City of Fayetteville, Arkansas

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

City Council Final Agenda

Tuesday, June 2, 2026

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: 858 9450 1086

Public Registration Link: https://fayetteville-ar.zoom.us/webinar/register/WN_PH_4b4_QSQybX4vWUEf4Eg

Public Comment:

1. You may submit a public comment regarding an upcoming City Council agenda item using the below options:

1) You can email your comment to AgendaItemComment@fayetteville-ar.gov
2) You can attend the meeting in person and speak during the public comment period on the item.
3) You can attend the meeting via Zoom and raise your virtual hand during the public comment period on the item.

Call to Order

Roll Call

Pledge of Allegiance

Mayor' s Announcements, Proclamations and Recognitions

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 May 19, 2026 City Council Meeting Minutes

A.2. Lake Sequoyah Bridge Rehabilitation - Amendment to Agreement with Garver, LLC:
A resolution to approve Amendment No. 1 to the Professional Services Contract with Garver, LLC for additional services related to the Lake Sequoyah Bridge Rehabilitation Project. (2026-1741)

A.3. Goins Enterprises, Inc. (Change Order No. 2):
A resolution to approve Change Order No. 2 to the contract with Goins Enterprises, Inc. in the amount of $5,672.00 for the reconstruction of 24-inch waterlines in south Fayetteville. (2026-1797)

A.4. Gregg St. SS4A –Amendment #1 with Crafton Tull:
A resolution to approve Amendment No. 1 to the Master Agreement with Crafton Tull and Associates, Inc. in the amount of $189,380.00 for preliminary design services on the Gregg Street Safe Streets and Roads for All Project. (2026-1811)

A.5. Safe Routes to School Plan Adoption:
A resolution to adopt the Fayetteville Safe Routes to School Plan. (2026-1786)

A.6. Vision Zero Safety Action Plan:
A resolution to adopt the Fayetteville Vision Zero Safety Action Plan. (2026-1785)

B. Unfinished Business

B.1. 516 North Fallin Avenue Sewer Damage Claim:
A resolution pursuant to §39.10(C)(4) of the Fayetteville City Code to authorize a payment of $100,000.00 to Chris Skrocki for a sewer damage claim arising at 516 North Fallin Avenue. (2026-222)

For item history from February 17, 2026 through May 5, 2026, please contact the Office of the City Clerk Treasurer.

At the May 19, 2026 City Council meeting, this resolution was tabled to the June 2, 2026 City Council meeting.

B.2. Raze and Removal of a Dilapidated and Unsafe Structure at 20 N. School Ave.:
A resolution to order the razing and removal of a dilapidated and unsafe structure on property owned by Stephen and Gretta Smith located at 20 North School Ave. in the City of Fayetteville, Arkansas. (2026-1187)

At the April 21, 2026 City Council meeting, this resolution was tabled to the June 2, 2026 City Council meeting.

B.3. Raze and Removal of a Dilapidated and Unsafe Structure at 848 N. Jackson Dr.:
A resolution to order the razing and removal of a dilapidated and unsafe structure on property owned by Born In a Barn, Inc. located at 848 North Jackson Drive in the City of Fayetteville, Arkansas. (2026-1194)

At the April 21, 2026 City Council meeting, this resolution was tabled to the June 2, 2026 City Council meeting.

B.4. RZN-2026-0011: Rezoning (1002 N Hall Ave/ Central United Methodist Church INC, 443): An ordinance to rezone the property described in rezoning petition RZN 2026-11 for approximately 0.40 acres located at 1002 North Hall Avenue in Ward 4 from RSF-4, Residential Single-Family, four units per acre to UN, Urban Neighborhood. (2026-1641)

At the May 19, 2026 City Council meeting, this ordinance was tabled to the June 2, 2026 City Council meeting before going through any readings.

B.5. RZN-2026-0010 North Hall Avenue:
An ordinance to rezone the property described in Rezoning Petition RZN 2026-10 for approximately 0.31 acres located at 800 North Hall Avenue in Ward 4 from RSF-4, Residential Single-Family, Four Units Per Acre, and P-1, Institutional to UN, Urban Neighborhood. (2026-1640)

At the May 19, 2026 City Council meeting, this ordinance was tabled to the June 2, 2026 City Council meeting before going through any readings.

C. New Business

C.1. Cost of Living Adjustment for the Local Fire Benefit Plan:
An ordinance to implement an annual 3% compound cost of living adjustment for all eligible participants of the City of Fayetteville Fire Pension Fund. (2026-1823)

C.2. Conservation Ordinance for properties included in the Climate Pollution Reduction Grant:
An ordinance to provide for the conservation and protection of certain City-owned real property, to establish permitted and prohibited uses; and for other purposes. (2026-1105)

C.3. RZN 2026-0014 North Colette Ave:
An ordinance to rezone the property described in rezoning petition RZN 2026-14 for approximately 0.21 acres located at 2710 North Colette Avenue in Ward 3 from RSF-4, Residential Single-Family, four units per acre, to NC, Neighborhood Conservation. (2026-1792)

C.4. RZN 2026-0012 (2245) West Deane Street:
An ordinance to rezone the property described in Rezoning Petition RZN 2026-12 for approximately 0.70 acres located at 2245 West Deane Street in Ward 2 from RSF-4, Residential Single-Family, Four Units Per Acre, to RI-U, Residential Intermediate-Urban. (2026-1793)

C.5. RZN 2026-0013 (1429 & 1431) West Deane Street:
An ordinance to rezone the property described in Rezoning Petition RZN 2026-13 for approximately 0.40 acres located at 1429 and 1431 West Deane Street in Ward 2 from RSF-4, Residential Single-Family, Four Units Per Acre, to RI-U, Residential Intermediate-Urban. (2026-1794)

C.6. Amend § 164.04 Urban Agriculture:
An ordinance to allow sheep within the corporate limits of the city by amending § 164.04 Urban Agriculture (2026-1937)

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
2026-1741

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Chris Brown, Public Works Director

FROM: Amanda Swope, Project Manager
Alan Pugh, Stormwater Manager

SUBJECT:

Approval of Amendment 1 with Garver, LLC to add scope of services to the project including a study of bridge repair options with cost analysis, lead paint testing, and the addition of Construction Phase Services. The Maximum Not to Exceed Amount will be increased by $83,585.

RECOMMENDATION:
Staff recommends approval of Amendment 1 with Garver, LLC to add scope of services to the project including a study of bridge repair options with cost analysis, lead paint testing, and the addition of Construction Phase Services. The Maximum Not to Exceed Amount will be increased by $83,585.

BACKGROUND:
The Lake Sequoyah bridge appears to have been in place since at least 1980 according to aerial photography. This bridge receives annual inspections from ARDOT similarly to all bridges within the area. The bridge needs several routine and important maintenance repairs according to ARDOT. These are specialty repairs that are not within the expertise of City staff; therefore a contractor is needed to complete the repairs.

DISCUSSION:
This amendment updates the previous original contract between the City of Fayetteville and Garver, LLC dated February 01, 2022. Added services to this agreement include a study of bridge repair options with cost analysis, lead paint testing, and the addition of Construction Phase Services.

BUDGET/STAFF IMPACT:
Funds for this project will be from the Sales Tax Capital Improvement Fund and from the 2024 Transportation Bond Funds.

ATTACHMENTS: 3. Staff Review Form, 4. 2026-04-30 Lake Sequoyah Contract Amendment No. 1-Garver Signed

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

File #: 2026-1741

A RESOLUTION TO APPROVE AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES CONTRACT WITH GARVER, LLC FOR ADDITIONAL SERVICES RELATED TO THE LAKE SEQUOYAH BRIDGE REHABILITATION PROJECT

WHEREAS, on February 1, 2022, the City Council passed Resolution 27-22 approving a professional engineering services agreement with Garver, LLC in the amount of $75,300.00 for the design of improvements to address maintenance issues associated with the East Lake Sequoyah Drive Bridge, which appears to have been in place since at least 1980 according to aerial photography; and

WHEREAS, the Arkansas Department of Transportation, which inspects the bridge annually, has advised that the bridge needs several routine and important maintenance repairs; and

WHEREAS, Amendment No. 1 to the Professional Services Agreement includes a study of bridge repair options with cost analysis, lead paint testing, and the addition of Construction Phase Services.

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 Amendment No. 1 to the Professional Services Contract with Garver, LLC for a study of bridge repair options with cost analysis, lead paint testing, and construction phase services associated with the Lake Sequoyah Bridge Rehabilitation Project.

City of Fayetteville Staff Review Form

2026-1741

Item ID

6/2/2026

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

Amanda Swope	5/5/2026	STORMWATER MANAGEMENT (740)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of Amendment 1 with Garver, LLC to add scope of services to the project including a study of bridge repair options with cost analysis, lead paint testing, and the addition of Construction Phase Services. The Maximum Not to Exceed Amount will be increased by $83,585.

Budget Impact:

4702.860.7230-5860.02	Street Bond Projects
Account Number	Fund
46020.7230.2601	Bridge Impr-Lake Sequoyah Bridge
Project Number	Project Title

Budgeted Item?	Yes	Total Amended Budget	$	782,805.00
		Expenses (Actual+Encum)	$	699,220.00
		Available Budget	$	83,585.00
Does item have a direct cost?	Yes	Item Cost	$	83,585.00
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:

AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES
City of Fayetteville
Fayetteville, AR
Project No. 15047010

CONTRACT AMENDMENT NO. 1

This Contract Amendment No. 1, effective on the date last written below, shall amend the original contract between the City of Fayetteville (Owner) and GARVER, LLC (GARVER), dated February 01, 2022, referred to in the following paragraphs as the original contract.

This Contract Amendment No. 1 adds professional services for the:

Lake Sequoyah Bridge Rehabilitation project. Generally, Amendment No. 1 will add scope of services to the project including a study of bridge repair options with cost analysis, lead paint testing, and the addition of Construction Phase Services.

The original contract is hereby modified as follows:

APPENDIX A – SCOPE OF SERVICES

*The following items will be added to **Section 2.7. Final Design** of the original contract SCOPE OF SERVICES:*

2.7 Garver will perform a study of bridge repair alternatives that evaluates the following options:

- Partial deck repairs
- Full deck replacement
- Full bridge reconstruction

A construction cost estimate for each alternative will be developed to compare and analyze each alternative for short-term and long-term feasibility.

Garver will revise the plans, specifications, and quantities three (3) times to accommodate the changes for the three re-biddings of the project.

Garver will add four (4) additional site visits including: lead based paint testing site visit and one (1) site visit prior to adjusting the plans for each rebidding.

***Section 2.9 Bidding** will be modified to allow for the project to bid on four (4) separate occasions.*

***Section 2.10 Construction Phase Services** of the original contract SCOPE OF SERVICES will be removed and replaced with the following items:*

During the construction phase of work, Garver will accomplish the following:

A. Issue a Notice to Proceed letter to the Contractor and attend preconstruction meeting.

B. 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 only 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.
C. Issue instructions to the Contractor on behalf of the Owner and issue necessary clarifications (respond to RFIs) regarding the construction contract documents.
D. Review the progress payment request received from the Contractor and 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.
E. When requested by the Contactor or City, provide on-site recommendations on the extent and type of deck repairs and joint armor replacement. Construction engineering and inspection will be performed on an on-call basis and will be capped at a total of 120 hours.
F. When authorized by the Owner, prepare change orders 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.
G. Participate in final project inspection, prepare punch list, review final project closing documents, and review the final pay request.

Section 2.13 Lead Based Paint Testing *will be added to the original contract SCOPE OF SERVICES with the following items:*

The services of Snyder Environmental shall be retained to perform a Lead Based Paint (LBP) inspection of the bridge. Snyder Environmental shall complete an LBP inspection utilizing XRF (x-ray fluorescence) on site by a ADEQ certified inspector. Snyder Environmental will provide a written report detaining the findings of the inspection and offering recommendations for handling any identified LBP.

APPENDIX B – GARVER FEE SPREADSHEETS

The Maximum Not to Exceed Amount will be increased **$83,585** from **$75,300** to **$158,885** as shown on the attached Appendix B Fee Summary Sheet – Amendment No. 1.

This Agreement 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 FATETTEVILLE	GARVER, LLC
By: _____ *Signature*	By: Zach Moore *Signature*
Name: _____ *Printed Name*	Name: Zachary T. Moore *Printed Name*
Title: _____	Title: Transportation Team Leader
Date: _____	Date: 04/30/2026
Attest: _____	Attest:

Appendix B

City of Fayetteville
Lake Sequoyah Bridge Rehabilitation
Amendment No. 1

FEE SUMMARY

Title I Service	Original Estimated Fees	Amendment No. 1 Fees	Totals
Environmental Handling / Documentation	$ 7,600.00	$ -	$ 7,600.00
Conceptual Design	$ 14,490.00		$ 14,490.00
Final Design	$ 46,430.00	$ 31,000.00	$ 77,430.00
Bidding Services	$ 6,780.00	$ 7,700.00	$ 14,480.00
Lead Based Paint Testing (Snyder Environmental)	$ -	$ 2,185.00	$ 2,185.00
Subtotal for Title I Service	$ 75,300.00	$ 40,885.00	$ 116,185.00

Title II Service	Original Estimated Fees	Amendment No. 1 Fees	Totals
Construction Phase Services		$ 42,700.00	$ 42,700.00
Subtotal for Title II Service	$ -	$ 42,700.00	$ 42,700.00
Total All Services	**$ 75,300.00**	**$ 83,585.00**	**$ 158,885.00**

Appendix B

City of Fayetteville
Lake Sequoyah Bridge Rehabilitation

FINAL DESIGN

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	T-3
	$342.00	$278.00	$229.00	$196.00	$162.00	$147.00	$157.00
	hr	hr	hr	hr	hr	hr	hr
1. Structural Engineering							
Bridge Repair Alternative Study							
Develop Alternatives (3)			24		24		
Alternative			8		16		
Coordination/Meetings with City	2		16				
Rebid #1			8				4
Rebid #2			14		4		6
Rebid #3		14			4		6
Subtotal - Structural Engineering	**2**	**14**	**70**	**0**	**48**	**0**	**16**
Hours	**2**	**14**	**70**	**0**	**48**	**0**	**16**
Salary Costs	$684.00	$3,892.00	$16,030.00	$0.00	$7,776.00	$0.00	$2,512.00

SUBTOTAL - SALARIES:		**$30,894.00**
DIRECT NON-LABOR EXPENSES		
Travel Costs	$106.00	
SUBTOTAL - DIRECT NON-LABOR EXPENSES:		**$106.00**
SUBTOTAL:		**$31,000.00**
SUBCONSULTANTS FEE:		**$0.00**
TOTAL FEE:		**$31,000.00**

Appendix B

City of Fayetteville
Lake Sequoyah Bridge Rehabilitation

BIDDING

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	T-3
	$342.00	$278.00	$229.00	$196.00	$162.00	$147.00	$157.00
	hr	hr	hr	hr	hr	hr	hr
1. Civil Engineering							
Addendums/RFIs			4				
Pre-Bid Meeting and Preparation			3	3			
Bid Opening			1	1			
Prepare bid tabulation			1				
Evaluate bids and recommend award			1				
Prepare construction contracts			1			3	
Subtotal - Civil Engineering	**0**	**0**	**11**	**4**	**0**	**3**	**0**
2. Structural Engineering							
Addendums/RFIs			4				
Rebid #1			4				
Rebid #2			4				
Rebid #3		4					
Subtotal - Structural Engineering	**0**	**4**	**12**	**0**	**0**	**0**	**0**
Hours	**0**	**4**	**23**	**4**	**0**	**3**	**0**
Salary Costs	$0.00	$1,112.00	$5,267.00	$784.00	$0.00	$441.00	$0.00

SUBTOTAL - SALARIES:		**$7,604.00**
DIRECT NON-LABOR EXPENSES		
Document Printing/Reproduction/Assembly	$46.00	
Postage/Freight/Courier	$0.00	
Travel Costs	$50.00	
SUBTOTAL - DIRECT NON-LABOR EXPENSES:		**$96.00**
TOTAL FEE:		**$7,700.00**

Appendix B

City of Fayetteville
Lake Sequoyah Bridge Rehabilitation

CONSTRUCTION PHASE SERVICES

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	C-3
	$342.00	$278.00	$229.00	$196.00	$162.00	$147.00	$193.00
	hr	hr	hr	hr	hr	hr	hr
1. Civil Engineering							
Preconstruction Meeting		2					
Progress Meetings with Contractor/City		12					
Monthly Pay Requests		6		6			
Construction Engineering and Inspection		2		2			
Response to Inquiries				2			
Final Project Inspection and Punchlist		2					
Subtotal - Civil Engineering	**0**	**24**	**0**	**10**	**0**	**0**	**0**
2. Structural Engineering							
Preconstruction Meeting		2					
Shop Drawings/Material Submittals		12					
Construction Engineering and Inspection		60					60
Response to Inquiries		2					
Final Project Inspection and Punchlist		2					
Subtotal - Structural Engineering	**0**	**78**	**0**	**0**	**0**	**0**	**60**
Hours	**0**	**102**	**0**	**10**	**0**	**0**	**60**
Salary Costs	$0.00	$28,356.00	$0.00	$1,960.00	$0.00	$0.00	$11,580.00

SUBTOTAL - SALARIES:		**$41,896.00**
DIRECT NON-LABOR EXPENSES		
Travel Costs	$804.00	
SUBTOTAL - DIRECT NON-LABOR EXPENSES:		**$804.00**
SUBTOTAL:		**$42,700.00**
SUBCONSULTANTS FEE:		**$0.00**
TOTAL FEE:		**$42,700.00**

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1797

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff

FROM: Tim Nyander, Utilities Director

SUBJECT: **Goins Enterprises, Inc. - Change Order No. 2 for 24-Inch Water Line Project**

RECOMMENDATION:
Staff recommends approval of Change Order No. 2 to the contract with Goins Enterprises, Inc. which will increase the contract amount by $5,672.00.

BACKGROUND:
In April 2024, the City Council approved a contract with Goins Enterprises, Inc. for the reconstruction of portions of 24-inch waterlines in south Fayetteville from 18th Street to South School Avenue (Res. 112-24).

DISCUSSION:
Due to project costs, deductive alternates were selected after bidding to keep the project scope within allocated funding. However, as the project neared completion and after reconciliation of quantities and pay-items, the City was able to complete portions of the original project scope via Change Order No. 1 (approved administratively through contingency funds).

As this additional scope neared completion, several pipe fittings and materials were necessary to make a completed connection that were beyond the approved funds, including the council-approved contingency. Therefore, Change Order No. 2 is necessary to finalize the project costs and pay the contractor for final billable quantities. Change Order No. 1 used most of the contingency funds that were previously approved by Resolution 112-24. There is not enough remaining contingency to cover the cost of Change Order No. 2, so City Council approval is required to increase the contract amount.

BUDGET/STAFF IMPACT:
Funds are available in the Water System Rehabilitation/Replacement account.

ATTACHMENTS: 3. Staff Review Form, 4. Change Order No. 2

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

File #: 2026-1797

A RESOLUTION TO APPROVE CHANGE ORDER NO. 2 TO THE CONTRACT WITH GOINS ENTERPRISES, INC. IN THE AMOUNT OF $5,672.00 FOR THE RECONSTRUCTION OF 24-INCH WATERLINES IN SOUTH FAYETTEVILLE

WHEREAS, in April 2024, the City Council approved Resolution 112-24 authorizing a contract with Goins Enterprises, Inc. for the reconstruction of portions of 24-inch waterlines in south Fayetteville from 18th Street to South School Avenue; and

WHEREAS, due to project costs, deductive alternates were selected after bidding to keep the project scope within allocated funding but, as the project neared completion and after reconciliation of quantities and pay-items, the City was able to complete portions of the original project scope via Change Order No. 1 which was approved administratively through the use of contingency funds; and

WHEREAS, as this additional scope neared completion, several pipe fittings and materials were necessary to make a completed connection that were beyond the approved funds, including the council-approved contingency and a change order is necessary to finalize the project costs and pay the contractor for final billable quantities.

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 Change Order No. 2 to the contract with Goins Enterprises, Inc. in the amount of $5,672.00 to reconcile the final project costs for the reconstruction of 24-inch waterlines in south Fayetteville from 18th Street to South School Avenue.

City of Fayetteville Staff Review Form

2026-1797

Item ID

6/2/2026

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

Tim Nyander	5/12/2026	WATER SEWER (720)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of Change Order No. 2 to the contract with Goins Enterprises, Inc. which will increase the contract amount by $5,672.00.

Budget Impact:

5400.720.5600-5808.00	Water & Sewer
Account Number	Fund
12009.2401	Water System Rehabilitation /Replacement
Project Number	Project Title

Budgeted Item?	Yes	Total Amended Budget	$	7,263,679.00
		Expenses (Actual+Encum)	$	3,798,181.80
		Available Budget	$	**3,465,497.20**
Does item have a direct cost?	Yes	Item Cost	$	5,672.00
Is a Budget Amendment attached?	No	Budget Amendment	$	-
		Remaining Budget	$	**3,459,825.20**

Purchase Order Number: 2024-492

Previous Ordinance or Resolution # 112-24

Change Order Number: 2

Approval Date:

Original Contract Number: 2024-00000025

Comments:

4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
TEL 479.257.9188
www.GarverUSA.com

Construction Contract Change Order

Project:
24-Inch Water Line Replacement
Fayetteville, Arkansas
Garver Job No. 21W0-1161

Change Order No. 2

Date Prepared: December 18, 2025
Prepared by: Betty McPherson

Owner:
City of Fayetteville
113 W. Mountain Street
Fayetteville, Arkansas

Contractor:
Goins Enterprises Inc.
3255 N. Country Lane 252
Joplin, MO 64801

Description of Work Included in Contract
Work associated with 24-inch water line replacement.

Changes and Reasons Ordered (List Individual Changes as: A, B, C, D, etc.)

A. Reconciliation of over and underruns.

Attachments: N/A

Contract Changes	Bid Item No.	Bid Item Description	Unit of Measure	Current Contract Quantity	Contract Unit Price	Revised Contract Quantity	Revised Unit Price	Original Contract Cost	Revised Contract Cost
A.	11 CO1.2A	18" AWWA C900 DR18 PVC Water Line - Open Cut	LF	-	$ 245.00	407.50	$ 245.00	$0.00	$ 99,837.50
A.	12 CO1.3A	18" AWWA C900 DR18 PVC - Remove and Replace	LF	4,646.00	$ 255.00	4,236.00	$ 255.00	$1,184,730.00	$ 1,080,180.00
A.	36 CO1.22A	Ductile Iron Fittings	LB	16,623.00	$ 12.00	17,379.00	$ 12.00	$199,476.00	$ 208,548.00
A.	53 CO1.32A	Bedding and Pipe Zone Material	LF	4,785.00	$ 35.00	4,822.50	$ 35.00	$167,475.00	$ 168,787.50
							Summation of Cost	**$1,551,681.00**	**$1,557,353.00**
							Net Cost for this Change Order		**$5,672.00**

Estimated Project Cost

	Estimated Project Cost
Original Contract Amount	**$3,856,107.50**
Previously Approved Changes	**$72,653.85**
This Change Order	**$5,672.00**
New Contract Amount	**$3,934,433.35**

Time Change

Contract Start Date	August 1, 2024
Original Contract Time (calendar days)	260
Previously Approved Changes (calendar days)	180
Additional Contract Time This Change Order (calendar days)	
Suspended Time (calendar days)	
New Construction Completion Date	October 15, 2025

THIS AGREEMENT IS SUBJECT TO ALL ORIGINAL CONTRACT PROVISIONS AND PREVIOUS CHANGE ORDERS

ISSUED FOR REASONS INDICATED ABOVE Engineer: Garver	Engineer's Signature	Project Manager (Title)	01/23/26 (Date)
ACCEPTED BY CONTRACTOR	Contractor's Signature	president (Title)	12/29/25 (Date)
APPROVED BY OWNER	Owner's Signature	Title	Date

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1811

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Chris Brown, Public Works Director

FROM: Justin Bland, City Engineer

SUBJECT: **Gregg St. SS4A –Amendment #1 with Crafton Tull**

RECOMMENDATION:
Staff recommends approval of contract Amendment #1 to the master agreement with Crafton Tull in the amount of $189,380.00 for additional design services on the Gregg St. project.

BACKGROUND:
The city received a $25,000,000 Safe Streets for All grant for five construction projects including this section of Gregg St. (between North St. and Drake St.). Crafton Tull has a contract in place to provide a conceptual design which they are nearing completion on. This conceptual design phase included a public meeting which was held on April 29, 2026. Staff will present the recommended design concept along with public feedback/survey results at the Transportation Committee on May 26, 2026.

DISCUSSION:
The scope of services for this next phase of design include the Preliminary Design Phase which includes another round of public engagement, preparation of land acquisition documents, agency coordination for environmental review and preliminary plan preparation amongst other items. The amendment also includes similar tasks for completion of the final plan preparation and bidding services.

BUDGET/STAFF IMPACT:
The City has been awarded federal funding for this project through the Safe Streets and Roads for All (SS4A) Program, as approved by Resolution 301-24 and the original design contract with Crafton Tull was approved by Resolution 190-25. The $189,380 cost in this proposal is for preliminary and final design services. Matching funds for the SS4A grant funds will come from the 2019 Bond Program.

Description	Account	Project	Amount
SS4A	2235.900.9225-5860.02	32401.9225	$141,334.29
Transportation Bond Program	4702.860.7235-5860.02	46020.7235.9225	$48,045.71

ATTACHMENTS: 3. Staff Review Form, 4. Gregg Ave Improvements - Amendment 1

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

File #: 2026-1811

A RESOLUTION TO APPROVE AMENDMENT NO. 1 TO THE MASTER AGREEMENT WITH CRAFTON TULL AND ASSOCIATES, INC. IN THE AMOUNT OF $189,380.00 FOR PRELIMINARY DESIGN SERVICES ON THE GREGG STREET SAFE STREETS AND ROADS FOR ALL PROJECT

WHEREAS, on December 4, 2024, the Fayetteville City Council passed Resolution 301-24, authorizing the City of Fayetteville to accept a grant from the Department of Transportation Federal Highway Administration in the amount of $25,000,000.00 through the Safe Roads for All Program; and

WHEREAS, one of the five street sections identified for safety improvements funded through the grant was North Gregg Avenue between North Street and Drake Street; and

WHEREAS, on August 19, 2025, the Fayetteville City Council passed Resolution 190-25 authorizing an agreement with Crafton Tull and Associates, Inc. for conceptual design phase services for the Gregg Avenue Safe Streets and Roads for All Project in an amount not to exceed $227,860.00; and

WHEREAS, Fayetteville City Staff will present the design concept and public feedback received at a public meeting on April 29, 2026, to the Transportation Committee on May 26, 2026; and

WHEREAS, the scope of services for the next phase of design includes another round of public engagement, preparation of land acquisition documents, agency coordination for environmental review and preliminary plan preparation, and other items.

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 Amendment No. 1 to the Master Agreement with Crafton Tull and Associates, Inc. in the amount of $189,380.00 for preliminary design services on the Gregg Street Safe Streets and Roads for All Project.

City of Fayetteville Staff Review Form

2026-1811

Item ID

6/2/2026

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

Justin Bland	5/13/2026	ENGINEERING (621)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of contract Amendment #1 to the master agreement with Crafton Tull in the amount of $189,380.00 for additional design services on the Gregg Ave. project

Budget Impact:

2235.900.9225-5860.02 4702.860.7235-5860.02	Safe Streets & Roads Grant Streets Projects 2022 Bonds
Account Number	Fund
32401.9225 46020.7235.9225	Safe Streets & Roads Grant - Gregg Ave. Streets Bond Projects, SS4A City Portion - Gregg Ave.
Project Number	Project Title

Budgeted Item?	Yes	Total Amended Budget	$	10,905,823.44
		Expenses (Actual+Encum)	$	150,807.37
		Available Budget	$	**10,755,016.07**
Does item have a direct cost?	Yes	Item Cost	$	189,380.00
Is a Budget Amendment attached?	No	Budget Amendment	$	-
		Remaining Budget	$	**10,565,636.07**

Purchase Order Number:

Previous Ordinance or Resolution # 301-24, 190-25

Change Order Number:

Approval Date:

Original Contract Number:

Comments:

AMENDMENT NO. 1 TO OWNER-ENGINEER AGREEMENT

Subject of Amendment: Modification of Services

1. Background Data:

a. Effective Date of OWNER-ENGINEER Agreement: 8/19/2025

b. OWNER: City of Fayetteville, Arkansas

c. ENGINEER: Crafton, Tull & Associates, Inc.

d. Project: Gregg Avenue Improvements (North Street to Township Street

2. Nature of Amendment

The scope of services is being modified to include construction observation & construction administration services.

3. Description of Modifications

See Attachment 1, "Modifications"

OWNER and ENGINEER hereby agree to modify the above-referenced Agreement as set forth in this Amendment. All provisions of the Agreement not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is _____.

OWNER:	ENGINEER:
CITY OF FAYETTEVILLE, ARKANSAS	CRAFTON, TULL & ASSOCIATES, INC.
By: _____	By: _____
Molly Rawn	Lucas Jost, P.E.
Title: Mayor	Title: Vice President
Date Signed: _____	Date Signed: 05/06/2026

ATTACHMENT 1

MODIFICATIONS

- Additional Services to be performed by ENGINEER:

  See Exhibit "A"

- Modifications to Payment to ENGINEER:

  - The Contract amount is to be increased by a total of $135,000.

- Summary of Contract Payments:

Original Contract:	$227,860.00
Change Order #1:	$189,380.00
Revised Total:	$417,240.00

Exhibit "A"
Civil Scope of Basic Services for:

Project:	Gregg Avenue Improvements	
Client:	City of Fayetteville	
Location of Project:	Gregg Avenue, Fayetteville, AR	
Discipline:	Civil Engineering	
Discipline Manager:	Luke Jost, P.E.	
Project Manager:	Luke Jost, P.E.	
Proposal Date:	May 5, 2026	
Billing Type:	Hourly with a Maximum/Reimbursable Expenses	
Fee/Estimate:	Civil Design Additional Survey Landscape Plans (PRISM) QA/QC (Laneshift) **TOTAL:**	$166,880 $5,000 $7,500 $10,000 **$189,380**
Description of the Construction Project:	Design of approximately 1.8 miles Gregg Ave from North Street to Drake Street. Design to include road diet street improvements and intersection improvements within that corridor (see anticipated alignment Exhibit C).	

Project scope:
Design of approximately 9,700 linear feet (1.8 miles) of Gregg Ave from North Street to Township Street and a crossing at Drake Street. The design is to include improvements to the existing corridor to better align the roadway section with the Neighborhood Link typical section per the City's Master Street Plan. Improvements are expected to be concentrated on the east side of the corridor (largely holding the west curb line) and adding a wider sidewalk where feasible to the east side of the road. Turn lanes or parking lanes will be added as necessary. Special consideration will be given to the intersections with Sycamore Street and Poplar Street that are listed on the City's High Injury Network (HIN).

The following design aspects will also be included:
- A traffic model will be developed to assess how proposed improvements affect level of service along the corridor.
- Lighting improvements along the corridor.
- Landscape improvements along the corridor (street trees).
- Bus stops in accordance with latest ORT and Razorback Transit route plans.

The improvements are anticipated to be split into two separate bid packages after the 90% design phase.

Detailed services to be provided by the Engineer:

60% Design Phase:
- Finalize road geometrics based on 30% review comments
- Design of drainage structures as required
- Utility coordination
- Drawing Set to include:
  - Cover sheet
  - Plan & profile sheets
  - Signing & Striping plans
  - Grading & erosion control plans
  - Intersection improvement plans
  - Typical Section

    - Cross sections
    - Standard Details
- Update construction cost estimate
- Submit plans to owner for review
- Review plans with City and stakeholders

90% Design Phase:
- Revise plans based on comments to the 60% design submittal
- Pre-final design of corridor improvements
- Prepare the following construction drawings:
    - Cover Sheet
    - Plan & profile sheets
    - Typical section sheets
    - Cross sections
    - Grading & erosion control plans
    - Intersection improvement plans
    - Signing & striping plans
    - Landscape Plans
    - Notes and Standard & Special Details
- Updated construction cost estimate
- Submit plans to owner for review

Final Design Phase
- Finalize plans based on comments to the 90% design submittal
- Split project into two separate bid packages as agreed to with City staff
- Prepare storm water pollution prevention plan (SWPPP)
- Submit final plans to City for review and approval
- Submit permit applications to ADEQ and USACE (if required)
- Update construction cost estimate
- Prepare project specifications/bid documents

Bidding and Contract Negotiation Phase
- Answer bidder's questions and issue addenda
- Recommend Contractor to Owner
- Bid documents prepared and issued to bidders
- Receive bids and tabulate results

Items Provided by City:
- Site access
- Construction materials testing
- Acquisition of Right of Way and Easements

END SCOPE OF SERVICES THIS CONTRACT This is the scope of services for the Project. Should there be additions to this scope of services, those services shall be compensated for additional fee.

Additional Items that can be provided by CTA under amendment or separate contract:
- Additional public input meetings
- Tree Preservation Plans/Calculations
- Construction Administration/Construction Observation
- ROW/Easement Acquisition Services
- Railroad Crossing design
- Retaining wall design (not anticipated)
- Structural/Bridge Designs
- FEMA applications/Coordination including CLOMR/LOMR process

Crafton Tull

Exhibit "B"
Standard Hourly Rate Schedule
Effective January 1, 2026

Category	Hourly Rate
ENGINEERING	
ENGINEERING PRINCIPAL	$ 270
SR. ENGINEERING MANAGER	$ 240
ENGINEERING MANAGER	$ 210
SR. PROJECT ENGINEER	$ 180
PROJECT ENGINEER	$ 160
ENGINEER INTERN III	$ 145
ENGINEER INTERN II	$ 135
ENGINEER INTERN I	$ 125
SR. ENGINEERING DESIGNER	$ 165
ENGINEERING DESIGNER III	$ 130
ENGINEERING DESIGNER II	$ 110
ENGINEERING DESIGNER I	$ 100
ENGINEERING CAD TECHNICIAN III	$ 95
ENGINEERING CAD TECHNICIAN II	$ 85
ENGINEERING CAD TECHNICIAN I	$ 75
ENVIRONMENTAL	
SR. ENVIRONMENTAL MANAGER	$ 220
ENVIRONMENTAL MANAGER	$ 185
SR. ENVIRONMENTAL SCIENTIST	$ 155
PROJECT ENVIRONMENTAL SCIENTIST	$ 125
ENVIRONMENTAL SCIENTIST II	$ 100
ENVIRONMENTAL SCIENTIST I	$ 80
ENVIRONMENTAL FIELD TECHNICIAN	$ 65
INSPECTION	
INSPECTION MANAGER	$ 140
SR. INSPECTOR	$ 120
INSPECTOR II	$ 100
INSPECTOR I	$ 80
UAV SERVICES	
UAV TEAM LEAD	$ 125
UAV PILOT	$ 85
ADMINISTRATIVE	
ADMINISTRATIVE PRINCIPAL	$ 240
ADMINISTRATIVE MANAGER	$ 180
ADMINISTRATIVE IV	$ 120
ADMINISTRATIVE III	$ 95
ADMINISTRATIVE II	$ 70
ADMINISTRATIVE I	$ 55
PLANNING	
PLANNING PRINCIPAL	$ 250
SR. PLANNING MANAGER	$ 220
PLANNING MANAGER	$ 210
SR. PLANNER	$ 170
PROJECT PLANNER	$ 130
PLANNER III	$ 120
PLANNER II	$ 110
PLANNER I	$ 100

Category	Hourly Rate
LANDSCAPE ARCHITECTURE	
VICE PRESIDENT OF LANDSCAPE ARCHITECTURE	$ 220
SR. LANDSCAPE ARCHITECTURE PROJECT MANAGER	$ 195
LANDSCAPE ARCHITECTURE PROJECT MANAGER	$ 180
SR. LANDSCAPE ARCHITECT	$ 170
PROJECT LANDSCAPE ARCHITECT	$ 155
LANDSCAPE DESIGNER III	$ 125
LANDSCAPE DESIGNER II	$ 115
LANDSCAPE DESIGNER I	$ 100
LANDSCAPE DESIGN INTERN	$ 80
LANDSCAPE CAD TECHNICIAN II	$ 85
LANDSCAPE CAD TECHNICIAN I	$ 75
SURVEYING	
SURVEYING PRINCIPAL	$ 250
SR. SURVEYING MANAGER	$ 215
SURVEYING MANAGER	$ 190
SR. PROJECT SURVEYOR	$ 165
PROJECT SURVEYOR	$ 145
SURVEYOR INTERN II	$ 125
SURVEYOR INTERN I	$ 110
SURVEY COORDINATOR	$ 120
CREW CHIEF II	$ 110
CREW CHIEF I	$ 95
FIELD SURVEYOR III	$ 85
FIELD SURVEYOR II	$ 75
FIELD SURVEYOR I	$ 65
SURVEY CAD TECHNICIAN III	$ 110
SURVEY CAD TECHNICIAN II	$ 90
SURVEY CAD TECHNICIAN I	$ 80
GEOGRAPHIC INFORMATION SYSTEMS	
SR. GIS MANAGER	$ 180
GIS MANAGER	$ 145
GIS ANALYST	$ 110
GIS TECHNICIAN II	$ 85
GIS TECHNICIAN I	$ 65
REIMBURSABLE EXPENSES	
GPS Equipment	$35/Hour
Robotic Survey Equipment	$20/Hour
Bathymetric Survey Equipment	$35/Hour
LiDAR Scanning Equipment	$35/Hour
UAV	$1000/Unit
Job Related Mileage	$0.72/Mile
Per Diem for Out of Town Crews	Per GSA Allowable
Airfare and other travel related expenses	At Cost
Black and white 8.5"x11" Copies	$0.15/sheet
Color 8.5"x11" Copies	$1.50/sheet
Photo Paper Color Plan Sheet Copies	$0.75/sq. ft.
Reproducible Plan Copies (Vellum)	$1.50/sq. ft
Reproducible Plan Copies (Bond)	$0.35/sq. ft.

All rates are subject to change without notice.

Exhibit “C”
Anticipated Design Schedule

- Notice to Proceed: August 2025
- 30% Plans: May 2026
    - City Review (2 weeks)
    - Utility Coordination (2 weeks)
- 60% Plans: July – August 2026 (9 weeks)
    - City Review: 2 weeks
    - Utility Coordination (2 weeks)
    - FHWA Coordination (TBD)
- 90% Plans & Draft Contract docs: October – November 2026 (8 weeks)
    - City Review: 2 weeks
    - FHWA Coordination (TBD)
    - Utility Relocation (12 weeks)
- Final Plans & Specifications: January 2027 (6 weeks)
- Bidding & Construction: 2027 – TBD by City of Fayetteville

Appendix "D"
MANHOUR ESTIMATE
Gregg Avenue Improvements
FAYETTEVILLE, ARKANSAS

Crafton Tull
architecture | engineering | surveying

Proposal

Item No.	Description	ADMN ASST $80	LA INTERN $85	SR. LA $145	ENGR DSNR $110	PROJ ENGR $160	PROJ MGR $240	PRINC ENGR $260	Estimated Cost
	Other Disciplines								
	Landscape (PRISM)								$7,500
	Survey (CTA)								$5,000
	Laneshift								$10,000
2.0	**60% Plans**								
2.1	Update Per City Comment				40	40	8		$12,720
2.2	Drainage Design				24	40	24		$14,800
2.3	Grading Design				24	40	24		$14,800
2.3	Grading & Erosion Control Plan				40	20	8		$9,520
2.4	Intersection Plans				40	40	24		$16,560
2.5	Signing & Striping Plans				16	8	8		$4,960
2.6	Details				4				$440
2.7	Estimate				4	8	2		$2,200
2.8	QC Review				16	4	8		$4,320
	Subtotal								$80,320
3.0	**90% Plans**								
3.1	Update Per City Comment				40	16	12		$9,840
3.2	Finalize Drainage Design					24	8		$5,760
3.3	Finalize Traffic Design				40	40	16		$14,640
3.4	Lighting Plans				40	16	8		$8,880
3.5	City Permits					16	8		$4,480
3.6	Utility Coordination					24	16		$7,680
3.7	Bid Docs/Specs for Review					16	8		$4,480
3.8	QC Review				4		8	4	$3,400
	Subtotal								$55,760
4.0	**Final Plans**								
4.1	Finalize Plans per City Comment				24	16	16		$9,040
4.2	Finalize Bid Documents/Specs					20	8		$5,120
4.3	QC Review				16	16	8	4	$7,280
	Subtotal								$14,160
5.0	**Bidding**								
5.1	Prebid Meeting/Prep					8	12		$4,160
5.2	Questions/Addenda				16	16	24		$10,080
5.3	Review Bids & Recommend Contractor	2				8	4		$2,400
	Subtotal								$16,640
	Total	**4**	**88**	**72**	**500**	**570**	**346**	**4**	**$189,380**

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1786

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Matt Mihalevich, Active Transportation Manager
Justin Bland, City Engineer
Chris Brown, Public Works Director
Keith Macedo, Chief of Staff

FROM: Dane Eifling, Mobility Coordinator

SUBJECT: **Safe Routes to School Plan Adoption**

RECOMMENDATION:
Staff recommends approval of a resolution to adopt the final draft of the Fayetteville Safe Routes to School plan.

BACKGROUND:
In 2024 the City of Fayetteville was awarded a $100,000 grant by Northwest Arkansas Regional Planning Commission through Arkansas Department of Transportation's Carbon Reduction Program (CRP) for a comprehensive Safe Routes to School Plan for the City and the School District. The Fayetteville Public School District and the City of Fayetteville each committed to $12,500 in matching funds for a total project budget of $125,000. Toole Design Group was selected to create the plan through a competitive selection process. The final draft of the plan was completed in April of 2026.

DISCUSSION:
Fayetteville's public schools are a major contributor to traffic congestion, with more than 10,000 students traveling to and from school each day. Despite Fayetteville's status as a Gold-level Bicycle Friendly Community, its extensive trail system, and ongoing traffic safety efforts, fewer than ten percent of public school students walk or bike to school.

This plan focuses on six key areas—Engineering, Education, Encouragement, Equity, Enforcement, and Evaluation & Planning—collectively known as the 'Six E's.' It takes a holistic approach to address infrastructure needs around campuses, as well as policy changes and support programs that foster a culture in which families' choice to safely walk, bike, or roll to school every day is normalized and celebrated.
Key goals of this plan are:

Engineering and Planning:
Address all infrastructure gaps within a 1/4-mile of every school and identify safe routes to each school.
Education:
Provide on-the-bike education to students K-6; Provide driver education for are givers at every school and driving students at high school.
Encouragement:
Provide walk/bike programming at all schools to help achieve the Plan's school-specific mode share goal,

increasing the number of students who walk, bike and roll to school by **50% by 2029**.
Enforcement:
Ensure every school has full crossing guard staff and strict speed enforcement in school zones.
Evaluation:
Accountability is established to implement the Plan, including formal adoption by the School Board and City Council; Conduct an annual travel survey at each school.
Equity:
Allocate resources to school and students based on need and impact.

The plan identifies ongoing programmatic needs—such as education, encouragement, and coordination across schools—which would require dedicated staff capacity from Fayetteville Public Schools as well as the City to implement effectively.

City and Fayetteville Public Schools staff, along with a Technical Advisory Committee, worked closely with Toole Design Group throughout the planning process. In-person meetings were held with each school's principals and included school resource officers, crossing guards, and bike education faculty. An open house event was also held at Woodland Jr. High School. Public input for this plan was extensive: online surveys received over 500 responses, and student travel tallies were conducted across all 16 campuses, covering more than 3,000 students.

This plan has been reviewed and unanimously approved by the Active Transportation Advisory Committee and the City Council's Transportation Committee.

BUDGET/STAFF IMPACT:
None

ATTACHMENTS: 3. Staff Review Form, 4. Final Draft SRTS Plan April 2026

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

File #: 2026-1786

A RESOLUTION TO ADOPT THE FAYETTEVILLE SAFE ROUTES TO SCHOOL PLAN

WHEREAS, in 2024 the City of Fayetteville was awarded a $100,000 grant by Northwest Arkansas Regional Planning Commission through Arkansas Department of Transportation's Carbon Reduction Program (CRP) for a comprehensive Safe Routes to School Plan for the City and the School District; and

WHEREAS, Toole Design Group was selected to create the plan through a competitive selection process; and

WHEREAS, the City and Fayetteville Public Schools staff, along with a Technical Advisory Committee, worked closely with Toole Design Group throughout the planning process; and

WHEREAS, significant public input has been received for this plan, including online surveys with more than 500 responses, student travel tallies across sixteen campuses covering 3,000 students, and an open house event; and

WHEREAS, the plan focuses on six key areas – Engineering, Education, Encouragement, Equity, Enforcement, and Evaluation & Planning – to address infrastructure needs around campuses, as well as policy changes and support programs that foster a culture of safely walking or biking to school every day; and

WHEREAS, the plan identifies ongoing programmatic needs which would require dedicated staff capacity from the City of Fayetteville and Fayetteville Public Schools to implement effectively; and

WHEREAS, this plan has been reviewed and unanimously approved by the Active Transportation Advisory Committee and the City Council's Transportation Committee.

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 adopts the Fayetteville Safe Routes to School Plan, a copy of which is attached to this Resolution.

City of Fayetteville Staff Review Form

2026-1786

Item ID

6/2/2026

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

Dane Eifling	5/11/2026	ENGINEERING (621)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of a resolution to adopt the final draft of the Fayetteville Safe Routes to School plan.

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 Amendment attached?	No	Budget Amendment	$	-
		Remaining Budget	$	-

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

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

Original Contract Number: _____

Comments:

Fayetteville SAFE ROUTES TO SCHOOL



MARCH 2026

ACKNOWLEDGMENTS

This Safe Routes to School Plan was made possible through the Northwest Arkansas Regional Planning Commission and the Carbon Reduction Program, funded by the USDOT.

We are deeply grateful to the City of Fayetteville and Fayetteville Public Schools for their leadership and partnership in advancing safer, more connected streets for students.

Most importantly, we thank the teachers, caregivers, and students whose everyday commitment to health, safety, and wellbeing continues to inspire this work and shape a more vibrant future for our community.

DISCLAIMER: Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Plan prepared by:

TOOLE DESIGN



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* **These campuses have been identified for redevelopment as part of the planned feeder pattern.**

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DEFINITIONS

Plan Specific Terms

Bicycle and Bike: these terms are interchangeable in the Fayetteville Safe Routes to School Plan and describe a pedal-powered vehicle upon which the human operator sits. The term "bicycle" for this Plan includes two-, three-, and four-wheeled human-powered and electrically assisted (e-bike) vehicles.

Bike Bus/Bike Train: A bike bus or bike train is an organized group of riders—typically students and adult volunteers—who ride bikes together along a set route on a schedule, similar to a traditional school bus. Participants join at designated "stops" and travel as a group to school.

Walking School Bus: Similar to a bike bus, a walking school bus is a group of walkers—including students and adult volunteers—who walk to school together on a set route and schedule.

General Terminology and Acronyms

AASHTO: American Associated of State Highway and Transportation Officials

ADA: Americans with Disabilities Act

ARDOT: Arkansas Department of Transportation

DWS: Detectable Warning Surfaces, which include truncated domes, provide a continuous detectable edge between the pedestrian circulation path and the roadway at a flush curb. The surface, in a color that contrasts with its surroundings, helps to guide persons who are blind or have low vision

FHWA: Federal Highway Administration

FPD: Fayetteville Police Department

FPS: Fayetteville School District

HAWK: HAWK (High-Intensity Activated Crosswalk) signals are traffic signals that allow pedestrians to cross the road safely. HAWK signals operate in a YELLOW–RED–FLASHING RED sequence to alert motorists that pedestrians need to cross the road. Unlike traffic signals, the HAWK only operates when a pedestrian pushes the crossing button. Vehicles are free to move when no one is crossing the street.

LPI: Leading Pedestrian Intervals (LPIs) are low-cost adjustments to signal timing to increase pedestrian safety at signalized intersections. An LPI gives pedestrians a typical 3- to 7-second head start before vehicles in the parallel direction are given the green signal indication. LPIs can help reduce conflicts between pedestrians and left- or right- turning vehicles. The LPI works to position the pedestrian within the crosswalk thereby decreasing the likelihood of a conflict or crash with a left- or right-turning vehicle ahead of the turning traffic.

MUTCD: Manual on Uniform Traffic Control Devices

DEFINITIONS

NACTO: National Association of City Transportation Officials

NWARPC: Northwest Arkansas Regional Planning Commission

Pedestrian Refuge Island: A median with a refuge area that is intended to help protect pedestrians who are crossing a multi-lane road. This countermeasure is sometimes referred to as a crossing island, refuge island, or pedestrian island. The presence of a pedestrian refuge island at a mid-block location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross, and gives them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.

ROW: Right-of-way

RRFB: A Rectangular Rapid Flashing Beacon (RRFB) can be used to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Shared Use Paved Trail/Path: A bikeway physically separated from motor vehicle traffic by a buffer or barrier and located either within the street right-of-way (also referred to as a Street-side trail or sidepath), within an independent right-of-way, or within a permanent easement. Shared use paved trails may also be used by pedestrians, skaters, wheelchair users, joggers, and other active transportation users. Shared use paved trails are also commonly referred to as trails, paths, or greenways.

Speed Cushion: A speed cushion consists of two or more raised areas placed laterally across a roadway. Unlike speed tables or speed humps, speed cushions have gaps (often referred to as "cutouts") between the raised areas to enable a vehicle with a wide track (e.g., a large emergency vehicle, some trucks, some buses) to pass though the feature without any vertical deflection.

SRO: School Resource Officer

SRTS: Safe Routes to School

SS4A: The SS4A (Safe Streets and Roads for All) program awards federal transportation funds to regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries.

TAC: Technical Advisory Committee

USDOT: United States Department of Transportation - the Federal Agency responsible for overseeing, regulating, and supporting the Nation's transportation systems.

1

Introduction



n and Goals



Introduction

As the largest city in Northwest Arkansas, Fayetteville is widely recognized as the region's academic nexus, outdoor playground, and economic hub. Home to more than 103,000 residents [1]—and projected to surpass 150,000 people by 2050[2]—Fayetteville has evolved into the southern gateway of a rapidly growing region.

Fayetteville's Public School District has grown in tandem. Spread across 118 square miles, the District oversees nine elementary schools, three middle schools, two junior high schools, one alternative school, and one high school, enrolling 10,171 students—nearly half of whom (4,425) qualify for free and reduced lunch.

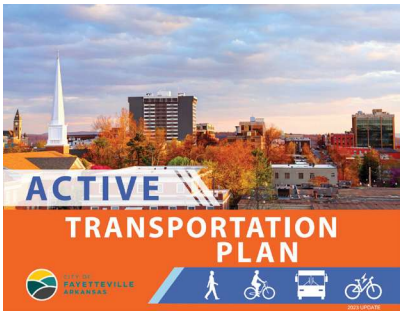
With more than ten thousand students enrolled in the District, and 34,000 enrolled at the University of Arkansas,[3] thousands of students and families navigate Fayetteville's streets and sidewalks each morning and afternoon.

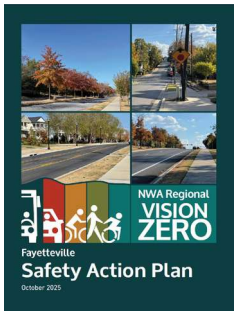
Walking and bicycling are fun, healthy ways for students to get to school in Fayetteville. However, many students and caregivers do not feel safe walking or bicycling to school due to busy streets, missing sidewalks, unmarked crossings, or other barriers.

This Safe Routes to School (SRTS) Plan recommends policy and programmatic actions and identifies and prioritizes infrastructure improvements that increase safety for—and increases the number of—children walking, bicycling, and rolling to school in Fayetteville.

Mobility, Health, and Sustainability

This SRTS Plan is aligned with several adopted City and District plans that collectively advance a vision of safe mobility, public health, and sustainability. These include the City of Fayetteville Climate Action Plan, City of Fayetteville Active Transportation Plan, Community Safety Action Plan, FPS mission, and FPS Sustainability Action Planning Goals.









[1] *U.S. Census Bureau Quickfacts: Fayetteville City, Arkansas*, U.S. Census Bureau, www.census.gov/quickfacts/fact/table/fayettevillecityarkansas/PST045224.

[2] "Forward 2050: Regional Transportation Plan (Draft)." Northwest Arkansas Regional Planning Commission, December 5, 2025, p. 26.

[3] *Quick Facts*, University of Arkansas, https://www.uark.edu/about/quick-facts.php.

Safe Routes to School: A Comprehensive Approach

The SRTS program is guided by a comprehensive approach known as the Six E's, which together address the physical, educational, cultural, and systemic factors that influence how students travel to school.

Engineering and Planning

Infrastructure improvements (e.g., signage, crosswalks, signals, etc.) designed to improve the safety of people walking, bicycling, and driving along school routes.

Education

Classes and activities that teach children (and their parents) bicycle, pedestrian and traffic safety skills, the benefits of bicycling and walking, the best routes to get to school, and the positive impacts these activities have on personal health and the environment.

Encouragement and Engagement

Events and activities that spark interest in both parents and students in walking and bicycling to school. Encouragement programs reward participation, build excitement about walking and bicycling, and inform children and adults about the personal and community benefits of walking to school. Listening to children, families, school staff and community partners to build creative, equitable, and meaningful engagement opportunities into the program structure.

Enforcement

The public typically thinks of enforcement as officers writing tickets. In fact, enforcement, especially for SRTS programs, is a network of community members working together to promote safe walking, bicycling and driving. This can be accomplished through safety awareness, education and, where necessary, the use of ticketing for dangerous behaviors. Enforcement includes students, parents, adult school crossing guards, school personnel and neighborhood watch programs all working in conjunction with law enforcement.

Evaluation

Evaluation helps understand the underlying issues that need to be addressed and inform how the projects and programs of each of the other "Five Es" can be most effective. Strategies also assess programs as they are implemented and adjusts to meet the needs of school communities.

Equity

Equity ensures that SRTS initiatives benefit all demographic groups, with additional attention toward addressing barriers and ensuring safe and healthy outcomes for lower-income students, students of color, and others that face significant disparities.

Vision and Goals

Toole Design Group met with the Plan's Technical Advisory Committee (TAC) to listen, discuss, and share progress as the project developed. The TAC collaborated on a guiding vision for the Plan, agreeing on the following statement: **"We envision safe and accessible routes to school that encourage active travel and help students move confidently through their community and reduce traffic for everyone."**

We envision: full bike racks, busy sidewalks, and no long car lines at pick-up.

Mode Share Goals

To account for differences in school location, size, and enrollment, this Plan establishes a school-specific mode share goal: a 50% increase in walking, bicycling, and rolling on each campus—from current mode share splits observed today, to those observed three years after the Plan's adoption.

The goal will measure the percentage of students walking, bicycling, or rolling on a fair weather day. Accurate progress depends on proper evaluation practices, including an annual travel tally performed at a similar time each year during a fair weather week.

The goals of the Plan relate to the Six E's described previously:

Engineering and Planning:

Address all infrastructure gaps within a 1/4-mile of every school and identify safe routes to each school.

Education:

Provide on-the-bike education to students K-6; Provide driver education for caregivers at every school and driving students at high school.

Encouragement and Engagement:

Provide walk/bike programming at all schools to help achieve the Plan's school-specific mode share goal, increasing the number of students who walk, bike and roll to school by 50% by 2029.

Enforcement:

Ensure every school has full crossing guard staff and strict speed enforcement in school zones.

Evaluation:

Accountability is established to implement the Plan, including formal adoption by the School Board and City Council; Conduct an annual travel survey at each school.

Equity:

Allocate resources to school and students based on need and impact.

City and School District Partnership

Roles and Responsibilities

In Fayetteville's Safe Routes to School effort, the School District and the City work together through defined and collaborative roles. The Fayetteville Public Schools District anchors the initiative by engaging students, families, and staff, identifying safety concerns near campuses, gathering community input, integrating walking and bicycling education into curricula, and promoting safety and connectivity on school campuses. Their day-to-day connection with families ensures that the program responds directly to student needs and lived experiences.

The City of Fayetteville Engineering Division leads the technical and infrastructure components of the program. Their responsibilities include designing and implementing improvements such as sidewalks, shared use trails, crossings, and traffic-calming measures, and ensuring projects align with best practices and long-range transportation plans. Their expertise transforms community priorities into functional and high-quality infrastructure.

The Fayetteville Police Department (FPD) supports SRTS by focusing on safety, education, and enforcement. Officers



IMAGE 1.1 Bike to School Day 2025 at Holt Middle School

help enforce speeding in school zones, can educate students and drivers about safe behaviors, and provide crash reports that can inform transportation safety decisions. Their involvement strengthens safety during peak travel periods and helps address concerns raised by families or school administrators.

The Parks and Recreation Department contributes by maintaining and enhancing the City's active transportation network on park property, many of which can form key off-street connections near schools. Their stewardship ensures that these routes remain accessible, comfortable, and well-integrated into the broader walking and bicycling network serving students.

City of Fayetteville Code Enforcement provides an additional layer of support by helping ensure that the built environment around schools adheres to city ordinances and safety standards. Their work includes addressing issues such as overgrown vegetation, obstructed sidewalks, or property-related hazards that may impede safe travel. By responding to complaints and proactively identifying barriers along school routes, Code Enforcement helps maintain safe and accessible pathways for students.

Cooperation

The success of Fayetteville's SRTS program relies on ongoing, proactive cooperation between the School District and multiple City departments. Rather than working independently in parallel, these partners operate as an integrated team—sharing information, coordinating on project priorities, and aligning efforts to support student safety and mobility. A coordinated approach ensures that each partner's strengths reinforce the others. The cooperative framework also increases efficiency by reducing duplication of efforts, speeding up problem solving, and strengthening community trust in the SRTS program.

Funding

The SRTS Plan was funded by a $100,000 grant from the Arkansas Department of Transportation's Carbon Reduction Grant (CRP) fund. The City and FPS funded the required 20% match equally, each providing $12,500. Funding for the various efforts under SRTS can come from various sources. Currently, off-campus infrastructure projects may be funded by the City through the City's budget, the Bond Program, federal Formula Grants, or federal discretionary funding. The City funds infrastructure up to but not on school property. FPS funds on-campus improvements using its own budget, supported by the local millage rate, and is also eligible for federal Formula Grants, federal discretionary funding, and state funding.

The City and FPS have historically shared resources and benefits to some degree, as seen by the recent Midtown Corridor completion up to (but not including) Woodland Junior High property. Additionally, FPD officers as well as the City Mobility Coordinator have provided bicycle safety education throughout the years.





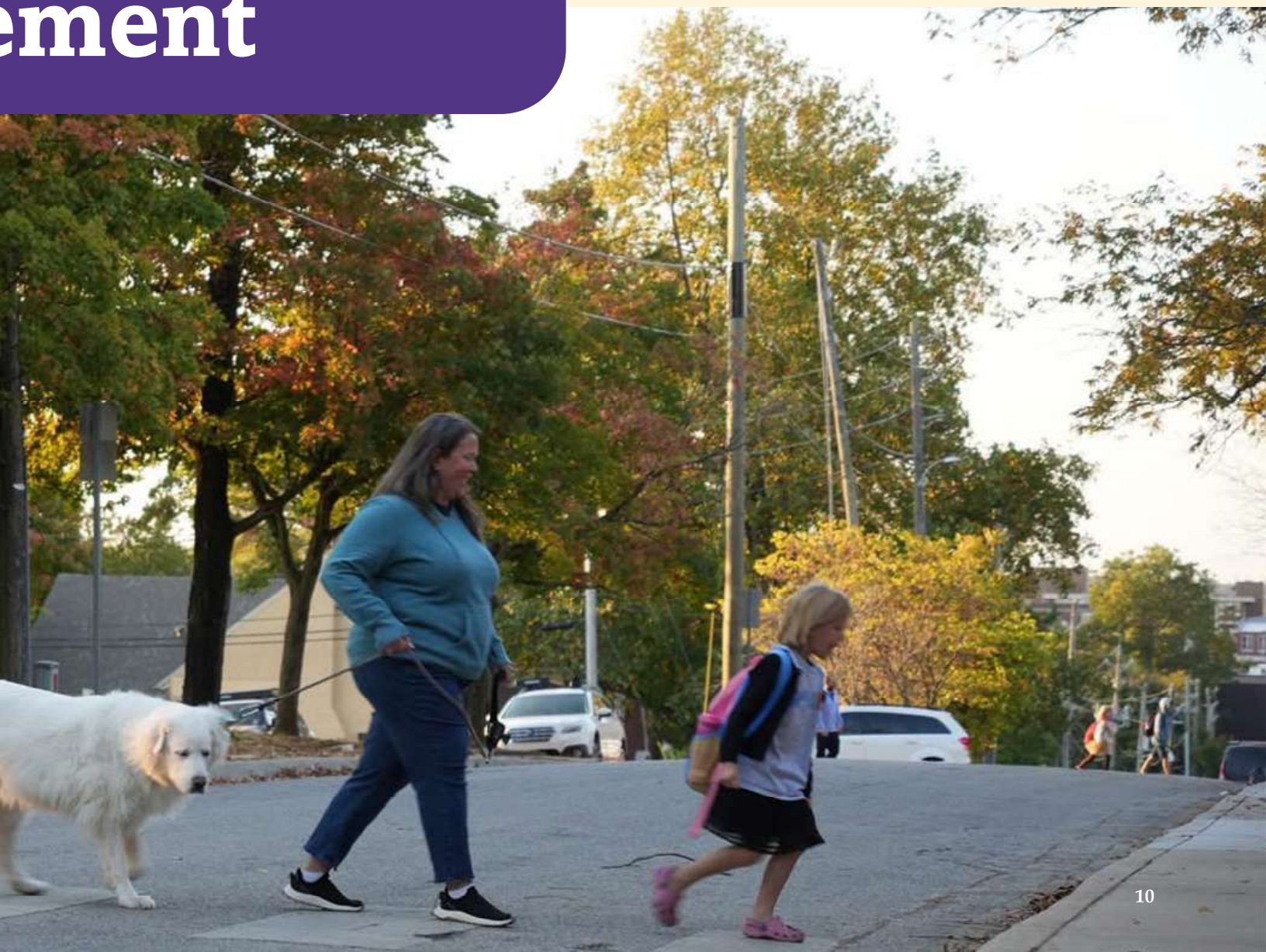


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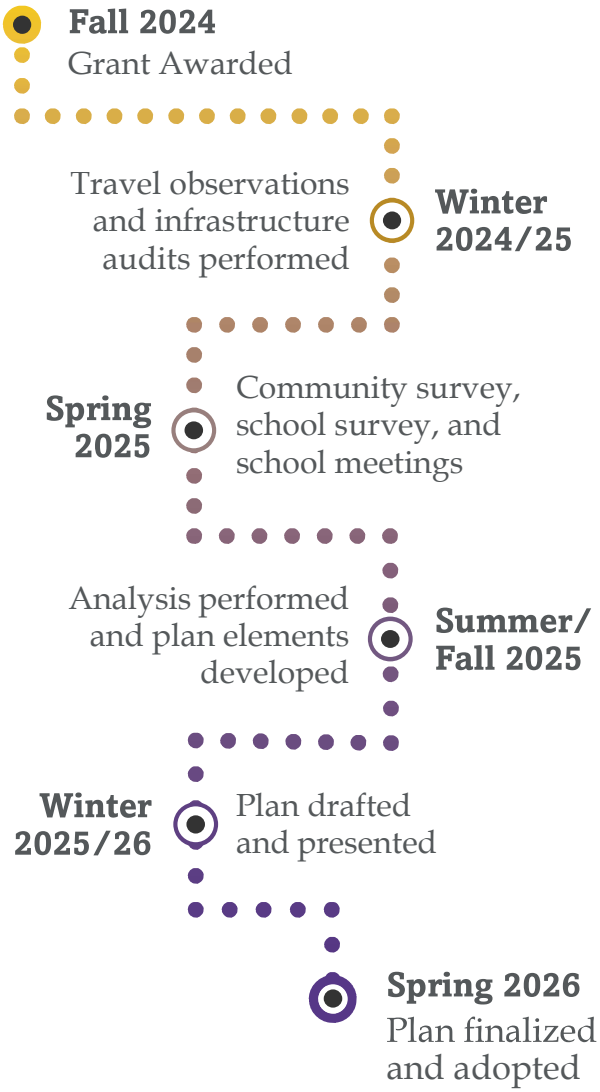


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Process Overview

The Plan was developed through a phased process detailed below:



Data Collection and Analysis

To support the creation of the Plan and help stakeholders better understand how students travel to and from school, Toole Design conducted in-depth data collection at each of the sixteen FPS Buildings. This process, conducted over the course of the 2024-2025 school year, involved an audit of existing walking and bicycling infrastructure and observations of traffic flow and behaviors during arrival and dismissal. It also included an online Fayetteville SRTS Community Survey and interactive map that were open to the community and distributed by the City, district, and individual schools to gather information and feedback from parents, students, staff, and the larger community. Finally, the project team met with leadership and stakeholders at each school and conducted classroom travel tallies during the spring of 2025 to complete a profile of existing conditions for each campus.

School Arrival and Dismissal Observations

On December 9 - 11, 2024, three two-person teams visited all sixteen schools to observe arrival and dismissal. Personnel positioned themselves at the primary entrances and exits of schools either at arrival and/or dismissal and recorded observations, including:

- Travel patterns for passenger vehicles, buses, and students walking and bicycling
- Safety concerns associated with arrival and dismissal
- Existing infrastructure and potential improvements
- Programs currently in place that are focused on active transportation

Observations recorded the location of crossing guards, improved crossings, dangerous traffic conditions, primary

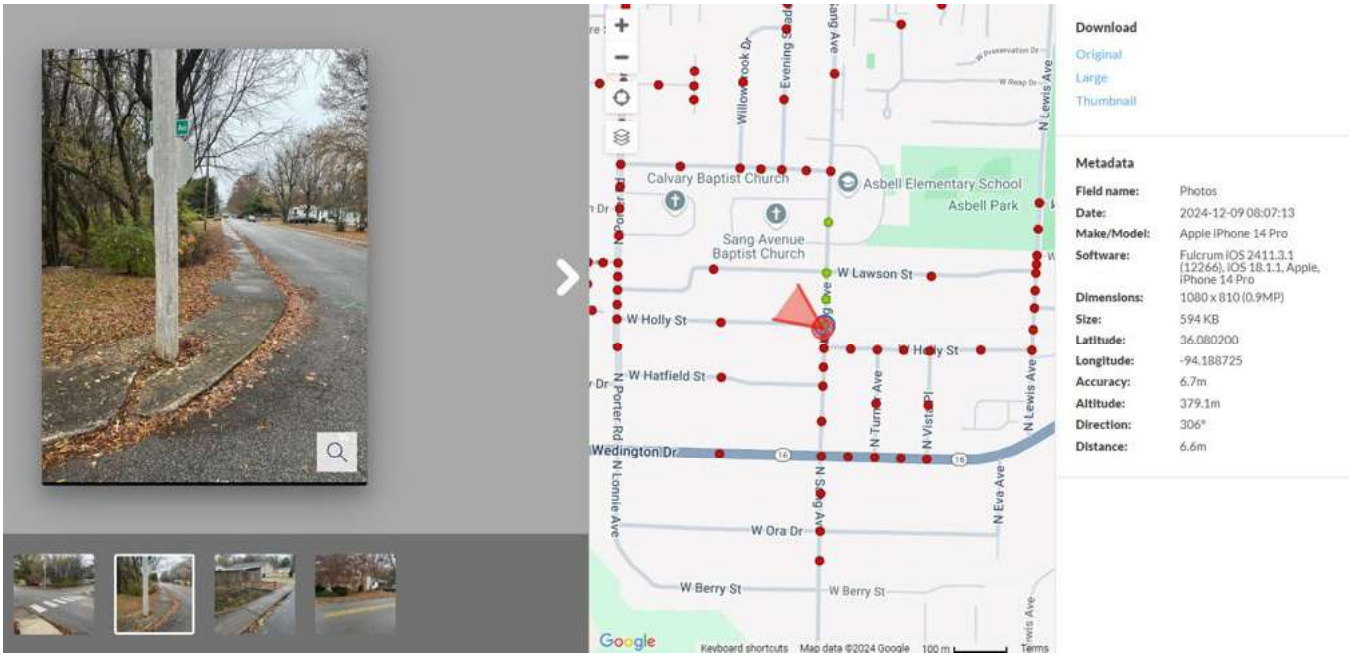


IMAGE 2.1 Infrastructure audits at each campus helped identify site-specific recommendations designed to improve access and safety for all travel modes (Asbell Elementary above)

walking/cycling routes, and more. Approximate counts of students walking and cycling were also recorded. These observations are summarized in **Section 7 - Campus Assessments and Recommendations**.

Infrastructure Audits: Technology and Tools

The project team created base maps showing a quarter-mile radius around each school to capture the street network most likely to be used by students and families who walk or bike to school. By identifying key routes and critical school crossings, the team was able to focus its observation of travel behaviors and evaluate infrastructure needs at the locations where multiple travel modes converge and the potential for conflicts is highest. This approach prioritized areas most likely to influence the safety and comfort of the greatest number of students.

After key walking and cycling routes were identified from arrival and dismissal observations, a four-person team of planners and engineers conducted a walk audit to assess existing pedestrian and bicycle infrastructure along these routes and critical crossings near each school. These SRTS safety audits centered on the travel needs of children and youth, recognizing that their cognitive and physical abilities differ from adults, increasing both the likelihood of errors and vulnerability to crash forces. The audits also acknowledged that school are unique destinations—places where large numbers of children and high activity levels occur in short arrival and dismissal windows—and that they often function as community hubs with facilities used beyond the school day.

Community Survey

A community survey was distributed via diverse channels through the City, FPS, and community partners. The project team collected a total of 593 responses, with a 74% completion rate.

Toole Design identified clear patterns in community feedback regarding barriers and opportunities to increasing safe walking and bicycling to school at the sixteen existing Fayetteville Public School campuses. The survey also inquired about safety and mobility concerns around the sites of two new public schools planned for construction in the coming few years. For open-ended feedback, results were categorized into broad safety themes and location-specific infrastructure and behavior concerns.

Analysis findings and insights from the Fayetteville SRTS Community Survey will support infrastructure audits, school observations, and other data sources compiled or evaluated, all of which will serve as the foundation for infrastructure, policy, and programming recommendations in the Fayetteville SRTS Action Plan.

About Survey Participants

Participants were asked a series of questions to identify their household and personal affiliations with Fayetteville Public Schools (FPS) in general and with individual schools. A strong majority

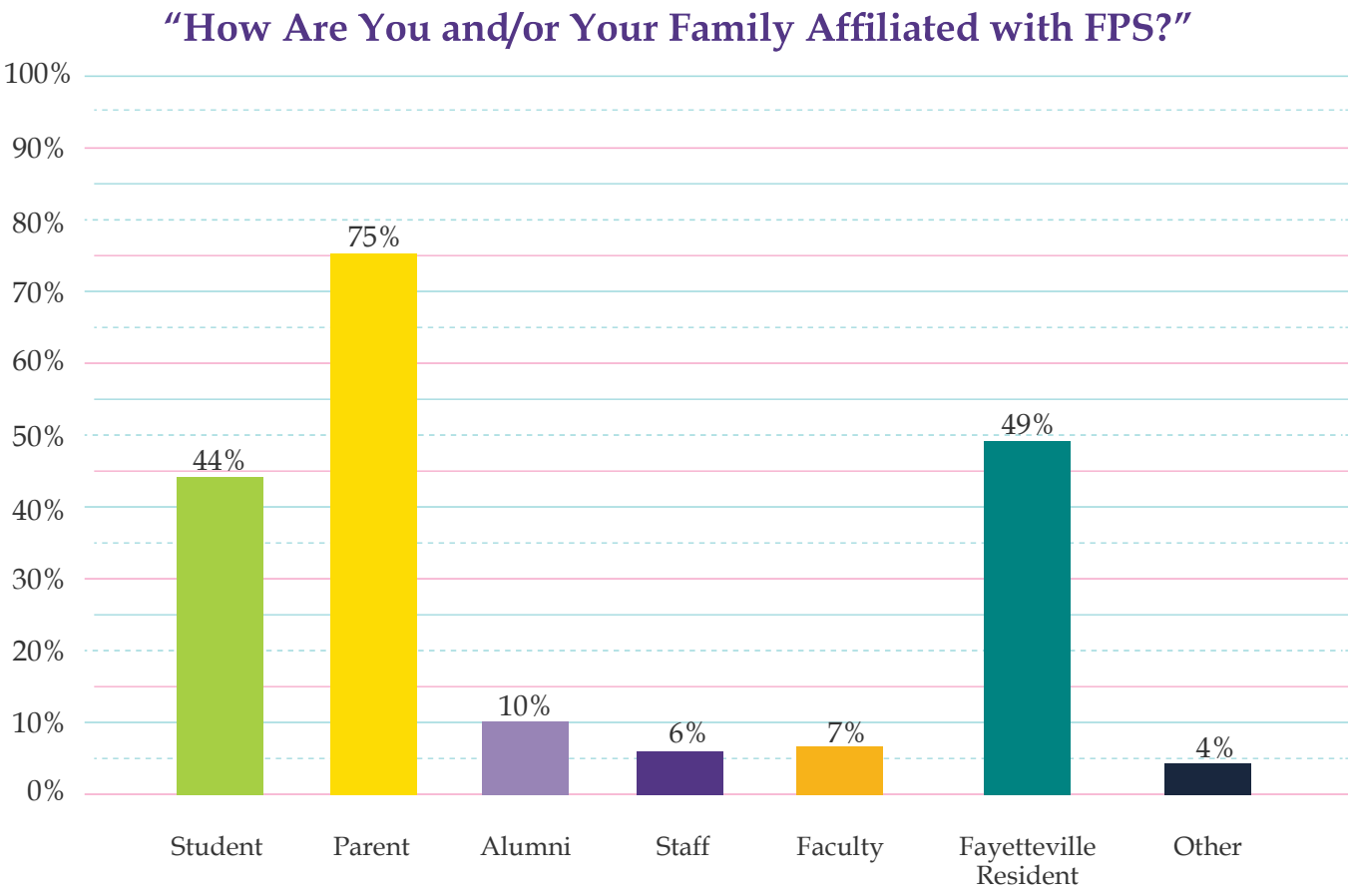


FIGURE 2.1 Household and personal affiliations with FPS in general and with individual schools

(75%) indicated that they are parents of FPS students, half indicating they are residents, and another 47% identifying as households with students. Smaller percentages identified as alumni, staff, and faculty.

Nearly all participants (88%) indicated an affiliation with one or more individual FPS campuses, with the highest school-based rates of participation from Fayetteville High School and Happy Hollow Elementary, at 20% and 15% of survey respondents affiliated, respectively.

Note that respondents were allowed to check all options that apply, allowing for overlapping characteristics for each response.

Existing Travel Patterns

To establish a general sense of modes of travel to and from school, participants were asked to identify all the ways they or their children got to and from school in the previous month. A strong majority (88%) selected "Drive to/from school," while significant numbers also noted that they walked (25%), bicycled (20%), or took the school bus (27%) during that time frame. Additionally, 18% responded that they walk to or from a remote drop-off location near their school, rather than being driven directly to or from the campus.

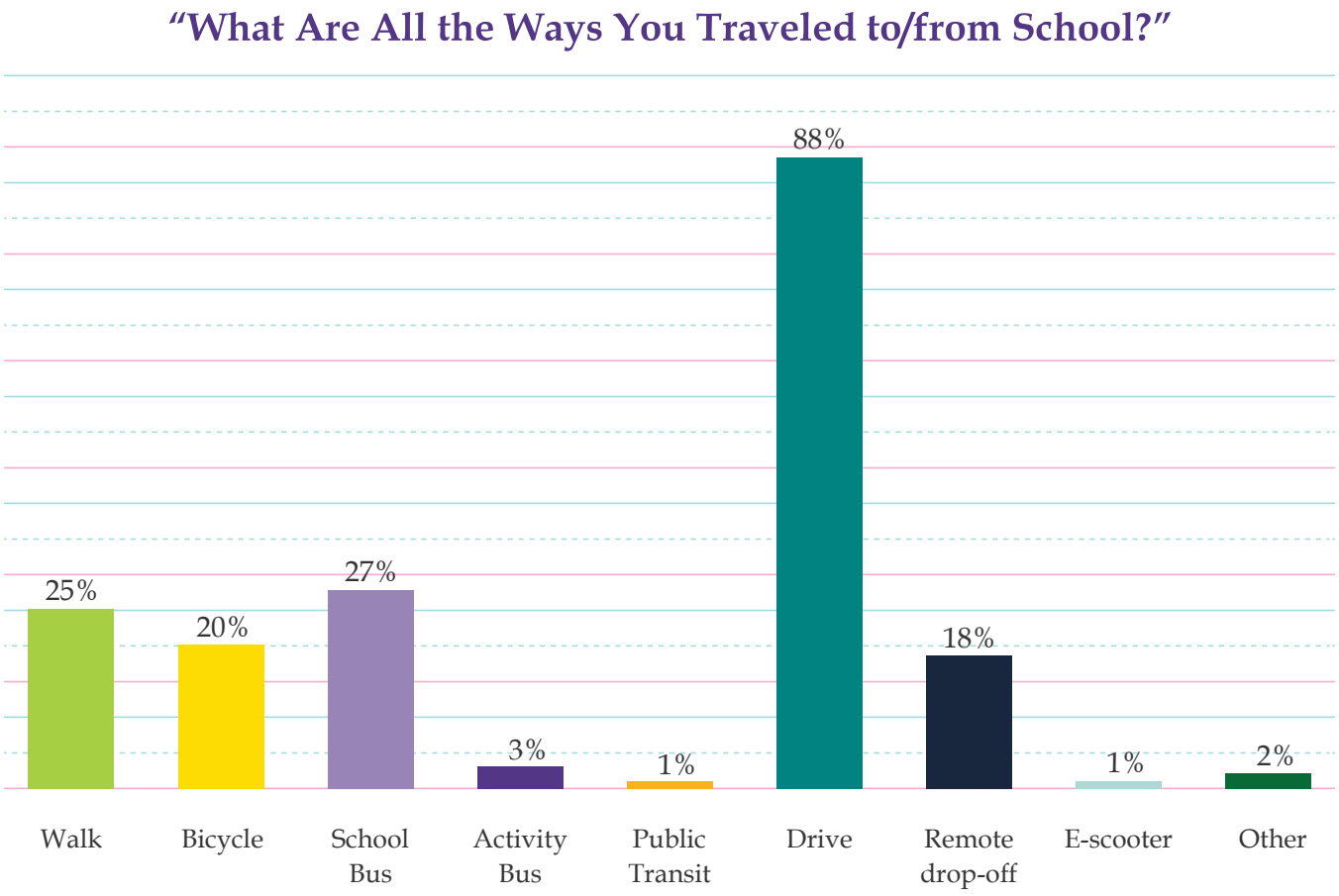
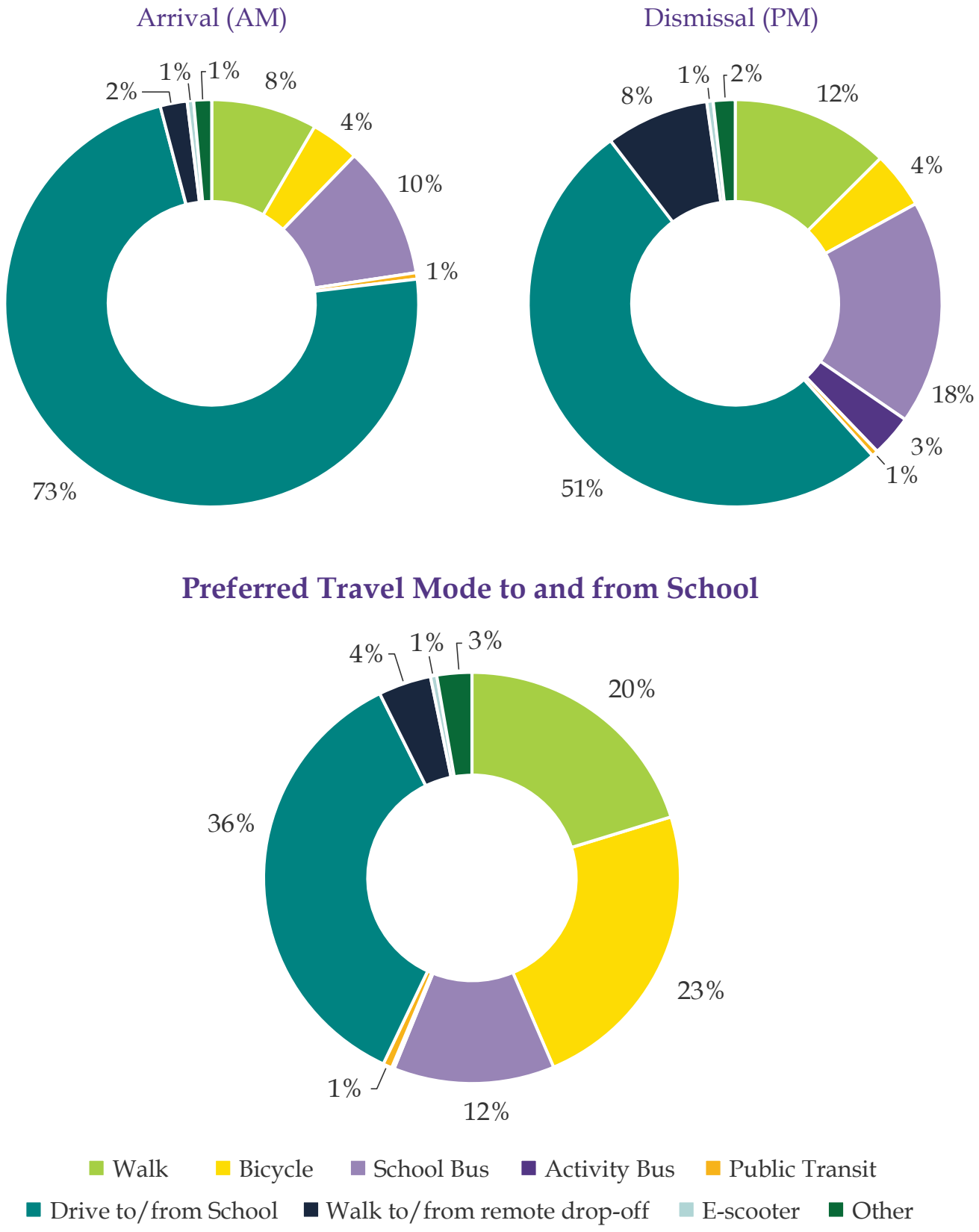


FIGURE 2.2 Distribution of travel modes to and from school over a one month period

Travel Modes to and from School



Preferred Travel Mode to and from School

FIGURE 2.3 AND 2.4 Existing and preferred travel patterns to/from school. A larger share of students choose to walk, roll, and/or bike at dismissal (PM) than arrival (AM).

When respondents were asked what would be the most impactful change to increase students walking and cycling, several themes arose:

1. Safe Infrastructure

- Continuous sidewalks
- Protected bike lanes (physical barriers preferred)
- Multiuse trails reaching more neighborhoods
- Safe crossings (e.g., signals, flashing beacons, raised crossings)
- Bridges/tunnels over major arterial roads
- Better lighting
- Wider sidewalks with buffers from motor vehicles
- Resolve specific problem areas:
  - Mission Boulevard and Crossover Road
  - M.L.K. Boulevard and Stadium Street
  - Rolling Hills Drive
  - Old Missouri Road
  - College Avenue
  - Joyce Boulevard and Crossover Road
  - Township Street and Vandergriff Drive

2. Improve Safety and Enforcement

- Stronger traffic enforcement, especially in school zones
- Police presence during arrival/dismissal
- More crossing guards
- Reduced speed limits; traffic calming (e.g., speed cushions, enforcement cameras)

3. School Siting and Land Use

- Build schools in neighborhoods rather than on major arterials
- Add more smaller schools to reduce distance from students' homes
- Increase housing density near schools

4. Culture, Education, and Programs

- Group travel for safety (walking school buses/bike trains)
- Parent or volunteer supervision
- Community campaigns encouraging walking/cycling
- Incentives for students who walk/bike
- Educating drivers about yield-to-pedestrian law
- Addressing crime/homelessness concerns along walking routes

5. Reduce Car Dependence

- Restrict parent pick-up/drop-off for close-in families
- Improve public transit options



IMAGE 2.2 A morning bike commute to Root Elementary School

Classroom Travel Tallies

As part of the data collection effort, home-room teachers across the District used a Google Form to measure morning and afternoon transportation modes and to identify opportunities for improvement. Results for individual schools can be seen in **Section 7 - Campus Assessments and Recommendations.** Unfortunately, data is not available for Fayetteville High School, ALLPS, and Ramay Junior High School.

Across almost all schools, walking and cycling was observed to be considerably higher in the afternoon than in the morning. With many caregivers working in the afternoon, and with pick-up lines longer and more time consuming than morning drop-off, it is common for parents to allow their children to walk home after being dropped off in the morning.

Transportation by car was lowest in fifth and sixth grades at 39% and 41%, respectively. It is at this age that bicycling was observed to be highest (3-4%).

Additional Data

Crash Data

Crash data for the most recent period (2019-2024) was obtained from the Arkansas Department of Transportation (ARDOT). Crashes were analyzed to determine the frequency of occurrence within a quarter mile of each school.

Interactive Map

As part of the public engagement phase, an interactive map was published to allow community members to submit locations where they feel safe or unsafe. Respondents also had the opportunity to propose possible improvements to be made. In total, 159 comments were made on the interactive map.

Student Proximity

Anonymized student residence data was provided limited to the data latitude, longitude, and school of attendance. This allowed for an analysis of how many students live in proximity to the schools they attend.

Grade	Walk	Bike	Scooter	Bus	Carpool	Car	Other
Kindergarten	8%	1%	0%	21%	2%	65%	3%
First	8%	1%	0%	21%	4%	61%	5%
Second	7%	2%	1%	23%	3%	60%	4%
Third	7%	1%	0%	26%	3%	61%	2%
Fourth	7%	1%	1%	29%	3%	57%	3%
Fifth	5%	4%	0%	47%	3%	39%	1%
Sixth	6%	3%	0%	45%	3%	41%	2%
Seventh	1%	0%	0%	27%	16%	56%	0%
Eighth	1%	0%	1%	21%	13%	63%	0%

TABLE 2.1 Travel mode by grade (Kindergarten - Eighth)

"What is the one change that would have the greatest impact on the number of children who can safely walk and roll to school?"

"Dedicated crossing guards. We have lights and a crosswalk near our house and drivers still don't stop even with flashing lights."

"The elementary student population that lives in the neighborhood south of Rolling Hills Drive could easily walk to school but trying to cross Rolling Hills anywhere between College Avenue and Old Missouri Road is taking your life in your hands."

"Lighting. I absolutely would not let my children walk in the fall or winter in the current pitch black of the route. Need high-visibility for safety from cars and predators or bullies."

"I wish there was a critical mass of kids/parents going to school on bikes or walking together at the same time and same route. If there were enough of us, we could keep each other safe. Or even if we could have a designated route that was closed to traffic."

"I think bringing back a bike train would be helpful. Have a parent or volunteer that would lead kids to school on bikes could be a success."

"Enforcing speed limits."

"The district needs to give junior high and high school kids access to lockers at school where they can store their belongings. Forcing kids to carry all of their belongings every day to/from school in very heavy backpacks, is a barrier to biking and walking to school."

"Better enforcement of school zone speeds, as well as area roads near schools that would be used to walk/bike. I drive through 3-4 every morning on my way to work and see people driving too fast all the time with no police presence."

"Protected bike lanes on major streets and people blowing through red lights or making right turns on red and not being mindful of walkers or bikers."

"More groups coming together to make it safer and easier and less 'out of the norm.' Some incentives or recognition for those that do choose to ride or walk could help encourage this as well! I'm excited about this!"

Stakeholder Engagement and Media

Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to involve key stakeholders in the development of the Plan. The Committee's role was to provide guidance, represent perspectives of their organizations, keep their organizations informed about Plan activities, assist with public outreach, and to review materials related to the Plan.

The TAC included the following members:

- City of Fayetteville
  - Public Works Director
  - Director of Parks, Natural Resources, and Cultural Affairs
  - GIS Director
  - Mobility Coordinator
- Fayetteville Public School Board
- Fayetteville Public Schools
  - Superintendent
  - Deputy Superintendent
  - Outdoor Education and Sustainability Specialist
  - Safety Program Director
  - Director of Transportation
  - Director of Student Health
- Fayetteville Public Education Department
  - Executive Director
- Fayetteville Police Department
  - Community-Oriented Policing Division
  - Administration
  - Special Operations Division
  - School Resource Officer (SRO) Lead
- Arkansas Department of Transportation (ARDOT)
  - Bicycle-Pedestrian Coordinator

Two meetings were convened involving the TAC: the first to launch the project and the second to review the draft version of the Plan. The first meeting was held in December 2024 to introduce the project, engagement strategy,



IMAGE 2.3 StoryMap of Fayetteville Safe Routes to School Action Plan

and planned school observations and infrastructure assessments. Additionally, a visioning exercise was facilitated in order to develop a draft vision statement and goals of the Plan. The second meeting was held in January 2025 to review the draft Plan, including the proposed vision statement and goals of the Plan, school profiles, recommendations (infrastructure, programs, and policies) and concept-level cost opinions. Feedback gathered from members of the TAC were used to further strengthen the Plan.

Stakeholder Meetings

In April and May 2024, the project team met with the principals, assistant principals, and PE teachers of all sixteen schools to discuss preliminary findings, gather perspectives from school leadership, learn about existing programs and operations, and identify opportunities. The meetings often shared safety concerns, challenges filling crossing guard positions, to what degree bicycle education is provided, and described coordination with SROs.

In May 2024 at the FPS Sustainability Summit, SRTS was introduced as a key strategy for advancing the District's broader sustainability goals. Framed within FPS's commitment to deepening its environmental practices, SRTS was presented as both a health and climate-forward initiative that can reduce vehicle trips, improve air quality, and support active, independent children.



IMAGE 2.4 "Fayetteville seeks resident input on Safe Routes to School plan." Northwest Arkansas Democrat Gazette, April 10, 2025.

In September 2024, the project team met with the Superintendent and Deputy Superintendent to discuss the Plan. The group discussed speed enforcement on school property, existing and potential programs, funding mechanisms for infrastructure recommendations, and goal alignment between the City and School District.

Website and Media Coverage

A website for the project was developed as a StoryMap in January 2025 and published in February. The website highlighted the purpose of the Plan and invited users to share their feedback through the public survey and interactive map.

Multiple news outlets highlighted Fayetteville's Safe Routes to School initiative, giving it broad regional visibility. Coverage from 5NEWS, KNWA FOX24, the Northwest Arkansas *Democrat-Gazette*, and the *Fayetteville Flyer* emphasized the project's goals—safer walking and bicycling for students—and the City's call for public input. Together, these stories showed strong media interest and helped build community awareness and engagement around the planning effort.

Public Open House

In February 2026, as recommendations for the SRTS Plan were being finalized, the public was invited to join an open house to share feedback on the infrastructure and programming recommendations proposed at each school. A kids zone gave children the chance to ride bikes through an obstacle course, color SRTS-themed handouts, and play other games. Participants reviewed the Plan's major themes and outcomes and shared feedback on implementation.



IMAGE 2.5 Catered food and kids' activities helped draw caregivers and students to the Fayetteville SRTS Plan Open House at Woodland Junior High, February 2026.






Root Elementary School



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Connectivity

As the City continues to advance its goal of expanding the trail network to reach 97% of residents by 2040, neighborhood schools have increasingly benefited from improved connectivity. Recent trail projects have enhanced access to several Fayetteville Public Schools, including Root Elementary (Mission Sidepath, 2025), Woodland Junior High (Midtown Corridor, 2025), and Holcomb Elementary (Clabber Creek Trail, 2021). Since the City does not construct trails on FPS property, collaboration is required so that trails continue past a school's property line and connect trail users to school entrances and safe crossings. Once constructed, on-campus connections vary in design and consistency. In these cases, trails are often built near the school, but they lack a direct, clearly defined access point. As a result, many campus connections are underutilized as reliable school travel routes for students and families.

Many of Fayetteville's older school campuses were designed and constructed prior to the widespread adoption of modern accessibility standards. As a result, they often lack continuous sidewalk networks within the campus and between buildings. While sidewalks may connect primary entrances to parking areas, routes between doors are frequently incomplete, requiring students, staff, and caregivers to navigate parking lots or drive aisles. Curb ramps may also be missing or outdated, interrupting accessible paths of travel. These conditions can create challenges for people using wheelchairs or mobility devices and raise safety concerns for all pedestrians and bicyclists.

Similar gaps in sidewalk connectivity and curb ramp infrastructure can also be found in some of the older neighborhoods surrounding school campuses. While the City funds annual sidewalk and trail construction programs, ramp repairs and sidewalk gap closures have historically focused on locations that are both highly impactful and feasible to construct. As these programs progress, remaining gaps often involve additional complexity, such as utility conflicts with transformer boxes, electrical poles, or other fixed infrastructure.

Safety

Fayetteville Public Schools takes a comprehensive, collaborative approach to student safety that combines prevention, preparedness, and community partnership. A key element of this effort is the district's School Resource Officer program, delivered in partnership with the Fayetteville Police Department. Trained SROs are assigned to schools throughout the district, where they support campus safety, build positive relationships with students, and provide education and mentorship alongside their law enforcement role. FPS also maintains district-wide safety protocols focused on prevention, controlled building access, emergency preparedness, and clear communication. These measures are regularly reviewed to align with best practices and are supported by a culture

that encourages reporting and early intervention. Community partnerships further strengthen these efforts. The Safer Fayetteville initiative, supported by the Fayetteville Public Education Foundation, helps fund additional safety resources and enhancements, including updated safety technology and access to online tools to support digital safety for families. Applying even a fraction of the resources dedicated to campus safety toward transportation safety could yield significant benefits for the wellbeing of students.

Maintenance

Housed under FPS Facilities Management, the Maintenance Department is responsible for the physical management and upkeep of school buildings and district facilities. This includes administrative, grounds, warehouse, and transportation buildings. The department's goal is to "support safe, clean, and productive educational environments that are conducive to high student achievement." Maintenance staff provides services including construction, maintenance, operations, and groundskeeping. Coordination with the department is critical in executing accessibility and connectivity improvements that meet national standards and best practices.

Policies and Programs

The District maintains various policies regarding transportation and safety.

Unlike some school districts that only provide bus service for students living farther than one mile from school, FPS allows all students living within their school's attendance zone bus transportation. There is no policy guaranteeing a family's agency to allow a student to walk or roll home and there have been instances where the police have been called on students walking home through areas considered dangerous.

Pedestrian safety is primarily addressed through paid part-time crossing guards. These positions are advertised and filled by local school administrators and not by District administration. Crossing guards are placed at critical crossings during peak arrival and dismissal times—typically from 7:30 to 8:00 AM and from 2:45 to 3:15 PM. Positions are often filled with a neighborhood resident or full-time school employee, and can be difficult positions to fill given the limited pay and hours. Additionally, classified staff including paraprofessionals (e.g., teacher's aides) are typically unable to serve as crossing guards as policy states they are ineligible for overtime pay.

Although staffed under the City Police Department, FPS directs the priorities of SROs. While the presence of law enforcement can encourage compliance with traffic laws in front of the school, logistical and operational constraints may limit an SRO's ability to be present or available for arrival and dismissal. SROs are able to issue citations using a handheld ticket writer, but in the event of a crash, nearby patrol units are called and are responsible for completing the crash report.

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Overview of District

Policy, program, and infrastructure recommendations specific to FPS and its owned properties are outlined in the following section. While not exhaustive, these represent priority actions identified that would make the most significant impact in the near term.



IMAGE 4.1 Walk, Bike, and Roll to School Day hosted by FPS in 2025

District-Wide Recommendations and Action Items

Safety on Campus

School safety is a coordinated approach involving administration, school staff, SROs, and crossing guards. Crossing guards play a critical role in ensuring safe student travel to and from schools. Additionally, although SROs are employees of the City Police Department, FPS determines when and where officers report for duty.

Principals are encouraged to collaborate with their assigned SROs to position patrol vehicles strategically during student arrival and dismissal times. Parking SRO vehicles with emergency lights activated can help increase driver awareness and encourage appropriate vehicle speeds. Additionally, the visible presence of SROs near crosswalks and school driveways can encourage drivers to yield to students and pedestrians, further enhancing safety during peak travel periods.

FPS is encouraged to develop and require training for employed crossing guards, providing classroom instruction and hands-on practice. Training should cover traffic control techniques, creating safe gaps for student crossings, effective communication, situational awareness, and responsibilities associated with managing school traffic. Programs such as the Ohio Department of Transportation's Active Transportation Academy provide a strong example of best practices in crossing guard education. Additionally, it is recommended that FPS evaluates staffing needs to ensure schools requiring additional crossing guards are able to fill these positions. This may include reviewing compensation, overtime policies for classified staff, and advertising and recruitment strategies.

On-Campus Connectivity Infrastructure

Based on the infrastructure recommendations made in **Section 7**, a concept-level cost opinion was developed for quantifiable infrastructure recommendations made at various campuses was estimated across the City. The cost of sidewalks and shared use paths needed on school campuses was estimated as approximately $217,246 (see **Table 4.1** below). The opinion does not include costs to address all on-campus accessibility issues which may include sidewalks, ramps, and crosswalks, as detailed assessments on each school campus were not a part of this planning effort.

Section 7 - Campus Assessments and Recommendations includes additional infrastructure recommendations, which lacked sufficient detail to develop an opinion of cost. For example, the recommendations for Butterfield Trail include a connection to a future neighborhood development without a specific alignment.



IMAGE 4.2 Students and staff overflow the existing bike storage at Root Elementary School

Number	School	Additional Notes	Cost
1	Washington Elementary	Install sidewalk to connect to main entrance without using stairs.	$17,100
2	Owl Creek Elementary	Add sidewalk, curb ramps, and marked crosswalk.	$15,250
3	John L. Colbert Middle	Consider trail connection to Magnolia Crossing subdivision along property line.	$87,264
4	Root Elementary	Connect outlet of "Root Chute" trail to play-ground blacktop.	$1,080
5	Owl Creek Elementary	Develop trail connection to future Owl Creek trail.	$22,248
6	Holcomb Elementary	Install sidewalk outside of fenced area.	$7,128
7	Happy Hollow Elementary	Develop ADA-compliant shared use path to fish pond.	$18,792
8	Happy Hollow Elementary	Install paved trail connecting Woodsprings Dr. to school.	$48,384
		Sum	**$217,246**

TABLE 4.1 Cost opinions of sidewalks and shared use paths on school campuses

Procedures and Policies

The following recommended policies and actions are the most critical to institutionalize walking and bicycling to school as safe, healthy, and supported travel options.

- Establish a school district policy that explicitly encourages students to walk and bike to school.
- Create an SRTS page on the District's website, updating it with timely and relevant SRTS content.
- Include SRTS activities in the school division calendar.
- Hire an SRTS Coordinator. This position should be staffed full-time and year-round (est. salary range $55k-$70k/yr).
- Amend the school district wellness policy to encourage walking and bicycling to school as a form of physical activity.
- Establish a district policy that states a student's ability to walk and bicycle to school is a parental decision.
- Adopt standards for bike parking and regularly evaluate capacity.

Programmatic Strategies

An SRTS Strategies Guide ("Guide") was developed to organize and detail programming recommendations (see **Appendix A: Program Recommendations**). The Guide is a practical resource designed to help schools and communities encourage more students and families to walk, bike, and roll safely and comfortably. Organized around the Six E's with a primary focus on Encouragement and Engagement, Education, and Enforcement, the guide provides strategies that can be tailored to individual schools or neighborhoods. Activities range from large community events, such as Walk/Roll to School Day in the fall and Bike to School Day in the spring, to ongoing programs like walking school buses, bike trains, frequent walker/biker incentive programs, and youth leadership opportunities. Each strategy includes clear guidance on goals, target audiences, materials, staffing needs, and implementation steps, making it easy for local champions to identify approaches that fit their capacity and context.

A central theme of the Guide is building strong partnerships and shared ownership of SRTS efforts. It emphasizes establishing a district-level SRTS Team composed of various stakeholders, including city staff, school representatives, parents, students, advocates, and public health and safety professionals with the purpose of implementing the Plan. The Guide also highlights the importance of youth engagement through a high school-based Youth Task Force, ensuring student voices help shape programs and culture. Education strategies focus on age-appropriate pedestrian and bicycle safety instruction for students, caregiver and staff outreach, and driver awareness. Enforcement strategies address school zone safety through crossing guards, safety patrols, and collaboration with law enforcement. The strategies provide and actionable roadmap to advance safety, health, and sustainability while building a lasting culture of active travel.

District General SRTS Calendar of Events

Building on the momentum established in this Plan, the SRTS Team plans to participate in Walk & Roll to School Day in the 2026-2027 school year, recognizing local advocacy groups, local businesses, and high school student mentors are all partners in having a successful SRTS event. The SRTS Team would like to program Walk & Roll to School Day closer to the beginning of the school year and to incorporate scooters into the event and educational materials.

In the near term, the City and School District are committed to remarking crosswalks, and the SRTS Team plans to seek additional funding to move the priority projects forward.

June 2026	July	August	September
• Take SRTS Plan to city council and school board for adoption	• Back-to-school prep • Try out routes and maintenance repairs for Safe Routes • SRTS Team Meetings for upcoming school year	• Begin planning for Walk & Roll to School Day	• Schedule education events at all schools for fall
October	**November**	**December**	**January 2027**
★ • **International Walk & Roll to School Day**		• Schedule education events at schools for spring	★ • **Winter Walk/Roll to School Day**
February	**March**	**April**	**May**
★ • **Crossing Guard Appreciation Day/ Week**	• Safety Education	• Safety Education and summer safety prep	★ • **Bike to School Month and Day**

Funding

Funding for infrastructure and programming improvements can be sourced from several areas. Some funding may be appropriated from the FPS annual budget, such as personnel, programming, and certain facilities maintenance items. Capital improvements and large-scale programming may be funded by a municipal bond, school millage, and/or grant funding.

Grant funding can generally be categorized as federal, state/local, and philanthropic. The USDOT distributes federal transportation funding as formula funds to the Northwest Arkansas Regional Planning Commission. Additionally, philanthropic funding may be available for programming and capital improvements from local and national foundations. Regular communication with NWARPC, ARDOT Local Programs Division, and charitable foundations are highly encouraged.

District Opportunities

The District is eligible to apply under multiple existing programs for programming, planning, design, and engineering. These programs include the Transportation Alternatives Program (TAP) and Recreational Trails Program (RTP), where awards range from $20,000 to $500,000 and require a 20% match.

City Opportunities

The City is among the list of eligible applicants for discretionary grants such as the Better Utilizing Investments to Leverage Development (BUILD) and Safe Streets For All (SS4A), while school districts may not apply. These grants focus on planning and implementation of impactful alternative transportation projects that align with the SRTS Plan.

PTO Opportunities

PTOs are also known to be major change-makers with some funding regular PE bike fleet maintenance, events like Bike to School Day, and even infrastructure improvements, such as installing RRFBs or sidewalk connections.






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Overview of City

Policy, program, and infrastructure recommendations specific to the City of Fayetteville are outlined in the following section.

Recommendations and Action Items

Systemic Infrastructure Needs



- Upgrade all traffic signals within a quarter-mile radius of schools to add LPI and No-Right-on-Red, evaluate sufficient walking phase duration, and consider protected phasing for pedestrians.
- Add infrastructure recommendations within this Plan to the annual concrete construction plan and five-year trail plan.
- Provide staff support to the SRTS Committee.
- Increase coordination between the City and FPS (e.g., Facilities, Sustainability) by establishing regular meetings.
- Create and adopt policy of "Speed Limit 20 mph" in school zones, rather than "School Speed Limit 20 mph When Children Present."

List of Infrastructure Recommendations

Infrastructure Recommendation Cost Estimates

Based on the infrastructure recommendations made in **Section 7**, a concept-level cost opinion was developed for quantifiable infrastructure improvements located within the public right-of-way and other areas under City jurisdiction. These recommendations include sidewalks, shared use paths, crossing improvements, and traffic calming identified along key routes to school, typically within a quarter-mile of each school. The estimated costs reflect only those improvements for which sufficient information was available to develop planning-level estimates (see **Table 5.1** below). To provide a conservative estimate, all opinions of cost assume concrete work (e.g., curb extensions, pedestrian refuge islands, speed cushions, etc.). However, select infrastructure improvements may also be made using modular materials at a lesser cost. A complete list of infrastructure recommendations is provided in **Appendix D: Prioritized Infrastructure Recommendations.**



Police Department SROs

- Review SRO policies to increase and enforce safety at arrival and dismissal.
- Coordinate strategic speed enforcement campaign throughout the year across school zones.
- Consider a neighborhood speed watch program where the Department partners with volunteers; SRTS Guide; Neighborhood Speed Watch Programs.
- Coordinate with ARDOT to investigate the benefit of automated enforcement devices to support on-site law enforcement, allowed by Arkansas Code § 27-52-111(c)1 (2024).







IMAGE 5.1 ARDOT uses camera technology to support in-person law enforcement during distracted driving checks.

School	Install Crosswalk	Repaint Crosswalk	Install Curb Ramp	Update Curb Ramp	Install Curb Extension	Install Pedestrian Refuge Island
Asbell Elementary School	5	0	1	6	0	0
Butterfield Elementary School	2	0	0	2	2	2
Happy Hollow Elementary School	7	0	4	1	0	1
Holcomb Elementary School	8	1	0	10	4	1
Leverett Elementary School	9	0	0	8	9	0
Owl Creek Elementary School	1	0	0	0	6	1
Root Elementary School	4	0	2	6	0	1
Vandergriff Elementary School	1	0	3	2	0	1
Washington Elementary School	21	0	8	11	5	0
Holt Middle School	2	0	0	1	1	0
John L. Colbert Middle School	1	0	0	0	0	0
McNair Middle School	2	1	2	15	4	0
Ramay Junior High School	1	0	0	11	2	0
Woodland Junior High School	7	3	8	6	3	0
ALLPS School of Innovation	4	1	4	1	1	0
Fayetteville High School	18	4	3	1	0	0
Total Quantity	**93**	**10**	**35**	**81**	**37**	**7**
Total Cost	**$93,000**	**$8,500**	**$198,000**	**$55,400**	**$464,400**	**$50,820**

TABLE 5.1 Cost opinions for infrastructure recommendations on each campus

Install RRFB	Install HAWK	Install Raised Crosswalk	Install speed cushions	Install stop sign	Install/repair sidewalk (LF)	Install shared use path (LF)	Total Cost per School
0	0	0	0	0	1,400	1,254	**$538,184**
1	0	0	0	0	520	1,936	**$518,736**
1	0	1	0	2	0	236	**$104,016**
1	0	2	0	0	0	0	**$104,910**
1	0	0	0	4	615	0	**$197,770**
1	0	1	2	0	205	0	**$144,110**
0	0	0	0	0	1,125	0	**$122,830**
0	0	0	0	0	0	0	**$27,700**
0	0	4	1	2	25	830	**$373,730**
0	0	1	2	0	0	0	**$45,620**
1	0	0	0	0	40	356	**$91,496**
0	1	0	0	2	575	1,250	**$477,780**
0	0	0	2	0	270	1,220	**$342,540**
0	0	0	0	0	720	1,180	**$418,810**
2	0	3	0	0	25	0	**$81,820**
1	0	1	1	0	1,185	32	**$182,962**
9	**1**	**13**	**8**	**10**	**6,705**	**8,294**	
$90,000	**$78,000**	**$130,000**	**$80,000**	**$3,900**	**$477,450**	**$2,043,504**	**$3,773,014**

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Impact

The level of impact for infrastructure recommendations in this Plan were evaluated using a set of criteria that represents the values and priorities of the SRTS program and its stakeholders in Fayetteville. The criteria include:

Safety

- **Street Type:** This criterion prioritizes recommendations that intersect high-volume roadways with long crossing distances by scoring the functional class of the road. Scores as follows: local (1), minor collector (2), major collector (3), minor arterial (4), and principal arterial (5). For recommendations corresponding with intersections, the higher value of the two roadways was used.
- **Speed Limit:** This criterion prioritizes recommendations that intersect high-speed roadways by scoring based on the speed limit. For recommendations corresponding with intersections, the higher of the two roadways was used.
- **Crash Data:** Crash Data was analyzed to calculate the density of non-motorist crashes that occurred in the most recent 5-year dataset (2019-2023) within an 1/8th of a mile of each recommendation.

Demand

- **School Proximity:** This criterion assesses the presence or absence of a school within an 1/8th of a mile of the recommendation.
- **Student Density:** This criterion calculates the density of students living within an 1/8th of a mile of the recommendation.

Equity

- **Free and Reduced Lunch:** This criterion is equal to the percent of students receiving free and reduced lunch at the school with which the recommendation is associated.

Infrastructure

- **Recommendation Type:** The separation of vulnerable road users using sidewalks and trails is considered a priority, along with improved crossings, such as raised crosswalks, RRFBs, and HAWKs. Therefore, a binary criterion assessed if recommendations included sidewalks, trails, or improved crossings.

For each criterion above, the mean was calculated across all recommendations and schools. The z statistic was then calculated—with negative values rounded to zero—to produce the final



Safety Street Type, Speed Limit, Crash Data + **Demand** School Proximity, Student Density + **Equity** Free and Reduced Lunch + **Infrastructure** Sidewalks, Trails, and Improved Crossings = **Final Impact Score**

impact score, where a higher benefit score corresponds to a higher priority. Scores were then divided into low, medium, and high priorities based on a three-class and equal-interval categorization. The table of all 170 prioritized infrastructure recommendations can be seen in **Appendix D: Prioritized Infrastructure Recommendations**.

Z Statistic: $Z = \frac{\chi - \mu}{\sigma}$

Where χ is the criterion value, μ is the mean of the criterion values, σ is the standard deviation of the criterion values.

While the City and School District will try to implement projects by impact level, project implementation may not occur in the exact order of impact based on external factors, such as right of way acquisition, the type or amount of funding available, coordinating construction, and other resources.

Implementation

The Fayetteville Safe Routes to School Plan establishes a roadmap for making walking, bicycling, and rolling to school safer and more accessible for students of all ages and abilities. Grounded in extensive data collection and public engagement, the SRTS Plan incorporates the lived experiences of families, educators, and students in seeking the City and FPS goals of safety, health, and sustainability.

It will take time and the combined efforts of individuals, local and regional entities, DOT, and other partners to implement the recommendations in this Plan. Staff within School District and the City of Fayetteville will serve as the primary implementors of the Plan and will be responsible for initiating key actions with partners to ensure the success of this SRTS Plan. The immediate steps that should be taken by School District and the City of Fayetteville to begin the process of implementation include the following:

1. **Adopt -** Work with the City Council and School District to formally adopt the SRTS Plan.
2. **Assess -** Identify three to five priority recommendations to work towards over the next year.
    - Establish an SRTS Team/Advisory Committee.
    - Work with the SRTS Advisory Committee or other groups to assign lead roles and set up regular check-ins to evaluate progress.
    - Incorporate the priority recommendations into internal work plans for the City and/or School District.
3. **Apply -** If applicable, apply for funding to implement the SRTS Plan.

As with any roadmap, this Plan is not exhaustive nor final. The recommendations listed herein should be tailored, scoped, refined, expanded, and bolstered by future strategies as conditions evolve in Fayetteville. Taken as a starting point, this Plan provides actionable steps designed for both implementation and experimentation, rooted in the perspectives that shape the City.



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Asbell Elementary School

Number of Students	**294**
Grades	**K - 4**
Percent within 1 mile of School	**35%**
Percent Walking and Bicycling	**16%**
Percent on Free and Reduced Lunch	**87%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**0**

The theme at Asbell Elementary School is "Health and Wellness." A majority of students travel to school outside of personal vehicles, with most being bus riders. Many students who walk to school are accompanied by adults and arrive from the west of Sang Avenue, either from the crosswalk at Skyler Drive or from the south side of the school. Some students also walk from the Washington Plaza Apartments using a cut-through to the northeast. Speeding on Sang Avenue during arrival and dismissal is generally limited due to congestion and speed cushions installed on the road. A potential sidewalk connection could be made through the FPS sports facility that would allow walkers to arrive from the east.

Students receive bicycle education in PE, with K-1 students riding indoors on balance bikes and older students riding pedal bikes on a small pump track outside. Asbell Elementary School also has a bike club for fourth graders that meets on Friday for 25 minutes. However, personal bicycle ownership is limited and the school has expressed interest in giveaways for bikes, locks, and helmets.



IMAGE 7.1 Access to Asbell Elementary School from Shamblin Apartments to the north

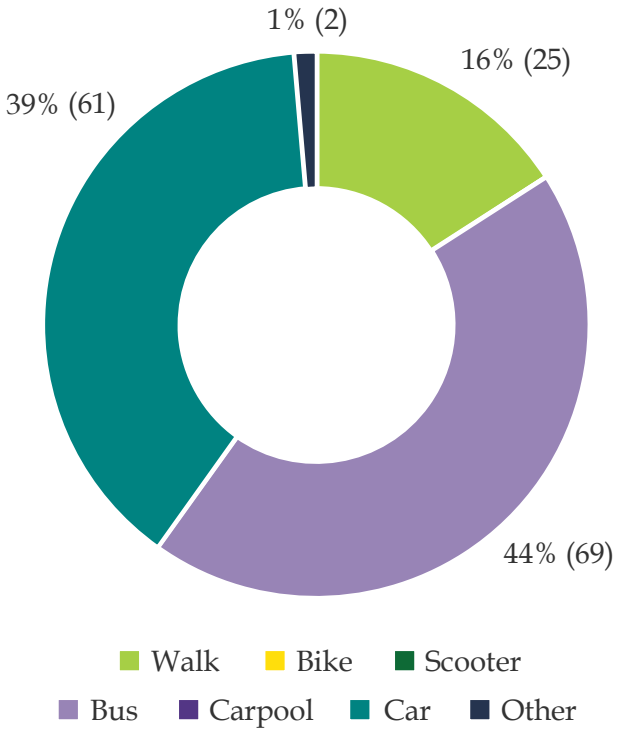
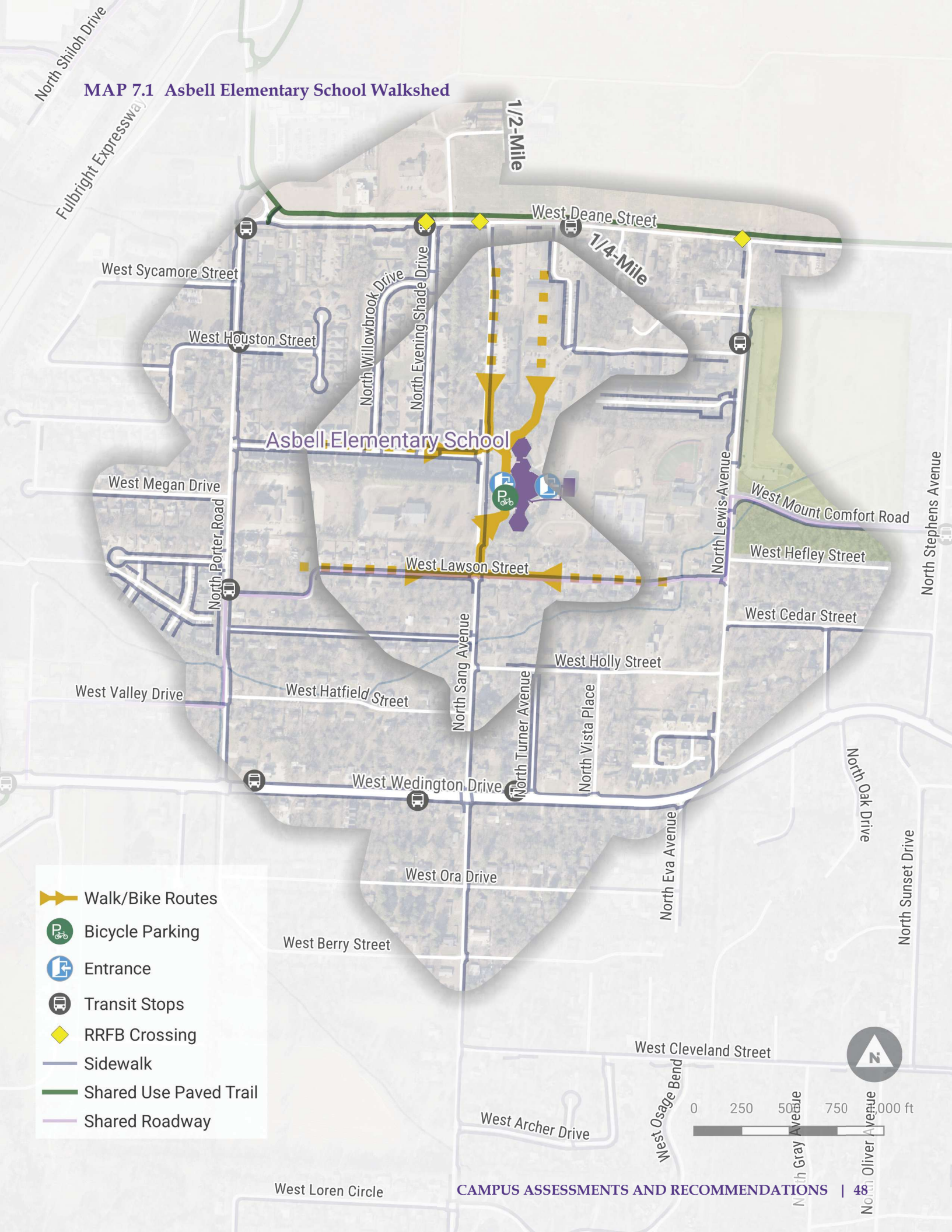


FIGURE 7.1 Distribution of travel modes at Asbell Elementary School

MAP 7.1 Asbell Elementary School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	Shamblin Apartments School Access	Access from apartment complexes to the north - possible accessibility/visibility improvements needed. Reduce crossing distance by installing calming devices.
2	W. Skyler Dr. and N. Evening Shade Dr.	Install high-visibility crosswalks on north and east legs of intersection.
3	FPS Sports Facility Access	Possible paved connection (with keyed access) to the east through FPS sports fields property and parking lot.
4	N. Sang Ave. (W. Skyler Dr. to W. Lawson St.)	Stripe parking lot entrance to shorten driveway width and formalize parking; consider pavement treatments or curbing to formalize narrowed driveway.
5	W. Lawson St. and N. Sang Ave.	Install curb ramp on southwest corner of intersection.
6	N. Sang Ave. and W. Holly St.	Install marked crossing over W. Holly St; update curb ramps for crossing of N. Sang with DWS; install curb ramp on SW corner for crossing Holly.
7	N. Sang Ave. (Asbell Elementary to W. Wedington Dr.)	Upgrade the existing sidewalk to a sidepath per the City's Master Trail Plan.
8	W. Holly St. and N. Sang Ave.	Mark crosswalk across W. Holly St; install DWS on curb ramps across east leg.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Custom Weld	12	Front	Replace rack

MAP 7.2 Asbell Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Asbell Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.





Sidewalk conditions along Sang Avenue present accessibility issues for students walking and rolling to Asbell.





Butterfield Trail Elementary School

Number of Students	**551**
Grades	**K - 4**
Percent within 1 mile of School	**24%**
Percent Walking and Bicycling	**16%**
Percent on Free and Reduced Lunch	**51%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**0**

A significant number of students were observed walking and bicycling from Butterfield Elementary School on neighborhood sidewalks and the adjacent Raven Trail connection. A school employee accompanies a large group of walkers south to cross the stoplight at Old Missouri Road and Rolling Hills Drive.

Many students—some accompanied by an adult and some not—walk through the bus and car lines to parents parked at the adjacent Fayetteville Health and Rehabilitation Center. Speeding can occasionally be a concern on Old Missouri Road, but less so during the congestion of pick-up and drop-off. Intersections of increased risk include Old Missouri Road at Eton Street and at Stubblefield Road.

A pilot project installed separated bike lanes on Rolling Hills Drive in 2019 and was later replaced with rumble bars in the bike buffer. An improved active transportation connection on this wide roadway would greatly benefit the neighborhood, as rumble bars have not been maintained and provide little in terms of safety or comfort for vulnerable road users.

Students receive bicycle education every fall and spring in PE, with older students taking a field trip to Mud Creek Trail. While balance bikes are kept indoors away from the elements, third and fourth grade bikes were stored outside, resulting in increased deterioration of components.

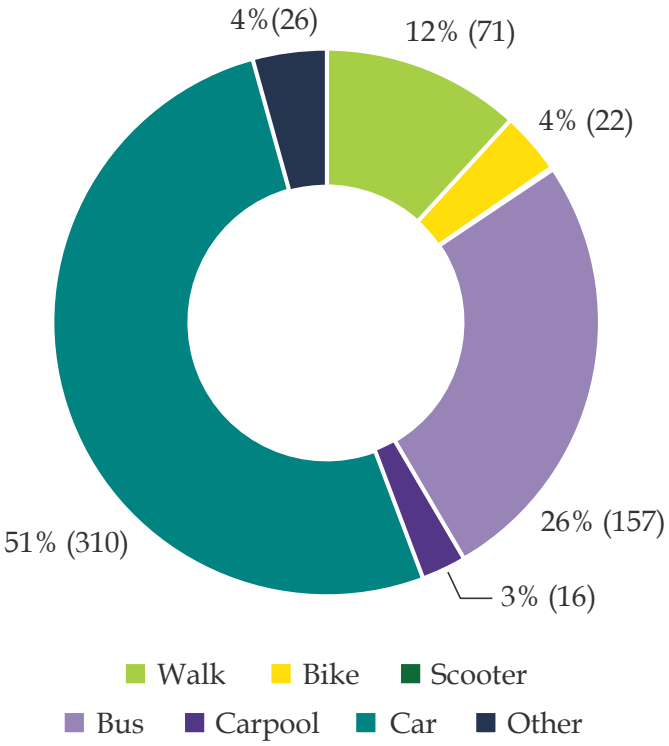


FIGURE 7.2 Distribution of travel modes at Butterfield Trail Elementary School

MAP 7.3 Butterfield Trail School Elementary Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	N. Old Missouri Rd. (Sweetbriar Dr. to Farr Ln.)	Widen sidewalk to shared use path from Sweetbriar Dr. to Butterfield Elementary. The bridge over Missouri Creek poses a design constraint.
2	E. Stubblefield Rd. (in front of #1763)	Repair sidewalk panels due to uneven pavement (e.g., drainage inlet on north side).
3	E. Stubblefield Rd. (west of #3289)	Repair sidewalk panels at locations of uneven pavement (e.g., drainage inlet on north side).
4	E. Stubblefield Rd. (N. Southridge Dr. to N. Summerhill Dr.)	Install sidewalk on south side to reach Harold St.
5	E. Stubblefield Rd. and N. Southridge Rd.	Mark crosswalk; upgrade curb ramps; monitor vegetation for sightlines.
6	E. Stubblefield Rd. (N. Old Missouri Rd. to N. Southridge Dr.)	Repair uplifted sidewalk panels.
7	N. Old Missouri Rd. and E. Stubblefield Rd.	Improve lighting; install RRFB; install refuge island.
8	E. Farr Ln. and Raven Trail	Install high-visibility crosswalk.
9	Fayetteville Health and Rehab Center	Install a paved connection and safe crossing through car pick-up lanes to the remote pick-up/drop-off parking lot and Raven Trail north of campus.
10	E. Eton St. (Elizabeth Ave. to Old Missouri Rd.)	Improve sidewalk, especially near driveways, including ADA.
11	N. Old Missouri Rd. to E. Eton St.	Install curb extensions for the west corridors; install center refuge island for the north leg.
12	Wagon Wheel Neighborhood	Connect Wagon Wheel neighborhood under construction as of summer 2025.

Existing Bike Parking

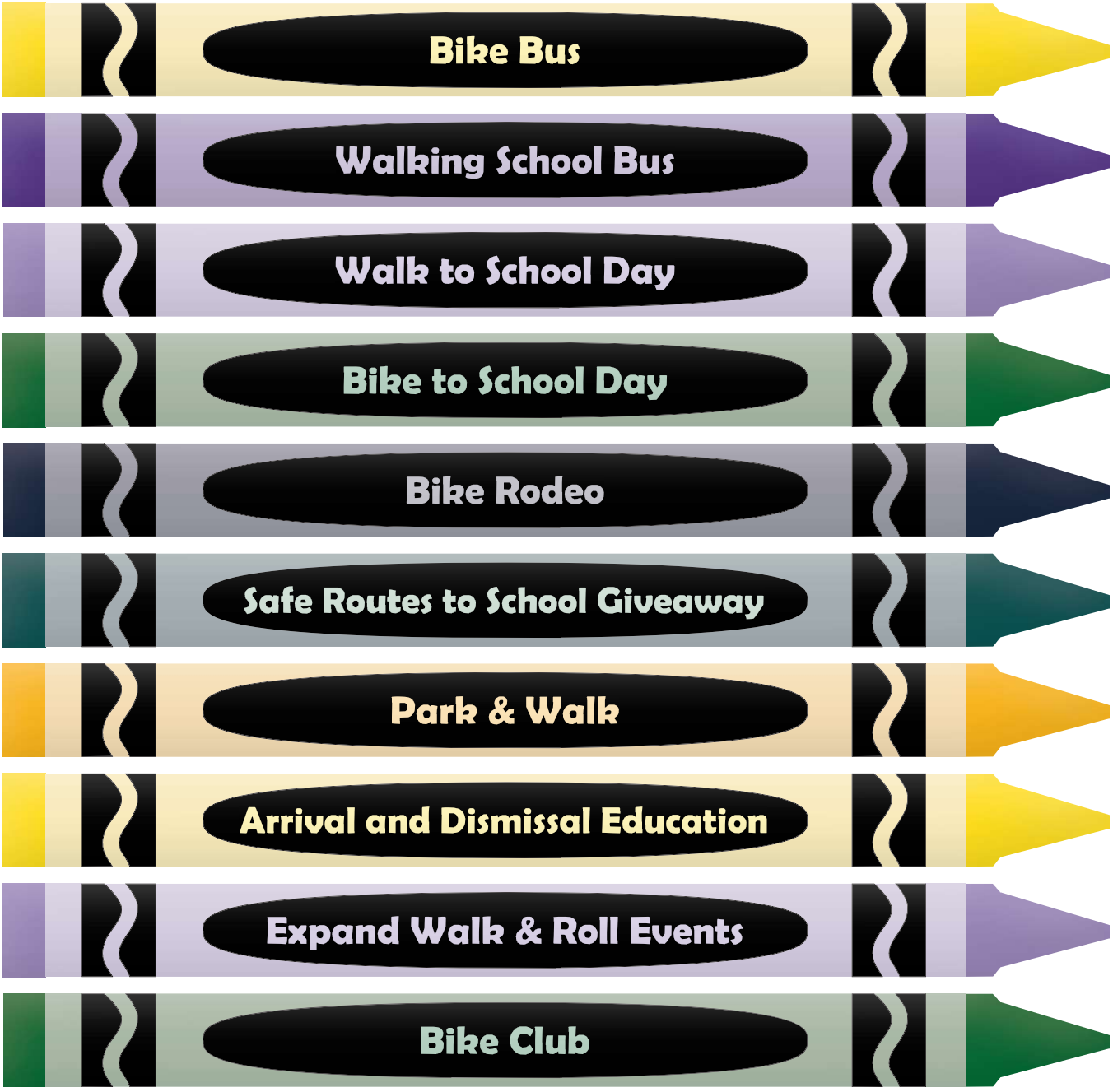
Type	Total Spaces	Location	Recommendation
Hoop	6	Front	Add capacity
Schoolyard	6	Front	Add capacity

MAP 7.4 Butterfield Trail Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Butterfield Trail Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.





A crossing guard helps students cross E. Rolling Hills Drive and N. Old Missouri Road.





Happy Hollow Elementary School

Number of Students	**501**
Grades	**K - 4**
Percent within 1 mile of School	**22%**
Percent Walking and Bicycling	**5%**
Percent on Free and Reduced Lunch	**50%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**0**

Happy Hollow Elementary School is uniquely sited near Highway 265 and Highway 16, in the middle of low-density residential space. Located on a hilly, forested property containing a stocked fishing pond and soft-surface trails, the theme of the Happy Hollow is "Outdoor Education." To the north of the school, an expansive apartment complex, called The Cliffs, contains an additional network of paved trails along Peppervine Drive.

Due to the school's auto-oriented location, cars stack down Peppervine Drive, occasionally leading drivers to pass on the left to access the residential subdivision. This creates dangerous traffic conditions around the crosswalk due to limited sight lines. Two teachers serve as crossing/walking guards, accompanying about 25 students who walk home west to Woodsprings Drive at dismissal.

Given the school's assets and outdoor focus, there are significant opportunities to rehabilitate existing trails, provide wayfinding, and create programming for safe walking and bicycling to nearby neighborhoods and natural amenities.

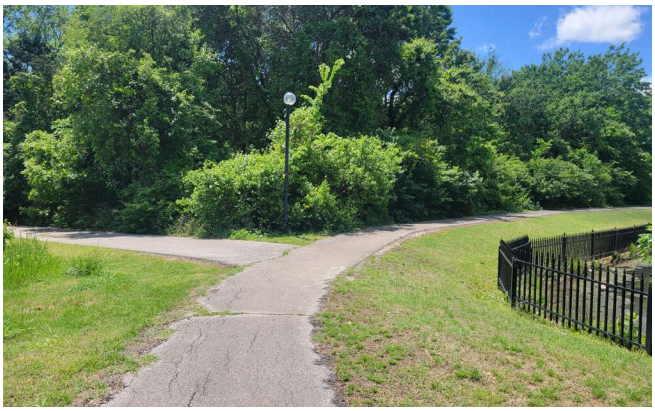


IMAGE 7.2 Paved trails on private property connect the Cliffs Apartments to Happy Hollow Elementary

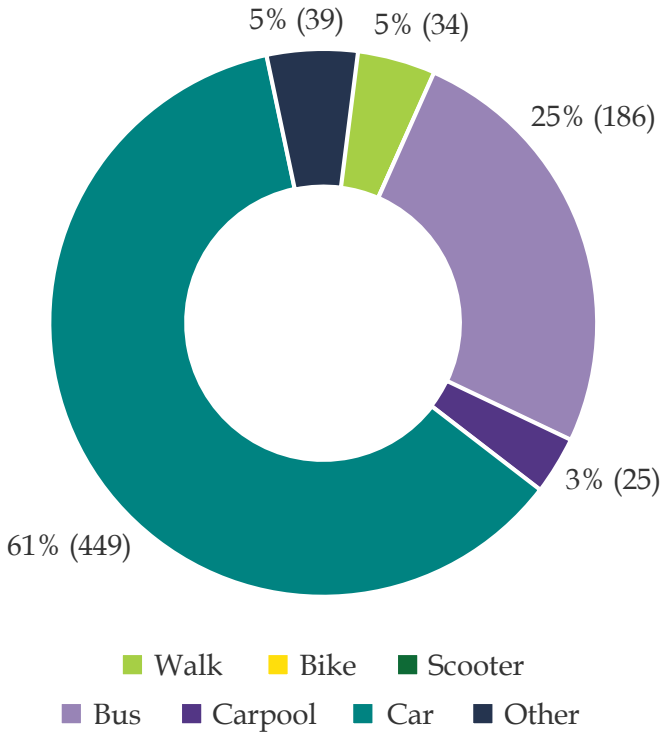
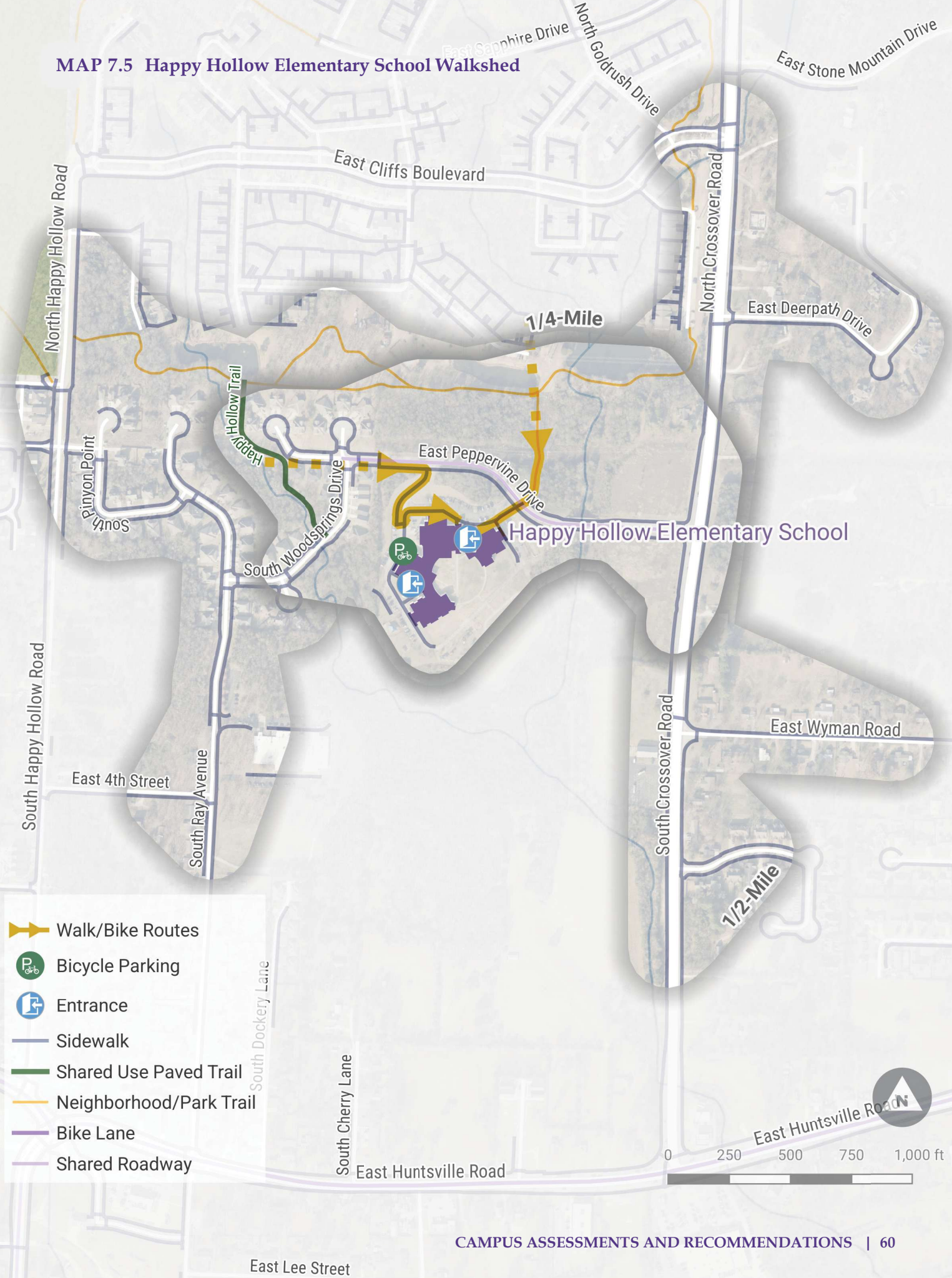


FIGURE 7.3 Distribution of travel modes at Happy Hollow Elementary School

MAP 7.5 Happy Hollow Elementary School Walkshed



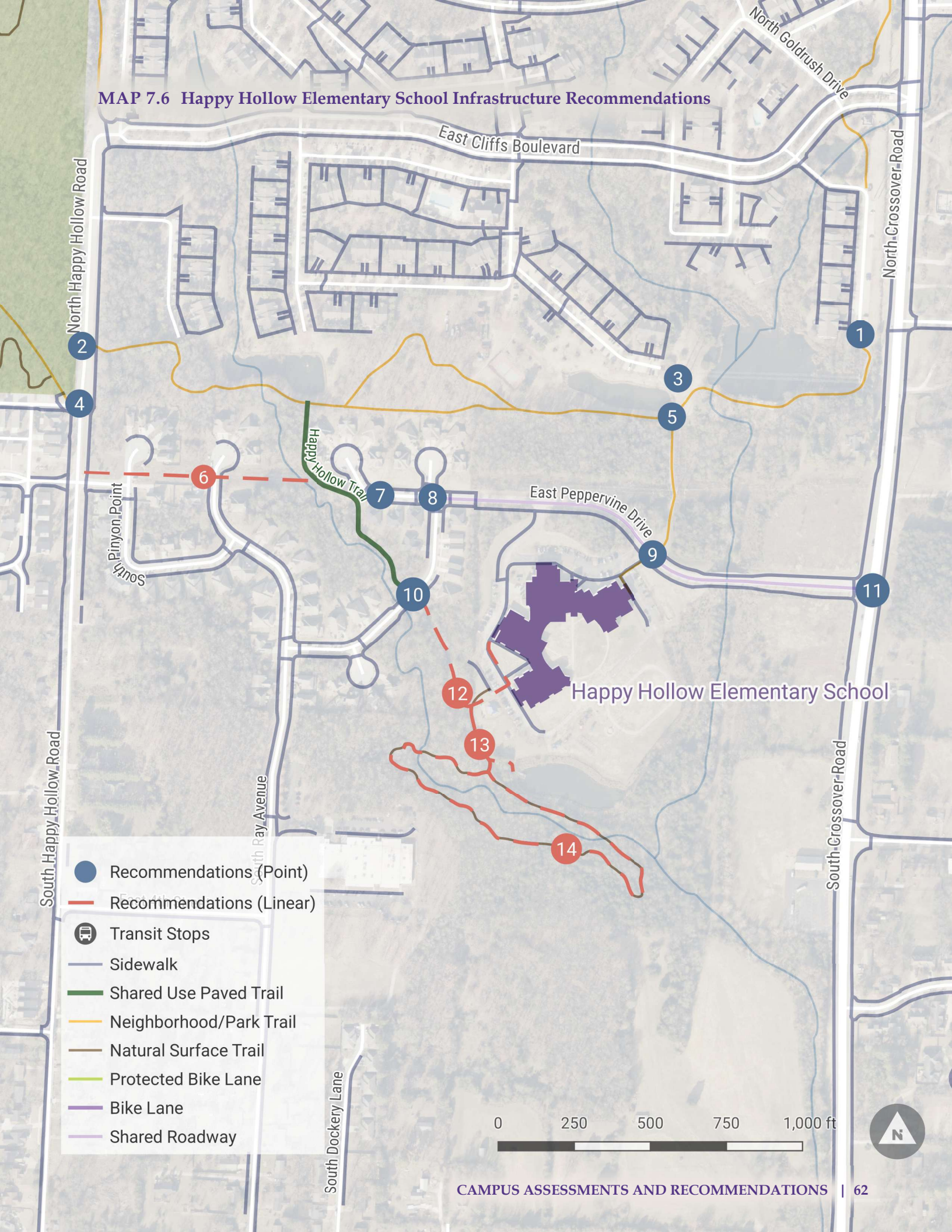
Infrastructure Recommendations

Map ID	Location	Recommendation
1	N. Gem Trail and Trail Access	Install curb ramp to access trail.
2	N. Happy Hollow Rd. and The Cliffs Trails	The Cliffs Trails should intersect with the sidewalk on Happy Hollow Rd. here but was not visible; clear vegetation; add signage; potential trail to Mt. Sequoyah Woods.
3	The Cliffs Trails	Add trail connection to apartments.
4	N. Happy Hollow Rd. and E. Paddock Rd.	Add crosswalk and curb ramps for crossing across Happy Hollow Rd. on south and west legs of intersection.
5	The Cliffs Trails	Add wayfinding to school.
6	Water/Sewer Easement	Recommend constructing trail under overhead power lines in water/sewer easement that spans from Peppervine Dr. to Happy Hollow Rd.
7	E. Peppervine Dr. (west of S. Woodsprings Dr.)	Connect sidewalk to shared use path; add wayfinding.
8	E. Peppervine Dr. and S. Woodsprings Dr.	Convert to four-way stop; install high-visibility crosswalks on all legs of intersection.
9	E. Peppervine Dr. and The Cliffs Trails	Recommend crossing improvement, ideally an RRFB with advanced warning for eastbound drivers and raised crossing. Lower-cost recommendation would be in-street Yield to Pedestrian sign, and modular crossing island given the roadway width.
10	S. Woodsprings Dr. and Trail	Install double-sided school crossing sign with downward pointing arrows; install high-visibility marked crosswalk; install curb ramp on west side; install DWS on east end.
11	Crossover Rd. and Peppervine Dr.	Add Yield to Pedestrian signage for southbound vehicles.
12	Happy Hollow Elementary Property	Install paved trail connecting Woodsprings Dr. to school campus.
13	Happy Hollow Elementary Property	Develop ADA compliant shared use path to fish pond.
14	Happy Hollow Elementary Property	Improve long-neglected Happy Hollow Bicycle Course to provide space for PE bike unit practice and future bike clubs/programming.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Schoolyard	16	Side	Relocate existing rack onto paved surface under awning; add capacity at front door

MAP 7.6 Happy Hollow Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Happy Hollow Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.



Paved trails across private property at The Cliffs Apartments connect to Happy Hollow Elementary.







Holcomb Elementary School

Number of Students	**571**
Grades	**K - 4**
Percent within 1 mile of School	**30%**
Percent Walking and Bicycling	**9%**
Percent on Free and Reduced Lunch	**34%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**0**

The theme of Holcomb Elementary School is Science, Math, Engineering, Arts, and Technology (STEAM). It is surrounded by residential neighborhoods and natural areas, including Underwood Park, Clabber Creek Trail, and a soft-surface pump track on school property. There are two RRFBs on Salem Road that help facilitate safe crossings, but no similar crossings exist along Bentgrass Road, where many students also cross. One crossing guard monitors Salem Road and Crystal Drive. In the afternoon, a staff member monitors students who cross Crystal Drive at Apatite Drive, where adults have parked and walked up.

While a back-of-curb connector trail was added between the bike racks and Clabber Creek Trail, it contains repeated 90-degree turns that are difficult for young riders and long-frame bikes. All students receive bike education in PE, with third graders taking a field trip to ride bikes at Gulley Park and fourth graders at Lake Fayetteville. A bike bus has operated from the west and east of the school by parent volunteers.



IMAGE 7.3 Strong bike education at Holcomb Elementary supports active mobility year-round

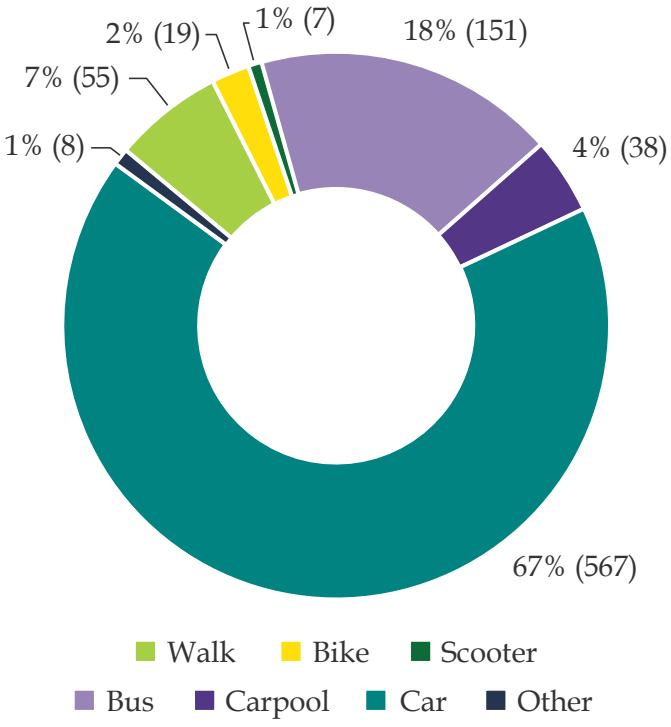


FIGURE 7.4 Distribution of travel modes at Holcomb Elementary School

MAP 7.7 Holcomb Elementary School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	N. Salem Rd. and W. Crystal Dr.	Install DWS at northeast, southeast, and southwest corners; install curb extensions on northeast and southeast corners; mark crosswalk on west leg; install raised crosswalk on south leg.
2	W. Crystal Dr. and N. Rutile Dr.	Curb ramps missing DWS and marked crosswalk for north crossing of N. Rutile Dr.
3	Apatite Dr. and Crystal Dr.	Install marked crosswalk on north leg; repaint and upgrade crosswalk on east leg; add mountable curb extension on southeast corner.
4	N. Quartz Dr. and W. Crystal Dr.	North crossing of N. Quartz Dr.
5	N. Pyrite Dr. and W. Crystal Dr.	Install DWS on northwest corner.
6	W. Crystal Dr. and N. Raven Ln.	Mark crosswalks on west and north legs of intersection.
7	N. Salem Rd. and School Driveway	Install pedestrian refuge island.
8	Holcomb Elementary Property	Install sidewalk outside of fenced area.
9	N. Salem Rd. and Bentgrass Rd.	Mark high-visibility crosswalks on the east and west legs of the intersection; install RRFB and raised crosswalk at north leg.
10	Holcomb Elementary Property	Upgrade trail to reduce 90-degree turns, adding radius to corners and aligning with Clabber Creek Trail.
11	N. Salem Rd. and W. Clabber Creek Blvd.	Install DWS.
12	N. Salem Rd. and Clabber Creek Trail	Remove vegetation on east side and conduct routine maintenance to improve visibility of trail users. Install passive detection for RRFB on east side.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Schoolyard	26	Rear	Add visitor rack to front

MAP 7.8 Holcomb Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Holcomb Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.









Proximity to the Clabber Creek Trail presents opportunities for walking school buses and bike buses at Holcomb.

Leverett Elementary School

Number of Students	**224**
Grades	**K - 4**
Percent within 1 mile of School	**26%**
Percent Walking and Bicycling	**7%**
Percent on Free and Reduced Lunch	**65%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**8**

Leverett Elementary School is one of the City's oldest schools, located directly next to the University of Arkansas. The gridded street network of the surrounding neighborhood often lacks complete sidewalk connections and experiences speeding, distracted driving, and occasionally reckless driving. The neighborhood has experienced a high number of pedestrian crashes in recent years, including three fatalities in the last six years—one of whom was only nine years old.

Young drivers frequent this area en route to the University and High School. ARDOT reported an estimate of ten thousand ADT (average daily traffic) on Garland Avenue in 2024, suggesting that the road may be a good candidate for a lane reconfiguration that enhances safety while still accommodating high traffic volumes.

The school provides bike education in its PE class and plans to install a traffic garden on its property. The school frequently partners with various departments at the University of Arkansas; a partnership with active transportation staff or students may be explored.

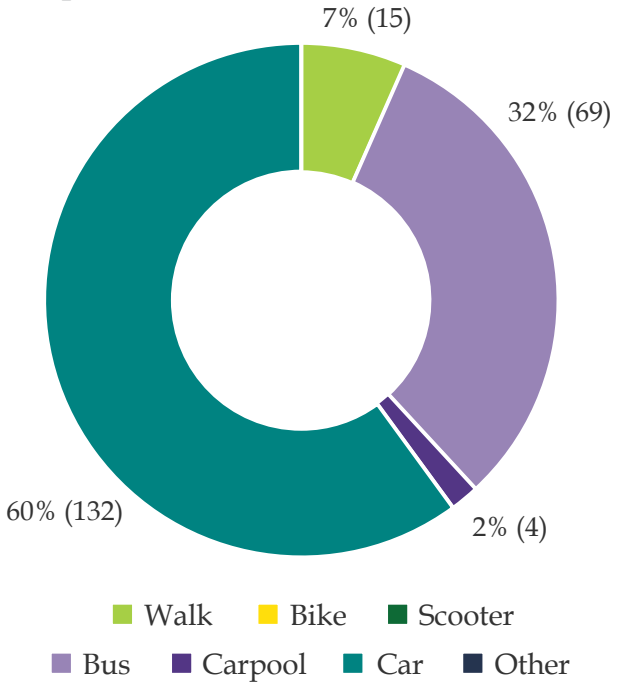
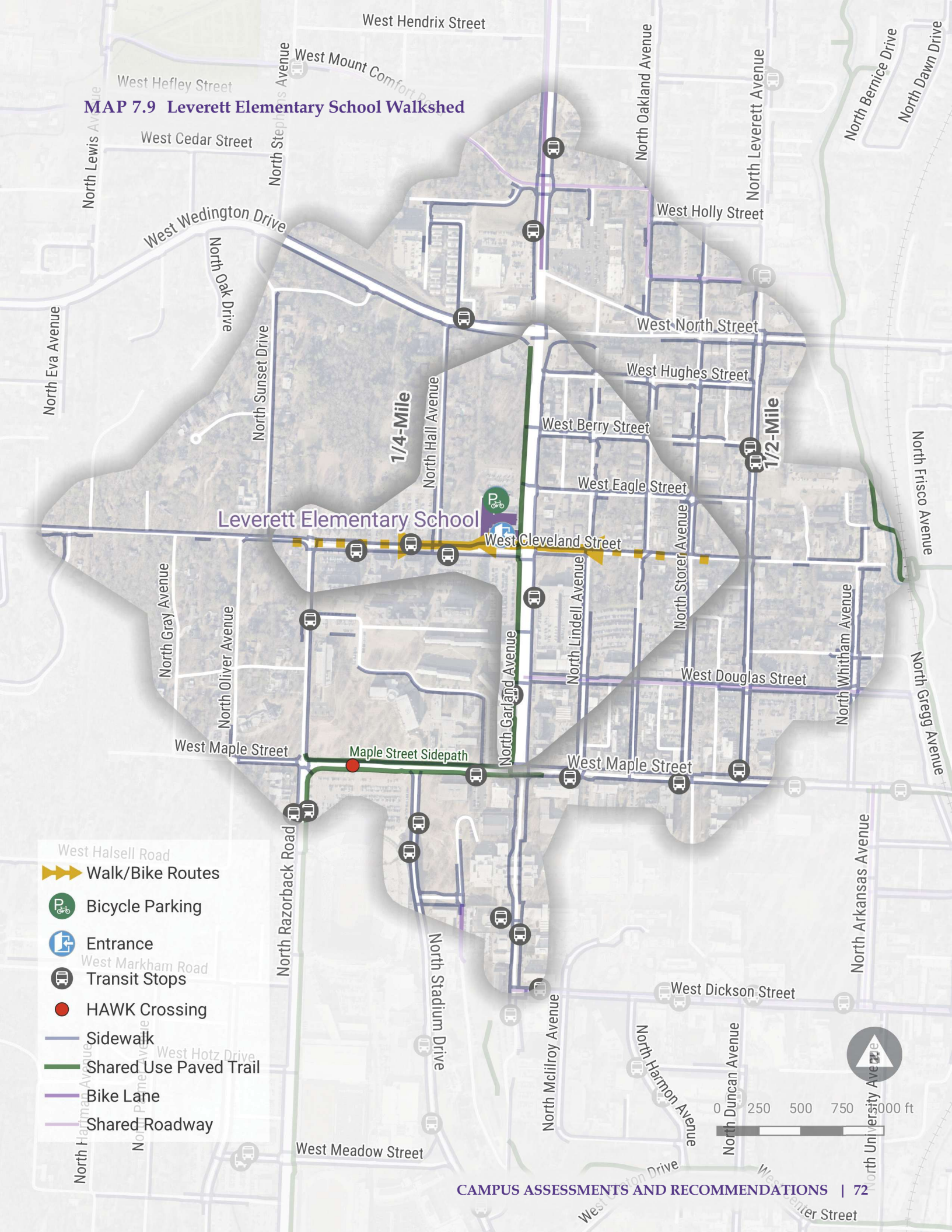


FIGURE 7.5 Distribution of travel modes at Leverett Elementary School

Existing Bike Parking

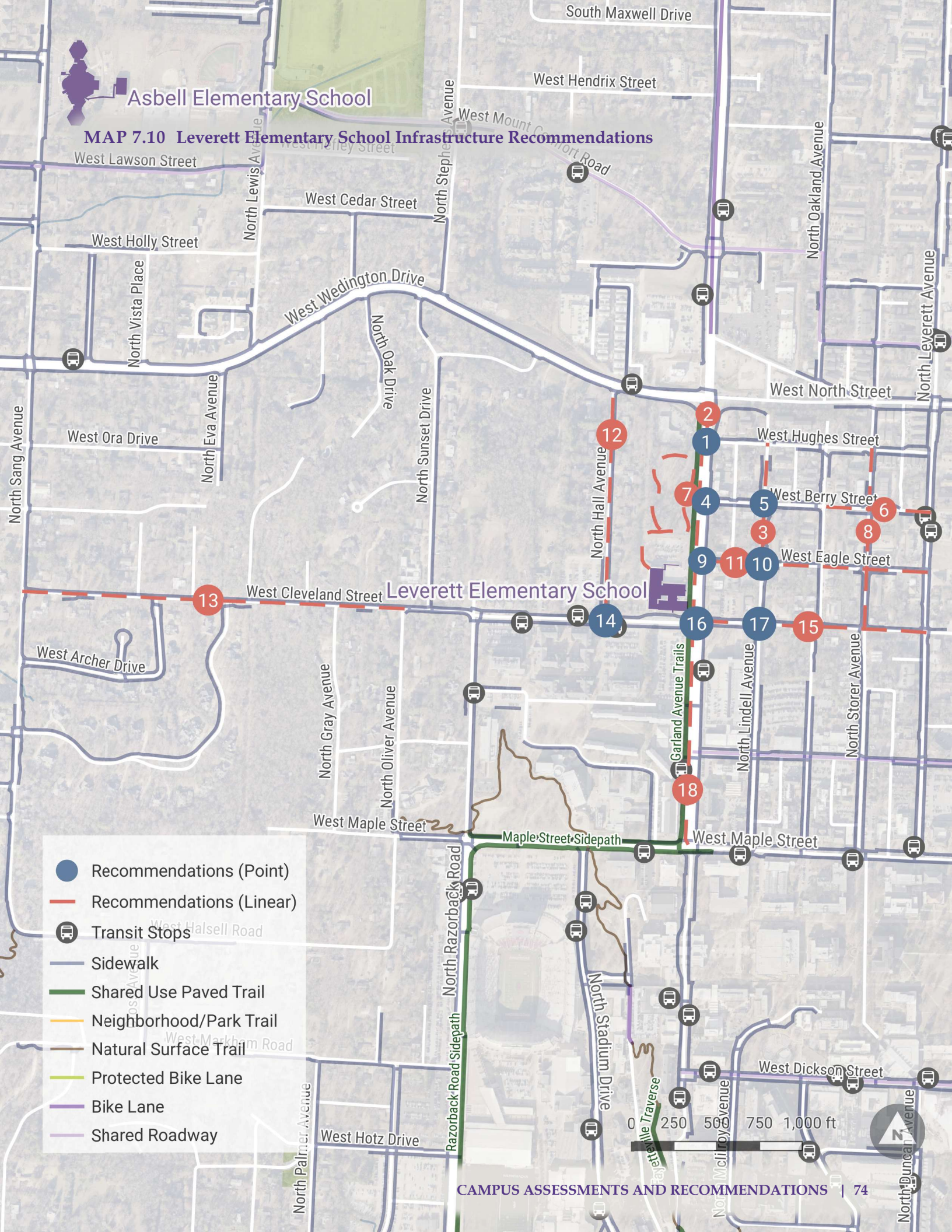
Type	Custom Weld
Total Spaces	8
Location	Rear
Recommendation	Replace rack; add capacity to front

MAP 7.9 Leverett Elementary School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	N. Garland Ave. at W. Hughes St.	Install high-visibility crosswalk along east leg of intersection.
2	N. Garland Ave. (Wedington/North to Cleveland)	Investigate road and/or lane diet to address speeding and allow for vehicle queuing along southbound Garland.
3	N. Lindell Ave. (Hughes to Eagle)	Fill sidewalk gaps at 816 Lindell (east side) and 903 Lindell (west side); repair sidewalks; prioritize Lindell as north-south bound walking collector for neighborhood east of Garland.
4	N. Garland Ave. at W. Berry St.	Install high-visibility crosswalk along east leg of intersection.
5	W. Berry St. and N. Lindell Ave.	Prioritize Lindell Ave. as crossing opportunity for walking route; install high-visibility crosswalks at west and south legs of intersection; upgrade curb ramps at southwest and southeast corners; install all-way stop.
6	W. Berry St. (Oakland to Leverett)	Complete sidewalk gaps along north side of Berry.
7	North side of Leverett campus	Consider creating a walking path and entrance to the U of A forested property north of the school for nature program access.
8	N. Storer Ave. (North to Cleveland)	Remove obstructions and repair sidewalks; complete sidewalk gap at 815-819 Storer.
9	N. Garland Ave. at W. Eagle St.	Install high-visibility crosswalk along east leg of intersection.
10	N. Lindell Ave. and W. Eagle St.	Install high-visibility crosswalks at south and west legs of intersection; upgrade curb ramps at southeast and southwest corners.
11	W. Eagle St. (Garland to Leverett)	Remove obstructions and repair sidewalks; complete sidewalk gaps.
12	N. Hall Ave. (W. Cleveland St. to W. Wedington)	Install traffic calming; relocate mailboxes to remove obstructions from the sidewalk.
13	W. Cleveland St. (Sang to Oliver)	Formalize sidewalk buffer space from Sang to Oliver with vertical elements; consider extending curb and sidewalk over the long term.
14	N. Hall Ave. and W. Cleveland St.	Reconstruct sidewalk and curb at southwest corner to have crosswalk terminate outside driveway apron; install RRFB.
15	W. Cleveland St. (N. Garland Ave. to N. Lindell Ave.)	Repair uplifted panels around drainage inlet at northeast corner of Garland and Cleveland; explore options to reduce or remove parking space at 1088 Cleveland.
16	W. Cleveland St. and N. Garland Ave.	Add mountable aprons at all four corners; implement LPI and No-Right-on-Red; increase pedestrian signal phase.
17	W. Cleveland St. and N. Lindell Ave.	Install curb extension at northeast corner and reconstruct curb extension at southwest corner. Remove eastbound curb ramp at the southwest corner. Install DWS at remaining three curb ramps. Convert two-way stop to all-way and stripe stop bars on Cleveland. Stripe crosswalk on north and west leg of intersection.
18	N. Garland Ave. (W. Cleveland St. to W. Maple St.)	Evaluate the feasibility of a lane reconfiguration/reduction to address speeding.



MAP 7.10 Leverett Elementary School Infrastructure Recommendations

Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Leverett Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.





Heavy traffic along Garland Avenue and Cleveland Street raises safety concerns near Leverett.





Owl Creek Elementary School

Number of Students	**581**
Grades	**K - 4**
Percent within 1 mile of School	**29%**
Percent Walking and Bicycling	**8%**
Percent on Free and Reduced Lunch	**72%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**0**



IMAGE 7.4 Students are accompanied as they walk to the Boys & Girls Club after school

Owl Creek Elementary School is located at the corner of Rupple Road and Persimmon Street. Given recent development, sidewalk connectivity is largely complete—except for key gaps along Persimmon. While a shared use paved trail exists in front of the school, there is currently no sidewalk connection between the trail and the school entrance. The school would greatly benefit from additional sidewalks, curb ramps, and crosswalks on school property.

Adults accompany students leaving as walkers, with a large group of students who walk northeast to the Boys & Girls Club and another group that walks northwest to nearby neighborhoods. Bike education is provided in PE, but it has been several years since off-site bike rides were facilitated for fourth graders. The soft-surface track on school property requires a restoration with regular maintenance. School leadership expressed a need for additional resources, including volunteers, community partnerships, and funding to support active transportation.

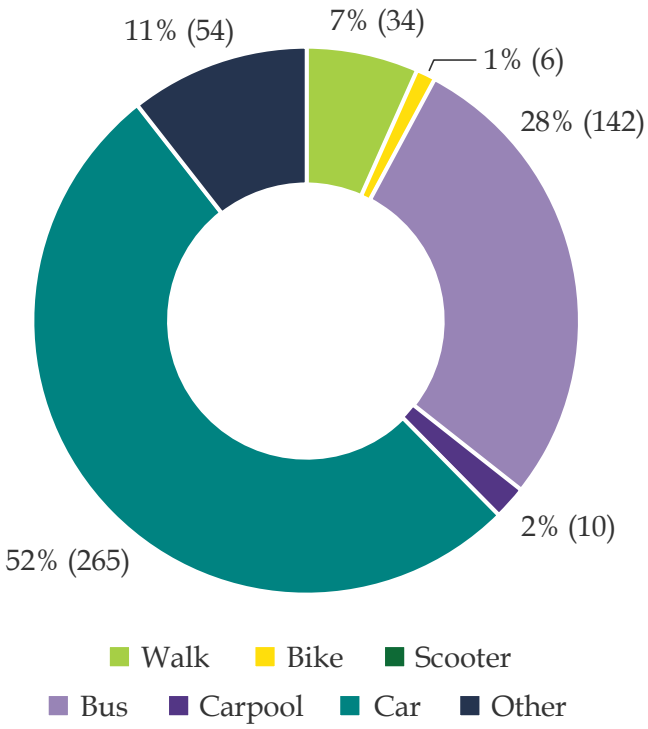
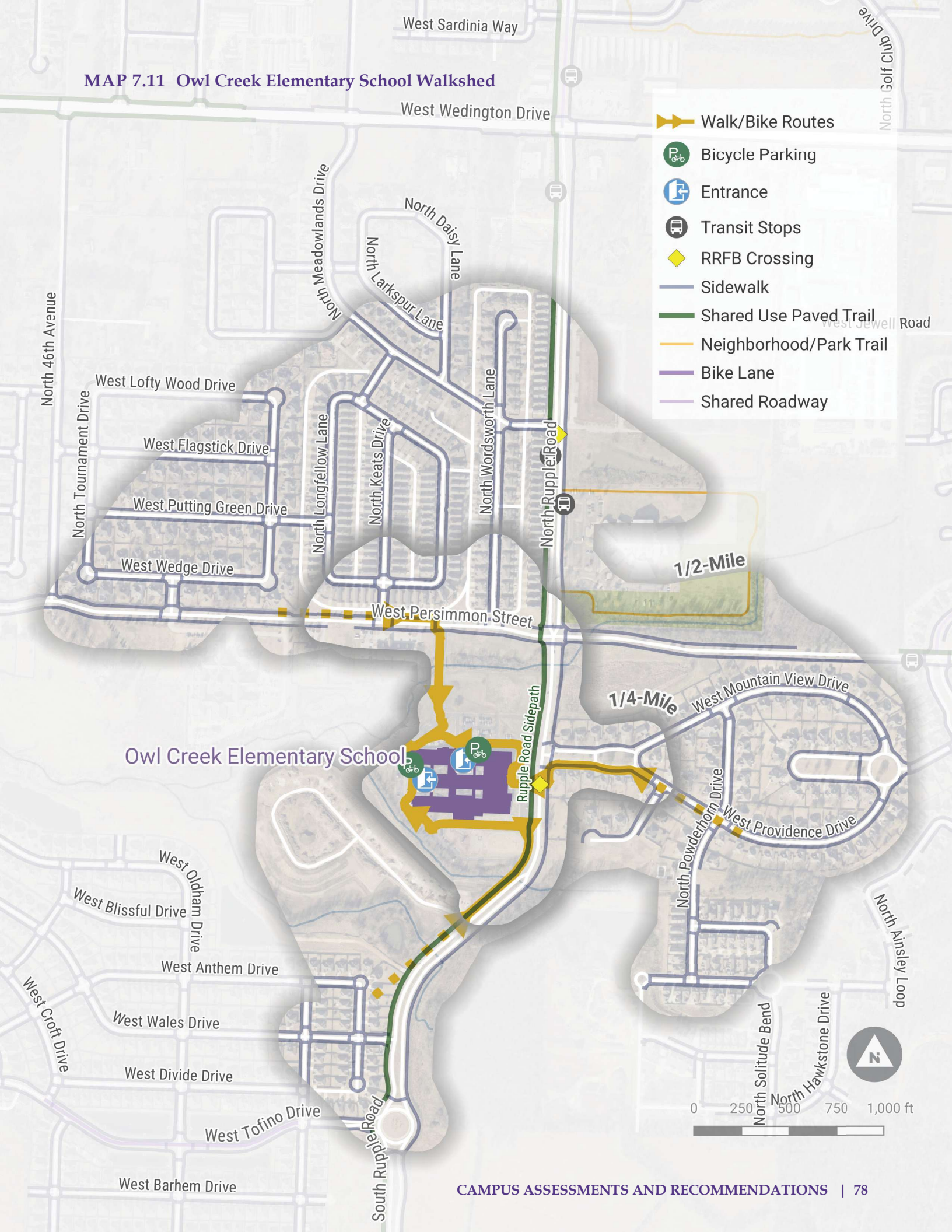


FIGURE 7.6 Distribution of travel modes at Owl Creek Elementary School

MAP 7.11 Owl Creek Elementary School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	W. Persimmon St. and School Driveway	Install RRFB and raised crosswalk; consider traffic-calming measures (e.g., speed cushions) for approaches.
2	N. Wordsworth Ln. and W. Persimmon St.	Add two sidewalk connections from W. Persimmon St. to sidewalks internal to subdivision.
3	W. Persimmon St. (N. Rupple Rd. to N. Keats Dr.)	Add signage for school speed zone in westbound direction; install speed cushions.
4	W. Persimmon St. and N. Rupple Rd.	Install protected left-turn phase, No-Right-on-Red, and mountable truck aprons at all corners.
5	Owl Creek Elementary Property	Perform rehabilitation and regular maintenance of bicycle course on south side of creek.
6	Owl Creek Elementary Property	Develop trail connection to future Owl Creek Trail.
7	W. Mountain View Dr. and N. Rupple Rd.	Install curb extensions on northeast and southeast corners of intersection; install pedestrian island; mark crosswalk at east leg.
8	Owl Creek Elementary Property	Add curb ramps at relevant locations across school property.
9	W. Persimmon St.	Install Sidewalk.
10	Owl Creek Elementary School Property	Add sidewalk, curb ramps, and marked crosswalk.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Custom Weld	9	Rear	Replace racks; add capacity to front; add wayfinding
Hoop	10	Front	Replace racks; add capacity to front; add wayfinding

MAP 7.12 Owl Creek Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Owl Creek Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.





Additional sidewalks, curb ramps, and crosswalks would help connect the Rupple Road Sidepath to Owl Creek.





Root Elementary School

Number of Students	**451**
Grades	**K - 4**
Percent within 1 mile of School	**34%**
Percent Walking and Bicycling	**10%**
Percent on Free and Reduced Lunch	**19%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**1**

Root Elementary School is located on Mission Boulevard, adjacent to the newly constructed Mission Boulevard Sidepath—a busy trail for students who ride their bikes to school. Speeding vehicles are a growing concern near Root, especially as the School continues to reduce queuing onto Mission during arrival and dismissal.

The school is surrounded by single-family neighborhoods and benefits from multiple pedestrian connections, including the unique and popular 450-foot sidewalk called the "Root Chute." Nearly as many students were observed arriving via the Root Chute at the rear of the building as the front of the building during arrival.

A few critical sidewalk connections and crossing improvements could significantly enhance connectivity around the school. The school property is relatively small and there is no on-campus bike course, so the bike education unit often interferes with students who are out during recess.



IMAGE 7.5 Bike parking at Root is located just steps off of the Mission Boulevard Sidepath

However, the PE teacher hopes to make good use of the new Mission Boulevard Trail for bike excursions.

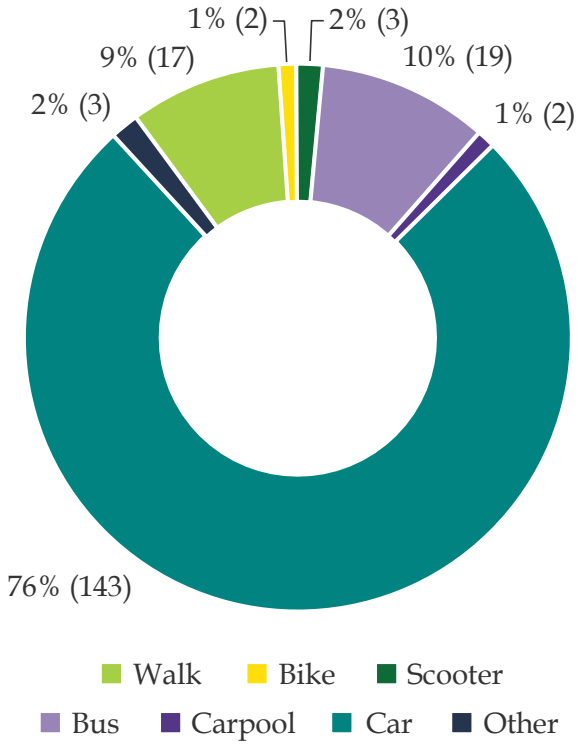


FIGURE 7.7 Distribution of travel modes at Root Elementary School

MAP 7.13 Root Elementary School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	N. Ramsey Ave. (E. Cicero Ln. to E. Mission Blvd.)	Install sidewalk.
2	E. Cain Dr. and N. Jordan Ln.	Existing curb ramps missing DWS. Install marked crossing across N. Jordan Ln.
3	N. Lunsford Ave. and E. Hammond St.	Install marked crossing and stop bar across E. Hammond St; update both curb ramps with appropriate DWS.
4	E. Mission Blvd. and N. Jordan Ln.	Reconstruct median to provide pedestrian refuge island and install marked crosswalk and DWS in curb ramps at north leg of intersection.
5	E. Mission Blvd. and N. Ranch Dr.	Complete sidewalk on north side of E. Mission Blvd. to N. Ranch Dr. in front of 1428 E. Mission Blvd.
6	Root Elementary Property	Connect outlet of "Root Chute" trail to playground blacktop.
7	N. Lunsford Ave. and Root Chute	Install curb ramp on east side; double-side crosswalk signs; add "SCHOOL" to crosswalk signs; add thermoplastic rumble bars on approaches to crosswalk; install lighting.
8	E. Hope St. and N. Eastwood Dr.	Install marked crosswalk across west leg of E. Hope St; add curb ramp to northwest corner; add DWS to southwest corner.

Existing Bike Parking

Types	Total Spaces	Locations	Recommendation
Schoolyard	10	Rear	Add capacity near front door; replace rack
Wave	5	Front	Add capacity near front door; replace rack

MAP 7.14 Root Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Root Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.







The "Root Chute" greatly shortens walks to school by connecting students to a secure rear entrance.



Vandergriff Elementary School

Number of Students	**540**
Grades	**K - 4**
Percent within 1 mile of School	**17%**
Percent Walking and Bicycling	**6%**
Percent on Free and Reduced Lunch	**16%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**0**

Vandergriff Elementary School sits adjacent to McNair Middle School in a low-density, residential area of Fayetteville. While Vandergriff is accessible by Township Street to the north, the School's primary access lies at the southern end of Vandergriff Drive along Mission Boulevard, a high-speed State highway.

Some students walk to campus from neighborhoods north of Township Street, but a large number of students (one observation noted approximately 70 students) are accompanied by two staff members as they cross Mission Boulevard to the south. While some students live in this area as well, many students walk to their adult's parked car.

Speeding vehicles are a common problem on Mission Boulevard, worsened by limited sight lines due to the vertical curvature of the road. An enhanced crossing is highly desired at this location. The school has a soft-surface bike course on the property, but poor wayfinding results in many confused students and a lack of use.

Bicycle education is provided for two weeks every year in PE, and the PTO funds a fall bike club led by one of the school staff members. The school hosts a modest bike/walk to school day on May 7th in coordination with the District and City.

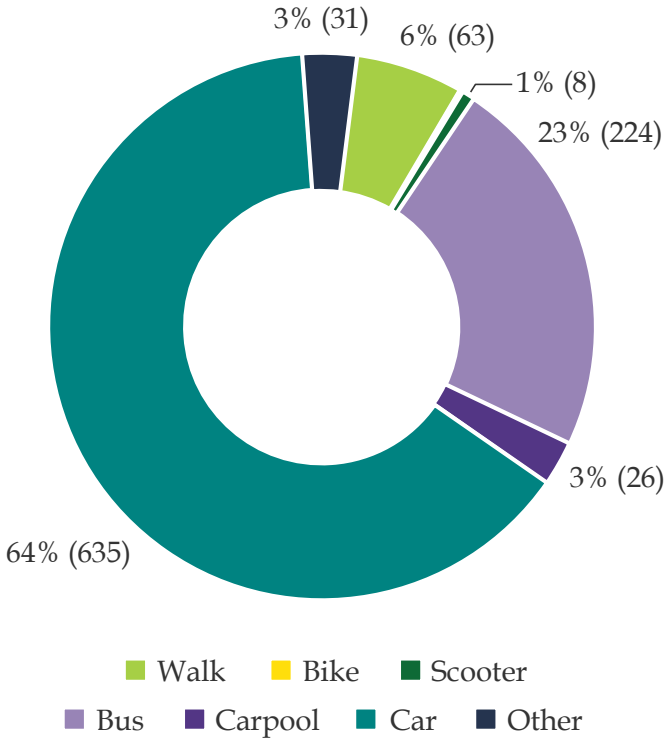
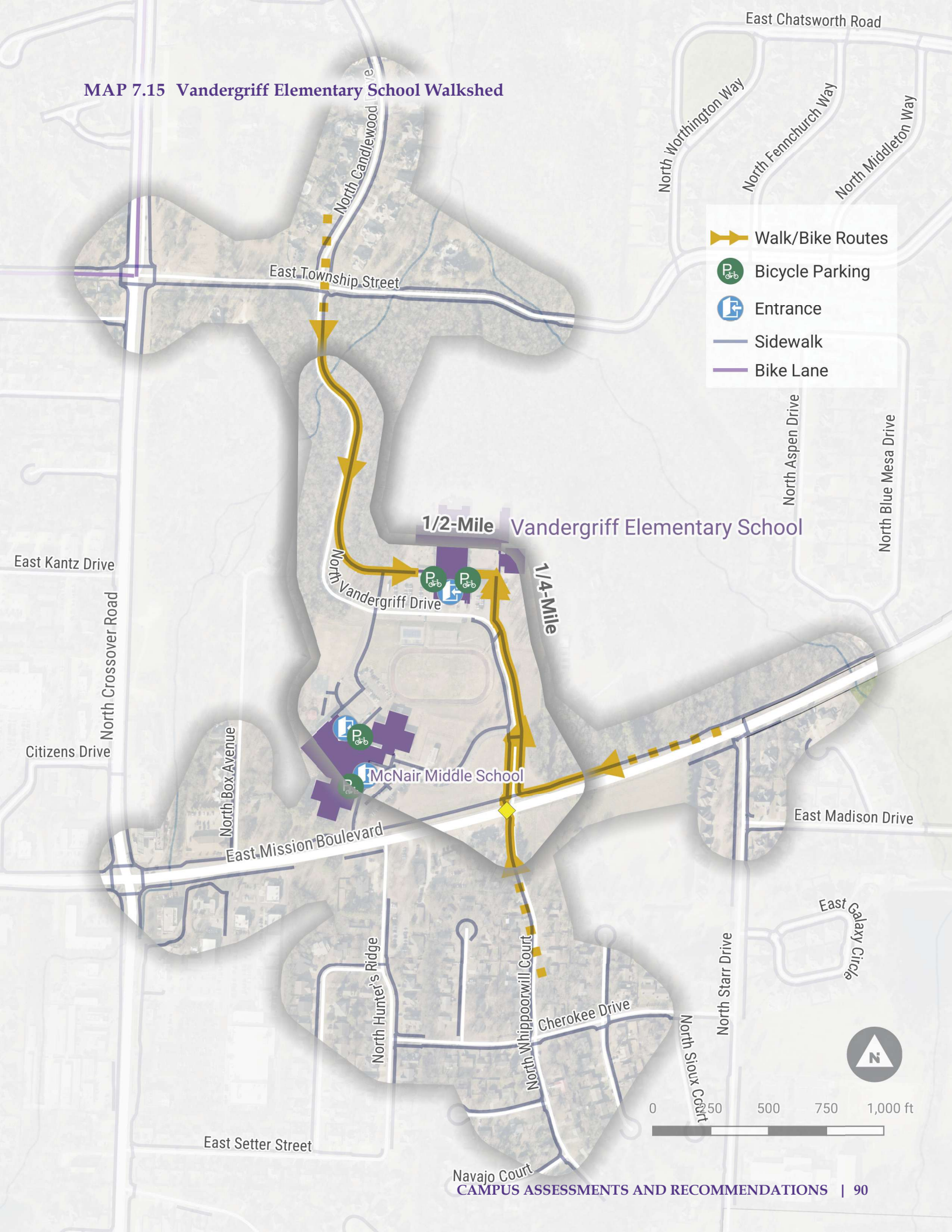


FIGURE 7.8 Distribution of travel modes at Vandergriff Elementary School

MAP 7.15 Vandergriff Elementary School Walkshed



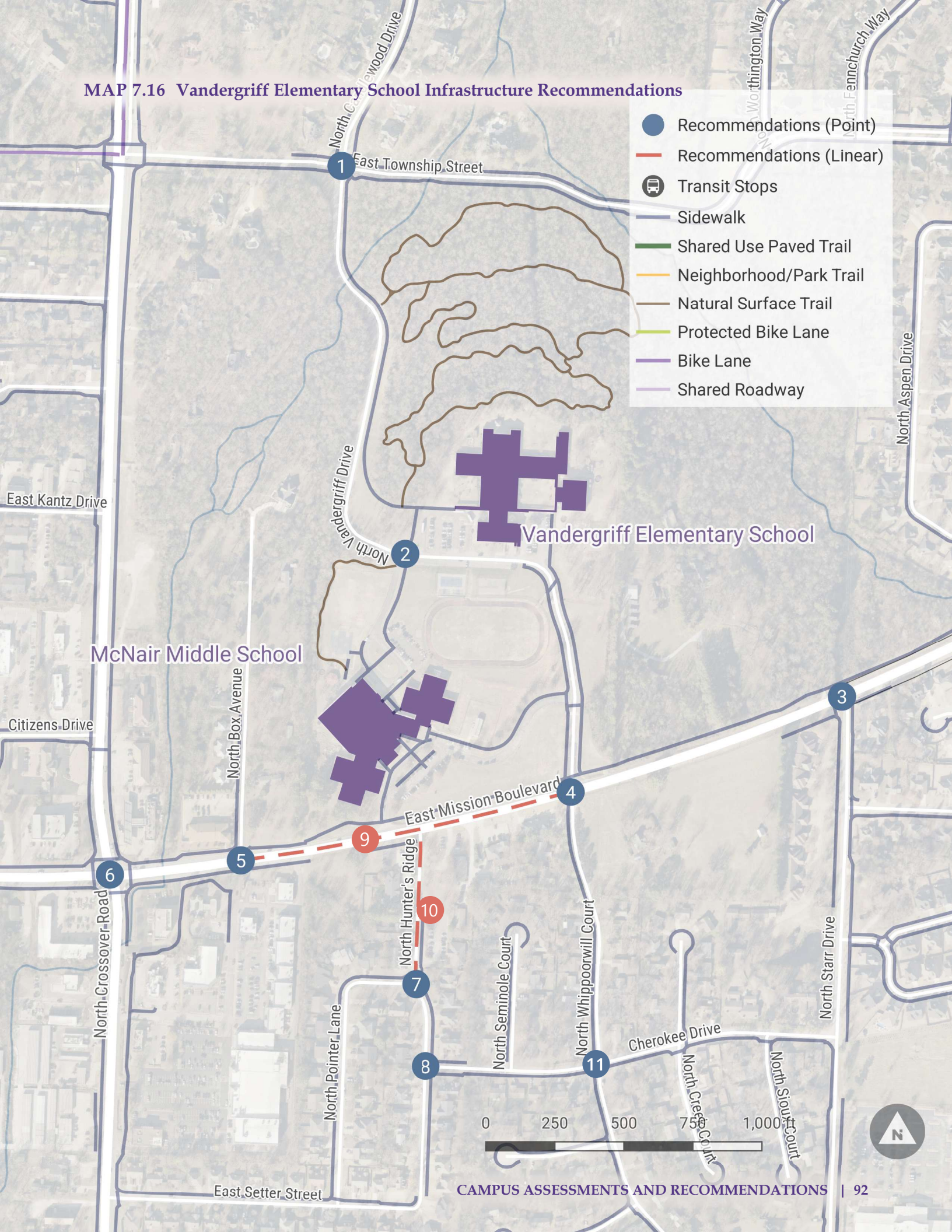
Infrastructure Recommendations

Map ID	Location	Recommendation
1	E. Township St. and N. Vandergriff Dr.	Install curb ramps in median and convert into pedestrian refuge along north leg of intersection; add lighting; install a raised crosswalk on the east leg of intersection.
2	N. Vandergriff Dr. and School Entrance	Upgrade curb ramps to ADA standards.
3	N. Starr Dr. and E. Mission Blvd.	Reconstruct southwest corner to close north-facing curb ramp; install high-visibility crosswalk at south leg; add curb ramp at southeast corner for south leg of the crosswalk; adjust signal for northbound traffic to No Right Turn during pedestrian phase; add time to pedestrian phase; install stop bar in northbound travel lane.
4	E. Mission Blvd. and N. Vandergriff Dr.	Install PHB; upgrade curb ramp at northwest corner; re-stripe high-visibility crosswalk at north leg; install rumble bars to alert east and westbound vehicles on Mission; install pedestrian-scale lighting.
5	N. Box Ave. and E. Mission Blvd.	Install high-visibility crosswalk and stop bar at north leg of intersection; install "Yield to Pedestrians" signage along Mission Blvd.
6	N. Crossover Rd. and E. Mission Blvd.	Geometry and accessibility issues support intersection reconstruction (reducing curb radii and the 30' westbound and eastbound lane widths). In the near term, upgrade all curb ramps; add mountable truck aprons at all four corners; narrow through and turn lanes as appropriate; adjust signalization to add LPI and additional time for pedestrian phase.
7	N. Hunters Rdg. and N. Pointer Ln.	Upgrade curb ramps with DWS.
8	N. Hunters Rdg. and E. Cherokee Dr.	Install new curb ramp at southeast corner; upgrade curb ramp at northeast corner with DWS.
9	E. Mission Blvd. (N. Box Ave. to N. Vandergriff Dr.)	Install sidepath per the City's Master Trails Plan.
10	N. Hunter's Ridge (N. Pointer Ln. to E. Mission Blvd.)	Install sidewalk.
11	N. Whippoorwill Ct. and Cherokee Dr.	Install mini-roundabout or four-way stop. A good candidate for a tactical urbanism project.

Existing Bike Parking

Types	Total Spaces	Locations	Recommendation
Schoolyard	20	Front	Reposition to accommodate all spaces
Schoolyard	20	Rear	Reposition to accommodate all spaces

MAP 7.16 Vandergriff Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Vandergriff Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.









Upgraded curb ramps and sidewalks at Vandergriff can significantly improve campus access and connectivity.

Washington Elementary School

Number of Students	**313**
Grades	**K - 4**
Percent within 1 mile of School	**29%**
Percent Walking and Bicycling	**9%**
Percent on Free and Reduced Lunch	**53%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**2**

Washington Elementary School is one of the City's oldest schools, built in the middle of Fayetteville's historic, gridded downtown neighborhood. Sidewalks in this area are often in poor condition, obstructed, or lacking adequate greenspace. It is common for sidewalks in the neighborhood to lack curb ramps at intersections.

Many students walk to campus, often accompanied by an adult. A crossing guard is present in the morning (hourly staff) and in the afternoon (teacher). The RRFB on Maple Street is often used, but parents frequently observe drivers who fail to yield to pedestrians. Crossing College Avenue is another major barrier for students who walk and bike to school.

Bike education is taught in PE over four weeks in the fall and three weeks in the spring. Despite the hilly terrain and no on-campus bike course, the School's PE teacher still facilitates outdoor rides along the Razorback Greenway and nearby trails.

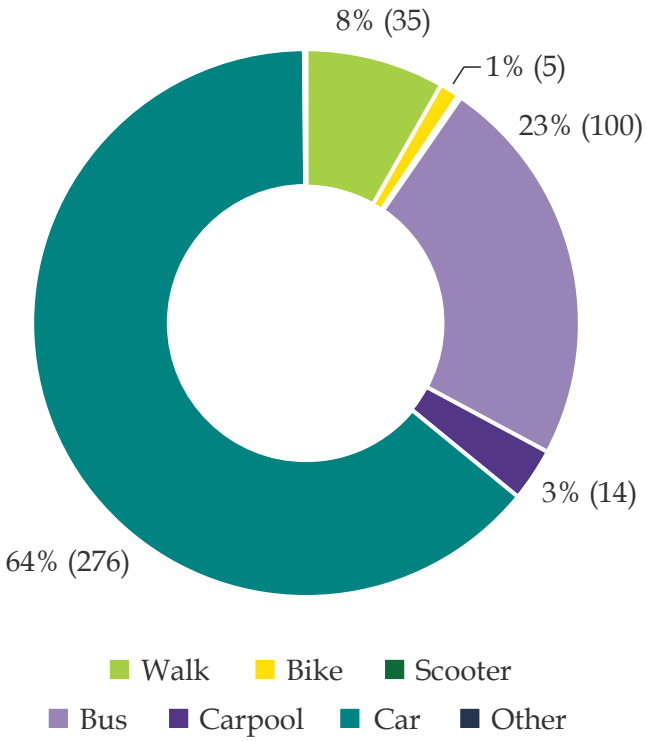
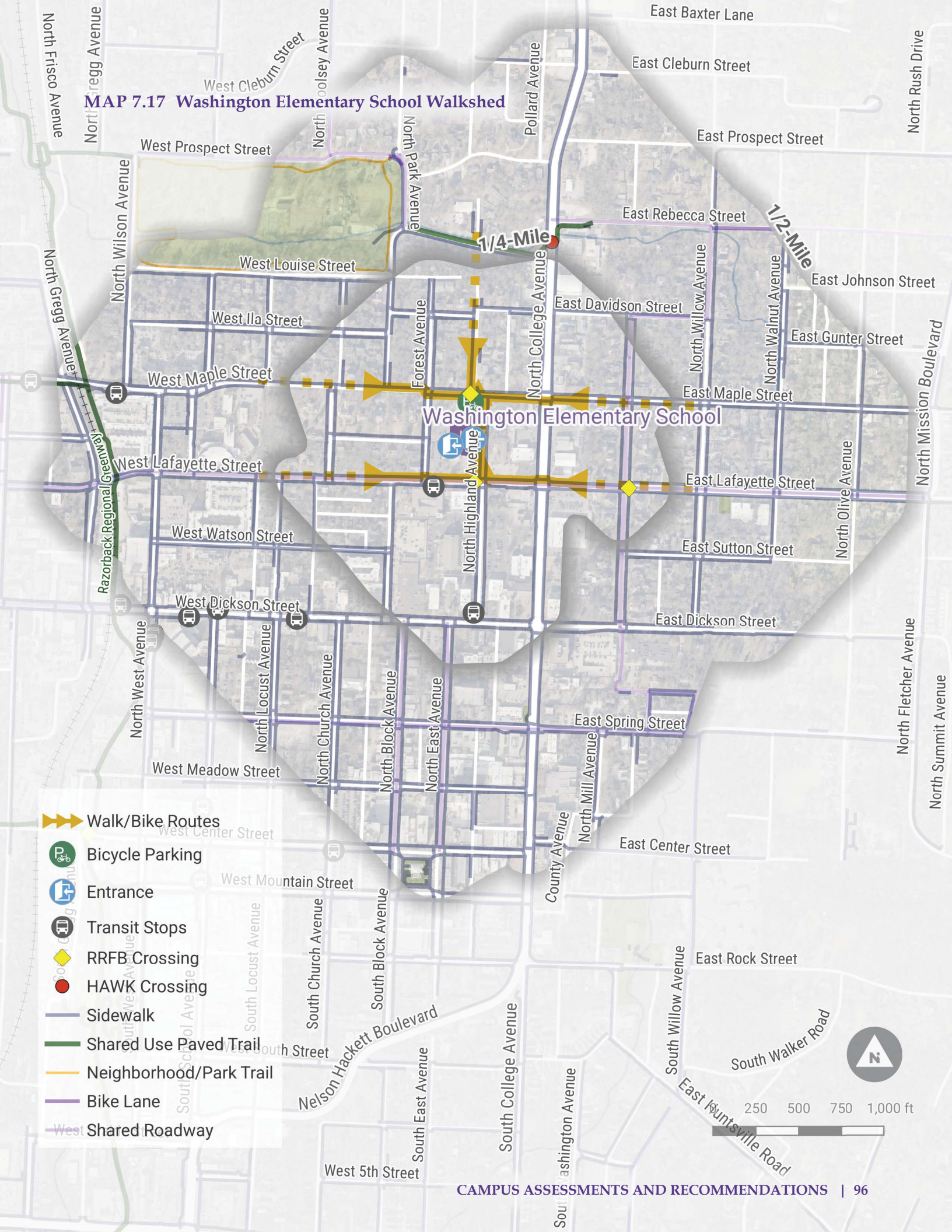


FIGURE 7.9 Distribution of travel modes at Washington Elementary School

Existing Bike Parking

Types	Schoolyard	Hoop
Total Spaces	4	8
Location	Side	
Recommendation	Replace existing schoolyard rack; add capacity at front door	

MAP 7.17 Washington Elementary School Walkshed



Infrastructure Recommendations

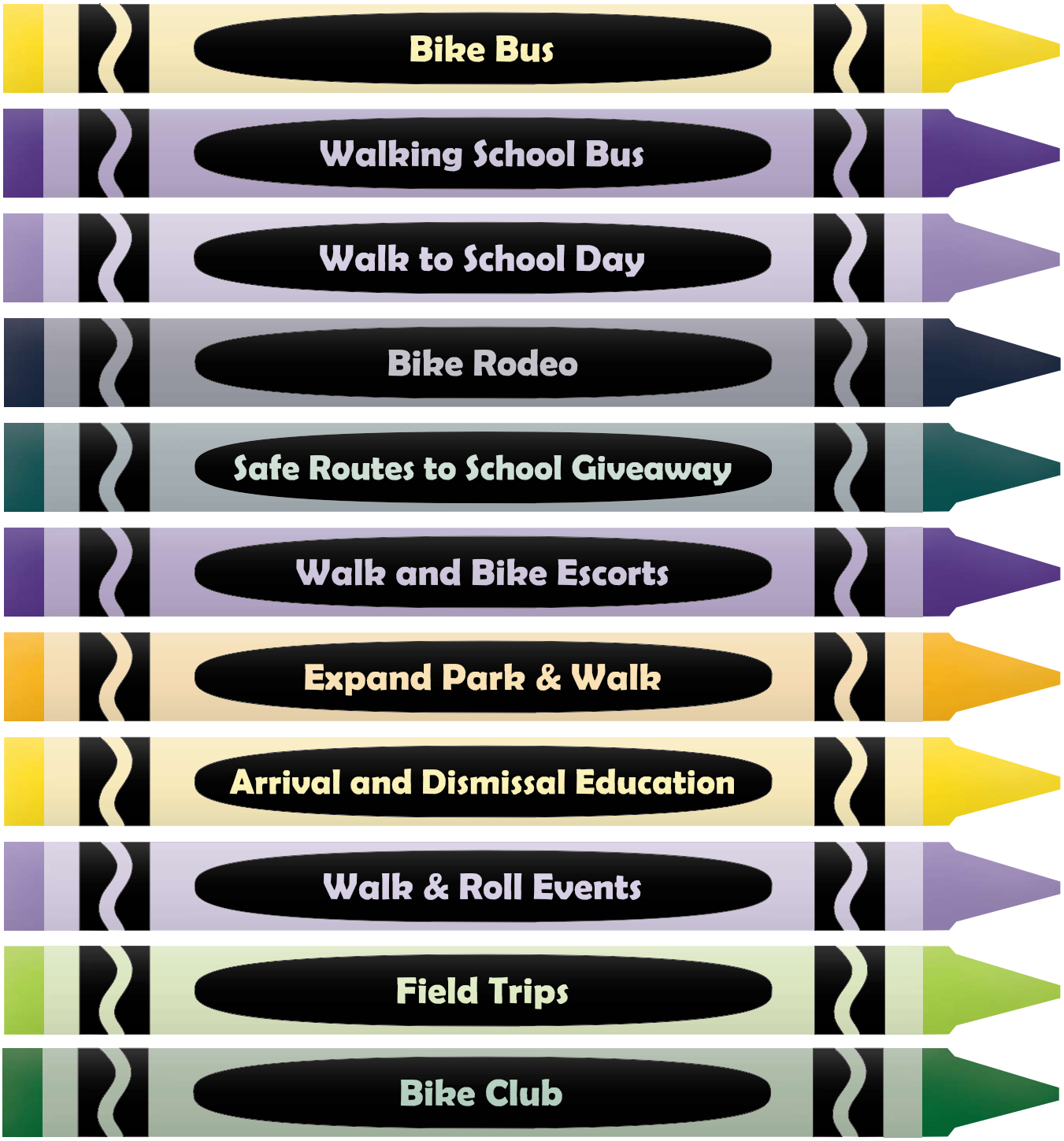
Map ID	Location	Recommendation
1	N. Park Ave. and W. Ila St.	Install crosswalk marking and stop bar on west leg; install curb ramp on northwest corner.
2	N. College Ave. (E. Davidson St. to E. Maple St.)	Stripe commercial driveways and consider narrowing driveway curb cuts.
3	W. Maple St. and N. Forest Ave.	Update curb ramps (2) with DWS at southwest corner; install crosswalk markings on east leg; install north-facing curb ramp on southeast corner; convert to all-way stop and add stop bars in all directions.
4	W. Maple St. (N. Mock Ave. to N. College Ave.)	Install speed cushions.
5	W. Maple St. and N. Highland Ave.	Install raised crossing at west leg; install marked crosswalk at north leg; install curb extension at northeast corner; add crosswalk lighting to RRFB.
6	W. Maple St. and N. Highland Ave.	Install curb extension at southwest corner and update southwest and southeast curb ramps with DWS.
7	E. Maple St. and Alley 1315	Install curb ramp on northwest corner.
8	N. College Ave. and Maple St.	Install LPI; increase pedestrian signal phase; reconstruct southeast corner to allow ADA and consider closing commercial driveway.
9	N. Highland Ave. (between W. Lafayette and E. Maple St.)	Remove existing crosswalk marking and install raised crossing at southeast gym entrance.
10	W. Lafayette St. and N. Thompson Ave.	Install marked crosswalk at south leg and update curb ramps with DWS.
11	N. Forest Ave. (W. Lafayette St. to W. Maple St.)	Replace sidewalk panels and enforce sidewalk obstruction code.
12	W. Lafayette St. and N. Mock Ave.	Install marked crosswalk on north leg and add curb ramps on northwest and northeast corners.
13	W. Lafayette St. and N. Saint Charles Ave.	Install marked crosswalk; update curb ramp on southwest corner with DWS; install curb extension on southeast corner.
14	W. Lafayette St. and N. Highland Ave.	Install raised crosswalks on north and west legs of intersection; reconstruct northwest curb to reduce radius; add crosswalk lighting to RRFB.
15	E. Lafayette St. and N. College Ave.	Reconstruct curb ramps at all four corners to improve ADA; install LPI; implement No-Right-on-Red.
16	E. Lafayette St. (Highland Ave. to N. Washington Ave.)	Relocate westbound school speed zone sign closer to N. College Ave; install crosswalk markings at commercial driveways; install bicycle lane markings at Auto Zone driveway; install "Bike Lane Ends" sign for westbound travel. Reconstruct sidewalk as a sidepath per the City's Master Trails Plan.
17	N. Saint Charles Ave. and W. Boles St.	Explore options for marked crosswalk and curb extensions at south leg.
18	N. Saint Charles Ave. and W. Watson St.	Install marked crosswalks at west and south legs; relocate stop sign and add stop bar for eastbound Watson St.
19	Washington Elementary School Property	Install sidewalk to connect to main entrance without using stairs.

MAP 7.18 Washington Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Washington Elementary School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.





Providing accessible paved connections to school entrances and slowing speeds around campus can improve pedestrian safety at Washington Elementary.





John L. Colbert Middle School

Number of Students	**460**
Grades	**5 - 6**
Percent within 1 mile of School	**8%**
Percent Walking and Bicycling	**6%**
Percent on Free and Reduced Lunch	**66%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**0**

John L Colbert (JLC) Middle School is located across the street from the Rupple Road Sidepath, connecting the School to several residential neighborhoods and the City's wider sidewalk network. Rupple Road is a four-lane street that experiences high vehicle speeds. Crosswalks along Rupple Road are placed far apart and would benefit from an increased presence of crossing guards, given the speed and separation of crossing distances; a new mid-block crossing is highly recommended in this area as well.

JLC is ideally situated near two high-quality mountain bike destinations: just a quarter-mile from Centennial Park, which offers 18 miles of trails, and a half-mile from Kessler Mountain Regional Park, boasting over 20 miles of trails. With world-class outdoor recreation this close, JLC can take full advantage by facilitating bike programming (e.g., clubs, field trips, events, etc.) and possibly even developing an on-campus skills park or trail connection to the park.

The school maintains a bike fleet for use during PE, with several opportunities for off-campus bike rides at the nearby Dinsmore Trail and Fayetteville Traverse. Nearly 200 students participate in groups rides, with sixth grade students participating in a field trip at Lake Fayetteville once a year.

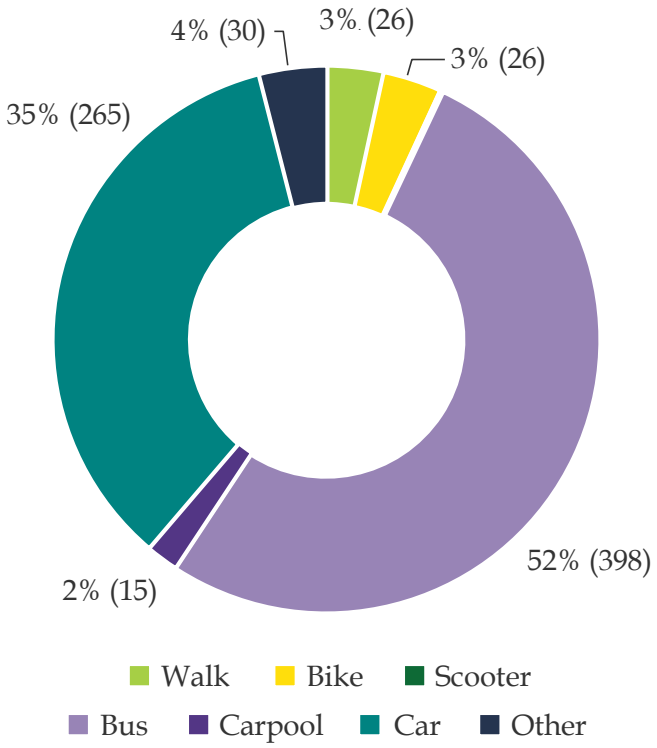


FIGURE 7.10 Distribution of travel modes at John L. Colbert Middle School

MAP 7.19 John L. Colbert Middle School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	W. Bronco Dr.	Fill sidewalk gap just west of Bronco Dr. and Rupple Rd.
2	NE Corner to John L. Colbert Middle School Property	Plan for future paved connections to the upcoming development and trails on the north/northeast side of campus.
3	East side of John L. Colbert Middle School Property	Plan for future connectivity to Fayetteville Traverse and Dinsmore Trail.
4	W. Santa Fe St. and S. Rupple Rd.	Repair cracking concrete on shared use trail.
5	S. Rupple Rd. and W. Eisenhower Pl.	Install RRFB.
6	Southeast of John L. Colbert Middle School Property	Consider trail connection to Magnolia Crossing subdivision along property line.
7	Magnolia Crossing Subdivision	Construct shared use path in overhead electric easement.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Wave	24	Front	Replace rack
Custom Weld	6	Front	Replace rack

MAP 7.20 John L. Colbert Middle School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for John L. Colbert Middle School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.





An overhead electric easement near JLC could connect a neighboring subdivision to campus.





Holt Middle School

Number of Students	**490**
Grades	**5 - 6**
Percent within 1 mile of School	**15%**
Percent Walking and Bicycling	**12%**
Percent on Free and Reduced Lunch	**51%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**2**

Holt Middle School is known for its vibrant walking and cycling culture, strongly supported by school leadership and staff. The school is located on Rupple Road, a two-lane street that cuts through several neighborhoods as a regional link. The Rupple Road Sidepath also runs directly in front of the school, carrying many students who walk and bike from neighborhoods north and east of campus.

Pick-up and drop-off procedures are very organized, with walkers and bike riders released at the same time to encourage grouping for safer travel. Bike education is taught for four to six weeks in PE. A well-designed bike course exists on campus; however, because it was privately funded, it has not yet been fully integrated into public ownership or long-term maintenance programs. The school hosts two bike events each year–a Roll-A-Thon and a Bike to School Day–with about a hundred students participating in both.



IMAGE 7.6 Bike racks are over capacity with high rates of walking and cycling at Holt

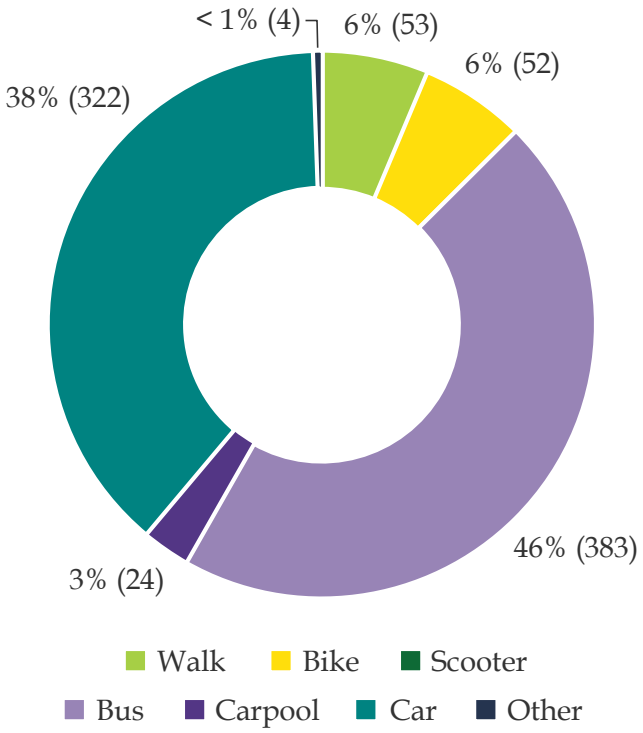
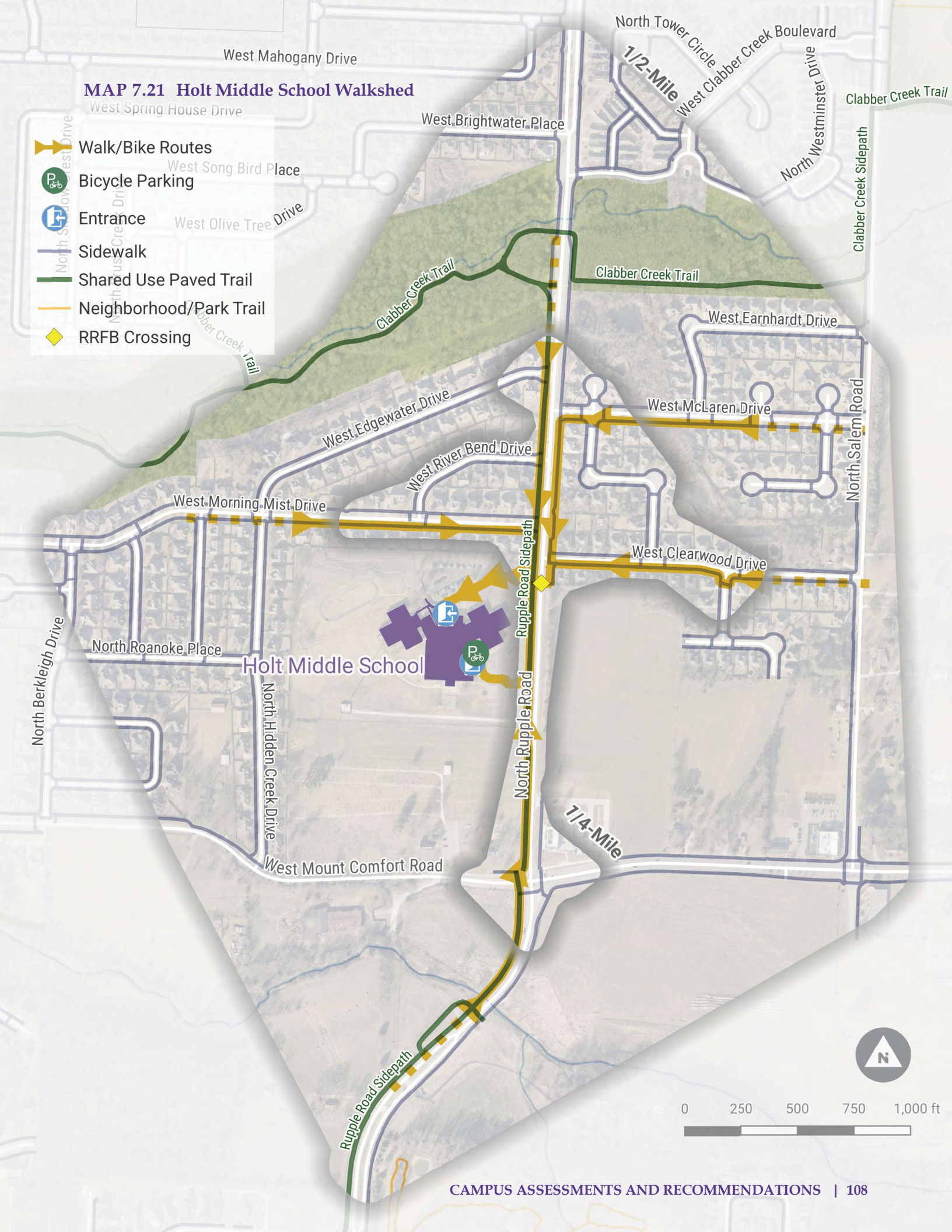


FIGURE 7.11 Distribution of travel modes at Holt Middle School


MAP 7.21 Holt Middle School Walkshed
Walk/Bike Routes
Bicycle Parking
Entrance
Sidewalk
Shared Use Paved Trail
Neighborhood/Park Trail
RRFB Crossing
West Mahogany Drive
North Tower Circle
West Clabber Creek Boulevard
1/2-Mile
North Westminster Drive
Clabber Creek Trail
Clabber Creek Sidepath
West Spring House Drive
West Brightwater Place
West Song Bird Place
West Olive Tree Drive
Clabber Creek Trail
Clabber Creek Trail
West Earnhardt Drive
West Edgewater Drive
West McLaren Drive
North Salem Road
West River Bend Drive
West Morning Mist Drive
Rupple Road Sidepath
West Clearwood Drive
North Roanoke Place
Holt Middle School
North Berkleigh Drive
North Hidden Creek Drive
North Rupple Road
1/4-Mile
West Mount Comfort Road
Rupple Road Sidepath
N
0
250
500
750
1,000 ft

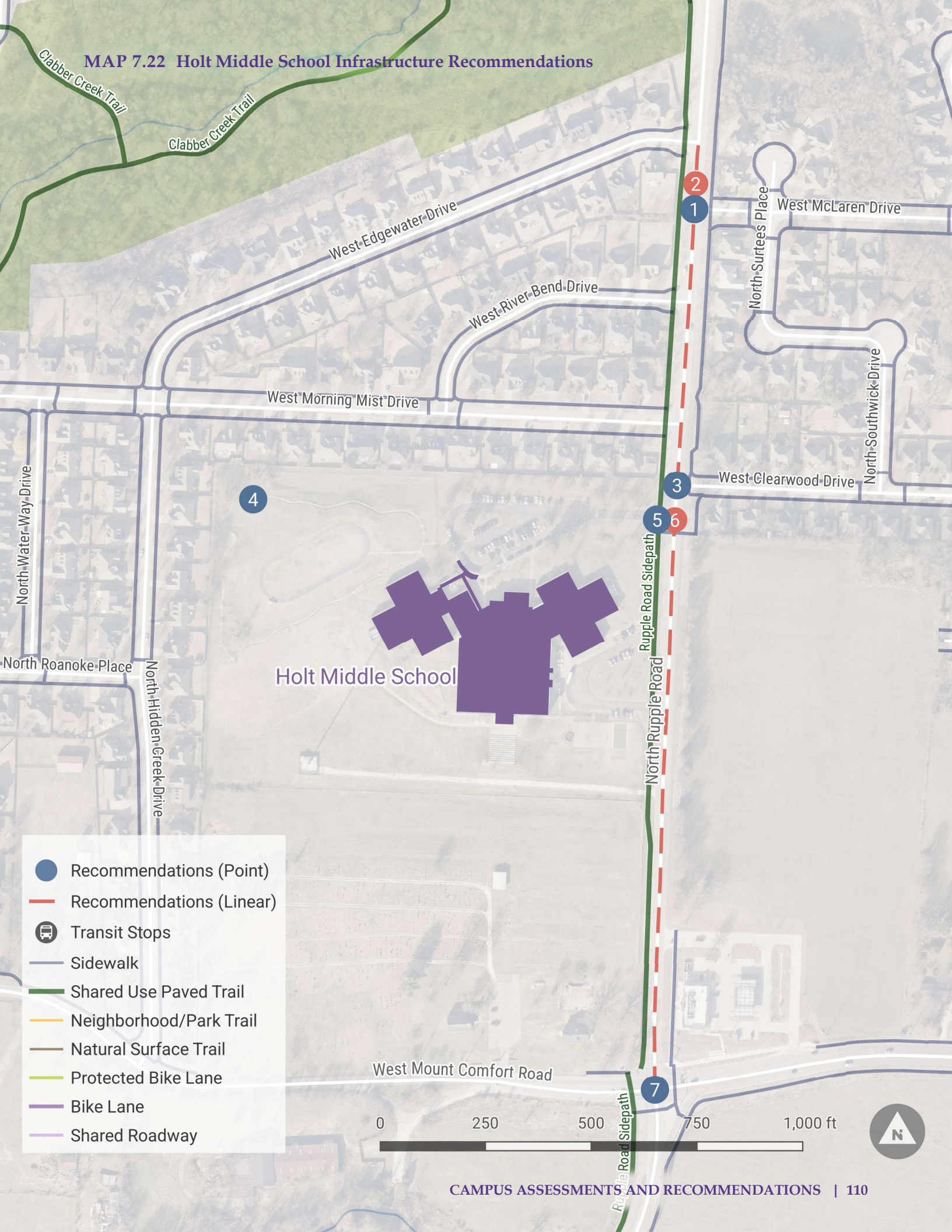
Infrastructure Recommendations

Map ID	Location	Recommendation
1	N. Rupple Rd. and W. McLaren Dr.	Add high-visibility crosswalk on east leg of intersection.
2	N. Rupple Rd. (W. Clearwood Dr. to W. Edgewater Dr.)	Remove continuous center-turn-lane and implement traffic-calming measures, such as chicanes and speed cushions.
3	W. Clearwood Dr. and N. Rupple Rd.	Install crosswalk on east leg of intersection.
4	Holt Middle School Property	Consider multiuse path/trail connection at northwest corner.
5	N. Rupple Rd. and School Entrance	Install DWS at southwest curb ramp; install raised crosswalk at RRFB.
6	N. Rupple Rd. (W. Clearwood Dr. to W. Mount Comfort Rd.)	Add speed feedback sign in northbound direction. Evaluate traffic-calming treatments and reduce speed limit.
7	W. Mount Comfort Rd. and N. Rupple Rd.	Install curb extension to northwest corner; reconstruct sidewalk to trail on northwest corner; add "No-Right-on-Red" across trail crossing; install raised crossing in right-turn bypass lane.

Existing Bike Parking

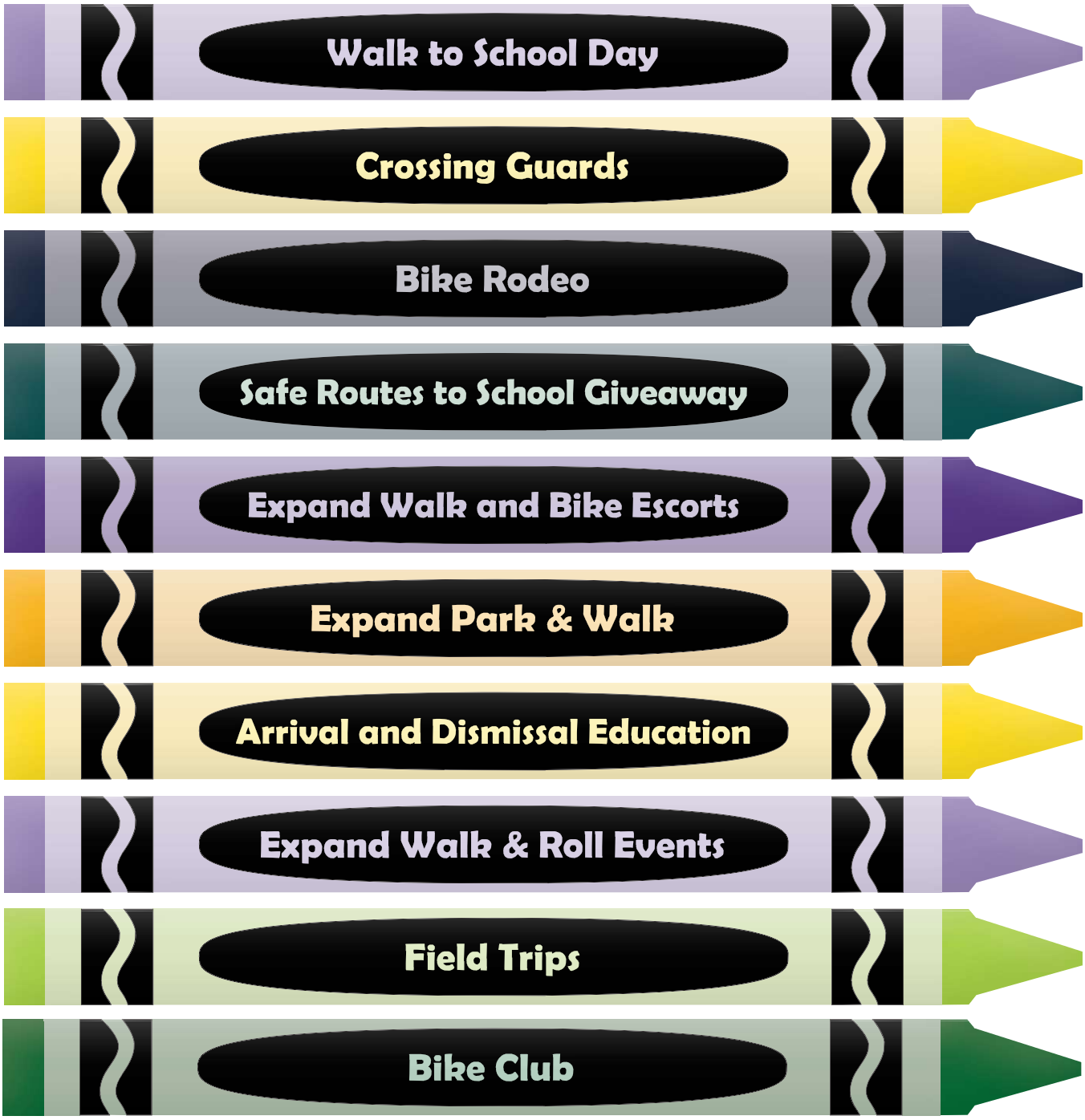
Type	Total Spaces	Location	Recommendation
Schoolyard	30	Rear	Add capacity to rear; add visitor rack to front

MAP 7.22 Holt Middle School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Holt Middle School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.









The Rupple Road Sidepath helps students walk, roll and bike to Holt Middle School year-round.

McNair Middle School

Number of Students	**666**
Grades	**5 - 6**
Percent within 1 mile of School	**12%**
Percent Walking and Bicycling	**6%**
Percent on Free and Reduced Lunch	**23%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**3**

McNair Middle School is adjacent to Vandergriff Elementary School, accessed by Vandergriff Drive either from Township Street to the north or Mission Boulevard to the south. At each day's dismissal, nearly 100 students walk toward vehicles or buses along the north side of campus. About 30 students cross at the RRFB on Mission Boulevard, where two teachers are typically stationed as crossing guards. This crossing is dangerous due to high speeds, motor vehicles failing to yield to pedestrians, and limited sight lines due to the hill. A few students live southwest of McNair, requiring them to cross Crossover Road. This crossing is especially dangerous due to long crossing distances, drivers who fail to yield during right-on-red turns, and high speeds. In one incident, law enforcement was called for a welfare check when a student was observed crossing this intersection. Bicycle education is taught for two to three weeks in PE, where students are taken onto

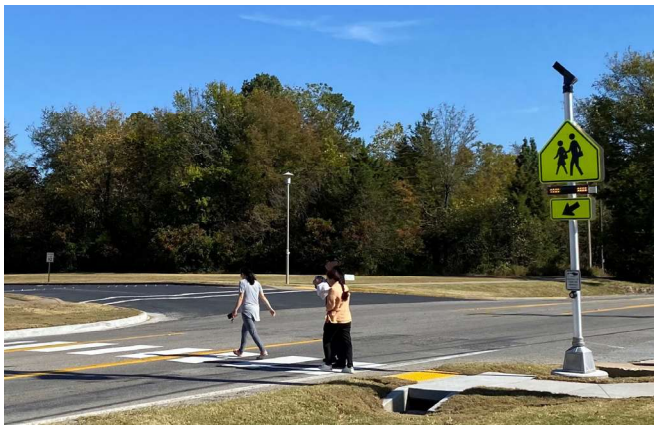


IMAGE 7.7 High speeds and long crossings near McNair create dangerous conditions for students

Vandergriff Drive to learn road safety. Students practice mountainbiking on a rudimentary dirt track around the soccer field, but the School does not utilize the wooded soft-surface trail network because it is often confusing and lacks wayfinding.

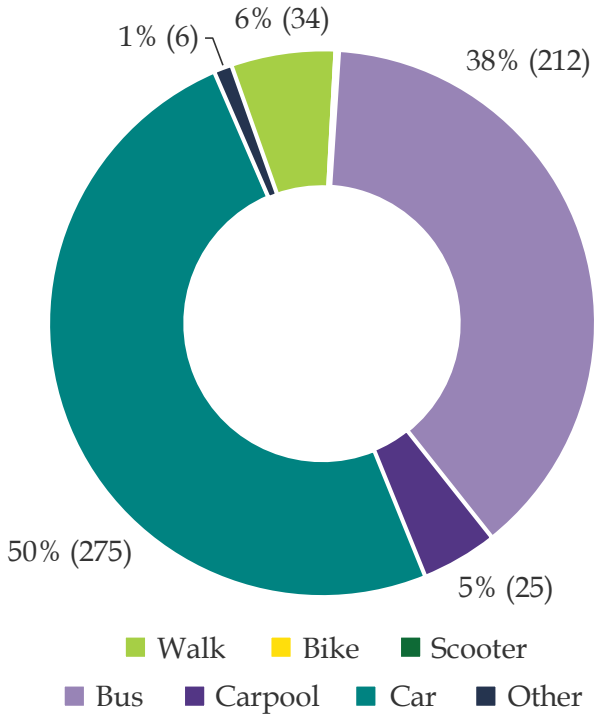
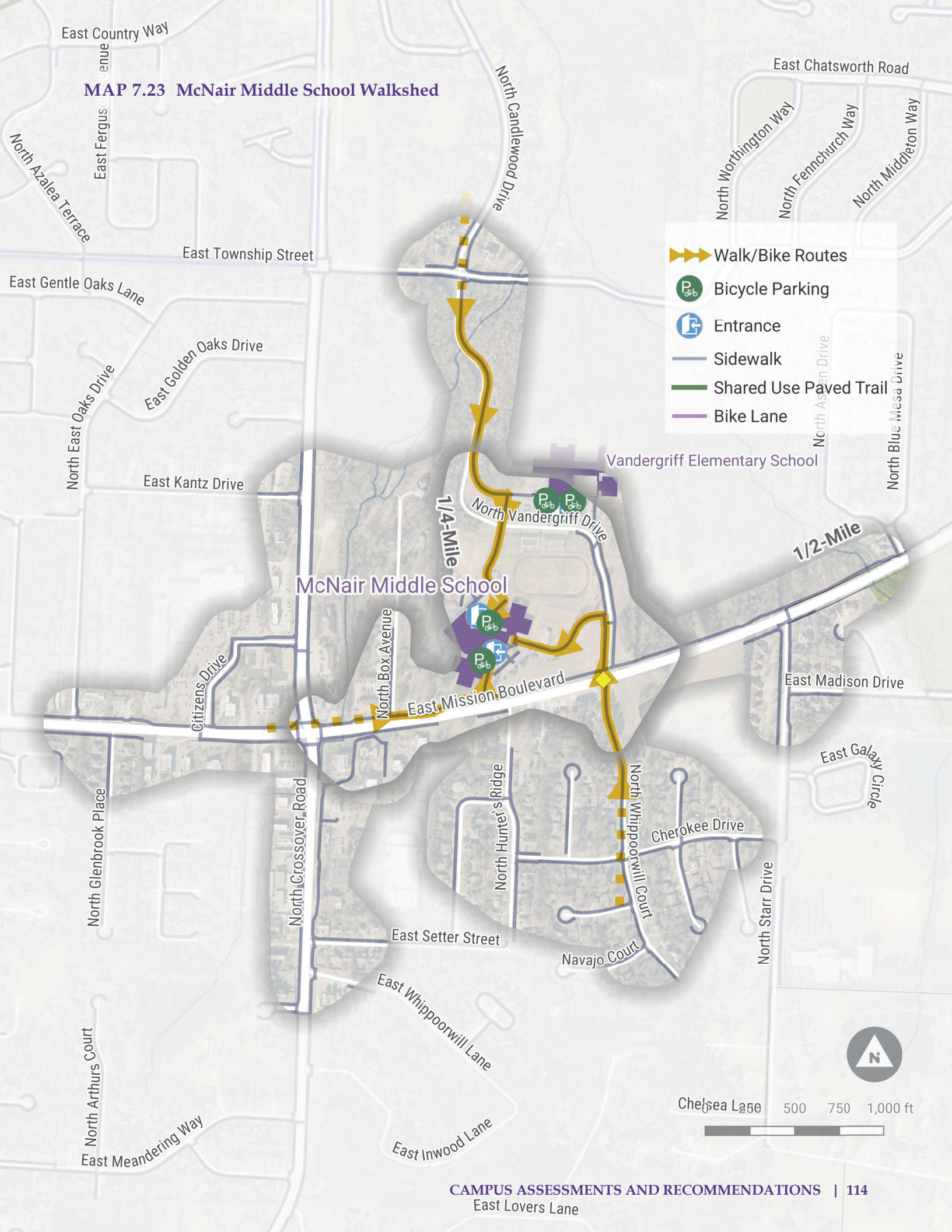


FIGURE 7.12 Distribution of travel modes at McNair Middle School

MAP 7.23 McNair Middle School Walkshed



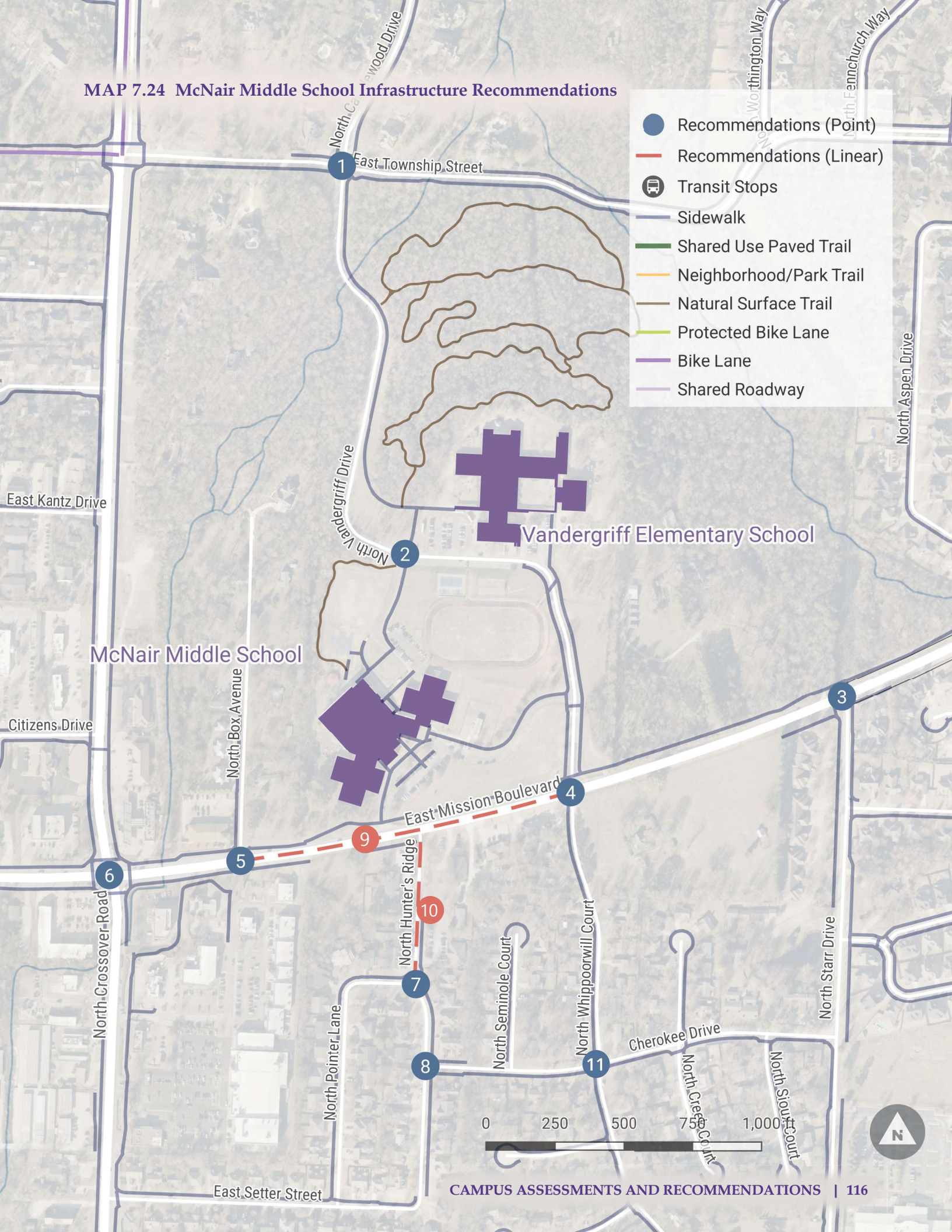
Infrastructure Recommendations

Map ID	Location	Recommendation
1	E. Township St. and N. Vandergriff Dr.	Install curb ramps in median and convert into pedestrian refuge along north leg of intersection; add lighting; install a raised crosswalk on the east leg of intersection.
2	N. Vandergriff Dr. and School Entrance	Upgrade curb ramps to ADA standards.
3	N. Starr Dr. and E. Mission Blvd.	Reconstruct southwest corner to close north-facing curb ramp; install high-visibility crosswalk at south leg; add curb ramp at southeast corner for south leg of the crosswalk; adjust signal for northbound traffic to No Right Turn during pedestrian phase; add time to pedestrian phase; install stop bar in northbound travel lane.
4	E. Mission Blvd. and N. Vandergriff Dr.	Install PHB; upgrade curb ramp at northwest corner; re-stripe high-visibility crosswalk at north leg; install rumble bars to alert east and westbound vehicles on Mission; install pedestrian-scale lighting.
5	N. Box Ave. and E. Mission Blvd.	Install high-visibility crosswalk and stop bar at north leg of intersection; install "Yield to Pedestrians" signage along Mission Blvd.
6	N. Crossover Rd. and E. Mission Blvd.	Geometry and accessibility issues support intersection reconstruction (reducing curb radii and the 30' westbound and eastbound lane widths). In the near term, upgrade all curb ramps; add mountable truck aprons at all four corners; narrow through and turn lanes as appropriate; adjust signalization to add LPI and additional time for pedestrian phase.
7	N. Hunters Rdg. and N. Pointer Ln.	Upgrade curb ramps with DWS.
8	N. Hunters Rdg. and E. Cherokee Dr.	Install new curb ramp at southeast corner; upgrade curb ramp at northeast corner with DWS.
9	E. Mission Blvd. (N. Box Ave. to N. Vandergriff Dr.)	Install sidepath per the City's Master Trails Plan.
10	N. Hunter's Ridge (N. Pointer Ln. to E. Mission Blvd.)	Install sidewalk.
11	N. Whippoorwill Ct. and Cherokee Dr.	Install mini-roundabout or four-way stop. A good candidate for a tactical urbanism project.

Existing Bike Parking

Types	Total Spaces	Locations	Recommendation
Schoolyard	20	Front	Reposition to accommodate all spaces
Schoolyard	20	Rear	Reposition to accommodate all spaces

MAP 7.24 McNair Middle School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for McNair Middle School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.









High Speeds along E. Mission Boulevard present safety challenges for students walking and rolling at McNair.

Ramay Junior High School

Number of Students	**753**
Grades	**7 - 8**
Percent within 1 mile of School	**2%**
Percent on Free and Reduced Lunch	**59%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**1**

Ramay Junior High School is currently located near the I-49 interchange at M.L.K. Jr. Boulevard. At the time of this writing, FPS intends to build a new campus for Ramay near Poplar Street and College Avenue, as part of the District's updated feeder pattern. Pending approval, Ramay will be renovated into a new magnet high school.

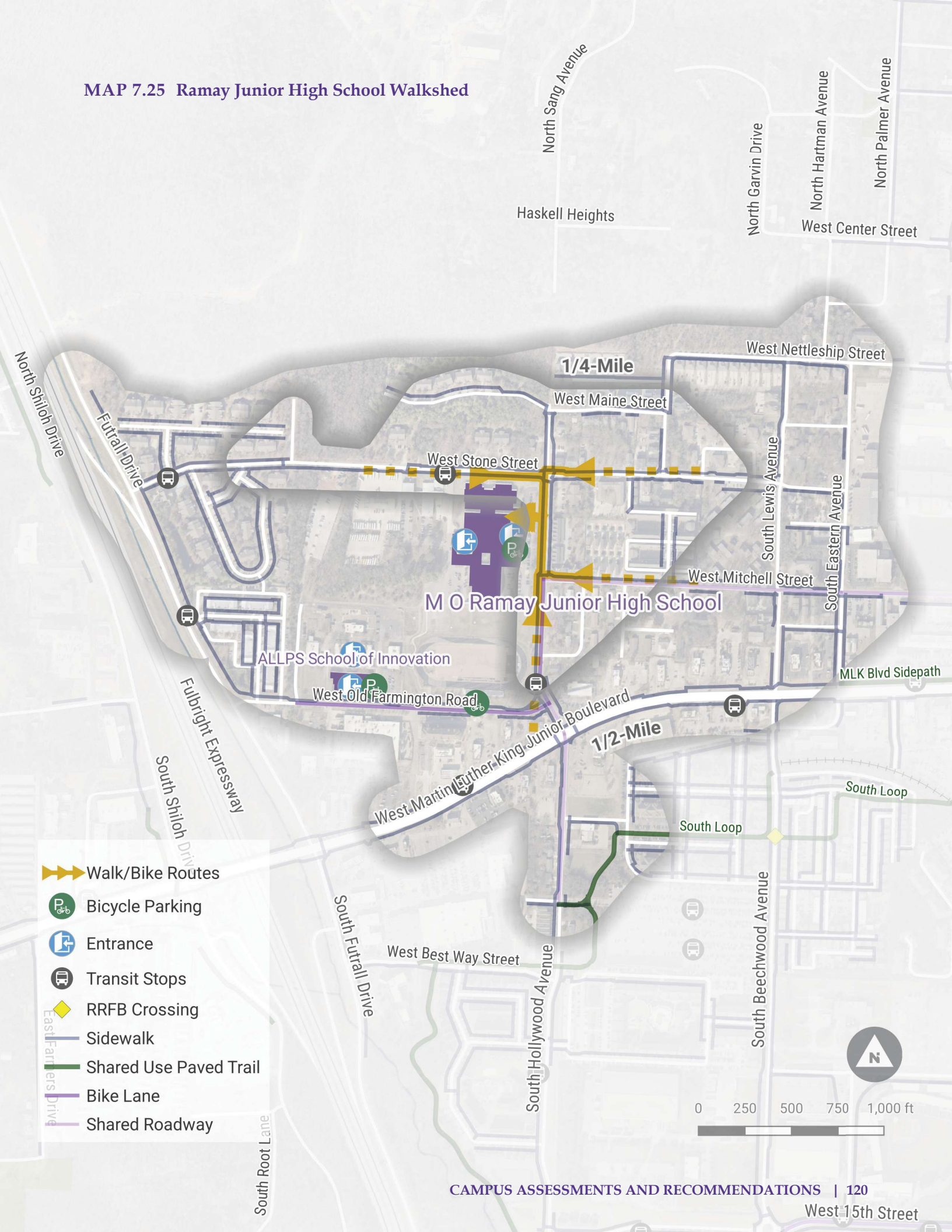
Students were observed walking to Ramay from the east on Stone Street and from the south along Sang Avenue. After school, students often walk to fast food restaurants and convenience stores nearby—either for pick-up or to eat before a sporting event. Additionally, hundreds of students walk to Fayetteville High School along M.L.K. Jr. Boulevard when the Junior Varsity team plays on Thursday evenings.

Speeding and distracted driving is often observed on Sang Avenue and M.L.K. Jr. Boulevard. Connectivity and safety improvements along these corridors can help provide safer routes to Ramay, such as filling sidewalk gaps, improving pedestrian crossings, and installing a 12-foot shared use path along M.L.K. Jr. Boulevard. Improvements along Mitchell Street specifically may provide a lower-traffic alternative for students who use M.L.K. to walk to FHS. Similarly, access to the South Loop and Tsa-La-Gi Trails south of campus can be improved with safer crossings near Sang Avenue, Hollywood Avenue, and M.L.K. Jr. Boulevard. Alternative transportation options, including transit, should also be encouraged.



IMAGE 7.8 Connectivity can be strengthened along the east and south sides of Ramay's campus

MAP 7.25 Ramay Junior High School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	S. Sang Ave. and W. Stone St.	Install DWS on northwest and southwest corners, as well as two ramps on southeast corner. Install stop bars in all directions.
2	W. Stone St. (S. Cross Ave. to S. Sang Ave.)	Fill sidewalk gaps at 1942 and 2026 W. Stone St.
3	W. Stone St. and S. Cross Ave.	Install marked crosswalk across Cross Ave. on north leg. Install curb ramp on northeast corner.
4	S. Sang Ave. (W. Stone St. to W. M.L.K. Jr. Blvd.)	Install speed cushions and upgrade sidewalk to shared use path per city plans.
5	S. Sang Ave. and W. Mitchell St.	Install raised crosswalk and RRFB.
6	W. Mitchell St. (S. Sang Ave to S. Eastern Ave.)	Complete sidewalk gaps at various locations along the north side, extending east to Razorback Rd.
7	ALLPS Property	Address circulation and accessibility issues at numerous locations across the site.
8	W. Old Farmington Rd. and S. Melbourne Dr.	Replace crosswalk markings with high-visibility crosswalk marking, add stop bar, and relocate stop sign behind crosswalk.
9	W. Old Farmington Rd. (S. Key West Dr. to S. Root Ave.)	Address uplift and drop-off at inlet.
10	W. Old Farmington Rd. and Root Ave.	Install marked crosswalk and DWS on both curb ramps.
11	W. Old Farmington Rd. and ALLPS Entrance	Install curb extension and raised crosswalk from ALLPS entrance to sidewalk on south side. Evaluate use of RRFB at this location.
12	S. Sang Ave. and W. Old Farmington Rd.	Install raised crosswalk on west leg across Old Farmington Rd.
13	W. Old Farmington Rd. (S. Root Ave. to S. Sang Ave.)	Install sidewalk on south side (back of 2190 M.L.K Jr. Blvd.) and install speed cushions.
14	W. Martin Luther King Jr. Blvd and S. Hollywood Ave.	High traffic intersection along high injury network; major barrier for student travel to restaurants and other frequent destinations.
15	Hollywood Ave. and W. Pasadena Lnk.	Install marked crosswalks; install curb ramps on northwest and northeast corners; complete sidewalk connections across north leg and east leg of intersection.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Custom Weld	18	Front	Replace rack

MAP 7.26 Ramay Junior High School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Ramay Junior High School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.





Sidewalk gaps near Ramay make it difficult for students to walk, roll, or bike to school.





Woodland Junior High School

Number of Students	**807**
Grades	**7 - 8**
Percent within 1 mile of School	**7%**
Percent Walking and Bicycling	**1%**
Percent on Free and Reduced Lunch	**32%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**1**

Woodland Junior High School is currently located at Poplar Street and Woodland Avenue. At the time of this writing, FPS intends to build a new campus for Woodland near Joyce Boulevard and Crossover Road. Pending approval, Woodland's current campus will be renovated into a middle school to support the District's updated feeder pattern.

The Midtown Corridor Trail, constructed in 2024, now connects the Razorback Greenway from Gregg Street to Woodland along Woodland Avenue. While Gregg Street has long been a dangerous intersection, the City was recently awarded an SS4A (Safe Streets and Roads for All) grant to provide safety improvements on Gregg, including the intersection near the school.

Significant corridor improvements are already underway along College Avenue—also funded through the SS4A Grant— with plans to install a traffic signal at Poplar Street and College. Moreover, FPS plans to construct the new Ramay Junior High School campus just east of this area. If developed, multiple layers of safety improvements should be applied at the crossings that connect both schools.

Every day, nearly one hundred students walk to the New Life Church parking lot northeast of Green Acres Road and Poplar Street for pick-up. About 30 to 50 students electively enroll in PE at this age, but the school does not have a fleet of bikes. A skills park exists uphill of the school at Gregory Park, but is not utilized. There is no bike club, but 15 students participate in NICA.

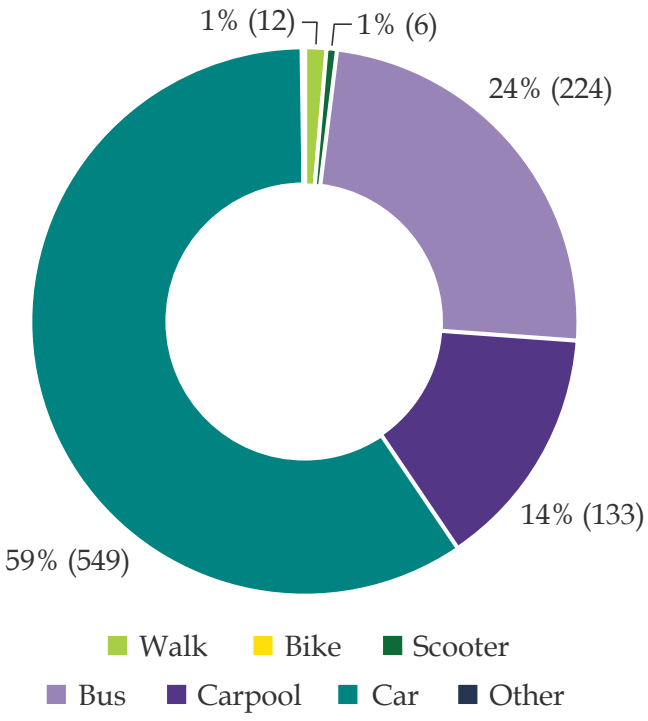
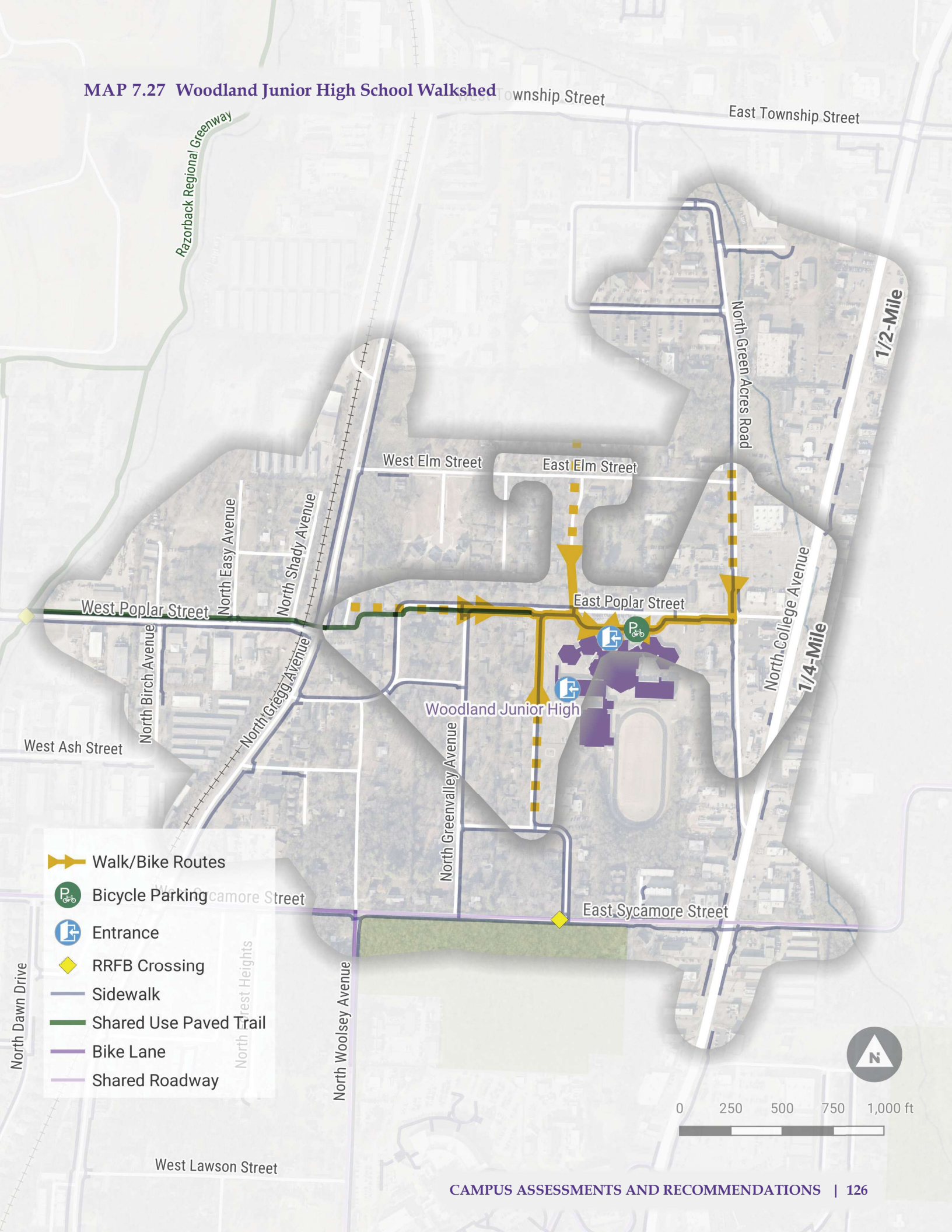


FIGURE 7.13 Distribution of travel modes at Woodland Junior High School

MAP 7.27 Woodland Junior High School Walkshed



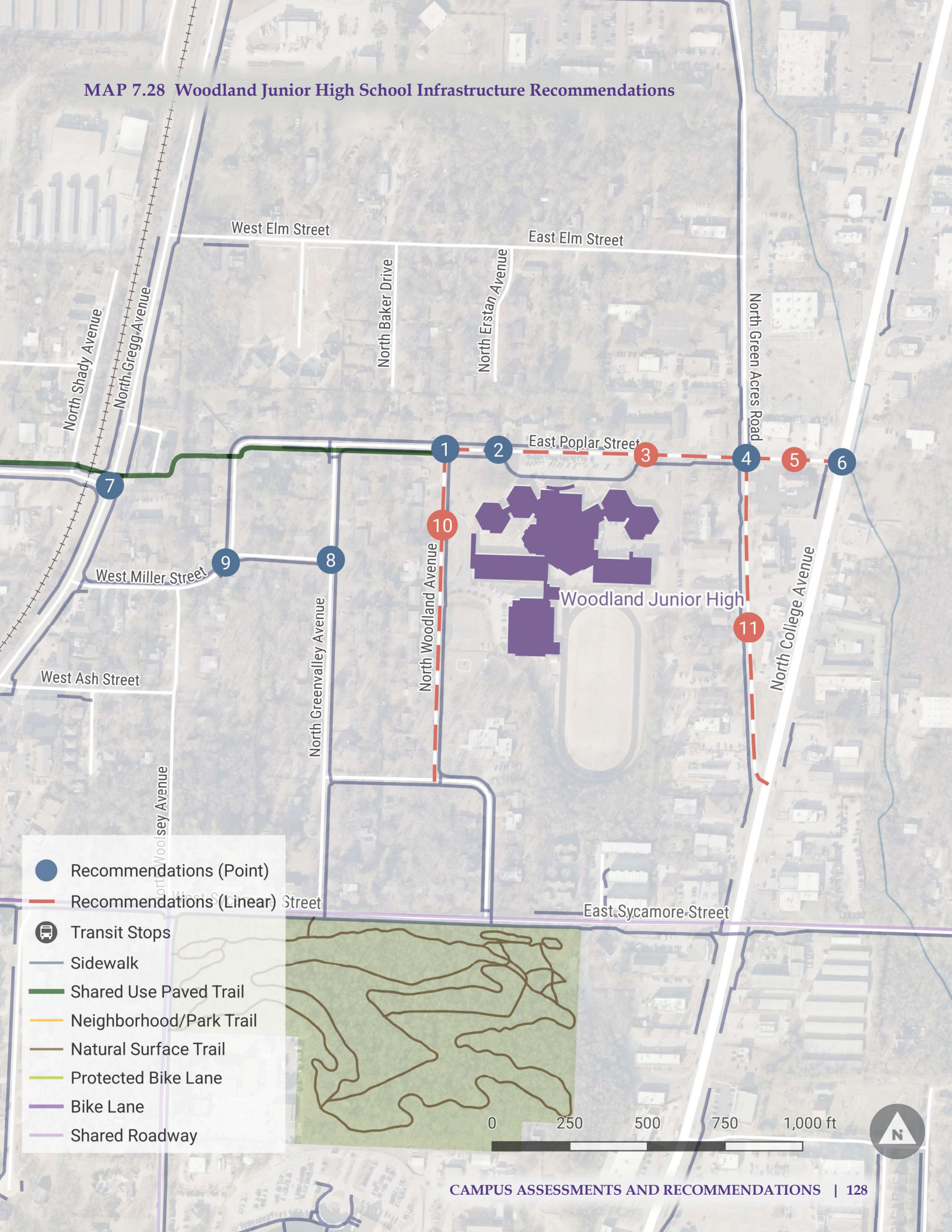
Infrastructure Recommendations

Map ID	Location	Recommendation
1	N. Woodland Ave. and W. Poplar St.	Install high-visibility crosswalk at south leg; install curb extension on southeast corner; update southeast ramp with DWS.
2	E. Poplar St. at Woodland Junior High Entrance	Install DWS at curb ramps; double-side crosswalk signs; add thermoplastic rumble bars on approaches to crosswalk.
3	E. Poplar St. (N. Green Acres Rd. to N. Woodland Ave.)	Repair sidewalk on north side; install sidewalk where missing; install shared use path on south side of Poplar.
4	N. Green Acres Rd. and E. Poplar St.	Install high-visibility crosswalks at all four legs; install curb ramps at all corners.
5	E. Poplar St. (N. Green Acres Rd. to N. College Ave.)	Install shared use path on south side and sidewalk on north side.
6	E. Poplar St. and N. College Ave.	Reconstruct intersection with safe crossings, considering the future Ramay Junior High location just east of this area. At-grade improvements should include high-visibility cross-walks, LPI, No-Right-on-Red, and protected signal phasing. The feasibility of a bike-ped tunnel should also be investigated, given the significance of this east-west connection.
7	N. Gregg Ave. and W. Poplar St.	Intersection to be reconstructed under SS4A grant; railroad crossing improvements recommended.
8	N. Greenvalley Ave. and W. Miller St.	Install curb ramp on southeast corner of intersection; install high-visibility crosswalk on south leg of intersection; update curb ramp on southwest corner of intersection with DWS.
9	N. Yates Ave. and W. Miller St.	Install marked crosswalk across Yates Ave.
10	N. Woodland Ave. (E. Poplar St. to E. Ash St.)	Install curb ramps on driveway (2).
11	N. Green Acres Rd. (E. Poplar St. to N. College Ave.)	Install crosswalks across commercial driveways; reduce driveway widths where feasible.

Existing Bike Parking

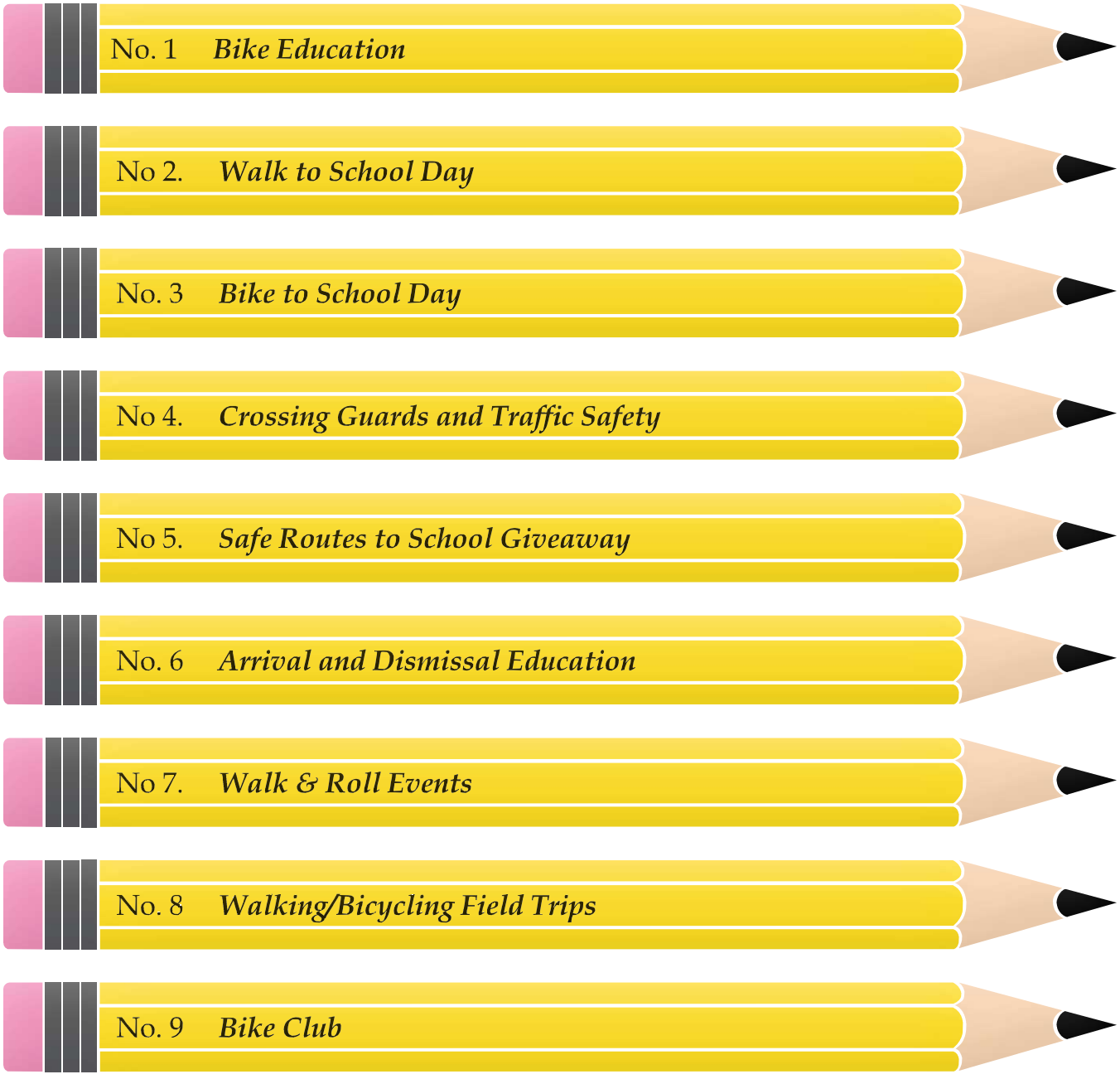
Type	Total Spaces	Location	Recommendation
Schoolyard	10	Front	Relocate away from travel-way; add capacity

MAP 7.28 Woodland Junior High School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Woodland Junior High School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations.**









High-visibility crosswalks and upgraded curb ramps can improve connectivity and safety around Woodland.

ALLPS School of Innovation

Number of Students	**153**
Grades	**9 - 12**
Percent within 1 mile of School	**4%**
Percent on Free and Reduced Lunch	**21%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**3**

As a preparation services center, students who attend ALLPS come and go during all parts of the day. Additionally, many students take online courses remotely from home. While many students drive or ride the bus (including Razorback Transit), some walk or ride from nearby residential developments.

The site is in an older residential area with frequent sidewalk gaps, unimproved crossings, and accessibility issues. Providing ADA access across the school property, establishing an appropriate bike parking area near the entrance, and improving transit access would all greatly improve the site.

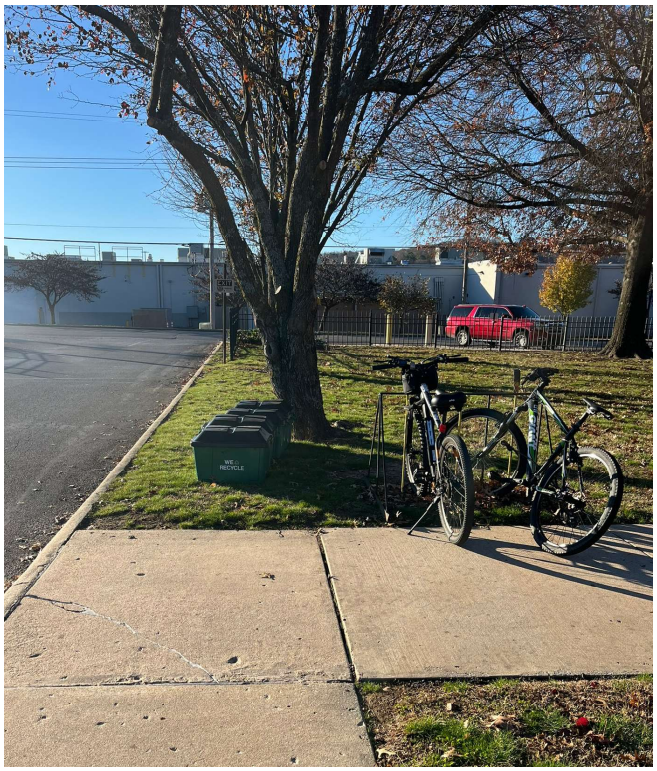
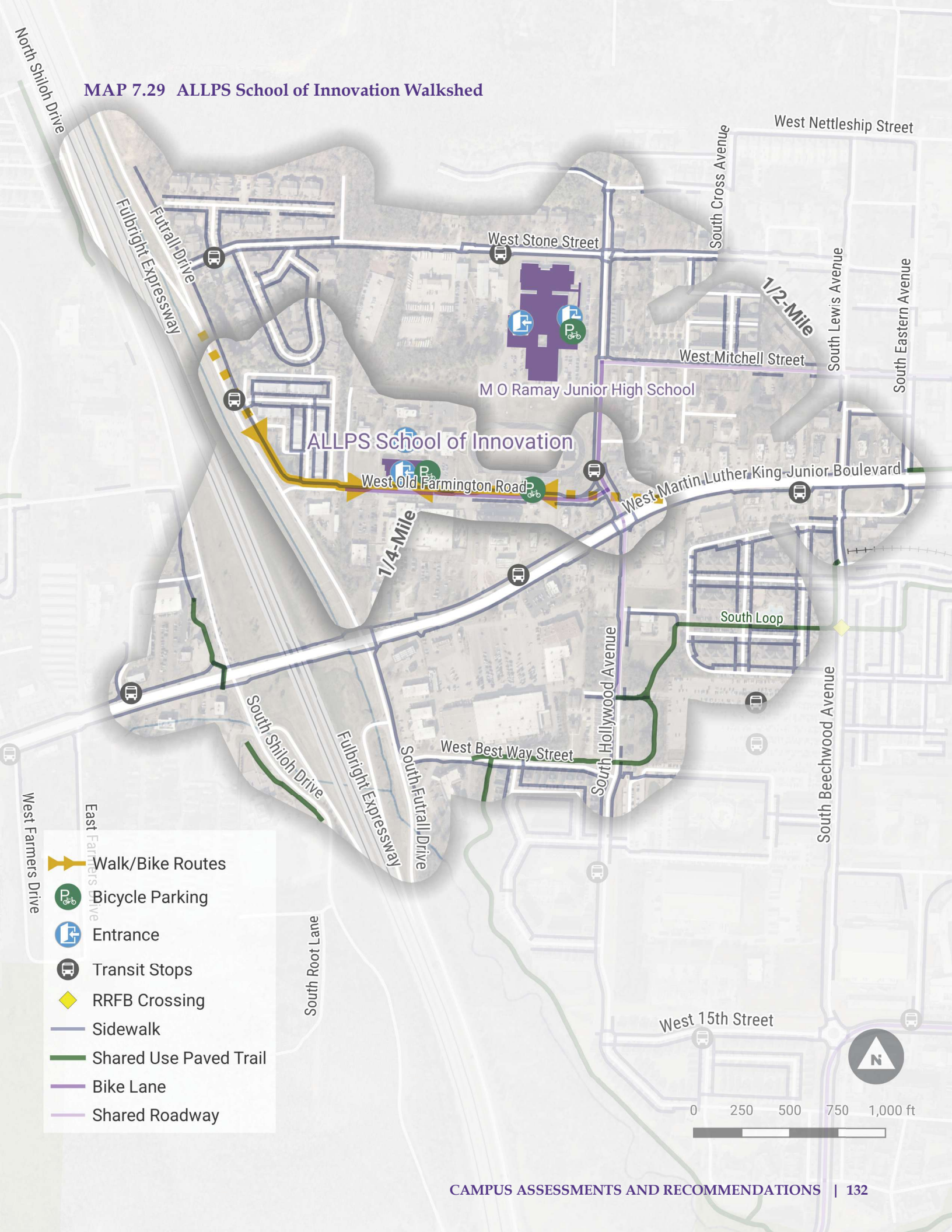


IMAGE 7.9 This bike rack style does not support bicycles properly. Replacement is recommended.



IMAGE 7.10 Incomplete sidewalks and long crossings create inaccessible conditions for students at ALLPS

MAP 7.29 ALLPS School of Innovation Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	S. Sang Ave. and W. Stone St.	Install DWS on northwest and southwest corners, as well as two ramps on southeast corner. Install stop bars in all directions.
2	W. Stone St. (S. Cross Ave. to S. Sang Ave.)	Fill sidewalk gaps at 1942 and 2026 W. Stone St.
3	W. Stone St. and S. Cross Ave.	Install marked crosswalk across Cross Ave. on north leg. Install curb ramp on northeast corner.
4	S. Sang Ave. (W. Stone St. to W. M.L.K. Jr. Blvd.)	Install speed cushions and upgrade sidewalk to shared use path per city plans.
5	S. Sang Ave. and W. Mitchell St.	Install raised crosswalk and RRFB.
6	W. Mitchell St. (S. Sang Ave to S. Eastern Ave.)	Complete sidewalk gaps at various locations along the north side.
7	ALLPS Property	Address circulation and accessibility issues at numerous locations across the site.
8	W. Old Farmington Rd. and S. Melbourne Dr.	Replace crosswalk markings with high-visibility crosswalk marking, add stop bar, and relocate stop sign behind crosswalk.
9	W. Old Farmington Rd. (S. Key West Dr. to S. Root Ave.)	Address uplift and drop-off at inlet.
10	W. Old Farmington Rd. and Root Ave.	Install marked crosswalk and DWS on both curb ramps.
11	W. Old Farmington Rd. and ALLPS Entrance	Install curb extension and raised crosswalk from ALLPS entrance to sidewalk on south side. Evaluate use of RRFB at this location.
12	S. Sang Ave. and W. Old Farmington Rd.	Install raised crosswalk on west leg across Old Farmington Rd.
13	W. Old Farmington Rd. (S. Root Ave. to S. Sang Ave.)	Install sidewalk on south side (back of 2190 M.L.K Jr. Blvd.) and install speed cushions.
14	W. Martin Luther King Jr. Blvd and S. Hollywood Ave.	High traffic intersection along high injury network; major barrier for student travel to restaurants and other frequent destinations.
15	Hollywood Ave. and W. Pasadena Lnk.	Install marked crosswalks; install curb ramps on northwest and northeast corners; complete sidewalk connections across north leg and east leg of intersection.

Existing Bike Parking

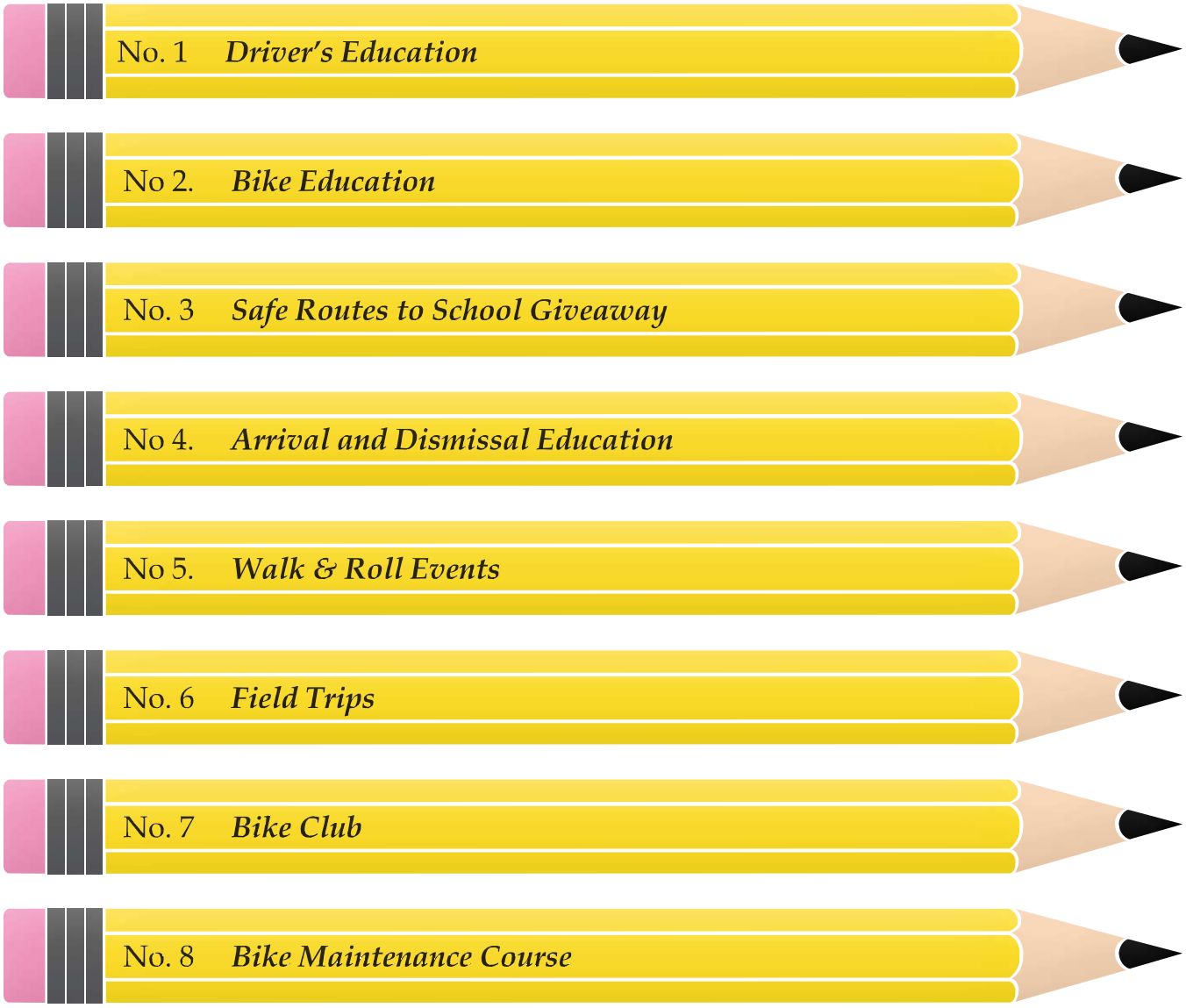
Type	Total Spaces	Location	Recommendation
Custom Weld	6	Side	Replace rack; relocate to front

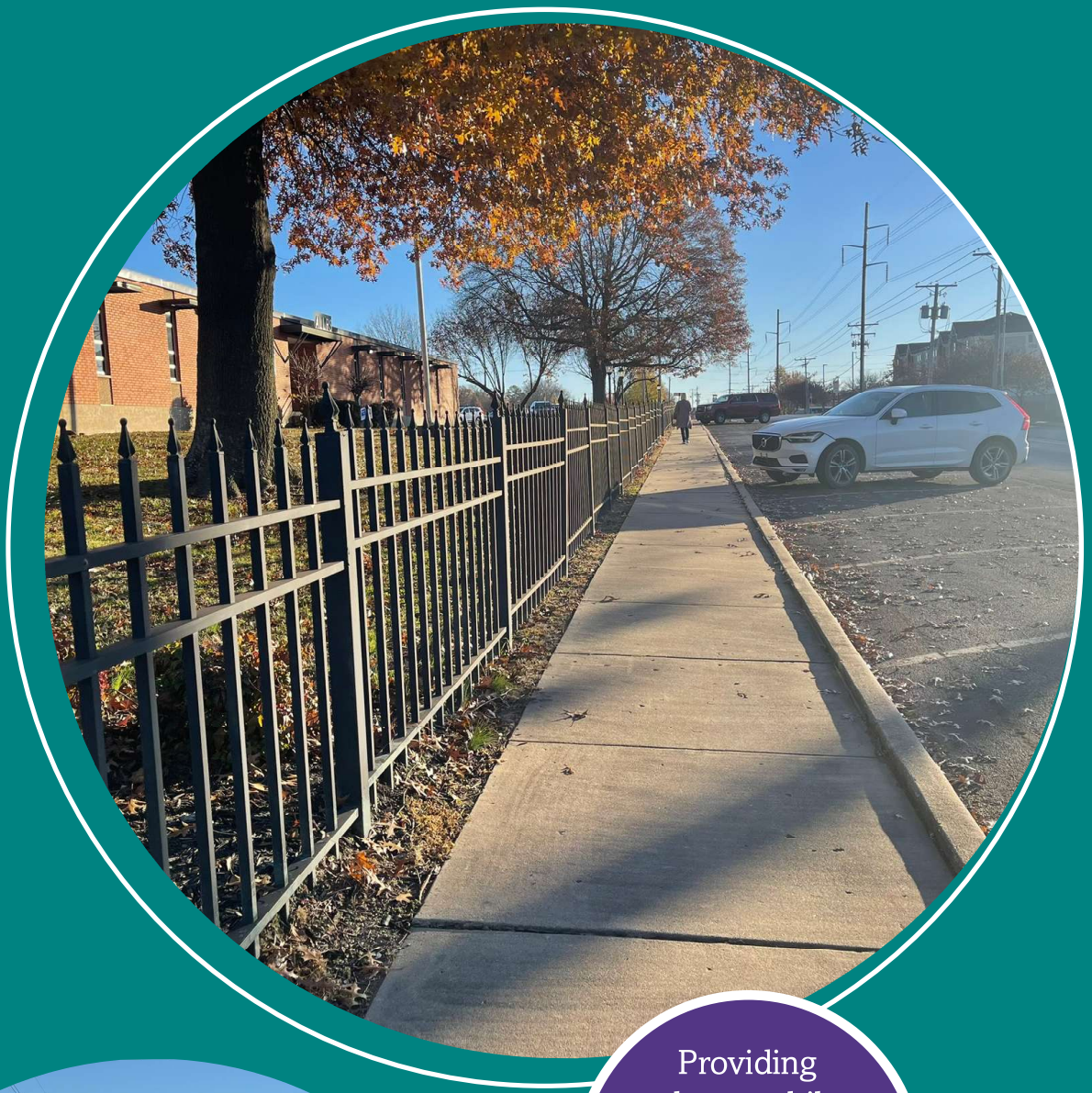
MAP 7.30 ALLPS School of Innovation Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for the ALLPS School of Innovation. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.





Providing adequate bike parking at the front entrance could be a quick win for ALLPS.



Fayetteville High School

Number of Students	**2534**
Grades	**9 - 12**
Percent within 1 mile of School	**1%**
Percent on Free and Reduced Lunch	**36%**
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	**6**

Fayetteville Public Schools serves a 118-square-mile district with a single high school campus (FHS), meaning only about 1% of students live within walking or cycling distance of FHS. While this limits the overall mode share for active transportation at the high school, the centralized model creates an opportunity to focus Safe Routes to School improvements on key corridors and access points near campus.

FHS is located in an urbanized area near the University of Arkansas, Fayetteville Public Library, commercial districts, and shared use trails. However, Arkansas Highway 180 (M.L.K. Jr. Boulevard)—a five-lane, high-speed corridor—forms a major barrier to safe walking and cycling. Strengthening east–west connections, such as Mitchell Street and Carlson Drive, can provide lower-stress alternatives to M.L.K. Jr. Boulevard, especially with the planned redevelopment of the former Ramay Junior High site into a magnet campus.



IMAGE 7.11 Students walk in the grass from the parking lot to the sidewalk on Stadium Drive

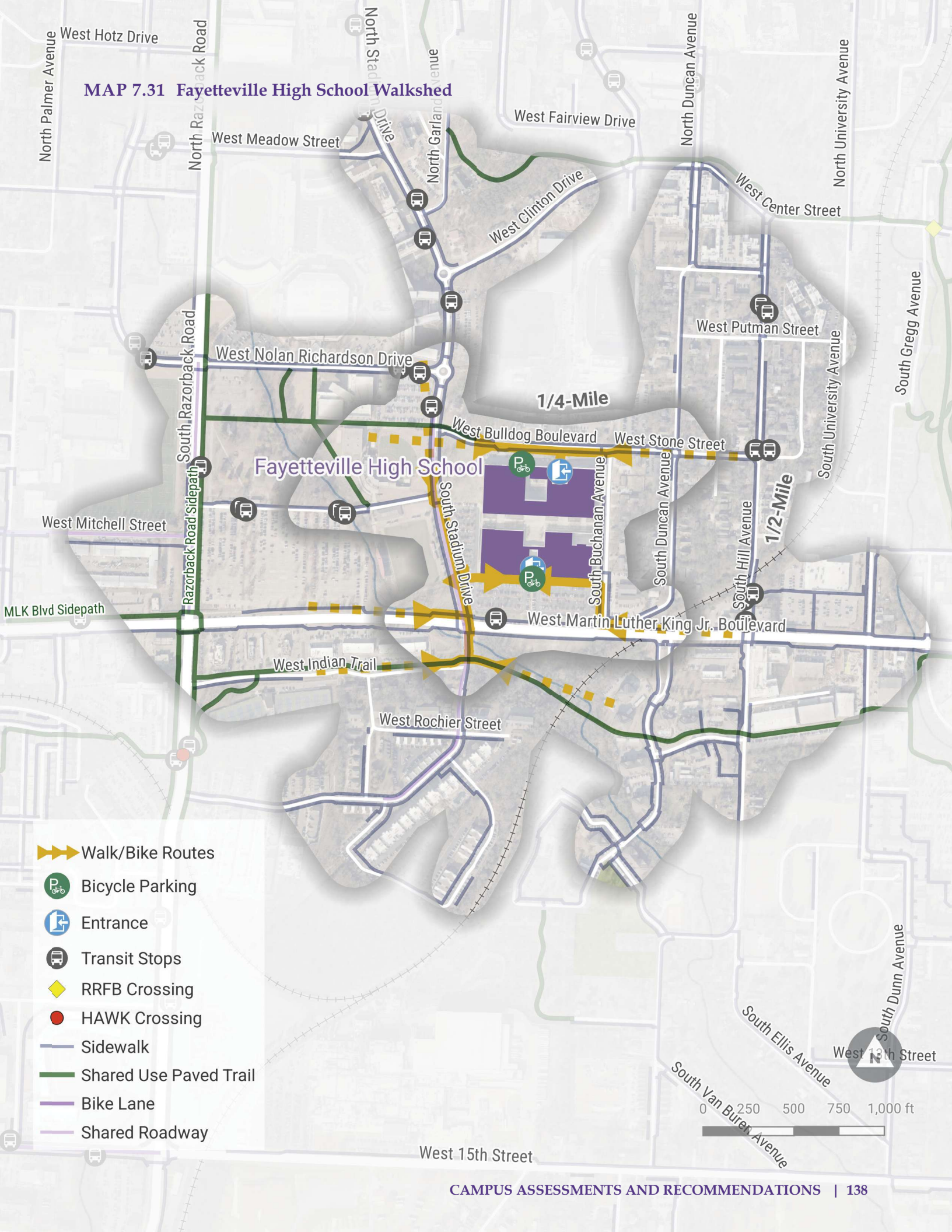
Enhancing these pedestrian routes, improving transit access, parking pricing, and other policies can reduce single-occupancy vehicle trips.

In addition to infrastructure, education plays a key role. Observations of distracted driving and walking enforce the need for targeted safety education, which could be incorporated into advisory periods.

Existing Bike Parking

Types	U-rack	U-rack
Total Spaces	64	34
Locations	Front	Rear
Recommendation	None	

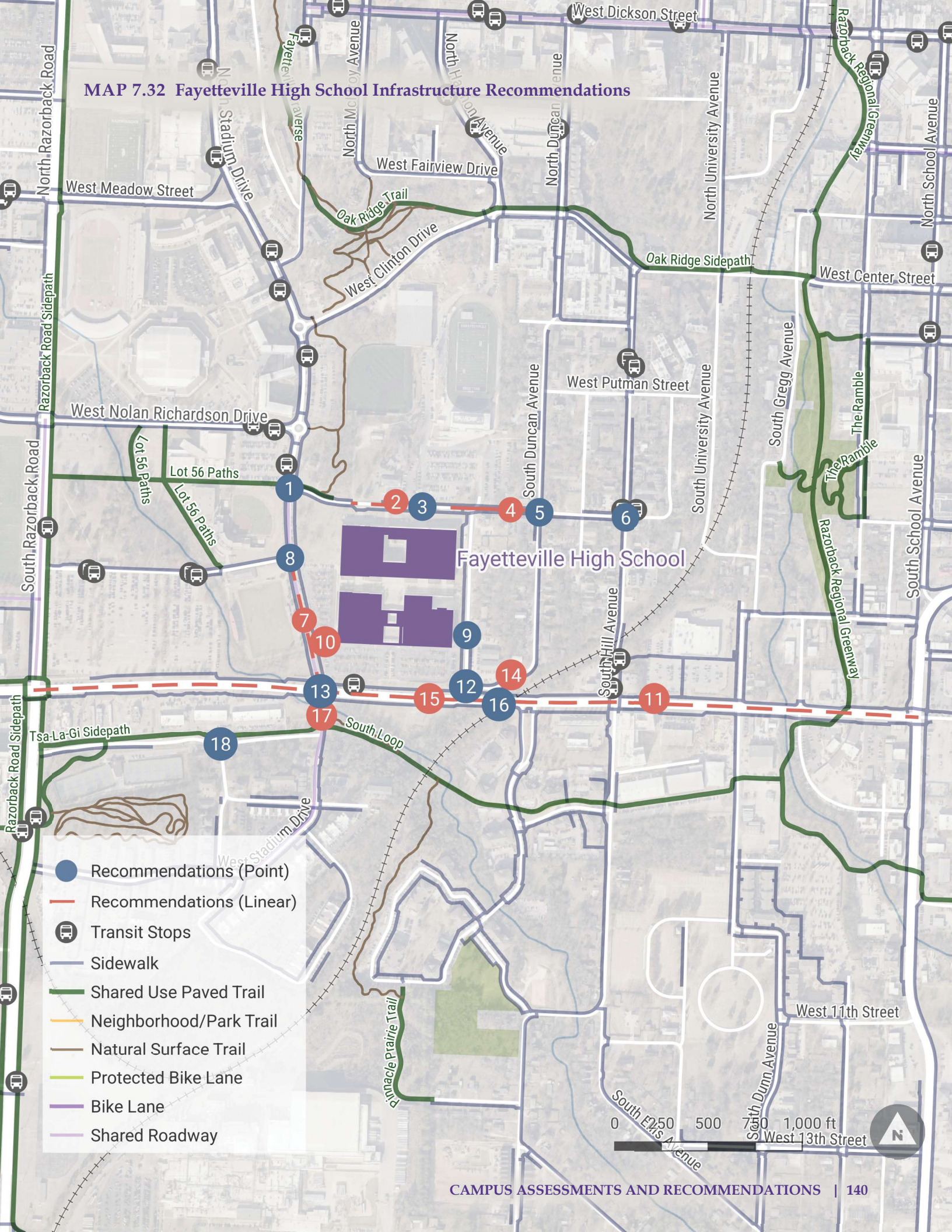
MAP 7.31 Fayetteville High School Walkshed



Infrastructure Recommendations

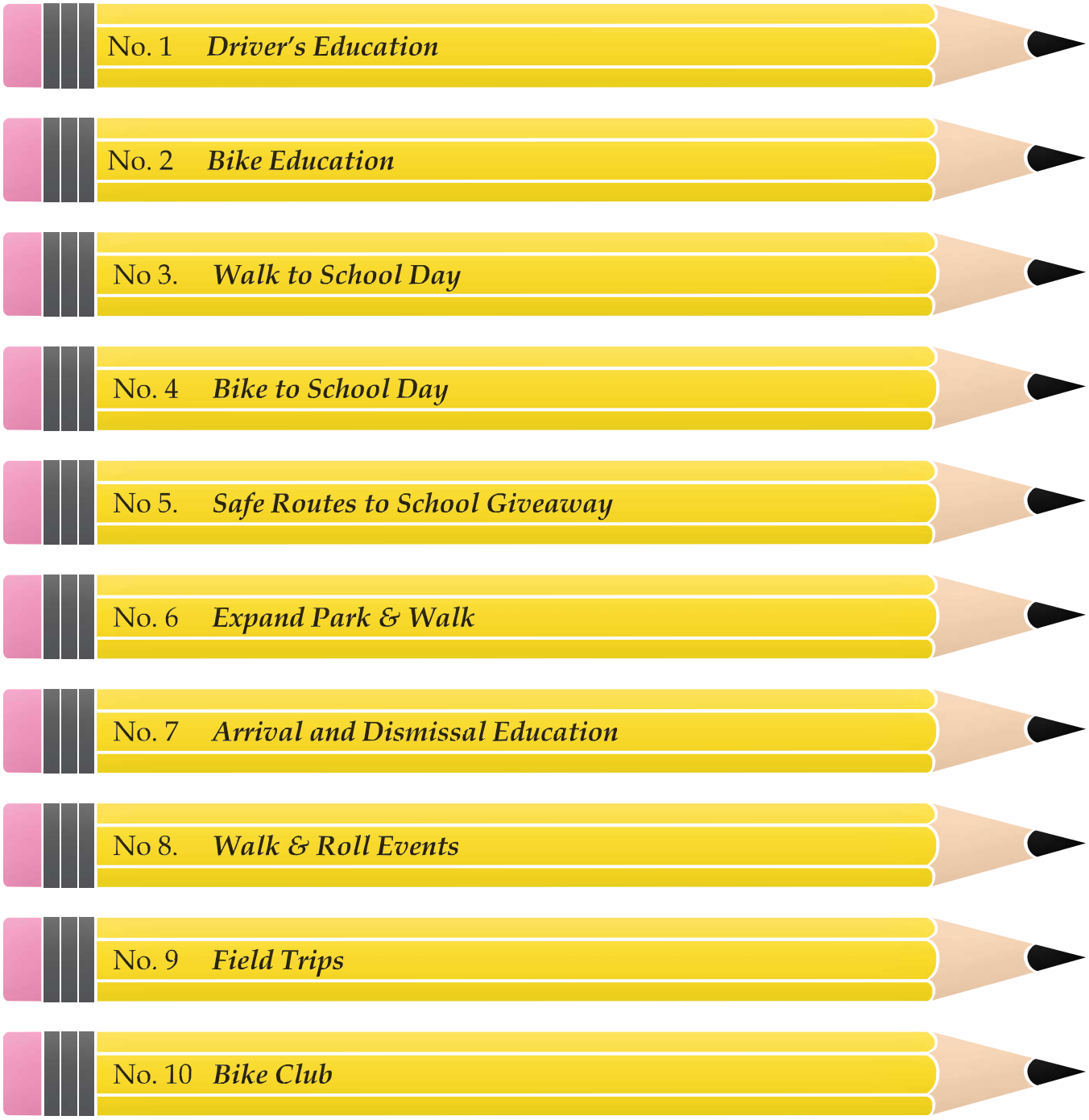
Map ID	Location	Recommendation
1	S. Stadium Dr. and W. Bulldog Blvd.	Install raised crosswalk across Stadium Dr.
2	W. Bulldog Blvd. (Delaware Ave. to Buchanan Ave.)	North side sidewalk needs repair. Missing sidewalk on north side, west of parking lot to Delaware Ave.
3	Bulldog Blvd. and FHS North Entrance	Add raised crosswalk; double-side crosswalk signs. Combination of missing curb ramps and temporary speed humps could be replaced by raised crosswalk.
4	W. Stone St. (Buchanan Ave. to Duncan Ave.)	Repair three ADA issues where sidewalks intersect driveways between Buchanan Ave. and Duncan Ave.
5	W. Stone St. and S. Duncan Ave.	Add marked crossing across Duncan Ave. (north), as well as east and west crosswalks across Stone St; add curb ramp to southeast corner.
6	S. Hill Ave. and W. Stone St.	Install high-visibility crosswalks at the north and west legs of the intersection.
7	S. Stadium Dr. (Carlson Dr. to M.L.K. Jr. Blvd.)	Install speed cushions.
8	S. Stadium Dr. and W. Carlson Dr.	Add high-visibility crossing across Carlson Dr. (west side); install raised crossing across Stadium Dr.
9	S. Buchanan Ave. and School Entrance	Install RRFB; upgrade curb ramp on east side of Buchanan.
10	FHS southwest Driveway	Create safe crossing or separate pathway/ramp down to Stadium Dr. for students walking by installing parking lot crossings, walking lane, ramp down to sidewalk, etc.
11	W. M.L.K. Jr. Blvd. (S. Razorback Rd. to College/ School Ave.)	Stripe crosswalks across driveways and relocate signage as needed.
12	S. Buchanan Ave. and S. Duncan Ave.	Redesign intersection and review access closure for Duncan Ave.
13	W. 6th St. and S. Stadium Dr.	Implement LPI; increase pedestrian signal phase; prohibit Right-on-Red at all approaches.
14	S. Duncan Ave. (S. Duncan Ave. to M.L.K Jr. Blvd.)	Improvement needed; since the street is one-way, consider installing traffic delineators to restrict the width and reduce crossing distances on the north leg of the intersection.
15	W. M.L.K. Jr. Blvd. (Stadium Dr. to Hill Ave.)	Pursue city ownership of this State-owned corridor, install medians, and other safety measures to encourage safe vehicle speeds.
16	W. M.L.K. Jr. Blvd. and S. Duncan Ave.	Improvement needed at this intersection. Since the street is one-way, consider installing traffic delineators to restrict the width and reduce crossing distances on the north leg of the intersection.
17	S. Stadium Dr. (M.L.K. Jr. Blvd. to Tsa-La-Gi Trail)	Increase sidewalk width on east side of Stadium; add sidewalk to the west side between M.L.K. Jr. Blvd. and Tsa-La-Gi Trail. Bridge may pose as a constraint.
18	W. Indian Trl. and S. Rose Ave.	Install pedestrian connection to trail from neighborhood to the south.

MAP 7.32 Fayetteville High School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Fayetteville High School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.









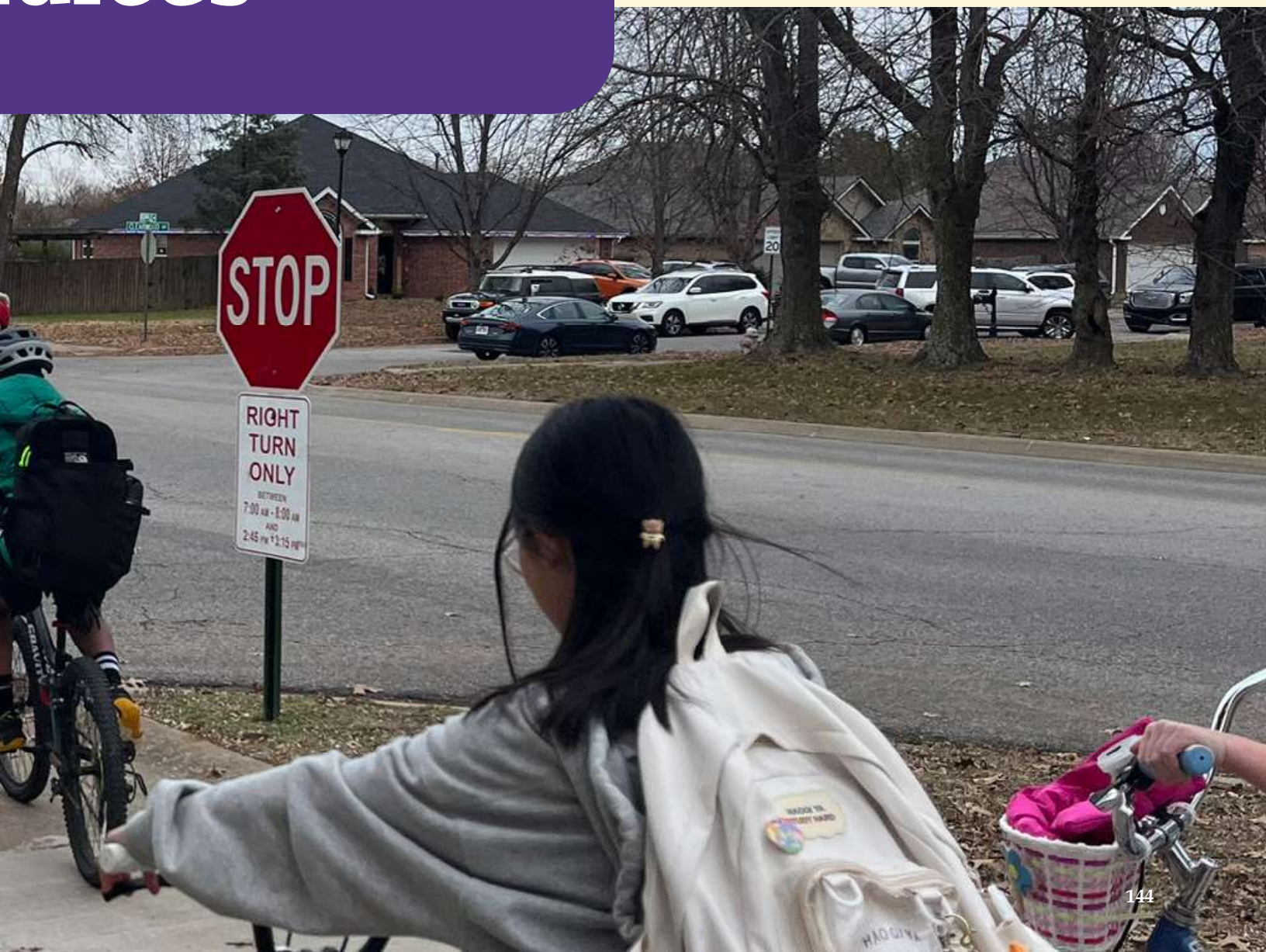
Pedestrian access along Stone Street can be improved with ADA-compliant sidewalks and high-visibility crosswalks.

8

Appen



ndices



Appendix A: Program Recommendations

This "Strategies Guide" provides practical strategies and resources to encourage and enable more families to walk, bicycle, and/or roll safely and comfortably. The activities detailed in this Guide meet a variety of the Fayetteville SRTS Six Es, but focus primarily on Encouragement, Education, and Enforcement. They can be tailored to meet the needs of a specific school or community. Many ideas covered in this guide include information about

Audience

	Programming Idea	Elementary School	Middle School	Junior High School	High School	Caregivers
Encouragement	Establish SRTS Team	●	●	●	●	●
	Park & Walk	●	●	●	●	●
	Walk & Roll Events	●	●	●	●	
	Walking School Bus	●	●			
	Bike Bus	●	●			
Education	Frequent Walker and Biker Program	●	●	●	●	
	Driver's Education				●	
	Pedestrian and Cycling Education	●	●	●	●	
	Parent, Caregiver and Staff Education					●
Enforcement	Crossing Guards	●	●	●	●	●
	Student Walk Audit	●	●	●	●	
	School Zone Traffic Enforcement	●	●	●	●	●

Audience

ES	MS	JH	HS	K12	C	CW
Elementary School	Middle School	Junior High	High School	All Grades	Caregivers	Community Wide

the activity, the goal of the activity, materials needed, appropriate age groups, volunteer time needed, suggested locations, and resources and templates to help you get started.

Icons were used to streamline the ideas, so that community SRTS champions can efficiently identify what may work in their specific school and for their situation. But this is not an exhaustive list, so this guide also includes links to other resources and ideas. There are vast options to approach SRTS. If your community has a seemingly unique experience, there may be a documented solution and strategy for encouraging walking, cycling, and rolling.

Focus

Walking or Rolling	Bicycling	Driving	Busing	Effort	Page
●	●	●	●	High	147
●		●		Medium	150
●	●	●	●	Medium	151
●				Medium	153
	●			Medium	155
●	●			Low	158
		●		Low	160
●	●			High	160
●	●	●	●	Low	160
●	●	●		Medium	163
●	●	●	●	Low	163
●	●	●	●	Medium	165

Focus



All Modes | Walking/ Rolling | Bicycling | Driving | Busing

Effort



Low | Medium | High

Establish an SRTS Team

K12 C CW

District-level Recommendation

Activity Goal

An SRTS Team can help meet the following goal:

- Serve as a sounding board during the planning process, provide feedback and knowledge at key stages, and work together to implement the Plan and Program at a school or cluster of schools.

Expectations of SRTS Team Members

- Promote SRTS events and activities (Walk & Roll to School Day; Bike Rodeo; Bike to School Day; etc.)
- Participate in school safety audits
- Implement the SRTS Plan
- Provide additional resources and support where needed to best implement safe and effective school travel options

Description

The SRTS Team helps guide the City's SRTS Program by providing feedback, advice, and knowledge gained through professional expertise or lived experience. The Team should be composed of up to 20 volunteer members representing interests including, but not limited to: government staff, bicycle and pedestrian advocacy organization, Safe Routes to School practitioners, school district staff, public health and safety representatives.

Activity Lead

City, School District, parents, students, advocates

Material Needs

- N/A

Implementation

- Identify team members and local partners that would be part of the SRTS Team. Members of the Team should include key stakeholders from the school and community who can help plan and implement a successful program. Members could include local champions, principals,



IMAGE A.1 Bike education at Holcomb Elementary

teachers, district transportation staff, municipal employees, elected officials, public health professionals, parents, students, general community members, bike advocates and law enforcement and should represent diverse geographic areas, perspectives, backgrounds, and experiences.

- Determine how each team member will contribute to implementation of the SRTS Program and Plan.

Once the SRTS Team is identified, it is recommended that the Team holds an initial planning meeting to identify priority strategies and actions from the SRTS Plan and for the future years of the SRTS Program. The Team can identify current SRTS efforts, barriers, opportunities, and needs and reach out to stakeholders to better understand the needs, desires, and context of students and families throughout the school district. The goal is to keep the momentum of the program moving forward and to foster a supportive walking and cycling culture.



- The SRTS Team should assign lead roles and set up regular check-ins to evaluate progress of the Plan and Program.
- Have local City Council and School Board pass resolutions adopting the SRTS Team as a formal committee of the City and one that is referred to in questions of transportation safety and access, school siting and adjacent development, and other relevant needs.

Youth Task Force/High School Student Leadership

Developing a Youth Task Force with high school student representatives who care about transportation, climate change, and/or health is a great way to establish young local leaders and bring youth voices to the active transportation conversation. Student task force members plan events and activities to encourage walking and cycling.

Establish a Youth Task Force at the high school to include students representing diverse experiences, backgrounds, and geographies. Provide the Youth Task Force with at least one seat on the Fayetteville SRTS Team.

Encouragement

Outside of big "Walk & Roll" events, Bike Buses, and Walking School Buses, a school or community-incentivized walking or bicycling program can help encourage more students to walk or bike to school. Audiences are typically families with all ages of students considered, depending on the site/location.

Recommendation	Description	Lead Implementer(s)
Participate in Walk to School Day and Bike to School Day	Walk and Bike to School Days encourage students and their families to try walking, bicycling, and rolling in a supportive environment. Consider incorporating competitions between schools district wide. Once established, they can lead to monthly walking, cycling, and rolling events to maintain momentum and enthusiasm.	School District
Encourage and support walking and school buses and bike buses	Walking school buses and bike buses are groups of children who walk or bicycle to school together with adult supervision. Organize adult volunteers to "pick up" students on their walk or bike ride to and from school.	City, School District
Frequent Walker/Bike Program	Walking, cycling, and/or rolling are encouraged with punch cards or similar options	School(s)
Give away bicycle helmets, lights, and locks	Schools can partner with other community organizations to acquire and fit the helmets for students who do not have them. Coordinate helmet, light, and lock giveaways with bike and helmet safety education and skills practice.	City, School District
Share success stories	Improve awareness of SRTS efforts and build excitement by sharing success stories via local and social media.	City, School District

Park & Walk

K12 C

Activity Goals

- Establish remote pick-up /drop-off location to encourage walking/cycling/rolling as part of the trip to/from school
- Relieve congestion around the school drop-off and pick-up area and possibly improve access for pedestrians
- Establish safe gathering places for students to meet to walk together to/from school

Materials Needed

Coordinate with a local park, grocery store, commercial space, church, or other community organization to utilize their parking lot. Be sure the Park & Walk does not interfere with business hours. Create signs, flyers, or posters to advertise and provide wayfinding to people using the Park & Walk Site.

Implementation

Similar steps can be taken to implement a Park & Walk program. Determine a nearby spot to the school for students and families to park and practice pedestrian or bicycle safety by walking or rolling to school. These programs are great for younger students who need more assistance walking or cycling to school and for older students for a little more independence. These programs help improve safety, parent trust, and visibility. Park & Walk sites also relieve congestion at school drop-off zones and eliminate some idling and waiting.

Test timing and routes from Park & Walk sites to school. Make sure road crossings are safe and that there are facilities for safe access. Consider signage denoting parents should walk with elementary students, with time frames that note when it is appropriate to park and walk.

Access for All

The following should be considered and implemented, if appropriate, to ensure equitable access:

- Provide materials in languages spoken by students and caregivers. Consider visual maps and materials that are easily understood and accessible.
- Ensure that the walking school bus route is accessible to students of all abilities. If not, communicate the barriers in any materials. For example, walking school bus maps should highlight sidewalks or curbs that are not ADA accessible.
- Look to create walking school bus routes that originate from or include locations with multi-family housing.

Other Resources and Examples

- Step by Step: How to Start a Walking School Bus at Your School (Safe Routes National Partnership)
- The Walking School Bus: Combining Safety, Fun, and the Walk to School (SRTS Guide)

Walk & Roll Events

K12

Activity Goals

- Encouraging families who do not typically walk, bike, or roll to school to try doing so
- Encouraging students to walk, bike, or roll to school together in groups
- Uniting the entire school/community for one activity
- Reducing transportation-related emissions and improved air quality around the school by reducing morning traffic congestion
- Jump starting an SRTS program at a school or in the community
- Build the culture of walking or bicycling to school, and acceptance of walking or bicycling to school that is supported by the City and school

Examples:

Walk & Roll events help generate enthusiasm and excitement around walking, cycling, and rolling. Programming examples include:

- **Walk & Roll to School Day** - Every October, schools across Arkansas, the country, and the world celebrate International Walk & Roll to School Day (IWR2SD). The celebration is designed to encourage students, families, and school communities to walk, bike, and roll to school. An event like this can share the same excitement and celebration at other school events like Donuts with Grownups.
- **Bike to School Day** - Bike to School Day (BTSD) is an annual one-day event held in May, which is National Bike Month, and serves to promote bicycling as a fun, healthy, and safe way to get around. An event like this can share the same excitement and celebration as other school events like Spring Fling Carnival. Build on the success of "Roll-a-Thon" and Bike to School Day at schools like Holt Middle School.
- **Ruby Bridges Day** - Every November 14th, Ruby Bridges's courageous and historic act of walking to school as the first Black child to attend the formerly whites-only William Frantz Elementary School in Louisiana in 1960. This day is celebrated across the United States and encourages students to walk to school, engage in a day of dialogue, and learn about activism, anti-racism, and anti-bullying.
- **Winter Walk & Roll to School Day** - Pick a day in January or February that encourages walking and cycling/rolling in winter. This also promotes winter walk/roll safety when conditions are different, but some students must still walk or roll to school.

Activity Lead

School administration or transportation coordinator, caregiver

Material Needs

- Balloons, bubbles, other fun elements to build excitement
- Celebratory chalk messages on sidewalks near school
- Family friendly music
- Welcome music
- Event flyers
- Encouragement items (e.g., stickers, pencils, etc.)

Implementation

Successful implementation of big, one-day events rests on the event timeline. Suggested event timelines are provided in many Bike to School Day and International Walk & Roll to School Day toolkits. A general timeline to follow might include:

One month before the event:

- Form a committee to help plan the event.
- Check with school officials about holding the event, confirm the date/time.
- Post about the event in the school newsletter and social media.
- Start recruiting volunteers using the school newsletter, social media, and word of mouth.

A week or two before the event:

- Continue to recruit and communicate with volunteers.
- Routinely post about the event on social media.
- Invite City and school officials to come to the event.
- Map out and/or confirm any Walking School Bus or Bike Train routes.
- Remind your community via newsletters/website, banners, posters, or flyers.
- Confirm location and any material needs (e.g., tables, speakers, etc.) with school staff.

The day of the event:

- Show up early to welcome volunteers and get the event set up.
- Create a festive environment with music, decorations, sidewalk chalk, etc.

During and after the event, it is important to:

- Hand out giveaways to students.
- Take pictures and post to social media! Remember to be respectful of school photo policies.

Access for All

The following should be considered and implemented, if appropriate, to ensure equitable access:

- Provide materials in languages spoken by students and caregivers.
- Ensure that the event does not block drop-off/pick-up locations for students that may need ADA access to the school.
- Ensure that students who live too far away or cannot walk, bike, or roll to school can still participate in the activities by having on-site or in-class activities (e.g., pedestrian safety lessons, bike helmet fitting).

Other Resources and Examples

- KDOT Bike to School Day Kit
- How to Plan Walk/Bike to School Day
- Ruby Bridges Walk to School Day
- Walk/Bike to School Downloadable Materials

Walking School Bus

ES MS

Activity Goals

- Reducing safety concerns by providing adult supervision while students walk to school
- Creating community with neighborhoods and a culture of walking and rolling
- Encouraging more students to walk to school
- Reduce vehicle congestion around the school at arrival and dismissal

Description

A walking school bus is a group of children that walk to school with one or more adults. While the number of families and students involved in a walking school bus may vary, a key characteristic is a designated route, specific "stops" along the route where additional students or families can join at set times, and adult supervision.

Activity Lead

School's Parent Teacher Organization leaders, caregivers, school champion

Material Needs

- Safety vests or other identifiable and safety clothing
- Yard signs along the walking route
- Printer or online map of the walking route with stops identified (if meeting at specific stops)
- Flyers/promotional materials

Implementation

When beginning a walking school bus, it often makes sense to start with a small group of families. Pick a single neighborhood that has a group of parents and children who are interested.

To start an informal walking school bus:

- Invite families who live within walking distance.
- Exchange contact information with caregivers of students that would like to participate.
- Designate adult supervisors to specific dates.
- Pick a route, meeting spots, and times to meet. Take a test walk to calibrate timing. Consider traffic patterns.
- Decide how often the group will walk together.
    - Some groups are once a week while others are monthly or even daily.

When picking a route, answer the following questions:

- Are there adequate walking facilities? Are there sidewalks or paths? Or if there are no sidewalks or paths, are the streets low-speed and allow or

safe walking? Are there accessible ramps at corners for students with varying abilities?
- Is it easy to cross the street? Is there a route that includes marked crossings, signals, or crossing guards?
- Does the environment feel safe? Are there loose dogs? Is there adequate visibility?

To grow a walking school bus or add more, the program might require coordination, volunteers, and potential safety and liability training. The following steps should be followed as a walking school bus becomes larger and more established:

1. **Determine the amount of interest in a walking school bus program.** Contact potential participants and partners to inform them about the program and recruit walking school bus leaders.
   - Consider promoting the walking school bus within the neighborhood you wish to walk.
   - Provide written information to caregivers with expectations and rules for the walking school bus.
   - Consider having both parents/caregivers and children sign off on the expectations and rules of the walking school bus.
2. **Next, identify the route(s).** The amount and location of interested families will influence the number and locations of walking routes and stops. The walking school bus leader should walk the route without students first to evaluate it for safety concerns or issues.
3. **Identify adults to supervise walkers.** One adult for every six students is recommended, although if students are aged ten or older, fewer adults may be needed. If students are between ages four to six, one adult per three children is recommended. Make sure each walking school bus leader has a safety vest or some other high-visibility designation (e.g., t-shirt, bright hat, etc.) that lets students and their caregivers know who is in charge.
4. **Finalize the logistics by answering the following questions:**
   - How often will the walking school bus operate? Once a week or every day?
   - When should students arrive at each stop to be picked up?
   - Will the bus operate before school, after school, or both?
   - What training do volunteers need?
   - What safety training do children need?
5. **Finally, kick off the program!** Put up yard signs or A-boards at the stops that advertise the scheduled walking days and times to spread the word. Also, consider launching the walking school bus on the day of a community event, such as International Walk to School Day or the first day of school.

Bike Bus

ES MS

Activity Goals

- Encourage more students to bike to school
- Reduce vehicle congestion around the school at arrival and dismissal
- Teach students safe bicycling skills
- Encourage physical activity before the start of the school day

Description

Bike buses, or bike trains, are adult-led groups of students that bike to or from school together. They may consist of one or two neighbors cycling together, or a route with multiple stations where more riders join along the way. Bike buses can be for students of any age, but the age and bicycling skills of the student should be considered when creating the route and determining the number of caregivers needed. At minimum, a bike bus should have at least two adults, with one positioned at the front of the train and another in the back to make sure everyone rides together. More adults might be needed based on the age, skill, and number of students, or the bicycle facilities and traffic along the route.

Activity Lead

Caregivers, Bike Fayetteville, Pedal it Forward

Material Needs

- Bikes, helmets, and a secure place to park their bikes at school
- Safety vests (or other identifiable clothing), a first aid kit, and a bike multi-tool for bike bus leaders
- Yard signs at bike bus stops
- Printed or online map of the route with stops identified
- Flyers/promotional materials

Implementation

A bike bus route needs to account for both rider ability, safe facilities, and distance. Bike bus organizers should answer the following questions when creating a route:

- Where do students live?
- Is there bicycle infrastructure—such as paths, bike lanes, or bike boulevards—that would increase safety for riders?
- Where are the best places to cross streets?
- How long will it take to ride the route? Remember to factor in breaks and slow-downs around designated stops to pick up more riders.
- How will the bike bus navigate the school campus? Are there any rules or restrictions around riding bikes on school property?

- What do you do with the bikes at the end of the ride? Is there a secure place to lock bikes?
- What rules and expectations will riders have to adhere to? While law does not require a helmet for children, consider requiring helmets for the bike bus.

Once the route is determined, it is recommended that the organizer ride the route without students at the time the bike bus would typically operate to identify challenges or issues. The route can also be amended once the bike bus begins to better accommodate new riders, safety concerns, or traffic changes.

Scheduling the bike bus is also important—a clear schedule and the ability to communicate any last-minute changes is essential. Considerations for the schedule might include:

- How often will you ride? Daily, one day a week, or one day a month (e.g., first Friday)
  - When will the bike bus start, arrive, and leave the various stops?
- Will the bike bus be one-way or round trip?
- If roundtrip, how do you handle afternoon departure? Consider students who participate in after school activities. Determine a location to meet after school, such as nearby the bike racks.
- Depending on the time and season, students may need bike lights. Consider laws and ordinances. Keep in mind any changes for daylight savings time. Inform caregivers on the bike bus's bike light policy and, if possible, supply bike lights for students that either do not have them or forget.

Bike bus participation may change—you may see some students drop off, or there may be a huge influx in new students wanting to join. Some tips for keeping the momentum include:

- **Keep it exciting** – Bring a Bluetooth speaker for music. Also, consider having fun activities to switch up which students are in the front or the back of the bus or theme days (e.g., Halloween costume ride). Include local heroes or celebrities, or even school staff. Make it a social after school bike club!
- **Reward student riders** – Special stickers, reflective key chains, or other small incentives can go a long way in encouraging participation and rewarding safe bicycling behavior.
- **Foster a supportive bike culture** – Build upon the bike bus's momentum to encourage the greater school community to participate in Bike to School Day or host another bike related event such as a bike rodeo.
  - Partner with Pedal It Forward for bike giveaways.
  - Partner with local bike shops for bike rodeo volunteers: Phat Tire, High Roller, The Bike Route, Pedego. Work with these local shops to build a bike maintenance

kit for the school district to use for future bike events.

- Partner with Pedal Kids for bike camps, workshops and the bike rodeo.
- Partner with Ozark Off-Road Cyclists (OORC) for trail riding and bicycle maintenance opportunities.

- **Monitor your progress** – Regularly assess how the program is going by asking the students and their families what is and is not working well. Consider informal polls or more formal surveys.
- **Do not burn out** – If you feel that the bike bus is getting too large, ask more caregivers to get involved, or evaluate if it makes sense to add another bike bus.
- **Consider Bike Bus leader training** - Formalized training for group riding can be available through the League of American Bicyclists or talk to other Bike Bus leaders and organizers for tips about safe group riding and considerations with children riders.

Access for All

The following should be considered and implemented, if appropriate, to ensure equitable access:

- Provide materials in languages spoken by students and caregivers.
- Ensure that the bicycling route is as free of hazards as possible (e.g., potholes, busy intersections, etc.) to allow students with varying bicycling abilities to join. If that is not possible, communicate the barriers to caregivers in any materials.
- Identify resources in your community for free or low-cost bicycles for bicycles. Many families have bicycles that they have outgrown their garages. Starting a bike bus is a great opportunity to organize a bike swap!

Other Resources and Examples

- Bicycling to School Together: A Bike Train Planning Guide (National Center for Safe Routes to School)
- Tip Sheet Number 2: Organizing Bike Trains (Safe Routes Partnership)
- How to Start a Bike Bus (Bike Bus World)
- Contact FPS Outdoor Education and Sustainability Specialist for Support



IMAGE A.2 Pedestrians crossing at the RRFB near Vandergriff Elementary and McNair Middle School

Frequent Walker and Biker Program

K12

Activity Goals

- Increase participation
- Low-cost participation rewards for walking, rolling, and bicycling
- Improved participation for try-it days

Description

Frequent walker and biker programs provide small rewards or incentives to students who regularly walk and bicycle to school. Frequent walker and biker programs use a system, like punch cards, small item collections, or posters for tracking student trips. Rewards can be given by classroom, like the Golden Sneaker Award, and can help shift the culture and acceptance of walking or cycling to school. These programs also can instill a sense of pride to getting to school on foot or by bike.



Material Needs

- Punch cards are optional but can help students track active trips
- Incentives for frequent walking, cycling, and rolling students
- Marketing materials to promote the event

Sharing Successes

When various partners in a community—and the public at large—learn about SRTS programs that work, other organizations may be encouraged to participate and inspired to support similar programs at their own schools. SRTS publicity is typically positive and shows happy, active children and success in implementing infrastructure, walking and bicycling programs, and education. Often, the successes can be shared in simple ways, like with social media posts or through earned media in local newspapers, on the radio, or on televisions. Often, sharing successes within a school's community encourages others within that same school to participate. Today's media opportunities allow students and adults to share photos, videos, and written content. Be sure to have permission to share the faces of students on social media.

Education

Safe Routes to School education is multifaceted in that it should include messaging around program awareness, safety, and access. Audiences are also varied and may include students, caregivers, and drivers in general. Delivery of education can also vary and may include classroom education, lessons, printed materials, digital materials, signage, events, and more.

Recommendation	Description	Lead Implementer(s)
Provide pedestrian and bicycle safety education to students	Students should receive age-appropriate pedestrian and bicycle education that is regularly reinforced (e.g., annually) and provides opportunities for skills practice. School-based education works best when integrated into the PE or Health curriculum. Outdoor classrooms at either school could be used for these educational activities.	School District
Conduct a bicycle rodeo	Bike rodeos teach children skills related to walking, bicycling, and rolling safely, which can increase both student and caregiver's confidence for walking, bicycling, and rolling to school.	Partnership with the City, School District, community and local businesses
Conduct parent and staff safety education campaign	Prepare and distribute information packets for parents, caregivers, and school staff at the beginning of the school year containing school arrival and dismissal maps, a written description of the rules and procedures for arrival and dismissal, and general safety information. Procedures should emphasize driving safely, being alert for pedestrians and bicyclists, and respecting the school crossing guard(s).	School District
Provide walking, bicycling, and rolling maps	Walking, bicycling, and rolling route maps can show the location of pedestrian and bicycle infrastructure and estimated walk/bike/roll times.	City
Provide Travel Training for middle, junior high, and high school students	Provide a multimodal-specific curriculum for middle and high school students with material on safe walking, bicycling, rolling, driving, and transit behaviors.	School District

Driver's Education

For high school students learning to drive, for parent and local community drivers, and for bus drivers:

- Incorporate content and messaging in the community and with parent and student notifications on how to drive around pedestrians and cyclists, and the outsized impact that certain driving behaviors can have on pedestrian/bike safety (e.g., speed, right turns on red signals, opening car doors, etc.). This can improve the culture around active transportation over the long term.
- Provide information and messaging about distracted driving, especially to high school students. Consider no-phone zones and signage in school zones and/or on campuses.

Pedestrian and Cycling Education

In school, student-focused pedestrian/bike education opportunities:

- Students should receive age-appropriate pedestrian and bicycle education that is regularly reinforced (e.g., annually) and provides opportunities for skills practice.
- SRTS-focused lesson plans can have themes of safety, community, health, and/or environment. Lesson plans may be available through Safe Routes to School organizations, the Institute of Transportation Engineers (ITE), and local active transportation advocacy groups.
- Education can be in the form of ongoing lessons or provided in other methods like videos or skills practice. Consider send-home materials as well like tip sheets, coloring pages, or bookmarks with safety information.
- Education can be provided in schools or during after school programs, camps, or community events.
- Host a one-time or annual safety event designed to engage and entertain children while providing safety skills and knowledge.

Partner with Safety Town NWA for pedestrian and bicycle safety. They provide children with the knowledge and practical skills they need to stay safe in a variety of situations.

Parent, Caregiver and Staff Education

- Provide walking and bicycling routes maps that show the location of pedestrian and bicycle infrastructure and estimated walk/bike times to students and parents. These safe routes can be designated as walking routes and/or bicycling routes.
- School zone safety tips should include school maps, and written descriptions of the rules and procedures for arrival and dismissal that emphasize driving safety, being alert for pedestrians and bicyclists, and respecting the school crossing guard(s).

- Promote safety at the start of the school year (open houses, etc.) and throughout the year. Reminders can be particularly important with daylight savings time changes
- When new students enroll at schools, provide transportation safety information in new student paperwork and information.
- Provide clear signage at and around the school property to remind families about procedures for school drop-off and pick-up.

Many cities and states have classroom lesson plans and resources for teaching students about bicycle and pedestrian safety. Here are some options:

- **BikeWalkKC:** – serves dozens of schools and thousands of kids every year in Kansas City area and can provide bicycle education classes to Kansas communities. The organization is currently working on creating a pedestrian safety offering!
- **Let's Go NC! (North Carolina):** A pedestrian and bicycle safety skills program for elementary schools, including lessons plans and videos.
- **California Pedestrian and Bicycle Safety Curriculum for Grades 4 and 5:** A program aligned with California education standards specifically for upper elementary school students.
- **Roll Bicycle Education Into Your Physical Education Program:** This fact sheet explains the why and the how of integrating bicycle education into physical education programs.
- **Active Transportation Alliance Teacher Resources:** A resource kit that includes quick 10 minute lessons for us in PE classes, other sample lessons, and additional resources for elementary, middle, and high school teachers.
- **Bicycle and Pedestrian Curricula Guide:** A guide to bicycle and pedestrian education for students.
- **Safe Routes to School and Student Leaders: Facilitator's Guide to Engaging Middle School Youth:** – Education guide specifically aimed at middle schoolers.
- **Cycle Quest** (Elk Grove, California): – An activity book and resource library to help students and their care givers learn how to bike safely throughout their community.
- **Bikeology:** A ready-to-use bicycle safety curriculum developed by the National Highway Traffic Safety Administration (NHTSA) and SHAPE America for physical education teachers and recreation specialists working with students in grades 6-12.

Activity Lead

School district teachers, health or PE teachers, coaches, parents, drivers education classes, law enforcement, advocacy groups

Other Resources and Examples

- School Bus Safety Tips (Safe Kids)
- Helmet Fit Test (Safe Kids)
- Pedestrian Safety (NHTSA)
- A Caregiver's Guide to Raising a Safe Walker (KDOT)
- Driver Education Videos (LAB)
- Bike Safety Tips (Safe Kids)
- Rules of the Ride (Safe Kids)
- Pedestrian Safety Lesson Plan: Walking Safely Near Traffic (KDOT)



IMAGE A.3 Bike education at Fayetteville High School

Enforcement

The goals of SRTS are supported by promoting compliance with traffic laws in areas surrounding schools, involving support from law enforcement, as well as trained volunteers and school staff members.

Recommendation	Description	Lead Implementer(s)
Establish school drop-off and pick-up monitors	This will reinforce school procedures on and around the school campus.	School District
Partner with local law enforcement	Include law enforcement representatives on advisory committees to help with education and purposeful speed enforcement in school zones.	City, School District
Support crossing guards	Establish training and procedures for crossing guards to ensure adequate staffing. Find more information in these Adult School Crossing Guard Guidelines.	City, School District
Student Walk Audit	Students, teachers, and community volunteers can participate in walk audits to evaluate conditions along key walking routes and identify barriers to safe and comfortable travel. The enforcement of City code is largely complaint-based, requiring issues like sidewalk or trail obstructions to be reported to the City through See-Click-Fix. Walk audits provide a proactive way to document concerns, all while educating students about their neighborhoods and municipal government.	City, School District

Crossing Guards

Crossing guards are everyday heroes and leading ambassadors for Safe Routes to School. They help children safely cross the street at key locations, while also reminding drivers of the presence of pedestrians and the necessary precautions to take while driving near them. The presence of crossing guards can encourage more parents to feel comfortable about their children walking or bicycling to school. While the

primary role of a school crossing guard is to guide children safely across the street, children also remain responsible for their own safety. In this manner, a guard plays another key function—a role model helping children develop the skills necessary to cross streets safely at all times.

The design and implementation of an adult school crossing guard program is largely the decision of local communities. Currently, the Fayetteville School District employs crossing guards. Some federal guidance exists and there are some state and local requirements pertaining to the operation of guard programs, but these vary across the country. Ideally, the development of a school crossing guard program involves a community partnership that includes the expertise of law enforcement agencies, traffic engineering or planning departments, and school systems. Working together with parents, this community group identifies the locations where school crossing guards are needed and the appropriate number of guards for each location. Some wider, multi-lane intersections require more guards. The group establishes crossing procedures for a variety of traffic situations as well as hires, trains and equips the guards and secures long-term funding for the program.

Crossing Guard training and equipment also vary across jurisdictions. Crossing Guards should be predictable and consistent across the community so that



IMAGE A.4 A crossing guard at Lafayette St. and N. College Ave. help guide a family to school

drivers are familiar with their actions and those actions are clearly interpreted by all drivers—even those who are new to the community. At minimum, crossing guards require a high-visibility safety vest (Class 2 or better), a whistle (either a hand whistle or traditional blown whistle), and an 18 inch stop paddle that is compliant with the Manual on Uniform Traffic Control Devices (MUTCD). Other equipment or upgraded equipment may include an LED stop paddle (ideal when speeds at the crossing exceed 30 MPH), reflective gloves and outerwear, reflective hat, and mid-crossing temporary sign/ bollards.

Other Resources and Examples

- Adult School Crossing Guard Guidelines
- SRTS Guide Adult School Crossing Guards

School Zone Traffic Enforcement

Enforcement is a critical component of school zone safety that promotes SRTS by reducing speeds and addressing behaviors that place students at risk during arrival and dismissal. Focused enforcement in school zones reinforces expectations of safe driving and helps create predictable, low-stress conditions for students walking, bicycling, and rolling to school.

Targeted enforcement allows law enforcement to concentrate efforts on specific locations, times, and behaviors identified through data, observations, and community input. By prioritizing school zones and key routes with persistent speeding or safety concerns, this approach improves effectiveness and can make the most of limited resources.

Additionally, temporary speed feedback signs can complement enforcement by increasing driver awareness and encouraging voluntary compliance with posted school zone speed limits. When placed temporarily, these signs reinforce safe speeds and avoid drivers becoming desensitized to them. It is important that feedback signs not display vehicle speeds above the posted limit, to not reaffirm excessive speeding.

For longer road segments with persistent speeding—such as high-speed and high-volume roadways—automated enforcement devices can support law enforcement. ARDOT has already utilized speed cameras and distracted driving cameras to increase safety in work zones. The devices alert on-site law enforcement officers who must be present in order to issue a violation. In addition to highway work zones, this technology is specifically allowed in school zones according to Arkansas Code § 27-52-111(c)(1).



IMAGE A.5 A safe route to Root Elementary School—with friends along the way

Other Funding Opportunities and Resources

Beyond the state level, there are many other organizations that provide funding for projects or activities that improve walking, bicycling, and rolling. Below are a few links to start with:

Recommendation	Description	Lead Implementer(s)
AARP Community Challenge	AARP provides small grants to fund "quick-action" projects that make a community more livable for people of all ages and abilities.	City, School District, Public Charity such as a PTO
Union Pacific Community Ties Giving Program	The Union Pacific railroad offers grants within several "priority cause areas": safety, workforce development, community vitality, and environmental sustainability.	Public Charity such as PTO
Walmart Spark Good Grant	K-12 public schools and 501(c)(3) public charities are eligible to apply for Spark Good grants that benefit the community, particularly near local Walmart and Sam's locations.	City, School District, Public Charity such as a PTO
League of American Bicyclists Community Spark Grants	LAB's Bicycle Friendly America program awards both projects and programs that spark change to make bicycling safer, easier, and more accessible.	City, School District, Public Charity such as a PTO
Safe Routes to Schools Partnership Ruby Bridges Walk to School Grant	Mini-grants are available to support Walk to School Day events, including giveaways, printing, supplies, volunteer stipends, t-shirts, food, and more.	City, School District, Public Charity such as a PTO
Clif Family Foundation	**Inclusive Outdoor Access:** Catalyze solutions that expand access to safe places to enable healthy physical activity and improve mental health	Public Charity *excluding* PTOs

Appendix B: Bicycle Parking

Bicycle Parking can be a single rack—or a group of racks—and should be visible and within 50 feet of the school entrance.



Inverted U bike rack



Bike corral

Primary Recommendation:
INVERTED U (staple and loop)



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

Keep in Mind:

Surface:
- Pavement or crushed stone preferred

- **Nearby Objects:**
  - Place bike parking 2-3 feet away from buildings or other objects.
- **Visitors/Staff:**
  - Provide bike parking for a few adult staff/visitors as well as students
- **Take bike parking to the next level by:**
  - Covering bike parking from the rain and sun
  - Providing an air pump on-site
  - Adding art, signage, or wayfinding (e.g., painted footprints that lead from the bike rack to the entrance)

What is the purpose of bicycle parking near schools?

- Bicycle parking near campus gives students and staff a place to secure their bike during the day while they are at school.
- Encourages students and school staff to ride their bikes to school.
- When located near the main entrance, bike parking makes it inviting for people who get to school by bike.
- Communicates that bicycling is encouraged



Wave bike rack at Root Elementary



Custom weld bike rack at Leverett Elementary

Avoid:
WAVE & CUSTOM WELD



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

Where is bike parking installed?

- Every school should have enough bike parking to meet the day-to-day needs of students and staff. Bike parking at schools is currently the responsibility of the school district.
- When deciding where to install bike racks, the school district's facilities group considers locations that are:
  - Immediately noticeable upon arriving
  - Visible from nearby windows and the street to ensure bikes are secure
  - Publicly accessible

How much does bike parking cost?

$: Bike parking is relatively inexpensive.

Bike Corrals

Sometimes the best place to install bike parking is on the street or in a parking lot. A bike corral can be installed in place of a vehicle parking space, providing enough space for 6-12 bikes in place of one car.

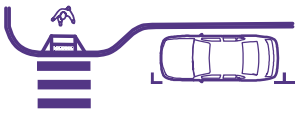
Install/Repaint Crosswalk



103 crosswalks

$101,500

Install Curb Extension



37 projects

$464,400

Install/Update Curb Ramp



116 ramps

$253,440

Appendix C: Project Recommendations

Install/Repair Sidewalk



6,705 linear feet

$477,450

Install Speed Cushions



8 projects

$80,000

Install Pedestrian Refuge Island



7 projects

$50,820

Install Raised Crosswalk



13 crosswalks

$130,000

Shared Use Path



8,294 linear feet

$2,043,504

Install Stop Sign



10 signs

$3,900

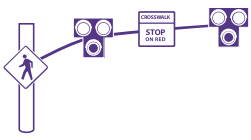
Install RRFB



9 projects

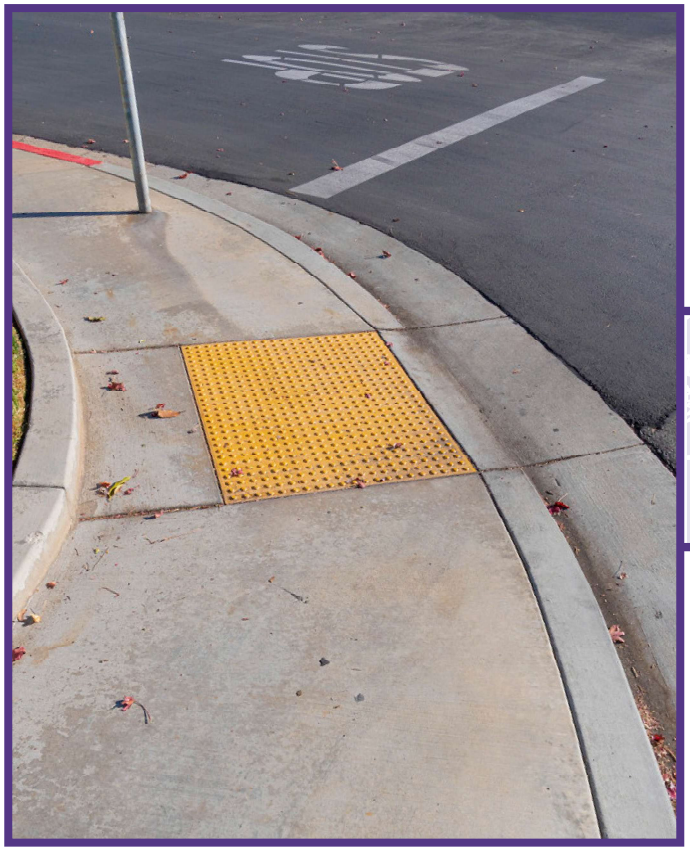
$90,000

Install PHB/ HAWK



1 project

$78,000



Install/Update Curb Ramp

Treatment Costs:

- Installation: $6,000 EA
- Update: $720 EA



Install/Repaint Crosswalk

Treatment Costs:

- Installation: $1,000 EA
- Repaint MMA Continental Crosswalk: $1,040 EA
- Repaint Thermoplastic White Continental Crosswalk: $850 EA

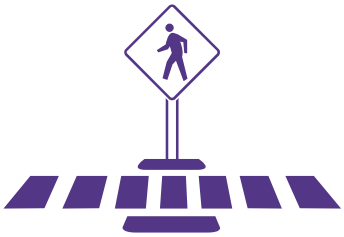


Install Raised Crosswalk



Treatment Cost:

- Installation: $10,000/crossing



Install Pedestrian Refuge Island



Treatment Cost:

- Installation: $7,260/crossing

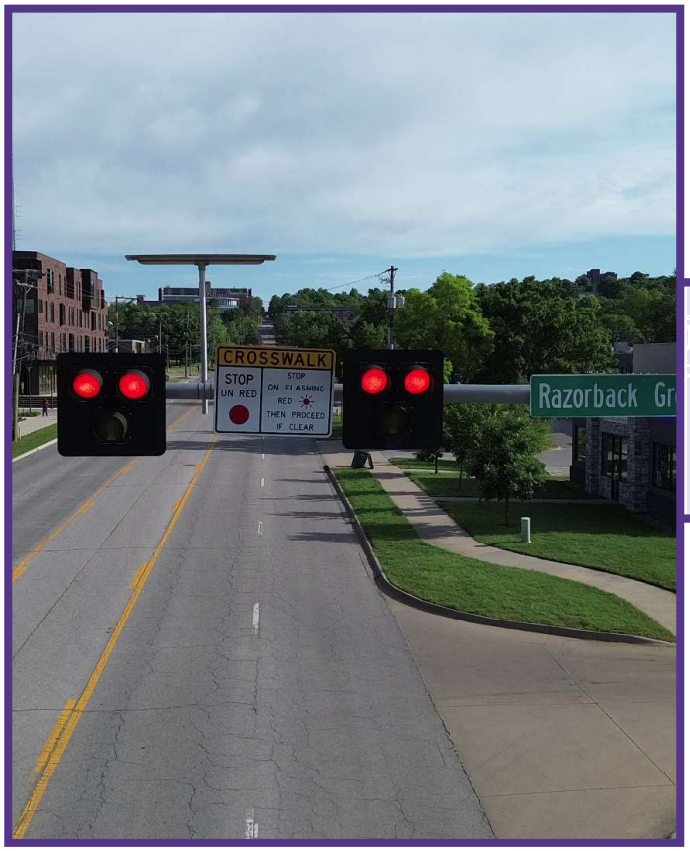


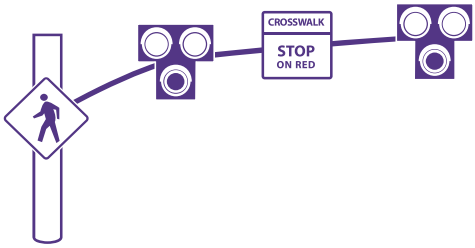


Install RRFB

Treatment Cost:

- Installation: $10,000 EA

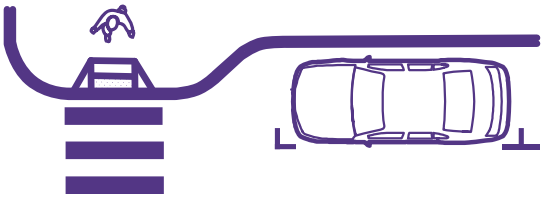




Install HAWK

Treatment Cost:

- Installation: $78,000 EA



Install Curb Extension

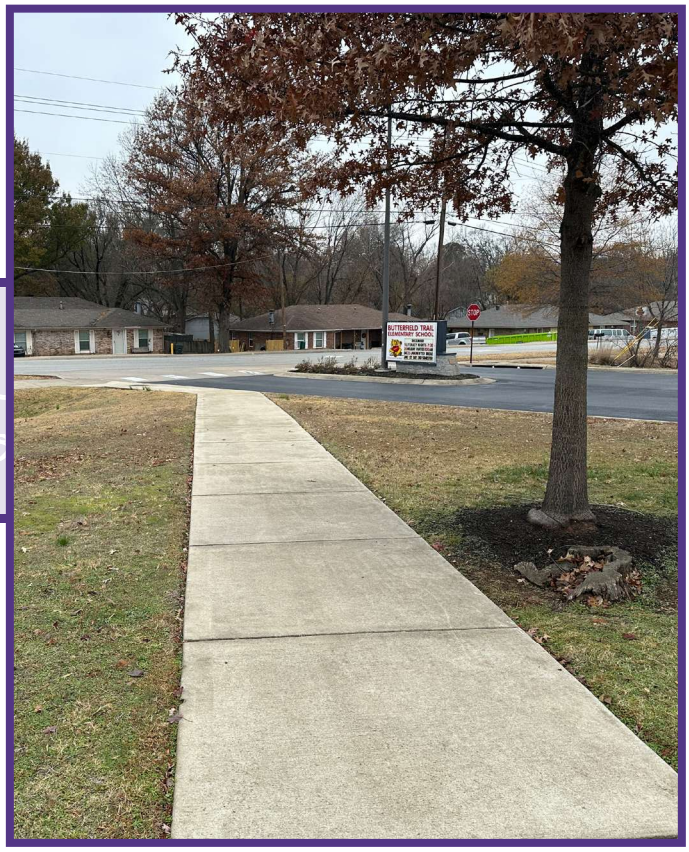


Treatment Cost:

- Installation: $12,900/crossing



Install/Repair Sidewalk



Treatment Costs:

- Installation: $15/sf
- Repair: $15/sf



Install Shared Use Path

Treatment Cost:

- Installation: $18/sf



Install Rumble Bar

Treatment Cost:

- Installation: $1,500/lane approach



Install Speed Cushion (Concrete)

Treatment Cost:

- Installation: $10,000 EA



Install Speed Cushion (Rubber)

Treatment Cost:

- Installation: $1,000 EA





Install Crosswalk Sign

Treatment Cost:

- Installation: $390 EA





Install Stop Sign

Treatment Cost:

- Installation: $390 EA

Appendix D: Prioritized Infrastructure Recommendations

Using the criteria detailed in **Section 6 - Impact and Implementation**, the table below categorizes all 170 infrastructure recommendations according to their calculated impact level. Three general categories—high, medium, and low—help prioritize

ID	School	Map ID	Location	Geometry Type
1	ALLPS School of Innovation	5	S Sang Ave & W Mitchell St	Intersection
2	ALLPS School of Innovation	9	W Old Farmington Rd (S Key West Dr to S Root Ave)	Along the Roadway
3	ALLPS School of Innovation	11	W Old Farmington Rd & ALLPS Entrance	Mid-block Crossing
4	Asbell Elementary School	1	Shamblin Apartments School Access	Internal Connectivity
5	Asbell Elementary School	2	W Skyler Dr & N Evening Shade Dr	Intersection
6	Asbell Elementary School	3	FPS Sports Facility Access	Internal Connectivity
7	Asbell Elementary School	4	N Sang Ave (W Skyler Dr to W Lawson St)	Along the Roadway
8	Asbell Elementary School	7	N Sang Ave (W Holly St to W Lawson St)	Along the Roadway
9	Butterfield Trail Elementary School	11	N Old Missouri Rd & E Eton St	Intersection
10	Fayetteville High School	9	S Buchanan Ave & School Entrance	Mid-block Crossing
11	Fayetteville High School	11	W Martin Luther King Jr Blvd (S Razorback Rd to College/School Ave)	Along the Roadway
12	Fayetteville High School	13	W 6th St & S Stadium Dr	Intersection
13	Fayetteville High School	15	W Martin Luther King Jr Blvd (Stadium Dr to Hill Ave)	Along the Roadway
14	Fayetteville High School	17	S Stadium Dr (MLK Blvd to Tsa-La-Gi Trail)	Along the Roadway
15	Happy Hollow Elementary School	11	Crossover Rd & Peppervine Dr	Intersection
16	Holcomb Elementary School	1	N Salem Rd & W Crystal Dr	Intersection

recommendations with the greatest potential to drive impact along lines of safety, demand, equity, and infrastructure.

Map IDs correspond with the Map ID listed on each school's infrastructure recommendations map, listed in **Section 7 - Campus Assessments and Recommendations.**

Recommendation Description	Impact
Install raised crosswalk and RRFB.	High
Address uplift and drop-off at inlet.	High
Install curb extension and raised crosswalk from ALLPS entrance to sidewalk on south side. Evaluate use of RRFB at this location.	High
Access from apartment complexes to the north - possible accessibility/visibility improvements needed. Reduce crossing distance by installing calming devices.	High
Install high-visibility crosswalks on north and east legs of intersection.	High
Possible paved connection (with keyed access) to the east through FPS sports fields property and parking lot.	High
Stripe parking lot entrance to shorten driveway width and formalize parking; Consider pavement treatments or curbing to formalize narrowed driveway.	High
Upgrade the existing sidewalk to a sidepath per the City's Master Trail Plan.	High
Install curb extensions for the west corners; Install center refuge island for the north leg.	High
Install RRFB; Upgrade curb ramp on east side of Buchanan.	High
Stripe crosswalks across driveways and relocate signage as needed.	High
Implement LPI; Increase pedestrian signal phase; Prohibit Right-on-Red at all approaches.	High
Consider installing median and other traffic calming measures.	High
Increase sidewalk width on east side of Stadium; Add sidewalk to the west side between MLK Blvd and Tsa-La-Gi Trail. Bridge may pose a constraint.	High
Add Yield to Pedestrian signage for southbound vehicles.	High
Install DWS at NE, SE, and SW corners; Install curb extensions on NE and SE corners; Mark crosswalk on west leg; Install raised crosswalk on south leg.	High

ID	School	Map ID	Location	Geometry Type
17	Holcomb Elementary School	7	N Salem Rd & School Driveway	Intersection
18	Holcomb Elementary School	9	N Salem Rd & Bentgrass Rd	Intersection
19	Holt Middle School	1	N Rupple Rd & W McLaren Dr	Intersection
20	Holt Middle School	2	N Rupple Rd (W Clearwood Dr to W Edgewater Dr)	Along the Roadway
21	Holt Middle School	3	W Clearwood Dr & N Rupple Rd	Intersection
22	Holt Middle School	5	N Rupple Rd & School Entrance	Intersection
23	Holt Middle School	6	N Rupple Rd (W Clearwood Dr to W Mount Comfort Rd)	Along the Roadway
24	Holt Middle School	7	W Mount Comfort Rd & N Rupple Rd	Intersection
25	John L Colbert Middle School	5	S Rupple Rd & W Eisenhower Pl	Intersection
26	Leverett Elementary School	2	N Garland Ave (Wedington/ North to Cleveland)	Along the Roadway
27	Leverett Elementary School	4	N Garland Ave at W Berry St	Intersection
28	Leverett Elementary School	6	W Berry St (Oakland to Leverett)	Along the Roadway
29	Leverett Elementary School	9	N Garland Ave at W Eagle St	Intersection
30	Leverett Elementary School	11	W Eagle St (Garland to Leverett)	Along the Roadway
31	Leverett Elementary School	14	N Hall Ave and W Cleveland St	Intersection
32	Leverett Elementary School	15	W Cleveland St (N Garland Ave to N Lindell Ave)	Along the Roadway
33	Leverett Elementary School	16	W Cleveland St and N Garland Ave	Intersection
34	Leverett Elementary School	18	N Garland Ave (W Cleveland St to W Maple St)	Along the Roadway
35	M O Ramay Junior High School	4	S Sang Ave (W Stone St to W M.L.K. Jr. Blvd)	Along the Roadway
36	M O Ramay Junior High School	13	W Old Farmington Rd (S Root Ave to S Sang Ave)	Along the Roadway
37	M O Ramay Junior High School	14	W Martin Luther King Jr Blvd & S Hollywood Ave	Intersection
38	McNair Middle School	3	N Starr Dr & E Mission Blvd	Intersection

Recommendation Description	Impact
Install pedestrian refuge island.	High
Mark high-visibility crosswalks on the east and west legs of the intersection; Install RRFB and raised crosswalk at north leg.	High
Add high-visibility crosswalk on east leg of intersection.	High
Remove continuous center-turn-lane and implement traffic calming measures such as chicanes and speed cushions.	High
Install crosswalk on east leg of intersection.	High
Install DWS at SW curb ramp; Install raised crosswalk at RRFB.	High
Add speed feedback sign in Northbound direction. Evaluate traffic calming treatments and reduced speed limit.	High
Install curb extension to NW corner; Reconstruct sidewalk to trail on NW corner; Add "No-Right-on-Red" across trail crossing; Install raised crossing in right-turn bypass lane.	High
Install RRFB.	High
Investigate road and/or lane diet to addressing speeding and allow for vehicle queuing along southbound Garland.	High
Install high-visibility crosswalk along east leg of intersection.	High
Complete sidewalk gaps along north side of Berry.	High
Install high-visibility crosswalk along east leg of intersection.	High
Remove obstructions and repair sidewalks; Complete sidewalk gaps.	High
Reconstruct sidewalk and curb at SW corner to have crosswalk terminate outside driveway apron; Install RRFB.	High
Repair uplifted panels around drainage inlet at NE corner of Garland and Cleveland; Explore options to reduce or remove parking space at 1088 Cleveland.	High
Add mountable aprons at all 4 corners; Implement LPI and No-Right-on-Red; Increase pedestrian signal phase.	High
Evaluate the feasibility of a lane reconfiguration/reduction to address speeding.	High
Install speed cushions and upgrade sidewalk to shared use path per city plans.	High
Install sidewalk on south side (back of 2190 M.L.K. Jr Blvd) and install speed cushions.	High
High traffic intersection along high injury network; Major barrier for student travel to restaurants and other frequent destinations.	High
Reconstruct SW corner to close north-facing curb ramp; Install high-visibility crosswalk at south leg; Add curb ramp at SE corner for south leg of the crosswalk; Adjust signal for northbound traffic to No Right Turn during pedestrian phase; Add time to pedestrian phase; Install stop bar in northbound travel lane.	High

ID	School	Map ID	Location	Geometry Type
39	McNair Middle School	4	E Mission Blvd & N Vandergriff Dr	Intersection
40	McNair Middle School	5	N Box Ave & E Mission Blvd	Intersection
41	McNair Middle School	6	N Crossover Rd & E Mission Blvd	Along the Roadway | Intersection
42	McNair Middle School	8	N Hunters Rdg & E Cherokee Dr	Intersection
43	McNair Middle School	9	E Mission Blvd (N Box Ave to N Vandergriff Dr)	Along the Roadway
44	Owl Creek Elementary School	1	W Persimmon St & School Driveway	Along the Roadway | Mid-block Crossing
45	Owl Creek Elementary School	2	N Wordsworth Ln & W Persimmon St	Along the Roadway | Intersection
46	Owl Creek Elementary School	3	W Persimmon St (N Rupple Rd to N Keats Dr)	Along the Roadway
47	Owl Creek Elementary School	4	W Persimmon St & N Rupple Rd	Intersection
48	Root Elementary School	1	N Ramsey Ave (E Cicero Ln to E Mission Blvd)	Along the Roadway
49	Root Elementary School	4	E Mission Blvd & N Jordan Ln	Intersection
50	Root Elementary School	5	E Mission Blvd & N Ranch Dr	Along the Roadway | Intersection
51	Washington Elementary School	2	N College Ave (E Davidson St to E Maple St)	Along the Roadway
52	Washington Elementary School	8	N College Ave & Maple St	Intersection
53	Washington Elementary School	15	E Lafayette St & N College Ave	Intersection
54	Woodland Junior High School	3	E Poplar St (N Green Acres Rd to N Woodland Ave)	Along the Roadway
55	Woodland Junior High School	5	E Poplar St (N Green Acres Rd to N College Ave)	Along the Roadway
56	Woodland Junior High School	6	E Poplar St & N College Ave	Intersection
57	Woodland Junior High School	7	N Gregg Ave & W Poplar St	Intersection

Recommendation Description	Impact
Install PHB; Upgrade curb ramp at NW corner; Restripe high-visibility crosswalk at north leg; Install rumble bars to alert east and westbound vehicles on Mission; Install pedestrian-scale lighting.	High
Install high-visibility crosswalk and stop bar at north leg of intersection; Install "Yield to Pedestrians" signage along Mission Blvd.	High
Geometry and accessibility issues support intersection reconstruction (reducing curb radii and the 30' westbound and eastbound lane widths). In the near term, upgrade all curb ramps; add mountable truck aprons at all four corners; narrow through and turn lanes as appropriate; adjust signalization to add LPI and additional time for pedestrian phase.	High
Install new curb ramp at SE corner; Upgrade curb ramp at NE corner with DWS.	High
Install sidepath per the City's Master Trails Plan.	High
Install RRFB and raised crosswalk; Consider traffic calming measures (e.g., speed cushions) for approaches.	High
Add two sidewalk connections from W Persimmon St to sidewalks internal to the subdivision.	High
Add signage for school speed zone for westbound direction; Install speed cushions.	High
Consider protected left-turn phase, No-Right-on-Red, and mountable truck aprons at all corners.	High
Install sidewalk.	High
Reconstruct median to provide pedestrian refuge island and install marked crosswalk and DWS in curb ramps at the north leg of intersection.	High
Complete sidewalk on north side of E Mission Blvd to N Ranch Dr in front of 1428 E Mission Blvd.	High
Stripe commercial driveways and consider narrowing driveway curb cuts.	High
Install LPI; Increase pedestrian signal phase; Reconstruct SE corner to allow ADA and consider closing commercial driveway.	High
Reconstruct curb ramps at all four corners to improve ADA; Install LPI; Implement No-Right-on-Red.	High
Repair sidewalk on north side; Install sidewalk where missing; Install shared use path on south side of Poplar.	High
Install shared use path on south side and sidewalk on north side.	High
Reconstruct intersection with safe crossings, considering the future Ramay Junior High location just east of this area. At-grade improvements should include high-visibility crosswalks, LPI, No-Right-on-Red, and protected signal phasing. The feasibility of a bike-ped tunnel should also be investigated, given the significance of this east-west connection.	High
Intersection to be reconstructed under SS4A grant; Railroad crossing improvements recommended.	High

ID	School	Map ID	Location	Geometry Type
58	ALLPS School of Innovation	2	W Stone St (S Cross Ave to S Sang Ave)	Along the Roadway
59	ALLPS School of Innovation	8	W Old Farmington Rd & S Melbourne Dr	Intersection
60	ALLPS School of Innovation	12	S Sang Ave & W Old Farmington Rd	Intersection
61	ALLPS School of Innovation	15	S Hollywood Ave & W Pasadena Lnk	Intersection
62	Asbell Elementary School	5	W Lawson St & N Sang Ave	Intersection
63	Asbell Elementary School	6	N Sang Ave & W Holly St	Intersection
64	Asbell Elementary School	8	W Holly St & N Sang Ave	Intersection
65	Butterfield Trail Elementary School	1	N Old Missouri Rd (Sweetbriar Dr to Farr Ln)	Along the Roadway
66	Butterfield Trail Elementary School	4	E Stubblefield Rd (N Southridge Dr to N Summerhill Dr)	Along the Roadway
67	Butterfield Trail Elementary School	6	E Stubblefield Rd (N Old Missouri Rd to N Southridge Dr)	Along the Roadway
68	Butterfield Trail Elementary School	7	N Old Missouri Rd & E Stubblefield Rd	Intersection
69	Butterfield Trail Elementary School	9	Fayetteville Health & Rehab Center	Internal Connectivity
70	Butterfield Trail Elementary School	10	E Eton St (Elizabeth Ave to Old Missouri Rd)	Along the Roadway
71	Fayetteville High School	2	W Bulldog Blvd (Delaware Ave to Buchanan Ave)	Along the Roadway
72	Fayetteville High School	8	S Stadium Dr & W Carlson Dr	Intersection
73	Fayetteville High School	10	FHS SW Driveway	Internal Connectivity
74	Fayetteville High School	16	W Martin Luther King Jr Blvd & S Duncan Ave	Intersection
75	Happy Hollow Elementary School	6	Water/Sewer Easement	Internal Connectivity
76	Happy Hollow Elementary School	7	E Peppervine Dr (west of S Woodsprings Dr)	Along the Roadway
77	Happy Hollow Elementary School	8	E Peppervine Dr & S Woodsprings Dr	Intersection

Recommendation Description	Impact
Fill sidewalk gaps at 1942 and 2026 W Stone St.	Medium
Replace crosswalk markings with high-visibility crosswalk marking, add stop bar, and relocate stop sign behind crosswalk.	Medium
Install raised crosswalk on west leg across Old Farmington Rd.	Medium
Install marked crosswalks; Install curb ramps on NW and NE corners; Complete sidewalk connections across north leg and east leg of intersection.	Medium
Install curb ramp on SW corner of intersection.	Medium
Install marked crossing over W Holly St; Update curb ramps for crossing of N Sang with DWS; Install curb ramp on SW corner for crossing Holly.	Medium
Mark crosswalk across W Holly St; Install DWS on curb ramps across east leg.	Medium
Widen sidewalk to shared use path from Sweetbriar Dr to Butterfield Elementary. The bridge over Missouri Creek poses a design constraint.	Medium
Install sidewalk on south side to reach Harold St.	Medium
Repair uplifted sidewalk panels.	Medium
Improve lighting; Install RRFB; Install refuge island.	Medium
Install a paved connection and safe crossing through car pick-up lanes to the remote pick-up/drop-off parking lot and Raven Trail north of campus.	Medium
Improve sidewalk, especially near driveways, including ADA.	Medium
North side sidewalk needs repair. Missing sidewalk on north side west of parking lot to Delaware Ave.	Medium
Add high-visibility crossing across Carlson Dr (west side); Install raised crossing across Stadium Dr.	Medium
Create safe crossing or separate pathway/ramp down to Stadium Dr for students walking by installing parking lot crossings, walking lane, ramp down to sidewalk, etc.	Medium
Improvement needed at this intersection. Since the street is one-way, consider installing traffic delineators to restrict the width and reduce crossing distances on the north leg of the intersection.	Medium
Recommend constructing trail under overhead power lines in water/sewer easement that spans from Peppervine Dr to Happy Hollow Rd.	Medium
Connect sidewalk to shared use path; Add wayfinding.	Medium
Convert to 4-way stop; Install high-visibility crosswalks on all legs of intersection.	Medium

ID	School	Map ID	Location	Geometry Type
78	Happy Hollow Elementary School	9	E Peppervine Dr & The Cliffs Trail	Mid-block Crossing
79	Happy Hollow Elementary School	10	S Woodsprings Dr & Trail	Mid-block Crossing
80	Happy Hollow Elementary School	12	Happy Hollow Property	Internal Connectivity
81	Happy Hollow Elementary School	13	Happy Hollow Elementary Property	Internal Connectivity
82	Holcomb Elementary School	2	W Crystal Dr & N Rutile Dr	Intersection
83	Holcomb Elementary School	8	Holcomb Elementary Property	Internal Connectivity
84	Holcomb Elementary School	12	N Salem Rd & Clabber Creek Trail	Mid-block Crossing
85	John L Colbert Middle School	1	W Bronco Dr	Along the Roadway
86	John L Colbert Middle School	4	W Sante Fe St & S Rupple Rd	Intersection
87	John L Colbert Middle School	6	Southeast of John L Colbert Middle School Property	Internal Connectivity
88	John L Colbert Middle School	7	Magnolia Crossing Subdivision	Internal Connectivity
89	Leverett Elementary School	1	N Garland Ave at W Hughes St	Intersection
90	Leverett Elementary School	3	N Lindell Ave (Hughes to Eagle)	Along the Roadway
91	Leverett Elementary School	8	N Storer Ave (North to Cleveland)	Along the Roadway
92	Leverett Elementary School	13	W Cleveland St (Sang to Oliver)	Along the Roadway
93	Leverett Elementary School	17	W Cleveland St & N Lindell Ave	Intersection
94	M O Ramay Junior High School	1	S Sang Ave & W Stone St	Intersection
95	M O Ramay Junior High School	6	W Mitchell St (S Sang Ave to S Eastern Ave)	Along the Roadway
96	M O Ramay Junior High School	10	W Old Farmington Rd & Root Ave	Intersection

Recommendation Description	Impact
Recommend crossing improvement, ideally an RRFB (with advanced warning for eastbound drivers) and raised crossing. Lower-cost recommendation would be in-street Yield to Pedestrian sign, and modular crossing island given the roadway width.	Medium
Install double-sided school crossing sign with downward pointing arrows; Install high-visibility marked crosswalk; Install curb ramp on west side; Install DWS on east end.	Medium
Install paved trail connecting Woodsprings Dr to school.	Medium
Develop ADA compliant shared use path to fish pond.	Medium
Curb ramps missing DWS and marked crosswalk for north crossing of N Rutile Dr.	Medium
Install sidewalk outside of fenced area.	Medium
Remove vegetation on east side and conduct routine maintenance to improve visibility of trail users.	Medium
Fill sidewalk gap just west of Bronco Dr & Rupple Rd.	Medium
Repair cracking concrete on shared use trail.	Medium
Consider trail connection to Magnolia Crossing subdivision along property line.	Medium
Construct shared use path in overhead electric easement.	Medium
Install high-visibility crosswalk along east leg of intersection.	Medium
Fill sidewalk gaps at 816 Lindell (east side) and 903 Lindell (west side); Repair sidewalks; Prioritize Lindell as north-south walking collector for neighborhood east of Garland.	Medium
Remove obstructions and repair sidewalks; Complete sidewalk gap at 815-819 Storer.	Medium
Formalize sidewalk buffer space from Sang to Oliver with vertical elements; Consider extending curb and sidewalk over the long term.	Medium
Install curb extension at NE corner and reconstruct curb extension at southwest corner. Remove eastbound curb ramp at the SW corner. Install DWS at remaining three curb ramps. Convert two-way stop to all-way and stripe stop bars on Cleveland. Stripe crosswalk on north and west leg of intersection.	Medium
Install DWS on NW and SW corners as well as two ramps on SE corner; Install stop bars in all directions.	Medium
Complete sidewalk gaps at various locations along the north side.	Medium
Install marked crosswalk and DWS on both curb ramps.	Medium

ID	School	Map ID	Location	Geometry Type
97	McNair Middle School	10	N Hunter's Ridge (E Mission Blvd to N Pointer Ln)	Along the Roadway
98	McNair Middle School	11	N Whippoorwill Ct. & Cherokee Dr.	Intersection
99	Owl Creek Elementary School	5	Owl Creek Elementary Property	Internal Connectivity
100	Owl Creek Elementary School	6	Owl Creek Elementary Property	Internal Connectivity
101	Owl Creek Elementary School	7	W Mountain View Dr & N Rupple Rd	Along the Roadway | Intersection
102	Owl Creek Elementary School	8	Owl Creek Elementary Property	Internal Connectivity
103	Owl Creek Elementary School	9	W Persimmon St	Along the Roadway
104	Owl Creek Elementary School	10	Owl Creek Elementary School Property	Internal Connectivity
105	Root Elementary School	6	Root Elementary Property	Internal Connectivity
106	Root Elementary School	8	E Hope St & N Eastwood Dr	Intersection
107	Washington Elementary School	5	W Maple St & N Highland Ave	Intersection
108	Washington Elementary School	9	N Highland Ave (between W Lafayette and E Maple St)	Mid-block Crossing
109	Washington Elementary School	11	N Forest Ave (W Lafayette St to W Maple St)	Along the Roadway
110	Washington Elementary School	13	W Lafayette St & N Saint Charles Ave	Intersection
111	Washington Elementary School	14	W Lafayette St & N Highland Ave	Intersection
112	Washington Elementary School	16	E Lafayette St (Highland Ave to N Washington Ave)	Along the Roadway
113	Washington Elementary School	21	Washington Elementary School Property	Internal Connectivity

Recommendation Description	Impact
Install sidewalk.	Medium
Install mini-roundabout or four-way stop. A good candidate for tactical urbanism project.	Medium
Consider rehabilitation and regular maintenance of bicycle course on south side of creek.	Medium
Develop trail connection to future Owl Creek trail.	Medium
Install curb extensions on NE and SE corners of intersection; Install pedestrian island; Mark crosswalk at east leg.	Medium
Add curb ramps at relevant locations across school property.	Medium
Install sidewalk.	Medium
Add sidewalk, curb ramps, and marked crosswalk.	Medium
Connect outlet of “Root Chute” trail to playground blacktop.	Medium
Install marked crosswalk across west leg of E Hope St; Add curb ramp to NW corner; Add DWS to SW corner.	Medium
Install raised crossing at west leg; Install marked crosswalk at north leg; Install curb extension at NE corner; Add crosswalk lighting to RRFB.	Medium
Remove existing crosswalk marking and install raised crossing at SE gym entrance.	Medium
Replace sidewalk panels and enforce sidewalk obstruction code.	Medium
Install marked crosswalk; Update curb ramp on SW corner with DWS; Install curb extension on SE corner.	Medium
Install raised crosswalks on north and west legs of intersection; Reconstruct NW curb to reduce radius; Add crosswalk lighting to RRFB.	Medium
Relocate westbound school speed zone sign closer to N College Ave; Install crosswalk markings at commercial driveways; Install bicycle lane markings at AutoZone driveway; Install Bike Lane Ends sign for westbound travel. Reconstruct sidewalk as sidepath per the City's Master Trails Plan.	Medium
Install sidewalk to connect to main entrance without using stairs.	Medium

ID	School	Map ID	Location	Geometry Type
114	ALLPS School of Innovation	3	W Stone St & S Cross Ave	Intersection
115	ALLPS School of Innovation	7	ALLPS Property	Internal Connectivity
116	Butterfield Trail Elementary School	2	E Stubblefield Rd (in front of #1763)	Along the Roadway
117	Butterfield Trail Elementary School	3	E Stubblefield Rd (west of #3289)	Along the Roadway
118	Butterfield Trail Elementary School	5	E Stubblefield Rd & N Southridge Rd	Intersection
119	Butterfield Trail Elementary School	8	E Farr Ln & Raven Trail	Mid-block Crossing
120	Butterfield Trail Elementary School	12	Wagon Wheel Neighborhood	Internal Connectivity
121	Fayetteville High School	1	S Stadium Dr & W Bulldog Blvd	Intersection
122	Fayetteville High School	3	Bulldog Blvd & FHS North Entrance	Mid-block Crossing
123	Fayetteville High School	4	W Stone St (Buchanan Ave to Duncan Ave)	Along the Roadway
124	Fayetteville High School	5	W Stone St & S Duncan Ave	Intersection
125	Fayetteville High School	6	S Hill Ave & W Stone St	Intersection
126	Fayetteville High School	7	S Stadium Dr (Carlson Dr to MLK Blvd)	Along the Roadway
127	Fayetteville High School	12	S Buchanan Ave & S Duncan Ave	Intersection
128	Fayetteville High School	14	S Duncan Ave (S Duncan Ave to Dr. MLK Jr. Blvd)	Along the Roadway
129	Fayetteville High School	18	W Indian Trl & S Rose Ave	Intersection
130	Happy Hollow Elementary School	1	N Gem Trl & Trail Access	Intersection
131	Happy Hollow Elementary School	2	N Happy Hollow Rd & The Cliffs Trail	Intersection
132	Happy Hollow Elementary School	3	The Cliffs Trails	Internal Connectivity
133	Happy Hollow Elementary School	4	N Happy Hollow Rd & E Paddock Rd	Intersection

Recommendation Description	Impact
Install marked crosswalk across Cross Ave on north leg; Install curb ramp on NE corner.	Low
Address circulation and accessibility issues at numerous locations across the site.	Low
Repair sidewalk panels due to uneven pavement (e.g., drainage inlet on north side).	Low
Repair sidewalk panels at locations of uneven pavement (e.g., drainage inlet on north side).	Low
Mark crosswalk; Upgrade curb ramps; Monitor vegetation for sightlines.	Low
Install high-visibility crosswalk.	Low
Connect Wagon Wheel neighborhood under construction as of summer of 2025.	Low
Install raised crosswalk across Stadium Dr.	Low
Add raised crosswalk; double-side crosswalk signs. Combination of missing curb ramps and temporary speed humps could be replaced by raised crosswalk.	Low
Repair three ADA issues where sidewalks intersect driveways between Buchanan Ave and Duncan Ave.	Low
Add marked crossing across Duncan Ave (north), as well as east and west crosswalks across Stone St; Add curb ramp to SE corner.	Low
Install high-visibility crosswalks at the north and west legs of the intersection.	Low
Install speed cushions.	Low
Intersection improvements needed.	Low
Improvement needed; Since the street is one-way, consider installing traffic delineators to restrict the width and reduce crossing distances on the north leg of the intersection.	Low
Install pedestrian connection to trail from neighborhood on the south.	Low
Install curb ramp to access trail.	Low
The Cliffs trails should intersect with the sidewalk on Happy Hollow Rd here but was not visible; Clear vegetation; Add signage; Potential trail to Mt Sequoyah Woods.	Low
Add trail connection to apartments.	Low
Add crosswalk and curb ramps for crossing across Happy Hollow Rd on south and west legs of intersection.	Low

ID	School	Map ID	Location	Geometry Type
134	Happy Hollow Elementary School	5	The Cliffs Trails	Internal Connectivity
135	Happy Hollow Elementary School	14	Happy Hollow Elementary Property	Internal Connectivity
136	Holcomb Elementary School	3	Apatite Dr & Crystal Dr	Intersection
137	Holcomb Elementary School	4	N Quartz Dr & W Crystal Dr	Intersection
138	Holcomb Elementary School	5	N Pyrite Dr & W Crystal Dr	Intersection
139	Holcomb Elementary School	6	W Crystal Dr & N Raven Ln	Intersection
140	Holcomb Elementary School	10	Holcomb Elementary Property	Internal Connectivity
141	Holcomb Elementary School	11	N Salem Rd & W Clabber Creek Blvd	Along the Roadway | Intersection
142	Holt Middle School	4	Holt Middle School Property	Internal Connectivity
143	John L Colbert Middle School	2	NE Corner of John L Colbert Middle School Property	Internal Connectivity
144	John L Colbert Middle School	3	East side of John L Colbert Middle School Property	Internal Connectivity
145	Leverett Elementary School	5	W Berry St and N Lindell Ave	Intersection
146	Leverett Elementary School	7	North side of Leverett Elementary School campus	Internal Connectivity
147	Leverett Elementary School	10	N Lindell Ave and W Eagle St	Intersection
148	Leverett Elementary School	12	N Hall Ave (W Cleveland St & W Wedington Dr)	Along the Roadway
149	McNair Middle School	7	N Hunters Rdg & N Pointer Ln	Intersection
150	Root Elementary School	2	E Cain Dr & N Jordan Ln	Intersection
151	Root Elementary School	3	N Lunsford Ave & E Hammond St	Intersection
152	Root Elementary School	7	N Lunsford Ave & Root Chute	Mid-block Crossing
153	Vandergriff Elementary School	1	E Township St & N Vandergriff Dr	Intersection

Recommendation Description	Impact
Add wayfinding to school.	Low
Improve long neglected Happy Hollow Bicycle Course to provide space for PE bike unit practice and future bike clubs/programming.	Low
Install marked crosswalk on north leg; Repaint and upgrade crosswalk on east leg; Add mountable curb extension on SE corner.	Low
North crossing of N Quartz Dr.	Low
Install DWS on NW corner.	Low
Mark crosswalks on west and north legs of intersection.	Low
Upgrade trail to reduce 90-degree turns, adding radius to corners and aligning with Clabber Creek Trail.	Low
Install DWS.	Low
Consider multi use path/trail connection at NW corner.	Low
Plan for future paved connections to the upcoming development and trails on the north/ northeast side of campus.	Low
Plan for future connectivity to Fayetteville Traverse and Dinsmore Trail.	Low
Prioritize as crossing opportunity for Lindell Ave walking route; Install high-visibility crosswalks at west and south legs of intersection; Upgrade curb ramps at SW and SE corners; Install all-way stop.	Low
Consider creating a walking path and entrance to the U of A forested property north of the school for nature program access.	Low
Install high-visibility crosswalks at south and west legs of intersection; Upgrade curb ramps at SE and SW corners.	Low
Consider allowing on-street parking along one side; Relocate mailboxes obstructing sidewalk to opposite side.	Low
Upgrade curb ramps with DWS.	Low
Existing curb ramps missing DWS. Install marked crossing across N Jordan Ln.	Low
Install marked crossing and stop bar across E Hammond St; Update both curb ramps with appropriate DWS.	Low
Install curb ramp on east side; double-side crosswalk signs; add “SCHOOL” to crosswalk signs; add thermoplastic rumble bars on approaches to crosswalk; install lighting.	Low
Install curb ramps in median and convert into pedestrian refuge along north leg of intersection; add lighting; Install a raised crosswalk on the east leg of intersection.	Low

ID	School	Map ID	Location	Geometry Type
154	Vandergriff Elementary School	2	N Vandergriff Dr & School Entrance	Intersection
155	Washington Elementary School	1	N Park Ave & W Ila St	Intersection
156	Washington Elementary School	3	W Maple St & N Forest Ave	Intersection
157	Washington Elementary School	4	W Maple St (N Mock Ave to N College Ave)	Along the Roadway
158	Washington Elementary School	6	W Maple St & N Highland Ave	Intersection
159	Washington Elementary School	7	E Maple St & Alley 1315	Intersection
160	Washington Elementary School	10	W Lafayette St & N Thompson Ave	Intersection
161	Washington Elementary School	12	W Lafayette St & N Mock Ave	Intersection
162	Washington Elementary School	17	N Saint Charles Ave & W Boles St	Intersection
163	Washington Elementary School	18	N Saint Charles Ave & W Watson St	Intersection
164	Woodland Junior High School	1	N Woodland Ave & W Poplar St	Intersection
165	Woodland Junior High School	2	E Poplar St at Woodland Junior High entrance	Mid-block Crossing
166	Woodland Junior High School	4	N Green Acres Rd & E Poplar St	Intersection
167	Woodland Junior High School	8	N Greenvalley Ave & W Miller St	Intersection
168	Woodland Junior High School	9	N Yates Ave & W Miller St	Intersection
169	Woodland Junior High School	10	N Woodland Ave (E Poplar St to E Ash St)	Along the Roadway
170	Woodland Junior High School	11	N Green Acres Rd (E Poplar St to N College Ave)	Along the Roadway

Recommendation Description	Impact
Upgrade curb ramps to ADA standards.	Low
Install crosswalk marking and stop bar on west leg; install curb ramp on NW corner.	Low
Update curb ramps (2) with DWS at SW corner; Install crosswalk markings on east leg; Install north-facing curb ramp on SE corner; Convert to all-way stop and add stop bars in all directions.	Low
Install speed cushions.	Low
Install curb extension at SW corner and update SW and SE curb ramps with DWS.	Low
Install curb ramp on NW corner.	Low
Install marked crosswalk at south leg and update curb ramps with DWS.	Low
Install marked crosswalk on north leg and add curb ramps on NW and NE corners.	Low
Explore options for marked crosswalk and curb extensions at south leg.	Low
Install marked crosswalks at west and south legs; Relocate stop sign and add stop bar for eastbound Watson St.	Low
Install high-visibility crosswalk at south leg; Install curb extension on SE corner; Update southeast ramp with DWS.	Low
Install DWS at curb ramps; double-side crosswalk signs; add thermoplastic rumble bars on approaches to crosswalk.	Low
Install high-visibility crosswalks at all four legs; Install curb ramps at all corners.	Low
Install curb ramp on SE corner of intersection; Install high-visibility crosswalk on south leg of intersection; Update curb ramp on SW corner of intersection with DWS.	Low
Install marked crosswalk across Yates Ave.	Low
Install curb ramps on driveway (2).	Low
Install crosswalks across commercial driveways; Reduce driveway widths where feasible.	Low

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1785

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Matt Mihalevich, Active Transportation Manager
Justin Bland, City Engineer
Chris Brown, Public Works Director
Keith Macedo, Chief of Staff

FROM: Dane Eifling, Mobility Coordinator

SUBJECT: **Vision Zero Safety Action Plan**

RECOMMENDATION:
Staff recommends approval of a resolution to adopt the Fayetteville Vision Zero Safety Action Plan.

BACKGROUND:
Traffic crashes remain a significant public safety issue in Fayetteville and across Northwest Arkansas. Between 2018 and 2022, 235 people in Fayetteville were killed or seriously injured in traffic crashes, with vulnerable roadway users—people walking, bicycling, and motorcycling—accounting for a disproportionate share of severe outcomes.

The Vision Zero Safety Action Plan builds on the Northwest Arkansas Regional Vision Zero Comprehensive Safety Action Plan, adopted in 2023, and provides guidance for Fayetteville's $33.5 million Vision Zero Strategy, which received a $25 million grant from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program.

DISCUSSION:
The Safety Action Plan provides Fayetteville-specific strategies, actions, and priority corridors to improve safety for all users.
Key components include:

- Safe System Approach: A framework that acknowledges human error and prioritizes designing streets to minimize severe outcomes when crashes occur.
- High Injury Network (HIN): Identification of corridors where fatal and serious injury crashes are concentrated, allowing for targeted investment.
- Data-Driven Strategies: Emphasis on reducing speeds, improving crossings, enhancing visibility, and separating users where appropriate.
- Equity Focus: Prioritization of improvements in areas with higher social vulnerability and persistent poverty.
- Implementation Framework: Action items with timelines, cost ranges, and responsible agencies to guide execution.

The plan also aligns with ongoing City initiatives, including Safe Routes to School planning, Complete Streets implementation, and recently awarded federal SS4A funding for corridor safety improvements.

Adoption of the plan will give Fayetteville a continued advantage in future SS4A Grant applications.

This plan has been reviewed and unanimously approved by the Active Transportation Advisory Committee and the City Council's Transportation Committee.

BUDGET/STAFF IMPACT:
None

ATTACHMENTS: 3. Staff Review Form, 4. Fayetteville Vision Zero Safety Action Plan

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

File #: 2026-1785

A RESOLUTION TO ADOPT THE FAYETTEVILLE VISION ZERO SAFETY ACTION PLAN

WHEREAS, on July 6, 2023, the City Council passed Resolution 148-23 approving and adopting a Vision Zero Policy in the City of Fayetteville; and

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all; and

WHEREAS, the Vision Zero Safety Action Plan builds on the Northwest Arkansas Regional Vision Zero Comprehensive Safety Action Plan and provides guidance for Fayetteville's $33.5 million Vision Zero Strategy, which received a $25 million grant from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program; and

WHEREAS, the Safety Action Plan provides Fayetteville-specific strategies, actions, and priority corridors to improve safety for all users; and

WHEREAS, the Safety Action Plan aligns with ongoing City initiatives, including Safe Routes to School planning, Complete Streets implementation, and recently awarded federal SS4A funding for corridor safety improvements; and

WHEREAS, adoption of the Safety Action Plan will give Fayetteville a continued advantage in future SS4A grant applications; and

WHEREAS, this plan has been reviewed and unanimously approved by the Active Transportation Advisory Committee and the City Council's Transportation Committee.

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 adopts the Fayetteville Vision Zero Safety Action Plan, a copy of which is attached to this Resolution.

City of Fayetteville Staff Review Form

2026-1785

Item ID

6/2/2026

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

Dane Eifling	5/11/2026	ENGINEERING (621)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of a resolution to adopt the Fayetteville Vision Zero Safety Action Plan.

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 Amendment attached?	No	Budget Amendment	$	-
		Remaining Budget	$	-

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

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

Original Contract Number: _____

Comments:









NWA Regional

VISION ZERO

Fayetteville

Safety Action Plan

October 2025

Glossary

AASHTO: American Association of State Highway and Transportation Officials

ADA: Americans with Disabilities Act

ADT: Average daily traffic

APS Accessible Pedestrian Signals

ARDOT: Arkansas Department of Transportation

CIP: Capital Improvement Plan

CSAP: Comprehensive Safety Action Plan

DOT: Department of Transportation

Design/posted/target speed: The speed at which people are expected to drive; the target speed should match the design speed and posted speed limit

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

HIN: High-Injury Network

KSI: Killed or Serious Injury Crash

MODOT: Missouri Department of Transportation

MUTCD: Manual on Uniform Traffic Control Devices

NWA: Northwest Arkansas

NWARPC: Northwest Arkansas Regional Planning Commission

NACTO: National Association of City Transportation Officials

ORT: Ozark Regional Transit

PHB: Pedestrian Hybrid Beacon

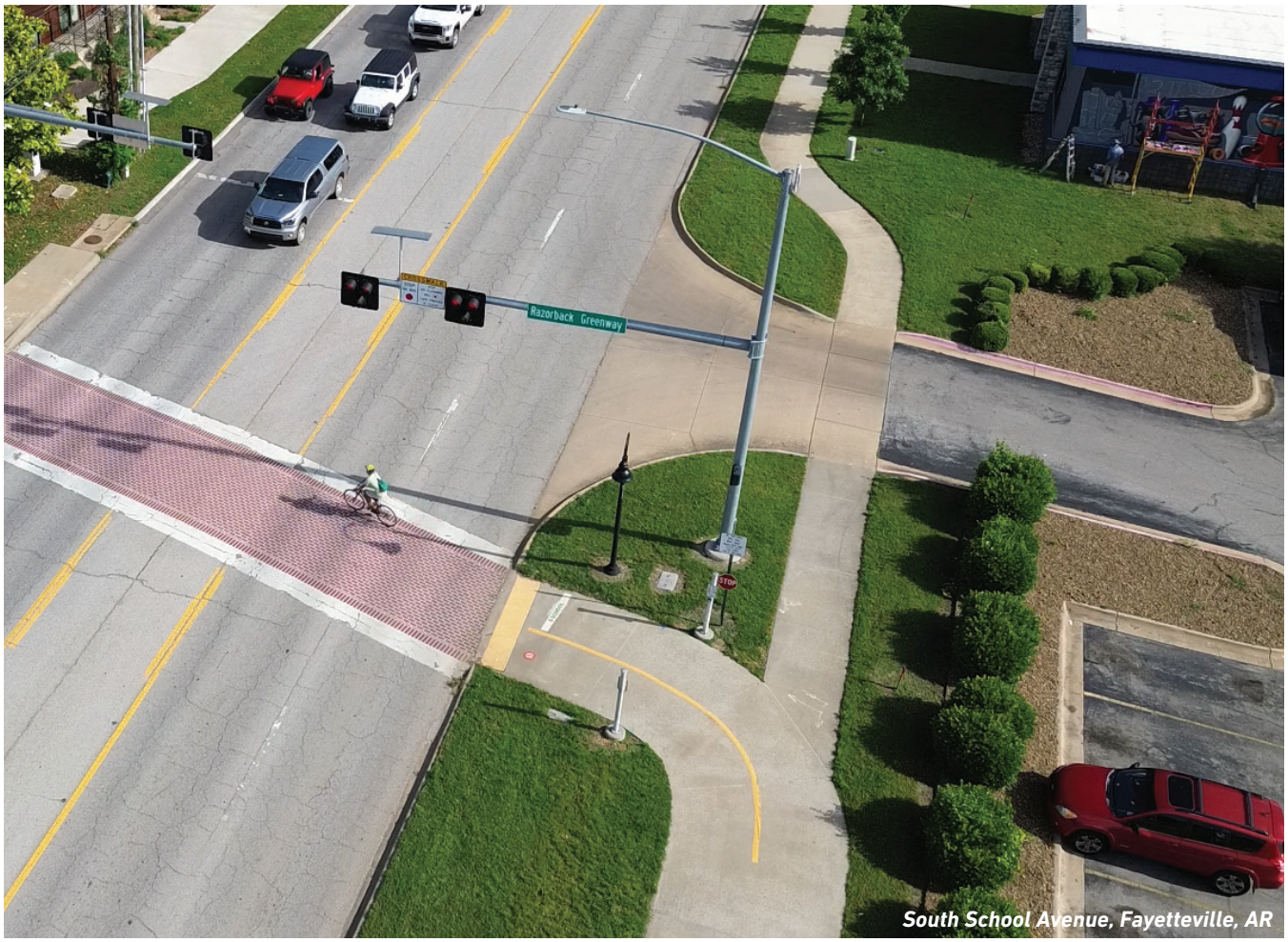
PROWAG: Public Right-of-Way Accessibility Guidelines

SAP: Safety Action Plan

SS4A: Safe Streets and Roads for All

USEPA: U.S. Environmental Protection Agency

VRU: Vulnerable Road Users



South School Avenue, Fayetteville, AR

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

FEDERAL PARTICIPATION: This notice is in accordance with the Northwest Arkansas Regional Planning Commission (NWARPC) 2045 Metropolitan Transportation Plan, the Federal Infrastructure Investment and Jobs Act (IIJA) in cooperation with local agencies, the Arkansas Department of Transportation (ARDOT), the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). This document was funded in part through grant(s) from the FHWA, FTA, and/or the United States Department of Transportation. The views and opinions of the NWARPC expressed herein do not necessarily state or reflect those of the United States Department of Transportation.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION NOTICE OF NONDISCRIMINATION POLICY

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If information is needed in another language, contact Nicole Gibbs. Si se necesita informacion en otro idioma, comuniqese Nicole Gibbs, ngibbs@nwarpc.org.

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Acknowledgments

The creation of the Northwest Arkansas Regional Complete Streets Design Guide would not have been possible without the dedication of numerous Northwest Arkansas Regional Planning Commission (NWARPC) staff, municipal staff from member agencies, elected officials, and community partners. This effort was led by the NWARPC, in partnership with the Regional Complete Streets Working Group. Local funding support was graciously provided by the Walton Family Foundation.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

Tim Conklin
Nicole Gibbs
Tim Reavis
Luke Aiken

FAYETTEVILLE CITY STAFF

Chris Brown
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PROJECT CONSULTANT

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Gregg Ave and Sycamore St, Fayetteville, AR

1 A Paradigm Shift

1. A Paradigm Shift

What is a Vision Zero Safety Action Plan?

Every year, people in Northwest Arkansas lose family, friends, neighbors, and colleagues to preventable traffic crashes on our roads. Between 2018 and 2022, 1,375 people were killed or seriously injured in crashes in the region, averaging more than five people every week. During the same time period, 235 people were killed or seriously injured in crashes in Fayetteville. Across the state of Arkansas, motor vehicle crashes account for more than twice the number of deaths as homicides.

For the last century, our transportation system has been built on the belief that these crashes are accidents–events no one can fully prevent or predict. While no one thinks traffic deaths among friends and family are acceptable, the historical approach to transportation has taken roadway fatalities as an unfortunate inevitability rather than a preventable public health crisis.

Vision Zero is a traffic safety philosophy rooted in the belief that nothing on our roadways is more important than a human life. It represents a paradigm shift in the region's approach to road safety, beginning with the simple idea that traffic deaths and serious injuries are preventable. Since the 1990s, Vision Zero has been successfully implemented across Europe and in more than 45 communities in the U.S.—some of which have now had consecutive years of zero roadway fatalities. Vision Zero lays out a new set of principles for engineering roads, educating travelers, and creating a sense of collective responsibility for transportation safety.

What's in this Plan

The Fayetteville Safety Action Plan is a supplemental resource of the regional effort to implement the Safe Streets and Roads for All (SS4A) initiative through the NWA Vision Zero Plan, adopted in June 2023.

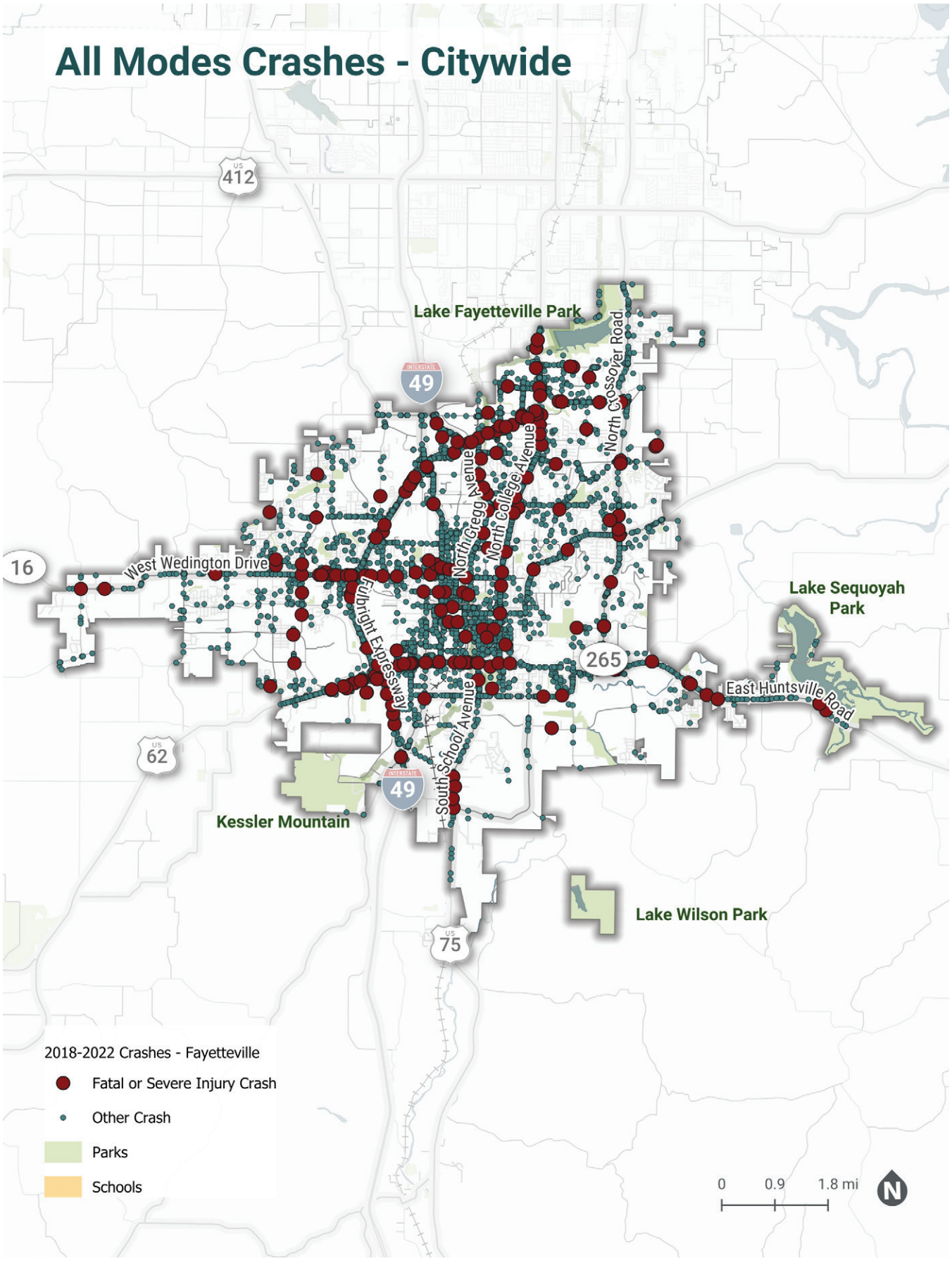
This Plan identifies Fayetteville-specific strategies, actions, and priority locations to eliminate traffic-related fatalities and serious injuries. It builds on regional safety analysis and community input to deliver a coordinated, data-driven roadmap for safer streets. This includes infrastructure recommendations, policy guidance, and collaboration strategies tailored to Fayetteville's unique transportation context.

Vulnerable Users

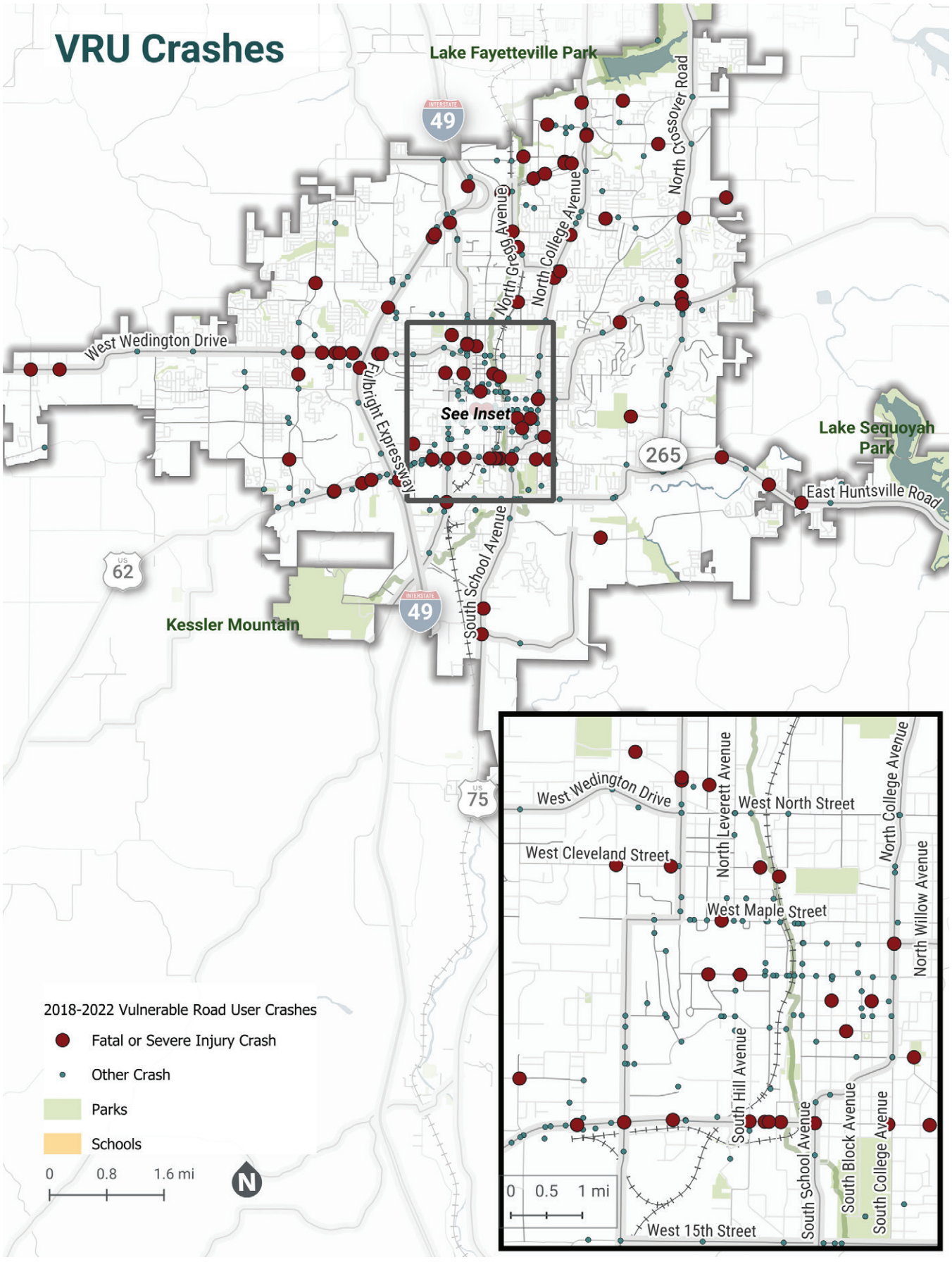
When a crash occurs, people walking, bicycling, and riding motorcycles are more likely to be killed or seriously injured. Vehicle safety technology has seen significant advancements in recent decades, with airbags, anti-lock brakes, and lane-awareness sensors all working to protect a driver in a crash. Pedestrians, bicyclists, and motorcyclists however are unprotected and are especially vulnerable to the impact of a crash. This Plan is using the National Safety Council's definition for vulnerable roadway users that includes motorcyclists. USDOT does not include motorcycles in their definition and only includes non-motorized users.

In Fayetteville, vulnerable roadway users (VRUs) were involved in 1,422 crashes overall, accounting for 10% of total roadway crashes. However, when analyzing the most severe crashes, 107 involved a vulnerable roadway user, accounting for 46% of serious injuries and fatalities.

MAP 1 All Modes Crash Map



MAP 2 Vulnerable Road Users Crash Map



The Safe System Approach

This Plan is Fayetteville's roadmap to achieving Vision Zero. It is grounded in the Safe System Approach, which aims to eliminate fatal and serious injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

The six Safe System Principles shown around the outside ring are the fundamental beliefs that the approach is built on.

1. Death & serious injury is unacceptable

While no one likes to get in a fender-bender, this plan focuses on crashes that lead to deaths and serious injuries.

2. Humans make mistakes

Even the best drivers will inevitably make mistakes that can lead to a crash. How we design and operate our transportation system can ensure these mistakes don't have life-altering impacts.

3. Humans are vulnerable

Human bodies can only withstand so much impact from a crash before death or serious injuries occur.

4. Responsibility is shared.

Every part of our transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in Vision Zero.

5. Safety is proactive

Rather than waiting for crashes to occur, transportation agencies should seek to proactively identify and address dangerous situations.

6. Redundancy is crucial

Redundancy means making sure every part of the transportation system is safe. This way, if one part fails, people are still protected.

The Safe System Approach is implemented through five Elements.

1. Safe Road Users

Working towards a culture of safety starts with developing a network of civic partners, educating road users, and creating personal connections to the community's Vision Zero efforts.

2. Safe Vehicles

Making vehicles safer can be done through advanced driver assistance systems and by ensuring future technology prioritizes vulnerable roadway users.

3. Safe Speeds

Slower vehicle speeds increase visibility and reaction times for drivers and reduce impact forces when a crash occurs. Moving towards safe speeds can be done through speed limit reduction, traffic calming, and roadway design.

4. Safe Roads

Safer roads come from providing physical separation (like separated bike lanes and sidewalks) as well as designing to accommodate human mistakes.

5. Post-Crash Care

A system-wide approach means working towards safety even after a crash has occurred. This comes from improving emergency response, traffic incident reporting, and traffic management.



FIGURE 1 Safe System Approach

Fayetteville's Role in Achieving Vision Zero in NWA

The Fayetteville Safety Action Plan (SAP) focuses on the factors most within the control of the city, for example, roadway design guidance, local policies, and coordination with neighboring communities. Strengthening the city's partnership with the Arkansas Department of Transportation (ARDOT) for improvements to state roads within the city is included as a top priority. Often, state roadways are the location of a disproportionate number of the most serious crashes. The analysis and recommendations in the Fayetteville SAP do not, however, include interstate and fully access-controlled highways, as those roadways are fully under the control of the state.

Current Transportation Safety Efforts in Fayetteville

In recent years, Fayetteville has been implementing a number of Vision Zero-related transportation safety efforts as recommended by the Northwest Arkansas Regional Vision Zero Comprehensive Safety Action Plan (CSAP) and related plans. These efforts include:

- Developing criteria for removing or redesigning slip lanes and analyze all slip lanes in the city for feasibility of removal or improvement
- Developing guidance for equitable traffic calming policies and resources
- Developing a citywide Safe Routes to School Action Plan to be completed in 2025 including infrastructure and programming recommendations
- Requiring installation of safety improvements in coordination with road/curb work adjacent to development projects
- Reducing speed limits on all local streets to 20 mph
- Updating city standards based on best practices for speed management, including reduced lane widths, tighter corner radii, and visual narrowing through street trees, on-street parking, and other treatments
- Prioritizing Vision Zero investments in areas with high social vulnerability and persistent poverty through an SS4A award and other capital programs

Fayetteville's Vision Zero Strategy

As part of the U.S. DOT's Safe Streets and Roads for All (SS4A) program, the City of Fayetteville, Arkansas, received $25 million discretionary grant in December 2023. This funding is part of a broader $33.5 million Vision Zero initiative focused on reducing traffic-related injuries and fatalities through targeted infrastructure improvements and public education efforts.

The city applied for this funding to support five corridors identified as part of Fayetteville's High Injury Network (HIN). These include:

- N. Gregg Ave, from North St to Drake St.
- N. College Ave, from Sycamore St to Township St.
- E. Joyce Blvd, from College Ave to Crossover Rd.
- S. School Ave, from Martin Luther King Blvd to 15th St
- W. Maple St from Garland Ave to the Razorback Greenway

Each corridor is receiving targeted safety upgrades and street design changes, aligned with the Safe System Approach. Figure 2 outlines the phased approach to planning, environmental review, and construction management.

The City's SS4A website states that:

"These catalyst projects will apply the Safe System Approach by anticipating human error and accommodating human tolerances for injury. Separation of users in time and space is improved through the addition of sidewalks, protected bicycle facilities and improved signalization at crossings. All projects focus on increasing attentiveness by changing the street environment by including street trees, shorter block lengths and on-street parking. All projects emphasize speed reduction through narrowing of travel lanes, reducing speed limits, and reconfigurations of multi-lane street cross sections that facilitate high speed-passing and create multi-threat environments for pedestrians."

All five catalyst projects are within existing rights-of-way and are progressing through different stages of development. The City continues to move forward with design, permitting, and implementation in coordination with community stakeholder.

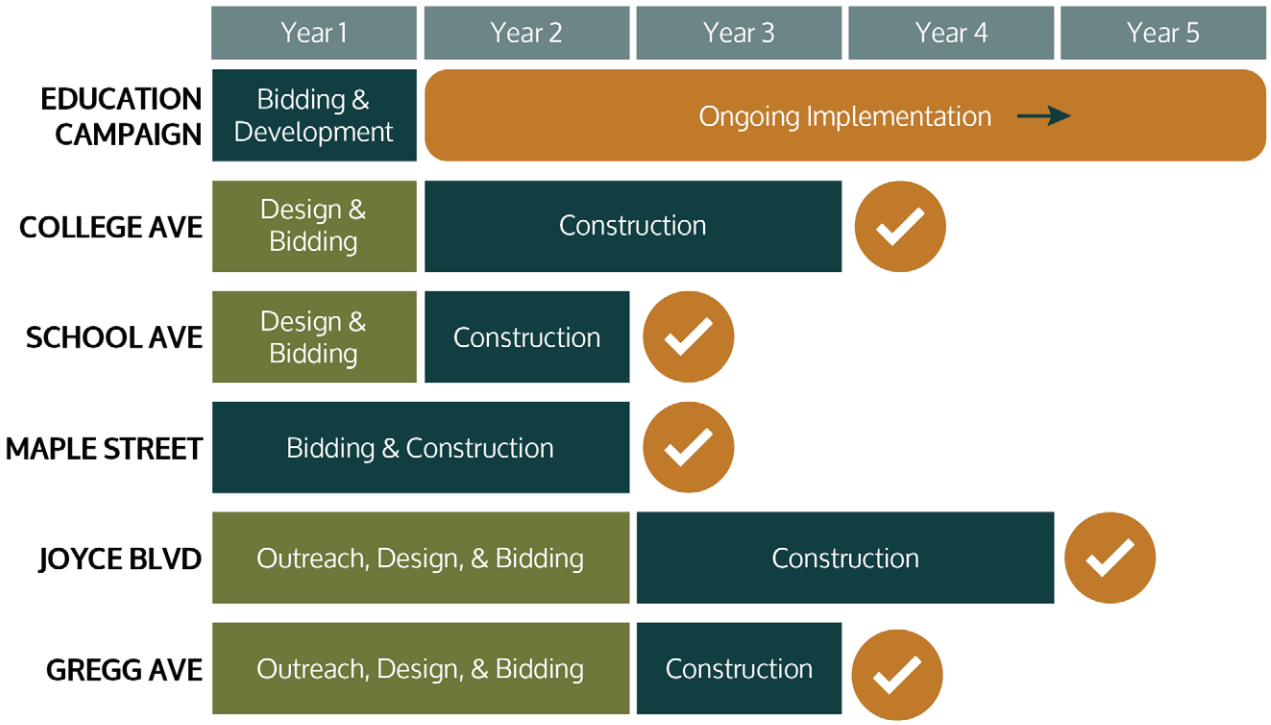


FIGURE 2 Five Year Schedule Project Timeline

Source: Safe Streets and Roads for All

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Highland Ave, Fayetteville, AR

2 Roadway Safety in Fayetteville Today

2. Roadway Safety in Fayetteville Today

Plans, Policies, and Programs

In response to rapid population growth and an increase in fatal and serious crashes, Northwest Arkansas has addressed road safety both through targeted interventions and by integrating it into existing planning, policies, and programs.

Planning Efforts

Many existing local, regional, and statewide plans have addressed the issue of road safety in some capacity. Examples include transportation plans, bicycle and pedestrian plans, and corridor studies. The documents and resources reviewed during the development of this Plan are described below.

Statewide Plans

Arkansas and Missouri have both adopted Strategic Highway Safety Plans that provide a statewide framework to eliminate traffic deaths and serious injuries through the Safe System Approach. The plans include strategies to address the top contributing factors to fatal and serious injuries. Arkansas also has a statewide Bicycle and Pedestrian Transportation Plan, which includes a focus on bicycle and pedestrian safety. ARDOT's 2023 Vulnerable Road User Safety Assessment provides additional analysis of VRU crashes and includes a program of safety strategies and actions to improve safety based on local and regional input.

Regional Plans

Regional plans addressing road safety include the NWA Bike Infrastructure Plan, NWARPC 2045 Metropolitan Transportation Plan, and the NWA Congestion Management Process. These plans coordinate efforts across the region and offer insight on emerging trends and funding opportunities, many of which inform this Plan's approach to regional road safety.

In 2023, the NWARPC adopted the Northwest Arkansas Regional Vision Zero Comprehensive Safety Action Plan, which serves as the basis for this local Safety Action Plan. The regional plan also recommended the development of a Regional Complete Streets Design Guide as a resource for member jurisdictions to design safe multimodal transportation networks. The Complete Streets Design Guide was adopted by the NWARPC in early 2025.

Local Plans

At the local level, road safety has largely been addressed through transportation plans, bicycle and pedestrian plans, and Safe Routes to School plans. Many of these plans include recommendations for reducing vehicle speeds on local roads, improving sidewalk and bike lane networks, and increasing driver education and awareness. Specifically, the following Fayetteville plans, policies, and programs were evaluated to inform the analysis and recommendations of this Plan:

- Active Transportation Plan
- Complete Streets Policy
- Corridor Plans
- Development Code
- Master Street Plan
- Minimum Street Standards
- Mobility Plan
- University of Arkansas Transportation Plan

Community Outreach

Throughout the planning process, the public had several chances to talk with City staff and the consulting team about safety concerns in the city. These opportunities included meetings with a Safety Working Group and interviews with stakeholders.

Safety Working Group

During the development of the Regional Vision Zero CSAP, a Safety Working Group, comprising of residents, business, and property owners, along with agency and city leaders, met four times during the project. They shared their insights on key safety issues, reviewed data, and initial findings, and gave guidance on recommendations and implementation.

Members of the Safety Working Group continued their efforts during the development of the Regional Complete Streets Design Guide, meeting an additional three times to further develop the region's vision for safe transportation, create a regional street typology, and establish common design elements and an implementation strategy.

Public Outreach

During the development of the Northwest Arkansas Vision Zero Safety Action Plan, the City of Fayetteville was host to two in-person engagement events, which complemented a robust regional outreach effort that engaged hundreds. A majority of participants indicated that they frequently walk or bike for a variety of purposes and wished to do so more frequently with a safer and more connected network.

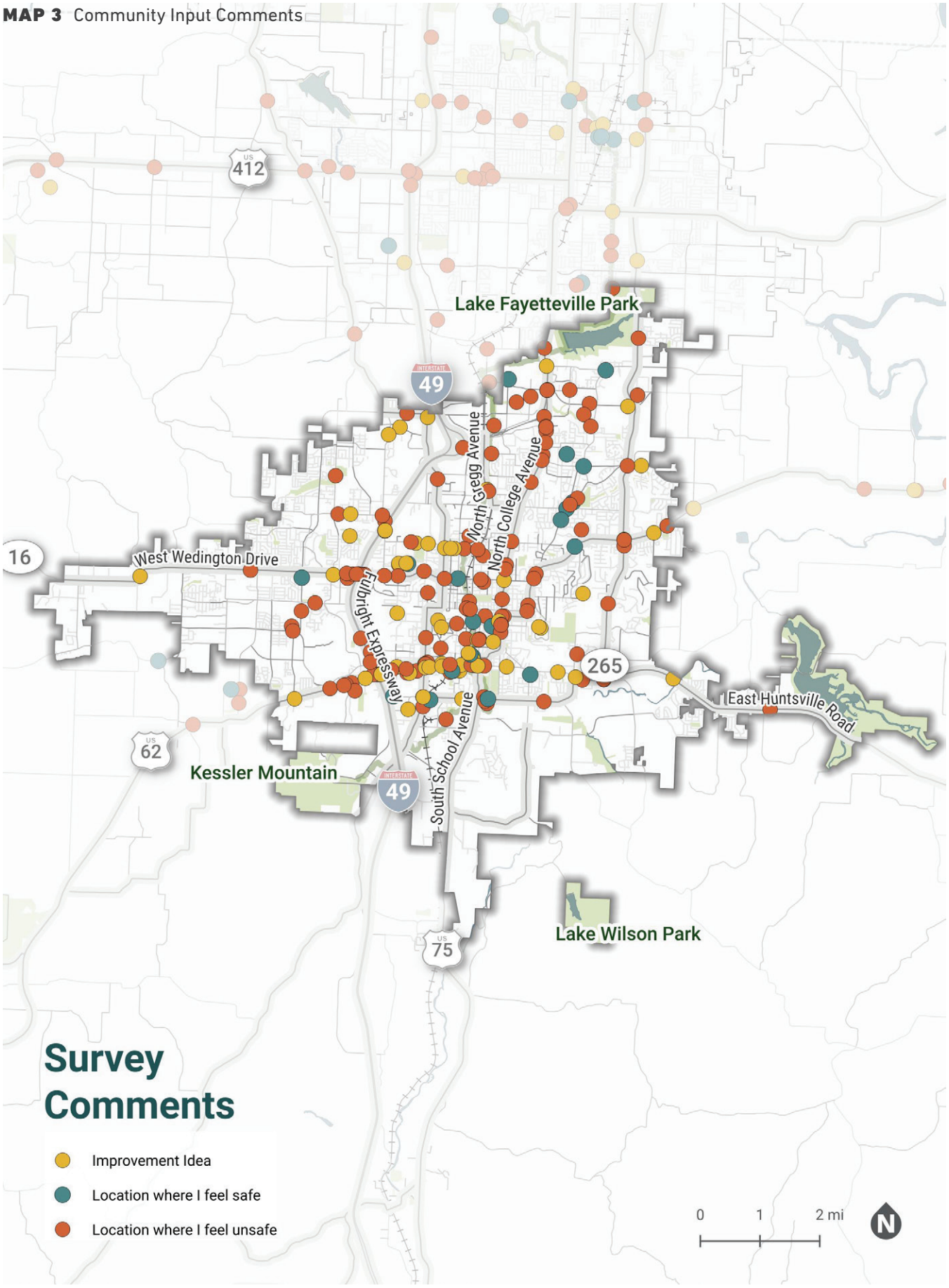
Fayetteville activities during Phase 1:

- Fayetteville Safety Demonstration Project – Dr. Martin Luther King, Jr. Boulevard and South School Avenue
- Square 2 Square Ride (Fayetteville Start)
- Lower Ramble Event

Community Input Map

During the development of the Regional Vision Zero CSAP, the project team used an interactive online map to collect over 600 data points. A number of those corresponded with the project locations included in this Safety Action Plan, most indicating a need for improved safety and access for non-motorized users.

MAP 3 Community Input Comments



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M.L.K. Blvd, Fayetteville, AR

3 Safety Analysis

3. Safety Analysis

Transportation safety is a complex issue that requires a nuanced understanding of how roadway conditions, environmental factors, and human behaviors, individually or in combination, lead to severe traffic crashes. These factors may include excessive speed, roadway conditions, equipment failure, inexperience, environmental conditions (e.g., weather, lighting, glare), and human behaviors, including distraction, impairment, and not complying with traffic laws.

The Fayetteville Safety Action Plan analyzes traffic crash history, including roadway and contextual factors associated with high-crash areas, and identifies locations similar to those "hot spots." With the added layers of demographic analysis to identify the modes and communities most severely impacted by crashes and Emphasis Areas identified by city stakeholders, this Plan provides a proactive approach to preventing severe crashes, rather than waiting for them to occur before responding.

The Plan incorporates data-driven safety analyses to define a localized High Injury Network (HIN) using the most recent six years of available data to determine where safety issues may be present. With 139 KSI crashes over the five-year period analyzed, the local HIN represents the most critical non-interstate corridors that should be addressed in the City. This chapter highlights the HIN and other key findings, along with a full High Injury Network (HIN) map for all modes.

Safety Analysis Findings

This analysis found that between 2018 and 2022, 97% of crashes in Fayetteville involved solely motor vehicles, however, vehicle-only crashes represented just under 62% of fatal and serious injury (KSI) crashes. For comparison, motorcycles were involved in only 1.4% of all crashes, yet accounted for nearly 21% of KSI crashes. Similarly, while people walking and people bicycling were involved in 1.4% of all crashes, they were involved in over 17% of KSI crashes. It bears repeating that, in total, vulnerable road users (VRU) were impacted in 38% of fatal and serious injury crashes, despite those modes' involvement in just under 3% of total crashes in Fayetteville.

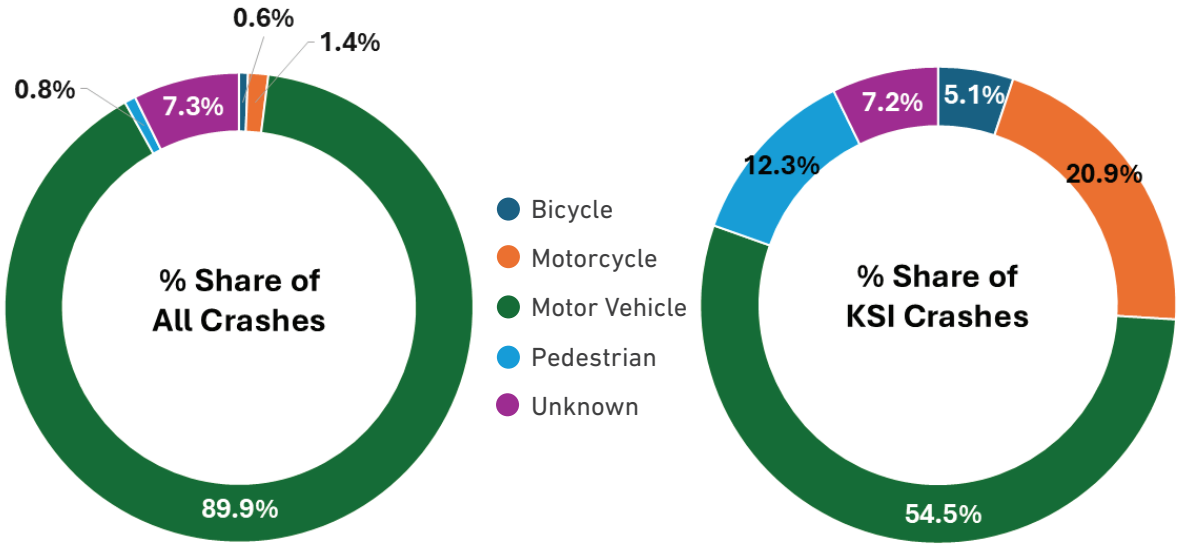


FIGURE 3 Percentage Share of All & KSI Crash Types

Additional Crash Factors

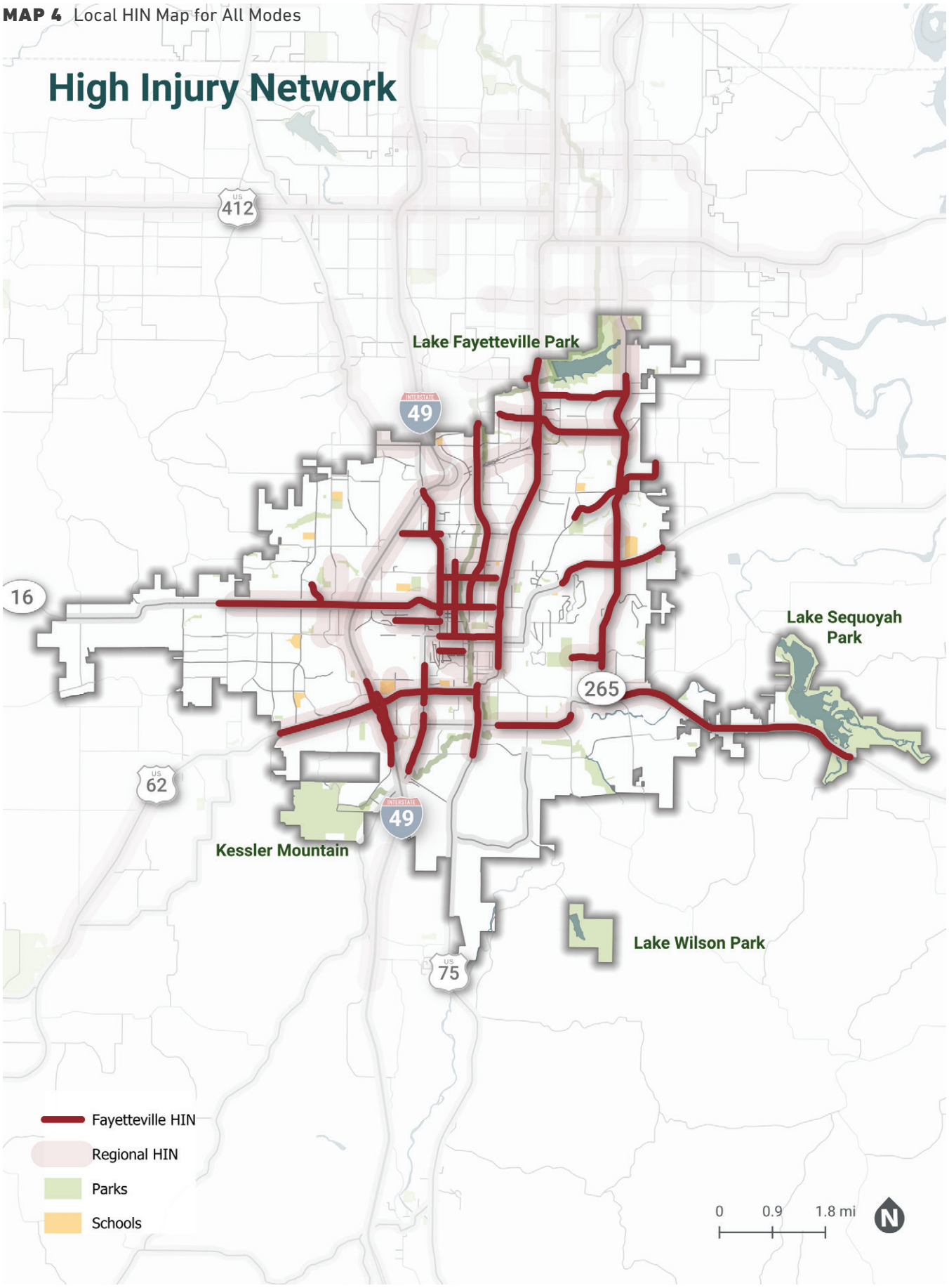
Rear-end, angle, and single-vehicle crashes were the most prevalent crash manners in Bentonville for both all modes and crashes involving VRUs. For KSI crashes, though, single-vehicle crashes were the top crash manner in both overall crashes (44%) and VRU crashes (56%), followed by angle crashes (33% overall and 29% VRU). Where VRUs were involved, rear-end and sideswipe crashes accounted for 10% of KSI crashes. Speeding was a factor in over 40% of KSI crashes involving a VRU, compared with just 4.6% for all modes

In evaluating the first harmful event for crashes, this study found that the types of crashes most likely to result in a fatality or serious injury were 'fell or jumped from vehicle,' with a fatal or serious injury rate of 33%, followed by 'collision with a pedestrian' (26%) and 'collision with bicycle' (18%). The highest number of KSI crashes involved 'collision with vehicle in transport' at 69% of total KSI crashes, and 'collision with a fixed object' at 10% of KSI crashes. During the period analyzed, 49% of all crashes and 56% of KSI crashes occurred on arterial roadways, followed by collectors (19% of KSI crashes). Nearly 25% of all crashes occurred within 500 feet of a school.

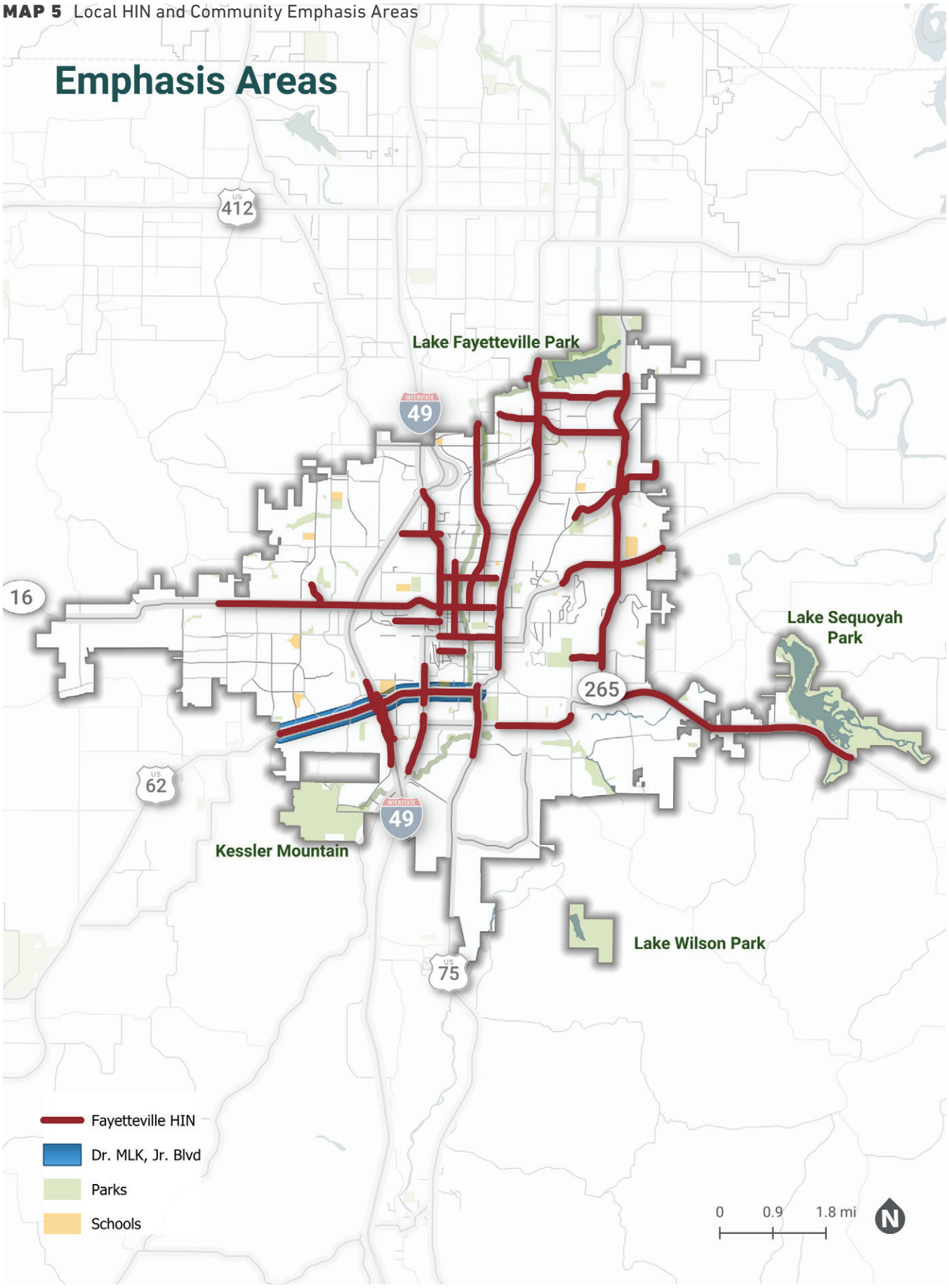
Local Emphasis Areas

City of Fayetteville stakeholders identified the Dr. Martin Luther King, Jr. Boulevard corridor as an emphasis area of particular safety concern. The corridor was the location of 2,319 total crashes and 34 KSI crashes during the five-year period analyzed. Over 17% of the city's 196 crashes involving vulnerable roadway users occurred along the MLK Boulevard corridor, including 8 KSI crashes involving 15 non-motorists.

MAP 4 Local HIN Map for All Modes



MAP 5 Local HIN and Community Emphasis Areas



Demographic Analysis

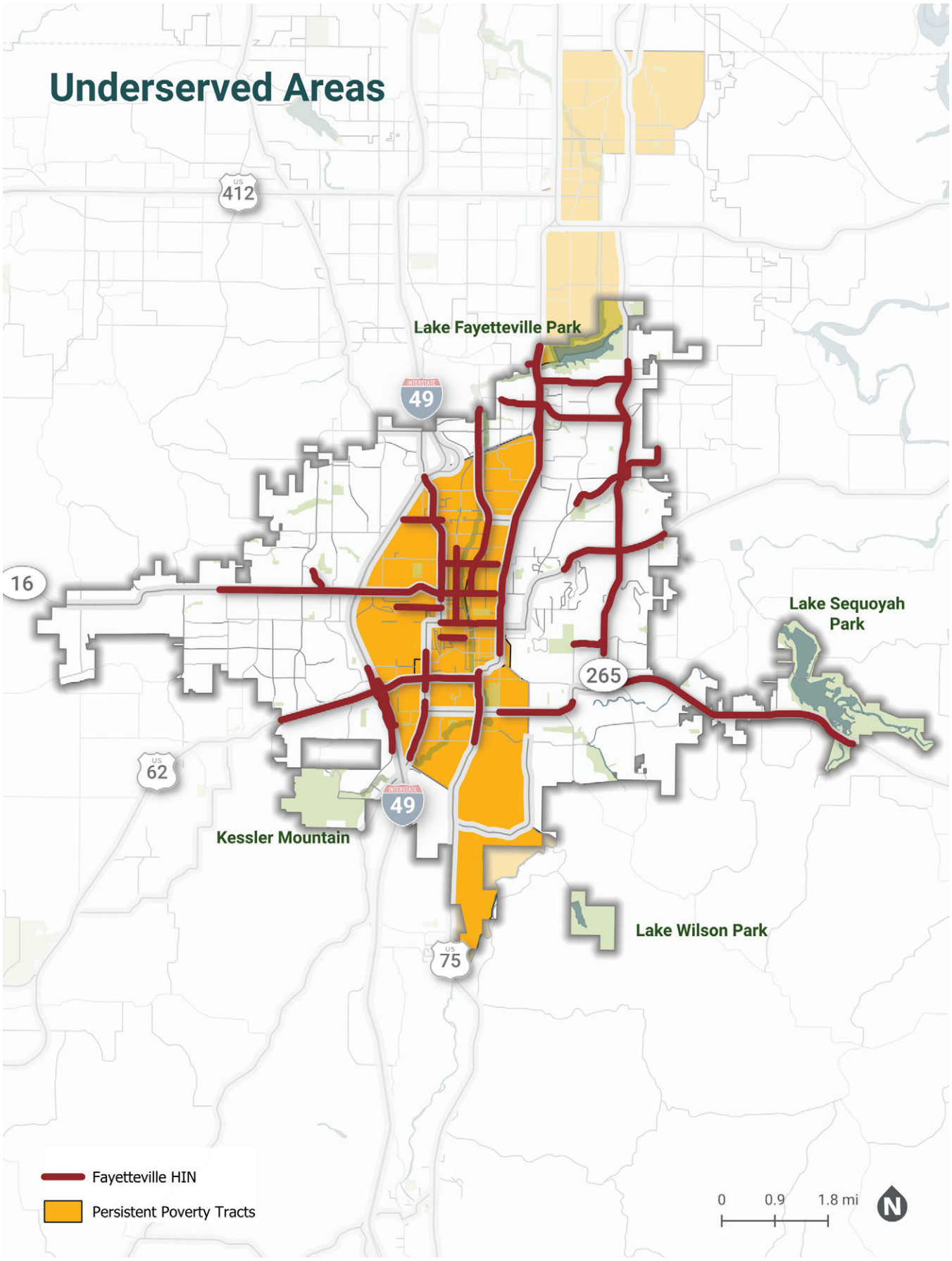
Increasing safety across the region cannot succeed without identifying communities that have disproportionate traffic safety impacts. The transportation system in Northwest Arkansas must work for everyone across the region. Together with the Safe System Approach, recommended actions can address safety for people that have experienced a historical disadvantage, persistent poverty, and/or social vulnerability.

To create a broad characterization of communities that have sociodemographic vulnerabilities and to define the populations, this Plan used criteria for Areas of Persistent Poverty as identified by the USDOT.

Area of Persistent Poverty[1] is defined by the USDOT as any County or Census Tract that has consistently had greater than or equal to 20 percent of the population living in poverty over a defined period. The City should consider focusing investments in these areas in order to address adverse transportation safety impacts and increase opportunities for mobility and access to opportunities.

1 US Department of Transportation. SS4A Frequently Asked Questions. 21 May 2025, https://www.transportation.gov/grants/ss4a/faqs.

MAP 6 Local HIN and Underserved Areas



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W Stone St, Fayetteville, AR

4 Strategies & Actions

4. Strategies and Actions

Goals and Objectives

The mission of Vision Zero—to Save Lives—requires changing how we design and operate our transportation system. The Safe System Approach is the foundation for this change that prioritizes human life above everything else. Through this Plan's analysis, a High Injury Network has been established based on severity of crashes, roadway characteristics, individual behaviors, and unsafe speeds which highlights corridors where fatal and serious crashes are overrepresented on the regional roadway network.

The NWA Regional Vision Zero Plan established four goals for addressing roadway safety and implementing Vision Zero in Northwest Arkansas and Fayetteville:

1. Promote a culture that prioritizes people's safety
2. Reduce conflicts between roadway users
3. Establish policies, practices, and programs that focus on safety at all levels
4. Slow vehicle speeds

Actions

Achieving goals is not always quick or easy. Effective implementation comes from coordinating various agencies and people to take action focused on safety. The staff of agencies and their partners must have clear tasks. Institutions must have proper incentives and authority to implement their mission.

Each goal is supported by actions that are assigned lead agencies and timeframes. By breaking overarching goals into specific actions this Plan builds a comprehensive set of efforts that together will implement Vision Zero and save lives. All actions consider and support the five Safe System Elements.

Action Categories

- Access & Demand Management
- Communications & Education
- Coordination & Partnerships
- Crossings & Intersections
- Implementation & Accountability
- Lighting
- Maintenance
- Multimodal Networks
- Safe Routes to School
- Speeds & Traffic Calming

What you'll see here...

A. Action items- Each is a discrete, specific effort that can be advanced by a Vision Zero partner.

B. Asterisk (*)- Items followed by an asterisk represent systemic safety countermeasures that can be installed on the HIN or proactively jurisdiction-wide where similar conditions exist for crashes to potentially occur. Learn more about these actions in this chapter under "Proactive Systemic Safety Countermeasures."

C. Timeframe- Action items are assigned general 1timeframes to help action leaders prioritize their efforts. Although the timeframes note a number of years, these timeframes align with the level of effort for completing these actions.

Timeframes include:

a. Immediate: 0-2 years;

b. Short: 2-5 years; or

c. Medium-Long: 5-10 years.

D. Cost- There is an anticipated annual cost level listed with each step based on the following ranges:

a. $ - Low (less than $100k)

b. $$ - Medium (between $100k-$500k)

c. $$$ - High ($500k and above)

E. Action Leader and Supporting Partners- Each action item is led by an action leader and supported by various agency partners.[1]

F. Additional Considerations– Each action item includes a high-level consideration of additional needs for implementation. These include:

a. INFRA – Infrastructure funding through existing or new sources

b. STAFF – Increased staff capacity through new positions or assignments

c. STUDY – Technical analysis or other planning study

d. PARTNER – Partnership with external agencies or organizations

e. LEG – Legislative action at the local or state level



TABLE 2 Policies/Programs Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
2A	**Communications & Partnerships**	Develop and implement Vision Zero orientation and/or training program for all city staff	Immediate	$	City	City Council			■		
2B	**Crossings & Intersections**	Update local policies, signage, and messaging to align with state and local law regarding the legal status of and protection for people in crosswalks, including appropriate stop/yield signage for drivers and trail users	Immediate	$ - $$	City	NWARPC; ARDOT		■	■		
2C	**Crossings & Intersections**	Conduct ongoing safety analyses for intersections, specifically along the HIN, and implement safety countermeasures based on results	Medium-Long	$ - $$	City	NWARPC	■	■	■		

1 "The Actions that follow are understood to be general recommendations. For some Actions, implementation would only occur when and where appropriate based on further analysis, engineering design, and environmental assessment. Other Actions may require policy changes in alignment with other agency goals. Due to staffing, financial, and other constraints, each agency will need to consider how to prioritize implementation of these Actions in support of Vision Zero."

TABLE 1 Culture of Safety Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
1A	**Communications & Partnerships**	Work with media partners to report traffic crashes more accurately, to avoid victim blaming, and report crashes in the context of Vision Zero, focusing on speed, operation, and design as contributing factors	Short	$	City	NWARPC				■	
1B	**Communications & Partnerships**	Adapt and amplify existing media campaigns through NHTSA, ARDOT, NWARPC, and other safety-focused agencies to raise awareness of safe roadway behavior and relevant laws, including yielding to pedestrians and bicyclists, distracted driving, obeying posted speed limits, etc.	Medium-Long	$ - $$	City	NWARPC				■	
1C	**Communications & Partnerships**	Seek out professional development and training opportunities for transportation practitioners and decision makers to increase their knowledge of Vision Zero best practices and communications strategies.	Immediate		City	NWARPC				■	
1D	**Communications & Partnerships**	Partner with the University of Arkansas to co-develop campus-specific safety education and outreach campaigns targeted at students and staff	Short-Medium	$ - $$	University of Arkansas	City; NWARPC				■	
1E	**Implementation & Accountability**	Consider hiring Vision Zero staff dedicated to the collaborative implementation and evaluation of safety projects and programs across agencies and organizations	Immediate	$ - $$	City	City Council		■			■
1F	**Implementation & Accountability**	Meet routinely with ARDOT to share data, identify streets of concern, develop consistent policies, and advance joint projects	Ongoing		City	ARDOT				■	
1G	**Implementation & Accountability**	Continue to prioritize Vision Zero investments in areas with high social vulnerability, specifically Areas of Persistent Poverty	Medium-Long	$$ - $$$	City	NWARPC; ARDOT	■				
1H	**Implementation & Accountability**	Create a public facing dashboard for measuring and reporting progress with Vision Zero implementation, including crash data and other safety metrics for transparent and accountability.	Ongoing	$	NWAPRC	City		■	■		
1H	**Multimodal Networks**	Use the HIN to inform transit planning and prioritize safety-focused investments - increased service, routing adjustments, bus stop enhancements, and accessibility	Short-Medium	$	Transit Agencies	City; NWARPC; ARDOT			■	■	
1I	**Multimodal Networks**	Coordinate with university planners to integrate bike and pedestrian network improvements within and adjacent to campus boundaries	Immediate	$	City	University of Arkansas			■	■	

TABLE 2 Policies/Programs Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
2A	**Communications & Partnerships**	Develop and implement Vision Zero orientation and/or training program for all city staff	Immediate	$	City	City Council			■		
2B*	**Crossings & Intersections**	Update local policies, signage, and messaging to align with state and local law regarding the legal status of and protection for people in crosswalks, including appropriate stop/yield signage for drivers and trail users	Immediate	$ - $$	City	NWARPC; ARDOT		■	■		
2C*	**Crossings & Intersections**	Conduct ongoing safety analyses for intersections, specifically along the HIN, and implement safety countermeasures based on results	Medium-Long	$ - $$	City	NWARPC	■	■	■		
2D	**Crossings & Intersections**	Consider adopting a Roundabout First Policy—the process of considering a roundabout before any other form of control at an intersection—to increase user safety and reduce conflict points	Immediate	$	City	NWARPC, ARDOT			■		
2E	**Crossings & Intersections**	Evaluate warrant requirements and guidance and update city policies according to best practice for the placement, design, and installation of high-visibility crossing treatments, pedestrian refuge islands, and safety-focused signal enhancements	Short	$	City	ARDOT		■	■		
2F	**Implementation & Accountability**	Establish a multidisciplinary Vision Zero Task Force tasked with cross-agency collaboration, ensuring implementation, and measuring and reporting progress toward transportation safety goals and targets	Short	$	City; ARDOT	NWARPC, ARDOT, MODOT		■		■	■
2G	**Implementation & Accountability**	Establish a road safety audit program and procedures, and conduct audits with a cross-disciplinary Vision Zero Task Force after KSI crashes, along the HIN, and in the scoping phase of roadway projects	Immediate	$	City	NWARPC; ARDOT		■	■	■	■
2H	**Implementation & Accountability**	Conduct before and after safety and usage studies of new roadway improvements and transportation projects to assess effectiveness and refine future applications	Long	$	City	NWARPC; ARDOT		■	■		
2I	**Crossing & Intersection**	Identify intersections near campus for joint improvement projects (e.g., high-visibility crosswalks, pedestrian refuge islands).	Short	$$- $$$	City	University of Arkansas		■	■		

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
2I	**Implementation & Accountability**	Prioritize restriping, paving, and other maintenance projects along HIN roadways and coordinate the installation of safety improvements during maintenance work	Short-Medium	$$ - $$$$	City	ARDOT	■				
2J	**Implementation & Accountability**	Explore the potential of incentives for developers to install safety improvements in coordination with required curb work adjacent to development projects	Short	$ - $$$	City	Planning Commission	■		■		■
2K	**Implementation & Accountability**	Establish a permanent, dedicated funding source for Vision Zero project implementation and coordination, including establishing a Vision Zero Coordinator position within city government and a Vision Zero Task Force	Medium	$$$$ - $$$$$	City	ARDOT	■	■			■
2L	**Multimodal Networks**	Adopt a formal Complete Streets Policy and related design standards based on the NWA Regional Complete Streets Design Guide	Immediate	$	City	NWARPC, ARDOT			■		■
2M	**Multimodal Networks**	Develop and enforce standards to ensure that safe detours providing access for people walking, bicycling, and using transit are maintained during roadway or site construction and special events	Short	$	City	NWARPC			■		■

TABLE 3 Conflict Reduction Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
3A*	**Access & Demand Management**	Establish an access management policy with guidelines on combining driveway and cross-access between developments, limiting curb cuts per block (e.g., two per 1/4-mile or minimum spacing of 440 feet), and constructing medians on multilane roadways to reduce conflicts near driveways and intersections	Medium-Long	$$ - $$$	City	ARDOT			■		■
3B	**Access & Demand Management**	Conduct analysis of crashes related to two-way center left turn lanes and commercial access management on arterials	Short	$	City	NWARPC; ARDOT			■		
3C*	**Crossings & Intersections**	Develop criteria, guidelines, and policy to implement No Right On Red beginning with the HIN and high-volume pedestrian routes	Short	$	City	ARDOT			■		■
3D*	**Crossings & Intersections**	Implement leading pedestrian intervals (LPIs) at signalized intersections, specifically on applicable HIN corridors and revise standard details for roadway projects to include LPI as the default condition at all intersections/signal replacements	Medium-Long	$ - $$	City; ARDOT				■		
3E*	**Crossings & Intersections**	Implement pedestrian recall on all permissive and through phases, and consider removing permissive left turns during active pedestrian phase, specifically on applicable HIN corridors	Medium-Long	$ - $$$	City; ARDOT						
3F	**Crossings & Intersections**	Design and install grade-separated trail crossings of roadways with 45 mph+ vehicle speeds	Medium-Long	$$$	ARDOT	City	■			■	
3G*	**Crossings & Intersections**	Evaluate existing signal timing and implement pedestrian friendly cycle lengths, based on a maximum 3' per second of walking speed	Short	$ - $$	City	ARDOT			■		
3H*	**Crossings & Intersections**	Identify priority locations and daylight intersections (removing obstacles that impair sight lines) to maximize visibility and crossing safety, beginning in town centers and high-volume pedestrian areas	Medium-Long	$	City	ARDOT		■	■		
3I	**Crossings & Intersections**	Prioritize joint design and funding for safer crossings near university housing, educational buildings, and Razorback Transit stops	Short-Medium	$$ - $$$	City; University of Arkansas	NWARPC; ARDOT		■	■		

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
3J*	**Crossings & Intersections**	Install backplates with retroreflective boards at all signalized intersections and use reflectors on curves and bridges, starting with the HIN	Medium-Long	$$ - $$$	City	ARDOT					
3K	**Crossings & Intersections**	Install median refuge islands, protected intersection treatments, and high visibility crossings along the HIN, near transit stops and trail crossings, and at locations with long crossing distances.	Short	$$$	City	ARDOT; Transit Agencies	■			■	
3L	**Crossings & Intersections**	Evaluate and install high-visibility mid-block crossings to reduce distances between crossings along arterials with long distances between signalized intersections	Medium-Long	$$ - $$$	City	ARDOT	■				
3M	**Crossings & Intersections**	Mark crossings consistently along the High Injury Network, including along intersecting streets.	Medium	$$	City; ARDOT		■				
3N	**Crossings & Intersections**	Develop criteria for assessing and installing protected intersections.	Immediate	$	City	ARDOT			■	■	
3O*	**Crossings & Intersections**	Implement systemic application of low-cost intersection modifications that prioritize vulnerable road users' safety and address left-angle crashes	Short-Medium	$$ - $$$	City; ARDOT		■				
3P	**Lighting & Visibility**	Evaluate safety for people walking and biking at overpasses and underpasses. Improve lighting conditions and visibility where appropriate	X	$ - $$$$	City; ARDOT		■		■		
3Q*	**Lighting & Visibility**	Upgrade, replace, or install lighting along the length of the HIN, including pedestrian-scale lighting, especially at pedestrian and trail crossing locations	Short-Medium		City	ARDOT	■				
3R	**Lighting & Visibility**	Improve lighting on key pedestrian corridors leading to and from University of Arkansas campus, especially where there is high foot traffic.	Medium	$$ - $$$	City; University of Arkansas	ARDOT	■				

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
3S	**Multimodal Networks**	Provide buffers to sidewalks and side paths (paint, greenspace, trees, etc.)	Medium-Long	$$ - $$$	City	ARDOT	■				
3T*	**Multimodal Networks**	Assess and install bicycle and pedestrian projects to increase separation and complete the active transportation network	Short	$$$ - $$$$	City; ARDOT	NWARPC, ARDOT	■				
3U	**Multimodal Networks**	Install safety projects near schools, including installing high visibility crosswalks and midblock crossings, installing walkways and bikeways, and enforcement measures	Short-Medium	$$ - $$$$	City; ARDOT	Public Schools	■			■	
3V	**Multimodal Networks**	Develop local guidelines for the siting of transit stops in relationship to intersections and pedestrian crossings to reduce dart and dash crashes; include consideration of far-side bus stops to improve on-time performance and rider visibility and safety	Immediate	$	City, Transit Agencies	NWARPC, ARDOT			■	■	
3W	**Multimodal Networks**	Build protected bike lanes and widen sidewalks on corridors that connect to University of Arkansas campus to the surrounding city network	Short-Medium	$$ - $$$$	City	University of Arkansas, ARDOT			■	■	

TABLE 4 Slower Speeds Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
4A	**Crossings & Intersections**	Identify at-grade crosswalks to convert to raised crosswalks through new infrastructure projects and land development	Ongoing	$ - $$$	City	ARDOT	■	■			
4B	**Crossings & Intersections**	Retrofit campus-adjacent intersections with tighter turn radii and signal timing adjustments to reduce conflict speeds	Short	$$	City	University of Arkansas	■				
4C	**Traffic Calming**	Implement road diets (e.g., 4-to-3 lane conversions, lane narrowing, etc.) and traffic calming spot treatments (e.g., hardened centerlines, curb extensions, etc.) along the HIN where applicable	Medium-Long	$$$	City; ARDOT		■				
4D*	**Traffic Calming**	Advocate to the Arkansas Department of Transportation for proactive changes to improve safety and slow speeds on state roads, freeway access roads, and ramps within the city	Ongoing	$	City	NWARPC, ARDOT			■		
4E	**Traffic Calming**	Implement traffic calming elements (e.g., speed humps, raised crosswalks, curb extensions) on key cut-through streets near University of Arkansas campus	Short-Medium	$ - $$	City, University of Arkansas				■		

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N Rupple Rd, Fayetteville

5 Implementation and Accountability

5. Implementation and Accountability

Systemic Safety

Systemic safety involves applying transportation safety improvements across the entire roadway network to address similar design, environmental, and contextual conditions to those found along the HIN. It acknowledges that the absence of a history of severe crashes does not mean that crash risk at a given location is inherently low and seeks to address potentially dangerous conditions before they contribute to a KSI crash.

Proven safety countermeasures, which have been shown to significantly reduce crashes and crash severity, should certainly be applied to the Rogers HIN. They can also be installed proactively across the city in an effort to prevent future KSI crashes and incorporated into city standards and guidelines for routine implementation in future projects. Systemic implementation of these safety countermeasures will likely require additional funding and staff support for installation and ongoing maintenance. Some may also require changing local or state policies and standards to allow for more widespread use, for example, the use of speed safety cameras, which is restricted by Arkansas state law.

The following pages highlight effective safety countermeasures that can be used proactively across Rogers, several of which are included in Chapter 4 as recommended safety action strategies for the city. Systemic safety countermeasures should be prioritized to address the HIN and similar roadways, with the eventual implementation in a more widespread fashion, as budget and staff resources allow.

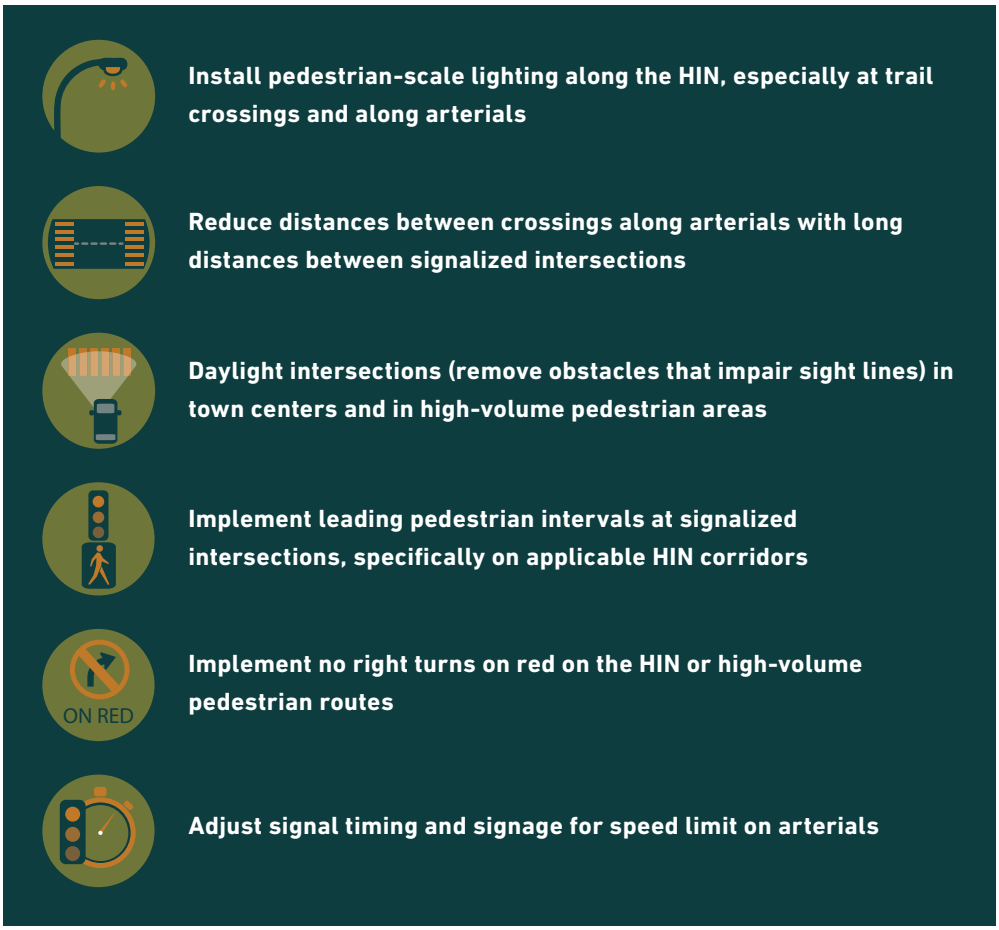


FIGURE 4 Proven Systemic Safety Countermeasures

Proven Safety Countermeasures

Addressing safety in Fayetteville and Northwest Arkansas will require the deployment of proven safety countermeasures across the local and regional transportation network, starting with the HIN. Selection and design of safety countermeasures on every street project in Fayetteville should be decided through the lens of the Safe System Approach, so that if a crash occurs it will not result in a fatal or serious injury. Safety countermeasures should not be compromised or simplified during the design or construction phases. These modifications can reduce the level of safety for all road users.

The FHWA Proven Safety Countermeasures initiative (PCSi) is a collection of specific design or operational changes to streets that have been proven nationally to improve safety. Safety countermeasures are listed below along with hyperlinks to provide a more detailed description and effectiveness of the full safety countermeasure.

Speed Management



Appropriate Speed Limits for All Road Users



Speed Safety Cameras



Variable Speed Limits

Pedestrian/Bicyclist



Bicycle Lanes



Crosswalk Visibility Enhancements



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB)



Road Diets (Roadway Reconfiguration)



Walkways

Roadway Departure



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barriers



Roadside Design Improvements at Curves



Safety Edge



Wider Edge Lines



FIGURE 5 Proven Safety Countermeasures by Category

Road Diets

The City of Fayetteville hopes to focus on creating safer, more efficient streets by reassessing the number and width of travel lanes on key corridors. Reducing excessive vehicle space allows room for improvements that benefit walking, biking, and transit access, and overall street safety.

Vehicle travel lanes make up the largest portion of the roadway on most streets. To build Complete Streets, the number and width of vehicle travel lanes should be minimized to the safest extent possible to maintain the narrowest cross section and allow room to accommodate other modes. Travel lanes will have the greatest impact on the availability of space on public streets. In creating project plans that minimize delay to motor vehicles, planners may simultaneously prioritize the safety and comfort of vulnerable roadway users. This supports the comfort of other users of the street, reduces speeding, and decreases impervious surfaces.

Travel lanes may be reconfigured to reduce overall roadway width, with the possibility of repurposing motor vehicle travel lanes for the space and comfort of people walking or biking or for public transit. When measuring lane width for vehicle use, the lane should be measured to the face of curb, inclusive of any gutter.

There are two main ways to reduce space dedicated to vehicle travel lanes—a road diet and a lane narrowing. A road diet reduces the number of lanes. A lane narrowing reduces the width of the lanes but maintains the number of lanes. General travel lanes can be as narrow as 10 feet. A center turn lane should be at least 12 feed wide, and curbside lanes on bus or freight routes may need to be 11 feet to accommodate larger vehicles.

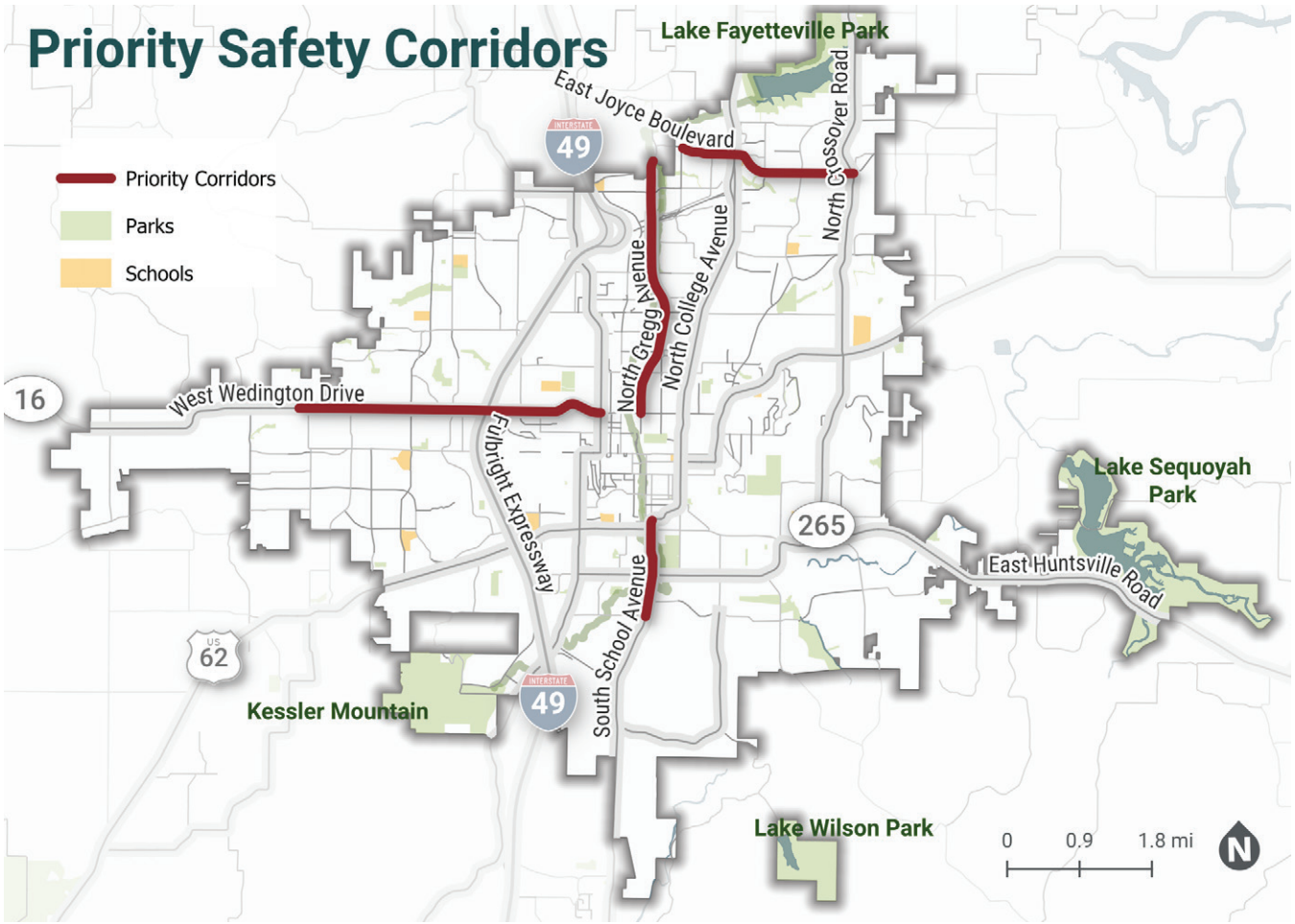
Implementing a road diet may also involve changes to traffic signals and intersections, but the trade-offs often bring long-term benefits: improved safety, calmer traffic, and space for amenities that support Fayetteville's goals around livability, equity, and sustainable transportation.

High Priority Corridors

This Safety Action Plan identifies several priority safety corridors for which high-level safety countermeasures are recommended to address specific safety needs, including high-crash locations and roadway attributes associated with prominent crash types.

In Fayetteville, the Priority Safety Corridors analyzed are:

- East Joyce Boulevard, between N Crossover Road and N Steele Boulevard (2.2 miles)
- North Gregg Avenue, between Razorback Greenway/Wilkerson Road and West North Street (3.2 miles)
- West Wedington Drive, between North Heritage Avenue to North Garland Avenue (3.8 miles)
- South School Avenue, between Nelson Hackett Boulevard to West 22nd Street/West Cato Springs Road (1.2 miles)



MAP 7 Location of Priority Safety Corridors

East Joyce Boulevard

Between N Crossover Road and N Steele Boulevard (2.2 miles)

Context

This is a minor arterial road with 4 lanes, sidewalk on one side and a sidepath trail on other side. It is a Ozark Regional Transit Route and is heavily developed with mixed land uses, including apartment complexes, single family homes, restaurants, banks, schools, offices parks and senior housing.

Speed Limit: 35 MPH

Daily Traffic: 24,000 to 30,000 Vehicles per day

2018-2022 Crashes: 571 (256/mi)

Fatal and Serious Injury: 7

Other Crashes: 564

Number of Lanes: 4 continuous through lanes at east end and with additional two-way turn lanes at west end of the segment

Key Crash Types



Angle Crashes and Rear-End Crashes

High Injury Network Modes



Pedestrian



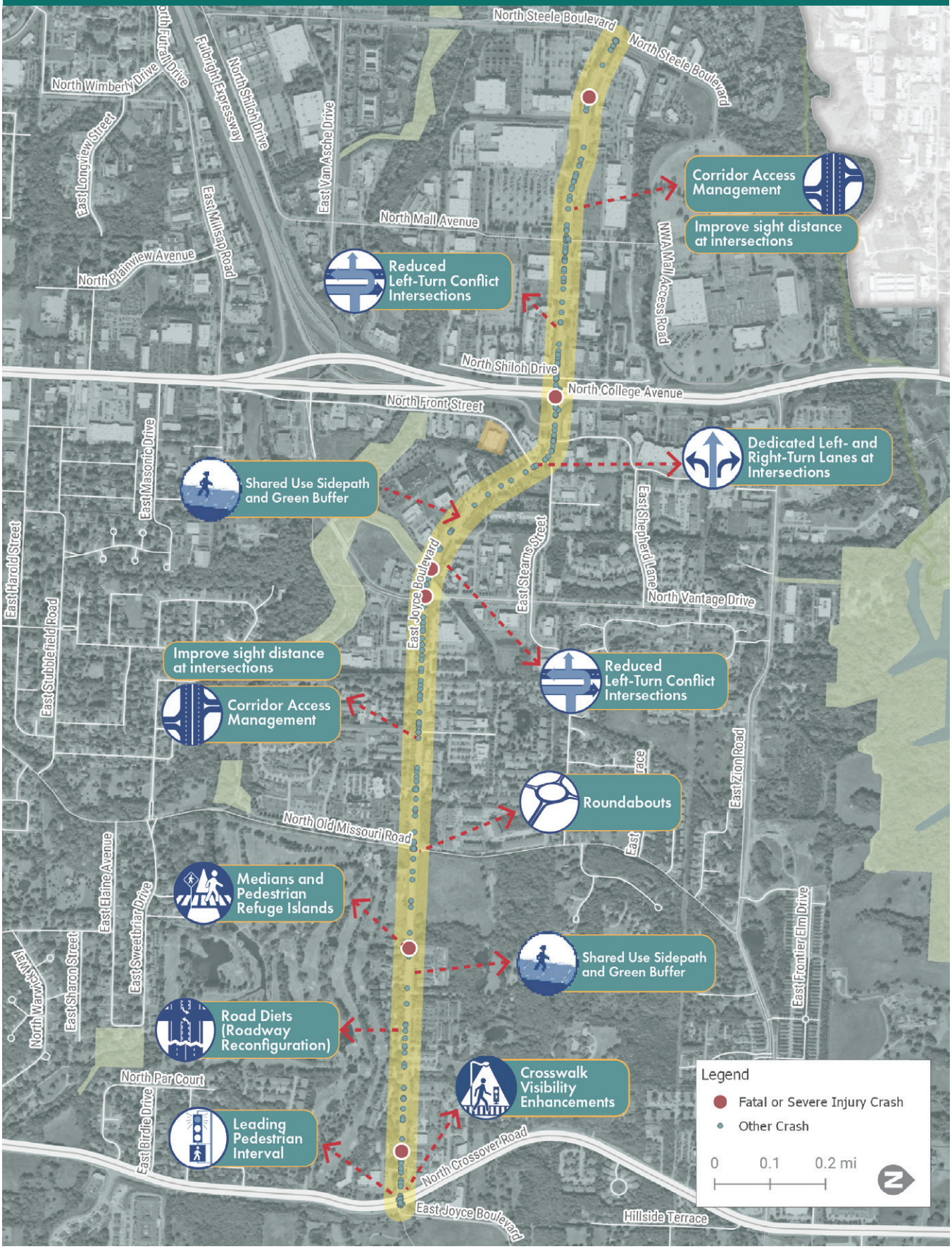


Vehicle

Safety Analysis and Strategies

	Potential Strategies
A disproportionate share of crashes involved angle crashes	• Evaluate and improve access management along the corridor to limit left turn opportunities with the installation of a median • Sight distance improvement • Study traffic signal timing
A disproportionate share of crashes involved people walking	• Reduce the speed limit and evaluate engineering measures to reduce target speeds through lane narrowing, closure of slip lanes, speed feedback signs, and traffic calming measures • Install median and pedestrian refuge islands and a buffered shared use path throughout the corridor • Enhance the visibility of pedestrian crossings and reduce exposure for people crossing • Complete sidewalk connections on the east side of N College Ave and provide dedicated crosswalks designed for pedestrian safety
A disproportionate share of crashes involved speeding and failure to yield to right of way	• Yellow change intervals • Reduced left-turn conflict interactions

Potential Safety Countermeasures - East Joyce Boulevard



North Gregg Avenue

Between Razorback Greenway/Wilkerson Road and West North Street (3.2 miles)

Context

This is a minor arterial road with four continuous travel lanes, some turn lanes at intersections, and a sidewalk/sidepath trail on one side of the corridor. The north portion of North Gregg Avenue serves as a Razorback Transit route, and the corridor is heavily developed with mixed land uses, including apartment complexes, single-family homes, restaurants, banks, schools, office parks, and senior housing. The portion of the roadway between Fulbright Expressway and West Township Street carries significantly more vehicles on average (20,000 - 23,000 per day) than the segments at either end of the corridor (10,000 - 13,000 per day).

Speed Limit: 35 to 40 MPH

Daily Traffic: 10,000 to 23,000 Vehicles per day

2018-2022 Crashes: 370 (115/mi)

Fatal and Serious Injury: 8

Other Crashes: 262

Number of Lanes: 4 continuous travel lanes, with some turn lanes at intersections

Key Crash Types



Angle Crashes and Rear-End Crashes

High Injury Network Modes

Pedestrian

Bicycle

Vehicle

Safety Analysis and Strategies

	Potential Strategies
A disproportionate share of crashes involved angle crashes	• Evaluate and improve access management along the corridor to limit left turn opportunities with the installation of a median • Sight distance improvement • Study traffic signal timing
A disproportionate share of crashes involved people walking and biking	• Reduce the speed limit and evaluate engineering measures to reduce target speeds through lane narrowing, speed feedback signs and traffic calming measures • Road diets and median and pedestrian refuge islands • Enhance the visibility of pedestrian crossings and reduce exposure for people crossing
A disproportionate share of crashes occurred at intersections	• Yellow change intervals • Reduced left-turn conflict interactions and Dedicated Left- and Right-Turn Lanes at Intersections • Corridor Access Management

Potential Safety Countermeasures - North Gregg Avenue



West Wedington Drive

Between North Heritage Avenue to North Garland Avenue (3.8 miles)

Context

This is a principle arterial road with 4 lanes with two-way turn lanes and at some segments with turn lanes, sidewalk /sidepath on both sides. The west portion of West Wedington Drive serves as a Razorback Transit route, and is heavily developed with single family homes, mixed land uses, including apartment complexes, restaurants, banks, schools, offices, parks and senior housing. The portions of the corridor on either side of the I-49 interchange carry the highest daily traffic (30,000 - 33,000), with lower daily averages beyond the nearest major intersections to the east and west (16,000 - 22,000).

Speed Limit: 40 to 45 MPH

Daily Traffic: 16,000 to 33,000 Vehicles per day

2018-2022 Crashes: 1,000 (263/mi)

Fatal and Serious Injury: 26

Other Crashes: 974

Number of Lanes: 4 continuous travel lanes, with some turn lanes at intersections

Key Crash Types



Angle Crashes

High Injury Network Modes



Pedestrian



Bike



Vehicle

Safety Analysis and Strategies

	Potential Strategies
A disproportionate share of crashes involved angle crashes	• Evaluate and improve access management along the corridor to limit left turn opportunities with the installation of a median • Sight distance improvement and Enhanced Delineation for Horizontal Curves • Study traffic signal timing
A disproportionate share of crashes involved people walking	• Reduce the speed limit and evaluate engineering measures to reduce target speeds through lane narrowing, speed feedback signs and traffic calming measures • Signalization, roundabouts, and median and pedestrian refuge islands • Enhance the visibility of pedestrian crossings and reduce exposure for people crossing
A disproportionate share of crashes occurred at intersections	• Yellow change intervals • Reduced left-turn conflict interactions

Potential Safety Countermeasures - West Wedington Drive



South School Avenue

Between Nelson Hackett Boulevard to West 22nd Street/West Cato Springs Road (1.2 miles)

Context

This principal arterial road has four lanes, a two-way turn lane, and sidewalks or sidepaths on both sides north of the West 15th Street intersection. South of West 15th Street, down to West Cato Springs Road, there's only a sidewalk on the east side of the corridor. Razorback Transit's Route 20 runs along the entire corridor, which is lined mainly by medium-scale businesses and residential areas. The University of Arkansas Engineering Research Center is located on the south end of the corridor. Additionally, the Town Branch Trail and Frisco Trail connect this corridor to the city's larger trail network, including the Razorback Greenway Trail.

Speed Limit: 35 MPH

Daily Traffic: 14,000 to 17,000 Vehicles per day

2018-2022 Crashes: 134 (112/mi)
Fatal and Serious Injury: 3
Other Crashes: 131

Number of Lanes: 4 continuous travel lanes, with two-way turn lanes

Key Crash Types



Angle Crashes

High Injury Network Modes



Pedestrian



Bike



Vehicle

Safety Analysis and Strategies

	Potential Strategies
A disproportionate share of crashes involved angle crashes	• Evaluate and improve access management along the corridor to limit left turn opportunities with the installation of a median • Sight distance improvement • Study traffic signal timing
A disproportionate share of crashes involved people walking	• Reduce the speed limit and evaluate engineering measures to reduce target speeds through a road diet with three vehicle lanes, lane narrowing, on-street parking, and other traffic calming measures • Install median and pedestrian refuge islands, walkways, and protected on-street bicycle lanes • Enhance the visibility of pedestrian crossings and reduce exposure for people crossing, including protected intersection treatments
A disproportionate share of crashes occurred at intersections	• Yellow change intervals and Backplates with Retroreflective Borders • Reduced left-turn conflict interactions and provide for dedicated turns • Leading Pedestrian Interval and Roundabouts

Potential Safety Countermeasures - South School Avenue



Sharing Responsibility for Vision Zero

Following the regional adoption of the Northwest Arkansas Regional Vision Zero Plan in 2023, with a target of eliminating the most serious crashes by 2038, Fayetteville passed a resolution adopting the goals of the regional safety action plan. This included committing to an even more aggressive timeline for the elimination of fatal and serious injury roadways crashes in the city by 2030. This local Comprehensive Safety Action Plan is intended to supplement those recommendations and further support Fayetteville in improving transportation safety across the city.

To carry out everything presented in this Vision Zero Plan and to eliminate fatalities and serious injuries on Fayetteville roadways, everyone—from elected officials and municipal staff to local employers and residents of all ages and abilities—will need to take action. We all have a personal responsibility to make the right choices and to communicate the importance of why roadway safety matters—making the region's efforts even more effective.

Funding and Project Delivery

Building a safer transportation system and roadway network in Fayetteville is an ongoing effort that should be incorporated into each strategy and tool the city uses to plan, design, and implement changes to the multimodal system. The Fayetteville Safety Action Plan identifies strategies for incorporating a Safe System Approach into decision-making at various levels to achieve the city's ambitious goal of eliminating fatalities and serious injuries on our streets.

All infrastructure projects, whether major capital investments by the city or ARDOT, maintenance programs such as resurfacing, or investments from the private sector in development and community programs, are opportunities to implement safety improvements. It is incumbent upon the city to continuously plan and develop a pipeline of projects and programs to address the diverse transportation safety needs of the community. Some examples of project types and potential funding resources include:

Capital Improvements

Large scale projects require significant planning and resource allocation, with longer development timelines. Due to their impact and scale, these projects are typically identified in city, regional, and state long-range and capital improvement plans (CIP). These plans range from 5-year to 20-year horizons and are updated annually to refine priorities and costs. Funding may come from annual capital improvement budgets, infrastructure bond initiatives, and major federal and state grant programs.

Resurfacing, Maintenance, and Utility Work

As infrastructure ages, routine maintenance, resurfacing, and utility expansion needs, particularly at the corridor level, present opportunities to rethink street design while changes are already being made. Agency staff should work to coordinate maintenance and utility investments along HIN roadways and include transportation safety strategies included in the Fayetteville SAP. Agency staff may also pursue innovative fundings sources, for example, state water infrastructure grants, to supplement annual public infrastructure budgets.

Local and Private Development

Ongoing growth in Fayetteville means that land across the city is regularly being developed or redeveloped to provide additional services, housing, employment opportunities, and more. With those investments, new streets and created and existing streets are changed to meet the multimodal needs of the community. Development projects present additional opportunities to implement safety strategies and designs that help the city meet its Vision Zero goals. The NWA Regional Complete Streets Guide offers specific recommendations for how development projects can support transportation needs and improve safety, mobility, and accessibility for the community. Dedication of public infrastructure, development fees, right-of-way dedication, and in some cases fee-in-lieu payments are all ways to support safer streets and transportation facilities.

Community Response and Additional Programming

Although many projects are planned years in advance, there will always be a need for implementation funding and mechanisms to respond to community needs with a sense of urgency. These needs may be expressed through request for traffic calming or speed management, a sudden shift in connectivity or traffic due to new developments, or desires to update or add connections between amenities and neighborhood destinations. Fayetteville staff are often at the forefront of leading projects and programs that respond to community needs and desires and should be supported by city leadership. Community-responsive projects are also a unique opportunity to involve community partners, including the business and philanthropic communities, and to connect residents with established outlets for citizen participation.

Innovative Funding Approaches

Fayetteville has well-established funding mechanisms at the local level, and regularly accesses state and federal grant funding to support its transportation infrastructure needs. There are opportunities both within established funding sources and through creative approaches and partnerships outside typical transportation programs, to meet the scope and scale of safety needs in the community. For example, grant programs focused on environmental and pollution-related goals, such as the USEPA Climate Pollution Reduction Grant program, have successfully supported active transportation and other objectives in Northwest Arkansas and across the state. Emergency services and law enforcement agencies may have access to funding to support safety programming and education, and can be partners on SS4A and similar projects to align safe road design with emergency response needs.

Boards and Commissions

City boards, commissions, and advisory committees can play a powerful role in identifying safety needs, aligning plans and infrastructure investments, and engaging with the community on education, outreach, and measuring progress toward Vision Zero goals. The Fayetteville SAP includes recommendations for how city leadership and staff can work collaboratively across agencies and departments. It also details ways for the city to engage partners and community members to understand transportation safety needs by, for example, conducting safety audits of severe crash locations, reviewing community safety requests, and reporting on successes and challenges. In addition to city, regional, and state agencies focused on transportation safety, each of the following bodies or organizations should be considered for their role in working toward eliminating deaths and serious injuries on our streets.

- City Council Transportation Committee
- Active Transportation Advisory Committee
- Parks and Recreation Advisory Board
- Planning Commission

In alignment with the recommended Action Strategies in the Fayetteville SAP, the city should consider the formation of a cross-disciplinary committee or working group to addressing multimodal safety needs in the city. This could take the form of a road safety committee, active transportation advisory committee, or similar body bringing technical staff, elected officials, and residents together for collaboration.

Advocates and Partners

Northwest Arkansas is home to a number of community service organizations working to ensure the region and its communities are welcoming, safe, and supportive of the region's growing population and diverse needs. While transportation safety touches some element of nearly all efforts, there are also local and regional organizations focused directly on transportation and mobility needs. Local bicycle, trail, and running clubs are often involved in supporting safe streets, as are many parent-teacher and other school-based groups.

Two such groups with a history of supporting active transportation safety and mobility needs in the region are:

Trailblazers

For nearly two decades, Trailblazers have led the development of the region's paved trail network and supported active transportation infrastructure in general. Trailblazers' Adult First Ride program focuses on supporting new riders interested in bicycling for transportation, recreation, and other purposes in a supportive, judgment free learning environment. You can learn more about their work at www.wearetrailblazers.org.

Pedal It Forward

Pedal It Forward works in partnership with local organizations to collect, refurbish, and distribute free or low-cost bicycles to those who can't afford them. Their Pedal Partners program works with schools, veterans groups, mental health clinics, youth organizations, and any organizations that connect with low-income people and communities to distribute bicycles through trusted community partners. Learn more at www.pedalitforward.org.

Fayetteville also has unique partnerships with large educational institutions that are addressing transportation safety and mobility needs. Through the University of Arkansas, Razorback Transit plays a vital role in the city's transportation network and is actively involved in improving safety, mobility, and accessibility for both students and the general public. Fayetteville Public Schools are another critical partner in addressing safety for school-aged children and their families, through the join Safe Routes to School planning effort with the city. These and other institutions have an important role in ensuring the elimination of deaths and serious injuries on Fayetteville streets.

University of Arkansas Integration

As a major institutional anchor in Fayetteville, the University of Arkansas plays a central role in shaping local transportation patterns. The university's dense population of students, staff, and visitors contributes significantly to travel demand, especially in areas surrounding campus. The University of Arkansas provides a clear framework for enhancing campus mobility and safety through policy, data, and infrastructure improvements. The University operates Razorback Transit, providing public bus service across Fayetteville for students and residents alike. Integrating this plan into the city's Vision Zero strategy can help address key safety concerns near and around the university.

Key opportunities for integration include:

- High-Injury Network (HIN) Refinement: Leverage university crash data and pedestrian volumes to refine high-injury network segments near campus.
- Focus on Vulnerable Users: Use the Univesity's pedestrian and bicycle safety programs to guide citywide efforts aimed at protecting people walking and biking.
- Safe System Alignment: Coordinate traffic management efforts between the city and university to support shared Vision Zero goals.
- Community Engagement: Engage students and staff in education and outreach campaigns to build culture of safety both on and off campus.
- Policy Coordination: Align university parking and transportation demand management policies with citywide mobility strategies.
- Transit and Multimodal Access: Strengthen collaboration with Razorback Transit to improve transit service and multimodal access along Vision Zero corridors.

Evaluation

Fayetteville should continue to collaborate with the NWARPC and neighboring communities to monitor the success of individual Vision Zero actions related to goals included in this and the regional Vision Zero SAP. Evaluation and regular reporting are essential for the data-driven approach to Vision Zero. There must be accountability to the commitment of eliminating traffic deaths and severe injuries. If certain actions are not successful, not moving fast enough, or not working for another reason, the region and member agencies should assess and modify actions as needed. However, it is critical that monitoring does not reduce or minimize the focus on the ultimate performance measure of eliminating fatal and serious injuries on all roadways in Fayetteville by 2030. Actions such as the data dashboard and annual reporting can track progress and provide insight into a number of metrics, including but not limited to:

- Crashes involving bicycles and pedestrians
- Crashes resulting from unsafe speeds
- Crashes in rural versus urbanized areas
- Crashes occurring on roadways in Areas of Persistent Poverty or other underserved communities
- Safety improvements on HIN corridors
- Number of intersection safety improvements

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E Center St, Fayetteville, AR



Safety Action Plan

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-222

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff

FROM: Tim Nyander, Utilities Director

SUBJECT: **Sewer Damage Claim for 516 North Fallin Avenue (Chris Skrocki)**

RECOMMENDATION:
Staff recommends a resolution to authorize a payment of $100,000.00 to Chris Skrocki for a sewer damage claim arising at 516 North Fallin Avenue, pursuant to §39.10(C)(4) of the Fayetteville City Code.

BACKGROUND:
On or about December 8th, 2025, a directional boring company bored through the sewer main that had been incorrectly located by the City of Fayetteville which was located behind 516 N Fallin Ave. This caused a buildup of debris in the sewer main, which resulted in the home located at 516 N Fallin Ave experiencing a sewer backup.

The customer called a mitigation company, NWA Restore It. They removed flooring, trim, sheetrock, etc. On December 9th, 2025, City crews were notified of the issue and promptly went to repair the sewer main.

DISCUSSION:
The claimant, Chris Skrocki, is seeking compensation from the City which includes the cost of the mitigation, cleaning of personal effects, and construction costs to replace materials removed by the mitigation company. Below are the cost estimates:

NWA Claims, LLC Repair Estimate	$46,496.83
Personal Property Loss (Customer estimate, approved by NWA Claims)	$24,505.00
NWA Restore It Personal Property Cleaning Estimate	$32,745.19
NWA Restore It Mitigation Estimate	$36,241.11
Total	$139,988.13
Less: Insurance Payment	($10,000.00)
Damage Claim Amount Requested from City	$129,988.13

City staff recommends the maximum allowable compensation in the amount of $100,000.00 as specified by Ordinance 6725.

BUDGET/STAFF IMPACT:

Funds are available in the Self Insurance – Non-Vehicular Damage account within the Water & Sewer fund.

ATTACHMENTS: 3. Staff Review Form, 4. Attachments, 5. Additional Information - 2026-222, 6. Updated Memorandum, 7. Updated Staff Review Form

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

File #: 2026-222

A RESOLUTION PURSUANT TO §39.10(C)(4) OF THE FAYETTEVILLE CITY CODE TO AUTHORIZE A PAYMENT OF $100,000.00 TO CHRIS SKROCKI FOR A SEWER DAMAGE CLAIM ARISING AT 516 NORTH FALLIN AVENUE

WHEREAS, pursuant to §39.10(C)(4) of the City Code, the City Council may, in an extraordinary case by a 2/3 vote, approve the payment of water or sewer damage claims up to $100,000.00; and

WHEREAS, the City has received estimates for repairs at 516 North Fallin Avenue exceeding $100,000.00.

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, pursuant to § 39.10(C)(4) of the Fayetteville City Code, authorizes a payment of $100,000.00 to or on behalf of Chris Skrocki for expenses related to the sewer damage claim at 516 North Fallin Avenue.

City of Fayetteville Staff Review Form

2026-222

Item ID

2/17/2026

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

Tim Nyander	1/28/2026	WATER SEWER (720)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends a resolution to authorize the Mayor to pay the total amount of $100,000.00 to Chris Skrocki for a sewer damage claim arising at 516 North Fallin Avenue, pursuant to §39.10(C)(4) of the Fayetteville City Code.

Budget Impact:

5400.720.4410-5311.04	Water and Sewer
Account Number	Fund
N/A	N/A
Project Number	Project Title

Budgeted Item?	Yes	Total Amended Budget	$	180,000.00
		Expenses (Actual+Encum)	$	-
		Available Budget	$	180,000.00
Does item have a direct cost?	Yes	Item Cost	$	100,000.00
Is a Budget Adjustment attached?	No	Budget Adjustment	$	-
		Remaining Budget	$	80,000.00

V20221130

Purchase Order Number: _____

Previous Ordinance or Resolution # _____

Change Order Number: _____

Approval Date: _____

Original Contract Number: _____

Comments:

Claim Request

Although the City of Fayetteville is immune from any claim for liability or damages caused by alleged negligence of its employees, the City Council has authorized a very limited property damage claims procedure.

INSTRUCTIONS: Please complete this form clearly stating the reason for the claim, amount you are requesting, all contact information, and attach appropriate documentation including receipts, estimates, photos, etc. Three (3) itemized written estimates must be provided prior to repairs being made. Substantive documentation **MUST** be provided to establish all monetary values. Additional sheets may be added. Failure to provide all information and fully substantiate your claim will result in the claim being denied. Please do not discard any items that are being claimed as damaged. **Filing a claim does not imply approval**; claims will be investigated before a decision is rendered; claims received more than **30 days** after the incident will be denied. Claims containing inaccurate or fraudulent information will be denied. Please mail to or hand-deliver documents to: **Mayor's Office – Claims, City of Fayetteville, 113 W. Mountain St., Fayetteville, AR 72701 OR Fax to 479-575-8257**

CLAIMANT INFORMATION

First Name: Chris

Last Name: Skrocki

Middle Initial: M

Claim Type

What type of claim are you requesting?

- ○ General
- ◉ Water and Sewer

Email: cskrock@gmail.com

Address

Street Address: 516 N FALLIN AVENUE

Address Line 2:

City: Fayetteville

State / Province / Region: AR

Postal / Zip Code: 72701

Country: USA

Daytime Phone

479-466-6593

Alternate Phone

Incident Location

Address/Location of Occurence

Street Address

516 N FALLIN AVENUE

Address Line 2

City

Fayetteville

State / Province / Region

Arkansas

Postal / Zip Code

72701

Country

United States

INCIDENT INFORMATION

Date of Incident

12/8/2025

Time of Incident

4:00 PM

Amount being Claimed

$ 1000000.00

Incident Nature

Nature of Occurrence

- ○ Automotive Related
- ◉ Home Related
- ○ Personal
- ○ other

Legal Owner of Property

Chris Skrocki

As shown in the Washington County land records

Insurance

Do you have any insurance which covers your damage?

- ○ Yes
- ◉ No

The City cannot pay a claim in an amount exceeding a Claimant’s insurance deductible, if covered. The undersigned hereby files a claim against the City of Fayetteville, Arkansas for the following reason(s): Attach additional sheets if necessary

Incident Description

The undersigned hereby files a claim against the City of Fayetteville, Arkansas for the following reason(s):

Please consider the amounts required for form submission to be placeholders and not necessarily representative of actual claimed amounts or the relevancy of a private property insurance claim. Based on a preliminary conversation with a claims adjuster it does not appear likely that private insurance will come anywhere close to covering the extent of this incident, therefore I selected 'No' to the insurance question.

Here is what I know - on the afternoon of December 8th sewage water seeped through two toilets, my bathtub, and shower and covered the lower level of my house. Franklin Plumbing came out this morning, and, upon opening the manhole cover at the street, advised that the overflow came from the city sewer system.

Furniture, clothing, and other personal items have been damaged to a significant extent.

My floors require replacement, wool rugs are a total loss, cabinetry will need to be replaced, etc.

My mitigation/remediation contractor, NWA Restore It, tentatively estimates the house will be uninhabitable for 6 months. NWA Restore It is actively documenting losses/articles which are candidates for remediation throughout the process.

I have concerns about damage to the value of the property with respect to eventual required seller's disclosures given the extent to which raw sewage from the city's line has been distributed throughout my house.

I would like to discuss the next steps moving forward as we further learn the scope of the damages.

Merry Christmas,

Chris Skrocki

File Upload

Upload

image0.jpeg	804KB
image1.jpeg	804KB
image2.jpeg	1.53MB
image3.jpeg	1.75MB
image4.jpeg	1.12MB

Attach appropriate documentation including receipts, itemized estimates, photos, etc. If vehicle related, please include proof of insurance if applicable.

Agreement

☑ I Agree.

By checking the "I agree" box below, you agree and acknowledge that 1) your application will not be signed in the sense of a traditional paper document, 2) by signing in this alternate manner, you authorize your electronic signature to be valid and binding upon you to the same force and effect as a handwritten signature, and 3) you may still be required to provide a traditional signature at a later date.

Signature

By signing below, I acknowledge that the above-provided information is true and correct to the best of my knowledge and belief.

Chris Skrocki

Refer To

Shea Fankhouser

Department

WATER & SEWER

Additional Documentation

Upload

Skrocki Subrogation Demand.pdf 4.12MB ✕

Memo

*

Sent claim received email and told claimant they first needed to file a claim with their home owner's insurance. CA 12-10-25

Sent NWA Claims, LLC a request to perform a damage assessment at this property. CA 12-11-25

Insurance company responded with letter stating they will seek subrogation against the City. Sent inquiry on how to proceed to CAO. CA 12-23-25

City Attorney's Office gave response that claimant will have to provide subrogation letter or claim will be closed. I sent this instruction to claimant and asked if he could provide this from his insurance company. CA 1-7-26

Letter to Claimant * Upload

Comments *2000 characters left*

Submit Memo

NWA Claims, LLC.

P.O. Box 4872
Fayetteville, AR 72702
479-871-3700

Client:	Chris Skrocki
Property:	516 North Fallin Avenue Fayetteville , AR 72702
Operator:	MDEATON
Estimator:	Mark Deaton
Business:	(479) 871-3700
Type of Estimate:	Water Damage
Date Entered:	12/16/2025
Date Assigned:	12/11/2025
Price List:	ARFA8X_JAN26
Labor Efficiency:	Restoration/Service/Remodel
Estimate:	SKROCKI_SKETCH
File Number:	26-001

PROPERTY DAMAGE DISCLAIMER: PLEASE READ CAREFULLY

NWA Claims, LLC . is not authorized to: (1) make coverage determinations, (2) secure contractors, (3) authorize OR suggest payments, or (4) authorize work of any kind whatsoever.

NWA Claims, LLC . will prepare an estimate based on visible damages and a scope of work needed in accordance to our opinions. Items such as hidden damages or unforeseen future developments cannot be forecasted, so our estimate represents our opinions as to an estimated measure of damages that exist as of the date of preparation.

OUR ESTIMATE IS NOT A PROMISE OF PAYMENT OR CONSTITUTES SETTLEMENT OR AN OFFER OF SETTLEMENT; IT IS NOT AN AUTHORIZATION FOR REPAIRS.

Our estimate does not create coverage under a policy where coverage does not or did not exist.

Preparation of our estimate does not prevent an insurance company from reserving its rights under a policy, or from exercising its rights as outlined within the policy.

This estimate is subject to review by the client/insurance company.

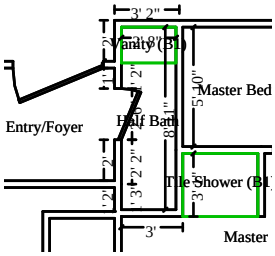
NWA Claims, LLC . is not responsible for payment to any third party contractor for any fees for repairs, construction, remediation, etc., to the property upon which this estimate was prepared.

NWA Claims, LLC.

P.O. Box 4872
Fayetteville, AR 72702
479-871-3700

SKROCKI_SKETCH

Downstairs

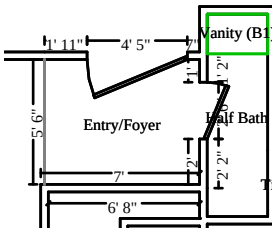


Half Bath **Height: 9'**

191.83	SF Walls	23.78	SF Ceiling
215.61	SF Walls & Ceiling	23.78	SF Floor
2.64	SY Flooring	14.50	LF Floor Perimeter
23.17	LF Ceil. Perimeter		

Door **2' 6" X 6' 8"** **Opens into ENTRY_FOYER**

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
1. 1/2" - drywall per LF - up to 2' tall	14.50 LF	11.38	19.31	33.00	217.32	(0.00)	217.32
2. Remove Pre-finished solid wood flooring	84.00 SF	2.70	26.53	45.36	298.69	(0.00)	298.69
Remove half of the wood flooring not removed during mitigation.							
3. Pre-finished solid wood flooring	23.78 SF	9.54	26.54	45.38	298.78	(0.00)	298.78
4. Baseboard *	14.50 LF	3.82	6.48	11.08	72.95	(0.00)	72.95
5. Paint baseboard - one coat	14.50 LF	1.03	1.75	2.98	19.67	(0.00)	19.67
6. Paint the walls - two coats	191.83 SF	1.09	24.47	41.82	275.38	(0.00)	275.38
Paint Walls For Match							
7. Interior door unit	1.00 EA	316.68	37.06	63.34	417.08	(0.00)	417.08
To Include Framing							
8. Paint door/window trim & jamb - 2 coats (per side)	2.00 EA	34.48	8.06	13.80	90.82	(0.00)	90.82
Totals: Half Bath			**150.20**	**256.76**	**1,690.69**	**0.00**	**1,690.69**



Entry/Foyer **Height: 15' 6"**

289.31	SF Walls	37.58	SF Ceiling
326.89	SF Walls & Ceiling	37.58	SF Floor
4.18	SY Flooring	12.42	LF Floor Perimeter
24.83	LF Ceil. Perimeter		

Missing Wall **5' 6" X 15' 6"** **Opens into LIVING_ROOM**

Door **4' 5" X 6' 8"** **Opens into Exterior**

Door **2' 6" X 6' 8"** **Opens into HALF_BATH**

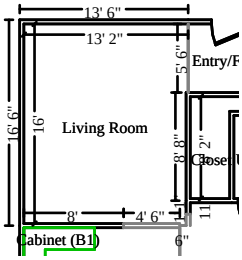
DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
9. 1/2" - drywall per LF - up to 2' tall	12.42 LF	11.38	16.54	28.26	186.14	(0.00)	186.14
10. Paint the walls - two coats	289.31 SF	1.09	36.90	63.08	415.33	(0.00)	415.33
Paint Walls For Match							

NWA Claims, LLC.

P.O. Box 4872
Fayetteville, AR 72702
479-871-3700

CONTINUED - Entry/Foyer

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
11. Pre-finished solid wood flooring	37.58 SF	9.54	41.94	71.70	472.15	(0.00)	472.15
Totals: Entry/Foyer			**95.38**	**163.04**	**1,073.62**	**0.00**	**1,073.62**

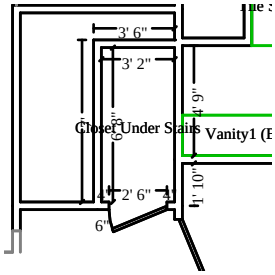


Living Room **Height: 9'**

434.89	SF Walls	209.00	SF Ceiling
643.89	SF Walls & Ceiling	209.00	SF Floor
23.22	SY Flooring	46.92	LF Floor Perimeter
52.33	LF Ceil. Perimeter		

Missing Wall - Goes to Floor	**4' 6" X 6' 8"**	**Opens into KITCHEN**
Missing Wall	**6" X 9'**	**Opens into DINING_AREA**
Missing Wall - Goes to Floor	**11" X 6' 8"**	**Opens into DINING_AREA**
Missing Wall	**5' 6" X 9'**	**Opens into ENTRY_FOYER**

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
12. Fireplace hearth - tile	96.00 SF	17.91	201.17	343.88	2,264.41	(0.00)	2,264.41
13. Framing & Rough Carpentry (Bid Item)	1.00 EA	325.00	38.03	65.00	428.03	(0.00)	428.03
14. 1/2" - drywall per LF - up to 4' tall	46.92 LF	16.41	90.08	154.00	1,014.04	(0.00)	1,014.04
15. Paint the walls - two coats	434.89 SF	1.09	55.46	94.80	624.29	(0.00)	624.29
16. Pre-finished solid wood flooring	209.00 SF	9.54	233.28	398.78	2,625.92	(0.00)	2,625.92
17. Baseboard *	46.92 LF	3.82	20.96	35.84	236.03	(0.00)	236.03
18. Paint baseboard - one coat	46.92 LF	1.03	5.65	9.66	63.64	(0.00)	63.64
Totals: Living Room			**644.63**	**1,101.96**	**7,256.36**	**0.00**	**7,256.36**



Closet Under Stairs **Height: 9'**

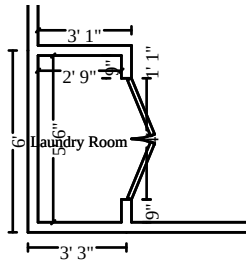
160.33	SF Walls	21.11	SF Ceiling
181.44	SF Walls & Ceiling	21.11	SF Floor
2.35	SY Flooring	17.17	LF Floor Perimeter
19.67	LF Ceil. Perimeter		

Door	**2' 6" X 6' 8"**	**Opens into DINING_AREA**

NWA Claims, LLC.

P.O. Box 4872
Fayetteville, AR 72702
479-871-3700

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
19. 1/2" - drywall per LF - up to 2' tall	17.17 LF	11.38	22.86	39.08	257.33	(0.00)	257.33
20. Remove Pre-finished solid wood flooring	84.00 SF	2.70	26.53	45.36	298.69	(0.00)	298.69
Remove half of the wood flooring not removed during mitigation.							
21. Pre-finished solid wood flooring	21.11 SF	9.54	23.57	40.28	265.24	(0.00)	265.24
22. Baseboard *	17.17 LF	3.82	7.68	13.12	86.39	(0.00)	86.39
23. Paint baseboard - one coat	17.17 LF	1.03	2.06	3.54	23.29	(0.00)	23.29
24. Paint the walls - two coats	160.33 SF	1.09	20.45	34.96	230.17	(0.00)	230.17
Paint Walls For Match							
25. Interior door unit	1.00 EA	316.68	37.06	63.34	417.08	(0.00)	417.08
To Include Framing							
26. Paint door/window trim & jamb - 2 coats (per side)	2.00 EA	34.48	8.06	13.80	90.82	(0.00)	90.82
Totals: Closet Under Stairs			**148.27**	**253.48**	**1,669.01**	**0.00**	**1,669.01**



Laundry Room **Height: 9'**

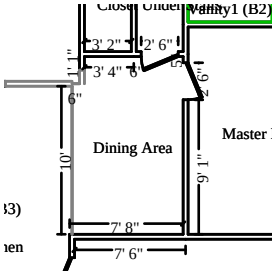
121.83 SF Walls	15.13 SF Ceiling
136.96 SF Walls & Ceiling	15.13 SF Floor
1.68 SY Flooring	12.50 LF Floor Perimeter
16.50 LF Ceil. Perimeter	

Door **4' X 6' 8"** **Opens into KITCHEN**

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
27. 1/2" - drywall per LF - up to 2' tall	12.50 LF	11.38	16.64	28.46	187.35	(0.00)	187.35
28. Remove Pre-finished solid wood flooring	84.00 SF	2.70	26.53	45.36	298.69	(0.00)	298.69
Remove half of the wood flooring not removed during mitigation.							
29. Pre-finished solid wood flooring	15.13 SF	9.54	16.88	28.86	190.08	(0.00)	190.08
30. Baseboard *	12.50 LF	3.82	5.59	9.56	62.90	(0.00)	62.90
31. Paint baseboard - one coat	12.50 LF	1.03	1.51	2.58	16.97	(0.00)	16.97
32. Paint the walls - two coats	121.83 SF	1.09	15.54	26.56	174.89	(0.00)	174.89
Paint Walls For Match							
33. Interior door unit	1.00 EA	316.68	37.06	63.34	417.08	(0.00)	417.08
To Include Framing							
34. Paint door/window trim & jamb - 2 coats (per side)	2.00 EA	34.48	8.06	13.80	90.82	(0.00)	90.82
Totals: Laundry Room			**127.81**	**218.52**	**1,438.78**	**0.00**	**1,438.78**

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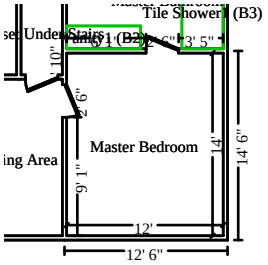


Dining Area **Height: 9'**

214.06	SF Walls	88.47	SF Ceiling
302.53	SF Walls & Ceiling	88.47	SF Floor
9.83	SY Flooring	22.25	LF Floor Perimeter
28.17	LF Ceil. Perimeter		

Door	**2' 6" X 6' 8"**	**Opens into MASTER_BEDRO**
Door	**2' 6" X 6' 8"**	**Opens into CLOSET_UNDER**
Missing Wall - Goes to Floor	**11" X 6' 8"**	**Opens into LIVING_ROOM**
Missing Wall	**6" X 9'**	**Opens into LIVING_ROOM**
Missing Wall	**10' X 9'**	**Opens into KITCHEN**

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
35. 1/2" - drywall per LF - up to 2' tall	22.25 LF	11.38	29.63	50.64	333.48	(0.00)	333.48
36. Paint the walls - two coats	214.06 SF	1.09	27.30	46.66	307.29	(0.00)	307.29
Paint Walls For Match							
37. Remove Pre-finished solid wood flooring	44.23 SF	2.70	13.97	23.88	157.27	(0.00)	157.27
Remove portion of wood flooring during mitigation							
38. Pre-finished solid wood flooring	88.47 SF	9.54	98.75	168.80	1,111.55	(0.00)	1,111.55
Totals: Dining Area			**169.65**	**289.98**	**1,909.59**	**0.00**	**1,909.59**



Master Bedroom **Height: 9'**

434.67	SF Walls	168.00	SF Ceiling
602.67	SF Walls & Ceiling	168.00	SF Floor
18.67	SY Flooring	47.00	LF Floor Perimeter
52.00	LF Ceil. Perimeter		

Door	**2' 6" X 6' 8"**	**Opens into MASTER_BATHR**
Door	**2' 6" X 6' 8"**	**Opens into DINING_AREA**

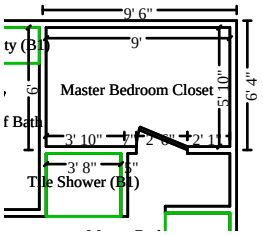
DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
39. 1/2" - drywall per LF - up to 2' tall	47.00 LF	11.38	62.58	106.98	704.42	(0.00)	704.42
40. Remove Pre-finished solid wood flooring	84.00 SF	2.70	26.53	45.36	298.69	(0.00)	298.69
Remove half of the wood flooring not removed during mitigation.							
41. Pre-finished solid wood flooring	168.00 SF	9.54	187.52	320.54	2,110.78	(0.00)	2,110.78
42. Baseboard *	47.00 LF	3.82	21.01	35.90	236.45	(0.00)	236.45
43. Paint baseboard - one coat	47.00 LF	1.03	5.66	9.68	63.75	(0.00)	63.75
44. Paint the walls - two coats	434.67 SF	1.09	55.43	94.76	623.98	(0.00)	623.98

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CONTINUED - Master Bedroom

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
Paint Walls For Match							
45. Interior door unit	1.00 EA	316.68	37.06	63.34	417.08	(0.00)	417.08
To Include Framing							
46. Paint door/window trim & jamb - 2 coats (per side)	2.00 EA	34.48	8.06	13.80	90.82	(0.00)	90.82
Totals: Master Bedroom			**403.85**	**690.36**	**4,545.97**	**0.00**	**4,545.97**



Master Bedroom Closet **Height: 9'**

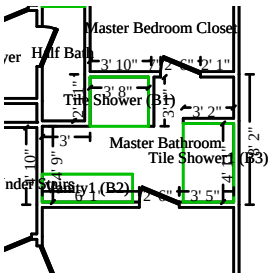
250.33	SF Walls	52.50	SF Ceiling
302.83	SF Walls & Ceiling	52.50	SF Floor
5.83	SY Flooring	27.17	LF Floor Perimeter
29.67	LF Ceil. Perimeter		

Door **2' 6" X 6' 8"** **Opens into MASTER_BATHR**

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
47. 1/2" - drywall per LF - up to 2' tall	27.17 LF	11.38	36.18	61.84	407.21	(0.00)	407.21
48. Pre-finished solid wood flooring	52.50 SF	9.54	58.60	100.18	659.63	(0.00)	659.63
49. Baseboard *	27.17 LF	3.82	12.14	20.76	136.69	(0.00)	136.69
50. Paint baseboard - one coat	27.17 LF	1.03	3.28	5.60	36.87	(0.00)	36.87
51. Paint the walls - two coats	250.33 SF	1.09	31.92	54.58	359.36	(0.00)	359.36
Paint Walls For Match							
52. Interior door unit	1.00 EA	316.68	37.06	63.34	417.08	(0.00)	417.08
To Include Framing							
53. Paint door/window trim & jamb - 2 coats (per side)	2.00 EA	34.48	8.06	13.80	90.82	(0.00)	90.82
Totals: Master Bedroom Closet			**187.24**	**320.10**	**2,107.66**	**0.00**	**2,107.66**

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Master Bathroom **Height: 9'**

304.19	SF Walls	82.56	SF Ceiling
386.74	SF Walls & Ceiling	45.76	SF Floor
5.08	SY Flooring	18.67	LF Floor Perimeter
52.17	LF Ceil. Perimeter		

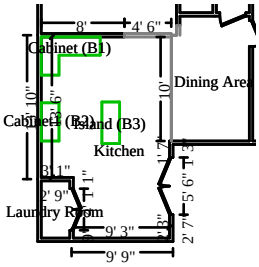
Door **2' 6" X 6' 8"** **Opens into MASTER_BEDRO**

Door **2' 6" X 6' 8"** **Opens into MASTER_BEDR2**

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
54. 1/2" - drywall per LF - up to 2' tall	18.67 LF	11.38	24.85	42.50	279.81	(0.00)	279.81
55. Pre-finished solid wood flooring	45.76 SF	9.54	51.07	87.32	574.94	(0.00)	574.94
56. Baseboard *	18.67 LF	3.82	8.34	14.26	93.92	(0.00)	93.92
57. Paint baseboard - one coat	18.67 LF	1.03	2.24	3.84	25.31	(0.00)	25.31
58. Paint the walls - two coats	304.19 SF	1.09	38.80	66.32	436.69	(0.00)	436.69
Paint Walls For Match							
59. Interior door unit	1.00 EA	316.68	37.06	63.34	417.08	(0.00)	417.08
To Include Framing							
60. Paint door/window trim & jamb - 2 coats (per side)	2.00 EA	34.48	8.06	13.80	90.82	(0.00)	90.82
61. Jetted tub *	1.00 EA	2,260.16	264.44	452.04	2,976.64	(0.00)	2,976.64
Replace Jetted Tub-Had to be removed to clean fecal matter which had settled under it.							
62. Masonry (Bid Item)	1.00 EA	675.00	78.97	135.00	888.97	(0.00)	888.97
Re-tile around tub							
63. Tile shower - 61 to 100 SF	1.00 EA	2,137.88	250.13	427.58	2,815.59	(0.00)	2,815.59
Replace shower stall - Hardware Included							
64. Vanity*	4.00 LF	154.22	72.18	123.38	812.44	(0.00)	812.44
65. Countertop - Reset*	4.00 LF	10.88	5.09	8.70	57.31	(0.00)	57.31
66. Plumbing (Bid Item)	1.00 EA	325.00	31.69	0.00	356.69	(0.00)	356.69
Reset plumbing fixtures in bathroom							
Totals: Master Bathroom			**872.92**	**1,438.08**	**9,826.21**	**0.00**	**9,826.21**

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Kitchen **Height: 9'**

377.17 SF Walls	222.13 SF Ceiling
599.29 SF Walls & Ceiling	195.84 SF Floor
21.76 SY Flooring	26.50 LF Floor Perimeter
53.50 LF Ceil. Perimeter	

Door	**4' X 6' 8"**	**Opens into LAUNDRY_ROOM**
Door	**5' 6" X 6' 8"**	**Opens into Exterior**
Missing Wall	**10' X 9'**	**Opens into DINING_AREA**
Missing Wall - Goes to Floor	**4' 6" X 6' 8"**	**Opens into LIVING_ROOM**

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
67. Detach & Reset Countertop*	54.00 SF	33.07	208.93	357.16	2,351.87	(0.00)	2,351.87
Reset Countertop							
68. 1/2" - drywall per LF - up to 2' tall	26.50 LF	11.38	35.28	60.32	397.17	(0.00)	397.17
69. Remove Pre-finished solid wood flooring	97.92 SF	2.70	30.94	52.88	348.20	(0.00)	348.20
Remove half of the wood flooring not removed during mitigation.							
70. Pre-finished solid wood flooring	195.84 SF	9.54	218.59	373.66	2,460.56	(0.00)	2,460.56
71. Baseboard *	26.50 LF	3.82	11.84	20.24	133.31	(0.00)	133.31
72. Paint baseboard - one coat	26.50 LF	1.03	3.19	5.46	35.95	(0.00)	35.95
73. Paint the walls - two coats	377.17 SF	1.09	48.10	82.22	541.44	(0.00)	541.44
Paint Walls For Match							
74. Detach & Reset Range - freestanding - gas *	1.00 EA	160.88	18.83	32.18	211.89	(0.00)	211.89
Reset Stove							
75. Detach & Reset Refrigerator*	1.00 EA	54.02	6.32	10.80	71.14	(0.00)	71.14
Reset Refrigerator							
76. Detach & Reset Dishwasher	1.00 EA	234.69	27.46	46.94	309.09	(0.00)	309.09
Reset Dishwasher							
77. Remove Cabinetry - lower (base) units *	6.00 LF	8.65	6.07	10.38	68.35	(0.00)	68.35
Remove lower cabinet section not removed during mitigation							
78. Cabinetry - lower (base) units *	16.00 LF	361.97	677.60	1,158.30	7,627.42	(0.00)	7,627.42
Replace lower cabinets-Doors Included-R&Ret Hardware Included							
79. Plumbing (Bid Item)	1.00 EA	325.00	31.69	0.00	356.69	(0.00)	356.69
Reset All Plumbing Items/Plumbing/Garbage Disposal/Etc.							
Totals: Kitchen			**1,324.84**	**2,210.54**	**14,913.08**	**0.00**	**14,913.08**
Total: Downstairs			**4,124.79**	**6,942.82**	**46,430.97**	**0.00**	**46,430.97**

Stairs

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Miscellaneous

DESCRIPTION	QUANTITY	UNIT PRICE	TAX	O&P	RCV	DEPREC.	ACV
80. Insulation (Bid Item) Replace damaged insulation on exterior walls	1.00 EA	-575.00	-67.27	-115.00	-757.27	(0.00)	-757.27
81. Electrical (Bid Item) Address electrical items	1.00 EA	750.00	73.13	0.00	823.13	(0.00)	823.13
Totals: Miscellaneous			**5.86**	**-115.00**	**65.86**	**0.00**	**65.86**
Total: Stairs			**5.86**	**-115.00**	**65.86**	**0.00**	**65.86**
Line Item Totals: SKROCKI_SKETCH			**4,130.65**	**6,827.82**	**46,496.83**	**0.00**	**46,496.83**

Grand Total Areas:

4,438.26	SF Walls	1,398.22	SF Ceiling	5,836.48	SF Walls and Ceiling
1,365.36	SF Floor	151.71	SY Flooring	428.73	LF Floor Perimeter
0.00	SF Long Wall	0.00	SF Short Wall	574.89	LF Ceil. Perimeter
1,365.36	Floor Area	1,549.25	Total Area	4,064.17	Interior Wall Area
2,854.42	Exterior Wall Area	308.00	Exterior Perimeter of Walls		
0.00	Surface Area	0.00	Number of Squares	0.00	Total Perimeter Length
0.00	Total Ridge Length	0.00	Total Hip Length		

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Summary

Line Item Total	35,538.36
Overhead	3,413.91
Profit	3,413.91
Total Sales Tax	4,130.65
Replacement Cost Value	**$46,496.83**
Net Claim	**$46,496.83**

Mark Deaton

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1 1-IMG_4023

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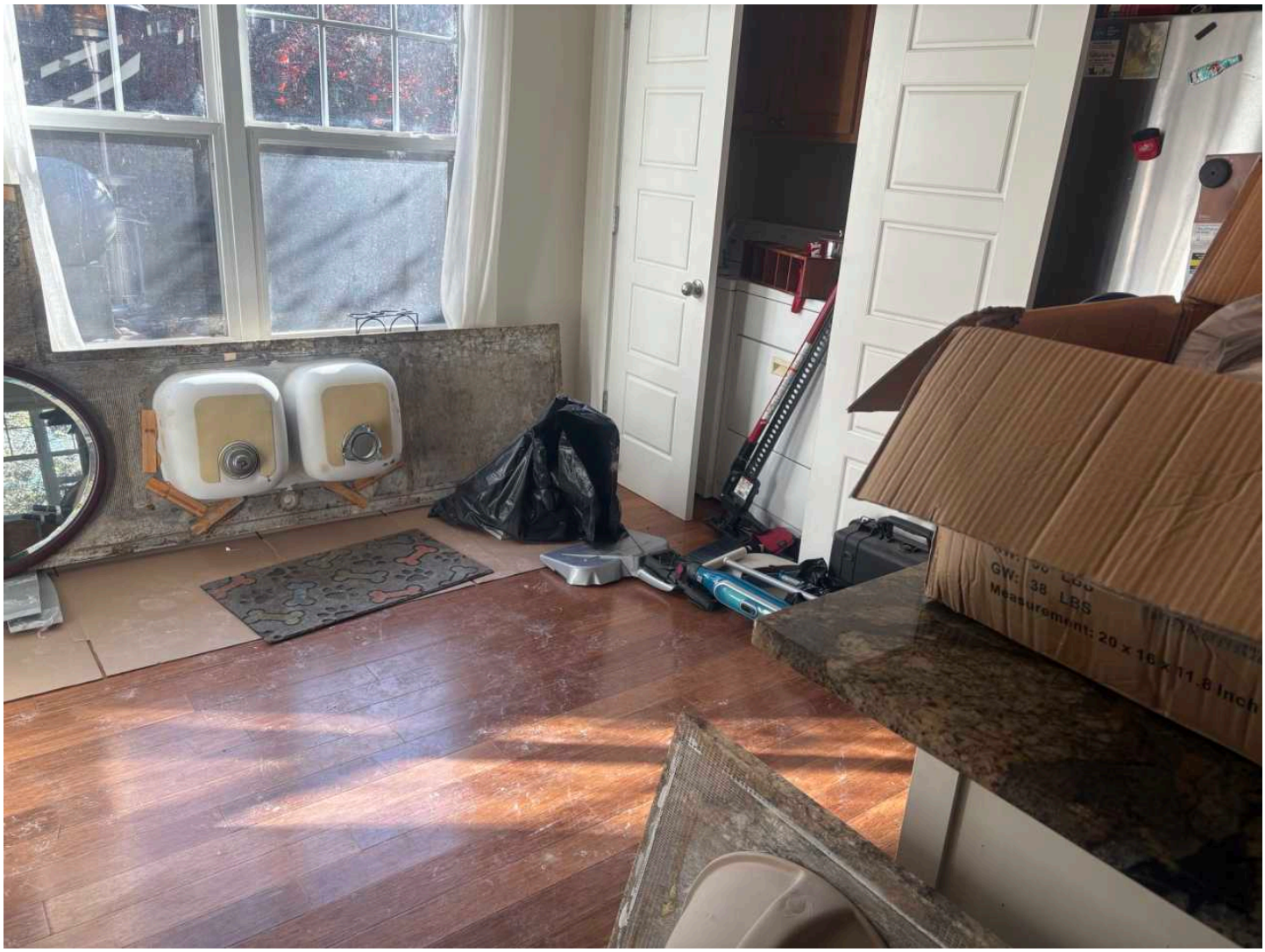
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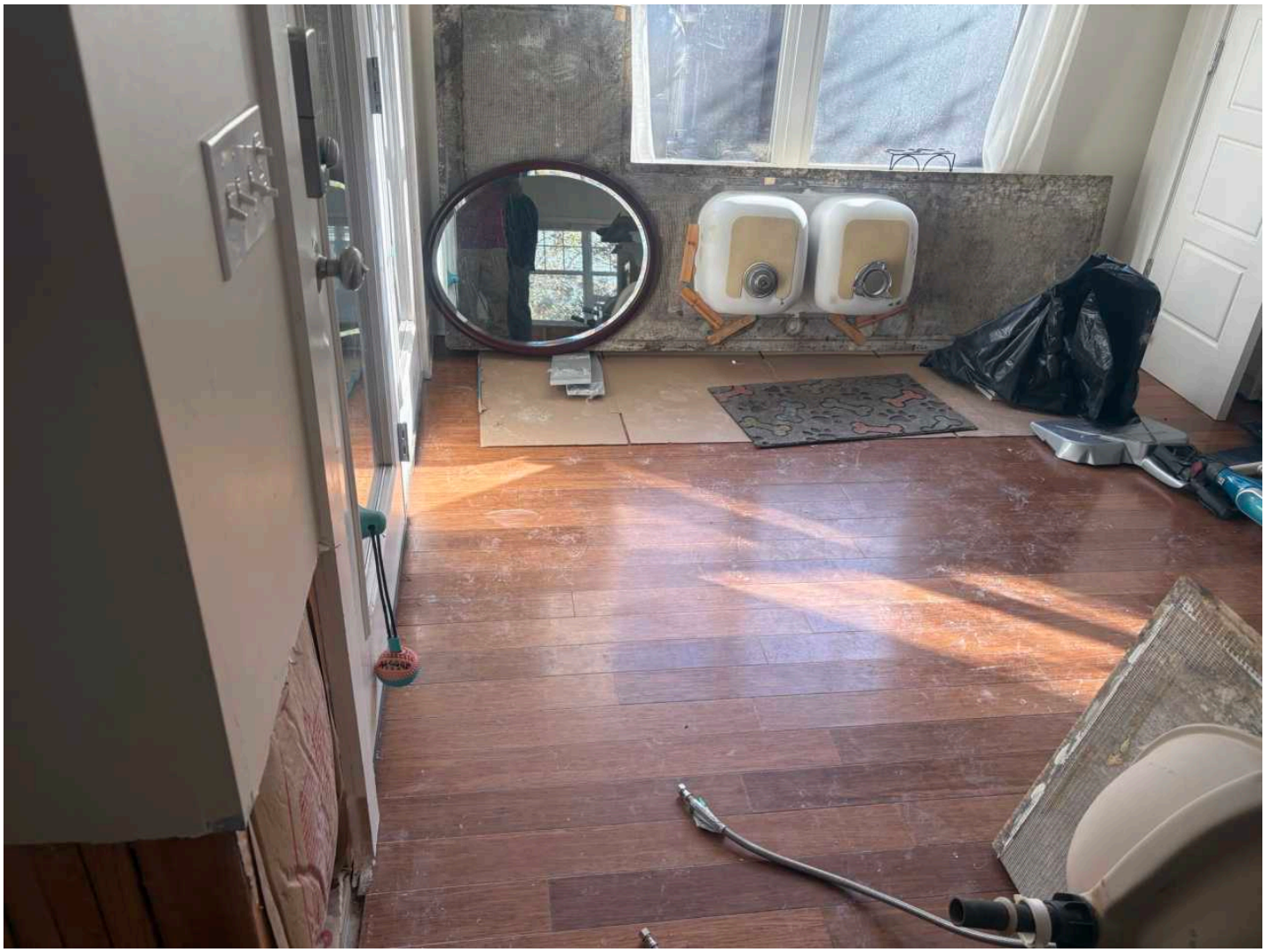
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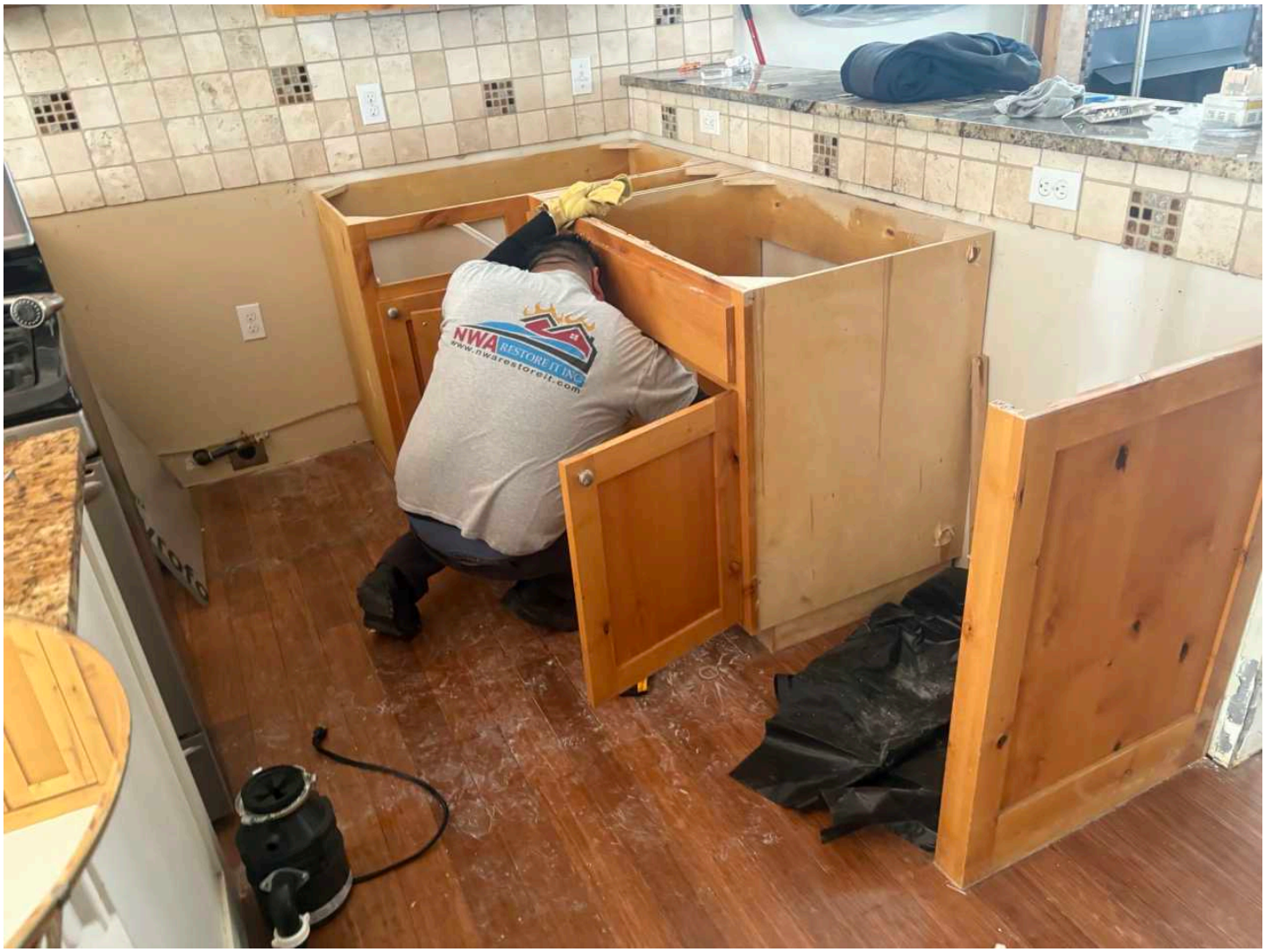
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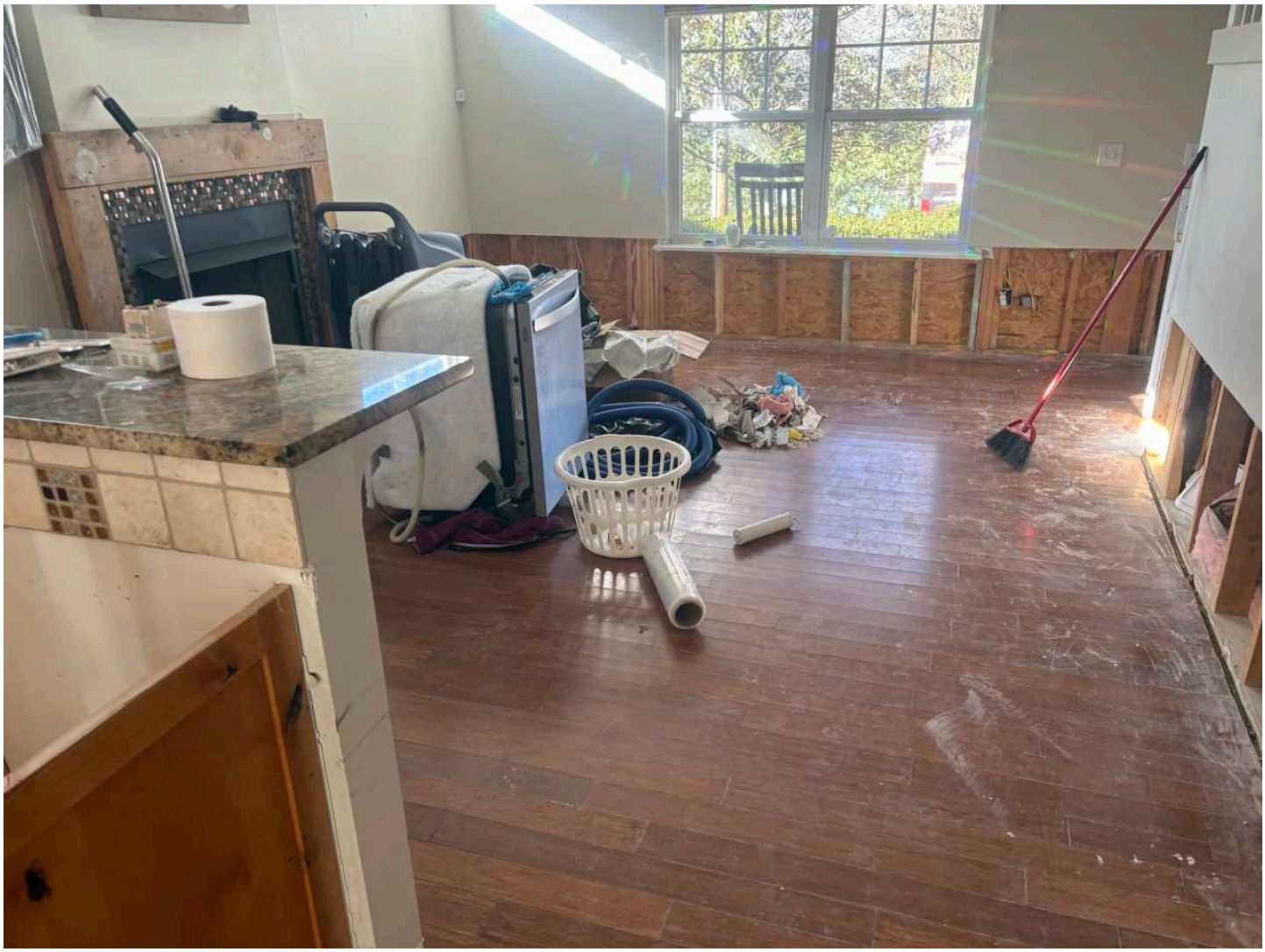
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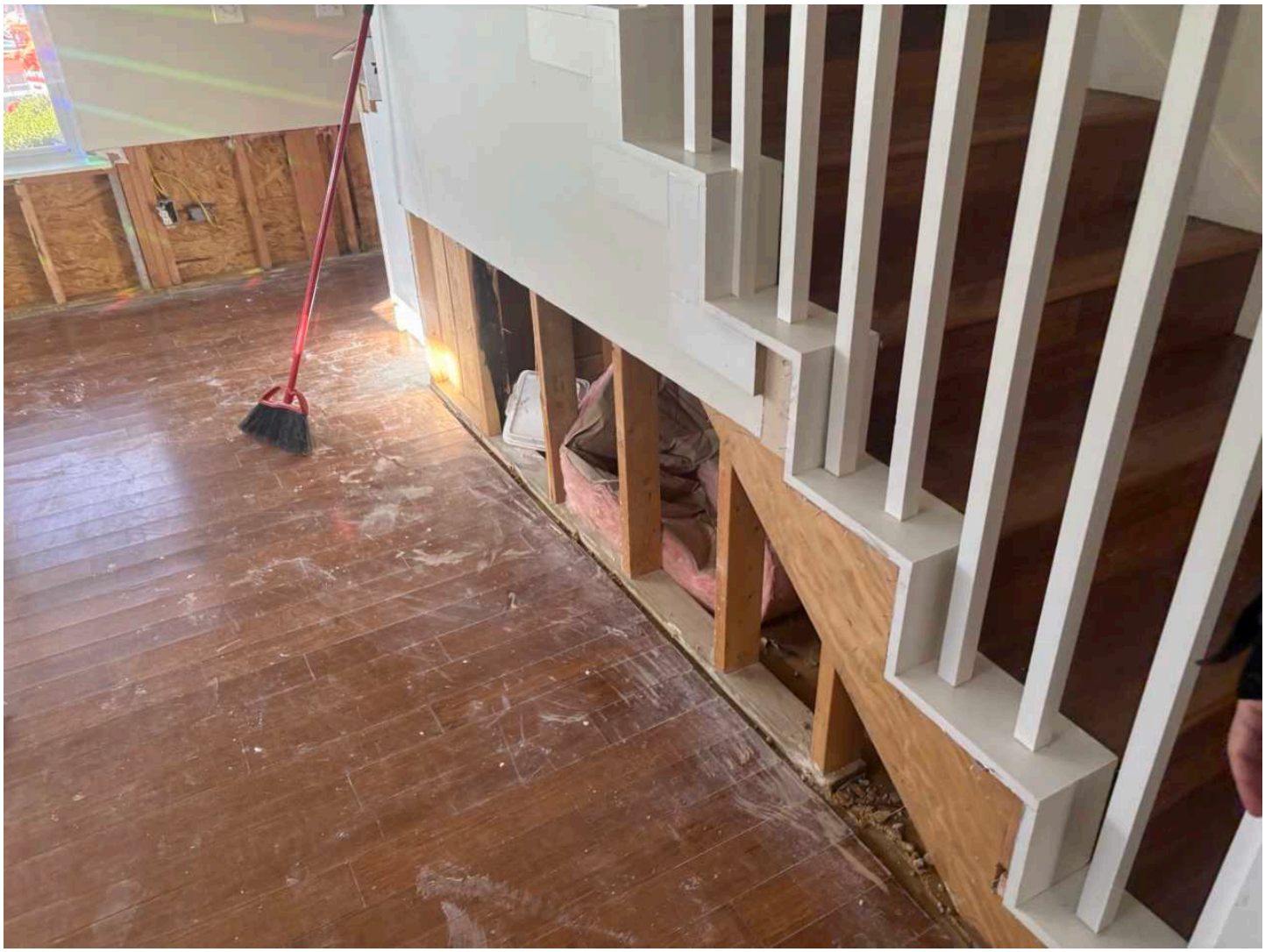
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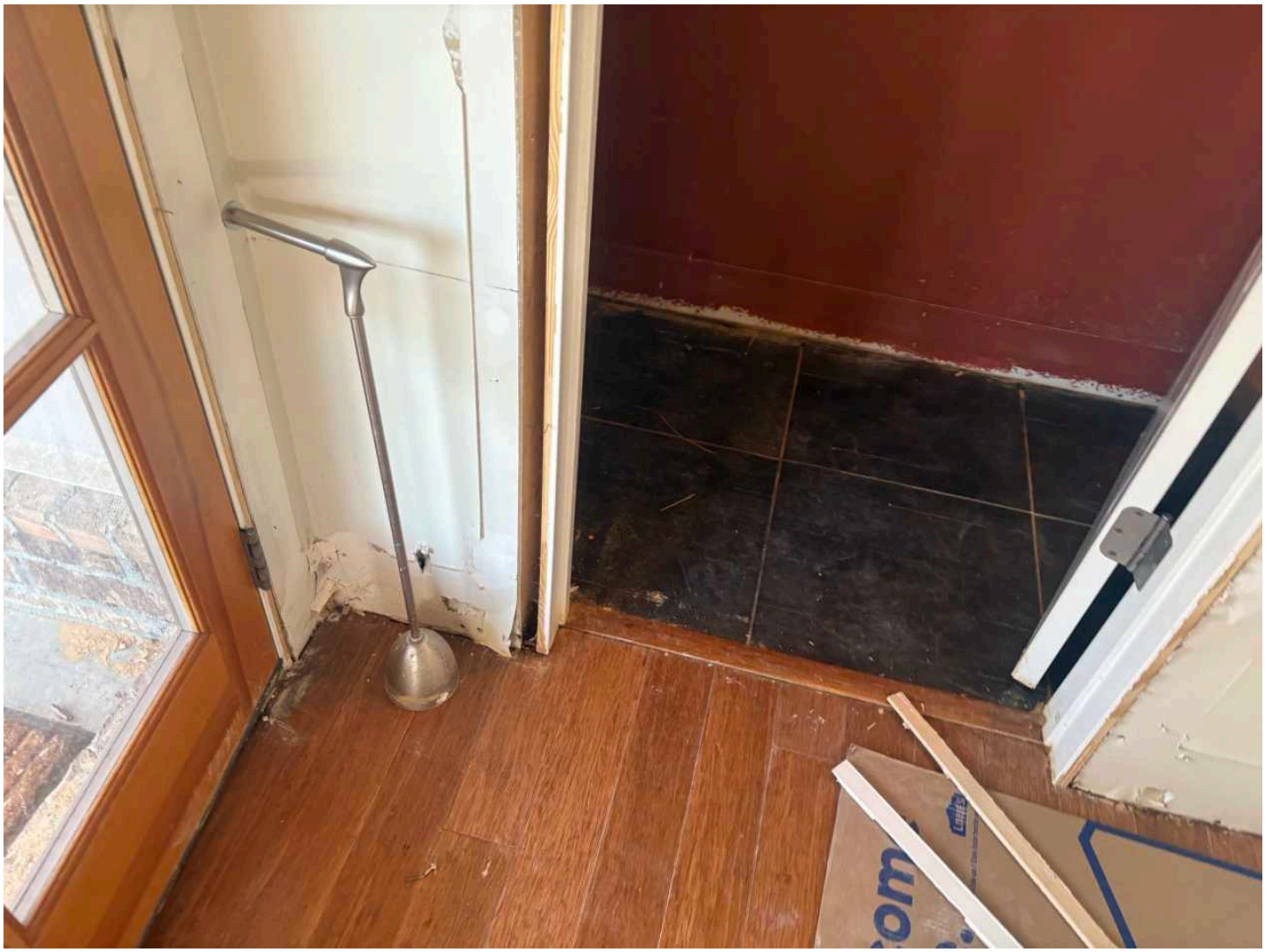
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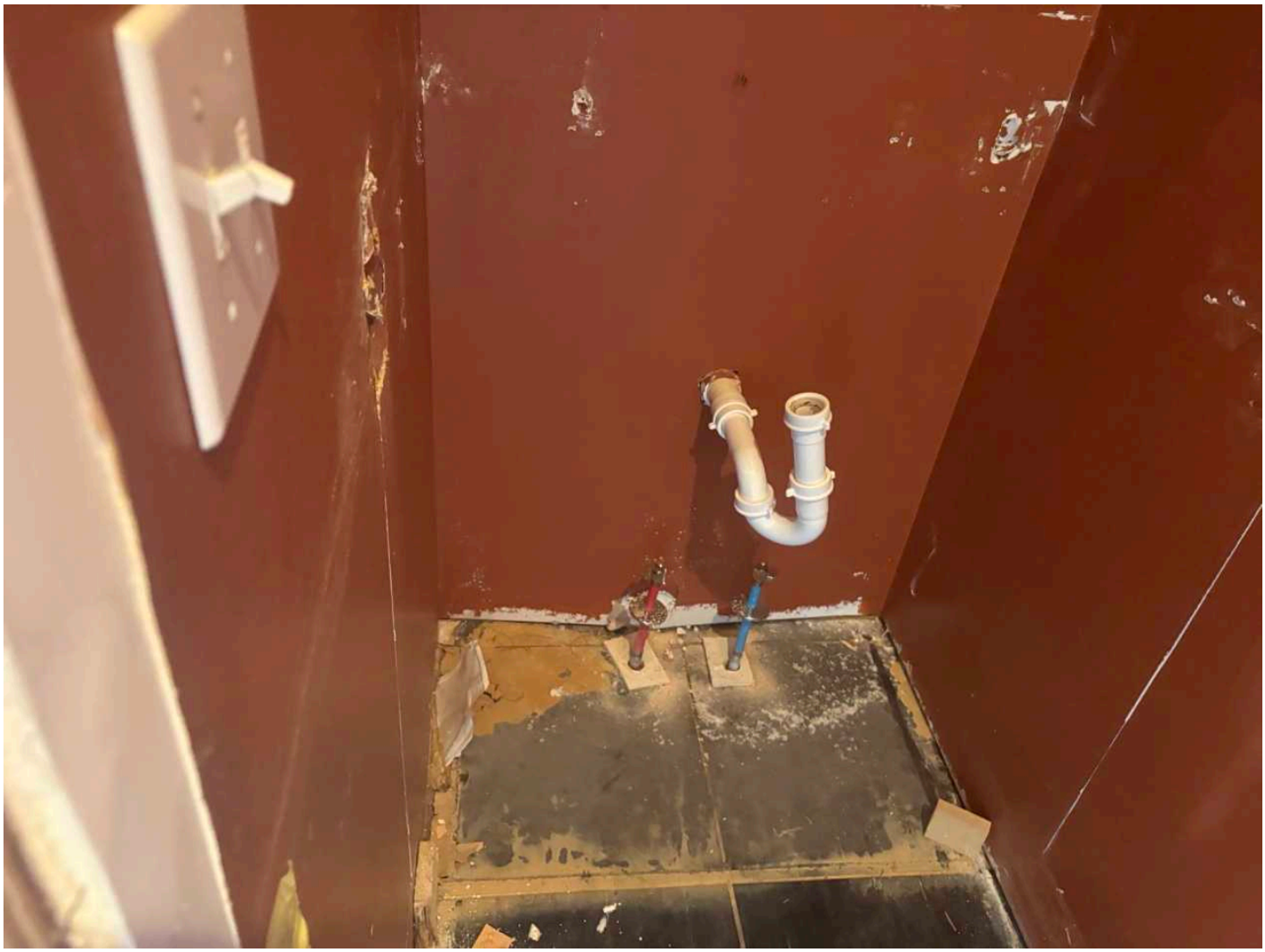
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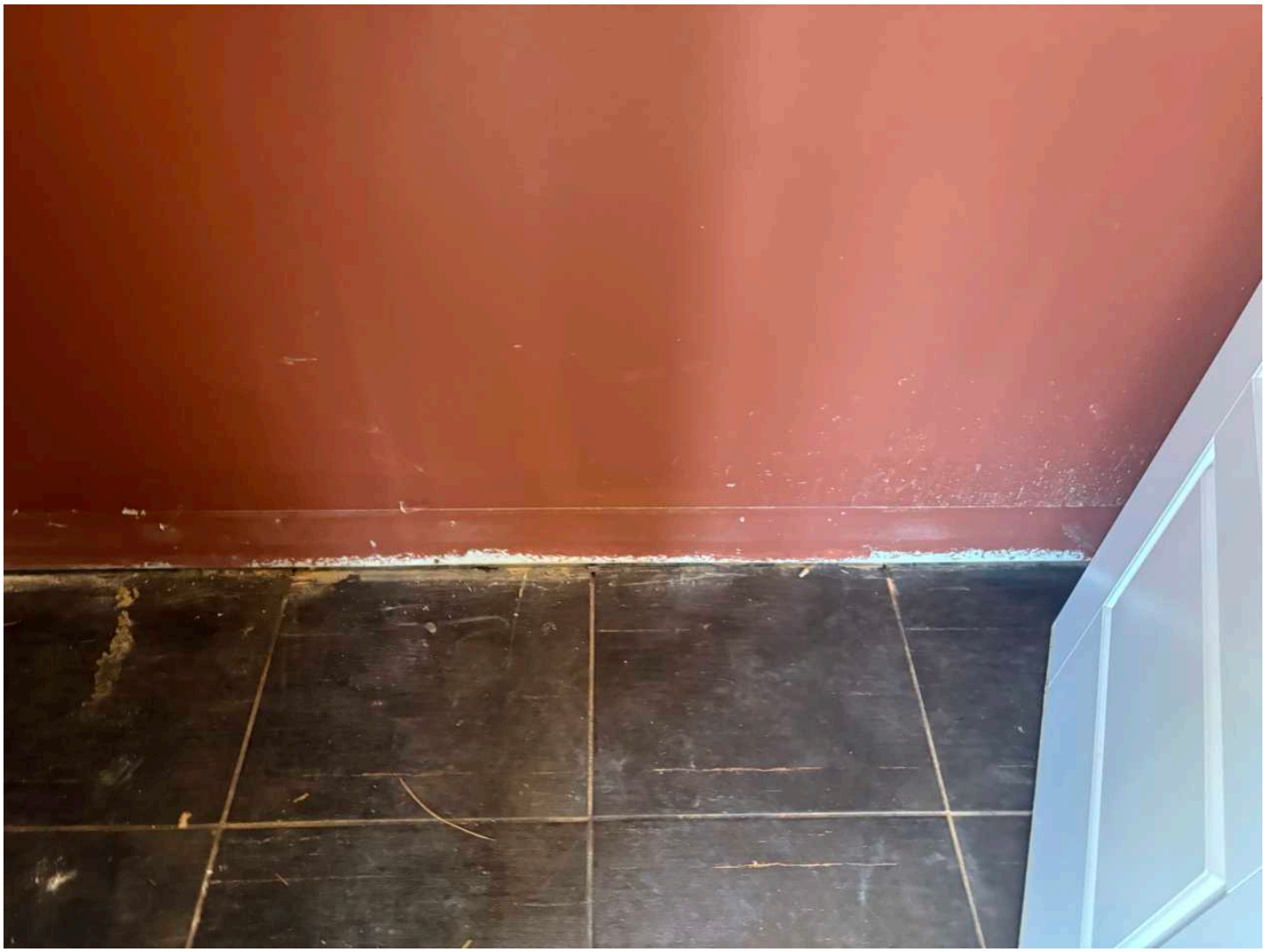
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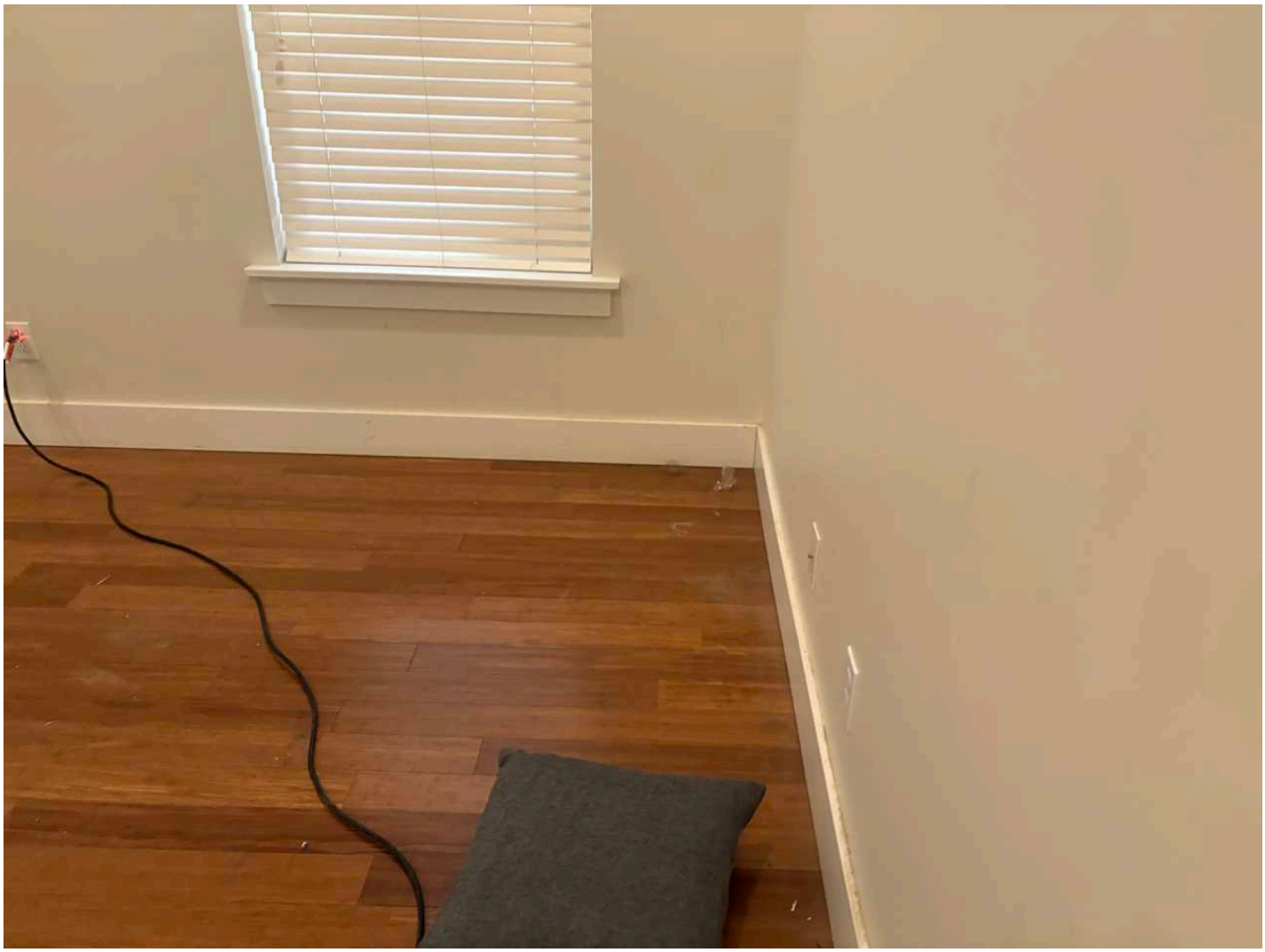
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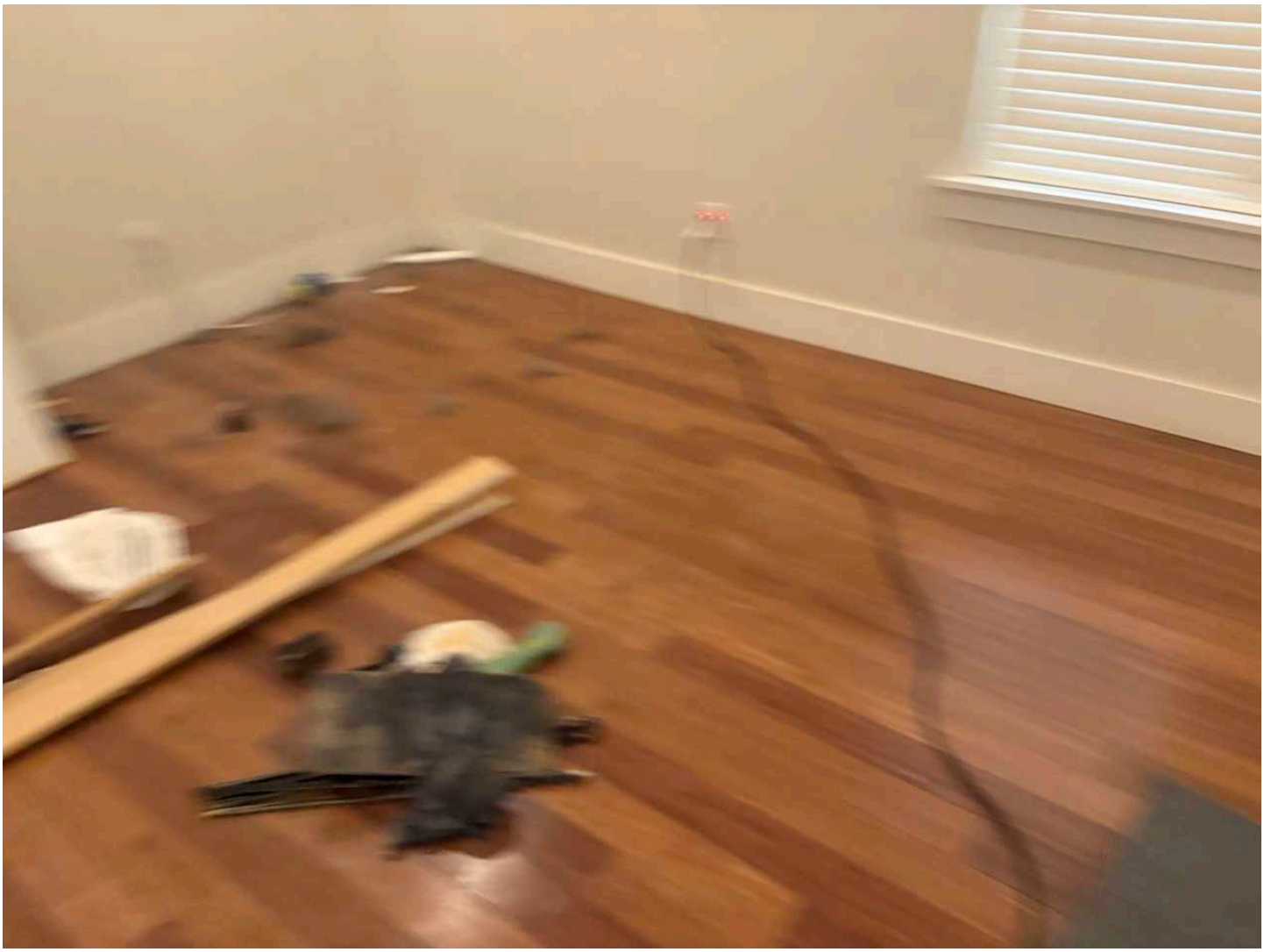
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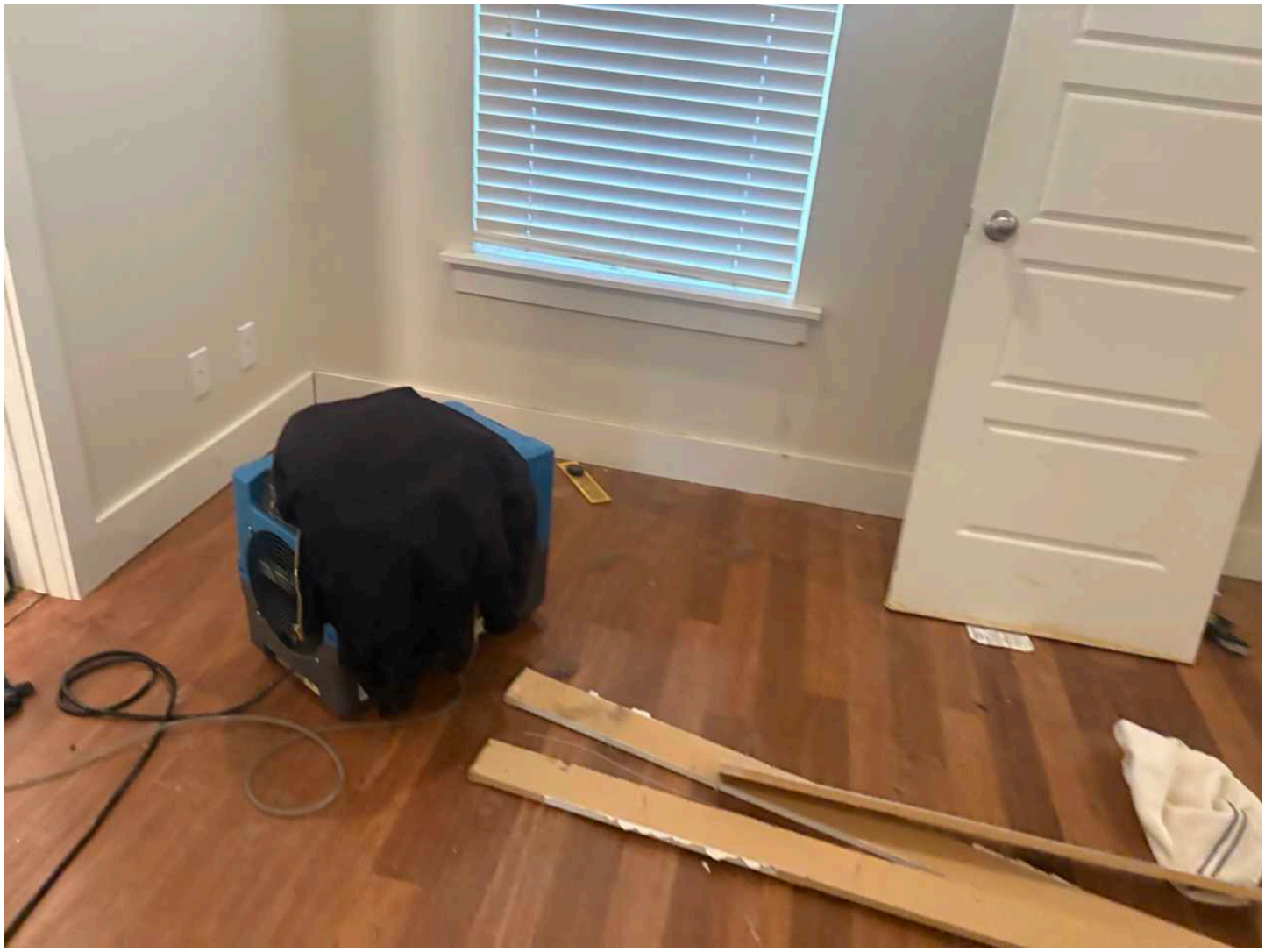
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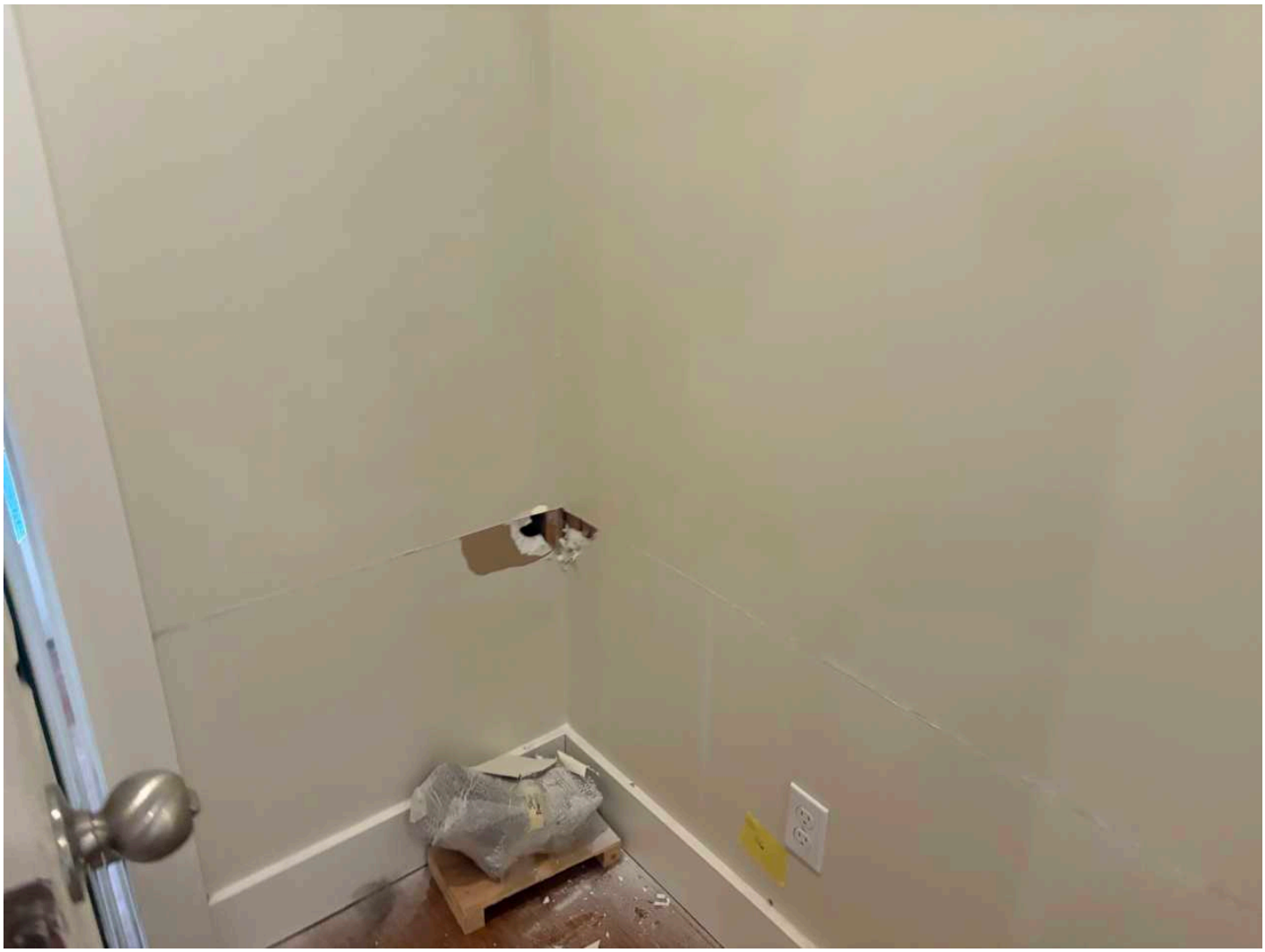
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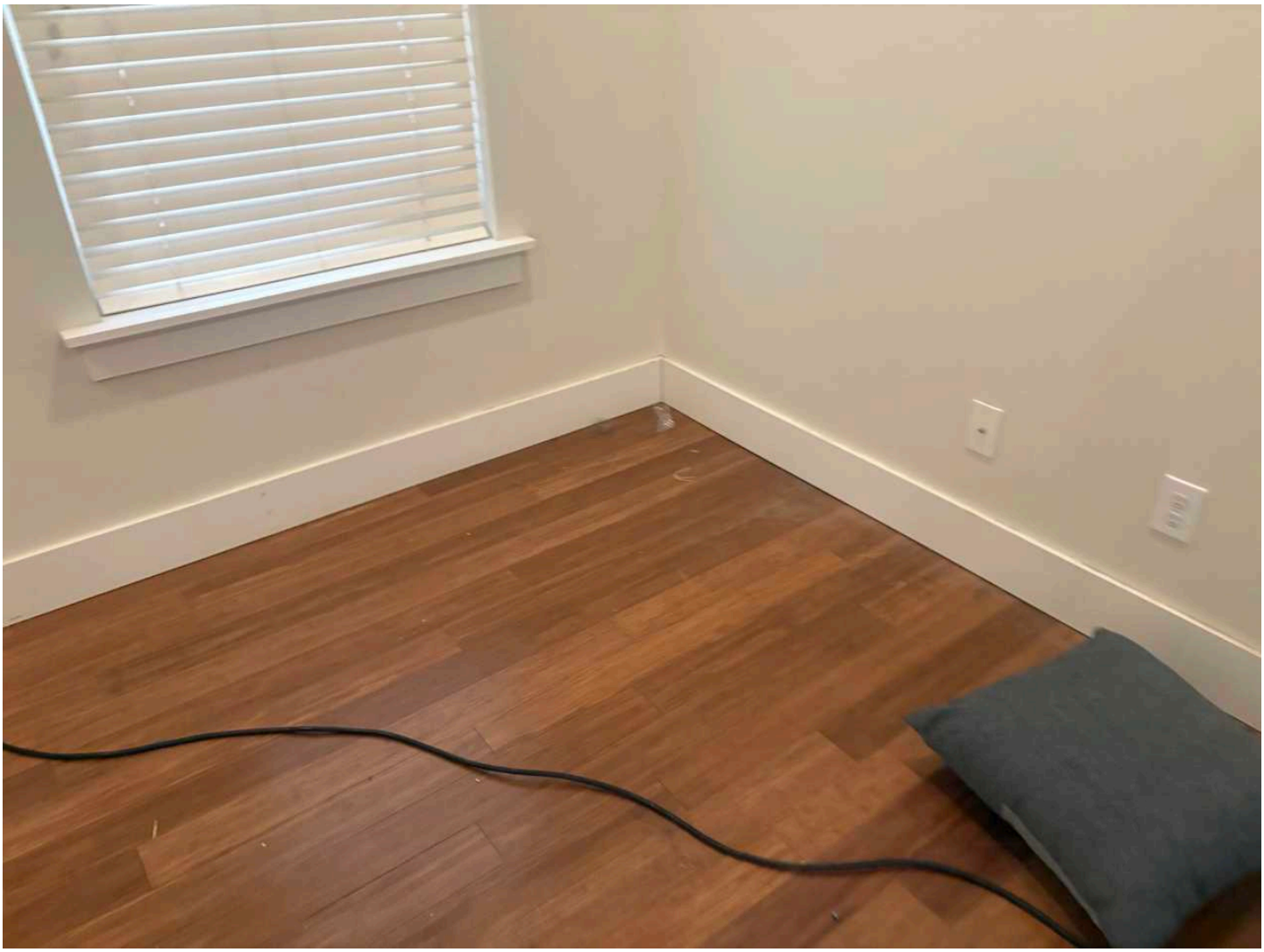
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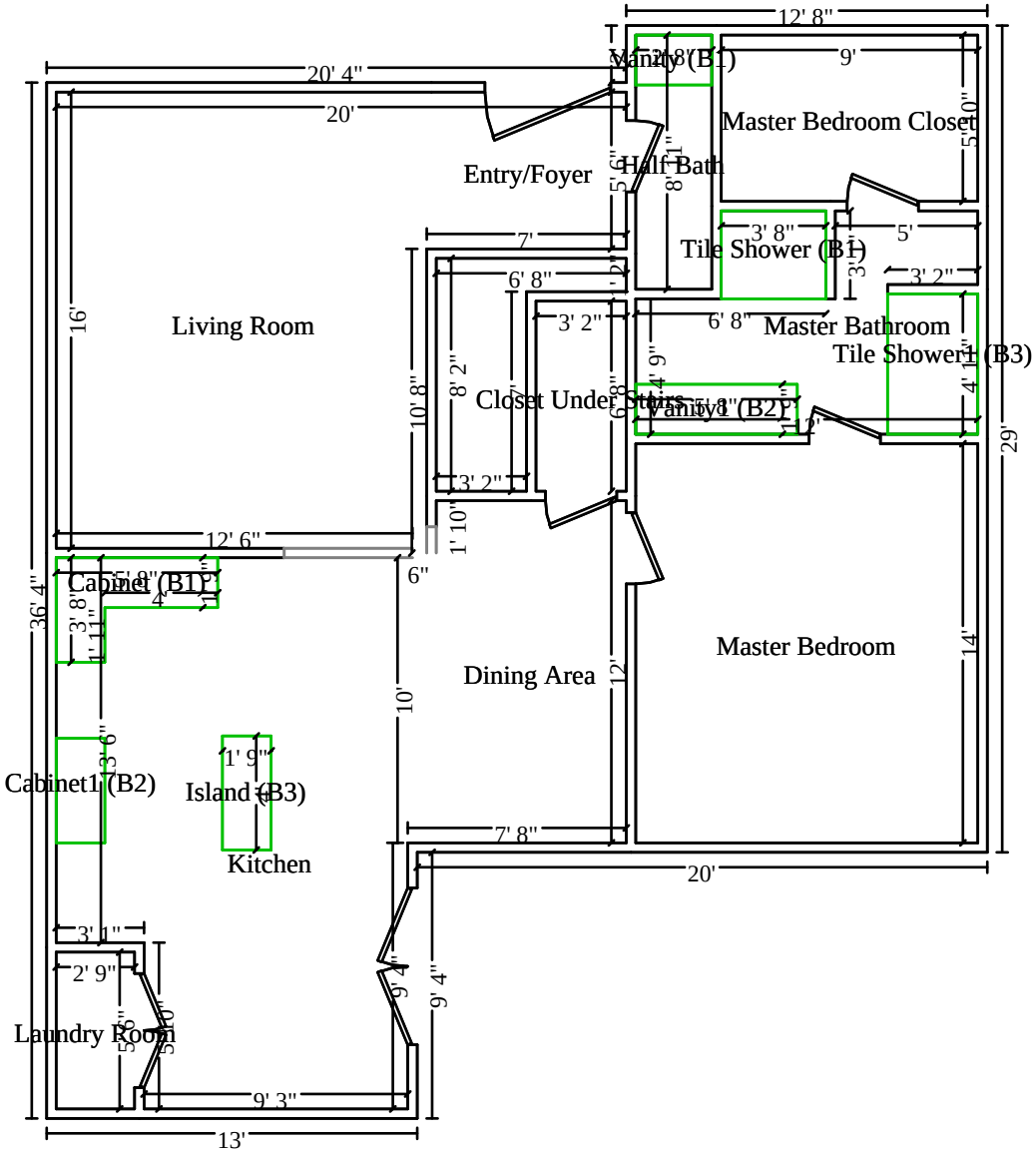
23 23-IMG_4048

NWA Claims, LLC.

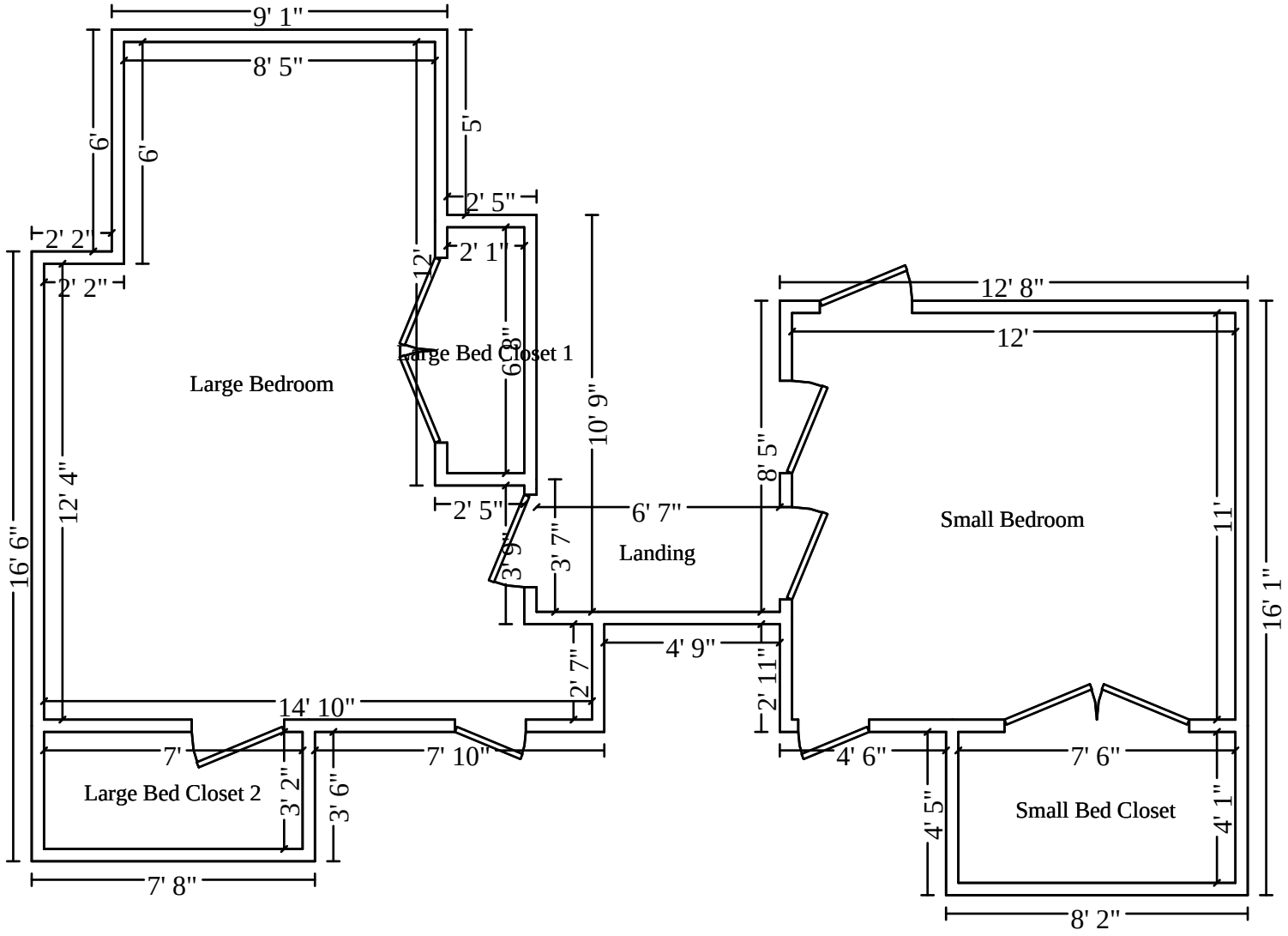
P.O. Box 4872
Fayetteville, AR 72702
479-871-3700



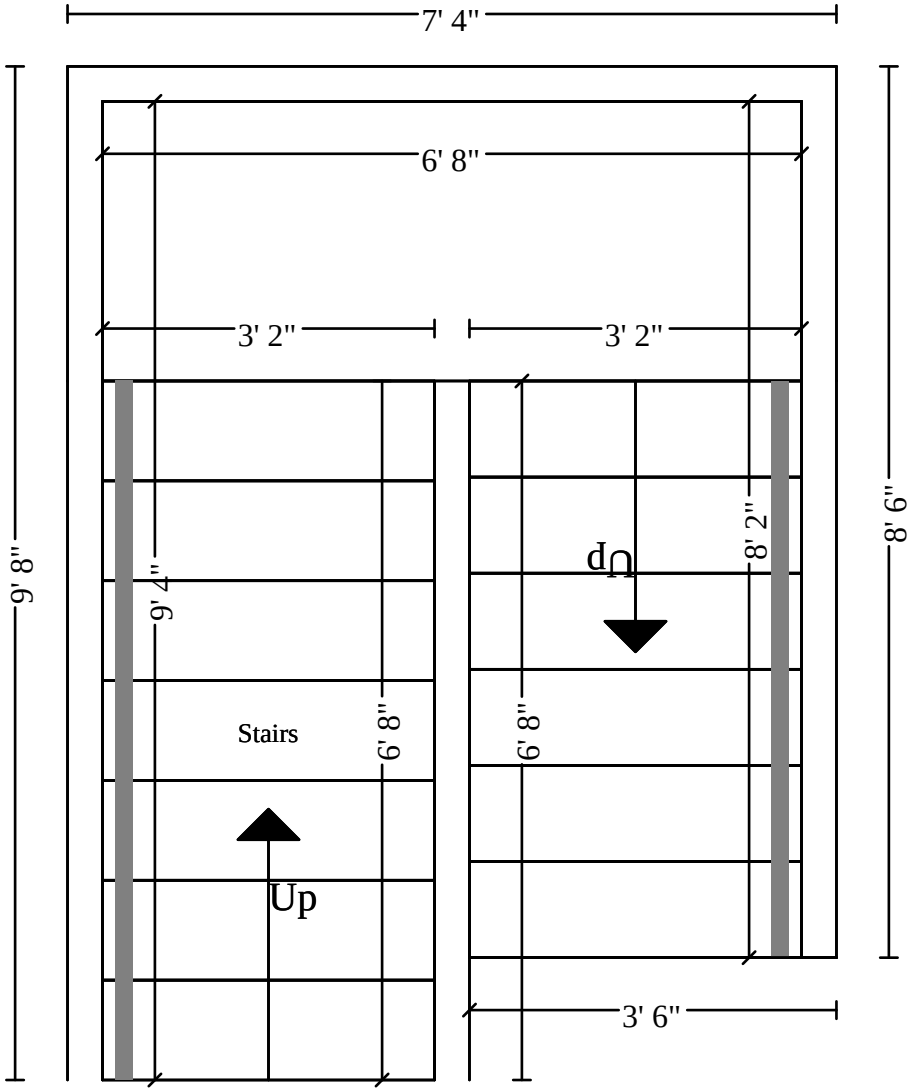
24 24-IMG_4049


12' 8"
Vanity (B1)
2' 8"
9'
20' 4"
20'
Master Bedroom Closet
5' 0"
Entry/Foyer
Half Bath
5' 6"
8' 11"
7'
3' 8"
Tile Shower (B1)
5'
3' 2"
6' 8"
3' 2"
Living Room
16'
6' 8"
Master Bathroom
Tile Shower (B3)
4' 1"
10' 8"
8' 2"
Closet Under Stairs
Vanity1 (B2)
29'
3' 2"
12' 6"
1' 10"
6"
Cabinet (B1)
5' 8"
4"
3' 8"
1' 11"
36' 4"
Master Bedroom
14'
Dining Area
12'
10'
Cabinet1 (B2)
3' 6"
1' 9"
Island (B3)
Kitchen
7' 8"
20'
3' 1"
2' 9"
9' 4"
9' 4"
Laundry Room
5' 5"
5' 0"
9' 3"
13'

Downstairs


9' 1"
8' 5"
6'
6'
5'
2' 5"
2' 2"
2' 2"
2' 1"
12'
6' 8"
10' 9"
Large Bedroom
Large Bed Closet 1
16' 6"
12' 4"
2' 5"
6' 7"
3' 9"
3' 7"
Landing
12' 8"
12'
8' 5"
Small Bedroom
11'
16' 1"
4' 9"
2' 7"
2' 11"
14' 10"
7'
7' 10"
4' 6"
7' 6"
Large Bed Closet 2
3' 2"
3' 6"
4' 5"
Small Bed Closet
4' 1"
7' 8"
8' 2"

Upstairs



Stairs

Personal Property Lost Items

ROOM	ITEM	DESCRIPTION	VALUE	POTENTIALLY RECOVERABLE		Comments
KITCHEN						
	Food on counters	Assorted food exposed	$75		0	Sewage air, approx 8 hrs
	Dog food	Dog food on floor	$40		0	
	Plants	Plants on floor	$110		0	
	Dog containers	Bowls, auto water dispenser	$80		0	On floor, Rizzari Automatic Pet Water Bowl part of this
	Dishwasher	Stainless,	$600		0	In standing sewage approx 8 hrs
	Stove	Gas 5 burner stove and oven including exhaust hood	$950		0	Bottom instanding sewage appro 8 hrs. Top to match
					0	
	Trash Can	Stainless trash can pedal	$60		0	
	Plastic storage	Containers in island approx 15 pcs	$70		0	Close proximity to raw sewage
					0	
	Bottom Cabinet				0	
	Pots	13 pcs	$280		0	Close proximity to raw sewage
	Cast iron pans	4 pcs	$140		0	Close proximity to raw sewage
	Other pans	4 pcs	$120		0	Close proximity to raw sewage
	Towels / trivets / pot holders	15 pcs	$170		0	Close proximity to raw sewage
	Cleaning supplies under sink		$150		0	Close proximity to raw sewage
					0	Close proximity to raw sewage
	Free Standing Cabinet	Cabinet sitting under window that housed liquor and serving items	$900	1	900	In standing seage for approx 8 hrs, potentially recoverable with refinish
					0	
					0	
	Runner carpet 10'x3'		$300		0	
	Under carpet pad 10'x3'		$40		0	
					0	
DINING	6 chairs	Raised, solid wood	$1,500	1	1500	Legs in sewage approx 8 hrs, potentially recoverable with refinish
	Dining room table	Solid wood	$1,100	1	1100	Legs in sewage approx 8 hrs, potentially recoverable with refinish
	Air rifle	Rifle w/ scope	$250		0	Butt stock in raw sewage
					0	
WATER HEATER CLOSET	Cleaning supplies floor	Chemicals	$210		0	
		Rags, towels on floor x 12	$120		0	
	Free standing selves		$150		0	
	Vacuum cleaner		$175		0	
	Steam cleaner		$200		0	
					0	
LIVING ROOM					0	
	8' Leather Couch	Full leather dog proof	$2,500		0	Legs in standing sewage for 8 hrs as well as potentially underside of couch. Dog jumped on couch after paws in raw sewage.
	4' Fabric Love Seat	Custom furniture to the house	$750		0	Legs in sewage approx 8 hrs, dog jumped on with contaminated paws
	4' Fabric Love Seat	Custom furniture to the house	$600		0	Legs in sewage approx 8 hrs, dog jumped on with contaminated paws
	Fabric Bench Seat	Custom furniture to the house	$800		0	Legs in sewage approx 8 hrs, dog jumped on with contaminated paws
	Ottoman storage bench		$350		0	Legs in sewage approx 8 hrs, dog jumped on with contaminated paws
	Dog toys	several kong toys, chuck it balls	$90		0	
	Router		$150		0	Replacement from ATT
	Google Nest Range Extender		$90		0	
	Accent lamp		$75		0	fell on contaminated ground
	Electric cords	4 pcs	$60		0	
	Bar stools	3 pcs solid wood	$450		0	
	Coffee Table	Solid wood (Walnut)	$400		0	Legs in sewage approx 8 hrs
	Area Rug	8 x 10	$1,439		0	Rizzy Mod Mo575a Grey Area Rug
	Under Rug Pad	8 x 10	$150		0	
	Bottom shelf Curio				0	
	Items by Entrance	Book	$60		0	
		Plant	$40		0	
		Photos	$40		0	
					0	
1/2 BATHROOM					0	
	Cleaning Supplies		$65		0	
	Towels / Rags	x 8	$80		0	
	Brush, plunger		$30		0	
	Bidet on toilet		$90		0	
BEDROOM					0	
	King Bed frame Bernhardt 379-H06 Headboard Fabric, Bernhardt 379-FR06 Footboard/rails		$1,095		0	Purchased 7/22/2024 Sam's Furniture order 15178
	Box Spring		$270	1	270	Potentially recoverable
	Mattress		$1,500	1	1500	Potentially recoverable, had a waterproof coverg
	Bedding	Comforter	$150		0	Bedding replacement result of dog jumping on bed with contaminated paws
	Blankets	x 2	$90		0	Bedding replacement result of dog jumping on bed with contaminated paws

	Dream Fit Enhanced Bamboo King Sheets FFBB004-75-5K5 Sheet Set		$190		0	Bedding replacement result of dog jumping on bed with contaminated paws. Purchased Sam's Furniture 7/19/2024
	King Size Pillows (x 4), Decorative Pillow set (x3)	x1	$125		0	
	High Dresser	Solid wood 5'	$800	1	800	Bottom in sewage 8 hrs. Potentially recoverable
	Low dresser	Solid wood 7'	$1,300	1	1300	Bottom in sewage 8 hrs. Potentially recoverable
	End tables	Solid wood by bed x 2	$600	1	600	Bottom in sewage 8 hrs. Potentially recoverable
	Air filter free standing		$250		0	
	Clothes bottom drawers				0	
		Pants x 7 pr	$280		0	
		T shirts x 14	$200		0	
		Collar shirts x 12	$360		0	
		Socks x 15 pr	$150		0	
	End table lamps	x 2	$100		0	Cords in sewage approx 8 hrs
	Dog bed	x1	$90		0	
MASTER BATHROOM					0	
	Cleaning supplies bottom		$175		0	
	Bathroom products bottom		$120		0	
	Hairdryer		$30		0	
	Brush, plunger		$30		0	
	Bath mat		$25		0	
	Bath products tub		$40		0	Tub overflow and raw sewage spill
					0	
MASTER CLOSET	Soft sided gun cases	x 6	$260		0	Absorbed raw sewage. All exposed firearms recoverable after extensive disinfecting/lubricating
	Hard sided gun case	x 1	$80		0	
	Shoes				0	
	Sneakers	x 5	$750		0	
	Boots	x 3	$420		0	
	Special boots with Sole insoles	x 1	$600		0	Cape Buffalo Courtenay Boots tyre style tread sourced from Africa Sporting Creations Dallas Safari Club with sole insoles
	Cowboy Boots	x 2	$700		0	Caiman and bull hide
	Dress shoes	x3	$510		0	
	Shotgun shells Pheasant loads	x150	$250		0	Disposed of with Fayetteville PD hand receipt
	Cabela's Compound Bow case	x1	$90		0	Soft case, absorbed sewage
	Laser Rangefinder in Bow case	x1	$100		0	Sat in sewage for 8 hrs.
	Bow release	x1	$60		0	absorbed sewage
	Ultralight aluminum collapsible hunting tripod (rail and swivel attachments	x1	$300		0	elastic line within poles (similar to camping poles) could not be effectively decontaminated
EXTERIOR	Welcome mat	x2	$80		0	Contaminated shoes making repeated contact
	8'x10' mat	x1	$150		0	Contaminated items seeping sewage placed upon this mat in screened in porch area
ADDITIONAL EXPENSES	Tarps, gloves, towels for gun cleaning	x1	$70.84		0	receipt TrueValue 12/10/25

$28,490	total personal property impacted
$7,970	potentially recoverable amount
$24,505	total personal property loss if half recoverable items are restored, doesn't include costs for restoration



NWA Restore It Inc

13525 W. Highway 102
Centerton, AR 72719
Office: 479-795-1300
Fax: 479-795-1156
Tax-ID-- 72-1532198

Client:	Skrocki, Christopher
Property:	516 N Fallin Ave Fayetteville , AR 72701
Operator:	GEORGIAC

Estimator:	Georgia Coppock	Business:	(479) 795-1300
Company:	NWA Restore It Inc.	E-mail:	georgiac@nwarestoreit.com
Business:	13525 W Hwy 102 Centerton, AR 72719		

Type of Estimate:			
Date Entered:	12/8/2025	Date Assigned:	

Price List:	ARFA8X_DEC25
Labor Efficiency:	Restoration/Service/Remodel
Estimate:	SKROCKI_CONT_0977C

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SKROCKI_CONT_0977C

Inventory Import

Inventory Import

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
1. On-Site Evaluation and/or Supervisor/Admin - per hour	25.00 HR	0.00	65.73	160.22	1,803.47
2. On-Site Inventory, Packing, Boxing, Moving chrg - per hour	76.33 HR	0.00	52.86	393.39	4,428.19
3. Cleaning Technician - per hour	138.00 HR	0.00	52.86	711.23	8,005.91
4. Moving Truck	1.00 EA	0.00	933.43	0.00	933.43
5. Job-site moving/storage container - (per month)	3.00 MO	0.00	249.00	72.83	819.83
This is for 3 months of storage (any additional months will be charged separately)					
6. Job-site moving container - pick up/del. (ea. way) 12'-20'	2.00 EA	0.00	99.50	19.40	218.40
Total: Inventory Import				1,357.07	16,209.23

Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
7. Clean countertop appliance - small - Light clean	1.00 EA	0.00	7.82	0.77	8.59
8. Clean countertop appliance	5.00 EA	0.00	16.55	8.14	90.89
[Skrocki-000021] - Clean countertop appliance					
[Skrocki-000021] - Clean countertop appliance					
[Skrocki-000027] - Clean countertop appliance					
[Skrocki-000024] - Clean countertop appliance					
9. Clean countertop appliance - Heavy clean	3.00 EA	0.00	22.32	6.67	73.63
[Skrocki-000039] - Clean countertop appliance - Heavy clean					
[Skrocki-000039] - Clean countertop appliance - Heavy clean					
[Skrocki-000018] - Clean countertop appliance - Heavy clean					
10. Clean household appliance	3.00 EA	0.00	25.00	7.42	82.42
[Skrocki-000029] - Clean household appliance					
[Skrocki-000099] - Clean household appliance					
[Skrocki-000099] - Clean household appliance					
11. Clean household appliance - small	1.00 EA	0.00	8.46	0.84	9.30

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CONTINUED - Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000028] - Clean household appliance - small					
12. Clean household appliance - Light clean	4.00 EA	0.00	16.13	6.37	70.89
[Skrocki-000021] - Clean household appliance					
[Skrocki-000099] - Clean household appliance -					
- Clean household appliance					
[Skrocki-000099] - Clean household appliance					
13. Clean vacuum cleaner - canister w/ attachments	1.00 EA	0.00	43.73	4.30	48.03
[Skrocki-000042] - Clean vacuum cleaner - canister w/ attachments					
14. Clean bag - handbag - small - Full service	2.00 EA	0.00	13.68	2.93	30.29
[Skrocki-000028] - Clean bag - handbag - small - Full service					
[Skrocki-000028] - Clean bag - handbag - small - Full service					
15. Clean bag - tote bag - Full service	1.00 EA	0.00	13.56	1.45	15.01
[Skrocki-000018] - Clean bag - tote bag - Full service					
16. Clean belt - leather - Full service	1.00 EA	0.00	6.67	0.72	7.39
[Skrocki-000065] - Clean belt - leather - Full service					
17. Clean back pack - outdoor - Full service	1.00 EA	0.00	18.82	2.01	20.83
[Skrocki-000068] - Clean back pack - outdoor - Full service					
18. Provide box & tape - medium size	42.00 EA	0.00	3.42	29.37	173.01
[Skrocki-000075] - Provide box & tape - medium size					
[Skrocki-000070] - Provide box & tape - medium size					
[Skrocki-000071] - Provide box & tape - medium size					
[Skrocki-000074] - Provide box & tape - medium size					
No tags					
[Skrocki-000033] - Provide box & tape - medium size					
[Skrocki-000076] - Provide box & tape - medium size					
[Skrocki-000084] - Provide box & tape - medium size					
Pillow					
No tags					
[Skrocki-000071] - Provide box & tape - medium size					
[Skrocki-000074] - Provide box & tape - medium size					
No tags					

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CONTINUED - Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000039] - Provide box & tape - medium size					
[Skrocki-000078] - Provide box & tape - medium size					
[Skrocki-000085] - Provide box & tape - medium size					
[Skrocki-000098] - Provide box & tape - medium size					
[Skrocki-000070] - Provide box & tape - medium size					
[Skrocki-000072] - Provide box & tape - medium size					
[Skrocki-000032] - Provide box & tape - medium size					
[Skrocki-000075] - Provide box & tape - medium size					
[Skrocki-000083] - Provide box & tape - medium size					
Pillow					
No tags					
[Skrocki-000042] - Provide box & tape - medium size					
Blanket					
Pillow					
No tags					
[Skrocki-000073] - Provide box & tape - medium size					
[Skrocki-000081] - Provide box & tape - medium size					
[Skrocki-000028] - Provide box & tape - medium size					
[Skrocki-000042] - Provide box & tape - medium size					
[Skrocki-000032] - Provide box & tape - medium size					
[Skrocki-000073] - Provide box & tape - medium size					
[Skrocki-000072] - Provide box & tape - medium size					
Provide box & tape - medium size					
19. Provide box & tape - small size	25.00 EA	0.00	2.47	12.63	74.38
[Skrocki-000028] - Provide box & tape - small size					
[Skrocki-000069] - Provide box & tape - small size					
[Skrocki-000047] - Provide box & tape - small size					
[Skrocki-000045] - Provide box & tape - small size					
[Skrocki-000068] - Provide box & tape - small size					
[Skrocki-000100] - Provide box & tape - small size					
[Skrocki-000052] - Provide box & tape - small size					
[Skrocki-000030] - Provide box & tape - small size					
[Skrocki-000029] - Provide box & tape - small size					

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CONTINUED - Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000082] - Provide box & tape - small size					
[Skrocki-000025] - Provide box & tape - small size					
[Skrocki-000027] - Provide box & tape - small size					
[Skrocki-000099] - Provide box & tape - small size					
[Skrocki-000069] - Provide box & tape - small size					
[Skrocki-000031] - Provide box & tape - small size					
[Skrocki-000028] - Provide box & tape - small size					
[Skrocki-000066] - Provide box & tape - small size					
[Skrocki-000061] - Provide box & tape - small size					
[Skrocki-000067] - Provide box & tape - small size					
[Skrocki-000065] - Provide box & tape - small size					
[Skrocki-000060] - Provide box & tape - small size					
[Skrocki-000064] - Provide box & tape - small size					
[Skrocki-000059] - Provide box & tape - small size					
[Skrocki-000063] - Provide box & tape - small size					
[Skrocki-000062] - Provide box & tape - small size					
20. Provide box & tape - large size	3.00 EA	0.00	4.63	2.84	16.73
[Skrocki-000048] - Provide box & tape - large size					
[Skrocki-000054] - Provide box & tape - large size					
[Skrocki-000026] - Provide box & tape - large size					
21. Provide box, packing paper & tape - medium size	1.00 EA	0.00	3.91	0.80	4.71
[Skrocki-000024] - Provide box, packing paper & tape - medium size					
22. Clean curtains - plain - large - Full service	4.00 EA	0.00	42.20	18.08	186.88
[Skrocki-000018] - Clean curtains - plain - large - Full service					
[Skrocki-000018] - Clean curtains - plain - large - Full service					
[Skrocki-000018] - Clean curtains - plain - large - Full service					
[Skrocki-000018] - Clean curtains - plain - large - Full service					
23. Clean gloves - Full service	2.00 EA	0.00	8.32	1.79	18.43
[Skrocki-000081] - Clean gloves - Full service					
[Skrocki-000081] - Clean gloves - Full service					
24. Clean hanger - padded - Full service	3.00 EA	0.00	3.88	1.24	12.88

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CONTINUED - Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000065] - Clean hanger - padded - Full service					
25. Clean hat - Full service	1.00 EA	0.00	20.19	2.17	22.36
[Skrocki-000028] - Clean hat - Full service					
26. Clean mittens - Full service	1.00 EA	0.00	4.06	0.44	4.50
[Skrocki-000018] - Clean mittens - Full service					
27. Clean pillow - large - Full service	1.00 EA	0.00	21.48	2.30	23.78
[Skrocki-000083] - Clean pillow - large - Full service					
28. Clean pillow case - Full service	2.00 EA	0.00	4.47	0.96	9.90
[Skrocki-000018] - Clean pillow case - Full service					
[Skrocki-000018] - Clean pillow case - Full service					
29. Clean toy - Full service	1.00 EA	0.00	12.43	1.33	13.76
[Skrocki-000096] - Clean toy - Full service					
30. Clean toy - small - Full service	1.00 EA	0.00	9.46	1.01	10.47
[Skrocki-000096] - Clean toy - small - Full service					
31. Clean toy - doll clothes - Full service	8.00 EA	0.00	6.01	5.15	53.23
[Skrocki-000058] - Clothes					
[Skrocki-000057] - Clothes					
[Skrocki-000051] - Clothes					
[Skrocki-000053] - Clothes					
[Skrocki-000050] - Clothes					
[Skrocki-000049] - Clothes					
[Skrocki-000055] - Clothes					
[Skrocki-000056] - Clothes					
32. Clean towel - Full service	1.00 EA	0.00	3.23	0.35	3.58
[Skrocki-000048] - Clean towel - Full service					
33. Clean wall hanging - Full service	1.00 EA	0.00	16.29	1.74	18.03
[Skrocki-000031] - Clean wall hanging - Full service					
34. Clean electronics / accessories - exterior wipe down	5.00 EA	0.00	9.88	5.00	54.40
[Skrocki-000097] - Clean electronics / accessories - exterior wipe down					
[Skrocki-000039] - Clean electronics / accessories - exterior wipe down					
[Skrocki-000077] - Clean electronics / accessories - exterior wipe down					
[Skrocki-000028] - Clean electronics / accessories - exterior wipe down					

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CONTINUED - Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000028] - Clean electronics / accessories - exterior wipe down					
35. Clean electronics / accessories - small - ext. wipe down	8.00 EA	0.00	1.87	1.48	16.44
[Skrocki-000052] - Clean electronics / accessories - small - ext. wipe down					
[Skrocki-000045] - Clean electronics / accessories - small - ext. wipe down					
[Skrocki-000081] - Clean electronics / accessories - small - ext. wipe down					
[Skrocki-000045] - Clean electronics / accessories - small - ext. wipe down					
[Skrocki-000024] - Clean electronics / accessories - small - ext. wipe down					
[Skrocki-000029] - Clean electronics / accessories - small - ext. wipe down					
[Skrocki-000028] - Clean electronics / accessories - small - ext. wipe down					
[Skrocki-000028] - Clean electronics / accessories - small - ext. wipe down					
36. Cleaning - Electronics - per hour	3.00 HR	0.00	52.86	15.46	174.04
[Skrocki-000099] - Cleaning - Electronics					
[Skrocki-000099] - Cleaning - Electronics - per hour					
[Skrocki-000028] - Cleaning - Electronics - per hour					
37. Clean bar contents	14.00 LF	0.00	13.95	19.61	214.91
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000030] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
[Skrocki-000052] - Clean bar contents					
38. Clean bar contents	1.00 LF	0.00	13.95	1.40	15.35
[Skrocki-000052] - Clean bar contents					
39. Clean bookcase contents	9.00 LF	0.00	11.19	10.15	110.86

NWA Restore It Inc

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CONTINUED - Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000052] - Clean bookcase contents					
[Skrocki-000081] - Clean bookcase contents					
[Skrocki-000024] - Clean bookcase contents					
[Skrocki-000024] - Clean bookcase contents					
[Skrocki-000029] - Clean bookcase contents					
40. Clean bookcase contents	3.00 LF	0.00	11.19	3.38	36.95
[Skrocki-000045] - Clean bookcase contents					
[Skrocki-000045] - Clean bookcase contents					
[Skrocki-000045] - Clean bookcase contents					
41. Clean bric-a-brac - per Lg box	37.00 EA	0.00	85.61	311.89	3,479.46
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
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[Skrocki-000099] - Clean bric-a-brac - per Lg box					
- Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000026] - Clean bric-a-brac - per Lg box					
[Skrocki-000081] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000099] - Clean bric-a-brac - per Lg box					
[Skrocki-000077] - Clean bric-a-brac - per Lg box					
Clean bric-a-brac - per Lg box					
[Skrocki-000077] - Clean bric-a-brac - per Lg box					
Clean bric-a-brac - per Lg box					
Skrocki-000012					
Clean bric-a-brac - per Lg box					
Skrocki-000012					
42. Clean bric-a-brac - per Lg box - low density - Lt Clean	1.00 EA	0.00	45.57	4.48	50.05
Clean bric-a-brac - per Lg box - low density - Lt Clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
43. Clean bric-a-brac - per Lg box - Lt clean	17.00 EA	0.00	68.35	114.18	1,276.13
[Skrocki-000097] - Clean bric-a-brac - per Lg box - Lt clean					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
[Skrocki-000097] - Clean bric-a-brac - per Lg box - Lt clean					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
[Skrocki-000097] - Clean bric-a-brac - per Lg box - Lt clean					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
[Skrocki-000097] - Clean bric-a-brac - per Lg box - Lt clean					
[Skrocki-000097] - Clean bric-a-brac - per Lg box - Lt clean					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
[Skrocki-000097] - Clean bric-a-brac - per Lg box - Lt clean					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
Clean bric-a-brac - per Lg box - Lt clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
[Skrocki-000077] - Clean bric-a-brac - per Lg box - Lt clean					
44. Clean bric-a-brac - per Lg box - Hvy clean	6.00 EA	0.00	129.70	77.03	855.23
Clean bric-a-brac - per Lg box - Hvy clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
[Skrocki-000097] - Clean bric-a-brac - per Lg box - Hvy clean					
Clean bric-a-brac - per Lg box - Hvy clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
Clean bric-a-brac - per Lg box - Hvy clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
Clean bric-a-brac - per Lg box - Hvy clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
Clean bric-a-brac - per Lg box - Hvy clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
45. Clean bric-a-brac - per Sml box - Hvy clean	12.00 EA	0.00	86.24	102.27	1,137.15
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
[Skrocki-000076] - Clean bric-a-brac - per Sml box - Hvy clean					
46. Clean dishpack - per box - Heavy clean	1.00 EA	0.00	104.51	10.38	114.89
[Skrocki-000039] - Clean dishpack - per box - Heavy clean					
47. Clean glasspack - per box - Light clean	2.00 EA	0.00	27.06	5.46	59.58
[Skrocki-000030] - Clean glasspack - per box - Light clean					
[Skrocki-000030] - Clean glasspack - per box - Light clean					
48. Clean glasspack - per box - Heavy clean	1.00 EA	0.00	85.24	8.50	93.74
[Skrocki-000039] - Clean glasspack - per box - Heavy clean					
49. Clean misc items - per Lg box - Hvy clean	1.00 EA	0.00	102.96	10.23	113.19
[Skrocki-000039] - Clean misc items - per Lg box - Hvy clean					
50. Clean misc items - per Med box	1.00 EA	0.00	60.94	6.02	66.96
[Skrocki-000019] - Clean misc items - per Med box					
[Skrocki-000019] - Poopy job					
51. Clean misc items - per Med box - Hvy clean	3.00 EA	0.00	82.77	24.64	272.95
[Skrocki-000021] - Clean misc items - per Med box - Hvy clean					
Clean misc items - per Med box - Hvy clean					
Clean misc items - per Med box - Hvy clean					
52. Clean misc items - per Sml box	1.00 EA	0.00	50.80	5.02	55.82
[Skrocki-000045] - Clean misc items - per Sml box					
53. Clean misc items - per Sml box - Lt clean	1.00 EA	0.00	36.56	3.61	40.17
[Skrocki-000045] - Clean misc items - per Sml box - Lt clean					
54. Clean misc items - per Sml box - Hvy clean	1.00 EA	0.00	67.84	6.72	74.56
[Skrocki-000045] - Clean misc items - per Sml box - Hvy clean					
55. Clean cabinet contents - kitchen	11.00 LF	0.00	19.20	21.90	233.10
[Skrocki-000039] - Clean cabinet contents - kitchen					
[Skrocki-000024] - Clean cabinet contents - kitchen					
[Skrocki-000049] - Clean cabinet contents - kitchen					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000026] - Clean cabinet contents - kitchen					
[Skrocki-000032] - Clean cabinet contents - kitchen					
[Skrocki-000020] - Clean cabinet contents - kitchen					
[Skrocki-000032] - Clean cabinet contents - kitchen					
56. Clean closet contents (no clothing)	14.00 LF	0.00	5.87	8.68	90.86
Clean closet contents (no clothing)					
Skrocki-000002 matches a Box ID used in a prior Job and was removed					
[Skrocki-000061] - Clean closet contents (no clothing)					
[Skrocki-000031] - Clean closet contents (no clothing)					
[Skrocki-000061] - Clean closet contents (no clothing)					
[Skrocki-000064] - Clean closet contents (no clothing)					
Clean closet contents (no clothing)					
Skrocki-000001 matches a Box ID used in a prior Job and was removed					
Clean closet contents (no clothing)					
Skrocki-000001 matches a Box ID used in a prior Job and was removed					
[Skrocki-000079] - Clean closet contents (no clothing)					
[Skrocki-000061] - Clean closet contents (no clothing)					
Clean closet contents (no clothing)					
Skrocki-000001 matches a Box ID used in a prior Job and was removed					
[Skrocki-000061] - Clean closet contents (no clothing)					
[Skrocki-000061] - Clean closet contents (no clothing)					
[Skrocki-000061] - Clean closet contents (no clothing)					
[Skrocki-000038] - Clean closet contents (no clothing)					
57. Clean ladder - small - Heavy clean	1.00 EA	0.00	31.43	3.17	34.60
[Skrocki-000016] - Clean ladder - small - Heavy clean					
58. Clean night stand contents - Heavy clean	2.00 EA	0.00	22.24	4.46	48.94
Clean night stand contents - Heavy clean					
Skrocki-000035 matches a Box ID used in a prior Job and was removed					
Clean night stand contents - Heavy clean					
Skrocki-000036 matches a Box ID used in a prior Job and was removed					
59. Clean sporting goods - binoculars / monocular / scope	6.00 EA	0.00	11.48	6.95	75.83
[Skrocki-000065] - Clean sporting goods - binoculars / monocular / scope					

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CONTINUED - Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000068] - Clean sporting goods - binoculars / monocular / scope					
[Skrocki-000065] - Clean sporting goods - binoculars / monocular / scope					
[Skrocki-000031] - Clean sporting goods - binoculars / monocular / scope					
[Skrocki-000028] - Clean sporting goods - binoculars / monocular / scope					
[Skrocki-000028] - Clean sporting goods - binoculars / monocular / scope					
60. Clean power tool - exterior wipe down	1.00 EA	0.00	21.01	2.06	23.07
Clean power tool - exterior wipe down					
Skrocki-000001 matches a Box ID used in a prior Job and was removed					
61. Clean bar stool	3.00 EA	0.00	16.29	5.23	54.10
Skrocki-000005 - Clean bar stool					
Skrocki-000006 - Clean bar stool					
Skrocki-000007 - Night stand					
62. Clean bar stool - Heavy clean	4.00 EA	0.00	26.47	11.48	117.36
Clean bar stool - Heavy clean					
Skrocki-000006 matches a Box ID used in a prior Job and was removed					
Clean bar stool - Heavy clean					
Skrocki-000005 matches a Box ID used in a prior Job and was removed					
Clean bar stool - Heavy clean					
Skrocki-000015 matches a Box ID used in a prior Job and was removed					
Clean bar stool - Heavy clean					
Skrocki-000014 matches a Box ID used in a prior Job and was removed					
63. Clean chair - wood with plastic/vinyl seat - Heavy clean	6.00 EA	0.00	47.07	29.48	311.90
Clean chair - wood with plastic/vinyl seat - Heavy clean					
Skrocki-000009 matches a Box ID used in a prior Job and was removed					
Clean chair - wood with plastic/vinyl seat - Heavy clean					
Clean chair - wood with plastic/vinyl seat - Heavy clean					
Skrocki-000013 matches a Box ID used in a prior Job and was removed					
Clean chair - wood with plastic/vinyl seat - Heavy clean					
Skrocki-000012 matches a Box ID used in a prior Job and was removed					
Clean chair - wood with plastic/vinyl seat - Heavy clean					
Skrocki-000010 matches a Box ID used in a prior Job and was removed					
Clean chair - wood with plastic/vinyl seat - Heavy clean					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
Skrocki-000011 matches a Box ID used in a prior Job and was removed					
64. Clean chest	2.00 EA	0.00	29.88	6.09	65.85
Skrocki-000080 - Clean chest					
[Skrocki-000081] - Display					
65. Clean dresser - single	1.00 EA	0.00	32.65	3.36	36.01
Skrocki-000037 - Clean dresser - single					
66. Clean dresser - single - Heavy clean	5.00 EA	0.00	39.76	21.30	220.10
Clean dresser - single - Heavy clean					
Skrocki-000037 matches a Box ID used in a prior Job and was removed					
Clean dresser - single - Heavy clean					
Skrocki-000101 matches a Box ID used in a prior Job and was removed					
Skrocki-000034 - Clean dresser - single - Heavy clean					
Skrocki-000035 - Clean dresser - single - Heavy clean					
Skrocki-000036 - Clean dresser - single - Heavy clean					
67. Clean dresser mirror	1.00 EA	0.00	16.54	1.72	18.26
Clean dresser mirror					
Skrocki-000022 matches a Box ID used in a prior Job and was removed					
68. Clean shoe tree / rack / organizer	2.00 EA	0.00	18.20	3.87	40.27
Skrocki-000043 - Clean shoe tree / rack / organizer					
[Skrocki-000083] - Clean shoe tree / rack / organizer					
69. Clean shoe tree / rack / organizer - Heavy clean	1.00 EA	0.00	23.86	2.64	26.50
Clean shoe tree / rack / organizer - Heavy clean					
Skrocki-000043 matches a Box ID used in a prior Job and was removed					
70. Clean table - coffee - Heavy clean	1.00 EA	0.00	27.15	2.98	30.13
Clean table - coffee - Heavy clean					
71. Clean table - dining - large - Heavy clean	1.00 EA	0.00	75.93	7.79	83.72
Clean table - dining - large - Heavy clean					
72. Clean table - end table - Heavy clean	1.00 EA	0.00	20.02	2.20	22.22
Clean table - end table - Heavy clean					
Skrocki-000007 matches a Box ID used in a prior Job and was removed					
73. Clean table - kitchen	3.00 EA	0.00	22.88	7.08	75.72

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CONTINUED - Cleaning Items

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
Skrocki-000008 - Clean table - kitchen					
[Skrocki-000023] - Clean table - kitchen					
Clean table - kitchen					
Skrocki-000008 is a duplicate of another Item ID and was removed					
74. Clean table - kitchen - Heavy clean	4.00 EA	0.00	39.20	16.58	173.38
Skrocki-000010 - Kitchen chairs					
Skrocki-000012 - Kitchen chairs					
Skrocki-000009 - Kitchen chairs					
Skrocki-000011 - Kitchen chairs					
75. Clean lamp shade - cloth - Light clean	1.00 EA	0.00	20.08	1.99	22.07
[Skrocki-000085] - Clean lamp shade - cloth - Light clean					
76. Clean table lamp - flat finish (no shade)	2.00 EA	0.00	32.99	6.53	72.51
Skrocki-000041 - Clean table lamp - flat finish (no shade)					
Skrocki-000040 - Clean table lamp - flat finish (no shade)					
77. Clean table lamp - flat finish (no shade) - Light clean	1.00 EA	0.00	24.46	2.42	26.88
[Skrocki-000085] - Clean table lamp - flat finish (no shade) - Light clean					
78. Clean vase - gloss finish - Heavy clean	1.00 EA	0.00	8.42	0.90	9.32
[Skrocki-000024] - Clean vase - gloss finish - Heavy clean					
79. Clean bidet - Heavy	1.00 EA	0.00	39.35	3.85	43.20
[Skrocki-000096] - Clean bidet - Heavy					
80. Cleaning (Miscellaneous Item)	1.00 EA	0.00	0.00	0.00	0.00
Steamer					
81. Clean soap/hand sanitizer dispenser	1.00 EA	0.00	9.09	0.89	9.98
[Skrocki-000096] - Clean soap/hand sanitizer dispenser					
82. Clean toilet paper dispenser - Heavy	1.00 EA	0.00	12.18	1.19	13.37
[Skrocki-000096] - Clean toilet paper dispenser - Heavy					
83. Packaging, Handling, Storage (Miscellaneous Item)	82.00 EA	0.00	0.00	0.00	0.00
Backpack					
Sponge Holder					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
[Skrocki-000065] - Scent killer					
[Skrocki-000065] - Rifle stand					
[Skrocki-000065] - Night vision goggles headband and misc hardware					
Sweater					
[Skrocki-000067] - Large Box					
Dog Collar					
Duffel Bag					
Dog Seatbelt					
Crock Pot					
Shower Curtain					
[Skrocki-000039] - Misc papers					
Sweater					
Dog Leash					
Tupperware Lid					
Portable Charger					
HDMI Cord					
Sous Vide Cooker					
Tote Bag					
[Skrocki-000065] - Misc papers					
Sweater					
[Skrocki-000039] - Clean pocket knife					
Dog Jersey					
Microfiber Towel					
Dog Pants					
Dog Chew Toys					
Dog Toy					
Dog Puzzle					
[Skrocki-000029] - Ned					
Buc-Cee Squishmellow					
Clip On Fan					
[Skrocki-000027] - Kitchen appliance					
Skrocki-000017 - Side table					
[Skrocki-000016] - Kitchen chair					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
Skrocki-000013 - Kitchen chair					
Skrocki-000015 - Kitchen chair					
Basket					
[Skrocki-000099] - Household appliance					
Skrocki-000014 - Kitchen chair					
[Skrocki-000046] - Clothes					
[Skrocki-000044] - Clothes					
Security Camera					
Luggage Bag					
Waterproof Storage Bag					
Lock					
Small Bag					
Dry Bag					
Chargers					
Safety Vest Harness					
Dry Bag					
Misc					
Game Camera					
Dry Bag					
Scopes					
Turkey Call					
Portable Chargers					
Knives					
Hunting Hat					
Pillow Case					
Fanny Pack					
Part of Gun Scope					
Dry Bag					
Pillow Case					
Gun Manuals					
Plug In					
USB-C Charger					
Collar					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
Plug In					
Range Finder					
Hunting Vest					
Waterproof Storage Bag					
Head Lamp					
Winter Gloves					
Safety Harness					
iPhone 8					
84. Job-site cargo/storage container - 20' long (per month)	1.00 MO	0.00	128.83	12.56	141.39
[Skrocki-000065] - Rifle scope					
85. Evaluate, tag, & inventory miscellaneous - per item	1.00 EA	0.00	10.19	0.00	10.19
Skrocki-000101 - Evaluate, tag, & inventory miscellaneous - per item					
86. Clean picture - frame, glass & back only - Light clean	1.00 SF	0.00	4.82	0.50	5.32
[Skrocki-000081] - Clean picture - frame, glass & back only - Light clean					
87. Clean picture - frame, glass & back only - Heavy clean	1.00 SF	0.00	11.46	1.18	12.64
[Skrocki-000096] - Clean picture - frame, glass & back only - Heavy clean					
88. Clean/Restore taxidermy - BID ONLY	1.00 EA	0.00	0.00	0.00	0.00
[Skrocki-000083] - Clean/Restore taxidermy - BID ONLY					
89. Clean furniture - Heavy clean	1.00 EA	0.00	71.45	7.35	78.80
Skrocki-000001					
90. Clean furniture - Heavy clean	1.00 EA	0.00	71.45	7.35	78.80
Skrocki-000003					
91. Clean furniture - Heavy clean	1.00 EA	0.00	71.45	7.35	78.80
Skrocki-000002					
92. Clean furniture - Heavy clean	1.00 EA	0.00	71.45	7.35	78.80
Skrocki-000022					
93. Clean furniture - Heavy clean	1.00 EA	0.00	71.45	7.35	78.80
Skrocki-000004					
94. Clean bric-a-brac - per Lg box - Hvy clean	1.00 EA	0.00	129.70	12.83	142.53
[Skrocki-000077]					

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DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
95. Clean wall hanging - wood sculpture - Light clean	3.00 EA	0.00	22.88	7.08	75.72
[Skrocki-000081] - Clean wall hanging - wood sculpture - Light clean					
[Skrocki-000081] - Clean wall hanging - wood sculpture - Light clean					
[Skrocki-000081] - Clean wall hanging - wood sculpture - Light clean					
Totals: Cleaning Items				1,128.42	12,177.77

Garment & Soft Goods

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
96. Heavy Soil/Body Fluied Charge	1.00 EA	0.00	250.00	2.19	252.19
97. Clean scarf - Full service	1.00 EA	0.00	7.31	0.78	8.09
98. Clean sweater - Full service	9.00 EA	0.00	11.21	10.81	111.70
99. Clean pants - Full service	7.00 EA	0.00	11.98	8.99	92.85
100. Clean tie - silk - Full service	11.00 EA	0.00	6.71	7.90	81.71
101. Clean shirt - Full service	32.00 EA	0.00	8.53	29.25	302.21
102. Clean blazer/sport coat - lined - Full service	8.00 EA	0.00	12.11	10.38	107.26
103. Clean coat - Full service	4.00 EA	0.00	36.93	15.82	163.54
104. Clean jacket - leather suede - heavy - Full service	3.00 EA	0.00	111.06	35.70	368.88
105. Clean rug - Pelt- large - Full service	1.00 EA	0.00	208.85	22.37	231.22
106. Laundry - wash/dry/fold - per pound - Full service	10.00 LB	0.00	6.53	6.37	71.67
107. Clean blouse - fancy - Full service	53.00 EA	0.00	19.22	109.13	1,127.79
108. Clean comforter - king size - Full service	1.00 EA	0.00	45.84	4.91	50.75
109. Clean blanket -Weighted- full size - Full service	1.00 EA	0.00	39.64	4.25	43.89
110. Clean blanket - full size - Full service	1.00 EA	0.00	29.24	3.14	32.38
111. Clean robe - Full service	3.00 EA	0.00	44.65	14.34	148.29
112. Clean shirt - knit - Full service	5.00 EA	0.00	13.17	7.06	72.91
113. Clean pants - denim jeans - Full service	24.00 EA	0.00	10.93	28.09	290.41

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Office: 479-795-1300
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Tax-ID-- 72-1532198

CONTINUED - Garment & Soft Goods

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
114. Clean belt - Full service	2.00 EA	0.00	6.67	1.43	14.77
115. Clean overalls - ski bibs - Full service	1.00 EA	0.00	14.46	1.55	16.01
116. Clean jacket - Full service	12.00 EA	0.00	21.34	27.44	283.52
117. Clean uniform - military - Full service	6.00 EA	0.00	14.93	9.59	99.17
118. Clean bag - Backpack- Full service	1.00 EA	0.00	24.90	2.67	27.57
119. Clean bag - handbag - Full service	3.00 EA	0.00	25.03	8.05	83.14
120. Clean vest - Full service	5.00 EA	0.00	7.70	4.13	42.63
121. Clean sweatshirt - Full service	12.00 EA	0.00	8.09	10.40	107.48
122. Clean jacket - heavy weight - Full service	2.00 EA	0.00	23.92	5.13	52.97
123. Clean hat - fur/leather - Full service	1.00 EA	0.00	66.11	7.08	73.19
Totals: Garment & Soft Goods				398.95	4,358.19
Total: Inventory Import				**2,884.44**	**32,745.19**
Line Item Totals: SKROCKI_CONT_0977C				**2,884.44**	**32,745.19**

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Summary for Contents

Line Item Total	29,860.75
Material Sales Tax	8.56
Cleaning Matl Tax	79.43
Storage Rental Tax	104.79
Subtotal	30,053.53
Service Sales Tax	2,691.66
Replacement Cost Value	**$32,745.19**
Net Claim	**$32,745.19**

Georgia Coppock

NWA RESTORE IT INC.
www.nwarestoreit.com

INVOICE

BILL TO:
Christopher Skrocki 516 N Fallin Ave Fayetteville, AR 72701

DATE	INVOICE #
1/12/2026	37951

Project	20250977C	Christopher Skrocki 516 N Fallin Ave Fayetteville, AR 72701

Jobs involving multiple phases ((mitigation (initial work to stop further loss, dry, and remove damaged material), mold remediation, general construction (work to restore property to pre-loss condition), and/or contents (moving, cleaning, and storing personal property)) may be invoiced at the completion of each phase.

Item	Description	Amount
Division - Co...	CONTENTS DIVISION	0.00
CONTXSTMT	TAXABLE CLEANING	0.00T
XM8 - CLN - ...	CLEANING	7,355.30T
XM8 - CAP - ...	CLEAN APPLIANCES	349.24T
XM8 - CDC - ...	CLEAN GARMENT & SOFT GOODS	10,268.13T
XM8 - CEL - ...	CLEAN ELECTRIC ITEMS	222.94T
XM8 - CGN -...	CLEAN GENERAL ITEMS	7,931.86T
XM8 - CHF - ...	CLEAN HARD FURNITURE	1,510.97T
XM8 - CLM -...	CLEAN LAMPS OR VASES	118.94T
XM8 - CWH -...	CLEAN CEILING/WALL HANGINGS	84.92T
CONNTXST...	INVENTORY, PACKING OUT, PACKING IN, HANDLING, STORAGE	0.00
XM8 - CPS - ...	CONTENTS: PACKING/HANDLING/STORAGE	2,018.45
MTAD -XM8	TAX ADJ - MATERIALS	169.81

Insurance Co.		Claim #	

Sales Tax (9.75%)	$2,714.63
Total	$32,745.19
Payments/Credits	$0.00
Balance Due	$32,745.19

Payment Due Upon Receipt.
Invoice Past Due at 30 Days. Lien Notice sent at 45 Days.
5% finance charge may apply to balances not paid within 30 days.

A 3.0% surcharge will be added to payments made by credit card.

Federal ID Number: 72-1532198
Remit to: 13525 W Hwy 102 - Centerton, AR 72719
Main 479.644.4246 Office 479.795.1300 Fax 479.795.1156

NWA Restore It Inc

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Client:	Christopher Skrocki
Property:	516 N Fallin Ave. Fayetteville, AR 72701
Operator:	JEFFT
Type of Estimate:	
Date Entered:	12/18/2025
Date Assigned:	
Price List:	ARFA8X_DEC25
Labor Efficiency:	Restoration/Service/Remodel
Estimate:	SKROCKI_0977M

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SKROCKI_0977M

General

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
1. Emergency service call - after business hours	1.00 EA	0.00	262.92	0.00	262.92
2. Residential Supervision / Project Management - per hour	3.00 HR	0.00	83.00	0.00	249.00
3. Asbestos test fee - (per sample)	12.00 EA	0.00	89.76	0.00	1,077.12
Per industry standard IICRC S500 (section 8.7) AND OSHA guidelines asbestos samples must be taken on any PACM (presumed asbestos containing materials).					
4. Contamination - post test - full service (Bid Item)	1.00 EA	0.00	1,100.00	0.00	1,100.00
Totals: General				0.00	2,689.04

Master Bedroom

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
5. Water extract from hard surf flr - Cat 3 wtr - after hours	80.00 SF	0.00	1.32	0.00	105.60
Initial extraction.					
6. Content manipulation - master bedroom	1.00 EA	0.00	73.78	0.00	73.78
To manipulate contents for extraction on initial evening.					
7. Apply plant-based anti-microbial agent to the surface area - after hrs	150.00 SF	0.00	0.45	7.55	75.05
Anit microbial sprayed on initial evening.					
8. Block and pad furniture in room - after hours	1.00 EA	0.00	85.22	0.00	85.22
9. Apply plant-based anti-microbial agent to the surface area	300.00 SF	0.00	0.32	11.29	107.29
To apply anti microbial on day 2 to re-extract. And to spray after necessary removal of affected materials.					
10. Water extraction from hard surface floor - Cat 3 water	80.00 SF	0.00	0.83	0.00	66.40
Extraction on day 2.					
11. Tear out oversized/multibase - bag for disp. - up to Cat 3	23.00 LF	1.87	0.00	0.00	43.01
12. Tear out trim and bag for disposal - up to Cat 3	28.00 LF	1.04	0.00	0.00	29.12
13. Clean the surface area	150.00 SF	0.00	0.72	10.69	118.69

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CONTINUED - Master Bedroom

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
To clean before necessary removal after double extraction.					
IICRC Standard S500- 12.4.5 Initial Cleaning, Category 1 Water:					
Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates. The drying process can aerosolize soil and particulates present in the environment. As water evaporates from surfaces and materials such as carpet, more particles can aerosolize, creating possible health, safety, comfort, and cleanliness issues. Where cleaning cannot sufficiently remove soil or particulates, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).					
Further-					
IICRC Standard S500- 12.5.3 Controlling Airflow:					
....Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates. Where cleaning cannot sufficiently remove soil or particulates, when airflow is directed through interstitial spaces, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).					
14. Tear out wet drywall, cleanup, bag, per LF - to 2' - Cat 3	35.00 LF	5.98	0.00	0.00	209.30
15. Tear out and bag wet insulation - Category 3 water	48.00 SF	1.19	0.00	0.00	57.12
16. Tear out non-salv wood floor & bag - Category 3 water	78.00 SF	6.11	0.00	0.00	476.58
17. Add for tear out wd flr glued down over concrete-after hrs	78.00 SF	4.18	0.00	0.00	326.04
18. Clean with pressure/chemical spray	150.00 SF	0.00	1.83	26.93	301.43
Low pressure wash of affected areas and extraction.					
19. HEPA Vacuuming - Detailed - (PER SF)	150.00 SF	0.00	0.84	12.29	138.29
Totals: Master Bedroom				68.75	2,212.92

Master closet

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
20. Water extract from hard surf flr - Cat 3 wtr - after hours	52.00 SF	0.00	1.32	0.00	68.64
Initial extraction.					

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CONTINUED - Master closet

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
21. Content manipulation - closet	1.00 EA	0.00	55.39	0.00	55.39
To manipulate contents for extraction on initial evening.					
22. Apply plant-based anti-microbial agent to the surface area - after hrs	106.00 SF	0.00	0.45	5.33	53.03
Anit microbial sprayed on initial evening.					
23. Apply plant-based anti-microbial agent to the surface area	106.00 SF	0.00	0.32	3.99	37.91
To apply anti microbial on day 2 to re-extract. And to spray after necessary removal of affected materials.					
24. Water extraction from hard surface floor - Cat 3 water	52.00 SF	0.00	0.83	4.21	47.37
Extraction on day 2.					
25. Tear out oversized/multibase - bag for disp. - up to Cat 3	27.00 LF	1.87	0.00	0.00	50.49
26. Tear out trim and bag for disposal - up to Cat 3	14.00 LF	1.04	0.00	0.00	14.56
27. Clean the surface area	106.00 SF	0.00	0.72	7.55	83.87
To clean before necessary removal after double extraction.					

IICRC Standard S500- 12.4.5 Initial Cleaning, Category 1 Water:

Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates.
The drying process can aerosolize soil and particulates present in the environment. As water evaporates from surfaces and materials such as carpet, more particles can aerosolize, creating possible health, safety, comfort, and cleanliness issues. Where cleaning cannot sufficiently remove soil or particulates, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).

Further-

IICRC Standard S500- 12.5.3 Controlling Airflow:

....Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates.
Where cleaning cannot sufficiently remove soil or particulates, when airflow is directed through interstitial spaces, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).

28. Tear out wet drywall, cleanup, bag, per LF - to 2' - Cat 3	27.00 LF	5.98	0.00	0.00	161.46
29. Tear out and bag wet insulation - Category 3 water	30.00 SF	1.19	0.00	0.00	35.70
30. Clean with pressure/chemical spray	106.00 SF	0.00	1.83	19.02	213.00

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CONTINUED - Master closet

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
Low pressure wash of affected areas and extraction.					
31. HEPA Vacuuming - Detailed - (PER SF)	106.00 SF	0.00	0.84	8.68	97.72
Totals: Master closet				48.78	919.14

Master Bathroom

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
32. Water extract from hard surf flr - Cat 3 wtr - after hours	75.00 SF	0.00	1.32	0.00	99.00
Initial extraction.					
33. Apply plant-based anti-microbial agent to the surface area - after hrs	122.00 SF	0.00	0.45	6.13	61.03
Anit microbial sprayed on initial evening.					
34. Apply plant-based anti-microbial agent to the surface area	122.00 SF	0.00	0.32	4.59	43.63
To apply anti microbial on day 2 to re-extract. And to spray after necessary removal of affected materials.					
35. Water extraction from hard surface floor - Cat 3 water	75.00 SF	0.00	0.83	0.00	62.25
Extraction on day 2.					
36. Toilet - Detach	1.00 EA	0.00	56.72	0.00	56.72
37. Bathtub - Detach	1.00 EA	0.00	128.75	0.00	128.75
38. Remove Shower door	1.00 EA	21.14	0.00	0.00	21.14
39. Tear out oversized/multibase - bag for disp. - up to Cat 3	14.00 LF	1.87	0.00	0.00	26.18
40. Interior door slab only - Detach	1.00 EA	0.00	7.51	0.00	7.51
41. Tear out trim and bag for disposal - up to Cat 3	12.00 LF	1.04	0.00	0.00	12.48
42. Clean the surface area	92.00 SF	0.00	0.72	6.56	72.80

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CONTINUED - Master Bathroom

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL

To clean before necessary removal after double extraction.

IICRC Standard S500- 12.4.5 Initial Cleaning, Category 1 Water:

Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates.
The drying process can aerosolize soil and particulates present in the environment. As water evaporates from surfaces and materials such as carpet, more particles can aerosolize, creating possible health, safety, comfort, and cleanliness issues. Where cleaning cannot sufficiently remove soil or particulates, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).

Further-

IICRC Standard S500- 12.5.3 Controlling Airflow:

....Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates.
Where cleaning cannot sufficiently remove soil or particulates, when airflow is directed through interstitial spaces, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).

43. Countertop - solid surface/granite - Detach	5.50	SF	0.00	9.91	0.00	54.51
44. Sink - single basin - Detach	2.00	EA	0.00	33.73	0.00	67.46
45. Cabinet - vanity unit - remove - cat 3	5.50	LF	0.00	19.54	0.00	107.47
46. Water line copper cap/plug - per cap	4.00	EA	0.00	24.20	0.00	96.80
47. Tear out wet drywall, cleanup, bag, per LF - to 4' - Cat 3	16.00	LF	8.38	0.00	0.00	134.08
48. Tear out wet drywall, cleanup, bag, per LF - to 2' - Cat 3	17.00	LF	5.98	0.00	0.00	101.66
49. Tear out and bag wet insulation - Category 3 water	26.00	SF	1.19	0.00	0.00	30.94
50. Clean with pressure/chemical spray	122.00	SF	0.00	1.83	21.90	245.16
Low pressure wash of affected areas and extraction.						
51. Tear out non-salv. tile & bag - Category 3 water	57.00	SF	4.94	0.00	0.00	281.58
52. HEPA Vacuuming - Detailed - (PER SF)	122.00	SF	0.00	0.84	9.99	112.47
53. Tear out non-salv. tile & bag - Category 3 water	46.00	SF	4.94	0.00	0.00	227.24
54. Add for tear out tile thinset down over concrete substrate	46.00	SF	2.10	0.00	0.00	96.60

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CONTINUED - Master Bathroom

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
Totals: Master Bathroom				49.17	2,147.46

Toilet Room

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
55. Water extract from hard surf flr - Cat 3 wtr - after hours	24.00 SF	0.00	1.32	0.00	31.68
Initial extraction.					
56. Apply plant-based anti-microbial agent to the surface area - after hrs	92.00 SF	0.00	0.45	4.63	46.03
Anit microbial sprayed on initial evening.					
57. Apply plant-based anti-microbial agent to the surface area	92.00 SF	0.00	0.32	3.46	32.90
To apply anti microbial on day 2 to re-extract. And to spray after necessary removal of affected materials.					
58. Water extraction from hard surface floor - Cat 3 water	24.00 SF	0.00	0.83	0.00	19.92
Extraction on day 2.					
59. Toilet - Detach	1.00 EA	0.00	56.72	0.00	56.72
60. Tear out oversized/multibase - bag for disp. - up to Cat 3	14.00 LF	1.87	0.00	0.00	26.18
61. Interior door slab only - Detach	1.00 EA	0.00	7.51	0.00	7.51
62. Tear out trim and bag for disposal - up to Cat 3	56.00 LF	1.04	0.00	0.00	58.24
63. Clean the surface area	92.00 SF	0.00	0.72	6.56	72.80

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CONTINUED - Toilet Room

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
To clean before necessary removal after double extraction.					
IICRC Standard S500- 12.4.5 Initial Cleaning, Category 1 Water:					
Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates. The drying process can aerosolize soil and particulates present in the environment. As water evaporates from surfaces and materials such as carpet, more particles can aerosolize, creating possible health, safety, comfort, and cleanliness issues. Where cleaning cannot sufficiently remove soil or particulates, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).					
Further-					
IICRC Standard S500- 12.5.3 Controlling Airflow:					
....Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates. Where cleaning cannot sufficiently remove soil or particulates, when airflow is directed through interstitial spaces, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).					
64. Countertop - solid surface/granite - Detach	7.00 SF	0.00	9.91	0.00	69.37
65. Sink - single basin - Detach	1.00 EA	0.00	33.73	0.00	33.73
66. Cabinet - vanity unit - remove - cat 3	2.50 LF	0.00	19.54	0.00	48.85
67. Water line copper cap/plug - per cap	2.00 EA	0.00	24.20	0.00	48.40
68. Tear out wet drywall, cleanup, bag, per LF - to 4' - Cat 3	17.00 LF	8.38	0.00	0.00	142.46
69. Tear out and bag wet insulation - Category 3 water	15.00 SF	1.19	0.00	0.00	17.85
70. Clean with pressure/chemical spray	92.00 SF	0.00	1.83	16.51	184.87
Low pressure wash of affected areas and extraction.					
71. HEPA Vacuuming - Detailed - (PER SF)	92.00 SF	0.00	0.84	7.53	84.81
72. Tear out non-salv. tile & bag - Category 3 water	24.00 SF	4.94	0.00	0.00	118.56
73. Add for tear out tile thinset down over concrete substrate	24.00 SF	2.10	0.00	0.00	50.40
Totals: Toilet Room				38.69	1,151.28

NWA Restore It Inc

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Living Room/ Kitchen

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
74. Containment Barrier/Airlock/Decon. Chamber	56.00 SF	0.00	1.02	0.00	57.12
75. Content manipulation - Living room	1.00 EA	0.00	221.33	0.00	221.33
76. Containment Barrier - tension post (per day)	2.00 DA	0.00	3.35	0.00	6.70
77. Peel & seal zipper - heavy duty	1.00 EA	0.00	16.80	0.00	16.80
78. Water extract from hard surf flr - Cat 3 wtr - after hours	450.00 SF	0.00	1.32	0.00	594.00
Initial extraction.					
79. Apply plant-based anti-microbial agent to the surface area - after hrs	620.00 SF	0.00	0.45	31.19	310.19
Anit microbial sprayed on initial evening.					
80. Block and pad furniture in room - after hours	1.00 EA	0.00	85.22	0.00	85.22
81. Apply plant-based anti-microbial agent to the surface area	1,240.00 SF	0.00	0.32	46.64	443.44
To apply anti microbial on day 2 to re-extract. And to spray after necessary removal of affected materials.					
82. Water extraction from hard surface floor - Cat 3 water	450.00 SF	0.00	0.83	0.00	373.50
Extraction on day 2.					
83. Tear out oversized/multibase - bag for disp. - up to Cat 3	82.00 LF	1.87	0.00	0.00	153.34
84. Tear out trim and bag for disposal - up to Cat 3	56.00 LF	1.04	0.00	0.00	58.24
85. Clean the surface area	620.00 SF	0.00	0.72	44.18	490.58

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CONTINUED - Living Room/ Kitchen

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
To clean before necessary removal after double extraction.					
IICRC Standard S500- 12.4.5 Initial Cleaning, Category 1 Water: Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates. The drying process can aerosolize soil and particulates present in the environment. As water evaporates from surfaces and materials such as carpet, more particles can aerosolize, creating possible health, safety, comfort, and cleanliness issues. Where cleaning cannot sufficiently remove soil or particulates, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs). Further- **IICRC Standard S500- 12.5.3 Controlling Airflow:** ....Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates. Where cleaning cannot sufficiently remove soil or particulates, when airflow is directed through interstitial spaces, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).					
86. Range - freestanding - electric - Detach	1.00 EA	0.00	24.37	0.00	24.37
87. Tear out non-salv. tile & bag - Category 3 water	16.00 SF	4.94	0.00	0.00	79.04
For affected tile removed around the fireplace.					
88. Dishwasher - Detach	1.00 EA	0.00	63.18	0.00	63.18
89. Sink - double basin - Detach	1.00 EA	0.00	36.03	0.00	36.03
90. Remove P-trap assembly - ABS (plastic)	2.00 EA	10.46	0.00	0.00	20.92
91. Remove Garbage disposal / disposer	1.00 EA	28.82	0.00	0.00	28.82
92. Countertop - solid surface/granite - Detach	18.00 SF	0.00	9.91	0.00	178.38
93. Cabinet - lower (base) unit - Detach - Cat 3	8.00 LF	0.00	26.85	0.00	214.80
94. Water line copper cap/plug - per cap	2.00 EA	0.00	24.20	0.00	48.40
95. Tear out wet drywall, cleanup, bag, per LF - to 2' - Cat 3	85.00 LF	5.98	0.00	0.00	508.30
96. Tear out and bag wet insulation - Category 3 water	42.00 SF	1.19	0.00	0.00	49.98
97. Tear out non-salv wood floor & bag - Category 3 water	476.00 SF	6.11	0.00	0.00	2,908.36

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CONTINUED - Living Room/ Kitchen

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
98. Add for tear out wd flr glued down over concrete-after hrs	476.00 SF	4.18	0.00	0.00	1,989.68
99. Clean with pressure/chemical spray	620.00 SF	0.00	1.83	111.28	1,245.88
Low pressure wash of affected areas and extraction.					
100. HEPA Vacuuming - Detailed - (PER SF)	620.00 SF	0.00	0.84	50.78	571.58
Totals: Living Room/ Kitchen				284.07	10,778.18

Closet under the stairs

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
101. Water extract from hard surf flr - Cat 3 wtr - after hours	21.00 SF	0.00	1.32	0.00	27.72
Initial extraction.					
102. Apply plant-based anti-microbial agent to the surface area - after hrs	55.00 SF	0.00	0.45	2.76	27.51
Anit microbial sprayed on initial evening.					
103. Apply plant-based anti-microbial agent to the surface area	110.00 SF	0.00	0.32	4.13	39.33
To apply anti microbial on day 2 to re-extract. And to spray after necessary removal of affected materials.					
104. Water extraction from hard surface floor - Cat 3 water	21.00 SF	0.00	0.83	0.00	17.43
Extraction on day 2.					
105. Tear out oversized/multibase - bag for disp. - up to Cat 3	15.00 LF	1.87	0.00	0.00	28.05
106. Tear out trim and bag for disposal - up to Cat 3	14.00 LF	1.04	0.00	0.00	14.56
107. Clean the surface area	55.00 SF	0.00	0.72	3.92	43.52

NWA Restore It Inc

13525 W. Highway 102
Centerton, AR 72719
Office: 479-795-1300
Fax: 479-795-1156
Tax-ID-- 72-1532198

CONTINUED - Closet under the stairs

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
To clean before necessary removal after double extraction.					
IICRC Standard S500- 12.4.5 Initial Cleaning, Category 1 Water:					
Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates. The drying process can aerosolize soil and particulates present in the environment. As water evaporates from surfaces and materials such as carpet, more particles can aerosolize, creating possible health, safety, comfort, and cleanliness issues. Where cleaning cannot sufficiently remove soil or particulates, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).					
Further-					
IICRC Standard S500- 12.5.3 Controlling Airflow:					
....Prior to implementing the restorative drying effort (e.g., rapid air movement), restorers should evaluate then clean materials within the work area as needed. Where necessary, restorers should clean visible debris, dust, and soil from materials and surfaces to reduce the amount of soil or particulates that can become aerosolized. Restorers should employ cleaning methods that minimize aerosolizing particulates. Where cleaning cannot sufficiently remove soil or particulates, when airflow is directed through interstitial spaces, or there are high-risk occupants, it is recommended restorers install one or more air filtration devices (AFDs).					
108. Tear out wet drywall, cleanup, bag, per LF - to 2' - Cat 3	17.00 LF	5.98	0.00	0.00	101.66
109. Tear out non-salv wood floor & bag - Category 3 water	12.00 SF	6.11	0.00	0.00	73.32
110. Add for tear out wd flr glued down over concrete-after hrs	12.00 SF	4.18	0.00	0.00	50.16
111. Clean with pressure/chemical spray	55.00 SF	0.00	1.83	9.87	110.52
Low pressure wash of affected areas and extraction.					
112. HEPA Vacuuming - Detailed - (PER SF)	55.00 SF	0.00	0.77	4.13	46.48
Totals: Closet under the stairs				24.81	580.26

Restoration Equipment

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
113. Air filtration device (24 hr period) - No monit.	34.00 DA	0.00	80.00	0.00	2,720.00
*Price does not include filter.					
114. Air mover (per 24 hour period) - No monitoring	104.00 EA	0.00	33.00	0.00	3,432.00

NWA Restore It Inc

13525 W. Highway 102
Centerton, AR 72719
Office: 479-795-1300
Fax: 479-795-1156
Tax-ID-- 72-1532198

CONTINUED - Restoration Equipment

DESCRIPTION	QTY		REMOVE	REPLACE	TAX	TOTAL
Includes: Equipment cost for a standard drying fan. Based on 24 hours of "run time" on the job-site. Excludes: Set-up, take down, and monitoring. Use WTREQ for set-up, take down, and/or monitoring, if needed. Quality: Standard drying fan, typically greater than 850 actual CFM. Note: Due to ever improving technology and efficiency of equipment, and as the actual type (brand/model/specs) of equipment used varies, CFM may not always be the best indicator. The price for this line item is therefore based on the reported cost for the most predominantly used standard drying fans in this area. No life expectancy data						
115. Dehumidifier (per 24 hr period) - 70-109 ppd - No monitor.	22.00	EA	0.00	95.00	0.00	2,090.00
Includes: Hourly labor to travel to job-site to deliver, setup, inspect, move and adjust, monitor, take moisture readings, etc. and/or take down & remove dryers and dehumidifiers. Excludes: Equipment charges. No life expectancy data *Price does not include filter.						
116. Dehumidifier (per 24 hr period)- 110-159 ppd - No monitor.	22.00	EA	0.00	123.00	0.00	2,706.00
Includes: Equipment cost for a dehumidifier unit. Based on 24 hours of "run time" on the job-site. Excludes: Set-up, take down, and monitoring. Use WTREQ for set-up, take down, and/or monitoring, if needed. Quality: Dehumidifier with an AHAM certified rating of 110 to 159 pints per day. Note: Due to ever improving technology and efficiency of equipment, and as the actual type (brand/model/specs) of equipment used varies among service providers and areas of the country, no specific equipment is referenced within this line item. The price for this line item is therefore based on the reported cost for the most predominantly used "high capacity" dehumidifier in this area. No life expectancy data *Price does not include filter.						
117. Equip. setup, take down & monitoring - after hrs	4.00	HR	0.00	94.90	0.00	379.60
1 hr for set up of stabilization and 1 hr of monitoring on the original evening. 2 hrs over the weekend of monitoring.						
118. Equipment setup, take down, and monitoring (hourly charge)	12.00	HR	0.00	63.20	0.00	758.40
10 hours of monitoring while drying. 2 hours for equipment take down.						
119. Equipment decontamination charge - HVY, per piece of equip	20.00	EA	0.00	59.46	0.00	1,189.20
To decontaminate the drying equipment after drying.						
120. Water Extraction & Remediation Technician - per hour	12.00	HR	0.00	63.20	0.00	758.40
2 techs for 4 hours to decontaminate & clean hoses, wands, truck mount, and portables.						
Totals: Restoration Equipment					0.00	14,033.60

NWA Restore It Inc

13525 W. Highway 102
Centerton, AR 72719
Office: 479-795-1300
Fax: 479-795-1156
Tax-ID-- 72-1532198

Consumables

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
121. Add for HEPA filter (for negative air exhaust fan)	2.00 EA	0.00	210.80	41.11	462.71
122. Filter (Pre-filter for air filtration device)	2.00 EA	0.00	8.74	3.57	21.05
New filters for air filtration device(s).					
123. Filter (dehumidifier)	5.00 EA	0.00	11.86	12.13	71.43
New filters for dehumidifier(s).					
124. Add for personal protective equipment - per person per suit up	9.00 EA	0.00	21.43	10.66	203.53
3 techs, 1 set of PPE the original evening response, 3 techs, 2 sets of PPE (before lunch and after lunch) on day 2. Includes up to protective: suits, masks, filters and gloves.					
125. Add for HEPA filter (for canister/backpack vacuums)	1.00 EA	0.00	92.19	7.56	99.75
126. Ducting - lay-flat	10.00 LF	0.00	0.51	1.05	6.15
Totals: Consumables				76.08	864.62

Debris Removal

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
127. Dumpster trailer load - Approx. 12 yards, 1-3 tons of debris	1.00 EA	474.80	0.00	46.29	521.09
1.66 tons of debris dumped.					
128. Haul debris - per pickup truck load - including dump fees	1.00 EA	163.28	0.00	0.00	163.28
Totals: Debris Removal				46.29	684.37

Labor Minimums Applied

DESCRIPTION	QTY	REMOVE	REPLACE	TAX	TOTAL
129. Plumbing labor minimum	1.00 EA	0.00	50.75	0.00	50.75
130. Mirror/shower door labor minimum	1.00 EA	0.00	129.49	0.00	129.49
Totals: Labor Minimums Applied				0.00	180.24
Line Item Totals: SKROCKI_0977M				**636.64**	**36,241.11**

NWA Restore It Inc

13525 W. Highway 102
Centerton, AR 72719
Office: 479-795-1300
Fax: 479-795-1156
Tax-ID-- 72-1532198

Summary

Line Item Total	35,604.47
Material Sales Tax	59.33
Cleaning Matl Tax	28.39
Subtotal	35,692.19
Service Sales Tax	548.92
Replacement Cost Value	**$36,241.11**
Net Claim	**$36,241.11**

FOREMOST INSURANCE GROUP

Toll Free: (800) 527-3907
Email: myclaim@foremost.com
Please include your claim # on any correspondence
National Document Center
P.O. Box 268994
Oklahoma City, OK 73126-8994
claims.Foremost.com

December 18, 2025

CHRISTOPHER SKROCKI
516 N FALLIN AVE
FAYETTEVILLE AR 72701-3608

RE:		
	Insured:	Christopher Skrocki
	Claim Number:	5040242207-1-1
	Policy Number:	5017751302
	Loss Date:	12/08/2025
	Location of Loss:	516 N Fallin Ave, Fayetteville, AR
	Subject:	Settlement Notice

Dear CHRISTOPHER SKROCKI:

Thank you for being a valued customer. We'll issue your claim payment(s) through the method you select to receive your funds.

Your settlement breakdown and other claim related information can be found on the included Additional Information page.

The amount of your loss that exceeded the limit was enough to cover the entire deductible amount.

We encourage you to visit www.foremost.com to learn more about our self-service options available to you, including the ability to view your claim status, upload documents and photos and find local service providers.

If you have any questions, please contact me.

Thank you.

Ashlee Ornelas
Special Field Claims Representative
(405) 782-6221
Foremost Insurance Company Grand Rapids, Michigan

Email communications are preferred and should be sent to myclaim@foremost.com. If hard copies of communications are required, they should be sent to our National Document Center at P.O. Box 268994, Oklahoma City, OK 73126-8994.

Payment Reference Number(s): 1644387496
Enclosure(s):
Estimate/Invoice -

Additional Information

Payment summary:
The following table of information outlines your claim settlement.

Line of Coverage	Water Backup
Less: Policy Deductible	$250.00
Applicable Policy Limit	$10,000.00
Amount	$10,000.00

Settlement information:
Actual cash value is based on replacement cost less any applicable depreciation for age, useful life and condition. Labor, taxes and other fees and expenses have also been depreciated if not prohibited by your state. To recover depreciation, please send us a copy of any invoices or receipts that demonstrate replacement or repairs. We believe our estimate reflects the reasonable cost necessary to repair or replace the covered damages. Please let know immediately if you disagree. We'll reimburse you for the full replacement cost reasonably paid to repair replace the covered damages or any applicable policy limits.

Any deductible amount will be applied according to policy provisions.

Loss payee on check:
The attached payment includes all loss payees as your policy requires.

Subrogation pursuit:
We intend to pursue reimbursement of amounts we paid, including your deductible, if applicable, from the responsible party who caused or contributed to this loss. If we receive payment, we will reimburse your deductible, if one was applied, according to your state's law.

Legal Notice(s):
We reserve all rights and defenses under the policy and law and no activity on our part should be construed as a waiver. Even though only parts of the policy may be mentioned or quoted in this letter, additional portions if found to be relevant will be applied.

Please note there are time limits set forth in the Conditions ("Lawsuits Against Us" or "Legal Action Against Us" or "Suit Against Us") section of the policy which, depending on your state, may affect the time within which you may pursue your claim. This period may have been extended by statute or case law.

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

Ordinance: 6725

File Number: 2024-1790

ORDINANCE TO AMEND §39.10 WATER AND WASTEWATER DAMAGE CLAIMS (AMENDMENT):

AN ORDINANCE TO AMEND §39.10 WATER AND WASTEWATER DAMAGE CLAIMS AND §39.11 DAMAGE CLAIMS OTHER THAN WATER AND WASTEWATER DAMAGE CLAIMS OF THE FAYETTEVILLE CODE TO INCREASE THE AMOUNT OF COMPENSATION THAT THE CITY COUNCIL CAN AWARD

WHEREAS, the City of Fayetteville is authorized to pay reasonable claims of citizens damaged by water and sewer infrastructure problems and uninsured city vehicles, equipment, infrastructure and personnel even though statutory sovereign immunity protects our taxpayers for such unintentional, actions even if negligent; and

WHEREAS, a dozen years have passed since these code sections were enacted by the City Council and recent inflationary pressures necessitate an increase in the City Council's authority to grant reasonable compensation for appropriate claims.

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 § 39.10 and § 39.11 of the *Fayetteville Code* to increase the City Council's authority to grant reasonable compensation to citizens whose property have been damaged by City infrastructure or personnel by repealing the current § 39.10 and § 39.11 and by enacting new § 39.10 and § 39.11 as shown on Exhibit A attached to this ordinance to more properly compensate a person whose property has been damaged.

PASSED and APPROVED on March 19, 2024

Approved:

Lioneld Jordan, Mayor

Attest:

Kara Paxton, City Clerk Treasurer

CITY CLERK / TREASURER CITY OF FAYETTEVILLE ARKANSAS WASHINGTON COUNTY

This publication was paid for by the City Clerk-Treasurer of the City of Fayetteville, Arkansas. Amount Paid: $ 136.80

Additional Information Received

Date Received: MM/DD/YYYY	05/12/2026
Time: 00:00 (AM/PM)	5:20 PM
From: Name & Title	Keith Macedo, Chief of Staff
To: Name & Title	City Council
Agenda Meeting Date: MM/DD/YYYY	05/12/2026
Civic Clerk Number: Ex. 2025-994	2026-222
Forwarded to City Attorney's Office and Department Head	Yes

Description	Claimed Loss	Proposed claim amount	Difference	Notes
Personal Property	$19,870.00	$16,416.00	-$3,454.00	Claimant and City adjuster agreed on the lower cost of $16,416.00
Out of Pocket Flooring	$9,949.00	$0.00	-$9,949.00	This item is contained in the construction estimate
Construction Labor	$63,691.00	$60,719.50	-$2,971.50	Claimant's estimates were a lump sum, City adjusters is itemized.
Construction Materials	$22,560.18	$0.00	-$22,560.18	Adjuster omits salvageable items: fireplace hearth, toilets, sinks & countertops.
Mitigation Costs - Dwelling	$36,241.11	$36,241.11	$0.00	NWA Restore It estimate from claimant
Mitigation Personal Property	$32,745.19	$32,745.19	$0.00	NWA Restore It estimate from claimant
Utility Increases	$600.00	$0.00	-$600.00	Claimant requesting reimbursement due to increased utility costs
Plumbing Call Out	$80.00	$80.00	$0.00	Pending receipt from claimant
Lodging	$0.00	$0.00	$0.00	The adjuster requested receipts from the claimant to document any additional living expenses incurred regarding displacement from his home. The City adjuster has not received documentation to date.
Total	**$185,736.48**	**$146,201.80**	**-$39,534.68**	
Updated 5/12/2026				

Additional Information Received

Date Received: MM/DD/YYYY	05/14/2026
Time: 00:00 (AM/PM)	01:53 PM
From: Name & Title	Shea Fankhouser, Project Coordinator Utilities
To: Name & Title	City Clerks Office
Agenda Meeting Date: MM/DD/YYYY	05/19/2026
Civic Clerk Number: Ex. 2025-994	2026-222
Forwarded to City Attorney's Office and Department Head	Included in the 05/19/26 Final Agenda.

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF MAY 19, 2026

TO: Mayor and City Council

THRU: Keith Macedo – Chief of Staff

FROM: Tim Nyander – Utilities Director

DATE: May 14, 2026

SUBJECT: **Sewer Damage Claim for 516 North Fallin Avenue (Chris Skrocki)**

RECOMMENDATION:
Staff recommends a resolution to authorize the Mayor to pay the total amount of $136,201.80 to Chris Skrocki for a sewer damage claim arising at 516 North Fallin Avenue, pursuant to §39.10(C)(4) of the Fayetteville City Code.

BACKGROUND:
On or about December 8th, 2025, a directional boring company bored through the sewer main that had been incorrectly located by the City of Fayetteville which was located behind 516 N Fallin Ave. This caused a buildup of debris in the sewer main, which resulted in the home located at 516 N Fallin Ave experiencing a sewer backup.

The customer called a mitigation company, NWA Restore It. They removed flooring, trim, sheetrock, etc. On December 9th, 2025, City crews were notified of the issue and promptly went to repair the sewer main.

DISCUSSION:
The claimant, Chris Skrocki, is seeking compensation from the City which includes the cost of the mitigation, cleaning of personal effects, construction costs to replace materials removed by the mitigation company, and lodging. City staff recommends the compensation in the amount of $136,201.80 as specified by Ordinance 6725.

BUDGET/STAFF IMPACT:
Funds are available in the Self Insurance – Non-Vehicular Damage account within the Water & Sewer fund.

Attachments:
Itemization of Costs

Itemization of Costs
Sewer Damage Claim for 516 North Fallin Avenue (Chris Skrocki)

NWA Claims, LLC (City's 3rd Party Adjuster) Repair Estimate …….. **$60,719.50**

Personal Property Loss (Customer estimate, approved by Adjuster) ……... **$16,416.00**

NWA Restore It Personal Property Cleaning Estimate …… **$32,745.19**

NWA Restore It Mitigation Estimate …… **$36,241.11**

Plumbing Call-Out ……. **$80.00**

Lodging Expenses …….. **None Provided**

Total **$146,201.80**

Less: Insurance Payment (**$10,000.00**)

Damage Claim Amount Requested from City **$136,201.80**

Additional Information Received

Date Received: MM/DD/YYYY	05/14/2026
Time: 00:00 (AM/PM)	01:53 PM
From: Name & Title	Shea Fankhouser, Project Coordinator Utilities
To: Name & Title	City Clerks Office
Agenda Meeting Date: MM/DD/YYYY	05/19/2026
Civic Clerk Number: Ex. 2025-994	2026-222
Forwarded to City Attorney's Office and Department Head	Included in the 05/19/26 Final Agenda.

City of Fayetteville Staff Review Form

2026-222

Item ID

5/19/2026

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

Tim Nyander	5/14/2026	WATER SEWER (720)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends a resolution to authorize the Mayor to pay the total amount of $136,201.80 to Chris Skrocki for a sewer damage claim arising at 516 North Fallin Avenue, pursuant to §39.10(C)(4) of the Fayetteville City Code.

Budget Impact:

5400.720.4410-5311.04	Water and Sewer
Account Number	Fund
N/A	N/A
Project Number	Project Title

Budgeted Item?	Yes	Total Amended Budget	$	158,465.22
		Expenses (Actual+Encum)	$	-
		Available Budget	$	158,465.22
Does item have a direct cost?	Yes	Item Cost	$	136,201.80
Is a Budget Adjustment attached?	No	Budget Adjustment	$	-
		Remaining Budget	$	22,263.42

V20221130

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

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

Original Contract Number: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1187

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Dennis Sanders, Building Safety Director

FROM: Billy Bryant, Code Compliance Supervisor

SUBJECT: **Order to Raze and Remove the structure at 20 N School Ave in Ward 2.**

RECOMMENDATION:
Staff recommends approval of a resolution ordering the Raze and Removal of a dilapidated and unsafe structure located at 20 N. School Ave.

BACKGROUND:
The subject property is located at 20 N. School Ave., located between W. Meadow St. to the north and W. Center St to the south. Staff was notified of the property's condition through an anonymous complaint. A subsequent inspection on November 12, 2025, found an unsecured, abandoned cinder block structure with signs of neglect, as evidenced by graffiti on several walls and significant interior and exterior disrepair. Staff started a raze and removal case on that date and mailed the owners, Stephen and Gretta Smith, a notice of violation. While postal delivery was unsuccessful, staff was able to contact the owner via telephone on January 5, 2026. That conversation served as notification of the violation and the property owner indicated an intent to demolish the building. Accordingly, staff afforded the property owner the opportunity to remove the structure; to date, this is not complete.

DISCUSSION:
This address consists of a single story, 2,261-square foot, commercial building. The roof is failing, and the building is covered in graffiti. Doorways are inoperable and rotted. Numerous windowpanes are broken, and the inside shows mass decay. The neglect of this structure is severe, and no longer a usable space. Staff auditing of utility services indicates that the structure does not have electricity, and no water service since 2013, which predates the current owners. To date, no demolition permit for removal or building permits for repair have been issued or applied for. Per 173.08 of the Unified Development Code, City Council may determine the subject building to be unsafe, dilapidated, unsanitary or a detriment to the public welfare. A budget adjustment will not be necessary for this raze and removal due to existing, allocated funds for this activity. The bid for demolition is $13,300.

BUDGET/STAFF IMPACT:
If the property owner does not comply with the Raze and Removal order, Raze and Removal costs will be expensed to the current budget. A lien will be placed on the property for the incurred costs.

ATTACHMENTS: 3. Staff Review Form, 4. Property Location Maps, 5. Property Photos, 6. Notice of Violation, 7. County Assessor Details and Legal Description, 8. Raze & Removal Documentation

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

File #: 2026-1187

A RESOLUTION TO ORDER THE RAZING AND REMOVAL OF A DILAPIDATED AND UNSAFE STRUCTURE ON PROPERTY OWNED BY STEPHEN AND GRETTA SMITH LOCATED AT 20 NORTH SCHOOL AVE IN THE CITY OF FAYETTEVILLE, ARKANSAS

WHEREAS, Stephen and Gretta Smith are the record owners of real property, legally described in attached Exhibit A which is located at 20 North School Avenue, City of Fayetteville, Washington County, Arkansas; and

WHEREAS, the City Council has determined that a structure located on said property with the address 20 North School Avenue is dilapidated, unsightly, unsafe, and detrimental to the public welfare; and

WHEREAS, Stephen and Gretta Smith, having been properly served by sending a Notice of Violation by Certified Mail, Return Receipt Requested to the owner's address of record, and, given thirty (30) days to correct said violations, has failed to repair, or raze and remove said dilapidated, unsightly, and unsafe structure.

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

Section 1: That, by the authority granted pursuant to A.C.A. §14-56-203, and in accordance with the provisions of Section 173.08 of the Fayetteville Code of Ordinances, Stephen and Gretta Smith are hereby ordered to raze and remove forthwith the dilapidated, unsightly, and unsafe structure located at 20 North School Avenue, Fayetteville, Arkansas. The manner of removing said structure shall be: dismantle by hand or bulldozer, and haul all debris to a landfill.

Section 2: That, if Stephen and Gretta Smith do not comply with this order, the Mayor is hereby authorized to cause the dilapidated, unsightly, and unsafe structure to be razed and removed; and a lien against the real property shall be granted and given the City, pursuant to A.C.A. §14-54-904, for the costs associated therewith.

City of Fayetteville Staff Review Form

2026-1187

Item ID

4/21/2026

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

Billy Bryant	3/31/2026	BUILDING SAFETY (640)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of a resolution ordering the Raze and Removal of a dilapidated and unsafe structure located at 20 N School Ave.

Budget Impact:

1010.640.6400-5315.04	General
Account Number	Fund
50033.2601	Raze and Removal
Project Number	Project Title

Budgeted Item?	Yes	Total Amended Budget	$	83,000.00
		Expenses (Actual+Encum)	$	-
		Available Budget	$	83,000.00
Does item have a direct cost?	Yes	Item Cost	$	13,300.00
Is a Budget Amendment attached?	No	Budget Amendment	$	-
		Remaining Budget	$	69,700.00

Purchase Order Number: _____

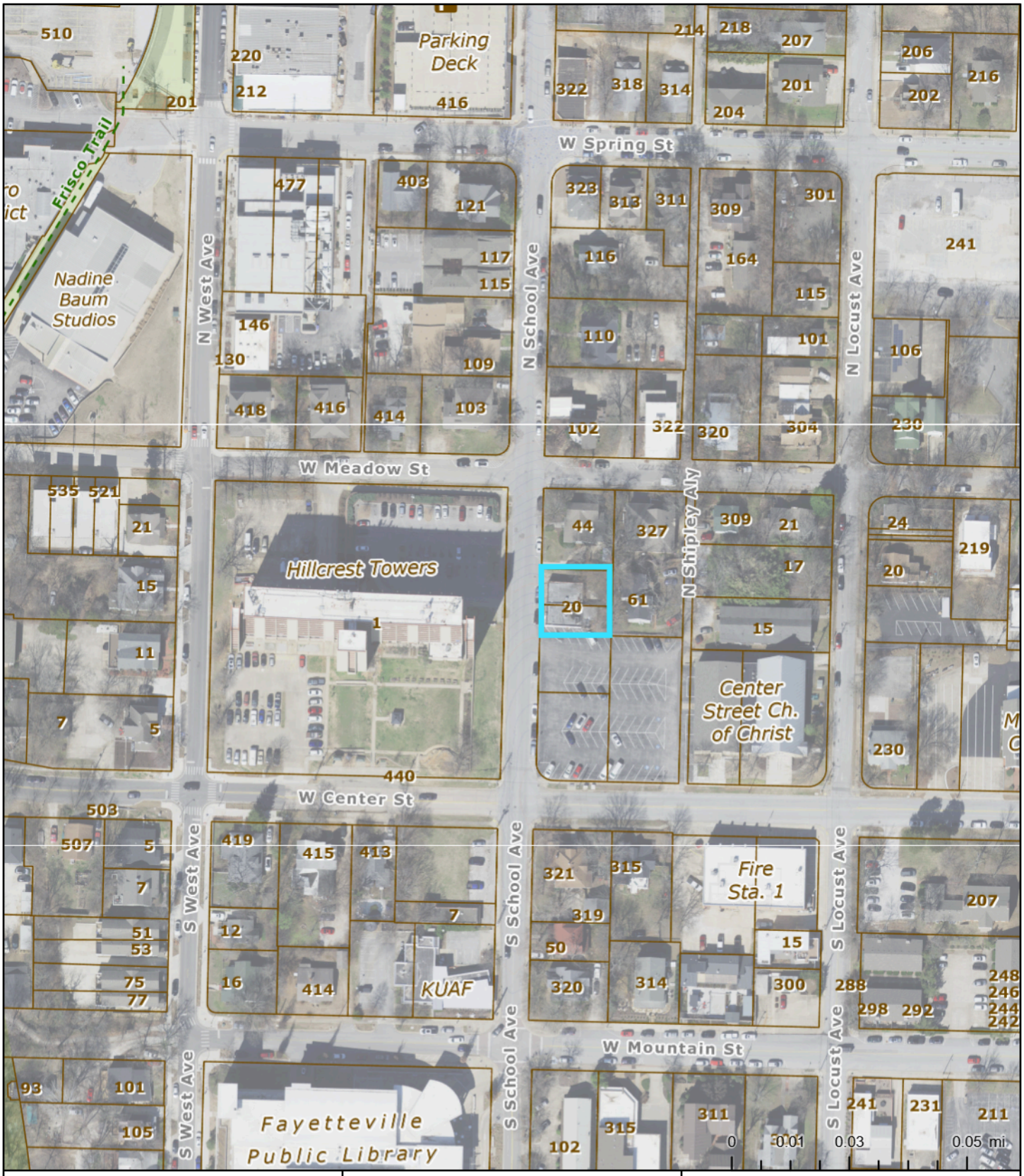
Previous Ordinance or Resolution # _____

Change Order Number: _____

Approval Date: _____

Original Contract Number: _____

Comments:



20 N School Ave

Fayetteville, AR

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

Created: 3/11/2026
Credits: 2025 Imagery | EagleView Technologies | Surdex Corporation, City of Fayetteville, AR
Map Author:



20 N School Ave

Fayetteville, AR

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

Created: 3/11/2026
Credits: 2025 Imagery | EagleView Technologies | Surdex Corporation, City of Fayetteville, AR
Map Author:


CLEANERS & LAUNDRY
SALEM
NO PARKING
11-12-2025 10:03 AM


NO PARKING
SUNDAYS ALL DAY
WEDNESDAYS AFTER 6PM
DURING SPECIAL EVENTS
VACATE LOTS BY 12AM SUNDAY TOW ZONE
479-966-4069
11-12-2025 10:02 AM


11-12-2025 10:06 AM


11-12-2025 10:06 AM


11-12-2025 10:07 AM


11-12-2025 10:02 AM


11-12-2025 10:05 AM


11-12-2025 10:04 AM


11-12-2025 10:03 AM


11-12-2025 10:06 AM


11-12-2025 10:05 AM


11-12-2025 10:06 AM


11-12-2025 10:11 AM


11-12-2025 10:12 AM


03-05-2026 10:51 AM


11-12-2025 10:16 AM


03-05-2026 10:47 AM


11-12-2025 10:16 AM


11-12-2025 10:10 AM

CITY OF FAYETTEVILLE
125 West Mountain Street
Fayetteville, AR 72701

Case Number: **CBLD-2025-0094**

Violation Notice

Case Type: **Building**

Date Case Established: **11/12/2025**

Owner: STEPHEN L AND GRETTA F SMITH

Mailing Address

STEPHEN L AND GRETTA F SMITH
83 S KESTREL DR
Fayetteville, AR 72701

Notice of Violation for the following location:

Address	Parcel
20 N SCHOOL AVE Fayetteville, AR 72701	**765-01875-000**

Dear Property Owner:
It appears that your property contains a violation of the Fayetteville Unified Development Ordinance. It is our goal to notify and assist property owners to correct violations of city ordinances before taking actual enforcement actions. If you need clarification of this notice or advice on how to correct the problem, please contact us.

Violation That Needs Correction: 173.08 - Unsafe Buildings - (Raze & Removal) - Unsafe Buildings - (Raze & Removal)
No person, partnership, corporation, or association, hereinafter referred to as "owner", shall keep or maintain any house or building within the corporate limits of the City which has become dilapidated, unsafe, unsanitary, or detrimental to the public welfare.

Possible Penalties:
If this violation is not corrected within thirty (30) days from the service of this notice, a Public Hearing will be held for the approval of a raze & removal determination by the City Council. The costs shall be charged to the owner(s) of the property and the city shall have a lien against such property for the costs. If you disagree with our conclusion that your property contains a violation of our ordinances, you have the right to an appeal. Please see Chapter 155 of the Unified Development Code.

How This Violation Can Be Voluntarily Corrected: By making repairs as needed or razing the structure and remove all debris from the lot. A building permit may be required, based on review of the Building Safety Director.

Sincerely,

Robert McKinney
Code Compliance Officer
479-601-6604
rmckinney@fayetteville-ar.gov

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

STEPHEN L. & GRETTA SMITH

83 S. KESTREL DRIVE

FAYETTEVILLE, AR 72701

9590 9402 9326 5002 0606 76

2. Article Number *(Transfer from service label)*

9589 0710 5270 2525 8156 16

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

☐ Agent
☐ Addressee

B. Received by *(Printed Name)*

C. Date of Deliver

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

RECEIVED

DEC 01 2025

CODE COMPLIANCE

3. Service Type

- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☒ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Mail
- ☐ Mail Restricted Delivery 00)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricte Delivery
- ☐ Signature Confirmation
- ☐ Signature Confirmatio Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 CBLD-25-94-RM Domestic Return Rec

12-01-2025 02:15 PM

20 N School Ave

Legal Description

PT W/2 NW BLOCK 19 (40/80) FURTHER DESCRIBED FROM 2014-29078 AS: A part of the W 1/2 of the NW 1/4 of Block 19, The Original Town (now City) of Fayetteville, Arkansas, and being more particularly described as follows: Beginning at a point 130.00 feet South of the NW Corner of said Block and running thence East 80.00 feet; thence North 40.00 feet; thence West 80.00 feet; thence South 40.00 feet, to the place of beginning.

PT W/2 NW BLOCK 19 (30/80) FURTHER DESCRIBED FROM 2014-29078 AS: A part of the W 1/2 of the NW 1/4 of Block 19, The Original Town (now City) of Fayetteville, Arkansas, and being more particularly described as follows: Beginning at a point of 160.00 feet South of the NW Corner of said Block, and running thence East 80.00 feet; thence North 30.00 feet; thence West 80.00 feet; thence South 30.00 feet to the point of beginning.

Parcel: 765-01874-000
Previous Parcel: 135781-000-00
As of: 3/10/2026 10:28:46 PM

ID: 36128

Washington County Report

Property Owner

Name:	SMITH, STEPHEN L & GRETTA F
Mailing Address:	83 S KESTREL FAYETTEVILLE, AR 72701
Type:	(CI) Comm. Impr.
Tax District:	(011) FAYETTEVILLE SCH, FAY
Millage Rate:	57.10

Property Information

Physical Address:	20 N SCHOOL AVE
Subdivision:	FAYETTEVILLE ORIGINAL
Block/Lot:	019 / N/A
S-T-R:	16-16-30
Size (Acres):	N/A
Legal:	See *Extended Legal*

Extended Legal

PT W/2 NW BLOCK 19 (40/80)
FURTHER DESCRIBED FROM 2014-29078 AS:
A part of the W 1/2 of the NW 1/4 of Block 19, The Original Town (now City) of Fayetteville, Arkansas, and being more particularly described as follows: Beginning at a point 130.00 feet South of the NW Corner of said Block and running thence East 80.00 feet; thence North 40.00 feet; thence West 80.00 feet; thence South 40.00 feet, to the place of beginning.

Market and Assessed Values

	Estimated Market Value	Full Assessed (20% Market Value)	Taxable Value
Land	83,200	16,640	10,752
Building	167,700	33,540	19,908
Totals	**250,900**	**50,180**	**30,660**

Taxes Note: Tax amounts are estimates only. Contact the county/parish tax collector for exact amounts.

Homestead Credit:	0	Note: The Estimated Tax amount shown includes the Homestead Credit amount listed.
Estimated Taxes:	1,919	

Land

Land Use	Size	Units
40X80=3200	3200.000	Sq.Ft
Total	**3,200.00**	

Deed Transfers
Document Images brought to you by your County Circuit Clerk, Kyle Sylvester.

View Image	Deed Date	File Date	Book	Page	Deed Type	Stamps	Est. Sale	Grantee	Code	Type
	11/7/2014	N/A	2014	29078	Warr. Deed	660.00	$200,000	SMITH, STEPHEN & GRETTA	Inc. Additional Prop.	Improved
	12/31/2004	N/A	2005	4264	Warr. Deed	1211.10	$367,000	TRUITT, GLENN A & VIVIAN	Additional Properties	Improved
	11/5/2002	N/A	2002	171596	Redem Deed	N/A	N/A	BROWN, DALLEN OR RUTH	N/A	N/A
	2/1/2000	N/A	2000	57498	Quit Claim	0.00	$0	GLENN, PEGGY	Inc. Additional Prop.	Improved
	2/1/2000	N/A	2000	11756	Warr. Deed	0.00	$0	BROWN, DALLAN & RUTH	Inc. Additional Prop.	Improved
	8/19/1993	N/A	93	48263	Warr. Deed	0.00	$0	MAERTENS, JACK	N/A	N/A
	1/7/1981	1/29/1981	1031	729	Warr. Deed	0.00	$0	GLENN, PEGGY E	N/A	Improved

Details for Commercial Card 1

Business Name(s):	VACANT		
Number of Units:	N/A	**Total Floor Area:**	1025
Site Work:	Prep;	**Floor Cover:**	N/A
Foundation:	N/A	**Ceilings:**	02
Floor Structure:	N/A	**Interior Finish:**	N/A
Structure Frame:	Conc.Blk	**Insulation:**	N/A
Exterior Walls:	N/A, Conc.Blk	**Appliances:**	00
Ext. Wall Load:	LoadBear	**Plumbing:**	None N/A N/A
Roof Structure:	N/A	**Electrical:**	Avg.B Qual.1
Roof Cover:	N/A	**Misc:**	02 08 09

Building 1

Age/YC	Condition	Effective Age	Stories	Grade
1945	Average	33	1	C3

Avg Floor Area:	1025	**Common Wall:**	N/A
Avg Perimeter:	132	**Total Floor Area:**	1025
No. Floors:	1	**Total Height:**	9
Avg Floor Height:	9	**Unit Multiplier:**	1

	Occupancy	Heating/Cooling
Primary	Dry Cleaner (100%)	Hot Water (100%)
Secondary	N/A	N/A

Reappraisal Value History

Tax Year	Total Value	Total Assessed
2025	250,900.00	28,470.00
2024	250,900.00	26,280.00
2023	250,900.00	24,090.00
2022	109,500.00	21,900.00
2021	109,500.00	21,288.00
2020	109,500.00	19,514.00
2019	88,700.00	17,740.00
2018	88,700.00	17,740.00
2017	88,700.00	17,740.00
2016	88,700.00	17,740.00
2015	88,700.00	17,740.00

Not a Legal Document
Subject to terms and conditions
www.actDataScout.com

Parcel: 765-01875-000
Previous Parcel: 135782-000-00
As of: 3/10/2026 10:28:46 PM

ID: 36129

Washington County Report

Property Owner

Name:	SMITH, STEPHEN L & GRETTA F
Mailing Address:	83 S KESTREL FAYETTEVILLE, AR 72701
Type:	(CI) Comm. Impr.
Tax District:	(011) FAYETTEVILLE SCH, FAY
Millage Rate:	57.10

Property Information

Physical Address:	20 N SCHOOL AVE
Subdivision:	FAYETTEVILLE ORIGINAL
Block/Lot:	019 / N/A
S-T-R:	16-16-30
Size (Acres):	N/A
Legal:	See *Extended Legal*

Extended Legal

PT W/2 NW BLOCK 19 (30/80)
FURTHER DESCRIBED FROM 2014-29078 AS:
A part of the W 1/2 of the NW 1/4 of
Block 19, The Original Town (now City)
of Fayetteville, Arkansas, and being
more particularly described as follows:
Beginning at a point of 160.00 feet
South of the NW Corner of said Block,
and running thence East 80.00 feet;
thence North 30.00 feet; thence West
80.00 feet; thence South 30.00 feet to
the point of beginning.

Market and Assessed Values

	Estimated Market Value	Full Assessed (20% Market Value)	Taxable Value
Land	62,400	12,480	8,064
Building	220,900	44,180	26,194
Totals	**283,300**	**56,660**	**34,258**

Taxes Note: Tax amounts are estimates only. Contact the county/parish tax collector for exact amounts.

Homestead Credit:	0	Note: The Estimated Tax amount shown includes the Homestead Credit amount listed.
Estimated Taxes:	2,144	

Land

Land Use	Size	Units
30X80=2400	2400.000	Sq.Ft
Total	**2,400.00**	

Deed Transfers
Document Images brought to you by your County Circuit Clerk, Kyle Sylvester.

View Image	Deed Date	File Date	Book	Page	Deed Type	Stamps	Est. Sale	Grantee	Code	Type
	11/7/2014	N/A	2014	29078	Warr. Deed	660.00	$200,000	SMITH, STEPHEN & GRETTA	Additional Properties	Improved
	12/31/2004	N/A	2005	4264	Warr. Deed	1211.10	$367,000	TRUITT, GLENN A & VIVIAN	Inc. Additional Prop.	Improved
	11/5/2002	N/A	2002	171596	Redem Deed	N/A	N/A	BROWN, DALLEN OR RUTH	N/A	N/A
	5/9/2000	N/A	2000	57498	Quit Claim	0.00	$0	GLENN, PEGGY	N/A	N/A
	2/1/2000	N/A	2000	11756	Warr. Deed	0.00	$0	BROWN, DALLAN & RUTH	N/A	N/A
	7/1/1991	N/A	1433	842	Warr. Deed	55.00	$25,000	MAERTENS, JACK	Valid	Improved
	1/7/1981	1/29/1981	1031	729	Warr. Deed	0.00	$0	GLENN, PEGGY E	N/A	Improved

Details for Commercial Card 1

Business Name(s):	VACANT		
Number of Units:	N/A	**Total Floor Area:**	1236
Site Work:	Prep;	**Floor Cover:**	N/A
Foundation:	N/A	**Ceilings:**	02
Floor Structure:	N/A	**Interior Finish:**	N/A
Structure Frame:	Conc.Blk	**Insulation:**	N/A
Exterior Walls:	N/A, BrickVen	**Appliances:**	00
Ext. Wall Load:	LoadBear	**Plumbing:**	Lavatory Water.Cl WaterHtr
Roof Structure:	N/A	**Electrical:**	Avg.B Qual.1
Roof Cover:	N/A	**Misc:**	08 09

Building 1

Age/YC	Condition	Effective Age	Stories	Grade
1945	Average	33	1	C3

Avg Floor Area:	1236	**Common Wall:**	N/A
Avg Perimeter:	166	**Total Floor Area:**	1236
No. Floors:	1	**Total Height:**	10
Avg Floor Height:	10	**Unit Multiplier:**	1

	Occupancy	Heating/Cooling
Primary	Dry Cleaner (100%)	WrmCl Air (100%)
Secondary	N/A	N/A

Outbuildings and Yard Improvements

Item	Type	Size / Dim	Unit Multi.	Quality	Age
Fence, Wood	SBOARD	6x30	N/A	N/A	N/A
Canopies	ALUM	36	N/A	N/A	N/A

Reappraisal Value History

Tax Year	Total Value	Total Assessed
2025	283,300.00	31,811.00
2024	283,300.00	29,364.00
2023	283,300.00	26,917.00
2022	122,350.00	24,470.00
2021	122,350.00	22,800.00
2020	122,350.00	20,900.00
2019	95,000.00	19,000.00
2018	95,000.00	19,000.00
2017	95,000.00	19,000.00
2016	95,000.00	19,000.00
2015	95,000.00	19,000.00

Not a Legal Document

Subject to terms and conditions
www.actDataScout.com

FAYETTEVILLE
ARKANSAS

PROCESS SUMMARY
(RAZE & REMOVAL/LARGE SCALE CLEAN-UP)

Property Address 20 N School Ave

WC Parcel # 765-01875-000

Energov Case # CBLD-2025-0094

City Code: 173.08

- On 11/12/2025 Code Compliance received a Request for Service regarding the property located at 20 N School Ave
- A Notice of Violation was sent to the Owner of Record on 11/14/2025
- The signed Return Receipt Card was received on 12 /01/2025

  (or)

- The property was posted on ____
- On 1/05/2026 the property was re-inspected and was found to still be in violation of City Code 173.08

CITY OF
FAYETTEVILLE
ARKANSAS

RECEIPT OF BIDS

OWNER(S): **City of Fayetteville – Building Safety Division**

ADDRESS: 20 N School Ave

PROJECT No: **Bid#** 2025-0094

PROJECT TITLE: **Raze and Removal – Code Compliance Program**

BID CLOSING DAY/DATE/TIME: **March 9th @ 4:00 PM**

CONTRACTOR: Meyers Const. LLC BID AMOUNT: $14,916.00

CONTRACTOR: M & M Excavating BID AMOUNT: $13,300.00

CONTRACTOR: Arkansas River Valley Roofing & Restoration BID AMOUNT: $15,000.00

CONTRACTOR: _____ BID AMOUNT: _____

CONTRACTOR: _____ BID AMOUNT: _____

Certified by: _____ Date: 3-9-26

Witness: _____ Date: 3-9-26

CITY OF
FAYETTEVILLE
ARKANSAS

RAZE & REMOVAL PROJECT
BID# 2025-0094

ADMINISTRATOR: Billy Bryant [email: bbryant@fayetteville-ar.gov]

PHONE # 479.575.8232 or 479.601.6361 F A X **#** 479.444.3445

PROJECT LOCATION: 20 N School Ave

WC Parcel # 765-01874-000,

765-01875-000

CONTRACTOR'S SCOPE OF WORK

- **RAZE&REMOVAL**
  1. Completely tear down the entire dwelling.
  2. Haul all contents inside the structure(s), debris from the structure(s), and other debris from the parcel to a legal landfill. All concrete associated with the structure(s) shall be removed from the lot (footings and slabs).
  3. Mow and clean up parcel.

- **CLEANUP & DISPOSAL**
  1. Provide proof, such as receipts, that the debris was hauled to a legal landfill.
  2. The city encourages the bidder to consider all waste diversion methods for materials collected. Any methods of disposal, excluding a legal landfill, must be deemed acceptable by the city prior to bid submittal.
  3. The yard shall be semi-level and mow-able when the demo work is completed and before payment will be made.
  4. Contractor shall be responsible for capping wells, utilities and/or any other requirements pertaining to the demolition permit.

- **MISCELLANEOUS**
  1. A Demolition Permit from the City of Fayetteville must be obtained before work begins. Demolition Permits are obtained through the Building Safety Division, 479-575-8238.
  2. Proof of no less than $250,000 liability insurance shall be provided by the contractor before work begins.
  3. State Contractor License is required. A City Business License is required if your business is located in the city limits of Fayetteville.
  4. If the situation is resolved by the property owner during the 30 day notice & comment period bids may be considered null & void.

CITY OF
FAYETTEVILLE
ARKANSAS

BID PROPOSAL FORM
BID 25-0094

DATE ISSUED: February 22nd, 2026

ADMINISTRATOR'S NAME: Billy Bryant

PROJECT ADDRESS: 20 N School Ave

DATE OF OPENING: March 9th, 2026

My total bid price for the Raze & Removal Project is:
$ 13,300
(Bid will be valid for 120 days from Date of Opening)

Upon signing this Bid, the bidder certifies that they have viewed the property, read and agree to the requirements set forth in this bid proposal, including specifications, terms and standard conditions, and pertinent information regarding the articles being bid on, and agree to furnish these articles at the prices stated.

Date: 03/09/26

Complete Business Address

Name of Firm: M&M Excavating LLC Phone # 4798419285

Street address or P O Box # 377 Sulphur City

City / State/ Zip Code Fayetteville, AR

Printed Name: Misty Barker

Signature: Misty Barker Title: _____

Federal Tax ID # 26-0611207 or SSN _____

State Contractor # 0191780526 City Business License # _____

CITY OF
FAYETTEVILLE
ARKANSAS

BID PROPOSAL FORM
BID 25-0094

DATE ISSUED: February 22nd, 2026

ADMINISTRATOR'S NAME: Billy Bryant

PROJECT ADDRESS: 20 N School Ave

DATE OF OPENING: March 9th, 2026

My total bid price for the Raze & Removal Project is:
$ 14,916.00
(Bid will be valid for 120 days from Date of Opening)

Upon signing this Bid, the bidder certifies that they have viewed the property, read and agree to the requirements set forth in this bid proposal, including specifications, terms and standard conditions, and pertinent information regarding the articles being bid on, and agree to furnish these articles at the prices stated.

Date: 3/09/26

Complete Business Address

Name of Firm: Mayers Construction, LLC Phone # 479-249-7885

Street address or P O Box
13597 AR-12 Site 7

City / State/ Zip Code
Gravette, AR 72736

Printed Name: Jacob Roller

Signature: _____ Title: GM

Federal Tax ID # 81-2804016 or SSN _____

State Contractor # 042535426 City Business License # _____

Meyers Construction, LLC
P 479-249-7383
E jroller@meyersconstructionllc.com

Demo Quote

03/09/2026

Customer

City of Fayetteville

Project

20 N School Ave
Fayetteville, AR

Description	Amount
Residential Demo & proper disposal of debris	$13,566.00
Mobilization	$500.00
Mow & clean up parcel	$250.00
Utility retirement & project management	$500.00
Permit	$100.00

Meyers Construction is pleased to submit our proposal for the demolition and proper disposal of debris.

We propose to furnish all labor, equipment, supervision, materials and permits necessary to demolish the existing single-family home located at the project site listed above. Demo and removal of debris to include the entire vertical structure of the home and any porches, slabs or foundation below grade. Site to be left rough graded with excavator and ready for dirt work for new construction.

Total Lump Sum Price: $14,916.00

Meyers Construction has the personnel, equipment access, and experience necessary to complete this work safely, efficiently, and in accordance with accepted construction practices.

Sincerely,

Jacob Roller jroller@meyersconstructionllc.com 479-249-7383

CITY OF
FAYETTEVILLE
ARKANSAS

BID PROPOSAL FORM
BID 25-0094

DATE ISSUED: February 22nd, 2026

ADMINISTRATOR'S NAME: Billy Bryant

PROJECT ADDRESS: 20 N School Ave

DATE OF OPENING: March 9th, 2026

My total bid price for the Raze & Removal Project is:

$ 15,000.00

(Bid will be valid for 120 days from Date of Opening)

Upon signing this Bid, the bidder certifies that they have viewed the property, read and agree to the requirements set forth in this bid proposal, including specifications, terms and standard conditions, and pertinent information regarding the articles being bid on, and agree to furnish these articles at the prices stated.

Date: 03/09/2026

Complete Business Address

Name of Firm: Arkansas River Valley Roofing & Restoration Phone # 501-902-6053

Street address or P O Box
6005 Southwind Dr. NLR, AR

City / State/ Zip Code
North Little Rock, Arkansas 72118

Printed Name: Satchel Nash

Signature: _____ Title: Manager

Federal Tax ID # 47578 or SSN N/A

State Contractor # 040215026 City Business License # N/A

CITY OF
FAYETTEVILLE
ARKANSAS

Date: 3-10-2026

Property owner address:

Stephen L & Gretta Smith
83 S Kestrel Dr
Fayetteville, AR 72701

RE: Enforcement of Fayetteville Code 173.08
Arkansas Code Ann. 14-56-203

NOTICE TO PROPERTY OWNERS

Pursuant to A.C.A 14-56-203 as 173.08 of the Fayetteville Code, you are placed upon Notice that the Fayetteville City Council will conduct a public hearing to determine if the dwelling located at **20 N School Ave (WC Parcel # 765-01875-000)** should be Razed and Removed.

You are free to appear at this hearing to present any evidence or statements. If you need additional information concerning this process or if you have information that we are not aware of, please call the Code Compliance Office at (479) 575-8232.

The hearing will be part of a regular City Council meeting on **April 21st, 2026** beginning at 5:30pm at the City Administration Building, 113 W. Mountain St., Fayetteville, AR 72701. The City Council Meetings are advertised in local newspapers and will contain an item concerning this hearing. You may also call the Fayetteville City Clerk's Office (479-575-8323) for information confirming the date of the public hearing.

Sincerely,

Billy Bryant
Code Compliance Supervisor

9589 0710 5270 3813 0193 10

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at *www.usps.com*®.

OFFICIAL USE

Certified Mail Fee
$

Extra Services & Fees *(check box, add fee as appropriate)*
- ☐ Return Receipt (hardcopy) $ _____
- ☐ Return Receipt (electronic) $ _____
- ☐ Certified Mail Restricted Delivery $ _____
- ☐ Adult Signature Required $ _____
- ☐ Adult Signature Restricted Delivery $ _____

Postage
$

Total Postage and Fees
$

CBLD-2025
0094

Postmark Here

Council Notice

Sent To

Street and Apt. No., or PO Box No.

City, State, ZIP+4®

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

CITY OF
FAYETTEVILLE
ARKANSAS

Code Compliance Program
Unsafe Building Determination
UDC 173.08 (A)

Address / Location: 20 N School Ave

WC Parcel # 765-01875-000

UDC 173.08 (A)

☒ ***I recommend the raze and removal of the structure.***

☐ ***I recommend securing the structure.***

☐ ***I have determined that the structure above is NOT in violation of Subsection 173.08 (A) of the City of Fayetteville's Unified Development Code***

☐ ***I recommend presenting the structure to City Council as a Property Nuisance for Raze & Removal***

_____ **City Building Official** 11-12-25 **Date**

Observations: _____

Case # CBLD-2025-0094

_____ ***Building Safety Division Director***

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1194

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Dennis Sanders, Building Safety Director

FROM: Billy Bryant, Code Compliance Supervisor

SUBJECT: **Raze and Removal of the Structure at 848 N Jackson Dr in Ward 3**

RECOMMENDATION:
Staff recommends approval of a resolution ordering the Raze and Removal of a dilapidated and unsafe structure located at 848 N Jackson Dr.

BACKGROUND:
The subject property is located at 848 N Jackson Dr., located between E Rockwood Trail to the south and E Jackson Dr to the north. Staff was notified of the property through an anonymous complaint. A subsequent inspection on January 2nd, 2025 found an abandoned house with boarded up windows, and junk and debris about the property. Staff started a raze and removal case on that date and mailed the owner, Morgan Macdonald of Born in A Barn Corp., a notice of violation. With no signed receipt card received, staff placarded the building on January 11th, 2025. Since placarding the notice, Ms. Macdonald reached out to staff asking what needed to be done. Staff informed the property owner of the corrective action needed to become compliant: make repairs or demolish the structure. Staff documented that the removal of a rotting overhang was completed and some junk and debris items were removed in April 2025, but the property remains in a severely dilapidated state.

DISCUSSION:
This address consists of a single story, 1,292 square foot, single family dwelling which is currently unoccupied. The house is secured with boards over the windows. Parts of the roof are failing and rotting, and the siding is rotting off the structure in areas. The neglect this structure is suffering from is severe, leaving the structure uninhabitable. Staff auditing of utility services indicates that the structure does not have electricity. The water account is active, but shows no usage since February of 2025. To date no demolition permit for removal or building permits for repairs have been issued or applied for. Per 173.08 of the Unified Development Code city council may determine the subject building to be unsafe, dilapidated, unsanitary or a detriment to the public welfare. A budget adjustment will not be necessary for this raze and removal due to existing, allocated funds for this activity. The bid for demolition is $11,124.00.

BUDGET/STAFF IMPACT:
If the property owner does not comply with the Raze and Removal order, Raze and Removal costs will be expensed to

the current budget. A lien will be placed on the property for the incurred costs.

ATTACHMENTS: 3. Staff Review Form, 4. Property Location Maps, 5. Property Photos, 6. Notice of Violation, 7. County Assessor Details and Legal Description, 8. Raze & Removal Documentation

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

File #: 2026-1194

A RESOLUTION TO ORDER THE RAZING AND REMOVAL OF A DILAPIDATED AND UNSAFE STRUCTURE ON PROPERTY OWNED BY BORN IN A BARN, INC. LOCATED AT 848 NORTH JACKSON DRIVE IN THE CITY OF FAYETTEVILLE, ARKANSAS

WHEREAS, Born In a Barn, Inc., an Arkansas corporation with a forfeited charter, is the record owner of real property legally described in attached Exhibit A, which is located at 848 North Jackson Drive, City of Fayetteville, Washington County, Arkansas; and

WHEREAS, the City Council has determined that a structure located on said property with the address 848 North Jackson Drive is dilapidated, unsightly, unsafe, and detrimental to the public welfare; and

WHEREAS, Born In a Barn, Inc., having been properly served by sending a Notice of Violation by Certified Mail, Return Receipt Requested to the owner's address of record, and, given thirty (30) days to correct said violations, has failed to repair, or raze and remove said dilapidated, unsightly, and unsafe structure.

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

Section 1: That, by the authority granted pursuant to A.C.A. §14-56-203, and in accordance with the provisions of Section 173.08 of the Fayetteville Code of Ordinances, Born In a Barn, Inc. is hereby ordered to raze and remove forthwith the dilapidated, unsightly, and unsafe structure located at 848 North Jackson Drive, Fayetteville, Arkansas. The manner of removing said structure shall be: dismantle by hand or bulldozer, and haul all debris to a landfill.

Section 2: That, if Born In a Barn, Inc. does not comply with this order, the Mayor is hereby authorized to cause the dilapidated, unsightly, and unsafe structure to be razed and removed; and a lien against the real property shall be granted and given the City, pursuant to A.C.A. §14-54-904, for the costs associated therewith.

City of Fayetteville Staff Review Form

2026-1194

Item ID

4/21/2026

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

Billy Bryant	3/31/2026	BUILDING SAFETY (640)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of a resolution ordering the Raze and Removal of a dilapidated and unsafe structure located at 848 N Jackson Dr.

Budget Impact:

1010.640.6400-5315.04	General
Account Number	Fund
50033.2602	Raze and Removal
Project Number	Project Title

Budgeted Item?	Yes	Total Amended Budget	$	83,000.00
		Expenses (Actual+Encum)	$	-
		Available Budget	$	83,000.00
Does item have a direct cost?	Yes	Item Cost	$	11,124.00
Is a Budget Amendment attached?	No	Budget Amendment	$	-
		Remaining Budget	$	71,876.00

Purchase Order Number: _____

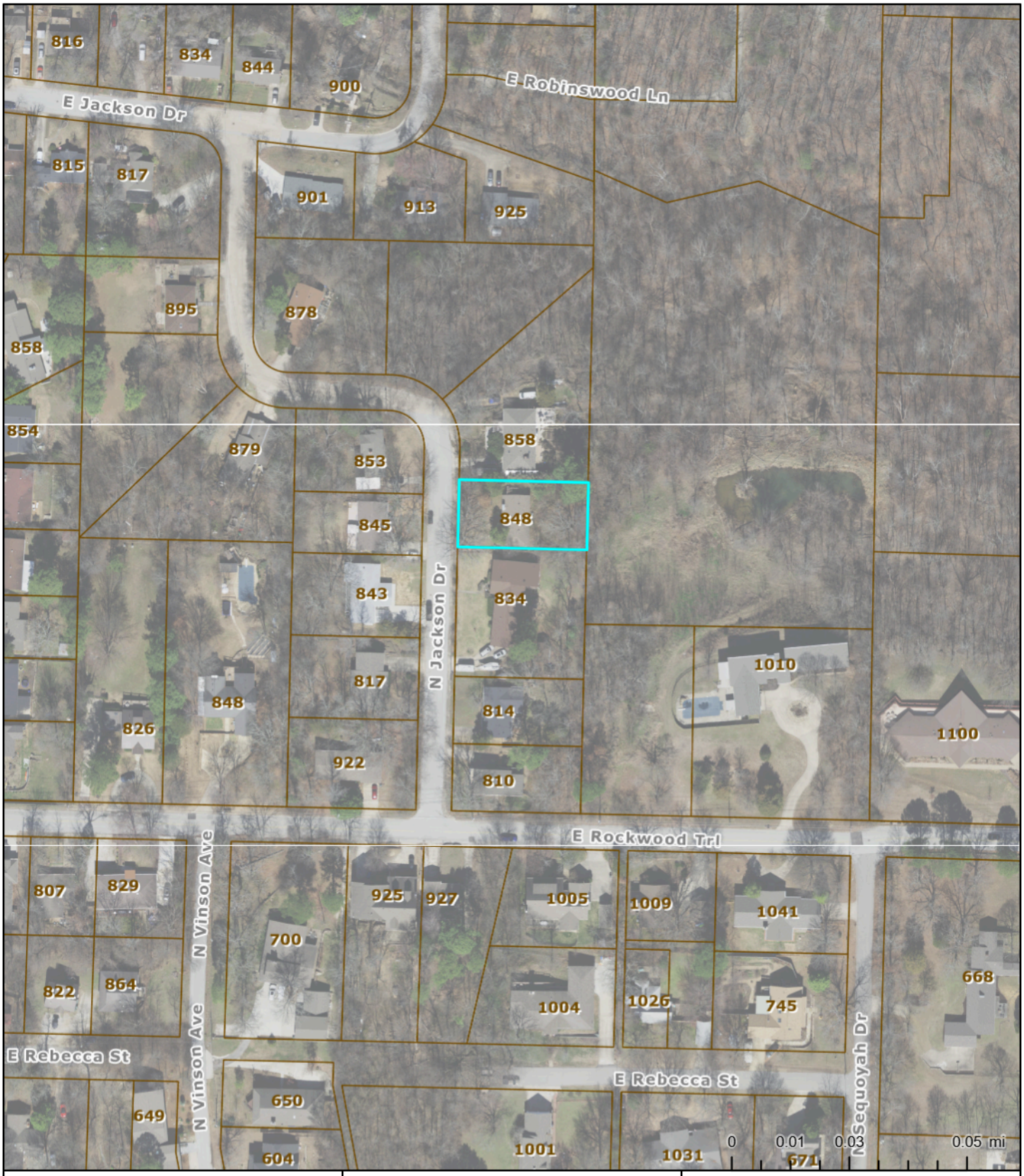
Previous Ordinance or Resolution # _____

Change Order Number: _____

Approval Date: _____

Original Contract Number: _____

Comments:



848 N Jackson Dr

Fayetteville, AR

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

Created: 3/11/2026
Credits: 2025 Imagery | EagleView Technologies | Surdex Corporation, City of Fayetteville, AR
Map Author:



848 N Jackson Dr

Fayetteville, AR

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Created: 3/11/2026
Credits: 2025 Imagery | EagleView Technologies | Surdex Corporation, City of Fayetteville, AR
Map Author:


04-17-2025 03:12 PM


848
11-06-2025 12:42 PM


03-18-2025 11:11 AM


03-10-2026 10:40 AM


11-06-2025 12:44 PM


01-02-2025 12:26 PM


11-06-2025 12:44 PM


04-17-2025 03:15 PM


04-17-2025 03:15 PM


03-18-2025 11:11 AM


05-16-2024 11:25 AM


01-02-2025 12:28 PM


01-02-2025 12:29 PM

CITY OF FAYETTEVILLE
125 West Mountain Street
Fayetteville, AR 72701

Case Number: **CBLD-2025-0001**

Violation Notice

Case Type: **Building**

Date Case Established: **01/02/2025**

Owner: BORN IN A BARN CORPORATION C/O MORGAN MACDONALD

Mailing Address

BORN IN A BARN CORPORATION C/O MORGAN MACDONALD
709 N CREST DR
Fayetteville, AR 72701

Notice of Violation for the following location:

Address	Parcel
848 N JACKSON DR Fayetteville, AR 72701	**765-06949-000**

Dear Property Owner:
It appears that your property contains a violation of the Fayetteville Unified Development Ordinance. It is our goal to notify and assist property owners to correct violations of city ordinances before taking actual enforcement actions. If you need clarification of this notice or advice on how to correct the problem, please contact us.

Violation That Needs Correction: 173.08 - Unsafe Buildings - (Raze & Removal) - Unsafe Buildings - (Raze & Removal)
No person, partnership, corporation, or association, hereinafter referred to as "owner", shall keep or maintain any house or building within the corporate limits of the City which has become dilapidated, unsafe, unsanitary, or detrimental to the public welfare.

Possible Penalties:
If this violation is not corrected within thirty (30) days from the service of this notice, a Public Hearing will be held for the approval of a raze & removal determination by the City Council. The costs shall be charged to the owner(s) of the property and the city shall have a lien against such property for the costs. If you disagree with our conclusion that your property contains a violation of our ordinances, you have the right to an appeal. Please see Chapter 155 of the Unified Development Code.

How This Violation Can Be Voluntarily Corrected: By making repairs as needed or razing the structure and remove all debris from the lot. A building permit may be required, based on review of the Building Safety Director.

Sincerely,

Billy Bryant
Senior Code Compliance Officer
479-601-6361
BBryant@Fayetteville-ar.gov

02-11-2025 10:10 AM

848 N Jackson Dr

Legal Description

LOT NINE (9) IN JACKSON HEIGHTS ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS PER PLAT ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS.

Parcel: 765-06949-000 ID: 41509
Previous Parcel: 140506-000-00
As of: 3/10/2026 10:28:46 PM

Washington County Report

Property Owner

Name:	BORN IN A BARN INC
Mailing Address:	709 N Crest Dr Fayetteville, AR 72701-3721
Type:	(RI) Res. Improv.
Tax District:	(011) FAYETTEVILLE SCH, FAY
Millage Rate:	57.10

Property Information

Physical Address:	848 N JACKSON DR
Subdivision:	JACKSON HEIGHTS ADD
Block/Lot:	N/A / 009
S-T-R:	10-16-30
Size (Acres):	0.00
Legal:	N/A

Market and Assessed Values

	Estimated Market Value	Full Assessed (20% Market Value)	Taxable Value
Land	101,250	20,250	20,250
Building	104,000	20,800	20,800
Totals	**205,250**	**41,050**	**41,050**

Taxes Note: Tax amounts are estimates only. Contact the county/parish tax collector for exact amounts.

Homestead Credit:	0 Note: The Estimated Tax amount shown includes the Homestead Credit amount listed.
Estimated Taxes:	2,344

Land

Land Use	Size	Units
75*145	1.000	House Lot
Total	**1.00**	

Deed Transfers
Document Images brought to you by your County Circuit Clerk, Kyle Sylvester.

View Image	Deed Date	Book	Page	Deed Type	Stamps	Est. Sale	Grantee	Code	Type
	11/18/1997	97	80294	Quit Claim	0.00	$0	BORN IN A BARN INC	N/A	N/A
	2/27/1997	97	12086	Quit Claim	0.00	$0	MACDONALD, MORGAN	N/A	N/A
	10/4/1994	94	63794	Warr. Deed	207.90	$63,000	MACDONALD, MORGAN	Valid	Improved
	7/18/1990	1376	456	Warr. Deed	88.00	$40,000	HARRIELL, MARCIA GRAY	Valid	Improved
	12/14/1989	1347	570	Warr. Deed	22.00	$10,000	RACHEL, M L	N/A	N/A
	12/14/1989	1347	568	Warr. Deed	264.00	$120,000	RACHEL, M.L.	N/A	N/A
	5/27/1987	1226	909	Warr. Deed	0.00	$0	NORTHERN PROPERTIES, INC.	N/A	N/A
	3/11/1986	1171	760	Warr. Deed	52.80	$48,000	RACHEL, MARSHALL L.	N/A	N/A
	7/15/1978	971	274	Warr. Deed	42.90	$39,000	RODAHAFFER, DAVID ALLAN & MARY ANNE	Unval.	Improved

Residential Card 1 Details

Occupancy	Story	Construction	Total Liv	Grade	Age	Year Built	Condition	Beds
Single Family	ONE	Frame Siding Std.	1292	4	63	1960	Average	N/A

Exterior Wall:	STANDARD	**Plumbing:**	**Full:** 1 **Half:** 1
Foundation:	Closed Piers	**Fireplace:**	**Type:** 1s Sgl. **Qty:** 1
Heat/Cool:	Central	**Floor Struct:**	Wood with subfloor
Floor Cover:	Carpet & Tile	**Basement:**	N/A
Insulation:	Ceilings Walls	**Basement Area:**	N/A
Roof Cover:	Asphalt Shingle	**Year Remodeled:**	N/A
Roof type:	HipGable	**Style:**	N/A

Base Structure

Item	Label	Description	Area
A	MN	Main Living Area	1292
B	CP	Carport	247
C	OP	Porch, open	120
D	CPSF	Carport storage, frame	60
E	OP	Porch, open	16

Outbuildings and Yard Improvements

Item	Type	Size / Dim	Unit Multi.	Quality	Age
Driveway, concrete	N/A	56 x 11	1	N/A	N/A
WF8	N/A	60	1	N/A	N/A

Other Adjustments

Code	Type	Qty
WC	N/A	N/A
FLOORC	L	258

Reappraisal Value History

Tax Year	Total Value	Total Assessed
2025	205,250.00	41,050.00
2024	205,250.00	38,032.00
2023	205,250.00	34,863.00
2022	171,300.00	31,694.00
2021	171,300.00	29,256.00
2020	171,300.00	26,818.00
2019	121,900.00	24,380.00
2018	121,900.00	24,380.00
2017	121,900.00	24,380.00
2016	121,900.00	24,380.00
2015	121,900.00	24,380.00

Not a Legal Document

Subject to terms and conditions
www.actDataScout.com

FAYETTEVILLE
ARKANSAS

PROCESS SUMMARY
(RAZE & REMOVAL/LARGE SCALE CLEAN-UP)

Property Address 848 N Jackson Dr

WC Parcel # 765-06949-000

Energov Case # CBLD-2025-0001

City Code: 173.08

- On 1/02/2025 Code Compliance received a Request for Service regarding the property located at 848 N Jackson Dr
- A Notice of Violation was sent to the Owner of Record on 1/03/2025
- The signed Return Receipt Card was received on

  (or)

- The property was posted on 2/11/2025
- On 3/18/2025 the property was re-inspected and was found to still be in violation of City Code 173.08

CITY OF
FAYETTEVILLE
ARKANSAS

RECEIPT OF BIDS

OWNER(S): **City of Fayetteville – Building Safety Division**

ADDRESS: 848 N Jackson Dr

PROJECT No: **Bid#** 2025-0001

PROJECT TITLE: **Raze and Removal – Code Compliance Program**

BID CLOSING DAY/DATE/TIME: **March 9th @ 4:00 PM**

CONTRACTOR: Meyers Const. LLC BID AMOUNT: $11,124.00

CONTRACTOR: M & M Excavating BID AMOUNT: $12,900.00

CONTRACTOR: Arkansas River Valley Roofing & Restoration BID AMOUNT: $13,500.00

CONTRACTOR: _____ BID AMOUNT: _____

CONTRACTOR: _____ BID AMOUNT: _____

Certified by: _____ Date: 3-9-26

Witness: Randy Johnson Date: 3-9-26

CITY OF
FAYETTEVILLE
ARKANSAS

RAZE & REMOVAL PROJECT
BID# 2025-0001

ADMINISTRATOR: Billy Bryant [email: bbryant@fayetteville-ar.gov]

PHONE # 479.575.8232 or 479.601.6361 F A X **#** 479.444.3445

PROJECT LOCATION: 848 N Jackson Dr

WC Parcel # 765-06949-000

CONTRACTOR'S SCOPE OF WORK

- **RAZE&REMOVAL**
  1. Completely tear down the entire dwelling.
  2. Haul all contents inside the structure(s), debris from the structure(s), and other debris from the parcel to a legal landfill. All concrete associated with the structure(s) shall be removed from the lot (footings and slabs).
  3. Mow and clean up parcel.

- **CLEANUP & DISPOSAL**
  1. Provide proof, such as receipts, that the debris was hauled to a legal landfill.
  2. The city encourages the bidder to consider all waste diversion methods for materials collected. Any methods of disposal, excluding a legal landfill, must be deemed acceptable by the city prior to bid submittal.
  3. The yard shall be semi-level and mow-able when the demo work is completed and before payment will be made.
  4. Contractor shall be responsible for capping wells, utilities and/or any other requirements pertaining to the demolition permit.

- **MISCELLANEOUS**
  1. A Demolition Permit from the City of Fayetteville must be obtained before work begins. Demolition Permits are obtained through the Building Safety Division, 479-575-8238.
  2. Proof of no less than $250,000 liability insurance shall be provided by the contractor before work begins.
  3. State Contractor License is required. A City Business License is required if your business is located in the city limits of Fayetteville.
  4. If the situation is resolved by the property owner during the 30 day notice & comment period bids may be considered null & void.

CITY OF
FAYETTEVILLE
ARKANSAS

BID PROPOSAL FORM
BID 25-0001

DATE ISSUED: February 22nd, 2026

ADMINISTRATOR'S NAME: Billy Bryant

PROJECT ADDRESS: 848 N Jackson Dr

DATE OF OPENING: March 9th, 2026

My total bid price for the Raze & Removal Project is:
$ 12,900.00

(Bid will be valid for 120 days from Date of Opening)

Upon signing this Bid, the bidder certifies that they have viewed the property, read and agree to the requirements set forth in this bid proposal, including specifications, terms and standard conditions, and pertinent information regarding the articles being bid on, and agree to furnish these articles at the prices stated.

Date: 03/09/26

Complete Business Address

Name of Firm: M&MExcavating Phone # 4798419285

Street address or P O Box # 377 Sulphur City

City / State/ Zip Code Fayetteville AR

Printed Name: Misty Barker

Signature: Misty Barker Title: Member

Federal Tax ID # 26-0611207 or SSN _____

State Contractor # O191780526 City Business License # _____

CITY OF
FAYETTEVILLE
ARKANSAS

BID PROPOSAL FORM
BID 25-0001

DATE ISSUED: February 22nd, 2026

ADMINISTRATOR'S NAME: Billy Bryant

PROJECT ADDRESS: 848 N Jackson Dr

DATE OF OPENING: March 9th, 2026

My total bid price for the Raze & Removal Project is:

$ 11,124.00

(Bid will be valid for 120 days from Date of Opening)

Upon signing this Bid, the bidder certifies that they have viewed the property, read and agree to the requirements set forth in this bid proposal, including specifications, terms and standard conditions, and pertinent information regarding the articles being bid on, and agree to furnish these articles at the prices stated.

Date: 3/9/26

Complete Business Address

Name of Firm: Meyers Construction, LLC Phone # 479-249-7383

Street address or P O Box
13597 AR-72 Suite 7

City / State/ Zip Code
Gravette, AR 72736

Printed Name: Jacob Roller

Signature: _____ Title: GM

Federal Tax ID # 87-2804016 or SSN _____

State Contractor # 04253504126 City Business License # _____

Meyers Construction, LLC
P 479-249-7383
E jroller@meyersconstructionllc.com

Demo Quote

03/09/2026

Customer

City of Fayetteville

Project

848 N Jackson Dr
Fayetteville, AR

Description	Amount
Residential Demo & proper disposal of debris	$9,524.00
Mobilization	$500.00
Mow & clean up parcel	$500.00
Utility retirement & project management	$500.00
Permit	$100.00

Meyers Construction is pleased to submit our proposal for the demolition and proper disposal of debris.

We propose to furnish all labor, equipment, supervision, materials and permits necessary to demolish the existing single-family home located at the project site listed above. Demo and removal of debris to include the entire vertical structure of the home and any porches, slabs or foundation below grade. Site to be left rough graded with excavator and ready for dirt work for new construction.

Total Lump Sum Price: $11,124.00

Meyers Construction has the personnel, equipment access, and experience necessary to complete this work safely, efficiently, and in accordance with accepted construction practices.

Sincerely,

Jacob Roller jroller@meyersconstructionllc.com 479-249-7383

CITY OF
FAYETTEVILLE
ARKANSAS

BID PROPOSAL FORM
BID 25-0001

DATE ISSUED: February 22nd, 2026

ADMINISTRATOR'S NAME: Billy Bryant

PROJECT ADDRESS: 848 N Jackson Dr

DATE OF OPENING: March 9th, 2026

My total bid price for the Raze & Removal Project is:

$ 13,500.00

(Bid will be valid for 120 days from Date of Opening)

Upon signing this Bid, the bidder certifies that they have viewed the property, read and agree to the requirements set forth in this bid proposal, including specifications, terms and standard conditions, and pertinent information regarding the articles being bid on, and agree to furnish these articles at the prices stated.

Date: 03/09/2026

Complete Business Address

Name of Firm: Arkansas River Valley Roofing & Restoration Phone # 501-902-6053

Street address or P O Box # 6065 Southwind Dr.

City / State/ Zip Code NLR, AR, 72118

Printed Name: Satchel Nash

Signature: [signature] Title: Manager

Federal Tax ID # 47578 or SSN N/A

State Contractor # 0402150526 City Business License # N/A

CITY OF
FAYETTEVILLE
ARKANSAS

Date: 3-10-2026

Property owner address:

Born In A Barn Inc
709 N Crest Dr
Fayetteville, AR 72701

RE: Enforcement of Fayetteville Code 173.08
Arkansas Code Ann. 14-56-203

NOTICE TO PROPERTY OWNERS

Pursuant to A.C.A 14-56-203 as 173.08 of the Fayetteville Code, you are placed upon Notice that the Fayetteville City Council will conduct a public hearing to determine if the dwelling located at **848 N Jackson Dr (WC Parcel # 765-06949-000)** should be Razed and Removed.

You are free to appear at this hearing to present any evidence or statements. If you need additional information concerning this process or if you have information that we are not aware of, please call the Code Compliance Office at (479) 575-8232.

The hearing will be part of a regular City Council meeting on **April 21st, 2026** beginning at 5:30pm at the City Administration Building, 113 W. Mountain St., Fayetteville, AR 72701. The City Council Meetings are advertised in local newspapers and will contain an item concerning this hearing. You may also call the Fayetteville City Clerk's Office (479-575-8323) for information confirming the date of the public hearing.

Sincerely,

Billy Bryant
Code Compliance Supervisor

9589 0710 5270 3813 0193 27

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at *www.usps.com®*.

OFFICIAL USE

Certified Mail Fee
$

Extra Services & Fees *(check box, add fee as appropriate)*
- ☐ Return Receipt (hardcopy) $ _____
- ☐ Return Receipt (electronic) $ _____
- ☐ Certified Mail Restricted Delivery $ _____
- ☐ Adult Signature Required $ _____
- ☐ Adult Signature Restricted Delivery $ _____

Postage
$

Total Postage and Fees
$

CBLD-2025
0001

Postmark Here

Council Notice

Sent To

Street and Apt. No., or PO Box No.

City, State, ZIP+4®

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece or on the front if space permits.

1. Article Addressed to:

Born In a Barn Inc
709 N Crest Dr.
Fayetteville, AR 72701

9590 9402 8987 4064 8556 79

2. Article Number *(Transfer from service label)*

9589 0710 5270 3813 0193 27

RECEIVED
MAR 27 2026
CODE COMPLIANCE

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

☐ Agent
☐ Addressee

B. Received by *(Printed Name)*

C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

FAYETTEVILLE, AR POST OFFICE
MAR 24 2026
USPS 72701

3. Service Type

- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☑ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

l Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 CRLD-25-1 Notice BB Domestic Return Receipt

CITY OF
FAYETTEVILLE
ARKANSAS

Code Compliance Program
Unsafe Building Determination
UDC 173.08 (A)

Address / Location: 848 N Jackson Dr

WC Parcel # 765-06949-000

UDC 173.08 (A)

☒ ***I recommend the raze and removal of the structure.***

☐ ***I recommend securing the structure.***

☐ ***I have determined that the structure above is NOT in violation of Subsection 173.08 (A) of the City of Fayetteville's Unified Development Code***

☐ ***I recommend presenting the structure to City Council as a Property Nuisance for Raze & Removal***

_____ **City Building Official** 6-17-25 **Date**

Observations: _____

Case # CBLD-2025-0001

_____ ***Building Safety Division Director***

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1641

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

FROM: Donna Wonsower, Senior Planner

SUBJECT: **RZN-2026-0011: Rezoning (1002 N HALL AVE/ CENTRAL UNITED METHODIST CHURCH INC, 443) Submitted by TRACY HOSKINS for property located at 1002 N. HALL AVE. in WARD 4. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES and contains approximately 0.40 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD**

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 central Fayetteville at the southeast corner of N. Hall Ave. and W. Wedington Dr. The 0.40-acre parcel has been developed with a 2,206 square foot single-family residence which was constructed in 1980 per the Washington County Assessor. The property is not subject to any overlay districts, and does not contain hydric soils, streamside protection, and FEMA floodplain.

Request: The request is to rezone 0.30 acres from a mix of RSF-4, Residential, Single-Family Four Units per Acre to UN, Urban Neighborhood.

Public Comment: Two members of the public spoke in opposition to the request at the Planning Commission meeting.

Land Use Compatibility: The subject property abuts W. Wedington Dr., a high-activity regional link per the Master Street Plan, and a large cluster of nonresidential uses such as grocery stores, restaurants, and retail located at the intersection of Garland Ave. and W. Wedington Dr. Surrounding housing is a mix of primarily single-family dwellings south of W. Wedington Dr. with more diverse housing types including large multifamily structures to the north. There are also large institutional uses including the University of Arkansas and Leverett Elementary School nearby. UN permits a mix of residential types, including multi-family, with a minimum lot width of 12 feet. UN permits missing middle housing types with smaller lot size requirements, encouraging compatible infill development without disrupting neighborhood scale. UN would also require a 0-foot to 25-foot build-to zone, which is somewhat inconsistent with housing immediately adjacent to the property, but which does align with housing located further north and south. Additionally, staff finds that parking, drainage, tree preservation and other requirements will likely limit the development potential of the parcel.

UN also permits low-intensity commercial uses such as restaurants, sidewalk cafes, offices, and general business such as small retail establishments. Staff finds these uses to be compatible with adjacent uses and that the insertion of small-scale commercial adjacent to a high-activity regional link and near public schools could contribute to walkable neighborhoods. No historic structures are located on the property which could be negatively impacted by future development or redevelopment.

Land Use Plan Analysis: Staff finds the proposed zoning to be consistent with the property's Future Land Use Map designation as a City Neighborhood Area. Staff finds the UN zoning district would bring the property's zoning into closer alignment with these surrounding permitted uses than the current single-family only district.

Further, the intersection of Wedington and Garland, less than 300 feet to the east, is defined as a Tier 2 Center per City Plan 2040. Tier 2 Centers are described as "characterized by housing that ranges from one- to three-story detached dwellings, duplexes, row houses, and mid-rise apartments. Commercial uses will be mixed-use and office buildings." The property has a high infill score of 10, indicating it is a suitable location for infill development. Staff finds that UN is consistent with this designation as a Tier 2 center and that infill in this area could help support City Plan 2040 Goals 1 and 3 by promoting moderate infill in an area that is highly walkable, near transit routes, and which include a high degree of nonresidential services.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of 10 for this site. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 2, W. North St.)
- Near Sewer Main (6 inch main, N. Hall Ave.)
- Near Water Main (6 inch main, N. Hall Ave.)
- Near Grocery Store (Harps)
- Near Public School (Leverett Elementary School)
- Near U of A Campus
- Near City Park (Lewis Soccer Complex)
- Near Paved Trail (Garland Ave. Side Path)
- Near Razorback Bus Stop (Harps)
- Appropriate Future Land Use

DISCUSSION:

At the April 27, 2026 Planning Commission meeting, a vote of 7-1-0 forwarded the request to City Council with a recommendation of approval. Although he seconded the motion, Commissioner Gulley opposed the request, due to concerns about potential traffic generation of allowable non-residential uses in the UN zoning district. Commissioners in favor found that the request was compatible, and that the topography and size of the property were likely to limit the amount of development that can occur. Two members of the public spoke at the meeting with questions and concerns about the size and scale of potential development, loss of character of an historic street, and concerns about traffic on Hall Avenue.

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 #: 2026-1641

AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2026-11 FOR APPROXIMATELY 0.40 ACRES LOCATED AT 1002 NORTH HALL AVENUE IN WARD 4 FROM RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE TO UN, URBAN NEIGHBORHOOD

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 UN, Urban Neighborhood.

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

2026-1641

Item ID

5/19/2026

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

Jonathan Curth	4/28/2026	DEVELOPMENT REVIEW (630)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN-2026-0011: Rezoning (1002 N HALL AVE/ CENTRAL UNITED METHODIST CHURCH INC, 443) Submitted by TRACY HOSKINS for property located at 1002 N. HALL AVE. in WARD 4. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES and contains approximately 0.40 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD

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:

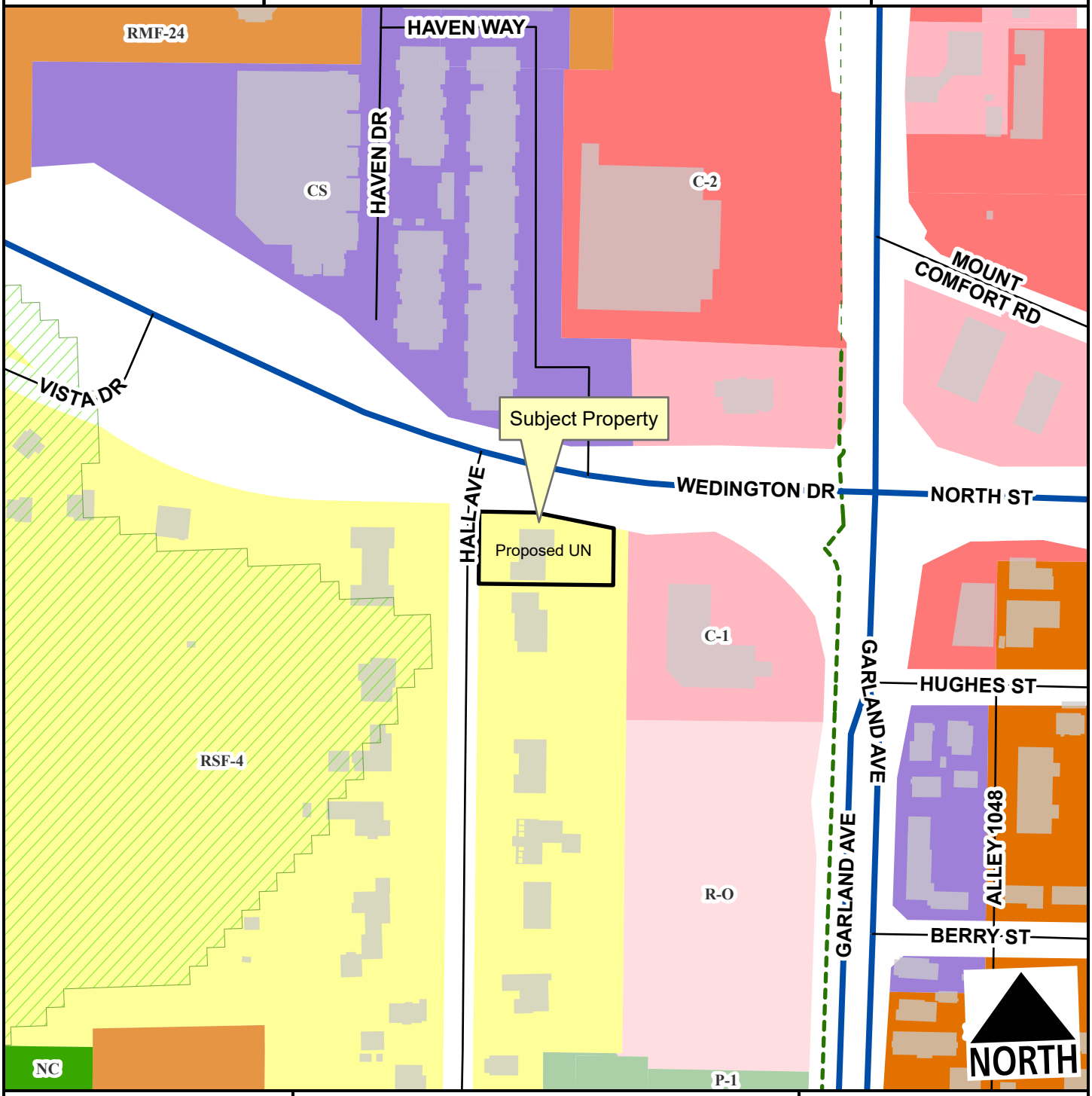
Comments:

RZN-2026-0011

Close Up View

1002 N. HALL AVE

RZN-2026-0011
EXHIBIT 'A'



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

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
RSF-4	0.4	0.0
UN	0.0	0.4

Total 0.4 ac

RZN-2026-0011
Exhibit ‘B’

Legal Description – 1002 N Hall

FOR 1996: PT LOT 5 Church Parsonage FURTHER DESCRIBED FROM 2026-5096 AS: Lot Numbered Five (5) in Hathcock Addition to the City of Fayetteville, Arkansas, as shown upon the recorded plat thereof on file in the office of the Circuit Clerk and Ex-Officio Recorder of Washington County, Arkansas. Subject to right-of-way over the East 20 feet of said lot which has been dedicated for a public alley and subject to recorded restrictions and easements. LESS AND EXCEPT: Part of Lot 5 of Hathcock Addition to the City of Fayetteville, Washington County, Arkansas, more particularly described as follows: starting at the Southwest corner of Lot 5 of Hathcock Addition to the City of Fayetteville, said point being on the Easterly right of way line of Hall Avenue; thence North 00°11'03" West along said existing right of way line a distance of 101.08 feet to a point on the Southerly existing right of way line of State Highway 112S; thence South 89°23'42" East along said existing right of way line a distance of 74.12 feet for the point of beginning; said point being on the Southerly proposed right of way line of State Highway 112S; thence continue South 89°23'42" East along said existing right of way line a distance of 133.11 feet to a point on the East line of Lot 5; thence South 00°21'18" West along said East line a distance of 23.78 feet to a point on the Southerly proposed right of way line of State Highway 112S; thence North 79°16'25" West along said proposed right of way line a distance of 135.31 feet to the point of beginning and containing 0.04 acres, more or less, or 1,582 square feet, 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: April 27, 2026 Updated with results

SUBJECT: **RZN-2026-0011: Rezoning (1002 N HALL AVE/ CENTRAL UNITED METHODIST CHURCH INC, 443)** Submitted by WILL CLARK for property located at 1002 N. HALL AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES and contains approximately 0.40 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD

RECOMMENDATION:
Staff recommends approval of **RZN-2026-0011**.

RECOMMENDED MOTION:
*"I move to forward **RZN-2026-0011** to City Council with a recommendation of approval."*

BACKGROUND:
The subject property is located in central Fayetteville at the southeast corner of N. Hall Ave. and W. Wedington Dr. The 0.40-acre parcel has been developed with a 2,206 square foot single-family residence which was constructed in 1980 per the Washington County Assessor. The property is not subject to any overlay districts, and does not contain hydric soils, streamside protection, and FEMA floodplain. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Multifamily Residential	CS, Community Services
South	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
East	Mixed Commercial	C-1, Neighborhood Commercial
West	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre

Request: The request is to rezone this property from RSF-4, Residential, Single-Family Four Units per Acre to UN, Urban Neighborhood.

Public Comment: Staff has not received any public comment at this time.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject area has street frontage along W. Wedington Dr., a fully improved high activity regional link with asphalt paving, sidewalk, and curb and gutter. The property also has frontage along N. Hall Ave., a fully improved residential link with asphalt paving, sidewalk and curb and gutter. Any street or drainage improvements required in these areas would be determined at the time of the development proposal.

Water: Public water is available to the subject area. Existing 12-inch water main is present along W. Wedington Dr. and 6-inch water main is present along N. Hall Ave.

Sewer: Sanitary sewer is available to the subject area. Existing 8-inch water main is present along W. Wedington Dr. and 6-inch sewer main is present along N. Hall Ave. There are no known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system.

Drainage: The property is not within the Hillside-Hilltop Overlay District, and does not contain hydric soils, streamside protection areas, or FEMA floodplain.

Fire: Station 2, located at 138 W. North St., protects this site. The property is located approximately 1.3 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 current zoning districts of RSF-4 requires **25% minimum canopy preservation.** The proposed zoning district of UN requires **15% 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 **City Neighborhood.**

City Neighborhood Areas are more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single family to multi-family. Non-residential and commercial uses are primarily located at street intersections and along major corridors. Ideally, commercial uses would have a residential component and vary in size, variety and intensity. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Building setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **10** for this site with a weighted score of **12.5**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 2, W. North St.)
- Near Sewer Main (6 inch main, N. Hall Ave.)

- Near Water Main (6 inch main, N. Hall Ave.)
- Near Grocery Store (Harps)
- Near Public School (Leverett Elementary School)
- Near U of A Campus
- Near City Park (Lewis Soccer Complex)
- Near Paved Trail (Garland Ave. Side Path)
- Near Razorback Bus Stop (Harps)
- Appropriate Future Land Use

FINDINGS OF THE STAFF

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

Finding: ***Land Use Compatibility:*** **The subject property abuts W. Wedington Dr., a high-activity regional link, and is close to non-residential uses such as grocery stores, restaurants, and retail located at the intersection of Garland Ave. and W. Wedington. Surrounding housing is a mix of primarily single-family dwellings south of W. Wedington Dr. with more diverse housing types including multifamily structures to the north. There are also large institutional uses including the University of Arkansas and Leverett Elementary School nearby. UN permits a mix of low-intensity residential types, including up to four-unit buildings, with a minimum lot width of 12 feet. UN permits missing middle housing types with smaller lot size requirements, encouraging compatible infill development without disrupting neighborhood scale. UN would also require a 0'-25' build-to zone, which is somewhat inconsistent with housing immediately adjacent to the property, but which does align with housing located further south adjacent to the university. Additionally, staff finds that parking, drainage, tree preservation and other requirements will likely limit the development potential of the parcel.**

UN also permits low-intensity commercial uses such as restaurants, sidewalk cafes, offices, and general business such as small retail establishments. Staff finds these uses to be compatible with adjacent uses and that the insertion of small-scale commercial adjacent to a high-activity regional link and near public schools could contribute to walkable neighborhoods. No historic structures are located on the property which could be negatively impacted by future development or redevelopment.

Land Use Plan Analysis: **Staff finds the proposed zoning to be consistent with the property's Future Land Use Map designation as a City Neighborhood Area. Staff finds the UN zoning district would bring the property's zoning into closer alignment with these surrounding permitted uses than the current single-family only district.**

Further, the intersection of Wedington and Garland, less than 300 feet to the east, is defined as a Tier 2 Center per City Plan 2040. Tier 2 Centers are described as "characterized by housing that ranges from one- to three- story

detached dwellings, duplexes, row houses, and mid-rise apartments. Commercial uses will be mixed-use and office buildings." The property has a high infill score of 10 with a weighted score of 12.5, indicating it is a suitable location for infill development. Staff finds that UN is consistent with this designation as a Tier 2 center and that infill in this area could help support City Plan 2040 Goals 1 and 3 by promoting moderate infill in an area that is highly walkable, near transit routes, and which include a high degree of nonresidential services.

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 to rezone this section of the subject property at this time. UN allows for mixed use developments and increased housing typologies with small lot sizes, potentially enabling homeownership of smaller, more attainable dwelling units in an area of town with a high concentration of services and amenities.**

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

Finding: **Rezoning the property from RSF-4 to UN could increase development potential and its associated traffic impact on the site the rezoning would remove the current density maximum of four units per acre. However, staff find the small size of the property is likely to naturally limit development potential and that the ultimate added density is unlikely to appreciably increase traffic danger or congestion at this location. Further, the property has frontage on a high-activity regional link that can likely support additional traffic.**

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 UN has smaller lot sizes and no density maximums, potentially increasing population density. However, the property is small in size and directly adjacent to a major street. The property is also near a public K-12 school and the University of Arkansas, both of which are supported by existing public infrastructure with no known capacity issues. 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-2026-0011 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: April 27, 2026	**❒ Tabled**	**☒ Forwarded**	**❒ Denied**
Motion: Brink			
Second: Holeyfield			
Vote: 7-1-0 (Gulley opposed)			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code
  - §161.07 Residential Single-Family, Four Units per Acre
  - §161.37 UN, Urban Neighborhood
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
  - Future Land Use Map
- Staff Exhibits
  - Long Range Planning Memo
- Applicant Request Letter

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

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

(B) *Uses.*

(1) *Permitted Uses.*

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

(2) *Conditional Uses.*

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

(C) *Density.*

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

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two-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.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

161.37 Urban Neighborhood

(A) *Purpose.* The Urban Neighborhood District is designed to serve as a mixed-use area of medium intensity and provide a transition into residential neighborhoods from more intense, mixed-use districts. Urban Neighborhood promotes a walkable, pedestrian-oriented neighborhood development form with a variety of housing options and complementary neighborhood businesses that are compatible in scale and use with surrounding land uses. For the purpose of Chapter 96: Noise Control, the Urban Neighborhood District is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three- and four-family dwellings
Unit 12b	General business
Unit 13	Eating places
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk cafes
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 5	Government facilities
Unit 14	Hotel, motel and amusement services
Unit 15	Neighborhood shopping goods
Unit 36	Wireless communication facilities
Unit 45	Small scale production
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwellings	12 feet
All other uses	None

(2) *Lot Area Minimum.* None.

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.

Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

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

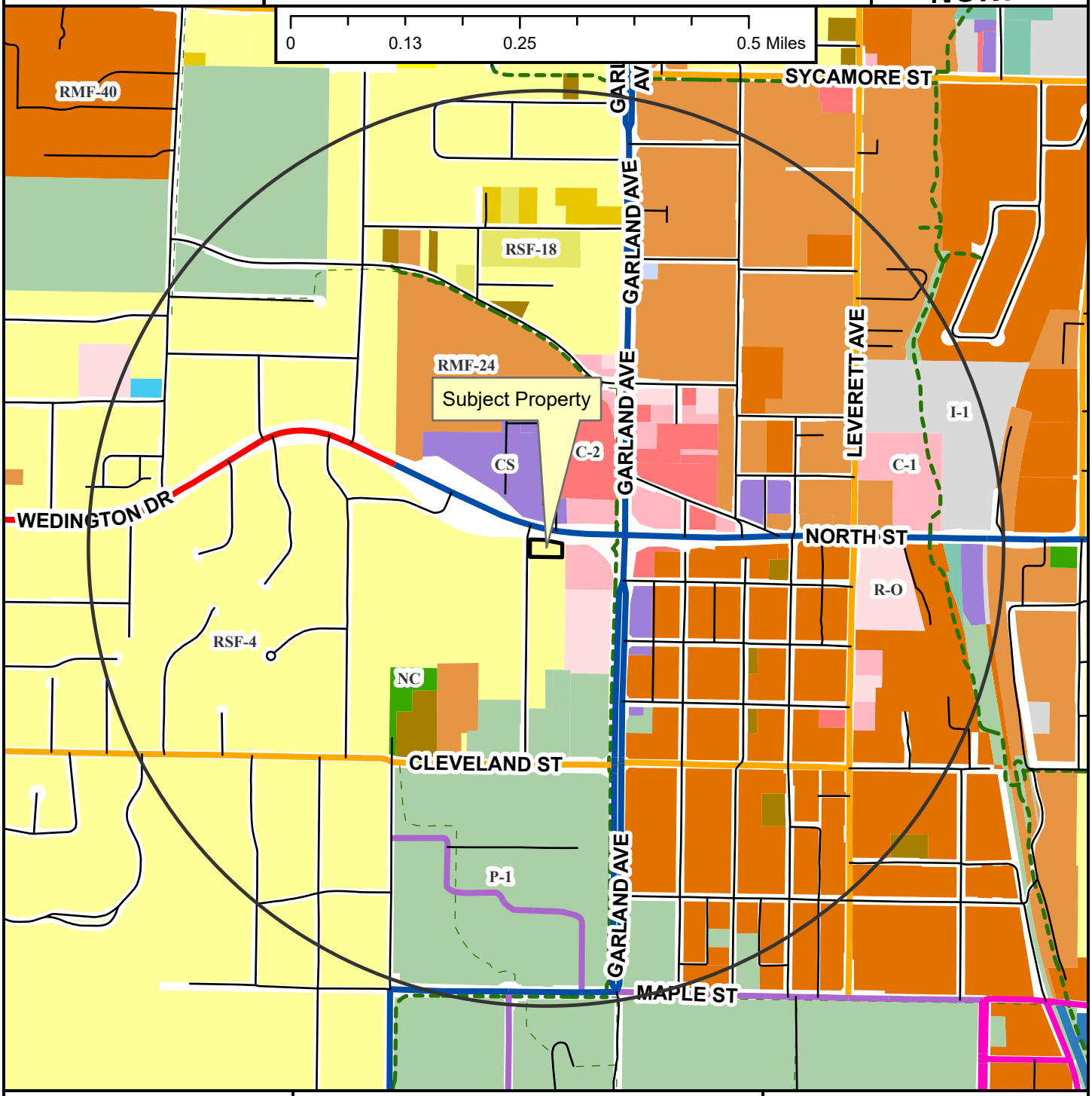
(Ord. No. 6945, §5(Exh. D), 12-16-25)

RZN-2026-0011

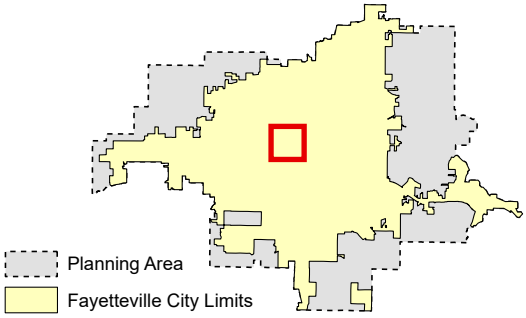
One Mile View

1002 N. HALL AVE

NORTH



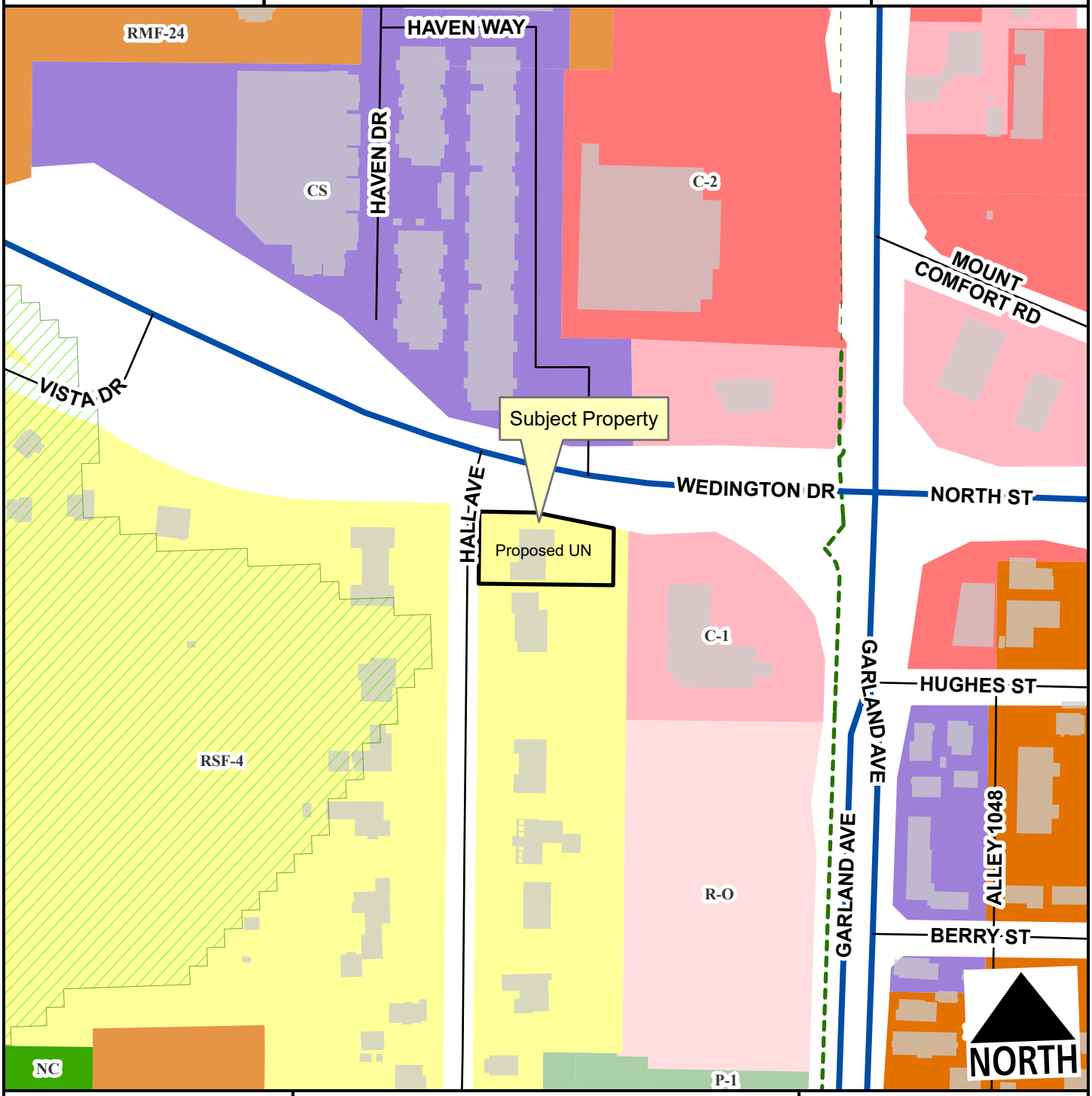
- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



RZN-2026-0011

Close Up View

1002 N. HALL AVE



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

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
RSF-4	0.4	0.0
UN	0.0	0.4

Total 0.4 ac

RZN-2026-0011

Current Land Use

1002 N. HALL AVE

NORTH



- Regional 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

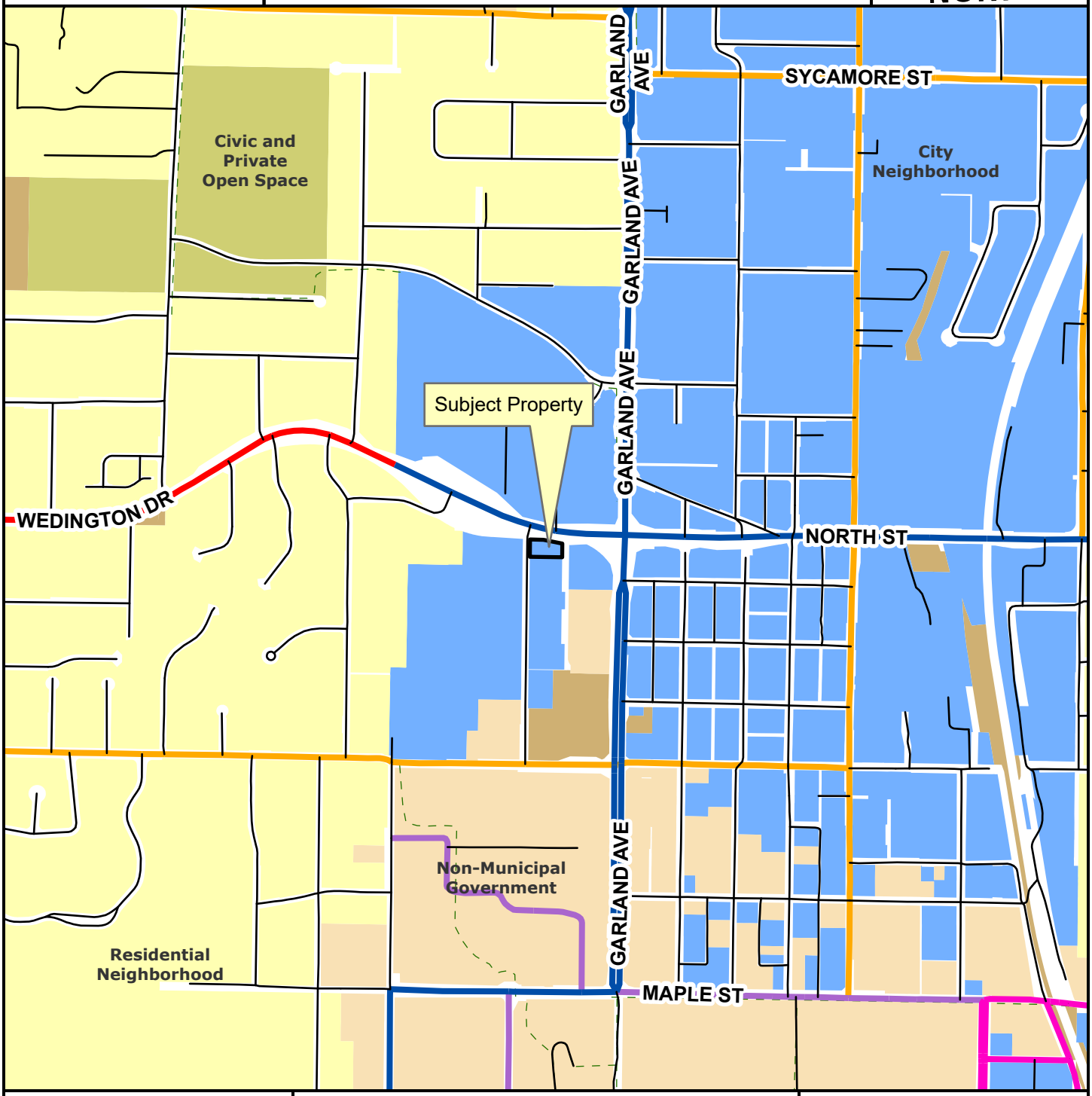
- 100-Year Floodplain
- Floodway

RZN-2026-0011

Future Land Use

1002 N. HALL AVE

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

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Donna Wonsower, Senior Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: April 27, 2026

SUBJECT: **Long Range Planning Comments Regarding RZN-2026-0011**

BACKGROUND:
The applicant requests to rezone approximately 0.40 acres from RSF-4, Residential Single-Family, Four Units Per Acre to UN, Urban Neighborhood. Two long range planning documents are relevant when evaluating this request: *City Plan 2040* and the *Heritage & Historic Preservation Plan.*

City Plan 2040 (2020):
City Plan 2040 includes several relevant plan goals and objectives:

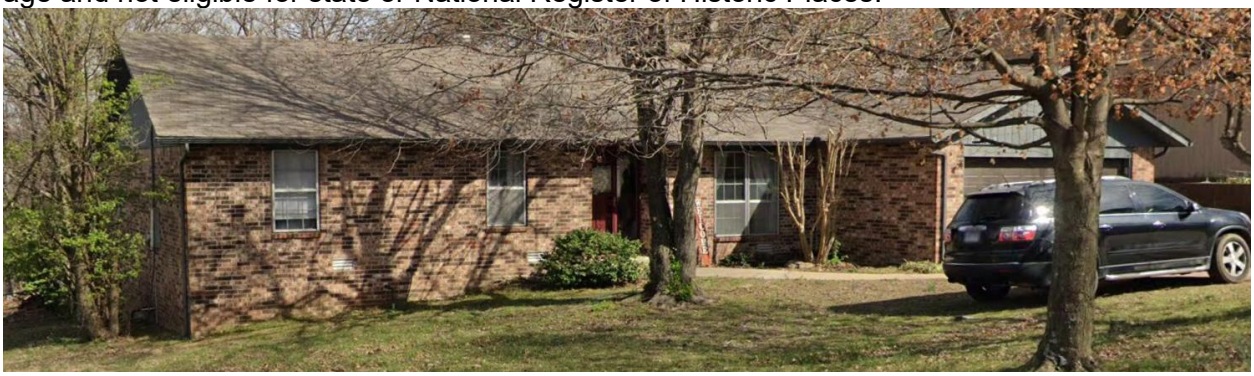
- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.
    - 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

Heritage & Historic Preservation Plan (2023):
The City's *Heritage & Historic Preservation Plan* was initiated by City Plan 2040.
Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

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

Property History:
The subject property, a single-family front-gabled dwelling constructed in 1980, is not of historic age and not eligible for state or National Register of Historic Places.



DISCUSSION:
Zoning History:
Ordinance 1747 approved on June 29, 1970 enacted a new zoning map and set of districts and zoning requirements for the city. This map shows the subject property and surrounding neighborhood as being zoned into the low-density “R-1” zoning district, which was subsequently translated to “RSF-4” with the adoption of the city’s Unified Development Code.

City Plan 2040 and Future Land Use Plan:
This area is designated as a City Neighborhood area, which are “more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses.” This area supports a wide variety of primarily residential in nature and support a wide variety of housing types of appropriate scale and context.” This land use designation also encourages the incorporation of a variety of housing options beyond just single-family and new commercial uses which would contribute to creating complete neighborhoods (Goals 3 & 6). UN would also serve as a transition between the University of Arkansas and adjacent neighborhoods, or as a transition from Wedington into the neighborhood. The request aligns with goals 1, 2, and 6 of City Plan 2040 by creating opportunities for denser development in an area of the center of the city that is already served by infrastructure.

4/01/2026

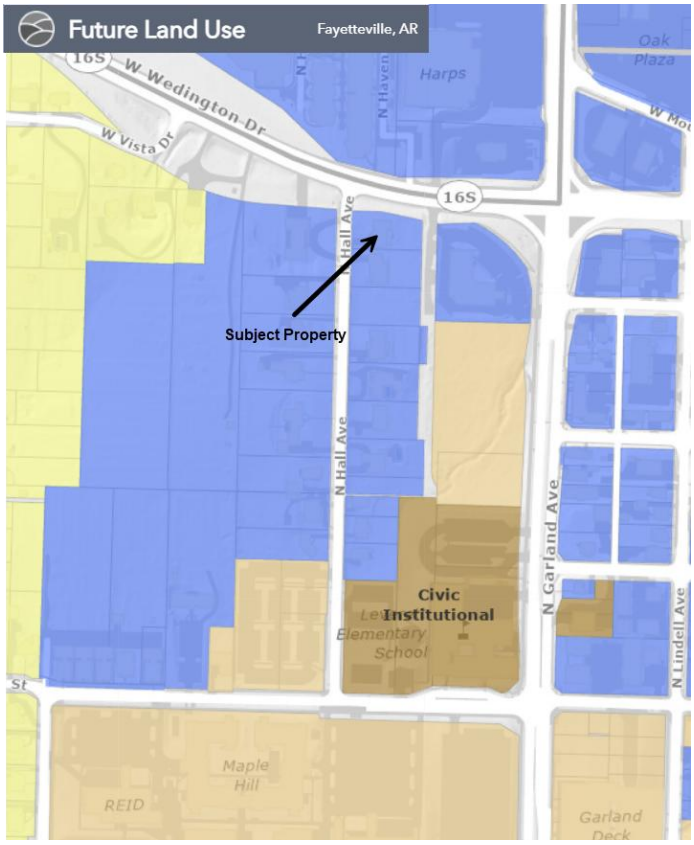
Fayetteville Planning Commission, Andrew Brink, Chair
City of Fayetteville, Arkansas
113 W. Mountain Street
Fayetteville, AR 72701

RE: Rezoning Request – 1002 N Hall Avenue

Dear Andrew Brink, Chair, Members of the Planning Commission -

We respectfully submit this letter requesting the rezoning of property located at 1002 North Hall Avenue in Fayetteville, Arkansas from RSF-4 (Residential Single-Family – 4 Units per Acre) to UN (Urban Neighborhood).

This parcel sits in an area adjacent to the UA and commercial development and redevelopment, where the character of the area is gradually evolving. RSF-4 supports low-density single-family homes, it does not fully reflect the broader mix of housing and neighborhood activity emerging between the Mt Comfort/Garland intersection and the University. Rezoning to Urban Neighborhood (UN), as illustrated in the city's **Future Land Use**, would allow properties to transition in a thoughtful way that is a better use of the land, helps add stock to our shortage of housing, yet remains compatible with the surrounding neighborhood renaissance.



Compatibility with Surrounding Properties

The proposed rezoning provides for logical transition between existing land uses in the area. The **Subject Property** at the corner of Wedington/Hwy 16w and N Hall Avenue, adjacent to the major intersection of Wedington/Hwy 16w and Garland Avenue, a commercial and institutional area that functions as a corridor where residential properties meet a broader mix of housing types, multifamily rentals, large-scale student housing, commercial stores and eateries. The Urban Neighborhood district is specifically intended for this type of setting by allowing modestly increased residential flexibility while maintaining neighborhood character.

For these reasons, the proposed rezoning is in keeping with the City Council-approved Future Land Use Plan and will not unreasonably or adversely affect or conflict with surrounding land uses. Any future development would still be required to meet the City's development standards for setbacks, landscaping, building placement, and site design, ensuring compatibility with nearby homes.

Supporting Fayetteville's Planning Vision

The City of Fayetteville, Arkansas has emphasized policies that encourage thoughtful infill development, expanded housing options, and efficient use of existing infrastructure. Rezoning these parcels to Urban Neighborhood supports those goals by allowing additional housing opportunities within an established area already served by streets, utilities, and city services.

Housing That Serves the Broader Community

Another important benefit of this rezoning is the opportunity to create housing that serves a broader range of Fayetteville residents. Areas near the university often face development pressure for large-scale high-occupancy student housing. While student housing plays an important role in the city, the Urban Neighborhood district encourages housing types and mixed uses that are more balanced and neighborhood oriented.

Allowing modestly scaled infill housing can provide options for young professionals, small families, and long-time residents who want to remain in central Fayetteville, helping maintain a more stable and diverse residential environment.

A Natural Next Step for the Area

Rezoning 1002 North Hall Avenue from RSF-4 to UN represents a reasonable and measured adjustment that aligns with Fayetteville's planning vision. The change supports responsible infill redevelopment, maintains compatibility with surrounding properties, and helps provide housing options that better serve the community.

Thank you for your time and consideration of this request. I appreciate the Planning Commission's continued commitment to thoughtful growth in Fayetteville, Arkansas.

Sincerely,

William F. Clark
DAVIS, BUTT, TAYLOR & CLARK, PLC
75 N. East Ave, Suite 402
P.O. Box 1224
Fayetteville, AR 72702-1224
(479) 521-7600 (phone)
(479) 521-7661 (fax)
www.dbtcfirm.com

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1640

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

FROM: Donna Wonsower, Senior Planner

SUBJECT: **RZN-2026-0010: Rezoning (800 N HALL AVE/JOHNSON, 443) Submitted by TRACY HOSKINS for property located at 800 N. HALL AVE. in WARD 4. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES, and P-1, INSTITUTIONAL and contains approximately 0.31 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD.**

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 central Fayetteville on N. Hall Ave. directly abutting the University of Arkansas campus to the west and Leverett Elementary School to the south and east. The 0.31-acre parcel has been developed with a 1,080 square foot single-family residence which was constructed in 1931 per the Washington County Assessor. The property is not subject to any overlay districts, and does not contain hydric soils, streamside protection, and FEMA floodplain.

Request: The request is to rezone 0.31 acres from RSF-4, Residential Single-Family, Four Units per Acre and P-1, Institutional to UN, Urban Neighborhoood.

Public Comment: One member of the public has stated opposition to the request, citing concern about increased traffic if the property is developed with commercial uses, existing speeding and use of the street as a cut-through, and a change in the nature of the neighborhood. Two members of the public also spoke in opposition to the item at the Planning Commission meeting.

Land Use Compatibility: The subject property is surrounded by primarily public schools, with Leverett Elementary School to the east and south and the University of Arkansas to the west. Single-family dwellings abut the property to the north with nonresidential amenities such as grocery stores, restaurants, and retail located along Garland Ave. and W. Wedington Dr. Staff finds the proposed UN rezoning compatible with surrounding uses. UN permits a mix of low-intensity residential types, including up to four-unit buildings, with a minimum lot width of 12 feet. UN permits missing middle housing types with smaller lot size requirements, encouraging compatible infill development without disrupting neighborhood scale. UN would also require a 0'-25' build-to zone, which aligns with historic development patterns in the area. Additionally, staff finds that parking, drainage, tree preservation and other requirements will likely limit the development potential of the

parcel.

Additionally, UN permits low-intensity commercial uses such as restaurants, sidewalk cafes, offices, and general business such as small retail establishments. Staff finds these uses to be compatible with adjacent uses and that the insertion of small-scale commercial adjacent to public schools could contribute to walkable neighborhoods.

Long-Range Planning notes that the structure is not eligible for state or National Register of Historic Places due to loss of its original materials but that it does retain its original form. While the city does not have any regulations pertaining to the demolition of historic structures, long-range planning requests that the property owner and/or applicant consult with their division prior to demolition or alteration of historic structures in order to capture photo documentation of the existing building.

Land Use Plan Analysis: Staff finds the proposed zoning to be consistent with the property's Future Land Use Map designation as a City Neighborhood Area. While residential uses to the north are primarily single-family dwellings, the area is largely surrounded by large institutional uses including the University of Arkansas and Leverett Elementary School. The UN zoning district would bring the property's zoning into closer alignment with surrounding permitted uses. The property has a 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 and a high degree of nonresidential services, including schools and a grocery store.

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:

- Adequate Fire Response (Station 2, W. North St.)
- Near Sewer Main (6 inch main, N. Hall Ave.)
- Near Water Main (6 inch main, N. Hall Ave.)
- Near Grocery Store (Harps)
- Near Public School (Leverett Elementary School)
- Near U of A Campus
- Near City Park (Lewis Soccer Complex)
- Near Paved Trail (Garland Ave. Side Path)
- Near ORT Bus Stop (Union Station)
- Near Razorback Bus Stop (Hotz Hall, Lot 108)
- Appropriate Future Land Use

DISCUSSION:
At the April 27, 2026 Planning Commission meeting, a vote of 7-1-0 forwarded the request to City Council with a recommendation of approval. Although he seconded the motion, Commissioner Gulley opposed the request, due to concerns about potential traffic generation of allowable non-residential uses in the UN zoning district. Commissioners in favor found that the request was compatible, and that the topography and size of the property will likely limit the amount of development that can occur. Two members of the public spoke at the meeting with questions and concerns about the size and scale of potential development, loss of character of an historic street, and concerns about traffic on Hall Avenue.

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 #: 2026-1640

AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2026-10 FOR APPROXIMATELY 0.31 ACRES LOCATED AT 800 NORTH HALL AVENUE IN WARD 4 FROM RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, AND P-1, INSTITUTIONAL TO UN, URBAN NEIGHBORHOOD

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, and P-1, Institutional to UN, Urban Neighborhood.

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

2026-1640

Item ID

5/19/2026

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

Jonathan Curth	4/28/2026	DEVELOPMENT REVIEW (630)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN-2026-0010: Rezoning (800 N HALL AVE/JOHNSON, 443) Submitted by TRACY HOSKINS for property located at 800 N. HALL AVE. in WARD 4. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES, and P-1, INSTITUTIONAL and contains approximately 0.31 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD.

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: _____

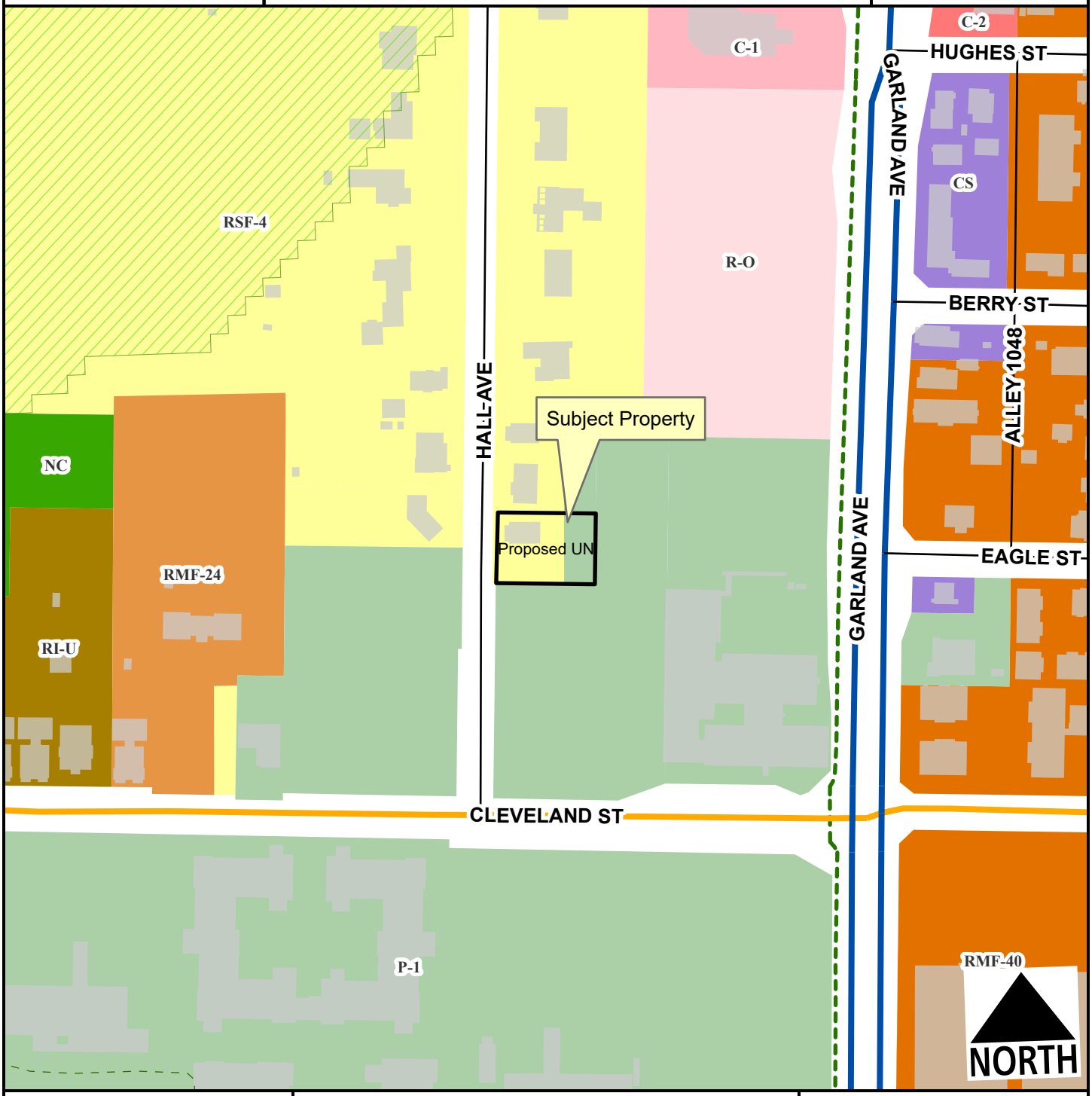
Comments:

RZN-2026-0010

Close Up View

800 N. HALL AVE

RZN-2026-0010 EXHIBIT 'A'



- Neighborhood Link
- Regional Link - High Activity
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
P-1	0.1	0.0
RSF-4	0.2	0.0
UN	0.0	0.3

Total 0.3 ac

RZN-2026-0010
Exhibit ‘B’

Legal Description – 800 N Hall

PT NE SE 8-16-30 .30 AC FURTHER DESCRIBED FROM 2015-2643 AS: Part of the Northeast Quarter of the Southeast Quarter of Section 8, Township 16 North, Range 30 West, Washington County, Arkansas, being more particularly described as follows, to-wit: Beginning at an existing pipe which is South 89 degrees 56 minutes 06 seconds West 400.00 feet and North 00 degrees 03 minutes 54 seconds West 307.00 feet from the Southeast corner of said forty acre tract and running thence South 89 degrees 54 minutes 53 seconds West 136.56 feet to an existing rebar on the East right of way of Hall Avenue, thence along said right of way North 00 degrees 31 minutes 48 seconds East 97.63 feet to an existing rebar, thence leaving said right of way North 89 degrees 45 minutes 35 seconds East 135.54 feet to an existing rebar, thence South 00 degrees 03 minutes 54 seconds East 97.99 feet to the point of beginning, containing 0.31 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: April 27, 2026 Updated with results

SUBJECT: **RZN-2026-0010: Rezoning (800 N HALL AVE/JOHNSON, 443)** Submitted by WILL CLARK for property located at 800 N. HALL AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES, and P-1, INSTITUTIONAL and contains approximately 0.31 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD.

RECOMMENDATION:
Staff recommends approval of **RZN-2026-0010**.

RECOMMENDED MOTION:
*"I move to forward **RZN-2026-0010** to City Council with a recommendation of approval."*

BACKGROUND:
The subject property is located in central Fayetteville on N. Hall Ave. directly abutting the University of Arkansas campus to the west and Leverett Elementary School to the south and east. The 0.31-acre parcel has been developed with a 1,080 square foot single-family residence which was constructed in 1931 per the Washington County Assessor. The property is not subject to any overlay districts, and does not contain hydric soils, streamside protection, and FEMA floodplain. 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	P-1, Institutional RSF-4, Residential Single-Family, Four Units per Acre
South	Leverett Elementary School	P-1, Institutional
East	Leverett Elementary School	P-1, Institutional
West	University of Arkansas Single-Family Residential	P-1, Institutional RSF-4, Residential Single-Family, Four Units per Acre

Request: The request is to rezone 0.31 acres from RSF-4, Residential Single-Family, Four Units per Acre and P-1, Institutional to UN, Urban Neighborhood.

Public Comment: One member of the public has stated opposition to the request, citing concern about increased traffic if the property is developed with commercial uses, existing speeding and use of the street as a cut-through, and a change in the nature of the neighborhood.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject area has a road frontage along N. Hall Ave., a fully improved residential link with asphalt paving, sidewalk and Curb & Gutter. Any street or drainage improvements required in these areas would be determined at the time of the development proposal.

Water: Public water is available to the Subject area. Existing 6-inch water main is present along N. Hall Ave.

Sewer: Sanitary Sewer is available to the Subject area. Existing 6-inch sewer main is present along N. Hall Ave. There are no known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system.

Drainage: The property is not within the Hillside-Hilltop Overlay District, and does not contain hydric soils, streamside protection areas, or FEMA floodplain.

Fire: Station 2, located at 138 W. North St., protects this site. The property is located approximately 1.3 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 current zoning districts of RSF-4 and P-1 require **25% minimum canopy preservation.** The proposed zoning district of UN requires **15% 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 **City Neighborhood.**

City Neighborhood Areas are more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single family to multi-family. Non-residential and commercial uses are primarily located at street intersections and along major corridors. Ideally, commercial uses would have a residential component and vary in size, variety and intensity. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Building setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **11** for this site with a weighted score of **14.5**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 2, W. North St.)
- Near Sewer Main (6 inch main, N. Hall Ave.)
- Near Water Main (6 inch main, N. Hall Ave.)
- Near Grocery Store (Harps)

- Near Public School (Leverett Elementary School)
- Near U of A Campus
- Near City Park (Lewis Soccer Complex)
- Near Paved Trail (Garland Ave. Side Path)
- Near ORT Bus Stop (Union Station)
- Near Razorback Bus Stop (Hotz Hall, Lot 108)
- Appropriate Future Land Use

FINDINGS OF THE STAFF

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

Finding: ***Land Use Compatibility:*** **The subject property is surrounded by primarily public schools, with Leverett Elementary School to the east and south and the University of Arkansas to the west. Single-family dwellings abut the property to the north with nonresidential amenities such as grocery stores, restaurants, and retail located along Garland Ave. and W. Wedington Dr. Staff finds the proposed UN rezoning compatible with surrounding uses. UN permits a mix of low-intensity residential types, including up to four-unit buildings, with a minimum lot width of 12 feet. UN permits missing middle housing types with smaller lot size requirements, encouraging compatible infill development without disrupting neighborhood scale. UN would also require a 0'-25' build-to zone, which aligns with historic development patterns in the area. Additionally, staff finds that parking, drainage, tree preservation and other requirements will likely limit the development potential of the parcel.**

Additionally, UN permits low-intensity commercial uses such as restaurants, sidewalk cafes, offices, and general business such as small retail establishments. Staff finds these uses to be compatible with adjacent uses and that the insertion of small-scale commercial adjacent to public schools could contribute to walkable neighborhoods.

Long-range planning notes that the structure is not eligible for state or National Register of Historic Places due to loss of its original materials but that it does retain its original form. While the city does not have any regulations pertaining to the demolition of historic structures, long-range planning requests that the property owner and/or applicant consult with their division prior to demolition or alteration of historic structures in order to capture photo documentation of the existing building.

Land Use Plan Analysis: **Staff finds the proposed zoning to be consistent with the property's Future Land Use Map designation as a City Neighborhood Area. While surrounding housing is currently primarily single-family dwellings, the area is largely surrounded by large institutional uses including the University of Arkansas and Leverett Elementary School. The UN zoning district would bring the property's zoning into closer alignment with surrounding permitted uses. The property has a high infill**

score of 11 with a weighted score of 14.5, 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 and a high degree of nonresidential services, including schools and grocery stores.

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 to rezone this section of the subject property at this time. Staff finds that the existing portion of the property zoned P-1 is not consistent with the property's existing use and that it is unlikely to be used for institutional uses in the future. As such, there is justification to alter the zoning district to one which permits alternative uses. UN allows for mixed use developments and increased housing typologies with small lot sizes, potentially enabling homeownership of smaller, more attainable dwelling units in an area of town with a relatively high concentration of services and amenities.**

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

Finding: **Rezoning the property from RSF-4 and P-1 to UN could increase development potential and its associated traffic impact on the site the rezoning would remove the current density maximum of four units per acre. However, staff find the small size of the property is likely to naturally limit development potential and that the ultimate added density is unlikely to appreciably increase traffic danger or congestion at this location.**

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 UN has smaller lot sizes and no density maximums, potentially increasing population density. However, the property is small and directly adjacent to a public school and the University of Arkansas, both of which are supported by existing public infrastructure with no known capacity issues. 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-2026-0010 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: **Required** **YES**

Date: **April 27, 2026** ❒ **Tabled** ☒ **Forwarded** with a recommendation of approval. ❒ **Denied**

Motion: Brink

Second: Gulley

Vote: 8-1-0 (Gulley opposed)

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code
  - §161.07 Residential Single-Family, Four Units per Acre
  - §161.32 P-1, Institutional
  - §161.37 UN, Urban Neighborhood
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
  - Future Land Use Map
- Staff Exhibits
  - Long Range Planning Memo
- Applicant Request Letter

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

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

(B) *Uses.*

(1) *Permitted Uses.*

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

(2) *Conditional Uses.*

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

(C) *Density.*

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

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two-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.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

161.32 District P-1, Institutional

(A) *Purpose.* The Institutional District is designed to protect and facilitate use of property owned by public and religious institutions. Larger facilities and institutions may still use historical setback regulations, but public and religious institutions may also choose to use urban form with build-to zones and minimum buildable street frontage allowing administrative approval.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
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 12b	General business
Unit 20	Commercial recreation, large sites
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities
Unit 42	Clean technologies
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.* None.

(E) *Setback Regulations.*

Front	15 feet
Front, if parking is allowed between the right-of-way and the building	50 feet
Side	None
Side, when contiguous to a residential district	15 feet
Rear	20 feet

Urban Form 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 and rear, when contiguous to a single-family residential district	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	6 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 side boundary line of an adjacent residential district.

The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

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

(H) *Urban form minimum buildable street frontage.* 50% of the lot width.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

161.37 Urban Neighborhood

(A) *Purpose.* The Urban Neighborhood District is designed to serve as a mixed-use area of medium intensity and provide a transition into residential neighborhoods from more intense, mixed-use districts. Urban Neighborhood promotes a walkable, pedestrian-oriented neighborhood development form with a variety of housing options and complementary neighborhood businesses that are compatible in scale and use with surrounding land uses. For the purpose of Chapter 96: Noise Control, the Urban Neighborhood District is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three- and four-family dwellings
Unit 12b	General business
Unit 13	Eating places
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk cafes
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 5	Government facilities
Unit 14	Hotel, motel and amusement services
Unit 15	Neighborhood shopping goods
Unit 36	Wireless communication facilities
Unit 45	Small scale production
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwellings	12 feet
All other uses	None

(2) *Lot Area Minimum.* None.

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.

Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

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

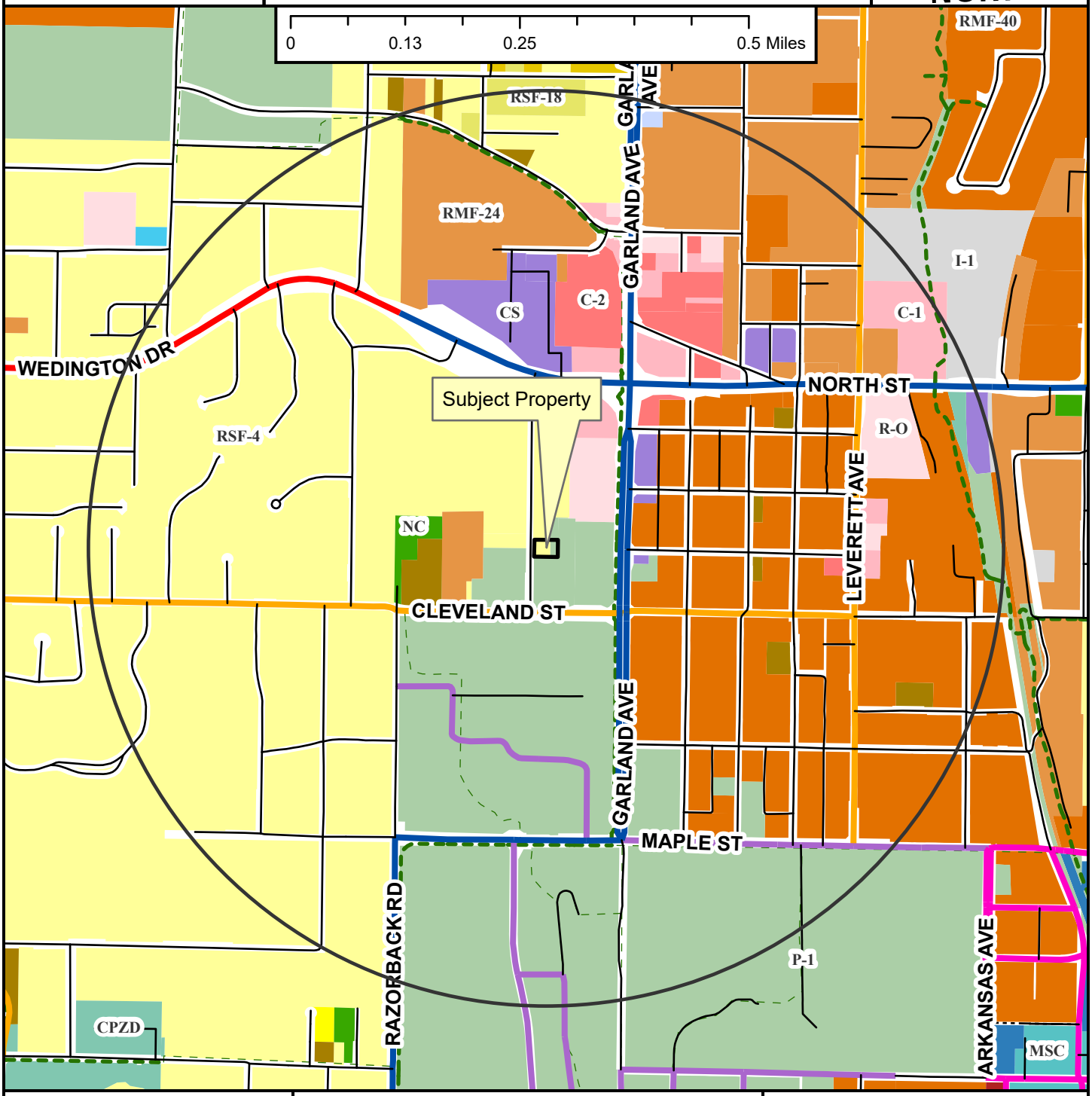
(Ord. No. 6945, §5(Exh. D), 12-16-25)

RZN-2026-0010

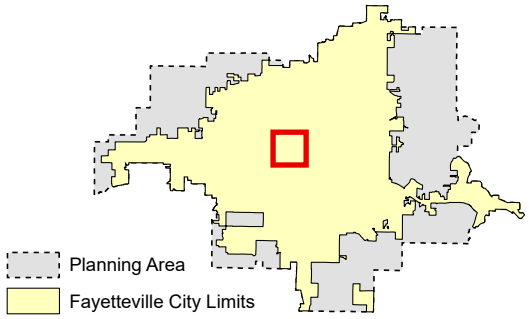
One Mile View

800 N. HALL AVE

NORTH



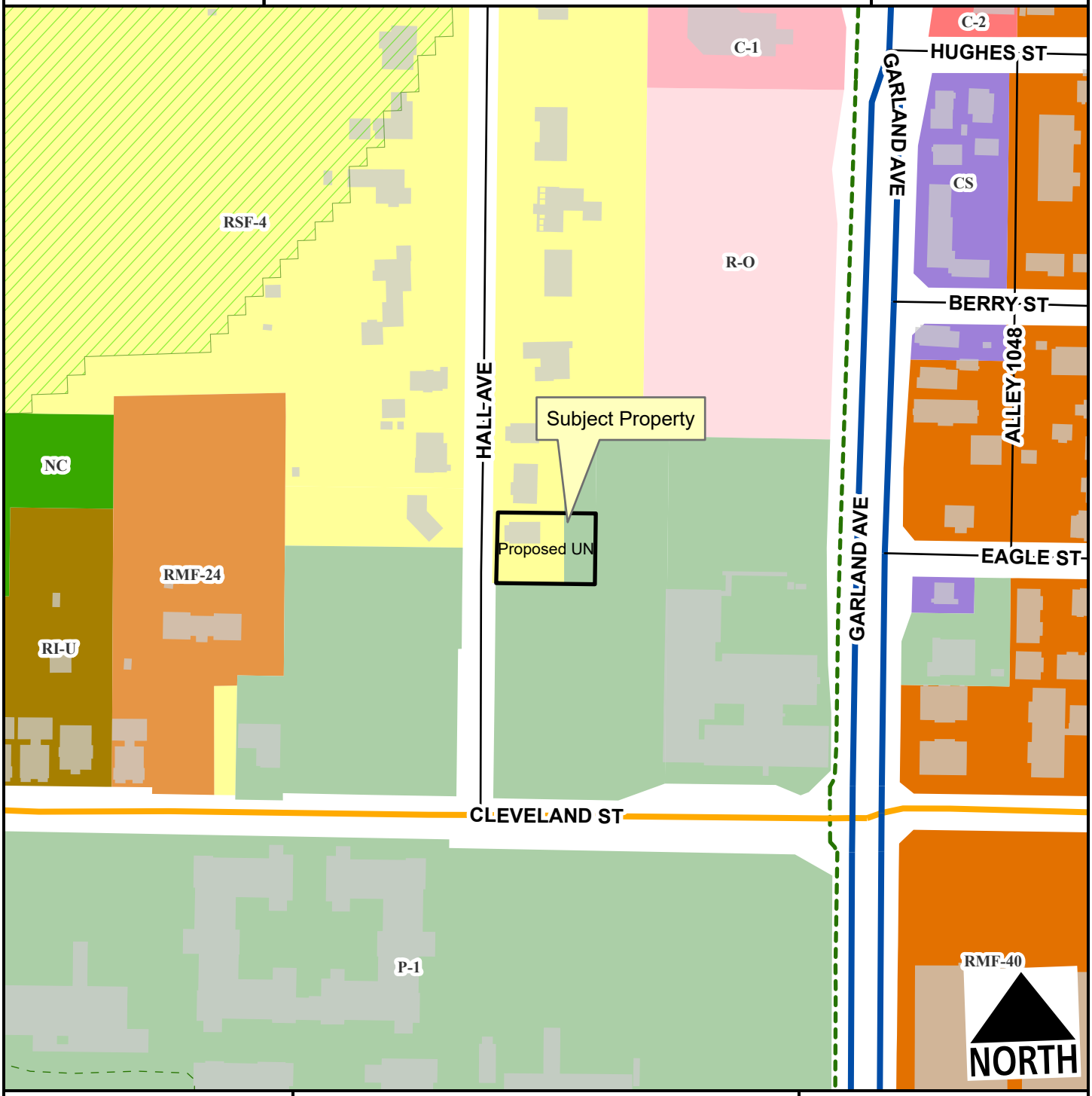
- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



RZN-2026-0010

Close Up View

800 N. HALL AVE



- Neighborhood Link
- Regional Link - High Activity
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
P-1	0.1	0.0
RSF-4	0.2	0.0
UN	0.0	0.3

Total 0.3 ac

RZN-2026-0010

Current Land Use

800 N. HALL AVE

NORTH



- Neighborhood Link
- Institutional Master Plan
- 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

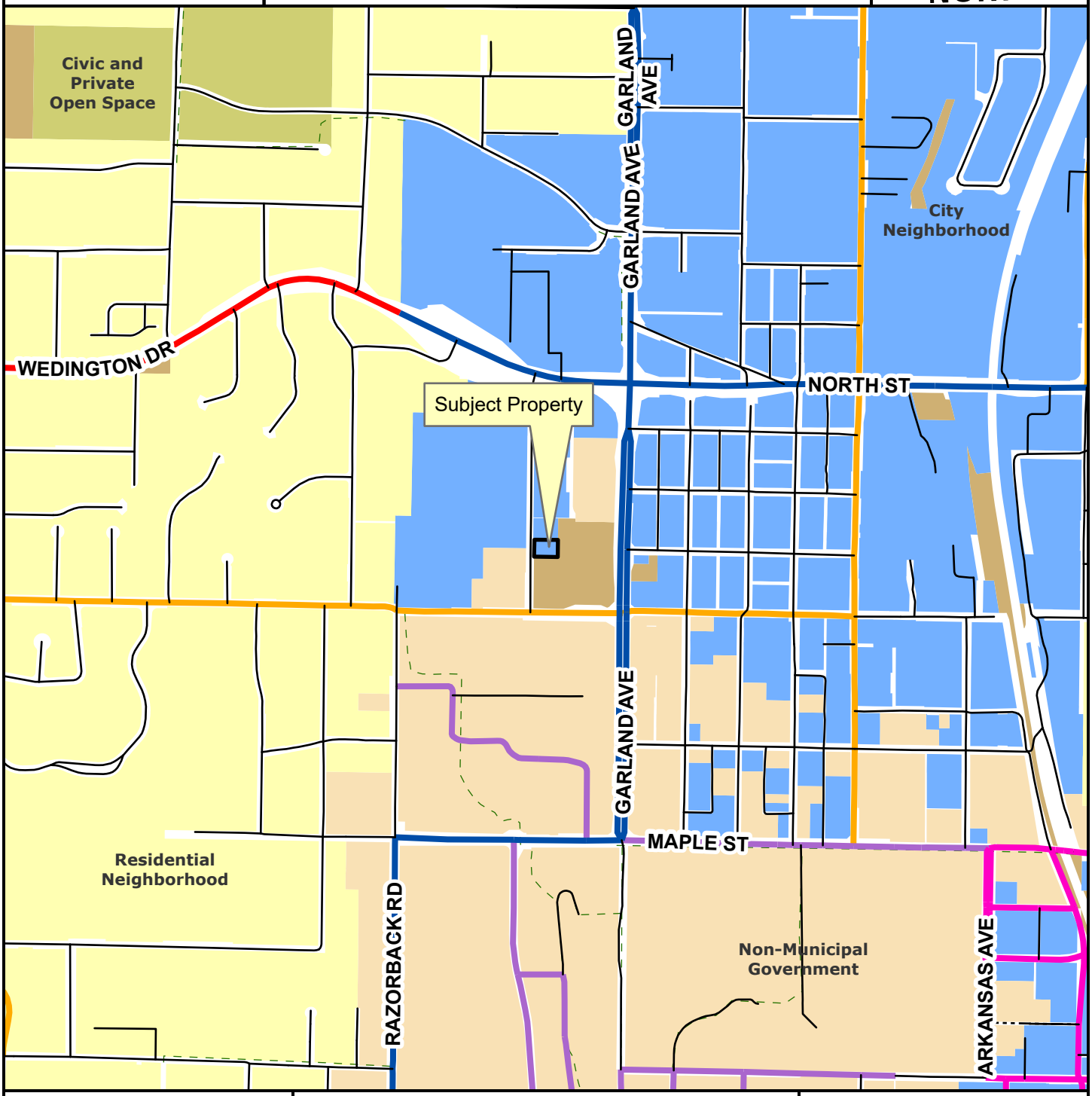
- 100-Year Floodplain
- Floodway

RZN-2026-0010

Future Land Use

800 N. HALL AVE

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

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Donna Wonsower, Senior Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: April 27, 2026

SUBJECT: **Long Range Planning Comments Regarding RZN-2026-0010**

BACKGROUND:
The applicant requests to rezone approximately 0.32 acres from RSF-4, Residential Single-Family, Four Units Per Acre and P-1, Institutional to UN, Urban Neighborhood. Two long range planning documents are relevant when evaluating this request: *City Plan 2040* and the *Heritage & Historic Preservation Plan.*

City Plan 2040 (2020):
City Plan 2040 includes several relevant plan goals and objectives:

- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.
    - 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

Heritage & Historic Preservation Plan (2023):
The City's *Heritage & Historic Preservation Plan* was initiated by City Plan 2040.
Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

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

Property History:
The subject property, a single-family front-gabled dwelling constructed ca. 1931, is not eligible for state or National Register of Historic Places due to loss of original materials (siding, windows, doors) but does retain the overall original form.



Since rezoning requests often precede redevelopment plans, the property owner and/or applicant should consult with Long Range & Preservation Planner prior to demolition or alteration of historic-age structures to capture photo documentation. Documentation of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

DISCUSSION:
Zoning History:
Ordinance 1747 approved on June 29, 1970 enacted a new zoning map and set of districts and zoning requirements for the city. This map shows the subject property and surrounding neighborhood as being zoned into the low-density “R-1” zoning district, which was subsequently translated to “RSF-4” with the adoption of the city’s Unified Development Code.

City Plan 2040 and Future Land Use Plan:
This area is designated as a City Neighborhood area, which are “more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses.” This area supports a wide variety of primarily residential in nature and support a wide variety of housing types of appropriate scale and context.” This land use designation also encourages the incorporation of a variety of housing options beyond just single-family and new commercial uses which would contribute to creating complete neighborhoods (Goals 3 & 6). UN would also serve as a transition between the University of Arkansas and adjacent neighborhoods. The request aligns with goals 1, 2, and 6 of City Plan 2040 by creating opportunities for denser development in an area of the center of the city that is already served by infrastructure.

4/01/2026

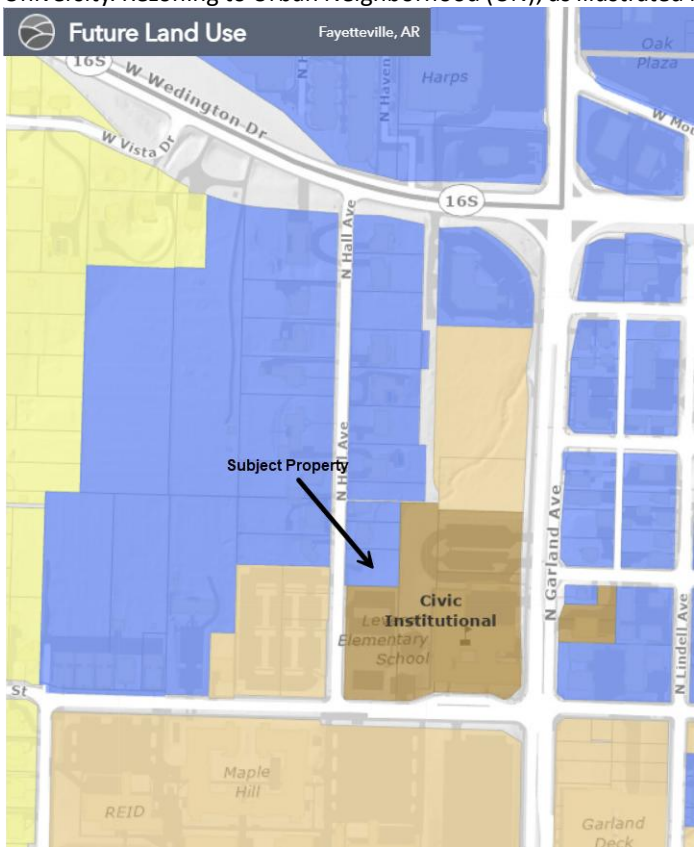
Fayetteville Planning Commission, Andrew Brink, Chair
City of Fayetteville, Arkansas
113 W. Mountain Street
Fayetteville, AR 72701

RE: Rezoning Request – 800 N Hall Avenue

Dear Andrew Brink, Chair, Members of the Planning Commission -

We respectfully submit this letter requesting the rezoning of property located at 800 North Hall Avenue in Fayetteville, Arkansas from RSF-4 (Residential Single-Family – 4 Units per Acre) to UN (Urban Neighborhood).

This parcel sits in an area adjacent to the UA and commercial development and redevelopment, where the character of the area is gradually evolving. RSF-4 supports low-density single-family homes, it does not fully reflect the broader mix of housing and neighborhood activity emerging between the Mt Comfort/Garland intersection and the University. Rezoning to Urban Neighborhood (UN), as illustrated in the city's **Future Land Use**, would allow properties to transition in a thoughtful way that is a better use of the land, helps add stock to our shortage of housing, yet remains compatible with the surrounding neighborhood renaissance.



Compatibility with Surrounding Properties

The proposed rezoning provides for logical transition between existing land uses in the area. The **Subject Property** at the south end of N Hall Avenue, being the first privately owned property adjacent to Fayetteville Public Schools, large parking lots and the UA; just west of the intersection of Cleveland and Garland Avenue, a commercial and institutional area that functions as a corridor where residential properties meet a broader mix of housing types, rentals, commercial stores and eateries, and neighborhood-scale activity. The Urban Neighborhood district is specifically intended for this type of setting by allowing modestly increased residential flexibility while maintaining neighborhood character.

For these reasons, the proposed rezoning is in keeping with the City Council-approved Future Land Use Plan and will not unreasonably or adversely affect or conflict with surrounding land uses. Any future development would still be required to meet the City's development standards for setbacks, landscaping, building placement, and site design, ensuring compatibility with nearby homes.

Supporting Fayetteville's Planning Vision

The City of Fayetteville, Arkansas has emphasized policies that encourage thoughtful infill development, expanded housing options, and efficient use of existing infrastructure. Rezoning these parcels to Urban Neighborhood supports those goals by allowing additional housing opportunities within an established area already served by streets, utilities, and city services.

Housing That Serves the Broader Community

Another important benefit of this rezoning is the opportunity to create housing that serves a broader range of Fayetteville residents. Areas near the university often face development pressure for large-scale high-occupancy student housing. While student housing plays an important role in the city, the Urban Neighborhood district encourages housing types that are more balanced and neighborhood oriented.

Allowing modestly scaled infill housing can provide options for young professionals, small families, and long-time residents who want to remain in central Fayetteville, helping maintain a more stable and diverse residential environment.

A Natural Next Step for the Area

Rezoning 800 North Hall Avenue from RSF-4 to UN represents a reasonable and measured adjustment that aligns with Fayetteville's planning vision. The change supports responsible infill redevelopment, maintains compatibility with surrounding properties, and helps provide housing options that better serve the community.

Thank you for your time and consideration of this request. I appreciate the Planning Commission's continued commitment to thoughtful growth in Fayetteville, Arkansas.

Sincerely,

William F. Clark
DAVIS, BUTT, TAYLOR & CLARK, PLC
75 N. East Ave, Suite 402
P.O. Box 1224
Fayetteville, AR 72702-1224
(479) 521-7600 (phone)
(479) 521-7661 (fax)
www.dbtcfirm.com

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1823

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Mayor Rawn

FROM: Steven Dotson, Chief Financial Officer

SUBJECT: **Request by participants in the Local Fire Pension and Relief Fund to approve a compound COLA**

RECOMMENDATION:
Recommend approval of a 3% compound cost of living adjustment (COLA) for the participants of the City of Fayetteville Local Fire Plan (now consolidated with LOPFI), and authorizing the Mayor to sign any documents required to enact the COLA.

BACKGROUND:
The Local Fire Pension Board met on July 15, 2023, and reviewed an actuarial study to determine the feasibility of consolidating the Local Fire Plan with the Arkansas Local Police and Fire Retirement System (LOPFI). At that meeting, the Board unanimously voted to request that the City Council approve a consolidation with LOPFI, which was passed and approved by Council on August 15, 2023.

As part of the actuarial study in 2023, the feasibility of consolidating with a 3% cost of living adjustment (COLA) was analyzed. At that time, it had been determined by City staff that revenues were not sufficient to fund a COLA, but that the City would agreeable to reevaluating the revenues at a future time.

DISCUSSION:
In April of 2026, former representatives of the Local Fire Pension Fund board contacted the City with a request that another actuarial report be performed to assess the feasibility of providing a 3% compound COLA at this time. The actuarial report was reviewed, and in an analysis of the projected property tax and state turnback revenues, it was determined that a 3% compound COLA could be funded under the current projections included in the actuarial report.

BUDGET/STAFF IMPACT:
Based on the actuarial report, current revenues received from the property tax millage and state insurance turnback are sufficient to cover the compound COLA adjustment.

ATTACHMENTS: 3. Staff Review Form, 4. Fayetteville Local Fire Plan COLA, 5. Fayetteville Fire COLA Ordinance

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

File #: 2026-1823

AN ORDINANCE TO IMPLEMENT AN ANNUAL 3% COMPOUND COST OF LIVING ADJUSTMENT FOR ALL ELIGIBLE PARTICIPANTS OF THE CITY OF FAYETTEVILLE FIRE PENSION FUND

WHEREAS, on July 15, 2023, the Local Fire Pension Board met to review an actuarial study to determine the feasibility of consolidating the Local Fire Plan with the Arkansas Local Police and Fire Retirement System (LOPFI) and, at that meeting, the Board unanimously voted to request that the City Council approve a consolidation with LOPFI; and

WHEREAS, on August 15, 2023, the City Council passed Ordinance 6676 approving the consolidation of the Fayetteville local fire pension fund with the Arkansas Local Police and Fire (LOPFI) retirement system; and

WHEREAS, as part of the actuarial study, the feasibility of consolidating with a 3% cost of living adjustment (COLA) was analyzed but it was determined that revenues were not sufficient to fund a COLA at that time; and

WHEREAS, in April of 2026, former representatives of the Local Fire Pension Fund board contacted the City with a request that another actuarial report be performed to assess the feasibility of providing a 3% COLA; and

WHEREAS, based on the projections included in the actuarial report and an analysis of the projected property tax and state turnback revenues, it has been determined that a 3% compound COLA can be funded at this time.

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 enacts § 33.051(C) as follows:

"(C) The City Council authorizes the implementation of an annual three percent (3%) compound cost of living adjustment (COLA) for all eligible paid service participants, excepting alternate payees under a Qualified Domestic Relations Order, of the Fayetteville Fire Pension Fund to be awarded each July 1st under the administrative guidelines of the Arkansas Local Police and Fire Retirement System beginning July 1, 2026."

Section 2: That the City Council of the City of Fayetteville, Arkansas recognizes that the Arkansas Local Police and Fire Retirement System (LOPFI) is the administrator of the Fayetteville Fire Pension Fund (Local Plan) and, therefore, the Mayor is hereby authorized to provide LOPFI with an approved copy of this Ordinance approving this annual 3% compound COLA for the Local Plan.

Section 3: Due to the need to promptly implement this benefit amendment for the Local Plan named in Section 2, an emergency is hereby declared to exist, and this Ordinance shall be in full force from and after the date of its passage and approval.

City of Fayetteville Staff Review Form

2026-1823

Item ID

5/26/2026

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

Steve Dotson	5/14/2026	CHIEF FINANCIAL OFFICER (110)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Recommend approval of a 3% cost of living adjustment (COLA) for the participants of the City of Fayetteville Local Fire Plan (now consolidated with LOPFI), and authorizing the Mayor to sign any documents required to enact the COLA.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	Total Amended Budget	$	-
	Expenses (Actual+Encum)	$	-
	Available Budget	$	-
Does item have a direct cost?	Item Cost	$	-
Is a Budget Amendment attached?	Budget Amendment	$	-
	Remaining Budget	$	-

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

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

Original Contract Number: _____

Comments:

LOPFI

LOCAL POLICE & FIRE RETIREMENT SYSTEM

620 W. 3rd, Suite 200
Little Rock, Arkansas 72201-2223
Telephone: 501.682.1745
email: info@lopfi-prb.com
website: www.lopfi-prb.com

April 27, 2026

Steve Dotson
Fayetteville Fire Pension Fund
113 W. Mountain
Fayetteville, AR 72701

Re: Local Fire Plan COLA
Via Email: sdotson@fayetteville-ar.gov

Dear Mr. Dotson:

Enclosed is the actuarial valuation for a proposed compound cost of living adjustment (COLA) for the Fayetteville Fire Pension Fund (Local Plan) paid service benefit recipients (volunteer service was not included.) The revised employer contribution rates to implement a compound COLA under the following scenarios are:

	Paid Service
• A three percent (3%) compound COLA:	$108,834/month
• A two percent (2%) compound COLA:	$ 98,316/month.
• A one percent (1%) compound COLA:	$ 89,046/month.

Please note the above rates are monthly amounts; the applicable COLA will have the associated employer contribution rates effective upon approval of the COLA; and the employer contribution rates will remain valid through the 2027 year. Also, the listed rates are in addition to the employer contribution for the city's LOPFI-covered participants.

To implement a compound COLA (the amount will be stated via ordinance), please provide LOPFI with a properly executed city ordinance approved by the Fayetteville City Council and draft minutes from the meeting where the council took such action. Included with this letter is an unlocked Word document containing a draft ordinance to help with this step. The draft ordinance is shown with the standard 3% compound COLA (this detail can be edited) and includes the provision that the COLA will be first awarded on July 1, 2026 (the year can be edited, too, if needed; however, the month of July cannot be changed.) Also, the COLA will not be paid to any alternate payee under a Qualified Domestic Relations Order or volunteer service benefit recipients.

And last, the results of this valuation are valid until October 31, 2026. This means LOPFI must receive the approved ordinance (with the applicable COLA amount and effective date) and draft minutes by the October 31, 2026 date. Once this date has passed, a new actuarial valuation will be required, i.e., an additional expense to be paid for by the city. To assist with the stated timing, you are welcome to email the approved ordinance and draft minutes.

In the event you have any questions, please feel free to contact Jen Sines or Lesley Wever at your convenience.

Respectfully,

David B. Clark
Executive Director

Encl:

800.521.0498 | P: 248.799.9000 | www.grsconsulting.com

April 27, 2026

Mr. David B. Clark, Executive Director
Arkansas Local Police and Fire Retirement System
620 West 3rd, Suite 200
Little Rock, Arkansas 72201-2212

Re: Employer Contribution Cost for Fayetteville Local Fire Plan Benefit Amendment

Dear Mr. Clark:

Enclosed are the results of a supplemental actuarial valuation related to a proposed benefit change for the Fayetteville Local Fire Plan administered by the Arkansas Local Police and Fire Retirement System (LOPFI).

Please call if you have any questions or comments.

Respectfully submitted,
Gabriel, Roeder, Smith & Company

Heidi G. Barry, ASA, FCA, MAAA

Casey T. Ahlbrandt-Rains, ASA, FCA, MAAA

HGB/CTA:sc

Arkansas Local Police and Fire Retirement System
Supplemental Actuarial Valuation – Fayetteville Local Fire
as of December 31, 2025

Requested By:	Mr. David B. Clark, Executive Director Arkansas Local Police and Fire Retirement System
Date:	April 27, 2026
Submitted By:	Heidi G. Barry, ASA, FCA, MAAA and Casey T. Ahlbrandt-Rains, ASA, FCA, MAAA Gabriel, Roeder, Smith & Company

As requested, we have determined the expected increase in the employer contribution rate that would result from implementing a compounding annual Cost-of-Living Adjustment (COLA) effective July 1, 2026. Various levels of COLA were evaluated, as described in the following scenarios:

Scenario 1: 1% COLA to members and surviving spouses (excluding QDROS)
Scenario 2: 2% COLA to members and surviving spouses (excluding QDROS)
Scenario 3: 3% COLA to members and surviving spouses (excluding QDROS)

The date of the study was as of December 31, 2025. This supplemental valuation does not predict the result of the December 31, 2026 valuation or of any other future actuarial valuation. (Future activities can affect future valuation results in an unpredictable manner.) Rather, the supplemental valuation gives an indication of the probable effect of the proposed changes on future valuations without comment on the complete end result of the future valuations.

This report is intended to describe the financial effect of the proposed plan changes. Except as otherwise noted, potential effects on other benefit plans were not considered. No statement in this report is intended to be interpreted as a recommendation in favor of the changes, or in opposition to them. GRS is not responsible for unauthorized use of this report.

In the event that more than one plan change is being considered, it is very important to remember that the results of separate actuarial valuations cannot generally be added together to produce a correct estimate of the combined effect of all of the changes. The total can be considerably greater than the sum of the parts due to the interaction of various plan provisions with each other and with the assumptions that must be used.

In accordance with LOPFI Board policy, the employer contribution rates established by this valuation report are valid for purposes of approving the benefit changes until October 31, 2026.

Heidi G. Barry and Casey T. Ahlbrandt-Rains are Members of the American Academy of Actuaries (MAAA) and meet the Qualification Standards of the American Academy of Actuaries required to render the actuarial opinions contained herein.

Arkansas Local Police and Fire Retirement System
Supplemental Actuarial Valuation – Fayetteville Local Fire
as of December 31, 2025

This report was prepared using our proprietary valuation model and related software which, in our professional judgment, has the capability to provide results that are consistent with the purposes of the valuation and has no material limitations or known weaknesses. We performed tests to ensure that the model reasonably represents that which is intended to be modeled.

This report is intended for use by LOPFI and the Local Fire Plan and those designated or approved thereby, and may be provided to other parties only in its entirety and only with permission. GRS is not responsible for unauthorized use of this report. The purpose of this valuation is to calculate actuarial liabilities and resulting contributions under the proposed benefit provisions. This report should not be relied on for any purpose other than the purpose previously described.

The actuarial methods and assumptions and data were the same as those used in the regular valuation as of December 31, 2025. In particular, the economic assumptions used in the supplemental actuarial valuation were net investment return of 7.25% per year.

A brief summary of the benefit recipient data used for the purposes of the study as of December 31, 2025 is presented below.

		Current Annual	Average	
Group	**Number**	**Benefits**	**Current Age**	**Benefit**
Paid	36	$1,151,921	75.97	$31,998

There are no active members of the Local Plan.

Arkansas Local Police and Fire Retirement System
Supplemental Actuarial Valuation – Fayetteville Local Fire
as of December 31, 2025

Benefit Provisions of Interest:

Scenario 1: 1% COLA to members and surviving spouses (excluding QDROS)
Scenario 2: 2% COLA to members and surviving spouses (excluding QDROS)
Scenario 3: 3% COLA to members and surviving spouses (excluding QDROS)

Actuarial Information: The following shows the computed impact on Plan liabilities and resulting change in the monthly employer contribution rate, under current assumptions, that would be necessary to fund the proposed benefit:

Actuarial Impact of the Proposed Scenarios				
	Baseline: December 31, 2025 Results under Current Benefits	Scenario 1: 1% COLA	Scenario 2: 2% COLA	Scenario 3: 3% COLA
Actuarial Accrued Liabilities (AAL)	$ 10,297,907	$ 11,088,619	$ 11,981,823	$ 12,995,286
Total Assets	1,626,846	1,626,846	1,626,846	1,626,846
Unfunded AAL[1]	$ 8,671,061	$ 9,461,773	$ 10,354,977	$ 11,368,440
Monthly Employer Contribution[2] **(For FY 2027)**	$ 80,840	$ 89,046	$ 98,316	$ 108,834
Increse/Decrease From Current Benefits				
Actuarial Accrued Liabilities (AAL)		$ 790,712	$ 1,683,916	$ 2,697,379
Unfunded AAL[1]		790,712	1,683,916	2,697,379
Monthly Employer Contribution[2] **(For FY 2027)**		8,206	17,476	27,994

[1] *Unfunded Actuarial Accrued Liability as of December 31, 2025.*
[2] *UAAL amortized over a 12-year period.*

ORDINANCE NO._____

AN ORDINANCE IMPLEMENTING AN ANNUAL THREE-PERCENT COMPOUND COST OF LIVING ADJUSTMENT FOR ALL ELGIBLE PARTICIPANTS OF THE FAYETTEVILLE FIRE PENSION FUND.

WHEREAS the City Council authorizes the implementation of an annual three percent (3%) compound cost of living adjustment (COLA) for all eligible paid service participants, excepting alternate payees under a Qualified Domestic Relations Order, of the FAYETTEVILLE FIRE Pension Fund. This COLA will be awarded each July 1st under the administrative guidelines of the Arkansas Local Police and Fire Retirement System. The first COLA to be awarded will be effective as of July 1, 2026.

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

SECTION 1. The City Council recognizes that the Arkansas Local Police and Fire Retirement System (LOPFI) is the administrator of the FAYETTEVILLE FIRE Pension Fund (Local Plan). Therefore, the Mayor is hereby authorized to provide LOPFI with an approved copy of this Ordinance approving this annual 3% compound COLA for the Local Plan.

SECTION 2. It is the intent of the City Council, and it is hereby ordained that the provisions of this Ordinance shall be codified into the Code of Ordinances of Fayetteville, Arkansas and the sections thereof may be re-numbered and re-lettered as necessary to accomplish such intention.

SECTION 3. Due to the need to promptly implement this benefit amendment for the Local Plan named in Section 1, an emergency is hereby declared to exist, and this Ordinance shall be in full force from and after the date of its passage and approval.

PASSED:_____
Date

APPROVED:_____
Mayor Molly Rawn

ATTEST:_____
Witness

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1105

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff

FROM: Alison Jumper, Director of Parks, Natural Resources and Cultural Affairs

SUBJECT: **Conservation Ordinance for Properties Included in the Climate Pollution Reduction Grant**

RECOMMENDATION:
Staff recommends approval of an ordinance establishing conservation requirements until the year 2050 on properties associated with the Climate Pollution Reduction Grant.

BACKGROUND:
On July 22nd, 2024, the Environmental Protection Agency (EPA) announced that the Tri- Region Arkansas Coalition was selected for a $99,999,999 Climate Pollution Reduction Grant (CPRG) award for its "Energy and Environment Innovation for the Natural State" proposal. Northwest Arkansas is receiving approximately $36.25 million of the $99,999,999 million in CPRG funding awarded by the Environmental Protection Agency to the Arkansas Tri- Region Coalition to implement each region's Energy and Environment Innovation Priority Action Plan. The grant is aimed at reducing greenhouse gas emissions and carbon sequestration.

On November 19th, 2024, Resolution 279-24 authorized the City of Fayetteville to accept and enter into a sub-award grant agreement with the Arkansas Tri- Region Energy and Environment Innovation Coalition to utilize sub-awarded funds for EPA climate pollution reduction grant project implementation. Those projects include the following:

Northwest Arkansas Green Network Projects and Programs

Site/Project Name	Project Location	Partnering Agencies
River Commons Floodplain, Prairie, and Riparian Restoration and Trail Construction *	Fayetteville, AR	City of Fayetteville, Beaver Water District, Watershed Conservation Resource Center
Town Branch Corridor Stream and Riparian Restoration	Fayetteville, AR	City of Fayetteville, Watershed Conservation Resource Center
University of Arkansas Oak Knoll Wetland, Prairie, Forest, Stream, and Riparian Restoration*	Fayetteville, AR	University of Arkansas, Watershed Conservation Resource Center
University of Arkansas Oak Ridge Hillside Prairie and Forest Restoration and Trail Construction*	Fayetteville, AR	University of Arkansas, Watershed Conservation Resource Center
University of Arkansas AR Research & Tech Park Floodplain, Prairie, and Forest Restoration*	Fayetteville, AR	University of Arkansas, Watershed Conservation Resource Center

DISCUSSION:

The grant requires properties that are being restored to be protected and conserved until 2050 to maximize greenhouse gas reduction benefits included in the grant application. Staff worked with MetroPlan to draft a conservation ordinance that largely aligns with the Streamside Protection regulations, and also allows for recreational uses such as passive parks and trails, streambank restoration, invasive species removal, maintenance and other land management activities.

Prohibited uses include construction activities such as grading, dredging and filling; landfills, land clearing, parking lots, building footprints larger than 150 square feet and other development related activities. A full list of permitted and prohibited uses can be found in the proposed ordinance.

BUDGET/STAFF IMPACT:
None.

ATTACHMENTS: 3. Staff Review Form, 4. Conservation Ordinance, 5. Exhibit A - Properties, 6. Exhibit B - Conservation Ordinance

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

File #: 2026-1105

AN ORDINANCE TO PROVIDE FOR THE CONSERVATION AND PROTECTION OF CERTAIN CITY-OWNED REAL PROPERTY, TO ESTABLISH PERMITTED AND PROHIBITED USES; AND FOR OTHER PURPOSES.

WHEREAS, the City of Fayetteville (the "City") is the owner in fee simple of certain real property located within the municipal boundaries of the City, more particularly described in **Exhibit A** attached hereto and incorporated by reference (the "Property"); and

WHEREAS, the City has entered into a subrecipient agreement with Metroplan, and the Northwest Arkansas Regional Planning Commission, and the Watershed Conservation Resource Center for a United States Environmental Protection Agency (EPA) Climate Pollution Reduction Grant (CPRG) to implement a project for public land restoration, stream restoration, land protection, and trail construction; and

WHEREAS, the stipulations of the grant require the conservation of the project area until the year 2050, at minimum, to incur maximum greenhouse gas reduction benefits; and

WHEREAS, Arkansas Code Annotated § 14-54-101, and other applicable provisions of Arkansas law authorize municipalities to acquire, hold, manage, and regulate real property for public purposes, including parks, open space, and conservation; and

WHEREAS, the City Council desires to formally designate the Property for conservation purposes and to restrict its use accordingly to ensure long-term protection.

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 adopts the foregoing recitals as findings of fact. The purpose of this Ordinance is to conserve and protect the Restoration Area in its restored condition for the benefit of present and future residents, consistent with applicable Arkansas law and consistent with the provisions of the EPA Climate Pollution Reduction Grant.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby designates the Restoration Area described in Exhibit A as Conserved City Land. This designation shall run with the land unless amended or repealed by ordinance in accordance with Arkansas law. The designation as Conserved City Land means that the Property shall be subject to the regulations and conditions regarding permitted uses, prohibited uses, and compliance with applicable federal laws as shown in Exhibit B attached hereto.

Section 3: That the City Council of the City of Fayetteville, Arkansas hereby declares that this Ordinance may be amended or repealed only by a subsequent ordinance adopted by the City Council. Any amendment or repeal prior to the year 2050 may result in penalties imposed by the EPA due to the violation of the stipulations of the Climate Pollution Reduction Grant (CPRG) and executed subrecipient agreement to conserve the land until the year 2050 to incur maximum greenhouse gas reduction benefits. These penalties could result in repayment of the full amount of subaward funding or as otherwise determined by EPA.

Section 4: That the City Council of the City of Fayetteville, Arkansas hereby declares that if any provision of this Ordinance is held invalid or unconstitutional, such invalidity shall not affect the other provisions, which shall remain in full force and effect.

City of Fayetteville Staff Review Form

2026-1105

Item ID

5/5/2026

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

Alison Jumper	3/9/2026	PARKS & RECREATION (520)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of an ordinance establishing conservation requirements until the year 2050 on properties associated with the Climate Pollution Reduction Grant.

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 Amendment attached?	No	Budget Amendment	$	-
		Remaining Budget	$	-

Purchase Order Number:

Previous Ordinance or Resolution # 279-24

Change Order Number:

Approval Date: 11/19/2024

Original Contract Number:

Comments:

ORDINANCE _____

AN ORDINANCE TO PROVIDE FOR THE CONSERVATION AND PROTECTION OF CERTAIN CITY-OWNED REAL PROPERTY, TO ESTABLISH PERMITTED AND PROHIBITED USES; AND FOR OTHER PURPOSES.

WHEREAS, the City of Fayetteville (the "City") is the owner in fee simple of certain real property located within the municipal boundaries of the City, more particularly described in **Exhibit A** attached hereto and incorporated by reference (the "Property"); and

WHEREAS, the City has entered into a subrecipient agreement with Metroplan, and the Northwest Arkansas Regional Planning Commission, and the Watershed Conservation Resource Center for a United States Environmental Protection Agency (EPA) Climate Pollution Reduction Grant (CPRG) to implement a project for public land restoration, stream restoration, land protection, and trail construction; and

WHEREAS, the stipulations of the grant require the conservation of the project area until the year 2050, at minimum, to incur maximum greenhouse gas reduction benefits; and

WHEREAS, Arkansas Code Annotated § 14-54-101, and other applicable provisions of Arkansas law authorize municipalities to acquire, hold, manage, and regulate real property for public purposes, including parks, open space, and conservation; and

WHEREAS, the City Council desires to formally designate the Property for conservation purposes and to restrict its use accordingly to ensure long-term protection.

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 adopts the foregoing recitals as findings of fact. The purpose of this Ordinance is to conserve and protect the Restoration Area in its restored condition for the benefit of present and future residents, consistent with applicable Arkansas law and consistent with the provisions of the EPA Climate Pollution Reduction Grant.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby designates the Restoration Area described in Exhibit A as Conserved City Land. This designation shall run with the land unless amended or repealed by ordinance in accordance with Arkansas law. The designation as Conserved City Land means that the Property shall be subject to the regulations and conditions regarding permitted uses, prohibited uses, and compliance with applicable federal laws as shown in Exhibit B attached hereto.

Section 3: That the City Council of the City of Fayetteville, Arkansas hereby declares that this Ordinance may be amended or repealed only by a subsequent ordinance adopted by the City Council. Any amendment or repeal prior to the year 2050 may result in penalties imposed by the EPA due to the violation of the stipulations of the Climate Pollution Reduction Grant (CPRG) and executed subrecipient agreement to conserve the land until the year 2050 to incur maximum greenhouse gas reduction benefits. These penalties could result in repayment of the full amount of subaward funding or as otherwise determined by EPA.

Section 4: That the City Council of the City of Fayetteville, Arkansas hereby declares that if any provision of this Ordinance is held invalid or unconstitutional, such invalidity shall not affect the other provisions, which shall remain in full force and effect.

Exhibit A:

Legal Descriptions

Parcel 765-15145-001:
Part of the W 1/2 of the SE 1/4 of Section 22, Township 16 North Range 30 West, Washington County, Arkansas, more particularly described as follows: Commencing at the Southwest corner of the NW 1/4 of the SE 1/4 of said Section 22; Thence S 49°37'02" E 68.92 feet to the point of beginning, said point being on the proposed East right-of-way of South Morningside Drive; Thence along said proposed East right-of-way N 03°03'31" E 271.93 feet; Thence leaving said proposed East right-of-way S 86°49'28" E 267.94 feet; Thence S 74°17'22" E 1015.54 feet to the Northeast corner of the SW 1/4 of the SE 1/4; Thence along the East line thereof S 02°36'36" W 333.36 feet; Thence leaving said East line N 87°14'55" W 882.24 feet; Thence N 49°37'02" W 476.86 feet to the point of beginning, containing 12.37 acres, more or less.

Parcel 765-19970-000:
Part of the SW ¼ of the SW ¼ of Section 23 Township 16 Range 30 West, Washington County, Arkansas, more particularly described as follows: Commencing at the NW corner of the SW ¼ of the SW ¼ of said section 23, thence S 82°46’43” E 811.1 feet to the point of beginning, thence S 4°44’58” W 390.36 feet, thence S 82°46’43” E 551.13 feet, thence N 2°49’17” E 391.15 feet, thence N 82°46’43” W 537.96 feet to the point of beginning containing 4.88 acres, more or less.

Parcel 765-19969-000:
Part of the SW ¼ of the SW ¼ of Section 23 Township 16 Range 30 West, Washington County, Arkansas, more particularly described as follows: Commencing at the NW corner of the SW ¼ of the SW ¼ of said section 23; Thence S 82°46’43” E 273.14 feet to the point of beginning, thence S 7°13’19” W 365.01 feet, thence S 82°46’40” E 65.03 feet, thence right along a curve with a radius of 61.78 feet from the center of the cul-de-sac at South Leeper Drive with an arc length of 56.86 feet, thence S 82°46’43” E 441.04 feet, thence N 4°44’58” E 390.36 feet, thence N 82°46’43” E 537.96 feet to the point of beginning containing 4.83 acres, more or less.

Parcel 756-19971-000:
Part of the SW ¼ of the SW ¼ and part of the NW1/4 of the SW ¼ of Section 23 Township 16 Range 30 West, Washington County, Arkansas, more particularly described as follows: All property encompassed by the Western line of the SW ¼ of said Section 23, the Town Branch river on the Southern side, South Armstrong Avenue to the East, with the Northern boundary being described as follows: Commencing at the NE corner of the SW ¼ of the SW ¼ of said Section 23, thence N 11°02’02” W 132.37 feet to the beginning of the Northern boundary, thence N 88°32’55” W 1,295.53 feet to the end of the Northern boundary, containing 9.24 acres, more or less.

Parcel 756-19972-000:
Part of the SW ¼ of the SW ¼ of Section 23 Township 16 Range 30 West, Washington County, Arkansas, more particularly described as follows: All property encompassed by the Southern boundary described as follows: Commencing at the NW corner of the SW ¼ of the SW ¼ of said Section 23, thence S 3°01'20" W 420.84 feet to the start of the southern boundary, thence S 82°46'59" E 1,352.08 feet to the end of the boundary; the Eastern boundary being South Armstrong Avenue; the Northern boundary being the Town Branch river and the Western boundary being the Western line of SW ¼ of said Section 23; containing 8.79 acres, more or less.

Parcel 765-16565-000:
Part of the SE ¼ of the SE ¼ of Section 22 Township 16 Range 30 West, Washington County, Arkansas, more particularly described as follows: Commencing at the NE corner of the SE ¼ of the SE ¼ of said Section 22, thence N 88°47' 39" W 8.25 feet to the point of beginning, thence N 87°27'42" W 1,313.91 feet, thence S 2°39'19" W 313.83 feet, thence S 82°46'44" E 1,318.55 feet, thence N 2°25'10" E 421.70 feet to the point of beginning, containing 11.10 acres, more or less.

Parcel 765-19945-000:
Part of the SE ¼ of the SW ¼ of Section 23 Township 16 Range 30 West, Washington County, Arkansas, more particularly described as follows: Commencing at the NW corner of the SE ¼ of the SW ¼ of said Section 23, thence S 14°09'01" E 359.31 feet to the point of beginning, thence S 02°49' 16" W 83.02 feet, thence S 87°10'39" E 45 feet, thence S 02°49'17" W 100 feet, thence N 87°10'44" W 45 feet, thence S 02°49'17" W 574.49 feet, thence N 77°36'17" E 829.26 feet, thence N 01°35'17" E 155.96 feet, thence S 87°12'44" E 340.52 feet to the West Fork White river, thence northwards along the West Fork White River to the Town Branch River, thence westwards along the Town Branch river to the point of beginning, containing 15.19 acres, more or less.

Parcel 765-14984-005:
Part of the NE 1/4 of the SE 1/4 of Section 21, Township 16, Range 30 West, Washington County, Arkansas, being more particularly described as follows: Commencing at a set nail and washer in 15th Street (AR St. Hwy. 16) being the NW corner of said NE 1/4 of the SE 1/4; thence along the northerly line of said tract S 86°47'43" E 282.23 feet; thence leaving said northerly line S 03°12'01" W 50.39 feet to a set iron pin on the southerly right-of-way of 15th Street (AR St. Hwy. 16) as per Instrument No. 2007-27048 filed with the Circuit Clerk of said county, said point being the point of beginning; thence leaving said right-of-way the following courses: S 04°33'27" W 125.97 feet to a set iron pin; S 18°32'05" E 35.86 feet to a set iron pin; S 40°22'53" E 134.15 feet to a set iron pin; S 55°21'08" E 57.71 feet to a set iron pin; S 02°45'26" E 155.78 feet to a set iron pin; S 83°06'06" E 8.88 feet to a set iron pin; S 07°03'11" E 259.18 feet to a set iron pin; S 41°41'01" E 176.23 feet to a set iron pin; S 52°02'23" E 74.26 feet to a set iron pin; S 28°52'24" W 111.80 feet to the centerline of Town Branch Creek as per Instrument No. 99-55780; thence along said centerline N 62°31'45" W 156.16 feet to the confluence of said Town Branch Creek with the Spout Springs Branch (formerly known as Tin Cup Creek) as per said Instrument No. 99-55780;

thence along the centerline of said Spout Springs Branch the following courses: N 24°12'54" W 224.72 feet; N 08°52'00" W 169.79 feet; N 18°25'35" E 118.03 feet; N 14°38'49" W 104.38 feet; N 28°38'25" W 356.28 feet to the southerly right-of-way of 15th Street (AR St. Hwy. 16) as per Arkansas State Highway Commission Job No. 9458; thence along said southerly right-of-way S 86°46'16" E 46.08 feet to a found iron pin (P.S. 1349); thence continuing along said right-of-way N 03°01'06" E 19.00 feet to a set iron pin on said southerly right-of-way of 15th Street (AR St. Hwy. 16) as per said 2007-27048; thence along said right-of-way S 87°12'12" E 64.15 feet to the point of beginning, containing 2.157 acres, more or less.

Parcel 765-14877-004:
(West Tract)
A part of the E 1/2 of the NE 1/4 of the SW 1/4 of Section 20, Township 16 North, Range 30 West, in the City of Fayetteville, Washington County, Arkansas, being more particularly described as follows: Beginning at a Point that is S 02°31'15" W 841.55 feet from the NW corner of said E 1/2 of the NE 1/4 of the SW 1/4; thence S 36°36'40" E 197.86; Thence S 59°51'34" E 42.63 feet; Thence S 75°10'38" E 259.86 feet; Thence S 71°35'14" E 184.03 feet to a point on the West right-of-way for Beechwood Avenue (Arkansas Highway 16 Bypass); thence continuing Southwesterly along said West right-of-way line for Beechwood Avenue along a 236.50 foot radius curve to the right having a delta angle of 65°52'31", an arc distance of 271.91 feet (the long chord of which bears S 60°54'27" W a distance of 257.18 feet); thence S 3°50'46" W 9.62 feet to a point on the North right-of-way line for 18th Street (Arkansas Highway 16 Bypass); thence along said North right-of-way for 18th Street N 87°10'48" W 374.29 feet to the West line of the E 1/2 of said NE 1/4 of the SW 1/4; thence N 2°31'15" E 421.47 feet to the Point of Beginning, containing 2.96 acres, more or less. Subject to all easements and/or rights-of-way of record.
(East Tract)
Part of the NW 1/4 of the SE 1/4 of Section 20, Township 16 North, Range 30 West, in the City of Fayetteville, Washington County, Arkansas, being more particularly described as follows: From the NW corner of the NW 1/4 of the SE 1/4 of said Section 20, thence N 87°13'22" W 464.78 feet; thence S 02°46'38" W 75.95 feet to a point on the South right-of-way for 15th Street in the center line of a ditch; thence along the center line of said ditch as follows: S 13°52'53" W 157.39 feet: thence S 17°38'29" E 138.54 feet; thence S 64°04'53" E 36.47 feet; thence S 0°11'38" E 193.83 feet: thence S 14°47'06" E 210.18 feet to the Point of Beginning; thence S 14°47'06" E 17.28 feet; thence S 30°02'00" E 82.11 feet to the West right-of-way for Razorback Road; thence S 18°21'12" W 85.18 feet; thence leaving said right-of-way for Razorback Road N 80°00'00" W along a creek 160.53 feet: thence N 26°42'27" W 82.42 feet; thence N 87°11'07" W 47.00 feet; thence S 43°05'33" W 42.72 feet; thence S 04°20'41" E 36.68 feet; thence S 30°46'23" W 139.36 feet; thence S 42°18'32" W 60.19 feet; thence S 03°00'17" W 234.86 feet to a point on the North line of Meadow Vale Subdivision; thence along the North line of Meadow Vale Subdivision N 87°09'34" W 220.24 feet to the NW corner of said Subdivision; thence along the East right-of-way of Ashwood Avenue N 03°26'28" E 20.00 feet; thence along the North right-of-way of 18th Street N 87°33'13" W 354.43 feet; thence along the East right-of-way of Arkansas Highway 16 Bypass N 02°11'12" E 143.59 feet; thence S

78°39'51" E 53.12 feet; thence N 88°19'10" E 235.14 feet; thence N 35°56'02" E 105.81 feet; thence N 71°19'21" E 245.73 feet; thence N 18°31'30" E 129.19 feet; thence N 79°34'14" E 45.32 feet; thence N 10°25'46" W 19.85 feet; thence N 79°34'14" E 92.66 feet: thence S 10°25'46" E 19.85 feet; thence N 79°34'14” E 185.64 feet to the Point of Beginning, containing 3.89 acres, more or less.

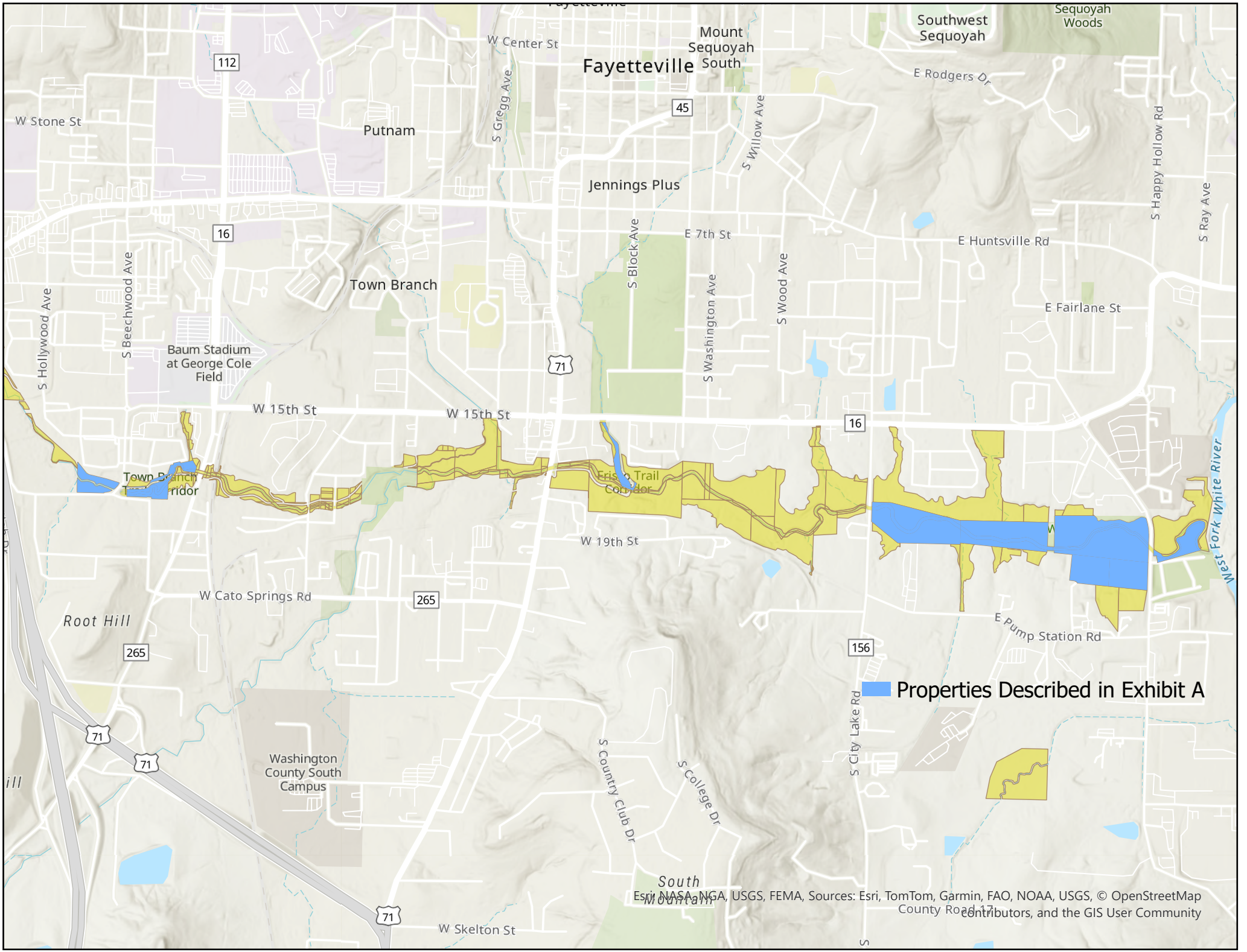

Fayetteville
Mount Sequoyah South
Southwest Sequoyah
Sequoyah Woods
Putnam
Jennings Plus
Town Branch
Baum Stadium at George Cole Field
Root Hill
Washington County South Campus
South Mountain
W Center St
E Rodgers Dr
W Stone St
S Gregg Ave
S Willow Ave
S Happy Hollow Rd
S Ray Ave
S Block Ave
E 7th St
E Huntsville Rd
S Hollywood Ave
S Beechwood Ave
S Washington Ave
S Wood Ave
E Fairlane St
W 15th St
W 19th St
W Cato Springs Rd
E Pump Station Rd
S Country Club Dr
S College Dr
S City Lake Rd
W Skelton St
County Road 17
West Fork White River
112
16
45
71
265
156
Properties Described in Exhibit A
Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Exhibit B

1. **Permitted Uses.** The following may be permitted on the Property, provided that streamside best management practices are followed, and that these uses and any necessary construction is designed and built to minimize the impact upon streamside areas and minimize any excavation or filling that will only be allowed by express authorization of the City Engineer. All construction, grading, excavation or filling must also fully comply with all necessary local, state and federal permits.

(a) Open space uses that are primarily passive in character including: preserves, fishing areas and docks, parkland, and natural trails.
(b) Streambank restoration or stabilization.
(c) Water quality monitoring, education and scientific studies.
(d) Revegetation, reforestation, and forestry best management practices such as thinning.
(e) Dam maintenance.
(f) Paved trails or other impervious surfaces not exceeding 12 feet in width. Such area may not be used to park vehicles except for the temporary purpose of accessing the site for maintenance.
(g) Stream crossings, including driveways, roadways, trails, or railroads when the City Engineer determines there is no practical and feasible alternative.
(h) Maintenance and upgrades of existing utility facilities.
(i) New utility facilities when the City Engineer determines there is no practical and feasible alternative.
(j) Management of lawns and gardens.
(k) Removal of dead vegetation, pruning for reasons of public safety, removal of invasive species.
(l) Application of any fertilizer, herbicide, pesticide, or insecticide shall be allowed only if their harmful effect on water quality is prevented by ensuring no over-application or misapplication occurs.
(m) Maintenance of drainage capacity in the channel including tree and sediment removal.
(n) New stormwater conveyances when the City Engineer determines that there is no practical and feasible alternative.
(o) Accessory structures without a foundation and no larger than 150 square feet, including storage sheds, playground equipment, gazebos, decks, etc.
(p) Active recreational uses compatible with conservation, such as trails, interpretive areas, and small picnic or overlook facilities, but excluding organized sports fields or uses requiring extensive mowing or grading. The Property described in Exhibit A shall be maintained in accordance with the submitted maintenance plan and used in a manner that maintains the integrity and function of the reported improvements and complies with applicable grant requirements.
(q) Systems, equipment, and devices funded under the CPRG shall be properly operated and maintained for their expected lifespan in accordance with commonly accepted design standards, specifications, and applicable grant requirements.
(r) Activities outlined in the CPRG Town Branch Corridor Management Plan prepared by Watershed Conservation Resource Center and dated June 9, 2025, for the Property.

2. **Prohibited Uses.** Establishment of the following uses/activities after the effective date of this ordinance shall be prohibited on the Property except where necessary to allow an activity permitted by section 3.

a) Grading, dredging, dumping, filling, or similar construction activities.
b) Landfills, junkyards, salvage yards.
c) Clearing of non-invasive woody vegetation.
d) Storage of hazardous materials or chemicals unless within waterproof containers and within a structure.
e) Parking lots.
f) Buildings and accessory structures with a building footprint larger than 150 square feet, except for structures which are opened on all sides, for example a boardwalk or pavilion.
g) Parking or storage of motor vehicles.
h) Septic systems and/or lateral lines.
i) In-ground pools.
j) Animal feedlots or kennels.
k) Housing, grazing or other maintenance of livestock.
l) Land application of biosolids.

3. Federal Real Property Requirements and Non-Conversion.

a) Use and encumbrance: The Property acquired or improved with federal funds under CPRG shall be used for the originally authorized purpose as long as needed for that purpose. The City shall not dispose of, encumber, or otherwise alter its title or other interests in the Property without prior written approval or disposition instructions from the United States Environmental Protection Agency (EPA), consistent with 2 CFR 200.311.
b) Recordation of federal interest: The Mayor and City Clerk-Treasurer are authorized and directed to execute and record in the real property records a Notice of Federal Interest, lien, or similar instrument indicating that the Property has been acquired or improved with federal funding and that federal use and disposition conditions apply, as authorized by 2 CFR 200.316.
c) Disposition when no longer needed: When the Property is no longer needed for the originally authorized purpose, the City shall obtain disposition instructions from EPA and comply with those instructions, which may include retention with compensation, sale with compensation, or transfer of title, consistent with 2 CFR 200.311.
d) Non-conversion prior to 2050: The City shall not convert the Property or any CPRG-funded improvements to a non-conservation use, nor dispose of or encumber the Property, prior to December 31, 2050, without prior written approval from Metroplan and, as applicable, EPA. Any approved conversion or disposition shall comply with EPA instructions, including compensation or mitigation requirements.

4. Construction and Procurement Compliance (DBRA and BABA)

a) Davis–Bacon and Related Acts (DBRA): Construction activities funded in whole or in part by CPRG shall comply with DBRA requirements, including payment of prevailing wages and inclusion of applicable contract clauses and wage determinations, consistent with 29 CFR Parts 1 and 5. The City shall include required DBRA provisions in all bids and contracts under this grant and provide oversight to ensure contractor compliance.
b) Build America, Buy America (BABA): The City shall include applicable BABA terms in subawards, requests for proposals, solicitations for bids, and all contracts, and shall ensure compliance with BABA requirements for covered infrastructure.

5. Federal Environmental Compliance and Climate Resilience

a) Federal environmental requirements: Activities under this Ordinance shall comply with applicable federal requirements, including but not limited to: Clean Water Act Sections 404/401 and NPDES stormwater permitting; the Endangered Species Act (50 CFR Part 402); the National Historic Preservation Act Section 106 consultation requirements; the Archeological and Historic Preservation Act (stop-work and notification upon discovery of artifacts); and the Farmland Protection Policy Act, as applicable.
b) Climate resilience: To the extent practicable, the City shall incorporate current and future climate risk into the planning, siting, design, and operation of CPRG-funded projects consistent with CPRG programmatic terms.

6. Signage and Public Communications

Use of logos: The City shall acknowledge EPA support in public communications consistent with EPA logo use policy, ensuring EPA's logo is not displayed in a manner that implies EPA conducts City activities, and including appropriate acknowledgment text.

7. Health and Safety

Health and Safety Plan: Before beginning field work, the City shall maintain an OSHA-compliant health and safety plan (29 CFR 1910.120) available to EPA upon request.

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1792

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

FROM: Wesley Frank, Planner

SUBJECT: **RZN-2026-0014: Rezoning (2710 N COLETTE AVE/MARTIN, 293): Submitted by MARTIN BUILDING GROUP for property located at 2710 N COLETTE AVE in WARD 3. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES and contains approximately 0.21 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 northeast Fayetteville approximately 250 feet south of the intersection of N. Old Wire Rd and N. Colette Ave. The property is zoned RSF-4, Residential Single-Family, 4 Units per Acre and is undeveloped following the demolition of a fire-damaged home in 2026. 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 NC, Neighborhood Conservation.

Public Comment: Staff has received no public comments on this item.

Land Use Compatibility: Staff finds the proposed rezoning from RSF-4 to NC to be compatible with the surrounding area. The two zoning districts only permit single-family dwellings by right, although NC offers a slightly more permissive use schedule under its conditional use allowances, such as 3- and 4-family dwellings, along with additional opportunities for nonresidential uses. The density would change from RSF-4's four units per acre to NC's ten units per acre. RSF-4 and NC have different bulk and area requirements. Lot width minimum in RSF-4 is 70 feet for single-family dwellings, while NC only requires 40 feet for all dwelling types. Lot area in RSF-4 is a minimum of 8,000 square feet, but the NC minimum is 4,000 square feet. Unlike RSF-4, NC utilizes a 0-25 foot build-to-zone urban form setback, which are used to promote walkability in an area by requiring structures to be built closer to the street. Directly across N. Colette Ave is the Gulley Grove subdivision, an RPZD-zoned development which incorporates the same urban form setback requirement. To the east are additional NC-zoned properties and a number of nearby RSF-4-zoned properties have developments within 25 feet of the front property line, which highlights that this area is not uniformly suburban in setback. The subject property is a corner lot, which is ideal for increased housing density due to the design

flexibility of a lot with dual street frontage, which can allow for more creative, aesthetic, and functional layouts. Accordingly, staff finds the requested rezoning to be compatible with surrounding land uses.

Land Use Plan Analysis: Staff finds the proposed rezoning to be consistent with the City's adopted land use plans, including its Future Land Use Map designation as Residential Neighborhood area. A rezoning to NC could allow for the creation of single-family residential properties with reduced lot sizes. The property has a moderate number of attributes that contribute to appropriate infill, including, but not limited to access to trails, parks, and a public school. Staff finds that the requested rezoning could allow for the creation of missing middle housing meets City Goals 1 (appropriate infill), 2 (discourage urban sprawl), and 6 (opportunities for attainable housing).

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

- Adequate Fire Response (Station 5, 2979 N. Crossover Rd)
- Near Water Main (8-inch N. Colette Ave; 6-inch E. Yvonne Dr.)
- Near Sewer Main (8-inch N. Colette Ave.; 6-inch E. Yvonne Dr.)
- Near Public School (Butterfield Trail Elementary)
- Near City Park (Gulley Park)
- Near Paved Trail (Niokaska Creek Trail; Gulley Park Trail)

DISCUSSION:
At the May 11, 2026 Planning Commission meeting, a vote of 8-0-0 forwarded the request to City Council with a recommendation of approval. Commissioner Gulley was absent. Commissioners discussed the request stating it was compatible with nearby properties and allowed for a modest amount of development on the property. 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. Staff Report

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

File #: 2026-1792

AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2026-14 FOR APPROXIMATELY 0.21 ACRES LOCATED AT 2710 NORTH COLETTE AVENUE IN WARD 3 FROM RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, 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 RSF-4, Residential, Single-Family, Four Units per Acre, 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

2026-1792

Item ID

6/2/2026

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

Jonathan Curth	5/12/2026	DEVELOPMENT SERVICES (620)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN-2026-0014: Rezoning (2710 N COLETTE AVE/MARTIN, 293): Submitted by MARTIN BUILDING GROUP for property located at 2710 N COLETTE AVE in WARD 3. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES and contains approximately 0.21 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:

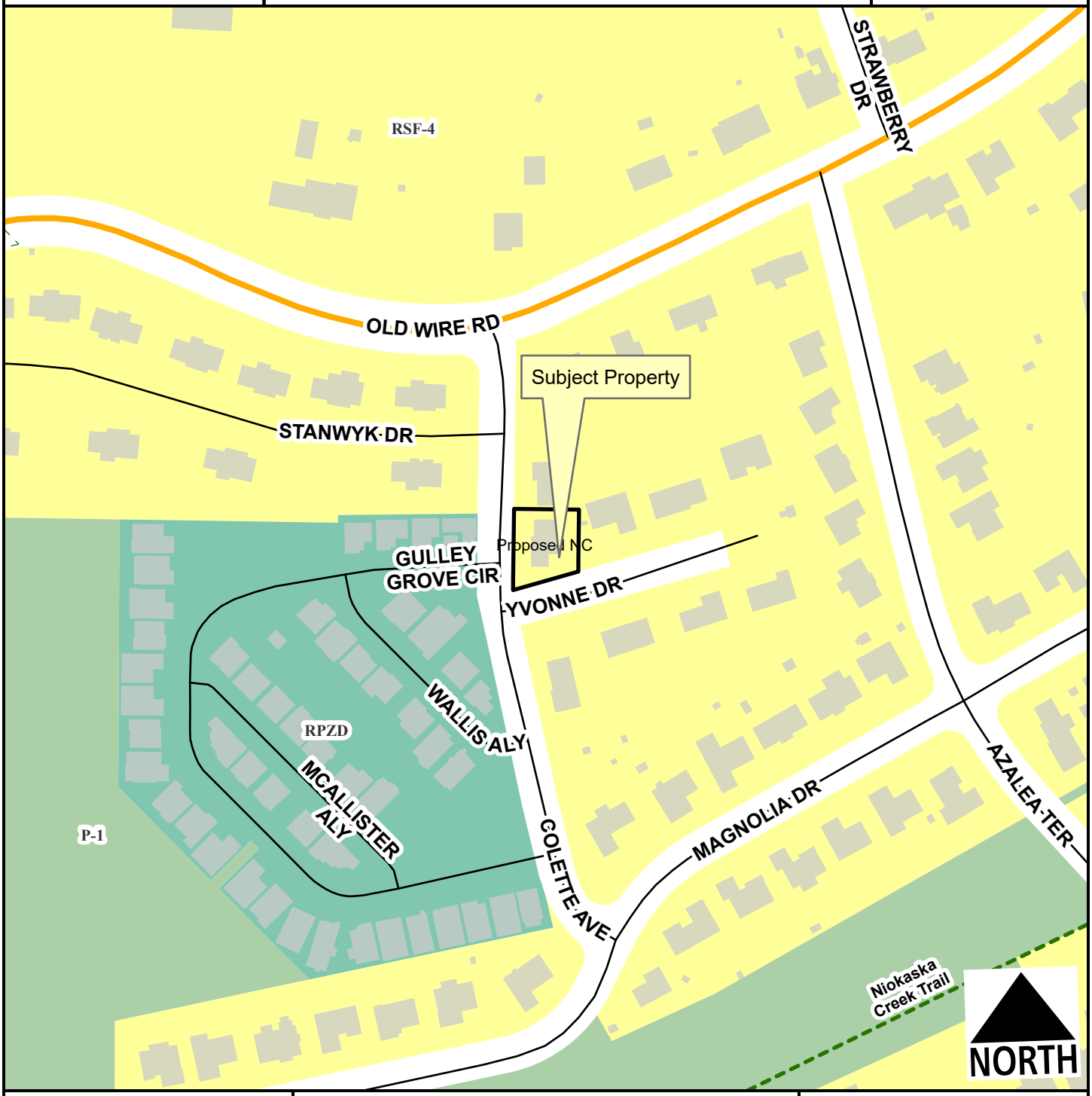
Comments:

RZN-2026-0014

Close Up View

2710 N COLETTE AVE

EXHIBIT A



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

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
NC	0.0	0.2
RSF-4	0.2	0.0

Total 0.2 ac

EXHIBIT B

LEGAL DESCRIPTION
2710 COLETTE AVE.

A part of the Lot 3, Hutchison's First Addition, Fayetteville, Washington County, Arkansas, being more particularly described as beginning at the Southwest Corner of said Lot 3 and running thence North 112.62 feet along the West line of said Lot; thence leaving West line East 90 feet to the East line of said lot, thence South 85.85 feet to the Southeast Corner of said lot; thence South 73 degrees 26 minutes West 93.90 feet to the point of beginning.

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Wesley Frank, Planner

MEETING DATE: May 11, 2026 Updated w/ meeting results

SUBJECT: **RZN-2026-0014: Rezoning (2710 N COLETTE AVE/MARTIN, 293):** Submitted by MARTIN BUILDING GROUP for property located at 2710 N COLETTE AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES and contains approximately 0.21 acres. The request is to rezone the property to NC, NEIGHBORHOOD CONSERVATION.

RECOMMENDATION:
Staff recommends forwarding **RZN-2026-0014** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2026-0014** to the City Council with a recommendation of approval."*

BACKGROUND:
The subject property is located in north Fayetteville approximately 250 feet south of the N. Old Wire Rd and N. Colette Ave intersection. The property is zoned RSF-4, Residential Single-Family, 4 Units per Acre and is undeveloped following the demolition (DEMO-2026-0021) of a fire-damaged home in 2026. 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	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	RPZD, Residential Planned Zoning District

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, 4 Units per Acre to NC, Neighborhood Conservation.

Public Comment: Staff has received no public comments on this item.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject area has road frontage along N. Colette Ave. N. Colette Ave is a partially improved Residential Link Street with asphalt paving, sidewalk and open ditches. The subject area has a road frontage along E. Yvonne Dr. E. Yvonne Dr is a partially improved Residential Link Street with asphalt paving, sidewalk and open ditches. Any street improvements required in these areas would be determined at the time of the development proposal.

Water: Public water is available to the subject area. Existing 8-inch water main is present along N. Colette Ave. Existing 6-inch water main is present along E. Yvonne Dr.

Sewer: Sanitary sewer is available to the subject area. Existing 8-inch sewer main is present along N. Colette Avenue. Existing 6-inch sewer main is present along E. Yvonne Dr. There are known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system 744 feet south 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. Any additional improvements or requirements for drainage will be determined at time of development

Fire: Station 5, located at 2979 N. Crossover Rd., protects this site. The property is located approximately 0.7 miles from the fire station with an anticipated drive time of approximately 2 minutes using existing streets. The anticipated response time would be approximately 4.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

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

Tree Preservation:

The proposed zoning district, NC, Neighborhood Conservation, requires **20% minimum canopy preservation**. The current zoning district, RSF-4, Residential Single-Family, Four 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**.

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

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

- Adequate Fire Response (Station 5, 2979 N. Crossover Rd)
- Near Water Main (8-inch N. Colette Ave; 6-inch E. Yvonne Dr.)
- Near Sewer Main (8-inch N. Colette Ave.; 6-inch E. Yvonne Dr.)
- Near Public School (Butterfield Trail Elementary)
- Near City Park (Gulley Park)
- Near Paved Trail (Niokaska Creek Trail; Gulley Park 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 the proposed rezoning from RSF-4 to NC to be compatible with the surrounding area. The two zoning districts are effectively single-family zoning districts, but NC offers a slightly more permissive use schedule under its conditional use allowances, such as 3- and 4-family dwellings, additional opportunities for commercial uses, and community recycling facilities. The density would change from RSF-4's four units per acre to NC's ten units per acre. RSF-4 and NC have different bulk and area requirements. Lot width minimum in RSF-4 is 70 feet for single-family dwellings, while NC only requires 40 feet for all dwelling types. Lot area in RSF-4 is a minimum of 8,000 square feet, but the NC minimum is 4,000 square feet. Unlike RSF-4, NC utilizes a 0-25 foot build-to-zone urban form setback, which are used to promote walkability in an area by requiring structures to be built closer to the street. Directly across N. Colette Ave is the Gulley Grove subdivision, an RPZD-zoned development which incorporates the same urban form setback requirement. To the east are additional NC-zoned properties and a number of nearby RSF-4-zoned properties have developments within 25 feet of the front property line, which highlights the area's familiarity to this type of development. The subject property is a corner lot, which is ideal for increased housing density due to the design flexibility of a lot with dual street frontage, which can allow for more creative, aesthetic, and functional layouts. Staff finds the requested rezoning to be compatible with surrounding land uses.**

Land Use Plan Analysis: **Staff finds the proposed rezoning to be consistent with the City's adopted land use plans, including its Future Land Use Map designation as Residential Neighborhood area. A rezoning to NC could allow for the creation of single-family residential properties with reduced lot sizes. The property has a moderate infill score, with access to trails, parks, and public schools with other infill elements that make it appropriate for higher density infill development. Staff finds that the requested rezoning could allow for the creation of missing middle housing meets City Goals 1 (appropriate infill), 2 (discourage urban sprawl), 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 to rezone the property from RSF-4 to NC 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 RSF-4 to NC does have the potential to slightly increase traffic danger and congestion due to a minor increase in density, however the size of the parcel at 0.21 acres will limit the density on the site. The use schedule of NC could allow for additional residential and commercial development; however, the small size of the subject property and additional developments requirements of those uses could prevent their development.**

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 additional single-family 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-2026-0014 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: **Required** **YES**

Date: May 11, 2026 ❒ **Tabled** ❒ **Forwarded** ❒ **Denied**

Motion: Brink

Second: Cabe

Vote: 8-0-0 (Commissioner Gulley was absent from the meeting)

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code
  - §161.07 District RSF-4, Residential Single-Family – Four (4) Units Per Acre
  - §161.29 Neighborhood Conservation
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map
- Long Range Planning Memo
- Request Letter

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

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

(B) *Uses.*

(1) *Permitted Uses*.

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

(2) *Conditional Uses*.

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

(C) *Density.*

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

(D) *Bulk and Area Regulations.*

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

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

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

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

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

161.29 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)

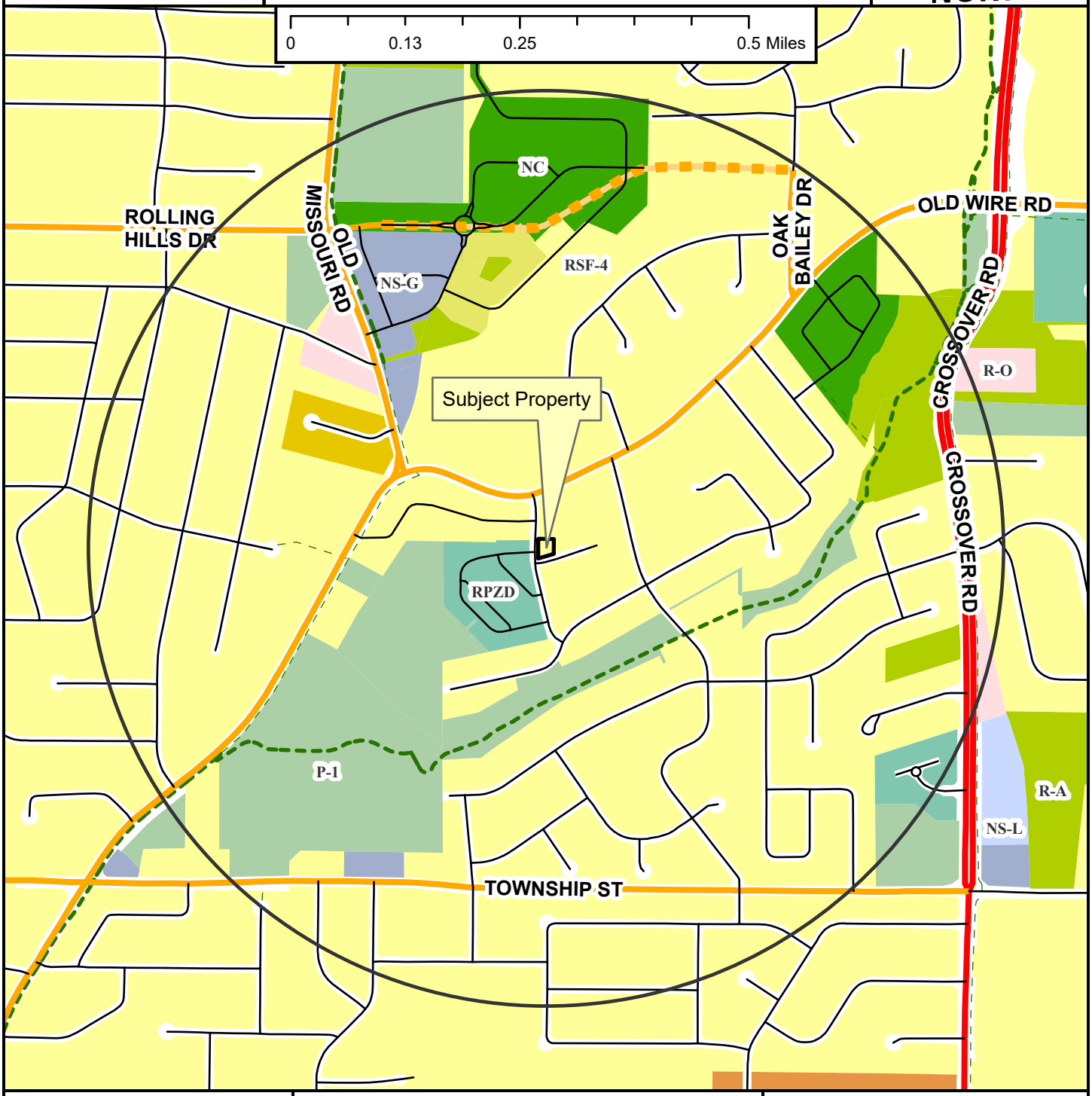
Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 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-2026-0014

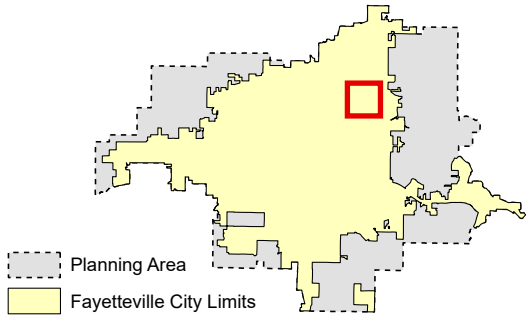
One Mile View

2710 N COLETTE AVE

NORTH



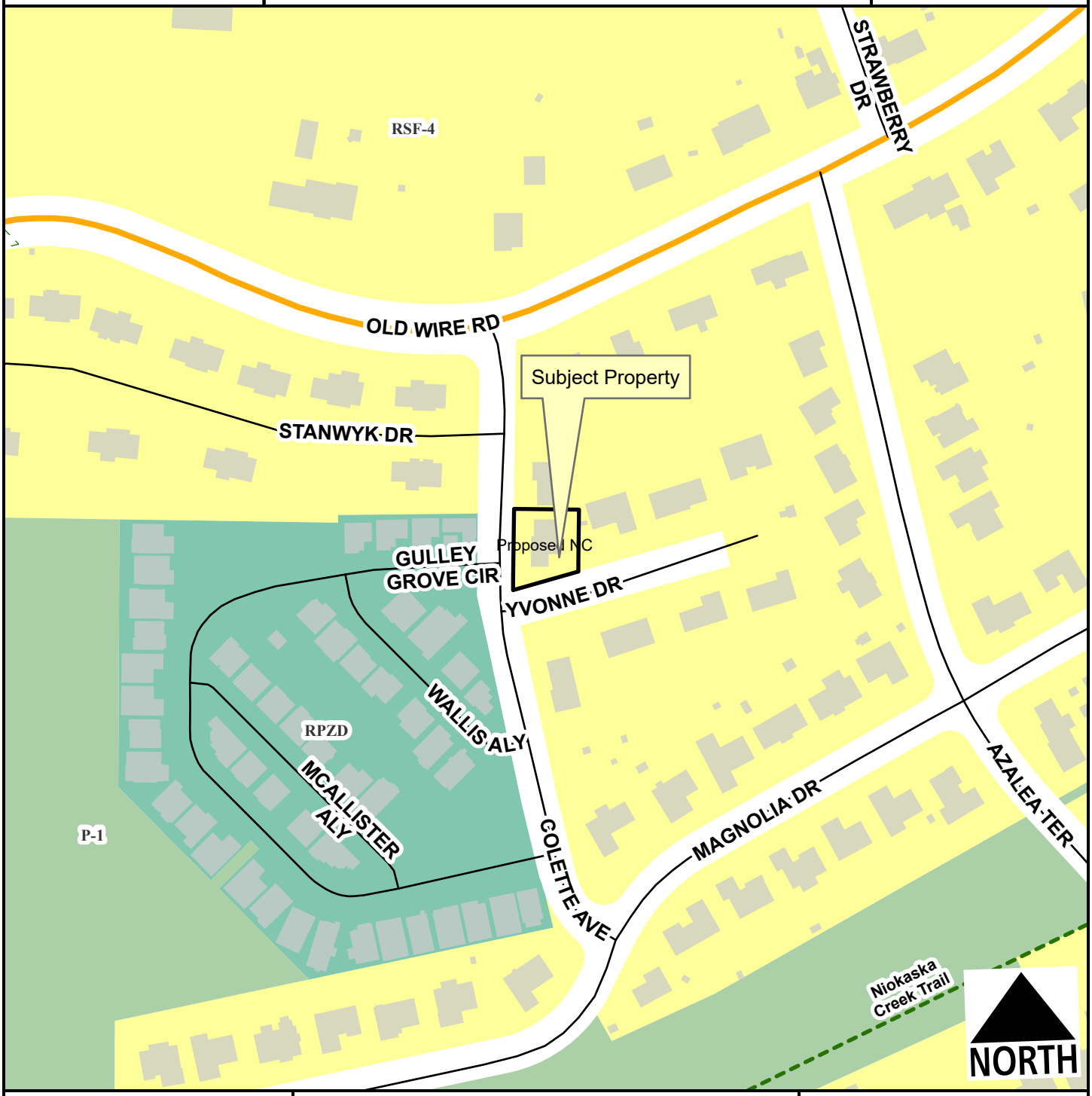
- Regional Link
- Neighborhood Link
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



RZN-2026-0014

Close Up View

2710 N COLETTE AVE



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

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
NC	0.0	0.2
RSF-4	0.2	0.0

Total 0.2 ac

RZN-2026-0014

Current Land Use

2710 N COLETTE AVE

NORTH



- Neighborhood Link
- 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

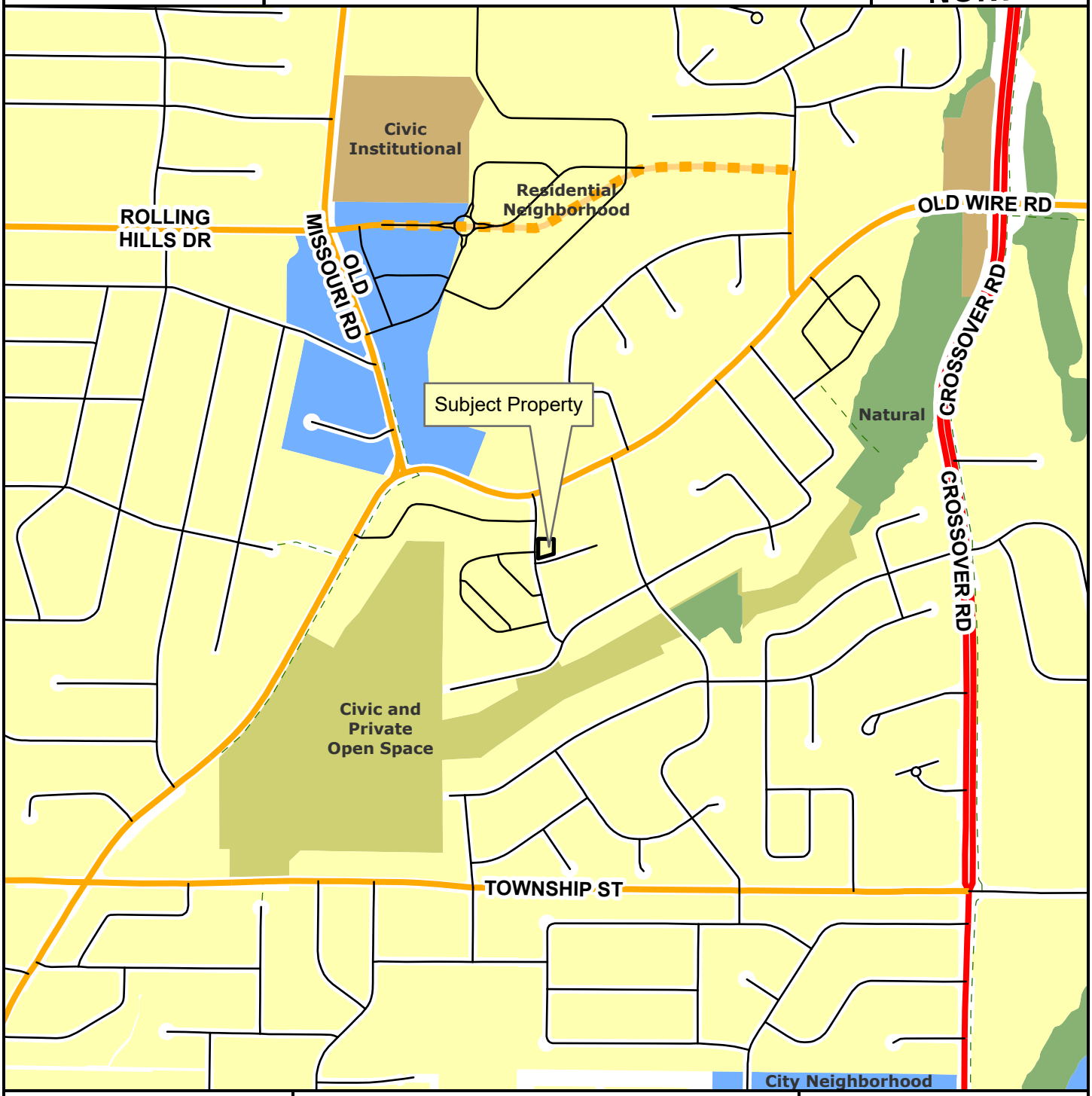
- 100-Year Floodplain
- Floodway

RZN-2026-0014

Future Land Use

2710 N COLETTE AVE

NORTH



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

Feet

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

1:10,000

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

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Wes Frank, Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: May 11, 2026

SUBJECT: **Long Range Planning Comments Regarding RZN-2026-0014**

BACKGROUND:
The applicant requests to rezone approximately 0.21 acres from RSF-4, Residential Single-Family, Four Units Per Acre to NC, Neighborhood Conservation. Two long range planning documents are relevant when evaluating this request: *City Plan 2040* and the *Heritage & Historic Preservation Plan.*

City Plan 2040 (2020):
City Plan 2040 includes several relevant plan goals and objectives:

- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.
    - 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

Heritage & Historic Preservation Plan (2023):
The City's *Heritage & Historic Preservation Plan* was initiated by City Plan 2040.
Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

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

DISCUSSION:

Zoning History:

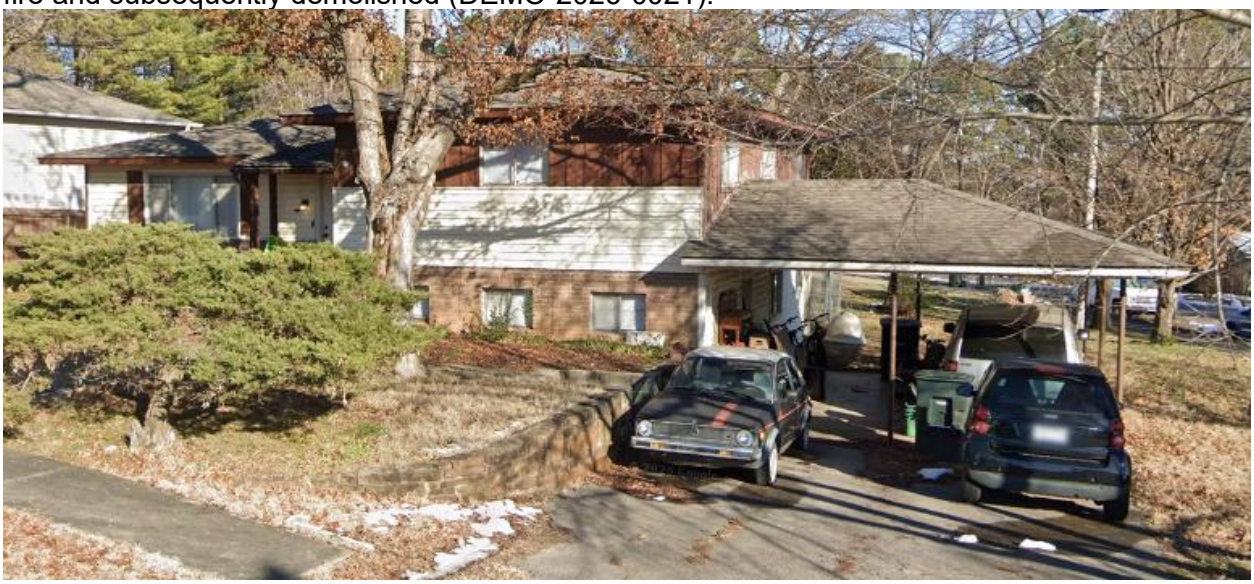
Ordinance 1747 approved on June 29, 1970 enacted a new zoning map and set of districts and zoning requirements for the city. This map shows the subject property and surrounding neighborhood as being zoned into the low-density “R-1” zoning district, which was subsequently translated to “RSF-4” with the adoption of the city’s Unified Development Code.

City Plan 2040 and Future Land Use Plan:

This area is designated as a Residential Neighborhood area, which are “primarily residential in nature and support a wide variety of housing types of appropriate scale and context.” The request aligns with this designation by increasing the potential density slightly, from four to ten units per acre while retaining the single-family development pattern. NC would also permit greater flexibility for lot width and area allowing for potential redevelopment of the site with additional single-family dwellings. This is in keeping with both the future land use designation and existing neighborhood patterns and supports goals 1, 2, & 6 of City Plan 2040.

Property History:

The subject property is vacant. It previously contained a single-family dwelling constructed ca. 1973, according to Washington County Tax Assessor records. The property was damaged in fire and subsequently demolished (DEMO-2026-0021).



REQUEST LETTER

A statement explaining the compatibility of this proposed rezoning with neighboring property and explaining why the proposed rezoning will not unreasonably adversely affect or conflict with surrounding land uses.

The proposed rezoning, Neighborhood Conservation, is compatible with the surrounding neighborhood and will not adversely affect adjacent properties. The subject property is currently underutilized and presents an opportunity for thoughtful infill development.

The proposed lot split allows for two smaller homes rather than one large home to be built, maintaining a scale consistent with the neighborhood and avoiding an out-of-character build. It also brings two attainable homes to market in a highly desirable area without increasing density beyond what already exists adjacent.

Directly across the street, the RPZD zoned development, Gulley Grove, contains majority 40-50 foot-wide lots, reflecting similar density and scale. The proposed development will complement this pattern and integrate seamlessly with the neighborhood.

Overall, the rezoning supports efficient land use while aligning with the evolving residential character of the neighborhood and city’s agenda of thoughtful infill development.

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1793

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

FROM: Citlali Samano, Planner

SUBJECT: **RZN-2026-0012: Rezoning (2245 W DEANE ST/ ALEXIS MONTEALEGRE TRUST, 364): Submitted by ALEX MONTEALEGRE for property located at 2245 W DEANE ST in WARD 2. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.70 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 subject property is in northwest Fayetteville and is directly south from Fire Station 8 at 2266 W Deane St. The property contains one parcel totaling 0.70 acres which is currently zoned RSF-4, Residential Single-Family, Four Units per Acre and contains a two-family dwelling constructed in 1947 per Washington County Assessor records. Long-Range Planning evaluation indicates that the structure is not individually eligible for the National Register of Historic Places. The property is not subject to any overlay districts.

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, Four Units per Acre to RI-U, Residential Intermediate - Urban. The applicant has indicated an intent to develop infill housing towards the south end of the parcel.

Public Comment: Staff has no public comment at this time.

Land Use Compatibility: Staff finds that the requested rezoning is compatible with surrounding land uses and zoning patterns. The surrounding neighborhood to the east, south, and west consists of single-, two-, and four-family dwellings in close proximity to the site While the current RSF-4 zoning does not utilize urban form setbacks, the surrounding multi-family districts (RMF-24, RI-U, and RMF-40) already exhibit an urban character. Because these neighboring districts have similar by-right allowances and standards, introducing RI-U would align with existing development patterns rather than introducing foreign requirements. RI-U requires smaller comparative bulk and area requirements, which is in keeping with the neighborhood character. The bulk and area requirements for RSF-4 are intended for large lot single-family homes, which require more space for that development than what would be required of RI-U. A significant difference between the two are the density allowances with RI-U having no prescribed maximums and RSF-4 limited to 4 units per acre. This can be a concern because of the potential increase in development; however, RI-U does not allow for larger-scale

multi-family apartment buildings, and existing development standards inherently limit potential development outcomes. Given that the proposed zoning district would not result in significant impact to neighboring properties due to its similar requirements and allowances, staff is in support of this rezoning request.

Land Use Plan Analysis: The proposed zoning is consistent with City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area, which is primarily residential in nature and supports a wide variety of housing types of appropriate scale and context. The RI-U zoning district would support this designation as it would allow for more residential opportunities. The property has seven identified attributes that can contribute to appropriate infill, including proximity to the Midtown Trail and local infrastructure. Under City Plan 2040's Growth Concept Map, the property is located within a Tier 3 city node approximately 2,500 feet to the northwest at the W. Mount Comfort Road and N. Shiloh Drive intersection. The proposed rezoning would allow a slight increase in development within an area while adhering to City Goals #1 (appropriate infill), #3 (compact development), and #6 (attainable housing opportunities). Staff finds that a rezoning to RI-U would allow for development opportunities that would be in character with surrounding residential properties.

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:

- Adequate Fire Response (Station #8, 2266 W Deane St)
- Near Sewer Main (6 in gravity line, south of subject property)
- Near Water Main (2 in and 12 in lines, W Deane St)
- Near Public School (Asbell Elementary School)
- Near City Park (Friendship Park and Lewis Soccer Complex)
- Near Paved Trail (Midtown Trail)
- Near Razorback Bus Stop (Deane & Evening Shade)

DISCUSSION:
At the May 11, 2026 Planning Commission meeting, a vote of 8-0-0 forwarding the request to City Council with a recommendation of approval. No additional discussions were made, and no public comment was provided.

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 #: 2026-1793

AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2026-12 FOR APPROXIMATELY 0.70 ACRES LOCATED AT 2245 WEST DEANE STREET IN WARD 2 FROM RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR 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, Four 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

2026-1793

Item ID

6/2/2026

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

Jonathan Curth	5/12/2026	DEVELOPMENT SERVICES (620)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN-2026-0012: Rezoning (2245 W DEANE ST/ ALEXIS MONTEALEGRE TRUST, 364): Submitted by ALEX MONTEALEGRE for property located at 2245 W DEANE ST in WARD 2. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.70 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:

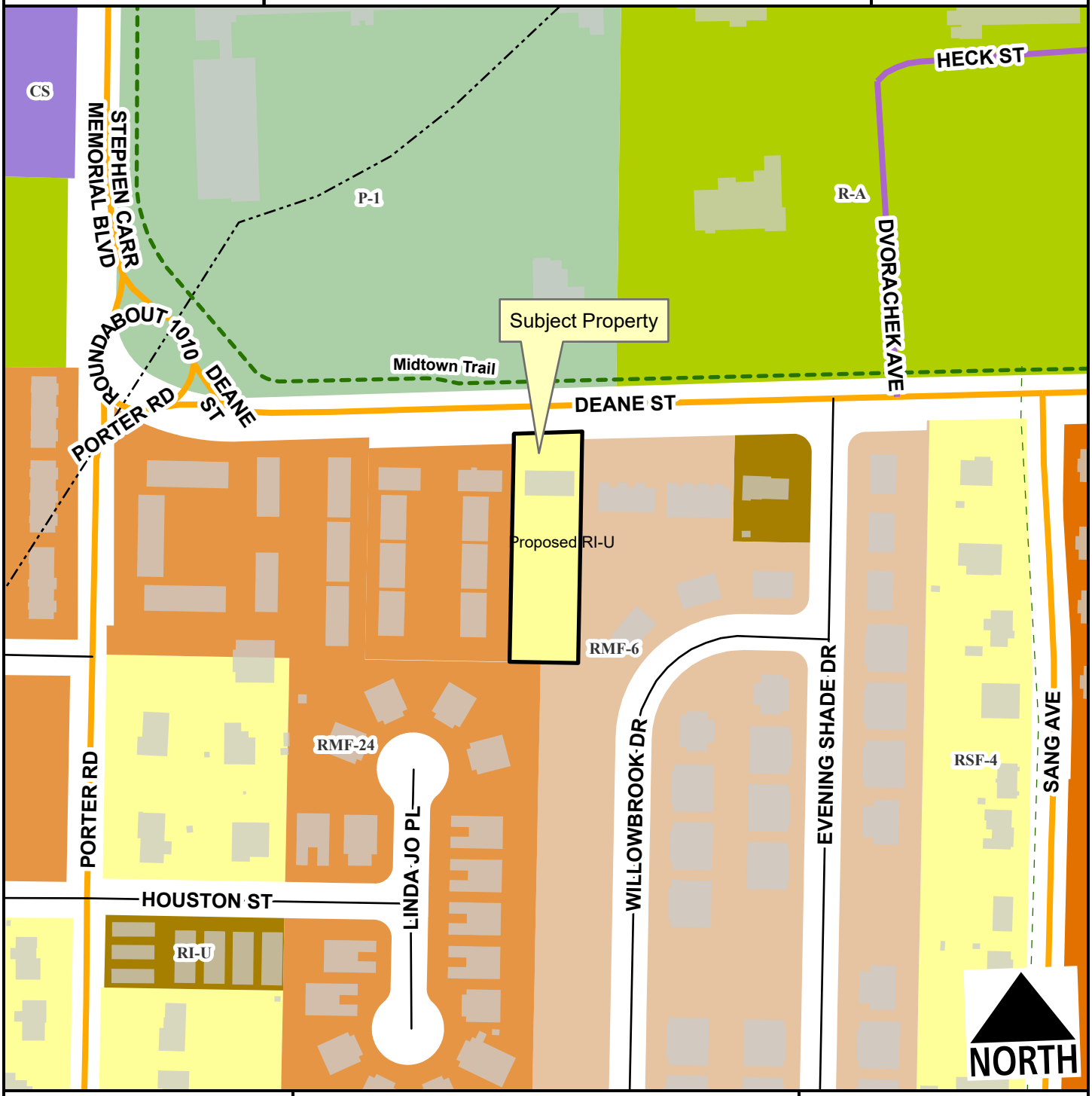
Comments:

RZN-2026-0012

Close Up View

2245 W DEANE ST

Exhibit A



- Neighborhood Link
- Institutional Master Plan
- Residential Link
- Trail (Proposed)
- Design Overlay District
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
RI-U	0.0	0.7
RMF-24	0.0	0.0
RSF-4	0.7	0.0

Total 0.7 ac

APN: 765-11589-000 01

Commonly known as: 2245-2247 W. Deane Street, Fayetteville, AR 72703

Lot 4 of the Replat of Lots 11-16 inclusive of University Acres Subdivision to the City of Fayetteville, Washington County, Arkansas, according to plat filed of record February 25, 1957.

LESS & EXCEPT:

A part of the South Half (S1/2) of Section 5, Township 16 North, Range 30 West in Washington County, Arkansas described as follows: Commence at the Southwest corner of the Southwest Quarter (SW1/4) of the Southwest Quarter (SW1/4) of said Section 5 and run thence North a distance of 293.36 feet; thence East a distance of 594.08 feet to the "TRUE POINT OF BEGINNING" of his description being the intersection of the South Right-of-Way line of W. Deane Street, as now established, and the West line of Grantor's above described property; thence S89°25'11"E along said South Right-of-Way line, a distance of 100.05 feet to the Northeast corner of said Grantor's property; thence S02°19'30"W along said South Right-of-Way line and the East line of said Grantor's Property, a distance of 1.00 foot; thence departing said South Right-of-Way line and said East line N89°25'11"W, a distance of 100.05 feet to the West line of said Grantor's property and said South Right-of-Way line; thence N02°19'30"E along said West line and said South Right-of-Way line, a distance of 1.00 foot to the POINT OF BEGINNING. Containing 100 square feet or 0.002 acres, more or less, and subject to any rights-of-way, easements, and restrictions of record.

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Citlali Samano, Planner

MEETING DATE: May 11, 2026 Updated with PC results

SUBJECT: **RZN-2026-0012: Rezoning (2245 W DEANE ST/ ALEXIS MONTEALEGRE TRUST, 364):** Submitted by ALEX MONTEALEGRE for property located at 2245 W DEANE ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.70 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE – URBAN.

RECOMMENDATION:
Staff recommends forwarding **RZN-2026-0012** to City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2026-0012** to City Council with a recommendation of approval."*

BACKGROUND:
The subject property is in west Fayetteville and is directly south from Fire Station 8 at 2266 W Deane St. The property contains one parcel totaling 0.70 acres which is currently zoned RSF-4, Residential Single-Family, Four Units per Acre and contains a two-family dwelling constructed in 1947 per Washington County Assessor records but is not individually eligible for the National Register of Historic Places. The property is not subject to any overlay districts. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Fire Station & Police Department	P-1, Institutional
South	Multi-Family Residential	RMF-6, Residential Multi-Family, Six Units Per Acre
East	Multi-Family Residential	RMF-6, Residential Multi-Family, Six Units Per Acre
West	Multi-Family Residential	RMF-12, Residential Multi-Family, Twelve Units Per Acre

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, Four Units per Acre to RI-U, Residential Intermediate - Urban. The applicant has indicated an intent to develop infill housing towards the south end of the parcel.

Public Comment: Staff has no public comment at this time.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject property has frontage along West Deane Street. West Deane Street is a fully improved Neighborhood Link Street with asphalt paving, sidewalk and curb & gutter. Any street improvements required in these areas would be determined at the time of development proposal. Any additional improvements or requirements for drainage will be determined at time of development.

Water: Public water is available to the subject property. There is an existing 2-inch water main and an existing 12-inch main along West Deane Street.

Sewer: Sanitary Sewer is available to the subject property. There is an existing 6-inch sewer main along the south side of the subject property.

Drainage: There are no known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system. No portions of the subject area lie within the Hillside-Hilltop Overlay District. No portion of the subject area lie within a FEMA floodplain. No protected streams are present in the subject area. No hydric soils are present in the subject area.

Fire: Station 8, located at 2266 W Deane St., protects this site. The property is located approximately 0 miles from the fire station with an anticipated drive time of approximately 1 minutes using existing streets. The anticipated response time would be approximately 3.2 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 current zoning district of zoned RSF-4, Residential Single-Family, Four Units per Acre, requires **25% minimum canopy preservation.** The proposed zoning district of zoned RI-U, Residential Intermediate - Urban, requires **15% 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: 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 of **7** for this site with a weighted score of **10**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station #8, 2266 W Deane St)
- Near Sewer Main (6 in gravity line, south of subject property)
- Near Water Main (2 in and 12 in lines, W Deane St)
- Near Public School (Asbell Elementary School)
- Near City Park (Friendship Park and Lewis Soccer Complex)
- Near Paved Trail (Midtown Trail)
- Near Razorback Bus Stop (Deane & Evening Shade)

Finding: ***Land Use Compatibility:*** **Staff finds that the requested rezoning is compatible with surrounding land uses and zoning patterns. The surrounding neighborhood to the east, south, and west consists of single-, two-, and four-family dwellings in close proximity to the site While the current RSF-4 zoning does not utilize urban form setbacks, the surrounding multi-family districts (RMF-24, RI-U, and RMF-40) already exhibit an urban character. Because these neighboring districts have similar by-right allowances and standards, introducing RI-U would align with existing development patterns rather than introducing foreign requirements. RI-U requires smaller comparative bulk and area requirements, which is in keeping with the neighborhood character. The bulk and area requirements for RSF-4 are intended for different types of residential development, which require more space for that development than what would be required of RI-U. A significant difference between the two are the density allowances with RI-U with no maximums and RSF-4 with 4 units per acre along with by-right allowances of additional housing. This can be a concern because of the potential increase in development; however, RI-U would decrease in the scale of what could be developed compared to the impact of RSF-4. Given that the proposed zoning district would not result in significant impact to neighboring properties due to its similar requirements and allowances, staff is in support of this rezoning request.**

Land Use Plan Analysis: **The proposed zoning is consistent with City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area, which is primarily residential in nature and supports a wide variety of housing types of appropriate scale and context. The RI-U zoning district would support this designation as it would allow for more residential opportunities. The property has a moderate infill score of 7, which indicates that it is a suitable location for infill because of the local infrastructure and development. The property is located within a Tier 3 city node located 2,500 feet to the northwest at the W. Mount Comfort Road and N. Shiloh Drive intersection across Highway 71. The proposed rezoning would allow a slight increase in development within an area while adhering to City Goals #1 (appropriate infill), #3 (compact development), and #6 (attainable housing opportunities). Staff finds that a rezoning to RI-U would allow for development opportunities that would be in character with surrounding residential properties.**

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 RSF-4 to RI-U. Staff finds that the proposed rezoning is compatible with surrounding properties and consistent with the City's future land use plans.**

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

Finding: **A rezoning from RSF-4 to RI-U may slightly increase local traffic, though the property's narrow width naturally limits overall density. Because of fire access requirements, any potential infill housing would likely be concentrated on the south end of the lot, with primary access to N. Willowbrook Drive rather than W. Deane Street.**

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 additional 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-2026-0012 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: May 11, 2026	❒ **Tabled**	■ **Forwarded** with a rec. of approval	❒ **Denied**
Motion: Castin			
Second: Brink			
Vote: 8-0-0			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

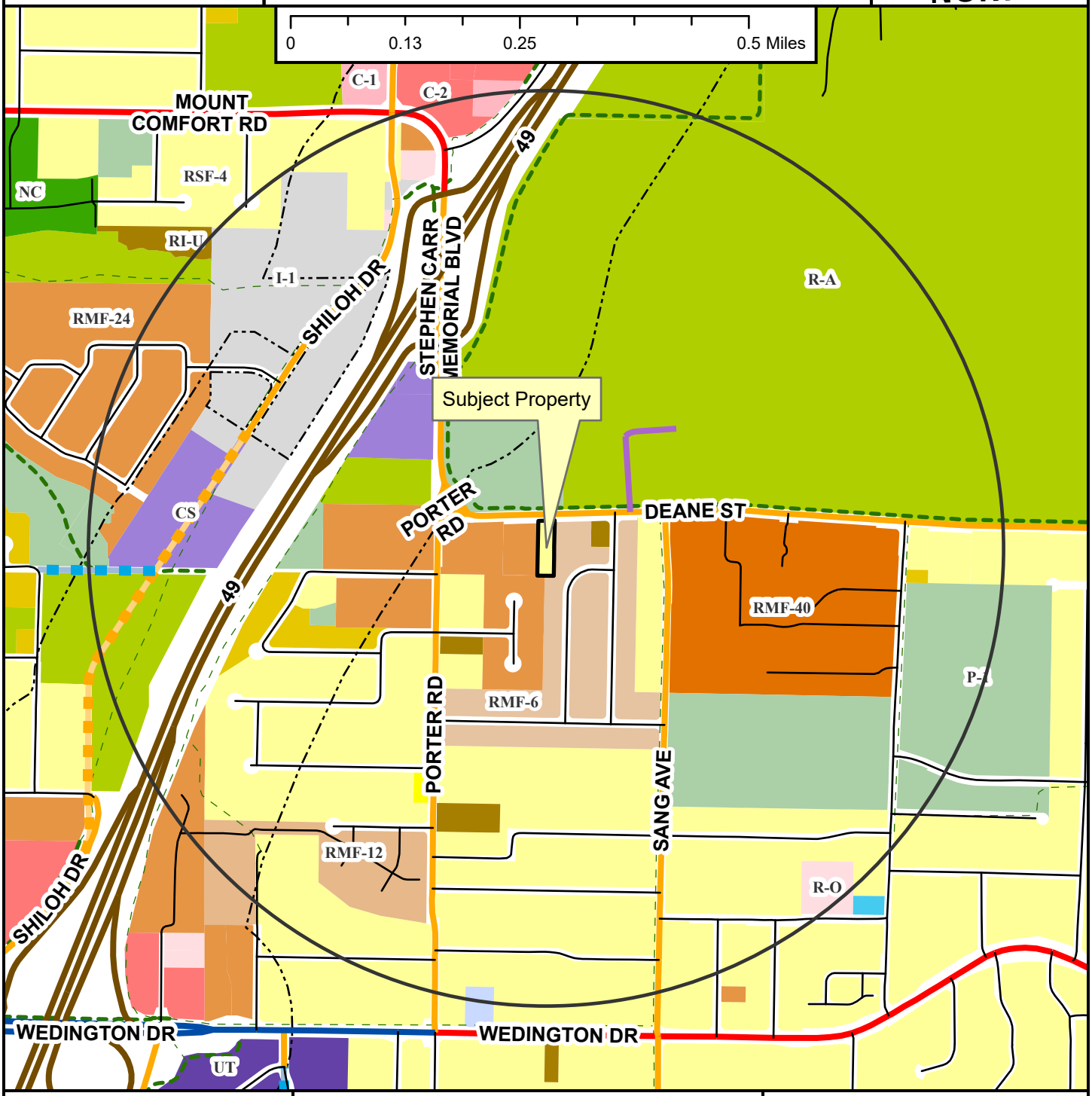
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
  - Future Land Use Map
- Unified Development Code
  - §161.07 District RSF-4, Residential Single-Family, Four Units per Acre
  - §161.12 District RI-U, Residential Intermediate - Urban
- Staff Exhibits
  - Long-Range Planning Memo
- Applicant Exhibits
  - Request Letter

RZN-2026-0012

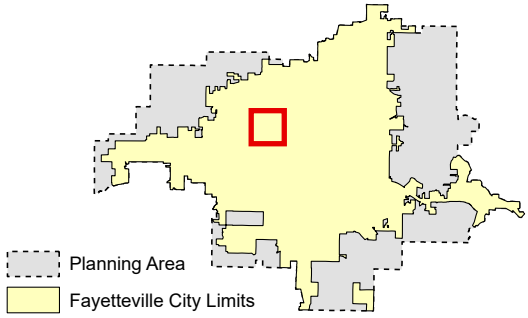
One Mile View

2245 W DEANE ST

NORTH



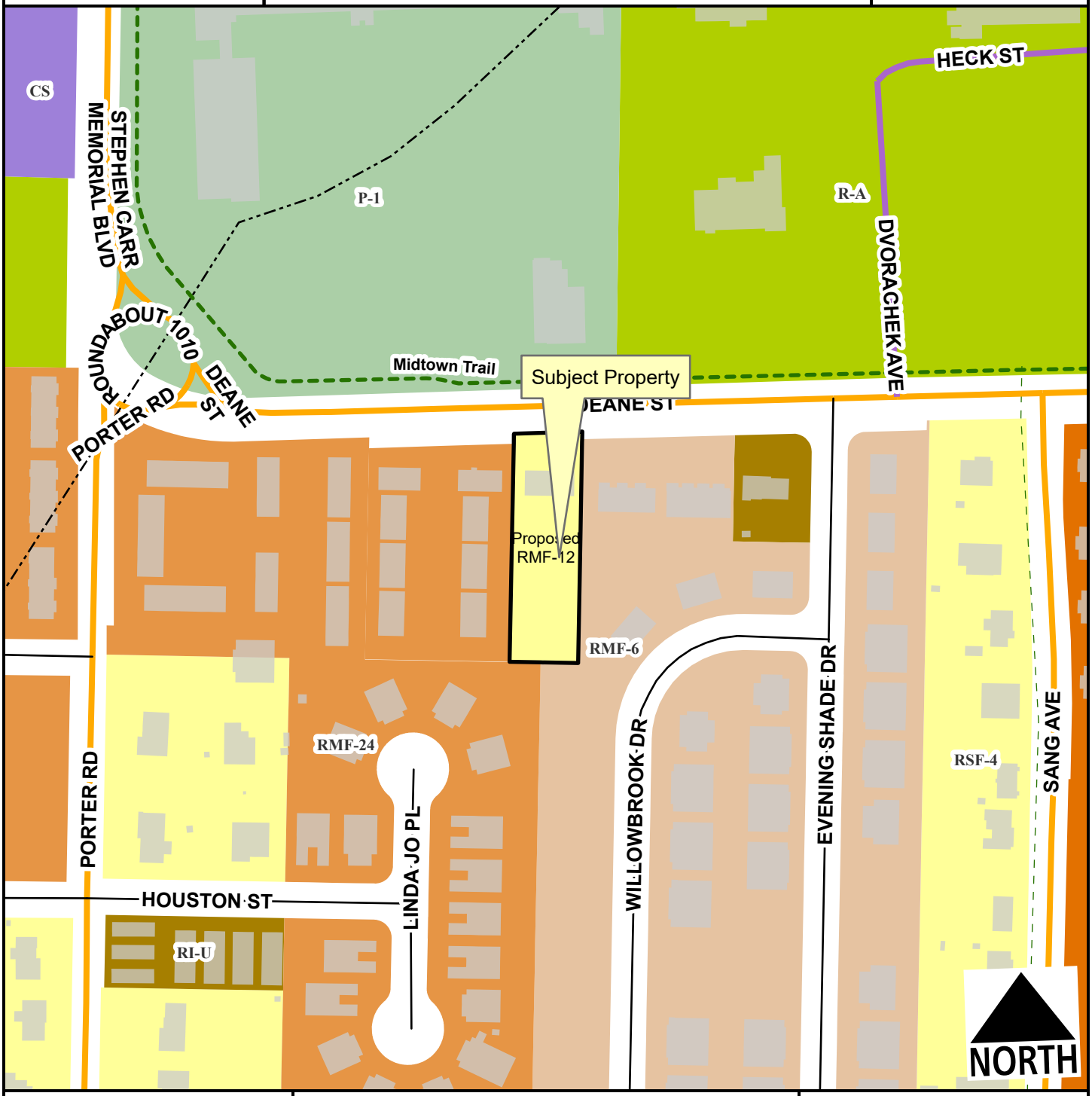
Regional Link
Neighborhood Link
Institutional Master Plan
Regional Link - High Activity
Freeway/Expressway
Unclassified
Alley
Residential Link
Planned Neighborhood Link
Planned Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Design Overlay District
Fayetteville City Limits
Planning Area



RZN-2026-0012

Close Up View

2245 W DEANE ST



- Neighborhood Link
- Institutional Master Plan
- Residential Link
- Trail (Proposed)
- Design Overlay District
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
RMF-12	0.0	0.7
RMF-24	0.0	0.0
RSF-4	0.7	0.0

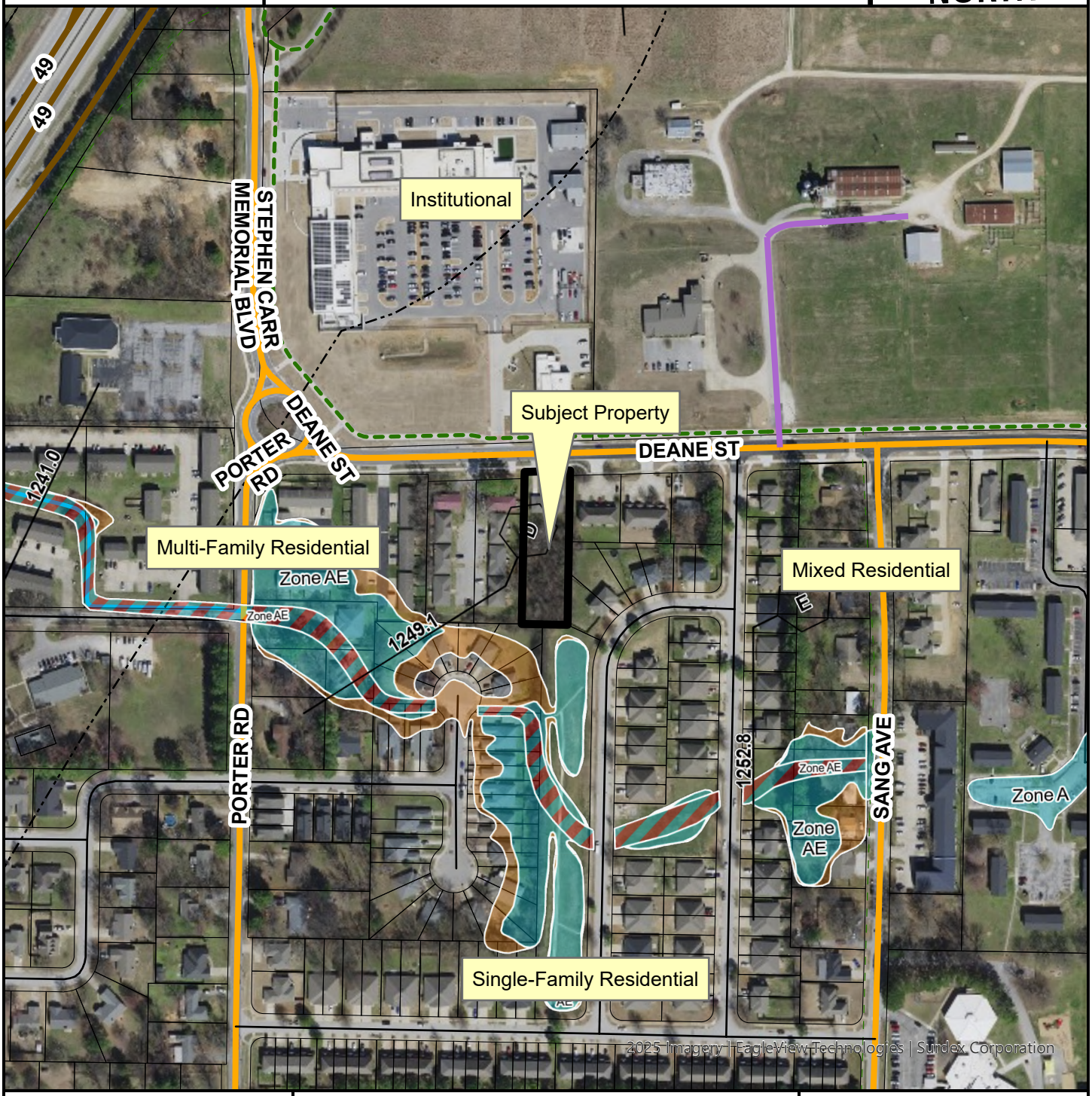
Total 0.7 ac

RZN-2026-0012

Current Land Use

2245 W DEANE ST

NORTH



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

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

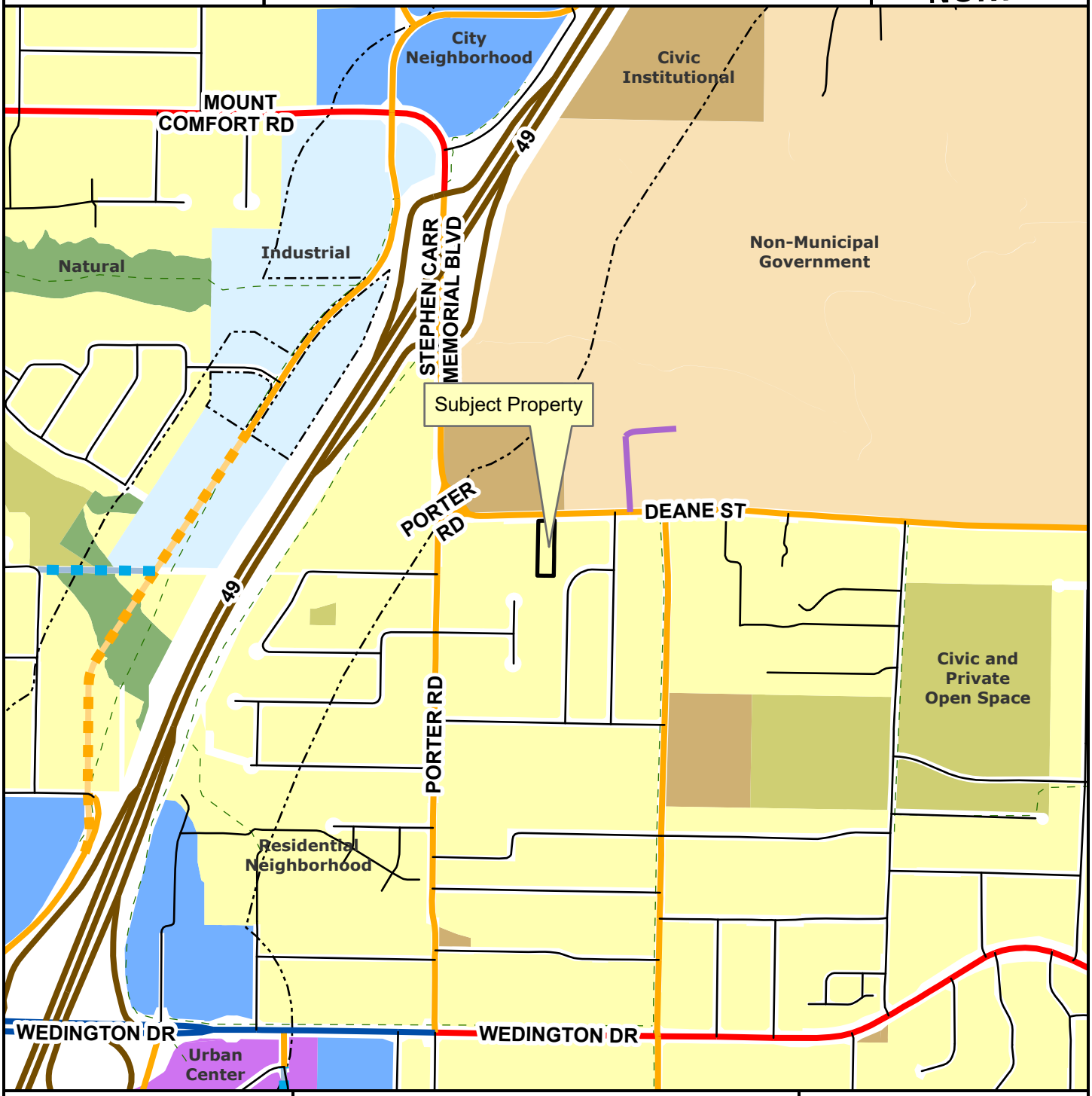
- 100-Year Floodplain
- Floodway

RZN-2026-0012

Future Land Use

2245 W DEANE ST

NORTH



Regional Link
Neighborhood Link
Institutional Master Plan
Regional Link - High Activity
Freeway/Expressway
Unclassified
Alley
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

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
Units per acre	4 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two-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.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

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-family dwellings
Unit 10	Three- and four-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
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

Lot width minimum	18 feet
Lot area minimum	None

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two-family	Rear Other Uses	Rear, from centerline of an alley
A build-to zone that is located between the front	None	5 feet	5 feet	12 feet

property, line and a line 25 feet from the front property line.				

(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 setback 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. 6945, §5(Exh. D), 12-16-25)

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Citlali Samano, Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: May 11, 2026

SUBJECT: **Long Range Planning Comments Regarding RZN-2026-0012**

BACKGROUND:
The applicant requests to rezone approximately 0.69 acres from RSF-4, Residential Single-Family, Four Units Per Acre to RMF-12, Residential Multi-Family, Twelve Units Per Acre. Two long range planning documents are relevant when evaluating this request: *City Plan 2040* and the *Heritage & Historic Preservation Plan.*

City Plan 2040 (2020):
City Plan 2040 includes several relevant plan goals and objectives:

- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.
    - 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

Heritage & Historic Preservation Plan (2023):
The City's *Heritage & Historic Preservation Plan* was initiated by City Plan 2040.
Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

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

DISCUSSION:

Zoning History:

Ordinance 1747 approved on June 29, 1970 enacted a new zoning map and set of districts and zoning requirements for the city. This map shows the subject property as being zoned into the low-density "R-1" zoning district, which was subsequently translated to "RSF-4" with the adoption of the city's Unified Development Code.

City Plan 2040 and Future Land Use Plan:

This area is designated as a Residential Neighborhood area, which are "primarily residential in nature and support a wide variety of housing types of appropriate scale and context." This land use designation also encourages the incorporation of low-intensity non-residential uses intended to serve the surrounding neighborhood, such as retail or offices. [1] The request aligns with this designation by diversifying the housing types permitted beyond single-family and slightly increasing the density of housing units. The request aligns with goals 1, 2, and 6 of City Plan 2040 by creating opportunities for denser development in an area that is already served by infrastructure.

Property History:

The subject property contains a two-family dwelling constructed ca. 1947, according to Washington County Tax Assessor records. The property has not yet been captured by the citywide historic property survey, and is not individually eligible for inclusion on the National Register of Historic Places.



Since rezoning requests often precede redevelopment plans, the property owner and/or applicant should consult with Long Range & Preservation Planner prior to demolition or alteration of historic-age structures to capture photo documentation. Documentation of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

[1] City Plan 2040, 128.

Alexis Montealegre
5430 E. Beverly Blvd., #250
Los Angeles, CA 90022

March 23, 2026

City of Fayetteville

Developmental Services Dept.

Re: 2245 W. Deane Street

I am the owner of 2245 W. Deane Street, Fayetteville, AR 72703. This letter is an authorization to apply to rezone my property from from RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES to RI-U (RESIDENTIAL INTERMEDIATE-URBAN).

Please let me know if you have any questions or need anything else.

Alexis Montealegre.

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO
2026-1794

MEETING OF JUNE 2, 2026

TO: Mayor Rawn and City Council

THROUGH: Keith Macedo, Chief of Staff
Jonathan Curth, Development Services Director
Jessica Masters, Planning Director

FROM: Citlali Samano, Planner

SUBJECT: **RZN-2026-0013: Rezoning (1429 & 1431 W DEANE ST/JOANNA ELISABETH HESS & MYLISSA GRABER, 365) Submitted by RMP LLP for property located at 1429 & 1431 W DEANE ST in WARD 2. 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 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 subject property is in northwest Fayetteville and is approximately 215 feet northeast of the Lewis Soccer Complex. The property contains two parcels totaling 0.40 acres which is currently zoned RSF-4, Residential Single-Family, Four Units per Acre and contains two single-family dwellings. One dwelling was constructed in 1925 and the other in 1949, per Washington County Assessor records, with neither individually eligible for the National Register of Historic Places. The property is not subject to any overlay districts.

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, Four Units per Acre to RI-U, Residential Intermediate - Urban.

Public Comment: Staff has one public comment in denial of rezoning, citing neighborhood character concerns and infill development in this area.

Land Use Compatibility: Staff finds that the requested rezoning is compatible with surrounding land uses and zoning patterns. While the subject property is currently zoned RSF-4 and is immediately surrounded by single-family properties, the broader neighborhood context includes single-family dwellings of varying scale, tandem lots, accessory dwellings, two-family dwellings, and multi-family housing. Where RSF-4 only permit single family by right and two-family dwellings and minimal commercial uses conditionally, RI-U allows additional housing types and would also conditionally allow for multi-family dwellings and private dormitories, in addition to minimal commercial uses. Notably, multiple properties zoned RI-U are situated within a quarter-mile radius. Introducing RI-U to this site would align with these existing development patterns rather than introducing foreign requirements. While RSF-4 typically requires larger setbacks, RI-U utilizes smaller bulk and area requirements that better reflect the urban fabric already established by the nearby RI-U parcels. Although RI-U does not carry a maximum density, the total size of the subject area, comprising 0.4 acres (0.2 acres per lot),

inherently limits the scale of potential development. The application of urban form setbacks on a site of this size ensures that new construction remains contextual. Staff finds the rezoning will not result in a significant adverse impact, as it bridges the gap between the immediate single-family lots and the existing higher-density residential allowances in the vicinity.

Land Use Plan Analysis: The proposed zoning is consistent with the City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area, which supports a wide variety of housing types at an appropriate scale. The RI-U district supports this designation by expanding residential opportunities on a site with a moderate infill score of 7. The presence of other RI-U zoning in the vicinity reinforces that this request supports City Goals #1 (appropriate infill), #3 (compact development), and #6 (attainable housing opportunities). Staff finds that RI-U will allow for development that respects the immediate residential context while successfully integrating with the diverse housing densities found within the quarter-mile radius.

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:

- Adequate Fire Response (Station #8, 2266 W Deane St)
- Near Sewer Main (6 in gravity line, south of subject property)
- Near Water Main (8 in and 24 in lines, W Deane St)
- Near Public School (Asbell Elementary School)
- Near City Park (Lewis Soccer Complex)
- Near Paved Trail (Midtown Trail)
- Near Razorback Bus Stop (Washington Plaza & Garland & Sycamore)

DISCUSSION:
At the May 11, 2026 Planning Commission meeting, a vote of 8-0-0 forwarding the request to City Council with a recommendation of approval. No additional discussion was made.

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 #: 2026-1794

AN ORDINANCE TO REZONE THE PROPERTY DESCRIBED IN REZONING PETITION RZN 2026-13 FOR APPROXIMATELY 0.40 ACRES LOCATED AT 1429 AND 1431 WEST DEANE STREET IN WARD 2 FROM RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR 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, Four 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

2026-1794

Item ID

6/2/2026

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

Jonathan Curth	5/12/2026	DEVELOPMENT SERVICES (620)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN-2026-0013: Rezoning (1429 & 1431 W DEANE ST/JOANNA ELISABETH HESS & MYLISSA GRABER, 365) Submitted by RMP LLP for property located at 1429 & 1431 W DEANE ST in WARD 2. 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 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

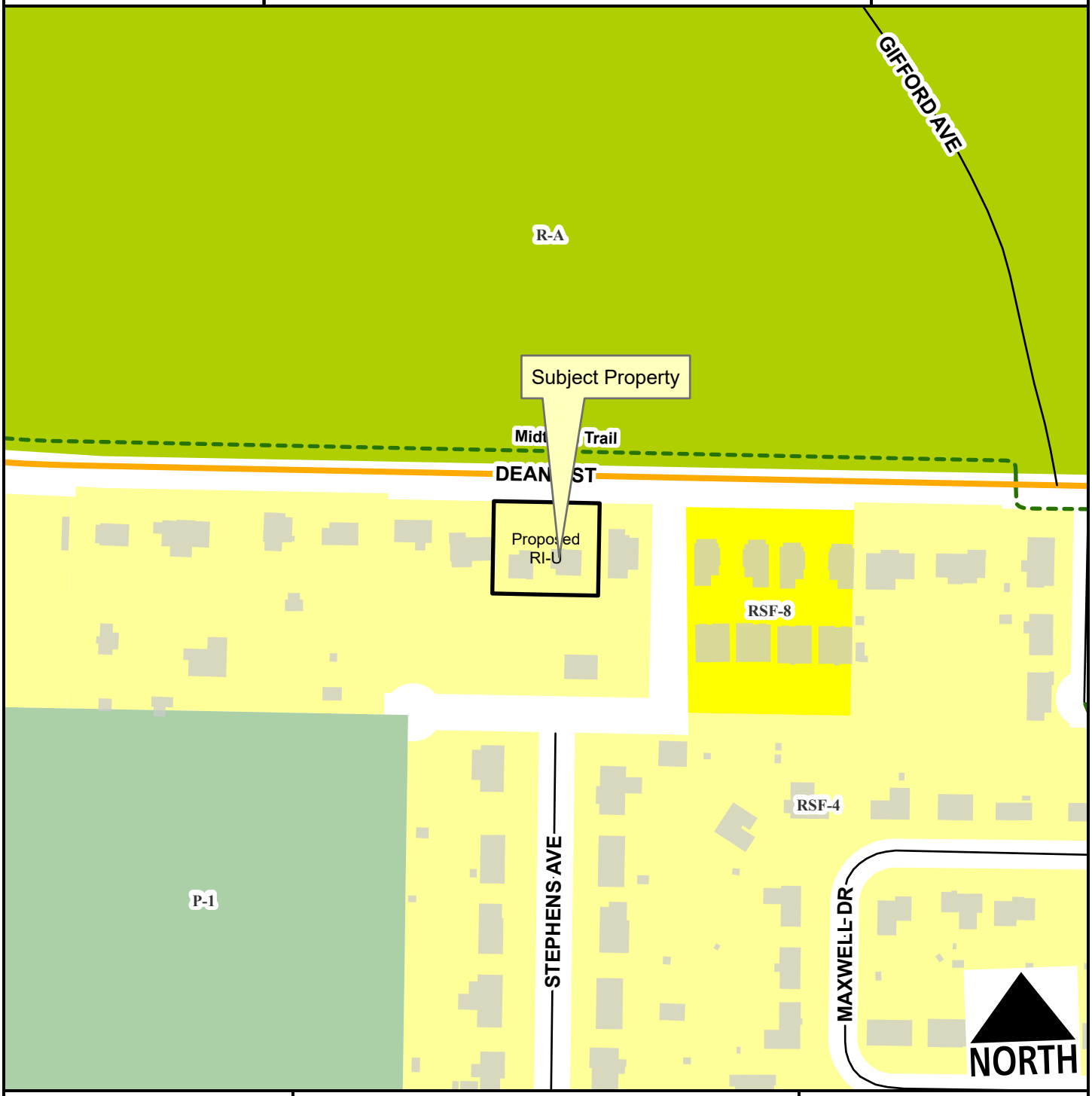
Purchase Order Number: _____ **Previous Ordinance or Resolution #** _____

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

Original Contract Number: _____

Comments:

RZN-2026-0013	1429 W DEANE ST & 1431 W DEANE ST	Exhibit A
Close Up View		



Neighborhood Link
Unclassified
Residential Link
Planning Area
Fayetteville City Limits

Feet
0 75 150 300 450 600
1:2,400

Zone	Current	Proposed
RI-U	0.0	0.4
RSF-4	0.4	0.0

Total 0.4 ac

Legal Description

1431 Deane Street, Fayetteville, AR 72703

765-10069-000

Lot 3, Reinheimer Subdivision, of a part of the SW 1/4 of the SE 1/4 of Section 5, Township 16 North, Range 30 West, Washington County, Arkansas, as shown on plat record 1 at page 255, along with and subject to a mutual use and right for access driveway easement located along the East 10 feet of Lot 3, Reinheimer Subdivision. Subject to easements, rights of way, and protective covenants of record, if any.

Legal Description

1429 Deane Street, Fayetteville, AR 72703

765-10070-000

Lot 4, Reinheimer Subdivision, of a part of the SW 1/4 of the SE 1/4 of Section 5, Township 16 North, Range 30 West, Washington County, Arkansas, as shown on plat record 1 at page 255, along with a mutual use and right for access driveway easement located along the East 10 feet of Lot 3, Reinheimer Subdivision. Subject to easements, rights of way, and protective covenants of record if any.

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Citlali Samano, Planner

MEETING DATE: May 11, 2026 Updated with PC results

SUBJECT: **RZN-2026-0013: Rezoning (1429 & 1431 W DEANE ST/JOANNA ELISABETH HESS & MYLISSA GRABER, 365)** Submitted by RMP LLP for property located at 1429 & 1431 W DEANE ST. 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 RI-U, RESIDENTIAL INTERMEDIATE – URBAN.

RECOMMENDATION:
Staff recommends forwarding **RZN-2026-0013** to City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2026-0013** to City Council with a recommendation of approval."*

BACKGROUND:
The subject property is in west Fayetteville and is approximately 215 feet northeast of the Lewis Soccer Complex. The property contains two parcels totaling 0.40 acres which is currently zoned RSF-4, Residential Single-Family, Four Units per Acre and contains two single-family dwellings. One dwelling was constructed in 1925 and the other in 1949, per Washington County Assessor records, but is not individually eligible for the National Register of Historic Places. The property is not subject to any overlay districts. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	U of A Agricultural Farm	R-A, Residential Agricultural
South	Single-Family Residential	RSF-4, Residential Single-Family, Four Units Per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, Four Units Per Acre
West	Single-Family Residential	RSF-4, Residential Single-Family, Four Units Per Acre

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, Four Units per Acre to RI-U, Residential Intermediate - Urban.

Public Comment: Staff has one public comment in denial of rezoning, citing neighborhood character concerns and infill development in this area.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject property has frontage along West Deane Street. West Deane Street is a fully improved Neighborhood Link Street with asphalt paving, sidewalk and curb & gutter. Any street improvements required in these areas would be determined at the time of development proposal. Any additional improvements or requirements for drainage will be determined at time of development.

Water: Public water is available to the subject property. There is an existing 8-inch water main and an existing 24-inch main along West Deane Street.

Sewer: Sanitary Sewer is available to the subject property. There is an existing 6-inch sewer main along the south side of the subject property.

Drainage: There are known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system 186 feet southeast of the property. No portions of the subject area lie within the Hillside-Hilltop Overlay District. No portion of the subject area lie within a FEMA floodplain. No protected streams are present in the subject area. There are hydric soils present in the subject area. Though hydric soils are a known indicator of wetlands, for an area 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 at the time of development submittal.

Fire: Station 8, located at 2266 W Deane St., protects this site. The property is located approximately 0.6 miles from the fire station with an anticipated drive time of approximately 1 minutes using existing streets. The anticipated response time would be approximately 3.2 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 current zoning district of zoned RSF-4, Residential Single-Family, Four Units per Acre, requires **25% minimum canopy preservation.** The proposed zoning district of zoned RI-U, Residential Intermediate - Urban, requires **15% 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: 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 of **7** for this site with a weighted score of **11**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station #8, 2266 W Deane St)
- Near Sewer Main (6 in gravity line, south of subject property)
- Near Water Main (8 in and 24 in lines, W Deane St)
- Near Public School (Asbell Elementary School)
- Near City Park (Lewis Soccer Complex)
- Near Paved Trail (Midtown Trail)
- Near Razorback Bus Stop (Washington Plaza & Garland & Sycamore)

Finding: ***Land Use Compatibility:*** **Staff finds that the requested rezoning is compatible with surrounding land uses and zoning patterns. While the subject property is currently zoned RSF-4 and is immediately surrounded by single-family properties, the broader neighborhood context includes two-family dwellings and infill housing. Current zoning allows for two-family dwellings and minimal commercial uses conditionally; however, RI-U would also conditionally allow for multi-family dwellings and private dormitories, in addition to minimal commercial uses. Notably, multiple properties zoned RI-U are situated within a quarter-mile radius. Introducing RI-U to this site would align with these existing development patterns rather than introducing foreign requirements. While RSF-4 typically requires larger setbacks, RI-U utilizes smaller bulk and area requirements that better reflect the urban fabric already established by the nearby RI-U parcels. Although RI-U does not carry a maximum density, the total size of the subject area, comprising 0.4 acres (0.2 acres per lot), inherently limits the scale of potential development. The application of urban form setbacks on a site of this size ensures that new construction remains contextual. Staff finds the rezoning will not result in a significant adverse impact, as it bridges the gap between the immediate single-family lots and the existing higher-density residential allowances in the vicinity.**

Land Use Plan Analysis: **The proposed zoning is consistent with the City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area, which supports a wide variety of housing types at an appropriate scale. The RI-U district supports this designation by expanding residential opportunities on a site with a moderate infill score of 7. The presence of other RI-U zoning in the vicinity reinforces that this request supports City Goals**

#1 (appropriate infill), #3 (compact development), and #6 (attainable housing opportunities). Staff finds that RI-U will allow for development that respects the immediate residential context while successfully integrating with the diverse housing densities found within the quarter-mile radius.

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 RSF-4 to RI-U. Staff finds that the proposed rezoning is compatible with surrounding properties and consistent with the City's future land use plans.**

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

Finding: **A rezoning from RSF-4 to RI-U may slightly increase local traffic, though the property's size naturally limits overall density.**

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 additional 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-2026-0013 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: May 11, 2026	❒ **Tabled**	❒ **Forwarded** with a rec. of approval	❒ **Denied**
Motion: Brink			
Second: Cabe			
Vote: 8-0-0			

BUDGET/STAFF IMPACT:
None

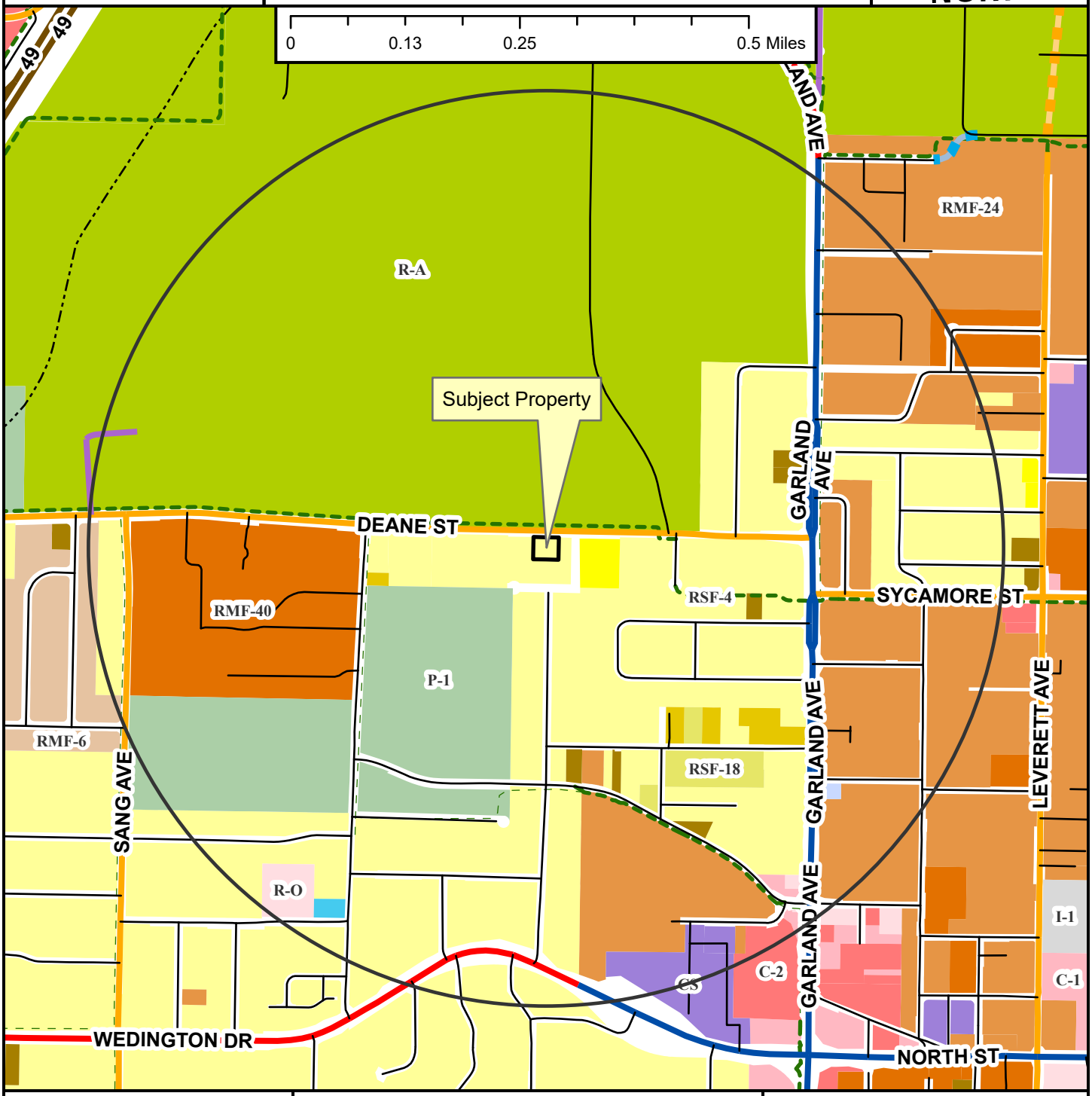
ATTACHMENTS:

- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
  - Future Land Use Map
- Unified Development Code
  - §161.07 District RSF-4, Residential Single-Family, Four Units per Acre
  - §161.09 District RSF-8, Residential Single-Family, Eight Units per Acre
- Staff Exhibits
  - Long-Range Planning Memo
- Applicant Exhibits
  - Request Letter
- Public Comments

RZN-2026-0013

One Mile View

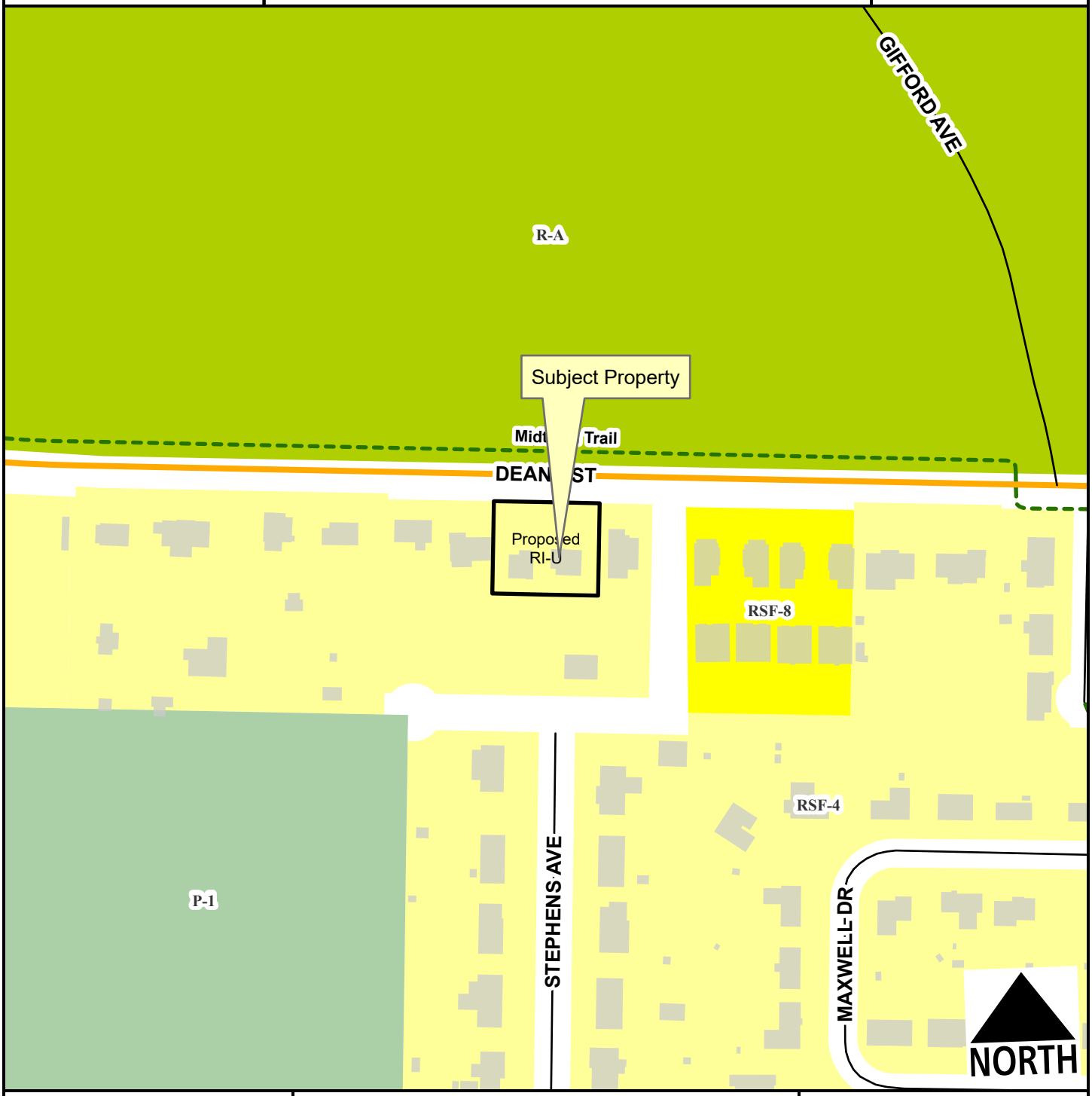
1429 W DEANE ST & 1431 W DEANE ST



RZN-2026-0013

Close Up View

1429 W DEANE ST & 1431 W DEANE ST



- Neighborhood Link
- Unclassified
- Residential Link
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
RI-U	0.0	0.4
RSF-4	0.4	0.0

Total 0.4 ac

RZN-2026-0013

Current Land Use

1429 W DEANE ST & 1431 W DEANE ST

NORTH



- Neighborhood Link
- 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

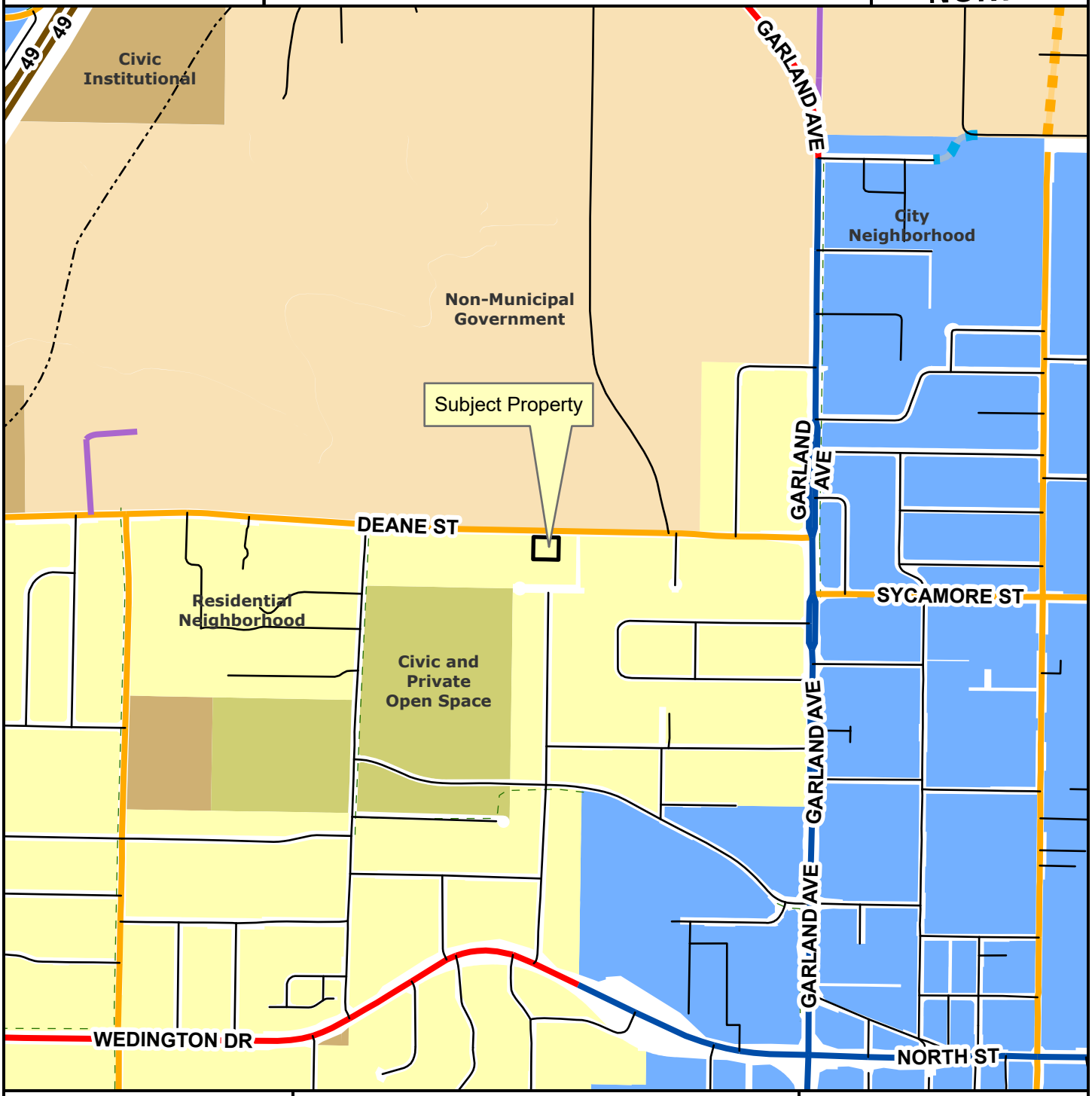
- 100-Year Floodplain
- Floodway

RZN-2026-0013

Future Land Use

1429 W DEANE ST & 1431 W DEANE ST

NORTH



Regional Link
Neighborhood Link
Institutional Master Plan
Regional Link - High Activity
Freeway/Expressway
Unclassified
Alley
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

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
Units per acre	4 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two-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.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

161.09 - District RSF-8, Residential Single-Family — Eight (8) Units Per Acre

(A) *Purpose.* The RSF-8 Residential District is designed to bring historic platted development into conformity and to allow for the development of new single-family residential areas with similar lot size, density, and land use as the historical neighborhoods in the downtown area.

(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
Units per acre	8 or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Single-family	50 feet
Two-family	50 feet
Townhouse, no more than two (2) attached	25 feet

(2) *Lot Area Minimum.*

Single-family	5,000 square feet
Two-family	5,000 square feet

(3) Land Area per Dwelling Unit

Single-family	5,000 square feet
Two-family	5,000 square feet
Townhouse, no more than two (2) attached	2,500 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area, except when a detached garage exists or is proposed; then 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.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Citlali Samano, Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: May 11, 2026

SUBJECT: **Long Range Planning Comments Regarding RZN-2026-0013**

BACKGROUND:
The applicant requests to rezone approximately 0.40 acres from RSF-4, Residential Single-Family, Four Units Per Acre to RI-U, Residential Intermediate-Urban. Two long range planning documents are relevant when evaluating this request: *City Plan 2040* and the *Heritage & Historic Preservation Plan.*

City Plan 2040 (2020):
City Plan 2040 includes several relevant plan goals and objectives:

- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.
    - 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

Heritage & Historic Preservation Plan (2023):
The City's *Heritage & Historic Preservation Plan* was initiated by City Plan 2040.
Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

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

DISCUSSION:

Zoning History:

Ordinance 1747 approved on June 29, 1970 enacted a new zoning map and set of districts and zoning requirements for the city. This map shows the subject property and surrounding neighborhood as being zoned into the low-density “R-1” zoning district, which was subsequently translated to “RSF-4” with the adoption of the city’s Unified Development Code.

City Plan 2040 and Future Land Use Plan:

This area is designated as a Residential Neighborhood area, which are “primarily residential in nature and support a wide variety of housing types of appropriate scale and context.” This request aligns with this designation by increasing the potential density and allowing for more diverse housing types, including two-, three- and four-family dwellings. RI-U would also permit greater flexibility for lot width and area. The request is in keeping with both the future land use designation and existing neighborhood patterns and supports goals 1, 2, & 6 of City Plan 2040.

Property History:

The subject property contains two single-family dwellings constructed ca. 1925 and ca.1949, according to Washington County Tax Assessor records. The dwellings have not yet been captured by the citywide historic property survey and are not individually eligible for inclusion on the National Register of Historic Places.



Since rezoning requests often precede redevelopment plans, the property owner and/or applicant should consult with Long Range & Preservation Planner prior to demolition or alteration of historic-age structures to capture photo documentation. Documentation of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

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

April 10, 2026

City of Fayetteville Planning Commission
113 West Mountain Street
Fayetteville, AR 72701

Re: Rezoning Application for Parcel Number 765-10069-000 & 765-10070-000

To Whom It May Concern:

I represent Riggins Ventures, LLC. I submitted an application to rezone parcel numbers 765-10069-000 and 765-10070-000 from RSF-4 to RI-U on or about March 26, 2026. Riggins Ventures is under contract to purchase this property, conditioned on a successful rezone application.

I may have inadvertently created some confusion in the application because Riggins Ventures is not the current owner of the parcels for which rezoning is sought. Obviously, the current owners are aware of this effort and consent to it, as evidenced by the consent of owner form that they executed and that was submitted with the application.

I apologize for this confusion. If there is any additional information needed at this time, please let me know. Thank you for your assistance.

Sincerely,

/s/ Larry McCredy

Larry McCredy

LMC/eil

Statement of Compatibility: Proposed Rezoning from RSF-4 to RI-U

Introduction

This statement is submitted in support of the application to rezone two tracts of property, Parcel 765-10069-000 and 765-10070-000, from the RSF-4 (Residential Single-Family – Four Units Per Acre) zoning classification to the RI-U (Residential Intermediate – Urban) zoning classification. As set forth below, the proposed rezoning is compatible with neighboring properties and will not unreasonably adversely affect or conflict with surrounding land uses.

Overview of Existing and Proposed Zoning Classifications

The subject tracts are currently zoned RSF-4, which 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. The RSF-4 district permits single-family dwellings by right, with two-family dwellings available as a conditional use. Maximum density in the RSF-4 district is four single-family units per acre and seven two-family units per acre, with a minimum lot width of 70 feet for single-family dwellings and a minimum lot area of 8,000 square feet. Building height is limited to three stories, and building area may not exceed 40% of the total lot area.

The proposed RI-U zoning classification 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. The RI-U district permits single-family dwellings, two-family dwellings, and three- and four-family dwellings by right, with multi-family dwellings available as a conditional use. The minimum lot width is 18 feet, and there is no minimum lot area or density cap. Building height under the RI-U classification is limited to two stories for structures within ten feet of the front property line or any master street plan right-of-way line, and three stories for portions of buildings set back more than ten feet. The maximum building area is 60% of the total lot area, and a minimum of 50% of the lot width must constitute buildable street frontage.

Compatibility with Surrounding Land Uses

The surrounding properties are predominantly classified as RSF-4, RSF-8, R-A, and P-1. The proposed RI-U zoning is compatible with each of these neighboring classifications for the following reasons.

First, the RI-U district shares a fundamentally residential character with the surrounding RSF-4 and RSF-8 districts. Like RSF-4, the RI-U district permits single-family and two-family dwellings. The RI-U district additionally permits three- and four-family dwellings by right, but the

Fayetteville City Code expressly states that the RI-U classification is intended to provide a range of housing types that are "compatible in scale with single-family homes". The code's own language thus recognizes that the housing types encouraged under RI-U are designed to coexist harmoniously alongside single-family residential neighborhoods. The RSF-8 district, which permits a higher density of single-family dwellings than RSF-4, already introduces a slightly more intensive residential use in the area, and the RI-U district fits naturally within this existing spectrum of residential density.

Second, the RI-U district's building height and bulk restrictions serve as built-in safeguards ensuring that new development will remain consistent with the physical character of the neighborhood. The maximum building height in the RI-U district is two stories near the front property line and three stories when set back more than ten feet from the right-of-way. This height limitation mirrors the three-story maximum permitted in the RSF-4 district. Although the RI-U district allows a building coverage ratio of up to 60% of the lot area, compared to 40% in the RSF-4 district, this modest increase is unlikely to produce development that is out of character with the existing neighborhood, particularly given the stepped height restrictions that keep structures near the street at a lower profile.

Third, the RI-U district's conditional use requirements provide additional protection for the surrounding neighborhood. Multi-family dwellings and private dormitories, for example, are not permitted by right but require a conditional use permit, which entails additional review and public input before approval. This ensures that more intensive use will only be developed if the City determines they are appropriate for the specific site and its context.

Fourth, the proposed rezoning is consistent with the purpose of the neighboring R-A and P-1 districts. The R-A (Residential-Agricultural) district accommodates a mix of lower-density residential and agricultural uses, and the P-1 (Institutional) district typically accommodates public and institutional uses such as schools, parks, and government facilities. The RI-U district's emphasis on walkable urban living and a diversity of housing types complements these districts by supporting a transition between institutional or lower-density uses and the surrounding residential fabric.

The Proposed Rezoning Will Not Unreasonably Adversely Affect Surrounding Uses

For the reasons discussed above, the proposed rezoning from RSF-4 to RI-U will not unreasonably adversely affect or conflict with surrounding land uses. The RI-U classification was specifically designed to be compatible in scale with single-family homes, ensuring that any new development on the subject tracts will blend with the existing residential character of the neighborhood. The building height and setback controls in the RI-U district prevent out-of-scale development and protect neighboring properties from unreasonable impacts. The conditional use permit process for

higher intensity uses provides an additional layer of review, ensuring that such uses are only approved when they are appropriate for the location. In sum, the RI-U classification represents a measured, incremental increase in permitted residential density and housing variety that is well-suited to the subject tracts and their surroundings, and the proposed rezoning should be approved.

Outlook

RZN-2026-0013 (1429 & 1431 W. Deane)

From Rebecca Bryant <r.bryant@mac.com>
Date Wed 5/6/2026 12:33 PM
To Samano, Citlali <csamano@fayetteville-ar.gov>

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

Dear Planning Commission members,

I understand the impetus for infill and higher density, but we do need to be some bounds on that.

This property is surrounded by single family homes in a RSF-4 neighborhood. The current owner bought it at the end of 2021 and
put it on the market in early 2025. It has now been on the market for nearly a year and a half. After they first 2 months on the market,
the owner did a small price reduction. Now, instead of a more significant price reduction, they are aiming for a **speculative spot rezoning**
in the hope that will optimize the price they can get.

I can't see any justification whatsoever for granting this request — at this point in time without a buyer in the wings with a specific proposal
for a higher density use that justifies R1-U.

Sincerely,

Rebecca Bryant
1553 W. Deane

164.04 Urban Agriculture (Fowl, Bees, Sheep & Goats)

…….

(D) *Goats and Sheep.* It shall be lawful to keep goats and sheep within the corporate limits of the city under the following terms and conditions:

(1) Allowed goats shall be female dwarf or pygmy goats not weighing more than 85 pounds and no taller than 22.5 inches at the withers (ridge between the shoulder blades). Bucks are not allowed.

(2) Allowed sheep shall be small sheep such as Harlequin Sheep, North American Shetland Sheep, Cheviot Sheep, and Babydoll Southdown Sheep that do not exceed 24 inches at the withers. Rams are not allowed.

(2) All goats and sheep shall have RFID microchips and be registered with the Fayetteville Animal Services Program.

(3) The principal use of the property shall be educational or single-family residential.

(4) Goats and sheep shall not be permitted on lots smaller than 10,000 square feet. The minimum number of goats or sheep kept on a lot that is 10,000 square feet and larger shall be two (2). Lots 15,000 square feet and larger shall be allowed up to a maximum number of three (3) goats or sheep. Nursing off-spring may be kept on the property until the age of twelve (12) weeks and shall not be included in the number of goats or sheep allowed.

(5) There shall be no onsite slaughter of goats or sheep.

(6) Goats and sheep shall be provided with sufficient good and wholesome food and water.

(7) All goats and sheep shall have a secure, fenced yard constructed with a minimum area of 200 square feet per goat or sheep and a shelter that is minimum 10 square foot per goat or sheep. Shelters shall be well ventilated and provide protection from the weather including four (4) sides with opening, roof and floor.

(8) The shelter shall not be located closer than 50 feet to any residential structure on an adjacent lot, and shall meet the building setbacks of the underlying zoning district. The shelter and fenced yard shall be in the side or rear yard, and are not permitted in the front yard area.

(9) The yard must be kept in a neat and sanitary condition at all times, and must be cleaned on a regular basis so as to prevent offensive odors, attraction of flies or vermin, the creation of an environment otherwise injurious to the public health and safety, or that would obstruct the free use of property so as to interfere with the comfortable enjoyment of life or property by members of the neighborhood, city, or other persons. The owner shall provide for the storage and removal of manure. Stored manure to be used for composting shall be fully covered or placed in an enclosure. All manure not used for composting or fertilizing shall be removed and properly disposed.

(10) Nothing in this section shall be deemed or construed to prohibit the keeping of goats or sheep within a school property or community garden for the purposes of study or education. Additionally, land owners are permitted to keep goats or sheep in one location for a maximum of two (2) weeks for the purpose of land clearing and the removal of vegetation.

(11) The city may further restrict or prohibit the keeping of goats and sheep within residential districts, within a neighborhood or on a particular property if the City Council determines that goat(s) or sheep have created a public nuisance or public health issue.

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CivicClerk No.: 2026-1937

AGENDA REQUEST FORM

FOR: Council Meeting of June 2, 2026

FROM: Sarah Moore

ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

AN ORDINANCE TO ALLOW SHEEP WITHIN THE CORPORATE LIMITS OF THE CITY BY AMENDING § 164.04 URBAN AGRICULTURE

APPROVED FOR AGENDA:

Approved via email
Council Member Sarah Moore

05/26/26
Date

Blake Pennington
Blake Pennington
Approved as to form

05/26/26
Date

Mayor Molly Rawn
Acknowledgement

Date

From: Moore, Sarah
To: Barnes, Stacy; Pennington, Blake
Subject: Re: Ordinance to amend § 164.04
Date: Tuesday, May 26, 2026 9:25:06 AM
Attachments: image001.png
image002.png

This is approved.

Learning all the time on this one. Given what was shared with me about sheep having their babies in the Spring and having to put deposits down for them, I am going to plan to walk this on to agenda session today. I had not realized the window that exists for acquiring a sheep from the Spring production and know this one resident in particular is waiting to put down a deposit and the window for those gets harder as we get further into Spring.

I would like to save a little time by walking this on to today's agenda session. Can we please share this entire language out with council and mayor office so that they will have it prior to this afternoon's meeting?

Thank you

Sarah Moore
Fayetteville City Council, Ward 2
sarah.moore@fayetteville-ar.gov
479.263.6629

CITY OF FAYETTEVILLE ARKANSAS
Report a concern with SeeClickFix:
https://www.fayetteville-ar.gov/4233/Report-a-Concern-with-SeeClickFix
Speak up on City projects:
https://speakup.fayetteville-ar.gov/
Voice your feedback to the entire Council and Mayor by emailing:
agendaitemcomment@fayetteville-ar.gov

From: Barnes, Stacy <sbarnes@fayetteville-ar.gov>
Date: Tuesday, May 26, 2026 at 8:56 AM
To: Moore, Sarah <sarah.moore@fayetteville-ar.gov>
Cc: Pennington, Blake <bpennington@fayetteville-ar.gov>
Subject: Ordinance to amend § 164.04

Sarah,
Attached is the Ordinance to amend § 164.04 and the Agenda Request. I know you already approved the changes on the actual code, so If this meets your approval, please sign and

return to me. Thanks!

Stacy Barnes
City Attorney Paralegal
City of Fayetteville, Arkansas
113 W Mountain St., Suite 302
Fayetteville, AR 72701
T 479.575.8313 |
Website | Facebook | Twitter | Instagram | YouTube

