# City of Fayetteville, Arkansas

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

# City Council Final Agenda

**Tuesday, October 7, 2025**

**5:30 PM**

**City Hall Room 219**

## City Council Members

***Council Member Robert B. Stafford Ward 1***
***Council Member Dr. D'Andre Jones Ward 1***
***Council Member Sarah Moore Ward 2***
***Council Member Mike Wiederkehr Ward 2***
***Council Member Scott Berna Ward 3***
***Council Member Sarah Bunch Ward 3***
***Council Member Teresa Turk Ward 4***
***Council Member Min. Monique Jones Ward 4***

***Mayor Molly Rawn***
***City Attorney Kit Williams***
***City Clerk Treasurer Kara Paxton***

**Meeting Information:**

**1.** Webinar ID: 869 7989 8136
Public Registration Link: https://us06web.zoom.us/webinar/register/WN_mxHd12TNQ0mZlwDxepAWyg#/registration

AgendaItemComment@Fayetteville-AR.GOV

**Call to Order**

**Roll Call**

**Pledge of Allegiance**

**Mayor' s Announcements, Proclamations and Recognitions**

**1. Mental Health Awareness Week - Mayor Molly Rawn**

**City Council Meeting Presentations, Reports and Discussion Items**

**1. Sales Tax & Monthly Financial Report - Chief Financial Officer**

**Proposed Agenda Additions**

**A. Consent**

**A.1. Approval of the September 16, 2025 City Council Meeting Minutes.**

**A.2. Contract for Improvements to the Noland Water Resource Recovery Facility:**
A resolution to approve Amendment No. 1 to the contract with Garver, LLC in an amount not to exceed $1,921,700.00 for the preliminary design of improvements to the Noland Water Resource Recovery Facility, and to approve a budget adjustment. (2025-1849)

**A.3. Purchase of Transit Stop Enhancement Materials:**
A resolution to waive competitive bidding and approve the purchase of transit stop shelter structures and benches in the total amount of $269,700.00 plus any applicable sales taxes and shipping charges from Brasco International. (2025-1843)

**A.4. Contract with Burns & McDonnell Engineering, Inc. for Additional HWY 112 Project Work:**
A resolution to approve Supplemental Agreement No. 3 to the contract with Burns & McDonnell Engineering Company, Inc. in an amount not to exceed $929,515.00 for construction management and additional design services related to HWY 112, and to approve a budget adjustment. (2025-1723)

**A.5. Additional Investment in the Fayetteville Childcare Assistance Program:**
A resolution to commit $24,690.00 in accrued interest from American Rescue Plan Act funds to the Childcare Assistance Program, and to approve a budget adjustment. (2025-1671)

**A.6. Improvements to North Street (Garland Ave. to College Ave.) in Partnership with ARDOT:**
A resolution to authorize an Agreement of Understanding with the Arkansas Department of Transportation for the North Street Improvement Project, and to approve a budget adjustment recognizing $300,000.00 in federal-aid funding and the required 20% local match of $75,000.00. (2025-1762)

**A.7. Recognize Revenue from ACT 833 to Fund Future Fire Equipment Purchases:**
A resolution to approve a $38,000.00 budget adjustment allocating ACT 833 funds for the purchase of fire equipment. (2025-1765)

**A.8. Accept $200,000 Grant from the Arkansas Department of Aeronautics to fund the Pavement Crack Repair Project:**
A resolution to authorize acceptance of a grant from the Arkansas Department of Aeronautics in the amount of $200,000.00 to fund the Drake Field Pavement Crack Repair Project, to approve Task Order No. 13 in the amount of $29,000.00 for Garver, LLC to provide engineering services for the project, and to approve a budget adjustment. (2025-1856)

**A.9. Continuation of Central EMS Services:**
A resolution to approve a five year Interlocal Agreement for Continuation of Ambulance Services through the Washington County Regional Ambulance Authority at a cost of $1,216,622 in 2026, and to authorize the Ambulance Authority to operate Central Emergency Medical Service as the exclusive emergency and non-emergency ambulance service within the cities. (2025-1813)

**A.10. Roof Retrofit and Street-Side Boulders at YRCC:**
A resolution to approve Change Order No. 3 to the contract with Moser Construction, LLC in the amount of $123,948.50 to retrofit the existing metal roof, provide street side boulders, and to approve a budget adjustment. (2025-1842)

**A.11. Sewer Connection at 371 N. Harvey Dowell Rd.:**
A resolution to approve an allowance for a sewer service connection beyond the City limits for property located at 371 North Harvey Dowell Road. (2025-1848)

**A.12. Partnership with ARDOT and NWA Regional Planning Commission:**
A resolution to approve a Supplemental Agreement Letter with the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission for an additional $500,000.00 in federal aid funding through the Carbon Reduction Program for the Rupple Road Trail Lighting Project, and to approve a budget adjustment. (2025-1850)

**A.13. Water Sewer Work Truck Needs:**
A resolution to approve the purchase of a Ford Ranger from Randall Ford pursuant to Ordinance 6491 in the amount of $36,695.00, plus any applicable surcharges, freight charges, and delivery fees, and to approve a budget adjustment. (2025-1854)

**A.14. ARDOT Grant Agreement - Transit Stop Enhancements:**
A resolution to authorize an Agreement of Understanding with the Arkansas Department of Transportation for the Transit Stop Enhancements Project, and to approve a budget adjustment recognizing $150,000.00 in federal-aid funding. (2025-1722)

**A.15. Secure Firearm Storage:**
A resolution to encourage secure firearm storage and gun safety awareness for all residents. (2025-1761)

**B. Unfinished Business**

**B.1. PZD-2025-002 SE of North Double Springs Rd. and West Dot Tipton Rd.:**
An ordinance to approve a Residential Planned Zoning District entitled PZD-2025-002 for approximately 66.78 acres located southeast of North Double Springs Road and West Dot Tipton Road in Ward 4. (2025-1354)

At the August 19, 2025 City Council meeting, this ordinance was left on the first reading.

At the September 2, 2025 City Council meeting, this ordinance was left on the first reading and tabled to the October 7, 2025 City Council meeting.

**B.2. PZD-2025-003 North Raven Lane:**
An ordinance to approve a Residential Planned Zoning District entitled PZD-2025-003 for approximately 49.2 acres located on North Raven Lane in Ward 4. (2025-1691)

At the September 16, 2025 City Council meeting, this ordinance was left on the first reading.

**B.3. ANX 25-001 West Lierly Lane:**
An ordinance to annex that property described in Annexation Petition ANX 25-001 submitted by RMP LLP for property located on West Lierly Lane adjacent to Ward 4 containing approximately 19.92 acres. (2025-1673)

At the September 16, 2025 City Council meeting, this ordinance was left on the first reading and tabled to the October 7, 2025 City Council meeting.

**B.4. RZN 2025-32 West Lierly Lane:**
An ordinance to rezone the property described in Rezoning Petition RZN 2025-32 for approximately 19.92 acres located on West Lierly Lane in Ward 4 from R-A, Residential Agricultural to NC, Neighborhood Conservation. (2025-1674)

At the September 16, 2025 City Council meeting, this ordinance was left on the first reading and tabled to the October 7, 2025 City Council meeting.

**B.5. RZN 2025-27 West Mount Comfort Road (Appeal of Planning Commission Denial):**
An ordinance to rezone the property described in Rezoning Petition RZN 2025-27 for approximately 0.40 acres located at 3070 West Mount Comfort Road in Ward 4 from RSF-4, Residential Single-Family, Four Units Per Acre to NS-G, Neighborhood Services-General. (2025-1685)

At the September 16, 2025 City Council meeting, this ordinance was left on the first reading.

**C. New Business**

**C.1. Resolution of Intent To Call for an Infrastructure Bond Election:**
A resolution of intention to call an election and request that Fayetteville voters approve renewal of the current sales and use one percent tax for financing of capital projects needed by our citizens. (2025-1886)

**C.2. Flexible Marina Operations and Lake Access Fee Modifications for Lake Fayetteville, Sequoyah, and Wilson:**
An ordinance to modify the fee structure for lake use and access and allow for more flexible marina operations by amending § 97.070 Recreational Activities at Lake Fayetteville, Sequoyah, and Wilson of the Fayetteville City Code. (2025-1828)

**C.3. RZN 2025-38 South Combs Avenue:**
An ordinance to rezone the property described in Rezoning Petition RZN 2025-38 for approximately 0.20 acres located at 338 South Combs Avenue in Ward 1 from NC, Neighborhood Conservation to RI-U, Residential Intermediate-Urban. (2025-1767)

**C.4. RZN 2025-37 West Hughes Street:**
An ordinance to rezone the property described in Rezoning Petition RZN 2025-37 for approximately 0.29 acres located at 902 and 908 West Hughes Street in Ward 2 from RMF-40, Residential Multi-Family, 40 Units Per Acre to RI-U, Residential Intermediate-Urban. (2025-1770)

**C.5. RZN 2025-36 North Maxwell Drive:**
An ordinance to rezone the property described in Rezoning Petition RZN 2025-36 for approximately 0.30 acres located at 1146 North Maxwell Drive in Ward 2 from RSF-4, Residential Single-Family, 4 Units Per Acre to RI-U, Residential Intermediate-Urban. (2025-1785)

**C.6. RZN 2025-34 East Joyce Boulevard:**
An ordinance to rezone the property described in Rezoning Petition RZN 2025-34 for approximately 4.01 acres located at 3066 East Joyce Boulevard in Ward 3 from RI-12, Residential Intermediate, 12 Units Per Acre and NS-G, Neighborhood Services-General to CS, Community Services. (2025-1812)

**D. City Council Tour**

**E. Announcements**

**F. Adjournment**

## NOTICE TO MEMBERS OF THE AUDIENCE

All interested persons may appear and address the City Council on Unfinished Business, New Business, and Public Hearings at City Council meetings. If you wish to address the City Council on an agenda item, please wait for the Mayor or Chair to request public comment. When the Mayor or Chair recognizes you, please start your public comment by giving your name and address. Comments are to be addressed to the Mayor or Chair. The Mayor or Chair will direct your comments to the appropriate elected officials, staff, or others for response. Keep your comments respectful, brief, to the point, and relevant to the agenda item being considered. Each speaker from the public will be allowed one turn to speak for discussion of an agenda item.

Below is a portion of the Rules of Order and Procedure of the Fayetteville City Council pertaining to City Council meetings:

Agenda Additions: A new item which is requested to be added to the agenda at a City Council meeting should only be considered if it requires immediate City Council consideration and if the normal agenda setting process is not practical. The City Council may only place such new item on the City Council meeting's agenda by suspending the rules by two-thirds vote. Such agenda addition shall be heard prior to the Consent Agenda.

Consent Agenda: Consent Agenda items shall be read by the Mayor and voted upon as a group without discussion by the City Council. If a Council Member wishes to comment upon or discuss a Consent Agenda item that item shall be removed and considered immediately after the

Consent Agenda has been voted upon.

**Unfinished Business and New Business:**

Overview Period: Agenda items at a City Council meeting shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, appellant from a final decision of the Planning Commission or City Staff, etc.) may present its proposal only during this presentation period but may be recalled by a Council Member later to answer questions. City staff, Council Members and applicants may use electronic visual aids in the City Council meeting as part of the presentation of the agenda item. City staff's presentation and an Applicant's presentation whether presented by one or more than one presenter shall each be limited to a maximum of ten (10) minutes unless the City Council by unanimous consent or majority vote allows additional time.

Public Comments: Public comment at a City Council meeting shall be allowed on all items of unfinished and new business and subjects of public hearings. Amendments may receive public comments only if approved by the City Council by unanimous consent or majority vote. Speakers present in the City Council Chambers shall be recognized before speakers participating by electronic means. Speakers shall be limited to a maximum of three (3) minutes to discuss the agenda item or amendment being considered by the City Council. The City Council may allow a speaker additional time by unanimous consent or majority vote. As part of a person's public comments allowed above, the speaker may use electronic visual aids during their three (3) minutes presentation period concerning the agenda item being considered by the City Council.

Courtesy and Respect: All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from comments that are harassing or amount to a personal attack against any identifiable individual including abusive comments and derogatory remarks about integrity or offer any other comments that are also not limited to the discussion of the specific agenda item being considered by the City Council. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

Cell Phones and Pagers: Cell phones must be turned off or put in silent mode and not used within the City Council Chambers during City Council meetings. Pagers must be turned off or put in silent mode within the City Council Chambers during City Council meetings. These restrictions also apply during Agenda Sessions.

Smoking Prohibited: There will be no smoking allowed in the City Council Chambers during City Council meetings.

Interpreters or Telecommunications Devices for the Deaf (TDD), for hearing impaired are available for all City Council meetings, a 72-hour advance notice is required. For further information or to request an interpreter, please call 479-575-8330.

A copy of the complete City Council agenda is available on our website at www.fayetteville-ar.gov or in the Office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas (479) 575-8323.

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1849

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff

**FROM:** Tim Nyander, Utilities Director

**SUBJECT:** **Garver, LLC - Amendment No. 1 to the Engineering Services Agreement for the Noland WRRF Improvements**

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**RECOMMENDATION:**
Staff recommends approval of Amendment No. 1 to the Engineering Services Agreement with Garver, LLC in the amount of $1,921,700.00 for preliminary engineering design of master-plan recommended improvements to the Noland Water Resource Recovery Facility (WRRF), and approval of a budget adjustment.

**BACKGROUND:**
The City completed a year-long master planning effort at the end of 2024 for the Noland WRRF, one of two wastewater treatment plants owned by the City of Fayetteville. This master plan, completed by Garver, took a comprehensive and in-depth look at the facility's performance and condition, both now and into the future. The most immediate improvements recommended by the plan were facility/equipment replacements associated with aging and deteriorating unit treatment processes, such as new/increased influent pumping, aeration technology replacement, secondary clarifier rehab, headworks expansion, and tertiary filtration technology changes. The Phase 1 improvements are anticipated to take 5 years to implement, with an estimated total cost of $98 million.

**DISCUSSION:**
Garver was selected (RFQ 25-01, Selection #5) to provide engineering design services for this project and will soon be complete with 10% design effort. Amendment No. 1 will expand the design scope to the 30% level for all components of the project. The not-to-exceed estimated fee for this amendment is $1,921,700.00.

**BUDGET/STAFF IMPACT:**
Budgeted Funds will be moved from the Sanitary Sewer Rehabilitation Project to cover the cost of this item.

**ATTACHMENTS:** 3. Staff Review Form, 4. Budget Adjustment, 5. Amendment No. 1, 6. Resolution 117-25 - Awarded RFQ #25-01, to Garver, LLC

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

**File #:** 2025-1849

**A RESOLUTION TO APPROVE AMENDMENT NO. 1 TO THE CONTRACT WITH GARVER, LLC IN AN AMOUNT NOT TO EXCEED $1,921,700.00 FOR THE PRELIMINARY DESIGN OF IMPROVEMENTS TO THE NOLAND WATER RESOURCE RECOVERY FACILITY, AND TO APPROVE A BUDGET ADJUSTMENT**

**WHEREAS**, on May 6, 2025, the City Council passed Resolution 117-25 authorizing a professional engineering services contract with Garver, LLC for the preliminary design of improvements to the Noland Water Resource Recovery Facility; and

**WHEREAS**, Amendment No. 1 will expand the design scope to the 30% level for all components of this project.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves Amendment No. 1 to the contract with Garver, LLC in an amount not to exceed $1,921,700.00 for the preliminary design of improvements to the Noland Water Resource Recovery Facility.

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

**City of Fayetteville Staff Review Form**

**2025-1849**

**Item ID**

**10/7/2025**

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

| Tim Nyander | 9/16/2025 | WASTEWATER TREATMENT (730) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approval of Amendment No. 1 to the Engineering Services Agreement with Garver, LLC in the amount of $1,921,700.00 for preliminary engineering design of master-plan recommended improvements to the Noland Water Resource Recovery Facility (WRRF), and approval of a budget adjustment.

## Budget Impact:

| 5400.730.5800-5314.00 | Water & Sewer |
|---|---|
| Account Number | Fund |
| 02032.1 | WWTP Building Improvements |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 3,012,960.00 |
| | | Expenses (Actual+Encum) | $ | 1,720,021.24 |
| | | Available Budget | $ | **1,292,938.76** |
| **Does item have a direct cost?** | Yes | Item Cost | $ | 1,921,700.00 |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 1,921,700.00 |
| | | Remaining Budget | $ | **1,292,938.76** |

*V20221130*

**Purchase Order Number:** 2025-544

**Previous Ordinance or Resolution #**

**Change Order Number:** 1

**Approval Date:**

**Original Contract Number:**

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | WASTEWATER TREATMENT (730) | |
| | **Requestor:** Cheryl Partain | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

Staff recommends approval of Amendment No. 1 to the Engineering Services Agreement with Garver, LLC in the amount of $1,921,700.00 for preliminary engineering design of master-plan recommended improvements to the Noland Water Resource Recovery Facility (WRRF), and approval of a budget adjustment.

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1849**

Holly Black
9/17/2025 2:12 PM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025826

TOTAL - -

| Account Number | Increase / (Decrease) Expense | Revenue | Project.Sub# Project | Sub.Detl | AT | Account Name |
|---|---|---|---|---|---|---|
| 5400.730.5800-5314.00 | 1,921,700 | | 02032 | 1 | EX | Professional Services |
| 5400.720.5700-5815.00 | (1,921,700) | | 02017 | 1 | EX | Improvements - Sewer |
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**AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES**
**City of Fayetteville, Arkansas**
**Project No. W01-2401736**

## CONTRACT AMENDMENT NO. 01

This Contract Amendment No. 01 ("**Amendment**"), effective on the date last written below, shall amend the original contract between the City of Fayetteville, Arkansas ("**Owner**") and Garver, LLC ("**Garver**"), dated May 6, 2025, referred to in the following paragraphs as the "**Agreement**."

This Amendment modifies professional services and related fees for the Fayetteville Noland Water Resource Recovery Facility (WRRF) Phase 1 Improvements Project.

The Agreement is hereby modified as follows:

### APPENDIX A – SCOPE OF SERVICES

Appendix A of the Agreement is modified as follows:

TASK 3 from Appendix A is revised to include the Determination for Project Delivery Determination: **TASK 3 – CMAR SOLICITATION / DETERMINATION.** The work for this task included an evaluation of competitive sealed proposal (CSP) along with the associated bidding approach versus construction manager-at-risk (CMAR). The work also included conducting a workshop with the Owner staff, Inframark staff, and engineers from Garver. In addition to the workshop, a deliverable is included featuring meeting minutes, workshop slides, and recommendations. The contract amount for this task is not changed under this amendment.

TASK 4 from Appendix A is repurposed from CMAR Onboarding to **TASK 4 – SPECIAL SERVICES REQUESTED BY OWNER** due to the selection of CSP as the preferred bidding and delivery method. This task will only be used with written direction from the Owner, and the contract amount for this task is not changed under this amendment.

Additionally, the following language is added to Appendix A of the Agreement:

**TASK 1.1 – PRELIMINARY DESIGN PROJECT MANAGEMENT**

1.1 Garver will continue providing project management and quality assurance services for preliminary design services (30%). This will include:

- Updating project work plan,
- Updating project schedule as required,
- Maintaining action item and decision logs,
- Conducting project team meetings,
- Conducting technical review committee meetings,
- Preparing monthly invoicing.

**TASK 5 – PRELIMINARY DESIGN (30%)**

The preliminary design services will be based on the findings of the 10% design report for all the facilities under the Phase 1 Improvements.

5.1 The Preliminary (30%) Design phase submittal will include preliminary drawings, and an opinion of probable construction cost (OPCC) within -30% to +30% accuracy range of expected construction cost. The basis of design information including design criteria for each process area, assumptions, and design basis for structural, electrical, instrumentation and controls, and building mechanical will delivered on printable PowerPoint slides, and will documented in 30% workshop meeting minutes. The basis of design will include information for the following items:

(a) Overall Project Design Criteria (From 10% Design Report)
(b) Headworks Improvements
(c) Influent Pumping
(d) BNR Basins and Blower Building
(e) Secondary Clarifiers (Minimal Updates Expected from 10% Design Report)
(f) Tertiary Filtration
(g) Disinfection and Post-Aeration
(h) Aerated Sludge Holding Tanks
(i) Dewatering
(j) Electrical Distribution
(k) Instrumentation & Controls Concepts
(l) Site Civil Concepts
(m) Structural Concepts
(n) Building Mechanical Design
(o) Construction Sequencing and Constraints
(p) Opinion of Probable Construction Costs

5.2 The preliminary design phase will represent approximately 30 percent of final construction contract plans. This submittal will not include technical specifications or “front end” contract documents. Owner comments will be discussed at a Preliminary Design Workshop. Garver will incorporate comments from the Owner on the Preliminary Design in the Final Design.

5.3 Garver will lead and participate in a workshop. The workshop will be held at the Owner’s office and major items of discussion will include:

(a) Review of preliminary P&IDs and preliminary selection of instrumentation
(b) Review of preliminary site plan, hydraulic profile, and facility layouts
(c) Review major equipment selection
(d) Review proposed construction sequencing
(e) The basis of design information listed in Section 5.1

5.4 Garver will submit the following deliverables:

(a) PDF format of Preliminary Design Plans
(b) Five hard copies of Preliminary Design Plans with half-size drawings

**TASK 6 – SURVEY**

6.1 Garver survey will provide field survey data for designing the Project, and this survey will be tied to the Owner’s control network. If Owner doesn’t have a control network, Garver

will provide Horizontal and Vertical control based on Arkansas North State Plane Grid Coordinates NAD83 (2011), NAVD88 datums. Garver will establish control points for use during construction.

6.2 Garver will conduct field surveys, utilizing Radial, GPS, Aerial Lidar, Photogrammetry, and ground-based LiDAR (if needed) topography methods, at intervals and for distances at and/or along the Project site as appropriate for modeling the existing ground, including locations of pertinent features or improvements. Garver will locate buildings and other structures, streets, drainage features, trees over eight inches in diameter, visible utilities as well as those underground utilities marked by their owners and/or representatives, and any other pertinent topographic features that may be present at and/or along the Project site.

6.3 Garver will perform supplemental ground surveys to verify critical elevations and features not captured by LiDAR. This includes the collection of visible features such as valves, clean-outs, floor elevations, and other relevant surface utility elements.

**TASK 7 – GEOTECHNICAL INVESTIGATION**

7.1 Garver will contract with an independent licensed geotechnical engineer to perform a geotechnical evaluation for this project as a subconsultant.

7.2 For the investigation, Garver will coordinate with the geotechnical subconsultant to conduct the following geotechnical study:

(a) Drill a total of twenty (20) soil borings: sixteen (16) borings to a depth of 25 feet or auger refusal, whichever is shallower; and four (4) borings to a depth of 40 feet at the proposed influent pump station. Standard penetration tests or undisturbed soil samples will be obtained at 2- to 5-foot intervals. The four pump station borings will be advanced to the full planned depth using rock coring techniques if bedrock is encountered.
(b) Perform a laboratory testing program following completion of the borings to evaluate the physical and engineering properties of the subsurface materials. Corrosivity testing will be performed on four (4) selected borings, with test locations determined during staking and in consultation with Garver.
(c) Prepare an engineering report that includes recommendations for foundation design, seismic site classification, below-grade walls, pavement design, site grading, and general construction considerations.

7.3 Garver will review the report prepared by the licensed geotechnical engineer. This will include a review of the boring logs, laboratory test results, discussion of subsurface conditions, soil properties indicated by the field and laboratory work, seismic classification, pavement design, and the implications for design foundation and site preparation recommendations for the project.

**EXTRA WORK**

The following items are not included under this Agreement but will be considered as Extra Work:

(a) Revisions, due to changed conditions, after Owner's approval and Garver's completion of final documents.
(b) Submittals or deliverables in addition to those listed herein.
(c) Pilot testing.
(d) Independent construction materials testing outside of this contract.
(e) Video inspections and/or pipeline cleaning.
(f) Wastewater flow monitoring.
(g) Environmental Handling and Documentation, including wetlands identification or mitigation plans or other work related to environmentally or historically (culturally) significant items.
(h) Risk assessments and Emergency Response Plans in accordance with America's Water Infrastructure Act.
(i) Rate studies.
(j) Operations and maintenance services.
(k) Financial services.
(l) Receiving Stream Modeling.

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

**SCHEDULE**

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

| Phase Description | Calendar Days | Anticipated Completion Date |
|---|---|---|
| Kickoff Meeting | 14 days from notice to proceed | May 28, 2025 |
| Task 1 – Project Management and Quality Assurance | Project Duration | - |
| Task 1.1 – Preliminary Design Project Management | Preliminary Design Project Duration | - |
| Task 2 – Submit Draft 10% Design Report | 120 days after Kickoff meeting | September 26, 2025 |
| Task 2 – 10% Design Workshop | 14 days after draft 10% Design Report Submittal | October 10, 2025 |
| Task 2 – Submit Final 10% Design Report | 14 days after 10% design workshop | October 24, 2025 |
| Task 3 – CMAR Solicitation / Determination | 90 days from NTP for this Task | - |
| ~~Task 4 – CMAR Onboarding~~ Task 4 – Special Services Requested By Owner | ~~45 days from CMAR selection~~ Project Duration | - |
| Task 5 – Preliminary Design | 120 days from NTP for this Task | February 5, 2026 |
| Task 5 – Preliminary Design Workshop | 14 days after Draft Preliminary Design | February 19, 2026 |
| Task 6 – Survey | 60 days from NTP for this Task | December 7, 2025 |
| Task 7 – Geotechnical Investigation | 90 days from NTP for this Task | January 6, 2026 |
| **Future Tasks** | | |
| Task 8 – Final Design | TBD | |
| Task 9 – Bidding Support | TBD | |
| Task 10 – Construction Administration Services | TBD | |
| Task 11 – Construction Observation | TBD | |
| Task 12 - Start-up Services | TBD | |
| Task 13 - Warranty Inspection Services | TBD | |

**APPENDIX B – FEES**

Appendix B of the Agreement is hereby modified as follows:

# Exhibit B

## City of Fayetteville
## Fayetteville Noland WRRF Phase I Improvements

## FEE SUMMARY

| Basic Services Section | Estimated Fees |
|---|---|
| Task 1 – 10% Design Project Management | $23,627.00 |
| Task 1.1 – Preliminary Design Project Management | $66,300.00 |
| Task 2 – 10% Design | $231,995.00 |
| Task 3 – CMAR Solicitation / Determination | $12,514.00 |
| Task 4 – Special Services Requested By Owner | $35,568.00 |
| Task 5 – Preliminary Design (30%) | $1,713,100.00 |
| Task 6 – Survey | $85,900.00 |
| Task 7 – Geotechnical Coordination | $56,400.00 |
| **Subtotal for 10% Contract (Shaded)** | **$303,704.00** |
| **Subtotal for Tasks Added via this Amendment 01** | **$1,921,700.00** |
| **Subtotal for Basic Services** | **$2,225,404.00** |

Terms and conditions of the Agreement not modified herein remain unchanged and in full force and effect.

This Amendment may be executed in two (2) or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

**IN WITNESS WHEREOF**, Owner and Garver have executed this Amendment effective as of the date last written below.

| **CITY OF FAYETTEVILLE, ARKANSAS** | **GARVER, LLC** |
|---|---|
| By: _____ *Signature* | By: _____ *Signature* |
| Name: _____ *Molly Rawn* | Name: Jerry T. Martin, PE |
| Title: Mayor | Title: Water Team Leader |
| Date: _____ | Date: 08/20/2025 |
| Attest: _____ *City Clerk Treasurer, Kara Paxton* | Attest: _____ *Project Manager, Chris Randall, PE* |

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

# Resolution: 117-25

**File Number: 2025-467**

**GARVER, LLC. (SERVICE AGREEMENT):**

A RESOLUTION TO AWARD RFQ #25-01, SELECTION #5, AND AUTHORIZE A PROFESSIONAL ENGINEERING SERVICES CONTRACT WITH GARVER, LLC IN AN AMOUNT NOT TO EXCEED $303,704.00 FOR THE PRELIMINARY DESIGN OF IMPROVEMENTS TO THE NOLAND WATER RESOURCE RECOVERY FACILITY

**WHEREAS**, the City recently completed a year-long master planning effort for the Noland Water Resource Recovery Facility, which took a comprehensive and in-depth look at the facility's performance and condition; and

**WHEREAS**, the most immediate improvements recommended by the plan were facility/equipment replacements associated with aging and deteriorating unit treatment processes such as new/increased influent pumping, aeration technology replacement, secondary clarifier rehab, headworks expansion, and tertiary filtration technology changes; and

**WHEREAS**, the next step in this project is to move from master plan concepts to actual engineering designs, cost estimates, and initial project delivery planning.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby awards RFQ #25-01, Selection #5, and authorizes Mayor Rawn to sign a professional engineering services contract with Garver, LLC in an amount not to exceed $303,704.00 for the preliminary design of improvements to the Noland Water Resource Recovery Facility.

PASSED and APPROVED on May 6, 2025

**Approved:**

Molly Rawn

Molly Rawn, Mayor

**Attest:**

Kara Paxton

CITY CLERK / TREASURER CITY OF FAYETTEVILLE ARKANSAS WASHINGTON COUNTY

Kara Paxton, City Clerk Treasurer

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1843

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Matt Mihalevich, Active Transportation Manager
Chris Brown, Public Works Director

**FROM:** Dane Eifling, Mobility Coordinator

**SUBJECT:** **Purchase of Transit Stop Enhancement Materials**

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**RECOMMENDATION:**
Staff recommends approval of a bid waiver and the purchase of 25 transit stop shelter structures and 3 benches from Brasco International in the amount of $269,700.00 plus applicable taxes.

**BACKGROUND:**
This purchase is part of the transit stop improvement grant approved by Council in August of this year to accept $203,317.25. In order to provide the required 1:1 match Ozark Regional and Razorback Transit have each committed to providing $50,829.30 for a total of $101,658.60 with City committing to match $101,658.65. The grant requires that a minimum of 17 stops be improved by September 30th of 2026. The total project funds ($406,634.50) are sufficient to improve approximately 30 stops.

**DISCUSSION:**
Staff requests a waiver of competitive bidding requirements for this purchase as both transit agencies require Brasco International per their standards for all shelters and seating. Ozark Regional and Razorback Transit are responsible for maintenance of all bus shelters and benches once installed.

**BUDGET/STAFF IMPACT:**
The Transit Stop Infrastructure project has sufficient funds for this purchase.

**ATTACHMENTS:** 3. Staff Review Form, 4. Quote, 5. Bus Stop Shop Drawing Approval, 6. UA Email Statement Standards for Bus Shelters, 7. ORT Email Bus Shelter Standards

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

**File #:** 2025-1843

**A RESOLUTION TO WAIVE COMPETITIVE BIDDING AND APPROVE THE PURCHASE OF TRANSIT STOP SHELTER STRUCTURES AND BENCHES IN THE TOTAL AMOUNT OF $269,700.00 PLUS ANY APPLICABLE SALES TAXES AND SHIPPING CHARGES FROM BRASCO INTERNATIONAL**

**WHEREAS**, on August 19, 2025, the City Council passed Resolution 189-25 authorizing an agreement with the Northwest Arkansas Regional Planning Commission to accept $203,317.25 in grant funding to support transit stop improvements; and

**WHEREAS**, Ozark Regional Transit and Razorback Transit both require Brasco International equipment per their standards for all shelters and seating.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby determines an exceptional situation exists in which competitive bidding is deemed not feasible or practical and therefore waives the requirements of formal competitive bidding and authorizes the purchase of twenty-five transit stop shelter structures and three benches in the amount of $269,700.00 plus any applicable sales and shipping charges from Brasco International.

**City of Fayetteville Staff Review Form**

**2025-1843**

**Item ID**

**10/7/2025**

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

| Sara Combs | 9/15/2025 | ENGINEERING (621) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approval of a bid waiver and the purchase of 25 transit stop shelter structures and 3 benches from Brasco International in the amount of $269,700.00 plus applicable taxes.

## Budget Impact:

| 4470.800.8820-5809.00 | Street Improvements |
|---|---|
| Account Number | Fund |
| 25004.2501 | Transit Stop Infrastructure, NWARPC WFF Grant |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 406,637.00 |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | **$** | **406,637.00** |
| **Does item have a direct cost?** | Yes | Item Cost | $ | 295,995.75 |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | **$** | **110,641.25** |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

**Comments:** Item cost above includes estimated taxes.

# QUOTE

Quote Number: 090325R7
Quote Date: September 3, 2025
Quote Expiration: 30 Days from Quote Date
Return to: iriley@brasco.com

***Quoted for:***
City of Fayetteville
Dane Eifling
479-575-8243
DEifling@fayetteville-ar.gov

| PREPARED BY | PROJECT NAME | PAYMENT TERMS (WITH APPROVED CREDIT) | LEAD TIME |
|---|---|---|---|
| Ian Riley | Slimline Hip Series Structures | NET 30 | ± 24-26 Weeks from Approvals |

| QTY | ITEM | DESCRIPTION | UNIT PRICE | TOTAL |
|---|---|---|---|---|
| 11 | SL-0512-F-0-HI-AL-TG-1-0-S | 5' x 12' Slimline Series Aluminum Structure<br>Three-Sided; Full Rear and Side Walls with Open Front<br>Pearl Light Grey Powder Coat Painted Finish - RAL 9022<br>Pac-Clad Slate Grey Standing Seam Aluminum Hip Roof with 2.5" Fascia and Integral Gutter<br>1/4" Clear Tempered Safety Glass Wall Panels<br>6' Wall-Mount Aluminum Bench with Backrest and One Seat Divider<br>Solar Lighting Package with Solar Panel, Batteries, Solar Controller, Vented Enclosure,<br>5-Watt LED Light, and Occupancy Motion Sensor | $11,400 | $125,400 |
| 14 | SL-0508-F-0-HI-AL-TG-1-0-S | 5' x 8' Slimline Series Aluminum Structure<br>Three-Sided; Full Rear and Side Walls with Open Front<br>Pearl Light Grey Powder Coat Painted Finish - RAL 9022<br>Pac-Clad Slate Grey Standing Seam Aluminum Hip Roof with 2.5" Fascia and Integral Gutter<br>1/4" Clear Tempered Safety Glass Wall Panels<br>4' Wall-Mount Aluminum Bench with Backrest and One Seat Divider<br>Solar Lighting Package with Solar Panel, Batteries, Solar Controller, Vented Enclosure,<br>5-Watt LED Light, and Occupancy Motion Sensor | $10,125 | $141,750 |
| 3 | BE-PD-6-AL-2-2-0 | 6' Pedestal Series Bench with Aluminum Slats and Two Seat Dividers<br>Pearl Light Grey Powder Coat Painted Finish - RAL 9022 | $850 | $2,550 |
| | | | **Subtotal** | $269,700 |
| | | | **Freight** | Included |
| | | | **Total** | $269,700 |

**This is a quotation on the above products listed and is subject to the conditions noted below.**
Prices are subject to change after quote expiration date. Payment terms are subject to change per Brasco's Financial Credit Approval Process. Credit card payments are subject to a 3% processing fee. Brasco accepts Visa, Master Card, and American Express.

*Structural Engineering with Stamped Drawings and Structural Calculations are not included in this quotation and are an additional $1,475, per shelter type, if required.
*Concrete Pad Design and Analysis, if needed, is an additional $750. Hard Copies of Calculations, if needed, are an additional $100 per copy.

Offloading shipments is the responsibility of the customer. Please note that a forklift with 8' forks is required unless otherwise noted in writing.

Shelters are not shipped fully assembled. Assembly and Installation Required. All anchoring hardware is included.

Lead time begins after all approvals including drawings, color selections, applicable deposits, etc.

_____ _____
Signature of Acceptance* Date

_____ _____
Print Name Title

**The above prices, specifications and conditions are satisfactory and are hereby accepted. Brasco International, Inc. is authorized to proceed with the supply of products as noted. Brasco International, Inc. is a vendor and not a contractor or subcontractor. Brasco International, Inc. is not subject to any payment retainage or liquidated damages. All Brasco standard terms and conditions of sale apply.*

## Brasco International, Inc. ("Brasco") Standard Terms and Conditions of Sale

The Brasco International, Inc. Standard Terms and Conditions of Sale ("Terms and Conditions") are incorporated herein by reference and form part of this agreement. This quotation shall be valid for 30 days unless otherwise withdrawn by Brasco prior to Purchaser accepting. Purchaser's issuance of either a purchase order or an acceptance shall constitute an acceptance of the Brasco Terms and Conditions. Acceptance shall be in writing. Any additional terms or modifications to the Brasco Terms and Conditions proposed by Purchaser, whether in a purchaser order or otherwise, are expressly rejected by Brasco and not part of the agreement between Brasco and Purchaser. The agreement between Brasco and the Purchaser shall be referred to herein and in the Brasco Terms and Conditions as the "Contract". This quote constitutes an offer to sell products and services on terms expressed herein and shall be construed as inviting acceptance from the Purchaser.

**Terms of Payment.** Notwithstanding anything contained herein, payment shall be due in accordance with the terms of Brasco's Acknowledgment ("Acknowledgment"), which will be generated upon receipt by Brasco of the Purchaser's signature on the Quote or receipt by Brasco of the Purchaser's signature on the Acknowledgment. An invoice will be generated by Brasco pursuant to the terms of payment under the Contract once Brasco has completed the Order, and the due date for the payment of balance due under the Contract shall be on the invoice.

**Warranties.** Components not manufactured by Brasco shall be covered by their relevant manufacturer's warranty only. Brasco Products must be installed in accordance with Brasco's installation instructions. The workmanship, design and machined components on the Products are warranted to conform to the applicable specifications and to be free from defects in workmanship and materials for the relevant period listed in Fig. 1. Any modifications or aftermarket additions to the original equipment voids all applicable manufacturers' warranties. All warranties begin from the date of delivery (DOD). Brasco will transfer ownership and good title to the Products free and clear of liens and rights of third parties. **THE FOREGOING WARRANTIES ARE EXCLUSIVE AND ARE IN LIEU OF ALL OTHER WARRANTIES OR REPRESENTATIONS, EXPRESS OR IMPLIED, ARISING BY LAW OR CUSTOM, INCLUDING IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. ALL IMPLIED WARRANTIES ARE HEREBY EXPRESSLY DISCLAIMED.**

**FIG. 1: STANDARD PRODUCT WARRANTIES FROM DATE OF DELIVRY**

| | |
|---|---|
| General Product Workmanship | 1 Year |
| Powder Coat Finish | 1 Year |
| Solar Panels | 1 Year Per Manufacturer's Warranty |
| Solar Lighting Mounting Hardware | 1 Year |
| LED Light Fixture & Engine | 1 Year |
| Wire Harnesses and Connectors | 1 Years |
| Solar Charge Controller | 1 Year |
| Solar Batteries | 1 Year |

*Sealed lead acid batteries will self-discharge in storage. Batteries should be stored indoors at a recommended 68 degrees Fahrenheit for max. shelf life. Batteries should be installed no later than 3 months from delivery or the battery warranties will be void.

**Limited Remedies.** Any warranty claims by Purchaser shall be communicated to Brasco in writing. Failure by Purchaser to give written notice of claim within the stated warranty period shall be deemed an absolute and unconditional waiver of Purchaser's warranty claim. Purchaser's sole and exclusive remedy for a valid warranty claim is either repair or replacement of the Products or a full refund of the price paid by Purchaser for the Products (which remedy shall be selected by Brasco). The remedy does not include the cost of installation, removal, dismantling, or reinstallation and is limited to replacement parts. Shipping and handling fees are not included under warranty terms and are the responsibility of the Purchaser. Purchaser will provide Brasco with access to all available warranty data and the Products. Purchaser will also provide Brasco with an opportunity to participate in root cause analysis performed by Purchaser concerning the Products. Brasco shall have no liability to the extent Products are or have been: (a) modified by Purchaser or a third party; (b) modified by Brasco at Purchaser's request; (c) made to specifications not provided by Brasco; (d) used or installed in a way not known to Brasco or operated under conditions not known to Brasco; or (e) subject to misuse, abuse or improper storage, installation or maintenance. Brasco cannot be held responsible for components that become obsolete.

**Payment Late Charges, Certain Remedies and Recovery of Expenses.** Except as otherwise provided in the Acknowledgment, all payments are due thirty (30) days from the date of Brasco's invoice and shall be paid in United States currency. Purchaser shall pay a charge equal to the lesser of (i) the highest rate allowable by law or (ii) 1.5% per month (18% per annum) of the unpaid balance with respect to any late payments. In addition, Purchaser shall pay all costs and expenses incurred by Brasco, including actual attorney's fees, which were incurred in connection with enforcing the Contract and/or collecting any past due payments. Brasco shall have the right of setoff, the right to terminate the Contract and/or the right to suspend further deliveries under the Contract and/or other agreements with Purchaser, the right to recover damages in addition to any other remedies available to Brasco as a matter of law, in the event Purchaser fails to make any payment when due. Brasco may require full or partial payment in advance of shipment if, in Brasco's opinion, the credit or financial condition of Purchaser is, or is about to become, impaired. If Purchaser requests delayed shipment, Brasco may bill for Products when ready for shipment and charge reasonable daily storage fees. Purchaser shall not have any right of setoff against Brasco. The remedies available to Brasco for Purchaser's breach are intended to be as flexible as permissible and cumulative to the fullest extent permissible and no choice of any one or more remedies is intended to constitute an election of remedies which would limit the ability to assert other remedies.

## Brasco International, Inc. ("Brasco") Standard Terms and Conditions of Sale

**Limitation of Liability:**

NOTWITHSTANDING ANYTHING HEREIN TO THE CONTRARY, EXCEPT FOR BREACH OF OBLIGATIONS OF CONFIDENTIALITY OR MISAPPROPRIATION OF INTELLECTUAL PROPERTY, NEITHER PARTY SHALL BE LIABLE TO THE OTHER PARTY OR ANY THIRD PARTY FOR ANY SPECIAL, INCIDENTAL, INDIRECT, CONSEQUENTIAL, PUNITIVE, OR EXEMPLARY DAMAGES OF ANY KIND ARISING FROM OR RELATING TO THE OBLIGATIONS UNDER THIS CONTRACT. THE TERM "CONSEQUENTIAL DAMAGES" SHALL INCLUDE, BUT NOT BE LIMITED TO, LOSS OF ANTICIPATED PROFITS, LOSS OF USE, LOSS OF REVENUE AND COST OF CAPITAL. NEITHER PARTY MAY BRING ANY ACTION, REGARDLESS OF FORM, ARISING OUT OF TRANSACTIONS UNDER THE CONTRACT, MORE THAN TWO (2) YEARS AFTER THE CAUSE OF ACTION HAS ACCRUED. EXCEPT FOR PERSONAL INJURY OR DEATH DUE TO BRASCO'S MISCONDUCT, the parties agree that the total damages that can be awarded in any claim by PURCHASER relating to BRASCO's obligations under this CONTRACT (WHETHER BASED IN CONTRACT, TORT OR OTHERWISE), shall not exceed the combined total of amounts paid by PURCHASER to BRASCO under the CONTRACT. THE PARTIES EXPRESSLY AGREE THAT THE ABOVE LIMITATIONS ON LIABILITY PROVISIONS SHALL REMAIN IN FULL FORCE AND EFFECT EVEN IF IT IS FOUND THAT PURCHASER'S EXCLUSIVE REMEDY FAILS OF ITS ESSENTIAL PURPOSE.

**Cancellation.** A. Purchaser may cancel an order for "Convenience" via written notice to Brasco within 5 business days from the date of receipt by Brasco of the Purchaser's signature on the Quote or receipt by Brasco of the Purchaser's signature on the Acknowledgment and no cancellation fee shall be due Brasco. Cancellations of orders for reasons other than for Convenience as referred to above must be in writing and agreed to in advance by Brasco. Such cancellations are subject to a cancelation charge equal to the greater of the actual costs incurred by Brasco during the performance period or a 50% cancellation fee.

**Shipping and Delivery.** Brasco shall not be liable for delays or failure in performance when caused by circumstances beyond Brasco's reasonable control. If Purchaser does not provide shipping and routing instructions, Brasco shall be the sole judge of the best method of routing shipment. All sales of Products are F.O.B. Brasco's plant. Risk of loss of the Products shall transfer to Purchaser upon delivery of the Products to the common carrier.

**Modifications and Delays.** Brasco reserves the right to modify or change portions of this Contract should any assumptions specified be determined to be incorrect, or if new/additional information relative to this Contract become available. After 90 days, any delays outside of Brasco's control will result in price escalation using the Producer's Price Index, as published by the Bureau of Labor Statistics: Fabricated Structural Metal Products (Series Code WPU107).

**Termination by Brasco.** In addition to any other rights to terminate the Contract or suspend performance under the Contract,(A) Brasco may, upon written notice to Purchaser immediately terminate all or any part of the Contract or suspend performance under the Contract, without any liability to the Purchaser and without waiving its right to damages, (a) if Purchaser (i) repudiates, breaches, or threatens to breach any of the terms of the Contract, (ii) fails to accept or threatens not to accept Products in accordance with the Contract, (iii) fails to make timely payment, or (b) upon the occurrence or threat of insolvency or bankruptcy of Purchaser; (B) Purchaser shall purchase and pay Brasco immediately for all unique raw materials, work in process and finished goods under the Contract; (C) Purchaser shall reimburse Brasco for all preparation and other expenses incurred by Brasco and/or its subcontractors in connection with the Contract ad for all other losses and costs arising from the termination.

**Lead Times.** Lead time is the window of time necessary to complete an order, after the approvals process is complete. The approvals process includes satisfying Brasco's credit terms and written approval of Brasco's preliminary engineering drawings. Once all approvals are complete, the lead time begins, wherein detailed engineering paperwork is completed, stamped calculations are ordered, material is purchased, and the order is fabricated. For orders that endure a lengthy approvals process, lead times may shift between the time the order was placed and approved. Additionally, third party lead times and availability can directly impact Brasco's lead times, therefore Brasco shall not be liable for any damages (actual or liquidated) caused by acts outside of its control that arise from third party suppliers.

**Change Orders.** Design, material, finish and quantity changes by the Purchaser to an order after preliminary engineering approval drawings are provided by Brasco are subject to a Change Order fee. Fees include a minimum administrative fee of $105.00, with relevant material cost and additional labor fees applied.

**Purchaser Approvals.** In accordance with the terms of this Contract, Purchaser agrees to timely execute and return to Brasco an approval of each set of drawings provided to Purchaser by Brasco including, but not limited to, Preliminary Elevation Drawings and Detailed Engineering Drawings. Failure by the Purchaser to timely execute and return to Brasco an approval of drawings provided by Brasco negatively effects lead time of the order and if same occurs, Brasco in its sole discretion shall have the unilateral right to increase the lead time to complete and deliver the order to the Purchaser or terminate the Contract.

**Rejections and Returns.** Purchaser will be deemed to have inspected and accepted all delivered Products unless written notice of rejection specifying the basis therefore in reasonable detail, is provided to Brasco within 10 days after delivery. Purchaser may not return Products that are not timely rejected without Brasco's prior written approval.

**Taxes**. A 6% Sales tax will be billed to Michigan businesses, entities and municipalities as applicable under Michigan State law. If your business is tax exempt, please provide a Sales Tax-Exempt Certificate. Sales tax will not be billed to businesses, entities and municipalities outside the jurisdiction of the State of Michigan and is the sole responsibility of said entity to pay within its respective jurisdiction where applicable.

**Governing Law, Jurisdiction and Venue.** The Contract shall be governed by and construed in accordance with the laws of the State of Michigan without reference to the choice of law principles thereof. Each party irrevocably submits to the jurisdiction of the Courts of the State of Michigan and the United States District Court for the Eastern District of Michigan and hereby waives, to the fullest extent it may effectively do so, the defense of an inconvenient forum to the maintenance of such action or proceeding.

**Severability.** If any provision of this Agreement is or becomes illegal, void or invalid, that shall not affect the legality and validity of the other provisions.

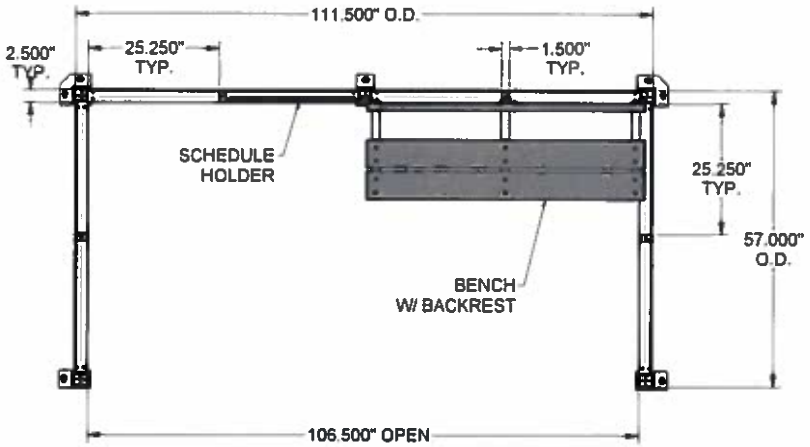



SIDE ELEVATION




FRONT ELEVATION






PLAN VIEW
SECTION A-A

10/4/18

**QUANTITY (2) SHELTERS THUS**
**SPECIFICATIONS:**
-RAL 9022 LIGHT PEARL GRAY POWDER COATED ALUMINUM STRUCTURE
-1/4" CLEAR TEMPERED SAFETY GLASS
-STANDING SEAM HIP ROOF W/ FASCIA / GUTTER SYSTEM (COLOR TBD)
-PARTIAL LENGTH CEDEAR HDPE BENCH W/ BACKREST
-24" X 36" SCHEDULE HOLDER

BRASCO INTERNATIONAL, INC.
32400 INDUSTRIAL DR
MADISON HEIGHTS, MICHIGAN 48071
1-800-893-3665 WWW.BRASCO.COM

THIS DRAWING IS CONFIDENTIAL AND IS FOR THE SOLE USE OF OUR CUSTOMERS AND MAY NOT BE REPRODUCED OR COPIED WITHOUT WRITTEN PERMISSION FROM BRASCO INTERNATIONAL.

| | | | | |
|---|---|---|---|---|
| CUSTOMER: UNIVERSITY OF ARKANSAS | | | DESIGNER: RCG | CHECKED: 9-26-18 |
| PROJECT: STANDING SEAM HIP TRANSIT SHELTER | | | DATE: 9-26-18 | DATE: SJT |
| MODEL: SL-0510-F-0-HI-AL-TG-0-0-0 | JOB #: 5564 | | SHEET: 001 | REVISION: A |

## Eifling, Dane

**From:** Adam Waddell <ewaddel@uark.edu>
**Sent:** Thursday, September 18, 2025 9:55 AM
**To:** Eifling, Dane
**Subject:** Transit Shelters
**Attachments:** Bus Stop Shop Drawing approval.pdf

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.

Dane,

I have attached the cut sheet for the Brasco shelters that we use. These are the only pre-fabricated shelter that we have installed for 10 plus years. These are also being incorporated into our formal A/E guide for campus standards. Due the limited resources that we have and the maintenance agreement for City installed shelters it is vital that the shelters are uniform throughout the system.

Thank You,

**E. Adam Waddell**
Director
Razorback Transit

Office: 479-575-6292

Transit and Parking | 116 BUSB
University of Arkansas | Fayetteville, AR 72701

ewaddel@uark.edu



## Eifling, Dane

**From:** Joel Gardner <jgardner@ozark.org>
**Sent:** Tuesday, September 16, 2025 11:41 AM
**To:** Eifling, Dane; ewaddel@uark.edu
**Cc:** Stephen Polumbo
**Subject:** RE: Brasco Int'l

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.

ORT does not state a standard, however, to maintain consistence in our shelter looks, parts replacement and familiarity for installation, we continue to procure Brasco shelters. The model ORT procures is the Slimline Series Aluminum Structure that is 5x10, full rear and sidewalls painted ivy green with the standing seam aluminum hip roof.

**Joel Gardner**
Executive Director
**P** 479-361-8742
**E** jgardner@ozark.org

Ozark Regional Transit Authority
2423 E. Robinson Avenue
Springdale, AR 72764
**ozark.org**

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**From:** Eifling, Dane <deifling@fayetteville-ar.gov>
**Sent:** Tuesday, September 16, 2025 10:14 AM
**To:** ewaddel@uark.edu; Joel Gardner <jgardner@ozark.org>
**Cc:** Stephen Polumbo <polumbo@uark.edu>
**Subject:** FW: Brasco Int'l

Joel, Adam,
Can you please provide any substantiating documents such as standard from bus stops that say Brasco materials are the standard for Razorback and ORT?

If you don't have an existing document just a letter or an email saying that your agencies use Brasco shelters for uniformity and standardization for maintenance and repair purposes may be enough.

I hate to rush you but this will need to be **submitted by tomorrow** in order to make the next council meeting.

**Dane Eifling**
Mobility Coordinator
City of Fayetteville, AR
Phone 479.575.8243
CITY OF FAYETTEVILLE ARKANSAS

**From:** Pennington, Blake <bpennington@fayetteville-ar.gov>
**Sent:** Monday, September 15, 2025 4:18 PM
**To:** Eifling, Dane <deifling@fayetteville-ar.gov>; Combs, Sara <scombs@fayetteville-ar.gov>
**Subject:** Brasco Int'l

Dane and Sara,

We're trying to get ahead on upcoming agenda items and I'm working on the resolution for the Brasco Int'l transit stop improvements. The memo says: Staff has requested to waive competitive bidding for this purchase as both transit agencies require Brasco International per their standards for all shelters and seating. Ozark Regional and Razorback Transit are responsible for maintenance of all bus shelters and benches once installed.

Where does this information come from? In order to waive competitive bidding we have to establish that it's not feasible or practical to bid and I need some kind of backup for a statement like this.

Thanks,

**Blake E. Pennington**
Senior Assistant City Attorney
City of Fayetteville, Arkansas
bpennington@fayetteville-ar.gov
Direct: 479.575.8312
www.fayetteville-ar.gov



CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1723

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Chris Brown, Public Works Director

**FROM:** Paul Libertini, Staff Engineer

**SUBJECT:** **Hwy 112/Garland Ave (Janice Ave to Drake St) – Design Supplemental Agreement No. 3 with Burns & McDonnell Engineering Company**

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**RECOMMENDATION:**
A Resolution to approve Supplemental Agreement No. 3 to the contract with Burns & McDonnell Engineering Company, Inc. in an amount not to exceed $929,515.00 for construction management and additional design services, and approve a Budget Adjustment.

**BACKGROUND:**
On January 3, 2017, the City Council approved the City's participation in a revised Partnering Agreement with the Arkansas Department of Transportation (ARDOT) to make needed improvements to Hwy 112 (Resolution 27-17). Upon completion of the improvements to Hwy 112, the City agreed to assume ownership and responsibility of Hwy 112 from Hwy 16 (15$^{th}$ St) to Interstate 49. This resolution also authorized Mayor Jordan to execute all appropriate agreements and contracts necessary to expedite the construction of this project.

On September 19, 2017, the Mayor signed the Agreement of Understanding with ARDOT obligating the City to manage the improvements of Hwy 112 from Poplar Street to Drake Street. The City will be managing project design, right-of-way acquisition, utility relocations, bidding and construction management.

On June 4, 2019, the Mayor signed the Agreement for Engineering Services with Burns & McDonnell Engineering Company, Inc. in the amount of $618,186.00 to develop construction plans for this street widening project.

On June 16, 2020, the Mayor signed Supplemental Agreement No. 1 with Burns & McDonnell Engineering Company, Inc. in the amount of $52,967 for additional water & sewer design services associated with this project.

In July of 2015, ARDOT completed the Hwy 112 Corridor Study which looked at approximately 20 miles of Hwy 112 starting at Janice Ave in Fayetteville which coincides with the starting point of the City's project and terminating in Bentonville at Hwy 12. During the environmental phase of this corridor, FHWA required that noise studies be performed on certain sections of the 20-mile corridor.

On February 15, 2022, the Mayor signed Supplemental Agreement No. 2 with Burns & McDonnel Engineering Company, Inc. in the amount of $28,282 to perform a detailed noise analysis required by the Federal Highway Administration (FHWA). The Traffic Noise Report concluded that none of the barriers were able to be

designed to meet all of the ARDOT criteria and therefore no barriers were recommended for the Project area.

The 100% design plans have been submitted to ARDOT and the City has received minor revision comments. Land Acquisition is nearly complete and the City will be certifying the r/w and requesting authorization to bid this project for construction in the next month.

Supplemental Agreement #3 (SA #3) to the design contract with Burns & McDonnell Engineering Company, Inc. has been prepared for construction management and additional design services. SA #3 has been submitted to ARDOT for review and comment.

**DISCUSSION:**
ARDOT has completed their review and has approved SA #3 with Burns & McDonnell Company, Inc. The Mayor's signature is required on SA #3 so that it may be executed by the Department.

**BUDGET/STAFF IMPACT:**
This project will be fully (100%) funded by the ARDOT. The City will make the initial payments to the Consultant from the Transportation Bond Program fund and then request 100% reimbursement from the Department.

| Account # | Project # | Amount |
|---|---|---|
| 4470.800.8835-5314.00 | 06035.3800 | $929,515.00 |
| | | |
| TOTAL | | $929,515.00 |

**ATTACHMENTS:** 3. Staff Review Form, 4. Budget Adjustment, 5. Supplemental Agreement #3, 6. Hwy. 112 Partnering Agreement Executed w/o attachments

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

**File #:** 2025-1723

**A RESOLUTION TO APPROVE SUPPLEMENTAL AGREEMENT NO. 3 TO THE CONTRACT WITH BURNS & MCDONNELL ENGINEERING COMPANY, INC. IN AN AMOUNT NOT TO EXCEED $929,515.00 FOR CONSTRUCTION MANAGEMENT AND ADDITIONAL DESIGN SERVICES, AND TO APPROVE A BUDGET ADJUSTMENT**

**WHEREAS**, on June 4, 2019, the City entered into the original Agreement for Engineering Services with Burns & McDonnell Engineering Company, Inc. to develop construction plans for improvements to Highway 112; and

**WHEREAS**, Supplemental Agreement No. 3 will allow for construction management and additional design services associated with the project.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**
Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign Supplemental Agreement No. 3 to the agreement with Burns & McDonnell Company, Inc. in an amount not to exceed $929,515.00 for construction management and additional design services related to improvements to Highway 112.

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

**City of Fayetteville Staff Review Form**

**2025-1723**

**Item ID**

**10/7/2025**

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

| Paul Libertini | 9/11/2025 | ENGINEERING (621) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

A Resolution to approve Supplemental Agreement No. 3 to the contract with Burns & McDonnell Engineering Company, Inc. in an amount not to exceed $929,515.00 for construction management and additional design services, and approve a Budget Adjustment.

## Budget Impact:

| 4470.800.8835-5314.00 | Sales Tax Capital Improvement |
|---|---|
| Account Number | Fund |
| 06035.3800 | Hwy 112 (Poplar St - Drake St) |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 2,490,932.00 |
| | | Expenses (Actual+Encum) | $ | 1,357,533.00 |
| | | Available Budget | **$** | **1,133,399.00** |
| **Does item have a direct cost?** | Yes | Item Cost | $ | 929,515.00 |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 929,515.00 |
| | | Remaining Budget | **$** | **1,133,399.00** |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #** 137-19, 165-20, 49-22

**Change Order Number:**

**Approval Date:**

**Original Contract Number:** 2019-00000026

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | ENGINEERING (621) | |
| | **Requestor:** Paul Libertini | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

Recognize Federal-aid and State funds of $929,515 available for construction management and additional design services for the Hwy 112 (Poplar St - Drake St) which will be 100% reimbursed by the Arkansas Department of Transportation (ARDOT).

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1723**

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025826

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL | 929,515 | 929,515 | | | | |
| | Increase / (Decrease) | | Project.Sub# | | | |
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| 4470.800.8835-4309.00 | - | 929,515 | 06035 | 3800 | RE | Federal Grants - Capital |
| 4470.800.8835-5314.00 | 929,515 | - | 06035 | 3800 | EX | Professional Services |
| | | - | | | | |
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**Supplemental Agreement No. 3**
**Job No. 040720**
**Poplar St. – Drake St. (Fayetteville) (S)**
**Washington County**

**Date: _____**

**WHEREAS,** the City of Fayetteville, Arkansas and Burns & McDonnell Engineering Company, Inc. entered into an Agreement for Engineering Services on June 4, 2019; and,

**WHEREAS**, representatives of the City of Fayetteville requested work in addition to that defined in the Agreement.

**NOW THEREFORE**, the following modifications will be made to the Agreement:

**MODIFICATIONS:**

1) The "Contract Ceiling Price" (Section 1.2) is increased from $699,435 to $1,628,950.

2) The "Title I Services Ceiling Price" (Section 1.13) is increased from $699,435 to $862,491.

    a. Increased price is due to design changes requested between 90% and 100% plan development as well as schedule delays for the project that resulted in longer duration of project administration and management. See Appendix A-2 – Justification of Fees and Costs for detail.

3) The "Title II Services Ceiling Price" (Section 1.16) shall be modified as follows:

    a. The first sentence, "The Title II Services Ceiling Price for this Agreement is not applicable (NA)." Shall be changed to read "The Title II Services Ceiling Price for this Agreement is $766,459."

4) The fixed fee (Section 3.4) is increased from $56,358 to $73,828.

    a. Increased fixed fee is due to design changes requested between 90% and 100% plan development as well as schedule delays for the project that resulted in longer duration of project administration and management. See Attachment A-2 – Justification of Fees and Costs for detail.

5) The duration (Section 17.1) for Title I Services shall be extended to an anticipated completion of date of July 31, 2025. The duration for Title II Services is anticipated to be 20 months from Construction Notice to Proceed, with an anticipated completion of March 31, 2027.

6) The Scope of Work shall be modified to include Scope of Work for Title II Services. See Appendix A-1A Scope of Work for Title II Services.

7) See Appendix A-2 for modifications to Justification of Costs and Fees.

    a. Costs and Fees associated with 2a, and 4a above are described in:
        i. Worksheet titled - Design Changes Since 90% - SA#3
        ii. Worksheet titled - Increased Project Administration Due to Schedule Delays – SA#3
    b. Costs and Fees associated with 3a above are described in:
        i. Worksheet titled – Construction Admin. & Observation – SA#3
        ii. Worksheet titled – Subconsultant Summary – SA#3
        iii. Worksheet titled – CMT Construction Materials Testing – SA#3
        iv. Worksheet titled – ROW & Easement Staking – SA#3
        v. Worksheet titled – Asbuilt – Record Drawing Survey – SA#3

**IN WITNESS WHEREOF**, the parties execute this Supplemental Agreement No. 3, to be effective upon the date set out above.

BURNS & MCDONNELL
ENGINEERING COMPANY, INC.

BY:

_____

Steven Beam, P.E.
Business Manager

CITY OF FAYETTEVILLE, AR

BY:_____

Molly Rawn
Mayor

BURNS McDONNELL

# APPENDIX A-1A

## SCOPE OF WORK FOR TITLE II SERVICES

## ARDOT JOB 040720
## Poplar St. – Drake St. (Fayetteville)(S)
## Washington County

### A. GENERAL

This work consists of providing construction administration and observation services to assist the OWNER during construction of the project. The CONSULTANT's services do not constitute full-time on-site services and cannot make any guarantees regarding the Contractor's performance or adherence to the Project requirements. Therefore, it is understood that the OWNER's staff may perform its own inspections.
The CONSULTANT is not responsible for the accuracy or validity of information provided by the OWNER and may rely upon the same without independent verification.

CONSULTANT does not guarantee the performance of or warrant the work, work product, or deliverables of any of OWNER's separate contractors or designers or subcontractor, or the performance or actions of any third parties impacting, exercising control over, or that have legal, regulatory, permitting, or other jurisdiction involving the project or its participants. CONSULTANT's execution of this scope of work shall not cause CONSULTANT to assume any liability for any contractor(s') failure to perform it's work in accordance with its contract documents or for contractor(s)' defects in the work, which remain the sole responsibility of the OWNER's contractor. The Contractor is fully responsible for the means and methods of jobsite safety for construction personnel. It is the Construction Contractor's obligation to enforce adherence to the Federal, State and local laws, rules and regulations concerning construction and jobsite safety. OWNER agrees to look solely to its other contractors to assure that they comply with the specifications and performance standards imposed upon those other contractors. OWNER will look solely to its other contractors for quality control and quality assurance with respect to those contractors' scopes of work, specifications and performance standards.

Notwithstanding anything herein the contrary, OWNER agrees that CONSULTANT's services do not require, obligate, or create the duty of CONSULTANT to discover all defects, deficiencies, or problems that may exist in any work that is viewed. OWNER agrees that CONSULTANT is not being engaged to serve as construction contractor or to provide quality control or assurance in connection with construction. CONSULTANT's review and observation is limited in scope and duration and neither Party intends CONSULTANT to assume any liability to OWNER or others for the proper, fabrication, assembly, preparation, or installation of the work.

CONSULTANT will maintain a safety program solely for its employees and CONSULTANT's subconsultant's employees. CONSULTANT specifically disclaims any authority or responsibility for general jobsite safety and for the safety of persons who are not the employees of CONSULTANT or CONSULTANT's subconsultant(s). It is understood and agreed that the CONSULTANT will not be responsible for the job safety or site safety of the project and shall not be responsible for compliance with safety programs and related OSHA regulations required to be followed by the Contractor or its employees, Subcontractors, and agents. Jobsite safety shall be the sole responsibility of OWNER or its Contractor.

### B. SCHEDULE

These services shall commence at the Notice of Award and continue through Final Acceptance of the Project by the OWNER. The Project Schedule stated in the Project Manual is 540 calendar days to final acceptance. It is anticipated that some services including project closeout and as-built – record drawing development will be performed after construction is complete. Therefore, the total duration of Title II Services is anticipated to be 20 months, starting from the Owners notice to proceed to the contractor. If the

construction duration exceeds the 540-calendar day limit, the CONSULTANT will be entitled to additional compensation.

**C. PROJECT MANAGEMENT AND CONSTRUCTION ADMINISTRATION**

As a part of the Project Management and Construction Administration, the CONSULTANT will:

1. Assist OWNER with review and coordination of construction contract documents, agreement, bonds and certificate of insurance. Distribute copies to OWNER, CONSULTANT, and contractor. Maintain copies of documents in the project file.

2. Schedule and conduct a pre-construction conference for the Project. Keep meeting notes to generally summarize discussion during the meeting and maintain an attendance log for the meeting. Following the meeting, distribute the meeting notes to all on the attendance log.

3. Track, review and maintain a log of up to forty (40) materials submittals and/or shop drawings from the contractor, only for work where the CONSULTANT was the Designer of Record. This review is for general conformance to the requirements of the plans and specifications.

4. Assist OWNER with preparation of the contractor's Notice to Proceed.

5. Assist OWNER with evaluation of up to sixty (60) requests received from the Contractor for time extensions, contract changes, requests for information, extra work, and proposals.

6. Process Supplemental Agreements pursuant to the construction contracts for necessary changes and potential solutions to the OWNER for final decision.

7. Schedule and manage subconsultant responsible for Survey Staking for right-of-way lines and easements as provided in section G of this Scope of Work.

8. Schedule and manage subconsultant responsible for Construction Materials Testing as provided in section F of this Scope of Work.

9. Identify and monitor project permit requirements and notify the Contractor and the OWNER of potential violations.

10. The CONSULTANT will conduct bi-weekly construction meetings on the project with the contractor and their subcontractors, the OWNER's project representative and other interested parties to review the work schedule, plan changes, construction problems or other matters. The notes from these meetings will be distributed to all parties in attendance after completion of the meeting.

**D. CONSTRUCTION OBSERVATION**

The CONSULTANT will make periodic site visits to observe the progress of construction. The observer's site attendance shall be at the CONSULTANT's discretion, or at the OWNERs request based on nature and needs of the construction work being executed on a day-to-day basis. As such the observer's work hours shall not reflect the Contractor's work hours. Construction observation is anticipated to average 20 hours per week for the duration of the project and will not be "full-time". OWNER understands that CONSULTANT's observations will by their nature not be exhaustive and not intended to function as quality control or quality assurance of construction contractor's work.

When feasible, the CONSULTANT will be present for construction materials testing as described in section F below.

The CONSULTANT will observe installation of water and sewer utilities and will be present to observe water and sewer testing as described in the City of Fayetteville Water and Sewer Specifications. Testing will be the responsibility of the contractor.

The CONSULTANT will perform the following observation services:

1. Maintain daily observation reports, including, weather, conditions of the construction site, construction activities being performed, material deliveries, testing performed, and correspondence in the field.

2. Coordinate with the OWNER and contractor to prepare pay applications on a monthly basis, including verification of quantities, work completed, and materials stored.

3. Observe traffic control devices, lane closures, traffic queue lengths, travel time through project and other impacts on traffic in accordance with the Maintenance of Traffic Plans. Coordinate and notify Owner when changes in traffic patterns are planned, so they may notify the public.

4. Periodically observe the Contractor's documentation pertaining to the U.S. Army Corps of Engineers Nationwide Permit, National Pollutant Discharge Elimination System (NPDES) permits and Short Term Activity Authorization permits issued by the Arkansas Department of Environmental Quality.

**E. CONSTRUCTION CLOSEOUT**

Upon notification from the Owner that the project is nearing substantial completion, the CONSULTANT will perform the following services to close the project out:

1. Upon the OWNERs request, the CONSULTANT will perform one (1) pre-final walk through, with the OWNER and contractor to observe and document any testing to be completed, and/or construction scope items remaining to be completed. Upon completion of the pre-final walk-through, the CONSULTANT will prepare a report and a general list of tasks remaining to complete the scope of work for the project and will send this to OWNER. This list will not be inclusive of all items to be completed for the project but will generally identify areas of the project where scope of work remains to be completed.

2. Upon the OWNERs request, the CONSULTANT will perform one (1) Substantial Completion Walk Through with the OWNER and Contractor. The CONSULTANT will document punch list items and will include pictures where feasible. The punch list and pictures will be provided to the OWNER and Contractor after completion of the walk through. The OWNER shall be responsible for determination of whether the project qualifies as Substantially Complete.

3. Once the OWNER has determined that the project construction is Substantially Complete, the CONSULTANT will assist the OWNER in preparing a Certificate of Substantial Completion.

4. Following the issuance of the Certificate of Substantial Completion, the CONSULTANT will observe the progress of completion of punch list items and communicate opinion of progress with the OWNER.

5. Upon the OWNERs request, the CONSULTANT will perform one (1) Final Walk Through with the OWNER and Contractor. The CONSULTANT will document punch list items and will include pictures where feasible. The punch list and pictures will be provided to the OWNER and Contractor after completion of the walk through. The OWNER shall be responsible for determination of whether the project qualifies for Final Completion.

6. Once the OWNER has determined that the project construction is Complete, the CONSULTANT will assist the OWNER preparation of a Certificate of Final Completion.

7. Upon issuance of the Certificate of Final Completion, the CONSULTANT will prepare and provide Record Drawings based on CONSULTANT's and Contractor's field redlines and an as-built survey of water and sewer features visible at the surface. CONSULTANT's designs record drawing documents produced by CONSULTANT shall be for information only, and shall not be used, re-used or altered, either in whole or in part for any other purpose by OWNER or any other party

without release of liability from the CONSULTANT. Any such use by OWNER is at OWNER's sole risk and liability and CONSULTANT shall be held harmless from the same. The CONSULTANT will assist the owner in preparation of a final reconciliation change orders (if necessary) for the project and will coordinate with the Contractor and OWNER to prepare the final pay application.

**F. CONSTRUCTION MATERIALS TESTING**

The CONSULTANT will perform construction materials testing of component materials and completed work items to observe and document if the construction, as and where tested, is in general conformance with the plans, specifications and contract provisions. It is expected that services for construction materials testing will include the following tests, each listed with the anticipated number of trips required for this project:

- Proof roll and subgrade testing (23 Trips, 1 hour each trip, Geotechnical Engineer or Rep.),
- Laboratory soil sampling and testing (Gradation/Proctor) (6 Samples/tests),
- Field density testing (54 trips, 4 tests per trip, Certified Tech),
- Reinforcing bar observations (18 trips, 1 hour each trip, Geotechnical Engineer or Rep.),
- Cast-in-place concrete testing, (60 Trips, 1 hour each trip, Certified Tech),
- Asphalt Field Coring (2 Trips, 11 Cores total, Certified Tech),
- Asphalt Testing (6 Trips for Samples - Certified Tech, 8 hours lab work).

The CONSULTANT will provide the services of a Testing Laboratory to perform materials testing of the construction materials incorporated in the work. The Testing Laboratory shall perform material tests in accordance with the ARDOT's "Manual of Field Sampling and Testing Procedures" unless the Project Manual specifies differently. The Testing Laboratory shall be certified by the Center for Training of Transportation Professionals (CTTP).

Results from tests performed and materials sampled will be provided to the OWNER and Contractor in a timely manner. The CONSULTANT will maintain a record of these results and document testing activities on daily observation reports. In the event of a test that does not comply with the project plans or specifications, the CONSULTANT will provide options to the OWNER regarding acceptance, replacement, or other remedies. The acceptance or rejection of such work, whether as-is, replaced, or remedied in some way, is solely up to the OWNER, and CONSULTANT assumes no liability for the work performed by the Contractor.

OWNER understands and agrees that testing is not exhaustive and does not guarantee that all work and materials incorporated into the project by the construction contractor will be conforming, or that nonconforming materials or work will be revealed beyond the quantity of work observed and tested.

**G. RIGHT OF WAY AND EASEMENT STAKING – IF REQUESTED**

If Requested by the OWNER, the CONSULTANT will provide construction layout services of Right-of-Way and Easement lines for the project. Services will include layout of points for the following lines: right-of-way, drainage easements, general utility easements, grading and utility easements, and temporary construction easements. Points will be staked at 200-foot intervals, except where line or curve segments are less than 200-feet long, in which case corners or changes in direction will also be staked. Points will be marked with 60d nails with pink whiskers attached and 36" tall wooden lathes including a written description of the point.

It is the Contractor's responsibility to protect and maintain these stakes. This scope of work includes staking each of the lines mentioned above up to two times as requested by the OWNER. Any additional staking will be the responsibility of the Contractor. Staking is not for the reliance of any third party right of way or easement user, who has the sole responsibility and liability to determine location of any installation.

Attachment A-2 - Justification of Costs and Fees
May 15, 2025
JOB NO. 040720, Poplar St. - Drake St. (Fayetteville) (S)
Washington County
**TOTAL PROJECT SUMMARY-SA#3**

| TITLE I SERVICES | HOURS | SALARY | FEE | EXPENSES | TOTAL |
|---|---|---|---|---|---|
| | | | | | |
| PROJECT MANAGEMENT | 160 | $24,597 | $2,952 | $0 | $27,549 |
| SUPPLEMENTAL AGREEMENT NO. 3 | 84 | $12,427 | $1,491 | $0 | $13,918 |
| | | | | | |
| ENVIRONMENTAL CLEARANCE DOCUMENTATION | 342 | $46,702 | $5,604 | $3,536 | $55,842 |
| SUPPLEMENTAL AGREEMENT NO. 1 | -67 | ($9,375) | ($1,125) | ($700) | ($11,200) |
| SUPPLEMENTAL AGREEMENT NO. 2 | 154 | $23,328 | $2,799 | $2,155 | $28,282 |
| | | | | | |
| TRAFFIC DESIGN & PLANS | 138 | $18,673 | $2,241 | $249 | $21,163 |
| | | | | | |
| ROADWAY DESIGN & PLANS | 2,447 | $318,521 | $38,223 | $175 | $356,919 |
| SUPPLEMENTAL AGREEMENT NO. 3 | 1,010 | $133,159 | $15,979 | $0 | $149,138 |
| | | | | | |
| BRIDGE DESIGN & PLANS | 0 | $0 | $0 | $0 | $0 |
| | | | | | |
| FLOODPLAIN MODELING | 0 | $0 | $0 | $0 | $0 |
| | | | | | |
| ROW DESIGN & PLANS | Subconsultant performed services | | | | |
| | | | | | |
| FIELD SURVEYS AND MAPPING | Subconsultant performed services | | | | |
| | | | | | |
| GEOTECHNICAL | Subconsultant performed services | | | | |
| | | | | | |
| WATER & SEWER RELOCATION DESIGN (SA NO. 1) | 378 | $47,198 | $5,664 | $105 | $52,967 |
| | | | | | |
| **ORIG. SUBTOTAL TITLE I** | **3,087** | **$408,493** | **$49,020** | **$3,960** | **$461,473** |
| **SUPPLEMENTAL NO. 1 SUBTOTAL TITLE I** | **311** | **$37,823** | **$4,539** | **($595)** | **$41,767** |
| **SUPPLEMENTAL NO. 2 SUBTOTAL TITLE I** | **154** | **$23,328** | **$2,799** | **$2,155** | **$28,282** |
| **SUPPLEMENTAL NO. 3 SUBTOTAL TITLE I** | **1,094** | **$145,586** | **$17,470** | **$0** | **$163,056** |
| **ADJ. SUBTOTAL TITLE I** | **4,646** | **$615,230** | **$73,828** | **$5,520** | **$694,578** |
| | | | | | |
| SUBCONSULTANTS TITLE I | | | | | |
| McClelland Consulting Engineers, Inc. | 1,798 | $124,843 | $14,981 | $16,889 | $156,713 |
| Harbor Environmental (SA No. 1) | 87 | $8,964 | $1,076 | $1,160 | $11,200 |
| | | | | | |
| **ORIG. SUBTOTAL SUBCONSULTANTS TITLE I** | **1,798** | **$124,843** | **$14,981** | **$16,889** | **$156,713** |
| **ADJ. SUBTOTAL SUBCONSULTANTS TITLE I** | **1,885** | **$133,807** | **$16,057** | **$18,049** | **$167,913** |
| | | | | | |
| **ORIG. TOTAL TITLE I** | **4,885** | **$533,336** | **$64,001** | **$20,849** | **$618,186** |
| **ADJ. TOTAL TITLE I** | **6,531** | **$749,037** | **$89,885** | **$23,569** | **$862,491** |
| | | | | | |
| **TITLE II SERVICES** | **HOURS** | **SALARY** | **FEE** | **EXPENSES** | **TOTAL** |
| | | | | | |
| CONSTRUCTION ADMIN. & OBSERVATION - SA#3 | 3,658 | $651,198 | $0 | $8,231 | $659,429 |
| | | | | | |
| | | | | | |
| SUBCONSULTANTS TITLE II | | | | | |
| CMT - CONSTRUCTION MATERIALS TESTING - SA#3 | 574 | $44,354 | $0 | $11,797 | $56,151 |
| ROW & EASEMENT STAKING - SA#3 | 360 | $31,332 | $0 | $595 | $31,927 |
| ASBUILT - RECORD DRAWING SURVEY - SA#3 | 220 | $18,889 | $0 | $63 | $18,952 |
| | | | | | |
| **ORIG. TOTAL TITLE II** | **0** | **$0** | **$0** | **$0** | **$0** |
| **ADJ. TOTAL TITLE II** | **4,812** | **$745,773** | **$0** | **$20,686** | **$766,459** |
| | | | | | |
| **ORIG. TOTAL PROJECT** | **4,885** | **$533,336** | **$64,001** | **$20,849** | **$618,186** |
| **ADJ. TOTAL PROJECT** | **11,343** | **$1,494,810** | **$89,885** | **$44,255** | **$1,628,950** |

Attachment A-2 - Justification of Costs and Fees
May 15, 2025
JOB NO. 040720, Poplar St. - Drake St. (Fayetteville) (S)
Washington County

***DESIGN CHANGES SINCE 90% - SA#3***

**MANHOURS**

| TASK | PD | PM | SE | STFE | CAD | ASST | TOTAL |
|---|---|---|---|---|---|---|---|
| **Final Design (90%/100%) - Design Changes (The following changes were requested between 90% and 100%)** | | | | | | | |
| #1 - Design, Model and Detail U-turn at 3 locations | 2 | 4 | 16 | 12 | 40 | | 74 |
| #2 - Design, Detail and Special Provisions - City Fiber Conduit and Pull Boxes | | 8 | 16 | 16 | 24 | | 64 |
| #3 - Garland Ave Street Lighting - Photometric Design, Light and Foundation Detail, Conduit Routing & SPs | 2 | 16 | 24 | 40 | 40 | | 122 |
| #4 - Meadow Valley Trail Lighting - Photometric Design, Light and Foundation Detail, Conduit Routing & SPs | 2 | 10 | 8 | 20 | 16 | | 56 |
| #5 - Design and Detail Lighting Electrical Systems (Controllers, Conductors, Circuits, Conduit Size) | 2 | 12 | 20 | 60 | 40 | | 134 |
| #6 - Design, Detail and Special Provision - RRFB's for Multilane Ped Crossings at RBT | 2 | 8 | 8 | | 24 | | 42 |
| #7 - Design, Detail and Special Provision - Transit Stop Locations for Razorback Transit | 2 | 8 | | 20 | 16 | | 46 |
| #8 - Design, Detail and Special Provisions - Concrete Paving for RBT, Medians and at NW Corner Drake | 2 | 10 | | 16 | 20 | | 48 |
| #9 - Design and Detail modification to U of A Parking lot along W. Altheimer Dr. just west of project limits. | | 2 | 6 | | 16 | | 24 |
| #10 - Elm St. was gravel, but then changed to paved street. Adjust plans to show intersection improvements | | 2 | | 8 | 12 | | 22 |
| #11 - Expand Meadow Valley Trail Reconstruction by +200ft north of Ernie Jacks due to utility construction | | | | 8 | 8 | | 16 |
| #12 - Change 12 crosswalks to TR1 for Trail crossings | | 2 | | 8 | 32 | | 42 |
| #13 - Change sidewalk to Trail at NE Corner Drake/Garland to match TR1 Trail Crossing | | 2 | | 8 | 12 | | 22 |
| #14 - Plan Changes to Support ROW Acquisition at VIA Property (Drainage changes, and Easement Changes) | | 8 | | 12 | 24 | | 44 |
| #15 - Plan Changes to Support ROW Acquisition at Garland Townhouses Property | | 6 | | 8 | 20 | | 34 |
| #16 - Meetings, Coordination and document preparation for ROW discussions with UA | 4 | 10 | | | 16 | | 30 |
| #17 - Update Quantities, Bid Schedule and OPCC due to design changes 1-17 above | | 8 | 16 | 20 | 32 | | 76 |
| #18 - Additional site visits to confirm changes in the field survey data | | 4 | | 24 | | | 28 |
| #19 - Regulation Changes - PROWAG / MUTCD Compliance Updates | | 2 | 12 | | 12 | | 26 |
| #20 - U of A - Special Fencing (Develop Details, Special Provisions and Update Plans and Bid Docs) | | 12 | | 24 | 24 | | 60 |
| | | | | | | | |
| **TOTAL MH - DESIGN CHANGES SINCE 90% - SA#3** | 18 | 134 | 126 | 304 | 428 | 0 | 1,010 |

**LABOR COSTS**

| Category - Description | Rate | MH | Amount |
|---|---|---|---|
| PD - Project Director | $75.00 | 18 | $1,350 |
| PM - Project Manager | $65.00 | 134 | $8,710 |
| SE - Senior Civil Engineer | $50.00 | 126 | $6,300 |
| STFE - Staff Civil Engineer | $40.00 | 304 | $12,160 |
| CAD - CAD | $30.00 | 428 | $12,840 |
| ASST - Project Assistant | $25.00 | 0 | $0 |
| | | Subtotal | $41,360 |
| | Overhead | 221.95% | $91,799 |
| | | Subtotal | $133,159 |
| | | Fee | $15,979 |
| | FCCM | 0.00% | $0 |
| | | Subtotal Labor Costs | **$149,138** |

**EXPENSES**

| ITEM | Quantity | Unit | Rate | Amount |
|---|---|---|---|---|
| | | | | |
| | | | Subtotal Expenses | $0 |
| | | | **TOTAL COSTS - DESIGN CHANGES SINCE 90% - SA#3** | **$149,138** |

**BASIS OF ESTIMATE**

| Description |
|---|
| 90% Plans were issued on July 9, 2021. The list of changes above, and those hours associated with each task are based time needed to adjust the construction documents. |
| |
| |
| |

Attachment A-2 - Justification of Costs and Fees
May 15, 2025
JOB NO. 040720, Poplar St. - Drake St. (Fayetteville) (S)
Washington County

***INCREASED PROJECT ADMINISTRATION DUE TO SCHEDULE DELAYS - SA#3***

**MANHOURS**

| TASK | PD | PM | SE | STRE | STFE | CAD | ASST | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **General** | | | | | | | | |
| Progress Reports and Invoicing | | 10 | | | | | 34 | 44 |
| Project Meetings & Client Coordination | | 24 | 16 | | | | | 40 |
| | | | | | | | | |
| **ATION DUE TO SCHEDULE DELAYS - SA#3** | 0 | 34 | 16 | 0 | 0 | 0 | 34 | 84 |

**LABOR COSTS**

| Category - Description | Rate | MH | Amount |
|---|---|---|---|
| PD - Project Director | $75.00 | 0 | $0 |
| PM - Project Manager | $65.00 | 34 | $2,210 |
| SE - Senior Civil Engineer | $50.00 | 16 | $800 |
| STFE - Staff Civil Engineer | $40.00 | 0 | $0 |
| CAD - CAD | $30.00 | 0 | $0 |
| ASST - Project Assistant | $25.00 | 34 | $850 |
| | | Subtotal | $3,860 |
| | Overhead | 221.95% | $8,567 |
| | | Subtotal | $12,427 |
| | | Fee | $1,491 |
| | FCCM | 0.00% | $0 |
| | | Subtotal Labor Costs | **$13,918** |

**EXPENSES**

| ITEM | Quantity | Unit | Rate | Amount |
|---|---|---|---|---|
| Printing (8 1/2 x 11) | | each | $0.08 | $0 |
| Printing (11 x 17) | | each | $0.35 | $0 |
| Plotting (22 x 34) | | each | $1.35 | $0 |
| Mileage (2 trips at 850 miles, 2 trips at 400 miles ) | | mile | $0.535 | $0 |
| Lodging | | each | $91.00 | $0 |
| Meals (per day) | | each | $51.00 | $0 |
| | | | Subtotal Expenses | $0 |
| **TOTAL COSTS - INCREASED PROJECT ADMINISTRATION DUE TO SCHEDULE DELAYS - SA#3** | | | | **$13,918** |

**BASIS OF ESTIMATE**

| Description |
|---|
| Extended project timeline resulted in additional timeframe, invoicing, client meetings, and coordination for the project. |
| |
| |
| |

***CONSTRUCTION ADMIN. & OBSERVATION - SA#3***

**MANHOURS**

| TASK | PD | PM | SE | FREP | STFE | CAD | ASST | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **PROJECT MANAGEMENT AND ADMIN** | | | | | | | | |
| Project Reports & Invoicing (20 months) | 20 | 80 | | | | | 160 | 260 |
| **PRECONSTRUCTION** | | | | | | | | |
| IFC Contract Documents, NTP, Insurance, Bonding, etc. | 2 | 4 | 2 | 8 | | | | 16 |
| Pre-Construction Conference | 4 | 4 | 8 | 8 | 8 | | | 32 |
| Submittal Review | | 10 | 20 | 20 | 80 | | | 130 |
| **CONSTRUCTION OBSERVATION** | | | | | | | | |
| Daily Observation (avg. 20 hrs/wk x 80 wks) | | 30 | 200 | 1,170 | 200 | | | 1,600 |
| Observation Reports, Progress Reports and Scheduling (avg. 5 hrs/wk x 80 wks) | | | | 300 | 100 | | | 400 |
| Pay Applications and Verification of Quanitities (1 per month = 20) | | 20 | | 120 | 60 | | | 200 |
| Bi-Weekly Progress Meetings (Agenda, Meeting, and Minutes) (78 meetings) | | 20 | 20 | 100 | 78 | | | 218 |
| RFI's, Work Orders and Field Change Directive | | 40 | 20 | 180 | 40 | 80 | | 360 |
| Material Testing (FREP on Site for all testing, 2hr / test, 60 tests) | | | | 120 | | | | 120 |
| Water and Sewer Testing (FREP on Site for all testing) | | | | 100 | | | | 100 |
| Signals Testing | | | | 16 | | | | 16 |
| **CONSTRUCTION CLOSEOUT** | | | | | | | | |
| Final Inspection (Anticipate 3 inspections, prefinal, S.C. & F.C.) | | 24 | 24 | | 24 | | | 72 |
| Punch List and Pictures | | | 8 | 20 | 16 | | | 44 |
| Final Reconcilliation Change Order | | 2 | | 8 | | | | 10 |
| Record Drawings | | 10 | | 20 | 10 | 40 | | 80 |
| | | | | | | | | |
| **TOTAL MH - CONSTRUCTION ADMIN. & OBSERVATION - SA#3** | 26 | 244 | 302 | 2,190 | 616 | 120 | 160 | 3,658 |

**LABOR COSTS**

| Category - Description | Rate | MH | Amount |
|---|---|---|---|
| PD - Project Director | $80.00 | 26 | $2,080 |
| PM - Project Manager | $70.00 | 244 | $17,080 |
| SE - Senior Civil Engineer | $55.00 | 302 | $16,610 |
| FREP - Field Representative | $45.00 | 2,190 | $98,550 |
| STFE - Staff Civil Engineer | $40.00 | 616 | $24,640 |
| CAD - CAD | $35.00 | 120 | $4,200 |
| ASST - Project Assistant | $30.00 | 160 | $4,800 |
| | | Subtotal | $167,960 |
| | | Title II Multiplier (FY23) 3.877 | $651,198 |
| | | Subtotal Labor Costs | **$651,198** |

**EXPENSES**

| ITEM | Quantity | Unit | Rate | Amount |
|---|---|---|---|---|
| Printing (8 1/2 x 11) (Project Manual is 660 sheets, 4 copies) | 2,640 | each | $0.08 | $211 |
| Printing (11 x 17) (Plan Set is 150 Sheets, 4 half size copies) | 600 | each | $0.35 | $210 |
| Plotting (22 x 34) (Plan Set is 150 Sheets, 4 full size copies) | 600 | each | $1.35 | $810 |
| Mileage (estimate 400 working days = 500 trips @20 mi. per trip ) | 10,000 | mile | $0.700 | $7,000 |
| | | | | |
| | | | Subtotal Expenses | $8,231 |
| | | | **TOTAL COSTS - CONSTRUCTION ADMIN. & OBSERVATION - SA#3** | **$659,429** |

**BASIS OF ESTIMATE**

| Description |
|---|
| The basis of these Title II services is what is anticipated to be necessary to provide comprehensive construction observation and administration. This is based on a construction duration of 20 months and the scope of work described in the Issued for Bid project documents. Changes to the project scope, or changes in the duration of the construction contract from what are stated herein may warrant revisions to the Title II services. |

Attachment A-2 - Justification of Costs and Fees
May 15, 2025
JOB NO. 040720, Poplar St. - Drake St. (Fayetteville) (S)
Washington County
**SUBCONSULTANT SUMMARY-SA#3**

| TITLE I SERVICES | HOURS | SALARY | FEE | EXPENSES | TOTAL |
|---|---|---|---|---|---|
| | | | | | |
| ENVIRONMENTAL CLEARANCE DOCUMENTATION-SA#1 | 87 | $8,964 | $1,076 | $1,160 | $11,200 |
| | | | | | |
| ROADWAY | 84 | $10,512 | $1,261 | $0 | $11,773 |
| | | | | | |
| FIELD SURVEYS AND MAPPING | 998 | $66,208 | $7,945 | $1,445 | $75,598 |
| | | | | | |
| ROW DESIGN & PLANS | 547 | $36,855 | $4,423 | $0 | $41,278 |
| | | | | | |
| GEOTECHNICAL | 169 | $11,268 | $1,352 | $15,444 | $28,064 |
| | | | | | |
| ORIG. SUBCONSULTANT TOTAL TITLE I | 1,798 | $124,843 | $14,981 | $16,889 | $156,713 |
| SUBCONSULTANT TOTAL TITLE I - SA#1 | 87 | $8,964 | $1,076 | $1,160 | $11,200 |
| ADJ. SUBCONSULTANT TOTAL TITLE I | 1,885 | $133,807 | $16,057 | $18,049 | $167,913 |
| | | | | | |
| **TITLE II SERVICES** | **HOURS** | **SALARY** | **FEE** | **EXPENSES** | **TOTAL** |
| | | | | | |
| CMT - CONSTRUCTION MATERIALS TESTING | 574 | $44,354 | $0 | $11,797 | $56,151 |
| | | | | | |
| ROW & EASEMENT STAKING | 360 | $31,332 | $0 | $595 | $31,927 |
| | | | | | |
| AS BUILT - RECORD DRAWING SURVEY | 220 | $18,889 | $0 | $63 | $18,952 |
| | | | | | |
| ORIG. SUBCONSULTANT TOTAL TITLE II | 0 | $0 | $0 | $0 | $0 |
| SUBCONSULTANT TOTAL TITLE II - SA#3 | 1,154 | $94,575 | $0 | $12,455 | $107,030 |
| ADJ. SUBCONSULTANT TOTAL TITLE II | 1,154 | $94,575 | $0 | $12,455 | $107,030 |
| | | | | | |

Attachment A-2 - Justification of Costs and Fees
May 15, 2025
JOB NO. 040720, Poplar St. - Drake St. (Fayetteville) (S)
Washington County

***CMT - CONSTRUCTION MATERIALS TESTING - SA#3*** ***McClelland Consulting Engineers, Inc.***

**MANHOURS**

| TASK | GE | PE | CLR IV | LT IV | LT V | LT VI | LT VIII | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Construction Materials Testing & Reports** | | | 61 | 162 | 124 | | | | | | 347 |
| **Special Inspections & Reports** | | 12 | 35 | | | 55 | 35 | | | | 137 |
| **Project & Design Coordination** | 25 | 65 | | | | | | | | | 90 |
| | | | | | | | | | | | |
| **TOTAL MH - CMT** | 25 | 77 | 96 | 162 | 124 | 55 | 35 | 0 | 0 | 0 | 574 |

**LABOR COSTS**

| Category - Description | Rate | MH | Amount |
|---|---|---|---|
| GE - Geotechnical Engineer | $55.40 | 25 | $1,385 |
| PE - Project Engineer | $43.88 | 77 | $3,379 |
| CLR IV - Clerical IV | $23.00 | 96 | $2,208 |
| LT IV - Lab Technician IV | $19.00 | 162 | $3,078 |
| LT V - Lab Technician V | $21.00 | 124 | $2,604 |
| LT VI - Lab Technician VI | $23.00 | 55 | $1,265 |
| LT VIII - Lab Technician VIII | $27.00 | 35 | $945 |
| | | 0 | $0 |
| | | 0 | $0 |
| | | 0 | $0 |
| | | Subtotal | $14,864 |
| | | Title II Multiplier (FY23) 2.984 | $44,354 |
| | | Subtotal Labor Costs | **$44,354** |

**EXPENSES**

| ITEM | Quantity | Unit | Rate | Amount |
|---|---|---|---|---|
| Mileage | 1,392 | ea | $0.70 | $974 |
| Densities | 216 | ea | $18.00 | $3,888 |
| Standard Proctor Test (AASHTO T99) | 2 | ea | $250.00 | $500 |
| Modified Proctor Test (AASHTO T180) | 2 | ea | $300.00 | $600 |
| Class 7 Aggregate Gradation (AASHTO T11 & T27) | 2 | ea | $225.00 | $450 |
| Concrete Cylinder Specimens | 200 | ea | $25.00 | $5,000 |
| Asphalt Cores for Laboratory Analysis | 11 | ea | $35.00 | $385 |
| | | | | $0 |
| | | | | $0 |
| | | | | $0 |
| | | | Subtotal Expenses | $11,797 |
| | | | **TOTAL COSTS - GEOTECHNICAL** | **$56,151** |

**BASIS OF ESTIMATE**

Estimated number of trips for each testing service is based on experience with projects in the area with similar scopes and sizes. Fees are directly related to the number of trips made for each service and time spent on site. If the project scope changes prior to start of construction, please allow for the review/revision of this document.

Attachment A-2 - Justification of Costs and Fees
May 15, 2025
JOB NO. 040720, Poplar St. - Drake St. (Fayetteville) (S)
Washington County

***ROW & EASEMENT STAKING - SA#3*** ***McClelland Consulting Engineers, Inc.***

**MANHOURS**

| TASK | PRE | TM | PLS | PC | CREW | SUR TECH | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **Survey Field Crew** | | | | | | | | | | |
| Staking of Right-of-way lines<br>Staking Grading Utility Easement Lines (GUE)<br>Staking General Utility Easement Lines (GEN)<br>Staking Drainage Easement Lines (DE)<br>Staking Temporary Construction Easement (TCE) | | | | 120 | 120 | | | | | 240 |
| | | | | | | | | | | |
| **PLS / Project Manager** | | | | | | | | | | |
| Office Computation / Project Management | | | 60 | | | | | | | 60 |
| | | | | | | | | | | |
| **Cad Technician** | | | | | | | | | | |
| Drafting / Point Extraction / Line Work Extraction | | | | | | 60 | | | | 60 |
| | | | | | | | | | | |
| **TOTAL MH - CMT** | 0 | 0 | 60 | 120 | 120 | 60 | 0 | 0 | 0 | 360 |

**LABOR COSTS**

| Category - Description | Rate | MH | Amount |
|---|---|---|---|
| PRE - Principal Engineer | $55.00 | 0 | $0 |
| TM - Task Manager | $52.00 | 0 | $0 |
| PLS - Registered Land Surveyor | $45.00 | 60 | $2,700 |
| PC - Survey Party Chief | $30.00 | 120 | $3,600 |
| CREW - Survey Field Crewman | $24.00 | 120 | $2,880 |
| SUR TECH - Survey Technician | $22.00 | 60 | $1,320 |
| | | | |
| Subtotal | | | $10,500 |
| Title II Multiplier (FY23) 2.984 | | | $31,332 |
| Subtotal Labor Costs | | | **$31,332** |

**EXPENSES**

| ITEM | Quantity | Unit | Rate | Amount |
|---|---|---|---|---|
| Mileage ( 15 days @ 9 miles per day) | 135 | ea | $0.70 | $95 |
| Layout supplies: Lathes, nails, whiskers, etc. | 1 | ea | $500.00 | $500 |
| | | | | |
| Subtotal Expenses | | | | $595 |
| **TOTAL COSTS - ROW & EASEMENT STAKING** | | | | **$31,927** |

**BASIS OF ESTIMATE**

Staking will be as requested by Consultant and Owner.

Includes setting ROW and Easement Stakes twice based on request from City of Fayetteville, in anticipation that utility relocations will nock some stakes out and those will need to be reset.

Attachment A-2 - Justification of Costs and Fees
May 15, 2025
JOB NO. 040720, Poplar St. - Drake St. (Fayetteville) (S)
Washington County

***ASBUILT - RECORD DRAWING SURVEY - SA#3*** ***McClelland Consulting Engineers, Inc.***

**MANHOURS**

| TASK | PRE | TM | PLS | PC | CREW | SUR TECH | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Field Survey to locate water and sewer** | | | | | | | | | | | |
| Conduct as built survey of water and sewer features | | | | 80 | 80 | | | | | | 160 |
| | | | | | | | | | | | |
| **PLS / Project Management** | | | | | | | | | | | |
| Office Computation / Project Management | | | 30 | | | | | | | | 30 |
| | | | | | | | | | | | |
| **Cad Technician** | | | | | | | | | | | |
| Data Processing / Drafting | | | | | | 30 | | | | | 30 |
| | | | | | | | | | | | |
| **TOTAL MH - CMT** | 0 | 0 | 30 | 80 | 80 | 30 | 0 | 0 | 0 | 0 | 220 |

**LABOR COSTS**

| Category - Description | Rate | MH | Amount |
|---|---|---|---|
| PRE - Principal Engineer | $55.00 | 0 | $0 |
| TM - Task Manager | $52.00 | 0 | $0 |
| PLS - Registered Land Surveyor | $45.00 | 30 | $1,350 |
| PC - Survey Party Chief | $30.00 | 80 | $2,400 |
| CREW - Survey Field Crewman | $24.00 | 80 | $1,920 |
| SUR TECH - Survey Technician | $22.00 | 30 | $660 |
| | | | |
| | | Subtotal | $6,330 |
| | | Title II Multiplier (FY23) 2.984 | $18,889 |
| | | Subtotal Labor Costs | **$18,889** |

**EXPENSES**

| ITEM | Quantity | Unit | Rate | Amount |
|---|---|---|---|---|
| Mileage (10 days @ 9 miles per day) | 90 | ea | $0.70 | $63 |
| | | | | |
| | | | Subtotal Expenses | $63 |
| | | | **TOTAL COSTS - ASBUILT - RECORD DRAWING SURVEY** | **$18,952** |

**BASIS OF ESTIMATE**

**Supplemental Agreement No. 1**
**To**
**Subconsultant Agreement**
**Job No. 040720**
**Poplar St. – Drake St. (Fayetteville) (S)**
**Washington County**

**Date:** 09/02/2025

**WHEREAS,**

**WHEREAS,** McClelland Consulting Engineers, Inc. ("Subconsultant") and Burns & McDonnell Engineering Company, Inc.("Consultant") entered into an Agreement for Professional Services on June 4, 2019 in connection with the Agreement for Engineering Services ("Prime Agreement") between the City of Fayetteville ("Owner") and Consultant dated June 4, 2019 for Job 040720; and,

**WHEREAS**, the Owner and Consultant have modified the Prime Agreement with Supplemental Agreement #3; and,

**WHEREAS**, the Consultant requested additional work of the Subconsultant in addition to that defined in their agreement:

**NOW THEREFORE**, the following modifications will be made to the Subconsultant Agreement:

**MODIFICATIONS:**

1) Section "2. Description of Project and Services to be Provided" shall be modified to include:

2.6 Construction Materials Testing

The Subconsultant will perform construction materials testing of component materials and completed work items to determine if the materials and workmanship incorporated in the project are in substantial conformity with the plans, specifications and contract provisions. It is expected that services for construction materials testing may include but are not limited to proof roll and subgrade testing, laboratory soil sampling and testing (Gradation/Proctor), field density testing, reinforcing bar observations, cast-in-place concrete testing, and asphalt testing.

The Subconsultant will provide the Testing Laboratory to perform materials testing of the construction materials incorporated in the work. The Testing Laboratory shall perform material tests in accordance with the ARDOT's "Manual of Field Sampling and Testing Procedures" unless the Project Manual specifies differently. The Testing Laboratory shall be certified by the Center for Training of Transportation Professionals (CTTP).

Results from tests performed and materials sampled will be provided to the Consultant, Owner and Contractor in a timely manner.

2.7 Construction Layout Services – If Requested

If Requested by Consultant, the Subconsultant will provide construction layout services of Right-of-Way and Easement lines for the project. Services will include layout of points for the following lines: right-of-way, drainage easements, general utility easements, grading and utility easements, and temporary construction easements. Points will be staked at 200-foot intervals, except where line or curve segments are less than 200-feet long, in which case corners

or changes in direction will also be staked. Points will be marked with 60d nails with pink whiskers attached and 36" tall wooden lathes including the description of the point.

2.8 As Built – Record Drawing Survey

The Subconsultant will conduct as built survey services to identify and locate water and sewer features installed with the project that are visible at the surface. Survey data will be provided to the Consultant in Civil 3D format. Data will be used by the Consultant to create record drawings of water and sewer improvements for the project.

2) Section "3. Costs, Fees, Payments and Rate Schedules" shall be modified to include:

3.9 "Title II Services Ceiling Price." The Title II Services Ceiling Price for this Agreement is $107,030.

4.0 "Contract Ceiling Price." The Contract Ceiling Price for this Agreement is $263,743.00. The Contract Ceiling Price is the maximum aggregate amount of all payments that the Consultant may become obligated to make under this Agreement. In no event, unless modified in writing, shall total payments by the Consultant under this Agreement exceed the Contract Ceiling Price. The Subconsultant shall not be entitled to receive adjustment, reimbursement, or payment, nor shall the Consultant, its officers, agents, employees, or representatives, incur any liability for, any fee or cost, exceeding the contract Ceiling Price.

3) See Attachment A-2 for modifications to Justification of Costs and Fees.

**IN WITNESS WHEREOF**, the parties execute this Supplemental Agreement No. 1, to be effective upon the date set out above.

BURNS & MCDONNELL
ENGINEERING COMPANY, INC.

BY:_____
Digitally signed by Steven Beam
Date: 2025.09.05 14:35:14-05'00'
Steven Beam, P.E.
Business Manager

MCCLELLAND CONSULTING
ENGINEERS, INC.

BY:_____
Steven J. Head, P.E.
Principal | Department Head

**AGREEMENT OF UNDERSTANDING**

**BETWEEN**

**THE CITY OF FAYETTEVILLE**

**AND**

**THE ARKANSAS DEPARTMENT OF TRANSPORTATION**

RELATIVE TO

Implementation of **Highway 112 Improvements between Highway 16 and Interstate 49** in Fayetteville, Washington County (hereinafter called the "Projects").

**WHEREAS,** the City of Fayetteville (hereinafter called the "City") has expressed interest in partnering with the Arkansas Department of Transportation (hereinafter called the "Department") for the Projects; and

**WHEREAS,** Resolution No. 27-17 from the City agrees to contribute $3,358,600 for the Projects and to accept ownership and responsibility of the portions of Highway 112 between Highway 16 and Interstate 49 upon completion of the improvements; and

**WHEREAS,** Arkansas State Highway Commission Minute Order 2017-012 has authorized the Director to enter into the necessary partnering agreements with the City for the Projects; and

**WHEREAS,** it is understood that the City and the Department will adhere to the General Requirements for Recipients and Sub-Recipients Concerning Disadvantaged Business Enterprises (DBEs) (Attachment A) and that, as part of these requirements, the Department may set goals for DBE participation in the Project, ranging from 0% to 100%, that are practical and related to the potential availability of DBEs in desired areas of expertise.

**IT IS HEREBY AGREED** that the City and the Department will accept the additional responsibilities and assigned duties as described hereinafter.

**THE CITY WILL:**

1. Be responsible for the following in relation to Job 040582, Razorback Rd.-Garland Ave. (Hwy. 112) (Fayetteville) (S) and overlays on Highway 112 from Maple Street to North Street and from Leroy Pond Drive to the beginning of Job 040582:
    a. Be responsible for $3,358,600 in project costs as shown in Attachment B for Job 040582.
    b. Be responsible for any increases in construction, right of way, or utility costs resulting from changes in project scope proposed by the City.
    c. Be responsible for any desired revisions to the current design of Job 040582, along with associated engineering costs.
    d. Be responsible for any costs resulting from inclusion of desired revisions in project scope outside the Department's typical overlay design for the Highway 112 overlays.
    e. Prepare plans, specifications, and a cost estimate for construction. A registered professional engineer must sign the plans and specifications for the Project. (See Attachment C for items to be included in the bid proposal.)

f. Understand that **expenditures for work performed by the City's forces (including preliminary and construction engineering, environmental documentation, and right of way acquisition services) are not eligible for reimbursement with federal funds**.

g. Ensure that the plans and specifications comply with the Americans with Disabilities Act (ADA), the American Association of State Highway and Transportation Officials (AASHTO) design standards, and all other applicable state and federal regulations, including airport clearance when necessary, for the type of work involved.

h. Submit final plans for Department review.

i. Submit a certification letter (Attachment D), including all items noted, to the Department when requesting authority to advertise the Projects for construction bids.

j. Advertise for bids in accordance with federal procedures as shown in Attachment E. **NOTE: FHWA authorization and Department approval must be given prior to advertising for construction bids.**

k. Forward a copy of all addenda issued for the Project during the advertisement to the Department.

l. After bids are opened and reviewed, submit a Certification Letter Requesting Concurrence in Award (Attachment F), including all items noted, to the Department.

m. Prior to issuing the notice to proceed to the Contractor, hold a pre-construction meeting with the Contractor and invite the Department's Resident Engineer assigned to the Project.

n. Make payments to the contractor for work accomplished in accordance with the plans and specifications. Then request reimbursement from the Department for costs exceeding $2,359,118 on the Construction Certification and Reimbursement Request (CCRR) form (Attachment G). Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

o. Provide construction engineering and inspection services, including associated costs, for the Project.

p. Attach LPA Report of Daily Work Performed (Attachment H) for all days that correspond with each CCRR submittal.

q. Prior to executing the work, submit construction contract change orders to the Department's Resident Engineer in charge of reimbursements for review and approval.

r. Be responsible for any increased costs resulting from desired revisions in project scope, whether during the design phase or during construction as a change order.

s. Upon completion of the Project, hold a final acceptance meeting for the Project and submit the LPA Final Acceptance Report form certifying that the Project was accomplished in accordance with the plans and specifications (Attachment I). This form must be signed by the engineer performing construction inspection on the Project, the Department's Resident Engineer assigned to the project, the City's full-time employee in responsible charge, and the City's Mayor.

t. Upon completion of these improvements to Highway 112, accept ownership and responsibility of the portion of Highway 112, Section 0 between Highway 16 (W. 15th Street) and Highway 112 Spur (Wedington Drive).

2. Be responsible for the following in relation to projects scheduled to widen Highway 112 between Poplar Street and Interstate 49:

    a. Be responsible for hiring a consultant engineering firm(s) in accordance with the Local Agency Consultant Selection Procedures (Attachment K) to provide engineering services which include environmental documentation, preliminary engineering, and construction engineering for the Project. **NOTE: FHWA authorization and Department approval must be given prior to issuing a work order to the consultant for federal funds to be allowed in this phase.**

    b. Prepare plans, specifications, and a cost estimate for construction. A registered professional engineer must sign the plans and specifications for the Project. (See Attachment C for items to be included in the bid proposal.)

    c. Understand that **expenditures for work performed by the City's forces (including preliminary and construction engineering, environmental documentation, and right of way acquisition services) are not eligible for reimbursement with federal funds.**

    d. Make periodic payments to the consultant for preliminary engineering for the Project and request reimbursement from the Department. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

    e. Prepare the necessary environmental documentation as required by FHWA and conduct any required public involvement meetings and public hearings.

    f. Ensure that the plans and specifications comply with the Americans with Disabilities Act (ADA), the American Association of State Highway and Transportation Officials (AASHTO) design standards, and all other applicable state and federal regulations, including airport clearance when necessary, for the type of work involved.

    g. Before acquiring property or relocating utilities, contact the Department's Right of Way Division to obtain the procedures for acquiring right-of-way and adjusting utilities in compliance with federal regulations. **NOTE: Failure to notify the Department prior to initiating these phases of work may result in all project expenditures being declared non-participating in federal funds.**

    h. Acquire property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (commonly referred to as the "Uniform Act"), and request reimbursement from the Department

    i. Ensure the preparation of utility adjustment and right-of-way plans are in accordance with Arkansas State Highway Commission Policy.

    j. Provide a copy of the registered deed or other approved documentation and an appropriate certification stating the City's clear and unencumbered title to any right-of-way to be used for the Project (See Attachment L). **NOTE: Any property that is to become Department right-of-way must be acquired in the Highway Commission's name.**

    k. Submit plans at 10%, 30%, 60%, and 90% completion stages for Department review.

    l. Submit a certification letter (Attachment D), including all items noted, to the Department when requesting authority to advertise the Project for construction bids.

    m. Advertise for bids in accordance with federal procedures as shown in Attachment E. **NOTE: FHWA authorization and Department approval must be given prior to advertising for construction bids.**

n. Forward a copy of all addenda issued for the Project during the advertisement to the Department.

o. After bids are opened and reviewed, submit a Certification Letter Requesting Concurrence in Award (Attachment F), including all items noted, to the Department.

p. Prior to issuing the notice to proceed to the Contractor, hold a pre-construction meeting with the Contractor and invite the Department's Resident Engineer assigned to the Project.

q. Make periodic payments to the consultant for construction engineering for the Project and request reimbursement from the Department. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

r. Make payments to the contractor for work accomplished in accordance with the plans and specifications and approved by the Department. Then request reimbursement from the Department on the Construction Certification and Reimbursement Request (CCRR) form (Attachment G). Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

s. Attach LPA Report of Daily Work Performed (Attachment H) for all days that correspond with each CCRR submittal.

t. Prior to executing the work, submit construction contract change orders to the Department's Resident Engineer in charge of reimbursements for review and approval.

u. Be responsible for any increased costs resulting from desired revisions in project scope that exceed typical highway design criteria, whether during the design phase or during construction as a change order.

v. Upon completion of the Project, hold a final acceptance meeting for the Project and submit the LPA Final Acceptance Report form certifying that the Project was accomplished in accordance with the plans and specifications (Attachment I). This form must be signed by the engineer performing construction inspection on the Project, the Department's Resident Engineer assigned to the project, the City's full-time employee in responsible charge, and the City's Mayor.

w. Upon completion of these improvements to Highway 112, accept ownership and responsibility of the portion of Highway 112, Section 1 between Highway 112 Spur (Wedington Drive) and the northbound ramps of Interstate 49.

3. Notify the Department in writing who the City designates as its full-time employee to be in responsible charge of the day to day oversight of the Projects (Attachment M). The duties and functions of this person are to:

- Oversee project activities, including those dealing with cost, time, adherence to contract requirements, construction quality and scope of Federal-aid projects;
- Maintain familiarity of day to day project operations, including project safety issues;
- Make or participate in decisions about changed conditions or scope changes that require change orders and/or supplemental agreements;
- During construction, visit and review the project on a daily basis;
- Review financial processes, transactions and documentation to ensure that safeguards are in place to minimize fraud, waste, and abuse;

- Direct project staff, City or consultant, to carry out project administration and contract oversight, including proper documentation;
- Be aware of the qualifications, assignments and on-the-job performance of the City and consultant staff at all stages of the project.

4. Maintain accounting records to adequately support reimbursement with Federal-aid funds and be responsible for the inspection, measurement and documentation of pay items, and certification of all work in accordance with the plans and specifications for the Projects and for monitoring the Contractor and subcontractor(s) for compliance with the provisions of FHWA-1273, Required Contract Provisions, Federal-aid Construction Contracts, and Supplements.
5. Pay all unpaid claims for all materials, labor, and supplies entered into contingent or incidental to the construction of said work or used in the course of said work including but not limited to materials, labor, and supplies described in and provided for in Act Nos. 65 and 368 of 1929, Act No. 82 of 1935, and Acts amendatory thereof.
6. Assure that its policies and practices with regard to its employees, any part of whose compensation is reimbursed from federal funds, will be without regard to race, color, religion, sex, national origin, age, or disability in compliance with the Civil Rights Act of 1964, the Age Discrimination in Employment Act of 1967, The Americans with Disabilities Act of 1990, as amended, and Title 49 of the Code of Federal Regulations Part 21 (49 CFR 21), Nondiscrimination in Federally-Assisted Programs of the Department of Transportation.
7. Retain all records relating to inspection and certification, the Contractor's billing statements, and any other files necessary to document the performance and completion of the work in accordance with requirements of 49 CFR 18.42 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments (Attachment N).
8. Grant the right of access to the City's records pertinent to the Projects and the right to audit by the Department and Federal Highway Administration officials.
9. Be responsible for 100% of all project costs incurred should the Project not be completed as specified.
10. Sign and transmit to the Department the Certification for Grants, Loans, and Cooperative Agreements (Attachment O), which is necessary for Project participation.
11. Repay to the Department the federal share of the cost of any portion of the Projects if, for any reason, federal participation is removed due to actions or inactions of the City, its agents, its employees, or its assigns or the City's consultants or contractors or their agents. Such actions or inactions shall include, but are not limited to, federal non-participation arising from problems with design plans, specifications, construction, change orders, construction inspection, or contractor payment procedures. The City understands and agrees that the Department may cause necessary funds to be withheld from the City 's Motor Fuel Tax allotment should the City fail to pay to the Department any required funds, fail to complete the Project as specified, or fail to adequately maintain or operate the Projects.
12. Be responsible for all costs not provided by the Federal Highway Administration or the Department.
13. Repay to the Department the federal share of the cost of this project if for any reason the Federal Highway Administration removes federal participation.

14. Retain total, direct control over the Projects throughout the life of all project improvements outside of the Department's right-of-way and **not, without prior approval from the Department**:
    - sell, transfer, or otherwise abandon any portion of the Projects;
    - change the intended use of the Projects;
    - make significant alterations to any improvements constructed with Federal-aid funds; or
    - cease maintenance or operation of a project due to the Project's obsolescence.
15. Be responsible for satisfactory maintenance and operation of all improvements and for adopting regulations and ordinances as necessary to ensure this. Failure to adequately maintain and operate the Projects in accordance with Federal-aid requirements may result in the City's repayment of federal funds and may result in withholding all future Federal-aid.
16. Submit to the Department a Single Audit in accordance with the Office of Management and Budget (OMB) Circular A-133 each fiscal year that the City expends more than $500,000 of Federal-aid from any federal source including, but not limited to, the U.S. Department of Transportation. The fiscal year used for the reporting is based on the City's fiscal year. The $500,000 threshold is subject to change after OMB periodic reviews.
17. Complete and transmit to the Department both pages of the Federal Funding Accountability and Transparency Act (FFATA) Reporting Requirements (Attachment P).
18. Agree to promptly refund to the Department in full any and all revenue paid by the Department based upon claims adjudicated by the Arkansas Claims Commission or other legal forum sustained on account of the operations or actions of the City, including any act of omission, neglect or misconduct of the City. This obligation survives the termination or expiration of this Agreement.

**THE DEPARTMENT WILL:**

1. Be responsible for the following in relation to Job 040582, Razorback Rd.-Garland Ave. (Hwy. 112) (Fayetteville) (S) and overlays on Highway 112 from Maple Street to North Street and from Leroy Pond Drive to the beginning of Job 040582:
    a. Be responsible for all funding beyond the City's share of Job 040582, except for any increases in cost resulting from changes in project scope proposed by the City.
    b. Provide the funding necessary to overlay the segments of Highway 112. Costs will be limited to those associated with the Department's typical overlay design.
    c. Maintain an administrative file for the project and be responsible for administering Federal-aid funds.
    d. Provide environmental clearance for Highway 112 overlays.
    e. Review final plans and specifications submitted by the City.
    f. Ensure substantial compliance with federal contracting requirements through review of the bidding proposal for inclusion of required federal forms, review of the administration of the DBE program provisions, and general compliance with 23 CFR 635.
    g. Advise the City when to proceed with advertisement of the Project for construction bids.
    h. Review and concur in award of the construction contract for the Project.

i. Ensure that the City and the City's consultant provide adequate supervision and inspection of the Project by performing periodic inspections with the City's representatives and their consultant to verify that the work being performed by the City's contractor, and documented and certified by the City, meets the requirements of the Project plans, specifications, and all applicable FHWA and Department procedures. The Department intends to perform these inspections, at a minimum, when the construction work is approximately 10% and 50% completed. The Department will also participate in the final inspection of the Project.

j. Review and approve any necessary change orders for project/program eligibility.

k. Be responsible for increases in project costs due to change orders for normal bid item adjustments.

l. Reimburse the City 100% for eligible construction costs approved in the CCRR form (Attachment I). This reimbursement will be limited to the funding available at the time payment is requested. If the payment requested exceeds the funding available at the time, the difference will be reimbursed as additional funds for the Project become available.

m. Subject to the availability of funding allocated for the Project, pay the City the remaining amount due upon completion of the Project and submittal of the certified LPA Final Acceptance Report form (Attachment K).

n. Upon completion of these improvements to Highway 112, remove the portion of Highway 112, Section 0 between Highway 16 (W. 15th Street) and Highway 112 Spur (Wedington Drive) from the State Highway System and transfer ownership and responsibility to the City.

2. Be responsible for the following in relation to projects scheduled to widen Highway 112 between Poplar Street and Interstate 49:

a. Provide the City the amount of funding necessary for all phases of work to develop and construct the typical design section for an urban state highway, as shown on Attachment J, for this portion of Highway 112.

b. Evaluate the proposed typical design section versus the typical design section for an urban state highway, as shown on Attachment J, and determine how any changes will affect the estimated cost. City-requested changes to the typical design section that are determined to be budget-neutral will not require additional funding from the City.

c. Maintain an administrative file for the project and be responsible for administering Federal-aid funds.

d. Coordinate with the City to procure required professional services such as design consultants, construction engineering and inspection consultants, and right of way consultants.

e. Review environmental documentation as prepared by the City.

f. Review plans and specifications submitted by the City.

g. Reimburse the City 100% for eligible professional services, procured using Department-approved procedures, upon review and approval of reimbursement requests.

h. Notify the City when right-of-way and/or utility plans are approved and the City may proceed with right-of-way acquisition and/or utility adjustments.

i. Ensure substantial compliance with federal contracting requirements through review of the bidding proposal for inclusion of required federal forms, review of the administration of the DBE program provisions, and general compliance with 23 CFR 635.

j. Advise the City when to proceed with advertisement of the Project for construction bids.

k. Review and concur in award of the construction contract for the Project.

l. Ensure that the City and the City's consultant provide adequate supervision and inspection of the Project by performing periodic inspections with the City's representatives and their consultant to verify that the work being performed by the City's contractor, and documented and certified by the City, meets the requirements of the Project plans, specifications, and all applicable FHWA and Department procedures. The Department intends to perform these inspections, at a minimum, when the construction work is approximately 10% and 50% completed. The Department will also participate in the final inspection of the Project.

m. Review and approve any necessary change orders for project/program eligibility.

n. Be responsible for increases in project costs due to change orders for normal bid item adjustments.

o. Reimburse the City 100% for eligible construction costs approved in the CCRR form (Attachment G). This reimbursement will be limited to the funding available at the time payment is requested. If the payment requested exceeds the funding available at the time, the difference will be reimbursed as additional funds for the Project become available.

p. Subject to the availability of funding allocated for the Project, pay the City the remaining amount due upon completion of the Project and submittal of the certified LPA Final Acceptance Report form (Attachment I).

q. Upon completion of these improvements to Highway 112, remove the portion of Highway 112, Section 1 between Highway 112 Spur (Wedington Drive) and Interstate 49 from the State Highway System and transfer ownership and responsibility to the City.

IT IS FURTHER AGREED that should the City fail to fulfill its responsibilities and assigned duties as related in this Agreement, such failure may disqualify the City from receiving future Federal-aid highway funds.

IT IS FURTHER AGREED, that should the City fail to pay to the Department any required funds due for project implementation or fail to complete the Project as specified in this Agreement, or fail to adequately maintain or operate the Project, the Department may cause such funds as may be required to be withheld from the City's Motor Fuel Tax allotment.

IN WITNESS WHEREOF, the parties thereto have executed this Agreement this 19th day of September, 2017.

**ARKANSAS DEPARTMENT OF TRANSPORTATION**

Scott E. Bennett, P.E.
Director

**CITY OF FAYETTEVILLE**

Lioneld Jordan
Mayor

Kit Williams
City Attorney

**ARKANSAS DEPARTMENT OF TRANSPORTATION**

**NOTICE OF NONDISCRIMINATION**

The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1671

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:**

**FROM:** Steven Dotson, Chief Financial Officer

**SUBJECT:** **Commit ARPA Interest to Childcare Program**

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**RECOMMENDATION:**
Staff recommends that Council commit the accrued interest on the American Rescue Plan Act to the City Childcare Assistance Program and approve a budget adjustment in the amount of $24,690.

**BACKGROUND:**
The City of Fayetteville was awarded $17.9M in American Rescue Plan Act funding to assist in responding to the negative effects of the COVID-19 pandemic. The City has established a number of projects to address the effects of the COVID-19 pandemic throughout the City. From 2022 through 2024, City Council passed a number of resolutions to approve a total of $2,205,670 (including allocated interest) to fund a City Childcare Assistance program. Although City funds generally could not be used for this purpose, the American Rescue Plan Act regulations allow this as a qualified used of funds under the ARPA award.

**DISCUSSION:**
At the June 18, 2024 City Council meeting (resolution 168-24), staff indicated that interest will continue to accrue on the remaining unspent balance of ARPA funds until these funds are fully spent by the nonprofit organizations they have been committed to. During that meeting, it was agreed that accrued interest would be brought forward periodically to Council to consider for commitment to the City Childcare Assistance program.

**BUDGET/STAFF IMPACT:**
Commitment of $24,690 in accrued interest to the City Childcare Assistance program.

**ATTACHMENTS:** 3. Staff Review Form, 4. Budget Adjustment

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

**File #:** 2025-1671

**A RESOLUTION TO COMMIT $24,690.00 IN ACCRUED INTEREST FROM AMERICAN RESCUE PLAN ACT FUNDS TO THE CHILDCARE ASSISTANCE PROGRAM, AND TO APPROVE A BUDGET ADJUSTMENT**

**WHEREAS**, the City of Fayetteville was awarded $17.9 million in American Rescue Plan Act (ARPA) funding to assist in responding to the negative effects of the COVID-19 pandemic; and

**WHEREAS**, beginning in 2021, the City established a number of projects to address the effects of the COVID-19 pandemic throughout the City including assistance to nonprofit organizations, vaccine incentives, workforce training, development programs, floodplain conservation, a childcare assistance program, funding to provide new ambulances to the regional ambulance authority, and programs to address housing instability in Fayetteville; and

**WHEREAS**, on June 18, 2024, the City Council passed Resolution 168-24 that committed the remaining ARPA fund to the Childcare Assistance Program; and

**WHEREAS**, interest will continue to accrue on the remaining unspent balance of ARPA funds until these funds are fully spent by the nonprofit organizations to which they have been committed, so budget adjustments will be brought forward periodically to the City Council to consider committing those funds to the City Childcare Assistance Program.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby commits $24,690.00 in accrued interest from American Rescue Plan Act funds to the Childcare Assistance Program.

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

**City of Fayetteville Staff Review Form**

**2025-1671**

**Item ID**

**9/16/2025**

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

| Steven Dotson | 8/26/2025 | CHIEF FINANCIAL OFFICER (110) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends that Council commit the accrued interest on the American Rescue Plan Act to the City Childcare Assistance Program and approve a budget adjustment in the amount of $24,690.

## Budget Impact:

| 2246.800.9721-5315.00 | ARPA |
|---|---|
| Account Number | Fund |
| 20023.2021 | ARPA Childcare Assistance Program |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 185,363.00 |
| | | Expenses (Actual+Encum) | $ | 172,200.00 |
| | | Available Budget | $ | **13,163.00** |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 24,690.00 |
| | | Remaining Budget | $ | **37,853.00** |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #** 284-24

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | CHIEF FINANCIAL OFFICER (110) | |
| | **Requestor:** Steven Dotson | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

Staff recommends that Council commit the accrued interest on the American Rescue Plan Act to the City Childcare Assistance Program and approve a budget adjustment in the amount of $24,690.

COUNCIL DATE: 9/16/2025

ITEM ID#: **2025-1671**

Holly Black
8/26/2025 8:19 AM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025826

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL | 24,690 | 24,690 | | | | |
| | Increase / (Decrease) | | Project.Sub# | | | |
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| 2246.800.9721-5315.00 | 24,690 | - | 20023 | 2021 | EX | Contract Services |
| 2246.800.9246-4705.00 | - | 24,690 | 20023 | 2021 | RE | Interest on checking - Base |
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CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1762

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Chris Brown, Public Works Director

**FROM:** Paul Libertini, Staff Engineer

**SUBJECT:** **North Street (Garland Ave to College Ave) – Agreement of Understanding with the Arkansas Department of Transportation**

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**RECOMMENDATION:**
A Resolution to approve the Agreement of Understanding (AOU) with the Arkansas Department of Transportation (ARDOT) for North Street from Garland Avenue to College Avenue, and approve a Budget Adjustment in the amount of $375,000 to recognize federal-aid funding of $300,000 and the required 20% local match of $75,000. The AOU requires signatures from the Mayor and the City Attorney.

**BACKGROUND:**
In 2012, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Fayetteville-Springdale-Rogers, AR-MO urbanized area as a Transportation Management Area (TMA). This TMA designation provides Surface Transportation Block Grant Program – Attributable (STBGP-A) funds to the Northwest Arkansas Regional Planning Commission (NWARPC) based on the 2010 Census Urbanized Area population of 295,083. The Urban Area continues to grow significantly to a recorded 373,687 population in the 2020 Census. In becoming a TMA, the Northwest Arkansas Regional Planning Commission, of which Fayetteville is a member, will have STBGP-A discretionary funding available at approximately $12,000,000 per year. Under current legislation, these STBGP-A funds can be utilized for all permitted transportation projects at the discretion of the TMA Policy Committee.

Resolution 60-25 authorized the Mayor to submit applications to the NWARPC for federal funding of which North Street was one of the projects identified in this resolution. The City submitted an application for a $500,000 grant of FFY 2026 STBGP-A funds. On June 17, 2025, the NWARPC awarded the City $300,000 STBGP-A funds to be used in the Design/Environmental/ROW phases of this project. The City must provide a 20% local match of $75,000 for a total of $375,000. This funding will get the project started, but the City will be applying for additional federal funding annually.

**DISCUSSION:**
The City has received a letter from Keli Wylie, Assistant Chief Engineer for ARDOT requesting that the Mayor and the City Attorney sign the Agreement of Understanding (AOU) for the North Street Improvement project which we be partially funded with federal funds. The AOU needs to be signed along with several other documents that are included as attachments.

**BUDGET/STAFF IMPACT:**

This project is based on an Agreement of Understanding with ARDOT in which Federal-aid money will pay 80% of the project amount and the City will pay the 20% match. Initially, the City will have to make payments to the Consultant and then submit the required paperwork to ARDOT requesting the 80% reimbursement. The City's 20% matching funds of $75,000 for the professional services will be paid from the Streets Projects Bonds fund. The Federal-aid portion of $300,000 will be paid from the Bond Program Grant Matching fund.

| Account # | Project # | Amount |
|---|---|---|
| 4601.860.7229-5860.02 | 46020.7229 | $300,000 |
| 4702.860.7229-5860.02 | 46020.7229 | $75,000 |
| TOTAL | | $375,000 |

**ATTACHMENTS:** 3. Staff Review Form, 4. BA North Street - NWARPC Grant, 5. Letter from ARDOT to Mayor Rawn dated August 19, 2025, 6. North Street - Agreement of Understanding (AOU), 7. Letter Designating Employee in Responsible Charge, 8. Certification for Grants, Loans, and Cooperative Agreements, 9. Federal Funding Accountability and Transparency Act (FFATA), 10. Resolution 60-25 Authorization to Apply for Federal Funding

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

**File #:** 2025-1762

**A RESOLUTION TO AUTHORIZE AN AGREEMENT OF UNDERSTANDING WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION FOR THE NORTH STREET IMPROVEMENT PROJECT, AND TO APPROVE A BUDGET ADJUSTMENT RECOGNIZING $300,000.00 IN FEDERAL-AID FUNDING AND THE REQUIRED 20% LOCAL MATCH OF $75,000.00**

**WHEREAS**, on February 18, 2025, the City Council approved Resolution 60-25 authorizing an application for $500,000.00 in federal-aid funding from the Arkansas Department of Transportation's Transportation Alternatives Program for the North Street Improvement project; and

**WHEREAS**, on June 17 the City was awarded $300,000.00 to be used in the Design/Environmental/ROW phases of this project and the City must provide a 20% local match of $75,000.00; and

**WHEREAS**, this funding will get the project started, but the City will be applying for additional federal funding annually.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign an agreement of understanding with the Department of Transportation for the Transit Stop Enhancements Project and further authorizes the Mayor to sign any additional documents as necessary to implement the project.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment recognizing $300,000.00 in federal-aid funding and the required 20% local match of $75,000.00, a copy of which is attached to this Resolution.

**City of Fayetteville Staff Review Form**

**2025-1762**

**Item ID**

**10/7/2025**

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

| Paul Libertini | 9/15/2025 | ENGINEERING (621) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

A Resolution to approve the Agreement of Understanding with the Arkansas Department of Transportation (ARDOT) for North Street from Garland Avenue to College Avenue, and approve a Budget Adjustment in the amount of $375,000 to recognize federal-aid funding of $300,000 and the required 20% local match of $75,000.

## Budget Impact:

| | |
|---|---|
| 4601.860.7229-5860.02<br>4702.860.7229-5860.02 | Bond Program Grant Matching<br>Street Projects Bonds |
| Account Number | Fund |
| 46020.7229 | Streets Bond Projects - North Street (Razorback Greenway to College Ave) |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 17,492,634.00 |
| | | Expenses (Actual+Encum) | $ | 13,899,571.62 |
| | | Available Budget | **$** | **3,593,062.38** |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 375,000.00 |
| | | Remaining Budget | **$** | **3,968,062.38** |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #** 60-25

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | ENGINEERING (621) | |
| | **Requestor:** Paul Libertini | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

Recognize $300,000 in FFY 2026 STBGP-A grant funds awarded by the Northwest Arkansas Regional Planning Commission (NWARPC) and 20% local matching funds of $75,000 for the North Street (Garland to College) project.

RESOLUTION/ORDINANCE

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1762**

Holly Black

9/15/2025 12:57 PM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

CHKD/POSTED: /

v.2025826

| | Increase / (Decrease) | | Project.Sub# | | | |
|---|---|---|---|---|---|---|
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| TOTAL | 300,000 | 300,000 | | | | |
| 4601.860.7229-4309.00 | - | 300,000 | 46020 | 7229 | RE | Federal Grants - Capital |
| 4601.860.7229-5860.02 | 300,000 | - | 46020 | 7229 | EX | Capital Prof Svcs - Engineering/Architectu |
| 4702.860.7229-5860.02 | 75,000 | - | 46020 | 7229 | EX | Capital Prof Svcs - Engineering/Architectu |
| 4702.860.7999-5899.00 | (75,000) | - | 46020 | 7999 | EX | Unallocated - Budget |
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ARDOT.gov | Jared D. Wiley, P.E., Director

10324 Interstate 30 | P.O. Box 2261, Little Rock, AR 72203-2261
Phone: (501) 569-2000 | Voice/TTY 711 | Fax: (501) 569-2400

August 19, 2025

The Honorable Molly Rawn
Mayor of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Re: Job 041003
F.A.P. STPU-9142(62)
College Ave. – Garland Ave. (North St.)
(Fayetteville) (S)
Washington County
Hwy. 112, Sec. 1
Hwy. 16, Sec. 2S

Dear Mayor Rawn:

Reference is made to the College Avenue to Garland Avenue project which was awarded Surface Transportation Block Grant Program – Attributable (STBGP-A>200K) funding. In order to proceed, you and your attorney must sign the enclosed Agreement of Understanding and return it to the Department. Please submit the signed Agreement and referenced forms within the next 60 days.

A copy of the Agreement of Understanding will be returned to you once fully executed. When submitting the Agreement to the Department for execution, you will also need to complete Form LPA-005, Form LPA-018, and Form LPA-019. All referenced forms are available in digital format at www.ardot.gov/LPA.

If you have any questions, please contact our Local Programs Grant Procurement Section at (479) 360-7161 or LPA@ardot.gov.

Sincerely,

Keli Wylie

Keli Wylie, P.E.
Assistant Chief Engineer
Program Delivery

Enclosures

c: Chief Engineer – Operations
Chief Engineer – Preconstruction
Local Programs
Program Management
District 4
Job 041003 'C' File
Tim Conklin, Executive Director, NWARPC

**AGREEMENT OF UNDERSTANDING**

**BETWEEN**

**THE CITY OF FAYETTEVILLE**

**AND**

**THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION**

**AND**

**THE ARKANSAS DEPARTMENT OF TRANSPORTATION**

In Cooperation with the
U.S. Department of Transportation, Federal Highway Administration

RELATIVE TO

Implementation of **Job 041003, College Ave. – Garland Ave. (North St.) (Fayetteville) (S) (**hereinafter called the "Project") as a Federal-aid Surface Transportation Block Grant Program – Attributable (STBGP-A>200K) project.

**WHEREAS,** funding in the Infrastructure Investment and Jobs Act (IIJA) includes the following Federal-aid funds for certain local projects:

| | Maximum Federal % | Minimum Sponsor % |
|---|---|---|
| Preliminary Engineering by Consultant | 80 | 20 |
| Right of Way/Utilities | 80 | 20 |
| Construction | 80 | 20 |
| Construction Engineering by Consultant | 80 | 20 |
| Department Administrative Costs | 80 | 20 |

**WHEREAS,** the City of Fayetteville (hereinafter called the "Sponsor") has expressed its desire to use Federal-aid funds for the eligible Project and to provide necessary matching cash share for such funds; and

**WHEREAS,** the Sponsor has transmitted to the Arkansas Department of Transportation (hereinafter called the "Department") Resolution No. 60-25 from the Sponsor's governing body authorizing the Sponsor's Chief Executive Officer (CEO) to execute agreements and contracts with the Department for the Project; and

**WHEREAS,** the Northwest Arkansas Regional Planning Commission (hereinafter called the "Commission") awarded the Sponsor Federal-aid STBGP-A>200K funds; and

**WHEREAS,** funding participation will be subject to a limit of **$300,000** maximum **Federal-aid STBGP-A>200K** funds for the **design, environmental,** and **right of way phases** of the Project and obligation limitation approved; and

**WHEREAS,** the Sponsor knows of no legal impediments to the completion of the Project; and

**WHEREAS,** it is understood that the Sponsor and the Department will adhere to the General Requirements for Recipients and Sub-Recipients Concerning Disadvantaged Business Enterprises (DBEs) (Form LPA-001) and that, as part of these requirements, the Department may set goals for DBE participation in the Project, ranging from 0% to 100%, that are practical and related to the potential availability of DBEs in desired areas of expertise; and

**WHEREAS,** the Department has published the Arkansas Local Public Agency Project Manual (available at www.ardot.gov/LPA) which outlines procedures and requirements which must be followed during development and construction of the Project; and

**WHEREAS,** the parties agree, unless specifically stated otherwise, that the provisions of this agreement are not intended to create or confer a third party benefit or right in any person or entity, not a party to this agreement.

**IT IS HEREBY AGREED** that the Sponsor, Commission, and the Department, in cooperation with the Federal Highway Administration (FHWA), will participate in a cooperative program for implementation and will accept the responsibilities and assigned duties as described hereinafter.

**THE SPONSOR WILL:**

1. Notify the Department in writing who the Sponsor designates as its full-time employee to be in responsible charge of the day to day oversight of the Project (Form LPA-005). If the designated full-time employee changes, the Sponsor must notify the Department by resubmitting Form LPA-005. The duties and functions of this person are:
    - Oversee project activities, including those dealing with cost, time, adherence to contract requirements, construction quality and scope of Federal-aid projects;
    - Maintain familiarity of day to day project operations, including project safety issues;
    - Make or participate in decisions about changed conditions or scope changes that require change orders and/or supplemental agreements;
    - During construction, visit and review the project on a daily basis;
    - Review financial processes, transactions, and documentation to ensure that safeguards are in place to minimize fraud, waste, and abuse;
    - Direct project staff, Sponsor or consultant, to carry out project administration and contract oversight, including proper documentation; and
    - Be aware of the qualifications, assignments and on-the-job performance of the Sponsor and consultant staff at all stages of the project.
2. Initially submit to the Department $1,000 (20%) to be matched by $4,000 (80%) Federal-aid funds for Department administrative costs associated with state preliminary engineering, which include but are not limited to, on site meetings, environmental review, and plan and specification review. The Sponsor's final cost for this phase will be determined by actual Department charges to preliminary engineering.

3. Be responsible for hiring a consultant engineering firm(s) in accordance with the Local Agency Consultant Selection Procedures (Form LPA-002) to provide engineering services which include environmental documentation, preliminary engineering, and construction engineering for the Project. **NOTE: FHWA authorization and Department approval must be given prior to issuing a work order to the consultant for federal funds to be allowed in this phase.**

- Make periodic payments to the consultant for preconstruction phases of the Project and request reimbursement from the Department.
- Request reimbursement from the Department for eligible expenditures related to preconstruction phases of the Project. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

4. If desired, request that the Department contract with one of its on-call consultants on behalf of the Sponsor (Form LPA-031).
   - Execute a task order with the Department and the selected on-call consultant for implementation of selected phases of the Project.
   - Make periodic payments to the on-call consultant for work accomplished in accordance with the task order.
   - Request reimbursement from the Department for eligible on-call consultant related costs incurred for the project. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

5. Prepare plans, specifications, and a cost estimate for construction. A registered professional engineer must sign the plans and specifications for the Project. (See Form LPA-003 for items to be included in the bid proposal.)

6. Make periodic payments to the consultant for preliminary engineering for the Project and request reimbursement from the Department. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

7. Understand that **expenditures for preliminary or construction engineering performed by the Sponsor's forces are not eligible for reimbursement with federal funds**.

8. Prepare the necessary environmental documentation as required by FHWA and conduct any required public involvement meetings and public hearings.

9. Ensure that the plans and specifications are developed using the Department's standard drawings and Standard Specifications for Highway Construction (latest edition).

10. Ensure that the plans and specifications comply with the Americans with Disabilities Act (ADA), the American Association of State Highway and Transportation Officials (AASHTO) design standards, and all other applicable state and federal regulations, including airport clearance when necessary, for the type of work involved.

11. Before acquiring property or relocating utilities, contact the Department's Right of Way Division to obtain the procedures for acquiring right of way and adjusting utilities in compliance with federal regulations. **NOTE: Failure to notify the Department prior to initiating these phases of work may result in all project expenditures being declared non-participating in federal funds.**

12. Acquire property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (commonly referred to as the "Uniform Act").

13. Ensure the preparation of utility adjustment and right of way plans are in accordance with Arkansas State Highway Commission Policy.

14. Be responsible for all non-reimbursable costs associated with the Sponsor owned utilities as defined in the Department's Utility Accommodation Policy.

15. Be responsible for the matching share for all reimbursable costs associated with the Sponsor owned utilities as defined in the Department's Utility Accommodation Policy.

16. Provide a copy of the registered deed or other approved documentation and an appropriate certification stating the Sponsor's clear and unencumbered title to any right of way to be used for the Project (Form LPA-007). If property has been acquired for the Project, use Form LPA-006 for certification of the right of way. **NOTE: Any property that is to become Department right of way must be acquired in the Department's name.**

17. Submit plans at 30%, 60%, and 90% completion stages for Department review.

18. Submit a certification letter (Form LPA-008), including all items noted, to the Department when requesting authority to advertise the Project for construction bids.

19. Advertise for bids in accordance with federal procedures as shown in Form LPA-010. **NOTE: FHWA authorization and Department approval must be given prior to advertising for construction bids.**

20. Forward a copy of all addenda issued for the Project during the advertisement to the Department.

21. After bids are opened and reviewed, submit a Certification Letter Requesting Concurrence in Award (Form LPA-013), including all items noted, to the Department.

22. Prior to awarding the construction contract, submit a check for $1,000 (20%) to be matched by $4,000 (80%) Federal-aid funds for Department administrative costs on the Project during construction. The Sponsor's final share of cost for this phase will be determined by actual Department charges to construction engineering.

23. Prior to issuing the notice to proceed to the Contractor, the Sponsor must hold a pre-construction meeting with the Contractor and **must invite the Department's Resident Engineer assigned to the Project.**

24. Ensure that all work, material testing and acceptance, and inspection is conducted in accordance with the Department's Standard Specifications for Highway Construction (latest edition), Manual of Field Sampling and Testing Procedures, and Resident Engineer's Manual and with the plans, specifications, and all other applicable FHWA and Department procedures for the Project.

25. Make periodic payments to the consultant for construction engineering for the Project and request reimbursement from the Department. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

26. Make payments to the contractor for work accomplished in accordance with the plans and specifications and then request reimbursement from the Department on the Construction Certification and Reimbursement Request (CCRR) form (Form LPA-014). Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

27. Attach LPA Report of Daily Work Performed (Form LPA-015) for all days that correspond with each CCRR submittal.

28. Prior to executing the work, submit change orders (Form LPA-022) to the contract to the Department's Resident Engineer assigned to the Project for review and approval for program eligibility.

29. Upon completion of the Project, hold a final acceptance meeting for the Project and submit the LPA Final Acceptance Report form certifying that the Project was accomplished in accordance with the plans and specifications (Form LPA-016). This form must be signed by the engineer performing construction inspection on the Project, the Department's Resident Engineer assigned to the Project, the Sponsor's full-time employee in responsible charge, and the Sponsor's CEO.

30. Maintain accounting records to adequately support reimbursement with Federal-aid funds and be responsible for the inspection, measurement and documentation of pay items, and certification of all work in accordance with the plans and specifications for the Project and for monitoring the Contractor and subcontractor(s) for compliance with the provisions of FHWA-1273, Required Contract Provisions, Federal-aid Construction Contracts, and Supplements.

31. Pay all unpaid claims for all materials, labor, and supplies entered into contingent or incidental to the construction of said work or used in the course of said work including but not limited to materials, labor, and supplies described in and provided for in Act Nos. 65 and 368 of 1929, Act No. 82 of 1935, and Acts amendatory thereof.

32. Agree that any and all claims for damages to property or injury to persons caused by any act or omission, negligence, or misconduct from the performance of work by the Sponsor's contractor on the Project shall be the sole responsibility of the Sponsor's contractor and in this regard the Sponsor shall require the contractor on the Project to procure and maintain a General Public Liability Insurance Policy during the duration of the Project which shall be endorsed to include broad form general liability and complete operations coverage on the Project. The contractor shall furnish the Sponsor with documentation of proof of liability insurance coverage with submission of the signed contract.

33. Agree that any claims, liability, costs, expenses, demands, settlements, or judgments arising from misconduct or the negligent acts or omissions of the Sponsor, its employees, agents or contractors in the performance of the Project and this Agreement must be presented to the Sponsor. Further, the Sponsor by acceptance of this grant, agrees that the Department and the Arkansas State Highway Commission, as the pass-through entity, have no duty or responsibility for the design, construction, maintenance or operation of the Project that is the subject of this grant, and, therefore shall have no liability related to the design, construction, maintenance or operation of the Project. The Sponsor also agrees to assume all risks associated with the work to be performed by its agents, employees, and contractors under this grant and Agreement and the Department and the Arkansas State Highway Commission, as the pass-through entity, shall not be responsible or liable for any damages whatsoever from the actions of the Sponsor, its employees, agents and contractors.

34. Assure that its policies and practices with regard to its employees, any part of whose compensation is reimbursed from federal funds, will be without regard to race, color, religion, sex, national origin, age, or disability in compliance with the Civil Rights Act of 1964, the Age Discrimination in Employment Act of 1967, The Americans with Disabilities Act of 1990, as amended, and Title 49 of the Code of Federal Regulations Part 21 (49 CFR Part 21), Nondiscrimination in Federally-Assisted Programs of the Department of Transportation, (Form LPA-029).

35. Retain all records relating to inspection and certification, the Contractor's billing statements, and any other files necessary to document the performance and completion of the work in accordance with requirements of 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Form LPA-017).

36. Grant the right of access to the Sponsor's records pertinent to the Project and the right to audit by the Department and FHWA officials.

37. Be responsible for 100% of all project costs incurred:

    - should the Project not be completed as specified;
    - should the Project be declared non-participating in federal funds, including any such award by the State Claims Commission; or
    - not provided by the FHWA.

38. Sign and transmit to the Department the Certification for Grants, Loans, and Cooperative Agreements (Form LPA-018), which is necessary for Project participation.

39. Repay to the Department the federal share of the cost of any portion of the Project if, for any reason, federal participation is removed due to actions or inactions of the Sponsor, its agents, its employees, or its assigns or the Sponsor's consultants or contractors or their agents. Such actions or inactions shall include, but are not limited to, federal non-participation arising from problems with design plans, specifications, construction, change orders, construction inspection, or contractor payment procedures.

40. Retain total, direct control over the Project throughout the life of all project improvements outside of the Department's right of way and **not**, **without prior approval from the Department**:

    - sell, transfer, or otherwise abandon any portion of the Project;
    - change the intended use of the Project;
    - make significant alterations to any improvements constructed with Federal-aid funds; or
    - cease maintenance or operation of a project due to the Project's obsolescence.

41. Be responsible for satisfactory maintenance and operation of all improvements and for adopting regulations and ordinances as necessary to ensure this. Failure to adequately maintain and operate the Project in accordance with Federal-aid requirements may result in the Sponsor's repayment of federal funds and may result in withholding all future Federal-aid.

42. Submit to the Department a Single Audit in accordance with the Office of Management and Budget (OMB) Circular A-133 each fiscal year that the Sponsor expends more than $750,000 of Federal-aid from any federal source including, but not limited to, the U.S. Department of Transportation. The fiscal year used for the reporting is based on the Sponsor's fiscal year. The $750,000 threshold is subject to change after OMB periodic reviews.

43. Promptly notify the Department if the Project improvements outside of the Department's right of way are rendered unfit for continued use by natural disaster or other cause.

44. Complete and transmit to the Department both pages of the Federal Funding Accountability and Transparency Act (FFATA) Reporting Requirements (Form LPA-019).

45. After each quarter of the calendar year, complete and transmit to the Department the LPA Project Quarterly Report Form (Form LPA-020) until the Project is complete.

**THE COMMISSION WILL:**

1. Provide up to **$300,000** in **Federal-aid STBGP-A>200K** funds for the **design, environmental,** and **right of way phases** of the Project as funds become available.

**THE DEPARTMENT WILL:**

1. Maintain an administrative file for the Project and be responsible for administering Federal-aid funds.

2. Review plans and specifications submitted by the Sponsor.

3. Notify the Sponsor when right of way and/or utility plans are approved and the Sponsor may proceed with right of way acquisition and/or utility adjustments.

4. Upon receipt of the Sponsor's certification of right of way (property) ownership, provide the appropriate documentation to the file.

5. Ensure substantial compliance with federal contracting requirements through review of the bidding proposal for inclusion of required federal forms, review of the administration of the DBE program provisions, and general compliance with 23 CFR 635.

6. Advise the Sponsor when to proceed with advertisement of the Project for construction bids.

7. Review bid tabulations and concur in award of the construction contract for the Project.

8. Ensure that the Sponsor and the Sponsor's consultant provide adequate supervision and inspection of the Project by performing periodic inspections with the Sponsor's representatives and their consultant to verify that the work being performed by the Sponsor's contractor, and documented and certified by the Sponsor, meets the requirements of the Project plans, specifications, and all applicable FHWA and Department procedures. The Department intends to perform these inspections, at a minimum, when the construction work is approximately 10% and 50% completed. The Department will also participate in the final inspection of the Project.

9. Review and approve any necessary change orders for project/program eligibility.

10. Reimburse the Sponsor 80% (Federal-aid share) for eligible construction costs approved in the CCRR form (Form LPA-014). This reimbursement will be limited to the maximum Federal-aid amount and to the federal amount available at the time payment is requested. If the payment requested exceeds the Federal-aid available at the time, the difference will be reimbursed as additional Federal-aid for the Project becomes available.

11. Subject to the availability of Federal-aid allocated for the Project, pay the Sponsor the remaining amount due upon completion of the Project and submittal of the certified LPA Final Acceptance Report form (Form LPA-016).

12. Provide all form updates via email to the contact as shown on Form LPA-005.

13. Be reimbursed for costs involved in performing all the services listed above.

**IT IS FURTHER AGREED** that the Department reserves the right to cancel the Project without liability against the Department for any reason including, but not limited to, unreasonable delay or lack of progress, the Sponsor is unable to provide an audit-worthy reason for the substantial delay in the project development or completion process, or the Sponsor is unresponsive to the Department's requests.

**IT IS FURTHER AGREED** that should the Sponsor fail to fulfill its responsibilities and assigned duties as related in this Agreement, such failure may disqualify the Sponsor from receiving future Federal-aid highway funds.

**IT IS FURTHER AGREED** that should the Sponsor fail to pay to the Department any required funds due for project implementation or fail to complete the Project as specified in this Agreement, or fail to adequately maintain or operate the Project, the Department may cause such funds as may be required to be withheld from the Sponsor's Motor Fuel Tax allotment.

**IN WITNESS WHEREOF,** the parties thereto have executed this Agreement this _____ day of _____, 20____.

Agreement of Understanding between:

The City of Fayetteville, the Northwest Arkansas Regional Planning Commission, and the Arkansas Department of Transportation relative to:

Implementation of Job 041003, College Ave. – Garland Ave. (North St.) (Fayetteville) (S).

Signatories

**THE CITY OF FAYETTEVILLE**

_____ _____

Molly Rawn Date
Mayor

_____ _____

Kit Williams Date
City Attorney

Agreement of Understanding between:

The City of Fayetteville, the Northwest Arkansas Regional Planning Commission, and the Arkansas Department of Transportation relative to:

Implementation of Job 041003, College Ave. – Garland Ave. (North St.) (Fayetteville) (S).

Signatory

**NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION**

Tim Conklin _____ 08/22/2025

Tim Conklin
Executive Director

Date

Agreement of Understanding between:

The City of Fayetteville, the Northwest Arkansas Regional Planning Commission, and the Arkansas Department of Transportation relative to:

Implementation of Job 041003, College Ave. – Garland Ave. (North St.) (Fayetteville) (S).

Signatory

**ARKANSAS DEPARTMENT OF TRANSPORTATION**

_____ _____

Jared D. Wiley, P.E. Date
Director

**All Forms referenced in this Agreement are available in digital format on the Department's webpage www.ardot.gov/LPA.**

**ARKANSAS DEPARTMENT OF TRANSPORTATION**
**NOTICE OF NONDISCRIMINATION**

The Arkansas Department of Transportation (ARDOT) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, ARDOT does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in ARDOT's programs and activities, as well as ARDOT's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding ARDOT's nondiscrimination policies may be directed to Civil Rights Officer Joanna P. McFadden (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov.

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

Form LPA-001

# GENERAL REQUIREMENTS
# FOR
# RECIPIENTS AND SUB-RECIPIENTS
# CONCERNING DISADVANTAGED BUSINESS ENTERPRISES

It is the policy of the U. S. Department of Transportation that disadvantaged business enterprises (DBEs) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this Agreement.

The recipient or its contractor agrees to ensure that DBEs as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement. In this regard all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

If as a condition of assistance the recipient has submitted and the Department has approved a disadvantaged business enterprise affirmative action program, which the recipient agrees to carry out, this program is incorporated into this financial assistance agreement by reference. This program shall be treated as a legal obligation and failure to carry out its terms shall be treated as a violation of this financial assistance agreement. Upon notification to the recipient of its failure to carry out the approved program, the Department shall impose such sanctions as noted in 49 CFR Part 26, Subpart F, which sanctions may include termination of the Agreement or other measures that may affect the ability of the recipient to obtain future DOT financial assistance.

The recipient shall advise each sub-recipient, contractor or subcontractor that failure to carry out the requirements set forth in 49 CFR Part 26, Subsections 26.101 and 26.107 shall substitute a breach of contract and after the notification of the Department, may result in termination of the agreement or contract by the recipient or such remedy as the recipient deems appropriate.

(NOTE: Where appropriate, the term "recipient" may be modified to mean "sub-recipient", and the term "contractor" modified to include "subcontractor".)

# LOCAL AGENCY

# CONSULTANT SELECTION PROCEDURES

## Section I – Application *(These procedures do not apply to Design-Build Contracts.)*

These procedures apply to federally and state funded contracts for engineering and design related services for projects and are issued to ensure that a qualified consultant is obtained through an equitable qualifications-based selection procurement process and that the prescribed work is properly accomplished in a timely manner at a fair and reasonable cost.

Engineering and design related services are defined in 23 Code of Federal Regulations (CFR) Part 172 to include program management, construction management, preliminary engineering, design engineering, surveying mapping, or architectural related services with respect to a highway construction project. These services also include professional services of an architectural or engineering nature, as defined by State law, which are required to or may logically or justifiably be performed or approved by a person licensed, registered, or certified to provide the services with respect to a highway construction project. Contracts for these services that are paid with Federal-aid highway program (FAHP) funding will be awarded following these selection procedures.

The federal laws and regulations that govern the procurement of engineering and design related services with FAHP funds are:

- 23 United States Code (U.S.C.) 106 “Project approval and oversight”
- 23 U.S.C. 112 “Letting of contracts”
- 23 U.S.C. 114(a) “Construction Work In General”
- 23 U.S.C. 302 “State transportation department”
- 23 U.S.C. 315 “Rules, regulations, and recommendations”
- 23 U.S.C. 402 “Highway safety programs”
- 40 U.S.C. Chapter 11 – Selection of Architects and Engineers, §§1101 *et seq.,* commonly called the “Brooks Act”
- 2 CFR Part 200 “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards”
- 23 CFR Part 172 “Procurement, Management, and Administration of Engineering and Design Related Services”
- 48 CFR Part 31 “Contract Cost Principles and Procedures”
- 49 CFR Part 1.48(b) “The Federal Highway Administrator is delegated authority to administer the following provisions of title 23, Highways, U.S.C.”

In accordance with the above federal laws and regulations, the Arkansas Department of Transportation (Department) has approved these procedures for use by

the Local Agency for the "competitive negotiation" (qualifications-based selection) method of procurement as defined in 23 CFR §172.7, Procurement Methods and Procedures that complies with the Brooks Act (40 U.S.C. §§1101, *et seq.*).

The Local Agency will use these procedures for Federal-aid contracts and may elect to use them for non-Federal-aid contracts.

## Section II – Advertisement for Letters of Interest

The Local Agency may employ a consultant engineering firm when a need exists for engineering services, and it is in the Local Agency's best interest to employ an engineer or engineering firm.

As a minimum, the Local Agency will advertise in a statewide newspaper, the Department's website and the Local Agency's website (if available), advising that consultant engineering services are being sought. In addition, the Local Agency may advertise in appropriate national trade magazines or websites for specialized services.

Interested firms must furnish:

1. A cover letter with the firm's response including primary contact information.
2. The firm's completed Architect-Engineer Qualifications Standard Form (SF) 330 Parts I and II (48 CFR §53.236-2(b)). (SF 330 is available on the Department's website.) http://arkansashighways.com/consultant_services/advertisements/advertisements.aspx
3. A current copy of the firm's equal employment opportunity policy required per Arkansas Code Annotated (Ark. Code Ann.) §19-11-104.
4. The firm's current copy (within 12 months) of the Department and Finance and Administration (DFA) Illegal Immigrant Contractor Disclosure Form (Ark. Code Ann. §19-11-105). https://www.ark.org/dfa/immigrant/index.php/user/welcome

Advertisements may be for either a specific single project; a group of projects; or for an on-call or indefinite delivery/indefinite quantity (IDIQ) for an established contract period (not to exceed 5 years), to be determined at a later date with specific task orders issued for each project. (23 CFR §172.9(a))

When advertising a specific project, the advertisement will describe the work in general terms allowing firms to evaluate their interest in performing the desired services.

When advertising a group of projects, a general description of work will be furnished. Firms will be asked to specify the projects they are interested in performing. When the Local Agency decides to proceed with a certain project, those firms having expressed interest in that project will be considered for selection.

When advertising for an on-call / IDIQ projects with later specified task orders, the advertisement will include a general description of work for the project task and the number of consultants anticipated to be selected.

If a solicitation fails to yield three qualified respondents, then the Local Agency may proceed with evaluation and selection if the Local Agency and the Department determines that the solicitation did not contain conditions or requirements that arbitrarily limited competition. Alternatively, the Local Agency may pursue procurement following the noncompetitive method when competition is determined to be inadequate and it is determined to not be feasible or practical to re-compete under a new solicitation. (23 CFR §172.7(a)(1)(iv)(D))

Solicitations will include language to comply with state procurement laws, rules, and regulations including but not limited to Ethical Standards (Ark. Code Ann. §19-11-708), Employee and Relative Disclosure, and Equal Opportunity Policy.

Interested firms are advised that in order to comply with state and federal requirements that the Local Agency will verify suspension and debarment actions and eligibility status of consultants in accordance with 2 CFR Part 1200 and 2 CFR Part 180.

Ark. Code Ann. §§19-11-701 through 19-11-714 addresses ethics and conflicts of interest. Federal regulations about conflicts of interest are described in 2 CFR §200.112, 23 CFR §1.33, and provisions of 23 CFR §172.7(4). No Local Agency employee may participate in selection, award or administration of a contract in which the Local Agency employee or any member of his or her immediate family has a financial, prospective financial, or other interest. Additionally, in accordance with Ark. Code Ann. §19-11-704(b) it is a breach of ethical standards for any person, including potential consultants, or parties to subagreements to engage in any conduct or behavior with other consultants, contractors, cities, counties, state agencies, or metropolitan/local planning organizations that may influence any public employee to breach the standards of ethical conduct provided by state and federal laws.

## Section III – Selection Committee

The Local Agency will designate a Selection Committee (Committee) to evaluate and analyze the letters of interest (LOI) and proposals.

**Section IV – Evaluation of Letters of Interest**

The Committee will evaluate each consultant firm based on the criteria provided in the detailed LOIs in general as follows:

| No. | Evaluation Factors for LOIs | Maximum Points Possible |
|---|---|---|
| 1 | Professional staff including the education, experience, number of personnel available, and any partnerships with sub-consultants | 10 |
| 2 | General and professional reputation, including responsiveness to civil rights and equal employment opportunity requirements and opportunities | 10 |
| 3 | *Past work performance | 10 |
| 4 | Experience with projects of a similar nature as those advertised | 10 |
| | Total Points for LOI | 40 |

*Past performance or evaluations from other clients will be considered when the firm has not worked for the Local Agency previously.

Following their review, the Committee will prepare a short list (minimum of three) of the top ranked engineering firms and recommend that these firms submit detailed proposals for further evaluation.

**Section V – Request for Proposal**

The Local Agency will prepare a scope of work statement and request proposals from the engineering firms on the short list. For projects with FHWA oversight, which are identified by FHWA as Projects of Division Interest (PoDI) projects, the Local Agency will forward the scope of work statement to the Department and FHWA for review and approval before soliciting request for proposals (RFPs). A Local Agency's scope of work will typically include the following:

1. A detailed purpose and description of the work,
2. Services that will be furnished by the Local Agency,
3. Services that will be furnished by the consultant,
4. Deliverables to be provided,
5. Project conditions of the work,
6. Schedule for performance of the work,
7. Special conditions of the work including applicable standards, specifications, and policies, and
8. Assurance of participation of certified Disadvantaged Business Enterprises (DBE) in Federal-aid projects as Department goals for the Project are established.

The short-listed firms should submit proposals that contain the following:

1. A cover letter with primary contact information,
2. A detailed work plan that identifies the major tasks of work,
3. A list of major concerns associated with completing the work,
4. A detailed work schedule for specific projects as requested,
5. A manpower estimate for specific projects as requested, and
6. Updated Standard Form 330 Parts I and II, if necessary.

The Committee will review the proposals with particular attention to the five (5) listed evaluation factors for the proposals and will also consider the results determined in Section IV. The evaluation factors and their relative importance will be listed in the RFP if any of the factors are different from the list below.

| No. | Evaluation Factors for Proposals | Maximum Points Possible |
|---|---|---|
| 1 | Obvious indication that the scope of work is clearly understood | 20 |
| 2 | Comprehensive, coherent, and detailed work plan | 20 |
| 3 | Realistic work schedule when applicable | 10 |
| 4 | Proposed working office location, need for a local office, and any local representative* | 5 |
| 5 | Identification of sub-consultants and responsiveness to DBE goals and opportunities | 5 |
| 6 | Total Points for LOI | 40 |
| | Total Points for Proposals | 100 |

*Locality preference shall not be based on political or jurisdictional boundaries and may be applied on a project-by-project basis for contracts where a need has been established for a consultant to provide a local presence, a local presence will add value to the quality and efficiency of the project, and application of this criteria leaves an appropriate number of qualified consultants, given the nature and size of the project. (Consultants indicating that it will satisfy this factor in some manner, such as establishing a local project office, shall be considered to have satisfied this factor.)

Based on these evaluation factors, the Committee will rank the consultants based on the total score and submit the list to the Local Agency who will either:

1. Select one (1) firm to enter negotiations with; or
2. Select
   a. Multiple firms for an IDIQ contract; or
   b. Three or more firms to interview (a firm may present additional information concerning their proposal at the interview). After the interviews, the Committee will re-evaluate the firms based on the interview and the same evaluation factors as noted previously. The ranking list will be submitted to the Local Agency for review and final selection.

The Local Agency's contract file will contain records of the rankings and supporting data; however, the rankings will not be public information. Copies of the LOI advertisement, the rankings, and supporting data shall be submitted to the Department.

Notification must be provided to all responding consultants of the final selection of the most qualified consultant including the ranking of the top three consultants on projects where only one consultant is selected.

**Section VI – Negotiation and Contract Preparation**

Once a firm is selected for negotiation for a specific job or a group of projects, it will prepare a draft contract including a cost estimate for the project(s). The other firms on the short list will be advised of the firm selected, subject to successful negotiations. Prior to receipt or review of the draft contract and cost estimate, the Local Agency shall prepare a detailed independent estimate with an appropriate breakdown of the work or labor hours, types or classifications of labor required, other direct cost and consultant's fixed fee for the defined scope of work. The independent estimate shall serve as the basis for negotiation to ensure a fair and reasonable cost is obtained.

More than one firm may be selected for an on-call or IDIQ contract. The contract will establish a maximum ceiling price for work issued under the contract as well as an expiration date not to exceed 5 years, per 23 CFR Part 172. Individual task order cost estimates will be negotiated when issued.

The selected firm will prepare a draft contract based on a sample contract furnished by the Department. In accordance with the principles of 23 CFR 172, the draft contract must include an overhead rate that is approved by the Department. If the contract exceeds $250,000, in accordance with the Department's Indirect Cost Rate Audit Requirements, the indirect cost rate shall be verified through an audit performed by a certified public accountant on behalf of the consultant. If the contract is less than $250,000, and at least one of these conditions applies:

1. When there is insufficient knowledge of the consultant's accounting system
2. When there is previous unfavorable experience regarding the reliability of the consultant's accounting system
3. When the contract involves procurement of new equipment or supplies for which cost experience is lacking

then the Consultant shall provide the indirect cost rate verified through an audit performed by a certified public accountant on behalf of the consultant. The certified audit shall be provided by the selected firm prior to the submission of the final draft contract.

Pursuant to this requirement, the Department will notify the Local Agency if an audit by a certified public accountant for the selected firm is necessary. The certified audit needs to be provided by the selected firm prior to the submission of the final draft contract.

The Local Agency will review the draft contract proposal and either approve it as submitted or enter into negotiations with the selected firm to establish a contract and contract ceiling price that the Local Agency deems is fair and reasonable. If a satisfactory contract cannot be negotiated with the selected firm, negotiations will be

formally terminated. The Local Agency will then enter into negotiations with the second ranked firm. If negotiations with that firm fail, the Local Agency will formally terminate those negotiations and begin to negotiate with the third ranked firm, and so on. If the Local Agency cannot negotiate a satisfactory contract with any of the firms on the short list, the Local Agency shall either:

1. Request proposals from additional firms who have submitted LOIs and are considered competent and qualified; evaluate and rank the firms based on the criteria described in Section V; and continue the negotiation process, or
2. Terminate all negotiations and begin the selection process again, or
3. Pursue procurement following the noncompetitive method when competition is determined to be inadequate and it is determined to not be feasible or practical to re-compete under a new solicitation. (23 CFR §172.7(a)(1)(iv)(D))

When the Local Agency and the consultant agree the negotiated contract is fair and reasonable, the consultant will prepare a final draft and submit it to the Local Agency and the Department for review. After review and a determination that it is acceptable, the consultant will sign the contract. The Local Agency will then execute the contract. The contract will subsequently be submitted to the Department for final review and approval including funding. When approved, copies of the signed contract will be distributed within the Local Agency and to the consultant.

For projects with FHWA oversight and for on-call or IDIQ contracts where the consultant performs a management role utilizing federal funds, the Department will forward the initial and final drafts of the contract to FHWA for review and comment. The FHWA approves the final executed contract by stamp and signature and retains a copy.

After the Local Agency executes an on-call or IDIQ contract, it will assign specific projects by task order for the duration of the contract period. The consultant will prepare each task order based on the scope of work furnished by the Local Agency. The task order will include a manpower estimate and cost. The Local Agency will review the task order and approve it as submitted or negotiate with the consultant to establish a task order and task order amount that the Local Agency deems is fair and reasonable. After review and a determination that the task order is acceptable, the consultant will sign the task order. The Local Agency will then execute the task order. The task order will subsequently be submitted to the Department for final review and approval including funding. When approved, copies of the signed task order will be distributed within the Local Agency and to the consultant.

For PoDI projects, the Department will forward the initial and final drafts of the task order to FHWA for review, comment, and approval. Upon FHWA approval, the final task order is executed.

## Section VII – Monitoring the Contract

The Local Agency may designate staff members as key liaisons for specific projects or for technical matters during the administration of the contract period.

The Local Agency will:

1. Maintain the contract files,
2. Arrange and attend periodic progress meetings,
3. Coordinate reviews and approval actions with other agencies when necessary,
4. Review progress payments,
5. Coordinate questions from the consultant,
6. Negotiate any change or amendment to the contract and submit to the Department for review and approval, and
7. Prepare an evaluation of the consultant's performance after completion of the contract. A copy of the evaluation shall be submitted to the Department.

## Section VIII – Consultant Liability

The Local Agency will include a contract requirement that the consultant will warrant that all services and work products provided as part of the contract are performed in accordance to the prevailing industry standards, including standards of conduct and care, format and content, meet the satisfaction of the Local Agency, and conform to the requirements of the Agreement. This warrant is effective regardless of the degree of inspection and acceptance by the Local Agency or others.

If the consultant is required to correct or re-perform any work or services, the work will be performed at no cost to the Local Agency, and any work or services corrected or re-performed by the consultant shall also be warranted that it is free from defects in workmanship in accordance with industry standards. If the consultant fails or refuses to correct or re-perform, the Local Agency may, by contract or otherwise, correct or replace the deficient items or services with similar work or services, and charge the cost to the consultant or make an equitable adjustment in the consultant's reimbursement.

Acceptance is an act of an authorized representative of the Local Agency by which the Local Agency approves specific services, as partial or complete performance of the contract. Correction is the elimination of a defect.

# REQUIRED CONTENTS OF BIDDING PROPOSALS
# FEDERAL-AID PROJECTS

1) **FHWA-1273**

Each set of contract documents shall include FHWA-1273, "Required Contract Provisions, Federal-aid Construction Contracts," and such supplements that may modify the FHWA-1273. Copies of FHWA-1273 and supplements will be provided by the Department.

2) **Anti-Collusion and Debarment Certification**

The certification shall either be in the form of an affidavit executed and sworn to by the bidder before a person who is authorized by the laws of the State to administer oaths or in the form of an unsworn declaration executed under penalty of perjury of the law of the United States. The required form for the Anti-Collusion and Debarment Certification will be provided by the Department. The certification includes:

- Anti-collusion - A statement executed by, or on behalf of the person, firm, association, or corporation submitting the bid certifying that such person, firm, association, or corporation has not, either directly or in-directly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid.

- Debarment - A statement regarding debarment, suspension, ineligibility and voluntary exclusion as required by Title 2 of the United States Code of Federal Regulations, Part 180 (2 CFR Part 180).

**Failure to submit the executed Certification as part of the bidding documents will make the bid nonresponsive and not eligible for award consideration.**

3) **Lobbying Certification**

This certification is required by 49 CFR 20. The form for this certification will be provided by the Department.

4) **Davis-Bacon Pre-determined Minimum Wage Rates**

Davis-Bacon requirements apply to all projects greater than $2,000 that are physically located within the existing right-of-way of a functionally classified city street or highway. The Davis-Bacon wage rates will be provided by the Department.

**5) "Build America, Buy America" Provisions**

Because federal highway funds are included in this project, "Build America, Buy America" requirements, as specified in Title 23 of the United States Code Section 313 and Title 23 of the Code of Federal Regulations Section 635.410, apply to this project. A section of the bidding documents should specify these requirements as part of the project and it should at least be noted in the advertisement for bids.

*Please Print on Sponsor Letterhead*
*(Designating Full-Time Employee*
*in Responsible Charge)*

***DATE***

Mr. David Siskowski
Division Head – Local Programs
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

Re: ***Job #***
***Job Name***
***County***

Dear Mr. Siskowski:

The full-time employee in responsible charge of the day to day oversight for the referenced project will be ***(INSERT NAME OF EMPLOYEE & TITLE)***. This letter certifies that the employee is aware of the duties and functions they are in charge of as outlined in the Agreement of Understanding. This employee may be reached by phone at ***(INSERT PHONE NUMBER)*** or by email at ***(INSERT EMAIL ADDRESS)***.

Sincerely,

***NAME & OFFICE***
***(Sponsor's CEO)***

Form LPA-006

**SPONSOR LETTERHEAD**

JOB NUMBER
JOB NAME
COUNTY

Title to the right of way necessary for the construction of this project has been acquired, *or will be acquired*, in accordance with applicable Federal Highway Administration procedures.

↓ indicate total number in each category here. Delete any categories not used in this job.

___ Tract(s)
___ Options(s)
___ Paid
___ Donation(s)
___ Negotiation Pending* - include tract number(s) and statement: *"It is anticipated that this/these tract(s) will be acquired by (date)."*
___ Condemnation(s) – (include Order of Possession date or date the Court Order was filed)
___ Condemnation(s) Pending* - include tract number(s) and anticipated filing date

* If applicable

↓delete the statement in each pair that does not apply

There are no displacees on this project.

**-Or-**

*Relocation Assistance has been provided in accordance with applicable Federal Highway Administration procedures and all displacees have moved from this project. There was/were # displaced (residence(s)/business(es)/personal property/etc) on the project.*

There are no structures located within the right of way area.

**-Or-**

*All structures have been removed from this project, except for those to be included as demolition items in the highway contract.*

No conflicting utilities are known to exist in the right of way area.

**-Or-**

*Necessary utility relocation has been, or will be, completed as shown in the attached Utility Status Report.*

There are no railroads involved on this project

**-OR-**

Tract(s) #___ shown above include(s) #____ (Permanent/Temporary Construction Easements) for _____ Railroad.

No right of way in excess of that needed for construction or future maintenance of this project was acquired.

Certified by:_____ Date:_____
(Type name)
(Type title)

**SPONSOR LETTERHEAD**

JOB NUMBER
JOB NAME
COUNTY

Title to the right of way necessary for the construction of this project was in public ownership prior to project development. No additional right of way was acquired.

There are no displacees on this project.

There are no structures located within the right of way area.

There are no railroads involved on this project.

No known conflicting utilities exist within the right of way area.

Certified by:_____ Date:_____
(Type name)
(Type title)

Form LPA-008

*PLEASE PRINT ON SPONSOR LETTERHEAD*

*CERTIFICATION LETTER*
*REQUESTING AUTHORITY TO ADVERTISE*

***DATE***

Ms. Jessie Jones, P.E.
Chief Engineer – Preconstruction
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

Re: ***Job #***
***Job Name***
***County***

Dear Ms. Jones:

The following documents are submitted concerning the referenced project:

1. One set of plans and specifications.
2. A copy of the preliminary estimate of cost.
3. An unexecuted copy of the bid proposal form.

I certify that the plans, specifications and estimate were prepared by or under the direct supervision of a Professional Engineer licensed to practice in the State of Arkansas and that the plans and specifications comply with the Americans with Disabilities Act (ADA), the American Association of State Highway and Transportation Officials (AASHTO) design standards, and all other applicable state and federal regulations, including airport clearance when necessary, for the type of work involved.

I understand that if any project items are declared non-participating in federal funds due to failure to comply with any State or federal requirements, the ***(Sponsor Name)*** will promptly repay such funds to the Arkansas Department of Transportation (ARDOT). Further, I hereby authorize the Director of the Arkansas State Department of Finance and Administration to transfer such funds from the ***(Sponsor Name)'s*** Motor Fuel Tax allotment to the ARDOT's RRA Fund upon notification by the ARDOT Director of that such funds are due ARDOT and have not been paid by the ***(Sponsor Name)***.

Approval to proceed with advertisement of the project for bids is requested.

Sincerely,

***NAME & OFFICE***
***(Sponsor's CEO)***

Enclosures

# GUIDELINES FOR ADVERTISING AND OPENING BIDS
# FEDERAL-AID PROJECTS

**Upon receipt of written authorization from the Arkansas Department of Transportation (Department), the project may be advertised for bids.** The following minimum guidelines for advertising must be met:

- The minimum advertising period is three weeks (21 days).

- In addition to meeting the State requirements for advertising for construction projects, the project must be advertised a minimum of two times in a statewide newspaper (online or print versions are acceptable).

- The notice must contain: (1) the time, date, and place that sealed bids are to be accepted, opened, and publicly read; (2) a brief description of the kind or type of work contemplated; and (3) the place at which prospective bidders may obtain plans and specifications.

- The Sponsor will forward a copy of the approved advertisement to the Department once advertisement starts. Any addenda will also be sent to the Department during the advertisement period.

- The Sponsor will include the following language in the solicitation for bids:

  "The **(INSERT SPONSOR NAME)** hereby notifies all bidders that this contract is subject to applicable labor laws, non-discrimination provisions, wage rate laws and other federal laws including the Fair Labor Standards Acts of 1938. The Work Hours Act of 1962 and Title VI of the Civil Rights Act of 1964 also apply."

  "Build America, Buy America provisions apply to this project."

- All bids received in accordance with the terms of the advertisement shall be publicly opened and at a minimum, the total amount bid must be read aloud (the sponsor may choose to read the bids item by item).

- If any bid received is not read aloud, the name of the bidder and the reason for not reading the bid aloud shall be publicly announced at the letting.

- In accordance with 23 CFR 635.110, any procedures and requirements for qualifying and licensing contractors must be approved by the Federal Highway Administration.

- **Negotiation with contractors during the period following the opening of bids and before the award of the contract is strictly prohibited.**

Form LPA-013

*PLEASE PRINT ON SPONSOR LETTERHEAD*

*CERTIFICATION LETTER*

*REQUESTING CONCURRENCE IN AWARD OF THE CONTRACT*

***DATE***

Ms. Jessie Jones, P.E.
Chief Engineer – Preconstruction
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

Re: ***Job #***
***Job Name***
***County***

Dear Ms. Jones:

The following documents are submitted concerning the referenced project:

1. One set of bid tabulations.
2. Justification of award (if low bid amount is greater than 10% over the estimate).
3. A check for $1,000 for ARDOT construction involvement.

I certify that the referenced project was advertised and bids were received in accordance with the regulations governing Federal-aid projects and all other applicable state and federal regulations, and that this process has been reviewed and approved by the ***(Sponsor Name)'s*** Attorney. Additionally, I certify that the bid is being awarded to the lowest responsive and qualified bidder and that there has not been, nor will there be, any negotiations with the contractor or other bidders regarding the amount bid.

Your concurrence in the award of this contract to ***(INSERT CONTRACTOR NAME)*** for ***(INSERT LOW BID AMOUNT)*** is requested.

Sincerely,

_____
Sponsor's CEO

_____
Sponsor's Attorney

Enclosures

Revised: 12/11/20

# CONSTRUCTION CERTIFICATION AND REIMBURSEMENT REQUEST



Job No.: _____
FAP: _____
County: _____
Job Name.: _____

**Payee/Sponsor:** _____
address _____

Federal Tax ID No.: _____

DATE: _____

PAY REQUEST # _____

FROM: _____ TO: _____

## SPONSOR'S REQUEST FOR PAYMENT

| | | |
|---|---|---|
| 1 | Maximum Approved Federal-aid Amount | |
| 2 | Original Contract Amount | |
| 3 | Net Changes by Change Orders | |
| 4 | Present Contract Total | |
| 5 | Present Federal-aid Amount (80% of Line 4 or Amount on Line 1, whichever is less) | |
| 6 | Work Completed to Date | |
| 7 | Federal Match (80% of Line 6 or amount on Line 5, whichever is less) | |
| 8 | Previous Reimbursements (Federal) | |
| 9 | ***Amount Due this Estimate*** (subtract Line 8 from Line 7) | $0.00 |

## CHANGE ORDER SUMMARY

| | ADDITIONS | DEDUCTIONS |
|---|---|---|
| Total changes previously approved | | |
| Total approved this Request Period | | |
| TOTALS | | |
| NET CHANGES by Change Order (Line 3 above) | | |

## Designated Full Time Employee In Responsible Charge

The information provided in this document is true and correct and I recommend that payment be made to the Contractor for this work.

By: _____ Date: _____

Title: _____

## Sponsor's CEO

Payment is requested from the Arkansas Department of Transportation for the Amount Due. I certify that the Contractor and/or subcontractor(s) are complying with the provisions of FHWA-1273, Required Contract Provisions, Federal-aid Construction Contracts, and Supplements; that the work has been completed by the Contractor in accordance with the plans and specifications; and that the Contractor has been paid for this work.

By: _____ Date: _____

Title: _____

DEPARTMENT USE ONLY

Recommended for Payment in Accordance with Project Agreement

_____
Resident Engineer

Approved for Payment

_____
State Construction Engineer

PAID

Voucher No. _____

Date:

**CONSTRUCTION CERTIFICATION AND REIMBURSEMENT REQUEST**

Revised: 12/11/20

**DETAIL ESTIMATE**



JOB NUMBER: _____

FAP: _____

JOB NAME: _____

REQUEST NO: _____ DATE: _____

FROM: _____ TO: _____

SPONSOR: _____

CONTRACTOR: _____

| A | B | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|---|
| ITEM NO. | DESCRIPTION OF WORK | SCHEDULED VALUE | WORK COMPLETED PREVIOUS REQUESTS | WORK COMPLETED THIS PERIOD | MATERIALS PRESENTLY STOCKPILED (NOT IN D or E) | TOTAL COMPLETED & STOCKPILED TO DATE (D+E+F) | % COMPLETED (G ÷ C) | BALANCE TO FINISH (C - G) |
| | | | | | | | | |
| | **GRAND TOTALS** | | | | | | | |

Form LPA-014

**COPY OF SPONSOR'S PAYMENT CHECK FOR THIS ESTIMATE MUST BE ATTACHED TO THIS FORM**

Form LPA-015

# ***Sponsor***
# LPA Report of Daily Work Performed

Job Name: _____ Job No.: _____

FAP No.: _____ Contractor: _____

Date: _____ Hours Worked: _____ – _____ Report No.: _____

## Project Conditions

| Site Conditions | Weather | Number of Contractor's Personnel |
|---|---|---|
| ____ Useable | ____ Sunny | ____ Laborers |
| ____ Partly Useable | ____ Partly Cloudy | ____ Carpenters |
| ____ Not Useable | ____ Rain | ____ Concrete Laborers |
| Min Temp. (F) ____<br>Max Temp. (F) ____ | Rainfall Amt. (in.) _____ | ____ Equip. Operators |
| Comments | | ____ Electricians |
| | | ____ Plumbers |
| | | ____ Foreman |
| | | ____ Other _____ |
| | | ____ Other _____ |

## Location and Description of Work Performed

## Special Instructions and/or Conversations

Signed: _____
Designated Full-time Employee

# ***SPONSOR***
# LPA Final Acceptance Report

| | |
|---|---|
| **Job Name:** | **Date:** |
| **Job No:** | **FAP No:** |
| **County:** | **Route:** |
| **Contractor:** | |
| **Date Work Began:** | **Date Work Completed:** |
| **Attendees:** | |
| **Remarks:** | |
| ☐ **Provide Digital Photos of Completed Project (minimum of 5)** | |

| | |
|---|---|
| **Project Completed in Substantial Compliance with Plans and Specifications and Recommended for Final Acceptance by Sponsor** | **Recommended for Acceptance in Accordance with Project Agreement** |
| _____ | _____ |
| **Engineer** | **ARDOT Resident Engineer** |

**Project Recommended for Acceptance**

**Designated Full-time Employee: _____**

**I certify that the Contractor and/or subcontractor(s) have complied with the provisions of FHWA-1273, Required Contract Provisions, Federal-aid Construction Contracts, and Supplements; that the project has been completed by the Contractor in accordance with the plans and specifications; that the Contractor has been paid for this work, and the project is hereby accepted.**

_____

***SPONSOR's*** **CEO**

# 2 CFR Part 200

# UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS

Subpart D - Post Federal Award Requirements
Record Retention and Access

**§200.334 Retention requirements for records.**

Financial records, supporting documents, statistical records, and all other non-Federal entity records pertinent to a Federal award must be retained for a period of three years from the date of submission of the final expenditure report or, for Federal awards that are renewed quarterly or annually, from the date of the submission of the quarterly or annual financial report, respectively, as reported to the Federal awarding agency or pass-through entity in the case of a subrecipient. Federal awarding agencies and pass-through entities must not impose any other record retention requirements upon non-Federal entities. The only exceptions are the following:

(a) If any litigation, claim, or audit is started before the expiration of the 3-year period, the records must be retained until all litigation, claims, or audit findings involving the records have been resolved and final action taken.

(b) When the non-Federal entity is notified in writing by the Federal awarding agency, cognizant agency for audit, oversight agency for audit, cognizant agency for indirect costs, or pass-through entity to extend the retention period.

(c) Records for real property and equipment acquired with Federal funds must be retained for 3 years after final disposition.

(d) When records are transferred to or maintained by the Federal awarding agency or pass-through entity, the 3-year retention requirement is not applicable to the non-Federal entity.

(e) Records for program income transactions after the period of performance. In some cases recipients must report program income after the period of performance. Where there is such a requirement, the retention period for the records pertaining to the earning of the program income starts from the end of the non-Federal entity's fiscal year in which the program income is earned.

(f) Indirect cost rate proposals and cost allocations plans. This paragraph applies to the following types of documents and their supporting records: Indirect cost rate computations or proposals, cost allocation plans, and any similar accounting computations of the rate at which a particular group of costs is chargeable (such as computer usage chargeback rates or composite fringe benefit rates).

(1) *If submitted for negotiation.* If the proposal, plan, or other computation is required to be submitted to the Federal Government (or to the pass-through entity) to form the basis for negotiation of the rate, then the 3-year retention period for its supporting records starts from the date of such submission.

(2) *If not submitted for negotiation.* If the proposal, plan, or other computation is not required to be submitted to the Federal Government (or to the pass-through entity) for negotiation purposes, then the 3-year retention period for the proposal, plan, or computation and its supporting records starts from the end of the fiscal year (or other accounting period) covered by the proposal, plan, or other computation.

**§200.335 Requests for transfer of records.**

The Federal awarding agency must request transfer of certain records to its custody from the non-Federal entity when it determines that the records possess long-term retention value. However, in order to avoid duplicate recordkeeping, the Federal awarding agency may make arrangements for the non-Federal entity to retain any records that are continuously needed for joint use.

**§200.336 Methods for collection, transmission, and storage of information.**

The Federal awarding agency and the non-Federal entity should, whenever practicable, collect, transmit, and store Federal award-related information in open and machine-readable formats rather than in closed formats or on paper in accordance with applicable legislative requirements. A machine-readable format is a format in a standard computer language (not English text) that can be read automatically by a web browser or computer system. The Federal awarding agency or pass-through entity must always provide or accept paper versions of Federal award-related information to and from the non-Federal entity upon request. If paper copies are submitted, the Federal awarding agency or pass-through entity must not require more than an original and two copies. When original records are

# 2 CFR Part 200

# UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS

Subpart D - Post Federal Award Requirements
Record Retention and Access

electronic and cannot be altered, there is no need to create and retain paper copies. When original records are paper, electronic versions may be substituted through the use of duplication or other forms of electronic media provided that they are subject to periodic quality control reviews, provide reasonable safeguards against alteration, and remain readable.

**§200.337 Access to records.**

*Records of non-Federal entities.* The Federal awarding agency, Inspectors General, the Comptroller General of the United States, and the pass-through entity, or any of their authorized representatives, must have the right of access to any documents, papers, or other records of the non-Federal entity which are pertinent to the Federal award, in order to make audits, examinations, excerpts, and transcripts. The right also includes timely and reasonable access to the non-Federal entity's personnel for the purpose of interview and discussion related to such documents.

(a) *Extraordinary and rare circumstances.* Only under extraordinary and rare circumstances would such access include review of the true name of victims of a crime. Routine monitoring cannot be considered extraordinary and rare circumstances that would necessitate access to this information. When access to the true name of victims of a crime is necessary, appropriate steps to protect this sensitive information must be taken by both the non-Federal entity and the Federal awarding agency. Any such access, other than under a court order or subpoena pursuant to a bona fide confidential investigation, must be approved by the head of the Federal awarding agency or delegate.

(b) *Expiration of right of access.* The rights of access in this section are not limited to the required retention period but last as long as the records are retained. Federal awarding agencies and pass-through entities must not impose any other access requirements upon non-Federal entities.

**§200.338 Restrictions on public access to records.**

No Federal awarding agency may place restrictions on the non-Federal entity that limit public access to the records of the non-Federal entity pertinent to a Federal award, except for protected personally identifiable information (PII) or when the Federal awarding agency can demonstrate that such records will be kept confidential and would have been exempted from disclosure pursuant to the Freedom of Information Act (5 U.S.C. 552) or controlled unclassified information pursuant to Executive Order 13556 if the records had belonged to the Federal awarding agency. The Freedom of Information Act (5 U.S.C. 552) (FOIA) does not apply to those records that remain under a non-Federal entity's control except as required under §200.315. Unless required by Federal, state, local, and tribal statute, non-Federal entities are not required to permit public access to their records. The non-Federal entity's records provided to a Federal agency generally will be subject to FOIA and applicable exemptions.

# CERTIFICATION FOR GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his knowledge and belief that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including sub grants, and contracts and subcontracts under grants, sub grants, loans and cooperative agreements) which exceed $100,000, and that all such sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

_____

Sponsor

_____

Signature

_____

Name (Sponsor's CEO)

# Federal Funding Accountability and Transparency Act (FFATA)
# Reporting Requirements

*(For more information go to https://www.fsrs.gov/)*

FFATA was signed on September 26, 2006. The intent is to empower every American with the ability to hold the government accountable for each spending decision. The end result is to reduce wasteful spending in the government. The FFATA legislation requires information on federal awards (federal financial assistance and expenditures) be made available to the public via a single, searchable website, which is www.USASpending.gov.

A Prime Grant Recipient (Arkansas Department of Transportation (hereinafter called ARDOT)) awarded a new Federal grant greater than or equal to $25,000 as of October 1, 2010 is subject to FFATA sub-award reporting requirements as outlined in the Office of Management and Budget guidance issued August 27, 2010. **ARDOT is required to file a FFATA sub-award report for any sub-grant awarded to a sub-awardee greater than or equal to $25,000.** As a sub-awardee, _____ shall provide the following information to ARDOT in order to fulfill FFATA reporting requirements:

- ✔ A Unique Entity Identifier (UEI) of the sub-awardee receiving the award and the parent entity of the recipient, should the sub-awardee be owned by another entity;
- ✔ The names and total compensation of the five most highly compensated officers of the sub-awardee **if** the sub-awardee in the preceding Federal fiscal year received 80 percent or more of its annual gross revenues in Federal awards; and $25,000,000 or more in annual gross revenues from Federal awards; and the public does not have access to information about the compensation of the senior executives of the sub-awardee through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

# Required Sub-Awardee Information

(A) Sub-Awardee UEI: _____ UEI Expiration Date: _____

Parent (if applicable) UEI: _____ UEI Expiration Date: _____

(B) In the preceding completed Federal fiscal year, did your business or organization (the legal entity to which the UEI number entered above belongs) receive (1) 80 percent or more of its annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements; and (2) $25,000,000 or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements?

Yes No

***If "Yes" is selected, answer (C).***

(C) Does the public have access to information about the compensation of the executives in your business or organization (the legal entity to which the UEI entered above belongs) through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986?

Yes No

***If "Yes" is selected, visit http://www.sec.gov/edgar.shtml for reference.***

***If "No" is selected, answer (D).***

(D) **If "No" was selected in Question "C"**, complete the following information for the five (5) most highly compensated executives in your business or organization (the legal entity to which the UEI entered above belongs). Amount should reflect the Total Compensation Amount in the preceding completed Federal fiscal year in U.S. whole dollars.

Sub-Awardee Names and Compensation of Most Highly Compensated Officers

1. Name: _____ Amount: $_____
2. Name: _____ Amount: $_____
3. Name: _____ Amount: $_____
4. Name: _____ Amount: $_____
5. Name: _____ Amount: $_____

# LPA Project Quarterly Report Form

**Date:**

| | | | |
|---|---|---|---|
| **Job No.:** | **Job Name:** | | |
| **F.A.P.:** | **Funding Program:** | **Year:** | **Quarter:** |
| **Sponsor:** | **Submitted By:** | | |
| **Sponsor Phone:** | **Sponsor Email:** | | |

**Progress Report:**

## CURRENT PROJECT STATUS

| | | | | |
|---|---|---|---|---|
| **Construction Plans:** | ☐ 30% | ☐ 60% | ☐ 90% | ☐ Final |
| **Environmental Clearance:** | ☐ ARDOT to Handle | ☐ Preliminary | ☐ Partially Complete | All Permits Received ☐ Date: / Final Clearance ☐ Date: |
| **Right of Way Acquisition:** | ☐ No Acquisition Needed | ☐ ROW Plans in Progress | ROW Plans Approved ☐ Date: | Acquisition Documents Approved ☐ Date: |
| | ☐ Acquisition Underway | Acquisition Complete ☐ Date: | Right of Way Certification Submitted ☐ Conditional ☐ Final Date: | |
| **Utility Relocation:** | ☐ Utility Relocation Not Necessary | Relocation Plans Prepared ☐ Date: | ☐ Relocation Underway | Relocation Complete ☐ Date: |
| **Authority to Advertise:** | Request Submitted ☐ Date: | ARDOT Approval Received ☐ Date: | Bid Opening Date: | |
| **Concurrence in Award:** | Request Submitted ☐ Date: | ARDOT Approval Received ☐ Date: | Contract Executed ☐ Date: | |
| **Construction:** | Progress (%) 0% | Estimated Completion Date: | Project Completed ☐ Date: | |

ARDOT Contact:

# CHANGE ORDER FORM

Form LPA-022

ARDOT JOB NO.: _____ F.A.P. No.: _____ **CHANGE ORDER NO.:** _____

JOB NAME: _____ DATE PREPARED: _____

OWNER: _____ PREPARED BY: _____

CONTRACTOR: _____

**DESCRIPTION OF CHANGE(S):**

**JUSTIFICATION / REASON FOR CHANGE(S):**

**SUMMARY**

| ITEM NO. | ITEM | UNIT | UNIT PRICE | PRESENT | | REVISED | |
|---|---|---|---|---|---|---|---|
| | | | | QUANTITY | AMOUNT | QUANTITY | AMOUNT |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
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| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | TOTALS: | $ - | | $ - |

# CHANGE ORDER FORM

Form LPA-022

**CHANGES TO CONTRACT PRICE:**

| | |
|---|---|
| ORIGINAL CONTRACT PRICE | |
| CURRENT CONTRACT PRICE ADJUSTED BY PREVIOUS CHANGE ORDERS | |
| THE CONTRACT PRICE DUE TO THIS CHANGE ORDER WILL BE (INCREASED) / (DECREASED) BY | $ - |
| THE NEW CONTRACT PRICE, INCLUDING THIS CHANGE ORDER, WILL BE | **$ -** |

**CHANGES TO CONTRACT TIME:**

| | | |
|---|---|---|
| THE CURRENT CONTRACT TIME | _____ | DAYS |
| THE CONTRACT TIME WILL BE (INCREASED) / (DECREASED) BY | _____ | DAYS |
| THE CONTRACT PERIOD, INCLUDING THIS CHANGE ORDER, SHALL BE | _____ | DAYS |

**APPROVALS:**

ENGINEER: [INSERT ENGINEER NAME HERE]

Signature Date

CONTRACTOR: [INSERT CONTRACTOR NAME HERE]

Signature Date

OWNER: [INSERT OWNER NAME HERE]

Signature Date

ARDOT RESIDENT ENGINEER CONCURS

Signature Date

ARDOT LOCAL PROGRAMS APPROVES

Signature Date

# Title VI Requirements and Responsibilities

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*"

ARDOT is a recipient of federal funds from the U.S. Department of Transportation modal agencies, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All recipients/subrecipients of federal funding must comply with the requirements of Title VI of the Civil Rights Act of 1964 and other nondiscrimination statues, regulation, and authorities.

Therefore, the sponsor (subrecipient) must also comply with the requirements of Title VI and its responsibilities.

Upon receipt of ARDOT reimbursement, the subrecipient will be required to establish Title VI compliance. ARDOT's Title VI Coordinator or designee will contact the subrecipient to request the following information:

- **Name of designated Title VI/ADA/Section 504 Coordinator**
- **Notice of Nondiscrimination**
- **Complaint Procedure and Process**
- **Complaint Form**
- **Standard USDOT Title VI/Non-Discrimination Assurances**
    - Must be signed annually by highest ranking official

The Title VI Coordinator or designee will assist the subrecipient in establishing the information as needed. For further information or inquiries, please contact the Civil Rights Division at 501-569-2299.

Form LPA-031

*Please Print on Sponsor Letterhead*
*(Request for ARDOT On-call Consultant)*

***DATE***

Mr. David Siskowski
Division Head – Local Programs
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

Re: ***Job #***
***Job Name***
***County***

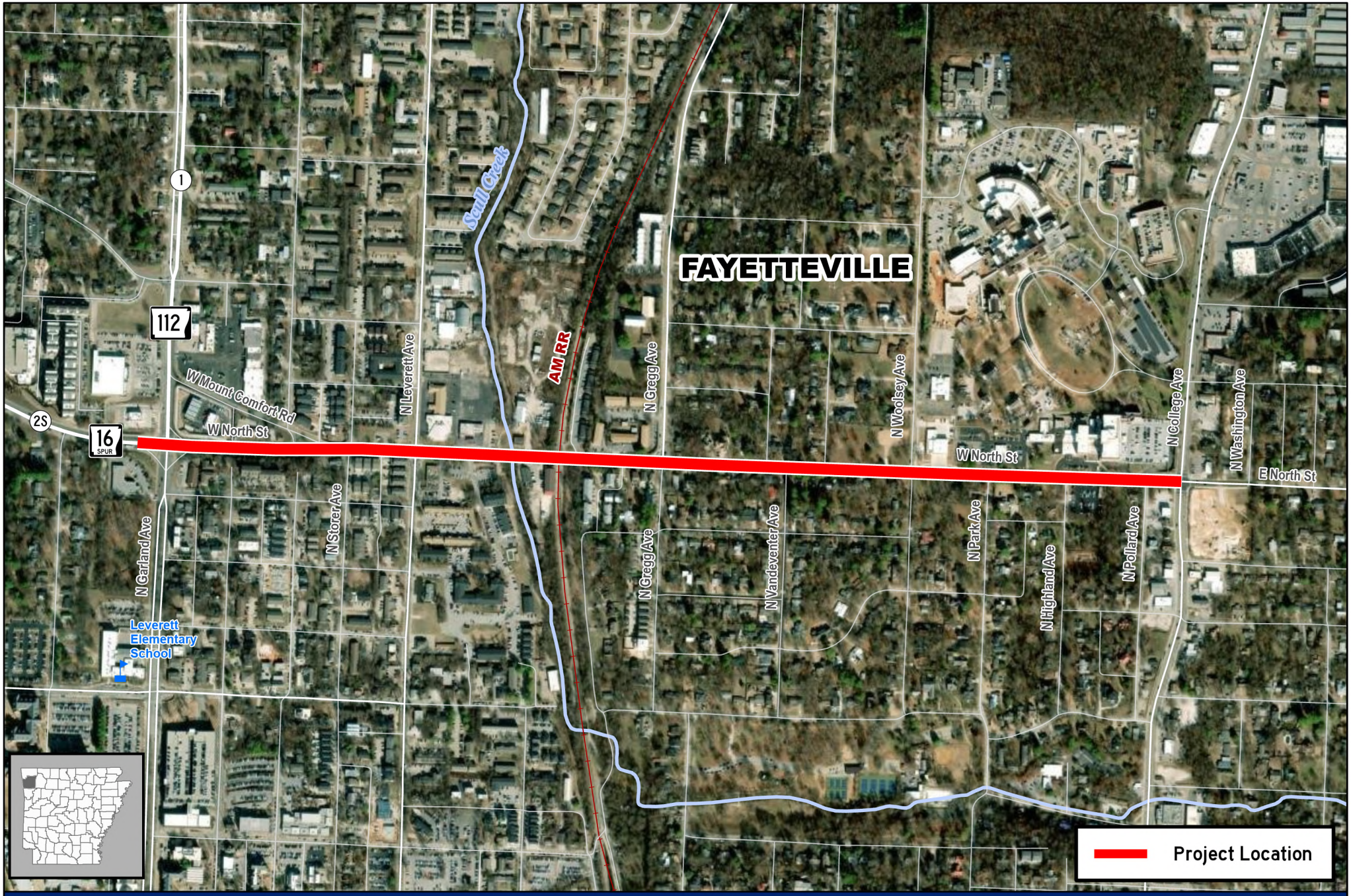
Dear Mr. Siskowski:

We are interested in the Department contracting with an on-call consultant on our behalf. This letter certifies our understanding that, as the Sponsor, we remain responsible for the duties and functions outlined in the Agreement of Understanding, including full project management of the referenced project. Should an on-call consultant be assigned, their services would be limited to the ***[INDICATE PHASE(S) (i.e. Planning, Design, Environmental, Right of Way, Utility Relocation, and/or Construction Engineering)]*** phase(s).

We also acknowledge that the Department retains full discretion in selecting the on-call consultant. We understand that this decision may be based on factors including but not limited to current availability, workload, qualifications, and geographic location of the project.

Sincerely,

***NAME & OFFICE***
***(Sponsor's CEO)***




# Job 041003

## College Ave. – Garland Ave. (North St.) (Fayetteville) (S)

**Hwy. 112, Sec. 1**
**Hwy. 16, Sec. 2S**
**Washington County**

N

ARDOT
ARKANSAS DEPARTMENT OF TRANSPORTATION

0 200 400 800
Feet

PM: PD: cp44759: 7/10/2025

Document Path: \\san1\gis\ProgramsContracts\Sketches\041003\041003.aprx

CITY OF
FAYETTEVILLE
ARKANSAS

September 16, 2025

Mr. David Siskowski
Division Head – Local Programs
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

**Re: Job 041003**
**College Ave. – Garland Ave. (North St.)**
**(Fayetteville)(S)**
**Washington County**

Dear Mr. Siskowski:

The full-time employee in responsible charge of the day to day oversight for the referenced project will be Paul Libertini, P.E., Staff Engineer. This letter certifies that the employee is aware of the duties and functions they are in charge of as outlined in the Agreement of Understanding. This employee may be reached by phone at (479) 444-3419 or by email at plibertini@fayetteville-ar.gov

Sincerely,

Molly Rawn
Mayor

**CERTIFICATION FOR GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his knowledge and belief that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including sub grants, and contracts and subcontracts under grants, sub grants, loans and cooperative agreements) which exceed $100,000, and that all such sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

City of Fayetteville

Sponsor

Signature

Molly Rawn, Mayor

Name (Sponsor's CEO)

# Federal Funding Accountability and Transparency Act (FFATA)
# Reporting Requirements

*(For more information go to https://www.fsrs.gov/)*

FFATA was signed on September 26, 2006. The intent is to empower every American with the ability to hold the government accountable for each spending decision. The end result is to reduce wasteful spending in the government. The FFATA legislation requires information on federal awards (federal financial assistance and expenditures) be made available to the public via a single, searchable website, which is www.USASpending.gov.

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- ✔ A Unique Entity Identifier (UEI) of the sub-awardee receiving the award and the parent entity of the recipient, should the sub-awardee be owned by another entity;
- ✔ The names and total compensation of the five most highly compensated officers of the sub-awardee **if** the sub-awardee in the preceding Federal fiscal year received 80 percent or more of its annual gross revenues in Federal awards; and $25,000,000 or more in annual gross revenues from Federal awards; and the public does not have access to information about the compensation of the senior executives of the sub-awardee through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

# Required Sub-Awardee Information

(A) Sub-Awardee UEI: FKCQRMDULFH9 UEI Expiration Date: 5/16/2026

Parent (if applicable) UEI: _____ UEI Expiration Date: _____

(B) In the preceding completed Federal fiscal year, did your business or organization (the legal entity to which the UEI number entered above belongs) receive (1) 80 percent or more of its annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements; and (2) $25,000,000 or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements?

Yes (No)

***If "Yes" is selected, answer (C).***

(C) Does the public have access to information about the compensation of the executives in your business or organization (the legal entity to which the UEI entered above belongs) through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986?

(Yes) No

***If "Yes" is selected, visit http://www.sec.gov/edgar.shtml for reference.***

***If "No" is selected, answer (D).***

(D) **If "No" was selected in Question "C"**, complete the following information for the five (5) most highly compensated executives in your business or organization (the legal entity to which the UEI entered above belongs). Amount should reflect the Total Compensation Amount in the preceding completed Federal fiscal year in U.S. whole dollars.

Sub-Awardee Names and Compensation of Most Highly Compensated Officers

1. Name: _____ Amount: $_____
2. Name: _____ Amount: $_____
3. Name: _____ Amount: $_____
4. Name: _____ Amount: $_____
5. Name: _____ Amount: $_____

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

**Resolution: 60-25**

**File Number: 2025-171**

**2025 TRANSPORTATION FEDERAL AID (GRANT APPLICATION):**

A RESOLUTION TO EXPRESS THE WILLINGNESS OF THE CITY OF FAYETTEVILLE TO APPLY FOR AND UTILIZE FEDERAL-AID FUNDS FOR THE RUPPLE ROAD LIGHTING, DRAKE STREET TRAIL CONNECTION, TRANSIT STOP ENHANCEMENTS, MISSION BOULEVARD TRAIL, RAZORBACK GREENWAY ASPHALT REPLACEMENT, GARLAND AVENUE, AND NORTH STREET CORRIDOR PROJECTS

**WHEREAS**, the passage of the Bipartisan Infrastructure Bill is providing more opportunities for Federal funding assistance; and

**WHEREAS**, grant programs administered regionally through the Northwest Arkansas Regional Planning Commission include the Carbon Reduction Program (CRP), the Surface Transportation Bock Grant-Attributable Program (STBGP-A), and the Transportation Alternatives Program (TAP) that will provide over $13 million in funding for the Northwest Arkansas Region; and

**WHEREAS**, the funding for selected projects will be at an 80/20 Federal and Local participating ratio, up to the maximum Federal-aid available; and

**WHEREAS**, seven projects have been identified for application for federal funding:

| Grant Program | Existing/New Project | Project Description | Amount |
|---|---|---|---|
| CRP | Existing | Rupple Road Lighting – Persimmon to MLK | $500,000 |
| TAP | Existing | Drake Street Trail Connections | $300,000 |
| TAP | New | Transit Stop Enhancements | $150,000 |
| TAP | New | Mission Blvd Trail Phase 3 | $600,000 |
| RTP | New | Razorback Greenway Asphalt Replacement | $250,000 |
| STBGP-A | New | Garland Ave. (Hwy 112) | $2,000,000 |
| STBGP-A | New | North Street Corridor (Garland to College) | $500,000 |

**WHEREAS**, on January 28, 2025, the Transportation Committee reviewed the grant project proposals and voted unanimously to forward the request to apply to the full City Council for approval

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

Section 1: That the City Council of the City of Fayetteville, Arkansas authorizes Mayor Rawn to submit applications for 80% federal 20% local matching grants through the Federal Highway Administration, the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission for the above identified projects.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby agrees to participate in accordance with its designated responsibilities in these projects, including providing the local match requirement.

Section 3: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to execute all appropriate agreements and contracts necessary to expedite the construction of these projects.

Section 4: That the City Council of the City of Fayetteville, Arkansas pledges its full support and hereby authorizes the Arkansas Department of Transportation and Northwest Arkansas Regional Planning Commission to initiate action to implement these projects.

PASSED and APPROVED on February 18, 2025

**Approved:**

Molly Rawn

Molly Rawn, Mayor

**Attest:**

Kara Paxton

Kara Paxton, City Clerk Treasurer

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-171

**MEETING OF FEBRUARY 18, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Chris Brown, Public Works Director
Keith Macedo, Interim Chief of Staff

**FROM:** Matt Casey, Engineering Design Manager

**SUBJECT:** **2025 Federal Aid Transportation Grant Application**

---

**RECOMMENDATION:**
Staff recommends approval of a resolution expressing the willingness to apply for federal-aid funds and allow staff to submit applications for 80% federal 20% local matching grants through the Federal Highway Administration, the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission. Grant projects include the Rupple Road Lighting, Drake Street Trail Connection, Transit Stop Enhancements, Mission Blvd. Trail (Phase 3), Razorback Greenway Asphalt Replacement, Garland Ave. (Hwy 112), and North Street Corridor (Garland Ave. to College Ave.)

**BACKGROUND:**
The passage of the Bipartisan Infrastructure Bill is providing more opportunities for Federal funding assistance. Grant programs administered regionally through the Northwest Arkansas Regional Planning Commission include the Carbon Reduction Program (CRP), the Surface Transportation Block Grant-Attributable (STBGP-A) Program, and the Transportation Alternatives Program (TAP). In total, these programs will provide over $13 million in funding for the Northwest Arkansas Region. Additionally, the State Department of Transportation offers a statewide grant opportunity through their Transportation Alternatives Program.

**DISCUSSION:**
Seven projects have been identified for application for federal funding as shown below.

| Grant Program | Existing/New Project | Project Description | Amount Requested |
|---|---|---|---|
| CRP | Existing | Rupple Road Lighting – Persimmon to MLK (Hwy 62) | $500,000 |
| TAP | Existing | Drake Street Trail Connections | $300,000 |
| TAP | New | Transit Stop Enhancements | $150,000 |
| TAP | New | Mission Blvd Trail Phase 3 | $600,000 |
| RTP | New | Razorback Greenway Asphalt Replacement | $250,000 |
| STBGP-A | New | Garland Ave. (Hwy 112) | $2,000,000 |
| STBGP-A | New | North Street Corridor (Garland to College) | $500,000 |

**BUDGET/STAFF IMPACT:**
If the grants are approved, the City of Fayetteville will be responsible for 20% of the total project cost while

Federal funding will provide 80%. Matching funding has been budgeted through various accounts in anticipation of award of grant funding.

On January 28th, 2025, the Transportation Committee reviewed the grant project proposals and voted unanimously to forward the request to apply to the full City Council for approval to apply. The grant programs require a resolution be included with the application.

**ATTACHMENTS:** SRF (#3) , Public Notice of NWARPC (#4), Drake St. Residential and Business Density 8.5 x 11 (#5), Mission Blvd Trail Map - Phases (#6), North Street Corridor (#7), Rupple Trail Lighting Location Map 1-29-25 (#8), Garland Ave - Hwy 112 (#9)

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

**File #:** 2025-171

**2025 Federal Aid Transportation Grant Application**

A RESOLUTION TO EXPRESS THE WILLINGNESS OF THE CITY OF FAYETTEVILLE TO APPLY FOR AND UTILIZE FEDERAL-AID FUNDS FOR THE RUPPLE ROAD LIGHTING, DRAKE STREET TRAIL CONNECTION, TRANSIT STOP ENHANCEMENTS, MISSION BOULEVARD TRAIL, RAZORBACK GREENWAY ASPHALT REPLACEMENT, GARLAND AVENUE, AND NORTH STREET CORRIDOR PROJECTS

**WHEREAS**, the passage of the Bipartisan Infrastructure Bill is providing more opportunities for Federal funding assistance; and

**WHEREAS**, grant programs administered regionally through the Northwest Arkansas Regional Planning Commission include the Carbon Reduction Program (CRP), the Surface Transportation Bock Grant-Attributable Program (STBGP-A), and the Transportation Alternatives Program (TAP) that will provide over $13 million in funding for the Northwest Arkansas Region; and

**WHEREAS**, the funding for selected projects will be at an 80/20 Federal and Local participating ratio, up to the maximum Federal-aid available; and

**WHEREAS**, seven projects have been identified for application for federal funding:

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**City of Fayetteville Staff Review Form**

**2025-171**

**Item ID**

**2/18/2025**

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

| Matt Casey | 1/30/2025 | ENGINEERING (621) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approval of a resolution expressing the willingness to apply for federal-aid funds and allow staff to submit applications for 80% federal 20% local matching grants through the Federal Highway Administration, the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission. Grant projects include the Rupple Road Lighting, Drake Street Trail Connection, Transit Stop Enhancements, Mission Blvd. Trail (Phase 3), Razorback Greenway Asphalt Replacement, Garland Ave. (Hwy 112), and North Street Corridor (Garland Ave. to College Ave.)

## Budget Impact:

| Various | Various |
|---|---|
| Account Number | Fund |
| Various | Various |
| Project Number | Project Title |

| | | | |
|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ - |
| | | Expenses (Actual+Encum) | $ - |
| | | Available Budget | $ - |
| **Does item have a direct cost?** | Yes | Item Cost | $ - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ - |
| | | Remaining Budget | $ - |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

**Comments:**

**PUBLIC NOTICE OF**
**NWARPC FFY 2026 CALL FOR PROJECTS**
**FOR STBGP-A, TAP, & CRP FUNDING**

The Northwest Arkansas Regional Planning Commission (NWARPC), serving as the NWA Metropolitan Planning Organization (MPO), announces the availability of approximately **$11.7 million in NWARPC Surface Transportation Block Grant Program – Attributable (STBGP-A) funding, $1.3 million in NWARPC Transportation Alternatives Program (TAP) funding and $1.4 million in NWARPC Carbon Reduction Program (CRP) funding for Federal Fiscal Year (FFY) 2026.** Availability of FFY 2026 funding is subject to Congressional action. The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act(IIJA), Pub. L. 117-58 (Nov. 15, 2021) provides federal suballocated funding to the Fayetteville-Springdale-Rogers AR-MO Urban Area.

STBGP-A, TAP, and CRP are federally funded, 80% Federal / 20% Local, reimbursable programs and projects must meet and follow the ARDOT Local Public Agency (LPA) federal-aid process for reimbursement. Funds must be used for eligible projects that are submitted by eligible entities and chosen through a competitive process. Additional information on the programs can be found at:

**STBG Fact Sheet:** www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm
**TAP Fact Sheet:** www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm
**CRP Fact Sheet:** www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

**APPLICATION INFORMATION:** The FFY 2026 STBGP-A, TAP, and CRP Funding Request Applications are available at the NWARPC office located at 1311 Clayton Street, Springdale, AR 72762 and online at www.nwarpc.org/funding-programs/. **APPLICATIONS MUST BE RECEIVED NO LATER THAN 11:59 P.M. (CT), THURSDAY, APRIL 3, 2025**. Any funding request submitted after this deadline will not be considered.

For information on this program or questions related to the application process, please contact Nicole Gibbs, Transportation Programs Manager/Regional Planner, NWARPC, 1311 Clayton, Springdale, AR 72762, (479) 751-7125 x105.

**FFY 2026 NWARPC STBGP-A, TAP, and CRP Project Application Timeline:**
**Call for Projects Notice – January 5, 2025**
**Project Funding Request Deadline – April 3, 2025 at 11:59 P.M. CT**

**NWARPC NOTICE OF NONDISCRIMINATION POLICY:** The NWARPC complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 711 or 1-800-285-1131) or ngibbs@nwarpc.org; Para llamadas en espanol, marques el 866-656-1842; para llamadas en ingles, marques el 711 o directamente al 800-285-1131 o ngibbs@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact NWARPC at least 48 hours before the meeting. Si necesita informacion en otro idioma, comuniqese NWARPC cuando menos 48 horas antes de la junta.

**AVISO PÚBLICO DE LA CONVOCATORIA**
**NWARPC FFY 2026 PARA PROYECTOS**
**PARA LA FINANCIACIÓN STBGP-A, TAP Y CRP**

La Comisión de Planificación Regional del Noroeste de Arkansas (NWARPC), que actúa como Organización de Planificación Metropolitana (MPO) de NWA, anuncia la disponibilidad de aproximadamente **$11.7 millones en fondos del Programa de Subvenciones en Bloque para el Transporte de Superficie - Atribuible (STBGP-A), $1.3 millones en fondos del Programa de Alternativas de Transporte (TAP) y $1.4 millones en fondos del Programa de Reducción de Carbono (CRP) para el Año Fiscal Federal (FFY) 2026.** La disponibilidad de fondos para el año fiscal 2026 está sujeta a la acción del Congreso. La Ley de Infraestructura Bipartidista (BIL), promulgada como la Ley de Inversión en Infraestructura y Empleos (IIJA), Pub. L. 117-58 (15 de noviembre de 2021) proporciona fondos federales subasignados al área urbana de Fayetteville-Springdale-Rogers AR-MO.

STBGP-A, TAP, y CRP son programas reembolsables financiados por el gobierno federal, 80% federal/20% local, y los proyectos deben cumplir y seguir el proceso de ayuda federal de la Agencia Pública Local (LPA) de ARDOT para el reembolso. Los fondos deben utilizarse para proyectos elegibles que sean presentados por entidades elegibles y elegidos a través de un proceso competitivo. Puede encontrar información adicional sobre los programas en:

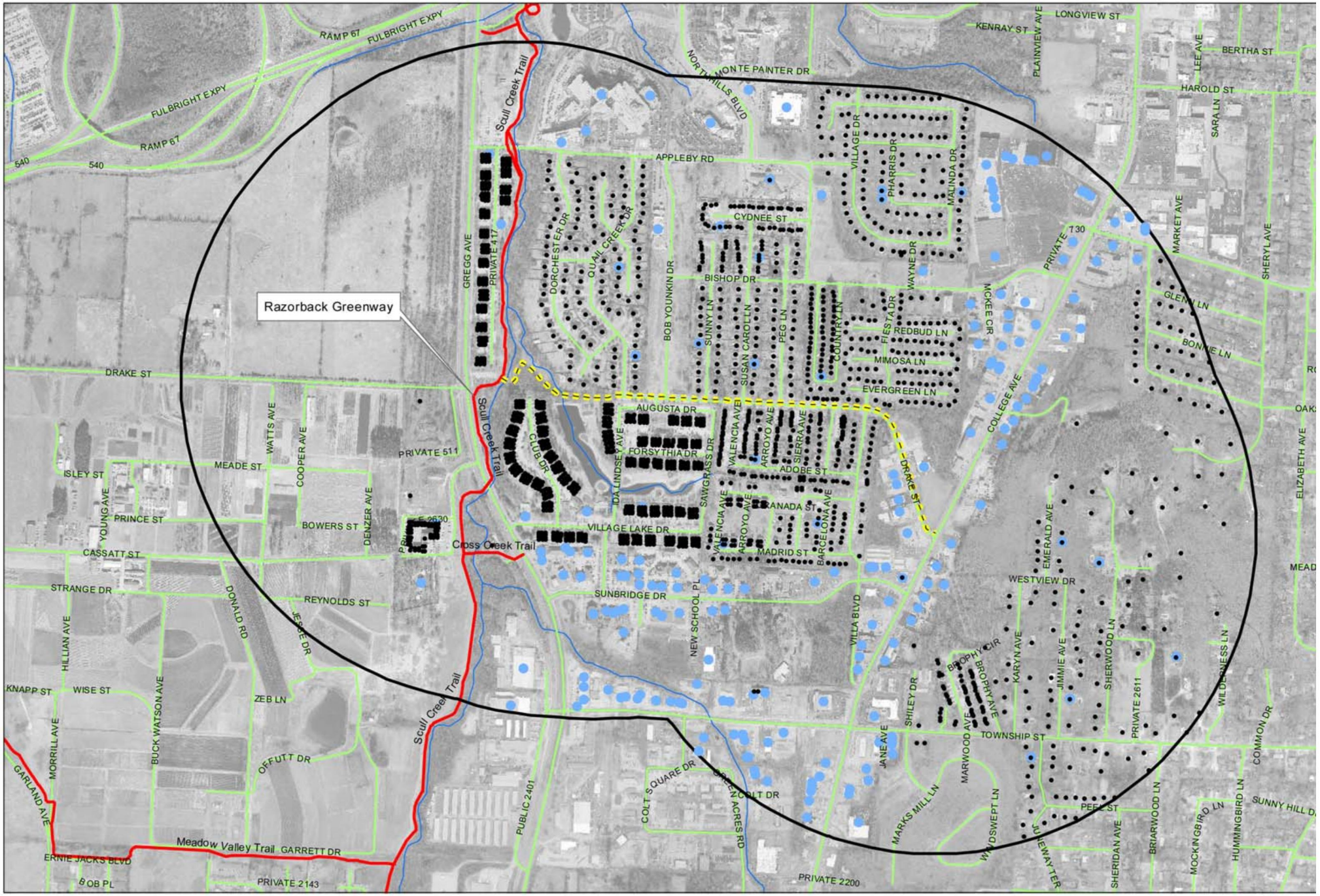
**STBG:** www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm
**TAP:** www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm
**CRP:** www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

**INFORMACIÓN DE LA SOLICITUD:** Las solicitudes de solicitud de financiamiento FFY 2026 STBGP-A, TAP y CRP están disponibles en la oficina de NWARPC ubicada en 1311 Clayton Street, Springdale, AR 72762 y en línea en www.nwarpc.org/funding-programs/. **LAS SOLICITUDES DEBEN RECIBIRSE A MÁS TARDAR A LAS 11:59 P.M. (CT) DEL JUEVES 3 DE ABRIL DE 2025**. Las solicitudes de financiación presentadas después de esta fecha límite no se tomarán en cuenta.

Para obtener información sobre este programa o preguntas relacionadas con el proceso de solicitud, comuníquese con Nicole Gibbs, Gerente de Programas de Transporte/Planificadora Regional, NWARPC, 1311 Clayton, Springdale, AR 72762, (479) 751-7125 x105.

**CRONOGRAMA DE SOLICITUD DE PROYECTOS FFY 2026 NWARPC STBGP-A, TAP Y CRP:**
**Aviso de convocatoria de proyectos – 5 de enero de 2025**
**Fecha límite de solicitud de financiamiento del proyecto – 3 de abril de 2025 a las 11:59 p. m. CT.**

**AVISO DE POLÍTICA DE NO DISCRIMINACIÓN DEL NWARPC:** El NWARPC cumple con todas las disposiciones de derechos civiles de los estatutos federales y las autoridades relacionadas que prohíben la discriminación en programas y actividades que reciben asistencia financiera federal. Por lo tanto, el NWARPC no discrimina por motivos de raza, sexo, color, edad, origen nacional, religión o discapacidad, en la admisión, el acceso y el tratamiento en los programas y actividades del NWARPC, así como en las prácticas de contratación o empleo del NWARPC. Las quejas de presunta discriminación y las consultas con respecto a las políticas de no discriminación de NWARPC pueden dirigirse a Nicole Gibbs, AICP, Planificadora Regional – EEO/DBE (ADA/504/Coordinadora del Título VI), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voz/TTY 7-1-1 o 1-800-285-1131); Para llamadas en español, marque el 866-656-1842; para llamadas en inglés, marque el 711, directamente al 800-285-1131 o mande un correo electrónico a ngibbs@nwarpc.org. Este aviso está disponible con la coordinadora ADA/504/Título VI en letra grande, grabación audio y braille. Si necesita información en otro idioma, póngase en contacto con Nicole Gibbs.




- Residential Unit (1,958 units)
- Business (266 Businesses)
  - 2, 696 Full-Time
  - 1,156 Part-Time
- Drake_Street_Trail
- Trails (Multi-Use)
- Streams
- 1/2 Mile Distance from Trail

# Drake Street Trail Connection and Cycletrack

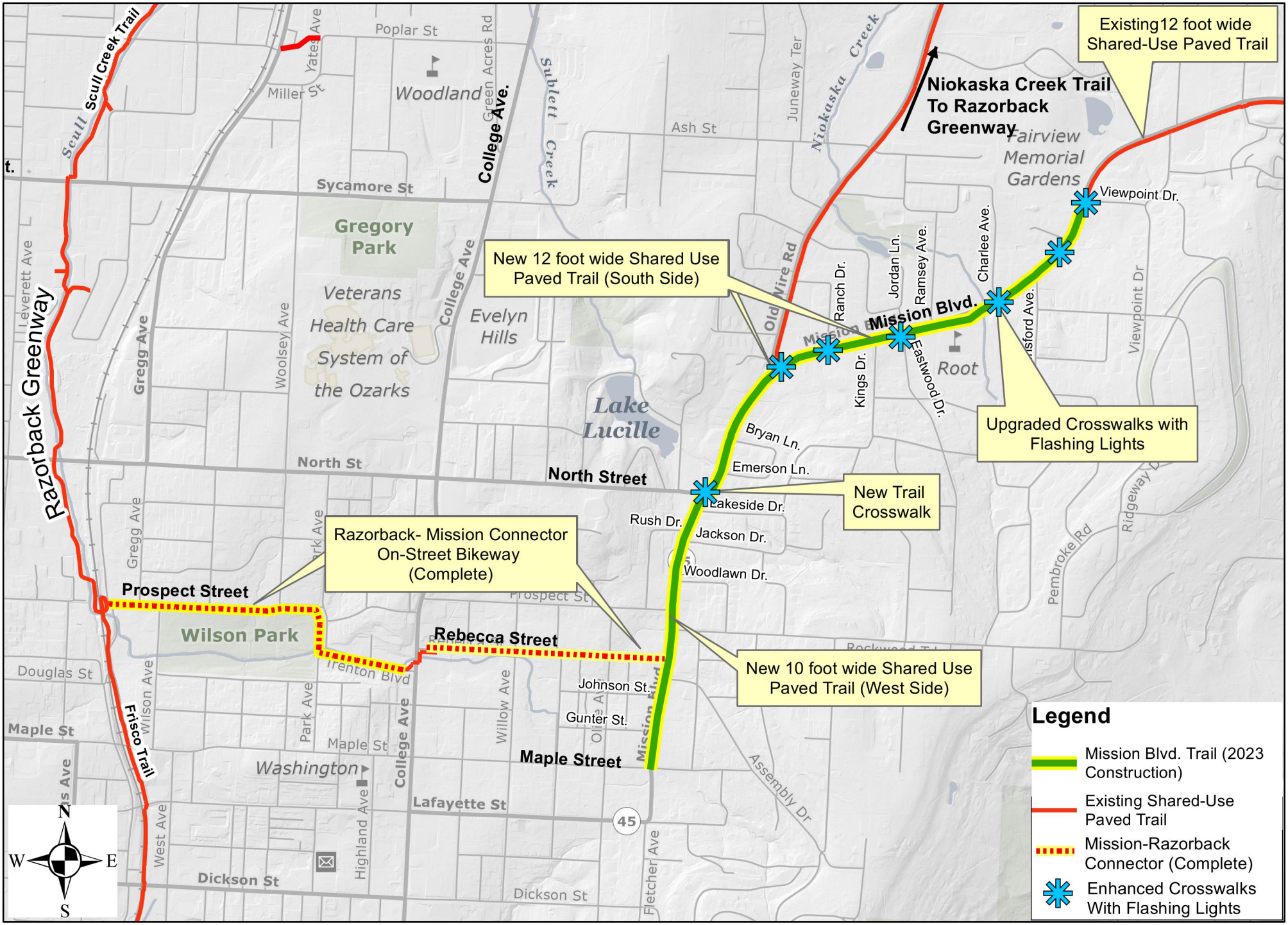
## Proposed 2015 TAP Funding Project

0 400 800 1,600 Feet

1 inch = 800 feet

N

Document Path: G:\GIS2\Projects\2013\Trails--Drake Street Trail Connection\Maps\Drake Street Trail Connection.mxd




CITY OF FAYETTEVILLE ARKANSAS

Mission Blvd. Trail - 1.5 Miles
Mission-Razorback Connector Bikeway - 1.1 Mile

January 2023

0 0.125 0.25 0.5 Miles

HWY 112/ N GARLAND AVE

OAKLAND AVE

OAKLAND AVE

N STORER AVE

N LEVERETT AVE

PLAN SCALE

( IN FEET )
1 inch = 40ft.


McCLELLAND CONSULTING ENGINEERS, INC.
DEDICATED TO SERVE
1580 E STEARNS ST
FAYETTEVILLE, ARKANSAS 72703
(479) 443-2377
HTTP://WWW.MCE.US.COM


PRELIMINARY
NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

# NORTH ST. CORRIDOR

GARLAND AVE. TO MISSION BLVD.

FAYETTEVILLE , AR

©2021

811
Know what's below.
Call before you dig.

REVISIONS

| REV | DATE | DESCRIPTION |
|---|---|---|

NORTH ST CORRIDOR WEST

| DESIGNED BY: | DRAWN BY : |
|---|---|
| ELA | ELA |
| DATE: | REVISION: |
| 10/11/2021 | REV. 30% |
| SCALE: | JOB NUMBER: |
| 1"=40' | 20-2179 |

EX-1

W:\2020\20-2179 - North Street Corridor; Garland To Mission\Design Drawings\Sheets\20-2179- Color Exhibits.dwg, PRINTED ON: October 11, 2021 @ 1:53 PM

W:\2020\20-2179 - North Street Corridor; Garland To Mission\Design Drawings\Sheets\20-2179- Color Exhibits.dwg, PRINTED ON: October 5, 2021 @ 10:28 AM




EX-2

NORTH ST CORRIDOR CENTRAL-WEST

| DESIGNED BY: | ELA |
|---|---|
| DRAWN BY: | ELA |
| DATE: | 10/5/2021 |
| REVISION: | REV. 30% |
| JOB NUMBER: | 20-2179 |
| SCALE: | 1"=40' |

REVISIONS

| REV | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

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1580 E STEARNS ST
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REVISIONS

| REV | DATE | DESCRIPTION |
|---|---|---|
| | | |

NORTH ST CORRIDOR CENTRAL-EAST

| DESIGNED BY: | DRAWN BY : |
|---|---|
| ELA | ELA |
| DATE: | REVISION: |
| 10/5/2021 | REV. 30% |
| SCALE: | JOB NUMBER: |
| 1"=40' | 20-2179 |

EX-3

W:\2020\20-2179 - North Street Corridor; Garland To Mission\Design Drawings\Sheets\20-2179- Color Exhbits.dwg, PRINTED ON: October 5, 2021 @ 10:28 AM

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EX-4

NORTH ST CORRIDOR EAST

| REVISIONS | | |
|---|---|---|
| REV | DATE | DESCRIPTION |
| | | |
| | | |
| | | |
| | | |
| | | |

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NORTH ST. CORRIDOR

GARLAND AVE. TO MISSION BLVD.

FAYETTEVILLE , AR

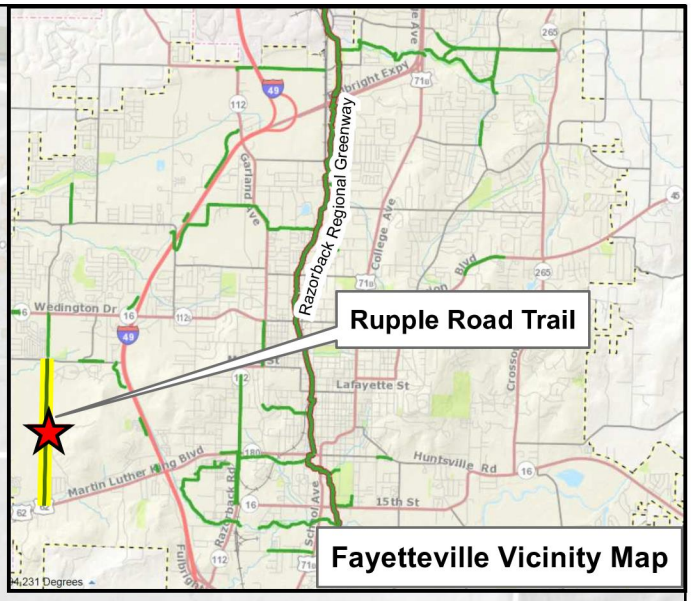
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ORIGINAL SIGNATURE ON FILE

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY: ELA
DRAWN BY: ELA
DATE: 10/5/2021
REVISION: REV. 30%
JOB NUMBER: 20-2179
SCALE: 1"=40'

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Sloan Brook Village
Neighborhood
(Under Construction)

Existing Rupple Road Trail (1.8 Miles)

Proposed Trail lighting
Along 1.8 Miles of Existing Trail

Walnut Crossing
Neighborhood

Owl Creek School
N Rupple Rd
S Rupple Rd
Holland Park
W Serviceberry Dr
W Catalpa Dr
W Lilac Dr
S Jasmine Ln
S Camellia Ln
S Oleander Ln
S Pepper Tree Ln
W Gardenia Dr
North Fork Farmington
W Martin Luther King Blvd
62
Aldi
Lowe's

## Legend

- Proposed Trail Lighting (1.8 Miles)
- Existing 12' Wide Concrete Trail

CITY OF FAYETTEVILLE ARKANSAS

0 250 500 1,000 1,500 2,000 Feet

**Rupple Road Trail**
**Proposed Trail Lighting**


6' SIDEWALK
9' GREENSPACE
7'-0" C&G
10' INNER LANE & 11' OUTER LANE
7'-0" C&G
9' LANDSCAPED MEDIAN
7'-0" C&G
10' INNER LANE & 11' OUTER LANE
7'-0" C&G
9' GREENSPACE
12' TRAIL*
* MAINTAIN EXISTING TRAIL FROM STA. 14+56 TO 20+56
TYPICAL SECTION
HWY 112 / GARLAND AVENUE
N.T.S.
HWY 112/GARLAND AVE
N. JANICE AVENUE
N. KNAPP DRIVE
N. MORRILL AVENUE
GABART STREET
W. DRAKE STREET
NORTH AVENUE
W. ELM STREET
ELM AVENUE
EPHS - ROCK BLVD
W. ELM STREET
HWY 112/GARLAND AVE
N. KNAPP DRIVE
N. MORRILL AVENUE
GABART STREET
W. DRAKE STREET
NORTH AVENUE
BURNS MCDONNELL
date 04/22/20
designed WPP
drawn WPP
checked SRB
HWY 112 / GARLAND AVE. POPLAR ST. TO DRAKE ST.
project 117298
contract 040720
drawing EXHIBIT 01
rev. 0
sheet 01 of 01 sheets
No.

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1765

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Brad Hardin, Fire Chief

**FROM:** Granville Wynn, Financial Analyst - Fire

**SUBJECT:** **Staff requests Council Approval of a Budget Adjustment allocating ACT 833 Funds for the purchase of firefighting supplies and fire equipment.**

---

**RECOMMENDATION:**
Staff requests Council approval of a Budget Adjustment allocating ACT 833 funds for the purchase of firefighting supplies and fire equipment.

**BACKGROUND:**
The State Fire Protection Services Program - Act 833 of 1991 provides funding to qualified fire departments for firefighting training, procurement of new or modernization of existing firefighting equipment, and capital expenditures and/or security pledges to be used in the financing of firefighting equipment, initial capital construction, or improvement of fire departments.

**DISCUSSION:**
The aforementioned program is funded through a half of 1% premium tax on fire insurance policies. The funds are distributed through a formula to counties within the State of Arkansas. Each county decides how the funds are distributed to municipal and rural fire departments within the county. To receive funds, each fire department must complete a certification application and expenditure report on an annual basis.

**BUDGET/STAFF IMPACT:**
Approval of this Budget Adjustment will allow for allocation and usage of existing ACT 833 funds. This Adjustment will move the funds from the ACT 833 Escrow account to Fire G/L Accounts to allow for procurement of firefighting supplies and fire equipment.

**ATTACHMENTS:** 3. Staff Review Form, 4. Budget Adjustment

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

**File #:** 2025-1765

**A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE AMOUNT OF $38,000.00 ALLOCATING ACT 833 FUNDS FOR THE PURCHASE OF FIRE EQUIPMENT**

**WHEREAS**, the State Fire Protection Services Program, which was created pursuant to Act 833 of 1991, provides funding to qualified fire departments for firefighting training, procurement of new or modernization of existing firefighting equipment, and capital expenditures and/or security pledges to be used in the financing of firefighting equipment, initial capital construction, or improvement of fire departments; and

**WHEREAS**, this program is funded through a one-half of 1% premium tax on fire insurance policies and the funds are distributed to counties within the State of Arkansas; and

**WHEREAS**, each county decides how the funds are distributed to municipal and rural fire departments within the county; and

**WHEREAS**, to receive funds, each fire department must complete a certification application and expenditure report on an annual basis.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution, in the amount of $38,000.00 allocating Act 833 funds for the purchase of fire equipment.

**City of Fayetteville Staff Review Form**

**2025-1765**

**Item ID**

**10/7/2025**

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

| Brad Hardin | 9/8/2025 | FIRE (300) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff requests Council approval of a Budget Adjustment allocating ACT 833 funds for the purchase of firefighting supplies and fire equipment.

## Budget Impact:

| 1010.300.3020-5210.00 & 1010.300.3020-5218.00 | General |
|---|---|
| Account Number | Fund |
| 33047.1 | ACT 833 |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 169,015.00 |
| | | Expenses (Actual+Encum) | $ | 137,017.75 |
| | | Available Budget | $ | **31,997.25** |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 38,000.00 |
| | | Remaining Budget | $ | **69,997.25** |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | FIRE (300) | |
| | **Requestor:** Brad Hardin | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

Staff requests Council Approval of a Budget Adjustment allocating ACT 833 funds for the purchase of firefighting supplies and fire equipment.

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1765**

Holly Black
9/10/2025 9:45 AM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025721

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL | 38,000 | 38,000 | | | | |
| | Increase / (Decrease) | | Project.Sub# | | | |
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| 1010.300.3020-4308.00 | | 4,745 | 33047 | 1 | RE | Public Safety Acts - Fire Act 833 |
| 1010.300.3020-5218.00 | 4,745 | | 33047 | 1 | EX | Supplies - Fire Fighting |
| 1010.300.3020-5911.00 | (4,745) | - | 33047 | 900 | EX | Contingency - Savings Other |
| 1010.300.3020-4308.00 | - | (4,745) | 33047 | 900 | RE | Public Safety Acts - Fire Act 833 |
| | - | - | | | | |
| 1010.300.3020-4308.00 | - | 38,000 | 33047 | 1 | RE | Public Safety Acts - Fire Act 833 |
| 1010.300.3020-5210.00 | 10,000 | - | 33047 | 1 | EX | Minor Equipment |
| 1010.300.3020-5218.00 | 28,000 | - | 33047 | 1 | EX | Supplies - Fire Fighting |
| | - | - | | | | |
| | - | - | | | | |
| | - | - | | | | |
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| | - | - | | | | |
| | - | - | | | | |

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1856

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Chris Brown, Public Works Director
Terry Gulley, Asst Public Works Director - Ops

**FROM:** Jared Rabren, Airport Director

**SUBJECT:** **Airport Pavement Crack Repair – Accept Grant Funds, Garver Task Order 13, Budget Adjustment**

---

**RECOMMENDATION:**
Staff requests approval to accept a $200,000 grant received from the Arkansas Department of Aeronautics (ADA), approval to execute a task order in the amount of $29,000 for Garver, LLC to provide engineering services for the proposed Pavement Crack Repair project, and approval for a budget adjustment in the amount of $224,000.00 for the project.

**BACKGROUND:**
The east general aviation apron pavements provide access to the T-hangar facilities located at the northeast corner of airport. The 30-plus year-old pavements are generally performing adequately; however, low- to moderate severity cracks have developed throughout the apron. This project will seal low- to moderate severity cracks and repair high severity cracks to extend the life of the apron pavements, delaying the need for more costly pavement reconstruction. This project will also address pavement marking deficiencies noted during the airport's most recent FAA Part 139 inspection completed in March 2025.

**DISCUSSION:**
Approval of Task Order 13 will authorize Garver to proceed with bid package development. The project will advertise for bids in Spring 2026. Upon receipt of bids, the Aviation Division will seek approval to execute a construction contract with the lowest responsive and responsible bidder. A complete breakdown of the expected project funding is included below. All costs associated with this task order are included in the total project cost.

Below is a summary of the anticipated project costs and funding breakdown for the project.

| | | | |
|---|---|---|---|
| Engineering Services (Task Order 13): | $29,000.00 | ADA: | $200,000.00 |
| *Construction (Estimated)*: | $195,000.00 | City: | $24,000.00 |
| **TOTAL:** | **$224,000.00** | **TOTAL:** | **$224,000.00** |

**BUDGET/STAFF IMPACT:**
The Aviation Division may expend up to $31,900.00 of its fund balance reserve to complete design services until ADA reimbursement at the end of the project. This amount includes $29,000.00 for Task Order 13 plus a

10% project contingency.

**ATTACHMENTS:** 3. Staff Review Form, 4. Budget Adjustment, 5. ADA Grant Letter, 6. Task Order 13

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

**File #:** 2025-1856

**A RESOLUTION TO AUTHORIZE ACCEPTANCE OF A GRANT FROM THE ARKANSAS DEPARTMENT OF AERONAUTICS IN THE AMOUNT OF $200,000.00 TO FUND THE DRAKE FIELD PAVEMENT CRACK REPAIR PROJECT, TO APPROVE TASK ORDER NO. 13 IN THE AMOUNT OF $29,000.00 FOR GARVER, LLC TO PROVIDE ENGINEERING SERVICES FOR THE PROJECT, AND TO APPROVE A BUDGET ADJUSTMENT**

**WHEREAS**, the east general aviation apron provides access to the Drake Field T-hangar facilities and, while the 30-plus year-old pavements are generally performing adequately, low-to moderate severity cracks have developed throughout the apron; and

**WHEREAS**, the Pavement Crack Repair Project will seal low-to moderate severity cracks and repair high severity cracks to extend the life of the apron pavements, delaying the need for more costly pavement reconstruction; and

**WHEREAS**, this project will also address pavement marking deficiencies noted during the Airport's most recent FAA Part 139 inspection completed in March 2025.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes the acceptance of a grant from the Arkansas Department of Aeronautics in the amount of $200,000.00 to fund the Pavement Crack Repair Project.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves Task Order No. 13 in the amount of $29,000.00 for Garver, LLC to provide bid package development and construction phase services for the project.

Section 3: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution.

**City of Fayetteville Staff Review Form**

**2025-1856**

**Item ID**

**10/7/2025**

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

| Jared Rabren | 9/11/2025 | AIRPORT SERVICES (760) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff requests approval to accept a $200,000 grant received from the Arkansas Department of Aeronautics (ADA), approval to execute a task order in the amount of $29,000 for Garver, LLC to provide engineering services for the proposed Pavement Crack Repair project, and approval for a budget adjustment in the amount of $224,000.00 for the project.

## Budget Impact:

| 5550.760.3960-5860.02<br>5550.760.3960-5400.00 | Airport |
|---|---|
| Account Number | Fund |
| 32504.2501 | Airport Pavement Crack Repair |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | Yes | Item Cost | $ | 224,000.00 |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 224,000.00 |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | AIRPORT SERVICES (760) | |
| | **Requestor:** Jared Rabren | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

Staff requests approval to accept a $200,000 grant received from the Arkansas Department of Aeronautics (ADA), approval to execute a task order in the amount of $29,000 for Garver, LLC to provide engineering services for the proposed Pavement Crack Repair project, and approval for a budget adjustment in the amount of $224,000.00 for the project.

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1856**

Holly Black
9/17/2025 3:28 PM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025826

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL | 200,000 | 200,000 | | | | |
| | Increase / (Decrease) | | Project.Sub# | | | |
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| 5550.760.3960-5860.02 | 29,000 | - | 32504 | 2501 | EX | Capital Prof Svcs - Engineering/Architectura |
| 5550.760.3960-5400.00 | 195,000 | - | 32504 | 2501 | EX | Building & Grounds - Maintenance |
| 5550.760.3960-4302.00 | - | 200,000 | 32504 | 2501 | RE | State Grants - Capital |
| 5550.760.3960-5804.00 | (24,000) | - | 21010 | 1 | EX | Building Costs |
| | - | - | | | | |
| | - | - | | | | |
| | - | - | | | | |
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| | - | - | | | | |

Hugh McDonald
SECRETARY OF COMMERCE

Jerry Chism
DIRECTOR
DIVISION OF AERONAUTICS

COMMISSIONERS

James "Jay" Brain
Rogers

Samuel Jackson
Blytheville

Will Dawson
Clinton

Lloyd Wofford
Jonesboro

Jeff D. Standridge, Ed.D.
Conway

Tim Stockdale
Hot Springs

Shannon Hobbs
Wynne

DRAKE FIELD—FAYETTEVILLE MUNICIPAL AIRPORT
ATTN: Jared Rabren, Airport Director
E: Jared Rabren jrabren@fayetteville-ar.gov

Dear Mr. Rabren:

During the June 18, 2025 meeting of the Arkansas Aeronautics Commission, a 90-10% Grant Request was approved for Drake Field—Fayetteville Municipal Airport. The request approved provides funding in the amount of $200,000.00 for Crack Seal of GA Area Pavement & Sections of Taxiways A, B, & C.

This grant has been assigned Grant #4391-25 for identification purposes. When corresponding with our office regarding this project, please be sure to use this number. Contact us immediately if you will not be able to complete the project for amount approved. ***The Commission will not be responsible for any additional project costs unless this Agency has received notification in advance.***

The Commission has asked that we call your attention to Page Three (3) of your Application for State Airport Aid. ***This project should be started immediately and completed within one year.*** To avoid cancellation of the grant, notify us if circumstances beyond your control prevent completion within the allotted time.

Payment of this grant will be made upon completion of your project. Please remember that grant funds are contingent upon the Division's appropriation for the fiscal year. Request payment of this grant in writing and include your documentation for the project at that time.

Sincerely,

***Jerry Chism***, Director

JC:kg

cc: State Senator Greg Leding; State Representative Denise Garner

Arkansas Department of Commerce
Division of Aeronautics
Clinton National Airport/Adams Field
2315 Crisp Drive • Hangar 8
Little Rock, Arkansas 72202
**FLY.ARKANSAS.GOV**

**APPENDIX A-13**

**TASK ORDER 13**
**FAYETTEVILLE – DRAKE FIELD AIRPORT**
**PAVEMENT CRACK REPAIR**

This TASK ORDER is made as of _____, 2025 by and between the CITY OF FAYETTEVILLE of Fayetteville, Arkansas hereinafter referred to as "CITY OF FAYETTEVILLE," and GARVER, LLC, hereinafter referred to as "GARVER", in accordance with the provisions of the AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES executed on November 17, 2020.

Under this Task Order, the CITY OF FAYETTEVILLE intends to make the following improvements at Fayetteville – Drake Field (FYV).

> Crack seal low- to moderate-severity cracks and repair high-severity cracks on the east general aviation apron. Repair taxiway centerline joints and remark where FAA Part 139 deficiencies were noted as shown in Exhibit C-13.

Garver will provide professional services related to these improvements as described herein. Terms not defined herein shall have the meaning assigned to them in the Agreement.

## SECTION 1 - SCOPE OF SERVICES

1.1 Garver shall provide the following services ("Services"):
- 1.1.1 See Exhibit A-13, attached.

1.2 In addition to those obligations set forth in the Agreement, CITY OF FAYETTEVILLE shall:
- 1.2.1 Give thorough consideration to all documents and other information presented by Garver and informing Garver of all decisions within a reasonable time so as not to delay the Services.
- 1.2.2 Make provision for the Personnel of Garver to enter public and private lands as required for Garver to perform necessary preliminary surveys and other investigations required under the applicable Task Order.
- 1.2.3 Obtain the necessary lands, easements and right-of-way for the construction of the work. All costs associated with securing the necessary land interests, including property acquisition and/or easement document preparation, surveys, appraisals, and abstract work, shall be borne by the CITY OF FAYETTEVILLE outside of this Agreement, except as otherwise described in the Services under Section 1.1.
- 1.2.4 Furnish Garver such plans and records of construction and operation of existing facilities, available aerial photography, reports, surveys, or copies of the same, related to or bearing on the proposed work as may be in the possession of CITY OF FAYETTEVILLE. Such documents or data will be returned upon completion of the Services or at the request of CITY OF FAYETTEVILLE.
- 1.2.5 Pay all plan review and advertising costs in connection with the project.
- 1.2.6 Provide legal, accounting, and insurance counseling services necessary for the project and such auditing services as CITY OF FAYETTEVILLE may require.
- 1.2.7 Furnish permits, permit fees, and approvals from all governmental authorities having jurisdiction over the project and others as may be necessary for completion of the project.

## SECTION 2 – PAYMENT

For the Services set forth above, CITY OF FAYETTEVILLE will pay Garver on a lump sum basis. The CITY OF FAYETTEVILLE represents that funding sources are in place with the available funds necessary to pay Garver.

The table below presents a summary of the fee amounts and fee types for this Task Order.

| WORK DESCRIPTION | FEE AMOUNT | FEE TYPE |
|---|---|---|
| Bid Package Development | $19,300.00 | LUMP SUM |
| Construction Phase Services | $9,700.00 | COST+FF |
| **TOTAL FEE** | **$29,000.00** | |

Bid Package Development
The lump sum amount to be paid under this Task Order is **$19,300.00**. For informational purposes, a breakdown of Garver's estimated costs is included herein with approximate current hourly rates for each employee classification.

Any unused portion of the fee, due to delays beyond Garver's control, will be increased six percent (6%) annually with the first increase effective on or about July 1, 2026.

Construction Phase Services
For cost plus fixed fee services, the City will pay Consultant, for time spent on the project, at the unburdened hourly payroll rate of each of Consultant's personnel during the performance of these Services for work time directly connected with the project, plus payroll and general overhead costs of 190.11% of the unburdened hourly rate, plus direct reimbursable expenses normal and necessary for the completion of the Services, plus a fixed fee. Estimated cost of these Services, including the fixed fee is **$9,700.** The actual total fee may exceed this estimate with City approval. For informational purposes, a breakdown of Consultant's estimated costs is included in Exhibit B-13 with approximate current hourly rates for each employee classification. Notwithstanding the foregoing, Consultant shall be entitled, in its sole discretion, to substitute a more qualified person (e.g., C-4) with a less qualified person (e.g., C-1); provided however, in such event Consultant shall only be entitled to payment at the lesser rate.

Expenses other than salary costs that are directly attributable to performance of our Services will be billed as follows:

1. Direct cost for travel, long distance and wireless communications, outside reproduction and presentation material preparation, and mail/courier expenses.
2. Charges similar to commercial rates for reports, plan sheets, presentation materials, etc.
3. The amount allowed by the federal government for mileage with an additional $0.05 for survey trucks/vans.

Additional Services (Extra Work). For services not described or included in Section 1, but requested by the CITY OF FAYETTEVILLE in writing, the CITY OF FAYETTEVILLE will pay Garver as expressly set forth in the applicable Amendment.

## SECTION 3 – EXHIBITS

3.1 The following Appendices are attached to and made a part of this Task Order:
- 3.1.1 Exhibit A-13 – Scope of Services
- 3.1.2 Exhibit B-13 – Manhour Tables
- 3.1.3 Exhibit C-13 – Project Exhibit

This Task Order may be executed in two (2) or more counterparts each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

If there is an express conflict between the provisions of this Task Order, or the Agreement, and any Appendices hereto, the terms of the Agreement will take precedence over the conflicting provisions of the Exhibit(s), unless explicitly amended within the Task Order by the Parties.

Approval and acceptance of this Task Order, including attachments listed in Section 3 – Exhibits, shall incorporate this document as part of the Agreement. Garver is authorized to begin performance upon receipt of a copy of this Task Order signed by the CITY OF FAYETTEVILLE. The effective date of this Task Order shall be the last date written below.

| **CITY OF FAYETTEVILLE** | **GARVER, LLC** |
|---|---|
| By: _____ *Signature* | By: _____ *Signature* |
| Name: _____ *Printed Name* | Name: Blake Roberson *Printed Name* |
| Title: _____ | Title: Vice President |
| Date: _____ | Attest: _____ |
| Attest: _____ | |

**EXHIBIT A-13**
**(SCOPE OF SERVICES)**

Generally, the Scope of Services includes the following professional services for improvements to the airfield pavement at Fayetteville – Drake Field (FYV). Improvements will consist primarily of asphalt pavement surface treatment, crack repair, and pavement markings at various locations across the airfield as shown in Exhibit C-13.

- Bid Package Development
- Construction Phase Services

## 1. BID PACKAGE DEVELOPMENT

1.1. General: Garver will prepare detailed construction drawings, specifications, instructions to bidders, and general provisions and special provisions, all based on guides furnished to Garver by the Owner and FAA, or internally developed by Garver. Contract Documents (Plans, Specifications, and Estimates) will be prepared for award of one (1) construction contract. These designs shall conform to the standards of practice ordinarily used by members of Garver's profession practicing under similar conditions.

1.2. Owner / Agency Coordination: Garver's project manager and/or design team will coordinate with the Owner as necessary to coordinate design decisions, site visits, document procurement, or other design needs.

1.3. Project Management Plan / Quality Control Procedures

5.3.1 Garver will develop a project specific project management plan. The project management plan will include the project background, scope of work, stakeholder contact information, project team organization and roles, design criteria, project schedule, deliverables, and quality control procedures.

5.3.2 Garver will complete quality control reviews for each deliverable prior to any design submission to Owner and/or FAA. Quality control reviews will be completed by qualified project managers and project engineers who are experienced in the relevant discipline and design elements under review. Weekly internal progress meetings will be held during all design phases to ensure adequate quality control throughout the design phases.

1.4. Airspace Analysis: Garver will prepare and submit the project to the FAA for temporary airspace clearance for construction activities on the Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) website and coordinate with FAA representatives.

1.5. Construction Safety and Phasing Plan

1.5.1. Garver will develop a construction safety and phasing plan (CSPP) for the project. During development of the CSPP, Garver will hold a meeting with Airport staff and other stakeholders at the Airport's request to obtain feedback regarding operations during each proposed phase of construction.

1.6. Existing Conditions Review

1.6.1. Record Document Review: Garver will review record document data from the vicinity of the construction site to evaluate existing conditions. Record document data may include record drawings, record surveys, utility maps, GIS data, and previous design reports.

1.6.2. Site Visits: Garver's civil engineers will perform up to one (1) site visits to the project site to review existing conditions and evaluate survey and record document data.

1.7. Plan Set Development

The following matrix details the plan drawings to be included in each design submittal.

| Plan Set | Design Phase |
|---|---|
| | 100% Issued for Bid |
| Cover Sheet and Sheet Index | X |
| Survey Control and Project Layout Plan | X |
| Construction Safety Plans | X |
| Construction Safety Details | X |
| Pavement Rehabilitation Plans | X |
| Pavement Rehabilitation Details | X |
| Pavement Marking Plans | X |
| Pavement Marking Details | X |

1.8. Specifications and Contract Documents

1.8.1. Technical Specifications: Detailed specifications shall be developed using FAA "Standards for Specifying Construction for Airports" AC 150/5370-10 (latest edition) or other appropriate standards approved for use by the FAA. Additional supplementary specifications will be developed for project requirements not covered by FAA AC150/5370-10 or when state or local standards are approved by the FAA.

1.8.2. Construction Contract Documents: Garver will develop construction contract documents based on EJCDC standards. A specimen copy of the General Provisions and applicable prevailing wage rates will be obtained by Garver from the FAA and/or Department of Labor as appropriate for incorporation into the specifications for the proposed project. Final construction contract documents will be submitted to the Owner for final review and approval.

1.9. Quantities and Engineer's Opinion of Probable Cost: Garver will develop detailed quantities in PDF format for use in construction cost estimating for each design phase. Quantities will be completed by pay item. Upon the completion of quantity development, Garver will review previous cost data and market conditions and complete an Engineer's Opinion of Probable Cost.

1.10. Design Services Submission and Meeting Summary: The following design submittal phases shall be included in the fee summary. A summary of each design phase and the associated review meetings is included below.

1.10.1. 100% Issued for Bid (IFB): Garver will develop 100% IFB plans and specifications and submit these to the Owner for review. It is anticipated that the Owner will review the IFB submission within one week.

1.11. Bidding. Garver will assist the Owner in advertising for and obtaining bids or negotiating proposals for one prime contract for construction, materials, equipment and services; and, where applicable, maintain a record of prospective bidders to whom Bidding Documents have been issued. The Owner will pay advertising costs outside of this contract.

1.12. Garver will issue addenda as appropriate to interpret, clarify or expand the Bidding Documents. Garver will consult with and advise the Owner as to the acceptability of subcontractors, suppliers and other persons and organizations proposed by the prime contractor(s) (herein called "Contractor(s)") for those portions of the work as to which such acceptability is required by the Bidding Documents. Garver will consult with the Owner concerning the acceptability of substitute materials and equipment proposed by Contractor(s) when substitution prior to the award of contracts is allowed by the Bidding Documents.

1.13. Garver will attend the bid opening, prepare a bid tabulation, and assist the Owner in evaluating bids or proposals and in assembling and awarding contracts for construction, materials, equipment, and services. Garver will assist the Owner in the execution of all contract documents and furnish a sufficient number of executed documents for the Owner, Contractor and FAA.

## 2. CONSTRUCTION PHASE SERVICES

2.1. Upon completion of bid package development, Garver shall begin the construction phase of the work and will accomplish the tasks further described below.

2.2. Issued for Construction (IFC) Documents

2.2.1. Garver will compile bid addendums and any other necessary plan changes due to post-bid project updates and/or funding changes into a final Issued for Construction (IFC) set of plans and specifications.

2.3. Submittals

2.3.1. Garver will evaluate and respond to construction material submittals and shop drawings. Corrections or comments made by Garver on the shop drawings during this review will not relieve Contractor from compliance with requirements of the drawings and specifications. The check will be for review of general conformance with the design concept of the project and general compliance with the information given in the contract documents. The Contractor will be responsible for confirming and correlating all quantities and dimensions, selecting fabrication processes and techniques of construction, coordinating his work with that of all other trades, and performing his work in a safe and satisfactory manner. Garver's review shall not constitute approval of safety precautions or constitute approval of construction means, methods, techniques, sequences, procedures, or assembly of various components. When certification of performance characteristics of materials, systems or equipment is required by the Contract Documents, either directly or implied for a complete and workable system,

Garver shall be entitled to rely upon such submittal or implied certification to establish that the materials, systems or equipment will meet the performance criteria required by the Contract Documents.

2.4. Notice to Proceed & Preconstruction Meeting

2.4.1. Garver will issue a Notice to Proceed letter to the Contractor and attend preconstruction meeting. Garver will provide meeting minutes for submission to all parties at the conclusion of the meeting.

2.5. Progress Meetings

2.5.1. As a minimum, Garver's Project Manager will attend weekly progress meetings with the Owner and Contractor. It is expected that 2 meetings will be held on-site. To the extent possible, progress meetings and visits to the site of the work should be scheduled to coincide with each new phase of construction, scheduled FAA inspections, and other times when Garver's presence is desirable. Garver's project engineer or his qualified representative will be available at all times work is in progress for telephone contact by the RPR. Garver's project engineer shall direct, supervise, advise, and counsel the Resident Project Representative and construction observation personnel in the accomplishment of Garver's duties.

2.6. Owner Coordination

2.6.1. Garver will consult with and advise the Owner during the construction period. Garver will submit, when requested by the Owner, written reports to the Owner on the progress of the construction including any problem areas that have developed or are anticipated to develop.

2.7. RFIs

2.7.1. Garver will issue instructions to the Contractor on behalf of the Owner and issue necessary clarifications (respond to RFIs) regarding the construction contract documents.

2.8. Progress Payments

2.8.1. Garver will prepare Contractor's progress payment requests based on the actual quantities of contract items completed and accepted and will make a recommendation to the Owner regarding payment. Garver's recommendation for payment shall not be a representation that Garver has made exhaustive or continuous inspections to (1) check the quality or exact quantities of the Work; (2) to review billings from Subcontractors and material suppliers to substantiate the Contractor's right to payment; or (3) to ascertain how the Contractor has used money previously paid to the Contractor.

2.9. Change Orders

2.9.1. When authorized by the Owner, Garver will prepare change orders or supplemental agreements for changes in the work from that originally provided for in the construction contract documents. If redesign or substantial engineering or surveying is required in the preparation of these change order documents, the Owner will pay Garver an additional fee to be agreed upon by the Owner and Garver.

2.10. Final Inspection

2.10.1. Garver will participate in a pre-final walkthrough with the Owner. Garver will also participate in a final project inspection with the Owner and Contractor, prepare a punch list, review final project closeout documents, and submit the final pay request.

2.11. ON-SITE RESIDENT PROJECT REPRESENTATIVE SERVICES

2.11.1. Garver will provide part-time Resident Project Representative (RPR) services for the 14-calendar-day construction contract performance time. The proposed fee is based on 2 visits per week during the construction contract performance time for the RPR. If the construction time extends beyond the time established in this agreement or if the Owner wishes to increase the time or frequency of the observation, the Owner will pay Garver an additional fee agreed to by the Owner and Garver. All RPR personnel shall have the appropriate experience and qualifications.

2.11.2. During the construction period, Garver's RPR will provide or accomplish the following:

- Consult with and advise the Owner during the construction period. Garver will submit, when requested by the Owner, written reports to the Owner on the progress of the construction including any problem areas that have developed or are anticipated to develop.
- As necessary, conduct safety meetings with the Contractor.
- Perform intermediate inspections in advance of the final inspection.
- Maintain a file of quantities incorporated into the work, test reports, certifications, shop drawings and submittals, and other appropriate information.
- Monitor the contractor's conformance to the approved construction safety and phasing plan.

2.11.3. In performing construction observation services, Garver will endeavor to protect the Owner against defects and deficiencies in the work of the Contractor(s); but Garver does not guarantee the performance of the Contractor(s), nor is Garver responsible for the actual supervision of construction operations. Garver does not guarantee the performance of the contracts by the Contractors nor assume any duty to supervise safety procedures followed by any Contractor or subcontractor or their respective employees or by any other person at the job site. However, if at any time during construction Garver observes that the Contractor's work does not comply with the construction contract documents, Garver will notify the Contractor of such non-compliance and instruct him to correct the deficiency and/or stop work, as appropriate for the situation. Garver will also record the observance, the discussion, and the actions taken. If the Contractor continues without satisfactory corrective action, Garver will notify the Owner immediately, so that appropriate action under the Owner's contract with the Contractor can be taken.

2.11.4. At the conclusion of construction, Garver will assist the Owner in the submission of state grant closeout documents for the project.

## 3. PROJECT DELIVERABLES

3.1. The following deliverables will be submitted to the parties identified below. Unless otherwise noted below, all deliverables shall be electronic.

- 100% Issued for Bid Plans and Specifications to the Owner.
- Issued for Construction Plans and Specifications to the Owner and Contractor.
    - Three hard copies to the Contractor
    - One copy to the Owner
- Reviewed submittals to the Contractor.
    - ADA Closeout Package to the Owner and the ADA.
- Other electronic files as requested.

## 4. ADDITIONAL SERVICES

4.1. The following items are not included under this agreement but will be considered as additional services to be added under Amendment if requested by the Owner.

- Redesign for the Owner's convenience or due to changed conditions after previous alternate direction and/or . Changes conditions may include, but are not limited to major changes to pavement, building, or utility alignments.
- Deliverables beyond those listed herein.
- Pavement Design
- Design of any utility relocation.
- Engineering, architectural, or other professional services beyond those listed herein.
- Retaining walls or other significant structural design.
- Construction Materials Testing.
- Large Scale Development Submission or Coordination.
- Environmental Handling and Documentation, including wetlands identification or mitigation plans or other work related to environmentally or historically (culturally) significant items.
- Permitting for environmentally sensitive areas.
- Coordination with FEMA and preparation/submittal of a CLOMR and/or LOMR.
- Services after construction, such as warranty follow-up, operations support, and Part 139 inspection support.

## 5. SCHEDULE

5.1. Garver shall begin work under this Agreement upon execution of this Agreement and shall complete the work within a mutually agreeable schedule with the Owner.

**Exhibit B-13**

**City of Fayetteville**
**FYV Pavement Crack Repair**

**Bid Package Development**

| WORK TASK DESCRIPTION | E-4 | E-3 | E-2 | E-1 | T-2 | C-1 | AM-1 |
|---|---|---|---|---|---|---|---|
| | Aviation Rogers | Aviation Rogers | Aviation Rogers | Aviation Rogers | Aviation Rogers | Aviation Rogers | Aviation Rogers |
| | $74.96 | $64.11 | $56.08 | $49.00 | $38.04 | $42.32 | $28.51 |
| | hr | hr | hr | hr | hr | hr | hr |
| **1. Project Administration** | | | | | | | |
| Develop Quality Control Plan | | | 2 | | | | |
| Coordination with Client | | | 4 | | | | |
| Internal (Weekly) Progress Meetings (4) | | 1 | 4 | | 4 | | |
| Site Visit (1 person, 1 trip) | | | 2 | | | | |
| CSPP Review Meeting (2 people, virtual) | | 1 | 1 | | | | |
| | | | | | | | |
| | | | | | | | |
| **Subtotal - Project Administration** | **0** | **2** | **13** | **0** | **4** | **0** | **0** |
| **2. Civil Engineering** | | | | | | | |
| Base Map Setup | | | | | 4 | | |
| Establish Design Criteria and Parameters | | | 2 | | | | |
| Review As-Built Drawings | | | 1 | | 2 | | |
| Submit Temporary Airspacing through OEAAA | | | 2 | | | | |
| **Final Plans** | | | | | | | |
| Cover Sheet and Sheet Index | | | | | 1 | | |
| Survey Control and Project Layout Plan | | | 1 | | 2 | | |
| Construction Safety Plans | | | 1 | | 6 | | |
| Construction Safety Details | | | | | 2 | | |
| Pavement Rehabilitation Plans | | | 1 | | 5 | | |
| Pavement Rehabilitation Details | | | | | 4 | | |
| Pavement Marking Plans | | | 1 | | 6 | | |
| Pavement Marking Details | | | | | 2 | | |
| Develop Final Construction Contract Documents | | | 4 | | | | |
| Develop Final Technical Specifications | | | 4 | | 2 | | |
| Develop Final Supplemental Specifications | | | 1 | | 2 | | |
| Develop Final Quantities | | | 2 | | 4 | | |
| Develop Final Opinions of Probable Construction Costs | | | 4 | | | | |
| Internal Quality Control (QC) Review | | 4 | 8 | | | | |
| Incorporate QC Review Comments | | | | | 4 | | |
| Incorporate Final Owner Review Comments | | | | | 4 | | |
| Coodinate Bid Documents with City Procurement Department | | | 2 | | | | |
| Review and Respond to Requests for Information (RFI) | | | 1 | | 2 | | |
| Draft and Distribute Addenda | | | 1 | | 1 | | |
| Bid Opening (1 person, on-site) | | | 2 | | | | |
| Evaluate Bids and Prepare Recommendation of Award | | | 2 | | | | |
| Prepare Contract Documents | | | 4 | | | | |
| | | | | | | | |
| | | | | | | | |
| **Subtotal - Civil Engineering** | **0** | **4** | **44** | **0** | **53** | **0** | **0** |
| **Hours** | **0** | **6** | **57** | **0** | **57** | **0** | **0** |

| | |
|---|---|
| **SUBTOTAL - SALARIES:** | **$5,749.50** |
| **LABOR AND GENERAL ADMINISTRATIVE OVERHEAD:** | **$10,930.37** |
| **DIRECT NON-LABOR EXPENSES** | |
| Document Printing/Reproduction/Assembly | $35.73 |
| Postage/Freight/Courier | $0.00 |
| Travel Costs (2 trips at 50 mi/trip) | $67.00 |
| **SUBTOTAL - DIRECT NON-LABOR EXPENSES:** | **$102.73** |
| **SUBTOTAL:** | **$16,782.60** |
| **SUBCONSULTANTS FEE:** | **$0.00** |
| **PROFESSIONAL FEE** | **$2,517.39** |
| **TOTAL FEE:** | **$19,300.00** |

**Exhibit B-13**

**City of Fayetteville**
**FYV Pavement Crack Repair**

**Construction Phase Services**

| WORK TASK DESCRIPTION | E-4 | E-3 | E-2 | E-1 | T-2 | C-1 | AM-1 |
|---|---|---|---|---|---|---|---|
| | Aviation Rogers | Aviation Rogers | Aviation Rogers | Aviation Rogers | Aviation Rogers | Aviation Rogers | Aviation Rogers |
| | $74.96 | $64.11 | $56.08 | $49.00 | $38.04 | $42.32 | $28.51 |
| | hr | hr | hr | hr | hr | hr | hr |
| **1. Civil Engineering** | | | | | | | |
| Prepare IFC Plans and Specs and submit to Contractor and Owner | | | 1 | | 2 | | |
| Prepare and Distribute Notice To Proceed | | | 1 | | | | |
| Prepare for Preconstruction Meeting | | | 1 | | | | |
| Attend Preconstruction Meeting | | 2 | 2 | | | | |
| Prepare and Distribute Preconstruction meeting minutes | | | 1 | | | | |
| Prepare Contractor Pay Application (1 applications) | | | 2 | | | | |
| Coordination with Inspector (1 hr/week) | | | 2 | | | | |
| Develop Submittal Log | | | | | 1 | | |
| Prepare Change Orders | | | 2 | | | | |
| Response to Contractor and RPR Inquiries | | | 2 | | | | |
| Prepare for and Attend (On-Site) Progress Meetings (1 person, 2 meetings) | | | 4 | | | | |
| Shop Drawings/Submittal Review & Responses | | | 4 | | | | |
| Final Inspection and Punchlist | | | | | | 3 | |
| Punchlist Coordination | | | 2 | | | | |
| Final Walkthrough | | 1 | 2 | | | | |
| Develop and Distribute Record Documents | | | 1 | | 4 | | |
| Resident Project Representative Services (2 visits/week) | | | | | | 12 | |
| ADA Grant Closeout | | | 4 | | | | |
| | | | | | | | |
| | | | | | | | |
| **Subtotal - Civil Engineering** | **0** | **3** | **31** | **0** | **7** | **15** | **0** |
| **Hours** | **0** | **3** | **31** | **0** | **7** | **15** | **0** |

| | |
|---|---|
| **SUBTOTAL - SALARIES:** | **$2,831.89** |
| **LABOR AND GENERAL ADMINISTRATIVE OVERHEAD:** | **$5,383.71** |
| **DIRECT NON-LABOR EXPENSES** | |
| Document Printing/Reproduction/Assembly | $19.19 |
| Postage/Freight/Courier | $0.00 |
| Travel Costs (6 trips at 50 mi/trip) | $200.00 |
| **SUBTOTAL - DIRECT NON-LABOR EXPENSES:** | **$219.19** |
| **SUBTOTAL:** | **$8,434.79** |
| **SUBCONSULTANTS FEE:** | **$0.00** |
| **PROFESSIONAL FEE** | **$1,265.22** |
| **TOTAL FEE:** | **$9,700.00** |

REMARK HOLD LINE AND SURFACE PAINTED HOLD POSITION SIGNS

REPAIR LONGITUDINAL CENTERLINE JOINT AND REMARK TAXIWAY CENTERLINE

TERMINAL

TERMINAL APRON

REPAIR LONGITUDINAL CENTERLINE JOINT AND REMARK TAXIWAY CENTERLINE

TAXIWAY B

TAXIWAY B4

TAXIWAY B3

TAXIWAY D

TAXIWAY C

TAXIWAY B2

TAXIWAY B1

RUNWAY 16-34

TAXIWAY A2

TAXIWAY A1

TAXIWAY A

TAXIWAY C

REPAIR LONGITUDINAL CENTERLINE JOINT AND REMARK TAXIWAY CENTERLINE

REMARK HOLD LINE AND SURFACE PAINTED HOLD POSITION SIGNS

TAXIWAY D

TAXIWAY E

ELECTRICAL VAULT

CRACK SEAL AND REMARK GA APRON

GA APRON

N

0 100' 200' 400' 600'

(IN FEET)

## LEGEND

| | |
|---|---|
| | PROPOSED MARKING REMOVAL, CRACK SEAL, MARKING APPLICATION |
| RSA | RUNWAY SAFETY AREA |
| OFZ | OBSTACLE FREE ZONE |
| ROFA | RUNWAY OBJECT FREE AREA |

GARVER

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| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

FAYETTEVILLE - DRAKE FIELD
FAYETTEVILLE, ARKANSAS

FYV PAVEMENT CRACK REPAIR

FYV PAVEMENT CRACK REPAIR SCOPE EXHIBIT

JOB NO.: 2500937
DATE: APRIL 2025
DESIGNED BY: KAB
DRAWN BY: AST

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**EXHIBIT**
**C-13**

File: R:\Aviation\Airports\Arkansas\FYV - Drake Field\CIP\2025-2030\FYV GA Apron Rehabilitation Exhibit\GA Apron Rehab Exhibit.dwg Last Save: 4/23/2025 10:17 AM Last saved by: AThompson
Last plotted by: Andrew Thompson Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/23/2025 10:56 AM Plotter used: DWG To PDF.pc3

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1813

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Brad Hardin, Fire Chief

**FROM:** Granville Wynn, Financial Analyst - Fire

**SUBJECT:** **Washington County Regional Ambulance Authority (WCRAA) Interlocal Agreement 2026-2030**

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**RECOMMENDATION:**
Staff recommends the Mayor's Signature and Council Approval of The Interlocal Agreement for Continuation of Ambulance Services and for Membership in the Washington County Regional Ambulance Authority for the term January 1, 2026 through December 31, 2030. This agreement shall be automatically renewed with possible changes to Article 3 Financing. Per the Agreement, the Subsidy is based on population, square miles, and call time and will be updated six months prior to the beginning of the next calendar year.

**BACKGROUND:**
City Council approved Res. 68-08 on March 18, 2008, approving an Interlocal Agreement for Ambulance Services with the City of Fayetteville, Washington County, Elkins, Farmington, Goshen, Greenland, Lincoln, Prairie Grove, West Fork, Winslow, and Johnson and to establish the Ambulance Authority and Central Emergency Medical Services as the exclusive emergency and non-emergency ambulance service within the cities. This agreement was amended and approved by City Council through Res. 202-11 on November 15, 2011. An Interlocal Agreement was approved in December 1, 2015 by Council via Res. 221-15 which added Elm Springs and Tontitown and changed the payment amounts paid by each city and the county. Res. 32-21 was approved by Council on 1-19-21 with an updated agreement and later amended via Res. 192-22 on 9-6-22. The Latest Interlocal Agreement was approved by City Council on December 6, 2022 via Res. 272-22.

**DISCUSSION:**
Per Article 4 of the Agreement: "This initial term of this Agreement shall be from January 1, 2026 at 12:00 a.m. (midnight) through December 31, 2030 at 11:59 p.m. This Agreement shall be automatically renewed with possible changes to **Article 3 Financing** for an additional five-year term unless any party notifies the Authority in writing of its refusal to participate in the Authority and this Agreement by September 1, 2030. A second automatic renewal shall occur on December 31, 2030 unless any party notifies the Authority in writing of its refusal to participate in the Authority and this Agreement by September 1, 2035. Notwithstanding the above terms, all parties to this Agreement may withdraw from this Agreement upon six months' written notice to the Authority and shall only be responsible to pay its subsidy for that pro-rata portion of the year."

**BUDGET/STAFF IMPACT:**
Per Article 3 of the Agreement: "(a) All parties acknowledge that the need for a guaranteed revenue source independent of and in addition to fees for service is necessary in order to ensure the continued viability of said service.

(b)The annual regional ambulance service-funding source for all parties of this Agreement shall be based on three equally weighted factors:

1. The current year's population projection by NWA Regional Planning Commission beginning January 1, 2026.
2. The most recent full year's call-times for each City and the County unincorporated area.
3. The coverage area in total square miles for each City and the County unincorporated area.

Approval of the proposed new Interlocal Agreement for Ambulance Services will result in the 2026 subsidy amount of $1,216,622.
Funds for ambulance services are included each year in the Annual Budget and Work Program.

Per Article 3 of the Agreement: "*Subsidy Based on Population, Sq Miles, & Call Time and will be updated six months prior to the beginning of the next calendar year".

**ATTACHMENTS:** 3. Staff Review Form, 4. WCRAA Interlocal Agreement 2026-2030 for Signature

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

**File #:** 2025-1813

**A RESOLUTION TO APPROVE A FIVE YEAR INTERLOCAL AGREEMENT FOR CONTINUATION OF AMBULANCE SERVICES THROUGH THE WASHINGTON COUNTY REGIONAL AMBULANCE AUTHORITY AT A COST OF $1,216,622 IN 2026, AND TO AUTHORIZE THE AMBULANCE AUTHORITY TO OPERATE CENTRAL EMERGENCY MEDICAL SERVICE AS THE EXCLUSIVE EMERGENCY AND NON-EMERGENCY AMBULANCE SERVICE WITHIN THE CITIES**

**WHEREAS**, A.C.A. §14-14-910, and §14-266-102 and §25-20-101 authorize cities and counties to enter into interlocal contracts to provide services such as emergency and non-emergency ambulance services; and

**WHEREAS**, on March 18, 2008, the City Council passed Resolution 68-08, approving an interlocal agreement creating an Ambulance Authority and establishing the Ambulance Authority and Central Emergency Medical Service (CEMS) as the exclusive emergency and non-emergency ambulance service within Fayetteville and the other participating cities; and

**WHEREAS**, continuation of the Ambulance Authority is crucial for the continued health and safety of the residents of unincorporated Washington County and the cities that are covered by the Authority; and

**WHEREAS**, in order to save taxpayer money and to reduce the need for taxpayer revenue to subsidize the furnishing of emergency ambulance service to our residents, the Ambulance Authority and Central Emergency Medical Services should continue to be designated the exclusive provider of emergency and non-emergency ambulance service within all cities that are parties to this agreement.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves the five year interlocal Agreement For Continuation of Ambulance Services through the Washington County Regional Ambulance Authority, a copy of which is attached to this Resolution, at a cost of $1,216,622 in 2026; authorizes Mayor Rawn to sign this agreement; and authorizes the Ambulance Authority to continue to operate Central Emergency Medical Service as the exclusive emergency and non-emergency ambulance services provider throughout Fayetteville and every other city which is a party to this agreement as broadly as authorized in A.C.A. §14-266-102 and 105.

**City of Fayetteville Staff Review Form**

**2025-1813**

**Item ID**

**10/7/2025**

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

| Brad Hardin | 9/10/2025 | FIRE (300) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approving The Interlocal Agreement for Continuation of Ambulance Services and for Membership in the Washington County Regional Ambulance Authority for the term January 1, 2026 through December 31, 2030. This agreement shall be automatically renewed with possible changes to Article 3 Financing. Per the Agreement, the Subsidy is based on population, square miles, and call time and will be updated six months prior to the beginning of the next calendar year.

## Budget Impact:

| 1010.090.6600-5705.00 | General Fund |
|---|---|
| Account Number | Fund |
| 40901.4009 | Outside Agencies Funding - CEMS |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 1,007,492.00 |
| | | Expenses (Actual+Encum) | $ | 1,007,492.00 |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #** Res 272-22

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

**Comments:**

**AGREEMENT**
**FOR CONTINUATION OF AMBULANCE SERVICES THROUGH THE WASHINGTON COUNTY REGIONAL AMBULANCE AUTHORITY**

**THIS INTERLOCAL AGREEMENT FOR CONTINUATON OF AMBULANCE SERVICES THROUGH THE WASHINGTON COUNTY REGIONAL AMBULANCE AUTHORITY** ("Agreement") is made and entered into by and between the WASHINGTON COUNTY REGIONAL AMBULANCE AUTHORITY ("Authority" or "WCRAA"), WASHINGTON COUNTY, ARKANSAS, ("County") and the cities of ELKINS, ELM SPRINGS, FARMINGTON, FAYETTEVILLE, GOSHEN, GREENLAND, JOHNSON LINCOLN, PRAIRIE GROVE, TONTITOWN, WEST FORK, and WINSLOW ("Cities").

**WHEREAS,** A.C.A. §14-14-910, A.C.A. §25-20-101, and A.C.A. §14-266-102 authorize cities and counties to enter into contracts to co-operate or join with each other to provide emergency and non-emergency medical services and to specify the responsibilities of all parties; and,

**WHEREAS,** all parties acknowledge that the continued provision of ambulance service is crucial for the continued health and safety of the residents of the named Cities and the County; and,

**WHEREAS,** said Authority should consist of representatives of all of the above-named Cities and the County; and,

**WHEREAS,** all parties agree that subsidies will be based on the Northwest Arkansas Regional Planning Commission annual population estimates, the geographic area of each named City and the County unincorporated area, and the most recent full year's call time data for each participating entity.

**WHEREAS,** the Agreement for Continuation of Ambulance Services and Membership in the WCRAA is set to renew on its own terms on December 31, 2030 unless a party to that Original Agreement notifies the other parties of its intent to withdraw by September 1, 2030; and

**WHEREAS,** all parties agree to review population accuracy and financial position of the WCRAA on an annual basis at the end of the second quarter each year to maintain appropriate funding for the ambulance service to serve the residents of the named Cities and the County; and,

**WHEREAS,** all parties intend for the WCRAA to continue in operation and administration beyond said December 31, 2030 renewal, with the WCRAA continuing to exist as it does today; and

**WHEREAS,** the parties acknowledge that their financial contributions to the WCRAA as set forth in this Agreement and previous Agreements funding the WCRAA is for and in consideration of (a) ambulance service coverage within each of their respective cities, for the cities, and in the unincorporated areas of Washington County for the County, and (b) continued participation in the WCRAA; and

**WHEREAS,** all parties acknowledge that the continuation of the WCRAA will demand close and continued cooperation of all parties.

**NOW, THEREFORE, IT IS AGREED:**

**ARTICLE 1. AUTHORITY ORGANIZATION.**

(a) The chief executive officer of each entity shall represent said entity on the Board of Directors of the Authority to be known as the Washington County Regional Ambulance Authority.

(b) The Board shall meet no less than annually to transact all business associated with the powers and responsibilities conferred upon it. However, the Board shall reserve to itself the right to meet on whatever basis it determines is appropriate.

(c) The Board shall employ an executive director/chief to manage a regional ambulance system.

(d) In order to ensure maximum efficiency and effectiveness of the operation, an executive committee shall be formed to be charged with the oversight of the day-to-day operation of the system. The members of said executive committee shall be as follows:

(1) Two County appointees who shall reside in the service area and who shall be appointed by the County Judge and affirmed by the Quorum Court;

(2) The Fayetteville City appointee who shall be appointed by the Mayor and confirmed by the City Council;

(3) A second Fayetteville appointee (Both City appointees shall serve at the pleasure of the City Council and can be removed and replaced by different representatives by City Council Resolution;

(4) A small City appointee who shall be chosen by the board members of the aforesaid cities, excluding the City of Fayetteville;

(5) A hospital representative who shall reside in the service area to be chosen by the County appointees, the Fayetteville appointees, and the small city appointee.

(6) A representative of the financial community residing in the service area to be chosen by the County appointees, the Fayetteville appointees, and the small city appointee.

**ARTICLE 2. PURPOSES, POWERS, RIGHTS, OBLIGATIONS AND RESPONSIBILITIES OF THE CREATED ENTITY.**

(a) All parties acknowledge that the need to create an entity to own, operate and manage an ambulance service is necessary and appropriate.

(b) The Authority created herein will have the powers:

(1) To provide advanced and basic life support emergency ambulance service, medical standbys and Mobile Integrated Health-Community Paramedicine (MIH-CP) in the designated area;

(2) To provide emergency medical dispatch including pre-arrival instructions in accordance with approved dispatch protocols;

(3) To set ambulance user fees;

(4) To own system revenues;

(5) To provide exclusive emergency (county-wide) and non-emergency (within the cities only) ambulance service;

(6) To enter into mutual aid and automatic aid Agreements with neighboring ambulance services for emergency and or non-emergency services;

(7) Comprehensive regulatory powers over the ambulance system performance;

(8) Ownership of or access to key components of the system infrastructure;

(9) Centralize medical direction and clinical oversight of the ambulance system to the extent deemed necessary;

(10) To promulgate rules and regulations to further effectuate the purposes of this Agreement;

(11) To purchase, own and dispose of real and personal property;

(12) To adopt and oversee comprehensive system performance on an annual basis to include periodic revisions to comply with emerging technologies and changes in clinical and operational standards.

(c) Washington County Regional Ambulance Authority's Specific Duties.

The Authority created herein shall have the following specific duties and responsibilities **in addition to** the statutory and administrative requirements of §14-266-109, the Arkansas Medical Practices Act, and any other government or professional standards.

(1) Response time metrics shall be analyzed no less than monthly to determine the need for additional ambulances and staff to maintain agreed upon service levels.

(2) Reporting Requirements.

(A) Fayetteville. On the third Tuesday of July each year, the Washington County Regional Ambulance Authority by the two Fayetteville representatives on the Executive Committee shall appear before the Fayetteville City Council to present:

(i) The written annual, audited report of the previous year's financial and response data reports;

(ii) A written report of the financial and response data for the first half of the current year;

(iii) Plans and projections to replace or enlarge capital property and equipment within the next 18 months;

(iv) Plans and justifications for any personnel increases within the next 18 months; and

(v) Revenue/expense projections for the next 18 months.

(B) Any Other Member of This Authority. Upon written request by any other member of this authority, the Board Member representing that entity shall provide the full written and oral report referred to in (A) to that City or to the County during its regular July or August meeting.

**ARTICLE 3. FINANCING; TRAINING; COMPLIANCE WITH A.C.A. §20-13-301 *ET. SEQ*.**

(a) All parties acknowledge that the need for a guaranteed revenue source independent of and in addition to fees for service is necessary in order to ensure the continued viability of said service.

(b) The annual regional ambulance service-funding source for all parties of this Agreement shall be based on three equally weighted factors:

(1) The current year's population projection by NWA Regional Planning Commission beginning January 1, 2026.

(2) The most recent full year's call-times for each City and the County unincorporated area.

(3) The coverage area in total square miles for each City and the County unincorporated area.

Washington County Regional Ambulance Authority-Interlocal Agreement 2026-2030

| City | NWAPC Population Estimates | | | | | Sq Mile | Call Times | Subsidy |
|---|---|---|---|---|---|---|---|---|
| | 2026 | 2027 | 2028 | 2029 | 2030 | | 2024 | 2026 |
| Elkins | 4,202 | 4,294 | 4,388 | 4,483 | 4,581 | 3.91 | 411 | $ 38,359 |
| Elm Springs | 2,787 | 2,859 | 2,933 | 3,009 | 3,086 | 5.99 | 60 | $ 21,667 |
| Farmington | 10,938 | 11,178 | 11,424 | 11,674 | 11,931 | 9.88 | 742 | $ 88,364 |
| Fayetteville | 106,330 | 107,965 | 109,625 | 111,311 | 113,022 | 55.80 | 18,906 | $1,216,622 |
| Goshen | 2,492 | 2,549 | 2,607 | 2,666 | 2,726 | 11.52 | 101 | $ 27,325 |
| Greenland | 1,381 | 1,457 | 1,538 | 1,623 | 1,713 | 4.05 | 172 | $ 16,699 |
| Johnson | 3,876 | 3,965 | 4,056 | 4,149 | 4,244 | 3.65 | 215 | $ 29,850 |
| Lincoln | 2,522 | 2,601 | 2,683 | 2,767 | 2,854 | 2.89 | 512 | $ 32,642 |
| Prairie Grove | 8,994 | 9,203 | 9,418 | 9,637 | 9,862 | 9.33 | 968 | $ 86,121 |
| Tontitown | 8,271 | 8,441 | 8,614 | 8,791 | 8,972 | 18.05 | 353 | $ 70,604 |
| West Fork | 2,525 | 2,615 | 2,707 | 2,803 | 2,902 | 3.73 | 279 | $ 25,583 |
| Winslow | 372 | 377 | 381 | 385 | 390 | 1.83 | 87 | $ 6,636 |
| County Rural | 36,933 | 37,158 | 37,373 | 37,578 | 37,771 | 771.39 | 4,368 | $1,120,355 |
| Total | 191,624 | 194,662 | 197,745 | 200,875 | 204,053 | 902.02 | 27,173 | $2,780,828 |

**Subsidy Based on Population, Sq Miles, & Call Time and will be updated six months prior to the beginning of the next calendar year*

| | Total Subsidy | | | | |
|---|---|---|---|---|---|
| | 2026 | 2027 | 2028 | 2029 | 2030 |
| Total: | $2,780,828 | $2,895,307 | $3,014,499 | $3,138,597 | $3,267,804 |

(c) Except as stated above, no party to this Agreement may be financially obligated without the approval of its governing body.

(d) All governing bodies who are parties to this Agreement must approve any increases in subsidy.

(e) A percentage of these funds shall be set aside for replacement of capital items.

(f) The ambulance service owned by or under contract with the Authority shall be required to provide, at no additional charge, (an) the Arkansas Department of Health 24 hour approved basic refresher course to all EMT certified firefighters that act as first responders with said ambulance service.

(g) The financing provided by the parties hereto shall be from general revenues; furthermore, the financing and this Agreement are contingent upon compliance with A.C.A. §20-13-301 et. seq. by the County and all the parties will cooperate to the extent necessary in complying with such.

**ARTICLE 4. TERM.**

This initial term of this Agreement shall be from January 1, 2026 at 12:00 a.m. (midnight) through December 31, 2030 at 11:59 p.m. This Agreement shall be automatically renewed with possible changes to **Article 3 Financing** for an additional five-year term unless any party notifies the Authority in writing of its refusal to participate in the Authority and this Agreement by September 1, 2030. A second automatic renewal shall occur on December 31, 2030 unless any party notifies the Authority in writing of its refusal to participate in the Authority and this Agreement by September 1, 2035.

Notwithstanding the above terms, all parties to this Agreement may withdraw from this Agreement upon six months' written notice to the Authority and shall only be responsible to pay its subsidy for that pro-rata portion of the year.

**ARTICLE 5. CONTINUATION OF OWNERSHIP OF EQUIPMENT BELONGING TO AND OPERATION OF WASHINGTON COUNTY REGIONAL AMBULANCE AUTHORITY.**

Property currently owned by WCRAA and all other property and resources of the Authority purchased during its existence or owned by it on July 2, 2011, or thereafter shall remain the Authority's exclusive property throughout the Authority's existence. It is the intent of all parties that WCRAA's current operations, administration, policies, practices and procedures as they now exist shall continue for the length of this Agreement. Furthermore, it is the intent of all parties that all legal obligations of and rights now belonging to the WCRAA shall continue to bind or inure to the benefit of, as the case may be, the WCRAA during the length of this Agreement. The WCRAA shall continue to exist as a corporate body as it has since the first Interlocal Agreement forming the WCRAA, with the sole exception that the

Cities of Elm Springs and Tontitown became full members of the WCRAA upon execution of THE AGREEMENT FOR CONTINUATION AND EXPANDED MEMBERSHIP IN THE WASHINGTON CONTY REGIONAL AMBULANCE AUTHORITY on November 19, 2015 this Agreement and while they honor their obligations hereunder, as any other participating entity. This Agreement shall be construed to effectuate this intent.

## ARTICLE 6. SEVERABILITY.

The provisions of this Agreement are declared to be severable. If any provision hereof shall be held to be invalid or to be inapplicable to any person or circumstance, such holdings shall not affect the ability or the applicability of the remainder hereof.

## ARTICLE 7. EFFECTIVE DATE.

This Agreement shall not be effective until approved and signed by all parties in accordance with the law.

## APPENDIX TO AGREEMENT

**APPENDIX DEFINITION OF TERMS WHEN AND IF USED.**

**Ambulance Authority:** Quasi-governmental entity created to oversee and deliver ambulance service in a specified geographical service area.

**Ambulance Service:** Means emergency and non-emergency response and transport services offered by the Authority, including management, supervision, mass gatherings, community events and Mobile Integrated Health-Community Paramedic (MIH-CP).

**Exclusivity:** Sole provider of emergency ambulance rights granted by ordinance or resolution by each party to the extent allowed by State Law.

**Subsidy:** Government funds requested by the Authority to provide ambulance service with funding structure set forth by this Agreement based on geographic size, population, and call time generated within each respective area.

**User Fees:** Fees charged to patients treated or transported by the ambulance service, or fees charged to an individual or an organization for ambulance standby coverage.

(Signatures will be obtained via Docusign)

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1842

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Steven Dotson, Chief Financial Officer

**FROM:** Waylon Abernathy, Bond Projects & Construction Director

**SUBJECT:** **Change Order to Bid 24-23 YRCC Construction Contract for Roof Retrofit and Streetside Boulders**

---

**RECOMMENDATION:**
Staff recommends approval of Change Order #3 to the Bid 24-23 Construciton Contract with Moser Construction LLC in the amount of $123,948.50 to retrofit the existing metal roof and provide streetside boulders, and approve a budget adjustment.

**BACKGROUND:**
April 2024, Per Resolution 105-24, City Council approved a Construction Contract with Moser Construction LLC., for the expansion of YRCC.
April 2025, Per Resolution 85-25, City Council approved Change Order #1 to include Buddy Hayes Park and streamside restoration.
September 2025, Change Order #2 was issued as a reconcile change order for the use of contingency funds.

**DISCUSSION:**
The metal roof system on the existing structure has outlived its life cycle. The proposed system includes an insulation panel underpayment with a TPO membrane system overlayment. This new system will no longer rely on caulking and screws.
Also included in the Change Order Scope is the addition of large boulders between the building entry steps and the street. These boulders are a visually appealing barrier, providing a clear definition between the building and street.

**BUDGET/STAFF IMPACT:**

| GL ACCT | PROJECT | AMOUNT |
|---|---|---|
| 4805.860.7540-5804.00 | Park Project Bonds | 123,948.50 |

**ATTACHMENTS:** 3. Staff Review Form, 4. Budget Adjustment, 5. YRCC CO 3 Moser

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

**File #:** 2025-1842

**A RESOLUTION TO APPROVE CHANGE ORDER NO. 3 TO THE CONTRACT WITH MOSER CONSTRUCTION, LLC IN THE AMOUNT OF $123,948.50 TO RETROFIT THE EXISTING METAL ROOF, PROVIDE STREET SIDE BOULDERS, AND TO APPROVE A BUDGET ADJUSTMENT**

**WHEREAS**, on April 2, 2024, the City Council approved Resolution 105-24 and authorized a contract with Moser Construction LLC for construction of the Yvonne Richardson Community Center expansion; and

**WHEREAS**, on April 1, 2025, the City Council approved Resolution 85-25 approving Change Order No. 1 that included Buddy Hayes Park and streamside restoration; and

**WHEREAS**, this change order includes an insulation panel underpayment with a TPO membrane system overlayment and the addition of large boulders between the building entry steps and street.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign Change Order No. 3 to the contract with Moser Construction, LLC in the amount of $123,948.50 to retrofit the existing metal roof and to provide street side boulders.

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

**City of Fayetteville Staff Review Form**

**2025-1842**

**Item ID**

**10/7/2025**

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

| Wade Abernathy | 9/15/2025 | CHIEF FINANCIAL OFFICER (110) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

approval of Change Order #3 to the Bid 24-23 Construction Contract with Moser Construction LLC in the amount of $123,948.50 to retrofit the existing metal roof and provide streetside boulders, and approve a budget adjustment.

## Budget Impact:

| 4805.860.7540-5804.00 | Parks Projects 2024 Bonds |
|---|---|
| Account Number | Fund |
| 46050.7540 | Park Projects (Bonds) - YRCC Enhancements |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 2,060,221.00 |
| | | Expenses (Actual+Encum) | $ | 1,842,948.77 |
| | | Available Budget | $ | **217,272.23** |
| **Does item have a direct cost?** | Yes | Item Cost | $ | 123,948.50 |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 123,949.00 |
| | | Remaining Budget | $ | **217,272.73** |

*V20221130*

**Purchase Order Number:** 2024-524

**Previous Ordinance or Resolution #** 85-24

**Change Order Number:** 2

**Approval Date:** 4/1/2025

**Original Contract Number:** 2024-27

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | CHIEF FINANCIAL OFFICER (110) | |
| | **Requestor:** Wade Abernathy | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

approval of Change Order #3 to the Bid 24-23 Construction Contract with Moser Construction LLC in the amount of $123,948.50 to retrofit the existing metal roof and provide streetside boulders, and approve a budget adjustment.

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1842**

Holly Black
9/16/2025 7:43 AM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025826

| | Increase / (Decrease) | | Project.Sub# | | | |
|---|---|---|---|---|---|---|
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| TOTAL | - | - | | | | |
| 4805.860.7540-5804.00 | 123,949 | - | 46050 | 7540 | EX | Building Costs |
| 4805.860.7999-5899.00 | (123,949) | - | 46050 | 7999 | EX | Unallocated - Budget |
| | - | - | | | | |
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MOSER
CONSTRUCTION
moserconstruction.net

September 5, 2025

Mr. Wade Abernathy
City of Fayetteville
Yvonne Richardson Community Center
240 E. Rock
Fayetteville, Arkansas 72701

**Re: YRCC/ BUDDY HAYES PARK**

Wade, see attached and below as discussed.

| | |
|---|---|
| Roof CO: | $104,153.00 |
| Boulder Allowance Overages: | $10,285.00 |
| Demo/Concrete at Boulders: | $22,571.00 |
| **Total Changes:** | **$137,009.00** |
| Automation Allowance Unused: | ($13,060.50) |
| **Total CO Amount:** | **$123,948.50** |

Owner Approval _____ Date _____

I'll request a bond for the $69,993.49 and get the total for that to add as well and send to you when I have this!

Sincerely,

Project Manager

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1848

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff

**FROM:** Tim Nyander, Utilities Director

**SUBJECT:** **Sewer Connection at 371 N. Harvey Dowell Rd**

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**RECOMMENDATION:**
Staff recommends approval to allow for a sewer service connection at 371 N. Harvey Dowell Rd. with all installation and maintenance costs to be incurred by the property owner.

**BACKGROUND:**
The property owner at 371 N. Harvey Dowell Road is experiencing a failure of their existing septic system and has requested consideration for connection to the municipal sewer system. Two City sewer mains run near the back property line and a sewer manhole is directly behind the residence to allow for a private sewer pump/wet well system to pump into the existing sewer manhole.

This sewer connection request was reviewed and approved by the Water & Sewer Committee on September 9, 2025.

**DISCUSSION:**
A private sewer pump/wet well system will be utilized to pump into the existing sewer manhole. This method would not be considered as adding additional infrastructure, rather a sewer tap into the existing manhole. This work could be completed utilizing a licensed plumber with appropriate permits, and installation costs incurred solely by the property owner. The Water & Sewer Department would assist or provide direction in coring the existing manhole.

The private pressured sewer service would need to maintain a positive grade from the wet well into the manhole with a check valve. This would allow the service line to remain full of water, helping to prevent sewer gas from entering the private wet well/pumping system and home. The pressured sewer service must be connected into the existing manhole in a manner required by the Water & Sewer Standard Specifications. The wet well/pumping system and sewer service will be considered as privately owned with the point of demarcation beginning outside of the City's manhole. Maintenance will be the responsibility of the property owner.

Upon approval of this sewer connection request, the property owner would also have to pay impact fees before the City would approve the sewer tap. They would then be billed for sewer with their monthly utility bill.

**BUDGET/STAFF IMPACT:**
None.

**ATTACHMENTS:** 3. Staff Review Form, 4. Map of Area and Subject Property

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

**File #:** 2025-1848

**A RESOLUTION TO APPROVE AN ALLOWANCE FOR A SEWER SERVICE CONNECTION BEYOND THE CITY LIMITS FOR PROPERTY LOCATED AT 371 NORTH HARVEY DOWELL ROAD**

**WHEREAS**, §51.113 **Sewer Service and Extension Policy** states that "the city's sewerage system shall not be extended outside the city's corporate limits except on the express approval of the City Council"; and

**WHEREAS**, the property owner at 371 N. Harvey Dowell Road is experiencing a failure of their existing septic system and has requested consideration for connection to the municipal sewer system; and

**WHEREAS**, two City sewer mains run near the back-property line and a sewer manhole is directly behind the residence to allow for a private sewer pump/wet well system to pump into the existing sewer manhole; and

**WHEREAS**, this Washington County resident must pay a Wastewater Impact Fee for a new connection to our Wastewater facilities and out of town sewer rates; and

**WHEREAS**, all installation and maintenance costs will be incurred by the property owner.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves a sewer service connection for property located at 371 North Harvey Dowell Road upon payment of the necessary impact fees and any other costs required to make the sewer connection.

**City of Fayetteville Staff Review Form**

**2025-1848**

**Item ID**

**10/7/2025**

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

| Tim Nyander | 9/17/2025 | WATER SEWER (720) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approval to allow for a sewer service connection at 371 N. Harvey Dowell Rd. with all installation and maintenance costs to be incurred by the property owner.

## Budget Impact:

| N/A | N/A |
|---|---|
| Account Number | Fund |
| N/A | N/A |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

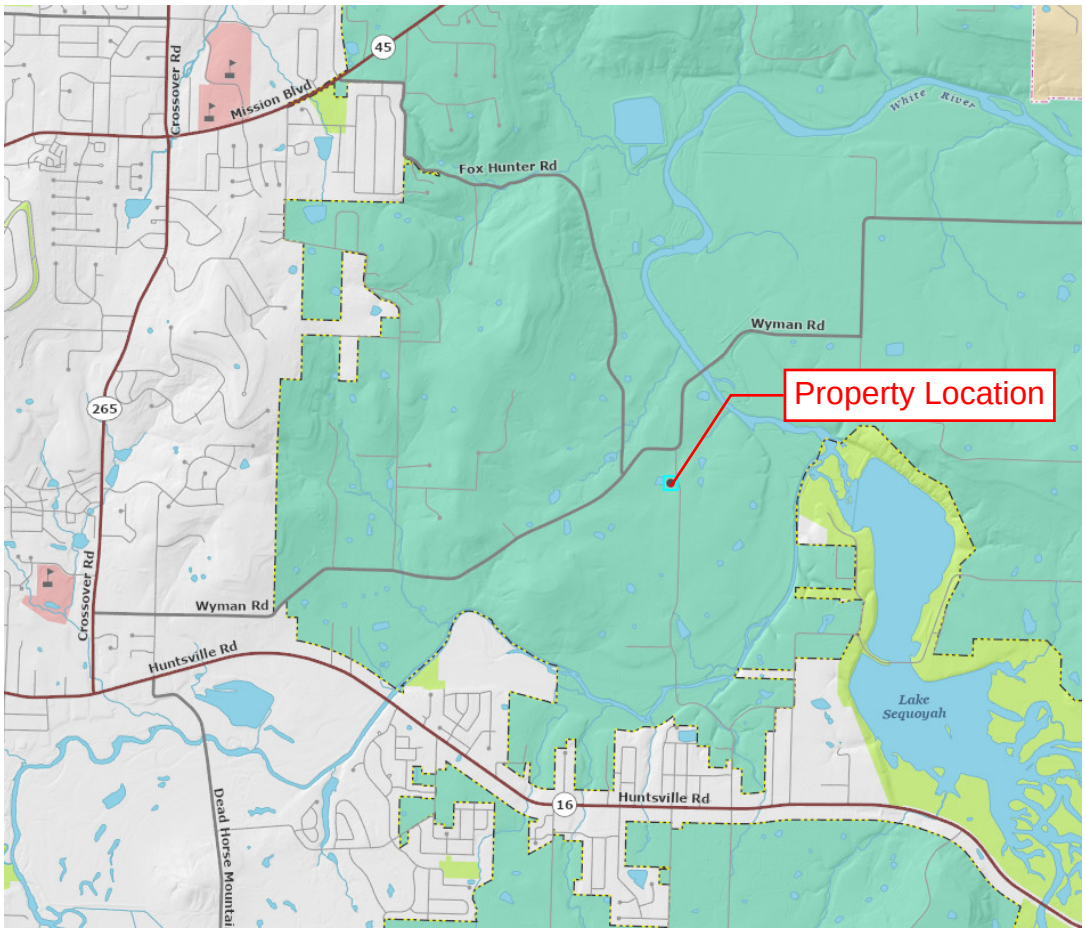
**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

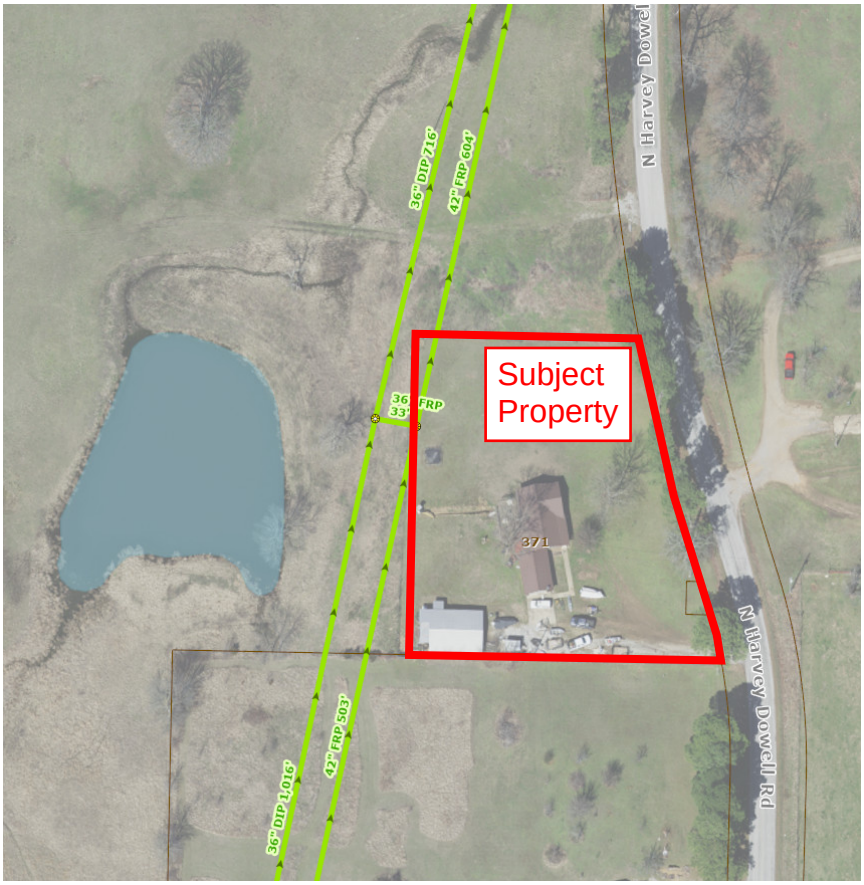
**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

**Comments:**

# 371 N. Harvey Dowell Road



CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1850

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Chris Brown, Public Works Director

**FROM:** Matt Mihalevich, Active Transportation Manager

**SUBJECT:** **ARDOT Supplemental Agreement Letter - Rupple Road Trail Lighting**

---

**RECOMMENDATION:**
Staff recommends approval of a supplemental agreement letter with the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission for an additional $500,000.00 in Federal-aid funding through the Carbon Reduction Program for the Rupple Road Trail Lighting project and approval of a budget adjustment to recognize this revenue and authorize the Mayor to sign additional grant related documents as necessary to implement the project.

**BACKGROUND:**
The City of Fayetteville has received a total of $815,193.00 in federal-aid funding from the Arkansas Department of Transportation through the Northwest Arkansas Regional Planning Commission – Carbon Reduction Program for the installation of lighting along Rupple Road from Hwy 62 (MLK Jr. Blvd.) to Persimmon Street. The funding was awarded in two funding cycles:

- **June 2024**: $315,193 (recognized by resolution 288-24)
- **June 2025**: $500,000

Resolution 288-24 previously recognized the original $315,193 federal grant award and approved the Agreement of Understanding with ARDOT. The attached supplemental Agreement letter serves as an amendment to the original agreement, providing an additional $500,000 in federal aid funding for the project.

**DISCUSSION:**
The Rupple Road Trail Lighting Project will install new lighting along 1.8 miles of Rupple Road, from Martin Luther King Jr. Boulevard to Persimmon Street. Lighting will be placed in the median to illuminate both the roadway and the adjacent trail, including the three roundabouts along this corridor.

This project responds to significant community interest and supports the City's broader goals for active transportation and carbon reduction. By improving visibility and safety, the lighting will help extend trail use into evening hours, allowing more residents to walk, bike, or roll as a reliable and sustainable transportation option.

The project is currently 90% designed and has received environmental clearance. It is expected to go to bid in late 2025, with construction beginning in early 2026.

**BUDGET/STAFF IMPACT:**
City staff has generated a cost estimate for $1,018,991 for the Rupple Rd. lighting project. Resolution 288-24 recognized the original $315,193 in federal aid funding and allocated the 20 percent local match of $78,798. This request will recognize the additional $500,000 in federal aid funding and allocate the 20 percent local match of $125,000 from the 2022 Transportation bond funds.

**ATTACHMENTS:** 3. Staff Review Form, 4. Budget Adjustment, 5. NWARPC Signed - 040967 CRP AOU letter - Rupple Trail Lighting $500k, 6. Rupple Trail Lighting Location Map

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

**File #:** 2025-1850

**A RESOLUTION TO APPROVE A SUPPLEMENTAL AGREEMENT LETTER WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION AND THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION FOR AN ADDITIONAL $500,000.00 IN FEDERAL AID FUNDING THROUGH THE CARBON REDUCTION PROGRAM FOR THE RUPPLE ROAD TRAIL LIGHTING PROJECT, AND TO APPROVE A BUDGET ADJUSTMENT**

**WHEREAS**, on December 4, 2024, City Council passed Resolution 288-24 accepting $315,193.00 in federal-aid funds through the Northwest Arkansas Regional Planning Commission Carbon Reduction Program for installations of lighting along the Rupple Road Trail from MLK Jr. Boulevard to Persimmon Street; and

**WHEREAS**, this supplemental agreement will serve as an amendment to the original agreement, providing an additional $500,000.00 in federal aid funding for the project.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign a Supplemental Agreement letter with the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission for an additional $500,000.00 in Federal-aid funding through the Carbon Reduction Program for the Rupple Road Trail Lighting project, and further authorizes Mayor Rawn to sign any additional grant related documents necessary to implement the project.

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

**City of Fayetteville Staff Review Form**

**2025-1847**

**Item ID**

**October 7th, 2025**

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

| Matt Mihalevich | 9/17/2025 | ENGINEERING (621) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approval of a supplemental agreement letter with the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission for an additional $500,000.00 in Federal-aid funding through the Carbon Reduction Program for the Rupple Road Trail Lighting project and approval of a budget adjustment to recognize this revenue and authorize the Mayor to sign additional grant related documents as necessary to implement the project.

## Budget Impact:

| 4601.860.7237-5814.05<br>4702.860.7237-5814.05 | Bond Program Grant Matching<br>Streets Projects 2022 Bonds |
|---|---|
| Account Number | Fund |
| 46020.7237.2304 | Streets Projects Bonds -<br>Transportation Impr, Rupple Rd Lighting |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 625,000.00 |
| | | Remaining Budget | $ | 625,000.00 |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #** 288-24

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | ENGINEERING (621) | |
| | **Requestor:** Matt Mihalevich | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

Staff recommends approval of a supplemental agreement letter with the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission for an additional $500,000.00 in Federal-aid funding through the Carbon Reduction Program for the Rupple Road Trail Lighting project and approval of a budget adjustment to recognize this revenue and authorize the Mayor to sign additional grant related documents as necessary to implement the project.

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1850**

Holly Black
9/18/2025 10:51 AM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025826

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL | 500,000 | 500,000 | | | | |
| | Increase / (Decrease) | | Project.Sub# | | | |
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| 4601.860.7237-4309.00 | - | 500,000 | 46020 | 7237.2304 | RE | Federal Grants - Capital |
| 4601.860.7237-5814.05 | 500,000 | - | 46020 | 7237.2304 | EX | Improvements - Trails |
| 4702.860.7237-5814.05 | 125,000 | - | 46020 | 7237.2304 | EX | Improvements - Trails |
| 4702.860.7999-5899.00 | (125,000) | - | 46020 | 7999 | EX | Unallocated - Budget |
| | - | - | | | | |
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# ARKANSAS STATE HIGHWAY COMMISSION

PHILIP TALDO
CHAIRMAN
SPRINGDALE

KEITH GIBSON
VICE CHAIRMAN
FORT SMITH

MARIE HOLDER
LITTLE ROCK

DAVID M. HAAK
TEXARKANA

JERRY L. HALSEY, JR.
JONESBORO

JARED D. WILEY, P.E.
DIRECTOR

P.O. Box 2261 • Little Rock, Arkansas 72203-2261
Phone (501) 569-2000 • Voice/TTY 711 • Fax (501) 569-2400
www.ArDOT.gov • www.IDriveArkansas.com

August 27, 2025

The Honorable Molly Rawn
Mayor of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Mr. Tim Conklin
Executive Director
Northwest Arkansas Regional Planning Commission
1311 Clayton St.
Springdale, AR 72762

Dear Mayor Rawn and Mr. Conklin:

Reference is made to the City's award of $500,000.00 in 2026 Carbon Reduction Program – Attributable (CRP-A) funds by the Northwest Arkansas Regional Planning Commission (NWARPC) for construction phase of Job 040967, Rupple Rd. Trail Lighting (Fayetteville) (S). This awarded Federal-aid funding will now be incorporated into Job 040967. Therefore, the Agreement of Understanding must be modified.

This letter, when signed by you and returned to the Department, will constitute a supplement to the Agreement between the City of Fayetteville, NWARPC, and the Department for Job 040967. All other conditions of the Agreement will remain in effect. The total Federal-aid available for Job 040967 will now be $815,193.00.

Please retain a copy of the signed letter for your files. If you have any questions concerning this matter, please contact David Siskowski, Division Head – Local Programs, at (501) 435-3255.

Sincerely,

Jared D. Wiley, P.E.
Director

**APPROVED:**

Molly Rawn
Mayor

**APPROVED:**

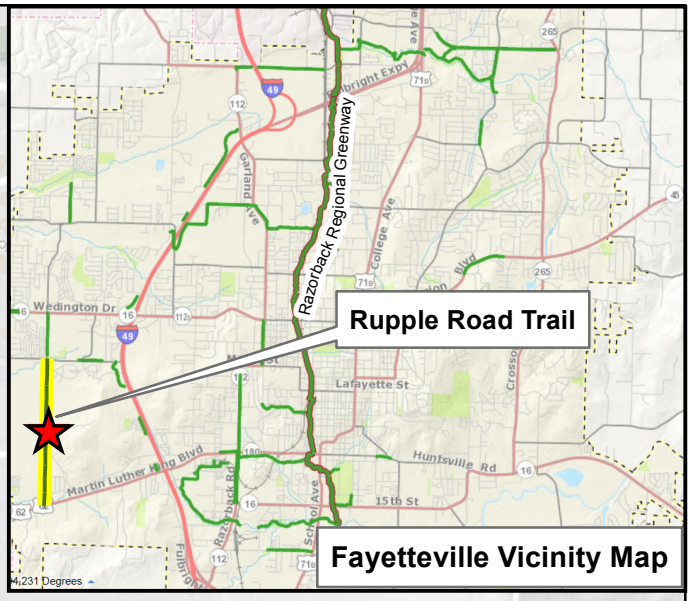
Tim Conklin
Executive Director

c: Highway Commission
Chief Engineer – Operations
Chief Engineer – Preconstruction
Assistant Chief Engineer – Design
Assistant Chief Engineer – Planning
Assistant Chief Engineer – Program Delivery
Consultant Contracts
Local Programs
Program Management
Roadway Design
District 4
Job 040967 'C' File



**Proposed LED Trail lights**

Sloan Brook Village
Neighborhood
(Under Construction)






**Rupple Road Trail**

Existing Rupple Road Trail (1.8 Miles)

**Proposed Trail lighting**
**Along 1.8 Miles of Existing Trail**
**111 Lights Proposed**

Walnut Crossing
Neighborhood

## Legend

- Proposed Trail Lighting (1.8 Miles)
- Existing 12' Wide Concrete Trail

CITY OF FAYETTEVILLE ARKANSAS

0 250 500 1,000 1,500 2,000 Feet

# Rupple Road Trail
# Proposed Trail Lighting

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1854

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Terry Gulley, Asst Public Works Director - Ops

**FROM:** Ross Jackson, Jr., Fleet Operations Superintendent

**SUBJECT:** **WATER SEWER WORK TRUCK ASSET REPLACEMENT THROUGH RANDALL FORD**

---

**RECOMMENDATION:**
A RESOLUTION TO APPROVE THE PURCHASE OF A FORD RANGER THROUGH RANDALL FORD OF FORT SMITH FOR THE PURCHASE PRICE OF $36,695 PLUS ANY ADDITIONAL FREIGHT CHARGES OR DELIVERY FEES IN ACCORDANCE WITH ORDINANCE 6491 AND TO APPROVE A BUDGET ADJUSTMENT.

**BACKGROUND:**
Asset number 1335 (WSEW_F005) has reached 14.5/15 points in our fleet management software.

**DISCUSSION:**
Vehicle 1335 has a failed transmission. Due to the cost for repair, Fleet Operations recommends replacement of the unit. The price to repair 1335 exceeds what we will get through surplus.

**BUDGET/STAFF IMPACT:**
A budget adjustment is being presented for your approval from the fleet fund.

**ATTACHMENTS:** 3. Staff Review Form , 4. Budget Adjustment, 5. Winner - Randall Ford $36,695.00, 6. Lewis Ford $40,995.00, 7. Ranger WSEW_F005 Screenshot 2025-08-20 150105, 8. Vehicle Purchase Ordinance

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

**File #:** 2025-1854

**A RESOLUTION TO APPROVE THE PURCHASE OF A FORD RANGER FROM RANDALL FORD PURSUANT TO ORDINANCE 6491 IN THE AMOUNT OF $36,695.00, PLUS ANY APPLICABLE SURCHARGES, FREIGHT CHARGES, AND DELIVERY FEES, AND TO APPROVE A BUDGET ADJUSTMENT**

**WHEREAS**, this new Ford Ranger will replace our old pickup truck which has a failed transmission and the price to repair the vehicle exceeds what would be able to be obtained through surplus sale.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes the purchase of a Ford Ranger from Randall Ford of Fort Smith, pursuant to Ordinance 6491, in the amount of $36,695.00, plus any applicable surcharges, freight charges, and delivery fees.

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

**City of Fayetteville Staff Review Form**

**2025-1854**

**Item ID**

**10/7/2025**

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

| Ross Jackson | 9/18/2025 | FLEET OPERATIONS (770) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

A RESOLUION TO APPROVE THE PURCHASE OF A FORD RANGER 4X4 THROUGH RANDALL FORD IN THE AMOUNT OF $36,695.00 PLUS ANY APPLICABLE SURCHARGES, FREIGHT OR DELIVERY FEES UP TO 10% OF THE ORIGINAL PURCHASE PRICE AND THE APPROVAL OF A BUDGET ADJUSTMENT.

## Budget Impact:

| 9700.770.1920-5802.00 | SHOP |
|---|---|
| Account Number | Fund |
| 97001.5400.720 | FLEET REPLACEMENT VEHICLES |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 10,841,536.00 |
| | | Expenses (Actual+Encum) | $ | 4,110,677.23 |
| | | Available Budget | $ | **6,730,858.77** |
| **Does item have a direct cost?** | Yes | Item Cost | $ | 36,695.00 |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 36,695.00 |
| | | Remaining Budget | $ | **6,730,858.77** |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | FLEET OPERATIONS (770) | |
| | **Requestor:** Ross Jackson | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

A RESOLUION TO APPROVE THE PURCHASE OF A FORD RANGER 4X4 THROUGH RANDALL FORD IN THE AMOUNT OF $36,695.00 PLUS ANY APPLICABLE SURCHARGES, FREIGHT OR DELIVERY FEES UP TO 10% OF THE ORIGINAL PURCHASE PRICE AND THE APPROVAL OF A BUDGET ADJUSTMENT.

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1854**

Holly Black
9/18/2025 1:22 PM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025826

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL | 36,695 | 36,695 | | | | |
| | Increase / (Decrease) | | Project.Sub# | | | |
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| 9700.770.1910-4999.99 | - | 36,695 | | | RE | Use Fund Balance - Current |
| 9700.770.1920-5802.00 | 36,695 | - | 97001 | 5400.720 | EX | Vehicles & Equipment - base |
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**Prepared for: Mr. Ross Jackson, Superintendent, City of Fayetteville**
113 West Mountain St
Fayetteville, AR 72701
Office: 479-444-3494 | Mobile: 479-879-6221
Email: rjackson@fayetteville-ar.gov
Ordering FIN Code: qc689

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530



### Client Proposal

Prepared by:
PATRICK HARRINGTON
Office: 479-452-1311
Email: patrick@randallford.com
Quote ID: 0075
Date: 08/26/2025

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

**Mr. Ross Jackson, Superintendent, City of Fayetteville**
113 West Mountain St
Fayetteville, AR 72701
Office: 479-444-3494 | Mobile: 479-879-6221
Email: rjackson@fayetteville-ar.gov
Ordering FIN Code: qc689

## Re: Quote ID 0075 08/26/2025

Dear Mr. Jackson,

Thank you very much for your interest in acquiring a vehicle from our dealership. We concur that your interest is well deserved. We hope that an outstanding product lineup and our dedication to customer service will enhance your ownership experience should you decide to buy a vehicle from us.

Attached, please find additional information that I hope will assist you in making a more informed decision. Please feel free to contact me at any time as I would truly appreciate the opportunity to be of service to you.

Sincerely,

**PATRICK HARRINGTON**
Fleet & Commercial Account Manager
479-452-1311
patrick@randallford.com

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## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

# Selected Equip & Specs

### Dimensions

- Conventional Capacity: 7,500 lbs.
- GCWR: 12,588 lbs.
- Front brake diameter: 12.2"
- Rear brake diameter: 12.1"
- Cargo box length: 59.6"
- Cargo box min width: 48.2"
- Cargo box volume: 43.5 cu.ft.
- Pickup box depth: 20.9"
- Cargo box max width: 62.4"
- Cargo box tailgate width: 55.4"
- Cargo box length feet: 5.0
- Vehicle body length: 210.6"
- Vehicle body width: 79.0"
- Vehicle body height: 74.4"
- Wheelbase: 128.7"
- Vehicle turning radius: 21.2'
- Front track: 63.8"
- Rear track: 63.8"
- Frame section modulus: 5.0 cu.in.
- Frame yield strength (psi): 49300.0
- Front bumper to front axle: 35.8"
- Front bumper to back of cab: 143.8"
- Interior rear cargo volume with seats folded: 43.5 cu.ft.
- Max interior rear cargo volume: 43.5 cu.ft.
- Total passenger volume: 98.3 cu.ft.
- Headroom first-row: 41.0"
- Headroom second-row: 38.3"
- Leg room first-row: 43.7"
- Leg room second-row: 34.6"
- Shoulder room first-row: 57.1"
- Shoulder room second-row: 56.7"
- Hip room first-row: 55.9"
- Hip room second-row: 54.1"

### Powertrain

- Spark ignition system
- EcoBoost 2.3L I-4 gasoline direct injection, DOHC, Ti-VCT variable valve control, intercooled turbo, engine with 270HP
- Engine cylinders: I-4
- Horsepower: 270 HP@5500 RPM
- Torque: 310 lb.-ft.@3000 RPM
- Radiator
- Auto stop-start engine
- Driver selectable drivetrain mode
- 10-speed automatic
- Part-time 4WD
- Four-wheel drive
- Recommended fuel: regular unleaded
- Easy Fuel capless fuel filler
- All-speed ABS and driveline traction control
- Electronic transfer case shift
- Auto locking hub control

### Fuel Economy and Emissions

- Fuel economy (city/highway/combined): 20 mpg/24 mpg/22 mpg
- Fuel economy city: 20 mpg
- Fuel economy combined: 22 mpg
- Fuel economy highway: 24 mpg
- Gasoline secondary fuel type
- LEV3-ULEV50 emissions

### Suspension and Handling

- Standard ride suspension
- Gas-pressurized front shock absorbers
- Gas-pressurized rear shock absorbers

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

# Selected Equip & Specs (cont'd)

## Driveability

- 4-wheel disc brakes
- 4-wheel antilock (ABS) brakes
- Electronic parking brake
- Brake assist system
- Independent front suspension
- Front anti-roll bar
- Rigid axle rear suspension
- Speed sensitive power steering
- Rack-pinion steering
- Front ventilated disc brakes
- Four channel ABS brakes
- Post Collision Braking automatic post-collision braking system
- Hill start assist
- Short and long arm front suspension
- Front coil springs
- Leaf spring rear suspension
- Electric power-assist steering system
- 2-wheel steering system

## Body Exterior

- Trailer wiring harness
- Standard style pickup box
- Monotone paint
- Black side window trim
- Black windshield trim
- 2 front tow hooks
- Rear bumper step
- Black grille
- Black door mirrors
- Conventional right rear passenger door
- P255/70RS17 AT BSW front and rear tires
- 4 doors
- Pickup bed-rail protectors
- Black wheel well trim
- Black door handles
- Body-coloured front bumper
- Black rear bumper
- Body-coloured front bumper rub strip
- Standard style side mirrors
- Conventional left rear passenger door
- Tailgate
- 17 x 8-inch front and rear silver aluminum wheels

## Convenience

- SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) built-in virtual assistant
- Keyfob activated door locks
- Auto-locking doors
- Cruise control with steering wheel mounted controls
- Power first-row windows
- Easy lower tailgate
- Front beverage holders
- 8 beverage holders
- Rear door bins
- Rear beverage holders
- Dashboard storage
- Trip computer
- Over the air updates
- Power door locks with 2 stage unlocking
- All-in-one remote fob and ignition key
- Power tailgate/rear door lock
- Day/Night rearview mirror
- Full floor console
- Fixed rear windshield
- Locking glove box
- Driver and passenger door bins
- Rear under seat tray
- Instrument panel bin
- Retained accessory power
- Cabback insulator
- PRND in IP

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# Selected Equip & Specs (cont'd)

## Comfort

- Manual climate control
- SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) voice-activated climate control
- Full headliner coverage
- Full floor coverage
- Carpet rear seatback upholstery
- Manual tilting steering wheel
- Rear under seat climate control ducts
- Cloth headliner material
- Full vinyl floor covering
- Cloth rear seat upholstery
- Urethane steering wheel
- Manual telescopic steering wheel

## Seats and Trim

- Seating capacity: 5
- Driver seat with 6-way directional controls
- Height and tilt adjustable front seat head restraints
- Front seat center armrest
- Manual height adjustable driver seat
- Manual reclining passenger seat
- Manual passenger seat fore/aft control
- Height adjustable rear seat head restraints
- Rear seat center armrest
- Cloth front seat upholstery
- Bucket front seats
- Front passenger seat with 6-way directional controls
- Manual front seat head restraint control
- Manual reclining driver seat
- Manual driver seat fore/aft control
- Manual height adjustable control passenger seat
- Fixed rear seats
- Rear bench seat
- Manual driver seat lumbar

## Entertainment Features

- 2 total number of 1st row displays
- Primary touchscreen display
- AM/FM
- AM radio
- Seek scan
- Standard grade speakers
- Steering wheel mounted audio controls
- Speed sensitive volume
- Integrated roof audio antenna
- 10.1 inch primary display
- AM/FM stereo radio
- In-vehicle audio
- FM radio
- SYNC 4 external memory control
- Speakers number: 6
- SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) voice activated audio controls
- Bluetooth wireless audio streaming

## Lighting, Visibility and Instrumentation

- Metal-look instrument panel insert
- Configurable instrumentation gauges
- Full gauge cluster screen
- Compass
- Redundant digital speedometer
- Oil pressure gauge
- Voltmeter
- Digital/analog instrumentation display
- Trip odometer
- Digital clock
- Exterior temperature display
- Driver information center
- Engine/electric motor temperature gauge
- Transmission fluid temperature gauge

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# Selected Equip & Specs (cont'd)

- Gauge cluster display size (inches): 8.00
- Reflector headlights
- Autolamp auto on/off headlight control
- Auto high-beam headlights
- Variable intermittent front windshield wipers
- Front reading lights
- Variable instrument panel light
- High mounted center stop light
- Fade interior courtesy lights
- Light tinted windows
- LED low and high beam headlights
- Delay-off headlights
- DRL preference setting
- Illuminated entry
- Rear reading lights
- Daytime running lights
- Front fog lights
- Pickup box cargo light

## Technology and Telematics

- SYNC 4 911 Assist emergency SOS system via mobile device
- SYNC 4 AppLink/Apple CarPlay/Android Auto smart device wireless mirroring
- FordPass Connect 4G mobile hotspot internet access
- Bluetooth handsfree wireless device connectivity
- FordPass App mobile app access
- 2 USB ports

## Safety and Security

- Driver front impact airbag
- Safety Canopy System curtain first and second-row overhead airbags
- Seat mounted side impact front passenger airbag
- 6 airbags
- Front height adjustable seatbelts
- 2 seatbelt pre-tensioners
- Vehicle tracker
- Remote panic alarm
- Pre-Collision Assist with Automatic Emergency Braking (AEB) forward collision mitigation
- Restricted driving mode
- AdvanceTrac w/Roll Stability Control electronic stability control system with anti-rollover
- Seat mounted side impact driver airbag
- Passenger front impact airbag
- Airbag occupancy sensor
- Rear seat center 3-point seatbelt
- Front seatbelt pretensioners
- SecuriLock immobilizer
- Security system
- Lane Keeping Alert
- Pedestrian impact prevention
- Ford Co-Pilot360 - Reverse Camera rear mounted camera
- Manual rear child safety door locks

## Dimensions

### *General Weights*

| | | | |
|---|---|---|---|
| Curb weight | 4,415 lbs. | Rear curb weight | 1,887 lbs. |
| GVWR | 6,170 lbs. | Payload | 1,711 lbs. |

### *Trailering Weights*

| | | | |
|---|---|---|---|
| Conventional capacity | 7,500 lbs. | GCWR | 12,588 lbs. |

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# Selected Equip & Specs (cont'd)

### *Front Weights*

| | | | |
|---|---|---|---|
| Front curb weight | 2,554 lbs. | GAWR front | 3,130 lbs. |
| Axle capacity front | 3,130 lbs. | Spring rating front | 3,130 lbs. |
| Tire/wheel capacity front | 3,130 lbs. | | |

### *Rear Weights*

| | | | |
|---|---|---|---|
| GAWR rear | 3,370 lbs. | Axle capacity rear | 3,370 lbs. |
| Spring rating rear | 3,370 lbs. | Tire/wheel capacity rear | 3,571 lbs. |

### *Off Road*

| | | | |
|---|---|---|---|
| Min ground clearance | 9.3" | Loading floor height | 34.7 " |
| Approach angle | 30.2 | Departure angle | 25.8 |

### *Exterior Measurements*

| | | | |
|---|---|---|---|
| Vehicle body length | 210.6" | Vehicle body width | 79.0" |
| Vehicle body height | 74.4" | Wheelbase | 128.7" |
| Front brake diameter | 12.2" | Cargo box length | 59.6" |
| Rear brake diameter | 12.1" | Cargo box min width | 48.2" |
| Cargo box volume | 43.5 cu.ft. | Pickup box depth | 20.9" |
| Cargo box max width | 62.4" | Cargo box tailgate width | 55.4" |
| Cargo box length feet | 5.0 | Front track | 63.8" |
| Rear track | 63.8" | Vehicle turning radius | 21.2' |
| Frame section modulus | 5.0 cu.in. | Frame yield strength (psi) | 49300.0 |
| Front bumper to front axle | 35.8" | Front bumper to back of cab | 143.8" |

### *Interior Measurements*

| | | | |
|---|---|---|---|
| Max interior rear cargo volume | 43.5 cu.ft. | Interior rear cargo volume with seats folded | 43.5 cu.ft. |

### *Interior Volume*

| | |
|---|---|
| Total passenger volume | 98.3 cu.ft. |

### *Headroom*

| | | | |
|---|---|---|---|
| Headroom first-row | 41.0" | Headroom second-row | 38.3" |

### *Legroom*

| | | | |
|---|---|---|---|
| Leg room first-row | 43.7" | Leg room second-row | 34.6" |

### *Shoulder Room*

| | | | |
|---|---|---|---|
| Shoulder room first-row | 57.1" | Shoulder room second-row | 56.7" |

### *Hip Room*

| | | | |
|---|---|---|---|
| Hip room first-row | 55.9" | Hip room second-row | 54.1" |

## Powertrain

### *Engine*

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## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

# Selected Equip & Specs (cont'd)

| | | | |
|---|---|---|---|
| Engine | EcoBoost 2.3L I-4 gasoline direct injection, DOHC, Ti-VCT variable valve control, intercooled turbo, engine with 270HP | Valves per cylinder | 4 |
| Engine cylinders | I-4 | Engine location | Front mounted engine |
| Ignition | Spark ignition system | Engine mounting direction | Longitudinal mounted engine |
| Engine block material | Aluminum engine block | Cylinder head material | Aluminum cylinder head |

### *Engine Specs*

| | | | |
|---|---|---|---|
| Displacement | 2.3L | cc | 140 cu.in. |
| Bore | 3.44" | Stroke | 3.7" |
| Compression ratio | 10.0 | SAEJ1349 | AUG2004 compliant |

### *Engine Power*

| | | | |
|---|---|---|---|
| Horsepower | 270 HP@5500 RPM | Torque | 310 lb.-ft.@3000 RPM |

### *Alternator*

| | | | |
|---|---|---|---|
| Alternator amps | 150A | Alternator type | Regular duty alternator |

### *Battery*

| | | | |
|---|---|---|---|
| Battery amps | 70Ah | Battery type | Lead acid battery |
| Battery rating | 700CCA | Battery run down protection | Battery run down protection |

### *Engine Extras*

| | | | |
|---|---|---|---|
| Radiator | Radiator | Start-stop engine | Auto stop-start engine |
| Drivetrain selectable | Driver selectable drivetrain mode | | |

### *Transmission*

| | | | |
|---|---|---|---|
| Transmission | 10-speed automatic | Transmission electronic control | Transmission electronic control |
| Overdrive transmission | Overdrive transmission | Lock-up transmission | Lock-up transmission |
| First gear ratio | 4.714 | Second gear ratio | 2.997 |
| Third gear ratio | 2.149 | Fourth gear ratio | 1.769 |
| Fifth gear ratio | 1.521 | Sixth gear ratio | 1.275 |
| Reverse gear ratio | 4.885 | Seventh gear ratio | 1 |
| Eighth gear ratio | 0.853 | Ninth gear ratio | 0.689 |
| Tenth gear ratio | 0.636 | Selectable mode transmission | Selectable mode transmission |
| Sequential shift control | SelectShift Sequential shift control | | |

### *Drive Type*

| | | | |
|---|---|---|---|
| 4WD type | Part-time 4WD | Drive type | Four-wheel drive |

### *Drivetrain*

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Price Level: 530 | Quote ID: 0075

# Selected Equip & Specs (cont'd)

Axle ratio ..... 3.73

### *Exhaust*

Tailpipe ..... Stainless steel single exhaust

### *Fuel*

Fuel type ..... regular unleaded

### *Fuel Tank*

Capless fuel filler ..... Easy Fuel capless fuel filler
Fuel tank capacity ..... 17.99 gal.

### *Drive Feature*

Traction control ..... All-speed ABS and driveline traction control
Locking hub control ..... Auto locking hub control
Transfer case ..... Electronic transfer case shift

## Fuel Economy and Emissions

### *Fuel Economy*

Secondary fuel type ..... Gasoline secondary fuel type
Fuel economy combined ..... 22 mpg
Fuel economy city ..... 20 mpg
Fuel economy highway ..... 24 mpg
Fuel economy (city/highway/combined) ..... 20 mpg/24 mpg/22 mpg
Fuel economy status ..... Previous year fuel economy status

### *Emissions*

Emissions ..... LEV3-ULEV50 emissions
Emissions tiers ..... Tier 3 Bin 50 emissions

### *Green Values*

Greenhouse gas score ..... 5.00 GG
Energy Impact Score (Barrels per year) ..... 13.5
Carbon FP / Tailpipe and upstream total GHG (CO2, tons per year) ..... 8.0

## Suspension and Handling

### *Suspension*

Suspension ..... Standard ride suspension
Front shock absorbers ..... Gas-pressurized front shock absorbers
Rear shock absorbers ..... Gas-pressurized rear shock absorbers

## Driveability

### *Brakes*

Brake type ..... 4-wheel disc brakes
Ventilated brakes ..... Front ventilated disc brakes
ABS brakes ..... Four channel ABS brakes
Electronic parking brake ..... Electronic parking brake
ABS brakes ..... 4-wheel antilock (ABS) brakes
Post collision braking system ..... Post Collision Braking automatic post-collision braking system

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# Selected Equip & Specs (cont'd)

### *Brake Assistance*

| | | | |
|---|---|---|---|
| Hill start assist | Hill start assist | Brake assist system | Brake assist system |

### *Front Suspension*

| | | | |
|---|---|---|---|
| Front anti-roll | Front anti-roll bar | Suspension ride type front | Independent front suspension |
| Suspension type front | Short and long arm front suspension | | |

### *Front Spring*

| | | | |
|---|---|---|---|
| Regular front springs | Regular front springs | Springs front | Front coil springs |

### *Rear Spring*

| | | | |
|---|---|---|---|
| Springs rear | Rear leaf springs | Rear springs | Regular grade rear springs |

### *Rear Suspension*

| | | | |
|---|---|---|---|
| Suspension type rear | Leaf spring rear suspension | Suspension ride type rear | Rigid axle rear suspension |

### *Steering*

| | | | |
|---|---|---|---|
| Steering | Electric power-assist steering system | Steering type | Rack-pinion steering |
| Speed sensitive steering | Speed sensitive power steering | Steering type number of wheels | 2-wheel steering system |

## Exterior

### *Front Wheels*

| | | | |
|---|---|---|---|
| Front wheels diameter | 17" | Front wheels width | 8" |

### *Rear Wheels*

| | | | |
|---|---|---|---|
| Rear wheels diameter | 17" | Rear wheels width | 8" |

### *Front And Rear Wheels*

| | | | |
|---|---|---|---|
| Appearance | silver | Material | aluminum |

### *Front Tires*

| | | | |
|---|---|---|---|
| Aspect | 70 | Diameter | 17" |
| Sidewalls | BSW | Speed | S |
| Tread | AT | Type | P |
| Width | 255mm | | |

### *Rear Tires*

| | | | |
|---|---|---|---|
| Aspect | 70 | Diameter | 17" |
| Sidewalls | BSW | Speed | S |
| Tread | AT | Type | P |
| Width | 255mm | | |

## Body Exterior

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# Selected Equip & Specs (cont'd)

### *Trailering*

Towing wiring harness ..... Trailer wiring harness
Towing trailer sway ..... Trailer sway control

### *Exterior Features*

Box style ..... Standard style pickup box
Number of doors ..... 4 doors
License plate front bracket Front license plate bracket

### *Body*

Body panels .... Galvanized steel and aluminum body panels with side impact beams

### *Spare Tire*

Spare tire ..... Full-size spare tire with steel wheel
Spare tire location ..... Crank-down spare tire

## Convenience

### *Technology*

Built-in virtual assistant SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) built-in virtual assistant

### *Door Locks*

Door locks ... Power door locks with 2 stage unlocking
Keyfob door locks ..... Keyfob activated door locks
All-in-one key ... All-in-one remote fob and ignition key
Auto door locks ..... Auto-locking doors
Tailgate control ..... Power tailgate/rear door lock

### *Cruise Control*

Cruise control ..... Cruise control with steering wheel mounted controls

### *Rear View Mirror*

Day/Night rearview mirror ... Day/Night rearview mirror

### *Exterior Mirrors*

Door mirrors ..... Power door mirrors
Folding door mirrors ..... Manual folding door mirrors

### *Front Side Windows*

First-row windows ..... Power first-row windows

### *Floor Console*

Floor console ..... Full floor console
Floor console storage .. Covered floor console storage

### *Overhead Console*

Overhead console ..... Full overhead console
Overhead console storage Overhead console storage

### *Power Outlets*

12V power outlets ..... 1 12V power outlet

### *Pickup Box*

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# Selected Equip & Specs (cont'd)

Easy lower tailgate ..... Easy lower tailgate

### *Rear Windshield*

Rear windshield ..... Fixed rear windshield

### *Storage*

Door bins front ..... Driver and passenger door bins
Door bins rear ..... Rear door bins
Number of beverage holders ..... 8 beverage holders
Beverage holders ..... Front beverage holders
Beverage holders rear ..... Rear beverage holders
Glove box ..... Locking glove box
Instrument panel storage ..... Instrument panel bin
Dashboard storage ..... Dashboard storage
Under seat tray rear ..... Rear under seat tray

### *Windows Feature*

One-touch up window ..... Driver and passenger one-touch up windows
One-touch down window ..... Driver and passenger one-touch down windows

### *Windows Rear Side*

Second-row windows ..... Power second-row windows

### *Miscellaneous*

Trip computer ..... Trip computer
Cabback insulator ..... Cabback insulator
PRND in IP ..... PRND in IP
Accessory power ..... Retained accessory power
Over the air updates ..... Over the air updates

## Comfort

### *Climate Control*

Climate control ..... Manual climate control
Voice activated climate control ..... SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) voice-activated climate control
Rear under seat ducts ..... Rear under seat climate control ducts

### *Headliner*

Headliner material ..... Cloth headliner material
Headliner coverage ..... Full headliner coverage

### *Floor Trim*

Floor covering ..... Full vinyl floor covering
Floor coverage ..... Full floor coverage

### *Second-Row Seat Trim*

Rear seat upholstery ..... Cloth rear seat upholstery
Rear seatback upholstery ..... Carpet rear seatback upholstery

### *Steering Wheel*

Steering wheel material ..... Urethane steering wheel
Steering wheel telescopic ..... Manual telescopic steering wheel
Steering wheel tilt ..... Manual tilting steering wheel

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# Selected Equip & Specs (cont'd)

## Seats and Trim

### *Seat Capacity*

Seating capacity ..... 5

### *Front Seats*

Driver seat direction Driver seat with 6-way directional controls
Driver seat fore/aft control Manual driver seat fore/aft control
Split front seats ..... Bucket front seats
Height adjustable passenger seat ..... Manual height adjustable control passenger seat
Front head restraints ... Height and tilt adjustable front seat head restraints
Armrests front center ..... Front seat center armrest
Height adjustable driver seat ..... Manual height adjustable driver seat
Passenger seat direction Front passenger seat with 6-way directional controls
Reclining passenger seat Manual reclining passenger seat
Passenger seat fore/aft control .... Manual passenger seat fore/aft control
Front head restraint control ... Manual front seat head restraint control
Reclining driver seat ..... Manual reclining driver seat

### *Rear Seats*

Bench seats ..... Rear bench seat
Folding second-row seats ..... Full folding rear seats
Rear seat folding position .. Fold-up rear seat cushion
Rear head restraint control .... Manual rear seat head restraint control
Armrests rear ..... Rear seat center armrest
Rear seats fixed or removable ..... Fixed rear seats
Rear seat direction ..... Front facing rear seat
Rear head restraints Height adjustable rear seat head restraints
Number of rear head restraints ..... 3 rear seat head restraints

### *Lumbar Seats*

Driver lumbar ..... Manual driver seat lumbar

### *Front Seat Trim*

Front seat upholstery ..... Cloth front seat upholstery
Front seatback upholstery ..... Cloth front seatback upholstery

### *Interior Accents*

Interior accents ..... Chrome interior accents

### *Gearshifter Material*

Gearshifter material .... Urethane gear shifter material

## Entertainment Features

### *Displays*

Primary touchscreen display .... Primary touchscreen display
Primary display size ..... 10.1 inch primary display
Number of first-row displays 2 total number of 1st row displays

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# Selected Equip & Specs (cont'd)

### *Radio Features*

External memory ... SYNC 4 external memory control
Seek scan ... Seek scan

### *Speakers*

Speakers ... Standard grade speakers
Speakers number ... 6

### *Audio Features*

Steering mounted audio control ... Steering wheel mounted audio controls
Speed sensitive volume ... Speed sensitive volume
Voice activated audio ... SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) voice activated audio controls
Wireless streaming ... Bluetooth wireless audio streaming

## Lighting, Visibility and Instrumentation

### *Instrument Panel Trim*

Panel insert ... Metal-look instrument panel insert

### *Instrumentation*

Trip odometer ... Trip odometer
Instrumentation display ... Digital/analog instrumentation display
Configurable instrumentation gauges ... Configurable instrumentation gauges

### *Instrumentation Displays*

Speedometer ... Redundant digital speedometer
Temperature display ... Exterior temperature display
Driver information center ... Driver information center
Clock ... Digital clock
Compass ... Compass

### *Instrumentation Gauges*

Oil pressure gauge ... Oil pressure gauge
Transmission temperature gauge ... Transmission fluid temperature gauge
Voltmeter ... Voltmeter
Engine/electric motor temperature gauge ... Engine/electric motor temperature gauge
Gauge cluster display size (inches) ... 8.00

### *Instrumentation Warnings*

Engine temperature warning ... Engine temperature warning
Oil pressure warning ... Oil pressure warning
Low fuel warning ... Low fuel warning
Low washer fluid warning ... Low washer fluid warning
Low brake fluid warning ... Low brake fluid warning
Battery charge warning ... Battery charge warning
Headlights on reminder ... Headlights on reminder
Key in vehicle warning ... Key in vehicle warning
Bulb warning ... Bulb failure warning
Door ajar warning ... Door ajar warning
Service interval warning ... Service interval indicator
Low tire pressure warning ... Tire specific low air pressure warning

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

# Selected Equip & Specs (cont'd)

### *Glass*

Tinted windows ..... Light tinted windows

### *Headlights*

Headlights ..... LED low and high beam headlights
Auto headlights Autolamp auto on/off headlight control
Auto high-beam headlights ..... Auto high-beam headlights
Headlight type ..... Reflector headlights
Delay off headlights ..... Delay-off headlights
DRL preference setting ..... DRL preference setting

### *Front Windshield*

Wipers ... Variable intermittent front windshield wipers

### *Interior Lighting*

Illuminated entry ..... Illuminated entry
Front reading lights ..... Front reading lights
Variable panel light .... Variable instrument panel light
Rear reading lights ..... Rear reading lights

### *Lights*

Running lights ..... Daytime running lights
Fog lights ..... Front fog lights
Pickup box cargo light ..... Pickup box cargo light
Interior courtesy lights .... Fade interior courtesy lights
High mount stop light .. High mounted center stop light

## Technology and Telematics

### *Connectivity*

Handsfree ..... Bluetooth handsfree wireless device connectivity
Emergency SOS SYNC 4 911 Assist emergency SOS system via mobile device
Smart device integration ..... SYNC 4 AppLink/Apple CarPlay/Android Auto smart device wireless mirroring

### *Internet Access*

Internet access FordPass Connect 4G mobile hotspot internet access

### *USB Ports*

USB ports ..... 2 USB ports

## Safety and Security

### *Airbags*

Front impact airbag driver ... Driver front impact airbag
Front impact airbag passenger ..... Passenger front impact airbag
Front side impact airbag passenger .... Seat mounted side impact front passenger airbag
Overhead airbags Safety Canopy System curtain first and second-row overhead airbags
Number of airbags ..... 6 airbags
Front side impact airbag driver .... Seat mounted side impact driver airbag
Occupancy sensor ..... Airbag occupancy sensor

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

# Selected Equip & Specs (cont'd)

### *Seatbelts*

3-point seatbelt ..... Rear seat center 3-point seatbelt

Height adjustable seatbelts ..... Front height adjustable seatbelts

Seatbelt pretensioners ..... Front seatbelt pretensioners

Seatbelt pretensioners number ..... 2 seatbelt pre-tensioners

### *Security System*

Immobilizer ..... SecuriLock immobilizer

Remote panic alarm ..... Remote panic alarm

Vehicle tracker ..... Vehicle tracker

Security system ..... Security system

### *Active Driving Assistance*

Lane departure ..... Lane Keeping Alert

Forward collision warning ..... Pre-Collision Assist with Automatic Emergency Braking (AEB) forward collision mitigation

Pedestrian detection ..... Pedestrian impact prevention

Restricted driving mode ..... Restricted driving mode

### *Cameras*

Rear camera ..... Ford Co-Pilot360 - Reverse Camera rear mounted camera

### *Traction Control*

Electronic stability control ..... AdvanceTrac w/Roll Stability Control electronic stability control system with anti-rollover

### *Occupant Safety*

Child door locks ..... Manual rear child safety door locks

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**Prepared for: Mr. Ross Jackson**
Superintendent, City of Fayetteville
Prepared by: PATRICK HARRINGTON
08/26/2025

Randall Ford Inc | 5500 Rogers Ave Fort Smith Arkansas | 729033748

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

# Pricing Summary - Single Vehicle

| | MSRP |
|---|---|
| *Vehicle Pricing* | |
| Base Vehicle Price | $36,830.00 |
| Options | $0.00 |
| Colors | $0.00 |
| Upfitting | $0.00 |
| Fleet Discount | $0.00 |
| Fuel Charge | $0.00 |
| Destination Charge | $1,695.00 |
| **Subtotal** | $38,525.00 |

*Pre-Tax Adjustments*

| Code | Description | MSRP |
|---|---|---|
| Fleet Discounts | Fleet & Commercial Discounts | -$2,205.00 |
| GPC QC689 | Government Price Concession | -$1,600.00 |
| Misc | Misc | $1,975.00 |
| *Tool Boxes, Seat Covers (Carhart) F* | | |
| **Total** | | $36,695.00 |

Customer Signature

Acceptance Date

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

**Prepared for: Mr. Ross Jackson**
Superintendent, City of Fayetteville
Prepared by: PATRICK HARRINGTON
08/26/2025

Randall Ford Inc | 5500 Rogers Ave Fort Smith Arkansas | 729033748

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

## *Major Equipment*

(Based on selected options, shown at right)
10-speed automatic
Exterior: Oxford White
Interior: Ebony w/Cloth Front Bucket Seats

* 17 x 8-inch front and rear silver aluminum wheels
* P255/70RS17 AT BSW front and rear tires
* Overdrive transmission
* Lock-up transmission
* Transmission electronic control
* Alternator Amps: 150A
* Stainless steel single exhaust
* All-speed ABS and driveline traction control
* Battery rating: 700CCA
* Lead acid battery
* Battery run down protection
* Fuel tank capacity: 17.99 gal.
* Auto stop-start engine
* Driver selectable drivetrain mode
* Steering wheel mounted audio controls
* Bluetooth wireless audio streaming
* 10.1 inch primary display
* AM/FM stereo radio
* AM/FM
* Seek scan
* SYNC 4 external memory control
* Vehicle body length: 210.6"
* Wheelbase: 128.7"
* Axle capacity rear: 3,370 lbs.
* Tire/wheel capacity rear: 3,571 lbs.
* Axle capacity front: 3,130 lbs.
* Spring rating front: 3,130 lbs.
* Standard ride suspension
* Trip computer
* Power door mirrors
* Manual folding door mirrors
* DRL preference setting
* Daytime running lights
* Deep tinted windows
* Variable intermittent front windshield wipers
* Manual climate control
* Rear under seat climate control ducts
* Driver front impact airbag
* Seat mounted side impact driver airbag
* Passenger front impact airbag

## *As Configured Vehicle*

| | MSRP |
|---|---|
| STANDARD VEHICLE PRICE | $36,830.00 |
| Equipment Group 100A Standard | N/C |
| Engine: 2.3L EcoBoost | Included |
| Transmission: Electronic 10-Speed Automatic | Included |
| 3.73 Axle Ratio | Included |
| GVWR: 6,170 lbs | Included |
| Tires: 255/70R17 All-Terrain BSW | Included |
| Wheels: 17" Silver-Painted Aluminum | Included |
| Cloth Front Bucket Seats | Included |
| 128" Wheelbase | STD |
| Monotone Paint Application | STD |
| Radio: AM/FM Stereo | Included |
| SULEV Emissions System | STD |
| STX Appearance Package | Included |
| SYNC 4A | Included |
| Halogen Fog Lamps | Included |
| LED Reflector Headlamps | Included |
| STX Fender Badge | Included |
| Ebony w/Cloth Front Bucket Seats | N/C |

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**Prepared for: Mr. Ross Jackson**
Superintendent, City of Fayetteville
Prepared by: PATRICK HARRINGTON
08/26/2025

Randall Ford Inc | 5500 Rogers Ave Fort Smith Arkansas | 729033748

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

### *Major Equipment*

* Seat mounted side impact front passenger airbag
* 6 airbags
* Manual rear child safety door locks
* Fixed rear seats
* Front facing rear seat
* Height adjustable rear seat head restraints
* 3 rear seat head restraints
* Rear seat center armrest
* Driver seat with 6-way directional controls
* Height adjustable front seat head restraints
* Front seat center armrest
* Manual height adjustable driver seat
* Manual reclining passenger seat
* Manual passenger seat fore/aft control
* Cloth front seatback upholstery
* 4-wheel disc brakes
* Electronic parking brake
* Hill start assist
* Airbag occupancy sensor
* AdvanceTrac w/Roll Stability Control electronic stability control system with anti-rollover
* SecuriLock immobilizer
* Full folding rear seats
* Fold-up rear seat cushion
* Manual rear seat head restraint control
* Rear bench seat
* Bucket front seats
* Front passenger seat with 6-way directional controls
* Manual front seat head restraint control
* Manual reclining driver seat
* Manual driver seat fore/aft control
* Manual height adjustable control passenger seat
* Cloth front seat upholstery
* Manual driver seat lumbar
* 4-wheel antilock (ABS) brakes
* Brake assist system

### *As Configured Vehicle*

| | MSRP |
|---|---|
| Oxford White | N/C |
| SUBTOTAL | $36,830.00 |
| Destination Charge | $1,695.00 |
| **TOTAL** | **$38,525.00** |

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## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 530 | Quote ID: 0075

### *Fuel Economy*

**City**
20 mpg




**Hwy**
24 mpg

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**Prepared for: Mr. Ross Jackson, Superintendent, City of fayetteville**
Happy Hollow Rd
Fayetteville, AR 72703
Office: 479-444-3494 | Mobile: 479-879-6221
Email: rjackson@fayetteville-ar.gov
Ordering FIN Code: qc689

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535



### Client Proposal

Prepared by:
CJ MITCHELL
Office: 479-871-9260
Email: CJ.MITCHELL@LEWISAUTOGROUP.COM
Date: 08/20/2025

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

**Mr. Ross Jackson, Superintendent, City of fayetteville**
Happy Hollow Rd
Fayetteville, AR 72703
Office: 479-444-3494 | Mobile: 479-879-6221
Email: rjackson@fayetteville-ar.gov
Ordering FIN Code: qc689

## Re: Vehicle Proposal 08/20/2025

Dear Mr. Jackson,

Thank you very much for your interest in acquiring a vehicle from our dealership. We concur that your interest is well deserved. We hope that an outstanding product lineup and our dedication to customer service will enhance your ownership experience should you decide to buy a vehicle from us.

Attached, please find additional information that I hope will assist you in making a more informed decision. Please feel free to contact me at any time as I would truly appreciate the opportunity to be of service to you.

RANGER WILL BE UPFITTED WITH TWO WEATHERGUARD SIDE TOOL BOXES WITH STEEL LEGS. WEATHERTECH FLOOR MAT, FRONT AND REAR SEAT COVERS THAT WILL BE CARHARTT EQUIVALENT.

RANGER IS PRICED WITH THE CITIES GOV PRICE CONSESSION.
RANGERS ORDER NUMBER WILL BE 0820 FOR TRACKING PURPOSES ETA 90 DAYS.

Sincerely,

**CJ MITCHELL**
Fleet & Commercial Account Manager
479-871-9260
CJ.MITCHELL@LEWISAUTOGROUP.COM

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

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| Pricing Summary - Single Vehicle | 21 |

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs

### Dimensions

- Conventional Capacity: 7,500 lbs.
- Front brake diameter: 12.2"
- Cargo box length: 59.6"
- Cargo box volume: 43.5 cu.ft.
- Cargo box max width: 62.4"
- Cargo box length feet: 5.0
- Vehicle body width: 79.0"
- Wheelbase: 128.7"
- Front track: 63.8"
- Frame section modulus: 5.0 cu.in.
- Front bumper to front axle: 35.8"
- Interior rear cargo volume with seats folded: 43.5 cu.ft.
- Total passenger volume: 98.3 cu.ft.
- Headroom second-row: 38.3"
- Leg room second-row: 34.6"
- Shoulder room second-row: 56.7"
- Hip room second-row: 54.1"
- GCWR: 12,588 lbs.
- Rear brake diameter: 12.1"
- Cargo box min width: 48.2"
- Pickup box depth: 20.9"
- Cargo box tailgate width: 55.4"
- Vehicle body length: 210.6"
- Vehicle body height: 74.4"
- Vehicle turning radius: 21.2'
- Rear track: 63.8"
- Frame yield strength (psi): 49300.0
- Front bumper to back of cab: 143.8"
- Max interior rear cargo volume: 43.5 cu.ft.
- Headroom first-row: 41.0"
- Leg room first-row: 43.7"
- Shoulder room first-row: 57.1"
- Hip room first-row: 55.9"

### Powertrain

- Spark ignition system
- Engine cylinders: I-4
- Torque: 310 lb.-ft.@3000 RPM
- Auto stop-start engine
- 10-speed automatic
- Four-wheel drive
- Easy Fuel capless fuel filler
- Electronic transfer case shift
- EcoBoost 2.3L I-4 gasoline direct injection, DOHC, Ti-VCT variable valve control, intercooled turbo, engine with 270HP
- Horsepower: 270 HP@5500 RPM
- Radiator
- Driver selectable drivetrain mode
- Part-time 4WD
- Recommended fuel: regular unleaded
- All-speed ABS and driveline traction control
- Auto locking hub control

### Fuel Economy and Emissions

- Fuel economy (city/highway/combined): 20 mpg/24 mpg/22 mpg
- Fuel economy combined: 22 mpg
- Gasoline secondary fuel type
- Fuel economy city: 20 mpg
- Fuel economy highway: 24 mpg
- LEV3-SULEV30 emissions

### Suspension and Handling

- Standard ride suspension
- Gas-pressurized rear shock absorbers
- Gas-pressurized front shock absorbers

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

## Driveability

- 4-wheel disc brakes
- 4-wheel antilock (ABS) brakes
- Electronic parking brake
- Brake assist system
- Independent front suspension
- Front anti-roll bar
- Rigid axle rear suspension
- Speed sensitive power steering
- Rack-pinion steering
- Front ventilated disc brakes
- Four channel ABS brakes
- Post Collision Braking automatic post-collision braking system
- Hill start assist
- Short and long arm front suspension
- Front coil springs
- Leaf spring rear suspension
- Electric power-assist steering system
- 2-wheel steering system

## Body Exterior

- Trailer wiring harness
- Standard style pickup box
- Monotone paint
- Black side window trim
- Black windshield trim
- 2 front tow hooks
- Rear bumper step
- Black grille
- Black door mirrors
- Conventional right rear passenger door
- P255/70RS17 AT BSW front and rear tires
- 4 doors
- Pickup bed-rail protectors
- Black wheel well trim
- Black door handles
- Body-coloured front bumper
- Black rear bumper
- Body-coloured front bumper rub strip
- Standard style side mirrors
- Conventional left rear passenger door
- Tailgate
- 17 x 8-inch front and rear silver aluminum wheels

## Convenience

- SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) built-in virtual assistant
- Keyfob activated door locks
- Auto-locking doors
- Cruise control with steering wheel mounted controls
- Power first-row windows
- Easy lower tailgate
- Front beverage holders
- 8 beverage holders
- Rear door bins
- Rear beverage holders
- Dashboard storage
- Trip computer
- Over the air updates
- Power door locks with 2 stage unlocking
- All-in-one remote fob and ignition key
- Power tailgate/rear door lock
- Day/Night rearview mirror
- Full floor console
- Fixed rear windshield
- Locking glove box
- Driver and passenger door bins
- Rear under seat tray
- Instrument panel bin
- Retained accessory power
- Cabback insulator
- PRND in IP

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

## Comfort

- Manual climate control
- SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) voice-activated climate control
- Full headliner coverage
- Full floor coverage
- Carpet rear seatback upholstery
- Manual tilting steering wheel
- Rear under seat climate control ducts
- Cloth headliner material
- Full vinyl floor covering
- Cloth rear seat upholstery
- Urethane steering wheel
- Manual telescopic steering wheel

## Seats and Trim

- Seating capacity: 5
- Driver seat with 6-way directional controls
- Height adjustable front seat head restraints
- Front seat center armrest
- Manual height adjustable driver seat
- Manual reclining passenger seat
- Manual passenger seat fore/aft control
- Height adjustable rear seat head restraints
- Rear seat center armrest
- Cloth front seat upholstery
- Bucket front seats
- Front passenger seat with 6-way directional controls
- Manual front seat head restraint control
- Manual reclining driver seat
- Manual driver seat fore/aft control
- Manual height adjustable control passenger seat
- Fixed rear seats
- Rear bench seat
- Manual driver seat lumbar

## Entertainment Features

- 2 total number of 1st row displays
- Primary touchscreen display
- AM/FM
- AM radio
- Seek scan
- Standard grade speakers
- Steering wheel mounted audio controls
- Speed sensitive volume
- Integrated roof audio antenna
- 10.1 inch primary display
- AM/FM stereo radio
- In-vehicle audio
- FM radio
- SYNC 4 external memory control
- Speakers number: 6
- SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) voice activated audio controls
- Bluetooth wireless audio streaming

## Lighting, Visibility and Instrumentation

- Metal-look instrument panel insert
- Configurable instrumentation gauges
- Full gauge cluster screen
- Compass
- Redundant digital speedometer
- Oil pressure gauge
- Voltmeter
- Digital/analog instrumentation display
- Trip odometer
- Digital clock
- Exterior temperature display
- Driver information center
- Engine/electric motor temperature gauge
- Transmission fluid temperature gauge

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## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

- Gauge cluster display size (inches): 8.00
- Reflector headlights
- Autolamp auto on/off headlight control
- Auto high-beam headlights
- Variable intermittent front windshield wipers
- Front reading lights
- Variable instrument panel light
- High mounted center stop light
- Fade interior courtesy lights
- Deep tinted windows
- LED low and high beam headlights
- Delay-off headlights
- DRL preference setting
- Illuminated entry
- Rear reading lights
- Daytime running lights
- Front fog lights
- Pickup box cargo light

### Technology and Telematics

- SYNC 4 911 Assist emergency SOS system via mobile device
- SYNC 4 AppLink/Apple CarPlay/Android Auto smart device wireless mirroring
- FordPass Connect 4G mobile hotspot internet access
- Bluetooth handsfree wireless device connectivity
- FordPass App mobile app access
- 2 USB ports

### Safety and Security

- Driver front impact airbag
- Safety Canopy System curtain first and second-row overhead airbags
- Seat mounted side impact front passenger airbag
- 6 airbags
- Front height adjustable seatbelts
- 2 seatbelt pre-tensioners
- Vehicle tracker
- Remote panic alarm
- Pre-Collision Assist with Automatic Emergency Braking (AEB) forward collision mitigation
- Restricted driving mode
- AdvanceTrac w/Roll Stability Control electronic stability control system with anti-rollover
- Seat mounted side impact driver airbag
- Passenger front impact airbag
- Airbag occupancy sensor
- Rear seat center 3-point seatbelt
- Front seatbelt pretensioners
- SecuriLock immobilizer
- Security system
- Lane Keeping Alert
- Pedestrian impact prevention
- Ford Co-Pilot360 - Reverse Camera rear mounted camera
- Manual rear child safety door locks

### Dimensions

#### *General Weights*

| | | | |
|---|---|---|---|
| Curb weight | 4,415 lbs. | Rear curb weight | 1,887 lbs. |
| GVWR | 6,170 lbs. | Payload | 1,711 lbs. |

#### *Trailering Weights*

| | | | |
|---|---|---|---|
| Conventional capacity | 7,500 lbs. | GCWR | 12,588 lbs. |

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

### *Front Weights*

| | | | |
|---|---|---|---|
| Front curb weight | 2,554 lbs. | GAWR front | 3,130 lbs. |
| Axle capacity front | 3,130 lbs. | Spring rating front | 3,130 lbs. |
| Tire/wheel capacity front | 3,130 lbs. | | |

### *Rear Weights*

| | | | |
|---|---|---|---|
| GAWR rear | 3,370 lbs. | Axle capacity rear | 3,370 lbs. |
| Spring rating rear | 3,370 lbs. | Tire/wheel capacity rear | 3,571 lbs. |

### *Off Road*

| | | | |
|---|---|---|---|
| Min ground clearance | 9.3" | Loading floor height | 34.7 " |
| Approach angle | 30.2 | Departure angle | 25.8 |

### *Exterior Measurements*

| | | | |
|---|---|---|---|
| Vehicle body length | 210.6" | Vehicle body width | 79.0" |
| Vehicle body height | 74.4" | Wheelbase | 128.7" |
| Front brake diameter | 12.2" | Cargo box length | 59.6" |
| Rear brake diameter | 12.1" | Cargo box min width | 48.2" |
| Cargo box volume | 43.5 cu.ft. | Pickup box depth | 20.9" |
| Cargo box max width | 62.4" | Cargo box tailgate width | 55.4" |
| Cargo box length feet | 5.0 | Front track | 63.8" |
| Rear track | 63.8" | Vehicle turning radius | 21.2' |
| Frame section modulus | 5.0 cu.in. | Frame yield strength (psi) | 49300.0 |
| Front bumper to front axle | 35.8" | Front bumper to back of cab | 143.8" |

### *Interior Measurements*

| | | | |
|---|---|---|---|
| Max interior rear cargo volume | 43.5 cu.ft. | Interior rear cargo volume with seats folded | 43.5 cu.ft. |

### *Interior Volume*

| | |
|---|---|
| Total passenger volume | 98.3 cu.ft. |

### *Headroom*

| | | | |
|---|---|---|---|
| Headroom first-row | 41.0" | Headroom second-row | 38.3" |

### *Legroom*

| | | | |
|---|---|---|---|
| Leg room first-row | 43.7" | Leg room second-row | 34.6" |

### *Shoulder Room*

| | | | |
|---|---|---|---|
| Shoulder room first-row | 57.1" | Shoulder room second-row | 56.7" |

### *Hip Room*

| | | | |
|---|---|---|---|
| Hip room first-row | 55.9" | Hip room second-row | 54.1" |

## Powertrain

### *Engine*

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## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

| | | | |
|---|---|---|---|
| Engine | EcoBoost 2.3L I-4 gasoline direct injection, DOHC, Ti-VCT variable valve control, intercooled turbo, engine with 270HP | Valves per cylinder | 4 |
| Engine cylinders | I-4 | Engine location | Front mounted engine |
| Ignition | Spark ignition system | Engine mounting direction | Longitudinal mounted engine |
| Engine block material | Aluminum engine block | Cylinder head material | Aluminum cylinder head |

### *Engine Specs*

| | | | |
|---|---|---|---|
| Displacement | 2.3L | cc | 140 cu.in. |
| Bore | 3.44" | Stroke | 3.7" |
| Compression ratio | 10.0 | SAEJ1349 | AUG2004 compliant |

### *Engine Power*

| | | | |
|---|---|---|---|
| Horsepower | 270 HP@5500 RPM | Torque | 310 lb.-ft.@3000 RPM |

### *Alternator*

| | | | |
|---|---|---|---|
| Alternator amps | 150A | Alternator type | Regular duty alternator |

### *Battery*

| | | | |
|---|---|---|---|
| Battery amps | 70Ah | Battery type | Lead acid battery |
| Battery rating | 700CCA | Battery run down protection | Battery run down protection |

### *Engine Extras*

| | | | |
|---|---|---|---|
| Radiator | Radiator | Start-stop engine | Auto stop-start engine |
| Drivetrain selectable | Driver selectable drivetrain mode | | |

### *Transmission*

| | | | |
|---|---|---|---|
| Transmission | 10-speed automatic | Transmission electronic control | Transmission electronic control |
| Overdrive transmission | Overdrive transmission | Lock-up transmission | Lock-up transmission |
| First gear ratio | 4.714 | Second gear ratio | 2.997 |
| Third gear ratio | 2.149 | Fourth gear ratio | 1.769 |
| Fifth gear ratio | 1.521 | Sixth gear ratio | 1.275 |
| Reverse gear ratio | 4.885 | Seventh gear ratio | 1 |
| Eighth gear ratio | 0.853 | Ninth gear ratio | 0.689 |
| Tenth gear ratio | 0.636 | Selectable mode transmission | Selectable mode transmission |
| Sequential shift control | SelectShift Sequential shift control | | |

### *Drive Type*

| | | | |
|---|---|---|---|
| 4WD type | Part-time 4WD | Drive type | Four-wheel drive |

### *Drivetrain*

| | | | |
|---|---|---|---|
| Axle ratio | 3.73 | | |

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

### *Exhaust*

Tailpipe ..... Stainless steel single exhaust

### *Fuel*

Fuel type ..... regular unleaded

### *Fuel Tank*

Capless fuel filler ..... Easy Fuel capless fuel filler
Fuel tank capacity ..... 17.99 gal.

### *Drive Feature*

Traction control ..... All-speed ABS and driveline traction control
Locking hub control ..... Auto locking hub control
Transfer case ..... Electronic transfer case shift

## Fuel Economy and Emissions

### *Fuel Economy*

Secondary fuel type ..... Gasoline secondary fuel type
Fuel economy combined ..... 22 mpg
Fuel economy city ..... 20 mpg
Fuel economy highway ..... 24 mpg
Fuel economy (city/highway/combined) ..... 20 mpg/24 mpg/22 mpg
Fuel economy status ..... Previous year fuel economy status

### *Emissions*

Emissions ..... LEV3-SULEV30 emissions
Emissions tiers ..... Tier 3 Bin 30 emissions

### *Green Values*

Greenhouse gas score ..... 5.00 GG
Energy Impact Score (Barrels per year) ..... 13.5
Carbon FP / Tailpipe and upstream total GHG (CO2, tons per year) ..... 8.0

## Suspension and Handling

### *Suspension*

Suspension ..... Standard ride suspension
Front shock absorbers ..... Gas-pressurized front shock absorbers
Rear shock absorbers ..... Gas-pressurized rear shock absorbers

## Driveability

### *Brakes*

Brake type ..... 4-wheel disc brakes
Ventilated brakes ..... Front ventilated disc brakes
ABS brakes ..... Four channel ABS brakes
Electronic parking brake ..... Electronic parking brake
ABS brakes ..... 4-wheel antilock (ABS) brakes
Post collision braking system ..... Post Collision Braking automatic post-collision braking system

### *Brake Assistance*

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

Hill start assist ..... Hill start assist
Brake assist system ..... Brake assist system

### *Front Suspension*

Front anti-roll ..... Front anti-roll bar
Suspension ride type front ..... Independent front suspension
Suspension type front ..... Short and long arm front suspension

### *Front Spring*

Regular front springs ..... Regular front springs
Springs front ..... Front coil springs

### *Rear Spring*

Springs rear ..... Rear leaf springs
Rear springs ..... Regular grade rear springs

### *Rear Suspension*

Suspension type rear ..... Leaf spring rear suspension
Suspension ride type rear ..... Rigid axle rear suspension

### *Steering*

Steering ..... Electric power-assist steering system
Steering type ..... Rack-pinion steering
Speed sensitive steering ..... Speed sensitive power steering
Steering type number of wheels ..... 2-wheel steering system

## Exterior

### *Front Wheels*

Front wheels diameter ..... 17"
Front wheels width ..... 8"

### *Rear Wheels*

Rear wheels diameter ..... 17"
Rear wheels width ..... 8"

### *Front And Rear Wheels*

Appearance ..... silver
Material ..... aluminum

### *Front Tires*

Aspect ..... 70
Diameter ..... 17"
Sidewalls ..... BSW
Speed ..... S
Tread ..... AT
Type ..... P
Width ..... 255mm

### *Rear Tires*

Aspect ..... 70
Diameter ..... 17"
Sidewalls ..... BSW
Speed ..... S
Tread ..... AT
Type ..... P
Width ..... 255mm

## Body Exterior

### *Trailering*

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

Towing wiring harness ..... Trailer wiring harness
Towing trailer sway ..... Trailer sway control

### *Exterior Features*

Box style ..... Standard style pickup box
Number of doors ..... 4 doors
* **License plate front bracket** ..... **Front license plate bracket**

### *Body*

Body panels ..... Galvanized steel and aluminum body panels with side impact beams

### *Spare Tire*

Spare tire ..... Full-size spare tire with steel wheel
Spare tire location ..... Crank-down spare tire

## Convenience

### *Technology*

Built-in virtual assistant SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) built-in virtual assistant

### *Door Locks*

Door locks ..... Power door locks with 2 stage unlocking
Keyfob door locks ..... Keyfob activated door locks
All-in-one key ..... All-in-one remote fob and ignition key
Auto door locks ..... Auto-locking doors
Tailgate control ..... Power tailgate/rear door lock

### *Cruise Control*

Cruise control ..... Cruise control with steering wheel mounted controls

### *Rear View Mirror*

Day/Night rearview mirror ..... Day/Night rearview mirror

### *Exterior Mirrors*

Door mirrors ..... Power door mirrors
Folding door mirrors ..... Manual folding door mirrors

### *Front Side Windows*

First-row windows ..... Power first-row windows

### *Floor Console*

Floor console ..... Full floor console
Floor console storage ..... Covered floor console storage

### *Overhead Console*

Overhead console ..... Full overhead console
Overhead console storage Overhead console storage

### *Power Outlets*

12V power outlets ..... 1 12V power outlet

### *Pickup Box*

Easy lower tailgate ..... Easy lower tailgate

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

### *Rear Windshield*

Rear windshield ..... Fixed rear windshield

### *Storage*

Door bins front ..... Driver and passenger door bins
Door bins rear ..... Rear door bins
Number of beverage holders ..... 8 beverage holders
Beverage holders ..... Front beverage holders
Beverage holders rear ..... Rear beverage holders
Glove box ..... Locking glove box
Instrument panel storage ..... Instrument panel bin
Dashboard storage ..... Dashboard storage
Under seat tray rear ..... Rear under seat tray

### *Windows Feature*

One-touch up window ..... Driver and passenger one-touch up windows
One-touch down window ..... Driver and passenger one-touch down windows

### *Windows Rear Side*

Second-row windows ..... Power second-row windows

### *Miscellaneous*

Trip computer ..... Trip computer
Cabback insulator ..... Cabback insulator
PRND in IP ..... PRND in IP
Accessory power ..... Retained accessory power
Over the air updates ..... Over the air updates

## Comfort

### *Climate Control*

Climate control ..... Manual climate control
Voice activated climate control ..... SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) voice-activated climate control
Rear under seat ducts ..... Rear under seat climate control ducts

### *Headliner*

Headliner material ..... Cloth headliner material
Headliner coverage ..... Full headliner coverage

### *Floor Trim*

Floor covering ..... Full vinyl floor covering
Floor coverage ..... Full floor coverage

### *Second-Row Seat Trim*

Rear seat upholstery ..... Cloth rear seat upholstery
Rear seatback upholstery ..... Carpet rear seatback upholstery

### *Steering Wheel*

Steering wheel material ..... Urethane steering wheel
Steering wheel telescopic ..... Manual telescopic steering wheel
Steering wheel tilt ..... Manual tilting steering wheel

## Seats and Trim

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

### *Seat Capacity*

Seating capacity ..... 5

### *Front Seats*

Driver seat direction: Driver seat with 6-way directional controls
Height adjustable driver seat ..... Manual height adjustable driver seat
Driver seat fore/aft control: Manual driver seat fore/aft control
Passenger seat direction: Front passenger seat with 6-way directional controls
Split front seats ..... Bucket front seats
Reclining passenger seat: Manual reclining passenger seat
Height adjustable passenger seat ..... Manual height adjustable control passenger seat
Passenger seat fore/aft control ..... Manual passenger seat fore/aft control
Front head restraints ..... Height adjustable front seat head restraints
Front head restraint control ..... Manual front seat head restraint control
Armrests front center ..... Front seat center armrest
Reclining driver seat ..... Manual reclining driver seat

### *Rear Seats*

Bench seats ..... Rear bench seat
Rear seats fixed or removable ..... Fixed rear seats
Folding second-row seats ..... Full folding rear seats
Rear seat direction ..... Front facing rear seat
Rear seat folding position: Fold-up rear seat cushion
Rear head restraints: Height adjustable rear seat head restraints
Rear head restraint control ..... Manual rear seat head restraint control
Number of rear head restraints ..... 3 rear seat head restraints
Armrests rear ..... Rear seat center armrest

### *Lumbar Seats*

Driver lumbar ..... Manual driver seat lumbar

### *Front Seat Trim*

Front seat upholstery ..... Cloth front seat upholstery
Front seatback upholstery ..... Cloth front seatback upholstery

### *Interior Accents*

Interior accents ..... Chrome interior accents

### *Gearshifter Material*

Gearshifter material ..... Urethane gear shifter material

## Entertainment Features

### *Displays*

Primary touchscreen display ..... Primary touchscreen display
Number of first-row displays: 2 total number of 1st row displays
Primary display size ..... 10.1 inch primary display

### *Radio Features*

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

External memory ... SYNC 4 external memory control

Seek scan ... Seek scan

### *Speakers*

Speakers ... Standard grade speakers

Speakers number ... 6

### *Audio Features*

Steering mounted audio control ... Steering wheel mounted audio controls

Speed sensitive volume ... Speed sensitive volume

Voice activated audio ... SYNC 4 with Enhanced Voice Recognition (Alexa-Built-In) voice activated audio controls

Wireless streaming ... Bluetooth wireless audio streaming

## Lighting, Visibility and Instrumentation

### *Instrument Panel Trim*

Panel insert ... Metal-look instrument panel insert

### *Instrumentation*

Trip odometer ... Trip odometer

Instrumentation display Digital/analog instrumentation display

Configurable instrumentation gauges ... Configurable instrumentation gauges

### *Instrumentation Displays*

Speedometer ... Redundant digital speedometer

Temperature display ... Exterior temperature display

Driver information center ... Driver information center

Clock ... Digital clock

Compass ... Compass

### *Instrumentation Gauges*

Oil pressure gauge ... Oil pressure gauge

Transmission temperature gauge ... Transmission fluid temperature gauge

Voltmeter ... Voltmeter

Engine/electric motor temperature gauge ... Engine/electric motor temperature gauge

Gauge cluster display size (inches) ... 8.00

### *Instrumentation Warnings*

Engine temperature warning ... Engine temperature warning

Oil pressure warning ... Oil pressure warning

Low fuel warning ... Low fuel warning

Low washer fluid warning ... Low washer fluid warning

Low brake fluid warning ... Low brake fluid warning

Battery charge warning ... Battery charge warning

Headlights on reminder ... Headlights on reminder

Key in vehicle warning ... Key in vehicle warning

Bulb warning ... Bulb failure warning

Door ajar warning ... Door ajar warning

Service interval warning ... Service interval indicator

Low tire pressure warning ... Tire specific low air pressure warning

### *Glass*

Tinted windows ... Deep tinted windows

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

### *Headlights*

- Headlights: LED low and high beam headlights
- Auto headlights: Autolamp auto on/off headlight control
- Auto high-beam headlights: Auto high-beam headlights
- Headlight type: Reflector headlights
- Delay off headlights: Delay-off headlights
- DRL preference setting: DRL preference setting

### *Front Windshield*

- Wipers: Variable intermittent front windshield wipers

### *Interior Lighting*

- Illuminated entry: Illuminated entry
- Front reading lights: Front reading lights
- Variable panel light: Variable instrument panel light
- Rear reading lights: Rear reading lights

### *Lights*

- Running lights: Daytime running lights
- Fog lights: Front fog lights
- Pickup box cargo light: Pickup box cargo light
- Interior courtesy lights: Fade interior courtesy lights
- High mount stop light: High mounted center stop light

## Technology and Telematics

### *Connectivity*

- Handsfree: Bluetooth handsfree wireless device connectivity
- Emergency SOS: SYNC 4 911 Assist emergency SOS system via mobile device
- Smart device integration: SYNC 4 AppLink/Apple CarPlay/Android Auto smart device wireless mirroring

### *Internet Access*

- Internet access: FordPass Connect 4G mobile hotspot internet access

### *USB Ports*

- USB ports: 2 USB ports

## Safety and Security

### *Airbags*

- Front impact airbag driver: Driver front impact airbag
- Front impact airbag passenger: Passenger front impact airbag
- Front side impact airbag passenger: Seat mounted side impact front passenger airbag
- Overhead airbags: Safety Canopy System curtain first and second-row overhead airbags
- Number of airbags: 6 airbags
- Front side impact airbag driver: Seat mounted side impact driver airbag
- Occupancy sensor: Airbag occupancy sensor

### *Seatbelts*

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Selected Equip & Specs (cont'd)

3-point seatbelt ..... Rear seat center 3-point seatbelt

Height adjustable seatbelts ... Front height adjustable seatbelts

Seatbelt pretensioners ... Front seatbelt pretensioners

Seatbelt pretensioners number ..... 2 seatbelt pre-tensioners

## *Security System*

Immobilizer ..... SecuriLock immobilizer

Remote panic alarm ..... Remote panic alarm

Vehicle tracker ..... Vehicle tracker

Security system ..... Security system

## *Active Driving Assistance*

Lane departure ..... Lane Keeping Alert

Forward collision warning ... Pre-Collision Assist with Automatic Emergency Braking (AEB) forward collision mitigation

Pedestrian detection ... Pedestrian impact prevention

Restricted driving mode ..... Restricted driving mode

## *Cameras*

Rear camera .... Ford Co-Pilot360 - Reverse Camera rear mounted camera

## *Traction Control*

Electronic stability control ..... AdvanceTrac w/Roll Stability Control electronic stability control system with anti-rollover

## *Occupant Safety*

Child door locks ... Manual rear child safety door locks

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**Prepared for: Mr. Ross Jackson**
Superintendent, City of fayetteville
Prepared by: CJ MITCHELL
08/20/2025

Lewis Ford Sales, Inc. | 2479 N Shiloh Dr. Fayetteville Arkansas | 72704

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# As Configured Vehicle

| Code | Description | MSRP |
|---|---|---|
| **Base Vehicle** | | |
| R4P | Base Vehicle Price (R4P) | $36,850.00 |
| **Packages** | | |
| 100A | Equipment Group 100A Standard | N/C |
| **Powertrain** | | |
| 99H | Engine: 2.3L EcoBoost | Included |
| 44T | Transmission: Electronic 10-Speed Automatic | Included |
| STDAX | 3.73 Axle Ratio | Included |
| STDGV | GVWR: 6,170 lbs | Included |
| **Wheels & Tires** | | |
| STDTR | Tires: 255/70R17 All-Terrain BSW | Included |
| 64E | Wheels: 17" Silver-Painted Aluminum | Included |
| **Seats & Seat Trim** | | |
| B | Cloth Front Bucket Seats | Included |
| **Other Options** | | |
| 128WB | 128" Wheelbase | STD |
| PAINT | Monotone Paint Application | STD |
| STDRD | Radio: AM/FM Stereo | Included |
| 153 | Front License Plate Bracket | N/C |
| **Emissions** | | |
| 425 | SULEV Emissions System | STD |
| **Exterior Color** | | |
| YZ_01 | Oxford White | N/C |

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2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# As Configured Vehicle (cont'd)

| Code | Description | MSRP |
|---|---|---|
| **Interior Color** | | |
| BH_03 | Ebony w/Cloth Front Bucket Seats | N/C |
| **Upfit Options** | | |
| | WEATHERGUARD SIDE TOOL BOXES/STEEL LEGS, WEATHERTECH FLOOR MATS, SEAT COVERS CARHARTT EQUIVALENT | $4,050.00 |
| SUBTOTAL | | $40,900.00 |
| Destination Charge | | $1,695.00 |
| TOTAL | | $42,595.00 |

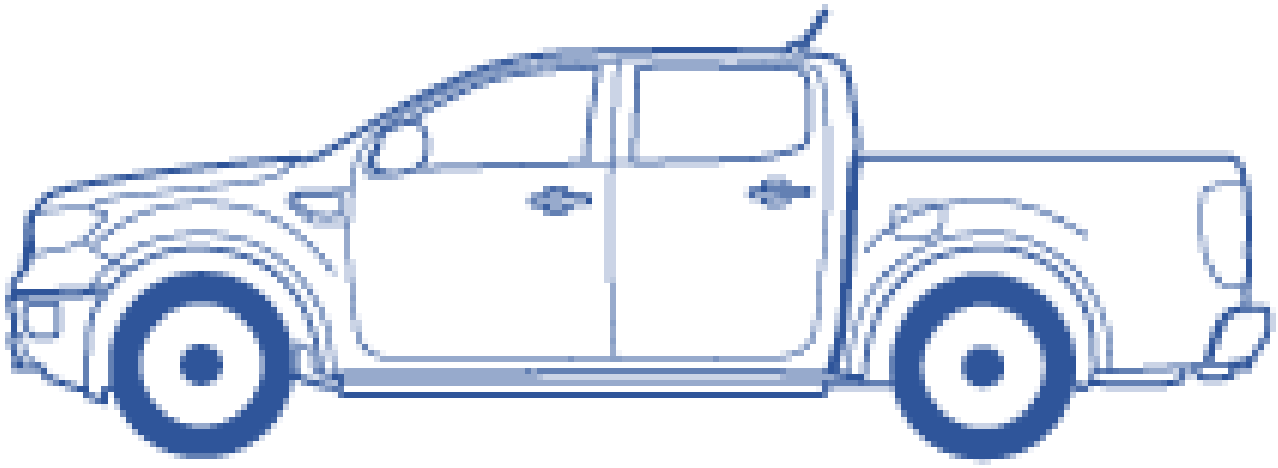
Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Vehicle Dimension and Performance Summary

Performance predictions in this report represent an estimate of vehicle performance based on standard operating conditions. Variations in customer equipment, load configuration, ambient conditions, and/or operator driving techniques can cause significant variations in vehicle performance. These values are not representative of results that may be shown in actual dynamometer tests. This report should therefore be used as a guide for comparative vehicle performance.



*Light Duty*

| | |
|---|---|
| GVWR | 6,170 lbs |

| GVW | Totals |
|---|---|
| 1 Payload - (Added Equipment ) | 0 lbs |
| Occupants Weight | 750 lbs |
| Curb Weight (as configured) | 4,415 lbs |
| **TOTAL** | **5,165 lbs** |
| Payload | 1,711 lbs |
| Useable Payload | 961 lbs |

Maximum payload capabilities are for properly equipped vehicles with required equipment and vary based on vehicle configuration, accessories, and option content.

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**Prepared for: Mr. Ross Jackson**
Superintendent, City of fayetteville
Prepared by: CJ MITCHELL
08/20/2025

Lewis Ford Sales, Inc. | 2479 N Shiloh Dr. Fayetteville Arkansas | 72704

## 2025 Ranger 4x4 SuperCrew 5' box 128.7" WB XL (R4P)

Price Level: 535

# Pricing Summary - Single Vehicle

| | MSRP |
|---|---|
| *Vehicle Pricing* | $42,595.00 |
| **Subtotal** | $42,595.00 |

*Service Plan Adjustments*

| Code | Description | MSRP |
|---|---|---|
| | Concession Pricing | -$1,600.00 |
| **Total** | | $40,995.00 |

Customer Signature

Acceptance Date

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# Ford Ranger (WSEW RADIO READ - to Become WSEW ENGR)



Jackson, Ross
To Jackson, Ross
Bcc Jackson, Ross; Voden, Chelsey; Patrick Harrington; CJ Mitchell; Jeff Lee

Reply | Reply All | Forward | ...

Wed 8/20/2025 3:01 PM

Good afternoon,

The City of Fayetteville Fleet Operations Division is looking to get quotes on the below listed items. Please provide a quote by Friday 08/27/25 by 10:00am. If the quotes are not received by this date and time, they will be considered "NON-RESPONSIVE." **All Quotes shall have the FORD FIN/FAN# QC689 code on the quote and corresponding discount applied.**

- Ford Ranger 4x4, White in Color, Crew cab, vinyl floors preferred, Side tool boxes on each side of the bed (Weatherguard preferred) with steel legs NOT aluminium, weathertech fitted floor mats, rugged and durable seat covers on front and rear seats (Carhartt or equivalent).

Thank you,

**Ross Jackson Jr., CAFM**
Fleet Operations Superintendent
City of Fayetteville, Arkansas 72701
T 479-444-3494
F 479-444-3425
C 479-879-6221

CITY OF FAYETTEVILLE ARKANSAS

CAFM Certified Automotive Fleet Manager

## McGaugh, Les

**From:** Bolinger,Chuck <CBolinger@penskeautomotive.com>
**Sent:** Friday, May 20, 2022 9:07 AM
**To:** McGaugh, Les
**Subject:** FW: Immediate 2023MY Fleet Order Cutoff for Select Vehicle Lines

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.

Well not good news

Thanks

Chuck Bolinger

---

**From:** Robert E. WHeeler <robert.e.wheeler@gm.com>
**Sent:** Friday, May 20, 2022 8:29 AM
**Subject:** Immediate 2023MY Fleet Order Cutoff for Select Vehicle Lines

**WARNING:** This is from an **EXTERNAL** source. Please exercise caution opening attachments or clicking links and forward suspicious emails with the PhishAlarm button or emailing itsecurity@penskeautomotive.com

**Immediate 2023MY Order Cutoff for all fleet order types for the following select vehicle lines and all models:**

- **Cadillac CT5**
- **Cadillac Escalade ESC**
- **Cadillac Escalade ESV**
- **Buick Enclave**
- **Chevrolet Tahoe**
- **Chevrolet PPV**
- **Chevrolet Suburban**

**Orders placed today, May 20, 2022 are at risk of cancellation.**

Please contact your Customer Support Representative or 800-FLEET-OP if you have questions or concerns.

Don Kaiser
Manager- Customer Support Team

Nothing in this message is intended to constitute an electronic signature unless a specific statement to the contrary is

included in this message.

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

**Ordinance: 6491**

**File Number: 2021-0718**

**BID WAIVER FOR FLEET VEHICLES:**

AN ORDINANCE TO WAIVE COMPETITIVE BIDDING AND AUTHORIZE THE PURCHASE OF NEW VEHICLES THROUGH VARIOUS MANUFACTURERS' AUTHORIZED DEALER NETWORKS, BUT TO REQUIRE INFORMAL QUOTES OR BIDS FOR SIMILAR VEHICLES, AND TO AUTHORIZE THE MAYOR TO EXECUTE ANY AGREEMENTS NECESSARY TO PARTICIPATE IN GOVERNMENT FLEET PROGRAMS

**WHEREAS**, new vehicles are available at a discounted rate directly from various manufacturers' authorized dealer networks through government fleet programs; and

**WHEREAS**, not all dealers are part of an authorized dealer network and using the government fleet programs ensures consistent pricing and includes other benefits like technician training, access to available inventories statewide, increased standard warranties, and discounts on diagnostic software and parts; and

**WHEREAS**, dealers do not have pricing prior to an ordering window, which is often not open long enough to complete the full bidding process, and the pricing that would be submitted in the bidding process will be the same as through a government fleet program; and

**WHEREAS**, authorizing purchases through government fleet programs without competitive bidding will allow the Fleet Division to place orders within short ordering windows, purchase existing inventory when available, obtain quotes quickly from different manufacturers based on the specific needs of a division or department, and ensure staff has the equipment needed to maintain a high level of service to Fayetteville residents and businesses.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF**

**FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville. Arkansas hereby finds the above circumstances make competitive bidding not feasible or practical and therefore waives the requirements of formal competitive bidding and authorizes the purchase of new vehicles through the various vehicle manufacturers' authorized dealer networks. and further authorizes the Fleet Division to solicit informal bids or quotes prior to the purchase of vehicles without the need for further approval by the City Council.

Section 2: that the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Jordan to sign any agreements or documents necessary to participate in the government fleet programs.

PASSED and APPROVED on 10/5/2021

**Approved:**

Lioneld Jordan, Mayor

**Attest:**

Kara Paxton, City Clerk Treasurer

CITY CLERK / TREASURER
CITY OF
FAYETTEVILLE
ARKANSAS
WASHINGTON COUNTY

**Agenda Date:** 10/5/2021 **Version:** 1 **Status:** Passed

**In Control:** City Council Meeting **File Type:** Ordinance

**Agenda Number:** C.4

**BID WAIVER FOR FLEET VEHICLES:**

AN ORDINANCE TO WAIVE COMPETITIVE BIDDING AND AUTHORIZE THE PURCHASE OF NEW VEHICLES THROUGH VARIOUS MANUFACTURERS' AUTHORIZED DEALER NETWORKS, BUT TO REQUIRE INFORMAL QUOTES OR BIDS FOR SIMILAR VEHICLES, AND TO AUTHORIZE THE MAYOR TO EXECUTE ANY AGREEMENTS NECESSARY TO PARTICIPATE IN GOVERNMENT FLEET PROGRAMS

**WHEREAS**, new vehicles are available at a discounted rate directly from various manufacturers' authorized dealer networks through government fleet programs; and

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**WHEREAS**, authorizing purchases through government fleet programs without competitive bidding will allow the Fleet Division to place orders within short ordering windows, purchase existing inventory when available, obtain quotes quickly from different manufacturers based on the specific needs of a division or department, and ensure staff has the equipment needed to maintain a high level of service to Fayetteville residents and businesses.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby finds the above circumstances make competitive bidding not feasible or practical and therefore waives the requirements of formal competitive bidding and authorizes the purchase of new vehicles through the various vehicle manufacturers' authorized dealer networks, and further authorizes the Fleet Division to solicit informal bids or quotes prior to the purchase of vehicles without the need for further approval by the City Council.

Section 2: that the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Jordan to sign any agreements or documents necessary to participate in the government fleet programs.

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1722

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Matt Mihalevich, Active Transportation Manager
Chris Brown, Public Works Director
Keith Macedo, Chief of Staff

**FROM:** Dane Eifling, Mobility Coordinator

**SUBJECT:** **ARDOT Transportation Alternatives Grant Agreement - Transit Enhancements**

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**RECOMMENDATION:**
Staff recommends approval of an Agreement of Understanding with the Arkansas Department of Transportation for the Transit Stop Enhancements Project made possible through the Northwest Arkansas Regional Planning Commission – Transportation Alternatives Program and approving a budget adjustment to recognize $150,00.00 in federal-aid funding and authorizing the Mayor to sign additional grant related documents as necessary to implement the project.

**BACKGROUND:**
In February 2025, the Fayetteville City Council approved Resolution 60-25, authorizing the City to apply for $150,000 in Federal aid funding from the Arkansas Department of Transportation's Transportation Alternatives Program (TAP) through the Northwest Arkansas Regional Planning Commission (NWARPC). The funding was sought to support Transit Stop Enhancements.

In July 2025, the City of Fayetteville was awarded the full $150,000 in TAP funding to implement the proposed transit improvements.

**DISCUSSION:**
In 2025, the NWARPC contracted Olsson Design to perform surveying, environmental clearance, and design work for selected transit stops across the region. The scope of work includes the design of concrete loading platforms, installation of bus shelters, and improvements to meet Americans with Disabilities Act (ADA) accessibility standards.

In Fayetteville, five primary transit stop locations were selected for design, with two additional locations identified as alternates pending budget availability. The identified locations are:

- N. Porter Rd and W. Skyler Dr.
- N. Porter Rd and W. Lawson St.
- S. Sang Ave and W. Stone St.
- Carlson Dr., east of Razorback Rd.
- W. Stone St. and S. Hill Ave.
- W. 15th St., west of Razorback Rd. (Includes two stops at this location)

Fayetteville is currently served by two transit agencies: Ozark Regional Transit (ORT) and Razorback Transit. Combined, these agencies provide over one million annual fare-free rides. The city has more than 270 fixed-route transit stops, yet over half of these stops lack basic ADA accessibility, and more than 80% do not have shelters. The planned improvements aim to address these critical infrastructure gaps and enhance the rider experience across the system.

**BUDGET/STAFF IMPACT:**
City staff has generated a cost estimate for $187,500 for implementation. The grant application for $150,000 will provide 80% funding with the City providing a 20% match of $37,500.

**ATTACHMENTS:** 3. Staff Review Form, 4. Budget Adjustment, 5. Transit Stop Locations Map, 6. Job #041004 Transit Stop TAP Agreement

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

**File #:** 2025-1722

**A RESOLUTION TO AUTHORIZE AN AGREEMENT OF UNDERSTANDING WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION FOR THE TRANSIT STOP ENHANCEMENTS PROJECT, AND TO APPROVE A BUDGET ADJUSTMENT RECOGNIZING $150,000.00 IN FEDERAL-AID FUNDING**

**WHEREAS**, on February 18, 2025, the City Council approved Resolution 60-25 authorizing an application for $150,000.00 in federal-aid funding from the Arkansas Department of Transportation's Transportation Alternatives Program for transit stop enhancements and in July the City was awarded the full amount of funding; and

**WHEREAS**, five primary transit stop locations in Fayetteville were selected for improvements with two additional locations identified as alternates pending budget availability; and

**WHEREAS**, the planned improvements aim to address critical infrastructure gaps and enhance the rider experience across the system.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign an agreement of understanding with the Department of Transportation for the Transit Stop Enhancements Project and further authorizes the Mayor to sign any additional documents as necessary to implement the project.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment recognizing $150,000.00 in federal-aid funding, a copy of which is attached to this Resolution.

**City of Fayetteville Staff Review Form**

**2025-1722**

**Item ID**

**October 7th, 2025**

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

| Matt Mihalevich | 9/3/2025 | ENGINEERING (621) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approval of an Agreement of Understanding with the Arkansas Department of Transportation for the Transit Stop Enhancements Project made possible through the Northwest Arkansas Regional Planning Commission – Transportation Alternatives Program and approving a budget adjustment to recognize $150,00.00 in federal-aid funding and authorizing the Mayor to sign additional grant related documents as necessary to implement the project.

## Budget Impact:

| 4470.800.8820-5809.00 | Sales Tax Capital Improvements |
|---|---|
| Account Number | Fund |
| 25004.2502 | Transit Stop Infrastructure - NWARPC TAP Grant |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | Yes | Total Amended Budget | $ | 406,637.00 |
| | | Expenses (Actual+Encum) | $ | 269,700.00 |
| | | Available Budget | $ | **136,937.00** |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | Yes | Budget Adjustment | $ | 190,724.00 |
| | | Remaining Budget | $ | **327,661.00** |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #** 60-25, 189-25

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

**Comments:**

## City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

| Budget Year | Division /Org2 | Adjustment Number |
|---|---|---|
| 2025 | ENGINEERING (621) | |
| | **Requestor:** Matt Mihalevich | |

**BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:**

Staff recommends approval of an Agreement of Understanding with the Arkansas Department of Transportation for the Transit Stop Enhancements Project made possible through the Northwest Arkansas Regional Planning Commission – Transportation Alternatives Program and approving a budget adjustment to recognize $150,00.00 in federal-aid funding and authorizing the Mayor to sign additional grant related documents as necessary to implement the project.

COUNCIL DATE: 10/7/2025

ITEM ID#: **2025-1722**

Holly Black
9/8/2025 3:52 PM

Budget Division Date

TYPE: **D - (City Council)**

JOURNAL #:

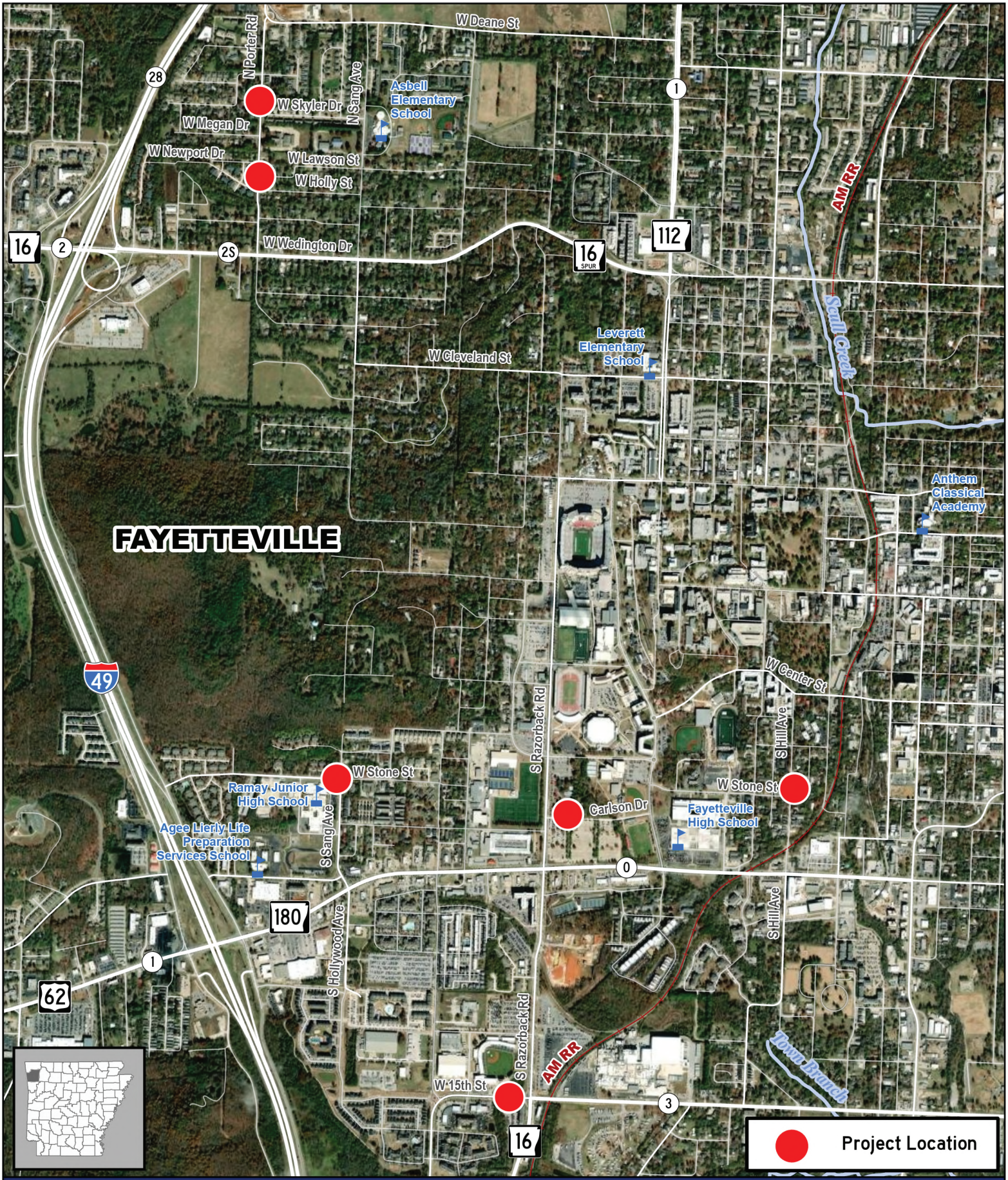
GLDATE:

RESOLUTION/ORDINANCE

CHKD/POSTED: /

v.2025826

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL | 150,000 | 150,000 | | | | |
| | Increase / (Decrease) | | Project.Sub# | | | |
| Account Number | Expense | Revenue | Project | Sub.Detl | AT | Account Name |
| 4470.800.8820-4309.00 | - | 150,000 | 25004 | 2502 | RE | Federal Grants - Capital |
| 4470.800.8820-5809.00 | 190,724 | - | 25004 | 2502 | EX | Improvements - Street |
| 4470.800.8820-5314.00 | (40,724) | - | 06035 | 2700 | EX | Professional Services |
| | - | - | | | | |
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# Job 041004

## Transit Stop Enhancements (Fayetteville) (S)

### Washington County

N

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION

0 500 1,000 2,000 Feet

PM: PD: cp44759: 7/10/2025

Document Path: \\san1\gis\ProgramsContracts\Sketches\041004\041004.aprx

ARDOT.gov | Jared D. Wiley, P.E., Director

10324 Interstate 30 | P.O. Box 2261, Little Rock, AR 72203-2261
Phone: (501) 569-2000 | Voice/TTY 711 | Fax: (501) 569-2400

August 27, 2025

The Honorable Molly Rawn
Mayor of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Re: Job 041004
F.A.P. TAPU-9142(63)
Transit Stop Enhancements
(Fayetteville) (S)
Washington County

Dear Mayor Rawn:

Reference is made to the Transit Stop Enhancements project which was awarded Transportation Alternatives Program – Attributable (TAP-A) funding. In order to proceed, you and your attorney must sign the enclosed Agreement of Understanding and return it to the Department. Please submit the signed Agreement and referenced forms within the next 60 days.

A copy of the Agreement of Understanding will be returned to you once fully executed. When submitting the Agreement to the Department for execution, you will also need to complete Form LPA-005, Form LPA-018, and Form LPA-019. All referenced forms are available in digital format at www.ardot.gov/LPA.

If you have any questions, please contact our Local Programs Grant Procurement Section at (479) 360-7161 or LPA@ardot.gov.

Sincerely,

Keli Wylie

Keli Wylie, P.E.
Assistant Chief Engineer
Program Delivery

Enclosures

c: Chief Engineer – Operations
Chief Engineer – Preconstruction
Local Programs
Program Management
District 4
Job 041004 'C' File
Tim Conklin, Executive Director, NWARPC

**AGREEMENT OF UNDERSTANDING**

**BETWEEN**

**THE CITY OF FAYETTEVILLE**

**AND**

**THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION**

**AND**

**THE ARKANSAS DEPARTMENT OF TRANSPORTATION**

In Cooperation with the
U.S. Department of Transportation, Federal Highway Administration

RELATIVE TO

Implementation of **Job 041004, Transit Stop Enhancements (Fayetteville) (S) (**hereinafter called the "Project") as a Federal-aid Transportation Alternatives Program – Attributable (TAP-A) project.

**WHEREAS,** funding in the Infrastructure Investment and Jobs Act (IIJA) includes the following Federal-aid funds for certain local projects:

| | Maximum Federal % | Minimum Sponsor % |
|---|---|---|
| Preliminary Engineering by Consultant | 80 | 20 |
| Right of Way/Utilities | 80 | 20 |
| Construction | 80 | 20 |
| Construction Engineering by Consultant | 80 | 20 |
| Department Administrative Costs | 80 | 20 |

**WHEREAS,** the City of Fayetteville (hereinafter called the "Sponsor") has expressed its desire to use Federal-aid funds for the eligible Project and to provide necessary matching cash share for such funds; and

**WHEREAS,** the Sponsor has transmitted to the Arkansas Department of Transportation (hereinafter called the "Department") Resolution No. 60-25 from the Sponsor's governing body authorizing the Sponsor's Chief Executive Officer (CEO) to execute agreements and contracts with the Department for the Project; and

**WHEREAS,** the Northwest Arkansas Regional Planning Commission (hereinafter called the "Commission") awarded the Sponsor Federal-aid TAP-A funds; and

**WHEREAS,** funding participation will be subject to a limit of **$150,000** maximum **Federal-aid TAP-A** funds for the **construction phase** of the Project and obligation limitation approved; and

**WHEREAS,** the Sponsor knows of no legal impediments to the completion of the Project; and

**WHEREAS,** it is understood that the Sponsor and the Department will adhere to the General Requirements for Recipients and Sub-Recipients Concerning Disadvantaged Business Enterprises (DBEs) (Form LPA-001) and that, as part of these requirements, the Department may set goals for DBE participation in the Project, ranging from 0% to 100%, that are practical and related to the potential availability of DBEs in desired areas of expertise; and

**WHEREAS,** the Department has published the Arkansas Local Public Agency Project Manual (available at www.ardot.gov/LPA) which outlines procedures and requirements which must be followed during development and construction of the Project; and

**WHEREAS,** the parties agree, unless specifically stated otherwise, that the provisions of this agreement are not intended to create or confer a third party benefit or right in any person or entity, not a party to this agreement.

**IT IS HEREBY AGREED** that the Sponsor, Commission, and the Department, in cooperation with the Federal Highway Administration (FHWA), will participate in a cooperative program for implementation and will accept the responsibilities and assigned duties as described hereinafter.

**THE SPONSOR WILL:**

1. Notify the Department in writing who the Sponsor designates as its full-time employee to be in responsible charge of the day to day oversight of the Project (Form LPA-005). If the designated full-time employee changes, the Sponsor must notify the Department by resubmitting Form LPA-005. The duties and functions of this person are:
    - Oversee project activities, including those dealing with cost, time, adherence to contract requirements, construction quality and scope of Federal-aid projects;
    - Maintain familiarity of day to day project operations, including project safety issues;
    - Make or participate in decisions about changed conditions or scope changes that require change orders and/or supplemental agreements;
    - During construction, visit and review the project on a daily basis;
    - Review financial processes, transactions, and documentation to ensure that safeguards are in place to minimize fraud, waste, and abuse;
    - Direct project staff, Sponsor or consultant, to carry out project administration and contract oversight, including proper documentation; and
    - Be aware of the qualifications, assignments and on-the-job performance of the Sponsor and consultant staff at all stages of the project.
2. Initially submit to the Department $1,000 (20%) to be matched by $4,000 (80%) Federal-aid funds for Department administrative costs associated with state preliminary engineering, which include but are not limited to, on site meetings, environmental review, and plan and specification review. The Sponsor's final cost for this phase will be determined by actual Department charges to preliminary engineering.

3. Be responsible for hiring a consultant engineering firm(s) in accordance with the Local Agency Consultant Selection Procedures (Form LPA-002) to provide engineering services which include environmental documentation, preliminary engineering, and construction engineering for the Project. **NOTE: FHWA authorization and Department approval must be given prior to issuing a work order to the consultant for federal funds to be allowed in this phase.**

- Make periodic payments to the consultant for preconstruction phases of the Project and request reimbursement from the Department.
- Request reimbursement from the Department for eligible expenditures related to preconstruction phases of the Project. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

4. If desired, request that the Department contract with one of its on-call consultants on behalf of the Sponsor (Form LPA-031).
   - Execute a task order with the Department and the selected on-call consultant for implementation of selected phases of the Project.
   - Make periodic payments to the on-call consultant for work accomplished in accordance with the task order.
   - Request reimbursement from the Department for eligible on-call consultant related costs incurred for the project. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

5. Prepare plans, specifications, and a cost estimate for construction. A registered professional engineer must sign the plans and specifications for the Project. (See Form LPA-003 for items to be included in the bid proposal.)

6. Make periodic payments to the consultant for preliminary engineering for the Project and request reimbursement from the Department. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

7. Understand that **expenditures for preliminary or construction engineering performed by the Sponsor's forces are not eligible for reimbursement with federal funds**.

8. Prepare the necessary environmental documentation as required by FHWA and conduct any required public involvement meetings and public hearings.

9. Ensure that the plans and specifications are developed using the Department's standard drawings and Standard Specifications for Highway Construction (latest edition).

10. Ensure that the plans and specifications comply with the Americans with Disabilities Act (ADA), the American Association of State Highway and Transportation Officials (AASHTO) design standards, and all other applicable state and federal regulations, including airport clearance when necessary, for the type of work involved.

11. Before acquiring property or relocating utilities, contact the Department's Right of Way Division to obtain the procedures for acquiring right of way and adjusting utilities in compliance with federal regulations. **NOTE: Failure to notify the Department prior to initiating these phases of work may result in all project expenditures being declared non-participating in federal funds.**

12. Acquire property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (commonly referred to as the "Uniform Act").

13. Ensure the preparation of utility adjustment and right of way plans are in accordance with Arkansas State Highway Commission Policy.

14. Be responsible for all non-reimbursable costs associated with the Sponsor owned utilities as defined in the Department's Utility Accommodation Policy.

15. Be responsible for the matching share for all reimbursable costs associated with the Sponsor owned utilities as defined in the Department's Utility Accommodation Policy.

16. Provide a copy of the registered deed or other approved documentation and an appropriate certification stating the Sponsor's clear and unencumbered title to any right of way to be used for the Project (Form LPA-007). If property has been acquired for the Project, use Form LPA-006 for certification of the right of way. **NOTE: Any property that is to become Department right of way must be acquired in the Department's name.**

17. Submit plans at 30%, 60%, and 90% completion stages for Department review.

18. Submit a certification letter (Form LPA-008), including all items noted, to the Department when requesting authority to advertise the Project for construction bids.

19. Advertise for bids in accordance with federal procedures as shown in Form LPA-010. **NOTE: FHWA authorization and Department approval must be given prior to advertising for construction bids.**

20. Forward a copy of all addenda issued for the Project during the advertisement to the Department.

21. After bids are opened and reviewed, submit a Certification Letter Requesting Concurrence in Award (Form LPA-013), including all items noted, to the Department.

22. Prior to awarding the construction contract, submit a check for $1,000 (20%) to be matched by $4,000 (80%) Federal-aid funds for Department administrative costs on the Project during construction. The Sponsor's final share of cost for this phase will be determined by actual Department charges to construction engineering.

23. Prior to issuing the notice to proceed to the Contractor, the Sponsor must hold a pre-construction meeting with the Contractor and **must invite the Department's Resident Engineer assigned to the Project.**

24. Ensure that all work, material testing and acceptance, and inspection is conducted in accordance with the Department's Standard Specifications for Highway Construction (latest edition), Manual of Field Sampling and Testing Procedures, and Resident Engineer's Manual and with the plans, specifications, and all other applicable FHWA and Department procedures for the Project.

25. Make periodic payments to the consultant for construction engineering for the Project and request reimbursement from the Department. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

26. Make payments to the contractor for work accomplished in accordance with the plans and specifications and then request reimbursement from the Department on the Construction Certification and Reimbursement Request (CCRR) form (Form LPA-014). Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.

27. Attach LPA Report of Daily Work Performed (Form LPA-015) for all days that correspond with each CCRR submittal.

28. Prior to executing the work, submit change orders (Form LPA-022) to the contract to the Department's Resident Engineer assigned to the Project for review and approval for program eligibility.

29. Upon completion of the Project, hold a final acceptance meeting for the Project and submit the LPA Final Acceptance Report form certifying that the Project was accomplished in accordance with the plans and specifications (Form LPA-016). This form must be signed by the engineer performing construction inspection on the Project, the Department's Resident Engineer assigned to the Project, the Sponsor's full-time employee in responsible charge, and the Sponsor's CEO.

30. Maintain accounting records to adequately support reimbursement with Federal-aid funds and be responsible for the inspection, measurement and documentation of pay items, and certification of all work in accordance with the plans and specifications for the Project and for monitoring the Contractor and subcontractor(s) for compliance with the provisions of FHWA-1273, Required Contract Provisions, Federal-aid Construction Contracts, and Supplements.

31. Pay all unpaid claims for all materials, labor, and supplies entered into contingent or incidental to the construction of said work or used in the course of said work including but not limited to materials, labor, and supplies described in and provided for in Act Nos. 65 and 368 of 1929, Act No. 82 of 1935, and Acts amendatory thereof.

32. Agree that any and all claims for damages to property or injury to persons caused by any act or omission, negligence, or misconduct from the performance of work by the Sponsor's contractor on the Project shall be the sole responsibility of the Sponsor's contractor and in this regard the Sponsor shall require the contractor on the Project to procure and maintain a General Public Liability Insurance Policy during the duration of the Project which shall be endorsed to include broad form general liability and complete operations coverage on the Project. The contractor shall furnish the Sponsor with documentation of proof of liability insurance coverage with submission of the signed contract.

33. Agree that any claims, liability, costs, expenses, demands, settlements, or judgments arising from misconduct or the negligent acts or omissions of the Sponsor, its employees, agents or contractors in the performance of the Project and this Agreement must be presented to the Sponsor. Further, the Sponsor by acceptance of this grant, agrees that the Department and the Arkansas State Highway Commission, as the pass-through entity, have no duty or responsibility for the design, construction, maintenance or operation of the Project that is the subject of this grant, and, therefore shall have no liability related to the design, construction, maintenance or operation of the Project. The Sponsor also agrees to assume all risks associated with the work to be performed by its agents, employees, and contractors under this grant and Agreement and the Department and the Arkansas State Highway Commission, as the pass-through entity, shall not be responsible or liable for any damages whatsoever from the actions of the Sponsor, its employees, agents and contractors.

34. Assure that its policies and practices with regard to its employees, any part of whose compensation is reimbursed from federal funds, will be without regard to race, color, religion, sex, national origin, age, or disability in compliance with the Civil Rights Act of 1964, the Age Discrimination in Employment Act of 1967, The Americans with Disabilities Act of 1990, as amended, and Title 49 of the Code of Federal Regulations Part 21 (49 CFR Part 21), Nondiscrimination in Federally-Assisted Programs of the Department of Transportation, (Form LPA-029).

35. Retain all records relating to inspection and certification, the Contractor's billing statements, and any other files necessary to document the performance and completion of the work in accordance with requirements of 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Form LPA-017).

36. Grant the right of access to the Sponsor's records pertinent to the Project and the right to audit by the Department and FHWA officials.

37. Be responsible for 100% of all project costs incurred:

    - should the Project not be completed as specified;
    - should the Project be declared non-participating in federal funds, including any such award by the State Claims Commission; or
    - not provided by the FHWA.

38. Sign and transmit to the Department the Certification for Grants, Loans, and Cooperative Agreements (Form LPA-018), which is necessary for Project participation.

39. Repay to the Department the federal share of the cost of any portion of the Project if, for any reason, federal participation is removed due to actions or inactions of the Sponsor, its agents, its employees, or its assigns or the Sponsor's consultants or contractors or their agents. Such actions or inactions shall include, but are not limited to, federal non-participation arising from problems with design plans, specifications, construction, change orders, construction inspection, or contractor payment procedures.

40. Retain total, direct control over the Project throughout the life of all project improvements outside of the Department's right of way and **not**, **without prior approval from the Department**:

    - sell, transfer, or otherwise abandon any portion of the Project;
    - change the intended use of the Project;
    - make significant alterations to any improvements constructed with Federal-aid funds; or
    - cease maintenance or operation of a project due to the Project's obsolescence.

41. Be responsible for satisfactory maintenance and operation of all improvements and for adopting regulations and ordinances as necessary to ensure this. Failure to adequately maintain and operate the Project in accordance with Federal-aid requirements may result in the Sponsor's repayment of federal funds and may result in withholding all future Federal-aid.

42. Submit to the Department a Single Audit in accordance with the Office of Management and Budget (OMB) Circular A-133 each fiscal year that the Sponsor expends more than $750,000 of Federal-aid from any federal source including, but not limited to, the U.S. Department of Transportation. The fiscal year used for the reporting is based on the Sponsor's fiscal year. The $750,000 threshold is subject to change after OMB periodic reviews.

43. Promptly notify the Department if the Project improvements outside of the Department's right of way are rendered unfit for continued use by natural disaster or other cause.

44. Complete and transmit to the Department both pages of the Federal Funding Accountability and Transparency Act (FFATA) Reporting Requirements (Form LPA-019).

45. After each quarter of the calendar year, complete and transmit to the Department the LPA Project Quarterly Report Form (Form LPA-020) until the Project is complete.

**THE COMMISSION WILL:**

1. Provide up to **$150,000** in **Federal-aid TAP-A** funds for the **construction phase** of the Project as funds become available.

**THE DEPARTMENT WILL:**

1. Maintain an administrative file for the Project and be responsible for administering Federal-aid funds.

2. Review plans and specifications submitted by the Sponsor.

3. Notify the Sponsor when right of way and/or utility plans are approved and the Sponsor may proceed with right of way acquisition and/or utility adjustments.

4. Upon receipt of the Sponsor's certification of right of way (property) ownership, provide the appropriate documentation to the file.

5. Ensure substantial compliance with federal contracting requirements through review of the bidding proposal for inclusion of required federal forms, review of the administration of the DBE program provisions, and general compliance with 23 CFR 635.

6. Advise the Sponsor when to proceed with advertisement of the Project for construction bids.

7. Review bid tabulations and concur in award of the construction contract for the Project.

8. Ensure that the Sponsor and the Sponsor's consultant provide adequate supervision and inspection of the Project by performing periodic inspections with the Sponsor's representatives and their consultant to verify that the work being performed by the Sponsor's contractor, and documented and certified by the Sponsor, meets the requirements of the Project plans, specifications, and all applicable FHWA and Department procedures. The Department intends to perform these inspections, at a minimum, when the construction work is approximately 10% and 50% completed. The Department will also participate in the final inspection of the Project.

9. Review and approve any necessary change orders for project/program eligibility.

10. Reimburse the Sponsor 80% (Federal-aid share) for eligible construction costs approved in the CCRR form (Form LPA-014). This reimbursement will be limited to the maximum Federal-aid amount and to the federal amount available at the time payment is requested. If the payment requested exceeds the Federal-aid available at the time, the difference will be reimbursed as additional Federal-aid for the Project becomes available.

11. Subject to the availability of Federal-aid allocated for the Project, pay the Sponsor the remaining amount due upon completion of the Project and submittal of the certified LPA Final Acceptance Report form (Form LPA-016).

12. Provide all form updates via email to the contact as shown on Form LPA-005.

13. Be reimbursed for costs involved in performing all the services listed above.

**IT IS FURTHER AGREED** that the Department reserves the right to cancel the Project without liability against the Department for any reason including, but not limited to, unreasonable delay or lack of progress, the Sponsor is unable to provide an audit-worthy reason for the substantial delay in the project development or completion process, or the Sponsor is unresponsive to the Department's requests.

**IT IS FURTHER AGREED** that should the Sponsor fail to fulfill its responsibilities and assigned duties as related in this Agreement, such failure may disqualify the Sponsor from receiving future Federal-aid highway funds.

**IT IS FURTHER AGREED** that should the Sponsor fail to pay to the Department any required funds due for project implementation or fail to complete the Project as specified in this Agreement, or fail to adequately maintain or operate the Project, the Department may cause such funds as may be required to be withheld from the Sponsor's Motor Fuel Tax allotment.

**IN WITNESS WHEREOF,** the parties thereto have executed this Agreement this _____ day of _____, 20____.

Agreement of Understanding between:

The City of Fayetteville, the Northwest Arkansas Regional Planning Commission, and the Arkansas Department of Transportation relative to:

Implementation of Job 041004, Transit Stop Enhancements (Fayetteville) (S).

Signatories

**THE CITY OF FAYETTEVILLE**

_____ _____

Molly Rawn Date
Mayor

_____ _____

Kit Williams Date
City Attorney

Agreement of Understanding between:

The City of Fayetteville, the Northwest Arkansas Regional Planning Commission, and the Arkansas Department of Transportation relative to:

Implementation of Job 041004, Transit Stop Enhancements (Fayetteville) (S).

Signatory

**NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION**

Tim Conklin
Executive Director

9-2-2025
Date

Agreement of Understanding between:

The City of Fayetteville, the Northwest Arkansas Regional Planning Commission, and the Arkansas Department of Transportation relative to:

Implementation of Job 041004, Transit Stop Enhancements (Fayetteville) (S).

Signatory

**ARKANSAS DEPARTMENT OF TRANSPORTATION**

_____ _____

Jared D. Wiley, P.E. Date
Director

**All Forms referenced in this Agreement are available in digital format on the Department's webpage www.ardot.gov/LPA.**

**ARKANSAS DEPARTMENT OF TRANSPORTATION**

**NOTICE OF NONDISCRIMINATION**

The Arkansas Department of Transportation (ARDOT) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, ARDOT does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the FMCSA Title VI Program), or disability in the admission, access to and treatment in ARDOT's programs and activities, as well as ARDOT's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding ARDOT's nondiscrimination policies may be directed to Civil Rights Officer Joanna P. McFadden (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance may be available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape, and in Braille.

Form LPA-001

# GENERAL REQUIREMENTS
# FOR
# RECIPIENTS AND SUB-RECIPIENTS
# CONCERNING DISADVANTAGED BUSINESS ENTERPRISES

It is the policy of the U. S. Department of Transportation that disadvantaged business enterprises (DBEs) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this Agreement.

The recipient or its contractor agrees to ensure that DBEs as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement. In this regard all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

If as a condition of assistance the recipient has submitted and the Department has approved a disadvantaged business enterprise affirmative action program, which the recipient agrees to carry out, this program is incorporated into this financial assistance agreement by reference. This program shall be treated as a legal obligation and failure to carry out its terms shall be treated as a violation of this financial assistance agreement. Upon notification to the recipient of its failure to carry out the approved program, the Department shall impose such sanctions as noted in 49 CFR Part 26, Subpart F, which sanctions may include termination of the Agreement or other measures that may affect the ability of the recipient to obtain future DOT financial assistance.

The recipient shall advise each sub-recipient, contractor or subcontractor that failure to carry out the requirements set forth in 49 CFR Part 26, Subsections 26.101 and 26.107 shall substitute a breach of contract and after the notification of the Department, may result in termination of the agreement or contract by the recipient or such remedy as the recipient deems appropriate.

(NOTE: Where appropriate, the term "recipient" may be modified to mean "sub-recipient", and the term "contractor" modified to include "subcontractor".)

# LOCAL AGENCY

# CONSULTANT SELECTION PROCEDURES

## Section I – Application *(These procedures do not apply to Design-Build Contracts.)*

These procedures apply to federally and state funded contracts for engineering and design related services for projects and are issued to ensure that a qualified consultant is obtained through an equitable qualifications-based selection procurement process and that the prescribed work is properly accomplished in a timely manner at a fair and reasonable cost.

Engineering and design related services are defined in 23 Code of Federal Regulations (CFR) Part 172 to include program management, construction management, preliminary engineering, design engineering, surveying mapping, or architectural related services with respect to a highway construction project. These services also include professional services of an architectural or engineering nature, as defined by State law, which are required to or may logically or justifiably be performed or approved by a person licensed, registered, or certified to provide the services with respect to a highway construction project. Contracts for these services that are paid with Federal-aid highway program (FAHP) funding will be awarded following these selection procedures.

The federal laws and regulations that govern the procurement of engineering and design related services with FAHP funds are:

- 23 United States Code (U.S.C.) 106 “Project approval and oversight”
- 23 U.S.C. 112 “Letting of contracts”
- 23 U.S.C. 114(a) “Construction Work In General”
- 23 U.S.C. 302 “State transportation department”
- 23 U.S.C. 315 “Rules, regulations, and recommendations”
- 23 U.S.C. 402 “Highway safety programs”
- 40 U.S.C. Chapter 11 – Selection of Architects and Engineers, §§1101 *et seq.,* commonly called the “Brooks Act”
- 2 CFR Part 200 “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards”
- 23 CFR Part 172 “Procurement, Management, and Administration of Engineering and Design Related Services”
- 48 CFR Part 31 “Contract Cost Principles and Procedures”
- 49 CFR Part 1.48(b) “The Federal Highway Administrator is delegated authority to administer the following provisions of title 23, Highways, U.S.C.”

In accordance with the above federal laws and regulations, the Arkansas Department of Transportation (Department) has approved these procedures for use by

the Local Agency for the "competitive negotiation" (qualifications-based selection) method of procurement as defined in 23 CFR §172.7, Procurement Methods and Procedures that complies with the Brooks Act (40 U.S.C. §§1101, *et seq.*).

The Local Agency will use these procedures for Federal-aid contracts and may elect to use them for non-Federal-aid contracts.

## Section II – Advertisement for Letters of Interest

The Local Agency may employ a consultant engineering firm when a need exists for engineering services, and it is in the Local Agency's best interest to employ an engineer or engineering firm.

As a minimum, the Local Agency will advertise in a statewide newspaper, the Department's website and the Local Agency's website (if available), advising that consultant engineering services are being sought. In addition, the Local Agency may advertise in appropriate national trade magazines or websites for specialized services.

Interested firms must furnish:

1. A cover letter with the firm's response including primary contact information.
2. The firm's completed Architect-Engineer Qualifications Standard Form (SF) 330 Parts I and II (48 CFR §53.236-2(b)). (SF 330 is available on the Department's website.) http://arkansashighways.com/consultant_services/advertisements/advertisements.aspx
3. A current copy of the firm's equal employment opportunity policy required per Arkansas Code Annotated (Ark. Code Ann.) §19-11-104.
4. The firm's current copy (within 12 months) of the Department and Finance and Administration (DFA) Illegal Immigrant Contractor Disclosure Form (Ark. Code Ann. §19-11-105). https://www.ark.org/dfa/immigrant/index.php/user/welcome

Advertisements may be for either a specific single project; a group of projects; or for an on-call or indefinite delivery/indefinite quantity (IDIQ) for an established contract period (not to exceed 5 years), to be determined at a later date with specific task orders issued for each project. (23 CFR §172.9(a))

When advertising a specific project, the advertisement will describe the work in general terms allowing firms to evaluate their interest in performing the desired services.

When advertising a group of projects, a general description of work will be furnished. Firms will be asked to specify the projects they are interested in performing. When the Local Agency decides to proceed with a certain project, those firms having expressed interest in that project will be considered for selection.

When advertising for an on-call / IDIQ projects with later specified task orders, the advertisement will include a general description of work for the project task and the number of consultants anticipated to be selected.

If a solicitation fails to yield three qualified respondents, then the Local Agency may proceed with evaluation and selection if the Local Agency and the Department determines that the solicitation did not contain conditions or requirements that arbitrarily limited competition. Alternatively, the Local Agency may pursue procurement following the noncompetitive method when competition is determined to be inadequate and it is determined to not be feasible or practical to re-compete under a new solicitation. (23 CFR §172.7(a)(1)(iv)(D))

Solicitations will include language to comply with state procurement laws, rules, and regulations including but not limited to Ethical Standards (Ark. Code Ann. §19-11-708), Employee and Relative Disclosure, and Equal Opportunity Policy.

Interested firms are advised that in order to comply with state and federal requirements that the Local Agency will verify suspension and debarment actions and eligibility status of consultants in accordance with 2 CFR Part 1200 and 2 CFR Part 180.

Ark. Code Ann. §§19-11-701 through 19-11-714 addresses ethics and conflicts of interest. Federal regulations about conflicts of interest are described in 2 CFR §200.112, 23 CFR §1.33, and provisions of 23 CFR §172.7(4). No Local Agency employee may participate in selection, award or administration of a contract in which the Local Agency employee or any member of his or her immediate family has a financial, prospective financial, or other interest. Additionally, in accordance with Ark. Code Ann. §19-11-704(b) it is a breach of ethical standards for any person, including potential consultants, or parties to subagreements to engage in any conduct or behavior with other consultants, contractors, cities, counties, state agencies, or metropolitan/local planning organizations that may influence any public employee to breach the standards of ethical conduct provided by state and federal laws.

## Section III – Selection Committee

The Local Agency will designate a Selection Committee (Committee) to evaluate and analyze the letters of interest (LOI) and proposals.

**Section IV – Evaluation of Letters of Interest**

The Committee will evaluate each consultant firm based on the criteria provided in the detailed LOIs in general as follows:

| No. | Evaluation Factors for LOIs | Maximum Points Possible |
|---|---|---|
| 1 | Professional staff including the education, experience, number of personnel available, and any partnerships with sub-consultants | 10 |
| 2 | General and professional reputation, including responsiveness to civil rights and equal employment opportunity requirements and opportunities | 10 |
| 3 | *Past work performance | 10 |
| 4 | Experience with projects of a similar nature as those advertised | 10 |
| | Total Points for LOI | 40 |

*Past performance or evaluations from other clients will be considered when the firm has not worked for the Local Agency previously.

Following their review, the Committee will prepare a short list (minimum of three) of the top ranked engineering firms and recommend that these firms submit detailed proposals for further evaluation.

**Section V – Request for Proposal**

The Local Agency will prepare a scope of work statement and request proposals from the engineering firms on the short list. For projects with FHWA oversight, which are identified by FHWA as Projects of Division Interest (PoDI) projects, the Local Agency will forward the scope of work statement to the Department and FHWA for review and approval before soliciting request for proposals (RFPs). A Local Agency's scope of work will typically include the following:

1. A detailed purpose and description of the work,
2. Services that will be furnished by the Local Agency,
3. Services that will be furnished by the consultant,
4. Deliverables to be provided,
5. Project conditions of the work,
6. Schedule for performance of the work,
7. Special conditions of the work including applicable standards, specifications, and policies, and
8. Assurance of participation of certified Disadvantaged Business Enterprises (DBE) in Federal-aid projects as Department goals for the Project are established.

The short-listed firms should submit proposals that contain the following:

1. A cover letter with primary contact information,
2. A detailed work plan that identifies the major tasks of work,
3. A list of major concerns associated with completing the work,
4. A detailed work schedule for specific projects as requested,
5. A manpower estimate for specific projects as requested, and
6. Updated Standard Form 330 Parts I and II, if necessary.

The Committee will review the proposals with particular attention to the five (5) listed evaluation factors for the proposals and will also consider the results determined in Section IV. The evaluation factors and their relative importance will be listed in the RFP if any of the factors are different from the list below.

| No. | Evaluation Factors for Proposals | Maximum Points Possible |
|---|---|---|
| 1 | Obvious indication that the scope of work is clearly understood | 20 |
| 2 | Comprehensive, coherent, and detailed work plan | 20 |
| 3 | Realistic work schedule when applicable | 10 |
| 4 | Proposed working office location, need for a local office, and any local representative* | 5 |
| 5 | Identification of sub-consultants and responsiveness to DBE goals and opportunities | 5 |
| 6 | Total Points for LOI | 40 |
| | Total Points for Proposals | 100 |

*Locality preference shall not be based on political or jurisdictional boundaries and may be applied on a project-by-project basis for contracts where a need has been established for a consultant to provide a local presence, a local presence will add value to the quality and efficiency of the project, and application of this criteria leaves an appropriate number of qualified consultants, given the nature and size of the project. (Consultants indicating that it will satisfy this factor in some manner, such as establishing a local project office, shall be considered to have satisfied this factor.)

Based on these evaluation factors, the Committee will rank the consultants based on the total score and submit the list to the Local Agency who will either:

1. Select one (1) firm to enter negotiations with; or
2. Select
   a. Multiple firms for an IDIQ contract; or
   b. Three or more firms to interview (a firm may present additional information concerning their proposal at the interview). After the interviews, the Committee will re-evaluate the firms based on the interview and the same evaluation factors as noted previously. The ranking list will be submitted to the Local Agency for review and final selection.

The Local Agency's contract file will contain records of the rankings and supporting data; however, the rankings will not be public information. Copies of the LOI advertisement, the rankings, and supporting data shall be submitted to the Department.

Notification must be provided to all responding consultants of the final selection of the most qualified consultant including the ranking of the top three consultants on projects where only one consultant is selected.

**Section VI – Negotiation and Contract Preparation**

Once a firm is selected for negotiation for a specific job or a group of projects, it will prepare a draft contract including a cost estimate for the project(s). The other firms on the short list will be advised of the firm selected, subject to successful negotiations. Prior to receipt or review of the draft contract and cost estimate, the Local Agency shall prepare a detailed independent estimate with an appropriate breakdown of the work or labor hours, types or classifications of labor required, other direct cost and consultant's fixed fee for the defined scope of work. The independent estimate shall serve as the basis for negotiation to ensure a fair and reasonable cost is obtained.

More than one firm may be selected for an on-call or IDIQ contract. The contract will establish a maximum ceiling price for work issued under the contract as well as an expiration date not to exceed 5 years, per 23 CFR Part 172. Individual task order cost estimates will be negotiated when issued.

The selected firm will prepare a draft contract based on a sample contract furnished by the Department. In accordance with the principles of 23 CFR 172, the draft contract must include an overhead rate that is approved by the Department. If the contract exceeds $250,000, in accordance with the Department's Indirect Cost Rate Audit Requirements, the indirect cost rate shall be verified through an audit performed by a certified public accountant on behalf of the consultant. If the contract is less than $250,000, and at least one of these conditions applies:

1. When there is insufficient knowledge of the consultant's accounting system
2. When there is previous unfavorable experience regarding the reliability of the consultant's accounting system
3. When the contract involves procurement of new equipment or supplies for which cost experience is lacking

then the Consultant shall provide the indirect cost rate verified through an audit performed by a certified public accountant on behalf of the consultant. The certified audit shall be provided by the selected firm prior to the submission of the final draft contract.

Pursuant to this requirement, the Department will notify the Local Agency if an audit by a certified public accountant for the selected firm is necessary. The certified audit needs to be provided by the selected firm prior to the submission of the final draft contract.

The Local Agency will review the draft contract proposal and either approve it as submitted or enter into negotiations with the selected firm to establish a contract and contract ceiling price that the Local Agency deems is fair and reasonable. If a satisfactory contract cannot be negotiated with the selected firm, negotiations will be

formally terminated. The Local Agency will then enter into negotiations with the second ranked firm. If negotiations with that firm fail, the Local Agency will formally terminate those negotiations and begin to negotiate with the third ranked firm, and so on. If the Local Agency cannot negotiate a satisfactory contract with any of the firms on the short list, the Local Agency shall either:

1. Request proposals from additional firms who have submitted LOIs and are considered competent and qualified; evaluate and rank the firms based on the criteria described in Section V; and continue the negotiation process, or
2. Terminate all negotiations and begin the selection process again, or
3. Pursue procurement following the noncompetitive method when competition is determined to be inadequate and it is determined to not be feasible or practical to re-compete under a new solicitation. (23 CFR §172.7(a)(1)(iv)(D))

When the Local Agency and the consultant agree the negotiated contract is fair and reasonable, the consultant will prepare a final draft and submit it to the Local Agency and the Department for review. After review and a determination that it is acceptable, the consultant will sign the contract. The Local Agency will then execute the contract. The contract will subsequently be submitted to the Department for final review and approval including funding. When approved, copies of the signed contract will be distributed within the Local Agency and to the consultant.

For projects with FHWA oversight and for on-call or IDIQ contracts where the consultant performs a management role utilizing federal funds, the Department will forward the initial and final drafts of the contract to FHWA for review and comment. The FHWA approves the final executed contract by stamp and signature and retains a copy.

After the Local Agency executes an on-call or IDIQ contract, it will assign specific projects by task order for the duration of the contract period. The consultant will prepare each task order based on the scope of work furnished by the Local Agency. The task order will include a manpower estimate and cost. The Local Agency will review the task order and approve it as submitted or negotiate with the consultant to establish a task order and task order amount that the Local Agency deems is fair and reasonable. After review and a determination that the task order is acceptable, the consultant will sign the task order. The Local Agency will then execute the task order. The task order will subsequently be submitted to the Department for final review and approval including funding. When approved, copies of the signed task order will be distributed within the Local Agency and to the consultant.

For PoDI projects, the Department will forward the initial and final drafts of the task order to FHWA for review, comment, and approval. Upon FHWA approval, the final task order is executed.

## Section VII – Monitoring the Contract

The Local Agency may designate staff members as key liaisons for specific projects or for technical matters during the administration of the contract period.

The Local Agency will:

1. Maintain the contract files,
2. Arrange and attend periodic progress meetings,
3. Coordinate reviews and approval actions with other agencies when necessary,
4. Review progress payments,
5. Coordinate questions from the consultant,
6. Negotiate any change or amendment to the contract and submit to the Department for review and approval, and
7. Prepare an evaluation of the consultant's performance after completion of the contract. A copy of the evaluation shall be submitted to the Department.

## Section VIII – Consultant Liability

The Local Agency will include a contract requirement that the consultant will warrant that all services and work products provided as part of the contract are performed in accordance to the prevailing industry standards, including standards of conduct and care, format and content, meet the satisfaction of the Local Agency, and conform to the requirements of the Agreement. This warrant is effective regardless of the degree of inspection and acceptance by the Local Agency or others.

If the consultant is required to correct or re-perform any work or services, the work will be performed at no cost to the Local Agency, and any work or services corrected or re-performed by the consultant shall also be warranted that it is free from defects in workmanship in accordance with industry standards. If the consultant fails or refuses to correct or re-perform, the Local Agency may, by contract or otherwise, correct or replace the deficient items or services with similar work or services, and charge the cost to the consultant or make an equitable adjustment in the consultant's reimbursement.

Acceptance is an act of an authorized representative of the Local Agency by which the Local Agency approves specific services, as partial or complete performance of the contract. Correction is the elimination of a defect.

# REQUIRED CONTENTS OF BIDDING PROPOSALS
# FEDERAL-AID PROJECTS

1) **FHWA-1273**

Each set of contract documents shall include FHWA-1273, "Required Contract Provisions, Federal-aid Construction Contracts," and such supplements that may modify the FHWA-1273. Copies of FHWA-1273 and supplements will be provided by the Department.

2) **Anti-Collusion and Debarment Certification**

The certification shall either be in the form of an affidavit executed and sworn to by the bidder before a person who is authorized by the laws of the State to administer oaths or in the form of an unsworn declaration executed under penalty of perjury of the law of the United States. The required form for the Anti-Collusion and Debarment Certification will be provided by the Department. The certification includes:

- Anti-collusion - A statement executed by, or on behalf of the person, firm, association, or corporation submitting the bid certifying that such person, firm, association, or corporation has not, either directly or in-directly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid.

- Debarment - A statement regarding debarment, suspension, ineligibility and voluntary exclusion as required by Title 2 of the United States Code of Federal Regulations, Part 180 (2 CFR Part 180).

**Failure to submit the executed Certification as part of the bidding documents will make the bid nonresponsive and not eligible for award consideration.**

3) **Lobbying Certification**

This certification is required by 49 CFR 20. The form for this certification will be provided by the Department.

4) **Davis-Bacon Pre-determined Minimum Wage Rates**

Davis-Bacon requirements apply to all projects greater than $2,000 that are physically located within the existing right-of-way of a functionally classified city street or highway. The Davis-Bacon wage rates will be provided by the Department.

**5) "Build America, Buy America" Provisions**

Because federal highway funds are included in this project, "Build America, Buy America" requirements, as specified in Title 23 of the United States Code Section 313 and Title 23 of the Code of Federal Regulations Section 635.410, apply to this project. A section of the bidding documents should specify these requirements as part of the project and it should at least be noted in the advertisement for bids.

**OFFICE OF THE MAYOR**
**Molly Rawn**

LPA-005

September 3, 2025

Mr. David Siskowski

Division Head – Local Programs

Arkansas Department of Transportation

P. O. Box 2261

Little Rock, AR 72203

Re: ***Job #041004***

***F.A.P. TAPU-9142(63)***

***Transit Stop Enhancements***

***Washington County***

Dear Mr. Siskowski:

The full-time employee in responsible charge of the day to day oversight for the referenced project will be **Dane Eifling, Mobility Coordinator**. This letter certifies that the employee is aware of the duties and functions they are in charge of as outlined in the Agreement of Understanding. This employee may be reached by phone at (***479) 575-8243*** or by email at ***deifling@fayetteville-ar.gov***.

Sincerely,

**Molly Rawn**
Mayor Fayetteville, AR

Form LPA-006

**SPONSOR LETTERHEAD**

JOB NUMBER
JOB NAME
COUNTY

Title to the right of way necessary for the construction of this project has been acquired, *or will be acquired*, in accordance with applicable Federal Highway Administration procedures.

↓ indicate total number in each category here. Delete any categories not used in this job.

___ Tract(s)
___ Options(s)
___ Paid
___ Donation(s)
___ Negotiation Pending* - include tract number(s) and statement: *"It is anticipated that this/these tract(s) will be acquired by (date)."*
___ Condemnation(s) – (include Order of Possession date or date the Court Order was filed)
___ Condemnation(s) Pending* - include tract number(s) and anticipated filing date

* If applicable

↓delete the statement in each pair that does not apply

There are no displacees on this project.

**-Or-**

*Relocation Assistance has been provided in accordance with applicable Federal Highway Administration procedures and all displacees have moved from this project. There was/were # displaced (residence(s)/business(es)/personal property/etc) on the project.*

There are no structures located within the right of way area.

**-Or-**

*All structures have been removed from this project, except for those to be included as demolition items in the highway contract.*

No conflicting utilities are known to exist in the right of way area.

**-Or-**

*Necessary utility relocation has been, or will be, completed as shown in the attached Utility Status Report.*

There are no railroads involved on this project

**-OR-**

Tract(s) #___ shown above include(s) #____ (Permanent/Temporary Construction Easements) for _____ Railroad.

No right of way in excess of that needed for construction or future maintenance of this project was acquired.

*For Reference Only - No signature needed at this time*

Certified by:_____ Date:_____
(Type name)
(Type title)

Form LPA-007

**SPONSOR LETTERHEAD**

JOB NUMBER
JOB NAME
COUNTY

Title to the right of way necessary for the construction of this project was in public ownership prior to project development. No additional right of way was acquired.

There are no displacees on this project.

There are no structures located within the right of way area.

There are no railroads involved on this project.

No known conflicting utilities exist within the right of way area.

*For Reference Only - No signature needed at this time*

Certified by:_____ Date:_____
(Type name)
(Type title)

Form LPA-008

*PLEASE PRINT ON SPONSOR LETTERHEAD*

*CERTIFICATION LETTER*
*REQUESTING AUTHORITY TO ADVERTISE*

***DATE***

Ms. Jessie Jones, P.E.
Chief Engineer – Preconstruction
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

Re: ***Job #***
***Job Name***
***County***

Dear Ms. Jones:

The following documents are submitted concerning the referenced project:

1. One set of plans and specifications.
2. A copy of the preliminary estimate of cost.
3. An unexecuted copy of the bid proposal form.

I certify that the plans, specifications and estimate were prepared by or under the direct supervision of a Professional Engineer licensed to practice in the State of Arkansas and that the plans and specifications comply with the Americans with Disabilities Act (ADA), the American Association of State Highway and Transportation Officials (AASHTO) design standards, and all other applicable state and federal regulations, including airport clearance when necessary, for the type of work involved.

I understand that if any project items are declared non-participating in federal funds due to failure to comply with any State or federal requirements, the ***(Sponsor Name)*** will promptly repay such funds to the Arkansas Department of Transportation (ARDOT). Further, I hereby authorize the Director of the Arkansas State Department of Finance and Administration to transfer such funds from the ***(Sponsor Name)'s*** Motor Fuel Tax allotment to the ARDOT's RRA Fund upon notification by the ARDOT Director of that such funds are due ARDOT and have not been paid by the ***(Sponsor Name)***.

Approval to proceed with advertisement of the project for bids is requested.

Sincerely,

*For Reference Only - No signature needed at this time*

***NAME & OFFICE***
***(Sponsor's CEO)***

Enclosures

# GUIDELINES FOR ADVERTISING AND OPENING BIDS
# FEDERAL-AID PROJECTS

**Upon receipt of written authorization from the Arkansas Department of Transportation (Department), the project may be advertised for bids.** The following minimum guidelines for advertising must be met:

- The minimum advertising period is three weeks (21 days).

- In addition to meeting the State requirements for advertising for construction projects, the project must be advertised a minimum of two times in a statewide newspaper (online or print versions are acceptable).

- The notice must contain: (1) the time, date, and place that sealed bids are to be accepted, opened, and publicly read; (2) a brief description of the kind or type of work contemplated; and (3) the place at which prospective bidders may obtain plans and specifications.

- The Sponsor will forward a copy of the approved advertisement to the Department once advertisement starts. Any addenda will also be sent to the Department during the advertisement period.

- The Sponsor will include the following language in the solicitation for bids:

  "The **(INSERT SPONSOR NAME)** hereby notifies all bidders that this contract is subject to applicable labor laws, non-discrimination provisions, wage rate laws and other federal laws including the Fair Labor Standards Acts of 1938. The Work Hours Act of 1962 and Title VI of the Civil Rights Act of 1964 also apply."

  "Build America, Buy America provisions apply to this project."

- All bids received in accordance with the terms of the advertisement shall be publicly opened and at a minimum, the total amount bid must be read aloud (the sponsor may choose to read the bids item by item).

- If any bid received is not read aloud, the name of the bidder and the reason for not reading the bid aloud shall be publicly announced at the letting.

- In accordance with 23 CFR 635.110, any procedures and requirements for qualifying and licensing contractors must be approved by the Federal Highway Administration.

- **Negotiation with contractors during the period following the opening of bids and before the award of the contract is strictly prohibited.**

Form LPA-013

*PLEASE PRINT ON SPONSOR LETTERHEAD*

*CERTIFICATION LETTER*

*REQUESTING CONCURRENCE IN AWARD OF THE CONTRACT*

***DATE***

Ms. Jessie Jones, P.E.
Chief Engineer – Preconstruction
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

Re: ***Job #***
***Job Name***
***County***

Dear Ms. Jones:

The following documents are submitted concerning the referenced project:

1. One set of bid tabulations.
2. Justification of award (if low bid amount is greater than 10% over the estimate).
3. A check for $1,000 for ARDOT construction involvement.

I certify that the referenced project was advertised and bids were received in accordance with the regulations governing Federal-aid projects and all other applicable state and federal regulations, and that this process has been reviewed and approved by the ***(Sponsor Name)'s*** Attorney. Additionally, I certify that the bid is being awarded to the lowest responsive and qualified bidder and that there has not been, nor will there be, any negotiations with the contractor or other bidders regarding the amount bid.

Your concurrence in the award of this contract to ***(INSERT CONTRACTOR NAME)*** for ***(INSERT LOW BID AMOUNT)*** is requested.

Sincerely,

For Reference Only - No signature needed at this time

_____
Sponsor's CEO

_____
Sponsor's Attorney

Enclosures

Revised: 12/11/20

# CONSTRUCTION CERTIFICATION AND REIMBURSEMENT REQUEST



Job No.: _____
FAP: _____
County: _____
Job Name.: _____

**Payee/Sponsor:** _____
address _____

Federal Tax ID No.: _____

DATE: _____

PAY REQUEST # _____

FROM: _____ TO: _____

## SPONSOR'S REQUEST FOR PAYMENT

| | | |
|---|---|---|
| 1 | Maximum Approved Federal-aid Amount | |
| 2 | Original Contract Amount | |
| 3 | Net Changes by Change Orders | |
| 4 | Present Contract Total | |
| 5 | Present Federal-aid Amount (80% of Line 4 or Amount on Line 1, whichever is less) | |
| 6 | Work Completed to Date | |
| 7 | Federal Match (80% of Line 6 or amount on Line 5, whichever is less) | |
| 8 | Previous Reimbursements (Federal) | |
| 9 | ***Amount Due this Estimate*** (subtract Line 8 from Line 7) | $0.00 |

## Designated Full Time Employee In Responsible Charge

The information provided in this document is true and correct and I recommend that payment be made to the Contractor for this work.

By: _____ Date: _____

Title: _____

*For Reference Only - No signature needed at this time*

## Sponsor's CEO

Payment is requested from the Arkansas Department of Transportation for the Amount Due. I certify that the Contractor and/or subcontractor(s) are complying with the provisions of FHWA-1273, Required Contract Provisions, Federal-aid Construction Contracts, and Supplements; that the work has been completed by the Contractor in accordance with the plans and specifications; and that the Contractor has been paid for this work.

By: _____ Date: _____

Title: _____

## CHANGE ORDER SUMMARY

| | ADDITIONS | DEDUCTIONS |
|---|---|---|
| Total changes previously approved | | |
| Total approved this Request Period | | |
| TOTALS | | |
| NET CHANGES by Change Order (Line 3 above) | | |

DEPARTMENT USE ONLY

Recommended for Payment in Accordance with Project Agreement

_____
Resident Engineer

Approved for Payment

_____
State Construction Engineer

PAID

Voucher No. _____

Date:

**CONSTRUCTION CERTIFICATION AND REIMBURSEMENT REQUEST**

Revised: 12/11/20

**DETAIL ESTIMATE**



JOB NUMBER: _____

FAP: _____

JOB NAME: _____

REQUEST NO: _____ DATE: _____

FROM: _____ TO: _____

SPONSOR: _____

CONTRACTOR: _____

| A | B | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|---|
| ITEM NO. | DESCRIPTION OF WORK | SCHEDULED VALUE | WORK COMPLETED PREVIOUS REQUESTS | WORK COMPLETED THIS PERIOD | MATERIALS PRESENTLY STOCKPILED (NOT IN D or E) | TOTAL COMPLETED & STOCKPILED TO DATE (D+E+F) | % COMPLETED (G ÷ C) | BALANCE TO FINISH (C - G) |
| | | | | | | | | |
| | **GRAND TOTALS** | | | | | | | |

Form LPA-014

*For Reference Only - No signature needed at this time*

**COPY OF SPONSOR'S PAYMENT CHECK FOR THIS ESTIMATE MUST BE ATTACHED TO THIS FORM**

Form LPA-015

***Sponsor***

# LPA Report of Daily Work Performed

Job Name: _____ Job No.: _____

FAP No.: _____ Contractor: _____

Date: _____ Hours Worked: _____ – _____ Report No.: _____

## Project Conditions

| Site Conditions | Weather | Number of Contractor's Personnel |
|---|---|---|
| ____ Useable | ____ Sunny | ____ Laborers |
| ____ Partly Useable | ____ Partly Cloudy | ____ Carpenters |
| ____ Not Useable | ____ Rain | ____ Concrete Laborers |
| Min Temp. (F) ____<br>Max Temp. (F) ____ | Rainfall Amt. (in.) _____ | ____ Equip. Operators |
| Comments | | ____ Electricians |
| | | ____ Plumbers |
| | | ____ Foreman |
| | | ____ Other _____ |
| | | ____ Other _____ |

## Location and Description of Work Performed

## Special Instructions and/or Conversations

*For Reference Only - No signature needed at this time*

Signed: _____

Designated Full-time Employee

# ***SPONSOR***
# LPA Final Acceptance Report

| | | |
|---|---|---|
| **Job Name:** | | **Date:** |
| **Job No:** | **FAP No:** | |
| **County:** | **Route:** | |
| **Contractor:** | | |
| **Date Work Began:** | **Date Work Completed:** | |
| **Attendees:** | | |
| **Remarks:** | | |
| ☐ **Provide Digital Photos of Completed Project (minimum of 5)** | | |
| **Project Completed in Substantial Compliance with Plans and Specifications and Recommended for Final Acceptance by Sponsor**<br><br>_____<br>**Engineer** | **Recommended for Acceptance in Accordance with Project Agreement**<br><br>_____<br>**ARDOT Resident Engineer** | |

**Project Recommended for Acceptance**

**Designated Full-time Employee: _____**

**I certify that the Contractor and/or subcontractor(s) have complied with the provisions of FHWA-1273, Required Contract Provisions, Federal-aid Construction Contracts, and Supplements; that the project has been completed by the Contractor in accordance with the plans and specifications; that the Contractor has been paid for this work, and the project is hereby accepted.**

*Reference Only - No signature needed at this time*

_____

***SPONSOR's*** **CEO**

# 2 CFR Part 200

# UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS

Subpart D - Post Federal Award Requirements
Record Retention and Access

**§200.334 Retention requirements for records.**

Financial records, supporting documents, statistical records, and all other non-Federal entity records pertinent to a Federal award must be retained for a period of three years from the date of submission of the final expenditure report or, for Federal awards that are renewed quarterly or annually, from the date of the submission of the quarterly or annual financial report, respectively, as reported to the Federal awarding agency or pass-through entity in the case of a subrecipient. Federal awarding agencies and pass-through entities must not impose any other record retention requirements upon non-Federal entities. The only exceptions are the following:

(a) If any litigation, claim, or audit is started before the expiration of the 3-year period, the records must be retained until all litigation, claims, or audit findings involving the records have been resolved and final action taken.

(b) When the non-Federal entity is notified in writing by the Federal awarding agency, cognizant agency for audit, oversight agency for audit, cognizant agency for indirect costs, or pass-through entity to extend the retention period.

(c) Records for real property and equipment acquired with Federal funds must be retained for 3 years after final disposition.

(d) When records are transferred to or maintained by the Federal awarding agency or pass-through entity, the 3-year retention requirement is not applicable to the non-Federal entity.

(e) Records for program income transactions after the period of performance. In some cases recipients must report program income after the period of performance. Where there is such a requirement, the retention period for the records pertaining to the earning of the program income starts from the end of the non-Federal entity's fiscal year in which the program income is earned.

(f) Indirect cost rate proposals and cost allocations plans. This paragraph applies to the following types of documents and their supporting records: Indirect cost rate computations or proposals, cost allocation plans, and any similar accounting computations of the rate at which a particular group of costs is chargeable (such as computer usage chargeback rates or composite fringe benefit rates).

(1) *If submitted for negotiation.* If the proposal, plan, or other computation is required to be submitted to the Federal Government (or to the pass-through entity) to form the basis for negotiation of the rate, then the 3-year retention period for its supporting records starts from the date of such submission.

(2) *If not submitted for negotiation.* If the proposal, plan, or other computation is not required to be submitted to the Federal Government (or to the pass-through entity) for negotiation purposes, then the 3-year retention period for the proposal, plan, or computation and its supporting records starts from the end of the fiscal year (or other accounting period) covered by the proposal, plan, or other computation.

**§200.335 Requests for transfer of records.**

The Federal awarding agency must request transfer of certain records to its custody from the non-Federal entity when it determines that the records possess long-term retention value. However, in order to avoid duplicate recordkeeping, the Federal awarding agency may make arrangements for the non-Federal entity to retain any records that are continuously needed for joint use.

**§200.336 Methods for collection, transmission, and storage of information.**

The Federal awarding agency and the non-Federal entity should, whenever practicable, collect, transmit, and store Federal award-related information in open and machine-readable formats rather than in closed formats or on paper in accordance with applicable legislative requirements. A machine-readable format is a format in a standard computer language (not English text) that can be read automatically by a web browser or computer system. The Federal awarding agency or pass-through entity must always provide or accept paper versions of Federal award-related information to and from the non-Federal entity upon request. If paper copies are submitted, the Federal awarding agency or pass-through entity must not require more than an original and two copies. When original records are

# 2 CFR Part 200

# UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS

Subpart D - Post Federal Award Requirements
Record Retention and Access

electronic and cannot be altered, there is no need to create and retain paper copies. When original records are paper, electronic versions may be substituted through the use of duplication or other forms of electronic media provided that they are subject to periodic quality control reviews, provide reasonable safeguards against alteration, and remain readable.

**§200.337 Access to records.**

*Records of non-Federal entities.* The Federal awarding agency, Inspectors General, the Comptroller General of the United States, and the pass-through entity, or any of their authorized representatives, must have the right of access to any documents, papers, or other records of the non-Federal entity which are pertinent to the Federal award, in order to make audits, examinations, excerpts, and transcripts. The right also includes timely and reasonable access to the non-Federal entity's personnel for the purpose of interview and discussion related to such documents.

(a) *Extraordinary and rare circumstances.* Only under extraordinary and rare circumstances would such access include review of the true name of victims of a crime. Routine monitoring cannot be considered extraordinary and rare circumstances that would necessitate access to this information. When access to the true name of victims of a crime is necessary, appropriate steps to protect this sensitive information must be taken by both the non-Federal entity and the Federal awarding agency. Any such access, other than under a court order or subpoena pursuant to a bona fide confidential investigation, must be approved by the head of the Federal awarding agency or delegate.

(b) *Expiration of right of access.* The rights of access in this section are not limited to the required retention period but last as long as the records are retained. Federal awarding agencies and pass-through entities must not impose any other access requirements upon non-Federal entities.

**§200.338 Restrictions on public access to records.**

No Federal awarding agency may place restrictions on the non-Federal entity that limit public access to the records of the non-Federal entity pertinent to a Federal award, except for protected personally identifiable information (PII) or when the Federal awarding agency can demonstrate that such records will be kept confidential and would have been exempted from disclosure pursuant to the Freedom of Information Act (5 U.S.C. 552) or controlled unclassified information pursuant to Executive Order 13556 if the records had belonged to the Federal awarding agency. The Freedom of Information Act (5 U.S.C. 552) (FOIA) does not apply to those records that remain under a non-Federal entity's control except as required under §200.315. Unless required by Federal, state, local, and tribal statute, non-Federal entities are not required to permit public access to their records. The non-Federal entity's records provided to a Federal agency generally will be subject to FOIA and applicable exemptions.

# CERTIFICATION FOR GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his knowledge and belief that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including sub grants, and contracts and subcontracts under grants, sub grants, loans and cooperative agreements) which exceed $100,000, and that all such sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

City of Fayetteville

Sponsor

Signature

Mayor Molly Rawn

Name (Sponsor's CEO)

# Federal Funding Accountability and Transparency Act (FFATA)
# Reporting Requirements

*(For more information go to https://www.fsrs.gov/)*

FFATA was signed on September 26, 2006. The intent is to empower every American with the ability to hold the government accountable for each spending decision. The end result is to reduce wasteful spending in the government. The FFATA legislation requires information on federal awards (federal financial assistance and expenditures) be made available to the public via a single, searchable website, which is www.USASpending.gov.

A Prime Grant Recipient (Arkansas Department of Transportation (hereinafter called ARDOT)) awarded a new Federal grant greater than or equal to $25,000 as of October 1, 2010 is subject to FFATA sub-award reporting requirements as outlined in the Office of Management and Budget guidance issued August 27, 2010. **ARDOT is required to file a FFATA sub-award report for any sub-grant awarded to a sub-awardee greater than or equal to $25,000.** As a sub-awardee, City of Fayetteville shall provide the following information to ARDOT in order to fulfill FFATA reporting requirements:

- ✔ A Unique Entity Identifier (UEI) of the sub-awardee receiving the award and the parent entity of the recipient, should the sub-awardee be owned by another entity;
- ✔ The names and total compensation of the five most highly compensated officers of the sub-awardee **if** the sub-awardee in the preceding Federal fiscal year received 80 percent or more of its annual gross revenues in Federal awards; and $25,000,000 or more in annual gross revenues from Federal awards; and the public does not have access to information about the compensation of the senior executives of the sub-awardee through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

# Required Sub-Awardee Information

(A) Sub-Awardee UEI: FKCQRMDULFH9 UEI Expiration Date: _____

Parent (if applicable) UEI: N/A UEI Expiration Date: _____

(B) In the preceding completed Federal fiscal year, did your business or organization (the legal entity to which the UEI number entered above belongs) receive (1) 80 percent or more of its annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements; and (2) $25,000,000 or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements?

Yes (No)

***If "Yes" is selected, answer (C).***

(C) Does the public have access to information about the compensation of the executives in your business or organization (the legal entity to which the UEI entered above belongs) through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986?

(Yes) No

***If "Yes" is selected, visit http://www.sec.gov/edgar.shtml for reference.***

***If "No" is selected, answer (D).***

(D) **If "No" was selected in Question "C"**, complete the following information for the five (5) most highly compensated executives in your business or organization (the legal entity to which the UEI entered above belongs). Amount should reflect the Total Compensation Amount in the preceding completed Federal fiscal year in U.S. whole dollars.

Sub-Awardee Names and Compensation of Most Highly Compensated Officers

1. Name: _____ Amount: $_____
2. Name: _____ Amount: $_____
3. Name: _____ Amount: $_____
4. Name: _____ Amount: $_____
5. Name: _____ Amount: $_____

# LPA Project Quarterly Report Form

*For Reference Only - No signature needed at this time*

**Date:**

| | | | |
|---|---|---|---|
| **Job No.:** | **Job Name:** | | |
| **F.A.P.:** | **Funding Program:** | **Year:** | **Quarter:** |
| **Sponsor:** | **Submitted By:** | | |
| **Sponsor Phone:** | **Sponsor Email:** | | |

**Progress Report:**

## CURRENT PROJECT STATUS

| | | | | |
|---|---|---|---|---|
| **Construction Plans:** | ☐ 30% | ☐ 60% | ☐ 90% | ☐ Final |
| **Environmental Clearance:** | ☐ ARDOT to Handle | ☐ Preliminary | ☐ Partially Complete | All Permits Received ☐ Date: / Final Clearance ☐ Date: |
| **Right of Way Acquisition:** | ☐ No Acquisition Needed | ☐ ROW Plans in Progress | ROW Plans Approved ☐ Date: | Acquisition Documents Approved ☐ Date: |
| | ☐ Acquisition Underway | Acquisition Complete ☐ Date: | Right of Way Certification Submitted ☐ Conditional ☐ Final Date: | |
| **Utility Relocation:** | ☐ Utility Relocation Not Necessary | Relocation Plans Prepared ☐ Date: | ☐ Relocation Underway | Relocation Complete ☐ Date: |
| **Authority to Advertise:** | Request Submitted ☐ Date: | ARDOT Approval Received ☐ Date: | Bid Opening Date: | |
| **Concurrence in Award:** | Request Submitted ☐ Date: | ARDOT Approval Received ☐ Date: | Contract Executed ☐ Date: | |
| **Construction:** | Progress (%) 0% | Estimated Completion Date: | Project Completed ☐ Date: | |

ARDOT Contact:

# CHANGE ORDER FORM

Form LPA-022

ARDOT JOB NO.: _____ F.A.P. No.: _____ **CHANGE ORDER NO.:** _____

JOB NAME: _____ DATE PREPARED: _____

OWNER: _____ PREPARED BY: _____

CONTRACTOR: _____

**DESCRIPTION OF CHANGE(S):**

*For Reference Only - No signature needed at this time*

**JUSTIFICATION / REASON FOR CHANGE(S):**

**SUMMARY**

| ITEM NO. | ITEM | UNIT | UNIT PRICE | PRESENT | | REVISED | |
|---|---|---|---|---|---|---|---|
| | | | | QUANTITY | AMOUNT | QUANTITY | AMOUNT |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
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| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | | $ - | | $ - |
| | | | | TOTALS: | $ - | | $ - |

# CHANGE ORDER FORM

Form LPA-022

**CHANGES TO CONTRACT PRICE:**

| | |
|---|---|
| ORIGINAL CONTRACT PRICE | |
| CURRENT CONTRACT PRICE ADJUSTED BY PREVIOUS CHANGE ORDERS | |
| THE CONTRACT PRICE DUE TO THIS CHANGE ORDER WILL BE (INCREASED) / (DECREASED) BY | $ - |
| THE NEW CONTRACT PRICE, INCLUDING THIS CHANGE ORDER, WILL BE | **$ -** |

**CHANGES TO CONTRACT TIME:**

| | | |
|---|---|---|
| THE CURRENT CONTRACT TIME | _____ | DAYS |
| THE CONTRACT TIME WILL BE (INCREASED) / (DECREASED) BY | _____ | DAYS |
| THE CONTRACT PERIOD, INCLUDING THIS CHANGE ORDER, SHALL BE | _____ | DAYS |

**APPROVALS:**

ENGINEER: [INSERT ENGINEER NAME HERE]

Signature Date

CONTRACTOR: [INSERT CONTRACTOR NAME HERE]

Signature Date

*For Reference Only - No signature needed at this time*

OWNER: [INSERT OWNER NAME HERE]

Signature Date

ARDOT RESIDENT ENGINEER CONCURS

Signature Date

ARDOT LOCAL PROGRAMS APPROVES

Signature Date

# Title VI Requirements and Responsibilities

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*"

ARDOT is a recipient of federal funds from the U.S. Department of Transportation modal agencies, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All recipients/subrecipients of federal funding must comply with the requirements of Title VI of the Civil Rights Act of 1964 and other nondiscrimination statues, regulation, and authorities.

Therefore, the sponsor (subrecipient) must also comply with the requirements of Title VI and its responsibilities.

Upon receipt of ARDOT reimbursement, the subrecipient will be required to establish Title VI compliance. ARDOT's Title VI Coordinator or designee will contact the subrecipient to request the following information:

- **Name of designated Title VI/ADA/Section 504 Coordinator**
- **Notice of Nondiscrimination**
- **Complaint Procedure and Process**
- **Complaint Form**
- **Standard USDOT Title VI/Non-Discrimination Assurances**
    - Must be signed annually by highest ranking official

The Title VI Coordinator or designee will assist the subrecipient in establishing the information as needed. For further information or inquiries, please contact the Civil Rights Division at 501-569-2299.

Form LPA-031

*Please Print on Sponsor Letterhead*
*(Request for ARDOT On-call Consultant)*

***DATE***

Mr. David Siskowski
Division Head – Local Programs
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

Re: ***Job #***
***Job Name***
***County***

Dear Mr. Siskowski:

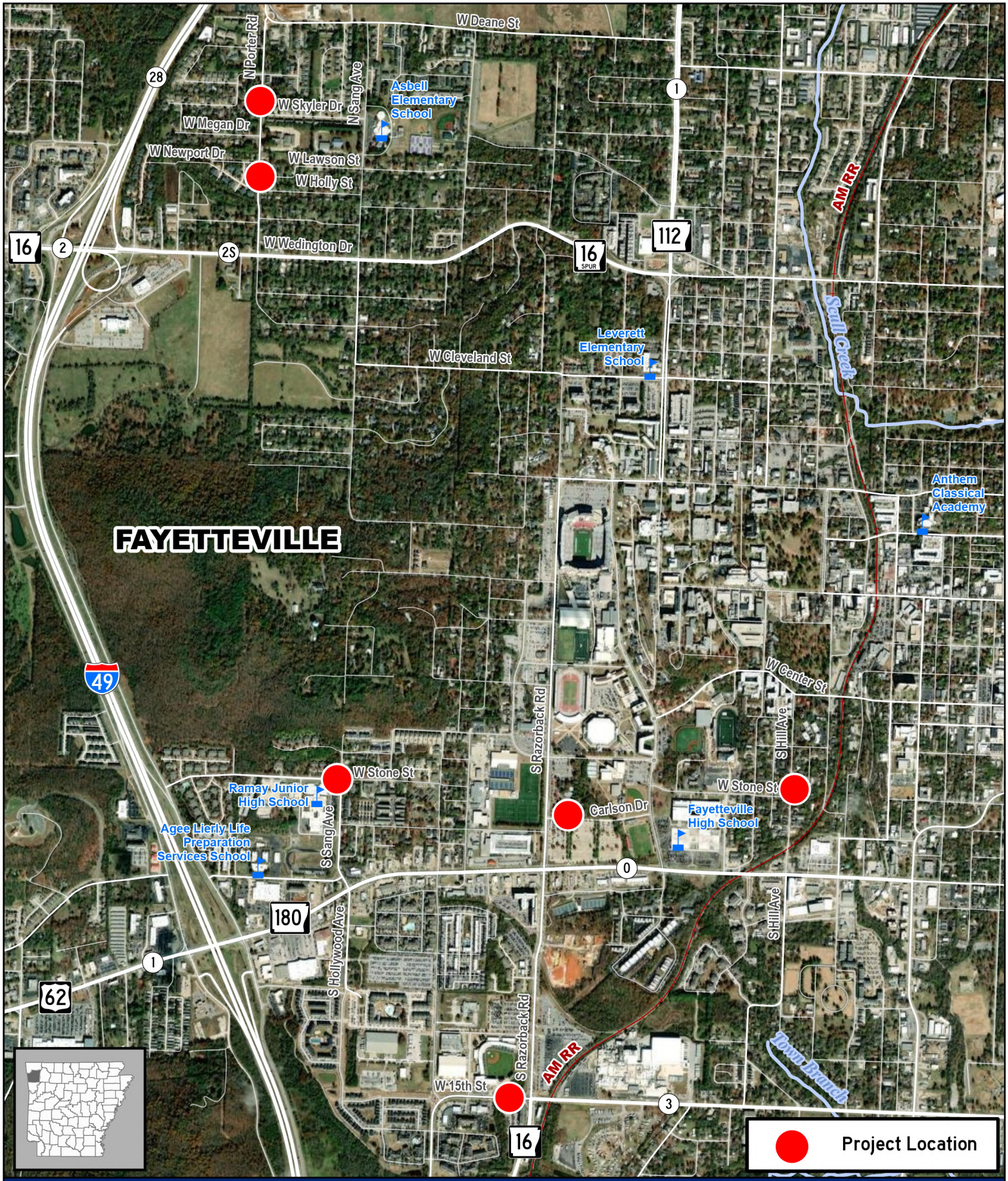
We are interested in the Department contracting with an on-call consultant on our behalf. This letter certifies our understanding that, as the Sponsor, we remain responsible for the duties and functions outlined in the Agreement of Understanding, including full project management of the referenced project. Should an on-call consultant be assigned, their services would be limited to the ***[INDICATE PHASE(S) (i.e. Planning, Design, Environmental, Right of Way, Utility Relocation, and/or Construction Engineering)]*** phase(s).

We also acknowledge that the Department retains full discretion in selecting the on-call consultant. We understand that this decision may be based on factors including but not limited to current availability, workload, qualifications, and geographic location of the project.

Sincerely,

*For Reference Only - No signature needed at this time*

***NAME & OFFICE***
***(Sponsor's CEO)***




# Job 041004

## Transit Stop Enhancements (Fayetteville) (S)

### Washington County

N

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION

0 500 1,000 2,000 Feet

PM: PD: cp44759: 7/10/2025

Document Path: \\san1\gis\ProgramsContracts\Sketches\041004\041004.aprx

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1761

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Kara Paxton, City Clerk Treasurer

**FROM:** Chanci Fondren, Deputy City Clerk - Codifier

**SUBJECT:** **Approve a resolution for the City of Fayetteville, Arkansas to encourage Safe Gun Storage Education.**

---

**RECOMMENDATION:**
Staff recommends approval of the attached Secure Firearm Storage Notification Resolution to encourage gun safety and awareness for all residents.

**BACKGROUND:**
This issue was brought forward to the Fayetteville Youth Advisory Council by the Students Demand Action Club at Fayetteville High School. The Fayetteville Youth Advisory Council felt this was a pertinent issue to the youth and voted to bring the item forward to City Council with a vote of 6-0.

**DISCUSSION:**
The resolution would allow for the City of Fayetteville to commit to Safe Gun Storage Education and encourage agencies throughout the City of Fayetteville to collaborate on safe gun storage education.

**BUDGET/STAFF IMPACT:**
N/A

**ATTACHMENTS:** 3. Staff Review Form, 4. Fayetteville Youth Adivsory Council - Forwarded & Approved Legislation Text, 5. Additional Information - Safe Storage Research

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

**File #:** 2025-1761

**A RESOLUTION TO ENCOURAGE SECURE FIREARM STORAGE AND GUN SAFETY AWARENESS FOR ALL RESIDENTS**

**WHEREAS**, evidence strongly suggests that secure firearm storage is an essential component to any effective strategy to keep schools and students safe; and

**WHEREAS**, an estimated 4.6 million American children live in households with at least one loaded, unlocked firearm; and

**WHEREAS**, every year, roughly 350 children under the age of 18 unintentionally shoot themselves or someone else, that's nearly one unintentional shooting per day, and 70 percent of these incidents take place inside a home; and

**WHEREAS**, another 1,200 children and teens die by gun suicide each year, most often using guns belonging to a family member and among children ages 1 – 17 years old, firearms have been the leading cause of death in Arkansas; and

**WHEREAS**, research shows that secure firearm storage practices are associated with up to an 85 percent reduction in the risk of self-inflicted and unintentional firearm injuries among children and teens; and

**WHEREAS**, the U.S. Secret Service National Threat Assessment Center recommends the importance of appropriate storage of firearms because 76 percent of school shooters used firearms acquired from the homes of parents or close relatives; and

**WHEREAS**, across the country, lawmakers, community members, and local leaders are working together to implement public awareness campaigns, such as the BE SMART program, which is endorsed by the National PTA and which encourages secure gun storage practices and highlights the public safety risks of unsecured guns; and

**WHEREAS**, school districts across the country have begun to proactively send materials home to parents and guardians informing them of applicable firearm storage laws and firearm secure storage best practices; and

**WHEREAS**, in order to continue with preventative measures to increase community safety we must promote safe gun storage education in the City of Fayetteville.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas is committed to Safe Gun Storage Education in the City of Fayetteville and encourages agencies throughout the City of Fayetteville to collaborate with local law enforcement agencies, health agencies, and non-profits to inform parents and guardians about secure storage of firearms in their homes.

Section 2: That the City Council of the City of Fayetteville, Arkansas encourages community organizations, youth groups, non-profits, and pertinent local agencies to create an appropriate letter, in English and Spanish, to parents and guardians that explains the importance of secure gun storage in preventing minors from accessing guns, and that the best practice for secure gun storage is to keep all guns unloaded, locked up, and separate from ammunition.

**City of Fayetteville Staff Review Form**

**2025-1761**

**Item ID**

**10/7/2025**

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

| Chanci Fondren | 9/5/2025 | CITY CLERK (051) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approval of a resolution for the City of Fayetteville, Arkansas to encourage Safe Gun Storage Education.

## Budget Impact:

| Account Number | Fund |
|---|---|
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #**

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

**Comments:**

**CITY OF FAYETTEVILLE**
**SECURE FIREARM STORAGE NOTIFICATION RESOLUTION TO ENCOURAGE GUN SAFETY AND AWARENESS FOR ALL RESIDENTS**

**WHEREAS**, evidence strongly suggests that secure firearm storage is an essential component to any effective strategy to keep communities safe; and

**WHEREAS**, an estimated 4.6 million American children live in households with at least one loaded, unlocked firearm; and

**WHEREAS**, every year, roughly 350 children under the age of 18 unintentionally shoot themselves or someone else, that's nearly one unintentional shooting per day, and 70 percent of these incidents take place inside a home; and

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Section 2: That the City Council of the City of Fayetteville, Arkansas encourages community organizations, youth groups, non-profits, and pertinent local agencies to create an appropriate letter, in English and Spanish, to parents and guardians that explains the importance of secure gun storage in preventing minors from accessing guns, and that the best practice for secure gun storage is to keep all guns unloaded, locked up, and separate from ammunition.

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/30/2025 |
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| **From:**<br>Name & Title | Fayetteville Youth Advisory Council |
| **To:**<br>Name & Title | City Council |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 09/30/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1761 |
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AMERICAN PSYCHOLOGICAL ASSOCIATION



Date created: February 29, 2024

# APA adopts resolution on secure firearms storage to prevent suicides

*Notes effectiveness of placing time, distance between individuals and firearms to save lives*

WASHINGTON — The American Psychological Association has taken a significant step toward addressing the public health crisis of suicide by adopting a resolution calling for secure firearms storage (/about/policy/firearm-safety-prevent-suicide) .

Recognizing the urgent need to address the high prevalence of firearm-related suicides in the United States, APA's governing Council of Representatives approved, by a vote of 157-6, a resolution aimed at promoting secure firearms storage practices. This resolution underscores the critical role psychologists and health care providers can have in preventing suicides (/topics/suicide) by advocating for secure firearm storage and safety strategies.

Firearms were used in 54.6% of suicides in 2022, according to the Centers for Disease Control and Prevention. Moreover, 72% of suicides completed by veterans in 2021 were attributed to firearms, according to the resolution.

The measure emphasizes the effectiveness of actions such as the voluntary secure storage of firearms during a mental health crisis, highlighting research indicating that such steps can prevent suicides by creating time and distance between individuals and lethal means.

"The adoption of this resolution reflects APA's commitment to addressing the complex issue of suicide prevention," said APA President Cynthia de las Fuentes, PhD. "By promoting the knowledge of secure firearms storage practices and increasing awareness of lethal means safety, we can save lives and make meaningful progress in reducing suicide rates."

The resolution also advocates for increased funding at federal, state and local levels to support initiatives aimed at preventing suicides through secure firearms storage practices. And it calls on psychologists, health care professionals, policymakers and the public to support efforts to implement evidence-based strategies outlined in the resolution to prevent suicides and promote mental health and safety in communities across the nation. Finally, it encourages graduate clinical and counseling psychology programs and continuing education programs to train psychology students, psychologists and other public health providers in secure firearms storage strategies to prevent suicide.

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**Find this article at:**
https://www.apa.org/news/press/releases/2024/02/securing-firearms-storage-prevent-suicides

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# Effectiveness of Interventions to Promote Safe Firearm Storage

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Despite supportive evidence for an association between safe firearm storage and lower risk of firearm injury, the effectiveness of interventions that promote such practices remains unclear. Guided by the Preferred Reporting Items for Systematic Reviews and Meta-Analyses (PRISMA) checklist, we conducted a systematic review of randomized and quasi-experimental controlled studies of safe firearm storage interventions using a prespecified search of 9 electronic databases with no restrictions on language, year, or location from inception through May 27, 2015. Study selection and data extraction were independently performed by 2 investigators. The Cochrane Collaboration's domain-specific tool for assessing risk of bias was used to evaluate the quality of included studies. Seven clinic- and community-based studies published in 2000–2012 using counseling with or without safety device provision met the inclusion criteria. All 3 studies that provided a safety device significantly improved firearm storage practices, while 3 of 4 studies that provided no safety device failed to show an effect. Heterogeneity of studies precluded conducting a meta-analysis. We discuss methodological considerations, gaps in the literature, and recommendations for conducting future studies. Although additional studies are needed, the totality of evidence suggests that counseling augmented by device provision can effectively encourage individuals to store their firearms safely.

firearms; program evaluation; safety

Abbreviations: DVRO, domestic violence restraining order; IPH, intimate partner homicide; IPV, intimate partner violence.

## INTRODUCTION

According to the Centers for Disease Control and Prevention, about 118,000 Americans including 18,000 individuals younger than 20 years of age sustained fatal or nonfatal firearm injuries in 2013 (1). Such injuries lead to substantial mortality, psychological and physical morbidity, and high costs resulting from medical expenses, reduced productivity, and diminished quality of life (2–7). Gun ownership is an independent risk factor for firearm injury (8–16), and estimates indicate that guns are present in about one third of US households (17, 18). However, only a few interventions aimed at limiting firearm ownership have been tested (19–21), and such prevention strategies remain socially and politically contentious. Some studies have also suggested that gun owners prefer not to be asked to remove firearms from their homes (22, 23).

Notably, more than one half of US households store a gun unlocked and/or loaded (17, 24), which provides an opportunity to pursue other strategies to prevent firearm injuries. Safe storage, including methods such as keeping guns unloaded, locked, and separate from locked ammunition, has been widely endorsed as a firearm injury prevention strategy by medical professional societies (25–27). Several firearm advocacy organizations have also encouraged some form of safety practices as an integral element of responsible gun ownership (28–30). Importantly, adult patients and parents of pediatric patients do not seem to be bothered by conversations about guns (22, 23, 31), and the concept of safe firearm storage has enjoyed broad public support (32).

Case-control and cross-sectional studies among children and adults have consistently shown a lower risk of self-inflicted firearm injuries and deaths in households that practice safe storage compared with those in which guns are stored unlocked and/or loaded (9–11, 13, 15, 33, 34), although some of those studies were limited by insufficient statistical power (9, 10, 34). In addition, a study of a nationally representative sample of suicide decedents found that individuals living in households with safe storage practices were less likely to commit suicide using a firearm (35). This finding is notable because of the importance of specifically preventing *firearm-related* suicide attempts since the case fatality of those (85%) is greater than that of other methods such as suffocation (69%)



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or poisoning (2%) (36). Given that suicide attempts are commonly impulsive acts (37, 38), safe firearm storage may mitigate the risk of fatal self-harm by reducing immediate access to lethal means. Our knowledge on the association between safe firearm storage practices and risk of unintentional or assault-related firearm injuries is somewhat limited. Nonetheless, a few studies have indeed observed a lower risk of unintentional and assault-related firearm injuries among individuals living in households that practice safe firearm storage (13, 14, 39).

Several community- or clinic-based interventions have been conducted to promote safe firearm storage practices. A systematic review of such interventions that included 1 randomized controlled trial and 6 before-after or after-only studies was published in 2003 and found that 4 of 7 studies demonstrated effectiveness in improving household firearm storage practices (40). Considering methodological limitations of included studies, the authors concluded that it was not clear what types of interventions or which specific components of those may encourage gun owners to securely store their firearms (40). We sought to systematically review all randomized and quasi-experimental controlled studies that tested the effectiveness of community- or clinic-based safe firearm storage interventions.

## METHODS

### Data sources and search strategy

The Preferred Reporting Items for Systematic Reviews and Meta-Analyses (PRISMA) guidelines (41) were followed in the conduct and reporting of this systematic review. A broad search strategy was used to encompass the full range of safe firearm interventions. Published studies were identified and cross-checked by 2 reviewers (A.R.R. and J.A.S.) through a systematic search of the PubMed, Cochrane Library, Embase, Web of Science, PsycINFO, Scopus, Cumulative Index to Nursing and Allied Health Literature, Campbell Collaboration, and Education Resources Information Center databases. Using prespecified terms, we conducted electronic searches from inception through May 27, 2015, with no restrictions on language or setting (Web Appendix 1 and Web Table 1

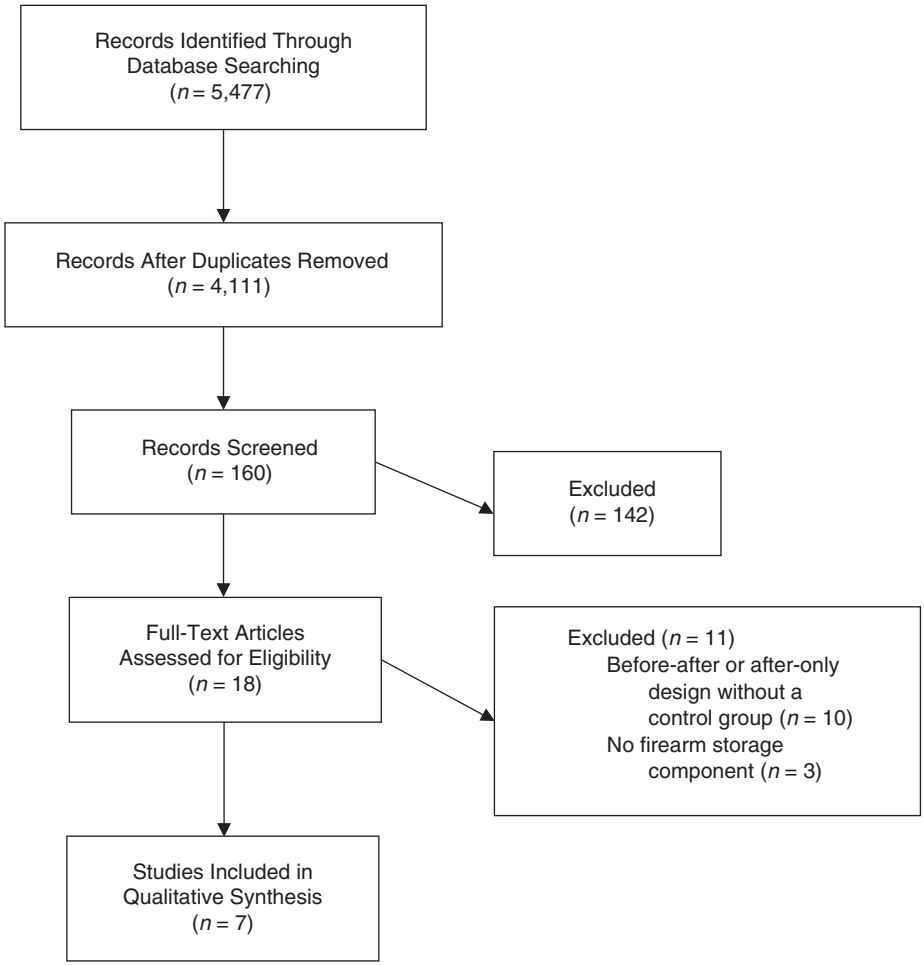



**Figure 1.** Flow diagram for identification, screening, and selection process of studies published in 2000–2012 and included in this review. Study selection was guided by the Preferred Reporting Items for Systematic Reviews and Meta-Analyses. For excluded studies, the subtotals exceed the total number because of overlapping features of studies.

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available at http://aje.oxfordjournals.org/). Citations of identified papers and reviews were then hand searched to identify eligible records to supplement the electronic searches.

### Study selection

The following eligibility criteria were used to select studies: 1) The study used a randomized or quasi-experimental controlled design; 2) the intervention included a component that promoted safe firearm storage by any means; and 3) the outcome included a measurable firearm storage practice such as keeping guns locked, storing guns unloaded, keeping ammunition locked, and/or storing ammunition in a separate location from guns. A "secure gun storage or safety device" is defined under 18 USC §921(a)(34) as 1) a device that, when installed on a firearm, is designed to prevent the firearm from being operated without first deactivating the device (e.g., trigger lock, cable lock); 2) a device incorporated into the design of the firearm that is designed to prevent the operation of the firearm by anyone not having access to the device; or 3) a safe, gun safe, gun case, lockbox, or other device that is designed to be or can be used to store a firearm and that is designed to be unlocked only by means of a key, a combination, or other similar means (42). Studies that used a before-after or after-only design without a control group were excluded. Identified records were first assessed for eligibility on the basis of title and abstract. Full manuscripts of potentially eligible abstracts and articles were then evaluated to determine whether the inclusion criteria were met. Study selection was performed independently by 2 reviewers (A.R.R. and J.A.S.).

### Data extraction and study quality assessment

By use of a prespecified data extraction form, detailed information from all studies that met the inclusion criteria was collected and characterized largely in accord with the *Cochrane Handbook for Systematic Reviews of Interventions* (43) with the following items: 1) authors; 2) year of publication; 3) design; 4) unit of intervention; 5) setting; 6) population; 7) experimental intervention; 8) control intervention; 9) duration of follow-up; 10) outcomes; 11) findings; and 12) key conclusions.

We evaluated the quality of studies on the basis of the Cochrane Collaboration's domain-specific tool for assessing risk of bias (44). Using this tool, which is neither a score sheet nor a checklist, we made critical assessments for different quality domains, including selection, performance, detection, attrition, reporting, and other types of bias (Web Appendix 2). Although such biases are typically classified under 1 of 3 main groups of bias in epidemiologic research (i.e., selection bias, measurement error, and confounding), we use the terms proposed by the Cochrane Collaboration for consistency in language throughout this article. Results of quality assessment are presented as "low," "high," or "unclear" risk of bias for each domain separately on the basis of the following items: 1) random sequence generation; 2) allocation concealment; 3) blinding (separately for participants, study personnel, and outcome assessors); 4) incomplete outcome data; 5) selective reporting; and 6) other sources of bias. Two investigators (A.R.R. and J.A.S.) independently reviewed each article for quality and discussed discrepancies to reach a consensus in consultation with a third reviewer (F.P.R.).

### Data synthesis and analysis

A 3-level cross-classification scheme was developed to categorize included studies. We used this classification to give a structured overview of all studies and to enhance the qualitative synthesis of information. First, studies were classified into 1 of the following 2 mutually exclusive categories: 1) those that used a randomized controlled design and 2) those that used a quasi-experimental controlled design. Second, within each of those categories, studies were classified into 1 of the following 2 mutually exclusive categories: 1) those that used individuals as the unit of intervention (e.g., individually randomized controlled trials) and 2) those that used groups of individuals as the unit of intervention (e.g., cluster-randomized controlled trials). We use the term "unit of intervention" instead of "unit of randomization" as not all included studies were randomized controlled trials. Third, within each of the 4 aforementioned categories, studies were further classified into 1 of the following 3 mutually exclusive categories (40): 1) those that provided both counseling and a safe firearm storage device; 2) those that provided counseling without a safe firearm storage device; and 3) those that provided a safe firearm storage device without counseling. We define the term "counseling" throughout this article as a structured set of educational messages or campaigns about safe firearm storage

**Table 1.** Cross-Classification of Included Studies Published in 2000–2012

| First Author, Year (Reference No.) | Type of Intervention | Study Type |
|---|---|---|
| Carbone, 2005 (21) | Counseling with safe storage device provision | Group, quasi-experimental[a] |
| Barkin, 2008 (46) | Counseling with safe storage device provision | Group, randomized |
| Grossman, 2000 (20) | Counseling without safe storage device provision | Individual, randomized[a] |
| Stevens, 2002 (49) | Counseling without safe storage device provision | Group, randomized |
| Albright, 2003 (45) | Counseling without safe storage device provision | Individual, quasi-experimental |
| Sidman, 2005 (48) | Counseling without safe storage device provision | Group, quasi-experimental |
| Grossman, 2012 (47) | Safe storage device provision without counseling | Group, randomized |

[a] "Individual" and "group" refer to the unit of intervention.



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**Table 2.** Description and Findings of Included Studies Published in 2000–2012 by Type of Intervention

| First Author, Year (Reference No.) | Study Design | Unit of Intervention | Study Setting | Study Population | Intervention Group | Control Group | Duration of Follow-up for Primary Analysis | Primary Outcomes | Findings | Key Conclusions |
|---|---|---|---|---|---|---|---|---|---|---|
| *Counseling With Safe Storage Device Provision* | | | | | | | | | | |
| Carbone, 2005 (21) | Two-arm, nonparallel group, quasi-experimental controlled trial | Family | Pediatric clinic located in an urban community health center in Tuscon, Arizona | Predominantly Hispanic families of children and adolescents attending clinic visits. Mean ages of children in the intervention and control groups were 6.5 and 5.9 years, respectively. Study was restricted to gun-owning families | Physician-delivered 1- to 2-minute gun safety verbal counseling + gun safety brochure + provision of free gunlock with instructions ($n = 73$ families) | Usual anticipatory guidance ($n = 78$ families) | One month. A total of 2,649 families completed the baseline survey; about 8% had firearms. Study was completed on 73% of original gun-owning families | Removal of all guns from home. Improvement in safe gun storage among households with guns at follow-up. Improvement in overall gun safety practices among all households | Removal of all guns from home: 22% intervention, 17% control; RR = 1.3 (95% CI: 0.7, 2.5). Improvement in safe gun storage among households with guns at follow-up: 51% intervention, 12% control; RR = 4.1 (95% CI: 2.1, 8.3). Improvement in overall gun safety practices among all households: 62% intervention, 27% control; RR = 2.3 (95% CI: 1.5, 3.4) | Office-based safe gun storage counseling supported with written information and a free gunlock resulted in significant improvements in safe gun storage behaviors but did not affect removal of firearms from home |
| Barkin, 2008 (46) | Two-arm, parallel group, randomized controlled trial | Practice | Pediatric clinics in 41 US states, Canada, and Puerto Rico participating in the practice-based research network of the American Academy of Pediatrics | Families (90% mothers) of children aged 2–11 years attending well-child pediatric clinic visits. Study was not restricted to gun owners, but safe firearm storage outcomes were analyzed only among gun owners | Physician-delivered, office-based violence prevention intervention using motivational interviewing with a component on safe firearm storage and provision of free cable gunlocks ($n = 68$ practices) | Usual care regarding injury/violence prevention + literacy promotion handout ($n = 69$ practices) | One and 6 months. Greater than 80% of eligible families participated across all sites | Change over time in self-reported use of firearm cable locks among gun owners | Using firearm cable locks—1 month: 64% intervention, 59% control; RD = 12% ($P = 0.006$); 6 months: 68% intervention, 54% control; RD = 22% ($P < 0.001$) | Office-based counseling supported with provision of free cable gunlocks significantly increased safe firearm storage among gun-owning families |
| *Counseling Without Safe Storage Device Provision* | | | | | | | | | | |
| Grossman, 2000 (20) | Two-arm, parallel group, randomized controlled trial | Practitioner | Nine urban and suburban family medicine and pediatric practices at Group Health Cooperative (a staff-model health maintenance organization) in western Washington | Gun-owning and non-gun-owning families of children and adolescents attending well-child visits. Mean ages of children in the intervention and control groups were 3.5 and 4.0 years, respectively | Practitioner-delivered verbal and written gun safety counseling and provision of coupons for obtaining 1 trigger lock and 1 lockbox at a discount for gun-owning families, and provided counseling to not acquire a gun for non-gun-owning families ($n = 29$ practitioners) | Usual practice ($n = 28$ practitioners) | 3 months. A total of 2,082 eligible households approached; 1,673 (80%) kept appointment with practitioner during study period; of those, baseline and follow up data were collected on 1,292 (77%) | Removal of firearms from households among gun-owning families. Acquisition of a safe firearm storage device among gun-owning families. Acquisition of firearm among nongun-owning families | Removal of firearms from households: 6.7% intervention, 5.7% control; RD = 1.1% (95% CI: −0.4, 5.9). Acquisition of a safe firearm storage device: 27% intervention, 21% control; RD = 6.3% (95% CI: −1.3, 17.2). Acquisition of firearm among the entire study population: 1.3% intervention, 0.9% control ($P = 0.44$) | A single counseling session delivered during well-child visits combined with economic incentives to purchase safe storage devices did not lead to changes in household gun ownership or storage patterns |

**Table continues**

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**Table 2.** Continued

| First Author, Year (Reference No.) | Study Design | Unit of Intervention | Study Setting | Study Population | Intervention Group | Control Group | Duration of Follow-up for Primary Analysis | Primary Outcomes | Findings | Key Conclusions |
|---|---|---|---|---|---|---|---|---|---|---|
| Stevens, 2002 (49) | Two-arm, parallel group, randomized controlled trial | Practice | Twelve pediatric primary care practices in mostly rural areas of New England, United States | Gun-owning and non-gun-owning families of fifth and sixth grade children attending pediatric well-child visits | Practitioner-delivered counseling about safety (including safe gun storage, seatbelts, and bicycle helmets); clinic site support (site visits, telephone calls, newsletters, and informational materials); and regularly scheduled printed materials mailed to families ($n = 6$ practices) | Practitioner-delivered counseling about alcohol and tobacco use; clinic site support (site visits, telephone calls, newsletters, and informational materials); and regularly scheduled printed materials mailed to families ($n = 6$ practices) | Visits at 12, 24, and 36 months; 90% ($n = 3,145$) of eligible families returned baseline survey with only 4% lost to follow-up and 1% withdrew over 36 months | Guns in home in locked storage | For storing guns unlocked, at 12 months: OR = 1.3 (95% CI: 0.9, 1.8); at 24 months: OR = 1.2 (95% CI: 0.8, 1.6); at 36 months: OR = 1.2 (95% CI: 0.9, 1.7) | Office-based safe gun storage counseling supported with long-term reinforcement did not improve locking of household guns |
| Albright, 2003 (45) | Three-arm, parallel group, quasi-experimental controlled trial | Patient | Urban, community-based, university-affiliated, family practice residency teaching clinic in Corpus Christi, Texas | Adults or families (mostly female and Hispanic; mean age = 45 years) of children attending clinic visits. The study was restricted to gun owners | Group intervention 1: gun ownership survey and verbal counseling on safe gun storage ($n = 36$ patients). Group intervention 2: gun ownership survey, verbal counselling, and written counseling on safe gun storage ($n = 52$ patients) | Gun ownership survey only ($n = 39$ patients) | 60–90 days. Less than 0.5% of those with firearms in home refused participation | Improvement or decrement in safe gun storage practices as indicated by a change in practices from baseline to follow-up: locked guns, unloaded guns, no child access, or moving guns to a safer place | Made a safe change: 33% control, 64% group intervention 1, 58% group intervention 2. Made an unsafe change: 31% control, 22% group intervention 1, 31% group intervention 2 | Office-based verbal counseling with or without written materials made a positive impact on safe firearm storage habits |
| Sidman, 2005 (48) | Two-arm, parallel group, quasi-experimental controlled trial | County | King County, Washington, and 9 other counties outside of Washington without child access prevention laws in 1996 | Study area handgun-owning households with children in home | Gun safe storage community educational campaign consisting of television and radio announcements, billboards, community-distributed educational materials, and discount coupons for lockboxes ($n = 1$ county) | A total of 9 counties were combined into 1 group to serve as the referent | Two cross-sectional assessments in 1996 and 2001. A total of 13% of those contacted refused, 85% not eligible in 1996; similar numbers in 2001 | Handgun-related outcomes: all stored with formal locking devices (trigger locks, lockboxes, or gun safes); all stored in lockboxes or gun safes; any stored loaded; any stored loaded without a formal locking device; any stored loaded and not in a lockbox or gun safe | Interyear odds ratios comparing 2001 vs. 1996—all stored with formal locking devices: ORs = 1.5 among intervention and 1.3 among control groups; all stored in lockboxes or gun safes: ORs = 1.7 among intervention and 1.7 among control groups; any stored loaded: ORs = 0.7 among intervention and 1.1 among control groups; any stored loaded without a formal locking device: ORs = 0.5 among intervention and 0.9 among control groups; any stored loaded and not in a lockbox or gun safe: ORs = 0.6 among intervention and 0.7 among control groups | A broad, educational community-based safe firearm storage campaign combined with economic incentives to purchase lockboxes did not improve safe storage practices |

**Table continues**

**Table 2.** Continued

| First Author, Year (Reference No.) | Study Design | Unit of Intervention | Study Setting | Study Population | Intervention Group | Control Group | Duration of Follow-up for Primary Analysis | Primary Outcomes | Findings | Key Conclusions |
|---|---|---|---|---|---|---|---|---|---|---|
| *Safe Storage Device Provision Without Counseling* | | | | | | | | | | |
| Grossman, 2012 (47) | Two-arm, parallel group, randomized controlled trial | Household | Six villages in 2 different regions in western Alaska, United States | Gun-owning Alaska Natives (74% male), 73% with children in home, and all 19 years of age or older | Installation of free long gun cabinet and safety message about keeping all guns and ammunition locked in the cabinet ($n = 129$ households) | Using a "wait list" design, the control group received the intervention 12 months after baseline ($n = 126$ households) | 12 months. Of 259 eligible households, 255 agreed to participate; approximately 84% and 81% of households recontacted at 12- and 18-month follow-up, respectively | Any guns unlocked. Ammunition unlocked. Any guns loaded and unlocked. Both guns and ammunition unlocked | Any guns unlocked: 35% intervention, 89% control ($P < 0.001$). Ammunition unlocked: 36% intervention, 84% control ($P < 0.001$). Any guns loaded and unlocked: 2% intervention, 9% control ($P = 0.065$). Both guns and ammunition unlocked: 23% intervention, 78% control ($P < 0.001$) | Installation of free long gun cabinets supported with safe gun storage messages improved the safe storage of guns and ammunition among rural Alaskan households |

Abbreviations: CI, confidence interval; OR, odds ratio; RD, risk difference; RR, risk ratio.

delivered at the individual or community level. The counseling could be of any length, from minutes to months, depending on the study design.

No attempt to conduct a meta-analysis was made because of notable between-study heterogeneity in settings, populations, and interventions. This decision does not indicate that included studies had no commonalities. For instance, the majority of included studies used health-care provider-delivered messages among children, adolescents, and their families during clinic visits. Nonetheless, differences were sufficiently meaningful that we deemed a pooling of effect measures across studies unwise and uninformative.

## RESULTS

### Identified studies

Of 18 articles identified through the search followed by screening, 7 studies met all the inclusion criteria and were included in this review (Figure 1) (20, 21, 45–49). The 11 excluded articles had used a before-after or after-only design without a control group (19, 50–58) and/or lacked a firearm storage component (19, 54, 59). In addition, 2 articles were linked to the same quasi-experimental study (54, 56).

Table 1 presents the included studies using the 3-level cross-classification scheme. Four randomized controlled trials and 3 quasi-experimental controlled studies were included in this review (classification level 1). Two studies used individuals and 5 studies used groups as the unit of intervention (classification level 2). Two studies provided both counseling and a safe firearm storage device, 4 studies provided counseling without a safe firearm storage device, and 1 study provided a safe firearm storage device without counseling (classification level 3).

### Intervention characteristics

Six studies provided a form of counseling. Five of those studies included health-care provider-delivered messages at family medicine or pediatric practices among adult patients or children, adolescents, and their families during clinic visits (Table 2). Such counseling typically included brief verbal and/or written messages; however, the content of those messages differed between studies. Three studies adapted material from the Steps to Prevent Firearm Injuries in the Home program (20, 21, 45). The Steps to Prevent Firearm Injuries in the Home program, developed jointly by the American Academy of Pediatrics and the Brady Center to Prevent Gun Violence, is an educational program designed to facilitate health-care provider-delivered counseling to patients regarding the inherent risk of guns in households and the community. The Steps to Prevent Firearm Injuries in the Home program kit included a health-care provider manual, family brochures, and educational posters. All 3 studies focused solely on safe firearm storage practices and provided 1- or 2-minute-long messages as part of the intervention. In the study by Grossman et al. (20), families without household firearms were counseled about the risks associated with access to household firearms and discouraged from introducing firearms into their household in the future. Families with household firearms were

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counseled that the safest action for the entire family would be to remove guns from the household, and if they decided to keep firearms in their home they could reduce the risk of injury by storing them unloaded and in locked position. Additionally, coupons for obtaining 1 trigger lock and 1 lockbox at a discount were provided. The other 2 studies (21, 45) restricted attention to families with household firearms only and delivered the aforementioned message. In the study by Carbone et al. (21), participants in the intervention group received a free gunlock that was able to fit all handguns and long guns in all calibers and came with illustrated instructions.

Barkin et al. (46) specifically used motivational interviewing techniques to discuss children's access to firearms when parents expressed concern or if the provider was concerned after reviewing family behaviors. Motivational interviewing is a patient-centered counseling style that assesses interest and confidence in changing and elicits behavior change by helping patients explore and resolve ambivalence. In this study, motivational interviewing was part of a multicomponent intervention that was guided by social cognitive theory and emphasized modifying behavior through skills building for both the provider (counseling behavior) and patient (behaviors at home). Providers were specifically trained to apply motivational interviewing as part of the intervention. Safe firearm storage practice was only 1 of several behaviors assessed in this investigation as it also targeted other outcomes such as media use and discipline approaches. Providers offered tangible tools (minute timers for disciplinary timeouts and limiting media, as well as cable locks (as many as were requested), to store firearms more safely) to participants in the intervention arm.

The study by Stevens et al. (49) included both clinical practice and home interventions and was unique in that it was delivered over a 36-month period. The investigators modified the focus of well-child visits from screening and providing facts to engaging the child and parent in a joint conversation and encouraging communication about safe firearm storage. Study staff provided ongoing support to clinical sites after the initial office-based intervention using site visits, telephone calls, newsletters, and information materials and with regularly scheduled visual and printed materials mailed to the families. Safe firearm storage practice was 1 of several behaviors assessed in this investigation as it additionally targeted alcohol consumption, smoking, and bicycle helmet use.

The study by Sidman et al. (48) was the only investigation included in this review that focused on a community campaign. It used television and radio announcements, educational materials, and billboards to promote safe firearm storage. The campaign centered on the slogan, "Buy a Box for Your Gun, Not Your Kid." Educational materials bearing the slogan were often accompanied by a picture of an empty child-sized coffin or an unlocked cabinet containing a handgun and were distributed to physicians, clinics, nursing organizations, churches, schools, parent-teacher associations, and law enforcement offices. In addition, $10 coupons were provided for the purchase of $80 Cannon lockboxes (Cannon Safe, Inc., Las Vegas, Nevada) stocked by a major regional department store chain. The experimental community was King County, Washington, and the control communities included 9 counties outside of Washington State and west of the Mississippi River.

In the study by Grossman et al. (47), the intervention centered on the installation of a free long gun cabinet in households in rural villages in western Alaska. Up to 2 gun cabinets were installed along with instructions and a handout on use, a brief safety message about keeping all guns and ammunition locked in the cabinet, and instructions to keep the cabinet key in a secure location. The installer observed and certified that all guns and ammunition were secured in the cabinet after demonstrating its use. We did not consider this intervention to have included a form of counseling as previously defined; as such, it served as the only investigation in which the observed effect, if any, could reasonably be attributed to the provision of a safety device and not counseling in our opinion.

### Intervention effects

A range of outcomes was evaluated in the studies (Table 2) mainly due to heterogeneity in the nature of interventions, as well as differences in the study populations and settings. Most studies restricted attention to gun-owning families and examined changes over time in safe firearm storage practices, such as keeping guns unloaded and locked, keeping ammunition locked and separate from firearms, removing access to guns by children, and moving guns to a safer place including removing them entirely from the household. There were investigations, however, in which the study population included non-gun-owning families (20); because outcomes pertaining to removal of guns from the household or use of a safety device did not apply to this subgroup, other outcomes such as acquisition of guns over the course of the study were assessed.

All 3 studies (21, 46, 47) in which a free safe firearm storage device was provided showed a significant improvement in safe storage practices (Table 2). In the study by Carbone et al. (21), families in the intervention group were more likely than those in the control group to have improved overall gun safety practices over the follow-up period (relative risk = 2.29, 95% confidence interval: 1.52, 3.44). In the study by Barkin et al. (46), households in the intervention group substantially increased (9.7%) in storing firearms with cable locks, while those in the control group decreased (−11.7%) their use of that device over the follow-up period (risk difference = 22%; $P < 0.001$). In the study by Grossman et al. (47), 35% of homes in the intervention group and 89% of those in the control group reported having any guns unlocked at follow-up ($P < 0.001$). An important feature of this study was that, unlike other investigations in which the outcomes were ascertained mainly by self-report, the outcome was also examined through direct observation; interviewers observed whether any guns or ammunition was visible outside a safe or cabinet around the interior of the home.

Among 4 studies (20, 45, 48, 49) in which no free safe firearm storage device was provided, only 1 (45) showed a significant improvement in safe firearm storage practices. Notably, 2 of those 4 studies (20, 48) provided economic incentives such as coupons for purchasing a safe firearm storage device; however, devices were not available for free and required the study participants to take additional steps to receive them, such as calling a toll-free number.



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**Table 3.** Risk of Bias in Included Studies Published in 2000–2012 Using Cochrane Collaboration's Domain-Specific Tool for Quality Assessment

| First Author, Year (Reference No.) | Random Sequence Generation | Allocation Concealment | Blinding[a] | Incomplete Outcome Data | Selective Reporting | Other Sources of Bias |
|---|---|---|---|---|---|---|
| | | | *Counseling With Safe Storage Device Provision* | | | |
| Carbone, 2005 (21) | High. Nonrandom component based on a preselected order for intervention | High. Nonconcurrent groups with explicitly unconcealed procedures | Unclear. Insufficient information on whether outcome assessment was blinded | Unclear. Insufficient information on handling missing outcome data | Low. Published report includes all expected outcomes | Low. Other important sources of bias unlikely; specific analyses conducted to account for differences in safe storage between comparison groups at baseline |
| Barkin, 2008 (46) | Low. Computer-generated random assignment list | Low. Central allocation | Low. Unblinded but outcome assessment likely not influenced | Unclear. A large fraction of practices discontinued or were excluded; however, they were mostly balanced in numbers across 2 arms with somewhat similar, but not highly specific reason ("due to failure to collect eligible data") | Unclear. Published report includes information on main outcome (use of cable locks); however, a number of other safe firearm storage outcomes were measured and not reported | Low. Other important sources of bias unlikely |
| | | | *Counseling Without Safe Storage Device Provision* | | | |
| Grossman, 2000 (20) | Low. Computer-generated random number | Unclear. Insufficient information on method of concealment | Unclear. Unblinded to participants and personnel but insufficient information on whether outcome assessment was blinded | Unclear. Equal proportions of intervention and control groups lost to follow-up, but reasons unclear | Unclear. Published report includes all expected primary outcomes; however, reporting of gun acquisition was not restricted to nongun owners (i.e., the third indicated outcome was not reported) | Low. Other important sources of bias unlikely |
| Stevens, 2002 (49) | Low. Computer-generated random number | Unclear. Insufficient information on method of concealment | Unclear. Insufficient information on whether outcome assessment was blinded | Unclear. Insufficient information on handling missing outcome data | Low. Published report includes all expected outcomes | Unclear. Insufficient information on strategies to minimize residual confounding by differences between comparison groups at baseline |
| Albright, 2003 (45) | High. Systematic nonrandom component based on preselected survey days | High. Rotation of survey days | Low. Outcome assessment was blinded | Low. 29 patients were lost to follow-up; sensitivity analyses did not materially change the results | Low. Published report includes all expected outcomes | Unclear. Insufficient information on strategies to minimize residual confounding by differences between comparison groups at baseline |

**Table continues**

**Table 3.** Continued

| First Author, Year (Reference No.) | Random Sequence Generation | Allocation Concealment | Blinding[a] | Incomplete Outcome Data | Selective Reporting | Other Sources of Bias |
|---|---|---|---|---|---|---|
| Sidman, 2005 (48) | High. Nonrandom component based on a preselected site for intervention | High. Explicitly unconcealed procedures | Unclear. Unblinded and insufficient information on whether it affected outcome assessment | Unclear. Insufficient information on handling missing outcome data | Low. Published report includes all expected outcomes | Unclear. Insufficient information on strategies to minimize residual confounding by differences between comparison groups at baseline; presence of local firearm safety initiatives in control counties during the study period |
| *Safe Storage Device Provision Without Counseling* | | | | | | |
| Grossman, 2012 (47) | Low. Computer-generated random number | Low. Central allocation | Low. Unblinded but outcome assessment likely not influenced | Unclear. Insufficient information on handling missing outcome data; 19% intervention and 13% control households lost to follow-up at 12 months but reasons unclear | Low. Published report includes all expected outcomes | Low. Other important sources of bias unlikely |

[a] As recommended by the Cochrane Collaboration, separated for 1) participants and personnel during the study and 2) outcome assessors.

### Quality assessment

Overall, the included studies were of sufficiently high quality. Nonetheless, a wide range of risk of bias in different quality domains was observed (Table 3). Risk of selection bias was generally high for quasi-experimental controlled studies as the treatment assignment was not truly a random process and that allocation was not concealed (21, 45, 48). The risk of detection bias was unclear for several studies because the available information on blinding of outcome assessment was insufficient (20, 21, 48, 49). Some studies failed to report how incomplete outcome data were handled, leading to an unclear risk of attrition bias (20, 21, 46–49). Finally, a few investigations did not report characteristics of the study groups at baseline in sufficient detail leading to concerns about residual confounding, especially considering their relatively small sample size (45, 48, 49).

Despite these limitations, we believe that the large effect measures observed in studies that showed significant improvements in safe firearm storage practices make it unlikely that bias could explain the entirety of such associations. Some studies provided specific information to improve judgment about the potential effect of bias. For instance, Carbone et al. (21) acknowledged the limitations of a nonconcurrent design; nonetheless, they were not aware of any significant community gun-related program or event occurring during the study period that may have notably influenced their results. Likewise, some investigators noted the possibility of social desirability bias generated by participants' tendency to respond in an "acceptable" manner; however, the setting and nature of interventions coupled with the strength and direction of observed effects led them to conclude that their findings would be unlikely to have been dramatically distorted by such bias (45, 46).

## DISCUSSION

Four of the 7 clinic- or community-based interventions included in this systematic review were effective at promoting safe firearm storage practices. A central finding of this systematic review is that all 3 studies (21, 46, 47) in which free devices were provided improved safe firearm storage practices. On the other hand, 2 interventions that provided economic incentives to acquire safe firearm storage devices were ineffective (20, 48). A serious need exists for additional high-quality randomized controlled trials of such interventions to inform policy and practice.

Studies included in this systematic review represent substantial progress over the past decade in the methodology used to design and evaluate safe firearm storage interventions. Another systematic review of safe firearm storage interventions published in 2003 (40) included only 1 randomized controlled trial and 6 before-after or after-only studies with no control group that had a number of methodological limitations. In that systematic review, 2 of 3 before-after studies (51, 52, 55) that assessed safe firearm storage interventions were effective, while another study (19) that evaluated firearm removal and acquisition among families with a depressed adolescent was ineffective. Both after-only studies (50, 53) demonstrated some firearm storage practices among participants; however, they were limited by small sample sizes.



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Through our literature search, we also identified 3 safe firearm storage interventions (56–58) that were not included in either review (Web Table 2). Two after-only studies (56, 57) assessed firearm storage practices among adult gun owners exposed to a firearm-related public safety campaign, and 1 before-after investigation (58) examined a school-based program targeting gun-owning adults with children in the home. All 3 interventions were found to be effective. Overall, among all studies in the literature to date that assessed firearm storage interventions, 7 of 8 in which a free safe firearm device was provided were found to be effective (21, 46, 47, 51, 52, 56, 58). Notably, the eighth study (50) assessed the use of a free trigger lock without measuring overall safe firearm storage practices among law enforcement officers.

### Considerations for future studies

That most studies offering a free safe firearm storage device were effective is consistent with an abundance of evidence regarding effectiveness of other health-care interventions (e.g., promoting medication or immunization adherence) in which removing economic and time barriers to follow clinical and public health recommendations has been shown to improve adherence (60–62). Given the relatively small cost of devices such as trigger locks, some of which are available for as little as $10, future interventions should strongly consider providing them to study participants. Knowledge regarding the impact of safe firearm storage promotion by type of device provision strategy (e.g., installing, handing out, mailing) or type of device (e.g., firearm cabinets, lockboxes, or cable or trigger locks) is quite limited and can be enhanced only through future comparative effectiveness studies.

Results from a 2004 survey showed that more than 20% of US individuals and households report owning more than 1 firearm, and approximately one half of firearm owners report owning more than 3 firearms (63). Interventions that do not provide a sufficient number of devices to secure *all* household firearms may find that individuals in the experimental group continue to report unsafe storage of *some* household firearms even if improvements in safe storage were made due to the intervention. This is particularly relevant given that the risk of self-inflicted firearm injuries is probably most dependent on the availability of a single firearm (64). Thus, interventions aimed at improving safe storage among only a limited number of household firearms may find that improvements in safe firearm storage do not ultimately lead to lower risk of firearm-related injury.

The safety of household firearm storage can be improved by keeping firearms unloaded and separate from locked ammunition, or locked, by using firearm cabinets, lockboxes, or cable or trigger locks. Future studies should develop and implement baseline and follow-up instruments that capture changes in each of those behaviors, as well as cumulative and overall improvements in safe firearm storage practices. Strategies to control for differences in baseline storage practices between study groups, especially in quasi-randomized and small randomized studies, are of utmost importance. Another consideration for future studies is whether to recommend the removal of firearms from the household, especially in households with individuals at high risk for self-inflicted injury (e.g., those with substance use disorders or other suicide risk factors) (65, 66). Removal of household firearms likely confers the greatest firearm-related injury risk reduction given that several studies have suggested that firearm *availability* is more strongly associated with injury than firearm *accessibility* (64, 67). One potential method for promoting a balanced message is using materials from the Steps to Prevent Firearm Injuries in the Home program, as demonstrated in 3 of the studies included in this review (20, 21, 45). In those studies, families were counseled that the safest action would be to remove guns from the household, and if they chose to keep firearms in their home they could reduce the risk of injury by storing them unloaded and in locked position. However, recommendations to remove firearms from the home may enjoy less success than those promoting continued ownership with safe firearm storage (19, 20), and care should be taken in these discussions considering some firearm owners may prefer not to be asked to remove firearms from their homes (22, 23).

The effect of firearm interventions on non-firearm-owning individuals and families is also of importance. Firearm interventions may reinforce previous decisions not to acquire firearms or, as noted by Grossman et al. (20), may convince nonowners that safely storing firearms sufficiently decreases the risk of ownership thereby prompting a gun purchase. The outcome of interest in such studies would be the acquisition of firearms by nonowners and safe storage practices around newly acquired firearms. However, given that those outcomes are likely to be rare events, studies will require substantially larger study groups to have sufficient power to detect significant intervention effects.

An important aspect of the clinic-based intervention studies included in this review is that some individuals in the control group also received advice to safely store their firearms as a component of "usual care." For instance, 51% of control families in the study by Barkin et al. (46) discussed safe firearm storage with their provider. This is not surprising given that surveys have shown that firearm counseling is a common topic of discussion in some clinics, particularly in pediatrics (68, 69). Safe firearm storage intervention studies are typically pragmatic rather than explanatory in nature; therefore, the inclusion of a usual care arm is common and indeed desirable. This is an important consideration affecting decisions on sample size in safe firearm storage trials because the receipt of safety messages by control groups may result in a smaller intervention effect measure as a reflection of diminishing contrasts between study groups.

Motivations for firearm acquisition, ownership, and storage methods are complex, and little is known about such contextual factors or how they help to explain the effectiveness (or lack thereof) of safe firearm storage interventions. Most states have enacted some legislation mandating safer firearm storage in households with children (70); however, our knowledge on whether such laws and regulations truly influence storage practices is limited. Also, a large proportion of gun owners report keeping firearms for protection and voice concerns about delays in accessing a safely stored firearm during threatening situations (21, 51, 63). Additional studies are needed to determine whether the effectiveness of safe firearm storage interventions is modified by reasons for ownership or



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perceived neighborhood safety. If such characteristics are shown to modify the intervention effect, future studies may consider the potential benefit of newly emerging "smart" firearm technologies, such as bracelets, watches, and implantable chips, that restrict the ability to discharge a firearm specifically to the owner (71), thereby allowing more immediate access to firearms while also reducing firearm-related injury risk to others in the household. Importantly, while smart technology is an encouraging development in the field of firearm safety, studies have not assessed whether using such technology decreases risk of firearm-related injury or whether such devices confer unique risks to firearm owners (e.g., device malfunction). The widespread acceptability of such technology to firearm owners is also unknown.

Studies promoting safe firearm storage may benefit from including theme analyses aimed at improving our understanding of the complex reasons for firearm ownership, how patients perceive study interventions, and the credibility of intervention staff. Such mixed-method studies may also be helpful in improving our understanding of how participants perceive discussions about risks associated with firearm ownership and access, and if such perceptions differ by whether children are present in the household. For instance, firearm owners without children may be less likely to be convinced of personal risk rather than risk for children. Given that a majority of firearm owners are male (63), including in dual-parent households (72), and that most participants in pediatric clinic-based intervention studies in this review were mothers, improving our understanding of household dynamics after firearm interventions may be enlightening. That there appears to be a gender gap in awareness of household firearm ownership and storage practices introduces yet another layer of complexity faced by firearm storage interventions (72, 73).

Modifying firearm storage behaviors may require approaching firearm owners using a framework similar to that used in addressing other complex health behaviors, such as chronic disease management and substance use disorders. With that in mind, safe firearm storage interventions may benefit from moving beyond basic safety messages by adopting motivational interviewing techniques similar to those used in the study by Barkin et al. (46), in which patient-centered counseling is used to elicit behavior change by exploring ambivalence surrounding behavior change and promoting patient-centered solutions. Although such strategies may prove to be more effective than basic safety messages, implementing motivational interviewing strategies is likely to be substantially more time and resource intensive as they often require provider training sessions and greater time commitment during clinical encounters; these are barriers that have impeded the implementation of motivational interviewing in other settings (74).

This systematic review included studies that sought to examine the effectiveness of safe firearm storage interventions without specification of the target population. However, of the 7 included studies, 5 specifically targeted households with children, and 41%–73% of households in the remaining studies had children present. This focus on children likely stems from a public consensus regarding the consequences of unsupervised access to firearms by children and a preexisting emphasis on injury prevention among pediatric practitioners and researchers. However, that safe storage is also associated with a lower risk of self-inflicted firearm injuries among adults (11, 15) suggests the need for studies to address safe firearm storage in households without children. Additionally, most studies in this systematic review targeted the general population in terms of participants' likelihood of safe firearm storage and overall suicide risk. Future studies may consider specifically testing such interventions among populations most likely to store firearms unsafely (e.g., individuals with substance use disorders) or those who may be most likely to benefit from firearm safety interventions (e.g., individuals with risk factors for self-inflicted or unintentional injury). Although observational studies have demonstrated that safe firearm storage is associated with lower risk of firearm injury and death (11, 13, 15, 35), a crucial next step is to assess firearm injury outcomes following safe firearm storage interventions. In the meantime, additional observational studies to assess the association between safe firearm storage and less frequently studied outcomes, such as unintentional or assault-related firearm injuries and deaths, would be valuable.

Additional opportunities for improvement in the methodological quality of studies that seek to examine safe firearm storage interventions do exist. Such studies should use a randomized controlled design whenever possible. To the extent possible, studies should be designed to be pragmatic in nature, utilizing nonrestrictive screening and inclusion criteria, and take into account issues of crossover, contamination, and the content of usual care. The conduct and reporting of such studies need to closely follow Consolidated Standards of Reporting Trials guidelines to ensure comprehensiveness and allow for comparison across studies (75). Several studies included in this systematic review failed to provide information on blinding of outcome assessment and did not report how incomplete outcome data were handled, leading to concerns about measurement error and selection bias. Studies that provide a safe firearm storage device typically rely on self-report of storage practices that may in turn introduce a strong potential for social desirability bias (a form of measurement error). Such bias is likely above and beyond a "baseline" social desirability associated with reporting firearm storage in general considering that those study participants indeed received a free device. Future studies can benefit from objective measurement of such practices (e.g., household inspection) as was done in the study by Grossman et al. (47) and by measuring the types of firearms present in each household (e.g., handgun, shotgun), as this may be indicative of reasons for firearm ownership (e.g., handgun for protection) and may help to explain intervention effectiveness. We call for creating a set of standards in measuring baseline and follow-up safe firearm storage practices in future trials. The number of household firearms and all components of safe firearm storage practice need to be accurately measured at baseline and follow-up points using the same instrument and assessors to allow for the comparison of participants' characteristics at baseline and alleviation of concerns about residual confounding. Such a measurement scheme would naturally lend itself to an appropriate analysis of change in each group that could in turn have desirable effects on the precision of effect measures.

We faced some limitations in the conduct of this systematic review. The number of studies meeting our inclusion criteria was small, as we included only studies that used a



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randomized or quasi-experimental controlled design; however, it is notable that we found only a small number of studies of safe firearm storage interventions that used other designs (e.g., before-after, after-only). These small sample sizes highlight an urgent need to improve the current state of knowledge regarding safe firearm storage. The included studies varied in both design and risk of bias. Our cross-classification of studies according to their design was an attempt to organize the available information; however, the small number of studies included in each subgroup precluded our ability to compare the effectiveness in 1 subgroup of studies versus others. For the same reason, it was also not possible to examine the intervention effect measures stratified by the methodological quality of the included studies. Finally, the considerable heterogeneity of safe firearm storage interventions conducted to date precluded a meaningful pooling of findings across them. Considering the nature of such interventional studies, it is unlikely that an effect measure from a single firearm storage intervention can be readily applied to the variety of settings and populations in which firearm storage is relevant.

This systematic review meaningfully contributes to the evidence base regarding the effectiveness of interventions that promote safe firearm storage. Findings from additional methodologically sound randomized controlled trials are needed to inform evidence-based policy and practice for public health practitioners and clinicians in the future. The further development and implementation of effective gun safety interventions may require approaching firearm storage behaviors with the same attention to complexity as other health-care interventions addressing chronic disease management or substance use disorders. Future studies will benefit from focusing on individualized strategies to address firearm behavior change through acknowledging and addressing complex motivations for gun ownership and storage, removing economic and time barriers through providing free safe firearm storage devices directly, and adhering to rigorous methodological principles in the conduct and reporting of trials.

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# Locked and UN-loaded: The Importance of Safe and Secure Firearm Storage

Safely and securely storing firearms can reduce gun injuries and deaths, and is a practice supported by researchers, health care professionals, and gun owners alike.

Published **May 25, 2023**

By Aliza Rosen

GUN VIOLENCE | INJURY PREVENTION




Responsible gun ownership is not only about how, where, and when a person uses their firearm; it's also about how they store it when not in use. However, only about half of gun owners practice safe and secure firearm storage.

Cassandra Crifasi, PhD '14, MPH (https://publichealth.jhu.edu/faculty/3089/cassandra-crifasi), co-director of the Johns Hopkins Center for Gun Violence Solutions (https://publichealth.jhu.edu/departments/health-policy-and-management/research-and-practice/center-for-gun-violence-solutions) and a gun owner herself, explains best practices for safely and securely storing firearms and how doing so reduces injuries, homicides, and suicides, and mass shootings.

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(https://publichealth.jhu.edu)

**pkins University**

**When we say safe and secure gun storage, what exactly does that mean?**

Safe and secure are two complementary components: Safe means unloaded, and secure means locked up. Putting these two together, the most quintessential safe and secure storage (https://publichealth.jhu.edu/departments/health-policy-and-management/research-and-practice/center-for-gun-violence-solutions/solutions/safe-and-secure-gun-storage) is a gun being unloaded, locked in a gun safe or lockbox, and the ammunition is stored separately.

Each step closer to the gun being ready to fire introduces opportunities for unintentional injury. So ideally, ammunition is stored in a different lockbox, but for some people who own guns for home- or self-defense, the idea of storing ammunition separately is not appealing. If that's the case, guns should be locked in a quick-access safe, preferably unloaded. The ammunition can be in the magazine in the same lockbox, but not loaded. If it does have to be loaded, it shouldn't have a round chambered.

**What are some other ways to store a firearm?**

Firearm storage is a spectrum. At one end is the least safe and secure: having a loaded, unsecured handgun somewhere in the house. At the other end is the preferred method: unloaded and locked up.

Between those are various ways people can practice some level of gun storage, including trigger locks, which prevent the trigger from being pulled, and metal cable locks, which go through the magazine well or ejection port and lock with a key. Cable locks typically prevent guns from being loaded while locked.

These methods generally don't meet best practices for safe and secure storage, and they can even create a false sense of security. Trigger locks still allow a gun to be loaded, and applying one to an already loaded gun has caused people to unintentionally discharge the firearm. A cable lock can be cut off with everyday tools. But at the end of the day, we have to meet people where they are; something is better than nothing when it comes to firearm storage.

**What if someone doesn't have a place in the house to safely and securely store a firearm?**

We need to challenge the notion that it isn't possible or convenient to safely and securely store a firearm in a home. There are lots of high-quality safes that are the size of an encyclopedia, and it's easy to install a safe that's bolted to your bed frame, the floor, or the wall.

That said, there may be times when people want to store guns outside of the home, and there are locations across states that offer temporary offsite gun storage. Our Center has worked with partners in Maryland (https://mdpgv.org/safestoragemap/) to create a map of all of these places—including gun shops, armories, gun ranges, and law enforcement agencies—based on a similar project in Colorado (https://coloradofirearmsafetycoalition.org/gun-storage-map/). Some places allow you to rent a locker, others will take the gun into their inventory, but it's entirely voluntary, no questions asked, and the owner can retrieve it at any time.

**What are some common mistakes people make when it comes to gun storage?**

Mistakes are often rooted in misconceptions. For example, that safe and secure storage is costly, burdensome, inconvenient, or not conducive to home defense. In fact, a high-quality quick-access safe can cost as little as $50, and they're designed to allow the contents to be accessible within seconds.

Another common mistake is assuming that it's sufficient to put a gun up high, out of reach of small children, or believing that kids don't know where a gun is stored. In fact, the majority of children know exactly where a gun is stored (https://pubmed.ncbi.nlm.nih.gov/16651499/) and how to access it within minutes.

The third mistake is not taking storage as seriously out in public as one might at home. Let's say I have a concealed carry license. There are still places where I can't legally carry a gun and have to leave it in my car to enter. If that gun isn't stored in a car-compatible safe, there's an increased likelihood it could be stolen and used to harm someone. Guns stolen from vehicles and homes (https://injepijournal.biomedcentral.com/articles/10.1186/s40621-017-0109-8) are a major source for the underground gun market, and they contribute to interpersonal violence in a lot of minoritized communities.

**How do we know that safe and secure gun storage is effective?**

One of the core tenets of injury prevention (https://publichealth.jhu.edu/center-for-injury-research-and-policy) is that to prevent injury, we separate—in time and space—the harm from that which is to be protected. We know that the use of a firearm to harm oneself or others can sometimes be impulsive. If my gun is stored loaded in a nightstand drawer, there's very little to slow me down and allow me to question whether I should use it in a given circumstance. But if my gun is in a gun safe, I have to open the safe. And if my gun is stored unloaded, as recommended, I have to separately access ammunition. Even just a few seconds' delay is time I can reconsider or someone can intervene.

We also see that in homes where youth are dying from firearm suicide (https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3085447/), those guns are far more likely to be stored loaded and unlocked. And in cases of youth and adolescents committing school shootings, the vast majority of them have gotten guns from their home or the home of a family member (https://www.secretservice.gov/sites/default/files/2020-04/Protecting_Americas_Schools.pdf). When we have safe and secure gun storage that is required by law through child access prevention laws, we see lower rates of youth and adolescent suicide. In all of these cases, the data show that harm is reduced when we require that guns be stored in a way that minimizes unsupervised or unauthorized access.

**What factors influence whether someone practices safe and secure storage?**

Individuals whose storage behaviors were influenced by participating in firearm safety training are more likely to store their guns safely (https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2017.304262). Gun owners with young kids in the home have higher rates—though still too low—of safe and secure storage than those without young kids. People who have concerns around self-defense, on the other hand, are less likely to store all their guns safely and securely.

Overall, not nearly enough gun owners practice safe and secure storage. Through our survey work, we've found that only about half of all gun owners practice safe and secure storage (https://publichealth.jhu.edu/2018/survey-more-than-half-of-u-s-gun-owners-do-not-safely-store-their-guns) for all of their guns. Other research has found that around 4–5 million kids live in homes with at least one gun that is not stored safely and securely. That's 4–5 million kids who could very quickly gain access to a loaded and unlocked firearm.

**How do we encourage more people to store their guns safely and securely?**

It all comes back to messaging. We need to challenge the narrative that safe and secure gun storage and home defense are inconsistent with each other. It just isn't true.

We also need to push back against a common talking point by the gun industry and gun manufacturers that you don't want to be a victim because you didn't have a gun at the ready. The reality is that if you don't have a firearm physically on your person, having it stored in a gun safe or a lockbox is a much better option: Not only is the likelihood of needing to use a firearm in self-defense exceptionally low, but it's also far more likely that a gun in the home will be used to harm a household member.

Bringing a gun into the home can increase the risk of homicide and suicide by as much as threefold (https://www.acpjournals.org/doi/10.7326/M13-1301). Storing guns safely and securely can minimize that risk.

*Aliza Rosen is a digital content strategist in the Office of External Affairs at the Johns Hopkins Bloomberg School of Public Health.*

## RELATED:

- Yes, You Should Ask If Someone Has Guns in the Home. Here's How. (https://publichealth.jhu.edu/2023/why-and-how-you-should-ask-other-parents-if-they-own-guns)
- Intimate partner violence, guns and the courts (https://johnshopkinssph.libsyn.com/597-intimate-partner-violence-guns-and-the-courts) (Podcast)
- How Pediatricians Can Promote Gun Safety (https://magazine.jhsph.edu/2021/how-pediatricians-can-promote-gun-safety)

QUICK FACTS FROM ARTICLES:

- **Alathari et al. (2019) (U.S. Secret Service report)** found that in nearly three-quarters of school shootings, the firearm used came from the shooter's home or a relative's home.
    - "Nineteen attackers (76%) acquired a firearm from the home of a parent or another close relative. In half of the firearms cases (n = 12, 48%), evidence indicates the firearm was either readily accessible, or it was not secured in a meaningful way. For example, some firearms had been kept locked in accessible wooden or glass cabinets, locked in vehicles, or hidden in closets."
- **Kivisto et al. (2021) and Johnson et al. (2010)** found that adolescents who die by suicide often use firearms owned by parents or relatives that were not securely stored.
- **Rowhani-Rahbar et al. (2016)** found that public awareness campaigns and school-based interventions are effective at increasing safe storage practices.
    - School districts can play a critical role in educating parents about the risks of unsecured firearms and providing guidance on best practices.

Secure Storage or Child Access Prevention Required | Everytown Research & Policy

- Massachusetts, New Jersey, New York, Rhode Island, and Hawaii have lowest gun violence rates in the U.S.
    - These states all employ safe storage laws when children have/are likely to come into contact with firearms

New study shows up to 43% of US households are not storing guns securely - ABC News
"If 20% of parents changed their current storage practices to storing firearms unloaded and with the ammunition locked away separately "there would be an estimated decrease of up to 122 pediatric firearm-related fatalities and 201 injuries annually." "

Evaluating the Use of a Pamphlet as an Educational Tool to Improve Safe Firearm Storage in the Home - Katherine E. M. Hoops, Emily Hernandez, Susan Ziegfeld, Isam Nasr, Cassandra Crifasi, 2021

APA adopts resolution on secure firearms storage to prevent suicides
"By promoting the knowledge of secure firearms storage practices and increasing awareness of lethal means safety, we can save lives and make meaningful progress in reducing suicide rates." (APA President Cynthia de las Fuentes, PhD)

"The resolution also advocates for increased funding at federal, state and local levels to support initiatives aimed at preventing suicides through secure firearms storage practices." (just from the article)

10 Things You Can Do to Prevent Violence in Your School Community

Here is article from this summer from surgeon general putting out warning that gun violence is an epidemic:

Surgeon general advisory lays out plan to tackle gun violence | The Nation's Health

New Articles to check for validity-found 10/17/24

https://www.rand.org/pubs/research_reports/RRA243-5.html

https://publichealth.jhu.edu/2023/how-safe-and-secure-gun-storage-reduces-injury-saves-lives

https://publichealth.jhu.edu/center-for-gun-violence-solutions/solutions/safe-and-secure-gun-storage

This one says that though data is limited, it shows letters help parents comply with safety regulations:

https://journalistsresource.org/health/child-access-prevention-research/

Misc.

Parental Involvement in Your Child's Education - The Annie E. Casey Foundation

The Effect of Teacher-Family Communication on Student Engagement: Evidence from a Randomized Field Experiment Matthew A. Kraft

Better Communication Systems

https://pmc.ncbi.nlm.nih.gov/articles/PMC7052788/?utm_source.com

https://jamanetwork.com/journals/jamapediatrics/fullarticle/2822858?utm_source.com

Crifasi, Cassandra K., et al. "Storage Practices of US Gun Owners in 2016." *American Journal of Public Health*, vol. 108, no. 4, 2018, pp. 532-537.

Hemenway, David, Deborah Azrael, and Matthew Miller. "Whose Guns Are Stolen? The Epidemiology of Gun Theft Victims." *Injury Epidemiology*, vol. 4, no. 1, 2017, p. 11.

Johnson, Renee M., et al. "Who Are the Owners of Firearms Used in Adolescent Suicide?" *Suicide and Life-Threatening Behavior*, vol. 40, no. 6, 2010, pp. 609-611.

National Threat Assessment Center. *Protecting America's Schools: A U.S. Secret Service Analysis of Targeted School Violence*. U.S. Department of Homeland Security, 2019.

Kivisto, Anthony J., et al. "Adolescent Suicide, Household Firearm Ownership, and the Effects of Child Access Prevention Laws." *Journal of the American Academy of Child & Adolescent Psychiatry*, vol. 60, no. 5, 2021, pp. 588-596.

Webster, Daniel W., et al. "Association Between Youth-Focused Firearm Laws and Youth Suicides." *JAMA*, vol. 292, no. 5, 2004, pp. 594-601.

Webster, Daniel W., and Marc Starnes. "Reexamining the Association Between Child Access Prevention Gun Laws and Unintentional Shooting Deaths of Children." *Pediatrics*, vol. 106, no. 6, 2000, pp. 1466-1469.

Rowhani-Rahbar, Ali, Joseph A. Simonetti, and Frederick P. Rivara. "Effectiveness of Interventions to Promote Safe Firearm Storage." *Epidemiologic Reviews*, vol. 38, no. 1, 2016, pp. 111-124.

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1354

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

**FROM:** Donna Wonsower, Senior Planner

**SUBJECT:** **PZD-2025-0002: Planned Zoning District (SE OF N DOUBLE SPRINGS RD AND W DOT TIPTON RD/MONARCH SUMMERS, 474, 475 & 514): Submitted by PRISM DESIGN STUDIO for property located SE OF N DOUBLE SPRINGS RD AND W DOT TIPTON RD in WARD 4. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and RSF-1, RESIDENTIAL SINGLE-FAMILY, ONE UNIT PER ACRE and contains approximately 66.78 acres. The request is to rezone the property to a planned zoning district.**

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**RECOMMENDATION:**
City Planning staff recommends denial and the Planning Commission recommends approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B'.

**BACKGROUND:**
The subject property is located in west Fayetteville, just southeast of the intersection of Dot Tipton Road and Double Springs Road within city limits. It's comprised of multiple parcels totaling 66.78 acres, with the northern half of the site zoned R-A, Residential Agricultural, and the southern half zoned RSF-1, Residential Single-Family, One Unit per Acre. The property was annexed into the City of Fayetteville in 2006 and has remained undeveloped since. A portion of the site contains hydric soils.
Several rezoning requests have been submitted for the northern half of the property. In 2008, a planned zoning district (PZD) proposal sought to develop 182 single-family homes across three planning areas, with 3.50 acres of public pedestrian trails and green space. The proposed overall density for that project was 4.55 units per acre. While city staff and the Planning Commission recommended denial, the City Council ultimately approved the request. However, in 2015, following the expiration of the PZD without any development, the City Council reverted the property's zoning back to R-A.

In 2020, another rezoning request was submitted to change the zoning for that area to RSF-4, Residential Single-Family, Four Units per Acre. That request was also recommended for denial by staff and the Planning Commission with concerns raised about the proposed density and the property's location just within city limits. The applicant did not appeal that denial to the City Council. Another rezoning request was received in 2021 which sought to rezone that area to RSF-2, Residential Single-Family, Two Units per Acre. Staff and the Planning Commission again recommended denial, citing concerns regarding suburban sprawl and insufficient infrastructure. That denial was appealed to the City Council but was ultimately upheld during the second reading. In April 2025, another request was received to rezone the entire 66.78 acres to NC, Neighborhood Conservation (RZN-2025-0012). That request was also recommended for denial by staff and the Planning Commission with concerns raised about the proposed density, the property's location near city limits, and

existing infrastructure capacity.

*Proposal:* The applicant requests to rezone the property to a Planned Zoning District with four planning areas, as described below:
**1. Planning Area 1 (~17.86 acres - Estimated Density of 6.02 Units per Acre):** The intention of this area is to provide attached townhomes (two-family dwellings) with rear entry access.
**2. Planning Area 2 (~28.28 acres - Estimated Density of 4.92 Units per Acre):** This planning area is intended to provide small single-family dwelling lots.
**3. Planning Area 3 (~3.79 acres - Estimated Density of 5.24 Units per Acre):** This planning area is intended to provide large single-family dwelling lots.
**4. Planning Area 4 (~16.76 acres - Zero Units per Acre):** This planning area is intended to protect open and natural areas on the site, trails, parks, utilities, and stormwater management areas.

*Public Comment:* To date, staff has received two comments in opposition, citing drainage and flooding which impacts both adjacent streets and properties, narrow adjacent streets, impacts from infilling an existing pond, urban sprawl, an inappropriate location for high-density housing and the proximity of townhomes to large existing lots, inadequate infrastructure, creation of a commuter neighborhood with a lack of services, negative impacts to property values, and an increase in the number of rental properties. Staff has also received a letter in support of the request signed by three adjacent neighbors.

*Land Use Compatibility:* Staff finds the proposed rezoning to be generally incompatible with adjoining land uses. This 67-acre site, located on the far west side of Fayetteville, is currently surrounded by large rural residential lots and agricultural land at very low densities. Properties along Double Springs Road and in adjacent areas are composed of residential lots that are generally a few acres in size. While there are some neighborhoods further north and within Farmington city limits that reflect a slightly higher density, similar to RSF-4 zoning, those remain exceptions in the area.

Staff finds that the proposal would create an exclusively residential subdivision in an area lacking access to public services, nonresidential amenities, and with minimal or inadequate existing infrastructure. The proposal represents a significant departure from the existing development pattern which would be out of character with the surrounding area. While staff could potentially support the creation of a complete, connected neighborhood which incorporates multiple uses, staff finds the existing proposal is both out of scale and likely to contribute to automobile dependence due to the lack of either existing or proposed nonresidential services in the area.

The proposed rezoning to a PZD proposes an aggregate residential density of 4.00 units per acre; however, the overall site plan indicates an overall density of 4.01 units per acre, requiring either an increase in the proposed density or the removal of lot(s). Based on an evaluation of provided number of units in each planning area, individual planning areas range between approximately five to six units per acre. Planning Area 3 lists Use Unit 9: Two-Family Dwellings as both a conditional and by-right use, and Planning Area 4 does not include a minimum buildable street frontage requirement. Staff also notes that there is a notable variation between the stated lot widths listed in the booklet and those shown in the site plan, with the site plan showing lots averaging between 10’ and 20’ larger than the lot widths indicated in the booklet. Finally, because Planning Areas 1-3 include Use Unit 8: Single Family Dwellings even within areas indicated for two-family dwellings, but do not include either maximum lot sizes or widths, the property could feasibly be developed as a single-family subdivision with identical lot widths throughout the site.

*Land Use Plan Analysis:* Staff finds that the proposed rezoning does not align with several of the goals outlined in City Plan 2040. The request is not considered infill or revitalization and instead promotes outward growth that conflicts with the City’s goal of discouraging suburban sprawl. The site lies at the western edge of city limits in an area with limited access to city services and infrastructure. City Plan 2040 encourages growth and infill near the City’s core in order to ensure sustainable land use patterns and infrastructure improvements. The

subject property currently lacks proximity to non-residential services, employment centers, and alternative modes of transportation, which would likely result in increased automobile dependence. The only nonresidential uses are proposed by right within the PZD are Use Unit 4, Cultural and Recreation Facilities within Planning Area 4, with limited options such as home occupations or government facilities proposed through conditional use permits. This conflicts with the City's goal of building a livable transportation network. The property also only has access to two existing streets, Dot Tipton and Double Springs Roads, which are largely unimproved and are not sufficient to support higher-density development. The proposed site plan only indicates public street access to Dot Tipton Rd., with only an alley shown to connect to Double Springs Rd.

Further, the proposed PZD zoning restricts by-right development to only single-family or two-family homes, but with single-family dwellings allowed by right in all residential planning areas. Discouraging a wider range of housing types undermines the City's goal of promoting attainable housing and conflicts with the property's Future Land Use Map designation as Residential Neighborhood Area. With these considerations in mind, staff finds that the proposed rezoning is not consistent with the City's future land use plans. However, the site may be suitable for more dense zoning and development in the future as infrastructure and other services extend to this part of the city, particularly if a mix of residential and nonresidential services are proposed that could better serve city goals for compact, complete, and connected developments. Such variety would also align with the intent of Planned Zoning Districts generally, which is not currently the case.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **0-3** for this site. The following elements of the matrix contribute to the score:
1. Near Water Main (8-inch main, on site)
2. Near Sewer Main (8-inch main, on site)
3. Near City Park (Harmony Pointe Park)

**DISCUSSION:**
At the July 28, 2025 Planning Commission meeting, a vote of 7-2-0 forwarded the request to City Council with a recommendation of approval. Commissioner McGetrick made the motion and Commissioner Payne seconded. Commissioner McGetrick moved to remove several recommended conditions, noting the likelihood of site design modification during development entitlement, the difficulty of working with lot maximums, and stating that even a single-family subdivision would address city needs. The applicant highlighted the history of the property, the request by the commission for a Planned Zoning District at a recent meeting in April, and the developer's attempts to address neighborhood concerns. One member of the public spoke at the meeting, expressing opposition to the proposal due to increased traffic danger and congestion on inadequate adjacent roads, drainage and flooding concerns, and incompatible densities. Commissioners requested additional information for plans on how future improvements would be determined, including the need for traffic studies and sewer improvements. Engineering confirmed the applicant has been working with utilities regarding a new utility main extension to an adjacent sewer lift station. Other commissioners in support of the project cited the proximity of adjacent neighborhoods, anticipation of growth in the area and the applicant seeking to address previous comments from the commission. Commissioners in opposition to the request cited the lack of walkable services, creation of a car-dependent subdivision at the edge of town, low infill score, high fire service times, increased city infrastructure costs, and lack of connectivity.

**BUDGET/STAFF IMPACT:**
NA

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A, 5. Exhibit B, 6. Staff Report , 7. Monarch Summers PZD Booklet_2025.08.08 - Origin, 8. Additional Information - Rezone Narrative - PZD

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

**File #:** 2025-1354

**AN ORDINANCE TO APPROVE A RESIDENTIAL PLANNED ZONING DISTRICT ENTITLED PZD-2025-002 FOR APPROXIMATELY 66.78 ACRES LOCATED SOUTHEAST OF NORTH DOUBLE SPRINGS ROAD AND WEST DOT TIPTON ROAD IN WARD 4**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves PZD-2025-02 as described in Exhibits "A" and "B" attached to the Planning Division's Agenda Memo and the PZD booklet attached to the Planning Commission Memo which allows the development of approximately 18 acres of attached townhomes with rear entry access, 32 acres of single family dwellings, and 17 acres of open and natural areas on property located southeast of North Double Springs Road and West Dot Tipton Road in Ward 4.

Section 2: This PZD approval is subject to the following conditions:

1. Use Unit 8: Single Family Residential shall be removed from Planning Area 1.
2. Use Unit 9: Two-Family Residential shall be removed from the Conditional Use list in Planning Area 3.
3. Planning Areas 1 and 3 shall have a maximum density of 6 units per acre.
4. Planning Area 2 shall have a maximum density of 5 units per acre.

Section 3: That the official zoning map of the City of Fayetteville, Arkansas is hereby amended to reflect the zoning criteria change provided in Section 1 above.

**City of Fayetteville Staff Review Form**

**2025-1354**

**Item ID**

**8/19/2025**

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

| Jonathan Curth | 8/1/2025 | DEVELOPMENT REVIEW (630) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

PZD-2025-0002: Planned Zoning District (SE OF N DOUBLE SPRINGS RD AND W DOT TIPTON RD/MONARCH SUMMERS, 474, 475 & 514): Submitted by PRISM DESIGN STUDIO for property located SE OF N DOUBLE SPRINGS RD AND W DOT TIPTON RD in WARD 4. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and RSF-1, RESIDENTIAL SINGLE-FAMILY, ONE UNIT PER ACRE and contains approximately 66.78 acres. The request is to rezone the property to a planned zoning district.

## Budget Impact:

| | | | | |
|---|---|---|---|---|
| Account Number | | | Fund | |
| Project Number | | | Project Title | |
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #**

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

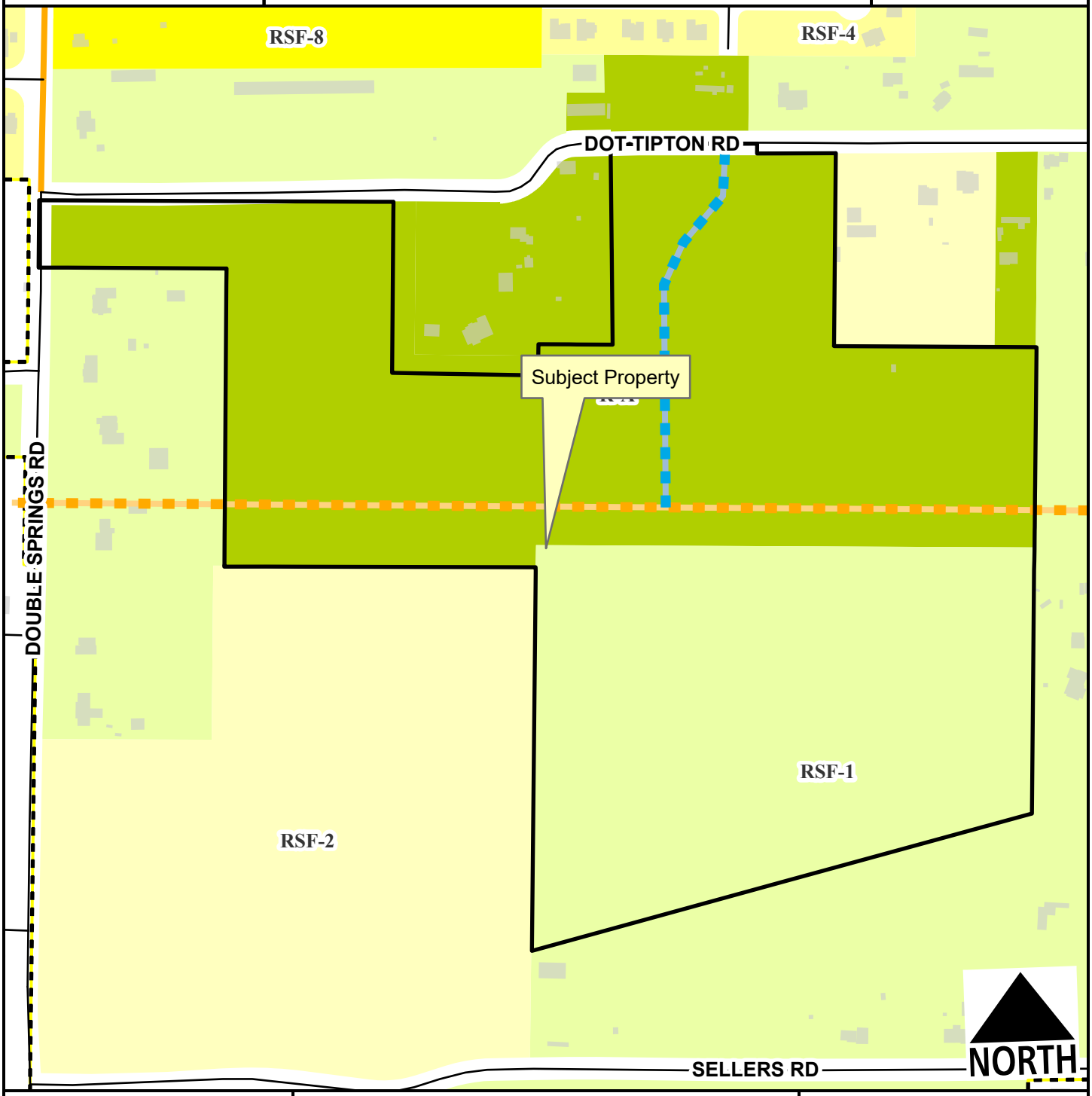
**Comments:**

PZD-2025-0002

*Close Up View*

# N. DOUBLE SPRINGS RD & W. DOT TIPTON RD

**PZD-2025-0002**
**EXHIBIT 'A'**




Neighborhood Link
Unclassified
Residential Link
Planned Neighborhood Link
Planned Residential Link
Planning Area
Fayetteville City Limits

Feet

0 140 280 560 840 1,120

1:4,600

**PZD-2025-0002**
**EXHIBIT B**

**DESCRIPTION TRACT 1:**
TRACT 1 OF PROPERTY LINE ADJUSTMENT FOR JB HAYS, AS PER PLAT RECORD 2018-00011608 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 15, TOWNSHIP 16 NORTH, RANGE 31 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SAID SECTION 15, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N87°52'48"W 825.34 FEET;
THENCE N02°24'15"E 790.00 FEET TO THE POINT OF BEGINNING;
THENCE N87°41'55"W 498.00 FEET;
THENCE N02°24'56"E 178.10 FEET;
THENCE S87°46'22"E 497.97 FEET;
THENCE S02°24'15"W 178.75 FEET TO THE POINT OF BEGINNING, CONTAINING 2.04 ACRES, MORE OR LESS AND SUBJECT TO THE RIGHT-OF-WAY OF NORTH DOUBLE SPRINGS ROAD AND THE RIGHT-OF-WAY OF WEST DOT TIPTON ROAD AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

**DESCRIPTION TRACT 2:**
TRACT 2 OF PROPERTY LINE ADJUSTMENT FOR JB HAYS, AS PER PLAT RECORD 2018-00011608 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 15, TOWNSHIP 16 NORTH, RANGE 31 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SAID SECTION 15, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N87°52'48"W 588.52 FEET TO THE POINT OF BEGINNING;
THENCE N87°52'48"W 236.82 FEET;
THENCE N02°24'15"E 968.75 FEET;
THENCE S87°46'22"E 233.32 FEET;
THENCE S02°11'50"W 968.30 FEET TO THE POINT OF BEGINNING, CONTAINING 5.23 ACRES, MORE OR LESS AND SUBJECT TO THE RIGHT-OF-WAY OF WEST DOT TIPTON ROAD AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

**DESCRIPTION TRACT 3:**
TRACT 3 OF PROPERTY LINE ADJUSTMENT FOR JB HAYS, AS PER PLAT RECORD 2018-00011608 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 15, TOWNSHIP 16 NORTH, RANGE 31 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SAID SECTION 15, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N87°52'48"W 588.52 FEET;
THENCE N02°11'50"E 968.30 FEET;
THENCE S87°46'22"E 208.15 FEET;
THENCE S02°25'37"W 453.56 FEET;
THENCE S87°01'48"E 386.85 FEET;
THENCE S02°43'07"W 508.65 FEET TO THE POINT OF BEGINNING, CONTAINING 9.11 ACRES, MORE OR LESS AND SUBJECT TO THE RIGHT-OF-WAY OF WEST DOT TIPTON ROAD AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

**DESCRIPTION TRACT 4:**

TRACT 4 OF PROPERTY LINE ADJUSTMENT FOR JB HAYS, AS PER PLAT RECORD 2018-00011608 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 14, TOWNSHIP 16 NORTH, RANGE 31 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SW 1/4 OF THE NW 1/4 OF SAID SECTION 14, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N02°43'07"E 55.00 FEET TO THE POINT OF BEGINNING;
THENCE N02°43'07"E 453.65 FEET;
THENCE N02°29'26"E 52.23 FEET;
THENCE N02°41'07"E 30.27 FEET;
THENCE S87°35'25"E 196.57 FEET;
THENCE N01°27'52"E 531.53 FEET;
THENCE S88°12'51"E 388.17 FEET;
THENCE S02°34'33"W 1071.05 FEET;
THENCE N87°40'03"W 575.52 FEET TO THE POINT OF BEGINNING, CONTAINING 11.76 ACRES, MORE OR LESS AND SUBJECT TO THE RIGHT-OF-WAY OF WEST DOT TIPTON ROAD AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

**DESCRIPTION TRACT A:**

TRACT A OF PROPERTY LINE ADJUSTMENT FOR GOOSE CREEK ADDITION, LLC, AS PER PLAT RECORD 2025-00004377 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE NW 1/4 OF THE SW 1/4 AND PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 14, TOWNSHIP 16 NORTH, RANGE 31 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 14, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N02°43'07"E 55.00 FEET;
THENCE S87°40'03"E 575.52 FEET;
THENCE N02°34'33"E 1045.05 FEET TOT HE SOUTH RIGHT-OF-WAY OF DOT TIPTON ROAD AS DEDICATED BY PLAT RECORD 2025-00004377
THENCE ALONG SAID RIGHT-OF-WAY S88°12'51"E 209.00 FEET;
THENCE LEAVING SAID RIGHT-OF-WAY S02°33'00"W 511.21 FEET;
THENCE S87°39'57"E 536.84 FEET;
THENCE S02°35'20"W 535.82 FEET;
THENCE S02°35'20"W 54.90 FEET TO THE NE CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 14, SAID POINT BEING A 1/2" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°30'49"W 645.23 FEET;
THENCE LEAVING SAID EAST LINE S76°39'27"W 1374.86 FEET TO THE WEST LINE OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 14;
THENCE ALONG SAID WEST LINE N02°34'09"E 1016.60 FEET TO THE POINT OF BEGINNING, CONTAINING 38.51 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

CITY OF FAYETTEVILLE ARKANSAS

# PLANNING COMMISSION MEMO

**TO:** Fayetteville Planning Commission

**THRU:** Jessie Masters, Planning Director

**FROM:** Donna Wonsower, Planner

**MEETING:** July 28, 2025 (UPDATED WITH MEETING RESULTS)

**SUBJECT:** **PZD-2025-0002: Planned Zoning District (SE OF N DOUBLE SPRINGS RD AND W DOT TIPTON RD/MONARCH SUMMERS, 474, 475 & 514):** Submitted by PRISM DESIGN STUDIO for property located SE OF N DOUBLE SPRINGS RD AND W DOT TIPTON RD. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and RSF-1, RESIDENTIAL SINGLE-FAMILY, ONE UNIT PER ACRE and contains approximately 66.78 acres. The request is to rezone the property to a planned zoning district.

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**RECOMMENDATION:**
Staff recommends denial of **PZD-2025-0002.**

**RECOMMENDED MOTION:**
*"I move to forward **PZD-2025-0002** to City Council with a recommendation of approval and with conditions as recommended by staff."*

**BACKGROUND:**
The subject property is located in west Fayetteville, just southeast of the intersection of Dot Tipton Road and Double Springs Road within city limits. It's comprised of multiple parcels totaling 66.78 acres, with the northern half of the site zoned R-A, Residential Agricultural, and the southern half zoned RSF-1, Residential Single-Family, One Unit per Acre. The property was annexed into the City of Fayetteville in 2006 and has remained undeveloped since. A portion of the site contains hydric soils.

Several rezoning requests have been submitted for the northern half of the property. In 2008, a planned zoning district (PZD) proposal sought to develop 182 single-family homes across three planning areas, with 3.50 acres of public pedestrian trails and greenspace. The proposed overall density for that project was 4.55 units per acre. While city staff and the Planning Commission recommended denial, the City Council ultimately approved the request. However, in 2015, following the expiration of the PZD without any development, the City Council reverted the property's zoning back to R-A.

In 2020, another rezoning request was submitted to change the zoning for that area to RSF-4, Residential Single-Family, Four Units per Acre. That request was also recommended for denial by staff and the Planning Commission with concerns raised about the proposed density and the property's location just within city limits. The applicant did not appeal that denial to the City Council. Another rezoning request was received in 2021 which sought to rezone that area to RSF-2, Residential Single-Family, Two Units per Acre. Staff and the Planning Commission again recommended denial, citing concerns regarding suburban sprawl and insufficient infrastructure.

That denial was appealed to the City Council but was ultimately upheld during the second reading. In April 2025, another request was received to rezone the entire 66.78 acres to NC, Neighborhood Conservation (RZN-2025-0012). That request was also recommended for denial by staff and the Planning Commission with concerns raised about the proposed density, the property's location near city limits, and existing infrastructure capacity.

Land uses and zoning surrounding the subject property are depicted below in *Table 1*. Surrounding land uses and zoning are depicted in *Table 1.*

**Table 1:**
**Surrounding Land Uses and Zoning**

| Direction | Land Use | Zoning |
|---|---|---|
| North | Rural Residential | R-A, Residential-Agricultural;<br>RSF-1, Residential Single-Family, One Unit per Acre;<br>RSF-2, Residential Single-Family, Two Units per Acre |
| South | Rural Residential;<br>Undeveloped | RSF-1, Residential Single-Family, One Unit per Acre;<br>RSF-2, Residential Single-Family, Two Units per Acre |
| East | Rural Residential | RSF-1, Residential Single-Family, One Unit per Acre |
| West | Rural Residential | RSF-1, Residential Single-Family, One Unit per Acre;<br>RSF-2, Residential Single-Family, Two Units per Acre;<br>A-1, Agriculture (City of Farmington) |

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

- **Planning Area 1 (Estimated Density of 6.02 Units per Acre):** The intention of this area is to provide attached townhomes (two-family dwellings) with rear entry access.
- **Planning Area 2 (Estimated Density of 4.92 Units per Acre):** This planning area is intended to provide small single-family dwelling lots.
- **Planning Area 3 (Estimated Density of 5.24 Units per Acre):** This planning area is intended to provide large single-family dwelling lots.
- **Planning Area 4 (Zero Units per Acre):** This planning area is intended to protect open and natural areas on the site, trails, parks, utilities, and stormwater management areas.

*Public Comment:* To date, staff has received two comments in opposition, citing drainage and flooding which impacts both adjacent streets and properties, narrow adjacent streets, impacts from infilling an existing pond, urban sprawl, an inappropriate location for high-density housing and the proximity of townhomes to large existing lots, inadequate infrastructure, creation of a commuter neighborhood with a lack of services, negative impacts to property values, and an increase in the number of rental properties. Staff has also received a letter in support of the request signed by three adjacent neighbors.

**INFRASTRUCTURE:**

**Streets:** The property has frontage along two Residential Link Streets, Double Springs Road and Dot Tipton Road. Both streets are unimproved with asphalt paving. Any street improvements required in this area would be determined at the time of development proposal.

**Water:** Public water is available to the subject area. There is an existing 8-inch water main along the west side of the property on N. Double Springs Rd. and an existing 8-inch on the north side of the property that has been stubbed across Dot Tipton Rd.

**Sewer:** Sanitary Sewer is not available to the subject area. There is an existing lift station (#44) on the north side of the property that collects sewer from several subdivisions

to the north. However, it is currently at capacity, as is as the next lift station (#22) downstream of it. As such, this development would not be permitted to tie to this series of lift stations. However, the property owner has been in discussions with the City for off-site gravity sewer improvements for the property. This off-site gravity sewer main would drain to the west to an existing lift station (#12) with capacity at the intersection of Double Springs Rd. and Goose Creek Rd. As part of these discussions the city has engaged a consultant to prepare engineering plans for this off-site work. In addition, the city is engaged in the process of acquiring easement for this sewer main. At this time, the Utilities Department has indicated that this will be their contribution for the off-site sewer and the developer would be responsible for all construction costs.

**Drainage:** No portion of the subject property lies within the Hillside/Hilltop Overlay District, streamside protection, or FEMA floodplain; however hydric soils appear to be present on the north and southeast sides of the property. Hydric soils are a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits are issued for the property, a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required. Any improvements or requirements for drainage will be determined at the time of development submittal.

**Fire:** Station 7, located at 835 N. Rupple Rd., protects this site. The property is located approximately three miles from the fire station with an anticipated drive time of approximately five minutes using existing streets. The anticipated response time would be approximately 7.2 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.

In addition to the response times of the fire department, other factors will have to be met for this proposed development.

- Access for this development off of Dot Tipton will have to meet fire code requirements including but not limited to remoteness, width, length, dead-end turnaround requirements.
- Developments of single-or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire apparatus access roads that meets the requirements of D107.1
- See AFPC 2021 edition Vol1 for more fire code requirements.

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

**Tree Preservation:**

The current zoning districts, R-A, Residential-Agricultural and RSF-1, Residential Single-Family, One Unit per Acre, require **25% minimum canopy preservation**. The proposed PZD will 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 **0-3** for this site with a weighted score of **3** at the highest level. The following elements of the matrix contribute to the score:

- Near Water Main (8-inch main, on site)
- Near Sewer Main (8-inch main, on site)
- Near City Park (Harmony Pointe Park)

**FINDINGS OF THE STAFF**

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

**Finding:** ***Land Use Compatibility:*** **Staff finds the proposed rezoning to be generally incompatible with adjoining land uses. This 67-acre site, located on the far west side of Fayetteville, is currently surrounded by large rural residential lots and agricultural land at very low densities. Properties along Double Springs Road and in adjacent areas are composed of residential lots that are generally a few acres in size. While there are some neighborhoods further north and within Farmington city limits that reflect a slightly higher density, similar to RSF-4 zoning, those remain exceptions in the area.**

**Staff finds that the proposal would create an exclusively residential subdivision in an area lacking access to public services, nonresidential amenities, and with minimal or inadequate existing infrastructure. The proposal represents a significant departure from the existing development pattern which would be out of character with the surrounding area. While staff could potentially support the creation of a complete, connected neighborhood which incorporates multiple uses, staff finds the existing proposal is both out of scale and likely to contribute to automobile dependence due to the lack of either existing or proposed nonresidential services in the area.**

**Additionally, there are multiple staff comments remaining to be addressed. The proposed rezoning to a PZD proposes an aggregate residential density of 4.00 units per acre; however, the overall site plan indicates an overall density of 4.01 acres, requiring either an increase in the proposed density or the removal of lot(s). Staff has requested additional information on the proposed density within each planning area multiple times in order to fully evaluate the request but has not yet to receive this information. As such, staff completed an estimate of zoning densities based on the number of units**

**shown on the provided site plan within each planning area. Based on this, individual planning areas range between approximately five to six units per acre. Planning Area 3 lists Use Unit 9: Two-Family Dwellings as both a conditional and by-right use, and Planning Area 4 does not include a minimum buildable street frontage requirement. Staff also notes there is a notable variation between the stated lot widths listed in the booklet and those shown in the site plan, with the site plan showing lots averaging between 10' and 20' larger than the lot widths indicated in the booklet.**

**Finally, because Planning Areas 1-3 include Use Unit 8: Single Family Dwellings even within areas indicated for two-family dwellings, but do not include either maximum lot sizes or widths, the property could feasibly be developed as a single-family subdivision with identical lot widths throughout the site.**

***Land Use Plan Analysis:*** **Staff finds that the proposed rezoning does not align with several of the goals outlined in City Plan 2040. The request is not considered infill or revitalization and instead promotes outward growth that conflicts with the City's goal of discouraging suburban sprawl. The site lies at the western edge of city limits in an area with limited access to city services and infrastructure. City Plan 2040 encourages growth and infill near the City's core in order to ensure sustainable land use patterns and infrastructure improvements. The subject property currently lacks proximity to non-residential services, employment centers, and alternative modes of transportation, which would likely result in increased automobile dependence. The only nonresidential uses are proposed by right within the PZD are Use Unit 4, Cultural and Recreation Facilities within Planning Area 4, with limited options such as home occupations or government facilities proposed through conditional use permits. This conflicts with the City's goal of building a livable transportation network. The property also only has access to two existing streets, Dot Tipton and Double Springs Roads, which are largely unimproved and are not sufficient to support higher-density development. The proposed site plan only indicates public street access to Dot Tipton Rd., with only an alley shown to connect to Double Springs Rd.**

**Further, the proposed PZD zoning restricts by-right development to only single-family or two-family homes, but with single-family dwellings allowed by right in all residential planning areas. Discouraging a wider range of housing types undermines the City's goal of promoting attainable housing and conflicts with the property's Future Land Use Map designation as Residential Neighborhood Area. With these considerations in mind, staff finds that the proposed rezoning is not consistent with the City's future land use plans. However, the site may be suitable for more dense zoning and development in the future as infrastructure and other services extend to this part of the city, particularly if a mix of residential and nonresidential services are proposed that could better serve city goals for compact, complete, and connected developments.**

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

**Finding:** **Staff believes that there is not sufficient justification for rezoning the property to the proposed PZD. Conflicts with the Future Land Use Map and City Plan 2040's goals suggest that a rezoning is not justified or needed at this time.**

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

**Finding:** **Rezoning the property from R-A and RSF-1 to the proposed PZD is likely to significantly increase traffic at this location due to the number of vehicle trips associated with increased residential densities. The area lacks a diverse transportation network as there is no sidewalk or trail connectivity and the main routes to and from the property are along streets that are largely unimproved. Double Springs Road, which would likely facilitate most regional traffic, can support volumes up to 6,000 vehicle trips per day according to the Master Street Plan. In 2022, ArDOT recorded approximately 4,900 average daily trips farther north on Double Springs near Owl Creek, and 120 average daily trips on Dot Tipton Road just east of this site. Staff finds that the proposed rezoning would likely result in an increase in traffic congestion, given the increase in density associated with it. While staff acknowledges that future development could contribute to a completer and more connected street network, such benefits do not currently outweigh the challenges posed by this rezoning. The 2040 Master Street Plan also shows planned Neighborhood Link and Residential Link connections through this site, intersecting near the middle of the property. However, staff finds that those future connections do not provide sufficient justification for a rezoning at this time.**

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 to the proposed PZD would lead to an increased density over the current R-A and RSF-1 zonings. Water and sanitary sewer mains exist on site which would support a residential development, though downstream sewer capacity issues have been identified. The property lies within the Farmington School District. Farmington Schools have not provided comment. In terms of emergency services, the Fire Department has commented that this property is beyond the response time goal for both engines and ladder trucks.**

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 the proposed PZD does not meet the criteria in 161.35 for Planning Zoning Districts as proposed. While the site plan indicates ample open space exceeding standard zoning requirements with relatively minimal disruption to existing features, it includes very few permitted uses and the proposed planning areas are nearly identical. Further, without restrictions such as maximum building or lot sizes, staff will have no enforcement mechanism by which to require a builder to limit the size of the proposed residences. As the size of the dwellings is the primary means by which the applicant proposes to provide a variety of housing, staff finds the lack of this provision would permit Planning Areas 2 and 3 to be platted and constructed in an identical manner. Additionally, while lot sizes as small as 30 feet are permitted through the PZD booklet, the site plan generally shows townhome lots as 40 feet in width, "small" single-family residential lots as 50-feet wide and "large" single-family homes at 70 feet wide. In order to meet the stated intent to provide small residential units,**

**staff recommends that, if approved, the stated lot minimums shall instead be maximums except in the cases of corner lots.**

**Further, while two-family dwellings are permitted within Planning Areas 1 and 2, single-family residences are as well, and staff has no enforcement mechanism to require the construction of two-family dwellings in a planning area where both uses are permitted by right. Two-family dwellings are listed both as a by-right and a conditional use within Planning Area 3 and it is not clear what the intent is at this time. Use Unit 10: Three- and Four-Family Dwellings are listed as a conditional use permit in Planning Areas 1 and 2, providing potential opportunities for alternative housing types; however, there are no guarantees this housing type would be included as proposed.**

**Given the lack of nonresidential services in the area, staff also finds the lack of permitted nonresidential uses runs counter to Planned Zoning District's intent to "achieve variety and integration of economic and redevelopment opportunities." If approved, staff recommends that Use Unit 12b General Business shall be permitted within Planning Area 1. Use Unit 12b consists of small-scale establishments offering commercial goods and services within a building containing 8,000 square feet or less, excluding area dedicated to residential uses, such as day cares, salons, bakeries, groceries, retail, and offices that could be a benefit to the surrounding communities.**

**RECOMMENDATION**: Staff recommends denial of **PZD-2025-0002.** If forwarding to City Council, staff recommends the following conditions:

**Conditions of Approval:**

1. Associated development will be required to provide adequate access for water, sewer, and emergency services; and

2. Where dwellings have access to a public or private alley, driveway access shall be required from that alley.

3. Recreational amenities including an outdoor playground, shade structures, and trail system shall be provided in a substantially similar type and location as shown on the conceptual plans. Installation of amenities shall be required prior to ~~final plat sign-off.~~ issuing the first COO for the development.

4. The following corrections shall be made to the PZD booklet
    a) Remove Use Unit 8: Single-Family Residential from Planning Area 1.
    b) ~~Use Unit 12b General Business shall be permitted by right within Planning Area 1.~~
    c) Remove Use Unit 9: Two-Family Residential from the Conditional Use list in Planning Area 3.
    d) ~~Planning Area 4 shall have a minimum buildable street frontage requirement of 50%.~~
    e) ~~Lots within Planning Area 1 shall have a maximum lot width of 30 feet, except in the case of corner lots.~~
    f) ~~Lots within Planning Area 2 shall have a maximum lot width of 30 feet, except in the case of corner lots.~~
    g) ~~Lots within Planning Area 3 shall have a maximum lot width of 50 feet, except in the case of corner lots.~~
    h) Planning Area 1 and 3 shall have a maximum density of 6 units per acre.

i) Planning Area 2 shall have a maximum density of 5 units per acre.

| | | | |
|---|---|---|---|
| **Planning Commission Action:** | ☒ **Forwarded** | ❒ **Tabled** | ❒ **Denied** |
| **Meeting Date:** **July 28, 2025** | **I move to forward PZD-2025-0002 to City Council with a recommendation of approval and with the following conditions:** | | |
| **Motion:** MCGETRICK | **Conditions 1, 2, 4a, 4c, 4h, and 4i as written** | | |
| **Second:** PAYNE | **Condition 3 modified to be required prior to the issuance of the first certificate of occupancy for the development.** | | |
| **Vote:** 7-2-0 (GARLOCK, GULLEY OPPOSED) | | | |

**BUDGET/STAFF IMPACT:**
None

**ATTACHMENTS:**

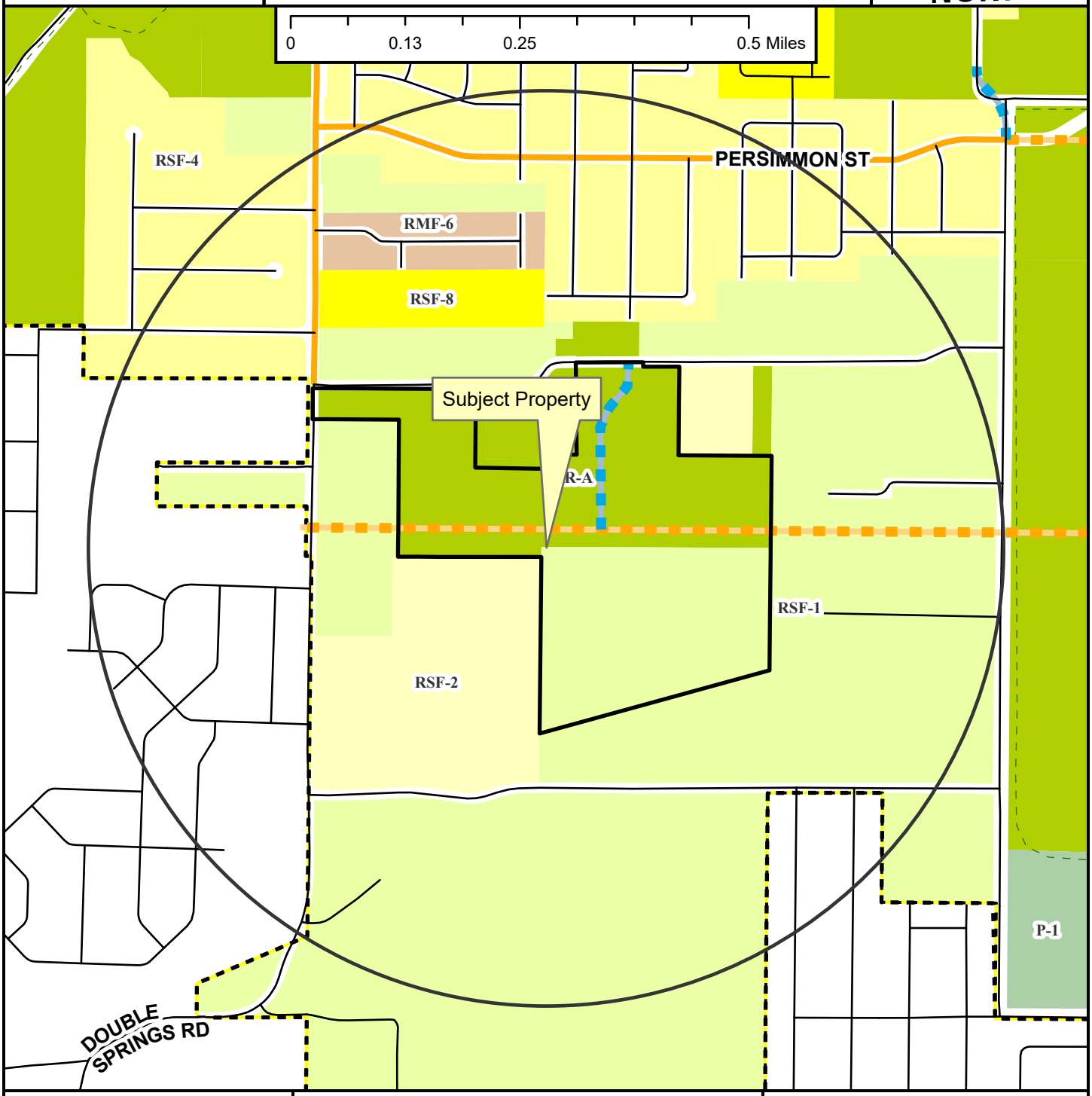
- Project Maps
  - One Mile Map
  - Close Up Map
  - Current Land Use Map
  - Future Land Use Map
- Staff Exhibit:
  - Zoning Comparison Exhibits
- Applicant Exhibits
  - Request Letter
  - Site Plans
  - PZD Booklet
- Public Comment

PZD-2025-0002

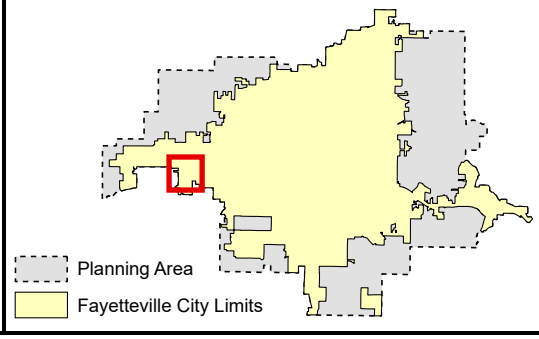
*One Mile View*

# N. DOUBLE SPRINGS RD & W. DOT TIPTON RD

NORTH



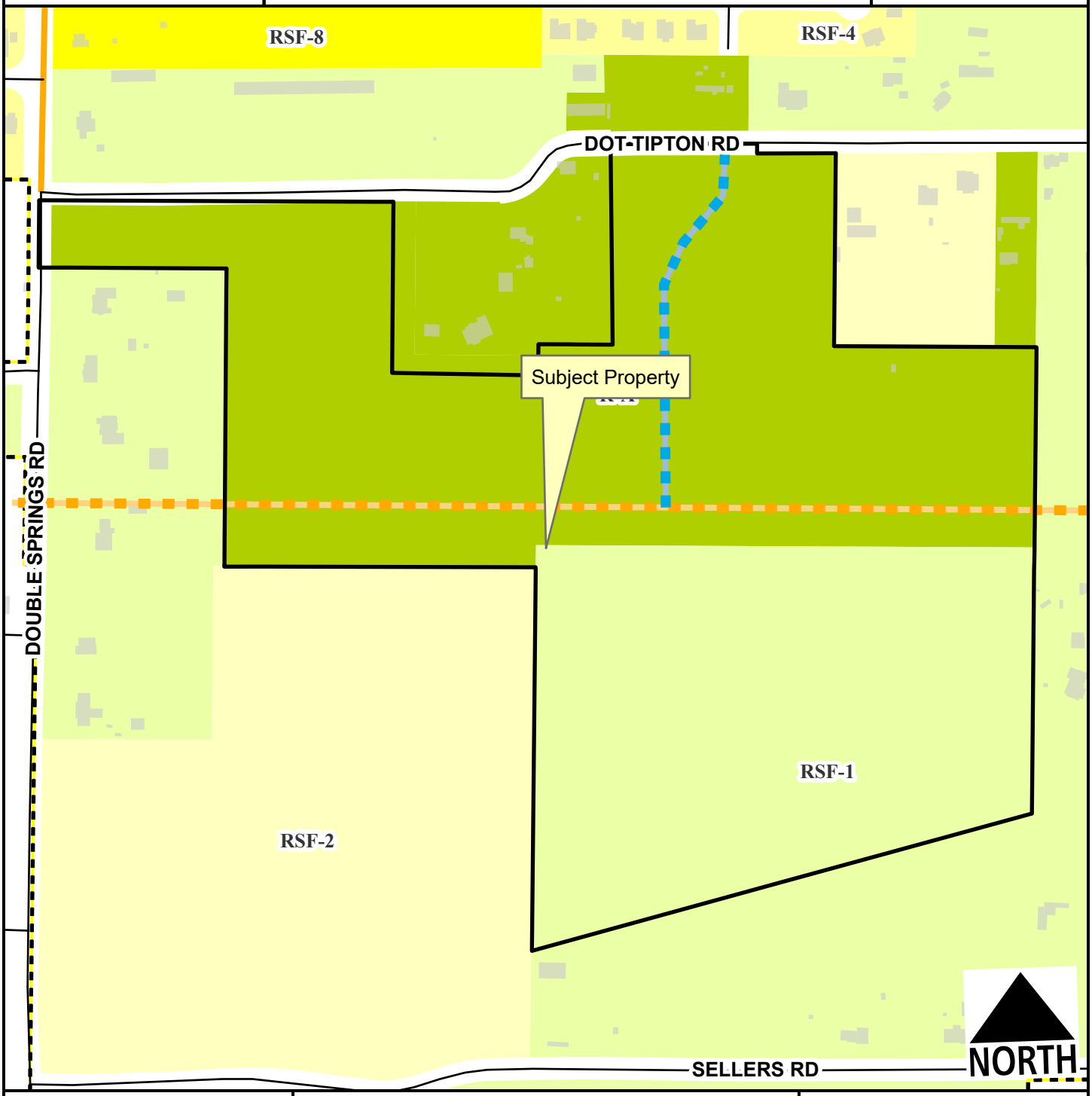

- Neighborhood Link
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



PZD-2025-0002

*Close Up View*

# N. DOUBLE SPRINGS RD & W. DOT TIPTON RD




Neighborhood Link
Unclassified
Residential Link
Planned Neighborhood Link
Planned Residential Link
Planning Area
Fayetteville City Limits

Feet

0 140 280 560 840 1,120

1:4,600

PZD-2025-0002

*Current Land Use*

# N. DOUBLE SPRINGS RD & W. DOT TIPTON RD

NORTH




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

Feet

0 140 280 560 840 1,120

1:4,600

**FEMA Flood Hazard Data**

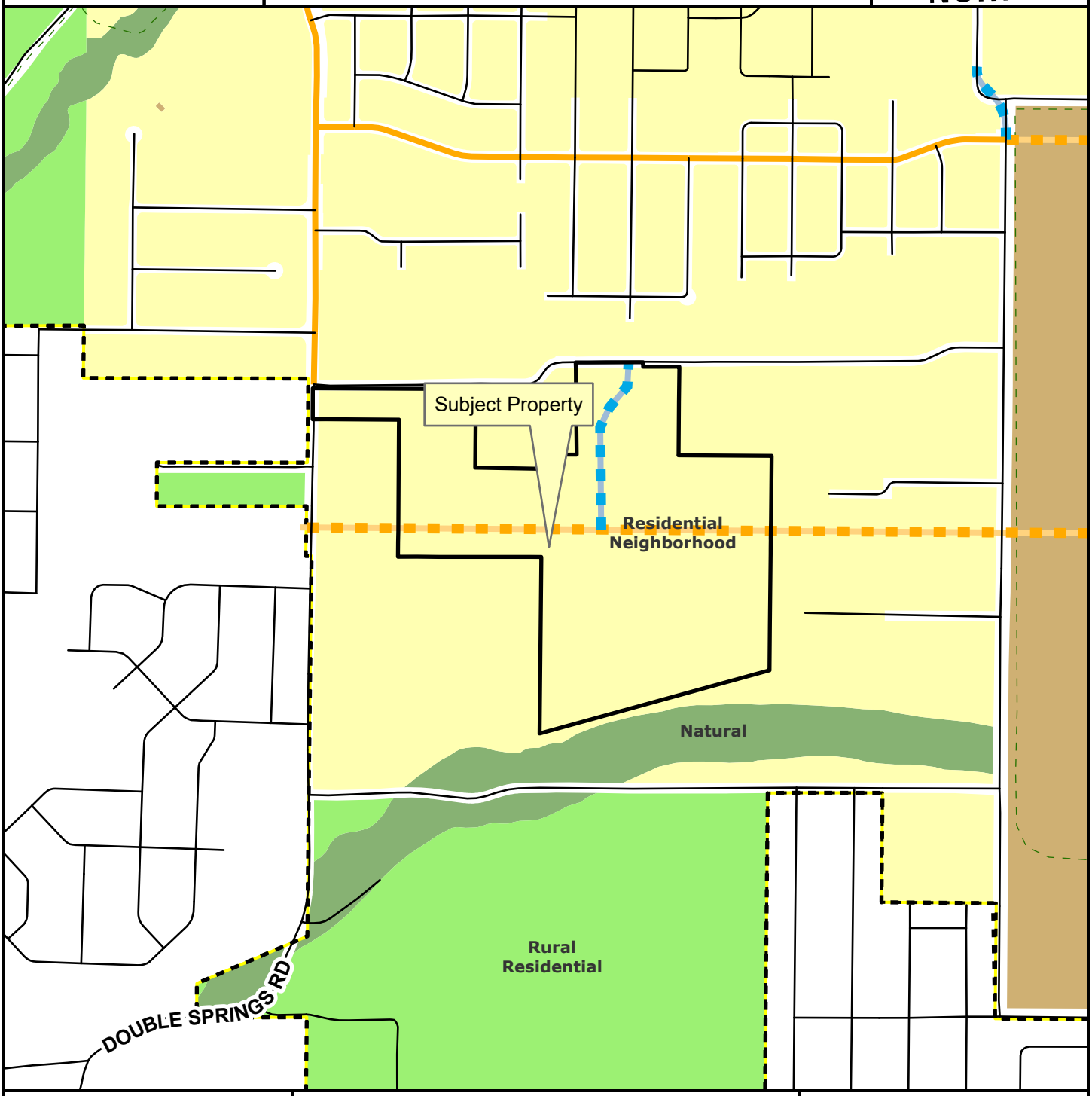
- 100-Year Floodplain
- Floodway

PZD-2025-0002

*Future Land Use*

# N. DOUBLE SPRINGS RD & W. DOT TIPTON RD

NORTH




- Neighborhood Link
- Unclassified
- Residential Link
- Planned Neighborhood 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

## Existing and Proposed Uses Allowed by Right

| Use Unit | Description | R-A (Existing) | RSF-1 (Existing) | Planning Area 1 (Proposed) | Planning Area 2 (Proposed) | Planning Area 3 (Proposed) | Planning Area 4 (Proposed) |
|---|---|---|---|---|---|---|---|
| 1 | City-wide uses by right | X | X | X | X | X | X |
| 3 | Public protection and utility facilities | X | | | | | |
| 4 | Cultural and recreational facilities | | | | | | X |
| 6 | Agriculture | X | | | | | |
| 7 | Animal husbandry | X | | | | | |
| 8 | Single-family dwellings | X | X | X | X | X | |
| 9 | Two-family dwellings | X | | X | X | X | |
| 37 | Manufactured homes | X | | | | | |
| 41 | Accessory dwellings | X | X | X | X | X | |
| 43 | Animal boarding and training | X | | | | | |
| 44 | Cluster Housing Development | | | | X | | |
| 46 | Short-term rentals | X | X | X | X | X | |

## Existing and Proposed Uses Allowed by Conditional Use Permit

| Use Unit | Description | R-A (Existing) | RSF-1 (Existing) | Planning Area 1 (Proposed) | Planning Area 2 (Proposed) | Planning Area 3 (Proposed) | Planning Area 4 (Proposed) |
|---|---|---|---|---|---|---|---|
| 2 | City-wide uses by conditional use permit | X | X | X | X | X | X |
| 3 | Public protection and utility facilities | | X | X | X | X | X |
| 4 | Cultural and recreational facilities | X | X | X | X | X | |
| 5 | Government facilities | X | X | X | X | X | |
| 9 | Two-family dwellings | | | | | X | |
| 10 | Three (3) and four (4) family dwellings | | | X | X | | |
| 20 | Commercial recreation, large sites | X | | | | | |
| 24 | Home occupation | X | X | X | X | X | |
| 35 | Outdoor music establishments | X | | | | | |
| 36 | Wireless communications facilities | X | X | X | X | X | X |
| 40 | Sidewalk Cafes | | | X | X | | |
| 42 | Clean technologies | X | | | | | |
| 44 | Cluster Housing Development | | X | | | X | |

**Existing and Proposed Uses Allowed by Right**

| Description | R-A (Existing) | RSF-1 (Existing) | Planning Area 1 (Proposed) | Planning Area 2 (Proposed) | Planning Area 3 (Proposed) | Planning Area 4 (Proposed) |
|---|---|---|---|---|---|---|
| Purpose Statement | The regulations of the agricultural district are designed to protect agricultural land until an orderly transition to urban development has been accomplished; prevent wasteful scattering of development in rural areas; obtain economy of public funds in the providing of public improvements and services of orderly growth; conserve the tax base; provide opportunity for affordable housing, increase scenic attractiveness; and conserve open space. | 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. | Provide an appropriately flexible neighborhood buffer, allowing more density along main street frontages without impacting neighborhood character. Promote and maintain the development of diverse housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life; Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure; | Provide an alternative, smaller lot configurations for traditional single-family detached housing, providing flexibility for smaller, efficient, affordable house types to increase user diversity and overall appeal. Promote and maintain the development of varied housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life; Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure; | Provide larger lots near the existing creek that will contribute to the overall neighborhood character. Promote and maintain the development of varied housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life; Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure; | Provide shared open space that contributes to the health and well-being of the neighborhood and its users. Utilize natural spaces for stormwater management, allowing for re-use, filtering, and absorption, rather than collection, piping and quick conveyance, which has proven to be detrimental to our public waterways. Utilize existing or proposed public utility easements as activated spaces, rather than derelict, unmaintained areas. |
| Intent | NA | NA | 1. The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;<br>2. The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;<br>3. Block structure should be compact and connected, lots with alley frontage shall use said alleys for sole access to property, with an emphasis on pedestrian pathways creating connectivity throughout the neighborhood;<br>4. Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;<br>5. Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage.<br>6. Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;<br>7. Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods; | | | 1. To preserve and enhance natural features, promoting habitat for wildlife, stream health and environmental stewardship.<br>2. Allow public and neighborhood access to open spaces, bringing awareness to natural systems and functions.<br>3. Utilize existing drainage patterns to minimize land disturbance, loose soil, erosion, and sediment off loading in streams. |
| Noise Control Standards | Residential | Residential | Residential | Residential | Residential | Residential |
| Development Enabled to be Approved Administratively? | No | No | No | No | No | No |
| Denisty of Residential Dwellings per Acre (Max) | 0.5 units | 1 unit | 4 units per acre (aggregate between all planning areas) | 4 units per acre (aggregate between all planning areas) | 4 units per acre (aggregate between all planning areas) | None |
| Lot Width Minimum | 200 feet | 150 feet | 30 feet | 30 feet | 50 feet | NA |
| Lot Area Minimum | Residential &<br>Nonresidential:<br>2 acres | 32,720 square feet | NA | NA | NA | NA |
| Lot Area per Dwelling Unit | 2 acres | 32,720 square feet | NA | NA | NA | NA |
| Setback Requirements (Euclidean) | Front: 35'<br>Side: 20'<br>Rear: 35' | Front: 35'<br>Side: 20'<br>Rear: 35' | NA | NA | NA | Front: 10'<br>Side: 5'<br>Rear: 5' |
| Setback Requirements (Urban Form) | NA | NA | Front: 0'-25' BTZ*<br>Side: 5'<br>Rear: 15' | Front: 0'-25' BTZ*<br>Side: 5'<br>Rear: 15' | Front: 0'-25' BTZ*<br>Side: 5'<br>Rear: 15' | NA |
| Building Height | There shall be no maximum height limits in the R-A District, provided, however, if a building exceeds the height of one (1) story, the portion of the building over one (1) story shall have an additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over one (1) story shall be equal to the difference between the total height of that portion of the building and one (1) story. | 3 Stories | 3 Stories | 3 Stories | 3 Stories | 2 Stories |
| Building Area | NA | NA | NA | NA | NA | NA |
| Minimum Buildable Street Frontage | NA | NA | 50% | 50% | 50% | NA |
| Tree Preservation | 25% | 25% | 25% | 25% | 25% | 25% |

# Rezoning Request Narrative

PRISM DESIGN STUDIO

June 04, 2025

City of Fayetteville
Development Services – Planning
125 W Mountain Street
Fayetteville, AR 72701

RE: Planned Zoning District Rezoning Request

**Project Location:** Multiple properties near W Dot Tipton Rd., Fayetteville, AR
**Parcels:** 765-16202-150, 765-16202-450, 765-16202-500, 765-16202-550, 765-16202-600, 765-16202-650, 765-16223-800, 765-16223-900, 765-20489-100

To Whom It May Concern:

We are pleased to submit a request for rezoning to Planned Zoning District (PZD) for a new development in west Fayetteville, Monarch Summers. The residential project includes detached single-family homes, and attached two-family homes (townhomes), totaling 267 units over 66.65 acres. The PZD proposal is based on an aggregate 4 units per acre, but requests smaller lot widths and minimum lot areas. By utilizing smaller lots, existing natural features and drainage patterns can be respected and enhanced. Monarch Summers boasts over 25% open space, including a long central green that doubles as a stormwater park and wildlife viewing area.

As illustrated in the PZD booklet, this project is compatible with the adjacent zoning and will not unreasonably or adversely affect or conflict with surrounding land uses. The proposed zoning district design aligns with City 2040 plan and aims to provide much-needed housing opportunities in a rapidly growing area of Fayetteville. This rezoning will support the City's long-term vision by addressing housing demand and fostering community growth while enhancing the overall quality of life for residents.

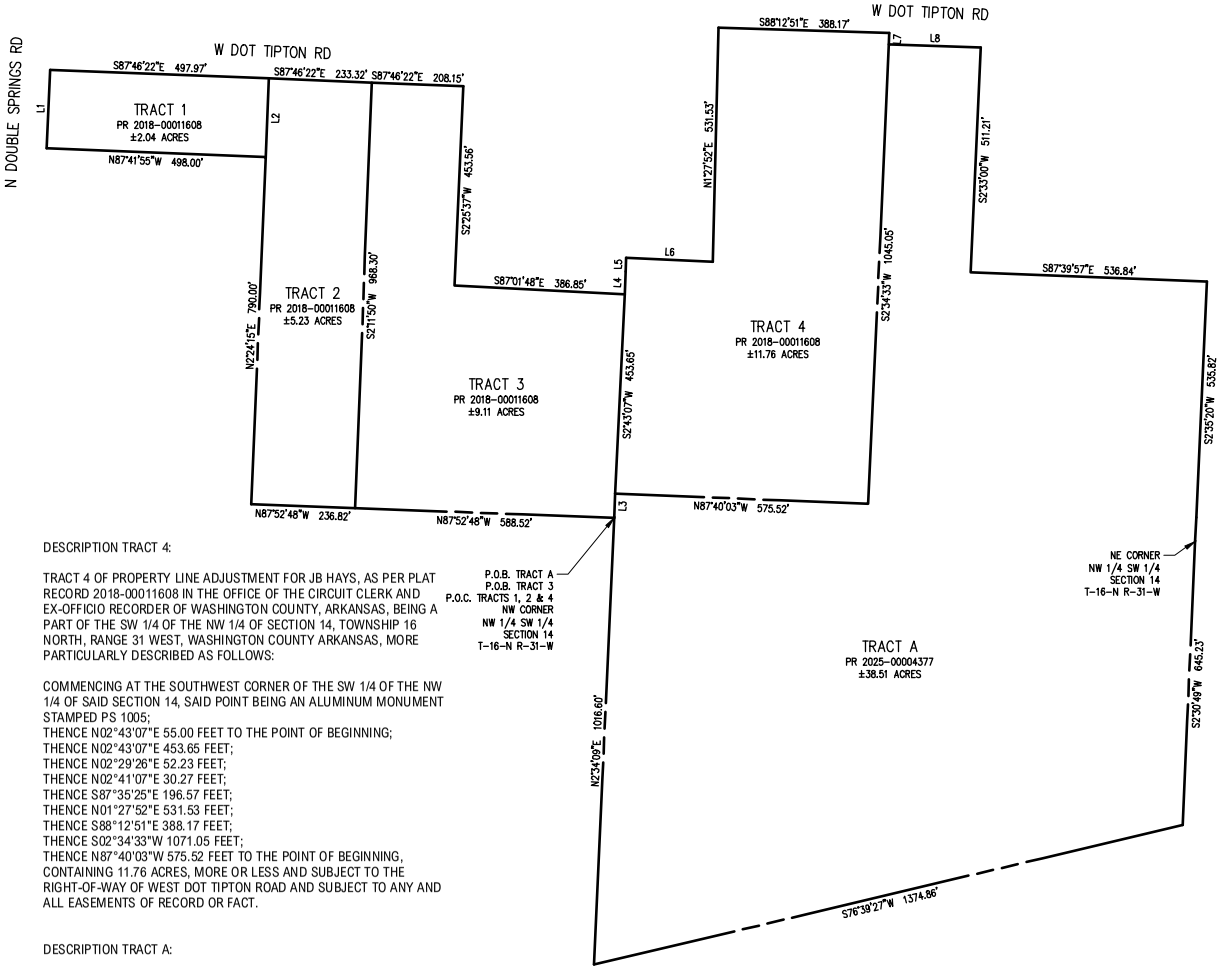
Please reach out with any additional questions or concerns regarding this rezoning request to Jenny Burbidge at 479.883.2845 or jenny.burbidge@prismds.co.

Sincerely,

Jenny C. Burbidge

**Jenny C. Burbidge, PLA, ASLA**
Vice President
Prism Design Studio

# MONARCH SUMMERS




DESCRIPTION TRACT 1:

TRACT 1 OF PROPERTY LINE ADJUSTMENT FOR JB HAYS, AS PER PLAT RECORD 2018-00011608 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 15, TOWNSHIP 16 NORTH, RANGE 31 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SAID SECTION 15, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N87°52'48"W 825.34 FEET;
THENCE N02°24'15"E 790.00 FEET TO THE POINT OF BEGINNING;
THENCE N87°41'55"W 498.00 FEET;
THENCE N02°24'56"E 178.10 FEET;
THENCE S87°46'22"E 497.97 FEET;
THENCE S02°24'15"W 178.75 FEET TO THE POINT OF BEGINNING, CONTAINING 2.04 ACRES, MORE OR LESS AND SUBJECT TO THE RIGHT-OF-WAY OF NORTH DOUBLE SPRINGS ROAD AND THE RIGHT-OF-WAY OF WEST DOT TIPTON ROAD AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

DESCRIPTION TRACT 2:

TRACT 2 OF PROPERTY LINE ADJUSTMENT FOR JB HAYS, AS PER PLAT RECORD 2018-00011608 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 15, TOWNSHIP 16 NORTH, RANGE 31 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SAID SECTION 15, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N87°52'48"W 588.52 FEET TO THE POINT OF BEGINNING;
THENCE N87°52'48"W 236.82 FEET;
THENCE N02°24'15"E 968.75 FEET;
THENCE S87°46'22"E 233.32 FEET;
THENCE S02°11'50"W 968.30 FEET TO THE POINT OF BEGINNING, CONTAINING 5.23 ACRES, MORE OR LESS AND SUBJECT TO THE RIGHT-OF-WAY OF WEST DOT TIPTON ROAD AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

DESCRIPTION TRACT 3:

TRACT 3 OF PROPERTY LINE ADJUSTMENT FOR JB HAYS, AS PER PLAT RECORD 2018-00011608 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 15, TOWNSHIP 16 NORTH, RANGE 31 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SAID SECTION 15, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N87°52'48"W 588.52 FEET;
THENCE N02°11'50"E 968.30 FEET;
THENCE S87°46'22"E 208.15 FEET;
THENCE S02°25'37"W 453.56 FEET;
THENCE S87°01'48"E 386.85 FEET;
THENCE S02°43'07"W 508.65 FEET TO THE POINT OF BEGINNING, CONTAINING 9.11 ACRES, MORE OR LESS AND SUBJECT TO THE RIGHT-OF-WAY OF WEST DOT TIPTON ROAD AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

DESCRIPTION TRACT 4:

TRACT 4 OF PROPERTY LINE ADJUSTMENT FOR JB HAYS, AS PER PLAT RECORD 2018-00011608 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 14, TOWNSHIP 16 NORTH, RANGE 31 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SW 1/4 OF THE NW 1/4 OF SAID SECTION 14, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N02°43'07"E 55.00 FEET TO THE POINT OF BEGINNING;
THENCE N02°43'07"E 453.65 FEET;
THENCE N02°29'26"E 52.23 FEET;
THENCE N02°41'07"E 30.27 FEET;
THENCE S87°35'25"E 196.57 FEET;
THENCE N01°27'52"E 531.53 FEET;
THENCE S88°12'51"E 388.17 FEET;
THENCE S02°34'33"W 1071.05 FEET;
THENCE N87°40'03"W 575.52 FEET TO THE POINT OF BEGINNING, CONTAINING 11.76 ACRES, MORE OR LESS AND SUBJECT TO THE RIGHT-OF-WAY OF WEST DOT TIPTON ROAD AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

DESCRIPTION TRACT A:

TRACT A OF PROPERTY LINE ADJUSTMENT FOR GOOSE CREEK ADDITION, LLC, AS PER PLAT RECORD 2025-00004377 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING A PART OF THE NW 1/4 OF THE SW 1/4 AND PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 14, TOWNSHIP 16 NORTH, RANGE 31 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 14, SAID POINT BEING AN ALUMINUM MONUMENT STAMPED PS 1005;
THENCE N02°43'07"E 55.00 FEET;
THENCE S87°40'03"E 575.52 FEET;
THENCE N02°34'33"E 1045.05 FEET TOT HE SOUTH RIGHT-OF-WAY OF DOT TIPTON ROAD AS DEDICATED BY PLAT RECORD 2025-00004377
THENCE ALONG SAID RIGHT-OF-WAY S88°12'51"E 209.00 FEET;
THENCE LEAVING SAID RIGHT-OF-WAY S02°33'00"W 511.21 FEET;
THENCE S87°39'57"E 536.84 FEET;
THENCE S02°35'20"W 535.82 FEET;
THENCE S02°35'20"W 54.90 FEET TO THE NE CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 14, SAID POINT BEING A 1/2" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°30'49"W 645.23 FEET;
THENCE LEAVING SAID EAST LINE S76°39'27"W 1374.86 FEET TO THE WEST LINE OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 14;
THENCE ALONG SAID WEST LINE N02°34'09"E 1016.60 FEET TO THE POINT OF BEGINNING, CONTAINING 38.51 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

| PARCEL LINE TABLE | | |
|---|---|---|
| LINE # | DIRECTION | LENGTH |
| L1 | N2° 24' 56"E | 178.10' |
| L2 | S2° 24' 15"W | 178.75' |
| L3 | S2° 43' 07"W | 55.00' |
| L4 | N2° 29' 26"E | 52.23' |
| L5 | N2° 41' 07"E | 30.27' |
| L6 | S87° 35' 25"E | 196.57' |
| L7 | S2° 34' 33"W | 26.00' |
| L8 | S88° 12' 51"E | 209.00' |

GRAPHIC SCALE IN FEET
200' 0 200'

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°18'31.42"
COMBINED SCALE FACTOR: 0.99991309
VALUE CALCULATED AT THE FOLLOWING POINT:
N 637793.117 E 647654.847 Z 1210.849

RECORD INFORMATION

Planning Commission
July 28, 2025
PZD-2025-0002 (MONARCH SUMMERS)
Page 18 of 53

SEAL

PROPERTY EXHIBIT
PART NW 1/4 SW 1/4 AND PART SW 1/4 NW 1/4 SECTION 14
PART SE 1/4 NE 1/4 SECTION 15
T-16-N R-31-W

PREPARED FOR:
GOOSE CREEK ADDITION, LLC

FAYETTEVILLE ARKANSAS

DATE: 06/03/2025
PROJECT NO: 24P00100
CONTACT:


901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838.1
www.craftontull.com


CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORITY
CRAFTON, TULL & ASSOCIATES, P.C.
No. 109
TERRY M. PENNEY

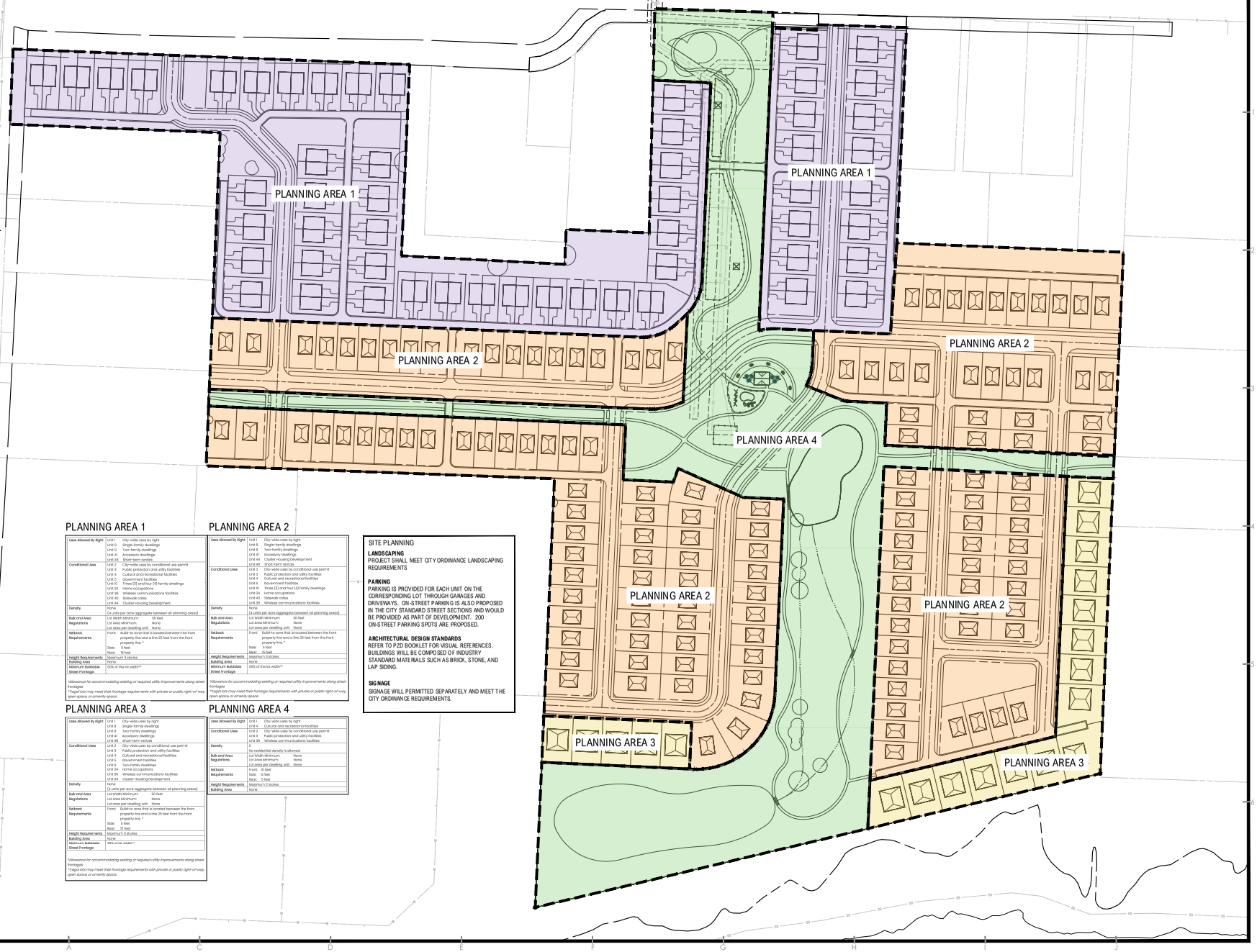
© 2025 Crafton, Tull & Associates, Inc.

| DELTA | DESCRIPTION | DATE |
|---|---|---|

SHEET NO.:
1 OF 1

DRAWING: G:\24P00100_GOOSECREEK\INFRASTRUCTURE\SURVEY\DWG\PROPERTY EXHIBIT.DWG
LAYOUT: LAYOUT1, LAST SAVED: KMAES, 6/3/2025 9:14:28 AM
LAST PLOTTED: BY: KMAES, 6/3/2025 9:14:28 AM PLOTTED BY: VALID ON HARD COPY ONLY!

# MONARCH SUMMERS




## PLANNING AREA 1

| | | |
|---|---|---|
| Uses Allowed By Right | Unit 1 | City-wide uses by right |
| | Unit 8 | Single-family dwellings |
| | Unit 9 | Two-family dwellings |
| | Unit 41 | Accessory dwellings |
| | Unit 45 | Short-term rentals |
| 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 10 | Three (3) and four (4) family dwellings |
| | Unit 24 | Home occupations |
| | Unit 36 | Wireless communications facilities |
| | Unit 40 | Sidewalk cafes |
| | Unit 44 | Cluster Housing Development |
| Density | None | |
| | (4 units per acre aggregate between all planning areas) | |
| Bulk and Area Regulations | Lot Width Minimum: | 30 feet |
| | Lot Area Minimum: | None |
| | Lot area per dwelling unit: | None |
| Setback Requirements | Front: | Build-to zone that is located between the front property line and a line 25 feet from the front property line.* |
| | Side: | 5 feet |
| | Rear: | 15 feet |
| Height Requirements | Maximum 3 stories | |
| Building Area | None | |
| Minimum Buildable Street Frontage | 90% of the lot width** | |

*Allowance for accommodating existing or required utility improvements along street frontages*
***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PLANNING AREA 2

| | | |
|---|---|---|
| Uses Allowed By Right | Unit 1 | City-wide uses by right |
| | Unit 8 | Single-family dwellings |
| | Unit 9 | Two-family dwellings |
| | Unit 41 | Accessory dwellings |
| | Unit 44 | Cluster Housing Development |
| | Unit 45 | Short-term rentals |
| 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 10 | Three (3) and four (4) family dwellings |
| | Unit 24 | Home occupations |
| | Unit 40 | Sidewalk cafes |
| | Unit 36 | Wireless communications facilities |
| Density | None | |
| | (4 units per acre aggregate between all planning areas) | |
| Bulk and Area Regulations | Lot Width Minimum: | 30 feet |
| | Lot Area Minimum: | None |
| | Lot area per dwelling unit: | None |
| Setback Requirements | Front: | Build-to zone that is located between the front property line and a line 25 feet from the front property line.* |
| | Side: | 5 feet |
| | Rear: | 15 feet |
| Height Requirements | Maximum 3 stories | |
| Building Area | None | |
| Minimum Buildable Street Frontage | 65% of the lot width** | |

*Allowance for accommodating existing or required utility improvements along street frontages*
***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PLANNING AREA 3

| | | |
|---|---|---|
| Uses Allowed By Right | Unit 1 | City-wide uses by right |
| | Unit 8 | Single-family dwellings |
| | Unit 9 | Two-family dwellings |
| | Unit 41 | Accessory dwellings |
| | Unit 45 | Short-term rentals |
| 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 24 | Home occupations |
| | Unit 36 | Wireless communications facilities |
| | Unit 44 | Cluster Housing Development |
| Density | None | |
| | (4 units per acre aggregate between all planning areas) | |
| Bulk and Area Regulations | Lot Width Minimum: | 30 feet |
| | Lot Area Minimum: | None |
| | Lot area per dwelling unit: | None |
| Setback Requirements | Front: | Build-to zone that is located between the front property line and a line 25 feet from the front property line.* |
| | Side: | 5 feet |
| | Rear: | 15 feet |
| Height Requirements | Maximum 3 stories | |
| Building Area | None | |
| Minimum Buildable Street Frontage | 65% of the width** | |

*Allowance for accommodating existing or required utility improvements along street frontages*
***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PLANNING AREA 4

| | | |
|---|---|---|
| Uses Allowed By Right | Unit 1 | City-wide uses by right |
| | Unit 4 | Cultural and recreational facilities |
| Conditional Uses | Unit 2 | City-wide uses by conditional use permit |
| | Unit 3 | Public protection and utility facilities |
| | Unit 36 | Wireless communications facilities |
| Density | 0 | |
| | No residential density is allowed | |
| Bulk and Area Regulations | Lot Width Minimum: | None |
| | Lot Area Minimum: | None |
| | Lot area per dwelling unit: | None |
| Setback Requirements | Front: | 10 feet |
| | Side: | 0 feet |
| | Rear: | 0 feet |
| Height Requirements | Maximum 2 stories | |
| Building Area | None | |

## SITE PLANNING

**LANDSCAPING**
PROJECT SHALL MEET CITY ORDINANCE LANDSCAPING REQUIREMENTS

**PARKING**
PARKING IS PROVIDED FOR EACH UNIT ON THE CORRESPONDING LOT THROUGH GARAGES AND DRIVEWAYS. ON-STREET PARKING IS ALSO PROPOSED IN THE CITY STANDARD STREET SECTIONS AND WOULD BE PROVIDED AS PART OF DEVELOPMENT. 200 ON-STREET PARKING SPOTS ARE PROPOSED.

**ARCHITECTURAL DESIGN STANDARDS**
REFER TO PZD BOOKLET FOR VISUAL REFERENCES. BUILDINGS WILL BE COMPOSED OF INDUSTRY STANDARD MATERIALS SUCH AS BRICK, STONE, AND LAP SIDING.

**SIGNAGE**
SIGNAGE WILL PERMITTED SEPARATELY AND MEET THE CITY ORDINANCE REQUIREMENTS.

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
Arkansas | Missouri
www.craftontull.com
CERTIFICATE OF AUTHORIZATION

PRISM DESIGN STUDIO
LANDSCAPE ARCHITECTURE

MONARCH SUMMERS
NEAR DOT TIPTON ROAD
FAYETTEVILLE, ARKANSAS

Key Plan

| No. | Description | Date |
|---|---|---|

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PROJECT NO:
ISSUE DATE: 07/21/2025
CONTACT: J. BURRIDGE
QC by:
QC Date:

PRELIMINARY PLANS

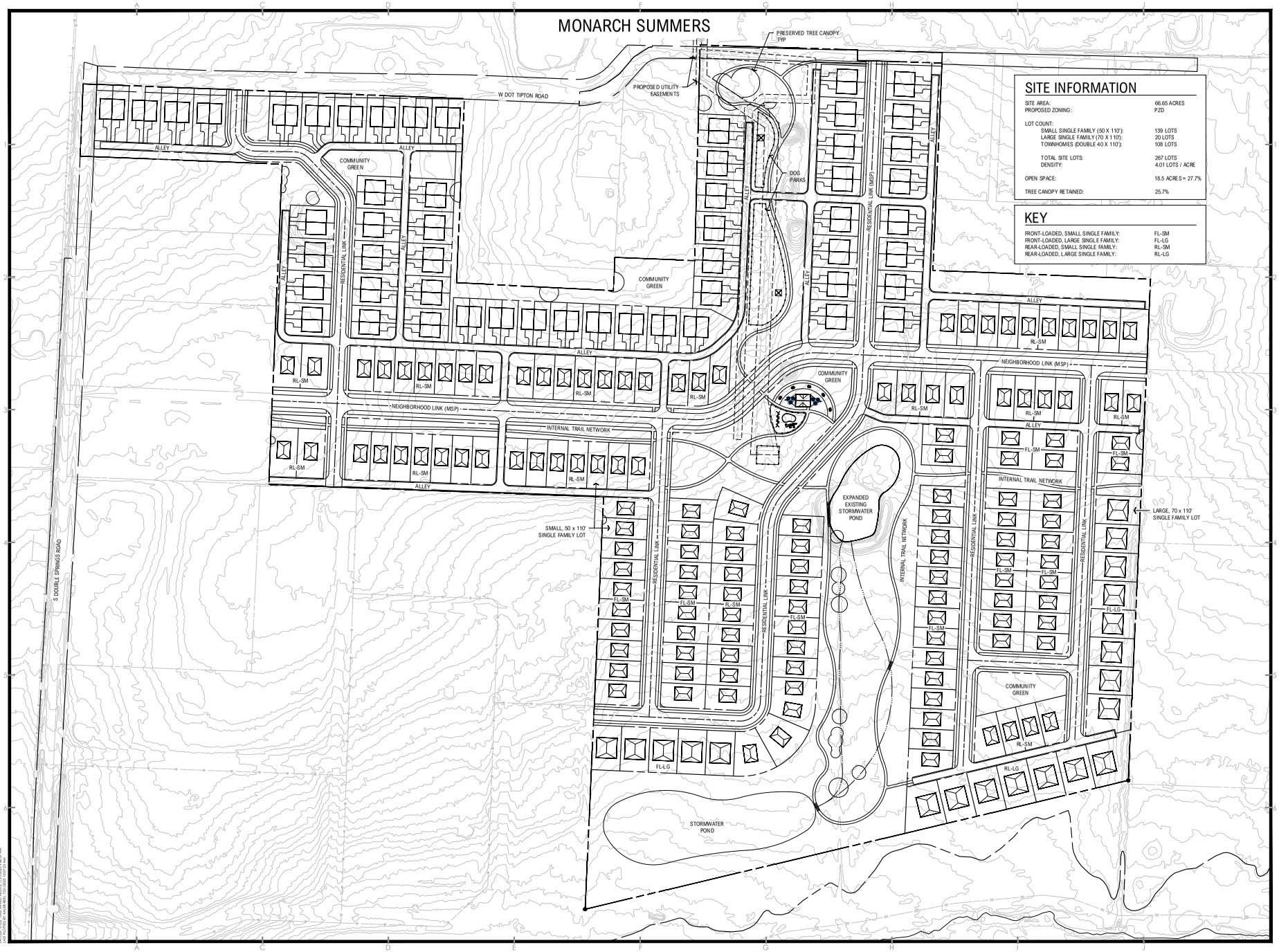
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CONCEPT MASTERPLAN
PLANNING AREAS

L-101

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PROJECT NO:
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QC by:
QC Date:

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PRELIMINARY PLANS

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MASTERPLAN

L-102

Planning Commission
July 28, 2025
PZD-2025-0002 (MONARCH SUMMERS)
Page 20 of 53

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# Planned Zoning District Booklet

for

# Monarch Summers Development



## Prepared By:

Prism Design Studio

## Date:

July 21, 2025

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# I. Owner Information

| | |
|---|---|
| Name: | Goose Creed Addition LLC |
| Address: | 60 South 6th Street<br>Fort Smith, AR 72901 |

## Project Information

| | |
|---|---|
| Parcels: | 765-16202-150, 765-16202-450, 765-16202-500, 765-16202-550, 765-16202-600, 765-16202-650, 765-16223-800, 765-16223-900, 765-20489-100 |
| Address: | Near Dot Tipton Rd., Fayetteville, AR |
| Acreage: | ±66.65 Acres |
| Existing Zoning: | R-A (Residential Agriculture) &<br>RSF-1 (Residential Single Family- 1 units per acre) |
| Existing Use: | Vacant – hay field |
| Proposed Zoning: | PZD (Planned Zoning District) |
| Proposed Use: | Residential – attached townhomes and detached Single-family homes |
| Units: | 108 townhomes \| 159 Single-family homes<br>267 total units |
| Density: | 4 units/acre aggregate |

## Project Narrative

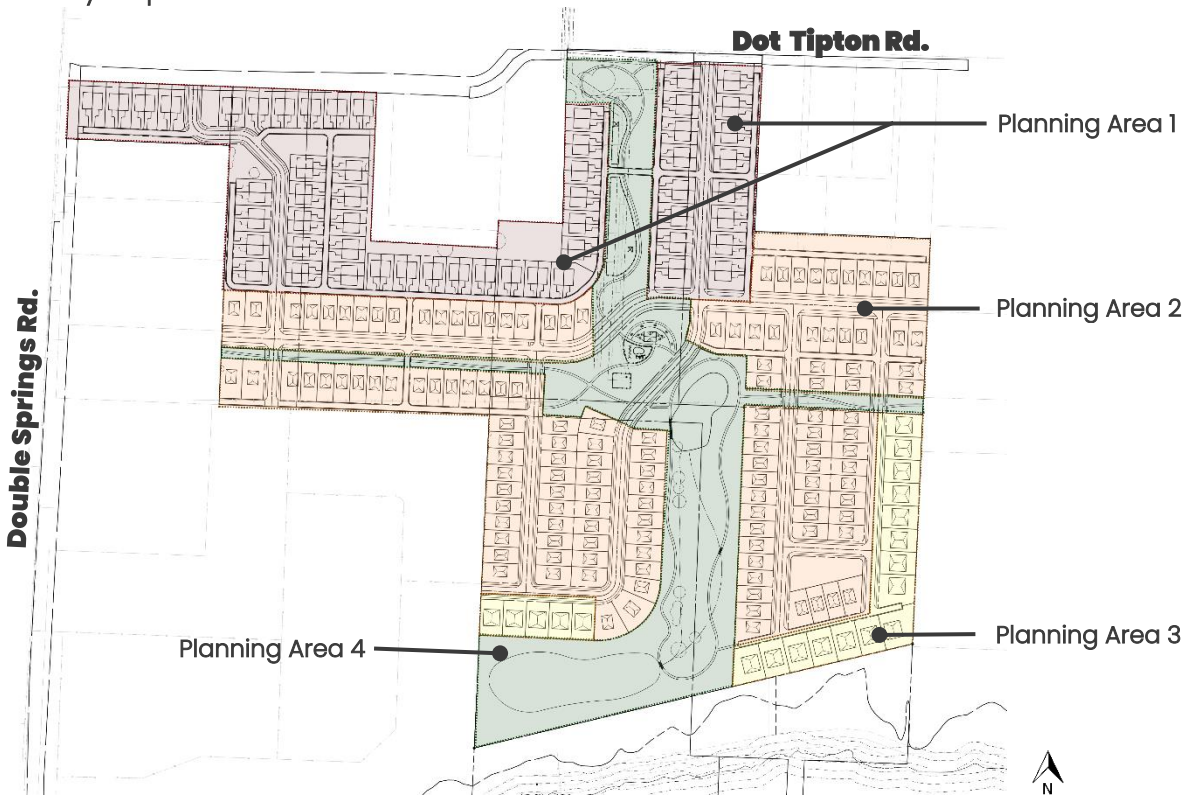
Monarch Summers development is a new housing development along Dot Tipton Road in west Fayetteville. It proposes mixed unit types, including attached townhomes and single-family homes, connected through walkable, compact streets, while maximizing greenspace for recreational use and stormwater management. The neighborhood provides trails around restored wildlife habitat areas, planted with native species such as milkweed, the host plant for Monarch butterfly. Monarch Summers aims to create an active, environmental community that seeks to enhance existing natural features through increasing biodiversity on site. These initiatives include creating connected green spaces preventing habitat fragmentation and connecting to the existing wildlife corridor and ecosystem along Goose Creek.

# II. Planned Zoning District & Planning Areas

The proposed Planned Zoning District includes four planning areas. The proposed lot restrictions are the same throughout the development, with permitted uses being the driving difference in the planning areas. This is in efforts to create visual consistency between housing types for the neighborhood.




Vicinity Map




**PZD Areas – Enlargement Plan**

PZD Area 1: Attached townhomes (duplexes) with rear entry access

PZD Area 2: Detached Single Family – small lots

PZD Area 3: Detached Single Family – large lots

PZD Area 4: Open/Natural space, trails, parks utilities, stormwater management

# III. Site Plan



## Streets, Lot Layout, and Parking




The project proposes two new access points along Dot Tipton Road and includes approximately 1500 linear feet of street frontage. The eastern access aligns with a planned Residential Link shown on the City's Master Street Plan.

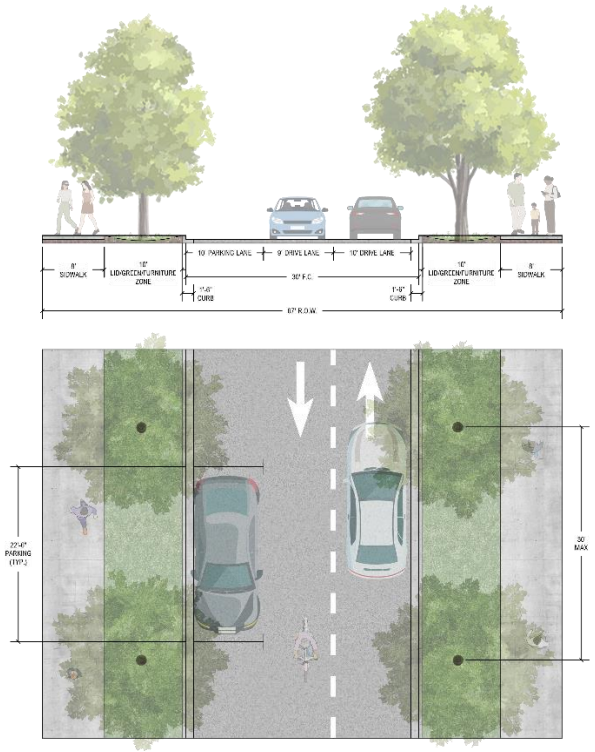
The two new drives lead to the project's "main street", a strong east to west corridor with a street section prioritizing pedestrian safety and maneuverability. This connector is also on the City's Master Street Plan, as a Residential Link. Other local streets spur off this "main street" into sections of the neighborhood, creating a network of streets and alleys focused on connectivity, rather than dead-end cul-de-sacs.

All of the attached townhomes and over 41% of single-family homes are rear-loaded from alleys. This prevents repetitive street cuts and prioritizes pedestrian safety and landscape buffers from vehicular traffic in the more active section of the development. The southern portion of the project is front

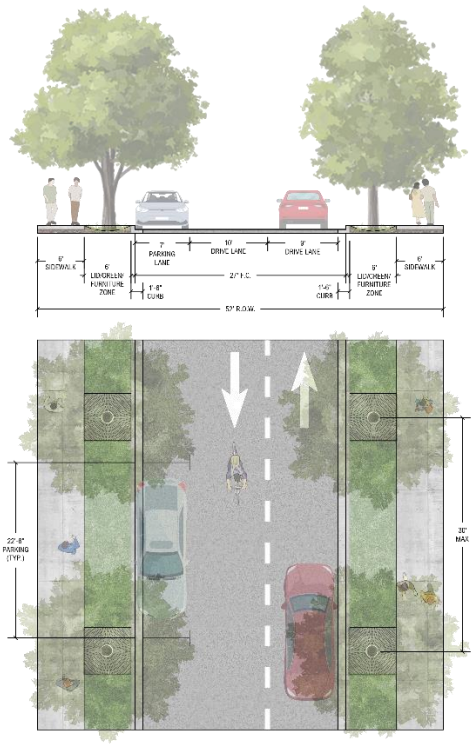
loaded, and homes are oriented to overlook restored wildlife areas and stormwater features.  All homes having alley frontage shall be required to be rear loaded, as indicated on the Site Plan.

In summary, this project completes two future streets indicated on the City's Master Street Plan, and uses urbanist design principles for tight, safe, walkable streets, through alleys, and the lack of dead-end streets.

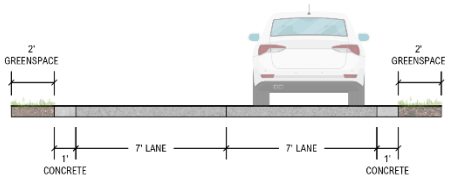
The proposed street sections are shown below:




Typical Neighborhood Link Street




Typical Residential / Local Street




Typical Residential Rear Alley – Two -Way

Proposed street sections align with the City of Fayetteville standard street sections.

Up to 300 on-street parking spaces are available along the streets within Monarch Summers, following standard street sections. Full size garages fitting 2 vehicles will be provided for all single-family homes. A minimum of a one-car garage will be provided for attached townhomes. Note that all townhomes are rear-loaded and include space for additional vehicles in the driveway. Guest parking is accommodated fully by the on-street parking facilities. At the time of development, it is recommended that an adequate number of on-street parking be determined, as 300 spaces is excessive where most homes have vehicle accommodations. Rather than maximizing on-street parking, more robust landscape islands between stalls and roughly 200 stalls is more appropriate.

## b. Traffic

The development will provide a traffic study concurrently with development plans as part of the preliminary plat process, and required by the City's Municipal Code. Dot Tipton Road is a paved rural road with open swales on both sides, and it varies in width with travel lanes of 7-8', generally. As part of this development, Dot Tipton will be improved from the most eastern drive to the intersection at Double Springs, where the property has street frontage.



*Photo of Dot Tipton Rd, near the western new proposed access.*

Double Springs Road is improved and supporting other neighborhoods, connecting to Wedington Rd, a Tier 3 City Center. It is in good condition and has been improved by other neighborhoods that front Double Springs Road directly.



*Photo near the NW intersection of Double Springs Rd & Dot Tipton Rd.*

## C. Site Characteristics & View Protection

The site is currently unoccupied with remnant barns from farming operations. The site is currently used for hay harvesting. It's generally covered in grassland, consisting of ryes, Johnson grass and other typical forbs in the region. The property generally slopes from north to south with minimal tree cover. No records of previous hazardous uses or materials have been identified or indicated from previous aerial imagery.





The proposed Planned Zoning District matches the height requirements of RSF-4 zoning districts, in efforts to match surrounding neighborhoods and does not impose additional detriment to any existing views.

## d. Stormwater Detention Areas and Drainage

The northeastern section of the site slopes from the north to the southwest, while the remainder flows from the north to the south. An existing central pond and swale collect the surface drainage, and this swale continues south towards Goose Creek. An old farm pond in the NW corner of the property also collects existing surface drainage.

The proposed drainage strategy will incorporate the existing low spots and expand the existing ponds. A new large detention pond will be added on the lower section of the site, to the south. The two major ponds will be connected through a linear swale allowing for stormwater infiltration rather than proposing gray infrastructure (pipes). By utilizing large natural areas in the development for stormwater mitigation, the development can prevent erosion concerns and provide flooding relief for adjacent properties.

There is no floodplain located on the subject property.

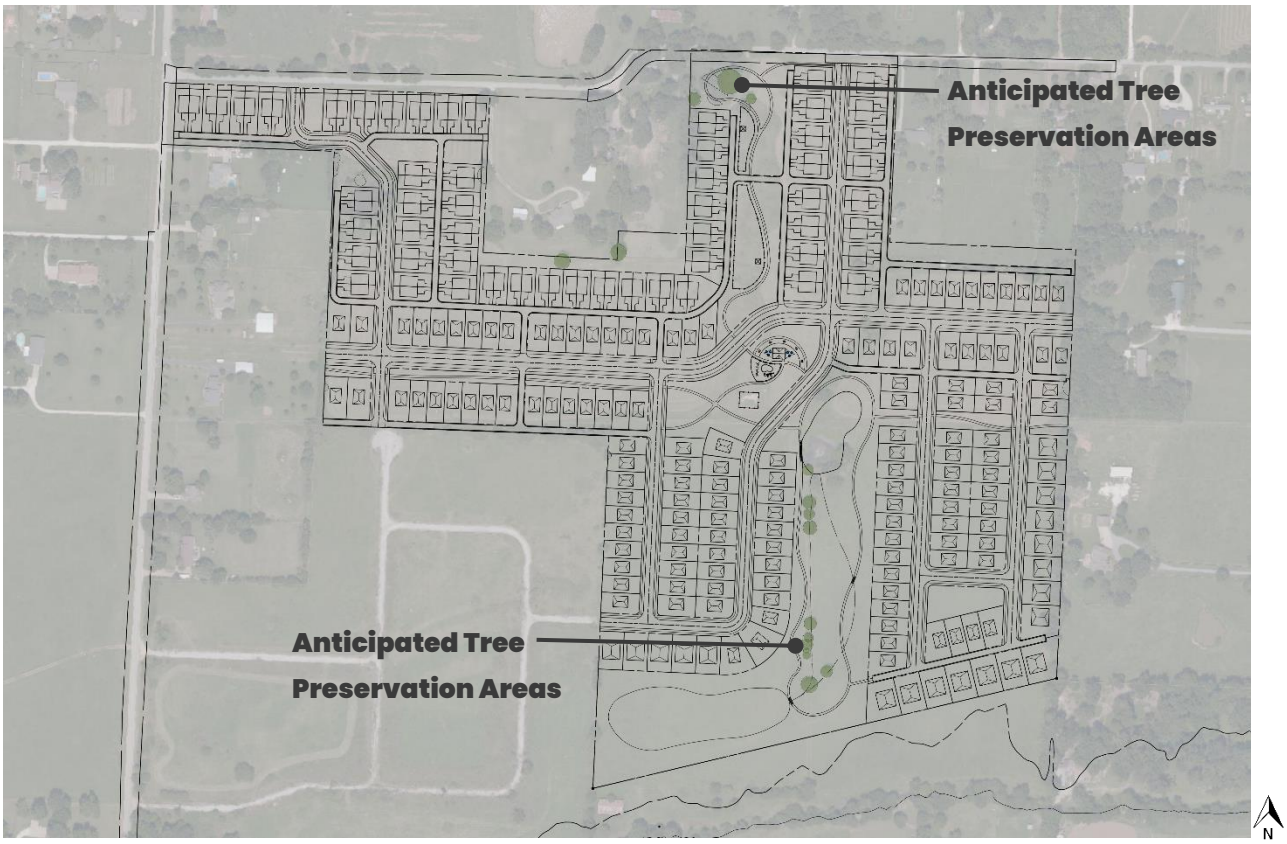
## e. Undisturbed Natural Areas

The existing central pond and drainage swale will be utilized and enhanced, as a feature for the neighborhood. Through invasive species removal and planting of native species, like perennial pollinators, and flowering forbs, the integrity of the ecosystem will be a focal point for the development. Mass native species planting with species such as butterfly milkweed, will be a landscape theme carried throughout the property.

In short, the natural drainage area of this property will be respected, expanded and enhanced to minimize impact on the current drainage systems and patterns.

## f. Tree Preservation Areas

The property is currently used to harvest hay, and has minimal existing tree coverage.  PZD minimum tree preservation percentage is 25%. The anticipated preservation areas are near the existing ponds and swales.



## g. Buffer Areas, Perimeter Treatment, Screening and Landscaping

The project will meet all buffer requirements in the Municipal Development Code. Due to compatible uses surrounding the site, no additional buffers are proposed above typical requirements.

The perimeter treatment will vary depending on the access types and building orientation. Where the rear yard faces an adjacent property, a solid fence will be provided. When the front of a unit is facing an adjacent property, a landscape buffer, including shade, ornamental and evergreen trees shall be provided.

Screening and landscaping will be provided as required by the City Municipal Development and Subdivision code. Since all uses surrounding the property, and including the property are low density residential, no screening is planned. Street trees will be planned in accordance with the typical city street sections. Landscape enhancements will be provided in the common areas and in the stormwater park area. The planting palette, including street trees, will be strictly native plant species in support of the enduring green network and nature-based solutions planning initiatives.

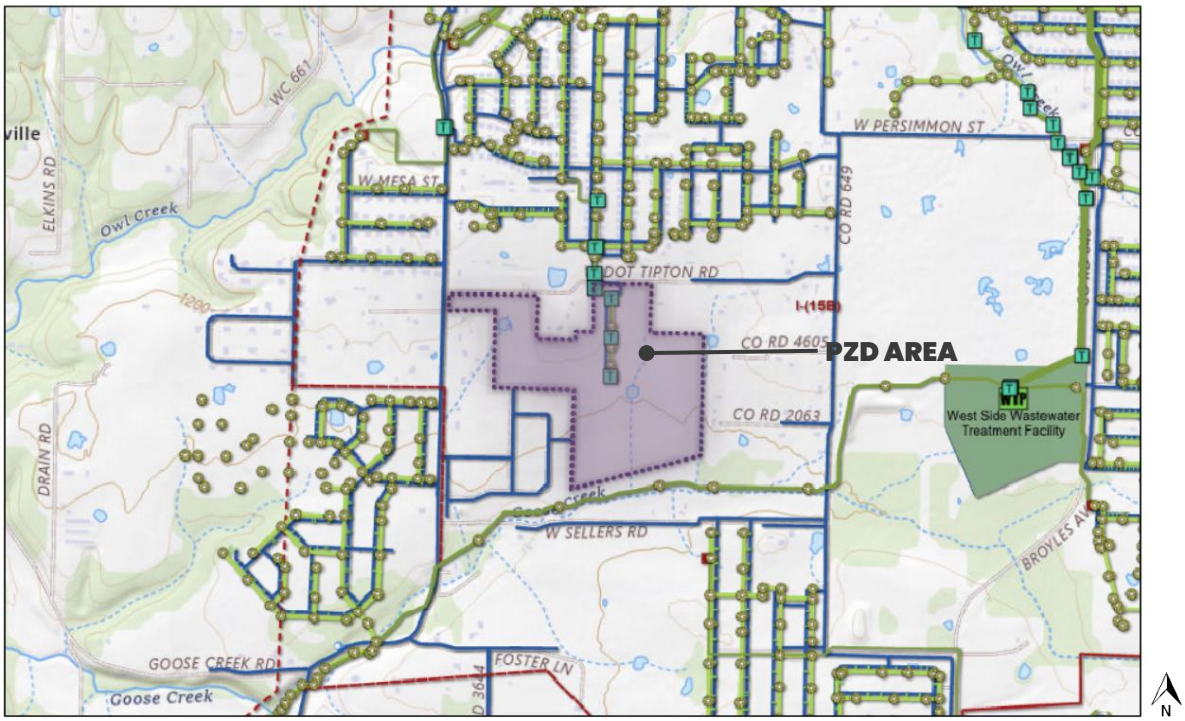
## h. Recreational facilities

The neighborhood includes open green spaces interspersed throughout, providing access to quality outdoor space in multiple forms. A series of pocket parks and common greens are used to provide visual interest along strong sight lines and to provide buffer between programmed play areas and private residences. These spaces also act as natural systems enhanced with native plantings, allowing for wildlife migration by being connected, rather than isolated habitats.

An outdoor playground and shade structures are proposed near the center of the property with on-street parking. Lastly, a trail system around the stormwater ponds and habitat area will provide opportunities for walking, running, and wildlife viewing.

## i. Existing and Proposed Utility Connections & Extensions

The subject property has access to water and sewer. An existing water main and lift station exist within the property bounds. Per discussions with the Utility Department, the existing lift station (#44) is at capacity, and the next downstream lift station (#22) is also at capacity. Upgrades to these systems would not be approved. The city has completed 100% construction plans (separate from this project or property) for a new gravity mainline along Goose Creek that will connect to lift station #12 and provide adequate capacity for future projects on the subject property. Lift station #44 will be required to be taken offline and routed to the new gravity main to the south, through the subject property. The plans are currently under review with the state Health Department. The property owner has been in discussions with the utility department regarding a cost-share agreement for future off-site gravity mainline improvements. All water improvements and extensions will be typical to provide service for new development. Water pressure and capacity in the area are adequate for the residential services.




Water / Sewer Map

## j. Sidewalks & Streetlights

Sidewalks will be proposed in accordance with the street sections included in this packet.

Streetlights will be provided and meet the standard required lighting requirements by the City of Fayetteville Municipal Code, and in coordination with the utility provider. All proposed lighting will also meet the City's dark sky requirements.

# IV. Context

All adjacent properties are residential in use and within residential zoning districts. The following zoning types are located within 0.5 miles of the subject property:

RSF-1 RSF-4 RSF-8 RSF-6 P-1 R-A

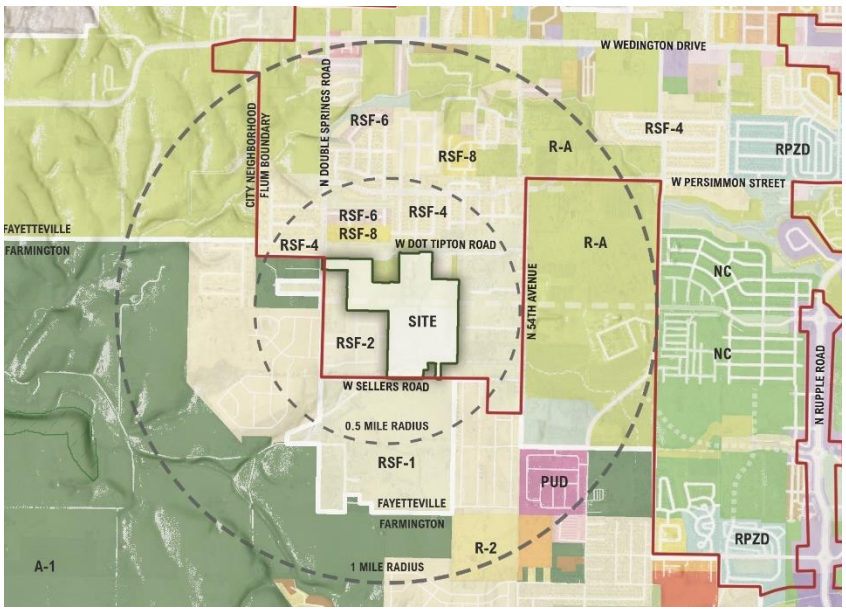
City of Farmington (Residential, up to 4 units per acre)

The additional zoning districts located within 1 mile of the subject property are:

NC R-O RI-U C-2 NS-L NS-G

RI-12 RPZD

The proposed aggregate density (units per acre) of this project is similar to the subdivisions in the surrounding areas. Multiple RSF-4 or more dense neighborhoods are within immediate area around this subject property. The development pattern is less intrusive and more efficient with infrastructure investments than low density and rural lot layouts.



# V. Development and Architectural Design Standards

The proposed homes will consist of American Traditional architectural style, with nods to Craftsman and Tudor features. There will be some variety in colors and composition to provide each home owner with a custom look to their home. The color palette will be neutrals in general, with architectural accents in bold colors.

## a. Primary Materials

Brick *various colors*






Stone *various types and colors*





Lap Siding *various colors and patterns*





## Secondary Materials

Aluminum
Steel
Wood

# b. Building Elevations- Precedent Imagery

## Attached Townhomes











All images are shown for character and architectural style reference and are not images owned by this project or guaranteed final products.

## C. Single-Family Homes

Small Single – Family (+/-1,000 sf – 1,750 sf)





Large Single – Family (+/- 1,500 sf – 2,500 sf)









All images are shown for character and architectural style reference and are not images owned by this project or guaranteed final products.

## VI. Proposed Signage

Proposed signage will be typical of residential developments and will comply with the City's Municipal Code. Signs are permitted separately from the project development and platting process.

## VII. Construction of Nonresidential Facilities

There are no nonresidential facilities or uses associated with this project.

## VIII. Covenants, Trusts, Homeowners Association

Monarch Summers will establish a Property Owner Association (POA) to hold responsibility for maintaining shared amenities and spaces, not under private ownership.

# VIIII. Zoning Standards (Existing)

## a. R-A *Residential - Agricultural*

| | | |
|---|---|---|
| **Uses Allowed By Right** | Unit 1 | City-wide uses by right |
| | Unit 3 | Public protection and utility facilities |
| | Unit 6 | Agriculture |
| | Unit 7 | Animal husbandry |
| | Unit 8 | Single-family dwellings |
| | Unit 9 | Two-family dwellings |
| | Unit 37 | Manufactured homes |
| | Unit 41 | Accessory dwellings |
| | Unit 43 | Animal boarding and training |
| | Unit 46 | Short-term rentals |
| **Conditional Uses** | Unit 2 | City-wide uses by conditional use permit |
| | Unit 4 | Cultural and recreational facilities |
| | Unit 5 | Government facilities |
| | Unit 20 | Commercial recreation, large sites |
| | Unit 24 | Home occupations |
| | Unit 35 | Outdoor Music Establishments |
| | Unit 36 | Wireless communications facilities |
| | Unit 42 | Clean technologies |
| **Density** | One-half (1/2) unit per acre | |
| **Bulk and Area Regulations** | Lot Width Minimum: | 200 feet |
| | Lot Area Minimum: | |
| | Residential | 2 acres |
| | Nonresidential | 2 acres |
| | Lot area per dwelling unit: | 2 acres |
| **Setback Requirements** | Front: | 35 feet |
| | Side: | 20 feet |
| | Rear: | 35 feet |
| **Height Requirements** | There shall be no maximum height limits in the R-A District, provided, however, if a building exceeds the height of one (1) story, the portion of the building over one (1) story shall have an additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over one (1) story shall be equal to the difference between the total height of that portion of the building and one (1) story. | |
| **Building Area** | None | |

## b. RSF-1 *Residential Single Family – One Unit per Acres*

| | | |
|---|---|---|
| **Uses Allowed By Right** | Unit 1 | City-wide uses by right |
| | Unit 8 | Single-family dwellings |
| | Unit 41 | Accessory dwellings |
| | Unit 46 | Short-term rentals |
| **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 |
| **Density** | 1 unit per acre | |
| **Bulk and Area Regulations** | Lot Width Minimum: | 150 feet |
| | Lot Area Minimum: | |
| | Residential | 35,720 square feet |
| | Lot area per dwelling unit: | 35,720 square feet |
| **Setback Requirements** | Front: | 35 feet |
| | Side: | 20 feet |
| | Rear: | 35 feet |
| **Height Requirements** | 3 stories | |
| **Building Area** | None | |

## C. Proposed Zoning Standards (Proposed)

### PZD – Planned Area 1

Purpose:

- Provide an appropriately flexible neighborhood buffer, allowing more density along main street frontages without impacting neighborhood character.
- Promote and maintain the development of diverse housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life;
- Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure;

Intent:

1. The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;
2. The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;
3. Block structure should be compact and connected, lots with alley frontage shall use said alleys for sole access to property, with an emphasis on pedestrian pathways creating connectivity throughout the neighborhood;
4. Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;
5. Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage.
6. Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;
7. Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods;

## PZD – Planned Area 1

| | |
|---|---|
| **Uses Allowed By Right** | Unit 1 City-wide uses by right<br>Unit 8 Single-family dwellings<br>Unit 9 Two-family dwellings<br>Unit 41 Accessory dwellings<br>Unit 46 Short-term rentals |
| **Conditional Uses** | Unit 2 City-wide uses by conditional use permit<br>Unit 3 Public protection and utility facilities<br>Unit 4 Cultural and recreational facilities<br>Unit 5 Government facilities<br>Unit 10 Three (3) and four (4) family dwellings<br>Unit 24 Home occupations<br>Unit 36 Wireless communications facilities<br>Unit 40 Sidewalk cafes<br>Unit 44 Cluster Housing Development |
| **Density** | None<br>(4 units per acre aggregate between all planning areas) |
| **Bulk and Area Regulations** | Lot Width Minimum: 30 feet<br>Lot Area Minimum: None<br>Lot area per dwelling unit: None |
| **Setback Requirements** | Front: Build-to zone that is located between the front property line and a line 25 feet from the front property line. *<br>Side: 5 feet<br>Rear: 15 feet |
| **Height Requirements** | Maximum 3 stories |
| **Building Area** | None |
| **Minimum Buildable Street Frontage** | 50% of the lot width** |

**Allowance for accommodating existing or required utility improvements along street frontages*

***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PZD – Planned Area 2

Purpose:

- Provide an alternative, smaller lot configurations for traditional single-family detached housing, providing flexibility for smaller, efficient, affordable house types to increase user diversity and overall appeal.
- Promote and maintain the development of varied housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life;
- Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure;

Intent:

1. The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;
2. The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;
3. Block structure should be compact and connected, with a preference for alleys and pedestrian pathways creating additional mid-block connectivity and flexibility;
4. Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;
5. Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage.
6. Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;
7. Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods;

## PZD – Planned Area 2

| | |
|---|---|
| **Uses Allowed By Right** | Unit 1 City-wide uses by right<br>Unit 8 Single-family dwellings<br>Unit 9 Two-family dwellings<br>Unit 41 Accessory dwellings<br>Unit 44 Cluster Housing Development<br>Unit 46 Short-term rentals |
| **Conditional Uses** | Unit 2 City-wide uses by conditional use permit<br>Unit 3 Public protection and utility facilities<br>Unit 4 Cultural and recreational facilities<br>Unit 5 Government facilities<br>Unit 10 Three (3) and four (4) family dwellings<br>Unit 24 Home occupations<br>Unit 40 Sidewalk cafes<br>Unit 36 Wireless communications facilities |
| **Density** | None<br>(4 units per acre aggregate between all planning areas) |
| **Bulk and Area Regulations** | Lot Width Minimum: 30 feet<br>Lot Area Minimum: None<br>Lot area per dwelling unit: None |
| **Setback Requirements** | Front: Build-to zone that is located between the front property line and a line 25 feet from the front property line. *<br>Side: 5 feet<br>Rear: 15 feet |
| **Height Requirements** | Maximum 3 stories |
| **Building Area** | None |
| **Minimum Buildable Street Frontage** | 50% of the lot width** |

**Allowance for accommodating existing or required utility improvements along street frontages*

***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PZD – Planned Area 3

Purpose:

- Provide larger lots near the existing creek that will contribute to the overall neighborhood character.
- Promote and maintain the development of varied housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life;
- Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure;

Intent:

1. The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;
2. The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;
3. Block structure should be compact and connected, with a preference for alleys and pedestrian pathways creating additional mid-block connectivity and flexibility;
4. Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;
5. Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage.
6. Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;
7. Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods;

## PZD – Planned Area 3

| | |
|---|---|
| **Uses Allowed By Right** | Unit 1 City-wide uses by right<br>Unit 8 Single-family dwellings<br>Unit 9 Two-family dwellings<br>Unit 41 Accessory dwellings<br>Unit 46 Short-term rentals |
| **Conditional Uses** | Unit 2 City-wide uses by conditional use permit<br>Unit 3 Public protection and utility facilities<br>Unit 4 Cultural and recreational facilities<br>Unit 5 Government facilities<br>Unit 9 Two-family dwellings<br>Unit 24 Home occupations<br>Unit 36 Wireless communications facilities<br>Unit 44 Cluster Housing Development |
| **Density** | None<br>(4 units per acre aggregate between all planning areas) |
| **Bulk and Area Regulations** | Lot Width Minimum: 50 feet<br>Lot Area Minimum: None<br>Lot area per dwelling unit: None |
| **Setback Requirements** | Front: Build-to zone that is located between the front property line and a line 25 feet from the front property line. *<br>Side: 5 feet<br>Rear: 15 feet |
| **Height Requirements** | Maximum 3 stories |
| **Building Area** | None |
| **Minimum Buildable Street Frontage** | 40% of lot width** |

**Allowance for accommodating existing or required utility improvements along street frontages*

***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PZD – Planned Area 4

Purpose:

- Provide shared open space that contributes to the health and well-being of the neighborhood and its users.
- Utilize natural spaces for stormwater management, allowing for re-use, filtering, and absorption, rather than collection, piping and quick conveyance, which has proven to be detrimental to our public waterways.
- Utilize existing or proposed public utility easements as activated spaces, rather than derelict, unmaintained areas.

Intent:

1. To preserve and enhance natural features, promoting habitat for wildlife, stream health and environmental stewardship.
2. Allow public and neighborhood access to open spaces, bringing awareness to natural systems and functions.
3. Utilize existing drainage patterns to minimize land disturbance, loose soil, erosion, and sediment off-loading in streams.

| | |
|---|---|
| Uses Allowed By Right | Unit 1 City-wide uses by right<br>Unit 4 Cultural and recreational facilities |
| Conditional Uses | Unit 2 City-wide uses by conditional use permit<br>Unit 3 Public protection and utility facilities<br>Unit 36 Wireless communications facilities |
| Density | 0<br>No residential density is allowed |
| Bulk and Area Regulations | Lot Width Minimum: None<br>Lot Area Minimum: None<br>Lot area per dwelling unit: None |
| Setback Requirements | Front: 10 feet<br>Side: 5 feet<br>Rear: 5 feet |
| Height Requirements | Maximum 2 stories |
| Building Area | None |

# X. Compliance with Future Land Use Plan

The subject property and all adjacent properties are designated as Residential Neighborhood. This designation begins near Goose Creek, south of the property, and extends to Wedington Drive, a regional link 1.5 miles north, encompassing existing neighborhoods with a variety of residential zoning designations. The City's 2040 Plan describes these areas as:

*"Residential Neighborhood Areas are primarily residential in nature and support a **wide variety of housing types** of appropriate scale and context: **single-family, duplexes, rowhouses, multifamily, and accessory dwelling units.** 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, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments, which may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment. Building setbacks may vary depending on the context of the existing neighborhood."*

.

This project proposes single-family and townhome development with low to medium aggregate density, similar to RSF-4. The proposed uses and design of this project clearly align with the neighborhood development objectives listed in the City's 2040 Plan.



Figure 3.5 - Suburban Sprawl



Figure 3.6 - Traditional Development

*Figures from the City of Fayetteville 2040 Comprehensive Plan*

# XI. Reason for requesting rezoning

The request for rezoning is to further align with the smart growth initiatives the City has prioritized in the 2040 Comprehensive plan. The property is currently zoned for low density, typical suburban and rural sprawl. Roughly 46 homes are allowed by right, sitting on large, detached lots, providing little benefit to neighborhood connectivity and sense of place. Extending utilities and roads over long distances to serve only a few homes makes development less feasible and fails to maximize infrastructure investments or support their maintenance over time.

This proposal seeks an aggregate density of 4 units per acre (RSF-4) with modifications to standard lot sizes to maximize green space within the property. RSF -4 requires a minimum 70 foot lot width and 8,000 sf lot size, yet homes ranging from 1,000 – 3,000 square feet can be built on narrower lots. As noted throughout this booklet, by reducing the private greenspace, larger community areas can be planned and integrated into environmental programming like stormwater management and habitat development.

RSF-4 zoning allows single-family detached homes being allowed by right, and two-family homes require conditional use approval. In this proposal, single family and two-family dwellings are allowed by right, but limited to an aggregate density of 4 units per acre. This matches the development patterns in the surrounding area and causes no adverse impact to adjacent properties.

In summary, this project is an opportunity to provide a diversity of housing types for families in a walkable neighborhood format that promotes community building while increasing ecological diversity. This smart growth approach to residential development has been recognized by the community and NWA regional planners as necessary in order to meet housing needs while correcting outdated development patterns that no longer serve the growing region.

## Wonsower, Donna

**From:** Planning Shared
**Sent:** Monday, July 21, 2025 2:52 PM
**To:** Wonsower, Donna
**Subject:** FW: Rezoning Request for Monarch Summers Development on Dot Tipton Road for Parcels: 765-16202-150, 765-16202-450, 765-16202-500, 765-16202-550, 765-16202-600, 765-16202-650, 765-16223-800, 765-16223-900, 765-20489-100

For you

Thank you

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

CITY OF FAYETTEVILLE ARKANSAS

**From:** Rusty Rumley <rustyrumley@gmail.com>
**Sent:** Monday, July 21, 2025 2:17 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Subject:** Rezoning Request for Monarch Summers Development on Dot Tipton Road for Parcels: 765-16202-150, 765-16202-450, 765-16202-500, 765-16202-550, 765-16202-600, 765-16202-650, 765-16223-800, 765-16223-900, 765-20489-100

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.

To whom it may concern,

My name is Rusty Rumley, and I live with my family on the west side of the property in question. I greatly appreciate the opportunity to provide comments regarding the proposed zoning change that would significantly tax local infrastructure, uncharacteristically increase residential density in our area, and potentially create drainage issues on my property. This property was last considered earlier in 2025 and the concerns raised by the Planning Commission and city staff during that request for rezoning remain largely unchanged. I am writing to express my opposition to this proposal for the following reasons:

**1. Strain on Local Infrastructure**
The proposed development would put a considerable burden on our already strained infrastructure. Traffic congestion is a daily challenge during peak hours, and the addition of dozens—or even hundreds—of new housing units will only exacerbate this issue and increase the likelihood of accidents. This new plan addresses concerns about Dot Tipton Rd; however, it does not address the additional traffic on Double Springs Rd. The continued development of the Goose Creek subdivision on

the west side of Double Springs Rd. continues to increase traffic on this road since the last time this property was considered for rezoning, which has only made the issue worse. Land on the north side of Dot Tipton has also been rezoned for development and the additional strain on Double Springs Rd will create long-term traffic and safety issues moving forward. Finally, the property is at the furthest west extent of city limits with little proximity to city services. Fayetteville's long-range plans discourage sprawl by supporting revitalization nearer to the urban center and by limiting growth on the edges of the city. This area lacks non-residential services and employment centers which would likely result in increased automobile dependence, contrary to the plan.

**2. Impact on Neighborhood Character**

This proposal is inconsistent with the existing character of our community, which is largely composed of single-family homes (although lot sizes do vary). There is no zoning in the area commensurate with the proposed density level due to the townhomes in this plan, which would be more appropriate for redevelopment near the urban center rather than on the outskirts of town which has no retail establishments or public transportation. The proposed substantial increase in residential density would alter the appearance, atmosphere, and quality of life in the neighborhood, and would be contrary to thoughtful, sustainable growth in alignment with the area's long-term planning goals. This plan merely contributes to urban sprawl by creating yet another commuter neighborhood. Fayetteville is suffering a housing shortage that needs to be addressed; however, urban sprawl will create more long-term problems down the road.

**3. Environmental Concerns**

We are also concerned about the environmental impact of this development. Increased density typically results in more paved surfaces and reduced green space, which contributes to stormwater runoff, a higher risk of flooding, and diminished habitat for local wildlife. There are already existing issues with runoff on this property and replacing pasture with densely packed development would absolutely exacerbate this issue. In the submitted Planned Zoning District Booklet for Monarch Summers Development these issues are allegedly addressed; however, the plans show that the planned Neighborhood link will substantially increase runoff by creating a paved canel to move water down to the entire western side of the proposed development and directly onto my and my neighbor's property.

For all of the above reasons, I respectfully ask that the proposed zoning change be denied. Thank you for your attention.

Rusty W. Rumley
phone: (405) 779-3680
email: rustyrumley@gmail.com

Docusign Envelope ID: 77C2F0D8-303A-44D9-89A2-1D221AC5BD45

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

RE: Rezone request **(PZD:-2025-0002)**

Dear Planning Commission and City Council,

Please find this letter in support of the rezone request for multiple properties near 6061 W. Dot Tipton Road in Fayetteville, AR. We understand the properties are currently zoned R-A and RSF-1, and the proposed zoning is a Planned Zoning District (PZD). As neighbors of these properties, we do not believe the new zoning classification will have any adverse effect on our property or the surrounding area.

Please find the names and addresses below of neighbors supporting the request:

| Date | Name | Address |
|---|---|---|
| 7/23/25 | [signature] | 35 ACRES DOUBLE SPRINGS & WAYNE SELLERS |
| 7/24/25 | [signature] | 5769 W. Shalott Dr. |
| 7/25/2025 | Dale Carlton | 20 Acres on Wayne Sellers corner Dale Carlton |
| | | |
| | | |
| | | |
| | | |
| | | |
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| | | |

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 08/08/2025 |
| **Time:**<br>00:00 (AM/PM) | 8:54 A.M. |
| **From:**<br>Name & Title | Donna Wonsower, Planner |
| **To:**<br>Name & Title | Courtney Spohn, Deputy Clerk |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 08/12/2025 |
| **Agenda Item:**<br>Ex. B3, C.4 | C.4 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1354 |

# Planned Zoning District Booklet

for

## Monarch Summers Development



Prepared By:

Prism Design Studio

Date:

August 08, 2025

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# I. Owner Information

| | |
|---|---|
| Name: | Goose Creed Addition LLC |
| Address: | 60 South 6th Street<br>Fort Smith, AR 72901 |

## Project Information

| | |
|---|---|
| Parcels: | 765-16202-150, 765-16202-450, 765-16202-500,<br>765-16202-550, 765-16202-600, 765-16202-650,<br>765-16223-800, 765-16223-900, 765-20489-100 |
| Address: | Near Dot Tipton Rd., Fayetteville, AR |
| Acreage: | ±66.65 Acres |
| Existing Zoning: | R-A (Residential Agriculture) &<br>RSF-1 (Residential Single Family- 1 units per acre) |
| Existing Use: | Vacant – hay field |
| Proposed Zoning: | PZD (Planned Zoning District) |
| Proposed Use: | Residential – attached townhomes and detached<br>Single-family homes |
| Units: | 108 townhomes \| 159 Single-family homes<br>267 total units |
| Density: | 4 units/acre aggregate |

## Project Narrative

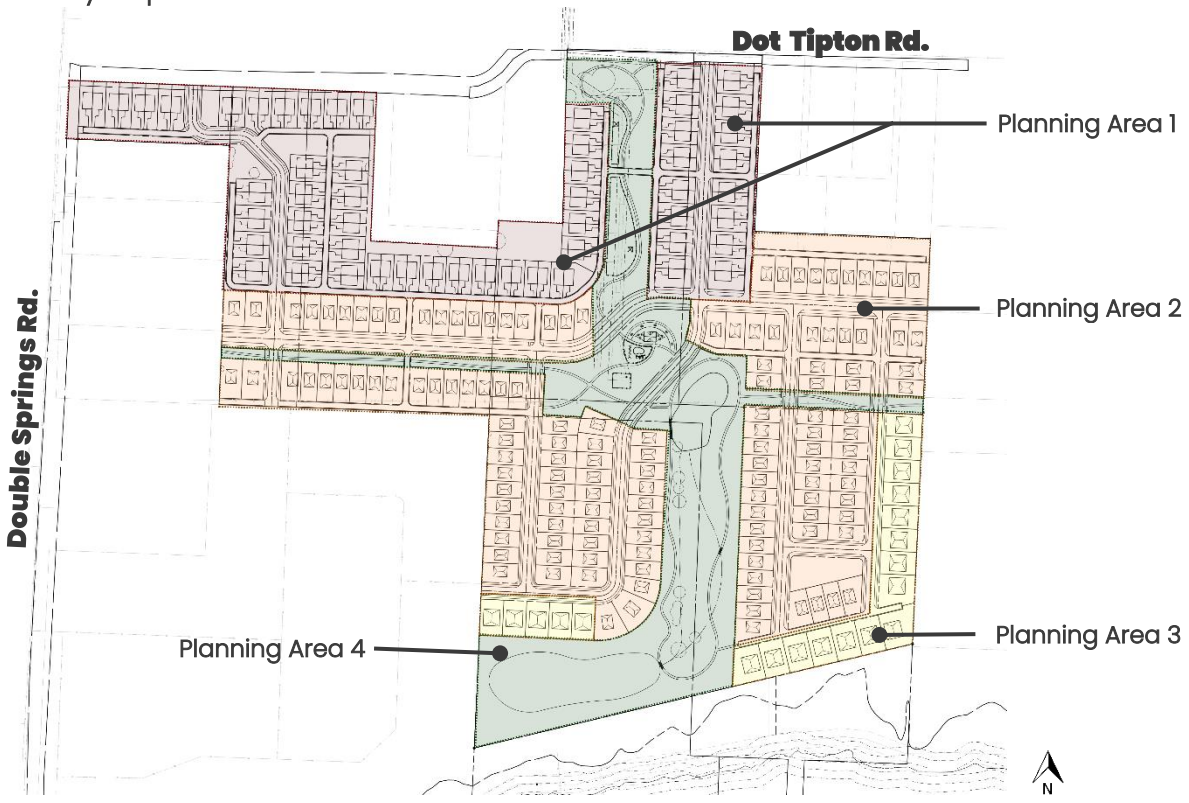
Monarch Summers development is a new housing development along Dot Tipton Road in west Fayetteville. It proposes mixed unit types, including attached townhomes and single-family homes, connected through walkable, compact streets, while maximizing greenspace for recreational use and stormwater management. The neighborhood provides trails around restored wildlife habitat areas, planted with native species such as milkweed, the host plant for Monarch butterfly. Monarch Summers aims to create an active, environmental community that seeks to enhance existing natural features through increasing biodiversity on site. These initiatives include creating connected green spaces preventing habitat fragmentation and connecting to the existing wildlife corridor and ecosystem along Goose Creek.

# II. Planned Zoning District & Planning Areas

The proposed Planned Zoning District includes four planning areas. The proposed lot restrictions are the same throughout the development, with permitted uses being the driving difference in the planning areas. This is in efforts to create visual consistency between housing types for the neighborhood.




Vicinity Map




**PZD Areas – Enlargement Plan**

PZD Area 1: Attached townhomes (duplexes) with rear entry access

PZD Area 2: Detached Single Family – small lots

PZD Area 3: Detached Single Family – large lots

PZD Area 4: Open/Natural space, trails, parks utilities, stormwater management

# III. Site Plan




PRISM DESIGN STUDIO  Crafton Tull

**MONARCH SUMMERS**

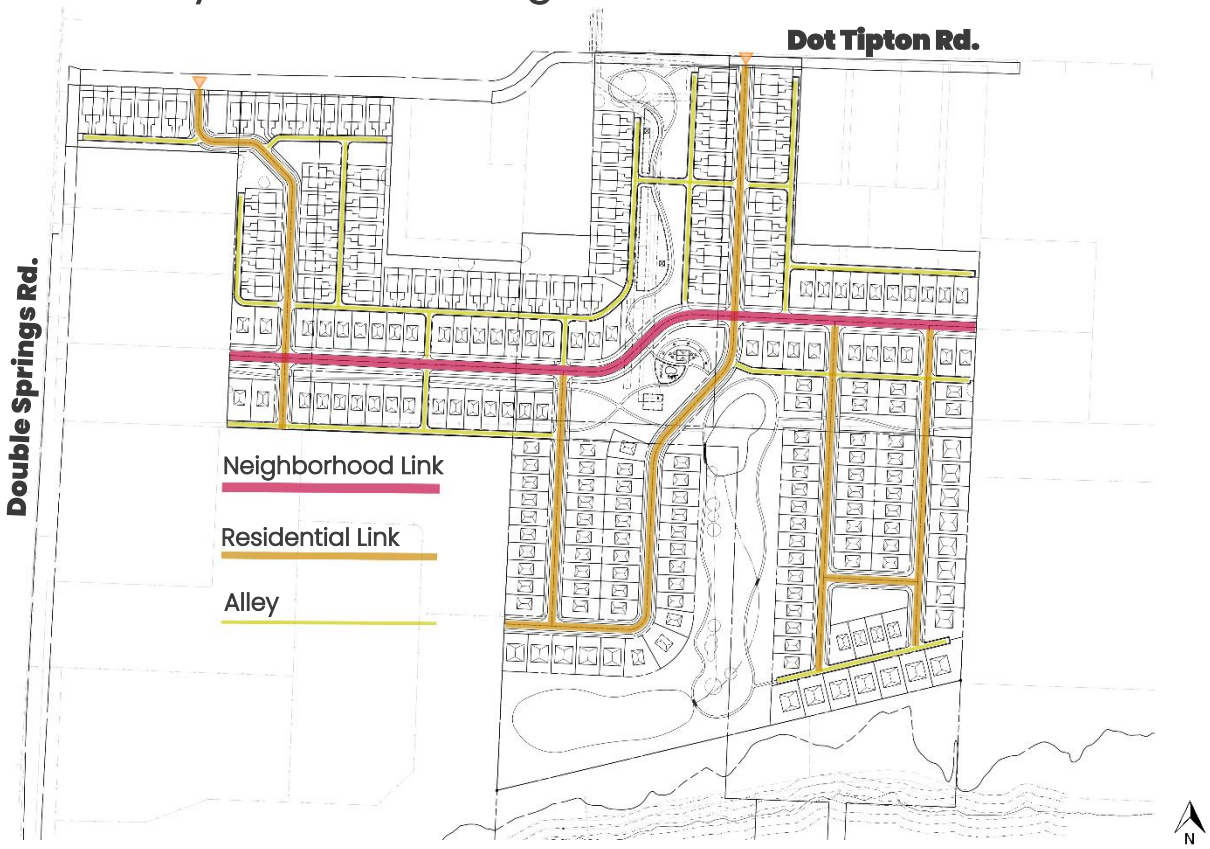
FAYETTEVILLE, ARKANSAS

06.04.2025

0 100 200

N

## Streets, Lot Layout, and Parking




The project proposes two new access points along Dot Tipton Road and includes approximately 1500 linear feet of street frontage. The eastern access aligns with a planned Residential Link shown on the City's Master Street Plan.

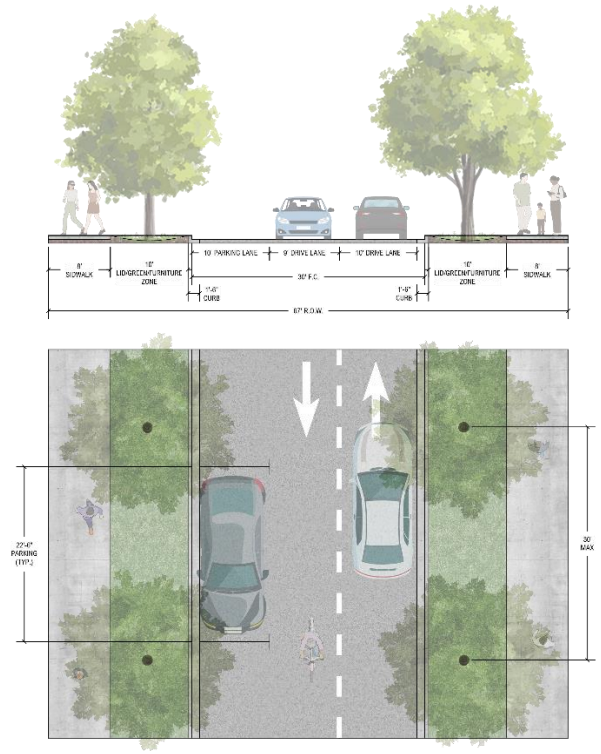
The two new drives lead to the project's "main street", a strong east to west corridor with a street section prioritizing pedestrian safety and maneuverability. This connector is also on the City's Master Street Plan, as a Residential Link. Other local streets spur off this "main street" into sections of the neighborhood, creating a network of streets and alleys focused on connectivity, rather than dead-end cul-de-sacs.

All of the attached townhomes and over 41% of single-family homes are rear-loaded from alleys. This prevents repetitive street cuts and prioritizes pedestrian safety and landscape buffers from vehicular traffic in the more active section of the development. The southern portion of the project is front loaded, and homes are oriented to overlook restored wildlife areas and

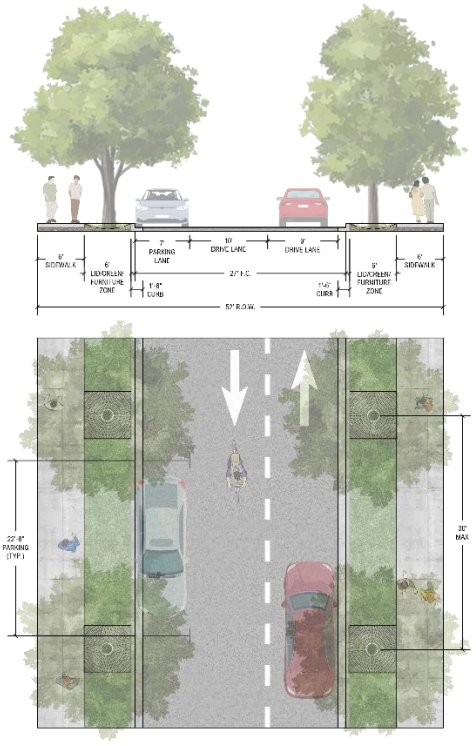
stormwater features.  All homes having alley frontage shall be required to be rear loaded, as indicated on the Site Plan.

In summary, this project completes two future streets indicated on the City's Master Street Plan, and uses urbanist design principles for tight, safe, walkable streets, through alleys, and the lack of dead-end streets.

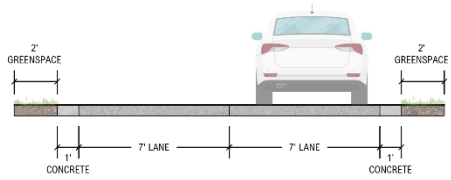
The proposed street sections are shown below:



Typical Neighborhood Link Street



Typical Residential / Local Street




Typical Residential Rear Alley – Two -Way

Proposed street sections align with the City of Fayetteville standard street sections.

Up to 300 on-street parking spaces are available along the streets within Monarch Summers, following standard street sections. Full size garages fitting 2 vehicles will be provided for all single-family homes. A minimum of a one-car garage will be provided for attached townhomes. Note that all townhomes are rear-loaded and include space for additional vehicles in the driveway. Guest parking is accommodated fully by the on-street parking facilities. At the time of development, it is recommended that an adequate number of on-street parking be determined, as 300 spaces is excessive where most homes have vehicle accommodations. Rather than maximizing on-street parking, more robust landscape islands between stalls and roughly 200 stalls is more appropriate.

## b. Traffic

The development will provide a traffic study concurrently with development plans as part of the preliminary plat process and required by the City's Municipal Code. Dot Tipton Road is a paved rural road with open swales on both sides, and it varies in width with travel lanes. As part of this development, Dot Tipton will be improved from the most eastern drive to the intersection at Double Springs, where the property has street frontage, and in coordination with the City Engineering staff as part of the Preliminary Platting process.



*Photo of Dot Tipton Rd, near the western new proposed access.*

Double Springs Road is improved and supports other neighborhoods, connecting to Wedington Rd, a Tier 3 City Center. It is in good condition and has been improved by other neighborhoods that front Double Springs Road directly.



*Photo near the NW intersection of Double Springs Rd & Dot Tipton Rd.*

## C. Site Characteristics & View Protection

The site is currently unoccupied with remnant barns from farming operations. The site is currently used for hay harvesting. It's generally covered in grassland, consisting of ryes, Johnson grass and other typical forbs in the region. The property generally slopes from north to south with minimal tree cover. No records of previous hazardous uses or materials have been identified or indicated from previous aerial imagery.





The proposed Planned Zoning District matches the height requirements of RSF-4 zoning districts, in efforts to match surrounding neighborhoods and does not impose additional detriment to any existing views.

## d. Stormwater Detention Areas and Drainage

The northeastern section of the site slopes from the north to the southwest, while the remainder flows from the north to the south. An existing central pond and swale collect the surface drainage, and this swale continues south towards Goose Creek. An old farm pond in the NW corner of the property also collects existing surface drainage.

The proposed drainage strategy will incorporate the existing low spots and expand the existing ponds. A new large detention pond will be added on the lower section of the site, to the south. The two major ponds will be connected through a linear swale allowing for stormwater infiltration rather than proposing gray infrastructure (pipes). By utilizing large natural areas in the development for stormwater mitigation, the development can prevent erosion concerns and provide flooding relief for adjacent properties.

There is no floodplain located on the subject property.

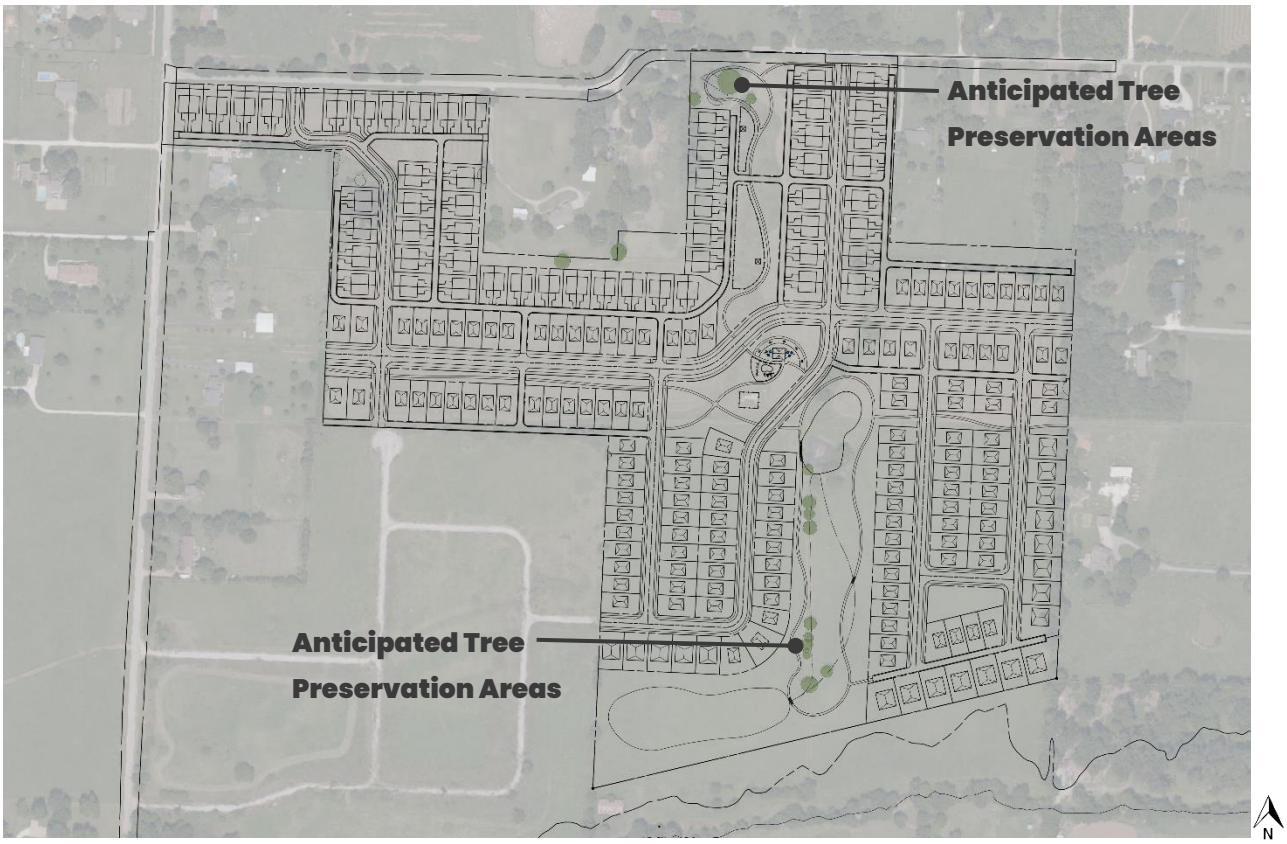
## e. Undisturbed Natural Areas

The existing central pond and drainage swale will be utilized and enhanced, as a feature for the neighborhood. Through invasive species removal and planting of native species, like perennial pollinators, and flowering forbs, the integrity of the ecosystem will be a focal point for the development. Mass native species planting with species such as butterfly milkweed, will be a landscape theme carried throughout the property.

In short, the natural drainage area of this property will be respected, expanded and enhanced to minimize impact on the current drainage systems and patterns.

## f. Tree Preservation Areas

The property is currently used to harvest hay, and has minimal existing tree coverage.  PZD minimum tree preservation percentage is 25%. The anticipated preservation areas are near the existing ponds and swales.



## g. Buffer Areas, Perimeter Treatment, Screening and Landscaping

The project will meet all buffer requirements in the Municipal Development Code. Due to compatible uses surrounding the site, no additional buffers are proposed above typical requirements. Screening and landscaping will be provided as required by the City Municipal Development and Subdivision code.

The perimeter treatment will vary depending on the access types and building orientation. Where the rear yard faces an adjacent property, a solid fence will be provided. When the front of a unit is facing an adjacent property, a landscape buffer, including shade, ornamental and evergreen trees shall be provided. Street trees will be planned in accordance with the typical city street sections.

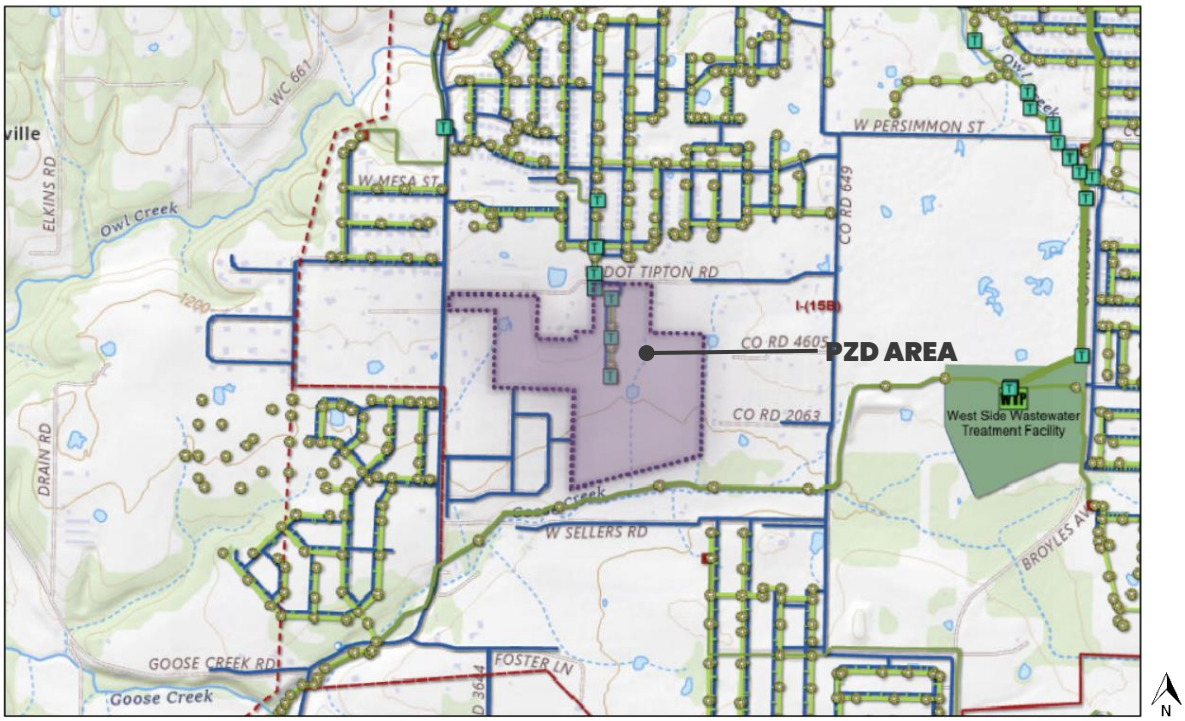
Landscape and habitat enhancements will be provided in the common areas and in the stormwater park area. The planting palette, including street trees, will be strictly native plant species in support of the enduring green network and nature-based solutions planning initiatives. Milkweed species, the host plant for the monarch butterfly will be planted, at a minimum, of 1 acre or as otherwise recommended by a ecological specialist. Dedicated habitat areas will be posted and protected from traditional landscape maintenance areas.

## h. Recreational facilities

The neighborhood includes open green spaces interspersed throughout, providing access to quality outdoor space in multiple forms. A series of pocket parks and common greens are used to provide visual interest along strong sight lines and to provide buffer between programmed play areas and private residences. These spaces also act as natural systems enhanced with native plantings, allowing for wildlife migration by being connected, rather than isolated habitats. Dedicated habitat areas shall be established and posted with signage. An outdoor playground and shade structures are proposed near the center of the property with on-street parking. Lastly, a trail system around the stormwater ponds and habitat area will provide opportunities for walking, running, and wildlife viewing.

## i. Existing and Proposed Utility Connections & Extensions

The subject property has access to water and sewer. An existing water main and lift station exist within the property bounds. Per discussions with the Utility Department, the existing lift station (#44) is at capacity, and the next downstream lift station (#22) is also at capacity. Upgrades to these systems would not be approved. The city has completed 100% construction plans (separate from this project or property) for a new gravity mainline along Goose Creek that will connect to lift station #12 and provide adequate capacity for future projects on the subject property. Lift station #44 will be required to be taken offline and routed to the new gravity main to the south, through the subject property. The plans are currently under review with the state Health Department. The property owner has been in discussions with the utility department regarding a cost-share agreement for future off-site gravity mainline improvements. All water improvements and extensions will be typical to provide service for new development. Water pressure and capacity in the area are adequate for the residential services.




Water / Sewer Map

## j. Sidewalks & Streetlights

Sidewalks will be proposed in accordance with the street sections included in this packet.

Streetlights will be provided and meet the standard required lighting requirements by the City of Fayetteville Municipal Code, and in coordination with the utility provider. All proposed lighting will also meet the City's dark sky requirements.

# IV. Context

All adjacent properties are residential in use and within residential zoning districts. The following zoning types are located within 0.5 miles of the subject property:

RSF-1 RSF-4 RSF-8 RSF-6 P-1 R-A

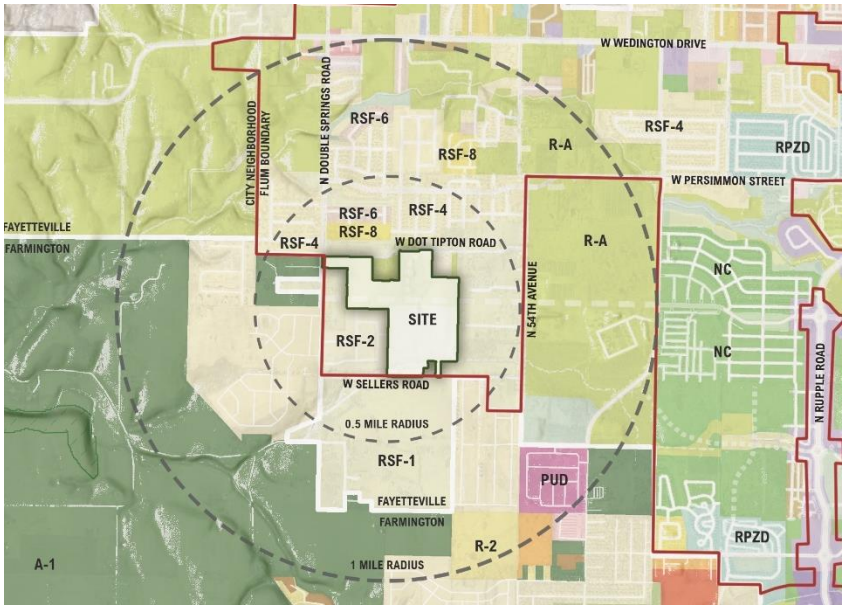
City of Farmington (Residential, up to 4 units per acre)

The additional zoning districts located within 1 mile of the subject property are:

NC R-O RI-U C-2 NS-L NS-G

RI-12 RPZD

The proposed aggregate density (units per acre) of this project is similar to the subdivisions in the surrounding areas. Multiple RSF-4 or more dense neighborhoods are within immediate area around this subject property. The development pattern is less intrusive and more efficient with infrastructure investments than low density and rural lot layouts.



# V. Development and Architectural Design Standards

The proposed homes will consist of American Traditional architectural style, with nods to Craftsman and Tudor features. There will be some variety in colors and composition to provide each home owner with a custom look to their home. The color palette will be neutrals in general, with architectural accents in bold colors.

## a. Primary Materials

Brick *various colors*






Stone *various types and colors*





Lap Siding *various colors and patterns*





### Secondary Materials

Aluminum
Steel
Wood

## b. Building Elevations- Precedent Imagery

Attached Townhomes











All images are shown for character and architectural style reference and are not images owned by this project or guaranteed final products.

## C. Single-Family Homes

Small Single – Family (+/-1,000 sf – 1,750 sf)





Large Single – Family (+/- 1,500 sf – 2,500 sf)









All images are shown for character and architectural style reference and are not images owned by this project or guaranteed final products.

## VI. Proposed Signage

Proposed signage will be typical of residential developments and will comply with the City's Municipal Code.  Signs are permitted separately from the project development and platting process.

## VII. Construction of Nonresidential Facilities

There are no nonresidential facilities or uses associated with this project.

## VIII. Covenants, Trusts, Homeowners Association

Monarch Summers will establish a Property Owner Association (POA) to hold responsibility for maintaining shared amenities and spaces, not under private ownership.

# VIIII. Zoning Standards (Existing)

## a. R-A *Residential - Agricultural*

| | | |
|---|---|---|
| **Uses Allowed By Right** | Unit 1 | City-wide uses by right |
| | Unit 3 | Public protection and utility facilities |
| | Unit 6 | Agriculture |
| | Unit 7 | Animal husbandry |
| | Unit 8 | Single-family dwellings |
| | Unit 9 | Two-family dwellings |
| | Unit 37 | Manufactured homes |
| | Unit 41 | Accessory dwellings |
| | Unit 43 | Animal boarding and training |
| | Unit 46 | Short-term rentals |
| **Conditional Uses** | Unit 2 | City-wide uses by conditional use permit |
| | Unit 4 | Cultural and recreational facilities |
| | Unit 5 | Government facilities |
| | Unit 20 | Commercial recreation, large sites |
| | Unit 24 | Home occupations |
| | Unit 35 | Outdoor Music Establishments |
| | Unit 36 | Wireless communications facilities |
| | Unit 42 | Clean technologies |
| **Density** | One-half (1/2) unit per acre | |
| **Bulk and Area Regulations** | Lot Width Minimum: | 200 feet |
| | Lot Area Minimum: | |
| | Residential | 2 acres |
| | Nonresidential | 2 acres |
| | Lot area per dwelling unit: | 2 acres |
| **Setback Requirements** | Front: | 35 feet |
| | Side: | 20 feet |
| | Rear: | 35 feet |
| **Height Requirements** | There shall be no maximum height limits in the R-A District, provided, however, if a building exceeds the height of one (1) story, the portion of the building over one (1) story shall have an additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over one (1) story shall be equal to the difference between the total height of that portion of the building and one (1) story. | |
| **Building Area** | None | |

## b. RSF-1 *Residential Single Family – One Unit per Acres*

| | | |
|---|---|---|
| **Uses Allowed By Right** | Unit 1 | City-wide uses by right |
| | Unit 8 | Single-family dwellings |
| | Unit 41 | Accessory dwellings |
| | Unit 46 | Short-term rentals |
| **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 |
| **Density** | 1 unit per acre | |
| **Bulk and Area Regulations** | Lot Width Minimum: | 150 feet |
| | Lot Area Minimum: | |
| | Residential | 35,720 square feet |
| | Lot area per dwelling unit: | 35,720 square feet |
| **Setback Requirements** | Front: | 35 feet |
| | Side: | 20 feet |
| | Rear: | 35 feet |
| **Height Requirements** | 3 stories | |
| **Building Area** | None | |

## C. Proposed Zoning Standards (Proposed)

### PZD – Planned Area 1

Purpose:

- Provide an appropriately flexible neighborhood buffer, allowing more density along main street frontages without impacting neighborhood character.
- Promote and maintain the development of diverse housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life;
- Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure;

Intent:

1. The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;
2. The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;
3. Block structure should be compact and connected, lots with alley frontage shall use said alleys for sole access to property, with an emphasis on pedestrian pathways creating connectivity throughout the neighborhood;
4. Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;
5. Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage.
6. Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;
7. Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods;

## PZD – Planned Area 1

| | |
|---|---|
| **Uses Allowed By Right** | Unit 1 City-wide uses by right<br>Unit 9 Two-family dwellings<br>Unit 41 Accessory dwellings<br>Unit 46 Short-term rentals |
| **Conditional Uses** | Unit 2 City-wide uses by conditional use permit<br>Unit 3 Public protection and utility facilities<br>Unit 4 Cultural and recreational facilities<br>Unit 5 Government facilities<br>Unit 10 Three (3) and four (4) family dwellings<br>Unit 24 Home occupations<br>Unit 36 Wireless communications facilities<br>Unit 40 Sidewalk cafes<br>Unit 44 Cluster Housing Development |
| **Density** | Maximum 6 units per acre<br>(4 units per acre aggregate between all planning areas) |
| **Bulk and Area Regulations** | Lot Width Minimum: 30 feet<br>Lot Area Minimum: None<br>Lot area per dwelling unit: None |
| **Setback Requirements** | Front: Build-to zone that is located between the front property line and a line 25 feet from the front property line. *<br>Side: 5 feet<br>Rear: 15 feet |
| **Height Requirements** | Maximum 3 stories |
| **Building Area** | None |
| **Minimum Buildable Street Frontage** | 50% of the lot width** |

**Allowance for accommodating existing or required utility improvements along street frontages*

***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PZD – Planned Area 2

Purpose:

- Provide an alternative, smaller lot configurations for traditional single-family detached housing, providing flexibility for smaller, efficient, affordable house types to increase user diversity and overall appeal.
- Promote and maintain the development of varied housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life;
- Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure;

Intent:

1. The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;
2. The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;
3. Block structure should be compact and connected, with a preference for alleys and pedestrian pathways creating additional mid-block connectivity and flexibility;
4. Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;
5. Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage.
6. Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;
7. Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods;

## PZD – Planned Area 2

| | |
|---|---|
| **Uses Allowed By Right** | Unit 1 City-wide uses by right<br>Unit 8 Single-family dwellings<br>Unit 9 Two-family dwellings<br>Unit 41 Accessory dwellings<br>Unit 44 Cluster Housing Development<br>Unit 46 Short-term rentals |
| **Conditional Uses** | Unit 2 City-wide uses by conditional use permit<br>Unit 3 Public protection and utility facilities<br>Unit 4 Cultural and recreational facilities<br>Unit 5 Government facilities<br>Unit 10 Three (3) and four (4) family dwellings<br>Unit 24 Home occupations<br>Unit 40 Sidewalk cafes<br>Unit 36 Wireless communications facilities |
| **Density** | Maximum 5 units per acre<br>(4 units per acre aggregate between all planning areas) |
| **Bulk and Area Regulations** | Lot Width Minimum: 30 feet<br>Lot Area Minimum: None<br>Lot area per dwelling unit: None |
| **Setback Requirements** | Front: Build-to zone that is located between the front property line and a line 25 feet from the front property line. *<br>Side: 5 feet<br>Rear: 15 feet |
| **Height Requirements** | Maximum 3 stories |
| **Building Area** | None |
| **Minimum Buildable Street Frontage** | 50% of the lot width** |

**Allowance for accommodating existing or required utility improvements along street frontages*

***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PZD – Planned Area 3

Purpose:

- Provide larger lots near the existing creek that will contribute to the overall neighborhood character.
- Promote and maintain the development of varied housing types at a range of sizes and price points for a range of household arrangements within the overall development to meet the needs of all citizens in all phases of life;
- Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure;

Intent:

1. The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;
2. The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;
3. Block structure should be compact and connected, with a preference for alleys and pedestrian pathways creating additional mid-block connectivity and flexibility;
4. Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;
5. Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage.
6. Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;
7. Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods;

## PZD – Planned Area 3

| | |
|---|---|
| **Uses Allowed By Right** | Unit 1 City-wide uses by right<br>Unit 8 Single-family dwellings<br>Unit 9 Two-family dwellings<br>Unit 41 Accessory dwellings<br>Unit 46 Short-term rentals |
| **Conditional Uses** | Unit 2 City-wide uses by conditional use permit<br>Unit 3 Public protection and utility facilities<br>Unit 4 Cultural and recreational facilities<br>Unit 5 Government facilities<br>Unit 24 Home occupations<br>Unit 36 Wireless communications facilities<br>Unit 44 Cluster Housing Development |
| **Density** | Maximum 6 units per acre<br>(4 units per acre aggregate between all planning areas) |
| **Bulk and Area Regulations** | Lot Width Minimum: 50 feet<br>Lot Area Minimum: None<br>Lot area per dwelling unit: None |
| **Setback Requirements** | Front: Build-to zone that is located between the front property line and a line 25 feet from the front property line. *<br>Side: 5 feet<br>Rear: 15 feet |
| **Height Requirements** | Maximum 3 stories |
| **Building Area** | None |
| **Minimum Buildable Street Frontage** | 40% of lot width** |

**Allowance for accommodating existing or required utility improvements along street frontages*

***Legal lots may meet their frontage requirements with private or public right-of-way, open space, or amenity space.*

## PZD – Planned Area 4

Purpose:

- Provide shared open space that contributes to the health and well-being of the neighborhood and its users.
- Utilize natural spaces for stormwater management, allowing for re-use, filtering, and absorption, rather than collection, piping and quick conveyance, which has proven to be detrimental to our public waterways.
- Utilize existing or proposed public utility easements as activated spaces, rather than derelict, unmaintained areas.

Intent:

1. To preserve and enhance natural features, promoting habitat for wildlife, stream health and environmental stewardship.
2. Allow public and neighborhood access to open spaces, bringing awareness to natural systems and functions.
3. Utilize existing drainage patterns to minimize land disturbance, loose soil, erosion, and sediment off-loading in streams.

| | |
|---|---|
| **Uses Allowed By Right** | Unit 1 City-wide uses by right<br>Unit 4 Cultural and recreational facilities |
| **Conditional Uses** | Unit 2 City-wide uses by conditional use permit<br>Unit 3 Public protection and utility facilities<br>Unit 36 Wireless communications facilities |
| **Density** | 0<br>No residential density is allowed |
| **Bulk and Area Regulations** | Lot Width Minimum: None<br>Lot Area Minimum: None<br>Lot area per dwelling unit: None |
| **Setback Requirements** | Front: 10 feet<br>Side: 5 feet<br>Rear: 5 feet |
| **Height Requirements** | Maximum 2 stories |
| **Building Area** | None |

# X. Compliance with Future Land Use Plan

The subject property and all adjacent properties are designated as Residential Neighborhood. This designation begins near Goose Creek, south of the property, and extends to Wedington Drive, a regional link 1.5 miles north, encompassing existing neighborhoods with a variety of residential zoning designations. The City's 2040 Plan describes these areas as:

*"Residential Neighborhood Areas are primarily residential in nature and support a **wide variety of housing types** of appropriate scale and context: **single-family, duplexes, rowhouses, multifamily, and accessory dwelling units.** 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, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments, which may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment. Building setbacks may vary depending on the context of the existing neighborhood."*

.

This project proposes single-family and townhome development with low to medium aggregate density, similar to RSF-4. The proposed uses and design of this project clearly align with the neighborhood development objectives listed in the City's 2040 Plan.



Figure 3.5 - Suburban Sprawl



Figure 3.6 - Traditional Development

*Figures from the City of Fayetteville 2040 Comprehensive Plan*

# **XI.** Reason for requesting rezoning

The request for rezoning is to further align with the smart growth initiatives the City has prioritized in the 2040 Comprehensive plan. The property is currently zoned for low density, typical suburban and rural sprawl. Roughly 46 homes are allowed by right, sitting on large, detached lots, providing little benefit to neighborhood connectivity and sense of place. Extending utilities and roads over long distances to serve only a few homes makes development less feasible and fails to maximize infrastructure investments or support their maintenance over time.

This proposal seeks an aggregate density of 4 units per acre (RSF-4) with modifications to standard lot sizes to maximize green space within the property. RSF -4 requires a minimum 70 foot lot width and 8,000 sf lot size, yet homes ranging from 1,000 – 3,000 square feet can be built on narrower lots. As noted throughout this booklet, by reducing the private greenspace, larger community areas can be planned and integrated into environmental programming like stormwater management and habitat development.

RSF-4 zoning allows single-family detached homes being allowed by right, and two-family homes require conditional use approval. In this proposal, single family and two-family dwellings are allowed by right, but limited to an aggregate density of 4 units per acre. This matches the development patterns in the surrounding area and causes no adverse impact to adjacent properties.

In summary, this project is an opportunity to provide a diversity of housing types for families in a walkable neighborhood format that promotes community building while increasing ecological diversity. This smart growth approach to residential development has been recognized by the community and NWA regional planners as necessary in order to meet housing needs while correcting outdated development patterns that no longer serve the growing region.

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 10/02/2025 |
| **Time:**<br>00:00 (AM/PM) | 2:16 PM |
| **From:**<br>Name & Title | Jonathan Curth, Development Services Director |
| **To:**<br>Name & Title | City Clerks Office |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 10/07/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1354 |
| **Forwarded to City Attorney's Office and Department Head** | Received from Dept. Head & forwarded to City Attorney's Office |

# PZD Rezone – Amendment Narrative

PRISM DESIGN STUDIO

**October 1, 2025**

City Council
City of Fayetteville
Development Services – Planning
125 W Mountain Street
Fayetteville, AR 72701

**RE: Planned Zoning District Rezoning Request - Revision Narrative – Monarch Summers**

**Project Location**
Multiple properties near W Dot Tipton Rd., Fayetteville, AR

**Parcels**
765-16202-150, 765-16202-450, 765-16202-500, 765-16202-550, 765-16202-600, 765-16202-650, 765-16223-800, 765-16223-900, 765-20489-100

**Dear Members of City Council,**

In response to specific comments made by neighbors, the Planning Department, and City Council members, the Owner is presenting amendments to the original PZD in efforts to alleviate concerns. Comments have been collected and consolidated from the City Council Meeting on Tuesday, August 19, 2025, and two (2) public neighborhood meetings hosted on Wednesday, September 3, 2025 and Thursday, September 11, 2025.

<u>Proposed Amendments</u>

1. Per Neighbor Request:
   **Road Improvements to Dot Tipton:**
   a. Half street improvements shall be provided from the most eastern property line along Dot Tipton, westward to Double Springs Road ~ roughly 2,100 lf (Shown in orange on the attached Exhibit A). Note the property frontage is roughly 1500 linear feet, meaning this proposal provides an **additional ~600 lf** of improvements not required by the City's land development standards.
   b. Widening the remainder of Dot Tipton Road eastward to 54th Street, providing a two-way road width (minimum 20 feet), not including the full street section (curbs/sidewalks) **~roughly 1,500 lf** (shown in Exhibit A).



479.636.4838 901 N. 47TH STREET - SUITE 400, ROGERS, AR 72756 PRISMDS.CO

i. From GIS it appears adequate right-of-way exists (60' at the narrowest, 70' at widest) for the improvements listed above. The maximum right-of-way for a Residential Link is 52 feet, meaning there is adequate public right-of-way to improve Dot Tipton as proposed in this amendment, without property or ROW acquisition.

c. Fire Access is being provided from Double Springs Rd and Dot Tipton Rd. (as indicated on Exhibit B). This access has been reviewed with the Fire Department and meets Fire Access requirements. Additional improvements along Dot Tipton would not be required in order to meet fire access requirements. Shared access easements will be provided by the adjacent property.

d. Development is still subject to traffic study recommendations that will be required and evaluated with the Preliminary Plat permitting process with the City Engineering Department.

e. The previously submitted amendment requested a Master Street Plan Amendment to downgrade the Collector which bisects the property. Planning Staff has indicated that such request requires further evaluation of the larger plan, and they are unable to make a recommendation at this time. Accordingly, **the applicant is no longer requesting said Master Street Plan Amendment as a part of this submittal.** It is anticipated that the applicant will make that request at a later date as a formal request in conjunction with engineering plan preparation for the preliminary plat submittal, and after further discussion with Planning Staff. Again, a Master Street Plan amendment is not requested as part of this narrative, but has nonetheless been included on Exhibit A for reference.

2. Per request of City Council:
   **Remove Use Unit 46, Short-term Rentals, from all Planning Areas.**

3. Per request of Planning Department:
   **Addition of Use Unit 12a – "Limited Business" as an allowed use in Planning Area 1.**

4. Per Neighbor Request:
   **Additional conceptual ponding areas have been added in specific areas of concern by neighbors. Final pond locations are subject to engineering design and city review as part of the preliminary plat permitting and review process.**

5. Per Neighbor Request:
   **Maximum height for all planning areas revised from three (3) stories to two (2) stories.**

6. Per Neighbor Request:

Privacy fencing will be provided where the "back" yard is adjacent to residential property; Split-rail fencing with trees will be provided where the "front" yard is adjacent to residential property. Anticipated and approximate locations are indicated on Exhibit B. Final locations are subject to final design and engineering plans, including increasing or upgrading split-rail fencing to privacy fencing.

7. Per Farmington School District Superintendent request:
   Addition of designated bus stop/pick up areas (See Exhibit B) . These areas may include covered shelters and will be finalized in coordination with the Farmington School District.

We hope this amendment illustrates the commitment to the health, safety and well-being of the existing and future neighbors by the Owner/Developer. Final site improvements will be determined in accordance with City of Fayetteville development standards, including the Drainage Criteria Manual, Street, Drainage, Water and Sewer Specifications and City Standard Details.

Please reach out with any additional questions or concerns regarding this rezoning request to Jenny Burbidge at 479.883.2845 or jenny.burbidge@prismds.co.

Sincerely,

Jenny C. Burbidge

Jenny C. Burbidge, PLA, ASLA
Vice President
Prism Design Studio

Exhibit A

Road Improvements

(Dot Tipton Improvements only, no MSP amendments at this time)

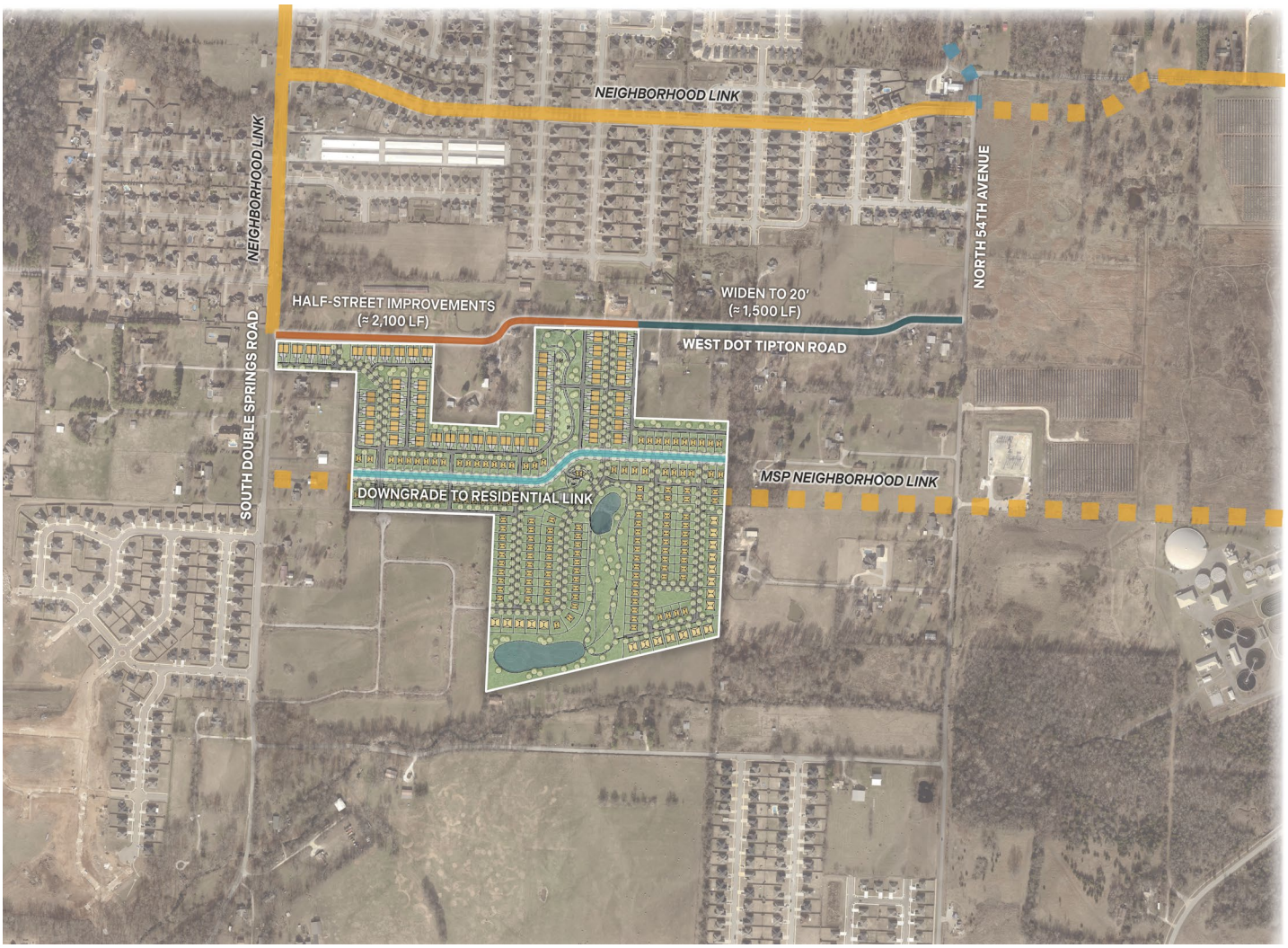
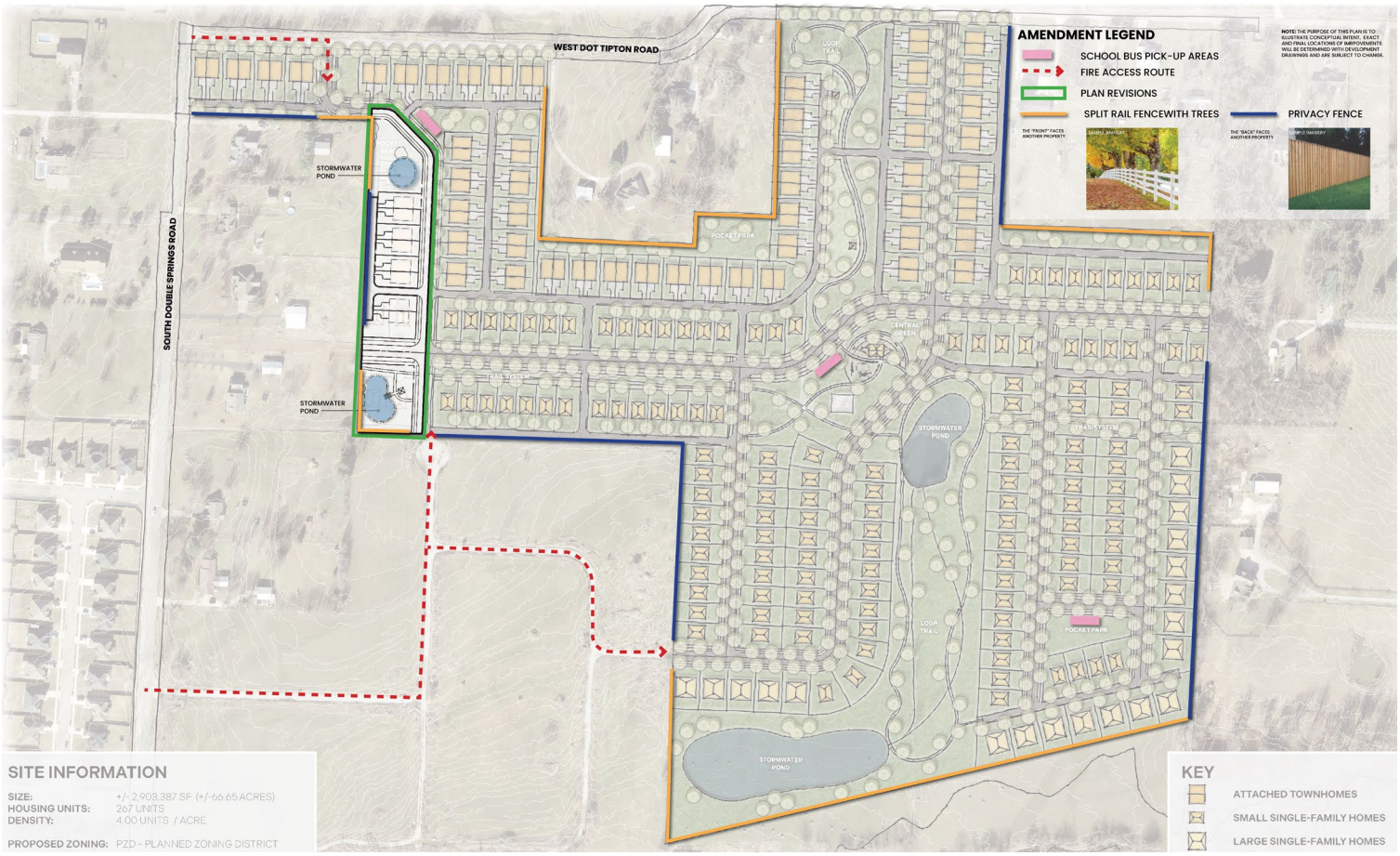
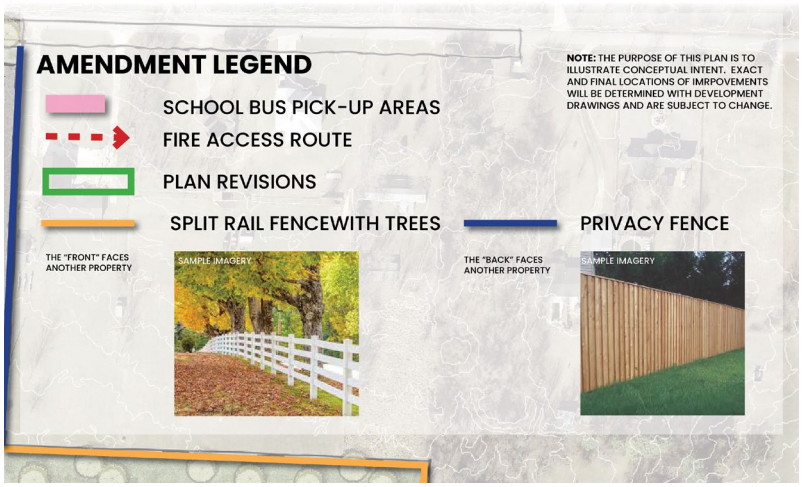


Exhibit B
Plan Revisions




Enlarged Legend:



CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1691

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director

**FROM:** Jessica Masters, Planning Director

**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:**
City Planning staff and the Planning Commission recommends approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B'.

**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. A 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 was also considered with this request, but it was not forwarded by the Planning Commission.

*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:* To date, staff has received comments in opposition, centered around concerns regarding loss of green space to the north of the Crystal Spring subdivision, and concerns about additional traffic.

*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.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **2-6** for this site. Elements contributing to the highest score include the following:

1. Adequate Fire Response (Station #8, 2266 W. Deane Street)
2. Near Sewer Main (10-inch along west side of site)
3. Near Water Main (8-inch along west side of site
4. Near Public School (Holcomb Elementary)
5. Near City Park (Underwood Park)
6. Near Paved Trail (Clabber Creek Trail)

**DISCUSSION:**
At the August 25, 2025 Planning Commission meeting, a motion to forward this item with a recommendation of approval passed with a vote of 6-0-1 (Commissioner Cabe recused). The vote was preceded by another item, where the applicant requested to amend the master street plan in the area to provide a private street where a public one would be required. The request to modify the master street plan was ultimately denied by the Planning Commission with a vote of 3-3-1 (Commissioners Werner, Gulley, and Garlock were opposed, and Commissioner Cabe recused). Planning staff recommended denial of that request, finding that public streets are generally preferable to private streets from a maintenance, enforcement, and ongoing access standpoint.

Both items were previously heard at the August 11, 2025 Planning Commission meeting and tabled, and in the interim the applicant provided updated access easement language that was vetted by the City Attorney's office. While finding that the potential easement was legally defensible, the City Attorney's office also commented on the complexity of managing such an agreement in perpetuity. Three commissioners voted in favor of the master street plan amendment, and with that motion failing, those same commissioners ultimately voted in favor of the PZD, with all conditions as recommended by staff. As far as the Planned Zoning District itself, staff and the Commission found that it was compatible from the size, scale, density, and use perspective to the surrounding neighborhoods. One member of the public (the current property owner) spoke in favor of the request.

**BUDGET/STAFF IMPACT:**
N/A

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A - Map of Subject Property, 5. Exhibit B - Legal Description, 6. Exhibit C - PZD Booklet, 7. Planning Commission Staff Report, 8. Additional Information - Staff Report Addendeum, 9. Additional Information - 2025.09.18 Revision Letter, 10. Additional Information - PZD Booklet, 11. Additional Information - PZD Planning Area Plan, 12. Additional Information - Traffic Impact Analysis, 13. Additional Information - Public Street Exhibit, 14. Additional Information - Revised Ordinance

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

**File #:** 2025-1691

**AN ORDINANCE TO APPROVE A RESIDENTIAL PLANNED ZONING DISTRICT ENTITLED PZD-2025-003 FOR APPROXIMATELY 49.2 ACRES LOCATED ON NORTH RAVEN LANE IN WARD 4**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves PZD-2025-03 as described in Exhibits "A," "B" and "C" attached to the Planning Division's Agenda Memo which allows the development of approximately 26.84 acres of residential single-family homes at a maximum density of 5.61 units per acre, and sets aside 22.36 acres limited to stormwater, greenspace, and open space.

Section 2: This PZD approval is subject to the following conditions which shall be reflected in an updated PZD booklet:

1. Connectivity through public streets shall be maintained to the subdivision to the south.
2. The main north/south street throughout the development shall remain public to connect to the northeast section of the site.

Section 3: That the official zoning map of the City of Fayetteville, Arkansas is hereby amended to reflect the zoning criteria change provided in Section 1 above.

**City of Fayetteville Staff Review Form**

**2025-1691**

**Item ID**

**9/16/2025**

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

| Jonathan Curth | 8/29/2025 | DEVELOPMENT REVIEW (630) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

PZD-2025-0003: Planned Zoning District (N. RAVEN LN/KTB LIMITED PARTNERSHIP, 285): Submitted by CRAFTON TULL for property located on N. RAVEN LN. in WARD 4. 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.

## Budget Impact:

| | |
|---|---|
| Account Number | Fund |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

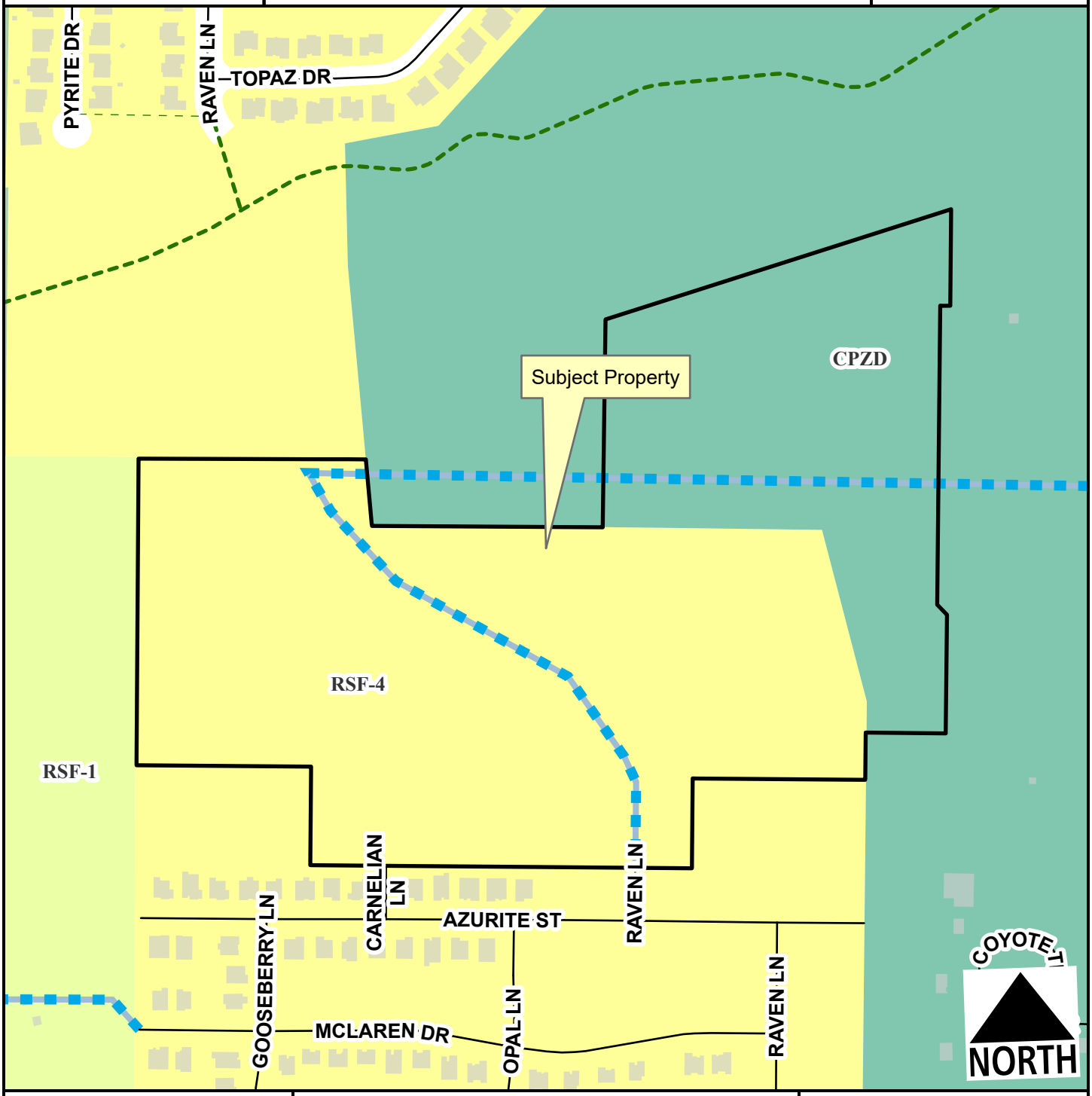
**Comments:**

PZD-2025-0003

*Close Up View*

# N. RAVEN LN

**EXHIBIT A**




- 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

# EXHIBIT B

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.

July 23, 2025

# NEXT CHAPTER PLANNED ZONING DISTRICT BOOKLET

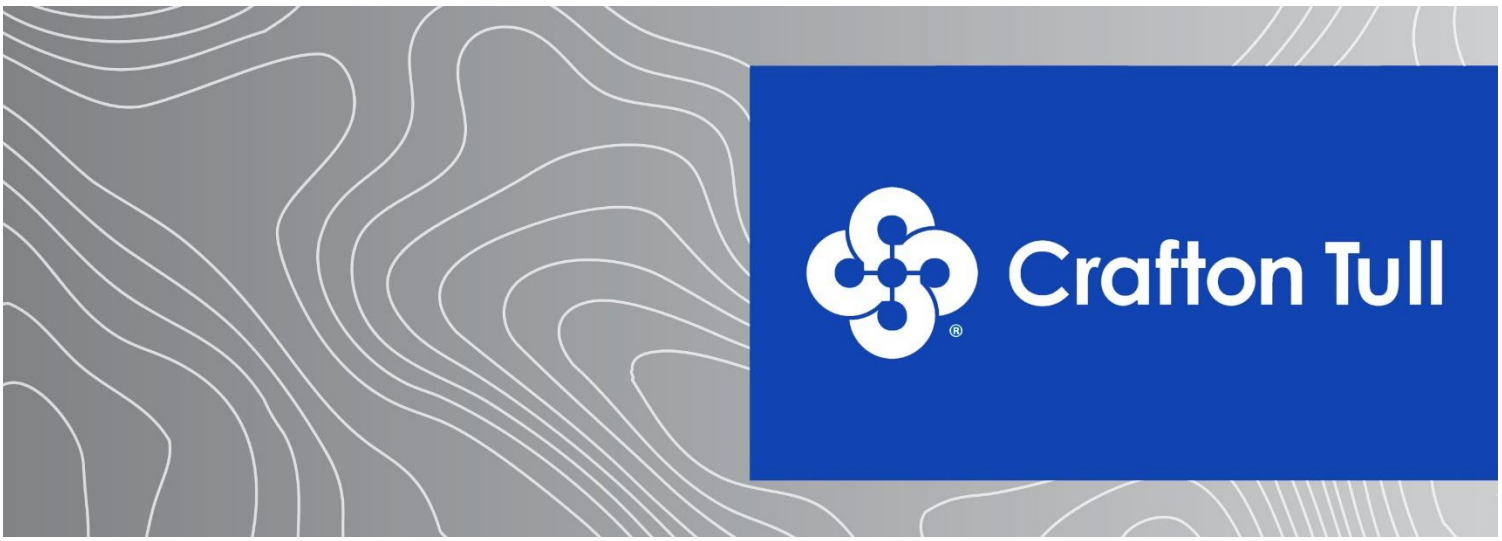
**Submitted to:**
City of Fayetteville
125 W. Mountain St
Fayetteville, AR 72701

**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

300 N College Ave, Suite 317 | Fayetteville, AR 72701 | 479-455-2207 | www.craftontull.com

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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

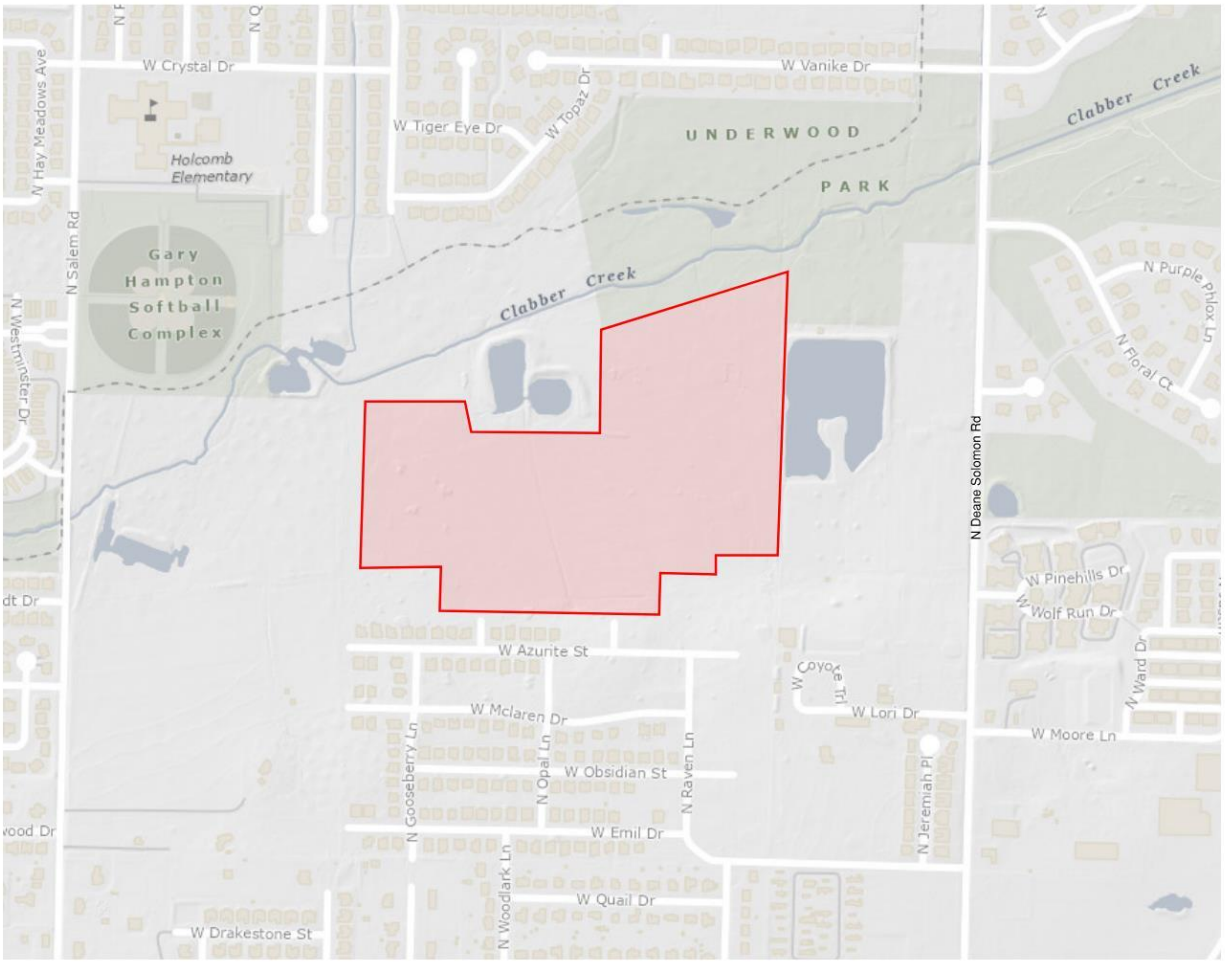
Exhibit E – Example Monument Sign

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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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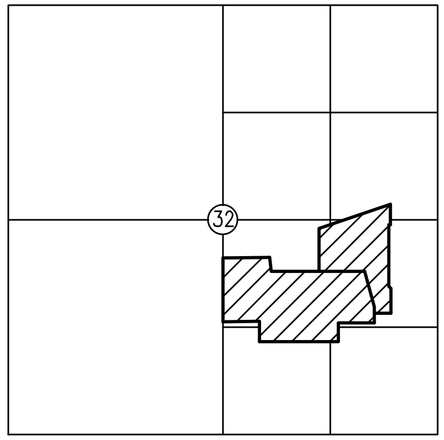
THENCE ALONG THE NORTH LINE THEREOF N74°18'30"E 920.33 FEET TO THE NORTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE EAST LINE THEREOF THE FOLLOWING FIVE COURSES:
THENCE S02°36'38"W 245.00 FEET;
THENCE N87°23'22"W 25.00 FEET;
THENCE S02°36'38"W 758.10 FEET;
THENCE S42°23'22"E 35.36 FEET;
THENCE S02°36'38"W 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

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:
500-17N-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
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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

PARCEL 765-16658-050
LOT 4
PR 024A-00000298
DR 2021-00013842
±16.01 ACRES

PARCEL 765-16658-050
DR 2020-00021939
±33.31 ACRES

N = 651064.73
E = 661457.69

P.O.B.
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'
5/8" IRON PIN

N74°18'30"E 920.33'
5/8" IRON PIN

S2°36'38"W 245.00'
5/8" IRON PIN

L3
5/8" IRON PIN

S2°36'38"W 758.10'

N87°14'42"W 556.89'
1/2" IRON PIN

N2°18'05"W 449.85'
5/8" IRON PIN

L4
5/8" IRON PIN

S2°36'38"W 301.04'

L2
5/8" IRON PIN

P.O.B.

N87°23'22"W 202.48'
5/8" IRON PIN

L1
5/8" IRON PIN

N = 650186.41
E = 663270.67

N87°32'17"W 437.69'
5/8" IRON PIN

S2°27'43"W 227.74'
5/8" IRON PIN

N87°32'06"W 967.49'
5/8" IRON PIN

N2°27'54"E 250.00'
5/8" IRON PIN

N87°32'06"W 442.90'
5/8" IRON PIN

P.O.B.
5/8" IRON PIN

N2°23'27"E 1381.39'

N2°23'27"E 777.29'

20' WATER & SEWER EASEMENT
DOC 2022-00022348

ACCESS & MAINTENANCE EASEMENT & PERMANENT EASEMENT FOR DETENTION PONDS
DOC 2019-00038607

ACCESS & MAINTENANCE EASEMENT & PERMANENT EASEMENT FOR DETENTION PONDS
DOC 2019-00038607

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
www.craftontull.com


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| DELTA | DESCRIPTION | DATE |
|---|---|---|
| | | |

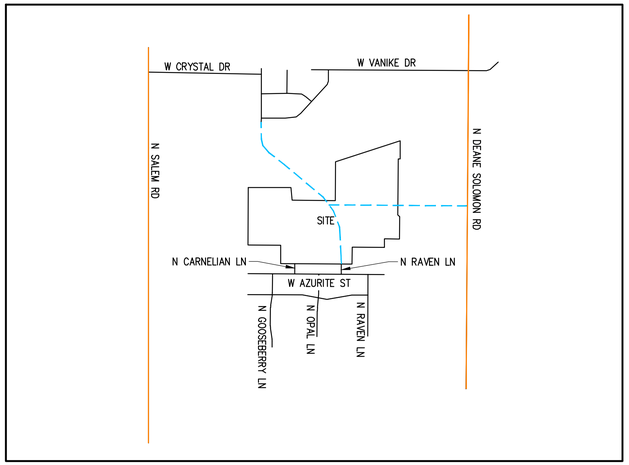
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2 OF 2

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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<br>CONNOR THREET P.E.<br>300 N. COLLEGE AVE., SUITE 317<br>FAYETTEVILLE, AR 72701<br>479-878-2467 |
| **OWNER PURSUING PZD:** | NEXT CHAPTER HOLDINGS, LLC<br>2500 TRADE CENTER DR<br>EVANS, GA 30809 |
| **EXISTING OWNERSHIP:** | UNDERWOOD, CRAIG & LAURA REVOCABLE TRUST<br>KTB LIMITED PARTNERSHIP |
| **PLAT DOCUMENTS FOR EXISTING PARCELS:** | PROPERTY LINE ADJUSTMENT PLAT 2019-00034850<br>PROPERTY LINE ADJUSTMENT PLAT 2016-00029554<br>TRACT SPLIT PLAT 024A-00000298<br>ACCESS, MAINTENANCE, & DETENTION PERMANENT EASEMENT PLAT DOC 2019-00038607 |

## PROPERTY DESCRIPTION

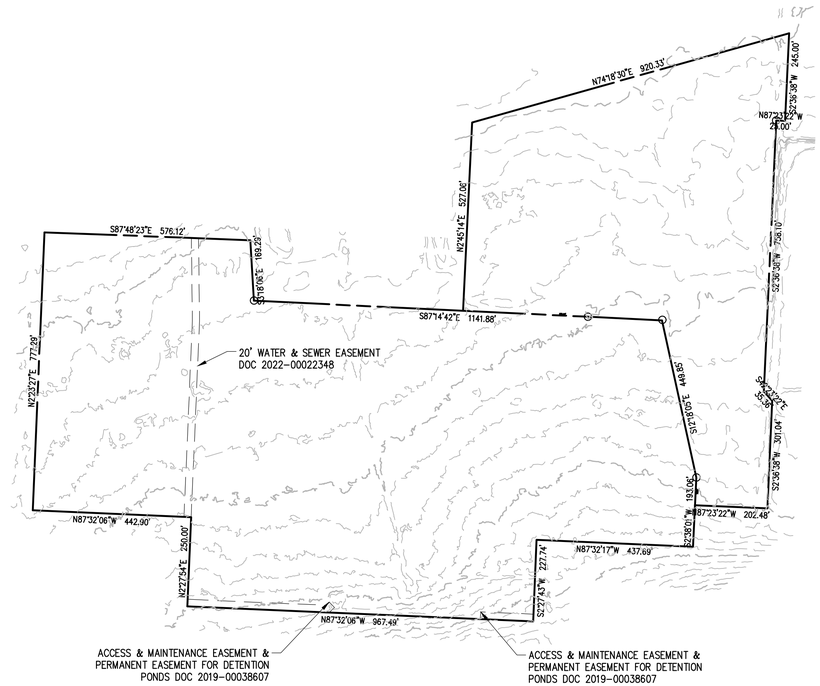
LOT 4, AS PER PLAT RECORD 024A-00000298 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING PART OF THE SE 1/4 OF THE NE 1/4 AND THE N 1/2 OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED 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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GRAPHIC SCALE IN FEET
200' 0 200'

NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK

FAYETTEVILLE, AR

Key Plan

| No. | Description | Date |
|---|---|---|


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CONTACT: C. THREET
QC by:
QC Date:

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COVER SHEET/SURVEY

1 OF 1


DRAWING: \\EGNTSERVE_DRIVES\25301700_NEXTCHAPTER\INFRASTRUCTURE\CIVIL\DWG\25301700 SUB.DWG
LAYOUT: LAYOUT1 - LAST SAVED: 7/8/2025 8:37:17 AM BY: TYLER
PLOTTED: 7/8/2025 8:38:34 AM BY: TYLER PLOTTED BY: VALID ON HARD COPY ONLY

# EXHIBIT B
# ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA

## LAND USE DESIGNATION TABLE

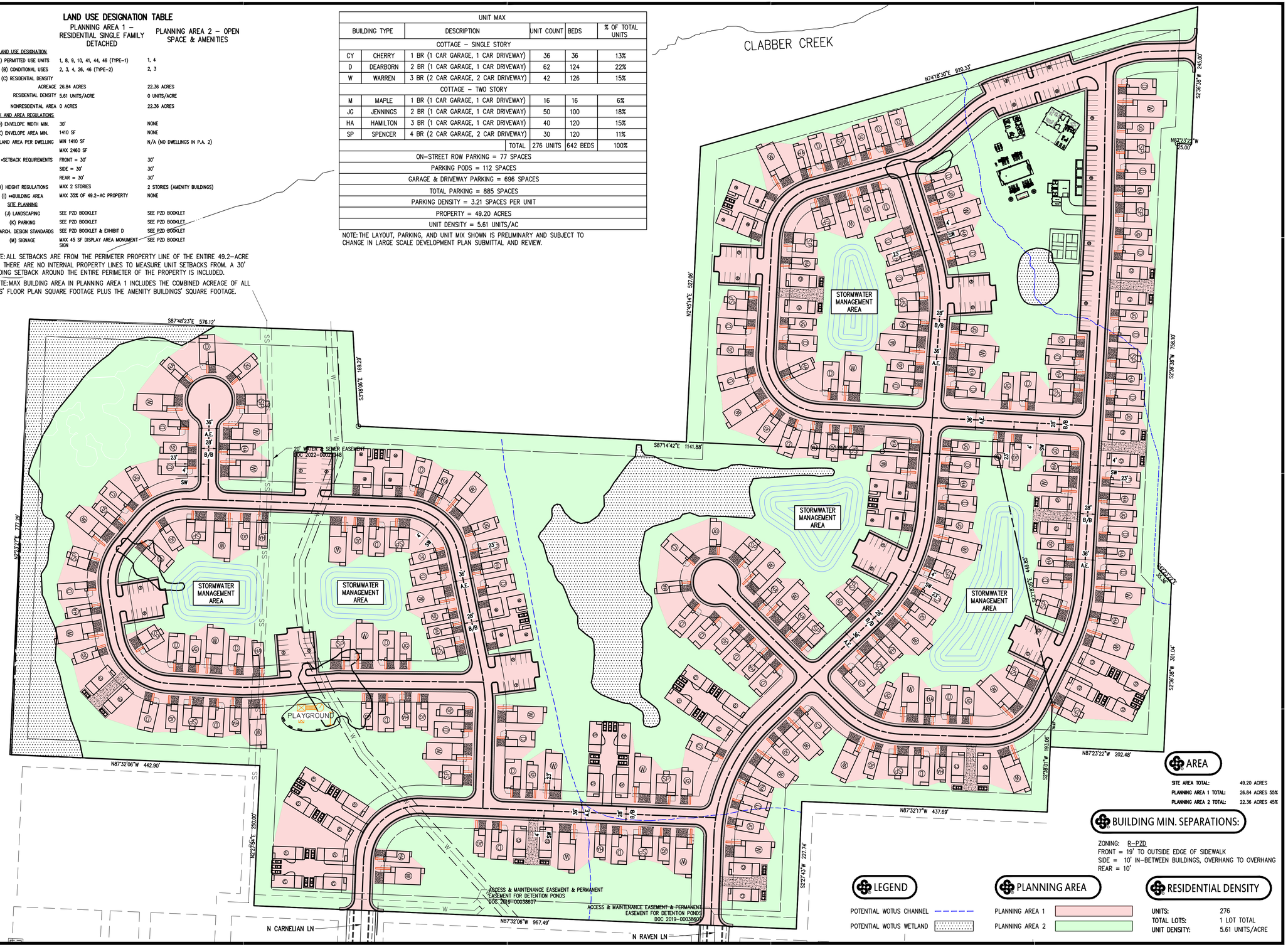
| LAND USE DESIGNATION | PLANNING AREA 1 – RESIDENTIAL SINGLE FAMILY DETACHED | PLANNING AREA 2 – OPEN SPACE & AMENITIES |
|---|---|---|
| (A) PERMITTED USE UNITS | 1, 8, 9, 10, 41, 44, 46 (TYPE-1) | 1, 4 |
| (B) CONDITIONAL USES | 2, 3, 4, 26, 46 (TYPE-2) | 2, 3 |
| (C) RESIDENTIAL DENSITY | | |
| ACREAGE | 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<br>MAX 2460 SF | N/A (NO DWELLINGS IN P.A. 2) |
| (G) *SETBACK REQUIREMENTS | FRONT = 30'<br>SIDE = 30'<br>REAR = 30' | 30'<br>30'<br>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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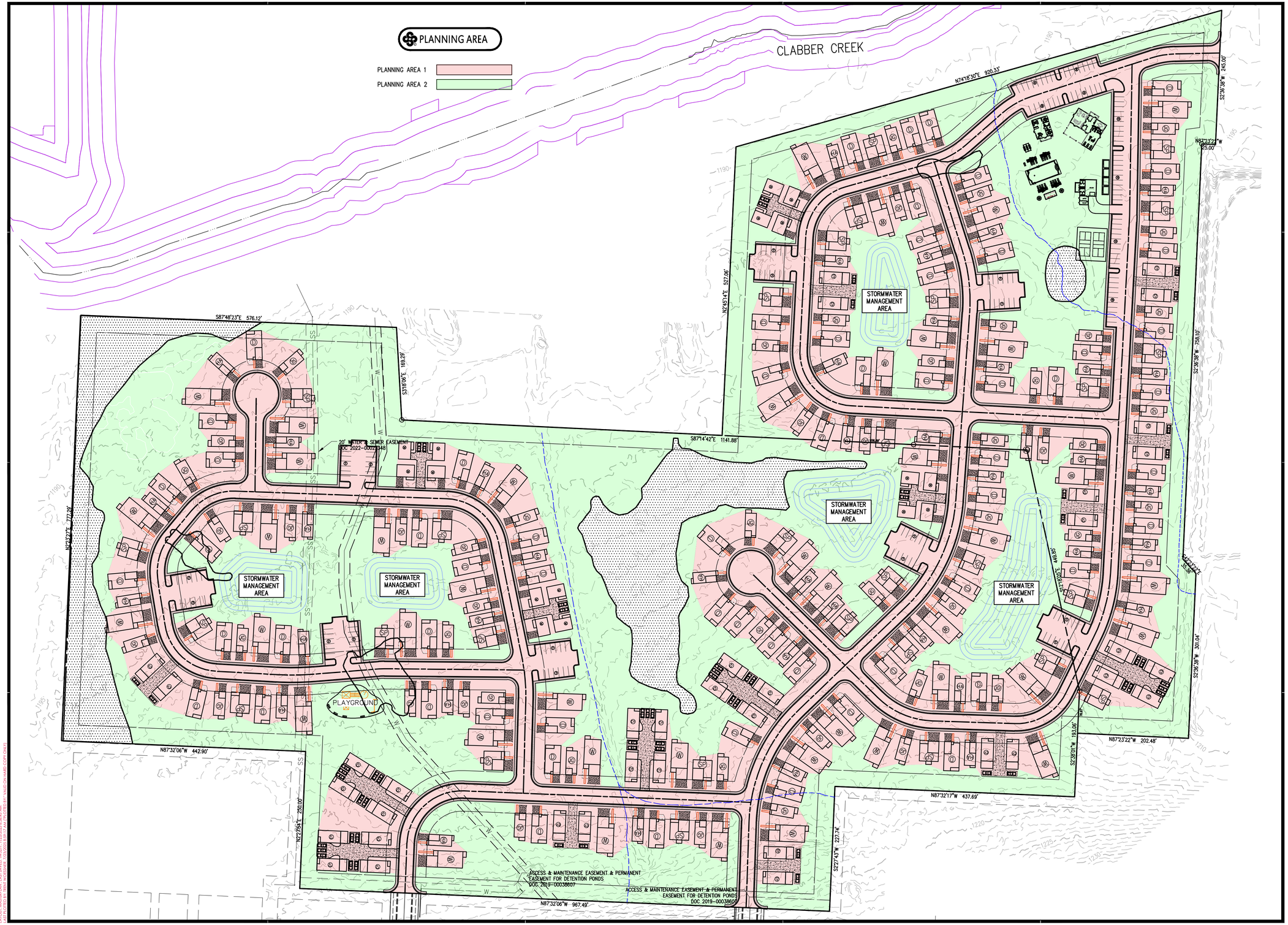

EXHIBIT B ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA MAP

1 OF 2


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LAYOUT: EXHIBIT B ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA MAP
LAST PLOTTED: 8/27/2025 7:22:29 AM BY: TYLER.DUNCAN
XREF: XREF: XREF:

# 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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EXHIBIT C MASTERPLAN

2 OF 2

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LAYOUT: EXHIBIT C MASTERPLAN - LAST SAVED: 7/9/2025 7:53:07 AM BY: DAVID.HABIS
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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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OVERALL SITE PLAN

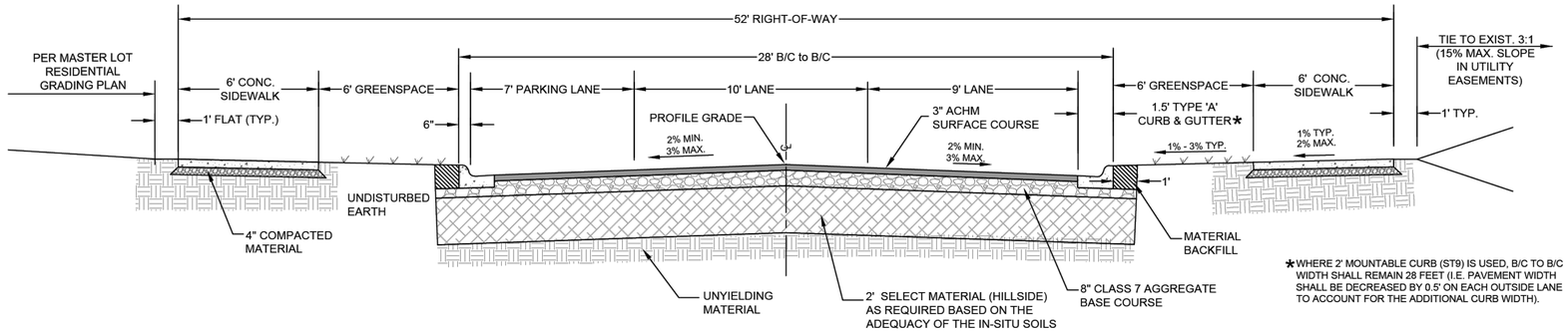
1 OF 1

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LAYOUT: LAYOUT1 | LAST SAVED: 6/3/2025 12:45:44 PM | PLOTTED BY: VAUGHN 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.

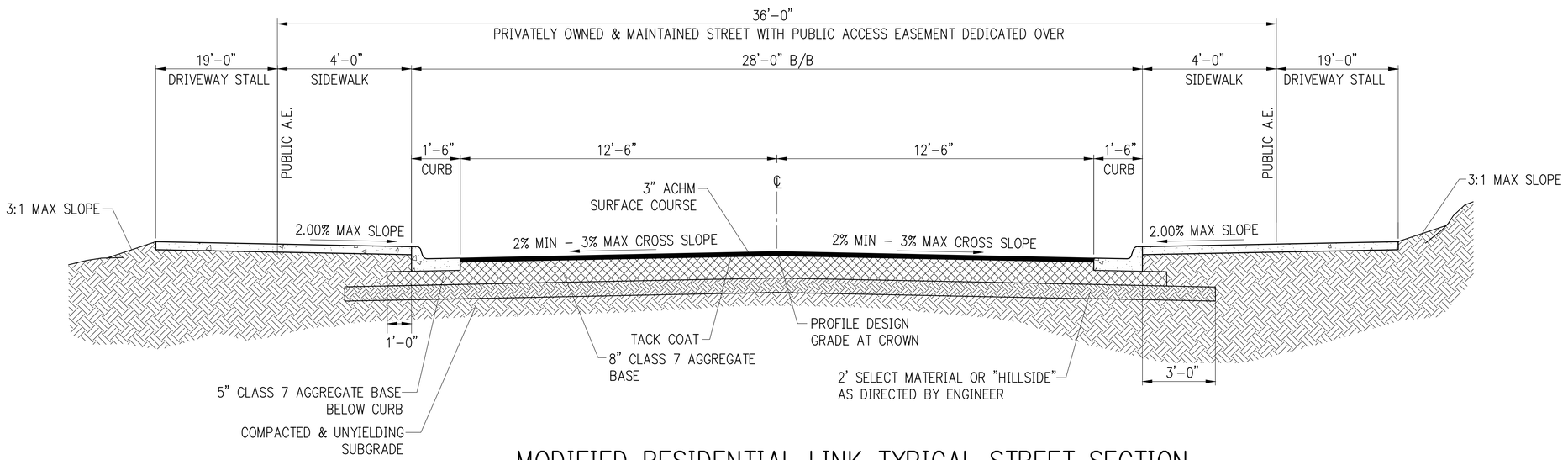
**THESE TYPICAL SECTIONS ARE BASED ON STANDARD RESIDENTIAL LINKS AND NEIGHBORHOOD LINKS ESTABLISHED IN THE MASTER STREET PLAN. WHERE STREET AND/OR PAVEMENT SECTIONS DIFFER, IT IS THE RESPONSIBILITY OF THE ENGINEER OF RECORD TO PROVIDE ALTERNATE TYPICAL SECTIONS.**




*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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PROJECT NO: 25301700
ISSUE DATE: 06/04/2025
CONTACT: C. THREET
QC by:
QC Date:

PRELIMINARY PLANS

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EXHIBIT C - TYPICAL SECTION




DRAWING: \\FAYETTEDRIVE\JOBS\25301700_NEXTCHAPTER\INFRASTRUCTURE\CIVIL\DWG\TYPICAL SECTIONS.DWG
LAYOUT: TYPICAL SECTIONS PLOTTED: THREET, 7/23/2025 2:03:03 PM VIA IO.WIN32.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 |
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SCALE: NO SCALE

DATE: 2/14/2025

PG 1




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SHEET TITLE:
FRONT ELEV.

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
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SCALE: 1/4"=1'

DATE: 2/14/2025

PG 2





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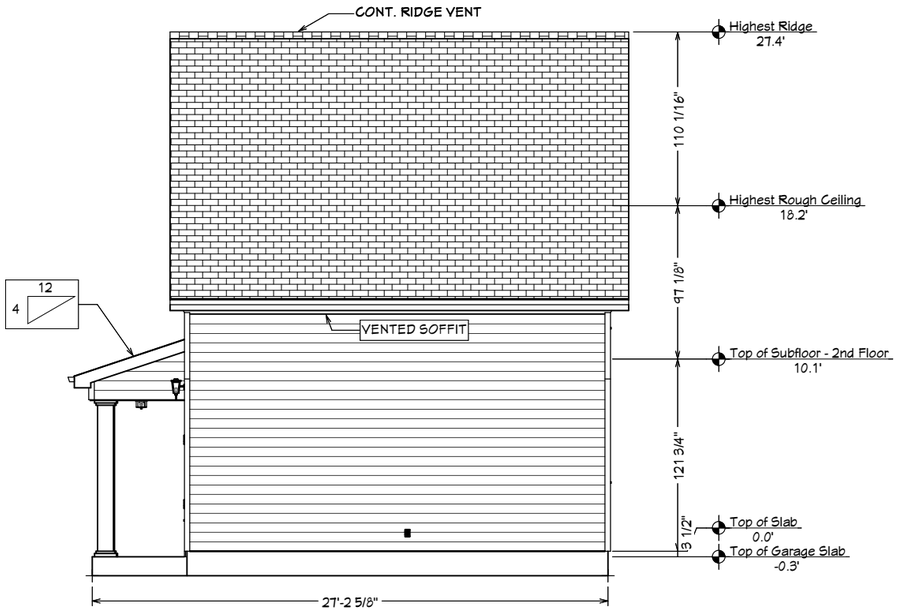
SHEET TITLE: REAR ELEV.

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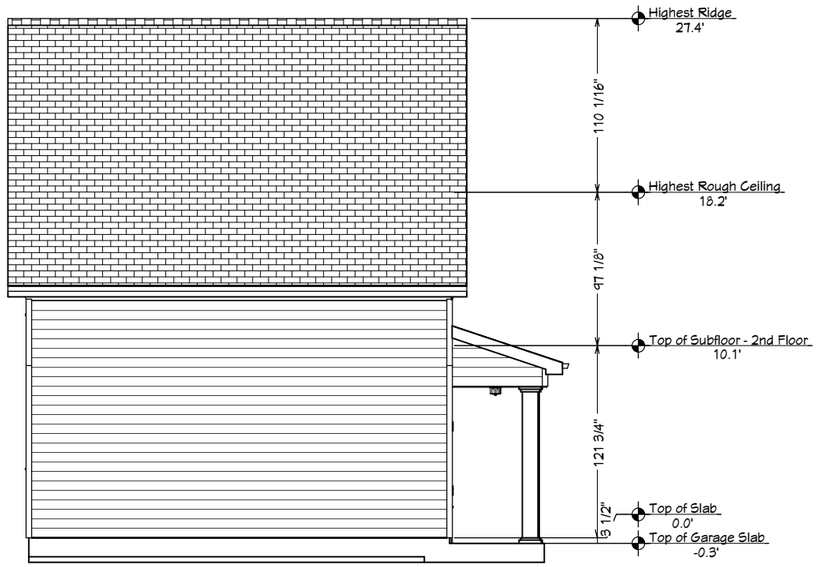
SCALE: 1/4"=1'

DATE: 2/14/2025

PG 3




RIGHT ELEV.




LEFT ELEV.


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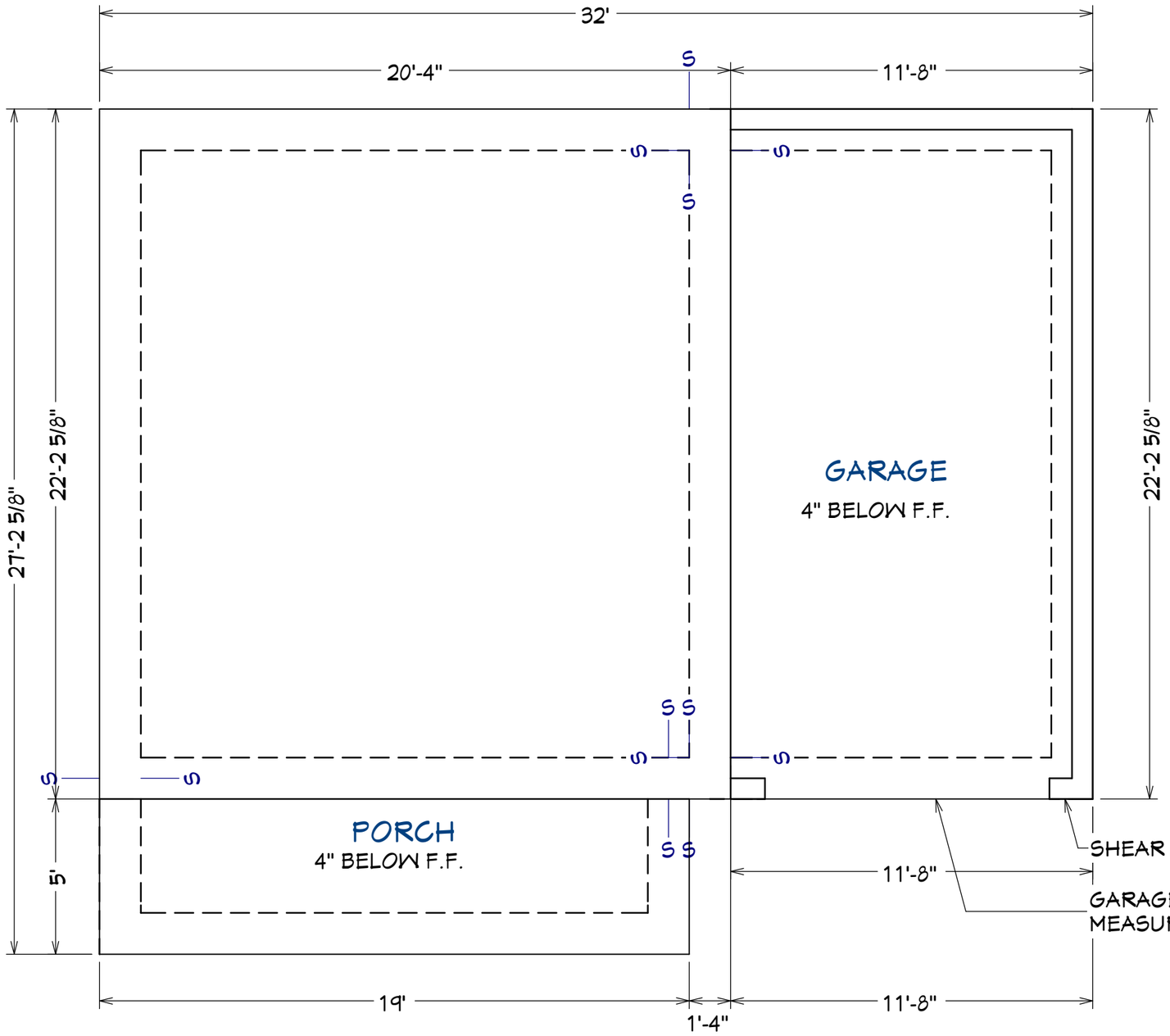
SHEET TITLE:
SIDE ELEV.

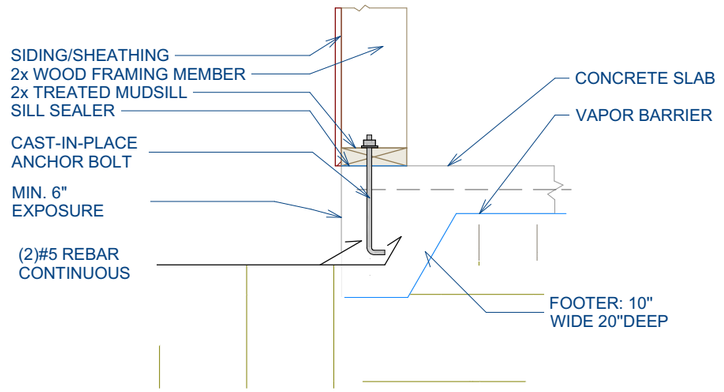
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SCALE: 1/8"=1'

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

DATE: 2/14/2025

PG 5





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SHEET TITLE: ISO VIEWS

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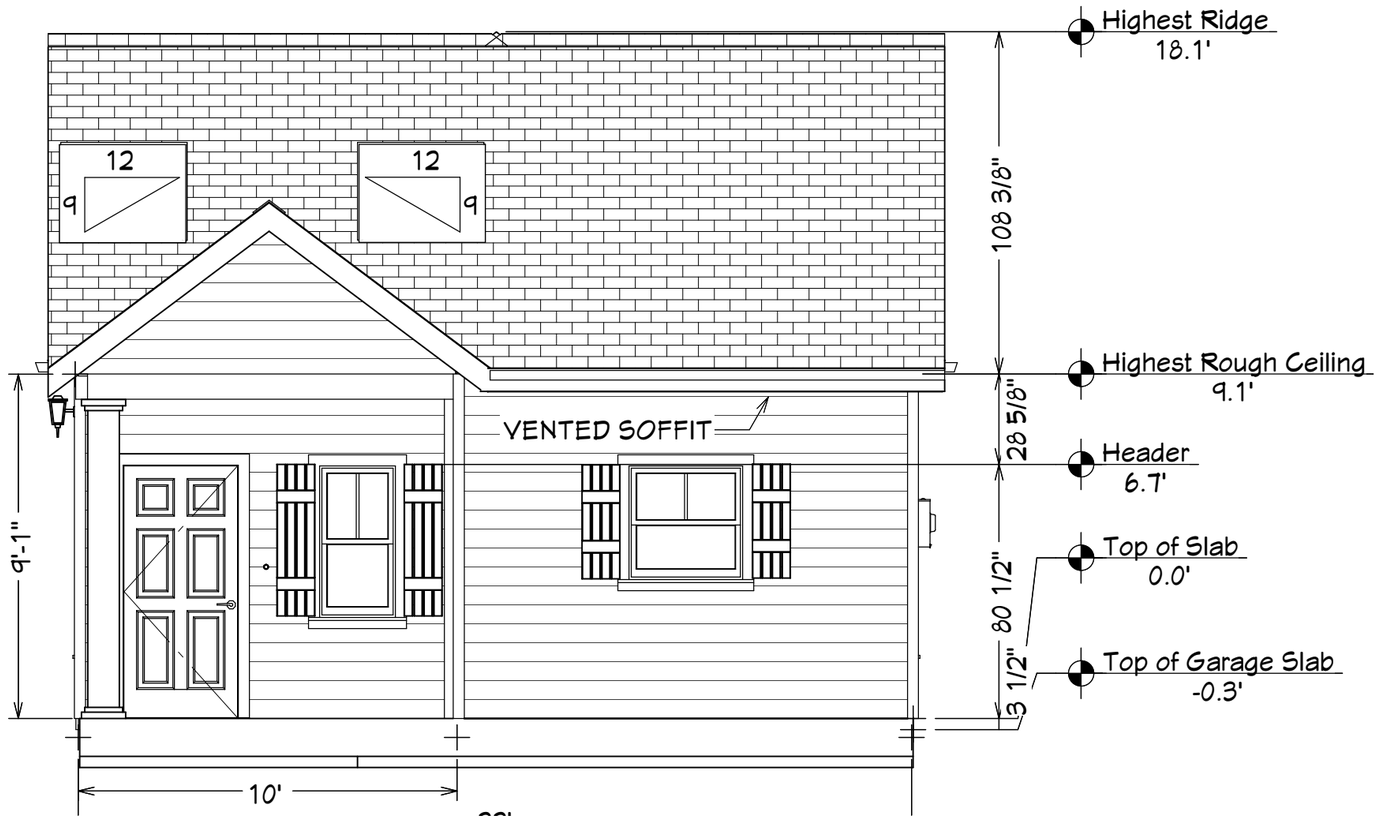
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DATE: 2/14/2025

PG 15



FRONT ELEV. RENDERING
NO SCALE




FRONT ELEV
1/4" =1'




SIDE ELEV
1/8" =1'

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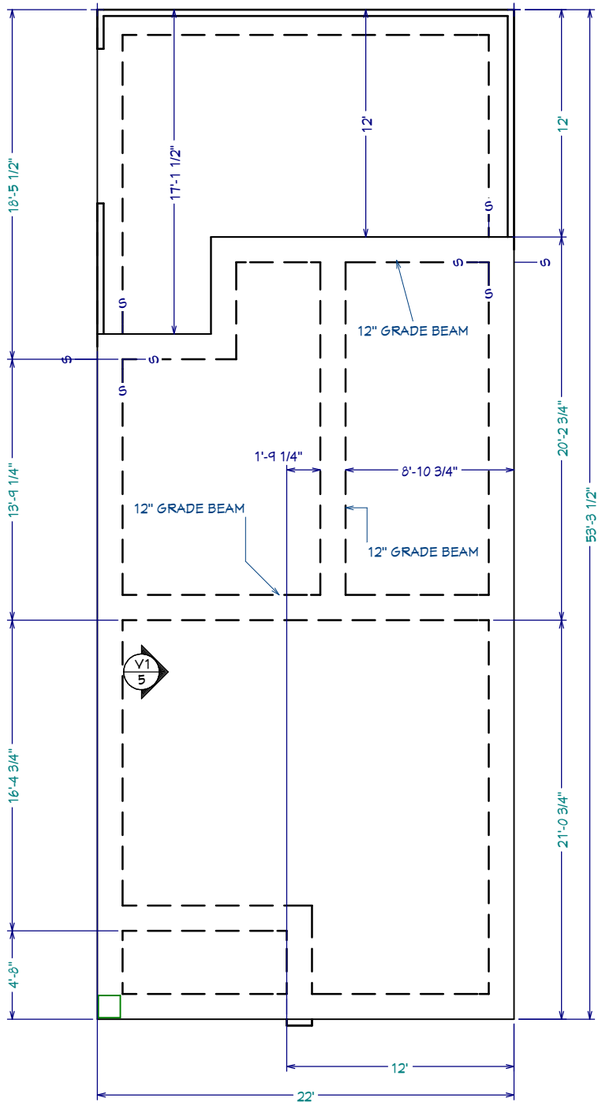
PROJECT DESCRIPTION:
KC CHERRY

SHEET TITLE:
Elevations

| NO. | DESCRIPTION | BY | DATE |
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SCALE: NO SCALE
DATE: 1/7/2025

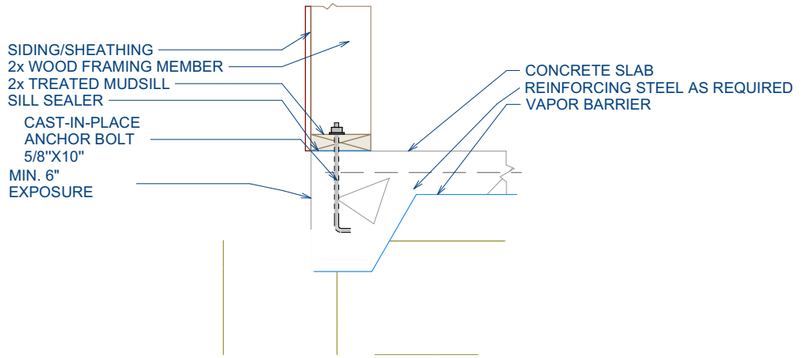
PG 1



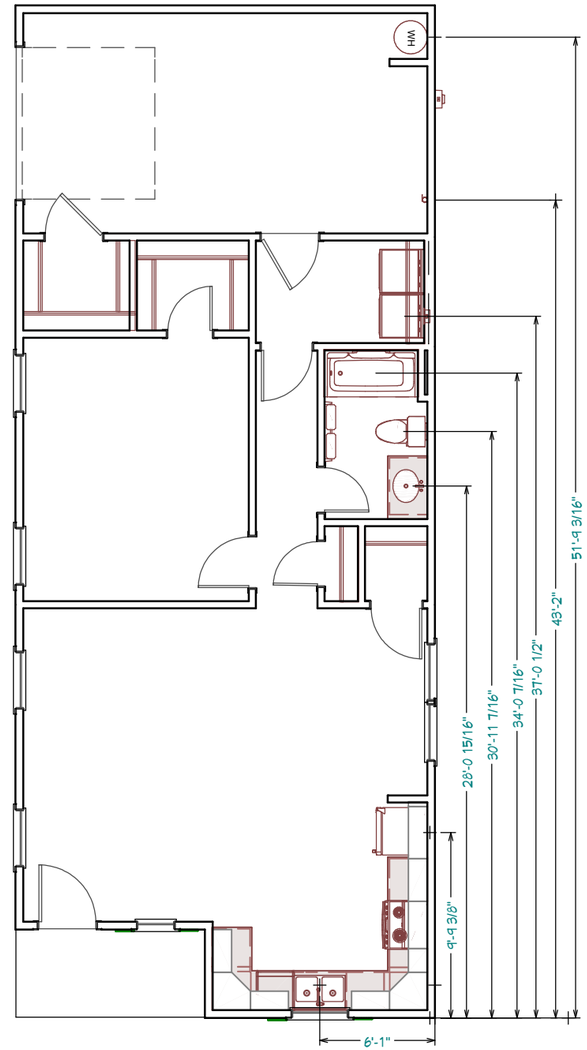

FOUNDATION LAYOUT

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


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PROJECT DESCRIPTION: KC CHERRY

SHEET TITLE: SLAB/PLUMBING

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SCALE: 1/8"=1'

DATE: 1/7/2025

PG 2






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PROJECT DESCRIPTION:
KC CHERRY

SHEET TITLE:
ISO VIEWS

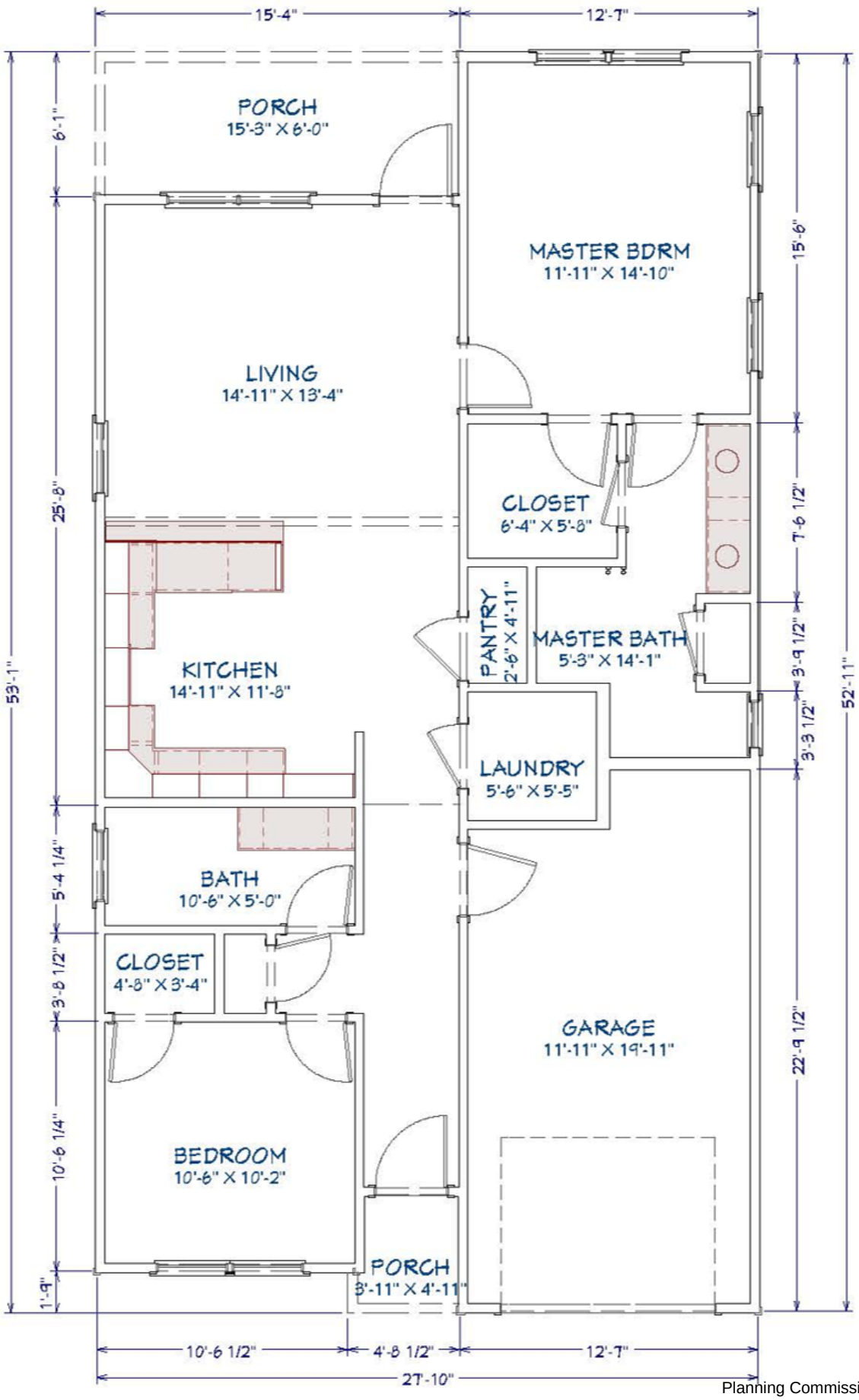
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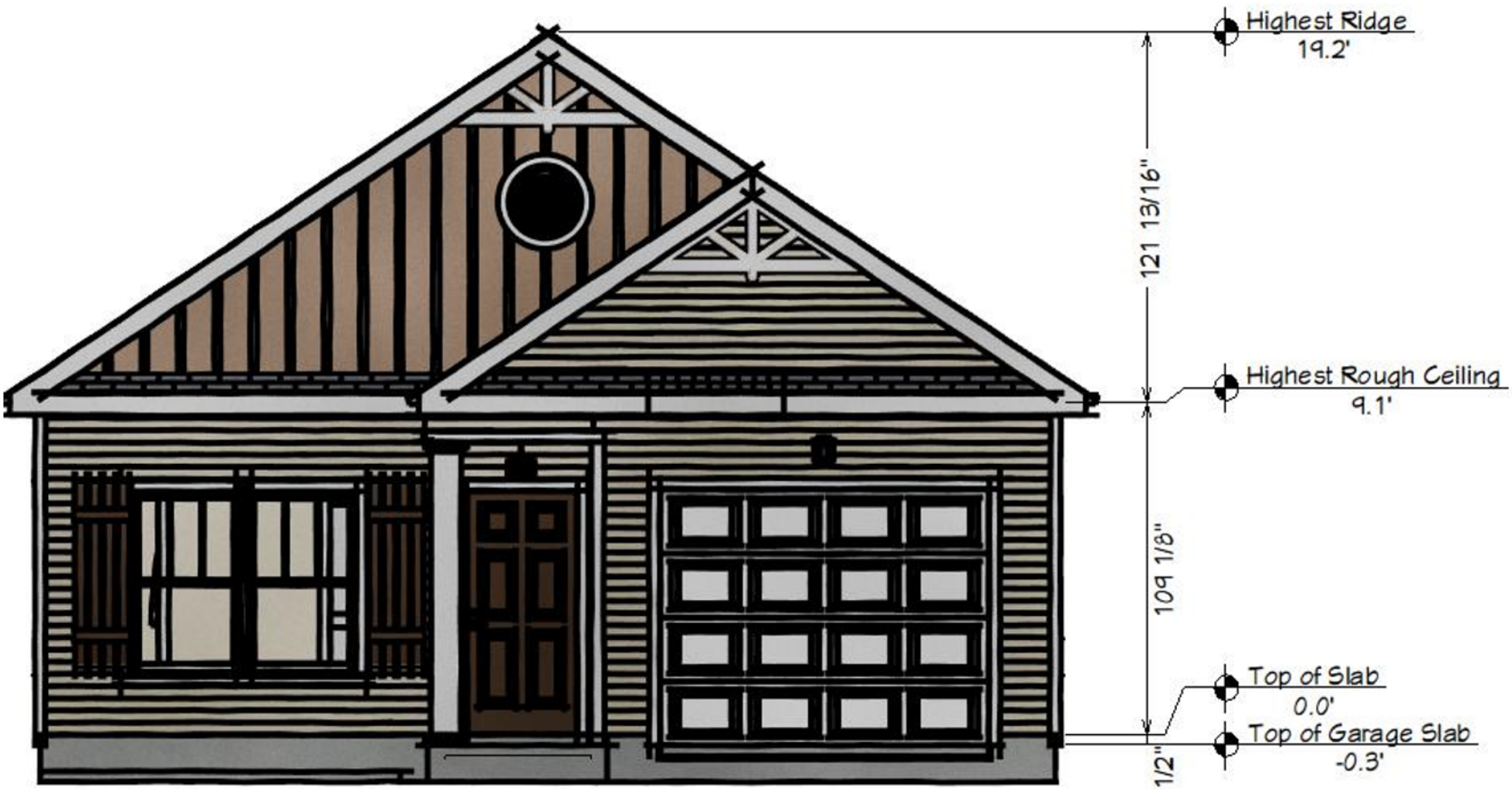
DATE: 1/7/2025

PG 8

# Dearborn FLOOR PLAN



# DEARBORN FRONT ELEVATION

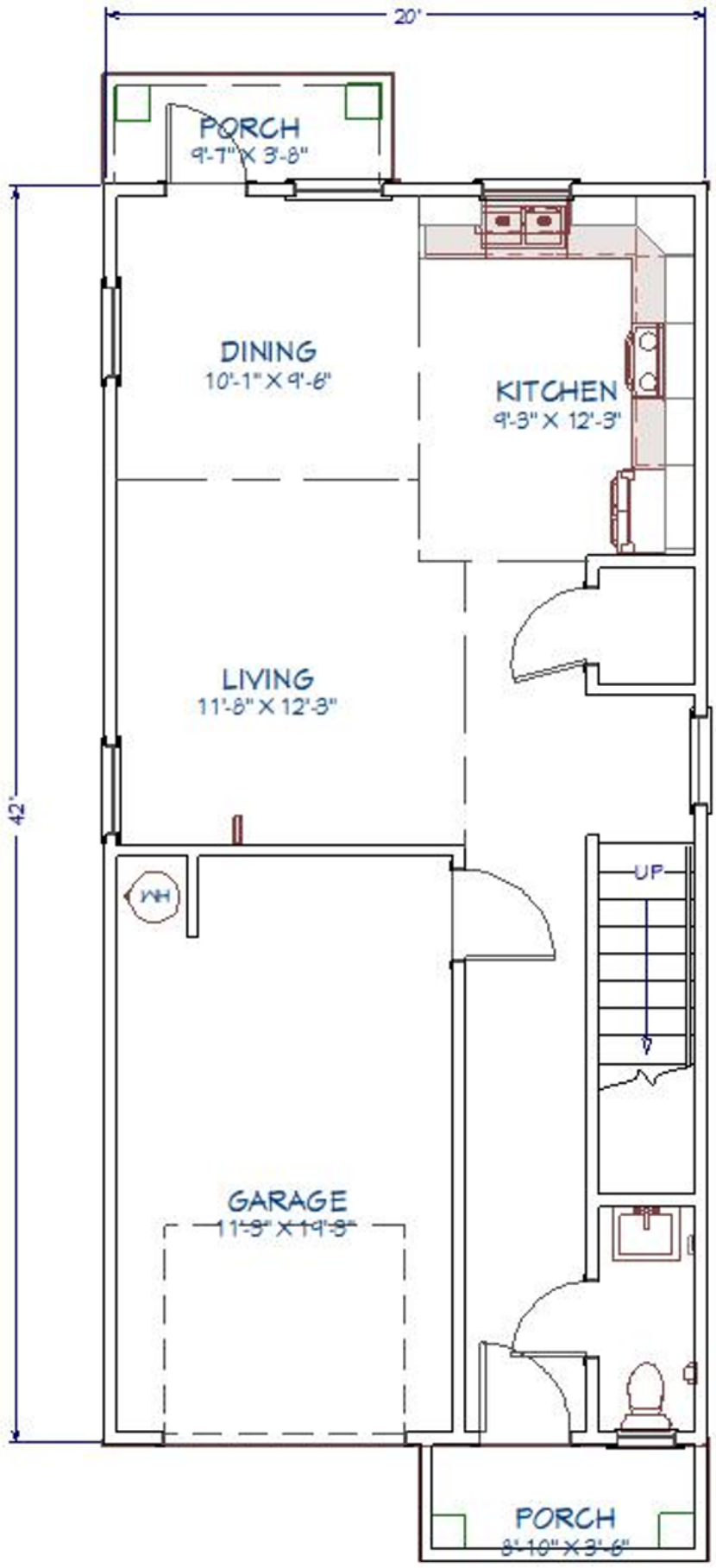


# DEARBORN RENDERING

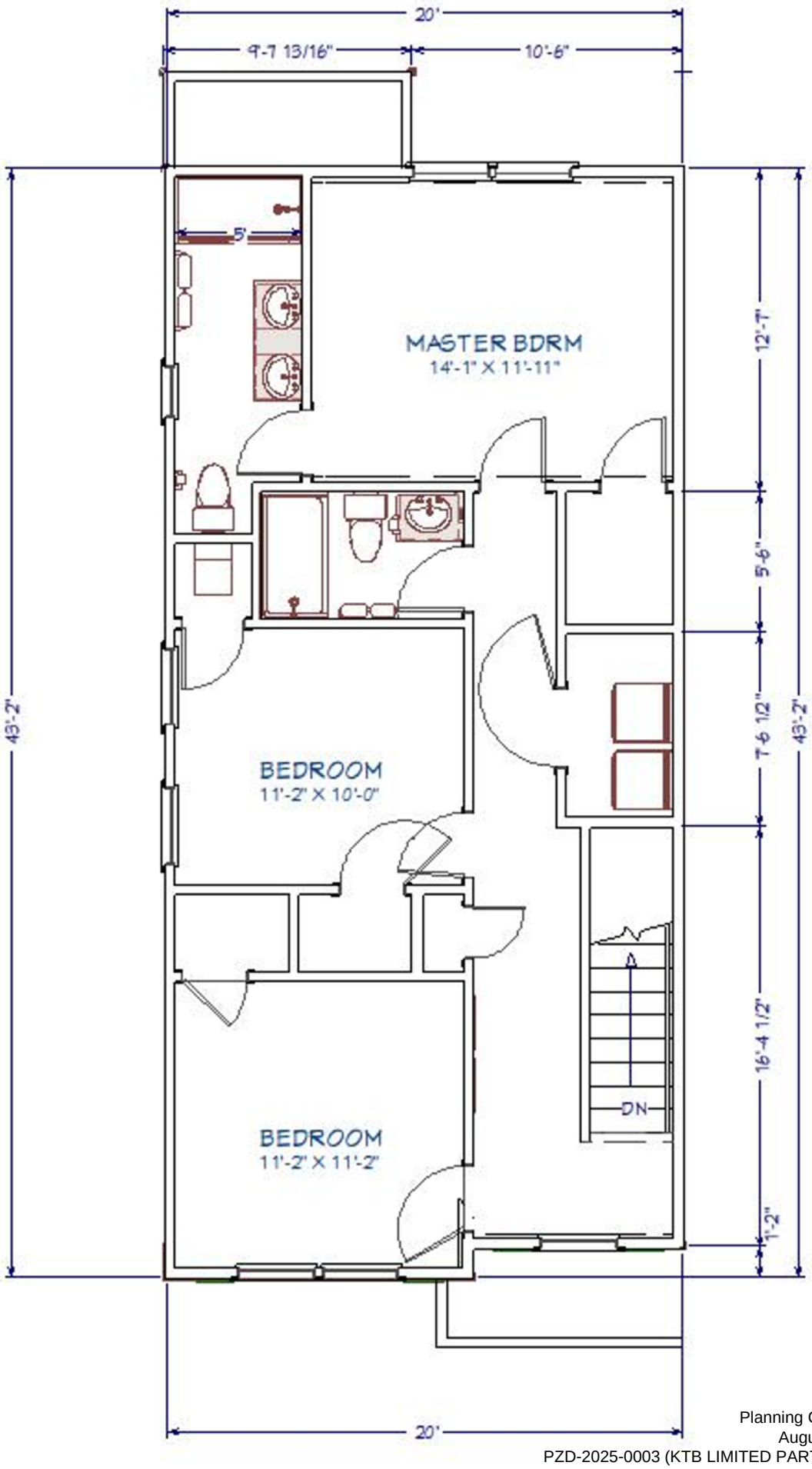




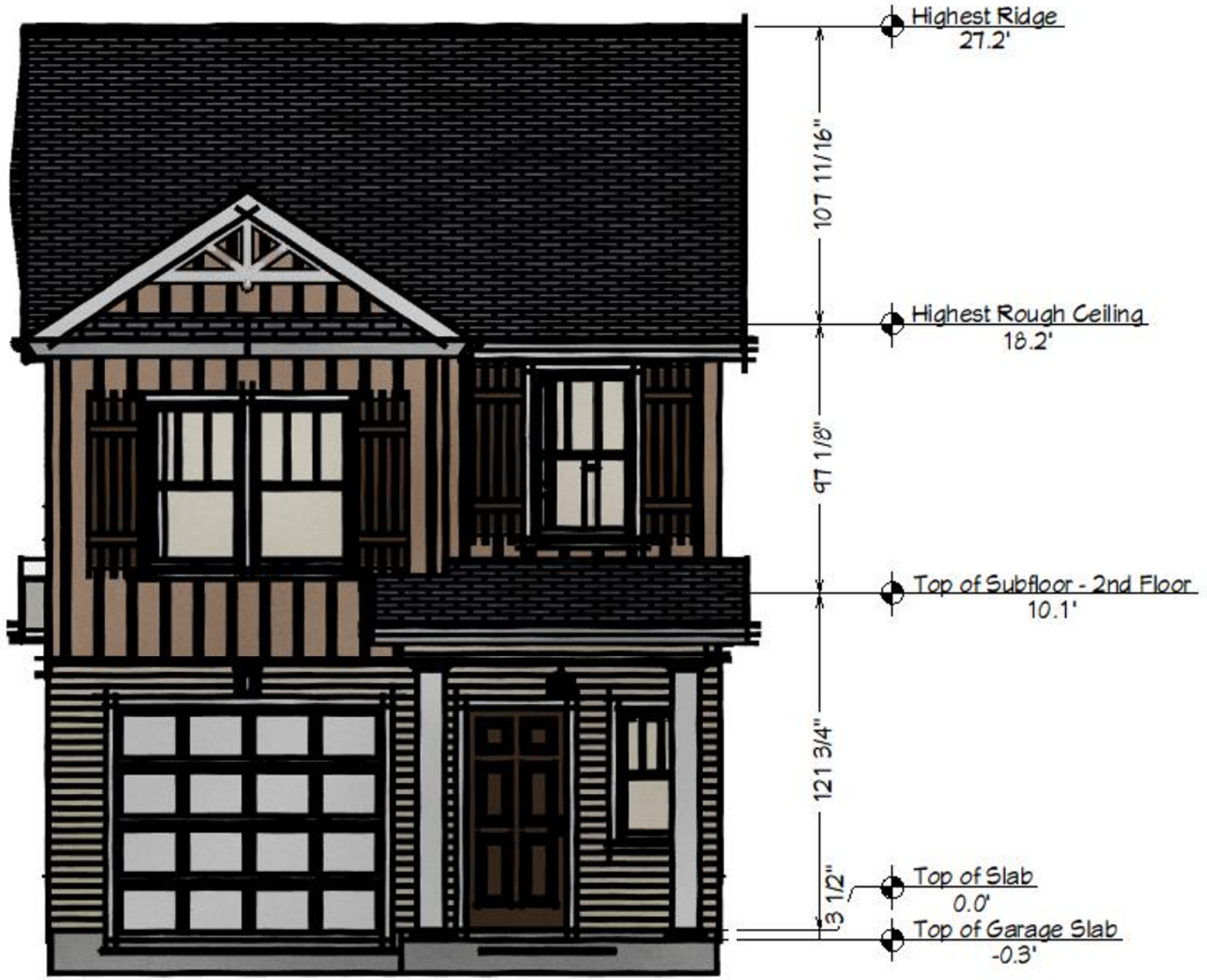

# Hamilton 1st Floor



# Hamilton 2nd Floor



# Hamilton FRONT ELEVATION

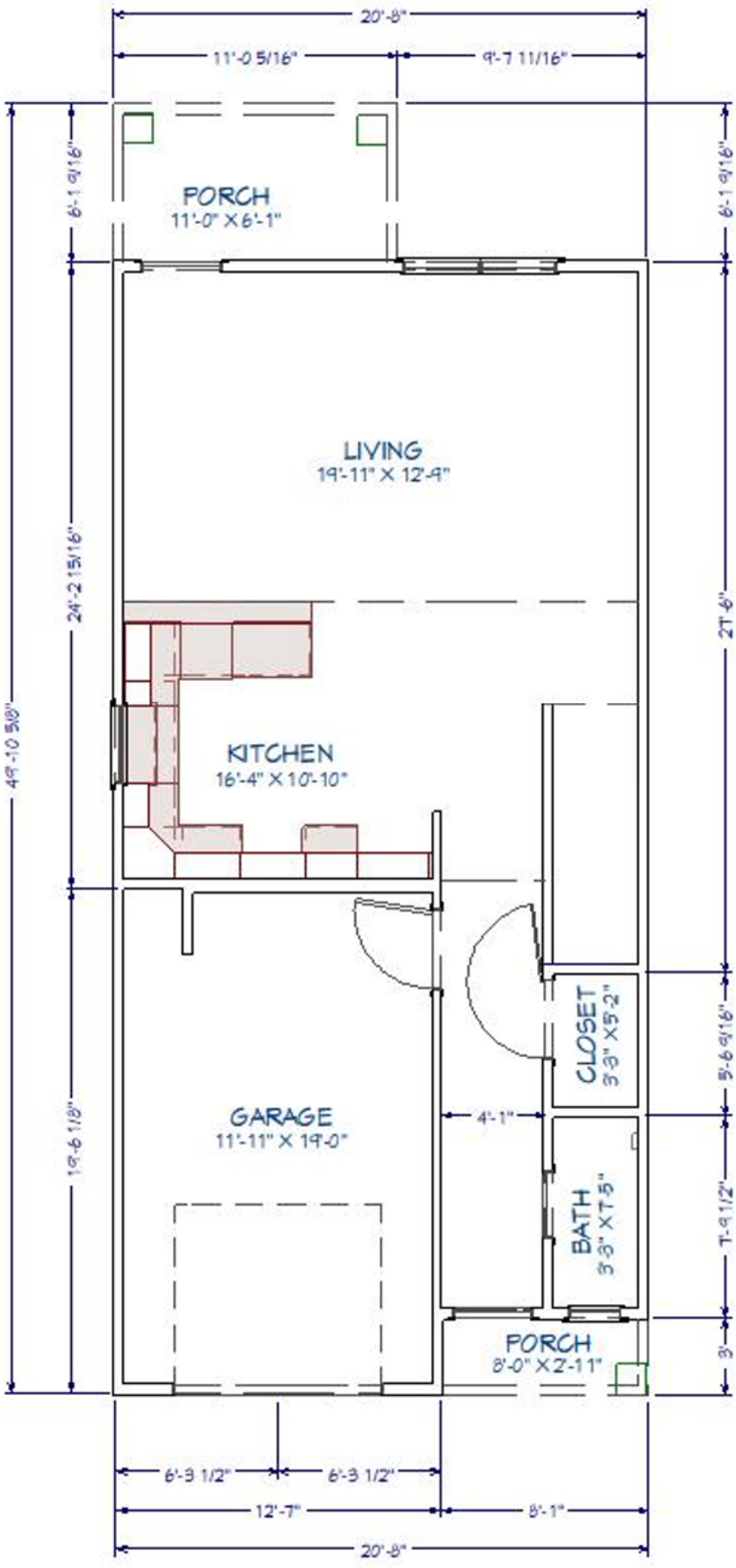


# HAMILTON RENDERINGS

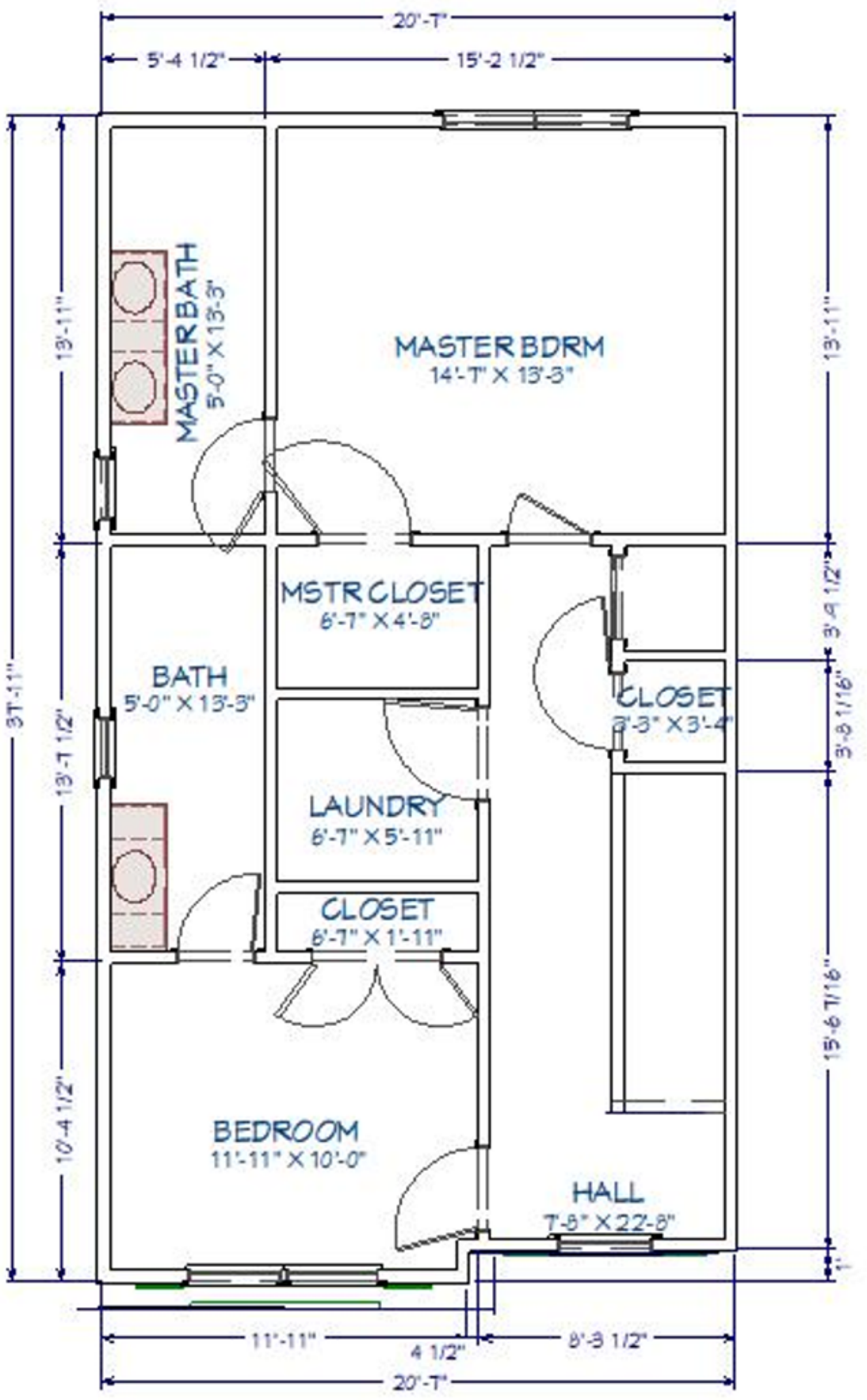




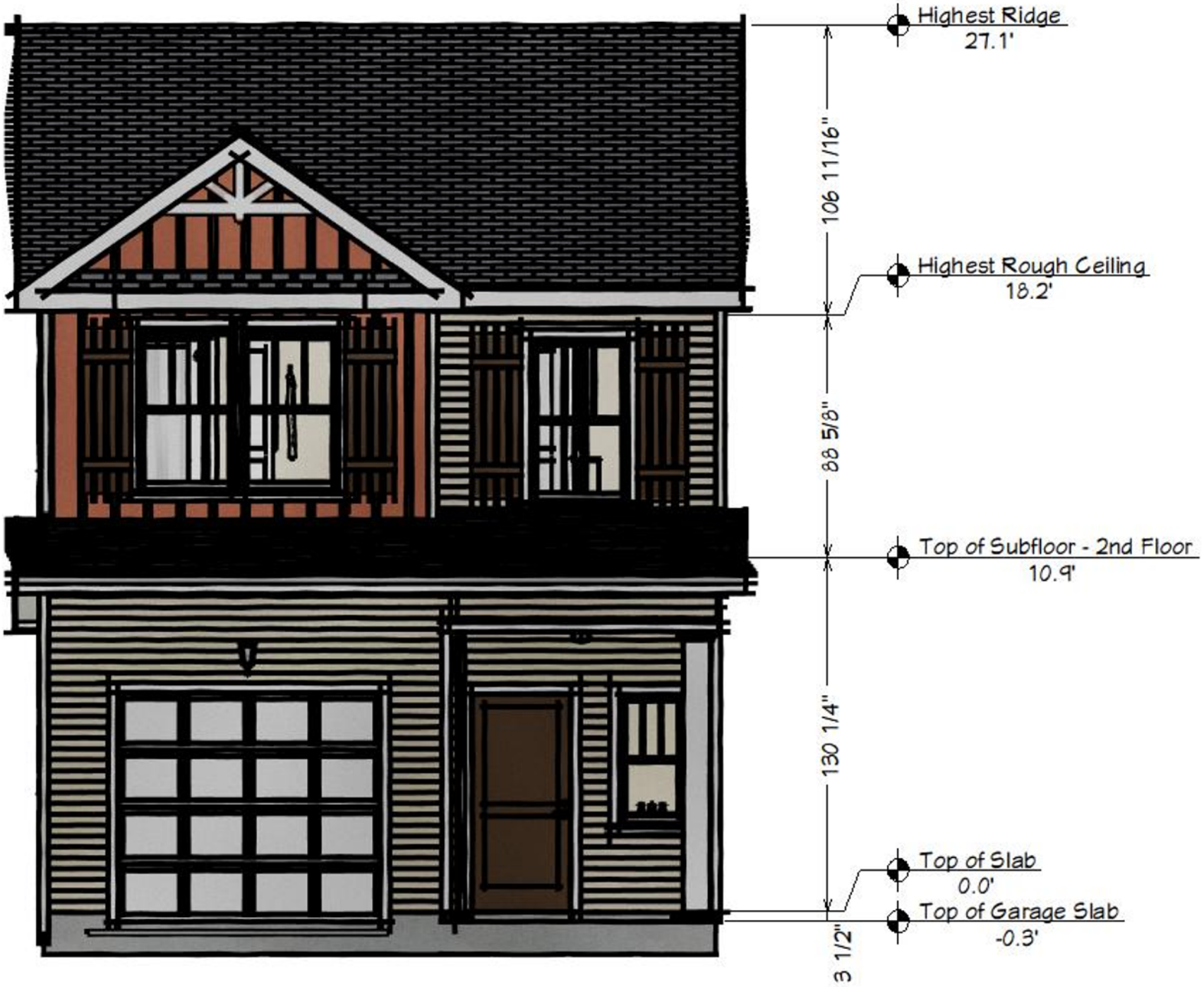
# Jennings FLOOR PLAN (FIRST FLOOR)



# JENNINGS FLOOR PLAN (SECOND FLOOR)



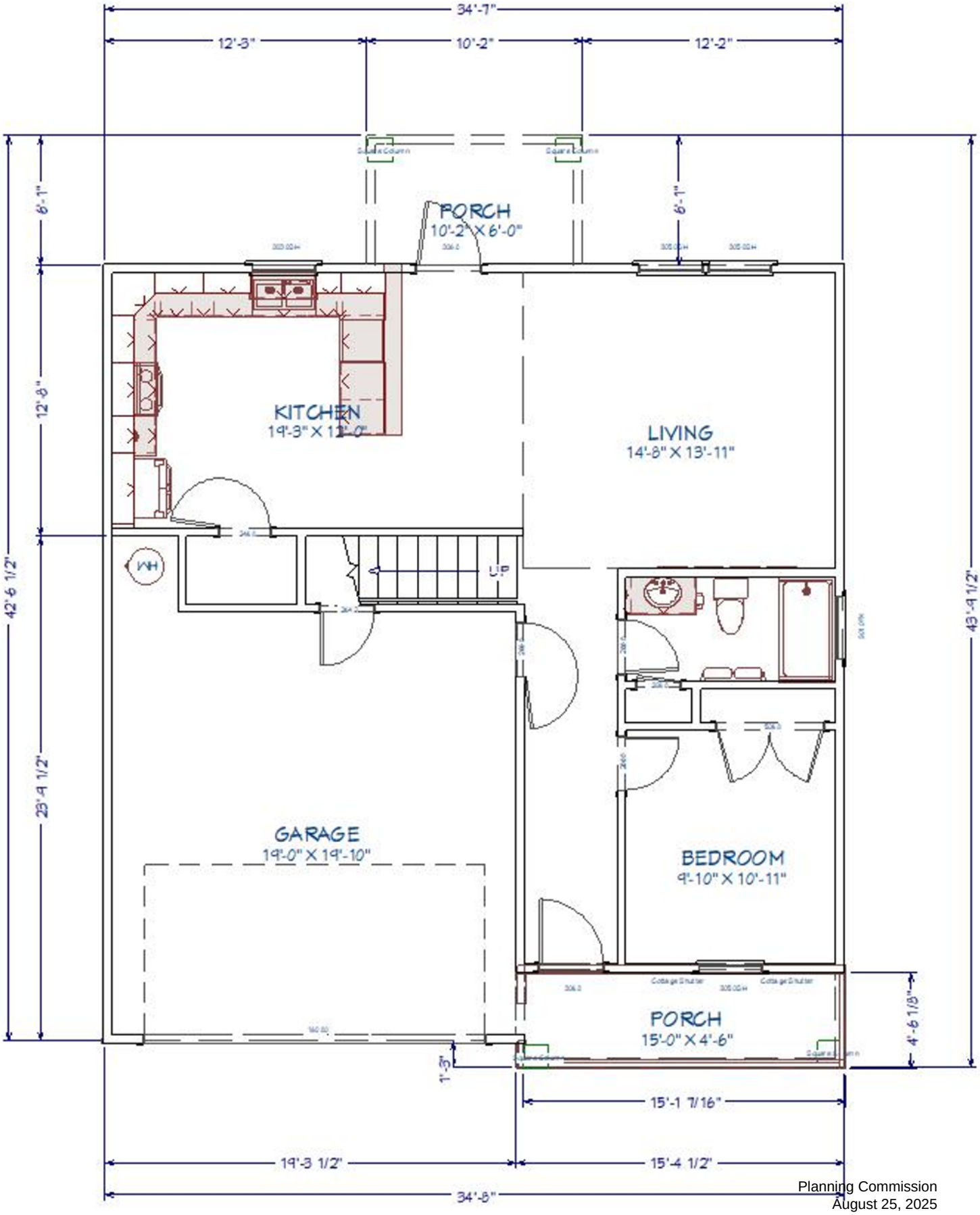
# JENNINGS FRONT ELEVATION



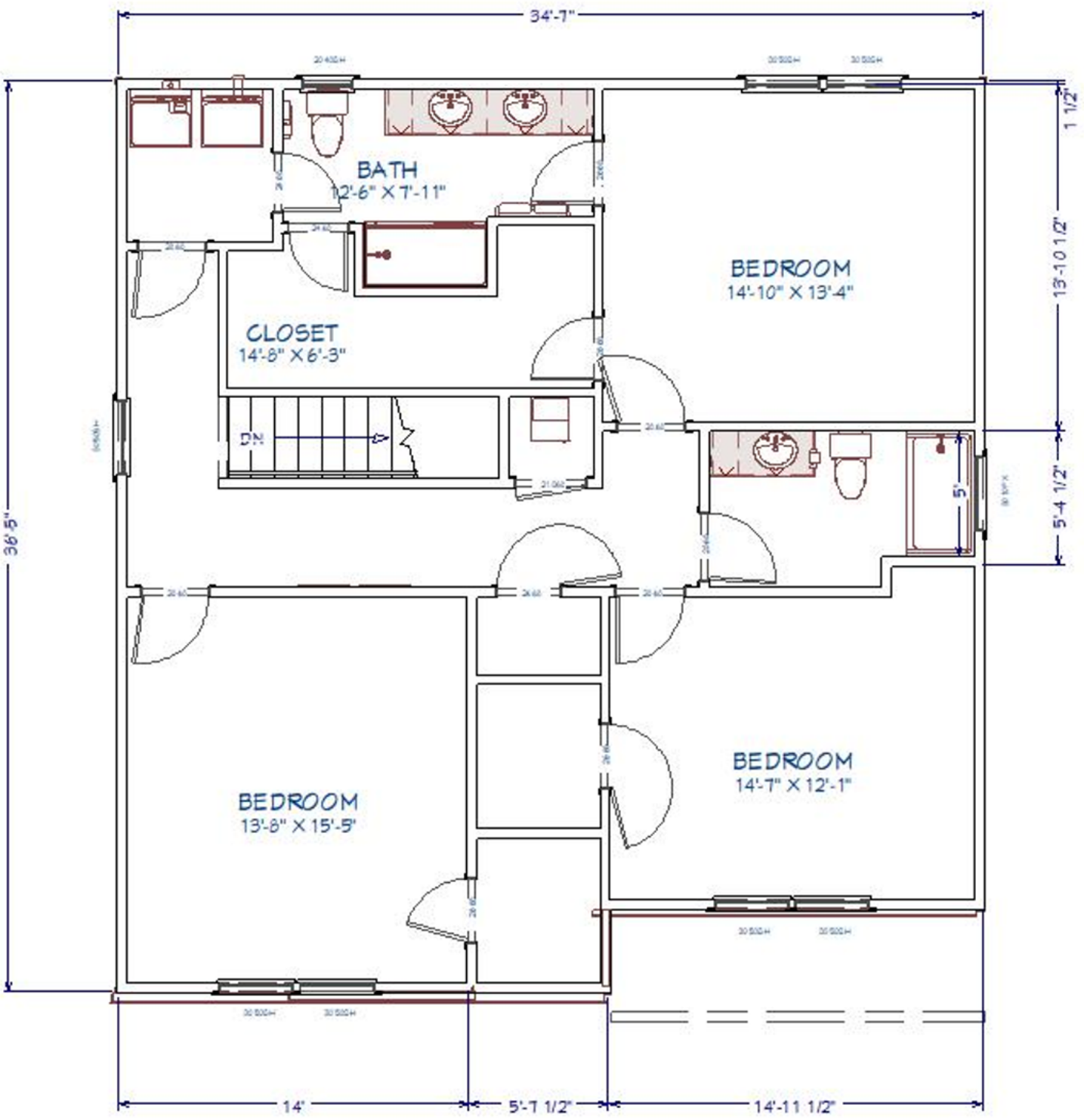
# JENNINGS RENDERING



# SPENCER (FIRST FLOOR)



# SPENCER (SECOND FLOOR)



# SPENCER FRONT ELEVATION

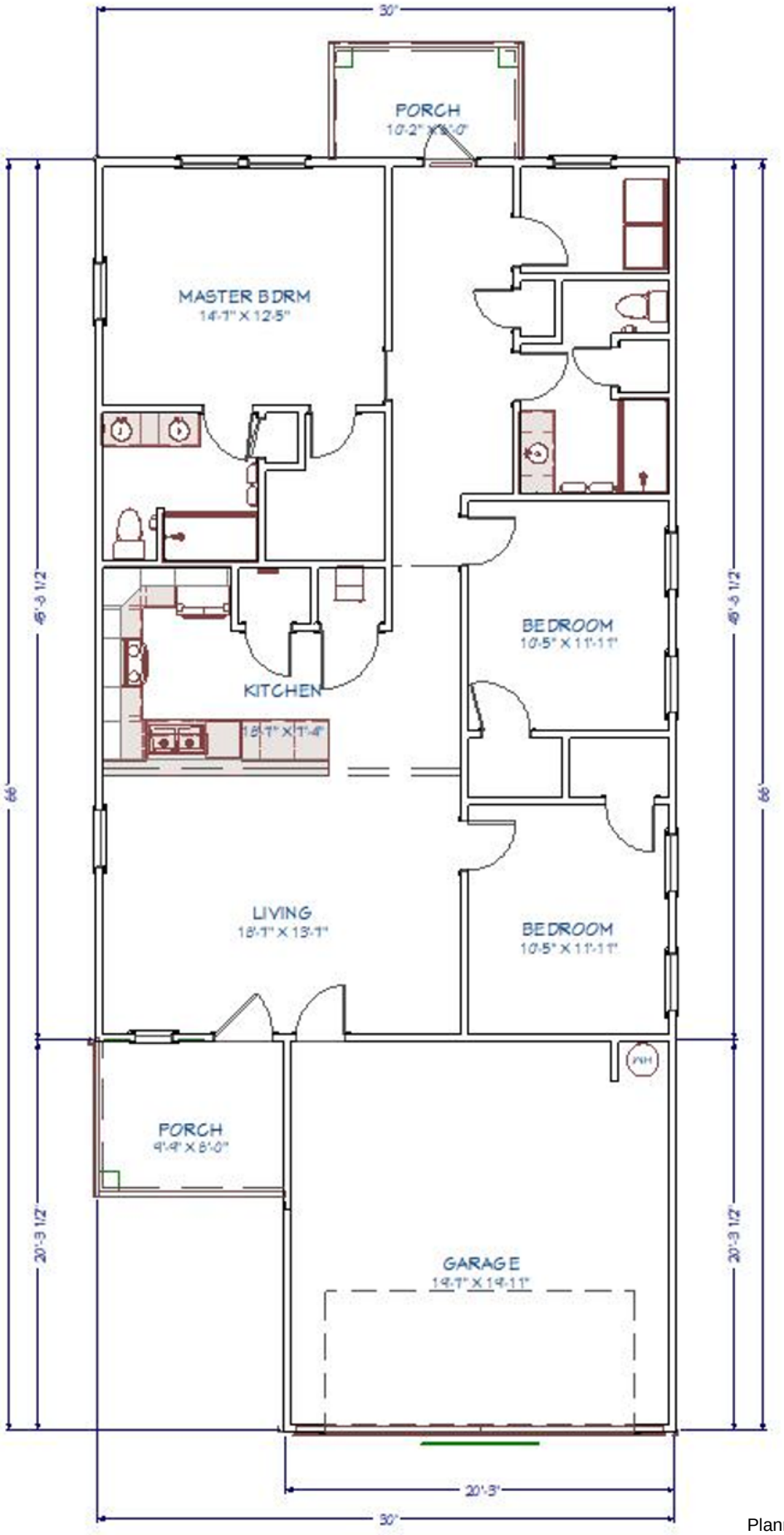


# SPENCER RENDERINGS





# 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,

9' x 5' = 45 square feet display

132”
108”
105”
96”
8”
10”
7”
96”
60”
52”
3-4’

A NEXT CHAPTER
DUPONT
MEADOWS
NEIGHBORHOOD

GRADE

posts go into concrete footer

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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www.vicinitysignstudio.com

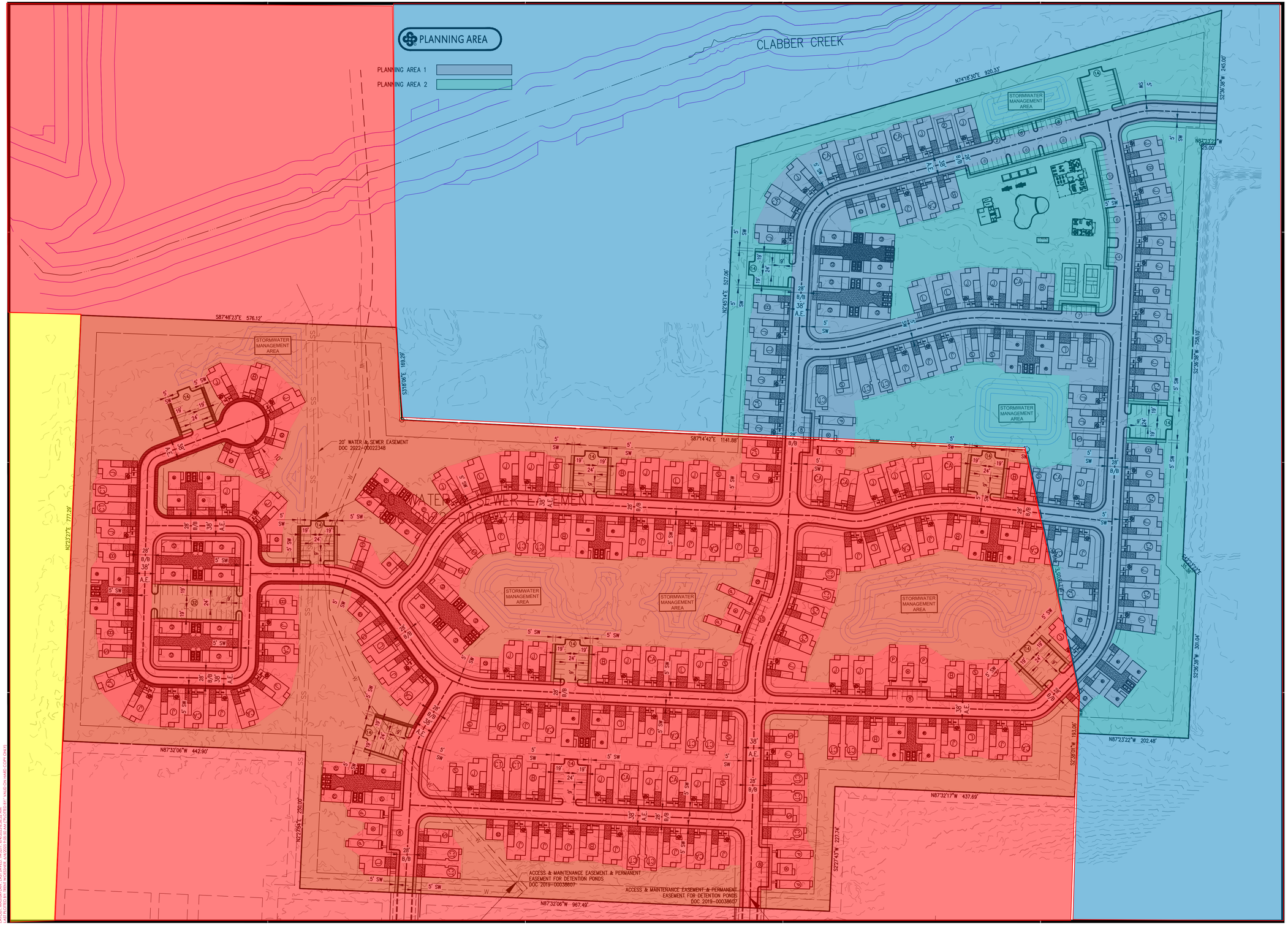
Vicinity SIGN STUDIO

Project: Dupont Meadows
Location: Fort Wayne, IN
Contact: —
Date: 06|23|2023
Page: 1 of 2
Designer: BJ/AK

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Approval: ☐ APPROVED ☐ APPROVED AS NOTED ☐ NOT APPROVED - REVISE AS NOTED

SIGNATURE DATE




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

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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PROJECT NO: 25301700
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: \\EIGHTFORMS.COM\LES\2530\700_NEXTCHAPTER_UNDERWOOD\INFRASTRUCTURE\CIVIL\DWG\MASTER PLAN FOR PZD.DWG
LAYOUT: MASTER PLAN - 24X36 ARCH D | XREF: 442023A.DWG, 442023A-PROJECTED.DWG | BY: YVALD ON HARD COPY ONLY
PLOTTED: 06/05/2025 - 4:42:23 PM | PLOTTED BY: YVALD ON HARD COPY ONLY

CITY OF FAYETTEVILLE ARKANSAS

# PLANNING COMMISSION MEMO

**TO:** Fayetteville Planning Commission

**FROM:** Jessie Masters, Planning Director

**MEETING:** August 25, 2025 Updated with results

**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."*

**AUGUST 11, 2025 PC HEARING:**
At the previous Planning Commission meeting, the item was tabled so the applicant could provide proposed easement language to City staff in lieu of dedicating public right-of-way. Staff and the City Attorney's office have reviewed the document, and have identified concerns with the complexity of enforcement, ownership, maintenance, and typical standards in the long run, so are not supportive of the proposed instrument.

**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** with a recommendation of approval, with all conditions as recommended by staff. | ❒ **Tabled** | ❒ **Denied** |
| **Meeting Date:** August 11, 2025 | | | |
| **Motion:** Garlock | | | |
| **Second:** Werner | | | |
| **Vote:** 6-0-1 (Cabe recused) | | | |

---

**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
- Public access easement document with mark-ups

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.

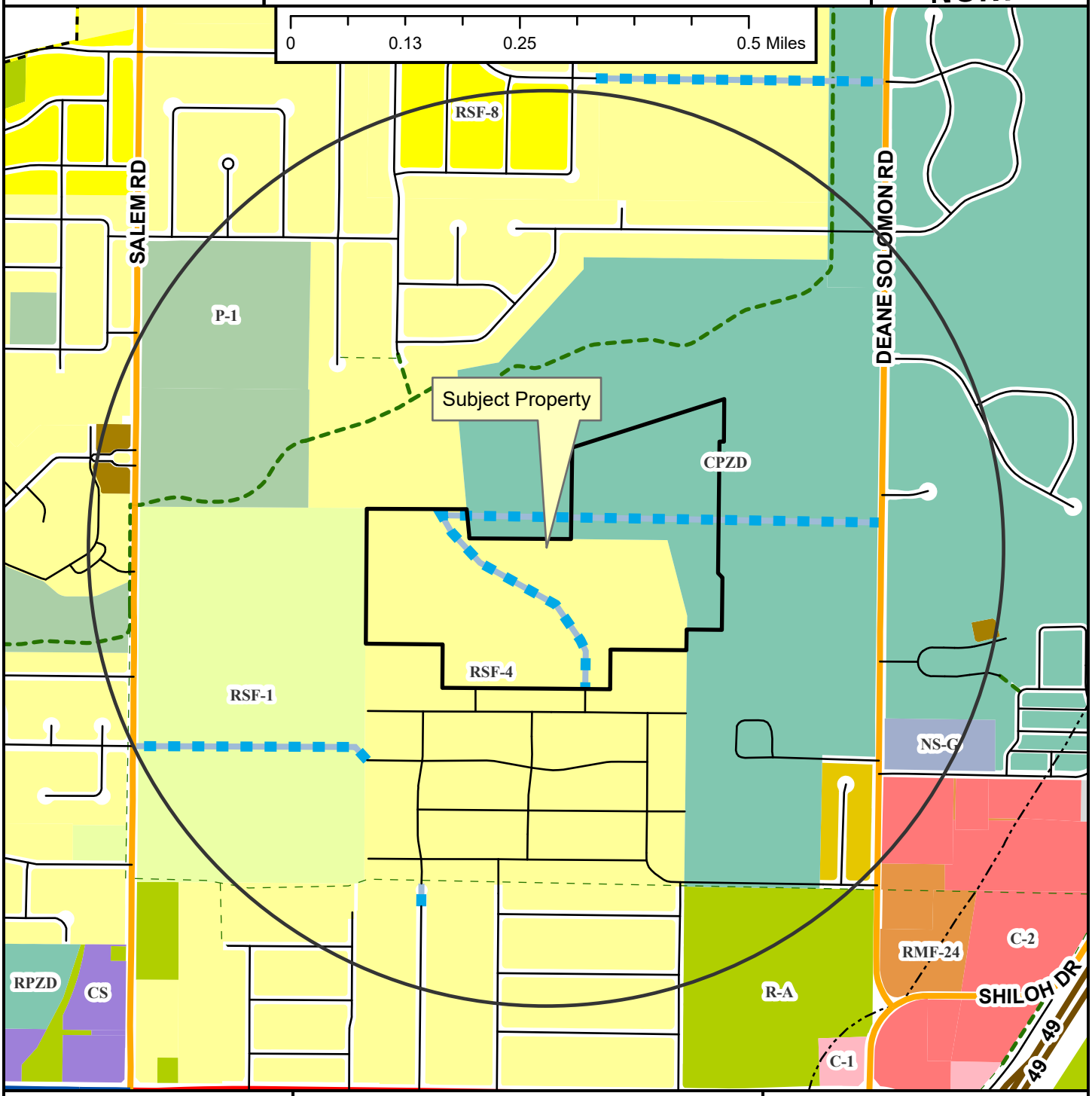
Urban forestry staff recommends that a buffer be provided adjacent to the tree preservation easement on parcel 765-16658-032, in addition to the other protections stated.

PZD-2025-0003

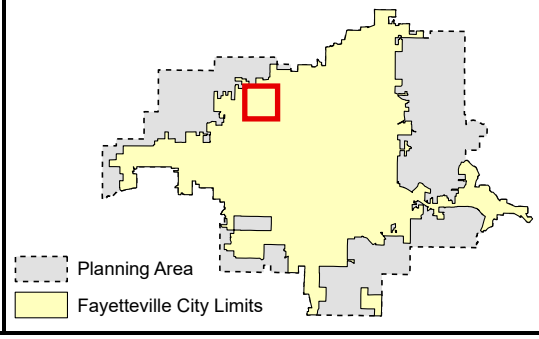
*One Mile View*

# N. RAVEN LN

NORTH



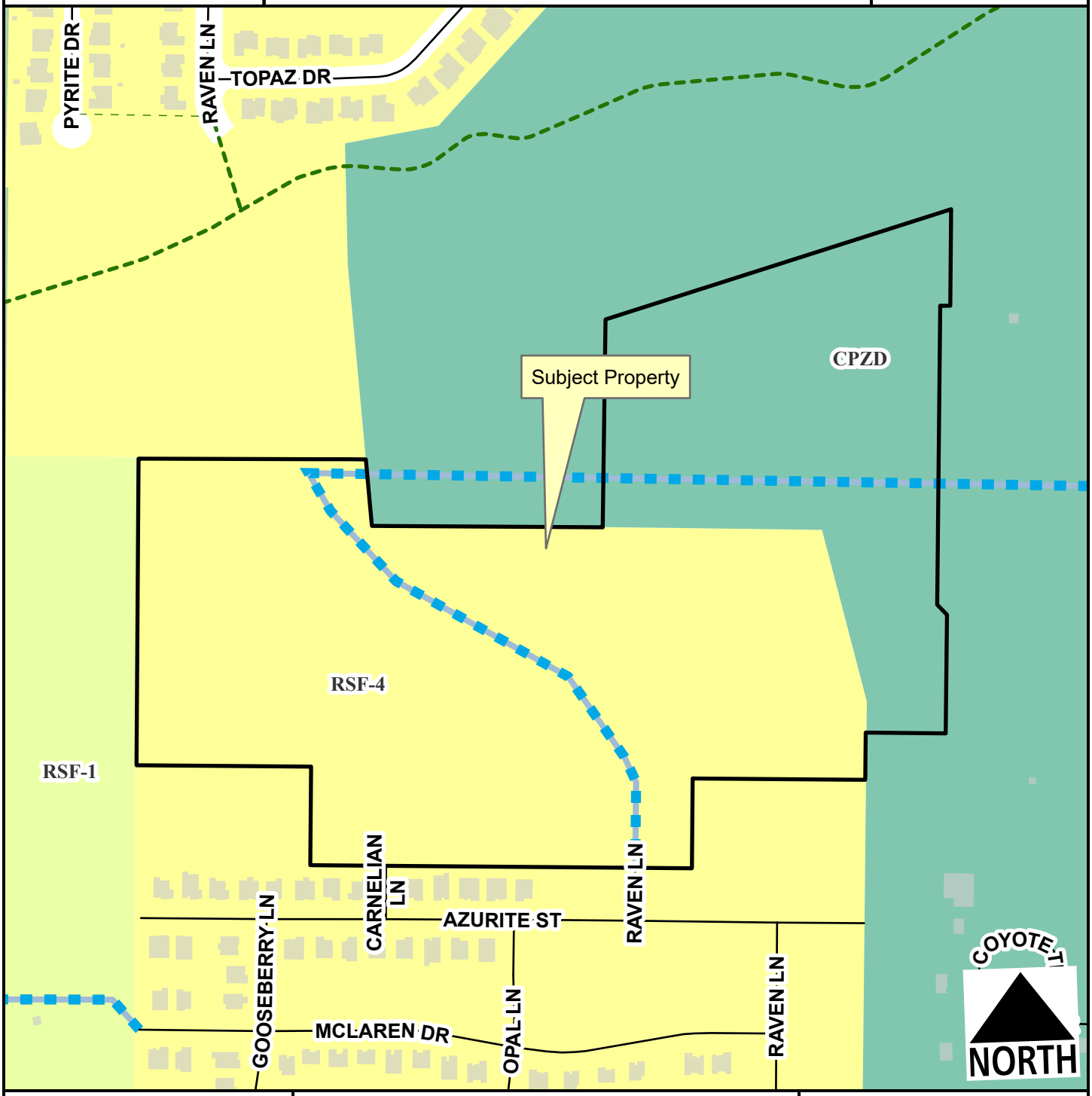

Regional Link
Neighborhood Link
Regional Link - High Activity
Freeway/Expressway
Unclassified
Alley
Residential Link
Planned Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Design Overlay District
Fayetteville City Limits
Planning Area



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

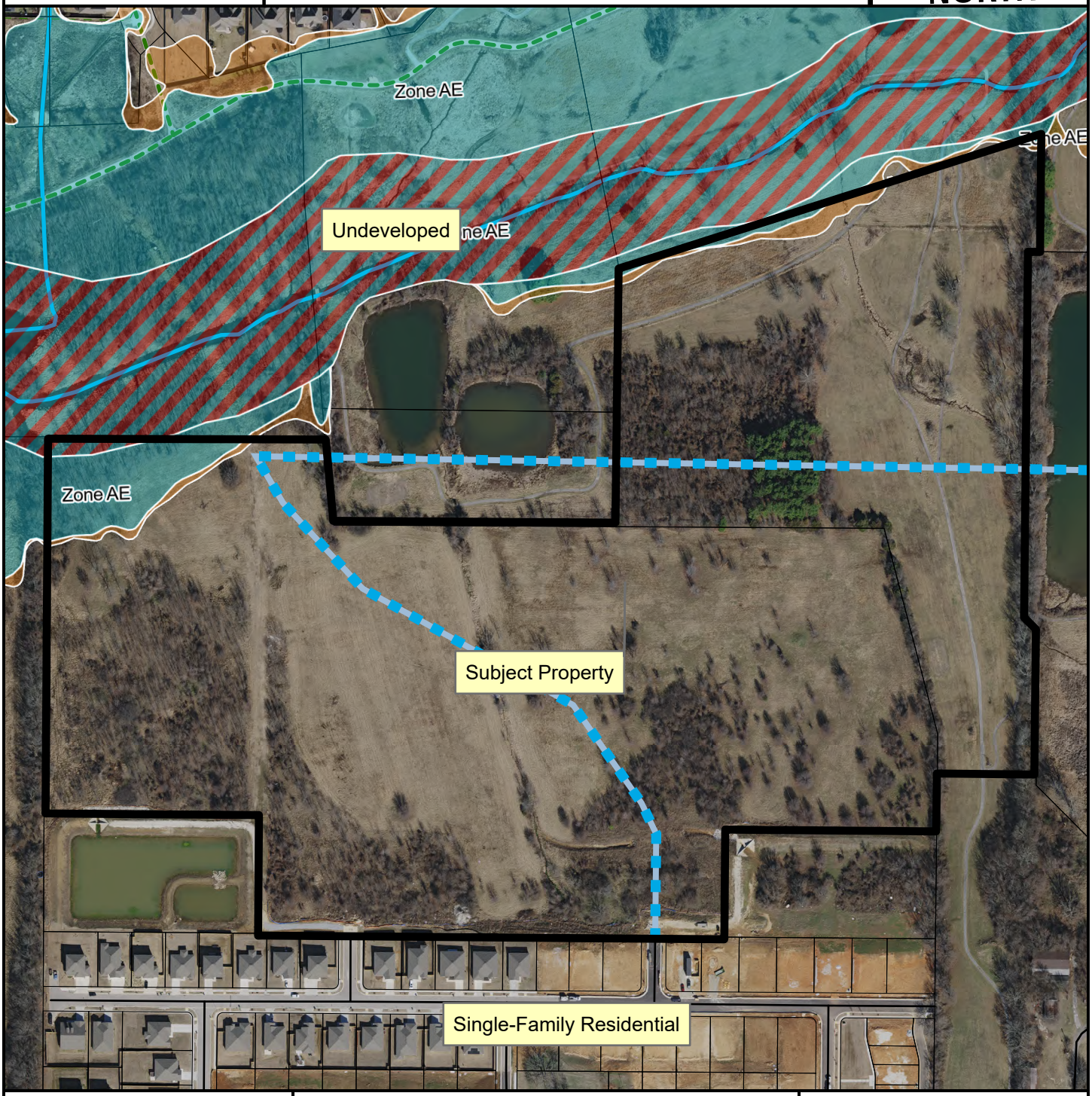
1:4,400

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**

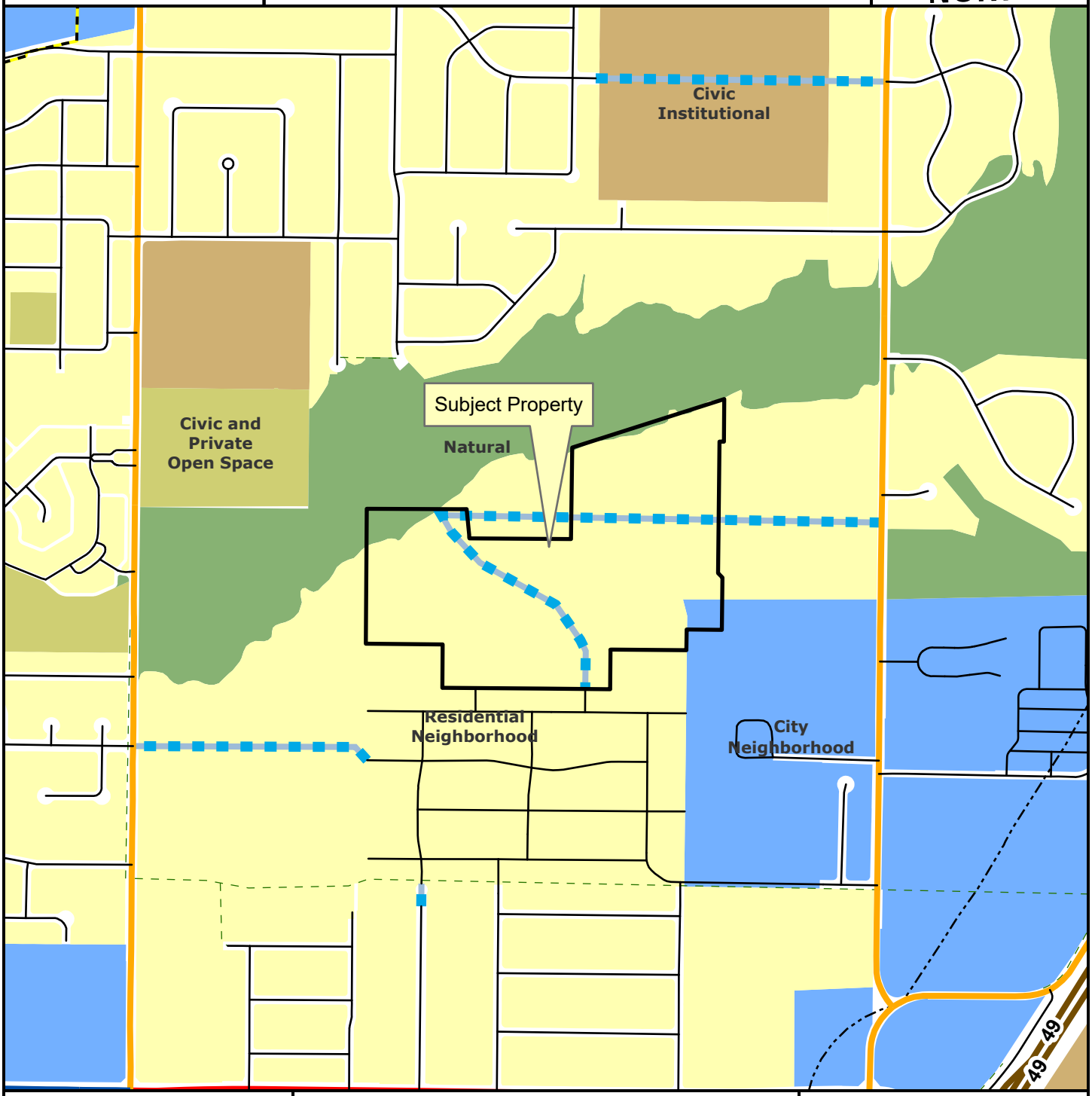
- 100-Year Floodplain
- Floodway

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

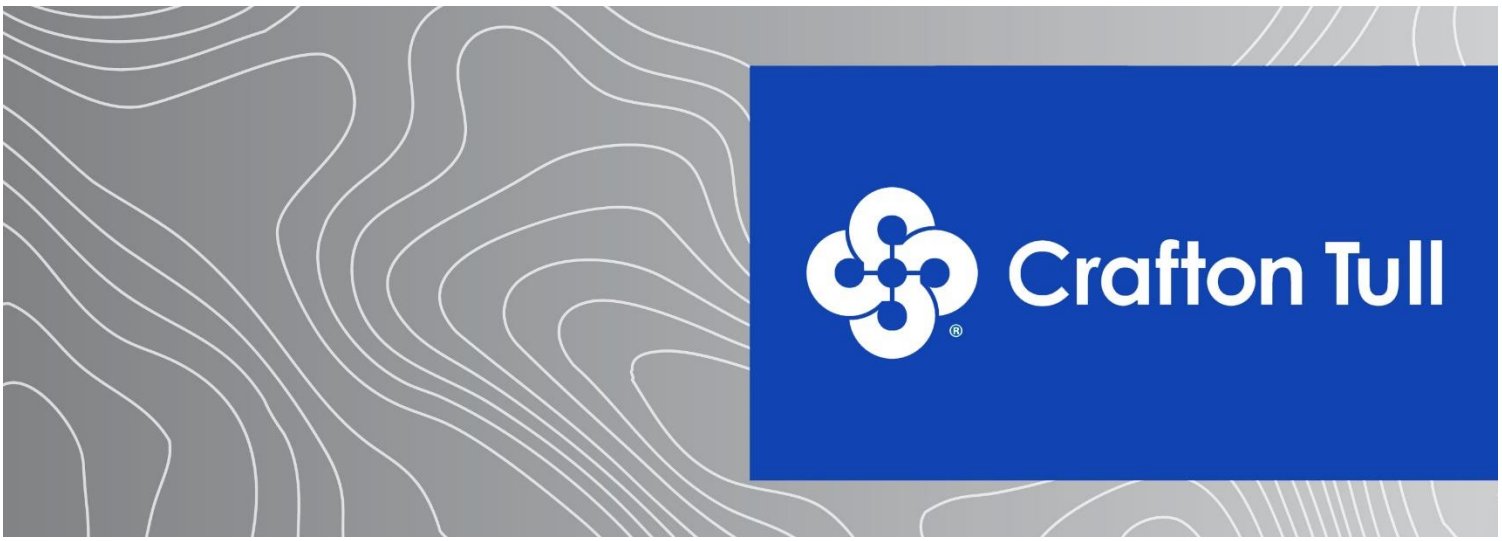
**Submitted to:**
City of Fayetteville
125 W. Mountain St
Fayetteville, AR 72701

**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

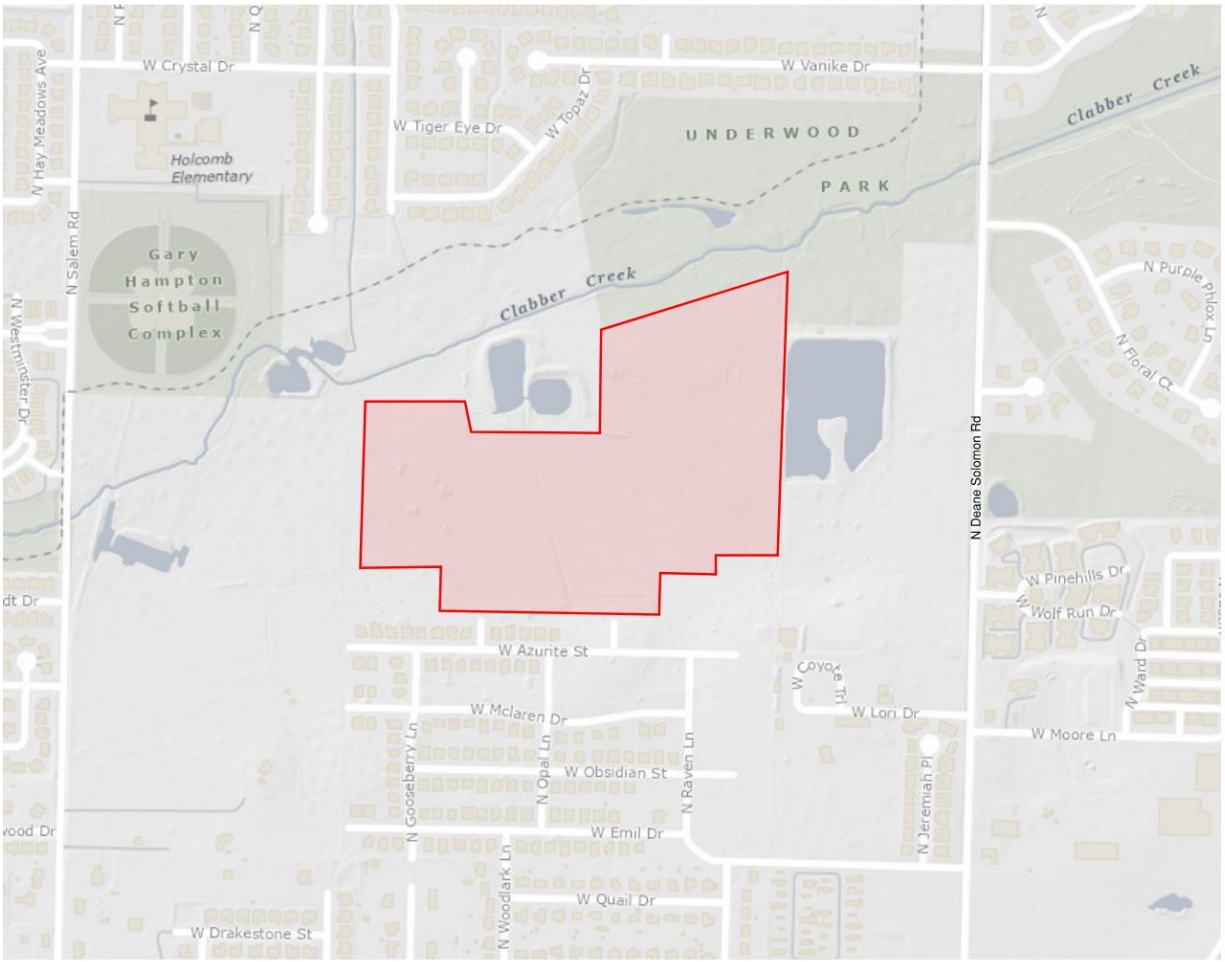
Exhibit E – Example Monument Sign

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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;

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

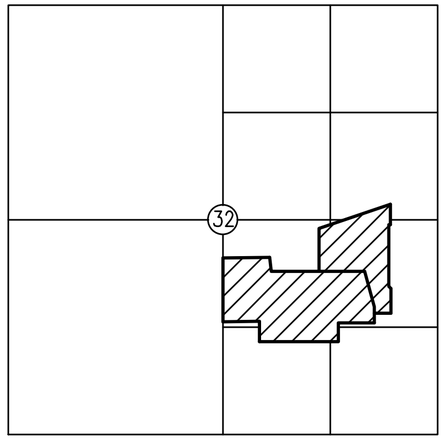
THENCE ALONG THE NORTH LINE THEREOF N74°18'30"E 920.33 FEET TO THE NORTHEAST CORNER OF SAID LOT 4;
THENCE ALONG THE EAST LINE THEREOF THE FOLLOWING FIVE COURSES:
THENCE S02°36'38"W 245.00 FEET;
THENCE N87°23'22"W 25.00 FEET;
THENCE S02°36'38"W 758.10 FEET;
THENCE S42°23'22"E 35.36 FEET;
THENCE S02°36'38"W 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;
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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

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:
500-17N-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

© 2025 Crafton, Tull & Associates, Inc.

| 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

PARCEL 765-16658-050
LOT 4
PR 024A-00000298
DR 2021-00013842
±16.01 ACRES

PARCEL 765-16658-050
DR 2020-00021939
±33.31 ACRES

N = 651064.73
E = 661457.69

P.O.B.
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'
5/8" IRON PIN

N74°18'30"E 920.33'
5/8" IRON PIN

S2°36'38"W 245.00'
5/8" IRON PIN

L3
5/8" IRON PIN

S2°36'38"W 758.10'

N87°14'42"W 556.89'
1/2" IRON PIN

N2°18'05"W 449.85'
5/8" IRON PIN

L4
5/8" IRON PIN

S2°36'38"W 301.04'

L2
5/8" IRON PIN

P.O.B.

N87°23'22"W 202.48'
5/8" IRON PIN

L1
5/8" IRON PIN

N = 650186.41
E = 663270.67

N87°32'17"W 437.69'
5/8" IRON PIN

S2°27'43"W 227.74'
5/8" IRON PIN

N87°32'06"W 967.49'
5/8" IRON PIN

N2°27'54"E 250.00'
5/8" IRON PIN

N87°32'06"W 442.90'
5/8" IRON PIN

P.O.B.
5/8" IRON PIN

N2°23'27"E 1381.39'

N2°23'27"E 777.29'

20' WATER & SEWER EASEMENT
DOC 2022-00022348

ACCESS & MAINTENANCE EASEMENT & PERMANENT EASEMENT FOR DETENTION PONDS
DOC 2019-00038607

ACCESS & MAINTENANCE EASEMENT & PERMANENT EASEMENT FOR DETENTION PONDS
DOC 2019-00038607

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
www.craftontull.com


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

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| DELTA | DESCRIPTION | DATE |
|---|---|---|
| | | |

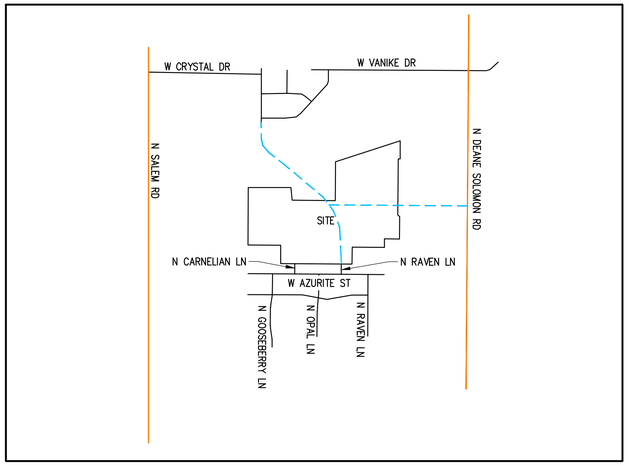
SHEET NO.:
2 OF 2

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<br>CONNOR THREET P.E.<br>300 N. COLLEGE AVE., SUITE 317<br>FAYETTEVILLE, AR 72701<br>479-878-2467 |
| **OWNER PURSUING PZD:** | NEXT CHAPTER HOLDINGS, LLC<br>2500 TRADE CENTER DR<br>EVANS, GA 30809 |
| **EXISTING OWNERSHIP:** | UNDERWOOD, CRAIG & LAURA REVOCABLE TRUST<br>KTB LIMITED PARTNERSHIP |
| **PLAT DOCUMENTS FOR EXISTING PARCELS:** | PROPERTY LINE ADJUSTMENT PLAT 2019-00034850<br>PROPERTY LINE ADJUSTMENT PLAT 2016-00029554<br>TRACT SPLIT PLAT 024A-00000298<br>ACCESS, MAINTENANCE, & DETENTION PERMANENT EASEMENT PLAT DOC 2019-00038607 |

## PROPERTY DESCRIPTION

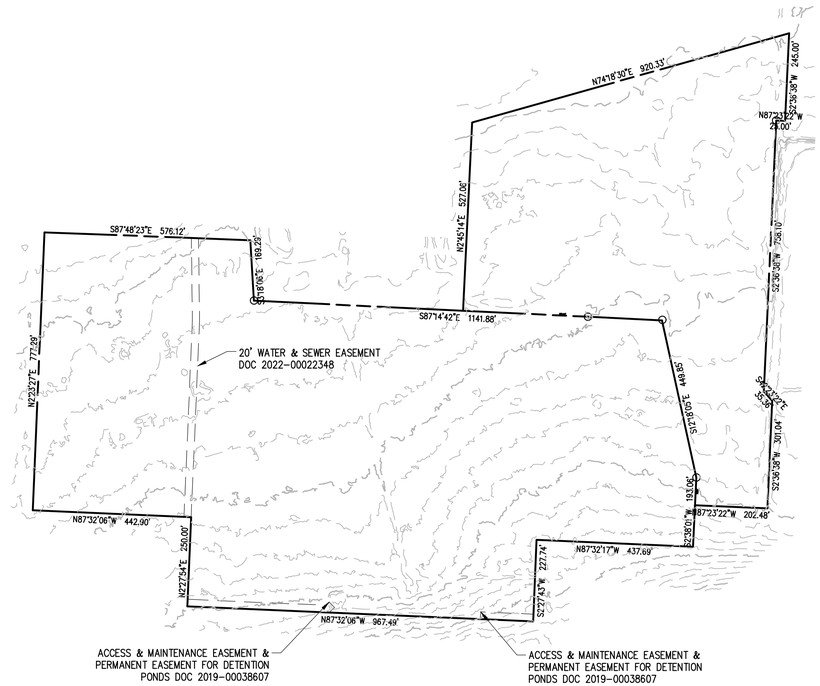
LOT 4, AS PER PLAT RECORD 024A-00000298 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, BEING PART OF THE SE 1/4 OF THE NE 1/4 AND THE N 1/2 OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED 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;
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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.


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

GRAPHIC SCALE IN FEET
200' 0 200'

NEXT CHAPTER NEIGHBORHOOD AT UNDERWOOD PARK

FAYETTEVILLE, AR

Key Plan

| No. | Description | Date |
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CONTACT: C. THREET
QC by:
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COVER SHEET/SURVEY

1 OF 1


DRAWING: \\EGNTSERVE_DRIVES\25301700_NEXTCHAPTER\INFRASTRUCTURE\CIVIL\DWG\25301700 SUB.DWG
LAYOUT: LAYOUT1 - LAST SAVED: 7/8/2025 8:37:17 AM BY: TYLER
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# EXHIBIT B
# ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA

## LAND USE DESIGNATION TABLE

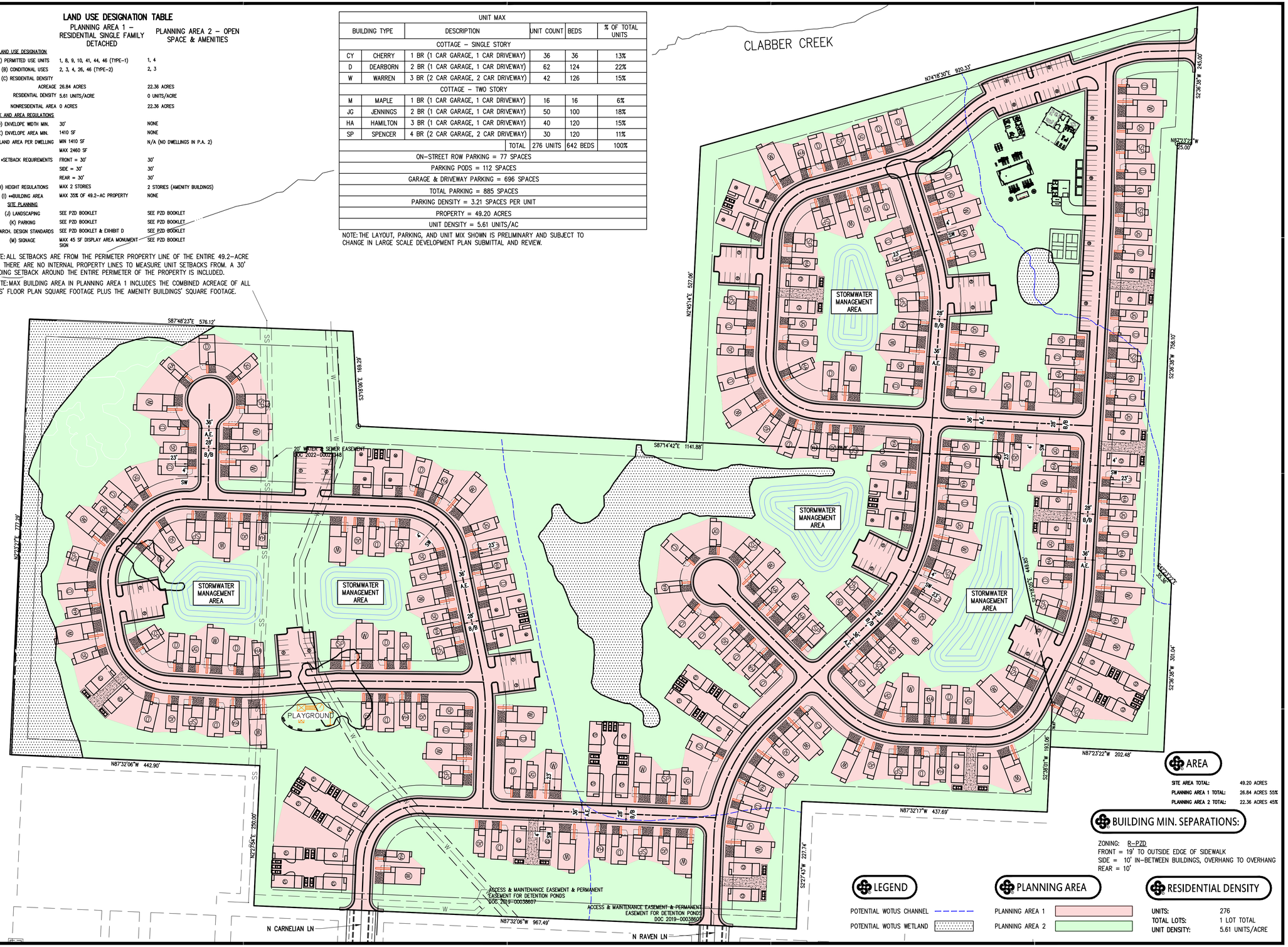
| LAND USE DESIGNATION | PLANNING AREA 1 – RESIDENTIAL SINGLE FAMILY DETACHED | PLANNING AREA 2 – OPEN SPACE & AMENITIES |
|---|---|---|
| (A) PERMITTED USE UNITS | 1, 8, 9, 10, 41, 44, 46 (TYPE-1) | 1, 4 |
| (B) CONDITIONAL USES | 2, 3, 4, 26, 46 (TYPE-2) | 2, 3 |
| (C) RESIDENTIAL DENSITY | | |
| ACREAGE | 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<br>MAX 2460 SF | N/A (NO DWELLINGS IN P.A. 2) |
| (G) *SETBACK REQUIREMENTS | FRONT = 30'<br>SIDE = 30'<br>REAR = 30' | 30'<br>30'<br>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

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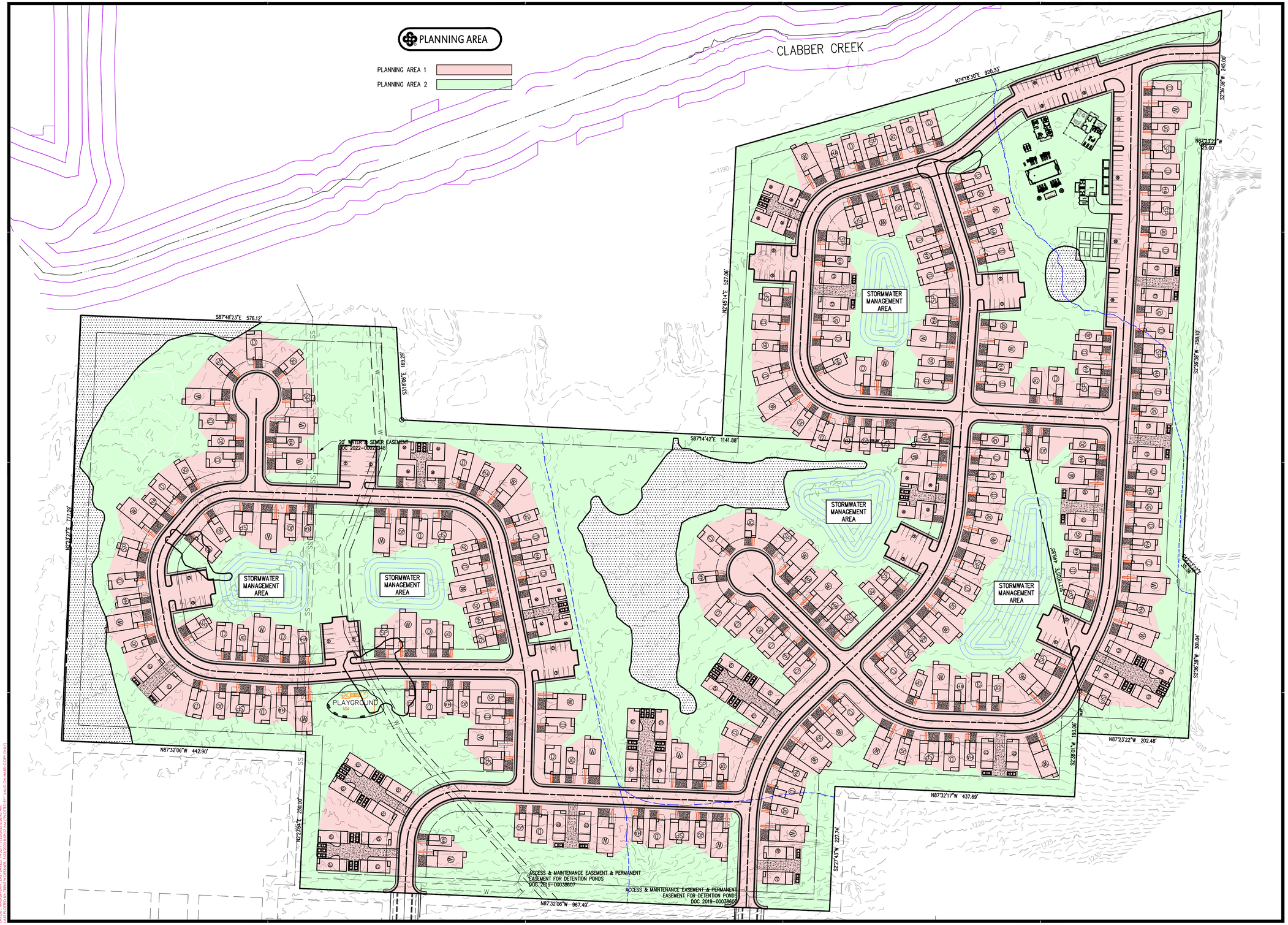

EXHIBIT B ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA MAP

1 OF 2


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XREF: XREF: XREF:

# 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

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EXHIBIT C MASTERPLAN

2 OF 2

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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

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OVERALL SITE PLAN

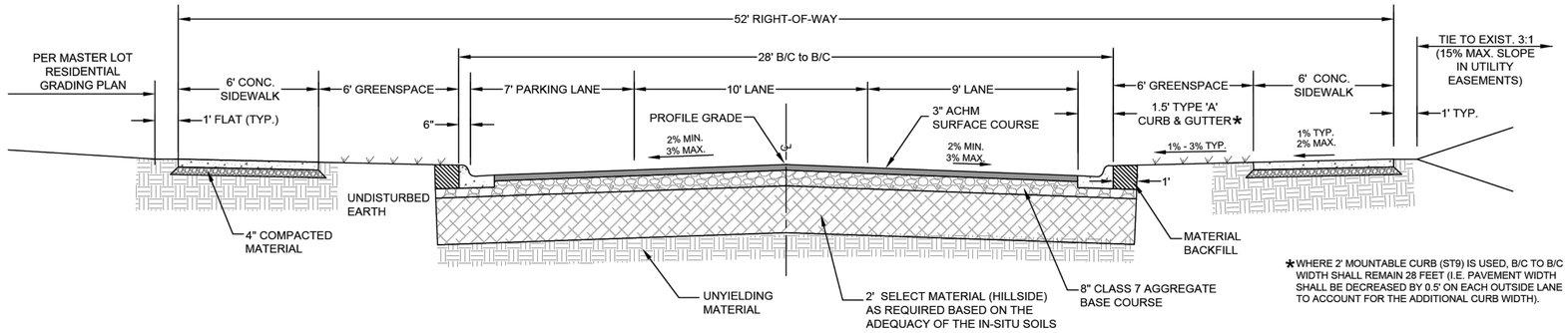
1 OF 1

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LAYOUT: LAYOUT1 | LAST SAVED: 6/3/2025 12:45:44 PM | PLOTTED BY: VAUGHN 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.

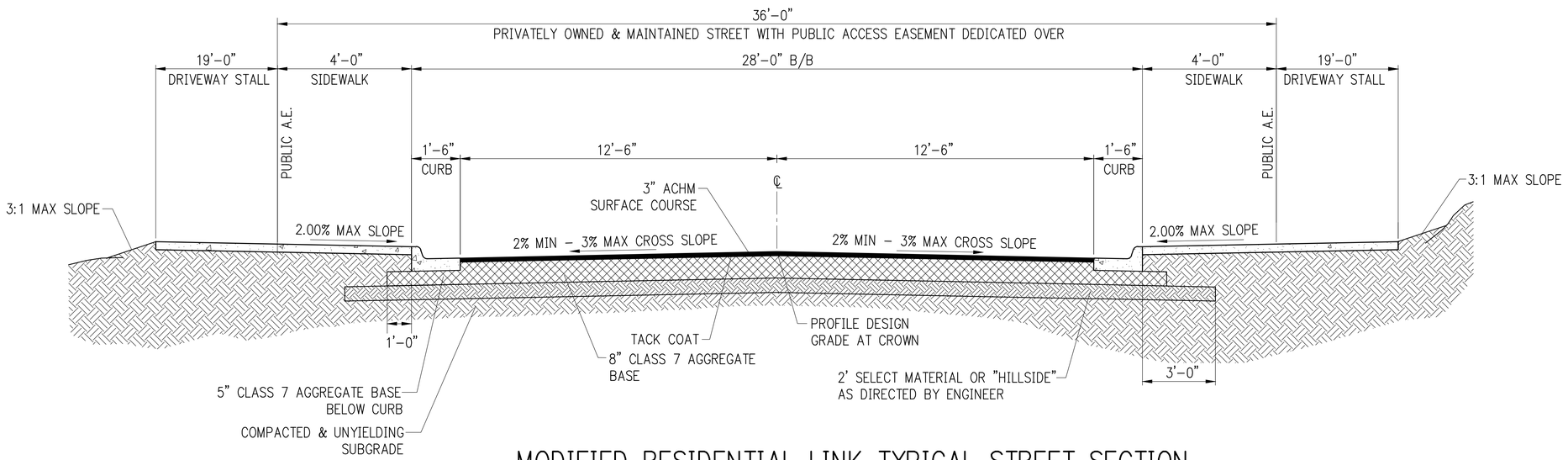
**THESE TYPICAL SECTIONS ARE BASED ON STANDARD RESIDENTIAL LINKS AND NEIGHBORHOOD LINKS ESTABLISHED IN THE MASTER STREET PLAN. WHERE STREET AND/OR PAVEMENT SECTIONS DIFFER, IT IS THE RESPONSIBILITY OF THE ENGINEER OF RECORD TO PROVIDE ALTERNATE TYPICAL SECTIONS.**




*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

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EXHIBIT C - TYPICAL SECTION




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LAYOUT: TYPICAL SECTIONS PLOTTED: THREET, 7/23/2025 2:03:03 PM VIA IO.WIN32.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 |


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PG 1




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PG 2





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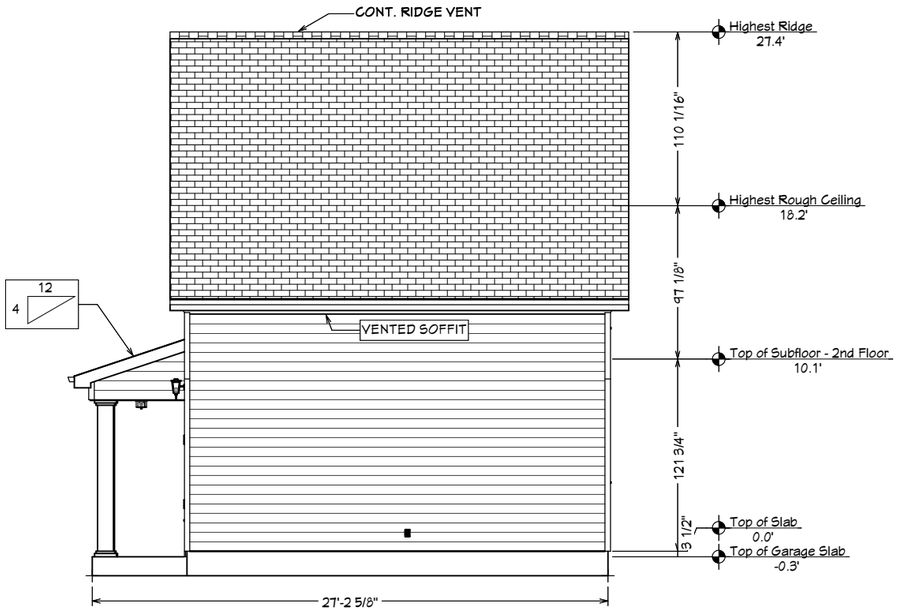
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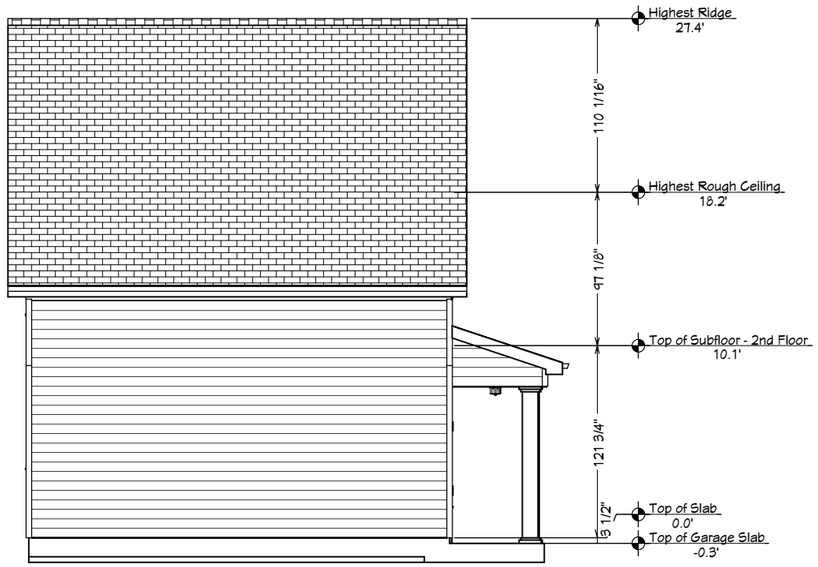
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PG 3




RIGHT ELEV.




LEFT ELEV.


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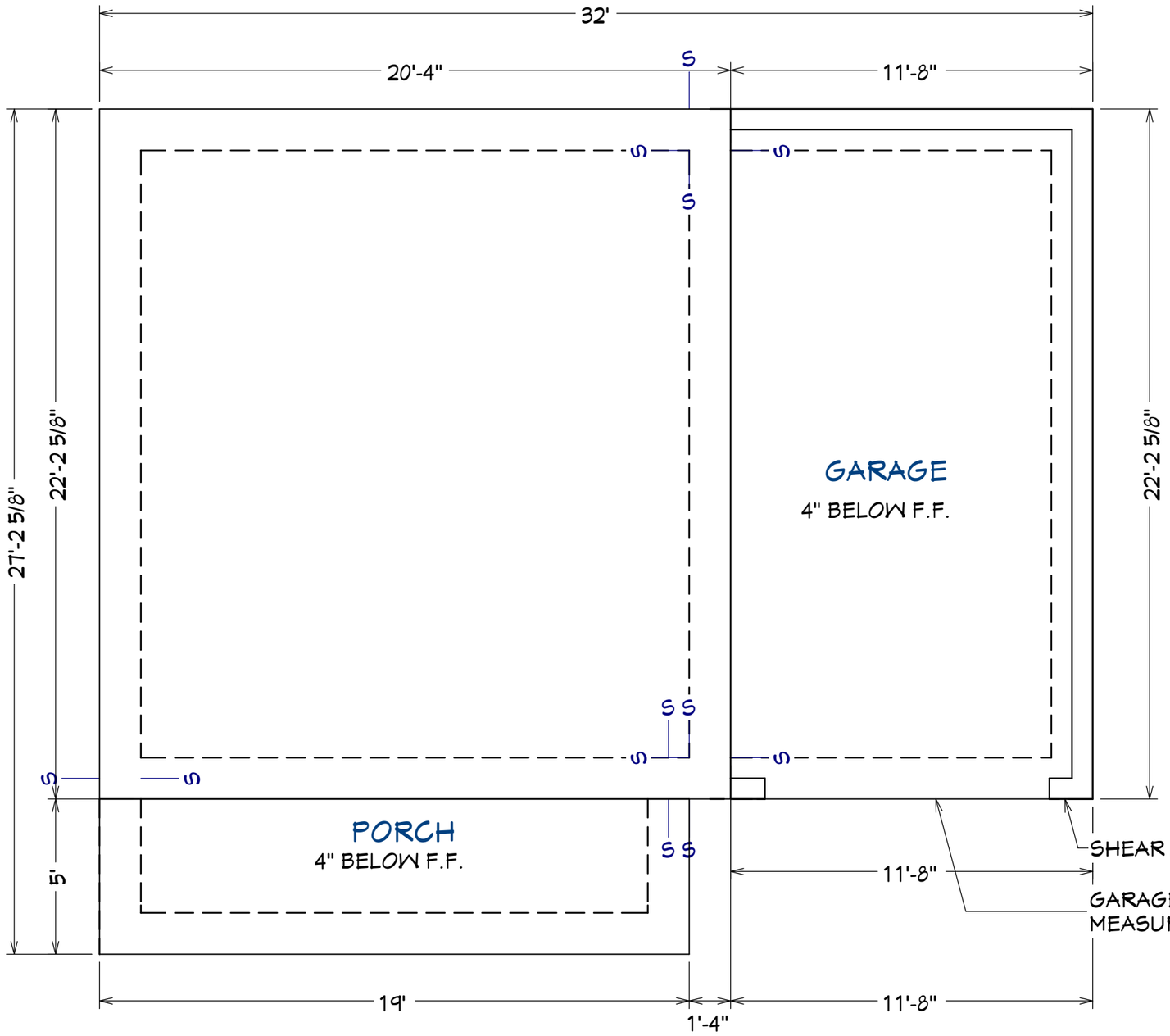
SHEET TITLE:
SIDE ELEV.

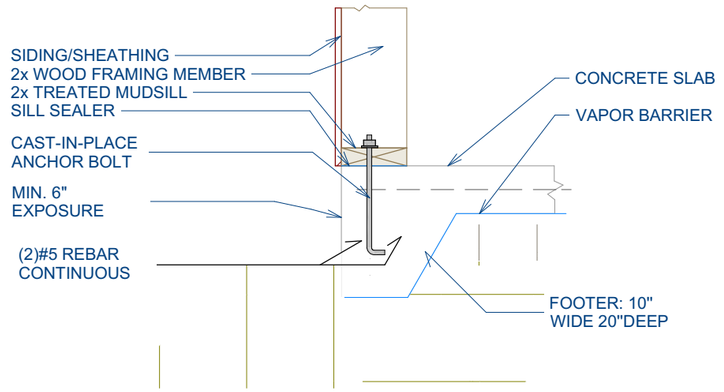
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SCALE: 1/8"=1'

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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PG 5





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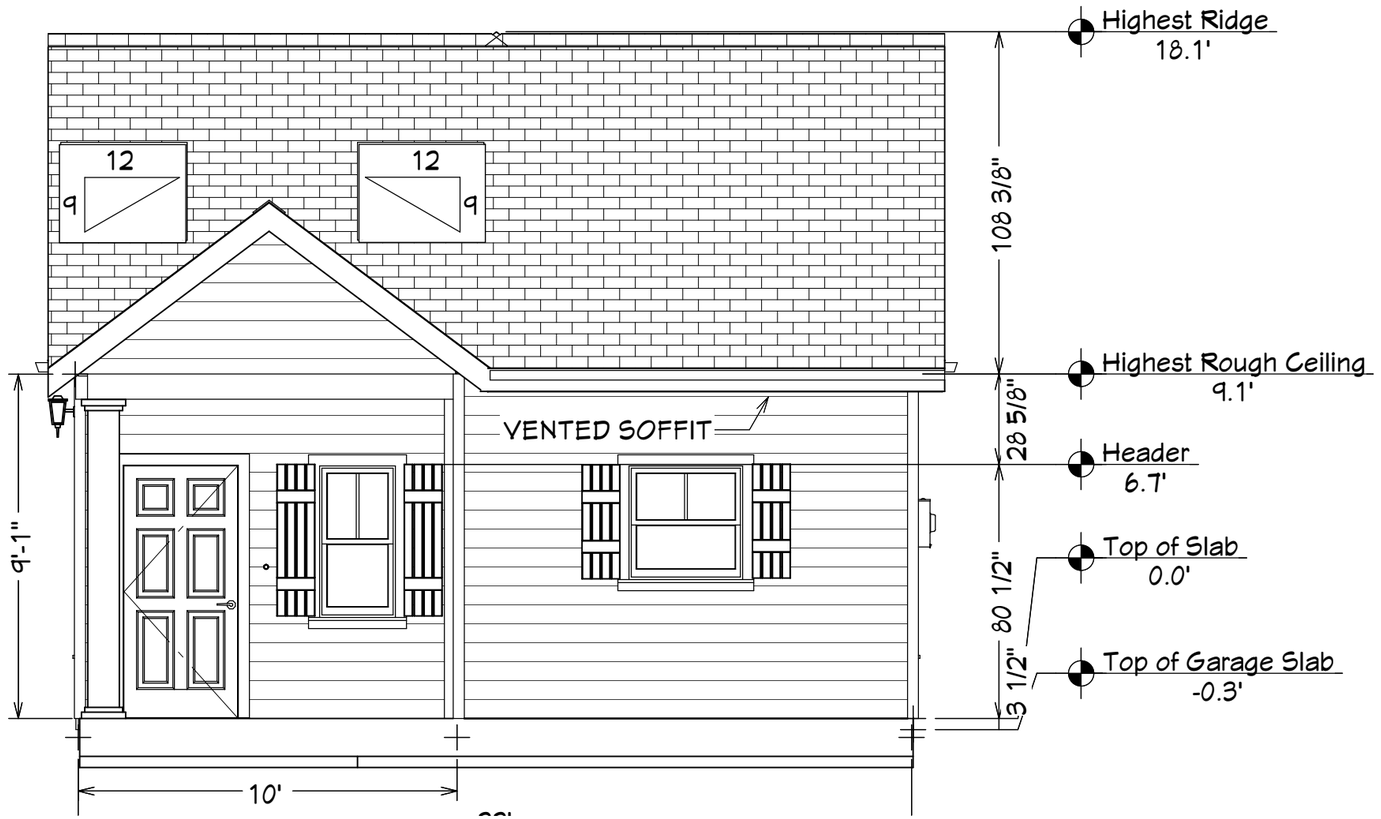
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PG 15



FRONT ELEV. RENDERING
NO SCALE




FRONT ELEV
1/4" =1'




SIDE ELEV
1/8" =1'

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2500 Trade Center Dr, Evans, GA 30809
706-831-3984 - www.nextchapterneighborhoods.com

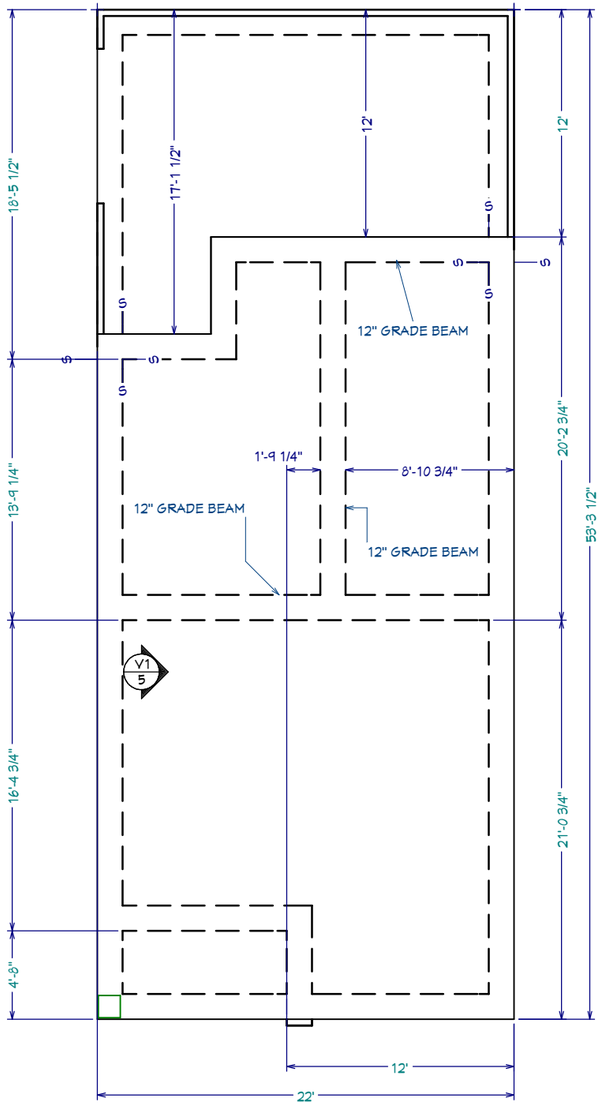
PROJECT DESCRIPTION:
KC CHERRY

SHEET TITLE:
Elevations

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

SCALE: NO SCALE
DATE: 1/7/2025

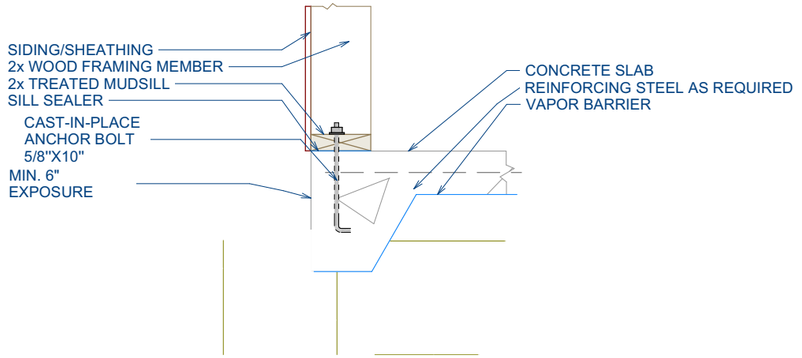
PG 1



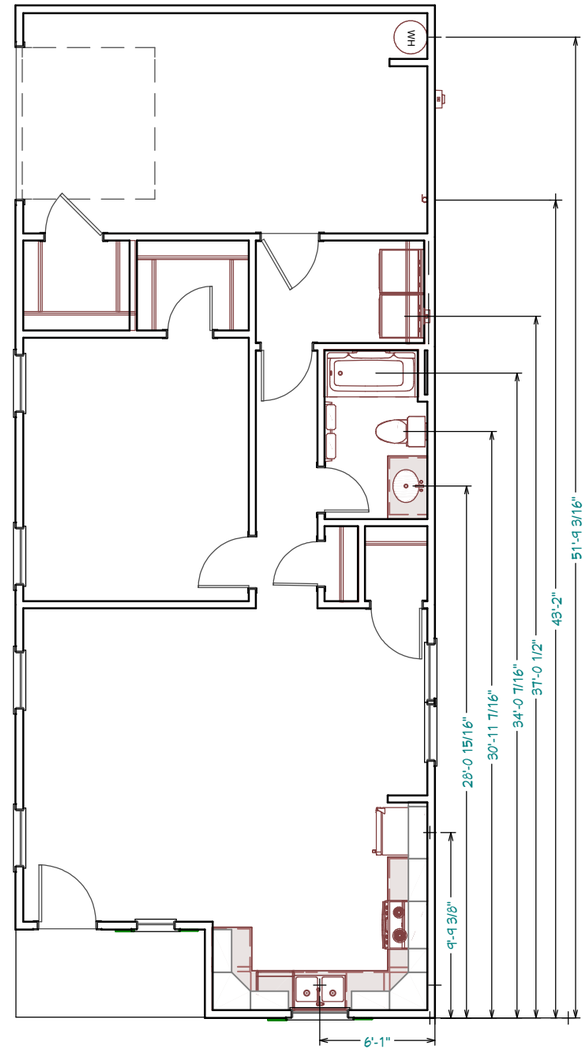

FOUNDATION LAYOUT

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


DRAWN BY:
Andrew M. Woods
awoods@nextchapterconstruction.us


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PROJECT DESCRIPTION: KC CHERRY

SHEET TITLE: SLAB/PLUMBING

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

SCALE: 1/8"=1'

DATE: 1/7/2025

PG 2






DRAWN BY:
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awoods@nextchapterconstruction.us



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706-831-3984 - www.nextchapterneighborhoods.com

PROJECT DESCRIPTION:
KC CHERRY

SHEET TITLE:
ISO VIEWS

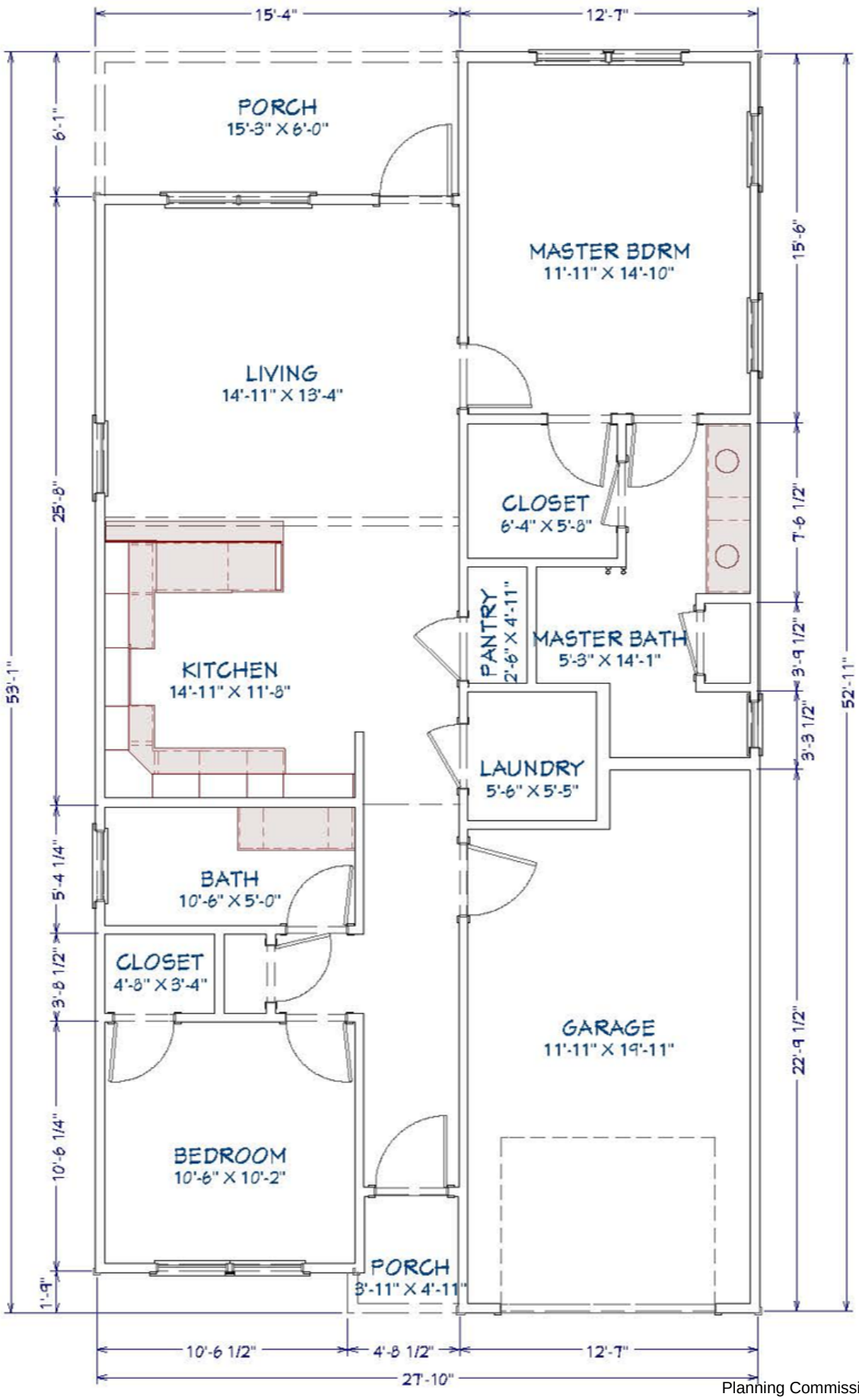
| NO. | DESCRIPTION | BY | DATE |
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SCALE: NO SCALE

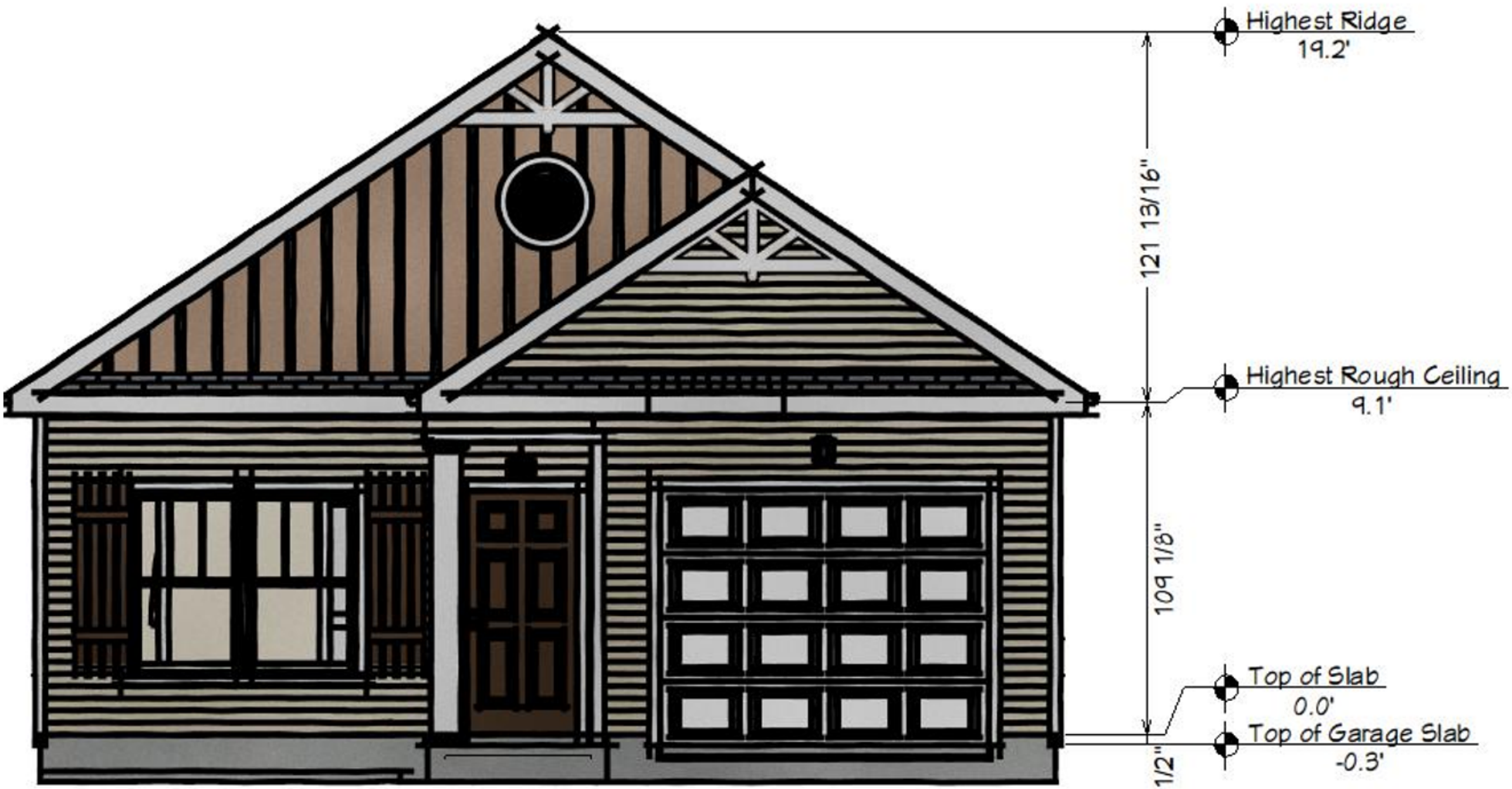
DATE: 1/7/2025

PG 8

# Dearborn FLOOR PLAN



# DEARBORN FRONT ELEVATION

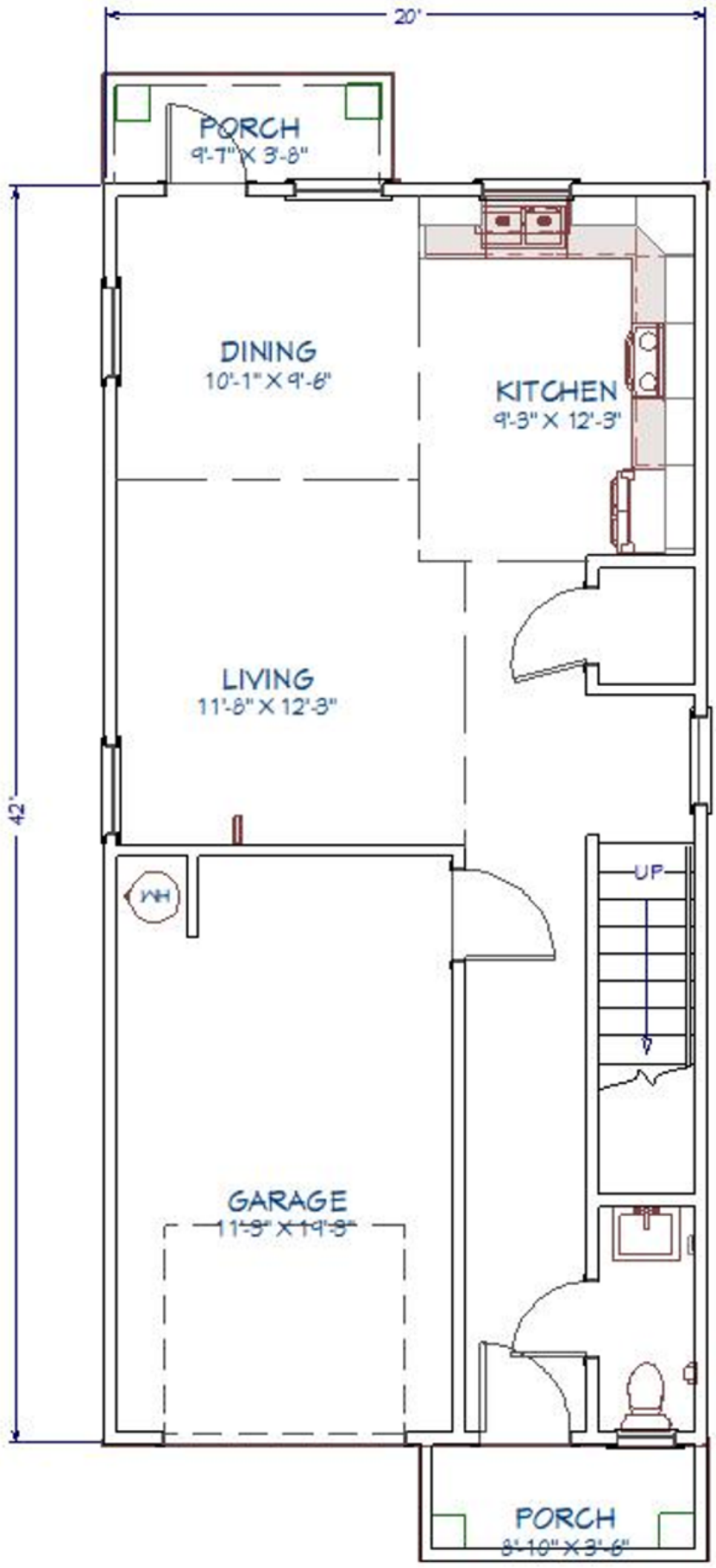


# DEARBORN RENDERING

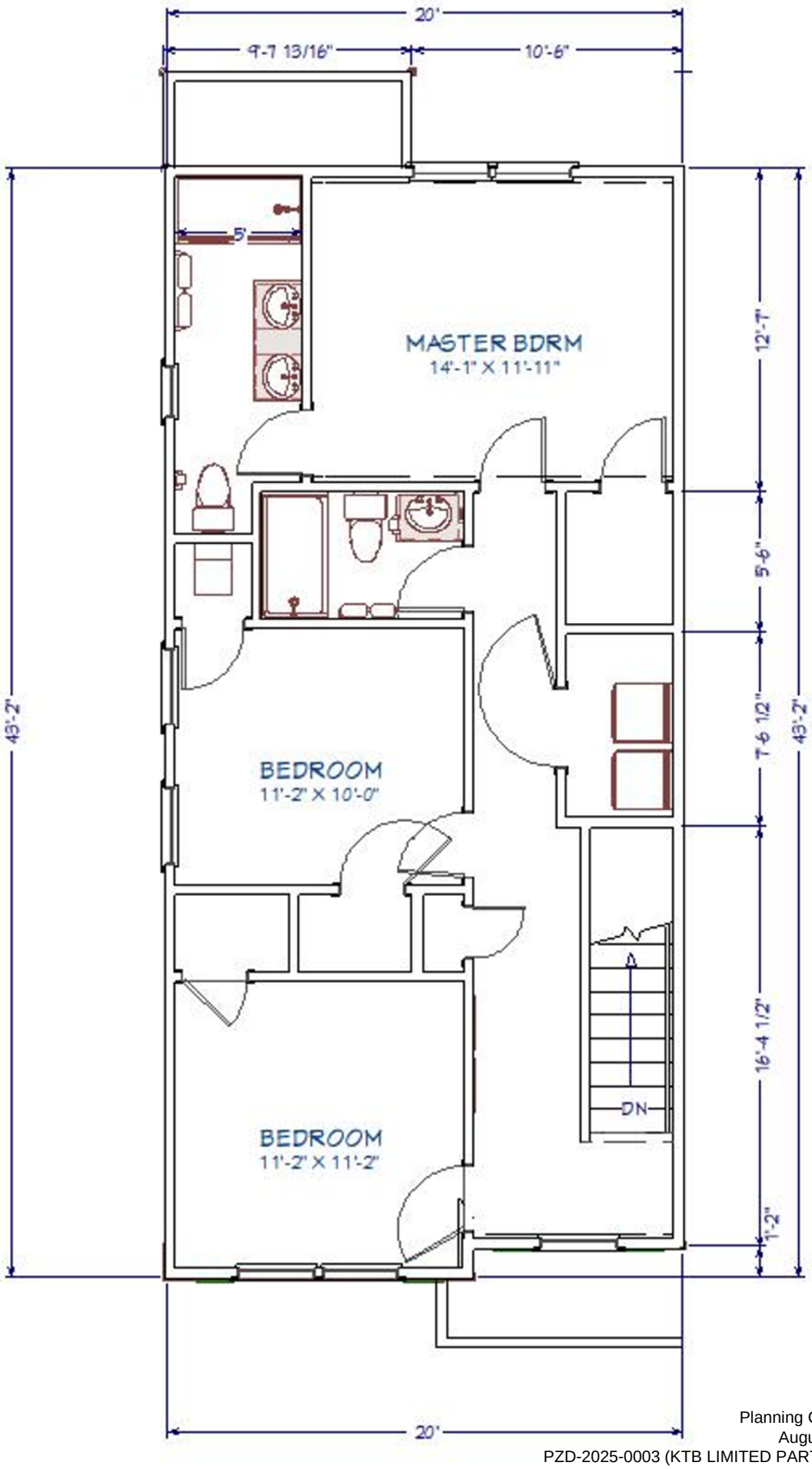




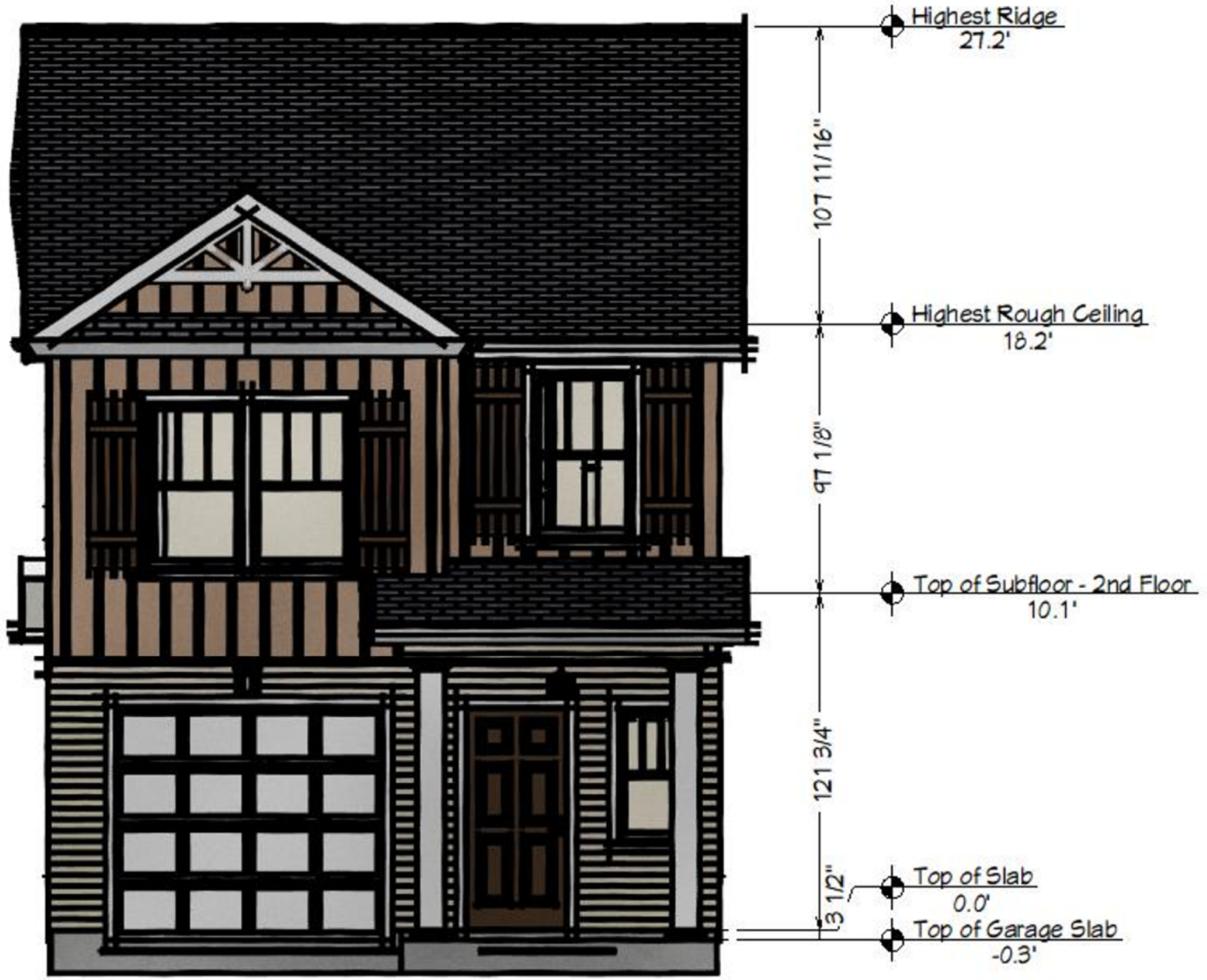

# Hamilton 1st Floor



# Hamilton 2nd Floor



# Hamilton FRONT ELEVATION

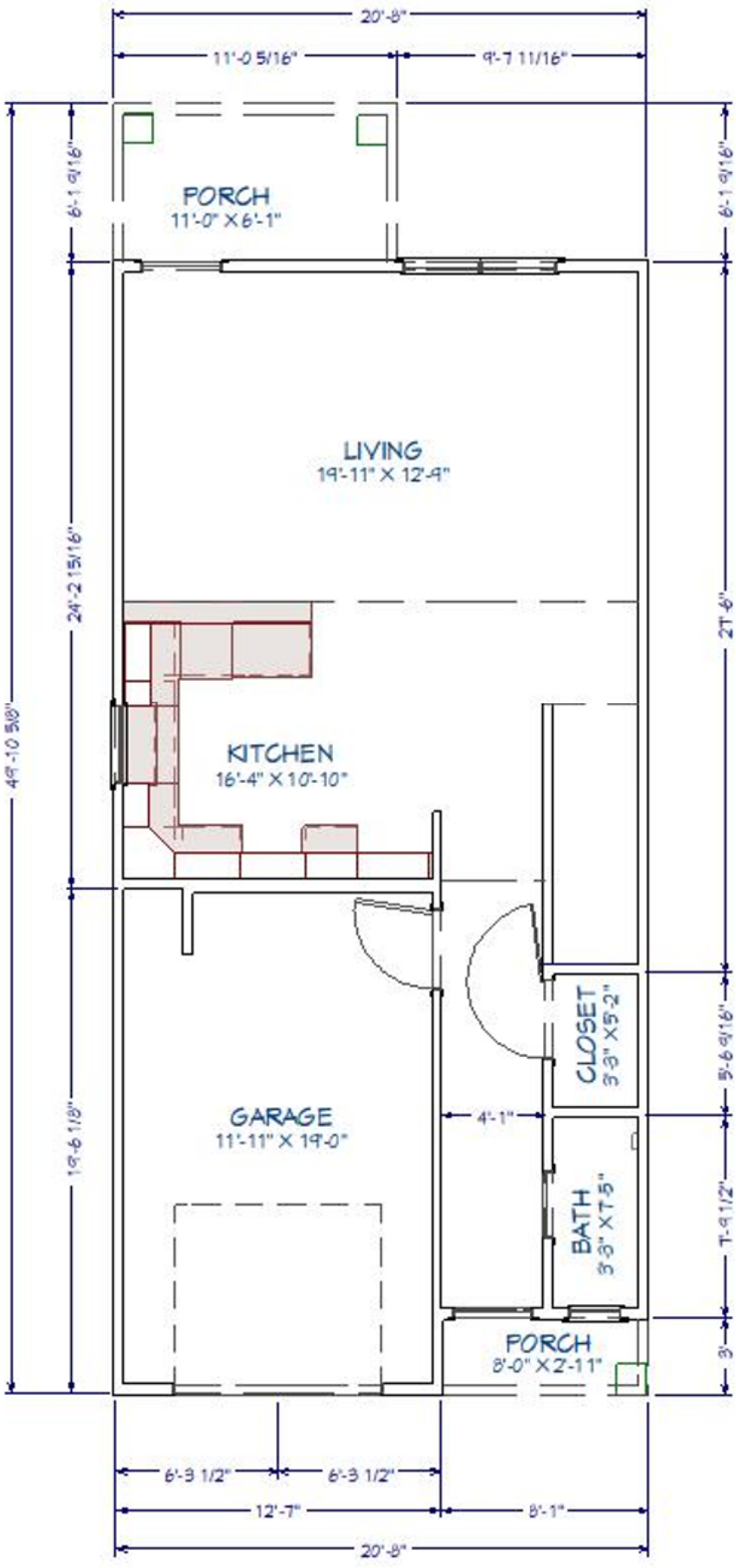


# HAMILTON RENDERINGS

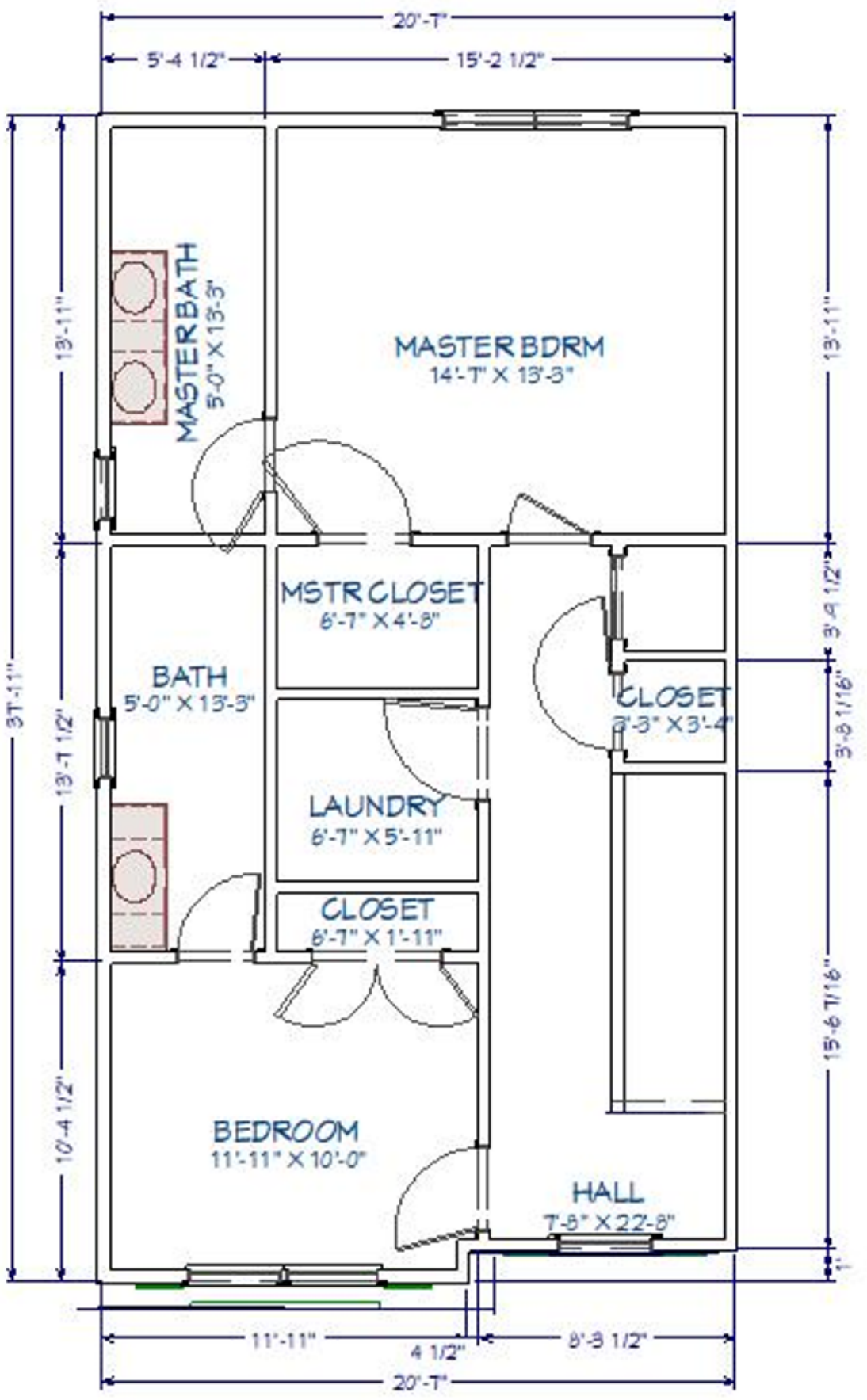




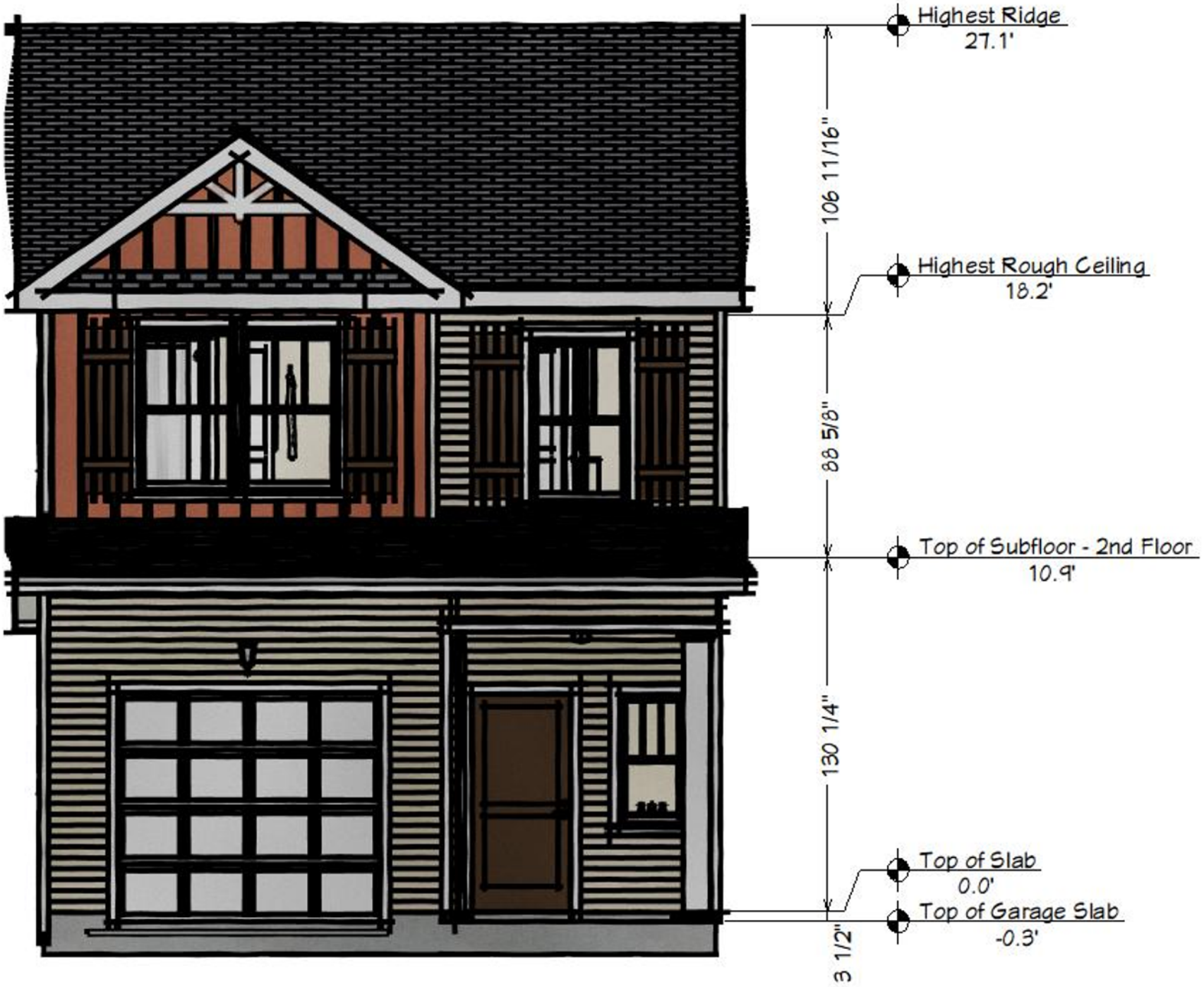
# Jennings FLOOR PLAN (FIRST FLOOR)



# JENNINGS FLOOR PLAN (SECOND FLOOR)



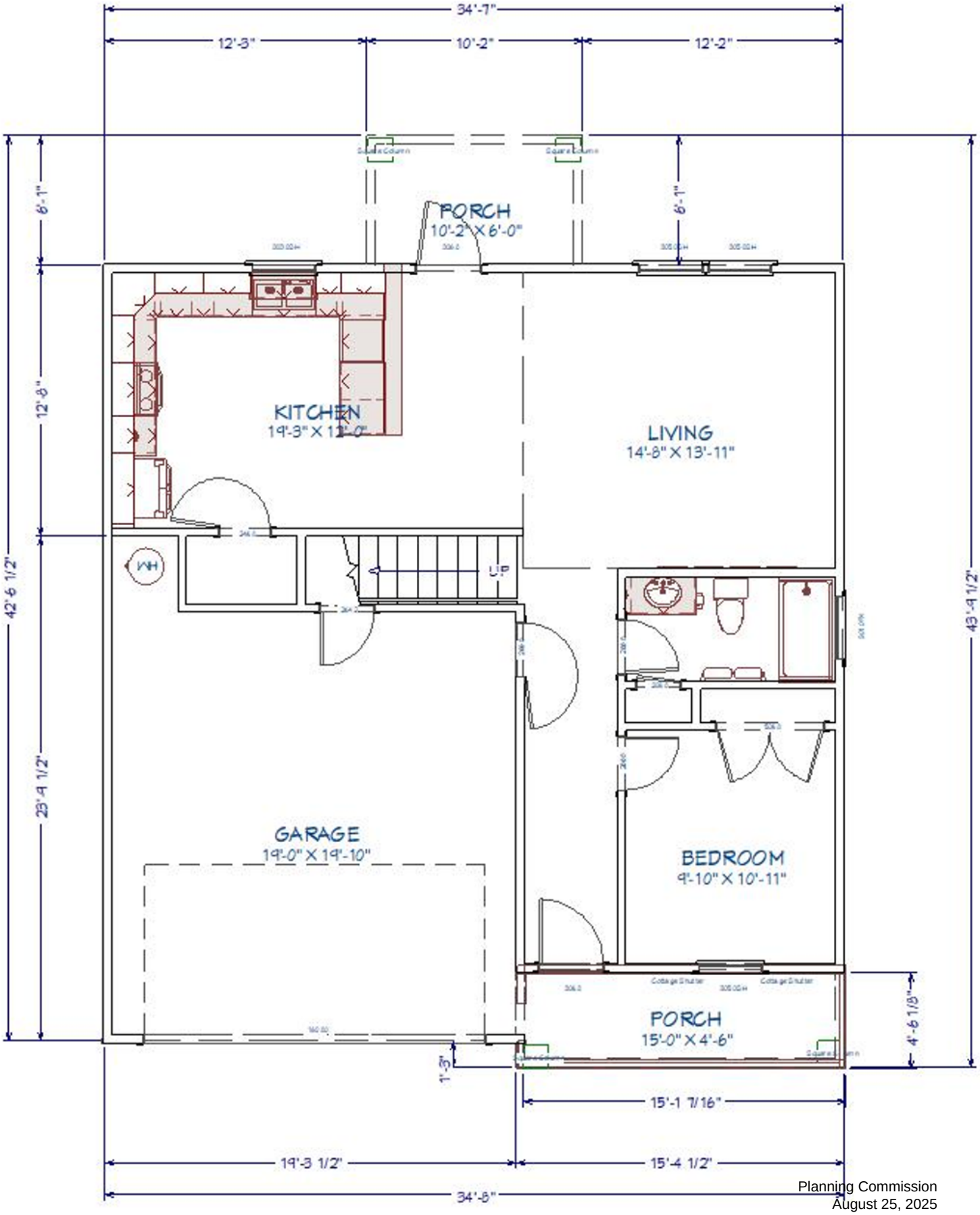
# JENNINGS FRONT ELEVATION



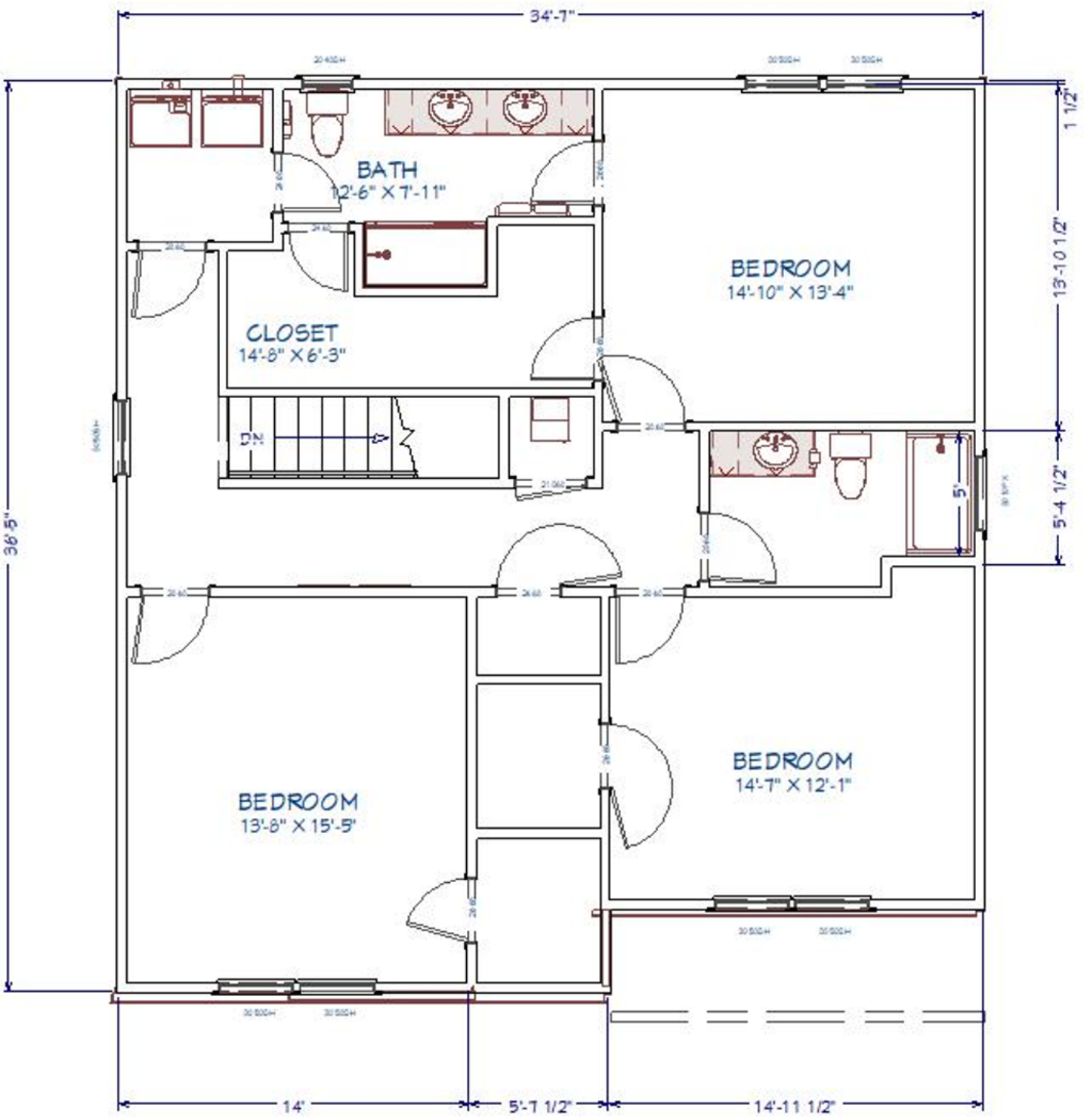
# JENNINGS RENDERING



# SPENCER (FIRST FLOOR)



# SPENCER (SECOND FLOOR)



# SPENCER FRONT ELEVATION

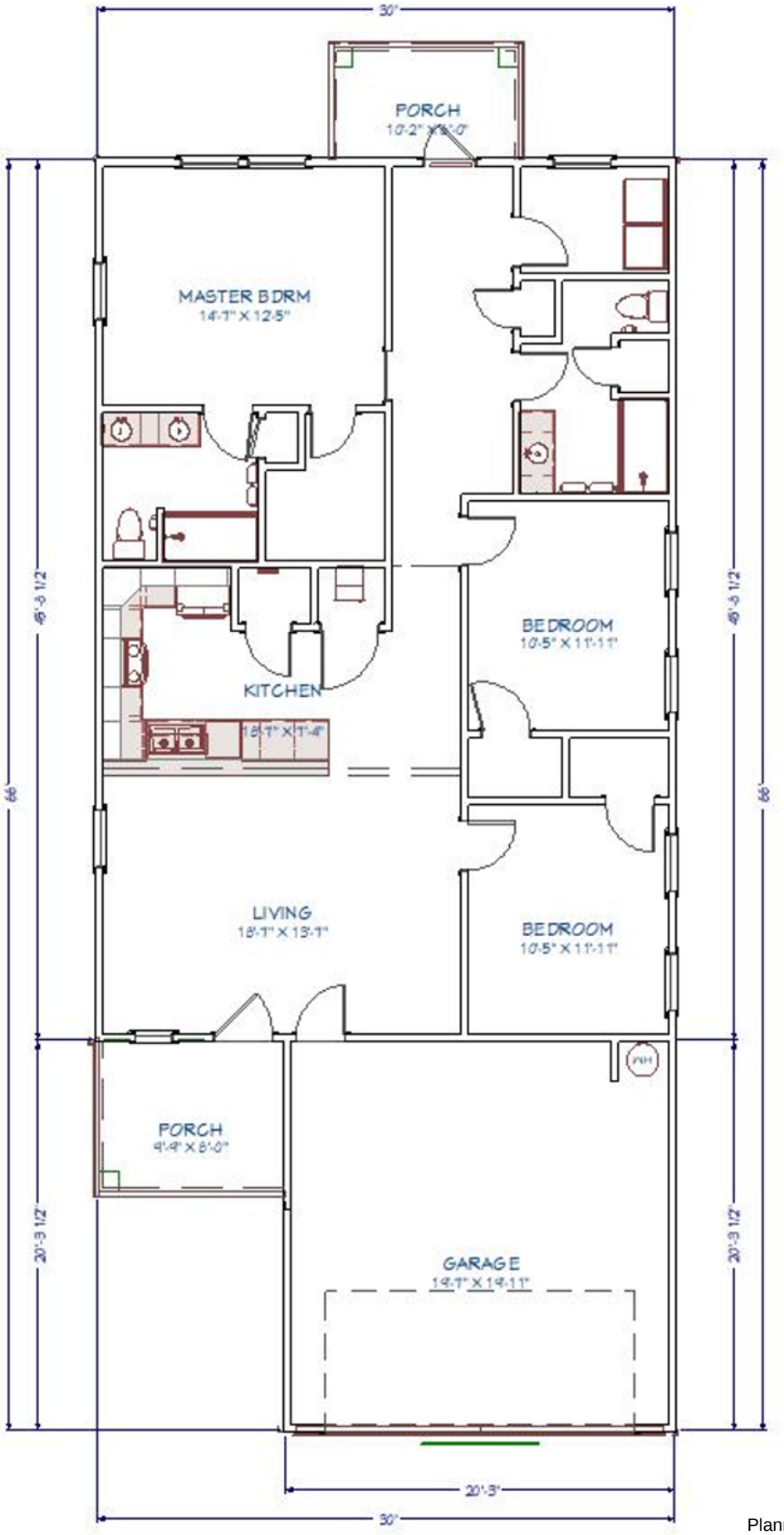


# SPENCER RENDERINGS





# 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,

9' x 5' = 45 square feet display

132”
108”
105”
96”
8”
10”
7”
96”
60”
52”
3-4’

A NEXT CHAPTER
DUPONT
MEADOWS
NEIGHBORHOOD

GRADE

posts go into concrete footer

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 AIMS TO REPLICATE DRAWINGS AS PRECISE AS POSSIBLE, HOWEVER, FINAL COLOR, TEXTURE, MATERIALS, FABRICATION/INSTALLATION METHODS MAY VARY FROM DRAWINGS AND IS TO BE EXPECTED.

www.vicinitysignstudio.com

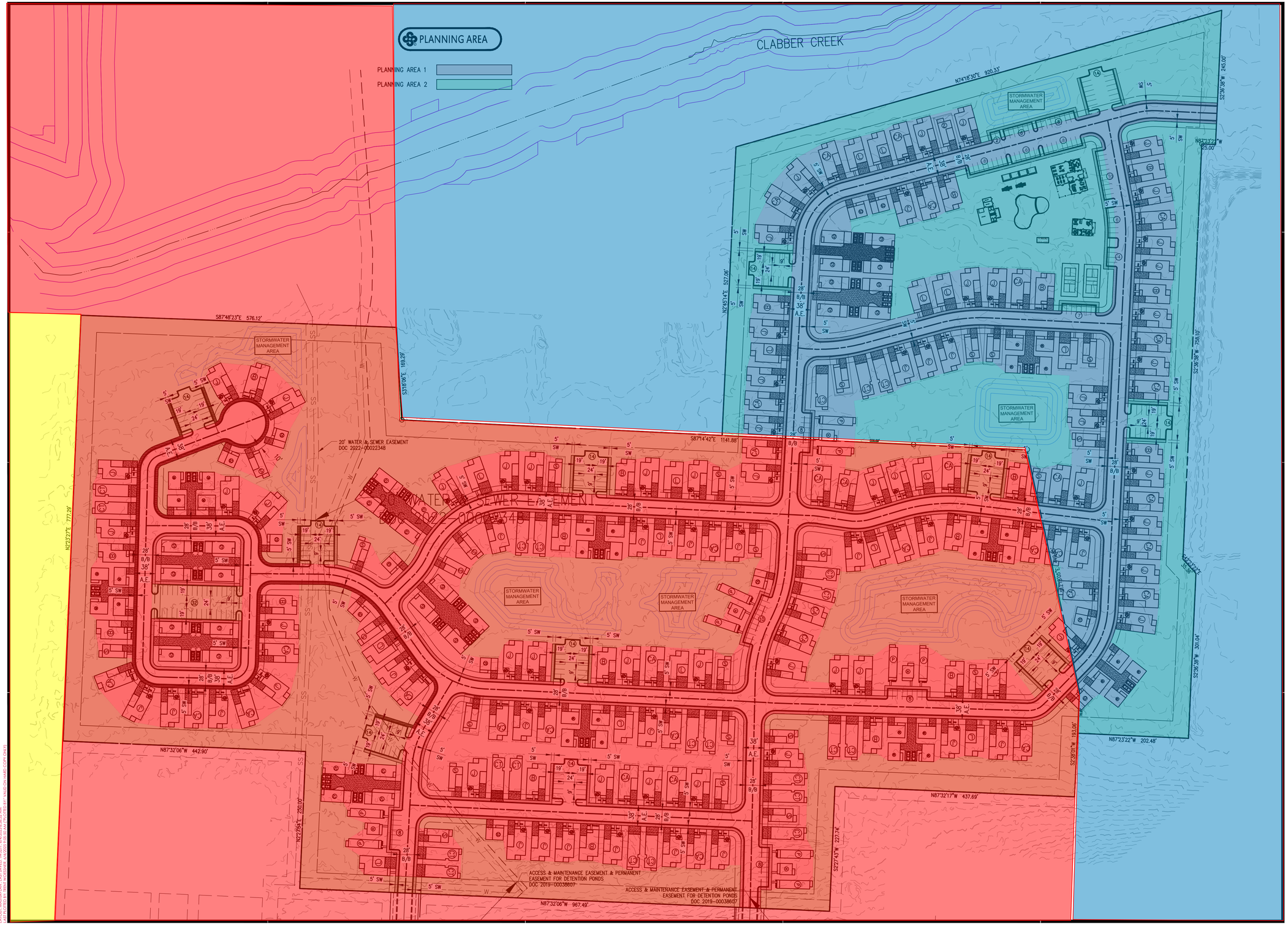
Vicinity SIGN STUDIO

Project: Dupont Meadows
Location: Fort Wayne, IN
Contact: —
Date: 06|23|2023
Page: 1 of 2
Designer: BJ/AK

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Approval: ☐ APPROVED ☐ APPROVED AS NOTED ☐ NOT APPROVED - REVISE AS NOTED

SIGNATURE DATE




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

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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PROJECT NO: 25301700
ISSUE DATE: 06/04/2025
CONTACT: C. THREET
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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EXHIBIT C MASTERPLAN

2 OF 2

DRAWING: \\EIGHTFORMS.COM\LES\2530\700_NEXTCHAPTER_UNDERWOOD\INFRASTRUCTURE\CIVIL\DWG\MASTER PLAN FOR PZD.DWG
LAYOUT: MASTER PLAN - 24X36 ARCH D | XREF: 442023A.DWG, 442023A-PROJECTED.DWG | BY: YVALD ON HARD COPY ONLY
PLOTTED: 06/05/2025 - 4:42:23 PM | PLOTTED BY: YVALD ON HARD COPY ONLY

Public Comment
PZD-2025-0003

**From:** Masters, Jessica
**Sent:** Monday, August 11, 2025 4:15 PM
**To:** Steve Forsgren <sforsgren@forsgreninc.com>; Planning Shared <planning@fayetteville-ar.gov>
**Cc:** Bland, Justin <jbland@fayetteville-ar.gov>
**Subject:** RE: Underwood/KTB Limited Partnership

Good afternoon,

Apologies for the delay in response. Thank you for submitting public comment regarding PZD-2025-0003. Staff has received your email, and it will be forwarded to the Planning Commission for their consideration. They will be reviewing this item at their hearing scheduled for 5:30 PM tonight, August 11.

Members of the public are invited to attend either in-person in room 219 in City Hall, or virtually through zoom. Information about how to attend via zoom can be found at this link: https://www.fayetteville-ar.gov/3949/Zoom-Meeting-Instructions

As far as your question, it is currently our understanding that the applicant is proposing for the connection to Deane Solomon to be done with the project. This will provide a second point of access for the project which should lessen the impact on Emil Drive. A more in depth review of traffic would be performed with the entitlement submittal.

Thank you,

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:** Steve Forsgren <sforsgren@forsgreninc.com>
**Sent:** Monday, August 11, 2025 3:37 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Cc:** Masters, Jessica <jmasters@fayetteville-ar.gov>
**Subject:** RE: Underwood/KTB Limited Partnership

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 never received any response for this.

Thanks,

**Steve Forsgren, P.E.**

Forsgren, Inc. – President/CEO

**From:** Steve Forsgren <sforsgren@forsgreninc.com>
**Sent:** Friday, August 1, 2025 9:56 AM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Cc:** Masters, Jessica <jmasters@fayetteville-ar.gov>
**Subject:** RE: Underwood/KTB Limited Partnership

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.

My main concern would be the addition traffic being generated in an area that at peak times is already stressed along Deane Solomon Road, especially near W Emil & N Shiloh. I read that they are planning to dedicate ROW for a connection to Deane Solomon to the east. Will that connection be constructed as a part of the development or will that be done later?

Thanks,

Public Comment
PZD-2025-0003

**Steve Forsgren, P.E.**

Forsgren, Inc. – President/CEO

**From:** Planning Shared <planning@fayetteville-ar.gov>
**Sent:** Monday, July 28, 2025 3:33 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>; Steve Forsgren <sforsgren@forsgreninc.com>
**Cc:** Masters, Jessica <jmasters@fayetteville-ar.gov>
**Subject:** RE: Underwood/KTB Limited Partnership

Please see their attached submittal document.

https://www.dropbox.com/scl/fo/jdxfxcej3fu2e64ihjgih/ABUqk7AQg-07LhnyWPSc11k?rlkey=wg0cgnme1w8565fcx3fo6pmxv&st=859cvss4&dl=0

Feel free to contact me if you need anything else.

Thank you

Mirinda Hopkins

Development Coordinator

Planning Division

City of Fayetteville

479-575-8267

**From:** Steve Forsgren <sforsgren@forsgreninc.com>
**Sent:** Monday, July 28, 2025 3:14 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Subject:** Underwood/KTB Limited Partnership

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 received a notice in the mail regarding an item on the 8/11/25 planning commission meeting regarding a residential PZD applied for by Trent Woessner with Crafton-Tull. We own a house in the area and would like to review any information on the proposed PZD/development that you can provide.

Thanks,

**Steve Forsgren, P.E.**

Forsgren, Inc. – President/CEO

3000 North 23rd Street

Fort Smith, AR 72904

Office 479.782.1061

Cell 479.353.0504

sforsgren@forsgreninc.com

www.forsgreninc.com

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

From: MARYE HUCKINS <mjh4ent@aol.com>

Sent: Monday, August 11, 2025 11:34 AM

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

Subject: Project Proposal : 2569-2551 N. Raven Lane

Public Comment
PZD-2025-0003

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, This is regarding the Project Proposal of a PZD at 2569-2551 N. Raven Lane at Crystal Springs Village . My name is Marye Huckins (and James Huckins). We bought and live at 2994 W. Azurite St. which borders and faces the proposed development of the Craig and Laura Underwood Revocable Trust : KTB limited partnership.

We were told when we bought our retirement home here that said property would not be developed as a housing development, but would stay a Green Space with walking trails. That is the reason we chose this beautiful peaceful spot to live.

We believe that the development will not only bring down the value of our home and other homes in the neighborhood , but it will destroy the Habitat and Environment that is home to many species of birds , including Painted Buntings, Indigo Buntings, Gold Finches, Cardinals, Wrens, kildeer, Hummingbirds and many others. Geese, Ducks and Deer come to use the ponds that border it on the west end. A housing Development would destroy the beautiful trees , green space and their Environment and Habitat.

PLEASE CONSIDER REZONING this as an EXTENSION of the old Razorback Golf Course City Park with walking trails. If not ALL, AT LEAST the west section of this property next to the ponds, to be used as a Green Space Habitat. . Thank you for your sincere consideration ! Sincerely, James and Marye Jones-Huckins

2994 W. Azurite St. Fayetteville, Ar. 72704 ( Crystal Springs Village. 479-530-3218.

Sent from my iPhone

**PUBLIC ACCESS EASEMENT AGREEMENT**

THIS PUBLIC ACCESS EASEMENT AGREEMENT (this "Agreement") is made as of _____ , 2025, by and between _____, a _____("Grantor") and the CITY OF FAYETTEVILLE, ARKANSAS, [a municipal corporation] ("~~CityCity~~City").

WHEREAS, Grantor is the owner of certain property located in Washington County, Arkansas, Parcel ID Numbers 765-16658-050 and 765-16658-022, as more particularly described on **EXHIBIT A** attached hereto (the "Property"); and

WHEREAS, Grantor intends to construct on the Property a housing development consisting of detached units (the "Project"), which will include certain roadways and walkways across the Property that will provide vehicular and pedestrian ingress and egress between, through, across the property (the "Improvements"), as generally depicted on **EXHIBIT B** attached hereto and more particularly described on **EXHIBIT C**[1] attached hereto (the "Access Easement Areas"); and

WHEREAS, Grantor desires to grant to City a nonexclusive easement for public access on, across and through the Access Easement Areas;

NOW, THEREFORE, in consideration of the above recitals, the Grantor and City agree as follows:

1. Grant. Subject to the limitations set forth in Paragraph 4 and all terms of this Agreement, Grantor hereby grants to City a nonexclusive easement (the "Easement") upon and across the Access Easement Areas for public access for vehicular and pedestrian ingress and egress purposes~~; provided, however, that the public access granted herein shall exclude any vendor or other commercial activities or operations not expressly permitted by Grantor~~. The right of City and the public to use the Access Easement Areas shall not extend to uses inconsistent with Grantor's use and operation of the Property such as loitering~~, vendor or commercial activities~~ or other types of uses that may constitute public or private nuisance or uses prohibited by the Rules and Regulations (as defined below) or inconsistent with any restrictions, covenants and easements of record. Grantor reserves the exclusive right to grant to third parties additional nonexclusive easements or rights within the Access Easement Areas, including, without limitation, for access, recreational purposes and utilities, provided such uses do not unreasonably interfere with the use of the Easement.

2. Construction and Maintenance. Grantor shall construct the Improvements as part of its construction of the Project. Upon completion of construction of the Improvements, City, on behalf of itself and members of the public, hereby accepts the Access Easement Area in its as-is, where-is condition and with all faults. City shall not be responsible for operating or maintaining the Improvements or the Access Easement Areas. ~~Subject to compliance with applicable zoning ordinances, Grantor shall have the right, from time to time and at any time, to place or install amenities on the Access Easement Areas consistent with the use of the Access Easement Areas as set forth herein, at Grantor's sole discretion, and Grantor shall have the right to remove the same at any time and from time to time.~~ Grantor shall at all times maintain the Easement Area in a good, safe, and clean condition~~.~~, which shall be at least consistent with the condition of the public right of ways owned and maintained by the City, and in accordance with all applicable laws, rules, and regulations. If Grantor fails to perform such maintenance and such failure continues for sixty (60) days after written notice from City specifying the

[1] NTD: To be revised depending on whether there will be a separate legal description for the Access Easement Areas.



~~4919-3620-2334.3~~4919-3620-2334.4

**Blake Pennington [BP1]** August 14, 2025 08:49 AM
~~This would prevent an ice cream truck from driving down that unless they had express permission.~~

**Blake Pennington [BP2]** August 14, 2025 08:49 AM
How do they monitor and enforce this?

**Duran, Samantha [SD3]** August 21, 2025 09:32 AM
This depends on the circumstance. If someone was loitering or otherwise causing a nuisance then Next Chapter would look to the police to enforce in accordance with the police's typical procedures. If someone was parking in a non-parking area, then Next Chapter would like the ability to boot or tow the car as needed. The intent of this language is to clarify that the easement granted has some appropriate limits so that if a person's car was towed (for example) that person could not point to the easement and state that, as a member of the public, they have the right to park anywhere.

**Blake Pennington [BP4]** August 14, 2025 08:50 AM
~~What does this mean?~~

**Blake Pennington [BP5]** August 14, 2025 08:51 AM
Would like to have Public Works look at this language and see how they would interpret this standard.

**Duran, Samantha [SD6]** August 21, 2025 09:39 AM
Understood. Please feel free to propose any language Public Works feels is appropriate. As the owner and operator of the community, Next Chapter has every incentive to ensure that the roads are well maintained.

**Blake Pennington [BP7]** August 14, 2025 08:50 AM
Are there rules or regulations on private streets? The only thing I can think of is that we add regulations as conditions to the MSP amendment and PZD.

**Duran, Samantha [SD8]** August 21, 2025 09:38 AM
That would be acceptable.

nature of the failure or such additional period of time as is necessary so long as Grantor has commenced the cure of such failure within such 60 day period and is diligently pursuing such cure to completion (the "Notice Period"), then City shall have the right, but not the obligation, to perform such required maintenance or repair ("Step-In Rights") and any reasonable costs and expenses incurred by City in exercising its Step-In Rights shall be reimbursed by Grantor to City within sixty (60) days following Grantor's receipt of an invoice and reasonable documentation of such costs. Failure by Grantor to so reimburse shall constitute a material default under this Agreement. If Grantor and the City are unable to agree upon reasonable costs and expenses, then the matter shall be submitted to a third-party engineer for determination whose decision shall be final. The third-party engineer shall be selected by the mutual agreement of both Grantor and the City and shall be paid for by Grantor.

**Blake Pennington [BP9]** August 14, 2025 08:52 AM
This could just lead to a fight over what is reasonable. And if they fail to make the payment it would require litigation.

**Duran, Samantha [SD10]** August 21, 2025 09:46 AM
We addressed by having any disputes mediated by a third party engineer paid for by Next Chapter.

3. Public Rights. Grantor shall, at all times, make the Access Easement Areas available for use by members of the public, except for such times as the Access Easement Areas or any portion thereof must be temporarily closed for maintenance or repair, to protect against unsafe conditions (including, without limitation accumulation of snow or ice) or to avoid the acquisition of adverse or prescriptive rights. If the Access Easement Area needs to be closed to protect against unsafe conditions, Grantor will use commercially reasonable efforts to remove or remedy the unsafe condition and restore public access consistent with other roadways, sidewalks and walkways within the Project. Grantor shall have the right periodically (i.e., not more than once a year and not more than 24 hours at a time) to close off the Access Easement Areas in order to prevent the acquisition of any adverse or prescriptive rights by members of the public or other users. Grantor will place appropriate signage indicating closure in advance of such closure, if planned, otherwise immediately upon closure, indicating the duration of such closure, if known, and such signage shall remain in place throughout the closure. In the event of planned closures for maintenance/repair or to prevent the acquisition of adverse or prescriptive rights, Grantor shall also notify the City in writing and shall ensure the notice is delivered to the City at least 3 days prior to the planned closure.

4. Rules and Regulations. The City shall, at all time, have the right to enforce all traffic laws, rules and regulations in and upon the Access Easement Area in accordance with and to the extent permitted by law, including without limitation, AR Code § 27-51-104 (2024). Grantor shall have the right to promulgate and enforce reasonable rules and regulations (the "Rules and Regulations") regarding the use of the Access Easement Areas by the public and shall have the right to enforce such Rules and Regulations in accordance with all applicable laws and governmental rules and regulations, provided such Rules and Regulations have been approved by City, which approval shall not be unreasonably withheld.

**Blake Pennington [BP11]** August 14, 2025 09:00 AM
What is the enforcement mechanism?

**Duran, Samantha [SD12]** August 21, 2025 09:49 AM
As discussed above, it depends on the circumstance. If someone was loitering or otherwise causing a nuisance then Next Chapter would look to the police to enforce in accordance with the police's typical procedures. If someone was parking in a non-parking area, then Next Chapter would like the ability to boot or tow the car as needed.

5. Alterations. Grantor shall be permitted to make alterations to the Access Easement Areas. City shall not make any alterations or modifications to the Access Easement Areas without the prior written consent of Grantor, which may be withheld in Grantor's sole and absolute discretion.

6. Run with the Land. City may not assign this Agreement or any of the rights granted hereunder without the prior written consent of Grantor. This Agreement shall run with the Property and shall be binding on Grantor and its respective heirs, successors and assigns.

7. Amendment. This Agreement may be amended only by a written instrument executed by both City and Grantor.

8. Counterparts. This Agreement may be executed in any number of counterparts, and each counterpart shall be deemed to be an original instrument, but all such counterparts together shall constitute but one Agreement.

9. No Joint Venture. No provision hereof shall be deemed to constitute the parties hereto as partners of one another or joint ventures of one another or in any way obligate any party hereto for the performance of any obligation of the other party hereto.

10. Notice. Any notice required under this Agreement shall be in writing, addressed to the appropriate party by first class U.S. Mail or electronic mail at the following addresses:

CITY OF FAYETTEVILLE
Attn: Mayor's Office
113 W. Mountain Street
Fayetteville, AR 72701

GRANTOR
Attn: _____
Address 1
Address 2

[Signature Page Follows]

In Witness Whereof, the Grantor and City have hereunto set their hands and seals on this ____ day of _____, 2025.

**GRANTOR**:

_____,
a _____

By: _____
Its: _____

By: _____
Its: _____

By:_____
_____, _____

STATE OF _____ )
)ss.
_____ COUNTY )

This instrument was acknowledged before me on _____ , 2025 by _____, the _____ of _____, the _____ of _____, the _____ of _____.

_____
Notary Public, State of Arkansas
My commission: _____

This document was drafted by:

_____, Esq.
_____
_____
_____

**CITY**:

**CITY OF FAYETTEVILLE, ARKANSAS,**
a municipal corporation

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: [City Clerk]

Approved as to form and execution:

_____
Name:
Title: [City Attorney]

STATE OF ARKANSAS )
)ss.
WASHINGTON COUNTY )

This instrument was acknowledged before me on _____ , 2025.

_____
Notary Public, State of Arkansas
My commission: _____

**LIST OF EXHIBITS**

EXHIBIT A: Legal Description of the Property

EXHIBIT B: Depiction of the Access Easement Areas

EXHIBIT C: Legal Description of the Access Easement Areas

**EXHIBIT A**

**Legal Description of the Property**

Part of the Southeast Quarter (SE¼) 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 North 02°23'27" East 1381.39 feet to the point of beginning; thence North 02°23'27" East a distance of 777.29 feet; thence South 87°48'23" East a distance of 576.11 feet; thence South 03°18'06" East a distance of 169.29 feet; thence South 87°14'42" East a distance of 1141.88 feet; thence South 12°18'05" East a distance of 449.85 feet; thence South 02°38'01" West a distance of 193.06 feet; thence North 87°32'17" West a distance of 437.69 feet; thence South 02°27'43" West 227.74 feet; thence North 87°32'06" West a distance of 967.49 feet; thence North 02°27'54" East a distance of 250.00 feet; thence North 87°32'06" West 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.

Part of the NW 1/4 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 SE 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 line North 02°38'01" East a distance of 1483.34 feet to the point of beginning; thence North 02°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 02°36'38" West a distance of 245.00 feet; thence North 87°23'22" West a distance of 25.00 feet; thence South 02°36'38" West a distance of 758.10 feet; thence South 42°23'22" East a distance of 35.36 feet; thence South 02°36'38" West a distance of 301.04 feet; thence 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 easement of record or fact. Also known as Lot 4 as shown on Plat Record 024A-00000298.

**EXHIBIT B**

**Depiction of the Access Easement Areas**

[See attached]

**EXHIBIT C**

**Legal Description of the Access Easement Areas**

[See attached]

| Summary report:<br>Litera Compare for Word 11.7.0.54 Document comparison done on 8/21/2025 10:30:13 AM | |
|---|---|
| **Style name:** Default Style | |
| **Intelligent Table Comparison:** Active | |
| **Original filename:** Fayetteville (Underwood and KTB) - Public Access Easement - bp8.14.25 (003).docx | |
| **Modified DMS:** nd://4919-3620-2334/4/Fayetteville (Underwood and KTB) - Public Access Easement.docx | |
| **Changes:** | |
| Add | 11 |
| ~~Delete~~ | 10 |
| ~~Move From~~ | 0 |
| Move To | 0 |
| Table Insert | 0 |
| ~~Table Delete~~ | 0 |
| Table moves to | 0 |
| ~~Table moves from~~ | 0 |
| Embedded Graphics (Visio, ChemDraw, Images etc.) | 0 |
| Embedded Excel | 0 |
| Format changes | 0 |
| **Total Changes:** | 21 |

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/25/2025 |
| **Time:**<br>00:00 (AM/PM) | 3:57 PM |
| **From:**<br>Name & Title | Jonathan Curth, Director of Development Services |
| **To:**<br>Name & Title | City Clerks Office |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 10/07/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1691 |
| **Forwarded to City Attorney's Office and Department Head** | Received from Dept. Head with City Attorneys copied. |

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor; Fayetteville City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director

FROM: Jessie Masters, Planning Director

**DATE:** September 25, 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. in WARD 4. 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:**
City Planning staff and the Planning Commission recommend approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B', and with the following updated conditions of approval:

- Removal of section "A) Zoning Reversion" from the Planned Zoning District booklet.
- Approval of the Planned Zoning District does not constitute approval of any associated development, nor does it constitute approval for any variances to street standards, design standards, or otherwise.

**UPDATE:**
Following the Planning Commission's August 25, 2025 forwarding of the request to City Council with a recommendation of approval, the applicant revised the Planned Zoning District (PZD) booklet to address the condition of approval that connectivity be maintained through the property as a public street. As a result of this revision the two proposed planning areas were revised in acreage, but not in proposed use as described below:

- **Planning Area #1 (Residential Single-Family) – 27.50 acres:** This area will be developed with residential single-family homes at a maximum density of 7 units per acre.

- **Planning Area #2 (Open Space and Amenities) – 21.70 acres:** Development in this area appears to be limited to stormwater, greenspace, and open space.

In addition to a revised PZD booklet, the applicant provided a narrative letter of revisions, a traffic impact analysis, and an exhibit indicating the proposed public street. Staff's recommendation of approval remains, with associated findings as follows:

*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.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **2-6** for this site. 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)

**DISCUSSION:**

At the August 25, 2025 Planning Commission meeting, a motion to forward this item with a recommendation of approval passed with a vote of 6-0-1 (Commissioner Cabe recused). The vote was preceded by another item, where the applicant requested to amend the master street plan in the area to provide a private street where a public one would be required. The request to modify the master street plan was ultimately denied by the Planning Commission with a vote of 3-3-1 (Commissioners Werner, Gulley, and Garlock were opposed, and Commissioner Cabe recused). Planning staff recommended denial of that request, finding that public streets generally were preferrable to private streets from a maintenance, enforcement, and access standpoint. Both items had previously been heard at the August 11, 2025 Planning Commission meeting and tabled, and in the interim, the applicant provided updated access easement language that was vetted by the City Attorney's office. While finding that the potential easement was legally defensible, the City Attorney's office also commented on the complexity of managing such an

agreement in perpetuity. While three commissioners voted in favor of the master street plan amendment, those same commissioners ultimately voted in favor of the PZD, with all conditions as recommended by staff. As far as the Planned Zoning District itself, staff and the Commission found that it was compatible from the size, scale, density, and use perspective to the surrounding neighborhoods. One member of the public (the current property owner) spoke in favor of the request.

In the intervening time between Planning Commission and City Council, the applicant has produced an updated PZD booklet that meets one of the conditions of approval that the Planning Commission set forth, which was to provide a public right-of-way that connected to the subdivision to the south and ultimately through to the northeast. This condition satisfies this condition of approval that was recommended by the Planning Commission; staff recommends now another to indicate that approval of this Planned Zoning District does not constitute approval of the overall development.

# Additional Information Received

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|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/25/2025 |
| **Time:**<br>00:00 (AM/PM) | 3:57 PM |
| **From:**<br>Name & Title | Jonathan Curth, Director of Development Services |
| **To:**<br>Name & Title | City Clerks Office |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 10/07/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1691 |
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Crafton Tull
architecture | engineering | surveying

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Fayetteville, AR 72701
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craftontull.com

September 18, 2025

Development Services Department
125 W Mountain St
Fayetteville, AR 72701

RE: Next Chapter PZD Revision Letter PZD-2025-0003
CTA Job No. 25301700

Dear Mr. Curth & City Councilmembers,

Please let this letter serve as a summary of the revisions to the Next Chapter PZD-2025-0003. We incorporated the public streets onto the site, according to the Planning Commission's condition of approval. All these changes below are an effect of the public street revision.

1. Exhibit B
   a. Planning Area 1 increased from 26.84 acres to 27.50 acres. And, Planning Area 2 decreased from 22.36 acres to 21.70 acres. The additional acreage was added to Planning Area 1 because the public street section is wider than the private street section.
   b. Roadways connecting to Crystal Springs subdivision and along the roadway that leaves the site on the northeast corner to eventually connect to Deane Solomon. See the 52' R/W labels on these streets, indicating the public road width per MSP for a residential link.
   c. Previously the only property lines to measure setbacks from on site were the perimeter property lines to adjacent properties, which all have a 30' setback. Now that there's public right of way lines to measure setbacks from on the interior of the site, see revisions to the setbacks for Planning Area 1 adjusted as follows:
      i. Front setback reduced to 10' (to allow for units fronting public right-of-way to remain as located).
      ii. Side setback where adjacent to R/W adjusted to 10'. (Only a couple units whose side setback is next to public right-of-way, adjusted to allow those units to remain where located.
2. PZD Booklet:
   a. Zoning Chart Planning Area 1
      i. Max density increased to 7 units/ac. Previously our max was 6 units/ac. Because right of way land was added to the site, this reduced the total amount of residential land to be available for the units. The denominator of the density count got smaller, but the numerator (number of units) stayed the same. This caused our density to be between 6 and 7 units/ac. Therefore, incase staff interprets unified development code that density calculation has to exclude public right of way land, then we are still covered.
      ii. Front and side setbacks, as discussed above.
   b. Language throughout PZD that discussed street layout and roads was revised to mention that we have two public streets on site now.
   c. Some of the language arguing in favor of the private roads, in the beginning of the booklet, was removed because we don't need to sell the private roads as much since we agreed to meet planning commission's condition of approval.

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If you have any questions or concerns, I'm happy to discuss them with you over the phone at 479-878-2475 or via email at trent.woessner@craftontull.com. Sincerely,

_____Trent Woessner, P.E., Civil Project Engineer

# Additional Information Received

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|---|---|
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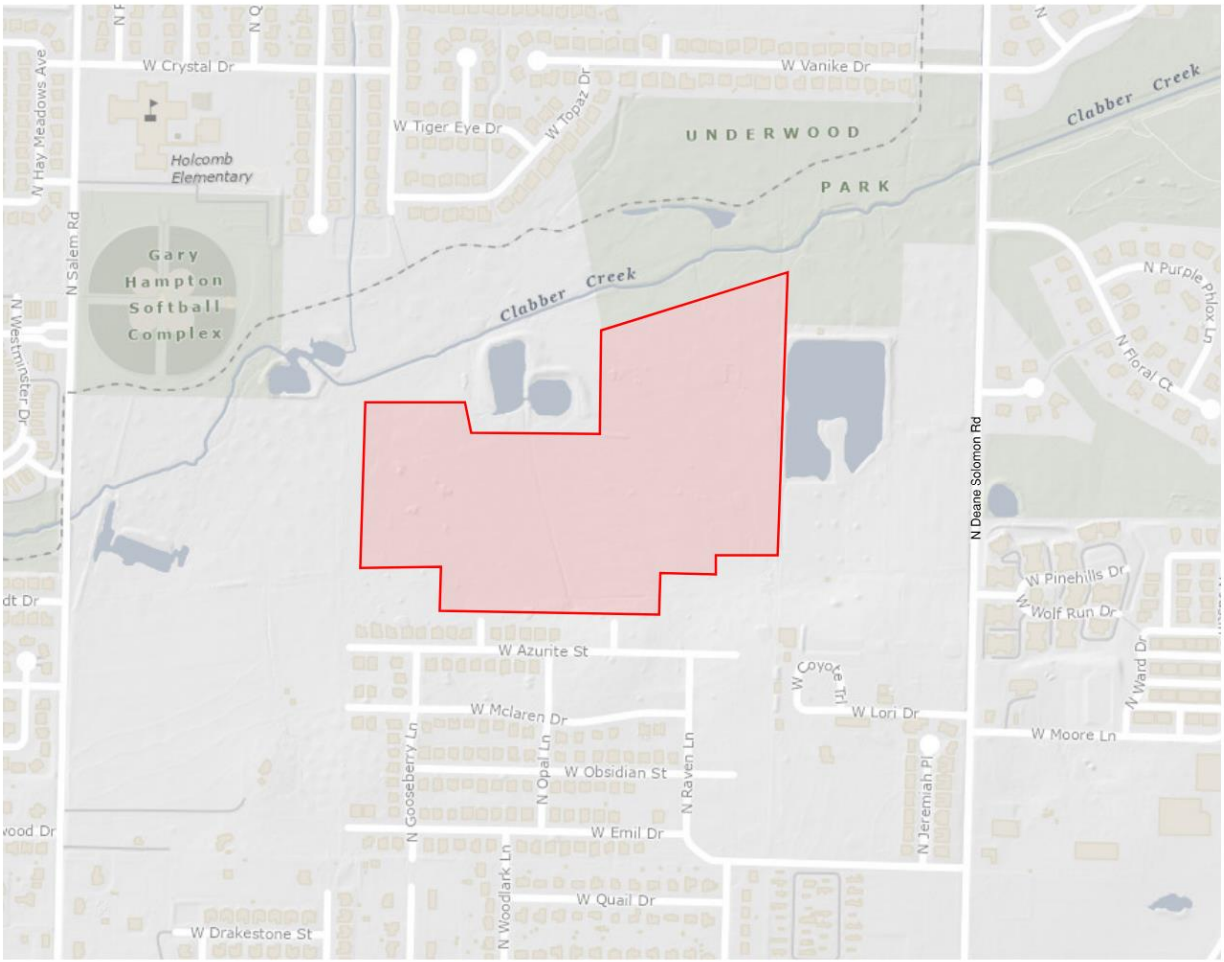
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**A) Zoning Reversion:**
It should be noted that the existing 16.1-acre commercial Underwood PZD property & 33.1-acre RSF-4 property shall both revert to their existing zoning if no action takes place within 2 years of the date of approval of this 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 for each unit. However, due to the required, new, public roads bisecting the site, three new resulting parcels will be created. Each parcel will be owned by Next Chapter Holdings, LLC, or a subsidiary of. The PZD herein sets a density

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requirement of 7 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.

**D) General Project Concept:**

1) Street & Lot Layout

The site will contain a network of internal private and public streets.. The two public streets will connect to two existing residential link streets (N Carnelian Ln & N Raven Ln) to the south and one neighborhood link street (N Deane Solomon Rd) to the northeast. The two public streets will conform to page 142 of the 2040 MSP Modified Residential Link section. Additional modifications to the Residential Link section to remove the required parking lanes have also been utilized. Please see Exhibit C for the proposed typical sections for public and private streets.

Public Right-of-way is only dedicated on two streets, as requested by City planning staff's condition of PZD approval. See Exhibits B & C for the location of the two public streets on site.

As requested by City planning staff, Next Chapter has agreed to provide two public streets on the site.

The public streets will completely conform to the City Minimum Street Standards, 2020 edition. In addition to the public 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 the Next Chapter development site in the form of public residential links. No alleys are proposed.

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.

Each unit will be front-loaded, and a vast majority of all units will have their own garage (90% or more). 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. The 30ft perimeter setback also provides a vegetative buffer around the entire site.

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 in the centralized open spaces. Also, there are three adjacent existing wet detention ponds to the north. 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 54$^{th}$ 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 and public streets, parking pods, and uses where single family structures are proposed. This area will have a front separation or setback where the garage façade of the residential units shall be at least 19' from the back of sidewalk for the units that are fronting streets. The back of sidewalk represents the City right-of-way on public roads and also the public access & utility easement on private roads.

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

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Unit 4: Cultural and recreational facilities
Unit 26: Multi-family dwellings
Unit 46: Short-term rentals (Type-2 Only)

d) Residential Density and/or Nonresidential Intensity: 7 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' | 10’ |
| Side Setback adjacent to Public Right-of-Way | 5' | 5' | 10' |
| 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 | 7 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. |

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| | | | |
|---|---|---|---|
| Parking Provided (Spaces per dwelling unit) | 2 | UDC Ch. 172 Parking & Loading | 3.21 |
| Tree Preservation Min. Canopy Preservation | 25% | 20% | 25% |

*All front setbacks are from the public right-of-way. All rear and side setbacks are from the perimeter property line for each of the three proposed parcels, except for a few units whose side abuts public-right-of way, as shown with 10' side setback adjacent to right-of-way in the table above. A 30' building setback around the entire perimeter of the property is included.

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 (except for the public right-of-way lines)– 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' | 10 (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' |

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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 existing 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 7 units/acre over the entire property in question will result in the reduction of 243 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 7 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 7 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 7 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 321 units – or a reduction of 197 units.

This development will have public 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 have a public connection 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.

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Goal 2: We will discourage suburban sprawl.
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.

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 & utility easements dedicated over them will meet that plan for the following reasons:

1. Pedestrians will have multiple direct access points to the adjacent Underwood Park trail system.
2. 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.

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**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 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 private internal streets will be privately owned & maintained The public internal streets will conform to the typical section requirements for a Residential Link. Also, 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.

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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 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 & public 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 private streets will generally conform to the City Minimum Street Standards, 2020 edition, whereas the public streets will completely conform. The private streets will be privately owned & maintained. Please see Exhibit C for the proposed residential link public & private typical sections. 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.

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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.

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;

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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.

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/25/2025 |
| **Time:**<br>00:00 (AM/PM) | 3:57 PM |
| **From:**<br>Name & Title | Jonathan Curth, Director of Development Services |
| **To:**<br>Name & Title | City Clerks Office |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 10/07/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1691 |
| **Forwarded to City Attorney's Office and Department Head** | Received from Dept. Head with City Attorneys copied. |

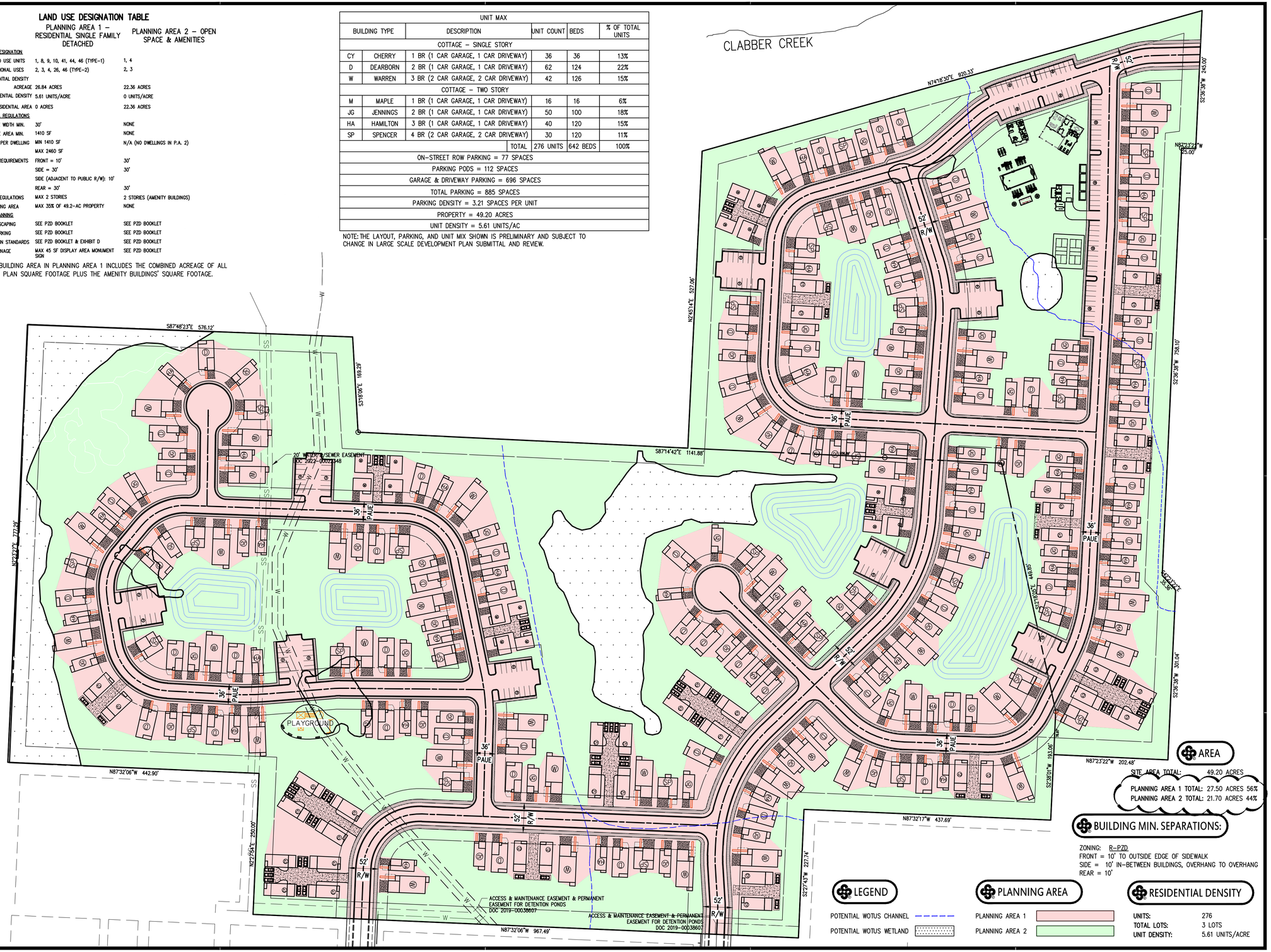
## LAND USE DESIGNATION TABLE

| 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<br>MAX 2460 SF | N/A (NO DWELLINGS IN P.A. 2) |
| (G) *SETBACK REQUIREMENTS | FRONT = 10' | 30' |
| | SIDE = 30' | 30' |
| | SIDE (ADJACENT TO PUBLIC R/W): 10' | |
| | REAR = 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: 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: 27.50 ACRES 56%

PLANNING AREA 2 TOTAL: 21.70 ACRES 44%

### BUILDING MIN. SEPARATIONS:

ZONING: R-PZD
FRONT = 10' 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: 3 LOTS
UNIT DENSITY: 5.61 UNITS/ACRE

GRAPHIC SCALE IN FEET
80' 0 80'


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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PROJECT NO: 25301700
ISSUE DATE: 06/04/2025
CONTACT: C. THREET
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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EXHIBIT B ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA MAP

1 OF 2


DRAWING: \\EDITFORVIX_LOGFILES\25301700_MISTCHAPTER\INFRASTRUCTURE\CIVIL\DWG\EXHIBIT B FOR PZD.DWG
LATEST CHANGE: 6/3/2025 BY: STACKHOUSE, ANDREW (ASTACKHOUSE) PHOTO: 25301700_EXISTING PHOTO.JPG
PLOT: 6/3/2025 1:08:28 PM BY: STACKHOUSE, ANDREW (ASTACKHOUSE) PHOTO: 25301700_EXISTING PHOTO.JPG

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/25/2025 |
| **Time:**<br>00:00 (AM/PM) | 3:57 PM |
| **From:**<br>Name & Title | Jonathan Curth, Director of Development Services |
| **To:**<br>Name & Title | City Clerks Office |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 10/07/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1691 |
| **Forwarded to City Attorney's Office and Department Head** | Received from Dept. Head with City Attorneys copied. |

# TRAFFIC IMPACT ANALYSIS

## Underwood Property

## Fayetteville, Arkansas

## Prepared for:

## Next Chapter Neighborhoods

## June 2025

## Prepared by:


## Traffic Engineering Consultants, Inc.


CERTIFICATE OF AUTHORIZATION
TRAFFIC ENGINEERING CONSULTANTS, INC.
No. 194
ARKANSAS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13621
NATHAN LEE BECKNELL

6 / 8 / 2025

# 1.0 INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained to conduct a traffic impact analysis (TIA) for a proposed multi-family residential development to be located in Fayetteville, Arkansas. The study was requested to determine the effects the proposed development would have on the adjacent street system, to review the available access to the development and to provide recommendations for improvements that may be necessary to accommodate the traffic expected to be generated by the development.

# 2.0 BACKGROUND

## 2.1 PROPOSED DEVELOPMENT

The site of the proposed development is located on the former Razorback golf course south of Clabber Creek, as shown in **Figure 1**. The proposed development consists of 276 multi-family residential dwelling units, as shown on the site plan in **Figure 2**. Access to the new development is proposed via connections to the neighborhood directly to the south. This traffic would access the City's street system via Emil Drive at Deane Solomon Road and Woodlark Lane and Raven Lane at Mt Comfort Road. A future connection to Deane Solomon Road north of Emil Drive may be constructed when the property east of the site is developed.

Mt Comfort Road is a four-lane east/west regional link with a posted speed limit of 40 miles per hour (mph). Deane Solomon Road is a two-lane north/south neighborhood link with a posted speed limit of 35 mph. Emil Drive is a two-lane east/west local roadway that extends for approximately 1,200 feet west of Deane Solomon Road with a statutory speed limit of 20 mph. N Shiloh Drive is a two-lane north/south neighborhood link with a statutory speed limit of 20 mph in this area. Woodlark Lane and Raven Lane are two-lane north/south local roadways with statutory speed limits of 20 mph.

The intersection of Mt Comfort Road and N Shiloh Drive is signalized with protected-plus-permissive phasing for all left turns. The eastbound and westbound approaches include an exclusive left turn lane and two through lanes with a shared right turn lane. The northbound and southbound approaches include an exclusive left turn lane and one through lane with shared right turn lane.

The intersection of Deane Solomon Road and N Shiloh Drive is unsignalized with stop control at the southbound approach. The northbound approach is a driveway for the auto dealership. The eastbound




FIGURE 1. Project Location Map
Underwood Property
Fayetteville, Arkansas

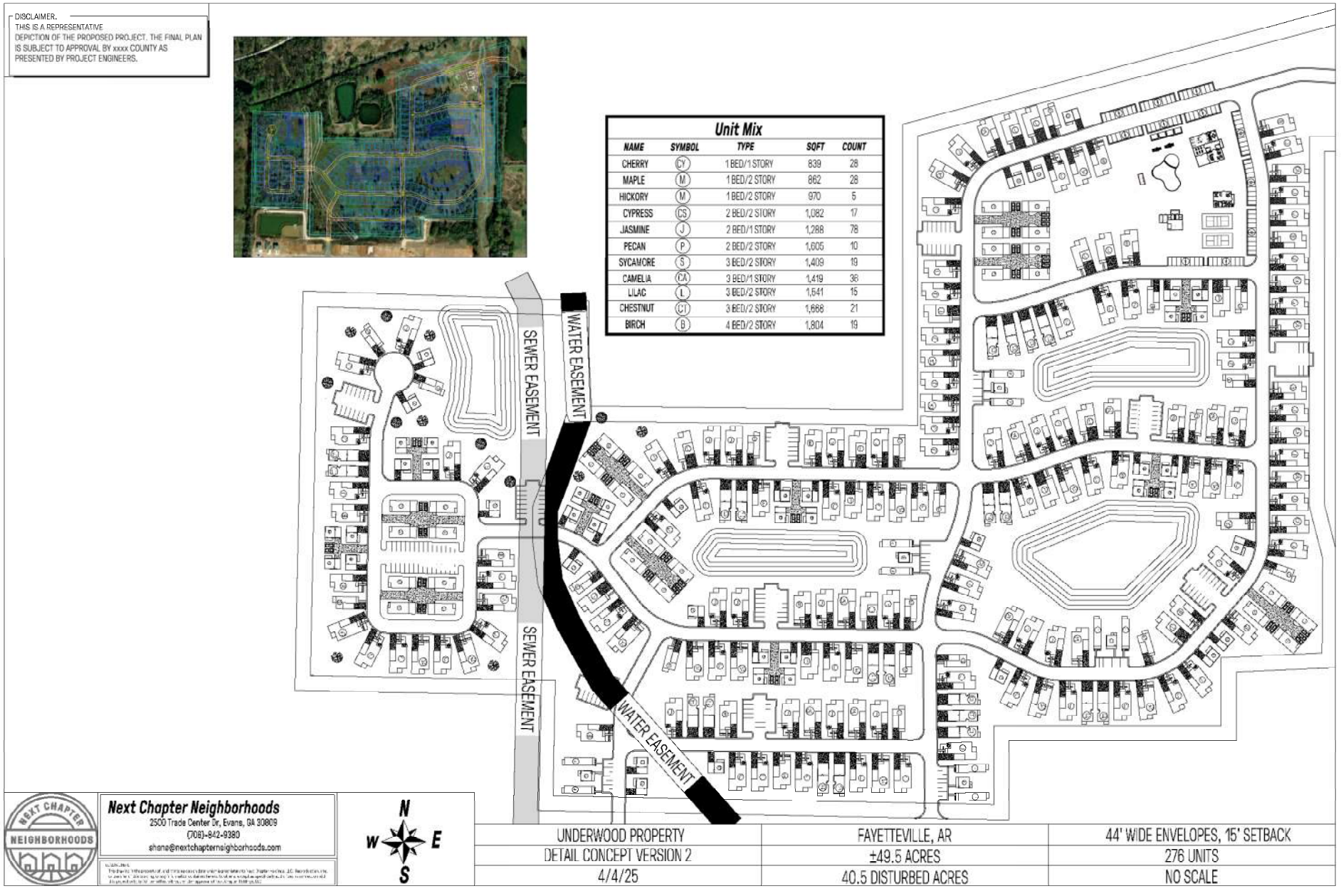



FIGURE 2. Proposed Site Plan
Underwood Property
Fayetteville, Arkansas

and westbound approaches include an exclusive left turn lane and one through lane with shared right turn lane. The southbound approach is a single shared left turn/through/right turn lane. The northbound driveway approach is an exclusive left turn lane and one through lane with shared right turn lane.

The intersection of Emil Drive and Deane Solomon Road is unsignalized with stop control at the eastbound approach. The westbound approach is a driveway for a church. All approaches include a single shared left turn/through/right turn lane.

The intersection of Woodlark Lane and Mt Comfort Road is unsignalized with stop control at the northbound and southbound approaches. The eastbound and westbound approaches include two through lanes with shared left and right turn lanes. The northbound approach includes a single shared left turn/through/right turn lane. The southbound approach includes an exclusive left turn lane and one through lane with shared right turn lane.

The t-intersection of Raven Lane and Mt Comfort Road is unsignalized with stop control at the southbound approach. The eastbound and westbound approaches include two through lanes with shared left and right turn lanes. The southbound approach includes separate left and right turn lanes.

## 3.0 TRAFFIC DATA

### 3.1 EXISTING TRAFFIC

Existing traffic volume data was collected at the study intersections in April 2025 while area schools were in session. Peak period turning movement data was collected at the study intersections of Mt Comfort Road at Woodlark Lane, Raven Lane, and N Shiloh Drive, and at Deane Solomon Road at N Shiloh Drive and Emil Drive. Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the weekday peak periods would represent a “worst-case scenario” with regards to traffic impact on the surrounding roadway network. If traffic operations are acceptable during these weekday peak hours, it can be reasoned that conditions would be acceptable throughout the remainder of the day and week. In order to collect counts while area schools were in session, traffic data was collected at study intersections on different days which resulted in traffic imbalances. The raw traffic data was adjusted to balance traffic across the study intersections. The balanced 2025 existing traffic is summarized in **Figure 3** and detailed printouts of all the traffic count data are included in the appendix.

### 3.2 FUTURE BACKGROUND TRAFFIC

The 2025 existing traffic volumes were utilized to determine the background traffic for 2027. The 2027 year was selected as the future buildout year of the development. Considering the projected daily traffic volumes from the Northwest Arkansas Regional Planning Commission's *Travel Forecasting Model*, a 2.65% annual growth rate was utilized to project future traffic volumes in addition to the projected site traffic. The travel model locations and data is summarized in the appendix. There are no known planned or approved projects in the study area to be included in this scenario. The 2027 future background traffic is summarized in **Figure 4**.

## 4.0 PROJECTED TRAFFIC

### 4.1 PROPOSED DEVELOPMENT TRAFFIC

To determine the effects a new development will have on an existing street system, the new or additional traffic must be projected. The latest edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers, was used to determine the amount of traffic the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the traffic expected to be generated by different land use types.

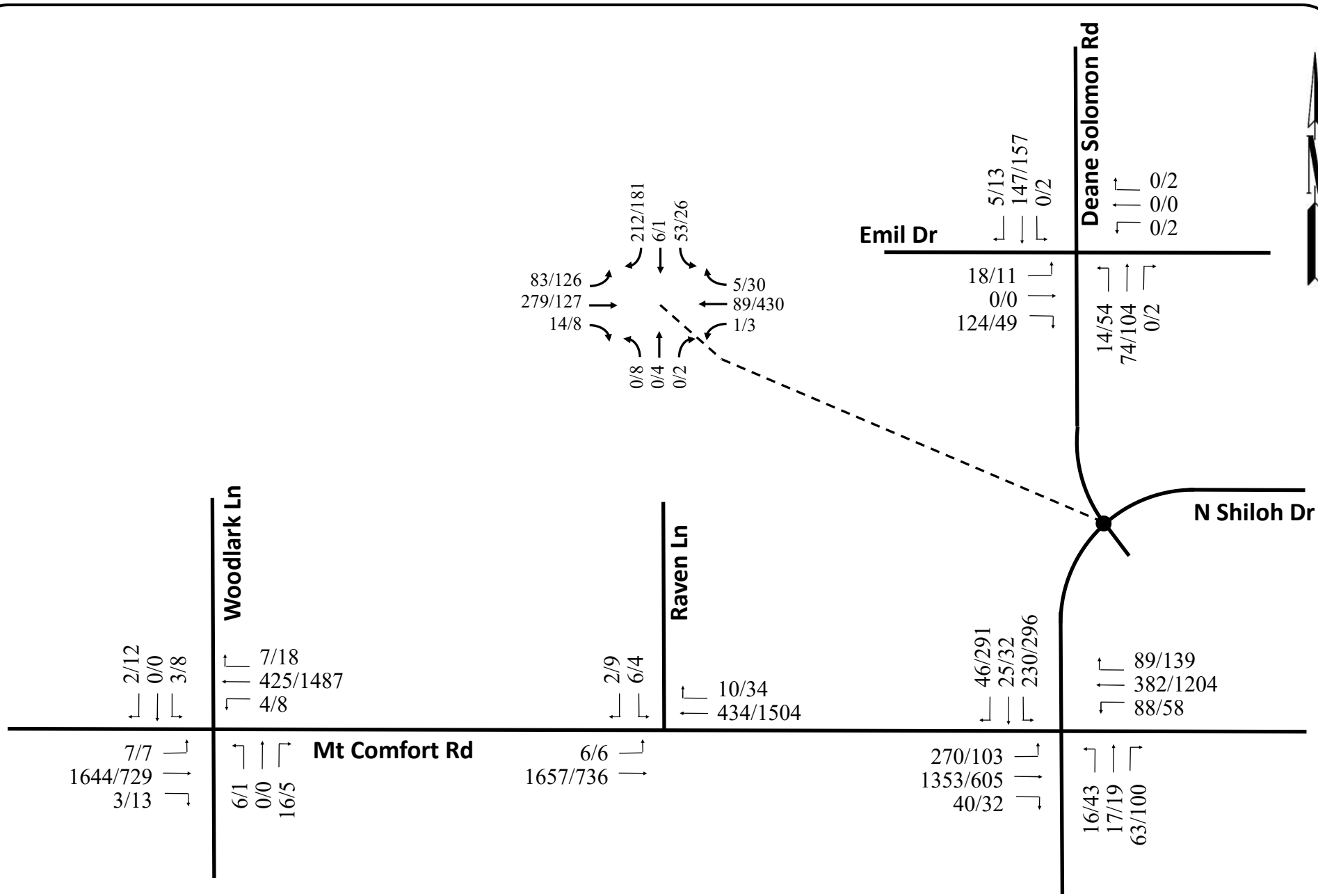
Available information was utilized regarding the anticipated land use to determine the site generated traffic. The *Multifamily Housing (Low-Rise)* category was selected to determine the trip generation for the proposed site. The resulting traffic volumes projected to be generated by the proposed site once fully constructed and occupied are indicated in **Table 1**.

**TABLE 1**

Projected Site Generated Trips

| Building Type (Land Use) | ITE Land Use Code | Approximate Gross Floor Area or Other | Average Weekday Vehicle Trips | | | Average AM Peak Hour Directional Distribution | | Average AM Peak Hour Directional Trips (vph) | | Average PM Peak Hour Directional Distribution | | Average PM Peak Hour Directional Trips (vph) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Per Day | Per Peak Hour of Adjacent Street Traffic | | | | | | | | | |
| | | | | One Hour Between 7am & 9am | One Hour Between 4pm & 6pm | | | | | | | | |
| | | | (vpd) | (vph) | (vph) | IN | OUT | IN | OUT | IN | OUT | IN | OUT |
| Trip Rate* | | (Dwelling Units) | 6.68 | 0.39 | 0.50 | | | | | | | | |
| Multifamily Housing (Low-Rise) | 220 | 276 | 1,844 | 108 | 139 | 24% | 76% | 26 | 82 | 63% | 37% | 88 | 51 |

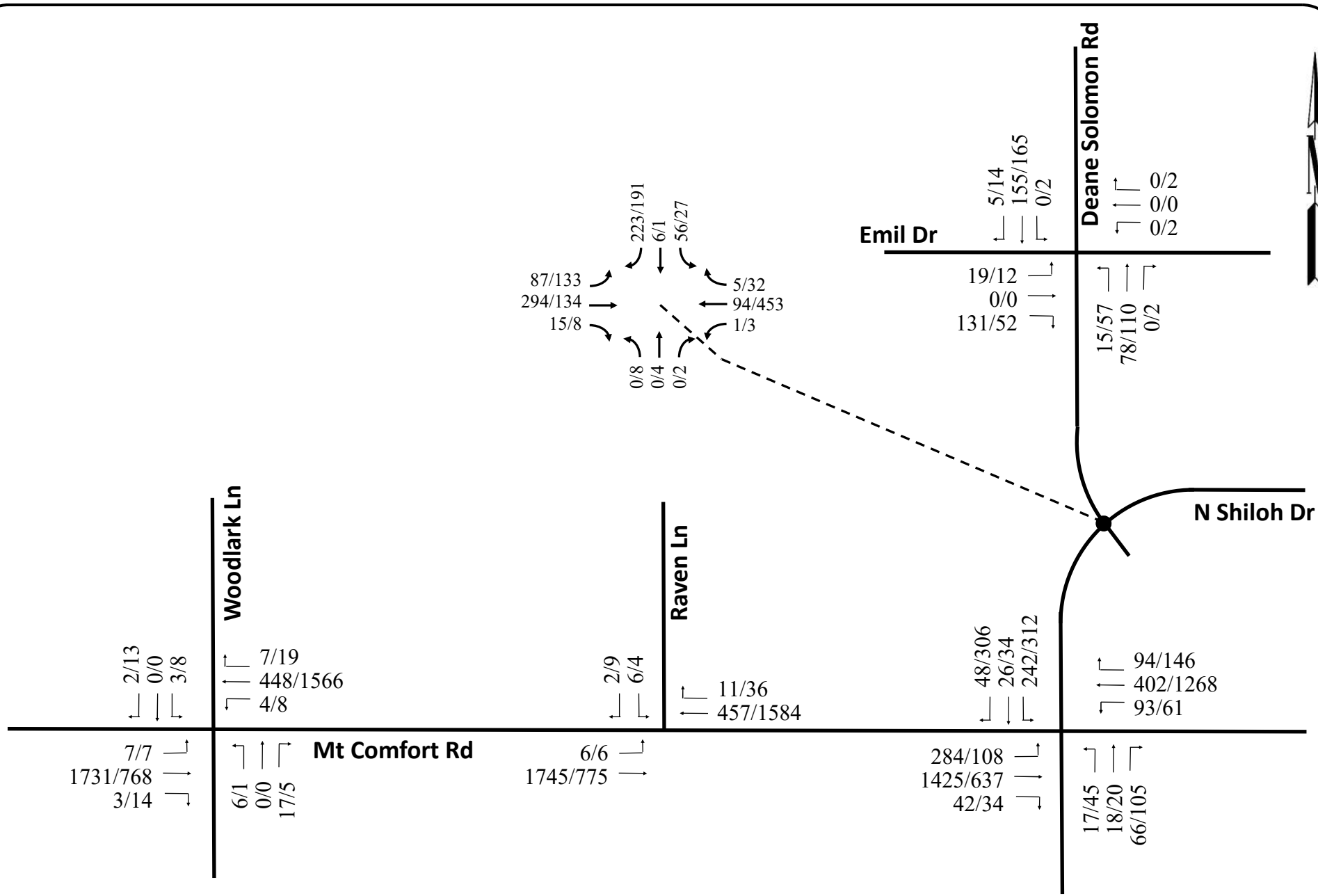
* Trip Rates from "TRIP GENERATION MANUAL", 11th Ed., Institute of Transportation Engineers.




**LEGEND**

XX/XX = Weekday A.M. / P.M.

FIGURE 3. 2025 Existing Traffic
Underwood Property
Fayetteville, Arkansas




**LEGEND**

XX/XX = Weekday A.M. / P.M.

FIGURE 4. 2027 Future Background Traffic
Underwood Property
Fayetteville, Arkansas

The proposed site would be expected to generate 1,844 vehicle trips per day with 26 entering and 82 exiting vehicles during the a.m. peak hour and 88 entering and 51 exiting vehicles during the p.m. peak hour.

### 4.2 DISTRIBUTION OF SITE GENERATED TRAFFIC

The traffic expected to be generated by the proposed site was then distributed at the adjacent study intersections for the a.m. and p.m. peak hours. The distribution of the proposed site traffic was based on the existing traffic patterns in the area which were obtained from the traffic data collected for this study. The directional distribution of the site generated traffic entering and exiting the proposed development is expected to be:

- 60% to/from Mt Comfort Road east of the site
- 25% to/from Mt Comfort Road west of the site
- 10% to/from Deane Solomon Road north of the site
- 5% to/from N Shiloh Drive east of the site

The traffic expected to be generated from the proposed site is summarized in **Figure 5**.

### 4.3 TOTAL TRAFFIC

The proposed site traffic was then added to the future background traffic for the 2027 design year. The 2027 total traffic (2027 future background traffic + proposed site traffic) for the study intersections and access points to the proposed site is summarized in **Figure 6**.

## 5.0 CAPACITY ANALYSIS

### 5.1 METHODOLOGY

The capacity analyses were conducted using *Synchro 12*, which is a software package for modeling and optimizing traffic signal timings at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual.*

The capacity analysis provides a measure of the amount of traffic that a given facility can accommodate. Traffic facilities generally operate poorly at or near capacity. The analysis is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining prescribed

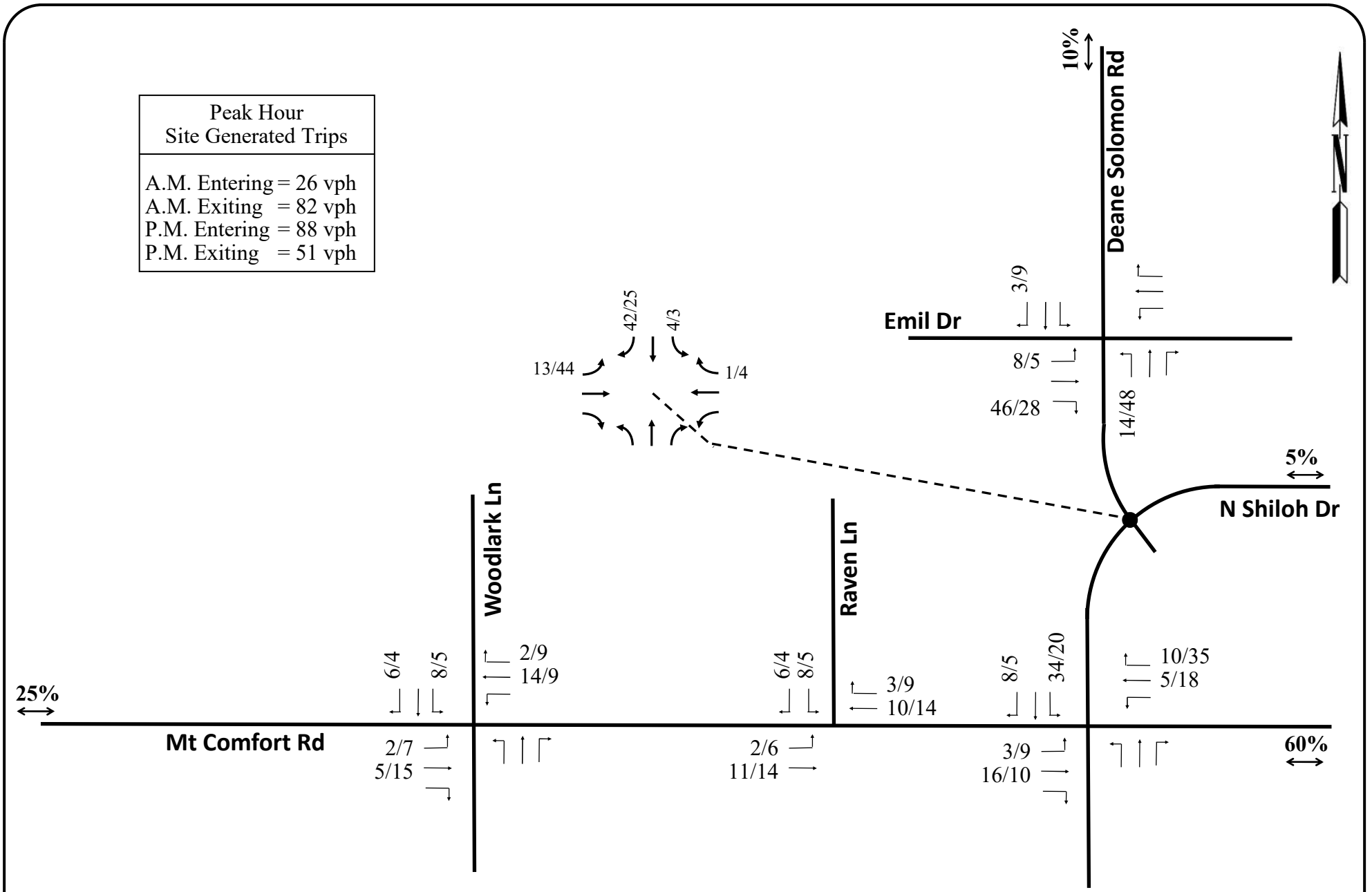
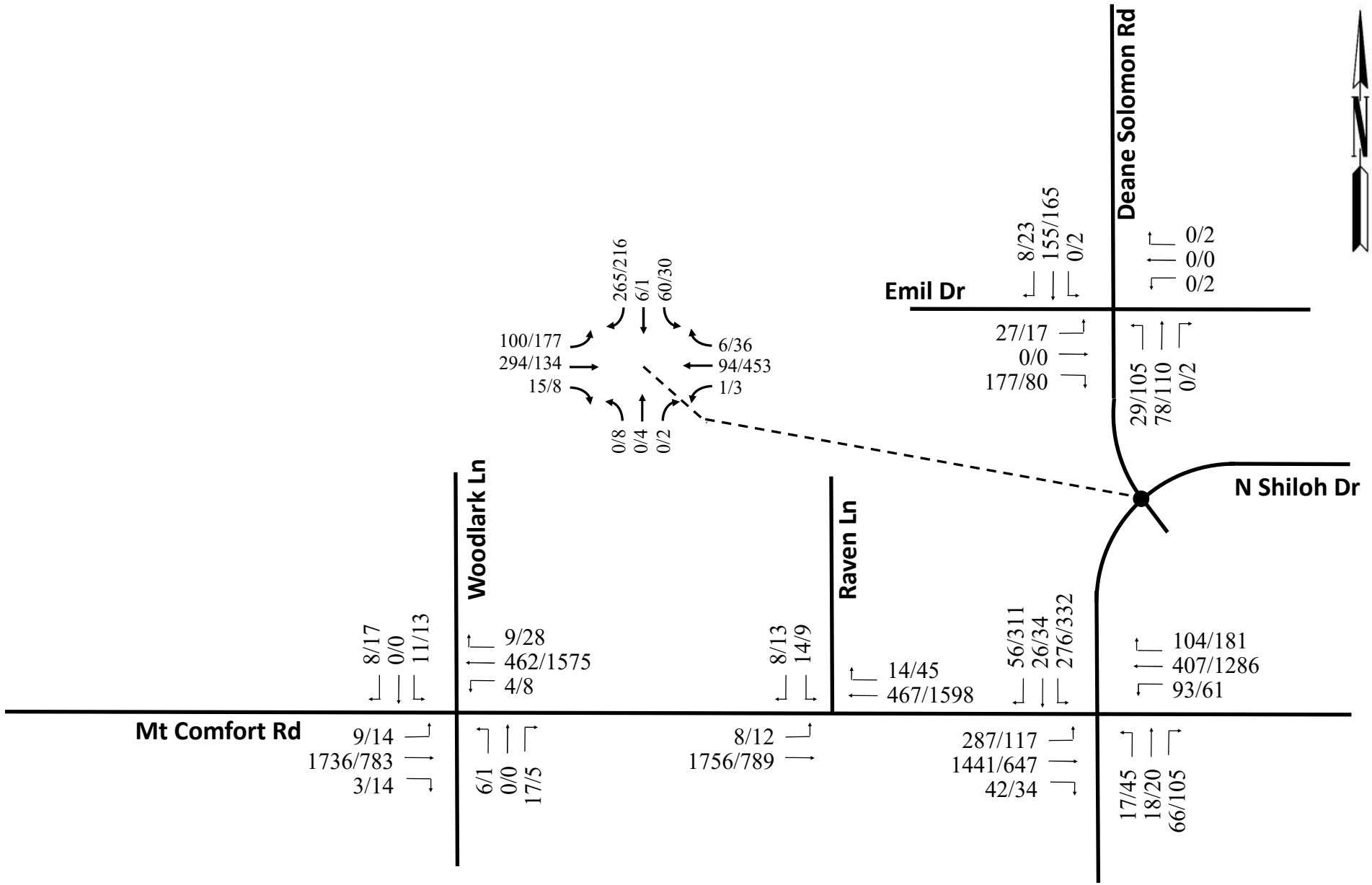



FIGURE 5. Proposed Site Trips
Underwood Property
Fayetteville, Arkansas




**LEGEND**

XX/XX = Weekday A.M. / P.M.

FIGURE 6. 2027 Total Traffic
Underwood Property
Fayetteville, Arkansas

operational qualities. The definition of operational criteria is accomplished using levels-of-service. The concept of levels-of-service is defined as a qualitative measure and describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from "A" to "F", with level-of-service "A" representing the best operating conditions and level-of-service "F" the worst.

The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is directly related to the control delay value. The criteria for stop controlled or unsignalized intersections and roundabouts have different threshold values than do those for signalized intersections. The level-of-service criteria are summarized in **Table 2**. The *Highway Capacity Manual* considers an overall intersection level-of-service "D" or better and a critical approach (approach with the lowest level-of-service) level-of-service "E" or better to be acceptable level-of-service.

**TABLE 2**

Intersection Level-of-Service Criteria

| Level-of-Service | Average Delay (seconds/vehicle) | | Traffic Condition |
|---|---|---|---|
| | Unsignalized | Signalized | |
| A | ≤ 10 | ≤ 10 | Free Flow |
| B | > 10 - 15 | > 10 - 20 | Stable Flow (slight delays) |
| C | > 15 - 25 | > 20 - 35 | Stable Flow (acceptable delays) |
| D | > 25 - 35 | > 35 - 55 | Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding) |
| E | > 35 - 50 | > 55 - 80 | Unstable Flow (intolerable delay) |
| F | > 50 | > 80 | Forced Flow (congested and queues fail to clear) |

## 5.2 SCENARIOS

Capacity analyses were conducted for the a.m. and p.m. peak hours at the study intersections. The intersections were analyzed and reviewed under the 2025 existing traffic, 2027 future background traffic, and 2027 total traffic. The results of the capacity analyses conducted are summarized in **Table 3** and the raw data sheets have been included in the appendix.

## TABLE 3

Intersection Capacity Analysis Results

| Intersection | Type of Traffic Control | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Critical Approach | | | | Intersection | | Critical Approach | | | | Intersection | |
| | | Approach | Delay (sec/veh) | LOS | v/c* Ratio | Delay (sec/veh) | LOS | Approach | Delay (sec/veh) | LOS | v/c* Ratio | Delay (sec/veh) | LOS |
| **2025 Existing Traffic** | | | | | | | | | | | | | |
| Woodlark Lane and Mt Comfort Road | Unsignalized / N/S Stop | NB | 59.24 | F | 0.08 | 0.9 | A | SB | 76.26 | F | 0.14 | 1.0 | A |
| Raven Lane and Mt Comfort Road | Unsignalized / S Stop | SB | 28.92 | D | | 0.2 | A | SB | 37.62 | E | 0.05 | 0.3 | A |
| N Shiloh Drive and Mt Comfort Road | Signalized | NB | 40.90 | D | | 20.2 | C | SB | 51.30 | D | | 34.1 | C |
| Deane Solomon Road and N Shiloh Drive | Unsignalized / N/S Stop | SB | 14.30 | B | | 6.1 | A | NB | 26.73 | D | | 6.2 | A |
| Emil Drive and Deane Solomon Road | Unsignalized / E/W Stop | EB | 10.41 | B | | 4.1 | A | WB | 10.85 | B | | 2.8 | A |
| **2027 Future Background Traffic** | | | | | | | | | | | | | |
| Woodlark Lane and Mt Comfort Road | Unsignalized / N/S Stop | NB | 71.14 | F | 0.09 | 1.0 | A | SB | 91.69 | F | 0.16 | 1.2 | A |
| Raven Lane and Mt Comfort Road | Unsignalized / S Stop | SB | 31.90 | D | | 0.2 | A | SB | 43.22 | E | 0.05 | 0.4 | A |
| N Shiloh Drive and Mt Comfort Road | Signalized | NB | 42.70 | D | | 21.8 | C | SB | 59.70 | E | | 39.9 | D |
| Deane Solomon Road and N Shiloh Drive | Unsignalized / N/S Stop | SB | 15.21 | C | | 6.4 | A | NB | 29.96 | D | | 6.8 | A |
| Emil Drive and Deane Solomon Road | Unsignalized / E/W Stop | EB | 10.59 | B | | 4.2 | A | WB | 11.04 | B | | 2.8 | A |
| **2027 Total Traffic** | | | | | | | | | | | | | |
| Woodlark Lane and Mt Comfort Road | Unsignalized / N/S Stop | NB | 74.55 | F | 0.09 | 1.3 | A | SB | 142.93 | F | 0.31 | 2.3 | A |
| Raven Lane and Mt Comfort Road | Unsignalized / S Stop | SB | 31.72 | D | | 0.5 | A | SB | 63.20 | F | 0.13 | 0.9 | A |
| N Shiloh Drive and Mt Comfort Road | Signalized | SB | 52.50 | D | | 23.7 | C | SB | 68.20 | E | | 45.8 | D |
| Deane Solomon Road and N Shiloh Drive | Unsignalized / N/S Stop | SB | 17.02 | C | | 7.6 | A | NB | 38.95 | E | 0.07 | 9.2 | A |
| Emil Drive and Deane Solomon Road | Unsignalized / E/W Stop | EB | 11.33 | B | | 5.3 | A | WB | 12.30 | B | | 3.9 | A |

*v/c ratio reported for unsignalized approach LOS "E" or "F".

### 5.2.1 2025 EXISTING TRAFFIC

The analyses conducted under the 2025 existing traffic indicated that the critical approaches at the study intersections currently operate at acceptable levels-of-service “E” or better during the a.m. and p.m. peak hours except at the intersection of Woodlark Lane and Mt Comfort Road which operates at level-of-service “F” during both peak hours with a v/c ratio significantly less than 0.80. The study intersections currently operate at overall acceptable levels-of-service “C” or better during the peak hours.

### 5.2.2 2027 FUTURE BACKGROUND TRAFFIC

Under the 2027 future background traffic, the critical approaches at the study intersections would be expected to continue operating at acceptable levels-of-service “E” or better during the a.m. and p.m. peak hours except at the intersection of Woodlark Lane and Mt Comfort Road which is expected to continue operating at level-of-service “F” during both peak hours with a v/c ratio significantly less than 0.80. The study intersections are expected to operate at overall acceptable levels-of-service “D” or better during the peak hours.

### 5.2.3 2027 TOTAL TRAFFIC

Once the proposed site traffic was added to the 2027 future background traffic, the critical approaches at the study intersections would be expected to continue operating at similar levels-of-service except at the

intersection of Raven Lane and Mt Comfort Road which falls to level-of-service “F” during the p.m. peak hour with a v/c ratio significantly less than 0.80. The study intersections are expected to continue operating at overall acceptable levels-of-service “D” or better during the peak hours.

## 6.0 MULTI-MODAL

The pedestrian and bicycle facilities for the site were reviewed. The site does not connect directly to the arterial or collector street system but will connect to local roadways via the existing residential development south of the site. This existing residential development includes sidewalks throughout. Emil Drive, which will provide access to the site and connect to Deane Solomon Road, has sidewalks along the north side of the roadway for its entire length. N Shiloh Drive and Mt Comfort Road have sidewalks along both sides of the roadway throughout the study area. There are marked crosswalks at all study intersections along Mt Comfort Road. There are currently no existing bicycle facilities in the study area. If additional site access is constructed in the future to connect to Deane Solomon Road, it is recommended that sidewalks and crosswalks be included in the design, as appropriate.

## 7.0 CONCLUSIONS

### 7.1 SUMMARY

TEC was requested to conduct a traffic impact analysis on a proposed multi-family residential development in Fayetteville, Arkansas. Existing traffic volume data was collected adjacent to the proposed development. The projected daily traffic volumes were considered and an annual growth rate of 2.65% was used to predict future background traffic for 2027. The proposed development traffic was then determined and added to the background traffic for conducting the reviews and analyses.

The analyses conducted under the 2025 existing traffic indicated that the study intersections and their critical approaches currently operate at acceptable levels-of-service during the a.m. and p.m. peak hours except the critical approach at the intersection of Woodlark Lane and Mt Comfort Road which operates at level-of-service “F” during both peak hours. The v/c ratio is significantly less than 0.80 and no improvements are recommended.

Under the 2027 future background traffic, the study intersections and their critical approaches would be expected to continue operating at acceptable levels-of-service during the a.m. and p.m. peak hours except

the critical approach at the intersection of Woodlark Lane and Mt Comfort Road which is expected to continue operating at level-of-service “F” during both peak hours. The v/c ratio is significantly less than 0.80 and no improvements are recommended.

Under the 2027 total traffic conditions, the study intersections and their critical approaches would be expected to continue operating at acceptable levels-of-service during the a.m. and p.m. peak hours except the critical approaches at the intersections of Woodlark Lane and Raven Lane at Mt Comfort Road which are expected to operate at level-of-service “F” during one or both peak hours. The v/c ratios are significantly less than 0.80 and no improvements are recommended.

## 7.2 RECOMMENDATIONS

Based on the results of the analyses conducted, no traffic control or geometric roadway improvements are necessary as a result of the proposed site for traffic to continue operating at acceptable levels-of-service both now and in the future.

# APPENDIX

# TRAFFIC DATA

## Mt.Comfort & Woodlark - TMC

Fri Apr 18, 2025
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291602, Location: 36.092755, -94.200985

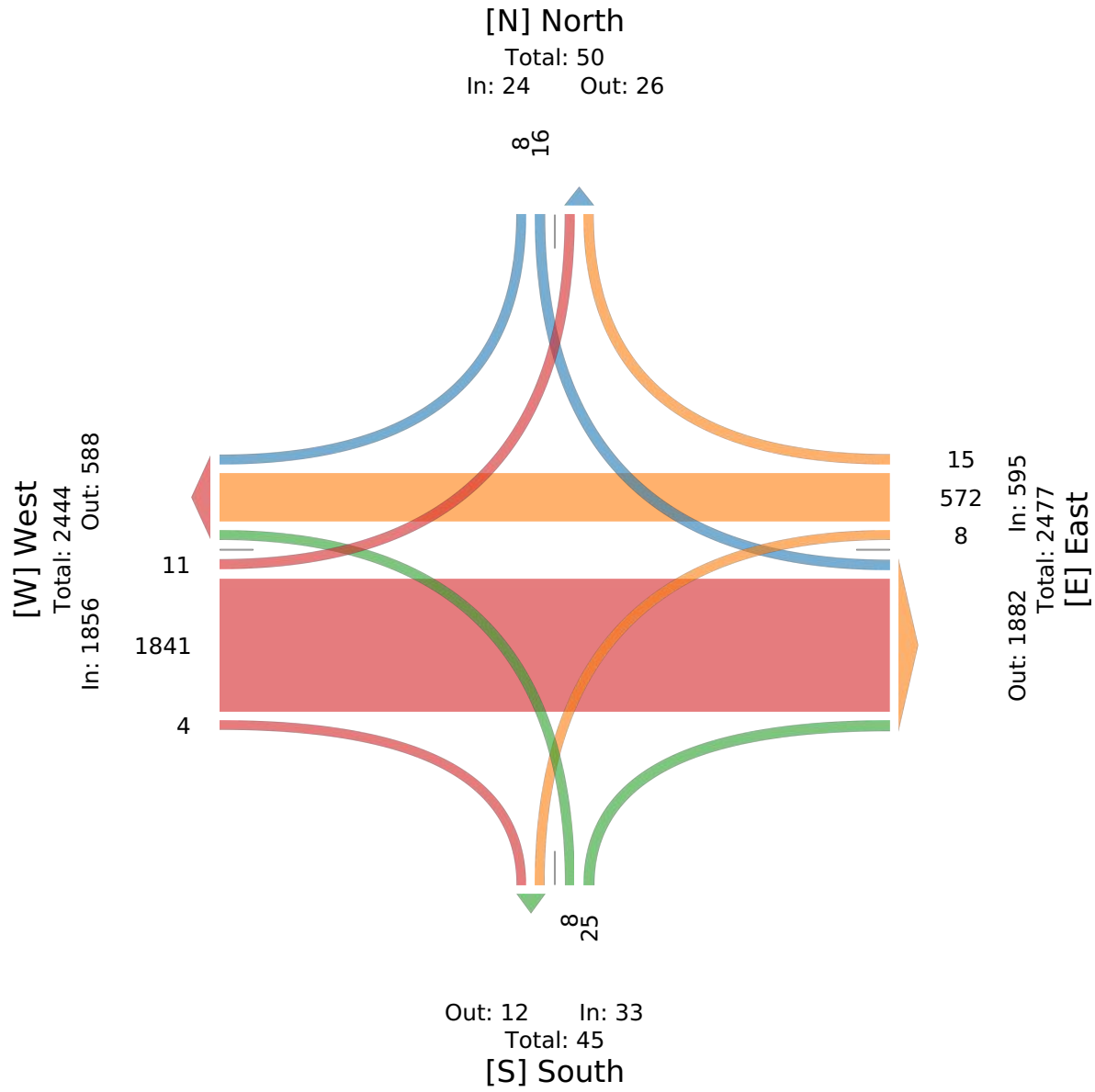
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg | West | | | | | East | | | | | South | | | | | North | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | Westbound | | | | | Northbound | | | | | Southbound | | | | | |
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-18 7:00AM | 2 | 191 | 0 | 0 | **193** | 2 | 50 | 0 | 0 | **52** | 0 | 0 | 3 | 0 | **3** | 4 | 0 | 3 | 0 | **7** | **255** |
| 7:15AM | 3 | 268 | 0 | 0 | **271** | 2 | 85 | 0 | 0 | **87** | 2 | 0 | 2 | 0 | **4** | 0 | 0 | 1 | 0 | **1** | **363** |
| 7:30AM | 2 | 292 | 0 | 0 | **294** | 0 | 68 | 1 | 0 | **69** | 0 | 0 | 5 | 0 | **5** | 0 | 0 | 0 | 0 | **0** | **368** |
| 7:45AM | 1 | 284 | 3 | 0 | **288** | 2 | 85 | 3 | 0 | **90** | 4 | 0 | 3 | 0 | **7** | 1 | 0 | 0 | 0 | **1** | **386** |
| Hourly Total | 8 | 1035 | 3 | 0 | **1046** | 6 | 288 | 4 | 0 | **298** | 6 | 0 | 13 | 0 | **19** | 5 | 0 | 4 | 0 | **9** | **1372** |
| 8:00AM | 1 | 244 | 0 | 0 | **245** | 0 | 52 | 3 | 0 | **55** | 0 | 0 | 6 | 0 | **6** | 2 | 0 | 1 | 0 | **3** | **309** |
| 8:15AM | 2 | 194 | 1 | 0 | **197** | 0 | 75 | 2 | 0 | **77** | 0 | 0 | 3 | 0 | **3** | 1 | 0 | 2 | 0 | **3** | **280** |
| 8:30AM | 0 | 205 | 0 | 0 | **205** | 1 | 76 | 5 | 0 | **82** | 2 | 0 | 2 | 0 | **4** | 3 | 0 | 0 | 0 | **3** | **294** |
| 8:45AM | 0 | 163 | 0 | 0 | **163** | 1 | 81 | 1 | 0 | **83** | 0 | 0 | 1 | 0 | **1** | 5 | 0 | 1 | 0 | **6** | **253** |
| Hourly Total | 3 | 806 | 1 | 0 | **810** | 2 | 284 | 11 | 0 | **297** | 2 | 0 | 12 | 0 | **14** | 11 | 0 | 4 | 0 | **15** | **1136** |
| **Total** | 11 | 1841 | 4 | 0 | **1856** | 8 | 572 | 15 | 0 | **595** | 8 | 0 | 25 | 0 | **33** | 16 | 0 | 8 | 0 | **24** | **2508** |
| **% Approach** | 0.6% | 99.2% | 0.2% | 0% | **-** | 1.3% | 96.1% | 2.5% | 0% | **-** | 24.2% | 0% | 75.8% | 0% | **-** | 66.7% | 0% | 33.3% | 0% | **-** | - |
| **% Total** | 0.4% | 73.4% | 0.2% | 0% | **74.0%** | 0.3% | 22.8% | 0.6% | 0% | **23.7%** | 0.3% | 0% | 1.0% | 0% | **1.3%** | 0.6% | 0% | 0.3% | 0% | **1.0%** | - |
| **Lights** | 11 | 1823 | 4 | 0 | **1838** | 7 | 554 | 15 | 0 | **576** | 8 | 0 | 25 | 0 | **33** | 16 | 0 | 8 | 0 | **24** | 2471 |
| **% Lights** | 100% | 99.0% | 100% | 0% | **99.0%** | 87.5% | 96.9% | 100% | 0% | **96.8%** | 100% | 0% | 100% | 0% | **100%** | 100% | 0% | 100% | 0% | **100%** | 98.5% |
| **Articulated Trucks** | 0 | 2 | 0 | 0 | **2** | 0 | 3 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 5 |
| **% Articulated Trucks** | 0% | 0.1% | 0% | 0% | **0.1%** | 0% | 0.5% | 0% | 0% | **0.5%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0.2% |
| **Buses and Single-Unit Trucks** | 0 | 16 | 0 | 0 | **16** | 1 | 15 | 0 | 0 | **16** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 32 |
| **% Buses and Single-Unit Trucks** | 0% | 0.9% | 0% | 0% | **0.9%** | 12.5% | 2.6% | 0% | 0% | **2.7%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 1.3% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Woodlark - TMC**
Fri Apr 18, 2025
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291602, Location: 36.092755, -94.200985

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Woodlark - TMC

Fri Apr 18, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291602, Location: 36.092755, -94.200985

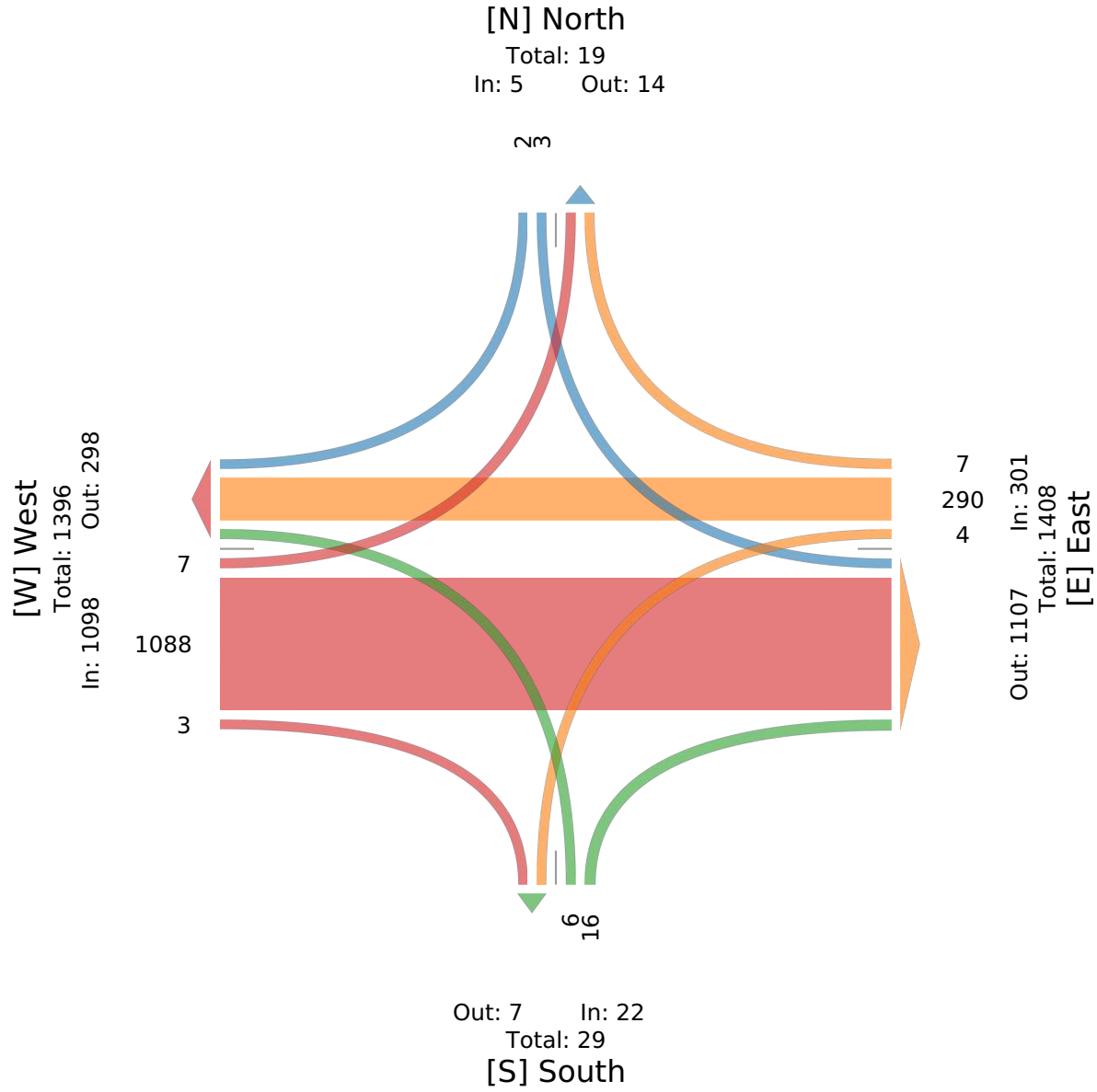
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-18 7:15AM | 3 | 268 | 0 | 0 | **271** | 2 | 85 | 0 | 0 | **87** | 2 | 0 | 2 | 0 | **4** | 0 | 0 | 1 | 0 | **1** | **363** |
| 7:30AM | 2 | 292 | 0 | 0 | **294** | 0 | 68 | 1 | 0 | **69** | 0 | 0 | 5 | 0 | **5** | 0 | 0 | 0 | 0 | **0** | **368** |
| 7:45AM | 1 | 284 | 3 | 0 | **288** | 2 | 85 | 3 | 0 | **90** | 4 | 0 | 3 | 0 | **7** | 1 | 0 | 0 | 0 | **1** | **386** |
| 8:00AM | 1 | 244 | 0 | 0 | **245** | 0 | 52 | 3 | 0 | **55** | 0 | 0 | 6 | 0 | **6** | 2 | 0 | 1 | 0 | **3** | **309** |
| **Total** | 7 | 1088 | 3 | 0 | **1098** | 4 | 290 | 7 | 0 | **301** | 6 | 0 | 16 | 0 | **22** | 3 | 0 | 2 | 0 | **5** | **1426** |
| **% Approach** | 0.6% | 99.1% | 0.3% | 0% | **-** | 1.3% | 96.3% | 2.3% | 0% | **-** | 27.3% | 0% | 72.7% | 0% | **-** | 60.0% | 0% | 40.0% | 0% | **-** | - |
| **% Total** | 0.5% | 76.3% | 0.2% | 0% | **77.0%** | 0.3% | 20.3% | 0.5% | 0% | **21.1%** | 0.4% | 0% | 1.1% | 0% | **1.5%** | 0.2% | 0% | 0.1% | 0% | **0.4%** | - |
| **PHF** | 0.583 | 0.932 | 0.250 | - | **0.934** | 0.500 | 0.853 | 0.583 | - | **0.836** | 0.375 | - | 0.667 | - | **0.786** | 0.375 | - | 0.500 | - | **0.417** | 0.924 |
| **Lights** | 7 | 1076 | 3 | 0 | **1086** | 4 | 281 | 7 | 0 | **292** | 6 | 0 | 16 | 0 | **22** | 3 | 0 | 2 | 0 | **5** | 1405 |
| **% Lights** | 100% | 98.9% | 100% | 0% | **98.9%** | 100% | 96.9% | 100% | 0% | **97.0%** | 100% | 0% | 100% | 0% | **100%** | 100% | 0% | 100% | 0% | **100%** | 98.5% |
| **Articulated Trucks** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 2 |
| **% Articulated Trucks** | 0% | 0.1% | 0% | 0% | **0.1%** | 0% | 0.3% | 0% | 0% | **0.3%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0.1% |
| **Buses and Single-Unit Trucks** | 0 | 11 | 0 | 0 | **11** | 0 | 8 | 0 | 0 | **8** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 19 |
| **% Buses and Single-Unit Trucks** | 0% | 1.0% | 0% | 0% | **1.0%** | 0% | 2.8% | 0% | 0% | **2.7%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 1.3% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Woodlark - TMC**
Fri Apr 18, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291602, Location: 36.092755, -94.200985

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Woodlark - TMC

Thu Apr 17, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291604, Location: 36.092755, -94.200985

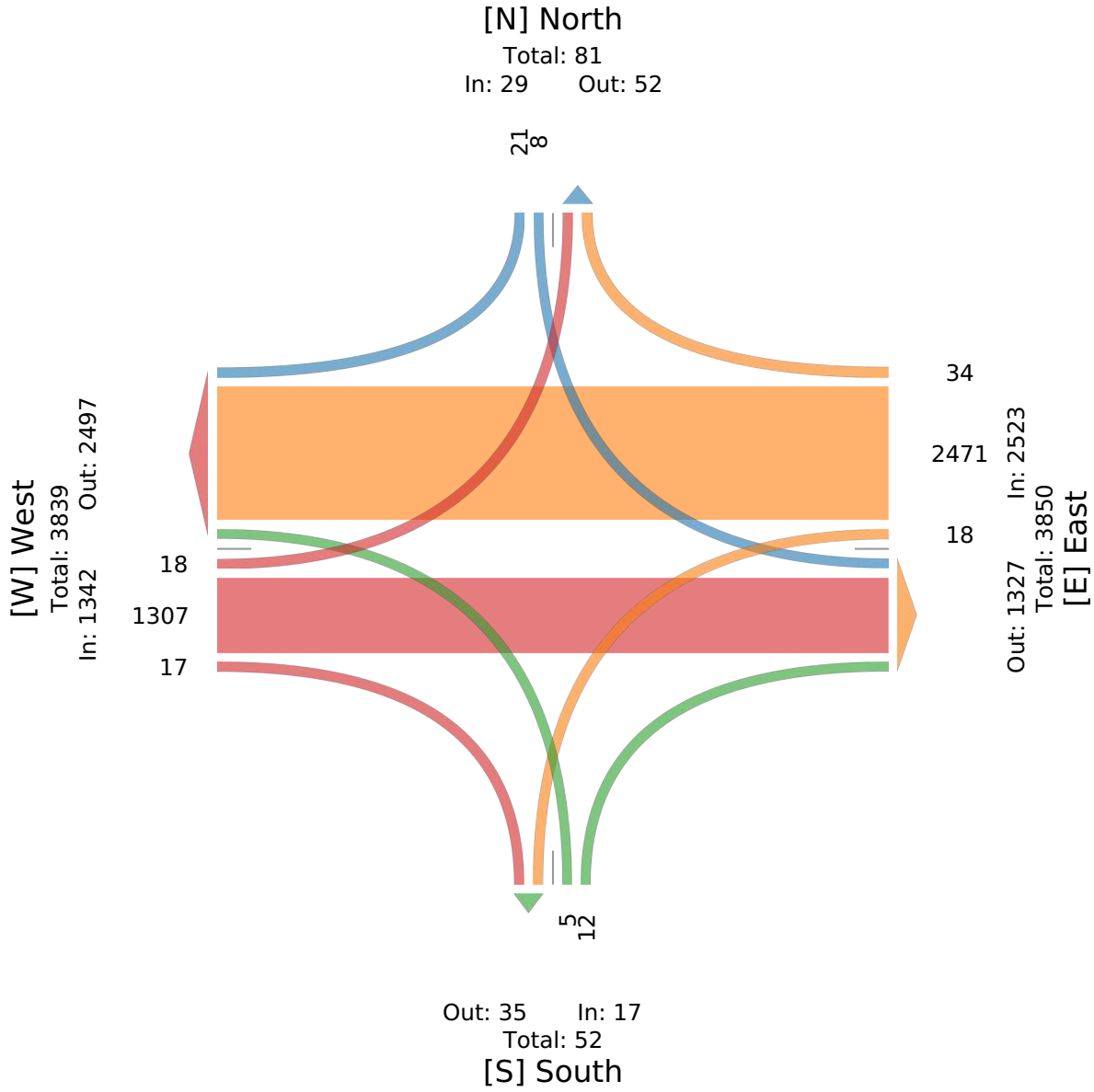
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-17 4:00PM | 2 | 130 | 0 | 0 | **132** | 3 | 284 | 3 | 0 | **290** | 0 | 0 | 2 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | **424** |
| 4:15PM | 5 | 141 | 0 | 0 | **146** | 2 | 291 | 4 | 0 | **297** | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | **1** | **445** |
| 4:30PM | 1 | 164 | 1 | 0 | **166** | 2 | 283 | 6 | 0 | **291** | 2 | 0 | 4 | 0 | **6** | 0 | 0 | 2 | 0 | **2** | **465** |
| 4:45PM | 1 | 165 | 1 | 0 | **167** | 2 | 348 | 5 | 0 | **355** | 1 | 0 | 1 | 0 | **2** | 1 | 0 | 4 | 0 | **5** | **529** |
| Hourly Total | 9 | 600 | 2 | 0 | **611** | 9 | 1206 | 18 | 0 | **1233** | 4 | 0 | 7 | 0 | **11** | 1 | 0 | 7 | 0 | **8** | **1863** |
| 5:00PM | 3 | 174 | 5 | 0 | **182** | 4 | 360 | 4 | 0 | **368** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 4 | 0 | **6** | **556** |
| 5:15PM | 0 | 178 | 5 | 0 | **183** | 1 | 384 | 6 | 0 | **391** | 0 | 0 | 2 | 0 | **2** | 2 | 0 | 3 | 0 | **5** | **581** |
| 5:30PM | 3 | 174 | 2 | 0 | **179** | 1 | 289 | 3 | 0 | **293** | 0 | 0 | 2 | 0 | **2** | 3 | 0 | 1 | 0 | **4** | **478** |
| 5:45PM | 3 | 181 | 3 | 0 | **187** | 3 | 232 | 3 | 0 | **238** | 1 | 0 | 1 | 0 | **2** | 0 | 0 | 6 | 0 | **6** | **433** |
| Hourly Total | 9 | 707 | 15 | 0 | **731** | 9 | 1265 | 16 | 0 | **1290** | 1 | 0 | 5 | 0 | **6** | 7 | 0 | 14 | 0 | **21** | **2048** |
| **Total** | 18 | 1307 | 17 | 0 | **1342** | 18 | 2471 | 34 | 0 | **2523** | 5 | 0 | 12 | 0 | **17** | 8 | 0 | 21 | 0 | **29** | **3911** |
| **% Approach** | 1.3% | 97.4% | 1.3% | 0% | **-** | 0.7% | 97.9% | 1.3% | 0% | **-** | 29.4% | 0% | 70.6% | 0% | **-** | 27.6% | 0% | 72.4% | 0% | **-** | - |
| **% Total** | 0.5% | 33.4% | 0.4% | 0% | **34.3%** | 0.5% | 63.2% | 0.9% | 0% | **64.5%** | 0.1% | 0% | 0.3% | 0% | **0.4%** | 0.2% | 0% | 0.5% | 0% | **0.7%** | - |
| **Lights** | 18 | 1288 | 17 | 0 | **1323** | 18 | 2453 | 34 | 0 | **2505** | 5 | 0 | 12 | 0 | **17** | 8 | 0 | 21 | 0 | **29** | 3874 |
| **% Lights** | 100% | 98.5% | 100% | 0% | **98.6%** | 100% | 99.3% | 100% | 0% | **99.3%** | 100% | 0% | 100% | 0% | **100%** | 100% | 0% | 100% | 0% | **100%** | 99.1% |
| **Articulated Trucks** | 0 | 2 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 4 |
| **% Articulated Trucks** | 0% | 0.2% | 0% | 0% | **0.1%** | 0% | 0.1% | 0% | 0% | **0.1%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0.1% |
| **Buses and Single-Unit Trucks** | 0 | 17 | 0 | 0 | **17** | 0 | 16 | 0 | 0 | **16** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 33 |
| **% Buses and Single-Unit Trucks** | 0% | 1.3% | 0% | 0% | **1.3%** | 0% | 0.6% | 0% | 0% | **0.6%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0.8% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Woodlark - TMC**
Thu Apr 17, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291604, Location: 36.092755, -94.200985

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Woodlark - TMC

Thu Apr 17, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291604, Location: 36.092755, -94.200985

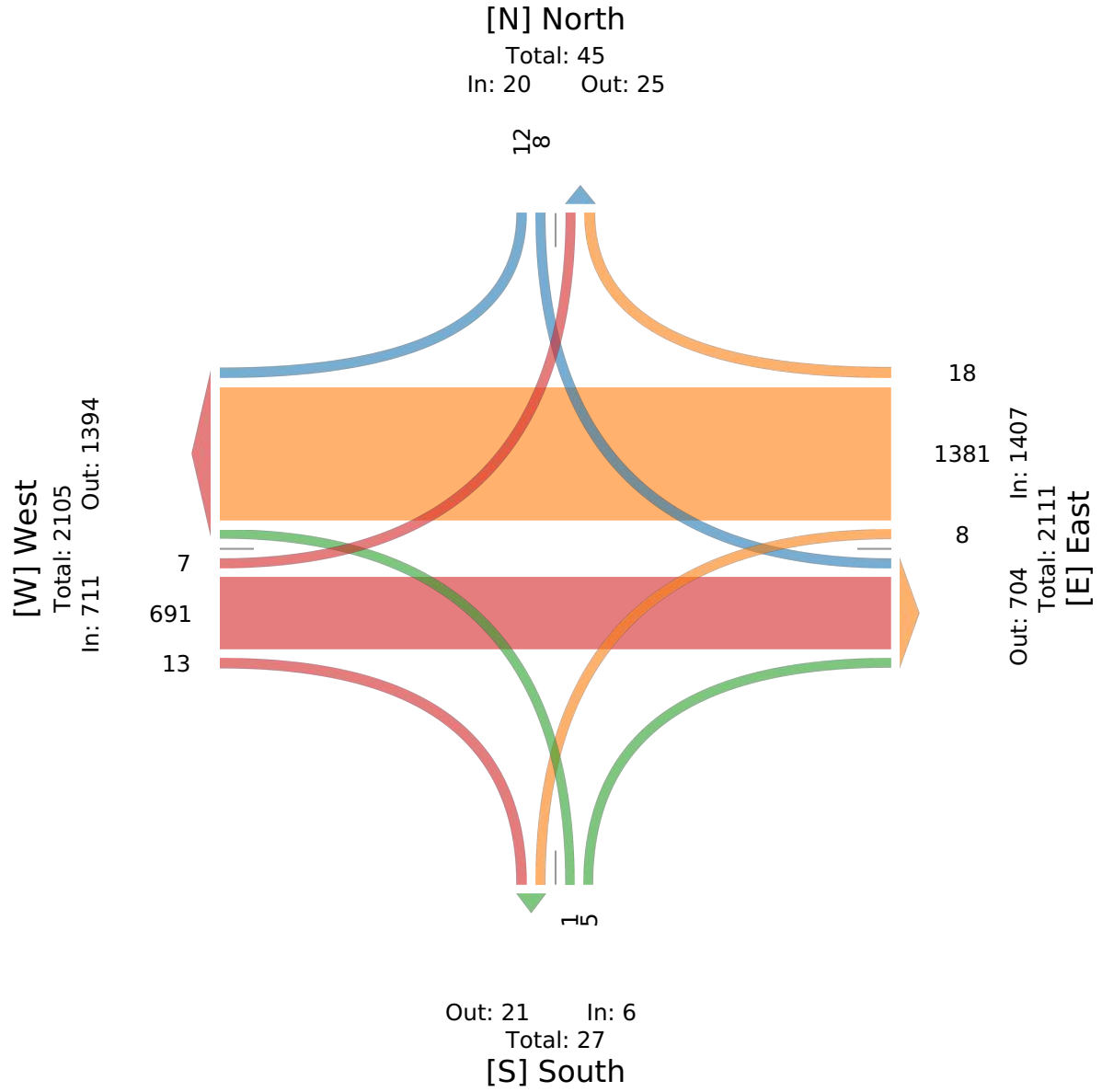
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-17 4:45PM | 1 | 165 | 1 | 0 | **167** | 2 | 348 | 5 | 0 | **355** | 1 | 0 | 1 | 0 | **2** | 1 | 0 | 4 | 0 | **5** | **529** |
| 5:00PM | 3 | 174 | 5 | 0 | **182** | 4 | 360 | 4 | 0 | **368** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 4 | 0 | **6** | **556** |
| 5:15PM | 0 | 178 | 5 | 0 | **183** | 1 | 384 | 6 | 0 | **391** | 0 | 0 | 2 | 0 | **2** | 2 | 0 | 3 | 0 | **5** | **581** |
| 5:30PM | 3 | 174 | 2 | 0 | **179** | 1 | 289 | 3 | 0 | **293** | 0 | 0 | 2 | 0 | **2** | 3 | 0 | 1 | 0 | **4** | **478** |
| **Total** | 7 | 691 | 13 | 0 | **711** | 8 | 1381 | 18 | 0 | **1407** | 1 | 0 | 5 | 0 | **6** | 8 | 0 | 12 | 0 | **20** | **2144** |
| **% Approach** | 1.0% | 97.2% | 1.8% | 0% | **-** | 0.6% | 98.2% | 1.3% | 0% | **-** | 16.7% | 0% | 83.3% | 0% | **-** | 40.0% | 0% | 60.0% | 0% | **-** | - |
| **% Total** | 0.3% | 32.2% | 0.6% | 0% | **33.2%** | 0.4% | 64.4% | 0.8% | 0% | **65.6%** | 0% | 0% | 0.2% | 0% | **0.3%** | 0.4% | 0% | 0.6% | 0% | **0.9%** | - |
| **PHF** | 0.583 | 0.971 | 0.650 | - | **0.971** | 0.500 | 0.899 | 0.750 | - | **0.900** | 0.250 | - | 0.625 | - | **0.750** | 0.667 | - | 0.750 | - | **0.833** | 0.923 |
| **Lights** | 7 | 689 | 13 | 0 | **709** | 8 | 1373 | 18 | 0 | **1399** | 1 | 0 | 5 | 0 | **6** | 8 | 0 | 12 | 0 | **20** | 2134 |
| **% Lights** | 100% | 99.7% | 100% | 0% | **99.7%** | 100% | 99.4% | 100% | 0% | **99.4%** | 100% | 0% | 100% | 0% | **100%** | 100% | 0% | 100% | 0% | **100%** | 99.5% |
| **Articulated Trucks** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 2 |
| **% Articulated Trucks** | 0% | 0.1% | 0% | 0% | **0.1%** | 0% | 0.1% | 0% | 0% | **0.1%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0.1% |
| **Buses and Single-Unit Trucks** | 0 | 1 | 0 | 0 | **1** | 0 | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 8 |
| **% Buses and Single-Unit Trucks** | 0% | 0.1% | 0% | 0% | **0.1%** | 0% | 0.5% | 0% | 0% | **0.5%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0.4% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Woodlark - TMC**
Thu Apr 17, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291604, Location: 36.092755, -94.200985

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Raven - TMC

Mon Apr 21, 2025
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291609, Location: 36.09271, -94.197452

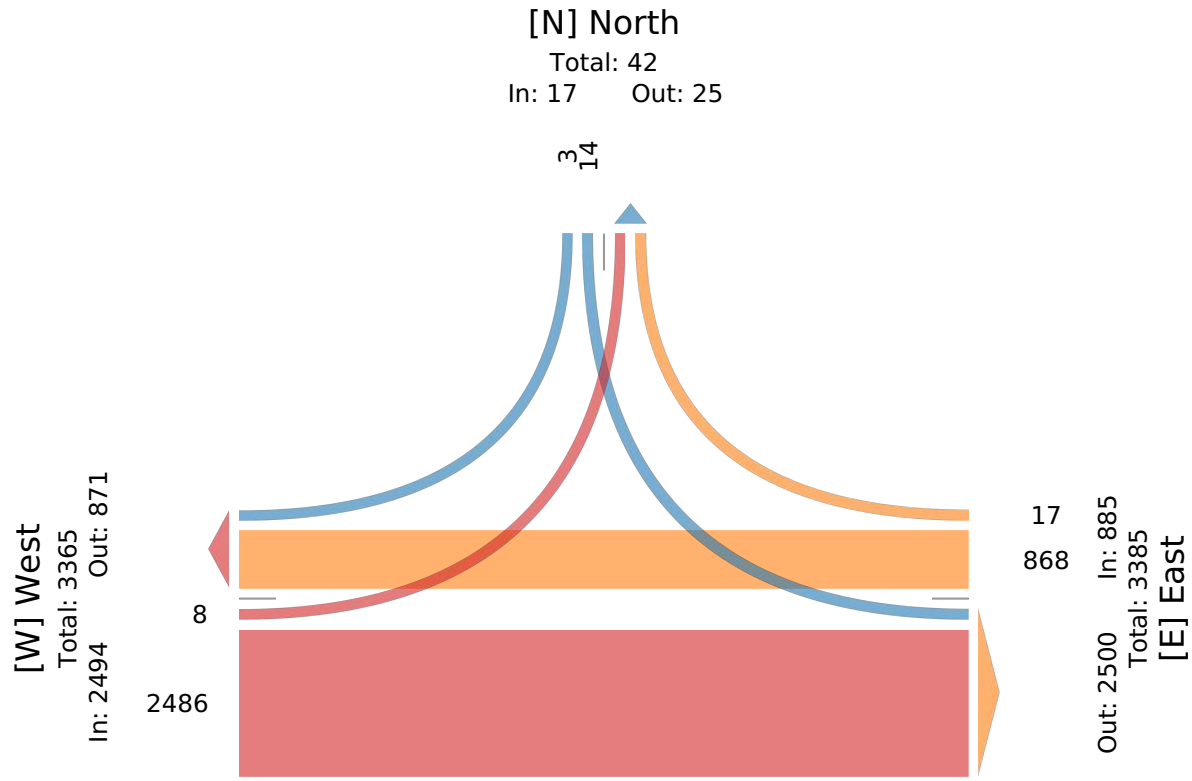
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | East Westbound | | | | North Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | U | **App** | T | R | U | **App** | L | R | U | **App** | **Int** |
| 2025-04-21 7:00AM | 1 | 268 | 0 | **269** | 90 | 1 | 0 | **91** | 0 | 1 | 0 | **1** | **361** |
| 7:15AM | 3 | 404 | 0 | **407** | 120 | 0 | 0 | **120** | 1 | 1 | 0 | **2** | **529** |
| 7:30AM | 0 | 445 | 0 | **445** | 109 | 2 | 0 | **111** | 0 | 0 | 0 | **0** | **556** |
| 7:45AM | 3 | 361 | 0 | **364** | 118 | 7 | 0 | **125** | 1 | 1 | 0 | **2** | **491** |
| Hourly Total | 7 | 1478 | 0 | **1485** | 437 | 10 | 0 | **447** | 2 | 3 | 0 | **5** | **1937** |
| 8:00AM | 0 | 342 | 0 | **342** | 87 | 1 | 0 | **88** | 4 | 0 | 0 | **4** | **434** |
| 8:15AM | 0 | 284 | 0 | **284** | 95 | 2 | 0 | **97** | 4 | 0 | 0 | **4** | **385** |
| 8:30AM | 1 | 206 | 0 | **207** | 121 | 2 | 0 | **123** | 1 | 0 | 0 | **1** | **331** |
| 8:45AM | 0 | 176 | 0 | **176** | 128 | 2 | 0 | **130** | 3 | 0 | 0 | **3** | **309** |
| Hourly Total | 1 | 1008 | 0 | **1009** | 431 | 7 | 0 | **438** | 12 | 0 | 0 | **12** | **1459** |
| 9:00AM | 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** |
| **Total** | 8 | 2486 | 0 | **2494** | 868 | 17 | 0 | **885** | 14 | 3 | 0 | **17** | **3396** |
| **% Approach** | 0.3% | 99.7% | 0% | **-** | 98.1% | 1.9% | 0% | **-** | 82.4% | 17.6% | 0% | **-** | - |
| **% Total** | 0.2% | 73.2% | 0% | **73.4%** | 25.6% | 0.5% | 0% | **26.1%** | 0.4% | 0.1% | 0% | **0.5%** | - |
| **Lights** | 8 | 2464 | 0 | **2472** | 850 | 17 | 0 | **867** | 14 | 3 | 0 | **17** | 3356 |
| **% Lights** | 100% | 99.1% | 0% | **99.1%** | 97.9% | 100% | 0% | **98.0%** | 100% | 100% | 0% | **100%** | 98.8% |
| **Articulated Trucks** | 0 | 2 | 0 | **2** | 2 | 0 | 0 | **2** | 0 | 0 | 0 | **0** | 4 |
| **% Articulated Trucks** | 0% | 0.1% | 0% | **0.1%** | 0.2% | 0% | 0% | **0.2%** | 0% | 0% | 0% | **0%** | 0.1% |
| **Buses and Single-Unit Trucks** | 0 | 20 | 0 | **20** | 16 | 0 | 0 | **16** | 0 | 0 | 0 | **0** | 36 |
| **% Buses and Single-Unit Trucks** | 0% | 0.8% | 0% | **0.8%** | 1.8% | 0% | 0% | **1.8%** | 0% | 0% | 0% | **0%** | 1.1% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Raven - TMC**
Mon Apr 21, 2025
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291609, Location: 36.09271, -94.197452

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Raven - TMC

Mon Apr 21, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291609, Location: 36.09271, -94.197452

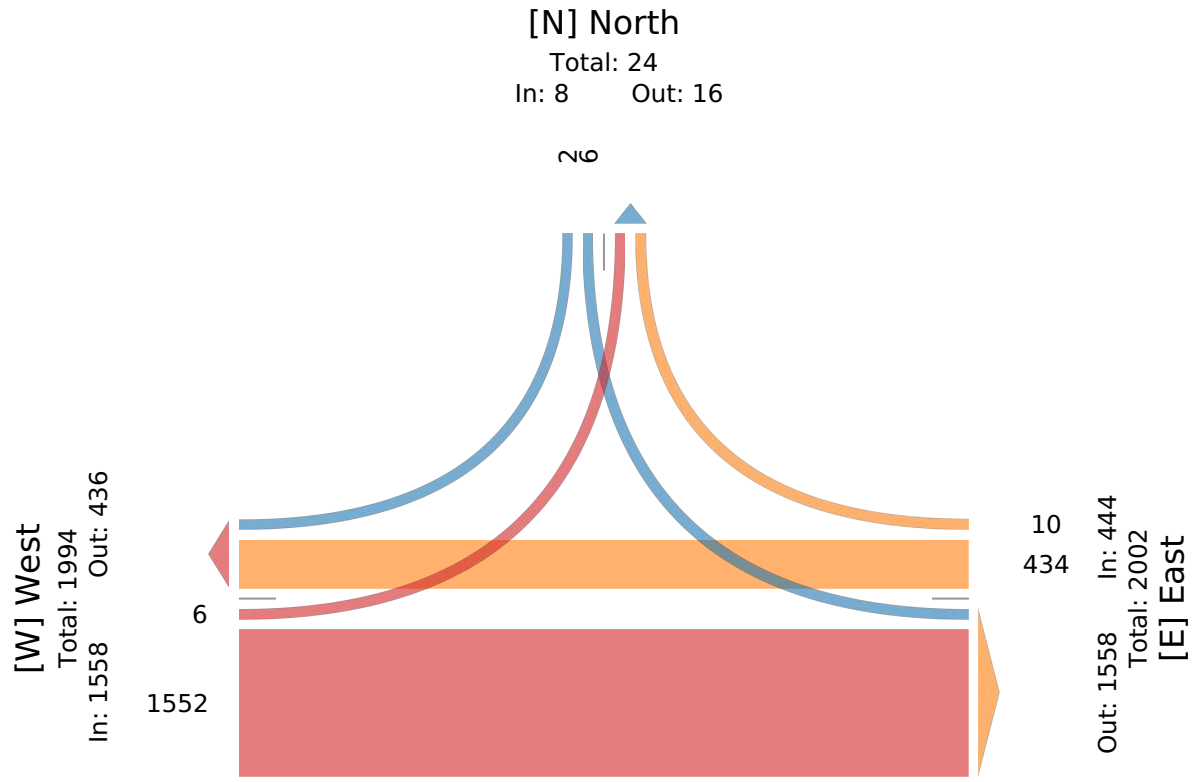
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg<br>Direction | West<br>Eastbound | | | | East<br>Westbound | | | | North<br>Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | U | **App** | T | R | U | **App** | L | R | U | **App** | **Int** |
| 2025-04-21 7:15AM | 3 | 404 | 0 | **407** | 120 | 0 | 0 | **120** | 1 | 1 | 0 | **2** | **529** |
| 7:30AM | 0 | 445 | 0 | **445** | 109 | 2 | 0 | **111** | 0 | 0 | 0 | **0** | **556** |
| 7:45AM | 3 | 361 | 0 | **364** | 118 | 7 | 0 | **125** | 1 | 1 | 0 | **2** | **491** |
| 8:00AM | 0 | 342 | 0 | **342** | 87 | 1 | 0 | **88** | 4 | 0 | 0 | **4** | **434** |
| **Total** | 6 | 1552 | 0 | **1558** | 434 | 10 | 0 | **444** | 6 | 2 | 0 | **8** | **2010** |
| **% Approach** | 0.4% | 99.6% | 0% | **-** | 97.7% | 2.3% | 0% | **-** | 75.0% | 25.0% | 0% | **-** | - |
| **% Total** | 0.3% | 77.2% | 0% | **77.5%** | 21.6% | 0.5% | 0% | **22.1%** | 0.3% | 0.1% | 0% | **0.4%** | - |
| **PHF** | 0.500 | 0.872 | - | **0.875** | 0.904 | 0.357 | - | **0.888** | 0.375 | 0.500 | - | **0.500** | 0.904 |
| **Lights** | 6 | 1543 | 0 | **1549** | 429 | 10 | 0 | **439** | 6 | 2 | 0 | **8** | 1996 |
| **% Lights** | 100% | 99.4% | 0% | **99.4%** | 98.8% | 100% | 0% | **98.9%** | 100% | 100% | 0% | **100%** | 99.3% |
| **Articulated Trucks** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 1 |
| **% Articulated Trucks** | 0% | 0.1% | 0% | **0.1%** | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | **0%** | 0% |
| **Buses and Single-Unit Trucks** | 0 | 8 | 0 | **8** | 5 | 0 | 0 | **5** | 0 | 0 | 0 | **0** | 13 |
| **% Buses and Single-Unit Trucks** | 0% | 0.5% | 0% | **0.5%** | 1.2% | 0% | 0% | **1.1%** | 0% | 0% | 0% | **0%** | 0.6% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Raven - TMC**
Mon Apr 21, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291609, Location: 36.09271, -94.197452

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Raven - TMC

Mon Apr 21, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291607, Location: 36.09271, -94.197452

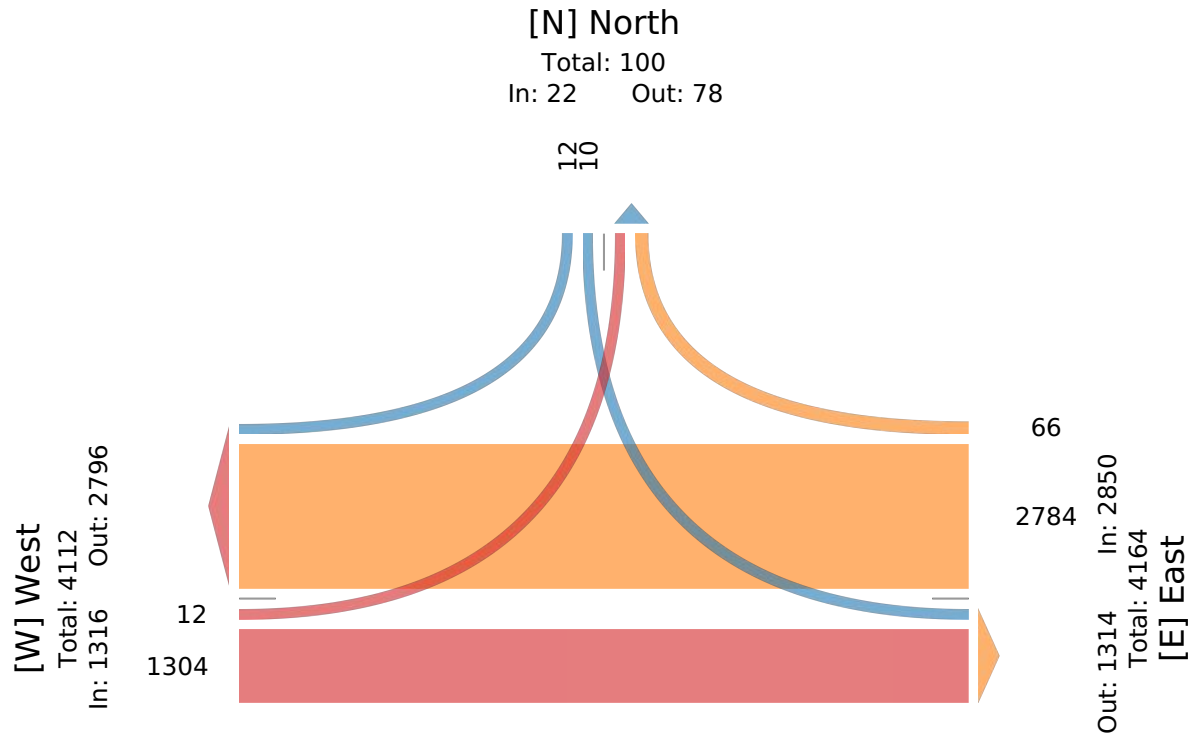
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | East Westbound | | | | North Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | U | **App** | T | R | U | **App** | L | R | U | **App** | **Int** |
| 2025-04-21 4:00PM | 2 | 138 | 0 | **140** | 291 | 6 | 0 | **297** | 3 | 1 | 0 | **4** | **441** |
| 4:15PM | 0 | 131 | 0 | **131** | 347 | 5 | 0 | **352** | 0 | 0 | 0 | **0** | **483** |
| 4:30PM | 2 | 147 | 0 | **149** | 355 | 14 | 0 | **369** | 1 | 1 | 0 | **2** | **520** |
| 4:45PM | 1 | 147 | 0 | **148** | 331 | 9 | 0 | **340** | 1 | 2 | 0 | **3** | **491** |
| Hourly Total | 5 | 563 | 0 | **568** | 1324 | 34 | 0 | **1358** | 5 | 4 | 0 | **9** | **1935** |
| 5:00PM | 2 | 205 | 0 | **207** | 394 | 5 | 0 | **399** | 0 | 3 | 0 | **3** | **609** |
| 5:15PM | 3 | 180 | 0 | **183** | 412 | 9 | 0 | **421** | 2 | 2 | 0 | **4** | **608** |
| 5:30PM | 0 | 192 | 0 | **192** | 367 | 11 | 0 | **378** | 1 | 2 | 0 | **3** | **573** |
| 5:45PM | 2 | 164 | 0 | **166** | 287 | 7 | 0 | **294** | 2 | 1 | 0 | **3** | **463** |
| Hourly Total | 7 | 741 | 0 | **748** | 1460 | 32 | 0 | **1492** | 5 | 8 | 0 | **13** | **2253** |
| **Total** | 12 | 1304 | 0 | **1316** | 2784 | 66 | 0 | **2850** | 10 | 12 | 0 | **22** | **4188** |
| **% Approach** | 0.9% | 99.1% | 0% | **-** | 97.7% | 2.3% | 0% | **-** | 45.5% | 54.5% | 0% | **-** | - |
| **% Total** | 0.3% | 31.1% | 0% | **31.4%** | 66.5% | 1.6% | 0% | **68.1%** | 0.2% | 0.3% | 0% | **0.5%** | - |
| **Lights** | 12 | 1287 | 0 | **1299** | 2773 | 66 | 0 | **2839** | 10 | 12 | 0 | **22** | 4160 |
| **% Lights** | 100% | 98.7% | 0% | **98.7%** | 99.6% | 100% | 0% | **99.6%** | 100% | 100% | 0% | **100%** | 99.3% |
| **Articulated Trucks** | 0 | 2 | 0 | **2** | 3 | 0 | 0 | **3** | 0 | 0 | 0 | **0** | 5 |
| **% Articulated Trucks** | 0% | 0.2% | 0% | **0.2%** | 0.1% | 0% | 0% | **0.1%** | 0% | 0% | 0% | **0%** | 0.1% |
| **Buses and Single-Unit Trucks** | 0 | 15 | 0 | **15** | 8 | 0 | 0 | **8** | 0 | 0 | 0 | **0** | 23 |
| **% Buses and Single-Unit Trucks** | 0% | 1.2% | 0% | **1.1%** | 0.3% | 0% | 0% | **0.3%** | 0% | 0% | 0% | **0%** | 0.5% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Raven - TMC**
Mon Apr 21, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291607, Location: 36.09271, -94.197452

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Raven - TMC

Mon Apr 21, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291607, Location: 36.09271, -94.197452

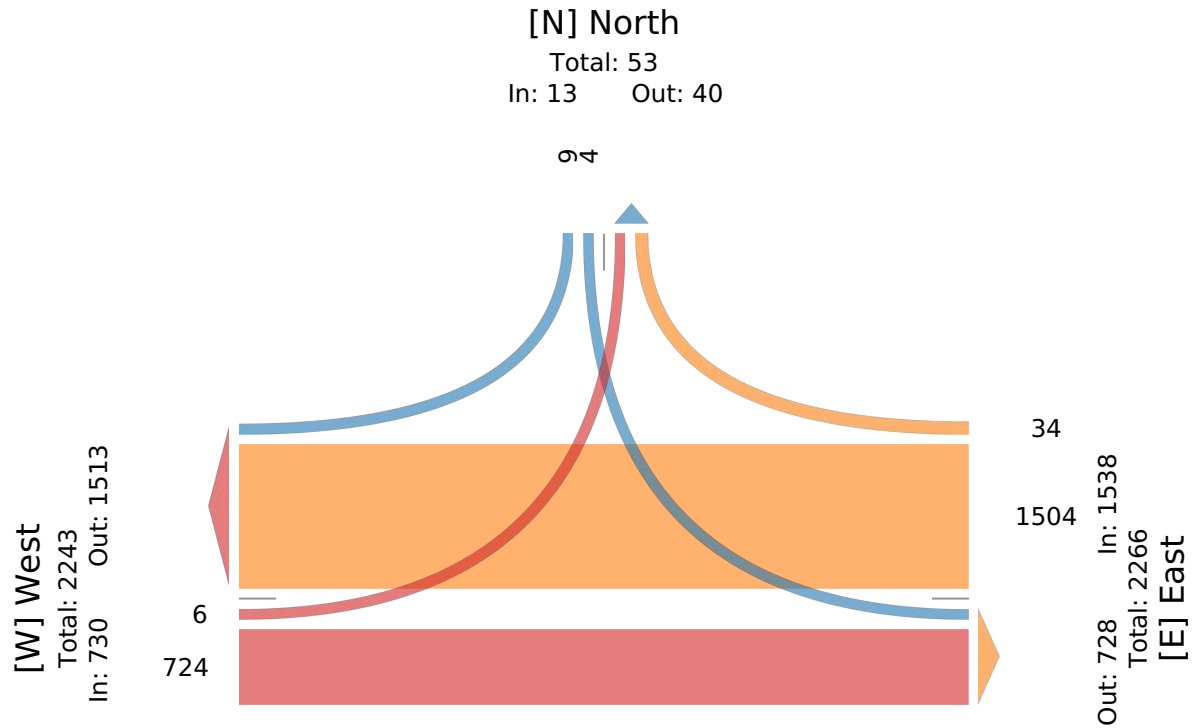
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg | West | | | | East | | | | North | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | Westbound | | | | Southbound | | | | |
| Time | L | T | U | **App** | T | R | U | **App** | L | R | U | **App** | **Int** |
| 2025-04-21 4:45PM | 1 | 147 | 0 | **148** | 331 | 9 | 0 | **340** | 1 | 2 | 0 | **3** | **491** |
| 5:00PM | 2 | 205 | 0 | **207** | 394 | 5 | 0 | **399** | 0 | 3 | 0 | **3** | **609** |
| 5:15PM | 3 | 180 | 0 | **183** | 412 | 9 | 0 | **421** | 2 | 2 | 0 | **4** | **608** |
| 5:30PM | 0 | 192 | 0 | **192** | 367 | 11 | 0 | **378** | 1 | 2 | 0 | **3** | **573** |
| **Total** | 6 | 724 | 0 | **730** | 1504 | 34 | 0 | **1538** | 4 | 9 | 0 | **13** | **2281** |
| **% Approach** | 0.8% | 99.2% | 0% | **-** | 97.8% | 2.2% | 0% | **-** | 30.8% | 69.2% | 0% | **-** | - |
| **% Total** | 0.3% | 31.7% | 0% | **32.0%** | 65.9% | 1.5% | 0% | **67.4%** | 0.2% | 0.4% | 0% | **0.6%** | - |
| **PHF** | 0.500 | 0.883 | - | **0.882** | 0.913 | 0.773 | - | **0.913** | 0.500 | 0.750 | - | **0.813** | 0.936 |
| **Lights** | 6 | 717 | 0 | **723** | 1500 | 34 | 0 | **1534** | 4 | 9 | 0 | **13** | 2270 |
| **% Lights** | 100% | 99.0% | 0% | **99.0%** | 99.7% | 100% | 0% | **99.7%** | 100% | 100% | 0% | **100%** | 99.5% |
| **Articulated Trucks** | 0 | 2 | 0 | **2** | 2 | 0 | 0 | **2** | 0 | 0 | 0 | **0** | 4 |
| **% Articulated Trucks** | 0% | 0.3% | 0% | **0.3%** | 0.1% | 0% | 0% | **0.1%** | 0% | 0% | 0% | **0%** | 0.2% |
| **Buses and Single-Unit Trucks** | 0 | 5 | 0 | **5** | 2 | 0 | 0 | **2** | 0 | 0 | 0 | **0** | 7 |
| **% Buses and Single-Unit Trucks** | 0% | 0.7% | 0% | **0.7%** | 0.1% | 0% | 0% | **0.1%** | 0% | 0% | 0% | **0%** | 0.3% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Raven - TMC**
Mon Apr 21, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291607, Location: 36.09271, -94.197452

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Shiloh - TMC

Tue Apr 22, 2025
Full Length (7 AM-9:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291612, Location: 36.092676, -94.193729

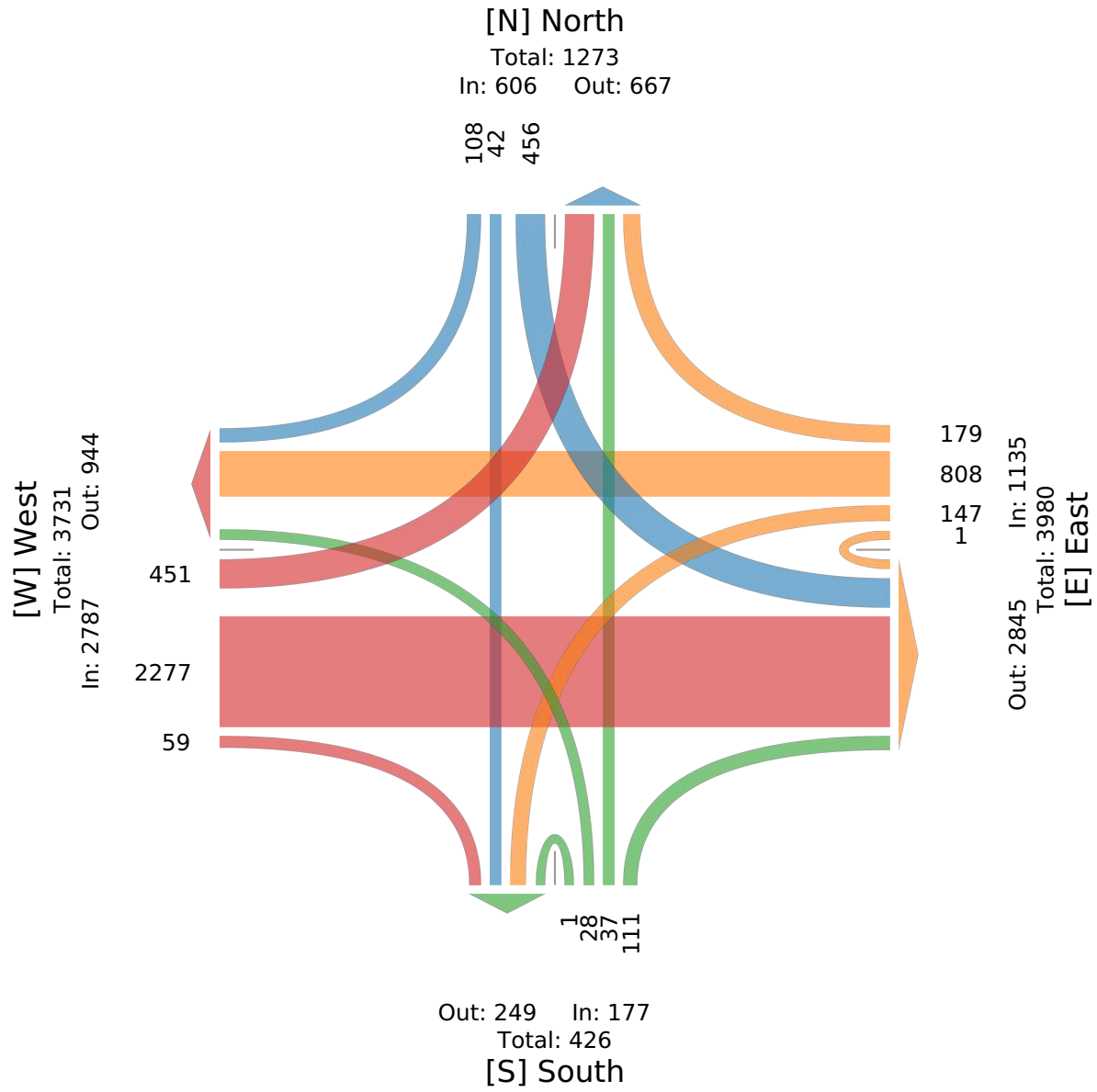
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg | West | | | | | East | | | | | South | | | | | North | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | Westbound | | | | | Northbound | | | | | Southbound | | | | | |
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-22 7:00AM | 27 | 227 | 7 | 0 | **261** | 14 | 96 | 19 | 0 | **129** | 4 | 8 | 9 | 0 | **21** | 47 | 1 | 11 | 0 | **59** | **470** |
| 7:15AM | 57 | 359 | 6 | 0 | **422** | 17 | 87 | 18 | 0 | **122** | 4 | 5 | 15 | 0 | **24** | 61 | 5 | 21 | 0 | **87** | **655** |
| 7:30AM | 67 | 352 | 8 | 0 | **427** | 23 | 122 | 19 | 0 | **164** | 4 | 5 | 18 | 1 | **28** | 53 | 5 | 7 | 0 | **65** | **684** |
| 7:45AM | 79 | 334 | 16 | 0 | **429** | 23 | 83 | 28 | 0 | **134** | 7 | 4 | 15 | 0 | **26** | 63 | 9 | 6 | 0 | **78** | **667** |
| Hourly Total | 230 | 1272 | 37 | 0 | **1539** | 77 | 388 | 84 | 0 | **549** | 19 | 22 | 57 | 1 | **99** | 224 | 20 | 45 | 0 | **289** | **2476** |
| 8:00AM | 67 | 308 | 10 | 0 | **385** | 25 | 79 | 24 | 0 | **128** | 0 | 3 | 15 | 0 | **18** | 53 | 6 | 12 | 0 | **71** | **602** |
| 8:15AM | 51 | 249 | 5 | 0 | **305** | 19 | 73 | 15 | 0 | **107** | 3 | 4 | 9 | 0 | **16** | 51 | 3 | 10 | 0 | **64** | **492** |
| 8:30AM | 32 | 171 | 4 | 0 | **207** | 10 | 94 | 20 | 1 | **125** | 0 | 3 | 10 | 0 | **13** | 50 | 3 | 10 | 0 | **63** | **408** |
| 8:45AM | 46 | 148 | 2 | 0 | **196** | 10 | 102 | 27 | 0 | **139** | 4 | 2 | 11 | 0 | **17** | 48 | 6 | 18 | 0 | **72** | **424** |
| Hourly Total | 196 | 876 | 21 | 0 | **1093** | 64 | 348 | 86 | 1 | **499** | 7 | 12 | 45 | 0 | **64** | 202 | 18 | 50 | 0 | **270** | **1926** |
| 9:00AM | 25 | 129 | 1 | 0 | **155** | 6 | 72 | 9 | 0 | **87** | 2 | 3 | 9 | 0 | **14** | 30 | 4 | 13 | 0 | **47** | **303** |
| 9:15AM | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Hourly Total | 25 | 129 | 1 | 0 | **155** | 6 | 72 | 9 | 0 | **87** | 2 | 3 | 9 | 0 | **14** | 30 | 4 | 13 | 0 | **47** | **303** |
| **Total** | 451 | 2277 | 59 | 0 | **2787** | 147 | 808 | 179 | 1 | **1135** | 28 | 37 | 111 | 1 | **177** | 456 | 42 | 108 | 0 | **606** | **4705** |
| **% Approach** | 16.2% | 81.7% | 2.1% | 0% | **-** | 13.0% | 71.2% | 15.8% | 0.1% | **-** | 15.8% | 20.9% | 62.7% | 0.6% | **-** | 75.2% | 6.9% | 17.8% | 0% | **-** | - |
| **% Total** | 9.6% | 48.4% | 1.3% | 0% | **59.2%** | 3.1% | 17.2% | 3.8% | 0% | **24.1%** | 0.6% | 0.8% | 2.4% | 0% | **3.8%** | 9.7% | 0.9% | 2.3% | 0% | **12.9%** | - |
| **Lights** | 449 | 2249 | 56 | 0 | **2754** | 141 | 788 | 171 | 1 | **1101** | 23 | 37 | 104 | 1 | **165** | 449 | 38 | 102 | 0 | **589** | 4609 |
| **% Lights** | 99.6% | 98.8% | 94.9% | 0% | **98.8%** | 95.9% | 97.5% | 95.5% | 100% | **97.0%** | 82.1% | 100% | 93.7% | 100% | **93.2%** | 98.5% | 90.5% | 94.4% | 0% | **97.2%** | 98.0% |
| **Articulated Trucks** | 0 | 3 | 0 | 0 | **3** | 1 | 2 | 3 | 0 | **6** | 0 | 0 | 1 | 0 | **1** | 2 | 1 | 0 | 0 | **3** | 13 |
| **% Articulated Trucks** | 0% | 0.1% | 0% | 0% | **0.1%** | 0.7% | 0.2% | 1.7% | 0% | **0.5%** | 0% | 0% | 0.9% | 0% | **0.6%** | 0.4% | 2.4% | 0% | 0% | **0.5%** | 0.3% |
| **Buses and Single-Unit Trucks** | 2 | 25 | 3 | 0 | **30** | 5 | 18 | 5 | 0 | **28** | 5 | 0 | 6 | 0 | **11** | 5 | 3 | 6 | 0 | **14** | 83 |
| **% Buses and Single-Unit Trucks** | 0.4% | 1.1% | 5.1% | 0% | **1.1%** | 3.4% | 2.2% | 2.8% | 0% | **2.5%** | 17.9% | 0% | 5.4% | 0% | **6.2%** | 1.1% | 7.1% | 5.6% | 0% | **2.3%** | 1.8% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Shiloh - TMC**
Tue Apr 22, 2025
Full Length (7 AM-9:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291612, Location: 36.092676, -94.193729

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Shiloh - TMC

Tue Apr 22, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291612, Location: 36.092676, -94.193729

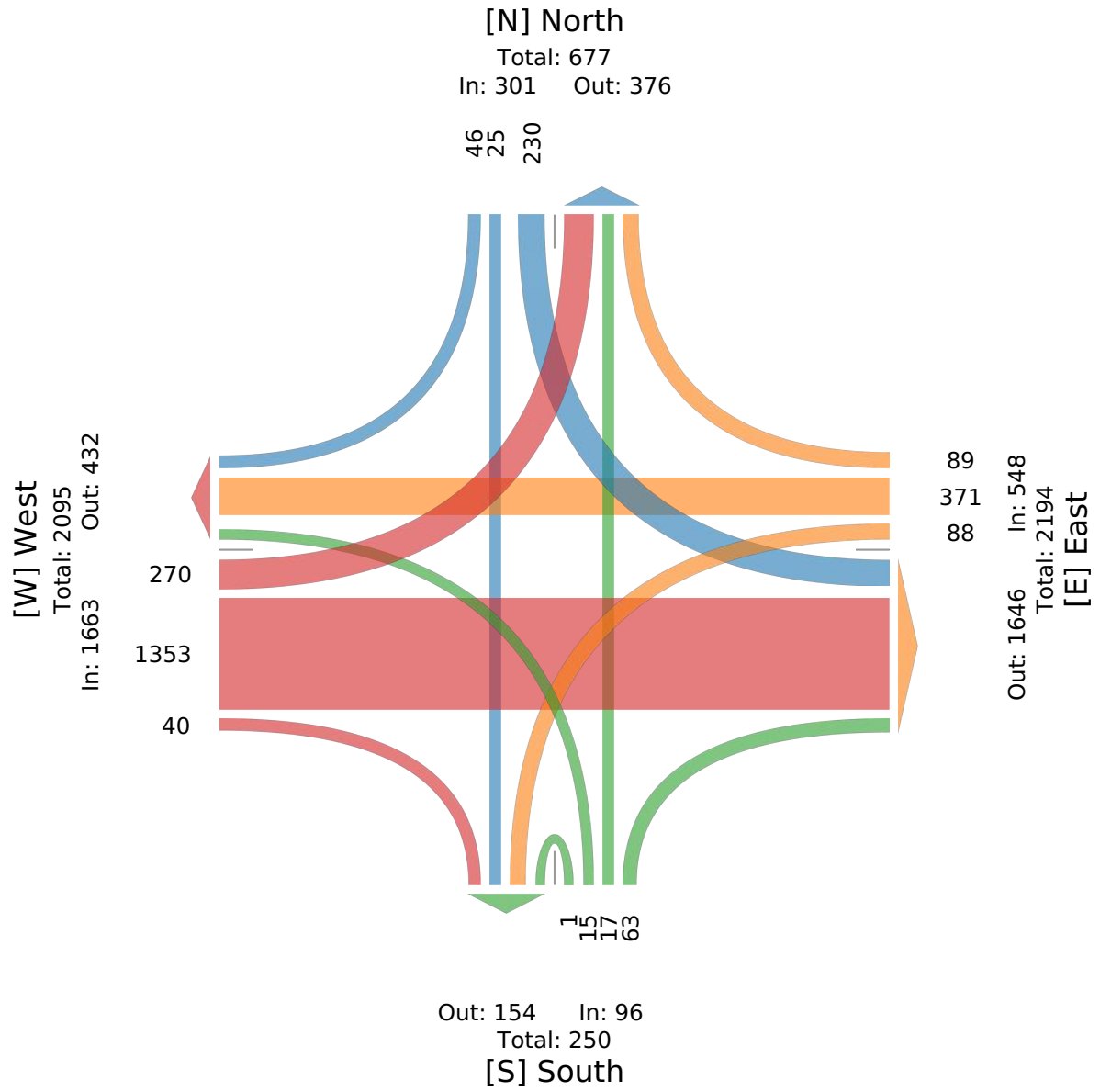
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg | West | | | | | East | | | | | South | | | | | North | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | Westbound | | | | | Northbound | | | | | Southbound | | | | | |
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-22 7:15AM | 57 | 359 | 6 | 0 | **422** | 17 | 87 | 18 | 0 | **122** | 4 | 5 | 15 | 0 | **24** | 61 | 5 | 21 | 0 | **87** | **655** |
| 7:30AM | 67 | 352 | 8 | 0 | **427** | 23 | 122 | 19 | 0 | **164** | 4 | 5 | 18 | 1 | **28** | 53 | 5 | 7 | 0 | **65** | **684** |
| 7:45AM | 79 | 334 | 16 | 0 | **429** | 23 | 83 | 28 | 0 | **134** | 7 | 4 | 15 | 0 | **26** | 63 | 9 | 6 | 0 | **78** | **667** |
| 8:00AM | 67 | 308 | 10 | 0 | **385** | 25 | 79 | 24 | 0 | **128** | 0 | 3 | 15 | 0 | **18** | 53 | 6 | 12 | 0 | **71** | **602** |
| **Total** | 270 | 1353 | 40 | 0 | **1663** | 88 | 371 | 89 | 0 | **548** | 15 | 17 | 63 | 1 | **96** | 230 | 25 | 46 | 0 | **301** | **2608** |
| **% Approach** | 16.2% | 81.4% | 2.4% | 0% | **-** | 16.1% | 67.7% | 16.2% | 0% | **-** | 15.6% | 17.7% | 65.6% | 1.0% | **-** | 76.4% | 8.3% | 15.3% | 0% | **-** | - |
| **% Total** | 10.4% | 51.9% | 1.5% | 0% | **63.8%** | 3.4% | 14.2% | 3.4% | 0% | **21.0%** | 0.6% | 0.7% | 2.4% | 0% | **3.7%** | 8.8% | 1.0% | 1.8% | 0% | **11.5%** | - |
| **PHF** | 0.854 | 0.942 | 0.625 | - | **0.969** | 0.880 | 0.760 | 0.795 | - | **0.835** | 0.536 | 0.850 | 0.875 | 0.250 | **0.857** | 0.913 | 0.694 | 0.548 | - | **0.865** | 0.953 |
| **Lights** | 270 | 1340 | 40 | 0 | **1650** | 86 | 363 | 84 | 0 | **533** | 15 | 17 | 60 | 1 | **93** | 227 | 22 | 44 | 0 | **293** | 2569 |
| **% Lights** | 100% | 99.0% | 100% | 0% | **99.2%** | 97.7% | 97.8% | 94.4% | 0% | **97.3%** | 100% | 100% | 95.2% | 100% | **96.9%** | 98.7% | 88.0% | 95.7% | 0% | **97.3%** | 98.5% |
| **Articulated Trucks** | 0 | 1 | 0 | 0 | **1** | 1 | 2 | 2 | 0 | **5** | 0 | 0 | 0 | 0 | **0** | 1 | 1 | 0 | 0 | **2** | 8 |
| **% Articulated Trucks** | 0% | 0.1% | 0% | 0% | **0.1%** | 1.1% | 0.5% | 2.2% | 0% | **0.9%** | 0% | 0% | 0% | 0% | **0%** | 0.4% | 4.0% | 0% | 0% | **0.7%** | 0.3% |
| **Buses and Single-Unit Trucks** | 0 | 12 | 0 | 0 | **12** | 1 | 6 | 3 | 0 | **10** | 0 | 0 | 3 | 0 | **3** | 2 | 2 | 2 | 0 | **6** | 31 |
| **% Buses and Single-Unit Trucks** | 0% | 0.9% | 0% | 0% | **0.7%** | 1.1% | 1.6% | 3.4% | 0% | **1.8%** | 0% | 0% | 4.8% | 0% | **3.1%** | 0.9% | 8.0% | 4.3% | 0% | **2.0%** | 1.2% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Shiloh - TMC**
Tue Apr 22, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291612, Location: 36.092676, -94.193729

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Deane Solomon & Shiloh - TMC

Tue Apr 22, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291593, Location: 36.094052, -94.193257

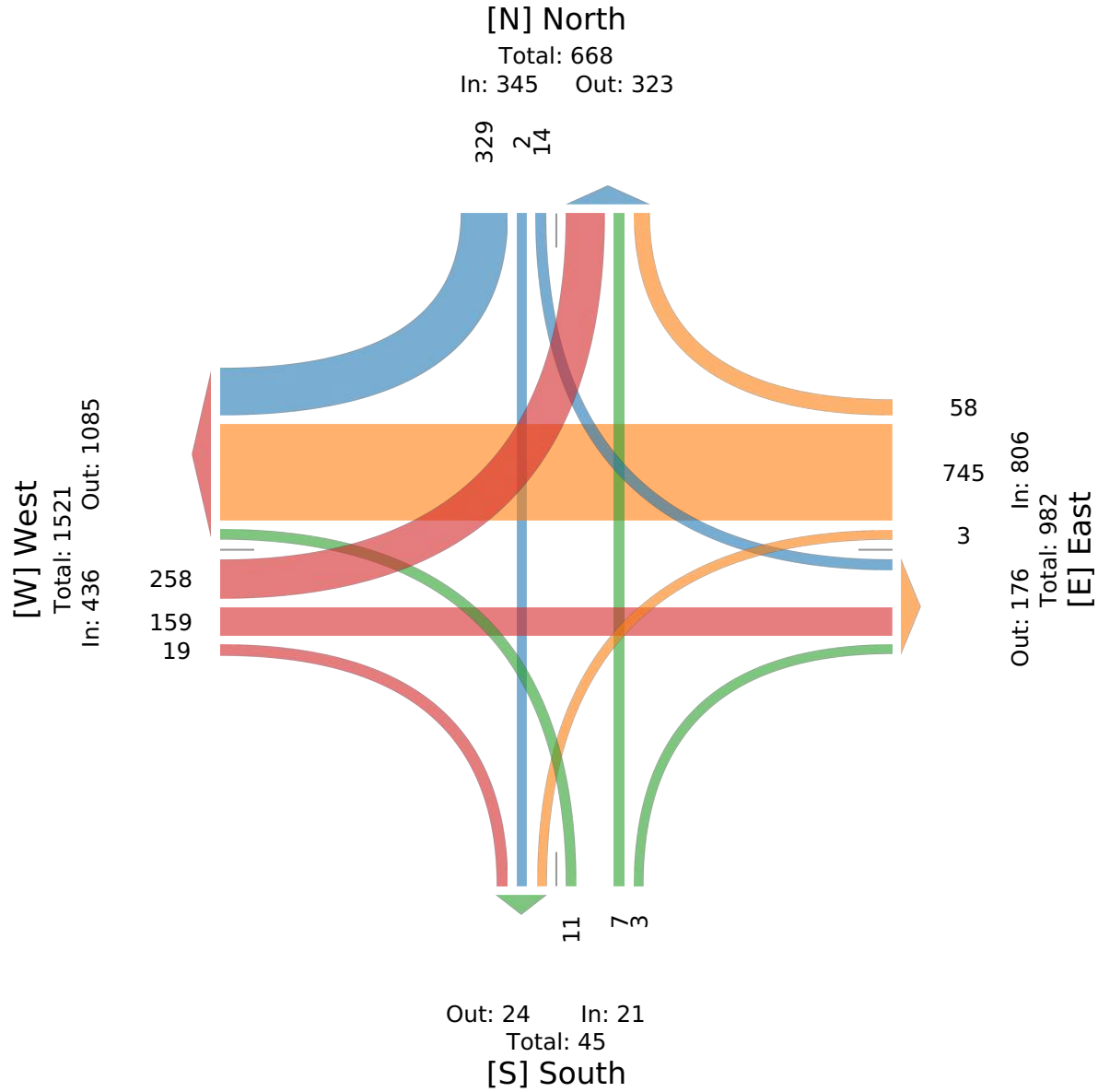
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-22 4:00PM | 30 | 20 | 2 | 0 | **52** | 0 | 80 | 8 | 0 | **88** | 1 | 0 | 0 | 0 | **1** | 2 | 0 | 35 | 0 | **37** | **178** |
| 4:15PM | 39 | 21 | 3 | 0 | **63** | 0 | 75 | 8 | 0 | **83** | 0 | 1 | 0 | 0 | **1** | 3 | 0 | 26 | 0 | **29** | **176** |
| 4:30PM | 37 | 23 | 2 | 0 | **62** | 0 | 81 | 5 | 0 | **86** | 1 | 0 | 1 | 0 | **2** | 2 | 0 | 36 | 0 | **38** | **188** |
| 4:45PM | 32 | 30 | 0 | 0 | **62** | 1 | 101 | 10 | 0 | **112** | 1 | 1 | 0 | 0 | **2** | 1 | 1 | 29 | 0 | **31** | **207** |
| Hourly Total | 138 | 94 | 7 | 0 | **239** | 1 | 337 | 31 | 0 | **369** | 3 | 2 | 1 | 0 | **6** | 8 | 1 | 126 | 0 | **135** | **749** |
| 5:00PM | 37 | 18 | 3 | 0 | **58** | 1 | 115 | 4 | 0 | **120** | 4 | 0 | 2 | 0 | **6** | 2 | 0 | 48 | 0 | **50** | **234** |
| 5:15PM | 24 | 18 | 2 | 0 | **44** | 1 | 96 | 10 | 0 | **107** | 1 | 2 | 0 | 0 | **3** | 1 | 0 | 34 | 0 | **35** | **189** |
| 5:30PM | 33 | 17 | 3 | 0 | **53** | 0 | 118 | 6 | 0 | **124** | 2 | 1 | 0 | 0 | **3** | 1 | 0 | 70 | 0 | **71** | **251** |
| 5:45PM | 26 | 12 | 4 | 0 | **42** | 0 | 79 | 7 | 0 | **86** | 1 | 2 | 0 | 0 | **3** | 2 | 1 | 51 | 0 | **54** | **185** |
| Hourly Total | 120 | 65 | 12 | 0 | **197** | 2 | 408 | 27 | 0 | **437** | 8 | 5 | 2 | 0 | **15** | 6 | 1 | 203 | 0 | **210** | **859** |
| **Total** | 258 | 159 | 19 | 0 | **436** | 3 | 745 | 58 | 0 | **806** | 11 | 7 | 3 | 0 | **21** | 14 | 2 | 329 | 0 | **345** | **1608** |
| **% Approach** | 59.2% | 36.5% | 4.4% | 0% | **-** | 0.4% | 92.4% | 7.2% | 0% | **-** | 52.4% | 33.3% | 14.3% | 0% | **-** | 4.1% | 0.6% | 95.4% | 0% | **-** | - |
| **% Total** | 16.0% | 9.9% | 1.2% | 0% | **27.1%** | 0.2% | 46.3% | 3.6% | 0% | **50.1%** | 0.7% | 0.4% | 0.2% | 0% | **1.3%** | 0.9% | 0.1% | 20.5% | 0% | **21.5%** | - |
| **Lights** | 257 | 159 | 19 | 0 | **435** | 3 | 740 | 58 | 0 | **801** | 11 | 7 | 3 | 0 | **21** | 14 | 2 | 325 | 0 | **341** | 1598 |
| **% Lights** | 99.6% | 100% | 100% | 0% | **99.8%** | 100% | 99.3% | 100% | 0% | **99.4%** | 100% | 100% | 100% | 0% | **100%** | 100% | 100% | 98.8% | 0% | **98.8%** | 99.4% |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 |
| **% Articulated Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% |
| **Buses and Single-Unit Trucks** | 1 | 0 | 0 | 0 | **1** | 0 | 5 | 0 | 0 | **5** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 4 | 0 | **4** | 10 |
| **% Buses and Single-Unit Trucks** | 0.4% | 0% | 0% | 0% | **0.2%** | 0% | 0.7% | 0% | 0% | **0.6%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 1.2% | 0% | **1.2%** | 0.6% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Deane Solomon & Shiloh - TMC**
Tue Apr 22, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291593, Location: 36.094052, -94.193257

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Deane Solomon & Shiloh - TMC

Tue Apr 22, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291593, Location: 36.094052, -94.193257

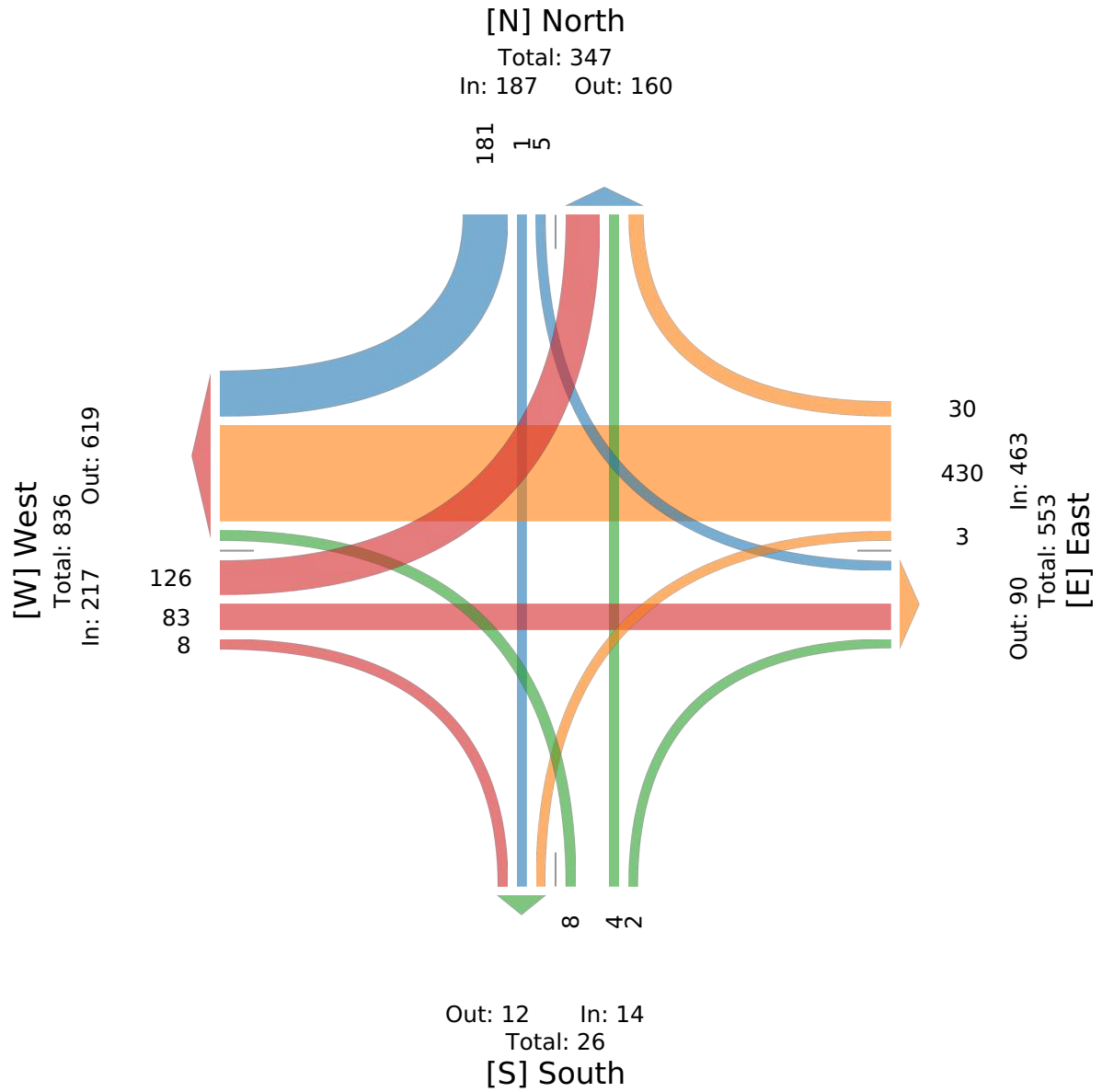
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-22 4:45PM | 32 | 30 | 0 | 0 | **62** | 1 | 101 | 10 | 0 | **112** | 1 | 1 | 0 | 0 | **2** | 1 | 1 | 29 | 0 | **31** | **207** |
| 5:00PM | 37 | 18 | 3 | 0 | **58** | 1 | 115 | 4 | 0 | **120** | 4 | 0 | 2 | 0 | **6** | 2 | 0 | 48 | 0 | **50** | **234** |
| 5:15PM | 24 | 18 | 2 | 0 | **44** | 1 | 96 | 10 | 0 | **107** | 1 | 2 | 0 | 0 | **3** | 1 | 0 | 34 | 0 | **35** | **189** |
| 5:30PM | 33 | 17 | 3 | 0 | **53** | 0 | 118 | 6 | 0 | **124** | 2 | 1 | 0 | 0 | **3** | 1 | 0 | 70 | 0 | **71** | **251** |
| **Total** | 126 | 83 | 8 | 0 | **217** | 3 | 430 | 30 | 0 | **463** | 8 | 4 | 2 | 0 | **14** | 5 | 1 | 181 | 0 | **187** | **881** |
| **% Approach** | 58.1% | 38.2% | 3.7% | 0% | **-** | 0.6% | 92.9% | 6.5% | 0% | **-** | 57.1% | 28.6% | 14.3% | 0% | **-** | 2.7% | 0.5% | 96.8% | 0% | **-** | - |
| **% Total** | 14.3% | 9.4% | 0.9% | 0% | **24.6%** | 0.3% | 48.8% | 3.4% | 0% | **52.6%** | 0.9% | 0.5% | 0.2% | 0% | **1.6%** | 0.6% | 0.1% | 20.5% | 0% | **21.2%** | - |
| **PHF** | 0.851 | 0.692 | 0.667 | - | **0.875** | 0.750 | 0.911 | 0.750 | - | **0.933** | 0.500 | 0.500 | 0.250 | - | **0.583** | 0.625 | 0.250 | 0.646 | - | **0.658** | 0.877 |
| **Lights** | 126 | 83 | 8 | 0 | **217** | 3 | 425 | 30 | 0 | **458** | 8 | 4 | 2 | 0 | **14** | 5 | 1 | 180 | 0 | **186** | 875 |
| **% Lights** | 100% | 100% | 100% | 0% | **100%** | 100% | 98.8% | 100% | 0% | **98.9%** | 100% | 100% | 100% | 0% | **100%** | 100% | 100% | 99.4% | 0% | **99.5%** | 99.3% |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 |
| **% Articulated Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% |
| **Buses and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 5 | 0 | 0 | **5** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | **1** | 6 |
| **% Buses and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 1.2% | 0% | 0% | **1.1%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0.6% | 0% | **0.5%** | 0.7% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Deane Solomon & Shiloh - TMC**
Tue Apr 22, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291593, Location: 36.094052, -94.193257

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Emil Dr. & Deane Solomon Rd. - TMC

Wed Apr 23, 2025
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291599, Location: 36.095952, -94.193505

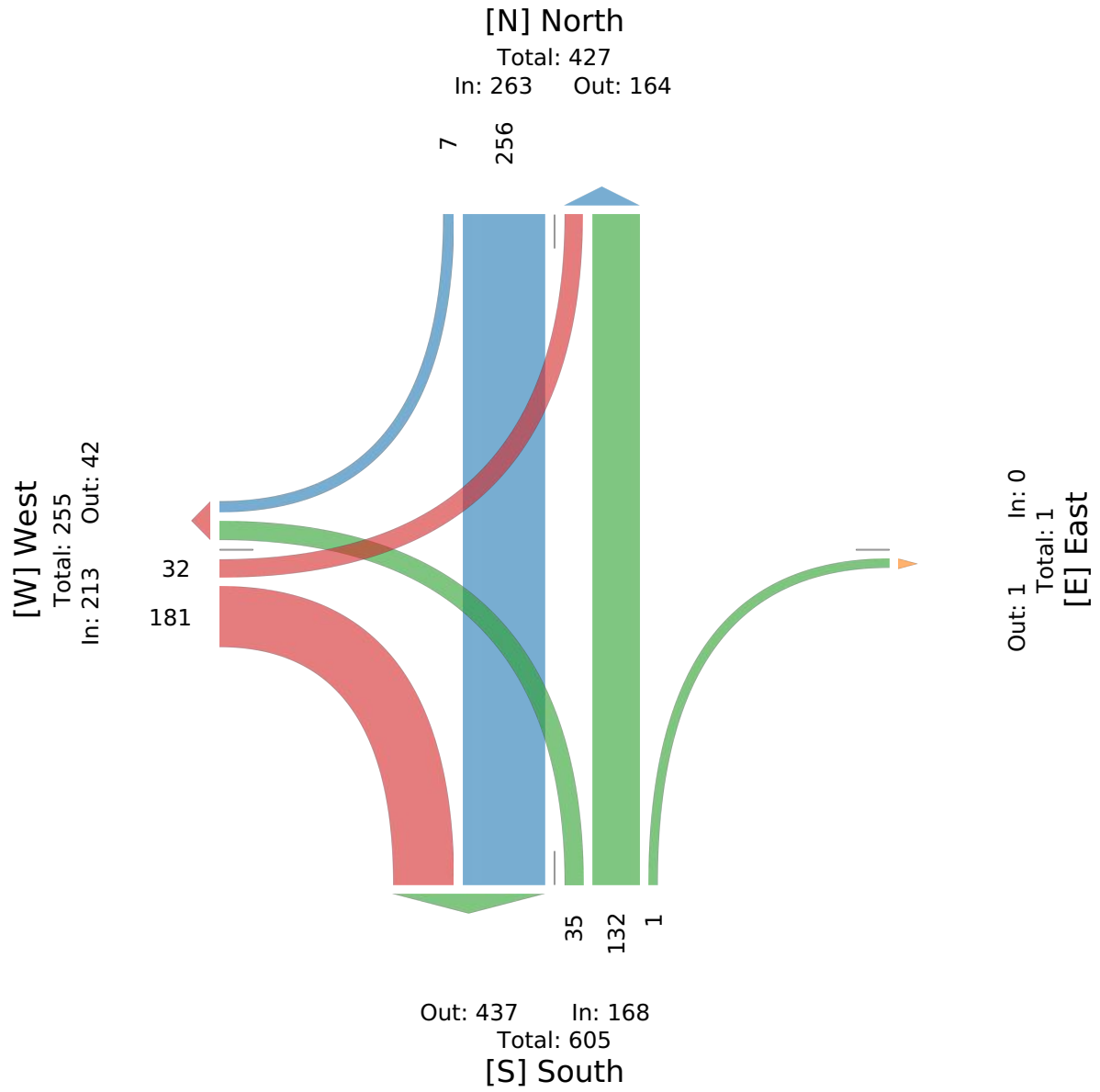
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-23 7:00AM | 4 | 0 | 20 | 0 | **24** | 0 | 0 | 0 | 0 | **0** | 4 | 13 | 0 | 0 | **17** | 0 | 29 | 1 | 0 | **30** | **71** |
| 7:15AM | 3 | 0 | 29 | 0 | **32** | 0 | 0 | 0 | 0 | **0** | 1 | 15 | 0 | 0 | **16** | 0 | 30 | 1 | 0 | **31** | **79** |
| 7:30AM | 6 | 0 | 33 | 0 | **39** | 0 | 0 | 0 | 0 | **0** | 5 | 16 | 0 | 0 | **21** | 0 | 40 | 1 | 0 | **41** | **101** |
| 7:45AM | 8 | 0 | 36 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | 3 | 23 | 0 | 0 | **26** | 0 | 41 | 2 | 0 | **43** | **113** |
| Hourly Total | 21 | 0 | 118 | 0 | **139** | 0 | 0 | 0 | 0 | **0** | 13 | 67 | 0 | 0 | **80** | 0 | 140 | 5 | 0 | **145** | **364** |
| 8:00AM | 1 | 0 | 26 | 0 | **27** | 0 | 0 | 0 | 0 | **0** | 5 | 20 | 0 | 0 | **25** | 0 | 36 | 1 | 0 | **37** | **89** |
| 8:15AM | 4 | 0 | 18 | 0 | **22** | 0 | 0 | 0 | 0 | **0** | 4 | 10 | 0 | 0 | **14** | 0 | 33 | 1 | 0 | **34** | **70** |
| 8:30AM | 3 | 0 | 13 | 0 | **16** | 0 | 0 | 0 | 0 | **0** | 8 | 15 | 0 | 0 | **23** | 0 | 26 | 0 | 0 | **26** | **65** |
| 8:45AM | 3 | 0 | 6 | 0 | **9** | 0 | 0 | 0 | 0 | **0** | 5 | 20 | 1 | 0 | **26** | 0 | 21 | 0 | 0 | **21** | **56** |
| Hourly Total | 11 | 0 | 63 | 0 | **74** | 0 | 0 | 0 | 0 | **0** | 22 | 65 | 1 | 0 | **88** | 0 | 116 | 2 | 0 | **118** | **280** |
| **Total** | 32 | 0 | 181 | 0 | **213** | 0 | 0 | 0 | 0 | **0** | 35 | 132 | 1 | 0 | **168** | 0 | 256 | 7 | 0 | **263** | **644** |
| **% Approach** | 15.0% | 0% | 85.0% | 0% | **-** | 0% | 0% | 0% | 0% | **-** | 20.8% | 78.6% | 0.6% | 0% | **-** | 0% | 97.3% | 2.7% | 0% | **-** | - |
| **% Total** | 5.0% | 0% | 28.1% | 0% | **33.1%** | 0% | 0% | 0% | 0% | **0%** | 5.4% | 20.5% | 0.2% | 0% | **26.1%** | 0% | 39.8% | 1.1% | 0% | **40.8%** | - |
| **Lights** | 32 | 0 | 180 | 0 | **212** | 0 | 0 | 0 | 0 | **0** | 35 | 128 | 1 | 0 | **164** | 0 | 249 | 7 | 0 | **256** | 632 |
| **% Lights** | 100% | 0% | 99.4% | 0% | **99.5%** | 0% | 0% | 0% | 0% | **-** | 100% | 97.0% | 100% | 0% | **97.6%** | 0% | 97.3% | 100% | 0% | **97.3%** | 98.1% |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 |
| **% Articulated Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **-** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% |
| **Buses and Single-Unit Trucks** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 0 | 0 | **4** | 0 | 7 | 0 | 0 | **7** | 12 |
| **% Buses and Single-Unit Trucks** | 0% | 0% | 0.6% | 0% | **0.5%** | 0% | 0% | 0% | 0% | **-** | 0% | 3.0% | 0% | 0% | **2.4%** | 0% | 2.7% | 0% | 0% | **2.7%** | 1.9% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Emil Dr. & Deane Solomon Rd. - TMC**
Wed Apr 23, 2025
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291599, Location: 36.095952, -94.193505

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Emil Dr. & Deane Solomon Rd. - TMC

Wed Apr 23, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291599, Location: 36.095952, -94.193505

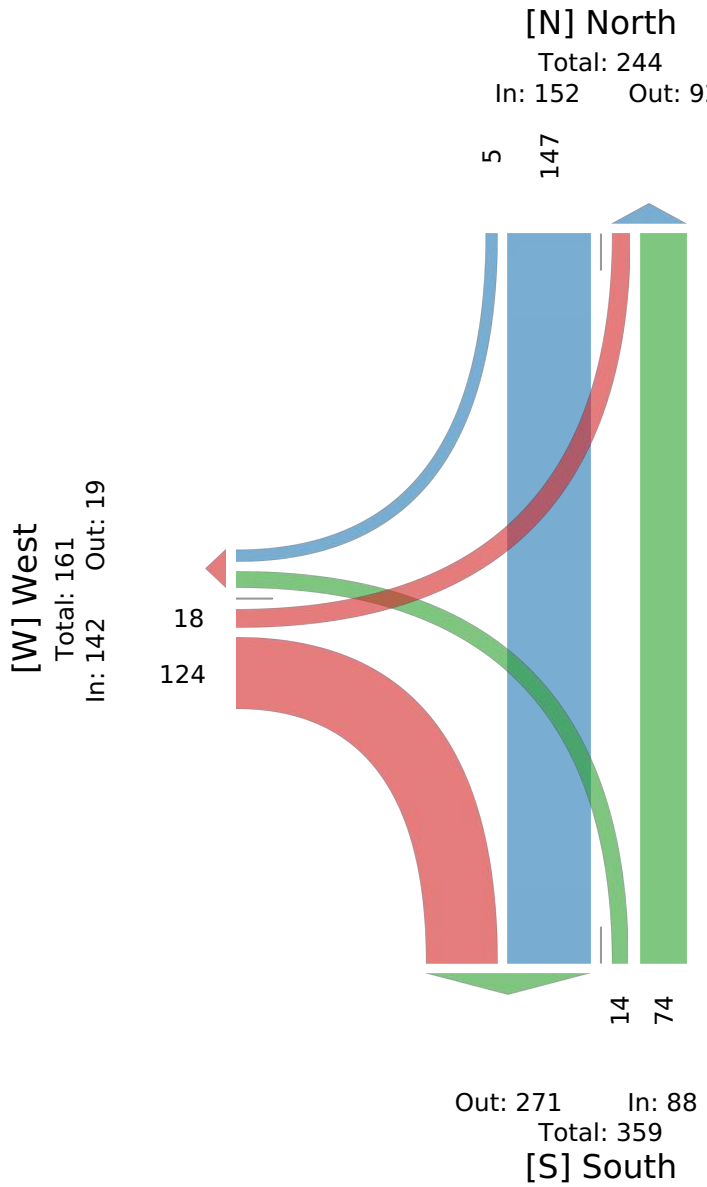
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-23 7:15AM | 3 | 0 | 29 | 0 | **32** | 0 | 0 | 0 | 0 | **0** | 1 | 15 | 0 | 0 | **16** | 0 | 30 | 1 | 0 | **31** | **79** |
| 7:30AM | 6 | 0 | 33 | 0 | **39** | 0 | 0 | 0 | 0 | **0** | 5 | 16 | 0 | 0 | **21** | 0 | 40 | 1 | 0 | **41** | **101** |
| 7:45AM | 8 | 0 | 36 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | 3 | 23 | 0 | 0 | **26** | 0 | 41 | 2 | 0 | **43** | **113** |
| 8:00AM | 1 | 0 | 26 | 0 | **27** | 0 | 0 | 0 | 0 | **0** | 5 | 20 | 0 | 0 | **25** | 0 | 36 | 1 | 0 | **37** | **89** |
| **Total** | 18 | 0 | 124 | 0 | **142** | 0 | 0 | 0 | 0 | **0** | 14 | 74 | 0 | 0 | **88** | 0 | 147 | 5 | 0 | **152** | **382** |
| **% Approach** | 12.7% | 0% | 87.3% | 0% | **-** | 0% | 0% | 0% | 0% | **-** | 15.9% | 84.1% | 0% | 0% | **-** | 0% | 96.7% | 3.3% | 0% | **-** | - |
| **% Total** | 4.7% | 0% | 32.5% | 0% | **37.2%** | 0% | 0% | 0% | 0% | **0%** | 3.7% | 19.4% | 0% | 0% | **23.0%** | 0% | 38.5% | 1.3% | 0% | **39.8%** | - |
| **PHF** | 0.563 | - | 0.861 | - | **0.807** | - | - | - | - | **-** | 0.700 | 0.804 | - | - | **0.846** | - | 0.896 | 0.625 | - | **0.884** | 0.845 |
| **Lights** | 18 | 0 | 124 | 0 | **142** | 0 | 0 | 0 | 0 | **0** | 14 | 73 | 0 | 0 | **87** | 0 | 144 | 5 | 0 | **149** | 378 |
| **% Lights** | 100% | 0% | 100% | 0% | **100%** | 0% | 0% | 0% | 0% | **-** | 100% | 98.6% | 0% | 0% | **98.9%** | 0% | 98.0% | 100% | 0% | **98.0%** | 99.0% |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 |
| **% Articulated Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **-** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% |
| **Buses and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 3 | 0 | 0 | **3** | 4 |
| **% Buses and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **-** | 0% | 1.4% | 0% | 0% | **1.1%** | 0% | 2.0% | 0% | 0% | **2.0%** | 1.0% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Emil Dr. & Deane Solomon Rd. - TMC**
Wed Apr 23, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291599, Location: 36.095952, -94.193505

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Emil Dr. & Deane Solomon Rd. - TMC

Tue Apr 22, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291598, Location: 36.095952, -94.193505

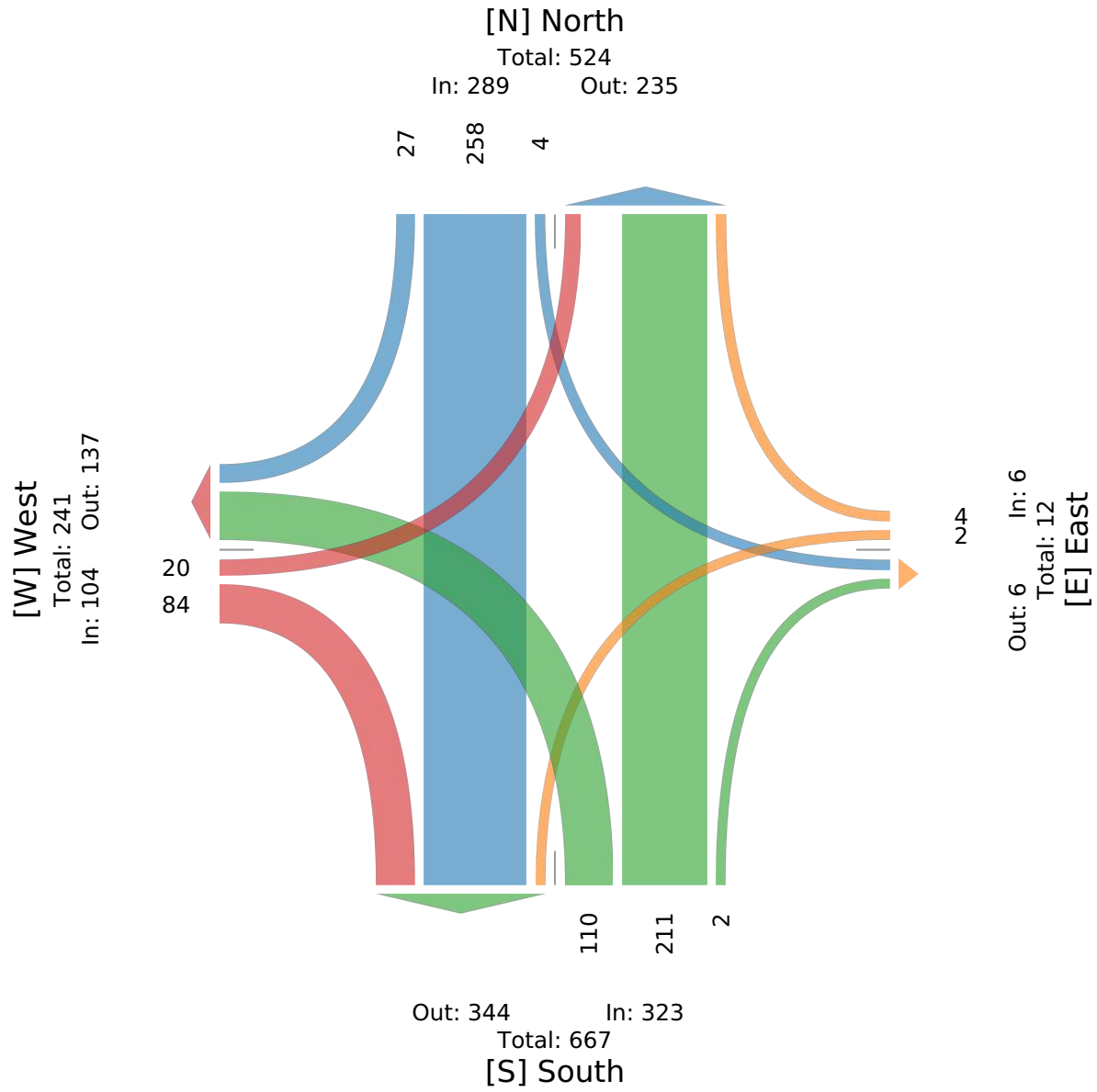
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-22 4:00PM | 2 | 0 | 7 | 0 | **9** | 0 | 0 | 1 | 0 | **1** | 14 | 26 | 0 | 0 | **40** | 1 | 31 | 4 | 0 | **36** | **86** |
| 4:15PM | 2 | 0 | 5 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 17 | 28 | 0 | 0 | **45** | 0 | 24 | 2 | 0 | **26** | **78** |
| 4:30PM | 2 | 0 | 14 | 0 | **16** | 0 | 0 | 0 | 0 | **0** | 17 | 28 | 0 | 0 | **45** | 0 | 23 | 3 | 0 | **26** | **87** |
| 4:45PM | 3 | 0 | 9 | 0 | **12** | 0 | 0 | 1 | 0 | **1** | 8 | 33 | 0 | 0 | **41** | 1 | 23 | 5 | 0 | **29** | **83** |
| Hourly Total | 9 | 0 | 35 | 0 | **44** | 0 | 0 | 2 | 0 | **2** | 56 | 115 | 0 | 0 | **171** | 2 | 101 | 14 | 0 | **117** | **334** |
| 5:00PM | 3 | 0 | 12 | 0 | **15** | 0 | 0 | 0 | 0 | **0** | 14 | 25 | 0 | 0 | **39** | 0 | 39 | 2 | 0 | **41** | **95** |
| 5:15PM | 3 | 0 | 4 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 12 | 27 | 0 | 0 | **39** | 2 | 30 | 3 | 0 | **35** | **81** |
| 5:30PM | 3 | 0 | 18 | 0 | **21** | 2 | 0 | 0 | 0 | **2** | 15 | 20 | 2 | 0 | **37** | 0 | 50 | 4 | 0 | **54** | **114** |
| 5:45PM | 2 | 0 | 15 | 0 | **17** | 0 | 0 | 2 | 0 | **2** | 13 | 24 | 0 | 0 | **37** | 0 | 38 | 4 | 0 | **42** | **98** |
| Hourly Total | 11 | 0 | 49 | 0 | **60** | 2 | 0 | 2 | 0 | **4** | 54 | 96 | 2 | 0 | **152** | 2 | 157 | 13 | 0 | **172** | **388** |
| **Total** | 20 | 0 | 84 | 0 | **104** | 2 | 0 | 4 | 0 | **6** | 110 | 211 | 2 | 0 | **323** | 4 | 258 | 27 | 0 | **289** | **722** |
| **% Approach** | 19.2% | 0% | 80.8% | 0% | **-** | 33.3% | 0% | 66.7% | 0% | **-** | 34.1% | 65.3% | 0.6% | 0% | **-** | 1.4% | 89.3% | 9.3% | 0% | **-** | - |
| **% Total** | 2.8% | 0% | 11.6% | 0% | **14.4%** | 0.3% | 0% | 0.6% | 0% | **0.8%** | 15.2% | 29.2% | 0.3% | 0% | **44.7%** | 0.6% | 35.7% | 3.7% | 0% | **40.0%** | - |
| **Lights** | 20 | 0 | 84 | 0 | **104** | 2 | 0 | 4 | 0 | **6** | 110 | 210 | 2 | 0 | **322** | 4 | 255 | 27 | 0 | **286** | 718 |
| **% Lights** | 100% | 0% | 100% | 0% | **100%** | 100% | 0% | 100% | 0% | **100%** | 100% | 99.5% | 100% | 0% | **99.7%** | 100% | 98.8% | 100% | 0% | **99.0%** | 99.4% |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 |
| **% Articulated Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% |
| **Buses and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 3 | 0 | 0 | **3** | 4 |
| **% Buses and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0.5% | 0% | 0% | **0.3%** | 0% | 1.2% | 0% | 0% | **1.0%** | 0.6% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Emil Dr. & Deane Solomon Rd. - TMC**
Tue Apr 22, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291598, Location: 36.095952, -94.193505

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Emil Dr. & Deane Solomon Rd. - TMC

Tue Apr 22, 2025
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291598, Location: 36.095952, -94.193505

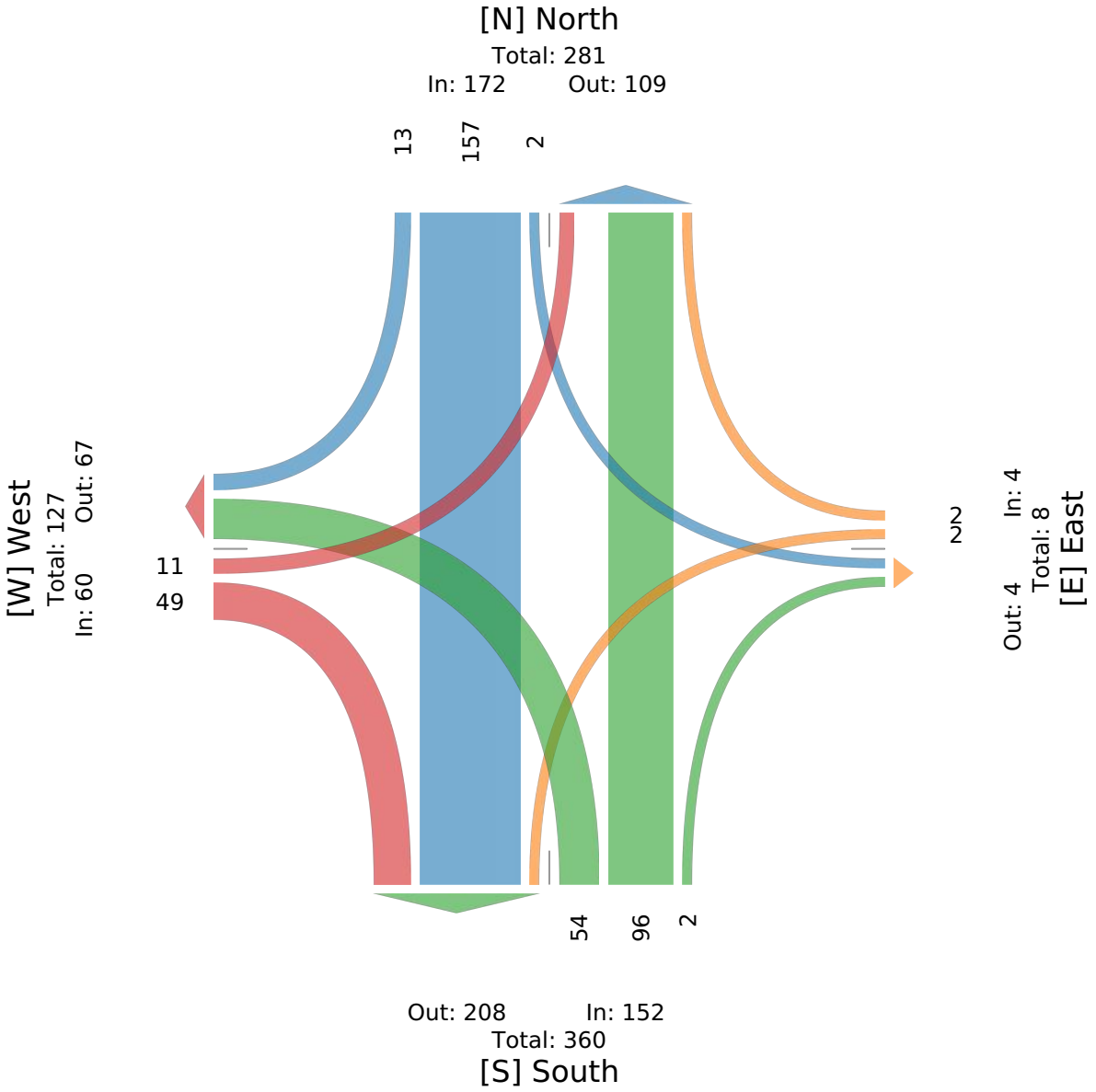
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg<br>Direction | West<br>Eastbound | | | | | East<br>Westbound | | | | | South<br>Northbound | | | | | North<br>Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-22 5:00PM | 3 | 0 | 12 | 0 | **15** | 0 | 0 | 0 | 0 | **0** | 14 | 25 | 0 | 0 | **39** | 0 | 39 | 2 | 0 | **41** | **95** |
| 5:15PM | 3 | 0 | 4 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 12 | 27 | 0 | 0 | **39** | 2 | 30 | 3 | 0 | **35** | **81** |
| 5:30PM | 3 | 0 | 18 | 0 | **21** | 2 | 0 | 0 | 0 | **2** | 15 | 20 | 2 | 0 | **37** | 0 | 50 | 4 | 0 | **54** | **114** |
| 5:45PM | 2 | 0 | 15 | 0 | **17** | 0 | 0 | 2 | 0 | **2** | 13 | 24 | 0 | 0 | **37** | 0 | 38 | 4 | 0 | **42** | **98** |
| **Total** | 11 | 0 | 49 | 0 | **60** | 2 | 0 | 2 | 0 | **4** | 54 | 96 | 2 | 0 | **152** | 2 | 157 | 13 | 0 | **172** | **388** |
| **% Approach** | 18.3% | 0% | 81.7% | 0% | **-** | 50.0% | 0% | 50.0% | 0% | **-** | 35.5% | 63.2% | 1.3% | 0% | **-** | 1.2% | 91.3% | 7.6% | 0% | **-** | - |
| **% Total** | 2.8% | 0% | 12.6% | 0% | **15.5%** | 0.5% | 0% | 0.5% | 0% | **1.0%** | 13.9% | 24.7% | 0.5% | 0% | **39.2%** | 0.5% | 40.5% | 3.4% | 0% | **44.3%** | - |
| **PHF** | 0.917 | - | 0.681 | - | **0.714** | 0.250 | - | 0.250 | - | **0.500** | 0.900 | 0.889 | 0.250 | - | **0.974** | 0.250 | 0.785 | 0.813 | - | **0.796** | 0.851 |
| **Lights** | 11 | 0 | 49 | 0 | **60** | 2 | 0 | 2 | 0 | **4** | 54 | 96 | 2 | 0 | **152** | 2 | 156 | 13 | 0 | **171** | 387 |
| **% Lights** | 100% | 0% | 100% | 0% | **100%** | 100% | 0% | 100% | 0% | **100%** | 100% | 100% | 100% | 0% | **100%** | 100% | 99.4% | 100% | 0% | **99.4%** | 99.7% |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 |
| **% Articulated Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% |
| **Buses and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 1 |
| **% Buses and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0.6% | 0% | 0% | **0.6%** | 0.3% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Emil Dr. & Deane Solomon Rd. - TMC**
Tue Apr 22, 2025
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291598, Location: 36.095952, -94.193505

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Deane Solomon & Shiloh - TMC

Wed Apr 23, 2025
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291595, Location: 36.094052, -94.193257

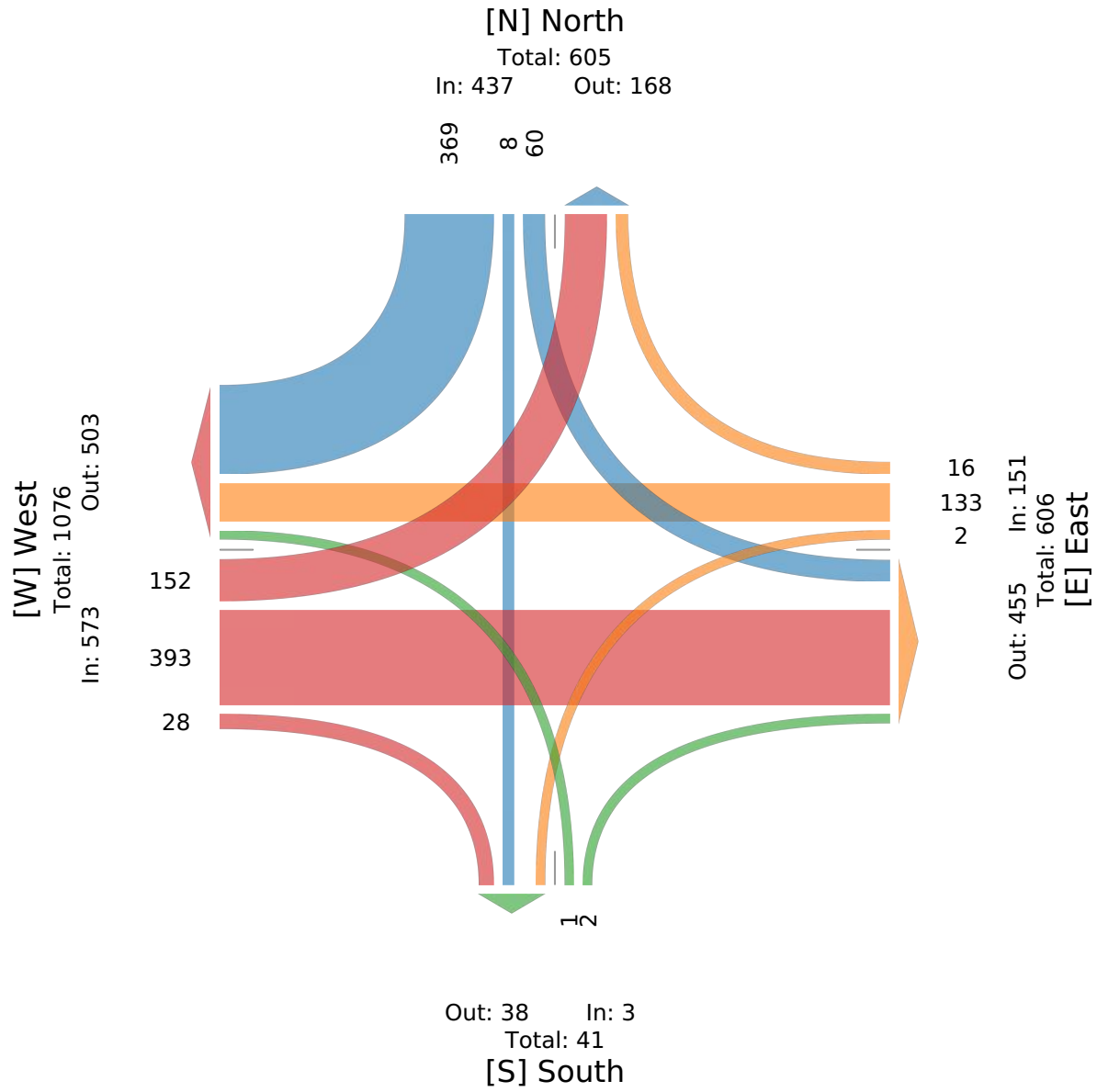
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg | West | | | | | East | | | | | South | | | | | North | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | Westbound | | | | | Northbound | | | | | Southbound | | | | | |
| Time | L | T | R | U | App | L | T | R | U | App | L | T | R | U | App | L | T | R | U | App | Int |
| 2025-04-23 7:00AM | 18 | 39 | 1 | 0 | **58** | 0 | 7 | 1 | 0 | **8** | 0 | 0 | 0 | 0 | **0** | 1 | 1 | 46 | 0 | **48** | **114** |
| 7:15AM | 14 | 46 | 2 | 0 | **62** | 1 | 22 | 0 | 0 | **23** | 0 | 0 | 0 | 0 | **0** | 12 | 0 | 49 | 0 | **61** | **146** |
| 7:30AM | 26 | 84 | 2 | 0 | **112** | 0 | 14 | 0 | 0 | **14** | 0 | 0 | 0 | 0 | **0** | 16 | 2 | 52 | 0 | **70** | **196** |
| 7:45AM | 20 | 91 | 8 | 0 | **119** | 0 | 11 | 2 | 0 | **13** | 0 | 0 | 0 | 0 | **0** | 20 | 3 | 52 | 0 | **75** | **207** |
| Hourly Total | 78 | 260 | 13 | 0 | **351** | 1 | 54 | 3 | 0 | **58** | 0 | 0 | 0 | 0 | **0** | 49 | 6 | 199 | 0 | **254** | **663** |
| 8:00AM | 23 | 40 | 2 | 0 | **65** | 0 | 19 | 3 | 0 | **22** | 0 | 0 | 0 | 0 | **0** | 5 | 0 | 59 | 0 | **64** | **151** |
| 8:15AM | 10 | 36 | 5 | 0 | **51** | 0 | 20 | 3 | 0 | **23** | 0 | 0 | 0 | 0 | **0** | 1 | 1 | 49 | 0 | **51** | **125** |
| 8:30AM | 17 | 27 | 5 | 0 | **49** | 1 | 26 | 6 | 0 | **33** | 0 | 0 | 2 | 0 | **2** | 1 | 1 | 38 | 0 | **40** | **124** |
| 8:45AM | 24 | 30 | 3 | 0 | **57** | 0 | 14 | 1 | 0 | **15** | 1 | 0 | 0 | 0 | **1** | 4 | 0 | 24 | 0 | **28** | **101** |
| Hourly Total | 74 | 133 | 15 | 0 | **222** | 1 | 79 | 13 | 0 | **93** | 1 | 0 | 2 | 0 | **3** | 11 | 2 | 170 | 0 | **183** | **501** |
| **Total** | 152 | 393 | 28 | 0 | **573** | 2 | 133 | 16 | 0 | **151** | 1 | 0 | 2 | 0 | **3** | 60 | 8 | 369 | 0 | **437** | **1164** |
| **% Approach** | 26.5% | 68.6% | 4.9% | 0% | **-** | 1.3% | 88.1% | 10.6% | 0% | **-** | 33.3% | 0% | 66.7% | 0% | **-** | 13.7% | 1.8% | 84.4% | 0% | **-** | - |
| **% Total** | 13.1% | 33.8% | 2.4% | 0% | **49.2%** | 0.2% | 11.4% | 1.4% | 0% | **13.0%** | 0.1% | 0% | 0.2% | 0% | **0.3%** | 5.2% | 0.7% | 31.7% | 0% | **37.5%** | - |
| **Lights** | 149 | 391 | 28 | 0 | **568** | 2 | 131 | 16 | 0 | **149** | 1 | 0 | 2 | 0 | **3** | 59 | 8 | 362 | 0 | **429** | 1149 |
| **% Lights** | 98.0% | 99.5% | 100% | 0% | **99.1%** | 100% | 98.5% | 100% | 0% | **98.7%** | 100% | 0% | 100% | 0% | **100%** | 98.3% | 100% | 98.1% | 0% | **98.2%** | 98.7% |
| **Articulated Trucks** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 |
| **% Articulated Trucks** | 0% | 0.3% | 0% | 0% | **0.2%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0.1% |
| **Buses and Single-Unit Trucks** | 3 | 1 | 0 | 0 | **4** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 7 | 0 | **8** | 14 |
| **% Buses and Single-Unit Trucks** | 2.0% | 0.3% | 0% | 0% | **0.7%** | 0% | 1.5% | 0% | 0% | **1.3%** | 0% | 0% | 0% | 0% | **0%** | 1.7% | 0% | 1.9% | 0% | **1.8%** | 1.2% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Deane Solomon & Shiloh - TMC**
Wed Apr 23, 2025
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291595, Location: 36.094052, -94.193257

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Deane Solomon & Shiloh - TMC

Wed Apr 23, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291595, Location: 36.094052, -94.193257

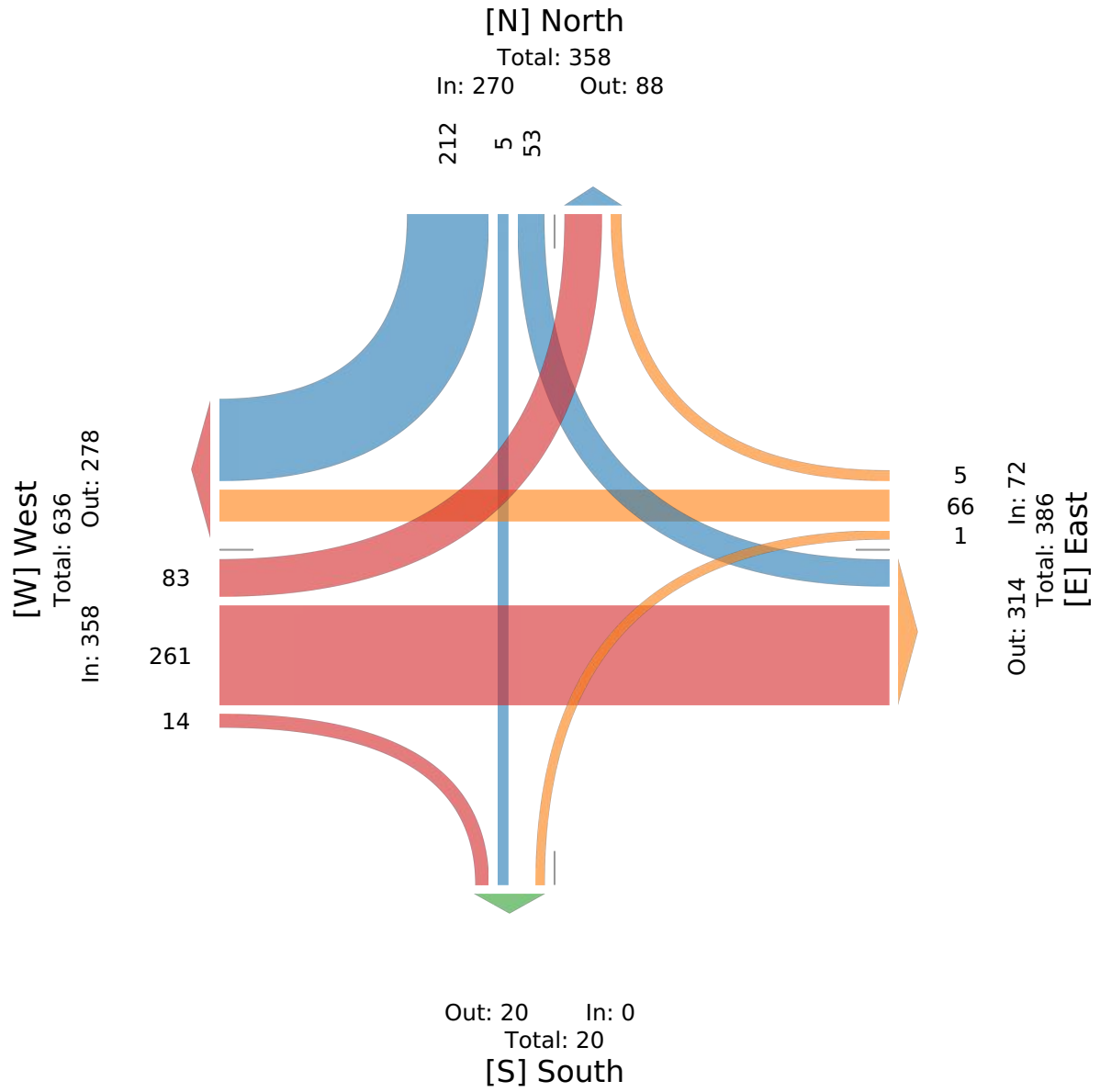
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-23 7:15AM | 14 | 46 | 2 | 0 | **62** | 1 | 22 | 0 | 0 | **23** | 0 | 0 | 0 | 0 | **0** | 12 | 0 | 49 | 0 | **61** | **146** |
| 7:30AM | 26 | 84 | 2 | 0 | **112** | 0 | 14 | 0 | 0 | **14** | 0 | 0 | 0 | 0 | **0** | 16 | 2 | 52 | 0 | **70** | **196** |
| 7:45AM | 20 | 91 | 8 | 0 | **119** | 0 | 11 | 2 | 0 | **13** | 0 | 0 | 0 | 0 | **0** | 20 | 3 | 52 | 0 | **75** | **207** |
| 8:00AM | 23 | 40 | 2 | 0 | **65** | 0 | 19 | 3 | 0 | **22** | 0 | 0 | 0 | 0 | **0** | 5 | 0 | 59 | 0 | **64** | **151** |
| **Total** | 83 | 261 | 14 | 0 | **358** | 1 | 66 | 5 | 0 | **72** | 0 | 0 | 0 | 0 | **0** | 53 | 5 | 212 | 0 | **270** | **700** |
| **% Approach** | 23.2% | 72.9% | 3.9% | 0% | **-** | 1.4% | 91.7% | 6.9% | 0% | **-** | 0% | 0% | 0% | 0% | **-** | 19.6% | 1.9% | 78.5% | 0% | **-** | - |
| **% Total** | 11.9% | 37.3% | 2.0% | 0% | **51.1%** | 0.1% | 9.4% | 0.7% | 0% | **10.3%** | 0% | 0% | 0% | 0% | **0%** | 7.6% | 0.7% | 30.3% | 0% | **38.6%** | - |
| **PHF** | 0.798 | 0.717 | 0.438 | - | **0.752** | 0.250 | 0.750 | 0.417 | - | **0.783** | - | - | - | - | **-** | 0.663 | 0.417 | 0.898 | - | **0.900** | 0.845 |
| **Lights** | 83 | 260 | 14 | 0 | **357** | 1 | 64 | 5 | 0 | **70** | 0 | 0 | 0 | 0 | **0** | 52 | 5 | 210 | 0 | **267** | 694 |
| **% Lights** | 100% | 99.6% | 100% | 0% | **99.7%** | 100% | 97.0% | 100% | 0% | **97.2%** | 0% | 0% | 0% | 0% | **-** | 98.1% | 100% | 99.1% | 0% | **98.9%** | 99.1% |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 |
| **% Articulated Trucks** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **-** | 0% | 0% | 0% | 0% | **0%** | 0% |
| **Buses and Single-Unit Trucks** | 0 | 1 | 0 | 0 | **1** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 2 | 0 | **3** | 6 |
| **% Buses and Single-Unit Trucks** | 0% | 0.4% | 0% | 0% | **0.3%** | 0% | 3.0% | 0% | 0% | **2.8%** | 0% | 0% | 0% | 0% | **-** | 1.9% | 0% | 0.9% | 0% | **1.1%** | 0.9% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Deane Solomon & Shiloh - TMC**
Wed Apr 23, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291595, Location: 36.094052, -94.193257

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Shiloh - TMC

Mon Apr 21, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291611, Location: 36.092676, -94.193729

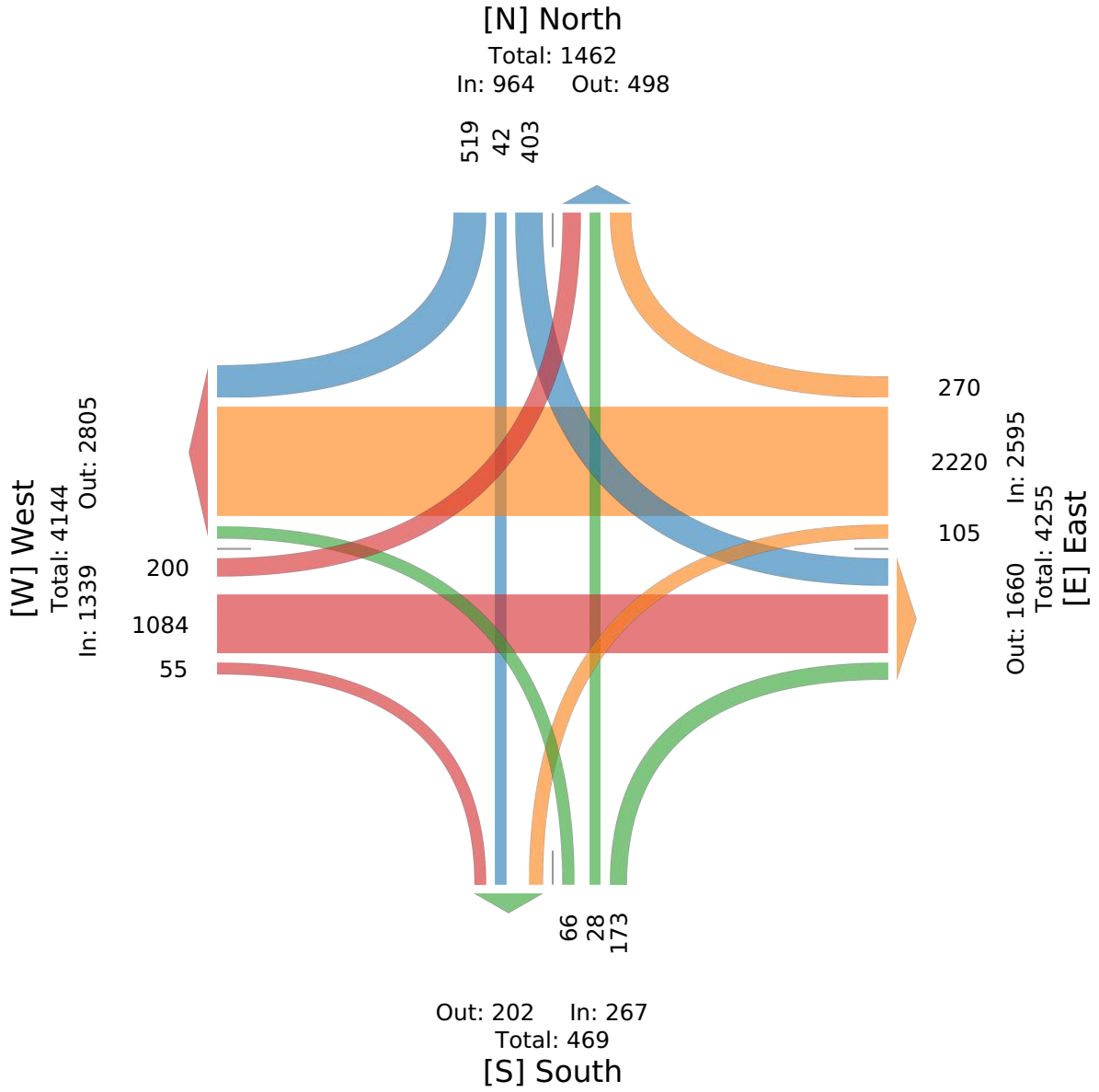
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg | West | | | | | East | | | | | South | | | | | North | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | Westbound | | | | | Northbound | | | | | Southbound | | | | | |
| Time | L | T | R | U | App | L | T | R | U | App | L | T | R | U | App | L | T | R | U | App | Int |
| 2025-04-21 4:00PM | 25 | 113 | 7 | 0 | **145** | 15 | 232 | 35 | 0 | **282** | 8 | 3 | 15 | 0 | **26** | 45 | 4 | 52 | 0 | **101** | **554** |
| 4:15PM | 30 | 95 | 3 | 0 | **128** | 14 | 298 | 38 | 0 | **350** | 6 | 0 | 24 | 0 | **30** | 49 | 7 | 59 | 0 | **115** | **623** |
| 4:30PM | 23 | 119 | 7 | 0 | **149** | 5 | 277 | 35 | 0 | **317** | 4 | 4 | 16 | 0 | **24** | 45 | 6 | 74 | 0 | **125** | **615** |
| 4:45PM | 19 | 125 | 9 | 0 | **153** | 16 | 258 | 38 | 0 | **312** | 21 | 4 | 49 | 0 | **74** | 41 | 2 | 46 | 0 | **89** | **628** |
| Hourly Total | 97 | 452 | 26 | 0 | **575** | 50 | 1065 | 146 | 0 | **1261** | 39 | 11 | 104 | 0 | **154** | 180 | 19 | 231 | 0 | **430** | **2420** |
| 5:00PM | 26 | 176 | 8 | 0 | **210** | 10 | 320 | 35 | 0 | **365** | 8 | 7 | 26 | 0 | **41** | 74 | 10 | 92 | 0 | **176** | **792** |
| 5:15PM | 29 | 149 | 7 | 0 | **185** | 15 | 330 | 41 | 0 | **386** | 9 | 3 | 13 | 0 | **25** | 43 | 5 | 66 | 0 | **114** | **710** |
| 5:30PM | 29 | 155 | 8 | 0 | **192** | 17 | 296 | 25 | 0 | **338** | 5 | 5 | 12 | 0 | **22** | 58 | 6 | 78 | 0 | **142** | **694** |
| 5:45PM | 19 | 152 | 6 | 0 | **177** | 13 | 209 | 23 | 0 | **245** | 5 | 2 | 18 | 0 | **25** | 48 | 2 | 52 | 0 | **102** | **549** |
| Hourly Total | 103 | 632 | 29 | 0 | **764** | 55 | 1155 | 124 | 0 | **1334** | 27 | 17 | 69 | 0 | **113** | 223 | 23 | 288 | 0 | **534** | **2745** |
| 6:00PM | 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** |
| **Total** | 200 | 1084 | 55 | 0 | **1339** | 105 | 2220 | 270 | 0 | **2595** | 66 | 28 | 173 | 0 | **267** | 403 | 42 | 519 | 0 | **964** | **5165** |
| **% Approach** | 14.9% | 81.0% | 4.1% | 0% | **-** | 4.0% | 85.5% | 10.4% | 0% | **-** | 24.7% | 10.5% | 64.8% | 0% | **-** | 41.8% | 4.4% | 53.8% | 0% | **-** | - |
| **% Total** | 3.9% | 21.0% | 1.1% | 0% | **25.9%** | 2.0% | 43.0% | 5.2% | 0% | **50.2%** | 1.3% | 0.5% | 3.3% | 0% | **5.2%** | 7.8% | 0.8% | 10.0% | 0% | **18.7%** | - |
| **Lights** | 199 | 1068 | 55 | 0 | **1322** | 104 | 2210 | 268 | 0 | **2582** | 66 | 28 | 171 | 0 | **265** | 400 | 42 | 518 | 0 | **960** | 5129 |
| **% Lights** | 99.5% | 98.5% | 100% | 0% | **98.7%** | 99.0% | 99.5% | 99.3% | 0% | **99.5%** | 100% | 100% | 98.8% | 0% | **99.3%** | 99.3% | 100% | 99.8% | 0% | **99.6%** | 99.3% |
| **Articulated Trucks** | 0 | 2 | 0 | 0 | **2** | 0 | 3 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 0 | **1** | 6 |
| **% Articulated Trucks** | 0% | 0.2% | 0% | 0% | **0.1%** | 0% | 0.1% | 0% | 0% | **0.1%** | 0% | 0% | 0% | 0% | **0%** | 0.2% | 0% | 0% | 0% | **0.1%** | 0.1% |
| **Buses and Single-Unit Trucks** | 1 | 14 | 0 | 0 | **15** | 1 | 7 | 2 | 0 | **10** | 0 | 0 | 2 | 0 | **2** | 2 | 0 | 1 | 0 | **3** | 30 |
| **% Buses and Single-Unit Trucks** | 0.5% | 1.3% | 0% | 0% | **1.1%** | 1.0% | 0.3% | 0.7% | 0% | **0.4%** | 0% | 0% | 1.2% | 0% | **0.7%** | 0.5% | 0% | 0.2% | 0% | **0.3%** | 0.6% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Shiloh - TMC**
Mon Apr 21, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291611, Location: 36.092676, -94.193729

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



## Mt.Comfort & Shiloh - TMC

Mon Apr 21, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291611, Location: 36.092676, -94.193729

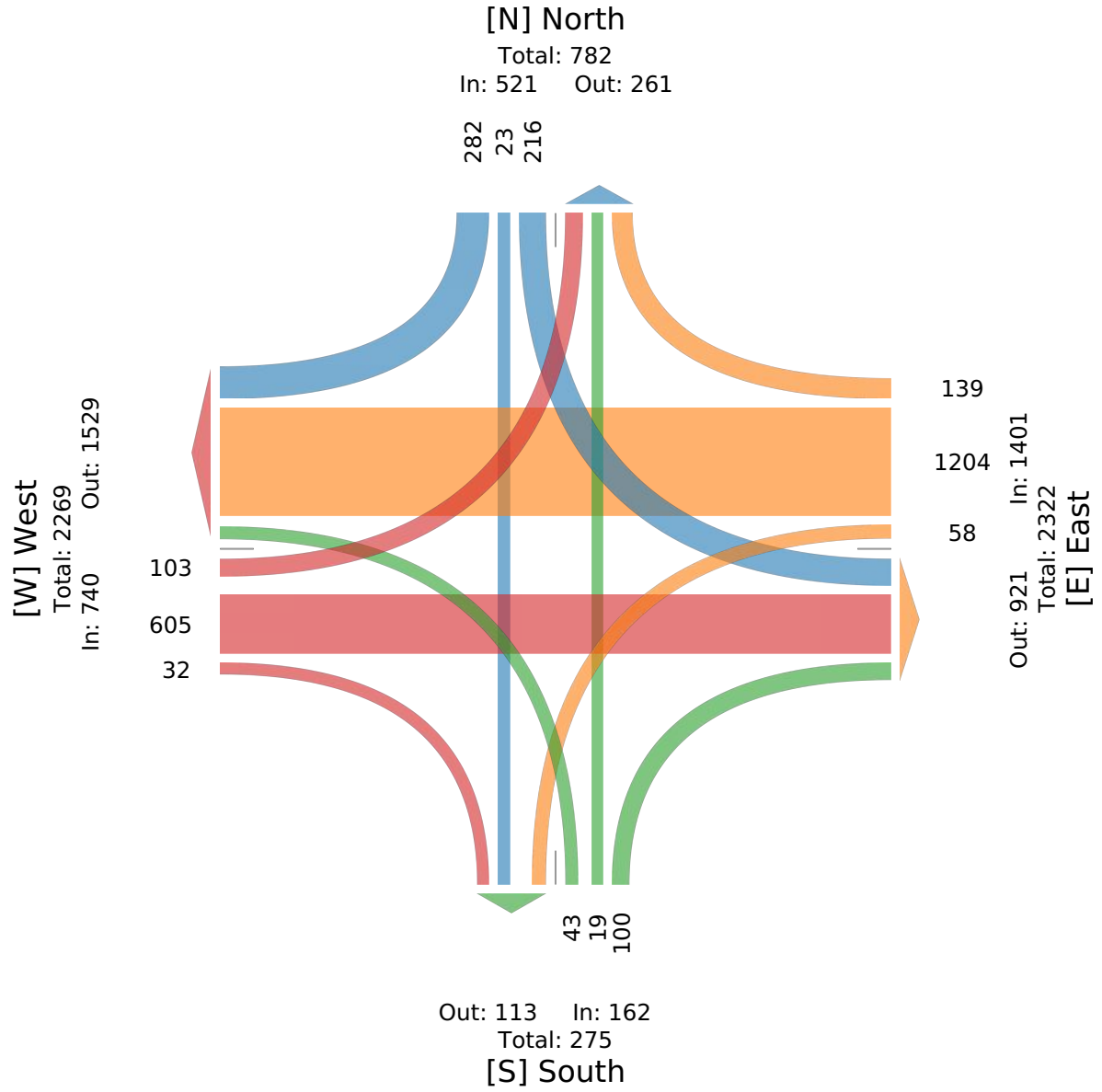
Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg / Direction | West Eastbound | | | | | East Westbound | | | | | South Northbound | | | | | North Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | L | T | R | U | **App** | **Int** |
| 2025-04-21 4:45PM | 19 | 125 | 9 | 0 | **153** | 16 | 258 | 38 | 0 | **312** | 21 | 4 | 49 | 0 | **74** | 41 | 2 | 46 | 0 | **89** | **628** |
| 5:00PM | 26 | 176 | 8 | 0 | **210** | 10 | 320 | 35 | 0 | **365** | 8 | 7 | 26 | 0 | **41** | 74 | 10 | 92 | 0 | **176** | **792** |
| 5:15PM | 29 | 149 | 7 | 0 | **185** | 15 | 330 | 41 | 0 | **386** | 9 | 3 | 13 | 0 | **25** | 43 | 5 | 66 | 0 | **114** | **710** |
| 5:30PM | 29 | 155 | 8 | 0 | **192** | 17 | 296 | 25 | 0 | **338** | 5 | 5 | 12 | 0 | **22** | 58 | 6 | 78 | 0 | **142** | **694** |
| **Total** | 103 | 605 | 32 | 0 | **740** | 58 | 1204 | 139 | 0 | **1401** | 43 | 19 | 100 | 0 | **162** | 216 | 23 | 282 | 0 | **521** | **2824** |
| **% Approach** | 13.9% | 81.8% | 4.3% | 0% | - | 4.1% | 85.9% | 9.9% | 0% | - | 26.5% | 11.7% | 61.7% | 0% | - | 41.5% | 4.4% | 54.1% | 0% | - | - |
| **% Total** | 3.6% | 21.4% | 1.1% | 0% | **26.2%** | 2.1% | 42.6% | 4.9% | 0% | **49.6%** | 1.5% | 0.7% | 3.5% | 0% | **5.7%** | 7.6% | 0.8% | 10.0% | 0% | **18.4%** | - |
| **PHF** | 0.888 | 0.859 | 0.889 | - | **0.881** | 0.853 | 0.912 | 0.848 | - | **0.907** | 0.512 | 0.679 | 0.510 | - | **0.547** | 0.730 | 0.575 | 0.766 | - | **0.740** | 0.891 |
| **Lights** | 103 | 597 | 32 | 0 | **732** | 58 | 1201 | 139 | 0 | **1398** | 43 | 19 | 100 | 0 | **162** | 214 | 23 | 282 | 0 | **519** | 2811 |
| **% Lights** | 100% | 98.7% | 100% | 0% | **98.9%** | 100% | 99.8% | 100% | 0% | **99.8%** | 100% | 100% | 100% | 0% | **100%** | 99.1% | 100% | 100% | 0% | **99.6%** | 99.5% |
| **Articulated Trucks** | 0 | 2 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 4 |
| **% Articulated Trucks** | 0% | 0.3% | 0% | 0% | **0.3%** | 0% | 0.2% | 0% | 0% | **0.1%** | 0% | 0% | 0% | 0% | **0%** | 0% | 0% | 0% | 0% | **0%** | 0.1% |
| **Buses and Single-Unit Trucks** | 0 | 6 | 0 | 0 | **6** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 0 | **2** | 9 |
| **% Buses and Single-Unit Trucks** | 0% | 1.0% | 0% | 0% | **0.8%** | 0% | 0.1% | 0% | 0% | **0.1%** | 0% | 0% | 0% | 0% | **0%** | 0.9% | 0% | 0% | 0% | **0.4%** | 0.3% |

*L: Left, R: Right, T: Thru, U: U-Turn

**Mt.Comfort & Shiloh - TMC**
Mon Apr 21, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1291611, Location: 36.092676, -94.193729

Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



# HISTORICAL AADT

# AADT TABLE

NWARPC TRAVEL FORECASTING MODEL PROJECTIONS

W. Mt. Comfort Rd (btwn Woodlark & Shiloh)

| year | AADT | Growth % to 2045 | Growth % to next year |
|---|---|---|---|
| 2018 | 11256 | 2.84% | 2.40% |
| 2025 | 13145 | 2.56% | 2.29% |
| 2035 | 16156 | 2.31% | 2.31% |
| 2045 | 19888 | | |
| | | 2.57% | 2.33% |

W. Mt. Comfort Rd (btwn Hatterly & Woodlark)

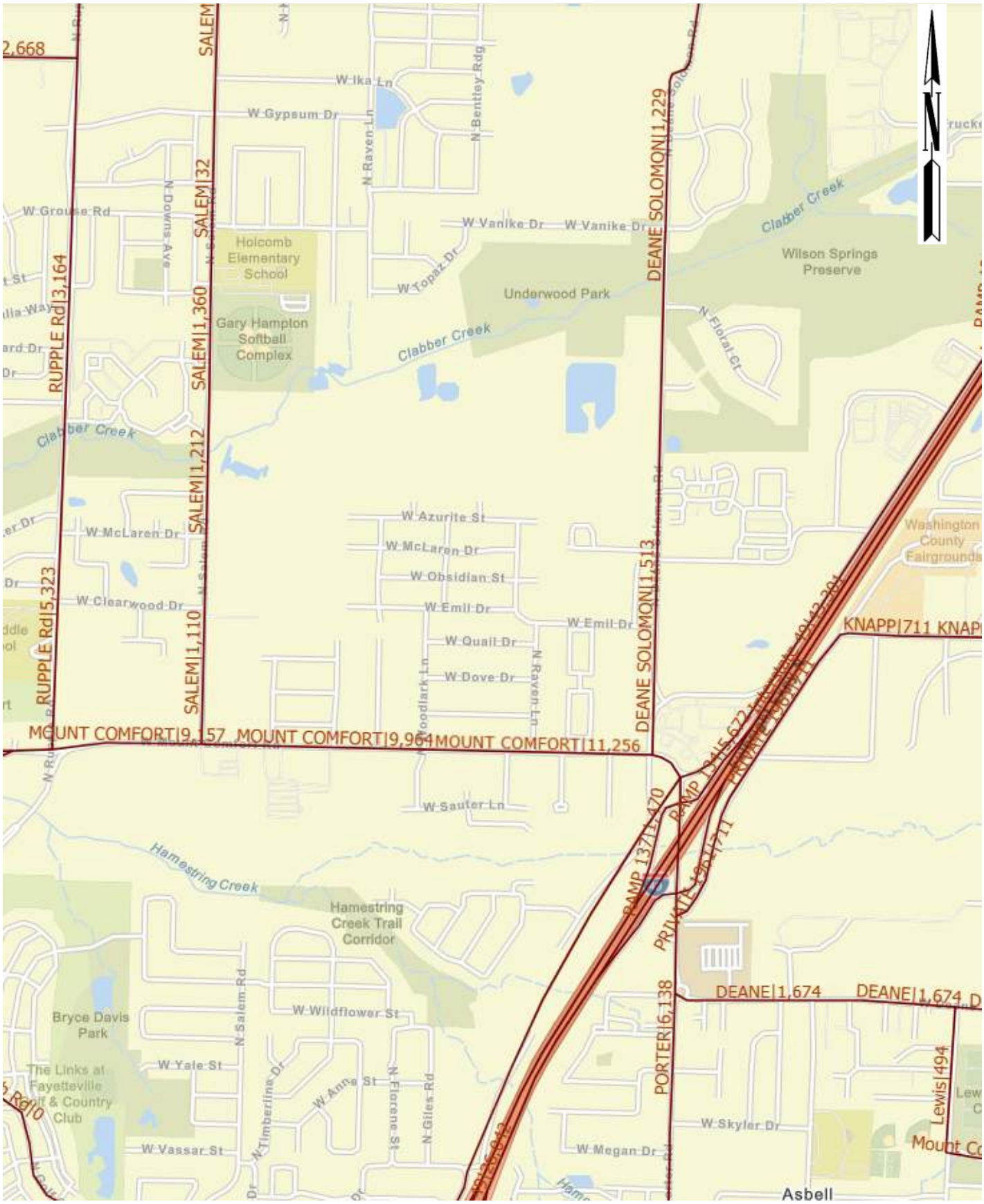
| year | AADT | Growth % to 2045 | Growth % to next year |
|---|---|---|---|
| 2018 | 9964 | 2.76% | 2.19% |
| 2025 | 11490 | 2.57% | 2.60% |
| 2035 | 14479 | 2.01% | 2.01% |
| 2045 | 17385 | | |
| | | 2.44% | 2.27% |
| | | | 2.65% |

Deane Solomon (btwn Mt. Comfort & Vanike)

| year | AADT | Growth % to 2045 | Growth % to next year |
|---|---|---|---|
| 2018 | 1513 | 7.82% | 10.37% |
| 2025 | 2611 | 4.01% | 4.53% |
| 2035 | 3795 | 2.40% | 2.40% |
| 2045 | 4706 | | |
| | | 4.74% | 5.77% |

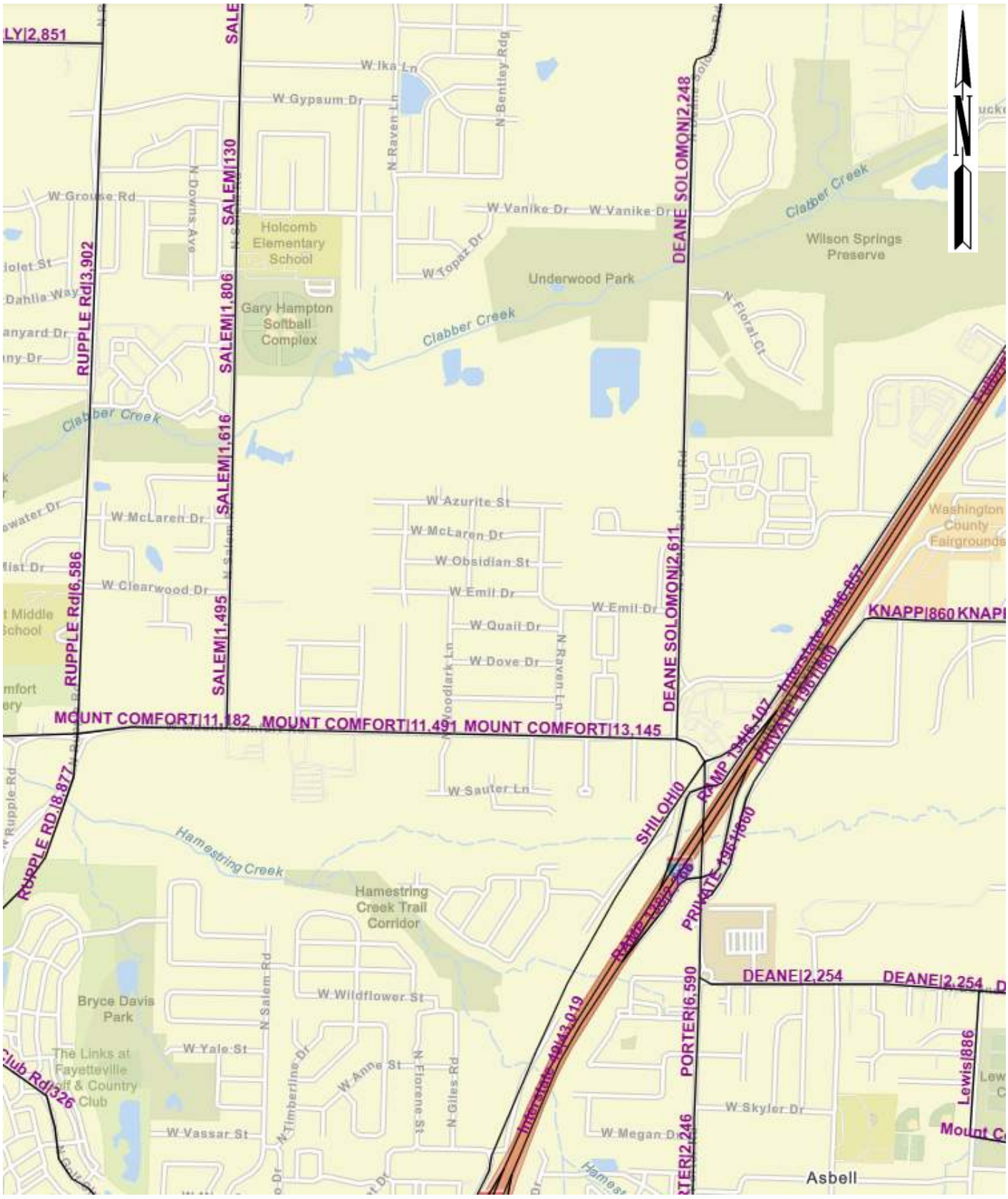
Sum

| year | AADT | Growth % to 2045 | Growth % to next year |
|---|---|---|---|
| 2018 | 22733 | 3.14% | 2.84% |
| 2025 | 27246 | 2.70% | 2.64% |
| 2035 | 34430 | 2.19% | 2.19% |
| 2045 | 41979 | | |
| | | 2.68% | 2.56% |



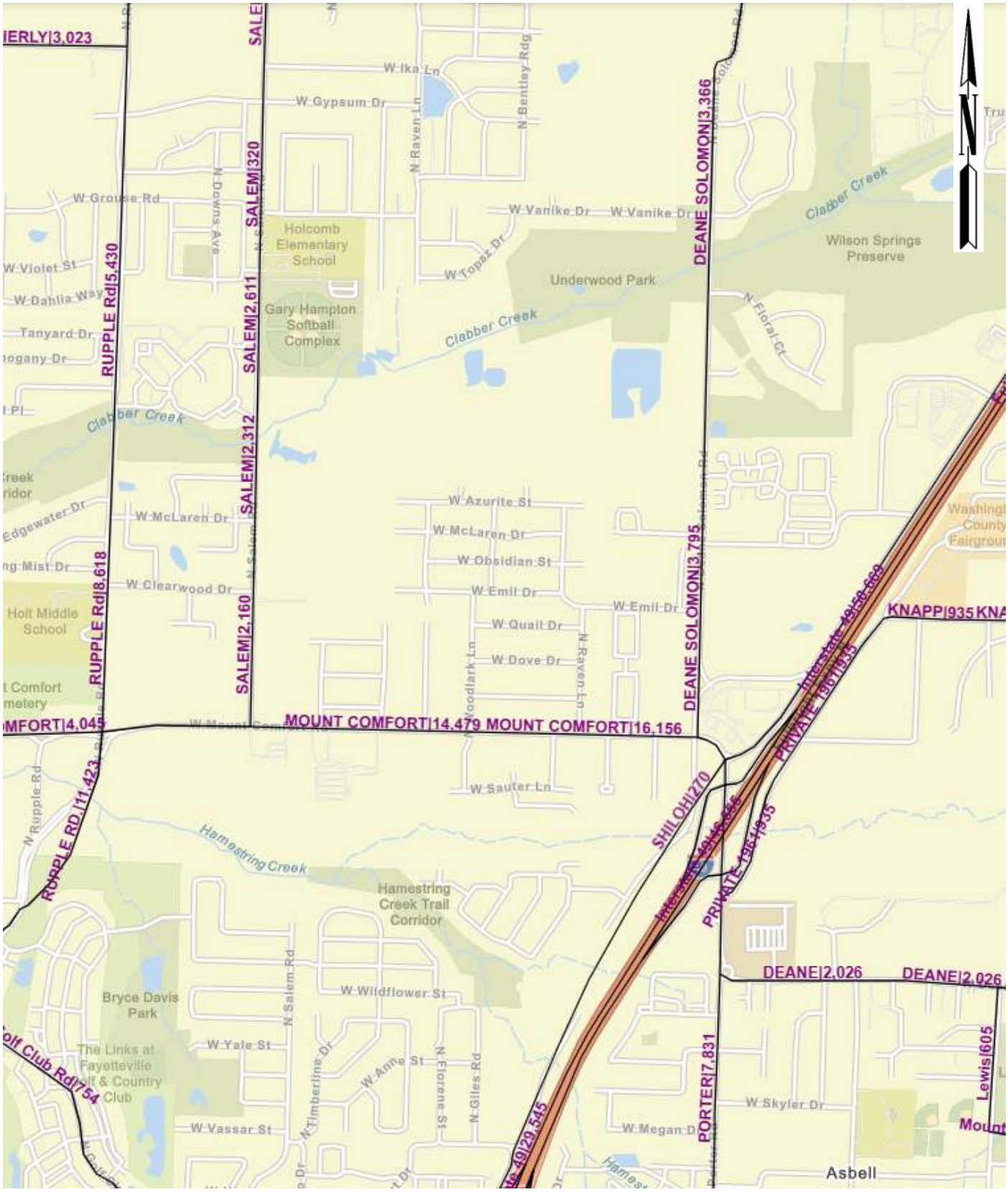

Base Model ADT—Year 2018

Fayetteville, Arkansas



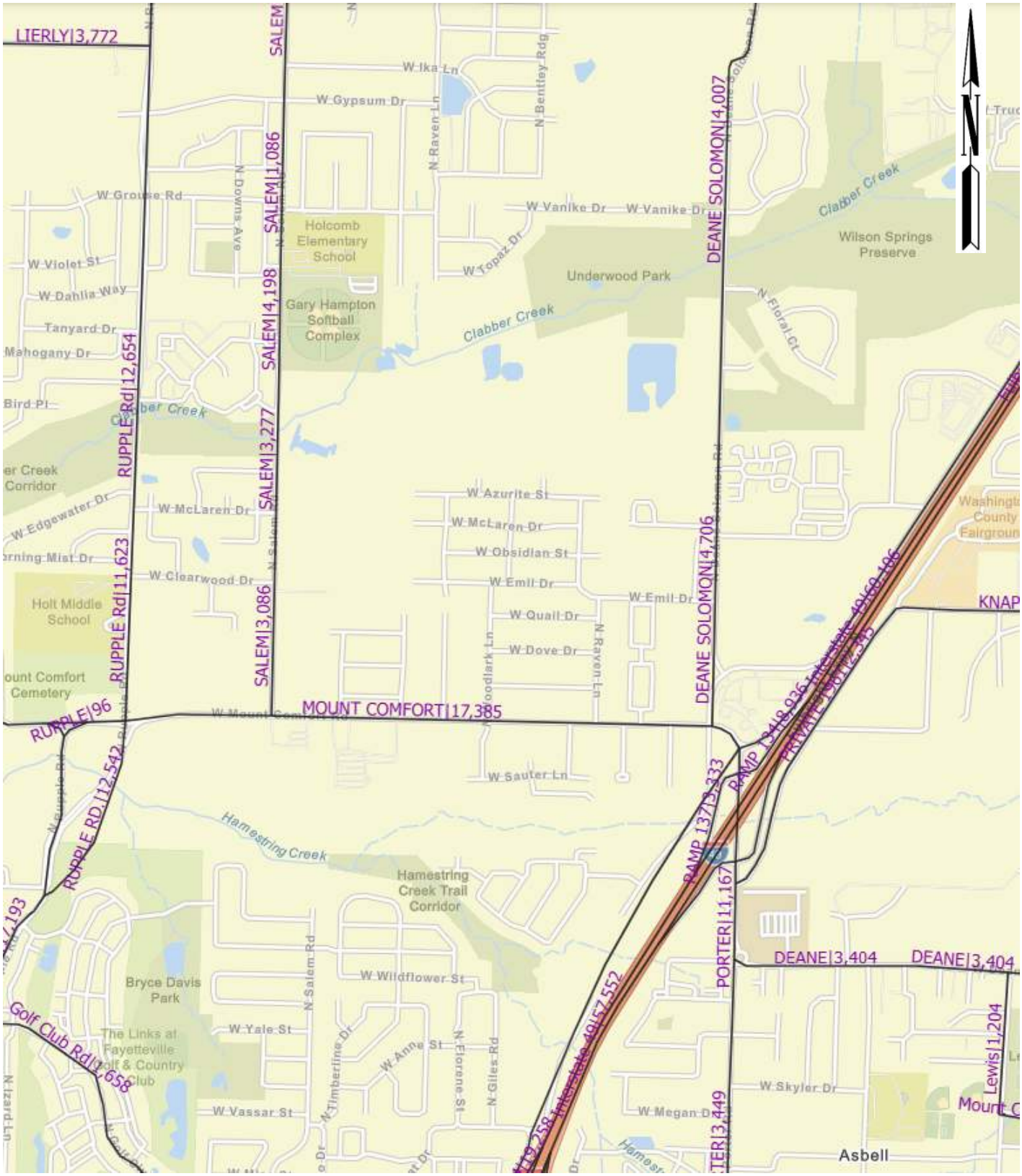

Future Forecast ADT—Year 2025

Fayetteville, Arkansas




Future Forecast ADT—Year 2035

Fayetteville, Arkansas




Future Forecast ADT—Year 2045

Fayetteville, Arkansas

# SYNCHRO ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 1644 | 3 | 4 | 425 | 7 | 6 | 0 | 16 | 3 | 0 | 2 |
| Future Vol, veh/h | 7 | 1644 | 3 | 4 | 425 | 7 | 6 | 0 | 16 | 3 | 0 | 2 |
| 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 | - | - | - | - | - | - | - | - | - | 60 | - | - |
| 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 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 1787 | 3 | 4 | 462 | 8 | 7 | 0 | 17 | 3 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 470 | 0 | 0 | 1790 | 0 | 0 | 2043 | 2282 | 895 | 1383 | 2280 | 235 |
| Stage 1 | - | - | - | - | - | - | 1804 | 1804 | - | 474 | 474 | - |
| Stage 2 | - | - | - | - | - | - | 240 | 478 | - | 909 | 1805 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 1088 | - | - | 342 | - | - | 33 | 39 | 284 | 103 | 39 | 767 |
| Stage 1 | - | - | - | - | - | - | 82 | 130 | - | 540 | 556 | - |
| Stage 2 | - | - | - | - | - | - | 742 | 554 | - | 296 | 129 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1088 | - | - | 342 | - | - | 32 | 38 | 284 | 94 | 38 | 767 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 32 | 38 | - | 94 | 38 | - |
| Stage 1 | - | - | - | - | - | - | 81 | 128 | - | 532 | 548 | - |
| Stage 2 | - | - | - | - | - | - | 729 | 546 | - | 274 | 128 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.15 | 0.36 | 59.24 | 30.71 |
| HCM LOS | | | F | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 90 | 15 | - | - | 32 | - | - | 94 | 767 |
| HCM Lane V/C Ratio | 0.267 | 0.007 | - | - | 0.013 | - | - | 0.035 | 0.003 |
| HCM Control Delay (s/veh) | 59.2 | 8.3 | 0.1 | - | 15.7 | 0.2 | - | 44.7 | 9.7 |
| HCM Lane LOS | F | A | A | - | C | A | - | E | A |
| HCM 95th %tile Q(veh) | 1 | 0 | - | - | 0 | - | - | 0.1 | 0 |

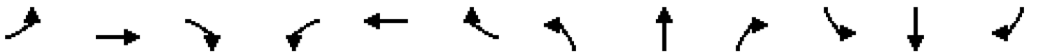
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 1657 | 434 | 10 | 6 | 2 |
| Future Vol, veh/h | 6 | 1657 | 434 | 10 | 6 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 60 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 1841 | 482 | 11 | 7 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 493 | 0 | - | 0 | 1422 | 247 |
| Stage 1 | - | - | - | - | 488 | - |
| Stage 2 | - | - | - | - | 934 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 1066 | - | - | - | 127 | 754 |
| Stage 1 | - | - | - | - | 583 | - |
| Stage 2 | - | - | - | - | 343 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1066 | - | - | - | 125 | 754 |
| Mov Cap-2 Maneuver | - | - | - | - | 125 | - |
| Stage 1 | - | - | - | - | 575 | - |
| Stage 2 | - | - | - | - | 343 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.14 | 0 | 28.92 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 13 | - | - | - | 125 | 754 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.053 | 0.003 |
| HCM Control Delay (s/veh) | 8.4 | 0.1 | - | - | 35.3 | 9.8 |
| HCM Lane LOS | A | A | - | - | E | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 | 0 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 270 | 1353 | 40 | 88 | 382 | 89 | 16 | 17 | 63 | 230 | 25 | 46 |
| Future Volume (veh/h) | 270 | 1353 | 40 | 88 | 382 | 89 | 16 | 17 | 63 | 230 | 25 | 46 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1811 | 1870 | 1870 | 1826 | 1870 | 1722 | 1841 |
| Adj Flow Rate, veh/h | 284 | 1424 | 42 | 93 | 402 | 94 | 17 | 18 | 66 | 242 | 26 | 48 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 5 | 2 | 12 | 4 |
| Cap, veh/h | 605 | 1771 | 52 | 243 | 1271 | 294 | 226 | 27 | 100 | 342 | 98 | 180 |
| Arrive On Green | 0.11 | 0.50 | 0.50 | 0.05 | 0.44 | 0.44 | 0.02 | 0.08 | 0.08 | 0.12 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 3525 | 104 | 1781 | 2864 | 663 | 1781 | 351 | 1287 | 1781 | 542 | 1000 |
| Grp Volume(v), veh/h | 284 | 717 | 749 | 93 | 248 | 248 | 17 | 0 | 84 | 242 | 0 | 74 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1852 | 1781 | 1777 | 1751 | 1781 | 0 | 1639 | 1781 | 0 | 1542 |
| Q Serve(g_s), s | 6.6 | 27.6 | 27.7 | 2.3 | 7.4 | 7.5 | 0.7 | 0.0 | 4.1 | 10.0 | 0.0 | 3.4 |
| Cycle Q Clear(g_c), s | 6.6 | 27.6 | 27.7 | 2.3 | 7.4 | 7.5 | 0.7 | 0.0 | 4.1 | 10.0 | 0.0 | 3.4 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.38 | 1.00 | | 0.79 | 1.00 | | 0.65 |
| Lane Grp Cap(c), veh/h | 605 | 893 | 930 | 243 | 789 | 777 | 226 | 0 | 128 | 342 | 0 | 278 |
| V/C Ratio(X) | 0.47 | 0.80 | 0.81 | 0.38 | 0.31 | 0.32 | 0.08 | 0.00 | 0.66 | 0.71 | 0.00 | 0.27 |
| Avail Cap(c_a), veh/h | 862 | 1214 | 1265 | 256 | 867 | 855 | 300 | 0 | 580 | 342 | 0 | 640 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.5 | 17.0 | 17.0 | 15.2 | 14.7 | 14.8 | 33.7 | 0.0 | 36.7 | 28.8 | 0.0 | 28.9 |
| Incr Delay (d2), s/veh | 0.6 | 2.9 | 2.8 | 1.0 | 0.2 | 0.2 | 0.1 | 0.0 | 5.7 | 6.6 | 0.0 | 0.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 10.3 | 10.8 | 0.9 | 2.7 | 2.7 | 0.3 | 0.0 | 1.8 | 4.8 | 0.0 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.0 | 19.9 | 19.8 | 16.2 | 15.0 | 15.0 | 33.8 | 0.0 | 42.4 | 35.4 | 0.0 | 29.4 |
| LnGrp LOS | B | B | B | B | B | B | C | | D | D | | C |
| Approach Vol, veh/h | | 1750 | | | 589 | | | 101 | | | 316 | |
| Approach Delay, s/veh | | 18.3 | | | 15.2 | | | 40.9 | | | 34.0 | |
| Approach LOS | | B | | | B | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.0 | 11.4 | 9.4 | 46.2 | 6.6 | 19.8 | 14.2 | 41.4 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 29.0 | 5.0 | 56.0 | 5.0 | 34.0 | 21.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 6.1 | 4.3 | 29.7 | 2.7 | 5.4 | 8.6 | 9.5 |
| Green Ext Time (p_c), s | 0.0 | 0.4 | 0.0 | 11.5 | 0.0 | 0.4 | 0.6 | 2.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 20.2 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 83 | 279 | 14 | 1 | 89 | 5 | 0 | 0 | 0 | 53 | 6 | 212 |
| Future Vol, veh/h | 83 | 279 | 14 | 1 | 89 | 5 | 0 | 0 | 0 | 53 | 6 | 212 |
| 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 | 60 | - | - | 60 | - | - | 50 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 98 | 328 | 16 | 1 | 105 | 6 | 0 | 0 | 0 | 62 | 7 | 249 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 111 | 0 | 0 | 345 | 0 | 0 | 642 | 645 | 336 | 634 | 650 | 108 |
| Stage 1 | - | - | - | - | - | - | 532 | 532 | - | 110 | 110 | - |
| Stage 2 | - | - | - | - | - | - | 111 | 113 | - | 524 | 540 | - |
| 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 | 1479 | - | - | 1214 | - | - | 387 | 391 | 706 | 392 | 388 | 946 |
| Stage 1 | - | - | - | - | - | - | 531 | 526 | - | 895 | 804 | - |
| Stage 2 | - | - | - | - | - | - | 895 | 802 | - | 537 | 521 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1479 | - | - | 1214 | - | - | 261 | 365 | 706 | 366 | 362 | 946 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 261 | 365 | - | 366 | 362 | - |
| Stage 1 | - | - | - | - | - | - | 496 | 491 | - | 894 | 804 | - |
| Stage 2 | - | - | - | - | - | - | 652 | 801 | - | 501 | 487 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 1.68 | 0.08 | 0 | 14.3 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1479 | - | - | 1214 | - | - | 703 |
| HCM Lane V/C Ratio | - | - | 0.066 | - | - | 0.001 | - | - | 0.453 |
| HCM Control Delay (s/veh) | 0 | 0 | 7.6 | - | - | 8 | - | - | 14.3 |
| HCM Lane LOS | A | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | - | 0 | - | - | 2.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 18 | 0 | 124 | 0 | 0 | 0 | 14 | 74 | 0 | 0 | 147 | 5 |
| Future Vol, veh/h | 18 | 0 | 124 | 0 | 0 | 0 | 14 | 74 | 0 | 0 | 147 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 0 | 146 | 0 | 0 | 0 | 16 | 87 | 0 | 0 | 173 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 296 | 296 | 176 | 293 | 299 | 87 | 179 | 0 | 0 | 87 | 0 | 0 |
| Stage 1 | 176 | 176 | - | 120 | 120 | - | - | - | - | - | - | - |
| Stage 2 | 120 | 120 | - | 173 | 179 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 656 | 616 | 867 | 659 | 613 | 971 | 1397 | - | - | 1509 | - | - |
| Stage 1 | 826 | 754 | - | 884 | 796 | - | - | - | - | - | - | - |
| Stage 2 | 884 | 796 | - | 829 | 751 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 648 | 608 | 867 | 542 | 606 | 971 | 1397 | - | - | 1509 | - | - |
| Mov Cap-2 Maneuver | 648 | 608 | - | 542 | 606 | - | - | - | - | - | - | - |
| Stage 1 | 826 | 754 | - | 873 | 787 | - | - | - | - | - | - | - |
| Stage 2 | 873 | 787 | - | 689 | 751 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 10.41 | 0 | 1.21 | 0 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 286 | - | - | 832 | - | 1509 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | - | 0.201 | - | - | - | - |
| HCM Control Delay (s/veh) | 7.6 | 0 | - | 10.4 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.7 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 729 | 13 | 8 | 1487 | 18 | 1 | 0 | 5 | 8 | 0 | 12 |
| Future Vol, veh/h | 7 | 729 | 13 | 8 | 1487 | 18 | 1 | 0 | 5 | 8 | 0 | 12 |
| 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 | - | - | - | - | - | - | - | - | - | 60 | - | - |
| 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 | 8 | 792 | 14 | 9 | 1616 | 20 | 1 | 0 | 5 | 9 | 0 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1636 | 0 | 0 | 807 | 0 | 0 | 1640 | 2468 | 403 | 2055 | 2465 | 818 |
| Stage 1 | - | - | - | - | - | - | 815 | 815 | - | 1643 | 1643 | - |
| Stage 2 | - | - | - | - | - | - | 826 | 1653 | - | 411 | 822 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 392 | - | - | 814 | - | - | 66 | 30 | 597 | 32 | 30 | 319 |
| Stage 1 | - | - | - | - | - | - | 338 | 389 | - | 104 | 156 | - |
| Stage 2 | - | - | - | - | - | - | 333 | 154 | - | 588 | 386 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 392 | - | - | 814 | - | - | 61 | 28 | 597 | 30 | 29 | 319 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 61 | 28 | - | 30 | 29 | - |
| Stage 1 | - | - | - | - | - | - | 329 | 380 | - | 102 | 153 | - |
| Stage 2 | - | - | - | - | - | - | 313 | 151 | - | 568 | 377 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.48 | 0.23 | 20.34 | 76.26 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 241 | 33 | - | - | 19 | - | - | 30 | 319 |
| HCM Lane V/C Ratio | 0.027 | 0.019 | - | - | 0.011 | - | - | 0.286 | 0.041 |
| HCM Control Delay (s/veh) | 20.3 | 14.4 | 0.4 | - | 9.5 | 0.2 | - | 165.5 | 16.8 |
| HCM Lane LOS | C | B | A | - | A | A | - | F | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.9 | 0.1 |

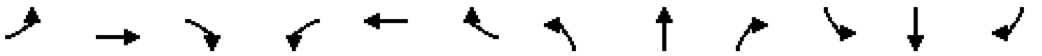
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 736 | 1504 | 34 | 4 | 9 |
| Future Vol, veh/h | 6 | 736 | 1504 | 34 | 4 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 60 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 783 | 1600 | 36 | 4 | 10 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1636 | 0 | - | 0 | 2022 | 818 |
| Stage 1 | - | - | - | - | 1618 | - |
| Stage 2 | - | - | - | - | 404 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 392 | - | - | - | 50 | 319 |
| Stage 1 | - | - | - | - | 148 | - |
| Stage 2 | - | - | - | - | 643 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 392 | - | - | - | 49 | 319 |
| Mov Cap-2 Maneuver | - | - | - | - | 49 | - |
| Stage 1 | - | - | - | - | 144 | - |
| Stage 2 | - | - | - | - | 643 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.41 | 0 | 37.62 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 29 | - | - | - | 49 | 319 |
| HCM Lane V/C Ratio | 0.016 | - | - | - | 0.086 | 0.03 |
| HCM Control Delay (s/veh) | 14.3 | 0.3 | - | - | 84.8 | 16.6 |
| HCM Lane LOS | B | A | - | - | F | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 | 0.1 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 103 | 605 | 32 | 58 | 1204 | 139 | 43 | 19 | 100 | 296 | 32 | 291 |
| Future Volume (veh/h) | 103 | 605 | 32 | 58 | 1204 | 139 | 43 | 19 | 100 | 296 | 32 | 291 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 116 | 680 | 36 | 65 | 1353 | 156 | 48 | 21 | 112 | 333 | 36 | 327 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 188 | 1688 | 89 | 404 | 1546 | 177 | 164 | 41 | 221 | 400 | 40 | 367 |
| Arrive On Green | 0.05 | 0.49 | 0.49 | 0.04 | 0.48 | 0.48 | 0.03 | 0.16 | 0.16 | 0.13 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 3433 | 182 | 1781 | 3213 | 368 | 1781 | 256 | 1368 | 1781 | 160 | 1450 |
| Grp Volume(v), veh/h | 116 | 352 | 364 | 65 | 745 | 764 | 48 | 0 | 133 | 333 | 0 | 363 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1838 | 1781 | 1777 | 1804 | 1781 | 0 | 1624 | 1781 | 0 | 1609 |
| Q Serve(g_s), s | 3.6 | 13.9 | 13.9 | 2.0 | 41.4 | 42.2 | 2.5 | 0.0 | 8.3 | 14.0 | 0.0 | 24.0 |
| Cycle Q Clear(g_c), s | 3.6 | 13.9 | 13.9 | 2.0 | 41.4 | 42.2 | 2.5 | 0.0 | 8.3 | 14.0 | 0.0 | 24.0 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.20 | 1.00 | | 0.84 | 1.00 | | 0.90 |
| Lane Grp Cap(c), veh/h | 188 | 874 | 904 | 404 | 855 | 868 | 164 | 0 | 262 | 400 | 0 | 408 |
| V/C Ratio(X) | 0.62 | 0.40 | 0.40 | 0.16 | 0.87 | 0.88 | 0.29 | 0.00 | 0.51 | 0.83 | 0.00 | 0.89 |
| Avail Cap(c_a), veh/h | 213 | 996 | 1031 | 415 | 964 | 979 | 182 | 0 | 426 | 400 | 0 | 553 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.2 | 17.8 | 17.8 | 14.0 | 25.6 | 25.8 | 37.6 | 0.0 | 42.3 | 35.5 | 0.0 | 39.8 |
| Incr Delay (d2), s/veh | 4.3 | 0.3 | 0.3 | 0.2 | 8.0 | 8.6 | 1.0 | 0.0 | 1.5 | 14.0 | 0.0 | 13.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 5.4 | 5.6 | 0.8 | 18.0 | 18.8 | 1.1 | 0.0 | 3.5 | 3.6 | 0.0 | 11.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 28.5 | 18.1 | 18.1 | 14.2 | 33.6 | 34.4 | 38.6 | 0.0 | 43.8 | 49.5 | 0.0 | 52.9 |
| LnGrp LOS | C | B | B | B | C | C | D | | D | D | | D |
| Approach Vol, veh/h | | 832 | | | 1574 | | | 181 | | | 696 | |
| Approach Delay, s/veh | | 19.5 | | | 33.2 | | | 42.4 | | | 51.3 | |
| Approach LOS | | B | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.0 | 22.9 | 9.3 | 59.4 | 8.9 | 33.0 | 10.5 | 58.2 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 14.0 | 29.0 | 5.0 | 62.0 | 5.0 | 38.0 | 7.0 | 60.0 |
| Max Q Clear Time (g_c+I1), s | 16.0 | 10.3 | 4.0 | 15.9 | 4.5 | 26.0 | 5.6 | 44.2 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 4.6 | 0.0 | 2.0 | 0.0 | 9.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 34.1 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 126 | 127 | 8 | 3 | 430 | 30 | 8 | 4 | 2 | 26 | 1 | 181 |
| Future Vol, veh/h | 126 | 127 | 8 | 3 | 430 | 30 | 8 | 4 | 2 | 26 | 1 | 181 |
| 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 | 60 | - | - | 60 | - | - | 50 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 143 | 144 | 9 | 3 | 489 | 34 | 9 | 5 | 2 | 30 | 1 | 206 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 523 | 0 | 0 | 153 | 0 | 0 | 931 | 965 | 149 | 945 | 952 | 506 |
| Stage 1 | - | - | - | - | - | - | 435 | 435 | - | 513 | 513 | - |
| Stage 2 | - | - | - | - | - | - | 496 | 530 | - | 433 | 440 | - |
| 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 | 1044 | - | - | 1427 | - | - | 247 | 255 | 898 | 242 | 259 | 567 |
| Stage 1 | - | - | - | - | - | - | 599 | 580 | - | 544 | 536 | - |
| Stage 2 | - | - | - | - | - | - | 556 | 527 | - | 601 | 578 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1044 | - | - | 1427 | - | - | 135 | 219 | 898 | 204 | 223 | 567 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 135 | 219 | - | 204 | 223 | - |
| Stage 1 | - | - | - | - | - | - | 517 | 501 | - | 543 | 535 | - |
| Stage 2 | - | - | - | - | - | - | 352 | 526 | - | 513 | 498 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 4.34 | 0.05 | 26.73 | 20.76 |
| HCM LOS | | | D | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 135 | 293 | 1044 | - | - | 1427 | - | - | 461 |
| HCM Lane V/C Ratio | 0.067 | 0.023 | 0.137 | - | - | 0.002 | - | - | 0.513 |
| HCM Control Delay (s/veh) | 33.6 | 17.6 | 9 | - | - | 7.5 | - | - | 20.8 |
| HCM Lane LOS | D | C | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | 0.5 | - | - | 0 | - | - | 2.9 |

| 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 | 11 | 0 | 49 | 2 | 0 | 2 | 54 | 104 | 2 | 2 | 157 | 13 |
| Future Vol, veh/h | 11 | 0 | 49 | 2 | 0 | 2 | 54 | 104 | 2 | 2 | 157 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 0 | 58 | 2 | 0 | 2 | 64 | 122 | 2 | 2 | 185 | 15 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 446 | 449 | 192 | 440 | 455 | 124 | 200 | 0 | 0 | 125 | 0 | 0 |
| Stage 1 | 197 | 197 | - | 251 | 251 | - | - | - | - | - | - | - |
| Stage 2 | 249 | 252 | - | 189 | 205 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 522 | 505 | 849 | 527 | 501 | 927 | 1372 | - | - | 1462 | - | - |
| Stage 1 | 805 | 738 | - | 754 | 699 | - | - | - | - | - | - | - |
| Stage 2 | 755 | 699 | - | 812 | 732 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 494 | 479 | 849 | 466 | 475 | 927 | 1372 | - | - | 1462 | - | - |
| Mov Cap-2 Maneuver | 494 | 479 | - | 466 | 475 | - | - | - | - | - | - | - |
| Stage 1 | 803 | 736 | - | 716 | 665 | - | - | - | - | - | - | - |
| Stage 2 | 715 | 664 | - | 756 | 731 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 10.3 | 10.85 | 2.62 | 0.09 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 605 | - | - | 750 | 621 | 21 | - | - |
| HCM Lane V/C Ratio | 0.046 | - | - | 0.094 | 0.008 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.8 | 0 | - | 10.3 | 10.8 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.3 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 1731 | 3 | 4 | 448 | 7 | 6 | 0 | 17 | 3 | 0 | 2 |
| Future Vol, veh/h | 7 | 1731 | 3 | 4 | 448 | 7 | 6 | 0 | 17 | 3 | 0 | 2 |
| 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 | - | - | - | - | - | - | - | - | - | 60 | - | - |
| 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 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 1882 | 3 | 4 | 487 | 8 | 7 | 0 | 18 | 3 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 495 | 0 | 0 | 1885 | 0 | 0 | 2151 | 2402 | 942 | 1455 | 2399 | 247 |
| Stage 1 | - | - | - | - | - | - | 1898 | 1898 | - | 499 | 499 | - |
| Stage 2 | - | - | - | - | - | - | 252 | 503 | - | 956 | 1900 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 1065 | - | - | 314 | - | - | 27 | 33 | 264 | 91 | 33 | 753 |
| Stage 1 | - | - | - | - | - | - | 72 | 116 | - | 522 | 542 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 540 | - | 277 | 116 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1065 | - | - | 314 | - | - | 26 | 32 | 264 | 82 | 32 | 753 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 26 | 32 | - | 82 | 32 | - |
| Stage 1 | - | - | - | - | - | - | 70 | 114 | - | 513 | 533 | - |
| Stage 2 | - | - | - | - | - | - | 716 | 531 | - | 254 | 114 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.16 | 0.4 | 71.14 | 34.35 |
| HCM LOS | | | F | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 78 | 14 | - | - | 31 | - | - | 82 | 753 |
| HCM Lane V/C Ratio | 0.319 | 0.007 | - | - | 0.014 | - | - | 0.04 | 0.003 |
| HCM Control Delay (s/veh) | 71.1 | 8.4 | 0.1 | - | 16.6 | 0.3 | - | 50.7 | 9.8 |
| HCM Lane LOS | F | A | A | - | C | A | - | F | A |
| HCM 95th %tile Q(veh) | 1.2 | 0 | - | - | 0 | - | - | 0.1 | 0 |

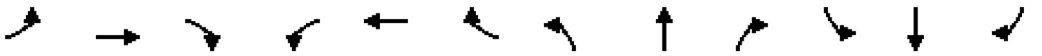
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 1745 | 457 | 11 | 6 | 2 |
| Future Vol, veh/h | 6 | 1745 | 457 | 11 | 6 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 60 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 1939 | 508 | 12 | 7 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 520 | 0 | - | 0 | 1497 | 260 |
| Stage 1 | - | - | - | - | 514 | - |
| Stage 2 | - | - | - | - | 983 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 1042 | - | - | - | 113 | 739 |
| Stage 1 | - | - | - | - | 565 | - |
| Stage 2 | - | - | - | - | 323 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1042 | - | - | - | 112 | 739 |
| Mov Cap-2 Maneuver | - | - | - | - | 112 | - |
| Stage 1 | - | - | - | - | 557 | - |
| Stage 2 | - | - | - | - | 323 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.15 | 0 | 31.9 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 12 | - | - | - | 112 | 739 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.06 | 0.003 |
| HCM Control Delay (s/veh) | 8.5 | 0.1 | - | - | 39.2 | 9.9 |
| HCM Lane LOS | A | A | - | - | E | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 | 0 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 284 | 1425 | 42 | 93 | 402 | 94 | 17 | 18 | 66 | 242 | 26 | 48 |
| Future Volume (veh/h) | 284 | 1425 | 42 | 93 | 402 | 94 | 17 | 18 | 66 | 242 | 26 | 48 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1811 | 1870 | 1870 | 1826 | 1870 | 1722 | 1841 |
| Adj Flow Rate, veh/h | 299 | 1500 | 44 | 98 | 423 | 99 | 18 | 19 | 69 | 255 | 27 | 51 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 5 | 2 | 12 | 4 |
| Cap, veh/h | 604 | 1824 | 53 | 231 | 1309 | 304 | 226 | 28 | 102 | 328 | 94 | 177 |
| Arrive On Green | 0.11 | 0.52 | 0.52 | 0.05 | 0.46 | 0.46 | 0.02 | 0.08 | 0.08 | 0.12 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 3525 | 103 | 1781 | 2863 | 664 | 1781 | 354 | 1285 | 1781 | 533 | 1007 |
| Grp Volume(v), veh/h | 299 | 755 | 789 | 98 | 261 | 261 | 18 | 0 | 88 | 255 | 0 | 78 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1852 | 1781 | 1777 | 1751 | 1781 | 0 | 1639 | 1781 | 0 | 1541 |
| Q Serve(g_s), s | 7.0 | 30.5 | 30.7 | 2.4 | 8.0 | 8.1 | 0.8 | 0.0 | 4.5 | 10.0 | 0.0 | 3.8 |
| Cycle Q Clear(g_c), s | 7.0 | 30.5 | 30.7 | 2.4 | 8.0 | 8.1 | 0.8 | 0.0 | 4.5 | 10.0 | 0.0 | 3.8 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.38 | 1.00 | | 0.78 | 1.00 | | 0.65 |
| Lane Grp Cap(c), veh/h | 604 | 919 | 958 | 231 | 812 | 800 | 226 | 0 | 131 | 328 | 0 | 271 |
| V/C Ratio(X) | 0.49 | 0.82 | 0.82 | 0.42 | 0.32 | 0.33 | 0.08 | 0.00 | 0.67 | 0.78 | 0.00 | 0.29 |
| Avail Cap(c_a), veh/h | 839 | 1161 | 1210 | 241 | 829 | 817 | 293 | 0 | 555 | 328 | 0 | 611 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.4 | 17.3 | 17.4 | 16.3 | 14.8 | 14.8 | 35.1 | 0.0 | 38.3 | 31.4 | 0.0 | 30.6 |
| Incr Delay (d2), s/veh | 0.6 | 3.9 | 3.8 | 1.2 | 0.2 | 0.2 | 0.1 | 0.0 | 5.9 | 11.2 | 0.0 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 11.7 | 12.2 | 0.9 | 3.0 | 3.0 | 0.3 | 0.0 | 2.0 | 5.7 | 0.0 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.0 | 21.2 | 21.2 | 17.5 | 15.0 | 15.1 | 35.2 | 0.0 | 44.2 | 42.6 | 0.0 | 31.2 |
| LnGrp LOS | B | C | C | B | B | B | D | | D | D | | C |
| Approach Vol, veh/h | | 1843 | | | 620 | | | 106 | | | 333 | |
| Approach Delay, s/veh | | 19.4 | | | 15.4 | | | 42.7 | | | 40.0 | |
| Approach LOS | | B | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.0 | 11.8 | 9.5 | 49.3 | 6.7 | 20.1 | 14.7 | 44.2 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 29.0 | 5.0 | 56.0 | 5.0 | 34.0 | 21.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 6.5 | 4.4 | 32.7 | 2.8 | 5.8 | 9.0 | 10.1 |
| Green Ext Time (p_c), s | 0.0 | 0.4 | 0.0 | 11.6 | 0.0 | 0.4 | 0.7 | 3.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.8 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 87 | 294 | 15 | 1 | 94 | 5 | 0 | 0 | 0 | 56 | 6 | 223 |
| Future Vol, veh/h | 87 | 294 | 15 | 1 | 94 | 5 | 0 | 0 | 0 | 56 | 6 | 223 |
| 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 | 60 | - | - | 60 | - | - | 50 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 102 | 346 | 18 | 1 | 111 | 6 | 0 | 0 | 0 | 66 | 7 | 262 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 116 | 0 | 0 | 364 | 0 | 0 | 676 | 678 | 355 | 666 | 684 | 114 |
| Stage 1 | - | - | - | - | - | - | 559 | 559 | - | 116 | 116 | - |
| Stage 2 | - | - | - | - | - | - | 116 | 119 | - | 551 | 568 | - |
| 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 | 1472 | - | - | 1195 | - | - | 367 | 374 | 689 | 373 | 371 | 939 |
| Stage 1 | - | - | - | - | - | - | 513 | 511 | - | 889 | 800 | - |
| Stage 2 | - | - | - | - | - | - | 888 | 797 | - | 519 | 506 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1472 | - | - | 1195 | - | - | 241 | 348 | 689 | 346 | 345 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 241 | 348 | - | 346 | 345 | - |
| Stage 1 | - | - | - | - | - | - | 478 | 475 | - | 888 | 799 | - |
| Stage 2 | - | - | - | - | - | - | 634 | 797 | - | 483 | 471 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 1.68 | 0.08 | 0 | 15.21 |
| HCM LOS | | | A | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1472 | - | - | 1195 | - | - | 684 |
| HCM Lane V/C Ratio | - | - | 0.07 | - | - | 0.001 | - | - | 0.49 |
| HCM Control Delay (s/veh) | 0 | 0 | 7.6 | - | - | 8 | - | - | 15.2 |
| HCM Lane LOS | A | A | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | - | 0 | - | - | 2.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 19 | 0 | 131 | 0 | 0 | 0 | 15 | 78 | 0 | 0 | 155 | 5 |
| Future Vol, veh/h | 19 | 0 | 131 | 0 | 0 | 0 | 15 | 78 | 0 | 0 | 155 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 0 | 154 | 0 | 0 | 0 | 18 | 92 | 0 | 0 | 182 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 312 | 312 | 185 | 309 | 315 | 92 | 188 | 0 | 0 | 92 | 0 | 0 |
| Stage 1 | 185 | 185 | - | 127 | 127 | - | - | - | - | - | - | - |
| Stage 2 | 127 | 127 | - | 182 | 188 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 640 | 603 | 857 | 643 | 600 | 966 | 1386 | - | - | 1503 | - | - |
| Stage 1 | 816 | 747 | - | 877 | 791 | - | - | - | - | - | - | - |
| Stage 2 | 877 | 791 | - | 819 | 744 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 632 | 595 | 857 | 520 | 592 | 966 | 1386 | - | - | 1503 | - | - |
| Mov Cap-2 Maneuver | 632 | 595 | - | 520 | 592 | - | - | - | - | - | - | - |
| Stage 1 | 816 | 747 | - | 865 | 780 | - | - | - | - | - | - | - |
| Stage 2 | 865 | 780 | - | 672 | 744 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 10.59 | 0 | 1.23 | 0 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 290 | - | - | 820 | - | 1503 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | - | 0.215 | - | - | - | - |
| HCM Control Delay (s/veh) | 7.6 | 0 | - | 10.6 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.8 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↑↑↑ | | | ↑↑↑ | | ↰ | ↑↑↑ | |
| Traffic Vol, veh/h | 7 | 768 | 14 | 8 | 1566 | 19 | 1 | 0 | 5 | 8 | 0 | 13 |
| Future Vol, veh/h | 7 | 768 | 14 | 8 | 1566 | 19 | 1 | 0 | 5 | 8 | 0 | 13 |
| 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 | - | - | - | - | - | - | - | - | - | 60 | - | - |
| 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 | 8 | 835 | 15 | 9 | 1702 | 21 | 1 | 0 | 5 | 9 | 0 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1723 | 0 | 0 | 850 | 0 | 0 | 1726 | 2598 | 425 | 2163 | 2595 | 861 |
| Stage 1 | - | - | - | - | - | - | 858 | 858 | - | 1730 | 1730 | - |
| Stage 2 | - | - | - | - | - | - | 868 | 1740 | - | 433 | 865 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 363 | - | - | 784 | - | - | 57 | 25 | 578 | 27 | 25 | 299 |
| Stage 1 | - | - | - | - | - | - | 318 | 372 | - | 92 | 141 | - |
| Stage 2 | - | - | - | - | - | - | 313 | 140 | - | 572 | 369 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 363 | - | - | 784 | - | - | 52 | 23 | 578 | 25 | 23 | 299 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 52 | 23 | - | 25 | 23 | - |
| Stage 1 | - | - | - | - | - | - | 309 | 362 | - | 90 | 138 | - |
| Stage 2 | - | - | - | - | - | - | 292 | 137 | - | 551 | 359 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.53 | 0.25 | 22.33 | 91.69 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 214 | 31 | - | - | 18 | - | - | 25 | 299 |
| HCM Lane V/C Ratio | 0.03 | 0.021 | - | - | 0.011 | - | - | 0.348 | 0.047 |
| HCM Control Delay (s/veh) | 22.3 | 15.1 | 0.4 | - | 9.6 | 0.2 | - | 212 | 17.7 |
| HCM Lane LOS | C | C | A | - | A | A | - | F | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 1.1 | 0.1 |

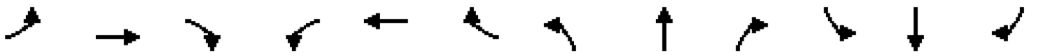
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 775 | 1584 | 36 | 4 | 9 |
| Future Vol, veh/h | 6 | 775 | 1584 | 36 | 4 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 60 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 824 | 1685 | 38 | 4 | 10 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1723 | 0 | - | 0 | 2129 | 862 |
| Stage 1 | - | - | - | - | 1704 | - |
| Stage 2 | - | - | - | - | 425 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 363 | - | - | - | 43 | 298 |
| Stage 1 | - | - | - | - | 132 | - |
| Stage 2 | - | - | - | - | 627 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 363 | - | - | - | 42 | 298 |
| Mov Cap-2 Maneuver | - | - | - | - | 42 | - |
| Stage 1 | - | - | - | - | 129 | - |
| Stage 2 | - | - | - | - | 627 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.45 | 0 | 43.22 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 28 | - | - | - | 42 | 298 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.102 | 0.032 |
| HCM Control Delay (s/veh) | 15.1 | 0.3 | - | - | 101.2 | 17.5 |
| HCM Lane LOS | C | A | - | - | F | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 | 0.1 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 108 | 637 | 34 | 61 | 1268 | 146 | 45 | 20 | 105 | 312 | 34 | 306 |
| Future Volume (veh/h) | 108 | 637 | 34 | 61 | 1268 | 146 | 45 | 20 | 105 | 312 | 34 | 306 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 121 | 716 | 38 | 69 | 1425 | 164 | 51 | 22 | 118 | 351 | 38 | 344 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 172 | 1707 | 91 | 387 | 1559 | 178 | 154 | 45 | 243 | 396 | 42 | 379 |
| Arrive On Green | 0.05 | 0.50 | 0.50 | 0.04 | 0.49 | 0.49 | 0.03 | 0.18 | 0.18 | 0.12 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1781 | 3432 | 182 | 1781 | 3214 | 367 | 1781 | 255 | 1369 | 1781 | 160 | 1449 |
| Grp Volume(v), veh/h | 121 | 370 | 384 | 69 | 783 | 806 | 51 | 0 | 140 | 351 | 0 | 382 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1838 | 1781 | 1777 | 1804 | 1781 | 0 | 1624 | 1781 | 0 | 1609 |
| Q Serve(g_s), s | 4.0 | 15.7 | 15.7 | 2.3 | 48.0 | 49.2 | 2.7 | 0.0 | 9.2 | 14.0 | 0.0 | 27.2 |
| Cycle Q Clear(g_c), s | 4.0 | 15.7 | 15.7 | 2.3 | 48.0 | 49.2 | 2.7 | 0.0 | 9.2 | 14.0 | 0.0 | 27.2 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.20 | 1.00 | | 0.84 | 1.00 | | 0.90 |
| Lane Grp Cap(c), veh/h | 172 | 884 | 914 | 387 | 862 | 875 | 154 | 0 | 288 | 396 | 0 | 421 |
| V/C Ratio(X) | 0.70 | 0.42 | 0.42 | 0.18 | 0.91 | 0.92 | 0.33 | 0.00 | 0.49 | 0.89 | 0.00 | 0.91 |
| Avail Cap(c_a), veh/h | 189 | 931 | 963 | 395 | 901 | 915 | 168 | 0 | 398 | 396 | 0 | 517 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.9 | 18.9 | 18.9 | 14.9 | 28.0 | 28.3 | 39.2 | 0.0 | 43.8 | 39.0 | 0.0 | 42.3 |
| Incr Delay (d2), s/veh | 10.1 | 0.3 | 0.3 | 0.2 | 12.6 | 14.0 | 1.3 | 0.0 | 1.3 | 20.6 | 0.0 | 17.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 6.3 | 6.5 | 0.9 | 22.0 | 23.2 | 1.3 | 0.0 | 3.8 | 5.8 | 0.0 | 12.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 36.9 | 19.2 | 19.2 | 15.2 | 40.6 | 42.3 | 40.4 | 0.0 | 45.1 | 59.7 | 0.0 | 59.8 |
| LnGrp LOS | D | B | B | B | D | D | D | | D | E | | E |
| Approach Vol, veh/h | | 875 | | | 1658 | | | 191 | | | 733 | |
| Approach Delay, s/veh | | 21.7 | | | 40.4 | | | 43.8 | | | 59.7 | |
| Approach LOS | | C | | | D | | | D | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.0 | 26.0 | 9.5 | 63.8 | 9.1 | 35.9 | 10.9 | 62.4 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 14.0 | 29.0 | 5.0 | 62.0 | 5.0 | 38.0 | 7.0 | 60.0 |
| Max Q Clear Time (g_c+I1), s | 16.0 | 11.2 | 4.3 | 17.7 | 4.7 | 29.2 | 6.0 | 51.2 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 4.9 | 0.0 | 1.7 | 0.0 | 6.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.9 |
| HCM 7th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 133 | 134 | 8 | 3 | 453 | 32 | 8 | 4 | 2 | 27 | 1 | 191 |
| Future Vol, veh/h | 133 | 134 | 8 | 3 | 453 | 32 | 8 | 4 | 2 | 27 | 1 | 191 |
| 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 | 60 | - | - | 60 | - | - | 50 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 151 | 152 | 9 | 3 | 515 | 36 | 9 | 5 | 2 | 31 | 1 | 217 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 551 | 0 | 0 | 161 | 0 | 0 | 981 | 1017 | 157 | 997 | 1003 | 533 |
| Stage 1 | - | - | - | - | - | - | 459 | 459 | - | 540 | 540 | - |
| Stage 2 | - | - | - | - | - | - | 522 | 558 | - | 457 | 464 | - |
| 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 | 1019 | - | - | 1418 | - | - | 228 | 238 | 889 | 223 | 242 | 547 |
| Stage 1 | - | - | - | - | - | - | 582 | 566 | - | 526 | 521 | - |
| Stage 2 | - | - | - | - | - | - | 538 | 512 | - | 584 | 564 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1019 | - | - | 1418 | - | - | 117 | 202 | 889 | 185 | 206 | 547 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 117 | 202 | - | 185 | 206 | - |
| Stage 1 | - | - | - | - | - | - | 496 | 482 | - | 525 | 520 | - |
| Stage 2 | - | - | - | - | - | - | 323 | 510 | - | 491 | 480 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 4.42 | 0.05 | 29.96 | 23.47 |
| HCM LOS | | | D | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 117 | 272 | 1019 | - | - | 1418 | - | - | 438 |
| HCM Lane V/C Ratio | 0.078 | 0.025 | 0.148 | - | - | 0.002 | - | - | 0.568 |
| HCM Control Delay (s/veh) | 38.5 | 18.6 | 9.1 | - | - | 7.5 | - | - | 23.5 |
| HCM Lane LOS | E | C | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | 0.5 | - | - | 0 | - | - | 3.4 |

| 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 | 12 | 0 | 52 | 2 | 0 | 2 | 57 | 110 | 2 | 2 | 165 | 14 |
| Future Vol, veh/h | 12 | 0 | 52 | 2 | 0 | 2 | 57 | 110 | 2 | 2 | 165 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 61 | 2 | 0 | 2 | 67 | 129 | 2 | 2 | 194 | 16 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 471 | 473 | 202 | 464 | 480 | 131 | 211 | 0 | 0 | 132 | 0 | 0 |
| Stage 1 | 207 | 207 | - | 265 | 265 | - | - | - | - | - | - | - |
| Stage 2 | 264 | 266 | - | 199 | 215 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 503 | 490 | 838 | 509 | 485 | 919 | 1360 | - | - | 1453 | - | - |
| Stage 1 | 795 | 731 | - | 741 | 690 | - | - | - | - | - | - | - |
| Stage 2 | 742 | 689 | - | 803 | 725 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 474 | 463 | 838 | 446 | 459 | 919 | 1360 | - | - | 1453 | - | - |
| Mov Cap-2 Maneuver | 474 | 463 | - | 446 | 459 | - | - | - | - | - | - | - |
| Stage 1 | 793 | 729 | - | 701 | 653 | - | - | - | - | - | - | - |
| Stage 2 | 700 | 652 | - | 743 | 723 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 10.47 | 11.04 | 2.63 | 0.08 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 605 | - | - | 733 | 600 | 20 | - | - |
| HCM Lane V/C Ratio | 0.049 | - | - | 0.103 | 0.008 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.8 | 0 | - | 10.5 | 11 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.3 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↑↑↑ | | | ↑↑↑ | | ↰ | ↑↑↑ | |
| Traffic Vol, veh/h | 9 | 1736 | 3 | 4 | 462 | 9 | 6 | 0 | 17 | 11 | 0 | 8 |
| Future Vol, veh/h | 9 | 1736 | 3 | 4 | 462 | 9 | 6 | 0 | 17 | 11 | 0 | 8 |
| 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 | - | - | - | - | - | - | - | - | - | 60 | - | - |
| 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 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 1887 | 3 | 4 | 502 | 10 | 7 | 0 | 18 | 12 | 0 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 512 | 0 | 0 | 1890 | 0 | 0 | 2168 | 2429 | 945 | 1479 | 2426 | 256 |
| Stage 1 | - | - | - | - | - | - | 1908 | 1908 | - | 516 | 516 | - |
| Stage 2 | - | - | - | - | - | - | 260 | 521 | - | 963 | 1910 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 1050 | - | - | 312 | - | - | 26 | 32 | 263 | 87 | 32 | 743 |
| Stage 1 | - | - | - | - | - | - | 70 | 115 | - | 510 | 533 | - |
| Stage 2 | - | - | - | - | - | - | 722 | 530 | - | 274 | 115 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1050 | - | - | 312 | - | - | 25 | 30 | 263 | 78 | 31 | 743 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 25 | 30 | - | 78 | 31 | - |
| Stage 1 | - | - | - | - | - | - | 69 | 113 | - | 502 | 524 | - |
| Stage 2 | - | - | - | - | - | - | 702 | 521 | - | 250 | 112 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.21 | 0.4 | 74.55 | 38.36 |
| HCM LOS | | | F | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 76 | 18 | - | - | 30 | - | - | 78 | 743 |
| HCM Lane V/C Ratio | 0.331 | 0.009 | - | - | 0.014 | - | - | 0.153 | 0.012 |
| HCM Control Delay (s/veh) | 74.5 | 8.5 | 0.2 | - | 16.7 | 0.3 | - | 59.1 | 9.9 |
| HCM Lane LOS | F | A | A | - | C | A | - | F | A |
| HCM 95th %tile Q(veh) | 1.2 | 0 | - | - | 0 | - | - | 0.5 | 0 |

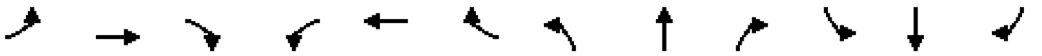
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 1756 | 467 | 14 | 14 | 8 |
| Future Vol, veh/h | 8 | 1756 | 467 | 14 | 14 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 60 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 1951 | 519 | 16 | 16 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 534 | 0 | - | 0 | 1520 | 267 |
| Stage 1 | - | - | - | - | 527 | - |
| Stage 2 | - | - | - | - | 993 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 1030 | - | - | - | 109 | 731 |
| Stage 1 | - | - | - | - | 557 | - |
| Stage 2 | - | - | - | - | 319 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1030 | - | - | - | 107 | 731 |
| Mov Cap-2 Maneuver | - | - | - | - | 107 | - |
| Stage 1 | - | - | - | - | 546 | - |
| Stage 2 | - | - | - | - | 319 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.2 | 0 | 31.72 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 16 | - | - | - | 107 | 731 |
| HCM Lane V/C Ratio | 0.009 | - | - | - | 0.145 | 0.012 |
| HCM Control Delay (s/veh) | 8.5 | 0.2 | - | - | 44.1 | 10 |
| HCM Lane LOS | A | A | - | - | E | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 | 0 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 287 | 1441 | 42 | 93 | 407 | 104 | 17 | 18 | 66 | 276 | 26 | 56 |
| Future Volume (veh/h) | 287 | 1441 | 42 | 93 | 407 | 104 | 17 | 18 | 66 | 276 | 26 | 56 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1811 | 1870 | 1870 | 1826 | 1870 | 1722 | 1841 |
| Adj Flow Rate, veh/h | 302 | 1517 | 44 | 98 | 428 | 109 | 18 | 19 | 69 | 291 | 27 | 59 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 5 | 2 | 12 | 4 |
| Cap, veh/h | 599 | 1836 | 53 | 229 | 1292 | 326 | 224 | 28 | 102 | 325 | 84 | 184 |
| Arrive On Green | 0.11 | 0.52 | 0.52 | 0.05 | 0.46 | 0.46 | 0.02 | 0.08 | 0.08 | 0.12 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 3527 | 102 | 1781 | 2810 | 709 | 1781 | 354 | 1285 | 1781 | 481 | 1052 |
| Grp Volume(v), veh/h | 302 | 763 | 798 | 98 | 269 | 268 | 18 | 0 | 88 | 291 | 0 | 86 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1852 | 1781 | 1777 | 1743 | 1781 | 0 | 1639 | 1781 | 0 | 1533 |
| Q Serve(g_s), s | 7.1 | 31.2 | 31.4 | 2.5 | 8.3 | 8.5 | 0.8 | 0.0 | 4.5 | 10.0 | 0.0 | 4.2 |
| Cycle Q Clear(g_c), s | 7.1 | 31.2 | 31.4 | 2.5 | 8.3 | 8.5 | 0.8 | 0.0 | 4.5 | 10.0 | 0.0 | 4.2 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.41 | 1.00 | | 0.78 | 1.00 | | 0.69 |
| Lane Grp Cap(c), veh/h | 599 | 925 | 964 | 229 | 817 | 801 | 224 | 0 | 131 | 325 | 0 | 268 |
| V/C Ratio(X) | 0.50 | 0.82 | 0.83 | 0.43 | 0.33 | 0.33 | 0.08 | 0.00 | 0.67 | 0.89 | 0.00 | 0.32 |
| Avail Cap(c_a), veh/h | 830 | 1152 | 1200 | 238 | 823 | 807 | 291 | 0 | 550 | 325 | 0 | 603 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.5 | 17.4 | 17.4 | 16.5 | 14.9 | 14.9 | 35.3 | 0.0 | 38.7 | 33.2 | 0.0 | 31.1 |
| Incr Delay (d2), s/veh | 0.7 | 4.1 | 4.0 | 1.3 | 0.2 | 0.2 | 0.2 | 0.0 | 5.9 | 25.4 | 0.0 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 12.0 | 12.6 | 0.9 | 3.1 | 3.1 | 0.4 | 0.0 | 2.0 | 3.6 | 0.0 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.1 | 21.5 | 21.5 | 17.8 | 15.1 | 15.1 | 35.5 | 0.0 | 44.6 | 58.6 | 0.0 | 31.8 |
| LnGrp LOS | B | C | C | B | B | B | D | | D | E | | C |
| Approach Vol, veh/h | | 1863 | | | 635 | | | 106 | | | 377 | |
| Approach Delay, s/veh | | 19.6 | | | 15.5 | | | 43.0 | | | 52.5 | |
| Approach LOS | | B | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.0 | 11.9 | 9.5 | 50.0 | 6.8 | 20.1 | 14.8 | 44.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 29.0 | 5.0 | 56.0 | 5.0 | 34.0 | 21.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 6.5 | 4.5 | 33.4 | 2.8 | 6.2 | 9.1 | 10.5 |
| Green Ext Time (p_c), s | 0.0 | 0.4 | 0.0 | 11.6 | 0.0 | 0.5 | 0.7 | 3.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.7 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 100 | 294 | 15 | 1 | 94 | 6 | 0 | 0 | 0 | 60 | 6 | 265 |
| Future Vol, veh/h | 100 | 294 | 15 | 1 | 94 | 6 | 0 | 0 | 0 | 60 | 6 | 265 |
| 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 | 60 | - | - | 60 | - | - | 50 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 118 | 346 | 18 | 1 | 111 | 7 | 0 | 0 | 0 | 71 | 7 | 312 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 118 | 0 | 0 | 364 | 0 | 0 | 706 | 710 | 355 | 698 | 715 | 114 |
| Stage 1 | - | - | - | - | - | - | 590 | 590 | - | 116 | 116 | - |
| Stage 2 | - | - | - | - | - | - | 116 | 120 | - | 581 | 599 | - |
| 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 | 1471 | - | - | 1195 | - | - | 350 | 359 | 689 | 355 | 356 | 939 |
| Stage 1 | - | - | - | - | - | - | 494 | 495 | - | 888 | 799 | - |
| Stage 2 | - | - | - | - | - | - | 888 | 796 | - | 499 | 490 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1471 | - | - | 1195 | - | - | 211 | 330 | 689 | 326 | 327 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 211 | 330 | - | 326 | 327 | - |
| Stage 1 | - | - | - | - | - | - | 454 | 455 | - | 887 | 798 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 796 | - | 459 | 451 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 1.87 | 0.08 | 0 | 17.02 |
| HCM LOS | | | A | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1471 | - | - | 1195 | - | - | 683 |
| HCM Lane V/C Ratio | - | - | 0.08 | - | - | 0.001 | - | - | 0.57 |
| HCM Control Delay (s/veh) | 0 | 0 | 7.7 | - | - | 8 | - | - | 17 |
| HCM Lane LOS | A | A | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | - | - | 0.3 | - | - | 0 | - | - | 3.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 27 | 0 | 177 | 0 | 0 | 0 | 29 | 78 | 0 | 0 | 155 | 8 |
| Future Vol, veh/h | 27 | 0 | 177 | 0 | 0 | 0 | 29 | 78 | 0 | 0 | 155 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 0 | 208 | 0 | 0 | 0 | 34 | 92 | 0 | 0 | 182 | 9 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 347 | 347 | 187 | 342 | 352 | 92 | 192 | 0 | 0 | 92 | 0 | 0 |
| Stage 1 | 187 | 187 | - | 160 | 160 | - | - | - | - | - | - | - |
| Stage 2 | 160 | 160 | - | 182 | 192 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 607 | 576 | 855 | 612 | 573 | 966 | 1382 | - | - | 1503 | - | - |
| Stage 1 | 815 | 745 | - | 842 | 766 | - | - | - | - | - | - | - |
| Stage 2 | 842 | 766 | - | 819 | 742 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 592 | 561 | 855 | 451 | 558 | 966 | 1382 | - | - | 1503 | - | - |
| Mov Cap-2 Maneuver | 592 | 561 | - | 451 | 558 | - | - | - | - | - | - | - |
| Stage 1 | 815 | 745 | - | 820 | 746 | - | - | - | - | - | - | - |
| Stage 2 | 820 | 746 | - | 620 | 742 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 11.33 | 0 | 2.08 | 0 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 488 | - | - | 807 | - | 1503 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.297 | - | - | - | - |
| HCM Control Delay (s/veh) | 7.7 | 0 | - | 11.3 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.2 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 783 | 14 | 8 | 1575 | 28 | 1 | 0 | 5 | 13 | 0 | 17 |
| Future Vol, veh/h | 14 | 783 | 14 | 8 | 1575 | 28 | 1 | 0 | 5 | 13 | 0 | 17 |
| 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 | - | - | - | - | - | - | - | - | - | 60 | - | - |
| 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 | 15 | 851 | 15 | 9 | 1712 | 30 | 1 | 0 | 5 | 14 | 0 | 18 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1742 | 0 | 0 | 866 | 0 | 0 | 1763 | 2649 | 433 | 2201 | 2641 | 871 |
| Stage 1 | - | - | - | - | - | - | 889 | 889 | - | 1745 | 1745 | - |
| Stage 2 | - | - | - | - | - | - | 873 | 1760 | - | 456 | 897 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 357 | - | - | 773 | - | - | 53 | 23 | 571 | 25 | 23 | 294 |
| Stage 1 | - | - | - | - | - | - | 304 | 360 | - | 90 | 139 | - |
| Stage 2 | - | - | - | - | - | - | 311 | 136 | - | 554 | 357 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 357 | - | - | 773 | - | - | 46 | 21 | 571 | 23 | 21 | 294 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 46 | 21 | - | 23 | 21 | - |
| Stage 1 | - | - | - | - | - | - | 287 | 339 | - | 88 | 136 | - |
| Stage 2 | - | - | - | - | - | - | 285 | 133 | - | 518 | 337 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 1.08 | 0.25 | 23.84 | 142.93 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 198 | 61 | - | - | 17 | - | - | 23 | 294 |
| HCM Lane V/C Ratio | 0.033 | 0.043 | - | - | 0.011 | - | - | 0.623 | 0.063 |
| HCM Control Delay (s/veh) | 23.8 | 15.5 | 0.8 | - | 9.7 | 0.2 | - | $ 306.2 | 18.1 |
| HCM Lane LOS | C | C | A | - | A | A | - | F | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 1.8 | 0.2 |

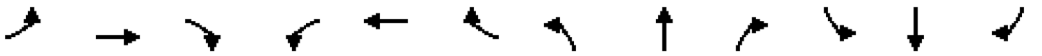
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 789 | 1598 | 45 | 9 | 13 |
| Future Vol, veh/h | 12 | 789 | 1598 | 45 | 9 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 60 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 839 | 1700 | 48 | 10 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1748 | 0 | - | 0 | 2169 | 874 |
| Stage 1 | - | - | - | - | 1724 | - |
| Stage 2 | - | - | - | - | 445 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 355 | - | - | - | 40 | 293 |
| Stage 1 | - | - | - | - | 129 | - |
| Stage 2 | - | - | - | - | 613 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 355 | - | - | - | 38 | 293 |
| Mov Cap-2 Maneuver | - | - | - | - | 38 | - |
| Stage 1 | - | - | - | - | 123 | - |
| Stage 2 | - | - | - | - | 613 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.93 | 0 | 63.2 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 54 | - | - | - | 38 | 293 |
| HCM Lane V/C Ratio | 0.036 | - | - | - | 0.251 | 0.047 |
| HCM Control Delay (s/veh) | 15.5 | 0.7 | - | - | 128.6 | 17.9 |
| HCM Lane LOS | C | A | - | - | F | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.8 | 0.1 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 117 | 647 | 34 | 61 | 1286 | 181 | 45 | 20 | 105 | 332 | 34 | 311 |
| Future Volume (veh/h) | 117 | 647 | 34 | 61 | 1286 | 181 | 45 | 20 | 105 | 332 | 34 | 311 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 131 | 727 | 38 | 69 | 1445 | 203 | 51 | 22 | 118 | 373 | 38 | 349 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 164 | 1726 | 90 | 384 | 1526 | 212 | 148 | 46 | 249 | 394 | 42 | 381 |
| Arrive On Green | 0.05 | 0.50 | 0.50 | 0.04 | 0.49 | 0.49 | 0.03 | 0.18 | 0.18 | 0.11 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1781 | 3435 | 179 | 1781 | 3134 | 435 | 1781 | 255 | 1369 | 1781 | 158 | 1451 |
| Grp Volume(v), veh/h | 131 | 376 | 389 | 69 | 812 | 836 | 51 | 0 | 140 | 373 | 0 | 387 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1838 | 1781 | 1777 | 1792 | 1781 | 0 | 1624 | 1781 | 0 | 1609 |
| Q Serve(g_s), s | 4.5 | 16.3 | 16.3 | 2.3 | 52.7 | 54.7 | 2.8 | 0.0 | 9.4 | 14.0 | 0.0 | 28.5 |
| Cycle Q Clear(g_c), s | 4.5 | 16.3 | 16.3 | 2.3 | 52.7 | 54.7 | 2.8 | 0.0 | 9.4 | 14.0 | 0.0 | 28.5 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.24 | 1.00 | | 0.84 | 1.00 | | 0.90 |
| Lane Grp Cap(c), veh/h | 164 | 893 | 923 | 384 | 865 | 873 | 148 | 0 | 295 | 394 | 0 | 423 |
| V/C Ratio(X) | 0.80 | 0.42 | 0.42 | 0.18 | 0.94 | 0.96 | 0.34 | 0.00 | 0.47 | 0.95 | 0.00 | 0.92 |
| Avail Cap(c_a), veh/h | 173 | 904 | 935 | 391 | 874 | 882 | 161 | 0 | 386 | 394 | 0 | 502 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.2 | 19.1 | 19.1 | 15.3 | 29.5 | 30.1 | 40.1 | 0.0 | 44.7 | 41.7 | 0.0 | 43.6 |
| Incr Delay (d2), s/veh | 21.7 | 0.3 | 0.3 | 0.2 | 17.3 | 20.6 | 1.4 | 0.0 | 1.2 | 31.9 | 0.0 | 19.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.7 | 6.5 | 6.7 | 0.9 | 25.1 | 27.0 | 1.3 | 0.0 | 3.9 | 8.2 | 0.0 | 13.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 49.9 | 19.5 | 19.5 | 15.5 | 46.9 | 50.7 | 41.5 | 0.0 | 45.9 | 73.5 | 0.0 | 63.1 |
| LnGrp LOS | D | B | B | B | D | D | D | | D | E | | E |
| Approach Vol, veh/h | | 896 | | | 1717 | | | 191 | | | 760 | |
| Approach Delay, s/veh | | 23.9 | | | 47.5 | | | 44.7 | | | 68.2 | |
| Approach LOS | | C | | | D | | | D | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.0 | 27.2 | 9.5 | 66.3 | 9.1 | 37.0 | 11.4 | 64.4 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 14.0 | 29.0 | 5.0 | 62.0 | 5.0 | 38.0 | 7.0 | 60.0 |
| Max Q Clear Time (g_c+I1), s | 16.0 | 11.4 | 4.3 | 18.3 | 4.8 | 30.5 | 6.5 | 56.7 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 5.0 | 0.0 | 1.6 | 0.0 | 2.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 45.8 |
| HCM 7th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 177 | 134 | 8 | 3 | 453 | 36 | 8 | 4 | 2 | 30 | 1 | 216 |
| Future Vol, veh/h | 177 | 134 | 8 | 3 | 453 | 36 | 8 | 4 | 2 | 30 | 1 | 216 |
| 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 | 60 | - | - | 60 | - | - | 50 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 201 | 152 | 9 | 3 | 515 | 41 | 9 | 5 | 2 | 34 | 1 | 245 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 556 | 0 | 0 | 161 | 0 | 0 | 1081 | 1122 | 157 | 1099 | 1106 | 535 |
| Stage 1 | - | - | - | - | - | - | 559 | 559 | - | 542 | 542 | - |
| Stage 2 | - | - | - | - | - | - | 522 | 563 | - | 557 | 564 | - |
| 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 | 1015 | - | - | 1418 | - | - | 195 | 206 | 889 | 190 | 211 | 545 |
| Stage 1 | - | - | - | - | - | - | 513 | 511 | - | 525 | 520 | - |
| Stage 2 | - | - | - | - | - | - | 538 | 509 | - | 515 | 509 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1015 | - | - | 1418 | - | - | 85 | 165 | 889 | 148 | 168 | 545 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 85 | 165 | - | 148 | 168 | - |
| Stage 1 | - | - | - | - | - | - | 412 | 410 | - | 523 | 519 | - |
| Stage 2 | - | - | - | - | - | - | 294 | 508 | - | 407 | 408 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 5.23 | 0.05 | 38.95 | 31.05 |
| HCM LOS | | | E | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 85 | 226 | 1015 | - | - | 1418 | - | - | 409 |
| HCM Lane V/C Ratio | 0.106 | 0.03 | 0.198 | - | - | 0.002 | - | - | 0.687 |
| HCM Control Delay (s/veh) | 52.1 | 21.4 | 9.4 | - | - | 7.5 | - | - | 31 |
| HCM Lane LOS | F | C | A | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | 0.7 | - | - | 0 | - | - | 5 |

| 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 | 17 | 0 | 80 | 2 | 0 | 2 | 105 | 110 | 2 | 2 | 165 | 23 |
| Future Vol, veh/h | 17 | 0 | 80 | 2 | 0 | 2 | 105 | 110 | 2 | 2 | 165 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 0 | 94 | 2 | 0 | 2 | 124 | 129 | 2 | 2 | 194 | 27 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 589 | 591 | 208 | 576 | 604 | 131 | 221 | 0 | 0 | 132 | 0 | 0 |
| Stage 1 | 212 | 212 | - | 378 | 378 | - | - | - | - | - | - | - |
| Stage 2 | 376 | 379 | - | 199 | 226 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 420 | 419 | 833 | 428 | 413 | 919 | 1348 | - | - | 1453 | - | - |
| Stage 1 | 790 | 727 | - | 644 | 615 | - | - | - | - | - | - | - |
| Stage 2 | 645 | 615 | - | 803 | 717 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 377 | 377 | 833 | 341 | 371 | 919 | 1348 | - | - | 1453 | - | - |
| Mov Cap-2 Maneuver | 377 | 377 | - | 341 | 371 | - | - | - | - | - | - | - |
| Stage 1 | 788 | 725 | - | 580 | 554 | - | - | - | - | - | - | - |
| Stage 2 | 580 | 554 | - | 711 | 716 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 11.28 | 12.3 | 3.84 | 0.08 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 868 | - | - | 687 | 498 | 18 | - | - |
| HCM Lane V/C Ratio | 0.092 | - | - | 0.166 | 0.009 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.9 | 0 | - | 11.3 | 12.3 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.6 | 0 | 0 | - | - |

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/25/2025 |
| **Time:**<br>00:00 (AM/PM) | 3:57 PM |
| **From:**<br>Name & Title | Jonathan Curth, Director of Development Services |
| **To:**<br>Name & Title | City Clerks Office |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 10/07/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1691 |
| **Forwarded to City Attorney's Office and Department Head** | Received from Dept. Head with City Attorneys copied. |

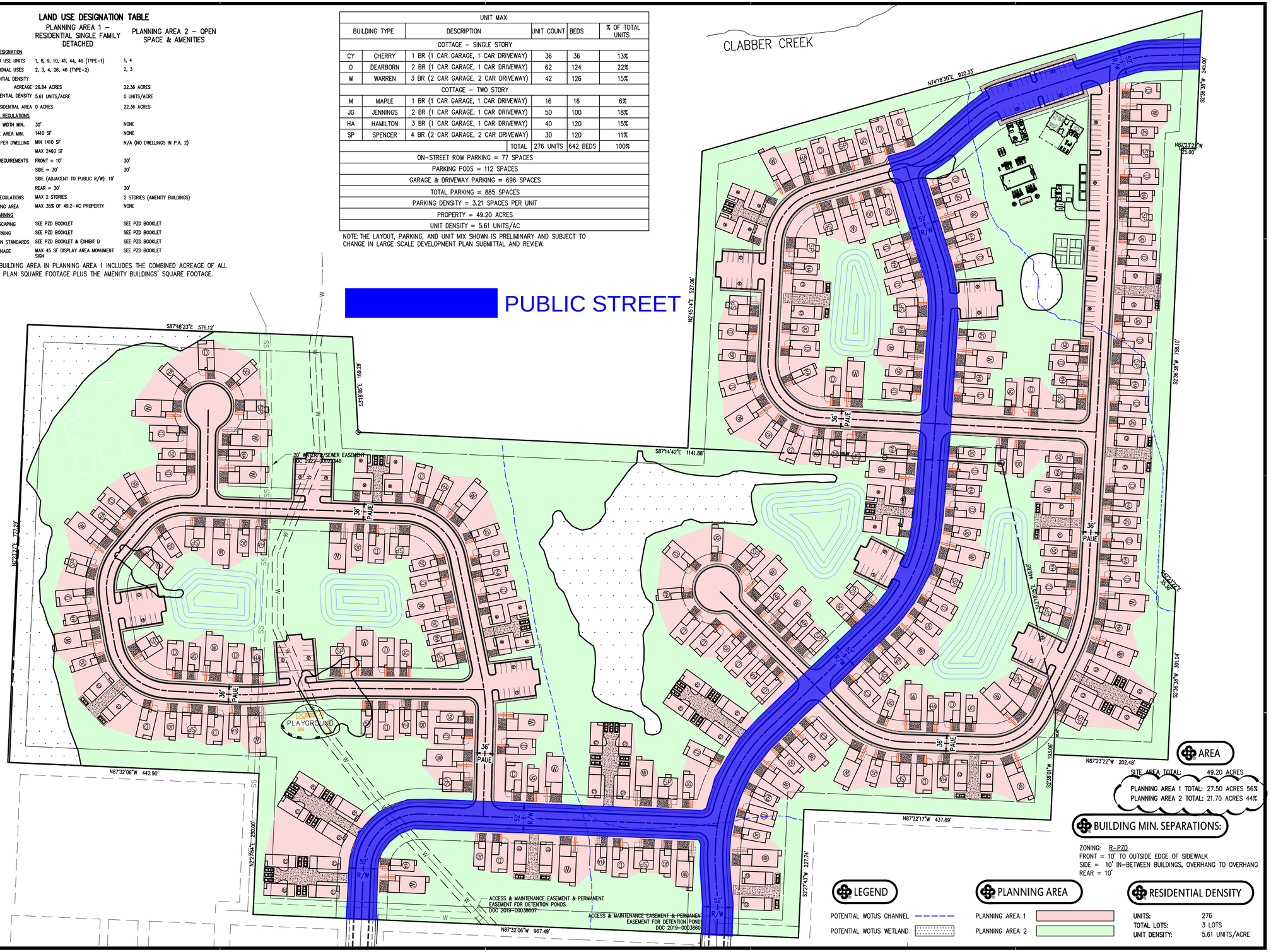
## LAND USE DESIGNATION TABLE

| | PLANNING AREA 1 – RESIDENTIAL SINGLE FAMILY DETACHED | PLANNING AREA 2 – OPEN SPACE & AMENITIES |
|---|---|---|
| LAND USE DESIGNATION | | |
| (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<br>MAX 2460 SF | N/A (NO DWELLINGS IN P.A. 2) |
| (G) *SETBACK REQUIREMENTS | FRONT = 10'<br>SIDE = 30'<br>SIDE (ADJACENT TO PUBLIC R/W): 10'<br>REAR = 30' | 30'<br>30'<br><br>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: 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: 27.50 ACRES 56%
PLANNING AREA 2 TOTAL: 21.70 ACRES 44%

### BUILDING MIN. SEPARATIONS:

ZONING: R-PZD
FRONT = 10' 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: 3 LOTS
UNIT DENSITY: 5.61 UNITS/ACRE

GRAPHIC SCALE IN FEET
80' 0 80'


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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PROJECT NO: 25301700
ISSUE DATE: 06/04/2025
CONTACT: C. THREET
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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EXHIBIT B ZONING & DEVELOPMENT STANDARDS BY PLANNING AREA MAP

1 OF 2


DRAWING: \\EDITEDRIVE_LOGFILES\25301700_WESTCHESTER\INFRASTRUCTURE\CIVIL\DWG\EXHIBIT B FOR PZD.DWG
LAYOUT: EXHIBIT B SET STANDARDS (MAP ONLY) ARCH D - 24x36 (1) 06/04/2025 1:09:03 PM by CHRIS THREET

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/29/2025 |
| **Time:**<br>00:00 (AM/PM) | 5:26 PM |
| **From:**<br>Name & Title | Blake Pennington, Senior Assistant City Attorney |
| **To:**<br>Name & Title | City Clerk's Office |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 09/30/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1691 |
| **Forwarded to City Attorney's Office & Department Head** | Received from City Attorney's Office with Department Head copied. |

OFFICE OF THE
CITY ATTORNEY

# DEPARTMENTAL CORRESPONDENCE

Kit Williams
*City Attorney*

Blake Pennington
*Senior Assistant City Attorney*

Hannah Hungate
*Assistant City Attorney*

Stacy Barnes
*Paralegal*

TO: **Mayor Rawn**
**City Council**

FROM: **Blake Pennington**, Senior Assistant City Attorney

DATE: **September 29, 2025**

RE: **Next Chapter Holdings PZD – North Raven Lane**

Staff has reviewed the updated PZD booklet provided by the engineer for Next Chapter Holdings and a staff report addendum has been added to the agenda packet. Because of those updates, some changes need to be made to the rezoning ordinance. I am attaching a revised version for the City Council's consideration.

Section 1 has been updated to reflect a change in acreage between Planning Areas 1 and 2 as well as a change to the density in Planning Area 1.

Section 2 has been updated to modify the conditions of approval. The original version of the ordinance included conditions that the project maintain connectivity with public streets. The applicant's PZD booklet was revised to address those conditions so they are no longer necessary. Two new conditions have been added to: 1) remove the reference to automatic reversion of zoning, which is not authorized by the Unified Development Code; and 2) provide that the PZD approval does not constitute approval of any development applications or variances.

We recommend that the City Council make a motion to amend the ordinance and adopt the revised ordinance as well as the revised PZD booklet.

**ORDINANCE NO. _____**

AN ORDINANCE TO APPROVE A RESIDENTIAL PLANNED ZONING DISTRICT ENTITLED PZD-2025-003 FOR APPROXIMATELY 49.2 ACRES LOCATED ON NORTH RAVEN LANE IN WARD 4

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves PZD-2025-03 as described in Exhibits "A," "B" and "C" attached to the Planning Division's Agenda Memo which allows the development of approximately 27.50 acres of residential single-family homes at a maximum density of 7 units per acre, and sets aside 21.70 acres limited to stormwater, greenspace, and open space.

Section 2: This PZD approval is subject to the following conditions which shall be reflected in an updated PZD booklet:

1. Language regarding zoning reversion in section A shall be removed.
2. Approval of the Planned Zoning District does not constitute approval of any associated development, nor does it constitute approval of any variances to street standards, design standards, or other requirements.

Section 3: That the official zoning map of the City of Fayetteville, Arkansas is hereby amended to reflect the zoning criteria change provided in Section 1 above.

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1673

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

**FROM:** Donna Wonsower, Senior Planner

**SUBJECT:** **ANX-2025-0001: Annexation (W. LIERLY LN/MOORE, 244 & 283): Submitted by RMP LLP for property located on W. LIERLY LN. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 19.92 acres. The request is to annex the property into the city limits of Fayetteville.**

---

**RECOMMENDATION:**
City Planning staff and the Planning Commission recommend approval of a request to annex the subject property as described and shown in the attached Exhibits 'A' and 'B'.

**BACKGROUND:**
The subject property is unincorporated land located near west Fayetteville on the south side of W. Lierly Ln. and abutting W. Violet St. and W. Berseis Dr. The property contains two undeveloped parcels totaling 19.92 acres. The property is partially encumbered by hydric soils.

*Request:* The request is to annex the subject property into the City of Fayetteville. A request to rezone the property to NC, Neighborhood Conservation (RZN-2025-0032) has been submitted concurrently with this application, as all parcels are annexed into the city limits as R-A, Residential Agricultural.

*Public Comment:* Staff received two comments in opposition to the annexation request, citing increased traffic, demand on existing utilities and other city services, potential impact of development on adjacent neighborhoods, and a desire for the property to remain undeveloped to protect existing views.

*Annexation Guiding Policies:* The guiding policies for annexations are outlined in City Plan 2040. In evaluating this request under these policies, staff finds that the requested annexation aligns with stated city goals. Items in favor of the annexation include the partial closure of an existing peninsula, presence of public water and sewer directly on or adjacent to the property, proximity to city right-of-way, potential to preserve sensitive environmental areas, undeveloped nature of the property and proximity of adjacent developments within city limits. Additionally, due to recent changes at the state level, cities no longer have jurisdictional authority outside of their city limits, and annexation into city limits will likely clarify jurisdiction of the subject area. It would also re-permit the application of city regulations where subdivision standards previously applied. Items against the annexation include emergency service response times above stated goals and known wet weather sewer capacity issues.

Given the moderate size of the subject property, a fiscal impact assessment was not conducted for the

requested annexation. However, it should be noted that annexing land toward the western extent of the City and developing it can pose financial challenges for the City to maintain the public infrastructure in a fiscally sustainable manner; however, staff does not anticipate that this will be an issue for this property given existing residential developments directly adjacent to the property to the east, west, and south.

**DISCUSSION:**
At the August 25, 2025, Planning Commission meeting, a vote of 6-0-1 forwarded the request. The applicant noted the reduction of the existing peninsula, proximity of utilities and adjacent higher density zoning districts including NC, Neighborhood Conservation, as well as compatibility with surrounding neighborhoods. One neighbor spoke against the request, citing a desire for his property to remain outside of city limits and requesting that the Commission get more information on the final layout of any proposed development before either annexing or rezoning the requested properties. Also noted was an error in the staff report that stated W. Grouse St. was adjacent to the subject area.

Commissioners in favor of the annexation cited infill potential given adjacent development and proximity of adjacent services. Commissioner Cabe motioned, and Commissioner Werner seconded. Commissioner McGetrick recused. No commissioners voted against the request.

**BUDGET/STAFF IMPACT:**
NA

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A, 5. Exhibit B, 6. Staff Report

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

**File #:** 2025-1673

**AN ORDINANCE TO ANNEX THAT PROPERTY DESCRIBED IN ANNEXATION PETITION ANX 25-001 SUBMITTED BY RMP LLP FOR PROPERTY LOCATED ON WEST LIERLY LANE ADJACENT TO WARD 4 CONTAINING APPROXIMATELY 19.92 ACRES**

**WHEREAS**, RMP LLP have properly secured the Washington County Judge's authorization to annex 19.92 acres located on West Lierly Lane adjacent to Ward 4 into the City of Fayetteville.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby confirms the annexation to the City of Fayetteville, Arkansas of about 19.92 acres as described in Exhibit B and the map shown on Exhibit A, both attached to the Planning Department's agenda memo.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby zones the newly annexed property R-A, Residential Agricultural.

Section 3: That the City Council of the City of Fayetteville, Arkansas hereby amends the official map and zoning map of the City of Fayetteville to recognize this annexation.

Section 4: That the City Council of the City of Fayetteville, Arkansas hereby assigns this 19.92 acres to Ward Four of the City of Fayetteville.

**City of Fayetteville Staff Review Form**

**2025-1673**

**Item ID**

**9/16/2025**

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

| Jonathan Curth | 8/29/2025 | DEVELOPMENT REVIEW (630) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

ANX-2025-0001: Annexation (W. LIERLY LN/MOORE, 244 & 283): Submitted by RMP LLP for property located on W. LIERLY LN. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 19.92 acres. The request is to annex the property into the city limits of Fayetteville.

## Budget Impact:

| | | | | |
|---|---|---|---|---|
| Account Number | | | Fund | |
| Project Number | | | Project Title | |
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #**

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

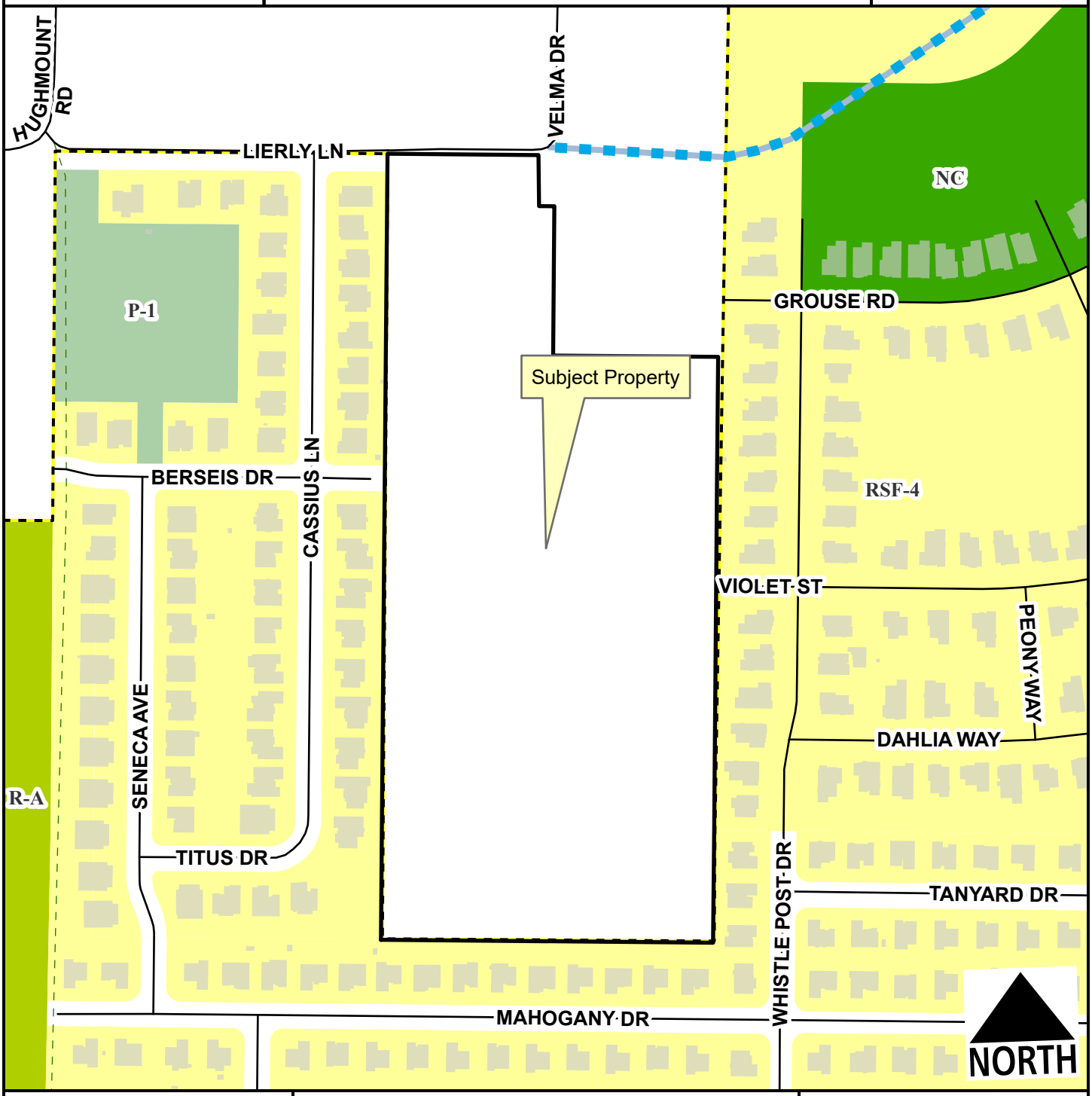
**Comments:**

ANX-2025-0001

*Close Up View*

# W. LIERLY LN

**Exhibit 'A'**
**ANX-2025-0001**




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

Feet

0 105 210 420 630 840

1:3,400

**EXHIBIT 'B'**

**ANX-2025-0001**

**LEGAL DESCRIPTION**

Parcel 001-16788-000 (located in Washington County, Arkansas)

A part of the Southwest Quarter (SW 1/ 4) of the Northeast Quarter (NE 1/4) and a part of the Northwest Quarter (NW 1/4) of the Southeast quarter (SE 1/4) of Section Thirty One (31), Township Seventeen (17) North, Range Thirty (30) West, being more particularly described, to-wit: Beginning at a point which is N 89°59'40" E 651.0 feet from the Northwest corner of said Southwest Quarter (SW 1/4), Northeast Quarter (NE 1/4) and running, thence N 89°59'40" E 325.5 feet; thence South 1540.0 feet; thence S 89°59'40" W 325.5 feet; thence North 1540.0 feet to the point of beginning. Containing 11.51 acres, more or less.

AND

Parcel 001-16811-001 (located in Washington County, Arkansas)

A part of the Southwest Quarter (SW 1/4) of the Northeast Quarter (NE 1/4) and a part of the Northwest Quarter (NW 1/4) of the Southeast Quarter (SE 1/4) of Section Thirty One (31), Township Seventeen (17) North, Range Thirty (30) West, being more particularly described, to-wit: Beginning at a point which is N 89°59'40" E 976.5 feet from the Northwest corner of said Southwest Quarter (SW 1/ 4) Northeast Quarter (NE 1/ 4) and running thence N 89°59'40" E 325.5 feet to the Northeast corner of said Southwest Quarter (SW 1/4), Northeast Quarter (NE 1/4); thence South 1540.0 feet; thence S 89°59'40" W 325.5 feet; thence North 1540.0 feet to the point of beginning, containing 11.5 acres, more or less.

LESS AND EXCEPT

A part of the Southwest Quarter (SW 1/4) of the Northeast Quarter and a part of the Northwest Quarter of the Southeast Quarter of Section 31, Township 17 North, Range 30 West, Washington County, Arkansas, being more particularly described as follows, to-wit: Beginning at the Northeast corner of the Southwest Quarter of the Northeast Quarter of said Section 31 and running thence S 89°59'40" W 367.08 feet; thence S 01°01'05" E 100.00 feet; thence N 89°59'40" E 30.00 feet; thence S 00°01'05" E 292.47 feet; thence N 89°59'41" E 333.63 feet; thence N 00°29'04" E 392.49 feet to the point of beginning, containing 3.09 acres, more or less.

CITY OF FAYETTEVILLE ARKANSAS

# PLANNING COMMISSION MEMO

**TO:** Fayetteville Planning Commission

**THRU:** Jessie Masters, Planning Director

**FROM:** Donna Wonsower, Senior Planner

**MEETING DATE:** August 25, 2025 (UPDATED WITH MEETING RESULTS)

**SUBJECT:** **ANX-2025-0001: Annexation (W. LIERLY LN/MOORE, 244 & 283):** Submitted by RMP LLP for property located on W. LIERLY LN. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 19.92 acres. The request is to annex the property into the city limits of Fayetteville.

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**RECOMMENDATION:**
Staff recommends forwarding **ANX-2025-0001** to City Council with a recommendation of approval.

**RECOMMENDED MOTION:**
*"I move to forward **ANX-2025-0001** to City Council with a recommendation of approval."*

**BACKGROUND:** Correction: Subject area does not have frontage along W. Grouse Rd.
The subject property is located in far west Fayetteville on the south side of W. Lierly Ln. and abutting W. Violet St., ~~W. Grouse Rd.~~ and W. Berseis Dr. The property contains two undeveloped parcels totaling 19.92 acres. A request to rezone the subject property to NC, Neighborhood Conservation (RZN-2025-0032) has been submitted concurrently with this application, as all parcels are annexed into the city limits as R-A, Residential Agricultural. The property is partially encumbered by hydric soils. Surrounding land uses and zoning is depicted in *Table 1.*

**Table 1:**
**Surrounding Land Uses and Zoning**

| Direction | Land Use | Zoning |
|---|---|---|
| North | Rural Residential | Washington County |
| 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 annex the subject property into the City of Fayetteville. A request to rezone the property to NC, Neighborhood Conservation has been submitted concurrently with this request (RZN-2025-0032).

*Public Comment:* To date, staff has received one comment in opposition to the request, citing potential impact to existing views and a desire for the property to remain undeveloped.

**INFRASTRUCTURE:**

**Streets:** This property has frontage along West Lierly Lane, an unclassified county road, which is unimproved with gravel paving. In addition, there are three roads that dead end at the property boundaries (West Berseis Drive, West Violet Street and ~~West Grouse Road~~). All three of these are improved residential links with asphalt paving, curb and gutter, and sidewalk. Any street or drainage improvements required in these areas would be determined at the time of development proposal.

**Water:** Public water is available to the subject area. There is an existing 8-inch water main on the west side of the subject property along West Berseis Drive. In addition, there are two existing 8-inch water main connections on the east side of the subject property along ~~West Grouse Street~~ and West Violet Street. There are no known water capacity issues that would impact this development.

**Sewer:** The property must be annexed to provide access to City sewer. There are two existing 8-inch connections on the east side of the property along both ~~West Grouse Road~~ and West Violet Street. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 3000 linear feet downstream of this property.

**Drainage:** No portion of the subject property lies within the Hillside/Hilltop Overlay District. No protected streams or FEMA Floodplain are identified on the subject property. A portion of the property is encumbered by hydric soils, a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric Soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits will be issued for the property a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required.

**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 3 miles from the fire station with an anticipated drive time of approximately 8 minutes using existing streets. The anticipated response time would be approximately 10.2 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 provided comment, but noted no apparent issues with this request.

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: single-family, duplexes, rowhouses, multifamily and accessory dwelling units. 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, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments which may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment. Building setbacks may vary depending on the context of the existing neighborhood.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **2-4** for this site with a weighted score of **4** at the highest level. The following elements of the matrix contribute to the score:

- Near Sewer Main (8-inch main; W. Grouse Rd. and W. Violet St.)
- Near Water Main (8-inch main; W. Grouse Rd., W. Violet St., W. Berseis Dr.)
- Near City Park (Lierly Lane Park)
- Near Paved Trail (Rupple Rd. Side Path)

FINDINGS OF THE STAFF

**CITY PLAN 2040 (Res. 35-20)**
12.3 Annexation Guiding Policies

**Boundaries**

12.3.5.a Annex existing islands and peninsulas and do not annex areas that create an island or peninsula.

**Finding:** **The proposed annexation would annex land within an existing peninsula in the City's boundary and would not create a new island or peninsula. The areas to the south were annexed in 1998. The areas to the west were annexed in 2006. The areas to the east were annexed in 2018, which created a peninsula. The proposed annexation would extend city limits north to Lierly Ln. and will narrow the peninsula from approximately 650 feet wide and 1,500 feet deep (~22.3 acres) to approximately 370 feet wide and deep (~2.3 acres).**

12.3.5.b The proposed annexation area must be adjacent, or contiguous, to city limits.

**Finding**: **The proposed annexation area is adjacent and contiguous to Fayetteville's City Limits in northwest Fayetteville.**

12.3.5.c Areas should either include or exclude entire subdivisions or neighborhoods, not divide.

**Finding:** **The proposed annexation is for an area containing no subdivisions. The parcels proposed to be annexed are currently undeveloped.**

12.3.5.d Boundaries for annexed areas should follow natural corridors.

**Finding:** **The proposed annexation boundary follows the property lines of the subject property. The property is bordered to the south, east and west by relatively low-density residential subdivisions within Fayetteville city limits. City limits generally end on the south side of N. Hughmount Rd. / W. Lierly Ln. with multiple peninsulas in the adjacent area. Annexing this parcel into the city would substantially close one such peninsula and follow Lierly Ln. as a logical boundary.**

12.3.5.e The provision of services should be concurrent with development.

**Finding:** **The subject property is adjacent to city water and sewer and would have access to sewer should it be annexed. Connection to water and sewer service would be the responsibility of the property owner.**

**ENVIRONMENTALLY SENSITIVE AREAS**

12.3.5.f Annex environmentally sensitive areas that could be impacted by development and utilize appropriate development regulations to protect those areas.

**Finding:** **Hydric soils, a known indicator of wetlands, are present on site. If the property were to be annexed, it would be subject to the City's stormwater ordinances and other applicable standards.**

**EMERGENCY AND PUBLIC SERVICES**

12.3.5.g Public services must be able to be provided efficiently in newly annexed areas.

**Finding:** **Fire:** **The Fayetteville Fire Department response time to this location is approximately 10.2 minutes from the current closest station (835 N. Rupple Road). The Fire Department response time goal is six minute for an engine and eight minutes for a ladder truck.**

**Police:** **The Fayetteville Police Department indicated no issues with the request.**

12.3.5.h Annexed areas should receive the same level of service of areas already in the city limits.

**Finding:** **Should it be annexed, the subject property would receive the same services, including trash service, police protection, fire protection, sewer, water, recycling and yard waste pick-up, and zoning protection as nearby property within the City. On August 5, 2025, Act 314 repealed city zoning and code enforcement authority outside of city limits. As such, subdivision regulations and other development standards no longer apply to properties even directly outside of city limits. Annexing the subject area into the city would therefore extend those development regulations into property that**

**was previously subject to limitations but which was recently removed from the city's regulatory authority boundary.**

12.3.5.i The ability to provide public services should be evaluated in terms of equipment, training of personnel, number of units, and response time.

**Finding: These factors were taken into consideration in the responses and recommendations included in this report.**

**INFRASTRUCTURE AND UTILITIES**

12.3.5.j Areas currently served by utilities and other public services should be annexed.

**Finding: The property currently has access to multiple public streets, city water, and city sewer from adjacent subdivisions to the north, east and west.**

12.3.5.k Proposed annexation areas should not require the upgrading of utilities to meet the demands of development unless there is a threat to public safety.

**Finding: Engineering: The property is directly adjacent to city water and sewer.**

**Planning: The property is surrounded by existing subdivisions to the east, west and south and annexation would allow the city to apply development and other standards. A concurrent rezoning request to NC, Neighborhood Conservation has been submitted which could lead to increased density on the subject property.**

12.3.5.l Phased annexation should be initiated by the City within active annexation areas based on planned service extensions or availability of services.

**Finding: Not applicable; the proposed annexation is not part of a phased annexation initiated by the City.**

**INTERGOVERNMENTAL RELATIONS**

12.3.5.m Promote long-range planning with adjacent jurisdictions.

**Finding: Due to recent changes at the state level, cities no longer have jurisdictional authority outside of their city limits, and annexation into city limits will likely clarify jurisdiction of the subject area. While there is county right-of-way to the north that could be utilized to access this property, all right-of-way adjacent to the subject property to the east and west is owned by the City of Fayetteville. Staff does not anticipate any change to the existing right-of-way conditions associated with this annexation request.**

12.3.5.n Establish agreements to address regional concerns, such as water, stormwater, and sewer.

**Finding: The subject area and all of those around it are served by either Fayetteville water, sewer, or both. Those currently not served by Fayetteville water and**

**sewer utilize water wells or septic systems. If the property were to be annexed, it would be subject to the City's stormwater ordinances.**

**ADMINISTRATION OF ANNEXATIONS**

12.3.5.o Develop a land use plan for annexation initiated by the City.

**Finding: Not applicable; this annexation is not City-initiated. However, the subject area is included within the City's Future Land Use Plan and is designated as a Residential Neighborhood Area.**

12.3.5.p Designate zoning districts for the property during the annexation process.

**Finding: Annexations are automatically zoned R-A, Residential Agricultural per UDC §161.01(E), though the applicant has submitted a separate rezoning application with a request to rezone the property to NC, Neighborhood Conservation.**

12.3.5.q An annexation study should be completed on all annexation proposals.

**Finding: Planning staff has engaged with the Engineering Division along with the Water and Sewer, Fire, and Police Departments to review the proposed annexation. The request was studied to determine if facilities or services are available or needed in association with this request. Responses are included throughout this report.**

12.3.5.r Development proposals require a separate review from the annexation proposals.

**Finding: Future development of the subject property will be required to go through the appropriate development review process. Staff notes that due to recent changes at the state level, the subdivision of land outside of city limits is no longer subject to city review; therefore, the annexation of land within city limits will permit the review for development standards where it is no longer permitted if the property were to remain outside city jurisdiction.**

12.3.5.s Residents should be fully informed of annexation activities.

**Finding: Per §157.03 of the Unified Development Code, property owners and residents within 200 feet of the subject property have been notified. Additionally, a legal advertisement has been submitted with the local newspaper prior to the Planning Commission meeting for which this item is scheduled. Signage was posted on the site informing surrounding neighbors of the annexation proposal.**

12.3.5.t Encourage larger annexations to create acceptable boundaries.

**Finding: Staff finds the request would serve to reduce the existing peninsula of unincorporated area and could serve to further establish W. Lierly Lane as a logical, 'squared-off' boundary for the City in this area.**

12.3.5.u Conduct a fiscal impact assessment on large annexations.

**Finding:** **Given the moderate size of the subject property, a fiscal impact assessment was not conducted for the requested annexation. It should be noted that annexing land toward the western extent of the City and developing it can pose financial challenges for the City to maintain the public infrastructure in a fiscally sustainable manner; however, staff does not anticipate that this will be an issue for this property given existing residential developments directly adjacent to the property to the east, west, and south.**

**RECOMMENDATION: Planning staff recommends forwarding of ANX-2025-0001 to the City Council with a recommendation of approval.**

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| | | | |
|---|---|---|---|
| **PLANNING COMMISSION ACTION:** | **Required** | **YES** | |
| **Date:** August 25, 2025 | ❒ **Tabled** | ☒ **Forwarded** | ❒ **Denied** |
| **Motion:** CABE | "I move to forward ANX-2025-0001 to City Council with a recommendation of approval." | | |
| **Second:** WERNER | | | |
| **Vote:** 6-0-1 (MCGETRICK RECUSED) | | | |

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**BUDGET/STAFF IMPACT:**
None

**ATTACHMENTS:**

- City Plan 2040, Section 12.3: Annexation
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
- Request Letter
- Order of Annexation

Public comment received after packet creation



*Figure 3.4 - Rural*



*Figure 3.5 - Suburban Sprawl*



*Figure 3.6 - Traditional Development*

## 3.2 Goal 2 - We will discourage suburban sprawl

As Fayetteville's population continues to grow at a fast rate, the City must work with the community and enact regulations that discourage suburban sprawl on a local and regional scale. Until very recently, zoning practices have supported a separation of land uses. This can lead to development that spreads across the landscape in a single-use, low-density and low-intensity land use pattern which promotes auto-dependent transportation modes. The impacts of sprawl are widely acknowledged; high numbers of single occupancy vehicle trips, increased traffic congestion, disconnected street networks, inadequate or non-existent pedestrian and bicycle infrastructure, and negative health outcomes for residents. Over the last five years the City has repeatedly discouraged annexation and single-use residential zoning on the periphery of Fayetteville to further this goal. However, unless regional smart growth efforts are taken, market forces will shift periphery growth to other communities, which has occurred. For employees that work in Fayetteville, this results in longer commute times from outlying communities.

There has been criticism that this goal needs clarity to help determine whether development in a specific geographic location will contribute to sprawl. To aid in this effort, staff created a Development Matrix and Map as described in Section 2: Planning Process. This new tool applies a score across all parcels in the city, awarding points for projects in high growth areas on the Future Land Use Map and in proximity to infrastructure and amenities, and removing points in areas targeted for preservation of natural resources or rural character. This matrix reflects multiple land use policies and goals that lead to prioritizing geographical locations for development. The matrix discourages development resulting in the negative impacts of suburban sprawl. The basis of this goal is to build complete, compact and connected places.

*"I support infill development because it prevents sprawl and the over extension of utilities and the over use of a car and traffic in general. If you live closer to things you do, you drive less, bike and walk more." - Survey Respondent*

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## Goal 2 Objectives

### 3.2.1 *Develop alternative development patterns that encourage efficient use of land at the edge of the city, or in newly annexed areas.*

Development techniques such as conservation subdivisions allow the same number of homes as a conventional subdivision, often with reduced infrastructure costs, while also preserving open space, valuable farm land, and natural resources. Additionally, the City should evaluate the low-density and agricultural zoning districts in the existing zoning code and propose new ones if necessary.

Many communities have adopted low-density residential agriculture zoning districts that set housing density at one dwelling unit per 10 or 20 acres. This type of zoning on the urban fringe allows the community to plan for, and anticipate, the incremental expansion and development of the city outward as the population increases.

### 3.2.2 *Direct capital improvements into infrastructure that encourages and supports infill and revitalization.*

Replacing and upgrading aged infrastructure in the core of the city provides improved service and fire protection for residents and businesses. These improvements can provide a financial incentive for revitalization projects instead of extending new services into greenfield areas. In recent years the City has completed numerous important capital improvement projects in the core of the City such as the reconstruction of College Avenue from downtown to North Street, the on-going trails network build-out, Garland Avenue, and many linear feet of new or reconstructed sidewalk.

### 3.2.3 *Maximize City influence over development and preservation in outlying unincorporated areas.*

The City's Planning area is primarily under the jurisdiction of Washington County, and as such development here is generally allowed at a density of one unit per acre depending on septic system compatibility. The City should develop an annexation policy that quantifies the benefit and costs of annexing lands adjacent to the City limits to prioritize appropriate future growth needs and discourage leapfrog development. Annexation of adjacent lands could be at the owners request or through a public referendum. If large areas of Fayetteville's periphery are ultimately annexed for future growth, zoning tools should be in place to ensure that growth happens adjacent to existing development and leap frog subdivision patterns are discouraged.

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*Figure 3.7 - Fayetteville Historic Growth and Future Development Scenarios*

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## 12.3 Annexation

Annexation is the inclusion of previously unincorporated lands within the City limits. Annexation has benefits to the residents of the annexed area as well as to the City. The residents gain access to urban services, such as enhanced police and fire protection and have a voice in city government. The City gains the ability to control development and extend boundaries in a logical manner.

The purpose of this planning element is to take a more active approach toward annexations by identifying potential annexations areas and establishing annexation policies. The annexation policies will guide evaluation of future annexation proposals. The policies are designed to ensure that public services, infrastructure, and utility extension is properly addressed in order to manage growth. The potential annexation areas may become part of the City when these annexation polices are met.

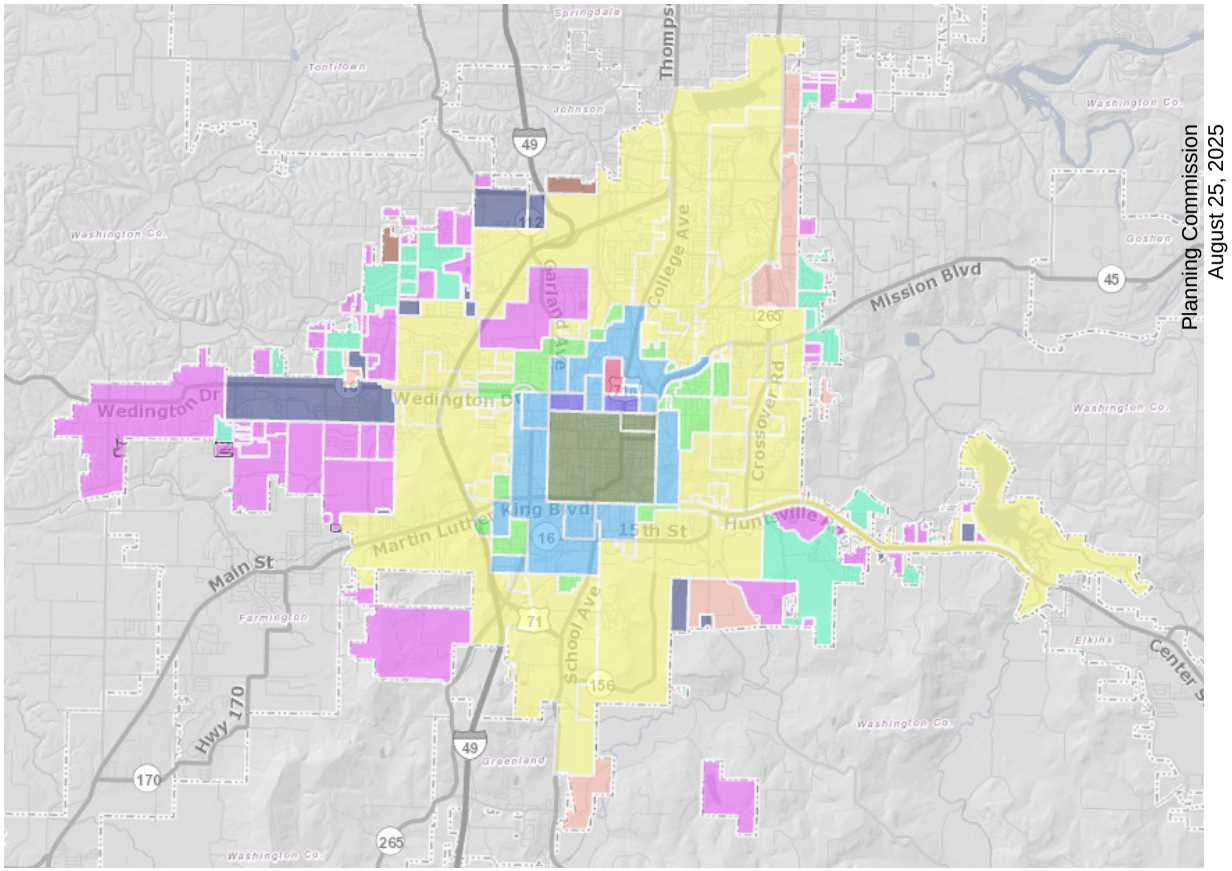



*Figure 12.15 - Fayetteville Annexation Map*

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## *Annexation History and Trends*

The original town was incorporated in 1870 with approximately 1,100 acres. Since incorporation, the City has made almost 200 annexations, totaling over 34,000 acres. Annexation activity was relatively slow until the 1940's, when over 2,500 acres were annexed within 19 annexations. During the 1950's, almost the same number of annexations took place, however, the total land area annexed was significantly smaller than in the 1940's. By the 1960's. annexation activity increased dramatically, with 42 annexations bringing over 18,000 acres into the city limits. Annexation numbers dropped in 1970 and stayed steady until the 1990's, when the number of annexations tripled from the 1980's. By 2000, the City contained 45 square miles and by 2018 the City contained approximately 55 square miles.

One indicator of the amount of developable land within the City is the number of people per acre. Prior to 1940 there were approximately 5.6 persons per acre. This era represents the time when Fayetteville was still relatively small and consisted primarily of what we would now consider the downtown and surrounding neighborhoods. By 1970, after numerous large annexations in the 1960's, the persons per acre had been reduced to 1.3. The City's population continued to increase dramatically through the 2000's when we maintained just over 2 people per acre from 2000-2010. An annexation referendum in October of 2006 for a large area along Wedington Drive on the west side of town brought in an additional 1,400 acres of low density land for eventual development.

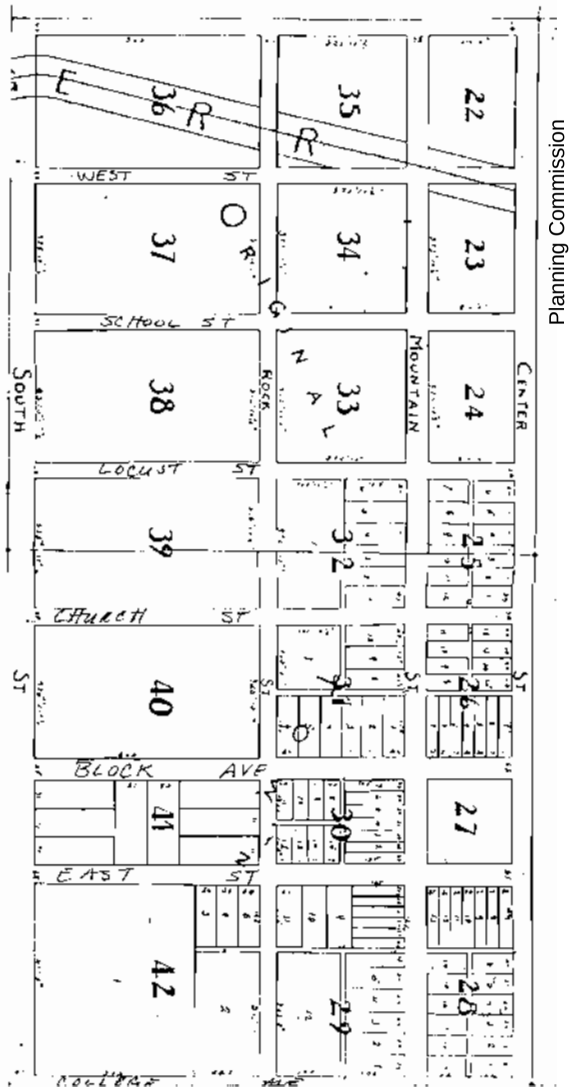



*Figure 12.16 - Fayetteville Town Plat*

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## *State Statutes on Annexation*

Title 14, Chapter 40 of the state statute discusses annexation. Annexations can be initiated by a municipality or by property owners.

A municipality can annex contiguous lands, lands surrounded by the municipality, unincorporated area that is completely bounded by two or more municipalities. If the municipality has the greater distance of city limits adjoining the area, and land contiguous and in adjacent counties to annex any contiguous lands, the governing body must adopt an ordinance, passed by two-thirds of the governing body and hold an election of the people. Those lands must meet one of the following criteria:

- Platted and held for sale or use as municipal lots;
- Whether platted or not, if the lands are held to be sold as suburban property;
- When the lands furnish the abode for a densely settled community or represent the actual growth of the municipality beyond its legal boundary;
- When the lands are needed for any proper municipal purposes such as for the extension of needed police regulation; or
- When they are valuable by reason of their adaptability for prospective municipal uses.

Contiguous lands must not be annexed if they meet either of the following criteria:

- Have a fair market value at the time of adoption of the ordinance of lands used only for agricultural or horticultural purposes and the highest and best use of the land is for agricultural or horticultural purposes; or
- Are lands upon which a new community is to be constructed with funds guaranteed in whole or in part by the federal government under Title IV of the Housing and Urban Development Act of 1968 or under Title VII of the Housing and Urban Development Act of 1970.

To annex land surrounded by a municipality, the governing body can propose an ordinance to annex the property. Again, the lands must meet the criteria listed above. A public hearing must be held within 60 days of the proposed ordinance, A majority of the governing body must approve the annexation for it to become effective.

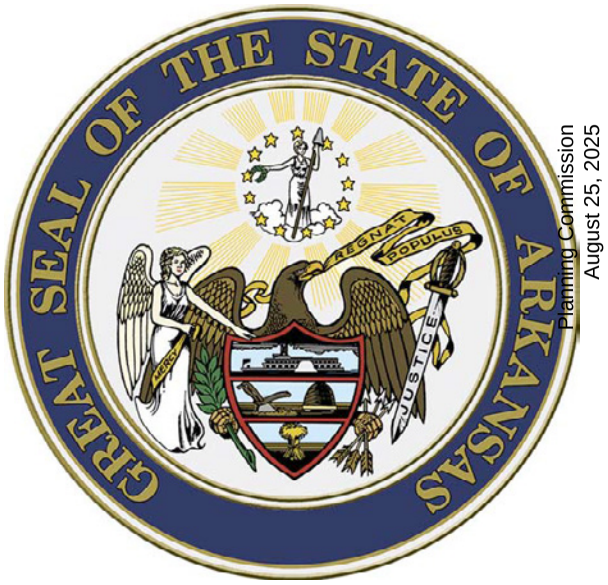



*Figure 12.17 - Great Seal of the State of Arkansas*

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Property owners in areas contiguous and adjacent to the municipality may request annexation. They can apply with a petition of the majority of land owners in the area, if the majority of the total number of owners own more than one-half of the acreage affected.

## *Potential Annexation Areas*

The potential annexation areas should be identified by the City using the following criteria:

- Areas that are already urban in character.
- Areas that can be developed at urban densities.
- Immediate areas are those that are peninsulas or islands, where municipal services have already been extended.
- Vacant lands that are subject to development pressure.
- Areas where urban services are already provided.
- Areas where urban services are needed.

## *Annexation Guiding Policies*

**Boundaries**

- Annex existing islands and peninsulas and do not annex areas that would create an island or peninsula.
- Proposed annexation area must be adjacent, or contiguous, to city limits.
- Areas should either include or exclude entire subdivisions or neighborhoods, not divide.
- Boundaries for annexed areas should follow natural corridors.
- The provision of services should be concurrent with development.

**Environmentally Sensitive Areas**

- Annex environmentally sensitive areas that could be impacted by development and utilize appropriate development regulations to protect those areas.

**Emergency and Public Services**

- Public services must be able to be provided efficiently in newly annexed areas.
- Annexed areas should receive the same level of service of areas already in the city limits.
- The ability to provide public services should be evaluated in terms of equipment, training of personnel, number of units and response time.

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**Infrastructure and Utilities**

- Areas currently served by utilities and other public services should be annexed.
- Proposed annexation areas should not require the upgrading of utilities to meet the demands of development unless there is a threat to public safety.
- Phased annexation should be initiated by the City within the active annexation areas based on planned service extensions or availability of services.

**Intergovernmental Relations**

- Promote long-range planning with adjacent jurisdictions.
- Establish agreements to address regional concerns, such as water, stormwater and sewer.

**Administration of Annexations**

- Develop a land use plan for annexation initiated by the City.
- Designate zoning districts for property during the annexation process.
- An annexation study should be completed on all annexation proposals.
- Development proposals require a separate review from the annexation proposals.
- Residents should be fully informed of annexation activities.
- Encourage larger annexations to create acceptable boundaries.
- Conduct a fiscal impact assessment on large annexations.

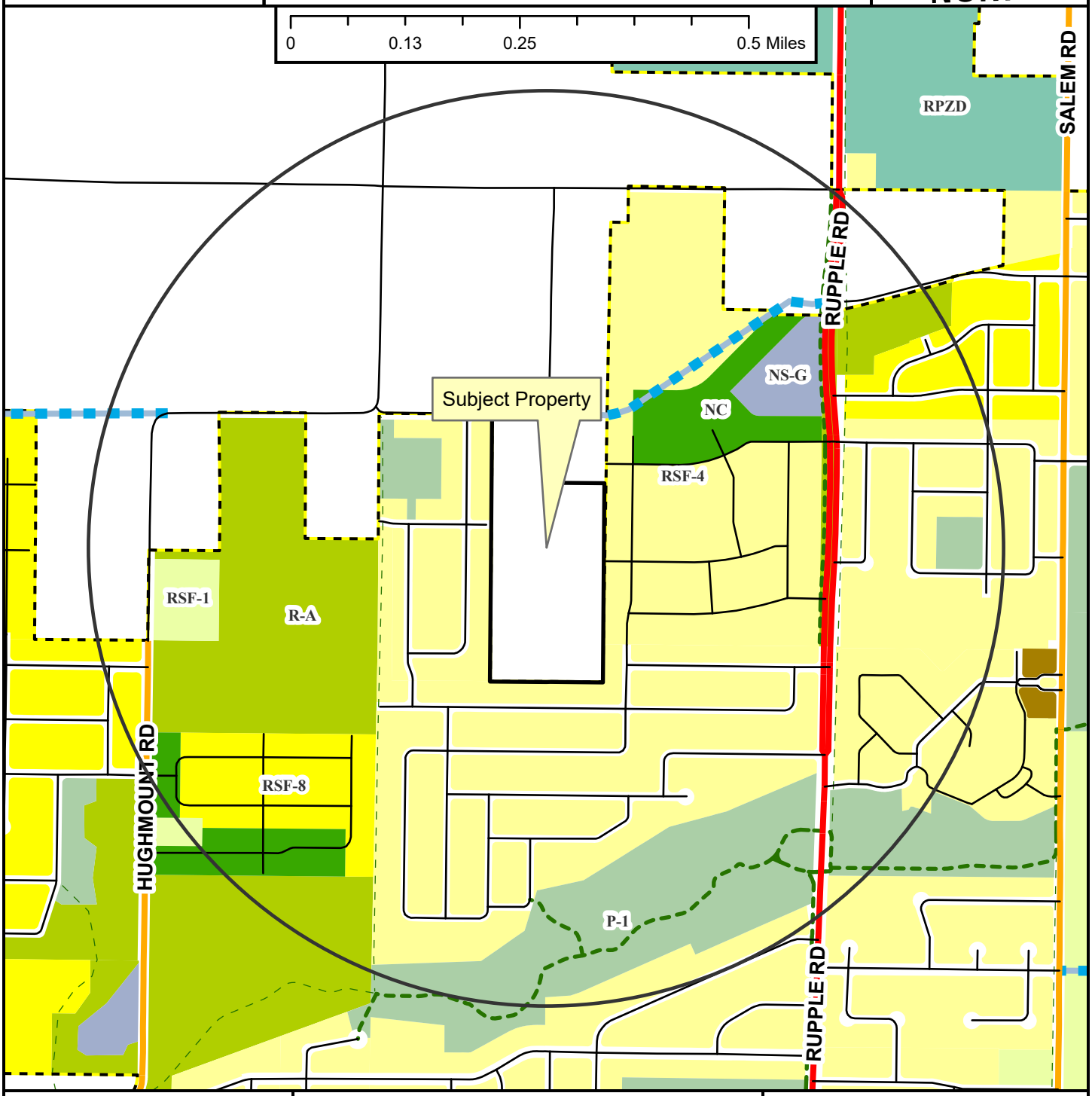
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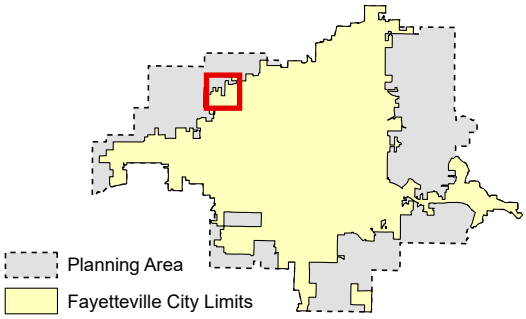
*One Mile View*

# W. LIERLY LN

NORTH



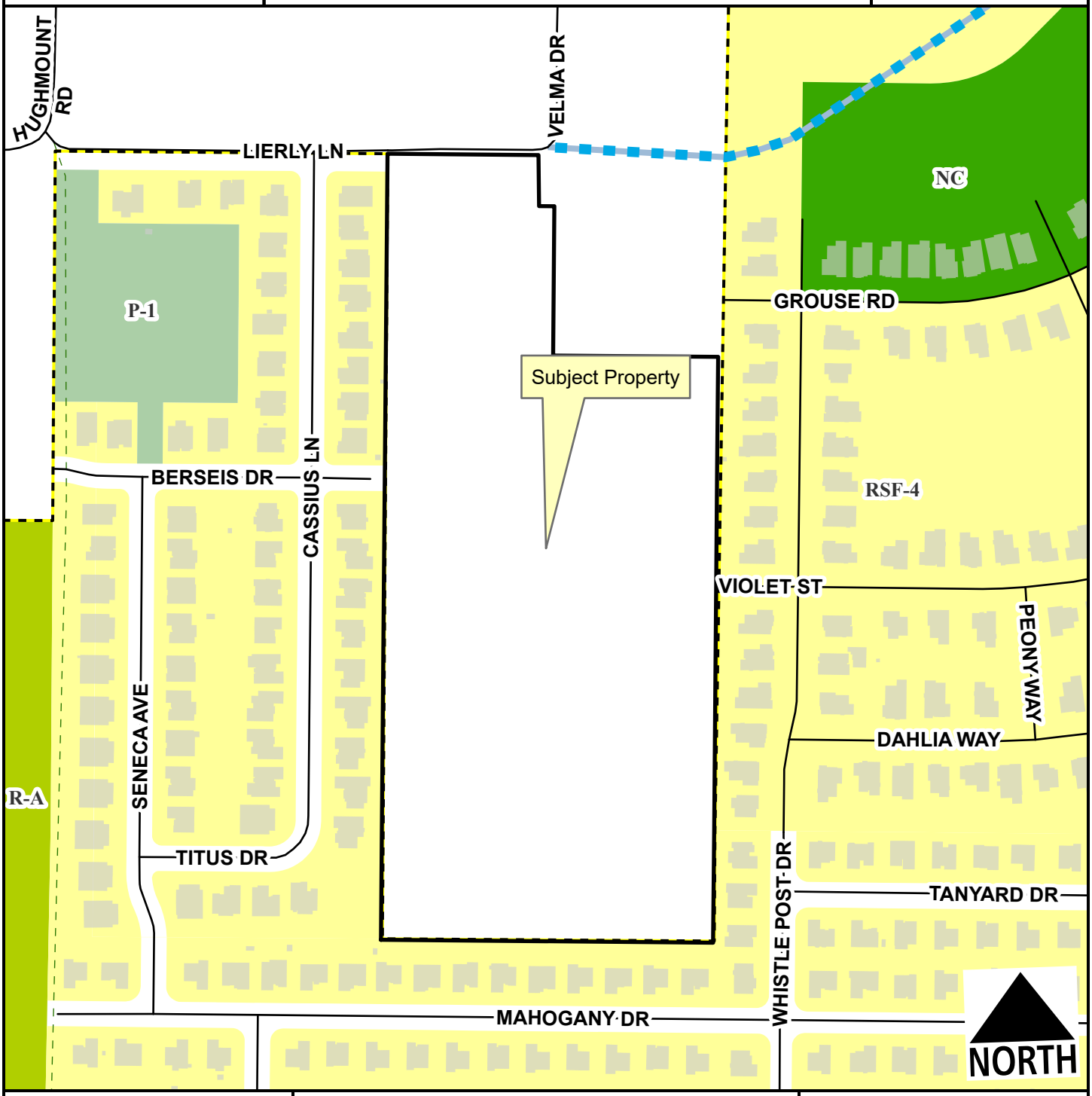

Regional Link
Neighborhood Link
Unclassified
Residential Link
Planned Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Fayetteville City Limits
Planning Area



ANX-2025-0001

*Close Up View*

# W. LIERLY LN




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

Feet

0 105 210 420 630 840

1:3,400

ANX-2025-0001

*Current Land Use*

# W. LIERLY 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

RMP LLP
ATTORNEYS AT LAW
LICENSED IN AR, AL, MO, OK, TN, TX
*Established 2005*
www.rmp.law

LARRY McCREDY | Attorney
lmccredy@rmp.law

PO Box 1788 | Fayetteville AR 72702
5519 Hackett St. Suite 300 | Springdale AR 72762
T 479 443 2705 | F 479 443 2718

July 10, 2025

City of Fayetteville
113 West Mountain Street
Fayetteville, AR 72701

Re: Annexation and Rezone of Parcel Number 001-16788-000 & 001-16811-001

To Whom It May Concern:

I represent the owner of parcel numbers 001-16788-000 and 001-16811-001. The owner is currently seeking to annex the properties into the City of Fayetteville.

The owner is aware that standard protocol states that newly annexed property is zoned as R-A, Residential Agricultural. However, the owner is also requesting that the properties be zoned (rezoned) as NC, Neighborhood Conservation, upon annexation. We are submitting a separate rezoning application as part of this process.

Thank you for your assistance. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

*/s/ Larry McCredy*

Larry McCredy

LMC/eil

## Annexation Analysis

Pursuant to the City's Annexation Checklist, please see that attached statement addressing the consistency of the proposed annexation with the City's Annexation Guiding Policies:

a. Annex existing islands/peninsulas and do not annex areas that would create islands/peninsulas – This is one of the guiding principles when considering potential annexations. It is reflected in the state statute dealing with annexation. *See* A.C.A. § 14-40-609(b)(2)(e). The area for which annexation is sought is currently surrounded on three sides by property that is located within Fayetteville city limits. Annexation would eliminate this current peninsula of property that is not within the City limits. It would not have the effect of creating an island or peninsula.

b. Proposed annexation area must be adjacent, or contiguous, to city limits – As noted above, the property for which annexation is sought is surrounded on three sides by property that is already located within the city limits of Fayetteville.

c. Area should either include or exclude entire subdivisions or neighborhoods, not divide – The property for which annexation is sought does not divide any subdivision or neighborhood. It consists of two undeveloped tracts, totaling roughly 20 acres.

d. Boundaries for annexed area should follow natural corridors – The property for which annexation is sought is contiguous with Lierly Lane, an existing public street.

e. Annex environmentally sensitive areas – The property for which annexation is sought is not an environmentally sensitive area that will be impacted by development.

f. Public services mut be able to be provided efficiently in newly annexed areas – The property for which annexation is sought is surrounded by existing neighborhoods in the City of Fayetteville. Existing public services, including fire and police, are already available to these adjacent areas. The same services can be provided easily and efficiently to the newly annexed areas.

g. Areas currently served by utilities and other public services should be annexed – The property for which annexation is sought is surrounded by existing neighborhoods in the City of Fayetteville. Existing utilities are already provided to these neighborhoods. These same services (water, sewer, electricity, gas, and trash) will be available to the newly annexed area.

h. Proposed annexation areas should not require the upgrading of utilities – The property for which annexation is sought should not require any utilities to be upgraded to meet the demands of development. Existing utilities available at the property are sufficient to meet these needs.

**IN THE COUNTY COURT OF WASHINGTON COUNTY, ARKANSAS**

FILED
2025 JUN 26 AM 11:57
BECKY LEWALLEN
CO. & PROBATE CLERK
WASHINGTON CO., AR

**IN THE MATTER OF ANNEXING TO THE CITY OF FAYETTEVILLE, ARKANSAS CERTAIN TERRITORY CONTIGUOUS TO SAID CITY OF FAYETTEVILLE, ARKANSAS**

**CC NO. 2025-01**

**ORDER CONCERNING ANNEXATION**

On this 26th day of June, 2025, of a regular term of the County Court of Washington County, Arkansas, there is presented a petition of the owners desiring the annexation of territory into the City of Fayetteville, Arkansas, more particularly described therein. The court has received the verification of the county assessor and county clerk required by A.C.A § 14-40-609. This Court being fully advised of the facts and the law does hereby find as follows:

1. The Court finds that the petition and verifications are complete and accurate.
2. The Court further finds that no enclaves will be created by the annexation.
3. The Court finds that the petition contains a schedule of services.

Therefore, the Court hereby ORDERS that the petition and this Order be delivered to the City of Fayetteville, Arkansas.

PATRICK W. DEAKINS, COUNTY JUDGE

## Wonsower, Donna

**From:** Planning Shared
**Sent:** Monday, August 25, 2025 8:26 AM
**To:** Wonsower, Donna
**Subject:** FW: Planning Commission Meeing, 8/25/2025

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Public comment regarding ANX-2025-0001 & RZN-2025-0032.

Zak Tamijani
Planning Technician
Development Services
City of Fayetteville
479-444-3443
fayetteville-ar.gov

CITY OF FAYETTEVILLE ARKANSAS

**From:** Jim Becker <bayern.becker1080@gmail.com>
**Sent:** Sunday, August 24, 2025 4:04 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Subject:** Planning Commission Meeing, 8/25/2025

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,

I am a Fayetteville resident and registered voter. I would like to submit my strong opposition to items 13 and 14 of the agenda for August 25, 2025, regarding the property on Lierly Ln. I do not believe it is in the best interest of the city to annex the property. I also very strongly oppose rezoning the land to Neighborhood Conservation. As this would allow builders to put 10 homes per acre on the land, I believe that would be detrimental to current neighborhoods. This would cause issues with traffic and utilities. Currently, the city is having issues with water usage during the summer, concerns over waste management and recycling. Therefore, putting 10 homes per acre, meaning almost 200 homes on this property, would be too much. I do not see an upside for the city to allow this excessive development on the land.

--
Jim Becker
3903 W Dahlia Wy, Fayetteville, AR 72704

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1674

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

**FROM:** Donna Wonsower, Senior Planner

**SUBJECT:** **RZN-2025-0032: Rezone (W. LIERLY LN/MOORE, 244 & 283): Submitted by RMP LLP for property located on W. LIERLY LN. The property is zoned R-A, RESIDENTIAL AGRICULTURAL and contains approximately 19.92 acres. The request is to rezone the property to NC, NEIGHBORHOOD CONSERVATION.**

---

**RECOMMENDATION:**
City Planning staff and the Planning Commission recommend approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B'.

**BACKGROUND:**
The subject property is located in far west Fayetteville on the south side of W. Lierly Ln. and abutting W. Violet St. and W. Berseis Dr. The property contains two undeveloped parcels totaling 19.92 acres. A request to annex the subject property into the City of Fayetteville (ANX-2025-0001) has been submitted concurrently with this application, as all parcels are annexed into the city limits as R-A, Residential Agricultural.

*Request:* The request is to rezone the subject property from R-A, Residential Agricultural to NC, Neighborhood Conservation.

*Public Comment:* Staff received three comments in opposition to the annexation request, citing increased traffic, demand on existing utilities and other city services, potential impact of development on adjacent neighborhoods, density concerns, and a desire for the property to remain undeveloped to protect existing views.

*Land Use Compatibility:* Staff finds the proposed zoning of NC, Neighborhood Conservation to be compatible with the surrounding area. While NC would permit narrower and smaller lots than zoning currently allows (40 feet versus 200 feet for single-family dwellings, two-acre lot size minimum versus none), staff finds that adjacent lots have been platted at or near the minimum lot width for the RSF-4 zoning district (70 feet), and houses within the immediate vicinity have generally been constructed within 15'-25' of the street ROW. This distance is consistent with the build-to-zone requirement of the proposed NC zoning; as such, staff finds the addition of a build-to-zone would not result in development patterns which are incompatible with surrounding neighborhoods. Additionally, the proposed zoning district currently exists less than 200 feet to the east of the subject area.

Staff finds that the uses permitted in NC are substantially similar to those within the adjacent RSF-4 district,

with identical by-right uses and only two additional conditional uses (Use Unit 25: Offices, studios and related services and Use Unit 36: Center for Collecting Recyclable Materials). Staff finds that, while R-A has a substantially lower density of one residential unit per two acres, it also permits intense uses such as animal husbandry and agriculture, including rodeo grounds, animal hospitals, livestock services, and other farm uses that may be less compatible than the proposed zoning district given the subject area is surrounded by strictly residential neighborhoods on three sides. Additionally, the property is within half a mile of Holt Middle School, Holcomb Elementary School, Gary Hampton Soccer Complex, trails, and other nonresidential services.

*Land Use Plan Analysis:* The proposed zoning is consistent with the property's City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area, which encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. The NC zoning district would allow for development between existing subdivisions that would contribute to city goals to create connected development and to grow a livable transportation system. While staff finds that developing on the outskirts of the city has the potential to increase maintenance and other long-term expenses, in this case, staff finds that infrastructure is readily available from adjacent neighborhoods to the east and west and that the subject area is within close proximity to a wide array of city services such as parks, schools, and trails despite its location at the city's edge.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **2-4** for this site. The following elements of the matrix contribute to the score:
1. Near Sewer Main (8-inch main; W. Violet St.)
2. Near Water Main (8-inch main; W. Violet St. and W. Berseis Dr.)
3. Near City Park (Lierly Lane Park)
4. Near Paved Trail (Rupple Rd. Side Path)

**DISCUSSION:**
At the August 25, 2025, Planning Commission meeting, a vote of 4-2-1 forwarded the request. The applicant noted the reduction of the existing peninsula, proximity of utilities and adjacent higher density zoning districts including NC, Neighborhood Conservation, as well as compatibility with surrounding neighborhoods. One neighbor spoke against the request, citing a desire for his property to remain outside of city limits and requesting that the commission get more information on the final layout of any proposed development before either annexing or rezoning the requested properties. Also noted was an error in the staff report that stated W. Grouse St. was adjacent to the subject area.

Commissioners in favor of the rezoning noted increased flexibility from smaller lot width allowances, improved results from developments with build-to-zone requirements, and the proximity of adjacent zoning districts with higher densities. Commissioner Garlock cited concerns with the proposed density requested and Commissioner Payne stated that he had concerns with the request to NC given the adjacent single-family neighborhoods. Commissioner Werner motioned, and Commissioner Gulley seconded. Commissioner McGetrick recused. Commissioners Garlock and Payne voted against the request.

**BUDGET/STAFF IMPACT:**
NA

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A, 5. Exhibit B, 6. Public Comment, 7. Staff Report

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

**File #:** 2025-1674

**AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2025-32 FOR APPROXIMATELY 19.92 ACRES LOCATED ON WEST LIERLY LANE IN WARD 4 FROM R-A, RESIDENTIAL AGRICULTURAL TO NC, NEIGHBORHOOD CONSERVATION**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from R-A, Residential Agricultural to NC, Neighborhood Conservation.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

**City of Fayetteville Staff Review Form**

**2025-1674**

**Item ID**

**9/16/2025**

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

| Jonathan Curth | 8/29/2025 | DEVELOPMENT REVIEW (630) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

RZN-2025-0032: Rezone (W. LIERLY LN/MOORE, 244 & 283): Submitted by RMP LLP for property located on W. LIERLY LN. The property is zoned R-A, RESIDENTIAL AGRICULTURAL and contains approximately 19.92 acres. The request is to rezone the property to NC, NEIGHBORHOOD CONSERVATION.

## Budget Impact:

| Account Number | Fund |
|---|---|
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

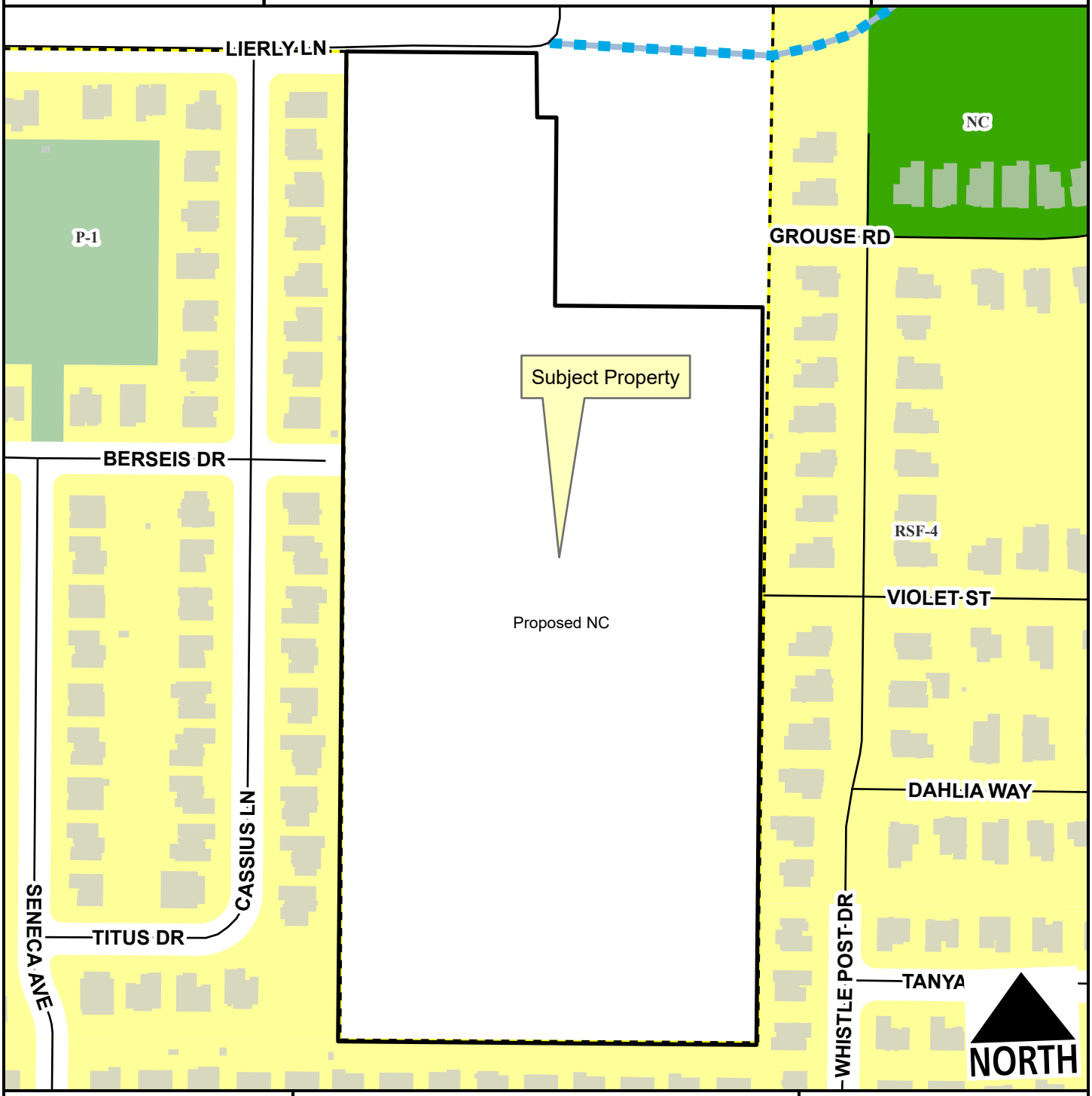
**Comments:**

RZN-2025-0032

*Close Up View*

# W. LIERLY LN

**Exhibit 'A'**
**RZN-2025-0032**




Unclassified
Residential Link
Planned Residential Link
Planning Area
Fayetteville City Limits

Feet

0 80 160 320 480 640

1:2,700

| Zone | Current | Proposed |
|---|---|---|
| NC | 0.0 | 20.0 |
| RSF-4 | 0.1 | 0.0 |

**Total 20.0 ac**

**Exhibit 'B'**
**RZN-2025-0032**

Parcel 001-16788-000 (located in Washington County, Arkansas)

A part of the Southwest Quarter (SW 1/ 4) of the Northeast Quarter (NE 1/4) and a part of the Northwest Quarter (NW 1/4) of the Southeast quarter (SE 1/4) of Section Thirty One (31), Township Seventeen (17) North, Range Thirty (30) West, being more particularly described, to-wit: Beginning at a point which is N 89°59'40" E 651.0 feet from the Northwest corner of said Southwest Quarter (SW 1/4), Northeast Quarter (NE 1/4) and running, thence N 89°59'40" E 325.5 feet; thence South 1540.0 feet; thence S 89°59'40" W 325.5 feet; thence North 1540.0 feet to the point of beginning. Containing 11.51 acres, more or less.

AND

Parcel 001-16811-001 (located in Washington County, Arkansas)

A part of the Southwest Quarter (SW 1/4) of the Northeast Quarter (NE 1/4) and a part of the Northwest Quarter (NW 1/4) of the Southeast Quarter (SE 1/4) of Section Thirty One (31), Township Seventeen (17) North, Range Thirty (30) West, being more particularly described, to-wit: Beginning at a point which is N 89°59'40" E 976.5 feet from the Northwest corner of said Southwest Quarter (SW 1/ 4) Northeast Quarter (NE 1/ 4) and running thence N 89°59'40" E 325.5 feet to the Northeast corner of said Southwest Quarter (SW 1/4), Northeast Quarter (NE 1/4); thence South 1540.0 feet; thence S 89°59'40" W 325.5 feet; thence North 1540.0 feet to the point of beginning, containing 11.5 acres, more or less.

LESS AND EXCEPT

A part of the Southwest Quarter (SW 1/4) of the Northeast Quarter and a part of the Northwest Quarter of the Southeast Quarter of Section 31, Township 17 North, Range 30 West, Washington County, Arkansas, being more particularly described as follows, to-wit: Beginning at the Northeast corner of the Southwest Quarter of the Northeast Quarter of said Section 31 and running thence S 89°59'40" W 367.08 feet; thence S 01°01'05" E 100.00 feet; thence N 89°59'40" E 30.00 feet; thence S 00°01'05" E 292.47 feet; thence N 89°59'41" E 333.63 feet; thence N 00°29'04" E 392.49 feet to the point of beginning, containing 3.09 acres, more or less.

## Wonsower, Donna

**From:** Planning Shared
**Sent:** Monday, August 25, 2025 8:26 AM
**To:** Wonsower, Donna
**Subject:** FW: Planning Commission Meeing, 8/25/2025

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Public comment regarding ANX-2025-0001 & RZN-2025-0032.

Zak Tamijani
Planning Technician
Development Services
City of Fayetteville
479-444-3443
fayetteville-ar.gov

CITY OF FAYETTEVILLE ARKANSAS

**From:** Jim Becker <bayern.becker1080@gmail.com>
**Sent:** Sunday, August 24, 2025 4:04 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Subject:** Planning Commission Meeing, 8/25/2025

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,

I am a Fayetteville resident and registered voter. I would like to submit my strong opposition to items 13 and 14 of the agenda for August 25, 2025, regarding the property on Lierly Ln. I do not believe it is in the best interest of the city to annex the property. I also very strongly oppose rezoning the land to Neighborhood Conservation. As this would allow builders to put 10 homes per acre on the land, I believe that would be detrimental to current neighborhoods. This would cause issues with traffic and utilities. Currently, the city is having issues with water usage during the summer, concerns over waste management and recycling. Therefore, putting 10 homes per acre, meaning almost 200 homes on this property, would be too much. I do not see an upside for the city to allow this excessive development on the land.

--
Jim Becker
3903 W Dahlia Wy, Fayetteville, AR 72704

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/08/2025 |
| **From:**<br>Name & Title | Jonathan Curth, Development Services Director |
| **To:**<br>Name & Title | City Clerk's Office |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 09/09/2025 |
| **Agenda Item:**<br>Ex. B3, C.4 | C.10 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1674 |

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 (UPDATED WITH MEETING RESULTS)

**SUBJECT:** **RZN-2025-0032: Rezone (W. LIERLY LN/MOORE, 244 & 283):** Submitted by RMP LLP for property located on W. LIERLY LN. The property is zoned R-A, RESIDENTIAL AGRICULTURAL and contains approximately 19.92 acres. The request is to rezone the property to NC, NEIGHBORHOOD CONSERVATION.

---

**RECOMMENDATION:**
Staff recommends forwarding **RZN-2025-0032** to the City Council with a recommendation of approval, based on the findings herein.

**RECOMMENDED MOTION:**
*"I move to forward **RZN-2025-0032** to the City Council with a recommendation for approval."*

**BACKGROUND:** Correction: Subject area does not have frontage along W. Grouse Rd.
The subject property is located in far west Fayetteville on the south side of W. Lierly Ln. and abutting W. Violet ST., ~~W. Grouse Rd.~~ and W. Berseis Dr. The property contains two undeveloped parcels totaling 19.92 acres. A request to annex the subject property into the City of Fayetteville (ANX-2024-0002) has been submitted concurrently with this application, as all parcels are annexed into the city limits as R-A, Residential Agricultural. Surrounding land uses and zoning are listed in *Table 1*.

**Table 1**
**Surrounding Land Use and Zoning**

| Direction | Land Use | Zoning |
|---|---|---|
| North | Rural Residential | Washington County |
| 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 R-A, Residential Agricultural to NC, Neighborhood Conservation.

*Public Comment:* To date, staff has received one comment in opposition to the request, citing potential impact to existing views and a desire for the property to remain undeveloped.

**INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:**

**Streets:** This property has frontage along West Lierly Lane, an unclassified county road, which is unimproved with gravel paving. In addition, there are three roads that dead end at the property boundaries (West Berseis Drive, West Violet Street and ~~West Grouse Road~~). All three of these are improved residential links with asphalt paving, curb and gutter, and sidewalk. Any street improvements required in these areas would be determined at the time of development proposal.

**Water:** Public water is available to the subject area. There is an existing 8-inch water main on the west side of the subject property along West Berseis Drive. In addition, there are two existing 8-inch water main connections on the east side of the subject property along ~~West Grouse Street~~ and West Violet Street. There are no known water capacity issues that would impact this development.

**Sewer:** Public sewer is available to the subject area. There are two existing 8-inch connections on the east side of the property along both ~~West Grouse Road~~ and West Violet Street. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 3000 linear feet downstream of this property.

**Drainage:** No portion of the subject property lies within the Hillside/Hilltop Overlay District. No protected streams or FEMA Floodplain are identified on the subject property. A portion of the property is encumbered by hydric soils, a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric Soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits will be issued for the property a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required.

**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 3 miles from the fire station with an anticipated drive time of approximately 8 minutes using existing streets. The anticipated response time would be approximately 10.2 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 noted no apparent issues with this request.

**Tree Preservation:**

The proposed zoning district of NC, Neighborhood Conservation, requires **20% minimum canopy preservation**. The current zoning district of RA, Residential Agricultural, requires **25% minimum canopy preservation.**

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

**Residential Neighborhood Areas** are primarily residential in nature and support a wide variety of housing types of appropriate scale and context: single-family, duplexes, rowhouses, multifamily and accessory dwelling units. 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, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments which may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment. Building setbacks may vary depending on the context of the existing neighborhood.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **2-4** for this site with a weighted score of **4** at the highest level. The following elements of the matrix contribute to the score:

- Near Sewer Main (8-inch main; W. Grouse Rd. and W. Violet St.)
- Near Water Main (8-inch main; W. Grouse Rd., W. Violet St., W. Berseis Dr.)
- Near City Park (Lierly Lane Park)
- Near Paved Trail (Rupple Rd. Side Path)

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 NC, Neighborhood Conservation to be compatible with the surrounding area. While NC would permit narrower and smaller lots than zoning currently allows (40 feet versus 200 feet for single-family dwellings, two-acre lot size minimum versus none), staff finds that adjacent lots have been platted at or near the minimum lot width for the RSF-4 zoning district (70 feet), and houses within the immediate vicinity have generally been constructed within 15'-25' of the street ROW. This distance is consistent with the build-to-zone requirement of the proposed NC zoning; as such, staff finds the addition of a build-to-zone would not result in development patterns which are incompatible with surrounding neighborhoods. Additionally, the proposed zoning district currently exists less than 200 feet to the east of the subject area.**

**Staff finds that the uses permitted in NC are substantially similar to those within the adjacent RSF-4 district, with identical by-right uses and only two additional conditional uses (Use Unit 25: Offices, studios and related services and Use Unit 36: Center for Collecting Recyclable Materials). Staff finds that, while R-A has a substantially lower density of one residential unit**

**per two acres, it also permits intense uses such as animal husbandry and agriculture, including rodeo grounds, animal hospitals, livestock services, and other farm uses that may be less compatible than the proposed zoning district given the subject area is surrounded by strictly residential neighborhoods on three sides. Additionally, the property is within half a mile of Holt Middle School, Holcomb Elementary School, Gary Hampton Soccer Complex, trails, and other nonresidential services.**

***Land Use Plan Analysis:*** **The proposed zoning is consistent with the property's City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area, which encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. The NC zoning district would allow for development between existing subdivisions that would contribute to city goals to create connected development and to grow a livable transportation system. While staff finds that developing on the outskirts of the city has the potential to increase maintenance and other long-term expenses, in this case, staff finds that infrastructure is readily available from adjacent neighborhoods to the east and west and that the subject area is within close proximity to a wide array of city services such as parks, schools, and trails despite its location at the city's edge.**

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 R-A to NC is justified. Rezoning to UN would allow for development that is consistent with the City's planning objectives and policies, including improved connectivity between existing subdivisions.**

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

**Finding:** **Rezoning the property to NC has the potential to increase traffic along adjacent streets. Staff finds that the property connects to existing streets to the north, east, and west, likely reducing the impact of future development onto a single street and creating the potential for improved connectivity throughout the surrounding. Any street improvements required in these areas would be determined at the time of 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 RA to NC 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-2025-0032 to the City Council with a recommendation of approval.**

---

| **PLANNING COMMISSION ACTION** | **Required** | **YES** | |
|---|---|---|---|
| **Date:** August 25, 2025 | ❒ **Tabled** | ☒ **Forwarded** | ❒ **Denied** |
| **Motion:** WERNER | "I move to forward RZN-2025-0032 to the City Council with a recommendation for approval." | | |
| **Second:** GULLEY | | | |
| **Vote:** 4-2-1 (PAYNE & GARLOCK OPPOSED, MCGETRICK RECUSED) | | | |

**BUDGET/STAFF IMPACT:**
None

**ATTACHMENTS:**

- Unified Development Code:
  - §161.03 – R-A, Residential Agricultural
  - §161.29 Neighborhood Conservation
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
  - Future Land Use Map
- Request Letter

  Public comment received after packet creation

**161.03 District R-A, Residential-Agricultural**

(A) *Purposes.* The regulations of the agricultural district are designed to protect agricultural land until an orderly transition to urban development has been accomplished; prevent wasteful scattering of development in rural areas; obtain economy of public funds in the providing of public improvements and services of orderly growth; conserve the tax base; provide opportunity for affordable housing, increase scenic attractiveness; and conserve open space.

(B) *Uses*.

(1) *Permitted Uses.*

| | |
|---|---|
| Unit 1 | City-wide uses by right |
| Unit 3 | Public protection and utility facilities |
| Unit 6 | Agriculture |
| Unit 7 | Animal husbandry |
| Unit 8 | Single-family dwellings |
| Unit 9 | Two-family dwellings |
| Unit 37 | Manufactured homes |
| Unit 41 | Accessory dwellings |
| Unit 43 | Animal boarding and training |
| Unit 46 | Short-term rentals |

(2) *Conditional Uses*.

| | |
|---|---|
| Unit 2 | City-wide uses by conditional use permit |
| Unit 4 | Cultural and recreational facilities |
| Unit 5 | Government facilities |
| Unit 20 | Commercial recreation, large sites |
| Unit 24 | Home occupations |
| Unit 35 | Outdoor Music Establishments |
| Unit 36 | Wireless communications facilities |
| Unit 42 | Clean technologies |

(C) *Density.*

| | |
|---|---|
| Units per acre | One-half (½) |

(D) *Bulk and Area Regulations.*

| | |
|---|---|
| Lot width minimum | 200 feet |
| Lot Area Minimum: | |
| Residential: | 2 acres |
| Nonresidential: | 2 acres |
| Lot area per dwelling unit | 2 acres |

(E) *Setback Requirements.*

| Front | Side | Rear |
|---|---|---|
| 35 feet | 20 feet | 35 feet |

(F) *Height Requirements.* There shall be no maximum height limits in the R-A District, provided, however, if a building exceeds the height of one (1) story, the portion of the building over one (1) story shall have an additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over one (1) story shall be equal to the difference between the total height of that portion of the building and one (1) story.

(G) *Building area.* None.

(Code 1965, App. A., Art. 5(1); Ord. No. 1747, 6-29-70; Code 1991, §160.030; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5195, 11-6-08; Ord. No. 5238, 5-5-09; Ord. No. 5479, 2-7-12; Ord. No. 5945, §3, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; 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.

**161.29 Neighborhood Conservation**

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

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

(2) *Conditional Uses.*

| | |
|---|---|
| Unit 2 | City-wide uses by conditional use permit |
| Unit 3 | Public protection and utility facilities |
| Unit 4 | Cultural and recreational facilities |
| Unit 9 | Two (2) family dwellings |
| Unit 10 | Three (3) and four (4) family dwellings |
| Unit 12a | Limited business* |
| Unit 24 | Home occupations |
| Unit 25 | Offices, studios, and related services |
| Unit 28 | Center for collecting recyclable materials |
| Unit 36 | Wireless communication facilities |
| Unit 44 | Cluster Housing Development |

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

| | |
|---|---|
| All dwelling types | 40 feet |

(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations*.

| | |
|---|---|
| Front | A build-to zone that is located between the front property line and a line 25 feet from the front property line. |
| Side | 5 feet |
| Rear | 5 feet |
| Rear, from center line of an alley | 12 feet |

(F) *Building Height Regulations*.

| | |
|---|---|
| Building Height Maximum | 3 stories |

(Ord. No. 5128, 4-15-08; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15>; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 7—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6211, §1, 8-6-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

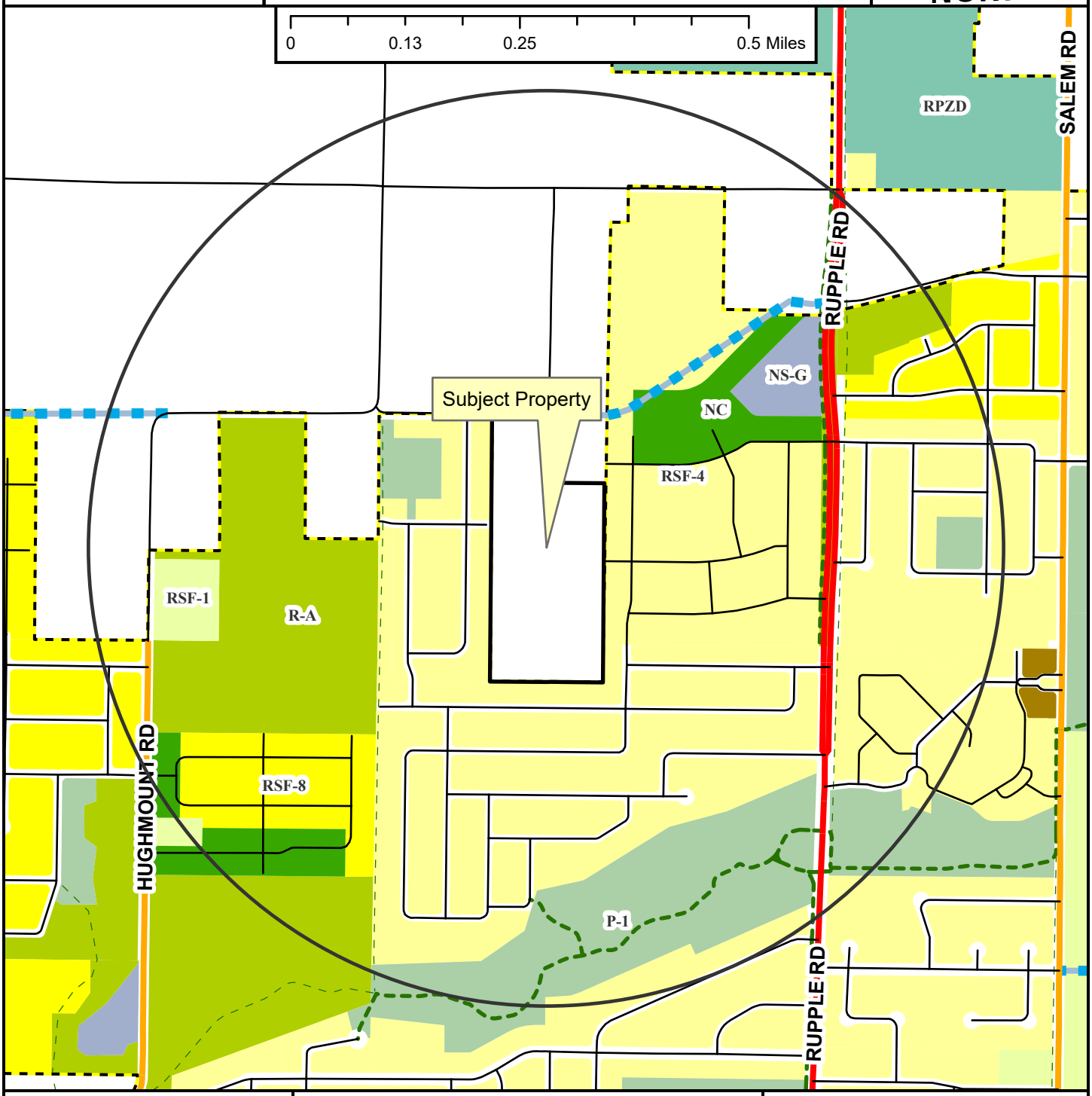
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RZN-2025-0032

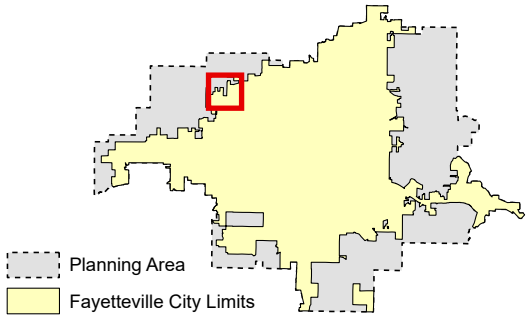
*One Mile View*

# W. LIERLY LN

NORTH



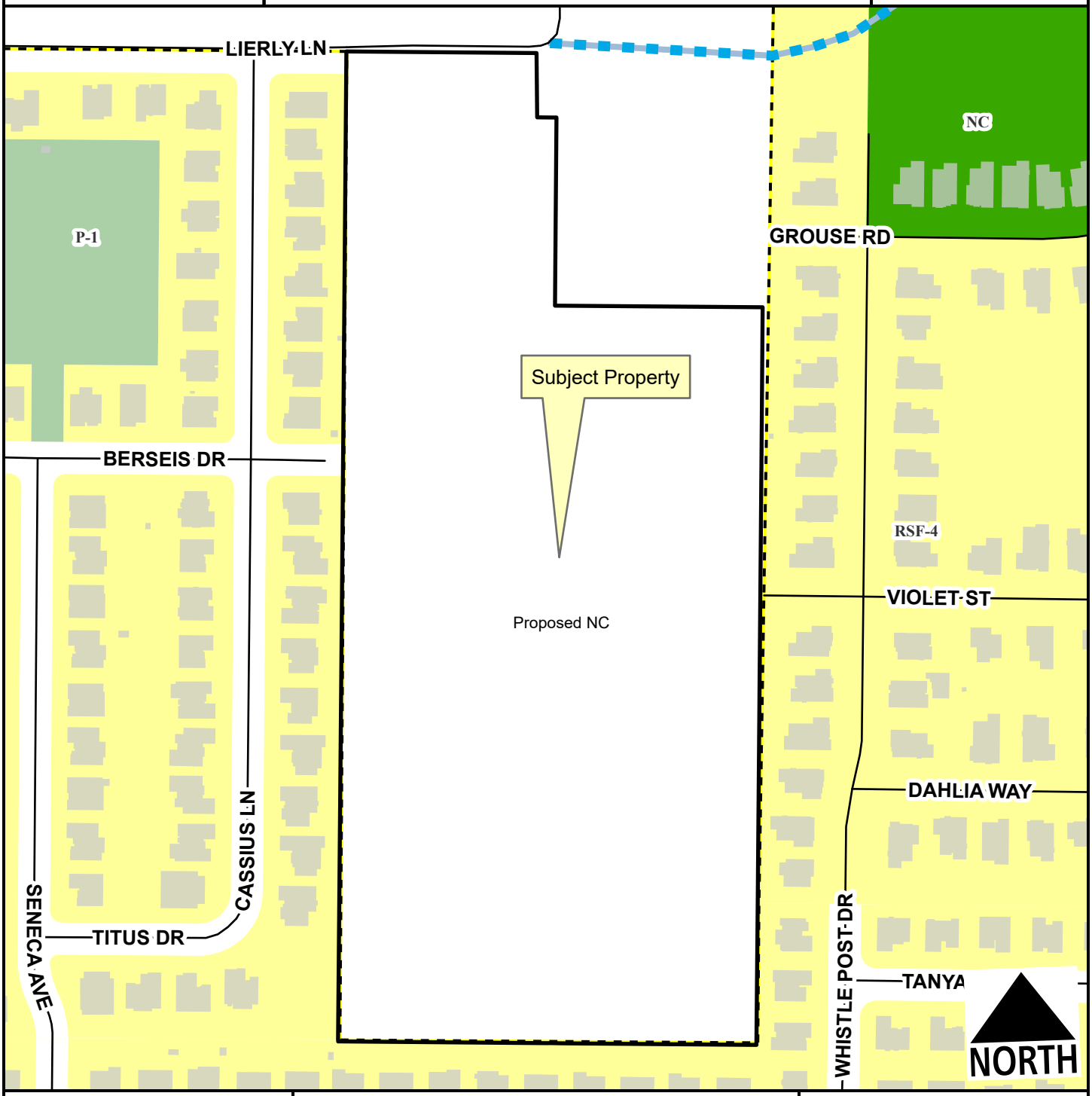

- Regional Link
- Neighborhood Link
- Unclassified
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



RZN-2025-0032

*Close Up View*

# W. LIERLY LN




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

Feet

0 80 160 320 480 640

1:2,700

| Zone | Current | Proposed |
|---|---|---|
| NC | 0.0 | 20.0 |
| RSF-4 | 0.1 | 0.0 |

**Total 20.0 ac**

RZN-2025-0032

*Current Land Use*

# W. LIERLY 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**

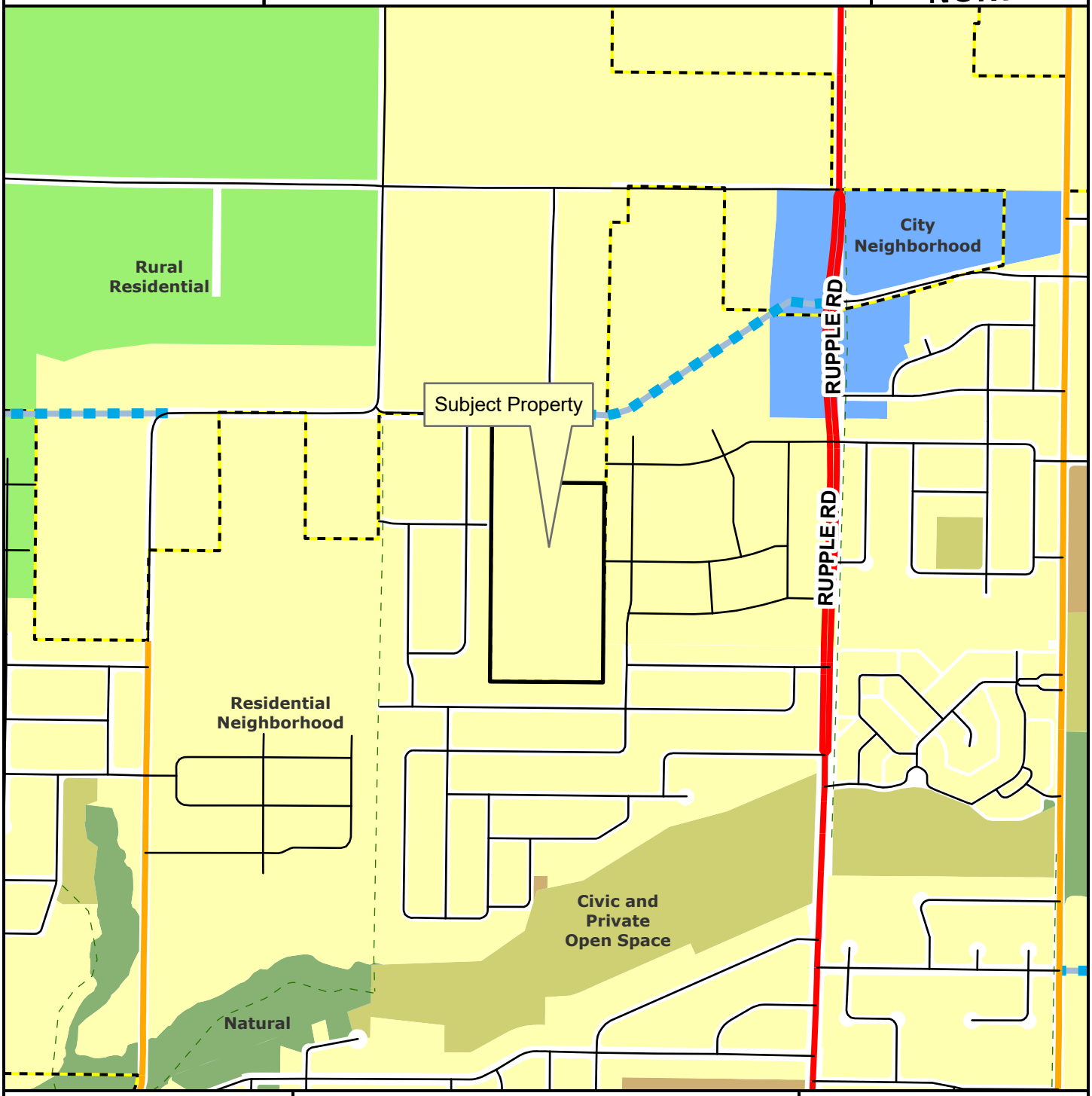
100-Year Floodplain
Floodway

RZN-2025-0032

*Future Land Use*

# W. LIERLY LN

NORTH




- Regional Link
- Neighborhood Link
- 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

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PO Box 1788 | Fayetteville AR 72702
5519 Hackett St. Suite 300 | Springdale AR 72762
T 479 443 2705 | F 479 443 2718

July 10, 2024

City of Fayetteville Planning Commission
113 West Mountain Street
Fayetteville, AR 72701

Re: Rezoning Application for Parcel Number 001-16788-000 & 001-16811-001

To Whom It May Concern:

I represent the owner of parcel numbers 001-16788-000 and 001-16811-001. The owner has submitted an application to annex the properties into the City of Fayetteville and is submitting this application for rezoning to accompany the annexation petition.

The owner understands that standard protocol states that newly annexed property is zoned at R-A, Residential Agricultural. However, the owner would like the properties to be zoned NC, Neighborhood Conservation, if the annexation is successful. Please see the documents for the Rezoning Application for parcel numbers 001-16788-000 and 001-16811-001. These documents include:

- Legal Description of both properties
- Property Owner Authorization
- Statement of Compatibility

Please let me know if there is any additional information needed at this time. I am also available to discuss this matter if that would be helpful. Thank you for your assistance.

Sincerely,

*/s/ Larry McCredy*

Larry McCredy

LMC/eil

Rezoning Statement:

Parcels 001-16788-000 and 001-16811-001 (collectively, the "Property") are currently not located within the Fayetteville city limits. Property, however, is the subject of an annexation application that is being submitted simultaneously with this rezoning application. The Applicant is aware that annexed property is automatically assigned a zoning district of R-A. It makes this application for rezoning to be considered as part of the annexation process.

The Applicant desires to rezone the Property to Neighborhood Conservation (NC) zoning district as part of the annexation process. Rezoning to Neighborhood Conservation zoning district would be compatible with the surrounding neighboring property for a number of reasons. First, Property is surrounded on all three sides by RSF-4 zoned property. Just beyond those boundaries are other residential designations. There is another Neighborhood Conservation district in close proximity to the Property. Additionally, there are R-A and RSF-1 designations, as well. Neighborhood Services (NS-G) and Institutional (P-1) districts are also in the vicinity.

Rezoning to Neighborhood Conservation is also consistent with the Future Land Use designation in Fayetteville's City Plan 2040 that identifies this area as a Residential Neighborhood Area, which "encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks." A Neighborhood Conservation designation would be consistent with the guiding policies of this future land use designation. It has reduced setback lines and lower lot width minimums that are consistent with adopted future land use plan.

Rezoning the Property to Neighborhood Conservation will not adversely affect or conflict with surrounding land use. Rather, it is consistent with it. Additionally, it is consistent with Fayetteville's future land use plan.

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1685

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director

**FROM:** Jessica Masters, Planning Director

**SUBJECT:** **Appeal: RZN-2025-0027: Rezoning (3070 W. MOUNT COMFORT RD/SUMMERHILL, 323): Submitted by WESLEY BATES for property located at 3070 W. MOUNT COMFORT RD. in WARD 4. 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-GENERAL.**

---

**RECOMMENDATION:**
City Planning staff recommend approval and the Planning Commission denied a request to rezone the subject property as shown in exhibits 'A' and 'B'.

**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.

Request: The request is to appeal the Planning Commission's decision to deny the applicant's request to rezone the property from RSF-4 to NS-G, Neighborhood Services, General.

Public Comment: Staff has received public comment in opposition to the request, with neighbors concerned that the proposal was incompatible with the surrounding land uses, and inconsistent with the neighborhood character.

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 8,000 sq. feet. Though surrounded by single-family uses to the west, north, and east, the property fronts W. Mount Comfort Road, a High Activity Link Street. With this location on the corner of a major thoroughfare, a single-family zoning district is not likely the highest and best use for the property with the potential for additional housing or small nonresidential uses appropriate. 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 8,000 sq. ft., which, given its corner location, would be well-

suited to provide services and amenities within a walkable distance of many residents that currently are required to make trips to employment and services by vehicle.

Land Use Plan Analysis: Staff finds the proposed rezoning to be consistent with the City's adopted land use plans. The potential for non-residential uses promotes walkability in an area that is largely 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, elements contributing to appropriate infill total five, indicating that a minimal increase in density is appropriate 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, including promotion of infill, creating opportunities for housing, and developing complete neighborhoods.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of 5 for this site. The following elements of the matrix contribute :

- 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)

**DISCUSSION:**
At the August 11, 2025 Planning Commission meeting, a request to rezone the property from RSF-4 to NS-G was denied by a 3-6-0 vote. (Commissioners Werner, Gulley, Cabe, Payne, Garlock, and McGetrick were opposed). Commissioners in favor agreed with staff's findings that the change would support small-scale, walkable services along W. Mount Comfort Road. Opponents raised concerns about access management, scale, and compatibility with the neighborhood, preferring the applicants seek conditional use permitting under the current zoning if non-residential uses were proposed. Seven residents spoke in opposition, citing traffic issues along W. Mount Comfort, concerns about inserting commercial activity on what is currently a dead-end street, and lack of compatibility with neighborhood character and existing land uses.

**BUDGET/STAFF IMPACT:**

**ATTACHMENTS:** 3. Appeal Letter, 4. Exhibit A, 5. Exhibit B, 6. Planning Commission Staff Report

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

**File #:** 2025-1685

**AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2025-27 FOR APPROXIMATELY 0.40 ACRES LOCATED AT 3070 WEST MOUNT COMFORT ROAD IN WARD 4 FROM RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE TO NS-G, NEIGHBORHOOD SERVICES-GENERAL**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from RSF-4, Residential Single-Family, Four Units Per Acre to NS-G, Neighborhood Services-General.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

## Masters, Jessica

**From:** Pennington, Blake
**Sent:** Wednesday, August 13, 2025 9:54 AM
**To:** Konrad Siemek
**Cc:** CityClerk; Wes Bates; Masters, Jessica; Williams, Kit; Hungate, Hannah
**Subject:** RE: Appeal of rezoning denial for 3070 W Mt Comfort Road

Thank you for confirming, Konrad. The appeal meets the form, time, and place requirements of Section 155.02 and can be added to the City Council agenda.

Thanks,

Blake

**Blake E. Pennington**
Senior Assistant City Attorney
City of Fayetteville, Arkansas

---

**From:** Konrad Siemek <ksiemek@gmail.com>
**Sent:** Wednesday, August 13, 2025 9:48 AM
**To:** Pennington, Blake <bpennington@fayetteville-ar.gov>
**Cc:** CityClerk <cityclerk@fayetteville-ar.gov>; Wes Bates <bateswt@gmail.com>; Masters, Jessica <jmasters@fayetteville-ar.gov>; Williams, Kit <kwilliams@fayetteville-ar.gov>; Hungate, Hannah <hhungate@fayetteville-ar.gov>
**Subject:** Re: Appeal of rezoning denial for 3070 W Mt Comfort Road

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.

Blake,

I believe we would agree with your statement, if I am understanding correctly.

Konrad Siemek
Owner AD&U
Physical Therapist
www.adandyounwa.com

AD&U

On Wed, Aug 13, 2025, 9:32 AM Pennington, Blake <bpennington@fayetteville-ar.gov> wrote:

> Wes,

Section 155.02(A) requires that appeals set forth the applicable UDC section(s). Based on what you've written below, could you confirm that Section 154.03 would be the appropriate UDC section? 154.03(A)(3) discusses the requirement for applicants to explain the compatibility of the proposed rezoning with neighboring property and why the proposed rezoning will not unreasonably adversely affect or conflict with surrounding land uses.

Thanks,

Blake

**Blake E. Pennington**

Senior Assistant City Attorney

City of Fayetteville, Arkansas

---

**From:** CityClerk <cityclerk@fayetteville-ar.gov>
**Sent:** Tuesday, August 12, 2025 2:34 PM
**To:** Wes Bates <bateswt@gmail.com>
**Cc:** Konrad Siemek <ksiemek@gmail.com>; Masters, Jessica <jmasters@fayetteville-ar.gov>; Williams, Kit <kwilliams@fayetteville-ar.gov>; Pennington, Blake <bpennington@fayetteville-ar.gov>; Hungate, Hannah <hhungate@fayetteville-ar.gov>
**Subject:** RE: Appeal of rezoning denial for 3070 W Mt Comfort Road

Good afternoon Mr. Bates,

Thank you for your email message!

Our City Attorneys have been added to this message, we'll await further instructions on how to proceed.

Thank you,

**Jonathan Ramirez**

Deputy City Clerk - Communications

Office of the City Clerk-Treasurer

City of Fayetteville, Arkansas

479-718-7629

fayetteville-ar.gov

jramirez@fayetteville-ar.gov




**From:** Wes Bates <bateswt@gmail.com>
**Sent:** Tuesday, August 12, 2025 1:23 PM
**To:** CityClerk <cityclerk@fayetteville-ar.gov>
**Cc:** Konrad Siemek <ksiemek@gmail.com>; Masters, Jessica <jmasters@fayetteville-ar.gov>
**Subject:** Appeal of rezoning denial for 3070 W Mt Comfort Road

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 Mayor and Members of the City Council,

I am writing to formally appeal the Planning Commission's denial of our rezoning request for 3070 W Mt Comfort Road from its current zoning to NS-G (Neighborhood Services General).

The Planning Department recommended approval of this request, recognizing that NS-G is consistent with the character and land use patterns along this section of Mt Comfort. In fact, NS-G zoning already exists across the street, and the property's frontage along Mt Comfort makes it an appropriate location for a small-scale, neighborhood-serving use.

We believe it is neither practical nor in the community's best interest to require exclusively single-family homes along a major street like Mt Comfort. The NS-G district allows for mixed-use, walkable development that complements surrounding residential areas, increases neighborhood amenities, and provides flexibility for future needs.

Given the existing NS-G zoning nearby, the property's location on a high-traffic corridor, and the Planning Department's support, we respectfully request that the City Council approve our rezoning to NS-G.

Thank you for your consideration.

Sincerely,
Wes Bates

--

Wes Bates

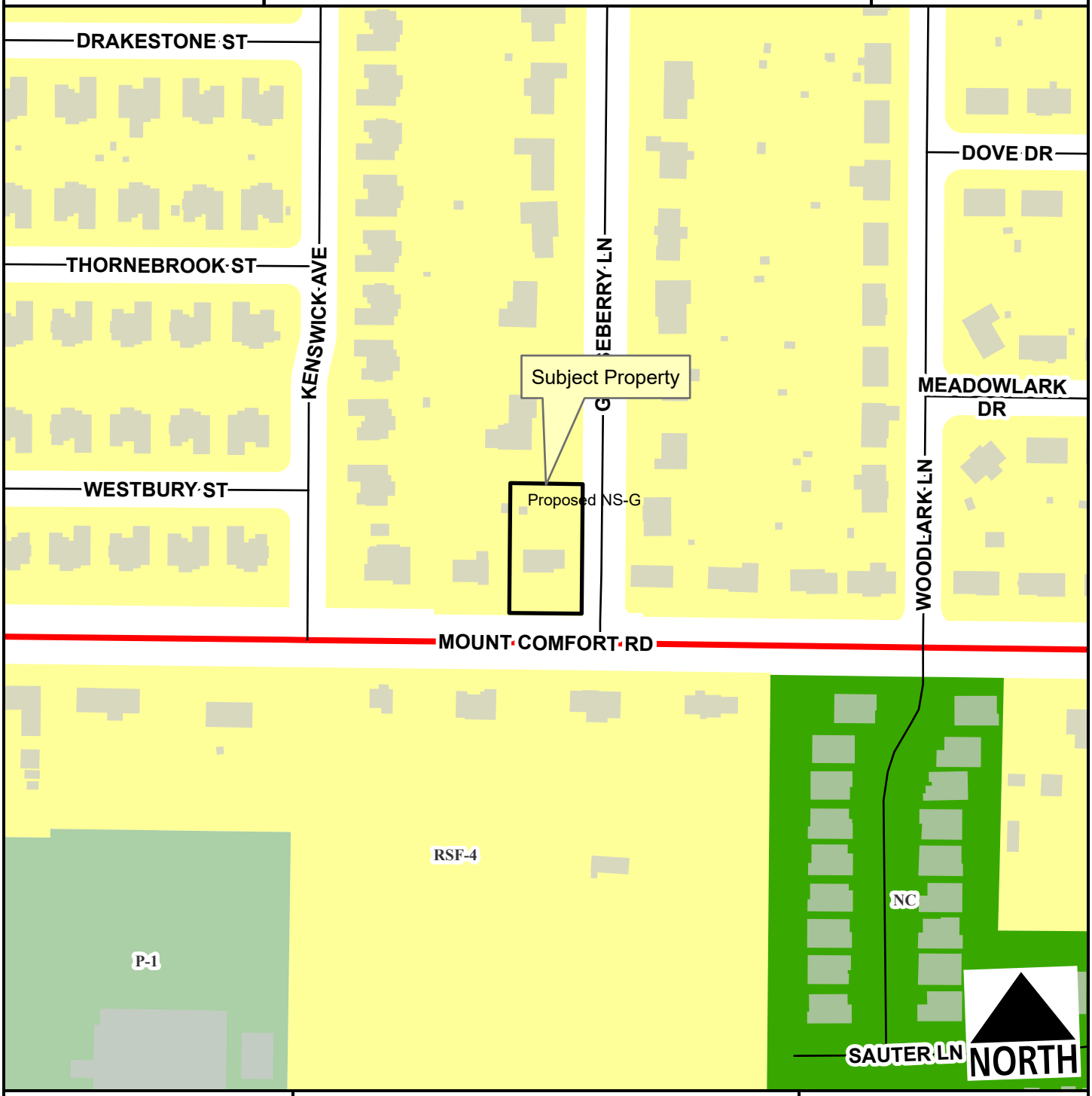
bateswt@gmail.com
479-595-5499

RZN-2025-0027

*Close Up View*

# 3070 W. MOUNT COMFORT RD

**EXHIBIT A**




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**

# EXHIBIT B

GIS Approved
07/08/2025

Lot 9, Block 1, Mt. Comfort Addition, an Addition to the City of Fayetteville, Washington County, 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.

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.**

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**PLANNING COMMISSION ACTION:** **Required** **YES**

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

**Motion:** Payne — motion to forward denied.

**Second:** Garlock

**Vote:** 3-5-0 (Commissioners Werner, Gulley, Cabe, Payne, Garlock, McGetrick)

**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.

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**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.

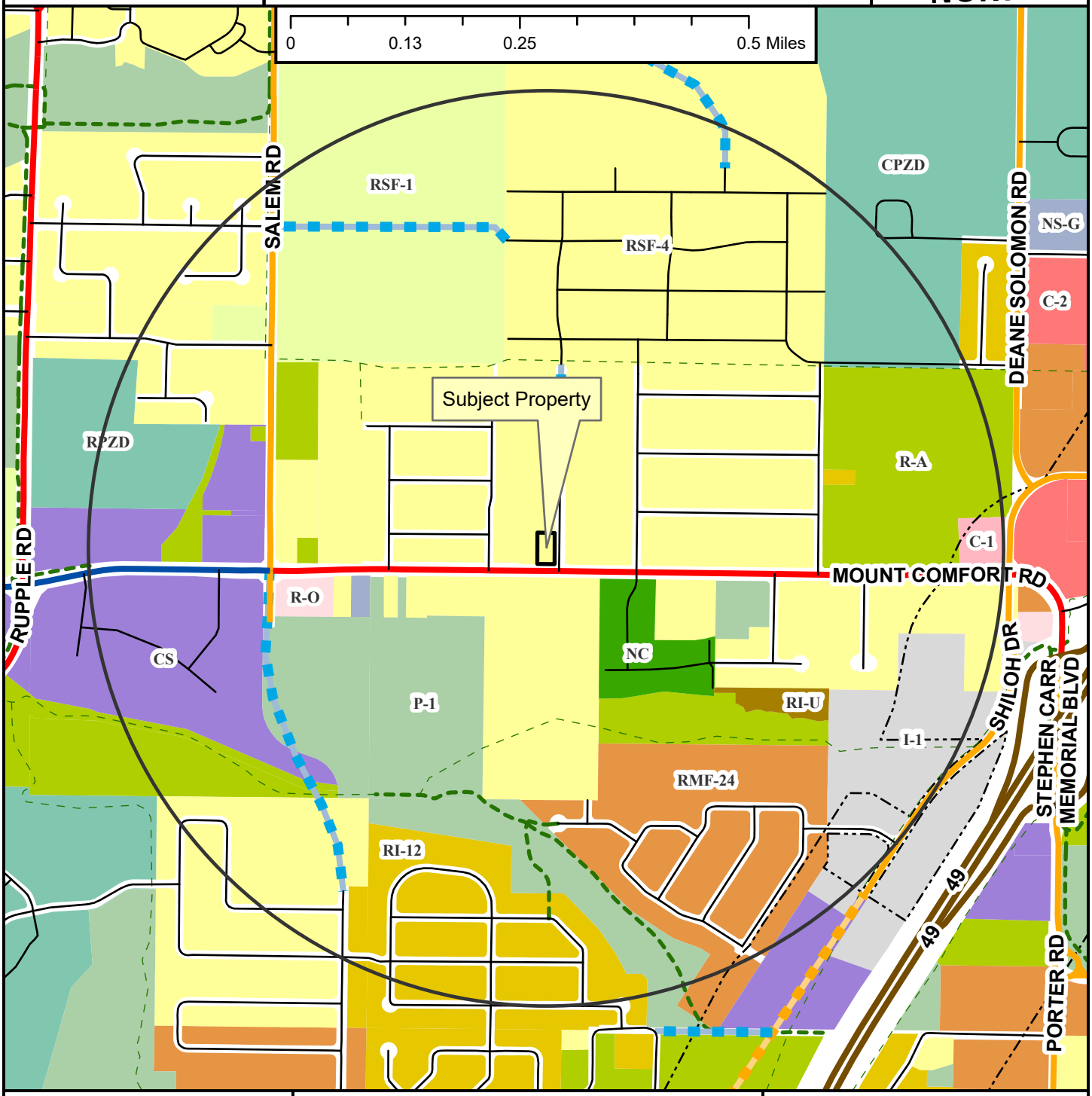
(Ord. No. 5945, §7(Exh. A), 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

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*

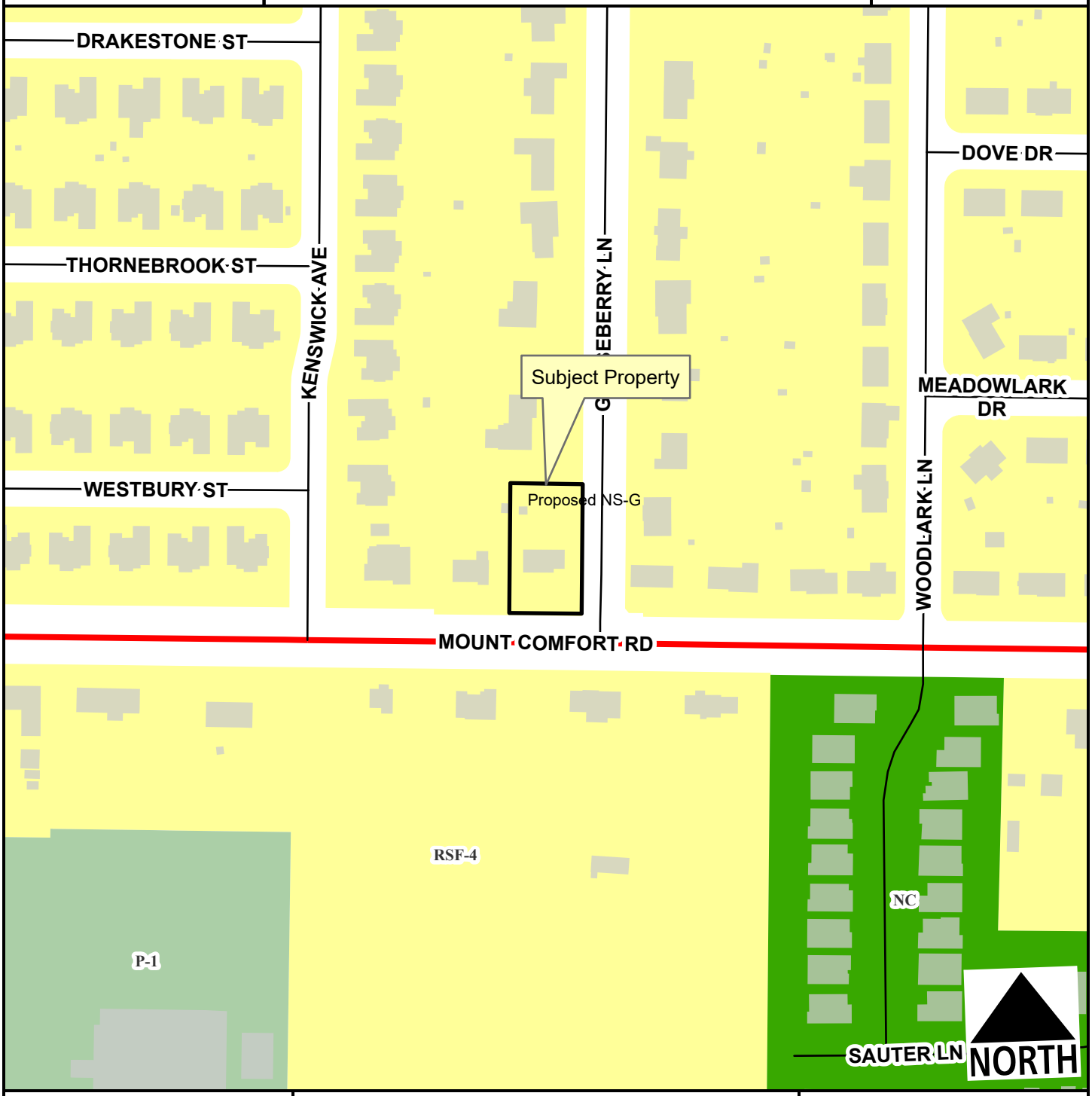
# 3070 W. MOUNT COMFORT RD



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**

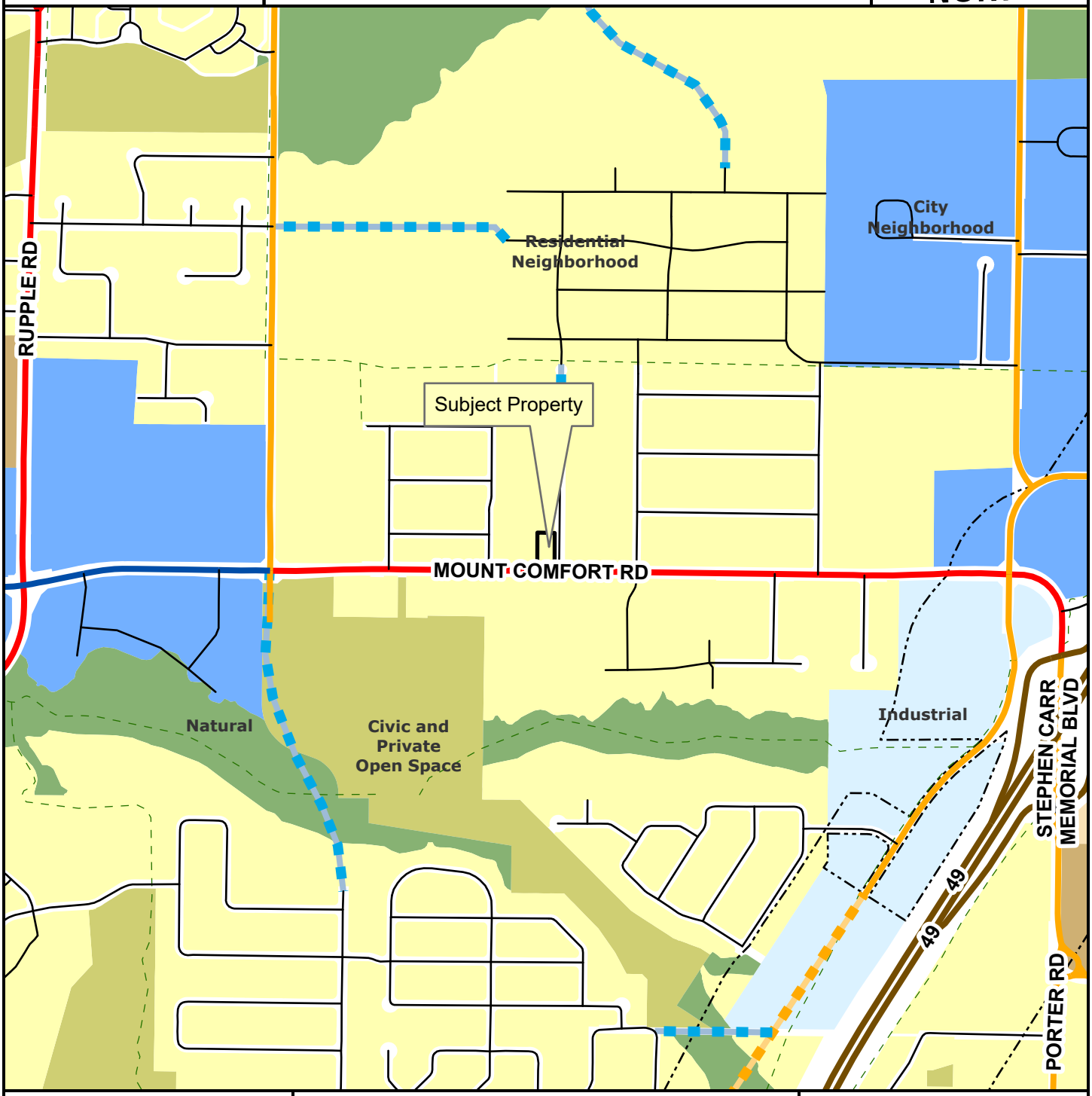
- 100-Year Floodplain
- Floodway

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

Compiled Public Comment
RZN-2025-0027

-----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

**From:** Burke <bruss8993@gmail.com>
**Sent:** Monday, August 11, 2025 12:40 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:** ward4_post1@fayetteville-ar.gov
**Subject:** RZN-2025-0027

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 Commissioners,

I'm writing to request that you reject the application to rezone the property located at the corner of Gooseberry and Mt. Comfort.

Compiled Public Comment
RZN-2025-0027

The new owners claim they just want to put two dwellings on the property, but they want to rezone it to "neighborhood services-general". I am skeptical of their true intentions. I believe up to four units are permissible under the current zoning, so they need do nothing.

I have lived at 2395 Gooseberry for 13 years. I do not want to have a storefront or storefronts there, nor do my neighbors. I really think it should stay a single family home, so it is consistent with the rest of the surrounding area. Also, traffic is already bad enough on Mt. Comfort. Adding a business will make traffic worse and there is no turn lane in that part of Mt. Comfort.

The neighborhood currently has access to services at Caseys and the Kum-n-Go on Mt. Comfort and there will be more services when the large development at Mt. Comfort and Rupple are complete.

Thank you for your consideration. Regards,

Burke Russell

2395 N. Gooseberry Ln.

479-236-6971

bruss8993@gmail.com

**From:** Jacob B Hertzog <jacob.b.hertzog@gmail.com>
**Sent:** Thursday, August 7, 2025 11:02 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Cc:** Erica Duncan <ericaboberica@gmail.com>
**Subject:** Rezoning of 3070 Mount 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.

To Whom It May Concern,

We live at 2278 N. Gooseberry Lane in Fayetteville, directly across from the proposed rezoning of 3070 Mount Comfort. We are distressed by the implications and impact of the proposal. Rezoning this lot to anything other than its current designation as RSF-4 would be detrimental for the street and the neighborhood at-large. We strongly oppose this rezoning for the following reasons:

1. We refute the assertion in RZN-2025-0027, this is NOT a major thoroughfare. Gooseberry Lane is an unfinished, (currently) dead end street. It has no sidewalks and no drainage. It is not wide enough for parked cars.
2. There is no traffic light or signal of any kind. As housing and businesses have spread on Mount Comfort, the peak commuter time traffic makes it impossible to turn left from Gooseberry Lane.
3. Anything other than single family housing would be highly disruptive to the neighborhood. In particular we are concerned about light pollution, noise pollution, and increased vehicle traffic.
4. Businesses of any kind would include grotesque features such as parking lots, dumpsters, commercial air-conditioners, and security lights that we find completely unacceptable.
5. Allowing this rezoning would cause a domino effect on the street and increase pressure on other residents to sell or forfeit their property.
6. There is absolutely no reason that any other proposed idea cannot be accommodated in the large development at Mount Comfort Road and Rupple Road.

Furthermore, we are shocked at the callousness of the developer and the city in working quickly to green-light this proposal. The decision seems to have been made seemingly before you even sought input from community members on the hearing date - August 11th.

We also believe that the proposed development is disingenuous, and while the developer currently proposes multiple small homes, the rezoning allows for a gross cadre of possibilities including retail and high density housing, both completely inappropriate for the location.

Gooseberry Lane is beautiful - it is a place we can leisurely ride a bike with our daughter. It is generally quiet, filled with birds, mature trees, and multi-generational residents of Fayetteville. We moved here nine years ago from New York and have invested heavily into updating and adding on to our house. We cannot bear to imagine our window looking out at a grocery store, a parking lot, or a cluster of apartments.

We do not oppose development on principle, but we completely oppose rezoning 3070 Mount Comfort and we ask the council to reconsider this proposal.

Thank you for your consideration.

Sincerely,

Jake Hertzog & Erica Duncan

2278 N Gooseberry Lane

www.jakehertzog.com

www.heyjazzguy.com

https://us01.z.antigena.com/l/VIrOnbZmaggEeZrqv~O--BIMb9MwBXGnHjL9C86m8dnFiGFl1oHCWBc6eEJ21tdwWZJjJPDH9GuawBdUd-UBIyJu7yBCX_xLvi355ruWBadJHfM-KgZ0PCoAbLz9guFaAX0gD5PeIoag8bLgH2SUbk~CUowVt6Gis168ZIy72Tfz4T1~N96Mrz3YFBMSWcIz

This petition is in opposition to the commercial rezoning of 3070 W Mt. Comfort Rd.

Keep this area low density residential.

| | NAME | Address | Signature | Phone |
|---|---|---|---|---|
| 1. | Bettie Patrick | 2361 Gooseberry Ln | 479-383-3390 | Bettie Patrick |
| 2. | DAN Worley | 2336 Gooseberry | Dan Worley | 479 4425575 |
| 3. | KARL ZOCH | 2246 N GOOSEBERRY | | 479.422-4397 |
| 4. | Rebekah Smith | 2299 Gooseberry | | 479-957-3080 |
| 5. | Cynthia Smith | 2299 Gooseberry Ln | | 479-466-1650 |
| 6. | Burke Russell | 2395 Gooseberry | | 479-236-6971 |
| 7. | Erica Duncan | 2278 Goosberry | | 857-222-6064 |
| 8 | Charles Shields | 3016 MT COMFORT | | 479-871-759 |
| 9 | David Elmore | 2306 Gooseberry | | 515-450-336 |
| 10 | Stephen Mentze | 2325 Gooseberry | | 479 332 8183 |
| 11 | Anastashia mentze | 2325 N. Gooseberry Ln. | | 530-798-1649 |
| 12 | Hallie Mhoon | 2340 Gooseberry Ln | | 479-530-8250 |
| 13 | Colby Mhoon | 2340 Gooseberry | | 479-283-250 |
| 14 | Jessica Elmore | 2306 N Gooseberry Ln | | 303-709-1203 |
| 15 | Joyce Thompson | 2398 Gooseberry | | 479871-1219 |
| 16 | Kennan Doan | 2268 N Kenswick Ave | | 501-425-5663 |
| 17 | Peram Ramsagah | | | 479. 301. 600 5 |
| 18 | Patricia McKenna | 2352 N. Kenswick | Patricia McKenna | 479 301 7448 |
| 19 | Frank McKenna | " | Frank McKenna | 479 301 7448 |

| | NAME | ADDRESS | SIGNATURE | PHONE |
|---|---|---|---|---|
| 20 | David McKenna | 2359 N. Kenswick Av. | | 479 316 5880 ~~9365~~ |
| 21 | Heather McKenna | 2359 N. Kenswick Ave | Heather McKenna | 479 316 9365 |
| 22 | Lindsay Staggs | 2360 N Kenswick Ave | | 479-651-4177 |
| 23 | Jeff Staggs | 2360 N Kenswick Ave | | 479.221.8711 |
| 24 | Angela Fancher | 3162 W. westbury st. | Angela Fancher | 479-841-2192 |
| 25 | Marty Williams | 3199 W. Westbury | Marty Williams | 479-790-6703 |
| 26 | | 2299 Gooseberry | | 479 601 1760 |
| 27 | Heather Hunter | 2349 N woodlark Ln | | 479-799-8747 |
| 28 | Justin Hunter | 2349 N Woodlark Lane | | 479 799 8777 |
| 29 | Michael Freeman | 2327 Gooseberry Ln | | 479-445-8623 |
| 30 | Katherine Freeman | 2327 Gooseberry Ln | | 479.263-4978 |

| | NAME | ADDRESS | SIGNATURE | PHONE |
|---|---|---|---|---|
| 31 | Michael Austin Lucas | 2332 N. Gooseberry Lane Fayetteville, AR 72702 | M. Lucas | 479-530-1014 |
| 32 | | | | |
| 33 | | | | |
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| 35 | | | | |
| 36 | | | | |
| 37 | | | | |
| 38 | | | | |

August 10, 2025
Re: 3070 W Mt Comfort Rezoning

Dear Planning Commission,

I'm writing to you as a mother and homeowner on the implications the rezoning of 3070 Mt Comfort will have on our everyday life. I have been a resident of 2278 N Gooseberry Lane for the past 9 years with my husband and three year old daughter.

I don't believe that the planning commission team has fully thought out the consequences of what forcing this space into a commercial corner will do to us and other nearby residents.

In regard to the potential of having a business directly in front of our home, I've personally worked in retail for small businesses in Fayetteville since moving to town. Not only do you have the traffic of customers, but you have to consider the traffic of constant deliveries of goods.

Imagine a grocery store being in front of your home with deliveries of food and product to the store with limited space to park or turn around. Customers stopping by nonstop. A bottleneck of traffic in the narrow entrance of Gooseberry. Dumpsters and constant lighting out of our front door and front windows, which happens to be our three year old's bedroom.

How disruptive to our way of life.

-What will the noise and light pollution be and until what time of day?
-What kind of people will start hanging around the neighborhood? This street is full of families with young children and elderly folks.
-Will we have constant cars parking on our curb and turning around in our driveway? How unsafe for our children and safety of our street.

Mt. Comfort Road has no turn lane and it is nearly impossible to turn left during rush hours. There is no stoplight. As compared to nearby Raven Lane, it is quite narrow, has no drainage system. It is **not a high density connective street** and nor should it be forced into being one. That is not why we, and our neighbors, invested in this home and street for our family.

Gooseberry Lane is a peaceful, dead end street, and that is why we moved from busy New York City, to this nice, quiet street to raise a family here. We've invested quite a lot financially into renovating our home and find it abhorrent that the city would consider such a change to an all residential neighborhood. Please do not take away the sanctity of our street and risk the safety of our daughter. Keep this area low density residential, as it has been and should stay.

I would also like to point out that there is a commercial zone going in very nearby called **Mount Comfort Square** with a grocery store, coffee shops and restaurants. The developers are **PROPERLY** and thoughtfully building an infrastructure to withstand this type of traffic, including a turn lane and loads of parking as well as high walkability standards with stop lights. That is how it is done. Not forced into a corner without the infrastructure to withstand it. We must be logical and reasonable as we expand this town. Rezoning a small corner and being disruptive to residential areas is not the way.

Thank you,
Erica Duncan

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1886

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:**

**FROM:** Molly Rawn, Mayor

**SUBJECT:** **Resolution of intent to call for a Sales Tax Bond election to be voted on March 3, 2026 for approximately $320,100,000.**

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**RECOMMENDATION:**
Resolution of Intent to Call a Sales Tax Bond Election on March 3, 2026, for the Purpose of Authorizing the Issuance of approximately $320,100,000 in sales tax Bonds to Finance Certain Community-Wide Capital Improvement projects, and to refund the City's Outstanding Capital Improvement Bonds, Series 2022, and Series 2024.

**BACKGROUND:**
Resolution of intent to call for a Sales Tax Bond election to be voted on March 3, 2026 for approximately $320,100,000 in project funds for various including investments in every major infrastructure area our city needs.

**DISCUSSION:**
The proposed bond projects are a result of years of master planning with a focus on critical infrastructure needs and community enhancements to support community needs.

**BUDGET/STAFF IMPACT:**
By preserving a one penny sales tax, we would be able to allocate approximately $320,100,00 in project funds to the community without raising taxes.

**ATTACHMENTS:** 3. Staff Review Form, 4. Additional Information - City Attorney Memo

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

**File #:** 2025-1886

**A RESOLUTION OF INTENTION TO CALL AN ELECTION AND REQUEST THAT FAYETTEVILLE VOTERS APPROVE RENEWAL OF THE CURRENT SALES AND USE ONE PERCENT TAX FOR FINANCING OF CAPITAL PROJECTS NEEDED BY OUR CITIZENS**

**WHEREAS**, the citizens' 2019 extension of the one penny sales and use tax for capital projects provided many improvements for our citizens including the Ramble plaza and trail, the new Police Headquarters, new fire stations, numerous street, trail, drainage, and parks improvements; and

**WHEREAS**, the 2019 bonds should be paid off relatively soon, but the need for more capital projects to serve our growing population and to ensure their health, safety and welfare requires renewal of the capital penny sales tax to meet our citizens' current and future needs; and

**WHEREAS**, the Mayor and her Administration after input from the City Council and other stakeholders is recommending to the City Council and Fayetteville citizens that the capital penny sales and use tax be extended for thirty years to pay off all remaining 2019 sales tax capital bonds and fund capital projects in the total amount of about 320 Million Dollars as shown in the body of the Resolution.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby expresses its intention to call for an election to be conducted in March of 2026 during the Primary Election to extend the current one penny sales and use tax for thirty years and to issue bonds in the approximate amount of 320 Million Dollars to fund:

1. Redeeming and paying all currently unpaid 2019 sales tax bonds;
2. Constructing and equipping a modern, energy efficient Animal Shelter with increased space for adoptions, increased veterinary care and education;
3. Constructing critical upgrades to our aging water and sewer systems to protect public health, prevent costly breakdowns, keep pace with our rapid growth, and safeguard our clean drinking water;
4. Building and equipping necessary new fire stations and purchasing any necessary fire trucks to ensure rapid, effective emergency response to keep every neighborhood safe;
5. Providing expansion and renovations of parks to ensure every resident has safe and well-maintained parks, athletic facilities and green space;
6. Building a new recycling drop-off facility on Fayetteville's west side for easier recycling;
7. Constructing street, trail, and sidewalk improvements to keep up with our population growth and

provide improved multi-modal connections to facilitate our citizens' travel across Fayetteville;

8. Constructing a new, year-round Aquatic and Recreation Facility serving all of our citizens and attracting visitors and events to support the local economy; and
9. Constructing the necessary major wastewater treatment plant and system improvements to support our growing city and surrounding area, to prevent costly failures, to protect waterways and our citizens' health, and to maintain required compliance with environmental regulations.

**City of Fayetteville Staff Review Form**

**2025-1886**

**Item ID**

**10/7/2025**

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

| Mayor Molly Rawn | 9/22/2025 | MAYORS ADMIN (015) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Resolution of Intent to Call a Sales Tax Bond Election on March 3, 2026, for the Purpose of Authorizing the Issuance of approximately $320,100,000 in sales tax Bonds to Finance Certain Community-Wide Capital Improvement projects, and to refund the City's Outstanding Capital Improvement Bonds, Series 2022, and Series 2024.

## Budget Impact:

| N/A | |
|---|---|
| Account Number | Fund |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

**Comments:**

# Additional Information Received

| | |
|---|---|
| **Date Received:**<br>MM/DD/YYYY | 09/30/2025 |
| **Time:**<br>00:00 (AM/PM) | 5:30 PM |
| **From:**<br>Name & Title | City Attorney Kit Williams |
| **To:**<br>Name & Title | City Council |
| **Agenda Meeting Date:**<br>MM/DD/YYYY | 09/30/2025 |
| **Civic Clerk Number:**<br>Ex. 2025-994 | 2025-1886 |
| **Forwarded to City Attorney's Office and Department Head** | Included document is a memo that was issued by City Attorney Kit Williams that was presented and discussed at the 09/30/2025 Agenda Session. |

OFFICE OF THE
CITY ATTORNEY

# DEPARTMENTAL CORRESPONDENCE

Kit Williams
*City Attorney*

Blake Pennington
*Senior Assistant City Attorney*

Hannah Hungate
*Assistant City Attorney*

Stacy Barnes
*Paralegal*

TO: **Mayor**
**City Council**
**Kara Paxton**, City Clerk/Treasurer

CC: **Keith Macedo**, Chief of Staff
**Steven Dotson**, Chief Financial Officer
**Blake Rutherford**, Senior Advisor to the Mayor
**Kevin Springer**, Budget Director

FROM: **Kit Williams**, City Attorney

DATE: **September 30, 2025**

RE: **Use of Bond Funds for Public Housing**

Questions have arisen about the possible use of the new bond issue to fund **public** housing. The Local Government Bond Act of 1985 (A.C.A. § 14-164-301, et seq.) which constitutes our authority to issue these bonds state that bonds may be issued "for capital improvements of a public nature." A.C.A. § 14-164-302

"'Capital improvements of a public nature' … means … 'residential housing for low and moderate income, elderly, or individuals with disabilities and families…'" A.C.A. § 14-164-303 (2)(C). Therefore, it is legally possible to request the voters to approve the issuance of bonds for the construction or acquisition of **public** housing for low income persons.

I asked our long serving bond counsel, Gordon Wilbourn of Kutak Rock, for his advice about this and he agreed that bonds could "be issued … for the financing of 'capital improvements of a public nature.'" Gordon cautioned that: "Bond proceeds can be used only to pay for the costs of acquiring, constructing and equipping such improvements and not for operations." (Gordon Wilbourn's email of September 21, 2025.)

Gordon opined that "the City could have a housing question on the ballot, but the related improvement will have to be owned by the City." Any management of the housing facilities will have to be pursuant to a 'qualified management contract' under IRS regulations." (Id.)

Gordon Wilbourn importantly warned us: "What is not permissible under Article 12, Section 5 of the Arkansas Constitution is for any financed improvement to be given or transferred on a preferential basis to a private entity." The City cannot purchase land and dedicate the land to a nonprofit or for-profit developer. Indeed, "under IRS regulation, you will have to certify at closing that you intend to own the financial improvements during the term of the bonds."(Id.)

I agree completely with Bond Counsel Gordon Wilbourn. Simply put, the City can build or acquire public housing which must remain **city owned** at least as long as any of these long-term bonds remain not fully paid off.

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1828

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Alison Jumper, Director of Parks, Natural Resources and Cultural Affairs

**FROM:** Lee Farmer, Recreation Superintendent

**SUBJECT:** **Amend Recreational Activities at Lake Fayetteville in Section 97.070 of the City Code**

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**RECOMMENDATION:**
Staff recommends approving the proposed ordinance changes to recreational activities in Section 97.070.

**BACKGROUND:**
The current ordinance outlines regulations for recreational activities at Lake Fayetteville, Lake Sequoyah, and Lake Wilson, including hours of operation, fees, and permitted activities. Over time, portions of the ordinance have become restrictive and less adaptable to changing conditions. For example, fee amounts are fixed in code, requiring formal amendments for any adjustments, and marina office hours are tied to general lake access, limiting flexibility during periods of low demand or unfavorable weather. In addition, the existing fee structure requires separate permits for fishing and boating, which creates unnecessary complexity and limits opportunities for collaboration with the Arkansas Game and Fish Commission.

**DISCUSSION:**
The proposed changes remove specific fee amounts from the City Code, allowing the Mayor to establish fees administratively. This approach increases efficiency by eliminating the need for ordinance amendments each time adjustments are necessary. Additionally, marina office hours are separated from general lake access hours, enabling the office to operate with flexible or limited schedules based on weather conditions and public demand, while ensuring that the lakes remain accessible during established open hours. Finally, daily and annual permits are consolidated into a single “lake access fee.” By moving to lake access fees, the City can more closely coordinate with the Arkansas Game and Fish Commission on community fishing programs.

**BUDGET/STAFF IMPACT:**
There is no budget impact associated with these ordinance changes.

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A - Clean, 4. Amend 97.070 - Strikethrough

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

**File #:** 2025-1828

**AN ORDINANCE TO MODIFY THE FEE STRUCTURE FOR LAKE USE AND ACCESS AND ALLOW FOR MORE FLEXIBLE MARINA OPERATIONS BY AMENDING § 97.070 RECREATIONAL ACTIVITIES AT LAKE FAYETTEVILLE, SEQUOYAH, AND WILSON OF THE *FAYETTEVILLE CITY CODE***

**WHEREAS**, § 97.070 of the *City Code* establishes regulations for recreational activities at Lake Fayetteville, Lake Sequoyah, and Lake Wilson, including hours of operation, fees, and permitted activities; and

**WHEREAS**, staff recommends allowing the Mayor to establish fees administratively which will increase efficiency by eliminating the need for ordinance amendments each time adjustments are necessary to cover the City's operational costs; and

**WHEREAS**, additionally, staff recommends separating marina office hours from general lake access hours, which will enable the office to operate with flexible or limited schedules based on weather conditions and public demand while ensuring that the lakes remain accessible during established open hours; and

**WHEREAS**, staff recommends consolidating daily and annual permits into a single “lake usage fee” so the City can coordinate more closely with the Arkansas Game and Fish Commission on community fishing programs.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby amends § 97.070 by repealing it in its entirety and enacting a replacement § 97.070 as shown in Exhibit A attached hereto.

**City of Fayetteville Staff Review Form**

**2025-1828**

**Item ID**

**10/7/2025**

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

| Lee Farmer | 9/10/2025 | PARKS & RECREATION (520) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

Staff recommends approving the proposed ordinance changes to recreational activities in Section 97.070.

## Budget Impact:

| | |
|---|---|
| Account Number | Fund |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #**

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

**Comments:**

## 97.070 Recreational Activities At Lakes Fayetteville, Sequoyah And Wilson

(A) *Hours.* Lake Fayetteville, Lake Sequoyah, and Lake Wilson shall be open to the general public throughout the year from sunrise to sunset daily and shall be closed each day from sunset to sunrise; provided:

(1) Lake Fayetteville shall be closed on Thanksgiving Day and from sunset on December 23rd through January 14th and such other times as determined by the Mayor or the Mayor's designee.

(2) Lake Fayetteville Marina Office shall operate with limited or flexible hours based on weather conditions and public demand. Hours of operation will be posted at the facility and online when applicable.

(3) The Director is authorized to extend the operating hours of a lake when reasonable and necessary to accommodate a tournament, special event, or seasonal weather conditions.

(B) *Lake Access Fees.* Lake access fees will be established by the Mayor for access to Lake Fayetteville to defray the City's operational costs. There is no lake access fee requirement for Lake Wilson, Lake Sequoyah or other park areas containing fishable waters.

(C) *Boat Docking.* Boat docking shall be permitted at Lake Fayetteville on a space available basis and the Mayor shall establish fees to be charged for boat docking to defray the City's operational costs.

(D) *Fishing.* All fishing shall be done only from the bank, designated docks or boat. No wading, swimming, paddle boards or belly boats shall be permitted in all city lakes. Arkansas Game and Fish regulations shall control the number and size of fish which may be caught; however, the city may establish more restrictive limitations if necessary to manage the fish population. All persons fishing at Lake Fayetteville should check with the boat dock operator before fishing. It shall be unlawful for any person fishing to use trot lines, limb lines, cast nets, yo-yos or jug fishing.

(E) *Boating.* Payment of a lake access fee is required for all boating activities on Lake Fayetteville. All boats must be docked or removed from the lake at closing time. No boats except those used by City employees or other individuals authorized by the City will be docked at any other location on the lake. Boating may be closed to the public by the city during a special event that includes swimming.

(F) *Place of Entry.* All persons boating at Lake Fayetteville shall enter the lake only through the entrance at the lake office. Persons entering the lake property from any other location shall be considered trespassing and subject to prosecution. All persons boating at Lake Sequoyah and Lake Wilson shall enter the lake only at the boat ramp.

(G) *Use of Motors on Boats.*

(1) In the event that motors are used on boats, the boats shall be operated in such a manner that they will not endanger other boats or the occupants thereof. All city lakes are no wake lakes. Speeding and boat racing are not permitted and each outboard motor operator is cautioned to operate in a safe and cautious manner. Failure to abide by this requirement will cause loss of boating access. The dock operator shall revoke the boating access of any boat which in his or her judgment is unsafe, overloaded, or operated in a careless manner.

(2) No boats shall be permitted within 500 feet of the spillway of any lake.

(3) No houseboats, paddle boards, water skiing, or jet skis are permitted.

(4) All state laws governing boats must be complied with before using a boat on any city lake.

(5) The city will not be responsible for any damage to or theft of boats, motors, or equipment.

(H) *Picnicking or Other Recreational Activities.* Picnicking is permitted on any part of Lake Fayetteville, Lake Sequoyah, or Lake Wilson or land surrounding said lakes, except within restricted nature areas, which are

controlled by the city. No lake access fees shall be required for picnicking or other recreational activities at Lake Fayetteville.

(I) *Committing Nuisances.* No person shall commit any nuisance while on Lake Fayetteville, Lake Sequoyah, and Lake Wilson or any of the land surrounding the lakes belonging to the city, nor shall any trash or other materials be thrown into the lakes or left about the shoreline or on the premises of any lake.

(J) *Fishing and Boating Prohibited Near Intake Tower.* No one shall climb upon, enter, or fish from the intake towers of the lakes.

(K) *Fishing on Stream Below Dam.* State laws governing fishing below dams shall be applicable on city property. Payment of the applicable lake access fee shall be required to fish in the stream on city property below the dam at Lake Fayetteville.

(L) *Firearms and Hunting.* Except as otherwise provided in Section 97.066 of this chapter, no firearms, hunting or trapping will be permitted on city owned property at any time.

(M) *Revoking Access.* The city shall have the right to revoke the access of any person if it is determined that the person willfully violated any of the provisions of this section. When access is revoked, there will be no refunds.

# SUMMARY of ORDINANCE AMENDMENT

- Changing language to allow Marina Office to have more flexible hours of operation.  Lake access will remain the same

- Removing Fees from ordinance to streamline future adjustments.

- Transitioning to lake access fees

## 97.070 Recreational Activities At Lakes Fayetteville, Sequoyah And Wilson

(A) *Hours.* Lake Fayetteville, Lake Sequoyah, and Lake Wilson shall be open to the general public throughout the year from sunrise to sunset daily and shall be closed each day from sunset to sunrise; provided:

(1) Lake Fayetteville shall be closed on Thanksgiving Day and from sunset on December 23rd through January 14th and such other times as determined by the Mayor or the Mayor's designee.

(2) Lake Fayetteville Marina Office shall operate with limited or flexible hours based on weather conditions and public demand. Hours of operation will be posted at the facility and online when applicable.

(32) The Director is authorized to extend the operating hours of a lake when reasonable and necessary to accommodate a tournament, special event, or seasonal weather conditions.

(B) Lake Access Fees~~*Permits for Fishing and Boating*~~. Lake access fees will be established by the Mayor for access to ~~Fishing and boating permits are required for~~ Lake Fayetteville to defray the City's operational costs. There is no lake access fee~~permit~~ requirement for Lake Wilson, Lake Sequoyah or other park areas containing fishable waters.

~~(1) *Permits.*~~

~~(a) Annual boating and fishing permit (age sixty-five (65) and older and veterans)$40.00~~

~~(b) Annual boating and fishing permit (sixteen (16)—sixty-four (64))$50.00~~

~~(c) Daily boating and fishing permit (sixty-five (65) and older and veterans)$5.00~~

~~(d) Daily boating and fishing permit (sixteen (16)—sixty-four (64))$6.00~~

~~(e) Annual fishing/use permit (sixty-five (65) and older and veterans)$20.00~~

~~(f) Annual fishing/use permit (sixteen (16)—sixty-four (64))$30.00~~

~~(g) Daily fishing/use permit (sixty-five (65) and older and veterans)$2.00~~

~~(h) Daily fishing/use permit (sixteen (16)—sixty-four (64))$3.00~~

~~(i) Daily fishing/use permit (under sixteen (16) with permitted adult)Free~~

~~(j) Daily non-motorized boating (canoes, inflatables, kayaks, paddle boats and sailboats)$3.00~~

~~(k) Annual non-motorized boating (per patron, nontransferable)$20.00~~

~~(2) *Miscellaneous.*~~

~~(a) Each person sixteen (16) years of age or older is required to purchase a fishing/use permit for fishing on the lake or any stream within the city-owned lake property at Lake Fayetteville.~~

~~(b) There will be two (2) free fishing weekends each year where city fishing/use permits will not be required. One (1) weekend will coincide with the Arkansas Game and Fish free fishing weekend. The Director will designate the second weekend annually.~~

~~(c) A boating permit applies to the boat rather than the occupants thereof; however, all occupants of a boat, sixteen (16) years of age or older must purchase a fishing/use permit. Daily permits are valid only for use on the date of purchase.~~

~~(d) Juveniles and their supervisors shall be exempt from the boating and fishing permit fee if they are part of Washington County government rehabilitation program approved by the Director for the location, date and time of lake access.~~

(C) *Boat Docking.* Boat docking shall be permitted at Lake Fayetteville on a space available basis and the Mayor shall establish fees to be charged for boat docking to defray the City's operational costs. ~~to season boating and fishing permit holders for the following per-boat annual fees:~~

~~(1) City resident$250.00~~

~~(2) Non-resident$325.00~~

(D) *Fishing.* All fishing shall be done only from the bank, designated docks or boat. No wading, swimming, paddle boards or belly boats shall be permitted in all city lakes. Arkansas Game and Fish regulations shall control the number and size of fish which may be caught; however, the city may establish more restrictive ~~provide additional~~ limitations necessary to manage the fish population. All persons fishing at Lake Fayetteville should check with the boat dock operator before fishing. It shall be unlawful for any person fishing to use trot lines, limb lines, cast nets, yo-yos or jug fishing.

(E) *Boating.* Payment of a lake access fee is required for all boating activities~~A boating permit for each boat must be purchased before its use~~ on Lake Fayetteville. All boats must be docked or removed from the lake at closing time. No boats except those used by City~~lake~~ employees or other individuals authorized by the City~~the Environmental Study Center~~ will be docked at any other location on the lake. Boating may be closed to the public by the city during a special event that includes swimming.

(F) *Place of Entry.* All persons boating at Lake Fayetteville shall enter the lake only through the entrance at the lake office. Persons entering the lake property from any other location shall be considered trespassing and subject to prosecution. All persons boating at Lake Sequoyah and Lake Wilson shall enter the lake only at the boat ramp.

(G) *Use of Motors on Boats.*

(1) In the event that motors are used on boats, the boats shall be operated in such a manner that they will not endanger other boats or the occupants thereof. All city lakes are no wake lakes. Speeding and boat racing are not permitted and each outboard motor operator is cautioned to operate ~~his motor~~ in a safe and cautious manner. Failure to abide by this requirement will cause loss of boating access~~permit~~. The dock operator shall revoke the boating access ~~permit~~ of any boat which in his or her judgment is unsafe, overloaded, or operated in a careless manner.

(2) No boats shall be permitted within 500 feet of the spillway of any lake.

(3) No houseboats, paddle boards, water skiing, or jet skis are permitted.

(4) All state laws governing boats must be complied with before using a boat on any city lake.

(5) The city will not be responsible for any damage to or theft of boats, motors, or equipment.

(H) *Picnicking or Other Recreational Activities.* Picnicking is permitted on any part of Lake Fayetteville, Lake Sequoyah, or Lake Wilson or land surrounding said lakes, except within restricted nature areas, which are controlled by the city. No lake access fees shall be required for picnicking or other recreational activities at Lake Fayetteville.

(I) *Committing Nuisances.* No person shall commit any nuisance while on Lake Fayetteville, Lake Sequoyah, and Lake Wilson or any of the land surrounding the lakes belonging to the city, nor shall any trash or other materials be thrown into the lakes or left about the shoreline or on the premises of any lake.

(J) *Fishing and Boating Prohibited Near Intake Tower.* No one shall climb upon, enter, or fish from the intake towers of the lakes.

(K) *Fishing on Stream Below Dam.* State laws governing fishing below dams shall be applicable on city property. Payment of the applicable lake access fee shall be ~~Fishing permits are~~ required to fish in the stream on city property below the dam at Lake Fayetteville.

(L) *Firearms and Hunting.* Except as otherwise provided in Section 97.066 of this chapter, no firearms, hunting or trapping will be permitted on city owned property at any time.

(M) *Revoking Access~~Permits~~.* The city shall have the right to revoke the access of any person ~~any permit issued under this section~~ if it is determined that the person~~permittee~~ willfully violated any of the provisions of this section. When access ~~a permit~~ is revoked, there will be no refunds.

(Code 1965, §13-12; Ord. No. 2274, 9-7-76; Ord. No. 2903, 3-1-83; Ord. No. 3164, 1-21-86; Ord. No. 3203, 8-5-86; Ord. No. 3437, 7-5-89; Ord. No. 3533, 2-19-91; Ord. No. 4168, 6-1-99; Code 1991, §97.070; Ord. No. 4707, 06-07-05; Ord. No. 4811, 12-20-05; Ord. No. 5139, 5-6-08; Ord. No. 5229, 3-17-09; Ord. No. 5285, 11-17-09; Ord. No. 5596, 07-02-13; Ord. No. 5828, §1(Exh. A), 12-15-15; Ord. No. 6597, §1(Exh. A), 9-6-22; Ord. No. 6701, §1(Exh. A), 11-7-23)

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1767

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

**FROM:** Wesley Frank, Planner

**SUBJECT:** **RZN-2025-0038: Rezoning (338 S. COMBS AVE/BATES, 524): Submitted by WESLEY BATES for property located at 338 S. COMBS AVE in WARD 1. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.20 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.**

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**RECOMMENDATION:**
City Planning staff and the Planning Commission recommend approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B'.

**BACKGROUND:**
The subject property is in central Fayetteville about 300 feet south of S. Combs Avenue's intersection with E. Huntsville Road. The property is zoned NC, Neighborhood Conservation and overall contains approximately 0.20 acres. Development on the site is limited to a single-family home that was built in 1930, with the lot also having access to South Willow Avenue to the southeast. The property is not located in an overlay district but is in the Walker Park Master Plan area.

*Request:* The request is to rezone the property from NC, Neighborhood Conservation, to RI-U, Residential Intermediate-Urban.

*Public Comment:* Staff has received one comment in support of the rezoning citing development opportunities.

*Land Use Compatibility:* Staff finds the requested rezoning generally compatible with surrounding land use but inconsistent with existing zoning patterns. The City's comprehensive plan supports increased density where services exist, but only when it aligns with community character. The subject property lies within the Walker Park Neighborhood Master Plan, which supports high-density infill of single-family housing. While RI-U zoning allows single-family use consistent with the plan, its broader by-right and conditional residential and commercial uses conflict with the plan's intent and neighborhood character. The plan designates areas like Southgate Commercial Center, School & 15th, Jefferson Square, and Huntsville Road for commercial growth—not the subject site. Nearby DG zoning along E. Huntsville Road supports diverse housing and commercial uses consistent with the plan, unlike RI-U in this location, which could undermine the plan's goals. However, RI-U aligns with the plan's call for smaller lots and more sustainable development patterns, allowing 18-foot lot widths versus NC's 40-foot minimum. The site's current through-lot condition, discouraged by the plan, could be addressed through rear development enabled by rezoning. Both RI-U and NC share similar development standards, including height limits (three stories), build-to zones, and 5-foot side and rear setbacks. Although

RI-U zoning conflicts with elements of the Walker Park Master Plan, staff supports the rezoning based on the balance of considerations.

*Land Use Plan Analysis:* The proposed zoning is consistent with the property's City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area. These areas are intended to support a wide variety of housing types in walkable, urban neighborhoods. The RI-U zoning district would allow for a mixture of residential densities that are urban form, which supports walkability in the area. The proposed zoning is compatible with the surrounding NC zoning district in terms of requiring a build-to-zone; and is compatible with existing buildings that are located nearby. However, where the subject property is located, as noted above, would not fully acknowledge the Walker Park Neighborhood Master Plan as this location is not intended for zoning districts that allow for diverse housing types. The location is intended to be primarily single-family, which is at odds with the proposed zoning. That said, RI-U does fulfill a goal of the plan that includes smaller lot sizes to allow for a sustainable development pattern. The property has a high infill score of 9, which indicates that it is a suitable location for infill. It is also located within a third of a mile of a Tier 1 center, which advocates for a mixture of uses, both commercial and residential. Staff finds that the requested rezoning could allow for the creation of missing middle housing and meets City Goals 1 (appropriate infill), 3 (compact, complete, and connected development), and 6 (opportunities for attainable housing).

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **9** for this site. The following elements of the matrix contribute to the score:

- 4 Minute Fire Response (Station 1, located at 303 W. Center St.)
- Near Sewer Main (12-inch main Combs Avenue; 6-inch main South Willow Avenue.)
- Near Water Main (4-inch main S. Combs Avenue; 2-inch main S. Willow Avenue.)
- Near City Park (Ralph "Buddy" Hayes Park )
- Near Paved Trail (Willow Avenue Trail; Side Path Trail)
- Near ORT Bus Stop (Willow & Huntsville)
- Near Razorback Bus Stop (MLK BLVD & Willow)
- Walker Park Master Plan
- Sufficient Intersection Density

**DISCUSSION:**
At the September 8, 2025 Planning Commission meeting, a vote of 8-0-0 forwarded the request to City Council with a recommendation of approval. Commissioner Werner motioned and Commissioner Payne seconded. A member of the public spoke in support of the item at the meeting. There was no discussion among the Commissioners.

**BUDGET/STAFF IMPACT:**

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A, 5. Exhibit B, 6. Staff Report

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

**File #:** 2025-1767

**AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2025-38 FOR APPROXIMATELY 0.20 ACRES LOCATED AT 338 SOUTH COMBS AVENUE IN WARD 1 FROM NC, NEIGHBORHOOD CONSERVATION TO RI-U, RESIDENTIAL INTERMEDIATE-URBAN**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from NC, Neighborhood Conservation to RI-U, Residential Intermediate-Urban.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

**City of Fayetteville Staff Review Form**

**2025-1767**

**Item ID**

**10/7/2025**

**City Council Meeting Date - Agenda Item Only**

**N/A for Non-Agenda Item**

| Jonathan Curth | 9/19/2025 | DEVELOPMENT REVIEW (630) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

RZN-2025-0038: Rezoning (338 S. COMBS AVE/BATES, 524): Submitted by WESLEY BATES for property located at 338 S. COMBS AVE in WARD 1. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.20 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.

## Budget Impact:

| | |
|---|---|
| Account Number | Fund |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #**

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

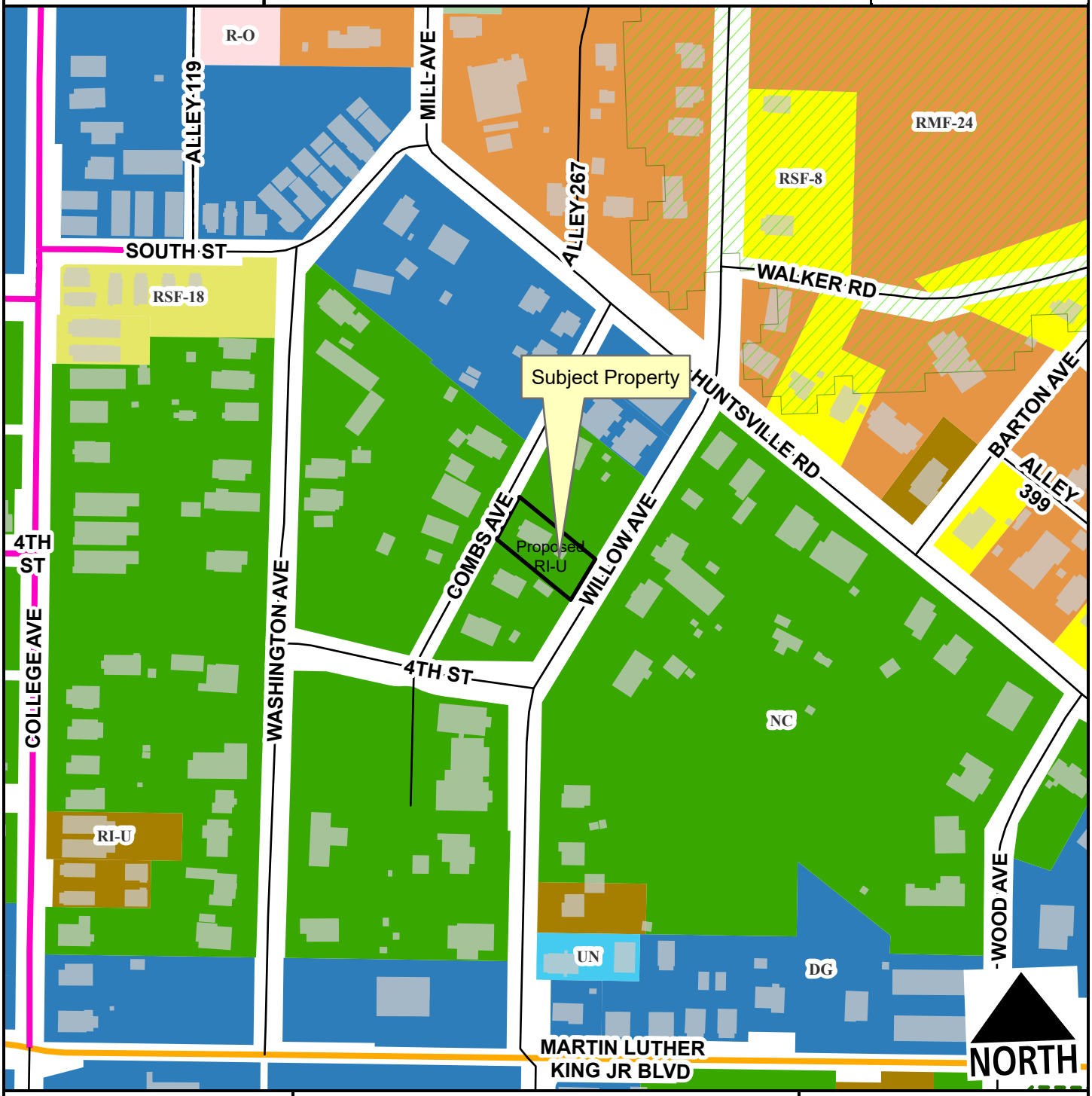
**Comments:**

RZN-2025-0038

*Close Up View*

# 338 S. COMBS AVE

RZN-2025-0038
EXHIBIT 'A'




- Neighborhood Link
- Urban Center
- Unclassified
- 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 |
|---|---|---|
| NC | 0.2 | 0.0 |
| RI-U | 0.0 | 0.2 |

**Total 0.2 ac**

RZN-2025-0038
EXHIBIT 'B'

Lot 9, in Block 4, Combs Addition to the City of Fayetteville, Washington County, Arkansas, as designated upon the recorded plat on file in the office of the Circuit Clerk and Ex-Officio Recorder of Washington County, Arkansas.

CITY OF FAYETTEVILLE ARKANSAS

# PLANNING COMMISSION MEMO

**TO:** Fayetteville Planning Commission

**THRU:** Jessie Masters, Planning Director

**FROM:** Wesley Frank, Planner

**MEETING DATE:** September 8, 2025 Updated w/ meeting results

**SUBJECT:** **RZN-2025-0038: Rezoning (338 S. COMBS AVE/BATES, 524):** Submitted by WESLEY BATES for property located at 338 S. COMBS AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.20 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.

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**RECOMMENDATION:**
Staff recommends forwarding **RZN-2025-0038** to City Council with a recommendation of approval.

**RECOMMENDED MOTION:**
*"I move to forward **RZN-2025-0038** to City Council with a recommendation of approval."*

**BACKGROUND:**
The subject property is in central Fayetteville about 320 feet south of the S. Combs Avenue and E. Huntsville Road intersection. The property is zoned NC, Neighborhood Conservation and overall contains approximately 0.20 acres. The property is developed with a single-family home that was built in 1930; the property is not located in an overlay district but is in the Walker Park Master Plan area. Surrounding land uses and zoning are depicted below in *Table 1*.

**Table 1:**
**Surrounding Land Uses and Zoning**

| Direction | Land Use | Zoning |
|---|---|---|
| North | Undeveloped | NC, Neighborhood Conservation |
| South | Single-Family Residential | NC, Neighborhood Conservation |
| East | Single-Family Residential | NC, Neighborhood Conservation |
| West | Single-Family Residential | NC, Neighborhood Conservation |

*Request:* The request is to rezone the property from NC, Neighborhood Conservation, to RI-U, Residential Intermediate-Urban.

*Public Comment:* Staff has received one comment in support of the rezoning citing development opportunities.

## INFRASTRUCTURE AND ENVIRONMENTAL REVIEW

**Streets:** The property's frontage along S. Combs Avenue and S. Willow Avenue, Residential Links, is partially improved with sidewalk and asphalt paving. Any street improvements required in these areas would be determined at the time of development proposal.

**Water:** Public water is available to the subject property. There is an existing 4-inch water main on the north-west side of the subject property along the south-east of S. Combs Avenue. In addition, there is an existing 2-inch water main on the south-east side of the subject property along the north-west side of S. Willow Avenue.

**Sewer:** Sanitary Sewer is available to the subject property. There are two existing 12-inch sewer main on the north-west side of the subject property along the north-west of S. Combs Avenue. In addition, there is a 6-inch sewer main on the south-east side of the subject property along the north-west side of S. Willow Avenue.

There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 400 linear feet downstream of this property

**Drainage:** No portion of the subject property lies within the Hillside/Hilltop Overlay District or a FEMA-designated floodplain and no protected streams or hydric soils are present. Any improvements or requirements for drainage would be determined at the time of development submittal.

**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 .9 miles from the fire station with an anticipated drive time of approximately 4 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.

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

**Tree Preservation:**

The proposed zoning district, RI-U, Residential Intermediate-Urban, requires **15% minimum canopy preservation**. The current zoning district, NC, Neighborhood Conservation, requires **20% minimum canopy preservation**.

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

The **Walker Park Neighborhood Master Plan** was the city's first neighborhood plan which was completed in 2008 after City Plan 2025 was adopted. Four guiding principles were identified in the plan which include maintaining a balance of uses and housing, emphasizing connectivity and walkability, creating a core of the neighborhood at Jefferson Square, and preserving accessible greenspace throughout the neighborhood.

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:

- 4 Minute Fire Response (Station 1, located at 303 W. Center St.)
- Near Sewer Main (12-inch main Combs Avenue; 6-inch main South Willow Avenue.)
- Near Water Main (4-inch main S. Combs Avenue; 2-inch main S. Willow Avenue.)
- Near City Park (Ralph "Buddy" Hayes Park )
- Near Paved Trail (Willow Avenue Trail; Side Path Trail)
- Near ORT Bus Stop (Willow & Huntsville)
- Near Razorback Bus Stop (MLK BLVD & Willow)
- Walker Park Master Plan
- Sufficient Intersection Density

FINDINGS OF THE STAFF

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

**Finding:** ***Land Use Compatibility:*** **Staff finds the requested rezoning to be generally compatible with surrounding land use but is inconsistent with zoning patterns. The City's comprehensive plan acknowledges the value of increasing density in locations where City services and utilities already exist, but only where it "reflects the existing community character." The subject property is located in the Walker Park Neighborhood Master Plan area, which recommends appropriate infill of single-family residential units with high-density. The potential in RI-U does allow for single-family in the interior of the neighborhood, which would be in keeping with the master plan and established character. However, the additional by-right and conditional residential and commercials allowances in RI-U would not be upholding the intent of the plan nor established character. Allowing businesses to be located by-right in the middle of this residential block, could result in compromising the integrity of the Walker Park Neighborhood Plan goals. The plan notes Southgate Commercial Center, the intersection of School & 15th, Jefferson Square, and along Huntsville Road as intended places to grow commercial nodes and streets. The DG zoning to the north along E. Huntsville Road allows for commercial and diverse housing uses (two-, three-, and four-family), adhering to the goals of the plan. Allowing a zoning district with more allowances in an area that was not intended for variety could hurt the intent of the master plan area.**

**But the lot standards in RI-U would be in keeping with that same plan. The plan recommends smaller lot sizes in the area as it would allow for a more sustainable pattern of development. RI-U would allow for smaller lot sizes with an 18-foot lot width compared to NC's 40-foot requirement. The subject property is also in non-compliance as it is a through-lot, which is discouraged as this design impacts the public's visual and physical interaction with the development here. A rezoning could allow for development in the rear of the property, which would eliminate this nonconformity. Both zoning types are comparable as both do allow for a maximum height of three stories for housing uses. Another similarity would be that both require a build-to-zone requirement, ensuring that the urban form fabric of the area is maintained. The setback requirements for this subject property would also remain the same as both would require 5-foot side and rear setbacks. The proposed zoning is generally incompatible with the Walker Park Neighborhood Master Plan, but on the balance of considerations, staff is in support of this rezoning request.**

***Land Use Plan Analysis:*** **The proposed zoning is consistent with the property's City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area. These areas are intended to support a wide variety of housing types in walkable urban neighborhoods. The RI-U zoning district would allow for a mixture of residential densities that are urban form, which supports walkability in the area. The proposed zoning is compatible with the surrounding NC zoning district in terms of requiring a build-to-zone; and is compatible with existing buildings that are located nearby. However, where the subject property is located, as noted above, would not comply to the Walker Park Neighborhood Master Plan as this location is not intended for zoning districts that allow for diverse housing types. The location is intended to be primarily single-family, which is at odds with the proposed zoning. But, RI-U does fulfill one goal of the plan that includes smaller lot sizes to allow for a sustainable development pattern. The property has a high infill score of 9, which indicates that it is a suitable location for infill. It is also located within a third of a mile of a Tier 1 center, which advocates for a mixture of uses, both commercial and residential. Staff finds that the requested rezoning could allow for the creation of missing middle housing and meets City Goals 1 (appropriate infill), 3 (compact, complete, and connected development), and 6 (opportunities for attainable housing).**

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

**Finding:** **Staff finds that there is sufficient justification for rezoning the subject property from NC to RI-U since the rezoning would be consistent with the property's future land use designation and supports several goals of City Plan 2040.**

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

**Finding:** **A rezoning from NC to RI-U could increase traffic in the area as the allowances in RI-U allow for more development with no density maximums**

**and smaller lot widths. Given the small property which would prevent substantial development, Staff does not anticipate a noticeable increase in traffic as a result of the rezoning.**

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

**Finding:** **The proposed rezoning has the potential to slightly alter the population density since it would allow for more intense residential development. However, the property currently has access to public streets, water, and sewers, and any necessary improvements would be determined at the time of development. Fayetteville Public Schools did not comment on this request.**

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

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

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

**Finding:** **N/A**

**RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0038 to City Council with a recommendation of approval.**

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| | | | |
|---|---|---|---|
| **PLANNING COMMISSION ACTION:** | **Required** | **YES** | |
| **Date:** **September 8, 2025** | ❒ **Tabled** | ☒ **Forwarded** | ❒ **Denied** |
| **Motion:** Werner | | | |
| **Second:** Payne | | | |
| **Vote:** 8-0-0 | | | |

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**BUDGET/STAFF IMPACT:**
None

**ATTACHMENTS:**

- Unified Development Code
  - §161.29 Neighborhood Conservation
  - §161.12 District RI-U, Residential Intermediate - Urban

- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map
- Request Letter
- Public Comment

## 161.29 Neighborhood Conservation

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

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

(2) *Conditional Uses.*

| | |
|---|---|
| Unit 2 | City-wide uses by conditional use permit |
| Unit 3 | Public protection and utility facilities |
| Unit 4 | Cultural and recreational facilities |
| Unit 9 | Two (2) family dwellings |
| Unit 10 | Three (3) and four (4) family dwellings |
| Unit 12a | Limited business* |
| Unit 24 | Home occupations |
| Unit 25 | Offices, studios, and related services |
| Unit 28 | Center for collecting recyclable materials |
| Unit 36 | Wireless communication facilities |
| Unit 44 | Cluster Housing Development |

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

| | |
|---|---|
| All dwelling types | 40 feet |

(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations*.

| | |
|---|---|
| Front | A build-to zone that is located between the front property line and a line 25 feet from the front property line. |
| Side | 5 feet |
| Rear | 5 feet |

| | |
|---|---|
| Rear, from center line of an alley | 12 feet |

(F) *Building Height Regulations*.

| | |
|---|---|
| Building Height Maximum | 3 stories |

(Ord. No. 5128, 4-15-08; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15>; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 7—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6211, §1, 8-6-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

## 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.

(Ord. No. 5945, §5(Exh. A), 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)

## 161.29 Neighborhood Conservation

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

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

(2) *Conditional Uses.*

| | |
|---|---|
| Unit 2 | City-wide uses by conditional use permit |
| Unit 3 | Public protection and utility facilities |
| Unit 4 | Cultural and recreational facilities |
| Unit 9 | Two (2) family dwellings |
| Unit 10 | Three (3) and four (4) family dwellings |
| Unit 12a | Limited business* |
| Unit 24 | Home occupations |
| Unit 25 | Offices, studios, and related services |
| Unit 28 | Center for collecting recyclable materials |
| Unit 36 | Wireless communication facilities |
| Unit 44 | Cluster Housing Development |

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

| | |
|---|---|
| All dwelling types | 40 feet |

(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations*.

| | |
|---|---|
| Front | A build-to zone that is located between the front property line and a line 25 feet from the front property line. |
| Side | 5 feet |
| Rear | 5 feet |

| | |
|---|---|
| Rear, from center line of an alley | 12 feet |

(F) *Building Height Regulations*.

| | |
|---|---|
| Building Height Maximum | 3 stories |

(Ord. No. 5128, 4-15-08; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15>; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 7—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6211, §1, 8-6-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

## 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 |
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| 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.

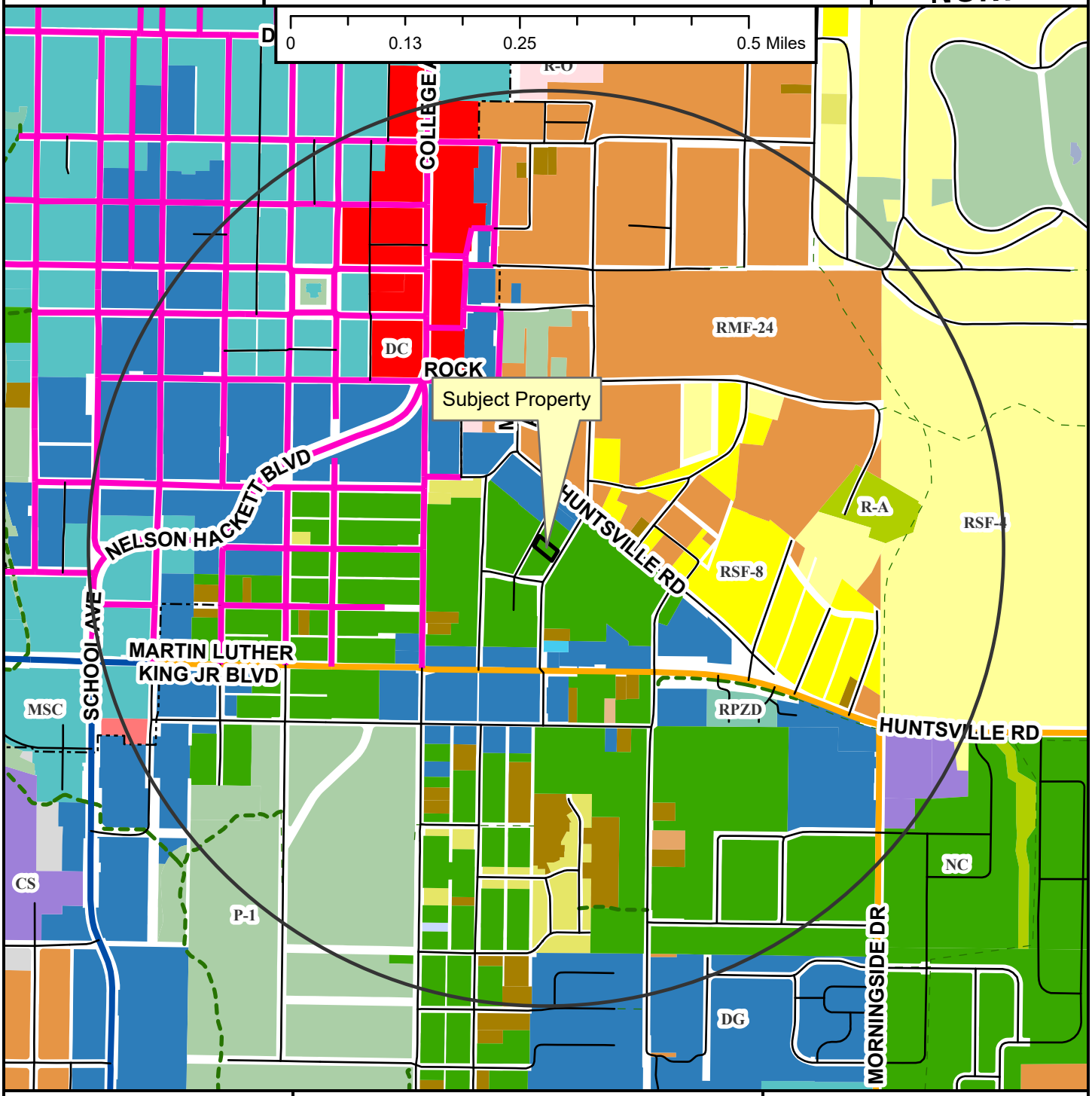
(Ord. No. 5945, §5(Exh. A), 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

RZN-2025-0038

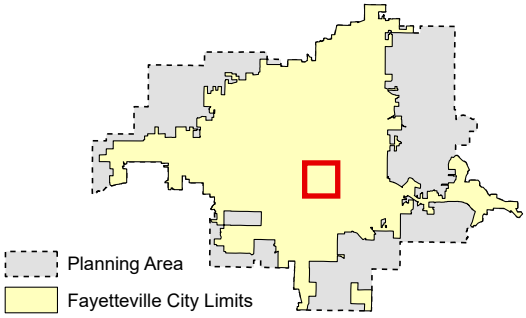
*One Mile View*

# 338 S. COMBS AVE

NORTH



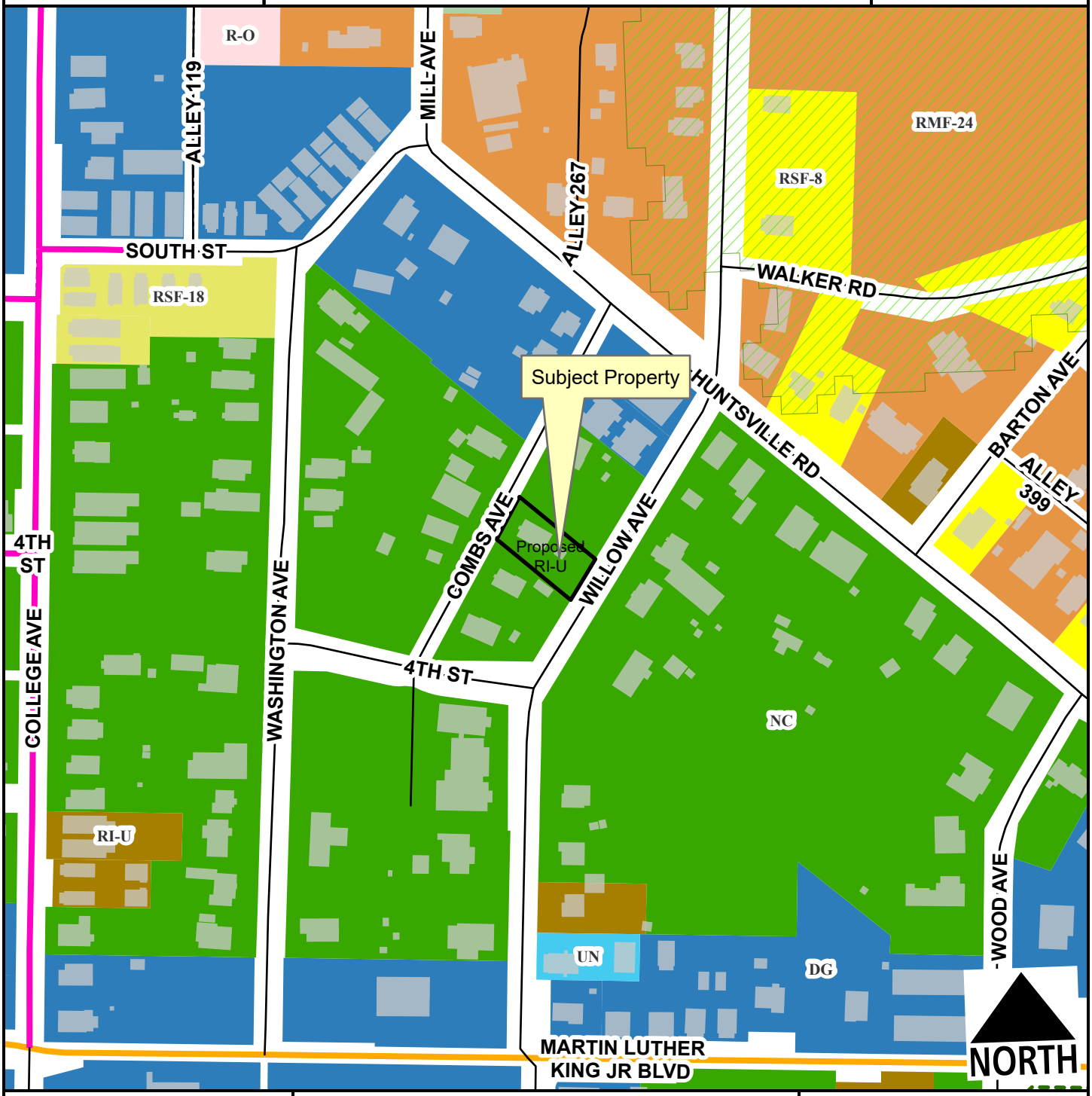

- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



RZN-2025-0038

*Close Up View*

# 338 S. COMBS AVE




- Neighborhood Link
- Urban Center
- Unclassified
- 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 |
|---|---|---|
| NC | 0.2 | 0.0 |
| RI-U | 0.0 | 0.2 |

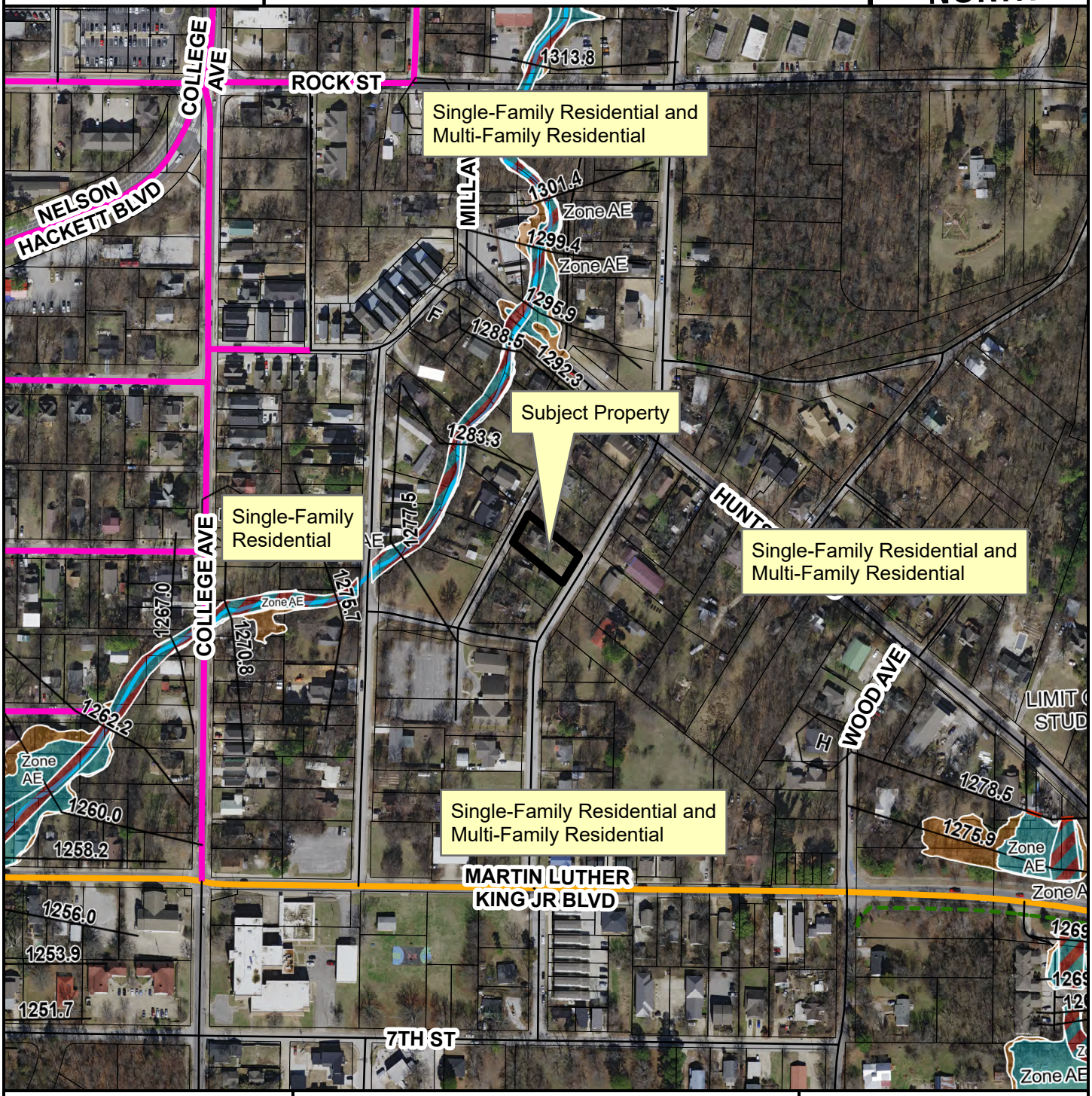
**Total 0.2 ac**

RZN-2025-0038

*Current Land Use*

# 338 S. COMBS AVE

NORTH




- Neighborhood Link
- 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**

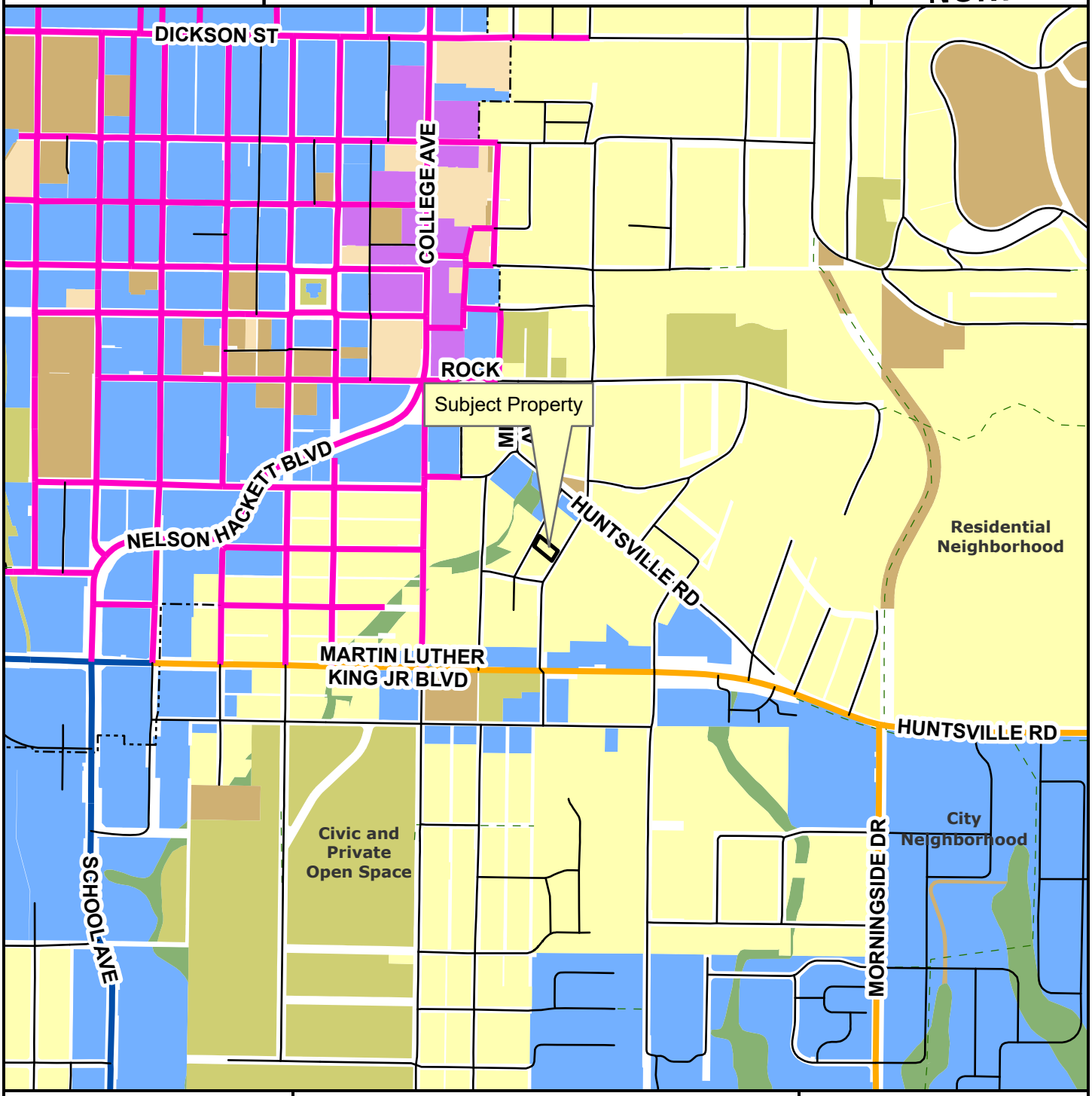
- 100-Year Floodplain
- Floodway

RZN-2025-0038

*Future Land Use*

# 338 S. COMBS AVE

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

To the Planning Commission and City Staff,

I am writing to respectfully request the rezoning of the property located at **338 S Combs Avenue** from **Neighborhood Conservation (NC)** to **Residential Intermediate-Urban (RI-U)**.

This property is located in a walkable, centrally located neighborhood that is well positioned to support gentle residential infill. The existing NC zoning is overly restrictive and limits the ability to make use of the lot in a way that reflects both the historic development pattern and the City's current goals for sustainable, context-appropriate growth.

Rezoning to RI-U would allow for modestly increased density while preserving the residential scale and character of the area. It would open the door for more flexible housing options—such as duplexes or small footprint homes—helping meet the growing demand for attainable housing near the urban core.

**Statement of Compatibility:**
The proposed RI-U zoning is compatible with the surrounding neighborhood and aligns with the development pattern already emerging in nearby areas. Several properties within a few blocks have already been rezoned or redeveloped to support a greater mix of housing types. RI-U zoning maintains a residential form while allowing for more efficient land use and increased housing diversity. This request is in line with the goals of **City Plan 2040**, including increased housing choice, infill development, and enhanced walkability.

Thank you for your consideration. We believe this rezoning is a thoughtful and appropriate step toward ensuring that neighborhoods like this one can grow in a sustainable, inclusive, and responsive manner.

Sincerely,

Wesley Bates

**From:** Damian Gallo <damianmgallo@gmail.com>
**Sent:** Friday, August 29, 2025 9:11 AM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Subject:** Public Comment for 338 S Combs

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 Division,

I wanted to take a moment to show my support for the rezoning of 338 S Combs.

Andrew Brooks has been an outstanding neighbor and community member. Doing a rezoning at 338 S Combs will allow the neighborhood to grow and supports the city's goals of adding in-fill development.

Damian and Sevin Gallo
335 S Combs Ave, Fayetteville, AR 72701

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1770

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

**FROM:** Donna Wonsower, Senior Planner

**SUBJECT:** **RZN-2025-0037: Rezoning (902 & 908 W HUGHES ST/MARKS REVOCABLE TRUST, 444): Submitted by BATES AND ASSOCIATES for property located at 902 & 908 W. HUGHES ST in WARD 2. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 0.29 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE- URBAN.**

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**RECOMMENDATION:**
City Planning staff and the Planning Commission recommend approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B'.

**BACKGROUND:**
The subject property consists of two parcels (0.29 acres) located about 800 feet southeast of the intersection of N. Garland Ave. and W. North St. directly on the northwest corner of N. Storer Ave. and W. Hughes Ave. The property is zoned RMF-40, Residential Multi-Family, 40 Units per Acre. The parcels were previously developed with a single-family home that was demolished in 2024. No zoning overlay districts or master planning areas apply to the parcel.

*Request:* The request is to rezone the subject property from RMF-40, Residential Multi-Family, 40 Units per Acre to RI-U, Residential Intermediate-Urban.

*Public Comment:* Staff has not received any comments at this time.

*Land Use Compatibility:* The subject property is adjacent to multifamily dwellings to the west and south, and a mix of attached and detached residential units to the east. Nonresidential services are present on the north side of W. North Street, and the subject area is just over 1,000 feet northeast of the University of Arkansas' main campus. Staff finds the proposed zoning district compatible with surrounding uses; RI-U permits a mix of low-intensity residential types, including up to four-unit buildings, with a minimum lot width of 18 feet. Given the density of surrounding residential uses and mix of existing housing types, staff finds that the uses permitted in RI-U align with the surrounding neighborhoods. RI-U permits missing middle housing types with smaller lot size requirements, encouraging compatible infill development without disrupting neighborhood scale. Additionally, staff finds that parking, drainage, tree preservation and other requirements will likely limit the development potential of the parcel.

*Land Use Plan Analysis:* Staff finds the proposed zoning to be consistent with the property's Future Land Use

Map designation as City Neighborhood Area. The RI-U zoning district would shift Use Unit 26: Multifamily Dwellings to a conditional use but would remove density maximums and permit smaller lot sizes, which staff finds to be consistent with the surrounding area. The property has a relatively high infill score of 11, indicating it is a suitable location for infill development. Infill in this area could help support Goals 1 and 3 by promoting moderate infill in an area that is highly walkable and near transit routes.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **11** for this site. The following elements of the matrix contribute to the score:
1. Adequate Fire Response (Station 2, 138 W. North St.)
2. Near Water Main (6-inch main, Storer Ave.)
3. Near Sewer Main (8-inch main, Hughes St.)
4. Near Grocery Store (Harps)
5. Near Public School (Leverett Elementary)
6. Near University of Arkansas
7. Near City Park (Scull Creek Trail Corridor)
8. Near Paved Trail (Razorback Greenway)
9. Near Razorback Bus Stop (South Creekside)
10 Appropriate Future Land Use
11. Sufficient Intersection Density

**DISCUSSION:**
At the September 8, 2025 Planning Commission meeting, a vote of 8-0-0 forwarded the request to City Council with a recommendation of approval. Commissioner Garlock motioned and Commissioner Madden seconded. No members of the public spoke at the meeting and there was no discussion.

**BUDGET/STAFF IMPACT:**
NA

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A, 5. Exhibit B, 6. Staff Report

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

**File #:** 2025-1770

**AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2025-37 FOR APPROXIMATELY 0.29 ACRES LOCATED AT 902 AND 908 WEST HUGHES STREET IN WARD 2 FROM RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE TO RI-U, RESIDENTIAL INTERMEDIATE-URBAN**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from RMF-40, Residential Multi-Family, 40 Units per Acre to RI-U, Residential Intermediate-Urban.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

**City of Fayetteville Staff Review Form**

**2025-1770**

**Item ID**

**10/7/2025**

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

| Jonathan Curth | 9/19/2025 | DEVELOPMENT REVIEW (630) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

RZN-2025-0037: Rezoning (902 & 908 W HUGHES ST/MARKS REVOCABLE TRUST, 444): Submitted by BATES AND ASSOCIATES for property located at 902 & 908 W. HUGHES ST in WARD 2. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 0.29 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE- URBAN.

## Budget Impact:

| | |
|---|---|
| Account Number | Fund |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:** _____ **Previous Ordinance or Resolution #** _____

**Change Order Number:** _____ **Approval Date:** _____

**Original Contract Number:** _____

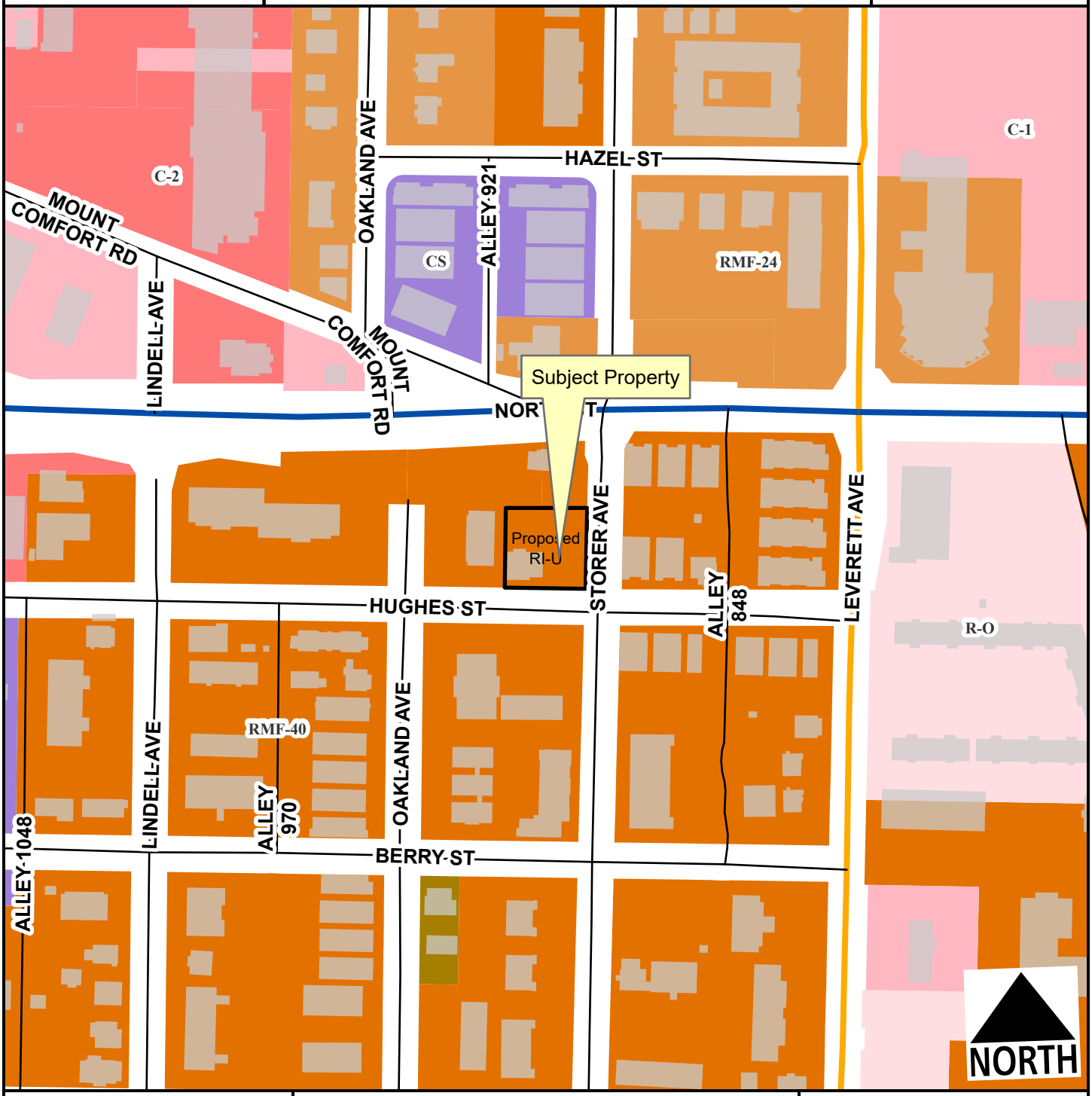
**Comments:**

RZN-2025-0037

*Close Up View*

# 902 & 908 W. HUGHES ST

**RZN-2025-0037**
**EXHIBIT 'A'**




- Neighborhood Link
- Regional Link - High Activity
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

| Zone | Current | Proposed |
|---|---|---|
| RI-U | 0.0 | 0.3 |
| RMF-40 | 0.3 | 0.0 |

**Total 0.3 ac**

BATES
Engineers · Surveyors
7230 S Pleasant Ridge Dr / Fayetteville, AR 72704
PH: (479) 442-9350 / batesnwa.com

**RZN-2025-0037**
**EXHIBIT 'B'**

COMBINED PARCELS #765-10325-000 & #765-10325-001:

LOTS 7 AND 8, BLOCK 2, ROSE HILL ADDITION TO THE CITY OF FAYETTEVILLE , WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: BEGINNING AT A POINT ON THE NORTH RIGHT-OF-WAY OF WEST HUGHES STREET MARKING THE SOUTHEAST CORNER OF SAID LOT 8 AND RUNNING THENCE ALONG SAID RIGHT-OF-WAY N87°05'52"W 112.41', THENCE LEAVING SAID RIGHT-OF-WAY N03°04'07"E 111.97', THENCE S86°50'37"E 113.16' TO AN EXISTING REBAR ON THE WEST RIGHT-OF-WAY OF NORTH STORER AVENUE, THENCE ALONG SAID RIGHT-OF-WAY S03°27'23"W 111.47' TO THE POINT OF BEGINNING, CONTAINING 0.29 ACRES, MORE OR LESS. SUBJECT TO THAT PORTION IN NORTH STORER AVENUE MASTER STREET PLAN RIGHT-OF-WAY ON THE EAST SIDE OF HEREIN DESCRIBED TRACT AND ALSO SUBJECT TO ALL OTHER EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

CITY OF FAYETTEVILLE ARKANSAS

# PLANNING COMMISSION MEMO

**TO:** Fayetteville Planning Commission

**THRU:** Jessie Masters, Planning Director

**FROM:** Donna Wonsower, Senior Planner

**MEETING DATE:** September 8, 2025 (UPDATED WITH MEETING RESULTS)

**SUBJECT:** **RZN-2025-0037: Rezoning (902 & 908 W HUGHES ST/MARKS REVOCABLE TRUST, 444):** Submitted by BATES AND ASSOCIATES for property located at 902 & 908 W. HUGHES ST. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 0.29 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE- URBAN.

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**RECOMMENDATION:**
Staff recommends forwarding **RZN-2025-0037** to the City Council with a recommendation of approval.

**RECOMMENDED MOTION:**
*"I move to forward **RZN-2025-0037** to the City Council with a recommendation of approval."*

**BACKGROUND:**
The subject property is comprised of two parcels (0.29 acres) located about 800 feet southeast of the intersection of N. Garland Ave. and W. North St. directly on the northwest corner of N. Storer Ave. and W. Hughes Ave The property is zoned RMF-40, Residential Multi-Family, 40 Units per Acre. The parcels was previously developed with a single-family home which was demolished in 2024. No zoning overlay districts or master planning areas apply to the parcel. Surrounding land uses and zoning are depicted below in *Table 1*.

**Table 1:**
**Surrounding Land Uses and Zoning**

| Direction | Land Use | Zoning |
|---|---|---|
| North | Multifamily Residential (Under Construction) | RMF-40, Residential Multi-Family, 40 Units per Acre |
| South | Multifamily Residential | RMF-40, Residential Multi-Family, 40 Units per Acre |
| East | Two-Family Residential | RMF-40, Residential Multi-Family, 40 Units per Acre |
| West | Two-Family Residential | RMF-40, Residential Multi-Family, 40 Units per Acre |

*Request:* The request is to rezone the subject property from RMF-40, Residential Multi-Family, 40 Units per Acre to RI-U, Residential Intermediate-Urban.

*Public Comment:* Staff has not received any comments at this time.

**INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:**

**Streets:** The property has frontage along W. Hughes Street and N. Storer Avenue, both residential links, which are partially improved with sidewalk and asphalt paving. Any street improvements required in these areas would be determined at the time of development proposal.

**Water:** Public water is available to the subject property. There is an existing 6-inch water main on the east side of the subject property along the west of N. Storer Avenue.

**Sewer:** Sanitary sewer is available to the subject property. There is an existing 8-inch sewer main on the south side of the subject property along the south of W. Hughes Street. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 400 linear feet downstream of this property.

**Drainage:** No portion of the property lies within a FEMA floodplain or the Hillside Hilltop Overlay District. No protected streams or hydric soils are present on site. Any improvements or requirements for drainage will be determined at the time of development submittal.

**Fire:** Station 2, located at 138 W. North St., 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 one minute for dispatch and 1.2 minutes for turn-out time. Within the city limits, the Fayetteville Fire Department has a response time goal of six minutes for an engine and eight minutes for a ladder truck. Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development.

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

**Tree Preservation:**

The proposed zoning district, RI-U, Residential Intermediate-Urban, requires **15% minimum canopy preservation**. The current zoning district, RMF-40, Residential Multifamily, 40 Units per Acre, requires **20% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **City Neighborhood 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 score of **11** for this site with a weighted score of **15**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 2, 138 W. North St.)
- Near Water Main (6-inch main, Storer Ave.)
- Near Sewer Main (8-inch main, Hughes St.)
- Near Grocery Store (Harps)
- Near Public School (Leverett Elementary)
- Near University of Arkansas
- Near City Park (Scull Creek Trail Corridor)
- Near Paved Trail (Razorback Greenway)
- Near Razorback Bus Stop (South Creekside)
- Appropriate Future Land Use
- Sufficient Intersection Density

FINDINGS OF THE STAFF

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

**Finding:** ***Land Use Compatibility:*** **The subject property is surrounded by multifamily dwellings to the east, west, and south, with smaller two- to four-family units scattered throughout. Extensive nonresidential services are present on the north side of W. North Street, and the subject area is approximately just over 1,000 feet northeast of the University of Arkansas' main campus. Staff finds the proposed RI-U rezoning compatible with surrounding uses. RI-U permits a mix of low-intensity residential types, including up to four-unit buildings, with a minimum lot width of 18 feet. Given the density of surrounding residential uses and mix of existing housing types, staff finds that the uses permitted in RI-U align with the surrounding neighborhoods. RI-U permits missing middle housing types with smaller lot size requirements, encouraging compatible infill development without disrupting neighborhood scale. Additionally, staff finds that parking, drainage, tree preservation and other requirements will likely limit the development potential of the parcel.**

***Land Use Plan Analysis:*** **Staff finds the proposed zoning to be consistent with the property's Future Land Use Map designation as City Neighborhood Area. The RI-U zoning district would shift Use Unit 26: Multifamily Dwellings to a conditional use permit but would remove density maximums and permit smaller lot sizes, which staff finds to be compatible with the surrounding area. The property has a relatively high infill score of 11 with a weighted score of 15, indicating it is a suitable location for infill development. Infill in this area 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:** **The applicant has stated that they have requested this rezoning to create permit the subdivision of smaller lots within a proposed townhome development. Staff finds that the parcel could be developed with up to 11**

**dwelling units by right under the existing zoning. A rezoning to RI-U would likely permit a similar number of units in a missing middle style which subdivided onto individual lots, potentially enabling homeownership of smaller, more attainable dwelling units in an area of town with a relatively high concentration of services, amenities, and employment opportunities.**

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 RI-U is not likely to create or appreciably increase traffic danger and congestion since the subject property is relatively small and already permits a high density under the existing zoning regulations.**

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-40 to RI-U has the potential to alter the population density when considering that RI-U has no set density limitation. However, given the presence of existing public infrastructure, existing density allowances, the small size of the property, and proximity to nonresidential services such as grocery stores, schools, and commercial establishments, staff finds that the proposed rezoning is not likely to increase the load on public services to an undesirable degree. While there are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 400 linear feet downstream of this property, the small size of the property is also likely to naturally limit the development capacity of the parcel. 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-2025-0037 to the City Council with a recommendation of approval.**

| | | | |
|---|---|---|---|
| **PLANNING COMMISSION ACTION:** | **Required** | **YES** | |
| **Date: September 8, 2025** | **❒ Tabled** | **☒ Forwarded** | **❒ Denied** |
| **Motion:** GARLOCK | "I move to forward RZN-2025-0037 to the City Council with a recommendation of approval." | | |
| **Second:** MADDEN | | | |
| **Vote:** 8-0-0 | | | |

**BUDGET/STAFF IMPACT:**
None

**ATTACHMENTS:**

- Unified Development Code
  - §161.12 District RI-U Residential Intermediate-Urban
  - §161.17 District RMF-40, Residential Multi-Family - Forty (40) Units Per Acre
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
  - Future Land Use Map
- Request Letter

## 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.

(Ord. No. 5945, §5(Exh. A), 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.

## 161.17 District RMF-40, Residential Multi-Family - Forty (40) Units Per Acre

(A) *Purpose.* The RMF-40 Multi-family Residential District is designated to protect existing high density multi-family development and to encourage additional development of this type where it is desirable.

(B) *Uses.*

(1) *Permitted Uses.*

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

(2) *Conditional Uses.*

| | |
|---|---|
| Unit 2 | City-wide uses by CUP |
| Unit 3 | Public protection and utility facilities |
| Unit 4 | Cultural and recreational facilities |
| Unit 5 | Government facilities |
| Unit 11 | Manufactured home park |
| Unit 12a | Limited business |
| Unit 24 | Home occupation |
| Unit 25 | Professional offices |
| Unit 36 | Wireless communications facilities |

(C) *Density.*

| | |
|---|---|
| Units per acre | Forty (40) or less |

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

| | |
|---|---|
| Manufactured home park | 100 feet |
| Lot within a Manufactured home park | 50 feet |
| Single-family | 30 feet |
| Two (2) family | 30 feet |
| Three (3) family or more | 70 feet |
| Professional offices | 100 feet |

(2) *Lot Area Minimum.*

| | |
|---|---|
| Manufactured home park | 3 acres |

| | |
|---|---|
| Lot within a mobile home park | 4,200 square feet |
| Townhouses: Individual lot | 2,000 square feet |
| Single-family | 2,500 square feet |
| Two (2) family | 3,000 square feet |
| Three (3) family or more | 7,000 square feet |
| Fraternity or Sorority | 1 acre |

(3) *Land Area Per Dwelling Unit*.

| | |
|---|---|
| Manufactured Home | 3,000 square feet |
| Fraternity of Sorority | 500 square feet per resident |

(E) *Setback Requirements.*

| Front | Side Other Uses | Side Single & Two (2) Family | Rear Other Uses | Rear Single Family |
|---|---|---|---|---|
| A build-to zone that is located between the front property line and a line 25 feet from the front property line. | 8 feet | 5 feet | 20 feet | 5 feet |

(F) *Building Height Regulations.*

| | |
|---|---|
| Building Height Maximum | 2 stories/3 stories/5 stories* |

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building set back greater than 20 feet from the master street plan right-of-way shall have a maximum height of 5 stories.

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

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

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

(Code 1965, App. A., Art. 5(IV); Ord. No. 2320, 4-5-77; Ord. No. 2700, 2-2-81; Ord. No. 1747, 6-29-70; Code 1991, §160.034; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5224, 3-3-09; Ord. No. 5262, 8-4-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 8, 9, 1-17-17; Ord. No.

6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6658, §7(Exh. F), 5-2-23)

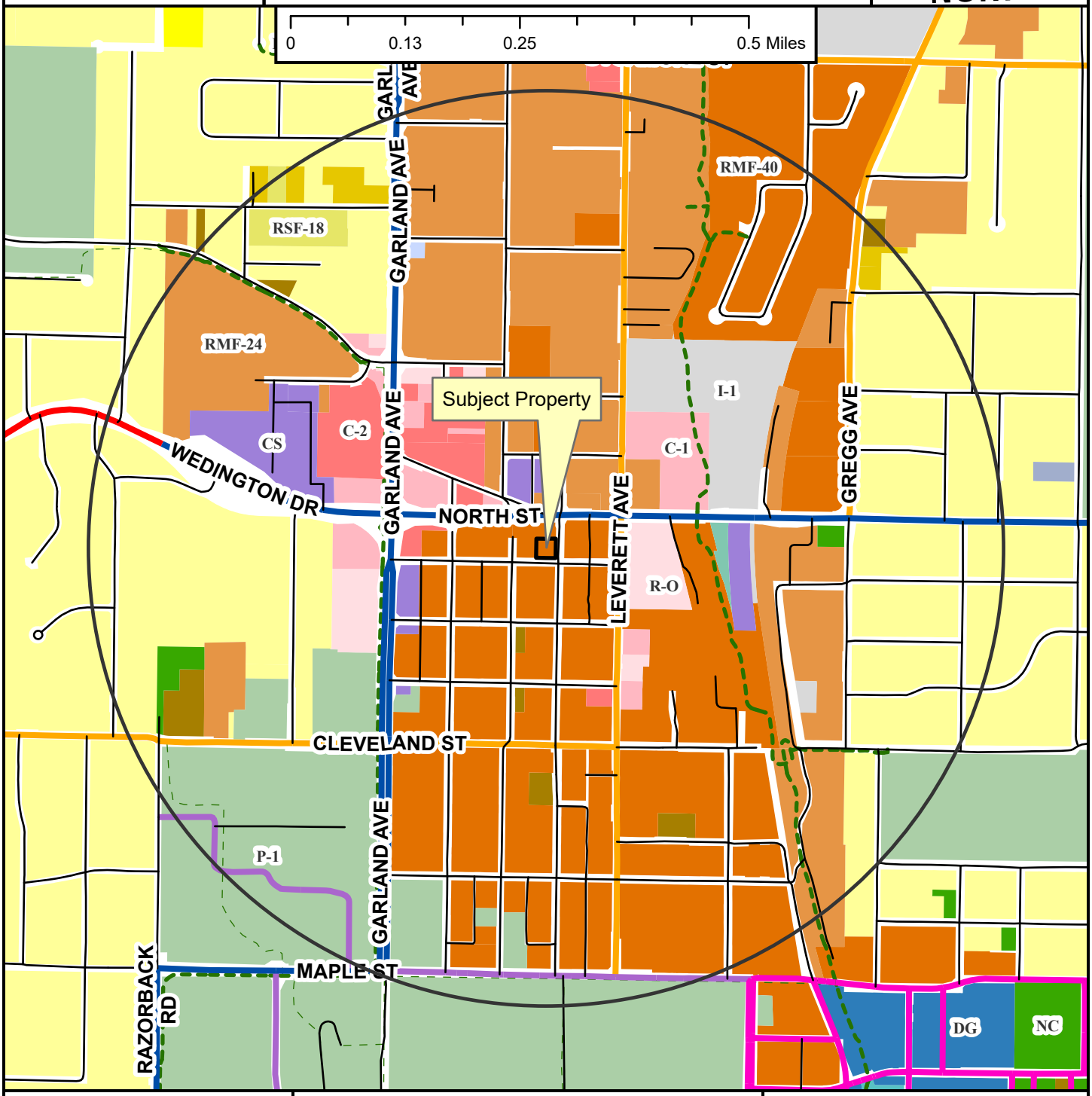
Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 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-2025-0037

*One Mile View*

# 902 & 908 W. HUGHES ST

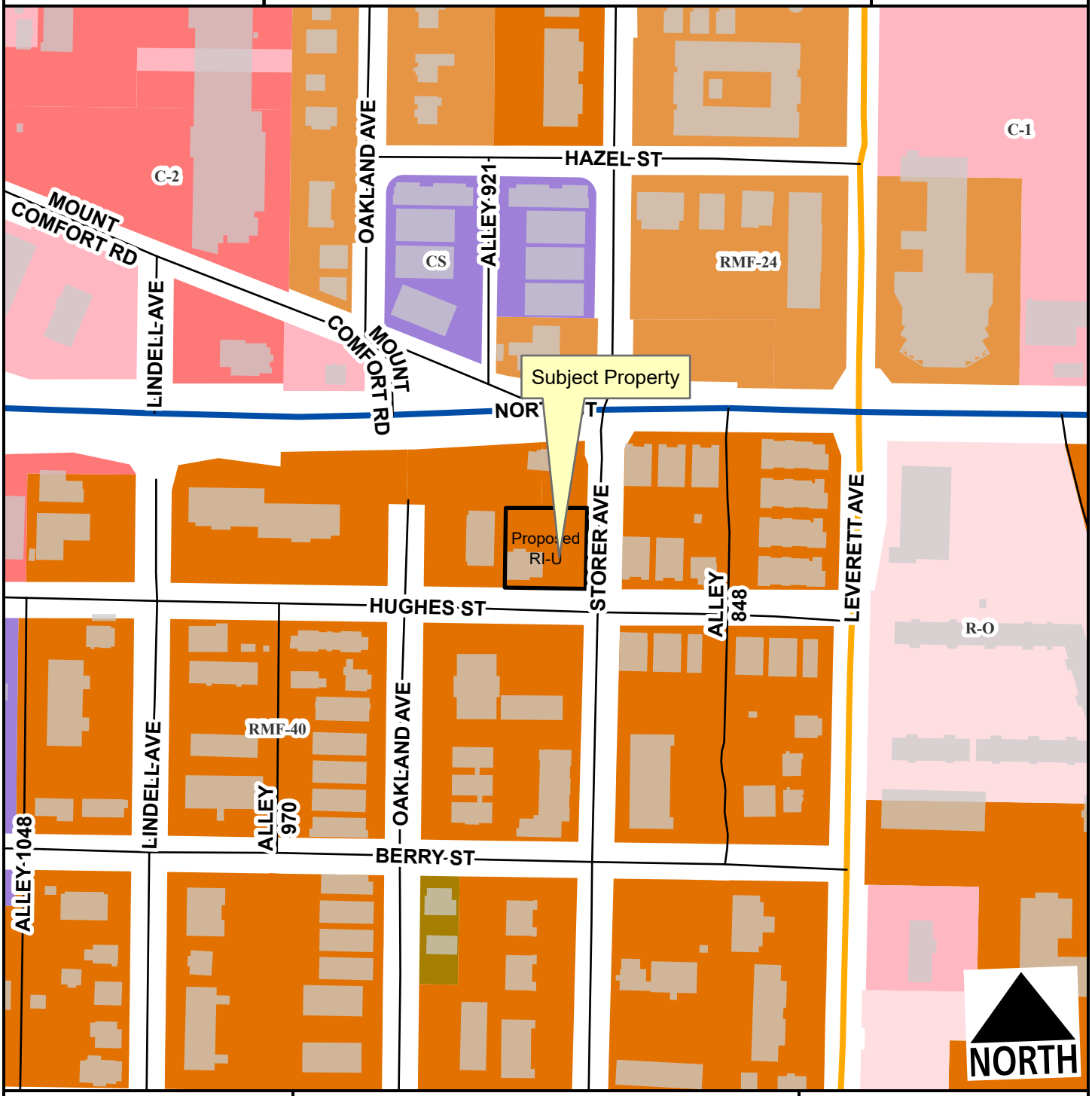
NORTH



RZN-2025-0037

*Close Up View*

# 902 & 908 W. HUGHES ST




- Neighborhood Link
- Regional Link - High Activity
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

| Zone | Current | Proposed |
|---|---|---|
| RI-U | 0.0 | 0.3 |
| RMF-40 | 0.3 | 0.0 |

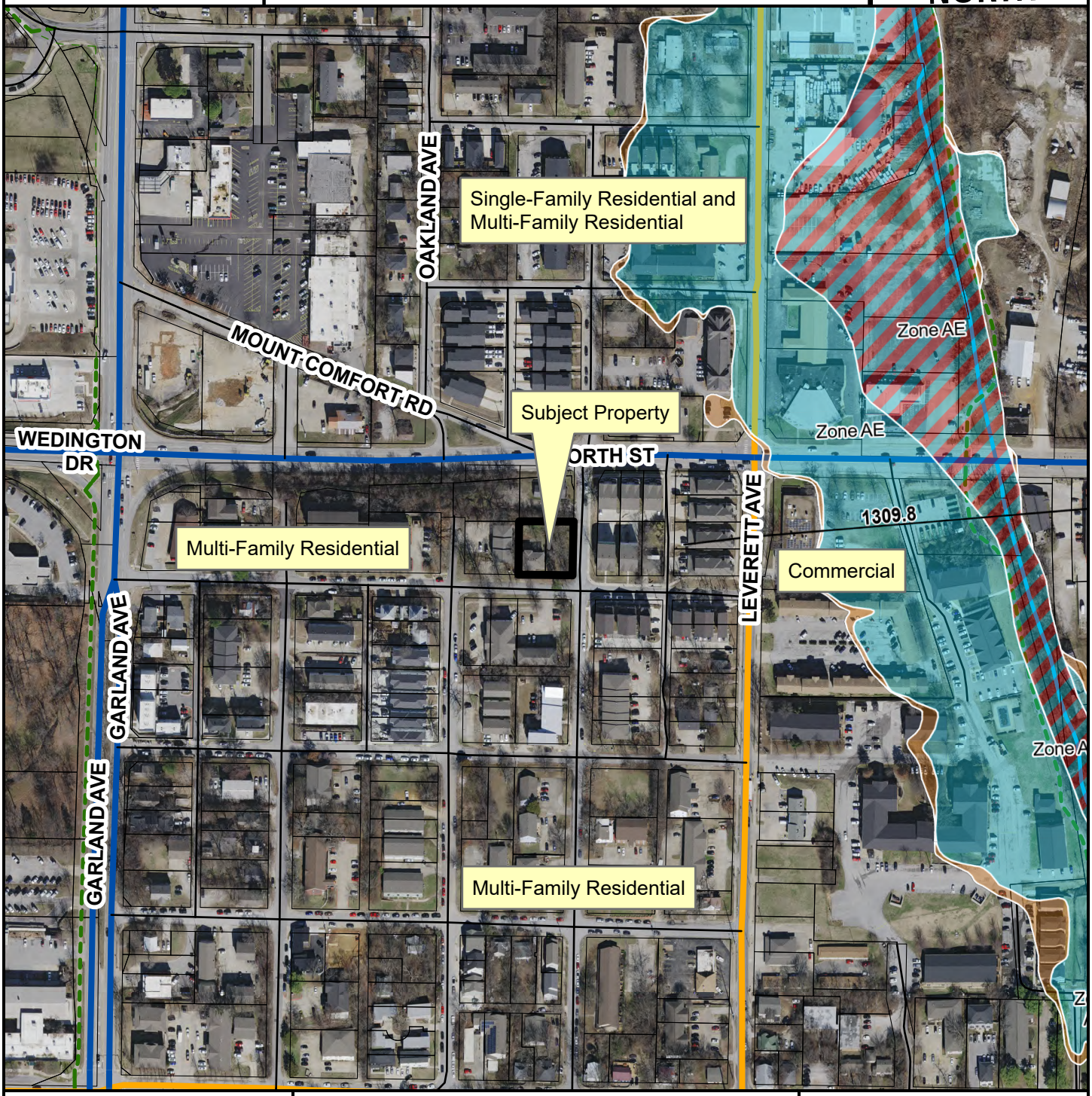
**Total 0.3 ac**

RZN-2025-0037

*Current Land Use*

# 902 & 908 W. HUGHES ST

NORTH




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

Feet

0 112.5 225 450 675 900

1:3,600

**FEMA Flood Hazard Data**

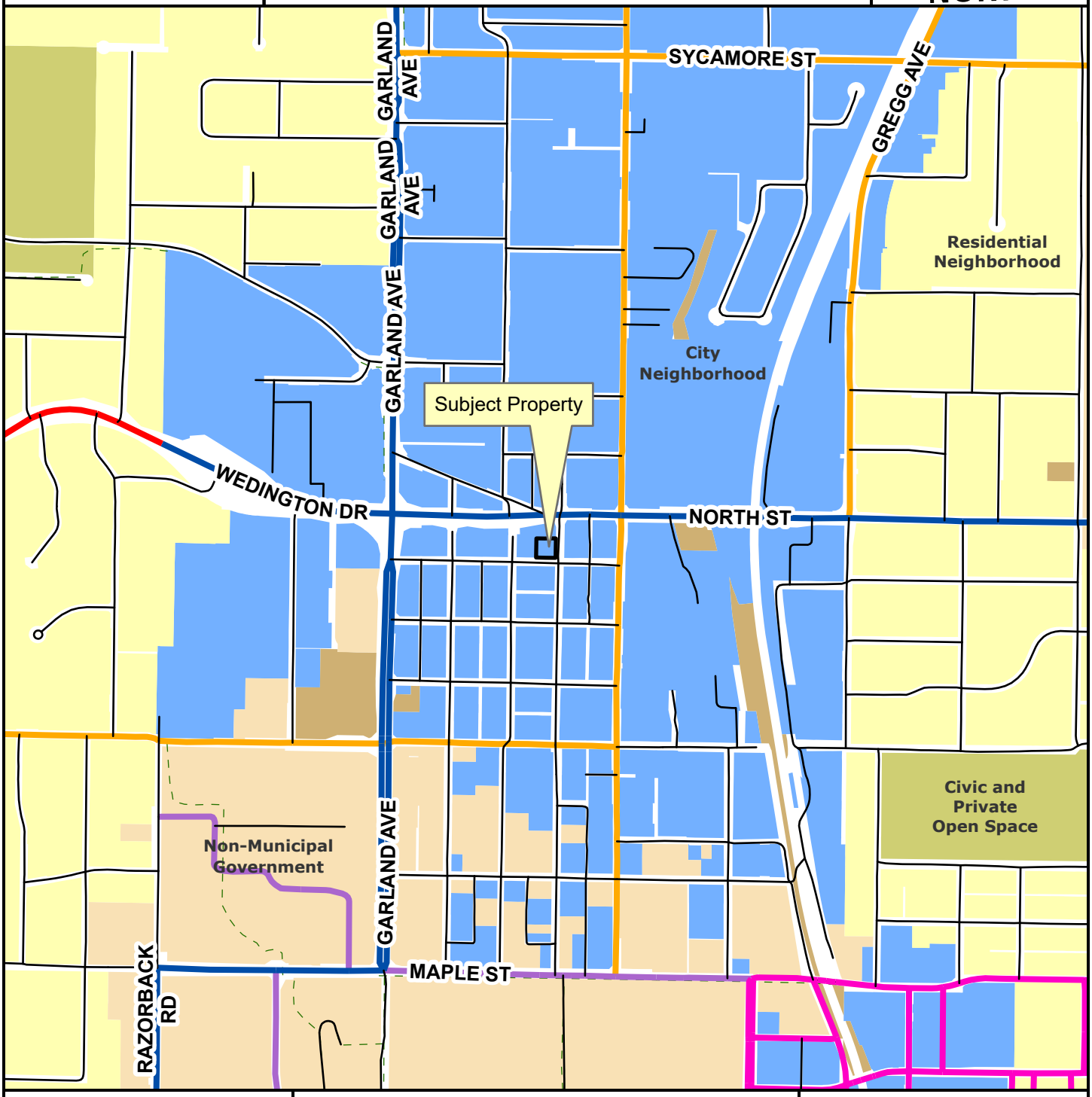
- 100-Year Floodplain
- Floodway

RZN-2025-0037

*Future Land Use*

# 902 & 908 W. HUGHES ST

NORTH




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

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

BATES
Engineers · Surveyors
7230 S Pleasant Ridge Dr / Fayetteville, AR 72704
PH: (479) 442-9350 / batesnwa.com

July 29th, 2025

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

RE: Hughes Development Rezoning

Dear Planning Staff,

Bates & Associates, Inc., on behalf of Andrew Glen Revocable Trust And Marks, Karen Hammack Revocable Trust, has applied for a rezoning in Fayetteville. The location of the proposed rezoning is NW of the corner of W Hughes Street and North Storer Avenue (Washington County Parcels 765-10325-001, & 765-10325-000). The total acreage of the development is 0.29 acres. The current zoning district is currently RMF-40 with the request to rezone to RI-U.

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

Sincerely,

**Bates & Associates, Inc.**

Geoffrey Bates
President of Engineering

BATES
Engineers · Surveyors
7230 S Pleasant Ridge Dr / Fayetteville, AR 72704
PH: (479) 442-9350 / batesnwa.com

July 29th, 2025

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

RE: Hughes Development Rezoning

Dear Planning Staff,

The existing adjacent properties are currently zoned as RMF-40 and RMF-24. We are proposing the rezone from RMF-40 to RI-U which meets the adjacent land use. The exhibit on the next page is depicting the existing zoning as well as the neighboring properties. The proposed request for the rezone will not adversely affect the surrounding land use due to the request matching the adjacent properties current urban usage.

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

Sincerely,

**Bates & Associates, Inc.**

Geoffrey Bates
President of Engineering

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1785

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

**FROM:** Donna Wonsower, Senior Planner

**SUBJECT:** **RZN-2025-0036: Rezoning (1146 N. MAXWELL DR./BATES-SIEMEK, 365): Submitted by WESLEY BATES for property located at 1146 N. MAXWELL DR. in WARD 2. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE and contains approximately 0.30 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE- URBAN.**

---

**RECOMMENDATION:**
City Planning staff and the Planning Commission recommend approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B'.

**BACKGROUND:**
The 0.30-acre parcel is located approximately 200 feet west of the intersection N. Garland Ave. and W. Sycamore St. on the north side of N. Maxwell Dr. The property directly abuts Tri-Cycle Farms, is zoned RSF-4, Residential Single-Family, 4 Units per Acre, and includes a segment of the Midtown Trail across its northern extents. It is developed with one 1,158 square foot single-family dwelling which Washington County records indicate was built in 1961. No zoning overlay districts or master planning areas apply to the parcel.

*Request:* The request is to rezone the subject property from RSF-4, Residential Single-Family, 4 Units per Acre to RI-U, Residential Intermediate-Urban.

*Public Comment:* Staff has received multiple inquiries and five comments in opposition to the proposed rezoning, citing narrow streets, traffic, parking, noise, increased infrastructure demands, drainage concerns, loss of existing housing, negative impacts to the neighborhood character, and a general opposition to more rental units and increased density.

*Land Use Compatibility:* The subject property is primarily surrounded by single-family homes to the east, west, and south, though there are nearby apartments on both Mount Comfort and Garland. Tri-Cycle Farm, a nonprofit teaching farm is located directly north. Other nonresidential services including churches, parks, a police and fire station, and commercial businesses also located in the area. Staff finds the proposed RI-U rezoning compatible with surrounding uses. RI-U permits a mix of low-intensity residential types, including up to four-unit buildings, but maintains a minimum lot width of 18 feet. Several rezonings in recent years have slowly increased the permitted density in the area, with an anticipated increase in the built environment as those areas redevelop. The applicant has indicated an intent to add two additional homes, though staff finds up to five lots could potentially be created along the street or trail. That said, staff finds that parking, drainage, tree

preservation and other requirements will likely limit the development potential of the parcel. While RSF-4 and RI-U allow similar uses, RI-U permits housing to be attached and be built on smaller lots, encouraging compatible infill development without disrupting neighborhood scale.

*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 RI-U 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 moderate infill score of 7, indicating it is a suitable location for infill development. The property also fronts on to Midtown Trail, a recent public improvement by the city in the area that would enable residents to utilize alternative means of transportation. Infill in this area could help support Goals 1 and 3 by promoting moderate infill in an area that is highly walkable and near transit routes.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **7** for this site. The following elements of the matrix contribute to the score:
1. Adequate Fire Response (Station 8, 2266 W. Deane St.)
2. Near Water Main (8-inch main, Maxwell Dr.)
3. Near Sewer Main (6-inch main, Maxwell Dr.)
4. Near Grocery Store (Harps)
5. Near City Park (Lewis Soccer Complex)
6. Near Paved Trail (Midtown Trail, On Subject Parcel)
7. Near Razorback Bus Stop (Garland and Sycamore)

**DISCUSSION:**
At the September 8, 2025 Planning Commission meeting, a vote of 6-2-0 forwarded the request to City Council with a recommendation of approval. Commissioner Werner motioned and Commissioner McGetrick seconded. The applicant presented examples of trail-oriented developments, as well as information about adjacent services, financing challenges associated with ADU construction, and the implications of parking requirements for fee-simple lots versus ADUs due to recent state law changes. Ten members of the public spoke at the meeting, with seven speaking in opposition and three speaking in support of the request. Those speaking in opposition cited traffic and safety concerns, noting the narrow pavement width of Maxwell Dr. as well as the lack of sidewalks, presence of steep drainage swales, illegal parking, and the difficulty of navigating two-way access on the street, especially for emergency vehicles. Other concerns included loss of existing housing units and a desire for a less intense zoning request or larger units. Comments in support of the request cited existing by-right allowances on the property, recommendations by the housing task force and recent code changes, the need for additional small housing units adjacent to alternative forms of transportation, and the potential for the units to be sold fee-simple. Commissioners voting in favor of the request cited the proximity of the adjacent trail, bus stop, and other nonresidential services such as Harps, the need and desire for less car-oriented development, and the potential for homeownership by permitting additional subdivision of lots. Commissioners also noted that traffic would be further evaluated with development and that the addition of two ADUs without any additional parking spaces could be more detrimental to the neighborhood than the addition of fee-simple lots where parking could be required. Commissioners Garlock and Payne voted against the rezoning. Commissioner Garlock stated that, while he would generally be supportive of the request if it were located on a more improved street, he could not vote in favor of the rezoning given concerns regarding traffic safety.

**BUDGET/STAFF IMPACT:**
NA

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A, 5. Exhibit B, 6. Staff Report

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

**File #:** 2025-1785

**AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2025-36 FOR APPROXIMATELY 0.30 ACRES LOCATED AT 1146 NORTH MAXWELL DRIVE IN WARD 2 FROM RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE TO RI-U, RESIDENTIAL INTERMEDIATE-URBAN**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from RSF-4, Residential Single-Family, 4 Units Per Acre to RI-U, Residential Intermediate-Urban.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

**City of Fayetteville Staff Review Form**

**2025-1785**

**Item ID**

**10/7/2025**

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

| Jonathan Curth | 9/19/2025 | DEVELOPMENT REVIEW (630) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

RZN-2025-0036: Rezoning (1146 N. MAXWELL DR./BATES-SIEMEK, 365): Submitted by WESLEY BATES for property located at 1146 N. MAXWELL DR. in WARD 2. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE and contains approximately 0.30 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE- URBAN.

## Budget Impact:

| | |
|---|---|
| Account Number | Fund |
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #**

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

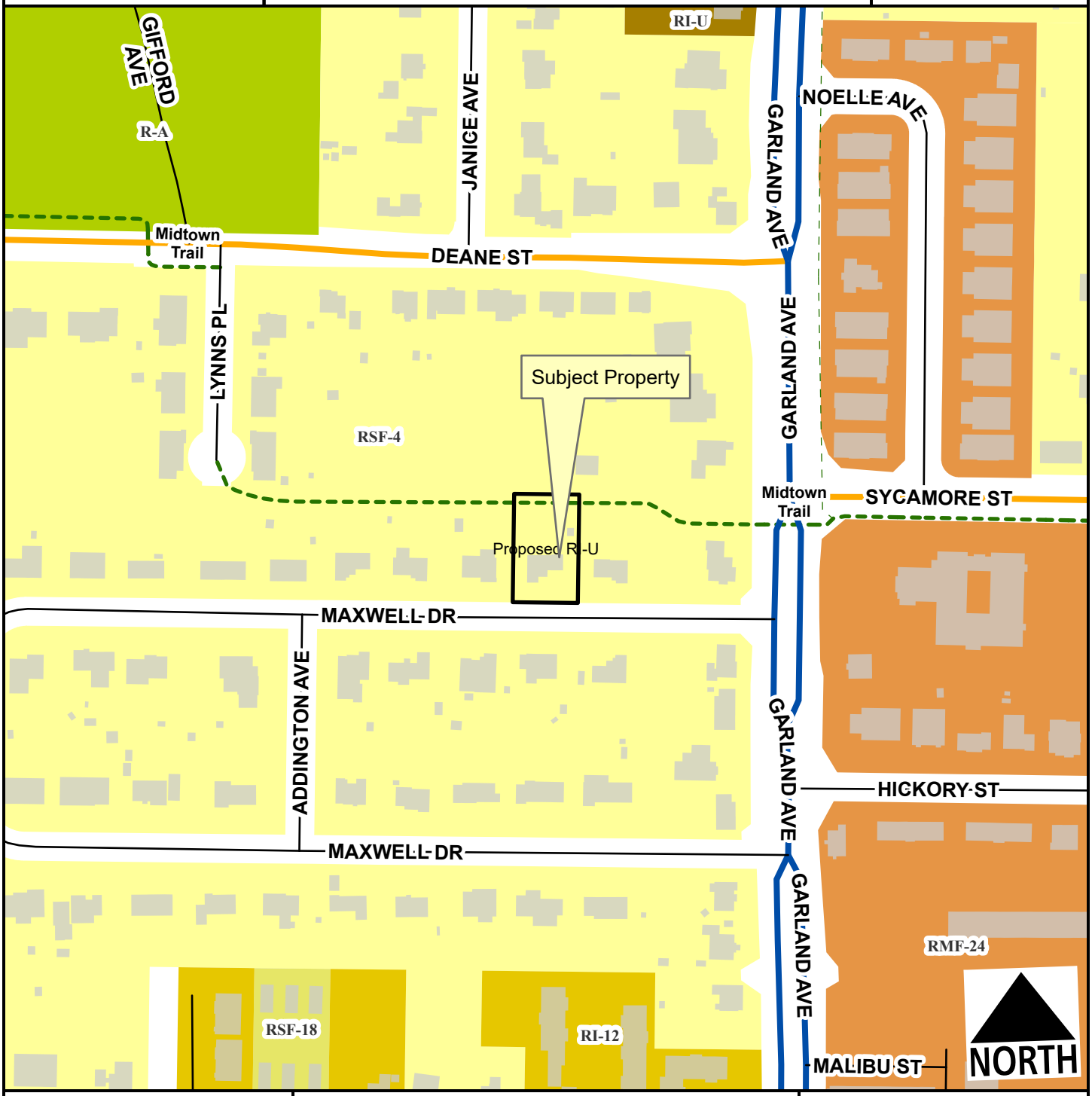
**Comments:**

RZN-2025-0036

*Close Up View*

# 1146 N. MAXWELL DR

**RZN-2025-0036**
**EXHIBIT 'A'**




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

Feet

0 75 150 300 450 600

1:2,400

| Zone | Current | Proposed |
|---|---|---|
| RI-U | 0.0 | 0.3 |
| RSF-4 | 0.3 | 0.0 |

**Total 0.3 ac**

# RZN-2025-0036
# EXHIBIT 'B'

Parcel ID 765-08117-000:

Lot Numbered Ten (10) of Maxwell Addition to the City of Fayetteville, Arkansas, as per plat of said Addition on file in the Office of the Circuit Clerk and Ex-Officio Recorder of Washington County, Arkansas

CITY OF FAYETTEVILLE ARKANSAS

# PLANNING COMMISSION MEMO

**TO:** Fayetteville Planning Commission

**THRU:** Jessie Masters, Planning Director

**FROM:** Donna Wonsower, Senior Planner

**MEETING DATE:** September 8, 2025 (UPDATED WITH MEETING RESULTS)

**SUBJECT:** **RZN-2025-0036: Rezoning (1146 N. MAXWELL DR./BATES-SIEMEK, 365):** Submitted by WESLEY BATES for property located at 1146 N. MAXWELL DR. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE and contains approximately 0.30 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.

---

**RECOMMENDATION:**
Staff recommends forwarding **RZN-2025-0036** to the City Council with a recommendation of approval.

**RECOMMENDED MOTION:**
*"I move to forward **RZN-2025-0036** to the City Council with a recommendation of approval."*

**BACKGROUND:**
The subject property is comprised of one parcel totaling 0.30 acres, located approximately 200 feet east of the intersection N. Garland Ave. and W. Sycamore St. on the south side of Midtown Trail. The property directly abuts Tri-Cycle Farms and is zoned RSF-4, Residential Single-Family, 4 Units per Acre. It is developed with one 1,158 square foot single-family dwelling which Washington County records indicate was built in 1961. No zoning overlay districts, or master planning areas apply to the parcel. Surrounding land uses and zoning are depicted below in *Table 1*.

**Table 1:**
**Surrounding Land Uses and Zoning**

| Direction | Land Use | Zoning |
|---|---|---|
| North | Tri-Cycle Farms | 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 RI-U, Residential Intermediate-Urban.

*Public Comment:* Staff has received multiple inquiries and four public comments in opposition to the proposed rezoning, citing narrow streets, increased traffic, inadequate parking, noise, higher infrastructure demands, drainage concerns, loss of existing housing, and a general opposition to more rental units. A public comment in opposition was also provided via phone, citing traffic,

potential negative impacts to the existing neighborhood character, and general opposition to any increase in density.

**INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:**

**Streets:** The property's frontage along N. Maxwell Drive, a Residential Link, is partially improved with asphalt paving. Any street improvements required in this area would be determined at the time of development proposal.

**Water:** Public water is available to the subject property. There is an existing 8-inch water main on the south side of the subject property along the south side of N. Maxwell Drive.

**Sewer:** Sanitary sewer is available to the subject property. There is an existing 6-inch sewer main on the south side of the subject property along the north side of N. Maxwell Drive. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 1,100 linear feet downstream of this property.

**Drainage:** No portion of the property lies within a FEMA floodplain or the Hillside Hilltop Overlay District. No protected streams or hydric soils are present on site. Any improvements or requirements for drainage will be determined at the time of development submittal.

**Fire:** Station 8, located at 2266 W. Deane St., protects this site. The property is located approximately 1 mile from the fire station with an anticipated drive time of approximately 2 minutes using existing streets. The anticipated response time would be approximately 4.2 minutes. Fire Department response time is calculated based on the drive time plus one minute for dispatch and 1.2 minutes for turn-out time. Within the city limits, the Fayetteville Fire Department has a response time goal of six minutes for an engine and eight minutes for a ladder truck. Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development.

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

**Tree Preservation:**

The proposed zoning district, RI-U, Residential Intermediate-Urban, requires **15% minimum canopy preservation**. The current zoning district, RSF-4, Residential Single-Family, 4 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 **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 of **7** for this site with a weighted score of **8**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 8, 2266 W. Deane St.)
- Near Water Main (8-inch main, Maxwell Dr.)
- Near Sewer Main (6-inch main, Maxwell Dr.)
- Near Grocery Store (Harps)
- Near City Park (Lewis Soccer Complex)
- Near Paved Trail (Midtown Trail, On Subject Parcel)
- Near Razorback Bus Stop (Garland and Sycamore)

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:*** **The subject property is primarily surrounded by single-family homes to the east, west, and south, though there are nearby apartment complexes on Mount Comfort and Garland. Tri-Cycle Farm, a nonprofit teaching farm is located directly north of the subject area. Other nonresidential services including churches, city parks, a police and fire station, and commercial business are also located in the area. Staff finds the proposed RI-U rezoning compatible with surrounding uses. RI-U permits a mix of low-intensity residential types, including up to four-unit buildings, but maintains a minimum lot width of 18 feet. Several rezonings in recent years have slowly increased the permitted density in the area, with anticipated increased in the built environment as those areas redevelop. The applicant has indicated an intent to add two additional homes, though staff finds up to five lots could potentially be created along the street or trail. That said, staff finds that parking, drainage, tree preservation and other requirements will likely limit the development potential of the parcel. While RSF-4 and RI-U allow similar uses, RI-U permits more housing types with smaller lot size requirements, encouraging compatible infill development without disrupting neighborhood scale.**

***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 RI-U 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 7 with a weighted score of 8, indicating it is a suitable location for infill development. The property also fronts onto Midtown Trail, a recent public improvement by the city in the area that would enable residents to utilize alternative means of transportation. Infill in this area 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:** **The applicant has stated that they have requested this rezoning to create two small housing units facing Midtown Trail. Staff finds that two separate dwelling units could be constructed by right as accessory dwelling units with no additional parking required. A rezoning to RI-U would permit those units to be subdivided onto individual lots, potentially enabling home-ownership of smaller, more attainable dwelling units in an area of town with a relatively high concentration of services, amenities, and employment opportunities.**

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 RI-U is not likely to create or appreciable increase traffic danger and congestion since the subject property is relatively small. RI-U would also permit trail-oriented development in line with recent code changes. Any street improvements required in this area would be determined at the time of 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 RSF-4 to RI-U has the potential to alter the population density when considering that RI-U has no set density limitation. However, given the presence of existing public infrastructure, the presence of Midtown Trail on the northern portion of the property, and proximity to nonresidential services such as grocery stores, transit and parks, staff finds that the proposed rezoning is not likely to increase the load on public services to an undesirable degree. While there are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 1,100 linear feet downstream of this property, the small size of the property is also likely to naturally limit the development capacity of the parcel. 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-2025-0036 to the City Council with a recommendation of approval.**

| | | | |
|---|---|---|---|
| **PLANNING COMMISSION ACTION:** | **Required** | **YES** | |
| **Date: September 8, 2025** | **❒ Tabled** | **☒ Forwarded** | **❒ Denied** |
| **Motion:** WERNER | "I move to forward RZN-2025-0036 to the City Council with a recommendation of approval." | | |
| **Second:** MCGETRICK | | | |
| **Vote:** 6-2-0 (PAYNE / GARLOCK OPPOSED) | | | |

**BUDGET/STAFF IMPACT:**
None

**ATTACHMENTS:**

- Unified Development Code
  - §161.07 District RSF-4, Residential Single-Family –Four (4) Units Per Acre
  - §161.12 Residential Intermediate-Urban
- Project Maps
  - 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.

## 161.12 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.

(Ord. No. 5945, §5(Exh. A), 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)

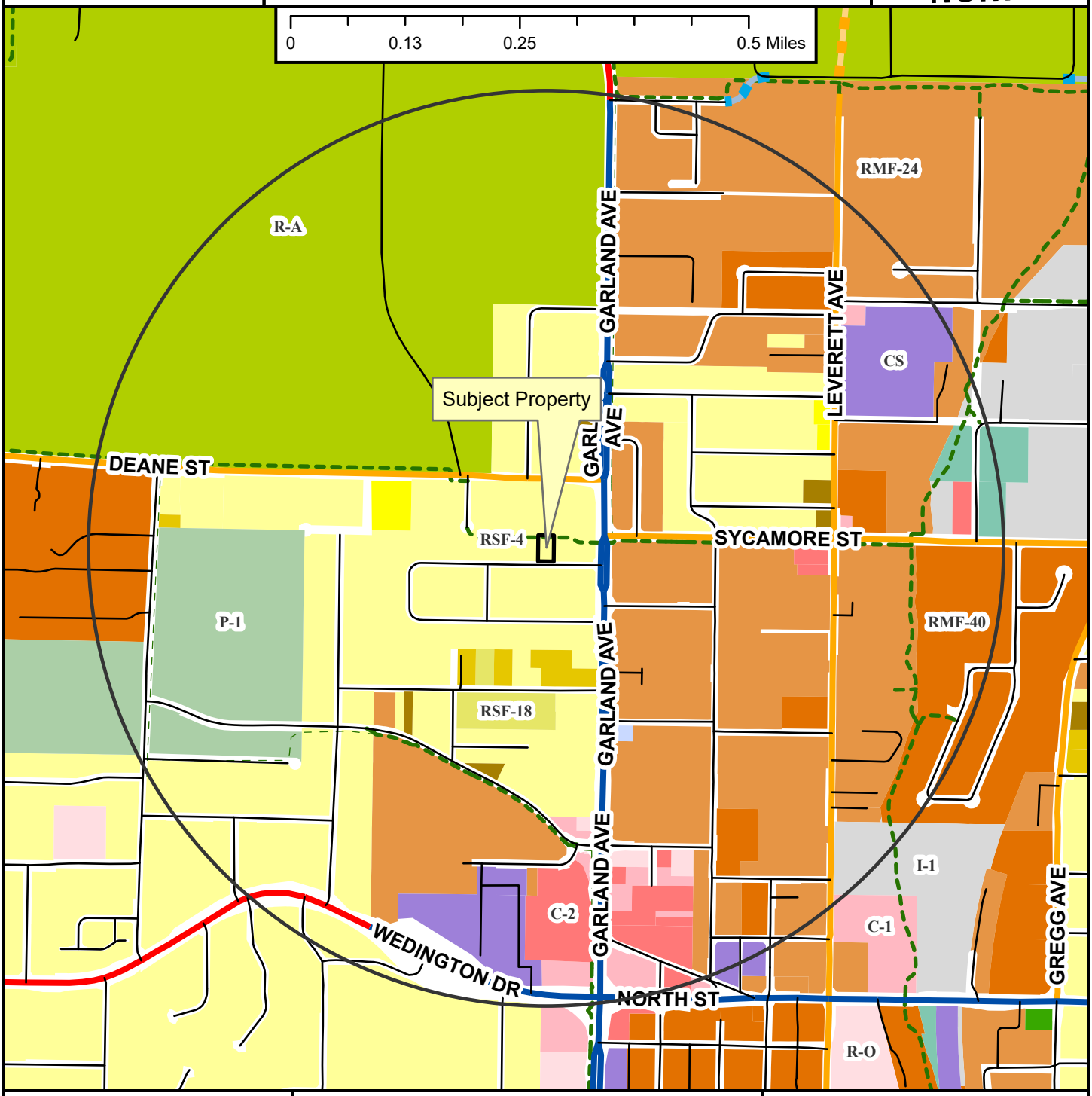
Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 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.

RZN-2025-0036

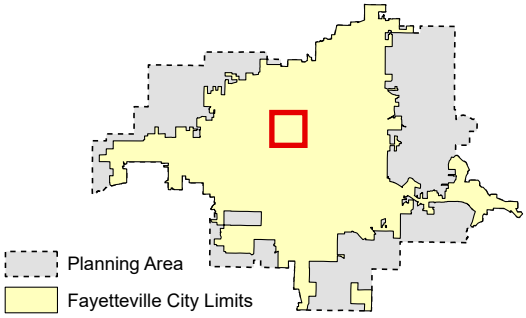
*One Mile View*

# 1146 N. MAXWELL DR

NORTH



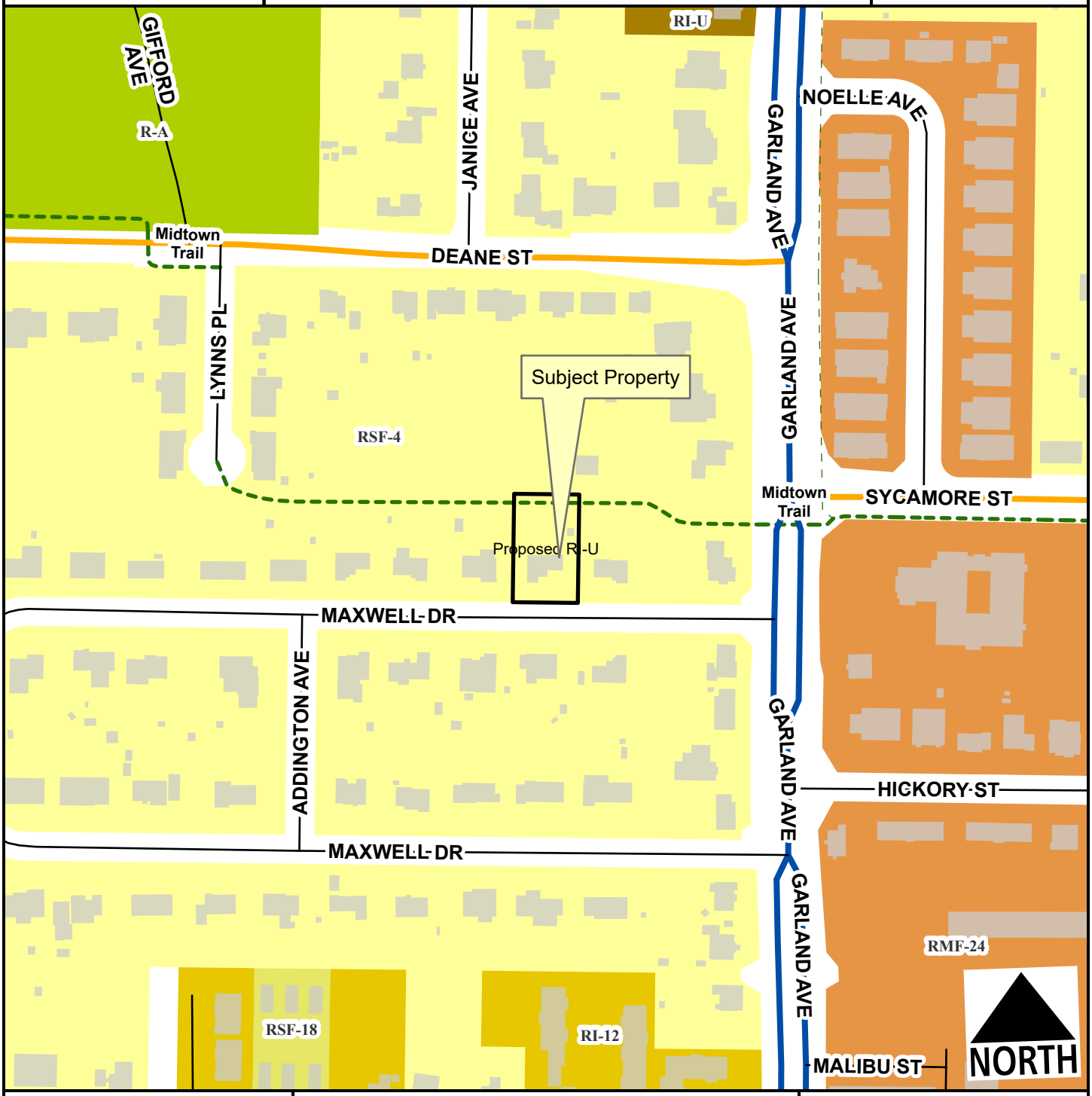

Regional Link
Neighborhood Link
Institutional Master Plan
Regional Link - High Activity
Unclassified
Alley
Residential Link
Planned Neighborhood Link
Planned Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Fayetteville City Limits
Planning Area



RZN-2025-0036

*Close Up View*

# 1146 N. MAXWELL DR




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

Feet

0 75 150 300 450 600

1:2,400

| Zone | Current | Proposed |
|---|---|---|
| RI-U | 0.0 | 0.3 |
| RSF-4 | 0.3 | 0.0 |

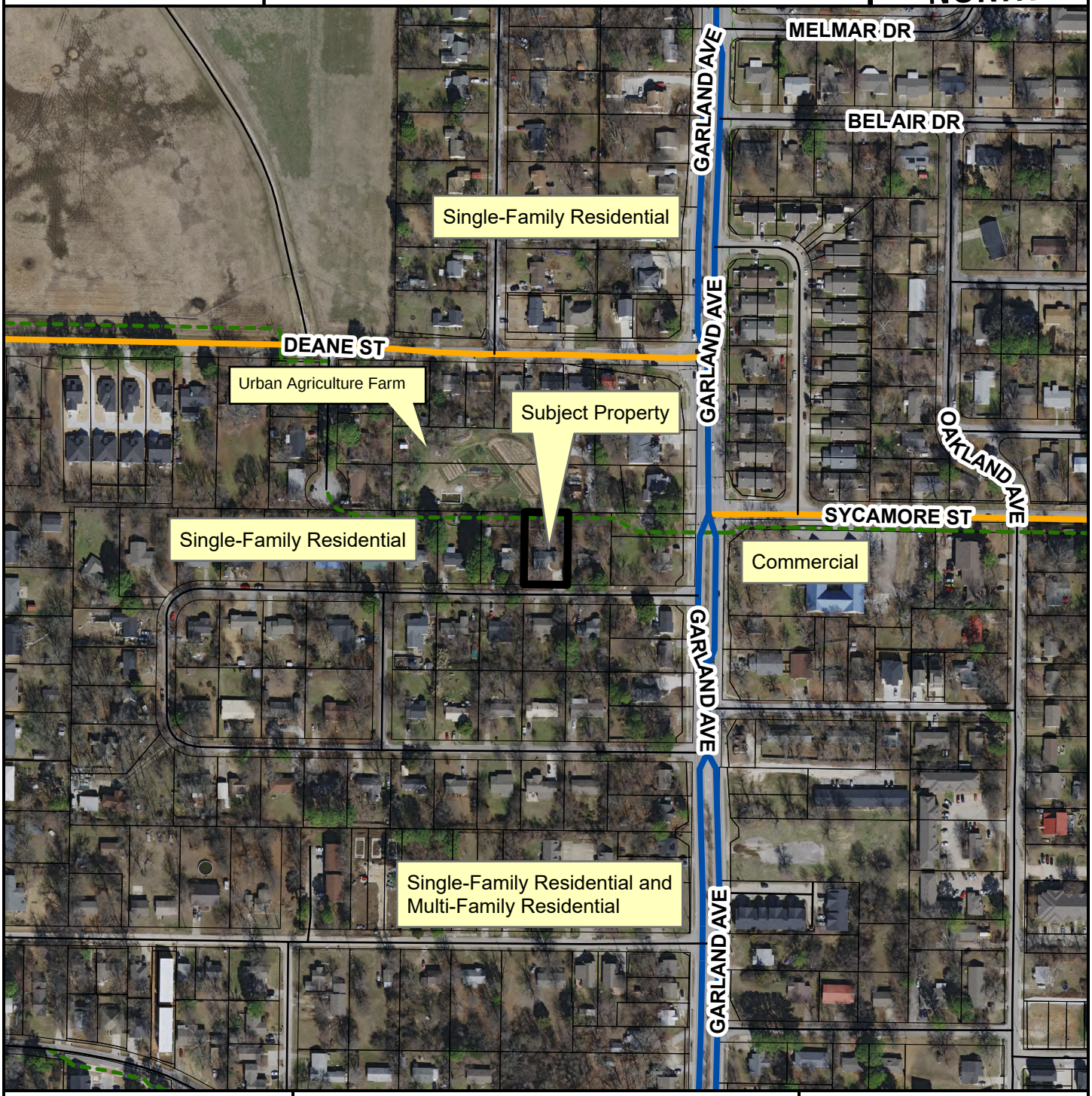
**Total 0.3 ac**

RZN-2025-0036

*Current Land Use*

# 1146 N. MAXWELL DR

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**

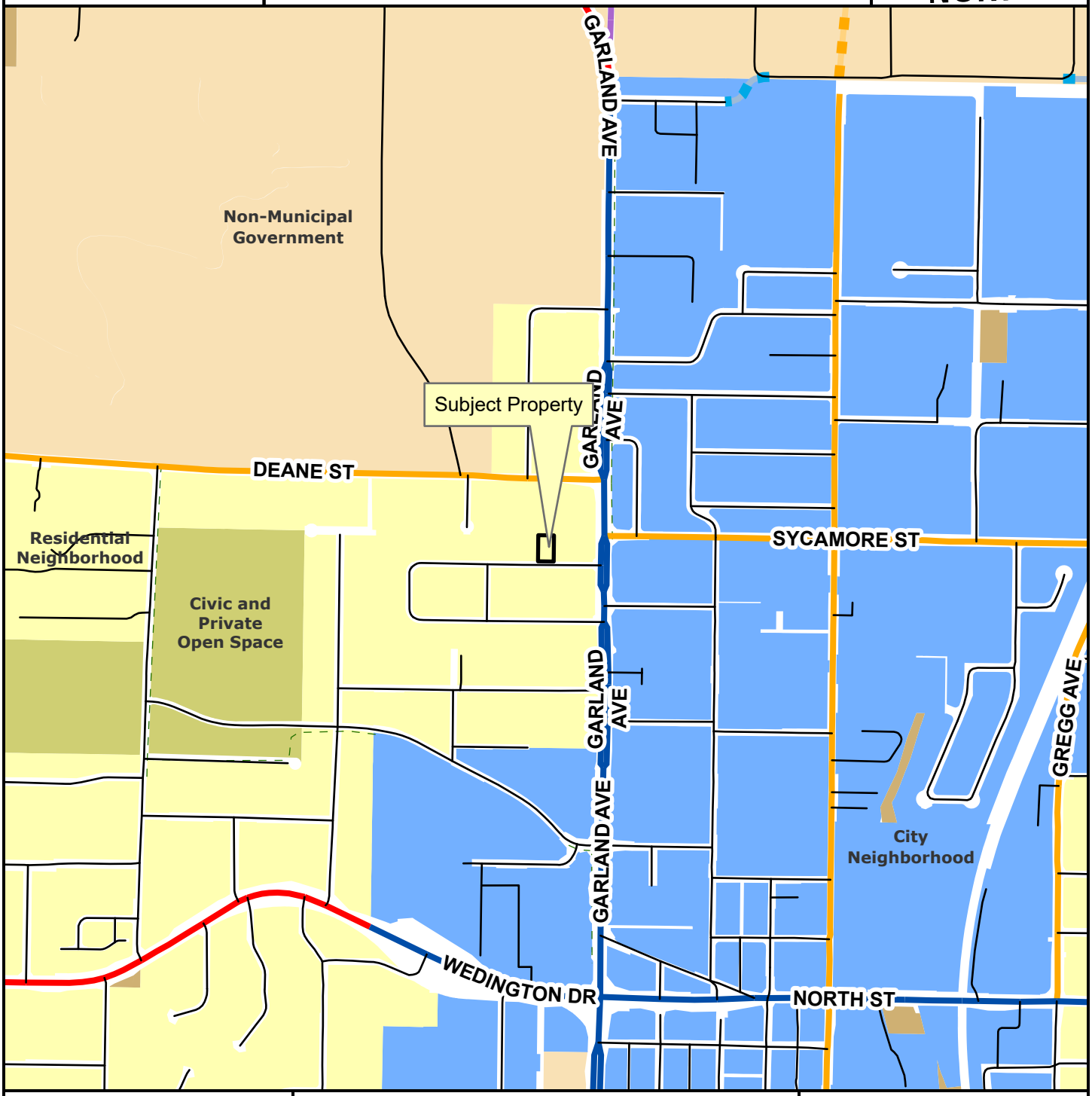
- 100-Year Floodplain
- Floodway

RZN-2025-0036

*Future Land Use*

# 1146 N. MAXWELL DR

NORTH




- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood 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

To the Planning Commission and City Staff,

I am writing to respectfully request the rezoning of the property at 1146 N Maxwell Drive from Residential Single-Family, 4 units per acre (RSF-4) to Residential Intermediate-Urban (RI-U).

This property backs up directly to the new Midtown Trail, part of Fayetteville's expanding trail network, and is located just across from Tri-Cycle Farms. The site offers a rare opportunity to create two small housing units that connect directly to the trail and are within walking or biking distance of local amenities, including the new neighborhood coffee shop on Sycamore Street. The property is also located close to a city bus route, supporting transit-oriented development and reducing car dependency.

The proposed RI-U zoning would allow for gentle density in a way that's compatible with the existing residential character, while offering more housing options in a highly livable and connected location. Small-scale, trail-oriented housing at this site would support the City's goals of sustainability, equity, and smart growth.

**Statement of Compatibility:**
This rezoning is compatible with surrounding land uses and Fayetteville's broader planning vision. The property is located in a walkable, bikeable neighborhood with existing mixed housing types nearby. RI-U zoning maintains a residential form and scale, while allowing for incremental infill that fits within the existing neighborhood context. The proximity to trail infrastructure, transit, and local businesses makes this an ideal site for thoughtful, modest densification.

Thank you for your time and consideration. We believe this rezoning aligns with the values of the community and offers a meaningful opportunity to support housing diversity and connectivity in Fayetteville.

Sincerely,
Wes Bates

## Wonsower, Donna

**From:** Planning Shared
**Sent:** Friday, August 29, 2025 7:50 AM
**To:** Wonsower, Donna
**Subject:** FW: Rezone for 1146 N Maxwell Dr.
**Attachments:** Letter to Planning 082825.docx

RZN-2025-0036

Thank you

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

CITY OF FAYETTEVILLE ARKANSAS

**From:** Christine Myres <christine.myres@gmail.com>
**Sent:** Thursday, August 28, 2025 5:10 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Subject:** Rezone for 1146 N Maxwell Dr.

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 attached a letter for the Commission about this rezoning request, and would appreciate it being distributed to the members. Thank you.

Christine A. Myres



*"Give up all hope of a better past" Prudence MacLeod*
*"Never give up hope of a better future." said someone or other.*

August 28, 2025

To the Fayetteville Planning Commission

Re: Rezoning request for 1146 N. Maxwell Dr.

RSF-4 to RI-U

I am writing to ask the Planning Commission to deny this requested rezoning. I live next door at 1158 N. Maxwell Dr. and own my home. As a former member of the Commission I am aware of the ramifications of most rezoning requests.

The idea of adding to the current traffic on our narrow street is troublesome, since there is no opportunity to widen the road; there are ditches on both sides, we currently have no sidewalks, and the street is only wide enough for two cars at best. There are frequently cars parked on the sides of the street (often for days at a time) and that narrows the driving lane to one car. When you turn the corner from Garland, you never know if you will have the whole road to drive down the block or not.

Our neighborhood is largely single-family owner occupied and although there are several rentals, they still conform to the single-family model. Adding two more units at the back of the .3-acre lot does not conform to best practices for this type of neighborhood. I believe they are allowed one 'accessory' unit under current zoning? Unless there is adequate off-street parking, the addition of any units would create an unsustainable situation for the street. Currently, the rental house residents frequently park on the street since there is inadequate parking in the driveway; the renters have 4 cars. And of course, if they have visitors, those park in the street.

Please consider this request carefully, as you usually do, in light of the increased traffic and cars using our narrow street. I am especially concerned that this will create a precedent for others to overload a small lot with too many dwelling units and consequently create more traffic and car problems.

Yours sincerely,

Christine A. Myres

1158 N. Maxwell Dr.

Fayetteville, AR 72703

## Wonsower, Donna

**From:** Planning Shared
**Sent:** Thursday, August 28, 2025 9:18 AM
**To:** Wonsower, Donna
**Subject:** FW: 1146 North Maxwell propose rezoning from RSF-4 to RI-U

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Re: RZN-2025-0036

Zak Tamijani
Planning Technician
Development Services
City of Fayetteville
479-444-3443
fayetteville-ar.gov

CITY OF FAYETTEVILLE ARKANSAS

**From:** Mei Ziegler <Mei.Ziegler@arisahealth.org>
**Sent:** Wednesday, August 27, 2025 5:25 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Subject:** 1146 North Maxwell propose rezoning from RSF-4 to RI-U

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

Planning Commission,

I received a letter today from Wesley Bates requesting a rezoning of a property that is across from mine.

I believe he wants to add two tiny houses behind his property that will face the bicycle trail. My understanding is that under current city laws, he can add two ADUs without any parking requirements, however, he does want to add a driveway west of his property so there can be access to the tiny houses behind the current house, thus the proposed rezoning.

My concern is if this were to take precedence and every house here were to add two ADUs to their backyards, wouldn't that put stress to our sewer system, and how can we address the increased traffic on a narrow street like North Maxwell? Have we addressed the increased noise level from traffic?

My other concern is wouldn't this devalue the surrounding properties, and take away the aestheticness of the area? I enjoyed living here for over 20 years because of the peacefulness, and hopefully for the next 20 years.

Thank you for your kind consideration.

Regards,

Mei Ziegler

479-466-5125

Disclaimer: The information contained in this message may be confidential and any unauthorized retention, forwarding, printing, copying, distribution, or use of such information by the addressee or any other recipient is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender immediately and permanently delete all electronic record of this message and any hardcopies you may have created.

Secured by Paubox - HITRUST certified

## Wonsower, Donna

**From:** Planning Shared
**Sent:** Thursday, August 28, 2025 4:36 PM
**To:** Wonsower, Donna
**Subject:** FW: Proposed Re-Zoning at 1146 N. Maxwell Dr. In Fayetteville

For you!

Jessie Masters, AICP
Planning Director
Development Services
City of Fayetteville, Arkansas
(479) 575-8239
www.fayetteville-ar.gov
Website | Facebook | Twitter | Instagram | YouTube

-----Original Message-----
From: Lorraine Miller <lwmiller46@yahoo.com>
Sent: Thursday, August 28, 2025 11:43 AM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Proposed Re-Zoning at 1146 N. Maxwell Dr. In Fayetteville

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 received a letter from Wesley Bates regarding a proposed re-zoning from RSF-4 to RI-U at 1146 N. Maxwell, the residence is next door to the residence directly across the street from me. I live at 1157 N. Maxwell.
I have lived in my home since the summer of 1979…46 years. During these last 4 1/2 decades, I have witnessed changes in our neighborhood… some good, others not so good.
In the past several years, many good things have happened on N. Maxwell and S. Maxwell , connected by the curve at the end of the street. Younger people, some of whom are families with young children have been moving in. Often, before they move in, I have observed extensive remodeling ( if not complete remodeling of the interior), being done. While taking my daily walk with my dogs around the N Maxwell/ S Maxwell blocks, I have observed this and met so many of my new neighbors and their children playing outside. It's a good feeling to see this re-vitalization of the neighborhood I love so much!
However, as I see more children riding their bikes or trikes on our street, or young couples with a stroller taking their newborn around the loop, I worry because we now have more vehicles on our very narrow street. I also worry about the increased traffic on our loop as I walk my dogs.
We have a few homes in our neighborhood that are rental homes, often renting to students all of whom have their own vehicles. It's just a LOT of added vehicles to a very narrow street. For example, the address requesting re-zoning is currently occupied by students. There are usually at least 4 SUV's and often 5 vehicles parked in the driveway and on the street. Needless to say, navigating down the street around these cars is quite difficult, especially when meeting cars.

Now, as I understand the proposal, by adding 2 additional residences with parking for additional vehicles in the back yard of the current home, this can only magnify an already serious problem.

Often, I wonder how our trash and re-cycling trucks can make it around the loop. I especially am concerned during the " mowing season" when additional trucks and trailers are providing yard work to neighbors. Just this week, I noticed where a mailbox had been hit, the wooden post split obviously by a vehicle. This is one of the homes that was completely renovated before she moved in. This tells me she intends on staying in our neighborhood for a while. I hate this for her. Another neighbor has had her mailbox hit several times and has had a difficult time finding a place to put it so this won't happen.

I am afraid if this re-zoning request is approved, it will only be the beginning. Other people who own rental property will see this as an opportunity for increased income and do the same. A very bad problem can only get worse when this happens.

I very much appreciate your taking the time to read my letter. I love my home and my neighbors and we ABSOLUTELY do not need increased vehicles and traffic on our streets. Please, please deny this request.

Respectfully,

Lorraine Miller
1157 N. Maxwell Dr.
Fayetteville, AR 72703

Sent from my iPad

## Wonsower, Donna

**From:** Planning Shared
**Sent:** Thursday, September 4, 2025 5:11 PM
**To:** Wonsower, Donna
**Subject:** FW: Rezoning request for 1164 North Maxwell

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Concerning RZN-2025-0036

Thank you

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

CITY OF FAYETTEVILLE ARKANSAS

**From:** Lisa and David McClure <hiscouple@att.net>
**Sent:** Thursday, September 4, 2025 3:49 PM
**To:** Planning Shared <planning@fayetteville-ar.gov>
**Subject:** Rezoning request for 1164 North Maxwell

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 am the owner and resident at 1218 North Maxwell, which is four houses west of the proposed rezoning of 1146 North Maxwell Drive and I am opposed to the rezoning of the property.

I have lived in my home since 1989, and raised my family in this home. During the 36 years of living in our neighborhood, I have seen many changes. When I first moved in, both North and South Maxwell were a mix of younger to middle aged residents who were raising their families, enjoying the large yards and mature trees. The streets were quiet, and kids rode their bikes with no concern of being hit by a car. During the early 2000's, residents started the Maxwell-Stephens-Hendrix Neighborhood Association to work together to keep our neighborhoods safe from encroachment of apartments, as there seem to be a trend for developers to buy older homes, tear them down, and build duplexes or small apartment complexes on the lot.

Since that time, the trend toward destroying small neighborhoods in favor of rental properties has continued. The most current attempt is the rezoning of the home on 0.3 acres at 1146 North Maxwell from RSF-4 to Residential Intermediate-Urban, and go from a density of 4 units per acre to no density cap. I have been told the plan is to build 2 ADUs, along with parking for the 2 units in the backyard and leave the current structure. Buying older homes in areas close to campus for the purpose of splitting the lot and building "affordable housing" seems to be a current trend in the Fayetteville housing

market. For example – the single family home on a half acre lot at 1254 West Hendrix was split in 2020 into 3 lots. Each lot now has a housing unit and an ADU, with a parking lot in the middle of the lot, for a total of 6 housing units.

While this appears to be a way to offer "affordable" housing and address the housing crisis in Fayetteville, the property at 1146 North Maxwell is not appropriate property to use for such an endeavor due to issues with the lot size, street size, and drainage issues.

The lot size for the Maxwell property is approximately 88 feet wide and 139 feet deep, according to the GIS map on the City's website. The property on Hendrix prior to being split into 3 lots, is 105 feet wide and 210 feet deep – almost twice the size of the Maxwell property. The parking area for the 6 units on Hendrix is 95 feet wide and 61.6 feet deep. The total area from the back of the house on North Maxwell to the Midtown Trail boundary is 88 feet wide and 64.3 feet deep – smaller than just the parking area for the ADUs on Hendrix. Add 2 ADUs, and parking becomes non-existent, meaning residents will have to park in the front yard or on the street.

North Maxwell is a very narrow street with ditches on either side, making it difficult for 2 vehicles to pass each other. People will have to park on the road due to the lack of parking at their ADU, and their guests would also have to park on the street. This makes it difficult for emergency vehicles to navigate the road. The road is narrow enough if cars were parked on the side and another car was coming the other direction, emergency crews would not be able to get down the street. The current house at 1146 has 4 vehicles, and adding more beds to the property will result in more cars. The probability of cars parking on the street is very high, which will make access to houses further in the neighbor difficult for both residents and emergency services.

There is also concern that there will be storm water drainage issues due to the loss of natural drainage once more solid surfaces are installed. For proper water drainage, most civil engineers recommended 1/8$^{th}$ inch for every foot of slope for water to drain properly. There is approximately 271 feet between the 1146 property, which currently at 1,300 feet elevation, and the start of our property, which is at 1,293 feet. Removing the natural drainage area a back yard provides will mean the storm water will have to find a new path to flow, since it cannot naturally soak in to the grassy area. We have already lost the natural drainage ditch behind the houses when it was filled in for the Midtown trail, so removing more natural drainage and building solid surfaces will increase the drainage issues.

While I appreciate that Fayetteville is having an affordable housing crisis, I do not believe coming into old, established neighborhoods and building ADUs, duplexes, and other housing units that will become rentals is the way to fix the crisis. Our City is already 58% rentals, and more and more owner homes are being torn down so developers can build rental property. The most recent Federal Reserve Survey of Consumer Finance shows that homeowners are 43 times more wealthy than renters. We need home owners – not renters – to come to Fayetteville to ensure our city continues to be a thriving, multi generational, multi cultural community and not just another college town full of apartment complexes and chain restaurants. We need to have housing that encourages people to want to buy a stake in our city and help it to thrive.

I ask that the Council deny this rezoning request and leave our neighborhood a place where people can afford to buy small starter homes with green space for their kids to play. Keeping small family homes as homes, not multi people units is the best way to solve our affordable housing crisis and ensure growth for our city.

Lisa McClure

1218 North Maxwell Drive
479-466-9689

CITY OF FAYETTEVILLE ARKANSAS

# CITY COUNCIL MEMO
2025-1812

**MEETING OF OCTOBER 7, 2025**

**TO:** Mayor Rawn and City Council

**THRU:** Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director

**FROM:** Jessica Masters, Planning Director

**SUBJECT:** **RZN-2025-0034: Rezoning (3066 N. JOYCE BLVD./BERKSHIRE AT UPTOWN, 177): Submitted by JORGENSEN & ASSOCIATES for property located at 3066 E. JOYCE BLVD. in WARD 3. The property is zoned RI-12, RESIDENTIAL INTERMEDIATE, 12 UNITS PER ACRE, NS-G, NEIGHBORHOOD SERVICES GENERAL and contains approximately 4.01 acres. The request is to rezone the property to CS, COMMUNITY SERVICES.**

---

**RECOMMENDATION:**
City Planning staff and the Planning Commission recommend approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B'.

**BACKGROUND:**
The subject property is in north Fayetteville approximately 700 feet north of N. Crossover Road's intersection with E. Joyce Boulevard. While the full property contains 9.05 acres, the applicant is requesting to rezone only a 4.01-acre portion of the site. The overall property has approximately 700 feet of frontage along N. Crossover Road, a Regional Link – High Activity street, and also has street frontage along the eastern side along E. Joyce Boulevard, a Residential Link Street in this location. The property was rezoned to its current designation in 2022.

Request: The request is to rezone a 4.01-acre portion of the property to CS, Community Services. A large-scale development that was previously approved for this property has expired; the applicant has indicated an intent to move forward with that development following a reconsideration of this zoning district.

Public Comment: Staff did not receive any public comment relating to the rezoning request.

Land Use Compatibility: The surrounding property is a mix of land uses, and staff finds that the applicant's request is compatible with those surroundings. While the current zoning designation on this property took a nuanced approach to the surrounding land uses, staff recognizes that the development pattern in the area has changed. To the east, former agricultural land is being developed into a new public school, accompanied by a full redevelopment of the street infrastructure along E. Joyce into a neighborhood link street. To the south is a commercial strip, to the west beyond a divided state highway, N. Crossover Road, are single-family homes, and to the north is multi-family residential. The overall property has frontage along N. Crossover Road, as well as what as the current alignment of E. Joyce Boulevard. CS includes an allowable building height of up to 5 stories, which staff finds given the new surroundings, is compatible with the area. The change in zoning from lower intensity districts to CS throughout the site is consistent with the change in street alignment, proposed

new traffic patterns, and addition of a public school in the area.

Land Use Plan Analysis: Staff finds that the request is consistent with adopted land use policies, the Future Land Use Map designation, and goals of City Plan 2040. The area is designated as a City Neighborhood Area, which indicates an intent for more densely developed residential in close, connected proximity to commercial and neighborhood services. This zoning request can support goal #3 of City Plan 2040, by growing the potential for a more compact, complete, and connected development pattern. The request will also create opportunities for attainable housing by expanding the potential variety of housing types in the area, help grow a livable transportation network (goal #4) by bringing added density to an area with existing transit stops, and bring services and residences within walking distance to a school.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a ranging score of 4-7 for this site. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station #5, 2979 N. Crossover Rd.)
- Near Sewer Main (West side of N. Crossover Road)
- Near Water Main (South side of the property)
- Near Public School (Forthcoming; FPS under development)
- Near Paved Trail (Bike Lanes on N. Crossover Road)
- Near ORT Bus Stop (Route 30)
- Appropriate Future Land Use (City Neighborhood)

**DISCUSSION:**
At the September 8, 2025 Planning Commission meeting, a vote of 8-0-0 forwarded the request to City Council with a recommendation of approval. Commissioner Paynce made the motion and Commissioner Madden offered the second. Commissioners offered little comment, finding the request to be compatible. No members of the public spoke at the meeting.

**BUDGET/STAFF IMPACT:**
N/A

**ATTACHMENTS:** 3. Staff Review Form, 4. Exhibit A, 5. Exhibit B, 6. Planning Commission Staff Report

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

**File #:** 2025-1812

**AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2025-34 FOR APPROXIMATELY 4.01 ACRES LOCATED AT 3066 EAST JOYCE BOULEVARD IN WARD 3 FROM RI-12, RESIDENTIAL INTERMEDIATE, 12 UNITS PER ACRE AND NS-G, NEIGHBORHOOD SERVICES-GENERAL TO CS, COMMUNITY SERVICES**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from RI-12, Residential Intermediate, 12 Units Per Acre and NS-G, Neighborhood Services - General to CS, Community Services.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

**City of Fayetteville Staff Review Form**

**2025-1812**

**Item ID**

**10/7/2025**

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

| Jonathan Curth | 9/19/2025 | DEVELOPMENT REVIEW (630) |
|---|---|---|
| **Submitted By** | **Submitted Date** | **Division / Department** |

## Action Recommendation:

RZN-2025-0034: Rezoning (3066 N. JOYCE BLVD./BERKSHIRE AT UPTOWN, 177): Submitted by JORGENSEN & ASSOCIATES for property located at 3066 E. JOYCE BLVD. in WARD 3. The property is zoned RI-12, RESIDENTIAL INTERMEDIATE, 12 UNITS PER ACRE, NS-G, NEIGHBORHOOD SERVICES GENERAL and contains approximately 4.01 acres. The request is to rezone the property to CS, COMMUNITY SERVICES.

## Budget Impact:

| Account Number | Fund |
|---|---|
| Project Number | Project Title |

| | | | | |
|---|---|---|---|---|
| **Budgeted Item?** | No | Total Amended Budget | $ | - |
| | | Expenses (Actual+Encum) | $ | - |
| | | Available Budget | $ | - |
| **Does item have a direct cost?** | No | Item Cost | $ | - |
| **Is a Budget Adjustment attached?** | No | Budget Adjustment | $ | - |
| | | Remaining Budget | $ | - |

*V20221130*

**Purchase Order Number:**

**Previous Ordinance or Resolution #**

**Change Order Number:**

**Approval Date:**

**Original Contract Number:**

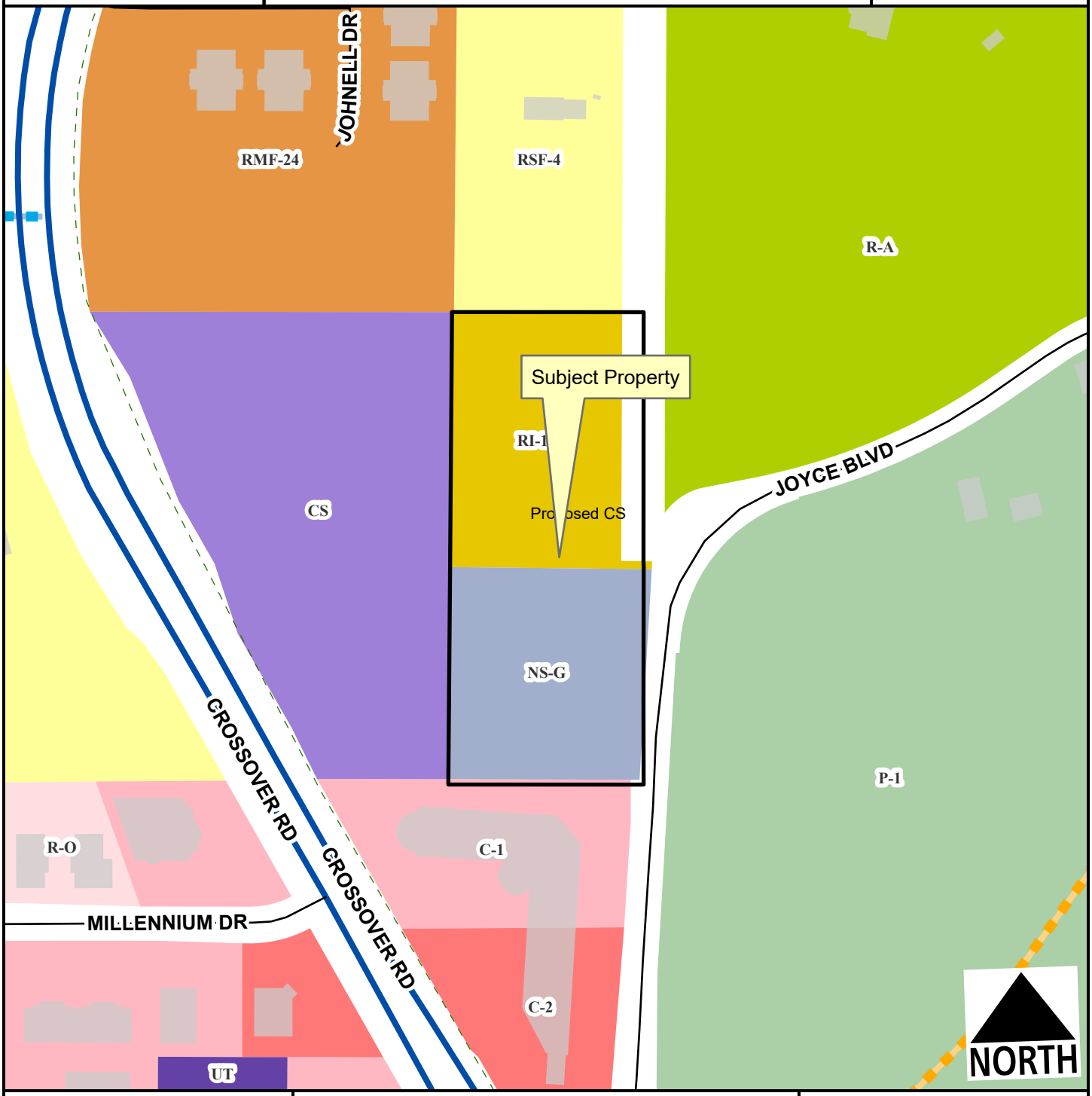
**Comments:**

RZN-2025-0034

*Close Up View*

# Berkshire @ Uptown

**EXHIBIT A**




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

Feet

0 75 150 300 450 600

1:2,400

| Zone | Current | Proposed |
|---|---|---|
| C-1 | 0.0 | 0.0 |
| CS | 0.0 | 4.0 |
| NS-G | 1.8 | 0.0 |
| RI-12 | 1.9 | 0.0 |
| **Total** | **4.0 ac** | |

JORGENSEN
+ASSOCIATES
Civil Engineering · Surveying

# EXHIBIT B

124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703
Office: 479.442.9127
www.jorgensenassoc.com
Established 1985

LEGAL DESCRIPTIONS FOR:
PROPOSED ZONING CHANGES TO PARCEL #765-13240-000

PARCEL #765-13240-000:
A PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 17 NORTH, RANGE 29 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF THE SAID SECTION 30, AND RUNNING S87°45'58"E 574.79 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT ALSO BEING LOCATED ON THE EASTERN RIGHT OF WAY OF NORTH CROSSOVER ROAD (HIGHWAY 265), AND RUNNING THENCE S87°45'58"E 756.42 FEET; THENCE S02°10'59"W 653.15 FEET; THENCE N87°48'59"W 449.63 FEET TO A POINT ON THE EASTERN RIGHT OF WAY OF NORTH CROSSOVER ROAD (HIGHWAY 265), AND RUNNING ALONG SAID RIGHT OF WAY THE FOLLOWING 6 COURSES: N23°21'57"W 87.10 FEET; N26°43'18"W 150.00 FEET; N15°24'41"W 101.98 FEET; N26°46'18"W 100.00 FEET; N18°33'28"W 183.46 FEET AND N28°44'53"W 102.17 FEET TOT HE POINT OF BEGINNING, CONTAINING IN ALL 9.05 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHTS OF WAY OF RECORD.

PROPOSED REZONE RI-12 to CS:
A PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 17 NORTH, RANGE 29 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF THE SAID SECTION 30, AND RUNNING S87°45'58"E 1066.21 FEET TO THE TRUE POINT OF BEGINNING, AND RUNNING THENCE S87°45'58"E 265.00 FEET; THENCE S02°10'59"W 350.88 FEET; THENCE N87°22'58"W 267.65 FEET; THENCE N02°37'02"E 349.09 FEET TO THE POINT OF BEGINNING, CONTAINING IN ALL 2.14 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHTS OF WAY OF RECORD.

PROPOSED REZONE NS-G to CS:
A PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 17 NORTH, RANGE 29 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF THE SAID SECTION 30, AND RUNNING S87°45'58"E 1331.21 FEET AND S02°10'59"W 350.88 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT ALSO BEING LOCATED ON THE WESTERN RIGHT OF WAY OF EAST JOYCE BOULEVARD, AND RUNNING ALONG SAID RIGHT OF WAY S02°10'59"W 302.27 FEET; THENCE LEAVING SAID RIGHT OF WAY N87°48'59"W 269.95 FEET; THENCE N02°37'02"E 304.31 FEET; THENCE S87°22'58"E 267.65 FEET TO THE POINT OF BEGINNING, CONTAINING IN ALL 1.87 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHTS OF WAY OF RECORD.

CITY OF FAYETTEVILLE ARKANSAS

# PLANNING COMMISSION MEMO

**TO:** Fayetteville Planning Commission

**FROM:** Jessie Masters, Planning Director

**MEETING DATE:** September 8, 2025 Updated with results

**SUBJECT:** **RZN-2025-0034: Rezoning (3066 N. JOYCE BLVD./BERKSHIRE AT UPTOWN, 177):** Submitted by JORGENSEN & ASSOCIATES for property located at 3066 E. JOYCE BLVD. The property is zoned RI-12, RESIDENTIAL INTERMEDIATE, 12 UNITS PER ACRE, NS-G, NEIGHBORHOOD SERVICES GENERAL and contains approximately 4.01 acres. The request is to rezone the property to CS, COMMUNITY SERVICES.

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**RECOMMENDATION:**
Staff recommends forwarding **RZN-2025-0034** to City Council with a recommendation of approval.

**RECOMMENDED MOTION:**
"I move to forward **RZN-2025-0034** to City Council with a recommendation of approval."

**BACKGROUND:**
The subject property is in north Fayetteville approximately 700 feet north of N. Crossover Road's intersection with E. Joyce Boulevard. While the full property contains 9.05 acres, the applicant is requesting to rezone only a 4.01-acre portion of the site. The overall property has approximately 700 feet of frontage along N. Crossover Road, a Regional Link – High Activity street, and also has street frontage along the eastern side along E. Joyce Boulevard, a Residential Link Street in this location. The property was rezoned to its current designation in 2022. Surrounding land uses and zoning is depicted in *Table 1.*

**Table 1: Surrounding Land Use and Zoning**

| Direction | Land Use | Zoning |
|---|---|---|
| North | Multi-Family Residential | RMF-24, Residential Multi-Family, 24 Units per Acre |
| South | Commercial | C-1, Neighborhood Commercial |
| East | Undeveloped/Agricultural | R-A, Residential Agricultural |
| West | Single-Family Residential | RSF-4, Residential Single-Family 4 Units per Acre |

***Request:*** The request is to rezone a 4.01-acre portion of the property to CS, Community Services. A large-scale development that was previously approved for this property has expired; the applicant has indicated an intent to move forward with that development following a reconsideration of this zoning district.

*Public Comment:* Staff has not received any public comment on this item.

## INFRASTRUCTURE AND ENVIRONMENTAL REVIEW

**Streets:** The subject area has frontage along N. Crossover Road. N. Crossover Road is a fully improved Residential Link – High Activity street with asphalt paving, sidewalk, and curb and gutter. The property also has frontage along E. Joyce Boulevard, which is partially improved with asphalt paving. Improvements to E. Joyce Boulevard are forthcoming with the development of a new public school. Any street improvements required in these areas would be determined at the time of development proposal.

**Water:** Public water is available to the subject property. There is an existing 8-inch water main on the south side of the subject property. In addition, there is an existing 12-inch water main on the west side of the subject property along the west side of North Crossover Road.

**Sewer:** Sanitary sewer is available to the subject property. There is an existing 8-inch sewer main on the west side of the subject property along the west side of North Crossover Road. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 4,500 linear feet downstream of this property.

**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 5, located at 2979 N. Crossover Rd., protects this site. The property is located approximately 2 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 expressed no concerns with this request.

**Drainage:** Any additional improvements or requirements for drainage will be determined at time of development. No portion of the site is located within a FEMA floodplain, there are no hydric soils on site, and there is not a protected stream on the site. The property is not located within the Hillside-Hilltop Overlay District.

**Tree Preservation:**

The proposed zoning district of CS, Community Services, requires **20% minimum canopy preservation**, which is the same as the existing zoning districts of NS-G, Neighborhood Services General, and RI-12, Residential Intermediate, 12 Units per Acre.

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

**City Neighborhood Areas** are more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single-family to multi-family.

Non-residential and commercial uses are primarily located at street intersections and along major corridors. Ideally, commercial uses would have a residential component and vary in size, variety and intensity. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Building setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a ranging score of **4-7** for this site, with a weighted score of **6.5**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station #5, 2979 N. Crossover Rd.)
- Near Sewer Main (West side of N. Crossover Road)
- Near Water Main (South side of the property)
- Near Public School (Forthcoming; FPS under development)
- Near Paved Trail (Bike Lanes on N. Crossover Road)
- Near ORT Bus Stop (Route 30)
- Appropriate Future Land Use (City Neighborhood)

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:*** **The surrounding property is a mix of land uses, and staff finds that the applicant's request is compatible with those surroundings. While the current zoning designation on this property took a nuanced approach to the surrounding land uses, staff recognizes that the development pattern in the area has changed. To the east, former agricultural land is being developed into a new public school, accompanied by a full redevelopment of the street infrastructure along E. Joyce into a neighborhood link street. To the south is a commercial strip, to the west are single-family homes, and to the north is multi-family residential. The overall property has frontage along N. Crossover Road, as well as what is currently called E. Joyce Blvd. CS as an allowable building height of up to 5 stories, which staff finds given the new surroundings, is compatible with the area. The change in zoning from lower intensity districts to CS throughout the site is consistent with the change in street alignment, proposed new traffic patterns, and addition of a public school in the area.**

***Land Use Plan Analysis:*** **Staff finds that the request is consistent with adopted land use policies, the Future Land Use Map designation, and goals of City Plan 2040. The area is designated as a City Neighborhood Area, which indicates an intent for more densely developed residential in close, connected proximity to commercial and neighborhood services. This zoning request has the potential to meet goal #3, by growing the potential for a more compact, complete, and connected development pattern. The request will also create opportunities for attainable housing by introducing a variety of housing types in the area, and help grow a livable transportation network (goal #4) by bringing added density to an area with existing transit stops, as well as bringing services and residences within walking distance to a school.**

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

**Finding:** **A rezone from NS-G and RI-12 to CS is justified to bring the area into agreement with the "City Neighborhood" designation at this site, which would allow a mix of residential and non-residential uses by right and lead to a more compact, complete, and connected neighborhood in this area.**

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

**Finding:** **Rezoning the property from RI-12 and NS-G as the applicant is requesting does have the potential to appreciably increase traffic at this site. However, given the property's frontage along N. Crossover Road, a north-south Regional Link as well as close access to E. Joyce Boulevard, an east-west connection through the City that is soon to be redeveloped, staff does not find that the request would increase traffic to a dangerous degree. The site also has access to an Ozark Regional Transit line, which helps contribute to meeting the City's goal #4 of growing a livable transportation network.**

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 as the applicant is requesting could alter the population density in the area, though not to an undesirable degree. CS does not have a maximum density, should residential uses be developed. However, given the existing access to utilities and services, staff finds that increased density in this location would take advantage of those existing services and would not negatively impact those existing services. The Fayetteville Public School system did not comment on the 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 approval of RZN-2025-0034.**

**PLANNING COMMISSION ACTION:** **Required** **YES**

**Date:** **September 8, 2025** ❒ **Tabled** ☒ **Forwarded** ❒ **Denied**
with a recommendation of approval

**Motion:** Payne

**Second:** Madden

**Vote:** 8-0-0

---

**BUDGET/STAFF IMPACT:**
None

**Attachments:**

- One Mile Map
- Close-up Map
- Current Land Use Map
- Future Land Use Map
- Unified Development Code:
  - §161.11 District RI-12, Residential Intermediate, Twelve (12) Units Per Acre
  - §161.19 NS-G, Neighborhood Services – General
  - §161.22 Community Services
- Applicant Request Letter
- Applicant Site Exhibit

---

**161.11 District RI-12, Residential Intermediate, Twelve (12) Units Per Acre**

(A) *Purpose.* The RI-12 Residential District is designed to permit and encourage the development of detached and attached dwellings in suitable environments, to provide a development potential between low density and medium density with less impact than medium density development, to encourage the development of areas with existing public facilities and to encourage the development of a greater variety of housing values.

(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 36 | Wireless communications facilities |

(C) *Density.*

| | |
|---|---|
| Units per acre | 12 |

(D) *Bulk and Area Regulations.*

| | Single-family | Two (2) family | Three (3) family |
|---|---|---|---|
| Lot width minimum | 50 feet | 50 feet | 90 feet |
| Lot area minimum | 5,000 square feet | 7,260 square feet | 10,890 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* |

* 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 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(IIA); Ord. No. 3128, 10-1-85; Code 1991, §160.032; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5224, 3-3-09; Ord. No. 5262, 8-4-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 06-18-13; 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 , §§4, 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)

Editor's note(s)—Ord. No. 6427 , § 2, adopted April 20, 2021, "determines that this ordinance and all amendments to Code sections ordained or enacted by this ordinance shall automatically sunset, be repealed, terminated, and become void twenty (20) months after the passage and approval of this ordinance, unless prior to that date, the City Council amends this ordinance to repeal 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 | None | 15 feet |

| | | | | |
|---|---|---|---|---|
| | | is filed**. The remaining side setback(s) shall be 10 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. 6427 , § 2, adopted April 20, 2021, "determines that this ordinance and all amendments to Code sections ordained or enacted by this ordinance shall automatically sunset, be repealed, terminated, and become void twenty (20) months after the passage and approval of this ordinance, unless prior to that date, the City Council amends this ordinance to repeal this sunset, repeal and termination section."

**161.22 Community Services**

(A) *Purpose.* The Community Services District is designed primarily to provide convenience goods and personal services for persons living in the surrounding residential areas and is intended to provide for adaptable mixed use centers located along commercial corridors that connect denser development nodes. There is a mixture of residential and commercial uses in a traditional urban form with buildings addressing the street. For the purposes of Chapter 96: Noise Control, the Community Services district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.

(B) *Uses.*

(1) *Permitted Uses.*

| | |
|---|---|
| Unit 1 | City-wide uses by right |
| Unit 4 | Cultural and recreational facilities |
| Unit 5 | Government facilities |
| Unit 8 | Single-family dwellings |
| Unit 9 | Two-family dwellings |
| Unit 10 | Three (3) and four (4) family dwellings |
| Unit 13 | Eating places |
| Unit 15 | Neighborhood Shopping goods |
| Unit 24 | Home occupations |
| Unit 25 | Offices, studios and related services |
| Unit 26 | Multi-family dwellings |
| Unit 40 | Sidewalk Cafes |
| Unit 41 | Accessory dwellings |
| Unit 44 | Cluster Housing Development |
| Unit 45 | Small scale production |

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

| | |
|---|---|
| Unit 2 | City-wide uses by conditional use permit |
| Unit 3 | Public protection and utility facilities |
| Unit 14 | Hotel, motel and amusement services |
| Unit 16 | Shopping goods |
| Unit 17 | Transportation, trades and services |

| | |
|---|---|
| Unit 18 | Gasoline service stations and drive-in/drive-through restaurants |
| Unit 19 | Commercial recreation, small sites |
| Unit 28 | Center for collecting recyclable materials |
| Unit 34 | Liquor stores |
| Unit 35 | Outdoor music establishments |
| Unit 36 | Wireless communication facilities* |
| Unit 42 | Clean technologies |

(C) *Density*. None.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

| | |
|---|---|
| Dwelling | 18 feet |
| All others | None |

(2) *Lot Area Minimum.* None.

(E) *Setback regulations*.

| | |
|---|---|
| Front: | A build-to zone that is located between 10 feet and a line 25 feet from the front property line. |
| Side and rear: | None |
| Side or rear, when contiguous to a single-family residential district: | 15 feet |

(F) *Building Height Regulations.*

| | |
|---|---|
| Building Height Maximum | 5 stories |

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

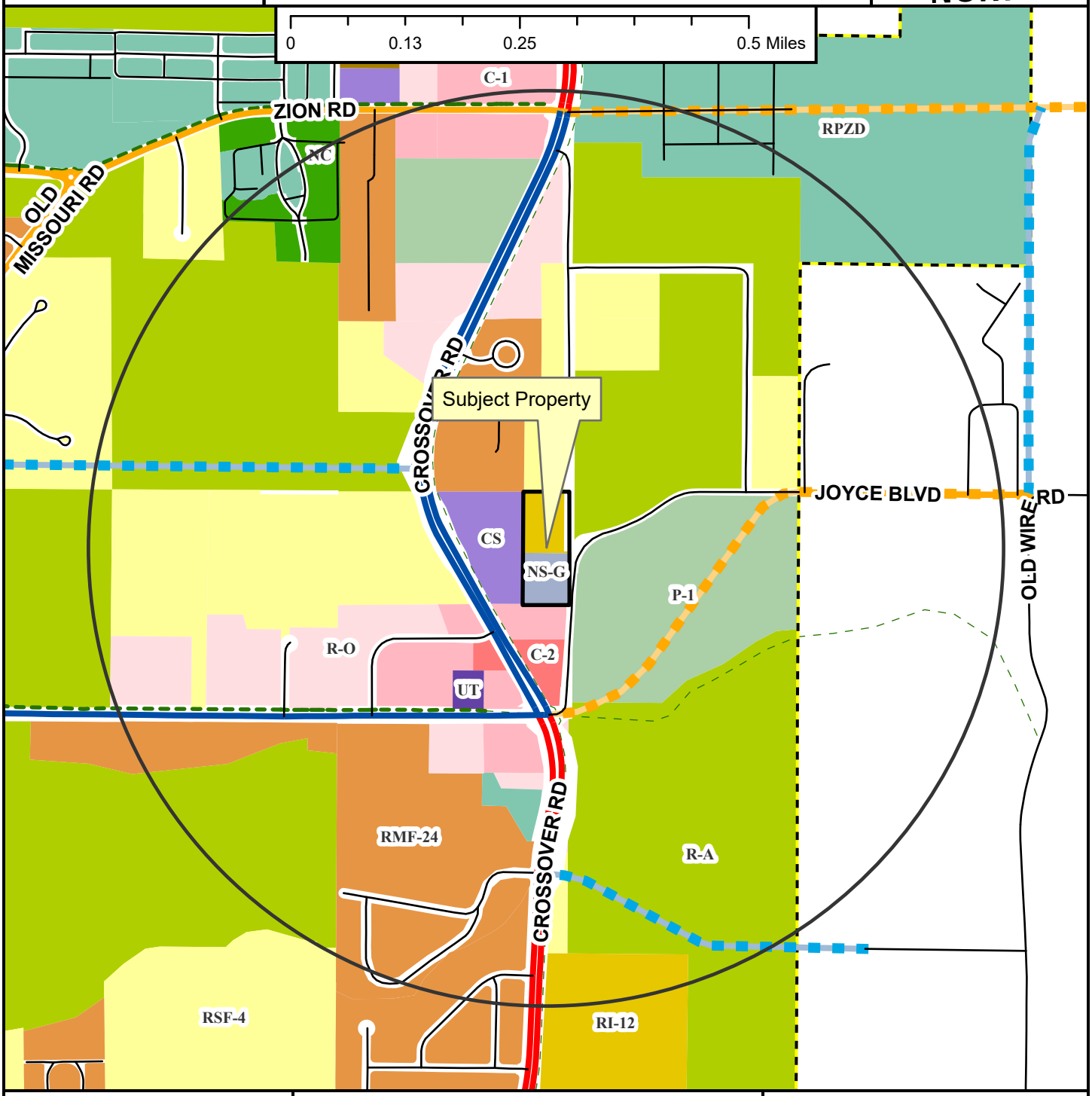
(Ord. No. 5312, 4-20-10; Ord. No. 5339, 8-3-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5735, 1-20-15; Ord. No. 5800 , §1(Exh. A), 10-6-15; Ord. No. 5921 , §1, 11-1-16; Ord. No. 5945 , §§5, 7—9, 1-17-17; Ord. No. 6015 , §1(Exh. A), 11-21-17; Ord. No. 6223 , §1, 9-3-19; Ord. No. 6409 §1, 2-2-21)

RZN-2025-0034

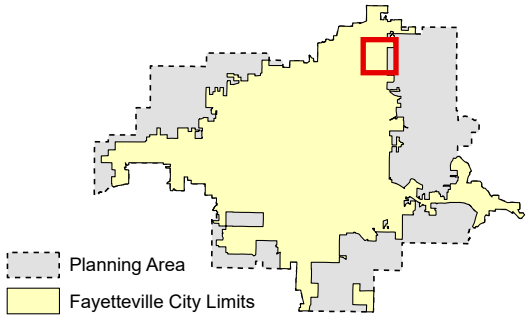
*One Mile View*

# Berkshire @ Uptown

NORTH



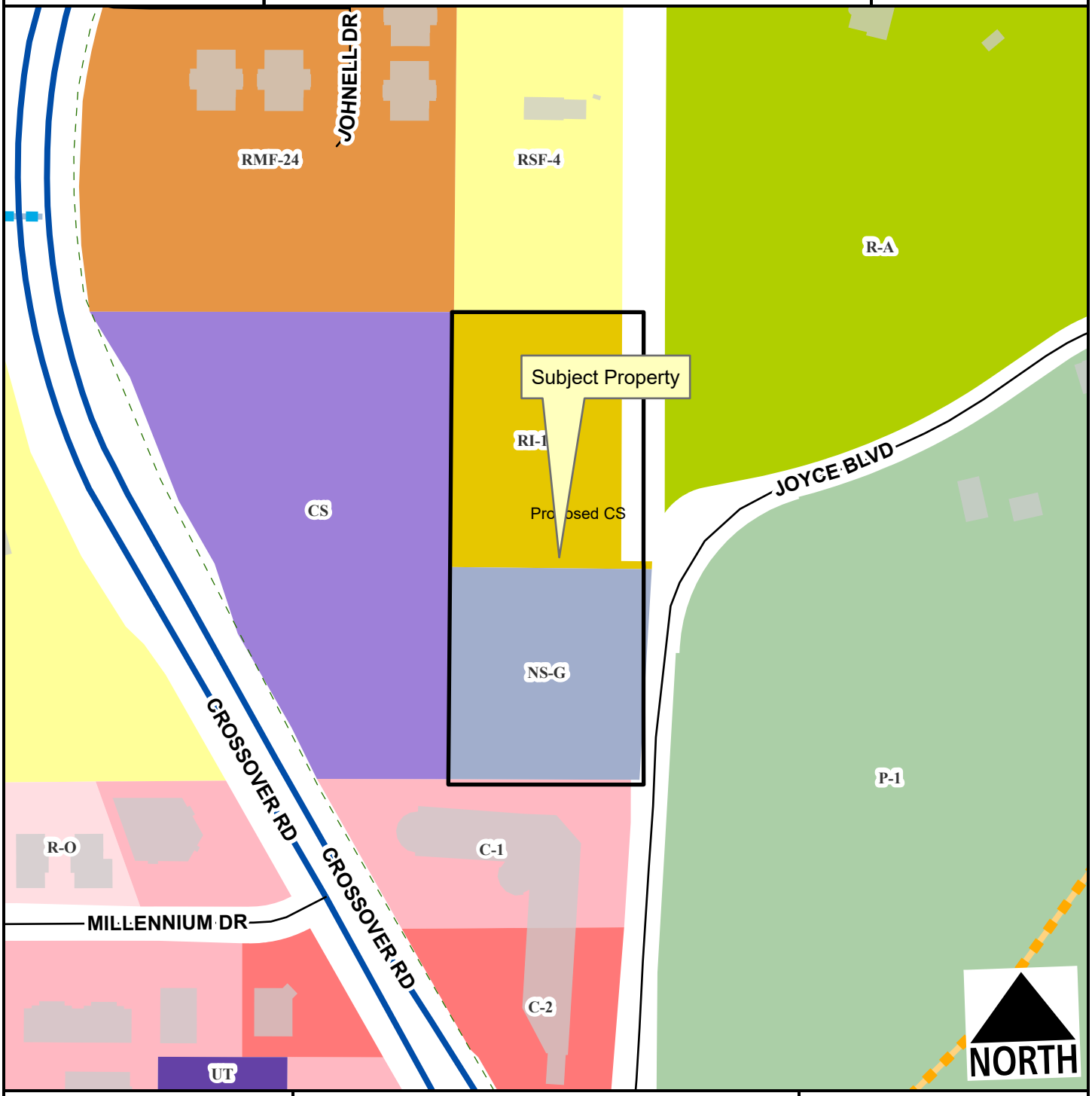

Regional Link
Neighborhood Link
Regional Link - High Activity
Unclassified
Alley
Residential Link
Planned Neighborhood Link
Planned Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Fayetteville City Limits
Planning Area



RZN-2025-0034

*Close Up View*

# Berkshire @ Uptown




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

Feet

0 75 150 300 450 600

1:2,400

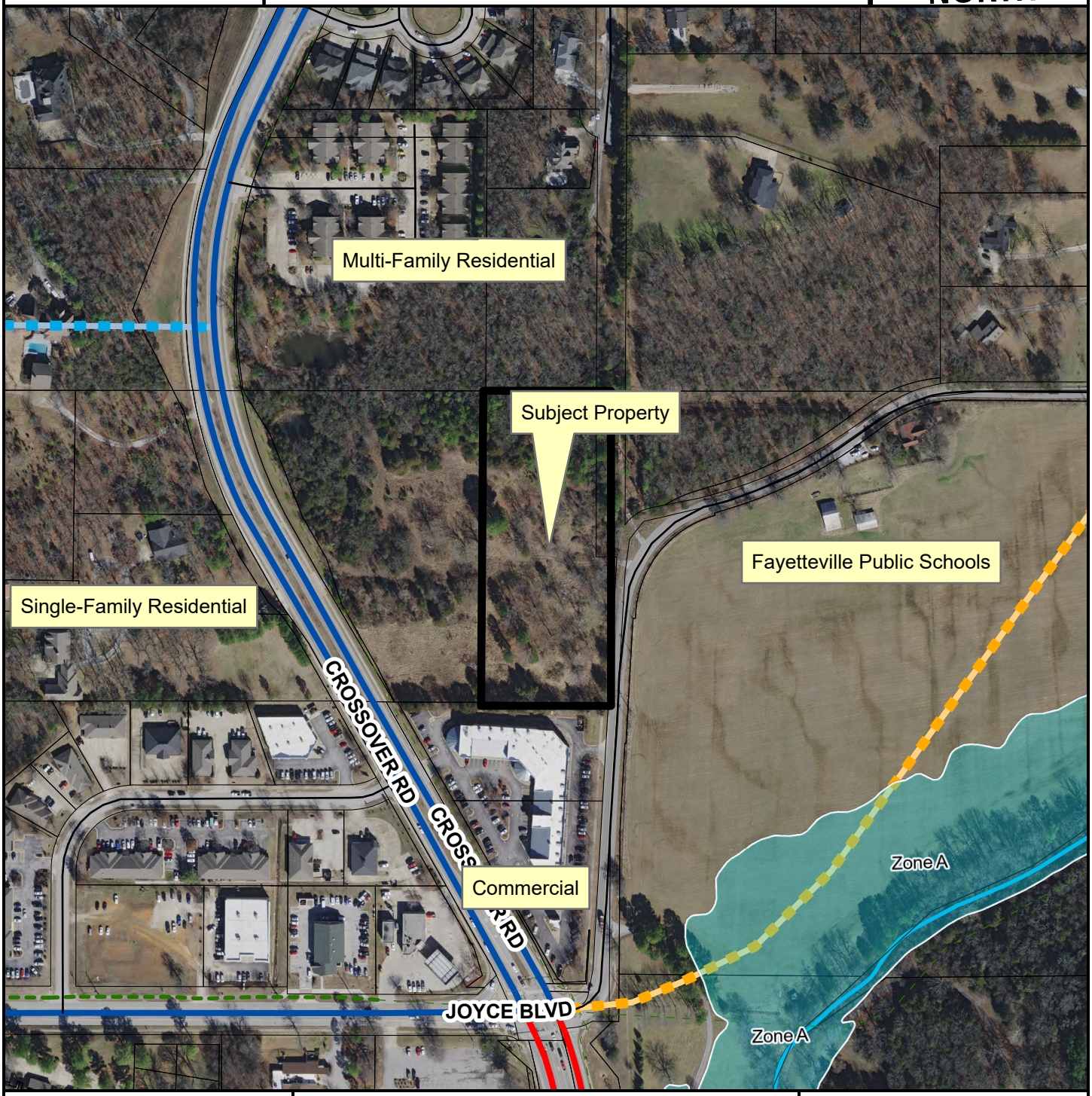
| Zone | Current | Proposed |
|---|---|---|
| C-1 | 0.0 | 0.0 |
| CS | 0.0 | 4.0 |
| NS-G | 1.8 | 0.0 |
| RI-12 | 1.9 | 0.0 |
| **Total** | **4.0 ac** | |

RZN-2025-0034

*Current Land Use*

# Berkshire @ Uptown

NORTH




- Regional Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planned Neighborhood 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**

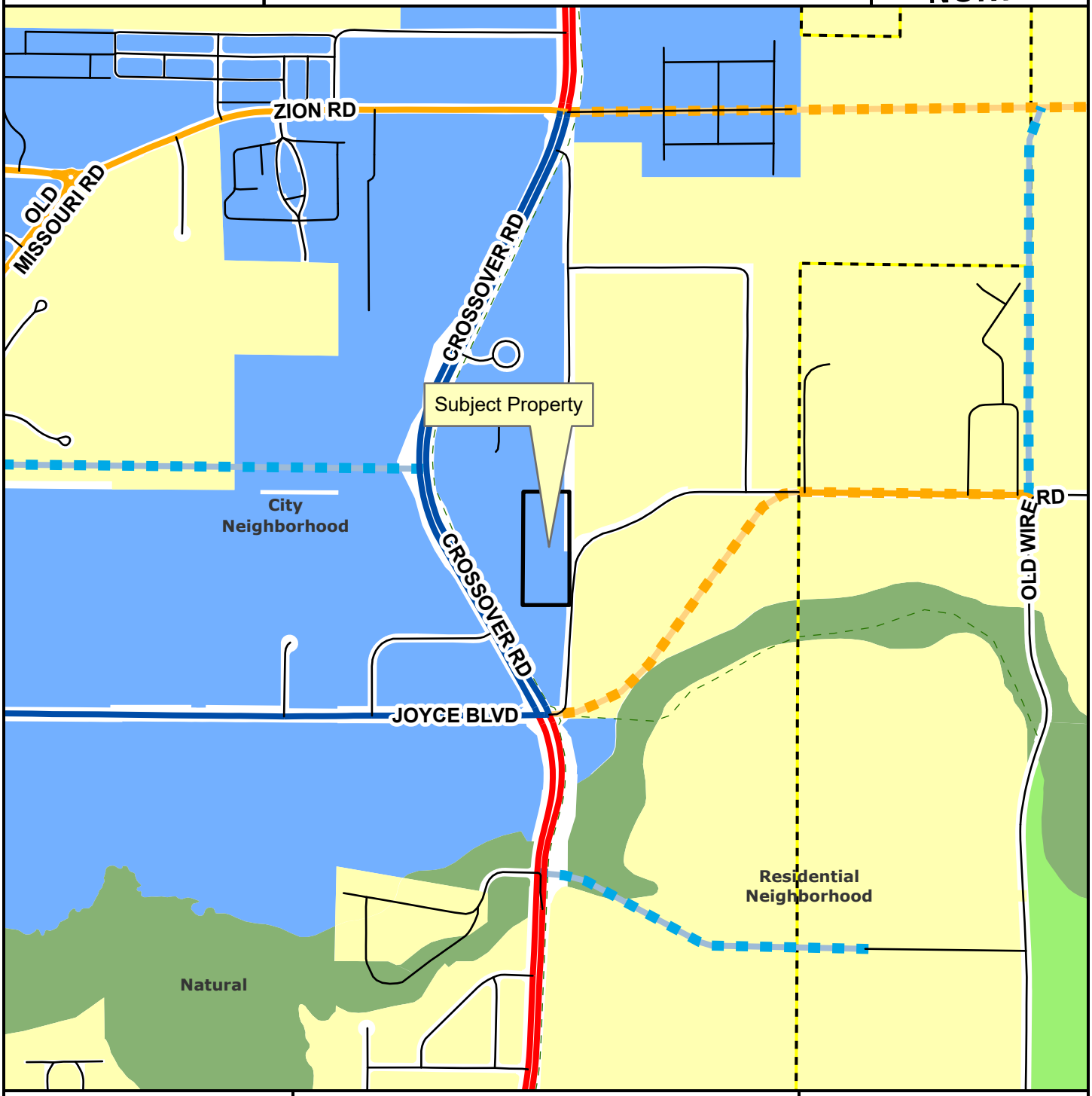
- 100-Year Floodplain
- Floodway

RZN-2025-0034

*Future Land Use*

# Berkshire @ Uptown

NORTH




Regional Link
Neighborhood Link
Regional Link - High Activity
Unclassified
Alley
Residential Link
Planned Neighborhood 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

JORGENSEN
+ASSOCIATES
Civil Engineering · Surveying

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www.jorgensenassoc.com
Established 1985

July 21, 2025

City of Fayetteville
Development Services
J+A Project # 2021-173
CoF Project #2022-0034 & GRD 2023-0065
Re: The Berkshire @ Uptown Rezoning Request

Please accept this request to rezone parcel 765-13240-000. The original zoning was R-A, and then we rezoning it to CS along 265, RI-12 (2.14 acres) in the NE corner, and NS-G (1.87 acres) in the SE corner. After several years and many iterations of designs on the project, the owner has found that the best way to develop this property is to create a Preliminary Plat that will accommodate commercial development in the SW corner and then plat townhome lots, along with some single family, and two-family lots. In all there would be 9.05 acres of CS that will allow for the most flexible setbacks and lot minimum dimensions. The main factor driving this request is lot widths:

RI-12 has a lot min of 50' for single family, two-family, and 90' for 3 and 4 family.
NS-G has a lot min. of 35'.
CS has lot min. of 18'.

This proposed development will have a range of townhomes with widths of 20, some duplexes with widths of 20', and some single family homes with widths of 30'-35'. CS is the most flexible zoning that will allow our development to have a dispersed typology of homes.

Several factors have changed since our original request, namely that Woodland Junior High School is under construction to the east and we feel that the addition of a townhome development be compatible in this area. The site currently has adequate access to water, sewer, and ample street capacity. Of note, there is some downstream sewer capacity issues; however, we have designed the plans and these improvements are scheduled for this winter.

Please review this application and let us know if there are any questions that we may be able to answer.

Thanks.

Blake Jorgensen, PE
Jorgensen + Associates

LEGEND

CURRENT ZONING: CS

CURRENT ZONING: NS-G (1.87 ACRES) REQUESTING CS

CURRENT ZONING: RI-12 (2.14 ACRES) REQUESTING CS

HILLSIDE TERRACE (PUBLIC RIGHT OF WAY VARIES - UNIMPROVED)

JOYCE BLVD (PUBLIC RIGHT OF WAY VARIES - ASPHALT) (POSTED 35 MPH)

NORTH CROSSOVER ROAD (PUBLIC RIGHT OF WAY VARIES - UNPAVED)


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CERTIFICATE OF AUTHORIZATION — JORGENSEN & ASSOCIATES — No. 732 — ARKANSAS — REGISTERED — SURVEYING

PROJECT TITLE: THE BERKSHIRE @ UPTOWN
LOCATION: FAYETTEVILLE, AR
SHEET TITLE: REZONING EXHIBIT
DRAWN BY: JH
SHEET SCALE: BTS
DATE: 7.20.25
PROJECT FILE: Z:\LSD\2021173 - BERKSHIRE

SHEET # 1