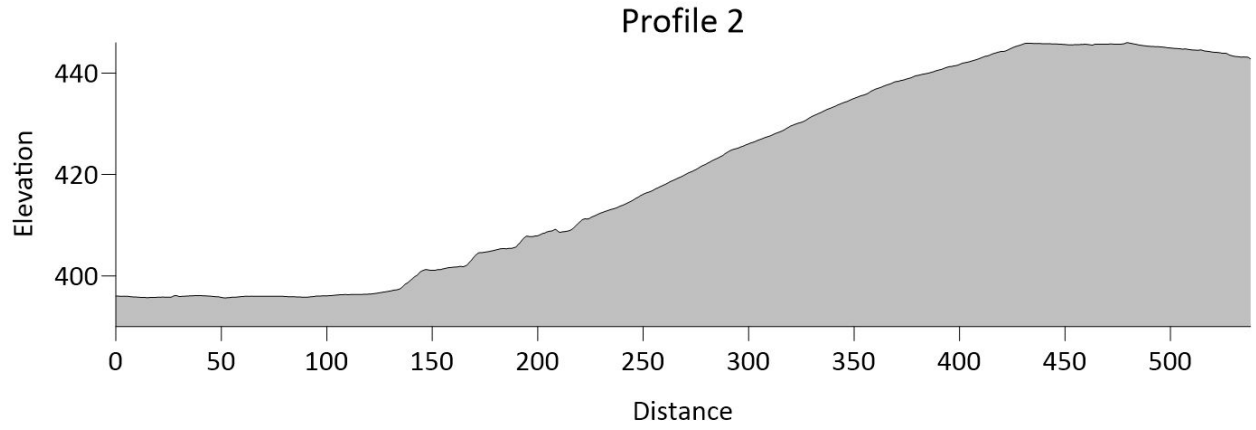
SOUTH

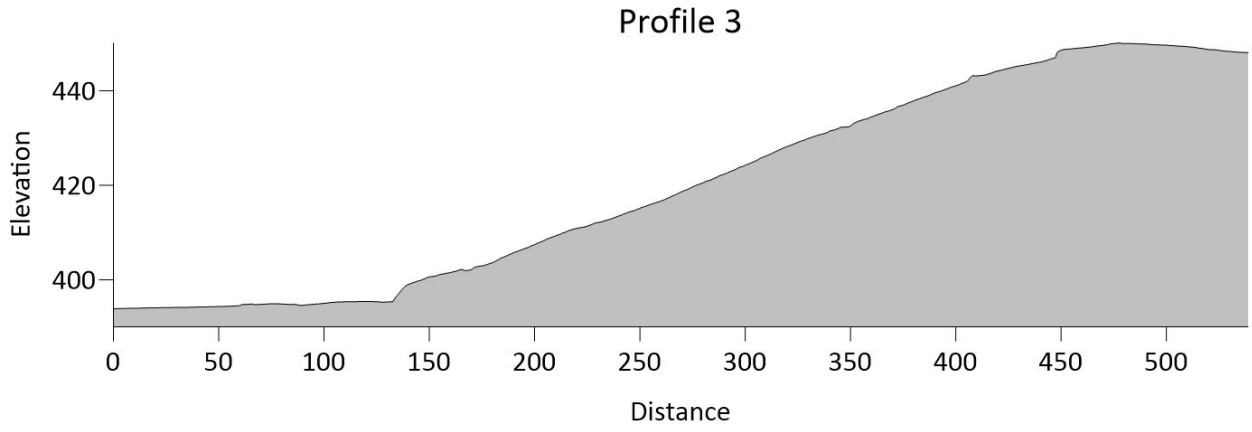
From: **D Neely** DGN.EdensGreen@gmail.com
Subject: Proposed Ramay Site LIDAR PROFILES 2, 3, 4
Date: July 24, 2025 at 4:07 PM
To:

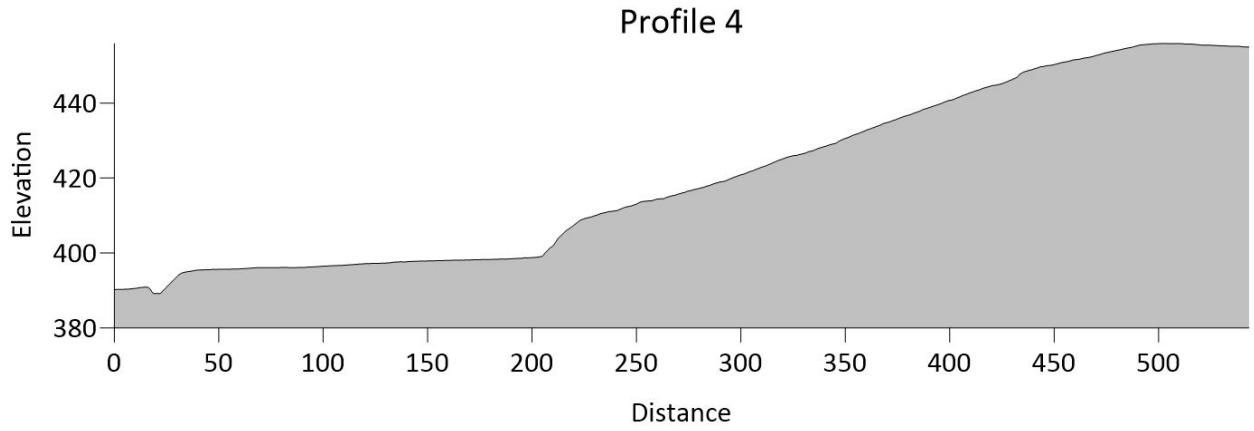
DN

PROPOSED RAMAY SITE LIDAR SLOPE PROFILES 2,3,4 Elevations and Distance in METERS

Elevation Range 400-440 Meters = 1312.34-1443.57 Feet Distance Range 0-550 Meters = 0-1804.46 Feet







CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Planner
Justin Bland, Staff Engineer
Willa Thomason, Urban Forester

MEETING: August 11, 2025

SUBJECT: **LSD-2025-0010: Large Scale Development (2980 N COLLEGE AVE/MOTEL 6 RENOVATION, 252):** Submitted by GAVIN SMITH CIVIL ENGINEERING for property located at 2980 N COLLEGE AVE**.** The property is zoned UC, URBAN CORRIDOR and contains approximately 2.90 acres. The request is for the addition of 2,290 square-feet of accessory structures, site improvements, and associated parking.

RECOMMENDATION:
Staff recommends approval **LSD-2025-0010,** with conditions.

RECOMMENDED MOTION:
"I move to approve **LSD-2025-0010***, recommending:*

1. *In favor of variance to §166.04(B)(4)(c)(i), Minimum Improvements;*
2. *In favor of variance to §166.08(F)(2), Curb Cut Separation;*
3. *In favor of variance to §166.24(D)(7)(a)(ii), Entryways;*
4. *In favor of variance to §166.24(D)(7)(b)(ii), Glazing;*
5. *In favor of the recommended street improvements;*
6. *In favor of the recommended right-of-way dedication, and*
7. *All other conditions as recommended by staff."*

BACKGROUND:
The subject property is located in north Fayetteville on the east side of N. College Ave. approximately 100 feet south of the street's intersection with E. Rolling Hills Dr. The parcel was developed with a 97-unit Motel 6 constructed in 1974 per the Washington County Assessor. A building permit was issued for renovations to the two large hotel buildings hosting guest rooms in June 2025 (COMM-2025-0048). The property received its current zoning designation of UC, Urban Corridor as part of the staff-initiated rezoning of approximately 586 acres along the 71B corridor in October 2024 (Ord. 6798). Surrounding land uses and zoning are depicted in *Table 1.*

Table 1: Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Restaurant	UC, Urban Corridor
South	Automotive Uses	UC, Urban Corridor
East	Offices Single-Family Residential	R-O, Residential Office RSF-4, Residential Single-Family, 4 Units per Acre
West	Mixed Commercial	UC, Urban Corridor

Proposal: The applicant requests Large Scale Development approval to demolish the existing lobby building and reconstruct a 2,290 square foot accessory structure to include the hotel's lobby, bar, and gym amenities. The applicant also proposes site improvements including the renovation of the existing parking lot. Four variances have been requested.

Variance #1: UDC §166.04(B)(4)(c)(i), Minimum Improvements. The property owner/developer shall be responsible for constructing the following minimum on-site improvements: Widening the street adjacent to the project frontage and construction of all interior streets to meet Master Street Plan standards. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council. The applicant is requesting permission to provide a range of 7.66' to 7.99' of green space where the typical master street plan section would require 10'.

a. *Staff recommendation: Staff recommends approval of this request. The applicant notes the existing width of N. College Ave. (average 60.28') exceeds that required by the master street plan, meaning that either the street would need to be narrowed along the property frontage or additional right-of-way dedication would be required to provide the typical green space separation between the edge of the pavement and the proposed trail. If the applicant were to accommodate the 10-foot greenspace without modifying the existing curb, the sidewalk would be required to be placed within an easement on the applicant's property. Staff preference would be for the sidewalk to be placed wholly within the typically required amount of master street plan right-of-way, and finds reducing the greenspace in this scenario to be in line with the rough proportionality of the proposal's scope.*

Variance #2: UDC §166.08(F)(2), Curb Cut Separation. When necessary, curb cuts along regional links shall be shared between two (2) or more lots. Where a curb cut must access the regional link, it shall be located a minimum of 250 feet from an intersection or driveway. The applicant is requesting permission to install two driveways on their property which do not meet this separation requirement. The driveways would have separation distances of 94' and 54' from adjacent driveways on neighboring parcels and a separation of 200' from each other.

a. *Staff recommendation: Staff recommends approval of this request. The preservation of the existing hotel buildings and existing site conditions such as topography and utilities limit the developable area of the site. The applicant has provided multiple alternatives that were explored in an attempt to meet fire code while providing a single driveway; however these alternatives generally involved greater amounts of impervious surface and a less usable pedestrian environment. Staff finds that these alternatives would likely have resulted in the requirement for more variances and that the proposal is likely the most feasible design. Additionally, the proposal generally reduces driveway widths and increases separation over existing conditions. The northernmost driveway, which has the closest separation, is further shown to be a right-in-right-out only driveway, which further reduces the potential for traffic conflicts. Given the existing site constraints and the improvement over existing conditions, staff recommends approval of the variance with the condition that the northern driveway shall be right-in-right-out as shown.*

Variance #3: UDC §166.24(D)(7)(a)(ii), Entryways. A primary entrance for buildings located in a build-to zone shall face the public street. When a structure is not in a build-to zone, the primary entrance shall be well-defined from access drives, sidewalks, and/or major parking areas. The applicant is requesting permission not to install a primary entrance along the gym building facing the public right-of-way.

a. *Staff recommendation: Staff recommends approval of this request. The applicant states that the gym building is intended to be a private amenity solely for use of gym guests and that the provision of a public-facing entry could pose security issues. Staff finds that a primary entry to this structure is being provided from the central courtyard and that the lobby building directly abutting this structure includes public-facing entries with large entry doors, porches, recessed entry spaces, and other prominent features. As such, no additional conditions are recommended.*

Variance #4: UDC §166.24(D)(7)(b)(ii), Glazing. A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE). The applicant is requesting permission not to provide glazing on the northern and southernmost facades of the lobby/gym accessory building.

a. *Staff recommendation: Staff recommends approval of this request. The proposed accessory structure is intended to function as a private amenity for guests of the hotel. User-accessible areas are focused on the center and shared covered roof, shifting storage areas, bathrooms, and other utility spaces towards the ends accordingly. Staff finds that the accessory building is narrow (22') and that the lack of glazing is likely to have minimal visual impact, particularly given that the applicant proposes to utilize stone veneer for the building façade. Staff recommends a condition that these elevations shall be composed pf stone or other high-quality materials, and that a landscape bed shall be provided in front of each façade with vertical elements such as shrubs or climbing vines in order to provide visual interest.*

Right-of-Way to be Dedicated: The property has frontage along N. College Ave., a Regional High-Activity Link which typically requires 48' of dedication from street centerline. Staff recommends typical dedication in line with these requirements.

Street Improvements: Staff recommends typical master street plan improvements along the property's N. College Ave. frontage, including a 10-foot trail, street trees, and streetlights. A variance has been requested for typical green space requirements as discussed above.

Access Management/Connectivity: The proposed plans include access easements and stub-outs to permit future connectivity to the north, south, and east as those properties develop. A variance has been requested to §166.08(F)(2) Curb Cut Separation, discussed above.

Design Standards: The development is subject to §166.24 Nonresidential Design Standards, §166.25 Commercial, Office and Mixed-Use Design Standards, and §172.04 Parking Lot Design Standards; the project is substantially compliant with these standards except for the variances requested above. The gym building requires additional changes in plane and material, color, and texture; however, staff finds these changes can be addressed with building permit.

Commercial uses within Fayetteville include parking maximums rather than minimums. The proposal includes a reduction from the existing 115 parking spaces to a total of 73 spaces; the maximum codified is 102. A potential shared parking agreement is being considered with an adjacent property owner to facilitate valet parking for any additional overflow required. A shared parking agreement may be approved by the Zoning and Development Administrator.

Water and Sewer System: There is an existing 2.25" water main along the east side of the property. The applicant is proposing to use the current domestic water connections. There is an

existing 6” sewer main along the west of the property along N. College Ave. The applicant is proposing to use the current sewer service connections.

Parkland dedication or fee in-lieu: Commercial developments are not subject to parkland dedication.

Tree Preservation:
Canopy minimum requirement: 20%
Existing canopy: 12.7%
Preserved canopy: 12.5%
Mitigation required: 13 2-inch caliper trees

Public Comment: Staff has not received any public comment at this time.

RECOMMENDATION: Staff recommends approval of **LSD-2025-0010**, with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of variance to UDC §166.04(B)(4)(c)(i), Minimum Improvements.** *Staff recommends approval of the requested variance.*

2. **Planning Commission determination of variance to UDC §166.08(F)(2)(a), Curb Cut Separation.** *Staff recommends approval of the requested variance with added conditions.*
    a. The northern driveway shall be restricted to right-in, right-out.

3. **Planning Commission determination of variance to UDC §166.24(D)(7)(a)(ii), Entryways.** *Staff recommends approval of the requested variance with no added conditions.*

4. **Planning Commission determination of variance to UDC §166.24(D)(7)(b)(ii), Glazing.** *Staff recommends approval of the requested variance with added conditions.*
    a. The north and south elevations shall be composed of stone veneer or another similar high-quality material such as brick.
    b. Landscaping shall be provided in front of each façade, with shrubs, climbing vines, or other vertical elements included to provide visual interest.

5. **Planning Commission determination of right-of-way dedication.** *Staff recommends right-of-way dedication of 48’ from street centerline for N. College Ave. in line with a Regional High-Activity Link.*

6. **Planning Commission determination of street improvements.** *Staff recommends a 10-foot trail, street trees and streetlights in line with typical requirements for a Regional High-Activity Link. Should the variance to typical master street plan improvements be denied, staff recommends a 10’ greenspace.*

7. All comments from Planning staff must be addressed prior to grading permit including:
    a. Provide shared parking agreement for review and approval by Zoning and Development Administrator.
    b. Building façades located within a build-to zone shall incorporate changes in plane with a depth of at least 24 inches, either horizontally or vertically at intervals not

less than 10 feet and not more than 40 feet. Update gym structure to meet this standard.

c. Building façades located within a build-to zone shall incorporate changes in color, texture, and material, either horizontally or vertically, at intervals of not less than 10 feet and not more than 40 feet. Update gym structure to meet this standard.

8. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval, attached hereto:

Standard conditions of approval:

9. Development review comments (to include written staff comments provided to the applicant or his representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks Electric, SWEPCO, and Cox Communications);

10. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, and tree preservation. The information submitted for the development review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with the City's current requirements;

11. Contact the City's Emergency 911 Address Coordinator for addressing prior to building permit;

12. Prior to the issuance of a building permit the following is required:
    a. Grading and drainage permits;
    b. Separate easement plat for this project that shall include the tree preservation area and all utility and access easements;
    c. Exterior lighting package must be provided to the Planning Division;
    d. A cost estimate for all required landscaping is to be submitted to the Landscape Administrator for review. Once approval is gained, a guarantee is to be issued (bond/letter of credit/cash) for 150% of the cost of the materials and installation of the plants. This guarantee will be held until the improvements are installed and inspected, at the time of Certificate of Occupancy;
    e. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance;
    f. Project Disk with all final revisions; and
    g. Completion of all required improvements or the placement of a surety with the City (letter of credit, bond, escrow) as required by Section 158.01 "Guarantees in Lieu of Installed Improvements" to guarantee all incomplete improvements. Further, all improvements necessary to serve the site and protect public safety must be completed, not just guaranteed, prior to the issuance of a Certificate of Occupancy.

Planning Commission Action:	**❒ Approved**	**❒ Tabled**	**❒ Denied**
Meeting Date: August 11, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

Attachments:

- UDC Code Sections
- Project Maps
  - One Mile Map
  - Close Up Map
  - Current Land Use Map
- Staff Exhibits
  - Engineering Memo
  - Urban Forestry Memo
- Applicant Exhibits
  - Request Letter
  - Variance Request Letters
  - Site Plans
  - Elevations

166.04 Required Infrastructure Improvements — Development In City Limits

…

(B) *Minimum Improvements by Application Type.* The property owner/developer shall be responsible for constructing the following minimum improvements.

…

(4) *Preliminary/Final/Concurrent Plat; Large Scale Development; Large or Small Site Improvement Plan.*

(a) *Dedication of Right-of-Way.*

(i) *On-Site.* Sufficient right-of-way dedication, to bring those streets which the Master Street Plan shows to abut or intersect the property and new streets proposed interior to the property, into conformance with the right-of-way requirements of the Master Street Plan for said streets, shall be approved by the Planning Commission; provided, the Planning Commission may recommend a lesser dedication in the event of undue hardship or practical difficulties. Such lesser dedication shall be subject to approval by the City Council.

(ii) *Council Acceptance of Streets and Alleys.* The City Council accepts all streets and alleys located in Fayetteville that have been previously approved and accepted as dedications by the Fayetteville Planning Commission. The City Council confirms the acceptance of all such streets and alleys dedicated by developers/owners to the city which have been approved by the Fayetteville Planning Commission.

(b) *Monuments and Lot Stakes.* The surveyor shall cause, preserve, and/or replace monuments and/or lot stakes marking the corners of a parcel to be set in accordance with Section 3.2, General Procedures, of the Arkansas Minimum Standards for Property Boundary Surveys and Plats.

(c) *Streets.*

(i) *On-Site.* Widening the street adjacent to the project frontage and construction of all interior streets to meet Master Street Plan standards. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.

(ii) *Off-Site.* Street widening and/or new street construction off-site may be required to address traffic impacts based on the rough proportion and rational nexus of the impacts of the project. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.

(iii) *Private Street Name Signs.* Where a structure is addressed on a private street or drive, the developer or property owner(s) shall be required to install, maintain, repair and replace all private street name signs. Any private street name sign existing at the time of passage of this ordinance shall be maintained, repaired and replaced as required by this section. Signs shall meet the standards of the Manual on Uniform Traffic Control Devices (MUTCD) and shall be installed at all street/drive intersections. Unless approved otherwise, all signs shall be retroreflective and utilize a white legend on a green background.

…

(Code 1965, App. C., Art. III, §A(2), (3); Ord. No. 1979, 2-5-74; Ord. No. 2353, 7-5-77; Ord. No. 2755, 9-1-81; Code 1991, §§159.31, 159.32; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4263, 8-1-00; Ord. No. 4660, 12-21-04; Ord. No. 5152, 7-15-08; Ord. No. 5271, 9-1-09; Ord. No. 5296, 12-15-09; Ord. No. 5374, 12-21-10; Ord. No. 5523, 9-4-12; Ord. No. 5570, 03-05-13; Ord. No. 6116, §1, 11-20-18; Ord. No. 6166, §§1, 2, 4-2-19; Ord. No. 6195, §1, 6-4-19; Ord. No. 6350, §3(Exh. B), 8-18-20; Ord. No. 6426, §1, 4-6-21; Ord. No. 6446, §8(Exh. C), 6-15-21; Ord. No. 6751, §1(Exh. A), 5-21-24; Ord. No. 6833, §6, 1-21-25)

166.08 Street Design And Access Management Standards

…

(F) *Access Management.* Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Residential link streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto more than one (1) public street shall place a higher priority on accessing the street with the lowest functional classification, e.g., residential and neighborhood links. In a case where the streets have the same classification, access shall be from the lower volume street, or as determined by the City Engineer.

(1) *Curb Cut Separation.* For purposes of determining curb cut or street access separation, the separation distance shall be measured along the curb line from the edge of curb cut to the edge of curb cut/intersection. The measurement begins at the point where the curb cut and intersecting street create a right angle, i.e., the intersection of lines drawn from the face-of-curb to face-of-curb. The measurement ends at the point along the street where the closest curb cut or street intersection occurs; again, measured to the point where the curb cut or intersecting streets create a right angle at the intersection of face-of-curb. In all cases curb cuts shall be a minimum of 5 feet from the adjoining property line, unless shared.

(2) Separation for two (2) family, three (3) and four (4) family, multi-family and nonresidential development.

(a) *Regional and Regional High Activity Links.* Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along regional links shall be shared between two (2) or more lots. Where a curb cut must access the regional link, it shall be located a minimum of 250 feet from an intersection or driveway.

(b) *Neighborhood Links.* Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along neighborhood links shall be shared between two (2) or more lots.

(c) *Residential Links.* Curb cuts shall be located a minimum of 50 feet from an intersection or driveway. In no case shall a curb cut be located within the radius return of an adjacent curb cut or intersection.

…

(Code 1965, App. C., Art. IV, §§C, D, F—H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51—159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4757, 9-6-05; Ord. No. 4919, 9-05-06; Ord. No. 5156, 8-5-08; Ord. No. 5296, 12-15-09; Ord. No. 5546, 12-04-12; Ord. No. 5642, 12-03-13; Ord. No. 6179, §1, 4-16-19; Ord. No. 6207, §§1—4, 7-16-19; Ord. No. 6244, §1, 10-1-19; Ord. No. 6350, §4(Exh. C), 8-18-20; Ord. No. 6658, §9, 5-2-23)

166.24 Nonresidential Design Standards

(D) *Building Mass, Scale, and Articulation.* The following regulations shall apply to break down the mass of large structures:

…

(7) *Fenestration.* Fenestration patterns should encourage design, reinforce rhythm, and create shadows. The following shall be met to satisfy the fenestration requirements for a principal façade:

(a) Entryways. A primary entrance for buildings located in a build-to zone shall face the public street. When a structure is not in a build-to zone, the primary entrance shall be well-defined from access drives, sidewalks, and/or major parking areas.

(i) Multiple entryways are encouraged for all structures; however, a building entrance shall occur at a minimum of every 100 feet of building façade length that is within the build-to zone.

(ii) Each primary entrance shall be made visible and prominent by using special architectural treatment that signifies the entrances, such as large entry doors, porches, or protruding or recessed entrances.

(b) Glazing. In order to create a proportion of solids to voids and pedestrian interest the following standards shall apply:

(i) A building façade located within the build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk.

(ii) A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE).

(iii) Glazing above the first story shall not exceed 80% of the total building wall area.

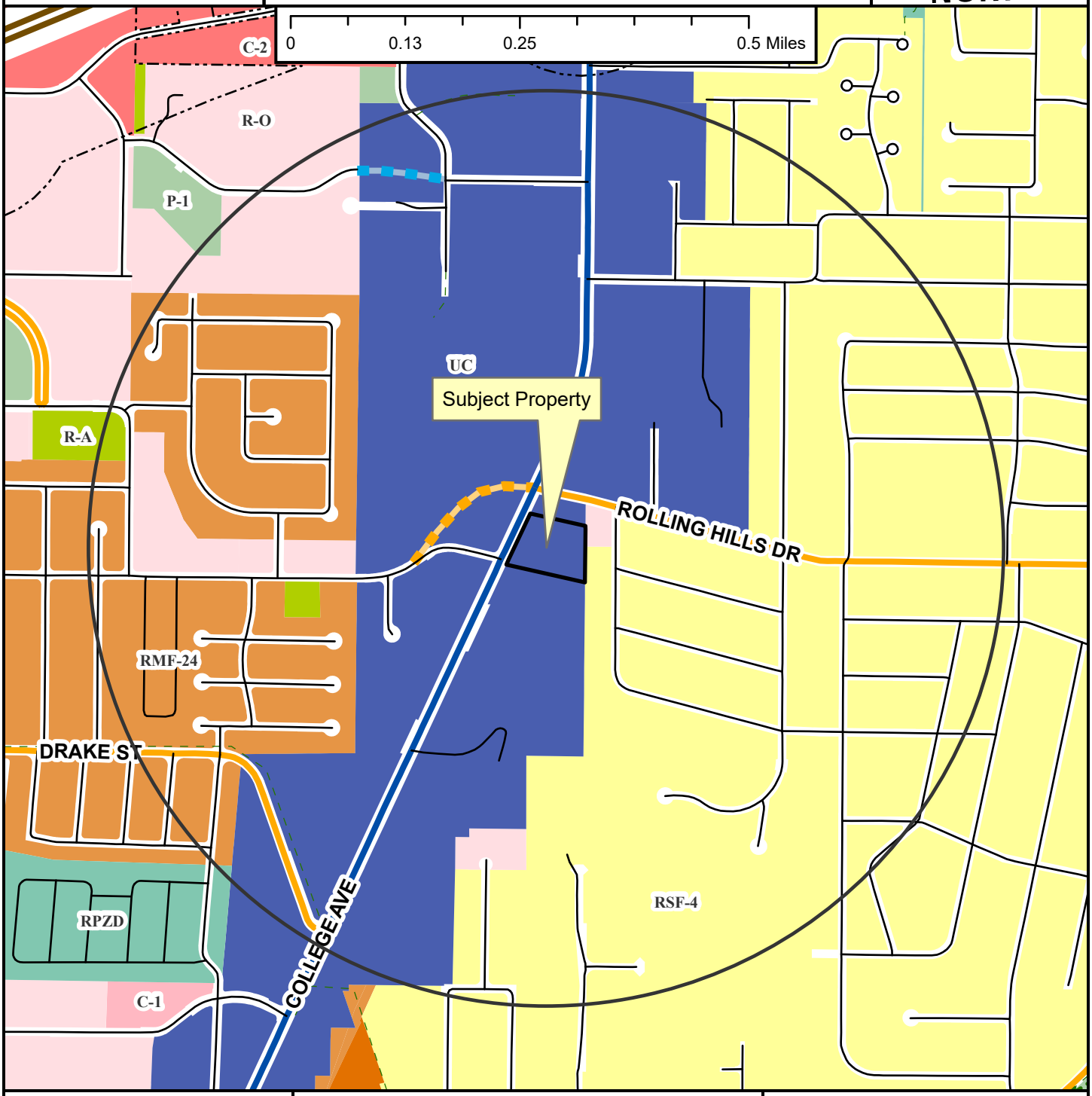
(Ord. No. 5312, 4-20-10; Ord. No. 5519, 8-21-12; Ord. No. 5859, §1(Exh. A), 3-15-16; Ord. No. 6164, §10, 4-2-19)

LSD-2025-0010

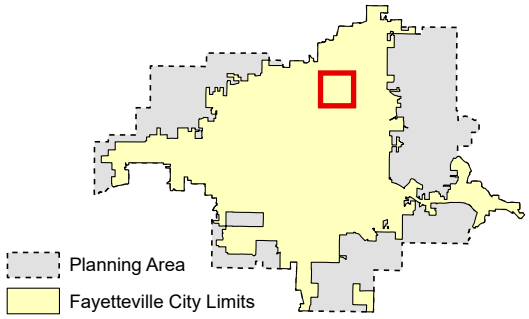
One Mile View

2980 N. COLLEGE AVE

NORTH



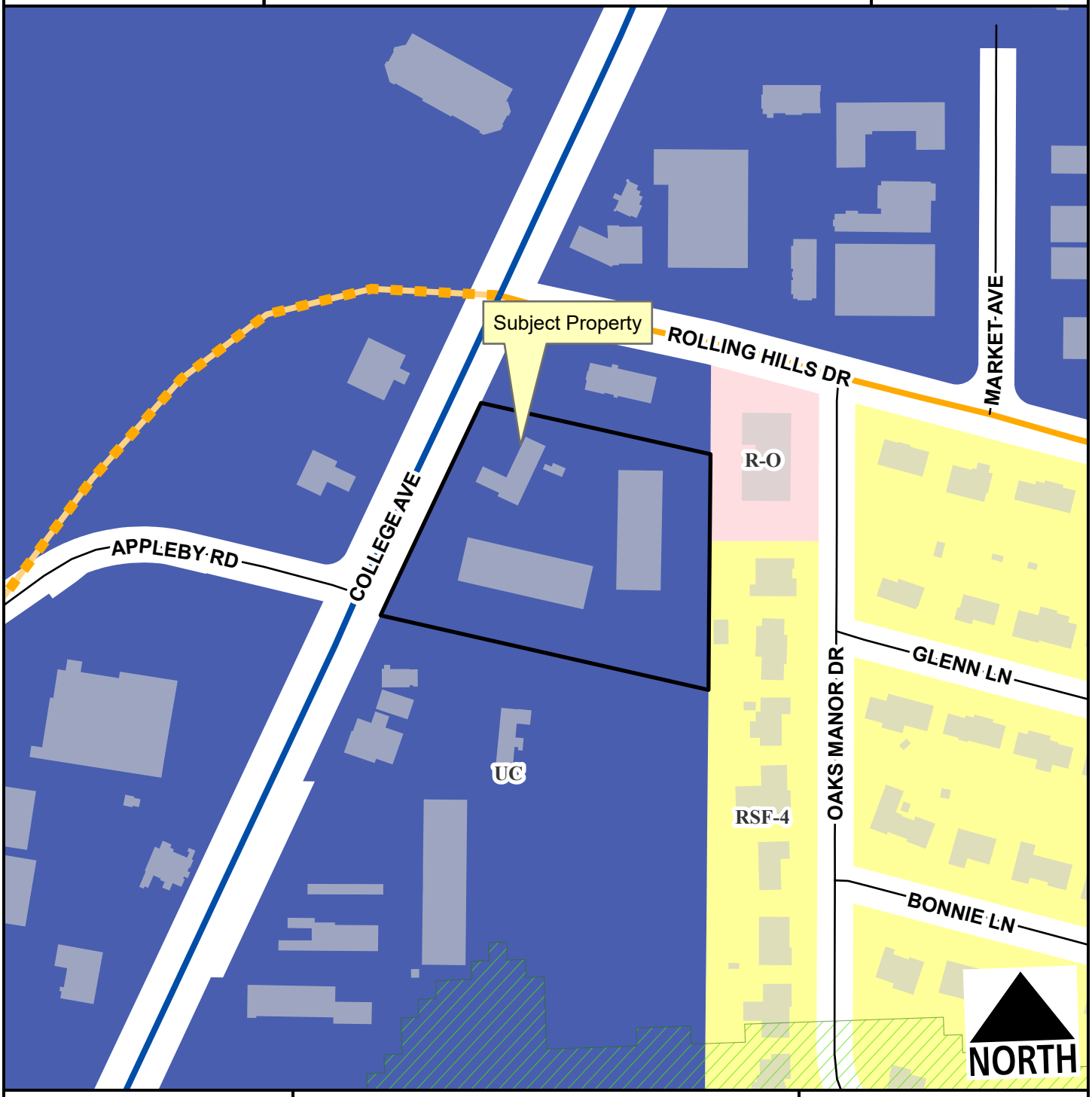
- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



LSD-2025-0010

Close Up View

2980 N. COLLEGE AVE



Neighborhood Link
Regional Link - High Activity
Residential Link
Planned Neighborhood Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

LSD-2025-0010

Current Land Use

2980 N. COLLEGE AVE

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Donna Wonsower, Planner

FROM: Dayten Moses, Staff Engineer

DATE: July 29, 2025

SUBJECT: **Planning Commission Engineering Comments for LSD-2025-0010**

Water: There is an existing 2.25" water main along the east side of the property. The applicant is proposing to use the current domestic water connections.

Sewer: There is an existing 6" sewer main along the west of the property along N. College ave. The applicant is proposing to use the current sewer service connections.

Streets: The project has frontage along N. College Ave. which is a Regional Link – High Activity that is partially improved with asphalt road and curb and gutter. The applicant is proposing a 10' trail along N. College Ave. along with a transit pad that was recommended by staff.

Drainage: The applicant's proposed development is decreasing the impermeable surface on the property. The property should see a decrease in amount of water leaving from the proposed development. The proposed improvements appear to meet the requirements of the Drainage Manual, however a detailed review of the drainage design will be done with grading permit review.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.
4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.
5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):
    - Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
    - Sanitary Sewer pipe sizing, profiles, or utility conflicts

- Waterline fittings, callouts, or utility conflicts
- Street profiles
- Fine grading/spot elevations

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: Jorgensen & Associates

From: Willa Thomason, Urban Forester

CC: Donna Wonsower, Planner

Meeting Date: August 11, 2025

Subject: LSD-2025-0010: Motel 6 Adaptive Reuse (2980 N College Ave)

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

2. Tree Preservation Calculations

Tree Preservation Calculations		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	117,243	100%
*Zoning Designation * Select Below with drop down arrow*		
CS, Community Services	23,449	20%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	23,449	20.0%
Existing Tree Canopy * Minus Right of Way and Easements	14,850	12.7%
Tree Canopy Preserved	13,356	11.4%
Tree Canopy Removed *On Site	1,494	1.3%
Tree Canopy Removed *Off Site	1,293	
Tree Canopy Removed Total	2,787	2.4%
Removed Below Minimum	**10,093**	
Mitigation Requirements	**2,787**	

NOTE: ZONING IS SET TO COMMUNITY SERVICES (CS) BUT IS ZONING IS DESIGNATED AS URBAN CORRIDOR (UC). CS IS BEING USED TO DESIGNATE 20% CANOPY REQUIRED AS UC IS NOT AVAILABLE IN THE SPREADSHEET.

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	2,787	13

	Low Priority			
	Total Mitigation Trees Required			**N/A**
4.	**Mitigation Type**	**Yes**	**No**	**N/A**
	On-Site Mitigation	**X**		
	Off-Site Mitigation			**X**
	Tree Escrow (See Conditions of Approval)			**X**

5.	**Tree Preservation Plan Checklist** *UDC Chapter 167.04H1and 167.04L1*	**Tech Plat**	**Planning Commission**
a.	5 year Aerial Check on Existing Trees	**Yes**	**Yes**
b.	Property Boundary	**Yes**	**Yes**
c.	Natural Features (100ft beyond limits of disturbance)	**N/A**	**N/A**
d.	Existing Topography and Proposed Grading	**Yes**	**Yes**
e.	Soil Types	**Yes**	**Yes**
f.	Significant Trees	**Yes**	**Yes**
g.	Groupings of Trees	**Yes**	**Yes**
h.	Table Inventory List (species, size, health, priority)	**Yes**	**Yes**
i.	All Existing and Proposed Utilities	**Yes**	**Yes**
j.	All Existing and Proposed Utility Easements and ROW's	**Yes**	**Yes**
k.	All Streams (with approximate center line)	**N/A**	**N/A**
l.	Floodplains and floodways	**N/A**	**N/A**
m.	Existing Street, Sidewalk or Bike Path ROW	**Yes**	**Yes**
n.	Submitted Site Analysis Plan (if required)	**N/A**	**N/A**
o.	Shows ALL Proposed Site Improvements	**Yes**	**Yes**
p.	Delineates trees/canopy to be preserved and removed	**Yes**	**Yes**
q.	Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	**Yes**	**Yes**
	Tree Protection Methods		
a.	Tree Protection Fencing	**Yes**	**Yes**
b.	Limits of Root Pruning	**Yes**	**Yes**
c.	Traffic flow on work site	**Yes**	**Yes**
d.	Location of material storage	**Yes**	**Yes**
e.	Location of concrete wash out	**Yes**	**Yes**
f.	Location of construction entrance/exit	**Yes**	**Yes**

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

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

7. Review Status (See Comments)	**Tech Plat**	**Planning Commission**
Conditionally Approved	**6-25-25**	**7-25-25**
	7-8-25	**8-5-25**
Approved		
Tabled		
Denied		

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

Comments

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

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Jorgensen & Associates

From: Willa Thomason, Urban Forester

CC: Donna Wonsower, Planner

Meeting Date: August 11, 2025

Subject: LSD-2025-0010: Motel 6 Adaptive Reuse (2980 N College Ave)

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

2. Parking Lot Requirements 1 Tree : 12 Parking Spaces	Yes	No	N/A
a. Wheel Stops/Curbs *UDC Chapter 177.04B1*	X		
b. Narrow Tree Lawn (8' min. width, 37.5' length) *UDC Chapter 177.04C*			X

c.	Tree Island (8’ min. width, 18.7’ min length OR 150 square feet) *UDC Chapter 177.04C*		**X**	
d.	Placement of Trees (either side at entrances and exits) *UDC Chapter 177.04C2*		**X**	

3.	**Perimeter Landscaping Requirements**		**Yes**	**No**	**N/A**
a.	Front Property Line (15’ wide landscape) and five on sides. *UDC Chapter 177.04D2a*		**X**		
b.	Side and Rear Property Lines (5’ Wide Landscape Area) *UDC Chapter 177D1*	**Yes**			
c.	Shade trees planted on south and west sides of parking lots *UDC Chapter 177.04D2e*		**X**		
d.	Screening of parking lot from adjacent residential properties and the street.				**X**

4.	**Street Tree Planting Requirements**	**Yes**	**No**	**N/A**
a.	Residential Subdivisions 1 Large Shade Species Tree per Lot *UDC Chapter 177.05B1a*			**X**
b.	Non-Residential Subdivisions 1 Large Species Shade Tree every 30’ (planted in greenspace) *UDC Chapter 177.05B2a*			**X**
c.	Urban Tree Well – Urban Streetscapes Trees every 30’ (8’ sidewalk) *UDC Chapter 177.05B3a-f*			**X**
d.	Structural Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan *UDC Chapter 177.05B3a-f*			**X**
e.	Residential Subdivisions Timing of planting indicated on plans *UDC Chapter 177.05A4*			**X**
f.	Residential Subdivisions Written description for method of tracking planting *UDC Chapter 177.05A4e*			**X**

5.	**Landscape Requirement Totals**	**Amount**
	Mitigation Trees	**13**
	Parking Lot Trees	**6 required, 8 provided**

Street Trees	**10 required, 12 provided**
Detention Pond – Large Trees (1 Tree/3,000 square feet)	**0**
Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	**0**
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	**0**

6. Review Status (See Comments)	**Tech Plat**	**Planning Commission**
Conditionally Approved	**6-27-25**	**7-25-25**
	7-08-25	**8-5-25**
Approved		
Tabled		
Denied		

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

Comments

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

GAVIN SMITH
CIVIL ENGINEERING

August 4, 2025

From: Jason Young
Project Manager
Gavin Smith Civil Engineering, LLC
393 N Allen Street
Fayetteville, AR 72701

To: City of Fayetteville
Planning and Engineering Divisions
125 W Mountain St
Fayetteville, AR 72701

RE: Motel 6 Adaptive Reuse Large Scale Development – Project Letter

Dear Planning and Engineering Staff,

Gavin Smith Civil Engineering has applied for a Large Scale Development at 2980 N College Ave within the City Limits of Fayetteville. The site was formerly occupied by Motel 6 and has long been vacant. The development team proposes an Adaptive Reuse of the existing hotel.

The subject property is 2.90 acres, on the east side of N College Ave, south of the intersection of N College and E Rolling Hills Drive. There are three buildings on-site. Two of the buildings contain guest rooms and will remain, but will be renovated and updated. The existing lobby and office will be demolished. Three buildings in total are proposed. The main proposed building will house an office, lobby, and bar area. The two additional buildings are a proposed guest gym and restrooms for the swimming pool. The site is mostly paved, and a large portion of the pavement will be removed and converted into permeable grass and prairie areas. The center of the site will be anchored by the existing swimming pool, with guest amenity spaces surrounding the pool area. After construction, the total impermeable area on site will be reduced by 22,033 square feet.

The property was rezoned to UC – Urban Corridor in October of 2024.

In keeping with the Urban Form goals associated with the existing zoning designation, the parking areas and loading areas that are currently along the street frontage will be removed, creating an enhanced appearance from the public right-of-way. The areas between the buildings and right-of-way will be extensively landscaped to further enhance the visual appeal of the development along the street frontage.

The existing parking on the south and east sides of the guest buildings will remain, but will be restriped to meet current parking space dimensional requirements. Additional parking will be provided along the east property line and in the area north of the guest amenity area. A total of 71 spaces will be provided. The Developer is currently seeking options for off-site valet parking to relieve any overflow parking that is needed at maximum capacity.

There are currently two access points to the site from College Ave. The general locations of the entrances will remain, but will be reconstructed to meet current code requirements for commercial driveway construction. To avoid traffic conflicts near the signaled intersection of Rolling Hills and College, the northern drive is proposed to be a right-in right-out entrance.

Water service will be provided via existing water meters at the northeast corner of the site. Additional meters will be provided if necessary. Sewer services from the existing guest buildings will remain, and new services will be provided from the office/lobby, guest gym, and pool restrooms.

A large majority of the trees on this site will be preserved. Most of the existing trees are in the southeast corner of the site, which will remain undisturbed. There are existing trees along the east property line, providing a buffer between the site and existing residential use.

Four required variances have been identified by Staff. Variance requests letter and exhibits have been provided with the revised set of plans.

- A variance from Curb Cut Separation requirements *166.08(F)(2)(a)* allow two entrances with less than 250' of separation.

- A variance from the Greenspace width as required per Minimum On-Site Improvements *166.04(B)(4)(c)(i)*

- A variance from *166.24(D)(7)(b)(ii)*, requiring 30% glazing on a building façade outside of a build-to zone.

- A variance from *166.24(D)(7)(a)*, requiring a primary street-facing entrance for buildings facing a street.

The Applicant and Developer looks forward to discussing this development with Staff. Please contact the Applicant if there are any immediate questions or concerns regarding this Application.

Thank You,

Jason Young
GRS Civil Engineering

GAVIN SMITH
CIVIL ENGINEERING

August 4, 2025

From: Jason Young
Project Manager
GR Smith Civil Engineering, LLC
393 N Allen Street
Fayetteville, AR 72701

To: Andrew Brink, Chair
Fayetteville Planning Commission
125 W Mountain St
Fayetteville, AR 72701

RE: Motel 6 Adaptive Reuse Large Scale Development – Variance Request Letter

Dear Mr. Brink,

We have applied for a Large Scale Development at 2980 N College Ave within the City Limits of Fayetteville. The site was formerly occupied by Motel 6. The development team proposes an Adaptive Reuse of the existing hotel. The subject property is 2.90 acres, on the east side of N College Ave, south of the intersection of N College and E Rolling Hills Drive. The property was rezoned to UC – Urban Corridor in October of 2024. To consider the Large Scale Development application as proposed, the Applicant must request four variances from the Unified Development Code.

Staff has identified that variances from the following sections of the UDC will be required:

1) *166.04(B)(4)(c)(i) - Minimum Improvements, Streets, On-Site - Greenspace Width*

2) *166.08(F)(2)(a) - Minimum Curb Cut Separation of 250' between curb cuts on a Regional High-Activity Link.*

Request 1:

A variance to allow a reduced greenspace along North College Avenue, designated as a Regional High-Activity Link per the Master Street Plan.

Specific Section of Code: *166.04(B)(4)(c)(i) Minimum Improvements. The property owner/developer shall be responsible for constructing the following minimum improvements: On-Site. Widening the street adjacent to the project frontage and construction of all interior streets to meet Master Street Plan standards. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.*

Explanation of Hardship: The typical Master Street Plan section for a Regional High-Activity Link Street requires a 10' sidewalk abutting the Right-of-Way and a 10' LID/Green/Furniture Zone between the sidewalk and back-of-curb. The Applicant is required to construct the 10' sidewalk as part of the Large Scale Development application. The Master Street Plan section calls for a street width of 56' when measured between backs-of-curb.

As it exists today, North College Avenue is an average of 60.28' between backs-of-curb. Due to the excessive width of the existing street, the greenspace along the subject property's street frontage must be reduced to an average of 7.86' without reconstruction of North College Avenue. The Applicant asserts that a requirement to

reduce the width of North College is an Undue Hardship. Per aerial photography, North College has existed at the current width for at least 40 years when it was built to Arkansas Highway of Transportation standards, extending for over a half mile to the north of the subject property and over 3 miles to the south. Relocation of the curb along the subject property's street frontage would be disproportionate to the scale of the proposed development, and would potentially create a dangerous traffic situation due to the reduced lane width for the property's 328' of street frontage. With this minimal reduction in greenspace, these variances will not have the effect of nullifying the intent and purpose of development regulations.

Request 2:

A variance to allow a curb cut separation of less than 250' on a Regional High-Activity Link

> Specific Section of Code: *166.08(F)(2)(a) Regional and Regional High Activity Links. Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along regional links shall be shared between two (2) or more lots. Where a curb cut must access the regional link, it shall be located a minimum of 250 feet from an intersection or driveway.*

Explanation of Hardship: The guest room buildings on this site are to remain, limiting freedom to provide a driveway though the site that meets the driveway separation requirements, including Fire Department Access and Urban Form Zoning code. This hotel was constructed in 1974, and existing conditions have not changed substantially since then according to aerial photography records. The proposed layout will improve these conditions, limiting the width of both drives from existing overly wide approximately 40' per entrance to 20' per entrance, making traffic entering and leaving the site much safer and orderly than current conditions. We propose to convert to a right-in/right-out configuration for the north drive to provide further traffic safety on-site and on the stretch of North College Avenue that the property faces. This change would prevent left hand turns across traffic and facilitate a more rational access plan for emergency vehicles.

A thorough site inventory and access analysis was performed prior to presenting the current configuration to Staff. Alternatives were considered and ranked in their ability to meet the minimum requirements for site programming, Fayetteville UDC, and compliance to the requirements of Appendix D, Volume 1 of the Arkansas State Fire Code, which outlines the requirements for fire truck access, including the dead-end turnaround requirement. Each alternative design resulted in conditions that proved to be more deleterious to a full sue of the site and compliance with the full breadth of the Fayetteville UDC than the proposed layout. Moreover, great care has been taken to reduce impermeable area on this site in line with the several aspirational code changes approved in Fayetteville over the past years to improve water quality and reduce urban runoff. All of the alternative configurations result in greater impermeable area than the layout as presented in addition to curtailing the full use of the site and complicated emergency vehicle access.

Exhibits have been provided with this letter to demonstrate these hardships. The resulting hardships for each exhibit are explained in detail below.

Loop Drive Alternative

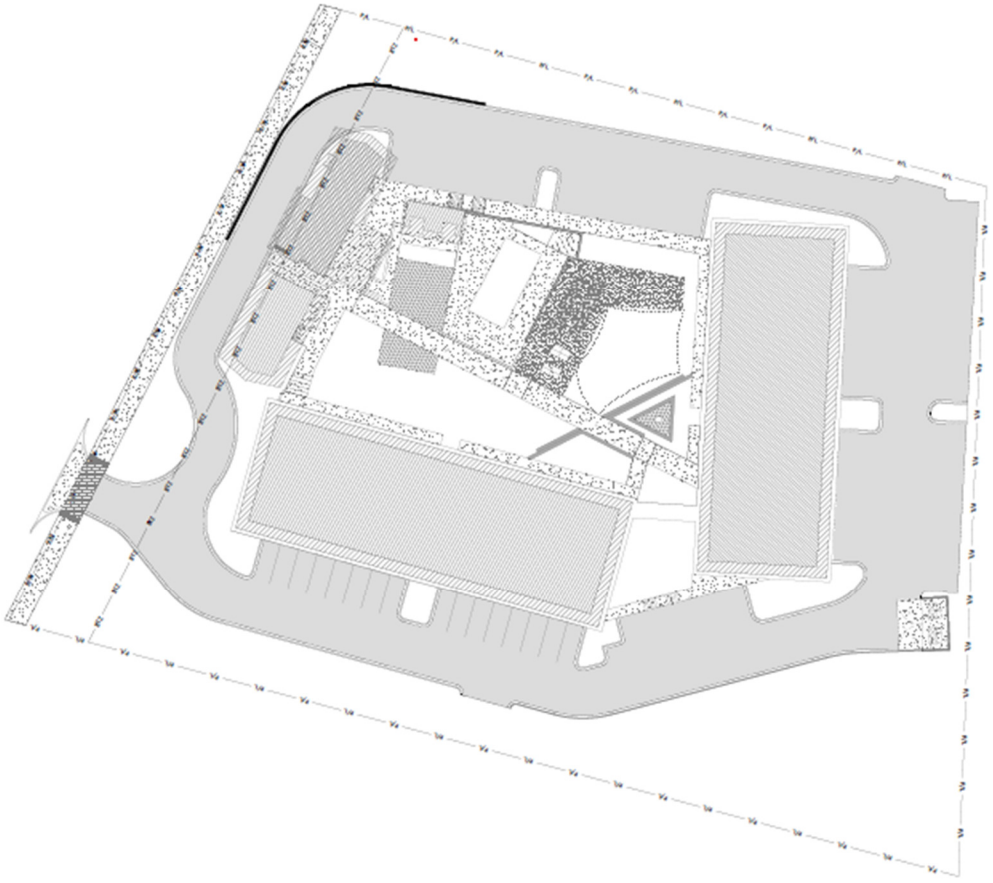


Figure 1 - Drive loops through BTZ

This layout shows a looped drive around the site, and the deletion of the northern driveway entrance. The connecting drive across the front takes Fire Apparatus curb radius requirements into account, as well as throat length requirements per Parking Lot Design standards. This configuration would require three additional variances.

- A variance from Parking Lot Design Standards, which do not allow drive aisles to be in the front yard directly between the building and the Master Street Plan right-of-way.
- A variance from the public street-facing public entryway requirement. The entryway steps directly to the drive and would not be a well-defined entrance as required by code. The entrance could be provided by would eject pedestrians directly into a drive lane that is 7' above the adjacent sidewalk. Steps or zigzag rampos would also be needed to connect to the sidewalk.
- A Board of Adjustments Variance for Minimum Street Frontage, as the supplemental elements could not be provided.

This layout would also require a 7' retaining wall with a traffic-rated guard barrier directly against the right-of-way to meet Fire Access grade requirements. Additionally, the transit stop location, as approved by Active Transportation, would need to be relocated.

Cul-De-Sac Alternative

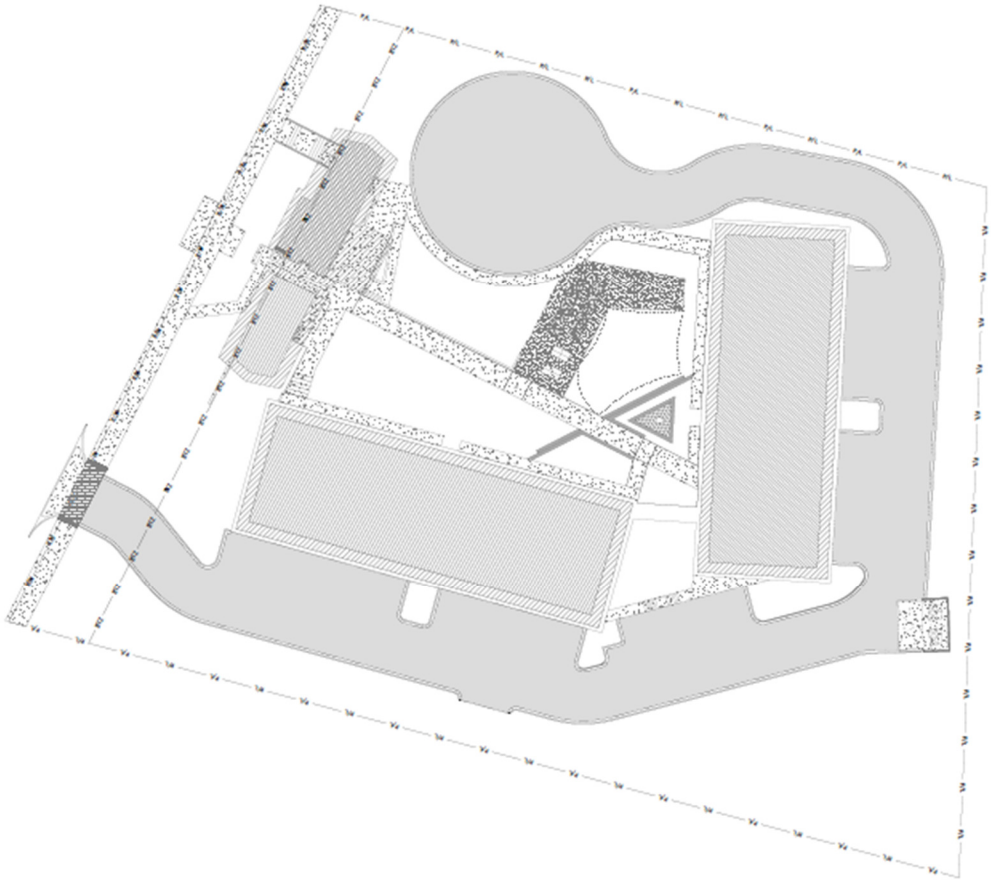


Figure 2 - DEAD-END CUL-DE-SAC

This layout shows a dead-end drive, terminating in a cul-de-sac to provide a Fire Apparatus Turnaround. There are several hardships that arise from this configuration.

- This dead-end drive would require special permission from the Fire Marshall because it exceeds 750’ in length.
- The length of the fire access drive requires that the drive widths are 26’ in width, eliminating all parking along the east side of the site.
- The required radius of the cul-de-sac eliminates the parking at the north side of the site, the swimming pool, and much of the outdoor space.
- Due to significant existing grades along the north property line, a significant traffic-rated retaining wall would be required in that area.
- The cul-de-sac turnaround is required to be designated as a fire lane. It could not be used for check-in/check-out, and would be a significant area of impermeable pavement that is unusable to the owner and guests existing perpetually only as a turnaround for fire trucks.

Hammer Head Alternative

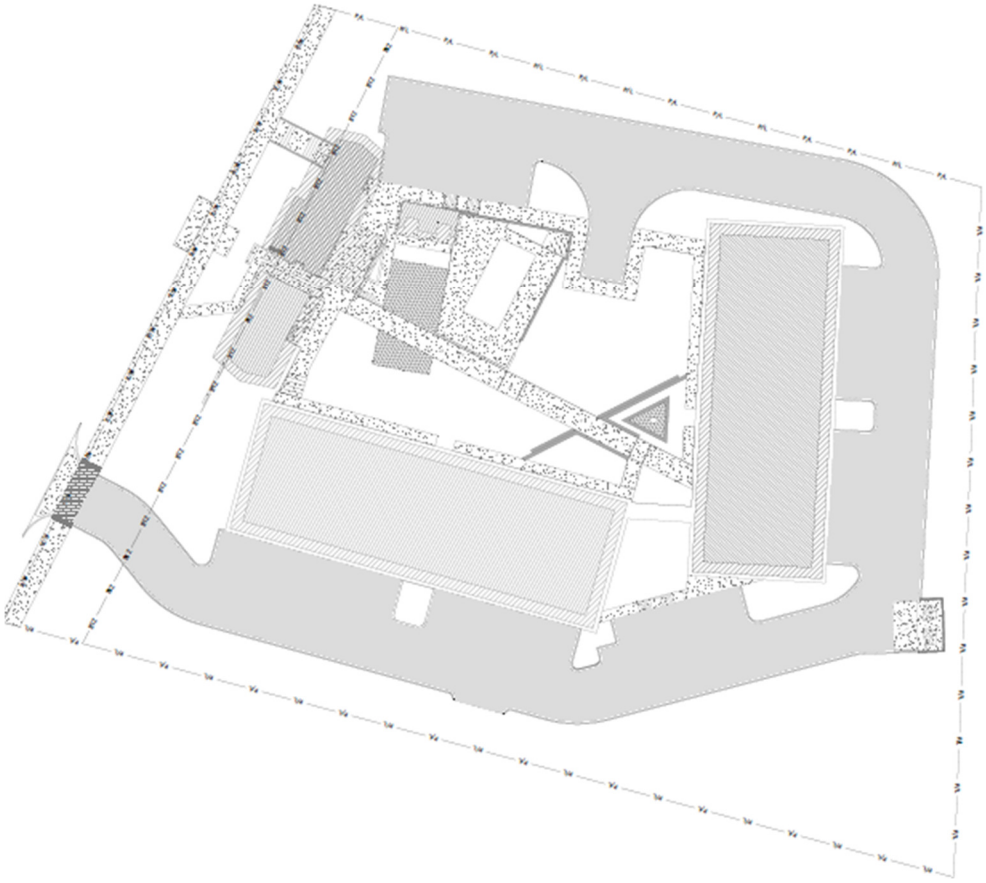


Figure 3 - Dead-end with Hammer-head

This proposed layout shows a Fire Apparatus "T" turnaround on the northside of the site. Hardships inherent in this configuration are listed below. Some of these hardships are the same as, or similar to, Alternative Layout B.

- This dead-end drive would require special permission from the Fire Marshall because it exceeds 750' in length.
- The length of the fire access drive requires that the drive widths are 26' in width, eliminating all parking along the east side of the site.
- The required dimensions of the "T" turnaround eliminate much of the outdoor space and some parking at the north side of the site.
- Due to steep existing grades along the north property line, a significant traffic-rated retaining wall would be required in that area.

Conclusion:

For these reasons, a variance is warranted, and a hardship exists for the two items listed above. The current proposals secure the public interest and depart from regulation only for site specific issues and does not nullify the intent and purpose of the development regulations but satisfies them alternatively.

Thank You,
Jason Young
GRS Civil Engineering

July 22, 2025

From Will Pendleton, AIA
AR Lic #912470
To: City of Fayetteville
Planning Commission
7 W. Mountain St
Fayetteville, AR 72701

Re: 2980 N College Ave - LSD-2025-0010 – Variance Request Letter

Hello,

The intent of this letter is to request two variances for the above-mentioned project.

30% Glazing Requirement – Walls Outside Build-to Zones

Description of Request: We request a variance to the requirement for 30% glazing on building facades located outside of a build-to zone, specifically related to the Northern and Southern "end-wall" elevations of our main entrance building, refer to A001.03 and A001.05. The purpose and intent of the code is to ensure high quality, visually interesting developments that maintain proportion between solids and voids. We believe we are meeting all of those goals through alternative architectural solutions that would be encumbered by this requirement.

Specific Section of Code: UDC 166.24(D)(7)(b)(ii)

"A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE)."

Site Specific Undue Hardship: For the design of our development, we have pulled from specifically local, Ozark mid-century vernacular architectural techniques and materials in order to create an authentic piece of architecture to ground our new development and beautify the street experience of College Avenue. These include the use of high-quality stone walls in an Ozark-specific "Giraffe" pattern that highlights the face of the stone in a celebration of the organic nature of the stone. Secondly, we have articulated the ends of our building with another Arkansas architectural tradition, the "ship's prow" angled extension. These two architectural decisions in tandem are heightened by the expanse of solid wall space provided at these edges, not detracted by it, and would lose efficacy with the requirement to puncture them with unnecessary glazing.

Additionally, the spaces located beyond these prow extensions are unsuited for any additional glazing, including bathroom space on the Southern end of the building, and structural cavity on the Northern end.

Gym Primary Entrance Requirement

Description of Request: We request a variance to the requirement for a primary entrance facing the street for the Southern building in our development, which we have labelled as the Gym Building, refer to A001.01.

Specific Section of Code: UDC 166.24(D)(7)(a)

“Entryways. A primary entrance for buildings located in a build-to zone shall face the public street. When a structure is not in a build-to zone, the primary entrance shall be well-definied from access drives, sidewalks, and/or major parking areas.”

Site Specific Undue Hardship: The Gym Building will include a private gym, bathrooms and a sauna that will be for the exclusive use of guests and visitors to the hotel. It is not intended to be a public amenity and having a street facing door could lead to access and security issues that otherwise have been specifically avoided by placing the primary entrance to this space on the private courtyard of the hotel.

We do however have two generous public access points to the property specifically in areas where the amenity that is accessible is one that the public is meant to be able to access: the lobby and hotel bar. These are highlighted and flagged by large openings of glass and breezeway respectively, and signage specifically related to each usage to avoid confusion and encourage pedestrian intervention in the area.

Conclusion

For these reasons we feel the stated variances are warranted and hardships exist. We feel the current proposal secures the public interest and departs from regulation only for site specific issues and does not nullify the intent and purpose of the development regulations, but satisfies them alternatively.

Thank you,

Will Pendleton, AIA

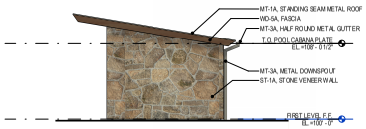




Ozark “Giraffe Stone” Examples



Ozark “Prow House” Example



10 EAST ELEVATION - POOL BATHROOMS
SCALE: 3/16" = 1'-0"

FACADE NOT VISIBLE FROM PUBLIC RIGHT OF WAY



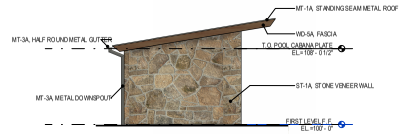
09 SOUTH ELEVATION - POOL BATHROOMS
SCALE: 3/16" = 1'-0"

FACADE NOT VISIBLE FROM PUBLIC RIGHT OF WAY



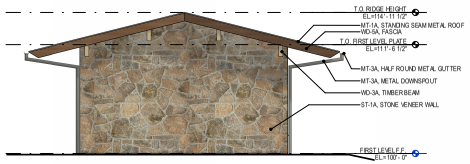
08 NORTH ELEVATION - POOL BATHROOMS
SCALE: 3/16" = 1'-0"

FACADE NOT VISIBLE FROM PUBLIC RIGHT OF WAY



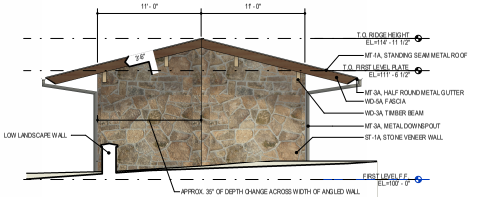
07 WEST ELEVATION - POOL BATHROOMS
SCALE: 3/16" = 1'-0"

FACADE NOT VISIBLE FROM PUBLIC RIGHT OF WAY

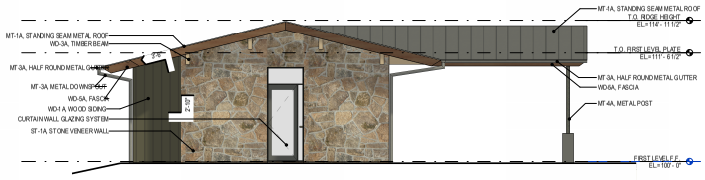


06 NORTH ELEVATION - GYM BUILDING
SCALE: 3/16" = 1'-0"

FACADE NOT VISIBLE FROM PUBLIC RIGHT OF WAY

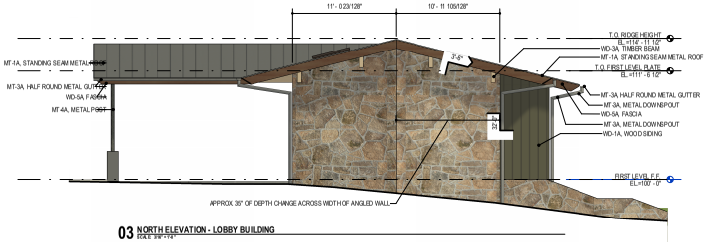


05 SOUTH ELEVATION - GYM BUILDING
SCALE: 3/16" = 1'-0"

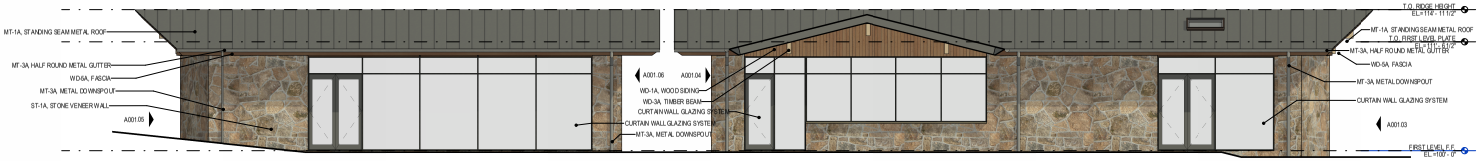


04 SOUTH ELEVATION - LOBBY BUILDING
SCALE: 3/16" = 1'-0"

ONLY WOOD SIDING PORTION OF FACADE VISIBLE FROM PUBLIC RIGHT OF WAY

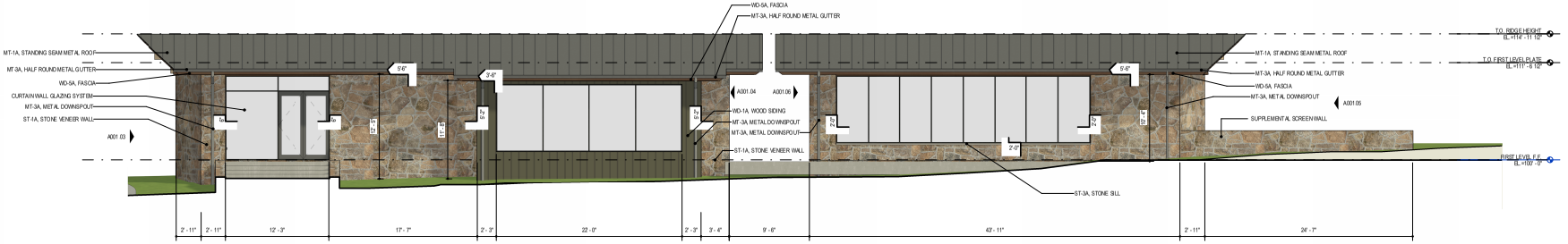


03 NORTH ELEVATION - LOBBY BUILDING
SCALE: 3/16" = 1'-0"



02 EAST ELEVATION - COURTYARD FACADE - LOBBY BUILDING & GYM BUILDING
SCALE: 3/16" = 1'-0"

FACADE NOT VISIBLE FROM PUBLIC RIGHT OF WAY



01 WEST ELEVATION - COLLEGE AVENUE FACADE - LOBBY BUILDING & GYM BUILDING
SCALE: 3/16" = 1'-0"

TOTAL FACADE AREA : 1069 SF - 50% FACADE GLAZING REQUIREMENT : 534 SF
ACTUAL GLAZING SQUARE FOOTAGE PROVIDED : 543 SF

OVERLAND HOTEL
Fayetteville, AR

Schematic Design Set - NOT FOR CONSTRUCTION

PROJECT NUMBER
25-001

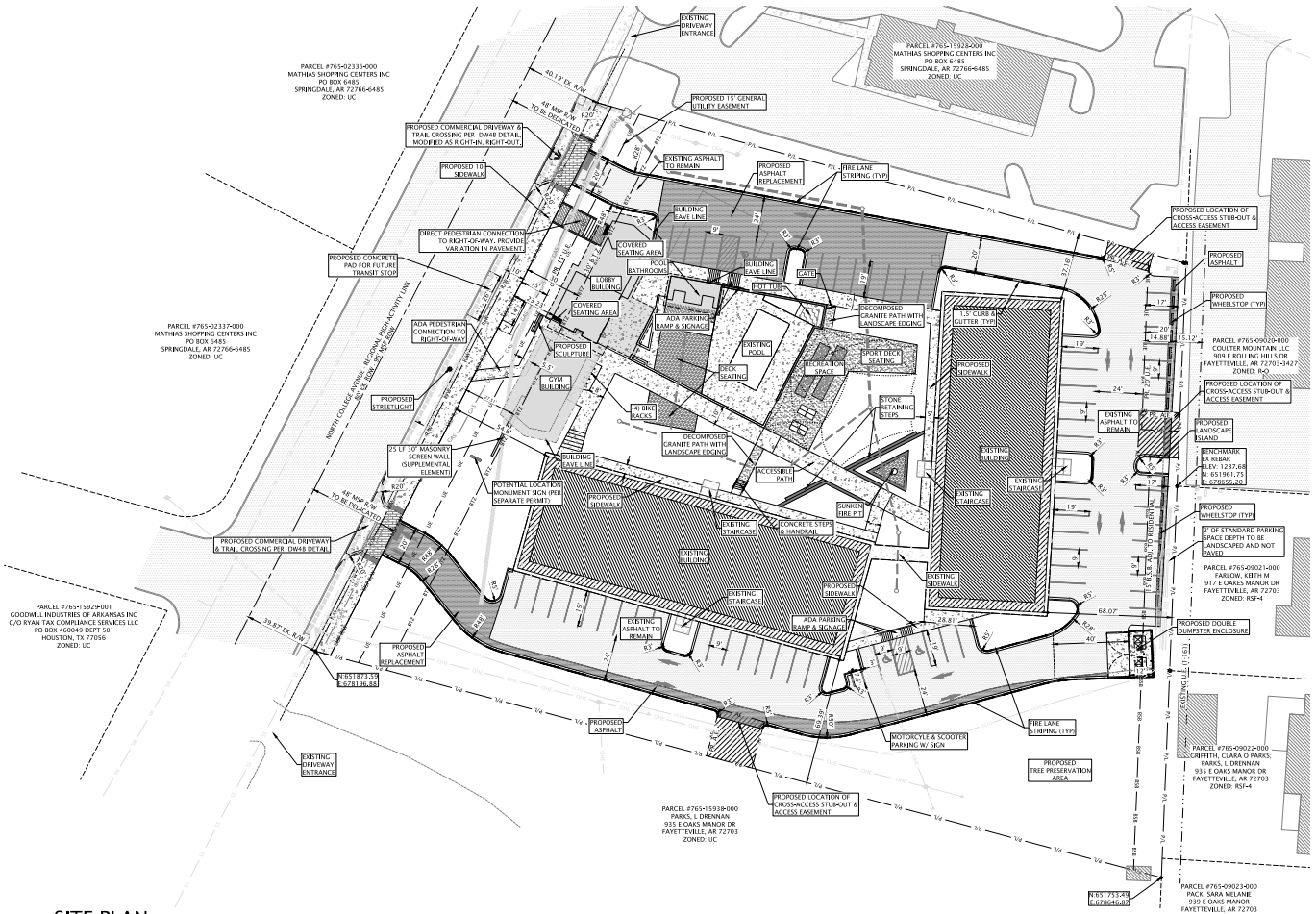
ISSUE DATE
07/22/25

SCHEMATIC EXTERIOR ELEVATIONS

A001

A002
SCHEMATIC
FLOOR PLANS
ISSUE DATE
07/22/25
PROJECT NUMBER
25-001
OVERLAND HOTEL
Fayetteville, AR
Schematic Design Set - NOT FOR CONSTRUCTION
01 SCHEMATIC FLOOR PLAN - LONG HOUSE BUILDINGS - LOBBY & GYM
SCALE: 1/8" = 1'-0"
02 SCHEMATIC FLOOR PLAN - POOL BATHROOM BUILDING
SCALE: 1/8" = 1'-0"

PLAT PAGE: 252



1 SITE PLAN

GENERAL NOTES

1. LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTORS SHALL BE RESPONSIBLE FOR DETERMINING ACTUAL LOCATION.
2. CONTRACTOR TO UNCOVER AND MARK UTILITY LINES BEFORE CONSTRUCTION.
3. CONTRACTOR SHALL BEAR ALL RESPONSIBILITY AND COST OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES, DAMAGED OR INTERRUPTED AS A RESULT OF THIS CONSTRUCTION PROJECT.
4. CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND THE OWNER OF ANY DAMAGED OR INTERRUPTED UTILITIES IMMEDIATELY.
5. CONTRACTOR SHALL NOTIFY PROJECT ENGINEER PRIOR TO BEGINNING WORK.
6. ALL DISTURBED AREAS NOT WITHIN THE PAVED AREA ARE TO RECEIVE LOOSE STRAW TO PROVIDE EROSION CONTROL IF WORK IS NOT PROGRESSING IN AN ORDERLY MANNER. A RATE OF 1.5 TONS/ACRE IS TO BE APPLIED WITHIN TWO WEEKS OF FINAL GRADING.
7. CONTRACTOR WILL CONTROL AND PREVENT OFF-SITE TRACKING OF CONSTRUCTION RUNOFF AND SEDIMENT TO ADJACENT PROPERTY AND PUBLIC ROADS.
8. CONTRACTOR IS TO PROTECT EXISTING STORM DRAINAGE SYSTEM
9. CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES IN ACCORDANCE WITH THE ARKANSAS UNDERGROUND FACILITIES DAMAGE PREVENTION ACT. THIS LAW REQUIRES THAT THE CONTRACTOR MAKE A TELEPHONE CALL TO THE ARKANSAS ONE-CALL SYSTEM AT 411 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION TO ENSURE THAT ANY EXISTING UTILITIES CAN BE LOCATED.
10. SURFACE MATERIALS DISTURBED BY THIS WORK TO BE RETURNED TO SIMILAR OR BETTER CONDITION.
11. IF A DISCREPANCY ARISES BETWEEN THE DRAWINGS AND FIELD CONDITIONS, OR WHERE A DETAIL IS DOUBTFUL OF INTERPRETATION OR AN UNANTICIPATED FIELD CONDITION IS ENCOUNTERED, THE ENGINEER SHALL BE IMMEDIATELY CONTACTED FOR PROCEDURE TO BE FOLLOWED. SUCH INSTRUCTIONS SHALL BE CONFIRMED IN WRITING AND DISTRIBUTED TO ALL EFFECTED PARTIES.

SITE PLAN NOTES

1. ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY REQUIREMENTS.
2. THE CITY DEPARTMENT OF ENGINEERING, AND THE ENGINEER SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO WORK WITHIN THE STREET RIGHT OF WAY (SIDEWALK, STREET OR DRIVEWAYS).
3. BEFORE BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL COMPLY WITH THE EROSION CONTROL PLAN AND/OR PERMIT.
4. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
5. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE OWNER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MUTCD STANDARDS.
6. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
7. THE DUTY OF THE OWNER OR ENGINEER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO REVIEW THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
8. ANY SIGN OR FIXTURE REMOVED WITHIN THE RIGHT OF WAY, OR AS PART OF THE SITE WORK SHALL BE REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH THE CITY REQUIREMENTS.
9. CLEAN, GRUB AND REMOVE ALL TREES, VEGETATION AND SITE DEBRIS PRIOR TO GRADING. ALL REMOVED MATERIAL SHALL BE HAULED FROM THE SITE DAILY. ALL CLEARING AND GRUBBING AND REMOVALS SHALL BE PERFORMED PER THE CONTRACT SPECIFICATIONS. EROSION CONTROL MEASURES SHALL BE PERFORMED PER THE CONTRACT SPECIFICATIONS.
10. DETECTABLE RAMPS SHALL BE PROVIDED AT THE LOCATIONS SHOWN AND SHALL BE ADA COMPLAINT.
11. THE CONTRACTOR SHALL SAW-CUT BITUMINOUS AND CONCRETE PAVEMENTS AS REQUIRED PER THE SPECIFICATIONS.
12. THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN ALL PERMITS FROM AUTHORITIES AND REGULATORY AGENCIES HAVING JURISDICTION OVER THIS SITE AND THE ADJACENT RIGHT-OF-WAYS, AS REQUIRED, PRIOR TO BEGINNING WORK.
13. EXCEPT FOR STRIPPED TOPSOIL AND OTHER MATERIALS INDICATED TO BE STOCKPILED OR OTHERWISE REMAIN OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM PROJECT SITE.
14. SALVAGEABLE IMPROVEMENTS: CAREFULLY REMOVE ITEMS INDICATED TO BE SALVAGED AND STORE ON OWNER'S PREMISES.
15. DO NOT COMMENCE SITE-CLEARING OPERATIONS UNTIL TEMPORARY EROSION- AND SEDIMENTATION-CONTROL AND PLANT-PROTECTION MEASURES ARE IN PLACE.
16. SOIL STRIPPING, HANDLING, AND STOCKPILING: PERFORM ONLY WHEN THE TOPSOIL IS DRY OR SLIGHTLY MOIST.
17. PROTECT AND MAINTAIN BENCHMARKS AND SURVEY CONTROL POINTS FROM DISTURBANCE DURING CONSTRUCTION.
18. LOCATE AND CLEARLY IDENTIFY TREES, SHRUBS, AND OTHER VEGETATION TO REMAIN, OR TO BE RELOCATED.
19. THE EXTENT OF THE PROPOSED CONSTRUCTION IS TO PRESERVE AS MUCH OF THE EXISTING PAVEMENT, CURB AND GUTTER AND SIDEWALK AS POSSIBLE. PROTECT EXISTING SITE IMPROVEMENTS TO REMAIN FROM DAMAGE DURING CONSTRUCTION.
20. DO NOT INTERRUPT EXISTING UTILITIES: DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER OR OTHERS UNLESS PERMITTED UNDER THE FOLLOWING CONDITIONS: PROVIDE TEMPORARY UTILITY SERVICES AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY UTILITY SERVICES ACCORDING TO REQUIREMENTS INDICATED:
    - NOTIFY OWNER NOT LESS THAN [TWO] 2 DAYS IN ADVANCE OF PROPOSED UTILITY INTERRUPTIONS.
    - DO NOT PROCEED WITH UTILITY INTERRUPTIONS WITHOUT OWNER'S WRITTEN PERMISSION.
21. FILL DEPRESSIONS CAUSED BY CLEARING AND GRUBBING OPERATIONS WITH SATISFACTORY SOIL MATERIAL UNLESS FURTHER EXCAVATION OR EARTHWORK IS INDICATED.
22. REMOVE SOD AND GRASS BEFORE STRIPPING TOPSOIL.
23. STRIP TOPSOIL TO FULL DEPTH IN A MANNER TO PREVENT INTERMINGLING WITH UNDERLYING SUBSOIL OR OTHER WASTE MATERIALS.
24. REMOVE SUBSOIL AND NONLAND MATERIALS FROM TOPSOIL INCLUDING CLAY LUMPS, GRAVEL, AND OTHER OBJECTS MORE THAN 2 INCHES IN DIAMETER; TRASH, DEBRIS, WEEDS, ROOTS, AND OTHER WASTE MATERIALS.
25. ANY RETAINING WALL MORE THAN 4 FEET IN HEIGHT SHALL BE DESIGNED BY AN ARKANSAS REGISTERED PROFESSIONAL ENGINEER, AND SHALL BE FIELD INSPECTED BY THE DESIGN ENGINEER. THE DESIGN ENGINEER SHALL PROVIDE PROOF OF INSPECTION AND CERTIFY THAT THE WALL WAS CONSTRUCTED IN CONFORMANCE WITH THE DESIGN.

PARKING TABLE

USE: HOTEL 1 PER GUEST ROOM, PLUS 75% OF SPACES REQUIRED FOR ACCESSORY USES		
PERMITTED SPACES BY USE	HOTEL ROOMS: RECEPTION (OFFICE): BAR: GYM:	1 PER GUEST ROOM 1 PER 300 SQ FT GFA 1 PER 50 SQ FT GFA 1 PER 150 SQ FT GFA
USES PROPOSED	ROOMS: RECEPTION (OFFICE): BAR: GYM:	85 715 SQ FT GFA 750 SQ FT GFA 740 SQ FT GFA
NUMBER OF SPACES PERMITTED	ROOMS: RECEPTION (OFFICE): BAR: GYM: TOTAL REQUIRED:	85 SPACES 2 SPACES 15 SPACES 5 SPACES 85 + 22OX .75%=102
SPACES PROPOSED	STANDARD: ADA: TOTAL PROPOSED:	67 3 70 SPACES*
*OWNER/OPERATOR IN DISCUSSION REGARDING POTENTIAL VALET PARKING		
NUMBER OF BIKE RACKS REQUIRED BY USE (COMMERCIAL): ONE (1) BICYCLE PARKING RACK PER TWENTY (20) AUTOMOBILE PARKING SPACES.		
REQUIRED/ PROVIDED	4 BIKE RACKS	
MOTORCYCLE & SCOOTER PARKING		
PROVIDED	3 MOTORCYCLE/SCOOTER SPACES	

SITE COVERAGE CALCULATIONS

PRE-DEVELOPMENT:	SQ. FT.	%
NET SITE AREA:	123,800	100%
PERMEABLE		
GRASS	27,592	22%
IMPERMEABLE		
BUILDINGS	25,727	21%
PAVED	70,481	57%
TOTAL IMPERMEABLE:	96,208	78%
POST-DEVELOPMENT:	SQ. FT.	%
TOTAL SITE AREA:	123,800	100%
PERMEABLE		
GRASS	46,884	38%
PERMEABLE PAVERS	1,246	1%
IMPERMEABLE		
BUILDINGS	24,550	20%
PAVED	50,595	41%
TOTAL IMPERMEABLE:	75,145	60%
NET DECREASE IN IMPERMEABLE AREA:	21,063	

STREET FRONTAGE CALCULATIONS

MINIMUM BUILDABLE STREET FRONTAGE REQUIREMENT: 50% OF THE LOT WIDTH

BUILDABLE STREET FRONTAGE	LOT WIDTH AT B.T.Z.	327.73 FT
	NORTH POWER LINE PER REQUIRED 15' BUFFER	21.94 LF
	SOUTH POWER LINE PER REQUIRED 15' BUFFER	27.01 LF
	WIDTH OF SOUTH DRIVE ENTRANCE AT B.T.Z.	21.62 LF
	WIDTH OF NORTH DRIVE ENTRANCE AT B.T.Z.	22.84 LF
	LOT WIDTH LESS EXCEPTIONS	234.32 FT
	BUILDABLE STREET FRONTAGE (50%):	117.16 FT
	PROPOSED BUILDING FACADE WIDTH WITHIN B.T.Z.	106.67 FT (46.59%)*
	PROPOSED SUPPLEMENTAL ELEMENT WITHIN B.T.Z.:	25 LF (10.7%)
	EFFECTIVE STREET FRONTAGE AT B.T.Z.:	131.67 LF (56.2%)

*ADMINISTRATIVE VARIANCE REQUESTED PER 164.06.05.2, WITH PROVISION OF SUPPLEMENTAL ELEMENTS

ZONING TABLE

ZONING: UC-URBAN CORRIDOR
PROPOSED USE: HOTEL (USE UNIT 14)

BUILDING SETBACKS	FRONT:	A BUILD-TO ZONE THAT IS LOCATED BETWEEN THE FRONT PROPERTY LINE AND A LINE 30 FEET FROM THE FRONT PROPERTY LINE.
	SIDE, REAR: SIDE OR REAR, WHEN CONTIGUOUS TO A SINGLE-FAMILY RESIDENTIAL DISTRICT:	NONE 15 FEET
BUILDING HEIGHT MAXIMUM	REQUIRED: PROPOSED:	8 STORIES 2 STORIES
MINIMUM BUILDABLE STREET FRONTAGE	REQUIRED: PROPOSED:	50% OF THE LOT WIDTH 32% OF THE LOT WIDTH

PUBLIC STREET TABLE

STREET NAME	MSP DESIGNATION	MIN. M.S.P. R/W	EX. R/W	MIN STREET WIDTH	EX. WIDTH	MIN. SIDEWALK	PR. SIDEWALK	MIN. GREENSPACE	PR. GREENSPACE	FRONTAGE @ R/W
N COLLEGE AVE	REGIONAL HIGH-ACTIVITY LINK	96'	80'	56 B/B	60' B/B	10'	10'	10'	7.66 ~ 7.93*	327.43'

*VARIANCE REQUESTED FROM GREENSPACE REQUIREMENTS DUE TO STREET EXCEEDING MSP WIDTH.

LINETYPE LEGEND

P/L	PROPERTY BOUNDARY
R/W	RIGHT-OF-WAY (EXISTING)
MSP R/W	RIGHT-OF-WAY (MSP/PROPOSED)
–	STREET CENTERLINE
	ADJACENT PROPERTY LINE
BSB	BUILDING SETBACK
BTZ	BUILD-TO-ZONE
	UTILITY EASEMENT (EXISTING)
UE	UTILITY EASEMENT (PROPOSED)
LB	LANDSCAPE BUFFER
WL	WATER MAIN (EXISTING)
WS	WATER SERVICE (PROPOSED)
SS	SANITARY SEWER MAIN (EXISTING)
SSV	SANITARY SEWER SERVICE (PROPOSED)
X	FENCE (EXISTING)
TPE	TREE PRES. EASEMENT (PROPOSED)

SYMBOL LEGEND

- FIRE HYDRANT
- WATER METER (EXISTING)
- WATER METER (PROPOSED)
- SEWER MANHOLE
- STORM MANHOLE
- UTILITY POLE
- STREETLIGHT

NORTH

GRAPHIC SCALE 1" = 30'

GAVIN R SMITH
CIVIL ENGINEERING
FAYETTEVILLE ARKANSAS
(479) 935-0644
www.gsmithcivilengineering.com
jason@gsmithcivilengineering.com

ISSUE DATE

- 08/18/25 LSD SUBMITTAL
- 07/03/25 TECH PLAT REVISIONS
- 07/23/25 TECH PLAT REVISIONS
- 08/04/25 PLANNING COMMISSION REVISIONS

STATE OF ARKANSAS
GAVIN R SMITH
LICENSED PROFESSIONAL ENGINEER
No. 18921

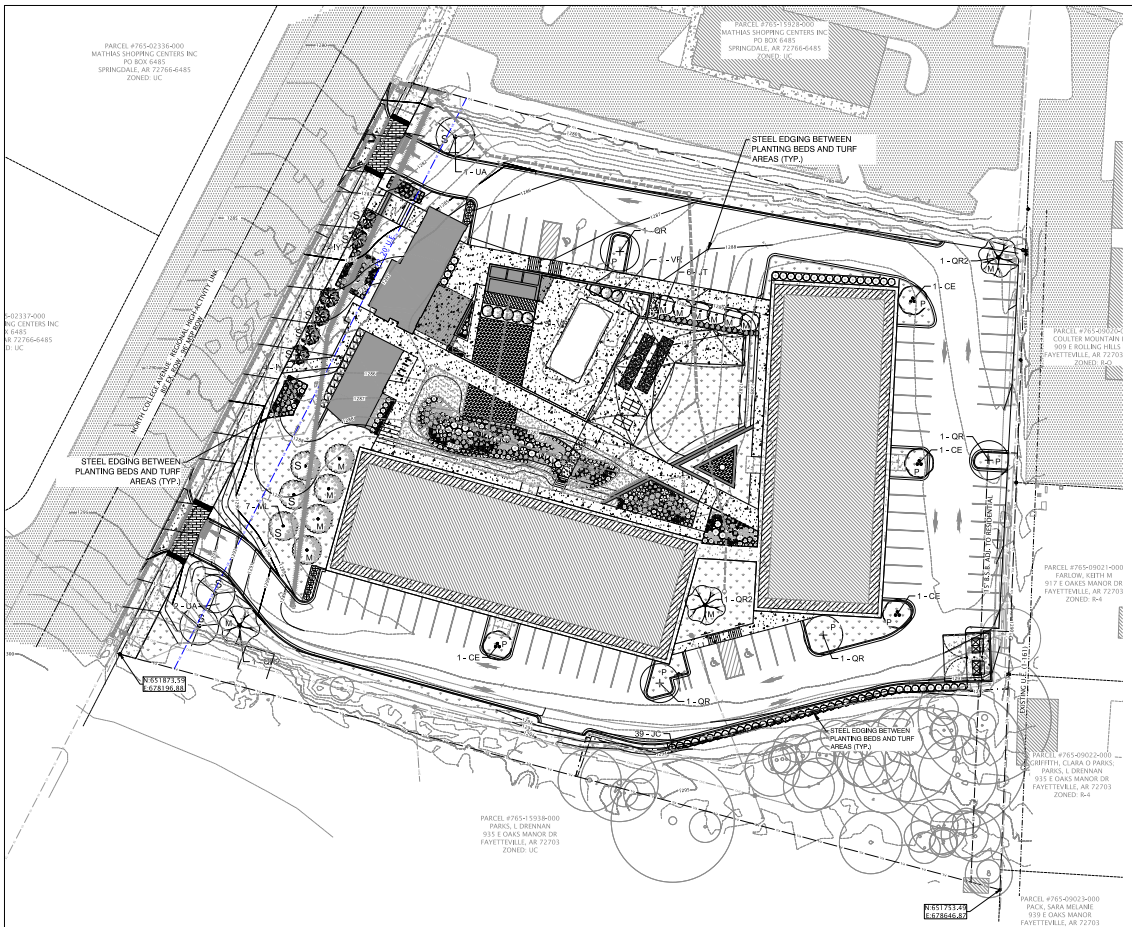
SITE PLAN

MOTEL 6 ADAPTIVE REUSE
LARGE SCALE DEVELOPMENT
2980 N COLLEGE AVE
FAYETTEVILLE, ARKANSAS

GRS JOB #25-17

SHEET
C102

(Motel 6 Renovation) GRS #25-17
Page 33 of 34



PLAT PAGE: 252

NORTH

30 15 0 30 60

GRAPHIC SCALE 1" = 30'

LEGEND

- EXISTING TREES TO BE SAVED
- XXXX 1 FOOT EXISTING CONTOUR LINES
- XXXX 5 FOOT EXISTING CONTOUR LINES
- XXXX 1 FOOT PROPOSED CONTOUR LINES
- XXXX 5 FOOT PROPOSED CONTOUR LINES
- UTILITY EASEMENT

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	HEIGHT	QTY
TREES						
	CE	Cercis canadensis / Eastern Redbud Multi-trunk	1.5" Cal.	B&B or Cont.	6` min.	4
	IY	Ilex vomitoria 'Folsom's Weeping' / Folsom's Weeping Yaupon Holly	2" Cal.	B&B or Cont.	6` min.	6
	JT	Juniperus scopulorum 'Tolleson's Blue Weeping' / Tolleson's Blue Weeping Juniper	—	B&B or Cont.	6` min.	6
	ML	Magnolia grandiflora 'Little Gem' / Little Gem Dwarf Southern Magnolia	2" Cal.	B&B or Cont.	8` min.	7
	QR	Quercus rubra / Northern Red Oak	2" Cal.	B&B or Cont.	8` min.	4
	QR2	Quercus rubra / Northern Red Oak	2" Cal.	B&B or Cont.	8` min.	3
	UA	Ulmus americana / American Elm	2" Cal.	B&B or Cont.	8` min.	3

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING	QTY
SHRUBS						
	CA	Ceanothus americanus / New Jersey Tea	3 gal.	Cont.	48" o.c.	19
	IN	Ilex vomitoria 'Nana' / Dwarf Yaupon Holly	3 gal.	Cont.	36" o.c.	11
	JC	Juniperus chinensis 'Armstrongii' / Armstrong Juniper	3 gal.	Cont.	48" o.c.	59
	VR	Viburnum x rhytidophylloides 'Alleghany' / Alleghany Lantanaphyllum Viburnum	5 gal.	Cont.	AS SHOWN	8
GRASSES					AS SHOWN	
	AG	Andropogon gerardii / Big Bluestem	1 gal.	Cont.	AS SHOWN	28
	MC	Muhlenbergia capillaris / Pink Muhly Grass	1 gal.	Cont.	AS SHOWN	34
	PS	Panicum virgatum 'Shenandoah' / Shenandoah Switch Grass	1 gal.	Cont.	AS SHOWN	57
	SL2	Schizachyrium scoparium / Little Bluestem	1 gal.	Cont.	AS SHOWN	48
	SN	Sorghastrum nutans / Indian Grass	1 gal.	Cont.	36" o.c.	3
	SH	Sporobolus heterolepis / Prairie Dropseed	1 gal.	Cont.	36" o.c. AS SHOWN	48
PERENNIALS					AS SHOWN	
	BA	Baptisia australis / Blue Wild Indigo	1 gal.	Cont.	AS SHOWN	27
	EP	Echinacea pallida / Pale Purple Coneflower	1 gal.	Cont.	AS SHOWN	16
	ED	Eutrochium dubium 'Little Joe' / Little Joe Pye Weed	1 gal.	Cont.	AS SHOWN	15
	LG	Liatris pycnostachya / Prairie Gayfeather	1 gal.	Cont.	AS SHOWN	50
	PD	Phlox pilosa ozarkana / Ozark Downy Phlox	1 gal.	Cont.	AS SHOWN	79
	RG	Rudbeckia fulgida sullivantii 'Goldsturm' / Goldsturm Coneflower	1 gal.	Cont.	AS SHOWN	41
	SL	Silphium laciniatum / Compass Plant	1 gal.	Cont.	AS SHOWN	8
	SC	Silphium perfoliatum / Cup Plant	1 gal.	Cont.	AS SHOWN	15
	SR	Solidago rugosa 'Fireworks' / Fireworks Wrinkleleaf Goldenrod	1 gal.	Cont.	AS SHOWN	37
	SR2	Symphyotrichum oblongifolium 'Raydon's Favorite' / Raydon's Favorite Fall Aster	1 gal.	Cont.	AS SHOWN	37
	VL	Veronicastrum virginicum 'Lavender Towers' / Lavender Towers Culver's Root	1 gal.	Cont.	36" o.c.	27
GROUND COVERS						
	RH	Ruellia humilis / Wild Petunia	1 gal.	Cont.	15" o.c.	124
SOD						
	BD	Buchloe dactyloides / Buffalo Grass sod	Sod			1,636 sf
	CT	Cynodon dactylon `Tif 419` / Bermuda Grass	sod			20,269 sf

Street Tree Requirements	
Linear Feet minus driveways	Required Trees
287	10

Landscape Reqirements					
Parking Trees					
Number of Parking Stalls	Number of ADA Spaces	Number of ADA Loading Zones	Number of Motor Cycle/Scooter	Required Trees	
71	3	2	3	6	

Mitigation Requirements			
Canopy Below Requirments Sq. Ft.	Preservation Priority Type	Forestation Base Density	Number of 2" Caliper Trees to be Planted
2787	High Priority	218	**13**
0	Mid Priority	290	**0**
0	Low Priority	436	**0**

S = STREET TREE
P = PARKING LOT TREE
M = MITIGATION TREE

NOTES:
1. DETENTION IS NOT REQUIRED FOR THIS PROJECT AND AS SUCH NO DETENTION PLANT MATERIAL ARE REQUIRED.

CITY OF FAYETTEVILLE LANDSCAPE NOTES

1. CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO STARTING ANY WORK, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ARKANSAS ONE-CALL TO CONFIRM ALL UTILITIES.
2. ALL PLANTS MUST BE HEALTHY, VIGOROUS AND FREE OF PESTS AND DISEASE.
3. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
4. ALL PLANTS MUST BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED ON THE PLANT LIST.
5. ALL REQUIRED TREES SHALL BE 2" MINIMUM CALIPER, WITH A SINGLE DOMINATE CENTRAL LEADER. MULTILEADERED TREES WILL NOT BE ACCEPTABLE WITHOUT PRIOR APPROVAL FROM URBAN FORESTRY.
6. ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED, UNLESS SPECIFIED OTHERWISE, AND MUST MEET ALL REQUIREMENTS SPECIFIED ON PLANS.
7. ALL TREES AND SHRUBS SHALL BE INSTALLED PER STANDARD CITY OF FAYETTEVILLE PLANTING DETAILS.
8. ALL PLANTS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER CONSTRUCTION.
9. ALL PLANTING AREAS MUST BE COMPLETELY MULCHED WITH A 4" LAYER OF ORGANIC HARDWOOD MULCH. MULCH SHALL BE NOT BE PLACED IMMEDIATELY ADJACENT TO TREE TRUNKS, BUT SHALL BE KEPT AT LEAST 3" FROM ROOT COLLAR AT THE SOIL LINE.
10. ALL PROPOSED PLANTING AREAS COVERED BY GRASS SHALL HAVE THE SOD COMPLETELY REMOVED BEFORE PLANTING BEGINS.
11. ALL PLANTING BEDS SHALL BE CONTAINED BY EDGING MATERIAL OTHER THAN VEGETATION.
12. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE LANDSCAPE CONSTRUCTION AT NO COST TO THE OWNER.
13. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK.
14. THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING MATERIAL (INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) IN ALL PLANTING AREAS AND LAWN AREAS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE OWNER.
15. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE (1) YEAR BEGINNING ON THE DATE OF TOTAL ACCEPTANCE. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD.
16. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
17. NOTIFY LANDSCAPE ARCHITECT OR DESIGNATED REPRESENTATIVE OF ANY LAYOUT DESCREPANCIES PRIOR TO ANY PLANTING. LOCATE ALL UTILITIES AND SITE LIGHTING CONDUITS BEFORE CONSTRUCTION BEGINS.
18. ALL DISTURBED AREAS SHALL BE SEEDED WITH A GRASS SEED MIX CONSISTING OF 70% TURF TYPE FESCUE, 20% PERENNIAL RYE, AND 10% BERMUDA GRASS AT 5 POUNDS PER 1,000 SQUARE FEET.
19. ALL AREAS TO BE SEEDED SHALL RECEIVE 4" OF TOPSOIL AND BE GRADED PER THE GRADING PLAN.
20. IRRIGATION SHALL BE EITHER AN UNDERGROUND AUTOMATIC SYSTEM OR SHALL UTILIZE HOSE BIBS EVERY 100' AS REQUIRED BY FAYETTEVILLE LANDSCAPE ORDINANCE.
21. MAINTENANCE: THE CURRENT OWNER OF THE PROPERTY SHALL BE RESPONSIBLE FOR THE ONGOING MAINTENANCE OF REQUIRED LANDSCAPING.
22. REPLACEMENT LANDSCAPING: REQUIRED LANDSCAPING THAT DIES OR IS DAMAGED SHALL BE REMOVED AND REPLACED BY THE CURRENT OWNER OF THE PROPERTY. THE OWNER SHALL HAVE 60 DAYS FROM THE RECEIPT OF WRITTEN NOTICE ISSUED BY THE CITY TO REMOVE AND REPLACE ANY REQUIRED LANDSCAPING THAT DIES OR IS DAMAGED.
23. THREE (3) YEAR MAINTENANCE SURETY SHALL BE DEPOSITED FOR EACH REQUIRED STREET AND MITIGATION TREE.
24. PRIOR TO GRADING PERMIT, ALL TREE PRESERVATION MEASURES SHALL BE IN PLACE PER APPROVED TREE PRESERVATION PLAN.
25. PRIOR TO BUILDING PERMIT, A LANDSCAPE ESTIMATE PER APPROVED LANDSCAPE PLAN SHALL BE SUBMITTED TO URBAN FORESTRY. A PERFORMANCE LANDSCAPE SURETY IN THE AMOUNT OF 100% OF THE APPROVED LANDSCAPE ESTIMATE SHALL THEN BE SUBMITTED WITH LANDSCAPE SURETY FORM.
26. PRIOR TO CERTIFICATE OF OCCUPANCY, LANDSCAPE ARCHITECT OF RECORD SHALL PERFORM AN INSPECTION CONFIRMING THAT IMPLEMENTATION OCCURRED PER APPROVED LANDSCAPE PLAN, UPON SUCCESSFUL RESULTS AND INSPECTION, REQUEST FINAL LANDSCAPE INSPECTION BY URBAN FORESTRY.
27. PRIOR TO CERTIFICATE OF OCCUPANCY, A LANDSCAPE MAINTENANCE SURETY ON ANY REQUIRED STREET AND MITIGATION TREES SHALL BE SUBMITTED WITH LANDSCAPE SURETY FORM.

GAVIN R SMITH
CIVIL ENGINEERING
FAYETTEVILLE ARKANSAS
(479) 935-0644
www.grsmithcivilengineering.com
jason@grsmithcivilengineering.com

JAMES JASON GIBSON 5034 STATE OF ARKANSAS REGISTERED LANDSCAPE ARCHITECT

8/4/2025

ISSUE DATE

06/18/25 LSD SUBMITTAL
07/03/25 TECH PLAT REVISIONS
07/23/25 TECH PLAT REVISIONS
08/04/25 PLANNING COMMISION REVISIONS

MOTEL 6 ADAPTIVE REUSE

LARGE SCALE DEVELOPMENT
2980 N COLLEGE AVE
FAYETTEVILLE, ARKANSAS

GRS JOB #25-17

SHEET

LANDSCAPE PLAN

L1.1

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

THRU: Wesley Frank, Planner

MEETING DATE: August 11, 2025

SUBJECT: **VAC-2025-0016: Vacation (835 W. CLEVELAND ST. /PBS PROPERTIES, 444):** Submitted by SITEWISE CIVIL ENGINEERING for property located at 835 W. CLEVELAND ST. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 0.31 acres. The request is to vacate 0.02 acres of right-of-way.

RECOMMENDATION:
Staff recommends forwarding **VAC-2025-0016** to the City Council with a recommendation of approval, with conditions.

RECOMMENDED MOTION:
"I move to forward **VAC-2025-0016** *to the City Council with a recommendation of approval, with conditions as outlined by staff."*

BACKGROUND:
The subject property is in central Fayetteville on 835 W. Cleveland Street and is currently developed with two single-family homes that Washington County records indicate were constructed in 1954. The property is currently zoned RMF-40, Residential Multi-Family, 40 Units Per Acre, and appears to have been platted in 1896 with the Leveretts Third Addition. A concept plat (CPL-2025-0001) was submitted for this site for the development of a 5-unit multi-family development at this address. The property is not located in any overlay districts. Surrounding land use and zoning is depicted on *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RMF-40, Residential Multi-Family, 40 Units per Acre
South	Single-Family Residential (Triplex)	RMF-40, Residential Multi-Family, 40 Units per Acre
East	Multi-Family Residential	RMF-40, Residential Multi-Family, 40 Units per Acre
West	Unitarian Fellowship Church	RMF-40, Residential Multi-Family, 40 Units per Acre

Proposal: The applicant proposes to vacate 0.02 acres of right-of-way that was platted with a replat in 1896 of the Leveretts Third Addition subdivision.

DISCUSSION:
City of Fayetteville staff recommends in favor of the requested right-of-way vacation, since all final documents have been received by City staff with no objections or issues identified. Though

originally platted in the 1896, the right-of-way is in excess of today's standards for Residential Link Streets, which typically requires 26 feet from street centerline. Currently, there is a varying width of between 37.72 feet and 34.51 feet of right-of-way from the street centerline. The applicant is requesting to vacate the right-of-way to align with typical Master Street Plan standards and leave the 26 feet right-of-way from the street centerline in place. The vacation would also allow for more development on the property, while maintaining consistency with the City's master street plan standards.

Vacation Approval: The applicant has submitted the required vacation forms to the relevant City departments and franchise utility companies with the following responses.

Utility	Response
Cox Communications	No objections, any damage or relocation of any existing Cox facilities will be at the applicant's expense.
AEP/SWEPCO	No objections finding a 10-foot utility easement to be placed in its place behind the north property line.
Black Hills Energy AR	No objections and no comment.
AT&T	No objections, AT&T notes that there are existing aerial facilities nearby on the pole lead east to west along W. Cleveland Street. This vacation does not appear to impact that pole and per AT&T records, no buried facilities south on N. Storer Avenue in area affected. Request that a survey is to be obtained that locates materials.
Ozarks Electric	No objections and no comment.
City of Fayetteville	Response
Water/Sewer	No objections, finding a 20-foot utility easement, centered on the existing water main, shall be provided and recorded prior to the acceptance of the street right-of-way.
Solid Waste & Recycling	No objections and no comment.
Transportation	No objections and no comment.

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

RECOMMENDATION: Staff recommends forwarding **VAC-2025-0016** to City Council with a recommendation of approval, with the following conditions:

Conditions of Approval:

1. Any damage or relocation of existing facilities will be at the property owner/developer's expense;

2. A 20-foot utility easement shall be dedicated adjacent to the City's water main as requested by Water/Sewer.

3. A 10-foot wide utility easement shall be dedicated along the north property line as requested by SWEPCO.

PLANNING COMMISSION ACTION: Required YES
Date: August 11, 2025 ❒ Tabled ❒ Forwarded ❒ Denied
Motion:
Second:
Vote:

BUDGET/STAFF IMPACT:
None

Attachments:

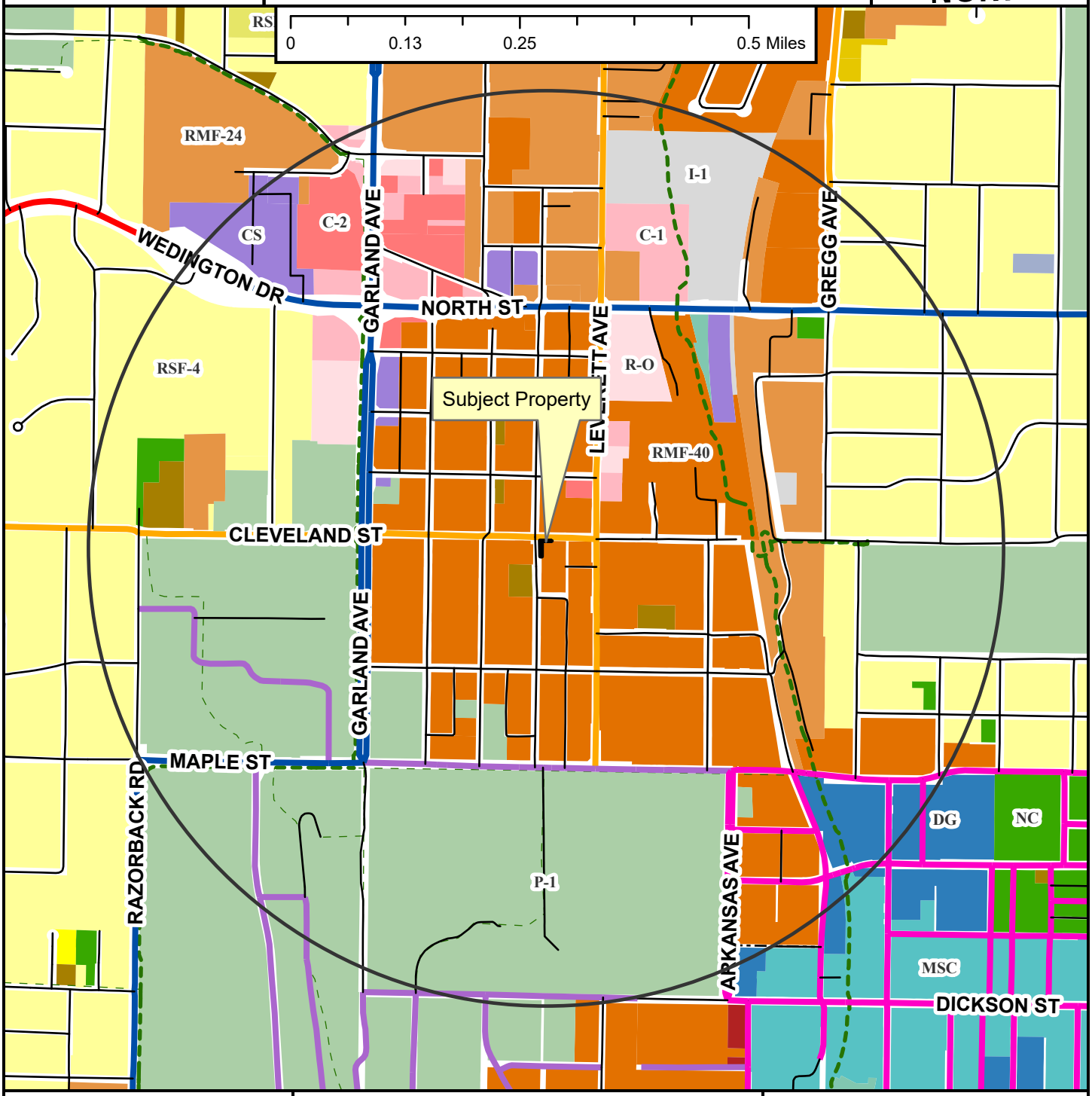
- One Mile Map
- Close-up Map
- Current Land Use Map
- Applicant Request Letter
- Applicant Petition to Vacate
- Survey – Right-of-way to be vacated

VAC-2025-0016

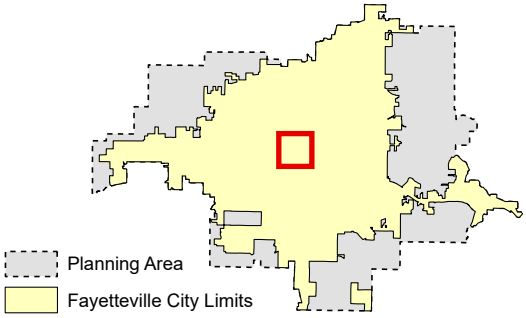
One Mile View

835 W CLEVELAND ST

NORTH



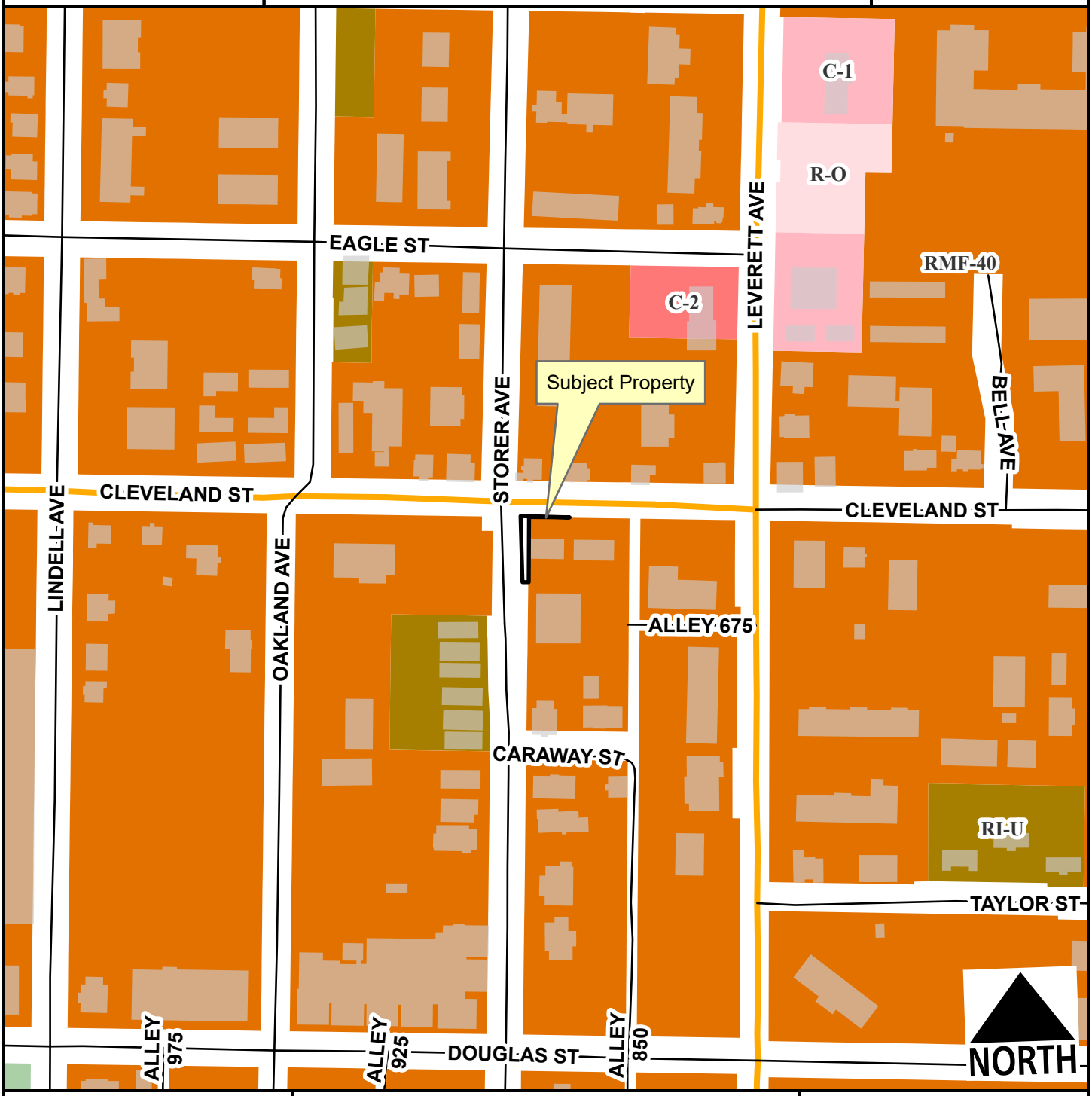
- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



VAC-2025-0016

Close Up View

835 W CLEVELAND ST



Neighborhood Link
Alley
Residential Link
Planning Area
Fayetteville City Limits

Feet

0 75 150 300 450 600

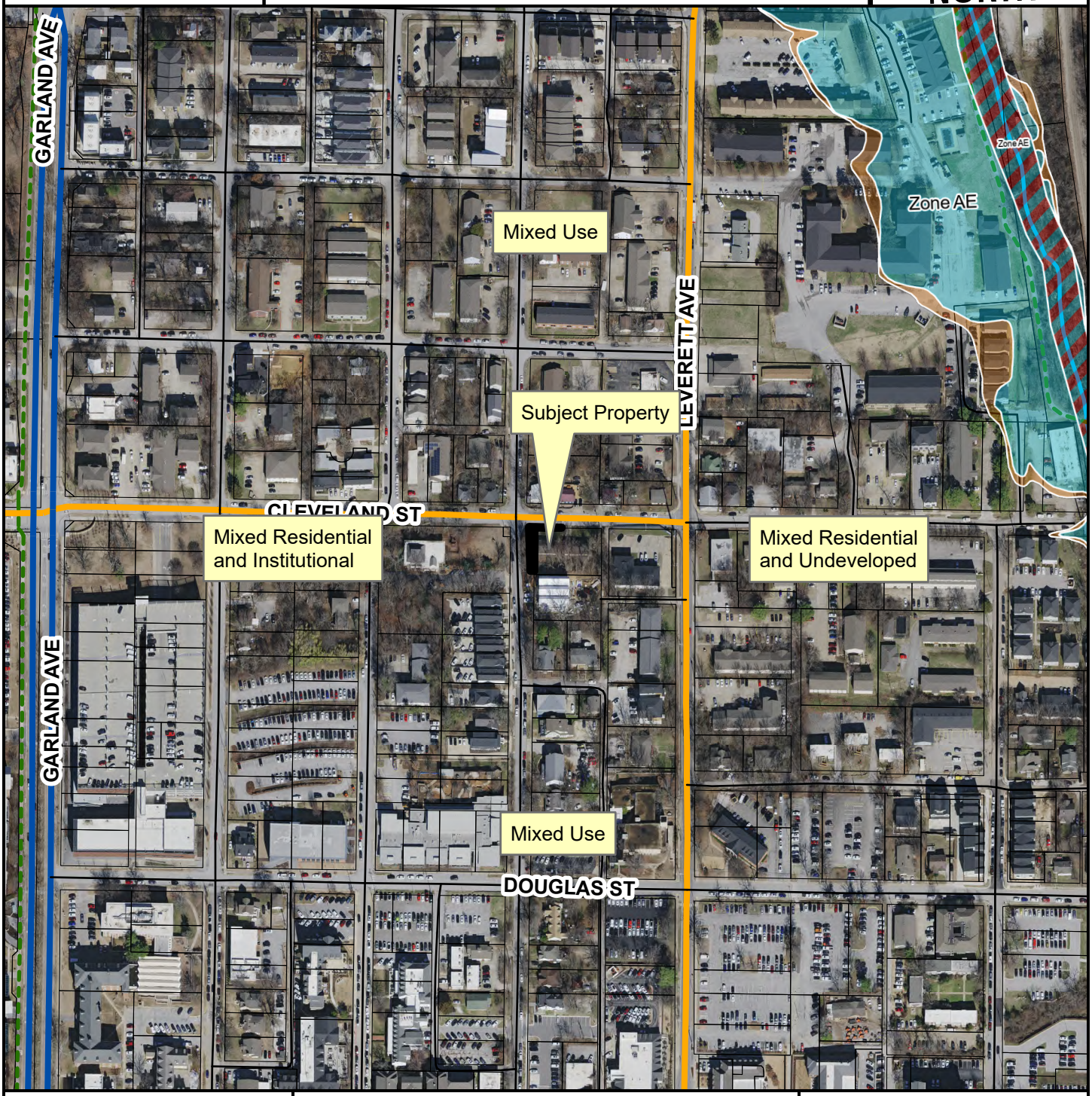
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VAC-2025-0016

Current Land Use

835 W CLEVELAND ST

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

July 2, 2025

Planning Commission
c/o Jessica Masters - Development Review Manager
125 W Mountain Street
Fayetteville, AR 72701

RE: N Storer Avenue – Right-of-Way Vacation

This right-of-way vacation is associated with the property at 835 & 827 W Cleveland Street, Washington County parcel #765-07531-000. The corner lot is bound by W Cleveland Street to the north and N Storer Avenue to the west.

The existing N Storer Ave right-of-way measures approximately 34.5’ and 37.7’ from the centerline of N Storer Ave to the recorded right-of-way boundary line. N Storer Ave is a Residential Link street under the current Master Street Plan. Residential Link streets require a 52’ total right-of-way, or 26’ as measured from the centerline of the street. This right-of-way vacation seeks to vacate the existing excess right-of-way as compared to what is required by the current Master Street Plan.

If I can be of any further assistance, please contact me at zhixson@sitewisecivil.com.

Respectfully submitted,

Zach Hixson, PE

SITEWISE
— CIVIL ENGINEERING —

PETITION TO VACATE RIGHT-OF-WAY LOCATED IN JENNINGS ADDITION, CITY OF FAYETTEVILLE, ARKANSAS

TO: The Fayetteville City Planning Commission and The Fayetteville City Council

We, the undersigned, being all the owners of the real estate abutting the right-of-way hereinafter sought to be abandoned and vacated, lying in Jennings Addition, City of Fayetteville, Arkansas, a municipal corporation, petition to vacate a street right-of-way which is described as follows:

A PORTION OF N. STORER AVENUE AND W. CLEVELAND STREET RIGHT-OF-WAY TO BE VACATED AND BEING DESCRIBED AS FOLLOWS: BEGINNING AT THE NW CORNER OF LOT 6 IN BLOCK 3 OF LEVERETT'S 3RD ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS PER PLAT 4 PAGE 9 ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, SAID POINT BEING THE POINT OF BEGINNING, THENCE S02°20'06"W 90.00 FEET, THENCE N87°39'54"W 8.51 FEET, THENCE N00°17'12"E 91.40 FEET, THENCE S86°32'04"E 68.05 FEET, THENCE N87°39'54"W 56.26 FEET TO THE POINT OF BEGINNING: CONTAINING 956.50 SQUARE FEET OR 0.0220 ACRES MORE OR LESS.

THAT THE ABUTTING REAL ESTATE AFFECTED BY SAID ABANDONMENT OF THE RIGHT-OF-WAY WITHIN JENNINGS ADDITION, CITY OF FAYETTEVILLE, USED BY THE PUBLIC FOR A PERIOD OF MANY YEARS, AND THAT THE PUBLIC INTEREST AND WELFARE WOULD NOT BE ADVERSELY AFFECTED BY THE ABANDONMENT OF THE PORTION OF THE ABOVE DESCRIBED RIGHT-OF-WAY.

The petitioners pray that the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject, however, to the existing utility easements and sewer easements as required, and that the above described real estate be used for their respective benefit and purpose as now approved by law.

The petitioners further pray that the above described real estate be vested in the abutting property owners as provided by law.

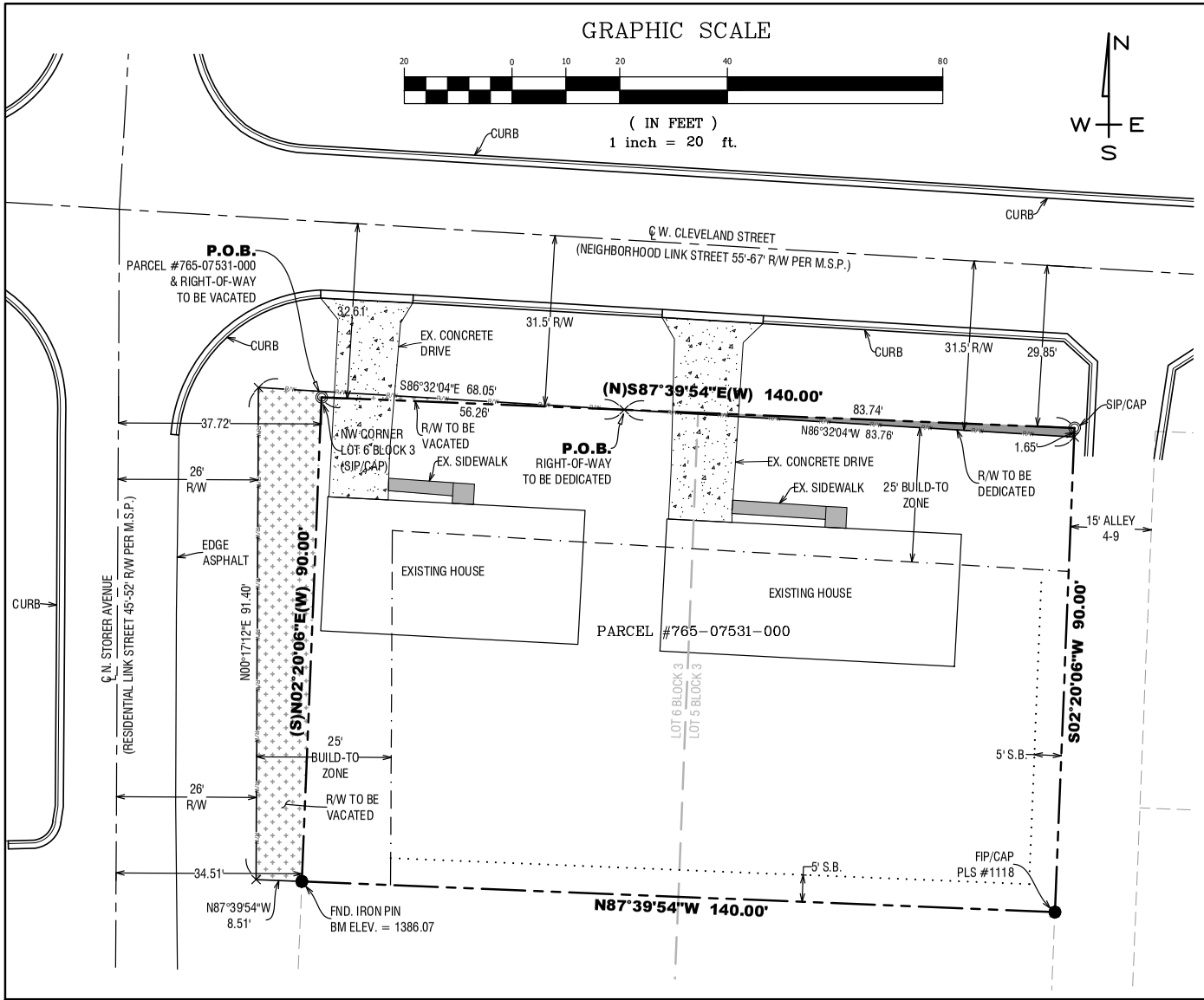
WHEREFORE, the undersigned petitioners respectfully pray that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject to said utility and sewer easements, and that title to said real estate sought to be abandoned be vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public for the use of said right-of-way.

Dated this 6th day of August 2025.

PAUL A. SCHMIDT, JR

Printed Name

Signature



BUILDING SETBACK TABLE (RMF-40 ZONING)				
FRONT	SIDE OTHER USES	SIDE SINGLE & TWO FAMILY	REAR OTHER USES	REAR SINGLE FAMILY
A BUILD-TO ZONE THAT IS LOCATED BETWEEN THE FRONT PROPERTY LINE AND A LINE 25' FROM THE FRONT PROPERTY LINE	8'	5'	20'	5'

NOTES:

1. PLAT PAGE #444.
2. CURRENT ZONING: RMF-40.
3. PARCEL NUMBER: 765-07531-000.
4. OWNER: PBS PROPERTIES LLC. - P.O. BOX 1287 - BENTONVILLE, AR. 72712.
5. ROTATION BASED ON ARKANSAS STATE PLANE GRID NORTH ZONE (NAD83).
6. BOUNDARY BASED ON FINAL PLAT OF LEVERETT'S 3RD ADDITION FILE #4-9 & WARRANTY DEED FILE #2021-00017283.
7. THIS PROPERTY IS NOT AFFECTED BY THE 100 YEAR FLOOD PLAIN AS PER FIRM #05143C0208G DATED JANUARY 25, 2024.

LEGAL DESCRIPTION: (PARCEL #765-07531-000)

Lot 5 and 6 in Block 3 of Leverett's 3rd Addition to the City of Fayetteville, Arkansas, as per Plat 4 Page 9 on file in the office of the Circuit Clerk and Ex-Officio Recorder of Washington County, Arkansas. Less and Except 50 feet of equal and uniform width of the South end of said Lots 5 and 6 and being described as follows: Beginning at the NW Corner of said Lot 6, Block 3, said point being the POINT OF BEGINNING, thence S87°39'54"E 140.00 feet, thence S02°20'06"W 90.00 feet, thence N87°39'54"W 140.00 feet, thence N02°20'06"E 90.00 feet to the POINT OF BEGINNING: Containing 12,600.00 square feet or 0.2893 acres more or less subject to easements and right of way of record.

LEGAL DESCRIPTION: (RIGHT-OF-WAY TO BE VACATED)

A portion of N. Storer Avenue and W. Cleveland Street Right-of-Way to be vacated and being described as follows: Beginning at the NW Corner of Lot 6 in Block 3 of Leverett's 3rd Addition to the City of Fayetteville, Arkansas, as per Plat 4 Page 9 on file in the office of the Circuit Clerk and Ex-Officio Recorder of Washington County, Arkansas, said point being the POINT OF BEGINNING, thence S02°20'06"W 90.00 feet, thence N87°39'54"W 8.51 feet, thence N00°17'12"E 91.40 feet, thence S86°32'04"E 68.05 feet, thence N87°39'54"W 56.26 feet to the POINT OF BEGINNING: Containing 956.50 square feet or 0.0220 acres more or less.

GIS Approved
07/08/2025

LEGAL DESCRIPTION: (RIGHT-OF-WAY TO BE DEDICATED)

A part of Lot 5 and 6 in Block 3 of Leverett's 3rd Addition to the City of Fayetteville, Arkansas, as per Plat 4 Page 9 on file in the office of the Circuit Clerk and Ex-Officio Recorder of Washington County, Arkansas, and being described as follows: Commencing at the NW Corner of said Lot 6, Block 3, thence S87°39'54"E 56.26 feet to the POINT OF BEGINNING; thence S87°39'54"E 83.74 feet, thence S02°20'06"W 1.65 feet, thence N86°32'04"W 83.76 feet to the POINT OF BEGINNING: Containing 69.20 square feet or 0.0016 acres more or less.

LEGEND

- CALCULATED POINT
- FOUND IRON PIN
- SET IRON PIN & CAP

EXISTING BOUNDARY LINE
CENTERLINE STREET
25' BUILD-TO ZONE
SIDE BUILDING SETBACK

RIGHT-OF-WAY TO BE VACATED
RIGHT-OF-WAY TO BE DEDICATED

JORGENSEN +ASSOCIATES
Civil Engineering + Surveying
124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703
Office: 479.442.9127
Fax: 479.582.4807
www.jorgensenassoc.com

PROJECT TITLE: RIGHT-OF -WAY DEDICATION & VACATION
LOCATION: FAYETTEVILLE, ARKANSAS
SHEET TITLE: EXHIBIT "A"
DRAWN BY: BJR
SHEET SCALE: 1"=20'
DATE: MARCH 6, 2025
PROJECT FILE: Z/LOTS/2024063/ROW

SHEET # 1

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Wesley Frank, Planner

MEETING DATE: August 11, 2025

SUBJECT: **CUP-2025-0036 Conditional Use (1537 E 5th ST./T BASS, 526):** Submitted by CHANCE CONTRACTORS INC for property located at 1537 E. 5TH ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.29 acres. The request is to build a duplex in a single-family residential zoning district.

RECOMMENDATION:
Staff recommends denial of **CUP-2025-0036**.

RECOMMENDED MOTION:
*"I move to approve **CUP 2025-0036** with conditions, determining:*

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

BACKGROUND:
The subject property is in east Fayetteville south of Mount Sequoyah, and approximately 400 feet north of the intersection S. Sherman Avenue and E. Huntsville Road. The 0.29-acre subject property is zoned RSF-4, Residential Single-Family, 4 Units per Acre and is part of the Hillside/Hilltop Overlay District. There are no apparent sensitive ecological features on site and the property is slightly sloped. The property is developed with a single-family dwelling originally built in 1955, per Washington County records. Surrounding land use and zoning is depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

North	Undeveloped	RSF-4, Residential Single Family, 4 Units per Acre
South	Single-family Residential	RSF-4, Residential Single Family, 4 Units per Acre
West	Single-family Residential	RSF-4, Residential Single Family, 4 Units per Acre
East	Single-family Residential	RSF-4, Residential Single Family, 4 Units per Acre

FUTURE LAND USE DESIGNATION: **Residential Neighborhood**

Request: The applicant requests approval of a conditional use permit for the development of a two-family dwelling on the subject property. Two-family dwellings (Use Unit 9) are conditional use in the underlying RSF-4 zoning district. A site plan, building floor plans, and elevations have been provided, though the project would be fully reviewed for compliance with the City's development standards at the time of the permit submittal.

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

RECOMMENDATION: Staff recommends denial of **CUP-2025-0036.** Should the Planning Commission choose to approve this item, staff recommends the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility for two-family structures for 1537 E. 5th Street.** *Staff finds the proposed two-family structure use is incompatible for the reasons outlined in this report;*

2. **The proposed two-family structure at 1537 E. 5th St. shall be limited to a combined total maximum of 2,800 gross square feet of habitable living space, with no more than six bedrooms for the entire structure.**

3. **Any proposed two-family structure shall be fully compliant with 166.23, Urban Residential Design Standards.**

4. **The proposed structure shall limit the visual impact of parking areas by locating parking behind a structure or as internal to the site as reasonably possible.**

5. **Any future expansion or change in the use shall require Planning Commission approval;**

6. **Per UDC §166.20, Expiration of Approved Plans and Permits, conditional use permit approval is valid for one year; and**

7. **Approval of this conditional use permit does not constitute approval of associated building plans or permits. The conditional use permit grants the applicant the right to submit a development proposal. The applicant shall coordinate with the City's Building Safety and Engineering Divisions to ensure that all proposed building and site renovations, including improvements to existing or proposed driveways, meet applicable permitting requirements.**

PLANNING COMMISSION ACTION: Required YES
Date: August 11, 2025 ❒ Tabled ❒ Approved ❒ Denied
Motion:
Second:
Vote:

FINDINGS OF THE STAFF

Section 163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,

3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or

4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

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

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

Finding: **The applicant has submitted a written application requesting a conditional use permit for two-family dwellings. Two-family dwellings are conditionally allowed in the RSF-4 zoning district.**

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

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

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

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

Finding: **The Planning Commission is empowered under Chapter §161.07 to grant the requested conditional use permit.**

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

Finding: **Staff finds that granting the requested conditional use permit may adversely affect the public interest, given the scale and lack of compatibility of what the applicant has presented. While two-family structures have existed in the area (since 1994 to the east, and 2020 to the west) with no apparent negative impact to the nearby properties, staff finds that the applicant's proposal lacks the same level of neighborhood character as what can be found in the surrounding neighborhood. Two-family structures, when designed with neighborhood context, can be inherently compatible with single-family dwellings, so from a use perspective, staff takes no issue. That said, dwellings in this area are relatively small in this low-density neighborhood,**

and the square footage of the proposed duplex greatly exceeds that of nearby developments. Staff notes that two-family dwellings are subject to more rigorous design standards than single-family dwellings by being subject to the requirements as outlined in chapter 166.23, Urban Residential Design Standards. Many of the design standards inherent to this portion of code are not being met with this proposal, including a lack of appropriate architectural elements, pedestrian connections, and no effort was made to minimize the visual impact of parking. Given these findings, staff recommends denial of the proposed two-family structure.

(c.) The Planning Commission shall certify:

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

Finding: **There are no specific rules governing two-family structures. Two-family structures are subject to chapter 166.23, Urban Residential Design Standards. Much of the design standards required in this chapter have not been met, which impacts the surrounding properties.**

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

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

Finding: **The subject property has frontage and a driveway is proposed to access along East 5th Street, a Residential Link street. As required in 166.23, a primary pedestrian walkway shall connect to the public sidewalk to allow pedestrians access the two-family dwelling. The applicant has not shown this connection in what has been submitted. A sidewalk does exist along the property's frontage and will be assessed at time of development to ensure that it meets Master Street Plan requirements – 6-foot greenspace and 6-foot sidewalk developed in the right-of-way. Any additional street improvements required along the property's frontage would be determined at the time of development review.**

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

Finding: **Based on the applicant's submittal, there would be sufficient space to park the required amount of vehicles on site per zoning requirements with four spaces in attached garages. The development is subject to compliance with the City's standards for two-family dwellings in single-family zoning districts as described in UDC Chapter 172, Parking and Loading. However, the design presented would contrast with surrounding developments as most properties are side or rear vehicle loading. The presented duplex would be markedly unique in having a significant portion of the driveway and garage take up most of the front of the property, a look contrary to nearby properties. Altogether, the driveway and garage would more than sufficiently**

provide parking for more vehicles than is required, which highlights the difference of the proposed development to the neighborhood's character.

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

Finding: **The applicant has indicated that they intend to utilize residential trash cart services and then placed at the curb for pick-up. Two-family structures are subject to compliance with the City's Urban Residential Design Standards, as outlined in UDC §166.23, which requires screening of trash and recycling facilities.**

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

Finding: **An existing 6-inch water main is present on the north side of E. 5th Street and another 6-inch water main is present on the east side of S. Sherman Avenue. An existing 6-inch sewer main is present on the north side of E. 5th Street and a 6-inch sewer main is present on the south side of S. Sherman Avenue. Capacity will be reviewed with future development permits.**

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

Finding: **Staff is not recommending additional screening for the proposed conditional use. The City's Urban Residential Design Standards would require that trash and recycling containers and mechanical and utility equipment be screened from view of the street. The applicant has not shown where the trash and recycling containers shall be stored.**

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

Finding: **Any proposed signage will be subject to the City's sign ordinance and all the regulations therein.**

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

Finding: **Staff finds that the proposed development appears to meet the setback requirements associated with the underlying zoning district based on the site and building plans provided. Compliance with setback and landscaping requirements would be determined at the time of development review.**

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

Finding: **Staff finds the requested conditional use to be incompatible with adjacent properties as it may adversely affect the public interest, given the scale and lack of compatibility of what has been presented. Duplexes have been developed to the east and west of the subject property. What is unique of the proposed development is the size and design of the duplex which contrasts with nearby housing developments. Conditions limiting the size and bedroom count as well as design standards would reduce potential impact to the surrounding areas. The property is near public infrastructure and**

other two-family residential developments. Staff finds allowing a duplex in this area is suitable; however, what has been presented would impact the character of the neighborhood in such a way that staff recommends denial.

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

Finding: **Staff finds that the proposal is compatible with the City's adopted plans. City Plan 2040 designates the property as Residential Neighborhood Area with an infill score of 6. Allowing the development of a two-family dwelling on this property would be aligned with the goals of City Plan 2040 since it would encourage a wider range of housing types in an area that is appropriate for infill.**

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code
  - §161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Applicant Request letter
- Site Plan
- Floor Plan
- Elevations

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

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

(B) *Uses.*

(1) *Permitted Uses*.

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

(2) *Conditional Uses*.

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

(C) *Density.*

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

(D) *Bulk and Area Regulations.*

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

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

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

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

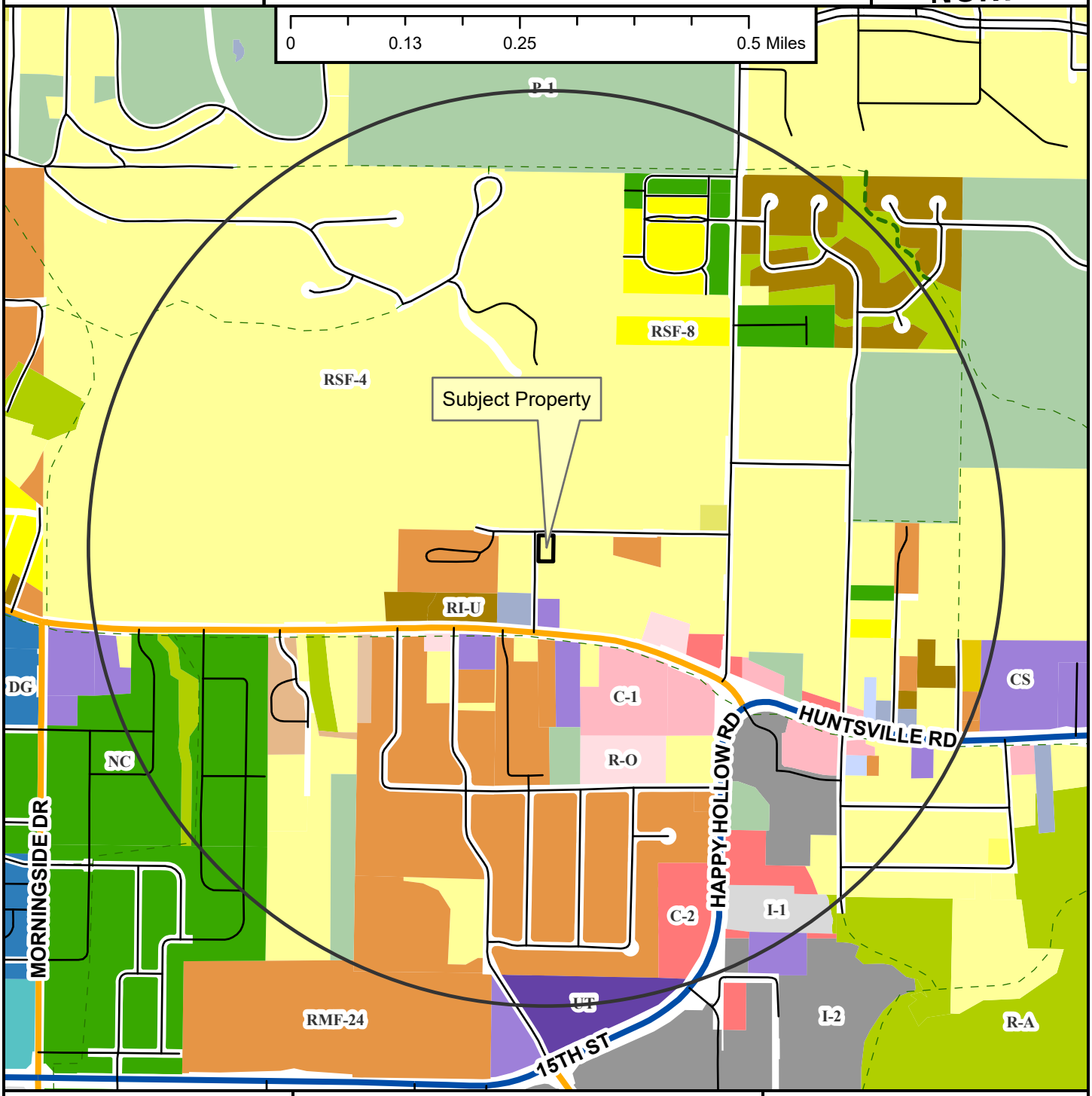
Editor's note(s)—Ord. No. 6625 , §1 adopted December 6, 2022, "determines that Section 2 of Ordinance 6427 (Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31,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

CUP-2025-0036

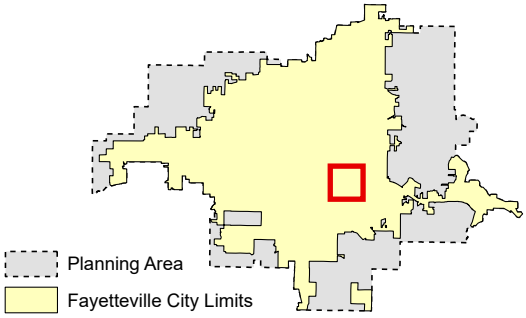
One Mile View

1537 E. 5TH ST

NORTH



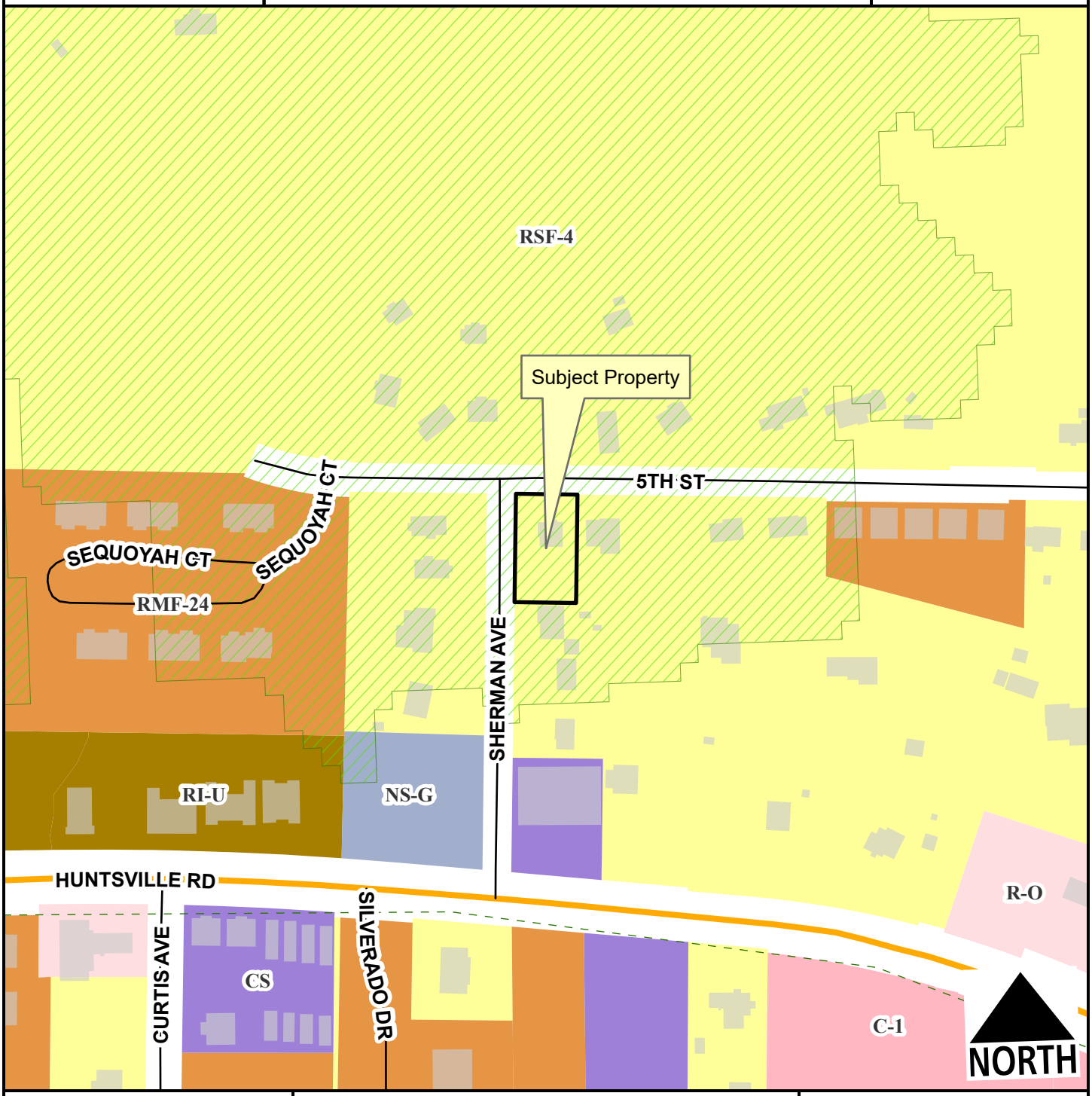
Neighborhood Link
Regional Link - High Activity
Unclassified
Alley
Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Fayetteville City Limits
Planning Area



CUP-2025-0036

Close Up View

1537 E. 5TH ST



- Neighborhood Link
- Unclassified
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)

Feet

0 75 150 300 450 600

1:2,400

CUP-2025-0036

Current Land Use

1537 E. 5TH ST

NORTH



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

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CUP Application letter for 1537 E 5th St. Request for conditional use permit to construct duplex in RSF-4 zoning.

(a) Building size in square feet; existing and proposed

The existing house on this lot is approximately 1600 sqft. Proposed duplexes are approximately 1500 sqft Per Side

(b) Color elevations of all exterior sides of the structure

Brick + Vinyl Siding

(c) Number of off-street parking spaces to be provided / number required

Four spaces required (2 per unit for duplexes). Four spaces provided.

(d) When request applies to a business or non-residential use: -Hours of operation -Number of employees -Anticipated number of patrons, clients, children, customers, etc. (average per day / peak hour)

Not applicable.

(e) Outdoor lighting

Outdoor lighting with duplex will not be different to that for single family.

(f) Noise

Noise from duplex not anticipated to be different than single family. There would be more variance based on the habits of specific residents than from single family to duplex.

(g) Screening or buffering from adjacent properties

Not proposed. Still residential use and no screening was provided for duplexes at 1633, 1645, 1659, 1673, or 1689 E 5th St on the same block this is proposed.

(h) Trash and refuse service (with particular reference to visibility from the street and adjacent properties), will be picked up at curb by the City of Fayetteville trash services.

(i) Ingress and egress to the property will have minimal impact because there will be a 24' driveway at the street that will serve both sides of the duplex.

(j.) There already exists a row of five duplexes (10 total units) on the same block of East 5th Street. The proposed project will be for residential use only as are the other duplexes on said street. Compared to the former development on East 5th Street, this project will consist of only one duplex and would have significantly lower impact.

GENERAL NOTES

1. ALL INTERIOR DRYWALL STUDS & GYP. BD. FURR DOWNS ARE 3 1/2" WOOD UNLESS NOTED OTHERWISE
2. SEE FLOOR PLAN SHEET FOR PARTITION TYPES & FINISH SCHEDULE
3. PLAN DIMENSIONS ARE TO CENTERLINE OF COLUMN, FACE OF STUD, OR FACE OF BRICK UNLESS NOTED OTHERWISE
4. PROVIDE SOUND BATTS @ ALL INTERIOR DRYWALL PARTITIONS EXCEPT @ WALLS SEPARATING STORAGE ROOM FROM STORAGE ROOM, STORAGE ROOM FROM CORRIDOR, & PARTITIONS THAT DO NOT EXTEND TO THE BOTTOM OF THE DECK OR ABOVE FINISH CEILING
5. SEE REFLECTED CEILING PLAN FOR CEILING LAYOUT, TYPES & MECH. DIFFUSER & LIGHT LAYOUTS.
6. PROVIDE RESILIENT REDUCER STRIPS BETWEEN CARPET & CONCRETE.
7. PAINT ALL VTR'S AND ROOF PENETRATIONS TO MATCH ROOF; WHERE POSSIBLE ROUTE TO LEAST VISIBLE SIDE OF ROOF.
8. PROVIDE ALUMINUM THRESHOLDS AT EXTERIOR DOORS.
9. PROVIDE SAFETY GLASS AT ANY WINDOW AND/OR GLAZED DOOR IN A HAZARDOUS LOCATION PER 2021 IRC R308.4
10. PROVIDE FIRE SEPARATION BETWEEN DWELLING & GARAGE PER 2021 IRC R302.5 & R302.6 AND ANY WINDOW NEAR THE SHOWER/TUB AND SILL UNDER 60" AFF PER IRC R308.4.5
11. INSTALL SMOKE DETECTORS PER IRC R314
12. INSTALL CARBON MONOXIDE DETECTORS PER IRC R315
13. EMERGENCY ESCAPE AND RESCUE OPENINGS REQUIRED FOR BEDROOMS PER 2021 IRC R310
14. GREEN STORMWATER PRACTICE REQUIRED
15. ANY FOUNDATION WALL OVER 4' IN HEIGHT REQUIRES AN INSPECTION OF THE REINFORCEMENT PRIOR TO POURING CONCRETE / FILLING CELLS
16. ALL MECH. AND UTILITY EQUIP. LOCATED ON THE WALL AND/OR GROUND SHALL BE SCREENED, EXCEPT FOR AIR CONDITIONING WINDOW UNITS. A. ALL ROOF MTD. UTILITIES AND MECH. EQUIP. SHALL BE SCREENED BY INCORPORATING SCREENING INTO THE STRUCTURE UTILIZING MATERIALS COMPATIBLE WITH THE SUPPORTING BUILDING. MECH. AND UTILITY EQUIP. OVER 30" IN HEIGHT SHALL MEET BUILDING SETBACKS, UNLESS LOCATED IN A UTILITY EASEMENT
17. GAS FIRED WATER HEATERS / APPLIANCES MUST BE 18" AFF MIN. WHEN LOCATED IN GARAGE OR NON-HABITABLE ROOMS COMMUNICATING DIRECTLY WITH THE GARAGE PER 2021 IMC 304.3

SHEET INDEX

A1.0	PROJECT DATA, SITE PLAN, AREA SCHEDULE & 3D IMAGES
A2.0	FIRST, SECOND, THIRD FLOOR & ROOF PLANS
A3.0	ELEVATIONS
A4.0	SECTIONS, DETAILS & NOTES

CERTIFICATE OF AUTHENTICATION

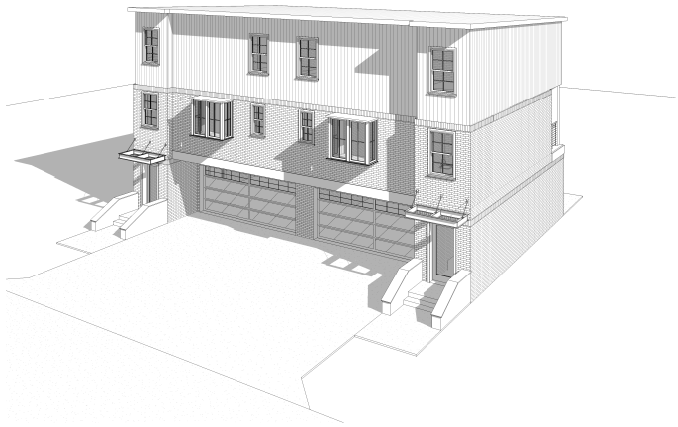
I hereby certify that these plans & specifications have been prepared by me, or under my supervision. I further certify that to the best of my knowledge these plans & specifications are as required by law & in compliance with the Arkansas Fire Prevention code for the state of Arkansas.

5.12.25

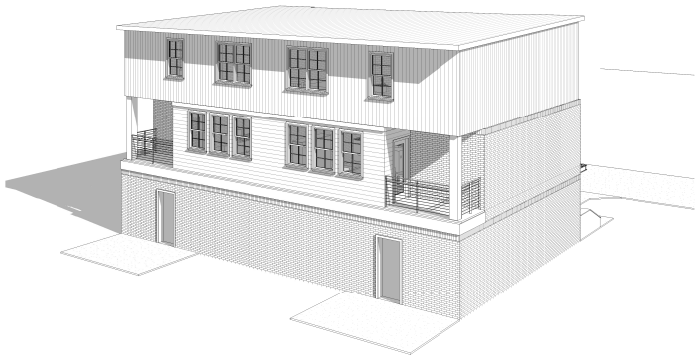
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AREA SCHEDULE

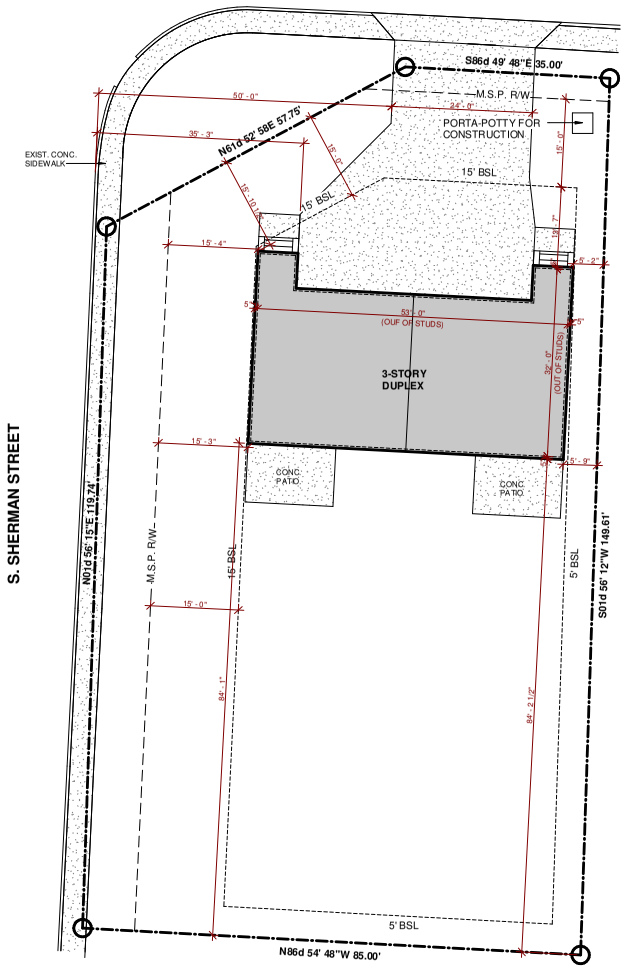
NAME	LEVEL	AREA	HT./CL.
2-CAR GARAGE	FIRST FLOOR PLAN	615 SF	NO
BALCONY	SECOND FLOOR PLAN	55 SF	NO
		670 SF	
ENTRY	FIRST FLOOR PLAN	134 SF	YES
SECOND FLOOR	SECOND FLOOR PLAN	716 SF	YES
THIRD FLOOR	THIRD FLOOR PLAN	783 SF	YES
HEATED S.F. PER SIDE		1633 SF	
TOTAL UNDER ROOF PER SIDE		2304 SF	



2 FRONT VIEW



3 REAR VIEW



1 SITE PLAN
1" = 10'-0"

Blue Rock Commercial
design | build
479-459-2838 - BLUEROCKDESIGNBUILD@GMAIL.COM

August 11, 2025

PROPOSED PROJECT FOR:

LEFLER DUPLEX

506 S. SHERMAN STREET, FAYETTEVILLE, ARKANSAS

BRETT A. BROWN
REGISTERED ARCHITECT

PROJECT DATA, SITE PLAN, AREA SCHEDULE & 3D IMAGES

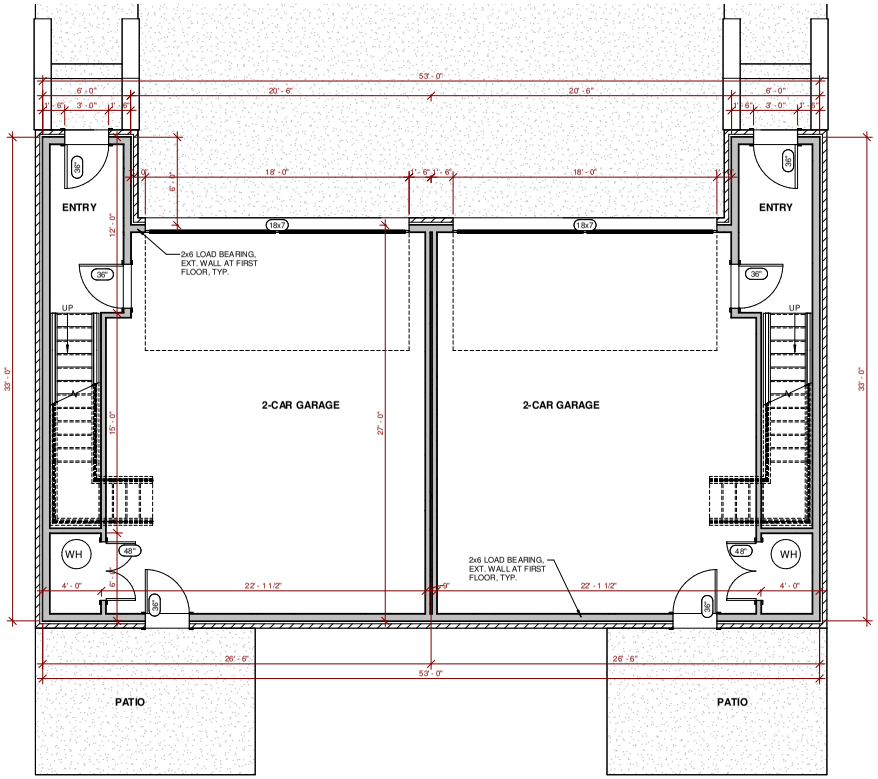
Seal

Revisions

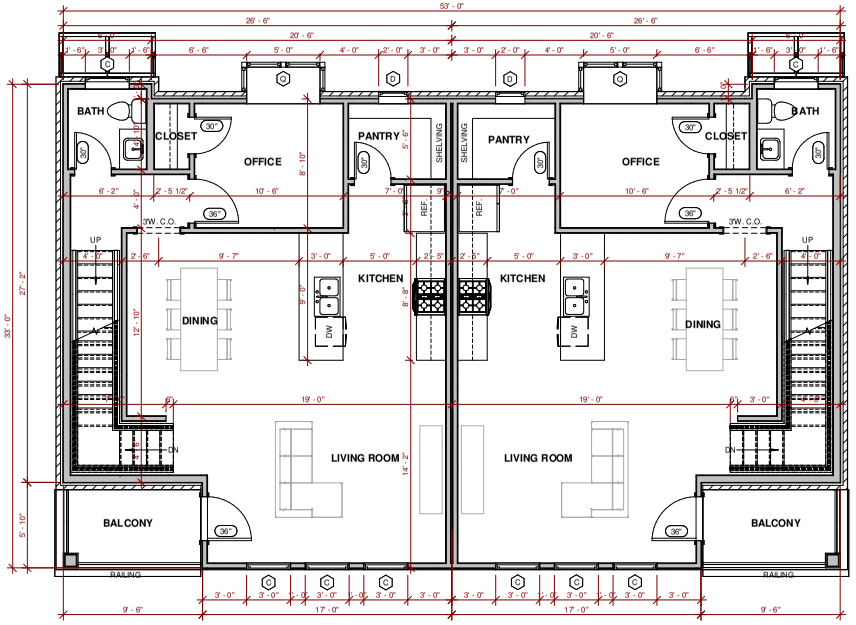
Date 6.24.25

Project 25.18

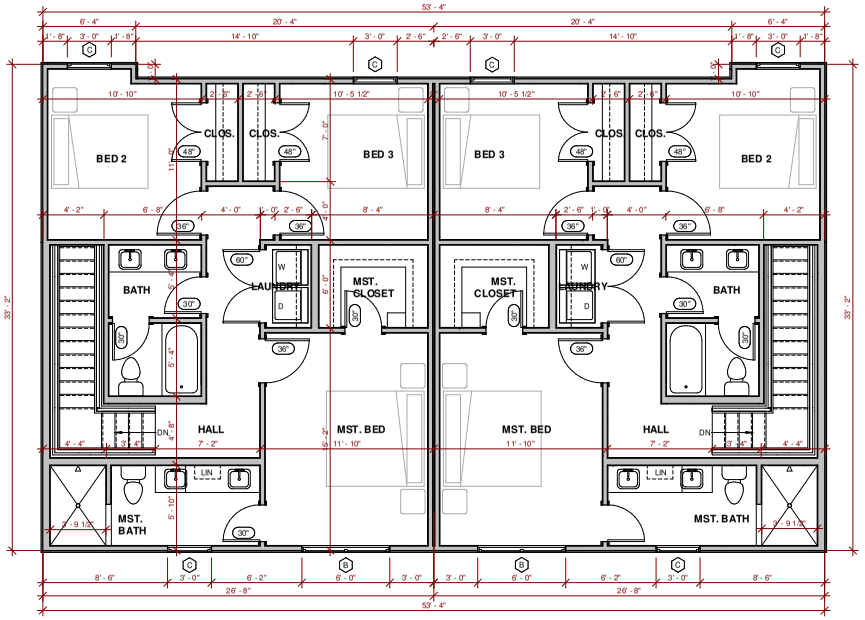
A1.0



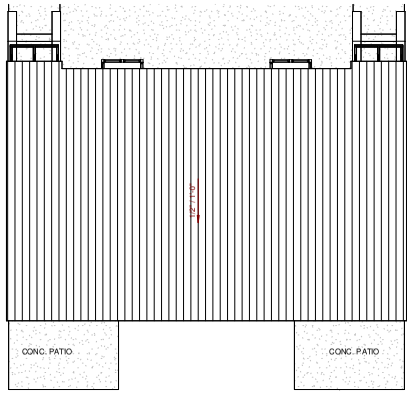
1 FIRST FLOOR PLAN
1/4" = 1'-0"



2 SECOND FLOOR PLAN
1/4" = 1'-0"



3 THIRD FLOOR PLAN
1/4" = 1'-0"



4 ROOF PLAN
1/8" = 1'-0"

WINDOW COUNT SCHEDULE

TYPE	COUNT	DESCRIPTION	BLINDS
B	2	(2) 3'-0" W. x 5'-0" T., SINGLE HUNG, INSULATED	
C	14	3'-0" W. x 5'-0" T., SINGLE HUNG, INSULATED	
D	2	2'-0" W. x 4'-0" T., SINGLE HUNG, INSULATED	
Q	2		
Grand total: 20			

Blue Rock Commercial
design | build
479-459-2838 - BLUEROCKDESIGNBUILD.COM

August 11, 2025

PROPOSED PROJECT FOR:

LEFLER DUPLEX

506 S. SHERMAN STREET, FAYETTEVILLE, ARKANSAS

ROBERT A. REECE
REGISTERED ARCHITECT

FIRST, SECOND, THIRD FLOOR & ROOF PLANS

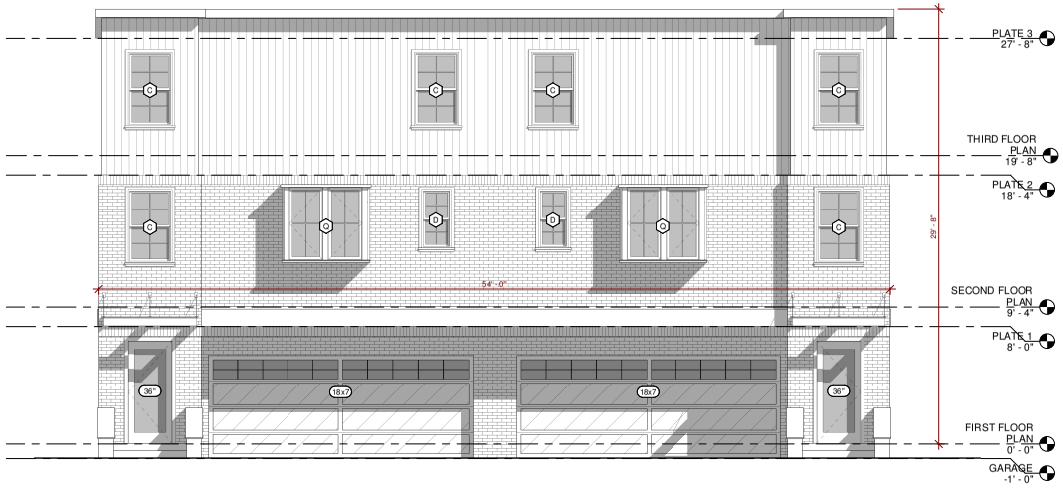
Seal

Revisions

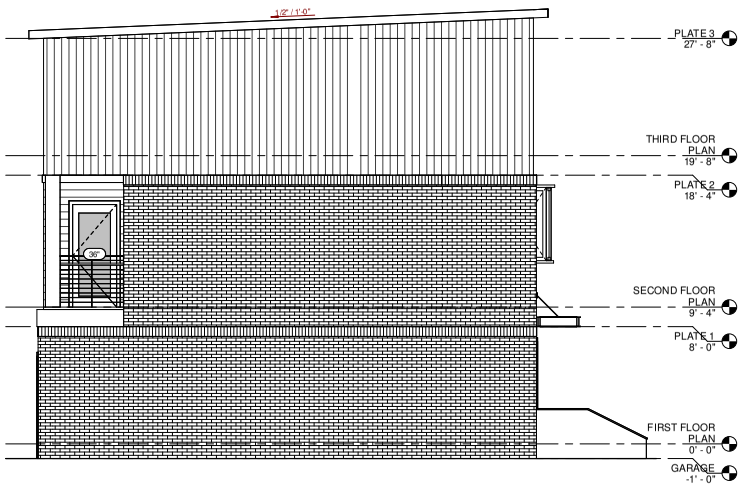
Date 6.24.25

Project 25.18

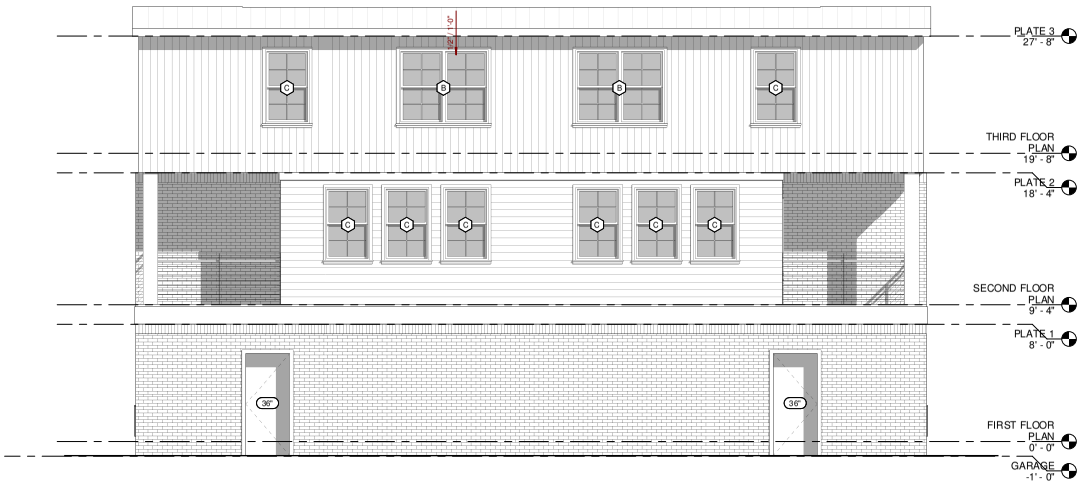
A2.0



3 FRONT ELEVATION
1/4" = 1'-0"



2 SIDE ELEVATION
1/4" = 1'-0"



1 REAR ELEVATION
1/4" = 1'-0"



4 SIDE ELEVATION 2
1/4" = 1'-0"

blueROCK design Commercial
479-459-2838 - BLUEROCKDESIGN@GMAIL.COM

PROPOSED PROJECT FOR:

LEFLER DUPLEX

506 S. SHERMAN STREET, FAYETTEVILLE, ARKANSAS

BRETT A. ROCK
REGISTERED ARCHITECT

ELEVATIONS

Seal

Revisions

Date 6.24.25

Project 25.18

A3.0

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner

MEETING DATE: August 11, 2025

SUBJECT: **CUP-2025-0037: Conditional Use Permit (160 S. 85TH AVE/ BROADWAY, 510):** Submitted by CHRIS BROADWAY for property located at 160 S. 85TH AVE. The property is zoned R-A, RESIDENTIAL AGRICULTURAL and contains approximately 1.52 acres. The request is to build an accessory structure that exceeds 50% the size of a principal structure.

RECOMMENDATION:
Staff recommends denial of **CUP-2025-0037.**

RECOMMENDED MOTION:
"I move to approve **CUP-2025-0037** with conditions, determining:

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

BACKGROUND:
The subject property is in far west Fayetteville east of the intersection of S. 85th Ave. and W. Astoria Ln. The property totals approximately 1.52 acres and is currently developed with a 1,528 square-foot single-family dwelling and a 580 square-foot garage per the Washington County Assessor. The parcel was annexed into city as part of a large annexation totaling 1,417.9 acres in 2006 (ORD 4888), which is when it received its current zoning designation of R-A, Residential Agricultural. The property is not subject to any zoning overlays, streamside protection boundaries, hydric soils, or FEMA floodplain. Surrounding land uses and zoning are listed in *Table 1.*

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Low Density Residential	R-A, Residential Agricultural
South	Low Density Residential	R-A, Residential Agricultural
West	Low Density Residential	R-A, Residential Agricultural RSF-1, Residential Single-Family, 1 Units per Acre
East	Low Density Residential	R-A, Residential Agricultural

Proposal: The applicant requests approval to construct a 24'x40' enclosed accessory structure with a 10'x24' attached porch (1,200 square feet total). Fayetteville's Unified Development Code, under §164.02, Accessory Structures, prohibits accessory structure(s) that exceed 50% of the size of the principal structure. Any accessory structure(s) requested that is greater than 50% the

size of the principal structure shall be allowed only as a conditional use and shall be granted in accordance with §163, governing applications of conditional use procedures; and upon the finding that the requested structure is designed to be compatible with the principal structure on the property and those on surrounding properties. As the principal structure on the parcel is 1,528 square feet, the total area of all accessory structures may be 764 square feet before a conditional use permit is required.

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

Public Comment: Staff has not received any public comment or inquiries about the request.

RECOMMENDATION: Staff recommends denial of **CUP-2025-0037.** If approved, staff recommends the following conditions;

Conditions of Approval:

1. **Planning Commission determination of compatibility for a 1,200 square foot detached accessory structure to be constructed exceeding 50% the size of the principal structure.** *Staff finds the accessory building to be incompatible with adjacent properties.*

2. **Evergreen vegetative screening shall be planted to the west of the westernmost driveway to minimize the appearance of multiple garages from the public right-of-way.**

3. **The existing 10' x 10' outbuilding shall be demolished or removed prior to issuance of a building permit for the associated structure.**

4. **This approval does not grant building permit approval for the associated structure. A building permit shall be submitted for review of compliance with all city codes.**

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: August 11, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,

3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or

4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

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

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

Finding: **The applicant has submitted a written application requesting conditional use approval of an accessory structure that is greater than 50% the size of the principal structure, as outlined in 164.02(A)(5).**

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

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

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

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

Finding: **The Planning Commission is empowered under Unified Development Code §164.02(A)(5) to grant the requested conditional use permit.**

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

Finding: **Staff finds the applicant's request may adversely affect the public interest. When combined with existing accessory structures, the proposed 1,200 sq ft shop would total more than 215% of the principal building's size. Even if the applicant removes the existing outbuilding, the remaining accessory square footage would still be roughly 209%—well above the 50% threshold that triggers a conditional use permit. Staff maintains that allowing accessory structures exceeding 200% of the principal building does not align with the ordinance's intent, which is to ensure that accessory structures remain incidental and subordinate to the primary structure. Furthermore, although the property is zoned R-A (Residential Agricultural) and large outbuildings are typical within more rural areas, surrounding parcels are developed with**

strictly residential uses. Staff finds that the intense clustering and oversized scale of these accessory buildings conflict with nearby development patterns.

(c.) The Planning Commission shall certify:

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

Finding: **Per Unified Development Code §164.02, accessory structures exceeding 50% the size of the principal structure shall be allowed only as a conditional use and shall be granted in accordance with §163, governing applications of conditional use procedures; and upon the finding that the requested structure is designed to be compatible with the principal structure on the property and those on surrounding properties. Accessory structures that exceed 50% of the size of the principal structure shall meet the setback requirements of the zoning district in which it is located. The proposed shop is meeting setback requirements per the provided site plan.**

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

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

Finding: **The applicant proposes to utilize an existing shared driveway which accesses S. 85th St. Given that three separate structures would have access to the shared drive, staff could anticipate minor conflicts with the neighboring property owner who uses the driveway to access the property to the east should vehicles not be stored properly.**

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

Finding: **The accessory structure is proposed approximately 20 feet from the northern property line. Staff anticipates parking to be either within either the existing driveways or one of multiple existing or proposed garages on site.**

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

Finding: **Refuse containers will likely be contained within the proposed structure, and the site is likely to be served by residential carts. No additional conditions are recommended.**

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

Finding: **The property appears to have direct access to water through the Washington Water Authority but has no access to city of Fayetteville sewer.**

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

Finding: **The accessory structure is proposed near the northern property line and will be partially screened by an existing garage structure, staff finds that the structure will likely be visible from S. 85th Ave. Staff recommends that if approved, evergreen vegetative screening shall be planted to the west of the westernmost driveway in order to minimize the appearance of multiple garages from the public right-of-way.**

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

Finding: **Any proposed signage will be subject to UDC §174, Signs, and all regulations therein.**

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

Finding: **One new structure is proposed with this conditional use permit. Compliance with building setbacks will be confirmed at the time of building permit submittal, though the applicant appears to be meeting relevant setbacks.**

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

Finding: **Staff finds that the proposal is incompatible with adjacent properties. Adjacent properties are generally rural or low-density residential, with accessory structures generally spread throughout adjacent properties rather than concentrated close together. Metal structures are not common in surrounding properties and the proposal would create three detached garages directly adjacent to one another along a shared driveway.**

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

Finding: **On the balance of issues, staff finds the proposal to be generally compatible with the goals and intent of the City's adopted land use, transportation, and other strategic plans. Staff finds that the request to place an accessory structure exceeding 200% the size of the principle structure would allow for greater flexibility in the use of the parcel but would also increase intensity of uses on the parcel beyond what staff would consider compatible in this district.**

BUDGET/STAFF IMPACT:
None.

Attachments:

- Unified Development Code
  - §164.02 Accessory Structures And Uses
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
- Staff Exhibit: Street View of Existing Conditions
- Applicant Request Letter
- Site Plan
- Rendering

164.02 Accessory Structures And Uses

Accessory Structures and Uses. Accessory structures and uses shall be subject to the applicable use conditions set forth in Zoning, Chapters 160 through 165, and to the following general conditions:

(A) *Accessory Structures*.

(1) *When Erected.* No accessory structure shall be erected on any property prior to the construction of the principal structure, unless such accessory structure shall have been approved by the Planning Commission as a conditional use. An approved accessory structure erected prior to the principal structure shall not be inhabited.

(2) *Integral Part of Principal Structure.* An accessory structure erected as an integral part of the principal structure shall be made structurally a part thereof, shall have a common wall therewith, and shall comply in all respects with the requirements of the building code applicable to the principal structure.

(3) *Height and Setback Restrictions.* Accessory structures 10 feet or less in height shall maintain a minimum side setback of 3 feet and a minimum rear setback of 5 feet from the property lines. Accessory structures greater than 10 feet in height shall meet the setback requirements of the zoning district in which it is located. All accessory structures shall conform to the front setbacks of the zoning district in which is it located.

(4) *Build-to Zones.* Accessory structures shall be exempt from meeting the requirements of the build-to zone in any zoning district.

(5) *Size of Accessory Structure(s).* Any accessory structure(s) shall be 50% or less of the size of the principal structure, except for accessory roof mounted solar energy systems and accessory ground mounted solar energy systems. Any accessory structure(s) requested that is greater than 50% the size of the principal structure shall be allowed only as a conditional use and shall be granted in accordance with §163, governing applications of conditional use procedures; and upon the finding that the requested structure is designed to be compatible with the principal structure on the property and those on surrounding properties. Accessory structures that exceed 50% of the size of the principal structure shall meet the setback requirements of the zoning district in which it is located.

(6) *Shared Accessory Structures.* Shared accessory structures may be constructed across common property lines, subject to all building and fire codes. Building setbacks for shared accessory structures may be administratively varied to permit zero lot line development. Easements for driveway access and maintenance of the structure and driveway shall be provided prior to the issuance of a building permit. For purposes of calculating size of shared accessory structures, only that portion of the shared accessory structure on the lot with the principal structure shall count toward the maximum allowable size.

(7) *Accessory Ground Mounted Solar Energy Systems.* An accessory ground mounted solar energy system shall be considered an accessory structure and shall be subject to applicable accessory structure requirements.

(8) *Electric Vehicle Charging Stations.* Electric vehicle charging stations that are publicly accessible shall be considered an accessory use in all commercial, mixed-use, industrial, and institutional zoning districts. Publicly accessible electric vehicle charging stations shall be reserved for the parking and charging of electric vehicles only and information shall be posted indicating that the space is reserved for electric vehicle charging purposes only. Electric vehicle charging equipment must be designed and located to not impede pedestrian, bicycle or wheelchair movement. Property owners may collect a service fee for the use of an electric vehicle charging station. Information shall be posted identifying voltage and amperage levels and any type of use, fee, or safety information related the electric vehicle charging station. Electric vehicle charging stations must be maintained in all respects, including the functioning of the equipment. A phone number, email address, or some other contact information must be provided on the charging equipment for reporting when it is not functioning, or for when other problems are encountered.

(B) *Swimming Pools.* Swimming pools shall not be located in any required front setback.

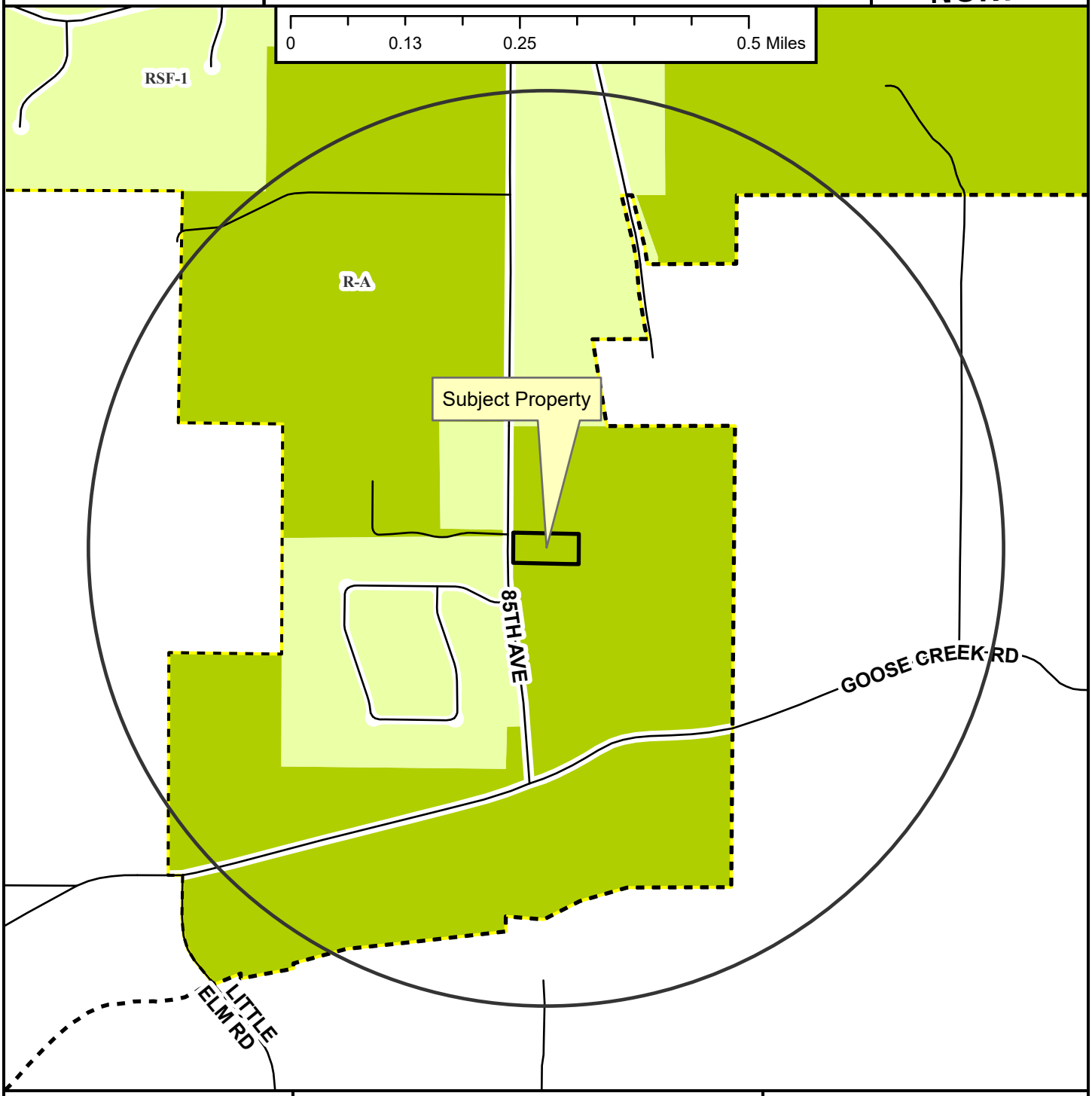
(Code 1965, App. A., Art. 7 (1); Ord. No. 1747, 6-29-70; Ord. No. 2177, 12-16-75; Ord. No. 3131, 10-1-85; Code 1991, §160.076; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4817, 1-3-06; Ord. No. 5239, 5-5-09; Ord. No. 5592, 06-18-13; Ord. No. 5950 , §1, 2-7-17; Ord. No. 6245 , §§4, 5, 10-15-19; Ord. No. 6407 §2, 1-19-21)

CUP-2025-0037

One Mile View

160 S. 85TH AVE

NORTH

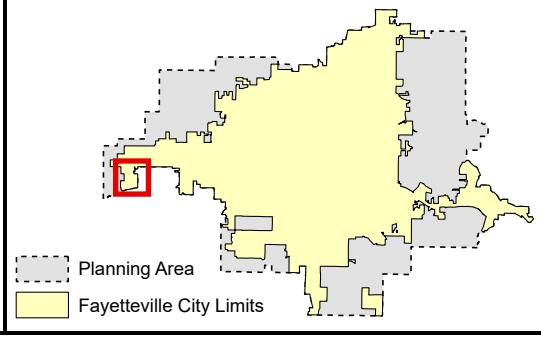


Unclassified

Residential Link

Fayetteville City Limits

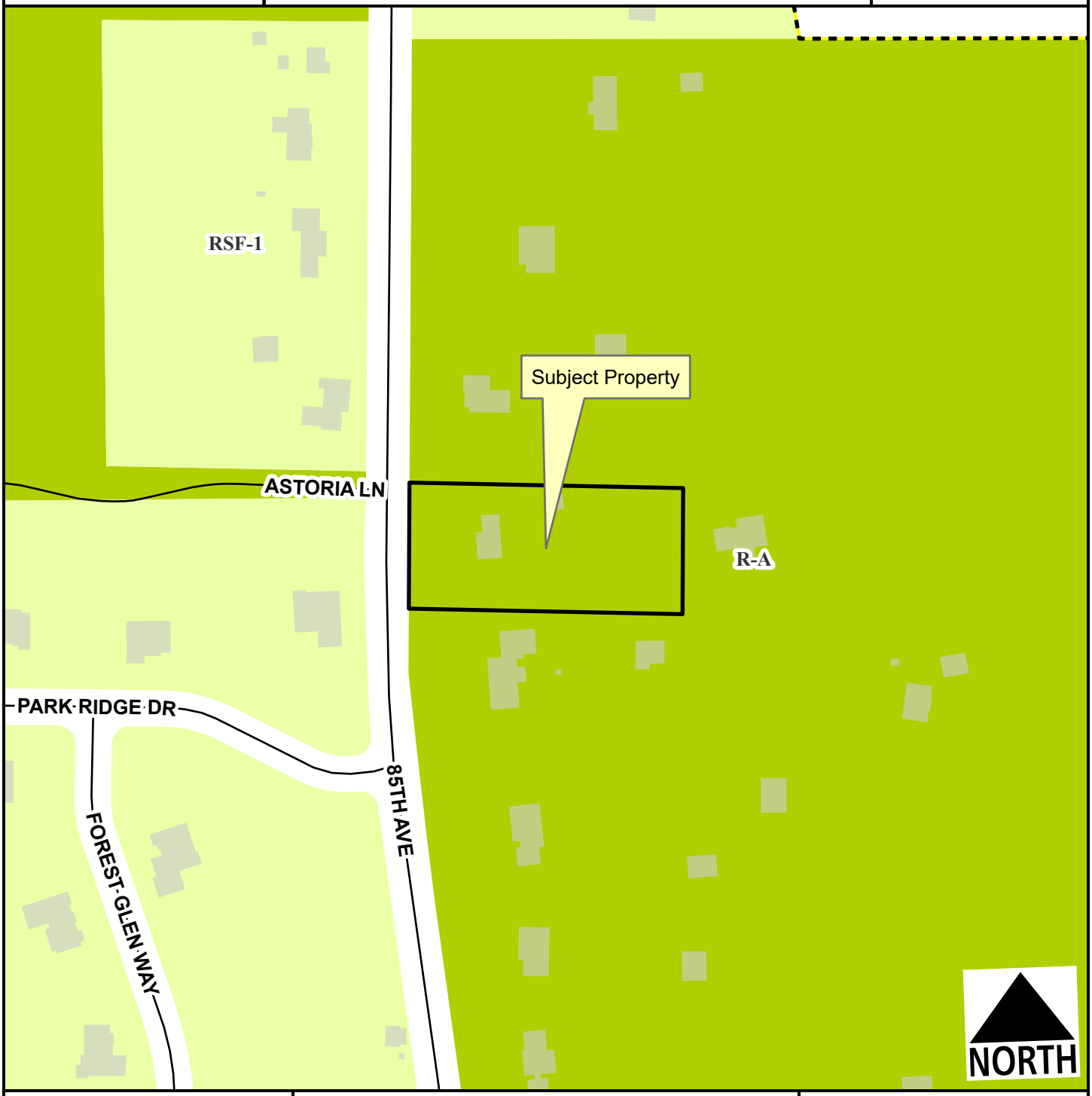
Planning Area



CUP-2025-0037

Close Up View

160 S. 85TH AVE



Unclassified
Residential Link
Planning Area
Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

CUP-2025-0037

Current Land Use

160 S. 85TH AVE

NORTH



Unclassified
Residential Link
Planning Area
Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

100-Year Floodplain
Floodway

STAFF EXHIBIT:
GOOGLE STREET VIEW





See responses below in Red

Description of Request for Pole Barn located @ 160 S 85th Ave, Fayetteville, AR 72704

Erect Pole Barn consisting of 24x40 enclosed and 10x24 attached porch. (1200 total square feet). To be used for storage, hobby and personal use.

(3) Complete description of this request (what is proposed by the applicant) to include all applicable items below (indicate N/A if it does not apply to your project):

(a) Building size in square feet; existing and proposed Existing-2,057sq ft/ / Proposed-1,200sq ft
(b) Color elevations of all exterior sides of the structure Gray
(c) Number of off-street parking spaces to be provided / number required N/A
(d) When request applies to a business or non-residential use: N/A
-Hours of operation
-Number of employees
-Anticipated number of patrons, clients, children, customers, etc. (average per day / peak hour)
(e) Outdoor lighting N/A
(f) Noise N/A
(g) Screening or buffering from adjacent properties Large Existing Trees Buffer adjacent properties
(h) Trash and refuse service (with particular reference to visibility from the street and adjacent properties) N/A
(i) Ingress and egress to the property; traffic impacts Ingress and Egress is from existing driveway and does not impact traffic
(j) A response discussing the general compatibility of the proposed use with adjacent properties and other property in the neighborhood Location of Pole Barn is on 1.52acs and is compatible with adjacent properties as many have existing Pole Barns.

Add description of project request per conditional use permit application checklist. What is the intended use of the pole barn? Pole Barns use will be for storage, hobby and personal use. No commercial use

Letter shall specify that the conditional use permit request is for UDC 164.02(A)(5) "Any accessory structure(s) requested that is greater than 50% the size of the principal structure shall be allowed only as a conditional use"

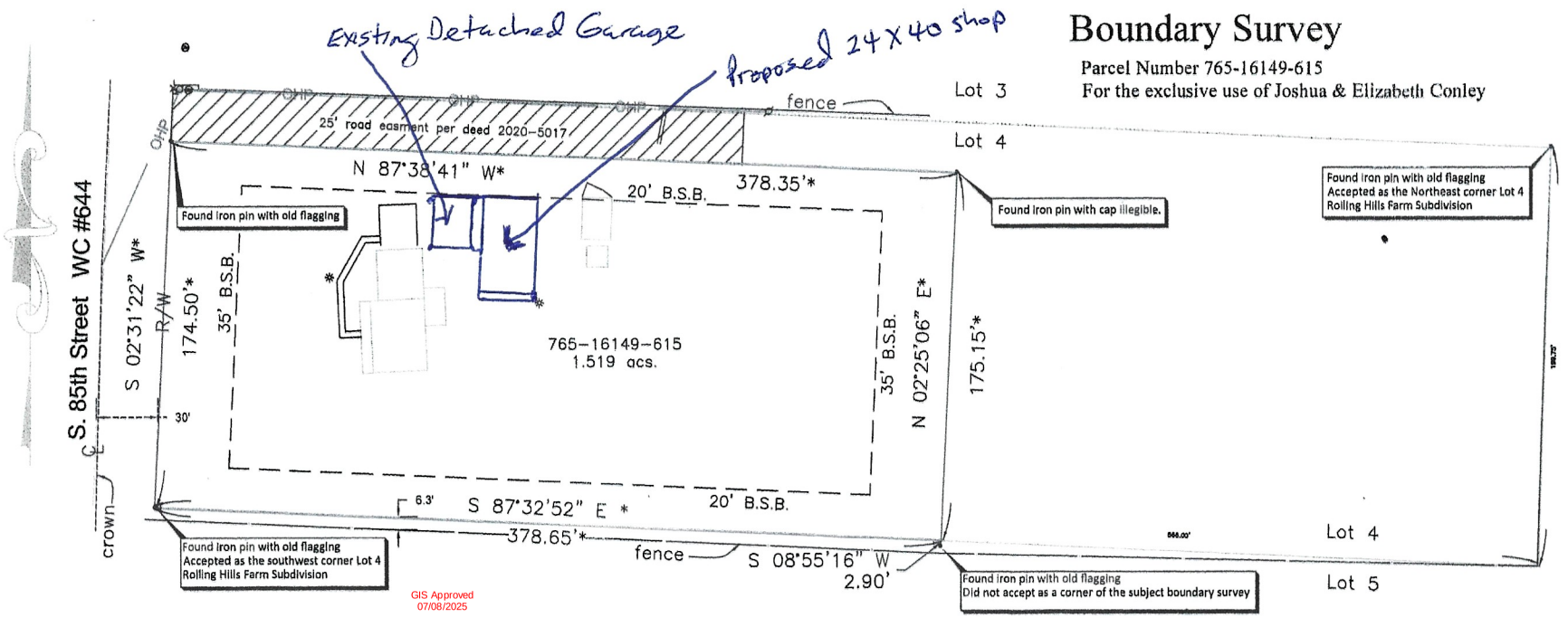
Additional information for Use of proposed Pole Barn @ 160 S 85th Ave

The usage for the proposed Pole Barn will be for storage of additional automobiles, motorcycles and other miscellaneous items. These items will be stored inside of the enclosed proposed Pole Barn instead of the outside of the structure in the backyard. We intend on tearing down or selling and moving the gray structure to the east which is directly behind the proposed Pole Barn. In addition, this proposed Pole Barn sits on 1.52 acres and is zoned Residential Agriculture.

160 S 85th Ave
Fayetteville, AR 72704

Boundary Survey

Parcel Number 765-16149-615
For the exclusive use of Joshua & Elizabeth Conley



GIS Approved
07/08/2025

Surveyor's Notes:

1. Except as specifically stated or shown on this plat, the survey does not purport to reflect any of the following which may be applicable to the subject real estate: Easements, other than possible easements which were visible at the time of making this survey; building setback lines; restrictive covenants; subdivision restrictions; zoning or other land-use regulations, or any other facts which an accurate and current title search may disclose.
2. Basis of Bearings: GPS observation- Arkansas North Zone
3. This survey is valid only if the drawing includes the seal and signature of the surveyor.
4. Subsurface and environmental conditions were not examined nor considered a part of this survey.
5. No right-of-way is being dedicated by this plat.
6. Field work performed April 5-7,2024.

WD 2020-05017 Description:

Part of Lot 4, Rolling Hills Farm, Washington County, Arkansas, being more particularly described as follows, to wit: Beginning at the SW Corner of said Lot 4, said point being on the right-of-way of County Road #644; thence leaving said right-of-way, S89°39'34"E 378.67 feet; thence N00°28'34"W 174.42 feet; thence N89°39'34"W 378.67 feet to the right-of-way of County Road #644; thence with said right-of-way, S00°28'34"E 174.42 feet to the point of beginning and containing 1.515 acres, more or less.

Also, A 25 foot Road Easement over and across part of Lot 4 of Rolling Hills Farms [sic] , Washington County, Arkansas, being more particularly described as follows: Beginning at the NW Corner of the said Lot 4, said said point being on the right-of-way of County Road #644, and running thence S 89°39'34" E 275.00 feet; thence S 00°28'34" E 25.00 feet; thence N 89°39'34" W 275.00 feet to the right-of-way of County Road #644; thence with said right-of-way N 00°28'34" W 25.00 feet to the point of beginning.

*= field measured

LEGEND

These standard symbols will be found in the drawing, unless otherwise noted.

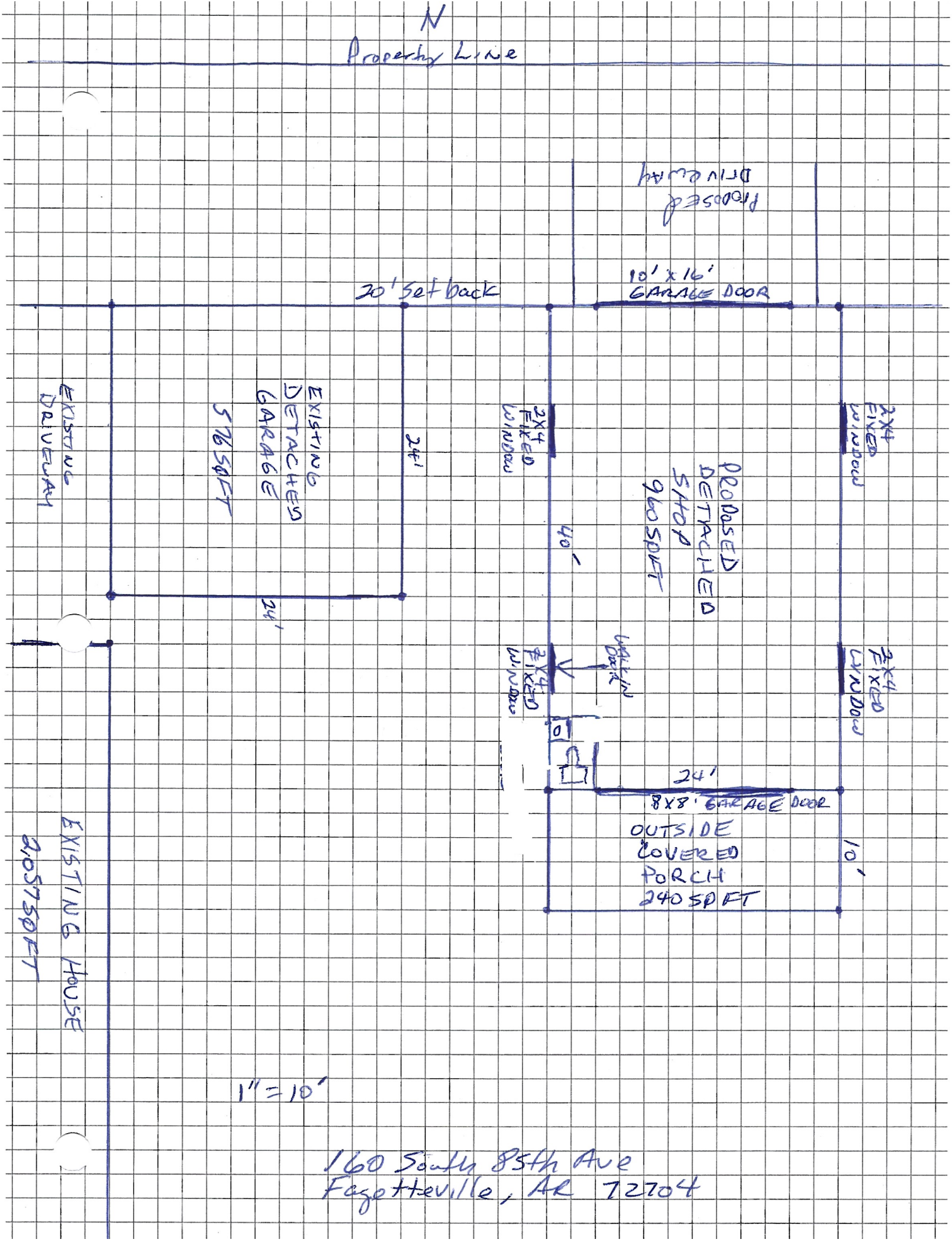
- ● Found Iron Pin 1/2 inch rebar
- T Telephone pedestal
- Power pole
- OHP Overhead Power (Ozark Electric)
- * Yard light
- GM Gas meter

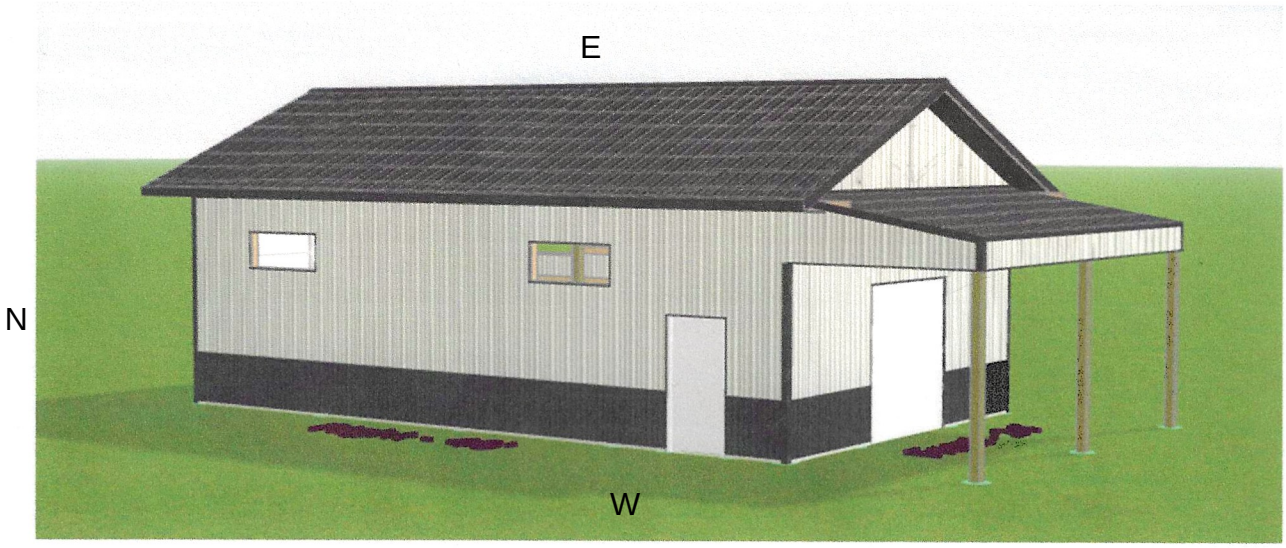
LICENSED PROFESSIONAL SURVEYOR
STATE OF ARKANSAS
NO. 1514
SIGNATURE
DARYL V. DOYAL
04/07/2025

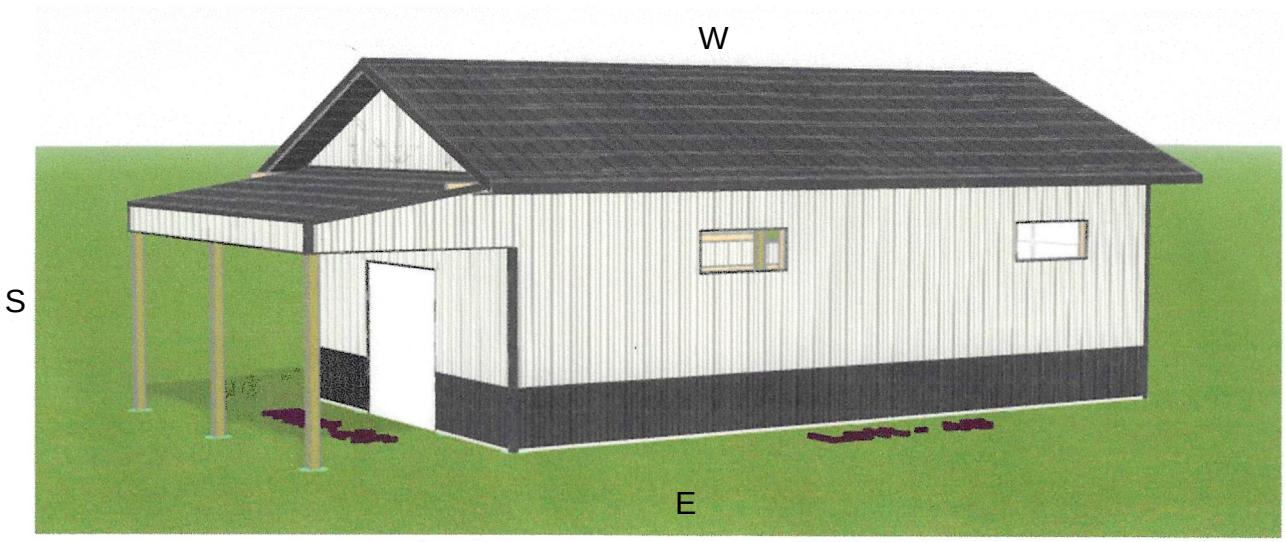
Surveyor's Declaration:
I declare that this survey meets the Standards of Practice No. 1 per the State of Arkansas.

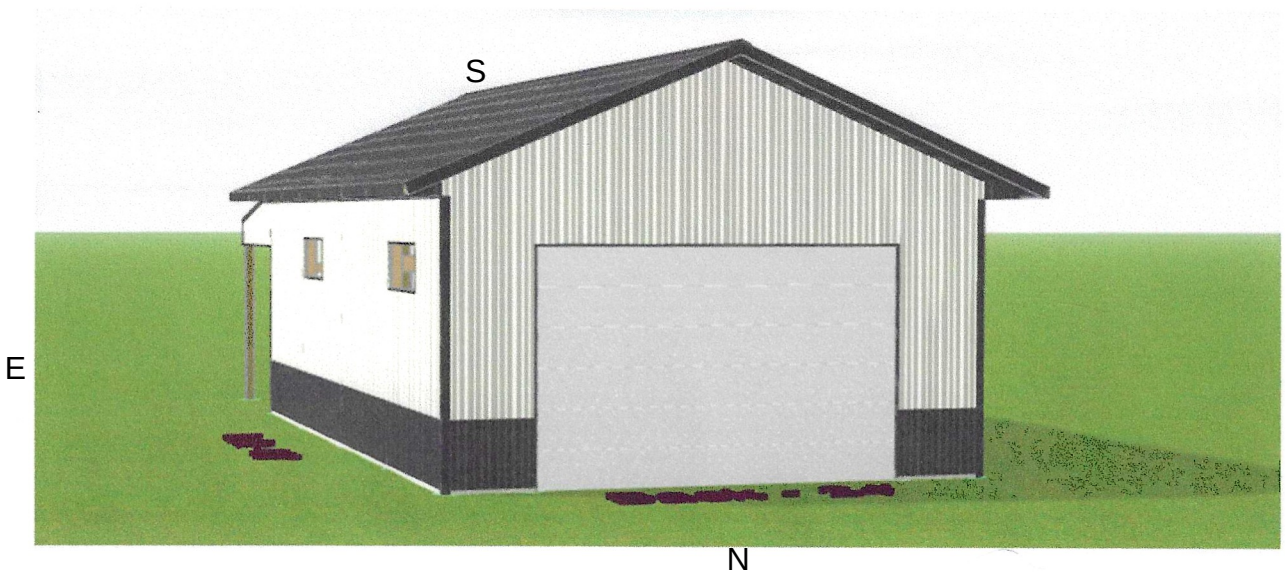
dvdsurveying.com
Daryl V. Doyal P.S. #1514
14150 Highland Church Road
Fayetteville,AR 72704
(479)267-0373

State Plat Code: 500-16N-31W-0-16-340-72-1514


N
Property Line
Proposed Driveway
10' x 16' GARAGE DOOR
20' Set back
EXISTING DRIVEWAY
EXISTING DETACHED GARAGE
576 SQFT
24'
24'
2X4 FIXED WINDOW
40'
PROPOSED DETACHED STAND 960 SQFT
2X4 FIXED WINDOW
2X4 FIXED WINDOW
WALK-IN DOOR
24'
8X8' GARAGE DOOR
OUTSIDE COVERED PORCH 240 SQFT
10'
EXISTING HOUSE 2,057 SQFT
1" = 10'
160 South 85th Ave
Fayetteville, AR 72704

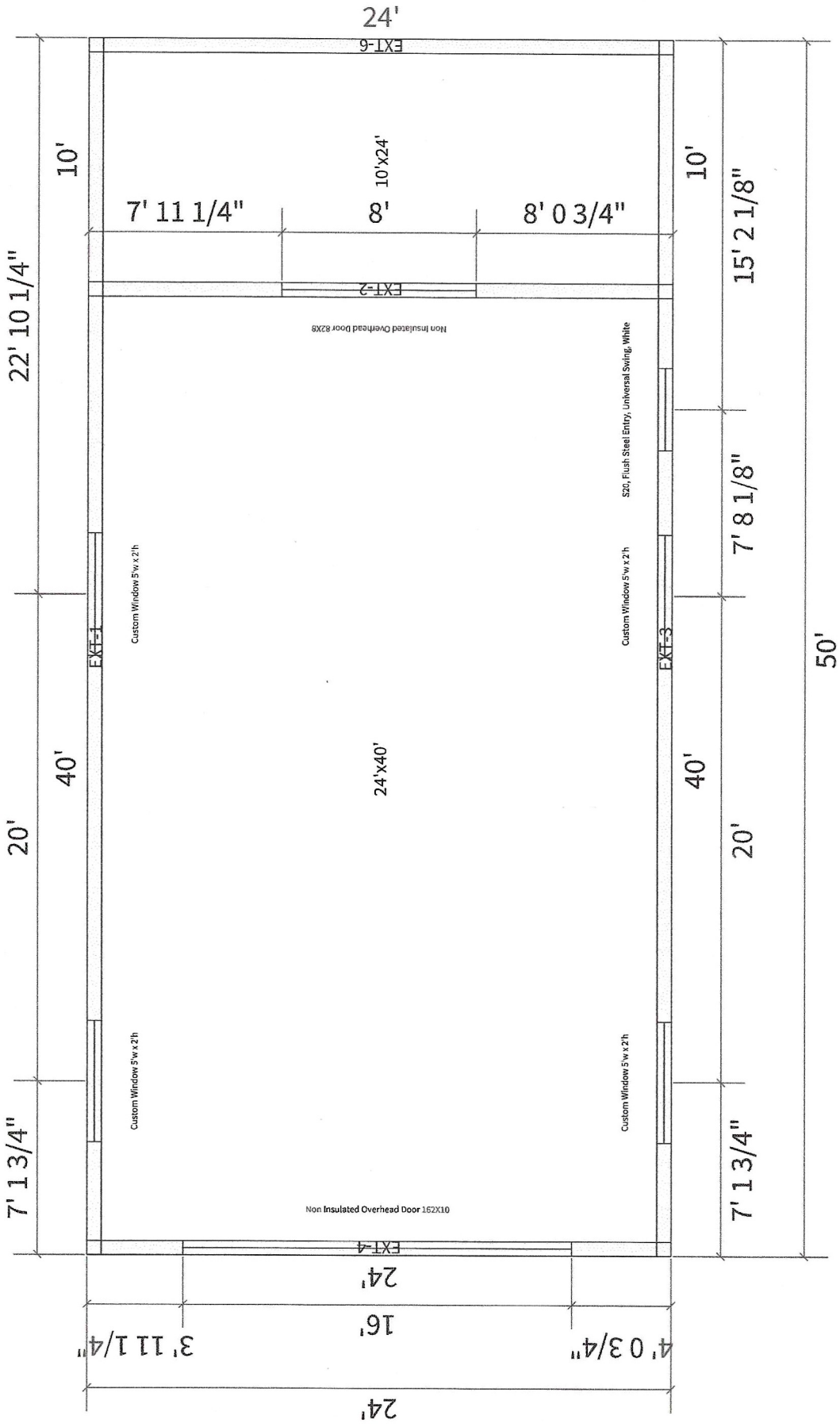

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Job: Chris Broadway / Josh Conley
Date: 6/12/2025
Time: 12:46 PM

Wall Layout



CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING DATE: August 11, 2025

SUBJECT: **RZN-2025-0027: Rezoning (3070 W. MOUNT COMFORT RD/SUMMERHILL, 323):** Submitted by WESLEY BATES for property located at 3070 W. MOUNT COMFORT RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.40 acres. The request is to rezone the property to NS-G, NEIGHBORHOOD SERVICES-LIMITED.

RECOMMENDATION:
Staff recommends forwarding **RZN-2025-0027** to City Council with a recommendation for approval.

RECOMMENDED MOTION:
"I move to forward **RZN-2025-0027** to City Council with a recommendation for approval."

BACKGROUND:
The subject property is in west Fayetteville at the northwest corner of W. Mount Comfort Road's intersection with N. Gooseberry Lane. The property contains 0.40 acres which is currently zoned RSF-4, Residential Single-Family, 4 Units per Acre, and is developed with a single-family home that County records indicate was built in 1960. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

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

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, 4 Units per Acre to NS-G, Neighborhood Services, General.

Public Comment: Staff has received public comment in opposition to the request. Neighbors were concerned that the proposal was incompatible with the surrounding land uses, and inconsistent with the neighborhood character.

INFRASTRUCTURE AND ENVIRONMENTAL ANALYSIS:

Streets: The subject area has street frontage along W. Mount Comfort Road, which is a fully improved Regional Link Street with asphalt paving, sidewalk, curb and gutter.

The subject area has street frontage along North Gooseberry Lane, which is a partially improved Residential Link Street with asphalt paving and open ditches. Any street improvements required in these areas would be determined at the time of the development proposal. Any additional improvements or requirements for drainage will be determined at time of development.

Water: Public water is available to the subject area. An existing 12-inch water main is present along W. Mount Comfort Road. An existing 2.5-inch water main is present along N. Gooseberry Lane.

Sewer: Sanitary sewer is available to the subject area. An existing 8-inch sewer main is present along W. Mount Comfort Road. An existing 8-inch sewer main is present along N. Gooseberry Lane. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 50 linear feet downstream of this property.

Drainage: No portion of the subject property lies within the Hillside-Hilltop Overlay District or a FEMA floodplain. Additionally, no protected streams are present, no are there hydric soils on the property. Any additional improvements or requirements for drainage will be determined at time of development.

Fire: Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. Station 8, located at 2266 W Deane St., protects this site. The property is located approximately 1.1 miles from the fire station with an anticipated drive time of approximately 3 minutes using existing streets. The anticipated response time would be approximately 5.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district of NS-G, Neighborhood Services, General requires **20% minimum canopy preservation.** The current zoning district of RSF-4, Residential Single-Family, Four Units per Acre requires **25% minimum canopy preservation.**

CITY PLAN 2040 FUTURE LAND USE PLAN: The City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood**.

Residential Neighborhood areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **5** for this site with a weighted score of **4.5**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station #8, Deane Street)
- Near Sewer Main (8" in N. Gooseberry Lane, 8" in W. Mount Comfort Road)
- Near Water Main (12" in W. Mount Comfort Road, 2.5" in N. Gooseberry Lane)
- Near City Park (Gary Hampton Softball Complex)
- Near Paved Trail (Marked Shared Roadway, W. Mount Comfort Road)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the proposed rezoning from RSF-4 to NS-G to be compatible with the surrounding land uses. RSF-4 is a single-family district that typically requires 70 feet of street frontage and a minimum lot area of 8000 sq. feet. Though surrounded by single-family uses to the west, north, and east, the property fronts W. Mount Comfort Road on the northwest corner of its intersection with N. Gooseberry Lane. W. Mount Comfort Road is a High Activity Link Street, and with its location on the corner with a major thoroughfare, a single-family zoning district is not likely the highest and best use for the property. NS-G, while it allows for some limited commercial uses, is still considered to be a residential district, the intention of which is to promote pedestrian-oriented neighborhood development at a scale that is compatible with surrounding land uses. While allowing a density up to 18 units per acre, staff finds that given the size of the site, the lot area minimums for dwelling units, and the limited nature of developable area, the site would likely never reach that maximum threshold. Further, limited businesses (such as medical offices, coffee shops, and small grocery stores) would be permitted on the property to a maximum size of 8000 sq. ft., which, given its corner location, would be well-suited to provide services and amenities within a walkable area to many residents that currently are required to take those trips using a vehicle.**

Land Use Plan Analysis: **Staff finds the proposed rezoning to be consistent with the City's adopted land use plans. The insertion of the possibility of non-residential uses in the area promotes walkability in an area that has long been established as residential. The property is located almost precisely halfway between two tier centers (one on N. Rupple Road and W. Mount Comfort, and the other located at W. Mount Comfort and N. Salem Road). Further, the infill score is 5, indicating that a minimal increase in density would be recommended here. Staff finds that the applicant's request is in line with this score. The proposal also supports goals 3 and 4 in City Plan 2040.**

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds that rezoning the subject property from RSF-4 to NS-G is justified and is consistent with the city's future land use plans.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **A rezoning from RSF-4 to NS-G has the potential to increase traffic at this location considering that the site is currently developed with a single-family home. Staff does not find, however, that given the size of the site, and the requirements for access management, that it would be to an appreciable degree.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The proposed rezoning has the potential to alter the population density since it would allow for increased residential development. However, the property currently has access to public streets and water. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 50 linear feet downstream of this property, and any necessary upgrades or improvements to existing infrastructure would be determined at the time of development. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0027 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required** **YES**
Date: August 11, 2025	❒ **Tabled** ❒ **Forwarded** ❒ **Denied**
Motion:	
Second:	
Vote:	

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code:
  - §161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre
  - §161.19 NS-G, Neighborhood Services - General
- One Mile Map
- Close-up Map
- Current Land Use Map
- Future Land Use Map
- Request letter
- Public Comment

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

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

(B) *Uses.*

(1) *Permitted Uses*.

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

(2) *Conditional Uses*.

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

(C) *Density.*

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

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two (2) family dwellings
Lot minimum width	70 feet	80 feet

Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet
Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

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

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

Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on July 1, 2025 at 7:00 p.m. unless prior to that time and date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.19 NS-G, Neighborhood Services - General

(A) *Purpose.* The Neighborhood Services, General district is designed to serve as a mixed use area of medium intensity. Neighborhood Services, General promotes a walkable, pedestrian-oriented neighborhood development form with sustainable and complementary neighborhood businesses that are compatible in scale, aesthetics, and use with surrounding land uses. For the purpose of Chapter 96: Noise Control the Neighborhood Services district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12b	General business
Unit 24	Home occupations
Unit 40	Sidewalk cafes

Unit 41	Accessory dwelling units
Unit 44	Cluster housing development
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 13	Eating places
Unit 16	Shopping goods
Unit 19	Commercial recreation, small sites
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 36	Wireless communication facilities
Unit 45	Small scale production

(C) *Density.* Eighteen (18) or less per acre.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwellings	35 feet
All other uses	None

(2) *Lot Area Minimum.*

Single-family	4,000 square feet
Two (2) family or more	3,000 square feet per dwelling unit
All other uses	None

(E) *Setback regulations.*

Front	Side	Side-Zero Lot Line*	Rear	Rear when contiguous to a single-family residential district
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	5 feet	A setback of less than 5 feet (zero lot line) is permitted on one interior side, provided a maintenance agreement is filed**. The remaining side setback(s) shall be 10 feet.	None	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

(G) *Minimum Buildable Street Frontage.* 50% of the lot width.

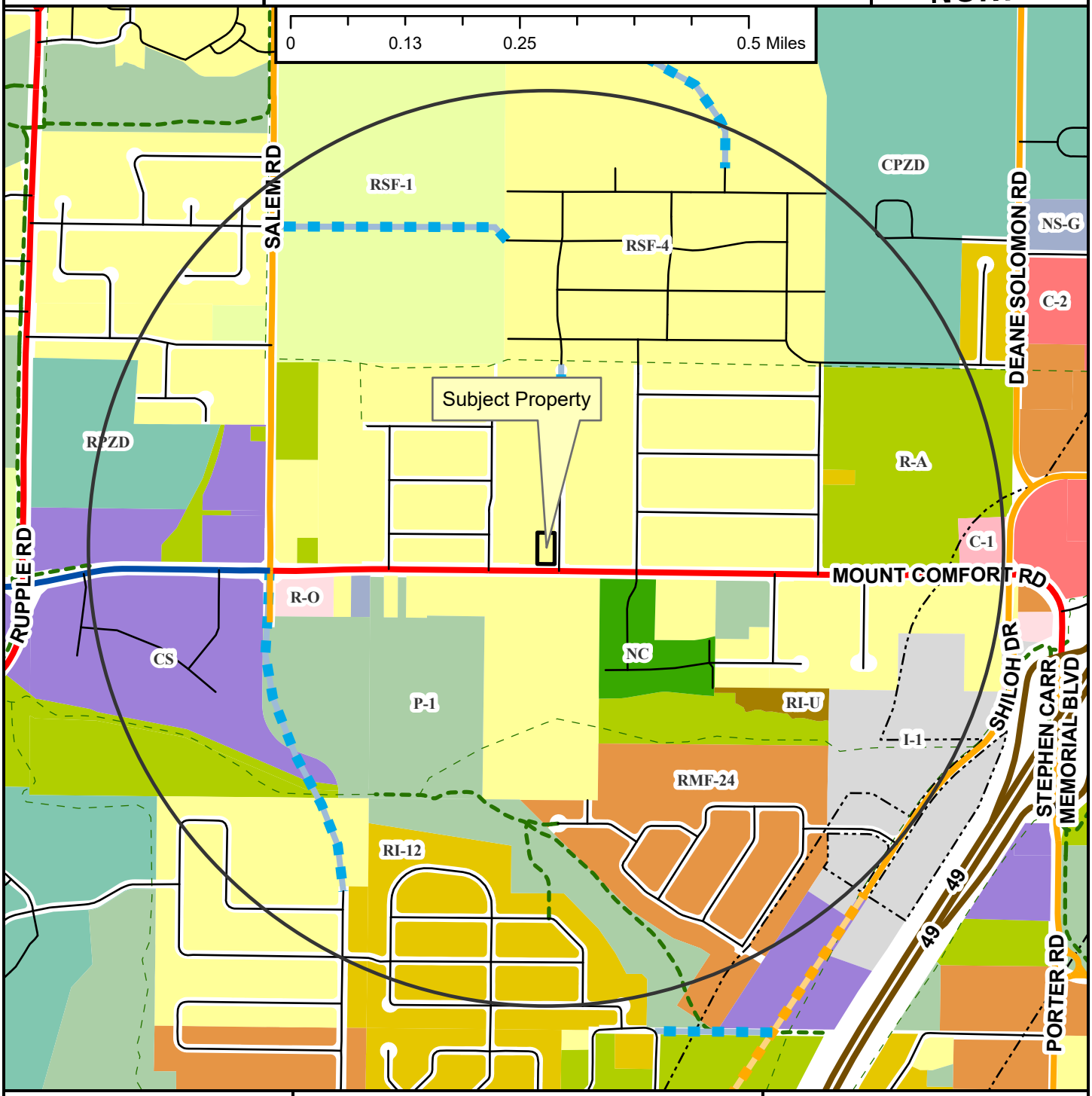
(Ord. No. 5945, §7(Exh. A), 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on July 1, 2025 at 7:00 p.m. unless prior to that time and date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

RZN-2025-0027

One Mile View

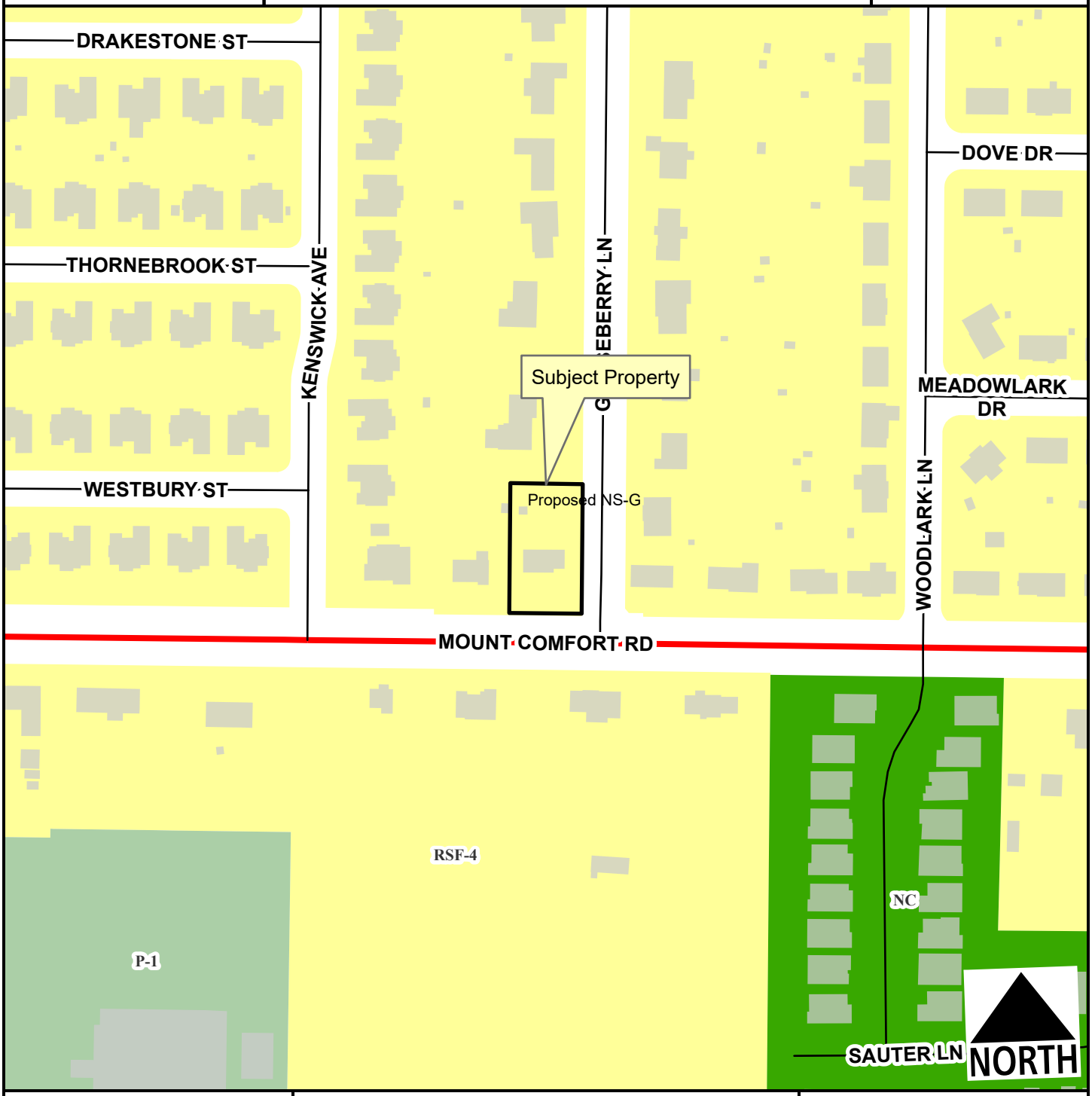
3070 W. MOUNT COMFORT RD



RZN-2025-0027

Close Up View

3070 W. MOUNT COMFORT RD



Regional Link
Residential Link
Planning Area
Fayetteville City Limits

Feet
0 75 150 300 450 600
1:2,400

Zone	Current	Proposed
NS-G	0.0	0.4
RSF-4	0.4	0.0

Total 0.4 ac

RZN-2025-0027

Current Land Use

3070 W. MOUNT COMFORT RD

NORTH



- Regional Link
- Unclassified
- Residential Link
- Planned Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

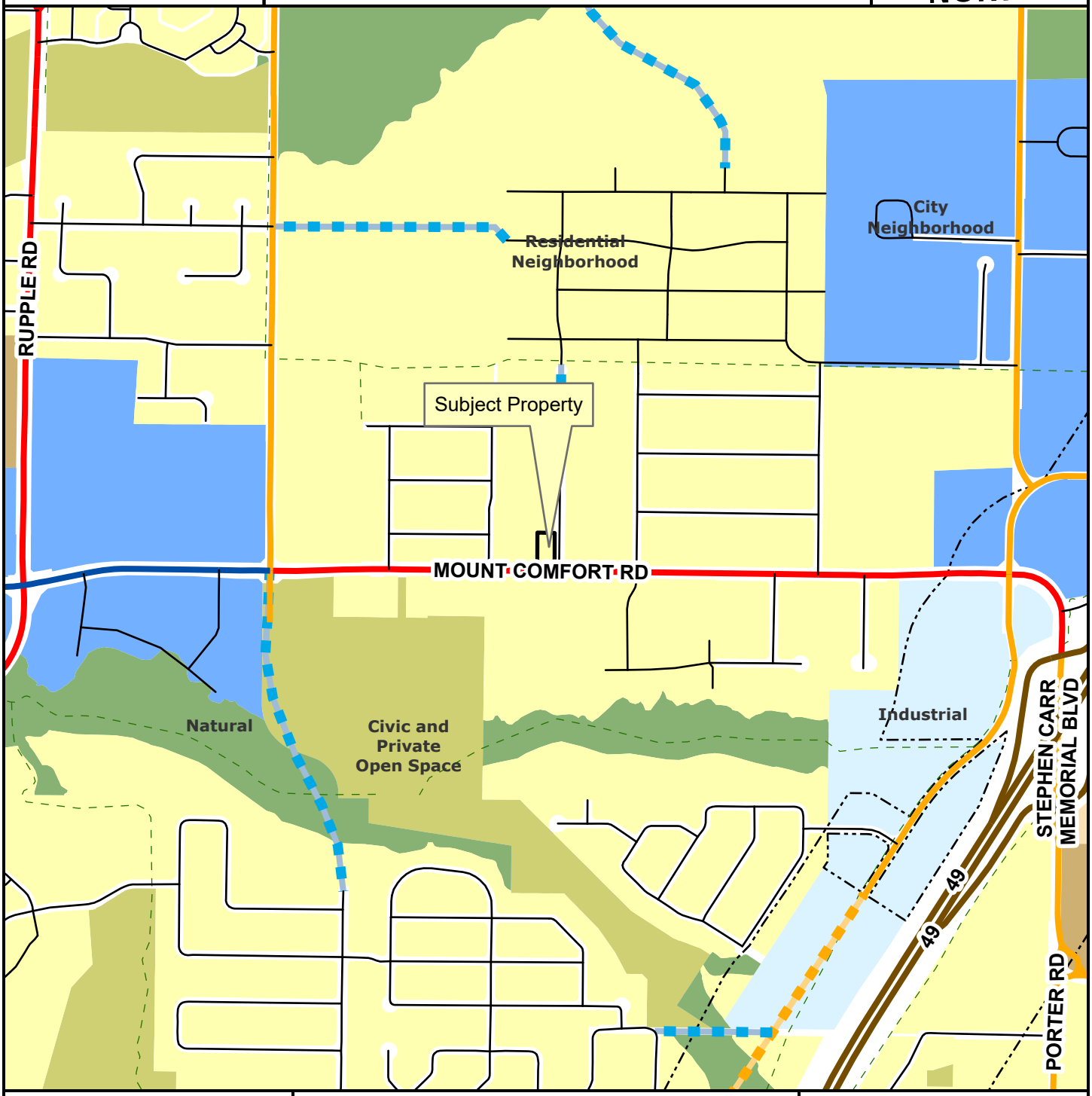
- 100-Year Floodplain
- Floodway

RZN-2025-0027

Future Land Use

3070 W. MOUNT COMFORT RD

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

Property Address: 3070 W Mt Comfort Rd
Current Zoning: RSF-4
Proposed Zoning: NS-G (Neighborhood Services – General)

To Whom It May Concern,

We are requesting a rezoning of the property located at 3070 W Mt Comfort Rd from RSF-4 (Residential Single-Family, 4 units per acre) to NS-G (Neighborhood Services – General). While our current development plans do not require commercial use, we believe NS-G is the most appropriate zoning district for this site, both in terms of long-term flexibility and compatibility with the surrounding area.

This property sits along Mt Comfort Road, a designated thoroughfare, and lies between two established Tier centers. Given its location between these centers, NS-G is an appropriate transition zone that allows for neighborhood-scale services and a range of housing types, while maintaining a pedestrian-oriented, residential character. NS-G zoning would provide flexibility for future small-scale, neighborhood-friendly commercial uses, which have been encouraged by city planning staff in this area.

Although our current plans are residential in nature, we support the vision of mixed-use and neighborhood-scale development along key corridors like Mt Comfort. This rezoning would align with the city's goals of creating walkable, mixed-use neighborhoods and support sustainable growth patterns.

We believe this zoning change represents a compatible and context-sensitive approach that balances current development needs with the long-term goals of the community. The scale and intent of NS-G is consistent with nearby land uses and appropriate given the property's location between two activity nodes.

Thank you for your consideration of this request.

Wesley Bates

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

From: Michelle Parker <fotosbymichelle@yahoo.com>
Sent: Sunday, August 3, 2025 7:44 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Cc: Nathan- Hubby <nute4christ@gmail.com>
Subject: 3070 W. Mt Comfort

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

Hello,

My name is Michelle Parker, and I live at 2306 N. Kenswick Avenue. I received a notification letter of a rezoning adjacent to my home, planned for 3070 W. Mt Comfort, owned by Jean Summerhill, and proposed by Wesley Bates. Currently our neighborhood, as well as all neighborhoods adjacent to this parcel are zoned RSF-4, and I see that the applicant is wanting to change this to 18 units per acre. I am extremely surprised and against this zoning, as are my neighbors. This comes at a complete shock because we do not currently have any type of multi-family homes near us. Several streets down, there are duplex homes, but nothing at the density of 18 units per acre. I don't believe that it fits into this area, or into the city's master zoning plan. I do know that we are trying to move to the new "zones" of having walkable commercial options, however, this density of homes right in the middle of a single family neighborhood would stick out like a sore thumb. I am aware that the city is currently dealing with an affordable housing shortage, but the single family home that currently exists on the property would be a perfect home for a young family that is looking for one. I do not believe that building something that fits into an 18 units per acre development will alleviate the affordable housing problem in any way, and if anything, I believe it would just remove one more opportunity for a Fayetteville family to own their own home.

I would like to request that my opinion be forwarded on to my ward 4 representative, and the entire planning commission that will be hearing this request. I would also like to request a copy of the preliminary plans that are being proposed for this property so that I can inform my neighbors that are not familiar with how to share their comments with their representatives.

Thank you for your time,

Michelle Parker

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING DATE: August 11, 2025

SUBJECT: **RZN-2025-0028: Rezoning (261 E. ROCK ST/DAVIS, 524):** Submitted by WESLEY BATES for property located at 261 E. ROCK ST. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 0.40 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD.

RECOMMENDATION:
Staff recommends forwarding **RZN-2025-0028** to City Council with a recommendation for approval.

RECOMMENDED MOTION:
"I move to forward **RZN-2025-0028** to City Council with a recommendation for approval."

BACKGROUND:
The subject property is immediately east of Downtown Fayetteville in the Spout Spring Neighborhood. The "Historic Black Community of Southeast Fayetteville Historic Context Statement" published in 2025 outlines a significant history of urban renewal and associated property razing and relocation of residents that occurred in this neighborhood in the 20th century. The property initially received its zoning classification of R-2 in 1970, which was later modified to RMF-24. The property contains 0.40 acres and is currently undeveloped and is encumbered by a protected stream. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Yvonne Richardson Center	P-1, Institutional
South	Mixed Density Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Mixed Density Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
West	Buddy Hayes Park	P-1, Institutional

Request: The request is to rezone the subject property from RMF-24, Residential Multi-Family, 24 Units per Acre, to UN, Urban Neighborhood.

Public Comment: Staff has received no public comment.

INFRASTRUCTURE AND ENVIRONMENTAL ANALYSIS:

Streets: The subject area has a road frontage along East Rock Street, which is a fully improved Residential Link Street with asphalt paving, sidewalk and curb and gutter. Any street improvements required in these areas would be determined at

the time of the development proposal. Any additional improvements or requirements for drainage will be determined at time of development.

Water: Public water is not available to the subject area.

Sewer: Sanitary sewer is available to the subject area. An existing 8-inch sewer main is present on the subject properties. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 1,270 linear feet downstream of this property.

Drainage: Streamside Protection Zones generally consists of a protected area on each side of a stream or creek. This "protected area" is meant to preserve woody vegetation and natural areas along stream corridors to improve/protect stream health. At a minimum, it will be 50ft wide as measured from the top of bank but depending on the shape and extents of the floodway, it could be substantially more. Certain construction activities such as trails and some utilities are allowed in these zones, but in general, improvements such as parking lots or buildings are prohibited. Hydric soils are a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric Soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development.

Fire: Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. Station 1, located at 303 W. Center St., protects this site. The property is located approximately 0.6 miles from the fire station with an anticipated drive time of approximately 3 minutes using existing streets. The anticipated response time would be approximately 5.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district of UN, Urban Neighborhood requires **15% minimum canopy preservation.** The current zoning district of RMF-24, Residential Mutli-family, 24 Units per Acre requires **20% minimum canopy preservation.**

CITY PLAN 2040 FUTURE LAND USE PLAN: The City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood**.

Residential Neighborhood areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing

conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **9** for this site with a weighted score of **12.5**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station #1, 303 W. Center Street)
- Near Sewer Main (8" east side of property)
- Near Water Main (not immediately adjacent to property; S. Mill Avenue)
- Near U of A Campus (University of Arkansas)
- Near City Park (Buddy Hayes Park)
- Near Paved Trail (Marked Shared Roadway on S. Willow)
- Near ORT Bus Stop (Willow and Rock)
- Near Razorback Bus Stop (Downtown Square)
- Sufficient Intersection Density (Less than 400-foot block length)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the proposed zoning of UN, Urban Neighborhood to be largely compatible with the surrounding mix of residential and non-residential uses. The subject property is close to the Yvonne Richardson Center, St. James Baptist Church's Squire Jehegan Outreach Center, and downtown Fayetteville. Like the existing RMF-24 zoning district, UN is an urban district which has a 0 to 25-foot build to zone, promoting pedestrian-oriented development by encouraging buildings to be constructed closer to the street. Urban Neighborhood is designed to support a diverse range of housing types that reflect the established character of other residential areas near Fayetteville's core. Compared to RMF-24, UN zoning allows for smaller lot sizes, a wider range of permitted land uses, reduced setbacks, and increased residential densities. Where RMF-24 allows for building heights of up to five stories, UN would only allow maximum building heights of three stories. With UN allowing for a more moderate development pattern, it may promote a development pattern that is more compatible with the surrounding neighborhood while still supporting the City's goals for encouraging infill and mixed-use development.**

Land Use Plan Analysis: **Staff finds the proposed zoning to be consistent with the property's Future Land Use Map designation as Residential Neighborhood Area. The UN zoning district would allow a greater variety of land uses in an urban setting, which staff finds to be compatible with the surrounding area. The property has a relatively high infill score of 9 with a weighted score of 12.5, indicating it is a suitable location for infill development. In terms of City Plan 2040, staff finds that the requested rezoning could help support Goals 1 and 3 by promoting moderate infill in an area that is highly walkable and near transit routes.**

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds that the applicant's request is justified since it would facilitate a variety of residential densities near downtown Fayetteville where services, amenities, and employment opportunities are most densely concentrated.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **Staff finds that rezoning the property to UN is not likely to create or appreciably increase traffic danger and congestion since the subject property is relatively small and many of the zoning regulations tied to that district are similar to those associated with RMF-24 zoning. Any street improvements required in this area would be determined at the time of a development proposal.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Rezoning the property from RMF-24 to UN has the potential to alter the population density when considering that UN has no set density limitation. However, given the presence of existing public infrastructure and the property's location near downtown Fayetteville, staff finds that the proposed rezoning is not likely to increase the load on public services to an undesirable degree. However, there are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 1270 linear feet downstream of this property. Any street improvements required in this area would be determined at the time of development proposal. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0028 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required YES**
Date: August 11, 2025	**❒ Tabled ❒ Forwarded ❒ Denied**
Motion:	
Second:	
Vote:	

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code:
  - §161.16 District RMF-24, Residential Multi-Family - Twenty-Four (24) Units Per Acre
  - §161.37 Urban Neighborhood
- One Mile Map
- Close-up Map
- Current Land Use Map
- Future Land Use Map
- Long-Range Planning Memo
- Request letter

161.16 District RMF-24, Residential Multi-Family - Twenty-Four (24) Units Per Acre

(A) *Purpose.* The RMF-24 Multi-family Residential District is designed to permit and encourage the developing of a variety of dwelling types in suitable environments in a variety of densities.

(B) *Uses.*

(1) Permitted Uses.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 26	Multi-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12a	Limited business
Unit 24	Home occupations
Unit 25	Professional offices
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	24 or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a Manufactured home park	50 feet
Single-family	35 feet
Two (2) family	35 feet
Three (3) family or more	70 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a mobile home park	4,200 square feet
Townhouses: Individual lot	2,000 square feet
Single-family	3,000 square feet
Two (2) family	4,000 square feet
Three (3) family or more	7,000 square feet
Fraternity or Sorority	2 acres
Professional offices	1 acres

(3) *Land Area Per Dwelling Unit*.

Manufactured Home	3,000 square feet

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	2 stories/3 stories/5 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building set back greater than 20 feet from the master street plan right-of-way shall have a maximum height of 5 stories.

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) Minimum Buildable Street Frontage. 50% of the lot width.

(Code 1965, App. A., Art. 5(III); Ord. No. 2320, 4-6-77; Ord. No. 2700, 2-2-81; Code 1991, §160.033; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5079, 11-20-07; Ord. No. 5224, 3-3-09; Ord. No. 5262, 8-4-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5495, 4-17-12; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 8, 9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6658, §6(Exh. E), 5-2-23)

Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on July 1, 2025 at 7:00 p.m. unless prior to that time and date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.37 Urban Neighborhood

(A) *Purpose.* The Urban Neighborhood District is designed to serve as a mixed use area of medium intensity and provide a transition into residential neighborhoods from more intense, mixed-use districts. Urban Neighborhood promotes a walkable, pedestrian-oriented neighborhood development form with a variety of housing options and complementary neighborhood businesses that are compatible in scale and use with surrounding land uses. For the purpose of Chapter 96: Noise Control the Urban Neighborhood district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12b	General business
Unit 13	Eating places
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk cafes
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 5	Government facilities
Unit 14	Hotel, motel and amusement services
Unit 15	Neighborhood shopping goods
Unit 36	Wireless communication facilities
Unit 45	Small scale production

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwellings	12 feet
All other uses	None

(2) *Lot Area Minimum.* None.

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

(G) *Minimum Buildable Street Frontage.* 50% of the lot width.

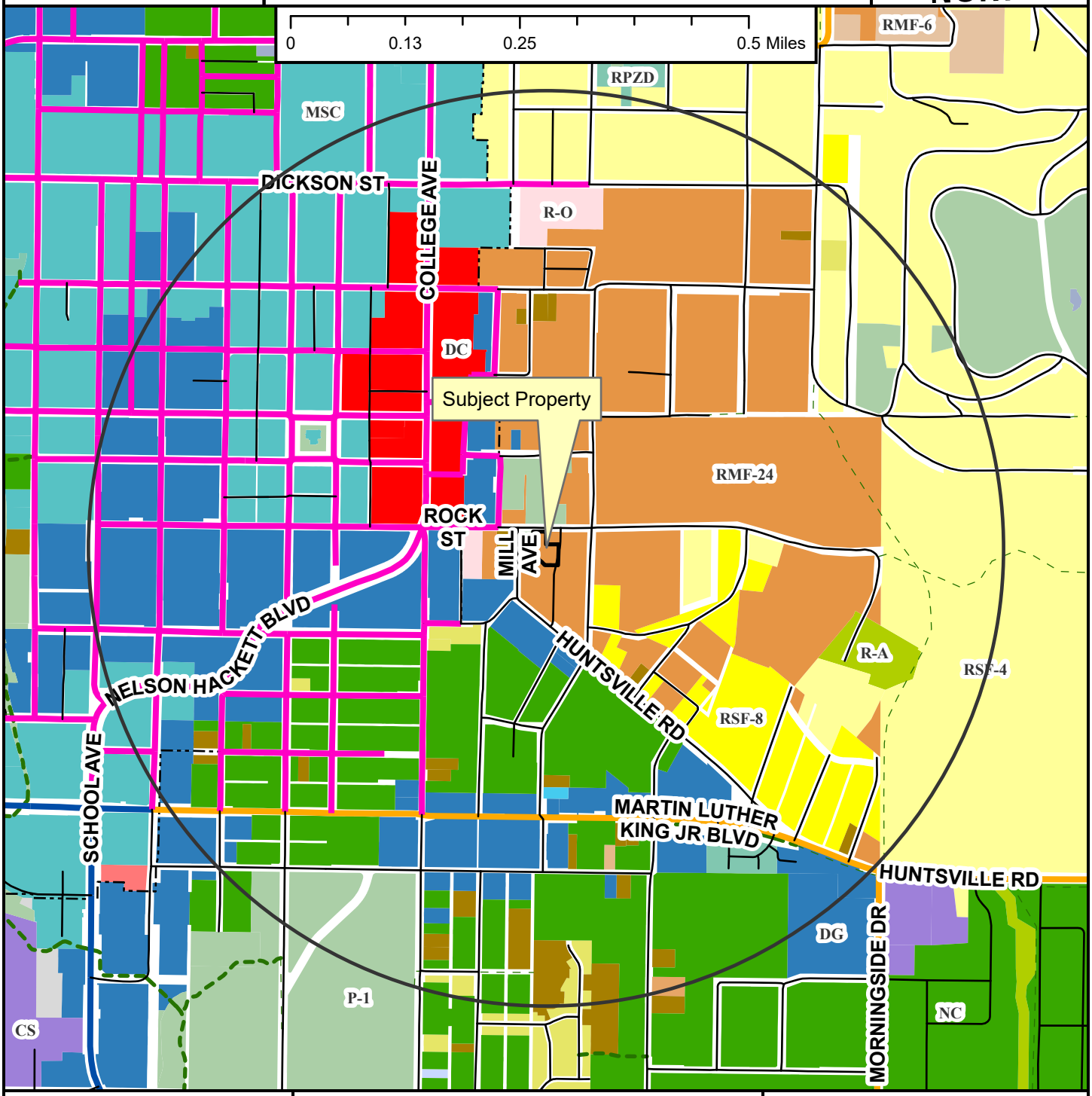
(Ord. No. 6830, §1(Exh. A), 1-7-25)

RZN-2025-0028

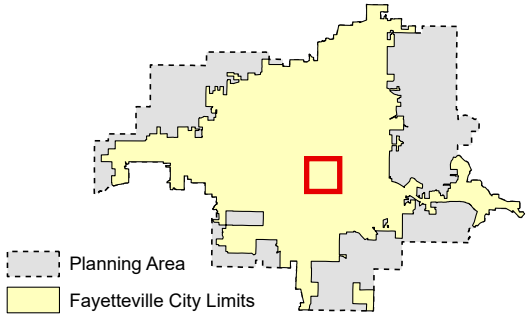
One Mile View

261 E. ROCK ST

NORTH



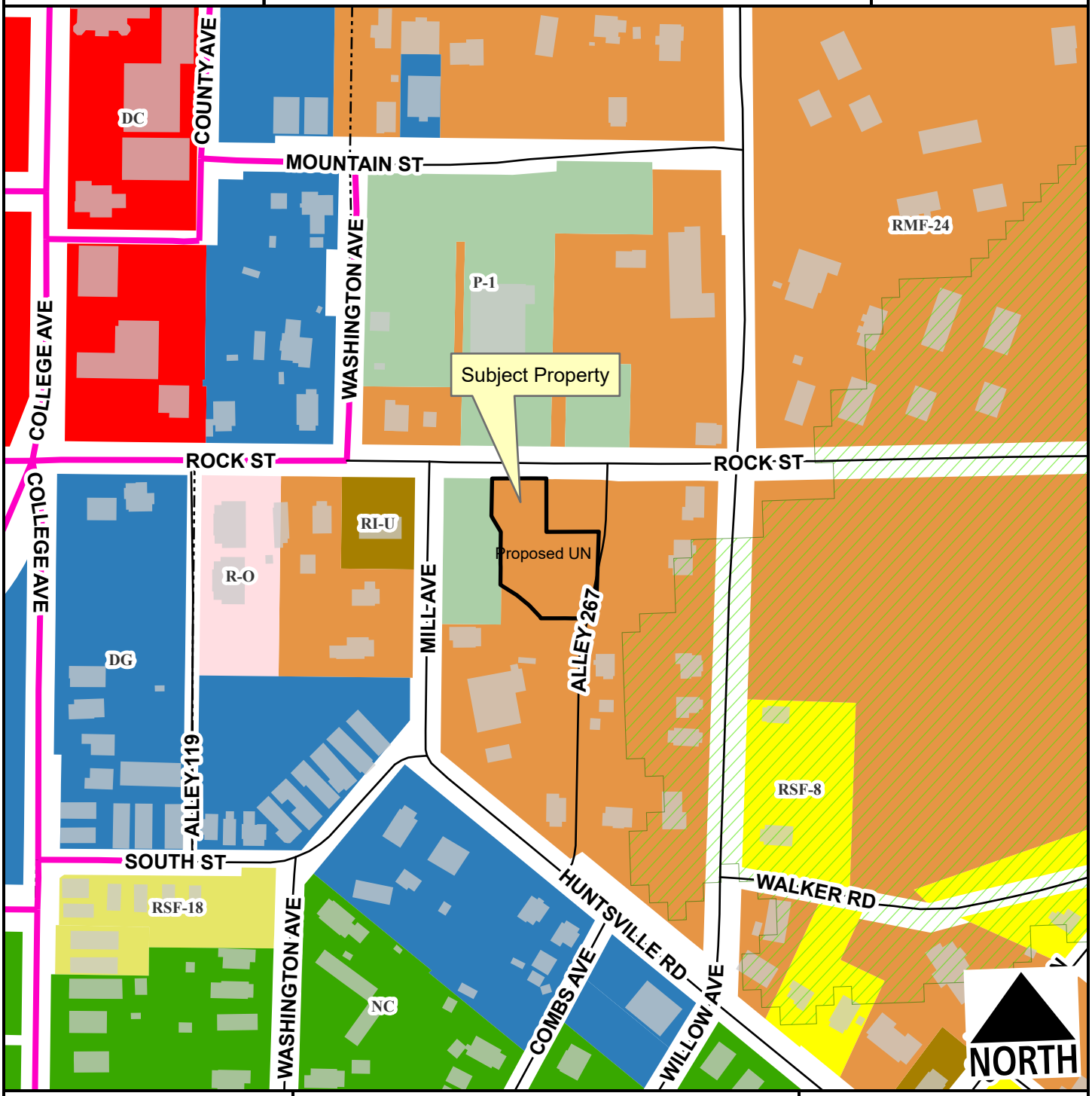
- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



RZN-2025-0028

Close Up View

261 E. ROCK ST



- Urban Center
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Design Overlay District
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
P-1	0.0	0.0
RMF-24	0.5	0.0
UN	0.0	0.5

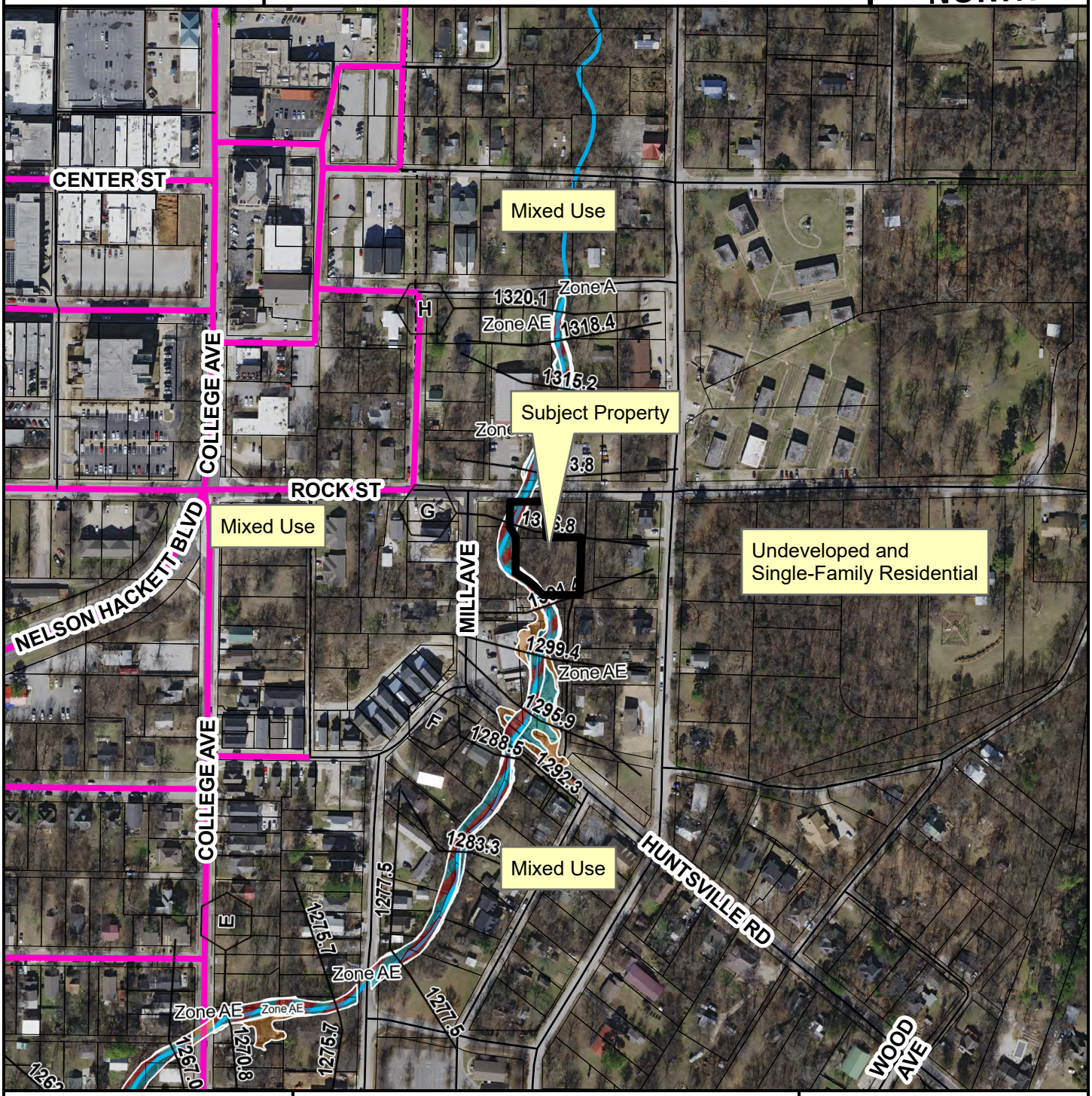
Total 0.5 ac

RZN-2025-0028

Current Land Use

261 E. ROCK ST

NORTH



- Urban Center
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

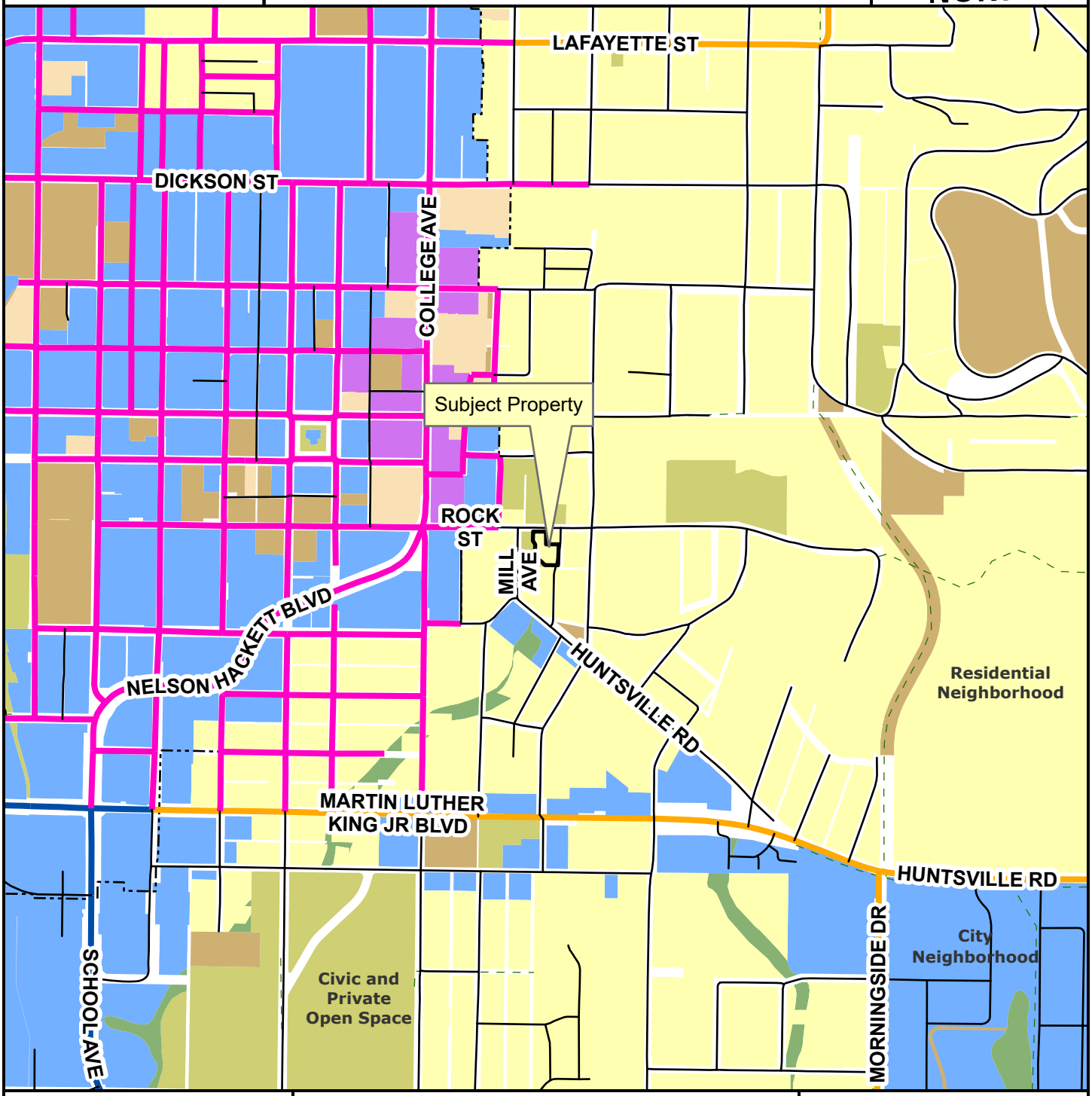
- 100-Year Floodplain
- Floodway

RZN-2025-0028

Future Land Use

261 E. ROCK ST

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

CITY OF
FAYETTEVILLE
ARKANSAS

STAFF MEMO

TO: Jessie Masters, Planning Director

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: August 11, 2025

SUBJECT: **Long Range Planning Comments Regarding RZN-2025-0028**

BACKGROUND:
The applicant requests to rezone approximately 0.48 acres from RMF-24, Residential Multifamily, 24 Units Per Acre to UN, Urban Neighborhood. Two long range planning documents are relevant when evaluating this request: *City Plan 2040 and* the *Historic Black Community of Southeast Fayetteville Historic Context Statement.*

City Plan 2040 (2020):

- 3.1.7 – Encourage protection of community character in established neighborhoods (p.25)
- 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.44)

Historic Black Community of Southeast Fayetteville Historic Context Statement (2025):
The subject property is within an area settled by Black families after emancipation. The presence of Spout Spring Branch, or "the Branch," made the area prone to flooding, and the steep terrain made building difficult. Since the lots weren't ideal for building, they were more affordable to Black families who were largely limited to low wage employment in Fayetteville.

The terrain also impacted where and how residents constructed their homes, and the relatively flat Willow Avenue became the community's main street. Many homes were constructed close to the street with sloping back yards, and maps showed that land was divided into "irregularly shaped lots of varying sizes" (p. 28). The community was inherently mixed use, as residences, churches, schools, and small businesses dotted the landscape. Three properties were listed in The Green Book, one of which is still standing. The Green Book was a guidebook for African American travelers in the US. It was founded by Victor Hugo Green, an African American postal worker from New York City, and was published annually from 1936 to 1966.

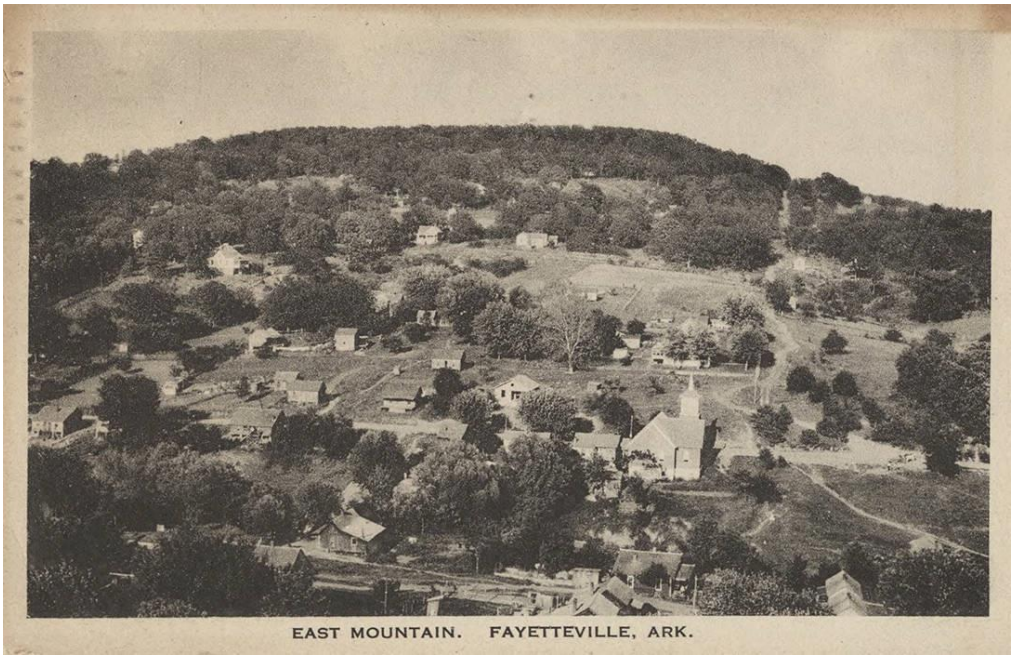


Photo c. 1920 take from the historic Washington County Courthouse bell tower.

Additionally, the zoning history of the neighborhood merits consideration with this request. The 1945 "A Master City Plan and Public Works Program for Fayetteville, Arkansas", sponsored jointly by the Fayetteville Chamber of Commerce and Fayetteville City Council, called for the construction of U.S. Highway 71 through the neighborhood, following Willow Ave. and Spring Branch to the intersection of Maple and Mission. Part of the justification for the route was that "It would afford an opportunity to build roadside parks and parking area in what is now sub-standard housing districts.", and that "The highway would not pass by important public buildings such as schools, hospitals, etc." The historic St. James Methodist and Missionary Baptist churches as well as the Lincoln School, the segregated elementary school, were all on the proposed highway route.

While many of the projects proposed in the 1945 plan did not come to fruition, the neighborhood was subjected to many of the proposals of the 1968 "Program for Community Renewal" written by consulting planner James Vizzier. Like many urban renewal plans of the mid-20th century, the plan was paid for in part by a grant from the federal Urban Renewal Administration under the Housing Act of 1954. The plan noted that Fayetteville's "general plan should be updated and expanded to include plans for community renewal.", and further explained that, "…about 65% of the housing supply (in the city) might be susceptible to blight…Most of these improvements are in older neighborhoods where the units that must be cleared are deficient or dilapidated rather than sound." Vizzier counted 1,327 families to be displaced by public improvements for University expansion, street construction, hospitals or schools and playgrounds, while at the same time noting an imbalance between the cost of housing and family income. He laid out an ambitious and costly ($47,615,400 in 1968 dollars) plan for urban renewal in Fayetteville, most of which was never accomplished. One of the significant outcomes of Vizzier's recommendations, however, was Fayetteville's zoning ordinance in 1970. Vizzier had criticized the city's zoning as being based "primarily on existing land use instead of the future land use plan. And second, it does not recognize the need for raising the standards for land use in older areas. Upgrading and renewal of older areas are not provided for in the document (referring to the city's comprehensive plan). The rules do not provide for large scale developments such as renewal projects."

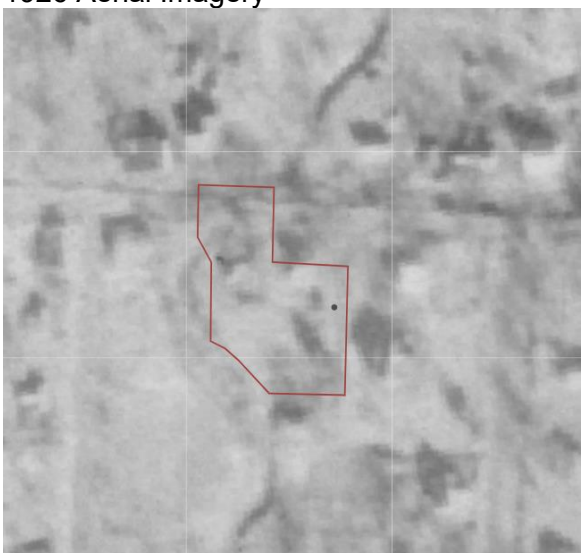
On October 18, 1968 the City Council passed Resolution No. 33-68 approving the undertaking of an Urban Renewal Plan, which included the subject property and surrounding neighborhood. Ultimately some houses were repaired, but others were razed with the occupants moved into the new Willow Heights apartments which were constructed atop the former site of the Lincoln School. Ordinance 1747 approved on June 29, 1970 enacted a new zoning map and set of districts and zoning requirements for the city. While the black and white scan of the ordinance map is difficult to read, a full-color version dated with the ordinance and signed by the Mayor shows the subject property and surrounding neighborhood as being zoned into the medium-density “R-2” zoning district, which was subsequently translated to the current zoning of “RMF-24” with the adoption of the city’s Unified Development Code.

DISCUSSION:
From a historic perspective, the request is appropriate as UN would provide a mixed-use area of medium intensity and require a 0’-25’ build-to zone, which aligns with historic patterns that blended residential and small-scale commercial and institutional uses.

Property History:
Although the property is currently vacant, historic documentation reveals that there were improvements present since at least the 1920s. By 1930, a one-story frame dwelling was present on the property near Rock Street. By 1980, aerial imagery shows that the property as vacant.

ATTACHMENTS:

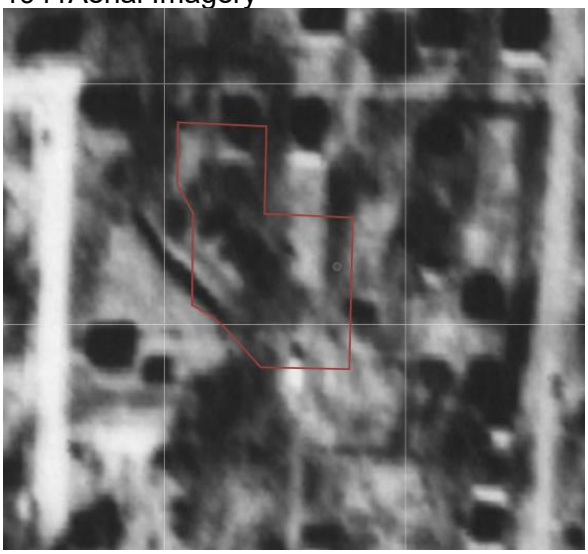
1926 Aerial Imagery



1965 Aerial Imagery



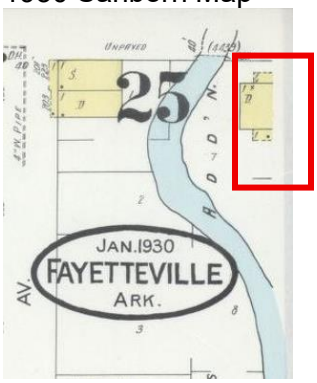
1941Aerial Imagery



1980 Aerial Imagery



1930 Sanborn Map



To: Fayetteville Planning Commission
Re: Rezoning Request – RMF-24 to Urban Neighborhood (UN)
Applicant: Ms. Flowers Davis

Dear Commissioners,

On behalf of Ms. Flowers Davis, we respectfully request a rezoning of the subject property from **Residential Multi-Family, 24 Units per Acre (RMF-24)** to **Urban Neighborhood (UN)**.

This request supports Ms. Davis's plan to develop **fee-simple townhomes**, each on its own lot, providing a form of attainable homeownership in an increasingly in-demand area. With the recent change in policy recognizing **alley access as frontage**, the Urban Neighborhood zoning district now allows these homes to be subdivided into individual lots.

We believe **Urban Neighborhood is a compatible fit** for this location for the following reasons:

- **Proximity to Downtown:** The property lies just outside the downtown core and is well-served by existing infrastructure, services, and public transportation.
- **Contextual Development Pattern:** The surrounding area already features a **mix of housing types**, including detached homes, duplexes, and townhomes.
- **Nearby Non-Residential Uses:** The site is also near a variety of **non-residential uses**.
- **Neighborhood Compatibility:** UN zoning will allow for incremental, human-scaled growth that is in keeping with the City's goals of **increasing housing diversity** while preserving the overall character of surrounding neighborhoods.

Thank you for your consideration of this request. We believe this rezoning is a step toward thoughtful infill development that addresses both housing demand and neighborhood livability.

Sincerely,
Wes Bates
On behalf of Ms. Flowers Davis

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Wesley Frank, Planner

MEETING DATE: August 11, 2025

SUBJECT: **RZN-2025-0029: Rezoning (5911 W. TACKETT DR./THOMAS, 436):** Submitted by JOYCE THOMAS for property located at 5911 W. TACKETT DR. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 5.33 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.

RECOMMENDATION:
Staff recommends tabling **RZN 2024-0029**.

RECOMMENDED MOTION:
*"I move to table **RZN-2024-0029** until the August 25th Planning Commission meeting."*

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: August 11, 2025	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**
Motion:			
Second:			
Vote:			

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner

MEETING DATE: August 11, 2025

SUBJECT: **RZN-2025-0030: Rezone (2135 E. HUNTSVILLE RD/SCHOBY, 566):** Submitted by DONNA AND KEN SCHOBY for property located at 2135 E. HUNTSVILLE RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE and contains approximately 0.81 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD.

RECOMMENDATION:
Staff recommends forwarding **RZN-2025-0030** to the City Council with a recommendation of approval, based on the findings herein.

RECOMMENDED MOTION:
*"I move to forward **RZN-2025-0030** to the City Council with a recommendation for approval."*

BACKGROUND:
The subject property is located in west Fayetteville at the intersection of E. Huntsville Rd. and S. Jerry Ave. about 1/3 mile south of Happy Hollow Elementary School. The property contains one parcel totaling 0.81 acres which is currently developed with a 1,984-square-foot single-family house constructed in 1984 per the Washington County Assessor. The property is not part of any zoning overlay or master plan area. Surrounding land uses and zoning are listed in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Mixed-Density Residential	RMF-24, Residential Multifamily, 24 Units per Acre CS, Community Services
South	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
East	Restaurant	C-1, Neighborhood Commercial
West	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, 24 Units per Acre, to UN, Urban Neighborhood.

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

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject area has frontage along E. Huntsville Rd., a fully improved High Activity Regional Link with asphalt paving, sidewalk, curb and gutter. The subject area also has frontage along S. Jerry Ave., a partially improved Residential Link with asphalt paving and open ditches. Any street improvements required in these areas would be determined at the time of the development proposal.

Water: Public water is available to the subject property. There is an existing 12-inch water main along E. Huntsville Rd. and an existing 6-inch water main along S. Jerry Ave.

Sewer: Sanitary sewer is available to the subject property. There is an existing 6-inch sewer main along E. Huntsville Rd. and on the south side of the subject property. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 640 linear feet downstream of this property.

Drainage: No portion of the subject property lies within the Hillside-Hilltop Overlay District or a FEMA floodplain. Additionally, no protected streams or hydric soils are present on the subject property. Any improvements or requirements for drainage will be determined at time of development.

Fire: Station 3, located at 1050 S. Happy Hollow Rd., protects this site. The property is located approximately 0.4 miles from the fire station with an anticipated drive time of approximately two minutes using existing streets. The anticipated response time would be approximately 4.2 minutes. Fire Department response time is calculated based on the drive time plus one minute for dispatch and 1.2 minutes for turn-out time. Within the city limits, the Fayetteville Fire Department has a response time goal of six minutes for an engine and eight minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district of UN, Urban Neighborhood, requires **15% minimum canopy preservation**. The current zoning district of RSF-4, Residential Single-Family, 24 Units per Acre, requires **25% minimum canopy preservation.**

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as a **City Neighborhood** area.

City Neighborhoods are more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single family to multi-family. Non-residential and commercial uses are primarily located at street intersections and along major corridors. Ideally, commercial uses would have a residential component and vary in size, variety and intensity. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Building setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a ranged score of **6** for this site with a weighted score of **7**. The following elements of the matrix contribute to the score:

- 4 Minute Fire Response (Station #3, 1050 S. Happy Hollow Rd.)
- Near Sewer Main (6-inch main, E. Huntsville Rd. and on property.)
- Near Water Main (12-inch main, E. Huntsville Rd. | 6-inch-main, S. Jerry Ave.)
- Near City Park (White River Park)
- Near ORT Bus Stop (Huntsville & Ray | Huntsville & Crossover)
- Appropriate Future Land Use

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the proposed zoning of UN, Urban Neighborhood to be compatible with the surrounding area. Land uses in the immediate vicinity are primarily residential in nature, varying in both form, lot width, and density. Nonresidential uses are also present nearby and include Fire Station #3, restaurants and cafes, a gas station, a funeral chapel, and assorted retail. The uses permitted by right in UN, which include all types of dwellings as well as some commercial uses such as general business, offices, and eating places, are directly compatible with the existing land uses in this area. Staff finds the addition of limited commercial on a corner lot could be a benefit to the existing residents and that the small size of the lot and a three-story height limitation is likely to mitigate negative impacts that could result from larger commercial developments. Additionally, the property is located on a high-activity regional link (E. Huntsville Rd.) that can support additional vehicular traffic.**

Uses allowed conditionally in UN, including hotels, neighborhood shopping, and small-scale production, may also be suitable at this site, though any land uses allowed conditionally would be subject to further review to determine full compatibility. When compared to the site's current zoning designation of RSF-4, UN would allow for a substantial increase in residential density, however staff finds that this is unlikely to negatively affect the neighborhood given the small size of the property and relatively limited uses of the requested district. Additionally, there have been recent successful rezoning requests in the area which have slowly increased the existing density of the area and have begun shifting the area to a more mixed-use nature. Staff finds a rezoning to UN could complement surrounding residential areas and encourage housing types that could accommodate the demand for walkable urban living.

While UN would permit narrower and smaller lots than zoning currently allows (12 feet versus 80 feet for single-family dwellings, 8,000 sf lot size minimum versus none), staff finds the small size of the parcel and other design standards such as tree preservation, parking, and access will likely limit development.

Land Use Plan Analysis: **The proposed zoning is consistent with the property's City Plan 2040 Future Land Use Map designation as a City Neighborhood Area, which encourages the widest spectrum of uses and encourages density in all housing types, from single family to multi-family, as well as commercial uses at street intersections and along major corridors. The UN zoning district would allow for a mix of residential densities that are urban in form as well as neighborhood-appropriate commercial uses. If the property were to be redeveloped or subdivided, staff finds that UN would encourage an environment that is more appealing to pedestrians and would reduce the visual impact of parking areas. The property has a moderate weighted infill score of 7 which indicates that the site could accommodate increased housing density, and the property does not lie within any environmentally sensitive areas. Rezoning could support Goals #1, #3, and #6 of City Plan 2040 by making appropriate infill a priority and creating an opportunity to develop a greater variety of housing that could enable residents to remain in the neighborhood as their housing needs change. The commercial opportunities of UN would also promote the creation of compact, complete, and connected development.**

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds that the proposed rezoning from RSF-4 to UN is justified. Rezoning to UN would allow for infill development that is consistent with the City's planning objectives and policies. Multiple recent rezonings to urban form-based and mixed-use zoning districts in recent years indicate the area is primed to redevelop in a more urban form. This rezoning would further contribute to that redevelopment.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **Rezoning the property to UN has the potential to increase traffic along adjacent streets. While staff has some concerns about the potential for an increase in the number of lots fronting E. Huntsville Rd., staff also finds that UDC 166.08 Access Management Standards allows for regulation of access and driveway standards with future subdivisions of land that could mitigate increased traffic hazards. Additionally, the small size of the lot and city development standards such as tree preservation, drainage, and landscaping standards are likely to provide a natural limit on the development potential of the subject area.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Rezoning the property from RSF-4 to UN has the potential to increase population density, though it is not likely to undesirably increase the load on public services. The property has access to existing water and sanitary**

sewer infrastructure and is close to other public services. Fayetteville Public Schools did not comment on this request.

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0030 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION		**Required** **YES**	
Date: August 11, 2025	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code:
    - §161.07 – RSF-4, Residential Single-Family, 4 Units per Acre
    - §161.37 Urban Neighborhood
- Long Range Planning Memo
- Project Maps
    - One Mile Map
    - Close-Up Map
    - Current Land Use Map
    - Future Land Use Map
- Request Letter

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

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

(B) *Uses.*

(1) *Permitted Uses*.

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

(2) *Conditional Uses*.

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

(C) *Density.*

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

(D) *Bulk and Area Regulations.*

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

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

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

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

Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on July 1, 2025 at 7:00 p.m. unless prior to that time and date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.37 Urban Neighborhood

(A) *Purpose.* The Urban Neighborhood District is designed to serve as a mixed use area of medium intensity and provide a transition into residential neighborhoods from more intense, mixed-use districts. Urban Neighborhood promotes a walkable, pedestrian-oriented neighborhood development form with a variety of housing options and complementary neighborhood businesses that are compatible in scale and use with surrounding land uses. For the purpose of Chapter 96: Noise Control the Urban Neighborhood district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12b	General business
Unit 13	Eating places
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk cafes
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 5	Government facilities
Unit 14	Hotel, motel and amusement services
Unit 15	Neighborhood shopping goods
Unit 36	Wireless communication facilities
Unit 45	Small scale production

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwellings	12 feet
All other uses	None

(2) *Lot Area Minimum.* None.

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

(G) *Minimum Buildable Street Frontage.* 50% of the lot width.

(Ord. No. 6830, §1(Exh. A), 1-7-25)

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Donna Wonsower, Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: August 11, 2025

SUBJECT: **Long Range Planning Comments Regarding Historic Structures for RZN-2025-0030**

The proposed rezoning of the property at 2135 E. Huntsville Rd. has the potential to adversely impact a historic property via the future demolition of an identified historic structure, which is approximately 89 years old. Rezonings often precede projects that involve substantial demolition and redevelopment of sites. Although the City does not have a demolition review ordinance in place currently, it is important to review and acknowledge the proposal's impact on historic properties as part of the City Plan 2040 objectives that may be considered with the zoning request:

- 3.1.6 – Encourage historic preservation and adaptive reuse of buildings (p.24)
- 3.1.7 – Encourage protection of community character in established neighborhoods (p.25)

The City's Heritage & Historic Preservation Plan adopted in July 2023 was initiated by City Plan 2040 and has three action items which support a closer look at the proposed rezoning:

Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with property owner to discourage demolition. Reviews should be taken up by HDC as needed.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

Recommendation (Advisory Only):
Property owner should consult with Long Range & Preservation Planner prior to demolition or alteration of historic structures so that staff can capture photo documentation. Staff is recommending documentation of properties prior to demolition only and is not making a recommendation on the proposed rezoning.

Documentation to create an archive of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

Documentation of Identified Historic Structures:
Long Range Planning staff have submitted a grant funding request to the Arkansas Historic Preservation Program to support a survey of historic structures within the Fayetteville city limits. The survey is launching in Summer 2025. Current survey information is incomplete and may include inaccurate estimated construction dates for historic structures. Some historic homes, for example, are older than they initially appear due to exterior changes that mask original design features and building forms. Maps and other public records can serve as resources to improve accuracy in identifying historic structures, particularly those over a century in age.

List of Impacted Historic Properties:

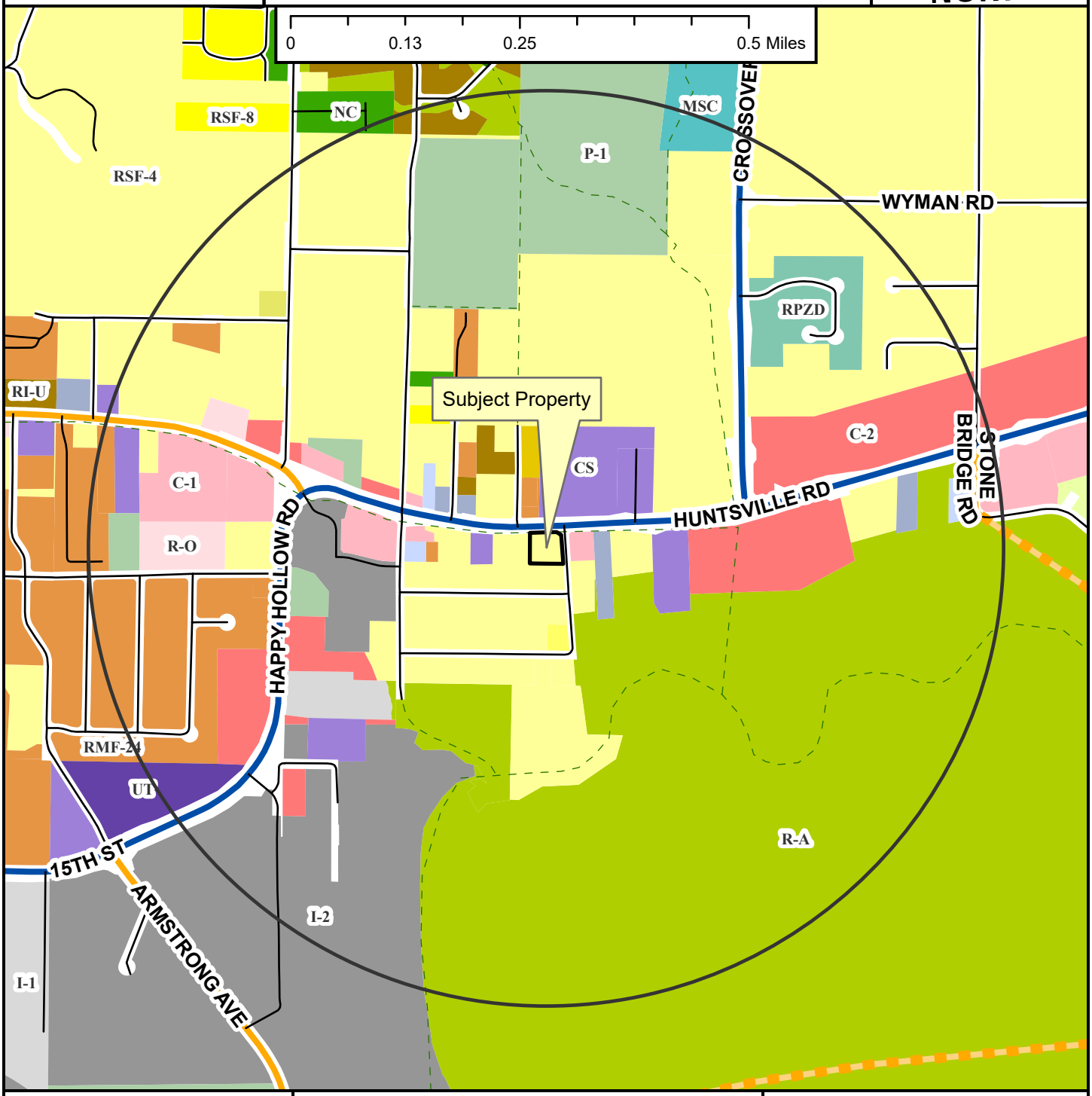
Address	Photo	Description
2135 E. Huntsville Rd.		Ozark Giraffe residence with Tudor Revival details. The Washington County Assessor's office lists the building as constructed ca. 1936. This is a vernacular architectural style unique to the Ozarks that is becoming increasingly rare.

RZN-2025-0030

One Mile View

2135 E. HUNTSVILLE RD

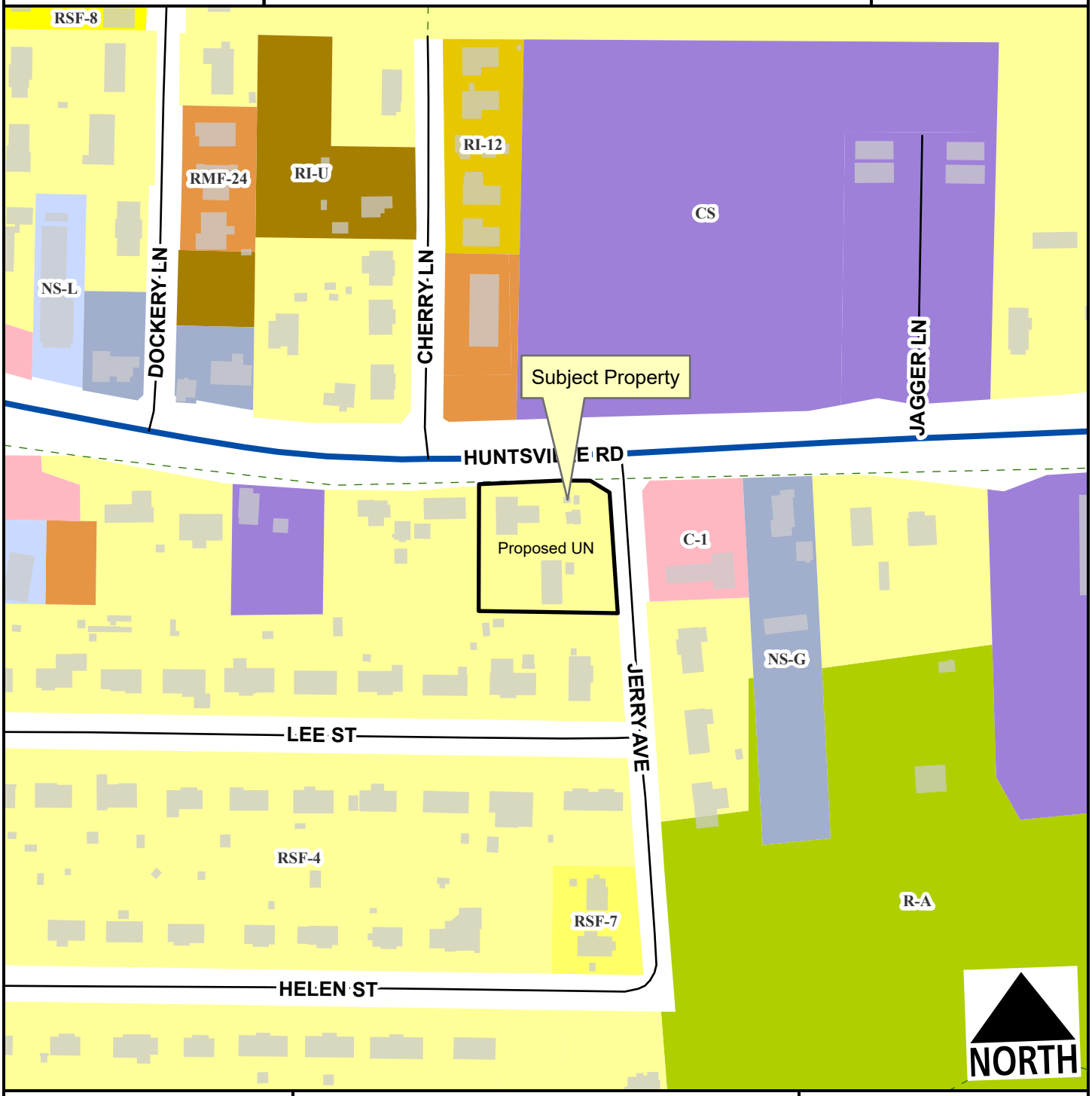
NORTH



RZN-2025-0030

Close Up View

2135 E. HUNTSVILLE RD



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

Feet
0 75 150 300 450 600
1:2,400

Zone	Current	Proposed
RSF-4	0.8	0.0
UN	0.0	0.8

Total 0.8 ac

RZN-2025-0030

Current Land Use

2135 E. HUNTSVILLE RD

NORTH



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

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

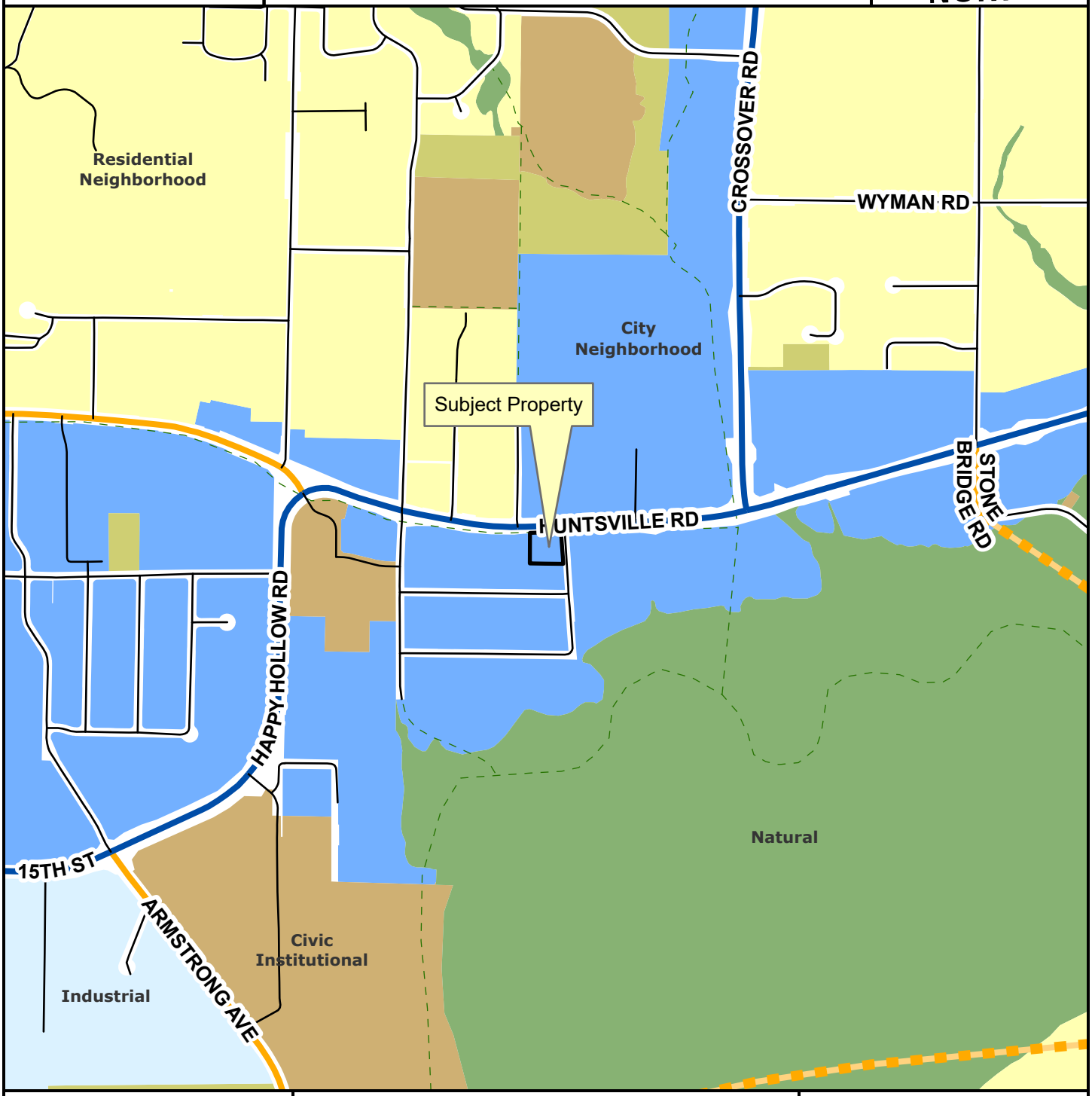
100-Year Floodplain
Floodway

RZN-2025-0030

Future Land Use

2135 E. HUNTSVILLE RD

NORTH



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

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

Statement of Compatibility and Impact Regarding Proposed Rezoning

2135 E Huntsville Rd, Fayetteville, AR 72701

The proposed rezoning to Urban Neighborhood is compatible with the surrounding properties and land uses due to its alignment with the existing development patterns and the long-term vision for Fayetteville. The rezoning reflects a logical transition in land use that supports orderly growth, enhances the character of the neighborhood, and addresses current market demands. The rezoning will not be unreasonable or conflict with surrounding land uses. It would complement the current land use in this area. It would be expected to enhance property values and improve the functionality of the area through improved infrastructure, better land utilization and increased opportunities for housing or business development in accordance with community needs. In summary, the proposed rezoning supports compatible development, respects existing land uses, and promotes a balanced and sustainable land use pattern within the surrounding community.

July 18, 2025

To Whom It May Concern,

The concerns regarding the potential impact on 2135 E Huntsville Rd regarding street access.

There are no plans to change the features of the driveway.

Thank you,

Donna Schoby

Donna Schoby

Homeowner

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING DATE: August 11, 2025

SUBJECT: **ADM-2025-0030: Administrative Item (N. RAVEN LN/KTB LIMITED PARTNERSHIP, 285):** Submitted by CRAFTON TULL for property located on N. RAVEN LN. The property is zoned CPZD, COMMERCIAL PLANNED ZONING DISTRICT, and RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 49.2 acres. The request is to amend the Master Street Plan.

RECOMMENDATION:
Staff recommends denial of **ADM-2025-0030**.

RECOMMENDED MOTION:
*"I move to deny **ADM-2025-0030**."*

BACKGROUND:
The subject area is located in northwest Fayetteville, approximately mid-way between N. Salem and N. Deane Solomon Roads, and due north of the Crystal Springs, Phase IV subdivision. A planned Residential Link connection of Fayetteville's Master Street Plan enters the property from the south before angling eastward for future connectivity with Deane Solomon. Residential Link streets are intended to be the standard in neighborhoods, with low traffic speeds that accommodate both vehicles and bicycles on-street, and pedestrians on sidewalk.

In February of 2025, City Council approved a staff-supported resolution to remove a northward connection of this planned street across Clabber Creek to Raven Lane due to concerns about feasibility, cost, and impacts to sensitive natural areas. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential; Undeveloped/Former Golf Course	RSF-4, Residential Single-Family, Four Units per Acre; PZD, Planned Zoning District
South	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
West	Undeveloped	RSF-1, Residential Single-Family, One Units per Acre
East	Undeveloped/Former Golf Course	PZD, Planned Zoning District

Proposal: The applicant is requesting an amendment to the 2040 Master Street Plan to develop an approximately 3,000-foot planned Residential Link as a private street. Planned connections adopted with the Master Street Plan are intended to be developed as public streets with associated assurances of public access and maintenance. This request is associated with a planned zoning district under concurrent review (PZD-2025-0003), with the site plan attached and a written intent to include the connection within public access easements.

DISCUSSION:
Staff is not supportive of the applicant's request, finding development of the planned connection as a private street to not be in the public's interest. The planned connection has been on the Master Street Plan since 2011 (Resolution 146-11) where it was originally classified as a Collector Street. A Collector Street is the equivalent of a Neighborhood Link Street under 2040 Master Street Plan standards. The connection was reaffirmed but downgraded to a Residential Link Street with the adoption of the 2040 Master Street Plan in 2019 (Resolution 15-20).

The Master Street Plan is intended to serve as a policy document to help guide decisions regarding location, form, function, design, and classifications of streets. The Plan considers infrastructure and anticipates where new building developments might occur to plan for possible street connections and capital expenditures. The Master Street Plan is not intended to serve as a formal land acquisition, an allocation of funding, or a construction document, nor does it establish a final alignment.

For the subject connection, its inclusion in the Master Street Plan in 2011 reflected the projected need for additional east-west connectivity in the area alongside new development and the likelihood that the Razorback Golf Couse, which Underwood Park now partially covers, would close and be redeveloped. The planned connection represents the only master-planned link between Salem and Deane Solomon in almost one mile, bookended by W. Mount Comfort Road to the south and the indirect Vanike-Topaz-Raven-Crystal route to the north.

The projected need for the connection has been realized in the time since 2011, with several hundred additional housing units built nearby, the golf course closing, a portion of the land being donated to the City as park, and the remainder being rezoned for a mixture of housing, offices, and services by mid-2020. Later that year, the first section of public right-of-way necessary for the connection was dedicated alongside the subdivision of developable lots along Deane Solomon Road. Subsequently, in 2023 the Underwood Parks Master Plan was developed with inclusion of the planned connection.

While these factors support the rationale for maintaining the planned street and its role in a larger connection, staff also finds justification in the preserving its intended status as a public street. Although developing the street privately can remove its maintenance cost from the City, there are numerous local examples where inconsistent, irregular, and deferred maintenance of private streets has seen their condition deteriorate beyond the ability of its owner or owners to repair. Where some instances of this may not have wider impacts to the public at large or the provision of emergency, utility, and other municipal services, the applicant's proposal establishes a section of a priority connection as private, where poor maintenance or upkeep can have outsized impacts.

Public Comment: To date, staff has not received any public comment regarding this request.

RECOMMENDATION: Staff recommends denial.

Should the Planning Commission forward this item to the City Council's Transportation Committee with a recommendation of approval, staff recommends the following conditions:

Conditions of Approval:

1. Construction of the planned street shall be consistent with the City of Fayetteville Master Street Plan Residential Link section and in accordance with Engineering Division

specifications for a Residential Link; and

2. Easement dedication in association with development of the property shall include public access easement adequate to span the width of the private street and its associated sidewalks.

3. Tree planting standards apply to all new developments along public or private streets, and street trees in residential developments must be maintained by the developer for a minimum of 3 years. Upon the expiration of a 3-year maintenance contract or surety, that responsibility passes on to the property owner.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: August 11, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

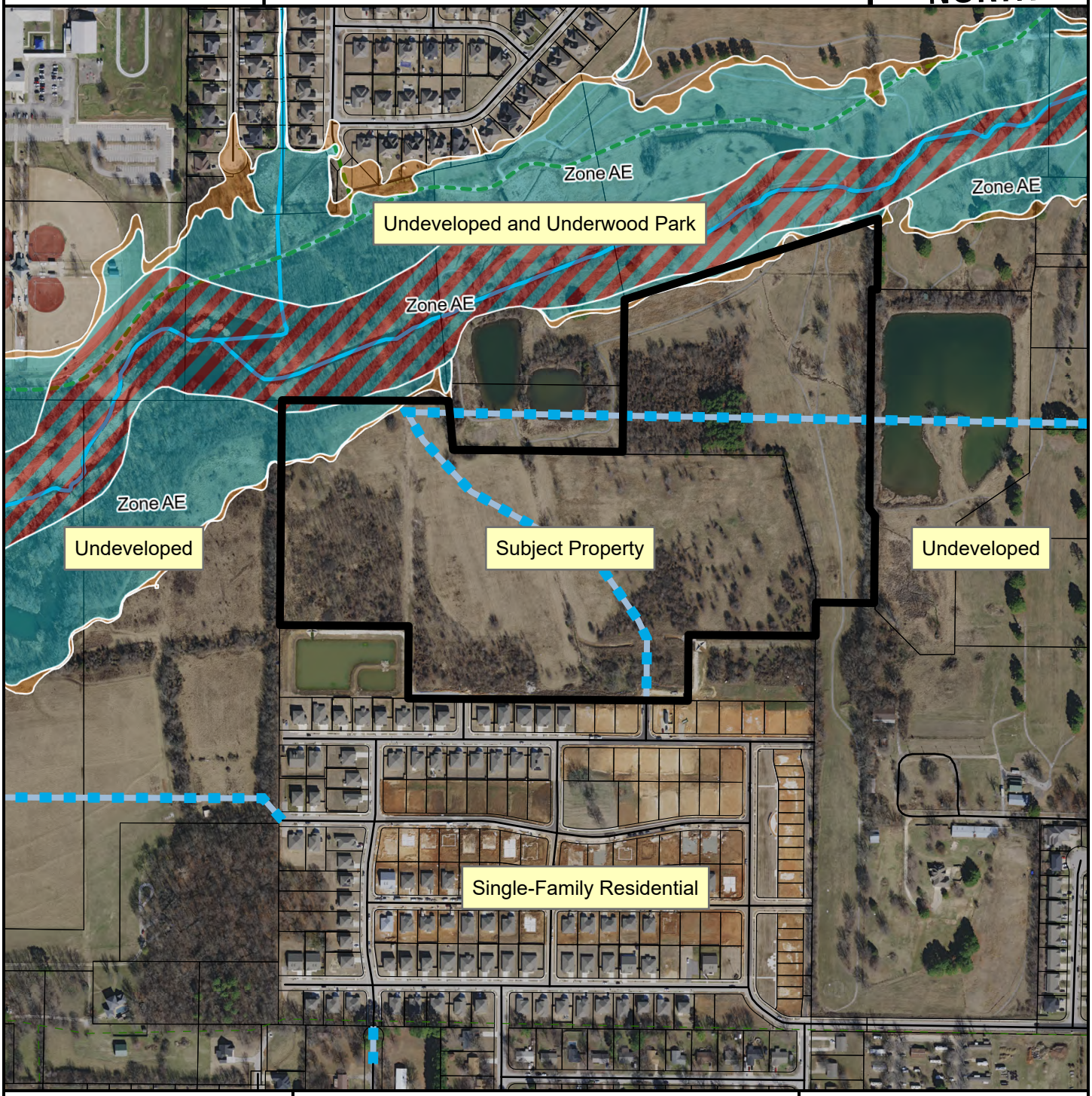
ATTACHMENTS:
- Current Land Use Map
- 2030 Master Street Plan Exhibit
- 2040 Master Street Plan Exhibit
- Underwood Park Master Plan
- Applicant Request Letter
- PZD-2025-0003 Exhibits

ADM-2025-0030

Current Land Use

N. RAVEN LN

NORTH



- Unclassified
- Residential Link
- Planned Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 180 360 720 1,080 1,440

1:6,000

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

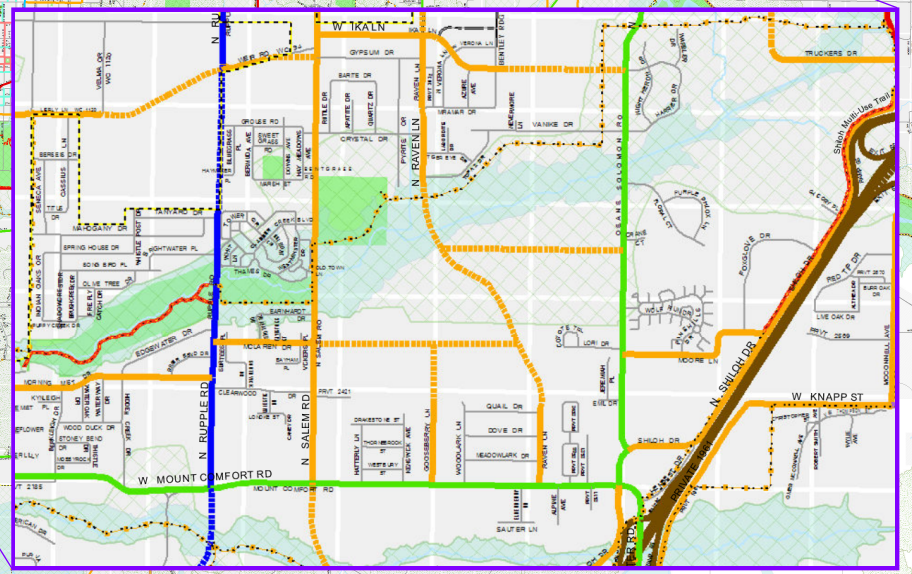
City Plan 2030
Master Street Plan

Fayetteville
ARKANSAS

Adopted by the Fayetteville City Council on
August 16, 2011 Resolution No. 146-11

Mayor

City Clerk



Downtown Master Plan
- ST-37
- ST-40 (ONE WAY)
- ST-45
- LOCAL URBAN
- MS-63

EXISTING STREETS
- U of A Campus Master Plan
- COLLECTOR
- FREEWAY/EXPRESSWAY
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- PRIN ARTERIAL PKWY

PLANNED STREETS
- COLLECTOR
- FREEWAY/EXPRESSWAY
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- PRIN ARTERIAL PKWY
- LOCAL
- Future Trails
- Multi-Use Trails--Existing
- Platted Street
- Enduring Green Network
- Stream_Polygons
- 100 YEAR FLOOD
- Planning Area Boundary
- Hillside/Hilltop Overlay District
- PARK
- Other Cities
- Quarter Mile Grid

0 0.5 1 Mile

N

Planning Commission
August 11, 2025
(KTB Limited Partnership)
Page 5 of 16

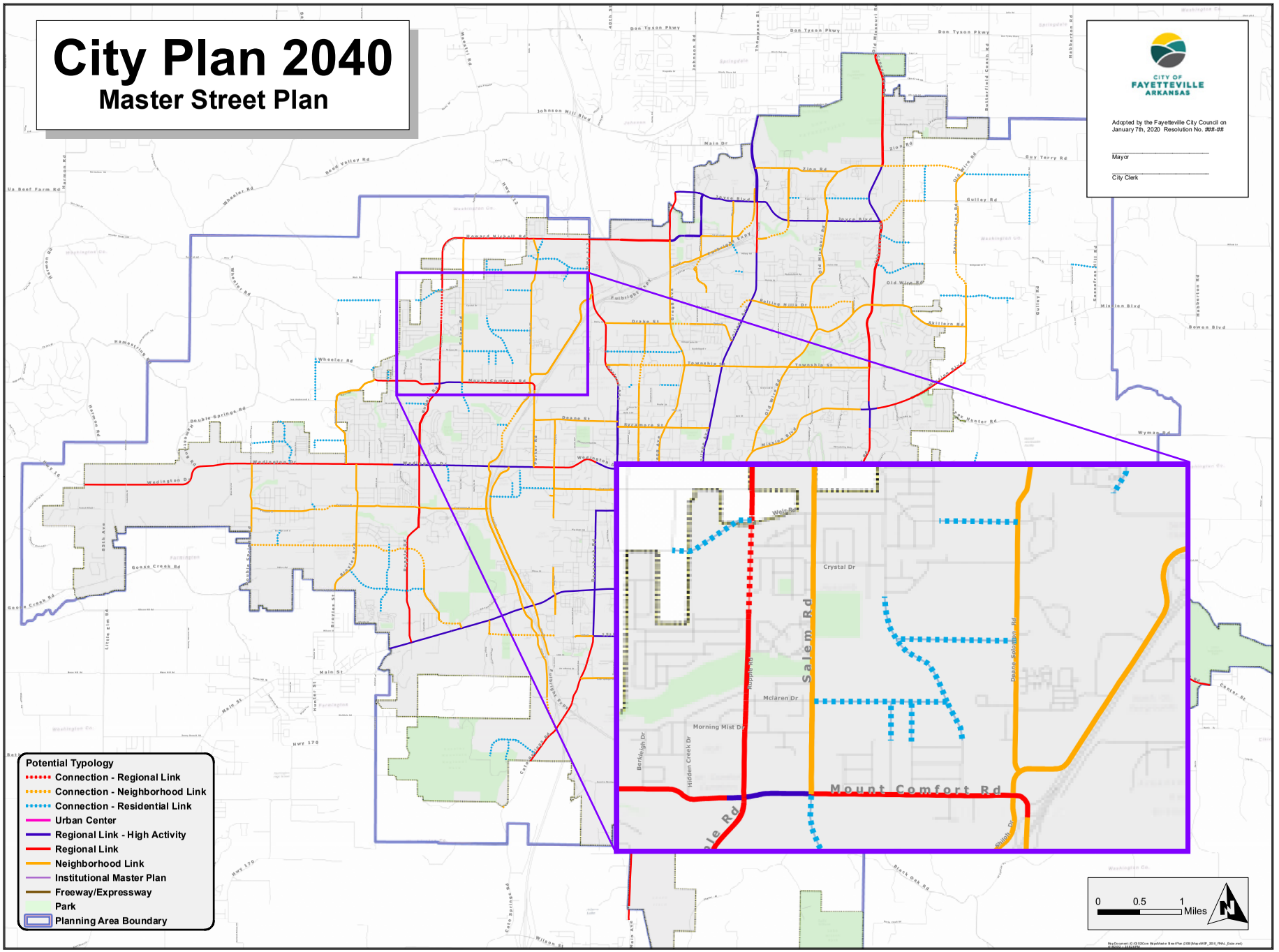


Figure 12.7 - Master Street Plan Map



UNDERWOOD PARK VISION PLAN PROGRAM

1. Nature Trails
2. Playground
3. Walking / Jogging Paths
4. Open Multi-Use Green Space
5. Ecological Restoration Areas
6. Entrance + Parking
7. Pickleball Courts
8. Wetland Boardwalk
9. Creek Play Access
10. Splashpad
11. Pavilion + Rest Rooms (RR)
12. Dog Park
13. Fishing Piers
14. Disc Golf (Partial)
15. Entry Plaza + Picnic Area
16. Kayak + Paddle Board Access
17. City Planted + Cared for Gardens
18. Enlarged Pond
19. Bird Watching Wildlife Blind
20. Art Infused Bridge
21. Food Truck Court
22. Hammock Pole Area
23. Basketball Court
24. Performance Space + RR
25. Lake Deck
26. Buffer Area
27. Possible Lake Access
28. Historic Interpretation Area
29. Possible Access Points
30. Sitting / Social Area

Crafton Tull
architecture | engineering | surveying

300 North College, Suite 317
Fayetteville, AR 72701
479.455.2207
craftontull.com

August 4th, 2025

City of Fayetteville
Attn: Planning Department
113 West Mountain St
Fayetteville, AR 72701

Re: Next Chapter ADM-2025-0030
Master Street Plan Amendment associated with PZD-2025-0003

Dear Ms. Masters,

This letter is intended to describe the reason for the requested amendment to the Master Street Plan, ADM-2025-0030. This request has been submitted concurrently with the Next Chapter PZD-2025-0003.

The request is to amend the typical section of the planned residential link that runs through the site. And, the request is to amend the location of the connection to N Deane Solomon Rd, by shifting the connection north to avoid the large existing wet retention pond. It is unreasonable to build a street through an existing large retention pond. The planned residential link that is offsite, connecting to N Deane Solomon Rd, will meet the full width MSP typical section for residential links. There is no change in the general connection points shown on the Master Street Plan because the proposed layout shows residential link connections to the existing N Raven Ln and also N Deane Solomon Rd.

N. Raven Lane will be extended through the site. The internal road network will generally conform to the alignment of the planned residential link that runs through the site on the Master Street Plan map. See the following exhibits, attached to this letter.

1. Existing Master Street Plan Exhibit
2. Concept Site Plan with Existing MSP Map Overlaid
3. Typical Section for Modified Residential Link, associated with PZD-2025-0003

The proposed internal residential link streets will be privately owned & maintained streets with public access easements dedicated over them. There will be a 36’ wide public access easement on all of the internal streets of the proposed Next Chapter PZD development, such that public vehicular and pedestrian access can be provided throughout all internal streets.

If the internal network of streets were publicly dedicated residential links, then there would be a variety of challenges to accommodate Next Chapter’s unique residential design product. The Next Chapter style, use, and model for distinct neighborhoods typically does not fit neatly into City of Fayetteville Unified Development Code or planning staff’s traditional interpretation thereof. A Next Chapter Neighborhood was never intended to resemble or mimic a typical single-family, nor multi-family development. This is a new residential product type that has details and nuances that usually do not fit into one of these two traditional categories. One of the most critical design restrictions that would result from a publicly dedicated network of internal streets would be creation of internal right-of-way, or property lines. This would result in required front, side, and rear yard setbacks to be measured from the required dedicated right-of-way. The resulting spacing and design outcome would resemble a traditional for-sale single-family neighborhood. As previously stated, this design and layout does not fit the unique and relatively new residential product type model for a Next Chapter Neighborhood. Dedicating the required right-of-way for residential links would result in a variety of spacing and product challenges for

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Fayetteville, AR 72701
479.455.2207
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a Next Chapter Neighborhood. The result of this would be a significant reduction in unit count, operational and ownership challenges, and a loss of intentional product aesthetic & design.

The primary benefit to the City of Fayetteville is that Next Chapter Holdings, LLC, will provide the intended connectivity for pedestrians and vehicles, and the City won't have to pay for any lifetime maintenance or initial construction costs. Fayetteville taxpayers do not pay for the construction or maintenance of the road, and yet they are still able to utilize and access the streets & sidewalks, free of charge. This is typically viewed as favorable by local jurisdictions as Next Chapter Holdings, LLC, is highly incentivized to ensure the roads are kept to high standards. If a high-quality product is not provided by the developer, which includes the streets & means of access, then the developer's business will suffer.

This amendment to the Master Street Plan is being submitted because while the development is meeting the intent of the established Master Street Plan's inter-parcel connectivity requirements, the technical nature of the privately owned and maintained internal roads warrant a Master Street Plan Amendment to verify this. The intended connectivity discussed in the City Plan 2040 is provided on this site with vehicular and pedestrian access. Next Chapter proposes several pedestrian connections to the adjacent Underwood Park, which makes this development even more connected than typically found in other traditional single family or multi-family developments. Therefore, because we are meeting the connectivity goal of the City Plan 2040, we believe this amendment to the MSP is justified, and will not negatively impact the City but rather benefit the City with a privately funded street & sidewalk installation and life-long maintenance.

Next Chapter Holdings, LLC, is proposing to add a condition that any approval of the MSP amendment is conditional upon the specific project moving forward and/or the public access easements being dedicated. If these conditions are not met, then any approved MSP amendment will revert back to the originally adopted MSP.

Below are the six 2040 City Plan goals and how this development aligns with them:

<u>Goal 1: We will make appropriate infill and revitalization our highest priority.</u>
This site is an infill project, between two existing residential developments. This project connects vehicles and pedestrians throughout this area in a logical and concise manner. Single-family residential use on this site compliments the context and character of the existing neighborhood to the south of the site, while obtaining the density needed to promote affordable housing in the region.

<u>Goal 2: We will discourage suburban sprawl.</u>
This development would not be considered suburban sprawl having high and medium density neighborhoods surrounding it. This development connects the two existing developments, extends vehicular and pedestrian access through this site and surrounding sites to local parks and amenities (i.e. Underwood Park, Gary Hampton Softball Complex, Wilson Springs Preserve, Holcomb Elementary). This Planned Zoning District has a density that is less than the future Commercial PZD 24 units/acre density, while also being a concise development which minimizes public street construction and centers on an internal open space for residents to enjoy.

<u>Goal 3: We will make traditional town form the standard.</u>
This development meets this goal by being a compact and dense subdivision thus being able to preserve open space and trees, having interconnected streets and sidewalks, and minimizing the unit's front façade separation from the sidewalk, while still providing one parking stall in each driveway. This will keep the units close to the street to mimic traditional town form.

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Goal 4: We will grow a livable transportation network.
This development will promote walkability and bicycling by having interconnected tree-lined streets, and sidewalks. Fayetteville's Clabber Creek trail is adjacent to this development, just north of Clabber Creek. The existing Underwood Park is directly adjacent to the northeast. Residents of this development will be able to access the Underwood Park trail system at multiple locations around the eastern, northern, and southern perimeters of the site. The students and faculty of Holcomb Elementary and any citizen who uses the Gary Hampton Softball complex for sports can use the Clabber Creek multi-use trail and/or public sidewalk network to access their home in this proposed development. If public transportation decides to extend west, this development will provide connection with surrounding neighborhoods thus making bus stops more accessible.

The City Plan 2040 clearly states a plan to create compact, complete, and connected development. These privately owned & maintained streets with public access easements dedicated over them will meet that plan for the following reasons:

1. Streets will provide legally established public access through the site from southern adjacent parcel to eastern adjacent parcel.
2. Pedestrians will have multiple direct access points to the adjacent Underwood Park trail system.
3. Pedestrians have less than 0.20 miles access from site to the Clabber Creek multi-use paved trail to the north.

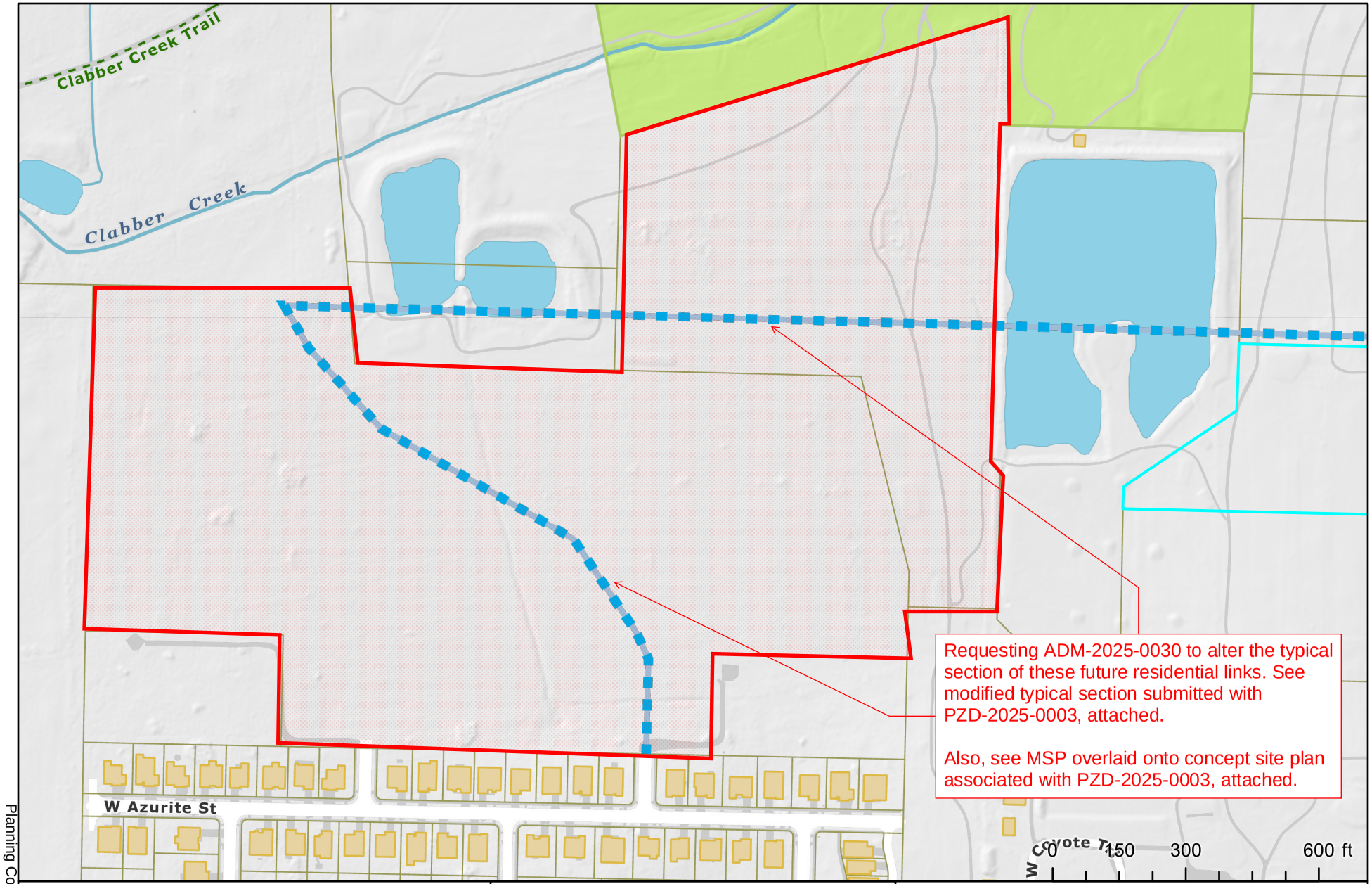
Goal 5: We will assemble an enduring green network.
This development will meet this goal by preserving trees and open space. Streamside protection measures will be along Clabber Creek at the northwestern corner of the property. Additionally, the proposed development will consist of tree-lined streets, interconnected sidewalks, and will connect to the Clabber Creek multi-use trail and Wilson Springs Preserve, which are both adjacent to the development.

Goal 6: We will create opportunities for attainable housing:
This goal will be met the developer providing a mixture of housing sizes and unit types. This mixture will allow some of the homes to be more affordable than the average single-family dwelling. Additionally, the homes will be rental units and therefore more financially attainable than the average single family private lot.

We appreciate your consideration of this request. If there are any questions, please contact me at 479-878-2475 or trent.woessner@craftontull.com.

Sincerely,

Trent Woessner, P.E.
Civil Project Engineer
Crafton Tull

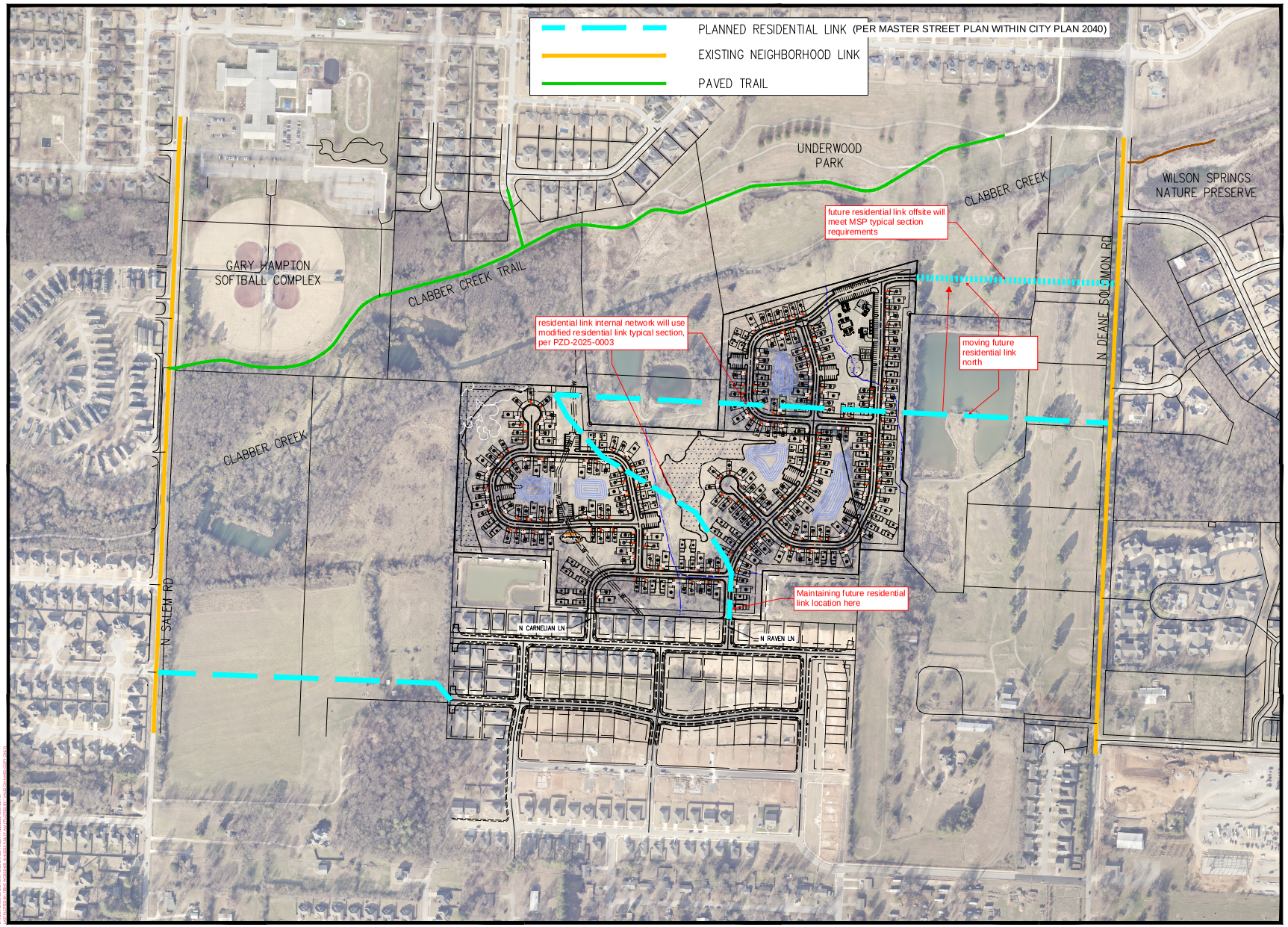


ADM-2025-0030 Exhibit

Fayetteville, AR

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

Created: 8/4/2025
Credits: City of Fayetteville, AR
Map Author:



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Fayetteville, Arkansas 72701
Crafton Tull
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479.636.4838 t

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FAYETTEVILLE, AR

No.	Description	Date

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PROJECT NO: 25301.700
ISSUE DATE: 06/04/2025
CONTACT: C. THRET
REVISIONS:
REVISION DATE:

PRELIMINARY PLANS

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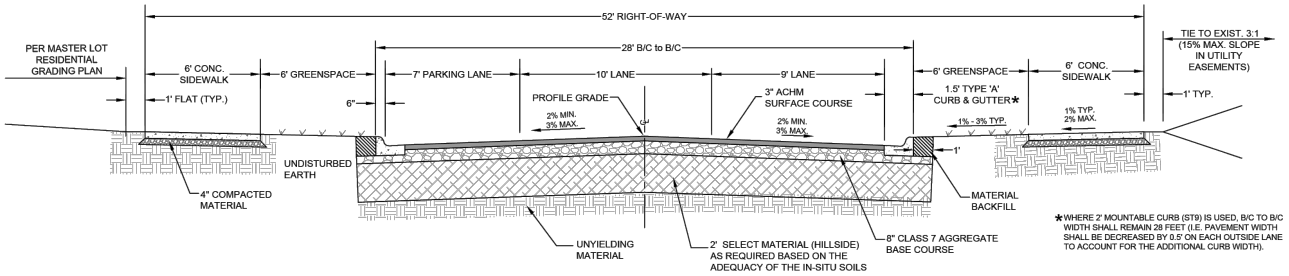
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OVERALL SITE PLAN

1 OF 1

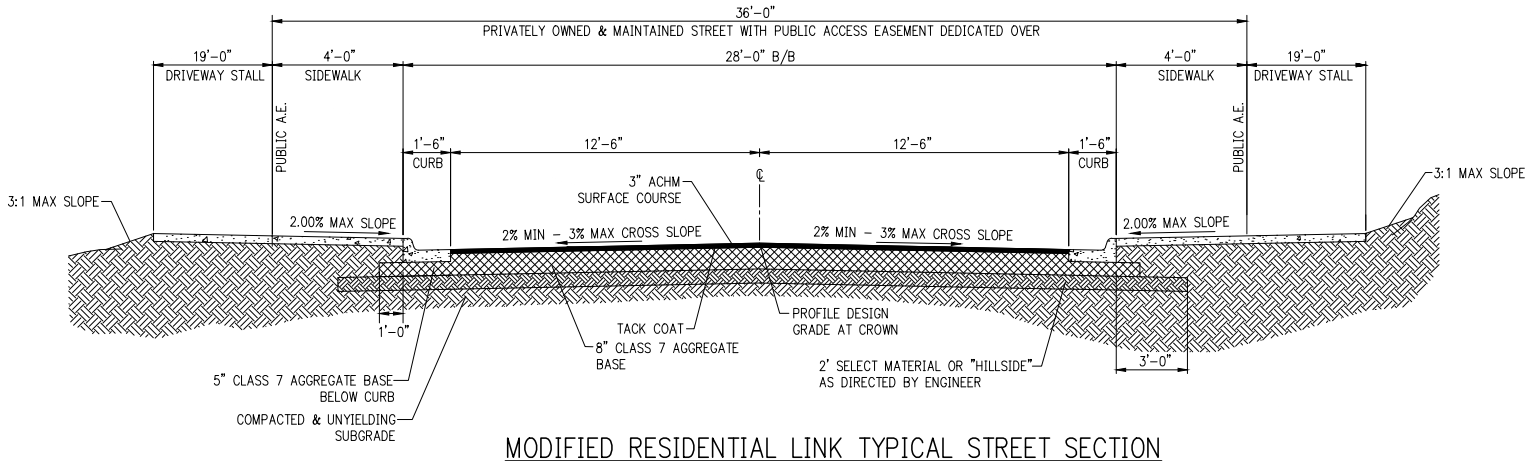
NOTES:
1. CONTACT THE ENGINEERING DIVISION (575-8206) TO REQUEST AN INSPECTION PRIOR TO POURING ANY SIDEWALK OR DRIVEWAY IN THE RIGHT-OF-WAY.
2. THE ENGINEER OF RECORD SHALL PERFORM "PART TIME" INSPECTION FOR THE DRAINAGE INSTALLATION AND STREET CONSTRUCTION. THE PUBLIC WORKS INSPECTOR MUST BE PRESENT FOR TESTING. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING TESTING.
3. MINIMUM DENSITY FOR ASPHALT SHALL BE 92% OF THE MAXIMUM THEORETICAL DENSITY.
4. SUBGRADE (HILLSIDE) SHALL BE COMPACTED TO 95% OF STANDARD PROCTOR. PROCTOR CURVE DATA SHALL BE SUPPLIED TO THE CITY ON ALL MATERIAL BY THE ENGINEER OF RECORD. WITHOUT THE COPY OF THE SITE SPECIFIC PROCTOR CURVE, MOISTURE CONTENT MUST BE WITHIN 3% OF OPTIMUM WHEN TESTED.
5. BASE COURSE (CLASS 7 AGGREGATE BASE) SHALL BE COMPACTED TO 98% OF MODIFIED PROCTOR ON RESIDENTIAL LINKS AND NEIGHBORHOOD LINKS.
6. CURING COMPOUND IS REQUIRED FOR ALL CONCRETE IN RIGHT-OF-WAY OR EASEMENTS, ANY COLOR EXCEPT CLEAR. FOLLOW STANDARD ENGINEERING PRACTICE FOR PLACEMENT IN HOT, WINDY, AND COLD WEATHER.
7. CURB MUST BE CAULKED BEFORE BACKFILLED AND STREET PAVED. ACCEPTABLE SUPPLIERS ARE OMNI SEAL 50, PECORA 864 AND 865, DOW COMING 888, OR OTHER PRE-APPROVED EQUAL.
8. ALL IN-SITU SOILS FOR SUBGRADE SHALL HAVE A LIQUID LIMIT LESS THAN 40, A PLASTICITY INDEX LESS THAN 15, AND A CBR GREATER THAN 8. INADEQUATE SOILS SHALL BE UNDERCUT 2 FEET AND REPLACED WITH "HILLSIDE MATERIAL" (SOILS WITH CBR OF 8 OR GREATER, AND AS CLASSIFIED AS GM OR GC SOILS) - GEOTECHNICAL TESTING REQUIRED TO DETERMINE SOIL ACCEPTANCE.
9. SUBGRADE MUST BE PLACED ON UNYIELDING MATERIAL - ADDITIONAL UNDERCUT MAY BE REQUIRED.

THESE TYPICAL SECTIONS ARE BASED ON STANDARD RESIDENTIAL LINKS AND NEIGHBORHOOD LINKS ESTABLISHED IN THE MASTER STREET PLAN. WHERE STREET AND/OR PAVEMENT SECTIONS DIFFER, IT IS THE RESPONSIBILITY OF THE ENGINEER OF RECORD TO PROVIDE ALTERNATE TYPICAL SECTIONS.



TYPICAL SECTION
RESIDENTIAL LINK

*ALL INTERNAL STREETS, N RAVEN LN. & N CARNELIAN LN., WILL USE A MODIFIED VERSION OF THIS RESIDENTIAL LINK TYPICAL SECTION, SEE BELOW.



MODIFIED RESIDENTIAL LINK TYPICAL STREET SECTION
NTS

SHEET: ST1

DATE: May 25, 2017 REVISED
Jan. 13, 2021
June 25, 2021
April 25, 2023

TITLE: STREET DETAILS

DESCRIPTION: RESIDENTIAL LINK AND NEIGHBORHOOD LINK TYPICAL SECTIONS

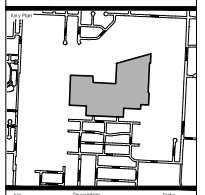
ENGINEERING DIVISION
113 W. MOUNTAIN STREET
PHONE: (479) 575-8206 FAX NO.: (479) 575-8202

CITY OF FAYETTEVILLE ARKANSAS

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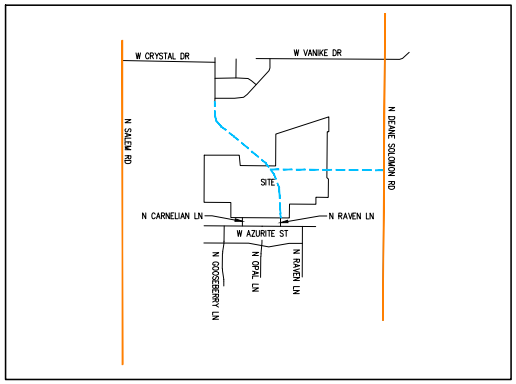
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EXHIBIT C - TYPICAL SECTION

NEXT CHAPTER PZD

FAYETTEVILLE, ARKANSAS

PZD (# TO BE ASSIGNED)



VICINITY MAP (NTS)

BASIS OF BEARING: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NGVD 29 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF FAYETTEVILLE CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.

- FREEWAY/EXPRESSWAY
- REGIONAL LINK-HIGH ACTIVITY
- REGIONAL LINK
- NEIGHBORHOOD LINK
- NEIGHBORHOOD LINK PLANNED
- RESIDENTIAL LINK PLANNED

PROJECT INFORMATION

APPLICANT:	CRAFTON TULL CONNOR THREET P.E. 300 N. COLLEGE AVE., SUITE 317 FAYETTEVILLE, AR 72701 479-878-2467
OWNER PURSUING PZD:	NEXT CHAPTER HOLDINGS, LLC 2500 TRADE CENTER DR EVANS, GA 30809
EXISTING OWNERSHIP:	UNDERWOOD, CRAIG & LAURA REVOCABLE TRUST KTB LIMITED PARTNERSHIP
PLAT DOCUMENTS FOR EXISTING PARCELS:	PROPERTY LINE ADJUSTMENT PLAT 2019-00034850 PROPERTY LINE ADJUSTMENT PLAT 2016-00029554 TRACT SPLIT PLAT 024A-00000298 ACCESS, MAINTENANCE, & DETENTION PERMANENT EASEMENT PLAT DOC 2019-00038607

PROPERTY DESCRIPTION

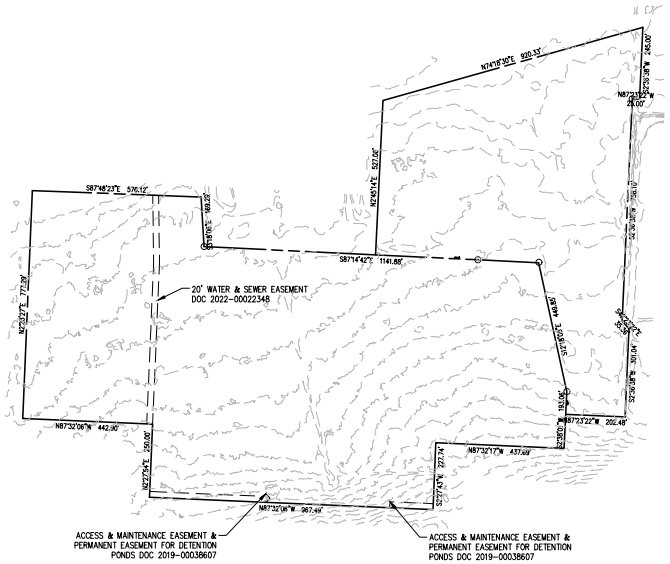
LOT 4, AS PER PLAT RECORD 024A-00000298 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING PART OF THE SE 1/4 OF THE NE 1/4 AND THE N 1/2 OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION 32;
THENCE N87°16'59"W 782.21 FEET;
THENCE N02°38'01"E 1483.34 FEET TO THE POINT OF BEGINNING, SAID POINT BEING THE SOUTHWEST CORNER OF SAID LOT 4;
THENCE ALONG THE WEST LINE THEREOF THE FOLLOWING FOUR COURSES:
THENCE N02°38'01"E 76.97 FEET;
THENCE N12°18'05"W 449.85 FEET;
THENCE N87°14'42"W 556.89 FEET;
THENCE N02°45'14"E 527.06 FEET TO THE NORTHWEST CORNER OF SAID LOT 4;
THENCE ALONG THE NORTH LINE THEREOF N74°18'30"E 920.33 FEET TO THE NORTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE EAST LINE THEREOF THE FOLLOWING FIVE COURSES:
THENCE S02°36'38"W 245.00 FEET;
THENCE N87°23'22"W 25.00 FEET;
THENCE S02°36'38"W 758.10 FEET;
THENCE S42°23'22"E 35.36 FEET;
THENCE S02°36'38"W 301.04 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE SOUTH LINE THEREOF N87°23'22"W 202.48 FEET TO THE POINT OF BEGINNING, CONTAINING 16.01 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

ALSO

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SW 1/4 OF THE SE 1/4 OF SAID SECTION 32;
N02°23'27"E 1381.39 FEET TO THE POINT OF BEGINNING;
THENCE N02°23'27"E 777.29 FEET;
THENCE S87°48'23"E 576.12 FEET;
THENCE S03°18'06"E 169.29 FEET;
THENCE S87°14'42"E 1141.88 FEET;
THENCE S12°18'05"E 449.85 FEET;
THENCE S02°38'01"W 193.06 FEET;
THENCE N87°32'17"W 437.69 FEET;
THENCE S02°27'43"W 227.74 FEET;
THENCE N87°32'06"W 967.49 FEET;
THENCE N02°27'54"E 250.00 FEET;
THENCE N87°32'06"W 442.90 FEET TO THE POINT OF BEGINNING, CONTAINING 33.31 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.



Arkansas One Call 811 Know what's **below**. **Call** before you dig.

FLOOD NOTE:

A PORTION OF THE PROPERTY IS IN FLOOD ZONE "AE", AND IS INSIDE THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBER 05143C0205G, EFFECTIVE DATE JANUARY 24, 2024.

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, NO INDEPENDENT STUDY OF THE LIKELIHOOD OF FLOODING OF THE SURVEYED PROPERTY HAS BEEN DONE BY THE SURVEYOR AND NO OPINION OF FLOOD HAZARDS IS INCLUDED IN THIS SURVEY. THE FLOOD HAZARD ZONE BOUNDARIES SHOWN HEREON WERE SCALED FROM THE MAPS CITED AND ARE NOT THE RESULT OF INDEPENDENT COMPUTATION OR ANALYSIS.

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NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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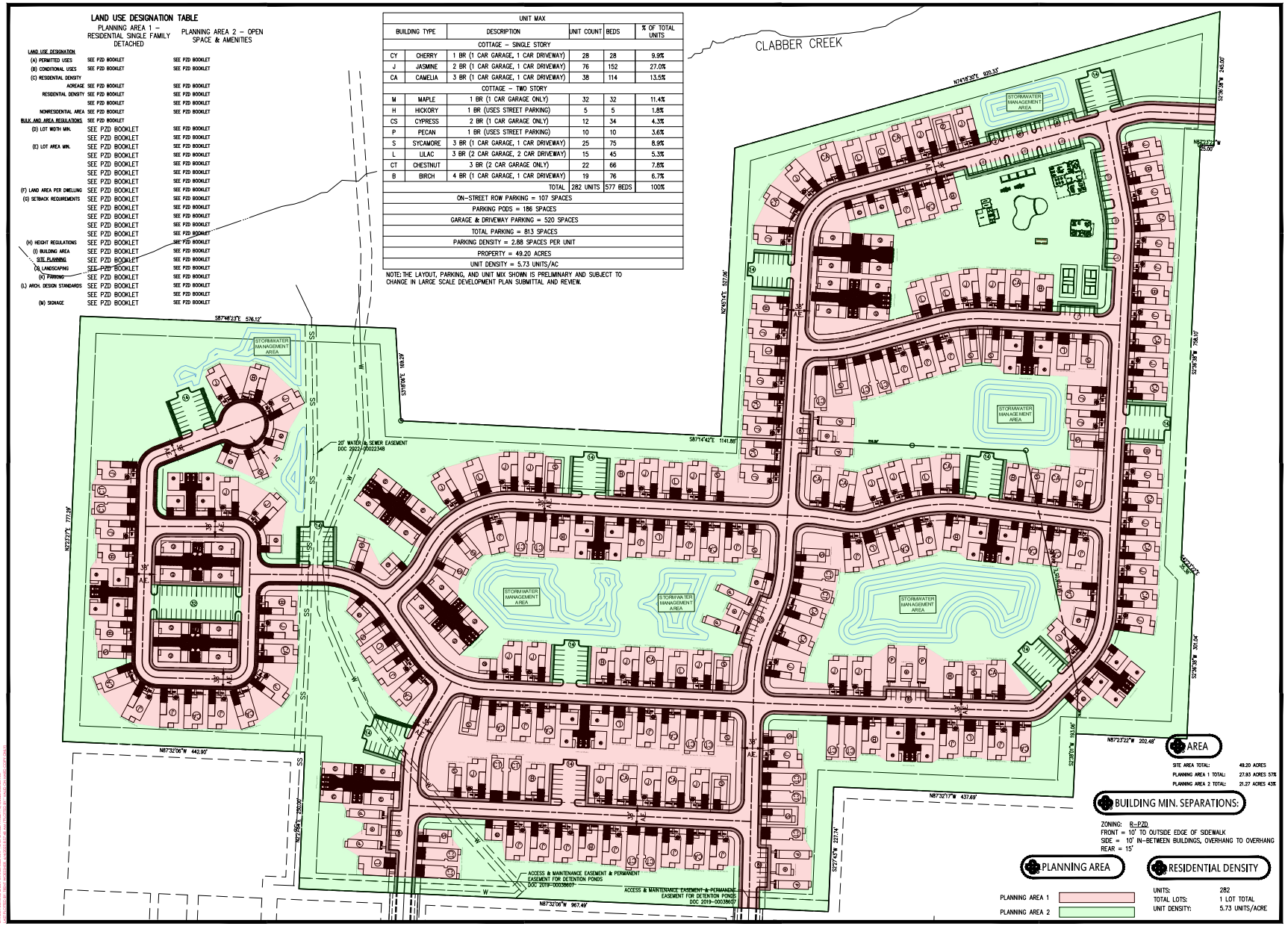
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AS OF DATE:
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COVER SHEET/SURVEY

1 OF 1



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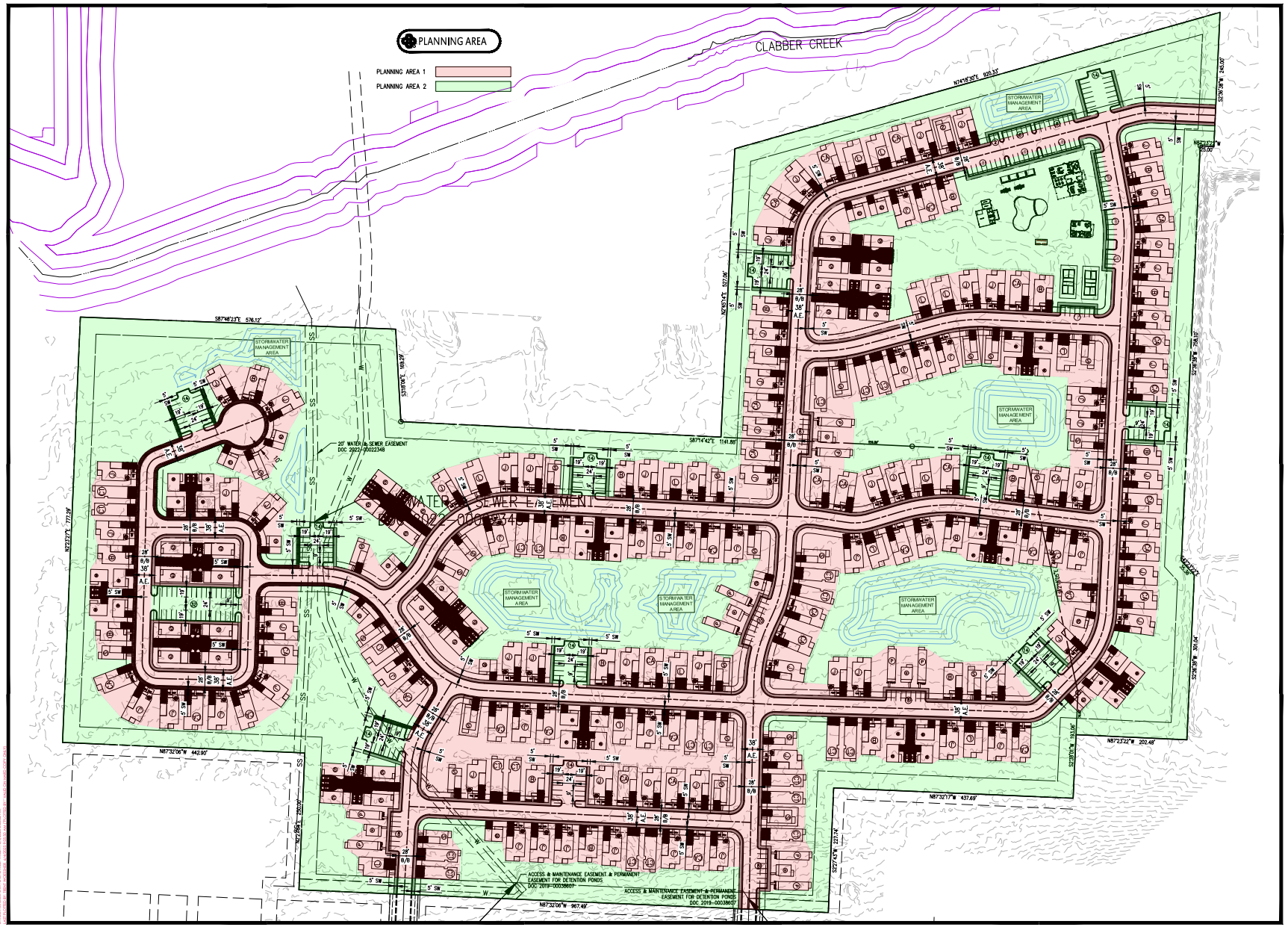
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EXHIBIT B ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA MAP

1 OF 2



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EXHIBIT C MASTERPLAN

2 OF 2

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING: August 11, 2025

SUBJECT: **PZD-2025-0003: Planned Zoning District (N. RAVEN LN/KTB LIMITED PARTNERSHIP, 285):** Submitted by CRAFTON TULL for property located on N. RAVEN LN. The property is zoned CPZD, COMMERCIAL PLANNED ZONING DISTRICT, and RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 49.2 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT.

RECOMMENDATION:
Staff recommends forwarding **PZD-2025-0003** to City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **PZD-2025-0003** to City Council with a recommendation of approval."*

BACKGROUND:
The subject area is located in northwest Fayetteville, approximately mid-way between N. Salem and N. Deane Solomon Roads, and due north of the Crystal Springs, Phase IV subdivision. A portion of the property was rezoned to a Planned Zoning District in 2020 with the acquisition of land that was donated for Underwood Park. Residential Link connection of Fayetteville's Master Street Plan enters the property from the south before angling eastward for future connectivity with Deane Solomon. An associated master street plan modification is also being considered with this request. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential; Undeveloped/Former Golf Course	RSF-4, Residential Single-Family, Four Units per Acre; PZD, Planned Zoning District
South	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
West	Undeveloped	RSF-1, Residential Single-Family, One Units per Acre
East	Undeveloped/Former Golf Course	PZD, Planned Zoning District

Proposal: The applicant requests to rezone the property to a Residential Planned Zoning District with two planning areas, as described below:

- **Planning Area #1 (Residential Single-Family) – 26.84 acres:** This area will be developed with residential single-family homes at a maximum density of 5.61 units per acre.
- **Planning Area #2 (Open Space and Amenities) – 22.36 acres:** Development in this area appears to be limited to stormwater, greenspace, and open space.

Public Comment: Staff has received one comment about impacts to traffic along Deane Solomon, but not necessarily in opposition to the overall request. Staff received another inquiry about the development with concerns about how the development may impact the woods to the north of the Crystal Springs subdivision.

INFRASTRUCTURE:

Streets: The PZD shows connecting North Carnelian Lane and North Raven Lane through the site with a private street. This connection is shown to be 28-foot-wide back-of-curb to back-of-curb with 6-foot greenspace and 6-foot concrete sidewalk, in accordance with the City's Residential Link Master Street Plan. Review of the proposed streets for conformance with the City's Minimum Street Standards will be performed with development entitlement.

The applicant is proposing making all streets in the development private. Staff notes that private streets have historically been problematic in other parts of the city. There are many examples of private streets that are currently in poor shape due to lack of maintenance provided by an HOA or, even worse, in an area without any HOA. Salem Village and Stanwyk Drive are examples of these situations. This proposal is slightly different since they are not proposing to subdivide the property, however the applicant should be aware of the long-term cost to maintain this infrastructure.

The Master Street Plan shows a planned Residential Link going through the proposed site. The applicant will need to amend the Master Street Plan to address this change. However, a proposed private street in the development follows the Master Street Plan intent very closely. Based on this, and the concern about private streets, Engineering Staff would recommend maintaining the Master Street Plan connection through the site as a public street.

Water: There is an existing 8-inch water main running through the center of the property in north-south direction. In addition, there are two existing 8-inch water main connections on the south side of the subject property along North Carnelian Lane and North Raven Lane. The existing mains mentioned are available to service the development. The applicant is proposing an 8-inch water main to be extended through the site to provide domestic and fire service to the property. Further review and analysis will be done with an application for development.

Sewer: There is an existing 10-inch sewer main that runs north-south along the west side of the proposed development. The applicant is proposing an 8-inch sewer main extension throughout the site to provide service to the proposed units. The applicant must engage RJN, the contract engineer for the City's sewer model, to determine the existing downstream capacity of the sewer system and any necessary improvements that would be required for a specific development.

Drainage: Development on this site must meet the four Minimum Standards of Fayetteville's Drainage Criteria Manual for water quality, channel protection, overbank flood protection, and extreme flood protection. Review for conformance with these standards will be done with a development application.

Fire: Station 8, located at 2266 W Deane St., protects this site. The property is located approximately 1.3 miles from the fire station with an anticipated drive time of approximately 4.0 minutes using existing streets. The anticipated response time would be approximately 6.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck. Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. The Fayetteville Fire Marshals office will require all infrastructure for fire access and hydrants prior to any building being occupied by tenants. Projects with 30 or more buildings on one plot of land will trigger a minimum of two access points meeting code requirements.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed RPZD, Residential Planned Zoning District and the current zoning district, RSF-4, Residential Single-Family, Four Units per Acre, require **25% minimum canopy preservation.**

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood Area.**

Residential Neighborhood Areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **2-6** for this site with a weighted score of **6** at the highest level. Elements contributing to the highest score include the following:

- Adequate Fire Response (Station #8, 2266 W. Deane Street)
- Near Sewer Main (10-inch along west side of site)
- Near Water Main (8-inch along west side of site
- Near Public School (Holcomb Elementary)
- Near City Park (Underwood Park)
- Near Paved Trail (Clabber Creek Trail)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds that the proposed PZD is compatible with surrounding land uses. The overall zoning density allowances are effectively a downzoning from what could be built there currently under the CPZD district that in certain portions allows up to 24 units per acre of multi-family**

residential. To the south of the development is an established residential single-family subdivision with public streets that this development proposes to tie in to. The development proposes a density, building type, and use that is compatible with the surrounding areas. The main concern that staff has with the proposal is the applicant's request to install private streets throughout the development. Staff finds that this request runs counter to city goal 3 which states a preference for connected development, and potentially poses maintenance and upkeep issues in the long-term. Staff recommends a condition that connectivity through public streets be maintained to the subdivision to the south, and that the main north/south street throughout the development remain public to connect to the northeast section of the site.

Land Use Plan Analysis: **Staff finds that the proposed PZD is aligned with several goals of City Plan 2040 since it would allow for appropriate infill development (Goal 1), and create opportunities for attainable housing (Goal 6) since the developer introduces a unique rental model for the City. The property has an infill score ranging between 2 to 6, which indicates that it is a suitable location for relatively low density development, which the applicant proposes. The developer's proposal to use only private streets does appear to run counter to City Goal 3, but if at least one main connection through the development can be dedicated as public street to avoid leapfrogging maintenance and public access, staff finds that the connectivity goal can be maintained.**

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **While the proposed PZD aligns with several goals of City Plan 2040, its necessity is at the request of the developer. Without a unique zoning consideration, this development type would not be possible due to lot width and area requirements of the RSF-4 zoning district. Staff finds that the applicant's proposal is unique, and offers another opportunity for housing and is in line with the City's long-term land use plans for the area.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **The PZD has the potential to increase traffic, though staff finds that when the neighborhood develops, the surrounding infrastructure can likely support it.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The proposed PZD has the potential to alter the population density but is not likely to do so in a way that undesirably increases the load on public services. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

§ 161.35. Planned Zoning Districts (PZD)

(B) *Purpose.* The intent of the Planned Zoning District is to permit and encourage comprehensively planned zoning and developments whose purpose is redevelopment, economic development, cultural enrichment or to provide a single-purpose or mixed-use planned development and to permit the concurrent processing of zoning and development. The City Council may consider any of the following factors in review of a Planned Zoning District application.

(1) *Flexibility.* Providing for flexibility in the distribution of land uses, in the density of development and in other matters typically regulated in zoning districts.
(2) *Compatibility.* Providing for compatibility with the surrounding land uses.
(3) *Harmony.* Providing for an orderly and creative arrangement of land uses that are harmonious and beneficial to the community.
(4) *Variety.* Providing for a variety of housing types, employment opportunities or commercial or industrial services, or any combination thereof, to achieve variety and integration of economic and redevelopment opportunities.
(5) *No negative impact.* Does not have a negative effect upon the future development of the area;
(6) *Coordination.* Permit coordination and planning of the land surrounding the PZD and cooperation between the city and private developers in the urbanization of new lands and in the renewal of existing deteriorating areas.
(7) *Open space.* Provision of more usable and suitably located open space, recreation areas and other common facilities that would not otherwise be required under conventional land development regulations.
(8) *Natural features.* Maximum enhancement and minimal disruption of existing natural features and amenities.
(9) *Future Land Use Plan.* Comprehensive and innovative planning and design of mixed use yet harmonious developments consistent with the guiding policies of the Future Land Use Plan.
(10) *Special Features.* Better utilization of sites characterized by special features of geographic location, topography, size or shape.
(11) *Recognized zoning consideration.* Whether any other recognized zoning consideration would be violated in this PZD.

Findings: Staff finds that the proposed PZD meets several of the factors above, including flexibility by incorporating a new housing model, compatibility with the size and scale of the housing type and density being proposed, and harmony by preserving portions of the site as natural buffers. The proposal also sets aside more open space than would typically be required with a traditional residential subdivision. While the developer intends to maintain and continue to hold the development in perpetuity, staff finds that providing one main public street through the development with public tie-ins to the

subdivision to the south allows the City to maintain control of the public right-of-way and ensure consistent maintenance for the long-term future.

RECOMMENDATION: Staff recommends approval of **PZD-2025-0003**. Should the Planning Commission choose to forward it to the City Council, staff recommends the following conditions:

Conditions of Approval:

1. Proposed street tie-ins to the Crystal Springs subdivision, and one continuous connection to the development to the northeast must be dedicated as public right-of-way and built to City minimum street standards. Any variances to street classification will be evaluated with the large-scale development.

2. Parkland dedication must be reviewed by PRAB with the associated development;

3. Proposed fire apparatus access roads shall meet requirements as stated by all applicable fire codes.

Planning Commission Action:	**❒ Forwarded**	**❒ Tabled**	**❒ Denied**
Meeting Date: August 11, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:
- Urban Forestry Memo
- One Mile Map
- Close Up Map
- Current Land Use Map
- Future Land Use Map
- Applicant Request Letter
- PZD Booklet
- Public Comment

CITY OF FAYETTEVILLE ARKANSAS

Urban Forestry Memo

TO: Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Bethany Douglas, Urban Forester

MEETING DATE: August 11, 2025

SUBJECT: **PZD-2025-0003: NEXT CHAPTER:** N. RAVEN LN - Submitted by CRAFTON TULL for property located on N. RAVEN LN. The property is zoned CPZD, COMMERCIAL PLANNED ZONING DISTRICT, and RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 49.2 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT. PP 285

RECOMMENDATION:
Urban Forestry Staff recommends conditional approval of PZD-2025-0003. The PZD booklet states that Chapter 167 Tree Preservation and Protection and Chapter 177 Landscape Regulations requirements will be met. The required minimum existing tree canopy coverage is 25% for PZDs, and the applicant states that estimated canopy cover on-site is currently 10.4%. Existing trees within Planning Area 1 will be removed and mitigated, whereas tree preservation will be prioritized in Planning Area 2. The applicant notes that the owner has given permission for mitigation trees to be planted offsite on the adjacent properties to the north and east if necessary.

The site abuts a dense grove of trees to the north on an adjacent CPZD property which the applicant intends to protect by providing a peripheral buffer in Planning Area 2. Additionally, the PZD booklet states that the riparian buffer in the northwest corner of the site will be preserved.

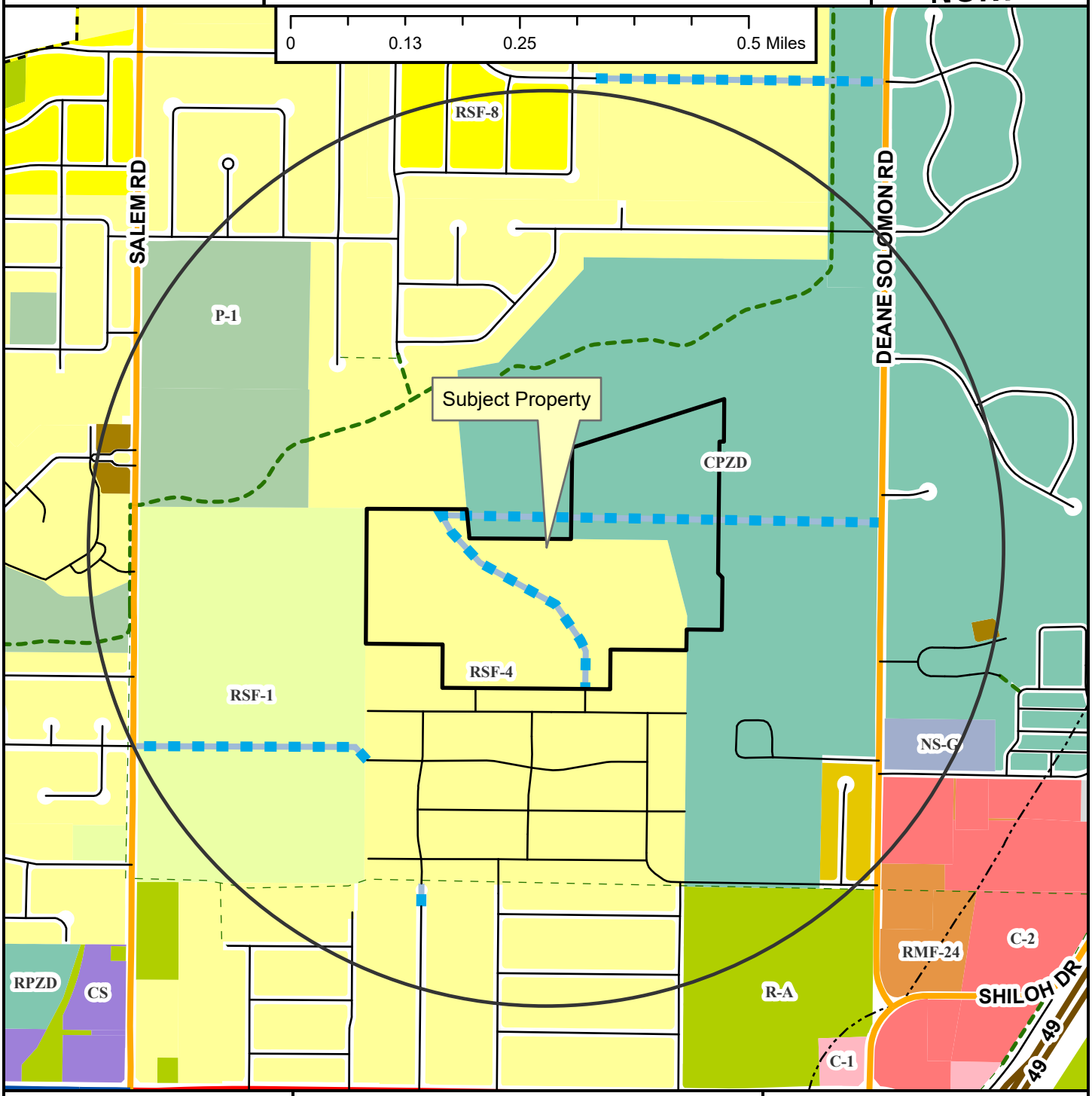
Urban forestry staff recommends that a buffer be provided adjacent to the tree preservation easement on parcel 765-16658-032, in addition to the other protections stated.

PZD-2025-0003

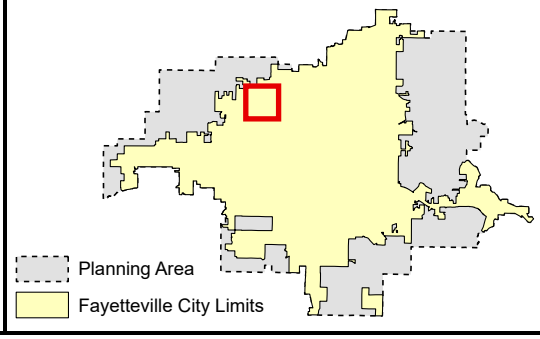
One Mile View

N. RAVEN LN

NORTH



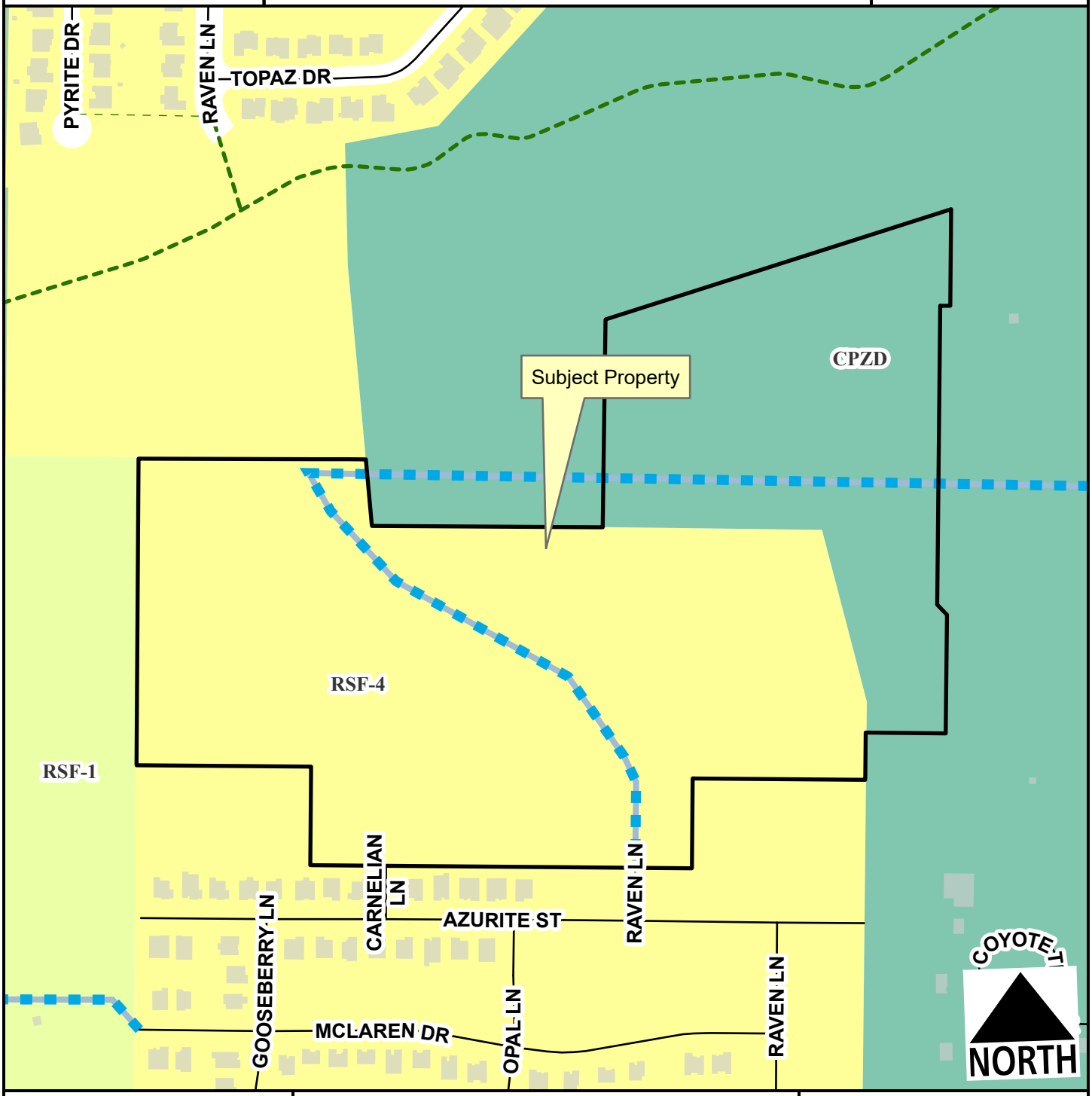
Regional Link
Neighborhood Link
Regional Link - High Activity
Freeway/Expressway
Unclassified
Alley
Residential Link
Planned Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Design Overlay District
Fayetteville City Limits
Planning Area



PZD-2025-0003

Close Up View

N. RAVEN LN



- Unclassified
- Residential Link
- Planned Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)

Feet

0 135 270 540 810 1,080

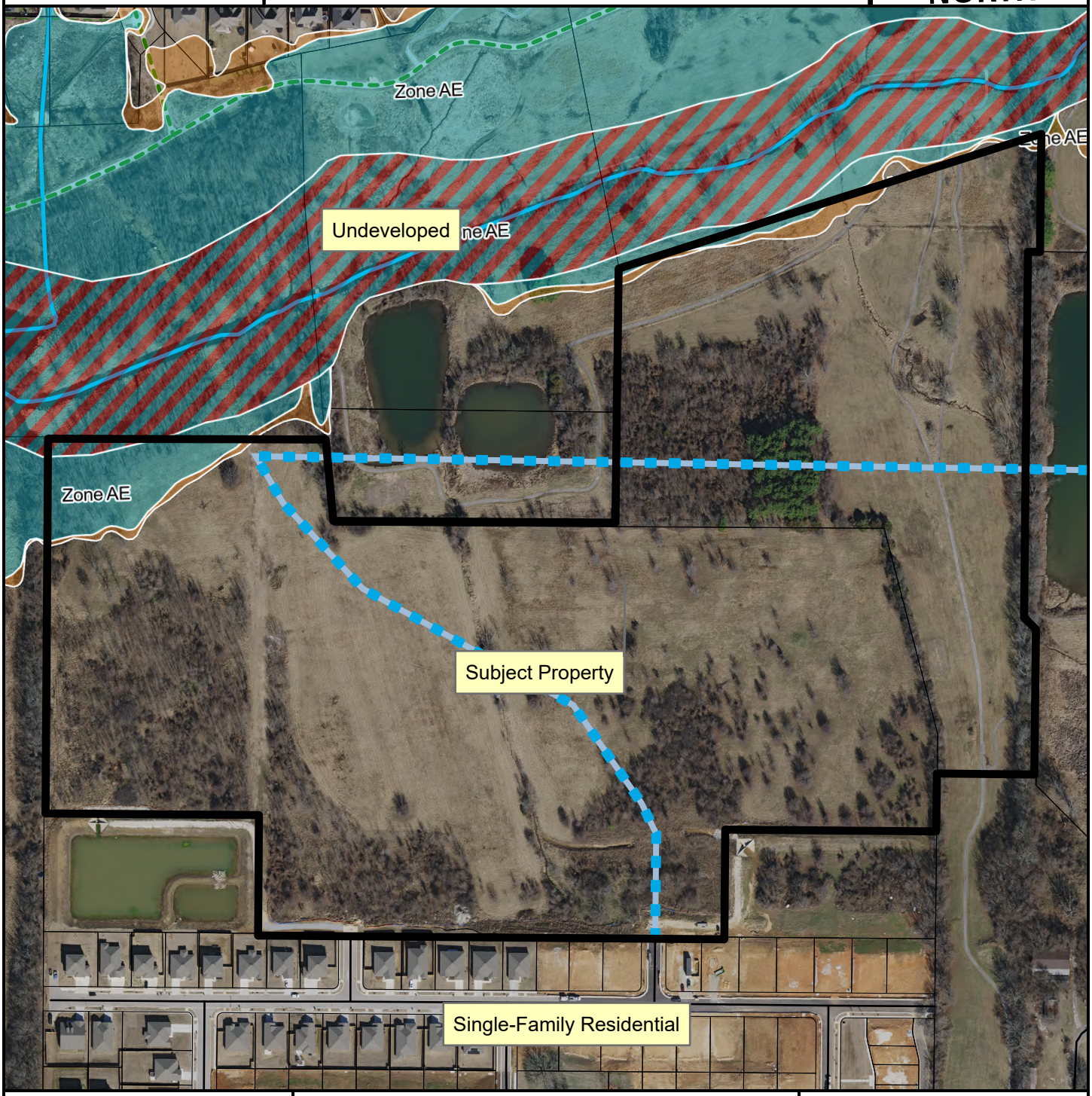
1:4,400

PZD-2025-0003

Current Land Use

N. RAVEN LN

NORTH



- Unclassified
- Residential Link
- Planned Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

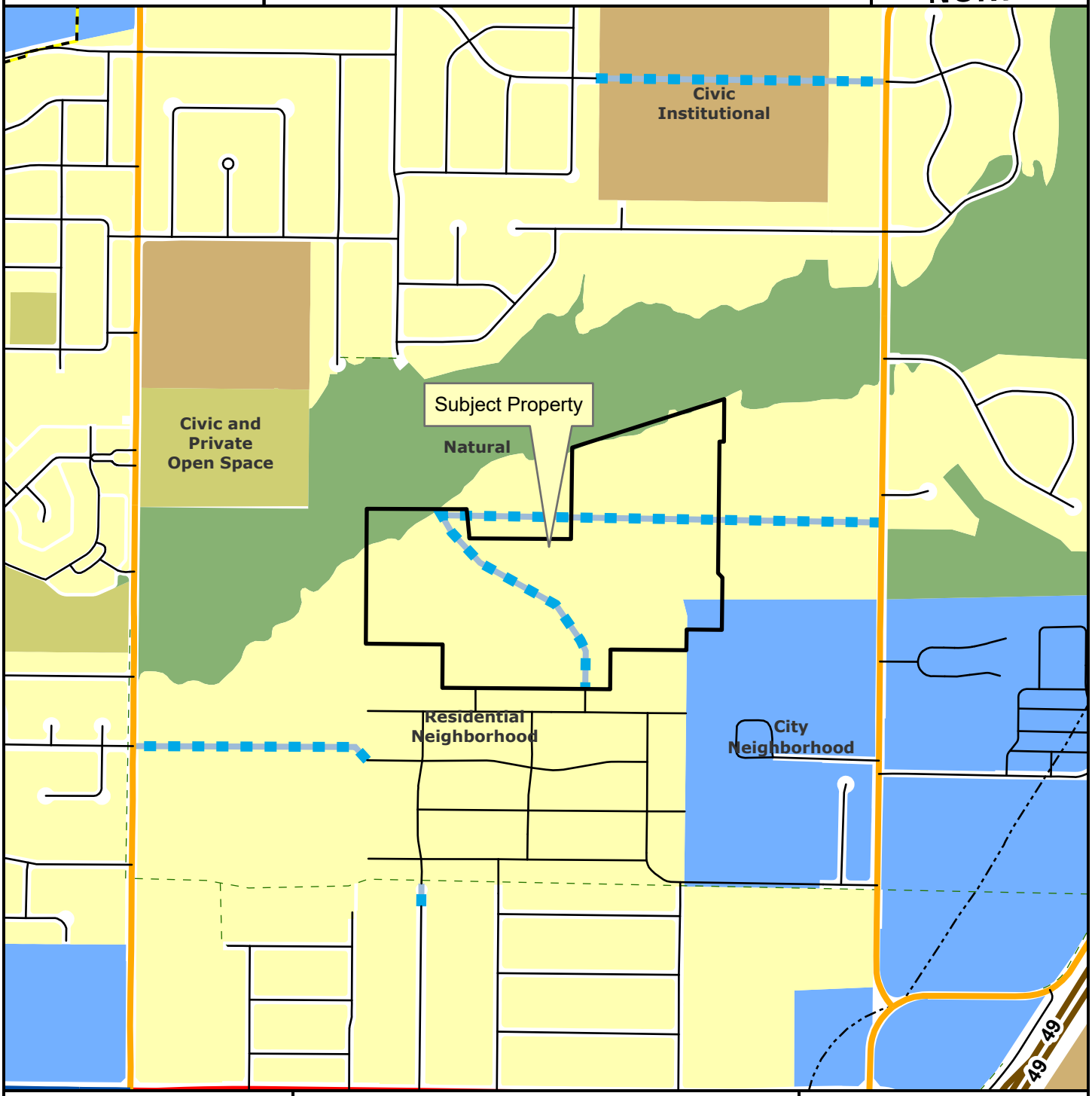
- 100-Year Floodplain
- Floodway

PZD-2025-0003

Future Land Use

N. RAVEN LN

NORTH



Regional Link
Neighborhood Link
Regional Link - High Activity
Freeway/Expressway
Unclassified
Alley
Residential Link
Planned Residential Link
Planning Area
Fayetteville City Limits
Trail (Proposed)
Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

City Neighborhood
Civic Institutional
Civic and Private Open Space
Industrial
Natural
Non-Municipal Government
Residential Neighborhood
Rural Residential
Urban Center

Crafton Tull
architecture | engineering | surveying

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June 4th, 2025

City of Fayetteville
Attn: Planning Department
113 West Mountain St
Fayetteville, AR 72701

Re: Next Chapter PZD

City of Fayetteville Planning Staff,

The purpose of this correspondence is to describe the scope, nature and intent of the above referenced project.

The scope of the proposed development will consist of two planning areas: single-family detached homes and open green space. The nature of the development consists of single-family units that will be leased to tenants, with Next Chapter Holdings, LLC, or a subsidiary of, being the sole property owner. The property will not be parceled off into smaller, separate individual lots. This development will exist on a single 49.2-acre parcel of land, and the PZD herein sets a density requirement of 6 units/acre. The intent is to have an affordable, walkable, vibrant, sustainable, and medium-density neighborhood with useable common open space and a diverse array of housing types. The open space includes stormwater management and shared amenities such as a dog park, playgrounds, community garden, business center, fitness center, pool, and pickleball courts. There are a variety of unit types, ranging from 1-bed with 1 story to 4-bed with 2 stories. It should be noted, however, that the majority of the proposed units will be either 1 or 2 bedrooms.

Sincerely,

Trent Woessner, P.E.
Civil Project Engineer
Crafton Tull

July 23, 2025

NEXT CHAPTER PLANNED ZONING DISTRICT BOOKLET

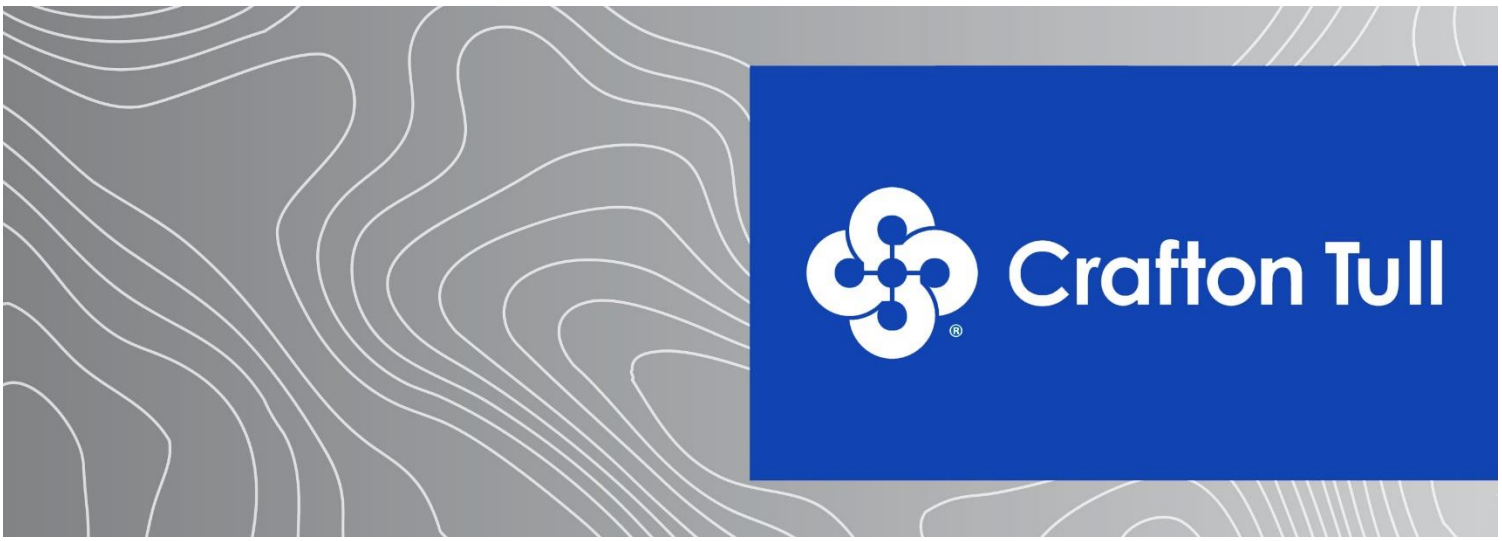
Submitted to:
City of Fayetteville
125 W. Mountain St
Fayetteville, AR 72701

Developer Pursuing PZD:
Next Chapter Holdings, LLC
2500 Trade Center Dr
Evans, GA 30809

Existing Owner of PIN 765-16658-050:
UNDERWOOD, CRAIG & LAURA REVOCABLE TRUST

Existing Owner of PIN 765-16658-022:
KTB LIMITED PARTNERSHIP

CT JOB NO. 25301700



Prepared by: Crafton Tull

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Exhibit A – Cover Sheet/Survey

Exhibit B – Zoning & Development Standards by Planning Area

Exhibit C – Master Plan, Aerial Overall Site Plan, & Modified Typical Residential Link Section

Exhibit D – Floor Plans, Elevation Views, & Isometric Views for all unit types

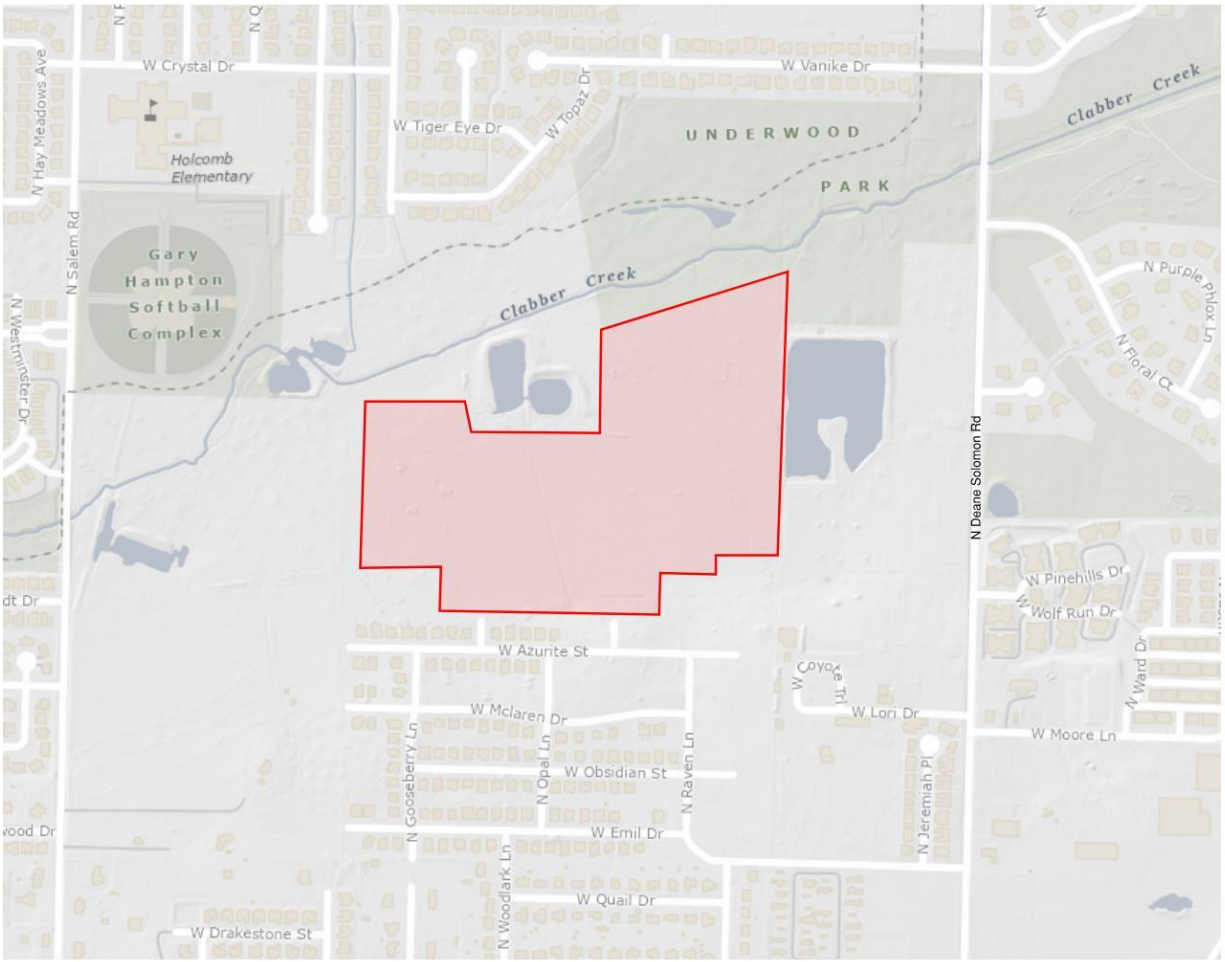
Exhibit E – Example Monument Sign

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A) Zoning Reversion:
It should be noted that the existing 16.1-acre commercial Underwood PZD property & 33.1-acre RSF-4 property shall both revert to their existing zoning if no action takes place within 2 years of the date of approval of this PZD.

B) Current Ownership:
The 49.2-acre property consists of two parcels: the 33.1-acre parcel is owned by UNDERWOOD, CRAIG & LAURA REVOCABLE TRUST, and the 16.1-acre parcel is owned by KTB LIMITED PARTNERSHIP. The developer pursuing the PZD is Next Chapter Holdings, LLC. Next Chapter Holdings, LLC has entered into a Purchase Agreement on both parcels from the current ownership.

All three parties are being represented by Crafton Tull & Associates. The site is located on Washington County Parcel Numbers 765-16658-050 and 765-16658-022. This location is south of Clabber Creek, west of N Deane Solomon Rd, and east of N Salem Rd. See vicinity map below for location:



C) Project Summary of Scope, Nature, & Intent:
The scope of the proposed development will consist of two planning areas: single-family detached homes and open green space. The nature of the development consists of single-family units that will be leased to tenants, with Next Chapter Holdings, LLC, or a subsidiary of, being the sole property owner. The property will not be parceled off into smaller, separate individual lots. This development will exist on a single 49.2-acre parcel of land, and the PZD herein sets a density requirement of 6 units/acre. The intent is to have an affordable, walkable, vibrant, sustainable, and medium-density neighborhood with

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useable common open space and a diverse array of housing types. The open space includes stormwater management and shared amenities such as a dog park, playgrounds, community garden, business center, fitness center, pool, and pickleball courts. There are a variety of unit types, ranging from 1-bed with 1 story to 4-bed with 2 stories. It should be noted, however, that the majority of the proposed units will be either 1 or 2 bedrooms.

D) General Project Concept:

1) Street & Lot Layout

The site will contain a network of internal streets that will all be publicly accessible via established public access easements. The site will connect to two existing residential link streets (N Carnelian Ln & N Raven Ln) and one neighborhood link street (N Deane Solomon Rd). All internal streets will be privately owned & maintained roads with 36' public access easements established over them, providing access to vehicles and pedestrians. The internal network of streets will be private and will generally conform to page 142 of the 2040 MSP Typical Residential Link section. Please see Exhibit C for the proposed modified residential link typical section.

If the internal network of streets were publicly dedicated residential links, then there would be a variety of challenges to accommodate Next Chapter's unique residential design product. The Next Chapter style, use, and model for distinct neighborhoods typically does not fit neatly into City of Fayetteville Unified Development Code or planning staff's traditional interpretation thereof. A Next Chapter Neighborhood was never intended to resemble or mimic a typical single-family, nor multi-family development. This is a new residential product type that has details and nuances that usually do not fit into one of these two traditional categories. One of the most critical design restrictions that would result from a publicly dedicated network of internal streets would be creation of internal right-of-way, or property lines. This would result in required front, side, and rear yard setbacks to be measured from the required dedicated right-of-way. The resulting spacing and design outcome would resemble a traditional for-sale single-family neighborhood. As previously stated, this design and layout does not fit the unique and relatively new residential product type model for a Next Chapter Neighborhood. Dedicating the required right-of-way for residential links would result in a variety of spacing and product challenges for a Next Chapter Neighborhood. The result of this would be a significant reduction in unit count, operational and ownership challenges, and a loss of intentional product aesthetic & design.

These are the primary reasons why Next Chapter is proposing these privately owned & maintained roads with public access easements granted over them. Next Chapter Holdings, LLC, or a subsidiary of, will pay for the full cost and lifetime maintenance of the streets, while still keeping them accessible to public..

The primary benefit to the City of Fayetteville is that Next Chapter Holdings, LLC, will provide the intended connectivity for pedestrians and vehicles, and the City won't have to pay for any lifetime maintenance or initial construction costs. Fayetteville taxpayers do not pay for the construction or maintenance of the road, and yet they are still able to utilize and access the streets & sidewalks, free of charge. This is typically viewed as favorable by local jurisdictions as Next Chapter Holdings, LLC, is highly incentivized to ensure the roads are kept up to high standards. If a high-quality product is not provided by the developer, which includes the streets & means of access, then the developer's business will suffer.

The technical design and physical construction of the streets will generally conform to the City Minimum Street Standards, 2020 edition. In addition to the connections at N Raven Ln & N Carnelian Ln, a third access point will be extended to the east through adjacent property with right-of-way dedication, eventually connecting to N Deane Solomon Rd. N Carnelian Ln & N Raven Ln will also continue through

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the Next Chapter development site in the form of privately owned and maintained roads with public access easements granted over it them. No alleys are proposed.

An amendment to the Master Street Plan will be submitted concurrently with this PZD because while the development is meeting the intent of the established Master Street Plan's inter-parcel connectivity requirements, the technical nature of the privately owned and maintained internal roads warrant a Master Street Plan Amendment to verify this. The intended connectivity discussed in the City Plan 2040 is provided on this site with vehicular and pedestrian access. Next Chapter proposes several pedestrian connections to the adjacent Underwood Park, which makes this development even more connected than typically found in other traditional single family or multi-family developments. Therefore, because we are meeting the connectivity goal of the City Plan 2040, we believe this amendment to the MSP is justified, and will not negatively impact the City but rather benefit the City with a privately funded street & sidewalk installation and life-long maintenance.

Next Chapter is proposing to add a condition that any approval of the MSP amendment is conditional upon the specific project moving forward and/or the public access easements being dedicated. If these conditions are not met, then any approved MSP amendment will revert back to the originally adopted MSP.

Each unit will be front-loaded, and all units will have their own garage. There are ample guest and overflow parking spaces provided evenly throughout the development. The table below shows the number of parking stalls broken down by unit type, row parking, and parking pods.

	Number of Units	Number of Parking Stalls
Units w/ 1-car Garage (each includes 1 garage and 1 driveway parking stall) (Cherry, Maple, Hamilton, Dearborn, Jennings)	204	408
Units w/ 2-car Garage (each includes 2 garage & 2 driveway stalls) (Warren, Spencer)	72	288
Row Parking along Street	N/A	77
Parking Pods	N/A	112
Total Parking Spaces		885
Total Unit Count		276
Average Parking Density per Unit (Spaces/Unit)	3.21	

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2) Site Plan Showing Proposed Improvements
A concept site plan is included in Exhibits B & C of this booklet.

3) Buffer Areas
There is one streamside buffer area located in the northwest corner of the development, where the Clabber Creek floodplain crosses the corner of the property.

4) Tree Preservation Areas
Tree preservation on site will be located along the existing utility easement that runs north/south across the property. Additionally, select trees can be preserved within each of the proposed stormwater management areas. Tree preservation requirements within the PZD will adhere to the 25% minimum canopy requirement as codified in the UDC Chapter 167. Tree preservation areas and the amount of canopy to be preserved will be noted on the development plans. Should the existing canopy on-site be less than this requirement, then this percentage will be either preserved or mitigated for, in accordance with UDC Chapter 167. Preliminary calculations show that 10.4% of the site has existing canopy. Existing Trees within Planning Area 1 will be removed and mitigated. Tree preservation will be a priority in Planning Area 2, with common spaces and drainage designed around preservation, pending any potential grading and earthwork constraints. Additionally, the existing Underwood ownership has given permission for mitigation trees to be planted offsite on their adjacent property to the north and east. This area has been dedicated as land for Underwood Park. The applicant will seek direction and approval from the City regarding the potential planting of any mitigation trees within this Underwood Park area.

5) Stormwater Detention Areas & Drainage
Stormwater facilities will likely include multiple detention ponds to be provided within the development, located on the downhill side along the northern property line and located in the centralized open spaces. Also, there are three adjacent existing wet detention ponds. The Underwoods ownership has granted permission for the proposed development to utilize these adjacent ponds for detention storage volume. The drainage report provided with future LSD submittal will further detail the proposed system and how it will convey stormwater. The report will also include the water quality features such as but not limited to: pervious pavers, bioswales, bioretention forebays, infiltration trenches, hydrodynamic separators, etc.

6) Undisturbed Natural Areas
The northwest corner of the site contains a riparian tree grove that will be preserved. Additionally, there is a dense tree grove in the center of the 16.1-acre commercial PZD property. Next Chapter Neighborhoods feels strongly that this grove should be preserved as much as possible, through open space in Planning Area 2.

7a) Existing & Proposed Utility Connections & Extensions (Sanitary Sewer)
Next Chapter Holdings, LLC, or a subsidiary of, will pay for the full cost to install the proposed public sanitary sewer main. The sewer main and all sewer services will be built to meet the City's Water and Sewer Standard Specifications, 2022 edition, as well as the latest version of the sanitary sewer details at the time of LSD permitting. The development's sanitary sewer main will drain from the east to west connecting to the existing 10" PVC sewer main that flows north out of the site at the intersection of 54th Street and Wedington. This existing main increases to 12" as it crosses Clabber Creek, then immediately ties into an existing 48" FRP sewer main. The City has indicated there is adequate capacity in the existing system, pending the submission of an on-site sewer capacity study.

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7b) Existing & Proposed Utility Connections & Extensions (Water)

Next Chapter Holdings, LLC, or a subsidiary of, will pay for the full cost to install the proposed public water main. The water main and all water services will be built to meet the City's Water and Sewer Standard Specifications, 2022 edition, as well as the latest version of the water details at the time of LSD permitting. The development's water main will be connected to the existing 8" main that runs north/south through the site and will also be connected to two existing fire hydrants. One of those hydrants is on the south side of the property at the N Raven Ln existing stub-out. The other hydrant is located on N Deane Solomon Rd, whose connection will require right-of-way dedication through adjacent properties. The City has indicated there is adequate pressure in the existing system, pending the submission of an on-site water distribution system study.

8) Development & Architectural Design Standards

Base architectural design standards for the homes will be similar in nature and character to those unit types attached in Exhibit D. These unit types highlight potential options for a medium density configuration, while also conveying materials and prominent features of potential housing within any future development. The developer may build different house plans if they generally conform to the material and roof form of the included drawings. The developer may elect to vary house exterior color. The unit designs do generally conform to the architectural design standards from UDC 166.23(D) but will have some slight variations. That is why we have included the homes in Exhibit D, for clarity and ease of reference.

E) Proposed Planning Areas:

Proposed planning areas for this development will include:

Planning Area 1 (Single Family Detached Homes) – This area will encompass any residential units, private streets, , parking pods, and uses where single family structures are proposed. This area will have a "build-to-zone", where the principal façade of the residential units shall be within 10-25ft of the outside edge of sidewalk for the units that are fronting streets.

Planning Area 2 (Non-Residential Uses) – This area will encompass all the detention, drainage features, natural green space areas, and the recreational & amenity features. The zoning district is designed to permit and encourage the minimum amount of development, protect natural features, and encompass all common and recreational areas for the development. Open space will be accessible for residents to use through a sidewalk network via the master street plan, such that residents can use common open space for outdoor and recreational uses.

F) Proposed Zoning Standards:

Planning Area 1 - Residential Zoning District:

(a) Permitted Use Units:
Unit 1: City-wide uses by right
Unit 8: Single-family dwellings
Unit 9: Two-Family Dwellings
Unit 10: Three (3) and Four (4) family dwellings
Unit 41: Accessory Dwelling Units
Unit 44: Cluster Housing Development
Unit 46: Short-term rentals (Type-1 Only)

b) Conditional Use Units:
Unit 2: City-wide uses by conditional use permit
Unit 3: Public protection and utility facilities
Unit 4: Cultural and recreational facilities

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Unit 26: Multi-family dwellings
Unit 46: Short-term rentals (Type-2 Only)

d) Residential Density and/or Nonresidential Intensity: 6 units/acre Maximum

Bulk and area regulations:
d) Lot width minimum: No Minimum
e) Lot area minimum: No Minimum
h) Height regulations: 2 stories
i) Building area: less than 35% of total property area (total = 49.2-ac). Minimum buildable private street frontage: 33% of envelope width (for only those units fronting Private Streets).

Site Planning:
j) Landscaping: Landscaping shall generally conform to Chapter 177 of the Unified Development Code.
k) Parking: Parking shall be associated with proposed use and will conform to Chapter 172 in the UDC. Guest and overflow parking spaces will be available throughout the development in parking pods and street-adjacent row parking, as shown in Exhibits B & C. It should be noted that on-street parallel parking will not be allowed. Parking pods of 5 spaces or greater will conform to UDC 177.04 Site Development and Parking Lot Landscape Standards. Resident parking spaces are provided for each unit in the form of garage and driveway spaces.
l) Architectural Design Standards: Base architectural design standards for homes are included in Exhibit D. Single-family homes shall be generally similar in nature and character to these plans and images as shown in Exhibit D.
m) Signage: Non-commercial signage shall be allowed under Chapter 174 of the UDC. No internally illuminated signs are allowed. However, monument signs at each entrance to the development will conform to the majority of the requirements in UDC 174.10(B). Each sign will be maximum 45 ft^2. Each sign will not be internally illuminated; however, external illumination with decorative or landscape lighting may be used.

Planning Area 2 – Non-residential Zoning District:
(a) Permitted Use Units:
Unit 1: City-wide uses by right
Unit 4: Cultural and recreational facilities

b) Conditional Use Units:
Unit 2: City-wide uses by conditional use permit
Unit 3: Public protection and utility facilities

c) Residential Density and/or Nonresidential Intensity: 0 units/acre Maximum

Bulk and area regulations:
d) Lot width minimum: None
e) Lot area minimum: None
h) Height regulations: 2 story maximum
i) Building area: None

Site Planning:
j) Landscaping: Landscaping shall generally conform with UDC Chapter 177.

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k) Parking: No parking is proposed in Planning Area 2, because all site parking is already provided in Planning Area 1.
l) Architectural Design Standards: Architectural design standards shall mimic building and development requirements within UDC for the amenity buildings.
m) Signage: Subdivision Entrance Signage is allowed within this Planning Area but shall be applied by separate permit. No other signs shall be allowed, except as approved by the Property Owner.

*By right, common mailbox units shall be allowed within Planning Area 2.

**Accessory uses shall mimic UDC 164.02, Accessory Structures and Uses.

G) Zoning Charts:

Planning Area 1 (Residential Zoning District):

Below is a chart comparing Planning Area 1 (Residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 & Underwood Commercial PZD of the property:

Regulation	**EXISTING RSF-4**	**EXISTING Underwood Commercial PZD Planning Area 1**	**Proposed PZD Planning Area 1**
Permitted Uses	Units 1, 8, 41, 46	Units 1, 5, 8, 9, 12b, 13, 15, 25, 40, 41, 42, 44, 45	Units 1, 8, 9, 10, 41, 44, 46 (Type-1)
Conditional Uses	Units 2, 3, 4, 5, 9, 12a, 24, 36, 44	Units 2, 3, 4, 10, 11, 24, 26, 36	Units 2, 3, 4, 26, 46 (Type-2)
Front Setback	15'	15'	30’
Side Setback adjacent to Single & Two Family	5'	5'	30'
Side Setback Other Uses	5'	5'	30'
Rear Setback adjacent to Single Family	15'	15'	30'
Rear Setback Other Uses	15'	15'	30'
Density	4 units/acre	24 units/acre	6 units/acre
Min. Lot Width	70'	None	N/A
Min. Lot Area	8000 SF for Single-family dwellings, and 12,000 SF for Two (2) Family dwellings	6000 SF for Single-family, 6500 SF for Two (2) Family, 8000 SF for Three (3) or more family	N/A
Maximum Building Height	3 stories	5 stories	2 stories
Building Area	On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.	On any lot the area occupied by all buildings shall not exceed 60% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.	On the entire 49.2-acre subject property, the area occupied by all buildings shall not exceed 35% of the total 49.2-acre subject property area.
Parking Provided (Spaces per dwelling unit)	2	UDC Ch. 172 Parking & Loading	3.21
Tree Preservation Min. Canopy Preservation	25%	20%	25%

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*All setbacks are from the perimeter property line of the entire 49.2-acre site. There are no internal property lines to measure unit setbacks from. A 30’ building setback around the entire perimeter of the property is included.

Because there are no internal property lines to measure internal setbacks from and to provide clarity in comparison of, please see the additional table below which compares the physical unit separations to the existing zoning’s setbacks. Also, the proposed residential envelope’s minimum width & area are compared to the existing zoning’s minimum lot width & area. The applicant understands the nature of the internal design and layout of the development may be confusing – as there are no internal property lines to measure technical setbacks from – therefore the following additional table has been provided in hopes of clarifying the proposed internal building and unit spacing. These additional comparisons are intended to remove any doubt and show how the site’s internal layout will be regulated through the proposed PZD.

	Existing Comparable Internal Setback, Lot Area, or Lot Width		
Internal Unit Spacing/Size Regulation	Existing RSF-4	Existing Underwood Commercial PZD Planning Area 1	Proposed PZD Planning Area 1
Min. Front Separation	15'	15'	19' (to outside edge of sidewalk)
Min. Side Separation	5' setback (10’ between buildings)	5' setback (10’ between buildings)	5' setback (10’ between buildings)
Min. Rear Separation	15'	15'	10'
Min. Residential Envelope Width	70'	None	30' (to allow for Hamilton & Jennings units)
Min. Residential Envelope Area	8000 SF for Single-family dwellings, and 12,000 SF for Two (2) Family dwellings	6000 SF for Single-family, 6500 SF for Two (2) Family, 8000 SF for Three (3) or more family	1410 SF (to allow for most narrow envelope width (Hamilton & Jennings, 30') by shortest envelope depth, Maple (47’)

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Planning Area 2 (Non-residential Zoning District):

Below is a chart comparing Planning Area 2 (Non-residential Zoning District) within this PZD versus City of Fayetteville RSF-4 & Underwood Commercial PZD of the property:

Regulation	**RSF-4**	**Underwood Commercial PZD Planning Area 1**	**Proposed PZD Planning Area 2**
Permitted Uses	Units 1, 8, 41, 46	Units 1, 5, 8, 9, 12b, 13, 15, 25, 40, 41, 42, 44, 45	Units 1, 4
Conditional Uses	Units 2, 3, 4, 5, 9, 12a, 24, 36, 44	Units 2, 3, 4, 10, 11, 24, 26, 36	Units 2, 3
Front Setback	15'	15'	30'
Side Setback adjacent to Single & Two Family	5'	5'	30’
Side Setback Other Uses	5'	5'	30’
Rear Setback adjacent to Single Family	15'	15'	30’
Rear Setback Other Uses	15'	15'	30’
Density	4 units/acre	24 units/acre	0 units/acre
Min. Lot Width	70'	None	None
Min. Lot Area	8000 ft^2 for Single-family dwellings, and 12,000 ft^2 for Two (2) Family dwellings	6000 ft^2 for Single-family, 6500 ft^2 for Two (2) Family, 8000 ft^2 for Three (3) or more family	None
Maximum Building Height	3 stories	5 stories	2 stories
Building Area	On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.	On any lot the area occupied by all buildings shall not exceed 60% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.	None

**By right, common mailbox units shall be allowed within Planning Area 2.

***Accessory uses shall mimic UDC 164.02, Accessory Structures and Uses.

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H) Analysis of Site Characteristics:
The 49.2-acre site is primarily grass with dense tree canopy in three areas: west side, south property line, and center/north area of the site. The eastern parcel of the site was previously apart of the old Razorback Golf Course. The western parcel of the site was previously used for hay harvesting. This site is generally sloped from south to north with ~5% slope along the southern boundary and ~1-2% slope in the center and north areas of the site as you approach Clabber Creek.

There are three point discharge locations where offsite stormwater flows onto the site, and travels through the site in a channelized condition. Each of these locations will be captured and conveyed to the proposed detention areas. Additionally, the Underwoods ownership has granted permission for the proposed development to use the existing wet ponds, adjacent to the north and east, for detention volume, if needed.

A flood study (No Adverse Impact Letter & Analysis) and wetland delineation study will provided upon first LSD submittal, as required by the City of Fayetteville engineering department. City GIS mapping shows most of the site contains hydric soils. The Master Plan in Exhibit C shows preservation of potential WOTUS wetland and channel areas, and the maximum disturbance to the WOTUS will be less than 0.5-acres to stay within USACE Nationwide Permitting requirements and therefore not trigger a USACE Individual Permit. The 100-yr floodplain crosses the northwest corner of the site. There are no known manmade hazards.

I) Recreational Facilities:
The future development of this property will have open space pockets that are a central design feature. The open spaces will have pedestrian access from all directions with an inner sidewalk and/or soft surface trail. The recreational facilities within these open spaces includes the following but is not limited to: dog park, community garden, internet café, business center, fitness center, pool, and pickleball courts. A walking trail network throughout the internal greenspace will be provided, and the network will connect pedestrian access to the adjacent Underwood Park at multiple locations along the subject property boundary. See Overall Site Plan included in Exhibit C, which shows an aerial view of the site and the adjacent trail system for Underwood Park and Clabber Creek multi-use trail.

J) Reason for Rezone Request:
The portion of the subject property currently zoned RSF-4 allows for 1-4 single family dwellings with a density of up to 4 units per acre and minimum lot width of 70’. The portion of the subject property currently zoned Commercial PZD, per the Underwood Development PZD approved booklet, allows 24 units per acre, per Ordinance 6334.
Due to the developer’s desire to create a more compact, walkable, open-space driven design, the developer is requesting a PZD that allows for unique character of the proposed development. It should be noted that the density being requested of 6 units/acre over the entire property in question will result in the reduction of 223 total units across the existing two properties (see section K, below). The concept site plan, as shown in Exhibits B & C of this booklet, is based on 32’ wide envelopes, but allows the developer to create bigger or smaller envelopes, depending on their preference at the time of development. However, the minimum spacing between single family structures shall always remain at 10’ minimum. A Planned Zoning District (PZD) was the method chosen to do this for one reason.

1. Other base zoning classifications could’ve been requested, but due to the unique character & nature of the development, it would result in assortment of variances and deviations. This is why the developer has proposed a Planned Zoning District which allows for single family detached rental units with a zoning density of no more than 6 units per acre. Other zoning

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districts (Multi-Family, Community Services, Residential Intermediate-Urban, etc) could allow for a similar flexibility to what is being proposed here, but not without it seeming like the developer was building multi-family apartments or an overly dense development. This is not their desire nor how they wish for the public, Commission, or Council to see this request as. It is their intent to build smaller single family detached rental units with a zoning density of no more than 6 units per acre.

K) Relation to Existing and Surrounding Properties:
Crystal Springs subdivision to the south is zoned RSF-4, allowing 4 units/acre. The Underwood Commercial PZD to the east allows 24 units/acre. The undeveloped parcel to the west is zoned RSF-1, allowing 1 unit/acre. The subdivisions surrounding Holcomb Elementary to the north are a mix of RSF-4 and RSF-8, allowing at most 8 units/acre. This development, being medium density residential at 6 units/acre, will serve as a transitional use between surrounding neighborhoods while still conforming to the general residential uses within the area. The existing RS-4 zoning on the 33.1 acre parcel currently allows for 132 units to be developed. The existing PZD zoning on the 16.1 acre parcel currently allows for 386 units to be developed. The total number of units allowed by-right as an aggregate on both of the existing parcels is 518 units. The Next Chapter Development proposal would reduce the total allowed unit count to 295 units – or a reduction of 223 units.

This development will have street connections to the south on N Carnelian Ln & N Raven Ln, which are existing stub outs for the Crystal Springs subdivision. This development will also connect to N Deane Solomon Rd to the east via right-of-way dedication through adjacent properties. Traffic within this development will have egress/ingress from N Carnelian Ln, N Raven Ln, & N Deane Solomon Rd.
All signage shall mimic UDC Chapter 174. At least 2 monument signs will be constructed for the neighborhood entrances. Non-commercial signage shall be allowed under Chapter 174 of the UDC. No illuminated signs are allowed. The maximum surface area for each monument sign shall not exceed 45 square feet, see Exhibit E for an example monument sign of this display size.

L) Compliance with Fayetteville's Comprehensive Land Use Plan.
Fayetteville's Future Land Use Plan calls this area to be Residential Neighborhood, which offers a wide variety of housing types, with highly connected, compact blocks with gridded street patterns. This Planned Zoning District is in compliance with that, as it allows a wide variety of single-family housing units with no minimum lot width or size. Two to four family dwellings are also allowed with this Planned Zoning District. This development is connected to the existing subdivision to the south and to the future mixed-use development to the east for the Underwood Commercial PZD, as well as internally, with the open space being a central focal point.

Below are the six 2040 City Plan goals and how this development aligns with them:

<u>Goal 1: We will make appropriate infill and revitalization our highest priority.</u>
This site is an infill project, between two existing residential developments. This project connects vehicles and pedestrians throughout this area in a logical and concise manner. Single-family residential use on this site compliments the context and character of the existing neighborhood to the south of the site, while obtaining the density needed to promote affordable housing in the region.

<u>Goal 2: We will discourage suburban sprawl.</u>
This development would not be considered suburban sprawl having high and medium density neighborhoods surrounding it. This development connects the two existing developments, extends

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vehicular and pedestrian access through this site and surrounding sites to local parks and amenities (i.e. Underwood Park, Gary Hampton Softball Complex, Wilson Springs Preserve, Holcomb Elementary). This Planned Zoning District has a density that is less than the future Commercial PZD 24 units/acre density, while also being a concise development which minimizes public street construction and centers on an internal open space for residents to enjoy.

Goal 3: We will make traditional town form the standard.
This development meets this goal by being a compact and dense subdivision thus being able to preserve open space and trees, having interconnected streets and sidewalks, and minimizing the unit's front façade separation from the sidewalk, while still providing one parking stall in each driveway. This will keep the units close to the street to mimic traditional town form.

Goal 4: We will grow a livable transportation network.
This development will promote walkability and bicycling by having interconnected tree-lined streets, and sidewalks. Fayetteville's Clabber Creek trail is adjacent to this development, just north of Clabber Creek. The existing Underwood Park is directly adjacent to the northeast. Residents of this development will be able to access the Underwood Park trail system at multiple locations around the eastern, northern, and southern perimeters of the site. The students and faculty of Holcomb Elementary and any citizen who uses the Gary Hampton Softball complex for sports can use the Clabber Creek multi-use trail and/or public sidewalk network to access their home in this proposed development. If public transportation decides to extend west, this development will provide connection with surrounding neighborhoods thus making bus stops more accessible.

The City Plan 2040 clearly states a plan to create compact, complete, and connected development. These privately owned & maintained streets with public access easements dedicated over them will meet that plan for the following reasons:

1. Streets will provide legally established public access through the site from southern adjacent parcel to eastern adjacent parcel.
2. Pedestrians will have multiple direct access points to the adjacent Underwood Park trail system.
3. Pedestrians have less than 0.20 miles access from site to the Clabber Creek multi-use paved trail to the north.

Goal 5: We will assemble an enduring green network.
This development will meet this goal by preserving trees and open space. Streamside protection measures will be along Clabber Creek at the northwestern corner of the property. Additionally, the proposed development will consist of tree-lined streets, interconnected sidewalks, and will connect to the Clabber Creek multi-use trail and Wilson Springs Preserve, which are both adjacent to the development.

Goal 6: We will create opportunities for attainable housing:
This goal will be met the developer providing a mixture of housing sizes and unit types. This mixture will allow some of the homes to be more affordable than the average single-family dwelling. Additionally, the homes will be rental units and therefore more financially attainable than the average single family private lot.

M) Traffic Study
A Traffic Impact Analysis study has been prepared for the site, dated June 2025. The study was prepared by Traffic Engineering Consultants, Inc., which concluded that "*no traffic control or geometric roadway*

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improvements are necessary as a result of the proposed site traffic to continue operating at acceptable levels-of-service both now and in the future".

N) Impact of City Services

An 8" proposed water main will be extended throughout the site to serve all residential units, and will connect to the existing 8" water main. An 8" gravity sanitary sewer main will be extended throughout the site to serve all residential units. The internal gravity main network will drain into the existing 10" PVC sewer main, which increases to 12" as it flows north and crosses Clabber Creek. Initial discussions with city staff stated sanitary sewer capacity, water pressures and flows should not be a concern, as long as on-site water pressure and sanitary sewer capacity studies are provided at the time of LSD submittal.

Emergency services, police and fire, will be able to serve houses by the streets throughout the development. The proposed site's access separation distance, per 2021 Arkansas Fire Code, Appendix D, Section D104.3, is at least half the longest diagonal distance of the site. The longest diagonal distance, from NE corner to SW corner of the site, is approximately 2,500 feet (thus required minimum separation distance is 1,250 feet). The two proposed N. Raven Ln access points on site are separated by approximately 1,682 feet. At the time of LSD submittal, the site's phasing plan will make sure to include both N. Raven Lane access points within Phase 1, to ensure the minimum separation distance is met.

Fire hydrants will be installed strategically throughout the development and the streets will have 26' width required for a fire truck, or a bump-out fire apparatus access pad at each hydrant location if the street is less than 26' wide from face of curb to face of curb. As drawn in Exhibit C, the width of the roads is 27' FC to FC and 28' BOC to BOC. The City's commercial trash & recycling truck program will pick up the waste weekly from each unit.

O) Conceptual Description of Development Standards

The proposed PZD will set forth development standards and conditions aimed at encouraging harmonious development, ensuring continuity in development, enhancing the appeal and practicality of the area as a residential space, overall, elevating the community.

1) Screening and Landscaping:

Landscaping for this development will generally conform with UDC Chapter 177. Residential units shall have a consistent foundation and high-quality design at the front of the house and throughout the development. Native material and high-quality design are encouraged for new construction of homes. A basic landscape plan will be submitted with building elevations and floor plans. There will be no vegetative screening between the units; however, the entire perimeter of the site will have a landscaped screening buffer within the 30' building setback.

2) Traffic and Circulation:

This development will provide connectivity for surrounding neighborhoods and create another route of egress/ingress thus alleviating traffic congestion within existing subdivisions. The internal streets will be privately owned & maintained with public access easements dedicated over them. The private streets require an amendment to the Master Street Plan, to be submitted concurrently with this PZD. However, right-of-way will be dedicated for the portion of N Raven Ln that crosses adjacent properties to the northeast, connecting to N Deane Solomon Rd.

3) Parking Standards:

Parking standards will meet City of Fayetteville Minimum Street Standards where on-street parking and parking spaces are to be proposed. Parking will be available in garages and driveways at each residence

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as well as on-street and within parking pods, where allowed by this planned zoning district and the master street plan. See the parking count and breakdown by unit type, in Exhibits B & C. There are approximately 3.21 parking spaces per unit.

4) Perimeter Treatment:
This development is compatible with adjacent developments and proposes to meet the future land use map. The perimeter treatment will be a 30' building setback.

5) Sidewalks:
Sidewalks will be provided throughout the development and along Residential Link Private Streets. These will connect to the adjacent Underwood Park walking trails and the internal greenspace trails.

6) Streetlights:
Streetlights shall be of a uniform type throughout the development. All streetlights shall be full cut-off fixtures and a lighting system shall appropriately light all public areas. All streetlights shall be per Ozark Electric cooperative and meet UDC code 166.04(B)(3)(g).

7) Water:
Water mains and services shall be provided for each dwelling and residence. Water mains shall be per Fayetteville 2022 Water and Sewer Specifications, utilizing an 8" AWWA C900 PVC, DR14 material. Water services shall follow these same specifications for meters and service lines.

8) Sewer:
Sewer services shall be provided for all dwellings and buildings. Sewer mains shall be per Fayetteville 2022 Water and Sewer Specifications, utilizing an 8" PVC SDR 26. Sewer services shall follow these same specifications for any meters and service lines.

9) Street and Drainage:
The technical design and physical construction of the streets will generally conform to the City Minimum Street Standards, 2020 edition. The streets will be privately owned & maintained with public access easements dedicated over them. Please see Exhibit C for the proposed modified residential link typical section. Street design shall be reviewed by the Engineering department of the City of Fayetteville. Drainage and storm design will be provided with a drainage report at time of LSD submittal. This report will comply with all minimum standards 1-4 of the City's Drainage Criteria Manual. Detention volume will be located on-site, as well as within existing adjacent wet ponds. Water quality features such as bioretention cells, bioswales, and pervious pavers will filter and treat the stormwater before entering the detention system. Drainage and storm design will be reviewed by the Engineering Department of the City of Fayetteville.

10) Construction of Nonresidential Facilities:
Non-residential facilities are not proposed within this development apart from the leasing office building and park bathroom located in the Planning Area 2 open space.

11) Tree Preservation:
Tree preservation plans and landscape plans will be required and submitted once development begins on a Large Scale Development application and development plan is submitted. The intent is to preserve as many trees as possible in Planning Area 2. Planning Area 1 will have no preservation. Mitigation will be shown in Planning Area 2. Per UDC 167, the existing canopy percentage will be preserved as much as possible, and the remaining percentage will be mitigated for on and/or off-site.

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12) Architectural design standards:
Architectural design standards have been attached to this application as Exhibit D. Residential buildings must be consistent with the style and look of examples set in Exhibit D. Houses may be larger or smaller, but will have the same general look as attached in Exhibit D. The units are designed to meet the majority of the Architectural Design Standards from UDC 166.23 (D).

13) Lot Design Standards:
For all units, the façade facing the street has clearly defined front door and windows. For facades that front more than one street, only one façade is required to have a front door and window. The garage opening widths are less than 50% of the principal façade length, unless the house has a second story with windows facing the street (i.e. Hamilton, Jennings unit types).

13) Propose signage:
The developer intends to build one monument sign at each of the entrances to the neighborhood. This is allowable by right in Planning Area 2, as is the common mailbox unit. Each sign will be maximum 45 ft^2. Each sign will not be internally illuminated; however, external illumination with decorative or landscape lighting may be used. Each monument sign will generally conform to UDC 174.10(B).

14) View Protection:
View protection shall be considered if any proposed work is to occur outside the scope of the proposed PZD and its master plan.

15) Covenants, trust, and homeowner association:
There will be no homeowner's or property owner's association with this development. The property will be owned, maintained, and managed by one entity, Next Chapter Holdings, LLC, or a subsidiary of. A full time maintenance & leasing staff will be present on the property.

P) PZD Intent/Purpose
The intent of this Proposed PZD is to create and expand the City Residential Neighborhood Area as outlined in the City of Fayetteville's 2040 Land Use Plan. The proposed PZD wishes to expand the existing infrastructure, while creating a livable, harmonious, and vibrant community compatible to surrounding uses.

Q) Legal Description
Planning Area 1 & 2:
LOT 4, AS PER PLAT RECORD 024A-00000298 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING PART OF THE SE 1/4 OF THE NE 1/4 AND THE N 1/2 OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION 32;
THENCE N87°16'59"W 782.21 FEET;
THENCE N02°38'01"E 1483.34 FEET TO THE POINT OF BEGINNING, SAID POINT BEING THE SOUTHWEST CORNER OF SAID LOT 4;
THENCE ALONG THE WEST LINE THEREOF THE FOLLOWING FOUR COURSES:
THENCE N02°38'01"E 76.97 FEET;
THENCE N12°18'05"W 449.85 FEET;
THENCE N87°14'42"W 556.89 FEET;
THENCE N02°45'14"E 527.06 FEET TO THE NORTHWEST CORNER OF SAID LOT 4;

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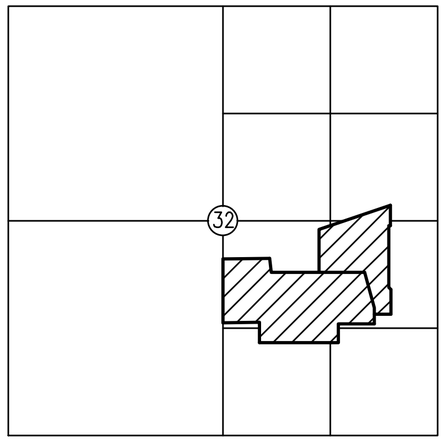
THENCE ALONG THE NORTH LINE THEREOF N74°18'30"E 920.33 FEET TO THE NORTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE EAST LINE THEREOF THE FOLLOWING FIVE COURSES:
THENCE S02°36'38"W 245.00 FEET;
THENCE N87°23'22"W 25.00 FEET;
THENCE S02°36'38"W 758.10 FEET;
THENCE S42°23'22"E 35.36 FEET;
THENCE S02°36'38"W 301.04 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE SOUTH LINE THEREOF N87°23'22"W 202.48 FEET TO THE POINT OF BEGINNING, CONTAINING 16.01 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

ALSO

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SW 1/4 OF THE SE 1/4 OF SAID SECTION 32;
N02°23'27"E 1381.39 FEET TO THE POINT OF BEGINNING;
THENCE N02°23'27"E 777.29 FEET;
THENCE S87°48'23"E 576.12 FEET;
THENCE S03°18'06"E 169.29 FEET;
THENCE S87°14'42"E 1141.88 FEET;
THENCE S12°18'05"E 449.85 FEET;
THENCE S02°38'01"W 193.06 FEET;
THENCE N87°32'17"W 437.69 FEET;
THENCE S02°27'43"W 227.74 FEET;
THENCE N87°32'06"W 967.49 FEET;
THENCE N02°27'54"E 250.00 FEET;
THENCE N87°32'06"W 442.90 FEET TO THE POINT OF BEGINNING, CONTAINING 33.31 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

EXHIBIT A
COVER SHEET/SURVEY



T-16-N R-30-W

DEED DESCRIPTION (DEED 2021-00013842):

PART OF THE NW 1/2 OF THE SE 1/4 OF SECTION 32, ALL IN TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 32;
THENCE NORTH 87°16'59" WEST A DISTANCE OF 782.21 FEET TO THE EAST LINE OF CRYSTAL SPRINGS SUBDIVISION.
THENCE ALONG SAID NORTH LINE NORTH 02°38'01" EAST A DISTANCE OF 1,483.34 FEET TO THE POINT OF BEGINNING.
THENCE ALONG THE WEST LINE THEREOF THE FOLLOWING FOUR COURSES:
THENCE NORTH 2°38'01" EAST A DISTANCE OF 76.97 FEET;
THENCE NORTH 12°18'05" WEST A DISTANCE OF 449.85 FEET;
THENCE NORTH 87°14'42" WEST A DISTANCE OF 556.89 FEET;
THENCE NORTH 02°45'14" EAST A DISTANCE OF 527.06 FEET;
THENCE NORTH 74°18'30" EAST A DISTANCE OF 920.33 FEET;
THENCE SOUTH 2°36'38"WEST A DISTANCE OF 245.00 FEET;
THENCE NORTH 87°23'22"WEST A DISTANCE OF 25.00 FEET;
THENCE SOUTH 2°36'38"WEST A DISTANCE OF 758.10 FEET;
THENCE SOUTH 42°23'22"EAST A DISTANCE OF 35.36 FEET;
THENCE SOUTH 2°36'38"WEST A DISTANCE OF 301.04 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE SOUTH LINE THEREOF NORTH 87°23'22" WEST A DISTANCE OF 202.48 FEET TO THE POINT OF BEGINNING, CONTAINING 16.01 ACRES, MORE OR LESS AND SUBJECT TO ANY EASEMENTS OF RECORD OR FACT.

DEED DESCRIPTION (DEED 2020-00021939):

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 32;
THENCE N02°23'27"E 1381.39 FEET TO THE POINT OF BEGINNING;
THENCE N02°23'27"E A DISTANCE OF 777.29 FEET;
THENCE S87°48'23"E A DISTANCE OF 576.11 FEET;
THENCE S03°18'06"E A DISTANCE OF 169.29 FEET;
THENCE S87°14'42"E A DISTANCE OF 1141.88 FEET;
THENCE S12°18'05"E A DISTANCE OF 449.85 FEET;
THENCE S02°38'01"W A DISTANCE OF 193.06 FEET;
THENCE N87°32'17"W A DISTANCE OF 437.69 FEET;
THENCE S02°27'43"W 227.74 FEET;
THENCE N87°32'06"W A DISTANCE OF 967.49 FEET;
THENCE N02°27'54"E A DISTANCE OF 250.00 FEET;
THENCE N87°32'06"W A DISTANCE OF 442.90 FEET TO THE POINT OF BEGINNING, CONTAINING 33.31 ACRES, MORE OR LESS. SUBJECT TO ANY EASEMENTS OF RECORD OR FACT.

SURVEY DESCRIPTION:

LOT 4, AS PER PLAT RECORD 024A-00000298 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING PART OF THE SE 1/4 OF THE NE 1/4 AND THE N 1/2 OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION 32;
THENCE N87°16'59"W 782.21 FEET;
THENCE N02°38'01"E 1483.34 FEET TO THE POINT OF BEGINNING, SAID POINT BEING THE SOUTHWEST CORNER OF SAID LOT 4;
THENCE ALONG THE WEST LINE THEREOF THE FOLLOWING FOUR COURSES:
THENCE N02°38'01"E 76.97 FEET;
THENCE N12°18'05"W 449.85 FEET;
THENCE N87°14'42"W 556.89 FEET;
THENCE N02°45'14"E 527.06 FEET TO THE NORTHWEST CORNER OF SAID LOT 4;
THENCE ALONG THE NORTH LINE THEREOF N74°18'30"E 920.33 FEET TO THE NORTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE EAST LINE THEREOF THE FOLLOWING FIVE COURSES:
THENCE S02°36'38"W 245.00 FEET;
THENCE N87°23'22"W 25.00 FEET;
THENCE S02°36'38"W 758.10 FEET;
THENCE S42°23'22"E 35.36 FEET;
THENCE S02°36'38"W 301.04 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE SOUTH LINE THEREOF N87°23'22"W 202.48 FEET TO THE POINT OF BEGINNING, CONTAINING 16.01 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

ALSO

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SW 1/4 OF THE SE 1/4 OF SAID SECTION 32;
N02°23'27"E 1381.39 FEET TO THE POINT OF BEGINNING;
THENCE N02°23'27"E 777.29 FEET;
THENCE S87°48'23"E 576.12 FEET;
THENCE S03°18'06"E 169.29 FEET;
THENCE S87°14'42"E 1141.88 FEET;
THENCE S12°18'05"E 449.85 FEET;
THENCE S02°38'01"W 193.06 FEET;
THENCE N87°32'17"W 437.69 FEET;
THENCE S02°27'43"W 227.74 FEET;
THENCE N87°32'06"W 967.49 FEET;
THENCE N02°27'54"E 250.00 FEET;
THENCE N87°32'06"W 442.90 FEET TO THE POINT OF BEGINNING, CONTAINING 33.31 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

NOTES:

THE SURVEY SHOWN HEREON IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THIS SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

THE PROPERTY SURVEYED IS WITHIN THE MUNICIPAL LIMITS OF FAYETTEVILLE, AR.

THE PROPERTY SURVEYED IS ZONED CPZD AND RSF-4. THE ZONING CLASSIFICATIONS SHOWN ON THIS PLAT WERE OBTAINED FROM THE CITY OF FAYETTEVILLE GIS SITE, AND REPRESENT THE ZONING CLASSIFICATION AT THE TIME OF THIS SURVEY.

THE BOUNDARY DETERMINATION SHOWN HEREON WAS BASED UPON THE FOLLOWING DOCUMENTS: DEED 2020-00021939, DEED 2021-00013842, PLAT 2016-00029554, PLAT 2019-00034850, PLAT 024A-00000298, PLAT 0024-00000426, PLAT 0024-00000510 AND PLAT 0024-00000517.

NO ATTEMPT WAS MADE TO SHOW BUILDING SETBACK LINES GRAPHICALLY ON THE SURVEY. THE DESIGNATION OR ORIENTATION OF SETBACKS THAT AFFECT THE USE OF THIS PROPERTY ARE DETERMINED BY THE LOCAL GOVERNING JURISDICTION. SETBACK DIMENSIONS WILL BE BASED ON THE ORIENTATION OF THE BUILDINGS TO BE CONSTRUCTED.

THERE MAY BE BUILDINGS AND OTHER IMPROVEMENTS ON THE PROPERTY THAT ARE NOT SHOWN ON THIS PLAT.

UTILITIES WERE NOT CONSIDERED A PART OF THIS SURVEY.

SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT CONSIDERED A PART OF THIS SURVEY AND NO INVESTIGATION OF THESE CONDITIONS WAS MADE.

THE SURVEYOR HAS NOT MADE A SEPARATE INVESTIGATION OR SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, OR RESTRICTIVE COVENANTS OR ANY OTHER FACTS WHICH MIGHT AFFECT THE PROPERTY. ANY EASEMENTS SHOWN HEREON CAME TO THE ATTENTION OF THE SURVEYOR FROM EXAMINATION OF WACO TITLE COMPANY EASEMENT SEARCH FILE NO. 2504136-102, DATED APRIL 17, 2025.

PAT OF THIS PROPERTY IS IN FLOOD ZONE "AE", AND IS INSIDE THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBER 05143C0205F, REVISED DATE JANUARY 25, 2024.
THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP. IN ADDITION, NO INDEPENDENT STUDY OF THE LIKELIHOOD OF FLOODING OF THE SURVEYED PROPERTY HAS BEEN DONE BY THE SURVEYOR AND NO OPINION OF FLOOD HAZARDS IS INCLUDED IN THIS SURVEY.

CERTIFICATE OF SURVEYING ACCURACY:

I HEREBY DECLARE THAT ON THE 17TH DAY OF JUNE, 2025 THE HEREON PLATTED AND DESCRIBED SURVEY WAS COMPLETED UNDER MY SUPERVISION AND THE IRON PINS WERE FOUND OR SET, AS SHOWN, TO THE BEST OF MY KNOWLEDGE AND BELIEF.

REGISTERED STATE OF ARKANSAS NO. 1460 SIGNATURE KEVIN J. MONTGOMERY PROFESSIONAL LAND SURVEYOR

CRAFTON, TULL, & ASSOCIATES, INC.
BY KEVIN J. MONTGOMERY (AGENT)

KEVIN J. MONTGOMERY PS 1460
PROFESSIONAL LAND SURVEYOR

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RECORD INFORMATION

STATE PLAT CODE:
500-17N-30W-0-32-102-72-1460

BOUNDARY SURVEY PLAT
PART NE 1/4 AND PART SE 1/4
SECTION 32
T-17-N R-30-W

PREPARED FOR:
NEXT CHAPTER HOLDINGS, LLC

FAYETTEVILLE ARKANSAS

DATE: 06/17/2025
PROJECT NO: 25301700
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORITY NO. 1741 CRAFTON, TULL & ASSOCIATES, INC. No. 109 ARKANSAS ENGINEER

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DELTA	DESCRIPTION	DATE

SHEET NO.:
1 OF 2

DRAWING: G:\25301700_NEXTCHAPTER\INFRASTRUCTURE\SURVEY\DWG\25301700 BNDY.DWG
LAYOUT: LAYOUT1 LAST SAVED: KM67A, 6/17/2025 2:37:39 PM
LAST PLOTTED BY: KEVIN MONTGOMERY, 6/17/2025 3:12:42 PM [PLOTTED BY: VALID ON HARD COPY ONLY]

LEGEND

FOUND IRON PIN OR PIPE
PROPERTY LINE
EASEMENT LINE

GRAPHIC SCALE IN FEET
120' 0 120'

BASIS OF BEARING: GRID NORTH, ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NGVD 29 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF FAYETTEVILLE CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.
BEARING: GRID
DISTANCE: GRID
CONVERGENCE ANGLE: -01°16'43.18"
COMBINED SCALE FACTOR: 0.99991525
VALUE CALCULATED AT THE FOLLOWING POINT:
N 648801.721 E 663175.113 Z 1264.203

CALBBER CREEK

1189

1190

N = 651064.73
E = 661457.69

5/8" IRON PIN

S87°48'23"E 576.12'

5/8" IRON PIN

S3°18'06"E 169.29'

1/2" IRON PIN

S87°14'42"E 584.99'

5/8" IRON PIN

N2°45'14"E 527.06'

N74°18'30"E 920.33'

5/8" IRON PIN

5/8" IRON PIN

S2°36'38"W 245.00'

5/8" IRON PIN

L3

5/8" IRON PIN

PARCEL 765-16658-050
LOT 4
PR 024A-00000298
DR 2021-00013842
±16.01 ACRES

20' WATER & SEWER EASEMENT
DOC 2022-00022348

N87°14'42"W 556.89'

1/2" IRON PIN

S2°36'38"W 758.10'

N2°23'27"E 777.29'

5/8" IRON PIN

L4

5/8" IRON PIN

N12°18'05"W 449.85'

S2°36'38"W 301.04'

PARCEL 765-16658-050
DR 2020-00021939
±33.31 ACRES

5/8" IRON PIN

L2

P.O.B.

5/8" IRON PIN

N87°23'22"W 202.48'

5/8" IRON PIN

P.O.B.

5/8" IRON PIN

N87°32'06"W 442.90'

5/8" IRON PIN

N2°27'54"E 250.00'

ACCESS & MAINTENANCE EASEMENT & PERMANENT EASEMENT FOR DETENTION PONDS
DOC 2019-00038607

ACCESS & MAINTENANCE EASEMENT & PERMANENT EASEMENT FOR DETENTION PONDS
DOC 2019-00038607

5/8" IRON PIN

N87°32'06"W 967.49'

5/8" IRON PIN

S2°27'43"W 227.74'

5/8" IRON PIN

N87°32'17"W 437.69'

5/8" IRON PIN

L1

N = 650186.41
E = 663270.67

N2°23'27"E 1381.39'

N2°38'01"E 1367.25'

P.O.C.
SW CORNER
SE 1/4
SECTION 32
T-17-N R-3-W

P.O.C.
SE CORNER
SE 1/4
SECTION 32
T-17-N R-3-W

N87°16'59"W 782.21'

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N2° 38' 01"E	116.09'
L2	N2° 38' 01"E	76.97'
L3	N87° 23' 22"W	25.00'
L4	S42° 23' 22"E	35.36'

RECORD INFORMATION

STATE PLAT CODE:
500-17N-30W-0-32-102-72-1460

BOUNDARY SURVEY PLAT
PART NE 1/4 AND PART SE 1/4
SECTION 32
T-17-N R-30-W

PREPARED FOR:
NEXT CHAPTER HOLDINGS, LLC

FAYETTEVILLE ARKANSAS

DATE: 06/17/2025
PROJECT NO: 25301700
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
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CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION
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ARKANSAS ENGINEER

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DELTA	DESCRIPTION	DATE

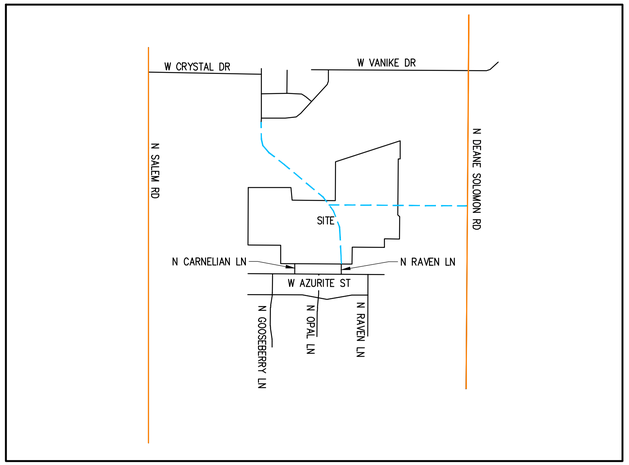
SHEET NO.:
2 OF 2

DRAWING G:\25301700_NEXTCHAPTER\INFRASTRUCTURE\SURVEY\DWG\25301700 BNDY.DWG
LAYOUT: LAYOUT2, LAST SAVED: KM476, 6/17/2025 2:37:39 PM
LAST PLOTTED BY: KEVIN MONTGOMERY, 6/17/2025 3:12:51 PM, [PLOTTED BY:- VALID ON HARD COPY ONLY]

NEXT CHAPTER PZD

FAYETTEVILLE, ARKANSAS

PZD (# TO BE ASSIGNED)



VICINITY MAP (NTS)

BASIS OF BEARING: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NGVD 29 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF FAYETTEVILLE CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.

- FREEWAY/EXPRESSWAY
- REGIONAL LINK-HIGH ACTIVITY
- REGIONAL LINK
- NEIGHBORHOOD LINK
- NEIGHBORHOOD LINK PLANNED
- RESIDENTIAL LINK PLANNED

PROJECT INFORMATION

APPLICANT:	CRAFTON TULL CONNOR THREET P.E. 300 N. COLLEGE AVE., SUITE 317 FAYETTEVILLE, AR 72701 479-878-2467
OWNER PURSUING PZD:	NEXT CHAPTER HOLDINGS, LLC 2500 TRADE CENTER DR EVANS, GA 30809
EXISTING OWNERSHIP:	UNDERWOOD, CRAIG & LAURA REVOCABLE TRUST KTB LIMITED PARTNERSHIP
PLAT DOCUMENTS FOR EXISTING PARCELS:	PROPERTY LINE ADJUSTMENT PLAT 2019-00034850 PROPERTY LINE ADJUSTMENT PLAT 2016-00029554 TRACT SPLIT PLAT 024A-00000298 ACCESS, MAINTENANCE, & DETENTION PERMANENT EASEMENT PLAT DOC 2019-00038607

PROPERTY DESCRIPTION

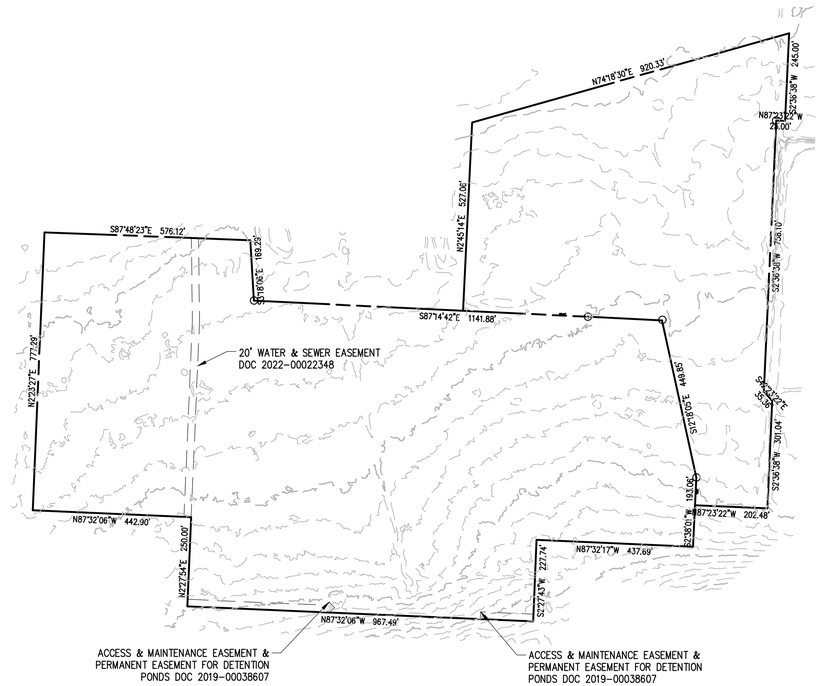
LOT 4, AS PER PLAT RECORD 024A-00000298 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING PART OF THE SE 1/4 OF THE NE 1/4 AND THE N 1/2 OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION 32;
THENCE N87°16'59"W 782.21 FEET;
THENCE N02°38'01"E 1483.34 FEET TO THE POINT OF BEGINNING, SAID POINT BEING THE SOUTHWEST CORNER OF SAID LOT 4;
THENCE ALONG THE WEST LINE THEREOF THE FOLLOWING FOUR COURSES:
THENCE N02°38'01"E 76.97 FEET;
THENCE N12°18'05"W 449.85 FEET;
THENCE N87°14'42"W 556.89 FEET;
THENCE N02°45'14"E 527.06 FEET TO THE NORTHWEST CORNER OF SAID LOT 4;
THENCE ALONG THE NORTH LINE THEREOF N74°18'30"E 920.33 FEET TO THE NORTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE EAST LINE THEREOF THE FOLLOWING FIVE COURSES:
THENCE S02°36'38"W 245.00 FEET;
THENCE N87°23'22"W 25.00 FEET;
THENCE S02°36'38"W 758.10 FEET;
THENCE S42°23'22"E 35.36 FEET;
THENCE S02°36'38"W 301.04 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE SOUTH LINE THEREOF N87°23'22"W 202.48 FEET TO THE POINT OF BEGINNING, CONTAINING 16.01 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

ALSO

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SW 1/4 OF THE SE 1/4 OF SAID SECTION 32;
N02°23'27"E 1381.39 FEET TO THE POINT OF BEGINNING;
THENCE N02°23'27"E 777.29 FEET;
THENCE S87°48'23"E 576.12 FEET;
THENCE S03°18'06"E 169.29 FEET;
THENCE S87°14'42"E 1141.88 FEET;
THENCE S12°18'05"E 449.85 FEET;
THENCE S02°38'01"W 193.06 FEET;
THENCE N87°32'17"W 437.69 FEET;
THENCE S02°27'43"W 227.74 FEET;
THENCE N87°32'06"W 967.49 FEET;
THENCE N02°27'54"E 250.00 FEET;
THENCE N87°32'06"W 442.90 FEET TO THE POINT OF BEGINNING, CONTAINING 33.31 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.



Arkansas One Call

811

Know what's **below**.

Call before you dig.

FLOOD NOTE:

A PORTION OF THE PROPERTY IS IN FLOOD ZONE "AE", AND IS INSIDE THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBER 05143C0205G, EFFECTIVE DATE JANUARY 24, 2024.

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, NO INDEPENDENT STUDY OF THE LIKELIHOOD OF FLOODING OF THE SURVEYED PROPERTY HAS BEEN DONE BY THE SURVEYOR AND NO OPINION OF FLOOD HAZARDS IS INCLUDED IN THIS SURVEY. THE FLOOD HAZARD ZONE BOUNDARIES SHOWN HEREON WERE SCALED FROM THE MAPS CITED AND ARE NOT THE RESULT OF INDEPENDENT COMPUTATION OR ANALYSIS.

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No. 109
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GRAPHIC SCALE IN FEET
200' 0 200'

NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK

FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 25301700
ISSUE DATE: 06/04/2025
CONTACT: C. THREET
QC by:
QC Date:

PRELIMINARY PLANS

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COVER SHEET/SURVEY

1 OF 1

DRAWING: \\EGNTEDRIVE\JOBFILES\25301700_NEXTCHAPTER\INFRASTRUCTURE\CIVIL\DWG\25301700 SUB.DWG
LAYOUT: LAYOUT1 - LAST SAVED: 7/8/2025 8:30:17 AM BY: TYLER
PLOTTED: 7/8/2025 8:31 AM BY: TYLER (PLOTTED BY: VALID ON HARD COPY ONLY)

EXHIBIT B
ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA

LAND USE DESIGNATION TABLE

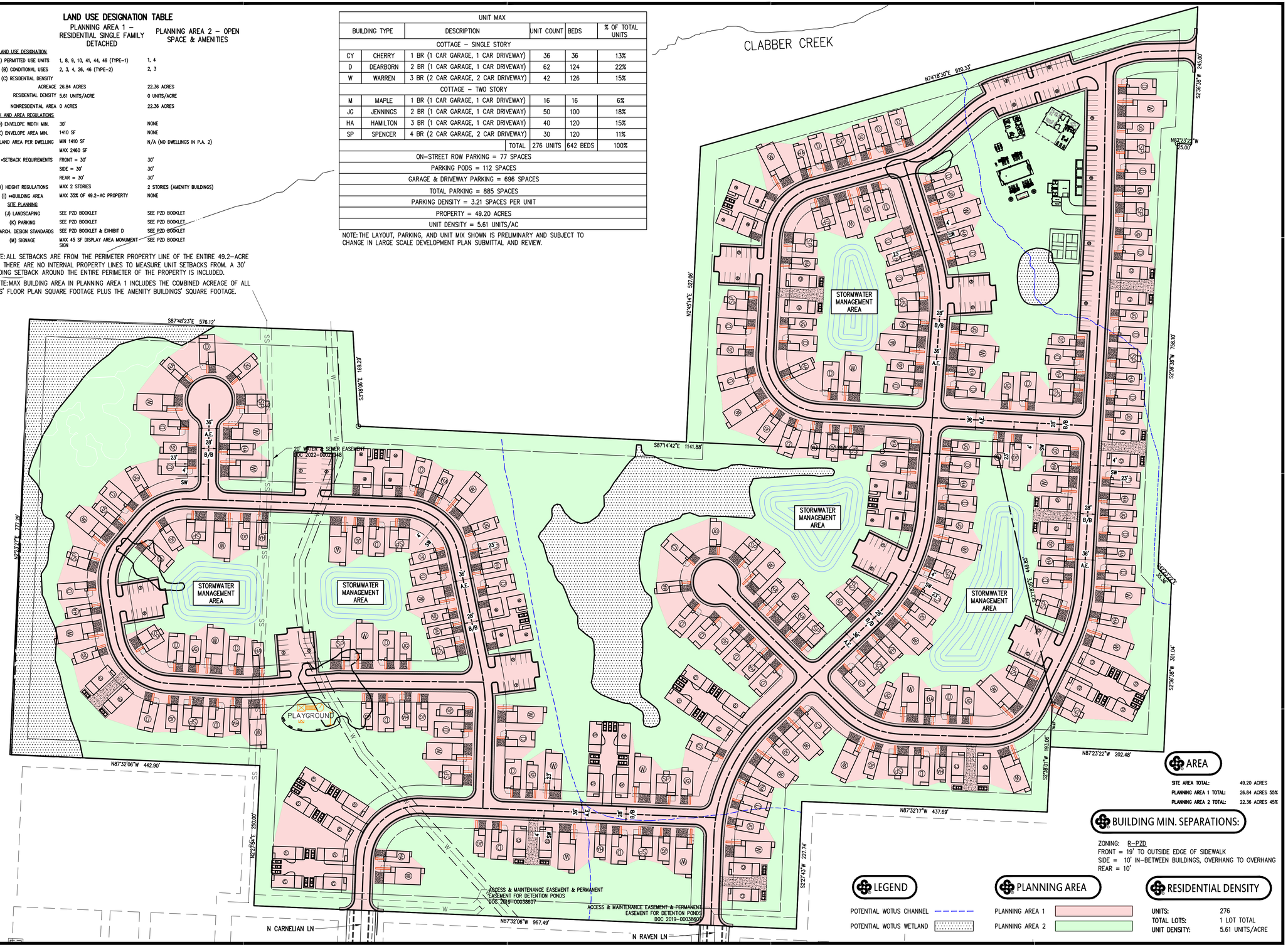
LAND USE DESIGNATION	PLANNING AREA 1 – RESIDENTIAL SINGLE FAMILY DETACHED	PLANNING AREA 2 – OPEN SPACE & AMENITIES
(A) PERMITTED USE UNITS	1, 8, 9, 10, 41, 44, 46 (TYPE-1)	1, 4
(B) CONDITIONAL USES	2, 3, 4, 26, 46 (TYPE-2)	2, 3
(C) RESIDENTIAL DENSITY		
ACREAGE	26.84 ACRES	22.36 ACRES
RESIDENTIAL DENSITY	5.61 UNITS/ACRE	0 UNITS/ACRE
NONRESIDENTIAL AREA	0 ACRES	22.36 ACRES
BULK AND AREA REGULATIONS		
(D) ENVELOPE WIDTH MIN.	30'	NONE
(E) ENVELOPE AREA MIN.	1410 SF	NONE
(F) LAND AREA PER DWELLING	MIN 1410 SF MAX 2460 SF	N/A (NO DWELLINGS IN P.A. 2)
(G) *SETBACK REQUIREMENTS	FRONT = 30' SIDE = 30' REAR = 30'	30' 30' 30'
(H) HEIGHT REGULATIONS	MAX 2 STORIES	2 STORIES (AMENITY BUILDINGS)
(I) **BUILDING AREA	MAX 35% OF 49.2-AC PROPERTY	NONE
SITE PLANNING		
(J) LANDSCAPING	SEE PZD BOOKLET	SEE PZD BOOKLET
(K) PARKING	SEE PZD BOOKLET	SEE PZD BOOKLET
(L) ARCH. DESIGN STANDARDS	SEE PZD BOOKLET & EXHIBIT D	SEE PZD BOOKLET
(M) SIGNAGE	MAX 45 SF DISPLAY AREA MONUMENT SIGN	SEE PZD BOOKLET

*NOTE: ALL SETBACKS ARE FROM THE PERIMETER PROPERTY LINE OF THE ENTIRE 49.2-ACRE SITE. THERE ARE NO INTERNAL PROPERTY LINES TO MEASURE UNIT SETBACKS FROM. A 30' BUILDING SETBACK AROUND THE ENTIRE PERIMETER OF THE PROPERTY IS INCLUDED.

**NOTE: MAX BUILDING AREA IN PLANNING AREA 1 INCLUDES THE COMBINED ACREAGE OF ALL UNITS' FLOOR PLAN SQUARE FOOTAGE PLUS THE AMENITY BUILDINGS' SQUARE FOOTAGE.

UNIT MAX					
BUILDING TYPE		DESCRIPTION	UNIT COUNT	BEDS	% OF TOTAL UNITS
COTTAGE – SINGLE STORY					
CY	CHERRY	1 BR (1 CAR GARAGE, 1 CAR DRIVEWAY)	36	36	13%
D	DEARBORN	2 BR (1 CAR GARAGE, 1 CAR DRIVEWAY)	62	124	22%
W	WARREN	3 BR (2 CAR GARAGE, 2 CAR DRIVEWAY)	42	126	15%
COTTAGE – TWO STORY					
M	MAPLE	1 BR (1 CAR GARAGE, 1 CAR DRIVEWAY)	16	16	6%
JG	JENNINGS	2 BR (1 CAR GARAGE, 1 CAR DRIVEWAY)	50	100	18%
HA	HAMILTON	3 BR (1 CAR GARAGE, 1 CAR DRIVEWAY)	40	120	15%
SP	SPENCER	4 BR (2 CAR GARAGE, 2 CAR DRIVEWAY)	30	120	11%
		TOTAL	276 UNITS	642 BEDS	100%
ON-STREET ROW PARKING = 77 SPACES					
PARKING PODS = 112 SPACES					
GARAGE & DRIVEWAY PARKING = 696 SPACES					
TOTAL PARKING = 885 SPACES					
PARKING DENSITY = 3.21 SPACES PER UNIT					
PROPERTY = 49.20 ACRES					
UNIT DENSITY = 5.61 UNITS/AC					

NOTE: THE LAYOUT, PARKING, AND UNIT MIX SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE IN LARGE SCALE DEVELOPMENT PLAN SUBMITTAL AND REVIEW.



AREA

SITE AREA TOTAL:	49.20 ACRES
PLANNING AREA 1 TOTAL:	26.84 ACRES 55%
PLANNING AREA 2 TOTAL:	22.36 ACRES 45%

BUILDING MIN. SEPARATIONS:

ZONING: R-PZD
FRONT = 19' TO OUTSIDE EDGE OF SIDEWALK
SIDE = 10' IN-BETWEEN BUILDINGS, OVERHANG TO OVERHANG
REAR = 10'

LEGEND

POTENTIAL WOTUS CHANNEL
POTENTIAL WOTUS WETLAND

PLANNING AREA

PLANNING AREA 1
PLANNING AREA 2

RESIDENTIAL DENSITY

UNITS:	276
TOTAL LOTS:	1 LOT TOTAL
UNIT DENSITY:	5.61 UNITS/ACRE

GRAPHIC SCALE IN FEET
80' 0 80'

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NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK

FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 25301700
ISSUE DATE: 06/04/2025
CONTACT: C. THREET
QC by:
QC Date:

PRELIMINARY PLANS

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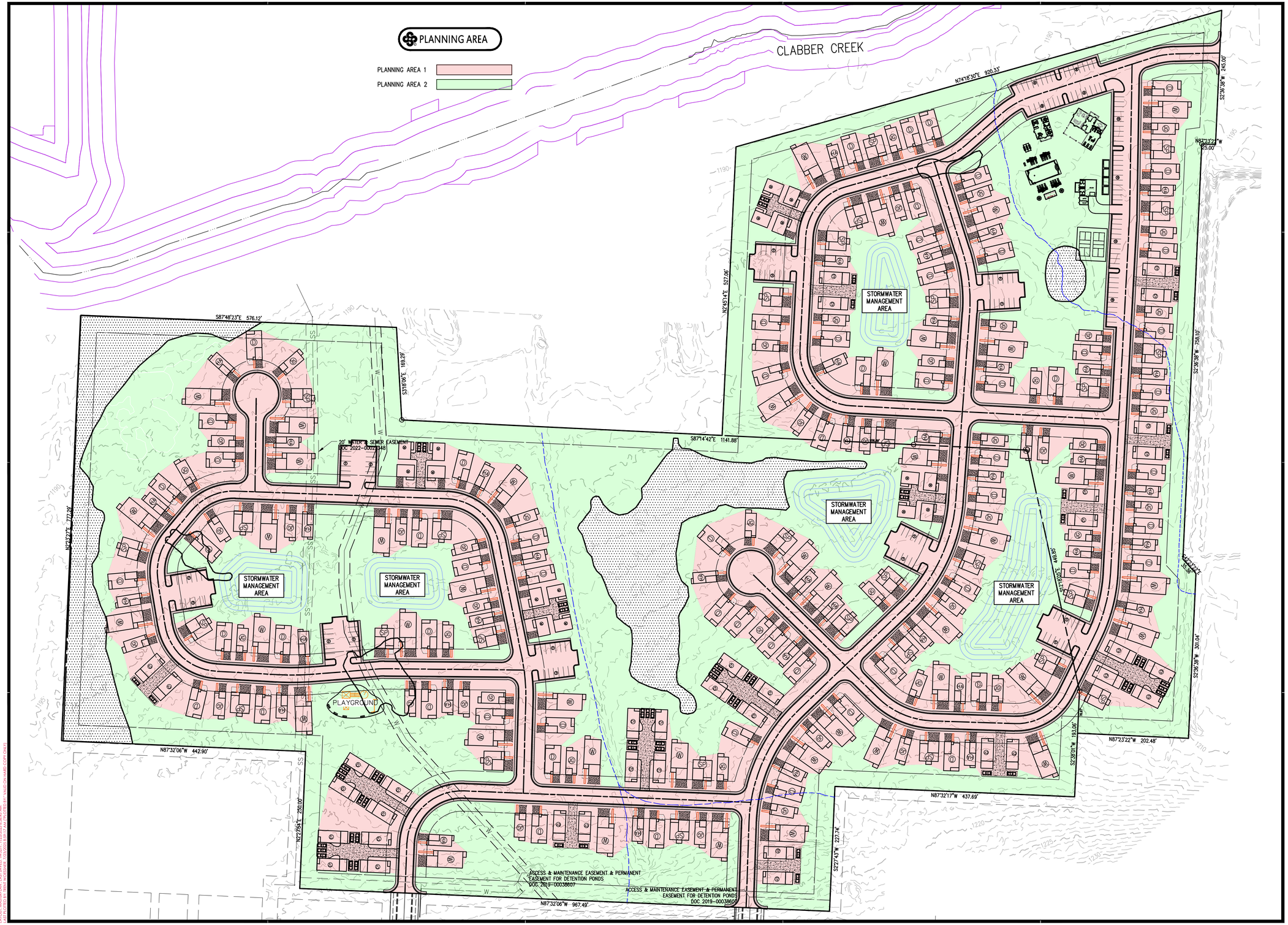
EXHIBIT B ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA MAP

1 OF 2

DRAWING: \\EDATA\PROJECTS\2025\25301700_NEXTCHAPTER\INFRASTRUCTURE\CIVIL\DWG\25301700_CIV.DWG
LAYOUT: EXHIBIT B ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA MAP
LAST PLOTTED: 6/4/2025 7:22:29 PM BY: TYLER.DICKSON
XREF: 25301700_TOPO.DWG

EXHIBIT C
MASTER PLAN, AERIAL OVERALL SITE PLAN, & MODIFIED TYPICAL RESIDENTIAL LINK SECTION

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GRAPHIC SCALE IN FEET
80' 0 80'

NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK

FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 25301700
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QC Date:

PRELIMINARY PLANS

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EXHIBIT C MASTERPLAN

2 OF 2

DRAWING: \\CRAFTONPVE_LOGFILES\25301700_NEXTCHAPTER\INFRASTRUCTURE\CIVIL\DWG\MASTER PLAN FOR PZD.DWG
LAYOUT: EXHIBIT C MASTERPLAN - LAST SAVED: 06/2025 7:53:07PM BY: CHRISTOPHER.THREET
PLOTTED: 06/2025 7:53:07PM BY: CHRISTOPHER.THREET - PLOT SCALE: 1:1 - PLOTTED ON 24x36 (1" = 1'-0") - VALID ON HARD COPY ONLY!



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GRAPHIC SCALE IN FEET
200' 0 200'

NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK

FAYETTEVILLE, AR

- Pedestrian Connection points at subject property line to adjacent Underwood Park's trail network. Site plan in future LSD submittal will show proposed soft or hard surface pedestrian access from the paved interior sidewalk to these access points.

Key Plan

No.	Description	Date

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ISSUE DATE: 06/04/2025
CONTACT: C. THREET
QC by:
QC Date:

PRELIMINARY PLANS

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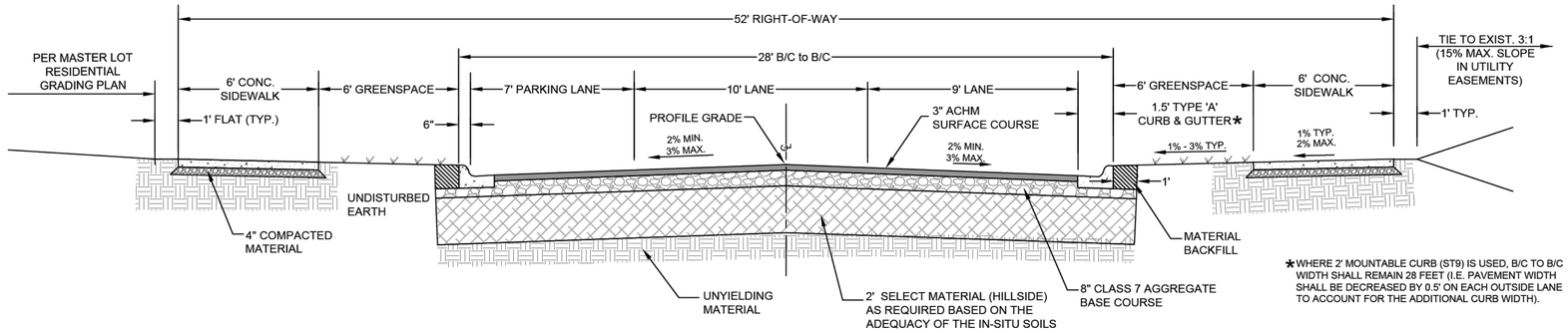
OVERALL SITE PLAN

1 OF 1

DRAWING: O:\25301700_NEXTCHAPTER\INFRASTRUCTURE\CIVIL\DWG\OVERALL SITE PLAN.DWG
LAYOUT: LAYOUT1 | LAST SAVED: 6/3/2025 12:45:44 PM | PLOTTED BY: YASID DIAZ
DRAWING IS NOT VALID ON HARD COPY (ONLY)

NOTES:
1. CONTACT THE ENGINEERING DIVISION (575-8206) TO REQUEST AN INSPECTION PRIOR TO POURING ANY SIDEWALK OR DRIVEWAY IN THE RIGHT-OF-WAY.
2. THE ENGINEER OF RECORD SHALL PERFORM "PART TIME" INSPECTION FOR THE DRAINAGE INSTALLATION AND STREET CONSTRUCTION. THE PUBLIC WORKS INSPECTOR MUST BE PRESENT FOR TESTING. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING TESTING.
3. MINIMUM DENSITY FOR ASPHALT SHALL BE 92% OF THE MAXIMUM THEORETICAL DENSITY.
4. SUBGRADE (HILLSIDE) SHALL BE COMPACTED TO 95% OF STANDARD PROCTOR. PROCTOR CURVE DATA SHALL BE SUPPLIED TO THE CITY ON ALL MATERIAL BY THE ENGINEER OF RECORD. WITHOUT THE COPY OF THE SITE SPECIFIC PROCTOR CURVE, MOISTURE CONTENT MUST BE WITHIN 3% OF OPTIMUM WHEN TESTED.
5. BASE COURSE (CLASS 7 AGGREGATE BASE) SHALL BE COMPACTED TO 98% OF MODIFIED PROCTOR ON RESIDENTIAL LINKS AND NEIGHBORHOOD LINKS.
6. CURING COMPOUND IS REQUIRED FOR ALL CONCRETE IN RIGHT-OF-WAY OR EASEMENTS, ANY COLOR EXCEPT CLEAR. FOLLOW STANDARD ENGINEERING PRACTICE FOR PLACEMENT IN HOT, WINDY, AND COLD WEATHER.
7. CURB MUST BE CAULKED BEFORE BACKFILLED AND STREET PAVED. ACCEPTABLE SUPPLIERS ARE OMNI SEAL 50, PECORA 864 AND 865, DOW COMING 888, OR OTHER PRE-APPROVED EQUAL.
8. ALL IN-SITU SOILS FOR SUBGRADE SHALL HAVE A LIQUID LIMIT LESS THAN 40, A PLASTICITY INDEX LESS THAN 15, AND A CBR GREATER THAN 8. INADEQUATE SOILS SHALL BE UNDERCUT 2 FEET AND REPLACED WITH "HILLSIDE MATERIAL" (SOILS WITH CBR OF 8 OR GREATER, AND AS CLASSIFIED AS GM OR GC SOILS) - GEOTECHNICAL TESTING REQUIRED TO DETERMINE SOIL ACCEPTANCE.
9. SUBGRADE MUST BE PLACED ON UNYIELDING MATERIAL - ADDITIONAL UNDERCUT MAY BE REQUIRED.

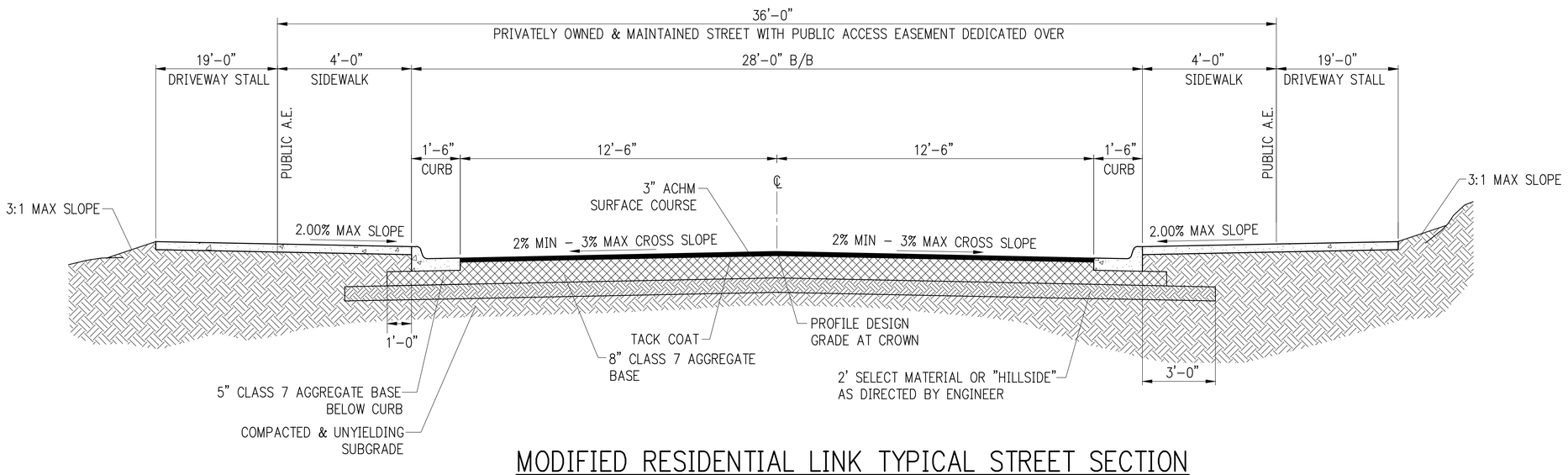
THESE TYPICAL SECTIONS ARE BASED ON STANDARD RESIDENTIAL LINKS AND NEIGHBORHOOD LINKS ESTABLISHED IN THE MASTER STREET PLAN. WHERE STREET AND/OR PAVEMENT SECTIONS DIFFER, IT IS THE RESPONSIBILITY OF THE ENGINEER OF RECORD TO PROVIDE ALTERNATE TYPICAL SECTIONS.



*WHERE 2' MOUNTABLE CURB (ST9) IS USED, B/C TO B/C WIDTH SHALL REMAIN 28 FEET (I.E. PAVEMENT WIDTH SHALL BE DECREASED BY 0.5' ON EACH OUTSIDE LANE TO ACCOUNT FOR THE ADDITIONAL CURB WIDTH).

TYPICAL SECTION RESIDENTIAL LINK

*ALL INTERNAL STREETS, N RAVEN LN. & N CARNELIAN LN., WILL USE A MODIFIED VERSION OF THIS RESIDENTIAL LINK TYPICAL SECTION, SEE BELOW.



MODIFIED RESIDENTIAL LINK TYPICAL STREET SECTION
NTS

SHEET: ST1

DATE: May 25, 2017 REVISED; Jan. 13, 2021; June 28, 2021; April 5, 2022

TITLE: STREET DETAILS

DESCRIPTION: RESIDENTIAL LINK AND NEIGHBORHOOD LINK TYPICAL SECTIONS

CITY OF FAYETTEVILLE ARKANSAS
ENGINEERING DIVISION
113 W. MOUNTAIN STREET
PHONE: (479) 575-8206 FAX NO: (479) 575-8202

300 N College Ave., Suite 317
Fayetteville, Arkansas 72701
Crafton Tull
architecture | engineering | surveying
479.636.4838 t

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION — CRAFTON, TULL & ASSOCIATES, INC. No. 109 — ARKANSAS ENGINEER

NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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EXHIBIT C - TYPICAL SECTION

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LAYOUT: TYPICAL SECTIONS | PLOTTED: THREET | 7/23/2025 2:03:09 PM | VALID ON HARD COPY ONLY

EXHIBIT D
FLOOR PLANS, ELEVATION VIEWS, & ISOMETRIC VIEWS FOR ALL UNIT TYPES



ESTIMATED SQUARE FOOTAGE
1ST FLR HTD- 452 SQFT
2ND FLR HTD- 410 SQFT
TOTAL HTD- 862 SQFT
GARAGE - 222 SQFT
PORCH - 95 SQFT
FOOTPRINT - 784 SQFT
TOTAL FRAMING - 1,291 SQFT

DRAWN BY:
Andrew M. Woods
awoods@nextchapterconstruction.us

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PROJECT DESCRIPTION: DM Maple Layout

SHEET TITLE: COVER PAGE

NO.	DESCRIPTION	BY	DATE

SCALE: NO SCALE

DATE: 2/14/2025

PG 1



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SHEET TITLE: FRONT ELEV.

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SCALE: 1/4"=1'

DATE: 2/14/2025

PG 2



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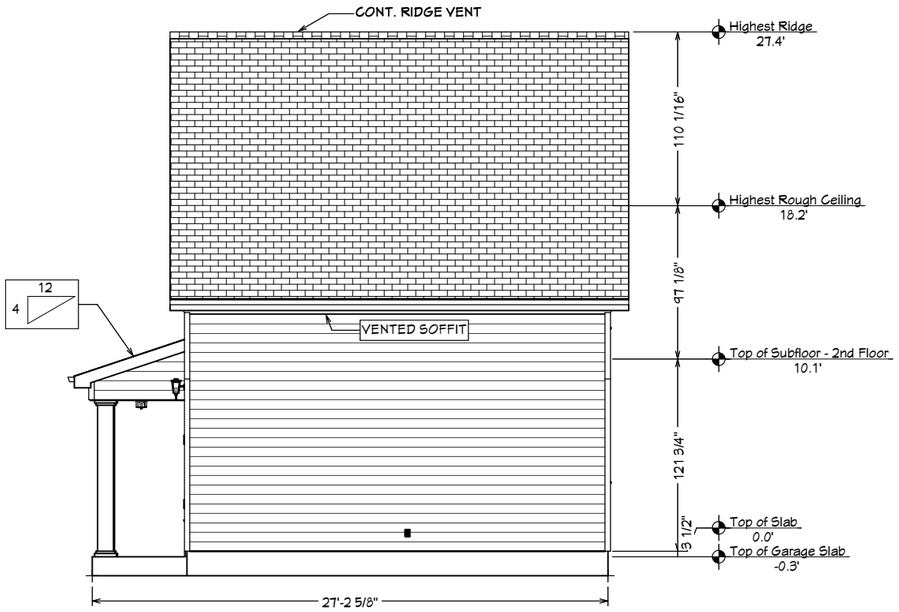
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REAR ELEV.

NO.	DESCRIPTION	BY	DATE

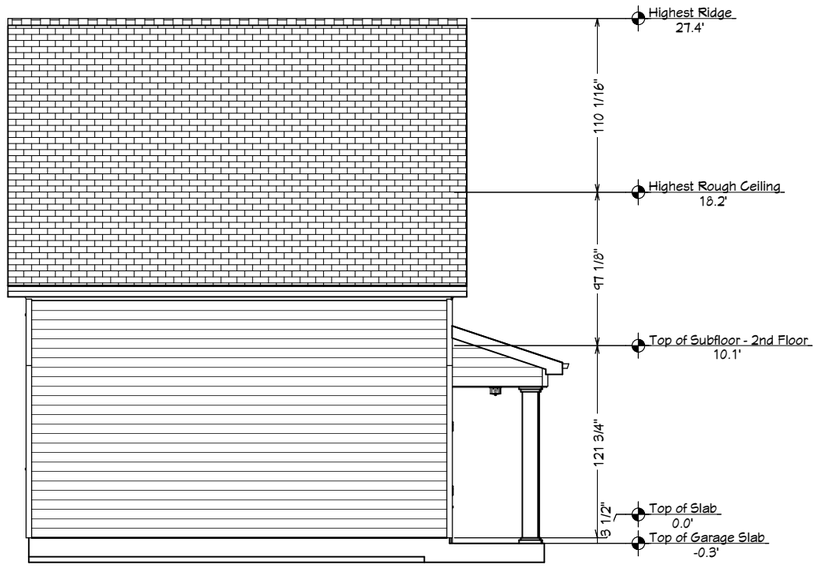
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PG 3



RIGHT ELEV.



LEFT ELEV.

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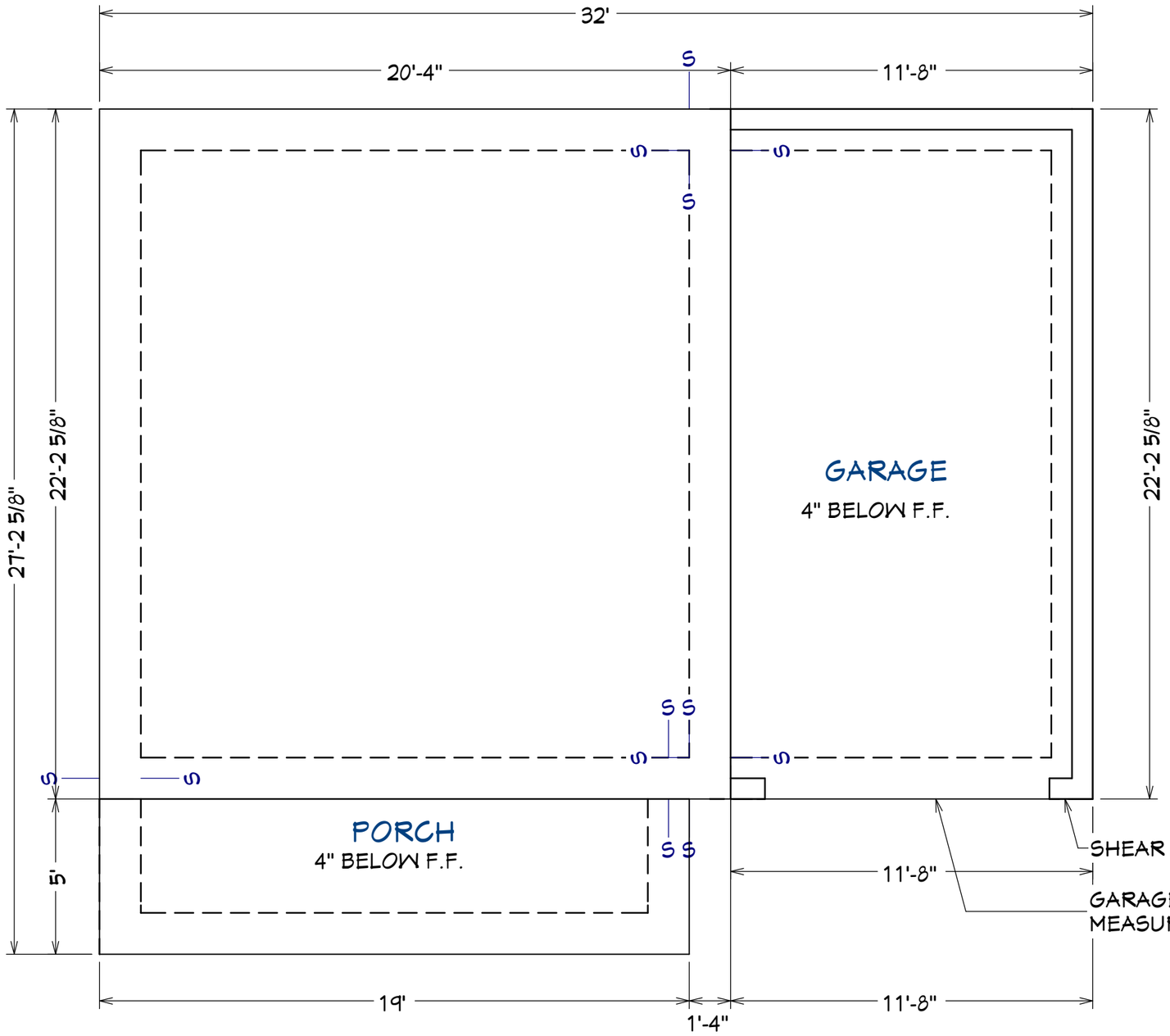
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SIDE ELEV.

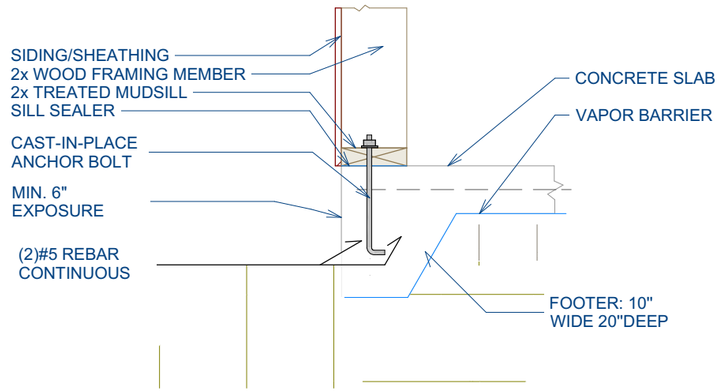
NO.	DESCRIPTION	BY	DATE

SCALE: 1/8"=1'

DATE: 2/14/2025

PG 4





Monolithic Slab Detail

NOTE:
PROVIDE CONTROL JOINTS

NOTE:
DIMENSIONS ARE TO FRAME WALL

NOTE:
BOLTS TO BE NO FURTHER THAN 18" O.C.
OR 12" AWAY FROM SILL PLATE ENDS

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SHEET TITLE: FOUNDATION PLAN

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PG 5





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SHEET TITLE:
ISO VIEWS

NO.	DESCRIPTION	BY	DATE

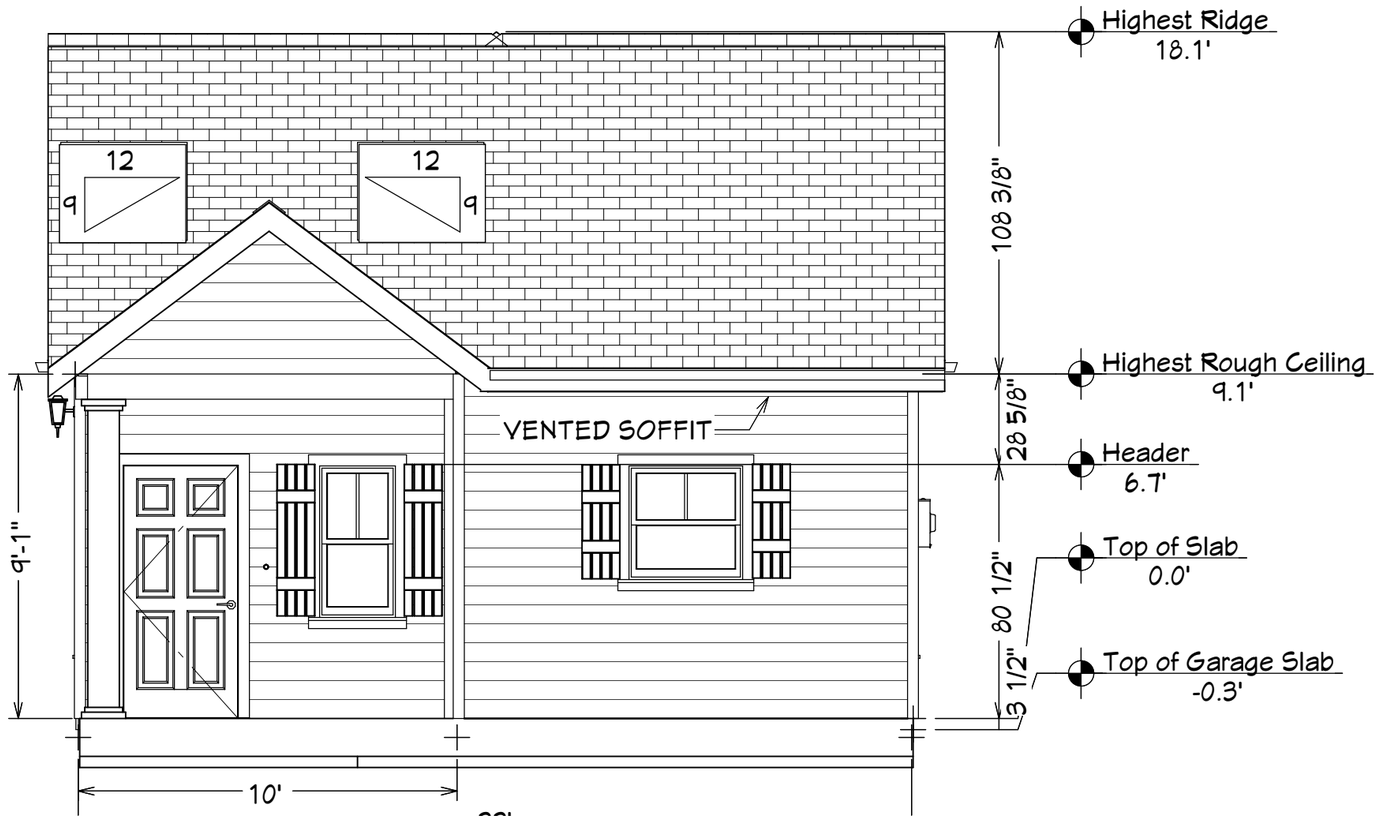
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DATE: 2/14/2025

PG 15



FRONT ELEV. RENDERING
NO SCALE



FRONT ELEV
1/4" =1'



SIDE ELEV
1/8" =1'

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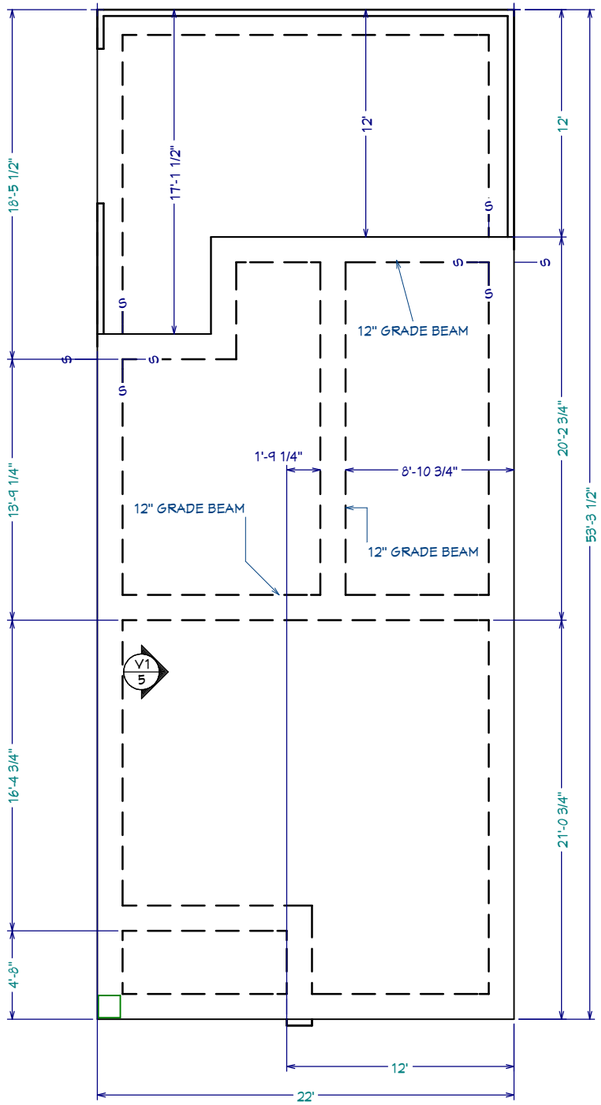
PROJECT DESCRIPTION:
KC CHERRY

SHEET TITLE:
Elevations

NO.	DESCRIPTION	BY	DATE

SCALE: NO SCALE
DATE: 1/7/2025

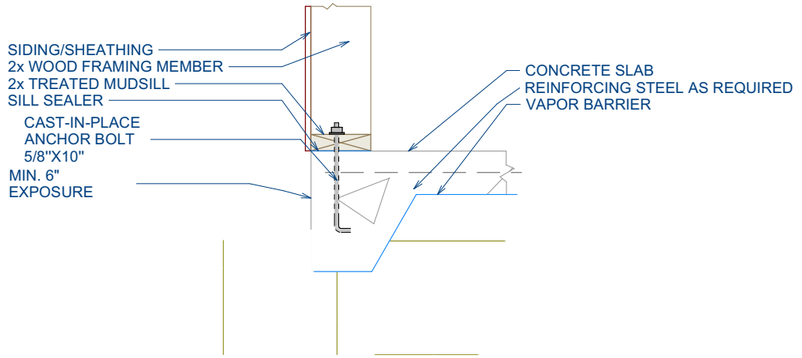
PG 1



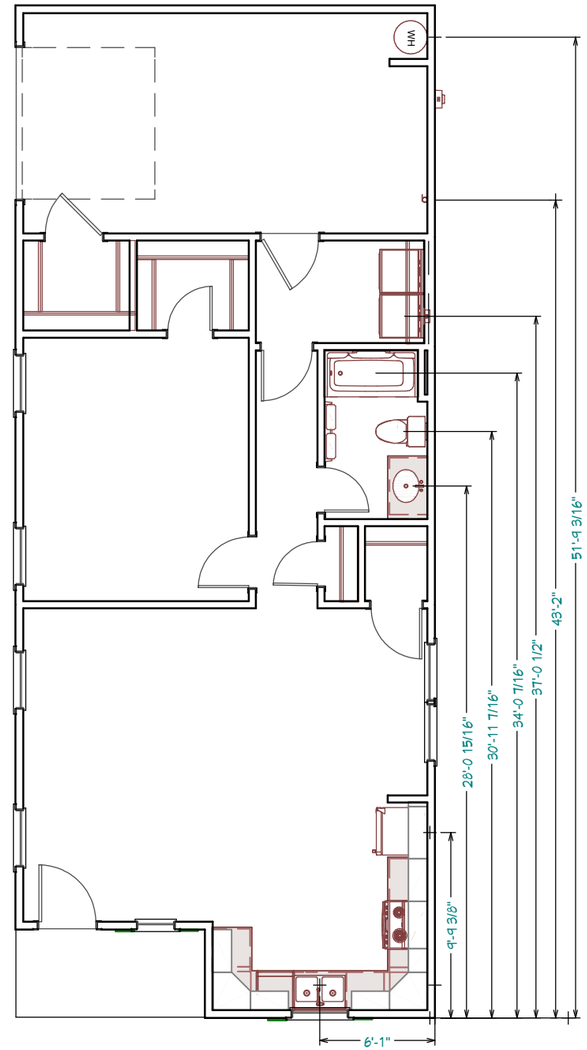
FOUNDATION LAYOUT

GARAGE CURB MUST MEASURE 8'-3''

ESTIMATED SQUARE FOOTAGE
TOTAL HTD- 839 SQFT
GARAGE - 247 SQFT
PORCH - 46 SQFT
FOOTPRINT - 1,172 SQFT
TOTAL FRAMING - 1,172 SQFT



Monolithic Slab Detail



PLUMBING LAYOUT

NEXT CHAPTER NEIGHBORHOODS

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PROJECT DESCRIPTION: KC CHERRY

SHEET TITLE: SLAB/PLUMBING

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PG 2





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PROJECT DESCRIPTION:
KC CHERRY

SHEET TITLE:
ISO VIEWS

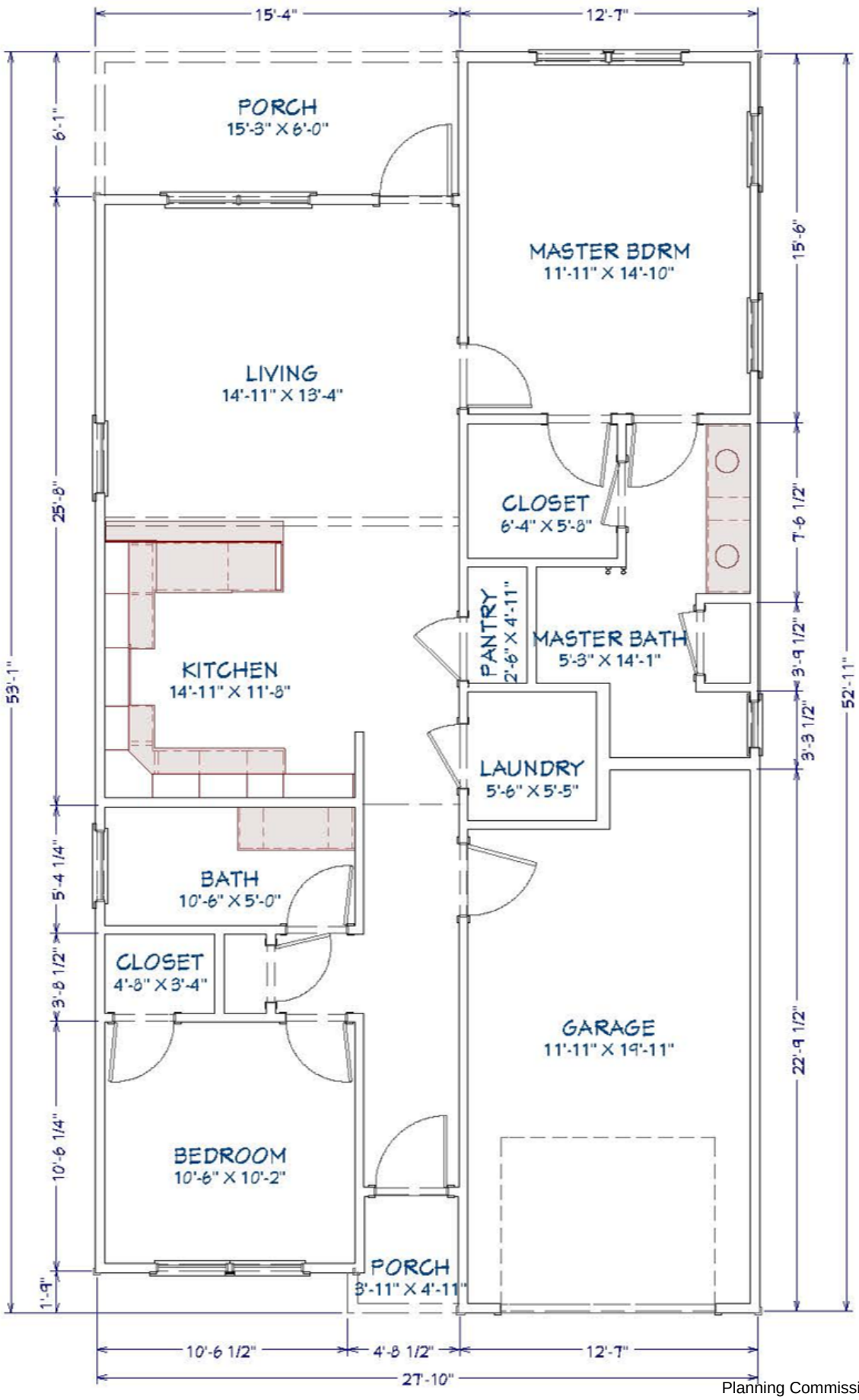
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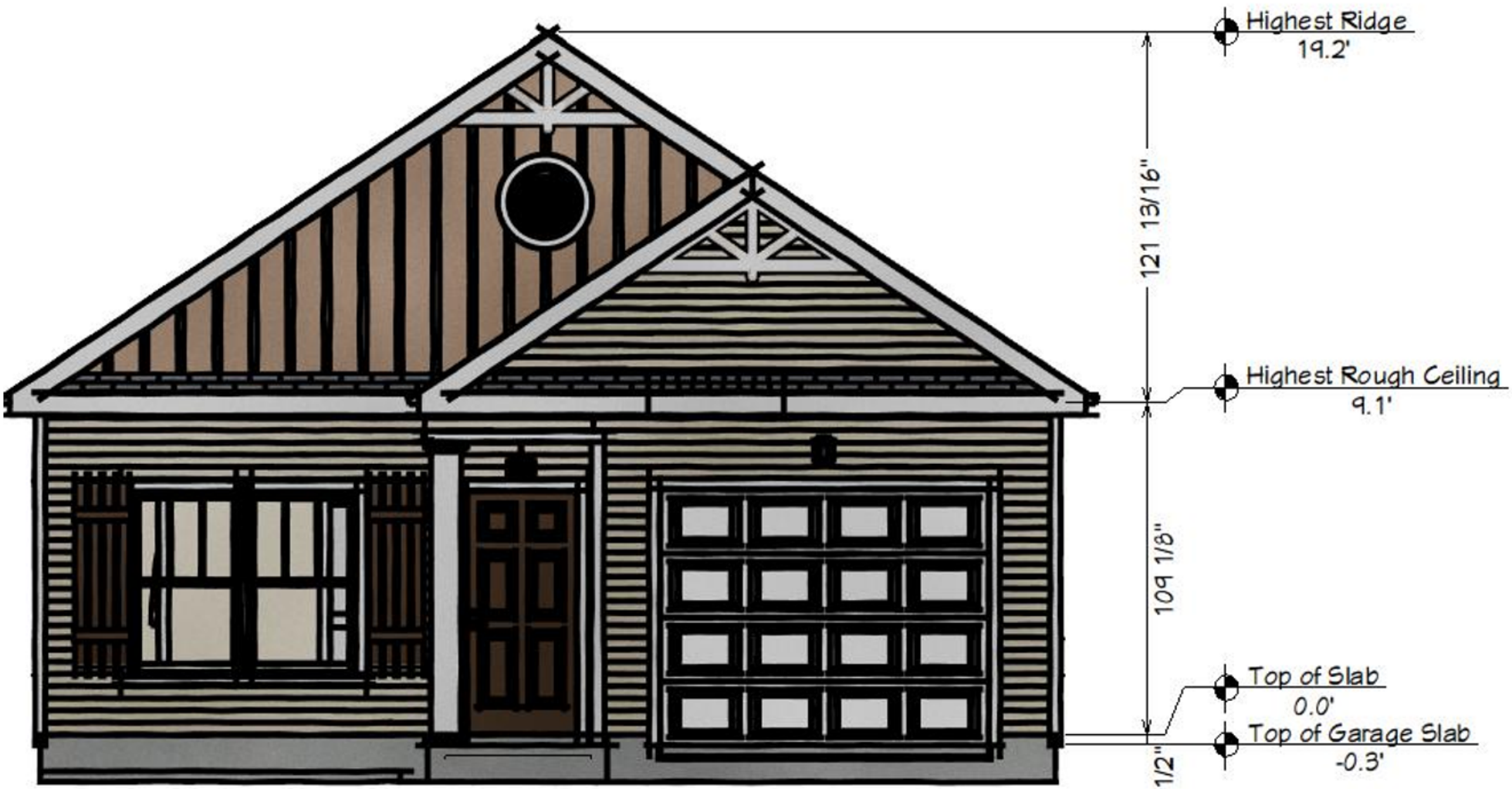
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PG 8

Dearborn FLOOR PLAN



DEARBORN FRONT ELEVATION

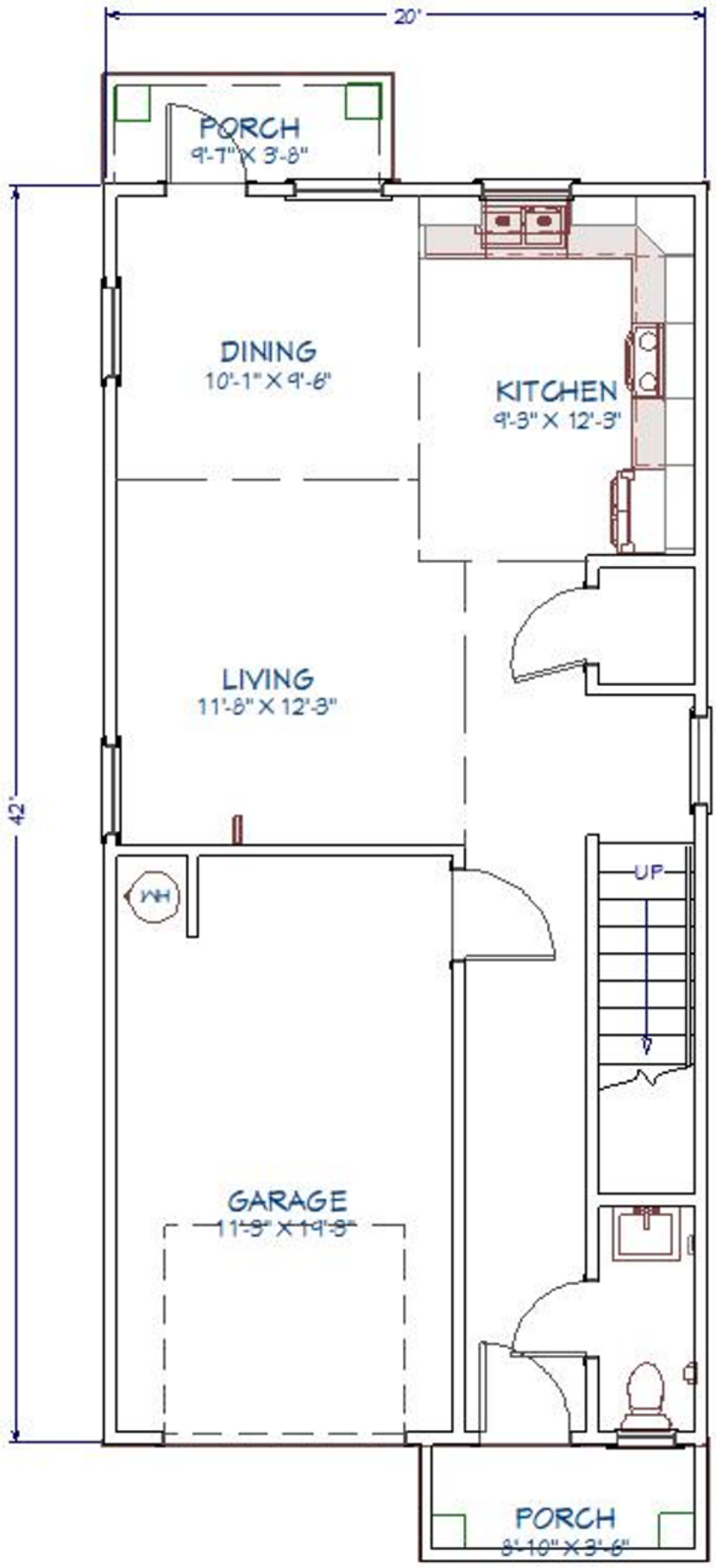


DEARBORN RENDERING

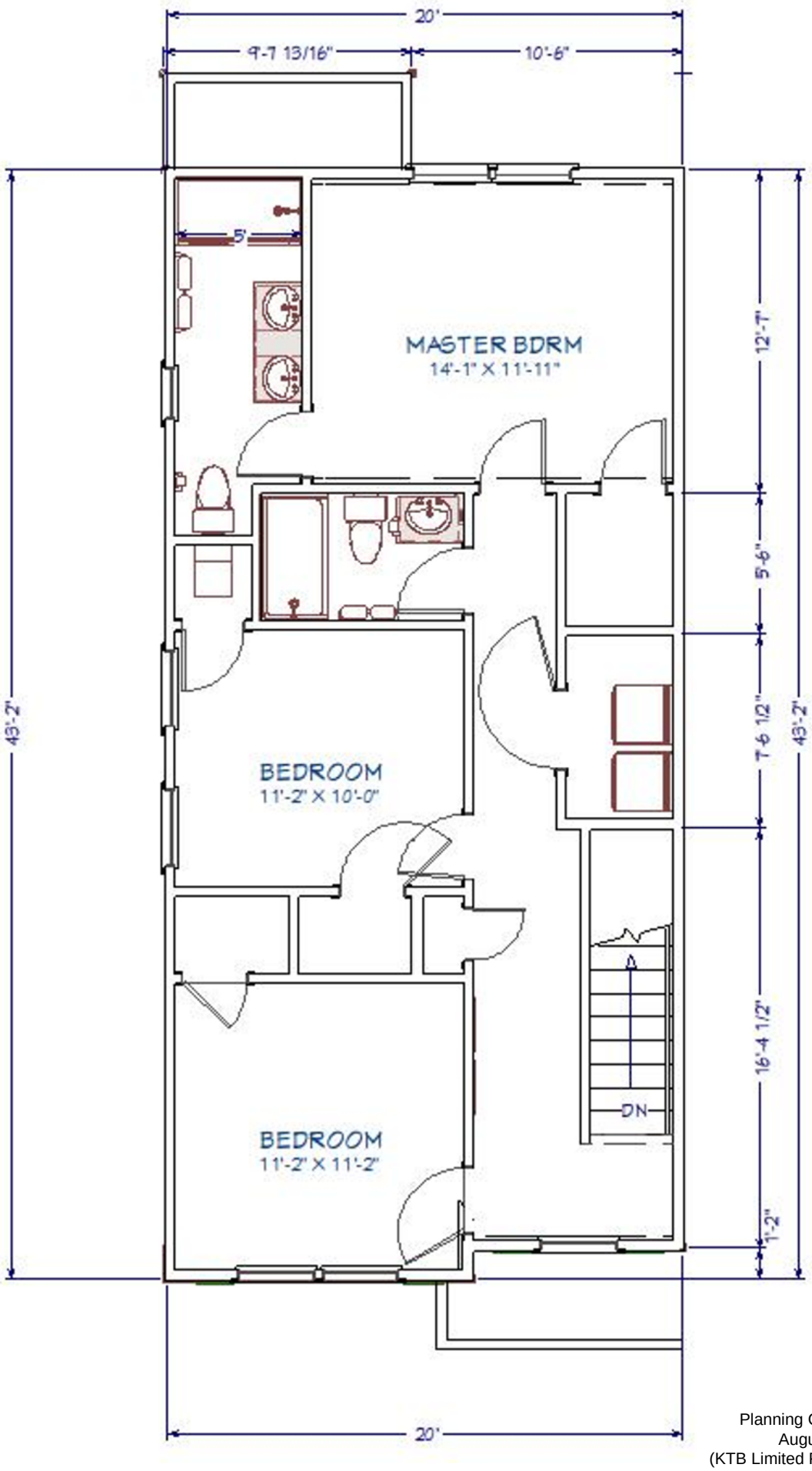




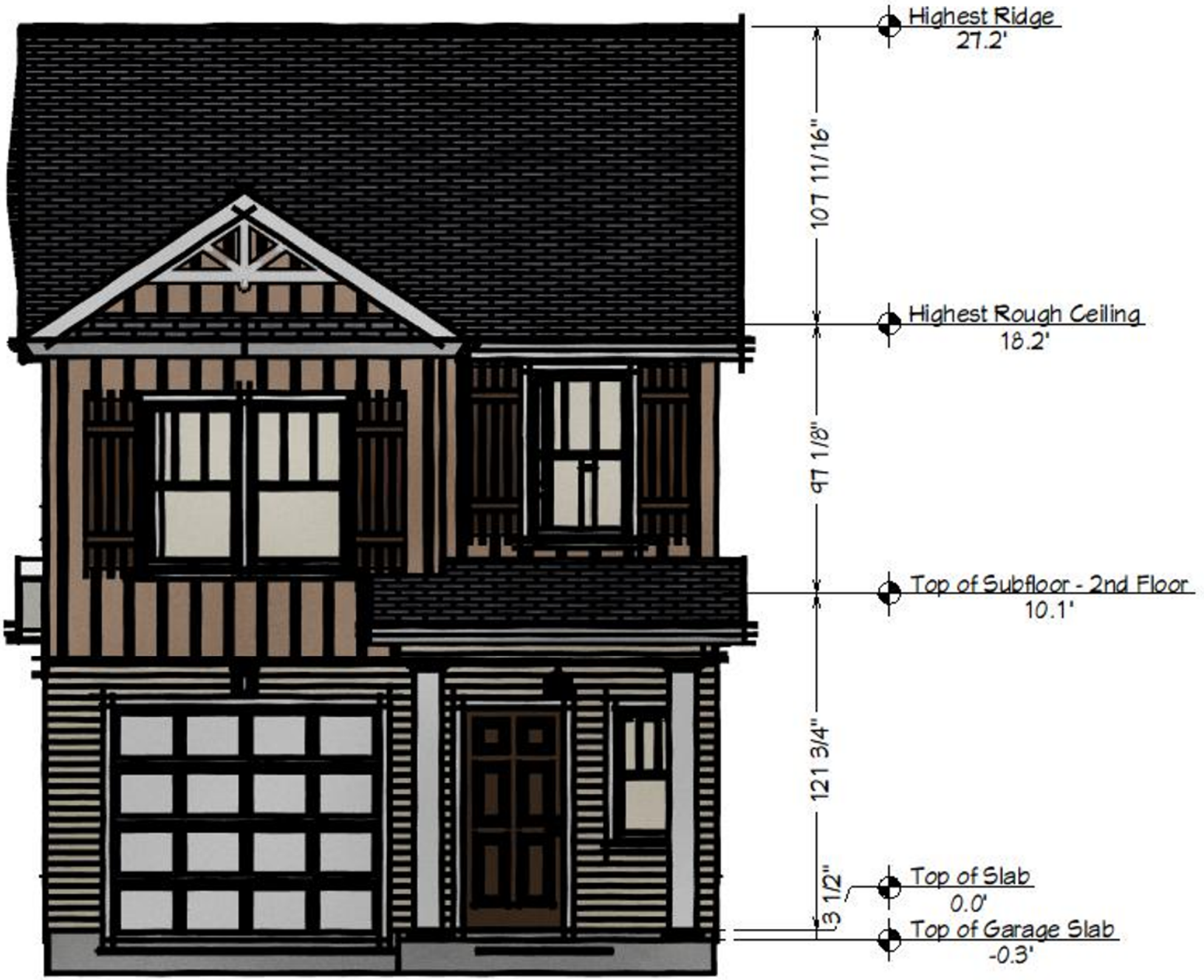
Hamilton 1st Floor



Hamilton 2nd Floor



Hamilton FRONT ELEVATION

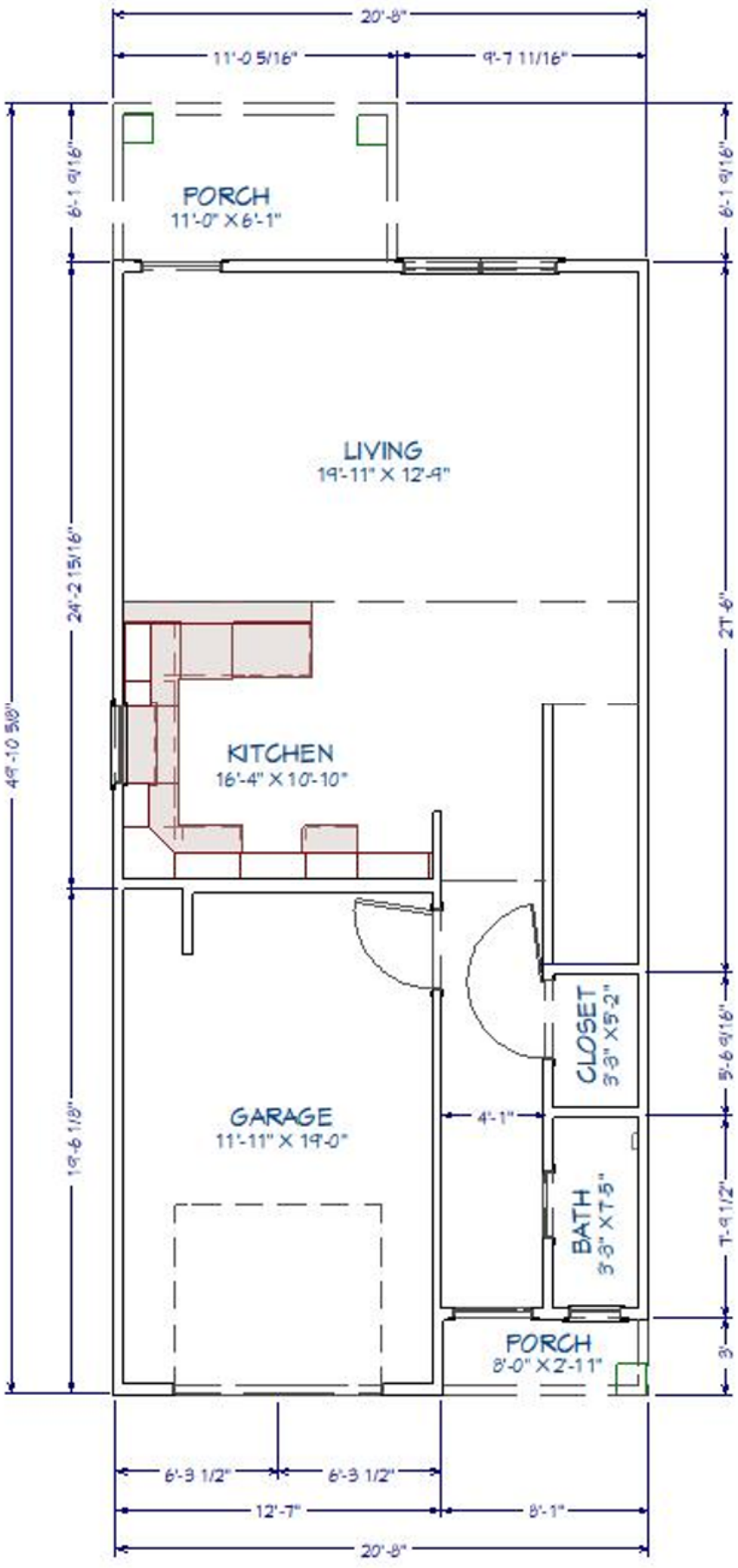


HAMILTON RENDERINGS

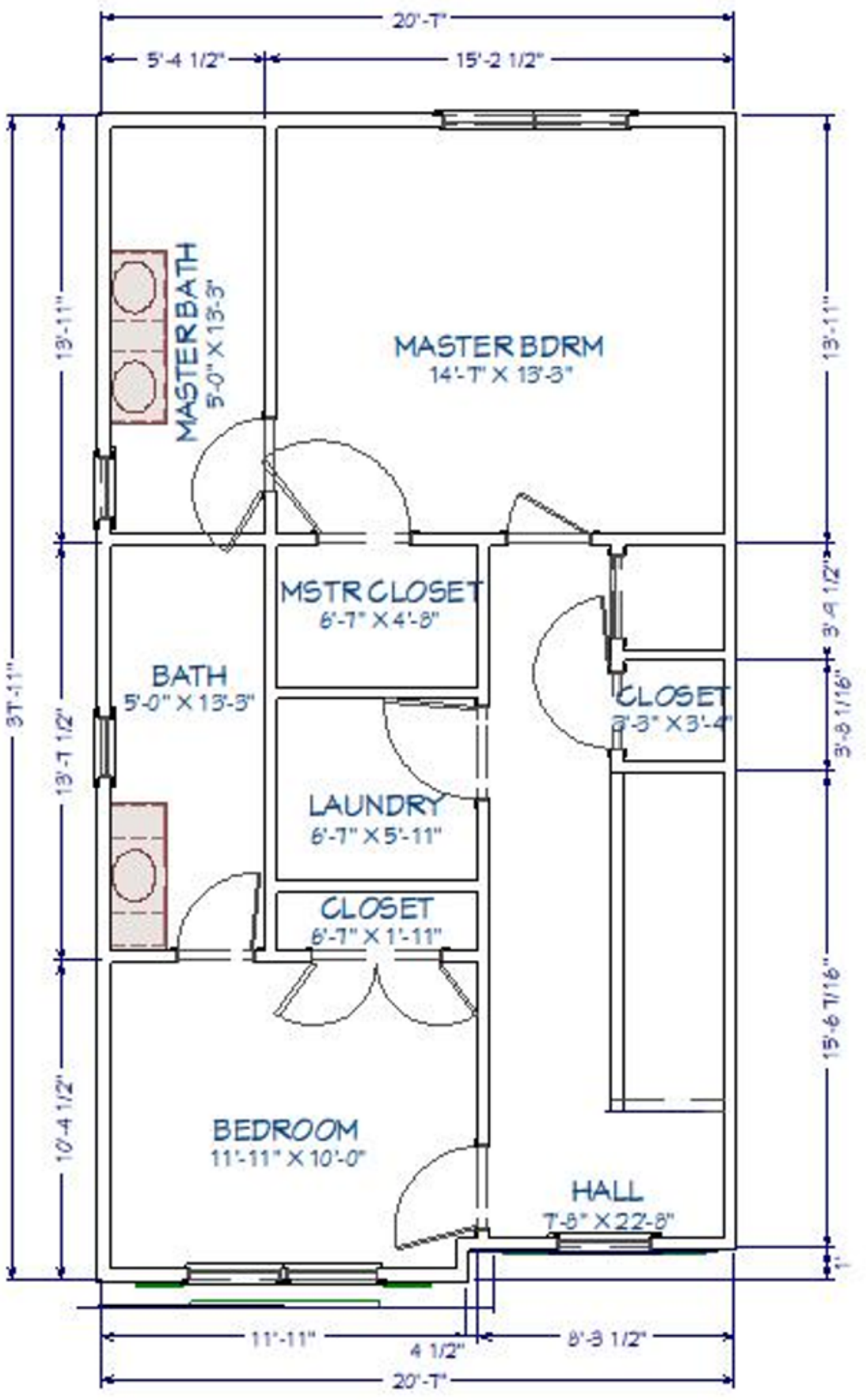




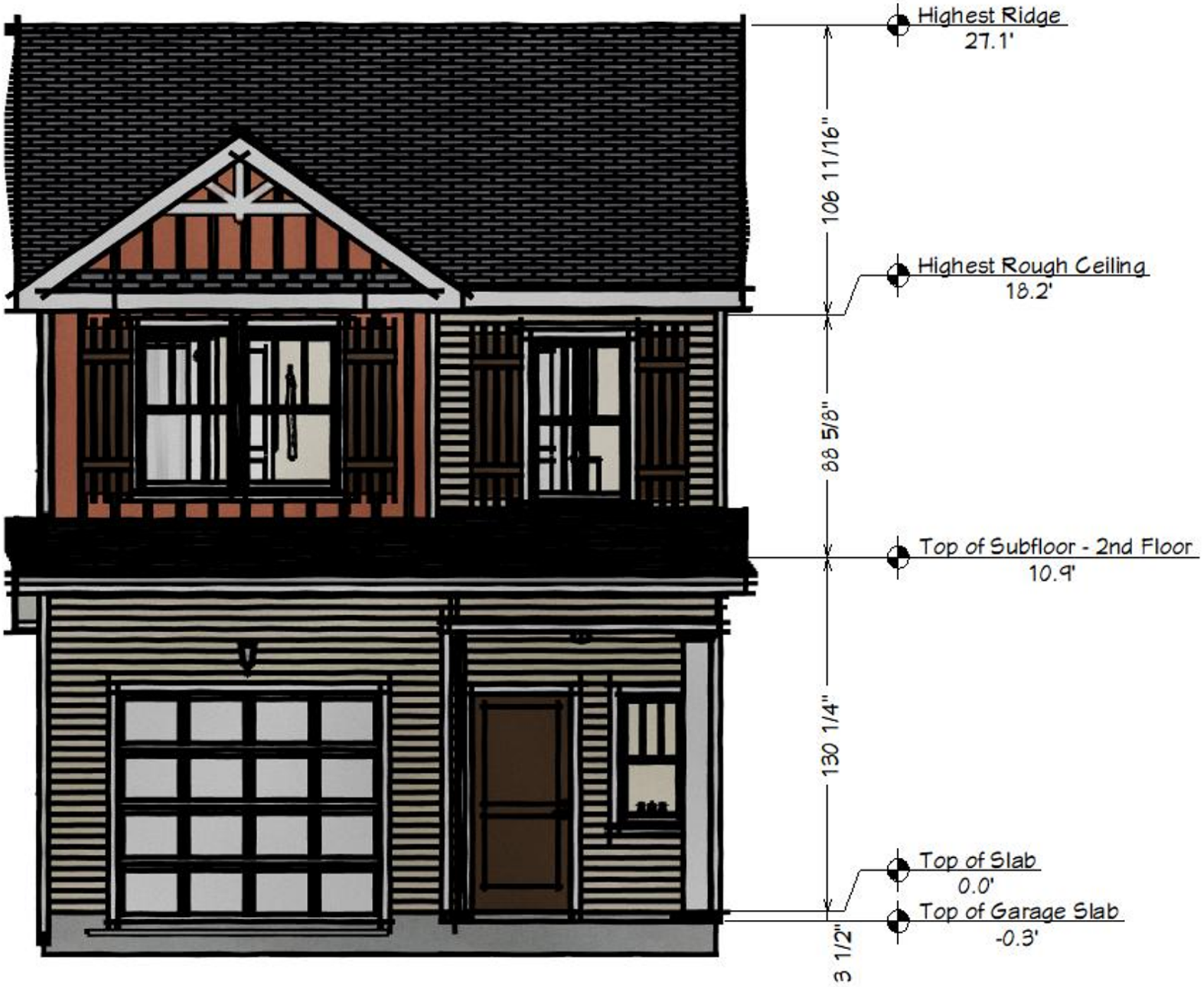
Jennings FLOOR PLAN (FIRST FLOOR)



JENNINGS FLOOR PLAN (SECOND FLOOR)



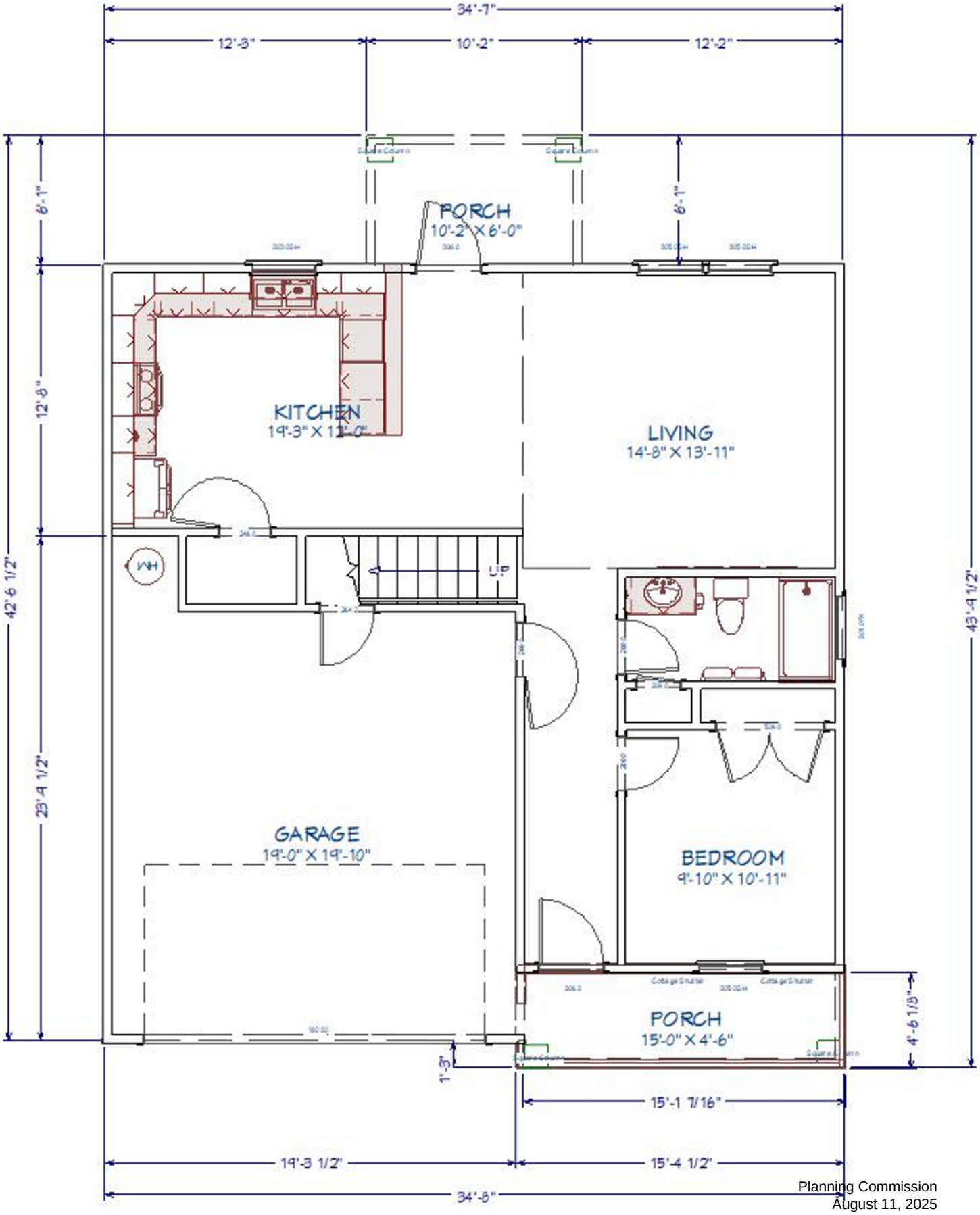
JENNINGS FRONT ELEVATION



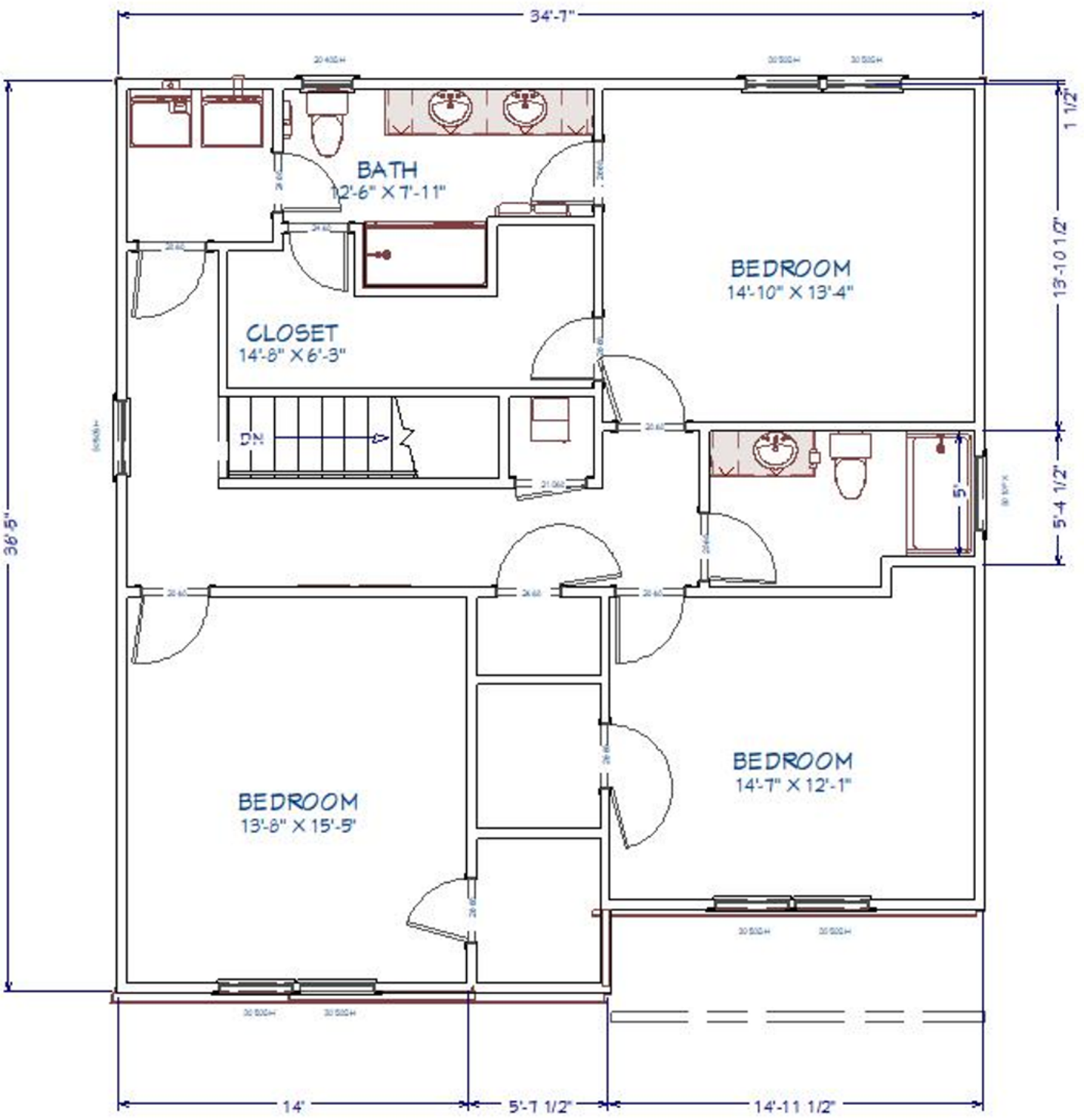
JENNINGS RENDERING



SPENCER (FIRST FLOOR)



SPENCER (SECOND FLOOR)



SPENCER FRONT ELEVATION

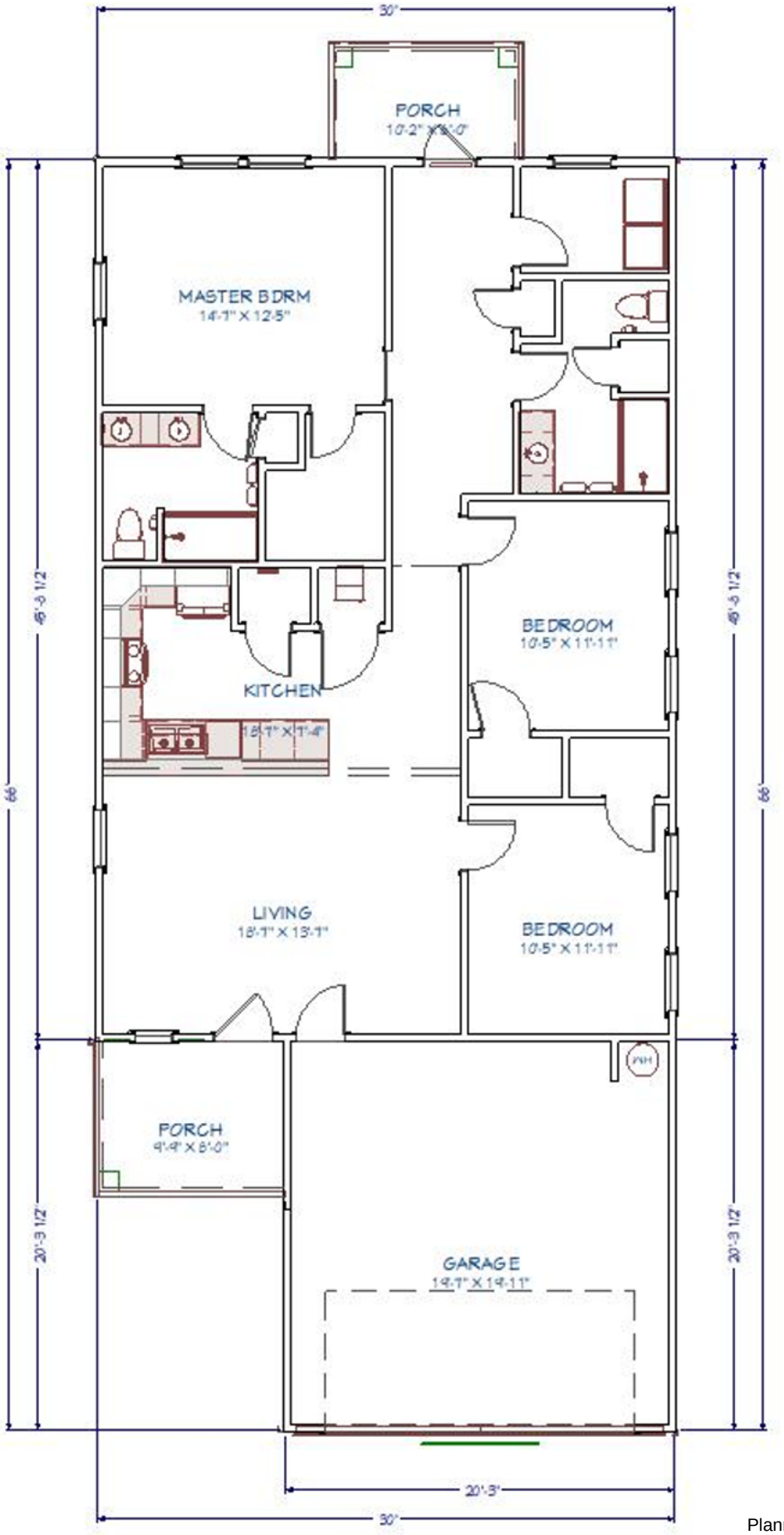


SPENCER RENDERINGS





Warren FLOOR PLAN



WARREN FRONT ELEVATION



WARREN RENDERING



EXHIBIT E
EXAMPLE MONUMENT SIGN

OPTION FOUR
NON ILLUMINATED
DOUBLE SIDED STRUCTURE
SCALE 1/2”=1’

CLIENT TO RUN ELECTRICAL CONDUIT TO MONUMENT SITE

EXHIBIT C - EXAMPLE MONUMENT SIGN

painted/print aluminum panel



routed 1/16” down,

routed 1/16” down,



4” Aluminum Post Structure, Painted

Aluminum Panels with routed details
digitally printed wood grain
and “a next chapter...”

1/2”thk FCO Dupont Meadows

Panels mounted to 4” vertical supports

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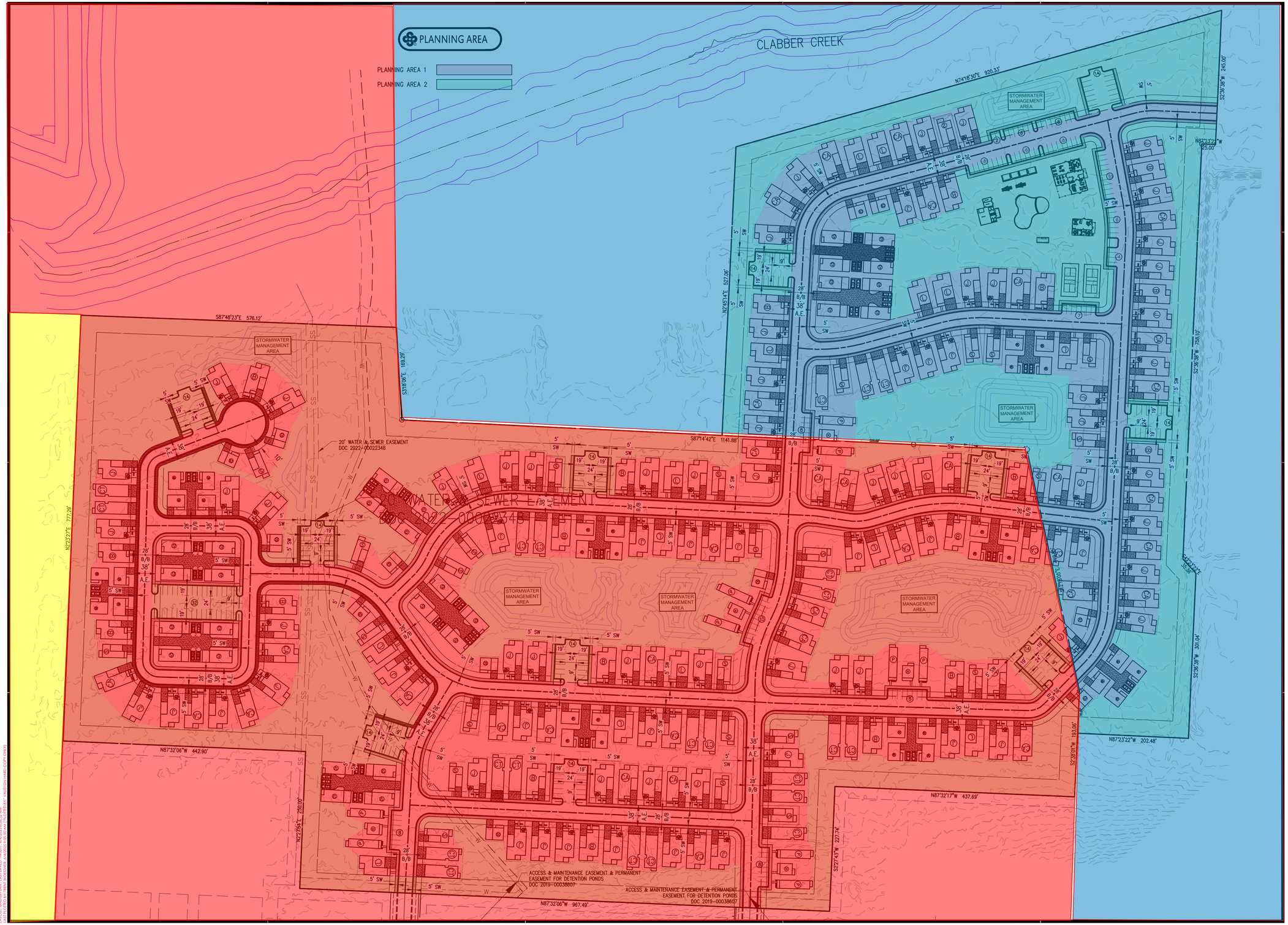
Vicinity
SIGN STUDIO

Project: Dupont Meadows
Location: Fort Wayne, IN
Contact: —
Date: 06|23|2023
Page: 1 of 2
Designer: BJ/AK

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Fayetteville, Arkansas 72701
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479.636.4838 t

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CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS ENGINEER

GRAPHIC SCALE IN FEET
80' 0 80'

NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK

FAYETTEVILLE, AR

Key Plan

- Existing CPZD Zoning
- Existing RSF-1 Zoning
- Existing RSF-4 Zoning

No.	Description	Date

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ISSUE DATE: 06/04/2025
CONTACT: C. THREET
QC by:
QC Date:

PRELIMINARY PLANS

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EXHIBIT C MASTERPLAN

2 OF 2

DRAWING: \\EIGHTEDRIVE\JOBFILES\2530\700_NEXTCHAPTER_UNDERUNDERSTRUCTURE\CIVIL\DWG\MASTER PLAN FOR PD2.DWG
LAYOUT: MASTER PLAN - EXHIBIT C
PLOTTED: Jun 27, 2025 @ 4:42:22 PM BY: CTHREET
XREF: NONE
IMAGES: NONE
THIS PLOT IS INVALID ON HARD COPY ONLY

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING: August 11, 2025

SUBJECT: **CPL-2025-0011: Conceptual Plat (W. CENTER ST & S. GREGG AVE/REINDL INVESTMENTS LLC, 522):** Submitted by COURTYARD BUILDING & BLOCK for property located on W. CENTER STREET AND S. GREGG AVE. The property is zoned MSC, MAIN STREET CENTER and contains approximately 0.62 acres. The request is for a 42-unit multi-family development with 1200 sq. ft of commercial space and associated parking.

RECOMMENDATION:
Planning Commission to provide feedback to the applicant on the request.

RECOMMENDED MOTION:
No recommended motion; the applicant only requests Planning Commission comments.

BACKGROUND:
The subject property is located on the southwest corner of S. Gregg Avenue and W. Center Street. Zoned MSC, Main Street Center, the property contains approximately 0.62 acres and a significant portion of the site is encumbered with the streamside protection zone. The property was previously developed with a structure that burned down and is currently being used as a construction lay down yard for a student housing development under construction to the north. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1: Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Under development (private dormitory)	MSC, Main Street Center
South	Mixed Density Residential	NC, Neighborhood Conservation
East	Office	MSC, Main Street Center
West	Arkansas Missouri Railroad/Commercial	MSC, Main Street Center

Proposal: The applicant requests Planning Commission comments on a proposed development that would include 42 multi-family residential units, 1200 sq. ft. of commercial space, and associated parking.

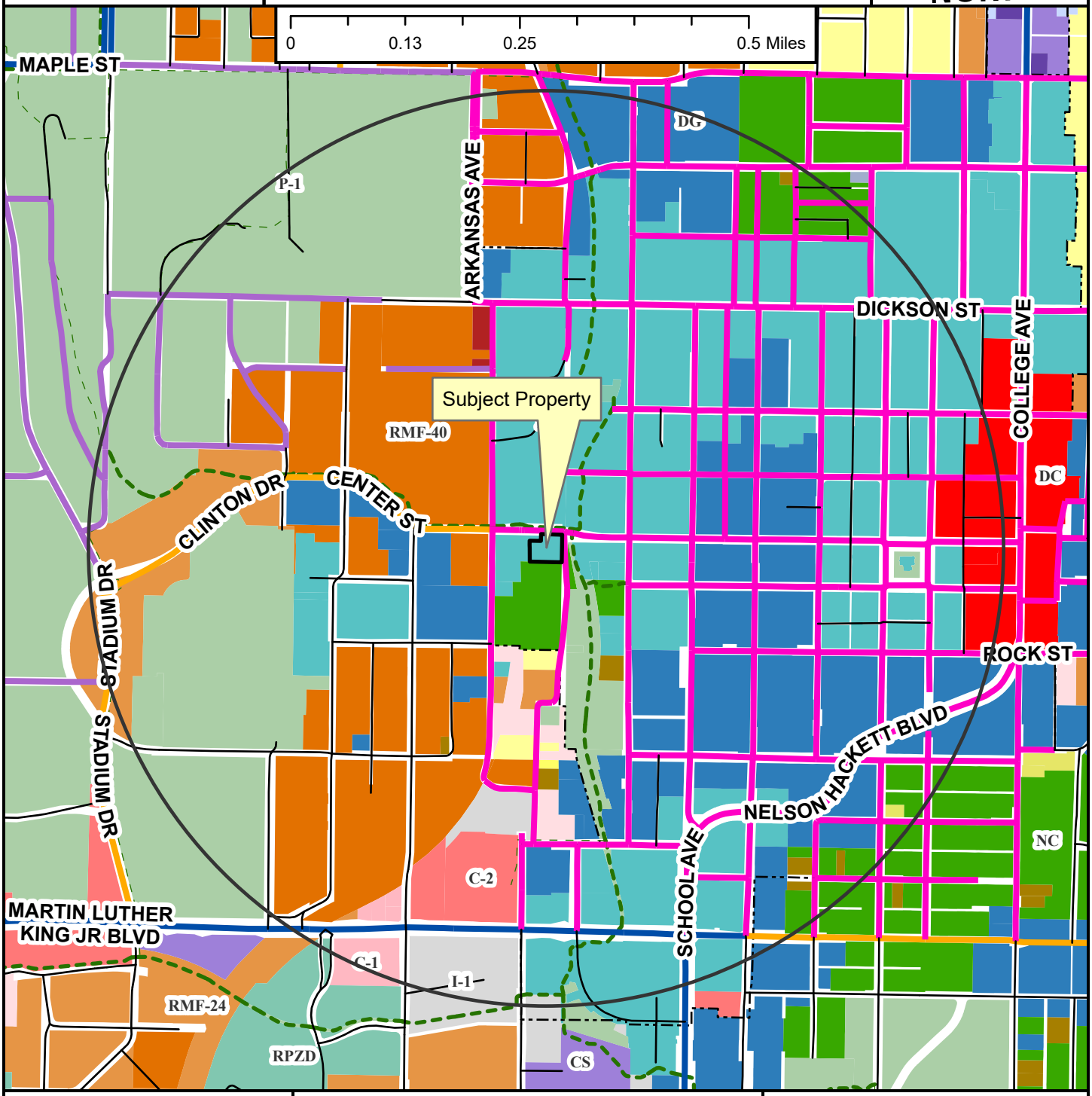
Attachments:
- One Mile Map
- Close Up Map
- Current Land Use Map
- Applicant Request Documents
- Staff Comments

CPL-2025-0011

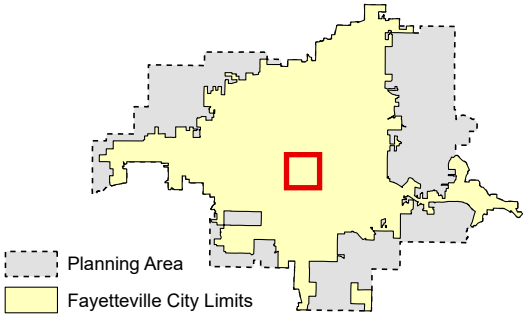
One Mile View

W. CENTER STREET AND S. GREGG AVE

NORTH



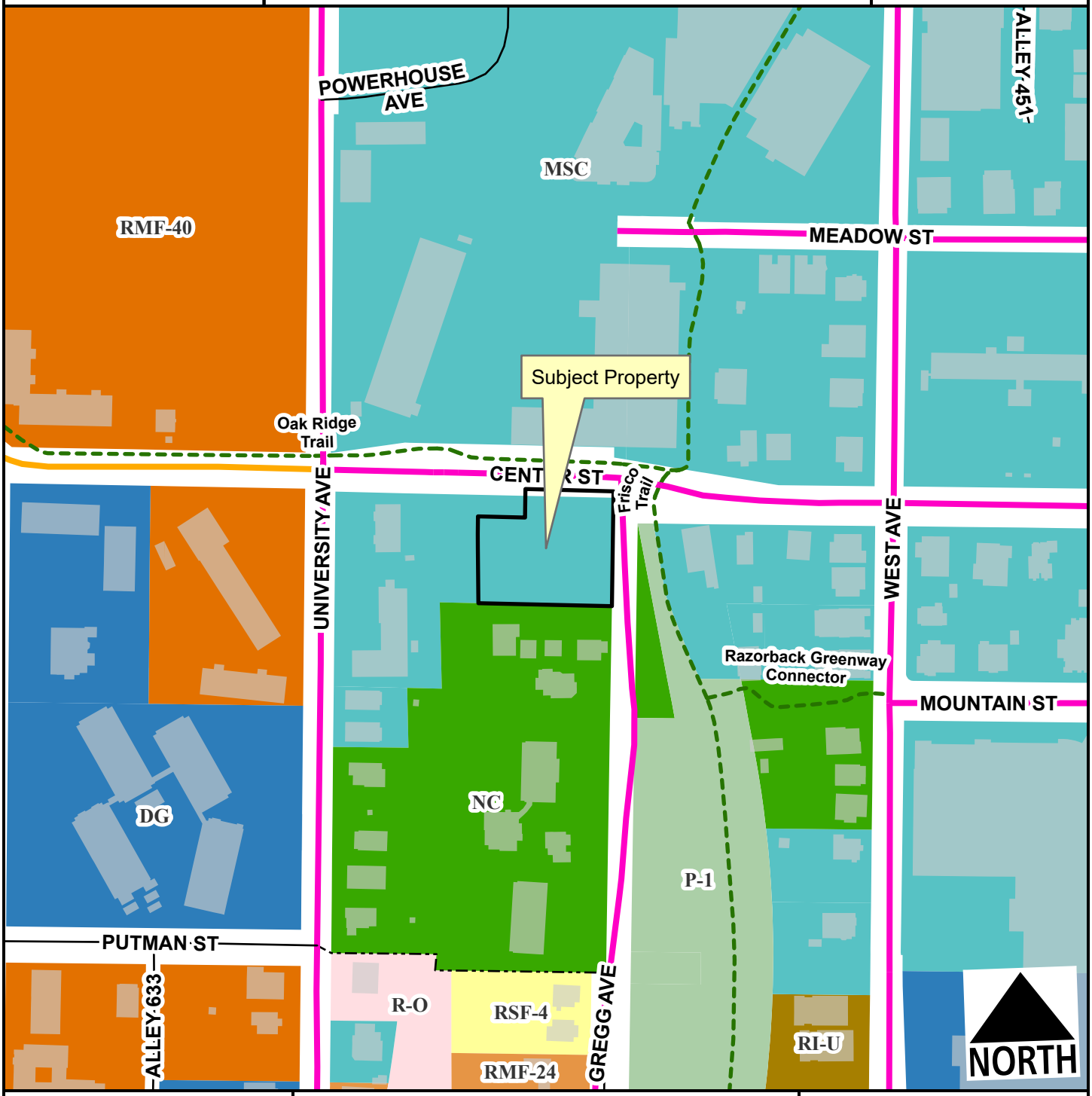
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



CPL-2025-0011

Close Up View

W. CENTER STREET AND S. GREGG AVE



- Neighborhood Link
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Design Overlay District

Feet

0 75 150 300 450 600

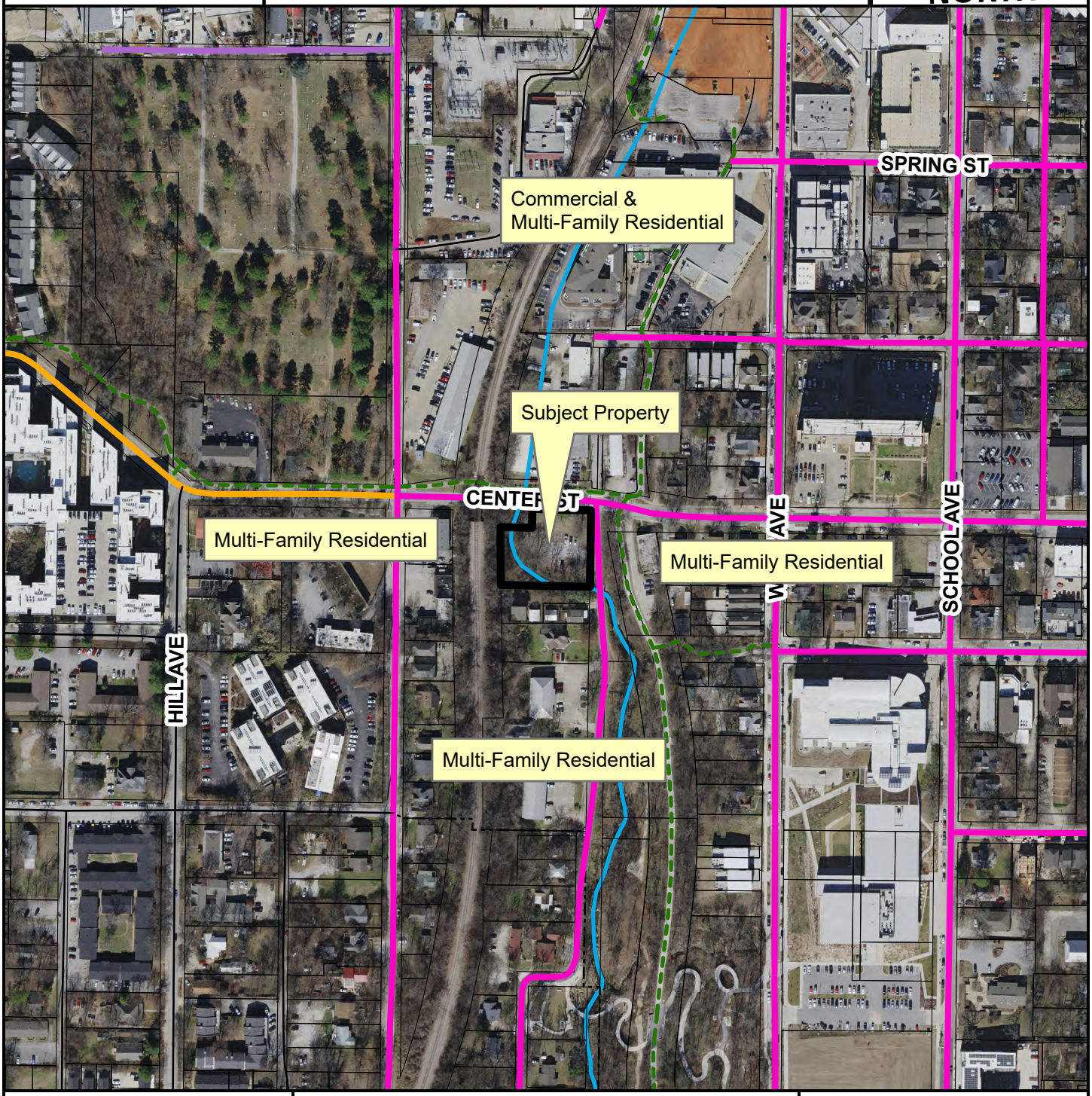
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CPL-2025-0011

Current Land Use

W. CENTER STREET AND S. GREGG AVE

NORTH



- Neighborhood Link
- Institutional Master Plan
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

COURTYARD BUILDING & BLOCK LLC

100 W Center Street
Suite 300
Fayetteville, AR 72701

479 442 0229
cbblock.com

June 10, 2025

RE: WRITTEN REQUEST, CONCEPT PLAT
CAMDEN COURT

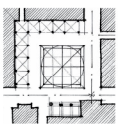
Dear Planning and Engineering Staff, Neighbors, and Elected Officials for the City of Fayetteville,

We are working on a project that we feel is a unique opportunity to add residential housing, small retail, automobile parking, and a small public park to downtown Fayetteville. The 0.6 acre site is located at the corner of S Gregg Avenue and Center Street. This is a very unique site—the Frisco Trail and Oak Ridge Trail converge on this spot. Tanglewood Branch creek bisects the parcel, and the Arkansas Missouri Railroad line is on the western boundary of our site. Center Street is the major connection between the Fayetteville Square and the University of Arkansas Campus. South Gregg Avenue is a narrow, quirky, local street that is wooded and that is bounded by the Lower Ramble on the east and some smaller apartment buildings and cottages along the west side of the road.

Our proposal is to build a two story parking structure on the site. Access to the upper level will be from Center Street and access to the lower level will be from Gregg Avenue. This will provide 67 valet parking stalls for the hotel at the Upper Ramble, and 51 parking stalls for the residential dwelling units. We are proposing that the northeast corner of the parking structure contain a retail space of 1,200 sq ft. On top of the parking structure, we are proposing a three story courtyard apartment building. The apartment building will contain 14 dwelling units per floor, for a total of 42 dwelling units. The units will be one and two bedroom apartments, and range in size from 628 sq ft to 1,384 sq ft. While students would not be forbidden to occupy the apartments, the design and amenities are appropriate for couples, small families, and empty-nesters. There will be a 3,000 sq ft courtyard on the interior of the building, which will create a quiet private oasis for the residents.

The sidewalk on Center Street will be 12' wide with tree wells. Overhead power lines limit the size of the trees in this area, but we will select tree species that provide meaningful improvement in terms of shade and natural beauty. The sidewalk on South Gregg will be 6' wide, with areas for planting against the building and between the sidewalk and the street. Aerial Fire Apparatus Access will be located to the east of the building on South Gregg. We will enhance the width of South Gregg with some gravel pave or other light imprint paving techniques so that we can maintain the charming narrow character of the existing street, while still providing required fire rescue areas.

The architectural style of the proposed building is Alpine Shingle Style, which is appropriate to the beautiful natural setting. We will be integrating brick and natural stone on the lower levels and lapped siding, balconies, finials, steep roofs, and dormers on the upper levels. The parking structure will be completely



hidden from view on the street frontages. The railroad embankment conceals the parking structure from the west. A thick bamboo thicket provides cover on the south side. The building is stepped back from the south property line out of respect for the scale of the existing single family houses that border this site. (Please see pages 8 through 14.) On the north side of Center Street, an eight story student housing project is under construction. Our building will act as a buffer between the existing South Gregg neighbors and this bulky student housing project. (Please see pages 21 and 22.)

We are proposing a small (0.16 acre) park on this site that could become an important part of the Lower Ramble experience. (Please see pages 15 and 16.) We are modelling this park on the well-loved fountain on the northwest side of the Square. We are also taking cues from the Castle at Wilson Park, where storm water and man-made elements combine to create a special place. (Please see page 17.) We will create a "Streamside Appreciation Zone" where the public can see and interact with the water of Tanglewood Branch. We have a discharge area located on South Gregg that will feature a curved weir where the collected water will cascade down into the existing stream bed. This area includes a small terrace and outdoor steps for sitting. Additional natural rocks will be added to the streambed to dissipate the force of the water and create drama. We are also proposing concrete steps and terraces from the Center Street sidewalk where Tanglewood Branch flows into a small collecting pool below street level. This will allow the public to view the pool and an intermittent stream that flows under the railroad bed.

Please see page 18 for a diagram showing how the stormwater is currently collected in downtown Fayetteville north of this site. This extensive underground drainage system discharges onto our site. We propose to collect this water at our Collecting Pool, channel it under the proposed building, and then to release the storm water at the Spillway. This approach makes the stormwater more visible to the public and creates a very strong connection between our urban watershed and the Lower Ramble park.

We plan to offer amenities to the residents of Camden Court from the proposed hotel on the Upper Ramble. Access to the Fitness Center, Pool, and Gear Garage will make this desirable downtown address even more compelling and provide opportunities for active recreation. We will also be sharing solid waste and recycling facilities. We will provide trash pick-up on a daily basis and ferry it over to the Metro Building dumpsters. Recycling will also be centralized in this manner.

The developer for the project is Brian Reindl, who has a proven track record of constructing high quality buildings and in providing spaces for compelling local retailers. Brian has developed two very similar projects in the past: Metro District Lofts, located at 600 W Meadow Street and Hill Avenue Townhouses at 354 to 396 S Hill Avenue. (Please see page 23.) Metro District Lofts is a 30 unit courtyard apartment building located a block north of this site. Hill Avenue Townhouses are 17 townhouses located on Hill Avenue, just north of MLK Boulevard. Both projects are excellent examples of in-fill housing done with care and purpose.

We have also included a diagram showing comparative size of land use for different housing types. As you can see, if our city was to provide housing under a typical multi-family development pattern, it would require approximately 1.9 acres of land, much of it impervious to storm water. This is three times as much land as our project requires for the same number of dwelling units. If the 42 units of housing were to be provided by detached single family houses, it would require approximately 8 acres of land, again, largely impervious, or thirteen times more land than we are using for this proposed project.

Please refer to the Concept Plan drawing and accompanying diagrams and images for additional information about the project. Please also refer to building facades, floor plans, dwelling unit plans, material boards, and perspective drawings to get a sense of the overall look of the proposed building.

Please contact me via email at rob@sharparch.net as you have questions or comments about this concept plat.

Sincerely,

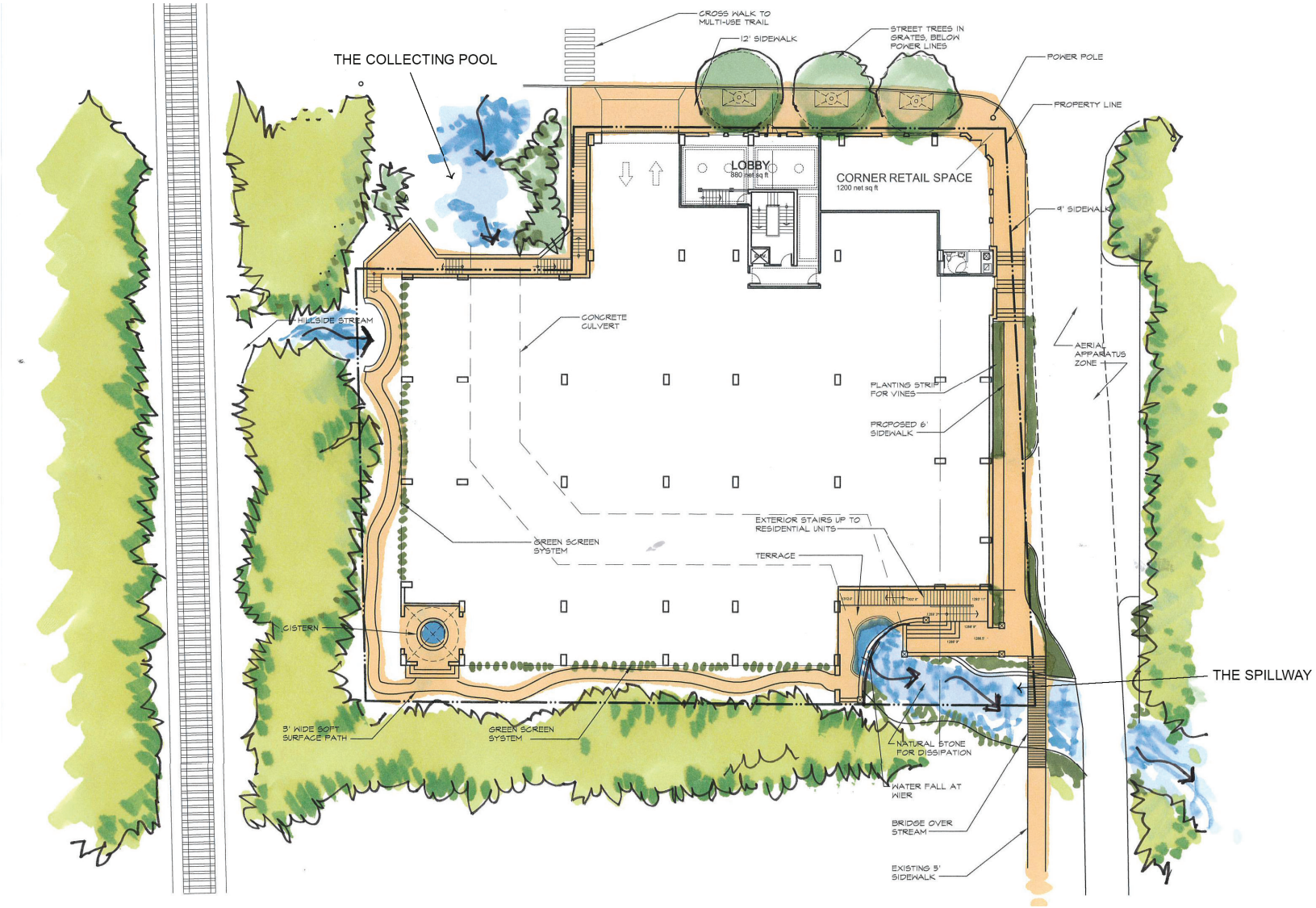




Robert Sharp, Architect

Brian Reindl, Reindl Properties

Cc: File

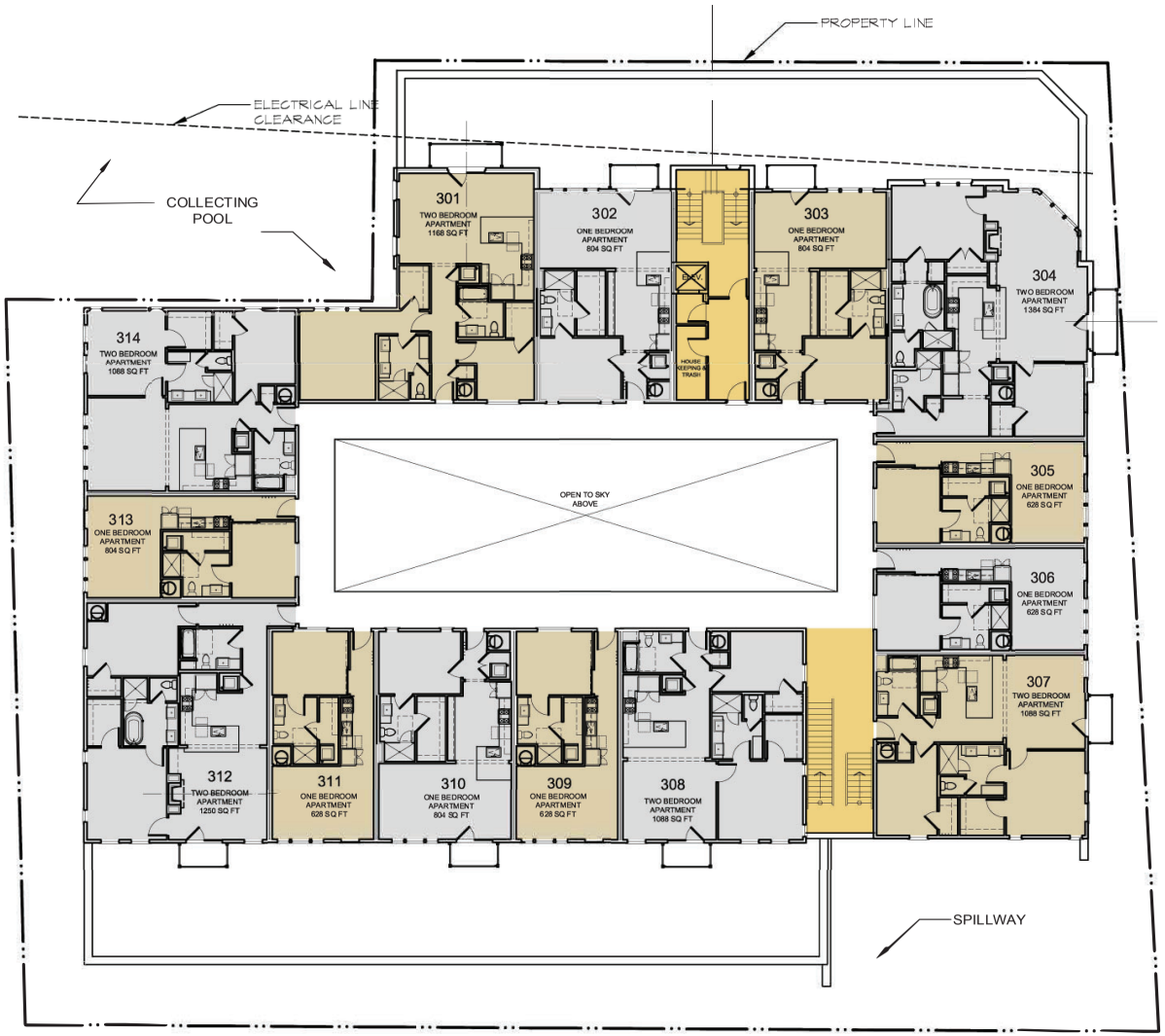


SITE PLAN

CAMDEN COURT

COURTYARD BUILDING & BLOCK LLC

Planning Commission
August 11, 2025
(Reindl Investments)
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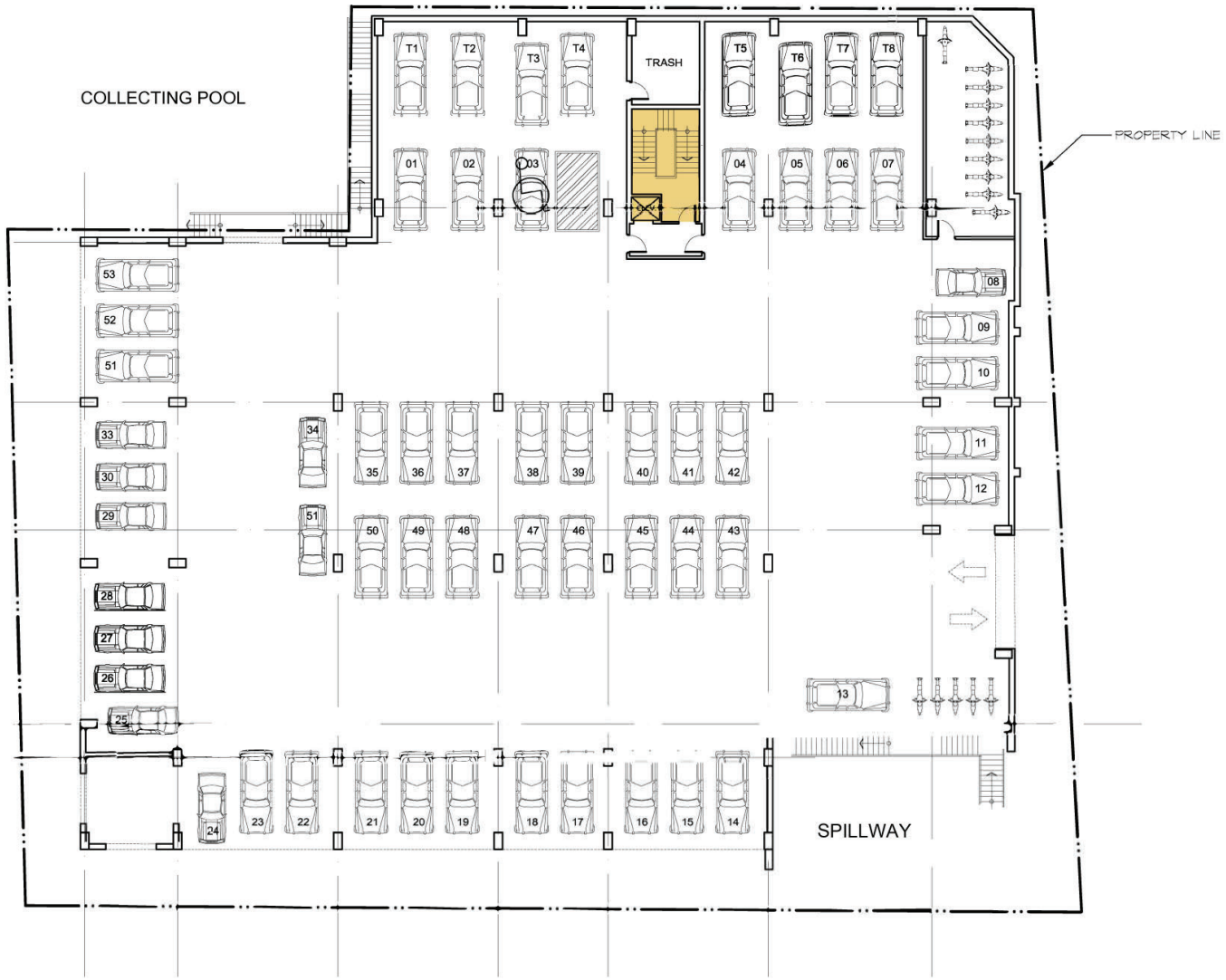


TYPICAL APARTMENT LEVEL PLAN



GROUND LEVEL PLAN

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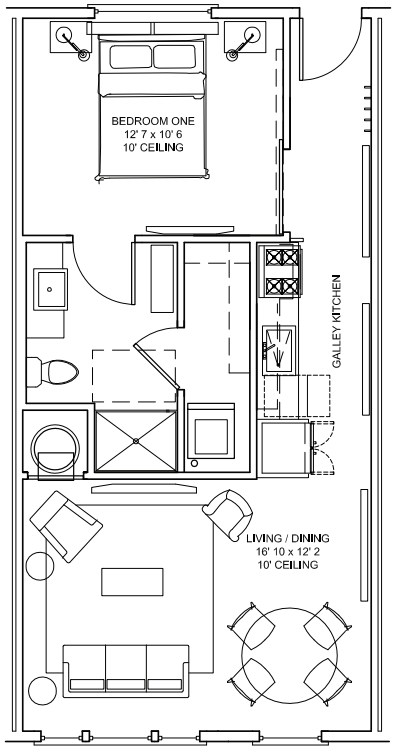


LOWER PARKING LEVEL PLAN

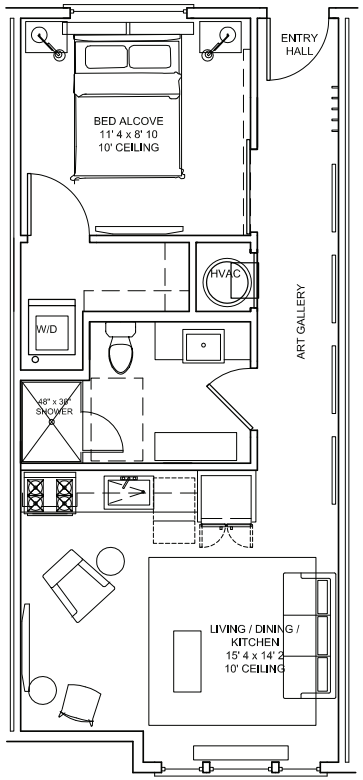
CAMDEN COURT

COURTYARD BUILDING & BLOCK LLC

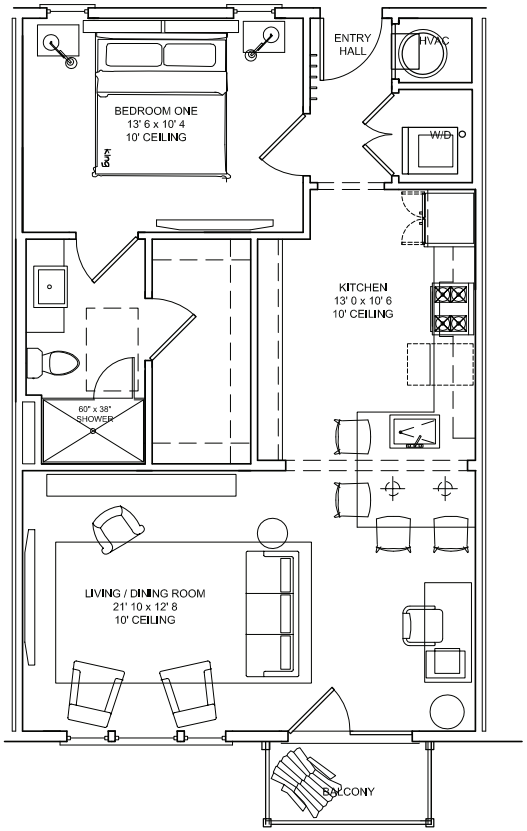
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ONE BEDROOM APARTMENT, CORRIDOR KITCHEN
628 SQ FT

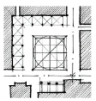


ONE BEDROOM APARTMENT, LVING / KITCHEN
588 SQ FT

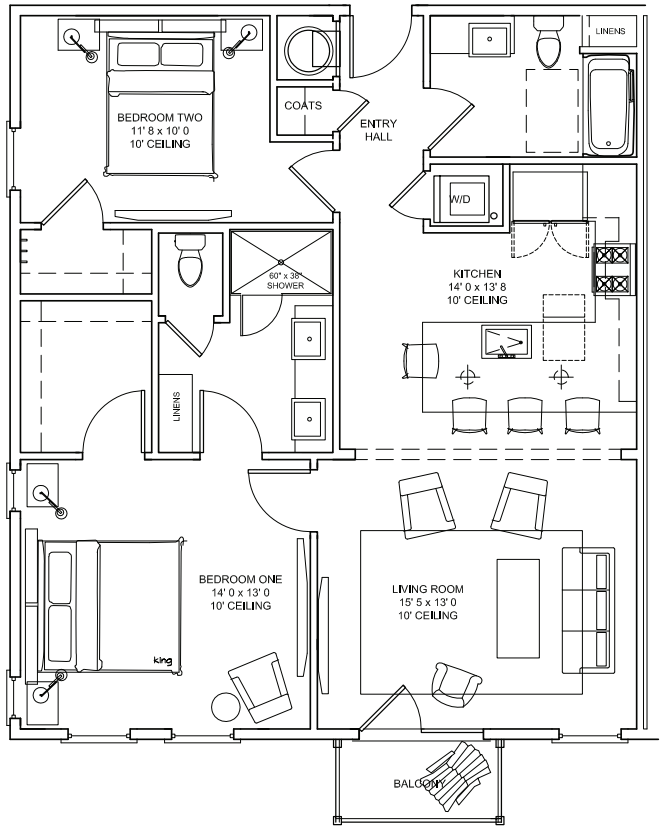


STANDARD ONE BEDROOM APARTMENT
804 SQ FT

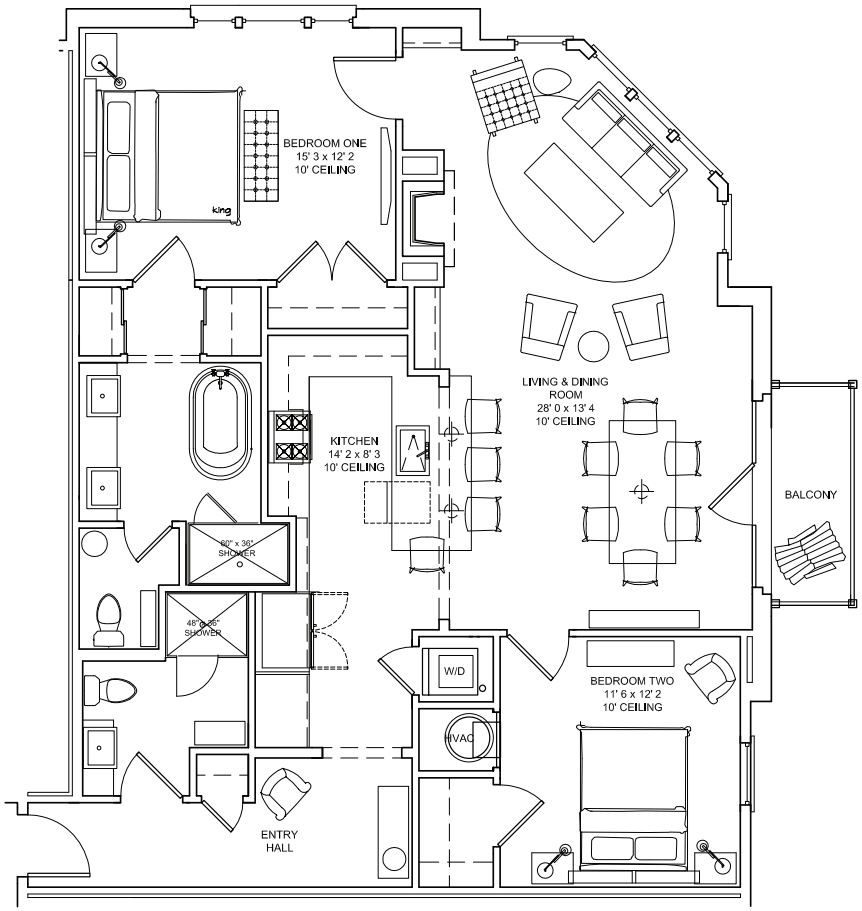
APARTMENT FLOOR PLANS



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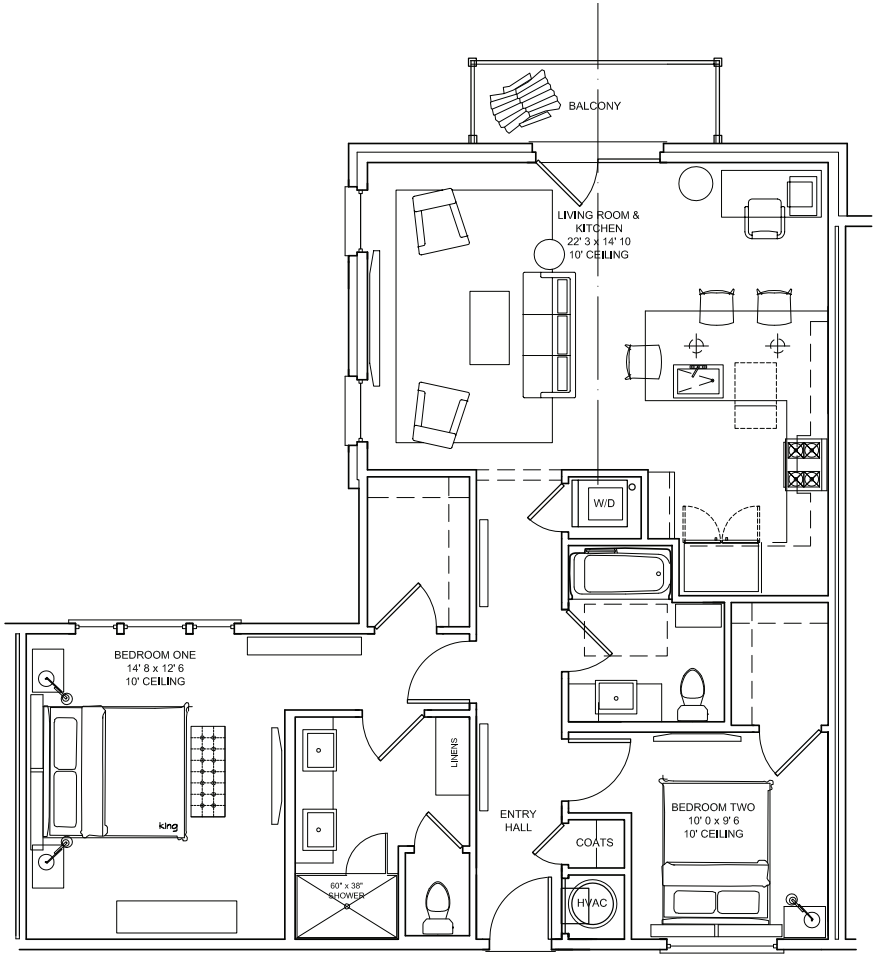
TWO BEDROOM APARTMENT
1088 SQ FT



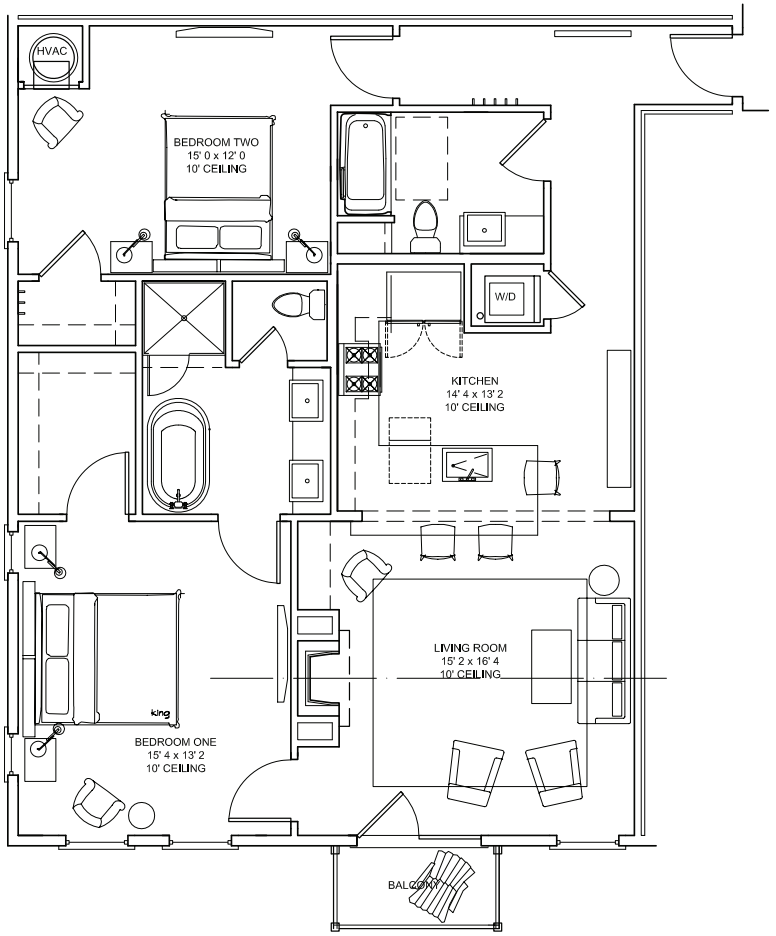
PREMIUM TWO BEDROOM APARTMENT
1384 SQ FT

APARTMENT FLOOR PLANS

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DELUXE INSIDE CORNER TWO BEDROOM APARTMENT
1168 SQ FT



PREMIUM TWO BEDROOM APARTMENT
1250 SQ FT

APARTMENT FLOOR PLANS

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VIEW OF NORTHEAST CORNER

CAMDEN COURT
COURTYARD BUILDING & BLOCK LLC
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VIEW OF SOUTHEAST CORNER

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VIEW OF NORTHWEST CORNER

CAMDEN COURT
COURTYARD BUILDING & BLOCK LLC
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NORTH FACADE

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EAST FACADE

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SOUTH FACADE

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WEST FACADE

CAMDEN COURT

COURTYARD BUILDING & BLOCK LLC

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AERIAL VIEW OF THE SPILLWAY
STREAMSIDE APPRECIATION ZONE

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AERIAL VIEW OF THE COLLECTING POOL
STREAMSIDE APPRECIATION ZONE

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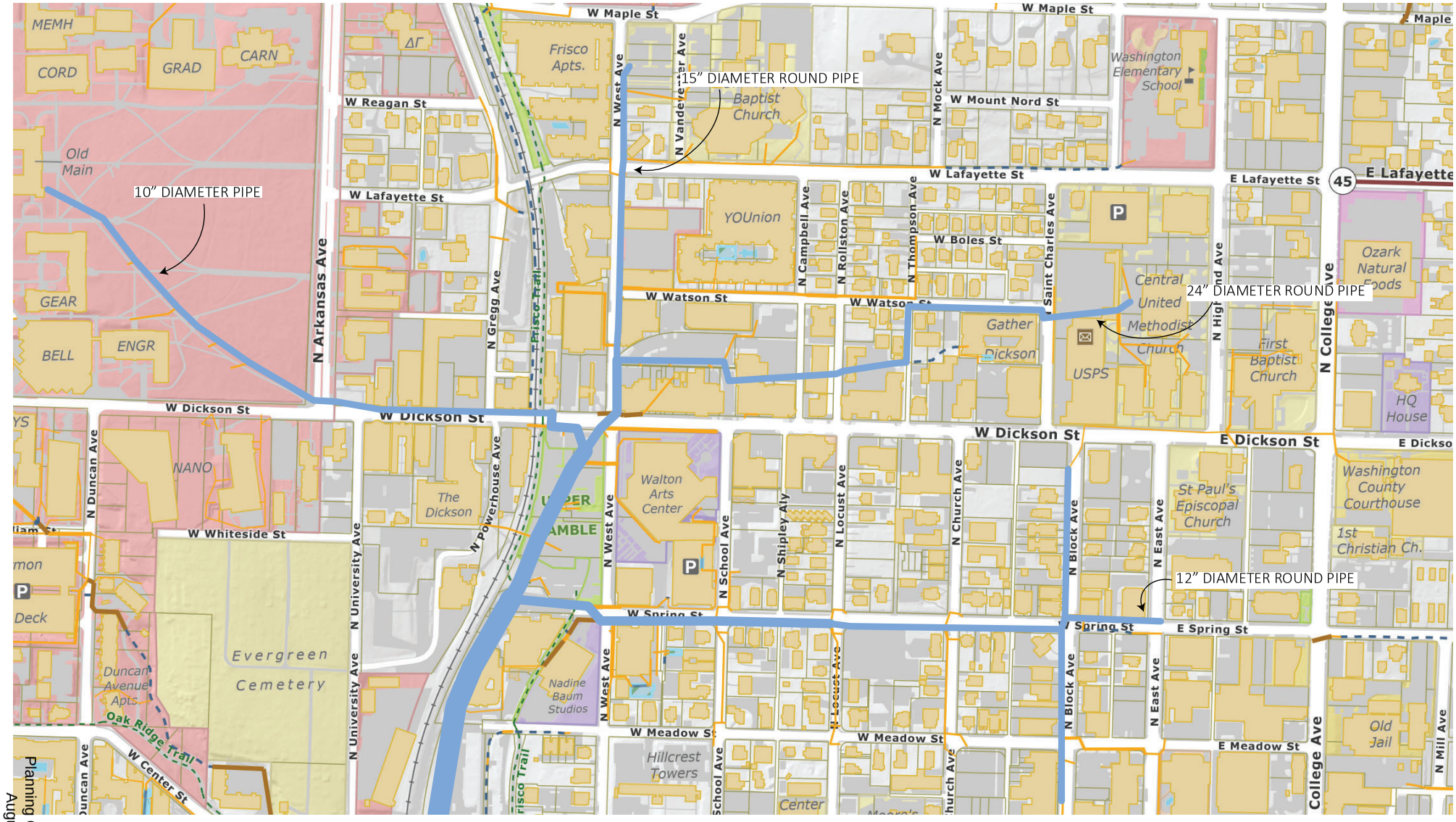
CASTLE AT WILSON PARK

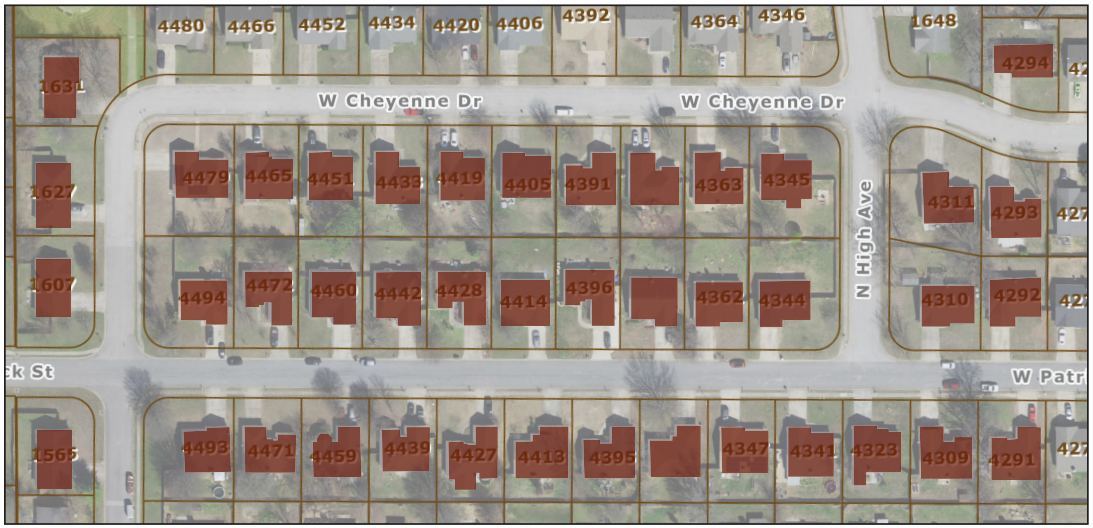


FOUNTAIN AT SQUARE

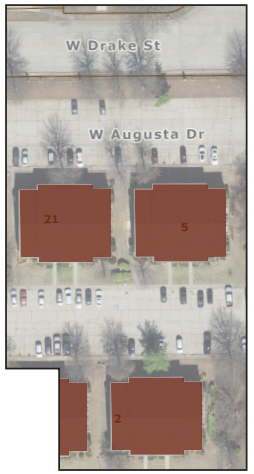
PARK PRECEDENT IMAGES

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15" DIAMETER ROUND PIPE
10" DIAMETER PIPE
24" DIAMETER ROUND PIPE
12" DIAMETER ROUND PIPE
W Maple St
W Reagan St
W Lafayette St
W Boles St
W Watson St
W Dickson St
W Whiteside St
W Spring St
W Meadow St
W Mount Nord St
E Lafayette St
E Dickson St
E Spring St
E Meadow St
N Arkansas Ave
N Gregg Ave
N Duncan Ave
N University Ave
N Powerhouse Ave
N West Ave
N Vandeventer Ave
N Mock Ave
N Campbell Ave
N Rollston Ave
N Thompson Ave
N Saint Charles Ave
N School Ave
N Shipley Aly
N Locust Ave
N Church Ave
N Block Ave
N East Ave
College Ave
N Mill Ave
Frisco Trail
Oak Ridge Trail
W Center St
MEMH
CORD
GRAD
CARN
ΔΓ
Frisco Apts.
Baptist Church
Washington Elementary School
Old Main
YOUnion
GEAR
BELL
ENGR
Gather Dickson
USPS
Central United Methodist Church
First Baptist Church
Ozark Natural Foods
HQ House
NANO
The Dickson
Walton Arts Center
St Paul's Episcopal Church
Washington County Courthouse
1st Christian Ch.
Deck
Evergreen Cemetery
Duncan Avenue Apts
Nadine Baum Studios
Hillcrest Towers
Old Jail
45



42 DETACHED SINGLE FAMILY HOUSES
8.0 ACRES / 5.0 UNITS PER ACRE



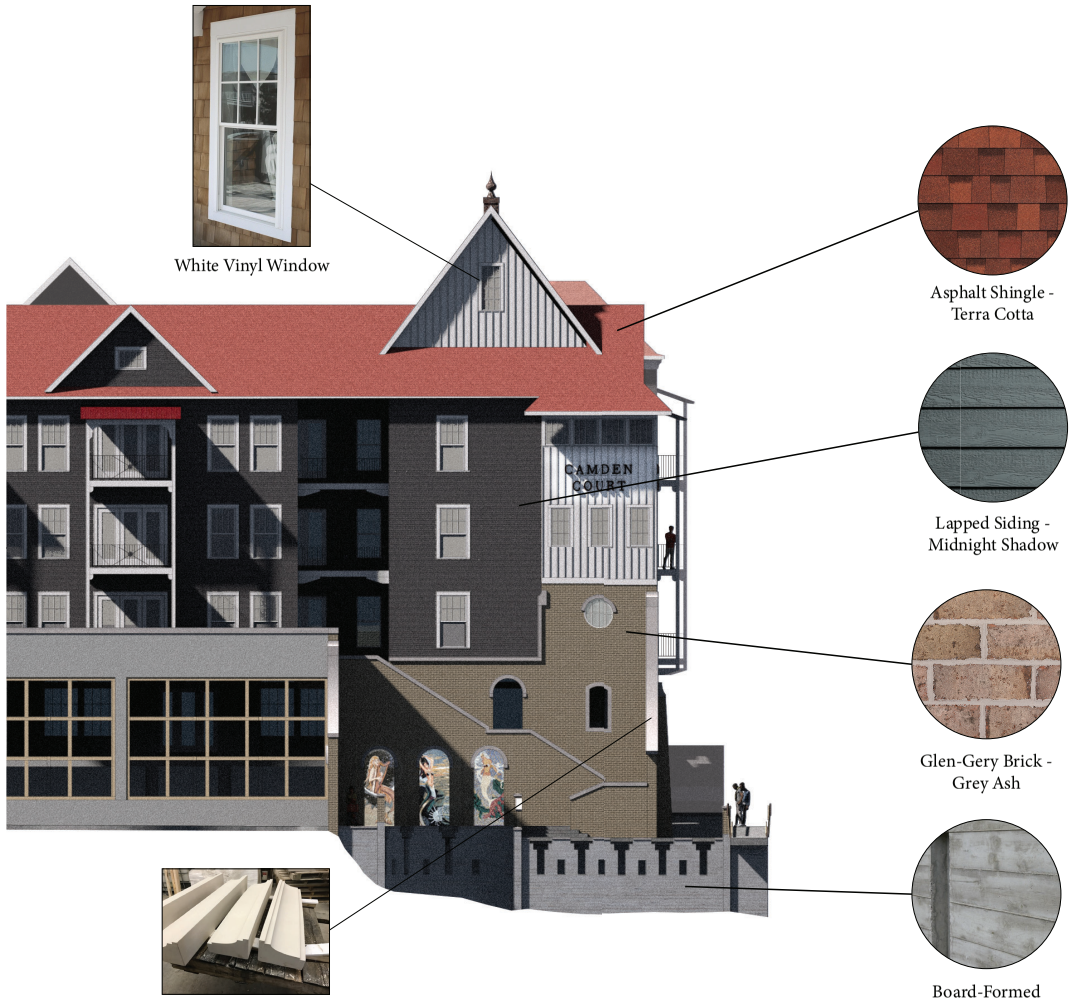
42 APARTMENT UNITS
1.8 ACRES / 23 UNITS PER ACRE



CAMDEN COURT
0.6 ACRES / 70 UNITS PER ACRE

DWELLING UNIT SCALE COMPARISON

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EXTERIOR MATERIALS

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Center Street Section Facing East Elevations

NEIGHBORLY COMPARISONS

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Camden Court North Elevation



Trinitas Ventures South Elevation

NEIGHBORLY COMPARISONS

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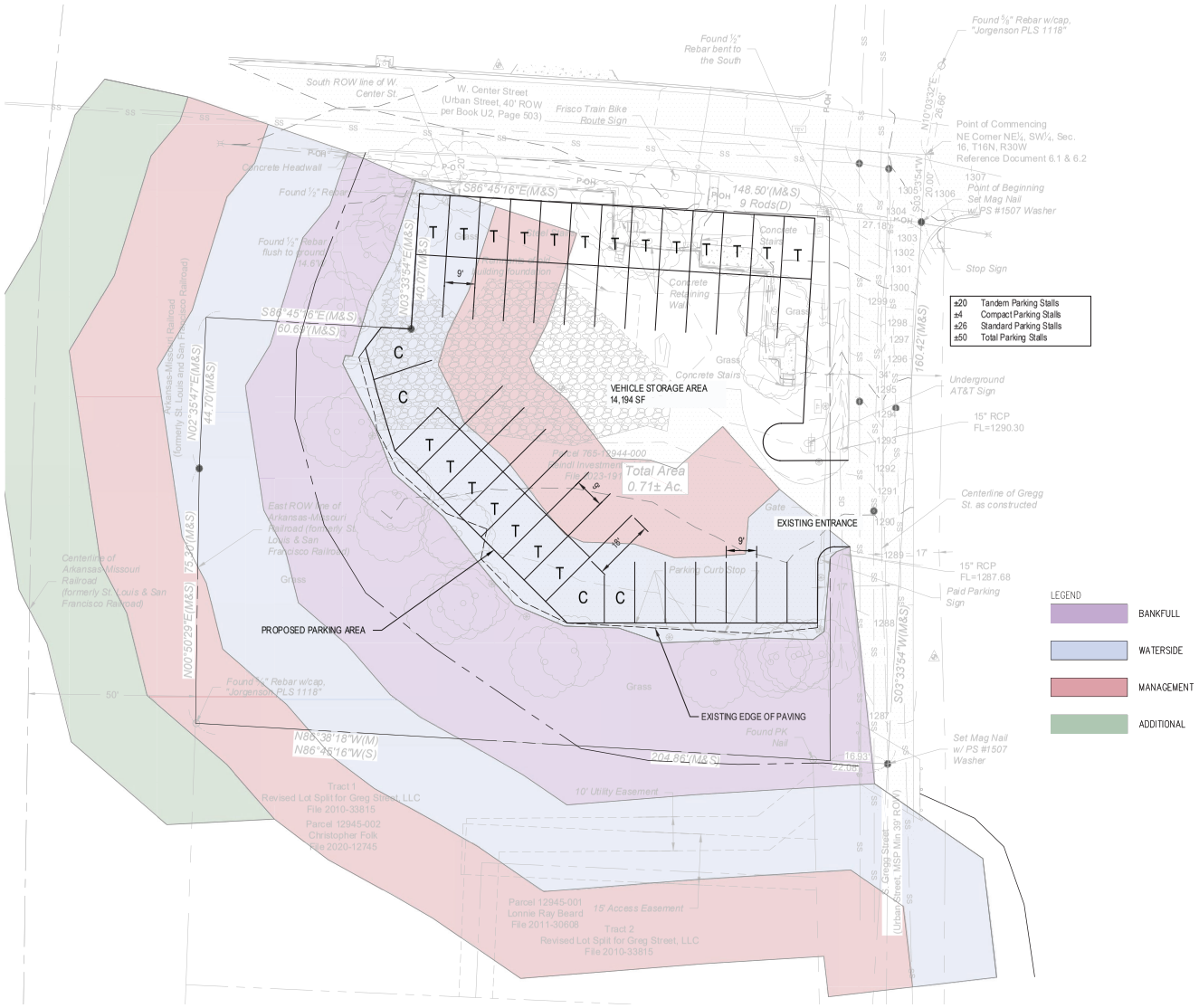
METRO DISTRICT LOFTS



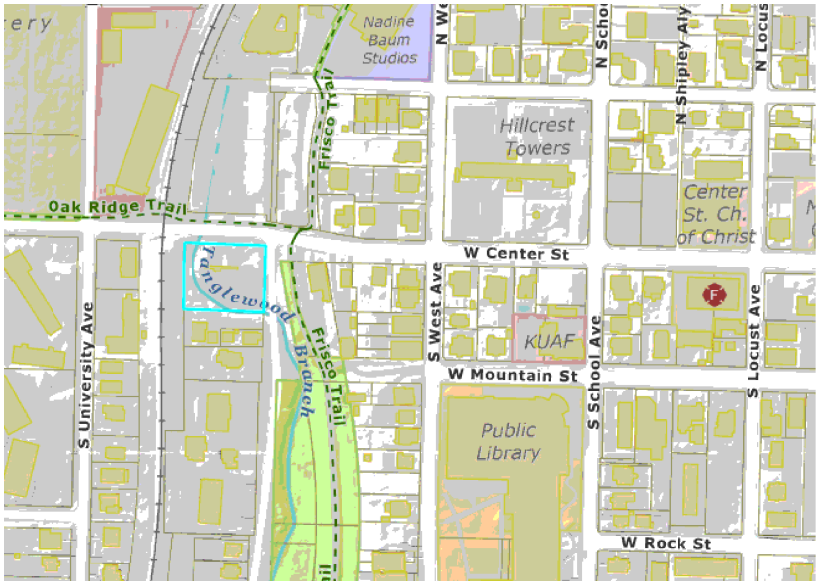
HILL AVENUE TOWNHOUSES

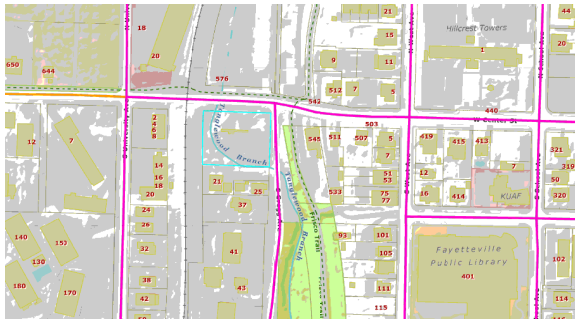
REINDL PROPERTIES PROJECTS

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VEHICLE STORAGE AREA
14,194 SF
PROPOSED PARKING AREA
EXISTING ENTRANCE
EXISTING EDGE OF PAVING
Total Area
0.71± Ac.
±20 Tandem Parking Stalls
±4 Compact Parking Stalls
±26 Standard Parking Stalls
±50 Total Parking Stalls
LEGEND
BANKFULL
WATERSIDE
MANAGEMENT
ADDITIONAL
W. Center Street
(Urban Street, 40' ROW
per Book U2, Page 503)
Point of Commencing
NE Corner NE¼, SW¼, Sec.
16, T16N, R30W
Reference Document 6.1 & 6.2
Point of Beginning
Set Mag Nail
w/ PS #1507 Washer
Stop Sign
Underground
AT&T Sign
15" RCP
FL=1290.30
Centerline of Gregg
St. as constructed
15" RCP
FL=1287.68
Paid Parking
Sign
Set Mag Nail
w/ PS #1507
Washer
Found ½"
Rebar bent to
the South
Found ⅝" Rebar w/cap,
"Jorgenson PLS 1118"
Frisco Train Bike
Route Sign
Concrete Headwall
Concrete
Retaining
Wall
Concrete Stairs
Grass
Gate
Parking Curb Stop
10' Utility Easement
15' Access Easement
Tract 1
Revised Lot Split for Greg Street, LLC
File 2010-33815
Parcel 12945-002
Christopher Folk
File 2020-12745
Parcel 12945-001
Lonnie Ray Beard
File 2011-30608
Tract 2
Revised Lot Split for Greg Street, LLC
File 2010-33815
Parcel 765-12944-000
Reindl Investments
File 23-19...
Arkansas-Missouri Railroad
(formerly St. Louis and San Francisco Railroad)
East ROW line of
Arkansas-Missouri
Railroad (formerly St.
Louis & San
Francisco Railroad)
Centerline of
Arkansas-Missouri
Railroad
(formerly St. Louis & San
Francisco Railroad)
South ROW line of W.
Center St.
S86°45'16"E(M&S)
148.50'(M&S)
9 Rods(D)
N03°33'54"E(M&S)
40.07'(M&S)
S86°45'16"E(M&S)
60.68'(M&S)
N02°35'47"E(M&S)
44.70'(M&S)
N00°50'29"E(M&S)
75.36'(M&S)
N86°38'18"W(M)
N86°45'16"W(S)
204.86'(M&S)
S03°33'54"W(M&S)
160.42'(M&S)
N10°03'32"E
26.66'
S03°33'54"W
20.00'
Found ½" Rebar
flush to ground
(-0.6')
Found ½" Rebar w/cap,
"Jorgenson PLS 1118"
Found PK
Nail
Building Curb Line
Grass
Concrete Stairs
Grass
Grass
Grass

STAFF COMMENTS
TECH PLAT REVIEW





4 VICINITY PLAN WITH MASTER STREET PLAN DESIGNATIONS

NOT TO SCALE

DEVELOPER: REINDL INVESTMENTS L.L.C.
CONTACT: BRIAN REINDL
PROPERTIES, 509 W. SPRING STREET, FAYETTEVIL
ARKANSAS 72701 TEL: 479.283.6816

OWNER: REINDL INVESTMENTS L.L.C.
CONTACT: BRIAN REINDL
PROPERTIES, 509 W. SPRING STREET, FAYETTEVIL
ARKANSAS 72701 TEL: 479.283.6816

ARCHITECT: COURTYARD BUILDING AND BLOCK
CONTACT: ROBERT SHARP
100 W CENTER STREET, FAYETTEVILLE, ARKANSA
TEL: 479.442.0229

ENGINEER: OLSSON ENGINEERING.
CONTACT: CODY SMITH
3537 N. STEELE BLVD, SUITE 310, FAYETTEVILLE,
ARKANSAS 72703, TEL: 479.443.3404

LANDSCAPE ARCHITECT: PRISM DESIGN STUDIO
CONTACT: JENNY BURBIDGE
901 N 97th STREET, SUITE 400, ROGERS, ARKANSAS 72756
TEL: 479.878.2496

Based on the limited access to south and west side of this building, roof style, and limited aerial access on the east. Expect to include aerial access from Center Street.

D105.3 Proximity to building. One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

driveways require min. 20 feet and max 24 foot width and curb radius of 15 feet on Urban Center streets.

Is this a safe location for a crosswalk with relation to the driveway?

ADA sidewalk ramp and crosswalk here.

Street trees should be planted at 1/30 linear feet of ROW, minus drive aisles and utility easements.

Are these in public row? Typically stairs cannot be in the public sidewalk; ADA/PROWAG requirements would have to be met.

Setbacks to be measured from building to face of curb.

Property that fronts onto more than one (1) public street shall place a higher priority on accessing the street with the lowest functional classification; access onto Center would require a variance, and would likely have to be restricted in some way.

LSIP and LSD are required to dedicate tree preservation easement

driveways require min. 20 feet and max 24 foot width and curb radius of 15 feet on Urban Center streets.

Is this in public ROW?

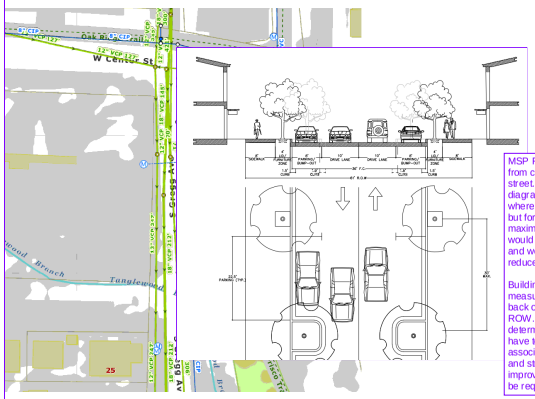
STREAMSIDE APPRECIATION ZONE: COLLECTING POOL

STREAMSIDE APPRECIATION ZONE: SPILLWAY

1 CONCEPTUAL PLAT SITE PLAN

SCALE: 1" = 20'-0"

When submitting LSIP and LSD, provide a completed Tech Plat Review sheet for a thorough review.



NOT TO SCALE

MSP ROW measured from centerline of the street. From the diagram it is unclear where that would be, but for Urban Streets, maximum ROW width would start at 30.5' and would be reduced from there.

Building setbacks are measured from the back of the MSP ROW. A ROW determination would have to be made, and associated dedication and street improvements would be required.

R SERVICE LOCATIONS

NOT TO SCALE

Proposed project would require a planning commission variance from 168.12 of the Unified Development Code in order to place the existing stream within a box culvert and construct a building/parking garage as proposed. As previously discussed, staff would not be able to support the variance request as completely culverting the stream would eliminate any stream buffer and the natural features/functions of the stream that the ordinance was put in place to protect.

A drainage analysis would need to be performed to confirm that culverting the stream would not have an upstream impact on the storm pipe that enters the site from the west.

If a variance were approved for the culvert, the city would not be responsible for any maintence of the culvert beneath the building. An agreement would be required from developer stating they accept maintenance of structure

If new impervious area > 10,000 sq. ft, drainage measures per the Drainage Criteria Manual would be required including water quality, channel protection volume and detention. If < 10,0000 sq. ft. of impervious area is added, GSPs would be required

Please provide a scale

Current MSC zoning.
Density: No stated maximum.
Use: UU 26 and UU 16 are both permitted by-right.
Build-to zone: Minimum buildable street frontage requirement is 75% in MSC. Unclear how that is being met at this time. See notes on ROW.
164.11 - Home protection requirements will apply here. Unclear where property line/structure are, but there appear to be single-family homes to the south of this property.

Street improvements:
MSP standards (Urban Street) along Center and Gregg frontages. Staff can administratively reduce some requirements; all other alternatives will require PC variance.
Staff will also recommend sidewalk connection to the trail and crossing of Gregg.

Design Standards: 166.21, 166.22, 166.23, 166.25.
-Notable standards include:
-Material requirements in Downtown Design overlay district.
-Cross access. How is this provided for?
-Pedestrian connections to the public sidewalk from any ground floor dwelling units.
-Parking garages typically need liner building.
-Pedestrian entryways are required along the entirety of both facades.

Process: 166.02
-CUP required for off-site parking lot for hotel.
-Large-scale development will required for this development.

Parking: UDC 172.
One space per bedroom is required for multi-family. I don't see anywhere that the number of bedrooms has been provided. If providing between 1-50 bedrooms a maximum of 35% can be reduced from the number. Variances can be granted beyond 35%. Parking statement for how non-residential uses will be calculated for and how the final parking ratio will be achieved will be required, as well as [illegible] for residential parking must be [illegible]
[illegible] parking lot for hotel is still required. [illegible] Commission needs to approve this at the [illegible] building permit issuance of hotel [illegible] has to be accounted for with that [illegible] review.
[illegible] parking. This parking should be [illegible] for the public to use. Additional [illegible] and tenants can be installed indoors.

Trash? Dumpsters?
Parks Fees required for multi-family units.
All signage will require a separate permit.

Planning Commission Report (August 11, 2025 (Reindl Investments)

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COURTYARD BUILDING & BLOCK, LLC
100 W. CENTER ST. | STE 300
FAYETTEVILLE | AR | 72701
PHONE: 479.442.0229 | EMAIL: rob@thesparch.net

CAMDEN COURT
CORNER OF CENTER AND GREGG
FAYETTEVILLE | AR
REINDL PROPERTIES

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CONCEPTUAL PLAT

JOB NO. 25001
10 JUNE 2025

CONCEPTUAL PLAT PLAN

CP1