Council Member Adella Gray
Ward 1 Position 1

Council Member Sarah Marsh
Ward 1 Position 2

Council Member Mark Kinion
Ward 2 Position 1

Council Member Matthew Petty
Ward 2 Position 2

Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra E. Smith

Council Member Justin Tennant
Ward 3 Position 1

Council Member Sarah Bunch
Ward 3 Position 2

Council Member John La Tour
Ward 4 Position 1

Alderman Kyle Smith
Ward 4 Position 2

City of Fayetteville Arkansas
City Council Meeting
March 20, 2018

A meeting of the Fayetteville City Council was held on March 20, 2018 at 5:30 p.m. in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

Call to Order

Roll Call

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions

City Council Meeting Presentations, Reports, and Discussion Items.

1. Nominating Committee Report.

Approved

2. Housing Authority Board Resident Appointment.

Approved

3. Fayetteville Mobility Plan – Final Report Presentation and Draft Implementation.

Agenda Additions

A. Consent:

1. Approval of the March 6, 2018 City Council Meeting Minutes.

   Approved

2. **MSI CONSULTING GROUP, LLC:** A resolution to authorize the purchase of annual software maintenance from MSI Consulting Group, LLC for virtual justice software used by the District Court, Police Department and the City Prosecutor Division in the amount of $21,600.00 plus applicable taxes, and to approve a 5% project contingency in the event additional licenses are needed.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 79-18

3. **CONTINUOUS PROCESS IMPROVEMENT TRAINING:** A resolution to authorize a contract with Northwest Arkansas Community College for a continuous process improvement training program for Development Services Department Staff in an amount not to exceed $40,000.00, and to approve a budget adjustment.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 80-18

B. Unfinished Business:

1. **RZN 17-6034 (2468 N. CROSSOVER RD./JONES):** An ordinance to rezone that property described in rezoning petition RZN 17-6034 for approximately 4.40 acres located at 2468 North Crossover Road from rsf-2, residential single family, 2 units per acre to ns-g, neighborhood services-general.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 6047

2. **AMEND § 74.01 APPLICATION OF REGULATIONS:** An ordinance to amend § 74.01 application of regulations to add a definition of roadway.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 6048

C. New Business:

1. **VAC 18-6142 (1898 E. MISSION BLVD./WHISTLER WOODS SD):** An ordinance to approve vac 18-6142 for property located at 1898 E. Mission Boulevard to vacate a portion of a water and sewer right of way grant.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 6049

2. **RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST):** An ordinance to rezone that property described in rezoning petition rzn 18-6086 for approximately 0.41 acres located at 834 West North Street from r-o, residential office to rsf-24, residential multifamily, 24 units per acre.

PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 6050

3. **RZN 18-6092 (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)** An ordinance to rezone that property described in rezoning petition rzn 18-6092 for approximately 0.23 acres located at 306 South College Avenue from nc, neighborhood conservation to rsf-18, residential single family, 18 units per acre.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 6051

4. **VAC 18-6097 (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP):** An ordinance to approve vac 18-6097 for property located west of Beechwood Avenue and 15th Street to vacate a portion of a utility easement.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 6052

5. **AMEND § 111.04 APPLICATION FOR PERMITS:** An ordinance to amend § 111.04 application for permits in chapter 11 Alcoholic Beverages.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 6053

6. **AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION:** An ordinance to amend § 154.03 private parties/zoning amendment (a) petition.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 6054

D. City Council Agenda Session Presentations:

E. City Council Tour

F. Announcements

Adjournment: 7:15 p.m.

City Council Meeting: **March 20, 2018** **Adjourn:** 7:15 pm

Subject:	**Roll**				
Tennant absent	**Kinion**	✓			
	Petty	✓			
	Tennant	Absent			
	Bunch	✓			
	La Tour	✓			
	Smith	✓			
	Gray	✓			
	Marsh	✓			
	Mayor Jordan	✓			
		8-0			

Subject:					
Motion To:					
Motion By:					
Seconded:					
	Kinion				
	Petty				
	Tennant				
	Bunch				
	La Tour				
	Smith				
	Gray				
	Marsh				
	Mayor Jordan				

City Council Meeting: **March 20, 2018**

Subject:	**NOMINATING COMMITTEE REPORT** / Housing Authority				
Motion To:		Approve			
Motion By:		Marsh			
Seconded:		Smith			
Approved	**Kinion**	✓			
	Petty	✓			
	Tennant	Absent			
	Bunch	✓			
	La Tour	✓			
	Smith	✓			
	Gray	✓			
	Marsh	✓			
	Mayor Jordan				

7-0

Subject:	**HOUSING AUTHORITY BOARD RESIDENT APPOINTMENT**				
Motion To:					
Motion By:					
Seconded:					
	Kinion				
	Petty				
	Tennant				
	Bunch				
	La Tour				
	Smith				
	Gray				
	Marsh				
	Mayor Jordan				

City Council Meeting: **March 20, 2018**

Subject:	**Consent**				
Motion To:		Approve			
Motion By:		Marsh			
Seconded:		Gray			
A. 1 - A. 3	**Kinion**	✓			
	Petty	✓			
	Tennant	absent			
	Bunch	✓			
Approved	**La Tour**	✓			
	Smith	✓			
79-18	**Gray**	✓			
80-18	**Marsh**	✓			
	Mayor Jordan				

7-0

Subject:					
Motion To:					
Motion By:					
Seconded:					
	Kinion				
	Petty				
	Tennant				
	Bunch				
	La Tour				
	Smith				
	Gray				
	Marsh				
	Mayor Jordan				

City Council Meeting: **March 20, 2018**

Subject:	RZN 17-6034 (2468 N. CROSSOVER RD./JONES)				
Motion To:		Approve			
Motion By:		—			
Seconded:		—			
B. 1 Unfinished Business	**Kinion**	✓			
	Petty	✓			
	Tennant	Absent			
	Bunch	✓			
	La Tour	✓			
Approved	**Smith**	✓			
	Gray	✓			
60047	**Marsh**	✓			
	Mayor Jordan				
		7-0			

Subject:	AMEND § 74.01 APPLICATION OF REGULATIONS				
Motion To:		2nd Read	Amend Add Subsection 3	3rd Read	Approve
Motion By:		Petty	Gray	Petty	
Seconded:		Gray	Marsh	Gray	
B. 2 Unfinished Business	**Kinion**	✓	✓	✓	✓
	Petty	✓	✓	✓	✓
	Tennant	Absent	Absent	Absent	Absent
	Bunch	✓	✓	✓	✓
Approve as Amended	**La Tour**	✓	✓	✓	✓
	Smith	✓	✓	✓	✓
	Gray	✓	✓	✓	✓
60048	**Marsh**	✓	✓	✓	✓
	Mayor Jordan				
		7-0	7-0	7-0	7-0

City Council Meeting: March 20, 2018

Subject:	VAC 18-6142 (1898 E. MISSION BLVD./WHISTLER WOODS SD)				
Motion To:		2nd Read	3rd Read	Approve	
Motion By:		La Tour	Gray		
Seconded:		Kinion	Kinion		
C. 1 New Business	Kinion	✓	✓	✓	
	Petty	✓	✓	✓	
	Tennant	absent	absent	absent	
	Bunch	✓	✓	✓	
	La Tour	✓	✓	✓	
Approved	Smith	✓	✓	✓	
	Gray	✓	✓	✓	
6049	Marsh	absent	absent	✓	
	Mayor Jordan				
		6-0	6-0	7-0	

Subject:	RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST)				
Motion To:		2nd Read	3rd Read	Approve	
Motion By:		Gray	Marsh		
Seconded:		Kinion	Smith		
C. 2 New Business	Kinion	✓	✓	✓	
	Petty	✓	✓	✓	
	Tennant	absent	absent	absent	
	Bunch	✓	✓	✓	
Approved	La Tour	✓	✓	✓	
	Smith	✓	✓	✓	
	Gray	✓	✓	✓	
6050	Marsh	✓	✓	✓	
	Mayor Jordan				
		7-0	7-0	7-0	

City Council Meeting: March 20, 2018

Subject:	RZN 18-6092 (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)				
Motion To:		2nd Read	3rd Read	Approve	
Motion By:		Marsh	Marsh		
Seconded:		Gray	Gray		
C. 3 New Business	**Kinion**	✓	✓	✓	
	Petty	✓	✓	✓	
	Tennant	absent	absent	absent	
	Bunch	✓	✓	✓	
	La Tour	✓	✓	✓	
Approved	**Smith**	✓	✓	✓	
	Gray	✓	✓	✓	
6051	**Marsh**	✓	✓	✓	
	Mayor Jordan				
		7-0	7-0	7-0	

Subject:	VAC 18-6097 (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP)				
Motion To:		2nd Read	3rd Read	Approve	
Motion By:		La Tour	Marsh		
Seconded:		Gray	Gray		
C. 4 New Business	**Kinion**	✓	✓	✓	
	Petty	✓	✓	✓	
	Tennant	absent	absent	absent	
	Bunch	✓	✓	✓	
Approved	**La Tour**	✓	✓	✓	
	Smith	✓	✓	✓	
6052	**Gray**	✓	✓	✓	
	Marsh	✓	✓	✓	
	Mayor Jordan				
		7-0	7-0	7-0	

City Council Meeting: March 20, 2018

Subject:	AMEND § 111.04 APPLICATION FOR PERMITS				
Motion To:		2nd Read	3rd Read	Approve	
Motion By:		Marsh	Gray		
Seconded:		Kinion	Marsh		
C. 5 New Business	Kinion	✓	✓	✓	
	Petty	✓	✓	✓	
	Tennant	absent	absent	absent	
	Bunch	✓	✓	✓	
Approved	La Tour	✓	✓	✓	
	Smith	✓	✓	✓	
16053	Gray	✓	✓	✓	
	Marsh	✓	✓	✓	
	Mayor Jordan				
		7-0	7-0	7-0	

Subject:	AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION				
Motion To:		Amend	2nd Read	3rd Read	Approve
Motion By:		Marsh	Gray	Gray	
Seconded:		Smith	Marsh	Marsh	
C. 6 New Business	Kinion	✓	✓	✓	✓
	Petty	✓	✓	✓	✓
	Tennant	absent	absent	absent	absent
	Bunch	✓	✓	✓	✓
Amended Approved as amended	La Tour	✓	✓	✓	✓
	Smith	✓	✓	✓	✓
	Gray	✓	✓	✓	✓
16054	Marsh	✓	✓	✓	✓
	Mayor Jordan				
		7-0	7-0	7-0	7-0

DEPARTMENTAL CORRESPONDENCE

OFFICE OF THE
CITY ATTORNEY

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Rhonda Lynch
Paralegal

TO: **Mayor Jordan**

THRU: **Sondra Smith,** City Clerk

FROM: **Kit Williams,** City Attorney

DATE: **March 21, 2018**

RE: **Resolutions and Ordinances prepared by the City Attorney's Office and passed at the City Council meeting of March 20, 2018**

1. A resolution to authorize the purchase of annual software maintenance from MSI Consulting Group, LLC for virtual justice software used by the District Court, Police Department and the City Prosecutor Division in the amount of $21,600.00 plus applicable taxes, and to approve a 5% project contingency in the event additional licenses are needed.

2. A resolution to authorize a contract with Northwest Arkansas Community College for a continuous process improvement training program for Development Services Department staff in an amount not to exceed $40,000.00, and to approve a budget adjustment.

3. An ordinance to rezone that property described in rezoning petition RZN 17-6034 for approximately 4.40 acres located at 2468 North Crossover Road from RSF-2, Residential Single Family, 2 units per acre to NS-l, Neighborhood Services - Limited.

4. An ordinance to amend § 74.01 **Application of Regulations** to add a definition of roadway and to amend § 74.99 **Penalty** to make the highest fine for improperly being in the roadway $25.00.

5. An ordinance to approve VAC 18-6142 for property located at 1898 E. Mission Boulevard to vacate a portion of a water and sewer right of way grant.

6. An ordinance to rezone that property described in rezoning petition RZN 18-6086 for approximately 0.41 acres located at 834 West North Street from R-O, Residential Office to RMF-24, Residential Multi Family, 24 units per acre.

7. An ordinance to rezone that property described in rezoning petition RZN 18-6092 for approximately 0.23 acres located at 306 South College Avenue from NC, Neighborhood Conservation to RSF-18, Residential Single Family, 18 units per acre.

8. An ordinance to approve VAC 18-6097 for property located west of Beechwood Avenue and 15th Street to vacate a portion of a utility easement.

9. An ordinance to amend § 111.04 **Application for Permits** in Chapter 11 Alcoholic Beverages.

10. An ordinance to amend § 154.03 **Private Parties/Zoning Amendment** (a) *Petition.*

City of Fayetteville, Arkansas

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

City Council Meeting Final Agenda

Tuesday, March 20, 2018

5:30 PM

City Hall Room 219

City Council Members

Adella Gray Ward 1
Sarah Marsh Ward 1
Mark Kinion Ward 2
Matthew Petty Ward 2
Justin Tennant Ward 3
Sarah Bunch Ward 3
John S. La Tour Ward 4
Kyle Smith Ward 4

ELECTED OFFICIALS:
Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra Smith

Call To Order

Roll Call

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions

City Council Meeting Presentations, Reports and Discussion Items

1. 2018-0154

NOMINATING COMMITTEE REPORT

Attachments: NOMINATING COMMITTEE REPORT

2. 2018-0155

HOUSING AUTHORITY BOARD RESIDENT APPOINTMENT - DEBRA HUMPHREY

Attachments: HOUSING AUTHORITY BOARD RESIDENT APPOINTMENT
ADDITIONAL HOUSING AUTHORITY BOARD RESIDENT APPOINTMENT

3. 2018-0143

FAYETTEVILLE MOBILITY PLAN - FINAL REPORT PRESENTATION AND DRAFT IMPLEMENTATION STRATEGY

Attachments: FAYETTEVILLE MOBILITY PLAN

Agenda Additions

A. Consent

A. 1 2018-0014

APPROVAL OF THE MARCH 6, 2018 CITY COUNCIL MEETING MINUTES

A. 2 2018-0145

MSI CONSULTING GROUP, LLC:

A RESOLUTION TO AUTHORIZE THE PURCHASE OF ANNUAL SOFTWARE MAINTENANCE FROM MSI CONSULTING GROUP, LLC FOR VIRTUAL JUSTICE SOFTWARE USED BY THE DISTRICT COURT, POLICE DEPARTMENT AND THE CITY PROSECUTOR DIVISION IN THE AMOUNT OF $21,600.00 PLUS APPLICABLE TAXES, AND TO APPROVE A 5% PROJECT CONTINGENCY IN THE EVENT ADDITIONAL LICENSES ARE NEEDED

Attachments: MSI CONSULTING GROUP, LLC

A. 3 2018-0162

CONTINUOUS PROCESS IMPROVEMENT TRAINING:

A RESOLUTION TO AUTHORIZE A CONTRACT WITH NORTHWEST ARKANSAS COMMUNITY COLLEGE FOR A CONTINUOUS PROCESS IMPROVEMENT TRAINING PROGRAM FOR DEVELOPMENT SERVICES DEPARTMENT STAFF IN AN AMOUNT NOT TO EXCEED $40,000.00, AND TO APPROVE A BUDGET ADJUSTMENT

Attachments: CONTINUOUS PROCESS IMPROVEMENT TRAINING

BA_CONTINUOUS PROCESS IMPROVEMENT TRAINING

B. Unfinished Business

B. 1 2018-0053

RZN 17-6034 (2468 N. CROSSOVER RD./JONES):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 17-6034 FOR APPROXIMATELY 4.40 ACRES LOCATED AT 2468 NORTH CROSSOVER ROAD FROM RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE TO NS-L, NEIGHBORHOOD SERVICES-LIMITED

Attachments: RZN 17-6034 (2468 N. CROSSOVER RD./JONES)

ADDITIONAL_RZN 17-6034 (2468 N. CROSSOVER RD./JONES)

This ordinance was left on the first reading at the February 6, 2018 City Council meeting. This ordinance was left on the second reading at the February 20, 2018 City Council meeting. At the March 6, 2018 City Council meeting this ordinance was tabled to the March 20, 2018 City Council meeting.

B. 2 2018-0139

AMEND § 74.01 APPLICATION OF REGULATIONS:

AN ORDINANCE TO AMEND § 74.01 **APPLICATION OF REGULATIONS** TO ADD A DEFINITION OF ROADWAY

Attachments: AMEND § 74.01

This ordinance was left on the first reading at the March 6, 2018 City Council meeting.

C. New Business

C. 1 2018-0166

VAC 18-6142 (1898 E. MISSION BLVD./WHISTLER WOODS SD):

AN ORDINANCE TO APPROVE VAC 18-6142 FOR PROPERTY LOCATED AT 1898 E. MISSION BOULEVARD TO VACATE A PORTION OF A WATER AND SEWER RIGHT OF WAY GRANT

Attachments: VAC 18-6142 (1898 E. MISSION BLVD./WHISTLER WOODS SD)

C. 2 2018-0147

RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6086 FOR APPROXIMATELY 0.41 ACRES LOCATED AT 834 WEST NORTH STREET FROM R-O, RESIDENTIAL OFFICE TO RSF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE

Attachments: RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST)

C. 3 2018-0146

RZN 18-6092 (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6092 FOR APPROXIMATELY 0.23 ACRES LOCATED AT 306 SOUTH COLLEGE AVENUE FROM NC, NEIGHBORHOOD CONSERVATION TO RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE

Attachments: RZN 18-6092: (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)

C. 4 2018-0148

VAC 18-6097 (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP):

AN ORDINANCE TO APPROVE VAC 18-6097 FOR PROPERTY LOCATED WEST OF BEECHWOOD AVENUE AND 15TH STREET TO VACATE A PORTION OF A UTILITY EASEMENT

Attachments: VAC 18-6097: (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP)

C. 5 2018-0151

AMEND § 111.04 APPLICATION FOR PERMITS:

AN ORDINANCE TO AMEND § 111.04 **APPLICATION FOR PERMITS** IN CHAPTER 11 ALCOHOLIC BEVERAGES

Attachments: AMEND § 111.04 APPLICATION FOR PERMITS

C. 6 2018-0153

AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION:

AN ORDINANCE TO AMEND § 154.03 **PRIVATE PARTIES/ZONING AMENDMENT** (A) *PETITION*

Attachments: AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION

D. City Council Agenda Session Presentations

E. City Council Tour

F. Announcements

G. 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 then queue behind the podium. When the Mayor or Chair recognizes you, approach the podium and give 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 at the microphone 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 an Alderman 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:

Presentations by Staff and Applicants: Agenda items 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, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. City staff, City Council members, and applicants may use electronic visual aids in the City Council meeting as part of the presentation of the agenda item.

Public Comments: Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. A simple majority of the City Council members, present and voting, may authorize a representative of a Fayetteville citizens' group opposing the ordinance or resolution to present an electronic visual aid not to exceed five minutes, but no other electronic visual aid presentations will be allowed; however, the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk's Office no later than 9:00 A.M. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the City Council. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the City Council member and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to a City Council member or city staff member except through the Mayor.

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 rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. 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.

Interpreters or Telecommunications Devise 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.

All cell phones must be silenced and may not be used within the City Council Chambers.

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0154

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Report

Agenda Number: 1.

NOMINATING COMMITTEE REPORT

Chair
Mark Kinion
Council Member
Ward 2 Position 1

Sarah Marsh
Council Member
Ward 1 Position 2

Sarah Bunch
Council Member
Ward 3 Position 2

Kyle Smith
Council Member
Ward 4 Position 2

Nominating Committee Report
March 14, 2018

Members Present – Chair Mark Kinion, Sarah Marsh, Sarah Bunch and Kyle Smith

Mayor Jordan recommends the following candidates for appointment:

FAYETTEVILLE PUBLIC LIBRARY BOARD OF TRUSTEES
Janine Parry – One term ending 04/01/23
Sallie Overbey – One term ending 04/01/23

TOWN AND GOWN ADVISORY COMMITTEE
Zachary Renfro **–** One unexpired University of Arkansas Student living off campus term ending 09/30/19

The Nominating Committee recommends the following candidates for appointment:

ANIMAL SERVICES ADVISORY BOARD
Sharon Randall – One Citizen at Large term ending 06/30/21

BOARD OF ADJUSTMENTS
Casey Hoffman – One term ending 03/31/21
Richard Coffman –One term ending 03/31/21
William Finer – One term ending 03/31/21

CIVIL SERVICE COMMISSION
D'Andre Jones – One unexpired Citizen at Large term ending 03/31/24

CONSTRUCTION BOARD OF ADJUSTMENTS AND APPEALS
Bill Hairston – One term ending 03/31/23

PLANNING COMMISSION
Thomas Brown – One term ending 03/31/21
Porter Winston – One term ending 03/31/21
Matthew Hoffman – One term ending 03/31/21
Robert Sharp – One unexpired term ending 03/31/19

TELECOMMUNICATIONS BOARD
Benjamin Adkins **–** One term ending 06/30/22

URBAN FORESTRY ADVISORY BOARD
Will Dockery – One unexpired Community Citizen at Large term ending 12/31/19

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0155

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Report

Agenda Number: 2.

HOUSING AUTHORITY BOARD RESIDENT APPOINTMENT - DEBRA HUMPHREY

RECEIVED
MAR 09 2018
CITY OF FAYETTEVILLE
CITY CLERK'S OFFICE

FAYETTEVILLE HOUSING AUTHORITY
#1 NORTH SCHOOL AVE.
FAYETTEVILLE, AR 72701-5928
PH: (479) 521-3850 FAX: (479) 442-6771
TDDY PH: 1-800-285-1121
Website: www.fayettevillehousingauthority.org

March 9, 2018

Mayor Lioneld Jordan &
Fayetteville City Council Members
City of Fayetteville
113 W. Mountain Street
Fayetteville, AR 72701

Dear Mayor Jordan & City Council Members:

This letter is to confirm that the Fayetteville Housing Authority's Board elected Debra Humphrey to serve a one (1) term at its March 8, 2018 Special Board Meeting.

Debra Humphrey's term will expire on December 28, 2018.

The Fayetteville Housing Authority requests that the appointment of Debra Humphrey be placed on the next Nominating and City Council's Meeting Agenda to be formally confirmed by the municipality governing body in accordance with the Arkansas State Statute #14-169-208.

If you have any questions, please feel free to contact me by phone or by email.
Respectfully,

Deniece Smiley
Executive Director
fhousing@fayettevillehousingauthority.org

Chair
Mark Kinion
Council Member
Ward 2 Position 1

Sarah Marsh
Council Member
Ward 1 Position 2

Sarah Bunch
Council Member
Ward 3 Position 2

Kyle Smith
Council Member
Ward 4 Position 2

Nominating Committee Report
March 14, 2018

Members Present – Chair Mark Kinion, Sarah Marsh, Sarah Bunch and Kyle Smith

HOUSING AUTHORITY BOARD OF COMMISSIONERS

Debra Humphrey – One unexpired Resident term ending 12/28/18

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
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Text File

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FAYETTEVILLE MOBILITY PLAN - FINAL REPORT PRESENTATION AND DRAFT IMPLEMENTATION STRATEGY

City of Fayetteville Staff Review Form

2018-0143

Legistar File ID

3/20/2018

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

Chris Brown	3/2/2018	ENGINEERING (621)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Fayetteville Mobility Plan – Final Report Presentation and Draft Implementation Strategy

Budget Impact:

n/a	n/a
Account Number	Fund
n/a	Fayetteville Mobility Plan
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	NA	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20180209

Previous Ordinance or Resolution # 68-16

Original Contract Number: 15-08 Approval Date:

Comments:

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF MARCH 20, 2018

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff
Garner Stoll, Development Services Director

FROM: Chris Brown, City Engineer

DATE: February 26, 2018

SUBJECT: **Fayetteville Mobility Plan – Final Report Presentation and Draft Implementation Strategy**

BACKGROUND:
In March 2016, the City entered into a contract with Nelson\Nygaard Consulting Associates in order to develop a transportation master plan and downtown/entertainment district parking and mobility report (Resolution 68-16). The project began with a thorough review of existing transportation data and current planning and policy documents to provide a basis of understanding of the current state of transportation in Fayetteville, as well as its challenges and opportunities. The collective key findings of these existing conditions analyses were summarized in the Fayetteville Existing Conditions Factbook published in the summer of 2016.

The city and project team organized a series of community events, conventional workshops, and mobile pop-up workshops, each with its own distinct purpose and goals. The mobile pop-up workshops were held in neighborhoods throughout the city to attract people who do not typically attend conventional workshops. This extensive community participation shaped all aspects of the plan.

DISCUSSION:
The Final Report provides a brief overview of the state of transportation and mobility in the City (Chapters 1 & 3) and describes the public outreach process (Chapter 4) which led to the guiding goals and priorities of the plan (Chapter 2). Based on public input, staff direction, and critical analysis of our city, Chapter 5 details needs and opportunities for improvement across all modes: walking, biking, transit, driving, and parking. Chapter 5 contains several exhibits demonstrating gaps and deficiencies in our mobility network, each presenting an opportunity for improvement.

The Final Report shifts from goals and qualitative analysis to implementation and site-specific examples in Chapters 6 and 7. As an alternative to the current master street plan, a Street Typologies map is proposed in Chapter 6, introducing a more context-sensitive approach to customizing street sections based on land use and pedestrian intensity. Each typology is paired with a cross-section intended to offer flexibility for street elements based on context. The

Corridors Analysis of Chapter 7 focuses the previous goals and guidelines into seven example priority corridors, offering a detailed analysis and design for improvement. The approach used by Nelson\Nygaard on these seven corridors demonstrates the means and methods for analyzing other corridors in the future.

The Report concludes with the City's "next steps" for comprehensive implementation of this mobility plan (Chapter 8). Specific project recommendations as well as broad policy and financial guidance is presented to aid the City in meaningful application.

NEXT STEPS:
An implementation strategy workshop is scheduled to occur in the days preceding the March 20th City Council meeting. Anticipated workshop outcomes would include a set of project selection metrics used for project prioritization for both the upcoming bond issue and future capital improvement plan (CIP) implementation. The workshop should determine how best to fold the recommendations of this plan into the City's overall CIP and budgeting process, including expanding project lists, and providing a qualitative evaluation of projects based upon selected performance measures from Chapter 2 of the plan.

Other major implementation items may include:

- Finalizing street typologies and cross-sections in close coordination with City Plan 2040 and updating the Master Street Plan.
- Conducting a critical review of transportation-related city policies and codes for developments.
- Development of a traffic calming strategy and capital plan.
- Development of a multi-year outlook for street overlays and sidewalk construction programs.

BUDGET/STAFF IMPACT:
On its own, this Mobility Plan has no direct, immediate fiscal impacts

Attachments:
Fayetteville Mobility Plan Final Report

FINAL REPORT

FAYETTEVILLE MOBILITY PLAN

NELSON
NYGAARD

FAYETTEVILLE MOBILITY

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APPENDICES

VOLUME I:

Appendix A: Fayetteville Existing Conditions Factbook

VOLUME II:

Appendix B: Public Input Summary

Appendix C: New Road Connections Evaluation

Appendix D: Corridor Traffic Analysis

1 INTRODUCTION

WHY A MOBILITY PLAN?

Fayetteville is thriving. Consistently rated one of the best places in the country to live, retire, study, and do business in, Fayetteville continues to attract new residents and investors. The city's success, however, also creates problems: Traffic congestion is on the rise. There is an increasing demand for more walkable streets, safer bikeways, and more useful public transit. An unacceptable number of people are injured or killed on the city's streets every year.

During peak hours, auto traffic has slowed, resulting in a transportation system that is capable of moving fewer people per peak hour, even as jobs and residents increase. Fayetteville's current success threatens its future. But given the constraints on the city's road network and the intrinsic inefficiencies of the car, conventional solutions will no longer work.

THE SOLUTION

Fayetteville can accommodate more people and jobs, but it lacks the street width necessary to accommodate more cars in many areas of the city. Even if the city were prepared to take more land to widen its roads, the "Law of Induced Demand" means that congestion would continue to increase (see "What Causes Congestion," below). Instead, Fayetteville must make its transportation system more efficient -- working to make walking, bicycling, and transit more convenient and pleasant -- and reduce the need to travel long distances for the needs of daily life. However, making the transportation system more efficient will require tradeoffs, and this report recommends strategies to guide those decisions. Investments in Fayetteville's multimodal transportation system to increase connectivity, coupled with programmatic strategies to encourage people to leave their cars at home, is the strategy for continued growth.

ECONOMIC DEVELOPMENT AND QUALITY OF LIFE

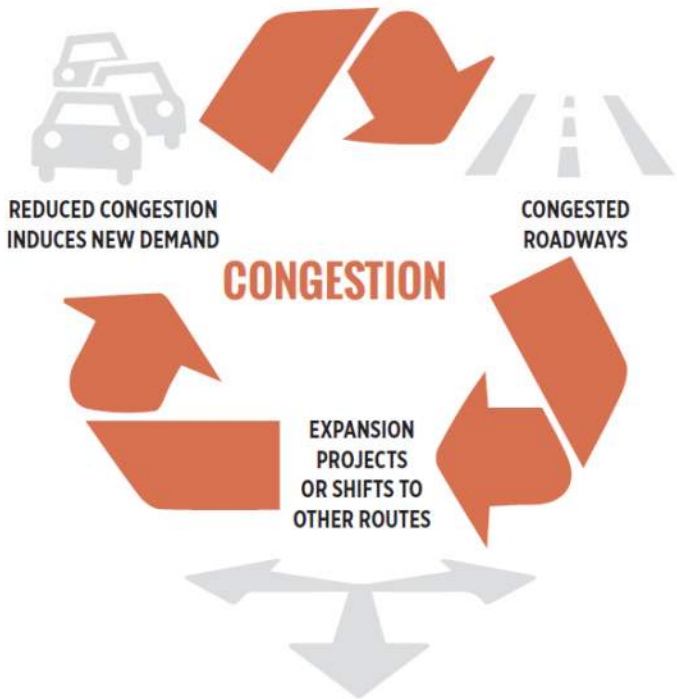
Fayetteville consistently outcompetes most cities of its size, and nearly all cities in its region, in attracting jobs and talent. The base of its success is its extraordinary quality of life. To maintain and improve upon today's city while ensuring the city's future economic prosperity and quality of life, Fayetteville's civic leaders must pursue a strategic mobility plan that promotes growth and addresses the city's aging population, housing affordability concerns, social equity, and transportation system congestion.

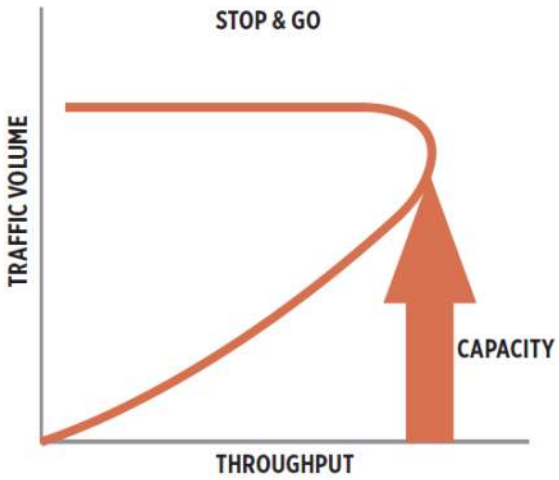
WHAT CAUSES CONGESTION?

Congestion is best understood not as an infrastructure problem, but as an economic problem—a case of demand exceeding available supply. Congestion results from a strong, dynamic economy, where commerce is humming, workers are going to work, and people are spending discretionary income on things they enjoy. This is the Fayetteville of today.

And what could the Fayetteville of tomorrow become? Traffic capacity itself can be thought of as a limited, renewable resource. Given the city's built form and its desire to create walkable, attractive streetscapes, there are few opportunities for road widening. Even if the city were able to widen its congested streets, it would likely attract even more drivers through the law of "induced demand." It is a vicious cycle leading to continued congestion and dampened growth opportunities.

In a growing economy with this constraint, traffic congestion is inevitable. As traffic volumes increase, the vehicle throughput on a given street increases steadily until the street starts to reach capacity. At that point, throughput begins to decline rapidly to the point where there are so many cars that none can move.

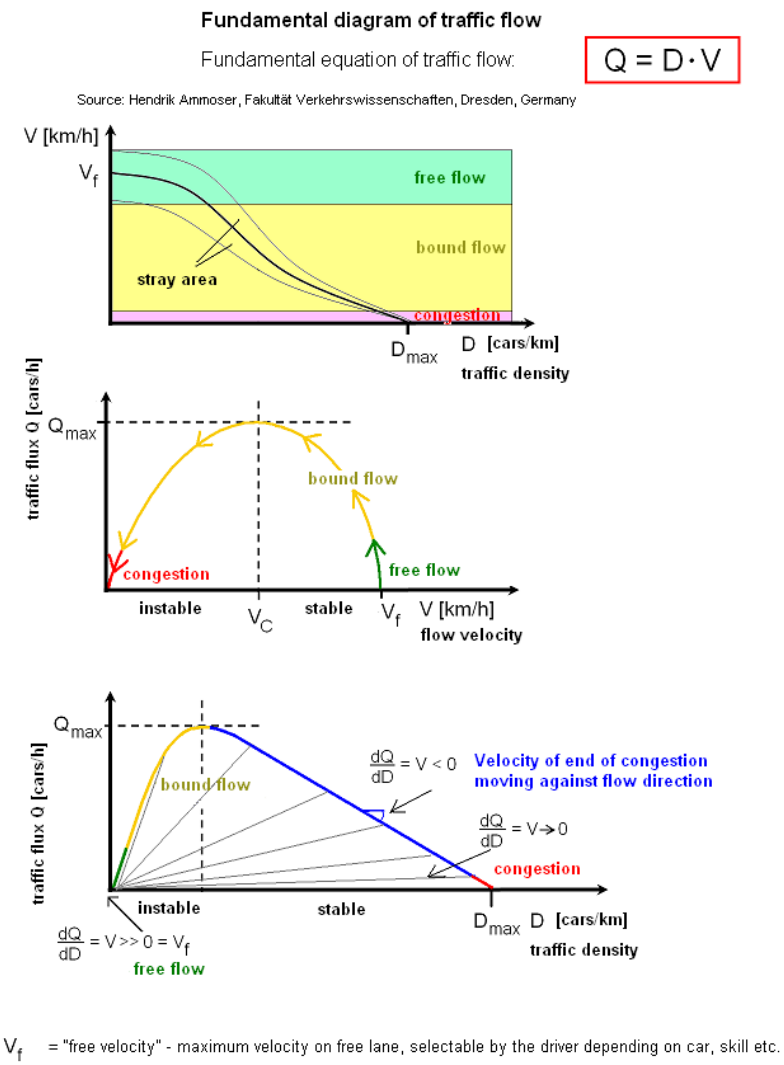




The only way to support a growing economy in a constrained environment is to increase the efficiency with which all transportation options operate. A city's transportation system can support a greater volume of travelers by absorbing trips across a diversity of modes. This means making investments in things like more frequent transit, a comfortable and inviting bicycling and walking environment, telework facilities and opportunities, deployment of managed lanes that provide improved transit access to key employment centers, and development focused around transit nodes (i.e., land use decisions).

A small shift can make a big difference. Cars may be the most convenient form of transportation, but they're also the least space efficient, taking up about ten times as much road space to move a person compared to walking, biking, or transit. As the "Fundamental Diagram of Traffic Flow" has taught us for over 75 years, to make gridlocked streets flow again, we only need to remove about ten percent of vehicles.1 So the city doesn't need to get everyone out of their cars. It only needs to make walking, biking, and transit sufficiently attractive for about ten percent more people. This can be seen every year during school breaks when travel on Fayetteville's roadways is observably less congested. Ironically, the best way to make driving a reasonable choice for those who need to drive, is to make not-driving an attractive choice for those who don't need to drive.

Figure 1 The Fundamental Diagram of Traffic Flow Shows a Small Decrease in Volume Result in a Big Improvement in Traffic Flow



V_f = "free velocity" - maximum velocity on free lane, selectable by the driver depending on car, skill etc.

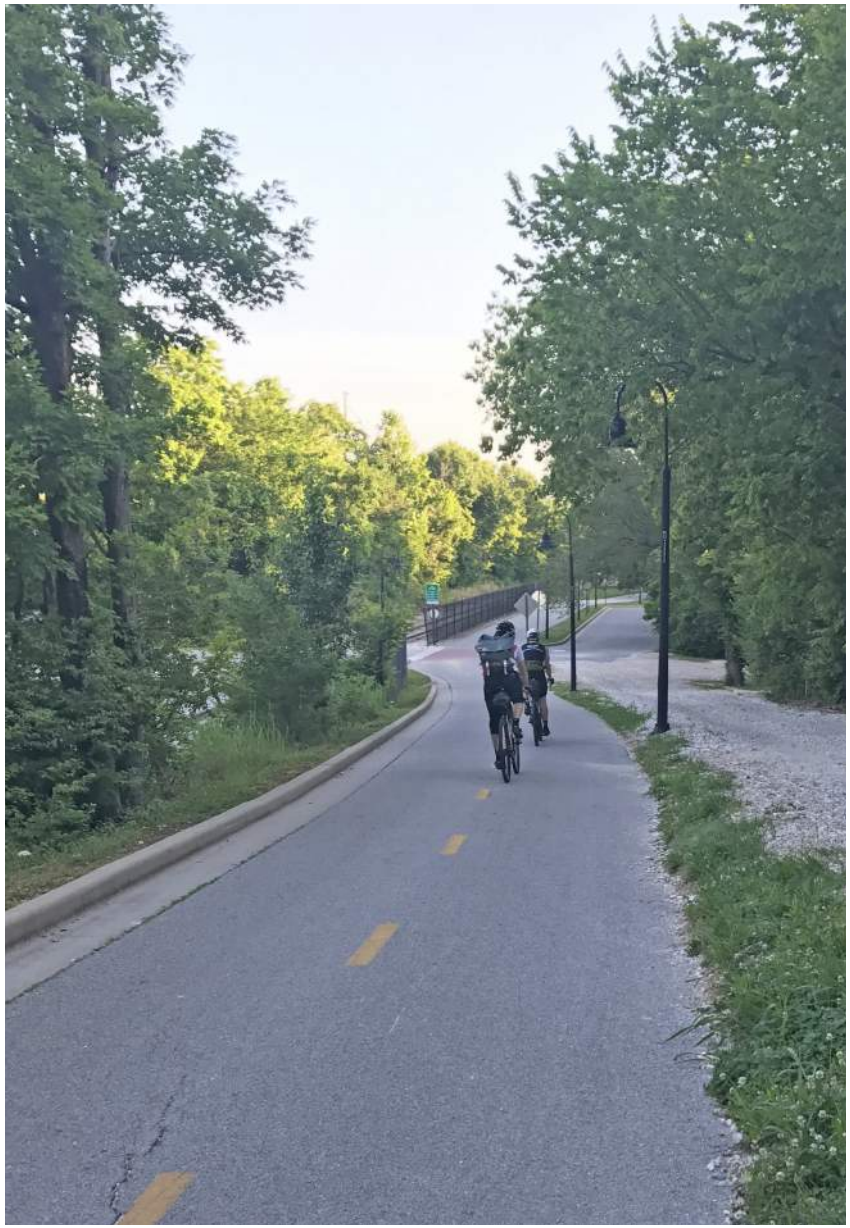
V_C = "critical velocity" with maximum traffic flux (about 70...100 km/h)

Image source: Hendrik Ammoser image and translation. Creative Commons Attribution-Share Alike. https://commons.wikimedia.org/w/index.php?curid=1675321

1 The Fundamental Diagram of Traffic Flow was initially developed by Dr. B. D. Greenshields and presented at the 13th Annual Meeting of the Highway Research Board in 1933. For a rich history of thinking about congestion and highways, see "75 Years of the Fundamental Diagram for Traffic Flow Theory: Greenshields Symposium," Transportation Research Circular Number E-C149, June 2011.

TRANSPORTATION IS AN INVESTMENT STRATEGY

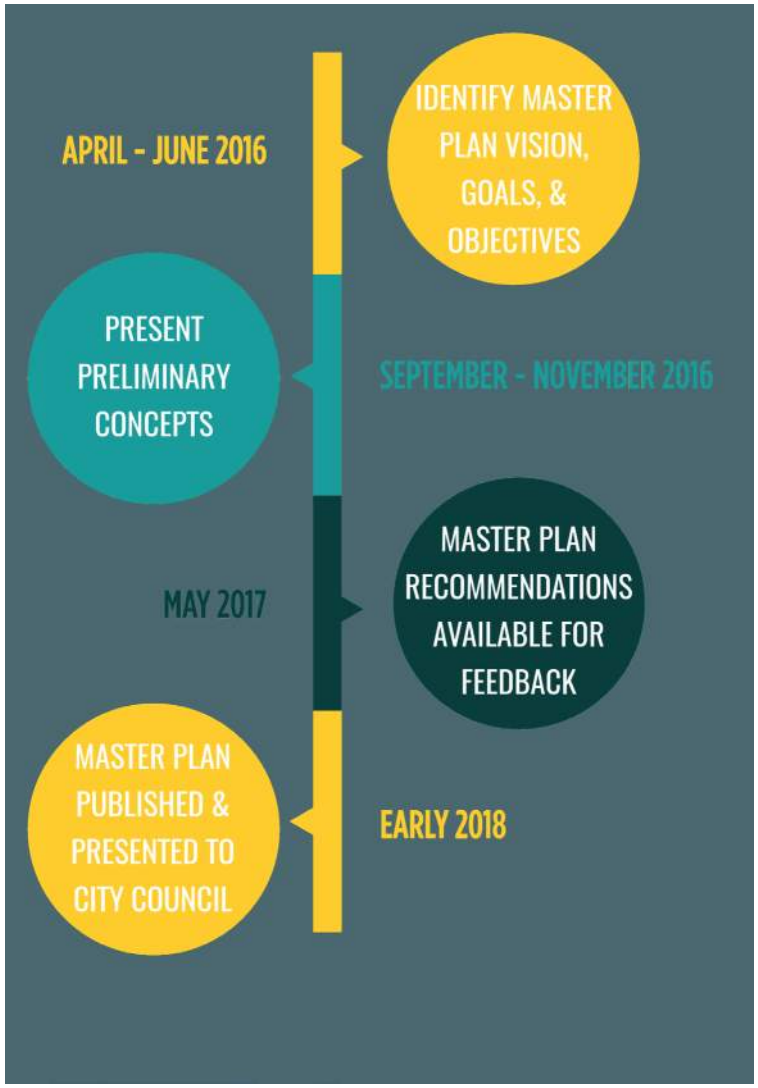
Traffic congestion is inevitable in a successful urban economy – perhaps the only American city that "solved" its congestion problem is Detroit because of contractions in population and jobs. More strategic investment in mobility is necessary to accommodate continued prosperity in Fayetteville. Transportation is also a critical investment for helping the city achieve its quality of life, environmental, and public health goals, and to ensure that all residents can enjoy the city's remarkable opportunities



PLAN DEVELOPMENT

The Fayetteville Mobility Plan (FMP) process, timeline, public feedback, and deliverables are documented on the project website at www.fayetteville-ar.gov/mobility. The project began with a thorough review of existing transportation data and current planning and policy documents to provide a basis of understanding of the current state of transportation in Fayetteville, as well as its challenges and opportunities. Transportation data from a variety of sources was organized and synthesized to create spatial and systemic contexts for the Plan. Additionally, previous and concurrent planning analyses were identified and summarized to reveal the policy framework within which the FMP would coexist.

After this introduction, Chapter 2 examines the city's existing policies and goals and provides recommendation for measuring how well its transportation investments align with the city's values. Chapter 3 summarizes the state of today's transportation system, drawing from the detailed findings in the Existing Conditions Factbook provided as Appendix A. Similarly, Chapter 4 summarizes the findings from the project's significant public outreach, including the community events, conventional workshops, and mobile pop-up workshops; more detail can be found in Appendix B.



Chapter 5 then integrates the findings of Chapters 2-4 to identify and prioritize needs for all modes. Chapter 6 provides more specific guidance on how the overall street system could be organized to meet the goals in Chapter 2. Chapter 7 provides more detailed recommendations for redesigning seven street segments, along with analysis of the impacts of those changes; more detail on the transportation analysis can be found in Appendices C and D. Finally, Chapter 8 recommends next steps for the city, including tools for better aligning its budget with its values.

TRANSPORTATION CONTEXT

Fayetteville was originally laid out on a compact, gridded street pattern centered first around the town square. The town grid appears in Washington County's General Land Survey of 1831, with nine blocks at the crossroads of what are now Mount Comfort, Old Wire, Huntsville, and Cato Springs roads.[2] Starting in the 1880s, Fayetteville also became the crossroads of several railroads, including the St. Louis & San Francisco and the Pacific & Great Eastern, which established depots at the edge of town at what is now Dickson Street. The city's two crossroads – rail and highway – resulted in today's pair of commercial centers at Downtown Square and Dickson Street.

Through the middle of the 20th century, the city's development patterns grew outward from these two centers, maintaining a pattern of small, walkable blocks and a mix of commercial and residential uses, often with the latter stacked on top of the former. Like most American cities, however, Fayetteville's street and development patterns became more auto-oriented and less connected in the post-World War II era, with land use patterns based on the idea that residential, industrial, and commercial uses should be separated from one another. This post-War conventional development pattern continued in Fayetteville until a recent paradigm shift in thinking as the planning, engineering, economics and health professions began to recognize the unintended fiscal, social, and environmental impacts of sprawling, auto-oriented development patterns.

The post-war conventional suburban development pattern presents a different and unique set of challenges for integrating active living with practical transportation solutions. The disconnected nature of low-density cul-de-sac developments do not necessarily warrant the considerable expenditure of constructing sidewalks along streets that do not lead anywhere. In these cases, opportunities for sidewalk and trail connections between adjacent cul-de-sacs or along utility easements may be more useful for providing neighborhood-level pedestrian or bicycle connectivity. These connections may be extremely desirable for non-driving residents that would benefit from access to nearby commercial centers, institutional uses such as schools, or transit stops that cannot be safely accessed from their primary entrances along high volume/high speed roadways.

Fortunately, much of Fayetteville was developed in a traditional development pattern that easily lends itself to street retrofits that can improve connectivity for all forms of transportation. Many of these multimodal retrofits can take place in the existing roadway. For instance, sidewalk replacement and enlargement or road diets to calm traffic can free up right-of-way for other transportation modes like walking and bicycling. The core of the city is poised to greatly benefit from multimodal mobility infrastructure improvements that align with the prescribed future land use and density outlined in the City's Comprehensive Land Use Plan.

2 Fayetteville historic maps found at http://www.fayettevillehistory.com/maps/

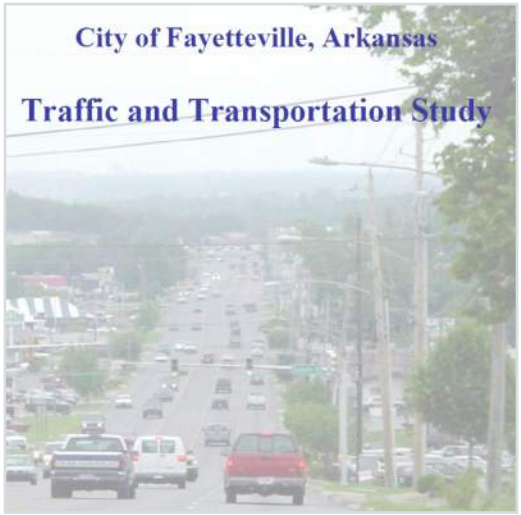
PLANNING AND POLICY CONTEXT

Several recent and relevant planning and strategy documents provide guidance for, and shape the direction of, the future of mobility in Fayetteville and its unique neighborhoods and areas. Broadly, these plans put forward a vision for a more multi-modal Fayetteville, in which the city and region meet future mobility demands through holistic transportation network improvements. Key themes across these documents include:

- **Connectivity & accessibility** as guiding principles for transportation planning
- **Creating a robust network** of active transportation infrastructure, particularly trails
- **Enhancing walkability** in downtown Fayetteville and near the University of Arkansas
- **Improving bicycle and pedestrian safety**
- **Reducing congestion** by maximizing the potential of roadway capacity and enabling the use of alternative modes
- **Enhancing the city's public spaces and neighborhoods** through infrastructure improvements and land use management
- **Fostering social and economic vibrance** to make northwest Arkansas attractive to businesses and people

Roughly half of these plans identify broad aspirations for mobility in Fayetteville, while the others include concrete objectives. There is a general acknowledgment that mobility improvements are needed in the city for practical, economic, social, and environmental reasons, as well as an understanding that funding availability will be a potentially limiting factor. Overall, these plans demonstrate a regional commitment to comprehensive, multi-modal mobility planning.

City Plan 2030 *(2011)* serves as a vision to guide urban development in Fayetteville until 2030. The fourth of its six main goals is to grow a livable transportation network. Chapter 7 of the plan examines the current state of citywide transportation conditions and provides an overview of vehicular, active, transit, and aviation mobility conditions in the city. It identifies transportation priorities, including the expansion of active and public transportation options. City Plan 2030 includes the Master Street Plan (2011) that outlines Fayetteville's street classifications and their associated cross sections. These 10 street classifications consist of the following: alleys, residential, local, collector, minor arterial, principal arterial, Hilltop-Hillside Overlay District streets, downtown master plan streets, and the two-way square.



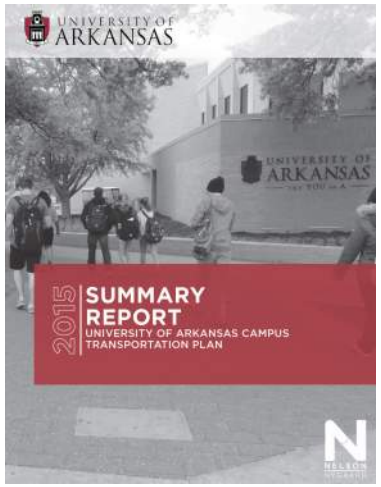
The Fayetteville Traffic and Transportation Study *(2003)* was developed to determine the needs and priorities of Fayetteville's transportation network and projects until 2023. The study's objectives were to develop transportation and land use policies to guide development practices and transportation investment decisions; identify and prioritize street improvements to accommodate existing and future traffic demands; and develop an overall transportation plan that provided for a street master plan, a multimodal plan, and a basis for a transportation capital improvement plan.

The Active Transportation Plan *(2015)* provides a guide for implementation of future bicycle and sidewalk infrastructure. The plan's vision is for Fayetteville to develop an interconnected, accessible network of sidewalks, trails, and on-street bicycle facilities that encourage citizens to use active modes of transportation to safely and efficiently reach any destination. The primary goals of the plan include building inclusive networks, providing trail connections within one-half mile from every residence, increasing the active transportation commuting mode share from 7.5% to 15% by 2020, identifying missing linkages, creating active transportation partnerships, and earning a League of American Bicyclists Bicycle Friendly Community designation of Silver by 2017, which has been achieved.

The Energy Action Plan *(2018)* is structured around one overarching goal: reducing Greenhouse Gas Emissions (GHG) for activities occurring in Fayetteville. While GHG reduction is the guiding goal, a host of co-benefits accompany GHG-reducing actions. This plan outlines ways that the City can increase energy efficiency, transition to cleaner fuel sources, improve public health outcomes, build more resilient local businesses, and more. The plan outlines strategies, goals, and actions in transportation, energy supply, buildings, waste, and cross-sector activities.

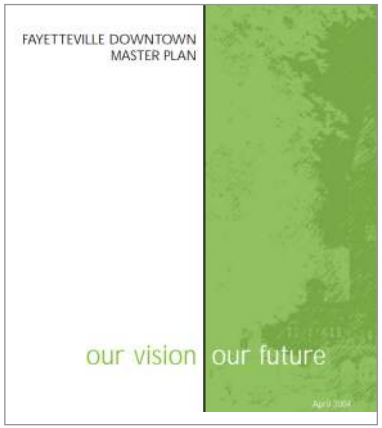
The Capital Improvements Plan (*2015-2019)* is a mid-term planning tool used in the budgeting process. The program has an estimated total expenditure of $112,620,000, of which transportation, street, and trail improvements accounts for $28,590,000. About one-third of the Sales Tax Capital Fund, which accounts for 25.5% of the total program costs, will be allocated to transportation improvements, with almost $8 million allocated to the trails program.

The Fayetteville First Economic Development Plan *(2016)* was created to guide the economic development of the city for five years. The plan identifies targeted business sectors and their projected growth, as well as reviews Fayetteville's existing base economy, recent project expansions, and new investments. The plan's Lifestyle Quality strategy plan outlines the importance of enhancing public transportation, such as supporting rapid transit or light rail, and improving existing local and regional transit systems.



The University of Arkansas Campus Transportation Plan *(2015)* outlines transportation challenges facing the rapidly growing university up to 2025. It identifies an expected campus core parking shortage, barriers to campus access, transportation dependence on regional connections, and a lack of communication as the major transportation challenges. It recommends a variety of measures to address these issues, including simplification of the parking system, enhancing parking efficiency, orienting campus gateways to people, increasing transit efficacy, building transportation partnerships, establishing last-mile bike

network connections, and consolidating information online. A financial forecast suggests improvements could cost between $10 million and $15 million by 2025, and revenues could range between $12 million and $15 million. The Fayetteville Mobility Plan recommendations build significantly from the campus transportation plan.

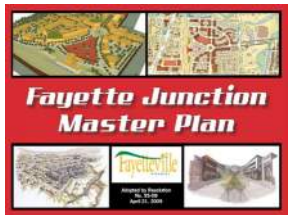


The Downtown Master Plan *(2004-2006)* outlined six fundamental strategies: a superbly walkable environment, a larger population living downtown, efficient and sustainable parking, smart zoning, creation of place-based public spaces, and expansion of the arts, culture and entertainment of Downtown as an "experience economy." Important projects include the completion of Dickson Street, preservation of Lafayette Street, one-way street conversions to two-way, creation of additional on-street parking, redesign of Archibald Yell Boulevard, and the taming and continued redevelopment of College Avenue.

The East-West Traffic Management Analysis *(2010)* identified and prioritized street projects to help relieve traffic congestion throughout the city through east-west traffic management alternatives. These alternatives were concentrated east of Garland Avenue, west of Crossover Avenue, and north of Lafayette Street/Mission Boulevard.

Several Neighborhood Plans provided identified neighborhood goals and preferred project priorities, including:

- **The Walker Park Neighborhood Plan** *(2008)* encouraged a balance of uses and housing, improvement of connectivity and walkability, creation of accessible green space, and keeping Jefferson Square a neighborhood core as primary goals of the neighborhood.

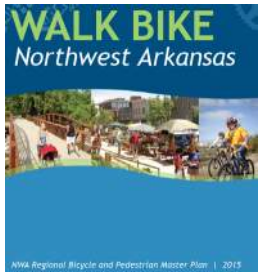


- **The Fayette Junction Neighborhood Plan** *(2009)* identified a vision and goals for the neighborhood including integration of built and natural environments, creation of a clean-tech cluster, and support of multi-modal transit.

- **The Wedington Corridor Neighborhood Plan** *(2012)* reiterated the importance of four street extensions that were identified in the Master Street Plan: Salem Road, Shiloh Drive, Persimmon Street, and Rupple Road.

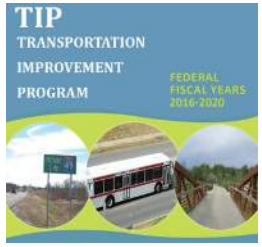
Fayetteville's Minimum Street Standards *(2015)* outline requirements for development projects within the city, and are intended to address public safety and convenience, maintenance, standardization of design and materials, optimization of public right-of-way uses, protection of private property, and inspection criteria. The standards pertain to planning, design, approval, construction, inspection, testing, and documentation of street improvements, and act as a guide to define the minimum acceptable criteria.

The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan, also known as **Walk Bike NW Arkansas** *(2015)* serves as a blueprint to comfortably, safely, and efficiently accommodate bicycle and pedestrian transportation. The plan builds upon existing bicycle and pedestrian infrastructure, using the 36-mile Razorback Greenway as a spine. The plan ultimately aims to create on- and off-street infrastructure within 32 communities of NW Arkansas through eight primary goals and eight related performance measures.



A catalyst program in the Walk Bike NW Arkansas plan, **the Regional Safe Routes to School program** includes planning, development, and implementation of projects and activities to improve safety and reduce traffic, fuel consumption, and air pollution in school neighborhoods. The Walk Bike NW Arkansas plan includes 12 recommendations to enhance the program's effectiveness.

The Transportation Improvement Program, *Fiscal Years 2016-2020*, from the Fayetteville Area Metropolitan Planning Organization, summarizes financial information for federal highway funds, state funds (including division needs, regional impact, and statewide mobility), and other funds such as Fayetteville Area System of Transit ridership revenue, inter-fund transfers from the City of Fayetteville's General Fund to the Transit Fund, and vehicle registration fees.



The 2035 NW Arkansas Regional Transportation Plan provides a comprehensive framework for regional transportation planning. The plan outlines design standards for multi-modal transportation improvements and makes a range of recommendations, with a focus on expanding active transportation infrastructure, implementing a transit development plan, and improving regional roadway connectivity. The plan includes specific goals such as the completion of an Alternatives Analysis for fixed-guideway transit, the completion of the Heritage Trail network, and the completion of several roadway projects. It identifies roughly $40 million in proposed active transportation improvements, $200 million in proposed bus improvements, and $6 billion in proposed roadway improvements.

The 2040 Metropolitan Transportation Plan outlines major improvements, actions, and plans to enhance the transportation system of Northwest Arkansas. These improvements, actions, and plans are based on seven goals that support the vitality of the metropolitan area by increasing the accessibility, safety and security of the transportation system for all users while protecting and enhancing the environment and improving quality of life.

The Greater NWA Development Strategy, also known as **Building On Success: The 2015-2017** Blueprint, identifies regional strengths and areas that need attention. The plan outlines 16 recommendations and 56 actions based on four program goals, including: investing in physical infrastructure that will enable sustainable, long-term growth and improve competitiveness; developing a comprehensive, regional approach to proactive economic development in Northwest Arkansas; ensuring Northwest Arkansas remains a vibrant and attractive community for business, residents, families and retirees for decades to come; elevating educational attainment and workforce skills so that Northwest Arkansas can more effectively compete for 21st Century jobs.

ENERGY AND HEALTH, ECONOMICS, AND LAND USE

ENERGY AND HEALTH

Outside the downtown, Fayetteville's built environment is currently reflective of the auto-oriented era in which it was built. This low-density development style forces people to default to use private vehicles for most trips, which in turn yields a transportation system that uses significant energy and produces high levels of emissions. Fayetteville's recently adopted Energy Action Plan's specific goals regarding transportation are to reduce per capita vehicle miles traveled to 2010 levels by 2030 and to achieve a 25% bike/walk/transit mode share by 2030.

TRANSPORTATION AND ECONOMICS

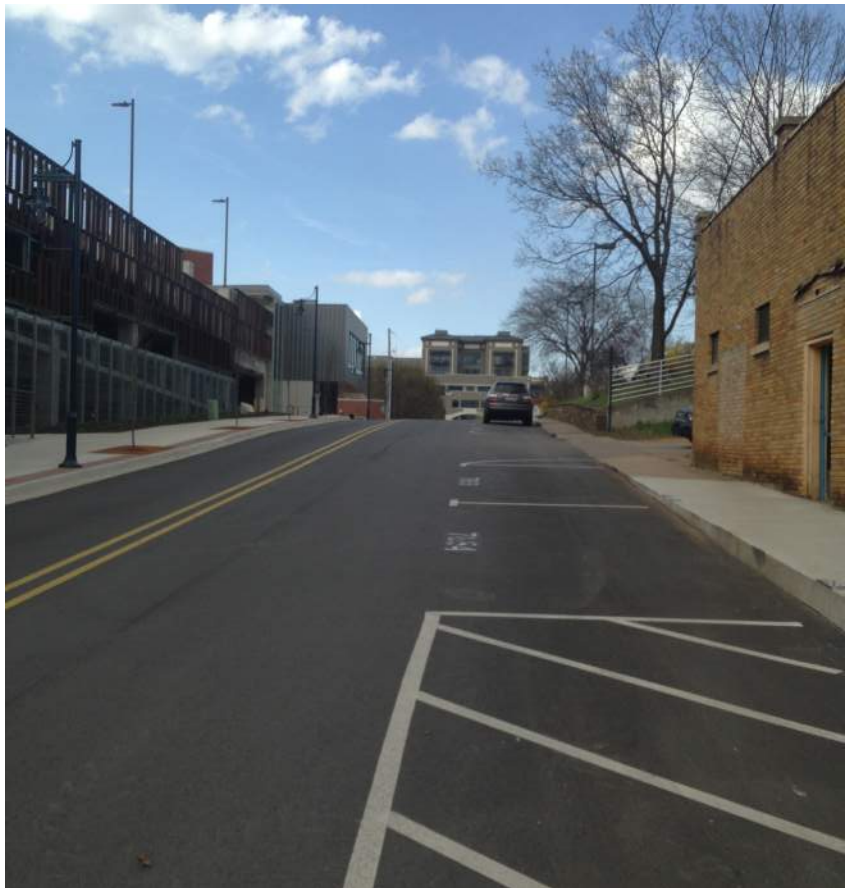
In many ways, transportation is better seen as a branch of economics than civil engineering. The two biggest impacts of transportation investments are the creation of land value and individual economic opportunity. After all, land is worth more at a rural crossroads than at the end of a dirt road, and it is worth even more in a thriving downtown like Fayetteville's, where so many roads meet. Transportation saves us time, which allows us to collapse distance. The result is accessibility, an indicator of how well we can get the services, goods, and experiences we desire.

As Adam Smith explained in 1776:

> "Good roads, canals, and navigable rivers, by diminishing the expense of carriage, put the remote parts of the country more nearly upon a level with those in the neighborhood of the town. They are upon that account the greatest of all improvements. [...] It is not more than fifty years ago that some of the counties in the neighborhood of London petitioned the Parliament against the extension of the turnpike roads into the remoter counties. Those remoter counties, they pretended, from the cheapness of labor, would be able to sell their grass and corn cheaper in the London market than themselves, and would thereby reduce their rents, and ruin their cultivation. Their rents, however, have risen, and their cultivation has been improved since that time."[3]

3 Adam Smith, An Inquiry into the Nature and Causes of the Wealth of Nations, (first published in 1776) edited by Joseph Shield Nicholson (T. Nelson, 1895), p. 62.

Transportation is driven by economics in many other ways. As detailed in the Fayetteville Parking Strategies document, downtown's success is dependent upon its parking system. But downtown does not so much need a specific number of parking spaces, but rather the right availability of parking, in all locations, at all times of day and night. Balancing parking supply and demand requires an understanding of economics, including establishing the lowest price that ensures about 15% of spaces are always available for those who need them.



TRANSPORTATION AND LAND USE

The best transportation plan is a good land use plan. When housing is placed far from jobs or shopping, residents must travel long distances to get the things they need. When roads lack sidewalks, bike facilities, or transit, people must use a car to get around – or be dependent upon others if they do not have a car. When communities are more mixed and compact, and where streets are welcoming to all users, travel distances are shorter, and many people choose walking, biking, or transit when those modes work for their trip.

The adoption of City Plan 2025 and the Downtown Master Plan led to the adoption of form-based zoning districts that emphasize the form of development rather than the separation of uses. The code was designed to ensure that the areas where it is applied retain livability and a human scale, while allowing for an increase in density and economic value.

Since the adoption of the City Plan, four form-based zoning districts are utilized within the Downtown and Walker Park neighborhood area, each with separate building height, use, and build-to line requirements. In 2010 the City Council also adopted three form-based zoning districts that parallel three conventional commercial zoning districts.

There is extensive research on the impact of the built form on travel behavior.[4] These are sometimes summarized as the "six D's," based upon three original factors coined by Cervero and Kockelman in 1997. They are:

4 A recent meta-analysis is "Does Compact Development Make People Drive Less?" The Answer Is Yes, by Reid Ewing & Robert Cervero. Journal of the American Planning Association Vol. 83, Iss. 1, 2017, found at http://www.tandfonline.com/doi/full/10.1080/01944363.2016.1245112

DESTINATIONS

When land use and transportation are well coordinated, transit can provide fast, direct, and cost-effective access to more destinations for more people. Transit-oriented communities coordinate land use and transportation in two important ways: At the neighborhood scale they locate most new development along reasonably direct corridors so that most destinations are 'on the way' to other destinations. At the regional scale they locate the highest densities of development and the most important destinations at the intersection of several frequent transit corridors.

DISTANCE

A well-connected street network shortens travel distances, making it possible for people to quickly and conveniently walk or cycle to where they want to go, or to easily connect with transit en route to their destination.

DESIGN

Highly accessible communities are carefully designed with the needs of people in mind. Whether walking, cycling, pushing a stroller, catching a bus, or using a mobility device, people of all ages and abilities should be able to access and enjoy a comfortable, safe, delightful, and inviting public realm.

DENSITY

Most successful communities concentrate most growth and development within a short walk of frequent transit stops and stations. A higher density of homes, jobs, and other activities creates a market for transit, allowing frequent service to operate efficiently.

DIVERSITY

A vibrant mix of land uses helps to create complete, walkable neighborhoods around transit stops, and supports a transit system that is well-utilized throughout the day. Transit oriented communities encourage a mix of land uses at both the neighborhood and corridor scales.

DEMAND MANAGEMENT

Transportation Demand Management (TDM) strategies discourage unnecessary driving and promote walking, cycling, transit, and other more space-efficient modes. TDM provides incentives for travelers to shift automobile trips to other modes in a number of ways, including increasing travel options, setting appropriate prices for parking or road usage, providing information and marketing, and allocating more road space to transit, cycling, and pedestrian uses.

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2 VISION, GOALS AND METRICS

INTRODUCTION

Transportation is not an end in itself but rather an investment strategy for achieving Fayetteville's larger goals. As described in Chapter 1, transportation is a key driver of every community's economic success, including shaping the value of residential land, determining whether industry can be competitive, and offering opportunities for residents to find work and get the services they need. It also shapes quality of life, including reasonable commutes and welcoming neighborhood streets. Transportation is the leading cause of air pollution and CO_2 emissions. It also has a big impact on public health, offering active lifestyles on one hand, while killing over 40,000 Americans a year in auto crashes on the other. The costs and benefits of transportation are rarely distributed evenly, resulting in a long history of inequitable outcomes from transportation projects.

To best allocate the city's limited transportation resources, it is important that the city have clear goals it seeks to achieve.

Those goals must then be translated into objectives that provide clear direction for city staff, and specific strategies staff can implement. Most importantly, each objective must be supported by performance metrics that determine the degree to which higher-level goals are being achieved. Finally, goals, objectives, and performance measurements must be reflected in the city's capital and operating budgets. Budgets are the ultimate reflection of a city's values.

The first round of public engagement for the Fayetteville Mobility Plan focused on goals and objectives.[1] The results of those workshops were then synthesized with the goals and objectives in key plans from the policy context section above to produce the complete vision and goals statement below.

1 For a full summary of public outreach activities see Appendix B

A VISION FOR THE FUTURE OF MOBILITY IN FAYETTEVILLE

Fayetteville envisions a transportation system that is equitable and safe for all users, provides desirable access opportunities for all transportation modes, and promotes and supports the continued economic growth and prosperity of the city and its citizens.

Fayetteville also envisions a sustainable future for its residents, businesses, students, and visitors. A sustainable future includes managing the triple bottom line, which requires balancing environmental, social and economic elements. The integration of these elements provides the foundation to reduce environmental impacts, enhance social equity, and facilitate economic prosperity.

Fayetteville has demonstrated a strong commitment to a sustainable future through the development of supportive plans and policies. The Fayetteville Mobility Plan identifies how transportation will help reduce carbon emissions, provide more equitable transportation options, and contribute to the community's economic success. The reduction of congestion and more efficient use of roads may be maximized by integrating transportation into effective land use planning and design. Better land use efficiency will provide an opportunity to enhance the city's public spaces and foster social and economic prosperity for people and businesses. The transportation framework will create a strong foundation to achieve a sustainable future in Fayetteville.

GOALS AND OBJECTIVES

The primary goal of the Fayetteville Mobility Plan is to establish street guidelines, policies, and maintenance practices that comprehensively work towards the vision for Fayetteville's transportation system. To this end, the plan is guided by the following goals and objectives:

GOAL #1: A TRANSPORTATION NETWORK THAT IS SAFE FOR ALL USERS

- **Objective #1:** Provide pedestrian safety
- **Objective #2:** Prioritize a walk-friendly environment at popular destinations (make it convenient, safe, and enjoyable to walk to popular destinations)

GOAL #2: A TRANSPORTATION NETWORK THAT IS EQUITABLE

- **Objective #1:** Consider the needs of diverse populations (urban, rural, mobility impaired, elderly, children, and others)

GOAL #3: A TRANSPORTATION NETWORK THAT EMPHASIZES MULTI-MODAL MOBILITY

- **Objective #1:** Provide multiple transportation options
- **Objective #2:** Enhance access to, and use of, local transit services
- **Objective #3:** Expand dedicated and comfortable bicycle facilities
- **Objective #4:** Provide reliable connections and travel times to where people want to go
- **Objective #5:** Manage parking to support local businesses, visitors, safety, and convenience

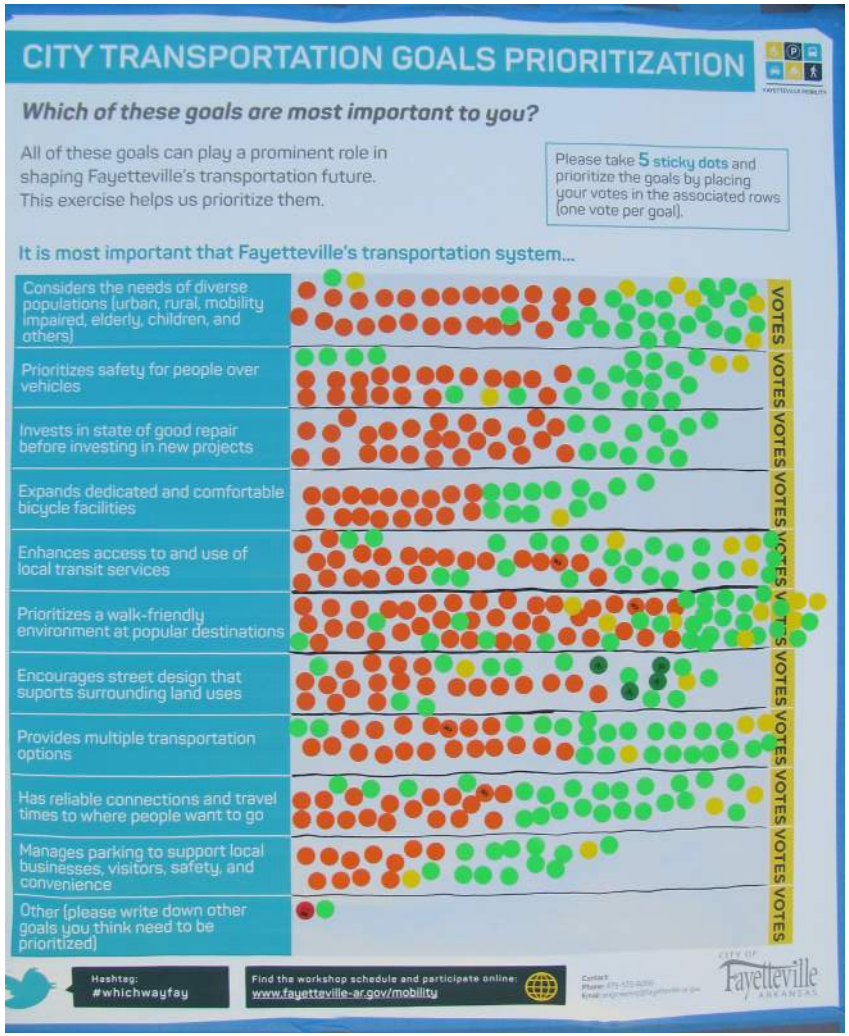
GOAL #4: A TRANSPORTATION SYSTEM THAT PROMOTES AND SUPPORTS ECONOMIC GROWTH AND SUSTAINABILITY

- **Objective #1:** Invest in state of good repair before investing in new projects
- **Objective #2:** Encourage street design that supports surrounding land uses

PERFORMANCE MEASURES

The Fayetteville Mobility Plan recognizes that, in order to be meaningful, all of Fayetteville's mobility objectives must be measurable. As a rule, cities should establish the shortest list of performance metrics to address all their objectives and those that can be measured with existing or readily available data. Some metrics may be subjective while also being quantitative, such as public opinion surveys. Other metrics may be both subjective and qualitative, such as walkability.

This section is intended as a starting point for conversations about how best to determine the degree to which the above objectives are being met. Different metrics may be appropriate for evaluating a corridor, intersection, development project, or citywide success. Some metrics lend themselves to future projections, while others can only be measured after-the-fact.



SAFETY

OBJECTIVE #1.1: PROVIDE PEDESTRIAN SAFETY

Performance Measures:

- **Average Travel Speed –** Assess vehicle speeds along public roadways to help determine how safe or stressed people may feel along different roads and determine traffic calming opportunities to facilitate greater safety for people.
- **Crash/Collision Rates –** Evaluate the frequency, rates, and locations of crash and collision rate data to identify potential areas where pedestrians and bicyclist safety should be prioritized.
- **Traffic Fatalities and Injuries –** Evaluate the frequencies, rates and locations of traffic fatalities and injury data to identify areas of concern regarding the safety of pedestrians and bicyclists.
- **Intersection Density –** Calculate the intersection densities to help inform how safe people feel. This can be calculated by evaluating the number of intersection opportunities within an area.

OBJECTIVE #1.2: PRIORITIZE A WALK-FRIENDLY ENVIRONMENT AT POPULAR DESTINATIONS

Performance Measures:

- **Average Travel Speed at Popular Destinations –** Assess the vehicle speed limits at popular destinations to help determine how safe or stressed people may feel along different roads. It will also help identify opportunities to facilitate greater safety for people, and highlight if traffic calming measures are necessary to help prioritize a walk-friendly environment.
- **Number of Signalized and Marked Crossings–** Identify the number of signaled and marked crossings at popular destinations to help determine if there is an appropriate number of crossings that prioritize a walk-friendly environment.
- **Number of Points of Interest connected to Pedestrian Facilities –** Evaluate the number of Points of Interest that can be accessed within a ½ mile of walking facility to help determine if pedestrians have been prioritized.

EQUITY

OBJECTIVE #2.1: CONSIDER THE NEEDS OF DIVERSE POPULATIONS (URBAN, RURAL, MOBILITY IMPAIRED, ELDERLY, CHILDREN, AND OTHERS)

Performance Measures:

- **Percent of elderly population, zero household vehicle, population under 16 years old within 15 minutes of a bus stop –** Analyze these demographics against bus routes and stops to identify if this population segment is currently underserved, and where service adjustments could be made.
- **Percent of elderly population, zero household vehicle, population under 16 years old connected to the Active Transportation network –** Analyze these demographics against the Active Transportation Network to help identify areas where these population groups are not served by the walking/biking network.
- **Percent of Accessible Services and Facilities –** Analyze the number of services and facilities that provide accessible amenities to help determine gaps in serving a population that may require special assistance in their modes of transportation. This analysis could include, but is not limited to the number of accessible vehicles in the bus fleet, number of accessible parking spaces at destinations, and the number of paths and street crossings that meet standards and offer accessibility enhancements.
- **Bus Service Hours in areas with Low Vehicle Ownership –** Compare bus service hours against the demographics that identify areas with lower vehicle ownership to identify hours of operations gaps in serving a population segment that would benefit from accessing bus services.
- **Bus Service Coverage Area –** Compare bus service coverage area against the demographics that identify areas with lower vehicle ownership to identify gaps in serving areas with a population segment that would benefit from accessing bus services. This should include the analysis of number of households with low vehicle ownership within 15 minutes of a bus stop.

MOBILITY

OBJECTIVE #3.1: PROVIDE MULTIPLE TRANSPORTATION OPTIONS

Performance Measures:

- **Commute Mode Share –** Evaluate the commute mode share by demographic and neighborhood segments.
- **Identify areas covered by more than one mode (overlap of modesheds in GIS).**
- **Number of Park & Rides –** Evaluate the number of available Park & Rides and peak period availability of spaces.
- **Number of Pedestrian and Bicycle Miles –** Evaluate the number of centerline miles of connected and accessible designated routes or facilities for pedestrians.
- **Identify the percent of gaps in connectivity for pedestrians and bicyclists**

OBJECTIVE #3.2: ENHANCE ACCESS TO, AND USE OF, LOCAL TRANSIT SERVICES

Performance Measures:

- **Percent of people who live with a ¼ mile of a bus stop –** Determine the percentage of the population who live within a ¼ mile of a bus stop to help identify opportunities to increase ridership through the enhancement of services.
- **Number of Points of Interest in the 15 minute walkshed from a Bus Stop - Analyze the number of points of interest within a 15 minute walkshed from a bus stop to help determine if the bus routes are serving effective routes and connections for people traveling by bus.**
- **Bus Stop Amenities –** Identify and increase the number of well-defined bus stops with amenities (sheltered, signed, paved platform, bench, etc.)

OBJECTIVE #3.3: EXPAND DEDICATED AND COMFORTABLE BICYCLE FACILITIES

Performance Measures:

- **Quality of Bicycle Facilities –** Evaluate the number of dedicated facilities by type, using a comfort or suitability index.
- **Percent of dwelling units in close proximity to bicycle facilities –** Evaluate the percentage of dwelling units within ½ of a dedicated bicycle facility.
- **Person Throughput –** Evaluate the total daily trips made within the city by bicycle.
- **Identify the percent of gaps in connectivity filled for bicyclists.**

OBJECTIVE #3.4: MAINTAIN RELIABLE CONNECTIONS AND TRAVEL TIMES TO WHERE PEOPLE WANT TO GO

Performance Measures:

- **Average Travel Speed –** Assess the vehicle speeds along public roadways to help determine how safe or stressed people may feel along different roads and determine traffic calming opportunities to facilitate greater safety for people.
- **On-time Performance –** Analyze performance of on-time rates.
- **Transit Speeds –** Analyze average bus speeds.

OBJECTIVE #3.5: MANAGE PARKING TO SUPPORT LOCAL BUSINESSES, VISITORS, SAFETY, AND CONVENIENCE

Performance Measures:

- **Parking Utilization –** Measure parking demand and utilization by assessing utilization rates. Evaluate the amount of parking available during peak and off-peak periods, and especially parking within a target range of 10-25%.
- **Parking Facilities –** Evaluate the number of on-street and off-street parking spaces.
- **Parking Pricing –** Evaluate the price of parking by parking facility, when parking may be charged (peak vs. off-peak), and how well pricing is achieving availability targets.

ECONOMIC

OBJECTIVE #4.1: INVEST IN STATE OF GOOD REPAIR BEFORE INVESTING IN NEW PROJECTS

Performance Measures:

- **Operational Finances –** Evaluate the percent of the budget dedicated for transportation infrastructure maintenance (road re-pavement, sidewalk maintenance).
- **Transit System Conditions –** Evaluate the current state of the system to determine how much investment for state of good repair is necessary (age of the bus fleet, public records requests for road or sidewalk improvements).
- **Farebox Recovery –** Determine the farebox revenue by dividing the system's total fare revenue by its total operating expenses.

OBJECTIVE #4.2: ENCOURAGE STREET DESIGN THAT SUPPORTS SURROUNDING LAND USES

Performance Measures:

- **Property Values –** Assess the property values in proximity to transit and active transportation facilities.
- **Assess Retail Sales Tax per Square Foot along key commercial corridors.**
- **Assess space dedicated to pedestrians within 0.5 mile of commercial areas.**

OTHER POTENTIAL METRICS

After this document is completed, the final stage of the Fayetteville Mobility Plan effort will include a final shortlist of performance metrics, and an application of those metrics on the City's Capital Improvement Program project list. To facilitate that effort, the following table provides some additional metrics used by an array of comparable cities, such as Austin TX, Grand Rapid MI, Des Moines IA, and other mid-sized college towns.

Figure 2-1 Other Potential Performance Metrics

Performance Category	Potential Performance Metrics
Citywide	▪ Citywide combined bicycle and pedestrian mode share for trips of one mile or shorter ▪ Single occupant vehicle commuting ▪ Number of pedestrian or bicycle-related collisions ▪ Number of pedestrian or bicycle-related fatalities ▪ Total roadway crashes and injuries from all roadway crashes ▪ Ratio of bicycle facility miles to road miles ▪ Linear feet of sidewalks or % of linear feet with sidewalks within ½ mile of transit stops ▪ Vehicle miles traveled (VMT) per capita ▪ Total transportation-related greenhouse gas (GHG) emissions per capita ▪ Street connectivity index by neighborhood (measures of how finely grained the street network is) ▪ Public perception survey results
New Development	▪ VMT per capita ▪ Total transportation-related GHG emissions per capita ▪ Vehicles per unit/household ▪ Square footage of provided green infrastructure in the public right-of-way for projects with a street frontage of 100' linear feet or more ▪ Connectivity index (ratio of roadway links to nodes or intersections)—for new development sites that include internal streets ▪ Measures of access to transit and other multimodal transportation options

Performance Category	Potential Performance Metrics
Corridors	*Capacity* • Person throughput and person delay • Automobile • Average travel time *Transit* • Peak travel time • Average peak period speed compared to free-flow speed • Average person delay *Bicycle* • Lane miles of dedicated facilities • Peak travel time • Bicycle level of service (LOS) based upon level of dedicated facility, in comparison to automobile speeds • Percent of dwelling units within 1/2 mile of a dedicated bicycle facility *Pedestrian* • ADA compliance for accessible paths of travel, particularly near state and local government offices, bus stops and transportation services, and retail and employment locations • Centerline miles of connected and accessible designated routes or facilities for pedestrians • Available sidewalk width and lane miles of sidewalks (refined by ½-mile buffers from transit stops) *Green Streets and Walkability* Percentage of corridor provided with tree canopy Stormwater runoff levels *Safety* • Speed limit compliance *Economic Development* • Retail sales along corridor (as measured by sales tax) *Operations and Maintenance* • Pavement Condition Rating for key corridors

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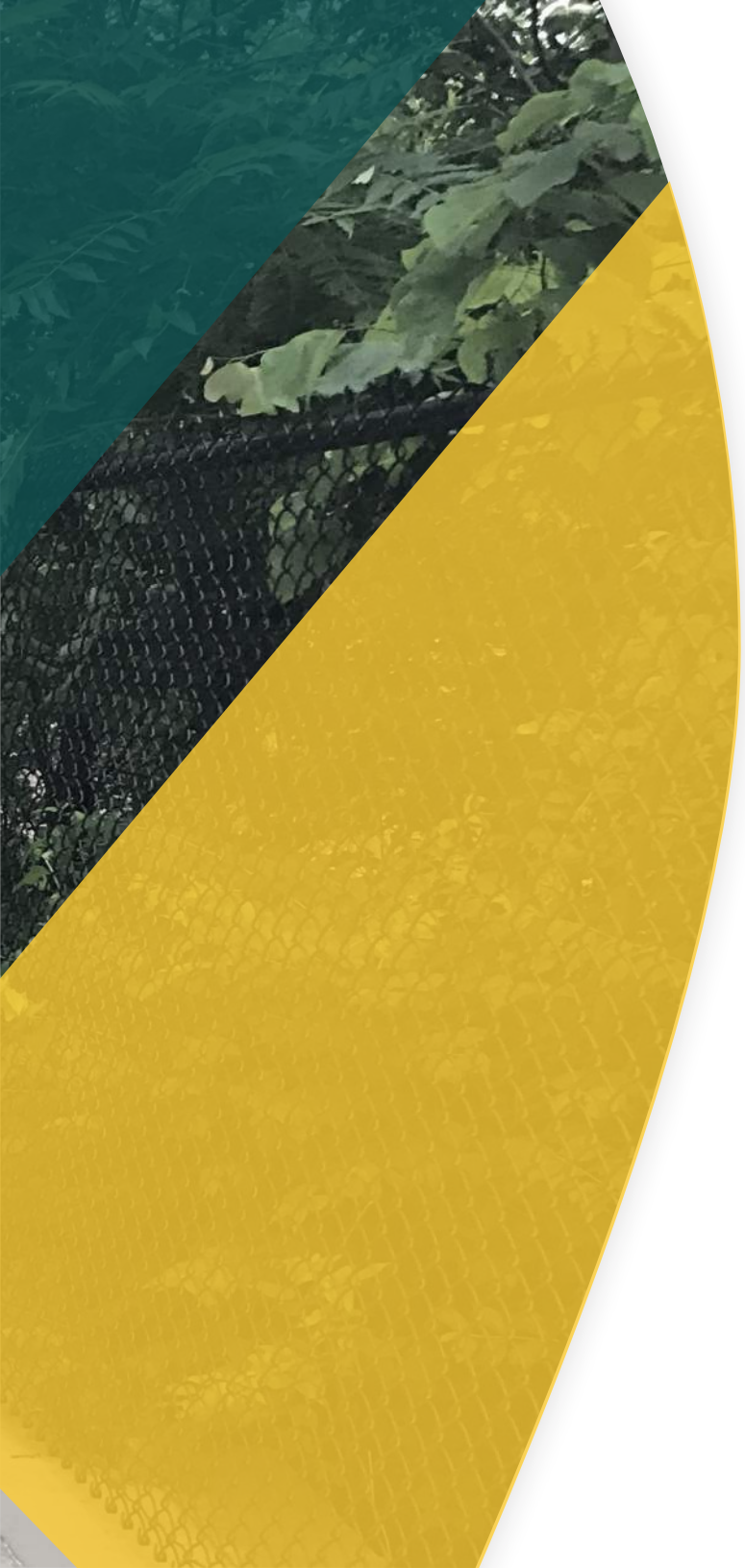


3 TODAY'S SYSTEM

OVERVIEW OF TRAVEL PATTERNS IN FAYETTEVILLE

Travel in and around Fayetteville is heavily influenced by the University and its students, faculty, and staff that commute to campus daily. Other major influences to travel demand include:

- Daily commutes by parents and students to the public and private schools throughout the city;
- The medical campus around the Washington Regional Hospital;
- Shopping and office areas in Uptown Fayetteville;
- Industrial and manufacturing centers in the southern part of the city;

- City's close proximity to numerous large corporations headquartered in the region (most notably, Walmart in nearby Bentonville, and Tyson Foods in Springdale) and;
- The various neighborhood and regional attractions in and around the downtown area and the University.

The spatial distribution of these major institutions and employers dictate the commute patterns in the city, which move in generally north-south patterns between several neighborhoods around the city's center and the industrial areas in the southern part of Fayetteville. Commute patterns in the satellite neighborhoods of the city tend to be spread more evenly throughout higher-density employment areas of Fayetteville.

As of the most recent US Census data, Fayetteville is host to about 44,000 workers aged 16 years or older. Of these workers, nearly 25% travel less than 3 miles to work, and nearly 50% of workers travel less than 7 miles to work. The private vehicle is the most used mode for commute trips in the city, with a share of 86%. About 6% walk for their daily commute, 2% ride a bicycle, 1% use public transportation, and less than 1% used a taxicab or motorcycle. About 4% of workers reported working from home.

Travel modes for faculty, staff, and students of the University of Arkansas are much different than those for workers in the city in general. A survey conducted for the recent University of Arkansas Transportation Plan showed that only 60% of the campus community drives alone, while 16% each walk and use transit as their primary travel modes. These figures reflect the much higher usage of walking and transit among the university's on-campus and off-campus resident students.

For further detail on the state of the transportation network and its usage see Appendix A.

DRIVING CONDITIONS

ROADWAY NETWORK CHARACTERISTICS AND USAGE

The Master Transportation Plan is the guiding policy that the community, city staff, the Planning Commission and the City Council utilize to guide decisions regarding the classification, design, location, form and function of streets in Fayetteville. The Master Transportation Plan contains the Master Trails Plan, the Master Street Plan (which illustrates street classifications and locations), and cross section diagrams that show the dimensional requirements of each street type.

Currently, all streets in Fayetteville are classified as one of the following street types: Alley, Residential, Local, Collector, Minor Arterial, Principal, Hilltop-Hillside Overlay District and Downtown Master Plan. Altogether, including freeways, there are about 470 miles of roadways in the city which account for over 10% of the city's total land area.

DAILY TRAFFIC VOLUMES

In Fayetteville, high capacity continuous corridors are mainly north-south, and more than half of the commute flows follow this direction. The heaviest commute flows are found on I-49, which carries daily traffic of 65,000 to 80,000 vehicles per day in the Fulbright Road-Highway 16 segment, decreasing to 50,000 vehicles per day in the adjacent segment south of Highway 16. College Avenue carries 30,000 vehicles per day at the northern end, which gradually decreases to 20,000 vehicles per day near MLK Jr Boulevard. The east-west corridors with the heaviest daily traffic are MLK Jr. Boulevard with 30,000 vehicles per day on both sides of Razorback Road; Wedington Drive with 20,000 vehicles per day; Joyce Blvd. with 20,000-29,000 vehicles per day; North/Mission/AR-45 with 13,000-20,000 vehicles per day; and Township Street with 12,000 vehicles per day.

ROADWAY NETWORK DEFICIENCIES AND GAPS

STREET GRID CONNECTIVITY

While Fayetteville's network has roadway connection opportunities in all directions, there are fewer opportunities to make east-west connections than north-south connections. East-west connections are also generally less direct than north-south connections[1], and tend to have more barriers as well. The primary east-west barriers include:

- As a freeway, the Fulbright Expressway has an inherent requirement for fewer local connections, and the costs to build more overpasses can be prohibitive.
- The Arkansas & Missouri Railroad crosses several east-west roads within the city creating conflict points between both networks[2]. Most of the crossings are equipped with proper signalization and physical barriers, but others only have stop signs.
- Several of the intersections along the Frisco Trail are not signalized and present challenges for the users.
- The University of Arkansas' main campus has no east-west street network beyond its western border.
- The steepness of certain areas of the city make it difficult for the configuration and design of the section and alignment of the street network, in particular the residential areas along the ridge east of College Avenue.

1 The ratio of real distance to straight distance is greater for east-west trips (1.38) than for north-south trips (1.34).
2 The railroad also crosses two north-south connections – S University Avenue and S Hill Avenue.

CONGESTION

Fayetteville's road network sees its highest levels of congestion during PM peak hours on the primary north-south corridors, as well as at some key intersections including:

- I-49 from the northern city limit to Highway 16
- Entries and exits from I-49 to principal arterials
- College Avenue from the northern city limit to E Township Street

East-west routes operating at capacity during the same time period include Huntsville Road from Mashburn Ave to Crossover Road.

Some roads experiencing peak congestion have had capacity expansion projects since 2010, including the flyover between College Avenue and I-49, widening of Crossover Road from Mission Boulevard to Joyce Boulevard, and the widening of Huntsville Road.

ONGOING ROADWAY PROJECTS

Existing asphalt streets within Fayetteville city limits are on a master schedule to be repaved or resurfaced every 15 years. The Transportation Division also installs and maintains traffic signals, traffic signs, street markers, and signs, and up to $750,000 from sales tax revenues are allocated for signal projects. The Traffic Control and Maintenance Program is currently upgrading the wireless traffic signal communication system, which will connect both the traffic signal controller and the video detection equipment to a central location.

Approximately 84% of road projects listed as priority projects in the 2003 Traffic and Transportation Plan are completed, as are 16% of the priority intersection projects, and half of the long-range road projects. Other projects managed by the Arkansas Department of Transportation (ArDOT) have increased the capacity of I-49 within the city, including interchange improvements and widening.

PEDESTRIAN AND BICYCLING CONDITIONS

WALKING NETWORK

Fayetteville has been working diligently to expand the pedestrian and bicycle network throughout the city. The City has undertaken several planning efforts in the last decade that have significantly enhanced the active transportation network, including the adoption of a Master Street Plan and complete street cross-sections in 2005, the completion of the Scull Creek Trail in 2008, and the 2015 Active Transportation Plan. As of 2016, the citywide pedestrian network is made up of about 435 miles of public sidewalks, and 43 miles of 10-12' wide paved shared-use trails. There are also 577 crosswalks (some equipped with audible signals), most of which lie at busier and/or signalized intersections. The highest pedestrian volumes in the city are found in the areas near the Harmon Street and Dickson Street intersection within UA Campus, and, despite being designed primarily to accommodate vehicle traffic, the Maple Street and Garland Street intersection.

WALKING NETWORK DEFICIENCIES AND GAPS

Almost half of the street network has a complete sidewalk on both sides of the street. The rest of the street network has either semi-continuous sidewalks or no sidewalk at all. Further, in some cases, even where sidewalks exist, they do not comply with ADA requirements. In the downtown, the most notable gaps in the network are found along College Avenue and, particularly, Archibald Yell, which is among the most difficult roadways for pedestrians to cross. Crosswalks are mainly concentrated in the city center and in signalized intersections along the principal arterials, but are inexistent in most residential areas. With the hilly terrain, previous inconsistent requirements, and a dense roadway network, completing new connections has proved difficult.

Figure 3-1 Existing Walking Network

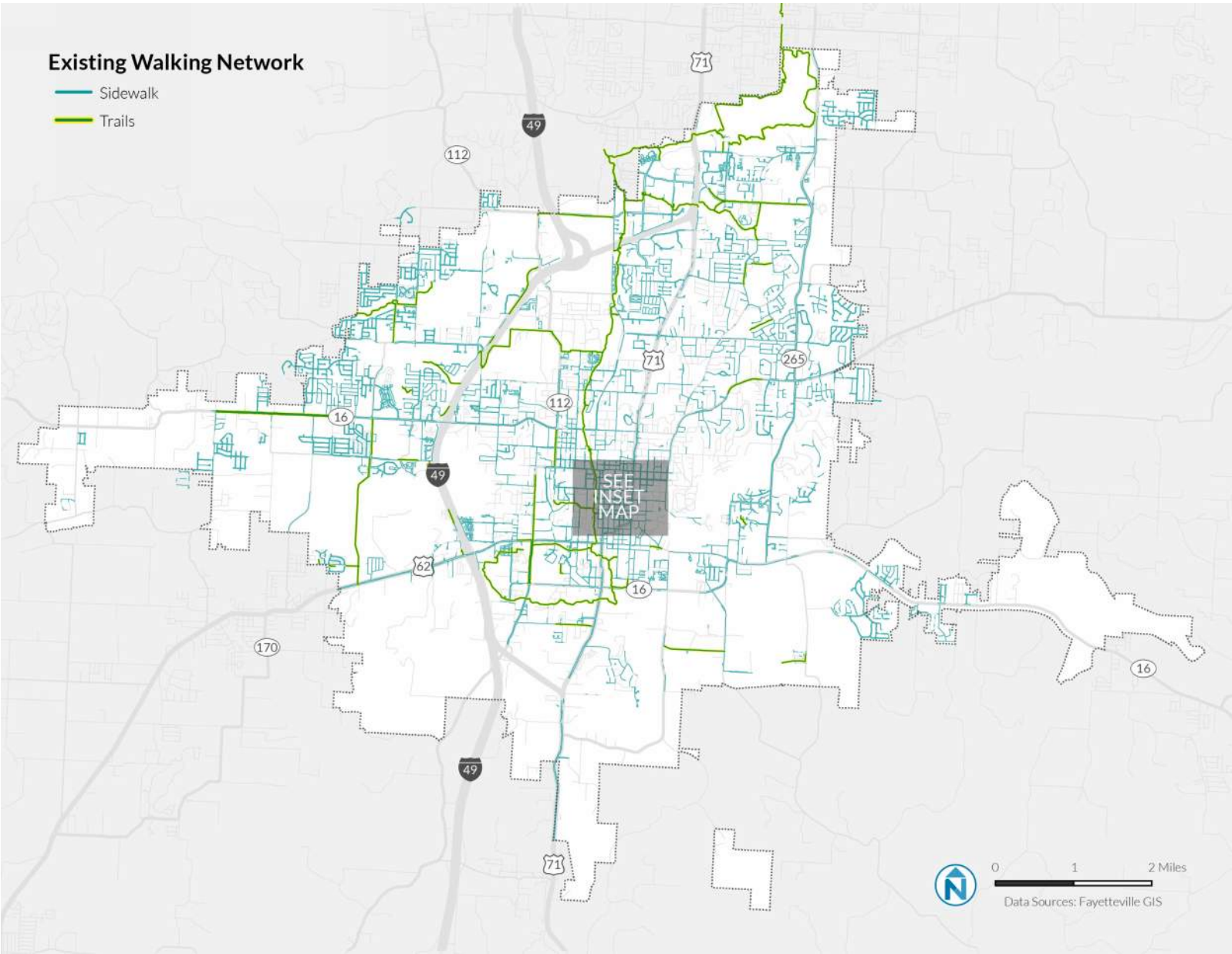


Figure 3-2 Downtown Pedestrian Network

BICYCLING NETWORK

The existing biking network is composed of 43 miles of 10-12'-wide, paved shared-used trails, as well as of 30 miles of on-street bikeways. The City also owns and maintains 124 bike racks in and around Fayetteville, with a capacity for 277 bikes, and recently installed its first bike-parking corral with six racks and a capacity to accommodate twelve bikes. In addition to city-managed bike parking, there are bike racks available at some private businesses, as required by development codes.

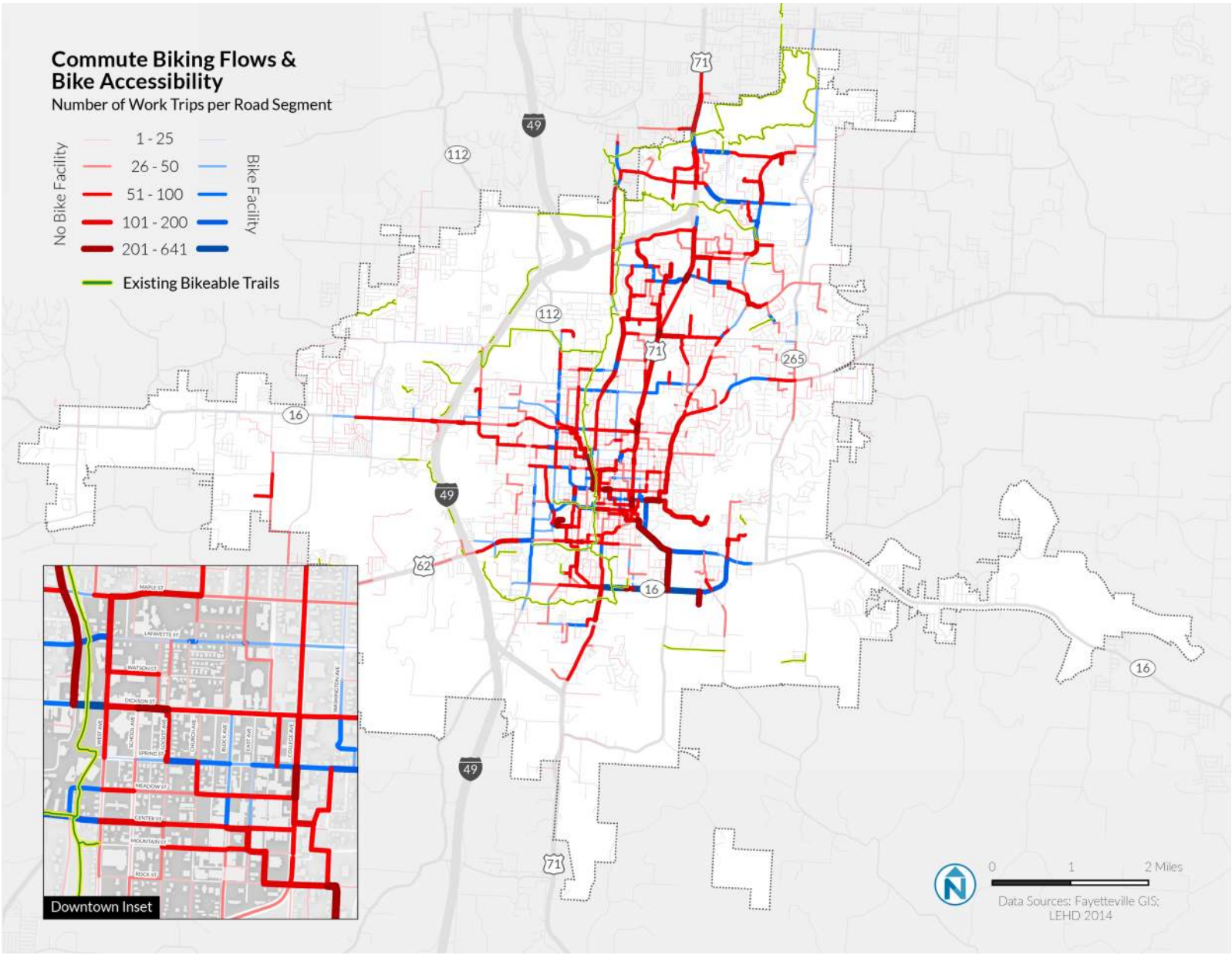
BICYCLING NETWORK DEFICIENCIES AND GAPS

Much of the bicycle network remains disconnected, particularly in areas where roadway volumes are high or limited street widths require trade-offs in allocating space among vehicular traffic, pedestrians, cyclists, or neighboring land uses. Only 19% of the street network has some type of bike facility, and these streets serve about 25% of commute trips of less than three miles. While the Razorback Regional Greenway serves most north-south trips, the current bike network lacks the east-west connections to feed it.

Figure 3-3 shows Fayetteville's bikeable commutes, identifying the shortest paths for commute trips less than three miles long. Thicker lines show where the most commuters are, with blue lines having a bike facility, and the red lines lacking one. Bike facilities on the thickest red lines would benefit the highest number of commute trips.

The lone bike share service currently operating in the city is Razorbikes, a program that is sponsored jointly by University of Arkansas' Transit and Parking Department and Student Government. This service is provided free of charge to the university's students, faculty, and staff, but currently cannot be used by anyone not affiliated with the university.

Figure 3-3 Biking commute desire lines and missing gaps in the bike network



ONGOING BICYCLE AND PEDESTRIAN PROJECTS

The Capital Improvement Program (CIP) 2015-19 allocates $7 million for sidewalk improvements, and the 2017-2022 Trail Construction Plan expects to increase the trail network by 16.7 miles, a rate of approximately three miles per year, based on continued CIP funding at current levels and continued grant funding. Also, City Plan 2030 recommends all new street projects and significant street reconstruction to incorporate some form of bicycle infrastructure in the public right-of-way in locations where the City Plan indicates bicycle infrastructure is appropriate.

A joint effort between the City and the University of Arkansas for a citywide bikeshare system that would replace the existing Razorbikes system is in the development and planning stages.

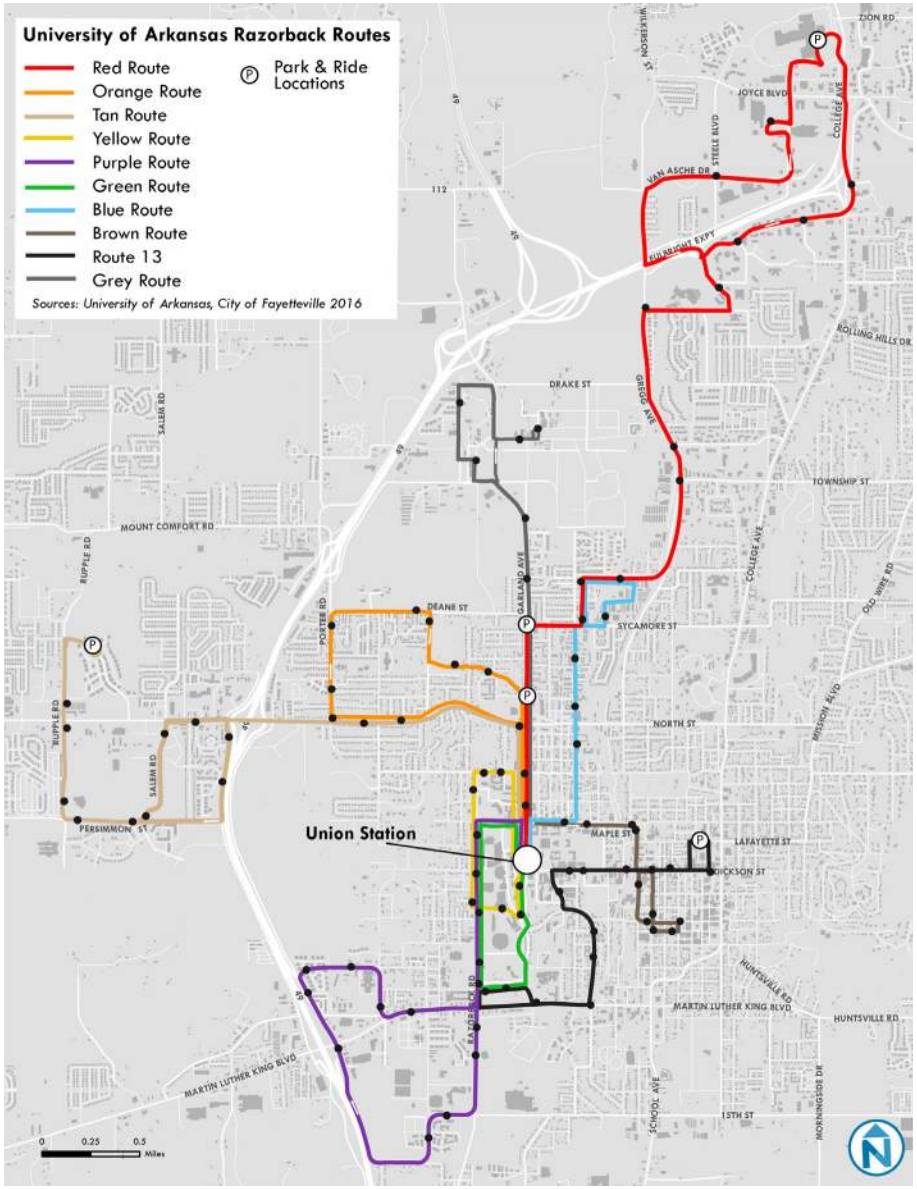
TRANSIT CONDITIONS

Two transit operators serve Fayetteville and connect its neighborhoods and job centers to the wider region: Razorback Transit and Ozark Regional Transit (ORT). Peripheral areas are not served by the transit network, as there are no bus services east of College Ave/ Highway 71 and on the west fringe of the city.

RAZORBACK TRANSIT

Razorback Transit is run by the University of Arkansas (UA) and provides fare-free fixed-route and paratransit bus services on the UA campus and to major off-campus living and shopping areas. The service is free for anyone who wishes to ride, including UA students, faculty, and staff as well as the general public. Razorback Transit is funded with Federal Transit Administration Grants, UA Student Transportation Fees, the UA Administration, and the City of Fayetteville. Razorback Transit's annual ridership during fiscal year 2015-16 was 1.8 million passengers.

Figure 3-4 Razorback Transit, Fall 2016



Source: University of Arkansas

OZARK REGIONAL TRANSIT

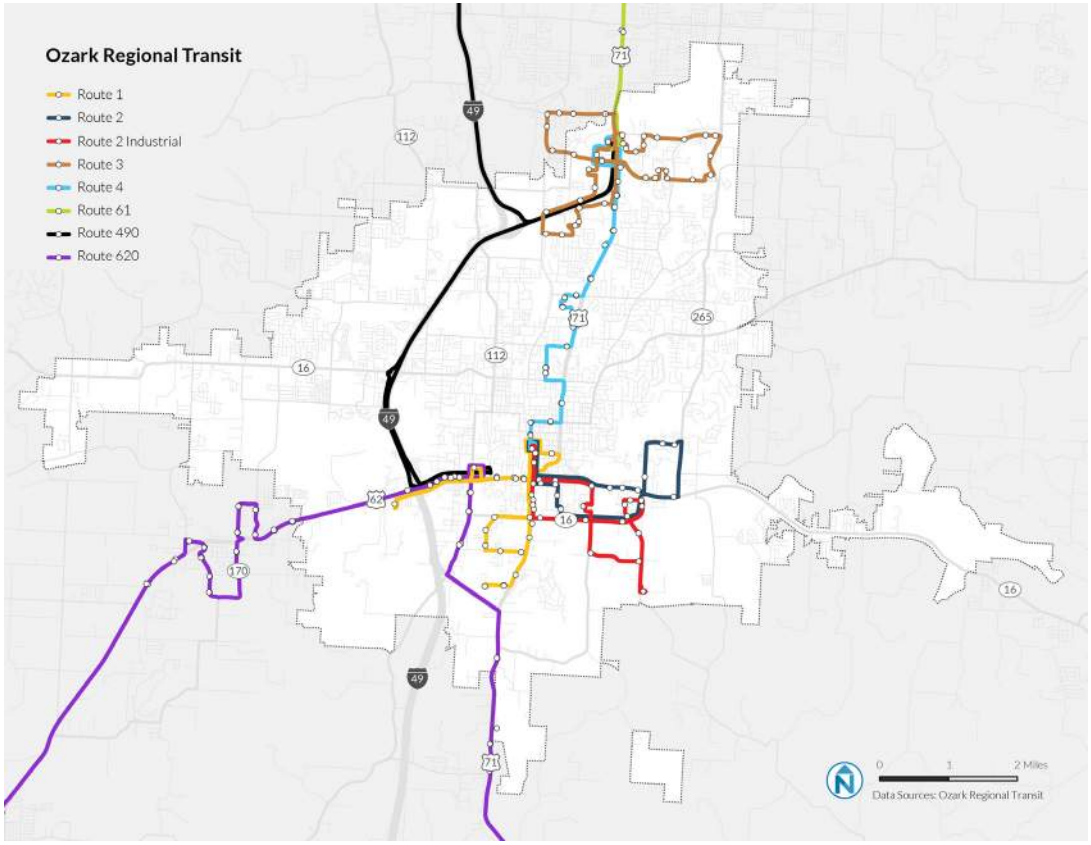
Ozark Regional Transit (ORT) serves the broader metropolitan area with fixed and limited routes, as well as paratransit service: 12 fixed routes and two limited routes (as of 2016), of which five and two, respectively, operate with either an origin or destination in Fayetteville. ORT is funded by direct revenues (fare, advertising), and Federal, State and Local funding sources, and cities in the region who are served by the ORT with an average ridership of 300,000 passengers per year.

TRANSIT DEFICIENCIES AND GAPS

A key, ongoing challenge for both transit operators has been the dispersal of population, employment, and travel demand generators beyond the range of existing transit service. For instance, 21% of the residential units and 22% of the non-residential square footage approved during the last decade fall outside of the 15-minute walkshed from the existing bus stops. Both operators have also reported an inability to improve services and amenities due to funding constraints.

As Razorback Transit's primary focus is serving the UA campus community, its schedule is tailored towards the times of year when the whole student body is present. Also, most ORT routes only run every 60 minutes, and there is no service over the weekend.

Figure 3-5 Ozark Regional Transit 2016 – Fayetteville Coverage



PARKING CONDITIONS

A key component of the FMP is the Parking Strategies document that focuses on the downtown. The full document can be found at the FMP website. A summary is provided below.

The downtown Parking Study Area encompasses the Downtown Business District and Entertainment District, some paid parking areas on the University of Arkansas campus, and surrounding residential areas to the east of campus. A summary of the parking supply and management approaches in this area are shown in Figure 3-6 and Figure 3-7.

Figure 3-6 Parking Inventory by Category

Parking Location	Entire Study Area	Downtown District	Entertainment District	Other Spaces in Study Area
Publicly Available	3,217	1,499	1,625	93
Restricted Use/Private	5,853	1,751	3,226	876
Off-Street	7,796	2,671	4,249	876
On-Street	1,274	579	602	93
Unavailable (Construction)	639	-	601	38
Total	9,070	3,250	4,851	969

Figure 3-7 On-Street Parking Rates and Regulations

On-Street Weekday Regulation/Rate, Time Limit, and Time Span(s)	Total	%
Unrestricted	408	32%
Daytime Metered - $0.25/Hour, 2 Hour Limit until 6PM	282	22%
Residential Permit Only	191	15%
$0.50/Hour (2-5PM), $1/Hour (5PM-2AM), $5/Day Option	146	11%
Residential Permit or Metered ($0.50/Hour (2-5PM), $1/Hour (5PM-2AM)	86	7%
Free, 2 Hour Limit (in 4 Hour Period)	77	6%
Loading Zone	35	3%
Daytime Metered - $0.15/Hour, Long Term until 6PM	15	1%
Police Parking Only	14	1%
Motorcycle	9	<1%
Free, 10 Minute Limit from 8AM to 6PM	8	<1%
University Parking Only	3	<1%
Total	1,274	

WEEKDAY CONDITIONS

Over the total study area, parking is never more than 50% occupied even though there can be specific locations with crowded conditions. However, much of this unoccupied parking is privately owned and not currently open to the public outside of customer parking. At peak occupancy, over 4,000 parking spaces of the total 9,070 are unused. However, in a two-minute walk area around the "core" of the Entertainment District, parking is nearly 70% full at the evening peak. Similarly, parking within a two-minute walk of the downtown square is 66% occupied or unavailable during the daytime peak of 11 a.m.

On-street parking is generally used at a slightly higher rate than off-street parking throughout the day. Privately-owned garages and lots across the entire study area are generally more occupied compared to publicly-owned facilities, especially during the evening. Publicly-accessible off-street facilities have a comparable utilization rate to that of restricted-access garages and lots. About one-third of publicly available spaces in the "core" of the downtown business district remain unoccupied during the mid-day peak.

WEEKEND CONDITIONS

Over the total study area, parking is never more than 40% occupied. Peak parking demand for the weekend is at night (9:00-11:00 p.m.) with a minor peak at midday. This trend is accentuated in the Entertainment District where the elevated use period lasts from 7:00 p.m. to 1:00 a.m. At the evening peak, parking is functionally full (over 90%) in the publicly available parking in the "core" of the Entertainment District, with some capacity in private parking. The peak demand in the Downtown Business District occurs between 11:00 a.m. and 1:00 p.m. (45%). Evening occupancy in this area is very low (less than 25%). Even at peak occupancy, there are almost 5,000 unused spaces throughout the study area.

On-street parking use is very steady throughout the day but does not exceed 55% occupancy. Certain corridors, such as Dickson Street and Center Street are heavily utilized, while others are nearly vacant. Off-street parking, including both publicly and privately owned assets, is never more than 40% full, regardless of the time of day. Publicly owned and available off-street parking in the Entertainment District approaches functionally full at the evening peak. The utilization in publicly-owned garages and lots increases in the late evening but does not exceed 50% occupied.

On Sunday, demand in the northeast corner of the study area is extremely high on Highland Street and in the large surface lot behind Fayetteville First Baptist church. However, at this time over 400 spaces go unused within a short walk of this area.

TRAFFIC COLLISIONS

As would be expected, the most highly trafficked corridors see more traffic incidents and collisions than other locations around the city. From 2011 to 2015, 14,058 total traffic collisions were reported in Fayetteville, reflecting a yearly increase from 2,474 collisions in 2011 to 3,296 in 2015. However, the number of traffic fatalities per 100,000 people dropped from 6.5 in 2012 to 3.7 in 2014— almost half the state average. There were more than 3,200 incidents of varying degrees reported in 2015, predominantly concentrated along the routes with greatest activity and trip-making, although it is noteworthy that 25% of collisions took place within a 15-minute walkshed of a major point of interest, such as a school, library, or recreation center, which represents 17% of the city area (See Figure 3-8).

In the past five years, there were 58 severe and fatal collisions, four of which involved pedestrians. All incidents involving pedestrians added up to 121 (including severe and fatal collisions). Severe incidents and fatalities involving pedestrians and cyclists focused mostly around the city's 101 signalized intersections on major arterials, as well as within the downtown area where pedestrian and biking activity is higher. The highest densities of such incidents were found along College Avenue/Highway 71, Garland Avenue, Highway 16, MLK Jr. Boulevard, North Street, and Sycamore Street, but collisions also took place on local streets within residential neighborhoods, where crosswalks are inexistent, and vehicles regularly exceed speed limits.

Figure 3-8 Half Mile Walkshed from Places of Interest and Traffic Collisions (2011-2015)

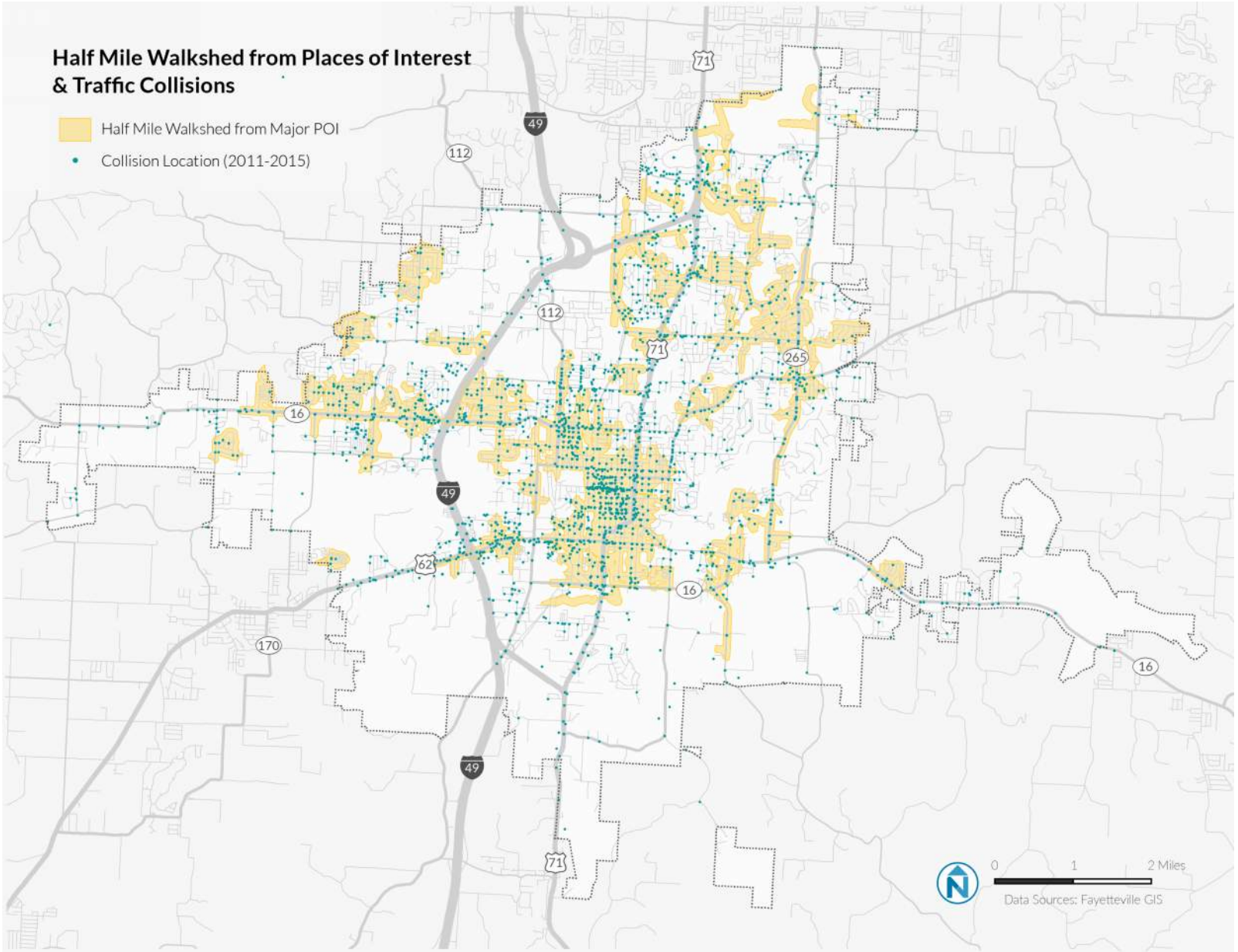


Figure 3-9 Auto Collisions and Severe Pedestrian/Bicycle Injuries (2011-2015)

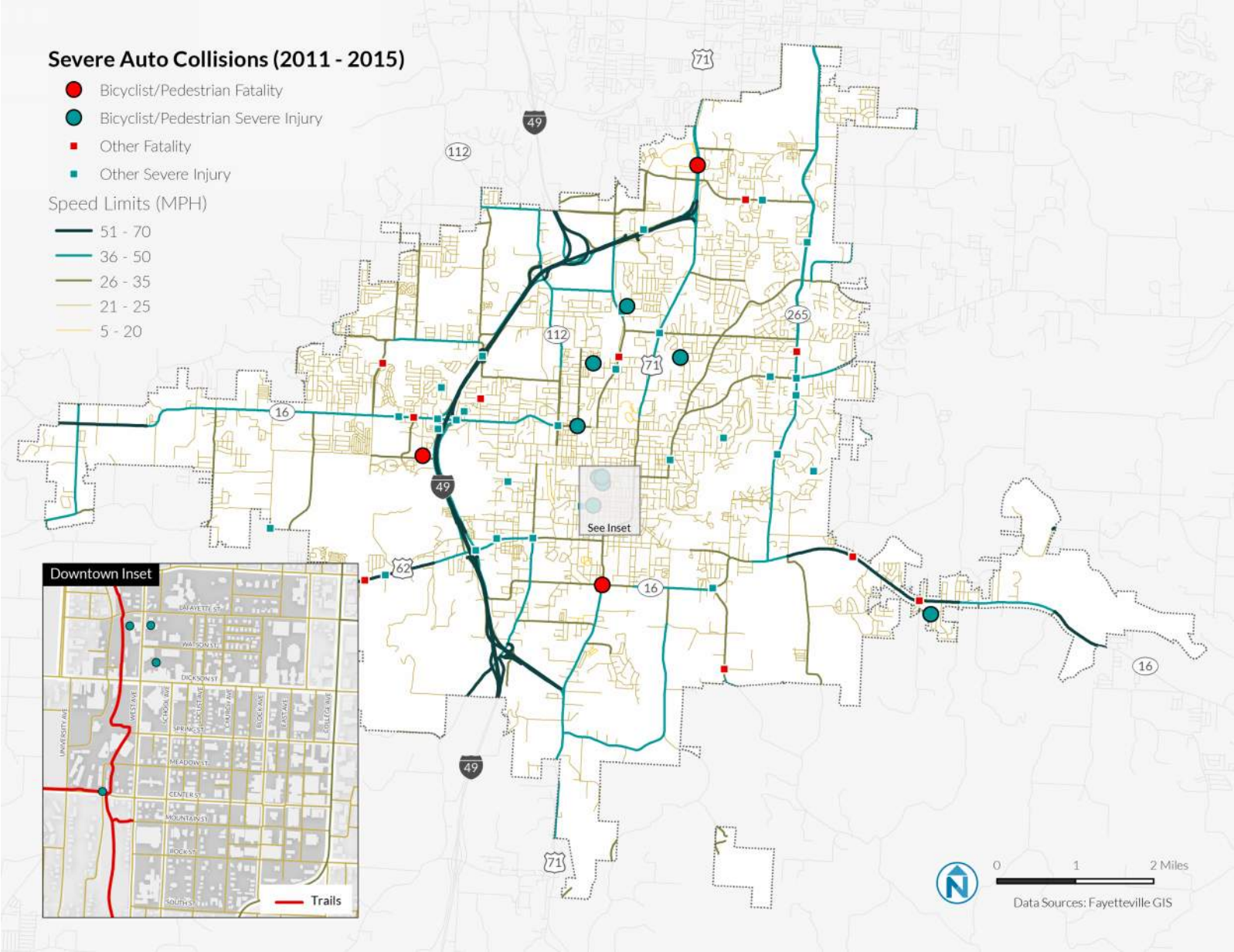


Figure 3-10 Traffic Collision Density (2011-2015)

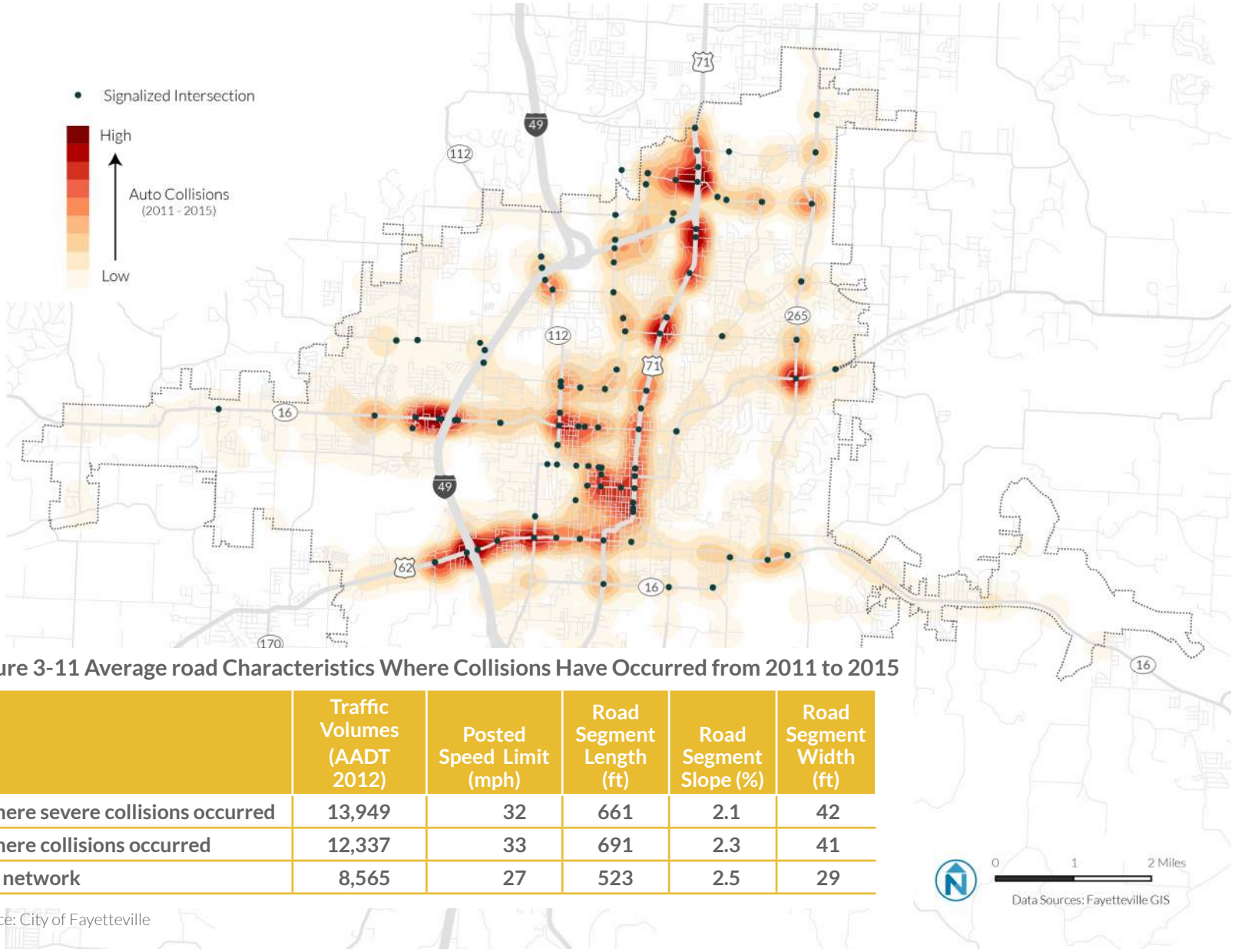


Figure 3-11 Average road Characteristics Where Collisions Have Occurred from 2011 to 2015

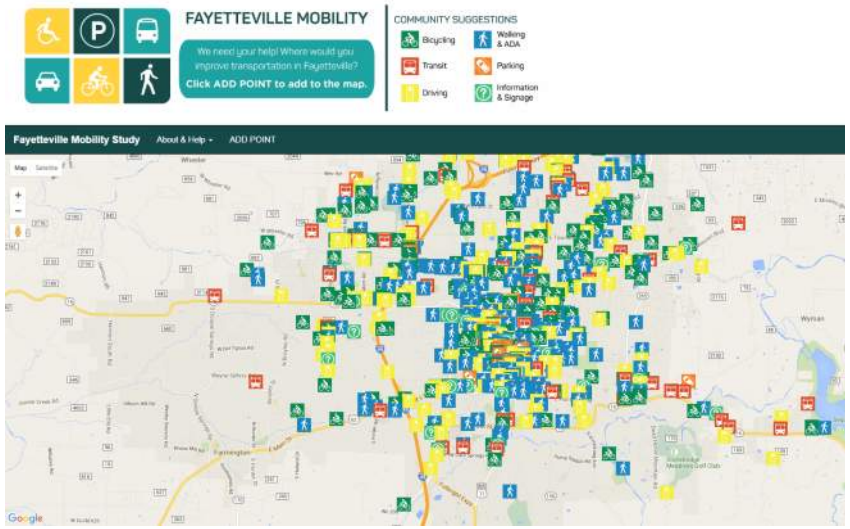
	Traffic Volumes (AADT 2012)	Posted Speed Limit (mph)	Road Segment Length (ft)	Road Segment Slope (%)	Road Segment Width (ft)
Where severe collisions occurred	13,949	32	661	2.1	42
Where collisions occurred	12,337	33	691	2.3	41
All network	8,565	27	523	2.5	29

Source: City of Fayetteville

U-HAUL
TM 3451 F
WHAT ARE STREETS FOR?
Share your transportation ideas for Fayetteville...
TODAY
IN THE FUTURE
Street Elements
FAYETTEVILLE MOBILITY
PARKING TRADEOFF VOTING (DOWNTOWN/ENTERTAINMENT DISTRICT)
I would rather...
OR
Park on-street
Hashtag: #ublicwayfay
ONE WAY

4 PUBLIC OUTREACH

The Fayetteville Mobility Plan (FMP) was informed by an extensive public outreach process that included several rounds of outreach, each with its own distinct purpose and goals. Each round of outreach featured online engagement activities and several mobile visioning workshops held throughout the city. These activities were designed to engage stakeholders and the public to ensure that the plan accurately reflects and addresses the issues, concerns and experiences of Fayetteville residents.



ROUND 1: VALUES

The first round of public engagement served as a welcome and public kickoff for the project. It was held in the spring of 2016 and consisted of mobile visioning workshop at various key locations across the City. During the workshops, staff and the consultants presented the goals and objectives. The public was asked to rank the objectives, provide concerns and comments about the current transportation network on a blank map. They were also asked to comment about preferred transportation features desired in different urban environments. For those who couldn't participate in these events, a WikiMap was available on the Plan's website. Throughout this first round, nearly 850 separate comments were entered into the WikiMapping project, and the online survey was answered by 500 community members.

The collective results of these outreach activities showed that Fayetteville residents have a desire for improved mobility options, and a balanced and equitable multi-modal

transportation system. When considering the state of the transportation system at present, many participants presented issues or identified improvements involving little to no major construction, including additional bus stops and crosswalks at certain locations, bike racks on the front of buses, more taxi and Transportation Network Company (e.g. Uber, Lyft) services. For the future of the transportation system, many were focused on regional services, as opposed to local improvements, when considering transit, and were also keenly interested in the incorporation of new technologies into the city's future transportation network.

Participants identified several preferred transportation features in the city's different land use areas, such as: pedestrian priority at intersections in downtown crosswalks and wider sidewalks in both downtown areas and residential neighborhoods. They also identified better transit facilities and bicycle facilities in downtown areas, big box retail/office parks, and institutional settings. The most desirable elements were identified as wider sidewalks in neighborhood retail areas, and pedestrian-priority intersections in institutional settings.

ROUND 2: IMPROVEMENT PRIORITIES

A second round of public engagement held in the fall of 2016 presented the public with the key findings from the first round of public engagement exercises as well as the existing conditions analysis. Staff and consultants held mobile visioning workshops at various key locations across the city, and an online survey provided for additional feedback. This round of engagement informed the public on current or anticipated challenges, and presented a set of conceptual strategies designed to address each specific challenge.

In total, between 225-250 community members engaged with the outreach team at the mobile public workshops. Nearly all of them voted on at least one of the strategies listed on the voting boards. Throughout all of the boards, community members provided nearly 1800 total votes. Also, many members of the community supplied open ended comments on the blank board which receive nearly 100 write-in responses, some of which received a few "unofficial" dot votes.

The Fayetteville Mobility Survey launched online on October 25 and closed on December 7 with 314 responses collected. Respondents were asked to identify their relationship to the city, and were allowed to select more than one option. About 90% of survey respondents identified themselves as Fayetteville residents, and 15% identified themselves as University of Arkansas students. Further, about 40% of respondents claimed to be workers or visitors at one of Fayetteville's businesses. Also, about 10% identified themselves as owners of a Fayetteville business, though only 2% identified themselves as the owner of a business in the downtown entertainment district.

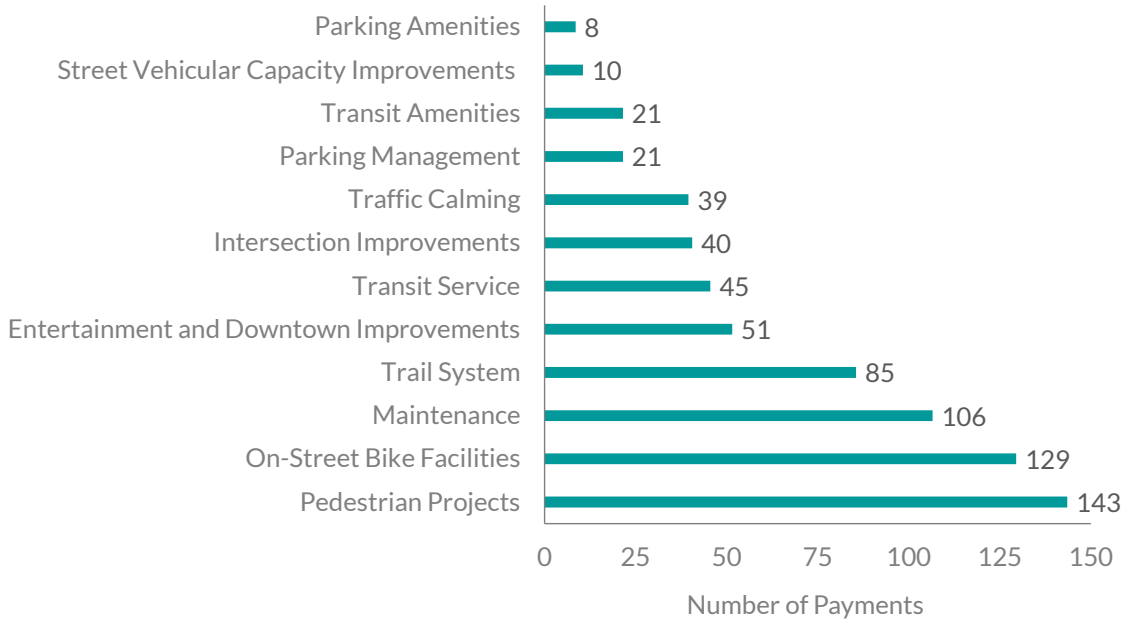
Of the ten most favored strategies, six were related to walking and bicycling (three each), and four were related to parking and transit (two each). Notably, though, the favored parking strategies related to improving the walking environment, and the favored transit strategies related to improving multi-modal connections and amenities at bus stations. The single most favored strategy involved improving low-stress neighborhood connections to the trails network through signage and traffic calming measures (Figure #-#).

ROUND 3: DRAFT PLAN WORKSHOP

Staff and consultants hosted the final round of public workshops in late spring 2017. These workshops updated the community on the current state of the FMP and presented the community with conceptual improvement scenarios and projects. These scenarios included updates to the city's street typologies as well as corridor improvements and connections designed to reduce automobile through-traffic in the central city. Participants were encouraged to comment and leave feedback about the information presented and about their thoughts on how the city should prioritize future improvements to the citywide transportation network in general, and to the Downtown area in particular.

During the investment exercise, participants were given a representative $10M budget and asked to identify which projects they believe the City should prioritize by 'paying' for the full cost of the representative projects. The results are shown in Figure 4-1. The workshops were attended by about 200 community members, nearly 140 of which participated in the prioritization exercise. Overall, the prioritization of active transportation was the dominant theme of the community's response to the project and the concepts presented at the workshops.

Figure 4-1 Improvement-Project Prioritization Activity Results



Like previous outreach rounds, an online survey accompanied the workshop events. Like the workshops, the survey was designed to update the community on the current state of the plan, present the community with conceptual improvement scenarios and projects, and encourage participants to comment and leave feedback about the information presented. Over two-thirds of survey respondents were between the ages of 26 and 50. Nearly half reported an annual income between $50,000 and 125,000 per year, and about 30% reported an annual income of less than $50,000 per year. In total, about one-quarter of respondents, each reported living in Wards 3 and 4, while about 20% each reported living in Wards 1 and 2 (about 10% did not identify their ward). In total, over 1200 community members accessed the survey.

Key findings of the exercise include:

- Active transportation projects were favored heavily, with pedestrian improvements and on-street bicycle facilities receiving the greatest votes, respectively, and the trail system with the fourth-highest votes.
- Maintenance received the third most payment-votes, showing community dedication and understanding of the need to maintain the existing network.
- Combined transit-related improvements were favored more than parking-related improvements, despite having higher costs.
- In addition to the funding exercise mentioned above, workshop participants had the opportunity to provide written comments on the proposed corridor improvements, street typologies, multimodal network improvement strategies, or other general

comments. Key takeaways from the comments include:

- Of the improvement strategies for each mode, those related to walking received the most comments. In particular, participants noted a desire to fill in missing sidewalks and to widen existing sidewalks, as well as increase the safety of pedestrian street crossings through road diets and dedicated pedestrian-only areas.
- Some community members simply agreed with the strategies listed, but requested even more transit connections and more protected bicycle lanes.
- Comments related to parking fees were mixed, with some participants in support of free public parking, and others opposed to free parking citing the importance of limiting cars downtown and improving bicycle and pedestrian access. However, most supported increasing or improving access to available parking spaces.
- Demand-based parking pricing was suggested for Downtown, as well as shared parking in lots that have low utilization during off-hours.
- There was a general opposition to increased traffic volumes, particularly near schools, and generally low prioritization of increasing roadway capacity. Similarly, participants were supportive of improving neighborhood connections to schools by improving street lighting, adding crosswalks, and reducing vehicle traffic.
- Participants noted a need for improved enforcement of speed limits, especially in downtown areas where more people are walking.
- Feedback for the conceptual corridor improvements was mainly positive, and focused mostly on the importance of safety for pedestrians and cyclists. The College Avenue South street design concepts garnered the most interest of all the corridors, and participants were generally supportive of the proposed designs.
- Most comments related to the proposed street typologies were related to sidewalks or pedestrian safety, including several noting the importance of sidewalk maintenance.

5 NEEDS & OPPORTUNITIES

KEY FINDINGS AND CONCERNS

During the first round of public engagement, the public was asked to provide concerns and comments about the current transportation network on a blank map, as well as online via a Wikimap to those who could not attend the workshops or wanted to add more feedback. Figure 5-1 summarizes key concerns by mode collected during this exercise, as well as key findings from the analysis of the existing transportation networks.

Figure 5-1 Top Concerns from the Public and Key Findings by Mode

DRIVING

TOP CONCERN

- East-west connectivity is limited
- Poor connectivity between secondary roads and main corridors
- Speed limit features and traffic calming are needed near areas frequented by children

TOP FINDING

- Most traffic flows north-south, and existing east-west connections are capable of absorbing all east-west traffic
- In 2015, 25% of traffic collisions took place within a 15 minute walk of a school, library, or recreational center

TRANSIT

TOP CONCERN

- Transit options along College Ave need improvement
- Areas outside of the central city have insufficient transit coverage
- Park and Ride is desired along I-49, Martin Luther King Jr Blvd using unused lots

TOP FINDING

- Nearly two-thirds of all residents, and half of low income residents, live within a 15 minute walk of a bus stop
- About 80% of Fayetteville jobs are within a 15 minute walk of a bus stop
- About 80% of developments approved in the last decade are within a 15 minute walk of a bus stop

WALKING

TOP CONCERN

- Sidewalks are narrow and/or contain obstacles
- Visibility of pedestrians for motorized vehicles in the intersections
- Lack of, or insufficient, crosswalks
- Lack of, or insufficient, lighting

TOP FINDING

- There are often long distances between safe or comfortable crossing opportunities, even in the downtown
- Adding only 1.25 miles of new sidewalks would create complete connections that could serve hundreds of commute trips

BIKING

TOP CONCERN

- Safety features are needed for bike lanes and trails
- Protected bike lanes are needed in downtown areas and priority corridors
- Lack of standard and covered bike parking facilities
- Safer connections to parks and trails

TOP FINDING

- Nearly 25% of Fayetteville's workers travel less than 3 miles to work, but only about 2% bike to work
- Small additions to the bike network could connect a large number of disconnected bike trips to the trail system

PARKING

TOP CONCERN

- Off-campus parking of UA students is unregulated
- Need more parking lots for trail users
- Parking regulations in or near commercial activity does not promote turnover
- Underused off-street parking takes up valuable downtown space

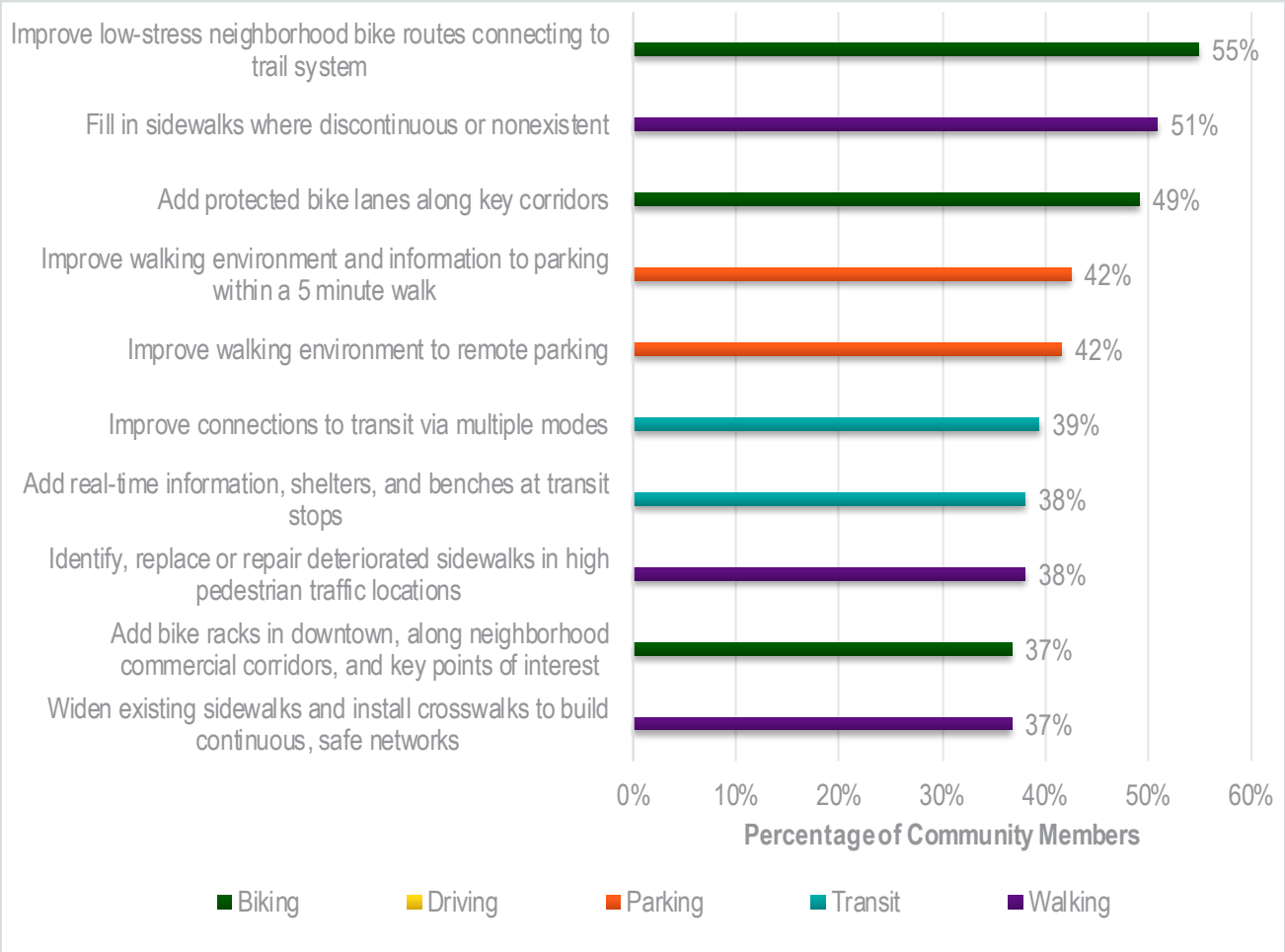
TOP FINDING

- The Parking Study Area contains approximately 9,000 parking spaces, 86% of which are located off-street, occupying approximately 25% of the land in the study area
- Approximately 40% of spaces in the Parking Study Area are publicly owned
- There are almost 30 lots and garages open to the public, occupying about 25% of the land in the study area

STRATEGIES TO IMPROVE THE NETWORKS

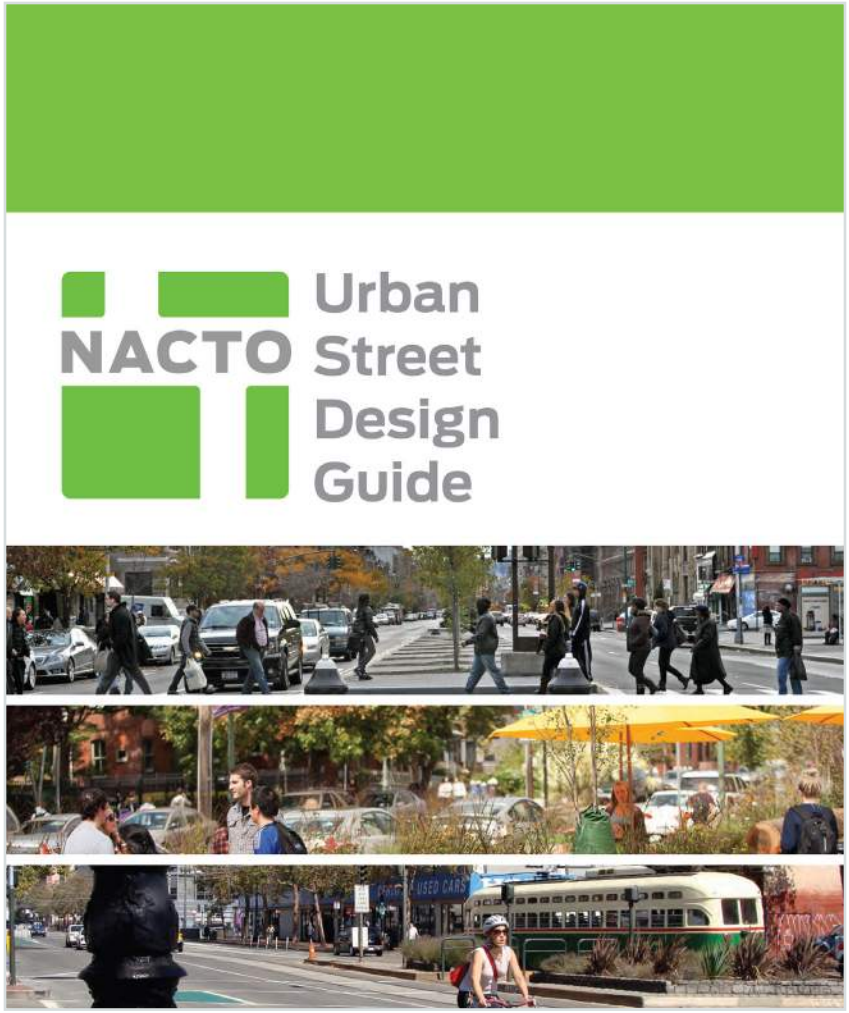
A second round of public engagement held in the fall of 2016 presented the public with the key findings of current transportation networks. The public was then asked to vote for strategies to address each specific challenge. The results are summarized in Figure 5-2.

Figure 5-2 Most Favored Strategies

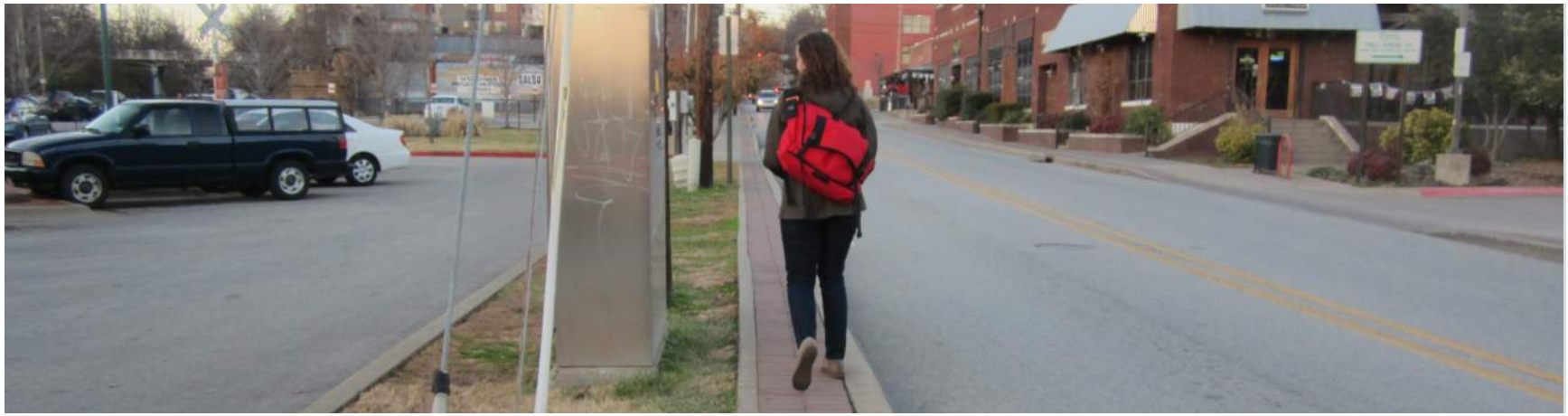


ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

Great facilities for walking and biking start with good design approaches. For all its streets, the city should use the latest editions of the design manuals published by the National Association of City Transportation Officials, or NACTO. NACTO regularly updates its *Urban Street Design Guide* and *Urban Bikeway Design Guide*, and it recently presented a guide on *Designing for All Ages and Abilities*.[1]



1 All NACTO guidance is available for free download at www.nacto.org



IMPROVING THE PEDESTRIAN NETWORK

For much of the last half of the 20th century, cities like Fayetteville made extensive investments to accommodate rising rates of automobile use. While these changes in street design benefited motorists, they resulted in safety problems for pedestrians. Figure 5-3 shows typical situations that pedestrians face in Fayetteville, along with some general solutions developed more fully in later chapters of this report.

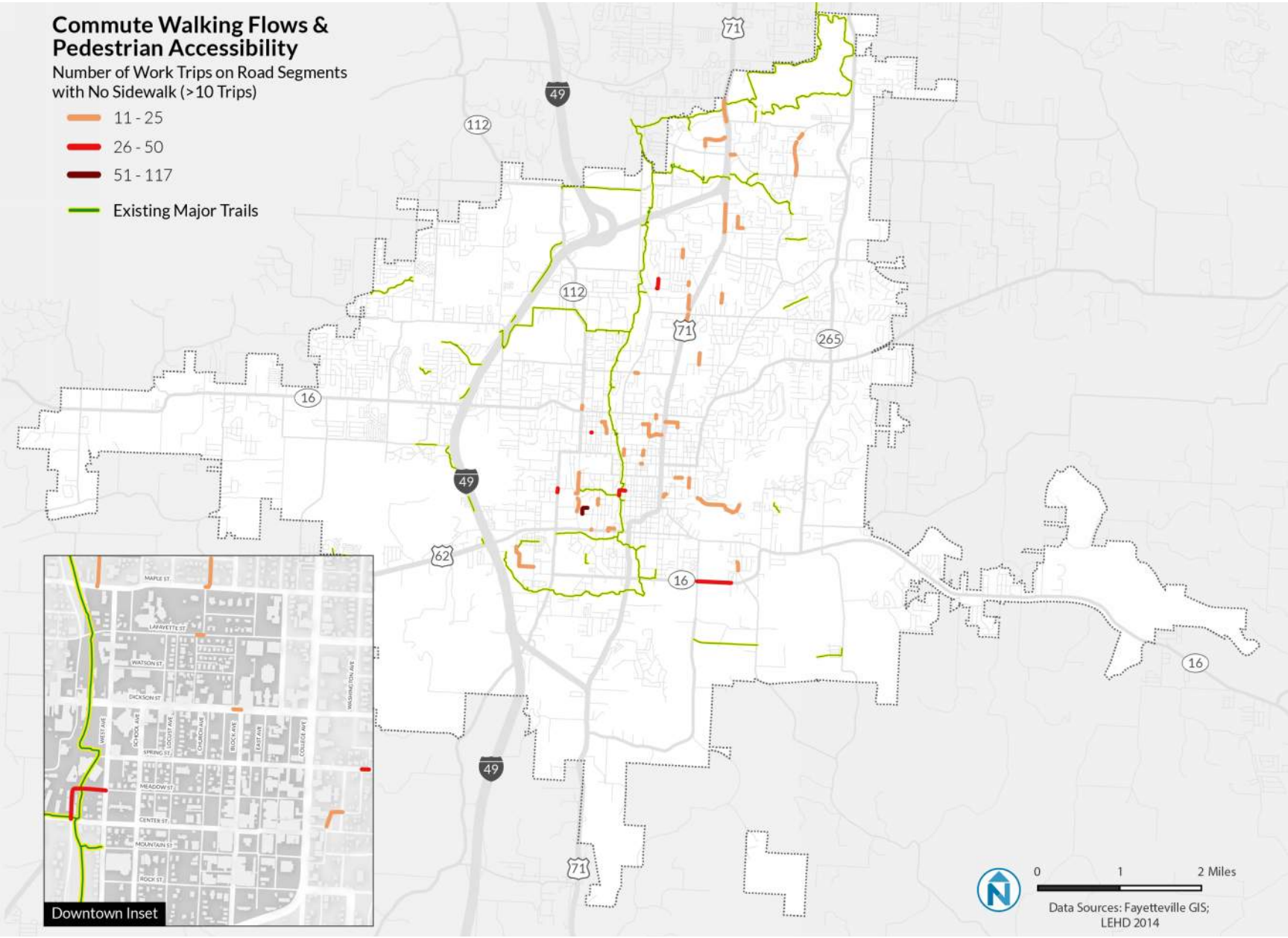
PRIORITIZE INVESTMENTS THAT SERVE THE MOST PEOPLE

The team evaluated potential walking trips citywide to understand how discontinuous sidewalks negatively impact trip-making in neighborhoods. Commute trips under 1.5 miles were mapped and cross referenced with the sidewalk network to determine where completing missing segments might enable more walk trips. The results are shown below in Figure 5-4 noting that over one hundred daily walking commute trips could be served by filling in between one and five miles of new sidewalks. This is a conservative number, however, since this analysis could only be conducted for commute trips, not leisure and shopping trips, and includes only those under 1.5 miles, or about twenty minutes.

Following this analysis are recommendations for completing the pedestrian network through investment in direct, on-street sidewalks. Additionally, pedestrian connections may also be possible in easements located outside of street rights-of-way to connect local residential areas, schools and institutional destinations, and other points of interest, such as the transit network. Much like the corridor improvements, these recommendations are intended to offer sample interventions that can be replicated in other districts and locations. Note that this simple GIS analysis may reveal very low-traffic-volume street segments as gaps that may not be high priority for sidewalk installation.

Figure 5-3 Typical Pedestrian Safety Concerns and Solutions

Figure 5-4 Gaps in the Commute Walking Network

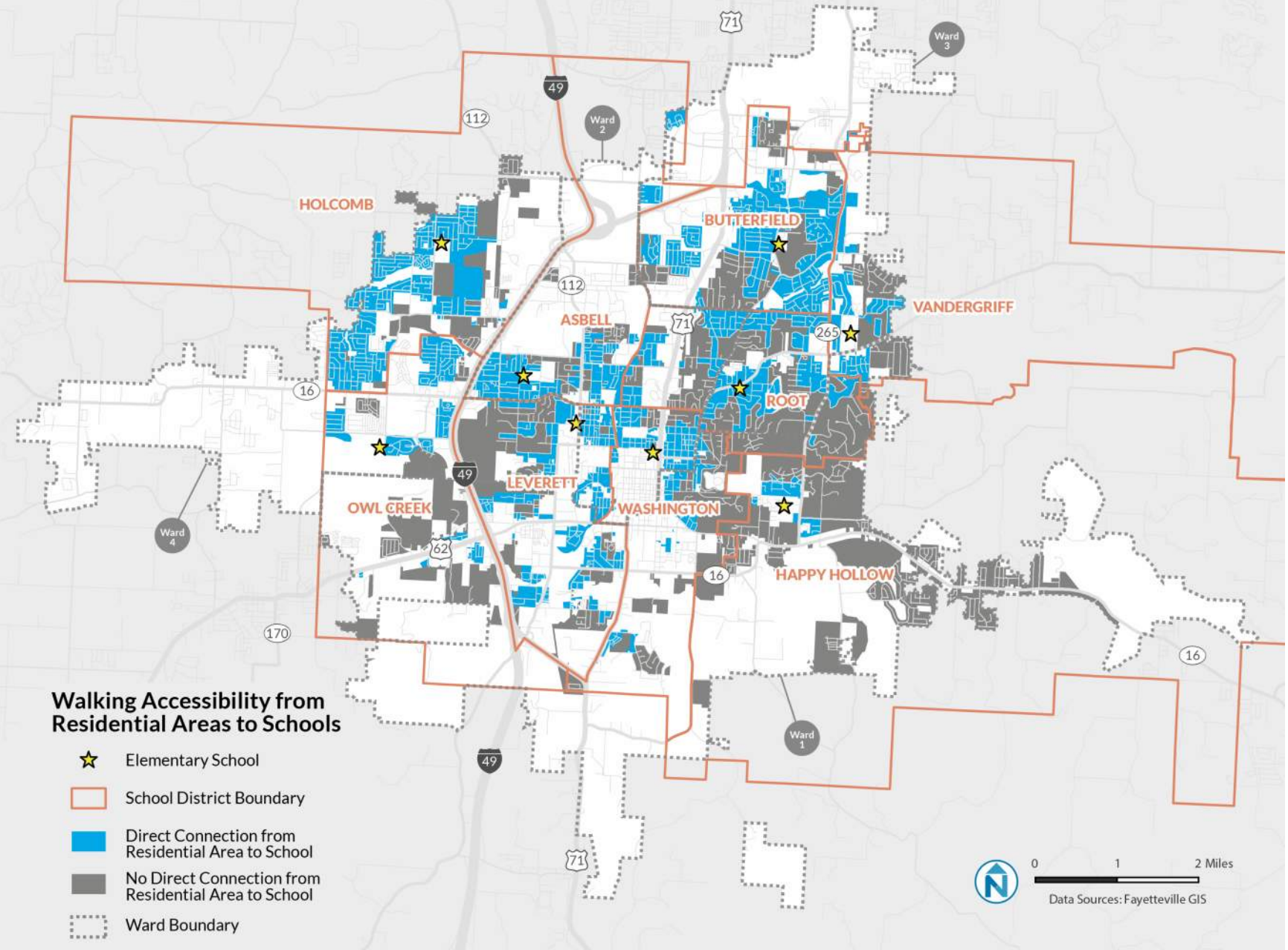


PRIORITIZE SCHOOL ACCESS & SAFETY

Gaps or deficiencies in the active transportation network can impact pedestrian and bicyclist safety, and reduce rates of walking and biking. To identify gaps, the project team focused on accessibility to schools, in part because crash data from 2011-2015 period showed that 25 percent of auto collisions in 2015 took place within the 15-minute walkshed of a school, library or recreational center. In addition, elementary and middle school students are an ideal target population for walking and biking given their short, predictable daily commute trips, and lack of personal car ownership.

The following figures distinguish residential areas in each City Council ward that have good walking accessibility to school from areas that lack connections. Potential solutions are presented for each ward that could improve school accessibility.

Figure 5-5 Walking Accessibility from Residential Areas to Schools



Ward 1

Ward 1 contains Happy Hollow Elementary School located west of Crossover Road. This school is in a residential area that has varying degrees of density in close proximity to the school. Streets and neighborhoods east of the school would benefit from crossing facilities at the intersection of E. Peppervine Drive and Crossover Road. Two new crossings on Huntsville Road and a new trail as a continuation of Cherry Lane connecting with Hollow Park would improve the accessibility for the residents south and west of the school.

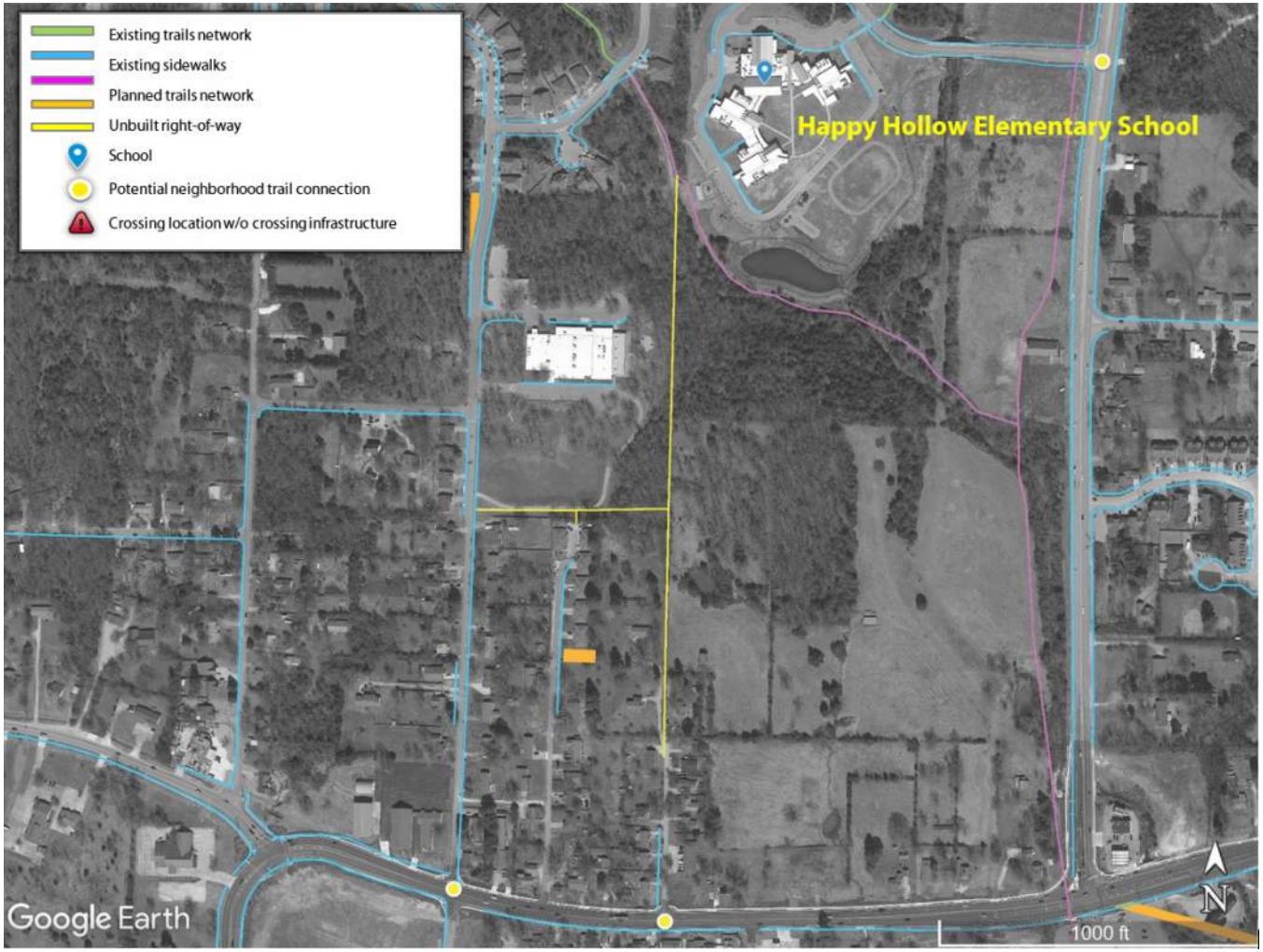


Figure 5-6 Potential Connections to Happy Hollow Elementary

Ward 2

Ward 2 is the most connected of the four wards due to its centrality and higher densities, though there are still some areas negatively impacted by disconnected or discontinuous routes. Woodland Junior High School was selected for analysis in this area. Streets and neighborhoods to the north, west, and south of the school are well connected, but streets east of College Avenue are not. A few simple connections would greatly improve connections to large neighborhood areas. Figure 5-7 illustrates a future pedestrian connection that may be possible through the Brooks-Hummel Nature preserve connecting Sycamore Street to E. Broadview Drive. This area has significant topographical constraints, but it also presents a unique opportunity to connect the neighborhoods along Mission Boulevard and Old Wire Road to the College Avenue corridor and Woodland Junior High through a natural woodland tucked away in the center of the city.

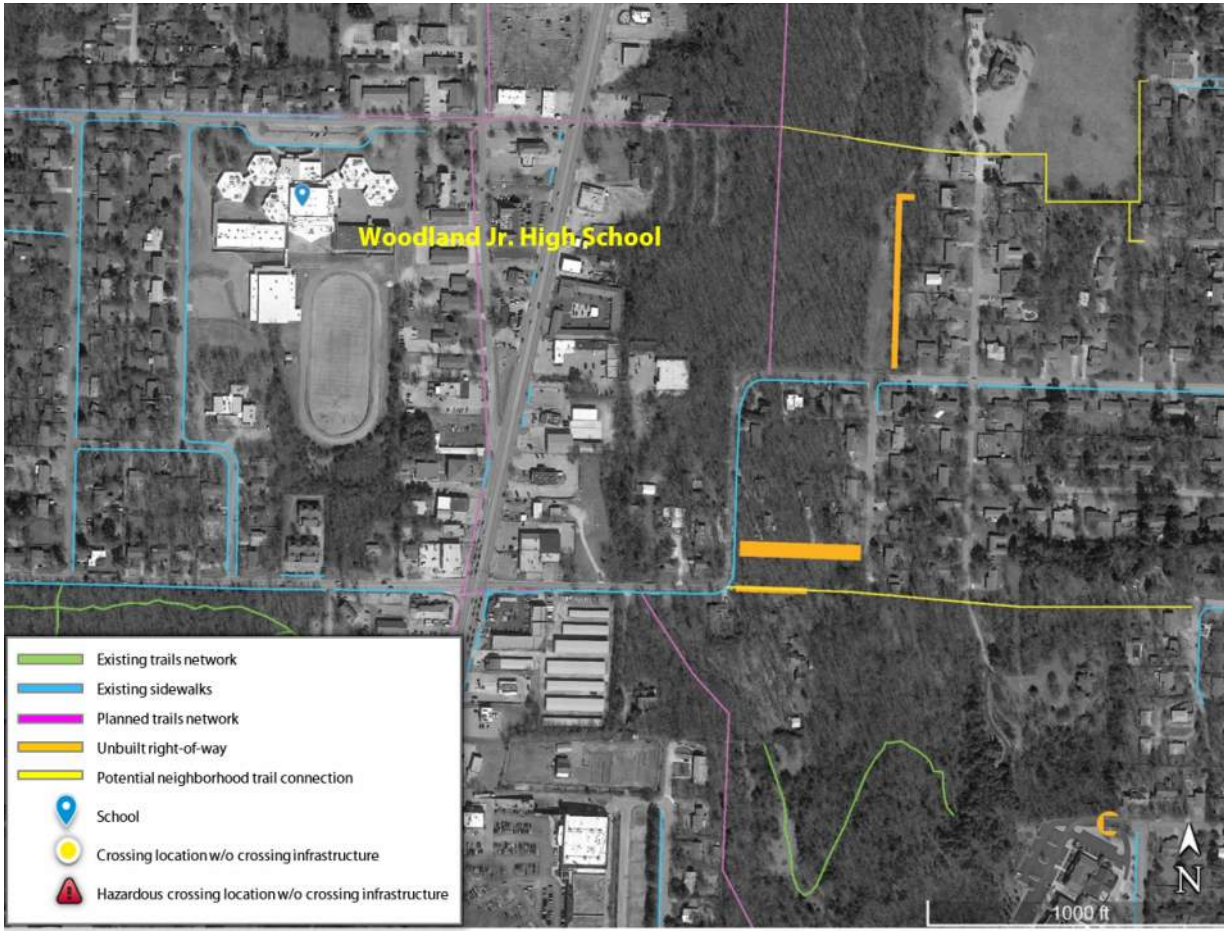


Figure 5-7 Potential Path Connections to Woodland Jr High

Ward 3

The street networks located in Ward 3 were primarily developed in the post-war era and as such this area is predominantly low density residential, with cul de sacs and disconnected streets. The Ward has many disconnected areas that are undeveloped and wooded. McNair Middle School and Vandergriff Elementary were chosen as sample destinations for this analysis in Ward 3. Both schools are located on the same plot surrounded by a small wooded area, though they have very different student catchment areas. The plot itself is fairly disconnected, particularly from neighborhoods to the north and west. An existing informal path to the immediate north of Vandergriff Elementary should be formalized and improved. A long utility easement corridor also has the potential to connect several dead-end streets, and additional connections to the planned trails network.

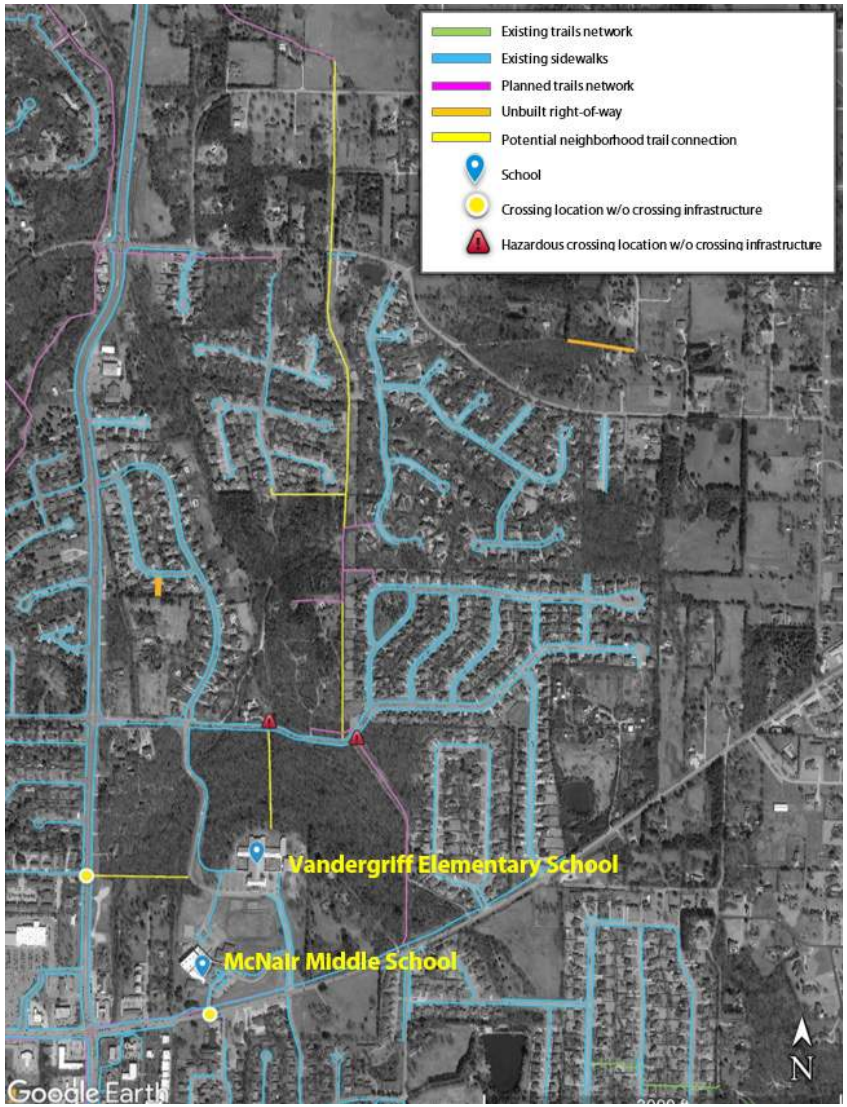


Figure 5-8 Potential Path Connections to Mcnair Middle School/Vandergriff Elementary

Ward 4

Ward 4 consists primarily of areas west of I-49 that have been developed in the last two decades. This ward has seen the most residential development in the last few years and there are several new residential developments under development. The on-going development growth in Ward 4 has resulted in substantial opportunities to create connections going forward into the future. Holt Middle School and Holcomb Elementary were chosen as sample locations in this area. Fortunately, the existing east-west connections from Salem Road to Deane Solomon Road allow students from several streets in the adjacent neighborhoods to avoid traversing Mount Comfort Road.

Making a new pedestrian connections between Firefly Catch Drive and Edgewater Drive would provide much improved access to Holt Middle School from a limited entry/exit neighborhood. A north-to-south extension from the east-west Salem Road to Deane Solomon Road connection could be added to simplify access to Holcomb Elementary School and allow younger students to avoid Salem Road.

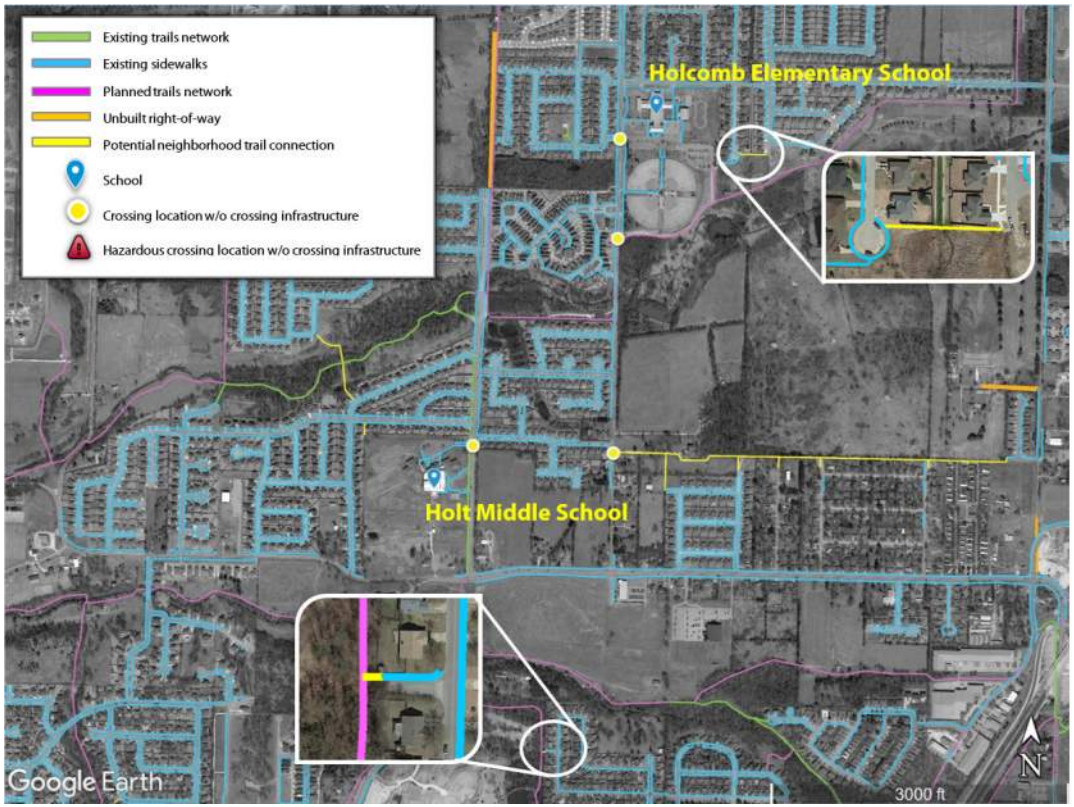


Figure 5-9 Potential Path Connections to Holt Middle School and Holcomb Elementary School

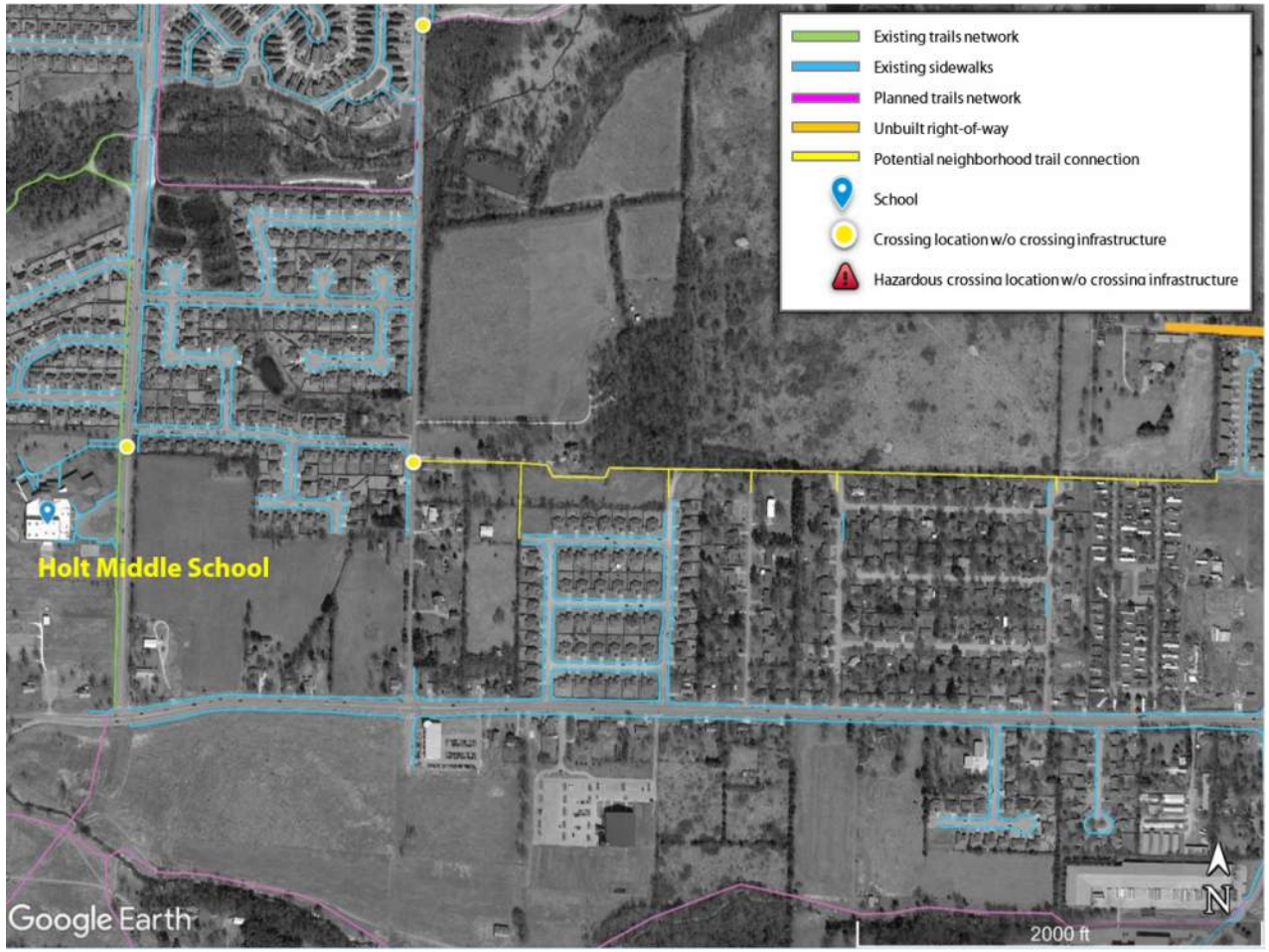
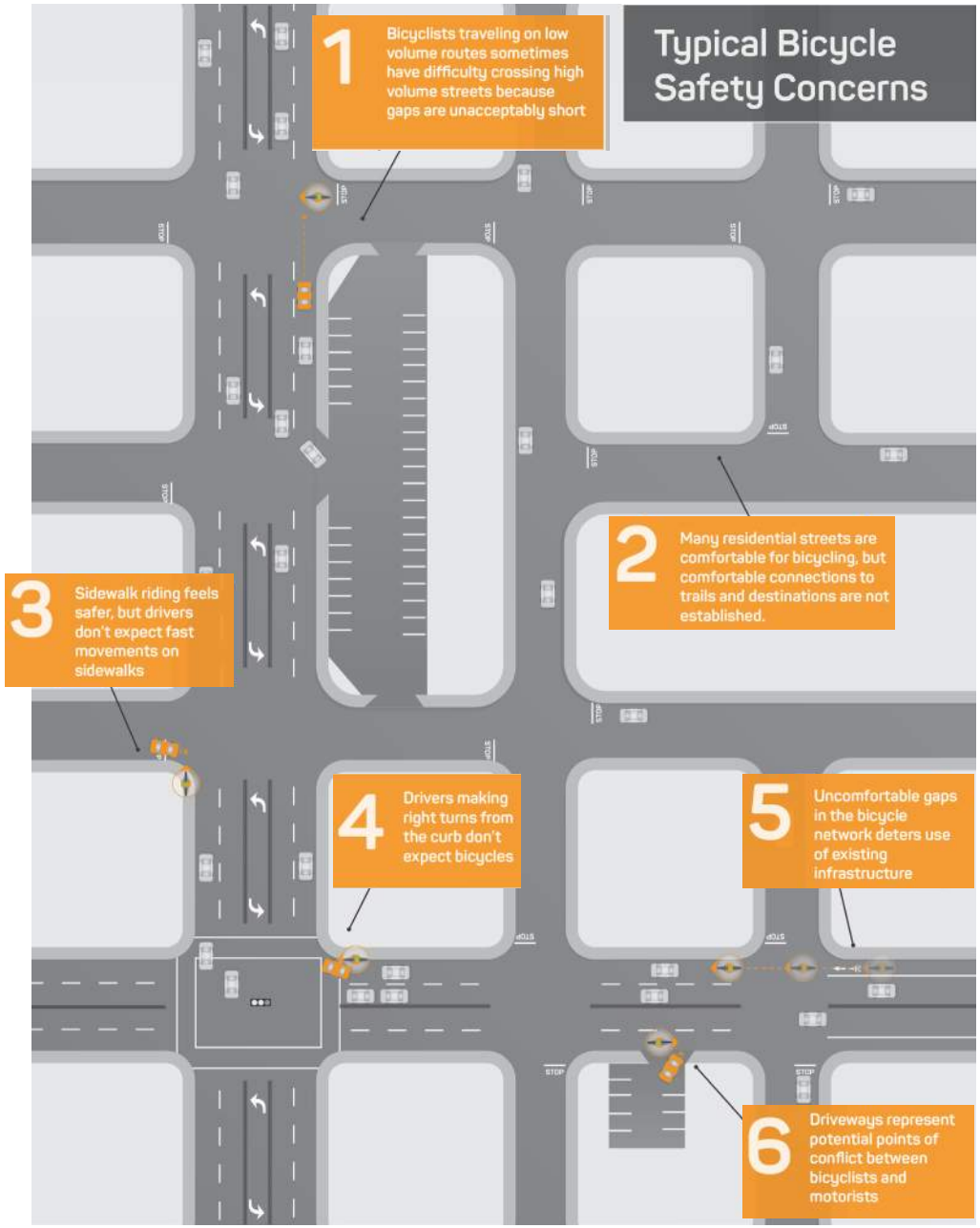


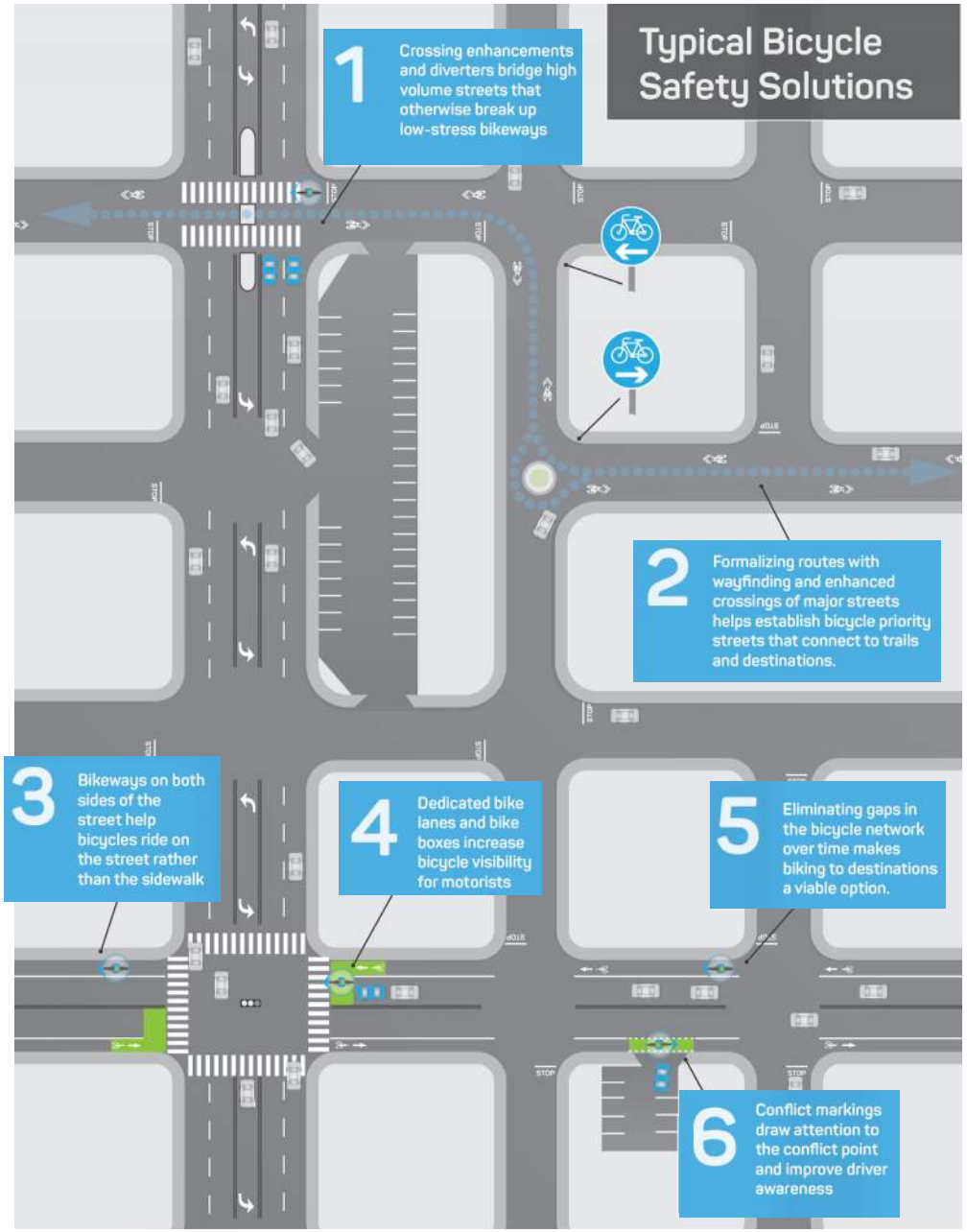
Figure 5-10 Continued: Potential path connections to Holt Middle School and Holcomb Elementary School (Salem Road to Solomon Road)

ADDITIONAL STRATEGIES TO IMPROVE SAFETY

- Add traffic calming features within residential areas, such as speed humps and curb extensions at the main entrances of residential areas. See the Traffic Calming section in the Street Plan Chapter.
- Improve signalization in places where more than one collision has occurred, and in the shared routes.
- Add ladder-style crosswalks at intersection legs where they are missing.
- Add median refuges for pedestrians, particularly at unprotected intersections.
- Use pedestrian countdown indicators and Leading Pedestrian Intervals at traffic signals.
- Include automated pedestrian detection at signalized intersections.

Figure 5-10 Typical Bicycle Safety Concerns and Solutions





IMPROVING THE BICYCLE NETWORK

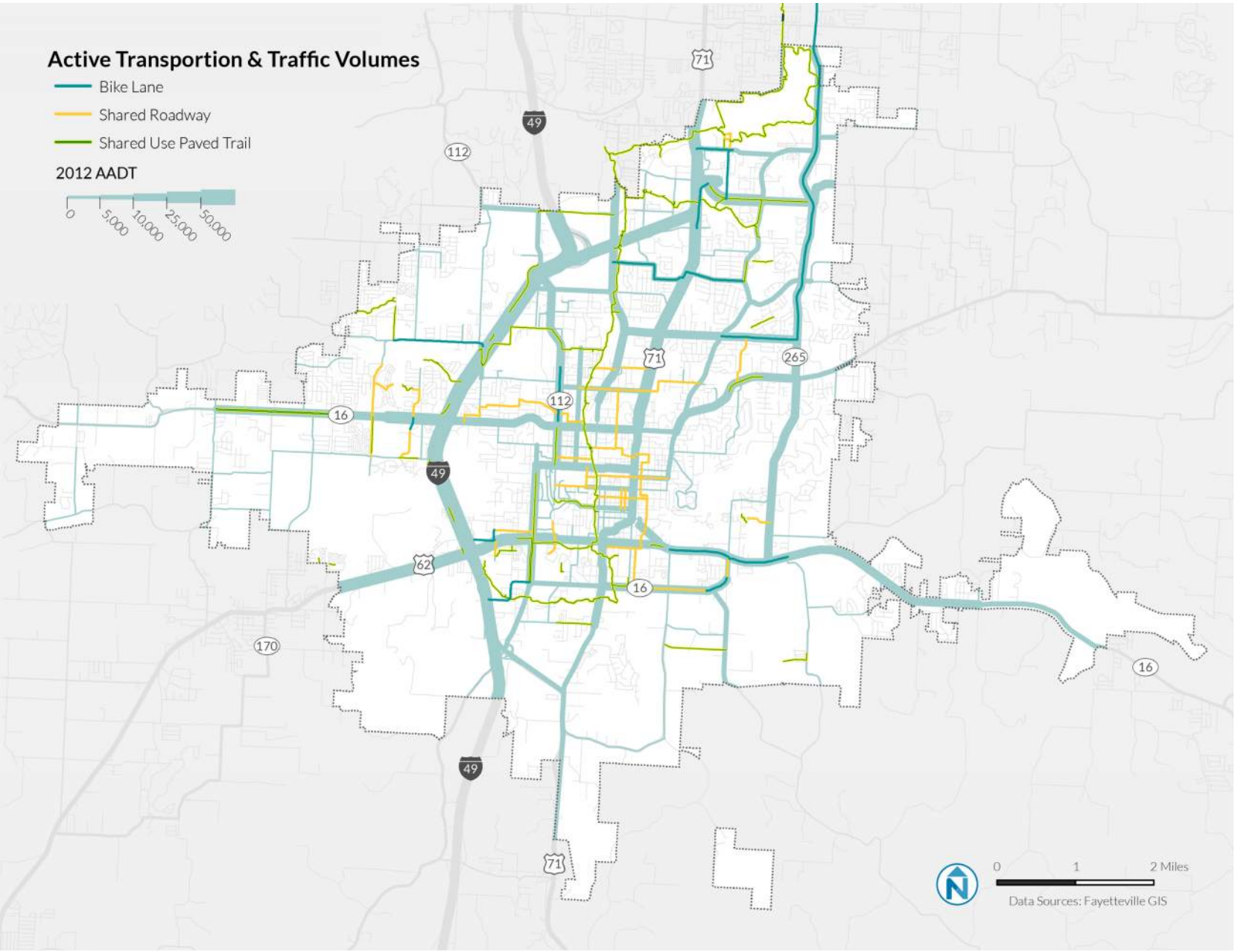
Roadway conditions that facilitate fast cars and trucks can also create hazardous conditions for people on bicycles. Figure 5-10 summarizes typical situations cyclists experience on Fayetteville's streets, along with generic solutions. These solutions are developed in greater detail in later chapters.

Figure 5-11 Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facilities
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts.	Protected Bicycle Lanes
< 10 mph	Less Relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 10 mph	≤ 1,000 - 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 - 1,500			
	≤ 1,500 - 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 3,000 - 6,000			Buffered or Protected Bicycle Lane
	> 6,000			
	Any	Multiple lanes per direction		Protected Bicycle Lane
> 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	> 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge condtions with limited conflicts		Any	High pedestrian volume	Bike Path with Seperate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-use Path or Protected Bicycle Lane

Source: NACTO

Figure 5-12 Existing Traffic Levels and Bike Networks



ACCOMMODATING ALL AGES AND ABILITIES

Fayetteville has many of the makings of a great biking city: A compact core, large student populations, a trail system, and a moderate climate. Beyond the trail system, however, the city lacks a connected network of bike facilities that attract riders beyond the most confident. If Fayetteville is typical of national data, only about 1% of its residents would feel comfortable riding on typical city streets. Meanwhile, about 60% of residents would be interested in riding a bike, but only feel comfortable on separated bikeways or very low speed, low traffic volume streets (another 32% are not interested in cycling at all).

Proper bicycle facility design is rooted in context. Streets with fast, heavy traffic require greater separation between bike riders and traffic lanes. Streets with very low traffic speeds and volumes allow cars and bikes to share the same space. Figure 5-11, on page 5-17, is NACTO's guidance for the types of bike facilities most suited to different roadway and traffic conditions. To the extent practicable, these recommendations were included in the plans recommended street designs in later chapters. For more detail, see the NACTO *Urban Bikeway Design Guide* at www.nacto.org.

ROAD NETWORK IMPROVEMENTS

NEW CONNECTIONS

Among the most frequent comments collected during the public outreach process relate to improving the connectivity between secondary roads and main corridors, such as extending Township Street to Garland Avenue and Drake Street.

Together with the City of Fayetteville, the project team selected eight of the "Planned Streets" included in the 2011 Fayetteville Master Street Plan and evaluated their usefulness to distribute traffic and accommodate active transportation by quantifying the distribution of commute trips among the road network. These new road connections would create travel time savings for some commutes by reducing delay or increasing directness. Figure 5-13 summarizes the advantages and disadvantages of each of these projects in terms of traffic distribution and provision of space for other modes.

As shown below, the completion of the "Arterial Loop" would benefit the highest number of commute trips, because it would provide a higher speed (minimum posted speed of 40 mph), higher capacity link than the current options, even though some trips would cover a longer distance.

Appendix C includes an explanation of the assumptions and process taken for the evaluation of new road connections such as the speed, as well as a summary of the traffic distribution in key corridors.

Figure 5-13 Planned Street Key Findings

Description	Advantages	Disadvantages
Extension of E Township Street. to Garland Ave	Decreases Traffic along MLK Jr Boulevard, Mission Boulevard and Garland Avenue to provide room for other modes, transit and non-motorized	Increases traffic along College Avenue.
Extension of Garrett Street to Gregg Ave	Decreases Traffic along MLK Jr Boulevard, Mission Boulevard and Garland Avenue to provide room for other modes, transit and non-motorized	Modest traffic shifts
Completion of the Arterial Loop*	Removes through traffic, with a significant decrease during the peak hour along College Avenue (-15%), MLK Jr Boulevard (-45%), Mission Boulevard, North Street, Dickson Street, and Garland Avenue. Reduced travel time for 40% of commute trips.	Increases trip length (total vehicles miles traveled)
Extension of W Drake Street to College Ave	Decreases traffic from College Avenue, North Street, MLK Jr Boulevard	Modest traffic shifts
Shiloh Drive-connection between Wedington Drive and Mount Comfort Road.	New connection parallel to I-49 between non-residential areas; Potential transit corridor	Slight traffic improvements
Rockwood Trail Connection to Crossover Road	Decreases Traffic during peak hour along MLK Jr Boulevard, Mission Boulevard and Garland Avenue to provide room for other modes, transit and non-motorized	Modest traffic shifts
Rolling Hills extension from Old Missouri to Crossover Road	Decreases Traffic along MLK Jr Boulevard, Mission Boulevard and Garland Avenue to provide room for other modes, transit and non-motorized	Modest traffic shifts, and adds traffic through residential areas
Persimmon Street I-49 overpass and connection to Wedington east of I-49	Could decrease congestion in the Wedington Dr-I-49 interchange	Unless the existing characteristics of Persimmon improve (speed), Wedington is still more attractive

* https://www.fayetteville-ar.gov/1942/Transportation-Projects

TRAFFIC REDISTRIBUTION

The following figures show traffic redistribution in relation to the existing conditions. Road segments highlighted in red would experience an increase commute traffic volumes, while those in blue would see traffic volumes decrease.

Figure 5-14 below shows how traffic would redistribute if the proposed Arterial Loop were completed around downtown. When completed and with wayfinding to attract all through traffic, it would help decrease traffic along College Avenue (Highway 71) and M.L.K. Jr. Blvd.

Figure 5-15 shows how traffic would redistribute by constructing the Persimmon/Cleveland connection and Figure 5-16 by extending Rolling Hills Drive to Crossover Road. Figures showing the traffic redistribution for the other new connections are included in Appendix C.

Figure 5-14 Traffic Redistribution: Closing the Arterial Loop

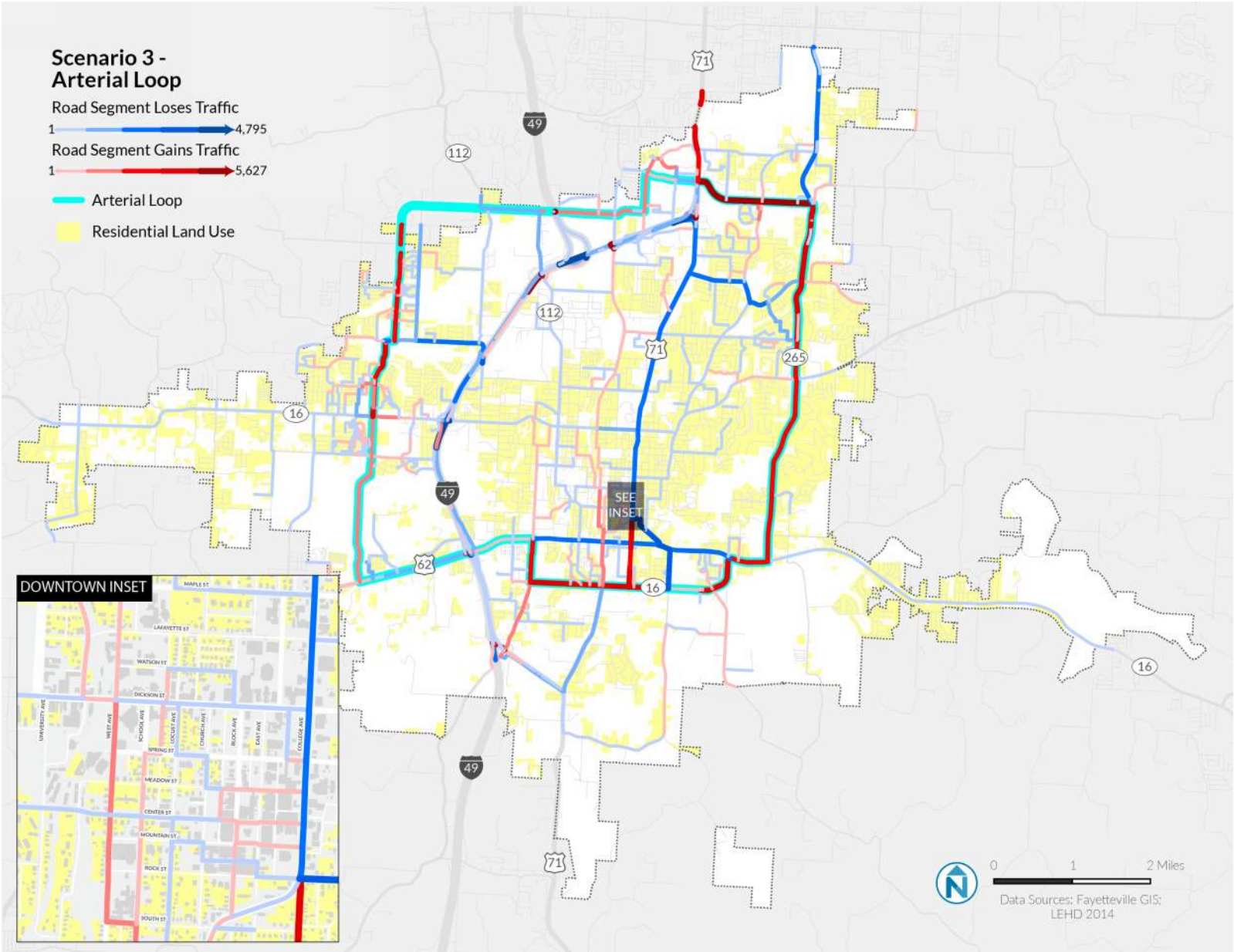


Figure 5-15 Traffic Redistribution: Connection of Persimmon Street to Cleveland St

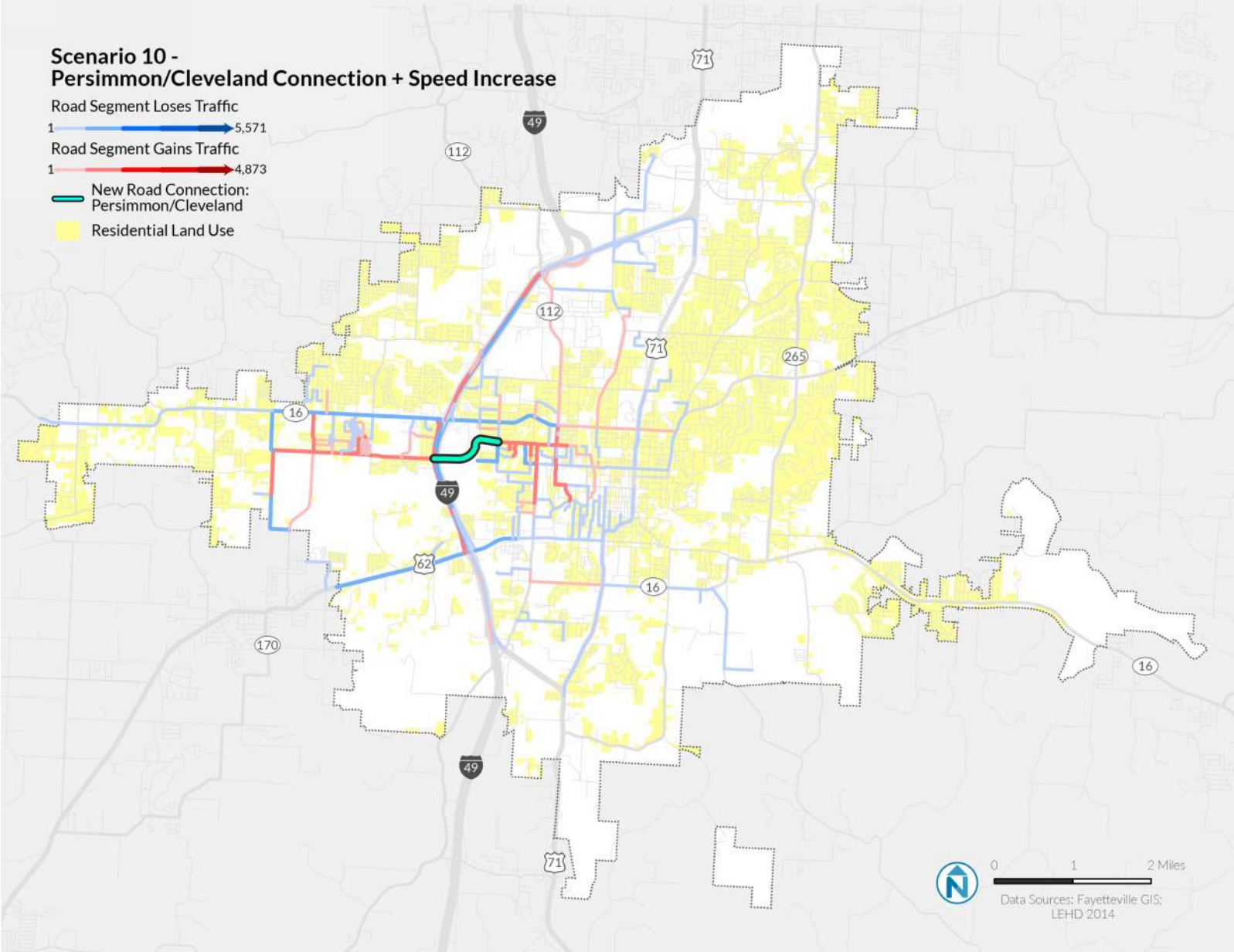
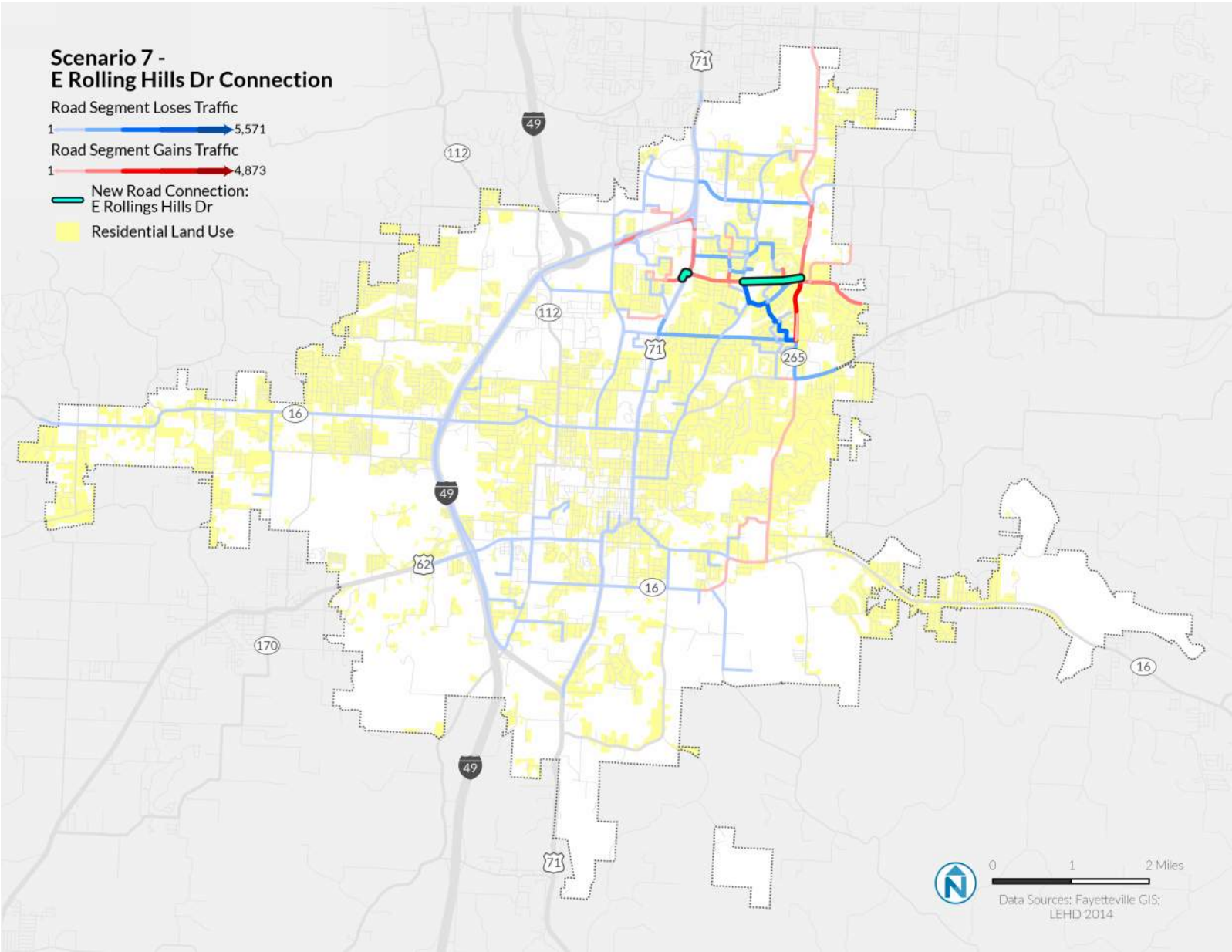


Figure 5-16 Traffic Redistribution: Connection of Rolling Hills Drive to Crossover Dr



TRANSIT NETWORK IMPROVEMENTS

As mentioned in Chapter 3, "Today's System," Fayetteville is served by two transit providers: the University of Arkansas Razorback Transit (RT), and Ozark Regional Transit (ORT). Having two providers complicates the City of Fayetteville's ability to influence changes in the transit network. The City of Fayetteville sets policy and contributes to funding, but does not operate transit service. As such, transit recommendations are split into planning or design improvements (as a municipality), and policy or programming recommendations (as a policy and funding agency).

PLANNING AND DESIGN RECOMMENDATIONS FOR TRANSIT

Many transit agencies operate in environments controlled by local governments who support the vision of accessibility for all road users, including those who do not own a car by choice or by circumstance. In Fayetteville, about 7% of households do not own a personal vehicle. For these households, a robust transit service offers them access to jobs, school, shopping, and leisure activities. The following recommendations are intended to support everyday transit operations and improve access:

- Partner with ORT and RT to offer park & ride opportunities across the city, using existing underutilized parking areas, such as those at churches and major retail areas like Fiesta Square. These locations should be within walking distance of existing major transit stops, with adequate sidewalk access to ensure that pedestrians and transit riders have safe options for accessing transit.
- Increase bike-to-transit options by adding bike parking to park and ride facilities. Ensure safe bike access from major bike routes and trails – including the Razorback Greenway -- to transit stops.
- Incorporate transit-friendly street design elements in high-frequency, high-ridership corridors and stops. Many of the recommendations within the proposed street network typology discuss standards that are more accommodating to transit vehicles such as lane-widths, turning radii, stop bar locations, etc. These conditions are solely within the purview of the local agencies, and in some cases ArDOT, but they have a large impact on transit travel times and reliability.
- Complete the Shiloh Drive connection, which could create a new transit corridor parallel to the expressway and connect the Urban Centers as detailed in Chapter 6.
- Explore Transit signal priority to reduce bus delay and invest the time savings in improved frequency or route extensions.

POLICY AND PROGRAMMING RECOMMENDATIONS FOR TRANSIT

As a contributing funder, the City shares common goals with the transit agencies that serve it and the region, and further can support the following activities to support those goals:

- Partner with ORT, RT, and ArDOT to implement bus rapid transit along a high-capacity/high-ridership corridor, such as College Avenue. Dedicated transit lanes, transit signal priority, and other design and technology treatments can greatly improve transit operations for thousands of existing riders while paving the way for higher capacity transit for the longer term. This is especially important as the City continues to focus on infill development in the city core and along major arterial roadways.
- Target land use growth in areas where transit growth is appropriate and likely.
- Partner with ORT and RT to expedite transit amenities through funding or policy relief. Such activities might include programs to support the installation of transit shelters on key local and regional routes or the prioritization and construction of new sidewalks adjacent to transit lines, particularly any future bus rapid transit route.
- Consider new development impact fees, Transportation Demand Management requirements, or developer agreements that could raise funds from new development for transit enhancements. Over the last decades, approximately 20% of new development is beyond a 15-minute walk of transit stops. Redistributing existing bus service to newly developed areas, however, would simply worsen service for existing corridors, and likely result in a net loss of transit ridership.

STOP

6 STREET PLAN

OVERVIEW

Different streets have different needs. In order to provide designers with guidance on dimensions, engineering details, and management approaches, almost all cities divide streets into "types" or typologies. Most cities use the Federal Highway Administration's "functional classification" system, which divides streets into arterial, collector, and local streets. Functional classification can be a useful approach, but it provides limited information about the street. Functional classification says nothing about the role of streets in serving people on foot, bicycles, or transit. It also does not take into account how good street design should accommodate different land uses. A retail main street has very different design needs from a rural highway, though they can both be classified as an "arterial." Similarly, a collector road through an industrial area has different design needs from a collector through a residential neighborhood.

The current Fayetteville Master Street Plan Map and street cross-sections were adopted by the City Council

in 2011. They illustrate future street locations for capital planning, identify new street connections through future developments, and provide detailed dimensions for new streets, sidewalks and green space. This Master Plan classifies streets in nine groups, based on functional classification, and provides some guidance based upon land use context options for different urban developments to accommodate different modes and low-impact development neighborhoods.

The FMP builds upon the Master Street Plan and ongoing land use planning updates to provide additional guidance for designers, with a particular emphasis on how design approaches change based upon land use context, and how to address tensions among different modes when there is competition for space. These street types establish clearer priorities, with allowed and required dimensions for all roadway elements.

Efforts to update the city's land use plan, City Plan 2030, are underway. The recommendations presented below for updating the street typologies will be folded into the Master Street Plan as part of the overall City Plan update.

STREET TYPES

Street types may not be consistent for the whole of a corridor. Just as land use context changes –from low density residential neighborhoods to neighborhood business districts to areas of industry and production to the core downtown – so too do the street types change.

Figure 6-1 Definition of Street Types

Street Types	Definition	FHA Classification
Urban Center	Serve the dense, mixed-use downtown core Accommodates heaviest pedestrian activity Incorporates bike/transit facilities as needed	Local Road
Regional High Activity Links	Regional connector carrying local and regional multimodal traffic Serves a variety of densities and land uses	Principal Arterials
Regional Links	Regional connector carrying local and regional multimodal traffic Serves low-density residential areas, open spaces	Principal Arterials
Neighborhood Links	Spines through residential neighborhoods Collects vehicles, cyclists and pedestrians from residential streets and connect to Regional Links	Minor Arterials/ Collectors
Residential Links	Provides access to local residences Functions as shared spaces for vehicles, cyclists, and pedestrians	Local Road

URBAN CENTER

Urban Center Streets are critical to the quality of place in Fayetteville neighborhoods. These special areas are local destinations for residents from adjacent neighborhoods and further afield. They support unique dining, shopping and employment opportunities and add character and commerce to the Fayetteville economy. These typically compact areas often have moderate- to higher-volume multimodal streets, but may include low-traffic-volume streets as well. These streets prioritize access for delivery vehicles, patrons, and workers arriving by foot, bicycle, transit or vehicle.

Equally critical is the quality of the pedestrian environment. Inviting sidewalk zones correspond positively with higher retail sales and greater commercial value of properties along these streets. The pedestrian zone should be buffered from roadway traffic by curbside parking or a generous amenity zone to increase pedestrian comfort. Formal or informal seating is crucial for inviting pedestrians to gather, visit and linger along the street. Additionally, pedestrian scaled street lighting increases the perceived safety and attractiveness of the street during evening hours.

Street vehicle speeds should be slow and well managed through street design, traffic calming techniques, traffic signal management, and speed limit enforcement. Slow speeds should permit pedestrians to cross the street from curbside parking or sidewalk to the opposite side of the street at any point along the block face. Where this is impractical, marked crosswalks should be provided at frequent intervals. For more detail, see the Traffic Calming section below.

Robust tree canopies contribute positively to economic productivity of the street. Studies have shown that patrons will stay longer and spend more on tree-lined streets due to the benefits that trees bring, such as a safer walking environment, sun and rain protection, pollutant reduction and increased security[1].

1 http://ucanr.edu/sites/sjcoeh/files/74156.pdf

It is vital that streets accommodate safe access and mobility by all modes of travel. It is a priority in the Urban Center typology to provide a wide pedestrian zone to accommodate pedestrian volumes. Given also the variety and volume of mobility demands from the other modes, it may be difficult to provide separated or protected bicycle facilities. When the segment is a component of the bicycle priority network, however, designated and marked facilities should be accommodated.

EXAMPLE STREETS:

- Dickson Street, Locust Avenue

ANTICIPATED AND DESIRED USES:

- Commercial activities such as café dining or retailing.
- Residential uses both at the ground and upper levels.
- Patron, client and worker access by way of vehicle and bicycle parking, quality transit stops and inviting pedestrian zones.
- Moderate to higher pedestrian volumes.
- Moderate to higher frequency bus transit service and access.
- Delivery truck access.

PRIORITY USERS

- Commercial patrons and visitors.
- Delivery vehicles, which should be accommodated to ensure they do not park on sidewalks or block travel lanes or bike lanes.
- Workers and proprietors.

DESIGN OBJECTIVES

- Support and strengthen economic productivity and value.
- Enable efficient and unobtrusive delivery of goods and removal of waste.
- Accommodate high frequency and short duration commercial transactions.
- Enhance street quality and image.
- Enhance access via all modes (pedestrian, bicycle, transit, vehicle).
- Accommodate multimodal through travel.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Narrow travel lanes help slow traffic speeds and minimize pedestrian crossing distance.
- Bi-directional street operations are preferred. Center line may or may not be marked.
- One-direction streets needs to be designed with narrow traffic lanes to avoid high speeds
- Short block lengths and frequent intersections are preferred. Intersections may be stop or signal controlled or uncontrolled.
- On-street parking on one or both sides of the street is preferred. Parking should be well managed to optimize occupancy while at the same time providing a limited but continuous amount of available access. Parking may or may not be metered.
- Adequately scaled and spaced loading zones are required to support commercial needs. Loading

periods may be managed and loading zone usage enforced.

- Sufficient and convenient bicycle parking is required.
- Curb lane should be used for on-street parking, bike facilities, parklets or clear zones to increase visibility near intersections and allow for emergency vehicle minimum width requirements.
- Pedestrian crossings along the length of the segment should be anticipated. Crosswalks may or may not be marked at uncontrolled locations. Midblock crossings connect trip generators on opposing sides of the street and minimize out of direction travel for pedestrians. Crosswalks should be marked at controlled intersections.
- Transit service is common and encouraged. Transit stops should provide adequate amenities for a quality rider experience. Transit amenities must not constrain the minimum required pedestrian clear zone.
- Curb cuts and driveways should be discouraged and minimized in favor of alleys and shared access points from minor/intersecting streets.
- Large canopy trees are desired. Pervious hardscape amenity zone may take the place of planted parkways.
- Streetscape should provide a quality environment. Standard materials, installed with quality workmanship, are acceptable and in many cases encouraged. Special materials may be used if maintenance agreements are provided.
- Public art, wayfinding and other unique features of place are appropriate and encouraged.
- Access to Urban Center streets by foot, bicycle, transit, and vehicles are all vitally important. They must adequately accommodate necessary through travel at speeds and volumes that do not substantially degrade the economic viability of the corridor.

REGIONAL HIGH-ACTIVITY LINK

Fayetteville has several larger, regionally significant streets that move a high volume of motor vehicle traffic and serve destinations such as big employers and shopping malls, while accommodating transit stops, pedestrians and bicycle activity. Generally serving low density commercial strips, parkland, institutional and residential land uses, street environments at present often lack a distinctive character. Given high traffic volumes of somewhat higher speeds, these streets typically require that bicyclists and pedestrians be physically separated from traffic. Crossings must be safe and well-marked with adequate crossing time.

The current character of a Regional High-Activity Link could vary substantially at present, from the more sprawling strip retail character of MLK Jr Boulevard to the more commercial and office dense areas appearance of Joyce Boulevard.

Regional High-Activity Links are critically important in the regional travel network and together with Regional Links are generally continuous from one end of the city to another. They may also connect from a point in the city to travel corridors that continue out into the region. They commonly have large vehicle volumes and may have a significant number of trucks as well. In addition to automobiles, these streets often have significant demands by transit users and bicyclists. Although at present, the pedestrian environment is often challenging, pedestrian mobility is imperative. Given the high volumes and relatively high speeds, non-motorized users should be well protected and buffered from moving traffic.

It is recommended to have a minimum greenspace or furnishing zone as a buffer between the roadway and walkways. Pedestrian buffers may take a variety of forms, but trees parallel to the curb line establish an attractive and unifying character for the street and improve the overall environment.

EXAMPLE STREETS:

- College Avenue (Highway 71), MLK Jr Boulevard.

ANTICIPATED AND DESIRED USES:

- Significant through vehicle travel.
- Access to major employment and commercial destinations.
- Safe non-auto travel options both day and night through all seasons.
- Robust Street trees to define street edge.

PRIORITY USERS

- Through vehicle travel.
- Through person travel via all modes.
- Worker and patron access.

DESIGN OBJECTIVES

- Improve street character while maintaining critical connectivity for through travel.
- Support land uses or any planned transition of adjacent land uses.
- Improve safety and operation for all users.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Appropriately scaled travel lanes to support through travel as well as safe pedestrian crossings.
- Medians and pedestrian refuges for pedestrian safety and safe vehicular movement.
- High visibility lane markings.
- Sufficiently frequent pedestrian crossings to minimize crossing at uncontrolled locations. Marked crosswalks must be provided at all transit stops.
- Continuous sidewalks on both sides of the street.
- Streets generally do not have on-street parking, though parking may be provided.
- Bicycle lanes need to be protected from vehicles.
- Bicycle parking in the sidewalk zone of the street should be provided.
- If transit service is provided, transit stops should be well lit with appropriate amenities.
- Intersections are signalized.
- Large canopy trees along the curb line help delineate the street edge and provide a sense of enclosure to the street.

REGIONAL LINK

Regional Links correspond closely with the network of streets designated as "arterial roadways" in the classification system used by State and Federal agencies, however with more sensitive attention to non-auto users than is typical in this traditional roadway classification system. The main difference between Regional Link and the Regional High-Activity Link is the adjacent land-uses they serve, which instead of being key destinations are likely open spaces and low-density residential areas. Similar to Regional High-Activity links, they carry high traffic volumes and typically require that bicyclists and pedestrians be physically separated from traffic. Crossings must be safe and well-marked with adequate crossing time.

EXAMPLE STREETS:

- Crossover Road, Rupple Road

ANTICIPATED AND DESIRED USES:

- Significant through vehicle travel.
- Safe non-auto travel options both day and night through all seasons.

PRIORITY USERS

- Through vehicle travel.
- Through person travel via all modes.

DESIGN OBJECTIVES

- Improve street character while maintaining critical connectivity for through travel.
- Support land uses or any planned transition of adjacent land uses.
- Improve safety and operation for all users.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Appropriately scaled travel lanes to support through travel as well as safe pedestrian crossings.
- Medians and pedestrian refuges for pedestrian safety and safe vehicular movement.
- High visibility lane markings.
- Sufficiently frequent pedestrian crossings to minimize crossing at uncontrolled locations. Marked crosswalks must be provided at all transit stops.
- Continuous sidewalks on both sides of the street.
- Streets generally do not have on-street parking, though temporal (rush hour prohibited) parking may be provided.
- Bicycle lanes need to be protected from vehicles.
- If transit service is provided, transit stops should be well lit with appropriate amenities.
- Intersections are signalized.
- Streets generally do not have on-street parking, though parking may be provided.

NEIGHBORHOOD LINK

Neighborhood links are streets that serve both residential areas and have a larger network function by providing connectivity between nearby neighborhoods or local destinations; collecting vehicles, cyclists and pedestrians from residential streets and connecting to Regional Links.

Despite their regional network role, these streets should still be designed to contribute to and enhance the residential character and support typical neighborhood activities including active use of front yards for play or leisure, active use of sidewalks, and safe accommodation of community bicyclists – including very young, less experienced or less confident riders.

These streets may have moderate to higher volumes of traffic – particularly during peak travel hours. As with other residential streets, however, vehicle travel must be maintained at modest speeds through traffic calming. Neighborhood links are connector streets in the local transportation network for all modes of travel including pedestrians, bicyclists, transit, trucks and private vehicles. They often have some level of transit service and some may serve as critical backbones to the regional bicycle network. Given the higher vehicle volumes, streets designated as part of the bicycle network should include bike lanes where right of way allows, or employ traffic calming techniques to maintain traffic speeds at or under 25 mph.

EXAMPLE STREETS:

- Mission Boulevard, Gregg Ave

ANTICIPATED AND DESIRED USES:

- Community travel, uses and interactions in the public rights of way typical of a strong and healthy residential community.
- Low to moderate pedestrian volumes.
- City or regional commuter bicycle travel; community bicyclists.
- Low to moderate frequency bus transit.
- Modest truck volumes.
- Moderate to significant local and longer distance (cross-town) vehicle travel.

PRIORITY USERS

- Neighborhood Links are complete streets and must provide safe accommodation for all users.
- Some streets may be designated as key links in a modal network (bicycle, transit, or cross-town vehicle) and thus be designed with a slight prioritization for accommodation and efficient travel of that mode.

DESIGN OBJECTIVES

- Protect residential quality of life.
- Accommodate safe and efficient cross-town connectivity via a diversity of modes.
- Provide a quality street and natural environment and the unique sense of place.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Narrow travel lanes to effectively manage traffic speeds while maintaining safety.
- Certain traffic calming design interventions may be used to further manage vehicle speeds to maintain speeds that are consistent with a safe and quality residential environment. Speed humps are generally not used on Neighborhood Links.
- Marked centerline. Streets are most commonly bi-directional with one lane per direction.
- Intersections are commonly signal controlled or uncontrolled (side streets are stop controlled).
- High visibility crosswalks should be provided at signalized intersections. Typical crosswalks may be provided at higher volume or otherwise significant non-signalized locations. Crossings may be unmarked at intersections with Residential Links.
- Curb cuts and other access points should be limited to the extent possible.
- Large canopy trees are desired, however, the many demands on these streets may compromise the amount of space that can be provided for tree growth in the parkway of the street. Creative solutions are encouraged, such as planting trees in curb extensions into the parking lane.
- Gateway or identity elements to mark transition into/out of distinct neighborhoods and celebrate/highlight unique character or identity should be considered.
- Streets must provide sidewalks on both sides. Sidewalk width is generally 6' or greater. Pedestrians should be buffered from the curb of the street by at least 6' of furnishing zone.
- Neighborhood Links are key links for bicycles and pedestrians as well as for vehicles (transit, trucks and private autos). Key bicycle corridors must have designated marked and/or protected bicycle facilities.

RESIDENTIAL LINK

Much of Fayetteville's street network serves quiet residential neighborhoods that use the streets as common gathering places and linear parks.

Many streets in these post-War conventional neighborhoods have limited connections to the larger network. Residential Link streets located in neighborhoods within the historic urban grid typically have a higher degree of connectivity. Land use along these streets is primarily low to moderate density in nature, generally with a preponderance of single-family detached or duplex type homes.

Residential Links are not typically principal streets in the regional vehicular transportation network, although they may serve as important connections for pedestrians and community bicyclists who generally travel at lower speeds. They generally do not have transit service and truck traffic may be restricted on these streets.

EXAMPLE STREETS:

- Most streets in post-War neighborhoods.

ANTICIPATED AND DESIRED USES:

- Community interactions in the public rights of way such as neighbors visiting.
- Recreational use of the street such as walking or running, learning to ride a bicycle, or shared use of the street as an extension of recreational space.
- Community low-stress non-motorized travel by foot or bicycle.
- Short distance (last block) vehicle travel.

PRIORITY USERS

- Highly vulnerable pedestrians including young children, seniors, persons with disabilities and pedestrians of all abilities.

DESIGN OBJECTIVES

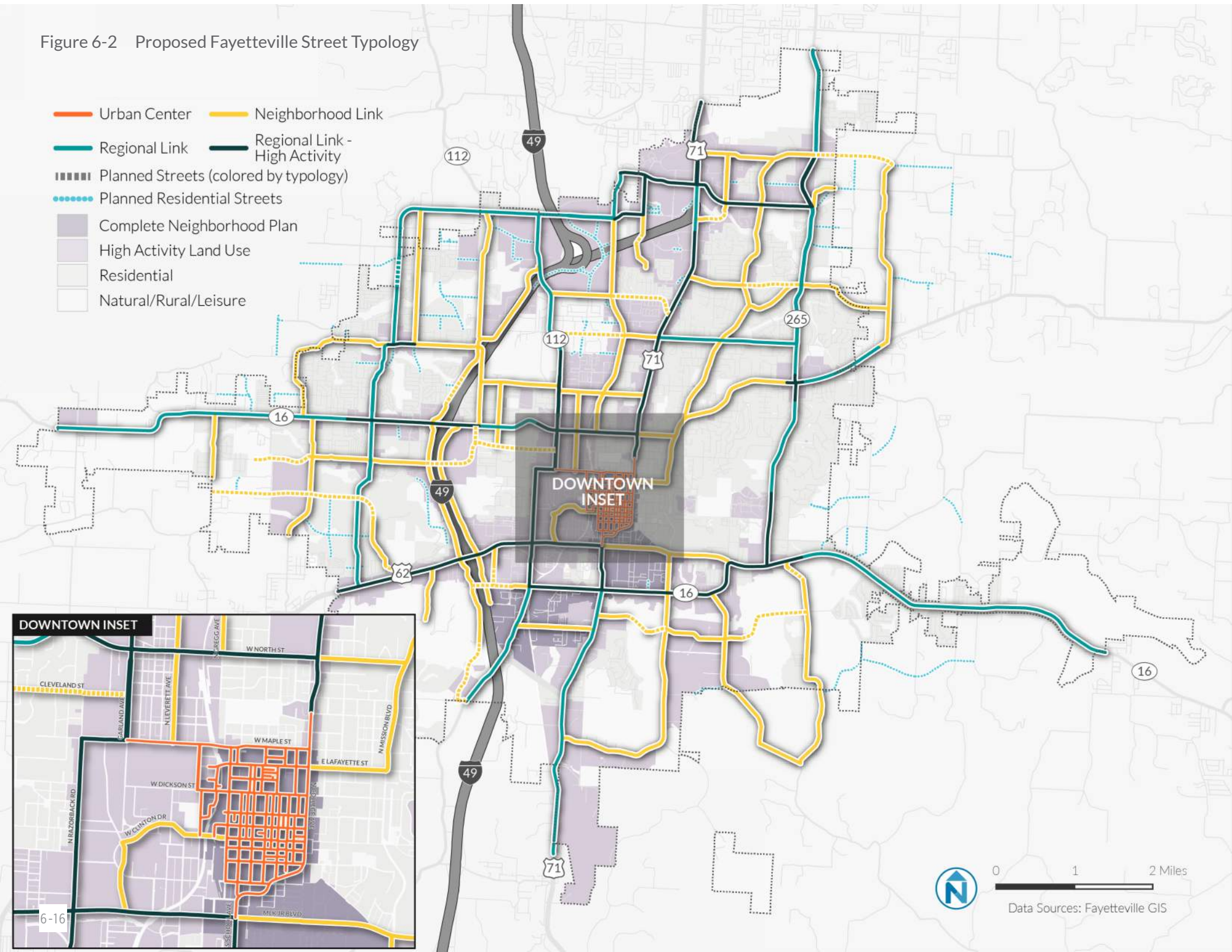
- Maintain low vehicle volumes and low travel speeds.
- Design streets as linear parks and open space.
- Provide access to homes and residences.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Narrow street travel ways. Streets are most commonly bi-directional, with no centerline provided. Streets may be a "yield street" where vehicles must pull to the side and slow or stop to enable an approaching vehicle to pass. Two-way yield streets are appropriate in residential environments where drivers are expected to travel at low speeds, and where on-street parking utilization ranges from 40-60%, allowing motorists to move into the parking lane to allow oncoming vehicles to pass[2]. To accommodate emergency services, some jurisdictions allow new yield streets only in areas with high street connectivity, fully sprinklered buildings, frequent fire hydrants, and/or designated locations for fire trucks to use their stabilizers.
- The limited connectivity and narrow travel lanes generally manage speeds and deter non-local traffic; however in some cases active speed control or traffic deterrents may be needed.
- Intersections may be stop-controlled, yield-controlled or uncontrolled. Intersections may have diverters, neck downs, or other traffic calming treatments.
- Crosswalks generally are not marked. Pedestrians may generally comfortably cross the street at any point along its length.
- Buildings may be accessed through rear alleys, although streets may have multiple access points and driveways.
- Adequate growing space to support large street trees and dense canopies. Substantial lawn panels and parkways.
- Sidewalks on both sides of the street are preferred (6' is typical) reflecting the generally lower pedestrian volumes in these areas.
- On-street parking is generally provided on one or both sides of the street.
- Separate bicycle facilities are generally not provided. Vehicle speeds and volumes are low enough to provide safe and low-stress bicycle accommodation.
- For streets on the low stress bicycle network, traffic calming, diverters, wayfinding and other treatments should be provide

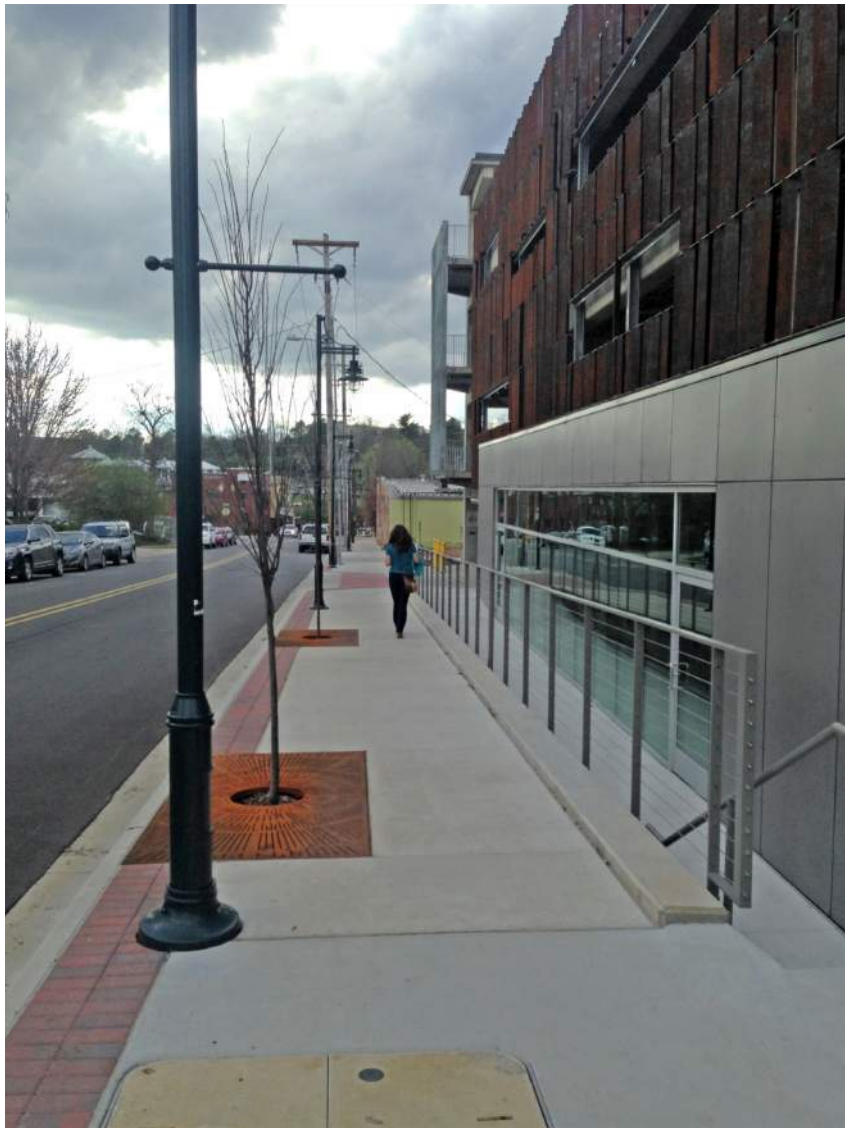
2 https://nacto.org/publication/urban-street-design-guide/streets/yield-street/

Figure 6-2 Proposed Fayetteville Street Typology



STREET ELEMENTS

STREET ZONES



SIDEWALK ZONES

The Sidewalk zone spans from the building façade to the curbside and is the accessible pathway for pedestrians. It has three different subzones:

- Frontage zone: area adjacent to building edges that provides a buffer for pedestrians from opening doors and architectural elements.
- Pedestrian zone: area reserved for pedestrian travel.
- Greenspace/Furnishing zone: area where objects ranging from green strips to benches are placed to provide a buffer for pedestrians from the adjacent roadway.

ROADWAY

The roadway or cartway is the pathway for motorized and non-motorized vehicles, and it includes up to four different subzones, the combination of which depends on the street type and the modes they serve.

- Gutter space, located at both edges of the roadway adjacent to the sidewalk zone.
- Flex Lane: space adjacent to the gutter space designed to be used as parking/parklet lane, bike lane, curb extension, or painted strip. Often there are more than one of these elements contiguous in the flex lane, such as a parking lane and a bike lane.
- Travel Lane: dedicated space to be used by motorized vehicles running in the same direction
- Median/Turning Lane/Pedestrian Island: painted or physical lane separating general through traffic lanes, used for turning traffic, to physically separate through traffic lanes and or to provide a pedestrian refugee for long crossing points in wide streets.

Figure 6-3 Street Elements Features

Street Typology	Most common adjacent Community Forms	Sidewalk Features			Roadway Features				
		Façade Zone	Furnishing Zone	Pedestrian Zone	Crossings	Bicycle	On-Street Parking	Travel lanes	Transit
Urban Center	• Commercial corridors • Corridors with "Main Street" feel	• At least 2' wide	• At least 4' wide • Street trees (Tree Grate) • Landscaping • Bicycle parking • Benches • Refuse container at every corner • Pedestrian-scale lighting • Outdoor seating • Bus shelters	• Continuous • Sidewalks on both sides of street • Minimize curb cuts • At least 10' wide, 8' under exceptional conditions • Curb extensions at wide roadways • Curb extensions at conflict intersections • Pedestrian ramps with warning strips	• At every intersection • Midblock on blocks longer than 500' • High visible crosswalks • Countdown and audible pedestrian signals	• Bike facilities considered where appropriate according to the NACTO Contextual guidance for selecting all ages & abilities bikeways	• High priority. • Generally metered	• 1 lanes each direction (streets can be unidirectional) • 10'-11' lanes • 12' for bus lanes • 20-30 mph • Road diet appropriate	• Bus shelters
Regional High-Activity Link	• Mixed-Use • Commercial • Industrial	• At least 2' wide	• At least 6' wide • Bicycle parking • Street trees • Landscaping • Pedestrian lighting • Bus shelters	• Continuous • Sidewalks on both sides of street • Limited curb cuts • At least 10' wide sidewalks	• Crosswalks at all intersections • High visibility crosswalks and signage near schools • Automated countdown pedestrian signals	• Minimum 6' wide protected bike lanes • Separated bicycle path	• Desired, but context sensitive. On bike routes, lower priority than bike facility.	• 2-4 lanes each direction • 11'-12' lanes • 30-40 mph • Road diet may be appropriate depending on traffic conditions	• Well-marked bus stops • Shelters at busier stops
Regional Link	• Low density residential • Industrial • Open spaces • Rural	• At least 2' wide	• At least 6' wide • Street trees • Landscaping • Pedestrian-scale lighting • Well-marked bus stops	• Continuous • Sidewalks on both sides of street • Limited curb cuts • At least 8' wide	• Same as Regional High-Activity Link	• Same as Regional High-Activity Link	• Desired, but context sensitive. On bike routes, lower priority than bike facility.	• Same as Regional High-Activity Link	• Same as Regional High-Activity Link
Neighborhood Link	• Residential • Mixed use/ neighborhood commercial	• At least 2' wide	• At least 6' wide • Landscaping where appropriate • Street trees • Well-marked bus stops	• Continuous • Sidewalks on both sides of street • Limited curb cuts • At least 6' wide	• Same as Regional High-Activity Link	• Minimum 5' wide buffered or protected bike lanes	• Desired, but context sensitive	• One per direction • 15-25 mph	• Well-marked bus stops
Residential Link	• Residential	• At least 2' wide	• At least 6' wide • Landscaping where appropriate • Street trees • Well-marked bus stops	• Sidewalks on both sides of street. Sidewalks on one side are accepted under exceptional conditions. • At least 6' wide	• Sidewalks should be provided adjacent to schools and parks	• Signed with sharrows bicycle boulevard where designated as part of the Active Transportation Network	• Desired, but context sensitive	• One per direction (streets can be unidirectional) • 15 mph ideal to support preventing fatalities from crashes in city streets	• None

STREET CROSS-SECTIONS BY TYPE

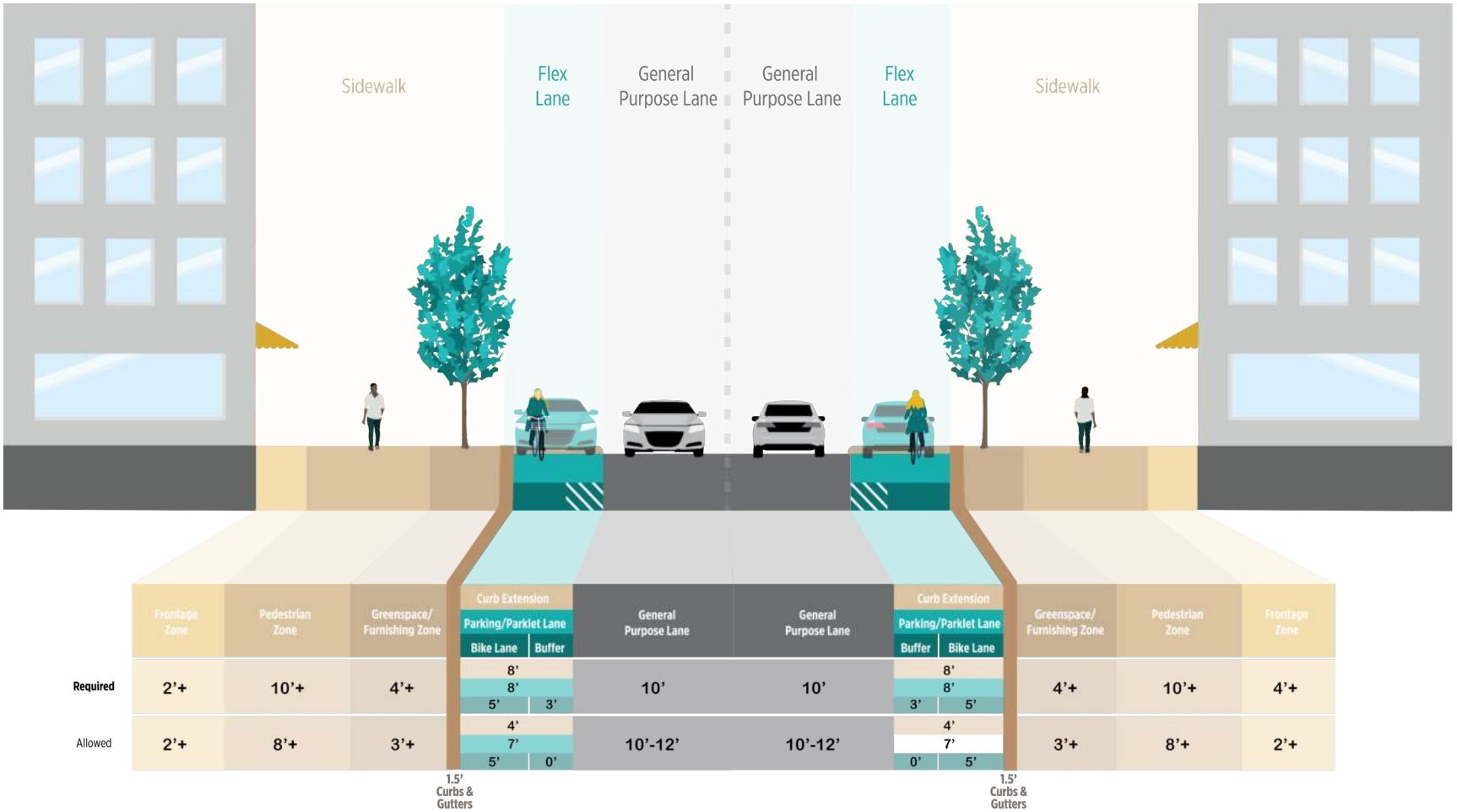
This chapter presents the street cross-sections by street type, with the required and allowed widths of each of the elements of each zone. Widths indicated as "Required" are requested under standard conditions, while widths indicated as "Allowed" are acceptable only under exceptional conditions, such as in the areas designated under the Hilltop-Hillside District in the Master Street Plan 2011 due to topography constrains.

Other considerations to account for when looking at the required widths are as follows:

- One foot of the gutter space can be accounted to the Flex Lane if there is not sufficient space for the indicated minimum widths. As an example, a parking lane should be 8' minimum, but 7' would suffice if placed adjacent to the gutter. Similarly, a bike lane could be 4' instead of 5' minimum required if located in the same place, and outside driving lanes can be 10' pavement width.
- When wider streets are forced by the fire code, it is recommended to keep the indicated travel lanes widths per cross-sections clearly painted, and use painted strip zones in the flex-lane or provide a rolled curb to the transition to the sidewalks zone if necessary.

URBAN CENTER

Figure 6-4 Typical Cross Section Characteristics of Urban Center Street Type

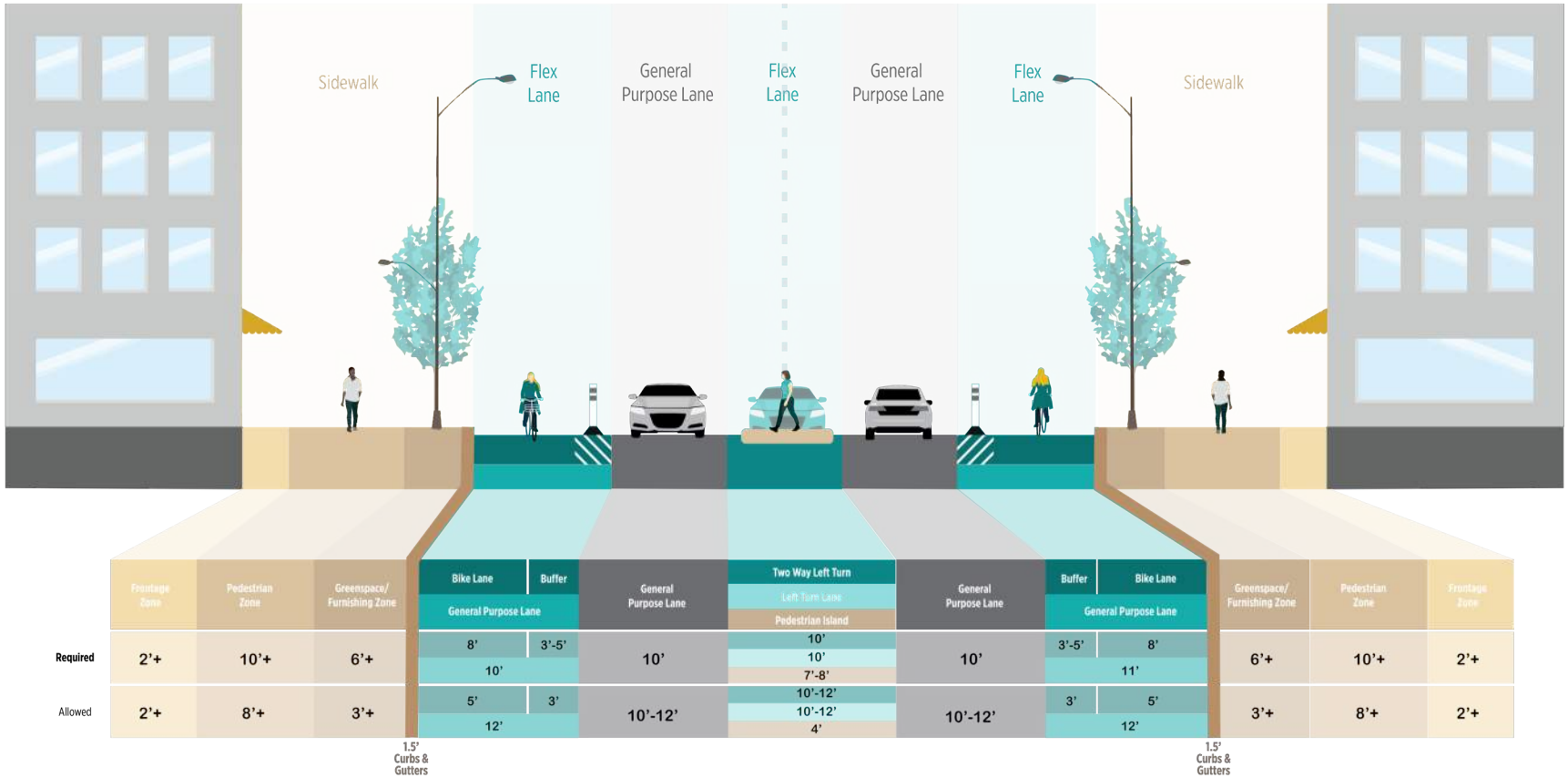


Additional Considerations:

- A bike lane is recommended in Urban Center Streets with >3,000 daily traffic volumes and speed limit > 25 mph, and separation between bike lane striping and parking lane boundary is required if placed adjacent to a parking lane.
- Bus stops can be placed in curb extensions in the Flex Lane.

REGIONAL HIGH-ACTIVITY LINK

Figure 6-5 Typical Cross Section Characteristics of Regional High-Activity Link Street Type

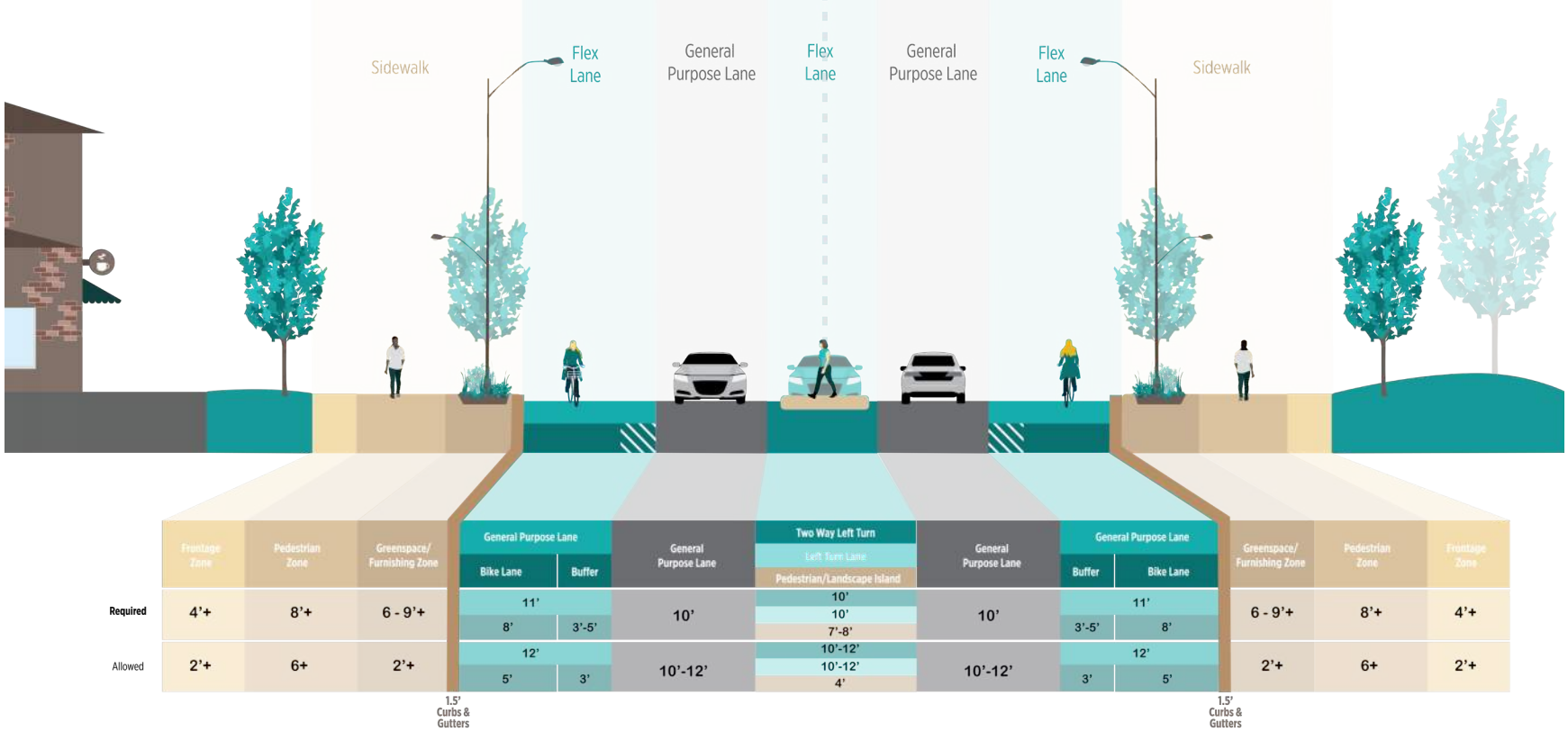


Additional Considerations:

- If the flex lane is needed for general traffic, it is recommended to accommodate bicyclists in a separated path, such as a shared-use path or a trail.

REGIONAL LINK

Figure 6-6 Typical Cross Section Characteristics of Regional Link Street Type

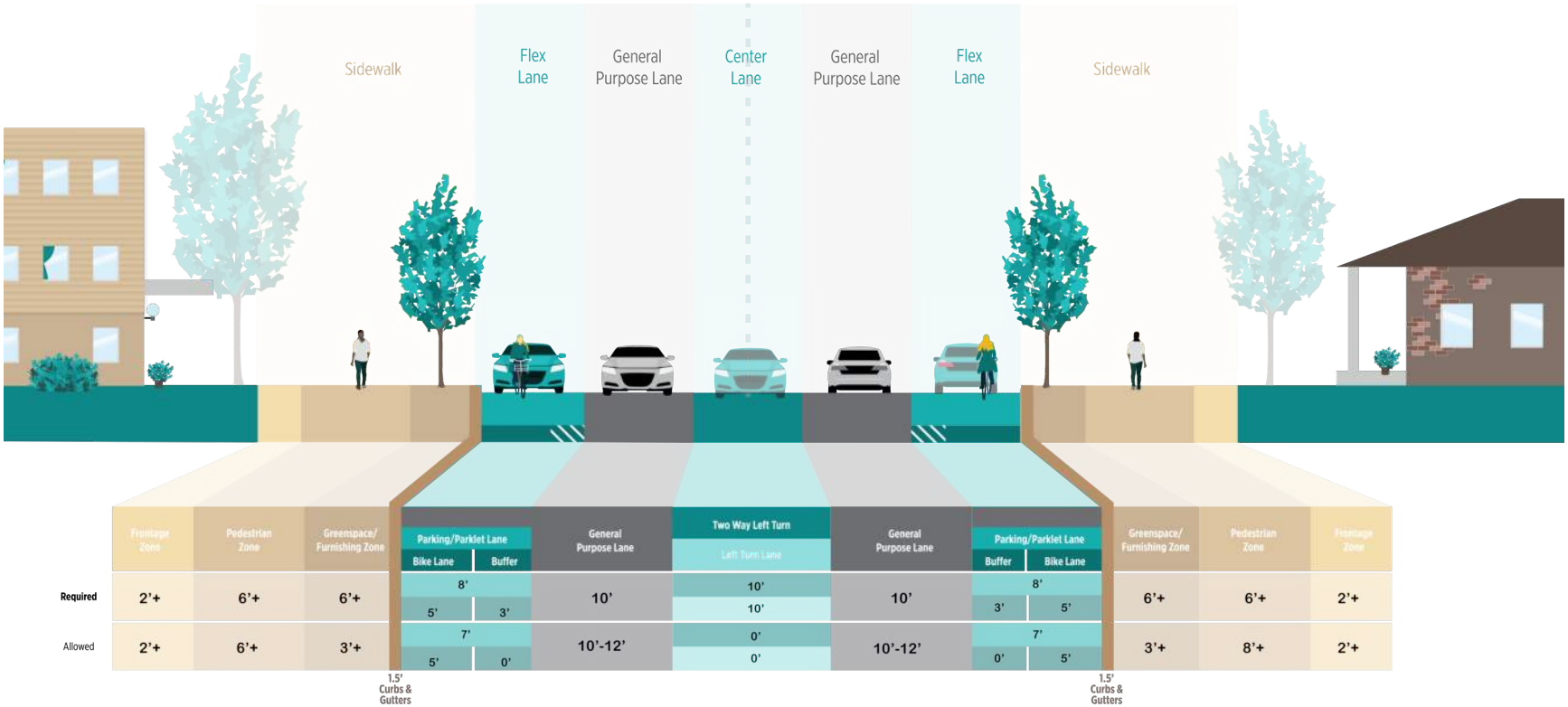


Additional Considerations:

- If the flex lane is needed for general traffic, it is recommended to accommodate bicyclists in a separated path, such as a shared-use path or a trail.

NEIGHBORHOOD LINK

Figure 6-7 Typical Cross Section Characteristics of Neighborhood Link Street Type



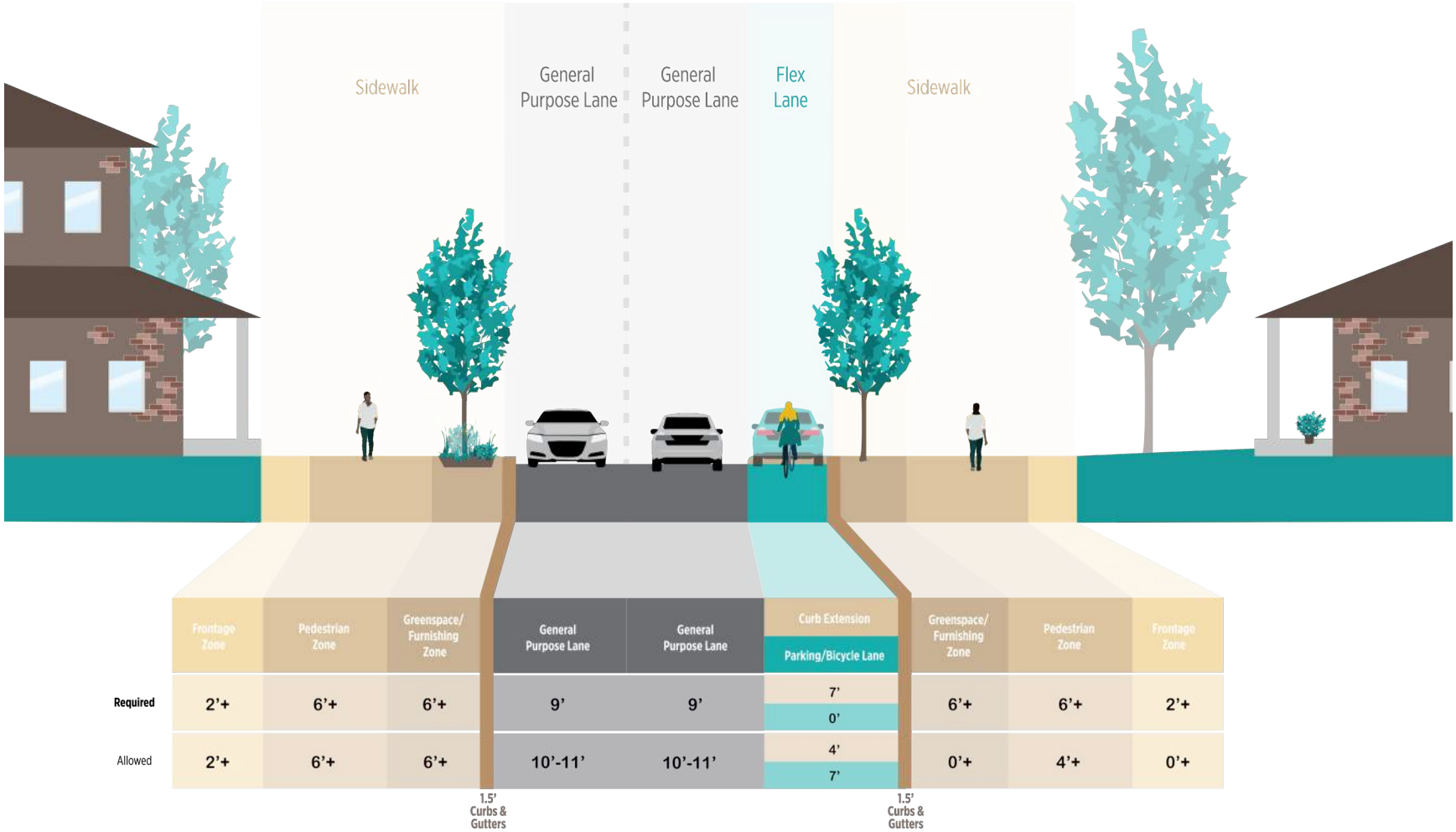
Additional Considerations:

- A bike lane is recommended in Neighborhood Link Streets with >3,000 daily traffic volumes and speed limit > 25 mph, and separation between bike lane striping and parking lane boundary is required if placed adjacent to a parking lane.*

* https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/

RESIDENTIAL LINK

Figure 6-8 Typical Cross Section Characteristics of Residential Link Street Type



TRAFFIC CALMING TOOLKIT

The following Traffic Calming Toolkit is not meant to be prescriptive, but rather as a menu of possible design treatments. As always, engineering judgment should be used within the context of the Fayetteville street network.

The table below provides a list of street design elements, the street types where they are applicable, and relative costs. For more detail, see the NACTO guidance on speed management at https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/.

Figure 6-9 Traffic Calming Treatments

Treatment	What is it?	Where is it effective?	Applicable Street Types	Cost[1]	Example
Traffic cameras	Cameras that use radar to identify and photograph drivers exceeding the speed limit or running red lights	They are usually implemented on major arterials with a history of crashes	• Regional High-Activity Links • Regional Links • Neighborhood Links	$$	
Radar speed signs	Signs that detect and displays drivers' speeds as they pass	They are best used on busy streets where drivers are frequently observed driving above the speed limit	• Regional High-Activity Links • Regional Links • Neighborhood Links	$	
Raised crosswalks	Extension of the sidewalk across the road and bringing motor vehicles to the pedestrian level	They are best used to reinforce the transition to a lower speed and residential	• Residential Links • Urban Center	$	
Speed cushions	Raised areas of the street have flat wheel cutouts spaced so that larger vehicles can pass through them	They are best used on busier streets where emergency vehicles operate frequently	• Urban Center	$	
Pavement treatments	Textured or colored areas of pavement	They are best used in areas with substantial pedestrian activity	• Urban Center	$$	

$ = Less than $10,000
$$ = $10,000 - $100,000
$$$ = Over $100,000

Treatment	What is it?	Where is it effective?	Applicable Street Types	Cost[1]	Example
Lane reduction	Removing one or more drive lanes from use	Lane reduction is recommended for busier multilane streets with wide lanes, excess capacity, or large numbers of bicycles and pedestrians	• Regional High-Activity Links • Regional Links	$	
Width reduction	Narrowing existing drive lanes	Width reduction is recommended on narrower streets where lane removal is not possible	• Urban Center • Residential Links • Neighborhood Links	$$	
Traffic diverters	Raised areas of concrete placed in a street to slow, redirect, or block vehicles	They are primarily used at intersections and are recommended on neighborhood streets experiencing speeding or shortcutting	• Urban Center • Residential Links	$$	
Traffic circles	Central islands installed in intersections to direct traffic flow around an intersection, rather than through it	They are used on all types of streets to slow traffic proceeding through an intersection and reduce collisions	• Urban Center • Residential Links	$$	

$ = Less than $10,000
$$ = $10,000 - $100,000
$$$ = Over $100,000

Source: NACTO

GREEN INFRASTRUCTURE

Green infrastructure is a planning and design approach to managing stormwater, the urban heat island effect, health, and air quality based on ecosystem network models. A flooded street is not a complete street. During storm events, people walking, bicycling, and using transit are the first users to encounter barriers and lose access to the street, and are the last to regain it. Green street design tools, which integrate stormwater control and management within the right-of-way, are a critical component of complete street design, ensuring the street remains usable and safe for all people during storm events, regardless of mode.

Greenery and trees—especially those that introduce shade canopy—make the walking environment more inviting and pleasant by reducing temperature, attenuating noise, and improving air quality[3].

- Green Infrastructure can be integrated into transit facilities, including boarding bulbs and islands, to improve passenger comfort and natural drainage near stops.
- Green stormwater infrastructure can be incorporated alongside bikeways to improve drainage and increase bicycling comfort and access during and after storms of any size.
- Permeable pavements can be implemented on bikeways and raised cycle tracks to reduce the period of time required for pavement to dry.

3 https://nacto.org/publication/urban-street-stormwater-guide/streets-are-ecosystems/complete-streets-green-streets/

- Planters or vegetation may be incorporated into protected bikeway buffer elements to increase rider comfort and reduce stress.
- Green infrastructure facilities that capture runoff and reduce flooding and ponding promote safer driving conditions, but they need to be visible to the driver

Economic performance is tied to the comfort and attractiveness of streets—urban environments with green expressions, from planters to street trees to stormwater infrastructure, perform better than streets without green improvements.

Figure 6-10 Curb Extension Bioswale

Dickson St

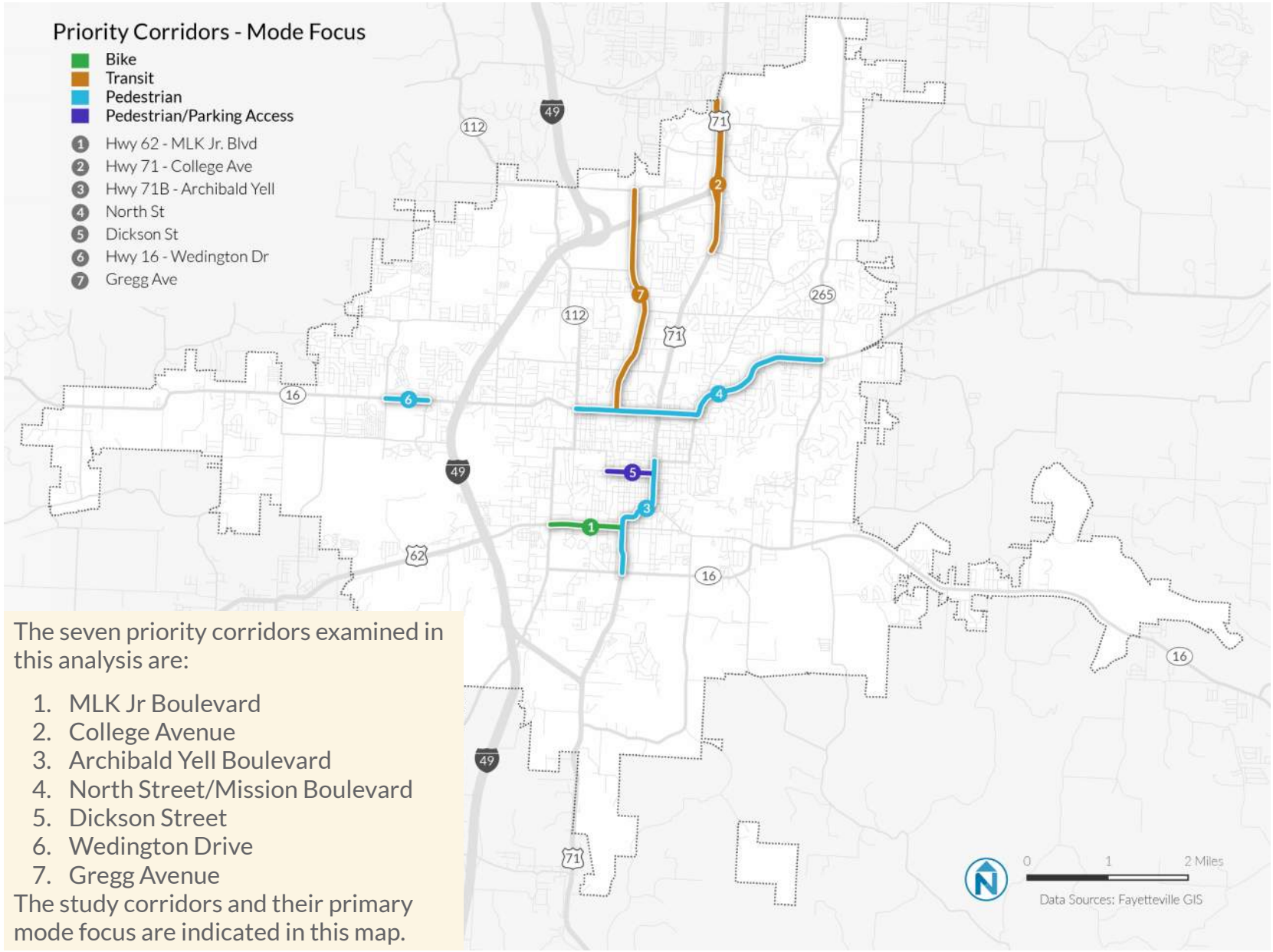
7 CORRIDORS ANALYSIS

OVERVIEW

This chapter identifies and evaluates seven corridors of Fayetteville's Road Network, selected based on a wide range of criteria, including the following:

- Concerns collected from the residents during the Public Workshops held in May 2016
- Findings of the existing conditions analysis of citywide transportation networks, including:
  - Oversized streets (road geometry too wide for the current traffic demand),
  - Traffic collisions concentration,
  - Traffic congestion,
  - Gaps in the Active Transportation network, and
  - Streets with physical or demand characteristics not suited for classification in the Active Transportation Plan.
- Input from Fayetteville City staff

Figure 7-1 Priority Corridors



The seven priority corridors examined in this analysis are:

1. MLK Jr Boulevard
2. College Avenue
3. Archibald Yell Boulevard
4. North Street/Mission Boulevard
5. Dickson Street
6. Wedington Drive
7. Gregg Avenue

The study corridors and their primary mode focus are indicated in this map.

TRAFFIC ANALYSIS

As part of the corridor analysis, traffic analysis was conducted along the corridors, with the exception of Gregg Avenue corridor. Components of this analysis included a site visit, development of existing and future traffic volumes, operational analysis, and recommendations for improvements. The operational analysis was conducted in selected intersections along each of the corridors for the following scenarios:

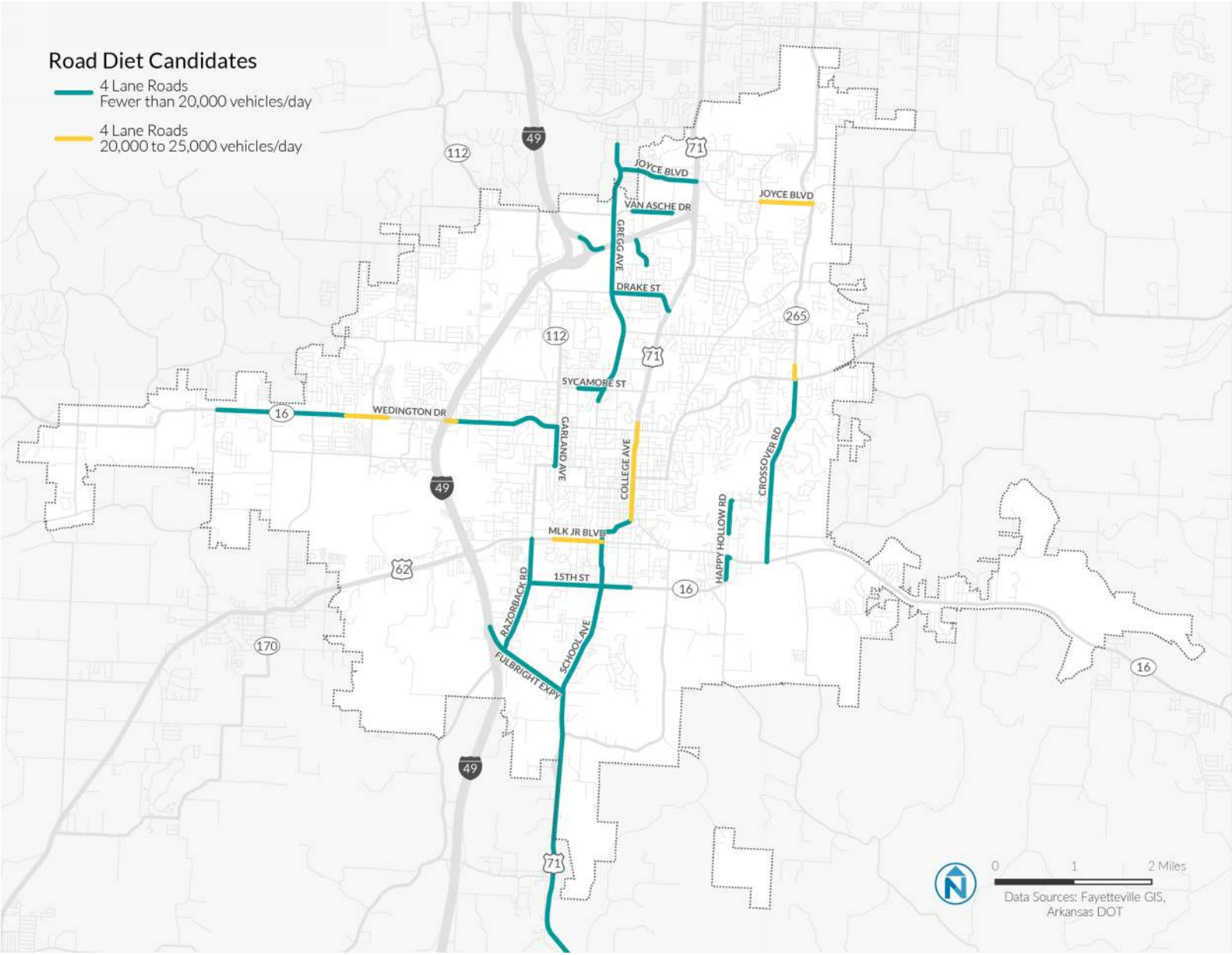
- Current conditions (2017)
- No build-Scenario: Projected traffic volumes (2037) with no geometric (roadway) improvements
- Build scenario: Projected traffic volumes (2037) with roadway improvements.

Analyses of these intersections along the six corridors were evaluated in *Synchro* and its companion software *SimTraffic* and are summarized below. For a detailed description of the methodology and results per corridor, see Appendix D.

For Gregg Avenue, a trade-off analysis was developed to understand the relative priorities for transit, walking, and biking within this corridor as well as its primary parallel routes.

Following FHWA guidance, road diets are only considered as potential improvements where average daily traffic is 20,000 vehicles per day or less and there are currently four or more traffic lanes.

Figure 7-2 Road Diet Candidates Based on Current Traffic Volumes



CORRIDOR 1

MLK JR BOULEVARD (HIGHWAY 62)

The study section of MLK Jr Boulevard spans from Razorback Road to the west, to Archibald Yell/School Avenue to the east. It currently separates the main campus area of the University of Arkansas, as well as the downtown business and entertainment districts on the north, from residential areas characterized by apartments that serve primarily as off-campus housing for UA students on the south. The city's only public high school fronts this section of MLK Jr Boulevard, contributing high volume of both vehicles and pedestrians at peak times. This corridor features sidewalks of varying conditions and availability on either side of the street and crossing opportunities are spread far apart, thereby limiting pedestrian access. It also experiences a high density of traffic collisions; and although there have not been any reported deaths or serious injuries, there have been collisions involving pedestrians at each of the intersections.[1]

1 A particular hot spot of collisions between vehicles and objects is the shopping plaza south of MLK Jr from Razorback Road to Stadium Dr.

This corridor carries 26,000-30,000 vehicles daily on average and although some of the approaches in the intersection show congestion during peak hours, overall level of service during this time are acceptable, with the exception of the intersection of MLK Jr Boulevard at Razorback Road, where congestion happens during PM Peak. A similar condition occurs in the southbound approach of the intersection of MLK Jr Boulevard at School Avenue during the same time. With a 2.5% annual growth of traffic volumes, it is expected that the entire corridor will operate at or over capacity by 2037 unless traffic is diverted to other routes or trips are shifted to other transportation modes. (See Appendix C for traffic engineering analysis)

Figure 7-3 Roadway Characteristics of MLK Jr. Boulevard

Roadway Classification	Distance between signalized pedestrian crossings	# of Lanes	Posted Speed (mph)	AADT (vehicles/ day)	Land Use(s)
Principal Arterial	1,500 ft	4-5	35	26,000-30,000	Public Facilities/Institutions City Neighborhood Plan

Figure 7-4 MLK Jr. Boulevard Recommended Improvements

Phase 1 (near-term)	Phase 2 (upon diversion of traffic to other routes)
• Access Management Plan (consolidate curb cuts) • Convert two-way left turn lane into a median with dedicated left-turn pockets • Improve pedestrian experience by adding safe crossings across driveway access to adjacent businesses • Add pedestrian crossing opportunities: new signal at Government Avenue and new crossing between Lot 56 of U of A and shopping plaza • Connect the shared use trail south of MLK Jr to the larger trail network (the connection of Tsa La Gi Trail across Razorback Road is included in the 2017-2022 Trail Construction Plan).	• Reduce vehicle travel lanes from 5 to 3 • Widen sidewalks • Create a “South” Transit Hub

MLK JR. BOULEVARD ACCESS MANAGEMENT PLAN – PHASE I

MLK JR. BOULEVARD SIGNALIZATION – PHASE I

CORRIDOR 2

NORTH COLLEGE AVENUE (HIGHWAY 71)

This study segment of College Avenue spans from E Rolling Hills Drive to Zion Road, carries around 35,000 vehicles daily and has 5 to 8 lanes in both directions. The study segment is characterized by high traffic at peak hours, high crash density at certain intersections, and an absence of bicycle/pedestrian facilities at most intersections, with the exception of the Mud Creek Trail underpass. Between 2011 and 2015, this segment of roadway recorded a significant number of collisions, both at the intersections and at nearby shopping and businesses plazas, and a fatality involving a pedestrian was reported at Shepherd Ln in 2013.

While most of this corridor currently operates at acceptable level of service during peak hours, some congestion frequently occurs at the east and west approaches of the Zion Road and Rolling Hills Drive intersections during the PM peak periods, with levels of service below acceptable levels (F). The anticipated traffic annual growth factor for this corridor is 1.30%. All of the Corridor 2 intersections will degrade to an unacceptable operation conditions by 2037. (See Appendix C for traffic engineering analysis)

RECOMMENDED IMPROVEMENTS

The recommended improvements are intended to reconfigure College Avenue to accommodate other transportation modes and to create a better entrance to the city. The proposed near-term improvements consist of reallocating the space from Shiloh Drive to the eastern edge of College Avenue to accommodate all transportation modes, in addition to adding slip lanes to improve access management to adjacent properties.

Long-term improvements in this area would encourage the redistribution of traffic throughout the network and, more importantly, would reduce traffic along College Avenue by the Mall by approximately 10%. Distributing traffic through an expanded grid network in this area would reduce the need for costly projects such as further widening of the roadway, while also providing new connectivity through the local network, rather than via new flyovers.

While the near-term improvements require little expense or construction, additional analysis will be necessary along with coordination with ARDOT, particularly to evaluate the weave distance for left-turning vehicles exiting the highway segment. Both the mid-term and long-term concepts require additional study and outreach to determine whether and when to explore these proposed changes.

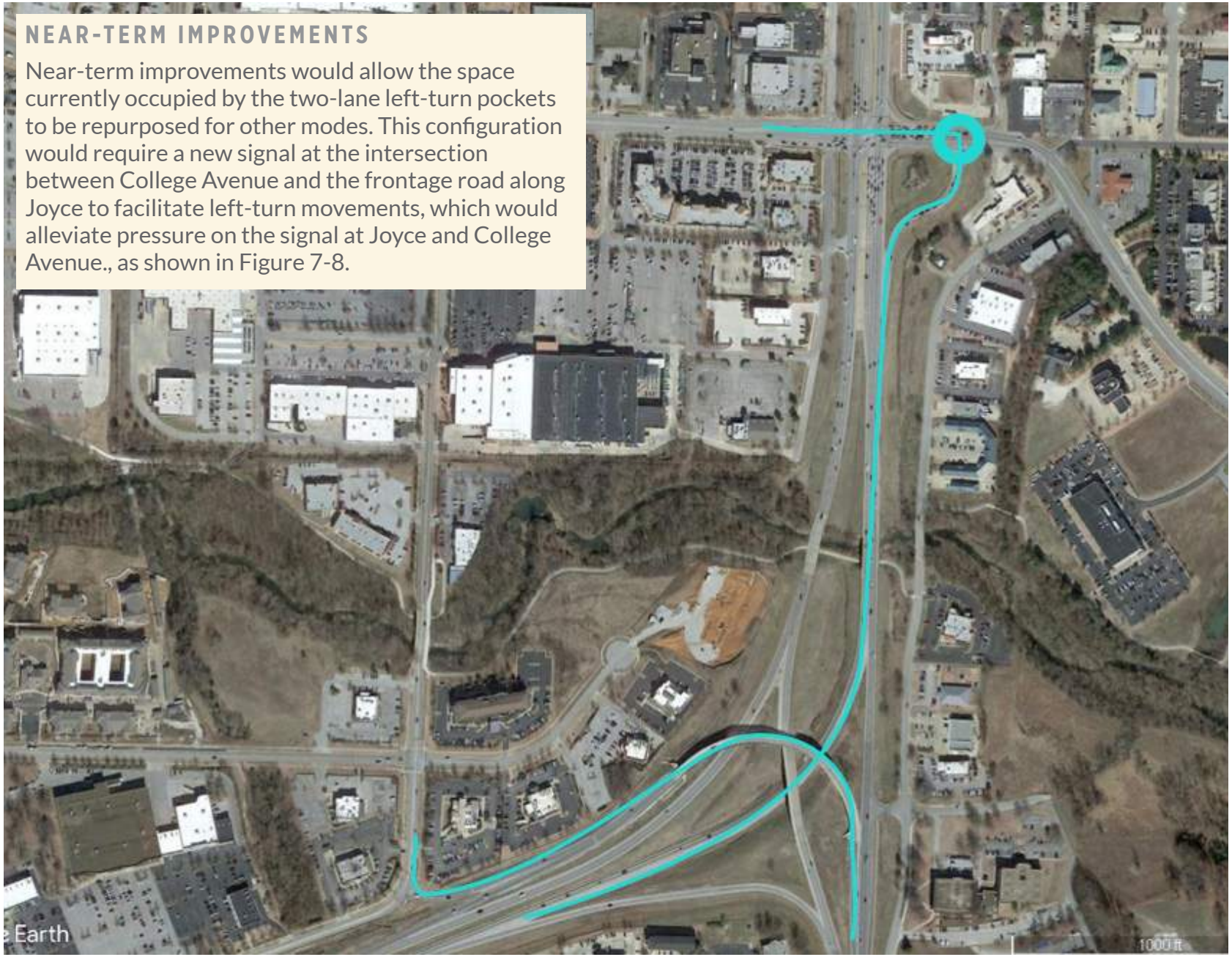
Figure 7-6 Roadway Characteristics of College Avenue

Roadway Classification	Distance between signalized pedestrian crossings	# of Lanes	Posted Speed (mph)	AADT (vehicles/ day)	Land Use(s)
Principal Arterial	4,800 ft	5-8	40	32,000-37,000	Urban Center City Neighborhood Plan

Figure 7-7 North College Avenue (Highway 71) – Road improvements

Near/Medium-Term
• Remove left turns on Joyce Boulevard and have NB traffic using the exit to Joyce and left turn there • Reconfigure the segment into a Boulevard with slip lanes to improve access management • Accommodate parking and transit as needed • Extend sidewalk widths

Figure 7-8 N College Avenue (Highway 71) Near-Term Signal Improvements



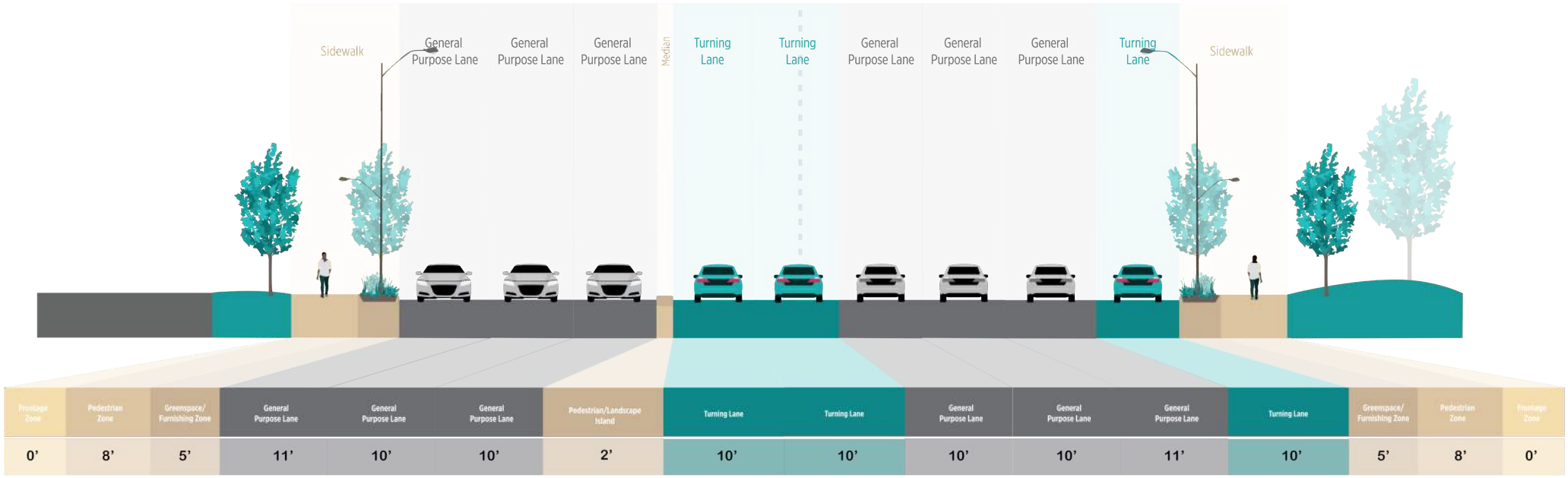
NEAR-TERM IMPROVEMENTS

Near-term improvements would allow the space currently occupied by the two-lane left-turn pockets to be repurposed for other modes. This configuration would require a new signal at the intersection between College Avenue and the frontage road along Joyce to facilitate left-turn movements, which would alleviate pressure on the signal at Joyce and College Avenue., as shown in Figure 7-8.

MEDIUM-TERM IMPROVEMENTS

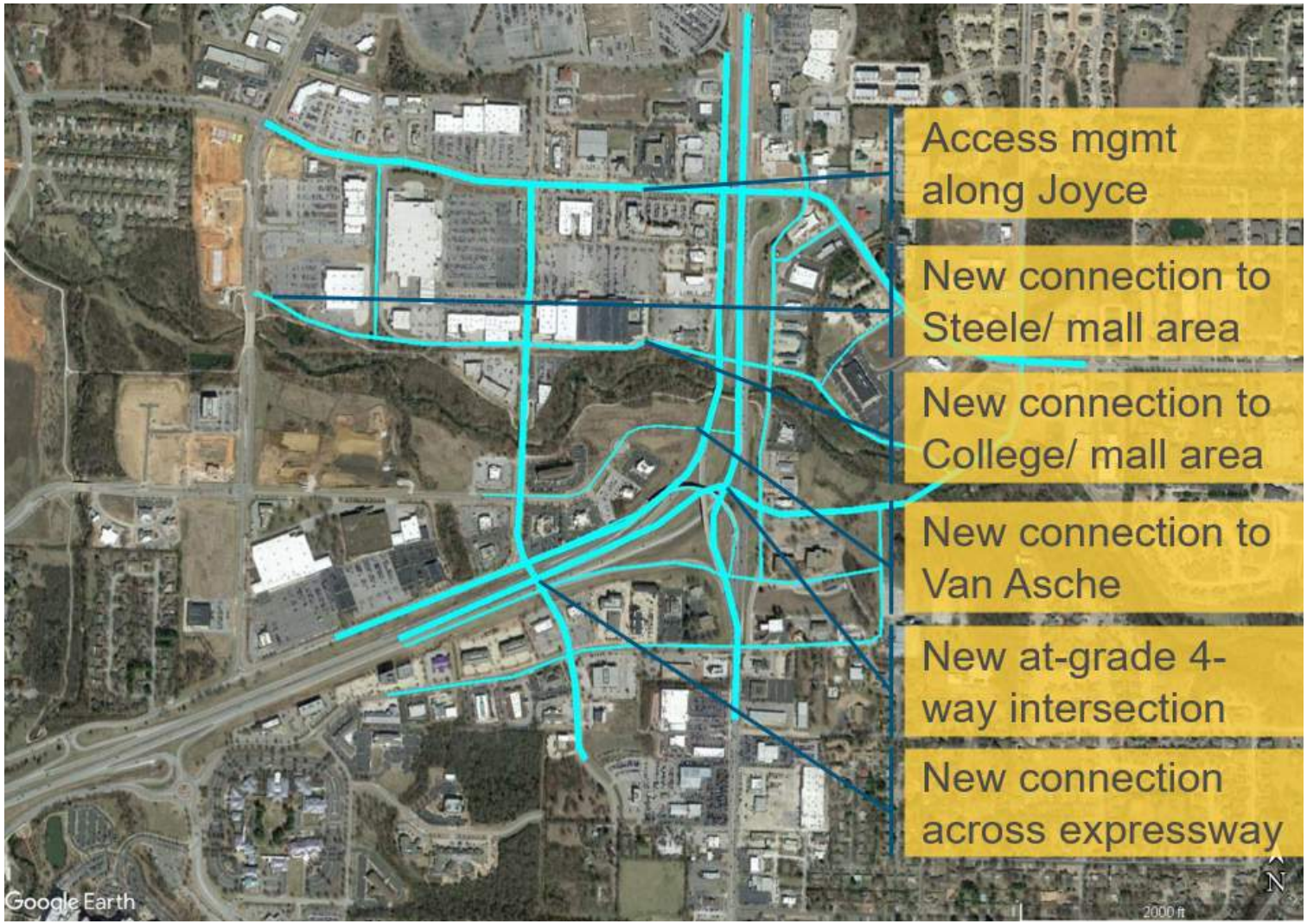
Further redistribution of space in the medium term could facilitate a boulevard cross-section as indicated below, with slip lanes that would provide better vehicular access management to the adjacent parcels and space for a more inviting walking environment, as well as parking, transit or bike lanes.

Figure 7-9 N College Avenue (Highway 71) Proposed Cross Section - Boulevard



Long-Term
• Create a new grid connecting streets East and West of College, and North and South of Fulbright Expy to distribute traffic • Improve access to the Mall area

Figure 7-10 N College Avenue (Highway 71) Long-Term Improvements



CORRIDOR 3

ARCHIBALD YELL

The study segment of Corridor 3 encompasses the entirety of Archibald Yell Boulevard, as well as portions of College Avenue and School Street. This segment spans from Dickson Street on the north, to 15th Street on the South. The segment is characterized by heavy through-traffic and an AADT ranging from 12,000 to 26,000 vehicles per day, with 4 to 5 lanes in both directions. In fact, at the PM peak hour 75% of vehicles travelling south on College Avenue from Lafayette Street to Rock Street continue through Archibald Yell and School Avenue down to MLK. The northbound travel pattern is similar to the southbound pattern, although the northbound traffic volumes are 10% lower.

Sidewalks exist at the back of the curb on the north side of Archibald Yell but there are no crossings for pedestrians along the entirety of this segment. The nearest crosswalks (one at Center Street and the other at MLK Jr Boulevard) are nearly two-thirds of a mile apart. Also, over 200 collisions were reported between Rock Street and the MLK Jr intersection during the last five years. While there have been collisions at all intersections in this segment, about half of them occurred at the intersection of MLK Jr Boulevard and School Avenue, and 10% occurred at the five-legged intersection at College Avenue and Rock Street.

The overall traffic operation for this corridor is acceptable for the existing conditions, with the exception of some movements on the side street approaches, where vehicles need to wait to turn onto College Avenue during peak hours. As already indicated in Corridor 1, the southbound approach at the MLK Jr Boulevard intersection suffers congestion during PM Peak hour. The five-legged intersection at Rock Street also had movements that operated poorly, but overall this intersection operated adequately based on the traffic analysis results. (See Appendix C for traffic engineering analysis)

The anticipated traffic annual growth factor for this corridor is 1.65%. By 2037, all the intersections will have at least one approach movement that will be congested during the PM peak period.

RECOMMENDED IMPROVEMENTS

The improvements that follow are intended to reconfigure the Archibald Yell corridor as a pedestrian-priority corridor with improved bicycle connections.

- New signals and pedestrian crossings, including:
  - New signal at South Street with pedestrian crossing
  - Closing S College Avenue from Rock Street to South St
  - New signal at Rock Street with pedestrian crossing
- A road diet along Archibald Yell, reducing the roadway space dedicated to motorized vehicles from 4 lanes to 3
  - One general-purpose travel lane in each direction for through traffic
  - One center lane designed as median with breaks for left-turn pockets as needed
- A new shared-use path
- Improved sidewalks with adequate buffers between moving traffic and pedestrians

Adding signals at Rock Street and South Street intersections provides safety crossing opportunities while slowing traffic and keeping a good level of operation with no congestion. Closing S College from Rock Street to South Street will redistribute traffic to Archibald Yell to South Street, or to Rock Street.

The Road Diet will also operate well with projected traffic for 2037, although dedicated right-turn lanes for southbound traffic would be needed at MLK Jr. Boulevard intersection to avoid congestion during peak hours.

Figure 7-11 Archibald Yell Proposed Cross Section

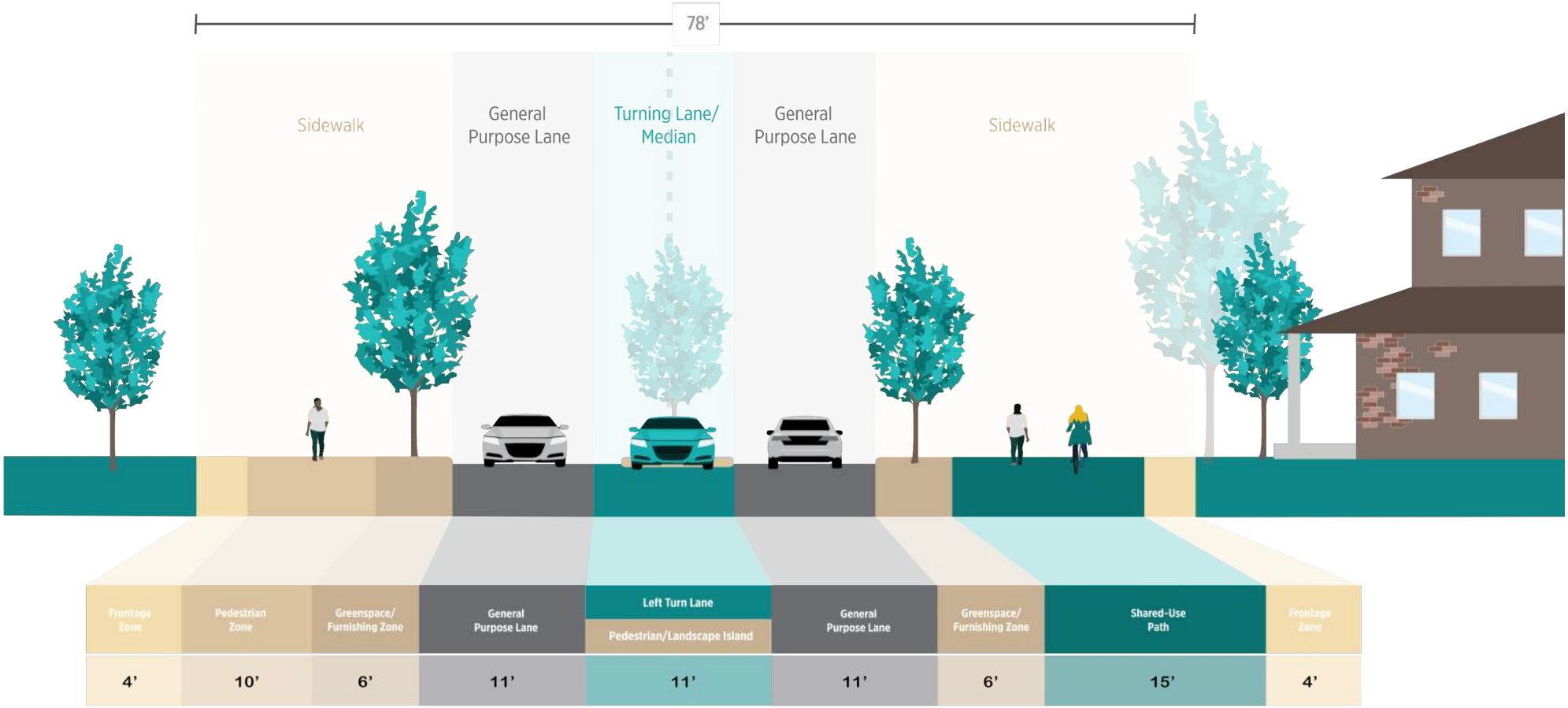
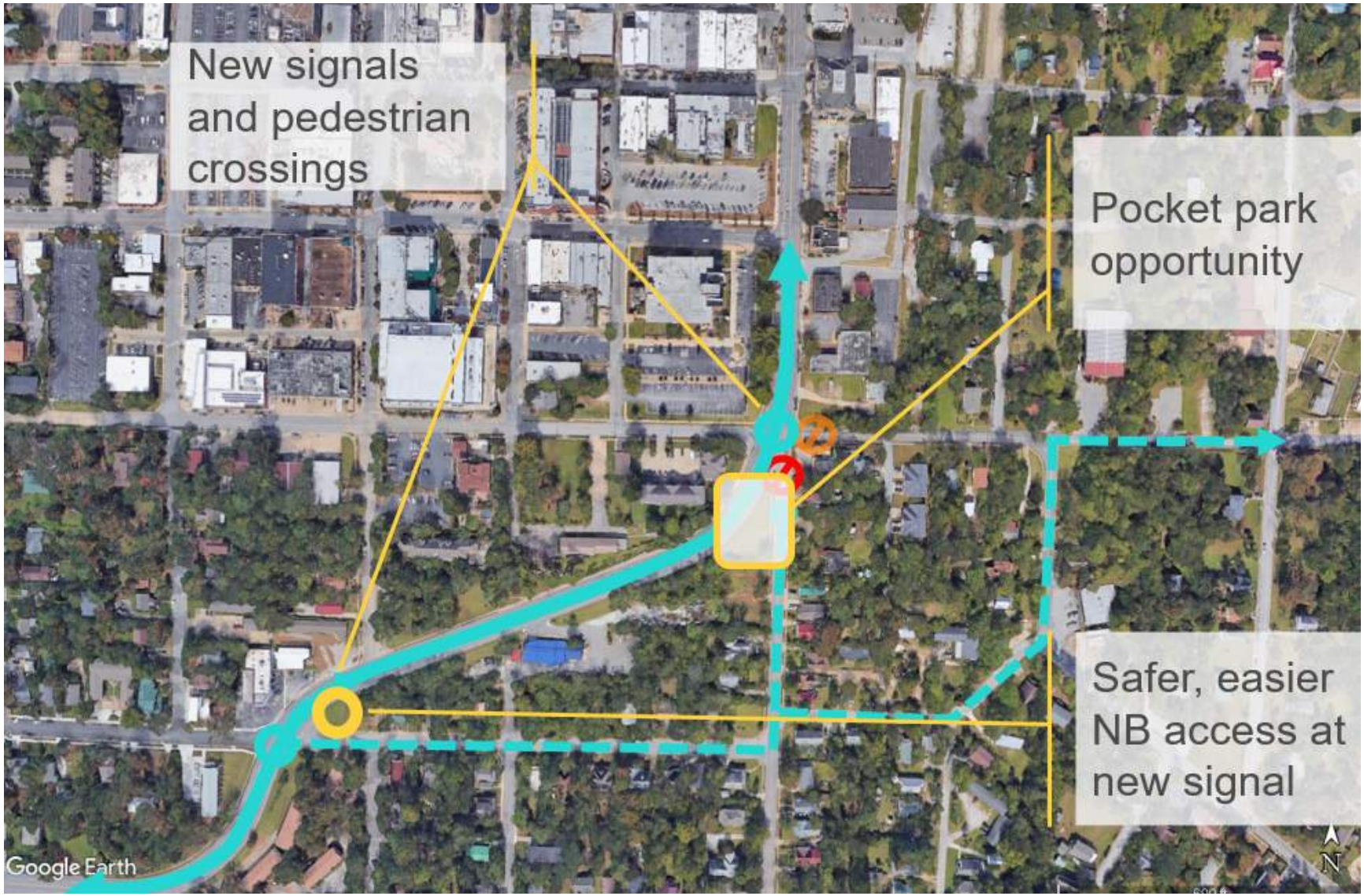


Figure 7-12 Archibald Yell – New Signals and Pedestrian Crossing



CORRIDOR 4

NORTH/MISSION

The study segment of Corridor 4 spans from Garland Avenue to the west to Crossover Road to the east. The segment is characterized by high crash density at certain intersections (see Figure 3-9), gaps in the walking network in some segments, and nonexistent bicycle infrastructure, creating a gap in the bike network between the Frisco Trail to the planned trail along Old Wire/Mission Blvd[2]. Its Annual Average Daily Traffic (AADT) ranges from 7,000 to 20,000 and its posted speed limit ranges from 25 to 40 mph, with a cross section that varies from two to four lanes depending on the segment, creating pinch points in the two-lanes sections for alternatives modes to get to the city core,

Results of the traffic analysis of the current conditions show that all but the Woolsey Avenue intersection has at least one approach movement that operates under acceptable conditions during peak hours. The most significant problems are occurring between College Avenue on the west and Crossover Road on the east. As expected, the traffic conditions only get worse by 2037. (See Appendix C for traffic engineering analysis)

2 https://www.fayetteville-ar.gov/DocumentCenter/View/11621

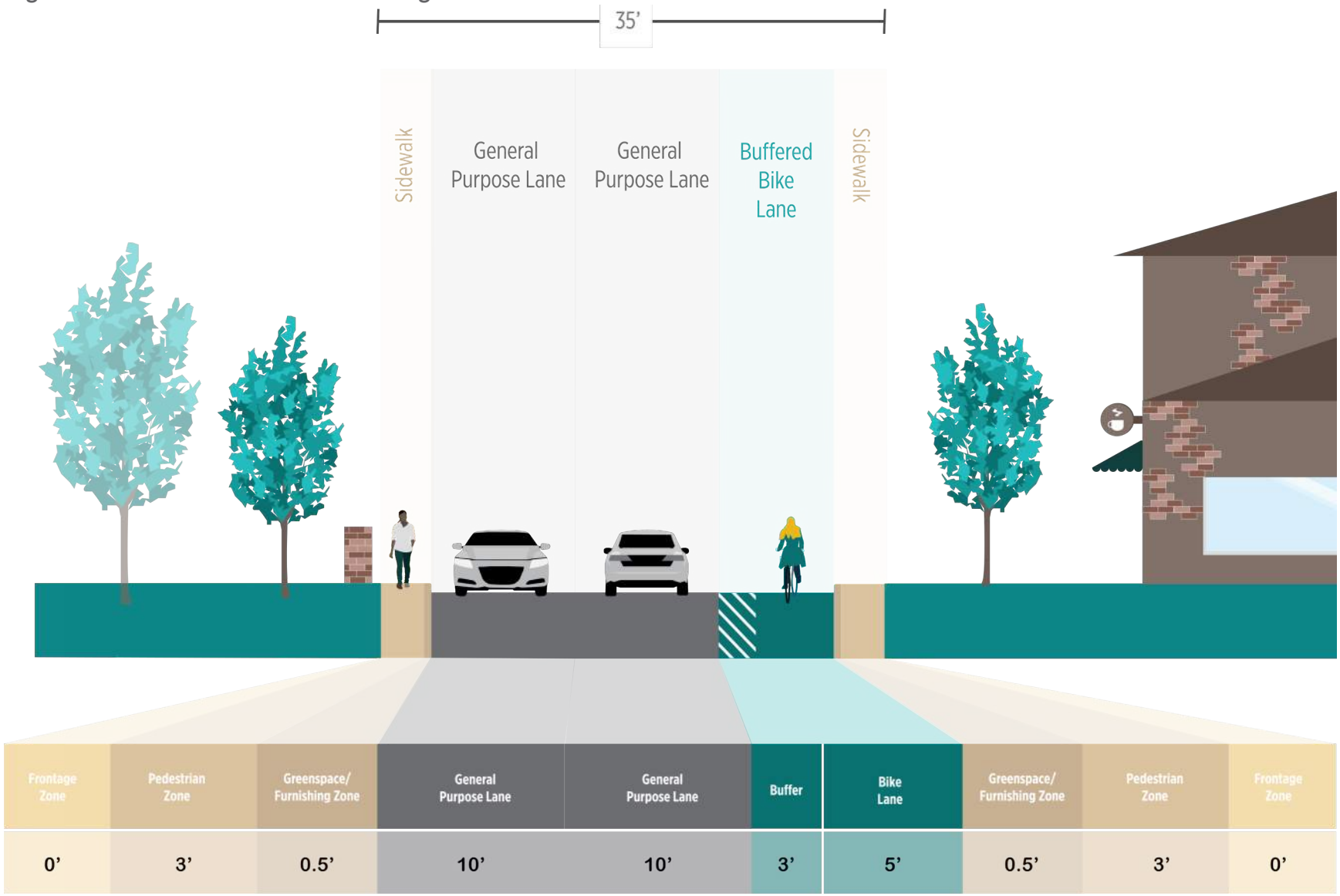
RECOMMENDED IMPROVEMENTS

This corridor is the main east-west route across the city. With significant gaps in the Active Transportation network, and with congestion during peak hours at some of the intersections, the improvement of all transportation modes along this corridor is critical.

The improvements are intended to accommodate all transportation users, and include reconfiguring the corridor as a pedestrian-priority corridor with improved bicycle connections, as well as an optimized corridor to move vehicles through improvements in the intersections (signal timings, lane design).

Figure 7-13 shows how the 2-lane segment could accommodate a shared-use path for bicyclists and pedestrians by narrowing the travel lanes and acquiring additional right of way in adjacent parcels beyond the public right of way.

Figure 7-13 E North Street West of College Avenue Intersection



CORRIDOR 5

DICKSON ST

The Corridor 5 study segment on Dickson Street spans from Arkansas Avenue on the west, to College Avenue on the east. This street segment is characterized by high crash densities at certain intersections, although there have been no reported fatalities or serious injuries in the last five years. Dickson Street in this location has a 9,000 Annual Average Daily Traffic (AADT) count, high pedestrian volumes and a high demand for parking at certain times. Conditions along Dickson Street were considered in the context of impending developments at the WAC and other locations in the area and should be coordinated with such developments to minimize impacts on the street, as well as to leverage public and private investment in the corridor.

RECOMMENDED IMPROVEMENTS

The improvements that follow are intended to reconfigure Dickson Street as a pedestrian and parking-access priority area.

- Restrict left-turns from Dickson to West Avenue
- Remove left-turn pockets and extend the sidewalk at the West Avenue intersection
- Add new road signage to direct traffic to new routes accessing the West Avenue parking lot and other key destinations

These proposed improvements would create a more comfortable sidewalk zone, ensure safe pedestrian crosswalks, more efficiently control traffic flow and access, and manage parking availability and access points. See Figure 7-14.

OPERATIONAL IMPACT ANALYSIS

By 2037 traffic growth is anticipated to create conflicts between eastbound movements and the rail crossing on Dickson Street at the West Avenue intersection during the peak PM travel time.

Removal of the left-turn allowed from Dickson Street to West Avenue will reduce queue lengths for westbound and eastbound traffic on Dickson Street while eliminating conflicts at the rail crossing.

Figure 7-14 Dickson Street Proposed New Circulation Scheme

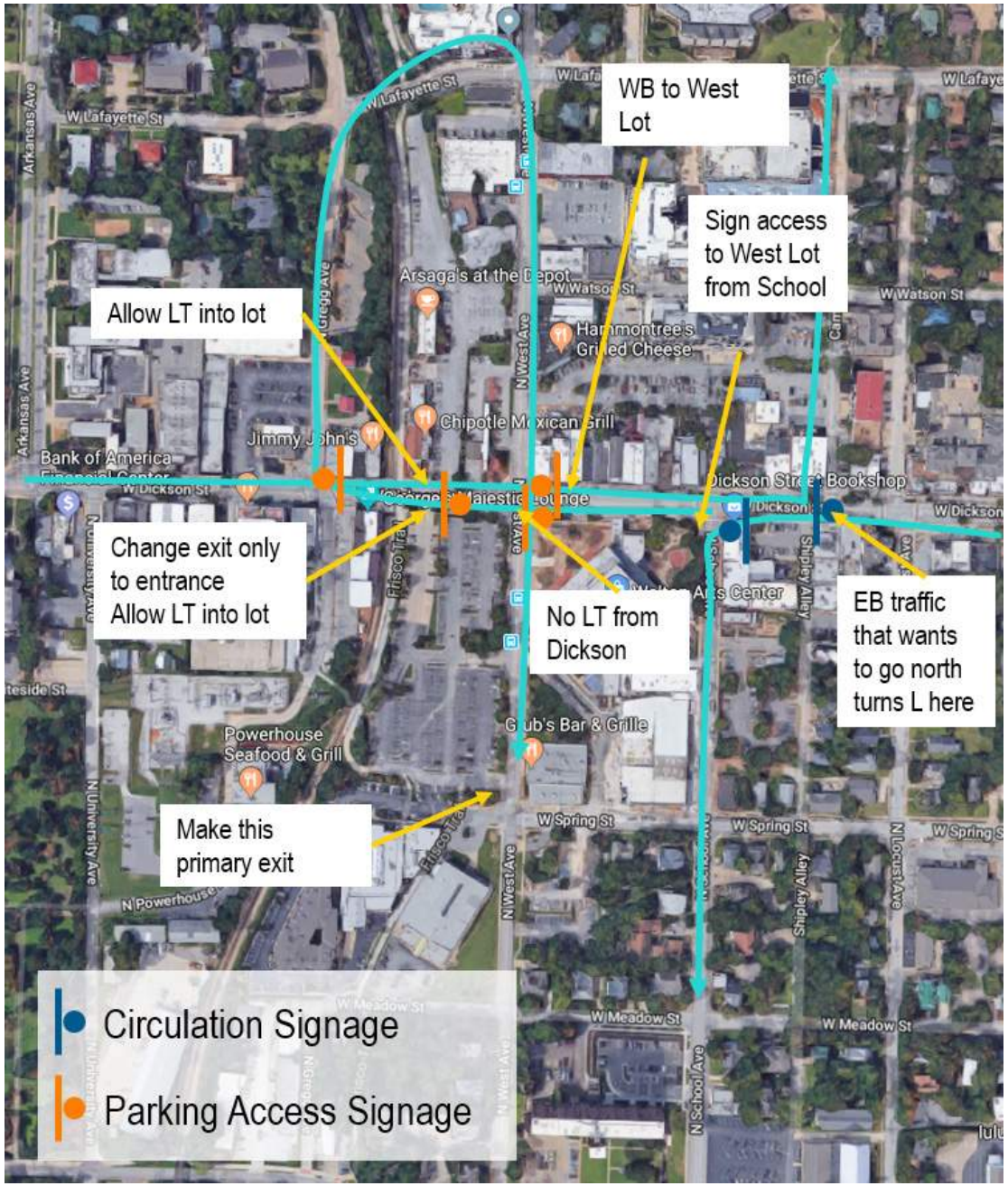
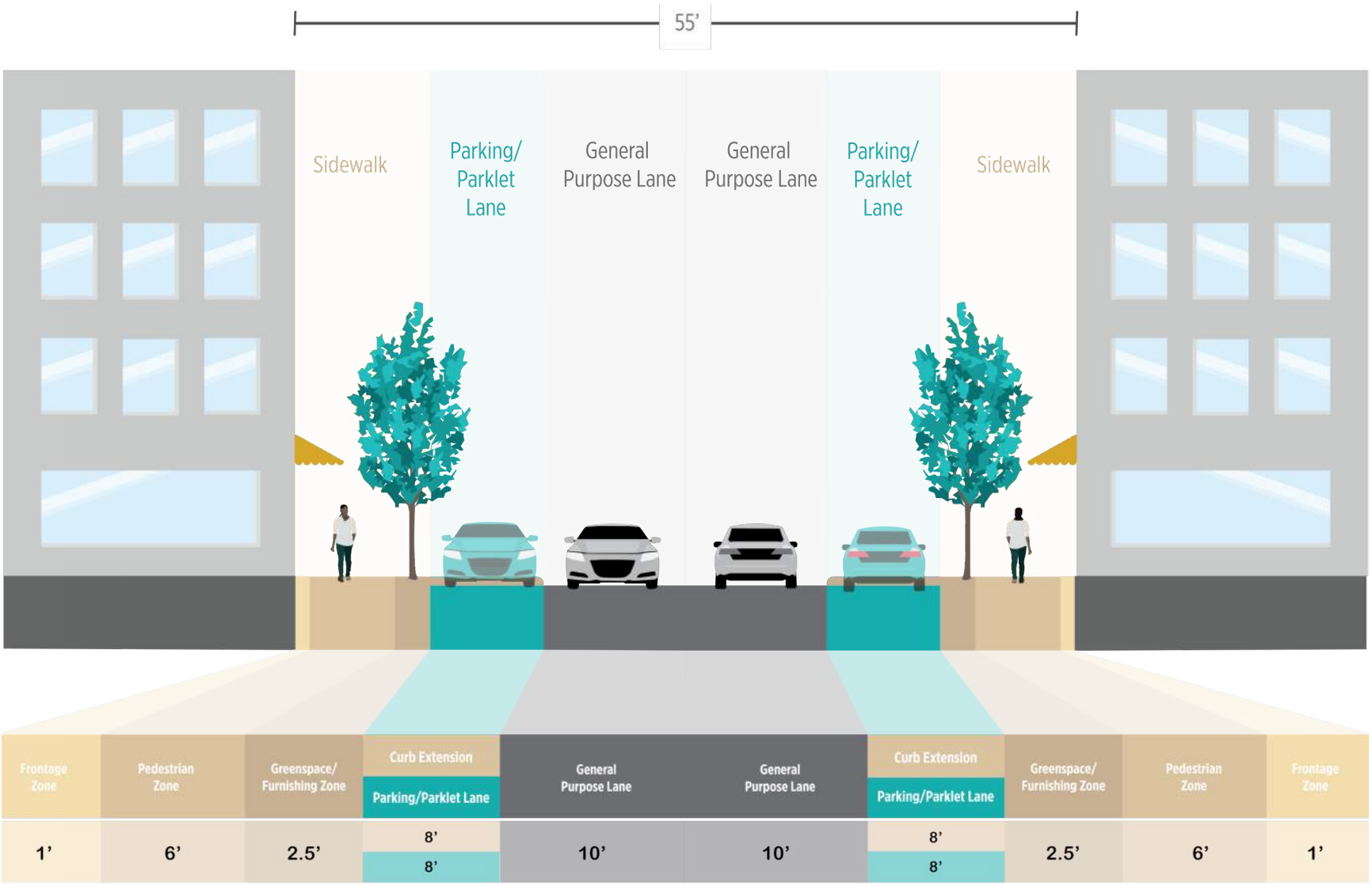


Figure 7-15 Dickson Street East of West Avenue Intersection Proposed (Aerial)

Figure 7-16 Dickson Street East of West Avenue Intersection Proposed Cross Section



CORRIDOR 6

WEDINGTON DR

The study segment for Corridor 6 spans from Rupple Road on the west, to Salem Road on the east. This segment is characterized by high crash densities (particularly at the Rupple Road intersection), high traffic volumes (Annual Average Daily Traffic 2015 ranged from 20,000 to 34,000), including multiple collisions resulting in fatalities and serious injuries at the Golf Club and Salem Road intersections. This segment also lacks bicycle infrastructure, and has had several collisions involving bicycles and/or pedestrians.

Under existing conditions, the Wedington Drive intersections experience congestion during peak hours. With an anticipated 2.60% traffic annual growth rate, conditions will worsen by 2037. (See Appendix C for traffic engineering analysis)

RECOMMENDED IMPROVEMENTS

The following improvements are intended to reconfigure the Wedington Drive corridor as a more pedestrian friendly corridor with improved bicycle connections:

- Create and implement an Access Management Plan (reduce curb cuts), by closing some current access points, and allowing only right-in/right-out with no left-turns at other locations.
- Increase sidewalk width and add bike facilities
- Provide access through parallel roads
- Add signage to new direct travelers to potential alternate routes
- Study the impact of a new signal on Golf Drive to provide a safe crossing
- Increase connections north of Wedington-Salem/Shiloh

Figure 7-17 Wedington Drive - Access Management Plan

CORRIDOR 7

GREGG AVE

The study segment of Gregg Avenue spans from Van Asche Drive on the north, to North Street on the south. The railroad right-of-way runs immediately adjacent to the road from Van Asche to West Spruce Street, leaving no room for sidewalks or bus stops along the western side of the street. The railroad also allows few east-west crossings for pedestrians or vehicles. In 2011-2015, collisions involving pedestrians and bicyclists were reported at nearly all the major intersections, in addition to several vehicle-only collisions at the commercial plazas. Overall traffic volumes stayed below 21,000 in 2015 with collisions resulting in fatalities or serious injuries happening at primary intersections.

OPPORTUNITIES

Gregg Avenue is owned by the City of Fayetteville, and with average daily traffic volumes lower than 25,000 and 4 lanes (and 45' roadway), it is a great candidate for a road diet. By reducing the vehicle travel lanes from 4 to 3, extra space could be utilized to install bus stops in the southbound direction, to widen sidewalks, or to add a dedicated transit lane to serve the residential areas and shopping plazas existing along the corridor.

CONSTRAINTS

The railroad adjacent to Gregg Avenue limits access to existing neighborhoods and constrains opportunities for increased residential and commercial density in this corridor. As development progresses in parallel corridors such as College Avenue and Garland Avenue, plans for higher capacity transit in the Gregg Avenue corridor should be explored to better match the density and travel patterns in this area in the long term.

8 NEXT STEPS

SUMMARY OF RECOMMENDATIONS

Throughout this document there are recommended improvements to address the existing multi-modal mobility problems identified through quantitative analysis and qualitative input from the public. Below we summarize the most critical improvements, based on technical need, staff input, and community feedback.

Fill network gaps, with a focus on transit and active transportation. Safety and connectivity are important for all travelers, and even more critical for the most vulnerable users: pedestrians and cyclists. A missing link in a pedestrian or cycling trip can result in unsafe conditions or avoided trips. Where these walk or bike trips aren't abandoned altogether, they likely become motorist trips, adding unnecessary traffic to the network, often in locations that are already congested. However, a complete sidewalk and bike network means complete trips. The best options for filling gaps include:

- Focusing on areas around schools, senior centers, and cultural attractions to protect the most vulnerable users while encouraging a walking and biking culture for the long term.
- Transit corridor infrastructure investments to ensure that riders have safe, secure access to transit as well as a safe, inviting wait environment.
- Addressing critical issues at hot spot locations, where collisions are highest.

Design interventions are the best solutions for addressing these gaps, since the investments are self-enforcing controls on the ways road users interact.

Additional policy recommendations to improve pedestrian safety and accessibility.

- On existing streets, construct continuous sidewalks along at least one side, even in rural areas, and on both sides of streets in urban centers, regional links, and neighborhood links.
- Replace substandard sidewalks, particularly on key pedestrian routes, to provide an adequate buffer between the walkway and traffic, sufficient clear width for two pedestrians to walk side-by-side, and sufficient shade to be comfortable in the summer.
- Maintain an up-to-date inventory of Americans with Disabilities Act Title II-compliant travelways and curb ramps, and ensure steady progress toward complete accessibility compliance.
- Ensure adequate maintenance of pedestrian ways, including vegetation maintenance and identification and elimination of trip hazards.
- Invest in sidewalk amenities that improve the safety and attractiveness of the walk environment, such as pedestrian-scale lighting, street trees, street furniture, etc.
- Add a dedicated pedestrian phase to traffic signals in urban centers and high-activity corridors, potentially with pedestrian countdown signals.
- Install high visibility crosswalks at high-volume locations, both to provide additional indication of pedestrian crossings to motorists and to slow down traffic vehicular with visual elements.
- Develop warrants for auto-recall for pedestrian crossing signals along high-activity corridors and/or at high-activity intersections, and eliminate push-buttons.

Adopt a multi-year outlook for routine maintenance and capital investments. Currently, routine capital investments like roadway resurfacing or sidewalk installation are determined as part of the annual budget cycle. Many cities have found that employing a three- to five-year outlook builds residents' confidence that the City will invest in neighborhoods equitably on an annual basis. A multi-year outlook also enables greater coordination across City agencies and private partners, by signaling when and where investments and construction are planned. Coordination helps leverage or stretch public dollars with anticipating grant funding availabilities The coordination of construction activities can also reduce the disruption to on-going and planned local developments and/or transportation projects. Selection criteria utilized to prioritize projects that are typically included in a multi-year program include:

- Need, with a focus on pedestrian and cyclist safety and/or network completion.
- Timing, using a geo-coded database of investments in recent years, to ensure that projects are not duplicative.
- Opportunity, allowing public, private, and utility partners to capitalize on current and upcoming projects.
- Most cities update their multi-year program periodically, for example, a five-year program might be updated every two to three years, in addition to the annual budget allocation for the coming year. This outlook helps improve the current year adoption process, while also creating a pipeline of projects and an identified funding plan for the future.

Corridor-wide improvement plan. The key corridors were selected not only for the conditions along each route, but also for their potential to demonstrate the concepts proposed within this plan. As each corridor is implemented successfully, it becomes a hallmark of the potential for other streets in the city. When taken together they deliver interventions that can be replicated across all modes, a range of land use settings, and all quadrants of the city. In some cases, as with near-term recommendations at Archibald Yell, improvements can be implemented quickly provided ArDOT staff agree to the proposed changes. For other infrastructure improvements, such as those proposed for Dickson Street, it might be prudent to await coordination with other investments to maximize the benefit and minimize the impact on existing adjacent land uses. Still others will require additional analysis or a targeted community outreach program before moving forward, such as College Avenue. More specifically, investments and next steps for these corridors include:

- **Archibald Yell Boulevard:** Stakeholder coordination to implement near-term improvements, i.e. new traffic signal and crossing; continuing outreach and analysis through a neighborhood transportation study; coordination with ArDOT.
- **Wedington Dr:** stakeholder coordination and analysis to implement new traffic signals and crossings; coordination with ArDOT.
- **North St:** Ongoing stakeholder coordination; determine desired right of way acquisition and begin conversations with willing property owners.
- **MLK Jr Boulevard:** stakeholder coordination and analysis to implement near-term improvements, i.e. traffic signals, crossings, and median changes; continuing outreach and analysis through land use planning updates, as well as ongoing Arterial Loop analysis, to confirm the long-term vision and options; coordination with ArDOT.
- **Dickson St:** Continue outreach and coordinate with upcoming developments to maximize benefits and minimize impacts.
- **Gregg Ave:** Stakeholder, community coordination and continue road diet analysis.
- **College Ave:** Stakeholder coordination to evaluate near-term improvements; coordinate street design elements with land use updates for mid- and long-term; coordination with ArDOT.

While completion of this report may be sufficient for some recommendations, other recommendations will require additional actions before they become official City policy. Some recommendations will also lead to additional feedback opportunities related to design such as; neighborhood studies, corridor studies, or traffic calming efforts. A number will also require additional analysis, development and coordination, most notable among these is the adoption of the Street Typology and network plan. Though the Plan has received strong vetting from the public, stakeholders, and multiple City departments, the impending update to the land use plan presents an opportunity for additional refinement of the street typologies, which are rooted in both the functional classification of streets and their land use setting. Coordinating the adoption of the Street Typology plan with updates to the land use plan, City Plan 2030, will allow additional time to refine the details of each typology and to coordinate with stakeholders.

IDENTIFIED PROJECTS

The following are the key recommended projects, drawing from the project Wikimap comments and project team recommendations. This project list will be updated, finalized and evaluated following Council and staff comments on this draft plan.

Figure 8-1 Key Recomennded Projects

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
Mall Avenue Access Improvements	Mall Avenue Near Joyce Boulevard	Access Improvements	X				
Mission/Lafayette Bicycle Improvements	North Street. to College Avenue.	Bike Facilities			X		
W 15Th St	Razorback Road - School Ave	Bike Facilities			X		
E Huntsville Road	Mill Avenue - MLK Boulevard	Bike Facilities			X		
Old Wire/Old Missouri Road		Bike Facilities			X		
Garland Ave	Morrill Avenue - Maple St	Bike Facilities			X		
Razorback Road		Bike Facilities			X		
Crossover Road	Mission Boulevard-Huntsville Road	Bike Facilities			X		
Morningside Drive	Huntsville Road-E 15th St	Bike Facilities			X		
Spring Street Bikeway	West Ave-Downtown Square	Bike Infrastructure			X		
Maple Street Cycletrack	Gregg Avenue. to Stadium Drive. To Razorback Rd.?	Bike/Pedestrian Improvements		X	X		

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
College Avenue Corridor	North Street. to City Limits	Corridor Improvements	X	X		X	
North/Mission Boulevard. Corridor	Garland Avenue. to Old Wire Road.	Corridor Improvements	X	X	X	X	
Porter Road/Deane Street./Sycamore Street. Corridor	Mt. Comfort-College Avenue.	Corridor Improvements	X	X	X	X	
College Avenue/ Millsap Intersection Improvements	College Ave/Millsap Street.	Intersection Improvements.	X	X		X	
Gregg Ave-Left turn lanes at Sycamore and Poplar	Sycamore and Poplar	Intersection Improvements.	X				
Hwy 112/Howard Nickell Road Improvements	112/Howard Nickell	Intersection Improvements.	X				
Shiloh Drive./Fulbright Expressway Intersection	Shiloh Drive and Fulbright Expwy	Intersection Improvements.	X				
Shiloh Drive/Steele Boulevard. Intersection Improvements	Shiloh Drive/Steele Boulevard Int.	Intersection Improvements.	X				
Center Street/Gregg Ave		Intersection Improvements.	X	X	X		
Highway 16/School Ave		Intersection Improvements.	X	X	X		
Futrall Drive/Wedington Dr		Intersection Improvements.	X	X	X		
Futrall Drive/MLK Boulevard		Intersection Improvements.	X	X	X		
Crossover Road/Mission Boulevard		Intersection Improvements.	X	X	X		
Spring St-College Avenue signal warrant		Intersection Improvements.	X	X	X		

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
MLK Jr/School Avenue SB approach		Intersection Improvements.	X				
Rock/College/Arch. Yell		Intersection Improvements.	X	X	X		
Pavement Overlay and Maintenance	Various	Maintenance					X
Extend Wood Avenue to 15th Street.		New Location	X	X	X	X	
Fulbright Expwy Crossing	Steele Boulevard/Mall Avenue	New Location	X	X	X		
Hemlock Street. Extension	Millsap Street. to Masonic Drive.	New Location	X	X	X		
Longview Extension	West of Plainview Avenue.	New Location	X				
Plainview Avenue Extension	South to Fiesta Square	New Location	X	X	X		
Plainview/Whole Foods connection	Plainview to Whole Foods	New Location	X	X	X		
Rolling Hills Extension	Old Missouri Road-Crossover Road.	New Location	X	X	X		
Rupple Road Extension	Tanyard Drive to Weir Road	New Location	X	X	X	X	
Salem Road Extension	Mount Comfort to Fairfax	New Location	X	X	X		
Shiloh Drive Connection	Mt. Comfort-Wedington	New Location	X	X	X	X	
Shiloh Drive South Extension	Summerhouse Ln to Regional Park	New Location	X	X	X		
Steamboat/Dorothy Jeanne Street. Connection		New Location	X	X	X		
Township Street extension to Garland Avenue		New Location	X	X	X		

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
Garrett Street extension to Gregg Avenue		New Location	X	X	X		
Completion of the Arterial Loop		New Location	X	X	X		
Drake Street extension to College Ave		New Location	X	X	X		
Rockwood Trail connection to Crossover Road		New Location	X	X	X		
Persimmon Street connection to Cleveland St		New Location	X	X	X		
Persimmon Street connection to Wedington Drive		New Location	X	X	X		
Fulbright Expwy extension to Sain St		New Location	X				
Extension of Sain Street to Joyce Boulevard		New Location	X				
Extend Millsap Road to Vantage Drive		New Location	X				
Extend Van Asche Drive to Frontage Drive		New Location	X				
North College Pedestrian Improvements	Joyce and Zion	Pedestrian Safety		X			
School Avenue	South of MLK	Road Diet			X		
15th/Razorback Intersection	15th Street. and Razorback Road	Roundabout	X	X		X	
MLK Boulevard. Safety Improvements	Stadium Drive-Razorback Road	Safety Improvements/ Signalization	X	X		X	

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
Cleveland Street Area Walkability	Garland-Leverett	Sidewalk/ADA Ramp Const./ Replacement		X			
Downtown Sidewalk/ Walkability Improvements.	Various in Downtown Area	Sidewalk/ADA Ramp Const./ Replacement/ Lighting		X			X
MLK Area Walkability Improvements.	School Avenue-College Avenue	Sidewalk/ADA Ramp Const./ Replacement		X			X
Mount Comfort Road Sidewalks	Garden Park Apts.	Sidewalks		X			
E 15Th St	Morningside Drive – S Fred Hanna Drive	Sidewalks		X			
E Dickson St	Willow Avenue – Walnut Ave	Sidewalks		X			
E Joyce Boulevard	Frontage Road – N College Ave	Sidewalks		X			
W Meadow St	West Ave-Gregg Ave	Sidewalks		X			
N College Ave	Township Street - Sycamore St	Sidewalks		X			
N College Ave	Millsap Road - Harold St	Sidewalks		X			
N Garland Ave	North Street - Comfort Road	Sidewalks		X			
N Old Missouri Road	Joyce Boulevard - Zion Road	Sidewalks		X			
N Willow Ave	Baxter Ln - Prospect St	Sidewalks		X			
Center/Harmon Intersection	Center and Harmon	Signalization	X	X	X	X	
Morningside Drive Signalization	Morningside/Huntsville	Signalization	X	X			
Poplar Street Signalization	Poplar/College Avenue	Signalization	X	X	X		

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
River Meadows Drive. Signalization	River Meadows and Hwy 16	Signalization	X				
Spring Street and College Avenue. Signalization	Spring/College	Signalization	X	X			
Wedington/Golf Club Drive Signalization	Wedington and Golf Club Drive.	Signalization	X	X		X	
Beechwood/MLK Signalization	Beechwood/MLK Intersection	Signalization	X	X		X	
Government/MLK Signalization	Government/MLK Intersection	Signalization	X	X	X		
Archibald Yell Boulevard. Safety Improvements	MLK Boulevard. to Rock Street	Signalization/Lane Reallocation		X	X		
Rolling Hills Improvements	Appley Rd./College Ave-Old Missouri Road	Signalization/ Safety Improvements	X	X			
Highway 112 (Howard Nickell Road.)	Howard Nickell Road. to Van Asche	Widening	X X	X X	X		
Howard Nickell Road Improvements.	Rupple Road-Hwy 112	Widening	X	X	X		

FUNDING

Like most cities, Fayetteville funds its transportation infrastructure through an array of revenue sources. The city's Transportation Division is responsible for all maintenance and operations on city streets, and they also lead small capital projects that are completed by in-house construction crews. Larger capital projects are typically completed by outside contractors and are managed by the city's Engineering Division. Funding includes state, county, and city level taxes on motor fuels, property, and sales.

REVENUE AND FUNDING

Financing for maintenance and capital improvements to streets, sidewalks, and trails is provided through three primary funds:

- **Street Fund**: Revenue that is placed into the Street Fund is generally ongoing revenue that will be expected to continue year after year, except as noted in the Future Funding section. This revenue is also restricted and can only be used for transportation related expenses. Revenue sources include:
  - Turnback revenue from motor fuel taxes collected by the State of Arkansas. This amounts to approximately $3.47 million in the 2017 budget year.
  - Turnback from the temporary statewide ½-cent sales tax for highways, amounting to approximately $1.35 million in the 2017 budget year.
  - A road millage tax levied by Washington County, estimated to be $1.15 million. This is a 1.1 mil tax of which the City receives 80 percent.
- **Capital Improvement Program (CIP)**: Revenue to the CIP fund that is used for transportation related expenditures is generated by a one-cent sales tax that generates approximately $21 million per year. The CIP fund currently receives 40% ($8.4 million) of this one-cent tax, with the remaining going to the general fund. (This split is subject to yearly review by the City Council.) This funding is allocated to various types of capital projects, not just transportation. $2.26 million of the total $8.4 million available is budgeted to be spent on transportation related capital projects in 2017. The

yearly CIP budget is based on a 5 year CIP plan, which is updated every two years. Current CIP plans include funding for sidewalks, trails, pavement maintenance, and signal operations, but no large capital projects. In recent years, budget allocations for transportation related items have been less than planned, due to other priority needs.

- **Transportation Bond Program**: This program is funded by proceeds from bonds authorized by voters in 2006, to be paid back with a one-cent dedicated sales tax that will expire upon bond repayment. All of the $65.9 million available bonding capacity has been issued. Approximately $5.61 million in bond funds remains to be spent.

In addition to funding through these programs, federal-aid funding through the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) is available. This is a competitive grant program through the Northwest Arkansas Regional Planning Commission (NWARPC). Approximately $7.5 million in STBGP funding and $490,000 in TAP funding is expected in FFY 2018. These grants require a minimum 20% match from City funds.

Finally, the City has the good fortune to have a relationship with the Walton Family Foundation, which has provided assistance with trail and on-street bike facility funding over the years. These grants are typically 50-50 matching grants.

OPERATION/MAINTENANCE AND SMALL CAPITAL PROJECT EXPENDITURES

Budgets for maintenance, operating and capital expenses for small, in-house projects are primarily managed by the Transportation Division. Planned expenditures in 2017 for various programs are summarized as follows:

As noted in the table below, personnel and equipment account for approximately 55% of the budget; payments directly to transit providers account for $550,000, leaving less than 40% of the budget available for purchase of materials and contracted labor for projects. Budget numbers for 2018 have since been adjusted for inflation, but allocations remain essentially the same.

LARGE CAPITAL PROJECT EXPENDITURES

Large capital projects in recent years have been funded by the Transportation Bond Program. The Transportation Bond Program is managed by the Engineering Division, and is in the final stages of completion, with the remaining $5.6 million expected to be spent by the end of 2018. The City has leveraged the bond program to provide matching funds for over $40 million in state and federal aid since the program began in 2006. In total, with water and sewer funding and capital improvement funds, and the state/federal aid noted above, the bond program will complete approximately $115 million worth of projects.

Figure 8-2 Operation/Maintenance and Small Capital Project Expenditures (2017)

Program Name	Personnel	Equipment	Materials/ Contract Labor	Total
Overlay Program (Including Microsurfacing)	$1,219,684	$ 1,537,912	$1,332,928	$4,090,524
Sidewalk Program	$355,153	$ 204,534	$722,494	$1,282,181
Trails Program	$425,243	$ 322,142	$752,615	$1,500,000
Signals/Striping	$334,910	$ 89,719	$381,371	$806,000
Payment to Transit Agencies				$550,000
TOTALS	$2,334,990	$2,154,307	$3,189,408	$8,228,705

FUTURE CHALLENGES/OPPORTUNITIES

Future challenges with transportation funding include:

The statewide ½ cent sales tax is a temporary tax that will expire by 2023 unless it is reauthorized. If this tax expires, revenue will be reduced by at least $1.35 million annually.

Turnback funds from the Washington County road millage are subject to review and approval each year by the County Quorum Court. Last year, the Quorum Court discussed reallocating this tax from streets to general fund. It is expected that this discussion will occur again in 2017, which may reduce City revenue by $1.15 million.

Costs for materials and labor have continued to rise, while operation and maintenance funding has remained flat or even been reduced in some cases. This has resulted in a reduction in miles of overlay and sidewalk projects in past years. If this trend continues, the overall quality of the transportation system will suffer.

- State and Federal motor vehicle fuel taxes have not kept up with rising road maintenance costs. As vehicles become more efficient and electric vehicles become more common, gas tax revenue is expected to decline.

There are opportunities, however:

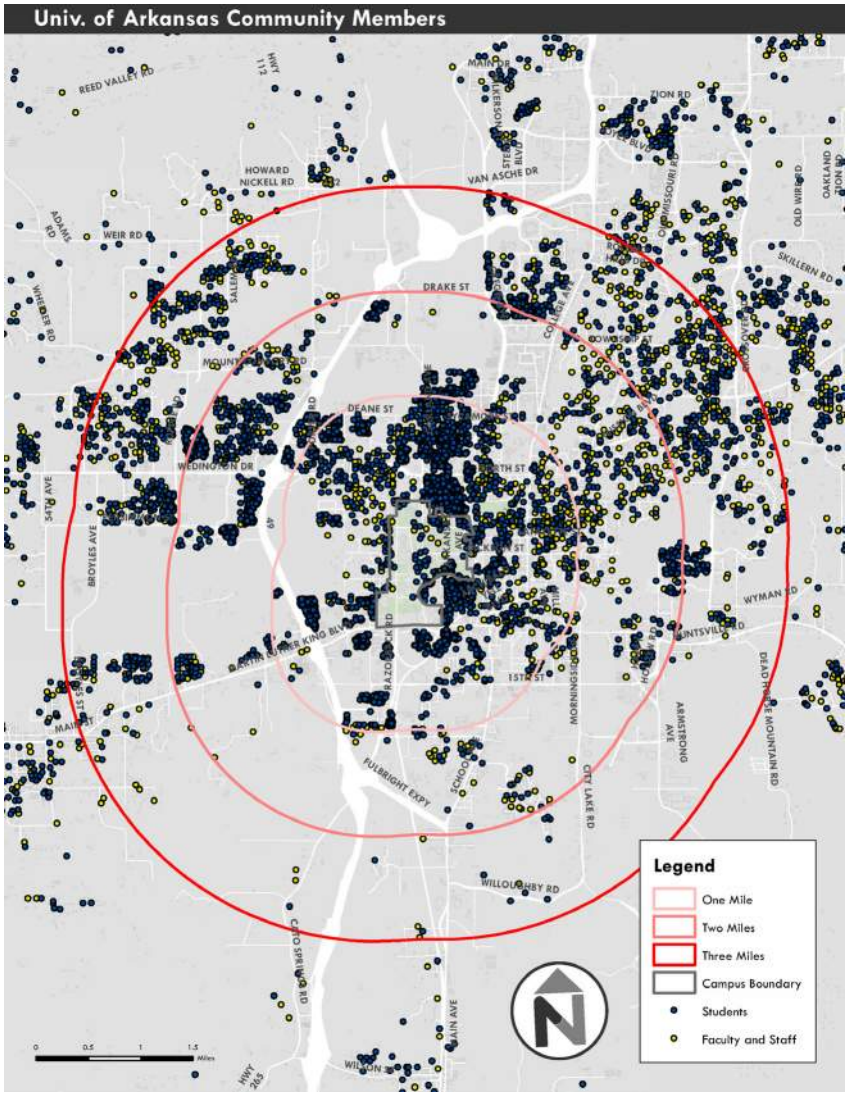
- Reauthorization of the temporary 1-cent city sales tax that is financing the transportation bond program will be explored during 2018, with a vote expected in 2019. If approved by voters, this reauthorization would allow additional bonds to be used to fund another large infrastructure package. The Fayetteville Mobility Plan is an important planning document to inform the process of selecting the projects to be funded by these bonds.
- Federal-aid and private grant funding is expected to continue to be available (assuming matching funding is provided by the City).
- The state legislature is discussing opportunities to make the ½ cent temporary tax permanent, which will provide permanent funding to the state highway department as well as create a permanent source of funding for the City.

Additional funding opportunities include:

- **Impact fees**. The city has development impact fees for water, public safety, and fire protection, but not for transportation. It could consider conducting a nexus study to impose a new fee on development to ensure projects pay their fair share of work necessary to accommodate growth. In other cities with more constrained transportation networks, projects must offset their new vehicle trips by investing in bicycle, pedestrian, and transit projects that result in an equivalent decrease in traffic offsite.
- **Paving program**. The city already coordinates street redesign projects with its planned resurfacing program. In this way, the city reduces project costs significantly. There may be additional opportunities for tighter coordination, however. For example, the road diet recommendations in Chapter 7 can be completed a little marginal cost if pavement resurfacing of those streets were scheduled to coincide.

- **Partnerships with the University of Arkansas**. The city already has a strong partnership with the university, but in the future there may be many more opportunities to join forces. As detailed in the 2015 University of Arkansas Campus Transportation Plan, the university is rapidly growing. As new buildings are built on campus parking lots, its current approach to parking and transportation is becoming financially untenable. The plan instead recommends that the campus make major investments in transportation demand management, including major improvements to walking, biking, and transit, both on and off campus. As shown in Figure 8-2, a majority of student beds are off-campus, but nearby. As a result, most of the recommendations in this report directly benefit the university. Access improvements in the city are essential for meeting the university's goals.

Figure 8-2 University of Arkansas Community Members



Source: Campus Transportation Plan, 2015

REMAINING PROCESS

This report will be presented to the City Council in spring 2018, following detailed review by City staff and discussion of the document findings. On its own, this Mobility Plan has no direct, immediate fiscal impacts. The projects and policies within this report, however, are largely consistent with the existing pipeline of investment plans and documents, including the city Capital Improvement Plan (CIP). Where there might be differences, Plan projects or recommendations will cascade through the necessary local and regional plans, including the CIP and the regional transportation plan prior to advancement. Again, this presents another opportunity for refinement, but also brings these projects closer to implementation.

Following acceptance of this draft document, minor edits may be made to accommodate staff and Council direction before this document is made final.

This draft plan and Council and staff comments will also help inform an implementation strategy. The implementation strategy will determine how best to fold the recommendations of this plan into the City's overall CIP and budgeting process, including expanding upon the project chart above, and providing a qualitative evaluation of projects based upon selected performance measures from Chapter 2.

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0014

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Minutes

Agenda Number: A. 1

APPROVAL OF THE MARCH 6, 2018 CITY COUNCIL MEETING MINUTES

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0145

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Resolution

Agenda Number: A. 2

MSI CONSULTING GROUP, LLC:

A RESOLUTION TO AUTHORIZE THE PURCHASE OF ANNUAL SOFTWARE MAINTENANCE FROM MSI CONSULTING GROUP, LLC FOR VIRTUAL JUSTICE SOFTWARE USED BY THE DISTRICT COURT, POLICE DEPARTMENT AND THE CITY PROSECUTOR DIVISION IN THE AMOUNT OF $21,600.00 PLUS APPLICABLE TAXES, AND TO APPROVE A 5% PROJECT CONTINGENCY IN THE EVENT ADDITIONAL LICENSES ARE NEEDED

WHEREAS, the City has utilized the Virtual Justice software since the initial purchase was approved by the City Council on May 2, 2006; and

WHEREAS, two additional licenses have been requested for 2018 causing the annual cost to increase, thus requiring City Council approval; and

WHEREAS, state purchasing laws exclude software maintenance from competitive bid requirements and staff has determined that continuing to use the MSI Consulting Group's Virtual Justice software would provide the best value to the City.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes the purchase of annual software maintenance from MSI Consulting Group, LLC so the District Court, Police Department, and City Prosecutor Division can continue to use the Virtual Justice software in use by the City for more than ten years, and further approves a 5% project contingency in the event additional licenses need to be purchased.

City of Fayetteville Staff Review Form

2018-0145

Legistar File ID

3/20/2018

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

Dena Stockalper	2/28/2018	Fayetteville District Court / General Government Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approving the purchase of annual software maintenance, for the Washington County District Court, Fayetteville Department's MSI Consulting Group's Virtual Justice software, in the amount of $21,600.00, plus applicable tax, and approve a 5% contingency.

Budget Impact:

Multiple	General Fund
Account Number	Fund
N/A	N/A
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	268,129.00
		Funds Obligated	$	159,087.00
		Current Balance	**$**	**109,042.00**
Does item have a cost?	Yes	Item Cost	$	21,600.00
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	**$**	**87,442.00**

V20140710

Previous Ordinance or Resolution # 79-06, 130-12

Original Contract Number: _____

Approval Date: _____

Comments:

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF MARCH 20, 2018

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff

FROM: Dena Stockalper, Fayetteville District Court Administrator
Keith Macedo, Director of Information Technology

DATE: February 27, 2018

SUBJECT: Staff recommends approving the purchase of annual software maintenance, for the Washington County District Court, Fayetteville Department's MSI Consulting Group's Virtual Justice software, in the amount of $21,600.00, plus applicable taxes, and approve a 5% contingency.

RECOMMENDATION:
Staff recommends approving the purchase of annual software maintenance, for the Washington County District Court, Fayetteville Department's MSI Consulting Group's Virtual Justice software, in the amount of $21,600.00, plus applicable taxes, and approve a 5% contingency.

BACKGROUND:
The Washington County District Court, Fayetteville Department, initially purchased Virtual Justice on May 2, 2006 via City Council resolution 79-06. The original contract was amended by City Council, via resolution 130-12 on June 19, 2012, to add additional licenses to the Police Department. The contract was again administratively amended on January 31, 2017 to add two (2) additional licenses for City Prosecutor's staff. Virtual Justice is the primary software application that Court, City Prosecutor's, and Police staff utilize to access information related to active and historical court cases.

DISCUSSION:
MSI Consulting Group, LLC, licenses their Virtual Justice software through a base monthly fee of $1800.00 for the current 28 user licenses for a total annual software maintenance fee of $21,600.00. The current contract is for a perpetual license agreement, but our annual expense has increased beyond $20,000.00 per year, therefore we are requesting City Council approval to purchase MSI Consulting Group's Virtual Justice software maintenance in the amount of $21,600.00 per year, plus applicable taxes, and approve a 5% contingency.

BUDGET/STAFF IMPACT:
Funds are available within the District Court's, City Prosecutor's, and Police Department's General Fund software maintenance account to fund the annual software maintenance expense.

Attachments: Staff Review Memo, Staff Review Form, MSI Consulting Group, Virtual Justice quote

MSI Consulting Group, LLC

2018 FEB 27 PM 3:16

2120 S. Waldron, Suite B-1 • Fort Smith, Arkansas 72903 • (479) 452-0560 • Fax: (479) 452-0638 • www.msicg.com

February 27, 2018

Washington Co. District Court - Fayetteville Dept.
Attn: Ms. Dena Stockalper
176 South Church, Suite 1
Fayetteville, AR 72701

Dear Dena,

This letter is in response to your request concerning a quote for the monthly & annual amount of our Software License Agreement Contract with the Washington County District Court – Fayetteville Dept. It is my understanding that your city council is requesting this information to be approved by council resolution.

The current Software License Agreement Contract between your court and MSI Consulting Group, LLC is based on 28 users. However, your contract can be amended in the event that the number of licenses are increased or decreased at the request of the court. This action will cause your monthly amount to increase or decrease based on the new number of users.

Your monthly software lease and maintenance amount is $1,800.00 + tax per month, making your annual amount $21,600.00 + tax for 12 months.

Please feel free to contact us at (479) 452-0560, or e-mail at bryan.smith@msicg.com if you have any questions.

Sincerely,

Bryan D. Smith
Vice President

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0162

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Resolution

Agenda Number: A. 3

CONTINUOUS PROCESS IMPROVEMENT TRAINING:

A RESOLUTION TO AUTHORIZE A CONTRACT WITH NORTHWEST ARKANSAS COMMUNITY COLLEGE FOR A CONTINUOUS PROCESS IMPROVEMENT TRAINING PROGRAM FOR DEVELOPMENT SERVICES DEPARTMENT STAFF IN AN AMOUNT NOT TO EXCEED $40,000.00, AND TO APPROVE A BUDGET ADJUSTMENT

WHEREAS, Continuous Improvement is the way to bridge gaps in both technical and people skills and will help staff analyze process flow, eliminate waste, and increase quality and customer service for all Development Review processes including development entitlement, permitting, and zoning; and

WHEREAS, the goals of completing a continuous improvement training program include reducing inefficiencies, identifying and resolving communication gaps, creating a clear and concise path for our customers, and instilling the mindset of continuous improvement for everyone involved.

WHEREAS, competitive bidding is not required when the City contracts with another governmental entity.

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 authorizes Mayor Jordan to sign a contract with Northwest Arkansas Community College for a continuous improvement training program for Development Services Department staff as outlined in the proposal attached to this Resolution in an amount not to exceed $40,000.00.

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

Added at the March 13, 2018 Agenda Session Meeting

City of Fayetteville Staff Review Form

2018-0162

Legistar File ID

3/20/2018

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

Garner Stoll	3/7/2018	DEVELOPMENT SERVICES (620)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Express the City's intent to complete a Continuous Process Improvement training program that examines the Development Review Process, to approve funding for the program, and to approve a budget adjustment.

Budget Impact:

1010.090.6600-5315.00	General
Account Number	Fund
18026	Continuous Process Improvement Training Program
Project Number	Project Title

Budgeted Item?	No	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	Yes	Item Cost	$	40,000.00
Budget Adjustment Attached?	Yes	Budget Adjustment	$	40,000.00
		Remaining Budget	$	-

V20180209

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF MARCH 20, 2018

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff
Garner Stoll, Development Services Director

FROM: Becca Bertram, Development Services Administrator

DATE: March 7, 2018

SUBJECT: Express the City's intent to complete a Continuous Process Improvement training program that examines various development review processes and to approve funding for the program through a budget adjustment.

This item is being added by the Mayor, not the City staff because of his desire to start the Continuous Process Improvement training program early enough to complete it in 2018.

RECOMMENDATION:
Approval of the City's expression of intent to complete a Continuous Process Improvement training program that examines Fayetteville's development review processes and approve funding through a budget adjustment.

BACKGROUND:
The City of Fayetteville's Development Services Department is seeking to deepen the understanding and application of the process improvement mindset. Improving the Development Review Process is a focus of the City of Fayetteville to offer a more efficient path and defined set of steps for customers engaging in these processes. This training solution will provide employees with the skills and strategies necessary to find appropriate solutions to systemic problems, resulting in a sustained lean environment and continuous improvement.

DISCUSSION:
Continuous Improvement is the way to bridge gaps in both technical and people skills. This program will teach staff how to analyze process flow, eliminate waste, and increase quality and customer service for all Development Review processes including development entitlement, permitting, and zoning. The goals of completing this training program include reducing inefficiencies, identifying and resolving communication gaps, creating a clear and concise path for our customers, and instilling the mindset of continuous improvement for everyone involved. This program will provide tangible ongoing benefits to employees, customers, and residents of the City of Fayetteville.

BUDGET/STAFF IMPACT:
Staff anticipates that the cost of the program would not exceed $40,000. Approval of requested scholarship funding may reduce this amount. The funding source would need to be general fund reserves as this was not a budgeted project for 2018 and no funding is currently available for this project.

Attachments:
Continuous Process Improvements Proposal

Continuous Process Improvements

Prepared for:

Becca Bertram
Development Services Administrator

February 6, 2018

Teresa Whitmire
Executive Director Workforce Development
NorthWest Arkansas Community College
479.619.4175
twhitmire@nwacc.edu

About NWACC Workforce Development

With the depth and breadth to serve the Northwest Arkansas and surrounding region, and through the development of strategic partnerships for companies with global footprints, NWACC Workforce Development delivers innovative training and business services that help develop your team for maximum performance. Our staff and partners bring real-world experience to your training partnership, with a focus on quality, cost-effectiveness, and convenience.

NWACC Workforce Development offers training in technical and computer skills, leadership development, teambuilding, quality and continuous improvement, customer service, communication, sales and specialized skill sets that directly meet your needs. In addition, we offer customer-based services such as needs analysis, curriculum development, facilitation, consulting, and state-of-the-art meeting facilities.

We at NWACC Workforce Development appreciate this opportunity to work with you.

Respectfully,

Teresa Whitmire
Executive Director
Workforce Development
NorthWest Arkansas Community College

Services and Partners

To accomplish its objectives, Workforce Development has developed its staff and faculty and forged strategic partnerships to provide world-class training designed to close performance gaps and increase overall productivity and efficiency, regardless of your company's location(s).

NWACC Corporate Learning

- Helps you target business objectives
- Identifies performance gaps
- Develops training strategies that are:
  - Applicable to your specific business environment
  - Affordable
  - Deliver a Return On Investment (ROI)
  - Held at times and locations convenient to your staff

Strategic Partnerships

- Global Corporate College
  - Provides the training network to deliver your customized solutions anywhere in the world
  - Provides access to the largest body of tested and proven training resources
- AchieveGlobal®
- American Management Association®
- Microsoft®
- Challenge Quest®
- Extended DISC®
- Continuous Improvement Solutions LLC

Faculty

Our instructor pool includes highly qualified trainers and subject matter experts with extensive industry experience. NWACC Workforce Development makes every effort to match the right instructor to deliver your business solution.

Objective

The purpose of this proposal is to offer a training solution that will underscore the City of Fayetteville's commitment to develop lean processes and continuous improvement skills for the Development Services Department. NWACC through strategic partners has designed a training program that builds on the principles of Lean and Continuous Improvement. This program will provide tangible benefits to the employees, customers, and residents of the City of Fayetteville, resulting in a sustained Lean environment.

Proposed Training Solution

Clearly, the ability to generate innovative solutions to workplace problems is more important than ever. Creating the energy to implement these solutions in a climate where resources are scarce and people are already overworked is a challenge for the company. The Continuous Improvement training program as outlined below will provide associates with the skills and strategies necessary to find appropriate solutions to prevent waste and increase quality for maximum benefit and return on investment to the company.

Training Details:

Location: City of Fayetteville

Date and Time: TBD

Description: Continuous Improvement Training (CI)

OSD Funds: If eligible, NWACC will apply for OSD grant funding. Application of funds does not guarantee approval. The City of Fayetteville is responsible for full cost of training.

The State of Arkansas also offers a program through the Office of Skills Development (OSD), which allows companies to apply for reimbursement of certain training programs. OSD funding is contingent upon application approval by the Office of Skills Development. If approved, the company pays the full contract price to NWACC. A reimbursement check from the State of Arkansas is sent to the company, once the final training report is submitted.

NWACC handles all documentation for OSD grant approvals and reimbursement. Applications for reimbursement must be submitted three weeks prior to the start of the training program. Once NWACC receives a signed training agreement, application will be made for State reimbursement funds.

Reimbursement funds are estimated at $100 per class hour; however, funding is based on a point system developed by the Department of Occupational Skills Development and final reimbursement is determined by the Office of Career and Technical Education. NWACC does not guarantee approval of funds.

Program: Continuous Improvement

Overview and Current State:
The City of Fayetteville, AR is seeking to deepen the understanding and application of the process improvement mindset throughout the organization. This is paired up with process improvement activities to deliver a workforce empowered and equipped to make high quality decisions and deliver services as if they were the customer. The leadership desires that those in the process be elevated to a level of importance to embrace and teach the "Fayetteville Way", reduce blame, and make breakthrough improvements. Continuous Improvement is the way to bridge gaps in both technical skills and people skills.

Recommended Sessions to develop people (Starting with the leadership):

1) Value Stream Analysis- Targeting Vital Few CI Activities:
We will teach the organization how to determine the relevant activities through Value Stream Analysis, clearly detailing the flow of the Development Review Processes such as development entitlement, permitting, and zoning. We will teach the teams how to utilize Value Stream Mapping to clearly articulate the current review process, understand the constraints, and define the future Development Review Processes. Value Stream Mapping events take five days. The events are excellent ways to understand the constraints to better align the resources towards continuous improvement. Value Stream Analysis is the tool to set the plan forward for the next year and establish the plan to close the gap. The gaps will help define the events moving forward.

2) Lean Basics Facilitation/ Coaching/ Mentoring:
NWACC through their training partner, CI Solutions, will join and lead teams early in the journey to complete process improvements to gain momentum utilizing Kaizen (Plan-Do-Check-Act). These events will focus heavily on process mapping of the Development Review procedures.
Targeting supervisors, team leaders, and other key stakeholders, we will lead the participants to complete process improvement activities. We will teach the basics of Process Improvement, identification and elimination of wastes, and needed basic tools. Day 1 training will focus on development of the team charters that define the problems, goals, and scope. The team will then work on the processes on Days 2, 3, and 4, presenting the results of the improvements on Day 5. The impact of each event is almost immediate as real improvements are made.

3) Fayetteville Integrated Management System: After establishing a core steering committee, we will assist in creating an integrated management system. We will use case studies to build the expectations of leaders and practitioners of continuous process improvement.

Date/Time/Location:

TBD

	Class Hrs.	*Cost*	*OSD**	*Estimated Net Cost if OSD Grant is approved**
1) Value Stream Analysis	40	$ 11,000	$ 4,000	$ 7,000
2) Lean Basics Facilitation/ Coaching/ Mentoring)	40	$ 11,000	$ 4,000	$ 7,000
3) Fayetteville Integrated Management System	40	$ 11,000	$ 4,000	$ 7,000

**** Reimbursement funds are estimated at $100 per class hour; however, funding is based on a point system developed by the Department of Occupational Skills Development and final reimbursement is determined by the Office of Career and Technical Education.*** **NWACC does not guarantee approval of funds. City of Fayetteville is responsible for full payment to NWACC. If OSD Grant funds are approved, the Office of Skills Development will send a reimbursement check directly to the City of Fayetteville.**

Proposal Summary

NWACC Workforce Development proposes to help the Office of Development Services at the City of Fayetteville develop a continuous improvement plan that will provide tangible benefits to the learners and the company. NWACC's program development process ensures that the content and training provided to the City of Fayetteville meets their needs, as well as the needs of the organization. Given that the ultimate goal is to develop a continuous improvement model, NWACC will work to align the needs of learners and the company.

This training proposal is good for 30 days. Quoted price and availability of the training described herein are not guaranteed after the life of this proposal. Instructor may be changed at the discretion of NWACC.

City of Fayetteville, Arkansas - Budget Adjustment Form (Legistar)

Budget Year	Division /Org2	DEVELOPMENT SERVICES (620)	Adjustment Number
2018	Requestor:	Garner Stoll	

BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

Express the City's intent to complete a Continuous Improvement training program that examines the Development Review Process, to approve funding for the program, and to approve a budget adjustment.

COUNCIL DATE: 3/20/2018

LEGISTAR FILE ID#: **2018-0162**

Liz Hutchens
3/8/2018 3:56 PM

Budget Director Date

TYPE:

DESCRIPTION:

GLDATE:

POSTED: /

RESOLUTION/ORDINANCE

v.20180119

	Increase / (Decrease)		Project.Sub#			
Account Number	Expense	Revenue	Project	Sub	AT	Account Name
TOTAL	40,000	40,000				
1010.090.6600-5315.00	40,000	-	***18026***		EX	Contract Services - :
1010.001.0001-4999.99		40,000			RE	Use Fund Balance - Current
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
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	-	-				
	-	-				

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0053

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Tabled

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: B. 1

RZN 17-6034 (2468 N. CROSSOVER RD./JONES):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 17-6034 FOR APPROXIMATELY 4.40 ACRES LOCATED AT 2468 NORTH CROSSOVER ROAD FROM RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE TO NS-L, NEIGHBORHOOD SERVICES-LIMITED

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-2, Residential Single Family, 2 Units per Acre to NS-L, Neighborhood Services-Limited.

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

2018-0053

Legistar File ID

2/6/2018

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

Garner Stoll	1/19/2018	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN 17-6034: Rezone (2468 N. CROSSOVER RD./JONES, 294): Submitted by JERRY JONES for properties at 2468 N. CROSSOVER RD. The properties are zoned RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE and contain approximately 4.40 acres. The request is to rezone the properties to NS-G, NEIGHBORHOOD SERVICES-GENERAL.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF FEBRUARY 6, 2018

TO: Mayor, Fayetteville City Council

THRU: Andrew Garner, Planning Director

FROM: Harry Davis, Current Planner

DATE: January 19, 2018

SUBJECT: **RZN 17-6034: Rezone (2468 N. CROSSOVER RD./JONES, 294):** Submitted by JERRY JONES for properties at 2468 N. CROSSOVER RD. The properties are zoned RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE and contain approximately 4.40 acres. The request is to rezone the properties to NS-G, NEIGHBORHOOD SERVICES-GENERAL.

RECOMMENDATION:
Planning Commission recommend approval of an ordinance to rezone the subject property to NS-G, Neighborhood Services-General, as shown in the attached Exhibits 'A' and 'B'. City Planning staff recommend approval of the original request of NS-L, Neighborhood Services-Limited.

BACKGROUND:
The subject property totaling approximately 4.40 acres is located near the intersection of Crossover Road and Township Street. The parcel is zoned RSF-2, Residential Single-family, 2 Units per Acre and is mostly undeveloped, except for one existing home.

Request: The request is to rezone the parcel from RSF-2, Residential Single-family, 2 Units per Acre to NS-G, Neighborhood Services-General. The applicant stated the rezoning is needed to allow small offices to be developed on the property after unsuccessfully marketing the property for 11 years as residential. The original request before Planning Commission was for NS-L, Neighborhood Services-Limited. The request was proposed to be modified to NS-G, Neighborhood Services-General, by the Planning Commission and the applicant agreed.

Land Use Compatibility: The originally proposed zoning of NS-L is compatible with the surrounding properties along a busy state highway. Neighborhood Services-Limited contains a number of different residential and non-residential uses that are intended to be low in impact on nearby residential properties. Commercial uses will have a maximum amount of 3,000 square feet, measured as gross-floor area, allowed in one building. This maintains a bulk and area pattern language compatible with single-family detached dwellings. NS-G would move away from typologies and building footprints that could become incompatible with nearby properties by allowing commercial buildings up to 8,000 square feet in size.

Land Use Plan Analysis: Staff believes that the NS-L proposal is compatible with the goals in City Plan 2030, adopted land use policies, and the future land use designation for this location. This property, designated as a Residential Area, is intended to be residential in nature, but does encourage some commercial uses at major intersections and along connecting corridors. Furthermore, NS-L promotes traditional neighborhood development by providing services within walking distance of residents in the area and requiring new buildings be located closer to the street. NS-G would be out of context with the surrounding building scale and mass. This is in contrast to City Plan Goal #1 "We will make appropriate infill and revitalization our highest priority".

DISCUSSION:
On January 8, 2018, the Planning Commission forwarded the proposal to City Council with a recommendation for approval of NS-G (not the applicant's initial request for NS-L) by a vote of 7-1-0. Commissioner Brown dissented to the motion and the applicant stated agreement with the Commission's recommendation. Significant public comment was made against the proposal citing safety, traffic, and general incompatibility. Public comment sent to the Planning Division after the Planning Commission meeting has been attached to this report.

BUDGET/STAFF IMPACT:
N/A

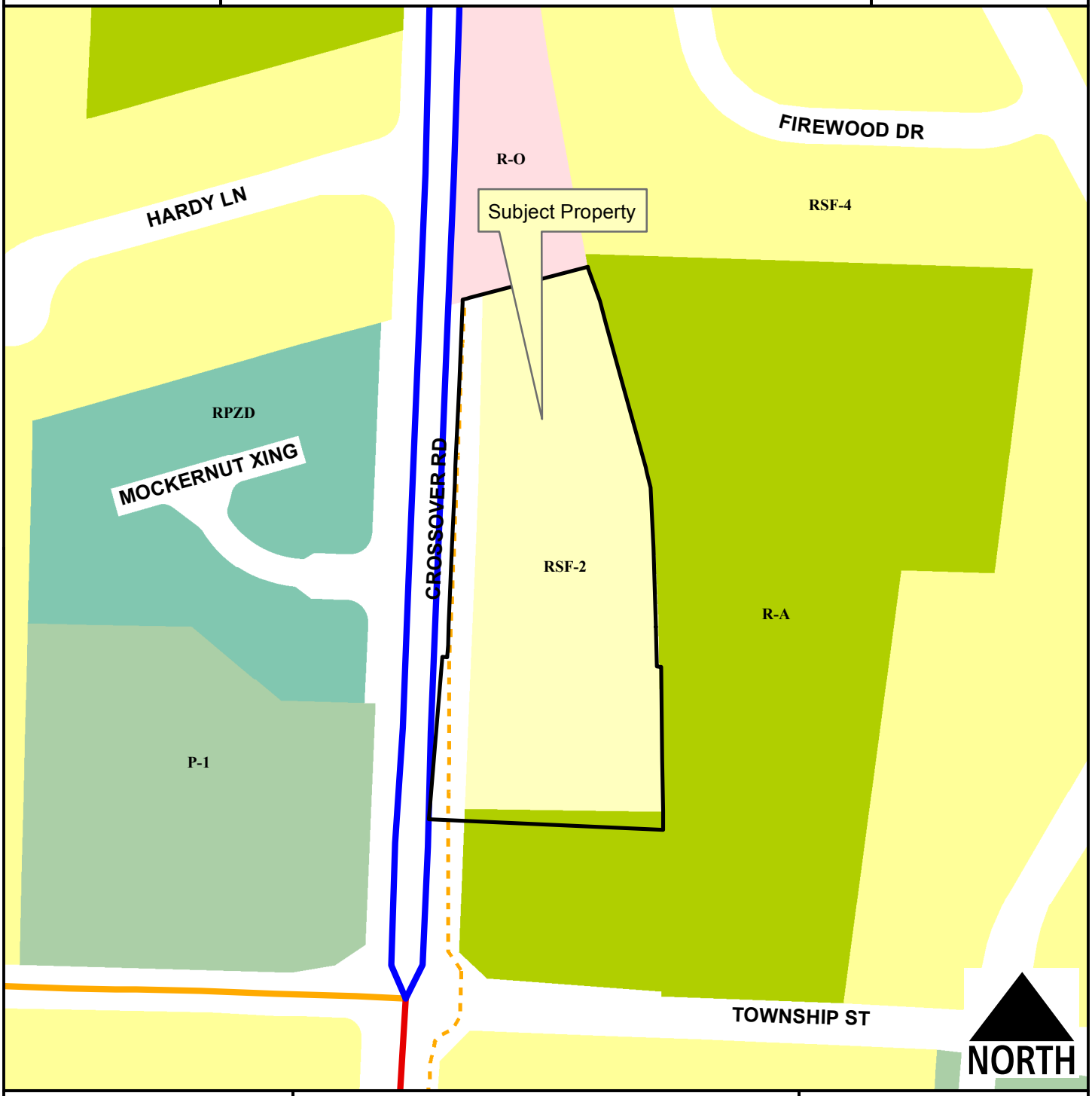
Attachments:
- Exhibit A
- Exhibit B
- Application
- Public Comment
- Planning Commission Staff Report

RZN17-6034

Close Up View

JERRY JONES

17-6034
EXHIBIT 'A'



Legend

- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- Residential-Agricultural
- RSF-2
- RSF-4
- Residential-Office
- Commercial, Industrial, Residential
- P-1

17-6034
EXHIBIT 'B'

REZONING APPLICATION PARCEL INFORMATION

Legal Description:

PART OF THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 31, TOWNSHIP 17 NORTH, RANGE 29 WEST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: BEGINNING AT A POINT ON THE RIGHT-OF-WAY OF STATE HIGHWAY #265, SAID POINT BEING 555.02 FEET EAST AND 257.3 FEET NORTH OF THE SOUTHWEST CORNER OF SAID 40 ACRE TRACT. RUNNING THENCE EAST 324.56 FEET. THENCE ALONG AN EXISTING FENCELINE NORTH 3 DEGREES 32 MINUTES 17 SECONDS WEST 225.30 FEET, THENCE WEST 303.0 FEET TO A POINT ON THE RIGHT-OF-WAY OF STATE HIGHWAY #265, THENCE SOUTH 1 DEGREE 57 MINUTES WEST 225.0 FEET TO THE POINT OF BEGINNING, CONTAINING 1.62 ACRES.

AND

LOTS 001, 002, 003, 004, 005, AND 006, LYNNWOOD ESTATES, AN ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS

CITY OF FAYETTEVILLE, ARKANSAS

REZONING

FOR STAFF USE ONLY	***FEE: $325.00***
Date Application Submitted:	***Sign Fee: $5.00***
Date Accepted as Complete:	*S-T-R:*
Case / Appeal Number:	*PP#:*
Public Hearing Date:	*Zone:*

Please fill out this form completely, supplying all necessary information and documentation to support your request. ***Your application will not be placed on the Planning Commission agenda until this information is furnished.***

Application:

Indicate one contact person for this request: X **Applicant** _____ **Representative**

Applicant (person making request):

Name: Jerry W. Jones
Lynn Rogers

Address: 2468 N. Crossover Rd.
Fayetteville, AR 72703

E-mail: wdyjerry@cox.net

Phone:
(479) 841-8748
(479) 841-8759

Fax:
( )

Representative (engineer, surveyor, realtor, etc.):

Name: Rick Shelton

Address: 3589 N. College Ave
Fayetteville, AR 72703

E-mail: rick@ricksheltonrealtor.com

Phone:
(479) 530-6989
( )

Fax:
(479) 444-7546

Site Address / Location: 3468 N. Crossover Rd.
Fayetteville, AR 72703

Current Zoning District: RSF-2

Requested Zoning District: NS-L

Assessor's Parcel Number(s) for subject property: 765-25915-000, 765-25916-000, 765-25917-000
765-25918-000, 765-25919-000, 765-25920-000

FINANCIAL INTERESTS

The following entities and / or people have financial interest in this project:
Property Owner (Applicant) Only

APPLICANT / REPRESENTATIVE: I certify under penalty of perjury that the foregoing statements and answers herein made all data, information, and evidence herewith submitted are in all respects, to the best of my knowledge and belief, true and correct. I understand that submittal of incorrect or false information is grounds for invalidation of application completeness, determination, or approval. I understand that the City might not approve what I am applying for, or might set conditions on approval.

Name (printed): Jerry W. Jones; Lynn Rogers Date: 12/1/2017

Signature: Jerry W. Jones Lynn Rogers

PROPERTY OWNER(S) / AUTHORIZED AGENT: I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. ***(If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on his/her behalf.)***

Property Owners of Record (attach additional info if necessary):

Name (printed): Jerry W. Jones

Signature: Jerry W. Jones

Date: 12/1/17

Address: 2468 N. Crossover Rd.
Fayetteville, AR 72703

Phone:
(479) 841-8748

Name (printed): Lynn Rogers

Signature: Lynn Rogers

Date: 12/1/17

Address: 2468 N. Crossover Rd.
Fayetteville, AR 72703

Phone:
(479) 841-8759

Rezoning Checklist:

Attach the following items to this application:

(1) Payment in full of applicable fees for processing the application:
$325.00 application fee
$5.00 public notification sign fee

(2) A legal description of the property to be rezoned. A survey may be required if the property description can not accurately be platted or if it is described by referring to other deeds.

(3) CD containing a copy of the legal description in MS Word and all required submittal items should be also included on the CD in PDF format.

(4) A copy of the county parcel map from the Washington County Assessor's office or from the Washington County website (www.co.washington.ar.us). The subject property and all adjacent parcels should be identified on this parcel map. The owner's name, official mailing address, and the parcel number for every adjacent property shall be shown on this map.

(5) A *written description* of this request addressing the following items:

a. Current ownership information and any proposed or pending property sales.

b. Reason (need) for requesting the zoning change.

c. Statement of how the proposed rezoning will relate to surrounding properties in terms of land use, traffic, appearance, and signage.

d. Availability of water and sewer (state size of lines). This information is available from the City Engineering Division.

e. The degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

f. Whether the proposed zoning is justified and/or needed at the time of the request.

g. Whether the proposed zoning will create or appreciably increase traffic danger and congestion.

h. Whether the proposed zoning will alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

i. Why it would be impractical to use the land for any of the uses permitted under its existing zoning classification.

(6) The applicant is responsible for meeting the public notification requirements for a Rezoning listed on the Notification Requirements pages in this application.

Notice: Resources including current zoning regulations, City Plan 2030, Future Land Use Plan, Master Street Plan and Zoning maps are available for review on our website, www.accessfayetteville.org and in the Planning Office.

All applicants should meet with a staff Planner prior to completing a Rezoning application.

From:	Planning
To:	Davis, Harry
Cc:	Curth, Jonathan; Thompson, Quin
Subject:	FW: Oppose Rezoning 2468 N. Crossover to NS-L
Date:	Tuesday, January 09, 2018 10:57:52 AM
Attachments:	image001.png image002.png

FYI

Andy Harrison
Development Coordinator
Planning Division
125 W. Mountain
City of Fayetteville, Arkansas 72701
aharrison@fayetteville-ar.gov)
T 479.575.8267 | **F** 479.575.8202
Website | Facebook | Twitter | Instagram | YouTube

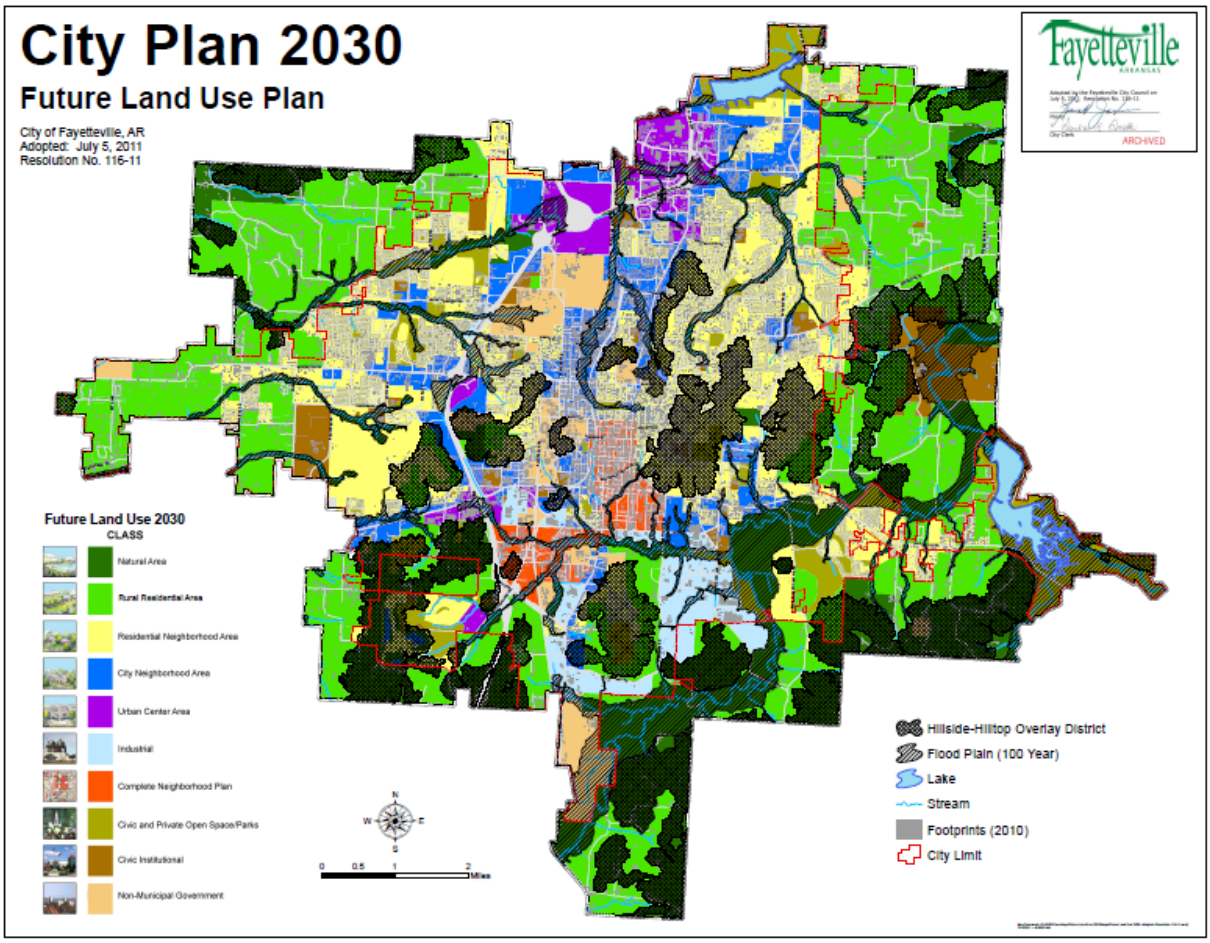
CITY OF FAYETTEVILLE ARKANSAS

From: Klaus, Richard [mailto:klaus.ra@pg.com]
Sent: Tuesday, January 09, 2018 9:04 AM
To: Planning <planning@fayetteville-ar.gov>; Bunch, Sarah <ward3_pos2@fayetteville-ar.gov>; City_Attorney <city_attorney@fayetteville-ar.gov>; Tennant, Justin <ward3_pos1@fayetteville-ar.gov>; Garner, Andrew <agarner@fayetteville-ar.gov>
Cc: KLAUS, Andrea <klaus.am@pg.com>; Mayor <Mayor@fayetteville-ar.gov>
Subject: RE: Oppose Rezoning 2468 N. Crossover to NS-L

Dear Planning Commission, Justin, Kit, and Sarah – I am very dissapointed that the area at 2468 N. Crossover was rezoned from Residential to Neighborhood Services-General (which is even more broad then the Posted Hearing request for NS-L) at last night's Planning Commission. I strongly support maintaining the approved City Plan 2030 scope to maintain this land use as Residential.

Can you please help me to understand how this type of decision is possible when it goes against the City Plan 2030 (see Future Land Use Plan below)? If we are not going to follow the City Plan 2030, but only use it as a loose guideline, then whey was all the energy put into this by the community in 2011? This is a very slippery slope that can have much broader impacts to our community.

Kindly seeking to understand both this decision and your commitments to the City Plan 2030? Also, seeking to understand how the Planning Commission can approve a more broad rezoning when this was not even posted / communicated in advance of the Planning Commission meeting?



Richard Klaus
NA Customer Supply
☎ *(513) 288-1800 Mobile | (513) 715-8058Fax*
klaus.ra@pg.com

"All Pricing, Promotion and Distribution decisions are at the sole discretion of the retailer. This electronic message transmission contains information which may be confidential. The information is intended for the use of the individual or entity named above. If you are not the intended recipient and have received this electronic transmission in error, please notify sender then delete immediately."

From: Klaus, Richard
Sent: Monday, January 08, 2018 1:31 PM
To: planning@fayetteville-ar.gov
Cc: KLAUS, Andrea <klaus.am@pg.com>; ward3_pos2@fayetteville-ar.gov
Subject: Oppose Rezoning 2468 N. Crossover to NS-L

Planning Commission – I am writing to share my Opposition to Rezoning 2468 N. Crossover to NS-L from currently being Residential (vs. current RSF-2). I cannot attend the Planning Commission meeting today and would appreciate your inclusion of my opposition.

My opposition is based on the following:

Rezoning to NS-L is not in alignment with the City Plan 2030

1. Plan stresses an "increase in economic value" – Adding additional commercial space is not warranted based on current excess available commercial space available throughout the city (especially in the immediate area of Crossover-Joyce + Crossover-Mission). There are ~250 commercial properties available for sale or lease in Fayetteville, many in the immediate area being discussed.
2. In the 2030 Plan Residential Guiding Policies – "e. Encourage a development scale to maintain compatibility, use and proportionality between a variety of residential and nonresidential land uses." – There is sufficient non-residential space (build

and open land) available a short walking or biking distance at the Crossover intersections of Mission / Joyce with sidewalks already connecting. Adding additional commercial space between these key hubs does not meet the intent to maintain "… compatibility, use and proportionality…"

Additionally:

1. A clear plan has not been laid out for the use of this land if rezoned.
2. This topic is being revisited with the Planning Dept + Commission and has already been denied previously by the City Council.

Thank you very much for your time and consideration in this matter

Richard Klaus
NA Customer Supply
☎*(513) 288-1800 Mobile | (513) 715-8058Fax*
klaus.ra@pg.com

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CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Harry Davis, Planner

MEETING DATE: January 8, 2018 UPDATED W RESULTS

SUBJECT: **RZN 17-6034: Rezone (2468 N. CROSSOVER RD./JONES, 294):** Submitted by JERRY JONES for properties at 2468 N. CROSSOVER RD. The properties are zoned RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE and contain approximately 3.90 acres. The request is to rezone the properties to NS-L, NEIGHBORHOOD SERVICES-LIMITED.

RECOMMENDATION:
Staff recommends forwarding **RZN 17-6034** to City Council with a recommendation for approval based upon the findings herein.

BACKGROUND:
The subject property totaling 3.90 acres is located near the intersection of Crossover Road and Township Street. The parcel is zoned RSF-2, Residential Single-family, 2 Units per Acre and is mostly undeveloped, except for one existing home. The surrounding land use and zoning is in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction from Site	Land Use	Zoning
North	Residential	R-O, Residential Office
South	Residential	R-A, Residential Agricultural
East	Residential	R-A, Residential Agricultural
West	Residential; Church	R-PZD, Residential Planned Zoning District; P-1, Institutional

Request: The request is to rezone the parcel from RSF-2, Residential Single-family, 2 Units per Acre to NS-L, Neighborhood Services - Limited. The applicant stated the rezoning is needed to allow small offices to be developed on the property after unsuccessfully marketing the property for 11 years as residential.

Public Comment: Staff has not received any public comment as of writing this report.

Public comment was received prior to PC and has been attached to this report. Public comment, both prior to and at PC, was generally in opposition to the proposal for safety, traffic, and compatibility issues.

INFRASTRUCTURE:

Streets: The subject parcel has access to North Crossover Road. Crossover Road is an improved four lane asphalt street with sidewalk, curb and gutter, and storm drains. A multi-use trail is planned for the east side of Crossover Road along these parcels' frontage. Any street improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the site. There is a 24-inch transmission main and 2-inch water main along the subject parcels' frontage on Crossover Road. The 24-inch line is not available for service connections, but existing hydrants on this line may be used for main extension tie-in points.

Sewer: Sanitary Sewer is available to the site. There is an existing 8-inch main along the subject parcels' frontage on Crossover Road.

Drainage: No portion of this property is identified as FEMA regulated floodplains. No part of the parcel lies within the HHOD and there are no 15% slope areas identified onsite. There are no protected streams on this parcel. There are no hydric soils identified on this parcel. Any additional improvements or requirements for drainage will be determined at time of development.

.

Fire: The Fire Department expressed no concerns with this request.

Police: The Police Department expressed no concerns with this request.

CITY PLAN 2030 FUTURE LAND USE PLAN: *City Plan 2030 Future Land Use Plan designates the properties within the proposed rezone as* ***Residential Neighborhood Area.*** These areas are primarily residential in nature and support a variety of housing types of appropriate scale and context, including single family, multifamily and rowhouses. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhood, such as retail and offices, on corners and along connecting corridors.

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 proposed zoning is compatible with the surrounding properties along a busy state highway. Neighborhood Services Limited, contains a number of different residential and non-residential uses that are intended to be low in impact on nearby residential properties. Commercial uses will have a maximum amount of gross-floor area allowed in one building. This maintains a bulk and area pattern language compatible with single-family detached dwellings. Any uses in the proposed zoning district must meet Fayetteville's noise ordinances for residential properties.**

Land Use Plan Analysis: **Staff believes that the proposal is compatible with the goals in City Plan 2030, adopted land use policies, and the future land use designation for this location. This property, designated as a Residential**

Area, is intended to be residential in nature, but does allow for some commercial uses at major intersections and along connecting corridors. Furthermore, NS-L promotes traditional neighborhood development by providing services within walking distance of residents in the area and requiring new buildings be located closer to the street.

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

Finding: **Staff does believe the applicant has given sufficient justification for rezoning the property to NS-L.**

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

Finding: **Rezoning the property to NS-L has the potential to increase traffic in this area as the site develops. Given the size of the property and uses allowed in NS-L districts, lower intensities of uses would not create or exacerbate dangerous traffic situations. Crossover Road (Highway 265) has been fully improved as a boulevard arterial section.**

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

Finding: **Rezoning this property from RSF-2 to NS-L would potentially increase the population density and use of city services at this location, but staff does not believe this would have a burdensome impact.**

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 17-6034 to City Council with a recommendation for approval.

RECOMMENDED MOTION: "I motion to forward RZN 17-6034 to City Council with a recommendation for approval."

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: **January 8, 2018**	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Hoffman **Second:** Quinlan	Motion to forward to CC with a recommendation for NS-G		
Vote: 7-1-0	Motion passes; Commissioner Brown dissenting		

BUDGET/STAFF IMPACT:
None

Attachments:
- Unified Development Code sections 161.06, 161.18, and 162.01(L)
- Request letter
- Rezone exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

- **161.06 - District RSF-2, Residential Single-Family - Two (2) Units Per Acre**

(A) *Purpose* . To provide a single-family dwelling transition zone between single-family neighborhoods that have developed with larger lot sizes (1 acre and over) and areas that have developed with smaller lot sizes (8,000 square feet), and 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.*

(C) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings

(D) *Conditional Uses.*

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

(E) *Density*

Units per acre	2

(F) *Bulk and Area Regulations.*

Lot width minimum	100 feet
Lot area minimum	17,860 square feet
Land area per dwelling unit	17,860 square feet

(G) *Setback Requirements.*

Front	Side	Rear
30 feet	15 feet	30 feet

(H) *Building Height Regulations.*

Building Height Maximum	45 feet

Height Regulations. Structures in this District are limited to a building height of 45 feet. Existing structures that exceed 45 feet in height shall be grandfathered in, and not considered nonconforming uses.

(I) *Building Area.* None.

(Code 1991, §160.045; Ord. No. 3792, §4, 5-17-94; 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. 5462, 12-6-11; Ord. No. 5921 , §1, 11-1-16)

- **161.18 - NS-L, Neighborhood Services - Limited**

(A) *Purpose*. The NS-L Neighborhood Services - Limited district is designed to serve as a mixed use area of low intensity. Neighborhood Services promotes a walkable, pedestrian-oriented neighborhood development form with sustainable and complementary neighborhood businesses that are compatible in scale, aesthetics, and use with surrounding land uses. For the purpose of Chapter 96: Noise Control, the Neighborhood Services district is a residential zone.

(B) *Uses*.

(1) *Permitted Uses*.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited Business
Unit 24	Home occupations
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development

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
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 19	Commercial recreation, small sites
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 36	Wireless communication facilities*
Unit 40	Sidewalk cafes
Unit 45	Small scale production

(C) *Density*.

Units per acre	Ten (10) or less

(D) *Bulk and Area.*

(1) *Lot Width Minimum.*

Single-family	35 feet
Two (2)family	35 feet
Three or more	35 feet
All other uses	None

(2) *Lot Area Minimum.*

Single-family	4,000 square feet
Two (2) family or more	3,000 square feet of lot area per dwelling unit
All other permitted and conditional uses	None

(E) *Setback Regulations.*

Front:	A build-to zone that is located between 10 and 25 feet from the front property line.
Side	5 feet
Rear	15 feet

(F) *Building height Regulations.*

Building Height Maximum	45 feet

(G) *Building area*. On any lot, the area occupied by all buildings shall not exceed 60% of the total area of the lot.

(Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5735, 1-20-15; Ord. No. 5800 , § 1(Exh. A), 10-6-15; Ord. No. 5921 , §1, 11-1-16; Ord. No. 5945 , §§ 5, 6, 8, 1-17-17)

- (L) *Unit 12a. Limited Business.*

(1) *Description.* Unit 12a consists of small-scale establishments offering commercial goods and services that are accessible for the convenience of individuals living in residential districts, while compatible in size, scale and appearance with the surrounding neighborhood. These uses shall be subject to the regulations in Chapter 164. All uses classified under Unit 12 must be within a building containing 3,000 square feet or less excluding areas dedicated to residential uses.

(2) *Included Uses.*

Personal Services: (Maximum gross floor area of 1500 square feet)	• Day care
	• Dry Cleaning
	• Salon/Barber shop
	• Tailoring
Specialized Retail: (Maximum gross floor area of 2,000 square feet)	• Antique/home decor sales
	• Apparel
	• Art/architectural supplies
	• Bakery, Pastry shops
	• Bicycle Shops
	• Book store
	• Coffee shop
	• Delicatessen
	• Drugstore
	• Food specialty stores
	• Florist
	• Grocery
	• Hardware
	• Health food store
	• Hobby/Craft Stores
	• Ice cream
	• Meat Market
	• Restaurant/café
	• Small appliance repair
	• Stationary Store
	• Toy store
	• Video rental
Professional Offices: (Maximum gross floor area of 3000 square feet)	• Accountant
	• Architect
	• Attorney
	• Broker

	• Business/Mgmt Consultant
	• Doctor
	• Dentist
	• Engineer
	• Insurance Sales
	• Interior Designer
	• Optometrist
	• Realtor
	• Welfare agency
Studios for: (Maximum gross floor area of 3000 square feet)	• Art
	• Dance
	• Music
	• Photography
	• Pottery

From:	Garner, Andrew
To:	Davis, Harry
Subject:	FW: Opposing rezoning 2468 N Crossover to NS-L
Date:	Monday, January 08, 2018 2:00:48 PM

Harry,
Please save this email in the subject project file, forward it to the commissioners, and print hard copies to distribute to commissioners at tonight's meeting.

Thanks,
Andrew

Andrew Garner, AICP
City Planning Director
City of Fayetteville, Arkansas
479.575.8262
Website | Facebook | Twitter | YouTube

From: Stoll, Garner
Sent: Monday, January 8, 2018 12:48 PM
To: Garner, Andrew <agarner@fayetteville-ar.gov>
Subject: FW: Opposing rezoning 2468 N Crossover to NS-L

fyi

From: Mayor
Sent: Monday, January 8, 2018 11:27 AM
To: Jordan, Lioneld <ljordan@fayetteville-ar.gov>
Cc: Marr, Don <dmarr@fayetteville-ar.gov>; Stoll, Garner <gstoll@fayetteville-ar.gov>
Subject: FW: Opposing rezoning 2468 N Crossover to NS-L

fyi

From: KLAUS, Andrea [mailto:klaus.am@pg.com]
Sent: Monday, January 08, 2018 11:22 AM
To: Mayor <Mayor@fayetteville-ar.gov>
Cc: Klaus, Richard <klaus.ra@pg.com>
Subject: Opposing rezoning 2468 N Crossover to NS-L

Mayor Jordan,

I am writing you to share my concern and opposition to rezoning 2468 N Crossover to anything besides residential.

In addition to the standard concerns about impact to area value, traffic, noise, etc…; I have 2 specific data points to share.

1. There are currently 242 commercial properties for sale or lease in Fayetteville AR. Many are already on Crossover road (or very close) at Mission, Joyce, Huntsville and Zion Rd. These are in already commercial areas. There is no reason to disrupt our residential area with that much unused commercial property currently available.
2. Risk of increased crime when mixing residential and commercial. We have already seen an increase in neighborhood crime to the point I just installed security camera's this weekend. In my research, I found a 2013 study from behavioral scientist James Anderson at RAND that find mixing commercial with residential zones increases crime. They found that zoning indeed predicted the criminal activity of a neighborhood, with residential areas safest, followed by mixed-use residential and commercial zones, followed by commercial-only places. Their findings, published in the *University of Pennsylvania Law Review* [PDF], lend support to the idea that city officials can improve the safety of a neighborhood by doing something as simple as zoning part of it for residential living.

Can I have your support on in opposing this zoning change?
We opposed this same rezoning a few years ago and it was voted down. I am disappointed this keeps coming back to the agenda.

I live in the neighborhood behind, Candlewood.

Thank you,
Andrea

Andrea Klaus
WGCT Customer Service Operations Channel Leader
479-571-5553 Work | 513-288-1600 Cell | 513-277-6900 Fax
klaus.am@pg.com

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The information is intended for the use of the individual or entity named above. If you are not the intended recipient and have received this electronic transmission in error, please notify sender then delete immediately."

From:	Planning
To:	Davis, Harry
Subject:	FW: Oppose Rezoning 2468 N. Crossover to NS-L
Date:	Monday, January 08, 2018 2:33:05 PM
Attachments:	image001.png

Just found this.

Andy Harrison
Development Coordinator
Planning Division
125 W. Mountain
City of Fayetteville, Arkansas 72701
aharrison@fayetteville-ar.gov)
T 479.575.8267 | **F** 479.575.8202
Website | Facebook | Twitter | Instagram | YouTube

CITY OF FAYETTEVILLE ARKANSAS

From: Klaus, Richard [mailto:klaus.ra@pg.com]
Sent: Monday, January 08, 2018 1:31 PM
To: Planning <planning@fayetteville-ar.gov>
Cc: KLAUS, Andrea <klaus.am@pg.com>; Bunch, Sarah <ward3_pos2@fayetteville-ar.gov>
Subject: Oppose Rezoning 2468 N. Crossover to NS-L

Planning Commission – I am writing to share my Opposition to Rezoning 2468 N. Crossover to NS-L from currently being Residential (vs. current RSF-2). I cannot attend the Planning Commission meeting today and would appreciate your inclusion of my opposition.

My opposition is based on the following:

Rezoning to NS-L is not in alignment with the City Plan 2030

1. Plan stresses an "increase in economic value" – Adding additional commercial space is not warranted based on current excess available commercial space available throughout the city (especially in the immediate area of Crossover-Joyce + Crossover-Mission). There are ~250 commercial properties available for sale or lease in Fayetteville, many in the immediate area being discussed.
2. In the 2030 Plan Residential Guiding Policies – "e. Encourage a development scale to maintain compatibility, use and proportionality between a variety of residential and nonresidential land uses." – There is sufficient non-residential space (build and open land) available a short walking or biking distance at the Crossover intersections of Mission / Joyce with sidewalks already connecting. Adding additional commercial space between these key hubs does not meet the intent to maintain "…compatibility, use and proportionality…"

Additionally:

1. A clear plan has not been laid out for the use of this land if rezoned.
2. This topic is being revisited with the Planning Dept + Commission and has already been denied

previously by the City Council.

Thank you very much for your time and consideration in this matter

Richard Klaus
NA Customer Supply
☎ *(513) 288-1800 Mobile | (513) 715-8058Fax*
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To: Ron Autry
Chair, Fayetteville Planning Commission

From: Lowell Grisham, 310 N. Washington Ave.

Subject: Agenda Item 17-6034; 2468 N. Crossover Road

Dear Ron:

I would like to offer a personal word of confidence on behalf of Jerry Jones whose re-zoning proposal is coming to the Planning Commission at the upcoming meeting. (17-6034; 2468 N. Crossover Rd.) I've known Jerry for over 20 years. He is an active parishioner at St. Paul's Church, and we've become friends as well, making regular times for lunch visits.

I know Jerry to be an honest, conscientious man of integrity. I've been to his home several times, and I am familiar with the tract of land he wishes to re-zone. It seems to me appropriate for commercial development – professional office, etc. The property is on the divided 4-lane thoroughfare of Crossover. I can't imagine anyone wanting to build a house on that busy location.

My main purpose is not to argue the particular merits of his proposal, but just to say that Jerry is a good guy. I've found him to be trustworthy and good-hearted.

Thank you for your public service on the commission. It is a hard job. You've got my appreciation.

Gratefully,

(The Rev.) Lowell Grisham
310 N. Washington Avenue

To: Neighbors of Lynnwood Estates Subdivision

From: Jerry Jones and Lynn Rogers, 2468 N Crossover Rd., Fayetteville, AR 72703

Date: December (TBD)

Re: New Zoning for Lynnwood Estates

Dear Neighbor,

My wife, Lynn, and I have decided to return to the City of Fayetteville to request rezoning of Lynnwood Estates from RSF-2 (Residential Single Family – 2 Dwellings per Acre) to NS-L (Neighborhood Services – Limited).

After visiting with the City of Fayetteville Planning Staff and our Realtor®, we believe that this is the highest and best use of the property. Our main purpose all along has been to sell lots and have beautiful homes built. We had no idea that the widening of Crossover Road would have such a negative effect on selling the property. We have had developers and potential buyers look at the property numerous times, but they have shown no interest. All say they don't feel people would want to live on the highway. We haven't even had anyone make an offer or commitment in the over 11 years we have been attempting to sell. Can you imagine trying to sell your home for that long with no success?

Lynn and I want this property to have something built on it that we can all be proud of, therefore we believe Neighborhood Services Limited will encourage professional weekday, daytime business services to locate here, such as dentists, attorneys, CPA's or a pleasant coffee shop. Offices that each of us can walk to for services that will have little to no impact on the traffic.

Please look at this rezoning request as an opportunity for all of us. We have the support of the City of Fayetteville staff, and we sincerely ask for you to support us, too. We believe when the land is sold and the development opportunities are implemented, under strict City of Fayetteville and Planning Services oversight, we will all have something to be proud of.

You will receive another letter from us about the time and place of the Planning Commission meeting to take comments from the general public. . Please call me with any questions or stop by. My mobile number is 479-841-8748. Thank you.

Highest Regards,

Your Neighbors,

Jerry Jones

Jerry Jones

Lynn Rogers

Lynn Rogers

REZONING APPLICATION DETAILS

(5) a. Current ownership information and any proposed or pending property sales.

The property is currently owned by Jerry W. Jones and Lynn B. Rogers. There are no sales pending.

b. Reason (need) for requesting the zoning change.

After Highway 265 was widened, which lasted from 2011 to its October 2013, interest in building a home on the busy highway became non-existent. We have listed our property with different realty companies, with no results. Coldwell Banker has been very aggressive, but the main objection has always been that people don't want to build a home on a busy highway. Three different developers and multiple potential buyers have looked at the property. All say the highway is the problem. Pricing hasn't been an issue, but we haven't had a single offer. You can see our predicament.

c. Statement of how the proposed rezoning will relate to surrounding properties in terms of land use, traffic, appearance and signage.

The property adjacent to and north of Lynnwood Estates was rezoned to RO approximately four years ago. Directly across the street is a large parcel owned by St. John's Lutheran Church. We counseled with our realtor and decided to ask the city to rezone our property from RSF-2 (2 houses per acre) to Neighborhood Services Limited. We feel this zoning will encourage weekday, daytime businesses to locate here (dentist, attorney, CPA etc.) Offices that each of us can walk to for services that will have little to no impact on traffic. The appearance of the offices will be similar to residential and the signage will meet all of the City's requirements.

d. Availability of water and sewer (state size of lines) info is available from the City Engineering Division.

Water and sewer lines are already laid on the west side of the property.

e. The degree to which the proposed zoning is consistent with land use planning objectives, principles and policies and with land use and zoning plans.

There isn't any Neighborhood Services Limited zoning within a reasonable distance of the property. This site is a beautiful setting for professional office buildings.

f. Whether the proposed zoning is justified and/or needed at the time of the request.

The area needs some professional services that are in walking distance of residents.

g. Whether the proposed zoning will create or appreciably increase traffic danger and congestion.

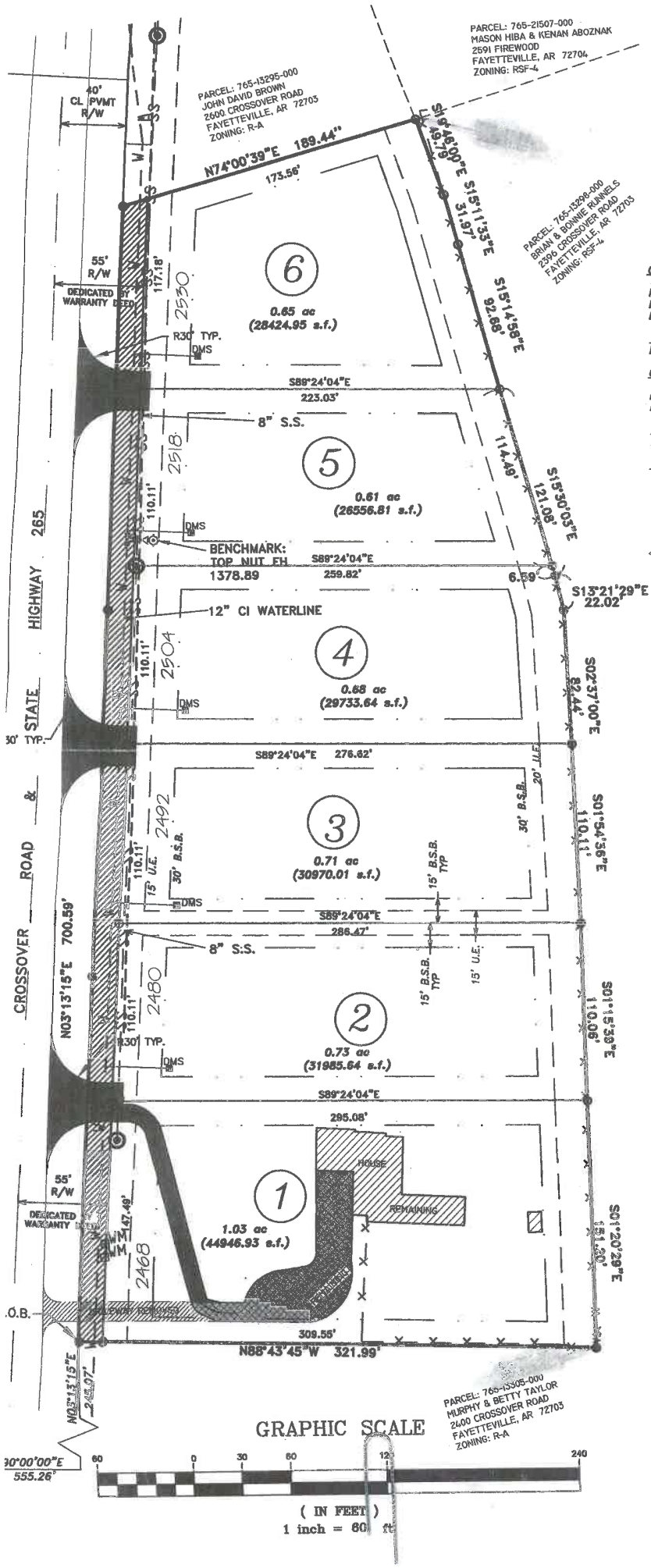
Since the widening of Crossover Road and changing it to one-way North, the NS-Limited zoning shouldn't increase the current traffic congestion or danger.

h. Whether the proposed zoning will alter the population density and thereby undesirably increase the load on public services, including schools, and water and sewer facilities.

Since so few buildings can be built on the limited space of 4.41 acres of Lynnwood Estates property, there should not be any load increase on public services.

i. Why would it be impractical to use the land for any of the uses permitted under its existing zoning classification?

The present zoning of RSF-2 has failed to realize a willing buyer in years of attempts, making zoning that allows for professional offices and services the only truly viable option to sell the property.



LEGEN

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CERTIFICATE OF APPROVAL OF WATER & SEWER SYSTEM:

I HEREBY CERTIFY THAT THE WATER DISTRIBUTION SYSTEM AND SEWAGE C INSTALLED IN THE SUBDIVISION FULLY MEET THE REQUIREMENTS OF THE A BOARD OF HEALTH AND THE CITY OF FAYETTEVILLE.

8/24/06 — CITY ENGINEER
DATE

CERTIFICATE OF APPROVAL OF STREETS AND DRAINAGE:

I HEREBY CERTIFY THAT THE STREET AND DRAINAGE SYSTEMS INSTALLED I FULLY MEET REQUIREMENTS OF THE CITY OF FAYETTEVILLE.

8/24/06 — CITY ENGINEER
DATE

CERTIFICATE OF APPROVAL OF PARK LAND DEDICATION OR MONEY IN-LIEU

I HEREBY CERTIFY THAT THIS FINAL PLAT COMPLIES WITH SECTION 159.30 OWNER(S) DEDICATION OF _____ ACRES OR PAYING IN-LIEU $2

WARRANTY DEED FOR PARK LAND RECORDED AS FOLLOWS:
BOOK #: _____ PAGE #: _____

8-7-06 — PARKS & RECREATION REPRESENTATIVE
DATE

CERTIFICATE OF APPROVAL OF BUILDING SET-BACK DIMENSIONS:

I HEREBY CERTIFY THAT ALL BUILDING SETBACK DIMENSIONS SHOWN ON ACCORDANCE WITH THE CURRENT SETBACK REQUIREMENTS.

08.24.06 — ZONING & DEVELOPMENT ADMINISTRATOR
DATE

CERTIFICATE OF APPROVAL FOR RECORDING:

THIS PLAT WAS APPROVED BY THE FAYETTEVILLE PLANNING COMMISSION May 11, 2006.

8/23/06 — SECRETARY
DATE

CERTIFICATE OF SURVEY AND ACCURACY:
I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A SURVEY AND THAT THE MONUMENTS HAVE BEEN PLACED AS STATED HER THE SUBDIVISION REGULATIONS OF THE CITY OF FAYETTEVILLE, ARKANSAS

7-31-06 — REGISTERED LAND SURVEYOR /PROFESSIONAL LAND
DATE

CERTIFICATE OF OWNERSHIP & DEDICATION:

WE, THE UNDERSIGNED OWNERS, REPRESENTING ONE HUNDRED PERCENT THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY DEDICATE OWNERSHIP, ALL STREETS AND ALLEYS AS SHOWN ON THIS PLAT FOR P PRESCRIBED BY LAW. THE OWNERS ALSO DEDICATE TO THE CITY OF FA PUBLIC UTILITY COMPANIES (INCLUDING ANY CABLE TELEVISION COMPANY GRANTED BY THE CITY OF FAYETTEVILLE) THE EASEMENTS AS SHOWN O PURPOSE OF INSTALLATION OF NEW FACILITIES AND THE REPAIR OF EXI ESTABLISHED HEREBY IS THE RIGHT OF INGRESS AND EGRESS TO SAID TO PROHIBIT THE ERECTION OF BUILDINGS, STRUCTURES, OR FENCES WI AND THE RIGHT TO REMOVE OR TRIM TREES WITHIN SAID EASEMENTS.

8-4-06 — OWNER
DATE

8-4-06 — OWNER
DATE

CERTIFICATE OF APPROVAL OF UTILITY EASEMENTS:

WE HEREBY CERTIFY THAT ALL UTILITY EASEMENTS, INCLUDING CABLE T PLATTED IN THIS SUBDIVISION ARE SHOWN AS REQUESTED AND WERE A UNDERSIGNED UTILITIES OF THE CITY OF FAYETTEVILLE, ARKANSAS.

8-02-06 — ELECTRIC
DATE

8/2/06 — GAS SERVICE
DATE

8-2-06 — TELEPHONE
DATE

8-2-06 — CABLE TELEVISION
DATE

8/24/06 — CITY OF FAYETTEVILLE
DATE

CERTIFICATE OF APPROVAL OF SIDEWALKS:
CONSTRUCTION OF ALL SIDEWALKS SHALL BE INSPECTED BY THE CITY COORDINATOR TO COMPLY WITH THE CITY SPECIFICATIONS. THE DEVEL RESPONSIBLE FOR THE CONSTRUCTION AND COMPLETION OF ALL SIDEW FINAL PLAT.

8/24/06 — CITY ENGINEER
DATE

CERTIFICATE OF APPROVAL OF TREE PROTECTION & PRESERVATION:
I HEREBY CERTIFY THAT THIS PLAT HAS COMPLIED WITH THE REQUIREM PROTECTION AND PRESERVATION ORDINANCE OF THE CITY OF FAYETTEV

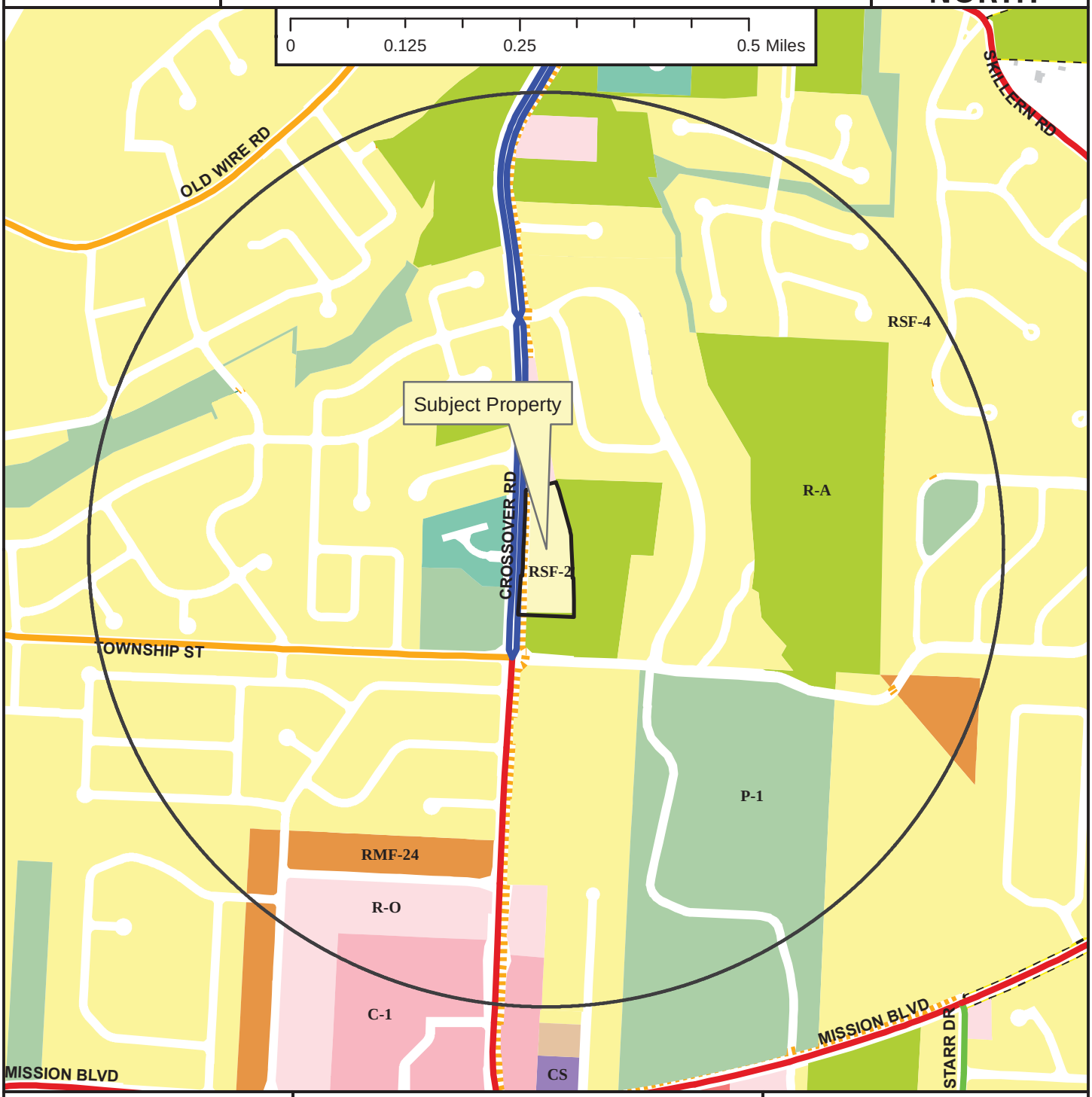
8/7/06 — LANDSCAPE ADMINISTRATOR
DATE

RZN17-6034

One Mile View

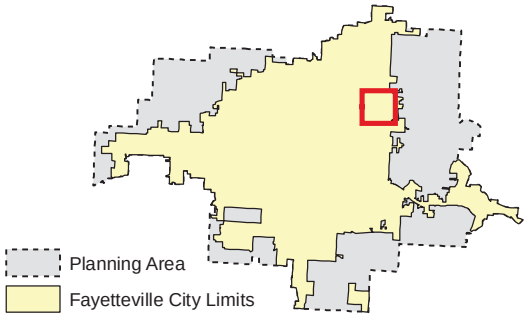
JERRY JONES

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Building Footprint



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN17-6034

Close Up View

JERRY JONES

Legend

- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- Residential-Agricultural
- RSF-2
- RSF-4
- Residential-Office
- Commercial, Industrial, Residential
- P-1

RZN17-6034

Current Land Use

JERRY JONES

NORTH

Streets Existing

MSP Class

- COLLECTOR
- PRIN ARTERIAL PKWY
- PRINCIPAL ARTERIAL
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1 inch = 300 feet

FEMA Flood Hazard Data

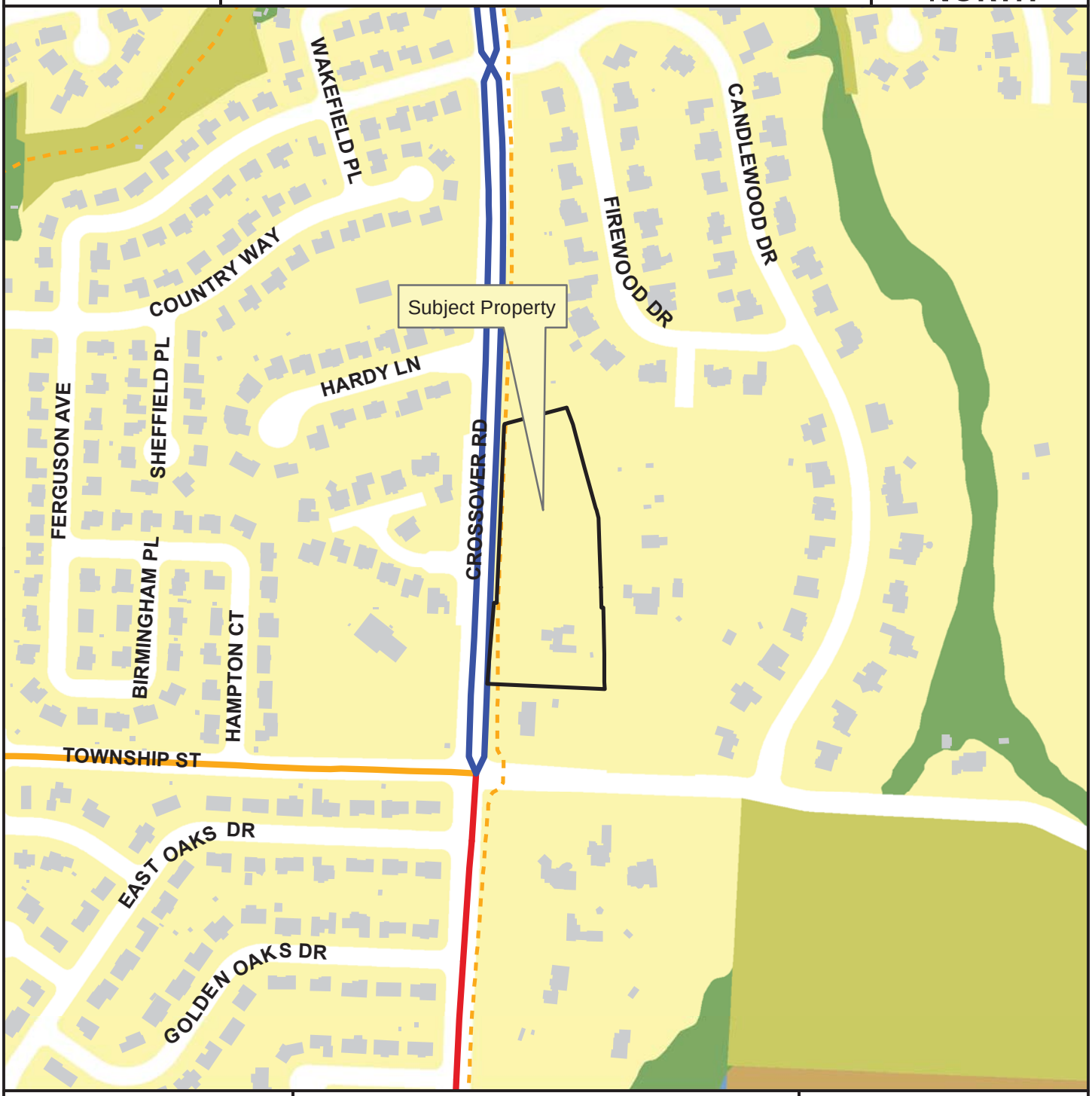
- 100-Year Floodplain
- Floodway

RZN17-6034

Future Land Use

JERRY JONES

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Building Footprint

Feet

0 145 290 580 870 1,160

1 inch = 400 feet

FUTURE LAND USE 2030

- Natural Area
- Residential Neighborhood Area
- City Neighborhood Area
- Civic and Private Open Space/Parks
- Civic Institutional

CityClerk

From: KATE CARTER <katejcarter@hotmail.com>
Sent: Monday, February 19, 2018 9:24 PM
To: CityClerk; jcart2443@aol.com
Subject: Caution for Rezoning request for 2468 N. Crossover/Jones

Categories: Saved File, Forwarded

To Whom it May concern:

Please listen to our concerns about this school and neighborhood zone!

Points to consider when making shared decision:

Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.

Cars can only turn north in or out, into high speed traffic.
Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with

a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

**School children walking to school face more traffic not paying attention to them.
walkers are crossing Crossover on Township to go to Gulley Park.

Thank you!

Kate and Jason Carter

Neighbor

CityClerk

From: brendagullett1 . <brendagale.gullett@gmail.com>
Sent: Monday, February 19, 2018 9:27 PM
To: CityClerk
Subject: Reference Rezoning request for 2468 N. Crossover/Jones.

Sondra Smith,
Please pass this on to the city council for 2/20/2018 meeting. ***We are very opposed to this rezoning***. Our concerns were overlooked by the Planning Commission. But, this would be a very unwise decision for many reasons. Thank you in advance for handling this.
Brenda Gullett--brendagale.gullett@gmail.com--2709 N Candlewood Drive, 72703

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- Multifamily units (apartments) and cluster housing
- Strip Center
- 8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.
- Sidewalk café or restaurant or fast food, although no drive through windows are allowed.
- Work/live units with shop/office on street level and housing 2 stories above.
- Building height allowable is 45 Ft. *(4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
- Cars can only turn north in or out, into high speed traffic.
- Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
- Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with

  a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

- School children walking to school face more traffic not paying attention to them.
- The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

- Crossover meant to be higher speed with minimal curb cuts.
- City wants to avoid spot zoning. This looks like that.
- Mission/Crossover businesses are accessible by sidewalk now.

--

Brenda B. Gullett

CityClerk

From: Lori Jones <alliancelori@aol.com>
Sent: Monday, February 19, 2018 9:36 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones

Sondra Smith
Re: Rezoning request for 2468 N. Crossover/Jones

We are NOT in favor of the rezoning due to the following:
TRAFFIC/SAFETY CONCERNS

Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
Cars can only turn north in or out, into high speed traffic.
Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with

a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

School children walking to school face more traffic not paying attention to them.
The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

Crossover meant to be higher speed with minimal curb cuts.
City wants to avoid spot zoning. This looks like that.
Mission/Crossover businesses are accessible by sidewalk now.

Jeff and Lori Jones
Candlewood subdivision.

CityClerk

From: alexismyrf@gmail.com
Sent: Monday, February 19, 2018 9:42 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones.

Mrs. Smith,
My name is Alexis Cox, my family and I live in Candlewood neighborhood. On behalf of my husband and I, we would like to ask that you please share these concerns regarding the rezoning with Mayor Jordan and City Council members.

We are unable to attend the meeting tonight but feel very strongly against the rezoning that can affect our neighborhood, our children's safety and the overall safety of our schools!

TRAFFIC/SAFETY CONCERNS

Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
Cars can only turn north in or out, into high speed traffic.
Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with

a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

School children walking to school face more traffic not paying attention to them.
The only walkers are crossing Crossover on Township to go to Gulley Park.

Thank you so much,
Alexis Cox
2607 n candlewood drive

CityClerk

From: Nan Smith-Blair <nsblair@uark.edu>
Sent: Tuesday, February 20, 2018 7:55 AM
To: CityClerk
Subject: City Council Concern

I am unable to attend the City Council's meeting tonight but wanted the Mayor and City Council members to be aware of my concerns on one of the agenda items. I am hopeful that the City Council will not approve the rezoning of 4 acres posted for Crossover next to the Candlewood Subdivision. The potential uses allowed under NS-G would allow multifamily units and cluster housing in addition to a strip center. I am concerned with the added traffic and noise that will be inflicted on the subdivision. It is difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
Cars can only turn north in or out, into high speed traffic. Hence some cars traveling south will cut through Candlewood or Edenbrook's private driveway. Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with
a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

School children walking to school face more traffic not paying attention to them. Additionally, there are walkers crossing Crossover on Township to go to Gulley Park. Finally, Candlewood subdivision has always been a highly desirable subdivision due to its locaton to schools and shopping centers. Increasing the multiuse area could impact the character of the subdivision and decrease the value of our property. Please reconsider the proposal and vote against the rezoning.

Best regards,
Nan Smith-Blair
Candlewood Subdivision Resident

CityClerk

From: Kathy Wade <kathywade5@att.net>
Sent: Tuesday, February 20, 2018 9:19 AM
To: CityClerk
Subject: rezoning request for 2468 N. Crossover/Jones

Ms. Smith, Please forward this to the Mayor and City Council Members.
My name is Kathy Wade and I live at 2863 E. Township St. and I look out my front window at Mr. Jones' property, so I have a definite interest in how this property is zoned and developed.

I will be at the Council meeting tonight. Thank you, Kathy Wade

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- Multifamily units (apartments) and cluster housing
- Strip Center
- 8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.
- Sidewalk café or restaurant or fast food, although no drive through windows are allowed.
- Work/live units with shop/office on street level and housing 2 stories above.
- Building height allowable is 45 Ft. (4 stories)

TRAFFIC/SAFETY CONCERNS

- Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
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- Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.
- School children walking to school face more traffic not paying attention to them.
- The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

- Crossover meant to be higher speed with minimal curb cuts
- City wants to avoid spot zoning. This looks like that.
- Mission/Crossover businesses are accessible by sidewalk now.

Last point, consider what commercial property backing up to Candlewood does to YOUR PROPERTY VALUE!

Sent from Mail for Windows 10

CityClerk

From: Morriss Henry <morrisshenry@icloud.com>
Sent: Tuesday, February 20, 2018 10:17 AM
To: CityClerk
Subject: Rezoning 2468 n Crossover/Jones.

Sondra Smith,
I am opposed to a Change which would allow increased congestion at a busy crossroads near schools. When schools let out the students and autos increase traffic hazards at this corner now. This corner is one of the main exits from the schools. Sincerely. Morriss Henry

Sent from my iPhone

CityClerk

From: Mike Yates <gohogs09@att.net>
Sent: Tuesday, February 20, 2018 10:32 AM
To: CityClerk
Cc: eva.dave@cox.net; emadison@littler.com; Janette Litaker; Seth Terry; Curt Calaway; curt.calaway@tyson.com; Sandy Yates
Subject: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

Sondra, (Please forward this to my City Councilman, the Mayor, and others with a need to know.)

As a resident of the Candlewood Subdivision, I like to voice my opposition against the rezoning request for 2468 Crossover/Jones that will be heard tonight by the Fayetteville City Council on second reading.

I speak as a private citizen, not as an officer of the Candlewood POA.

I'm concerned about this for many reasons, but primarily the following:

1. Traffic and safety concerns. Only northbound traffic on Crossover Road would be allowed access into and out of the establishment. Drivers coming southbound on Crossover would inevitably have to cut through Candlewood and/or Edenbrook to "turn around" and turn North at the light at the intersection of Township and Crossover in order to ultimately turn into the business establishment.

We already have an after school parking problem on Candlewood Drive as for some reason parents of children who attend Vandegriff /McNair schools use Candlewood Drive as their personal parking lot to pick up their children. Let's don't compound it and make it even worse with cars cutting through Firewood and Candlewood Drive. School traffic currently park on both sides of Candlewood Drive, making it virtually impossible for cars to pass. Imagine the concerns we already have for our children's safety as even more drivers cut through our neighborhood and mostly ignore the posted speed limit on Candlewood Drive.

2. Concern over potential building heights of greater than 45 feet does not fit the adjacent area. Enough said.

3. This intersection is and has been for sometime mostly residential and has attracted citizens by the hundreds to live in neighborhoods surrounding the schools. Equally as important, these residents have invested invested an average of $400-600K to live in this area. And by the way we pay on average of $6,000 per year in property taxes. We trusted in our city/local governments to help protect our investment so that we could attend outstanding schools and support local businesses in this area.

In other words, we chose Fayetteville, and may I (we) remind you we still have a choice. If the city agrees to make some of the proposed rezoning's that have been defeated repeatedly in the past, our residents could leave Fayetteville and move to Bentonville, Rogers or Springdale and take their property tax revenue with them which could potentially mean a loss of hundreds of thousands in lost property tax revenue to our Fayetteville Public Schools. And consider also the potential drop in Real Estate values which could also negatively impact revenue to our public schools in Fayetteville. Yet here we are again with another rezoning request that WE WERE NOT NOTIFIED OF. I'm very disappointed in my Councilman about the lack of notice..

I think that the residents in Candlewood, Covington Park and in Edenbrook have given enough. In Candlewood, we lost 40 feet of our beautifully landscaped entrance on Crossover already when the State widened the highway. Additionally, our friends in Covington Park and Edenbrook that live on Township have watched Traffic levels double and triple as drivers continue to use Township Rd to cut through to Hwy 45E.

I could go on and on with multiple points, but I think you get the idea by now. I cannot attend the meeting in person this afternoon, but appreciate the opportunity to express myself and make my points above. My wife and I chose Fayetteville in 1988 because it is a beautiful city I believe has been recognized nationally for being a top-five place to live in the US.

Let's keep it that way and help citizens protect their property values and keep their children safe while somehow finding creative ways to work with landowners along Crossover Rd.

Thank you,

Mike and Sandy Yates
2431 N. Candlewood Dr
Fayetteville, AR 72703

Sent from my iPad

CityClerk

From: Bill Clark <billclarktax@aol.com>
Sent: Tuesday, February 20, 2018 10:39 AM
To: CityClerk
Subject: Rezoning reqest for 2468 N. Crossover/Jones

Hi Sondra,

I am writing in hopes that you will pass this email along to the mayor and city council as the above issue is slated for review this evening.

I reside at 2587 N Firewood Drive 72703 in the Candlewood subdivision. I attended the planning commission meeting in which they recommended the approval of the rezoning. Several issues of safety were raised by area residents as well as several on the commission itself. It was very evident that several of the commission members had made up their minds before the 'discussion' that night outright ignoring the safety concerns.

Some of the safety concerns were:

- Drivers traveling north on Crossover will go over a hill at the intersection of Township at 45-50 MPH and then immediately be upon the drives where the rezoning would take place. Even Mr. Jones made mention of the dangerous issue he has coming out of his driveway onto Crossover.
- The intersection of Crossover and Township was not designed for U turns as it is in other places on Crossover. The only way to get to this rezoned area if coming south on Crossover would be by U-turn at the intersection or by entering township and then making a U turn where school children are present at certain times of day.
- Residents may have the desire to walk to the rezoned area businesses. Although sidewalks are in place, its along a road that was designed to move traffic. I would not let my children walk there without supervision.

Other concerns were made by residents and several commission members as well. Crossover was designed to be a road to move traffic north and south with minimal stops and maximum flow. Thus the 45 mph speed limit. By rezoning this parcel it lays the groundwork for future small parcels to be rezoned non-residential and thus significantly hinder traffic on Crossover. At present, Crossover between Joyce and Mission has significant slow downs and backups at the 'rush' hours of the day.

There is also the historical 'domino' effect of such rezonings. Such a decision would open up other areas of Crossover to small retail/office. Not all at once but over time. Just think back to where College was at one point.

But the immediate 'domino' effect in this particular case is found in the history of Mr. Jones's attempt to sell the property. He has tried to sell the property as residential for years according to him with no success. In order to increase the possibility of sale he joined with a neighbor behind him to create enough acreage for multiple dwellings and a small new street. This attempt to sell the combined property was also unsuccessful. So now Mr. Jones wants to rezone in a hope to sell his property. The 'domino' issue here is that the property of his neighbor will shortly be before the city asking for rezoning also. That will then put an even greater amount of retail/office at this location and cut back into the residential area.

Setting a precedent of allowing retail/office rezoning to cut into neighborhoods, will most certainly make Fayetteville homeowners uncomfortable about any future subdivisions close to where rezoning could be an issue.

In conclusion, while I laud Mr. Jones for trying this to sell his property, an individuals personal gains should not change the focus of an area or impede upon the residential values of their neighbors. This rezoning, and the soon to be rezoning of Mr. Jones's neighbor's adjacent parcel for sale, will in fact place offices in close proximity to no less than 9 houses in the Candlewood subdivision. (and not just the ones touching Crossover.)

Thank you for your consideration and for your cooperation in leaving retail/office in areas where it has already been zoned for.

William R. Clark

CityClerk

From: Sandy Yates <sandyy@shilohsaints.org>
Sent: Tuesday, February 20, 2018 10:56 AM
To: Mike Yates; CityClerk
Cc: eva.dave@cox.net; emadison@littler.com; Janette Litaker; Seth Terry; Curt Calaway; curt.calaway@tyson.com
Subject: RE: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

I agree with all the concerns as stated below also as a concerned citizen and resident of Candlewood Subdivision.
Sandy Yates

-----Original Message-----
From: Mike Yates [mailto:gohogs09@att.net]
Sent: Tuesday, February 20, 2018 10:32 AM
To: cityclerk@fayetteville-ar.gov
Cc: eva.dave@cox.net; emadison@littler.com; Janette Litaker; Seth Terry; Curt Calaway; curt.calaway@tyson.com; Sandy Yates
Subject: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

Sondra, (Please forward this to my City Councilman, the Mayor, and others with a need to know.)

As a resident of the Candlewood Subdivision, I like to voice my opposition against the rezoning request for 2468 Crossover/Jones that will be heard tonight by the Fayetteville City Council on second reading.

I speak as a private citizen, not as an officer of the Candlewood POA.

I'm concerned about this for many reasons, but primarily the following:

1. Traffic and safety concerns. Only northbound traffic on Crossover Road would be allowed access into and out of the establishment. Drivers coming southbound on Crossover would inevitably have to cut through Candlewood and/or Edenbrook to "turn around" and turn North at the light at the intersection of Township and Crossover in order to ultimately turn into the business establishment.

We already have an after school parking problem on Candlewood Drive as for some reason parents of children who attend Vandegriff /McNair schools use Candlewood Drive as their personal parking lot to pick up their children. Let's don't compound it and make it even worse with cars cutting through Firewood and Candlewood Drive. School traffic currently park on both sides of Candlewood Drive, making it virtually impossible for cars to pass. Imagine the concerns we already have for our children's safety as even more drivers cut through our neighborhood and mostly ignore the posted speed limit on Candlewood Drive.

2. Concern over potential building heights of greater than 45 feet does not fit the adjacent area. Enough said.

3. This intersection is and has been for sometime mostly residential and has attracted citizens by the hundreds to live in neighborhoods surrounding the schools. Equally as important, these residents have invested invested an average of $400-600K to live in this area. And by the way we pay on average of $6,000 per year in property taxes. We trusted in our city/local governments to help protect our investment so that we could attend outstanding schools and support local businesses in this area.

In other words, we chose Fayetteville, and may I (we) remind you we still have a choice. If the city agrees to make some of the proposed rezoning's that have been defeated repeatedly in the past, our residents could leave Fayetteville and move to Bentonville, Rogers or Springdale and take their property tax revenue with them which could potentially mean a loss of hundreds of thousands in lost property tax revenue to our Fayetteville Public Schools. And consider also the potential drop in Real Estate values which could also negatively impact revenue to our public schools in Fayetteville. Yet here we are again with another rezoning request that WE WERE NOT NOTIFIED OF. I'm very disappointed in my Councilman about the lack of notice..

I think that the residents in Candlewood, Covington Park and in Edenbrook have given enough. In Candlewood, we lost 40 feet of our beautifully landscaped entrance on Crossover already when the State widened the highway. Additionally, our friends in Covington Park and Edenbrook that live on Township have watched Traffic levels double and triple as drivers continue to use Township Rd to cut through to Hwy 45E.

I could go on and on with multiple points, but I think you get the idea by now. I cannot attend the meeting in person this afternoon, but appreciate the opportunity to express myself and make my points above. My wife and I chose Fayetteville in 1988 because it is a beautiful city I believe has been recognized nationally for being a top-five place to live in the US.

Let's keep it that way and help citizens protect their property values and keep their children safe while somehow finding creative ways to work with landowners along Crossover Rd.

Thank you,

Mike and Sandy Yates
2431 N. Candlewood Dr
Fayetteville, AR 72703

Sent from my iPad

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This email was Anti Virus checked by Astaro Security Gateway. http://www.sophos.com

CityClerk

From: Lauren Thompson <laurenthompson125@gmail.com>
Sent: Tuesday, February 20, 2018 11:47 AM
To: CityClerk
Subject: Urgent: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

Sondra, (Please forward this to my City Councilman, the Mayor, and others with a need to know.)

As a resident of the Candlewood Subdivision, I like to voice my opposition against the rezoning request for 2468 Crossover/Jones that will be heard tonight by the Fayetteville City Council on second reading.

I speak as a private citizen, not as an officer of the Candlewood POA.

I'm concerned about this for many reasons, but primarily the following:

1. Traffic and safety concerns. Only northbound traffic on Crossover Road would be allowed access into and out of the establishment. Drivers coming southbound on Crossover would inevitably have to cut through Candlewood and/or Edenbrook to "turn around" and turn North at the light at the intersection of Township and Crossover in order to ultimately turn into the business establishment.

We already have an after school parking problem on Candlewood Drive as for some reason parents of children who attend Vandegriff /McNair schools use Candlewood Drive as their personal parking lot to pick up their children. Let's don't compound it and make it even worse with cars cutting through Firewood and Candlewood Drive. School traffic currently park on both sides of Candlewood Drive, making it virtually impossible for cars to pass. Imagine the concerns we already have for our children's safety as even more drivers cut through our neighborhood and mostly ignore the posted speed limit on Candlewood Drive.

2. Concern over potential building heights of greater than 45 feet does not fit the adjacent area. Enough said.

3. This intersection is and has been for sometime mostly residential and has attracted citizens by the hundreds to live in neighborhoods surrounding the schools. Equally as important, these residents have invested invested an average of $400-600K to live in this area. And by the way we pay on average of $6,000 per year in property taxes. We trusted in our city/local governments to help protect our investment so that we could attend outstanding schools and support local businesses in this area.

In other words, we chose Fayetteville, and may I (we) remind you we still have a choice. If the city agrees to make some of the proposed rezoning's that have been defeated repeatedly in the past, our residents could leave Fayetteville and move to Bentonville, Rogers or Springdale and

take their property tax revenue with them which could potentially mean a loss of hundreds of thousands in lost property tax revenue to our Fayetteville Public Schools. And consider also the potential drop in Real Estate values which could also negatively impact revenue to our public schools in Fayetteville. Yet here we are again with another rezoning request that WE WERE NOT NOTIFIED OF. I'm very disappointed in my Councilman about the lack of notice..

I think that the residents in Candlewood, Covington Park and in Edenbrook have given enough. In Candlewood, we lost 40 feet of our beautifully landscaped entrance on Crossover already when the State widened the highway. Additionally, our friends in Covington Park and Edenbrook that live on Township have watched Traffic levels double and triple as drivers continue to use Township Rd to cut through to Hwy 45E.

I could go on and on with multiple points, but I think you get the idea by now. I cannot attend the meeting in person this afternoon, but appreciate the opportunity to express myself and make my points above. My fiancé and I chose Fayetteville in May of last year because it is a beautiful city has been recognized nationally for being a top-five place to live in the US.

Let's keep it that way and help citizens protect their property values and keep their children safe while somehow finding creative ways to work with landowners along Crossover Rd.

Thank you,

Lauren Thompson and Seth Terry
2415 N Candlewood Drive

Sent from my iPhone

CityClerk

From: KLAUS, Andrea <klaus.am@pg.com>
Sent: Tuesday, February 20, 2018 1:51 PM
To: CityClerk; Tennant, Justin; Bunch, Sarah
Cc: Klaus, Richard; amklaus@gmail.com
Subject: Oppose Rezoning request for 2468 N. Crossover/Jones.

Ms. Smith, Mr. Tennant, and Ms. Bunch,
I am writing to share my opposition to the rezoning of 2468 N. Crossover/Jones to Neighborhood Services General.
I did attend the City Planning commission meeting in person to oppose and spoke against, but am unable to attend tonight.
I live at 2649 N Firewood Dr, Fayetteville AR.

My key concerns are:

- Inconsistent with City 2030 plan, this area is planned for residential to minimize traffic disruption. Residential will have much less 'in and out' traffic than businesses.
- Keep area residential. This is a quiet, peaceful area where children walk to school and I live. I do not need a business in my back yard, especially not a 4 story business. This change is disruptive to the community.
- There is ample commercial space currently available in Fayetteville. Existing space that is empty or open land in areas already zoned commercial. Many already along Crossover in the planned commercial zones. Let's not build more empty stripe malls and revitalize the existing structures that need updates!

Thank you in advance for listening to my concern.

Andrea Klaus

Andrea Klaus
WGCT Customer Service Operations Channel Leader
479-571-5553 Work | 513-288-1600 Cell | 513-277-6900 Fax
klaus.am@pg.com

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The information is intended for the use of the individual or entity named above. If you are not the intended recipient and have received this electronic transmission in error, please notify sender then delete immediately."

CityClerk

From: Klaus, Richard <klaus.ra@pg.com>
Sent: Tuesday, February 20, 2018 2:11 PM
To: CityClerk; Tennant, Justin; Bunch, Sarah
Subject: Rezoning - 2468 Crossover

Ms. Smith, Mr. Tennant, and Ms. Bunch,
I would like to share my opposition to the rezoning of 2468 N. Crossover / Jones to the Neighborhood Services General, and recommend not changing the current zoning from Residential.

I have attended the City Planning Commission meeting to oppose, along with other City Council meetings where this (similar) proposals were previously rejected by the City Council. I recommend you do the same today and going forward.

I live at 2649 N Firewood Dr, in Fayetteville. I do want to voice my additional concern that some of the people in support (land owner and developer) have previously communicated that they discussed this matter with neighbors in the area – this has not been the case with my household and we are only a few homes away – or with other neighbors we have talked to in the immediate area, so I want to ensure there is not a false perception that there is support (or lack of opposition) from this information being shared.

My key concerns are:

- Inconsistent with City 2030 plan, this area is planned for residential to minimize traffic disruption. Residential will have much less 'in and out' traffic than businesses.
- Keep area residential. This is a quiet, peaceful area where children walk to school and I live. I do not need a business or other large structure in my back yard, especially not a 4 story business. This change is disruptive to the community.
- No issues exist to develop land as residential (except that owner has the property highly overpriced) – There are many other homes all around the area of this land both north and south on Crossover Rd.
- There is ample commercial space currently available in Fayetteville. Existing space that is empty or open land in areas already zoned commercial. Many already along Crossover in the planned commercial zones. Let's not build more empty stripe malls and revitalize the existing structures that need updates! Also, if you are forward thinking you will realize that our US Retail landscape is changing rapidly with the need for Less (not more) commercial space – This is a major trend even in growing areas like ours, driven greatly by eCommerce.

Thank you in advance for listening to my concern.

Richard Klaus
NA Customer Supply
☎ (513) 288-1800 Mobile | (513) 715-8058Fax
klaus.ra@pg.com

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The information is intended for the use of the individual or entity named above. If you are not the intended recipient and have received this electronic transmission in error, please notify sender then delete immediately."

CityClerk

From: Marguerite Martinez <maggiegpb@hotmail.com>
Sent: Tuesday, February 20, 2018 2:35 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones.

As a property owner in Covington park (3657 E. Township St.), I am firmly against this potential development. Further development (especially commercial) would create additional traffic and safety issues. More drivers would frequent the area, which would make the area much less safe for school children crossing the street. Please vote against this rezoning request.

Thanks.
Marguerite Martinez

Sent from my iPhone

CityClerk

From: Carl George <ceg0982@gmail.com>
Sent: Tuesday, February 20, 2018 2:52 PM
To: CityClerk
Subject: zoning concern for 2468 N. Crossover/Jones

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- Multifamily units (apartments) and cluster housing
- Strip Center
- 8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.
- Sidewalk café or restaurant or fast food, although no drive through windows are allowed.
- Work/live units with shop/office on street level and housing 2 stories above.
- Building height allowable is 45 Ft. *(4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
- Cars can only turn north in or out, into high speed traffic.
- Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
- Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with
  a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.
- School children walking to school face more traffic not paying attention to them.
- The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

- Crossover meant to be higher speed with minimal curb cuts.
- City wants to avoid spot zoning. <u>This looks like that.</u>
- Mission/Crossover businesses are accessible by sidewalk now.

CityClerk

From: Melissa Kamel <memmay_iu@yahoo.com>
Sent: Tuesday, February 20, 2018 2:57 PM
To: CityClerk
Subject: NO Rezoning Request for 2468 N Crossover/Jones

Ms Smith,

My family lives in Covington Park. My Kindergarten and 2nd grader WALK home from Vandergriff Elementary and the proposed commercial business zoning would NOT be safe for any Vandergriff or McNair students. Please consider this and the following information when deciding on this issue.

We have MANY concerns that commercial rezoning at Crossover and Township is BAD for the following reasons:

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
- *Cars can only turn north in or out, into high speed traffic.*
- *Cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

Thank you for listening to your East Fayetteville residents and NOT allowing commercial buildings to be allowed close to Elementary and Middle Schools.

Sincerely,

Melissa Kamel

CityClerk

From: Jim Ragsdale <jrcubs1@cox.net>
Sent: Tuesday, February 20, 2018 3:05 PM
To: CityClerk
Subject: Rezoning for Crossover & Jones

Good afternoon.

I would like to take this opportunity and voice my opposition to a type of rezoning or construction at the area of crossover and Jones in Southeast Fayetteville.

I am a resident of Covington park subdivision but I feel like with this rezoning being proposed near our subdivision, it would only increase the traffic volume and congestion we already experience.

This area is already over congested during the morning hours and afternoon hours when school is in session. I don't understand why we would want to add more congestion to that area. Several dozen cars each day already cut through the candlewood subdivision to avoid the 265 / Township intersection. I'm concerned that any sort of business establishment that would be built on this property would just increase the traffic volume going through the Candlewood subdivision, especially on Firewood Lane.

We are fortunate that no child has been hit by wayward traffic during these high traffic school hours, whether it be in Candlewood, Covington Park or any other subdivision in that vicinity.

Please let me encourage you to vote against this rezoning and to prevent any further strip centers for being considered on this plot of land.

Thank you,

Jim Ragsdale
2504 Middleton Way
Fayetteville

Sent from my iPhone

CityClerk

From: Laura Simmons <llgwynne@yahoo.com>
Sent: Tuesday, February 20, 2018 3:09 PM
To: CityClerk
Subject: Opposition to rezoning request 2468 Crossover/Jones

Hello Ms Smith,

I am a concerned citizen writing in opposition to the rezoning request for 2468 Crossover/Jones. I am a homeowner in Covington Park neighborhood with school-aged children attending McNair and Vandergriff. My primary concern is the traffic/safety concerns for our children. Cars use our neighborhoods as a cut-through and this will continue to escalate if this property is used for commercial purposes. This is a safety issue for our children who walk or ride bikes in the neighborhood and surrounding areas. We hope you will consider not zoning this property for commercial use.

Thank you,

Laura Simmons
Covington Park neighborhood

Sent from my iPhone

CityClerk

From: Gerald Johnson <gdj.global@gmail.com>
Sent: Tuesday, February 20, 2018 3:25 PM
To: CityClerk
Subject: rezoning of 2468 N. Crossover/Jones

I am opposed to the rezoning of this property for NSG purposes. Below are some valid issues that have been raised by many citizens in the surrounding neighborhoods. BUT, my primary concern is for the safety of the children attending the two schools just off of the Crossover and Township intersection. Protection of children must take priority over commercialization of residential properties. Thank you. Gerald Johnson

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- Multifamily units (apartments) and cluster housing
- Strip Center
- 8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.
- Sidewalk café or restaurant or fast food, although no drive through windows are allowed.
- Work/live units with shop/office on street level and housing 2 stories above.
- Building height allowable is 45 Ft. *(4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
- Cars can only turn north in or out, into high speed traffic.
- Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
- Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with
  a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.
- School children walking to school face more traffic not paying attention to them.
- The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

- Crossover meant to be higher speed with minimal curb cuts.
- City wants to avoid spot zoning. This looks like that.
- Mission/Crossover businesses are accessible by sidewalk now.

Virus-free. www.avg.com

CityClerk

From: Mike Driver <MDriver@sansonegroup.com>
Sent: Tuesday, February 20, 2018 3:29 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones.

Dear City Clerk, I'm writing you to express my strong opposition to the Jones rezoning request near the crossover and mission intersection. I understand that the property owner's request, which has been recommended for approval by the Planning Commission, is for Neighborhood Services General, which includes commercial uses.

This intersection currently serves as a primary access to Vandergriff Elementary and McNair Middle School, and serves as a primary access for several single family residential neighborhoods. Allowing Multifamily at this intersection would cause the intersection to become unsafe, both for our children and for travelers utilizing this high speed road.

The crossover rd speed limit is 45 miles per hour, and isn't designed well for development of retail or high density residential nor is it appropriate for 45 ft tall buildings, which would be incompatible with the immediate area.

Many children walk to school here and already have to battle less than desirable traffic congestion and speed. It would be a grave mistake to allow this type of zoning at this location and would be a danger to child safety because of the added traffic, crossover median and additional density that could be developed here.

Furthermore, as I understand the 2030 plan, crossover rd is part of the "Mayor's Box" which specifically envisions a highway design that facilitates fluid and safe *traffic flow around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*

There are so few arterials that carry heavy traffic north and south, we can't afford to create a bottleneck of traffic at crossover and mission. Fayetteville is the most difficult city in Northwest Arkansas to traverse east to west, and this zoning would ensure the creation of similar issues with our primary and important north and south connector for east Fayetteville.

We elect our mayor and city council to protect us from this type of change in land use and implore the Mayor and Council to reject the rezoning as inappropriate for the intersection.

Additional traffic concerns.

OTHER TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*

- *Cars can only turn north in or out, into high speed traffic, so cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *School children walking to school face more traffic not paying attention to them.*
- *Cars would have to take u turns to access this development when traveling south bound making it unsafe for walkers crossing Crossover on Township to go to Gulley Park.*

2030 PLAN for CITY

- *Crossover meant to be higher speed with minimal curb cuts.*
- *City wants to avoid spot zoning. <u>This is clearly spot zoning.</u>*
- *Mission/Crossover businesses are accessible by sidewalk now.*

Please feel free to contact me to discuss.

Regards,

Mike Driver
3472 E Chatsworth Rd
Fayetteville, AR 72703

479.435.0238
mdriver@sansonegroup.com

CityClerk

From: Ami Cleveland <a_cleva@yahoo.com>
Sent: Tuesday, February 20, 2018 4:07 PM
To: CityClerk
Subject: Rezoning Request - Crossover

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
- *Cars can only turn north in or out, into high speed traffic.*
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  a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park*

Sent from Yahoo Mail on Android

CityClerk

From: Ted Runnels <ted@mockingdog.com>
Sent: Tuesday, February 20, 2018 4:28 PM
To: CityClerk
Subject: Rezoning

Dear City Clerk,

My name is Ted Runnels and I would like to inform you that our family is very much against the commercialization of property adjoining our home. W considerably for what I consider a poor investment from the individuals driving the initiative. In my opinion, it is already a pretty dangerous situation a Turns and the redirection of cars would accompany these new business locations and bring about a lot of havoc and injuries. I cannot tell you how man made and we really do not want to increase it.

I will not get into the obvious commercial problems that would follow with these businesses butting up to the property we grew up in for many years. T our family was to cut off a few acres in the back. This seems logical to help the whole Neighborhood and not just the ones pushing this move.

Please do what we voted you in for and stick up for what is right for many and not just a squeaky wheel.

Feel free to call me for any additional information and possible solutions.

Sincerely,

Ted Runnels
479-225-1718

CityClerk

From: Gerald Johnson <gdj.global@gmail.com>
Sent: Tuesday, February 20, 2018 4:29 PM
To: CityClerk
Subject: Re: FW: rezoning of 2468 N. Crossover/Jones

You are very welcome. Thank you for your service to our city. I realize that I am only one voice, and I forgot to mention that I have a granddaughter in kindergarten at Vandergriff.....hence my concern for any actions that increases traffic.

Virus-free. www.avg.com

On Tue, Feb 20, 2018 at 3:56 PM, CityClerk <cityclerk@fayetteville-ar.gov> wrote:

From: Kinion, Mark
Sent: Tuesday, February 20, 2018 3:55 PM
To: CityClerk <cityclerk@fayetteville-ar.gov>
Subject: Re: rezoning of 2468 N. Crossover/Jones

Thank you for your thoughts regarding the rezoning.

Warm Regards,

Mark Kinion

Vice Mayor / City Council Member

Ward 2 Position 1

On Feb 20, 2018, at 3:28 PM, CityClerk <cityclerk@fayetteville-ar.gov> wrote:

From: Gerald Johnson [mailto:gdj.global@gmail.com]
Sent: Tuesday, February 20, 2018 3:25 PM
To: CityClerk <cityclerk@fayetteville-ar.gov>
Subject: rezoning of 2468 N. Crossover/Jones

I am opposed to the rezoning of this property for NSG purposes. Below are some valid issues that have been raised by many citizens in the surrounding neighborhoods. BUT, my primary concern is for the safety of the children attending the two schools just off of the Crossover and Township intersection. Protection of children must take priority over commercialization of residential properties. Thank you. Gerald Johnson

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

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2030 PLAN for CITY

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- Mission/Crossover businesses are accessible by sidewalk now.

Virus-free. www.avg.com

CityClerk

From: Ann Henry <henry.annhenry@gmail.com>
Sent: Tuesday, February 20, 2018 4:37 PM
To: CityClerk
Subject: Rezoning request on township crossover

Traffic safety concerns juxtaposed against the 2030 plan for fayetteville should cause the board to reject the rezoning. The types of neighborhood commercial are not compatible with traffic patterns and there are already long lines of traffic to get children to school in the am and afternoons.

I take and pick up grandchildren to vandegriff and Mcnair and can attest to the fact that residential is much more compatible than the request for rezoning. The amount of traffic generated by residential is small cf to the commercial.

Please register our comments against the rezoning

Ann and Morriss Henry
Sent from my iPhone

CityClerk

From: Leslie Donovan <leslie.s.donovan@gmail.com>
Sent: Tuesday, February 20, 2018 4:43 PM
To: CityClerk; Leslie Donovan
Subject: Rezoning - 2468 Crossover - Jones

Sondra Smith,

This email is to serve my opposed to the new zoning request by Mr. Jones.

My concerns as a newer neighbor to NWA and Fayetteville, it would seem there are still several factors or comments being shared that are in conflict and would require more discussion, review and consideration prior to a final vote being made.

There are already quite nice (and walkable) business services being offered in close proximity. There are significant businesses that offer dry cleaning, coffee shops, small office, physicians and even larger retail establishments at Mission and Crossover. I have often walked to those locations when my car is in service at Firestone. Additionally, there are even more space and offerings at Joyce and Crossover which can be accessed by walking (getting to those 10,000 steps) or bicycle as well as driving.

The zoning being requested already has open space in near proximity or with business owners who enjoy services the homes and families nearby in East Fayetteville.

Read/heard (Mayor's Box) that the intent of the traffic was to keep flow active and moving which is more disruptive with business usage.

There were also comments made that Mr. Jones had been trying to sell this for the past 11 years. I am recent to the area, yet have not seen signs of sale during my entire tenure. I have seen some for single family homes and would anticipate that residential that might be added to already in place, along Crossover between Township and Mission and Township and Old Wire would be a great addition to the school population.

There are aspect of the children walking along the Candlewood neighborhood and the other major streets with cars trying to get access in and out (higher frequency with business or high density homes) would increase the hazards. Again, the traffic and intent was to move traffic through the area.

The neighborhood being used as a cut-through adds danger for children and dogs. It would only increase with some of the proposed changes.

As to other considerations, Mr. Jones has shared:

_This has been on the market for 11+ years, again I have not see it posted during our entire tenure of almost three years.

- He has shared he would not want some of the buildings that the school, the neighborhood, the walkers and the bike path riders enjoy with the traffic flow. Yet, Mr. Jones has quickly stated that once it is sold he cannot control that.
-I have heard varied amounts listed as the appropriate value of the acreage and it seems that potentially Mr. Jones has a higher value per acre than the market average. The reality could be the reason for the inability to sell to residential property owners rather than zoning. The homeowners go in knowing the busy street and make a decision to be in and live in the area - at a price that may be a lower lot value - due to the location.
- Mr. Jones shared he has spoken to the neighborhood and neighbors many times. Personally, I learned of this a day or two before the first zoning meeting. In asking other neighbors, it would seem many are/were unaware of the request. Some have even shared some interesting solutions that would benefit the neighborhood and Mr. Jones, yet there does not seem to be time allocated to the exchange of information.
-Mr. Jones, I believe, requested a change in zone and now is immediately requesting a second change to the zoning request. It would seem this may have been the intent at the onset rather than being open in the first request to allow some time to see how the market can move his property without making further changes.
- In speaking with other neighbors, when out on dog walks at school events, they have asked if Mr Jones would be willing to speak to us again before any decisions are made. We would come together as a neighborhood, along with Mr. Jones and maybe some of the other lot or property owners, which have been identified as future possible build sites to create a more optimal plan

Thank you for your consideration in allowing the local neighbors and the land owners a bit more time, 60-90 days to understand what is already known from city planning and timing from the other land owners along with neighbors on Township, Crossover and Candlewood...to come together for a solution.

So many of the comments are personal -as are mine. It took me by surprise and it seems that it is hard to really learn what was requested, is requested, value of land, asking price of land; how are other property lots in the area going to be affected, etc. I know we all love the area and want to reach an understanding with clarity to the factors to make a solid recommendation, review and discussion and decision.

Thank you.

Leslie Donovan

CityClerk

From: Kermit Sykes <ksykes@coca-cola.com>
Sent: Tuesday, February 20, 2018 5:31 PM
To: CityClerk; Tennant, Justin; Bunch, Sarah
Subject: FW: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

My wife Dyanne and I concur with Mike Yate's email below…as a resident of Candlewood we are very much opposed to the proposed rezoning request for 2468 Crossover/Jones that will be heard tonight by the City Council. If any questions please let me know.

Thank you for your time and consideration on this important matter,

Kermit Sykes
2416 Candlewood Dr

Begin forwarded message:

> **From:** Mike Yates <gohogs09@att.net>
> **Date:** February 20, 2018 at 10:32:24 AM CST
> **To:** cityclerk@fayetteville-ar.gov
> **Cc:** eva.dave@cox.net, emadison@littler.com, Janette Litaker <jsl32198@msn.com>, Seth Terry <sethandrewterry@gmail.com>, Curt Calaway <ctcalaway@cox.net>, curt.calaway@tyson.com, Sandy Yates <sandyy@shilohsaints.org>
> **Subject: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones**
>
> Sondra, (Please forward this to my City Councilman, the Mayor, and others with a need to know.)
>
> As a resident of the Candlewood Subdivision, I like to voice my opposition against the rezoning request for 2468 Crossover/Jones that will be heard tonight by the Fayetteville City Council on second reading.
>
> I speak as a private citizen, not as an officer of the Candlewood POA.
>
> I'm concerned about this for many reasons, but primarily the following:
>
> 1. Traffic and safety concerns. Only northbound traffic on Crossover Road would be allowed access into and out of the establishment. Drivers coming southbound on Crossover would inevitably have to cut through Candlewood and/or Edenbrook to "turn around" and turn North at the light at the intersection of Township and Crossover in order to ultimately turn into the business establishment.
>
> We already have an after school parking problem on Candlewood Drive as for some reason parents of children who attend Vandegriff /McNair schools use Candlewood Drive as their personal parking lot to pick up their children. Let's don't compound it and make it even worse with cars cutting through Firewood and Candlewood Drive. School traffic currently park on both sides of Candlewood Drive, making it virtually impossible for cars to pass. Imagine the

concerns we already have for our children's safety as even more drivers cut through our neighborhood and mostly ignore the posted speed limit on Candlewood Drive.

2. Concern over potential building heights of greater than 45 feet does not fit the adjacent area. Enough said.

3. This intersection is and has been for sometime mostly residential and has attracted citizens by the hundreds to live in neighborhoods surrounding the schools. Equally as important, these residents have invested invested an average of $400-600K to live in this area. And by the way we pay on average of $6,000 per year in property taxes. We trusted in our city/local governments to help protect our investment so that we could attend outstanding schools and support local businesses in this area.

In other words, we chose Fayetteville, and may I (we) remind you we still have a choice. If the city agrees to make some of the proposed rezoning's that have been defeated repeatedly in the past, our residents could leave Fayetteville and move to Bentonville, Rogers or Springdale and take their property tax revenue with them which could potentially mean a loss of hundreds of thousands in lost property tax revenue to our Fayetteville Public Schools. And consider also the potential drop in Real Estate values which could also negatively impact revenue to our public schools in Fayetteville. Yet here we are again with another rezoning request that WE WERE NOT NOTIFIED OF. I'm very disappointed in my Councilman about the lack of notice..

I think that the residents in Candlewood, Covington Park and in Edenbrook have given enough. In Candlewood, we lost 40 feet of our beautifully landscaped entrance on Crossover already when the State widened the highway. Additionally, our friends in Covington Park and Edenbrook that live on Township have watched Traffic levels double and triple as drivers continue to use Township Rd to cut through to Hwy 45E.

I could go on and on with multiple points, but I think you get the idea by now. I cannot attend the meeting in person this afternoon, but appreciate the opportunity to express myself and make my points above. My wife and I chose Fayetteville in 1988 because it is a beautiful city I believe has been recognized nationally for being a top-five place to live in the US.

Let's keep it that way and help citizens protect their property values and keep their children safe while somehow finding creative ways to work with landowners along Crossover Rd.

Thank you,

Mike and Sandy Yates
2431 N. Candlewood Dr
Fayetteville, AR 72703

Sent from my iPad

CONFIDENTIALITY NOTICE
NOTICE: This message is intended for the use of the individual or entity to which it is addressed and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that any printing, copying, dissemination, distribution, disclosure or forwarding of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately and delete it from your system. Thank You.

CityClerk

From: Lydia McClinton <lydiamaemcclinton@gmail.com>
Sent: Tuesday, February 20, 2018 5:56 PM
To: CityClerk
Subject: Rezoning township/ crossover

Categories: Forwarded, Saved File

Hello,

I'm a resident in Covington park subdivision and have become aware of the rezoning of the corner of township/crossover.. I'm extremely concerned about this- the traffic is already an issue in our neighborhood (and at the crossover/ township intersection), especially in the mornings and afternoons. Not a single resident I have spoken with wants this- as it puts our kids in danger, and creates more traffic for our neighborhood, which will ultimately create more noise and lower home values. It's disturbing to me that this is even a consideration- Fayetteville just finished making crossover look beautiful again, and functional, and it seems it would ruin that. I don't want this, none of us do. I hope they take this seriously and listen to the residents, we want what's best for our kids and community. I wish i could be at the meeting tonight but still getting over the flu. Thanks in advance.

Lydia McClinton

Sent from my iPhone

CityClerk

From: Lydia McClinton <lydiamaemcclinton@gmail.com>
Sent: Tuesday, February 20, 2018 6:05 PM
To: CityClerk
Subject: Crossover/township rezoning nightmare

Categories: Saved File, Forwarded

please share these points with the city council as well. Very concerned about our investment in our home, and the increase in traffic. What an upset this is.. we studied the city carefully before moving here, and felt safe with our purchase as it was surrounded by (what I thought) was already a good, well developed area. This is WHY we moved here! and why we choose our forever home in this area.

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- *Multifamily units (apartments) and cluster housing*
- *Strip Center*
- *8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.*
- *Sidewalk café or restaurant or fast food, although no drive through windows are allowed.*
- *Work/live units with shop/office on street level and housing 2 stories above.*
- *Building height allowable is 45 Ft. (4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
- *Cars can only turn north in or out, into high speed traffic.*
- *Cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

2030 PLAN for CITY

- *Crossover meant to be higher speed with minimal curb cuts.*
- *City wants to avoid spot zoning. <u>This looks like that.</u>*
- *Mission/Crossover businesses are accessible by sidewalk now*

Sent from my iPhone

CityClerk

From: Kim McComas <kimmccomas@hotmail.com>
Sent: Tuesday, February 20, 2018 9:33 PM
To: CityClerk
Subject: please share with council at 5:30 meeting Wednesday - Deny Rezoning request for 2468 N. Crossover/Jones.
Attachments: Deny Re-zoning on Crossover.docx

Hello Sondra!
I came to the previous meeting and had left my letter with you because I couldn't stay, but perhaps the issue never came up as it was near the end of the agenda? Anyway, I am attaching my letter again that gives our rationale for NOT rezoning 2468 N. Crossover. I would greatly appreciate it if you could circulate this again as I will be out of town! Thank you very much!

Kim and Bill McComas

To: City Council representatives

From: Kim and Bill McComas
2506 N. Worthington Way
Fayetteville, AR 72703
Home: 442-8105

RE: proposed re-zoning of residential property NE corner of Crossover/Township

We are strongly opposed to changing the zoning of the 4 acre property from residential to NS-G. Every day when I drive through Fayetteville, I am reminded of examples of past poor planning and poor decision-making that will haunt Fayetteville for years to come, from lack of connectivity in cul-de-sac-happy subdivisions to large single-family homes being built on postage stamp lots.

Up for discussion now is to re-zone property on Crossover near Township that will open it to either commercial development or high-density housing. Here are our reasons against allowing that to happen and suggested alternatives:

- The city should maintain some streets that are more 'boulevard –like', where it is pleasant just to drive along them. Don't mess this up.
- There are already commercial centers at Mission & Crossover and at Joyce & Crossover. Let those wanting to further commercialize fill in those centers, not stretch out and make Crossover an unpleasant 'strip'.
- The number of apartments that have been added to Fayetteville in the past 5 years is staggering. We don't need apartments there- there are many other nice apartment places in town.
- Adding apartments to an upscale neighborhood, as nice as they may be, still takes away from the flavor that is currently established by the surrounding single-family home neighborhoods. You start messing with that, and you start making Bentonville a better choice.
- Fayetteville has plenty of places open to develop. You need to think long and hard before you allow re-zoning in areas that should be left as residential. Calling it 'neighborhood services' is just a euphemism for 'a developer's greed.'

CityClerk

From: Tracy Carter <tlcyogaspa@yahoo.com>
Sent: Wednesday, February 21, 2018 11:43 AM
To: CityClerk
Subject: rezoning email

Sondra,

I am a resident in Covington Park and wanted to share my concerns with the rezoning close to Crossover and Township. Please see my concerns and any type of communication you share with me would be much appreciated.

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- *Multifamily units (apartments) and cluster housing*
- *Strip Center*
- *8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.*
- *Sidewalk café or restaurant or fast food, although no drive through windows are allowed.*
- *Work/live units with shop/office on street level and housing 2 stories above.*
- *Building height allowable is 45 Ft. (4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
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- *Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

2030 PLAN for CITY

- *Crossover meant to be higher speed with minimal curb cuts.*
- *City wants to avoid spot zoning. This looks like that.*
- *Mission/Crossover businesses are accessible by sidewalk now.*

Tracy L Carter
479.790.3081

CityClerk

From: Pamela Davis <pameladavis.wm@gmail.com>
Sent: Wednesday, February 21, 2018 9:20 PM
To: CityClerk
Cc: Michael
Subject: Rezoning - Covington area

Categories: Saved File, Forwarded

Hi Ms. Sondra,
We are in disagreement with the consideration for rezoning the Covington/Jones Rezone for the following reasons:

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- *Multifamily units (apartments) and cluster housing*
- *Strip Center*
- *8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.*
- *Sidewalk café or restaurant or fast food, although no drive through windows are allowed.*
- *Work/live units with shop/office on street level and housing 2 stories above.*
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- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

Pam and Michael Davis
2516 Kittery Lane
Covington Park
Fayetteville, Ar

CityClerk

From: Benjamin Lorenzo <benlorenzojr@gmail.com>
Sent: Sunday, February 25, 2018 4:01 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones.

Here are my concerns:

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
- *Cars can only turn north in or out, into high speed traffic.*
- *Cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

Sent from my iPhone

CityClerk

From: Jerry Jones <wdyjerry@cox.net>
Sent: Wednesday, March 07, 2018 2:05 PM
To: CityClerk
Subject: Business Offer to buy lots in Lynnwood Estates

Categories: FYI

Please send to the Council Members:

When asked about a business offer in the March 6th 2018 meeting, I guess I was a little nervous and forgot about Jody Hendrix's offer to buy 1 1/2 lots for a CrossFit Gym in Dec 2015, under a conditional use permit request. Planning Commission denied the request.

I believe I remember Andrew Garner giving a detailed report to the City Council on the history of attempts to rezone Lynnwood Estates. This conditional use permit was included. This is to correct my answer at the meeting. Thanks Jerry Jones wdyjerry@cox.net
479-841-8748
Sent from my iPhone

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0139

Agenda Date: 3/20/2018 **Version:** 1 **Status:** First Reading

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: B. 2

AMEND § 74.01 APPLICATION OF REGULATIONS:

AN ORDINANCE TO AMEND § 74.01 **APPLICATION OF REGULATIONS** TO ADD A DEFINITION OF ROADWAY

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 the title of 74.01 from **Application of Regulations** to **Application of Regulations and Definitions**, places the existing wording in subsection (A) and enacts a new subsection (B) as follows:

> "(B) As used in this Chapter, "roadway" will mean that part of the right of way between furthest curb or edge of the pavement on one side of the road to the furthest curb or edge of the pavement on the other side of the road and shall include any median between lanes of travel."

OFFICE OF THE
CITY ATTORNEY

DEPARTMENTAL CORRESPONDENCE

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Rhonda Lynch
Paralegal

TO: **Mayor Jordan**
City Council

CC: **Chief Tabor**

FROM: **Kit Williams**, City Attorney

DATE: **February 22, 2018**

RE: **Definition of "roadway"**

In order to clarify that "roadway" will be understood to mean between the furthest curbs or edges of a road and will include any medians between lanes of travel, I have prepared an ordinance to amend § 74.01 to become **Applications of Regulations and Definitions** with a definition of "roadway". I believe to Police and City Prosecutor need such clear definition of roadway to better protect the safety of our citizens from endangering themselves by standing on medians on highways and arterial streets.

CHAPTER 74: PEDESTRIANS

Sections:

74.01	Application Of Regulations
74.02	Right-Of-Way In Crosswalks; Use By Pedestrians
74.03	Duty To Yield Right-Of-Way To Vehicles At Certain Places
74.04	Standing Or Walking On A State Or Federal Highway Prohibited
74.05	Standing Or Walking Within The Roadway Of Principle Arterials Prohibited Unless Permit Granted
74.06	Blind Pedestrians
74.07	Duty Of Drivers To Exercise Care With Regard To Pedestrians
74.08	Use Of Skates, Coasters And The Like; Clinging To Vehicles
74.09—74.98	Reserved
74.99	Penalty

current law

74.01 Application Of Regulations

Pedestrians shall be subject to traffic control signals at intersections as declared in this traffic code, but at all other places pedestrians shall be accorded the privileges and shall be subject to restrictions stated in this chapter.
(Code 1965, §19-245; Ord. No. 1447, 6-7-65; Code 1991, §74.01)

74.02 Right-Of-Way In Crosswalks; Use By Pedestrians

(A) Where traffic control signals are not in place or in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter.

(B) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(C) Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.

(D) Pedestrians shall move, whenever practicable, upon the right half of crosswalk.
(Code 1965, §§19-246—19-248; Ord. No. 1447, 6-7-65; Code 1991, §74.02)

74.03 Duty To Yield Right-Of-Way To Vehicles At Certain Places

(A) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to vehicles upon the roadway.

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0166

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 1

VAC 18-6142 (1898 E. MISSION BLVD./WHISTLER WOODS SD):

AN ORDINANCE TO APPROVE VAC 18-6142 FOR PROPERTY LOCATED AT 1898 E. MISSION BOULEVARD TO VACATE A PORTION OF A WATER AND SEWER RIGHT OF WAY GRANT

WHEREAS, the City Council has the authority under A.C.A. § 14-54-104 to vacate public grounds or portions thereof which are not required for corporate purposes; and

WHEREAS, the City Council has determined that the following described water and sewer right of way grant is not required for corporate purposes.

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 vacates a portion of a water and sewer right of way grant as described in Exhibit B attached to the Planning Department's memo.

Section 2. A copy of this Ordinance duly certified by the City Clerk along with the map attached as Exhibit A to the Planning Department's memo shall be filed in the office of the Washington County Circuit Clerk.

Section 3. This vacation approval is subject to the following conditions:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense.
2. The new sanitary sewer line shall be installed and on-line prior to final plat approval.

Added at the March 13, 2018 Agenda Session Meeting

Legistar ID No.: 2018-0166

AGENDA REQUEST FORM

FOR: Council Meeting of March 20, 2018

FROM: City Council Member Sarah Bunch

ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

AN ORDINANCE TO APPROVE VAC 18-6142 FOR PROPERTY LOCATED AT 1898 E. MISSION BOULEVARD TO VACATE A PORTION OF A WATER AND SEWER RIGHT OF WAY GRANT

APPROVED FOR AGENDA:

Sarah Bunch
City Council Member Sarah Bunch

March 9, 2018
Date

Asst. City Attorney Blake Pennington
(as to form)

3/12/18
Date

ORDINANCE NO. _____

AN ORDINANCE TO APPROVE VAC 18-6142 FOR PROPERTY LOCATED AT 1898 E. MISSION BOULEVARD TO VACATE A PORTION OF A WATER AND SEWER RIGHT OF WAY GRANT

WHEREAS, the City Council has the authority under A.C.A. § 14-54-104 to vacate public grounds or portions thereof which are not required for corporate purposes; and

WHEREAS, the City Council has determined that the following described water and sewer right of way grant is not required for corporate purposes.

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 vacates a portion of a water and sewer right of way grant as described in Exhibit B attached to the Planning Department's memo.

Section 2. A copy of this Ordinance duly certified by the City Clerk along with the map attached as Exhibit A to the Planning Department's memo shall be filed in the office of the Washington County Circuit Clerk.

Section 3. This vacation approval is subject to the following conditions:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense.
2. The new sanitary sewer line shall be installed and on-line prior to final plat approval.

PASSED and **APPROVED** this 20th day of March, 2018.

APPROVED:

By: _____
LIONELD JORDAN, Mayor

ATTEST:

By:_____
SONDRA E. SMITH, City Clerk/Treasurer

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF MARCH 20, 2018

TO: Mayor and City Council

THRU: Garner Stoll, Development Services Director

FROM: Jonathan Curth, Senior Planner

DATE: March 7, 2018

SUBJECT: **VAC 18-6142: Vacation (1898 E. MISSION BLVD./WHISTLER WOODS SD, 370):** Submitted by MISSION CONTRACTORS, LLC. for property located at 1898 E. MISSION BLVD. The property is zoned RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE, and contains approximately 0.10 acres. The request is to vacate a portion of a water and sewer easement.

RECOMMENDATION:
Staff recommends approval of **VAC 18-6142** with the following conditions of approval:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense; and

2. The new sanitary sewer line shall be installed and on-line prior to final plat approval.

BACKGROUND:
The subject property is located north of Mission Boulevard and Greenview Drive and is a part of the larger Whistler Woods subdivision that is currently being reviewed for final plat approval. The property is developed with subdivision infrastructure and has a zoning designation of RSF-4 Residential Single-family, 4 Units per Acre. The subject water and sewer easement included a 12-inch sanitary sewer main that was re-rerouted and will be re-dedicated with the Whistler Woods subdivision.

Proposal: The applicant proposes to vacate a portion of a water and sewer easement, as shown in the attached Exhibits 'A' and 'B'. This request is in response to a condition of approval for the Whistler Woods preliminary plat in 2014. The condition requires an existing water and sewer easement to be vacated following the abandonment of the public main at that location.

DISCUSSION:
On March 2, 2018, the attached application and materials were submitted to the Planning Division for review.

BUDGET/STAFF IMPACT:
N/A

Attachments:

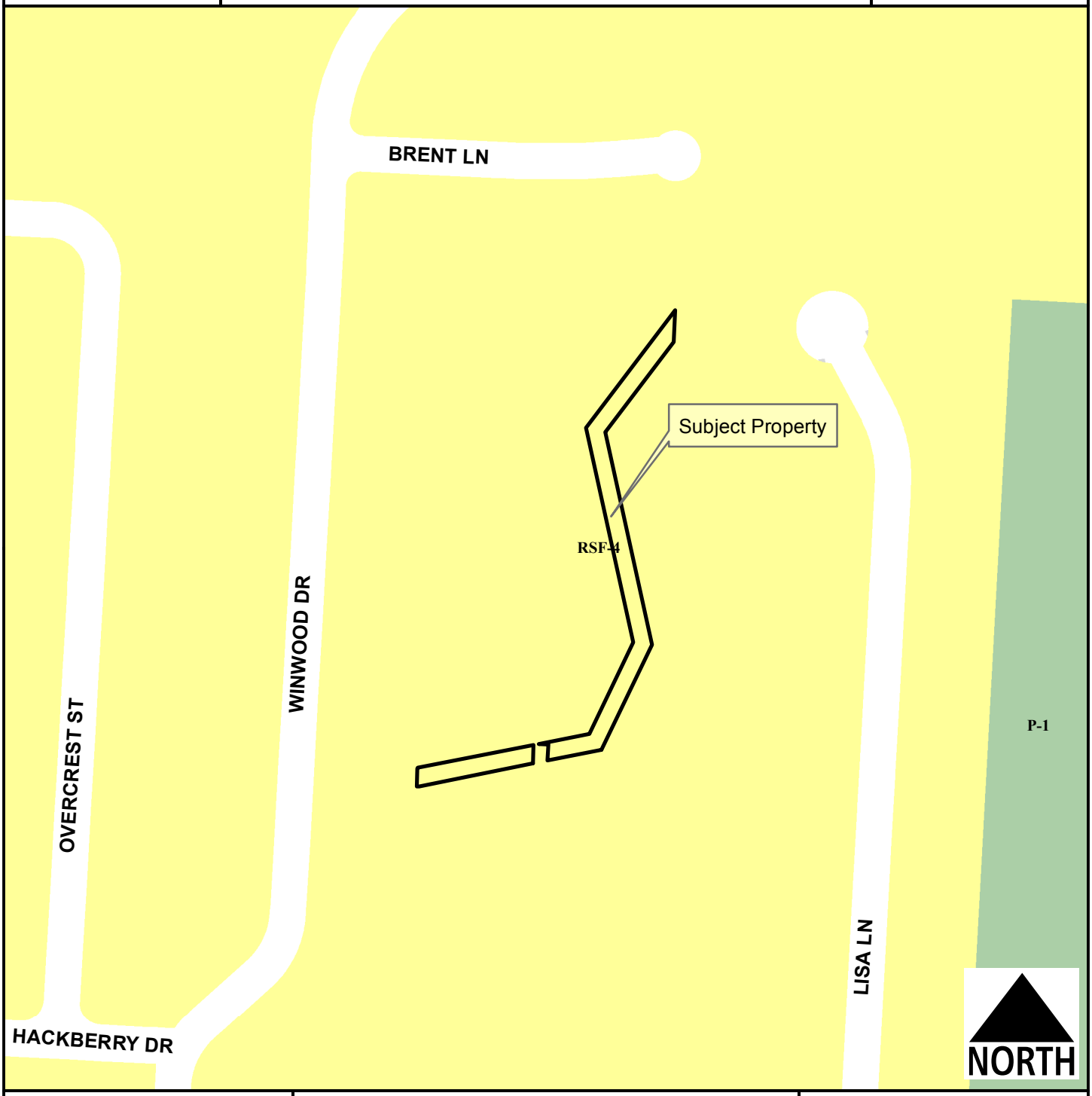
- Exhibit A
- Exhibit B
- Application
- Submittal Materials

VAC18-6142

Close Up View

WHISTLER WOODS SD

18-6142
EXHIBIT 'A'



Legend

- Planning Area
- Fayetteville City Limits
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- RSF-4
- P-1

18-6142
EXHIBIT 'B'

Tract 1

Part of the East 1/2 (E/2) of the West ½ (W/2) of the Northeast 1/4 (NE/4) of the Southwest ¼ (SW/4) of Section 2, Township 16 North, Range 30 West, Washington County, Arkansas and being more particularly described as follows:

Commencing at a 1/2 inch rebar at the Northwest Corner of said E/2; Thence S02°58'54"W along the West line of said E/2, a distance of 669.42 feet to a 1/2 inch rebar; Thence continuing along said West line S02°58'54”W, a distance of 24.42 feet to the intersection with the North line of a 25' Utility Easement (Book 755, Page 316); Said point being the Point of Beginning;

Thence along the Northwesterly side of said 25' Utility Easement N78°58'30"E, a distance of 170.53 feet to a point; Thence S02°25'31”W, a distance of 25.76 feet to a point on the Southerly line of said Easement; Thence S78°31'39”W along said Southerly line, a distance of 160.58 feet to a point; Thence N88°50'47”W, a distance of 3.44 feet to a point on the West line of said E/2; Thence N02°58'54”E along said West line, a distance of 25.02 feet to the Point of Beginning; Containing ±0.10 Acres, more or less.

Tract 2

Part of the East 1/2 (E/2) of the West ½ (W/2) of the Northeast 1/4 (NE/4) of the Southwest ¼ (SW/4) of Section 2, Township 16 North, Range 30 West, Washington County, Arkansas and being more particularly described as follows:

Commencing at a 1/2 inch rebar at the Northwest Corner of said E/2; Thence S02°58'54"W along the West line of said E/2, a distance of 669.42 feet to a 1/2 inch rebar; Thence continuing along said West line S02°58'54”W, a distance of 24.42 feet to the intersection with the North line of a 25' Utility Easement (Book 755, Page 316); Thence N78°58'30"E along the Northwesterly side of said 25' Utility Easement, a distance of 170.53 feet to a point; Thence N02°55'34”E, a distance of 1.64 feet to a 5/8 inch rebar; Thence S87°14'39”E, a distance of 6.69 feet to the Northwesterly line of said 25' Utility Easement for the Point of Beginning; Thence along the Northwesterly side of said 25' Utility Easement the following four (4) calls:

Thence N78°58'30"E, a distance of 71.43 feet to a point; Thence N25°32'02"E, a distance of 140.47 feet to a point; Thence N12°21'13"W, a distance of 303.82 feet to a point; Thence N37°13'26"E, a distance of 204.34 feet to a point on the West line of Cummings Goff Addition (Plat Book 3, Page 511), said point being located S02°55'39”W, a distance of 43.82 feet from the Northwest corner of said Cummings Goff Addition;

MISSION CONTRACTORS

Phil Crabtree

PO BOX 8878 | Fayetteville, AR 72703
P: 913.558.3789 | F: 1.800.507.2101 | phil@mission-contractors.com

VAC 18-6142
Request Letter

Date: 3/1/18

Letter to Fayetteville City Council:

The purpose of this letter is to ask for a vacation of a water and sewer easement on said property. The vacation of the easement was required by the City of Fayetteville for final plat of Whistler Woods subdivision because the sewer line that was in the easement has been abandoned and moved to another location. The new sewer line has been moved into the street and so the said easement is no longer needed and will not be needed in the future. Thank you for your consideration of this matter.

Sincerely,

Phil Crabtree
Mission Contractors LLC

VAC 18-6142

PETITION TO VACATE: CITY OF FAYETTEVILLE WATER/SEWER EASEMENT LOCATED IN WHISTLER WOODS SUBDIVISION, CITY OF FAYETTEVILLE, ARKANSAS

TO: The Fayetteville City Council

We, the undersigned, being all the owners of the real estate abutting the easement hereinafter sought to be abandoned and vacated, lying in Whistler Woods Subdivision, City of Fayetteville, Arkansas, a municipal corporation, petition to vacate an easement which is described as follows:

SEE ATTACHED

The easement that is needed vacated only effects us as the owners of the property because it runs through the middle of the subdivision. We as the owners and developers put in a new sewer main that services the new subdivision and the old sewer main has been cut off and is no longer in use.

Wherefore, the undersigned petitioners respectfully ask that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the attached described real estate, subject to said utility and sewer easements, and that title to said real estate sought to be abandoned be vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public.

Date this 1ST day of MARCH, 2018.

PHIL CRABTREE
Printed Name

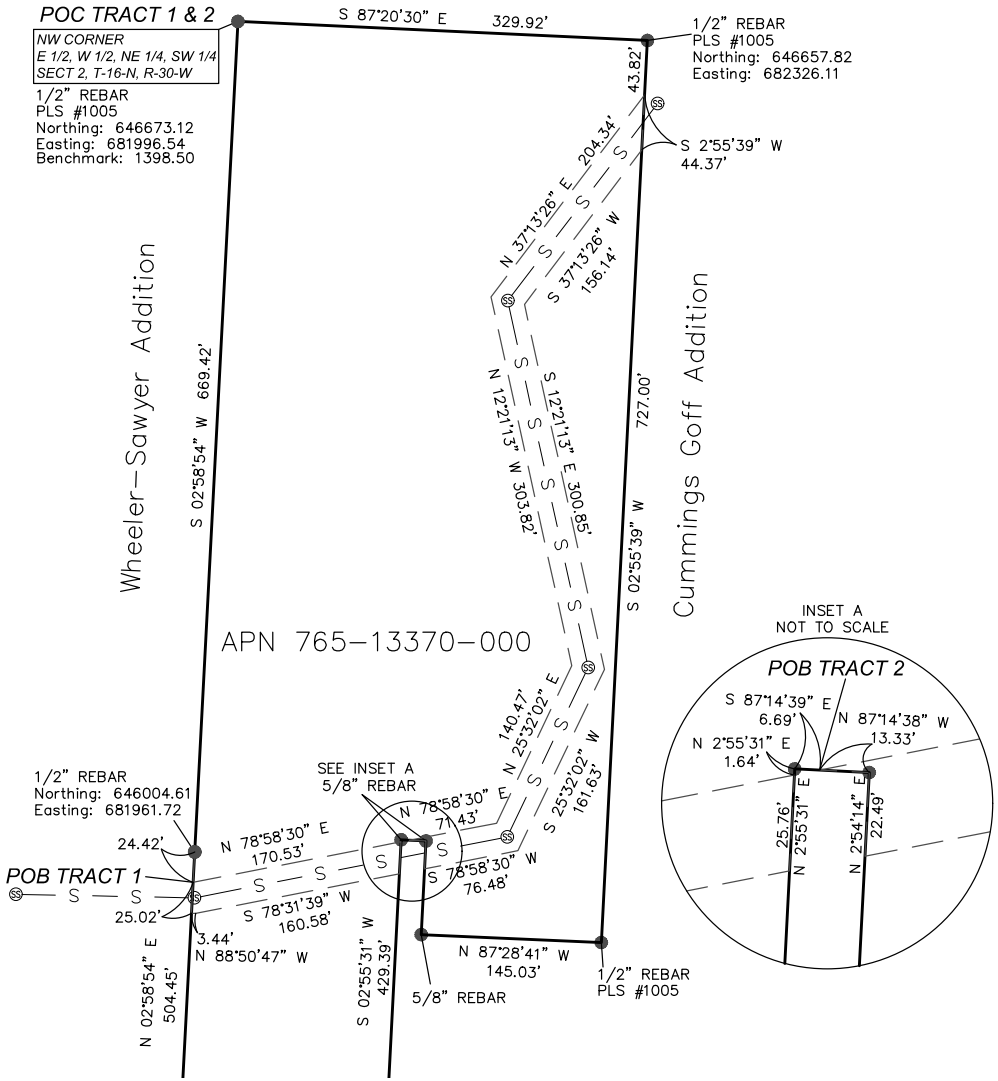
Signatures

Clay Morton
Printed Name

Signatures

VAC 18-6142

Applicant's Exhibit



Vacation Description

25' Utility Easement Vacation

Tract 1

Part of the East 1/2 (E/2) of the West ½ (W/2) of the Northeast 1/4 (NE/4) of the Southwest ¼ (SW/4) of Section 2, Township 16 North, Range 30 West, Washington County, Arkansas and being more particularly described as follows:

Commencing at a 1/2 inch rebar at the Northwest Corner of said E/2; Thence S02°58'54"W along the West line of said E/2, a distance of 669.42 feet to a 1/2 inch rebar; Thence continuing along said West line S02°58'54"W, a distance of 24.42 feet to the intersection with the North line of a 25' Utility Easement (Book 755, Page 316); Said point being the Point of Beginning;

Thence along the Northwesterly side of said 25' Utility Easement N78°58'30"E, a distance of 170.53 feet to a point; Thence S02°25'31"W, a distance of 25.76 feet to a point on the Southerly line of said Easement; Thence S78°31'39"W along said Southerly line, a distance of 160.58 feet to a point; Thence N88°50'47"W, a distance of 3.44 feet to a point on the West line of said E/2; Thence N02°58'54"E along said West line, a distance of 25.02 feet to the Point of Beginning; Containing ±0.10 Acres, more or less.

Tract 2

Part of the East 1/2 (E/2) of the West ½ (W/2) of the Northeast 1/4 (NE/4) of the Southwest ¼ (SW/4) of Section 2, Township 16 North, Range 30 West, Washington County, Arkansas and being more particularly described as follows:

Commencing at a 1/2 inch rebar at the Northwest Corner of said E/2; Thence S02°58'54"W along the West line of said E/2, a distance of 669.42 feet to a 1/2 inch rebar; Thence continuing along said West line S02°58'54"W, a distance of 24.42 feet to the intersection with the North line of a 25' Utility Easement (Book 755, Page 316); Thence N78°58'30"E along the Northwesterly side of said 25' Utility Easement, a distance of 170.53 feet to a point; Thence N02°55'34"E, a distance of 1.64 feet to a 5/8 inch rebar; Thence S87°14'39"E, a distance of 6.69 feet to the Northwesterly line of said 25' Utility Easement for the Point of Beginning; Thence along the Northwesterly side of said 25' Utility Easement the following four (4) calls:

Thence N78°58'30"E, a distance of 71.43 feet to a point; Thence N25°32'02"E, a distance of 140.47 feet to a point; Thence N12°21'13"W, a distance of 303.82 feet to a point; Thence N37°13'26"E, a distance of 204.34 feet to a point on the West line of Cummings Goff Addition (Plat Book 3, Page 511), said point being located S02°55'39"W, a distance of 43.82 feet from the Northwest corner of said Cummings Goff Addition;

Thence S02°55'39"W along said West line, a distance of 44.37 feet to a point on the South line of said 25' Utility Easement; Thence along the Southeasterly line of said 25' Utility Easement the following four (4) calls:

Thence S37°13'26"W, a distance of 156.14 feet to a point; Thence S12°21'13"E, a distance of 300.85 feet to a point; Thence S25°32'02"W, a distance of 161.63 feet to a point; Thence S78°58'30"W, a distance of 76.48 feet to a point;

Thence N02°54'14"E, a distance of 22.49 feet to a 5/8 inch rebar; Thence N87°14'38"W, a distance of 13.33 feet to the Point of Beginning; Containing ±0.40 Acres, more or less.

NORTH

Legend of Symbols & Abbreviations

- BOUNDARY LINE
- UTILITY EASEMENT
- S — SEWER LINE
- FOUND MONUMENT AS NOTED
- SS — SANITARY SEWER
- ASPHALT

1 INCH =100 FEET

FIRM:

BLEW & ASSOCIATES, PA

CIVIL ENGINEERS & LAND SURVEYORS

524 W. SYCAMORE ST, SUITE 4
FAYETTEVILLE, ARKANSAS 72703
OFFICE: 479.443.4506
FAX: 479.582.1883
www.BLEWINC.com

Certificate of Authorization № 1534

DRAWN BY & DATE:	REVIEWED BY:	SURVEYED BY:
DR	DR	DR

COUNTY & STATE:	JOB NUMBER:
Washington County, AR	18-693

LOCATION:
Section 2, Township 16 North, Range 30 West

FOR THE USE AND BENEFIT OF:
Clay Morton

VAC 18-6142

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 3/1/18

UTILITY COMPANY: CITY OF FAYETTEVILLE

APPLICANT NAME: PHIL LAMBERT APPLICANT PHONE: 913 558 3789

REQUESTED VACATION (***applicant must check all that apply***):

☒ Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address 1898 E. MISSION BLVD
WHISTLER WOODS SUBDIVISION

☒ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

☑ No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☐ No objections provided the following conditions are met:

X

Signature of Utility Company Representative

UTILITIES DIR.

Title

RIGHT OF WAY GRANT

TRACT NO. .....

STATE OF ARKANSAS
COUNTY OF WASHINGTON } KNOW ALL MEN BY THESE PRESENTS:

That for and in consideration of One Hundred Ninety-Two and No/100 Dollars ($192.00) and other valuable considerations to the undersigned, William S. Kraemer and Louise Russert Kraemer, husband and wife, paid, the receipt of which is hereby acknowledged, the said Grantor does hereby GRANT, SELL AND COVEY unto the City of Fayetteville, Arkansas, a municipal corporation (herein styled Grantee), its successors and assigns, the right of way and easement to construct, lay, remove, relay, enlarge and operate a water and/or sewer pipe line or lines, 3 manholes, and appurtenances thereto, on, over, across, and under the following described real estate, to-wit:

A part of the East one-half (1/2) of the West one-half (1/2) of the East one-half (1/2) of the Southwest one-fourth (1/4) of Section Two (2), Township sixteen (16), Range Thirty (30) West of the 5th P.M. described as beginning at the Northwest corner of said 20 acre tract and running thence South 1576 feet to the North line of State Highway No. 45; thence North 60 degrees and 37 minuted East 189.3 feet; thence North 756 feet and 3 inches; thence East 165 feet; thence North 726 feet and 9 inches; thence West 330 feet to the Beginning point and containing 8.78 acres, more or less.

A permanent easement of 25 feet in width, being 10 feet to the South and East and 15 feet to the North and West of a centerline and a temporary construction easement of 50 feet in width being 25 feet on each side of a centerline. The centerline of both easements being the centerline of a 12 inch sewer line and more particularly described as follows, to-wit: Beginning at a point in the East line of the above described real estate, said poit being 51 feet South of the Northeast corner thereof and running thence S 32° 05' W, 190 feet, thence S 17° 58' E, 306 feet, thence S 20° 25' W, 248 feet; thence S 73° 18' W, 256 feet, to a point on the West line of the above described real estate said point being 700 feet South of the Northwest corner thereof.

FILED
1969 MAR 20 PM 1 ...
WASHINGTON COUNTY, ARK.
ALVIN KELLEY
CIRCUIT CLERK

TO HAVE AND TO HOLD unto said Grantee, its successors and assigns, so long as such pipe line or lines, manholes and/or appurtenances thereto shall be maintained, with ingress to and egress from the real estate first hereinabove described for the purpose of constructing, inspecting, maintaining and repairing said lines, manholes and appurtenances of Grantee above described, and the removal, renewal and enlargement of such at will, in whole or in part.

The said Grantor is to fully use and enjoy the said premises except for the purposes hereinbefore granted to the said Grantee, which hereby agrees to bury all pipes, where feasible, to a sufficient depth so as not to interfere with cultivation of soil, and that manholes will be constructed flush with the surface of the ground except in bottom lands where they shall be at a height above high water, and to pay any damages which may arise to growing crops or fences from the construction, maintenance and operation as determined by three disinterested persons, one thereof to be appointed by the said Grantor; one by the said Grantee; and the third by the two so appointed as aforesaid, and the written award of such three persons shall be final and conclusive.

The Grantor agrees not to erect any buildings or structures in said right of way other than fences and said fences shall not exceed six (6) feet in height.

The Grantee shall have the right to construct additional pipe lines upon the above described easement at any time in the future and agrees to pay any damages as a result of such future construction as set out in this easement.

The consideration first above recited as being paid to Grantor by Grantee is in full satisfaction of every right hereby granted. All covenants and agreements herein contained shall extend to and be binding upon the respective heirs, legal representatives, successors and assigns of the parties hereto.

It is hereby understood and agreed that the party securing this grant in behalf of the Grantee is without authority to make any covenant or agreement not herein expressed.

WITNESS the execution hereof this the 19th day of ~~November~~ March, 1968.

William S. Kraemer
Louise Russert Kraemer

ED H CONNELL
NOTARY
WASHINGTON COUNTY, ARK.

ACKNOWLEDGMENT

STATE OF ARKANSAS
COUNTY OF WASHINGTON }

BE IT REMEMBERED, that on this date, before me, a Notary Public within and for said County and State, duly commissioned and acting, personally appeared William S. Kraemer and Louise Russert Kraemer, to me well known as the person(s) who executed the foregoing Right of Way Grant, and that They had executed the same for the consideration and purpose therein mentioned and set forth.

WITNESS my hand and seal on this 19th day of March, 1969.

My commission expires October 1, 1969 Ed H Connell Notary Public

DEED 755 PAGE 316

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0147

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 2

RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6086 FOR APPROXIMATELY 0.41 ACRES LOCATED AT 834 WEST NORTH STREET FROM R-O, RESIDENTIAL OFFICE TO RSF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from R-O, Residential Office to RSF-24, Residential Multi Family, 24 units per acre.

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

2018-0147

Legistar File ID

3/20/2018

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

Garner Stoll	3/2/2018	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN 18-6086: Rezone (834 W. NORTH ST./PIERCE TRUST, 405): Submitted by BLEW & ASSOCIATES, INC. for property located at 834 W. NORTH ST. The property is zoned R-O, RESIDENTIAL OFFICE and contains approximately 0.41 acres. The request is to rezone the properties to RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF MARCH 20, 2018

TO: Mayor, Fayetteville City Council

THRU: Garner Stoll, Development Services Director

FROM: Jonathan Curth, Senior Planner
Andrew Garner, Planning Director

DATE: March 2, 2018

SUBJECT: **RZN 18-6086: Rezone (834 W. NORTH ST./PIERCE TRUST, 405):** Submitted by BLEW & ASSOCIATES, INC. for property located at 834 W. NORTH ST. The property is zoned R-O, RESIDENTIAL OFFICE and contains approximately 0.41 acres. The request is to rezone the properties to RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE.

RECOMMENDATION:
The City Planning staff and Planning Commission recommend approval of an ordinance to rezone the subject property to RMF-24, Residential Multi-family, 24 Units per Acre, as shown in Exhibits 'A' and 'B'.

BACKGROUND:
The subject property is located on the northeast corner of North Street and Storer Avenue. Storer is classified by the Master Street Plan as a Local Street and North as a Principal Arterial. Up until 2017, the property was developed with a single geodesic dome structure which was demolished. The associated parking lot remains. An office development on the site was subsequently submitted, with both development and grading approval received. To date, no building permit has been submitted in association with the project. The property is currently zoned R-O, Residential Office, and is generally level, with some mature trees along the periphery of the site.

Request: The request is to rezone the property from R-O to RMF-24, Residential Multi-family, 24 Units per Acre. The applicant's letter indicates that they intend to develop the property with residential uses of similar character to surrounding properties.

Land Use Compatibility: Staff finds that the proposed rezoning is generally compatible with adjacent land uses. Although some single-family homes are located adjacent to the subject property, and there may be concern about how new development may relate, staff contends that the size of the subject property will restrict development to a compatible scale. Also, it is worth noting the diverse housing in the immediate area, which includes a mixture of single-, 2-, and multi-family developments, suggesting that a greater diversity of housing options is appropriate.

Land Use Plan Analysis: The property is designated as City Neighborhood Area and the proposal is consistent with this designation. The proposed RMF-24 zoning district does allow for a wider spectrum of residential housing types than is currently allowed. Development under the RMF-24 zoning district can encourage a livable transportation network by offering residential housing occupants access to the nearby Scull Creek trail and transit locations. Additionally, the proposed rezoning may promote appropriate infill that allows development of a mass and intensity similar to many surrounding properties. Lastly, the RMF-24 zoning district encourages infill development in a traditional town form, with new structures addressing the street and utilizing existing services and infrastructure.

While a greater variety of housing types is permitted under the RMF-24 zoning district, rezoning the property is not likely to increase traffic danger or congestion over the existing R-O zoning district. Both the RMF-24 and R-O zoning districts allow for a density of 24 units per acre. Between 2011 and 2015, 15 vehicular accidents and no recorded bicycle/pedestrian accidents occurred at Storer and North. Additionally, development on the site may require sidewalks to be relocated to the back of right-of-way and the modification or removal of the existing, nonconforming curb cut on to North Street. Both of these development issues can improve safety and circulation in the area.

DISCUSSION:
On February 26, 2018, the Planning Commission forwarded the proposal to the City Council with a recommendation of approval for the applicant's request by a vote of 8-0-0. No public comment was made regarding this request.

BUDGET/STAFF IMPACT:
N/A

Attachments:
- Exhibit A
- Exhibit B
- Application
- Planning Commission Staff Report

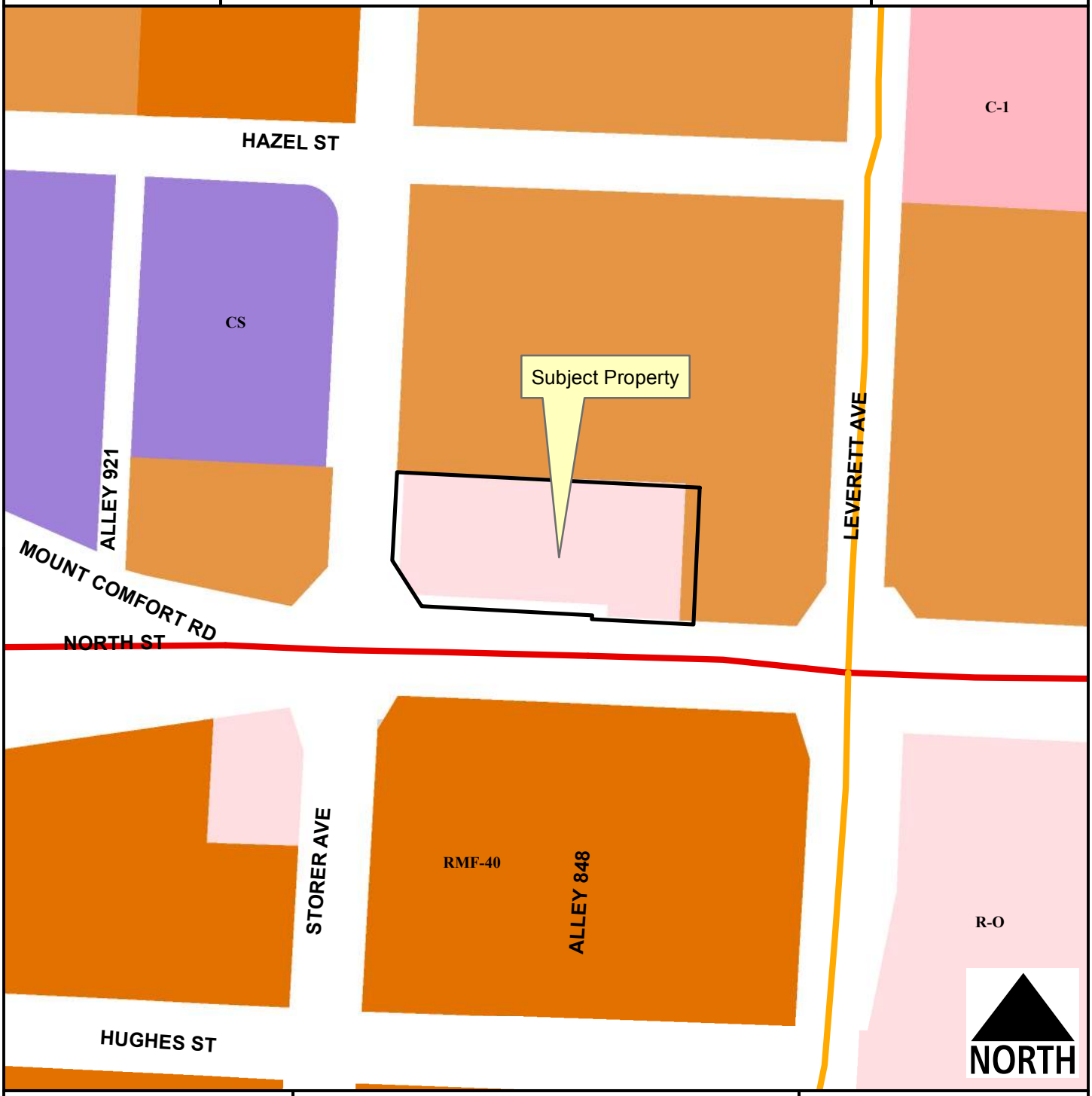
RZN18-6086

Close Up View

COLLIER PIERCE

18-6086

Exhibit 'A'



Legend

- Planning Area
- Fayetteville City Limits
- Building Footprint

Feet

0 35 70 140 210 280

1 inch = 100 feet

- RMF-24
- RMF-40
- Residential-Office
- C-1
- Community Services

18-6086
EXHIBIT 'B'

LOT 11 AND A PART OF LOTS 1, 2, & 12, AND THE VACATED ALLEY BETWEEN SAID LOTS PER ORDINANCE #2569 ALL BEING IN BLOCK 1 OF COLLEGE ADDITION AS SHOWN ON PLAT RECORD 1-20 OF SECTION 9, TOWNSHIP 16 NORTH, RANGE 30 WEST, ALSO A PART OF A BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 11 AT A FOUND PIPE AND RUNNING THENCE S 87°04'53" E 209.74' TO A SET IRON PIN, THENCE S 02°39'20" W 94.70' TO A FOUND CHISELED X, THENCE N 86°57'46" W 70.30' TO A SET IRON PIN, THENCE N 02°47'09" E 2.65' TO A SET IRON PIN, THENCE N 86°56'06" W 118.06' TO A SET IRON PIN, THENCE N 32°48'51" W 37.60' TO A SET IRON PIN, THENCE N 02°43'09" E 11.20' TO A FOUND PIPE, THENCE N 03°08'36" E 49.88' TO THE POINT OF BEGINNING, CONTAINING IN ALL 0.44 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHT OF WAYS OF RECORD, IF ANY.

CITY OF FAYETTEVILLE, ARKANSAS

REZONING

FOR STAFF USE ONLY	***FEE: $325.00***
Date Application Submitted:	***Sign Fee: $5.00***
Date Accepted as Complete:	*S-T-R:*
Case / Appeal Number:	*PP#:*
Public Hearing Date:	*Zone:*

Please fill out this form completely, supplying all necessary information and documentation to support your request. ***Your application will not be placed on the Planning Commission agenda until this information is furnished.***

Application:

Indicate one contact person for this request: _____ **Applicant** ✓ **Representative**

Applicant (person making request):

Name: Pierce Family Rev. Trust c/o Collier Pierce

Address: 630 N. Leverett Ave #11 Fayetteville, AR 72701

E-mail: cwp1954@gmail.com

Phone: (479) 841-6010

( )

Fax: ( )

Representative (engineer, surveyor, realtor, etc.):

Name: Blew + Associates, PA Guthrie Clingenpeel

Address: 524 W Sycamore Ave Ste 4 Fayetteville, AR 72703

E-mail: guthrie@blewinc.com

Phone: (479) 443-4506

( )

Fax: ( )

Site Address / Location: _____

Current Zoning District: R-O

Requested Zoning District: RMF-24

Assessor's Parcel Number(s) for subject property: 765-03970-000

FINANCIAL INTERESTS

The following entities and / or people have financial interest in this project:

Pierce Family Rev. Trust

APPLICANT / REPRESENTATIVE: I certify under penalty of perjury that the foregoing statements and answers herein made all data, information, and evidence herewith submitted are in all respects, to the best of my knowledge and belief, true and correct. I understand that submittal of incorrect or false information is grounds for invalidation of application completeness, determination, or approval. I understand that the City might not approve what I am applying for, or might set conditions on approval.

Name (printed): Guthrie Clingenpeel Date:

Signature: Guthrie Clingenpeel

PROPERTY OWNER(S) / AUTHORIZED AGENT: I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. ***(If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on his/her behalf.)***

Property Owners of Record (attach additional info if necessary):

Name (printed): Pierce Family Rev. Trust

Signature: Calvin Pierce

Date:

Address: 630 N. Leverett Ave #11
Fayetteville Ar 72701

Phone: (479) 841-6010

Name (printed):

Signature:

Date:

Address:

Phone: ( )

Rezoning Checklist:

Attach the following items to this application:

(1) Payment in full of applicable fees for processing the application:
$325.00 application fee
$5.00 public notification sign fee

(2) A legal description of the property to be rezoned. A survey may be required if the property description can not accurately be platted or if it is described by referring to other deeds.

(3) CD containing a copy of the legal description in MS Word and all required submittal items should be also included on the CD in PDF format.

(4) A copy of the county parcel map from the Washington County Assessor's office or from the Washington County website (www.co.washington.ar.us). The subject property and all adjacent parcels should be identified on this parcel map. The owner's name, official mailing address, and the parcel number for every adjacent property shall be shown on this map.

PLANNING COMMISSION MEMO

CITY OF FAYETTEVILLE ARKANSAS

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Jonathan Curth, Senior Planner

MEETING DATE: February 26, 2018 **(Updated with Planning Commission Results)**

SUBJECT: **RZN 18-6086: Rezone (834 W. NORTH ST./PIERCE TRUST, 405):** Submitted by BLEW & ASSOCIATES, INC. for properties at 834 W. NORTH ST. The properties are zoned R-O, RESIDENTIAL OFFICE and contain approximately 0.41 acres. The request is to rezone the properties to RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE.

RECOMMENDATION:
Staff recommends forwarding of **RZN 18-6086** to the City Council with a recommendation for approval based on the findings herein.

BACKGROUND:
The subject property is located on the northeast corner of North Street and Storer Avenue. Storer is classified by the Master Street Plan as a Local Street and North as a Principal Arterial. Up until 2017, the property was developed with a single geodesic dome structure which was demolished. The associated parking lot remains. An office development on the site was subsequently submitted, with both development and grading approval received. To date, no building permit has been submitted in association with the project. The property is currently zoned R-O, Residential Office, and is generally level, with some mature trees along the periphery of the property Surrounding land use and zoning is depicted on *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Multi-family Residential	RMF-24, Residential Multi-family, 24 Units per Acre
South	Single-Family Residential; 2-family Residential	RMF-40, Residential Multi-family, 40 Units per Acre
East	Multi-family Residential	RMF-24, Residential Multi-family, 24 Units per Acre
West	Single-family Residential	RMF-24, Residential Multi-family, 24 Units per Acre

Request: The request is to rezone the property from R-O to RMF-24, Residential Multi-family, 24 Units per Acre. The applicant's letter indicates that they intend to develop the property with residential uses of similar character to surrounding properties.

Public Comment: To date, staff has not received comment regarding the applicant's request.

INFRASTRUCTURE:

Streets: The subject property has access to both Storer Avenue, a Local Street, and North Street, a Principal Arterial, as classified by the Master Street Plan. Storer Avenue along the property's frontage is an unimproved two-lane asphalt street with sidewalk at back-of-curb on the west side and no storm drains. North Street is an improved four-lane asphalt street with sidewalk at back-of-curb, curb, gutter, and storm drains. Any street improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the site. There are existing 8-inch and 10-inch public water mains along the rights-of-way of Storer Avenue and North Street respectively.

Sewer: Sanitary sewer is available to the site. There is an existing 10-inch public sewer main on North Street.

Drainage: Although there are hydric soils present on the property, no portions of this parcel are identified as 100-year FEMA regulated floodplains or floodways, and no protected streams are present. Furthermore, no portion of this parcel is within the Hillside-Hilltop Overlay District. Any additional improvements or requirements for drainage will be determined at time of development.

Fire: The Fire Department did not express any concerns with this request.

Police: The Police Department did not express any concerns with this request.

CITY PLAN 2030 FUTURE LAND USE PLAN: *City Plan 2030 Future Land Use Plan designates the properties within the proposed rezone as* ***City Neighborhood Area.***

City Neighborhood Areas are more densely developed than residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types.

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: ***Surrounding Land Use Compatibility:*** **Staff finds that the proposed rezoning is generally compatible with adjacent land uses. Although some single-family homes are located adjacent to the subject property, and there may be concern about how new development may relate, staff contends that the size of the subject property will restrict development to a compatible scale. Also, it is worth noting the diverse housing in the immediate area, which includes a mixture of single-, 2-, and multi-family developments, suggesting that a greater diversity of housing options is appropriate.**

Land Use Plan Analysis: **The property is designated as City Neighborhood Area and the proposal is consistent with this designation. The proposed RMF-24 zoning district does allow for a wider spectrum of residential**

housing types than is currently allowed. Development under the RMF-24 zoning district can encourage a livable transportation network by offering residential housing occupants access to the nearby Scull Creek trail and transit locations. Additionally, the proposed rezoning may promote appropriate infill that allows development of a mass and intensity similar to many surrounding properties. Lastly, the RMF-24 zoning district encourages infill development in a traditional town form, with new structures addressing the street and utilizing existing services and infrastructure.

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

Finding: **In staff's opinion, a rezoning to RMF-24 at this location is justified at this time. The general alignment of the request with many of City Plan 2030's goals suggest a rezoning to a form-based multi-family district is suitable.**

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

Finding: **While a greater variety of housing types is permitted under the RMF-24 zoning district, rezoning the property is not likely to increase traffic danger or congestion over the existing R-O zoning district. Both the RMF-24 and R-O zoning districts allow for a density of 24 units per acre. Between 2011 and 2015, fifteen vehicular accidents and no recorded bicycle/pedestrian accidents occurred at Storer and North. Additionally, development on the site may require sidewalks to be relocated to the back of right-of-way and the modification or removal of the existing, nonconforming curb cut on to North Street. Both of these development issues can improve safety and circulation in the area.**

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

Finding: **Rezoning the property from R-O to RMF-24 will not increase the potential population density, and will likely not increase the load on facilities and services. The size of the property coupled with the available infrastructure and services minimize the likelihood of adverse effects on schools or City facilities.**

1. 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: Staff recommends forwarding of **RZN 18-6086** to the City Council with a recommendation for approval based on the findings discussed throughout this report.

RECOMMENDED MOTION: "I move to forward RZN 18-6086 to the City Council with a recommendation of approval."

Condition of Forwarding:

1. Prior to staff placing this item on the City Council agenda, the legal description of the proposed rezoning area shall be revised as required by the City's GIS Division.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: February 26, 2018	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Quinlan			
Second: Johnson			
Vote: 8-0-0			
CITY COUNCIL ACTION:	**Required**	**YES**	
Date: March 20, 2018 (Tentative)	❒ **Approved**	❒ **Denied**	

BUDGET/STAFF IMPACT:
None

Attachments:
- Unified Development Code:
  - §161.16 RMF-24, Residential Multi-family, 24 Units per Acre
  - §161.20 R-O, Residential Office
- Request Letter
- Rezone Exhibit
- One Mile Map
- Close-up Map
- Current Land Use Map
- Future Land Use Map

161.16 - District RMF-24, Residential Multi-Family - Twenty-Four (24) Units Per Acre

(A) *Purpose.* The RMF-24 Multi-family Residential District is designed to permit and encourage the developing of a variety of dwelling types in suitable environments in a variety of densities.

(B) *Uses.*

(1) Permitted Uses.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 26	Multi-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12a	Limited business
Unit 24	Home occupations
Unit 25	Professional offices
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	24 or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a Manufactured home park	50 feet
Single-family	35 feet
Two-family	35 feet
Three or more	70 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a mobile home park	4,200 square feet
Townhouses: Individual lot	2,000 square feet

Single-family	3,000 square feet
Two (2) family	4,000 square feet
Three (3) or more	7,000 square feet
Fraternity or Sorority	2 acres
Professional offices	1 acres

(3) *Land Area Per Dwelling Unit* .

Manufactured Home	3,000 square feet

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	2 stories/3 stories/5 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building set back greater than 20 feet from the master street plan right-of-way shall have a maximum height of 5 stories.
If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area.

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

161.20 - District R-O, Residential Office

(A) *Purpose.* The Residential-Office District is designed primarily to provide area for offices without limitation to the nature or size of the office, together with community facilities, restaurants and compatible residential uses.

(B) *Uses.*

(1) *Permitted uses*.

Unit 1	City-wide uses by right
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 25	Offices, studios, and related services
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development

(2) *Conditional Uses*.

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 11	Manufactured home park*
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities*
Unit 42	Clean technologies
Unit 45	Small scale production

(C) *Density*.

Units per acre	24 or less

(D) *Bulk and Area Regulations.* (Per dwelling unit for residential structures)

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a manufactured home park	50 feet
Single-family	60 feet
Two (2) family	60 feet
Three (3) or more	90 feet

(2) *Lot Area Minimum*.

Manufactured home park	3 acres
Lot within a manufactured home park	4,200 square feet
Townhouses:	
Development	10,000 square feet
Individual lot	2,500 square feet
Single-family	6,000 square feet
Two (2) family	6,500 square feet
Three (3) or more	8,000 square feet
Fraternity or Sorority	1 acre

(3) *Land Area Per Dwelling Unit.*

Manufactured home	3,000 square feet
Townhouses & apartments:	
No bedroom	1,000 square feet
One bedroom	1,000 square feet
Two (2) or more bedrooms	1,200 square feet
Fraternity or Sorority	500 square feet per resident

(E) *Setback Regulations.*

Front	15 feet
Front, if parking is allowed between the right-of-way and the building	50 feet
Front, in the Hillside Overlay District	15 feet
Side	10 feet
Side, when contiguous to a residential district	15 feet
Side, in the Hillside Overlay District	8 feet
Rear, without easement or alley	25 feet
Rear, from center line of public alley	10 feet

Rear, in the Hillside Overlay District	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	5 stories

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* On any lot, the area occupied by all buildings shall not exceed 60% of the total area of such lot.

RZN 18-6086

Request Letter

Blew & Associates, P.A.
Civil Engineers Professional Land Surveyors

524 West Sycamore St., Suite #4
Fayetteville, Arkansas 72703
479-443-4506
Fax 582-1883

To: City of Fayetteville Planning Division
RE: Rezone Application

To Whom It May Concern:

Our client, the Pierce Family Revocable Trust, is requesting a Rezone of property located at 834 W North Street, Parcel # 765-03970-000. The current zoning for the property is R-O, and it is requested that the zoning be changed to RMF-24. The reason for the request is for a possible future development that is not a permitted use for the current zoning. The property is bounded on the west, north and east sides by RMF-24 and on the south by RMF-40. The future development being contemplated would be similar to the surrounding properties in terms of use, appearance, signage and traffic. There are existing 10" water and sewer lines on W North Street that the property could have access to, as well as existing 8" water lines on N Storer Avenue. The proposed zoning is consistent with the zoning of surrounding properties and in harmony with the general aesthetic of the neighborhood. The proposed development would likely have a small increase in traffic in the area, along with a small increase in population density and load on public services.

If you have any questions about this rezone feel free to contact me anytime at our office.

Sincerely

Guthrie Clingenpeel
Project Manager

RZN 18-6086

Rezone Exhibit

PLAT OF SURVEY

Utility Notes

THE LOCATIONS OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES.

BEFORE DIGGING IN THIS AREA, CALL "ONE CALL" 811 FOR FIELD LOCATIONS (REQUEST FOR GROUND MARKINGS) OF UNDERGROUND UTILITY LINES

Miscellaneous Notes

STATE RECORDING NUMBER:
500-16N-30W-0-9-430-72-1532

COMPLETED FIELD WORK:
MARCH 17, 2016

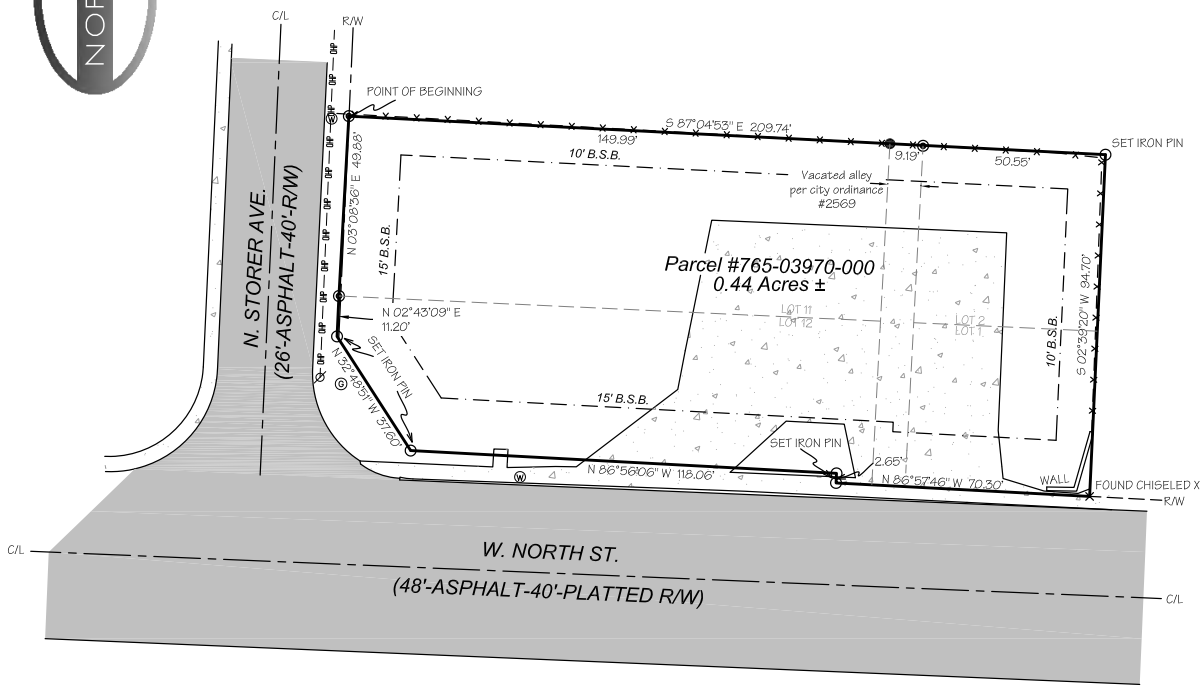
BASIS OF BEARING:
ARKANSAS STATE PLANE, NORTH ZONE, NAD 83

REFERENCE DOCUMENTS:
1. WARRANTY DEED FILED IN DEED BOOK 2012 AT PAGE 4132.
2. SURVEY PLAT FILED IN PLAT BOOK 2006 AT PAGE 33830.

SOME FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY

DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. MONUMENTS WERE FOUND AT POINTS WHERE INDICATED.

BY GRAPHIC PLOTTING ONLY, NO PORTION OF THIS PROPERTY IS IN ZONE "A" OR "AE" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 05143C0210F, WHICH BEARS AN EFFECTIVE DATE OF 5/16/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.



Legend of Symbols & Abbreviations

- FENCE LINE
- OVERHEAD POWER LINES
- FOUND IRON PIN
- FOUND PIPE
- FOUND CHISELED X
- WATER METER
- GAS METER
- POWER POLE
- COMPUTED POINT

0 30 60 90

1 INCH = 30 FEET

ZONING

ZONING:
R-0

SETBACKS:
FRONT: 15'
SIDE: 10'
REAR: 25'

I HEREBY CERTIFY THIS TO BE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF ON THIS THE 22ND DAY OF MARCH, 2016.

REGISTERED PROFESSIONAL LAND SURVEYOR
STATE OF ARKANSAS
NO. 1532
SIGNATURE
BUCKLEY D. BLEW

IF THE SIGNATURE ON THIS SEAL IS NOT AN ORIGINAL AND NOT BLUE IN COLOR THEN IT SHOULD BE ASSUMED THAT THIS PLAT MAY HAVE BEEN ALTERED. THE ABOVE CERTIFICATION SHALL NOT APPLY TO ANY COPY THAT DOES NOT BEAR AN ORIGINAL SEAL AND SIGNATURE.

Survey Description

LOT 11 AND A PART OF LOTS 1, 2, & 12, AND THE VACATED ALLEY BETWEEN SAID LOTS PER ORDINANCE #2569 ALL BEING IN BLOCK 1 OF COLLEGE ADDITION AS SHOWN ON PLAT RECORD 1-20 OF SECTION 9, TOWNSHIP 16 NORTH, RANGE 30 WEST, ALSO A PART OF A BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 12 AT A FOUND PIPE AND RUNNING THENCE S 87°04'53" E 209.74' TO A SET IRON PIN, THENCE S 02°39'20" W 94.70' TO A FOUND CHISELED X, THENCE N 86°57'46" W 70.30' TO A SET IRON PIN, THENCE N 02°47'09" E 2.65' TO A SET IRON PIN, THENCE N 86°56'06" W 118.06' TO A SET IRON PIN, THENCE N 32°48'51" W 37.60' TO A SET IRON PIN, THENCE N 02°43'09" E 11.20' TO A FOUND PIPE, THENCE N 03°08'36" E 49.88' TO THE POINT OF BEGINNING, CONTAINING IN ALL 0.44 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHT OF WAYS OF RECORD, IF ANY.

FIRM:

BLEW & ASSOCIATES, PA
CIVIL ENGINEERS & LAND SURVEYORS
524 W. SYCAMORE ST, SUITE 4
FAYETTEVILLE, ARKANSAS 72703
OFFICE: 479.443.4506
FAX: 479.582.1883
www.BLEWINC.com

Certificate of Authorization № 1534

DRAWN BY & DATE: JH 3-21-16	REVIEWED BY: H.M.	SURVEYED BY: B.A.
COUNTY & STATE: WASHINGTON COUNTY, AR	JOB NUMBER: 16-278	

LOCATION:
834 W NORTH ST FAYETTEVILLE, AR

FOR THE USE AND BENEFIT OF:

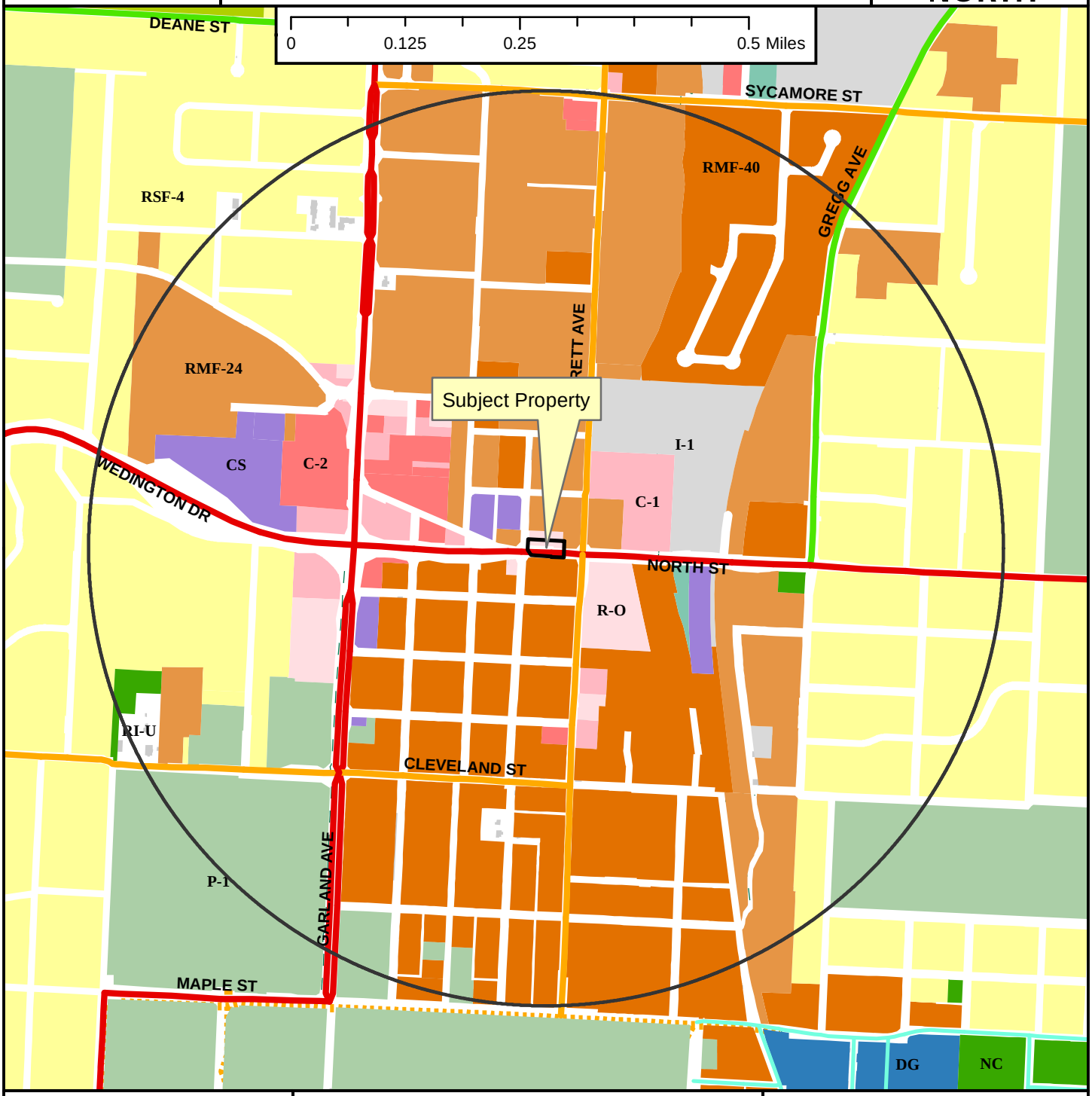
COLLIER PIERCE FAMILY REVOCABLE TRUST

RZN18-6086

One Mile View

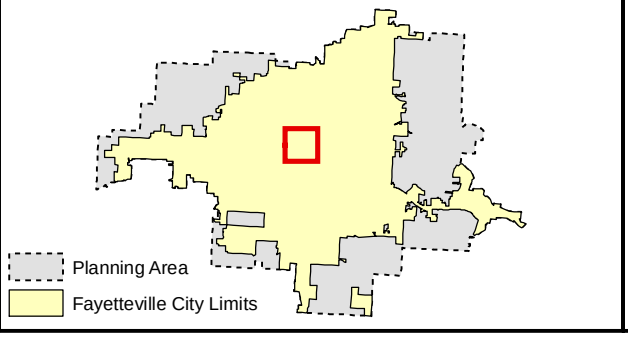
COLLIER PIERCE

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Building Footprint



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

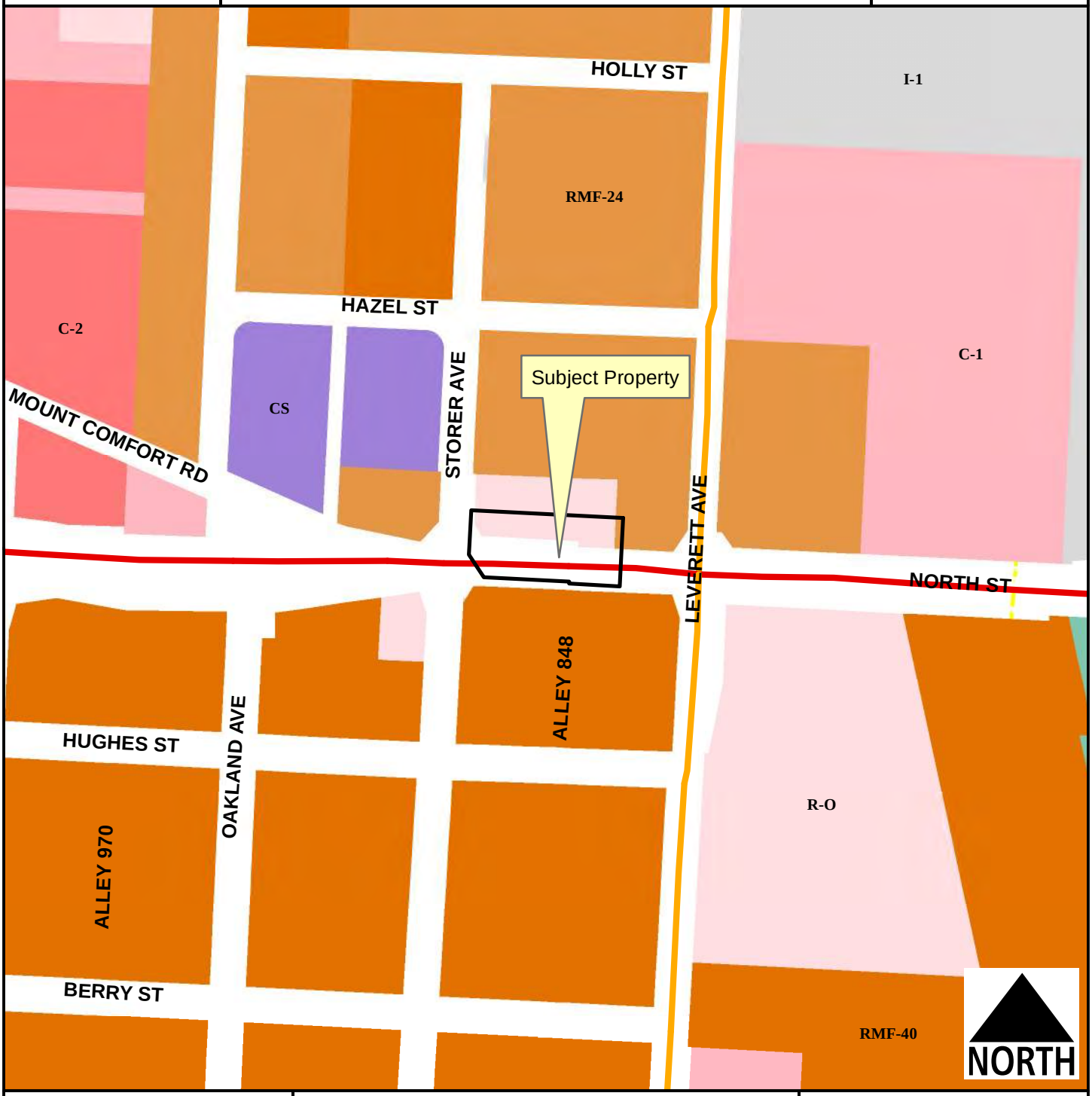
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN18-6086

Close Up View

COLLIER PIERCE



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

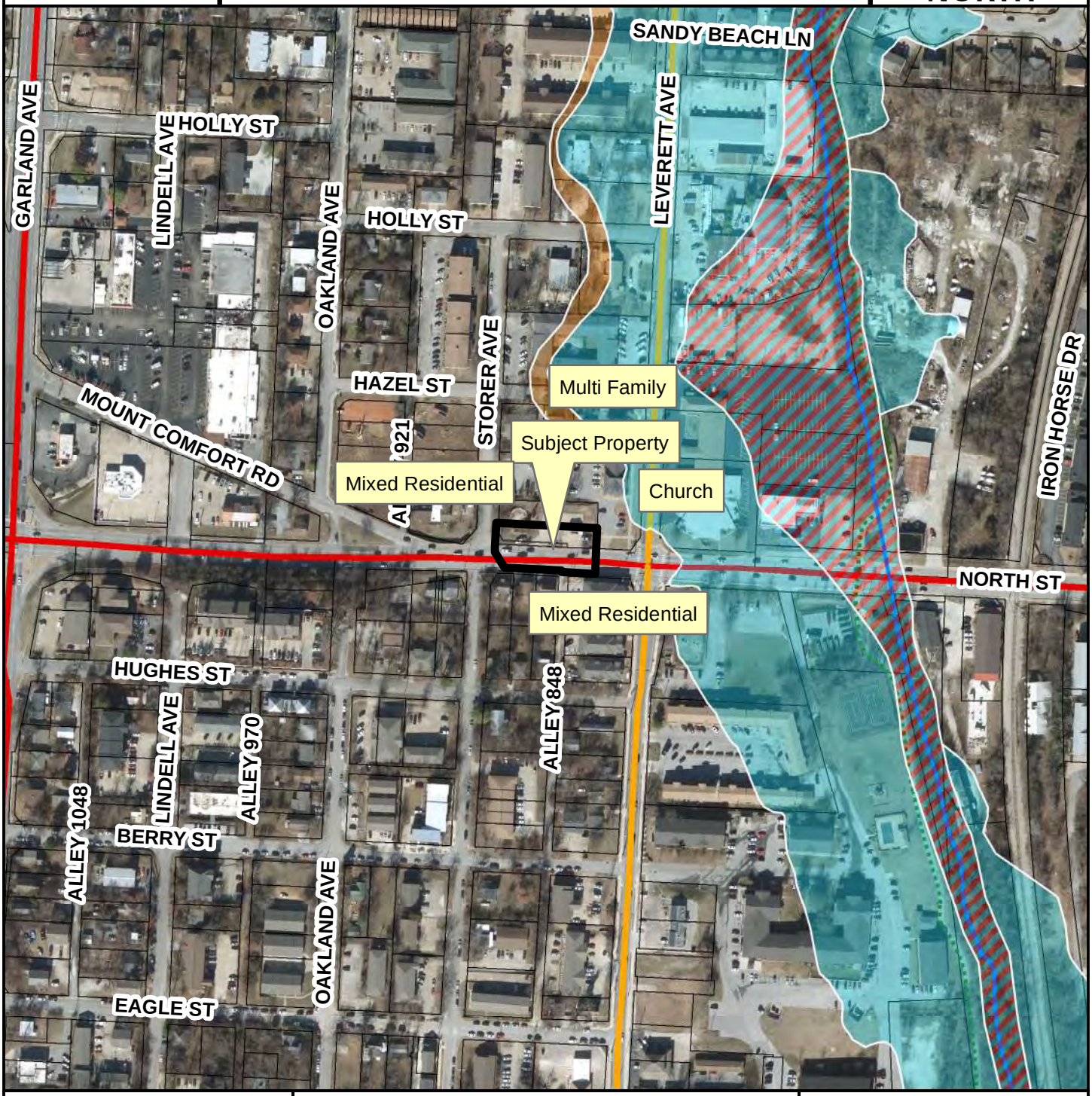
- RMF-24
- RMF-40
- I-1 Heavy Commercial and Light Industrial
- Residential-Office
- C-1
- C-2
- Community Services
- Commercial, Industrial, Residential

RZN18-6086

Current Land Use

COLLIER PIERCE

NORTH



Streets Existing

MSP Class

- COLLECTOR
- PRINCIPAL ARTERIAL
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1 inch = 300 feet

FEMA Flood Hazard Data

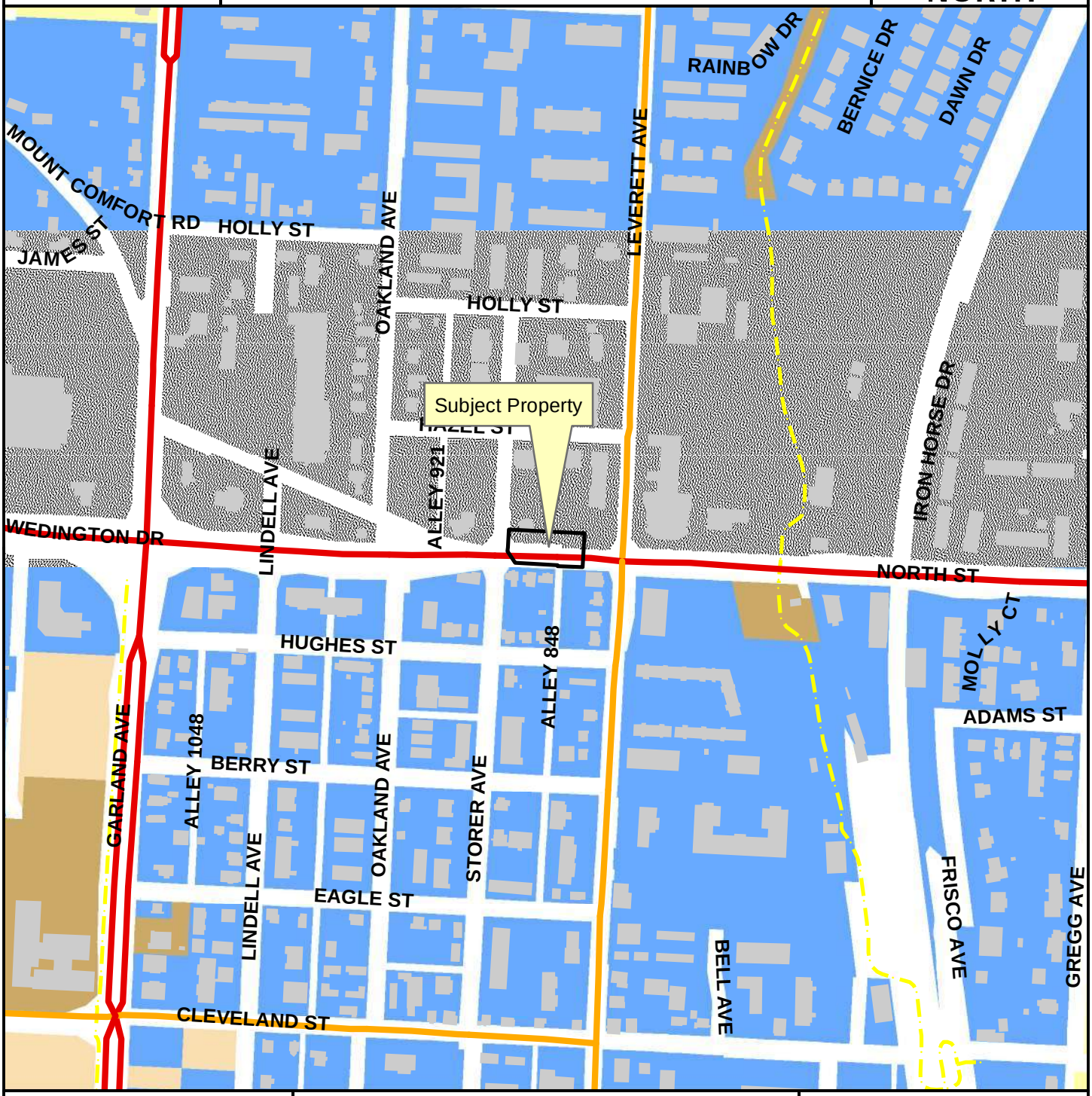
- 100-Year Floodplain
- Floodway

RZN18-6086

Future Land Use

COLLIER PIERCE

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Building Footprint

Feet

0 145 290 580 870 1,160

1 inch = 400 feet

FUTURE LAND USE 2030

- Residential Neighborhood Area
- City Neighborhood Area
- Urban Center Area
- Civic Institutional
- Non-Municipal Government

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0146

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 3

RZN 18-6092 (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6092 FOR APPROXIMATELY 0.23 ACRES LOCATED AT 306 SOUTH COLLEGE AVENUE FROM NC, NEIGHBORHOOD CONSERVATION TO RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from NC, Neighborhood Conservation to RSF-18, Residential Single Family, 18 units per acre.

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

2018-0146

Legistar File ID

3/20/2018

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

Garner Stoll	3/1/2018	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN 18-6092: Rezone (306 S. COLLEGE AVE./SOUTHERN BROS. CONST., 524): Submitted by SOUTHERN BROS. CONST., INC. for property located at 306 S. COLLEGE AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.23 acres. The request is to rezone the property to RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF MARCH 20, 2018

TO: Mayor, Fayetteville City Council

THRU: Garner Stoll, Development Services Director

FROM: Harry Davis, Planner

DATE: March 1, 2018

SUBJECT: **RZN 18-6092: Rezone (306 S. COLLEGE AVE./SOUTHERN BROS. CONST., 524):** Submitted by SOUTHERN BROS. CONST., INC. for property located at 306 S. COLLEGE AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.23 acres. The request is to rezone the property to RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE.

RECOMMENDATION:
Staff and Planning Commission recommend approval of an ordinance to rezone property as depicted in Exhibits 'A' and 'B'.

BACKGROUND:
The subject property of approximately 0.23 acres is located south and southeast of the intersection of South Street and College Avenue. The parcel is zoned NC, Neighborhood Conservation, considered the original Lot 3, Block 1 of Combs Addition, and currently developed with a single-family home. In July of 2008 the subject property, along with approximately 300 acres of the wider Walker Park Neighborhood, were rezoned in accordance with the Walker Park Neighborhood Master Plan (WPNMP).

Request: The request is to rezone the subject property from NC to RSF-18 in order to split the parcel and place single-family homes on each lot.

Public Comment: Staff has received public comment opposed to development other than single-family homes.

Land Use Plan Analysis: Staff believes that the proposal is compatible with the goals in City Plan 2030, adopted land use policies, and the Walker Park Neighborhood Master Plan. This property is intended per the Illustrative Plan to have single-family residential development. Furthermore, RSF-18 has been adopted in similar locations around Walker Park to allow for denser single-family development while keeping intended uses aligned with the plan.

Land Use Compatibility: The proposed zoning is compatible with the surrounding properties at this location. RSF-18 is a higher density than surrounding properties to the east, west, and south, but staff finds little to no compatibility issues with NC given that both districts are single-family.

Rezoning the property to RSF-18 will not have a substantial impact on traffic or substantially increase the density or load on public services.

DISCUSSION:
On February 26, 2018, the Planning Commission forwarded the proposal to City Council with a recommendation for approval of the applicant's request by a vote of 8-0-0. Public comment is included with the Planning Commission report.

BUDGET/STAFF IMPACT:
N/A

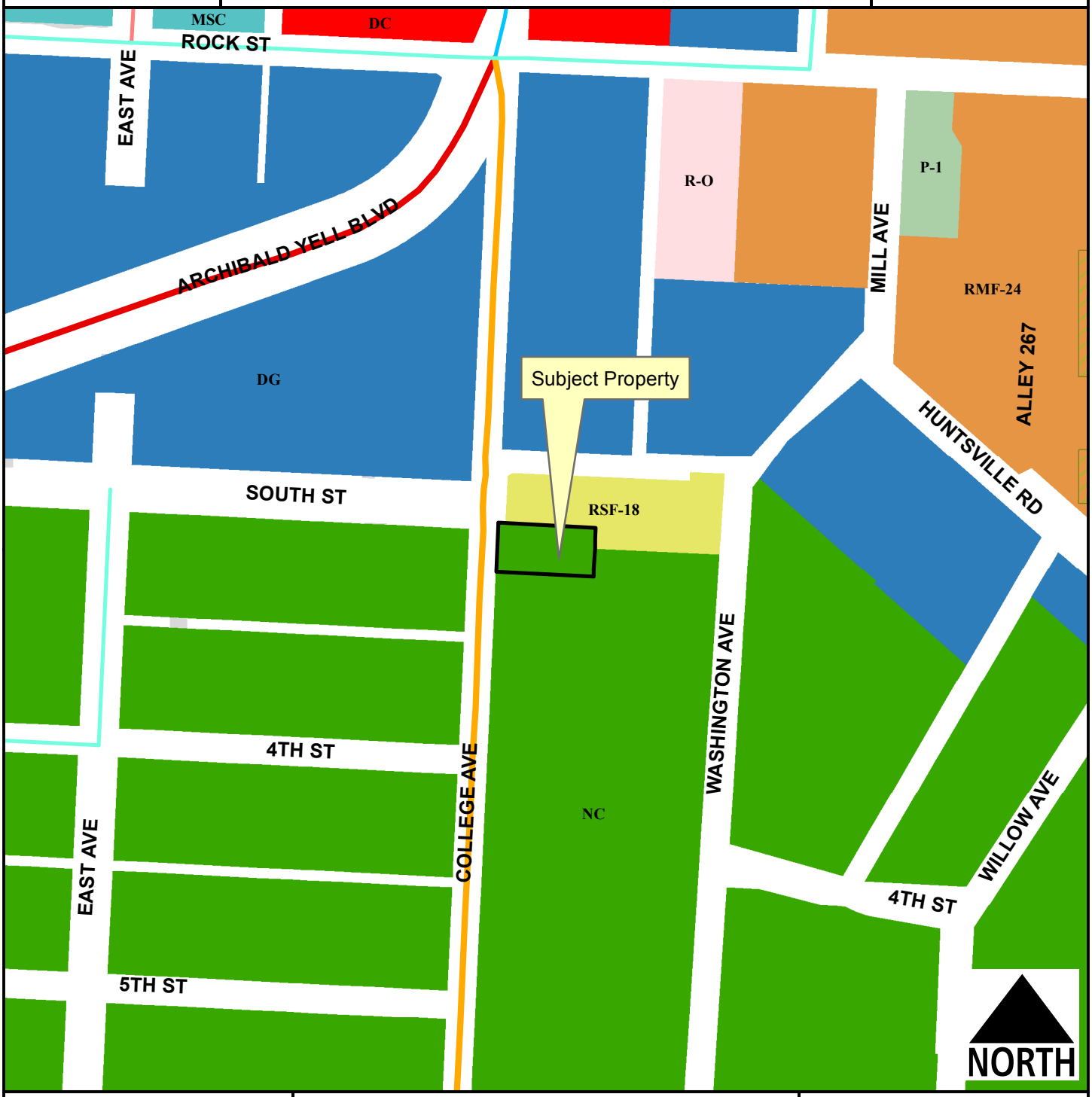
Attachments:
- Exhibit A
- Exhibit B
- Application
- Planning Commission Staff Report

RZN18-6092

Close Up View

SOUTHERN BROS. CONST.

18-6092
EXHIBIT 'A'



Legend

- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- RSF-18
- RMF-24
- Residential-Office
- Downtown Core
- Main Street Center
- Downtown General
- Neighborhood Conservation
- P-1

18-6092
EXHIBIT 'B'

Legal Description

Lot 3, Block 1, Combs Addition, Fayetteville, Washington County, Arkansas

CITY OF FAYETTEVILLE, ARKANSAS

REZONING

FOR STAFF USE ONLY	***FEE:*** ***$325.00***
Date Application Submitted:	***Sign Fee:*** ***$5.00***
Date Accepted as Complete:	*S-T-R:*
Case / Appeal Number: 6092	*PP#:* 524
Public Hearing Date:	*Zone:*

Please fill out this form completely, supplying all necessary information and documentation to support your request. ***Your application will not be placed on the Planning Commission agenda until this information is furnished.***

Application:

Indicate one contact person for this request: _____ **Applicant** ✓ **Representative**

Applicant (person making request):

Name:

Address:

E-mail:

Phone:
( )
( )

Fax:
( )

Representative (engineer, surveyor, realtor, etc.):

Name: Brook Posey
GC - Southern Brothers Construction

Address: 306 S. College Ave - Subject Property
PO Box 1647 Fay. AR 72702 - Business

E-mail: Brook

Phone:
(479) 236-4858
( )

Fax:
( )

Site Address / Location: 306 S. College Ave
Fayetteville 72701

Current Zoning District: NC

Requested Zoning District: RSF-18

Assessor's Parcel Number(s) for subject property: 765-04030-000

FINANCIAL INTERESTS

The following entities and / or people have financial interest in this project:

Owners Kris + William Meyer

(5) A *written description* of this request addressing the following items:

a. Current ownership information and any proposed or pending property sales. NO - SALES

b. Reason (need) for requesting the zoning change. - TO ACCOMADATE TWO SINGLE FAM

c. Statement of how the proposed rezoning will relate to surrounding properties in terms of land use, traffic, appearance, and signage. - MATCH NEIGHBOR TO (N), INCREASE VALUE W/ PRODUCT

d. Availability of water and sewer (state size of lines). This information is available from the City Engineering Division. 6" WATER 8" SEWER

e. The degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans. - NEIGHBOR TO (N) - NEIGHBORHOOD VALUE

f. Whether the proposed zoning is justified and/or needed at the time of the request. YES, THE MARKET

g. Whether the proposed zoning will create or appreciably increase traffic danger and congestion. - MINIMAL

h. Whether the proposed zoning will alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities. - YES TWO SINGLE FAMILIES 6" WATER 8" SEWER

i. Why it would be impractical to use the land for any of the uses permitted under its existing zoning classification. - DOMESTIC INFILL BEAUTIFY FAYETTEVILLE

(6) The applicant is responsible for meeting the public notification requirements for a Rezoning listed on the Notification Requirements pages in this application.

Notice: Resources including current zoning regulations, City Plan 2030, Future Land Use Plan, Master Street Plan and Zoning maps are available for review on our website, www.accessfayetteville.org and in the Planning Office.

All applicants should meet with a staff Planner prior to completing a Rezoning application.

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Harry Davis, Planner

MEETING DATE: February 26, 2018 UPDATED W PC RESULTS

SUBJECT: **RZN 18-6092: Rezone (306 S. COLLEGE AVE./SOUTHERN BROS. CONST., 524):** Submitted by SOUTHERN BROS. CONST., INC. for property located at 306 S. COLLEGE AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.23 acres. The request is to rezone the property to RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE.

RECOMMENDATION:
Staff recommends forwarding **RZN 18-6092** to City Council with a recommendation for approval based upon the findings herein.

BACKGROUND:
The subject property of approximately 0.23 acres is located south and southeast of the intersection of South Street and College Avenue. The parcel is zoned NC, Neighborhood Conservation, considered the original Lot 3, Block 1 of Combs Addition, and currently developed with a single-family home. In July of 2008 the subject property, along with approximately 300 acres of the wider Walker Park Neighborhood, were rezoned in accordance with the Walker Park Neighborhood Master Plan (WPNMP). The surrounding land use and zoning is in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction from Site	Land Use	Zoning
North	Residential	RSF-18, Residential Single-family, 18 Units per Acre
South	Residential	NC, Neighborhood Conservation
East	Residential	RSF-18, Residential Single-family, 18 Units per Acre; NC, Neighborhood Conservation
West	Residential	NC, Neighborhood Conservation

Request: The request is to rezone the subject property from NC to RSF-18 in order to split the parcel and place single-family homes on each lot.

Public Comment: Staff has received public comment opposed to development other than single-family homes.

INFRASTRUCTURE:

Streets: The subject parcel has access to South College Avenue. South College Avenue is an improved two-lane asphalt street with sidewalk, curb and gutter, no storm drains. Any street improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the site. There is an existing 8-inch main along South College Avenue.

Sewer: Sanitary Sewer is available to the site. There is an existing 8-inch main along South College Avenue.

Drainage: No portion of this property is identified as FEMA regulated floodplains. No part of the parcel lies within the HHOD. There are no protected streams on this parcel. There are no hydric soils identified on this parcel. Any additional improvements or requirements for drainage will be determined at time of development.

Fire: The Fire Department expressed no concerns with this request.

Police: The Police Department expressed no concerns with this request.

CITY PLAN 2030 FUTURE LAND USE PLAN: ***City Plan 2030 Future Land Use Map*** *designates the properties as part of a* ***Complete Neighborhood Plan*** *Area associated with the Walker Park Neighborhood Plan.*

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 proposed zoning is compatible with the surrounding properties at this location. RSF-18 is a higher density than surrounding properties to the east, west, and south, but staff finds little to no compatibility issues with NC given that both districts are single-family.**

Land Use Plan Analysis: **Staff believes that the proposal is compatible with the goals in City Plan 2030, adopted land use policies, and the Walker Park Neighborhood Master Plan. This property is intended per the Illustrative Plan to have single-family residential development. Furthermore, RSF-18 has been adopted in similar locations around Walker Park to allow for denser single-family development while keeping intended uses aligned with the plan.**

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

Finding: **Staff does believe the applicant has given sufficient justification for rezoning the property. The proposed zoning is necessary to achieve the flexibility and variety of lot sizes and building types not afforded by the existing zoning.**

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

Finding: Rezoning the property to RSF-18 will not have a substantial effect on 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: Rezoning this property from NC to RSF-18 will not substantially increase density or load on public services.

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 18-6092 to City Council with a recommendation for approval.

RECOMMENDED MOTION: "I motion to forward RZN 18-6092 to City Council with a recommendation for approval."

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: February 26, 2018	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Scroggin	Motion to forward to CC with recommendation of approval		
Second: Quinlan			
Vote: 8-0-0	Motion passes		

BUDGET/STAFF IMPACT:
None

Attachments:
- Unified Development Code sections 161.10 and 161.29
- Walker Park Illustrative Plan Section
- Request letter

- Public Comment
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

161.10 - District RSF-18, Residential Single-Family - Eighteen (18) Units Per Acre

(A) *Purpose* . The RSF-18 Single-family Residential District is designed to promote and encourage the efficient development of single-family detached residences in a variety of densities.

(B) U*ses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings

(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.*

Units per acre	Eighteen (18) or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Single-family	30 feet
Two (2) family	30 feet

(2) *Lot Area Minimum.*

Townhouses: individual lot	1,250 square feet
Single-family	2,500 square feet
Two-family	2,000 square feet

(E) *Setback Requirements.*

Front	Side	Side-Zero Lot Line*	Rear
A build-to zone that is located between the front property line and a line 25 ft. from the front property line.	5 feet on both sides	A setback of less than five feet (zero lot line) is permitted on one interior side, provided a maintenance agreement is filed**. The remaining side setback(s) shall be 10 feet.	5 feet

* A zero lot line is an alternative to the 5 foot building setback. Applicants should consult the International Building Code when locating a structure in close proximity to property lines and/or adjacent structures.

** At least 5 feet of maintenance area shall be provided along a structure that is within 5 feet of a property line. This may be provided through a perpetual maintenance easement

on the adjacent property, or through a combination of a maintenance easement and private property. Walls, fences and customary yard accessories are permitted in the maintenance area.

(F) *Building Height Regulations* .

Building Height Maximum	3 stories

(G) *Building Area*. The area occupied by all buildings shall not exceed 60% of the total lot area.

(H) *Minimum Buildable Street Frontage*. 50% of the lot width for two-family dwellings.

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

(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*.

Single Family	40 feet
Two Family	80 feet
Three Family	90 feet

(2) *Lot Area Minimum* . 4,000 square feet

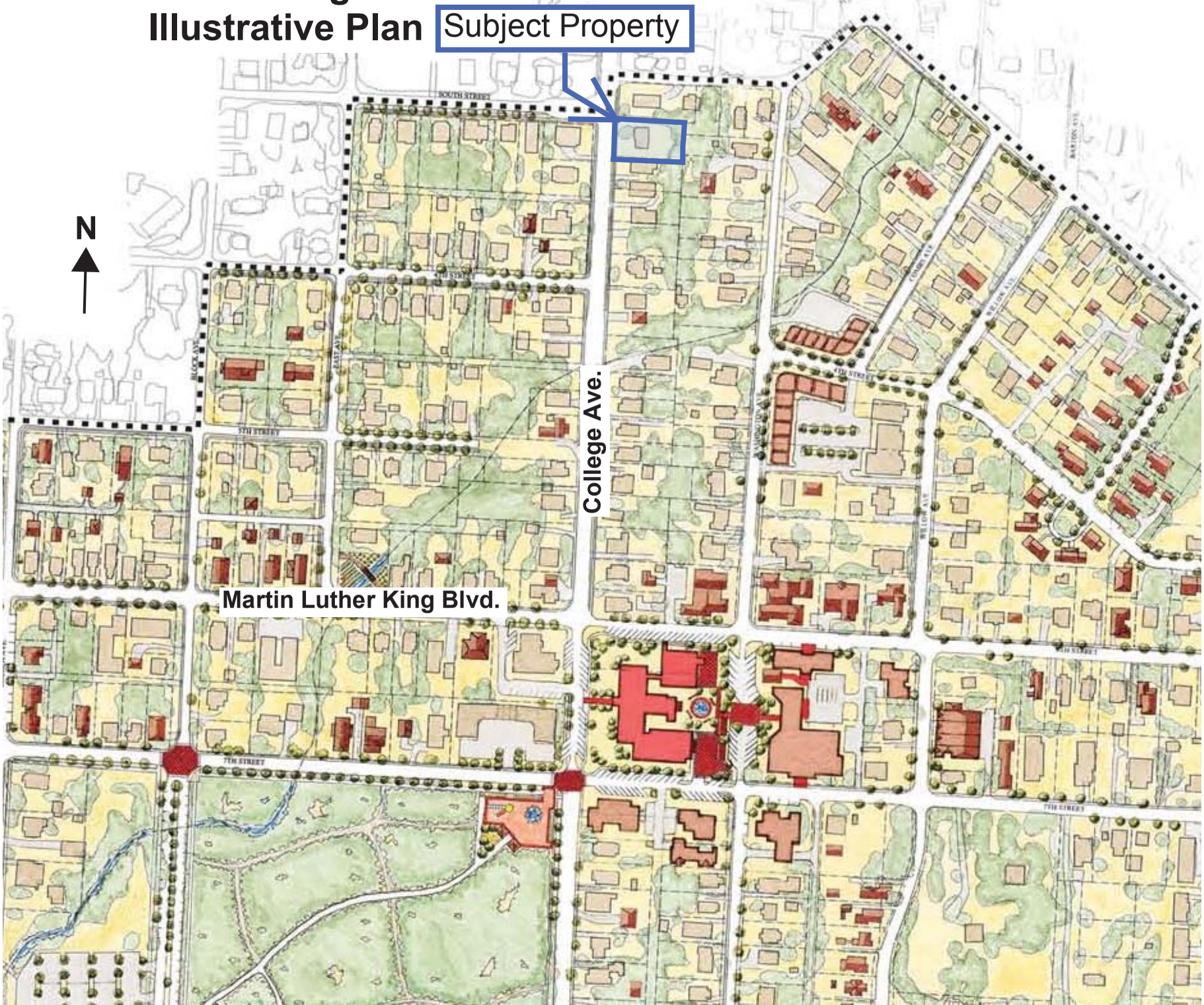
(E) *Setback Regulations* .

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	45 feet

Walker Park Neighborhood Illustrative Plan



GC/Owner – Brock Posey
479-236-4858
Brock@Southernbros.Construction
P.O. Box 1647 Fayetteville, Ar 72702

To Whom it may concern regarding zoning change from "NC" to "Rsf-18"
For property: 306 S College Ave, Fayetteville

A. Current Ownership information and any proposed or pending property sales.
    a. Property is owned by Kris and William Meyer. There is no proposed or pending property sales.
B. Reason (need) for requesting zoning change
    a. To accommodate two nicely finished single family homes.
C. State of how the proposed rezoning will relate to surrounding properties in terms of land use, traffic, appearance and signage.
    a. The existing home which is in dilapidated condition will be removed thus making way for two quality built and designed homes to bring value and curb appeal to the area. Traffic should be minimally affected as they are just single family homes with one shared driveway. Appearance will be that of matching and surrounding homes. Design and functionality to bring positive value and aesthetics to the area. There will be minimal signage, only during construction and rezoning notice.
D. Availability of water and sewer (State size of lines).
    a. Minimal impact again on existing infrastructure and utitilies. The water line is a 6" and Sewer is 8".
E. The degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use zoning plans.
    a. In line with Fayetteville city's current zoning and need for domestic infill as the neighboring property to the north is being more densely developed than we are proposing. Two quality built homes on a lot that is just 5' under being able to

split (required 40') in the current zoning of "NC". The Rsf-18 has a 30' lot frontage which would allow for a centered driveway and two homes built within the current restrictions of Rsf-18.

F. Whether the Proposed zoning is justified and/or needed at the time of the request.
    a. Justification would be domestic infill and neighboring properties that bring value to the area, which is what they Meyers are looking to currently do. Market trends as of late would be a motivating factor to take advantage. The current neighbor and neighbors are creating great infill opportunities with beautiful homes of quality and taste. The Meyers are just looking for the opportunity to do the same.

G. Whether the proposed zoning will create or appreciably increase traffic danger and congestion.
    a. Minimal at worst. Two single family homes using the same driveway to access rear entry parking.

H. Whether the proposed zoning will alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.
    a. The Population increase would be one 3 bed single family home. As not proposing a mass scale rental structure just another home, I do not foresee any unnecessary stress to public schools. With the ample water line size, and sewer line size and once again only bringing two single family homes where one previously existed, I believe not to be a burden on existing public services.

I. Why it would be impractical to use the land for any of the uses permitted under its existing zoning classification.
    a. The goal of this project is domestic infill to a lot that barely under its current zoning requirements misses the aim of this project. Frontage is 75' and requirement of NC is 40' per lot if said lot is split thus creating the dilemma in trying to bring another home to the property. Two 32.5 lots meeting the criteria and surpassing for frontage of RSF 18 would allow the Meyers to bring two quality and well built single family structures to keep Fayetteville's infill and beauty in line

CUP 18-6092

Ruth Robertson - Phone

Ruth Robertson - Phone 2/14/18 2PM

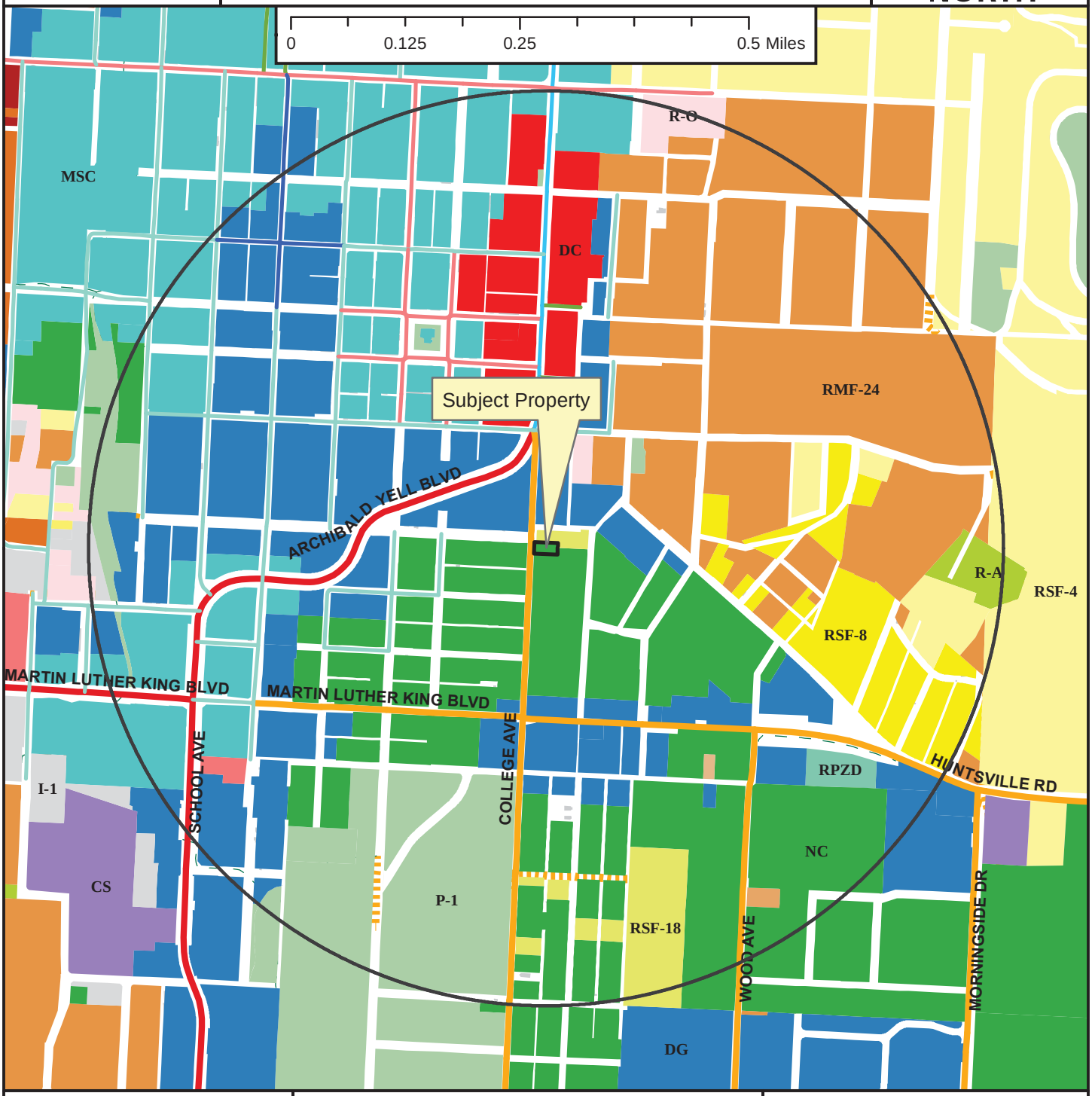
- Concerned over more 2- or 3-storey, narrow homes
- Does not want to see anything above single-family density

RZN18-6092

One Mile View

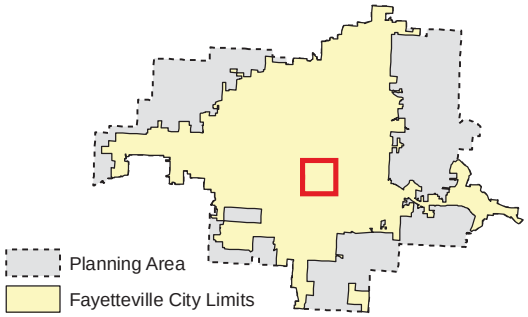
SOUTHERN BROS. CONST.

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Building Footprint



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

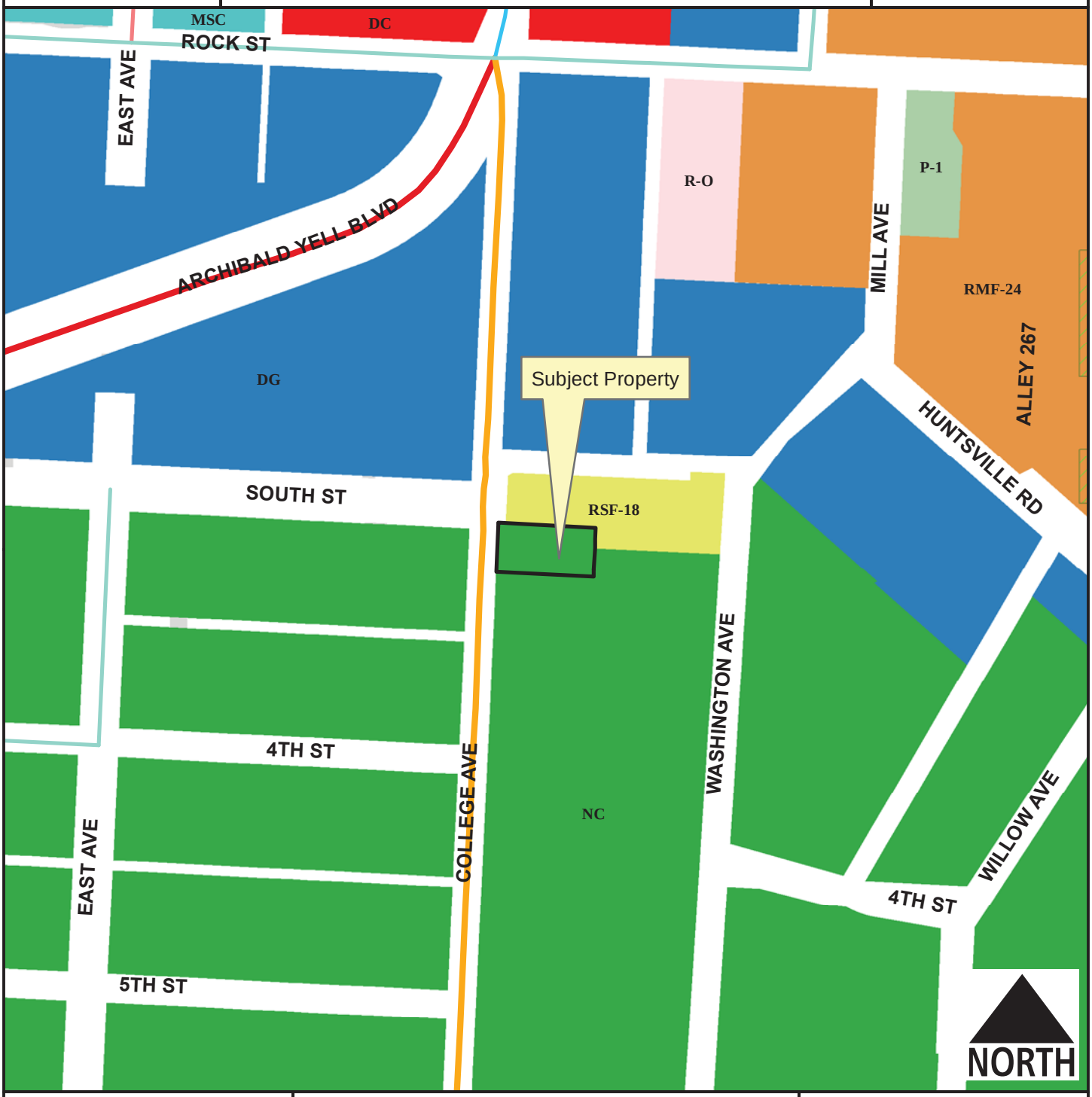
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN18-6092

Close Up View

SOUTHERN BROS. CONST.



Legend

- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

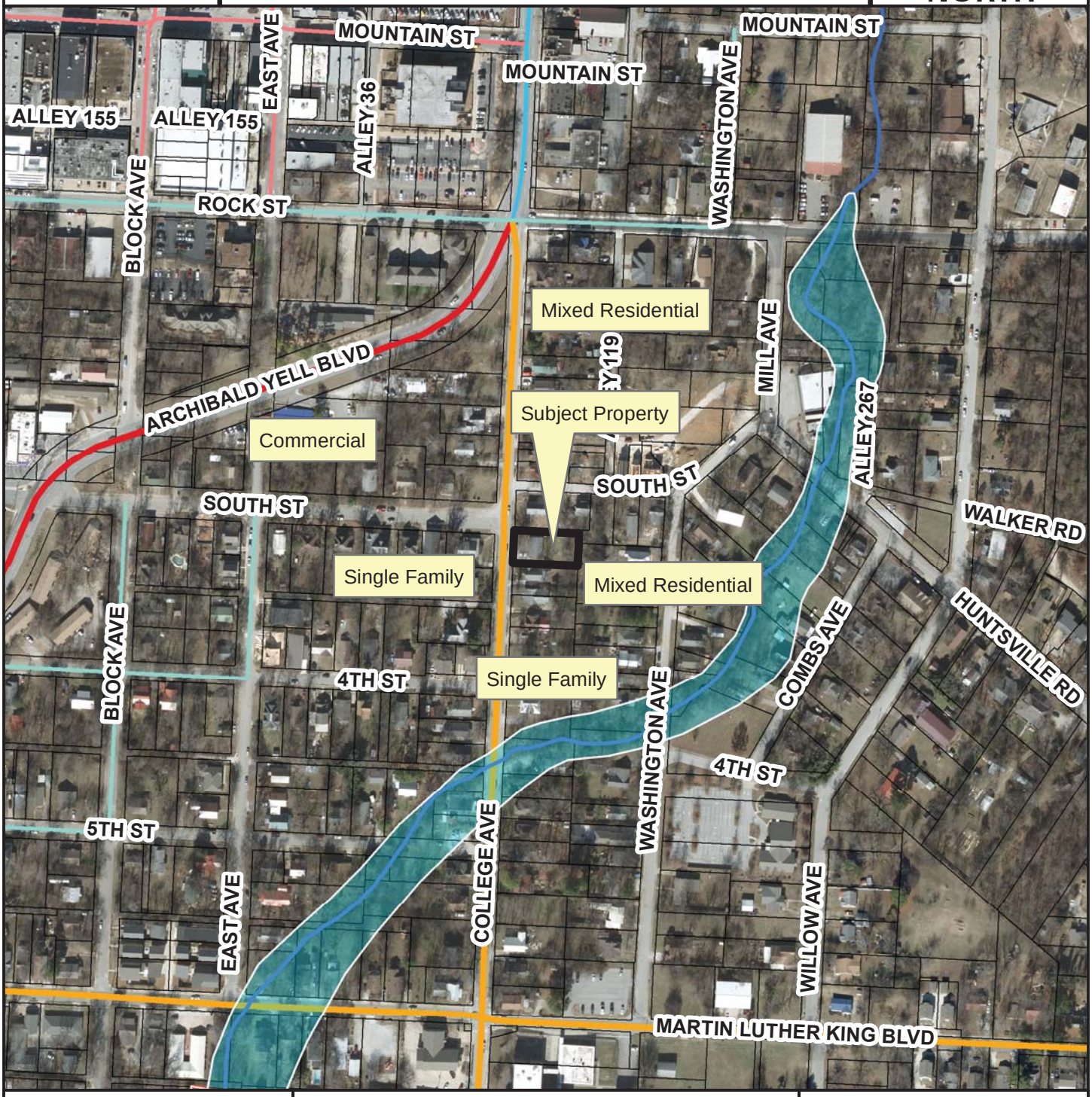
- RSF-18
- RMF-24
- Residential-Office
- Downtown Core
- Main Street Center
- Downtown General
- Neighborhood Conservation
- P-1

RZN18-6092

Current Land Use

SOUTHERN BROS. CONST.

NORTH



Streets Existing

MSP Class

- COLLECTOR
- PRINCIPAL ARTERIAL
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1 inch = 300 feet

FEMA Flood Hazard Data

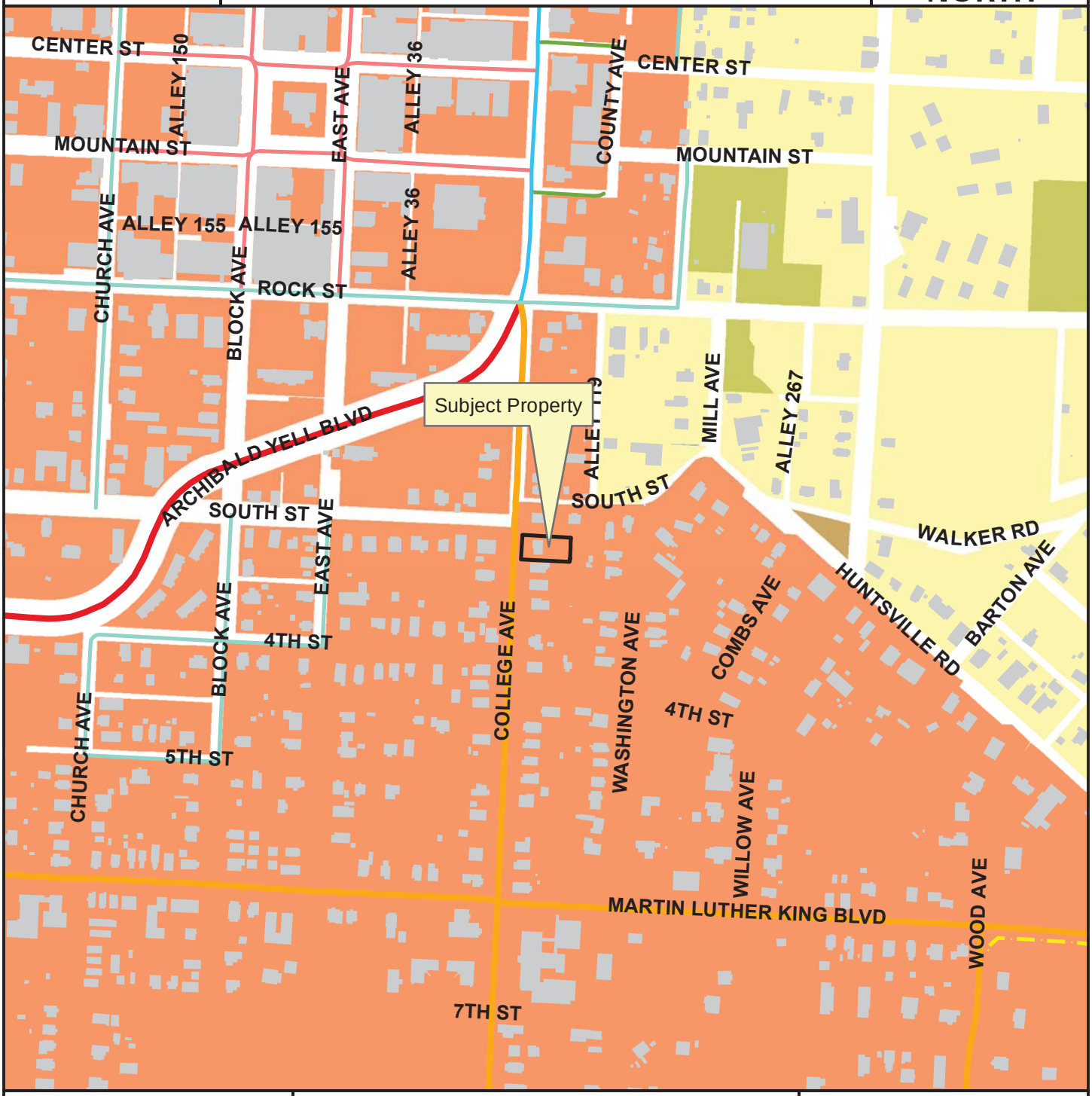
- 100-Year Floodplain
- Floodway

RZN18-6092

Future Land Use

SOUTHERN BROS. CONST.

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Building Footprint

Feet

0 145 290 580 870 1,160

1 inch = 400 feet

FUTURE LAND USE 2030

- Residential Neighborhood Area
- City Neighborhood Area
- Complete Neighborhood Plan
- Civic and Private Open Space/Parks
- Civic Institutional

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 4

VAC 18-6097 (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP):

AN ORDINANCE TO APPROVE VAC 18-6097 FOR PROPERTY LOCATED WEST OF BEECHWOOD AVENUE AND 15TH STREET TO VACATE A PORTION OF A UTILITY EASEMENT

WHEREAS, the City Council has the authority under A.C.A. § 14-54-104 to vacate public grounds or portions thereof which are not required for corporate purposes; and

WHEREAS, the City Council has determined that the following described utility easement is not required for corporate purposes.

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 vacates a portion of a utility easement as described in Exhibit B attached to the Planning Department's memo.

Section 2. A copy of this Ordinance duly certified by the City Clerk along with the map attached as Exhibit A to the Planning Department's memo shall be filed in the office of the Washington County Circuit Clerk.

Section 3. This vacation approval is subject to the following conditions:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense.

City of Fayetteville Staff Review Form

2018-0148

Legistar File ID

3/20/2018

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

Garner Stoll	3/1/2018	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

VAC 18-6097: Vacation (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP, 598): Submitted by JORGENSEN & ASSOCIATES, INC. for property located W. OF BEECHWOOD AVE. & 15TH ST. The property is zoned RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE and contains approximately 7.08 acres. The request is to vacate a portion of a utility easement.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF MARCH 20, 2018

TO: Mayor and City Council

THRU: Garner Stoll, Development Services Director

FROM: Harry Davis, Current Planner

DATE: March 1, 2018

SUBJECT: **VAC 18-6097: Vacation (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP, 598):** Submitted by JORGENSEN & ASSOCIATES, INC. for property located W. OF BEECHWOOD AVE. & 15TH ST. The property is zoned RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE and contains approximately 7.08 acres. The request is to vacate a portion of a utility easement.

RECOMMENDATION:
Staff and the Planning Commission recommend approval of **VAC 18-6097** with the following condition of approval:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense.

BACKGROUND:
The subject property is west of the intersection of 15th Street and Beechwood Avenue, is zoned RMF-24, and contains 7.08 acres. The site is currently vacant with some dedicated utility easements.

Proposal: The applicant proposes to vacate a portion of a utility easement, as shown in the attached Exhibits 'A' and 'B', in order to prepare the site for development.

DISCUSSION:
On February 26, 2018, the Planning Commission forwarded this item to the City Council with a recommendation for approval with a vote of 8-0-0.

BUDGET/STAFF IMPACT: N/A

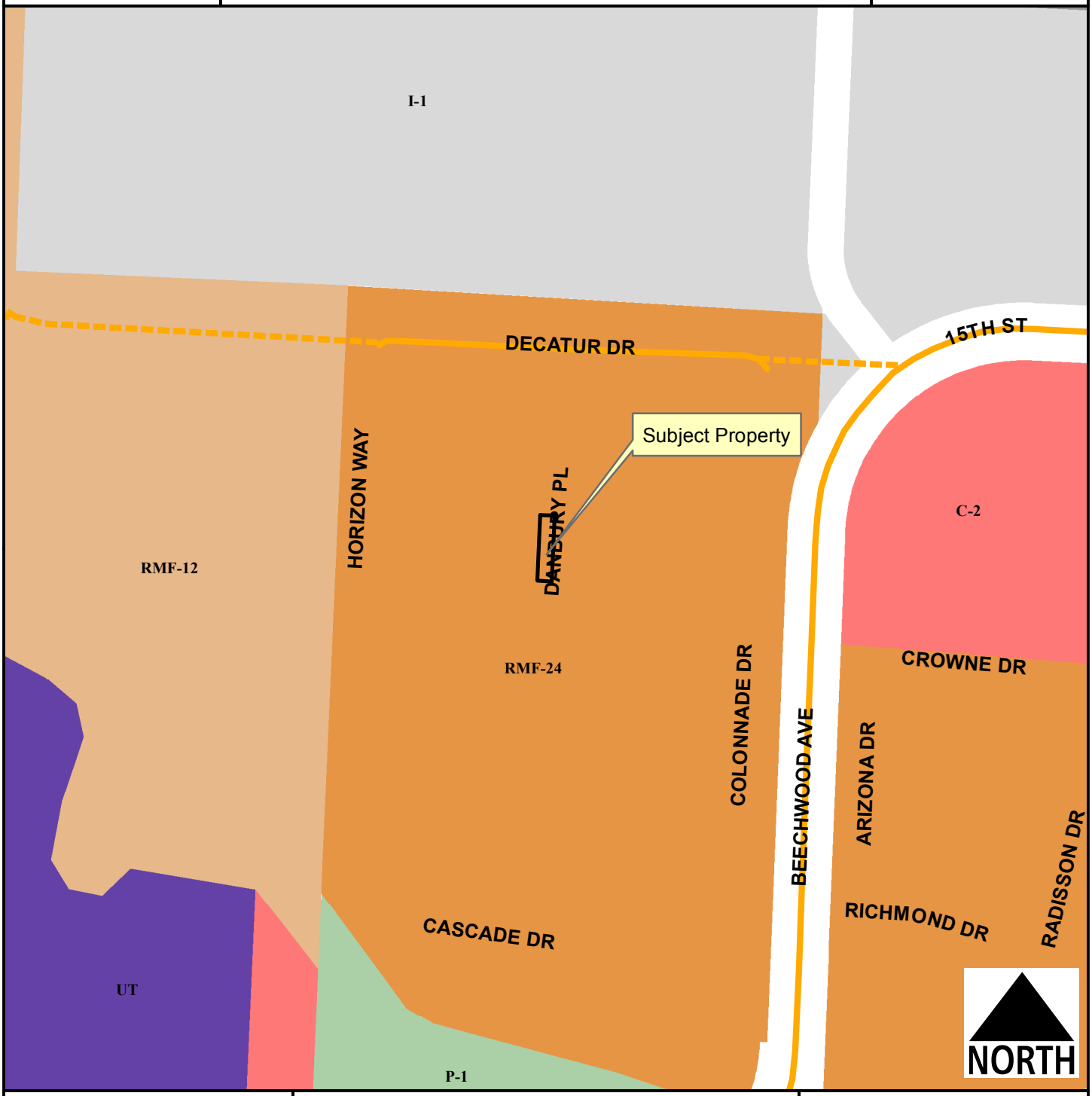
Attachments:
- Exhibit A
- Exhibit B
- Application
- Planning Commission Staff Report

VAC18-6097

Close Up View

BARRETT DEVELOPMENT

18-6097
EXHIBIT 'A'



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- RMF-12
- RMF-24
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial
- C-2
- Urban Thoroughfare
- P-1

18-6097

EXHIBIT 'B'

LEGAL DESCRIPTION – UTILITY EASEMENT VACATION:

A part of the NE1/4 of the SW1/4 of Section 20, T-16-N, R-30-W of Washington County, Arkansas, and being described as follows: Commencing at the NW Corner of said NE1/4, SW1/4, thence S87°10'48"E 671.28 feet, thence S02°31'18"W 307.72 feet, thence S88°33'49"E 265.02 feet to the POINT OF BEGINNING; thence S88°33'49"E 20.00 feet, thence S02°29'40"W 91.28 feet, thence N86°47'40"W 20.00 feet, thence N02°29'40"E 90.66 feet to the POINT OF BEGINNING, Containing 1,819 square feet, more or less.

CITY OF FAYETTEVILLE, ARKANSAS

Right-of-Way, Easement or Alley VACATION

FOR STAFF USE ONLY	***FEE: $200.00***
Date Application Submitted:	***Sign Fee: $5.00***
Date Accepted as Complete:	*S-T-R:*
Project Number:	*PP#:*
Public Hearing Date:	*Zone:*

Please fill out this form completely, supplying all necessary information and documentation to support your request. ***Your application will not be placed on the Planning Commission agenda until this information is furnished.***

Application:

Indicate one contact person for this request: _____ **Applicant** x **Representative**

Applicant (person making request):

Name: Barrett Development Group

Address: 1744 S Lumpkin St Athens, GA 30606

Phone: (706) 353-7627

Email: brandon@barrettdevelopment.net

Fax: ( )

Representative (engineer, surveyor, realtor, etc.):

Name: Jorgensen + Associates

Address: 124 W Sunbridge #5
Fayetteville, AR 72703

Phone: (479) 442-9127

Email: blake@jorgensenassoc.com

Fax: ( )

Site Address / Location: South end of Hollywood, west of 15th Street

Legal description of area to be vacated (attach separate sheet if necessary):
See attached

Current Zoning District: RMF-12 RMF-24

Assessors Parcel Number(s) for subject property: 765-14873-000, 765-20021-000, 765-14883-004, 765-14877-010

FINANCIAL INTERESTS

The following entities and / or people have financial interest in this project:
Barrett Development Group

APPLICANT / REPRESENTATIVE: I certify under penalty of perjury that the foregoing statements and answers herein made all data, information, and evidence herewith submitted are in all respects, to the best of my knowledge and belief, true and correct. I understand that submittal of incorrect or false information is grounds for invalidation of application completeness, determination, or approval. I understand that the City might not approve what I am applying for, or might set conditions on approval.

Name (printed): Blake Jorgensen Date: 11/22/17

Signature: BJ

PROPERTY OWNER(S) / AUTHORIZED AGENT: I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. ***(If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on his/her behalf.)***

Owners (attach additional info if necessary):

Name (printed): John H. Barrett Address:

Signature:

Date: Phone:

Name (printed): Address:

Signature:

Date: Phone: ( )

Vacation Checklist:

Attach the following items to this application:

(1) Payment in full of applicable fees for processing the application:
$200.00 application fee
$5.00 public notification sign fee

(2) Metes and bounds legal description of the area to be vacated, not the entire property (this may be included on the survey plat).

(3) Survey of the site depicting the perimeter property lines and area within the property to be vacated.

(4) CD containing a copy of the legal description in MS Word and PDF copies of the signed application and all other items submitted with this project.

(5) A surveyor should stake the area on the site to be vacated for utility company review on their site visit.

(6) A letter addressed to the Planning Commission and City Council describing the scope, nature, and intent of the request.

(7) Abstractor's Certificate of Ownership stating names of all owners of property adkjacent to the street right-of-way, alley, or easement to be vacated (this document is obtained from a title company).

(8) A copy of the county parcel map from the Washington County Assessor's office or from the Washington County website (www.co.washington.ar.us). The subject property and all adjacent parcels should be identified on this parcel map. The owner's name, official mailing address, and the parcel number for every adjacent property shall be shown on this map.

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Harry Davis, Planner

MEETING DATE: February 26, 2018 UPDATE W PC RESULTS

SUBJECT: **VAC 18-6097: Vacation (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP, 598):** Submitted by JORGENSEN & ASSOCIATES, INC. for property located W. OF BEECHWOOD AVE. & 15TH ST. The property is zoned RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE and contains approximately 7.08 acres. The request is to vacate a portion of a utility easement.

RECOMMENDATION:
Staff recommends forwarding **VAC 18-6097** to City Council with a recommendation for approval with conditions.

BACKGROUND:
The subject property is west of the intersection of 15th Street and Beechwood Avenue, is zoned RMF-24, and contains 7.08 acres. The site is currently vacant with some dedicated utility easements. Surrounding land uses and zoning districts are in *Table 1*.

Table 1
Surrounding Zoning and Land Use

Direction	Land Use	Zoning
North	Electric Substation	I-1, Heavy Commercial and Light Industrial
South	Multi-family Residential	RMF-24, Residential Multi-family
East	Multi-family Residential	C-2, Commercial Thoroughfare
West	Undeveloped	RMF-24, Residential Multi-family

Proposal: The applicant proposes to vacate a portion of utility easement for development.

DISCUSSION:

Vacation Approval: The applicant has submitted the required vacation forms to the City utility departments, with the following responses:

Utility	Response
Cox Communications	No objections, provided that any damage to or relocation of existing facilities will be at the owner/developer's expense.
AEP/SWEPCO	No objections and no comment.
BlackHills Energy AR	No objections and no comment.
AT&T	No objections and no comment.
Ozarks Electric	No objections and no comment.

City of Fayetteville	Response
Water/Sewer	No objections and no comment.
Solid Waste & Recycling	N/A
Transportation	N/A

Public Comment:
No public comment has been received.

RECOMMENDATION: Staff recommends forwarding **VAC 18-6097** to the City Council with a recommendation for approval subject to the following conditions:

Conditions of Approval:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense;

Planning Commission Action: ☒ **Forwarded** ❒ **Tabled** ❒ **Denied**

Meeting Date: **February 26, 2018**

Motion: Quinlan

Second: Scroggin

Vote: 8-0-0

Motion to approve as part of consent agenda with all conditions as recommended by staff

Motion passed

BUDGET/STAFF IMPACT:
None.

Attachments:

- Petition to Vacate
- Utility Approvals
- Easement Vacation Exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map

PETITION TO VACATE EASEMENT LOCATED IN THE CITY OF FAYETTEVILLE, ARKANSAS

TO:
The Fayetteville City Planning Commission and
The Fayetteville City Council

We, the undersigned, being all the owners of the real estate abutting the (*easement and right-of-way*) hereinafter sought to be abandoned and vacated, lying in the a part of the NE1/4 of the SW1/4 of Section 20, T-16-N, R-30-W, City of Fayetteville, Arkansas, a municipal corporation, petition to vacate a(n) (*alley, easement, right-of-way*) which is described as follows:

LEGAL DESCRIPTION – UTILITY EASEMENT VACATION:
A part of the NE1/4 of the SW1/4 of Section 20, T-16-N, R-30-W of Washington County, Arkansas, and being described as follows: Commencing at the NW Corner of said NE1/4, SW1/4, thence S87°10'48"E 671.28 feet, thence S02°31'18"W 307.72 feet, thence S88°33'49"E 265.02 feet to the POINT OF BEGINNING; thence S88°33'49"E 20.00 feet, thence S02°29'40"W 91.28 feet, thence N86°47'40"W 20.00 feet, thence N02°29'40"E 90.66 feet to the POINT OF BEGINNING, Containing 1,819 square feet, more or less.

That the abutting real estate affected by said abandonment of the alley are (*lot, block, subdivision of each adjoining lot to the area requested to be vacated)* City of Fayetteville used by the public for a period of many years, and that the public interest and welfare would not be adversely affected by the abandonment of the portion of the above described (*alley, easement, right-of-way*).

The petitioners pray that the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject, however, to the existing utility easements and sewer easements as required, and that the above described real estate be used for their respective benefit and purpose as now approved by law.

The petitioners further pray that the above described real estate be vested in the abutting property owners as provided by law.

WHEREFORE, the undersigned petitioners respectfully pray that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject to said utility and sewer easements, and that title to said real estate sought to be abandoned be vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public for the use of said alley.

Date: January 24, 2018

Printed Name: Brandon M. Barrett

Signature:

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 1-12-18

UTILITY COMPANY: AEP SWEPCO

APPLICANT NAME: Barrett Development APPLICANT PHONE: _____

REQUESTED VACATION (***applicant must check all that apply***):

- [x] Utility Easement
- [ ] Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.
- [ ] Alley
- [x] Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address _____

- [x] ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

- [x] No objections to the vacation(s) described above, and no comments.
- [ ] No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

_____

_____

- [ ] No objections provided the following conditions are met:

_____

_____

Tung Le
Signature of Utility Company Representative

Distribution Engineer
Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 01/08/2018

UTILITY COMPANY: AT&T

APPLICANT NAME: _____ APPLICANT PHONE: _____

REQUESTED VACATION (***applicant must check all that apply***):

☐ x Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address _____

_____

☐ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

☐ x No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

_____

_____

☐ No objections provided the following conditions are met:

_____

_____

_____
Signature of Utility Company Representative

MGR OSP plng & ENGRG Design
Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 01/08/2018

UTILITY COMPANY: BlackHills Energy

APPLICANT NAME: Barrett Development APPLICANT PHONE: _____

REQUESTED VACATION (***applicant must check all that apply***):

☒ Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address Hollywood Ave

☐ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

☒ No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☐ No objections provided the following conditions are met:

Signature of Utility Company Representative

Supervisor - Gas Operations

Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: JANUARY 10, 2018

UTILITY COMPANY: CITY OF FAYETTEVILLE WATER & SEWER

APPLICANT NAME: JORGENSEN & ASSOC. APPLICANT PHONE: 442 - 9127

REQUESTED VACATION (***applicant must check all that apply***):

✓ Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address THE COTTAGES @ HOLLYWOOD

☑ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

✓ No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☐ No objections provided the following conditions are met:

Signature of Utility Company Representative

1/10/2018 WATER & SEWER OPERATIONS MANAGER

Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 1/8/2018

UTILITY COMPANY: Cox Communications

APPLICANT NAME: Blake Jorgensen APPLICANT PHONE: 479-442-9127

REQUESTED VACATION (***applicant must check all that apply***):

☐ Utility Easement

☒ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address Barrett Development

The Cottages @ Hollywood Vacation

☒ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

☐ No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☒ No objections provided the following conditions are met:

Any Damage to or relocation of our existing facilities will be at the owners/developers expense.

Signature of Utility Company Representative

Construction and Planning Manager

Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 1-09-2018

UTILITY COMPANY: OZARKS ELECTRIC COOP

APPLICANT NAME: BEECHWOOD AVE. COTTAGES APPLICANT PHONE: _____

REQUESTED VACATION (***applicant must check all that apply***):

X Utility Easement

X Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address _____

_____

☐ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

X No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

_____

_____

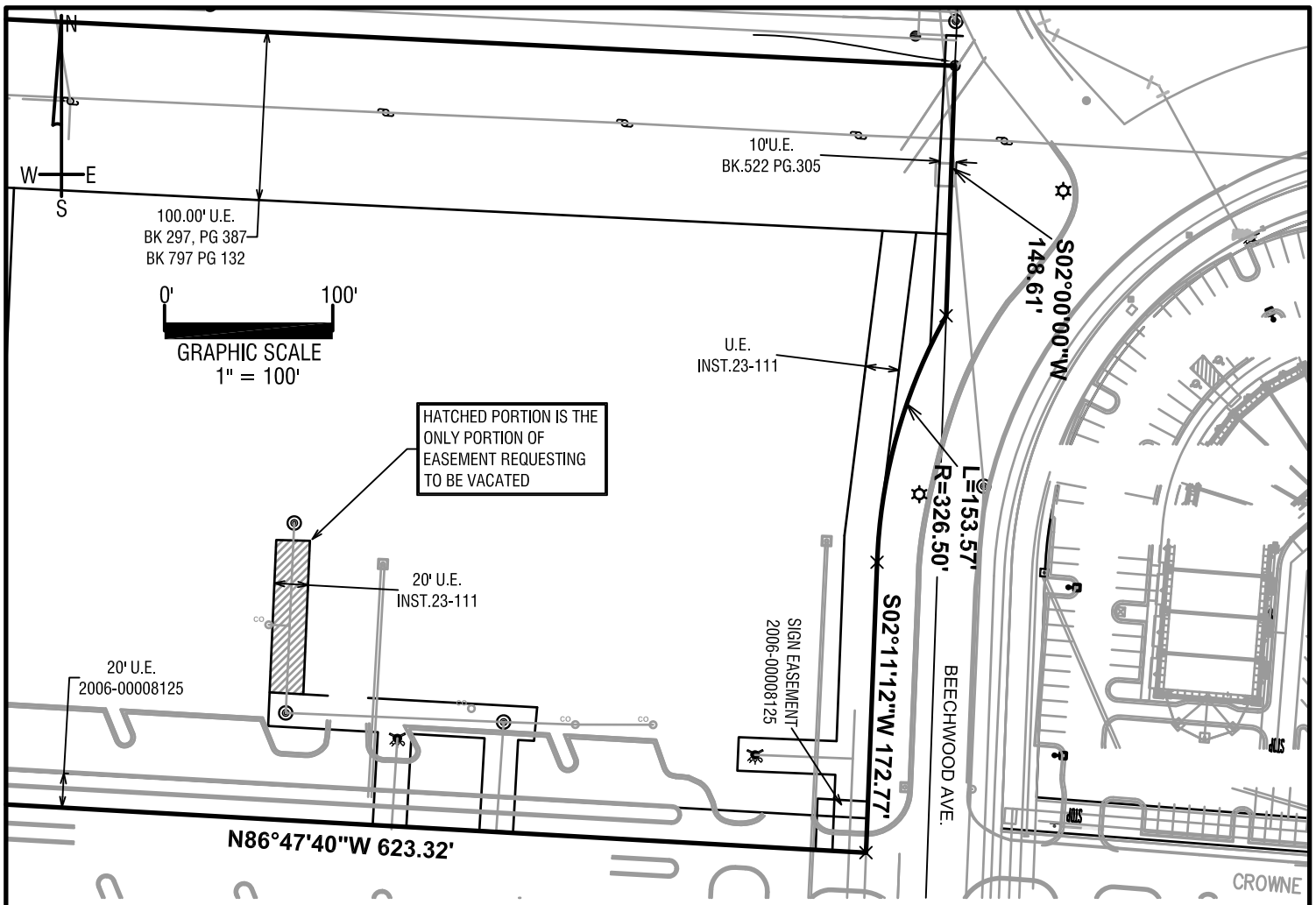
☐ No objections provided the following conditions are met:

_____

_____

Mike Phipps
Signature of Utility Company Representative

SYSTEM STAKING TECH
Title



LEGAL DESCRIPTION - UTILITY EASEMENT VACATION:

A part of the NE1/4 of the SW1/4 of Section 20, T-16-N, R-30-W of Washington County, Arkansas, and being described as follows: Commencing at the NW Corner of said NE1/4, SW1/4, thence S87°10'48"E 671.28 feet, thence S02°31'18"W 307.72 feet, thence S88°33'49"E 265.02 feet to the POINT OF BEGINNING; thence S88°33'49"E 20.00 feet, thence S02°29'40"W 91.28 feet, thence N86°47'40"W 20.00 feet, thence N02°29'40"E 90.66 feet to the POINT OF BEGINNING, Containing 1,819 square feet, more or less.

JORGENSEN +ASSOCIATES
Civil Engineering · Surveying
Landscape Architecture Services

124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703

Office: 479.442.9127
Fax: 479.582.4807
www.jorgensenassoc.com

124 WEST SUNBRIDGE, SUITE 5 • FAYETTEVILLE, ARKANSAS 72703 • (479) 442-9127 • FAX (479) 582-4807

SCALE: 1"=60'	DATE REVISED	CHECKED BY:	DRAWN BY: BJR
DATE: 01.12.18		BEJ	Z:\LSD\2017065\VACATION

EASEMENT VACATION EXHIBIT

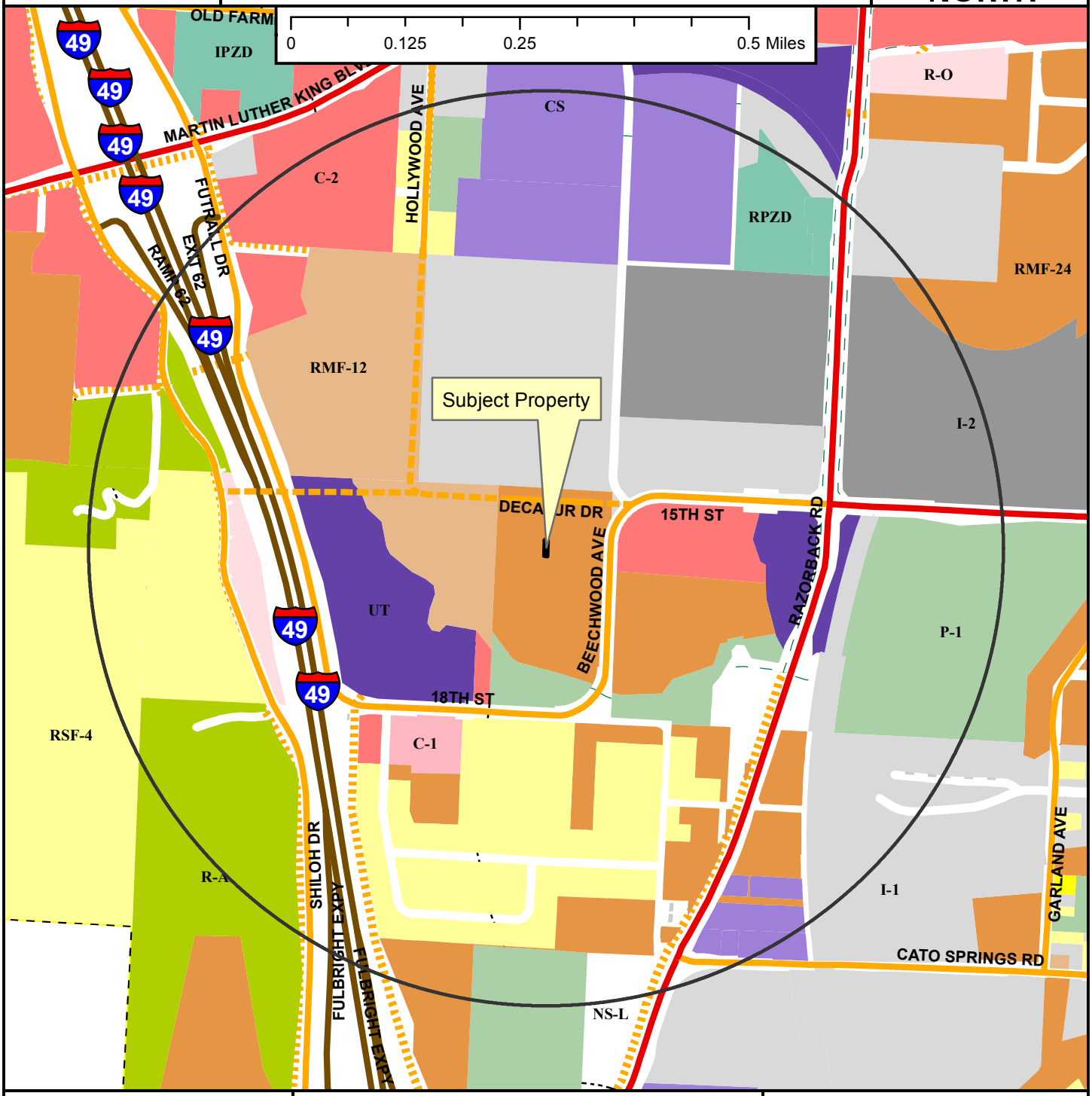
EXHIBIT "A"

VAC18-6097

One Mile View

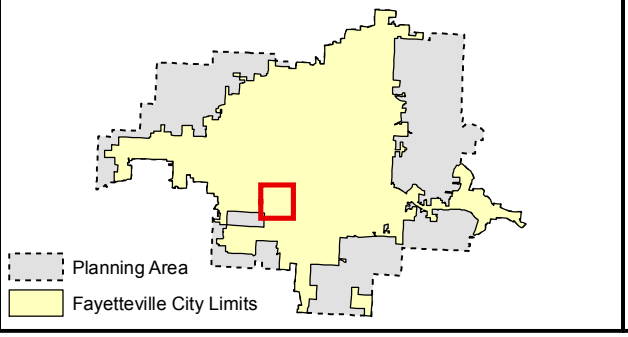
BARRETT DEVELOPMENT

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Building Footprint



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

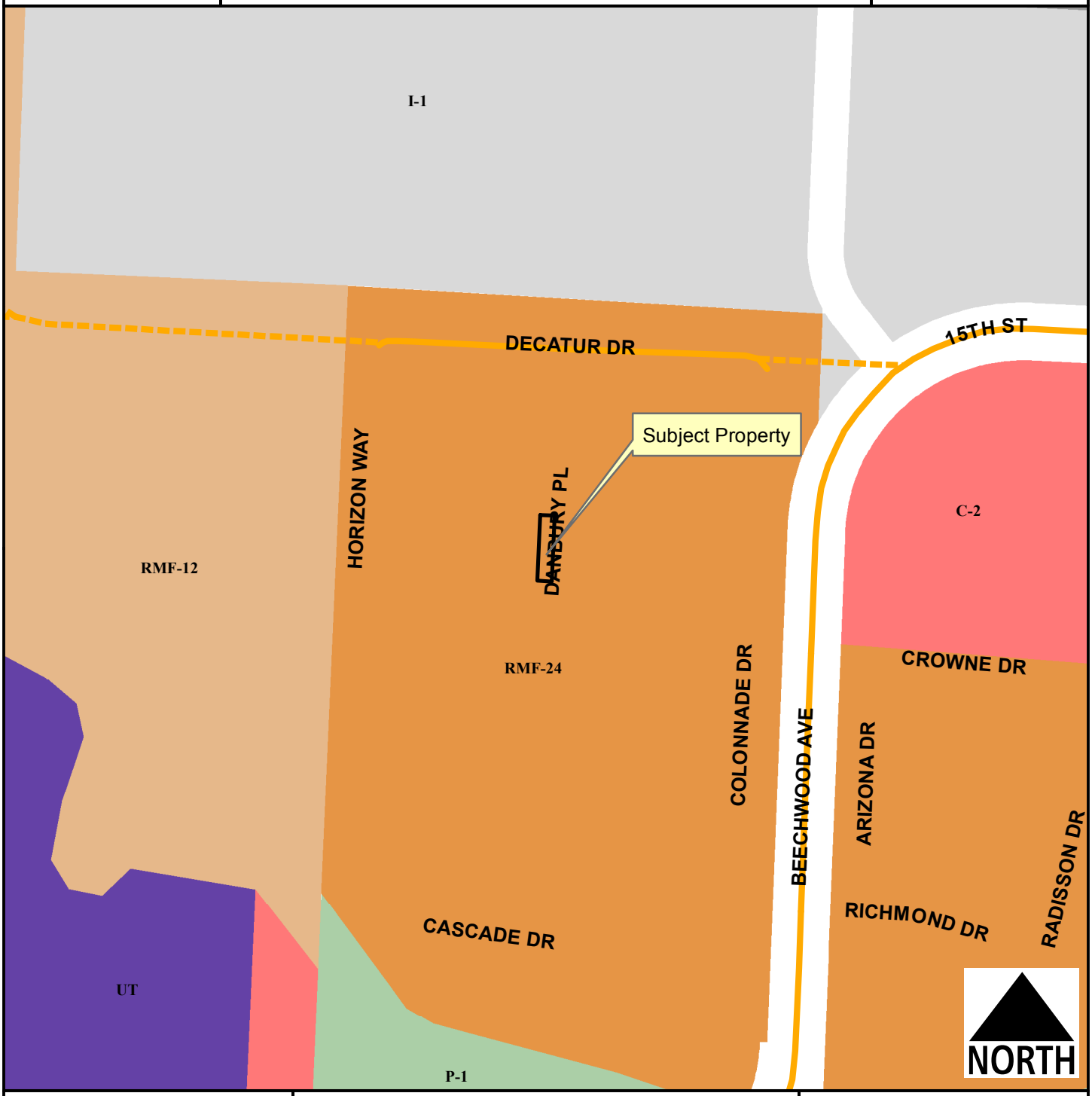
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAC18-6097

Close Up View

BARRETT DEVELOPMENT



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

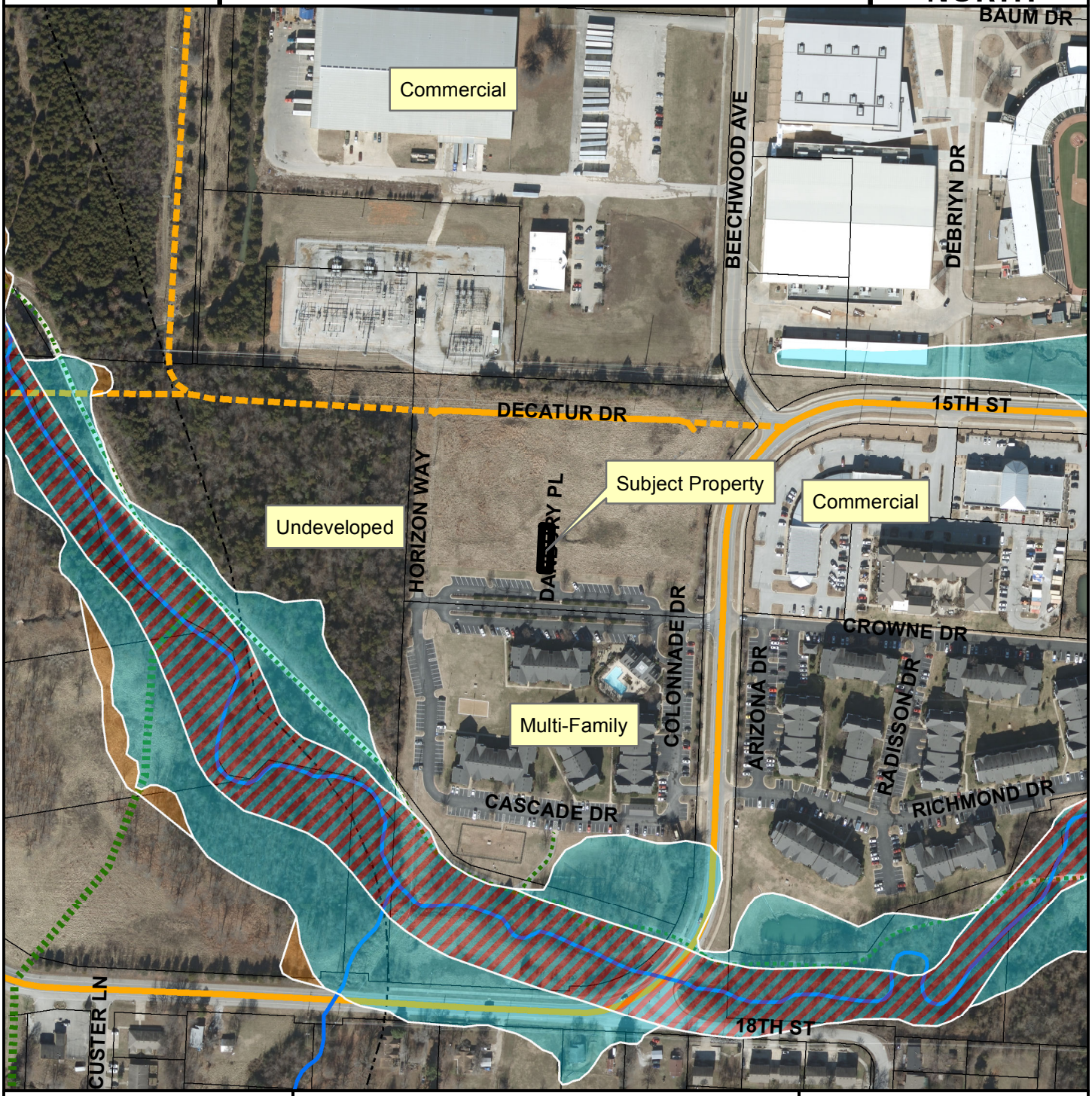
- RMF-12
- RMF-24
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial
- C-2
- Urban Thoroughfare
- P-1

VAC18-6097

Current Land Use

BARRETT DEVELOPMENT GROUP, LLC

NORTH



Streets Planned
MSP Class
COLLECTOR

Streets Existing
MSP Class
COLLECTOR
Trail (Proposed)
Planning Area
Fayetteville City Limits
Design Overlay District

Feet

0 112.5 225 450 675 900

1 inch = 300 feet

FEMA Flood Hazard Data

100-Year Floodplain
Floodway

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0151

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 5

AMEND § 111.04 APPLICATION FOR PERMITS:

AN ORDINANCE TO AMEND § 111.04 **APPLICATION FOR PERMITS** IN CHAPTER 11 ALCOHOLIC BEVERAGES

WHEREAS, Act 1112 of 2017, which amended the permitting procedure set forth in Ark. Code Ann. § 3-9-222 for private clubs in the State of Arkansas, requires the City Council to approve "by ordinance an application for a permit to operate as a private club" before the applicant can submit the application to the state Alcoholic Beverage Control Division.

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 repeals §111.04(A) of Chapter 111, Alcoholic Beverages and enacts a new § 111.04(A) as follows:

"(A) Application requirements.

(1) Application for a private club permit required by this chapter shall be in writing on a form prescribed by the city and shall be accompanied by a copy of the applicant's state private club permit application. If approved by the City Council, a copy of the ordinance shall be provided to the applicant to submit with the applicant's Arkansas Alcoholic Beverage Control permit application. The applicant shall then provide a copy of the state permit to the city and pay all required fees before a city permit will be issued.

(2) Application for any other permit required by this chapter shall be in writing on a form prescribed by the city and shall be accompanied by the required fee and a copy of the applicant's state permit. No city permit will be issued until applicant has received a state permit.

City of Fayetteville Staff Review Form

2018-0151

Legistar File ID

3/20/2018

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

Blake Pennington	3/9/2018	CITY ATTORNEY (021)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Amend § 111.04 Application for Permits in Chapter 11 Alcoholic Beverages to differentiate between the process for approval of private club permits and all other types of alcoholic beverage permits. This is required because of changes to state law resulting from the passage of Act 1112 of 2017.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	NA	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20180209

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

OFFICE OF THE
CITY ATTORNEY

DEPARTMENTAL CORRESPONDENCE

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Rhonda Lynch
Paralegal

TO: **Mayor Jordan**
City Council

FROM: **Blake Pennington**, Assistant City Attorney

DATE: **March 2, 2018**

RE: **Amendment of §111.04 for Private Club Permit Applications**

In the spring of 2017, the General Assembly passed Act 1112, which amended the procedure in Ark. Code Ann. § 3-9-222 for applicants seeking private club permits after August 1, 2017. The new procedure requires the application to be approved by the City Council, by the passage of an ordinance, before the applicant can submit it to the Alcoholic Beverage Control Division for state approval.

Our residents and potential private club owners would benefit from an amendment to Chapter 111 of the City Code, which governs alcoholic beverage permits, that clarifies the procedure for private club permits in light of the new state requirement versus other types of alcoholic beverage permits.

The Administration has created an online form for private club permit applicants to use. This online form will help streamline the process by requiring the applicant to submit all the required information and documentation electronically, which will allow the staff to review and comment and then prepare an agenda item for the City Council. The new online form can be seen at http://www.fayetteville-ar.gov/3360/Private-Club-Application

ORDINANCE NO. _____

AN ORDINANCE TO AMEND § 111.04 **APPLICATION FOR PERMITS** IN CHAPTER 11 ALCOHOLIC BEVERAGES

WHEREAS, Act 1112 of 2017, which amended the permitting procedure set forth in Ark. Code Ann. § 3-9-222 for private clubs in the State of Arkansas, requires the City Council to approve "by ordinance an application for a permit to operate as a private club" before the applicant can submit the application to the state Alcoholic Beverage Control Division.

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 repeals §111.04(A) of Chapter 111, Alcoholic Beverages and enacts a new § 111.04(A) as follows:

"(A) Application requirements.

(1) Application for a private club permit required by this chapter shall be in writing on a form prescribed by the city and shall be accompanied by a copy of the applicant's state private club permit application. If approved by the City Council, a copy of the ordinance shall be provided to the applicant to submit with the applicant's Arkansas Alcoholic Beverage Control permit application. The applicant shall then provide a copy of the state permit to the city and pay all required fees before a city permit will be issued.

(2) Application for any other permit required by this chapter shall be in writing on a form prescribed by the city and shall be accompanied by the required fee and a copy of the applicant's state permit. No city permit will be issued until applicant has received a state permit.

PASSED and **APPROVED** this 20th day of March, 2018.

APPROVED: ATTEST:

By: _____ By: _____

LIONELD JORDAN, Mayor **SONDRA SMITH**, City Clerk/Treasurer

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0153

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 6

AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION:

AN ORDINANCE TO AMEND § 154.03 **PRIVATE PARTIES/ZONING AMENDMENT** (A) *PETITION*

WHEREAS, the Planning Department, Planning Commission, City Council and neighbors would benefit by receiving more information from a rezoning applicant than is currently required by § 154.03 **Private Parties/Zoning Amendment**.

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 repeals (A) *Petition* of § 154.03 **Private Parties/Zoning Amendment** in its entirety and enacts a replacement (A) *Application* as follows:

> "(A) *Application*. A landowner or authorized agent/representative may apply for a rezoning of the landowner's property by completing, signing and submitting the Planning Department's Rezoning Application with all required documentary attachments, paying the rezoning application fee and providing at least the following information (as well as all information required by the Rezoning Application):
>
> (1) The full name and address of the property owner and any designated agent or representative.
> (2) The legal description of the property requested to be rezoned and the proposed new zoning district(s).
> (3) A signed Certificate of Mailing to notify all adjacent property owners of this requested rezoning.
> (4) 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."

City of Fayetteville Staff Review Form

2018-0153

Legistar File ID

3/20/2018

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

Kit Williams	3/5/2018	CITY ATTORNEY (021)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

AN ORDINANCE TO AMEND § 154.03 Private Parties/Zoning Amendment (A) Petition

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

OFFICE OF THE
CITY ATTORNEY

DEPARTMENTAL CORRESPONDENCE

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Rhonda Lynch
Paralegal

TO: **Mayor Jordan**
City Council

CC: **Don Marr,** Chief of Staff
Garner Stoll, Development Services Director

FROM: **Kit Williams**, City Attorney

DATE: **March 1, 2018**

RE: **Amendment of § 154.03 Private Parties/Zoning Amendment (A)** ***Petition***

The current U.D.C. § 154.03 **Private Parties/Zoning Amendment** (A) relates all the way back to Ordinance No. 1747 of June 29, 1970 when the Official Zoning Map of Fayetteville was formally adopted as well as all zoning districts, use units, development requirements, etc. The language in Article 12 Amendments 1. B) of this "COMPREHENSIVE ORDINANCE REGULATING AND RESTRICTING IN USE OF LAND. . . " is almost identical to the current § 154.03 (A). I have provided a few pages of this historic ordinance for your convenience.

Almost a half century later, I believe we need to change this U.D.C. code section to better ensure the Planning Department, Planning Commission, City Council and neighboring citizens receive more complete and relevant information from a rezoning applicant. I thus have drafted a proposed amendment which maintains the currently required information, but adds significantly more required information to help the Planning Department and Planning Commission better advise the City Council about a rezoning request.

154.03 Private Parties/Zoning Amendment

(A) *Petition.* Any private party or parties desiring an amendment to Chapter 160, upon payment of the appropriate fee, shall submit to the Planning Commission a petition giving the following information:

(1) Legal description of the property involved;

(2) Zoning classification request for the property; and,

(3) Statement explaining why the proposed changes will not conflict with the surrounding land uses.

(B) *Action by Planning Commission.*

(1) The Planning Commission may forward the rezoning request as submitted or amended by the Planning Commission to the City Council with a recommendation of approval.

(2) The Planning Commission may disapprove the rezoning request so that the rezoning request will not be considered by the City Council unless the applicant properly appeals.

(C) *Action by the City Council.*

(1) The City Council may by majority vote approve and enact the rezoning ordinance as recommended by the Planning Commission or as requested by the applicant who has properly appealed the Planning Commission's denial of the requested rezoning.

(2) The City Council may amend the proposed rezoning request and approve such amended rezoning ordinance by majority vote.

(3) The City Council may refuse to approve the rezoning request which is thereby denied.

(4) The City Council can by motion return the proposed rezoning to the Planning Commission for further study and recommendation.

(D) *Re-petitions for amendment.* No application for zoning amendments will be considered by the Planning Commission within twelve (12) months from the date of final disapproval of a proposed amendment unless there is evidence submitted to the Planning Commission which justifies reconsideration.

(E) *Withdrawal.*

(1) *Before publication.* A petition for amendment may be withdrawn at any time before publication of the notice and posting signs for the public hearing.

(2) *After publication and posting of notice.* After the publication and posting of notice, the petition may be withdrawn at the discretion of the Planning Commission. If the petition is permitted to be withdrawn after the public hearing, it shall be in the Planning Commission's discretion whether or not a petition affecting part or all of the same property may be refiled sooner than one (1) year from the date of withdrawal.

(Code 1965, App. A., Art. 12(1); Ord. No. 1747, 6-29-70; Ord. No. 2538, 7-3-79; Code 1991, §160.156; Ord. No. 2716, §1, 6-15-93; Ord. No. 3925, §7, 10-3-95; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 5521 9-4-12)

74.50

ORDINANCE NO. 1747

A COMPREHENSIVE ORDINANCE REGULATING AND RESTRICTING THE USE OF LAND AND THE USE AND LOCATION OF BUILDINGS AND STRUCTURES; REGULATING THE BULK OF BUILDINGS AND STRUCTURES AND DETERMINING THE AREA OF YARDS, COURTS AND OTHER PLACES SURROUNDING THEM; REGULATING AND RESTRICTING THE DENSITY OF USE; DIVIDING THE CITY OF FAYETTEVILLE INTO DISTRICTS FOR SUCH PURPOSES; ADOPTING AN OFFICIAL ZONING MAP OF SAID CITY SHOWING BOUNDARIES AND THE CLASSIFICATION OF SUCH DISTRICTS; ESTABLISHING A BOARD OF ADJUSTMENT; AND PRESCRIBING PENALTIES FOR THE VIOLATION OF ITS PROVISIONS.

FILED
FOR RECORD
'70 JUL 10 AM 11:56
WASHINGTON COUNTY
ARKANSAS
ALMA KOLLMEYER
CIRCUIT CLERK

considering and adopting or rejecting proposed amendments or the repeal of this ordinance, as provided by law, and (2) establishing a schedule of fees and charges as stated in Article 11.

ARTICLE 11. SCHEDULE OF FEES, CHARGES AND EXPENSES.

The City Board of Directors shall by ordinance establish a schedule of fees, charges, and expenses and a collection procedure for building permits, certificates of zoning compliance, appeals and other matters pertaining to this ordinance. The schedule of fees shall be posted in the office of the Planning Administrator and may be altered or amended only by the City Board of Directors.

Until all applicable fees, charges and expenses have been paid in full, no action shall be taken on any application or appeal.

ARTICLE 12. AMENDMENTS.

The City Board of Directors may from time to time amend this ordinance. Members of the City Board of Directors or any other official or person may petition for an amendment to the ordinance, which petition shall first be submitted to the Planning Commission for its report and recommendations.

1. Amendment Procedure for Private Parties.

a) Fee. Any private party or parties desiring a zoning change shall pay a fee of $25 to the City Controller to cover the costs of public notices and related expenses.

b) Petition. Any private party or parties desiring an amendment to the ordinance, upon payment of the above fee, shall submit to the Planning Commission a petition giving the legal description of the property involved and the zoning classification requested for the property. The petition shall also include a statement and diagram explaining why the proposed changes will not conflict with surrounding land uses.

c) Public hearing. Upon receipt of a petition for an amendment, the Planning Commission shall hold a public hearing on the proposed amendment, after:

minimum width required by the district regulations with its inner edge parallel with the rear lot line.

Yard, Special. A yard behind any required yard adjacent to a public street, required to perform the same functions as a side or rear yard, but adjacent to a lot line so placed or oriented that neither the term "side yard" nor the term "rear yard" clearly applies. In such cases, the Planning Administrator shall require a yard with minimum dimensions as generally required for a side yard or a rear yard in the district, determining which shall apply by the relation of the portion of the lot on which the yard is to be located to the adjoining lot or lots, with due regard to the orientation and location of structures and buildable areas thereon.

ARTICLE 18. LEGAL STATUS

1. Conflicting Ordinances Repealed.

All ordinances or parts of ordinances of the City of Fayetteville in conflict herewith, including but not limited to the following ordinances, are hereby repealed: Ordinances Nos. 1002, 1005, 1008, 1037, 1049, 1077, 1079, 1081, 1087, 1090, 1095, 1097, 1117, 1139, 1148, 1157, 1158, 1163, 1181, 1195, 1199, 1200, 1201, 1206, 1238, 1239, 1276, 1282, 1284, 1302, 1339, 1425, 1468, 1493, 1501, 1540.

2. Effective Date.

This Ordinance being necessary for the preservation of the public peace, health, comfort, convenience, morals, safety and welfare of the City of Fayetteville, an emergency is declared to exist and this Ordinance shall be in full force from the date of its approval.

PASSED AND APPROVED, this 29 day of June, 1970.

Garland Melton Jr

Garland Melton, Jr., Mayor

ATTEST:

Marilyn Moore

Marilyn Moore, City Clerk

Council Member Adella Gray
Ward 1 Position 1

Council Member Sarah Marsh
Ward 1 Position 2

Council Member Mark Kinion
Ward 2 Position 1

Council Member Matthew Petty
Ward 2 Position 2

Council Member Justin Tennant
Ward 3 Position 1

Council Member Sarah Bunch
Ward 3 Position 2

Council Member John La Tour
Ward 4 Position 1

Council Member Kyle Smith
Ward 4 Position 2

Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra E. Smith

City of Fayetteville Arkansas
City Council Meeting
March 6, 2018

A meeting of the Fayetteville City Council was held on March 6, 2018 at 5:30 p.m. in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

Mayor Jordan called the meeting to order.

PRESENT: Council Members Adella Gray, Sarah Marsh, Mark Kinion, Matthew Petty, Justin Tennant, Sarah Bunch, John La Tour, Kyle Smith, Mayor Lioneld Jordan, City Attorney Kit Williams, City Clerk Sondra Smith, Staff, Press, and Audience.

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions: None

City Council Meeting Presentations, Reports, and Discussion Items:

Monthly Financial Report - Paul Becker

Paul Becker, Chief Financial Officer gave a summary of the Monthly Financial Report.

Agenda Additions: None

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Consent:

Approval of the February 20, 2018 City Council Meeting Minutes.

Approved

Hazmat Services Revenue: A resolution to approve a budget adjustment in the amount of $11,198.00 recognizing hazmat services revenue received from Washington County and increasing the related expense budget.

Resolution 65-18 as recorded in the office of the City Clerk

Arkansas State Drug Crime Enforcement and Prosecution Grant: A resolution to authorize acceptance of a 2017-2018 State Drug Crime Enforcement and Prosecution Grant for state funding of the Fourth Judicial District Drug Task Force in the amount of $54,693.47, and to authorize Mayor Jordan to sign all necessary documents to receive the grant funds.

Resolution 66-18 as recorded in the office of the City Clerk

Environmental Consulting Operations, Inc: A resolution to approve Amendment No. 4 to the contract with Environmental Consulting Operations, Inc. in the amount of $61,872.00 for wetlands mitigation site monitoring and management in 2018.

Resolution 67-18 as recorded in the office of the City Clerk

RFP #17-07 EcosConnect, LLC: A resolution to award RFP #17-07 and authorize the Mayor to sign a one-year contract with EcosConnect, LLC, with an option to renew for up to four additional one-year terms, in the amount of $12,000.00 per year for backflow tracking services.

Resolution 68-18 as recorded in the office of the City Clerk

Garden District Townhomes, LLC: A resolution to approve Amendment #1 to the water main installation cost share agreement with Garden District Townhomes, LLC to provide for reimbursement of the cost of materials for installing two fire hydrants in the amount of $5,121.60.

Resolution 69-18 as recorded in the office of the City Clerk

Bobcat Company: A resolution to authorize the purchase of a Bobcat E45 Excavator with attachments from Bobcat Company of West Fargo, North Dakota in the amount of $69,857.30, pursuant to a National Joint Powers Alliance cooperative purchasing agreement, for use the by Transportation Services Department.

Resolution 70-18 as recorded in the office of the City Clerk

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Superior Automotive Group: A resolution to approve the purchase of three police package Chevrolet Tahoes from Superior Automotive Group of Siloam Springs in the total amount of $95,589.00, pursuant to a state procurement contract, for use by the Police Department.

Resolution 71-18 as recorded in the office of the City Clerk

Lewis Automotive Group: A resolution to authorize the purchase of a 2018 Dodge Ram 1500 4WD Regular cab from Lewis Automotive Group of Fayetteville, Arkansas in the amount of $21,131.00, pursuant to a state procurement contract, for use by the Facilities Management Division.

Resolution 72-18 as recorded in the office of the City Clerk

Williams Tractor: A resolution to approve the purchase a 2018 New Holland RB450 4x5 Dry Hay Baler from Williams Tractor of Fayetteville in the amount of $30,241.00 pursuant to National Joint Powers Alliance cooperative purchasing contract, for use by the Wastewater Treatment Division.

Resolution 73-18 as recorded in the office of the City Clerk

Steve Landers: A resolution to authorize the purchase of a Toyota Prius Hybrid from Steve Landers of Rogers, Arkansas in the amount of $23,108.00, pursuant to a state procurement contract, for use by the Fleet Division, and to approve a budget adjustment.

Resolution 74-18 as recorded in the office of the City Clerk

Repeal Resolution No. 33-17: A resolution to repeal Resolution No. 33-17 and authorize the purchase of a 2018 Elgin Crosswind Street Sweeper from Environmental Products Mid-South of Memphis, Tennessee in the amount of $251,739.20, pursuant to a National Joint Powers Alliance cooperative purchasing contract, for use by the Transportation Services Department.

Resolution 75-18 as recorded in the office of the City Clerk

Sweetser Construction, Inc.: A resolution to authorize Mayor Jordan to sign a contract with Sweetser Construction, Inc. in the amount of $3,891,372.55 for the construction of the Old Wire Road Protected Bike Lane and Sidewalk Project, to approve a project contingency in the amount of $194,000.00, and to approve a budget adjustment.

Resolution 76-18 as recorded in the office of the City Clerk

Council Member Marsh moved to accept the Consent Agenda as read. Council Member Kinion seconded the motion. Upon roll call the motion passed unanimously.

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Unfinished Business:

RZN 17-6034 (2468 N. Crossover Rd./Jones): An ordinance to rezone that property described in rezoning petition RZN 17-6034 for approximately 4.40 acres located at 2468 North Crossover Road from RSF-2, Residential Single Family, 2 units per acre to NS-L, Neighborhood Services-Limited. *This ordinance was left on the first reading at the February 6, 2018 City Council meeting. This ordinance was left on the second reading at the February 20, 2018 City Council meeting.*

Council Member Marsh moved to suspend the rules and go to the third and final reading. Council Member Petty seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

Jerry Jones, Applicant: We believe that it has been shown that Crossover Road, north of Township is no longer a residential area. No houses have been built on Crossover Road since 1982. Fayetteville continues to grow and with it comes more traffic. Thankfully, the City of Fayetteville and State of Arkansas partnered to widen Crossover Road. With 21,000 cars using Crossover, we believe the zoning of NS-L will have the least impact on traffic because of the limited number of buildings that can be built on the three acres we are proposing. This property has been for sale for many years. If any serious buyer or developer has any interest, they can still come forth. Changing the zoning will not prevent anyone from building a home on this property. The city staff and Planning Commission support this rezone.

Paul Henry, 2885 East Township spoke about traffic concerns and safety. He spoke against the ordinance and stated it isn't consistent with City Plan 2030. He believes there would be a side effect of spot zoning.

Ted Runnells, 2396 Crossover Road stated he would like to show a video presentation.

Council Member Tennant moved to add a citizen presentation. Council Member Gray seconded the motion. Upon roll call the motion passed unanimously.

Ted Runnells showed a video presentation about safety and traffic concerns.

Brenda Gullett, 2709 North Candlewood Drive stated her greatest concern is public safety.

Bob Gullett, Candlewood Subdivision spoke about traffic, noise, litter, and public safety concerns. He spoke about the appropriate and best use of the land.

Ted Wade, 2863 East Township spoke about traffic flow concerns and people coming down his private driveway.

J.B. Hayes, 2595 Firewood Drive stated he supports the ordinance.

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Council Member Tennant: We have said before that we don't approve spot zoning. What is the city's answer to the question that this is spot zoning? What is the difference here that allows the city to want to approve this to be Neighborhood Services Limited?

Garner Stoll, Development Services Director: There are two factors. The first is, the character and size of the parcel, the character of the street and adjacent parcels, and the requested zoning. Secondly, there have been many court cases where if you find it in conformance with your comprehensive plan by nature, it isn't spot zoning. I'm not saying that is an Arkansas case, but in other states that is frequently the case. In this case, it is designated residential neighborhood. It specifically talks about appropriate scale development and mixed-use development. The 2030 Plan is trying to move away in an appropriate fashion towards more mixed-use development and substituting this size of the structure, rather than rigid separation of uses. You can reduce trips and promote less driving. It severely limits the building size and the location of the building. It allows a broader range of uses.

Council Member Tennant: The height limit of the buildings is the same in NS-G and NS-L?

Garner Stoll: Yes.

Council Member Tennant: What is really dreaded in this spot is something like the dentist office that is down the street towards the Neighborhood Market. It is a three-story large building. I don't know what the square footage is, but it is a very tall building. There is no zoning anywhere that you could allow the same size or smaller square foot buildings, even in a mixed-use stance, but with lower height.

Garner Stoll: You can always have theoretical scenarios, but we want to look at the probability of that happening. If you have a limitation of 3,000 square foot of office use, are you really going to get three stories?

Council Member Tennant: I see your point on that. Is there anything that shrunk even less than 3,000 square foot? Even if it was multiple smaller buildings. If the height limitation was very low, then you might not see it from the neighborhood.

Council Member Bunch: The property to the north of this is zoned R-O. What are the height limits on that property?

Garner Stoll: The same. The existing zoning is three stories, also. The height limit stays the same.

Council Member Tennant: In a perfect world, this should be residential. The only way this is residential, successfully, is if there's another way in or out of it. Nobody is going to build a house on that spot, where you have to go right in and right out on Highway 265. I almost got in a wreck at this site at our City Council tour. Mr. Jones is never going to sell it residential, unless he gets another way in or out of it. There is another way into that area through Firewood and Candlewood area. There is a road in there that is not a road now, but is a right-of way that could be a connection into that. We need to look at all the options. I would like to table this for a while, until the

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developers, Mr. Jones, and Mr. Runnell can get together and discuss possible solutions. There are ingress and egress problems on Highway 265 with this spot, even if it is residential or retail.

Council Member Petty stated he would defer to the rest of the Council if they wanted to table to look for another option to work on. He stated he was prepared to support the request that is before City Council. He spoke about compatibility and traffic issues. He stated Neighborhood Services Limited does a good job of addressing what might make multifamily incompatible with other types of residences. He believes the three-story heights are compatible. He stated traffic is awful at rush hour, but stated it is a function of the way the city was designed in the past.

Council Member La Tour: City government is here to keep our citizens safe. I've been in Washington D.C. with school children crossing six lanes of traffic. Our engineers are capable of designing a street system that will keep our school children safe. I don't believe we are compromising safety if we allow some development there. From the testimony of other people on this Council we have more than we need single family homes. What we don't have are affordable one-bedroom apartments. We need more of that development. Maybe the market is demanding mixed use. Whether Mr. Jones has selected the right combination to make his development successful is of no concern to me. It is his concern. My concern is to enable people to build in our city within existing zoning regulations. I want us to be fair to everybody and I support this.

Council Member Marsh: I look at this from a regional perspective. This is along our regional transportation corridor. If we are going to have mixed use development, this is a good place to put it. It's easily served by transit and services. I don't see what is objectionable to having an attorney's office, bakery, or any of the other permitted uses by right in this location. If you consider a 3,000-square footprint, most of the homes in Candlewood already exceed that size. This is a compatible proposal. Traffic problems occur when we have too much single use zoning. Mixed use will help alleviate some of the problems resulting from our historical development patterns. I support this.

Council Member Gray: The tour was helpful. Traffic is congested there and I sympathize with the neighbors. I understand the concerns for when children are coming and going. I understand Mr. Jones wanting to sell his property and he has the right to do that. Have you ever had a retail business approach you about any of the land?

Jerry Jones: No.

Council Member Gray: I avoid certain retail places when I think it could be a dangerous situation with traffic. I would like for us to table it and look at some options. Are you looking at the possibility of selling four lots?

Jerry Jones: Correct.

Council Member Gray: It would only be a maximum of four houses. I don't believe that's a concern of the neighbors for that number of houses with exiting and entering.

Jerry Jones: Tabling it prolongs something we have already discussed several times with a lot of builders that's been out there. They have enough experience to say if they are interested.

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A discussion followed about tabling to take more time for other options.

Council Member Bunch: Traffic is always going to be an issue out there. Whether this property is rezoned or not, the size of it and the limitation with access right now, it poses unique limitations on the property anyway. We have an owner who wants to rezone his property with the possibility of a sale one day. As much as I feel for the neighbors, I feel for Mr. Jones because of the amount of time he has put into trying to sell this property. Traffic will increase, but I see the possibility of improvements being made in the future to help with traffic. With the property to the north being zoned R-O, this is an appropriate rezoning request for Mr. Jones.

Council Member Kinion stated rezoning is one of the biggest decisions that Council makes. He stated it sets a pathway to development throughout the city. He spoke about compatibility. He stated the NS-L zoning is similar to homes in Candlewood when looking at the square footage footprint. He stated the restrictions on the type of services offered in NS-L would help regulate traffic. He believes the median and having better planning creates a safer roadway on Highway 265 than what is on Wedington and MLK currently. He spoke about neighborhood preservation. He is in favor of NS-L.

Council Member Marsh stated the speed of traffic on the corridor is a concern. She believes the reason cars go so fast is because there are not a lot of entrances and exits. She stated by having a few more interruptions along the corridor, it will cause people to slow down. She stated when it is developed with mixed use, it equals more money for infrastructure improvements. She stated single family residential will still be allowed by right.

Council Member Tennant spoke about tabling the item to allow more options to be researched.

A discussion followed about a right-of-way road.

Council Member Gray moved to table the ordinance to the March 20, 2018 City Council meeting. Council Member Tennant seconded the motion. Upon roll call the motion to table passed 5-4. Council Members Kinion, Tennant, Bunch, Gray, and Mayor Jordan voting yes. Council Members Marsh, Petty, La Tour, and Smith voting no.

This ordinance was tabled to the March 20, 2018 City Council meeting.

New Business:

VAC 18-6075 (East of Dead Horse Mountain Road/Meadows at Stonebridge): An ordinance to approve VAC 18-6075 for property located east of 2000 Block, Dead Horse Mountain Road to vacate a portion of a utility easement.

City Attorney Kit Williams read the ordinance.

Garner Stoll, Development Services Director gave a brief description of the ordinance. He stated staff is recommending approval.

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Council Member Petty moved to suspend the rules and go to the second reading. Council Member Kinion seconded the motion. Upon roll call the motion passed 7-0. Council Members Kinion, Petty, Tennant, Bunch, La Tour, Smith, and Gray voting yes. Council Member Marsh was absent during the vote.

City Attorney Kit Williams read the ordinance.

Council Member Kinion moved to suspend the rules and go to the third and final reading. Council Member Petty seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.

Ordinance 6042 as Recorded in the office of the City Clerk

RZN 18-6062 (South of 2901 Mt. Comfort Rd./Bauer-Henbest): An ordinance to rezone that property described in rezoning petition RZN 18-6062 for approximately 16.76 acres located south of 2901 Mount Comfort Road from RSF-4, Residential Single Family, 4 units per acre to NC, Neighborhood Conservation for about 7.47 acres, to RI-U, Residential Intermediate-Urban for about 1.96 acres, and to R-A, Residential Agricultural for about 7.32 acres.

City Attorney Kit Williams read the ordinance.

Garner Stoll, Development Services Director gave a brief description of the ordinance. The Planning Commission and staff recommend approval.

Shaun Thomas, 1842 North September Strolls Lane spoke about infrastructure concerns and the high student enrollment at Holcomb Elementary.

Mayor Jordan: Have Council Members from that Ward heard anything?

Council Member Smith: We spoke about this briefly at the Ward 4 meeting, but there wasn't a lot of feedback. Is there any likelihood at development time there would be some type of traffic control measure for this development to exit out onto Mt. Comfort?

Garner Stoll: That would be a platting subject, which would be the next step. Mt. Comfort has four lanes. It has a biked lane the entire distance and sidewalk. There are a full range of facilities in place.

Council Member Gray moved to suspend the rules and go to the second reading. Council Member La Tour seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

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Council Member Gray moved to suspend the rules and go to the third and final reading. Council Member Smith seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

Council Member Petty stated he attended a joint City Council and School Board meeting. He spoke about a demographic study of students in the Fayetteville Public School system. He stated projects like this one could help some of the transportation issues and spoke about the school district spending $1.2 million a year on bussing. He stated if people could get closer to the schools with projects like this it could help.

Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.

Ordinance 6043 as Recorded in the office of the City Clerk

The following item was discussed before the Consent Agenda.

RZN 17-6052 (East of Rolling Hills Dr./Keenan): An ordinance to rezone that property described in rezoning petition RZN 17-6052 for approximately 22.59 acres located at east of Rolling Hills Drive and Old Missouri Road from RSF-4, Residential Single Family, 4 units per acre to NC, Neighborhood Conservation.

Mayor Jordan: I would like to move New Business, C.3, RZN 17-6052 (East of Rolling Hills Dr./Keenan) before the Consent Agenda.

City Attorney Kit Williams: We need a motion to suspend the rules to adjust the agenda.

Council Member Kinion moved to remove RZN 17-6052 (East of Rolling Hills Dr./Keenan) from New Business and place it before the Consent Agenda. Council Member Gray seconded the motion. Upon roll call the motion passed unanimously.

Mayor Jordan: The reason we have moved this is because we are going to make a recommendation to send it back to the Planning Commission.

City Attorney Kit Williams: Thank you Mayor for calling this to my attention and thank you to the neighbors in the area for looking at this situation very closely. When looking at the application, I noticed there were some problems with it. I looked at the underlying ordinance from the Unified Development Code that talks about what procedure we use when a private party wants to rezone their property. One of the three things that was required was a statement explaining why the proposed changes will not conflict with the surrounding land uses. That had not been addressed in this rezoning application. At this point, there is not an effective application that went to the Planning Commission and it shouldn't have been heard by the Planning Commission. I would like for City Council to send it back to the Planning Commission to be heard, when a proper application with that information has been supplied by the applicant.

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Mayor Jordan: The Planning Commission meets on March 12, 2018.

A discussion followed about when the next time it could be heard at a City Council meeting.

Council Member Gray moved to refer the item to the Planning Commission. Council Member Tennant seconded the motion. Upon roll call the motion passed unanimously.

Automated Merchant Systems, Inc.: An ordinance to waive the requirements of formal competitive bidding and approve a contract with Automated Merchant Systems, Inc. for credit card processing services.

City Attorney Kit Williams read the ordinance.

Paul Becker, Chief Financial Officer gave a brief description of the ordinance.

Council Member La Tour thanked Paul Becker.

Council Member Gray moved to suspend the rules and go to the second reading. Council Member Marsh seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

Council Member Gray moved to suspend the rules and go to the third and final reading. Council Member Marsh seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.

Ordinance 6044 as Recorded in the office of the City Clerk

Amend Chapter 98 & Chapter 50: An ordinance to Amend §98.02 **Duty Of Property Owner And Occupant To Keep Sidewalks Free From Obstructions,** §98.04 **Growing Trees And Other Vegetation Near Intersections; Right-Of-Way To Be Kept Free From Grass And Weeds**, §98.08 **Spilling Or Tracking Debris Onto Public Streets** and §50.01 **Definitions** of the Fayetteville Code, and to enact §98.09 **Abatement By City; Costs Responsibility Of Owner.**

City Attorney Kit Williams read the ordinance.

Matt Mihalevich, Trails Coordinator and Staff Representative for the Active Transportation Advisory Committee gave a brief description of the ordinance. He stated the committee unanimously supports the proposed changes.

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Council Member Petty: At my house, I have a sidewalk at the back of the curb, just like this regulates. I also have parallel parking next to the curb. If I put my trash can in my yard like this ordinance requires, they can't get to it because there are cars parked in the way. I usually put mine in the gutter, but it would be disallowed by this ordinance.

Matt Mihalevich: It would be allowed in the gutter if it doesn't impede the flow of traffic.

Council Member Marsh: This is to make sure we have full utilization and proper maintenance of the infrastructure we already have. We want citizens with mobility challenges or someone pushing a stroller to have full inclusive access. We've seen an increase in construction and this gives them an incentive to clean up after themselves.

Council Member Marsh moved to suspend the rules and go to the second reading. Council Member Kinion seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

Council Member Marsh moved to suspend the rules and go to the third and final reading. Council Member Kinion seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

Don Marr, Chief of Staff thanked the Active Transportation Advisory Committee for their work. He reminded everyone that the city has a crew of four to handle 55 square miles of city limits and that is why the ordinance has always been in place for property owners to assist in maintaining areas adjacent to their own property. He stated there would be a consequence of higher taxes if more people were hired to maintain it. He spoke about Title 6 for the disabled and handicapped community.

Council Member La Tour: If someone defaces the sidewalk in front of my house, am I responsible for that?

City Attorney Kit Williams: I don't think that is covered. This is about vegetation and weeds. We make an effort to get graffiti cleaned up as quickly as possible to deter future graffiti.

Council Member La Tour: If I'm pouring a sidewalk in my backyard and the concrete truck gets mud from my backyard and tracks it onto the road, am I responsible for the mud cleanup?

City Attorney Kit Williams: No, they would be responsible for that by ordinance. Developers know what to do and they take care to not track up the streets.

Don Marr: This is an important factor to our water quality, related to runoff and impact on our streams.

Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.

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Ordinance 6045 as Recorded in the office of the City Clerk

Enact §97.083 Smoking And Use Of Tobacco Products: An ordinance to enact §97.083 **Smoking And Use Of Tobacco Products** into Chapter 97: **Parks And Recreation** to prohibit smoking and tobacco use in all city parks and trails.

City Attorney Kit Williams read the ordinance.

Connie Edmonston, Parks & Recreation Director gave a brief description of the ordinance. She stated the Parks & Recreation Advisory Board are in favor of the ordinance. She stated signs would be posted in parks and on trails. She stated the Northwest Arkansas Tobacco and Drug Free Coalition has endorsed the ordinance and will assist with the signs.

Council Member Tennant: I am in favor of this. Is the Northwest Arkansas Tobacco and Drug Free Coalition paying for the signs or are the signs part of the budgeting?

Connie Edmonston: They are going to assist us with signage.

Council Member Gray moved to suspend the rules and go to the second reading. Council Member Kinion seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

Council Member Marsh moved to suspend the rules and go to the third and final reading. Council Member Gray seconded the motion. Upon roll call the motion passed unanimously.

City Attorney Kit Williams read the ordinance.

A discussion followed about the safety and health benefits of the past smoking ordinance and the current one being proposed.

Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.

Ordinance 6046 as Recorded in the office of the City Clerk

Downtown/Entertainment District Parking and Mobility Plan: A resolution to approve and authorize Mayor Jordan to proceed with Phase One of the Implementation Schedule for the Downtown/Entertainment District Parking and Mobility Plan developed by Nelson/Nygaard Consulting Associates, Inc.

Justin Clay, Parking Manager gave a brief description of the resolution and Phase 1 objectives.

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Jason Schrieber, Nelson/Nygaard Consulting Associates presented a PowerPoint Presentation. He spoke about the study, it's findings, challenges identified, the plans strategies and recommendations aimed at improving how the parking system functions, and the experience of those who park, with the goal of increasing availability throughout the entire parking system.

Justin Clay spoke about customer service, increasing supply, adding on street spaces to West Avenue in front of Grubs restaurant, open the leasing spaces behind the old court house as free parking, and working with the Arts Center to institute bundled and prepaid parking for theatre goers. He stated he wanted to make clear the recommendation around the residential benefit improvement district and responsive pricing. He stated the way they are applying the recommendation is to continue to build upon the existing stakeholder groups to discuss what's been recommended. He stated there is no implementation of any of the rate changes or any of the structural changes to the existing programs in Phase 1. He stated as they move forward with any one specific item, he will come back before Council for them to consider it on its own merit. He stated that the phase approach sets them on a clearly defined roadmap.

Council Member Tennant: The biggest problem in the city about parking doesn't have a whole lot to do with the city owned lots. It has to do with the private lots. Almost every complaint I get is about the private lots. How can we best go about improving private lot problems?

Justin Clay: One of the recommendations is to pursue shared parking agreements with private lot owners. Even possibly, the lot owners that currently make their parking publicly accessible.

Don Marr stated signage is important to let people know they are in the city's public lot and when they're in a private public lot for those that we are not able to work agreements with. He spoke about labeling to show the city controls it and makes it clear that the city doesn't boot and tow. He spoke about the parking equipment when initially purchased. He stated a contract has been negotiated with the University of Arkansas West Annex Building. He stated the city would like to capitalize on parking that is used in the daytime, but available at night. He spoke about legal and economic aspects. He stated the branding and education components are a big part of the customer service plan.

Council Member Tennant: The branding is key. Once people learn that, they are going to remember it.

Don Marr: We are targeting our Wayfinding Signage Program because it would be consistent throughout the entire region.

Council Member Tennant thanked city staff for their efforts.

Council Member La Tour: It is hard to sell something, somebody else is giving away for free. When I go to Ruth's Chris Steak House in Rogers, I park for free. When I go to the Bentonville Square or downtown Springdale, I park for free. When I come to downtown Fayetteville, at one point, I had to download an app and figure out how to use it so I could pay for my parking. I go south of the mall or MLK to eat and I don't have to worry about parking. What can we do that's

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going to make me want to come back and eat on Dickson Street? I want an uncomplicated way to go to dinner.

Justin Clay: These recommendations and Phase 1 objectives have the goal of making parking convenient, easy to understand, and available at all points of the system.

Jason Schrieber: The concern you speak about is the concern I've heard in every parking study over the years. People still come to downtown Fayetteville because of what it is. It's something all those other locations you can go to that have free parking will never be able to provide. That will always be the case.

Council Member La Tour: When you argue we have a big demand for our downtown area and people will maneuver the parking for the culture, you are saying they are coming despite our parking. I would like for the parking to be simple and inexpensive. My solution is to make it free.

Mayor Jordan: We have $10 million worth of bonds. How are you going to pay that off if you don't have paid parking?

Council Member La Tour: I agree we have bonding obligations, so we can't make it free. That was a mistake we made ten years ago. We went into debt and incurred those obligations and now we are competing with these other cities who have free parking.

Mayor Jordan: Doesn't matter how you got there, you got to pay the bonds off.

Don Marr: I don't agree with you Council Member La Tour. There are people who can tailgate at Wilson Park for free. They are further away, but they would much rather be in a sense of place closer to the stadium for convenience of amenities. People pay to park in a lot for the convenience. You are paying for parking when you go to Ruth's Chris Steak House or the mall. There is a cost to those entities to provide that and it is in their cost of making back what they invested to put those things in place. People think it's free, but the cost of parking is something we deal with. It's whether it's included in your pricing or whether it is a stand-alone item for a user based situation. People understand what the benefits are. There are items we can improve. That is why we are taking the role we took in this study and why these recommendations need to go into place. It is an asset we don't give away for free. To offset bond payments and to pay for parking the city is providing, that businesses didn't necessarily build in this scenario, we have to be able recoup and finance that.

Mayor Jordan: How many of the parking spaces are privately owned in the Entertainment area?

Jason Schrieber: I think it is more than half, but I don't know the number.

Mayor Jordan: Private owners were already starting to do paid parking before we ever started to do paid parking. We met with business owners on Dickson Street and they said they had been promised a parking deck for 20 years and nobody has brought forward a way to do that. I told them I had a way, but it's going to take paid parking and they said okay. We passed bonds and we must pay for those bonds.

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Council Member La Tour: I know there is no such thing as a free lunch. The cost of parking is going to be paid one way or the other, but the whole city is taking on that burden. We fancy ourselves as a welcoming city, but visitors must pay for parking downtown. It would be a more welcoming city if we as citizens of Fayetteville paid for the parking for visitors. I know we can't go back, but it's an academic point. I rather see us be in a position where we could offer free parking because it would make our downtown flourish even more.

Mayor Jordan: What would be your plan to do that?

Council Member La Tour: It would be a tax increase and I don't like that either.

Don Marr: The debate we had at this Council was if this was going to be paid by the citizens in their taxes or paid by the user benefiting from the service.

Jason Schrieber: The end game is for visitors and customers to be able to find a parking space. When it's free and as cool as your Entertainment District is, I would never find a parking space as an outsider, unless it's nothing but parking garages. If it's all parking garages I'm not coming because it will look ugly. That tradeoff is what downtowns have been doing for a long time. The downtown merchants are the number one constituents who get behind the pricing plans. They see new curb spaces that are opened because of pricing as opportunities for their customers to get in. Parking activity has increased, retails sales have gone up, and people have become happier. As an outsider, I would happily pay $2.00 an hour to park to attend places in your Entertainment District.

Council Member Marsh: Downtown Springdale and Bentonville are not within walking distance of a campus that has 25,000 students. The U of A charges between $66.00 and $879.00 for a parking space, per year. If I was a student looking to save some money, I would leave my car on Dickson Street all day. The benefit of having paid parking is that it makes people judicious where they leave their car. People can park further away at the Public Library or Mill District who don't have a lot of money to park. This is an excellent plan and I look forward to us implementing it.

Council Member Smith: You get what you pay for, but you also pay for what you use. I will happily go downtown, but I park further away. It is our job to make sure that despite paid parking that Dickson Street stays the type of place we want to be.

Teresa Turk, Citizen requested the analysis to look at the days of the week regarding usage. She stated it would be nice to park free on Sundays.

Katherine Galloway, 609 West Dickson stated the more you have to park for a place, the more desirable it is. She spoke about safety and ride sharing services.

Justin Clay spoke briefly about ride sharing and traffic congestion issues.

Council Member Petty spoke about the general study results and upcoming stakeholder meetings. He stated HMR revenue downtown has grown over the years since paid parking was implemented. He stated criticism leveled at the city was legitimate for the way the city was communicating about the system and the way it was structured. He stated the report defines a clear plan to fix legitimate

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weaknesses and make it stronger. He spoke about branding, transparent pricing, and priced according to demand.

Council Member Gray requested for security to be addressed.

Don Marr spoke about security and days of the week regarding usage that was addressed in the plan.

Greg Tabor, Chief of Police: We have had two officers work Dickson Street for many years. We have recently increased it to four in the evening hours. We have regular meetings with the Dickson Street Merchants Association. We have worked with the U of A to increase lighting. We have installed cameras on Dickson Street that are fed into Dispatch for viewing. We have worked on traffic congestion. We have been doing a lot in the last few months to increase safety on Dickson Street.

Council Member Gray thanked Chief Tabor for letting the public know what all is being done about safety.

Mayor Jordan stated they had been working directly with Dickson Street business owners.

Don Marr thanked Justin Clay, Peter Nierengarten, and Nelson/Nygaard Consulting Associates for their work on the plan. He thanked stakeholders, Walton Arts Center, Dickson Street Merchants, parking users, and the public who provided input into this plan.

Mayor Jordan expressed his appreciation for everyone's work.

Council Member Petty moved to approve the resolution. Council Member Marsh seconded the motion. Upon roll call the resolution passed unanimously.

Resolution 77-18 as recorded in the office of the City Clerk

Sale of City of Fayetteville Property about 0.04 Acres: A resolution to authorize Mayor Jordan to sell about 0.04 acres of city property south of George's Majestic Lounge and west of the railroad tracks to the highest or best bidder.

Devin Howland, Director of Economic Vitality gave a brief description of the resolution. He stated there were two bids received. Staff is recommending retaining the property. He stated utilizing the property for parking potentially could impact the seven mature trees located on the parcel. Staff recommends retaining the property until the completion of the Design Excellence Grant work is done to ensure it's not needed as part of the project and to further establish the compatibility of proper uses against the Design Excellence Grant.

Council Member Petty: The recommendation is to not sell the property right now?

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Devin Howland: Correct, not until the Design Excellence Grant work is done. Even if the property did need to go back out to rebid, the Council could set parameters inside of the bid if they don't want the trees removed if it is sold.

Don Marr: State law about disposing of property from the city starts with the property value being over $20,000 or under $20,000. The city can entertain individual offers for property without bidding them if under $20,000. They must be bid if over $20,000. Two long term businesses bid, but we believe it is important to wait until we see what the Design Excellence Grant work shows.

Craig Underwood, Underwoods Jewelers stated he submitted a high bid for the parcel with the intent of using it for parking. He spoke briefly about Underwoods parking situation. He stated he does not understand why the property was put up for sale if there was no intent to sell it. He stated he put up the highest bid for $25,000 and is over the appraised value. He believes he should be awarded the parcel.

Council Member Tennant: I brought this forward because I was approached by a Dickson Street business owner who was curious if we would sell it. City staff instructed me on how it all worked. I erroneously believed George's would be the only one who could possibly want it because of where it is and what it is. Now, two 50-year respected businesses want it. I wasn't as educated as I should've been on the Design Excellence Grant, plus the Mobility Study, and what that might mean to this spot. I would like to wait until we get some results back from the reports to make the best decision.

Council Member Gray: How many trees would possibly have to be cut?

Devin Howland: It would be sheer speculation, but there are seven on the parcel.

Council Member Marsh: I appreciate Mr. Underwood's offer, but I think we owe it to our citizens to wait until we have a plan for this area. I hope it can bring a new attraction and not just add more parking to an existing attraction.

Mayor Jordan: The resolution is to not sale the property?

City Attorney Kit Williams: You would vote against the resolution. The resolution is to sell the property.

Mayor Jordan: The recommendation from staff is to not sell the property?

Devin Howland: Yes.

Don Marr: In a previous City Council meeting there was a lot of discussion by the Council that putting it to bid did not mean you had to sell it. The Design Excellent Grant was spoken about and the possibility of it being an even higher value for someone to look at for housing. The City Attorney told you that you could accept the highest bid or you could reject any of the bids to not sell the land. Going through this process did not commit you to do it.

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City Attorney Kit Williams explained what a yes or no vote means. He spoke about what tabling an item indefinitely means.

Council Member Gray moved to approve the resolution. The motion died for lack of a second.

Council Member Marsh moved to table the resolution indefinitely. Council Member Smith seconded the motion. Upon roll call the motion passed unanimously.

This resolution was Tabled Indefinitely.

Sale of City of Fayetteville Property about .1 Acres: A resolution to sell about 0.1 acres of land at the Northwest corner of South Razorback Road and Sligo Street to John Christopher Looney and Myriah Dawn Johnson for $5,000.00.

Devin Howland, Director of Economic Vitality gave a brief description of the resolution.

John Christopher Looney, Applicant thanked the Council. He stated he doesn't intend to use any of the trees for the 20% tree canopy. He stated he is not cutting down the silver maple on the property. He spoke about storm retention.

Council Member Marsh: I have not heard any comments in opposition to this. It is a good use of what is underutilized land. Thank you to the proposed buyer for taking into consideration the sensitive nature of the site, water shed, and tree canopy.

Council Member Marsh moved to approve the resolution. Council Member Gray seconded the motion. Upon roll call the resolution passed unanimously.

Resolution 78-18 as recorded in the office of the City Clerk

Amend § 74.01: An ordinance to amend §74.01 **Application Of Regulations** to add a definition of roadway.

City Attorney Kit Williams read the ordinance.

City Attorney Kit Williams: Chief Tabor had questions about whether medians would be covered within our normal ordinance that people aren't supposed to walk into the street, such as highways and arterials. I looked at the ordinance and it wasn't clear and decided I needed a definition of roadway to make it clear.

Greg Tabor, Chief of Police stated the Police Department has seen a large increase of people being in the median of different roadways, which is very dangerous. He stated it could cause a dangerous distraction.

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Council Member Marsh: How many accidents have we had in the last ten years that are attributable to people being in the medians?

Greg Tabor: I have no idea. In 2017, we had 41 calls of someone being in the median. I don't know how many were accidents.

Council Member Marsh: I would like to have that information. I'm hearing concerns from my constituents that this is about criminalizing panhandling. We need to address the root cause of panhandling, which is poverty, unemployment, and underemployment. Until I see some numbers that shows this is a problem, I'm not supporting this ordinance.

Greg Tabor: There are many people panhandling outside of medians. We have not criminalized them or wrote any citations.

Don Marr: It concerns me to hear a statement like that because it implies that's the staffs' intention. Our concern is safety. We are just as concerned about the safety of a panhandler in the middle of the road as we are about a pedestrian. When you have people standing longer periods of time, not in a pedestrian crossing aspect, it is a real safety issue. It is not a target of reducing panhandling. If a person is doing that, we direct them to where they can do that, safely and legally. We are talking about items that are typically raised concrete dividers between lanes or a triangle put into the middle of the road to hold a stop sign, not to be used as a pedestrian standing permanent location.

Council Member Tennant: This will still allow multiple intersections to be used if someone chooses because it doesn't cover everything. This about smaller spaces we are trying to keep people safe in.

Greg Tabor: No, that isn't correct. I don't think it would allow you to do it in the roadway at any location. You could be on the side of the road and do it at just about any location in town.

Council Member Tennant: At Joyce Boulevard, there is a small concrete divider where a man was selling water for money. He had an ice chest with wheels on it. It rolled off and I saw three cars, somehow not run into each other. He ran out to stop it and a car almost hit him. This is what this ordinance is about.

Greg Tabor: That's correct. This is about safety.

Council Member Kinion: I understand the intent is safety. Is there some way we can better amend this? Whenever you read it, you can possibly see that it could be interpreted to criminalize a person panhandling.

City Attorney Kit Williams: All this does is define what the roadway is. It's already against the law to jaywalk because of safety issues. It's already against our other ordinance to get into roadways of arterial streets or highways. This is purely for safety. You have to rely a little bit on our Police Department to make sure they are looking at safety issues and not something else. If you are getting on the median on College Avenue between where Joyce comes in, how do you get

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there? There are no crosswalks there. We are encouraging people to be unsafe if we let them stand there because they have to be unsafe to cross there. There are lots of places that people can go and panhandle legally in the city. We don't have to wait for somebody to get killed to pass this.

Greg Tabor: Every Fayetteville Police Officer knows what our City Attorney's opinion is about the legalities of panhandling and what the Supreme Court ruling is.

A discussion followed about Supreme Court rulings.

Council Member Kinion: I know the intent is in earnest and is about safety. We have been approached by many people who are concerned about the city targeting panhandlers.

Greg Tabor: It will be our intent to enforce this for someone being in the median. Not what they are doing in the median.

City Attorney Kit Williams: If there is a problem in the future, it is up to the Council to fix it. Just like the problem with our previous ordinance needing a definition and that's why I drafted one and brought it to you. You must have confidence in our democratic system and City Councils' in the future as problems occur.

A discussion followed about the definition of what a roadway is.

Council Member La Tour: We have to rely on the Police. Chief Tabor, thank you for protecting our families and people. Every time I exit I-49, there's usually someone at the exit asking for money and this ordinance won't stop that, but I'm concerned about safety. Let's not wait for somebody to get killed.

Council Member Smith: I don't question the intent of the ordinance, but I worry about the perception. If it's perceived as targeting the poor, I want to make sure we are providing services for that first before we go after criminalizing it. Safety is a real concern. Where have the 41 calls been?

Greg Tabor: Joyce and College intersection, College and Township, Wedington, College and Rolling Hills, Garland, Zion, Crossover, and South School.

A discussion followed about requesting panhandlers to move from the median to the edge of the road.

Council Member Smith: Would a citation come before or after they are asked to move?

Greg Tabor: Officers' use discretion every day for many things. Our records management system is very robust. It keeps track of all the warnings and citations we give. I hope the very first time, we would give warnings. If you have been warned three to six times, you are going to get a citation.

Council Member Smith: That sounds reasonable.

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Don Marr spoke about the City of Fayetteville contributing over $600,000 to homeless services. He stated he is not aware of any other city that can make that statement.

Council Member Smith: I did not intend to imply we weren't doing anything to tackle the problem. There is a whole lot more problem left in front of us.

Rob Qualls, 2140 Jonquil stated he represents a Civil Rights organization called, For Fayetteville. He gave statistics of the 2017 calls to the Police Department. He spoke about Civil Rights of panhandlers.

Amber Bruce, Social Worker spoke about her concerns of homelessness.

Council Member Marsh spoke about fixing the roadway design rather than pass laws that could criminalize people in crisis.

Council Member Petty stated he would like to hold the ordinance and requested information about other median ordinances. He spoke about other communities who have posted signs, to text a certain number, to donate to homeless shelters.

City Attorney Kit Williams: I have looked at the issues with medians and in many cases the prohibition against medians were directly linked to panhandlers. In other cases, they tried to do them city wide as was alleged here. Ours is not city wide, it's only principle arterials and federal or state highways. This law is somewhat influx and no guarantee as to what is exactly going to happen. All we are doing is clarifying the ordinance by adding a definition to roadway. This is not a significant change to the existing ordinance you all passed not very long ago. It is directed towards safety. It is not directed toward panhandlers. A panhandler has the right to ask for money, but doesn't give the right to break a law or create danger for other people.

This ordinance was left on the First Reading

Announcements:

City Attorney Kit Williams: The city was sued by a law firm over the False Alarm Reduction ordinance we passed several years ago. This law firm sued Fayetteville, Little Rock, and Hot Springs. Little Rock has filed a motion to dismiss. I filed an answer, an extensive motion, and brief attacking their attempt to certify a class to sue against us. I filed a motion for judgement on the pleadings. Hot Springs is supposed to settle, pay attorney fees, refund money to false alarm people, and agreeing to not enforce the ordinance anymore. Our False Alarm ordinance is defendable. It has worked and we have reduced the false alarms by 50%. We would like to reduce that even more. I'm going to do my best to defend this case because the ordinance has been effective for our Police Department.

Greg Tabor, Chief of Police: On March 10, 2018, we are having a community event at Arkansas Athletes Outreach beginning at 8:00 a.m. Everyone is invited to attend.

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Susan Norton stated she is a member of the National League of Cities and is appointed to the Information Technology Communication Committee. She will be attending a meeting in Washington D.C.

Mayor Jordan stated he is on the Human Development Committee and will be attending a meeting in Washington D.C.

City Council Agenda Session Presentations:

Agenda Session Presentation, Sales Tax Report - Paul Becker

Agenda Session Presentation, Monthly Energy Usage Report – Peter Nierengarten

City Council Tour:

4:30 p.m. Monday, March 5, 2018 RZN 17-6034 2468 N. Crossover/Jones

Adjournment: 9:42 p.m.

Lioneld Jordan, Mayor	**Sondra E. Smith, City Clerk Treasurer**

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B.2

ORDINANCE NO. _____

AN ORDINANCE TO AMEND § 74.01 **APPLICATION OF REGULATIONS** TO ADD A DEFINITION OF ROADWAY AND TO AMEND § 74.99 **PENALTY** TO MAKE THE HIGHEST FINE FOR IMPROPERLY BEING IN THE ROADWAY $25.00

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 the title of 74.01 from **Application of Regulations** to **Application of Regulations and Definitions**, places the existing wording in subsection (A) and enacts a new subsection (B) as follows:

> "(B) As used in this Chapter, "roadway" will mean that part of the right of way between furthest curb or edge of the pavement on one side of the road to the furthest curb or edge of the pavement on the other side of the road and shall include any median between lanes of travel."

Section 2. That the City Council of the City of Fayetteville, Arkansas hereby amends § 74.99 **Penalty** of Chapter 74: **Pedestrians** by enacting a new (C) as follows:

> "(C) Whoever violates § 74.03, § 74.04 or § 74.05 shall be fined not more than $25.00."

PASSED and **APPROVED** this 20th day of March, 2018.

APPROVED:

By: _____
LIONELD JORDAN, Mayor

ATTEST:

By: _____
SONDRA SMITH, City Clerk/Treasurer

CityClerk

From: Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
Sent: Tuesday, March 20, 2018 7:35 PM
To: CityClerk
Subject: Fwd: Planning commission

Categories: Follow Up, FYI

Please make this part of the third of the March 20, 2018 City Council Meeting.

Thank you.

Sent from my iPhone

Begin forwarded message:

> **From:** Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
> **Date:** March 20, 2018 at 3:46:43 PM CDT
> **To:** mayor@fayetteville-ar.gov
> **Cc:** kwilliams@fayetteville-ar.gov, ward3_pos1@fayetteville-ar.gov
> **Subject: Fwd: Planning commission**
>
> Mr. Mayor -
>
> Ms. Bandy shared with me the below email regarding her application to be on the Planning Commission. Section 33.106 states that the Planning Commission shall consist of nine members "who shall be citizens of Fayetteville." There is absolutely no requirement that a member of the Planning Commission be a registered voter. Because Ms. Bandy is a citizen of Fayetteville, she is qualified for membership on the Planning Commission.
>
> Furthermore, the question on the application asks, "Are you a Fayetteville registered voter?" It does not require that an applicant be registered to vote in Fayetteville. Ms. Bandy is a registered voter. Again, because Ms. Bandy is a citizen of Fayetteville and a registered voter, she is qualified for membership on the Planning Commission.
>
> The City does not have the authority to require that a planning commissioner be a registered voter. Since this is the basis for the denial of Ms. Bandy's application, I request that the current nominations be rejected, and that the application process be reopened so that she may be considered.
>
> Furthermore, I find it highly inappropriate that the City "requires" Planning Commission members to be residents of Fayetteville when the City Planning Director, who reports to the Planning Commission, is NOT a citizen of Fayetteville.
>
> Zac Keefer, who is a nominee, did not file a Statement of Real Estate Interest as required based on the documentation we have been provided. No one who lives in the Rolling Hills area or who mentioned Rolling Hills or listed a reference from Rolling Hills was nominated for the Planning Commission.

Finally, it is my understanding that you wrote a letter of recommendation to the nominating committee on behalf of Matt Hoffman recommending that he be reappointed. This - along with the fact that two of the nominees listed members of the Nominating Committee as references - smacks of impropriety. Again - I request that the application process be reopened, and that you and all members of the City Council refrain from any recommendations.

Since February, you have had to table a City Council vote on a rezoning ordinance because the application was not complete and send it back to the Planning Commission, the Planning Commission has had to table the same rezoning ordinance because proper notice was not given, the City Council appears to be discriminating against Planning Commission applicants, and the system appears to be rigged in favor of those who stand to benefit financially from City decisions. I am asking as a citizen of Fayetteville that a complete investigation be conducted from someone who is NOT a city employee or elected official. I am also requesting that the City adopt a formal statement of ethics.

Thank you

Begin forwarded message:

> **From:** Leslie Bandy <lesliebandy1@gmail.com>
> **Date:** March 20, 2018 at 2:57:27 PM CDT
> **To:** Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
> **Subject: Fwd: Planning commission**
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** "Jordan, Lioneld" <ljordan@fayetteville-ar.gov>
> > **Date:** March 14, 2018 at 10:32:54 PM CDT
> > **To:** Leslie Bandy <lesliebandy1@gmail.com>
> > **Subject: RE: Planning commission**
> >
> > Leslie,
> > You have to be a regestered voter within the city limits and get your application in on time otherwise you can't interview for the city boards. That is administered by the City Clerk's office, so you would need to contact them.
> > I hope this helps,
> > Mayor Jordan
> >
> > Sent from my Verizon 4G LTE smartphone
> >
> > -------- Original message --------

From: Leslie Bandy <lesliebandy1@gmail.com>
Date: 3/14/18 8:00 PM (GMT-06:00)
To: "Jordan, Lioneld" <ljordan@fayetteville-ar.gov>
Subject: Planning commission

Mayor Jordan,

I was operating under the belief that everyone who applied for the planning commission was granted an interview. Could you confirm that, please?

Thanks-Leslie Bandy

Sent from my iPhone

CityClerk

From: Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
Sent: Tuesday, March 20, 2018 7:36 PM
To: CityClerk
Subject: Fwd: Planning Commission Vacancies (Continued)

Categories: Follow Up, FYI

Please make this part of the third of the March 20, 2018 City Council Meeting.

Thank you.

Sent from my iPhone

Begin forwarded message:

> **From:** Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
> **Date:** March 15, 2018 at 7:04:43 PM CDT
> **To:** mayor@fayetteville-ar.gov
> **Cc:** ward3_pos1@fayetteville-ar.gov, kwilliams@fayetteville-ar.gov, bpennington@fayetteville-ar.gov
> **Subject: Re: Planning Commission Vacancies (Continued)**
>
> And it appears Mr. Winston did not even complete the application before submitting it.
>
> Sent from my iPhone
>
> On Mar 15, 2018, at 6:04 PM, Leigh Anne Yeargan <leighanneyeargan@yahoo.com> wrote:
>
>> Further to my previous email, it appears that Sarah Bunch -a member of the nominating committee and interviewer - was a listed reference for two of the applicants nominated, and Mark Kinion - another member of the nominating committee and interviewer - was a listed reference for one of the applicants nominated. This is a pure conflict of interest. Members of the nominating committee of the City Council should not be references for positions they are deciding to fill, or they should have disclosed their conflict of interest and recuse.
>>
>> <2018 1st Qrt Planning Commission Applications NOT COMPLETE UNTIL AFTER DEADLINE.pdf>

CityClerk

From: Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
Sent: Tuesday, March 20, 2018 7:36 PM
To: CityClerk
Subject: Fwd: Planning Commission Vacancies (Continued)
Attachments: 2018 1st Qrt Planning Commission Applications NOT COMPLETE UNTIL AFTER DEADLINE.pdf

Categories: Follow Up, FYI

Please make this part of the third of the March 20, 2018 City Council Meeting.

Thank you.

Sent from my iPhone

Begin forwarded message:

> **From:** Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
> **Date:** March 15, 2018 at 6:04:07 PM CDT
> **To:** mayor@fayetteville-ar.gov
> **Cc:** ward3_pos1@fayetteville-ar.gov, kwilliams@fayetteville-ar.gov, bpennington@fayetteville-ar.gov
> **Subject: Planning Commission Vacancies (Continued)**
>
> Further to my previous email, it appears that Sarah Bunch -a member of the nominating committee and interviewer - was a listed reference for two of the applicants nominated, and Mark Kinion - another member of the nominating committee and interviewer - was a listed reference for one of the applicants nominated. This is a pure conflict of interest. Members of the nominating committee of the City Council should not be references for positions they are deciding to fill, or they should have disclosed their conflict of interest and recuse.

These 1st Qtr 2018 applications are not complete. Deadline is Friday, February 23rd 5:00 pm

RECEIVED
DEC 12 2017
CITY OF FAYETTEVILLE
CITY CLERK'S OFFICE

City of Fayetteville Application Form
For appointment to City Boards, Commissions, and Committees

Thomas L. Brown	Retired (ConocoPhillips)		
Name	**Employer Name/ Occupation**		
339 N Gregg Ave.	Fayetteville	AR	72701
Resident Street Address	**City**	**State**	**Zip Code**
Mailing Address	**City**	**State**	**Zip Code**
4793878557	N/A	dog13gregg@aol.com	
Home phone #	**Business phone**	**Email Address**	
Planning Commission (2nd Term)	Member	4+ (See Attachment A)	
Choice of Committee	**Position**	**City of Fayetteville Length of Residency**	

Are you a Fayetteville registered voter? Yes ☑ No ☐

1. **What are your qualifications for serving on this committee, including education and expertise in the subject matter?**

During my first term I obtained a Certified Arkansas Planning Official (CARPO) designation from the Arkansas Chapter of the American Planning Association and the Arkansas Public Administration Consortium. (See Attachment B for additional information)

2. **Why would you like to be considered for appointment to this committee?**

During my first term I have focused on Fayetteville's neighborhoods and the need for comprehensive planning and I would like to continue my efforts in these two areas. In addition, I have provided review assistance and input on the Fayetteville Mobility Plan and the Rezoning of College Avenue between North and Maple Streets. (See Attachment C for additional information)

References:

Mark Kinion	418 W Ila Street, Fayetteville, AR 72701	4794427868
Name	**Address**	**Phone**
Nancy Allen	1917 N. Woodland Ave., Fayetteville,AR	4794220039
Name	**Address**	**Phone**

How did you hear about the opening(s)? NWA Democrat Gazette ☐ Facebook ☐ Fayetteville-ar.gov ☑ ☐ Government Channel ☐ Chamber of Commerce ☐ Fayetteville Flyer ☐

State statute §21-8-701 (a) requires the following persons shall file a written Statement of Financial Interest The Statement of Financial Interest for the previous calendar year shall be filed by January 31st of each year by the following boards or commissions: Advertising and Promotion Commission, Airport Board, Civil Service Commission, Planning Commission, Research Park Authority Board, Utility Board, or Water or Sewer Board.

If you are applying for the Planning Commission you must also complete and submit a Real Estate Holdings Form which may be obtained on our website at www.fayetteville-ar.gov

If you have any questions you may contact the City Clerk office at 479-575-8323 or by email cityclerk@fayetteville-ar.gov

ENT

Office Use Only:

Term Begins: _____ **Appointed:** _____

Term Expires: _____ **Replaced:** _____

Terminated: _____ **Resigned:** _____

RECEIVED

FEB 5 2018

CITY OF FAYETTEVILLE
CITY CLERK'S OFFICE

City of Fayetteville Application Form
For appointment to City Boards, Commissions, and Committees

Zack Kifer	Moses Tucker Real Estate / Real Estate Broker		
Name	**Employer Name/ Occupation**		
509 W Spring St	Fayetteville	AR	72701
Resident Street Address	**City**	**State**	**Zip Code**
PO Box 9866	Fayetteville	AR	72703
Mailing Address	**City**	**State**	**Zip Code**
479-387-2156	479-582-0000	zkifer@mosestucker.com	
Home phone #	**Business phone**	**Email Address**	
Planning Commission		10+ years	
Choice of Committee	**Position**	**City of Fayetteville Length of Residency**	

Are you a Fayetteville registered voter? Yes ☑ No ☐

1. What are your qualifications for serving on this committee, including education and expertise in the subject matter?

I have lived in the area for 10+ years, earned a bachelors degree from the UofA in Real Estate/Finance. I am also an active member in ULI, ISCS & BOMA - each of theses organizations practive and promote better methods of development and community building. I do a large amount of real estate deals each year in Fayetteville, and believe I can bring some great feedback from both a local & developer point of view.

2. Why would you like to be considered for appointment to this committee?

I would like to get invloved with the city of Fayetteville and believe this presents the best option for me to come in and make an immediate impact with my background and skillset. I would like to continue helping promote and improve the City of Fayetteville's growth through well thoughtout decisions that will have a positive impact on the local landscape and with developer relations who are looking at Fayetteville with future projects in mind.

References:

David Erstine	3945 N Vantage Dr, Fayetteville AR	479-301-2520
Name	**Address**	**Phone**
Devin Howland	113 W Mountain St, Fayetteville AR	479-575-8221
Name	**Address**	**Phone**

How did you hear about the opening(s)? NWA Democrat Gazette ☐ Facebook ☐ Fayetteville-ar.gov ☐ ☐ Government Channel ☐ Chamber of Commerce ☐ Fayetteville Flyer ☑

State statute §21-8-701 (a) requires the following persons shall file a written Statement of Financial Interest The Statement of Financial Interest for the previous calendar year shall be filed by January 31st of each year by the following boards or commissions: Advertising and Promotion Commission, Airport Board, Civil Service Commission, Planning Commission, Research Park Authority Board, Utility Board, or Water or Sewer Board.

If you are applying for the Planning Commission you must also complete and submit a Real Estate Holdings Form which may be obtained on our website at www.fayetteville-ar.gov

If you have any questions you may contact the City Clerk office at 479-575-8323 or by email cityclerk@fayetteville-ar.gov

Office Use Only:

Term Begins: _____ **Appointed:** _____

Term Expires: _____ **Replaced:** _____

Terminated: _____ **Resigned:** _____

ENTERED

Hold on file for upcoming vacancies

RECEIVED
NOV 27 2017
CITY OF FAYETTEVILLE
CITY CLERK'S OFFICE

City of Fayetteville Application Form
For appointment to City Boards, Commissions, and Committees

David "Mac" McWethy	(Boringly) retired		
Name	**Employer Name/ Occupation**		
1660 North Salem Road	Fayetteville	AR	72704-5700
Resident Street Address	**City**	**State**	**Zip Code**
Same as above			
Mailing Address	**City**	**State**	**Zip Code**
(479) 305-3242		dmmcwethy@cox.net	
Home phone #	**Business phone**	**Email Address**	
Planning Commission	Next available	50 years	
Choice of Committee	**Position**	**City of Fayetteville Length of Residency**	

Are you a Fayetteville registered voter? Yes ☑ No ☐

1. What are your qualifications for serving on this committee, including education and expertise in the subject matter?

I graduated with a B.A. (cum laude) degree in Political Science and have a Master's Degree in Public Administration--both from the University of Arkansas. I was Assistant City Manager of Fayetteville for thirteen years and--in order to prepare all 312 City Board agenda packets--had to attend every Plat Review and Subdivision Committee meeting as well as all of those of the Planning Commission to give a balanced pro-and-con report to the Directors on those items that required their final approval. Commissioners Ernie Jacks, Mort Gitelman and I came up with the concept of "tandem lots" to help fill in empty parcels that had sufficient area but lacked the requisite frontage on a public street, and I was the one responsible for the requirement that streetlights in new subdivisions being at street intersections or at 300' spacing (which garnered me a degree of animus with more than one developer)

2. Why would you like to be considered for appointment to this committee?

I have the education, training, experience, and available time on my hands to do a good job with a minimum amount of "learning curve" being required, and would like to once again become active in local land-use-planning matters.

I do not have any financial or business interests in Fayetteville other than the equity interest in my home.

References:

Former Mayor Paul R. Noland	2190 Manor Drive	442-8820
Name	**Address**	**Phone**
Former Mayor Marion R. Orton	1641 Halsell Road	442-8036
Name	**Address**	**Phone**

How did you hear about the opening(s)? NWA Democrat Gazette ☐ Facebook ☐ Fayetteville-ar.gov ☐ Government Channel ☐ Chamber of Commerce ☐ Fayetteville Flyer ☐

State statute §21-8-701 (a) requires the following persons shall file a written Statement of Financial Interest The Statement of Financial Interest for the previous calendar year shall be filed by January 31st of each year by the following boards or commissions: Advertising and Promotion Commission, Airport Board, Civil Service Commission, Planning Commission, Research Park Authority Board, Utility Board, or Water or Sewer Board.

If you are applying for the Planning Commission you must also complete and submit a Real Estate Holdings Form which may be obtained on our website at www.fayetteville-ar.gov

If you have any questions you may contact the City Clerk office at 479-575-8323 or by email cityclerk@fayetteville-ar.gov

ENTERED

Office Use Only:

Term Begins: _____ **Appointed:** _____

Term Expires: _____ **Replaced:** _____

Terminated: _____ **Resigned:** _____

* Porter has been off Planning Commission 1 full term and eligible to re-apply.

RECEIVED
FEB 5 2018
CITY CLERK'S OFFICE

City of Fayetteville Application Form
For appointment to City Boards, Commissions, and Committees

PORTER WINSTON — INSITE CONSTRUCTION
Name — Employer Name/ Occupation

946 N. Lakeside dr. — Fayetteville — AR — 72701
Resident Street Address — City — State — Zip Code

SAME
Mailing Address — City — State — Zip Code

479 442-9106 — 479-531-3037 — porter@insitenwa.com
Home phone # — Business phone — Email Address

BOA and/OR Planning Commission — 2001
Choice of Committee — Position — City of Fayetteville Length of Residency

Are you a Fayetteville registered voter? Yes ☒ No ☐

1. What are your qualifications for serving on this committee, including education and expertise in the subject matter?

7½ yrs. on Planning Commission
2 yrs on BOA

2. Why would you like to be considered for appointment to this committee?

Civic duty.

References:

Sarah Bunch — 1301 N Viewpoint Dr. — 72701
Name — Address — Phone

Mark Kinion — 418 W Ila. — 72701
Name — Address — Phone

How did you hear about the opening(s)? NWA Democrat Gazette ☐ Facebook ☐ Fayetteville-ar.gov ☐ Government Channel ☐ Chamber of Commerce ☐ Fayetteville Flyer ☐ Planning Staff

State statute §21-8-701 (a) requires the following persons shall file a written Statement of Financial Interest The Statement of Financial Interest for the previous calendar year shall be filed by January 31st of each year by the following boards or commissions: Advertising and Promotion Commission, Airport Board, Civil Service Commission, Planning Commission, Research Park Authority Board, Utility Board, or Water or Sewer Board.

If you are applying for the Planning Commission you must also complete and submit a Real Estate Holdings Form which may be obtained on our website at www.fayetteville-ar.gov

ENTERED

If you have any questions you may contact the City Clerk office at 479-575-8323 or by email cityclerk@fayetteville-ar.gov

Office Use Only:
Term Begins: _____ Appointed: _____
Term Expires: _____ Replaced: _____
Terminated: _____ Resigned: _____

CityClerk

From: Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
Sent: Tuesday, March 20, 2018 7:36 PM
To: CityClerk
Subject: Fwd: Nominees for Vacant Planning Commission Positions

Categories: FYI

Please make this part of the third of the March 20, 2018 City Council Meeting.

Thank you.

Sent from my iPhone

Begin forwarded message:

> **From:** Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
> **Date:** March 15, 2018 at 2:50:58 PM CDT
> **To:** Mayor <mayor@fayetteville-ar.gov>
> **Cc:** Kit Williams <kwilliams@fayetteville-ar.gov>, Blake Pennington <bpennington@fayetteville-ar.gov>, Justin Tennant <ward3_pos1@fayetteville-ar.gov>
> **Subject: Nominees for Vacant Planning Commission Positions**
>
> Mr. Mayor -
>
> I am writing to you to express concern with the four individuals who are being recommended by the Nominating Committee to fill the vacant positions on the Planning Commission. Two are re-appointments - Matt Hoffman (architect) and Tom Brown (urban developer). The other two nominees are Porter Winston (carpenter and construction planning commissioner) and Robert Sharp (architect).
>
> I have been informed that there were numerous applications for the vacant positions. So many, that the Planning Commission did not interview all of the applicants.
>
> If the City Council approves the four recommendations for the Planning Commission, the Planning Commission will be a representative arm of the City Council which has ***absolutely no diversity***. The only female on the Planning Commission will be Leslie Belden. The remaining members are white males. I know of at least three females who interviewed for the Planning Commission positions - including myself. There are no members of color. Given Fayetteville's "inclusion" philosophy, this seems entirely inappropriate.
>
> In addition, the only members who do not have a direct financial interest in how Fayetteville is developed are Ms. Belden, and Matthew Johnson. Every other member of the Planning Commission is a realtor, developer, builder or works in a profession that benefits from construction. Although I am aware that there should be some expertise on the Commission, it is apparent that there is clearly an agenda to keep the Planning Commission under the control of the Fayetteville property community who are eager to develop Fayetteville at all costs because it will financially benefit them. The Planning Commission should be a diverse group who represents the interests of all Fayetteville citizens - not just those who stand to benefit financially.
>
> Please do not think I am registering this concern because I was not slated as one of the nominees. I am not. I am just concerned - especially based on recent experiences - that the Planning Commission is not

acting in the best interests of its residents, and this will only be exacerbated by the addition of the slated nominees.

On another note - I would like to also make you aware of what I consider to be completely rude, unprofessional, and disrespectful behavior by Commission members at the March 12 Commission Meeting. After an hour of public comment on the downgrade of Rolling Hills to a collector street and the removal of the Rolling Hills extension, each Commissioner gave their comments. It was obvious that the Commissioners did not care about the opinions expressed by the Rolling Hills neighborhood. The tenor of most of the comments was condescending, at best. In response to legitimate concerns raised by one neighbor regarding traffic incidents in the neighborhood, Commissioner Autrey said the following: "if there are 300 something fines and, I do not mean this to sound ugly, but who lives in a neighborhood where there are that many speeding tickets." He then went on to insinuate that the residents were the ones getting the speeding tickets.

All of the Commissioners admitted that they were unaware of the discussion at the Public Meeting on February 22, 2018 and - in the words of Commissioner Autrey - " it doesn't necessarily make a difference to what our decision is, one way or the other." People left the February 22 meeting believing that Option D that was presented during the meeting would be recommended to the Planning Commission - in part based on your words. The presentation given by the staff to the Planning Commission on March 12 was nothing like what was discussed at the February 22 meeting. In fact several residents made comments about how completely different the March 12 presentation was from the February 22 presentation, and that they believed they had been deceived and led to believe that Option D was a valid option.

I understand the goals of the 2030 Master Plan, and the challenges of developing affordable housing without creating sprawl. However, it appears to me that since April 1, 2015, developers and realtors are taking advantage of the Neighborhood Conservation zoning district to rezone as many properties as possible, sell as many units as possible per acre which are anything less than affordable, all with the rubber stamp blessing of the Planning Commission. This is further evidenced by the deficient applications approved by both the staff and Planning Commission, and the failure to determine if proper notice has been given to the public as recently demonstrated by the tabling of the Keenan NC rezoning application which was both deficient and for which proper notice was not given.

Thank you for your consideration. I would be happy to meet with you to further discuss my concerns.

Leigh Anne

Branson, Lisa

From: Mulford, Patti
Sent: Thursday, March 22, 2018 10:17 AM
To: Branson, Lisa
Subject: FW: Planning commission

From: Mayor
Sent: Wednesday, March 21, 2018 8:03 AM
To: 'leighanneyeargan@yahoo.com' <leighanneyeargan@yahoo.com>
Subject: FW: Planning commission

Leigh Anne,
I am sending this on to the City Attorney as this seems to be a legal question.
Thanks,
Mayor Jordan

Sent from my Verizon 4G LTE smartphone

From: Leigh Anne Yeargan [mailto:leighanneyeargan@yahoo.com]
Sent: Tuesday, March 20, 2018 3:47 PM
To: Mayor <Mayor@fayetteville-ar.gov>
Cc: Williams, Kit <kwilliams@fayetteville-ar.gov>; Tennant, Justin <ward3_pos1@fayetteville-ar.gov>
Subject: Fwd: Planning commission

Mr. Mayor -

Ms. Bandy shared with me the below email regarding her application to be on the Planning Commission. Section 33.106 states that the Planning Commission shall consist of nine members "who shall be citizens of Fayetteville." There is absolutely no requirement that a member of the Planning Commission be a registered voter. Because Ms. Bandy is a citizen of Fayetteville, she is qualified for membership on the Planning Commission.

Furthermore, the question on the application asks, "Are you a Fayetteville registered voter?" It does not require that an applicant be registered to vote in Fayetteville. Ms. Bandy is a registered voter. Again, because Ms. Bandy is a citizen of Fayetteville and a registered voter, she is qualified for membership on the Planning Commission.

The City does not have the authority to require that a planning commissioner be a registered voter. Since this is the basis for the denial of Ms. Bandy's application, I request that the current nominations be rejected, and that the application process be reopened so that she may be considered.

Furthermore, I find it highly inappropriate that the City "requires" Planning Commission members to be residents of Fayetteville when the City Planning Director, who reports to the Planning Commission, is NOT a citizen of Fayetteville.

Zac Keefer, who is a nominee, did not file a Statement of Real Estate Interest as required based on the documentation we have been provided. No one who lives in the Rolling Hills area or who mentioned Rolling Hills or listed a reference from Rolling Hills was nominated for the Planning Commission.

Finally, it is my understanding that you wrote a letter of recommendation to the nominating committee on behalf of Matt Hoffman recommending that he be reappointed. This - along with the fact that two of the nominees listed members of the Nominating Committee as references - smacks of impropriety. Again - I request that the application process be reopened, and that you and all members of the City Council refrain from any recommendations.

Since February, you have had to table a City Council vote on a rezoning ordinance because the application was not complete and send it back to the Planning Commission, the Planning Commission has had to table the same rezoning ordinance because proper notice was not given, the City Council appears to be discriminating against Planning Commission applicants, and the system appears to be rigged in favor of those who stand to benefit financially from City decisions. I am asking as a citizen of Fayetteville that a complete investigation be conducted from someone who is NOT a city employee or elected official. I am also requesting that the City adopt a formal statement of ethics.

Thank you

Begin forwarded message:

> **From:** Leslie Bandy <lesliebandy1@gmail.com>
> **Date:** March 20, 2018 at 2:57:27 PM CDT
> **To:** Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
> **Subject: Fwd: Planning commission**
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** "Jordan, Lioneld" <ljordan@fayetteville-ar.gov>
> > **Date:** March 14, 2018 at 10:32:54 PM CDT
> > **To:** Leslie Bandy <lesliebandy1@gmail.com>
> > **Subject: RE: Planning commission**
> >
> > Leslie,
> > You have to be a regestered voter within the city limits and get your application in on time otherwise you can't interview for the city boards. That is administered by the City Clerk's office, so you would need to contact them.
> > I hope this helps,
> > Mayor Jordan
> >
> > Sent from my Verizon 4G LTE smartphone

-------- Original message --------
From: Leslie Bandy <lesliebandy1@gmail.com>
Date: 3/14/18 8:00 PM (GMT-06:00)
To: "Jordan, Lioneld" <ljordan@fayetteville-ar.gov>
Subject: Planning commission

Mayor Jordan,

I was operating under the belief that everyone who applied for the planning commission was granted an interview. Could you confirm that, please?

Thanks-Leslie Bandy

Sent from my iPhone

OFFICE OF THE
CITY ATTORNEY

DEPARTMENTAL CORRESPONDENCE

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Rhonda Lynch
Paralegal

TO: **Mayor Jordan**
City Council
Sondra Smith, City Clerk

CC: **Don Marr,** Chief of Staff
Garner Stoll, Development Services Director

FROM: **Kit Williams**, City Attorney

DATE: **March 21, 2018**

RE: **Planning Commissioners must be registered voters of Fayetteville**

Mayor, you asked me to respond to Leigh Anne Yeargan's assertion in her email to you and the City Council that "The City does not have the authority to require that a planning commissioner be a registered voter." She also claims: "There is absolutely no requirement that a member of the Planning Commission be a registered voter."

In determining whether a Planning Commissioner must be, according to the Fayetteville City Code, a registered voter of Fayetteville, we need to not only look at § 33.106 of Article VII **Planning Commission**, but also at § 33.329 **Eligibility of Citizen Volunteers to Serve on City Boards, Commissioners and Committees** (A) "All registered voters within the corporate limits of Fayetteville shall be entitled to apply and, if selected by the City Nominating Committee and approved by the City Council, shall be entitled to serve on a city board, committee or commission." (Attached)

This requirement to be a Fayetteville registered voter has long been the rule. In February of 2001, Alderman Cyrus Young tried to remove the requirement that a volunteer committee applicant had to be a Fayetteville registered voter. According to the City Council Minutes (attached), Alderman Young stated: "The main purpose was just to eliminate the requirement of being a registered voter." (page 13) Alderman Santos replied: "I don't see any reason why we shouldn't require people who want to serve on city committees, who want to be involved in government, to take the simple step of registering to vote. (page 14). Alderman Thiel added: "I think the City would be doing a good service by advocating that we support people being registered to vote by continuing the process that we have always had." (page 14)

The City Council then amended Alderman Young's proposed Resolution to add registered voter and passed it by a vote of 7-1 with only Alderman Young voting no. (page 15) This resolution was codified into the *Fayetteville Code* as § 33.329 in 2011.

Fayetteville does have the legal power to require that Planning Commissioners must be Fayetteville registered voters. Fayetteville gets much of its legal authority over the Planning Commission through A.C.A. § 14-56-404 **Planning commission created** and A.C.A. § 14-56-405 **Appointment of members.**

The Arkansas Legislature gave Arkansas cities great latitude for creating a Planning Commission and appointing commissioners. "The legislative body of the municipality **may create** a planning commission. . . . The legislative body **may create** on the commission the powers necessary to carry out the municipal plan." A.C.A. § 14-56-403 (emphasis added). This confers great discretion rather than any requirements upon the City Council. The City Council has been granted even greater authority in appointing the commissioners.

> "14-56-405. **Appointment of Members.**
>
> (a) Appointment and terms of the members of the planning commissions shall be as provided by city ordinance.
>
> (b) The legislative body of the municipality may appoint one-third (1/3) of the membership of the commission from electors living outside the corporate limits of the municipality but within the recorded planning jurisdiction of the municipality."

The recent law allowed (but certainly did not require) a city council to appoint a limited number of "**electors** living outside the corporate limits. . . . " "Electors" mean registered voters not just citizens. This at least implies that the Arkansas Legislature like the Fayetteville City Council believes it is important to appoint **registered voters** to the Planning Commission.

These state statutes prove that the Fayetteville City Council has clear authority to require that a Planning Commissioner be a registered voter residing in Fayetteville. The Fayetteville City Council has made this a requirement for city committees for decades. If a person moves from his or her previous voter registration residence to reside at a new residence in a new jurisdiction such as Fayetteville, that person must properly notify the County Clerk or other authorized voting official and change his or her voter registration address to truly be a registered voter at the new residence. Without this change, such a voter would receive the incorrect ballot (based on the old residence) and not be able to vote for candidates running in the new jurisdiction. That person also would not be qualified to apply for a City committee or commission until he or she properly changes voter registration at the County Clerk's Office.

33.323 Powers And Responsibilities

(A) The District Board shall have the power to acquire real property and construct facilities for off-street parking of vehicles on lands it owns. The District Board shall generally have the statutory power of a municipal improvement district pursuant to Subtitle 5 Improvement Districts Generally of Title 14, Local Government of the Arkansas Code.

(B) The District Board shall comply with all responsibilities and restrictions for boards of improvement districts mandated by Subtitle 5, Improvement Districts Generally of Title 14, Local Government of the Arkansas Code.

(Ord. No. 5142, 5-6-08)

33.324—33.328 Reserved

ARTICLE XXI RULES OF CONDUCT FOR ALL FAYETTEVILLE BOARDS, COMMISSIONS AND COMMITTEES

33.329 Eligibility Of Citizen Volunteers To Serve On City Boards, Commissions And Committees

(A) All registered voters within the corporate limits of Fayetteville shall be entitled to apply and, if selected by the City Nominating Committee and approved by the City Council, shall be entitled to serve on a city board, committee or commission. A citizen who moves out of Fayetteville or violates the Rules of Conduct or Attendance Requirements shall no longer be eligible to serve.

(B) Any person who has served two (2) consecutive full terms on any city commission, board, or committee is not eligible for reappointment to the same committee until one term of office has expired, unless there is an insufficient number of applicants to fill all vacancies.

(Ord. No. 5446, 10-4-11)

33.330 Rules Of Conduct For Citizens And Members For All Boards Commissions And Committees

(A) During all meetings for all city boards, commissions and committees, all members of such board, commission and committee and all citizens addressing such body shall accord the utmost courtesy to each other, to city staff and to members of the public appearing before such body. All members of such body and the public speaking at the meeting shall refrain at all times from rude or derogatory remarks, reflections as to integrity, abusive comments and statements as to motives and personalities.

(B) Any members of a board, commission or committee appointed by the Mayor and/or City Council who violates the rule of conduct stated above may be removed from such board, commission or committee by City Council resolution.

(Ord. No. 5084, 11-20-07)

performance of the chiefs. He expressed his concern about a conflict of interest that might occur if the Civil Service Commission had the authority to hire and fire the police and fire chiefs.

Terry Eastin, 2033 S. Ashwood: As Chairwoman of Friends for Fayetteville, she urged the City Council and the Mayor to examine this issue thoroughly and to study cities of similar size across the United States. The group is concerned that this move would prohibit citizen input in the decision making process surrounding the hiring of the chiefs. Without the hiring and firing authority over the police and fire chiefs, the mayor cannot be effective in his leadership role with regard to these two departments.

She continued to express her concerns about this ordinance. She said Friends for Fayetteville would like to hear more from the citizens.

Morton Newmark, a citizen: Mr. Newmark expressed his opinion that this ordinance would not take the politics out of the hiring and firing of the chiefs. The mayor is elected by the voters to be responsible for running the city, which also means being responsible for the safety of our city and property in the form of fire and police protection. If he cannot select or dismiss his department heads, then he can't have control over what happens and cannot be held responsible. Members of the Civil Service Commission are appointed, not elected by the people. He is concerned about appointed people hiring and dismissing other appointed people, thus effectively taking the citizens out of the decision making process.

Bill Moeller, 1511 Markham: From an organizational point of view he questioned fixing what is not broken. He has seen no evidence of a problem. He cautioned the Council not to hasten in to significant organizational change without considering the implications.

After further discussion, the Council agreed to set up a meeting with the Civil Service Commission and the Council after the next agenda setting session.

The Ordinance was Left on the First Reading.

CITY BOARDS AND COMMISSIONS: A resolution establishing criteria, rules and regulations for appointment to the city boards and commissions.

Alderman Young: I brought this forward. The main purpose was just to eliminate the requirement of being a registered voter, but also one of the purposes is to have a resolution for the items that have been practiced. The legal department could not find the actual passage of these things we have been doing.

Alderman Davis: Being a registered voter versus just being a resident is rehashing the discussion we had at agenda session.

Alderman Young: The question is whether or not you want to encourage people to participate in government. If you require them to be a registered voter before they participate on a board or commission, you are preventing them from participating.

Alderman Davis: But we also know a ton of people who are registered don't vote.

Alderman Young: They don't want to. There are reasons why they don't want to be registered voters, a lot of reasons. In fact, the statistics are that half or more of the population of the United States is not registered to vote. That means they are the majority.

Alderman Santos: So we want them running the government? The people who don't participate?

Alderman Young: They chose not to do that but they might choose to participate on a board or commission.

Alderman Santos: I don't see any reason why we shouldn't require people who want to serve on city committees, who want to be involved in government, to take the simple step of registering to vote.

Alderman Young: On the other hand they might serve on a board or commission and then register to vote.

Alderman Thiel: If we do continue to use registered voters, which obviously has been a long standing policy, we do more or less eliminate felons, because that is done in the process. I don't know if we have a requirement about 18 years of age, but that also is done in the voter registration process. I think the City would be doing a good service by advocating that we support people being registered to vote by continuing the process that we have always had.

Alderman Davis: Do we need to re-write this. Is it because there actually isn't an ordinance that you can find addressing this? We need to do something with this anyway. We can make an amendment to this by putting the words, "registered voter within the corporate limits of Fayetteville" on No. 4 and take out the word "residents" if we so desire. Is that correct?

Mr. Rose: Yes, I think that is accurate.

Alderman Davis moved that the resolution be amended to add the word registered voter. Alderman Santos seconded that motion.

Bobby Ferrall, 2413 Twin Oaks Court: Mr. Ferrall is with the Fayetteville Chamber of Commerce and commented that we teach our young people all the way through the educational process how important the right to vote is. It would seem to logically conclude that government at all levels would try to reinforce citizen action through the vote. He stated that people who serve on boards and commissions are an extension of the elected officials who appoint them. If a person has time to go through the application process for a board or commission, they would certainly have time to register to vote. He questioned why we wouldn't want everyone serving on boards and commission to be registered voters.

There was some additional discussion among the aldermen regarding this ordinance.

Mayor Coody: It seems to be a paradox. I appreciate everyone's interested in trying to get as much involvement as we can with our citizens. I think that is a very noble cause. But it seems paradoxical to me to want to open up the committees and commissions to people for their involvement who are making it a point to not be involved in government service. So I would like to see everybody get

registered to vote and participate on the most elemental level and then, once you reach that point, then become more involved in the committees and commissions that we have to offer here in the city. We invite everyone that is interested to participate in the government on a local, state and national level.

At Mayor Coody's request, Mr. Rose read the amendment back to the Council.

Upon roll call the amendment to the resolution passed 6-2. Alderman Trumbo, Davis, Santos, Jordan, Reynolds and Thiel voting yes. Alderman Zurcher and Young voting no.

Geary Lowery, citizen, commented that some of the 19, 20 and 21 year old individuals that fought in Southeast Asia did not have a chance to register to vote. Some of them performed the most outstanding form of citizenship possible by giving their life for this country. He said he did not feel anyone on the Council had the right to deny anyone the chance to sit on any committee.

Alderman Santos moved that the resolution be passed. Alderman Reynolds seconded the motion. Upon roll call the resolution passed 7-1. Alderman Zurcher, Trumbo, Davis, Santos, Jordan, Reynolds and Thiel voting yes. Alderman Young voting no.

JERRY ROSE, Farewell Address: Mr. Rose spoke of his tenure as City Attorney. He estimated that he had attended roughly 275 meetings of the City Council since 1989. He has been through two city managers, four mayors and thirty-six different aldermen. He thanked everyone for all they had done over the years and spoke of how much he had enjoyed getting to know all those he worked with in the City and how much he would miss them. He thanked his wife for her support and his staff. He also thanked E.J. Ball, Mike Green, Maryann Westfall, and Molly and Jimmy Rapert.

Meeting Adjourned at 8:50 P.M.

ing and, thus, the board took legislative action delegated to it under this section; because the action was not administrative, the landowners who challenged the ordinance were not required to proceed under § 14-56-425 and the trial court had subject matter jurisdiction. Summit Mall Co. v. Lemond, 355 Ark. 190, 132 S.W.3d 725 (2003).

14-56-403. Purpose of plans.

CASE NOTES

Cited: Brock v. Townsell, 2009 Ark. 224, 309 S.W.3d 179 (2009).

14-56-404. Planning commission created.

(a)(1) The legislative body of the municipality may create a planning commission of not less than five (5) members, of whom at least two-thirds (⅔) shall not hold any other municipal office or appointment except membership in the board of adjustment or a joint planning agency.

(2) A city of the second class or an incorporated town may elect by ordinance to allow the city council to serve as the planning commission and board of adjustment under this subchapter.

(b) The legislative body may confer on the commission the powers necessary to carry out the municipal plan.

History. Acts 1957, No. 186, § 1; 1963, No. 36, § 1; A.S.A. 1947, § 19-2825; Acts 2011, No. 280, § 1.

14-56-405. Appointment of members.

(a) Appointment and terms of the members of the planning commission shall be as provided by city ordinance.

(b) The legislative body of the municipality may appoint one-third (⅓) of the membership of the commission from electors living outside the corporate limits of the municipality but within the recorded planning jurisdiction of the municipality.

History. Acts 1957, No. 186, § 2; A.S.A. 1947, § 19-2826; Acts 2005, No. 901, § 1.

14-56-406. Commission officers.

(a)(1) The planning commission shall designate one (1) of its members as chair and select a vice chair and such other officers as it may require.

(2) The mayor shall serve as the chair of the planning commission if the city council is operating as the planning commission and board of adjustment under § 14-56-404(a)(2).

(b) The terms of office of the chair and other officers of the commission shall be as provided by the rules of the planning commission.

Branson, Lisa

From: Lynch, Rhonda
Sent: Friday, March 23, 2018 11:05 AM
To: Branson, Lisa
Subject: FW: Planning commission applicants

From: Williams, Kit
Sent: Friday, March 23, 2018 11:04 AM
To: Leigh Anne Yeargan <leighanneyeargan@yahoo.com>
Cc: lesliebandy1@gmail.com; Jordan, Lioneld <ljordan@fayetteville-ar.gov>; Lynch, Rhonda <rlynch@fayetteville-ar.gov>
Subject: RE: Planning commission applicants

Leigh Anne,

Policy issues are decided by the elected policy makers, the City Council Members and Mayor.

If Leslie is not residing at the address listed on her voter registration, then she is no longer properly registered. To become properly registered, Leslie would only have to notify the County Clerk's Office to change her voter registration address to her current actual address. Until that occurs her registration would not allow her to legally vote in Fayetteville and she would not be a registered voter for Fayetteville.

I have been informed that Leslie was advised of this problem, but regrettably failed to correct her registration prior to the application deadline. Being a registered voter in another jurisdiction would not satisfy the purpose of City Council Members' legislation requiring a person to be a registered voter within the corporate limits of Fayetteville as expressed by the quoted remarks of Aldermen Santos and Thiel in 2001 that I have already provided to you. Mayor Coody's remarks during that Meeting further support this interpretation which has been consistently applied for decades.

Please feel free to request a City Council Member revisit this issue and propose a change similar to what Alderman Young proposed in 2001. The City Council can amend the City Code if they believe it is in the best interests of the City and Citizens of Fayetteville.

Kit Williams
Fayetteville City Attorney
479.575.8313

From: Leigh Anne Yeargan [mailto:leighanneyeargan@yahoo.com]
Sent: Thursday, March 22, 2018 2:48 PM
To: Williams, Kit <kwilliams@fayetteville-ar.gov>
Cc: lesliebandy1@gmail.com; Jordan, Lioneld <ljordan@fayetteville-ar.gov>
Subject: Re: Planning commission applicants

Thank you, Kit. I was perhaps unclear in my previous email.

Ms. Bandy IS a "registered voter within the corporate limits of the city of Fayetteville." She lives within the city limits of Fayetteville, and she is a registered voter. There is nothing in the code you have cited that says she has to be registered to vote in Fayetteville. My understanding is Ms. Bandy's application was denied because the address associated with her voter registration was outside of the Fayetteville city limits which is not what is required by the ordinance. All that is required is that a) she be a citizen of Fayetteville - which she is, and 2) she be a registered voter - which she is.

Also - the concerns expressed by the previous aldermen that a appointee to a city commission take the simple step of registering to vote do not apply here. Ms. Bandy has been a registered voter since the age of 18. She is very active in politics. There has not been an election since Ms. Bandy changed addresses. Ms. Bandy will be voting in upcoming elections.

If the policy issues I have brought our outside the power of the City Attorney's office, can you point me to the appropriate person(s) who does have authority to address these concerns?

Thank you again for your assistance.

On Mar 22, 2018, at 2:15 PM, Williams, Kit <kwilliams@fayetteville-ar.gov> wrote:

> Leigh Anne and Leslie,
>
> Thank you both for your continuing interest in the Planning Commission and proper rezoning procedures in Fayetteville. Your concerns were brought to my attention by the Mayor and resulted in my review of the Planning Department's application form and notification requirements. My proposed Unified Development Code changes (which were passed on Tuesday) should ensure that these procedures will be improved. Those code changes will not go into effect for 31 days and will not be effective on approved applications, only applications begun after the effective date of the ordinance.
>
> Attached is my memo to the Mayor and City Council responding to the legal concerns you brought up about the recent Planning Commission application process. The policy issues you also presented are beyond the power and responsibilities of the City Attorney's Office.
>
> Kit Williams
> Fayetteville City Attorney
> 479.575.8313
>
> <image001.jpg> <image002.png>
>
> <2386_001.pdf>

City of Fayetteville, Arkansas

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

City Council Agenda Session Tentative Agenda

Tuesday, March 13, 2018

4:30 PM

City Hall Room 326

City Council Members

Adella Gray Ward 1
Sarah Marsh Ward 1
Mark Kinion Ward 2
Matthew Petty Ward 2
Justin Tennant Ward 3
Sarah Bunch Ward 3
John S. La Tour Ward 4
Kyle Smith Ward 4

ELECTED OFFICIALS:
Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra Smith

Call To Order

Roll Call

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions

City Council Meeting Presentations, Reports and Discussion Items:

1. 2018-0154

NOMINATING COMMITTEE REPORT

2. 2018-0155

HOUSING AUTHORITY BOARD RESIDENT APPOINTMENT

3. 2018-0143

FAYETTEVILLE MOBILITY PLAN - FINAL REPORT PRESENTATION AND DRAFT IMPLEMENTATION STRATEGY

Attachments: FAYETTEVILLE MOBILITY PLAN

Agenda Additions

A. Consent:

A. 1 2018-0014

APPROVAL OF THE MARCH 6, 2018 CITY COUNCIL MEETING MINUTES

A. 2 2018-0145

MSI CONSULTING GROUP, LLC:

A RESOLUTION TO AUTHORIZE THE PURCHASE OF ANNUAL SOFTWARE MAINTENANCE FROM MSI CONSULTING GROUP, LLC FOR VIRTUAL JUSTICE SOFTWARE USED BY THE DISTRICT COURT, POLICE DEPARTMENT AND THE CITY PROSECUTOR DIVISION IN THE AMOUNT OF $21,600.00 PLUS APPLICABLE TAXES, AND TO APPROVE A 5% PROJECT CONTINGENCY IN THE EVENT ADDITIONAL LICENSES ARE NEEDED

Attachments: MSI CONSULTING GROUP, LLC

B. Unfinished Business:

B. 1 2018-0053

RZN 17-6034 (2468 N. CROSSOVER RD./JONES):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 17-6034 FOR APPROXIMATELY 4.40 ACRES LOCATED AT 2468 NORTH CROSSOVER ROAD FROM RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE TO NS-L, NEIGHBORHOOD SERVICES-LIMITED

Attachments: RZN 17-6034 (2468 N. CROSSOVER RD./JONES)

This ordinance was left on the first reading at the February 6, 2018 City Council meeting. This ordinance was left on the second reading at the February 20, 2018 City Council meeting. At the March 6, 2018 City Council meeting this ordinance was tabled to the March 20, 2018 City Council meeting.

B. 2 2018-0139

AMEND § 74.01 APPLICATION OF REGULATIONS:

AN ORDINANCE TO AMEND § 74.01 APPLICATION OF REGULATIONS TO ADD A DEFINITION OF ROADWAY

Attachments: AMEND § 74.01

This ordinance was left on the first reading at the March 6, 2018 City Council meeting.

C. New Business:

C. 1 2018-0147

RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6086 FOR APPROXIMATELY 0.41 ACRES LOCATED AT 834 WEST NORTH STREET FROM R-O, RESIDENTIAL OFFICE TO RSF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE

Attachments: RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST)

C. 2 2018-0146

RZN 18-6092 (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6092 FOR APPROXIMATELY 0.23 ACRES LOCATED AT 306 SOUTH COLLEGE AVENUE FROM NC, NEIGHBORHOOD CONSERVATION TO RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE

Attachments: RZN 18-6092: (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)

C. 3 2018-0148

VAC 18-6097 (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP):

AN ORDINANCE TO APPROVE VAC 18-6097 FOR PROPERTY LOCATED WEST OF BEECHWOOD AVENUE AND 15TH STREET TO VACATE A PORTION OF A UTILITY EASEMENT

Attachments: VAC 18-6097: (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP)

C. 4 2018-0151

AMEND § 111.04 APPLICATION FOR PERMITS:

AN ORDINANCE TO AMEND § 111.04 APPLICATION FOR PERMITS IN CHAPTER 11 ALCOHOLIC BEVERAGES

Attachments: AMEND § 111.04 APPLICATION FOR PERMITS

C. 5 2018-0153

AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION:

AN ORDINANCE TO AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION

Attachments: AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION

D. City Council Agenda Session Presentations:

E. City Council Tour:

F. Announcements:

G. Adjournment

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0154

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Report

Agenda Number: 1.

NOMINATING COMMITTEE REPORT

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0155

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Report

Agenda Number: 2.

HOUSING AUTHORITY BOARD RESIDENT APPOINTMENT

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0143

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Presentation

Agenda Number: 3.

FAYETTEVILLE MOBILITY PLAN - FINAL REPORT PRESENTATION AND DRAFT IMPLEMENTATION STRATEGY

City of Fayetteville Staff Review Form

2018-0143

Legistar File ID

3/20/2018

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

Chris Brown	3/2/2018	ENGINEERING (621)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Fayetteville Mobility Plan – Final Report Presentation and Draft Implementation Strategy

Budget Impact:

n/a	n/a
Account Number	Fund
n/a	Fayetteville Mobility Plan
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	NA	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20180209

Previous Ordinance or Resolution # 68-16

Original Contract Number: 15-08 Approval Date:

Comments:

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF MARCH 20, 2018

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff
Garner Stoll, Development Services Director

FROM: Chris Brown, City Engineer

DATE: February 26, 2018

SUBJECT: **Fayetteville Mobility Plan – Final Report Presentation and Draft Implementation Strategy**

BACKGROUND:
In March 2016, the City entered into a contract with Nelson\Nygaard Consulting Associates in order to develop a transportation master plan and downtown/entertainment district parking and mobility report (Resolution 68-16). The project began with a thorough review of existing transportation data and current planning and policy documents to provide a basis of understanding of the current state of transportation in Fayetteville, as well as its challenges and opportunities. The collective key findings of these existing conditions analyses were summarized in the Fayetteville Existing Conditions Factbook published in the summer of 2016.

The city and project team organized a series of community events, conventional workshops, and mobile pop-up workshops, each with its own distinct purpose and goals. The mobile pop-up workshops were held in neighborhoods throughout the city to attract people who do not typically attend conventional workshops. This extensive community participation shaped all aspects of the plan.

DISCUSSION:
The Final Report provides a brief overview of the state of transportation and mobility in the City (Chapters 1 & 3) and describes the public outreach process (Chapter 4) which led to the guiding goals and priorities of the plan (Chapter 2). Based on public input, staff direction, and critical analysis of our city, Chapter 5 details needs and opportunities for improvement across all modes: walking, biking, transit, driving, and parking. Chapter 5 contains several exhibits demonstrating gaps and deficiencies in our mobility network, each presenting an opportunity for improvement.

The Final Report shifts from goals and qualitative analysis to implementation and site-specific examples in Chapters 6 and 7. As an alternative to the current master street plan, a Street Typologies map is proposed in Chapter 6, introducing a more context-sensitive approach to customizing street sections based on land use and pedestrian intensity. Each typology is paired with a cross-section intended to offer flexibility for street elements based on context. The

Corridors Analysis of Chapter 7 focuses the previous goals and guidelines into seven example priority corridors, offering a detailed analysis and design for improvement. The approach used by Nelson\Nygaard on these seven corridors demonstrates the means and methods for analyzing other corridors in the future.

The Report concludes with the City's "next steps" for comprehensive implementation of this mobility plan (Chapter 8). Specific project recommendations as well as broad policy and financial guidance is presented to aid the City in meaningful application.

NEXT STEPS:
An implementation strategy workshop is scheduled to occur in the days preceding the March 20th City Council meeting. Anticipated workshop outcomes would include a set of project selection metrics used for project prioritization for both the upcoming bond issue and future capital improvement plan (CIP) implementation. The workshop should determine how best to fold the recommendations of this plan into the City's overall CIP and budgeting process, including expanding project lists, and providing a qualitative evaluation of projects based upon selected performance measures from Chapter 2 of the plan.

Other major implementation items may include:

- Finalizing street typologies and cross-sections in close coordination with City Plan 2040 and updating the Master Street Plan.
- Conducting a critical review of transportation-related city policies and codes for developments.
- Development of a traffic calming strategy and capital plan.
- Development of a multi-year outlook for street overlays and sidewalk construction programs.

BUDGET/STAFF IMPACT:
On its own, this Mobility Plan has no direct, immediate fiscal impacts

Attachments:
Fayetteville Mobility Plan Final Report

FINAL REPORT

FAYETTEVILLE MOBILITY PLAN

NELSON
NYGAARD

FAYETTEVILLE MOBILITY

CONTENTS

Introduction 1-1
Vision, Goals, and Metrics 2-1
Today's System 3-1
Public Outreach 4-1
Needs & Opportunities 5-1
Street Plan 6-1
Corridors Analysis 7-1
Next Steps 8-1

APPENDICES

VOLUME I:

Appendix A: Fayetteville Existing Conditions Factbook

VOLUME II:

Appendix B: Public Input Summary

Appendix C: New Road Connections Evaluation

Appendix D: Corridor Traffic Analysis

1 INTRODUCTION

WHY A MOBILITY PLAN?

Fayetteville is thriving. Consistently rated one of the best places in the country to live, retire, study, and do business in, Fayetteville continues to attract new residents and investors. The city's success, however, also creates problems: Traffic congestion is on the rise. There is an increasing demand for more walkable streets, safer bikeways, and more useful public transit. An unacceptable number of people are injured or killed on the city's streets every year.

During peak hours, auto traffic has slowed, resulting in a transportation system that is capable of moving fewer people per peak hour, even as jobs and residents increase. Fayetteville's current success threatens its future. But given the constraints on the city's road network and the intrinsic inefficiencies of the car, conventional solutions will no longer work.

THE SOLUTION

Fayetteville can accommodate more people and jobs, but it lacks the street width necessary to accommodate more cars in many areas of the city. Even if the city were prepared to take more land to widen its roads, the "Law of Induced Demand" means that congestion would continue to increase (see "What Causes Congestion," below). Instead, Fayetteville must make its transportation system more efficient -- working to make walking, bicycling, and transit more convenient and pleasant -- and reduce the need to travel long distances for the needs of daily life. However, making the transportation system more efficient will require tradeoffs, and this report recommends strategies to guide those decisions. Investments in Fayetteville's multimodal transportation system to increase connectivity, coupled with programmatic strategies to encourage people to leave their cars at home, is the strategy for continued growth.

ECONOMIC DEVELOPMENT AND QUALITY OF LIFE

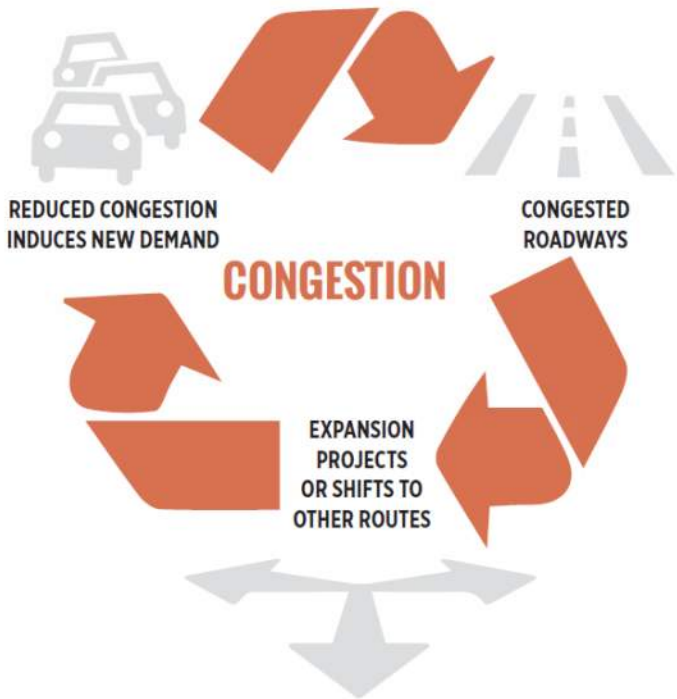
Fayetteville consistently outcompetes most cities of its size, and nearly all cities in its region, in attracting jobs and talent. The base of its success is its extraordinary quality of life. To maintain and improve upon today's city while ensuring the city's future economic prosperity and quality of life, Fayetteville's civic leaders must pursue a strategic mobility plan that promotes growth and addresses the city's aging population, housing affordability concerns, social equity, and transportation system congestion.

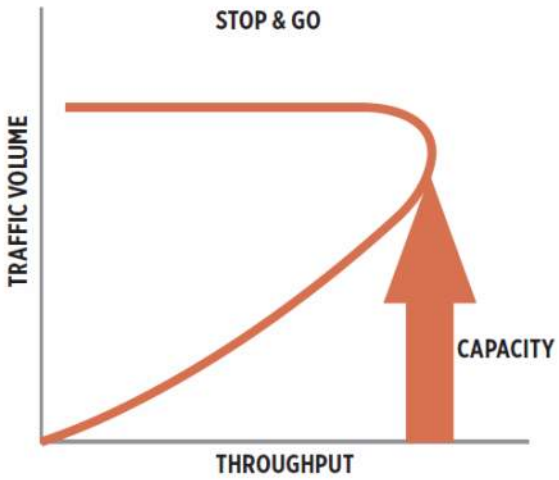
WHAT CAUSES CONGESTION?

Congestion is best understood not as an infrastructure problem, but as an economic problem—a case of demand exceeding available supply. Congestion results from a strong, dynamic economy, where commerce is humming, workers are going to work, and people are spending discretionary income on things they enjoy. This is the Fayetteville of today.

And what could the Fayetteville of tomorrow become? Traffic capacity itself can be thought of as a limited, renewable resource. Given the city's built form and its desire to create walkable, attractive streetscapes, there are few opportunities for road widening. Even if the city were able to widen its congested streets, it would likely attract even more drivers through the law of "induced demand." It is a vicious cycle leading to continued congestion and dampened growth opportunities.

In a growing economy with this constraint, traffic congestion is inevitable. As traffic volumes increase, the vehicle throughput on a given street increases steadily until the street starts to reach capacity. At that point, throughput begins to decline rapidly to the point where there are so many cars that none can move.

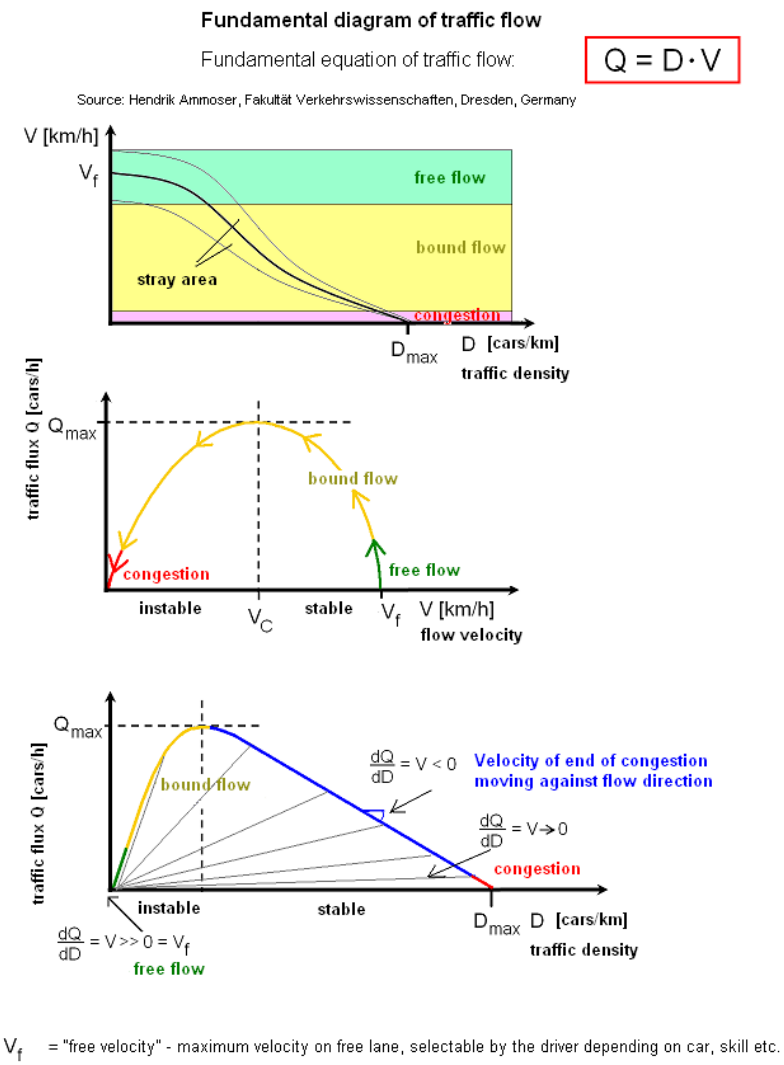




The only way to support a growing economy in a constrained environment is to increase the efficiency with which all transportation options operate. A city's transportation system can support a greater volume of travelers by absorbing trips across a diversity of modes. This means making investments in things like more frequent transit, a comfortable and inviting bicycling and walking environment, telework facilities and opportunities, deployment of managed lanes that provide improved transit access to key employment centers, and development focused around transit nodes (i.e., land use decisions).

A small shift can make a big difference. Cars may be the most convenient form of transportation, but they're also the least space efficient, taking up about ten times as much road space to move a person compared to walking, biking, or transit. As the "Fundamental Diagram of Traffic Flow" has taught us for over 75 years, to make gridlocked streets flow again, we only need to remove about ten percent of vehicles.1 So the city doesn't need to get everyone out of their cars. It only needs to make walking, biking, and transit sufficiently attractive for about ten percent more people. This can be seen every year during school breaks when travel on Fayetteville's roadways is observably less congested. Ironically, the best way to make driving a reasonable choice for those who need to drive, is to make not-driving an attractive choice for those who don't need to drive.

Figure 1 The Fundamental Diagram of Traffic Flow Shows a Small Decrease in Volume Result in a Big Improvement in Traffic Flow



V_f = "free velocity" - maximum velocity on free lane, selectable by the driver depending on car, skill etc.

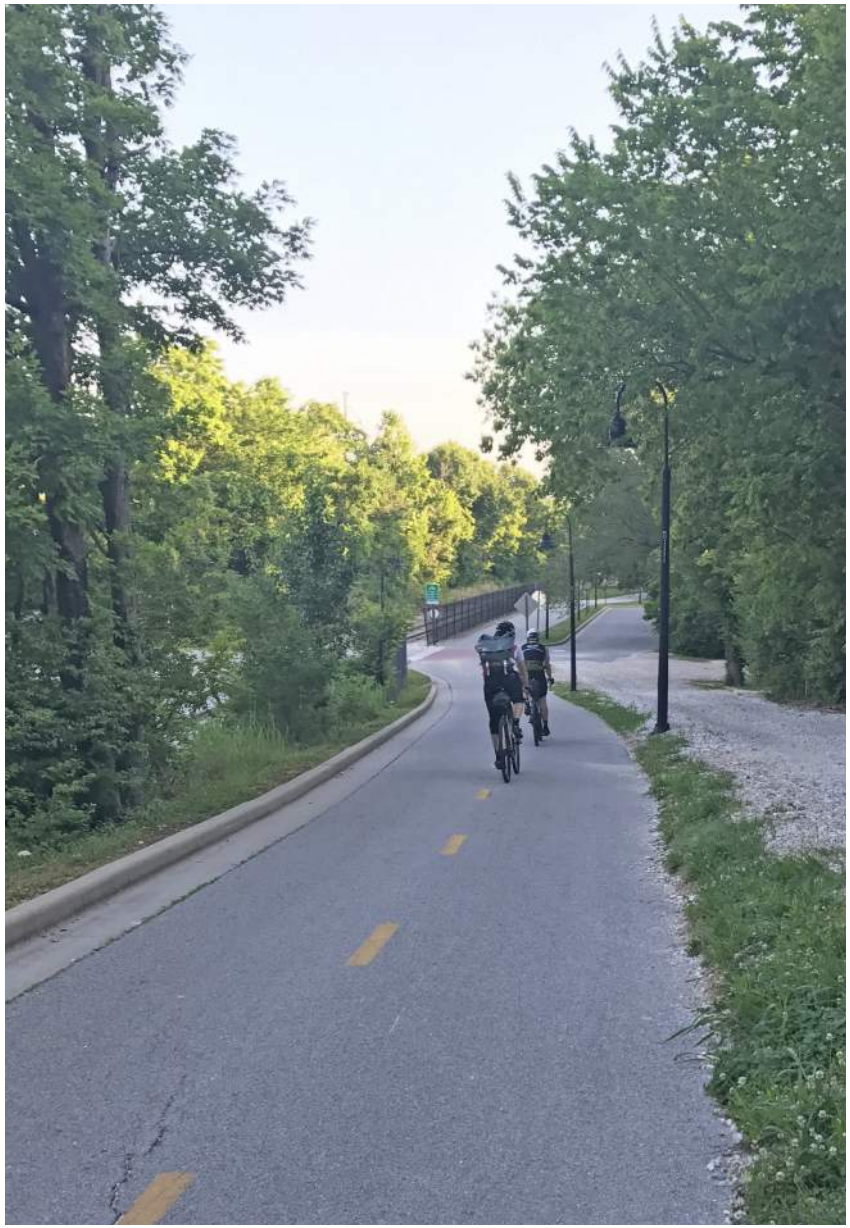
V_C = "critical velocity" with maximum traffic flux (about 70...100 km/h)

Image source: Hendrik Ammoser image and translation. Creative Commons Attribution-Share Alike. https://commons.wikimedia.org/w/index.php?curid=1675321

1 The Fundamental Diagram of Traffic Flow was initially developed by Dr. B. D. Greenshields and presented at the 13th Annual Meeting of the Highway Research Board in 1933. For a rich history of thinking about congestion and highways, see "75 Years of the Fundamental Diagram for Traffic Flow Theory: Greenshields Symposium," Transportation Research Circular Number E-C149, June 2011.

TRANSPORTATION IS AN INVESTMENT STRATEGY

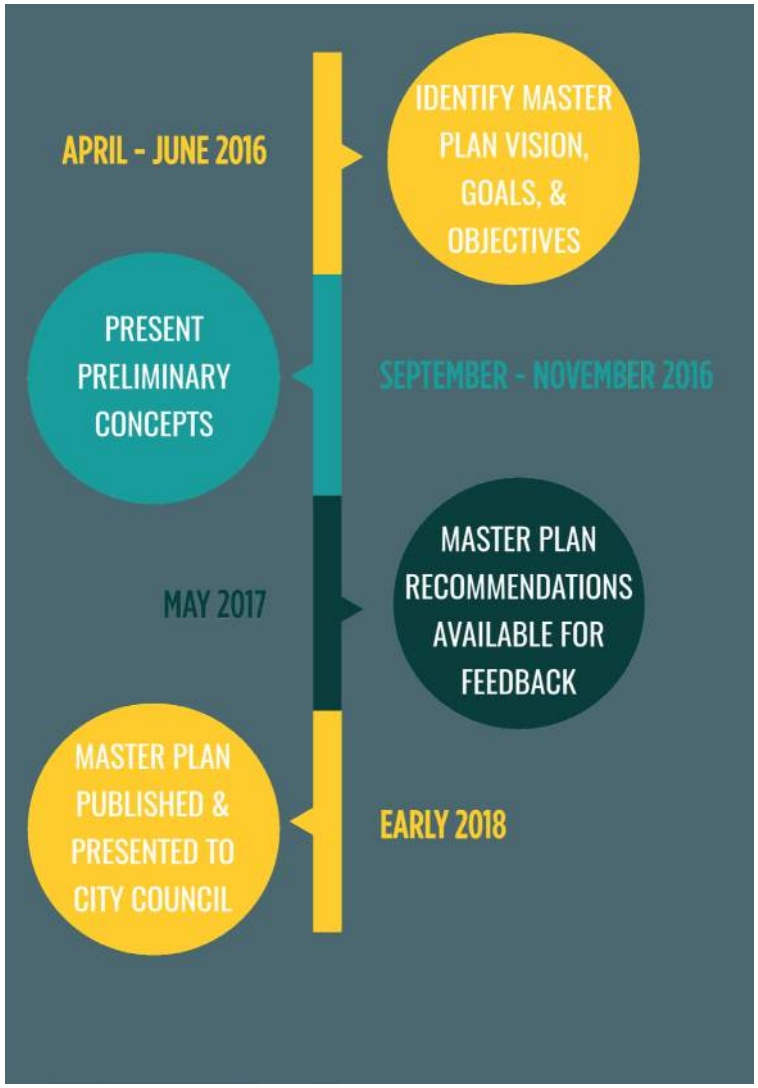
Traffic congestion is inevitable in a successful urban economy – perhaps the only American city that "solved" its congestion problem is Detroit because of contractions in population and jobs. More strategic investment in mobility is necessary to accommodate continued prosperity in Fayetteville. Transportation is also a critical investment for helping the city achieve its quality of life, environmental, and public health goals, and to ensure that all residents can enjoy the city's remarkable opportunities



PLAN DEVELOPMENT

The Fayetteville Mobility Plan (FMP) process, timeline, public feedback, and deliverables are documented on the project website at www.fayetteville-ar.gov/mobility. The project began with a thorough review of existing transportation data and current planning and policy documents to provide a basis of understanding of the current state of transportation in Fayetteville, as well as its challenges and opportunities. Transportation data from a variety of sources was organized and synthesized to create spatial and systemic contexts for the Plan. Additionally, previous and concurrent planning analyses were identified and summarized to reveal the policy framework within which the FMP would coexist.

After this introduction, Chapter 2 examines the city's existing policies and goals and provides recommendation for measuring how well its transportation investments align with the city's values. Chapter 3 summarizes the state of today's transportation system, drawing from the detailed findings in the Existing Conditions Factbook provided as Appendix A. Similarly, Chapter 4 summarizes the findings from the project's significant public outreach, including the community events, conventional workshops, and mobile pop-up workshops; more detail can be found in Appendix B.



Chapter 5 then integrates the findings of Chapters 2-4 to identify and prioritize needs for all modes. Chapter 6 provides more specific guidance on how the overall street system could be organized to meet the goals in Chapter 2. Chapter 7 provides more detailed recommendations for redesigning seven street segments, along with analysis of the impacts of those changes; more detail on the transportation analysis can be found in Appendices C and D. Finally, Chapter 8 recommends next steps for the city, including tools for better aligning its budget with its values.

TRANSPORTATION CONTEXT

Fayetteville was originally laid out on a compact, gridded street pattern centered first around the town square. The town grid appears in Washington County's General Land Survey of 1831, with nine blocks at the crossroads of what are now Mount Comfort, Old Wire, Huntsville, and Cato Springs roads.[2] Starting in the 1880s, Fayetteville also became the crossroads of several railroads, including the St. Louis & San Francisco and the Pacific & Great Eastern, which established depots at the edge of town at what is now Dickson Street. The city's two crossroads – rail and highway – resulted in today's pair of commercial centers at Downtown Square and Dickson Street.

Through the middle of the 20th century, the city's development patterns grew outward from these two centers, maintaining a pattern of small, walkable blocks and a mix of commercial and residential uses, often with the latter stacked on top of the former. Like most American cities, however, Fayetteville's street and development patterns became more auto-oriented and less connected in the post-World War II era, with land use patterns based on the idea that residential, industrial, and commercial uses should be separated from one another. This post-War conventional development pattern continued in Fayetteville until a recent paradigm shift in thinking as the planning, engineering, economics and health professions began to recognize the unintended fiscal, social, and environmental impacts of sprawling, auto-oriented development patterns.

The post-war conventional suburban development pattern presents a different and unique set of challenges for integrating active living with practical transportation solutions. The disconnected nature of low-density cul-de-sac developments do not necessarily warrant the considerable expenditure of constructing sidewalks along streets that do not lead anywhere. In these cases, opportunities for sidewalk and trail connections between adjacent cul-de-sacs or along utility easements may be more useful for providing neighborhood-level pedestrian or bicycle connectivity. These connections may be extremely desirable for non-driving residents that would benefit from access to nearby commercial centers, institutional uses such as schools, or transit stops that cannot be safely accessed from their primary entrances along high volume/high speed roadways.

Fortunately, much of Fayetteville was developed in a traditional development pattern that easily lends itself to street retrofits that can improve connectivity for all forms of transportation. Many of these multimodal retrofits can take place in the existing roadway. For instance, sidewalk replacement and enlargement or road diets to calm traffic can free up right-of-way for other transportation modes like walking and bicycling. The core of the city is poised to greatly benefit from multimodal mobility infrastructure improvements that align with the prescribed future land use and density outlined in the City's Comprehensive Land Use Plan.

2 Fayetteville historic maps found at http://www.fayettevillehistory.com/maps/

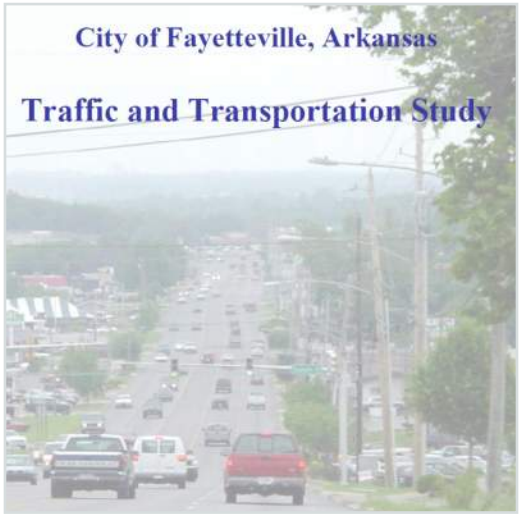
PLANNING AND POLICY CONTEXT

Several recent and relevant planning and strategy documents provide guidance for, and shape the direction of, the future of mobility in Fayetteville and its unique neighborhoods and areas. Broadly, these plans put forward a vision for a more multi-modal Fayetteville, in which the city and region meet future mobility demands through holistic transportation network improvements. Key themes across these documents include:

- **Connectivity & accessibility** as guiding principles for transportation planning
- **Creating a robust network** of active transportation infrastructure, particularly trails
- **Enhancing walkability** in downtown Fayetteville and near the University of Arkansas
- **Improving bicycle and pedestrian safety**
- **Reducing congestion** by maximizing the potential of roadway capacity and enabling the use of alternative modes
- **Enhancing the city's public spaces and neighborhoods** through infrastructure improvements and land use management
- **Fostering social and economic vibrance** to make northwest Arkansas attractive to businesses and people

Roughly half of these plans identify broad aspirations for mobility in Fayetteville, while the others include concrete objectives. There is a general acknowledgment that mobility improvements are needed in the city for practical, economic, social, and environmental reasons, as well as an understanding that funding availability will be a potentially limiting factor. Overall, these plans demonstrate a regional commitment to comprehensive, multi-modal mobility planning.

City Plan 2030 *(2011)* serves as a vision to guide urban development in Fayetteville until 2030. The fourth of its six main goals is to grow a livable transportation network. Chapter 7 of the plan examines the current state of citywide transportation conditions and provides an overview of vehicular, active, transit, and aviation mobility conditions in the city. It identifies transportation priorities, including the expansion of active and public transportation options. City Plan 2030 includes the Master Street Plan (2011) that outlines Fayetteville's street classifications and their associated cross sections. These 10 street classifications consist of the following: alleys, residential, local, collector, minor arterial, principal arterial, Hilltop-Hillside Overlay District streets, downtown master plan streets, and the two-way square.



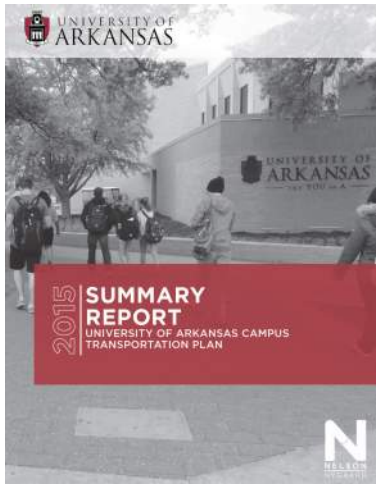
The Fayetteville Traffic and Transportation Study *(2003)* was developed to determine the needs and priorities of Fayetteville's transportation network and projects until 2023. The study's objectives were to develop transportation and land use policies to guide development practices and transportation investment decisions; identify and prioritize street improvements to accommodate existing and future traffic demands; and develop an overall transportation plan that provided for a street master plan, a multimodal plan, and a basis for a transportation capital improvement plan.

The Active Transportation Plan *(2015)* provides a guide for implementation of future bicycle and sidewalk infrastructure. The plan's vision is for Fayetteville to develop an interconnected, accessible network of sidewalks, trails, and on-street bicycle facilities that encourage citizens to use active modes of transportation to safely and efficiently reach any destination. The primary goals of the plan include building inclusive networks, providing trail connections within one-half mile from every residence, increasing the active transportation commuting mode share from 7.5% to 15% by 2020, identifying missing linkages, creating active transportation partnerships, and earning a League of American Bicyclists Bicycle Friendly Community designation of Silver by 2017, which has been achieved.

The Energy Action Plan *(2018)* is structured around one overarching goal: reducing Greenhouse Gas Emissions (GHG) for activities occurring in Fayetteville. While GHG reduction is the guiding goal, a host of co-benefits accompany GHG-reducing actions. This plan outlines ways that the City can increase energy efficiency, transition to cleaner fuel sources, improve public health outcomes, build more resilient local businesses, and more. The plan outlines strategies, goals, and actions in transportation, energy supply, buildings, waste, and cross-sector activities.

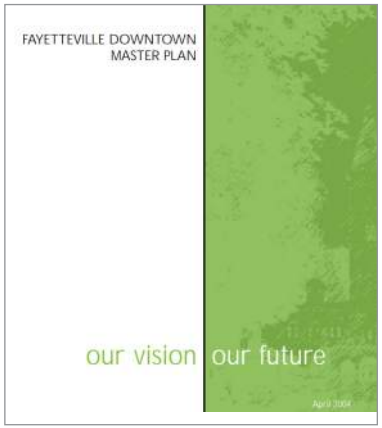
The Capital Improvements Plan (*2015-2019)* is a mid-term planning tool used in the budgeting process. The program has an estimated total expenditure of $112,620,000, of which transportation, street, and trail improvements accounts for $28,590,000. About one-third of the Sales Tax Capital Fund, which accounts for 25.5% of the total program costs, will be allocated to transportation improvements, with almost $8 million allocated to the trails program.

The Fayetteville First Economic Development Plan *(2016)* was created to guide the economic development of the city for five years. The plan identifies targeted business sectors and their projected growth, as well as reviews Fayetteville's existing base economy, recent project expansions, and new investments. The plan's Lifestyle Quality strategy plan outlines the importance of enhancing public transportation, such as supporting rapid transit or light rail, and improving existing local and regional transit systems.



The University of Arkansas Campus Transportation Plan *(2015)* outlines transportation challenges facing the rapidly growing university up to 2025. It identifies an expected campus core parking shortage, barriers to campus access, transportation dependence on regional connections, and a lack of communication as the major transportation challenges. It recommends a variety of measures to address these issues, including simplification of the parking system, enhancing parking efficiency, orienting campus gateways to people, increasing transit efficacy, building transportation partnerships, establishing last-mile bike

network connections, and consolidating information online. A financial forecast suggests improvements could cost between $10 million and $15 million by 2025, and revenues could range between $12 million and $15 million. The Fayetteville Mobility Plan recommendations build significantly from the campus transportation plan.

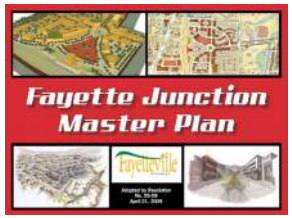


The Downtown Master Plan *(2004-2006)* outlined six fundamental strategies: a superbly walkable environment, a larger population living downtown, efficient and sustainable parking, smart zoning, creation of place-based public spaces, and expansion of the arts, culture and entertainment of Downtown as an "experience economy." Important projects include the completion of Dickson Street, preservation of Lafayette Street, one-way street conversions to two-way, creation of additional on-street parking, redesign of Archibald Yell Boulevard, and the taming and continued redevelopment of College Avenue.

The East-West Traffic Management Analysis *(2010)* identified and prioritized street projects to help relieve traffic congestion throughout the city through east-west traffic management alternatives. These alternatives were concentrated east of Garland Avenue, west of Crossover Avenue, and north of Lafayette Street/Mission Boulevard.

Several Neighborhood Plans provided identified neighborhood goals and preferred project priorities, including:

- **The Walker Park Neighborhood Plan** *(2008)* encouraged a balance of uses and housing, improvement of connectivity and walkability, creation of accessible green space, and keeping Jefferson Square a neighborhood core as primary goals of the neighborhood.

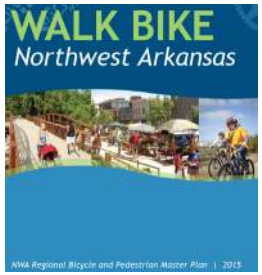


- **The Fayette Junction Neighborhood Plan** *(2009)* identified a vision and goals for the neighborhood including integration of built and natural environments, creation of a clean-tech cluster, and support of multi-modal transit.

- **The Wedington Corridor Neighborhood Plan** *(2012)* reiterated the importance of four street extensions that were identified in the Master Street Plan: Salem Road, Shiloh Drive, Persimmon Street, and Rupple Road.

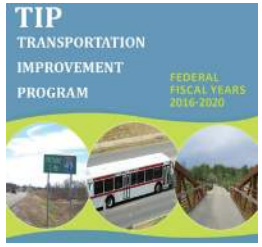
Fayetteville's Minimum Street Standards *(2015)* outline requirements for development projects within the city, and are intended to address public safety and convenience, maintenance, standardization of design and materials, optimization of public right-of-way uses, protection of private property, and inspection criteria. The standards pertain to planning, design, approval, construction, inspection, testing, and documentation of street improvements, and act as a guide to define the minimum acceptable criteria.

The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan, also known as **Walk Bike NW Arkansas** *(2015)* serves as a blueprint to comfortably, safely, and efficiently accommodate bicycle and pedestrian transportation. The plan builds upon existing bicycle and pedestrian infrastructure, using the 36-mile Razorback Greenway as a spine. The plan ultimately aims to create on- and off-street infrastructure within 32 communities of NW Arkansas through eight primary goals and eight related performance measures.



A catalyst program in the Walk Bike NW Arkansas plan, **the Regional Safe Routes to School program** includes planning, development, and implementation of projects and activities to improve safety and reduce traffic, fuel consumption, and air pollution in school neighborhoods. The Walk Bike NW Arkansas plan includes 12 recommendations to enhance the program's effectiveness.

The Transportation Improvement Program, *Fiscal Years 2016-2020*, from the Fayetteville Area Metropolitan Planning Organization, summarizes financial information for federal highway funds, state funds (including division needs, regional impact, and statewide mobility), and other funds such as Fayetteville Area System of Transit ridership revenue, inter-fund transfers from the City of Fayetteville's General Fund to the Transit Fund, and vehicle registration fees.



The 2035 NW Arkansas Regional Transportation Plan provides a comprehensive framework for regional transportation planning. The plan outlines design standards for multi-modal transportation improvements and makes a range of recommendations, with a focus on expanding active transportation infrastructure, implementing a transit development plan, and improving regional roadway connectivity. The plan includes specific goals such as the completion of an Alternatives Analysis for fixed-guideway transit, the completion of the Heritage Trail network, and the completion of several roadway projects. It identifies roughly $40 million in proposed active transportation improvements, $200 million in proposed bus improvements, and $6 billion in proposed roadway improvements.

The 2040 Metropolitan Transportation Plan outlines major improvements, actions, and plans to enhance the transportation system of Northwest Arkansas. These improvements, actions, and plans are based on seven goals that support the vitality of the metropolitan area by increasing the accessibility, safety and security of the transportation system for all users while protecting and enhancing the environment and improving quality of life.

The Greater NWA Development Strategy, also known as **Building On Success: The 2015-2017** Blueprint, identifies regional strengths and areas that need attention. The plan outlines 16 recommendations and 56 actions based on four program goals, including: investing in physical infrastructure that will enable sustainable, long-term growth and improve competitiveness; developing a comprehensive, regional approach to proactive economic development in Northwest Arkansas; ensuring Northwest Arkansas remains a vibrant and attractive community for business, residents, families and retirees for decades to come; elevating educational attainment and workforce skills so that Northwest Arkansas can more effectively compete for 21st Century jobs.

ENERGY AND HEALTH, ECONOMICS, AND LAND USE

ENERGY AND HEALTH

Outside the downtown, Fayetteville's built environment is currently reflective of the auto-oriented era in which it was built. This low-density development style forces people to default to use private vehicles for most trips, which in turn yields a transportation system that uses significant energy and produces high levels of emissions. Fayetteville's recently adopted Energy Action Plan's specific goals regarding transportation are to reduce per capita vehicle miles traveled to 2010 levels by 2030 and to achieve a 25% bike/walk/transit mode share by 2030.

TRANSPORTATION AND ECONOMICS

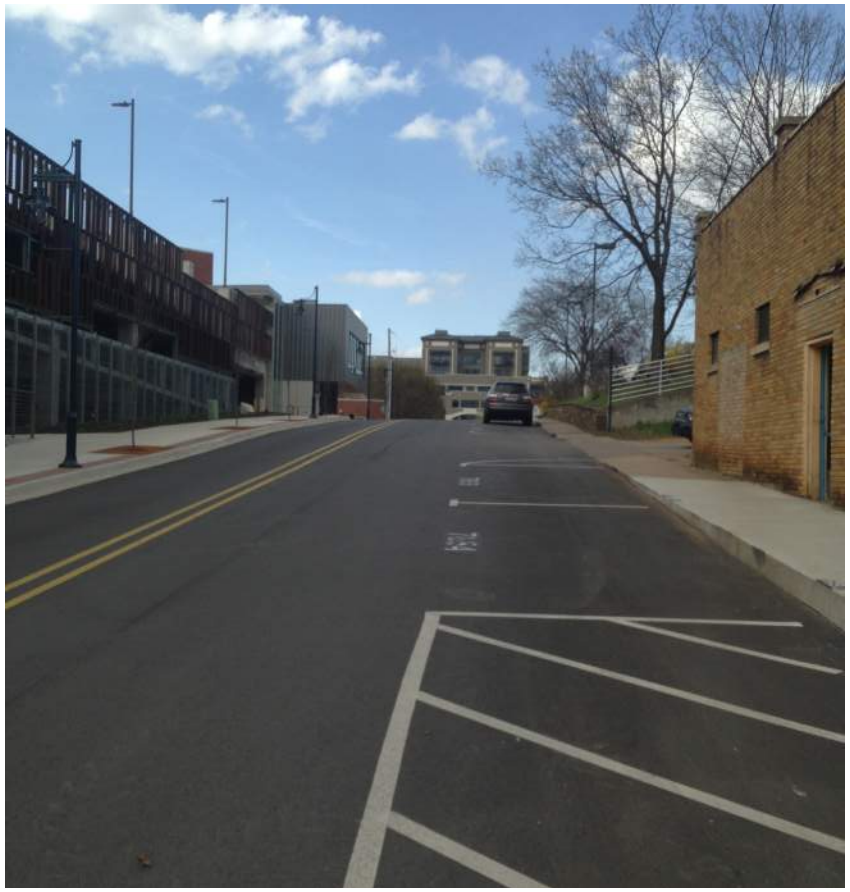
In many ways, transportation is better seen as a branch of economics than civil engineering. The two biggest impacts of transportation investments are the creation of land value and individual economic opportunity. After all, land is worth more at a rural crossroads than at the end of a dirt road, and it is worth even more in a thriving downtown like Fayetteville's, where so many roads meet. Transportation saves us time, which allows us to collapse distance. The result is accessibility, an indicator of how well we can get the services, goods, and experiences we desire.

As Adam Smith explained in 1776:

> "Good roads, canals, and navigable rivers, by diminishing the expense of carriage, put the remote parts of the country more nearly upon a level with those in the neighborhood of the town. They are upon that account the greatest of all improvements. [...] It is not more than fifty years ago that some of the counties in the neighborhood of London petitioned the Parliament against the extension of the turnpike roads into the remoter counties. Those remoter counties, they pretended, from the cheapness of labor, would be able to sell their grass and corn cheaper in the London market than themselves, and would thereby reduce their rents, and ruin their cultivation. Their rents, however, have risen, and their cultivation has been improved since that time."[3]

3 Adam Smith, An Inquiry into the Nature and Causes of the Wealth of Nations, (first published in 1776) edited by Joseph Shield Nicholson (T. Nelson, 1895), p. 62.

Transportation is driven by economics in many other ways. As detailed in the Fayetteville Parking Strategies document, downtown's success is dependent upon its parking system. But downtown does not so much need a specific number of parking spaces, but rather the right availability of parking, in all locations, at all times of day and night. Balancing parking supply and demand requires an understanding of economics, including establishing the lowest price that ensures about 15% of spaces are always available for those who need them.



TRANSPORTATION AND LAND USE

The best transportation plan is a good land use plan. When housing is placed far from jobs or shopping, residents must travel long distances to get the things they need. When roads lack sidewalks, bike facilities, or transit, people must use a car to get around – or be dependent upon others if they do not have a car. When communities are more mixed and compact, and where streets are welcoming to all users, travel distances are shorter, and many people choose walking, biking, or transit when those modes work for their trip.

The adoption of City Plan 2025 and the Downtown Master Plan led to the adoption of form-based zoning districts that emphasize the form of development rather than the separation of uses. The code was designed to ensure that the areas where it is applied retain livability and a human scale, while allowing for an increase in density and economic value.

Since the adoption of the City Plan, four form-based zoning districts are utilized within the Downtown and Walker Park neighborhood area, each with separate building height, use, and build-to line requirements. In 2010 the City Council also adopted three form-based zoning districts that parallel three conventional commercial zoning districts.

There is extensive research on the impact of the built form on travel behavior.[4] These are sometimes summarized as the "six D's," based upon three original factors coined by Cervero and Kockelman in 1997. They are:

4 A recent meta-analysis is "Does Compact Development Make People Drive Less?" The Answer Is Yes, by Reid Ewing & Robert Cervero. Journal of the American Planning Association Vol. 83, Iss. 1, 2017, found at http://www.tandfonline.com/doi/full/10.1080/01944363.2016.1245112

DESTINATIONS

When land use and transportation are well coordinated, transit can provide fast, direct, and cost-effective access to more destinations for more people. Transit-oriented communities coordinate land use and transportation in two important ways: At the neighborhood scale they locate most new development along reasonably direct corridors so that most destinations are 'on the way' to other destinations. At the regional scale they locate the highest densities of development and the most important destinations at the intersection of several frequent transit corridors.

DISTANCE

A well-connected street network shortens travel distances, making it possible for people to quickly and conveniently walk or cycle to where they want to go, or to easily connect with transit en route to their destination.

DESIGN

Highly accessible communities are carefully designed with the needs of people in mind. Whether walking, cycling, pushing a stroller, catching a bus, or using a mobility device, people of all ages and abilities should be able to access and enjoy a comfortable, safe, delightful, and inviting public realm.

DENSITY

Most successful communities concentrate most growth and development within a short walk of frequent transit stops and stations. A higher density of homes, jobs, and other activities creates a market for transit, allowing frequent service to operate efficiently.

DIVERSITY

A vibrant mix of land uses helps to create complete, walkable neighborhoods around transit stops, and supports a transit system that is well-utilized throughout the day. Transit oriented communities encourage a mix of land uses at both the neighborhood and corridor scales.

DEMAND MANAGEMENT

Transportation Demand Management (TDM) strategies discourage unnecessary driving and promote walking, cycling, transit, and other more space-efficient modes. TDM provides incentives for travelers to shift automobile trips to other modes in a number of ways, including increasing travel options, setting appropriate prices for parking or road usage, providing information and marketing, and allocating more road space to transit, cycling, and pedestrian uses.

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2 VISION, GOALS AND METRICS

INTRODUCTION

Transportation is not an end in itself but rather an investment strategy for achieving Fayetteville's larger goals. As described in Chapter 1, transportation is a key driver of every community's economic success, including shaping the value of residential land, determining whether industry can be competitive, and offering opportunities for residents to find work and get the services they need. It also shapes quality of life, including reasonable commutes and welcoming neighborhood streets. Transportation is the leading cause of air pollution and CO_2 emissions. It also has a big impact on public health, offering active lifestyles on one hand, while killing over 40,000 Americans a year in auto crashes on the other. The costs and benefits of transportation are rarely distributed evenly, resulting in a long history of inequitable outcomes from transportation projects.

To best allocate the city's limited transportation resources, it is important that the city have clear goals it seeks to achieve.

Those goals must then be translated into objectives that provide clear direction for city staff, and specific strategies staff can implement. Most importantly, each objective must be supported by performance metrics that determine the degree to which higher-level goals are being achieved. Finally, goals, objectives, and performance measurements must be reflected in the city's capital and operating budgets. Budgets are the ultimate reflection of a city's values.

The first round of public engagement for the Fayetteville Mobility Plan focused on goals and objectives.[1] The results of those workshops were then synthesized with the goals and objectives in key plans from the policy context section above to produce the complete vision and goals statement below.

1 For a full summary of public outreach activities see Appendix B

A VISION FOR THE FUTURE OF MOBILITY IN FAYETTEVILLE

Fayetteville envisions a transportation system that is equitable and safe for all users, provides desirable access opportunities for all transportation modes, and promotes and supports the continued economic growth and prosperity of the city and its citizens.

Fayetteville also envisions a sustainable future for its residents, businesses, students, and visitors. A sustainable future includes managing the triple bottom line, which requires balancing environmental, social and economic elements. The integration of these elements provides the foundation to reduce environmental impacts, enhance social equity, and facilitate economic prosperity.

Fayetteville has demonstrated a strong commitment to a sustainable future through the development of supportive plans and policies. The Fayetteville Mobility Plan identifies how transportation will help reduce carbon emissions, provide more equitable transportation options, and contribute to the community's economic success. The reduction of congestion and more efficient use of roads may be maximized by integrating transportation into effective land use planning and design. Better land use efficiency will provide an opportunity to enhance the city's public spaces and foster social and economic prosperity for people and businesses. The transportation framework will create a strong foundation to achieve a sustainable future in Fayetteville.

GOALS AND OBJECTIVES

The primary goal of the Fayetteville Mobility Plan is to establish street guidelines, policies, and maintenance practices that comprehensively work towards the vision for Fayetteville's transportation system. To this end, the plan is guided by the following goals and objectives:

GOAL #1: A TRANSPORTATION NETWORK THAT IS SAFE FOR ALL USERS

- **Objective #1:** Provide pedestrian safety
- **Objective #2:** Prioritize a walk-friendly environment at popular destinations (make it convenient, safe, and enjoyable to walk to popular destinations)

GOAL #2: A TRANSPORTATION NETWORK THAT IS EQUITABLE

- **Objective #1:** Consider the needs of diverse populations (urban, rural, mobility impaired, elderly, children, and others)

GOAL #3: A TRANSPORTATION NETWORK THAT EMPHASIZES MULTI-MODAL MOBILITY

- **Objective #1:** Provide multiple transportation options
- **Objective #2:** Enhance access to, and use of, local transit services
- **Objective #3:** Expand dedicated and comfortable bicycle facilities
- **Objective #4:** Provide reliable connections and travel times to where people want to go
- **Objective #5:** Manage parking to support local businesses, visitors, safety, and convenience

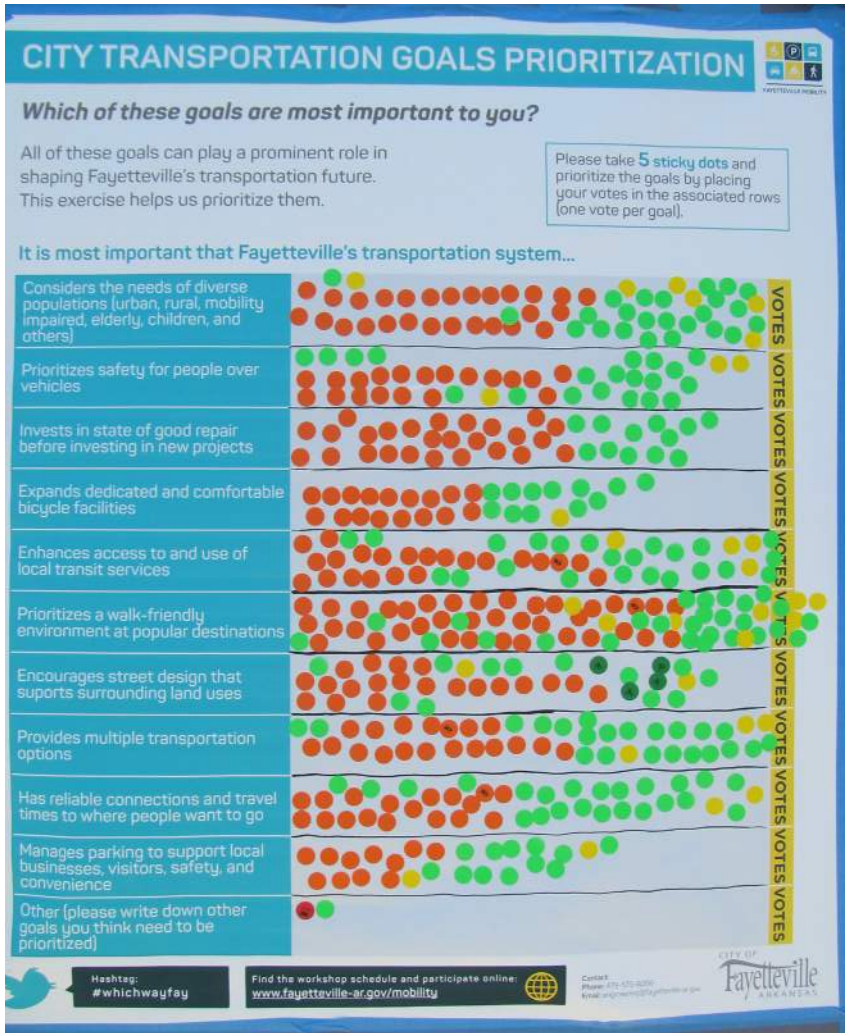
GOAL #4: A TRANSPORTATION SYSTEM THAT PROMOTES AND SUPPORTS ECONOMIC GROWTH AND SUSTAINABILITY

- **Objective #1:** Invest in state of good repair before investing in new projects
- **Objective #2:** Encourage street design that supports surrounding land uses

PERFORMANCE MEASURES

The Fayetteville Mobility Plan recognizes that, in order to be meaningful, all of Fayetteville's mobility objectives must be measurable. As a rule, cities should establish the shortest list of performance metrics to address all their objectives and those that can be measured with existing or readily available data. Some metrics may be subjective while also being quantitative, such as public opinion surveys. Other metrics may be both subjective and qualitative, such as walkability.

This section is intended as a starting point for conversations about how best to determine the degree to which the above objectives are being met. Different metrics may be appropriate for evaluating a corridor, intersection, development project, or citywide success. Some metrics lend themselves to future projections, while others can only be measured after-the-fact.



SAFETY

OBJECTIVE #1.1: PROVIDE PEDESTRIAN SAFETY

Performance Measures:

- **Average Travel Speed –** Assess vehicle speeds along public roadways to help determine how safe or stressed people may feel along different roads and determine traffic calming opportunities to facilitate greater safety for people.
- **Crash/Collision Rates –** Evaluate the frequency, rates, and locations of crash and collision rate data to identify potential areas where pedestrians and bicyclist safety should be prioritized.
- **Traffic Fatalities and Injuries –** Evaluate the frequencies, rates and locations of traffic fatalities and injury data to identify areas of concern regarding the safety of pedestrians and bicyclists.
- **Intersection Density –** Calculate the intersection densities to help inform how safe people feel. This can be calculated by evaluating the number of intersection opportunities within an area.

OBJECTIVE #1.2: PRIORITIZE A WALK-FRIENDLY ENVIRONMENT AT POPULAR DESTINATIONS

Performance Measures:

- **Average Travel Speed at Popular Destinations –** Assess the vehicle speed limits at popular destinations to help determine how safe or stressed people may feel along different roads. It will also help identify opportunities to facilitate greater safety for people, and highlight if traffic calming measures are necessary to help prioritize a walk-friendly environment.
- **Number of Signalized and Marked Crossings–** Identify the number of signaled and marked crossings at popular destinations to help determine if there is an appropriate number of crossings that prioritize a walk-friendly environment.
- **Number of Points of Interest connected to Pedestrian Facilities –** Evaluate the number of Points of Interest that can be accessed within a ½ mile of walking facility to help determine if pedestrians have been prioritized.

EQUITY

OBJECTIVE #2.1: CONSIDER THE NEEDS OF DIVERSE POPULATIONS (URBAN, RURAL, MOBILITY IMPAIRED, ELDERLY, CHILDREN, AND OTHERS)

Performance Measures:

- **Percent of elderly population, zero household vehicle, population under 16 years old within 15 minutes of a bus stop –** Analyze these demographics against bus routes and stops to identify if this population segment is currently underserved, and where service adjustments could be made.
- **Percent of elderly population, zero household vehicle, population under 16 years old connected to the Active Transportation network –** Analyze these demographics against the Active Transportation Network to help identify areas where these population groups are not served by the walking/biking network.
- **Percent of Accessible Services and Facilities –** Analyze the number of services and facilities that provide accessible amenities to help determine gaps in serving a population that may require special assistance in their modes of transportation. This analysis could include, but is not limited to the number of accessible vehicles in the bus fleet, number of accessible parking spaces at destinations, and the number of paths and street crossings that meet standards and offer accessibility enhancements.
- **Bus Service Hours in areas with Low Vehicle Ownership –** Compare bus service hours against the demographics that identify areas with lower vehicle ownership to identify hours of operations gaps in serving a population segment that would benefit from accessing bus services.
- **Bus Service Coverage Area –** Compare bus service coverage area against the demographics that identify areas with lower vehicle ownership to identify gaps in serving areas with a population segment that would benefit from accessing bus services. This should include the analysis of number of households with low vehicle ownership within 15 minutes of a bus stop.

MOBILITY

OBJECTIVE #3.1: PROVIDE MULTIPLE TRANSPORTATION OPTIONS

Performance Measures:

- **Commute Mode Share –** Evaluate the commute mode share by demographic and neighborhood segments.
- **Identify areas covered by more than one mode (overlap of modesheds in GIS).**
- **Number of Park & Rides –** Evaluate the number of available Park & Rides and peak period availability of spaces.
- **Number of Pedestrian and Bicycle Miles –** Evaluate the number of centerline miles of connected and accessible designated routes or facilities for pedestrians.
- **Identify the percent of gaps in connectivity for pedestrians and bicyclists**

OBJECTIVE #3.2: ENHANCE ACCESS TO, AND USE OF, LOCAL TRANSIT SERVICES

Performance Measures:

- **Percent of people who live with a ¼ mile of a bus stop –** Determine the percentage of the population who live within a ¼ mile of a bus stop to help identify opportunities to increase ridership through the enhancement of services.
- **Number of Points of Interest in the 15 minute walkshed from a Bus Stop - Analyze the number of points of interest within a 15 minute walkshed from a bus stop to help determine if the bus routes are serving effective routes and connections for people traveling by bus.**
- **Bus Stop Amenities –** Identify and increase the number of well-defined bus stops with amenities (sheltered, signed, paved platform, bench, etc.)

OBJECTIVE #3.3: EXPAND DEDICATED AND COMFORTABLE BICYCLE FACILITIES

Performance Measures:

- **Quality of Bicycle Facilities –** Evaluate the number of dedicated facilities by type, using a comfort or suitability index.
- **Percent of dwelling units in close proximity to bicycle facilities –** Evaluate the percentage of dwelling units within ½ of a dedicated bicycle facility.
- **Person Throughput –** Evaluate the total daily trips made within the city by bicycle.
- **Identify the percent of gaps in connectivity filled for bicyclists.**

OBJECTIVE #3.4: MAINTAIN RELIABLE CONNECTIONS AND TRAVEL TIMES TO WHERE PEOPLE WANT TO GO

Performance Measures:

- **Average Travel Speed –** Assess the vehicle speeds along public roadways to help determine how safe or stressed people may feel along different roads and determine traffic calming opportunities to facilitate greater safety for people.
- **On-time Performance –** Analyze performance of on-time rates.
- **Transit Speeds –** Analyze average bus speeds.

OBJECTIVE #3.5: MANAGE PARKING TO SUPPORT LOCAL BUSINESSES, VISITORS, SAFETY, AND CONVENIENCE

Performance Measures:

- **Parking Utilization –** Measure parking demand and utilization by assessing utilization rates. Evaluate the amount of parking available during peak and off-peak periods, and especially parking within a target range of 10-25%.
- **Parking Facilities –** Evaluate the number of on-street and off-street parking spaces.
- **Parking Pricing –** Evaluate the price of parking by parking facility, when parking may be charged (peak vs. off-peak), and how well pricing is achieving availability targets.

ECONOMIC

OBJECTIVE #4.1: INVEST IN STATE OF GOOD REPAIR BEFORE INVESTING IN NEW PROJECTS

Performance Measures:

- **Operational Finances –** Evaluate the percent of the budget dedicated for transportation infrastructure maintenance (road re-pavement, sidewalk maintenance).
- **Transit System Conditions –** Evaluate the current state of the system to determine how much investment for state of good repair is necessary (age of the bus fleet, public records requests for road or sidewalk improvements).
- **Farebox Recovery –** Determine the farebox revenue by dividing the system's total fare revenue by its total operating expenses.

OBJECTIVE #4.2: ENCOURAGE STREET DESIGN THAT SUPPORTS SURROUNDING LAND USES

Performance Measures:

- **Property Values –** Assess the property values in proximity to transit and active transportation facilities.
- **Assess Retail Sales Tax per Square Foot along key commercial corridors.**
- **Assess space dedicated to pedestrians within 0.5 mile of commercial areas.**

OTHER POTENTIAL METRICS

After this document is completed, the final stage of the Fayetteville Mobility Plan effort will include a final shortlist of performance metrics, and an application of those metrics on the City's Capital Improvement Program project list. To facilitate that effort, the following table provides some additional metrics used by an array of comparable cities, such as Austin TX, Grand Rapid MI, Des Moines IA, and other mid-sized college towns.

Figure 2-1 Other Potential Performance Metrics

Performance Category	Potential Performance Metrics
Citywide	▪ Citywide combined bicycle and pedestrian mode share for trips of one mile or shorter ▪ Single occupant vehicle commuting ▪ Number of pedestrian or bicycle-related collisions ▪ Number of pedestrian or bicycle-related fatalities ▪ Total roadway crashes and injuries from all roadway crashes ▪ Ratio of bicycle facility miles to road miles ▪ Linear feet of sidewalks or % of linear feet with sidewalks within ½ mile of transit stops ▪ Vehicle miles traveled (VMT) per capita ▪ Total transportation-related greenhouse gas (GHG) emissions per capita ▪ Street connectivity index by neighborhood (measures of how finely grained the street network is) ▪ Public perception survey results
New Development	▪ VMT per capita ▪ Total transportation-related GHG emissions per capita ▪ Vehicles per unit/household ▪ Square footage of provided green infrastructure in the public right-of-way for projects with a street frontage of 100' linear feet or more ▪ Connectivity index (ratio of roadway links to nodes or intersections)—for new development sites that include internal streets ▪ Measures of access to transit and other multimodal transportation options

Performance Category	Potential Performance Metrics
Corridors	*Capacity* • Person throughput and person delay • Automobile • Average travel time *Transit* • Peak travel time • Average peak period speed compared to free-flow speed • Average person delay *Bicycle* • Lane miles of dedicated facilities • Peak travel time • Bicycle level of service (LOS) based upon level of dedicated facility, in comparison to automobile speeds • Percent of dwelling units within 1/2 mile of a dedicated bicycle facility *Pedestrian* • ADA compliance for accessible paths of travel, particularly near state and local government offices, bus stops and transportation services, and retail and employment locations • Centerline miles of connected and accessible designated routes or facilities for pedestrians • Available sidewalk width and lane miles of sidewalks (refined by ½-mile buffers from transit stops) *Green Streets and Walkability* Percentage of corridor provided with tree canopy Stormwater runoff levels *Safety* • Speed limit compliance *Economic Development* • Retail sales along corridor (as measured by sales tax) *Operations and Maintenance* • Pavement Condition Rating for key corridors

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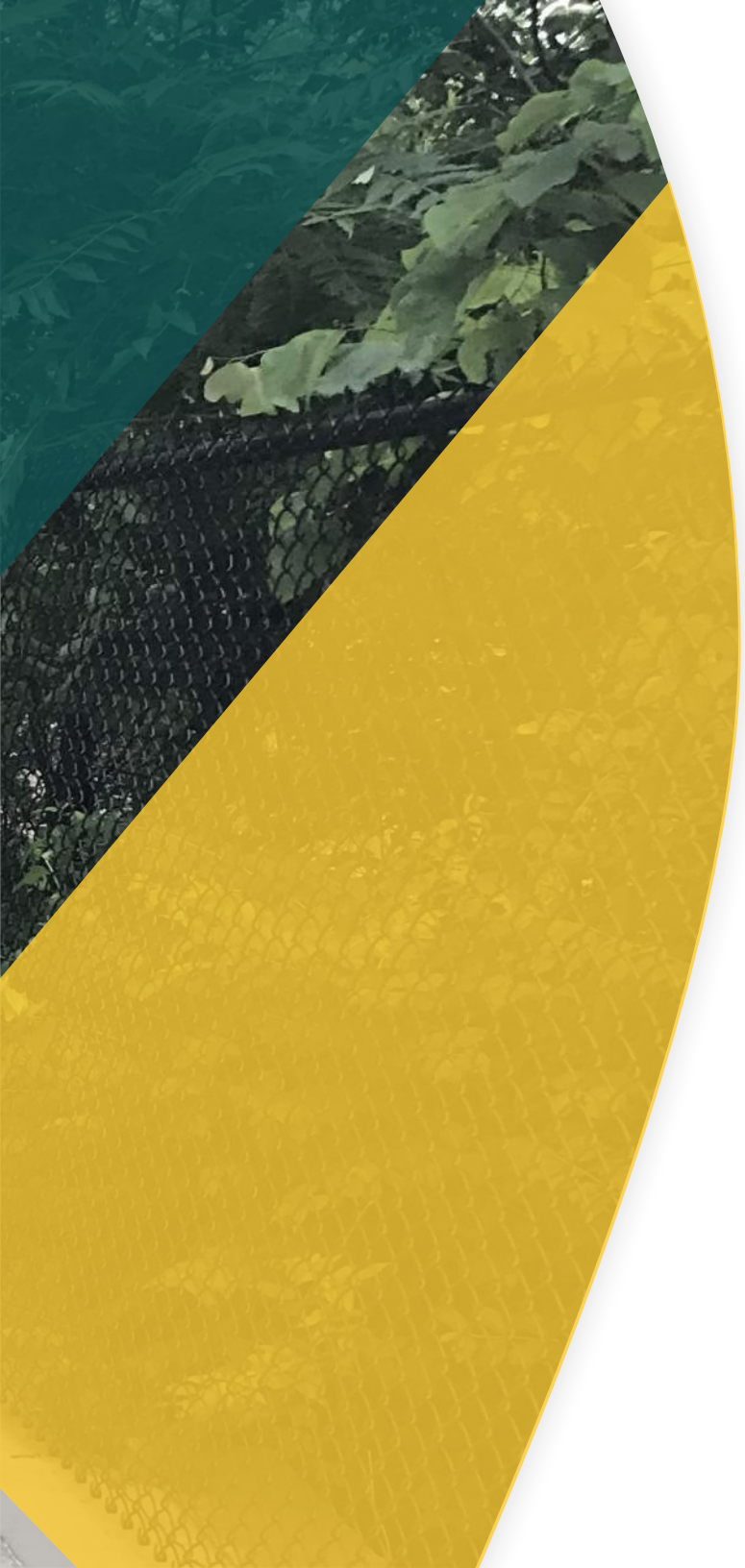


3 TODAY'S SYSTEM

OVERVIEW OF TRAVEL PATTERNS IN FAYETTEVILLE

Travel in and around Fayetteville is heavily influenced by the University and its students, faculty, and staff that commute to campus daily. Other major influences to travel demand include:

- Daily commutes by parents and students to the public and private schools throughout the city;
- The medical campus around the Washington Regional Hospital;
- Shopping and office areas in Uptown Fayetteville;
- Industrial and manufacturing centers in the southern part of the city;

- City's close proximity to numerous large corporations headquartered in the region (most notably, Walmart in nearby Bentonville, and Tyson Foods in Springdale) and;
- The various neighborhood and regional attractions in and around the downtown area and the University.

The spatial distribution of these major institutions and employers dictate the commute patterns in the city, which move in generally north-south patterns between several neighborhoods around the city's center and the industrial areas in the southern part of Fayetteville. Commute patterns in the satellite neighborhoods of the city tend to be spread more evenly throughout higher-density employment areas of Fayetteville.

As of the most recent US Census data, Fayetteville is host to about 44,000 workers aged 16 years or older. Of these workers, nearly 25% travel less than 3 miles to work, and nearly 50% of workers travel less than 7 miles to work. The private vehicle is the most used mode for commute trips in the city, with a share of 86%. About 6% walk for their daily commute, 2% ride a bicycle, 1% use public transportation, and less than 1% used a taxicab or motorcycle. About 4% of workers reported working from home.

Travel modes for faculty, staff, and students of the University of Arkansas are much different than those for workers in the city in general. A survey conducted for the recent University of Arkansas Transportation Plan showed that only 60% of the campus community drives alone, while 16% each walk and use transit as their primary travel modes. These figures reflect the much higher usage of walking and transit among the university's on-campus and off-campus resident students.

For further detail on the state of the transportation network and its usage see Appendix A.

DRIVING CONDITIONS

ROADWAY NETWORK CHARACTERISTICS AND USAGE

The Master Transportation Plan is the guiding policy that the community, city staff, the Planning Commission and the City Council utilize to guide decisions regarding the classification, design, location, form and function of streets in Fayetteville. The Master Transportation Plan contains the Master Trails Plan, the Master Street Plan (which illustrates street classifications and locations), and cross section diagrams that show the dimensional requirements of each street type.

Currently, all streets in Fayetteville are classified as one of the following street types: Alley, Residential, Local, Collector, Minor Arterial, Principal, Hilltop-Hillside Overlay District and Downtown Master Plan. Altogether, including freeways, there are about 470 miles of roadways in the city which account for over 10% of the city's total land area.

DAILY TRAFFIC VOLUMES

In Fayetteville, high capacity continuous corridors are mainly north-south, and more than half of the commute flows follow this direction. The heaviest commute flows are found on I-49, which carries daily traffic of 65,000 to 80,000 vehicles per day in the Fulbright Road-Highway 16 segment, decreasing to 50,000 vehicles per day in the adjacent segment south of Highway 16. College Avenue carries 30,000 vehicles per day at the northern end, which gradually decreases to 20,000 vehicles per day near MLK Jr Boulevard. The east-west corridors with the heaviest daily traffic are MLK Jr. Boulevard with 30,000 vehicles per day on both sides of Razorback Road; Wedington Drive with 20,000 vehicles per day; Joyce Blvd. with 20,000-29,000 vehicles per day; North/Mission/AR-45 with 13,000-20,000 vehicles per day; and Township Street with 12,000 vehicles per day.

ROADWAY NETWORK DEFICIENCIES AND GAPS

STREET GRID CONNECTIVITY

While Fayetteville's network has roadway connection opportunities in all directions, there are fewer opportunities to make east-west connections than north-south connections. East-west connections are also generally less direct than north-south connections[1], and tend to have more barriers as well. The primary east-west barriers include:

- As a freeway, the Fulbright Expressway has an inherent requirement for fewer local connections, and the costs to build more overpasses can be prohibitive.
- The Arkansas & Missouri Railroad crosses several east-west roads within the city creating conflict points between both networks[2]. Most of the crossings are equipped with proper signalization and physical barriers, but others only have stop signs.
- Several of the intersections along the Frisco Trail are not signalized and present challenges for the users.
- The University of Arkansas' main campus has no east-west street network beyond its western border.
- The steepness of certain areas of the city make it difficult for the configuration and design of the section and alignment of the street network, in particular the residential areas along the ridge east of College Avenue.

1 The ratio of real distance to straight distance is greater for east-west trips (1.38) than for north-south trips (1.34).
2 The railroad also crosses two north-south connections – S University Avenue and S Hill Avenue.

CONGESTION

Fayetteville's road network sees its highest levels of congestion during PM peak hours on the primary north-south corridors, as well as at some key intersections including:

- I-49 from the northern city limit to Highway 16
- Entries and exits from I-49 to principal arterials
- College Avenue from the northern city limit to E Township Street

East-west routes operating at capacity during the same time period include Huntsville Road from Mashburn Ave to Crossover Road.

Some roads experiencing peak congestion have had capacity expansion projects since 2010, including the flyover between College Avenue and I-49, widening of Crossover Road from Mission Boulevard to Joyce Boulevard, and the widening of Huntsville Road.

ONGOING ROADWAY PROJECTS

Existing asphalt streets within Fayetteville city limits are on a master schedule to be repaved or resurfaced every 15 years. The Transportation Division also installs and maintains traffic signals, traffic signs, street markers, and signs, and up to $750,000 from sales tax revenues are allocated for signal projects. The Traffic Control and Maintenance Program is currently upgrading the wireless traffic signal communication system, which will connect both the traffic signal controller and the video detection equipment to a central location.

Approximately 84% of road projects listed as priority projects in the 2003 Traffic and Transportation Plan are completed, as are 16% of the priority intersection projects, and half of the long-range road projects. Other projects managed by the Arkansas Department of Transportation (ArDOT) have increased the capacity of I-49 within the city, including interchange improvements and widening.

PEDESTRIAN AND BICYCLING CONDITIONS

WALKING NETWORK

Fayetteville has been working diligently to expand the pedestrian and bicycle network throughout the city. The City has undertaken several planning efforts in the last decade that have significantly enhanced the active transportation network, including the adoption of a Master Street Plan and complete street cross-sections in 2005, the completion of the Scull Creek Trail in 2008, and the 2015 Active Transportation Plan. As of 2016, the citywide pedestrian network is made up of about 435 miles of public sidewalks, and 43 miles of 10-12' wide paved shared-use trails. There are also 577 crosswalks (some equipped with audible signals), most of which lie at busier and/or signalized intersections. The highest pedestrian volumes in the city are found in the areas near the Harmon Street and Dickson Street intersection within UA Campus, and, despite being designed primarily to accommodate vehicle traffic, the Maple Street and Garland Street intersection.

WALKING NETWORK DEFICIENCIES AND GAPS

Almost half of the street network has a complete sidewalk on both sides of the street. The rest of the street network has either semi-continuous sidewalks or no sidewalk at all. Further, in some cases, even where sidewalks exist, they do not comply with ADA requirements. In the downtown, the most notable gaps in the network are found along College Avenue and, particularly, Archibald Yell, which is among the most difficult roadways for pedestrians to cross. Crosswalks are mainly concentrated in the city center and in signalized intersections along the principal arterials, but are inexistent in most residential areas. With the hilly terrain, previous inconsistent requirements, and a dense roadway network, completing new connections has proved difficult.

Figure 3-1 Existing Walking Network

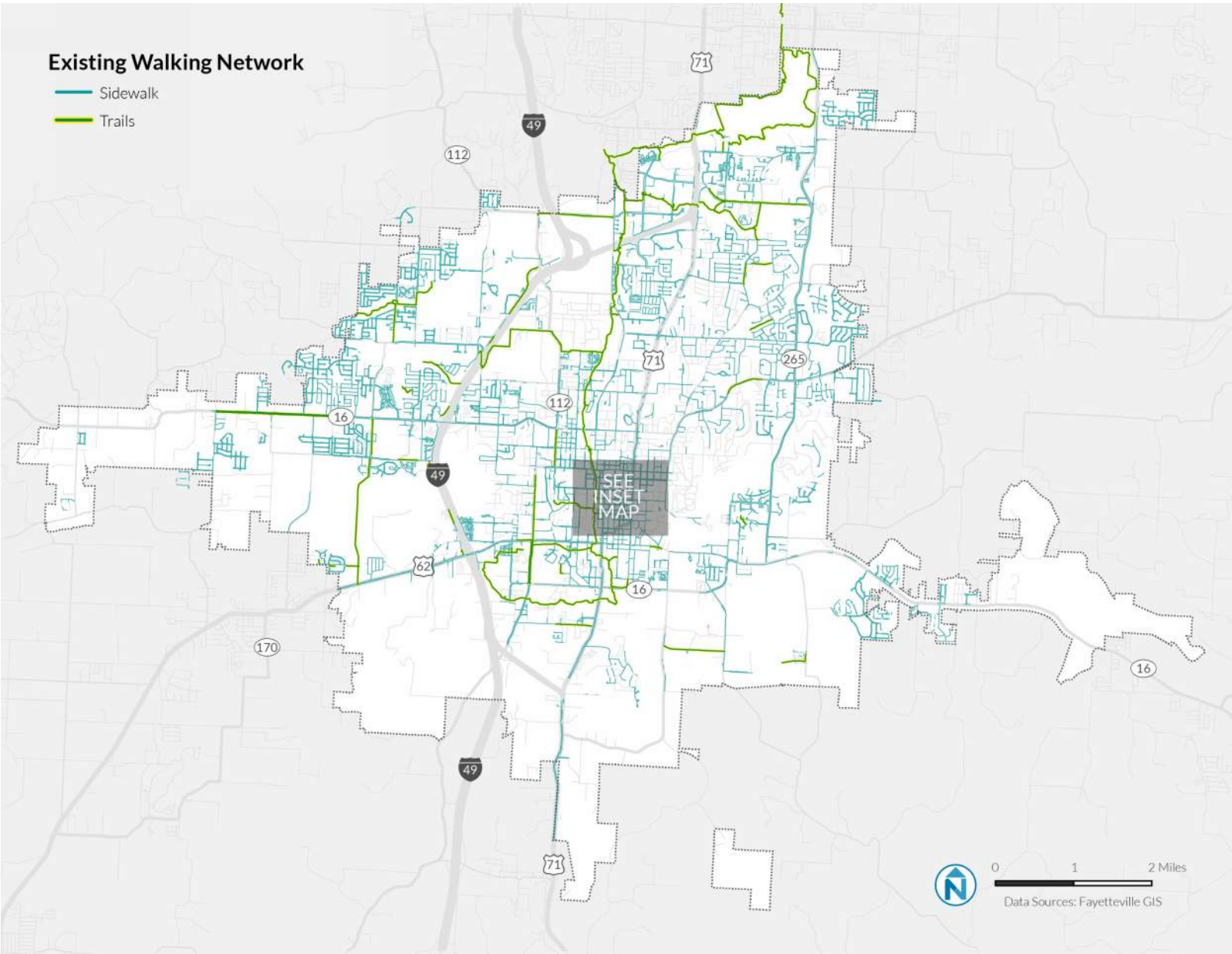


Figure 3-2 Downtown Pedestrian Network

BICYCLING NETWORK

The existing biking network is composed of 43 miles of 10-12'-wide, paved shared-used trails, as well as of 30 miles of on-street bikeways. The City also owns and maintains 124 bike racks in and around Fayetteville, with a capacity for 277 bikes, and recently installed its first bike-parking corral with six racks and a capacity to accommodate twelve bikes. In addition to city-managed bike parking, there are bike racks available at some private businesses, as required by development codes.

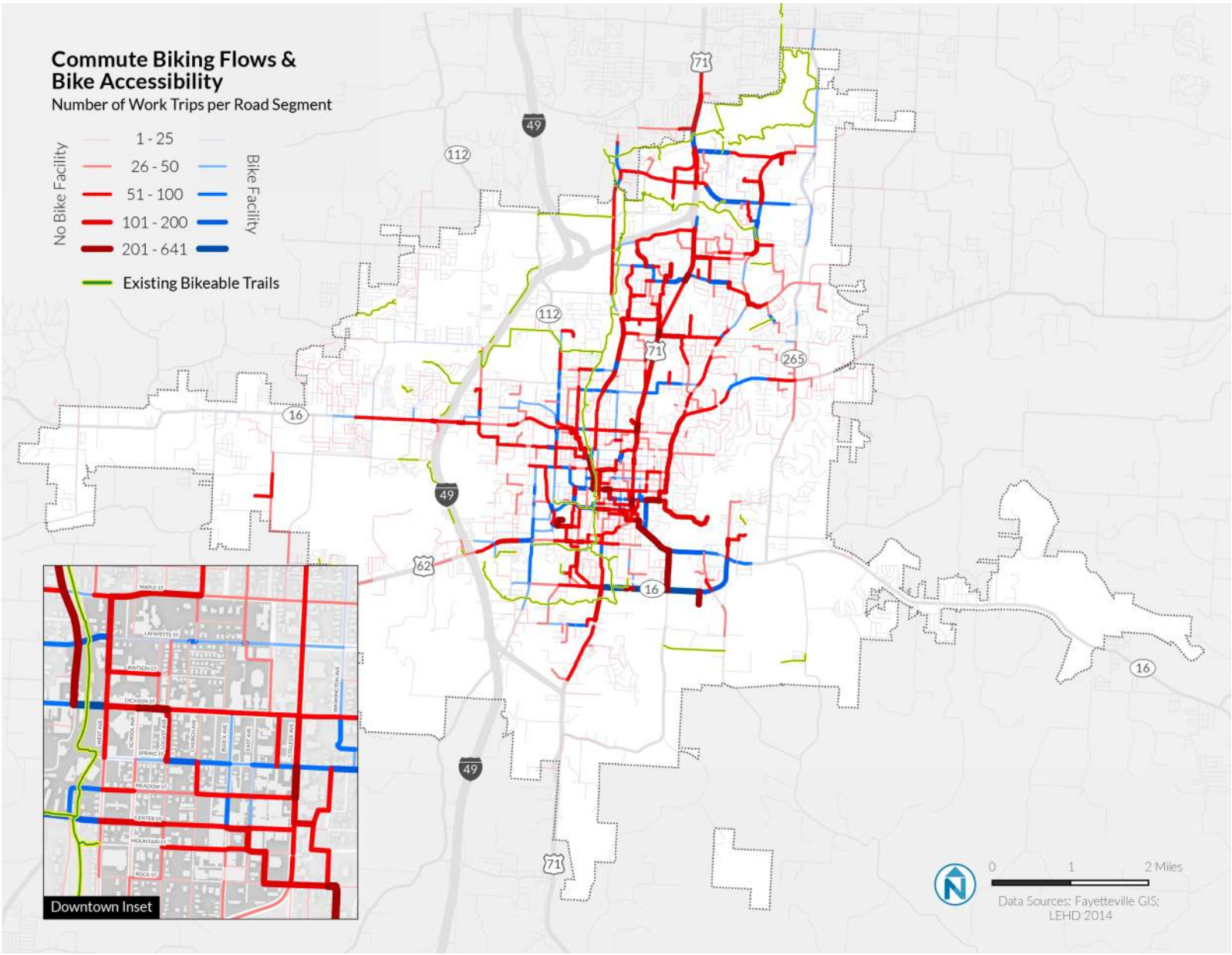
BICYCLING NETWORK DEFICIENCIES AND GAPS

Much of the bicycle network remains disconnected, particularly in areas where roadway volumes are high or limited street widths require trade-offs in allocating space among vehicular traffic, pedestrians, cyclists, or neighboring land uses. Only 19% of the street network has some type of bike facility, and these streets serve about 25% of commute trips of less than three miles. While the Razorback Regional Greenway serves most north-south trips, the current bike network lacks the east-west connections to feed it.

Figure 3-3 shows Fayetteville's bikeable commutes, identifying the shortest paths for commute trips less than three miles long. Thicker lines show where the most commuters are, with blue lines having a bike facility, and the red lines lacking one. Bike facilities on the thickest red lines would benefit the highest number of commute trips.

The lone bike share service currently operating in the city is Razorbikes, a program that is sponsored jointly by University of Arkansas' Transit and Parking Department and Student Government. This service is provided free of charge to the university's students, faculty, and staff, but currently cannot be used by anyone not affiliated with the university.

Figure 3-3 Biking commute desire lines and missing gaps in the bike network



ONGOING BICYCLE AND PEDESTRIAN PROJECTS

The Capital Improvement Program (CIP) 2015-19 allocates $7 million for sidewalk improvements, and the 2017-2022 Trail Construction Plan expects to increase the trail network by 16.7 miles, a rate of approximately three miles per year, based on continued CIP funding at current levels and continued grant funding. Also, City Plan 2030 recommends all new street projects and significant street reconstruction to incorporate some form of bicycle infrastructure in the public right-of-way in locations where the City Plan indicates bicycle infrastructure is appropriate.

A joint effort between the City and the University of Arkansas for a citywide bikeshare system that would replace the existing Razorbikes system is in the development and planning stages.

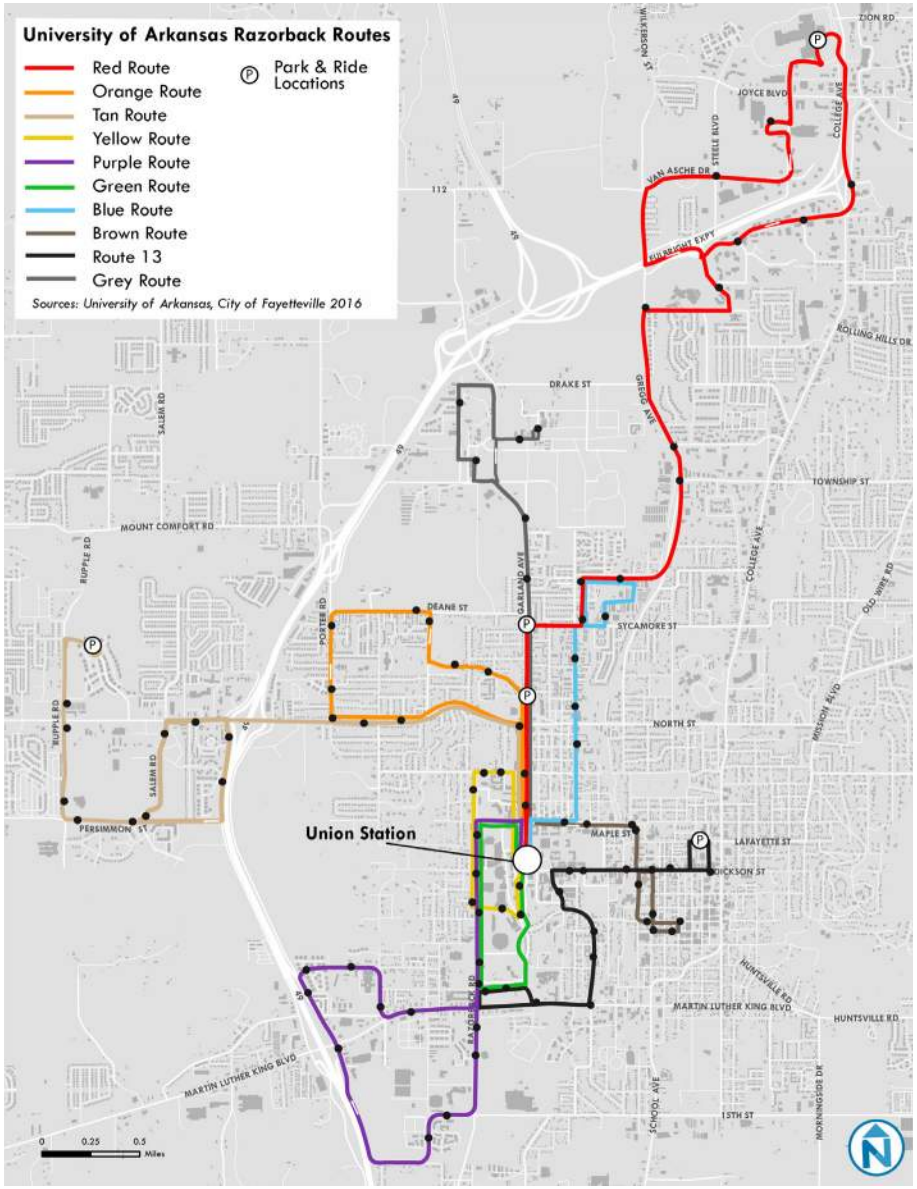
TRANSIT CONDITIONS

Two transit operators serve Fayetteville and connect its neighborhoods and job centers to the wider region: Razorback Transit and Ozark Regional Transit (ORT). Peripheral areas are not served by the transit network, as there are no bus services east of College Ave/ Highway 71 and on the west fringe of the city.

RAZORBACK TRANSIT

Razorback Transit is run by the University of Arkansas (UA) and provides fare-free fixed-route and paratransit bus services on the UA campus and to major off-campus living and shopping areas. The service is free for anyone who wishes to ride, including UA students, faculty, and staff as well as the general public. Razorback Transit is funded with Federal Transit Administration Grants, UA Student Transportation Fees, the UA Administration, and the City of Fayetteville. Razorback Transit's annual ridership during fiscal year 2015-16 was 1.8 million passengers.

Figure 3-4 Razorback Transit, Fall 2016



Source: University of Arkansas

OZARK REGIONAL TRANSIT

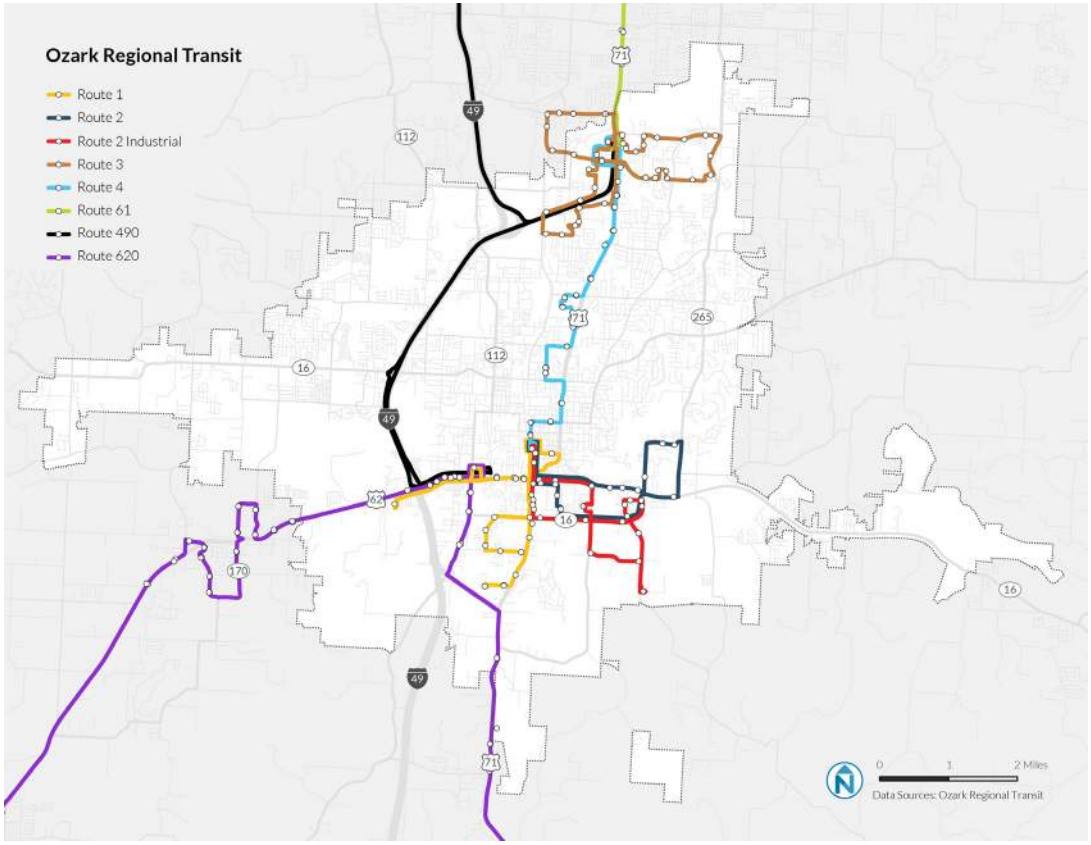
Ozark Regional Transit (ORT) serves the broader metropolitan area with fixed and limited routes, as well as paratransit service: 12 fixed routes and two limited routes (as of 2016), of which five and two, respectively, operate with either an origin or destination in Fayetteville. ORT is funded by direct revenues (fare, advertising), and Federal, State and Local funding sources, and cities in the region who are served by the ORT with an average ridership of 300,000 passengers per year.

TRANSIT DEFICIENCIES AND GAPS

A key, ongoing challenge for both transit operators has been the dispersal of population, employment, and travel demand generators beyond the range of existing transit service. For instance, 21% of the residential units and 22% of the non-residential square footage approved during the last decade fall outside of the 15-minute walkshed from the existing bus stops. Both operators have also reported an inability to improve services and amenities due to funding constraints.

As Razorback Transit's primary focus is serving the UA campus community, its schedule is tailored towards the times of year when the whole student body is present. Also, most ORT routes only run every 60 minutes, and there is no service over the weekend.

Figure 3-5 Ozark Regional Transit 2016 – Fayetteville Coverage



PARKING CONDITIONS

A key component of the FMP is the Parking Strategies document that focuses on the downtown. The full document can be found at the FMP website. A summary is provided below.

The downtown Parking Study Area encompasses the Downtown Business District and Entertainment District, some paid parking areas on the University of Arkansas campus, and surrounding residential areas to the east of campus. A summary of the parking supply and management approaches in this area are shown in Figure 3-6 and Figure 3-7.

Figure 3-6 Parking Inventory by Category

Parking Location	Entire Study Area	Downtown District	Entertainment District	Other Spaces in Study Area
Publicly Available	3,217	1,499	1,625	93
Restricted Use/Private	5,853	1,751	3,226	876
Off-Street	7,796	2,671	4,249	876
On-Street	1,274	579	602	93
Unavailable (Construction)	639	-	601	38
Total	9,070	3,250	4,851	969

Figure 3-7 On-Street Parking Rates and Regulations

On-Street Weekday Regulation/Rate, Time Limit, and Time Span(s)	Total	%
Unrestricted	408	32%
Daytime Metered - $0.25/Hour, 2 Hour Limit until 6PM	282	22%
Residential Permit Only	191	15%
$0.50/Hour (2-5PM), $1/Hour (5PM-2AM), $5/Day Option	146	11%
Residential Permit or Metered ($0.50/Hour (2-5PM), $1/Hour (5PM-2AM)	86	7%
Free, 2 Hour Limit (in 4 Hour Period)	77	6%
Loading Zone	35	3%
Daytime Metered - $0.15/Hour, Long Term until 6PM	15	1%
Police Parking Only	14	1%
Motorcycle	9	<1%
Free, 10 Minute Limit from 8AM to 6PM	8	<1%
University Parking Only	3	<1%
Total	1,274	

WEEKDAY CONDITIONS

Over the total study area, parking is never more than 50% occupied even though there can be specific locations with crowded conditions. However, much of this unoccupied parking is privately owned and not currently open to the public outside of customer parking. At peak occupancy, over 4,000 parking spaces of the total 9,070 are unused. However, in a two-minute walk area around the "core" of the Entertainment District, parking is nearly 70% full at the evening peak. Similarly, parking within a two-minute walk of the downtown square is 66% occupied or unavailable during the daytime peak of 11 a.m.

On-street parking is generally used at a slightly higher rate than off-street parking throughout the day. Privately-owned garages and lots across the entire study area are generally more occupied compared to publicly-owned facilities, especially during the evening. Publicly-accessible off-street facilities have a comparable utilization rate to that of restricted-access garages and lots. About one-third of publicly available spaces in the "core" of the downtown business district remain unoccupied during the mid-day peak.

WEEKEND CONDITIONS

Over the total study area, parking is never more than 40% occupied. Peak parking demand for the weekend is at night (9:00-11:00 p.m.) with a minor peak at midday. This trend is accentuated in the Entertainment District where the elevated use period lasts from 7:00 p.m. to 1:00 a.m. At the evening peak, parking is functionally full (over 90%) in the publicly available parking in the "core" of the Entertainment District, with some capacity in private parking. The peak demand in the Downtown Business District occurs between 11:00 a.m. and 1:00 p.m. (45%). Evening occupancy in this area is very low (less than 25%). Even at peak occupancy, there are almost 5,000 unused spaces throughout the study area.

On-street parking use is very steady throughout the day but does not exceed 55% occupancy. Certain corridors, such as Dickson Street and Center Street are heavily utilized, while others are nearly vacant. Off-street parking, including both publicly and privately owned assets, is never more than 40% full, regardless of the time of day. Publicly owned and available off-street parking in the Entertainment District approaches functionally full at the evening peak. The utilization in publicly-owned garages and lots increases in the late evening but does not exceed 50% occupied.

On Sunday, demand in the northeast corner of the study area is extremely high on Highland Street and in the large surface lot behind Fayetteville First Baptist church. However, at this time over 400 spaces go unused within a short walk of this area.

TRAFFIC COLLISIONS

As would be expected, the most highly trafficked corridors see more traffic incidents and collisions than other locations around the city. From 2011 to 2015, 14,058 total traffic collisions were reported in Fayetteville, reflecting a yearly increase from 2,474 collisions in 2011 to 3,296 in 2015. However, the number of traffic fatalities per 100,000 people dropped from 6.5 in 2012 to 3.7 in 2014— almost half the state average. There were more than 3,200 incidents of varying degrees reported in 2015, predominantly concentrated along the routes with greatest activity and trip-making, although it is noteworthy that 25% of collisions took place within a 15-minute walkshed of a major point of interest, such as a school, library, or recreation center, which represents 17% of the city area (See Figure 3-8).

In the past five years, there were 58 severe and fatal collisions, four of which involved pedestrians. All incidents involving pedestrians added up to 121 (including severe and fatal collisions). Severe incidents and fatalities involving pedestrians and cyclists focused mostly around the city's 101 signalized intersections on major arterials, as well as within the downtown area where pedestrian and biking activity is higher. The highest densities of such incidents were found along College Avenue/Highway 71, Garland Avenue, Highway 16, MLK Jr. Boulevard, North Street, and Sycamore Street, but collisions also took place on local streets within residential neighborhoods, where crosswalks are inexistent, and vehicles regularly exceed speed limits.

Figure 3-8 Half Mile Walkshed from Places of Interest and Traffic Collisions (2011-2015)

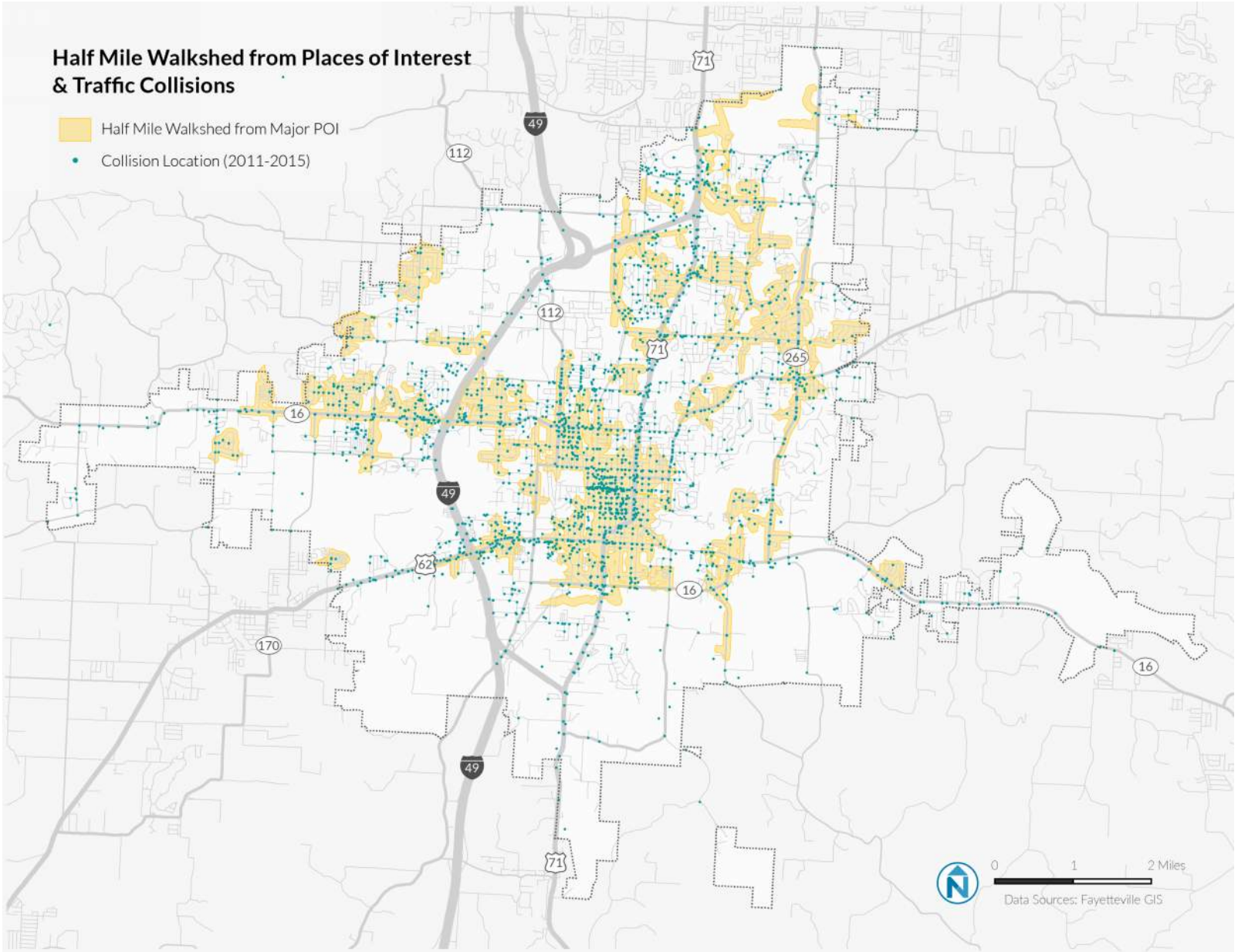


Figure 3-9 Auto Collisions and Severe Pedestrian/Bicycle Injuries (2011-2015)

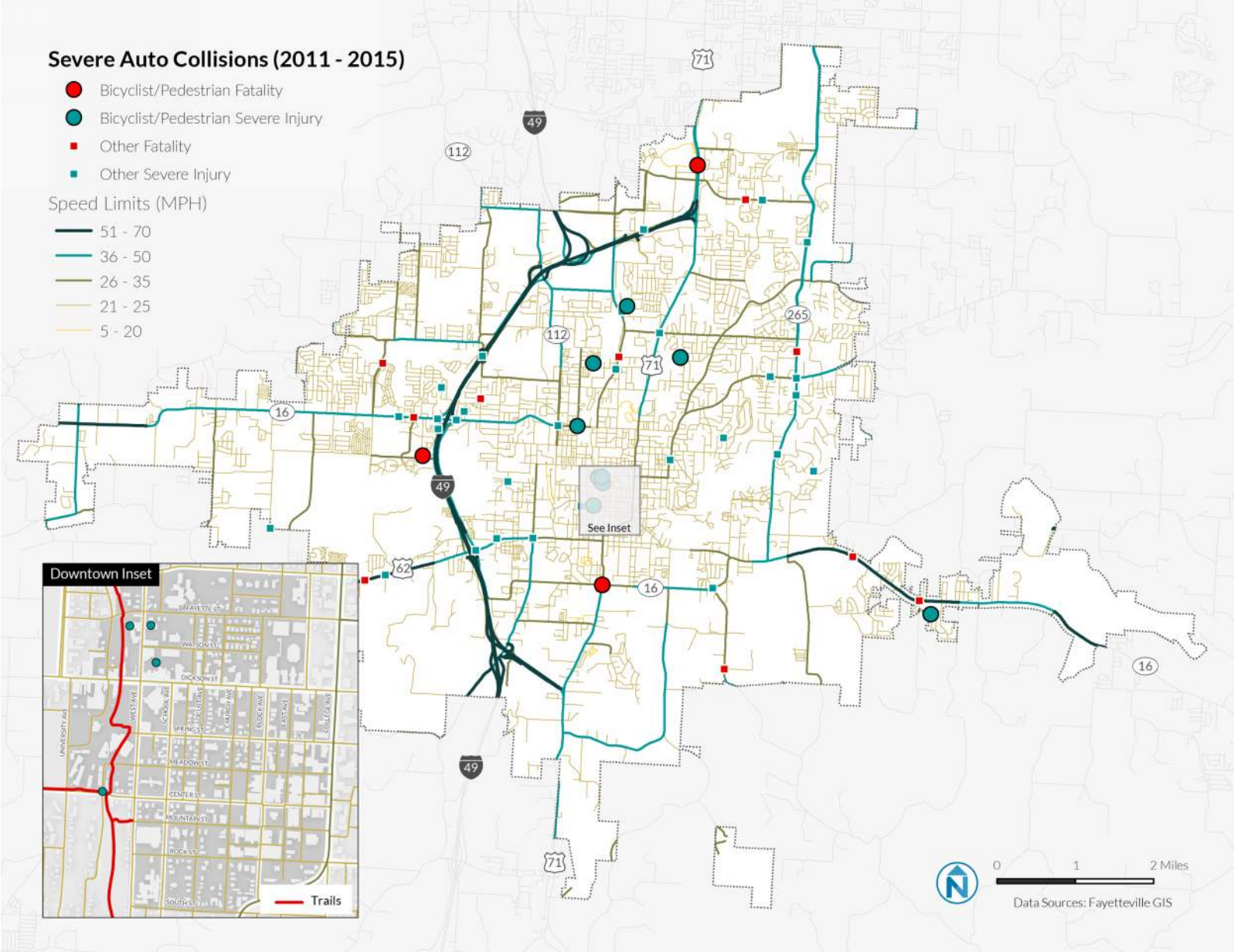


Figure 3-10 Traffic Collision Density (2011-2015)

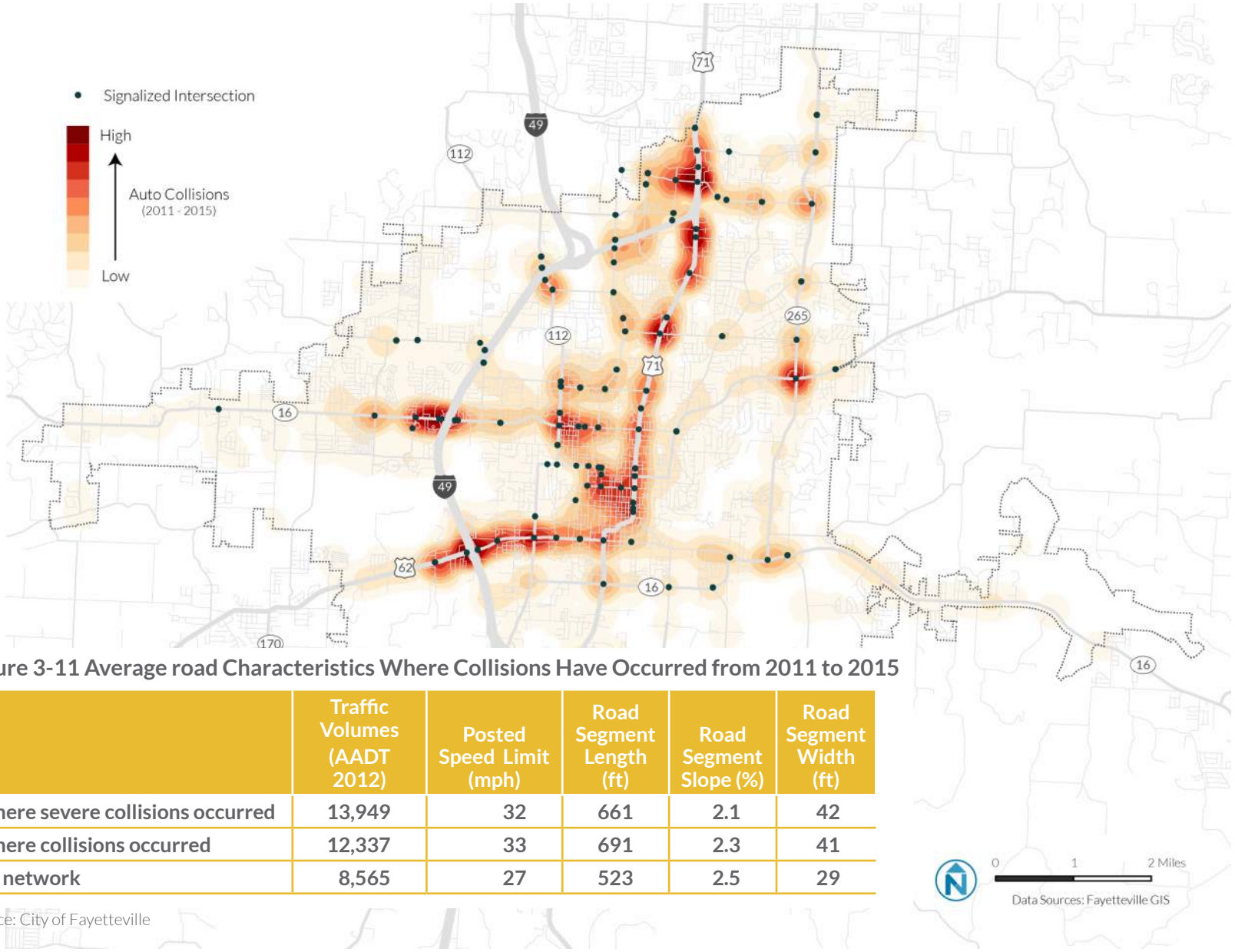


Figure 3-11 Average road Characteristics Where Collisions Have Occurred from 2011 to 2015

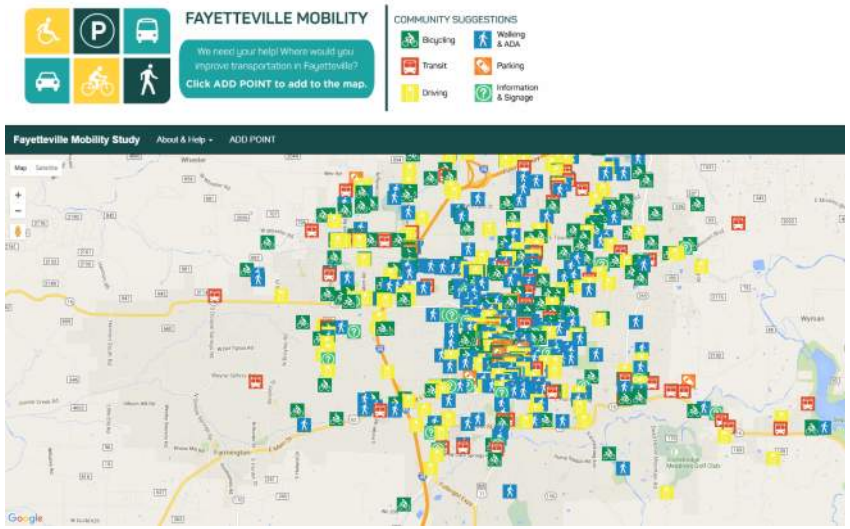
	Traffic Volumes (AADT 2012)	Posted Speed Limit (mph)	Road Segment Length (ft)	Road Segment Slope (%)	Road Segment Width (ft)
Where severe collisions occurred	13,949	32	661	2.1	42
Where collisions occurred	12,337	33	691	2.3	41
All network	8,565	27	523	2.5	29

Source: City of Fayetteville

U-HAUL
TM 3451 F
WHAT ARE STREETS FOR?
Share your transportation ideas for Fayetteville...
TODAY
IN THE FUTURE
Street Elements
FAYETTEVILLE MOBILITY
PARKING TRADEOFF VOTING (DOWNTOWN/ENTERTAINMENT DISTRICT)
I would rather...
OR
Park on-street
Hashtag: #ublicwayfay
ONE WAY

4 PUBLIC OUTREACH

The Fayetteville Mobility Plan (FMP) was informed by an extensive public outreach process that included several rounds of outreach, each with its own distinct purpose and goals. Each round of outreach featured online engagement activities and several mobile visioning workshops held throughout the city. These activities were designed to engage stakeholders and the public to ensure that the plan accurately reflects and addresses the issues, concerns and experiences of Fayetteville residents.



ROUND 1: VALUES

The first round of public engagement served as a welcome and public kickoff for the project. It was held in the spring of 2016 and consisted of mobile visioning workshop at various key locations across the City. During the workshops, staff and the consultants presented the goals and objectives. The public was asked to rank the objectives, provide concerns and comments about the current transportation network on a blank map. They were also asked to comment about preferred transportation features desired in different urban environments. For those who couldn't participate in these events, a WikiMap was available on the Plan's website. Throughout this first round, nearly 850 separate comments were entered into the WikiMapping project, and the online survey was answered by 500 community members.

The collective results of these outreach activities showed that Fayetteville residents have a desire for improved mobility options, and a balanced and equitable multi-modal

transportation system. When considering the state of the transportation system at present, many participants presented issues or identified improvements involving little to no major construction, including additional bus stops and crosswalks at certain locations, bike racks on the front of buses, more taxi and Transportation Network Company (e.g. Uber, Lyft) services. For the future of the transportation system, many were focused on regional services, as opposed to local improvements, when considering transit, and were also keenly interested in the incorporation of new technologies into the city's future transportation network.

Participants identified several preferred transportation features in the city's different land use areas, such as: pedestrian priority at intersections in downtown crosswalks and wider sidewalks in both downtown areas and residential neighborhoods. They also identified better transit facilities and bicycle facilities in downtown areas, big box retail/office parks, and institutional settings. The most desirable elements were identified as wider sidewalks in neighborhood retail areas, and pedestrian-priority intersections in institutional settings.

ROUND 2: IMPROVEMENT PRIORITIES

A second round of public engagement held in the fall of 2016 presented the public with the key findings from the first round of public engagement exercises as well as the existing conditions analysis. Staff and consultants held mobile visioning workshops at various key locations across the city, and an online survey provided for additional feedback. This round of engagement informed the public on current or anticipated challenges, and presented a set of conceptual strategies designed to address each specific challenge.

In total, between 225-250 community members engaged with the outreach team at the mobile public workshops. Nearly all of them voted on at least one of the strategies listed on the voting boards. Throughout all of the boards, community members provided nearly 1800 total votes. Also, many members of the community supplied open ended comments on the blank board which receive nearly 100 write-in responses, some of which received a few "unofficial" dot votes.

The Fayetteville Mobility Survey launched online on October 25 and closed on December 7 with 314 responses collected. Respondents were asked to identify their relationship to the city, and were allowed to select more than one option. About 90% of survey respondents identified themselves as Fayetteville residents, and 15% identified themselves as University of Arkansas students. Further, about 40% of respondents claimed to be workers or visitors at one of Fayetteville's businesses. Also, about 10% identified themselves as owners of a Fayetteville business, though only 2% identified themselves as the owner of a business in the downtown entertainment district.

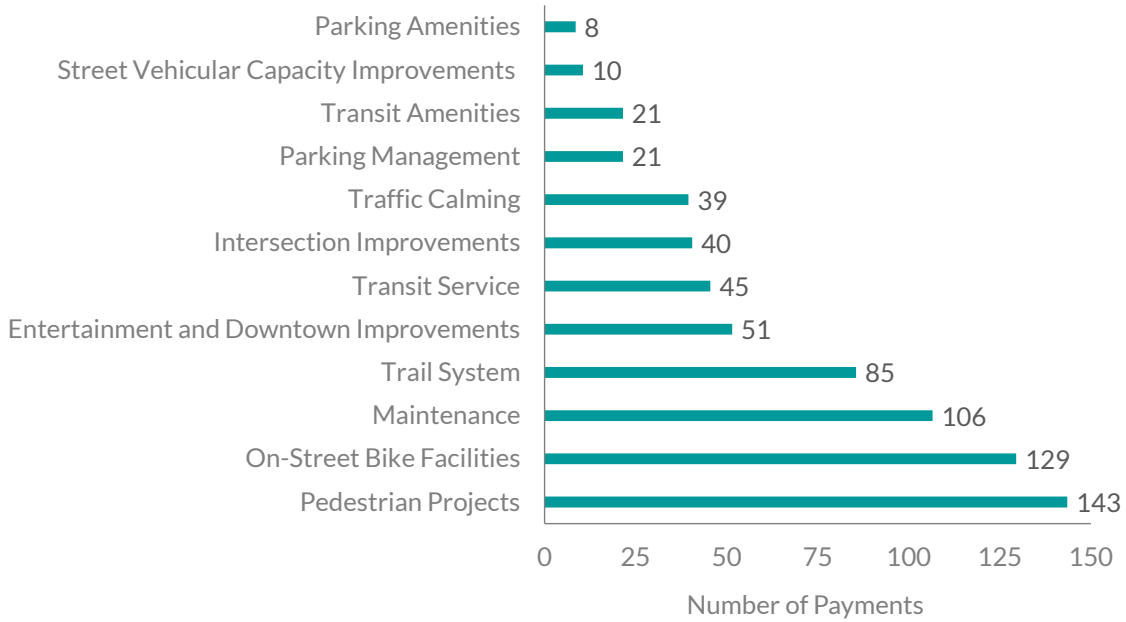
Of the ten most favored strategies, six were related to walking and bicycling (three each), and four were related to parking and transit (two each). Notably, though, the favored parking strategies related to improving the walking environment, and the favored transit strategies related to improving multi-modal connections and amenities at bus stations. The single most favored strategy involved improving low-stress neighborhood connections to the trails network through signage and traffic calming measures (Figure #-#).

ROUND 3: DRAFT PLAN WORKSHOP

Staff and consultants hosted the final round of public workshops in late spring 2017. These workshops updated the community on the current state of the FMP and presented the community with conceptual improvement scenarios and projects. These scenarios included updates to the city's street typologies as well as corridor improvements and connections designed to reduce automobile through-traffic in the central city. Participants were encouraged to comment and leave feedback about the information presented and about their thoughts on how the city should prioritize future improvements to the citywide transportation network in general, and to the Downtown area in particular.

During the investment exercise, participants were given a representative $10M budget and asked to identify which projects they believe the City should prioritize by 'paying' for the full cost of the representative projects. The results are shown in Figure 4-1. The workshops were attended by about 200 community members, nearly 140 of which participated in the prioritization exercise. Overall, the prioritization of active transportation was the dominant theme of the community's response to the project and the concepts presented at the workshops.

Figure 4-1 Improvement-Project Prioritization Activity Results



Like previous outreach rounds, an online survey accompanied the workshop events. Like the workshops, the survey was designed to update the community on the current state of the plan, present the community with conceptual improvement scenarios and projects, and encourage participants to comment and leave feedback about the information presented. Over two-thirds of survey respondents were between the ages of 26 and 50. Nearly half reported an annual income between $50,000 and 125,000 per year, and about 30% reported an annual income of less than $50,000 per year. In total, about one-quarter of respondents, each reported living in Wards 3 and 4, while about 20% each reported living in Wards 1 and 2 (about 10% did not identify their ward). In total, over 1200 community members accessed the survey.

Key findings of the exercise include:

- Active transportation projects were favored heavily, with pedestrian improvements and on-street bicycle facilities receiving the greatest votes, respectively, and the trail system with the fourth-highest votes.
- Maintenance received the third most payment-votes, showing community dedication and understanding of the need to maintain the existing network.
- Combined transit-related improvements were favored more than parking-related improvements, despite having higher costs.
- In addition to the funding exercise mentioned above, workshop participants had the opportunity to provide written comments on the proposed corridor improvements, street typologies, multimodal network improvement strategies, or other general

comments. Key takeaways from the comments include:

- Of the improvement strategies for each mode, those related to walking received the most comments. In particular, participants noted a desire to fill in missing sidewalks and to widen existing sidewalks, as well as increase the safety of pedestrian street crossings through road diets and dedicated pedestrian-only areas.
- Some community members simply agreed with the strategies listed, but requested even more transit connections and more protected bicycle lanes.
- Comments related to parking fees were mixed, with some participants in support of free public parking, and others opposed to free parking citing the importance of limiting cars downtown and improving bicycle and pedestrian access. However, most supported increasing or improving access to available parking spaces.
- Demand-based parking pricing was suggested for Downtown, as well as shared parking in lots that have low utilization during off-hours.
- There was a general opposition to increased traffic volumes, particularly near schools, and generally low prioritization of increasing roadway capacity. Similarly, participants were supportive of improving neighborhood connections to schools by improving street lighting, adding crosswalks, and reducing vehicle traffic.
- Participants noted a need for improved enforcement of speed limits, especially in downtown areas where more people are walking.
- Feedback for the conceptual corridor improvements was mainly positive, and focused mostly on the importance of safety for pedestrians and cyclists. The College Avenue South street design concepts garnered the most interest of all the corridors, and participants were generally supportive of the proposed designs.
- Most comments related to the proposed street typologies were related to sidewalks or pedestrian safety, including several noting the importance of sidewalk maintenance.

5 NEEDS & OPPORTUNITIES

KEY FINDINGS AND CONCERNS

During the first round of public engagement, the public was asked to provide concerns and comments about the current transportation network on a blank map, as well as online via a Wikimap to those who could not attend the workshops or wanted to add more feedback. Figure 5-1 summarizes key concerns by mode collected during this exercise, as well as key findings from the analysis of the existing transportation networks.

Figure 5-1 Top Concerns from the Public and Key Findings by Mode

DRIVING

TOP CONCERN

- East-west connectivity is limited
- Poor connectivity between secondary roads and main corridors
- Speed limit features and traffic calming are needed near areas frequented by children

TOP FINDING

- Most traffic flows north-south, and existing east-west connections are capable of absorbing all east-west traffic
- In 2015, 25% of traffic collisions took place within a 15 minute walk of a school, library, or recreational center

TRANSIT

TOP CONCERN

- Transit options along College Ave need improvement
- Areas outside of the central city have insufficient transit coverage
- Park and Ride is desired along I-49, Martin Luther King Jr Blvd using unused lots

TOP FINDING

- Nearly two-thirds of all residents, and half of low income residents, live within a 15 minute walk of a bus stop
- About 80% of Fayetteville jobs are within a 15 minute walk of a bus stop
- About 80% of developments approved in the last decade are within a 15 minute walk of a bus stop

WALKING

TOP CONCERN

- Sidewalks are narrow and/or contain obstacles
- Visibility of pedestrians for motorized vehicles in the intersections
- Lack of, or insufficient, crosswalks
- Lack of, or insufficient, lighting

TOP FINDING

- There are often long distances between safe or comfortable crossing opportunities, even in the downtown
- Adding only 1.25 miles of new sidewalks would create complete connections that could serve hundreds of commute trips

BIKING

TOP CONCERN

- Safety features are needed for bike lanes and trails
- Protected bike lanes are needed in downtown areas and priority corridors
- Lack of standard and covered bike parking facilities
- Safer connections to parks and trails

TOP FINDING

- Nearly 25% of Fayetteville's workers travel less than 3 miles to work, but only about 2% bike to work
- Small additions to the bike network could connect a large number of disconnected bike trips to the trail system

PARKING

TOP CONCERN

- Off-campus parking of UA students is unregulated
- Need more parking lots for trail users
- Parking regulations in or near commercial activity does not promote turnover
- Underused off-street parking takes up valuable downtown space

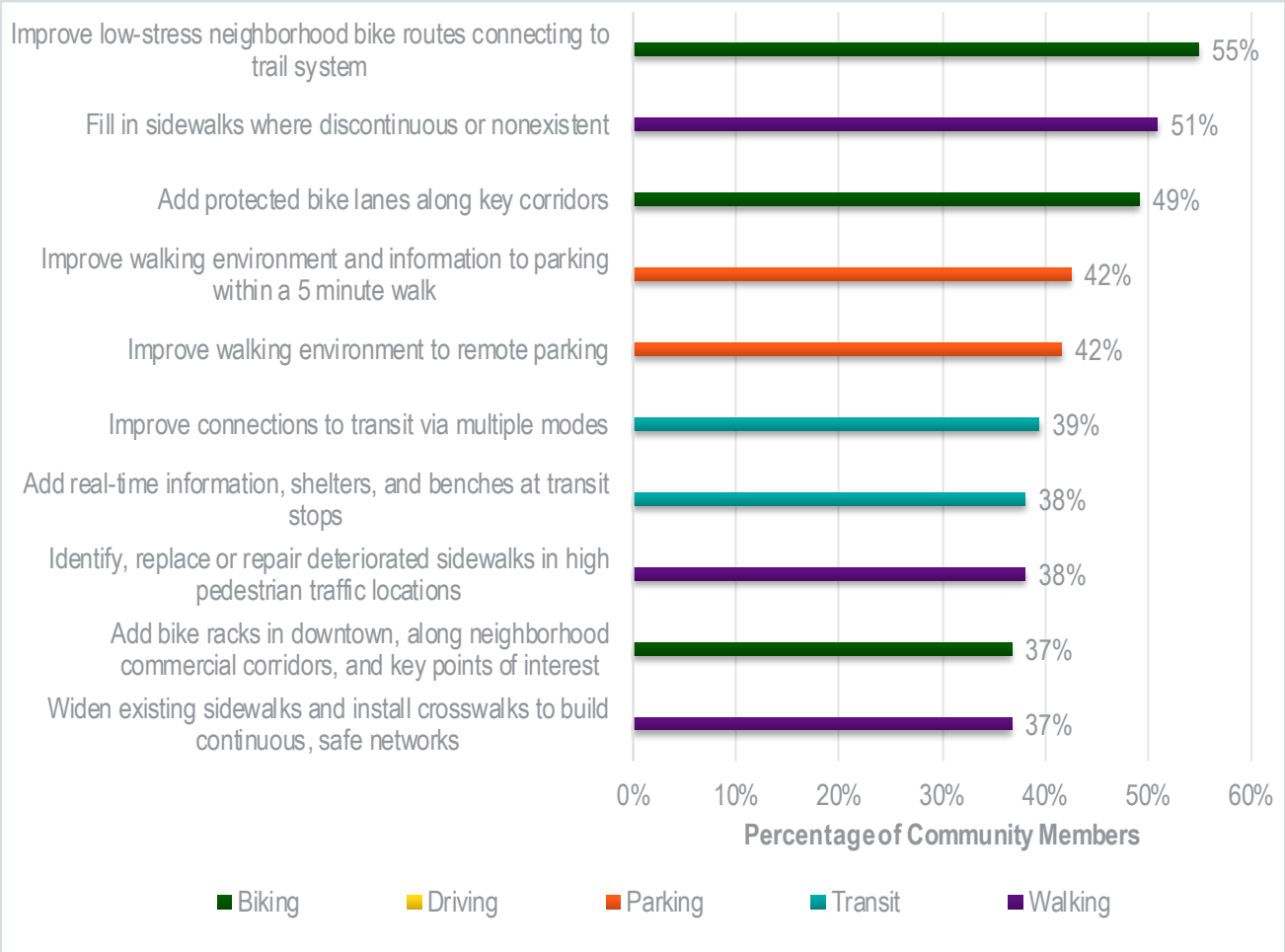
TOP FINDING

- The Parking Study Area contains approximately 9,000 parking spaces, 86% of which are located off-street, occupying approximately 25% of the land in the study area
- Approximately 40% of spaces in the Parking Study Area are publicly owned
- There are almost 30 lots and garages open to the public, occupying about 25% of the land in the study area

STRATEGIES TO IMPROVE THE NETWORKS

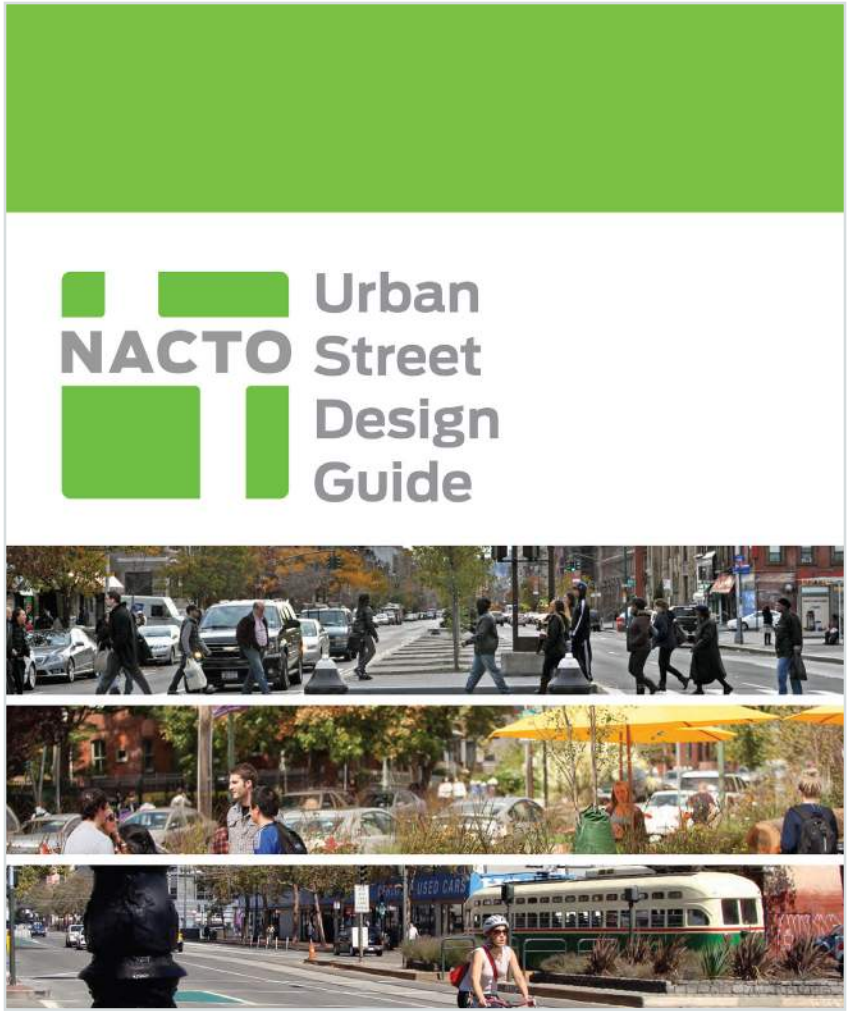
A second round of public engagement held in the fall of 2016 presented the public with the key findings of current transportation networks. The public was then asked to vote for strategies to address each specific challenge. The results are summarized in Figure 5-2.

Figure 5-2 Most Favored Strategies

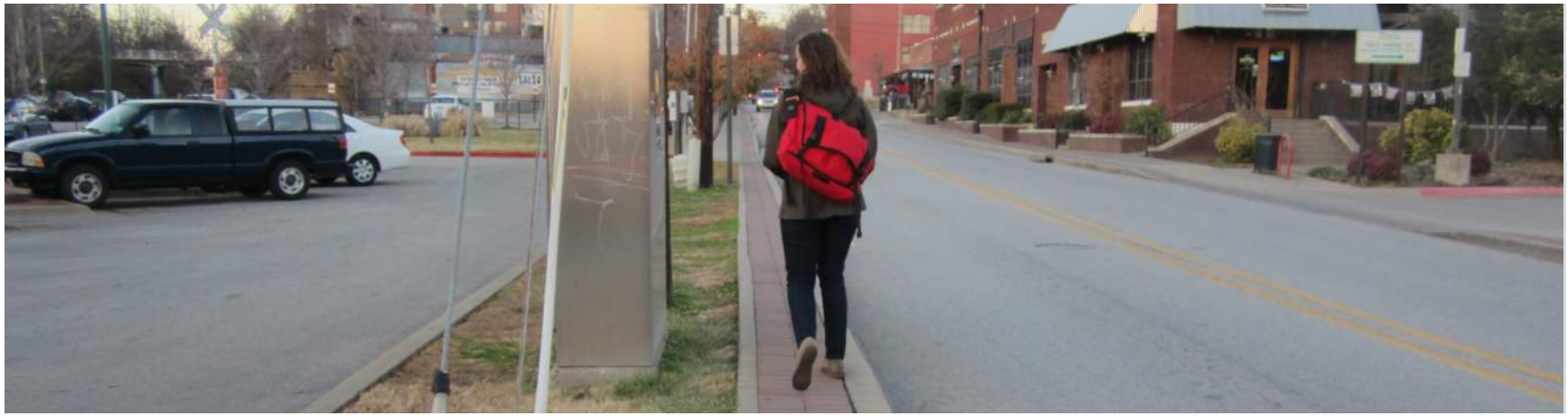


ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

Great facilities for walking and biking start with good design approaches. For all its streets, the city should use the latest editions of the design manuals published by the National Association of City Transportation Officials, or NACTO. NACTO regularly updates its *Urban Street Design Guide* and *Urban Bikeway Design Guide*, and it recently presented a guide on *Designing for All Ages and Abilities*.[1]



1 All NACTO guidance is available for free download at www.nacto.org



IMPROVING THE PEDESTRIAN NETWORK

For much of the last half of the 20th century, cities like Fayetteville made extensive investments to accommodate rising rates of automobile use. While these changes in street design benefited motorists, they resulted in safety problems for pedestrians. Figure 5-3 shows typical situations that pedestrians face in Fayetteville, along with some general solutions developed more fully in later chapters of this report.

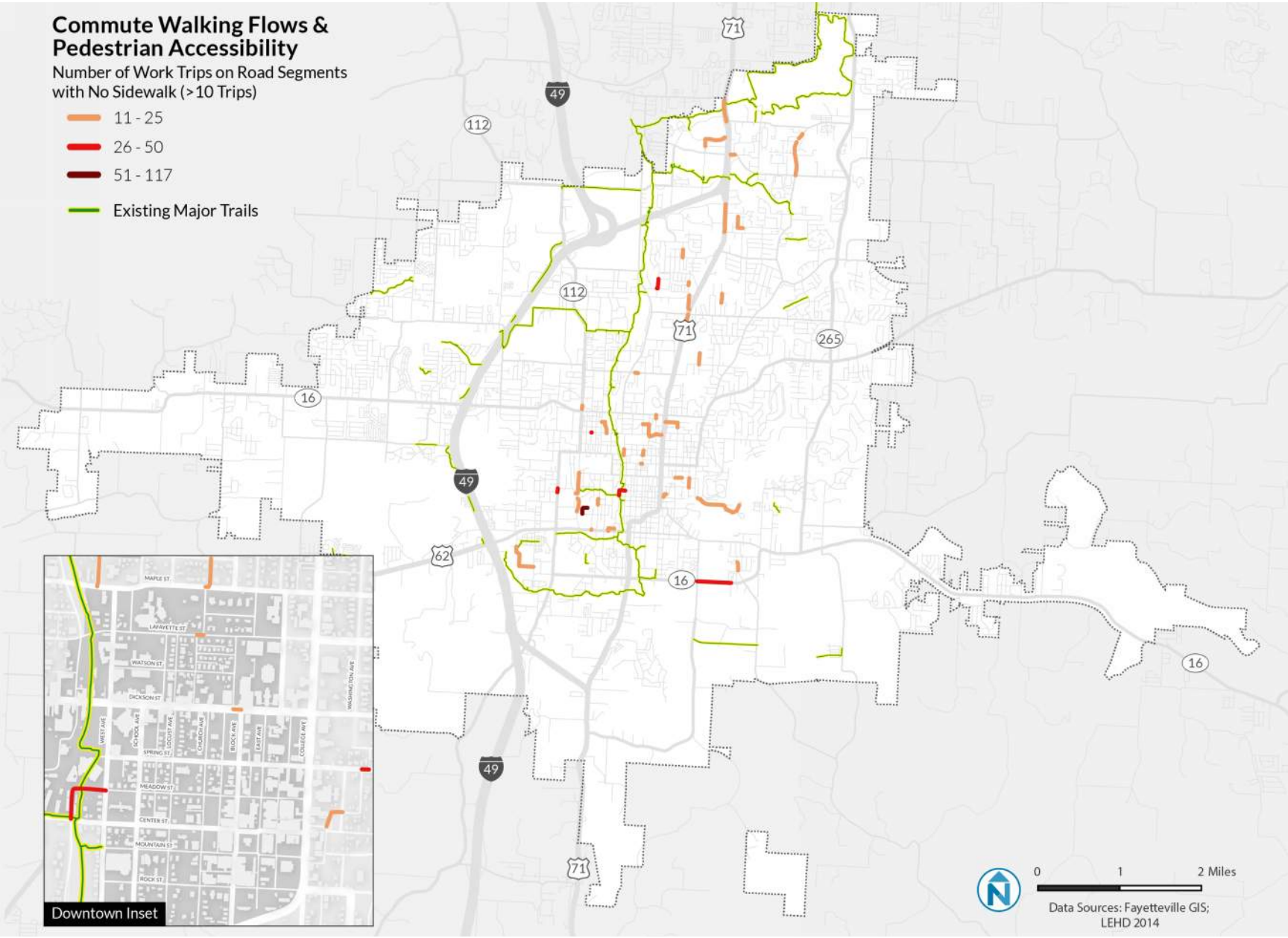
PRIORITIZE INVESTMENTS THAT SERVE THE MOST PEOPLE

The team evaluated potential walking trips citywide to understand how discontinuous sidewalks negatively impact trip-making in neighborhoods. Commute trips under 1.5 miles were mapped and cross referenced with the sidewalk network to determine where completing missing segments might enable more walk trips. The results are shown below in Figure 5-4 noting that over one hundred daily walking commute trips could be served by filling in between one and five miles of new sidewalks. This is a conservative number, however, since this analysis could only be conducted for commute trips, not leisure and shopping trips, and includes only those under 1.5 miles, or about twenty minutes.

Following this analysis are recommendations for completing the pedestrian network through investment in direct, on-street sidewalks. Additionally, pedestrian connections may also be possible in easements located outside of street rights-of-way to connect local residential areas, schools and institutional destinations, and other points of interest, such as the transit network. Much like the corridor improvements, these recommendations are intended to offer sample interventions that can be replicated in other districts and locations. Note that this simple GIS analysis may reveal very low-traffic-volume street segments as gaps that may not be high priority for sidewalk installation.

Figure 5-3 Typical Pedestrian Safety Concerns and Solutions

Figure 5-4 Gaps in the Commute Walking Network

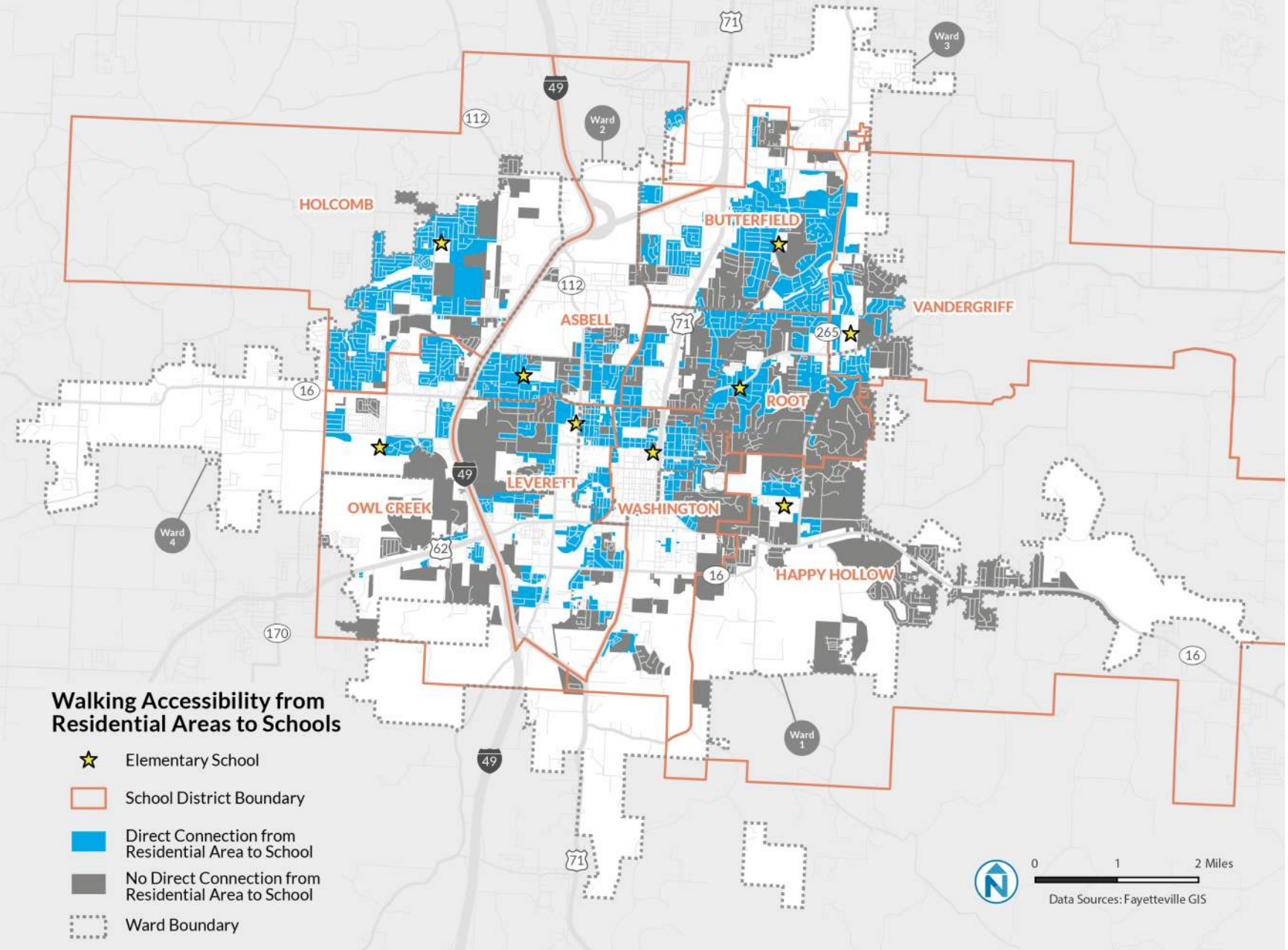


PRIORITIZE SCHOOL ACCESS & SAFETY

Gaps or deficiencies in the active transportation network can impact pedestrian and bicyclist safety, and reduce rates of walking and biking. To identify gaps, the project team focused on accessibility to schools, in part because crash data from 2011-2015 period showed that 25 percent of auto collisions in 2015 took place within the 15-minute walkshed of a school, library or recreational center. In addition, elementary and middle school students are an ideal target population for walking and biking given their short, predictable daily commute trips, and lack of personal car ownership.

The following figures distinguish residential areas in each City Council ward that have good walking accessibility to school from areas that lack connections. Potential solutions are presented for each ward that could improve school accessibility.

Figure 5-5 Walking Accessibility from Residential Areas to Schools



Ward 1

Ward 1 contains Happy Hollow Elementary School located west of Crossover Road. This school is in a residential area that has varying degrees of density in close proximity to the school. Streets and neighborhoods east of the school would benefit from crossing facilities at the intersection of E. Peppervine Drive and Crossover Road. Two new crossings on Huntsville Road and a new trail as a continuation of Cherry Lane connecting with Hollow Park would improve the accessibility for the residents south and west of the school.

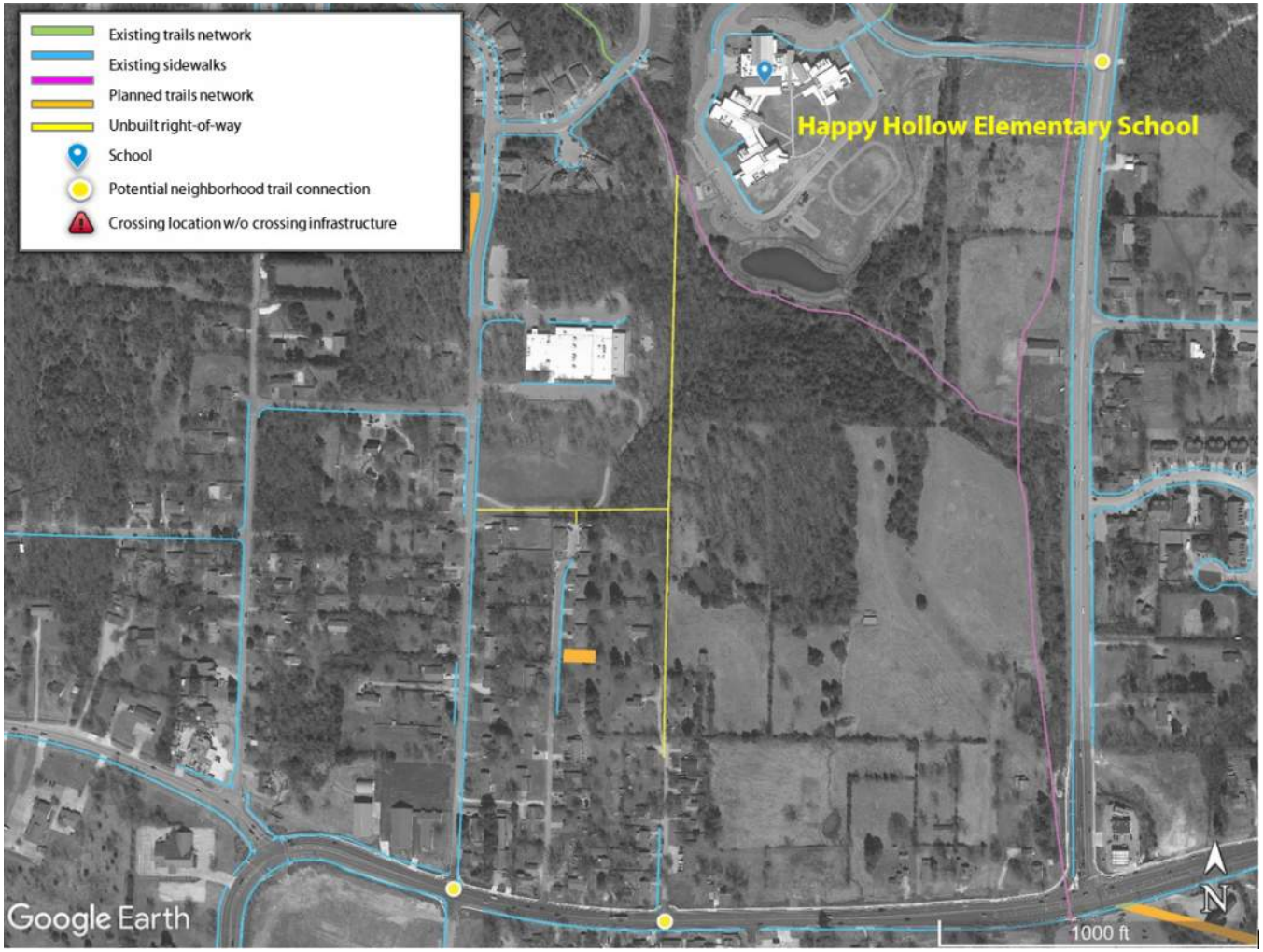


Figure 5-6 Potential Connections to Happy Hollow Elementary

Ward 2

Ward 2 is the most connected of the four wards due to its centrality and higher densities, though there are still some areas negatively impacted by disconnected or discontinuous routes. Woodland Junior High School was selected for analysis in this area. Streets and neighborhoods to the north, west, and south of the school are well connected, but streets east of College Avenue are not. A few simple connections would greatly improve connections to large neighborhood areas. Figure 5-7 illustrates a future pedestrian connection that may be possible through the Brooks-Hummel Nature preserve connecting Sycamore Street to E. Broadview Drive. This area has significant topographical constraints, but it also presents a unique opportunity to connect the neighborhoods along Mission Boulevard and Old Wire Road to the College Avenue corridor and Woodland Junior High through a natural woodland tucked away in the center of the city.

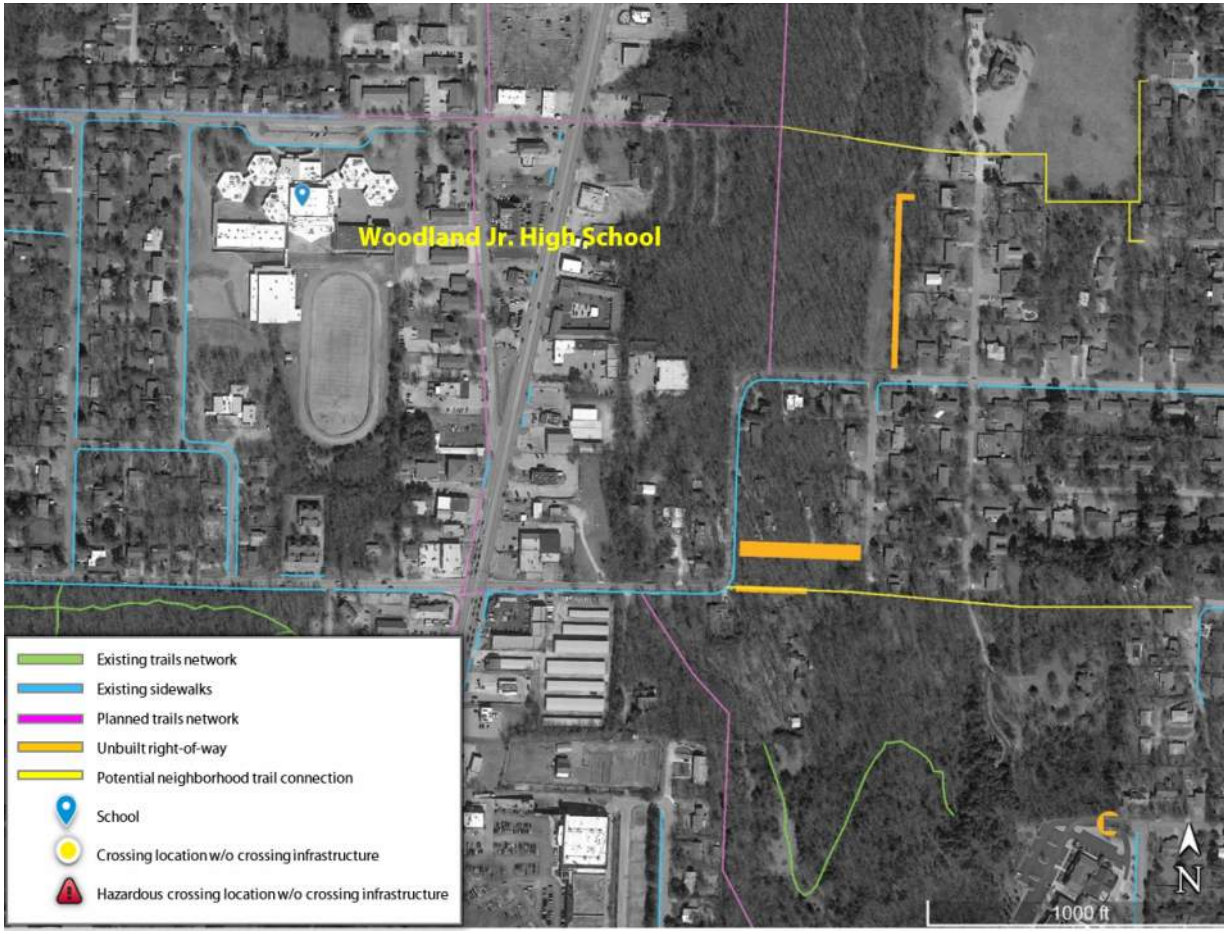


Figure 5-7 Potential Path Connections to Woodland Jr High

Ward 3

The street networks located in Ward 3 were primarily developed in the post-war era and as such this area is predominantly low density residential, with cul de sacs and disconnected streets. The Ward has many disconnected areas that are undeveloped and wooded. McNair Middle School and Vandergriff Elementary were chosen as sample destinations for this analysis in Ward 3. Both schools are located on the same plot surrounded by a small wooded area, though they have very different student catchment areas. The plot itself is fairly disconnected, particularly from neighborhoods to the north and west. An existing informal path to the immediate north of Vandergriff Elementary should be formalized and improved. A long utility easement corridor also has the potential to connect several dead-end streets, and additional connections to the planned trails network.

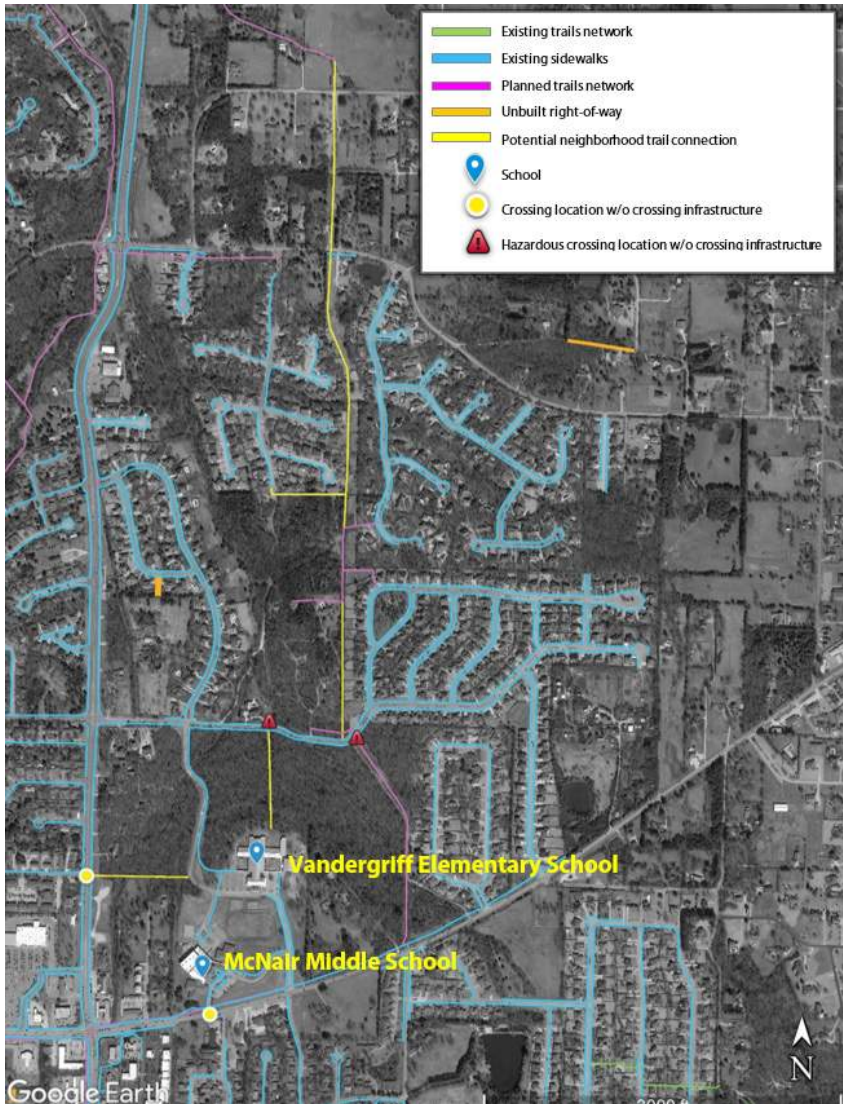


Figure 5-8 Potential Path Connections to Mcnair Middle School/Vandergriff Elementary

Ward 4

Ward 4 consists primarily of areas west of I-49 that have been developed in the last two decades. This ward has seen the most residential development in the last few years and there are several new residential developments under development. The on-going development growth in Ward 4 has resulted in substantial opportunities to create connections going forward into the future. Holt Middle School and Holcomb Elementary were chosen as sample locations in this area. Fortunately, the existing east-west connections from Salem Road to Deane Solomon Road allow students from several streets in the adjacent neighborhoods to avoid traversing Mount Comfort Road.

Making a new pedestrian connections between Firefly Catch Drive and Edgewater Drive would provide much improved access to Holt Middle School from a limited entry/exit neighborhood. A north-to-south extension from the east-west Salem Road to Deane Solomon Road connection could be added to simplify access to Holcomb Elementary School and allow younger students to avoid Salem Road.

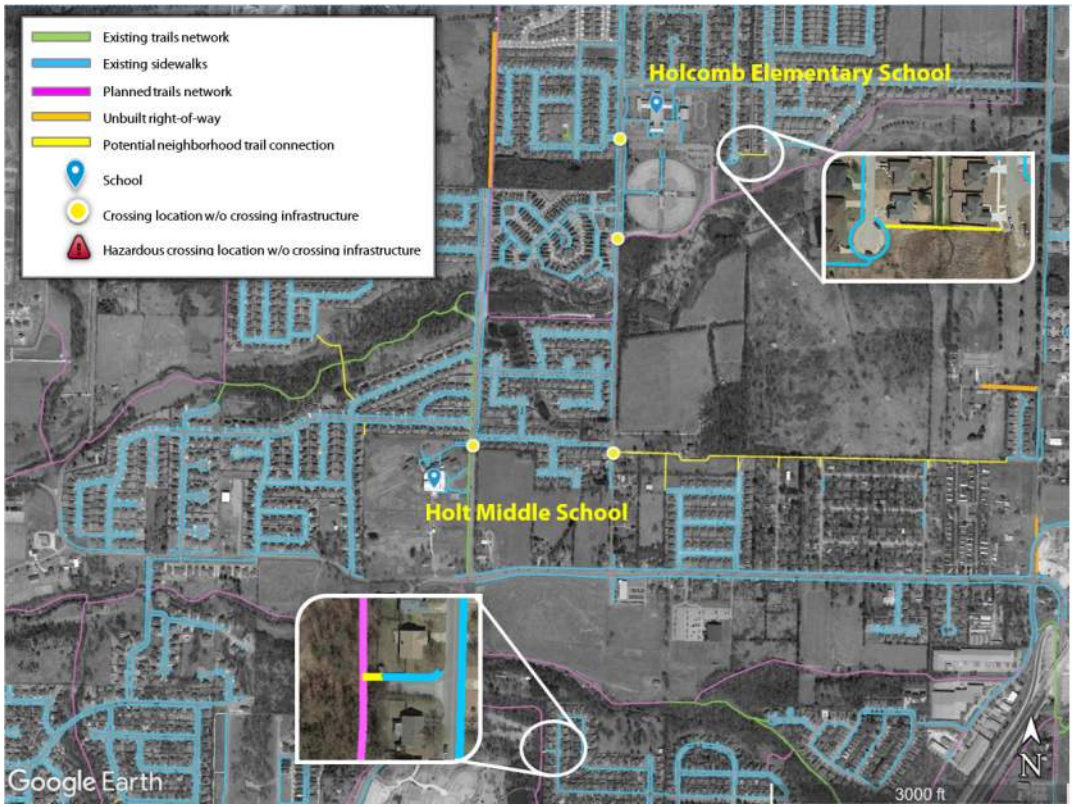


Figure 5-9 Potential Path Connections to Holt Middle School and Holcomb Elementary School

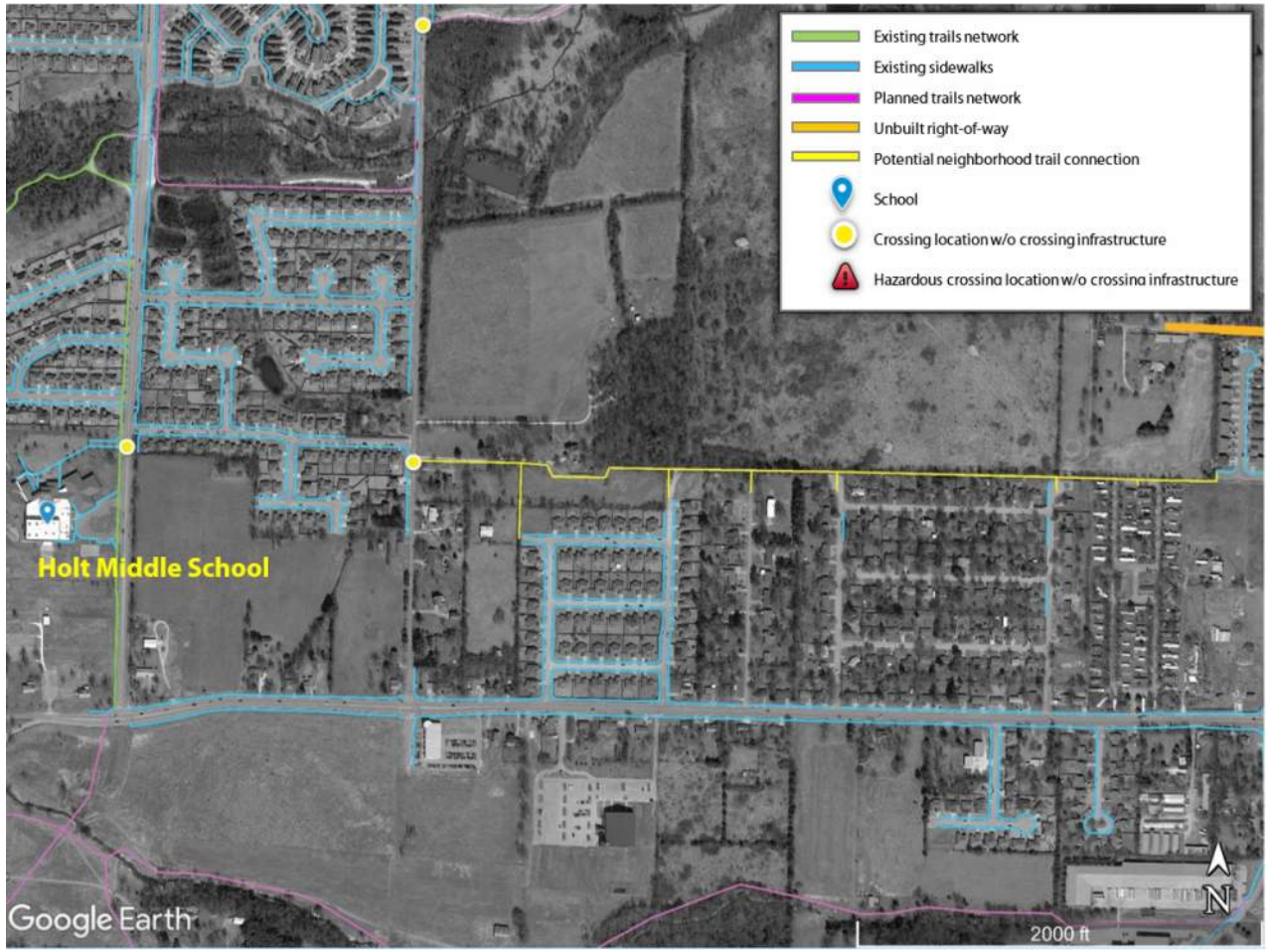
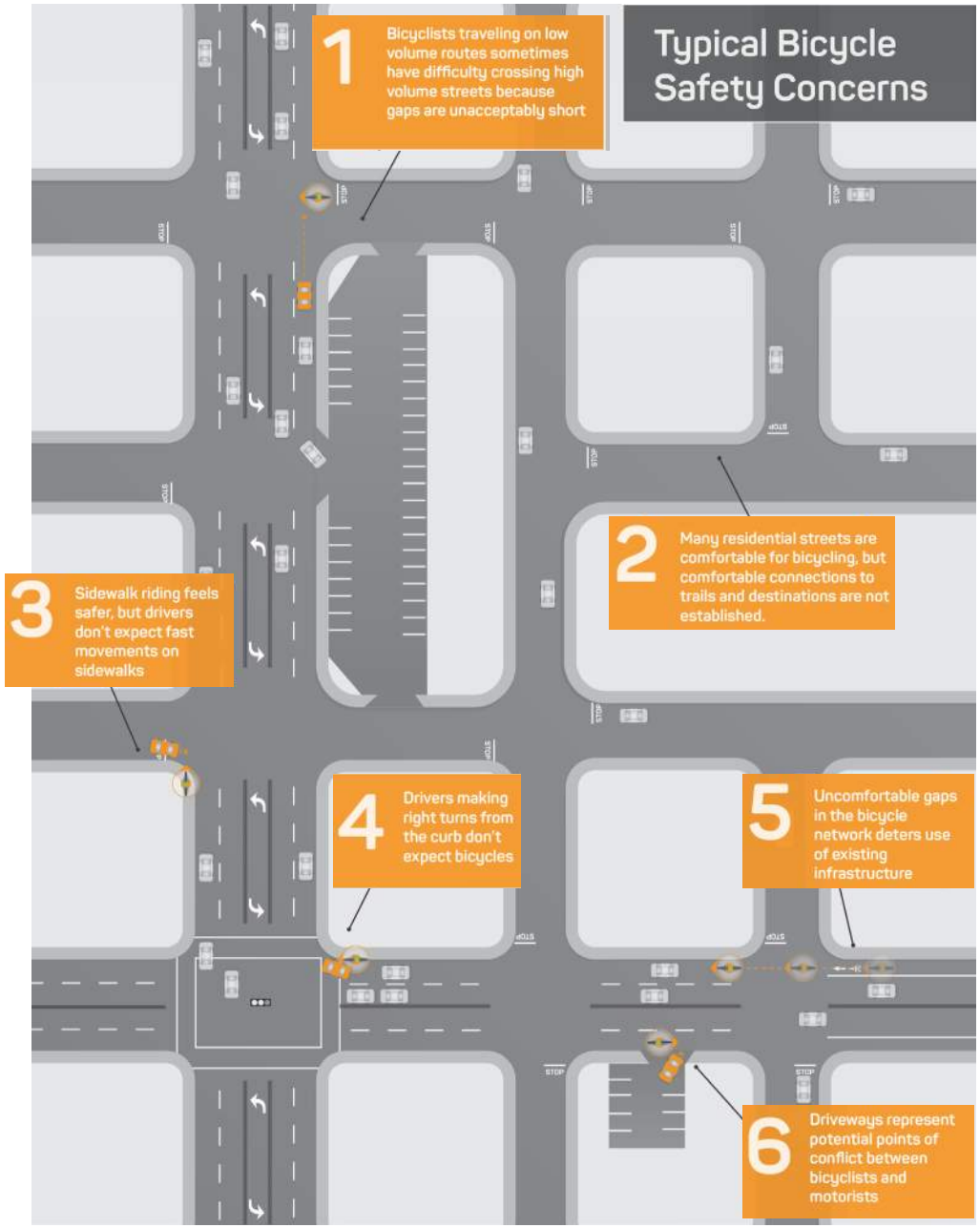


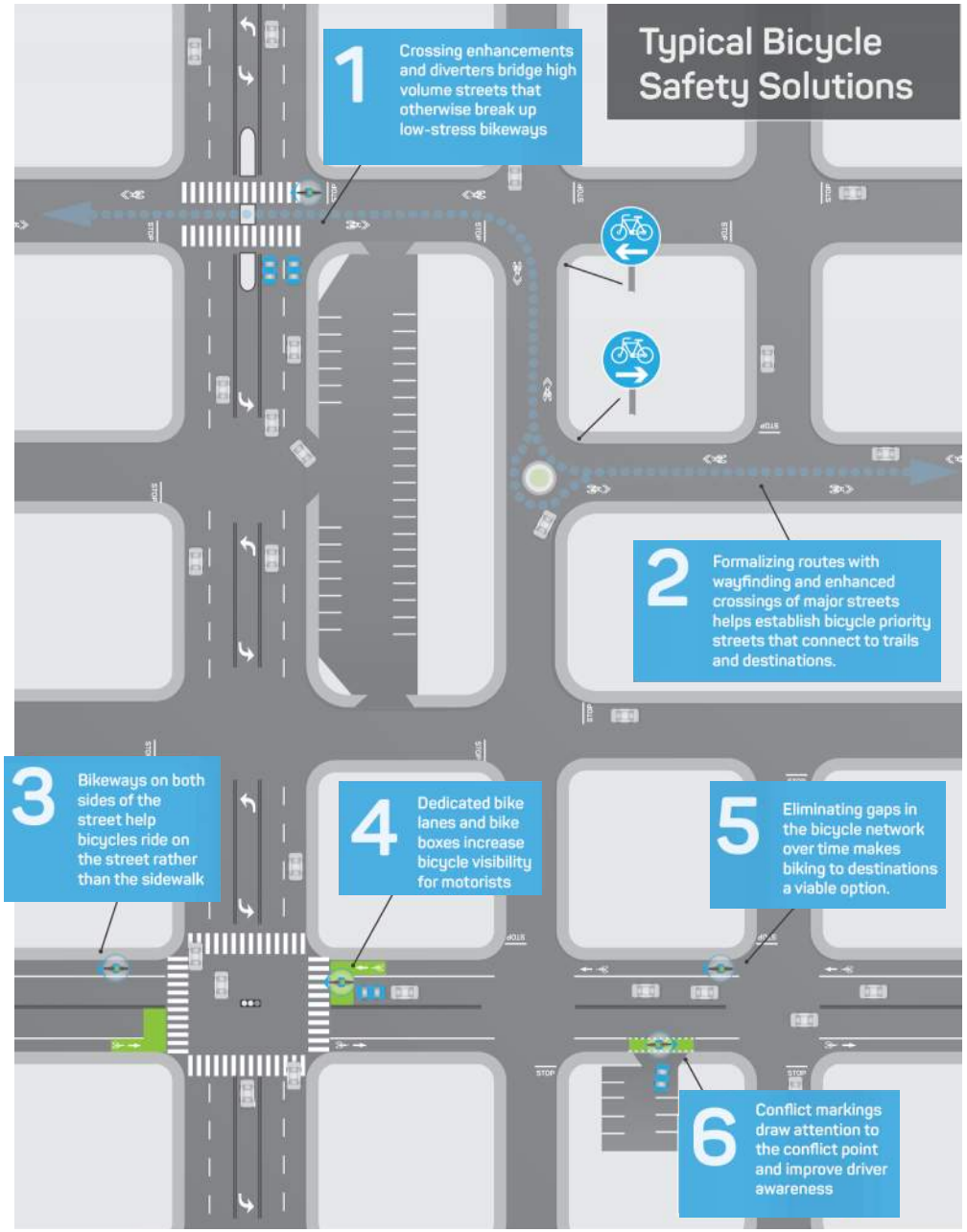
Figure 5-10 Continued: Potential path connections to Holt Middle School and Holcomb Elementary School (Salem Road to Solomon Road)

ADDITIONAL STRATEGIES TO IMPROVE SAFETY

- Add traffic calming features within residential areas, such as speed humps and curb extensions at the main entrances of residential areas. See the Traffic Calming section in the Street Plan Chapter.
- Improve signalization in places where more than one collision has occurred, and in the shared routes.
- Add ladder-style crosswalks at intersection legs where they are missing.
- Add median refuges for pedestrians, particularly at unprotected intersections.
- Use pedestrian countdown indicators and Leading Pedestrian Intervals at traffic signals.
- Include automated pedestrian detection at signalized intersections.

Figure 5-10 Typical Bicycle Safety Concerns and Solutions





IMPROVING THE BICYCLE NETWORK

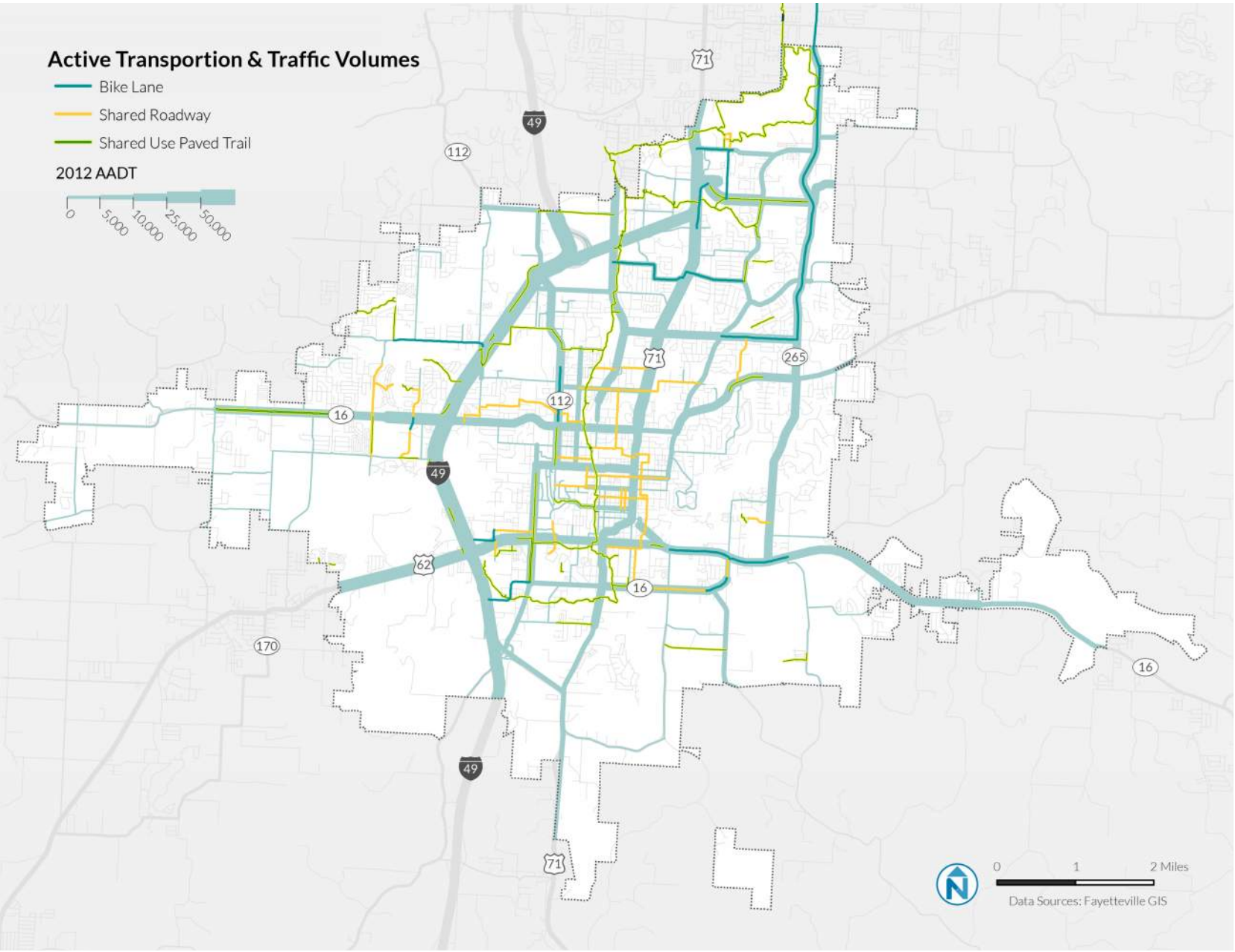
Roadway conditions that facilitate fast cars and trucks can also create hazardous conditions for people on bicycles. Figure 5-10 summarizes typical situations cyclists experience on Fayetteville's streets, along with generic solutions. These solutions are developed in greater detail in later chapters.

Figure 5-11 Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facilities
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts.	Protected Bicycle Lanes
< 10 mph	Less Relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 10 mph	≤ 1,000 - 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 - 1,500			
	≤ 1,500 - 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 3,000 - 6,000			Buffered or Protected Bicycle Lane
	> 6,000			
	Any	Multiple lanes per direction		Protected Bicycle Lane
> 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	> 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge condtions with limited conflicts		Any	High pedestrian volume	Bike Path with Seperate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-use Path or Protected Bicycle Lane

Source: NACTO

Figure 5-12 Existing Traffic Levels and Bike Networks



ACCOMMODATING ALL AGES AND ABILITIES

Fayetteville has many of the makings of a great biking city: A compact core, large student populations, a trail system, and a moderate climate. Beyond the trail system, however, the city lacks a connected network of bike facilities that attract riders beyond the most confident. If Fayetteville is typical of national data, only about 1% of its residents would feel comfortable riding on typical city streets. Meanwhile, about 60% of residents would be interested in riding a bike, but only feel comfortable on separated bikeways or very low speed, low traffic volume streets (another 32% are not interested in cycling at all).

Proper bicycle facility design is rooted in context. Streets with fast, heavy traffic require greater separation between bike riders and traffic lanes. Streets with very low traffic speeds and volumes allow cars and bikes to share the same space. Figure 5-11, on page 5-17, is NACTO's guidance for the types of bike facilities most suited to different roadway and traffic conditions. To the extent practicable, these recommendations were included in the plans recommended street designs in later chapters. For more detail, see the NACTO *Urban Bikeway Design Guide* at www.nacto.org.

ROAD NETWORK IMPROVEMENTS

NEW CONNECTIONS

Among the most frequent comments collected during the public outreach process relate to improving the connectivity between secondary roads and main corridors, such as extending Township Street to Garland Avenue and Drake Street.

Together with the City of Fayetteville, the project team selected eight of the "Planned Streets" included in the 2011 Fayetteville Master Street Plan and evaluated their usefulness to distribute traffic and accommodate active transportation by quantifying the distribution of commute trips among the road network. These new road connections would create travel time savings for some commutes by reducing delay or increasing directness. Figure 5-13 summarizes the advantages and disadvantages of each of these projects in terms of traffic distribution and provision of space for other modes.

As shown below, the completion of the "Arterial Loop" would benefit the highest number of commute trips, because it would provide a higher speed (minimum posted speed of 40 mph), higher capacity link than the current options, even though some trips would cover a longer distance.

Appendix C includes an explanation of the assumptions and process taken for the evaluation of new road connections such as the speed, as well as a summary of the traffic distribution in key corridors.

Figure 5-13 Planned Street Key Findings

Description	Advantages	Disadvantages
Extension of E Township Street. to Garland Ave	Decreases Traffic along MLK Jr Boulevard, Mission Boulevard and Garland Avenue to provide room for other modes, transit and non-motorized	Increases traffic along College Avenue.
Extension of Garrett Street to Gregg Ave	Decreases Traffic along MLK Jr Boulevard, Mission Boulevard and Garland Avenue to provide room for other modes, transit and non-motorized	Modest traffic shifts
Completion of the Arterial Loop*	Removes through traffic, with a significant decrease during the peak hour along College Avenue (-15%), MLK Jr Boulevard (-45%), Mission Boulevard, North Street, Dickson Street, and Garland Avenue. Reduced travel time for 40% of commute trips.	Increases trip length (total vehicles miles traveled)
Extension of W Drake Street to College Ave	Decreases traffic from College Avenue, North Street, MLK Jr Boulevard	Modest traffic shifts
Shiloh Drive-connection between Wedington Drive and Mount Comfort Road.	New connection parallel to I-49 between non-residential areas; Potential transit corridor	Slight traffic improvements
Rockwood Trail Connection to Crossover Road	Decreases Traffic during peak hour along MLK Jr Boulevard, Mission Boulevard and Garland Avenue to provide room for other modes, transit and non-motorized	Modest traffic shifts
Rolling Hills extension from Old Missouri to Crossover Road	Decreases Traffic along MLK Jr Boulevard, Mission Boulevard and Garland Avenue to provide room for other modes, transit and non-motorized	Modest traffic shifts, and adds traffic through residential areas
Persimmon Street I-49 overpass and connection to Wedington east of I-49	Could decrease congestion in the Wedington Dr-I-49 interchange	Unless the existing characteristics of Persimmon improve (speed), Wedington is still more attractive

* https://www.fayetteville-ar.gov/1942/Transportation-Projects

TRAFFIC REDISTRIBUTION

The following figures show traffic redistribution in relation to the existing conditions. Road segments highlighted in red would experience an increase commute traffic volumes, while those in blue would see traffic volumes decrease.

Figure 5-14 below shows how traffic would redistribute if the proposed Arterial Loop were completed around downtown. When completed and with wayfinding to attract all through traffic, it would help decrease traffic along College Avenue (Highway 71) and M.L.K. Jr. Blvd.

Figure 5-15 shows how traffic would redistribute by constructing the Persimmon/Cleveland connection and Figure 5-16 by extending Rolling Hills Drive to Crossover Road. Figures showing the traffic redistribution for the other new connections are included in Appendix C.

Figure 5-14 Traffic Redistribution: Closing the Arterial Loop

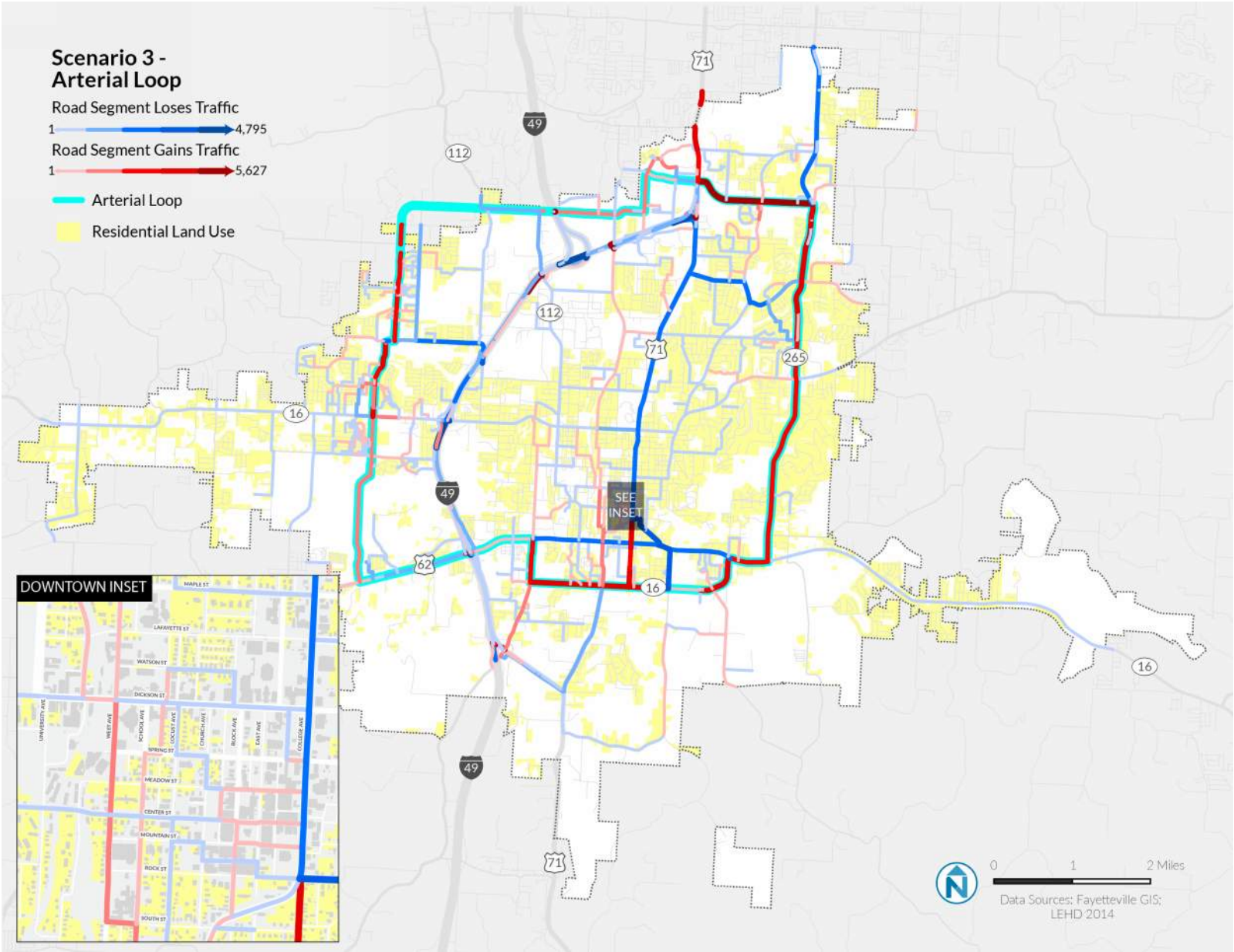


Figure 5-15 Traffic Redistribution: Connection of Persimmon Street to Cleveland St

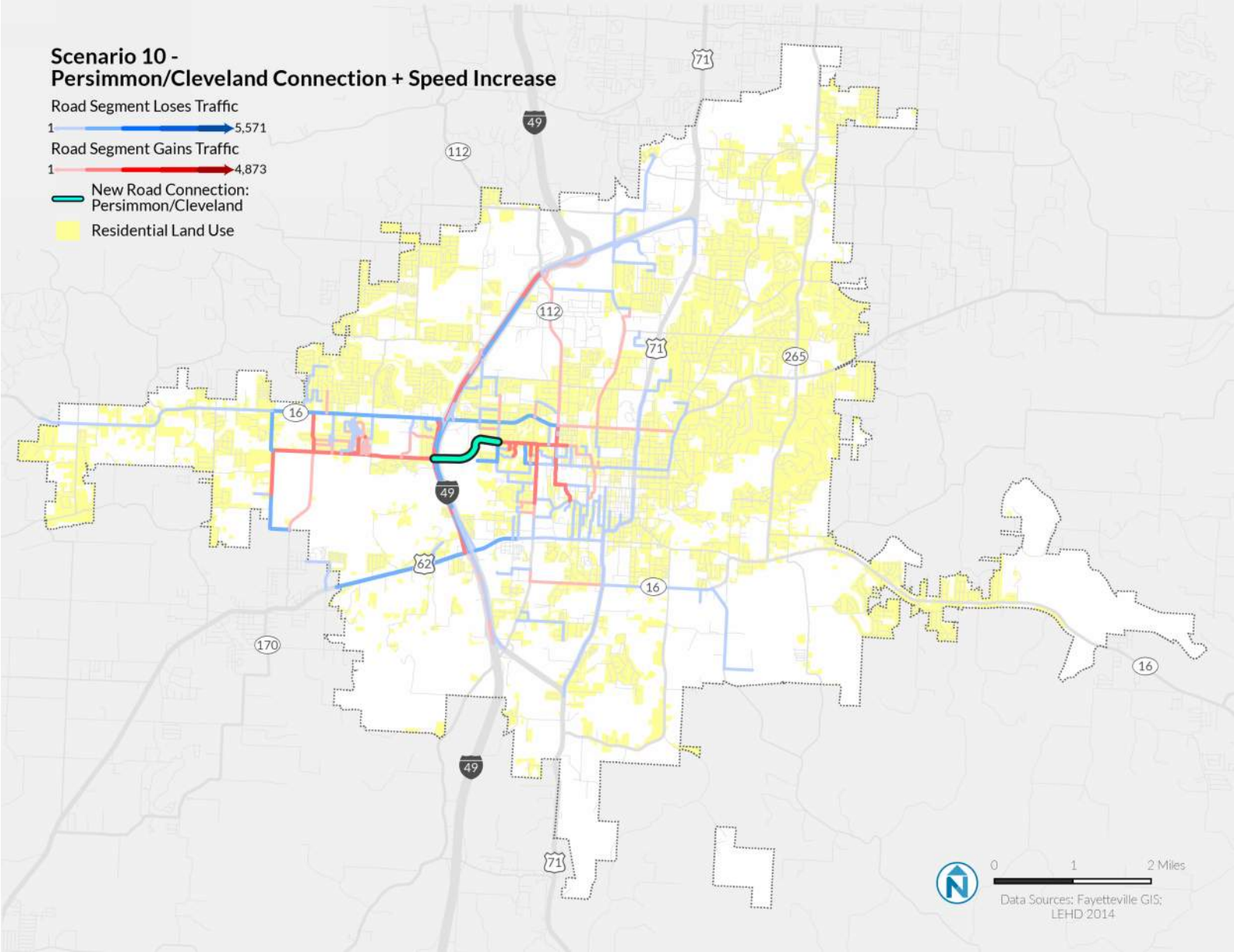
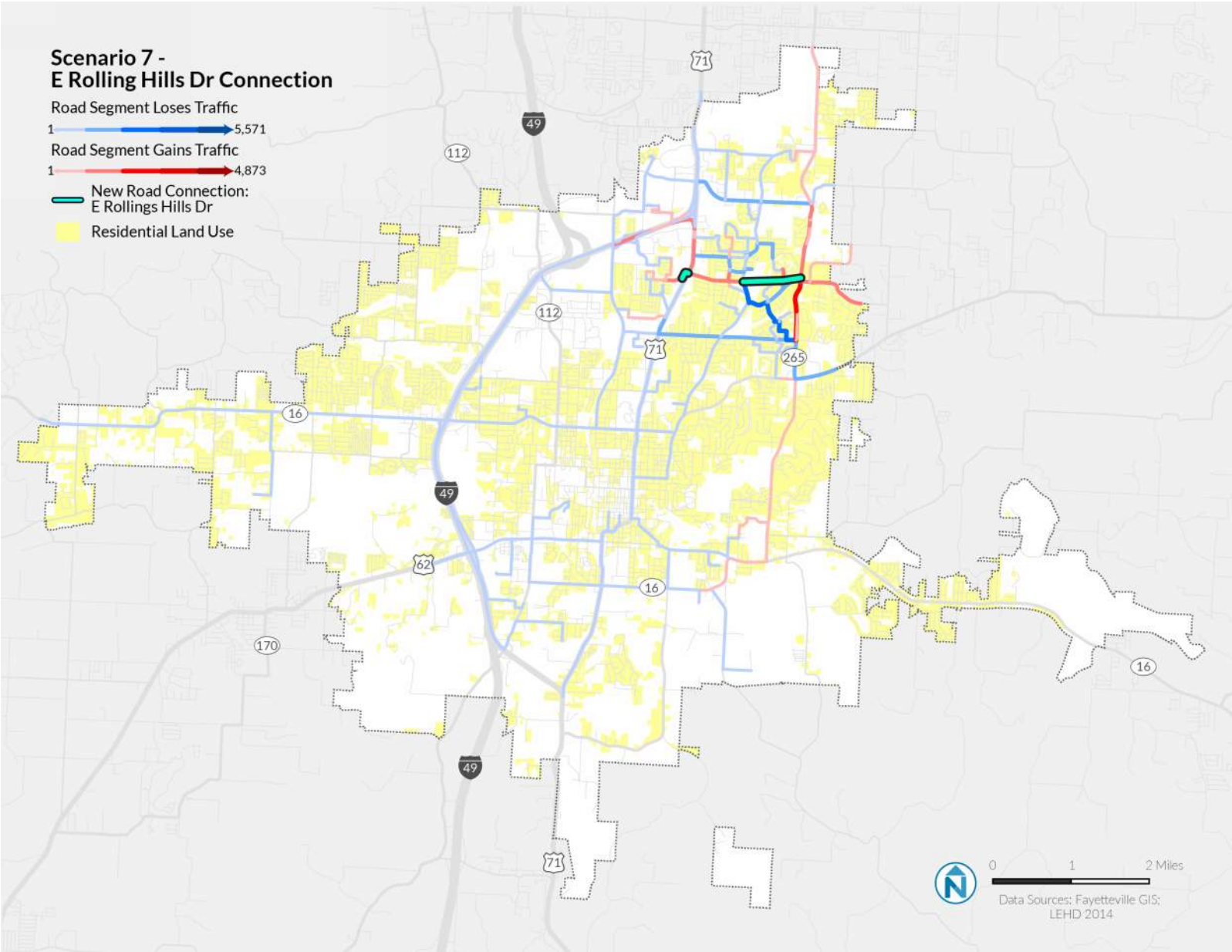


Figure 5-16 Traffic Redistribution: Connection of Rolling Hills Drive to Crossover Dr



TRANSIT NETWORK IMPROVEMENTS

As mentioned in Chapter 3, "Today's System," Fayetteville is served by two transit providers: the University of Arkansas Razorback Transit (RT), and Ozark Regional Transit (ORT). Having two providers complicates the City of Fayetteville's ability to influence changes in the transit network. The City of Fayetteville sets policy and contributes to funding, but does not operate transit service. As such, transit recommendations are split into planning or design improvements (as a municipality), and policy or programming recommendations (as a policy and funding agency).

PLANNING AND DESIGN RECOMMENDATIONS FOR TRANSIT

Many transit agencies operate in environments controlled by local governments who support the vision of accessibility for all road users, including those who do not own a car by choice or by circumstance. In Fayetteville, about 7% of households do not own a personal vehicle. For these households, a robust transit service offers them access to jobs, school, shopping, and leisure activities. The following recommendations are intended to support everyday transit operations and improve access:

- Partner with ORT and RT to offer park & ride opportunities across the city, using existing underutilized parking areas, such as those at churches and major retail areas like Fiesta Square. These locations should be within walking distance of existing major transit stops, with adequate sidewalk access to ensure that pedestrians and transit riders have safe options for accessing transit.
- Increase bike-to-transit options by adding bike parking to park and ride facilities. Ensure safe bike access from major bike routes and trails – including the Razorback Greenway -- to transit stops.
- Incorporate transit-friendly street design elements in high-frequency, high-ridership corridors and stops. Many of the recommendations within the proposed street network typology discuss standards that are more accommodating to transit vehicles such as lane-widths, turning radii, stop bar locations, etc. These conditions are solely within the purview of the local agencies, and in some cases ArDOT, but they have a large impact on transit travel times and reliability.
- Complete the Shiloh Drive connection, which could create a new transit corridor parallel to the expressway and connect the Urban Centers as detailed in Chapter 6.
- Explore Transit signal priority to reduce bus delay and invest the time savings in improved frequency or route extensions.

POLICY AND PROGRAMMING RECOMMENDATIONS FOR TRANSIT

As a contributing funder, the City shares common goals with the transit agencies that serve it and the region, and further can support the following activities to support those goals:

- Partner with ORT, RT, and ArDOT to implement bus rapid transit along a high-capacity/high-ridership corridor, such as College Avenue. Dedicated transit lanes, transit signal priority, and other design and technology treatments can greatly improve transit operations for thousands of existing riders while paving the way for higher capacity transit for the longer term. This is especially important as the City continues to focus on infill development in the city core and along major arterial roadways.
- Target land use growth in areas where transit growth is appropriate and likely.
- Partner with ORT and RT to expedite transit amenities through funding or policy relief. Such activities might include programs to support the installation of transit shelters on key local and regional routes or the prioritization and construction of new sidewalks adjacent to transit lines, particularly any future bus rapid transit route.
- Consider new development impact fees, Transportation Demand Management requirements, or developer agreements that could raise funds from new development for transit enhancements. Over the last decades, approximately 20% of new development is beyond a 15-minute walk of transit stops. Redistributing existing bus service to newly developed areas, however, would simply worsen service for existing corridors, and likely result in a net loss of transit ridership.

STOP

6 STREET PLAN

OVERVIEW

Different streets have different needs. In order to provide designers with guidance on dimensions, engineering details, and management approaches, almost all cities divide streets into "types" or typologies. Most cities use the Federal Highway Administration's "functional classification" system, which divides streets into arterial, collector, and local streets. Functional classification can be a useful approach, but it provides limited information about the street. Functional classification says nothing about the role of streets in serving people on foot, bicycles, or transit. It also does not take into account how good street design should accommodate different land uses. A retail main street has very different design needs from a rural highway, though they can both be classified as an "arterial." Similarly, a collector road through an industrial area has different design needs from a collector through a residential neighborhood.

The current Fayetteville Master Street Plan Map and street cross-sections were adopted by the City Council

in 2011. They illustrate future street locations for capital planning, identify new street connections through future developments, and provide detailed dimensions for new streets, sidewalks and green space. This Master Plan classifies streets in nine groups, based on functional classification, and provides some guidance based upon land use context options for different urban developments to accommodate different modes and low-impact development neighborhoods.

The FMP builds upon the Master Street Plan and ongoing land use planning updates to provide additional guidance for designers, with a particular emphasis on how design approaches change based upon land use context, and how to address tensions among different modes when there is competition for space. These street types establish clearer priorities, with allowed and required dimensions for all roadway elements.

Efforts to update the city's land use plan, City Plan 2030, are underway. The recommendations presented below for updating the street typologies will be folded into the Master Street Plan as part of the overall City Plan update.

STREET TYPES

Street types may not be consistent for the whole of a corridor. Just as land use context changes –from low density residential neighborhoods to neighborhood business districts to areas of industry and production to the core downtown – so too do the street types change.

Figure 6-1 Definition of Street Types

Street Types	Definition	FHA Classification
Urban Center	Serve the dense, mixed-use downtown core Accommodates heaviest pedestrian activity Incorporates bike/transit facilities as needed	Local Road
Regional High Activity Links	Regional connector carrying local and regional multimodal traffic Serves a variety of densities and land uses	Principal Arterials
Regional Links	Regional connector carrying local and regional multimodal traffic Serves low-density residential areas, open spaces	Principal Arterials
Neighborhood Links	Spines through residential neighborhoods Collects vehicles, cyclists and pedestrians from residential streets and connect to Regional Links	Minor Arterials/ Collectors
Residential Links	Provides access to local residences Functions as shared spaces for vehicles, cyclists, and pedestrians	Local Road

URBAN CENTER

Urban Center Streets are critical to the quality of place in Fayetteville neighborhoods. These special areas are local destinations for residents from adjacent neighborhoods and further afield. They support unique dining, shopping and employment opportunities and add character and commerce to the Fayetteville economy. These typically compact areas often have moderate- to higher-volume multimodal streets, but may include low-traffic-volume streets as well. These streets prioritize access for delivery vehicles, patrons, and workers arriving by foot, bicycle, transit or vehicle.

Equally critical is the quality of the pedestrian environment. Inviting sidewalk zones correspond positively with higher retail sales and greater commercial value of properties along these streets. The pedestrian zone should be buffered from roadway traffic by curbside parking or a generous amenity zone to increase pedestrian comfort. Formal or informal seating is crucial for inviting pedestrians to gather, visit and linger along the street. Additionally, pedestrian scaled street lighting increases the perceived safety and attractiveness of the street during evening hours.

Street vehicle speeds should be slow and well managed through street design, traffic calming techniques, traffic signal management, and speed limit enforcement. Slow speeds should permit pedestrians to cross the street from curbside parking or sidewalk to the opposite side of the street at any point along the block face. Where this is impractical, marked crosswalks should be provided at frequent intervals. For more detail, see the Traffic Calming section below.

Robust tree canopies contribute positively to economic productivity of the street. Studies have shown that patrons will stay longer and spend more on tree-lined streets due to the benefits that trees bring, such as a safer walking environment, sun and rain protection, pollutant reduction and increased security[1].

1 http://ucanr.edu/sites/sjcoeh/files/74156.pdf

It is vital that streets accommodate safe access and mobility by all modes of travel. It is a priority in the Urban Center typology to provide a wide pedestrian zone to accommodate pedestrian volumes. Given also the variety and volume of mobility demands from the other modes, it may be difficult to provide separated or protected bicycle facilities. When the segment is a component of the bicycle priority network, however, designated and marked facilities should be accommodated.

EXAMPLE STREETS:

- Dickson Street, Locust Avenue

ANTICIPATED AND DESIRED USES:

- Commercial activities such as café dining or retailing.
- Residential uses both at the ground and upper levels.
- Patron, client and worker access by way of vehicle and bicycle parking, quality transit stops and inviting pedestrian zones.
- Moderate to higher pedestrian volumes.
- Moderate to higher frequency bus transit service and access.
- Delivery truck access.

PRIORITY USERS

- Commercial patrons and visitors.
- Delivery vehicles, which should be accommodated to ensure they do not park on sidewalks or block travel lanes or bike lanes.
- Workers and proprietors.

DESIGN OBJECTIVES

- Support and strengthen economic productivity and value.
- Enable efficient and unobtrusive delivery of goods and removal of waste.
- Accommodate high frequency and short duration commercial transactions.
- Enhance street quality and image.
- Enhance access via all modes (pedestrian, bicycle, transit, vehicle).
- Accommodate multimodal through travel.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Narrow travel lanes help slow traffic speeds and minimize pedestrian crossing distance.
- Bi-directional street operations are preferred. Center line may or may not be marked.
- One-direction streets needs to be designed with narrow traffic lanes to avoid high speeds
- Short block lengths and frequent intersections are preferred. Intersections may be stop or signal controlled or uncontrolled.
- On-street parking on one or both sides of the street is preferred. Parking should be well managed to optimize occupancy while at the same time providing a limited but continuous amount of available access. Parking may or may not be metered.
- Adequately scaled and spaced loading zones are required to support commercial needs. Loading

periods may be managed and loading zone usage enforced.

- Sufficient and convenient bicycle parking is required.
- Curb lane should be used for on-street parking, bike facilities, parklets or clear zones to increase visibility near intersections and allow for emergency vehicle minimum width requirements.
- Pedestrian crossings along the length of the segment should be anticipated. Crosswalks may or may not be marked at uncontrolled locations. Midblock crossings connect trip generators on opposing sides of the street and minimize out of direction travel for pedestrians. Crosswalks should be marked at controlled intersections.
- Transit service is common and encouraged. Transit stops should provide adequate amenities for a quality rider experience. Transit amenities must not constrain the minimum required pedestrian clear zone.
- Curb cuts and driveways should be discouraged and minimized in favor of alleys and shared access points from minor/intersecting streets.
- Large canopy trees are desired. Pervious hardscape amenity zone may take the place of planted parkways.
- Streetscape should provide a quality environment. Standard materials, installed with quality workmanship, are acceptable and in many cases encouraged. Special materials may be used if maintenance agreements are provided.
- Public art, wayfinding and other unique features of place are appropriate and encouraged.
- Access to Urban Center streets by foot, bicycle, transit, and vehicles are all vitally important. They must adequately accommodate necessary through travel at speeds and volumes that do not substantially degrade the economic viability of the corridor.

REGIONAL HIGH-ACTIVITY LINK

Fayetteville has several larger, regionally significant streets that move a high volume of motor vehicle traffic and serve destinations such as big employers and shopping malls, while accommodating transit stops, pedestrians and bicycle activity. Generally serving low density commercial strips, parkland, institutional and residential land uses, street environments at present often lack a distinctive character. Given high traffic volumes of somewhat higher speeds, these streets typically require that bicyclists and pedestrians be physically separated from traffic. Crossings must be safe and well-marked with adequate crossing time.

The current character of a Regional High-Activity Link could vary substantially at present, from the more sprawling strip retail character of MLK Jr Boulevard to the more commercial and office dense areas appearance of Joyce Boulevard.

Regional High-Activity Links are critically important in the regional travel network and together with Regional Links are generally continuous from one end of the city to another. They may also connect from a point in the city to travel corridors that continue out into the region. They commonly have large vehicle volumes and may have a significant number of trucks as well. In addition to automobiles, these streets often have significant demands by transit users and bicyclists. Although at present, the pedestrian environment is often challenging, pedestrian mobility is imperative. Given the high volumes and relatively high speeds, non-motorized users should be well protected and buffered from moving traffic.

It is recommended to have a minimum greenspace or furnishing zone as a buffer between the roadway and walkways. Pedestrian buffers may take a variety of forms, but trees parallel to the curb line establish an attractive and unifying character for the street and improve the overall environment.

EXAMPLE STREETS:

- College Avenue (Highway 71), MLK Jr Boulevard.

ANTICIPATED AND DESIRED USES:

- Significant through vehicle travel.
- Access to major employment and commercial destinations.
- Safe non-auto travel options both day and night through all seasons.
- Robust Street trees to define street edge.

PRIORITY USERS

- Through vehicle travel.
- Through person travel via all modes.
- Worker and patron access.

DESIGN OBJECTIVES

- Improve street character while maintaining critical connectivity for through travel.
- Support land uses or any planned transition of adjacent land uses.
- Improve safety and operation for all users.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Appropriately scaled travel lanes to support through travel as well as safe pedestrian crossings.
- Medians and pedestrian refuges for pedestrian safety and safe vehicular movement.
- High visibility lane markings.
- Sufficiently frequent pedestrian crossings to minimize crossing at uncontrolled locations. Marked crosswalks must be provided at all transit stops.
- Continuous sidewalks on both sides of the street.
- Streets generally do not have on-street parking, though parking may be provided.
- Bicycle lanes need to be protected from vehicles.
- Bicycle parking in the sidewalk zone of the street should be provided.
- If transit service is provided, transit stops should be well lit with appropriate amenities.
- Intersections are signalized.
- Large canopy trees along the curb line help delineate the street edge and provide a sense of enclosure to the street.

REGIONAL LINK

Regional Links correspond closely with the network of streets designated as "arterial roadways" in the classification system used by State and Federal agencies, however with more sensitive attention to non-auto users than is typical in this traditional roadway classification system. The main difference between Regional Link and the Regional High-Activity Link is the adjacent land-uses they serve, which instead of being key destinations are likely open spaces and low-density residential areas. Similar to Regional High-Activity links, they carry high traffic volumes and typically require that bicyclists and pedestrians be physically separated from traffic. Crossings must be safe and well-marked with adequate crossing time.

EXAMPLE STREETS:

- Crossover Road, Rupple Road

ANTICIPATED AND DESIRED USES:

- Significant through vehicle travel.
- Safe non-auto travel options both day and night through all seasons.

PRIORITY USERS

- Through vehicle travel.
- Through person travel via all modes.

DESIGN OBJECTIVES

- Improve street character while maintaining critical connectivity for through travel.
- Support land uses or any planned transition of adjacent land uses.
- Improve safety and operation for all users.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Appropriately scaled travel lanes to support through travel as well as safe pedestrian crossings.
- Medians and pedestrian refuges for pedestrian safety and safe vehicular movement.
- High visibility lane markings.
- Sufficiently frequent pedestrian crossings to minimize crossing at uncontrolled locations. Marked crosswalks must be provided at all transit stops.
- Continuous sidewalks on both sides of the street.
- Streets generally do not have on-street parking, though temporal (rush hour prohibited) parking may be provided.
- Bicycle lanes need to be protected from vehicles.
- If transit service is provided, transit stops should be well lit with appropriate amenities.
- Intersections are signalized.
- Streets generally do not have on-street parking, though parking may be provided.

NEIGHBORHOOD LINK

Neighborhood links are streets that serve both residential areas and have a larger network function by providing connectivity between nearby neighborhoods or local destinations; collecting vehicles, cyclists and pedestrians from residential streets and connecting to Regional Links.

Despite their regional network role, these streets should still be designed to contribute to and enhance the residential character and support typical neighborhood activities including active use of front yards for play or leisure, active use of sidewalks, and safe accommodation of community bicyclists – including very young, less experienced or less confident riders.

These streets may have moderate to higher volumes of traffic – particularly during peak travel hours. As with other residential streets, however, vehicle travel must be maintained at modest speeds through traffic calming. Neighborhood links are connector streets in the local transportation network for all modes of travel including pedestrians, bicyclists, transit, trucks and private vehicles. They often have some level of transit service and some may serve as critical backbones to the regional bicycle network. Given the higher vehicle volumes, streets designated as part of the bicycle network should include bike lanes where right of way allows, or employ traffic calming techniques to maintain traffic speeds at or under 25 mph.

EXAMPLE STREETS:

- Mission Boulevard, Gregg Ave

ANTICIPATED AND DESIRED USES:

- Community travel, uses and interactions in the public rights of way typical of a strong and healthy residential community.
- Low to moderate pedestrian volumes.
- City or regional commuter bicycle travel; community bicyclists.
- Low to moderate frequency bus transit.
- Modest truck volumes.
- Moderate to significant local and longer distance (cross-town) vehicle travel.

PRIORITY USERS

- Neighborhood Links are complete streets and must provide safe accommodation for all users.
- Some streets may be designated as key links in a modal network (bicycle, transit, or cross-town vehicle) and thus be designed with a slight prioritization for accommodation and efficient travel of that mode.

DESIGN OBJECTIVES

- Protect residential quality of life.
- Accommodate safe and efficient cross-town connectivity via a diversity of modes.
- Provide a quality street and natural environment and the unique sense of place.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Narrow travel lanes to effectively manage traffic speeds while maintaining safety.
- Certain traffic calming design interventions may be used to further manage vehicle speeds to maintain speeds that are consistent with a safe and quality residential environment. Speed humps are generally not used on Neighborhood Links.
- Marked centerline. Streets are most commonly bi-directional with one lane per direction.
- Intersections are commonly signal controlled or uncontrolled (side streets are stop controlled).
- High visibility crosswalks should be provided at signalized intersections. Typical crosswalks may be provided at higher volume or otherwise significant non-signalized locations. Crossings may be unmarked at intersections with Residential Links.
- Curb cuts and other access points should be limited to the extent possible.
- Large canopy trees are desired, however, the many demands on these streets may compromise the amount of space that can be provided for tree growth in the parkway of the street. Creative solutions are encouraged, such as planting trees in curb extensions into the parking lane.
- Gateway or identity elements to mark transition into/out of distinct neighborhoods and celebrate/highlight unique character or identity should be considered.
- Streets must provide sidewalks on both sides. Sidewalk width is generally 6' or greater. Pedestrians should be buffered from the curb of the street by at least 6' of furnishing zone.
- Neighborhood Links are key links for bicycles and pedestrians as well as for vehicles (transit, trucks and private autos). Key bicycle corridors must have designated marked and/or protected bicycle facilities.

RESIDENTIAL LINK

Much of Fayetteville's street network serves quiet residential neighborhoods that use the streets as common gathering places and linear parks.

Many streets in these post-War conventional neighborhoods have limited connections to the larger network. Residential Link streets located in neighborhoods within the historic urban grid typically have a higher degree of connectivity. Land use along these streets is primarily low to moderate density in nature, generally with a preponderance of single-family detached or duplex type homes.

Residential Links are not typically principal streets in the regional vehicular transportation network, although they may serve as important connections for pedestrians and community bicyclists who generally travel at lower speeds. They generally do not have transit service and truck traffic may be restricted on these streets.

EXAMPLE STREETS:

- Most streets in post-War neighborhoods.

ANTICIPATED AND DESIRED USES:

- Community interactions in the public rights of way such as neighbors visiting.
- Recreational use of the street such as walking or running, learning to ride a bicycle, or shared use of the street as an extension of recreational space.
- Community low-stress non-motorized travel by foot or bicycle.
- Short distance (last block) vehicle travel.

PRIORITY USERS

- Highly vulnerable pedestrians including young children, seniors, persons with disabilities and pedestrians of all abilities.

DESIGN OBJECTIVES

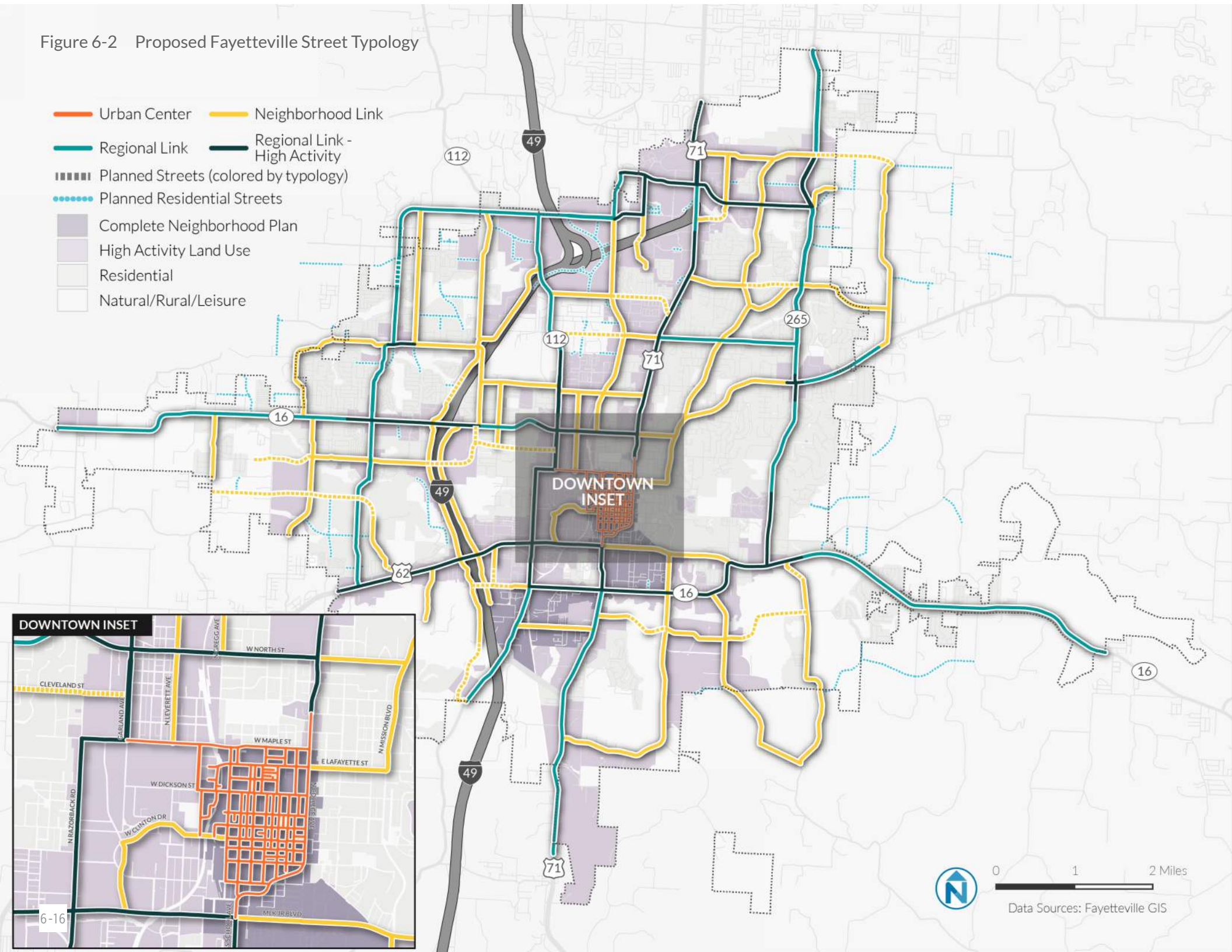
- Maintain low vehicle volumes and low travel speeds.
- Design streets as linear parks and open space.
- Provide access to homes and residences.

TYPICAL DESIGN FEATURES AND TREATMENTS

- Narrow street travel ways. Streets are most commonly bi-directional, with no centerline provided. Streets may be a "yield street" where vehicles must pull to the side and slow or stop to enable an approaching vehicle to pass. Two-way yield streets are appropriate in residential environments where drivers are expected to travel at low speeds, and where on-street parking utilization ranges from 40-60%, allowing motorists to move into the parking lane to allow oncoming vehicles to pass[2]. To accommodate emergency services, some jurisdictions allow new yield streets only in areas with high street connectivity, fully sprinklered buildings, frequent fire hydrants, and/or designated locations for fire trucks to use their stabilizers.
- The limited connectivity and narrow travel lanes generally manage speeds and deter non-local traffic; however in some cases active speed control or traffic deterrents may be needed.
- Intersections may be stop-controlled, yield-controlled or uncontrolled. Intersections may have diverters, neck downs, or other traffic calming treatments.
- Crosswalks generally are not marked. Pedestrians may generally comfortably cross the street at any point along its length.
- Buildings may be accessed through rear alleys, although streets may have multiple access points and driveways.
- Adequate growing space to support large street trees and dense canopies. Substantial lawn panels and parkways.
- Sidewalks on both sides of the street are preferred (6' is typical) reflecting the generally lower pedestrian volumes in these areas.
- On-street parking is generally provided on one or both sides of the street.
- Separate bicycle facilities are generally not provided. Vehicle speeds and volumes are low enough to provide safe and low-stress bicycle accommodation.
- For streets on the low stress bicycle network, traffic calming, diverters, wayfinding and other treatments should be provide

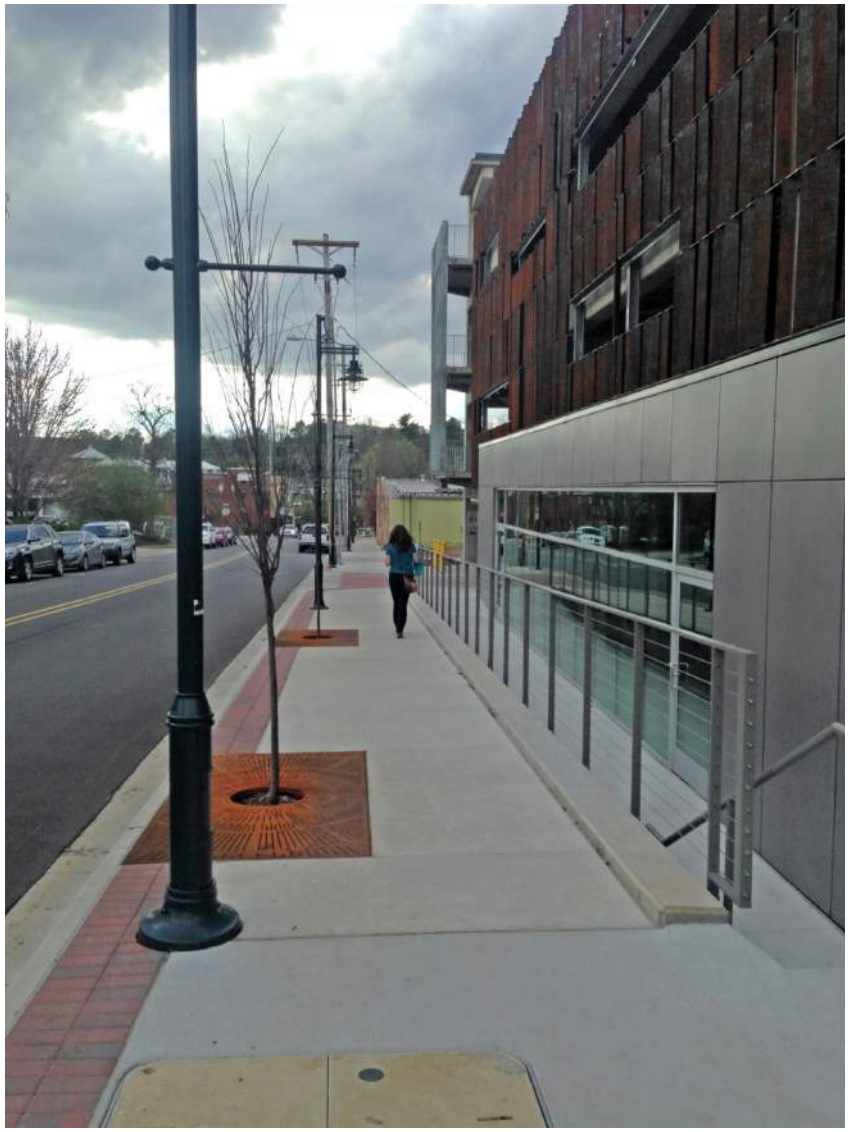
2 https://nacto.org/publication/urban-street-design-guide/streets/yield-street/

Figure 6-2 Proposed Fayetteville Street Typology



STREET ELEMENTS

STREET ZONES



SIDEWALK ZONES

The Sidewalk zone spans from the building façade to the curbside and is the accessible pathway for pedestrians. It has three different subzones:

- Frontage zone: area adjacent to building edges that provides a buffer for pedestrians from opening doors and architectural elements.
- Pedestrian zone: area reserved for pedestrian travel.
- Greenspace/Furnishing zone: area where objects ranging from green strips to benches are placed to provide a buffer for pedestrians from the adjacent roadway.

ROADWAY

The roadway or cartway is the pathway for motorized and non-motorized vehicles, and it includes up to four different subzones, the combination of which depends on the street type and the modes they serve.

- Gutter space, located at both edges of the roadway adjacent to the sidewalk zone.
- Flex Lane: space adjacent to the gutter space designed to be used as parking/parklet lane, bike lane, curb extension, or painted strip. Often there are more than one of these elements contiguous in the flex lane, such as a parking lane and a bike lane.
- Travel Lane: dedicated space to be used by motorized vehicles running in the same direction
- Median/Turning Lane/Pedestrian Island: painted or physical lane separating general through traffic lanes, used for turning traffic, to physically separate through traffic lanes and or to provide a pedestrian refugee for long crossing points in wide streets.

Figure 6-3 Street Elements Features

Street Typology	Most common adjacent Community Forms	Sidewalk Features			Roadway Features				
		Façade Zone	Furnishing Zone	Pedestrian Zone	Crossings	Bicycle	On-Street Parking	Travel lanes	Transit
Urban Center	• Commercial corridors • Corridors with "Main Street" feel	• At least 2' wide	• At least 4' wide • Street trees (Tree Grate) • Landscaping • Bicycle parking • Benches • Refuse container at every corner • Pedestrian-scale lighting • Outdoor seating • Bus shelters	• Continuous • Sidewalks on both sides of street • Minimize curb cuts • At least 10' wide, 8' under exceptional conditions • Curb extensions at wide roadways • Curb extensions at conflict intersections • Pedestrian ramps with warning strips	• At every intersection • Midblock on blocks longer than 500' • High visible crosswalks • Countdown and audible pedestrian signals	• Bike facilities considered where appropriate according to the NACTO Contextual guidance for selecting all ages & abilities bikeways	• High priority. • Generally metered	• 1 lanes each direction (streets can be unidirectional) • 10'-11' lanes • 12' for bus lanes • 20-30 mph • Road diet appropriate	• Bus shelters
Regional High-Activity Link	• Mixed-Use • Commercial • Industrial	• At least 2' wide	• At least 6' wide • Bicycle parking • Street trees • Landscaping • Pedestrian lighting • Bus shelters	• Continuous • Sidewalks on both sides of street • Limited curb cuts • At least 10' wide sidewalks	• Crosswalks at all intersections • High visibility crosswalks and signage near schools • Automated countdown pedestrian signals	• Minimum 6' wide protected bike lanes • Separated bicycle path	• Desired, but context sensitive. On bike routes, lower priority than bike facility.	• 2-4 lanes each direction • 11'-12' lanes • 30-40 mph • Road diet may be appropriate depending on traffic conditions	• Well-marked bus stops • Shelters at busier stops
Regional Link	• Low density residential • Industrial • Open spaces • Rural	• At least 2' wide	• At least 6' wide • Street trees • Landscaping • Pedestrian-scale lighting • Well-marked bus stops	• Continuous • Sidewalks on both sides of street • Limited curb cuts • At least 8' wide	• Same as Regional High-Activity Link	• Same as Regional High-Activity Link	• Desired, but context sensitive. On bike routes, lower priority than bike facility.	• Same as Regional High-Activity Link	• Same as Regional High-Activity Link
Neighborhood Link	• Residential • Mixed use/ neighborhood commercial	• At least 2' wide	• At least 6' wide • Landscaping where appropriate • Street trees • Well-marked bus stops	• Continuous • Sidewalks on both sides of street • Limited curb cuts • At least 6' wide	• Same as Regional High-Activity Link	• Minimum 5' wide buffered or protected bike lanes	• Desired, but context sensitive	• One per direction • 15-25 mph	• Well-marked bus stops
Residential Link	• Residential	• At least 2' wide	• At least 6' wide • Landscaping where appropriate • Street trees • Well-marked bus stops	• Sidewalks on both sides of street. Sidewalks on one side are accepted under exceptional conditions. • At least 6' wide	• Sidewalks should be provided adjacent to schools and parks	• Signed with sharrows bicycle boulevard where designated as part of the Active Transportation Network	• Desired, but context sensitive	• One per direction (streets can be unidirectional) • 15 mph ideal to support preventing fatalities from crashes in city streets	• None

STREET CROSS-SECTIONS BY TYPE

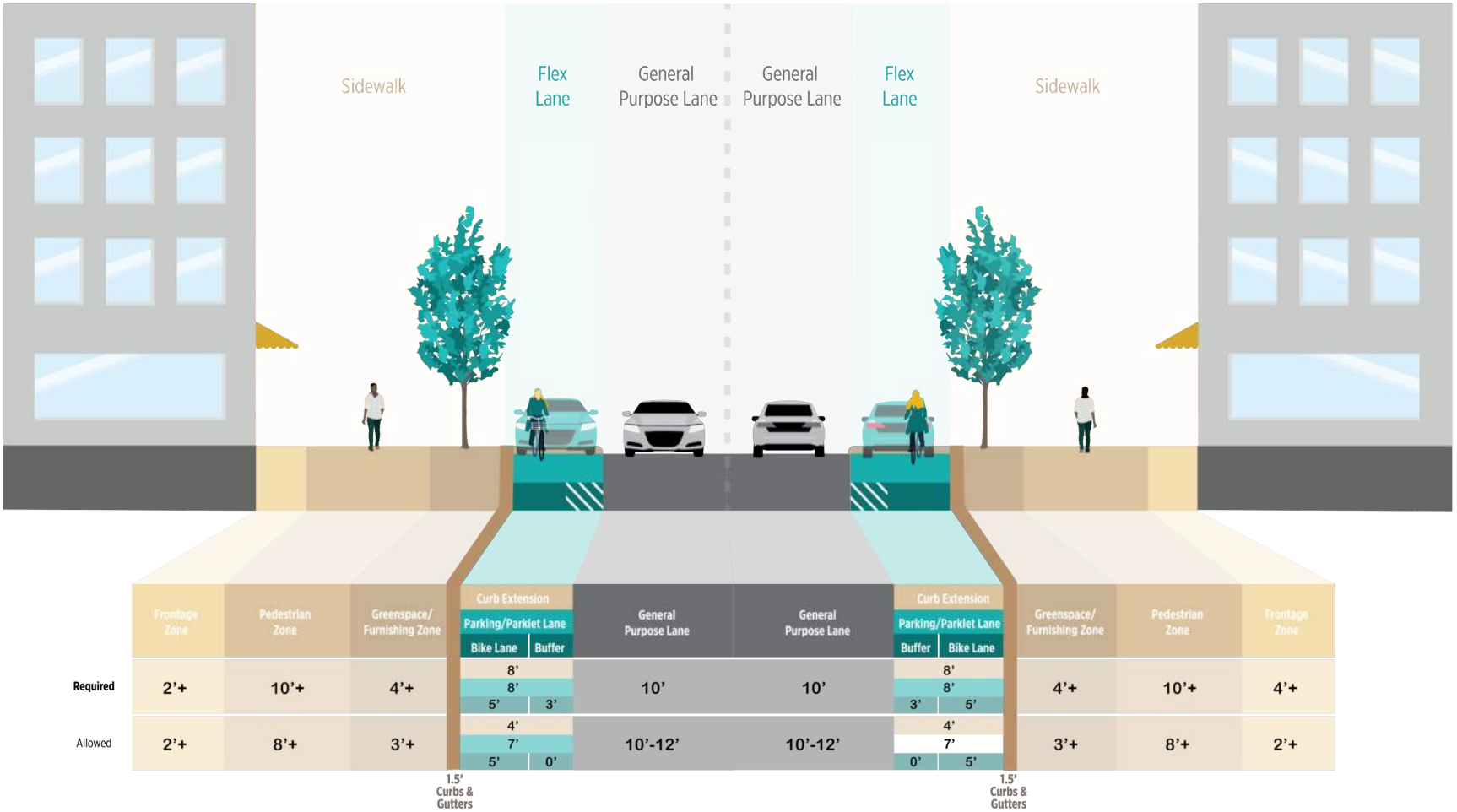
This chapter presents the street cross-sections by street type, with the required and allowed widths of each of the elements of each zone. Widths indicated as "Required" are requested under standard conditions, while widths indicated as "Allowed" are acceptable only under exceptional conditions, such as in the areas designated under the Hilltop-Hillside District in the Master Street Plan 2011 due to topography constrains.

Other considerations to account for when looking at the required widths are as follows:

- One foot of the gutter space can be accounted to the Flex Lane if there is not sufficient space for the indicated minimum widths. As an example, a parking lane should be 8' minimum, but 7' would suffice if placed adjacent to the gutter. Similarly, a bike lane could be 4' instead of 5' minimum required if located in the same place, and outside driving lanes can be 10' pavement width.
- When wider streets are forced by the fire code, it is recommended to keep the indicated travel lanes widths per cross-sections clearly painted, and use painted strip zones in the flex-lane or provide a rolled curb to the transition to the sidewalks zone if necessary.

URBAN CENTER

Figure 6-4 Typical Cross Section Characteristics of Urban Center Street Type

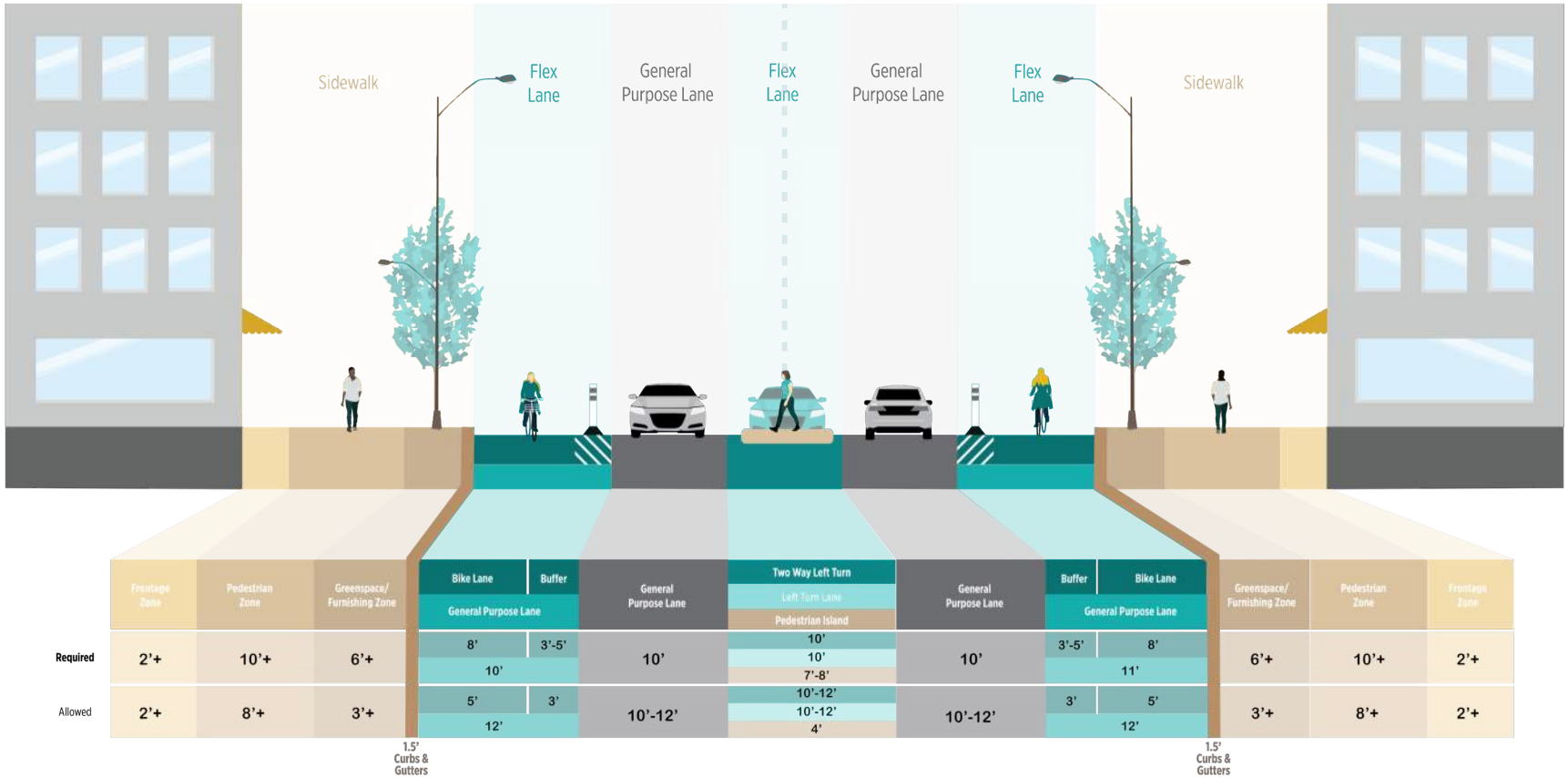


Additional Considerations:

- A bike lane is recommended in Urban Center Streets with >3,000 daily traffic volumes and speed limit > 25 mph, and separation between bike lane striping and parking lane boundary is required if placed adjacent to a parking lane.
- Bus stops can be placed in curb extensions in the Flex Lane.

REGIONAL HIGH-ACTIVITY LINK

Figure 6-5 Typical Cross Section Characteristics of Regional High-Activity Link Street Type

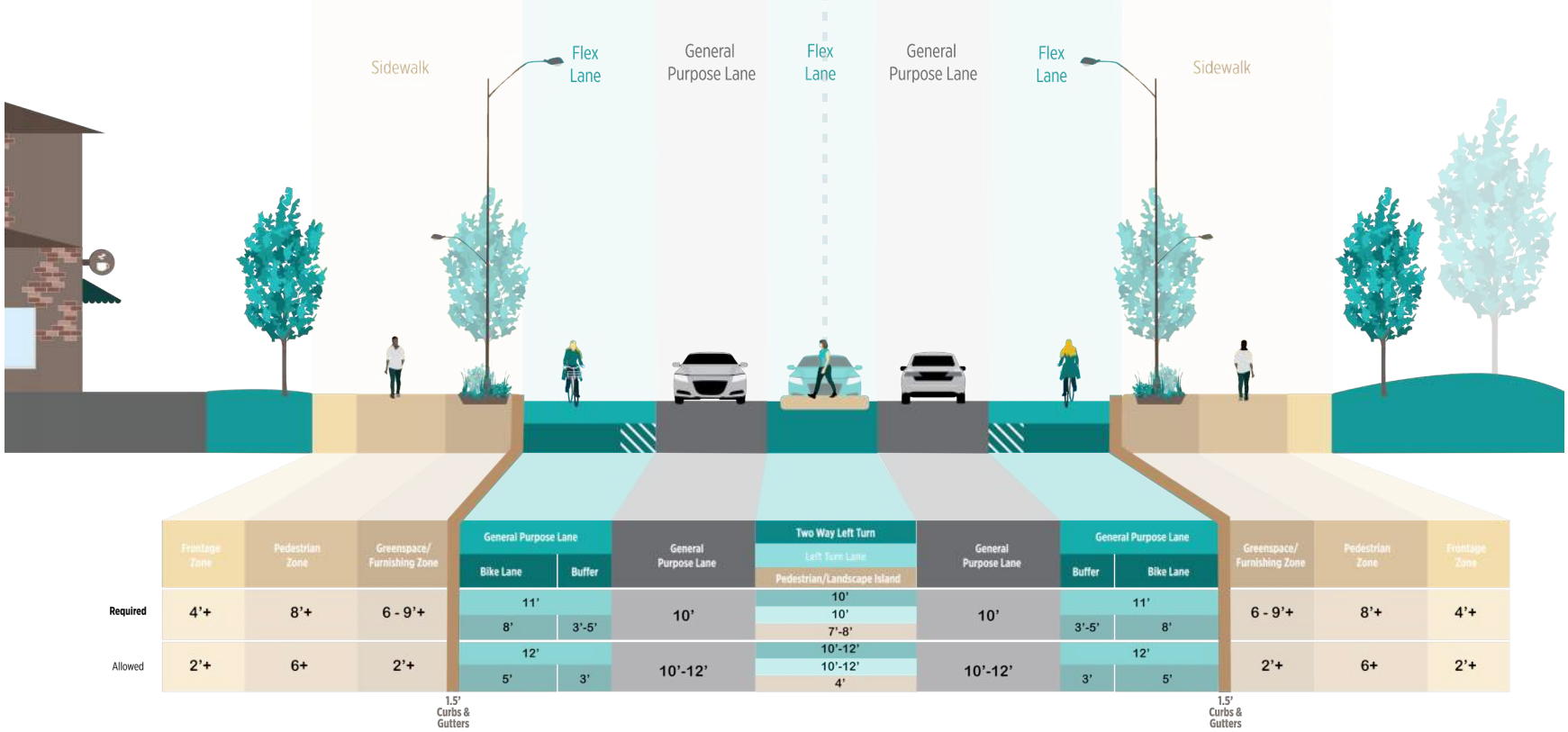


Additional Considerations:

- If the flex lane is needed for general traffic, it is recommended to accommodate bicyclists in a separated path, such as a shared-use path or a trail.

REGIONAL LINK

Figure 6-6 Typical Cross Section Characteristics of Regional Link Street Type

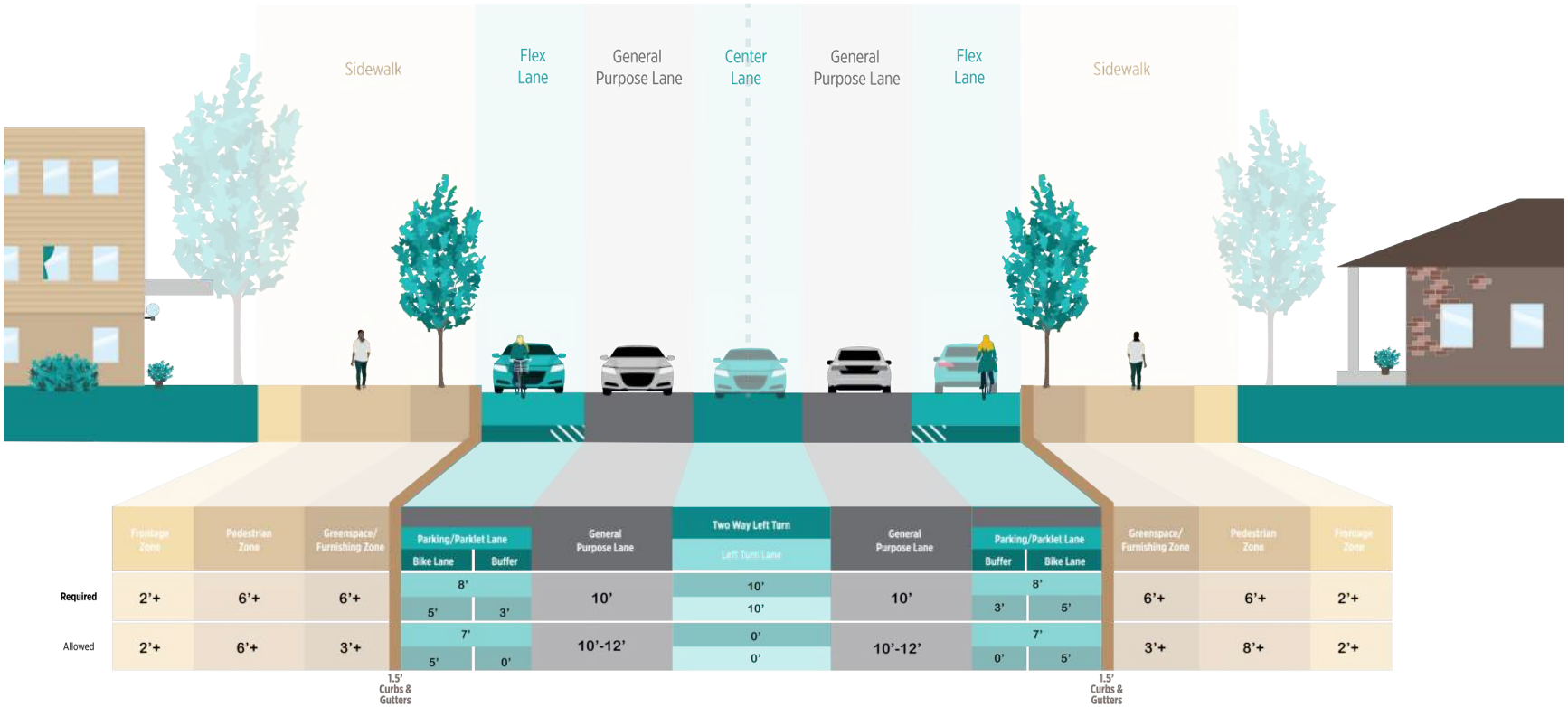


Additional Considerations:

- If the flex lane is needed for general traffic, it is recommended to accommodate bicyclists in a separated path, such as a shared-use path or a trail.

NEIGHBORHOOD LINK

Figure 6-7 Typical Cross Section Characteristics of Neighborhood Link Street Type



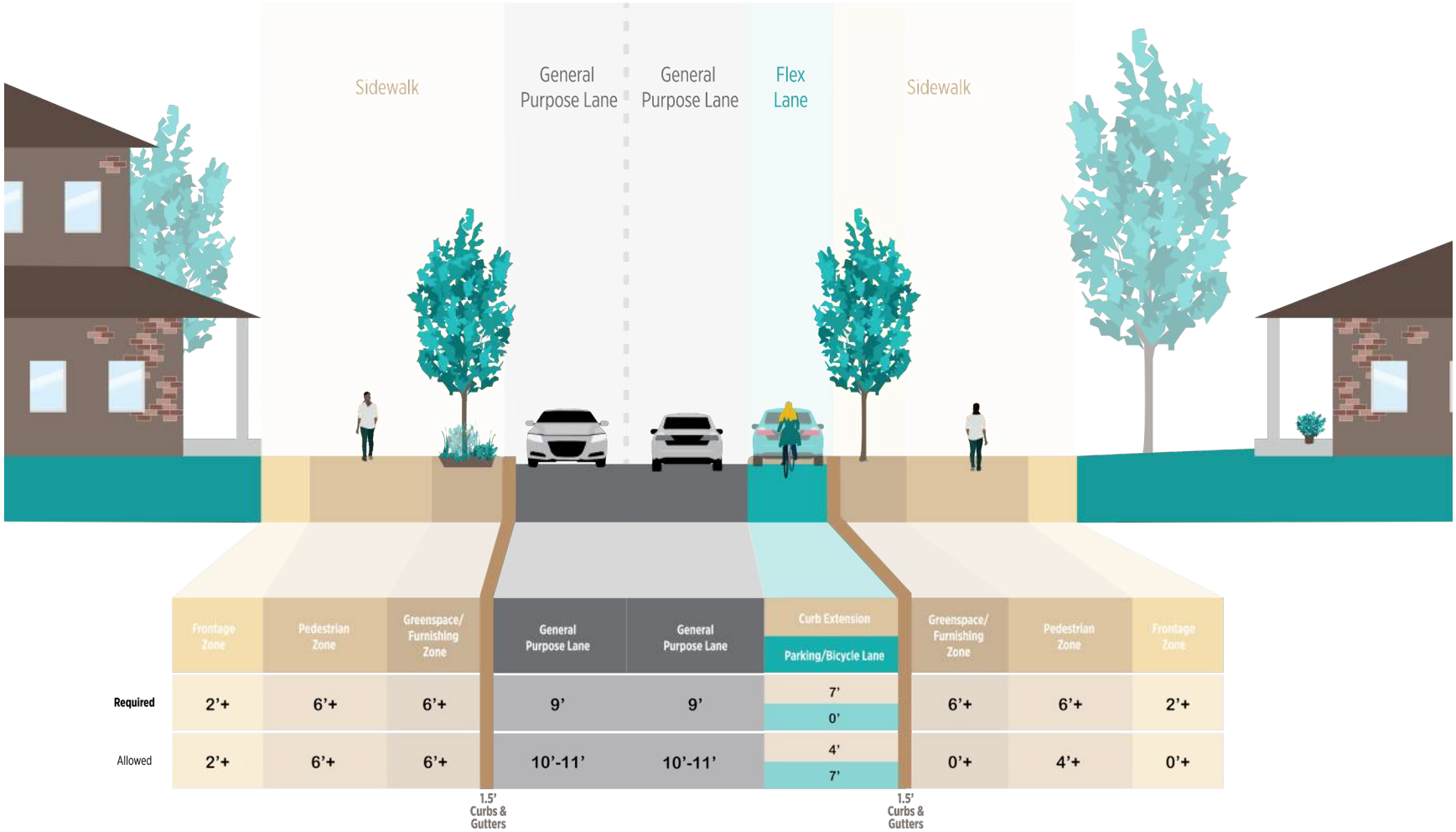
Additional Considerations:

- A bike lane is recommended in Neighborhood Link Streets with >3,000 daily traffic volumes and speed limit > 25 mph, and separation between bike lane striping and parking lane boundary is required if placed adjacent to a parking lane.*

* https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/

RESIDENTIAL LINK

Figure 6-8 Typical Cross Section Characteristics of Residential Link Street Type



TRAFFIC CALMING TOOLKIT

The following Traffic Calming Toolkit is not meant to be prescriptive, but rather as a menu of possible design treatments. As always, engineering judgment should be used within the context of the Fayetteville street network.

The table below provides a list of street design elements, the street types where they are applicable, and relative costs. For more detail, see the NACTO guidance on speed management at https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/.

Figure 6-9 Traffic Calming Treatments

Treatment	What is it?	Where is it effective?	Applicable Street Types	Cost[1]	Example
Traffic cameras	Cameras that use radar to identify and photograph drivers exceeding the speed limit or running red lights	They are usually implemented on major arterials with a history of crashes	• Regional High-Activity Links • Regional Links • Neighborhood Links	$$	
Radar speed signs	Signs that detect and displays drivers' speeds as they pass	They are best used on busy streets where drivers are frequently observed driving above the speed limit	• Regional High-Activity Links • Regional Links • Neighborhood Links	$	
Raised crosswalks	Extension of the sidewalk across the road and bringing motor vehicles to the pedestrian level	They are best used to reinforce the transition to a lower speed and residential	• Residential Links • Urban Center	$	
Speed cushions	Raised areas of the street have flat wheel cutouts spaced so that larger vehicles can pass through them	They are best used on busier streets where emergency vehicles operate frequently	• Urban Center	$	
Pavement treatments	Textured or colored areas of pavement	They are best used in areas with substantial pedestrian activity	• Urban Center	$$	

$ = Less than $10,000
$$ = $10,000 - $100,000
$$$ = Over $100,000

Treatment	What is it?	Where is it effective?	Applicable Street Types	Cost[1]	Example
Lane reduction	Removing one or more drive lanes from use	Lane reduction is recommended for busier multilane streets with wide lanes, excess capacity, or large numbers of bicycles and pedestrians	• Regional High-Activity Links • Regional Links	$	
Width reduction	Narrowing existing drive lanes	Width reduction is recommended on narrower streets where lane removal is not possible	• Urban Center • Residential Links • Neighborhood Links	$$	
Traffic diverters	Raised areas of concrete placed in a street to slow, redirect, or block vehicles	They are primarily used at intersections and are recommended on neighborhood streets experiencing speeding or shortcutting	• Urban Center • Residential Links	$$	
Traffic circles	Central islands installed in intersections to direct traffic flow around an intersection, rather than through it	They are used on all types of streets to slow traffic proceeding through an intersection and reduce collisions	• Urban Center • Residential Links	$$	

$ = Less than $10,000
$$ = $10,000 - $100,000
$$$ = Over $100,000

Source: NACTO

GREEN INFRASTRUCTURE

Green infrastructure is a planning and design approach to managing stormwater, the urban heat island effect, health, and air quality based on ecosystem network models. A flooded street is not a complete street. During storm events, people walking, bicycling, and using transit are the first users to encounter barriers and lose access to the street, and are the last to regain it. Green street design tools, which integrate stormwater control and management within the right-of-way, are a critical component of complete street design, ensuring the street remains usable and safe for all people during storm events, regardless of mode.

Greenery and trees—especially those that introduce shade canopy—make the walking environment more inviting and pleasant by reducing temperature, attenuating noise, and improving air quality[3].

- Green Infrastructure can be integrated into transit facilities, including boarding bulbs and islands, to improve passenger comfort and natural drainage near stops.
- Green stormwater infrastructure can be incorporated alongside bikeways to improve drainage and increase bicycling comfort and access during and after storms of any size.
- Permeable pavements can be implemented on bikeways and raised cycle tracks to reduce the period of time required for pavement to dry.

3 https://nacto.org/publication/urban-street-stormwater-guide/streets-are-ecosystems/complete-streets-green-streets/

- Planters or vegetation may be incorporated into protected bikeway buffer elements to increase rider comfort and reduce stress.
- Green infrastructure facilities that capture runoff and reduce flooding and ponding promote safer driving conditions, but they need to be visible to the driver

Economic performance is tied to the comfort and attractiveness of streets—urban environments with green expressions, from planters to street trees to stormwater infrastructure, perform better than streets without green improvements.

Figure 6-10 Curb Extension Bioswale

Dickson St

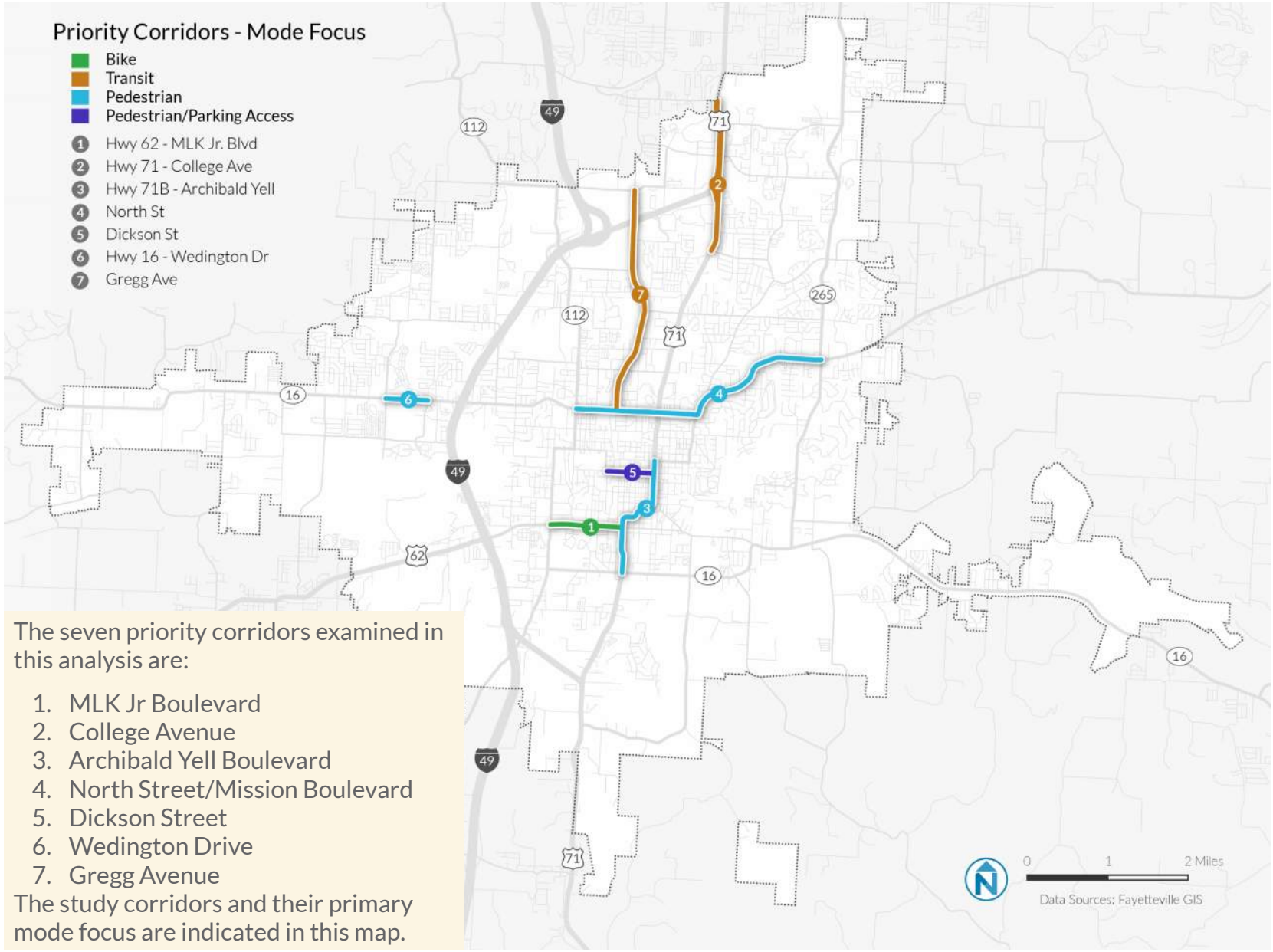
7 CORRIDORS ANALYSIS

OVERVIEW

This chapter identifies and evaluates seven corridors of Fayetteville's Road Network, selected based on a wide range of criteria, including the following:

- Concerns collected from the residents during the Public Workshops held in May 2016
- Findings of the existing conditions analysis of citywide transportation networks, including:
  - Oversized streets (road geometry too wide for the current traffic demand),
  - Traffic collisions concentration,
  - Traffic congestion,
  - Gaps in the Active Transportation network, and
  - Streets with physical or demand characteristics not suited for classification in the Active Transportation Plan.
- Input from Fayetteville City staff

Figure 7-1 Priority Corridors



The seven priority corridors examined in this analysis are:

1. MLK Jr Boulevard
2. College Avenue
3. Archibald Yell Boulevard
4. North Street/Mission Boulevard
5. Dickson Street
6. Wedington Drive
7. Gregg Avenue

The study corridors and their primary mode focus are indicated in this map.

TRAFFIC ANALYSIS

As part of the corridor analysis, traffic analysis was conducted along the corridors, with the exception of Gregg Avenue corridor. Components of this analysis included a site visit, development of existing and future traffic volumes, operational analysis, and recommendations for improvements. The operational analysis was conducted in selected intersections along each of the corridors for the following scenarios:

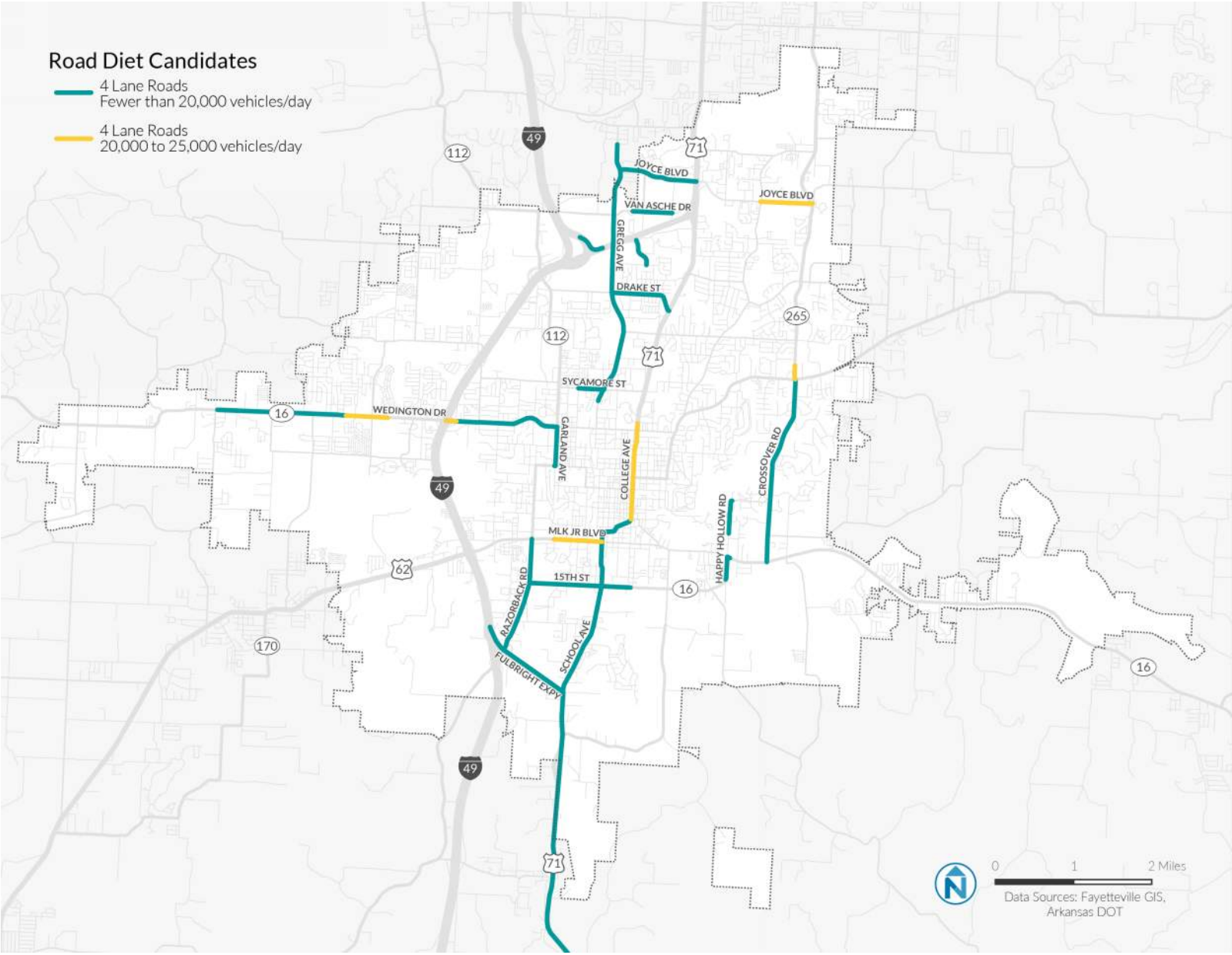
- Current conditions (2017)
- No build-Scenario: Projected traffic volumes (2037) with no geometric (roadway) improvements
- Build scenario: Projected traffic volumes (2037) with roadway improvements.

Analyses of these intersections along the six corridors were evaluated in *Synchro* and its companion software *SimTraffic* and are summarized below. For a detailed description of the methodology and results per corridor, see Appendix D.

For Gregg Avenue, a trade-off analysis was developed to understand the relative priorities for transit, walking, and biking within this corridor as well as its primary parallel routes.

Following FHWA guidance, road diets are only considered as potential improvements where average daily traffic is 20,000 vehicles per day or less and there are currently four or more traffic lanes.

Figure 7-2 Road Diet Candidates Based on Current Traffic Volumes



CORRIDOR 1

MLK JR BOULEVARD (HIGHWAY 62)

The study section of MLK Jr Boulevard spans from Razorback Road to the west, to Archibald Yell/School Avenue to the east. It currently separates the main campus area of the University of Arkansas, as well as the downtown business and entertainment districts on the north, from residential areas characterized by apartments that serve primarily as off-campus housing for UA students on the south. The city's only public high school fronts this section of MLK Jr Boulevard, contributing high volume of both vehicles and pedestrians at peak times. This corridor features sidewalks of varying conditions and availability on either side of the street and crossing opportunities are spread far apart, thereby limiting pedestrian access. It also experiences a high density of traffic collisions; and although there have not been any reported deaths or serious injuries, there have been collisions involving pedestrians at each of the intersections.[1]

1 A particular hot spot of collisions between vehicles and objects is the shopping plaza south of MLK Jr from Razorback Road to Stadium Dr.

This corridor carries 26,000-30,000 vehicles daily on average and although some of the approaches in the intersection show congestion during peak hours, overall level of service during this time are acceptable, with the exception of the intersection of MLK Jr Boulevard at Razorback Road, where congestion happens during PM Peak. A similar condition occurs in the southbound approach of the intersection of MLK Jr Boulevard at School Avenue during the same time. With a 2.5% annual growth of traffic volumes, it is expected that the entire corridor will operate at or over capacity by 2037 unless traffic is diverted to other routes or trips are shifted to other transportation modes. (See Appendix C for traffic engineering analysis)

Figure 7-3 Roadway Characteristics of MLK Jr. Boulevard

Roadway Classification	Distance between signalized pedestrian crossings	# of Lanes	Posted Speed (mph)	AADT (vehicles/ day)	Land Use(s)
Principal Arterial	1,500 ft	4-5	35	26,000-30,000	Public Facilities/Institutions City Neighborhood Plan

Figure 7-4 MLK Jr. Boulevard Recommended Improvements

Phase 1 (near-term)	Phase 2 (upon diversion of traffic to other routes)
• Access Management Plan (consolidate curb cuts) • Convert two-way left turn lane into a median with dedicated left-turn pockets • Improve pedestrian experience by adding safe crossings across driveway access to adjacent businesses • Add pedestrian crossing opportunities: new signal at Government Avenue and new crossing between Lot 56 of U of A and shopping plaza • Connect the shared use trail south of MLK Jr to the larger trail network (the connection of Tsa La Gi Trail across Razorback Road is included in the 2017-2022 Trail Construction Plan).	• Reduce vehicle travel lanes from 5 to 3 • Widen sidewalks • Create a “South” Transit Hub

MLK JR. BOULEVARD ACCESS MANAGEMENT PLAN – PHASE I

MLK JR. BOULEVARD SIGNALIZATION – PHASE I

CORRIDOR 2

NORTH COLLEGE AVENUE (HIGHWAY 71)

This study segment of College Avenue spans from E Rolling Hills Drive to Zion Road, carries around 35,000 vehicles daily and has 5 to 8 lanes in both directions. The study segment is characterized by high traffic at peak hours, high crash density at certain intersections, and an absence of bicycle/pedestrian facilities at most intersections, with the exception of the Mud Creek Trail underpass. Between 2011 and 2015, this segment of roadway recorded a significant number of collisions, both at the intersections and at nearby shopping and businesses plazas, and a fatality involving a pedestrian was reported at Shepherd Ln in 2013.

While most of this corridor currently operates at acceptable level of service during peak hours, some congestion frequently occurs at the east and west approaches of the Zion Road and Rolling Hills Drive intersections during the PM peak periods, with levels of service below acceptable levels (F). The anticipated traffic annual growth factor for this corridor is 1.30%. All of the Corridor 2 intersections will degrade to an unacceptable operation conditions by 2037. (See Appendix C for traffic engineering analysis)

RECOMMENDED IMPROVEMENTS

The recommended improvements are intended to reconfigure College Avenue to accommodate other transportation modes and to create a better entrance to the city. The proposed near-term improvements consist of reallocating the space from Shiloh Drive to the eastern edge of College Avenue to accommodate all transportation modes, in addition to adding slip lanes to improve access management to adjacent properties.

Long-term improvements in this area would encourage the redistribution of traffic throughout the network and, more importantly, would reduce traffic along College Avenue by the Mall by approximately 10%. Distributing traffic through an expanded grid network in this area would reduce the need for costly projects such as further widening of the roadway, while also providing new connectivity through the local network, rather than via new flyovers.

While the near-term improvements require little expense or construction, additional analysis will be necessary along with coordination with ARDOT, particularly to evaluate the weave distance for left-turning vehicles exiting the highway segment. Both the mid-term and long-term concepts require additional study and outreach to determine whether and when to explore these proposed changes.

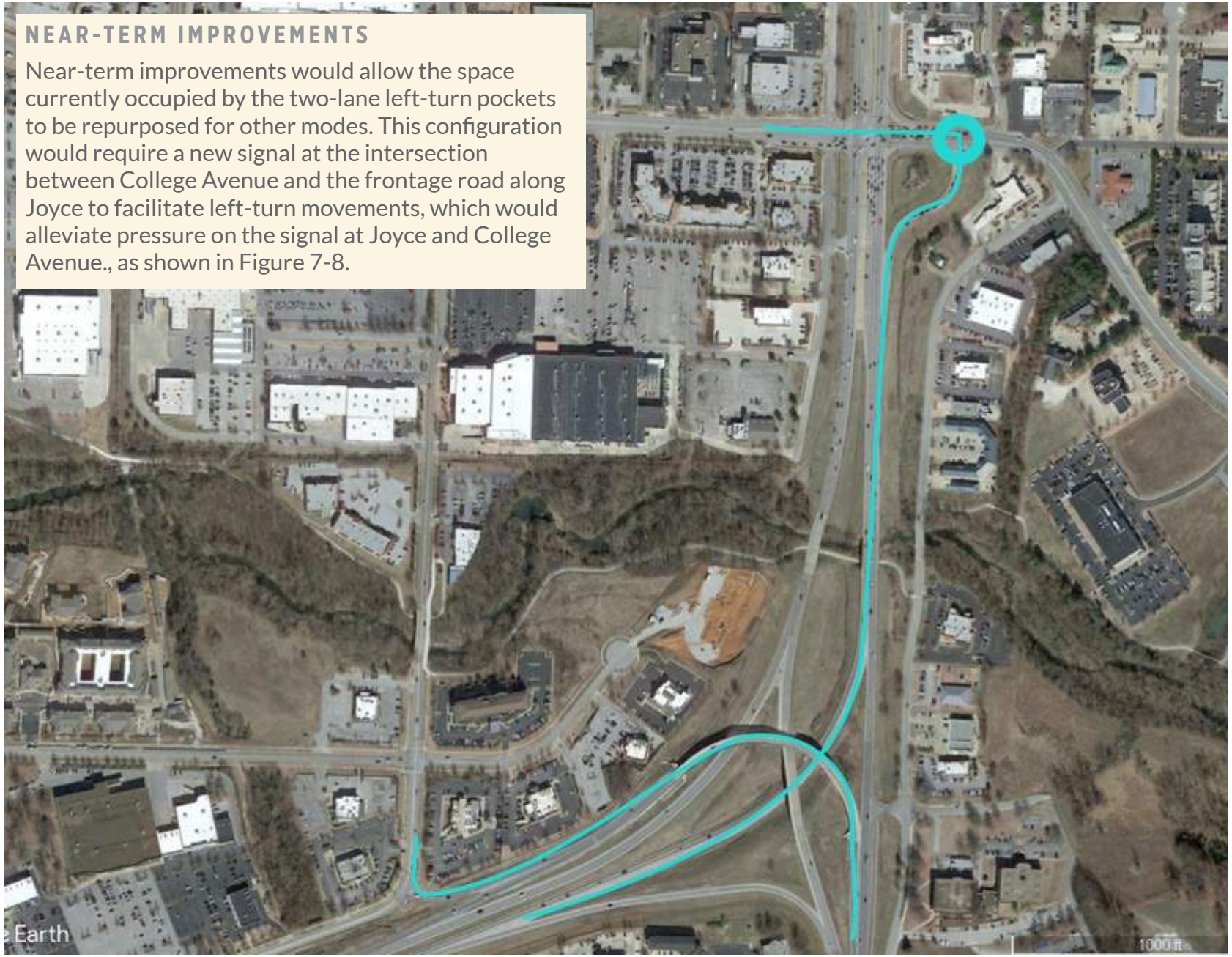
Figure 7-6 Roadway Characteristics of College Avenue

Roadway Classification	Distance between signalized pedestrian crossings	# of Lanes	Posted Speed (mph)	AADT (vehicles/ day)	Land Use(s)
Principal Arterial	4,800 ft	5-8	40	32,000-37,000	Urban Center City Neighborhood Plan

Figure 7-7 North College Avenue (Highway 71) – Road improvements

Near/Medium-Term
• Remove left turns on Joyce Boulevard and have NB traffic using the exit to Joyce and left turn there • Reconfigure the segment into a Boulevard with slip lanes to improve access management • Accommodate parking and transit as needed • Extend sidewalk widths

Figure 7-8 N College Avenue (Highway 71) Near-Term Signal Improvements



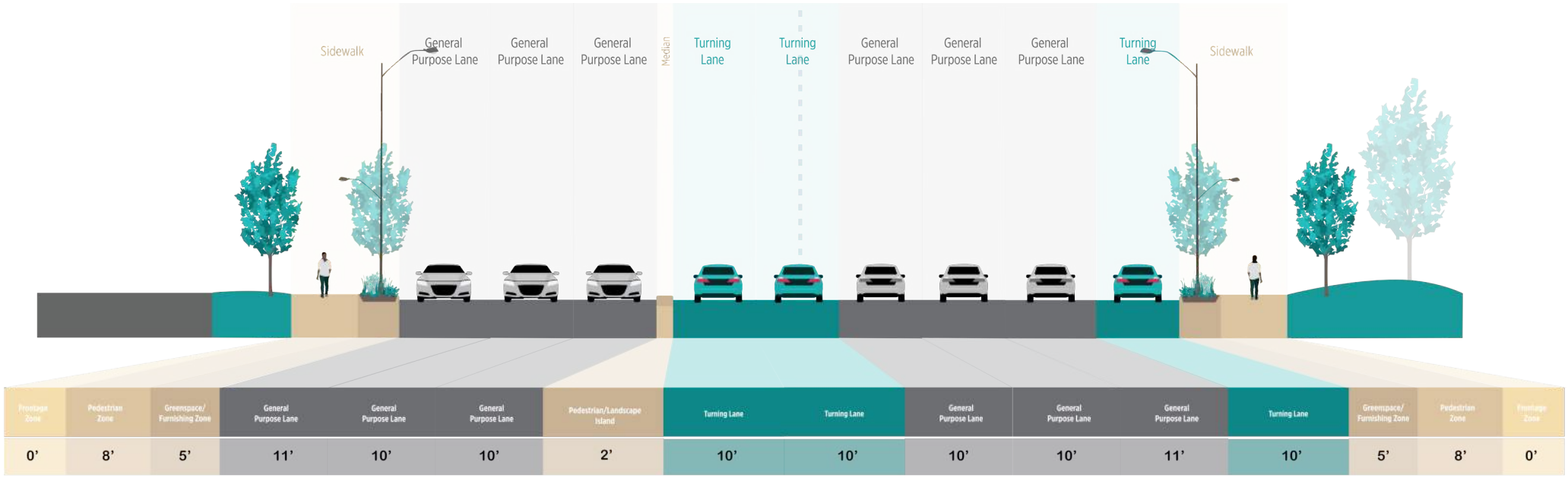
NEAR-TERM IMPROVEMENTS

Near-term improvements would allow the space currently occupied by the two-lane left-turn pockets to be repurposed for other modes. This configuration would require a new signal at the intersection between College Avenue and the frontage road along Joyce to facilitate left-turn movements, which would alleviate pressure on the signal at Joyce and College Avenue., as shown in Figure 7-8.

MEDIUM-TERM IMPROVEMENTS

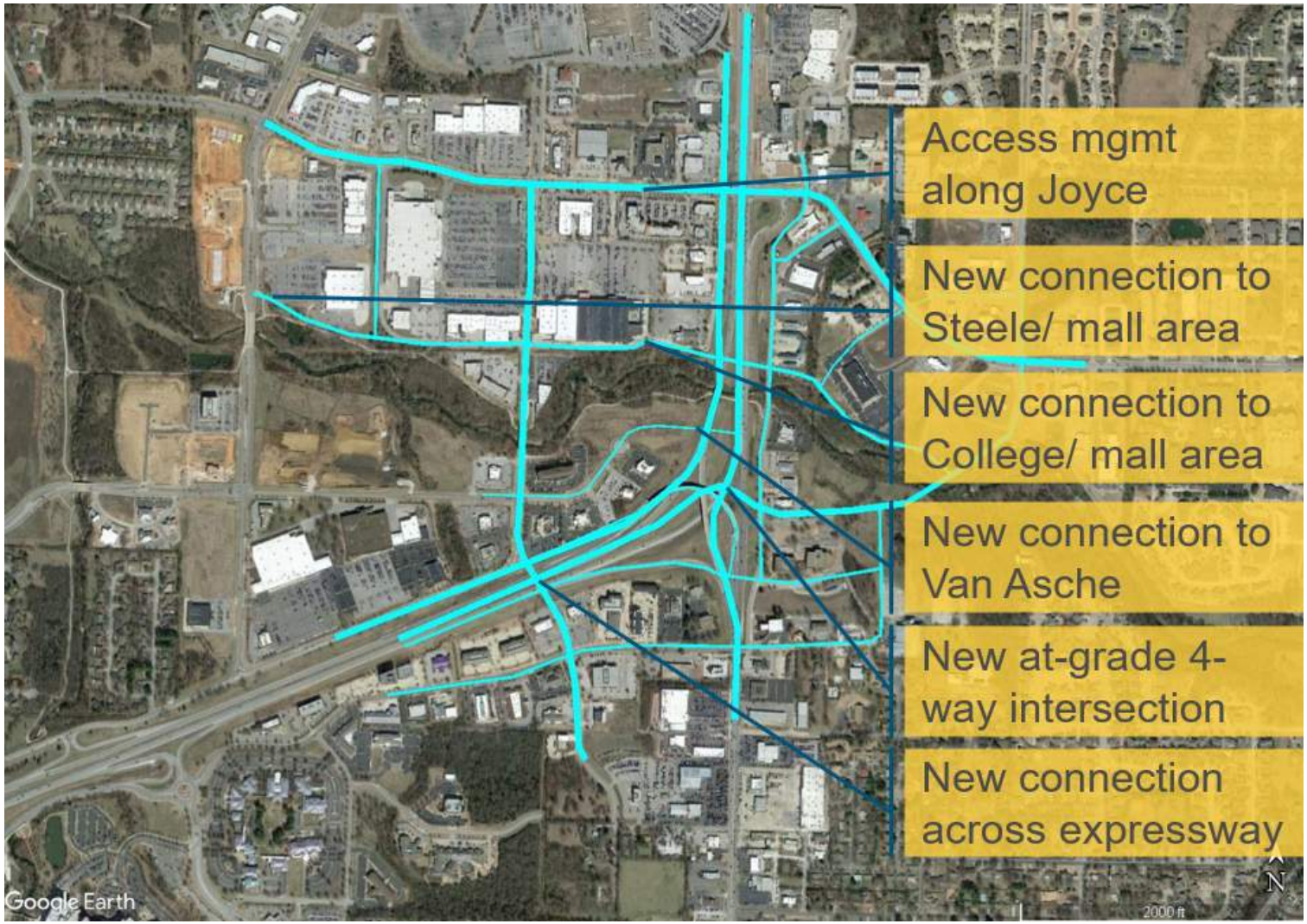
Further redistribution of space in the medium term could facilitate a boulevard cross-section as indicated below, with slip lanes that would provide better vehicular access management to the adjacent parcels and space for a more inviting walking environment, as well as parking, transit or bike lanes.

Figure 7-9 N College Avenue (Highway 71) Proposed Cross Section - Boulevard



Long-Term
• Create a new grid connecting streets East and West of College, and North and South of Fulbright Expy to distribute traffic • Improve access to the Mall area

Figure 7-10 N College Avenue (Highway 71) Long-Term Improvements



CORRIDOR 3

ARCHIBALD YELL

The study segment of Corridor 3 encompasses the entirety of Archibald Yell Boulevard, as well as portions of College Avenue and School Street. This segment spans from Dickson Street on the north, to 15th Street on the South. The segment is characterized by heavy through-traffic and an AADT ranging from 12,000 to 26,000 vehicles per day, with 4 to 5 lanes in both directions. In fact, at the PM peak hour 75% of vehicles travelling south on College Avenue from Lafayette Street to Rock Street continue through Archibald Yell and School Avenue down to MLK. The northbound travel pattern is similar to the southbound pattern, although the northbound traffic volumes are 10% lower.

Sidewalks exist at the back of the curb on the north side of Archibald Yell but there are no crossings for pedestrians along the entirety of this segment. The nearest crosswalks (one at Center Street and the other at MLK Jr Boulevard) are nearly two-thirds of a mile apart. Also, over 200 collisions were reported between Rock Street and the MLK Jr intersection during the last five years. While there have been collisions at all intersections in this segment, about half of them occurred at the intersection of MLK Jr Boulevard and School Avenue, and 10% occurred at the five-legged intersection at College Avenue and Rock Street.

The overall traffic operation for this corridor is acceptable for the existing conditions, with the exception of some movements on the side street approaches, where vehicles need to wait to turn onto College Avenue during peak hours. As already indicated in Corridor 1, the southbound approach at the MLK Jr Boulevard intersection suffers congestion during PM Peak hour. The five-legged intersection at Rock Street also had movements that operated poorly, but overall this intersection operated adequately based on the traffic analysis results. (See Appendix C for traffic engineering analysis)

The anticipated traffic annual growth factor for this corridor is 1.65%. By 2037, all the intersections will have at least one approach movement that will be congested during the PM peak period.

RECOMMENDED IMPROVEMENTS

The improvements that follow are intended to reconfigure the Archibald Yell corridor as a pedestrian-priority corridor with improved bicycle connections.

- New signals and pedestrian crossings, including:
  - New signal at South Street with pedestrian crossing
  - Closing S College Avenue from Rock Street to South St
  - New signal at Rock Street with pedestrian crossing
- A road diet along Archibald Yell, reducing the roadway space dedicated to motorized vehicles from 4 lanes to 3
  - One general-purpose travel lane in each direction for through traffic
  - One center lane designed as median with breaks for left-turn pockets as needed
- A new shared-use path
- Improved sidewalks with adequate buffers between moving traffic and pedestrians

Adding signals at Rock Street and South Street intersections provides safety crossing opportunities while slowing traffic and keeping a good level of operation with no congestion. Closing S College from Rock Street to South Street will redistribute traffic to Archibald Yell to South Street, or to Rock Street.

The Road Diet will also operate well with projected traffic for 2037, although dedicated right-turn lanes for southbound traffic would be needed at MLK Jr. Boulevard intersection to avoid congestion during peak hours.

Figure 7-11 Archibald Yell Proposed Cross Section

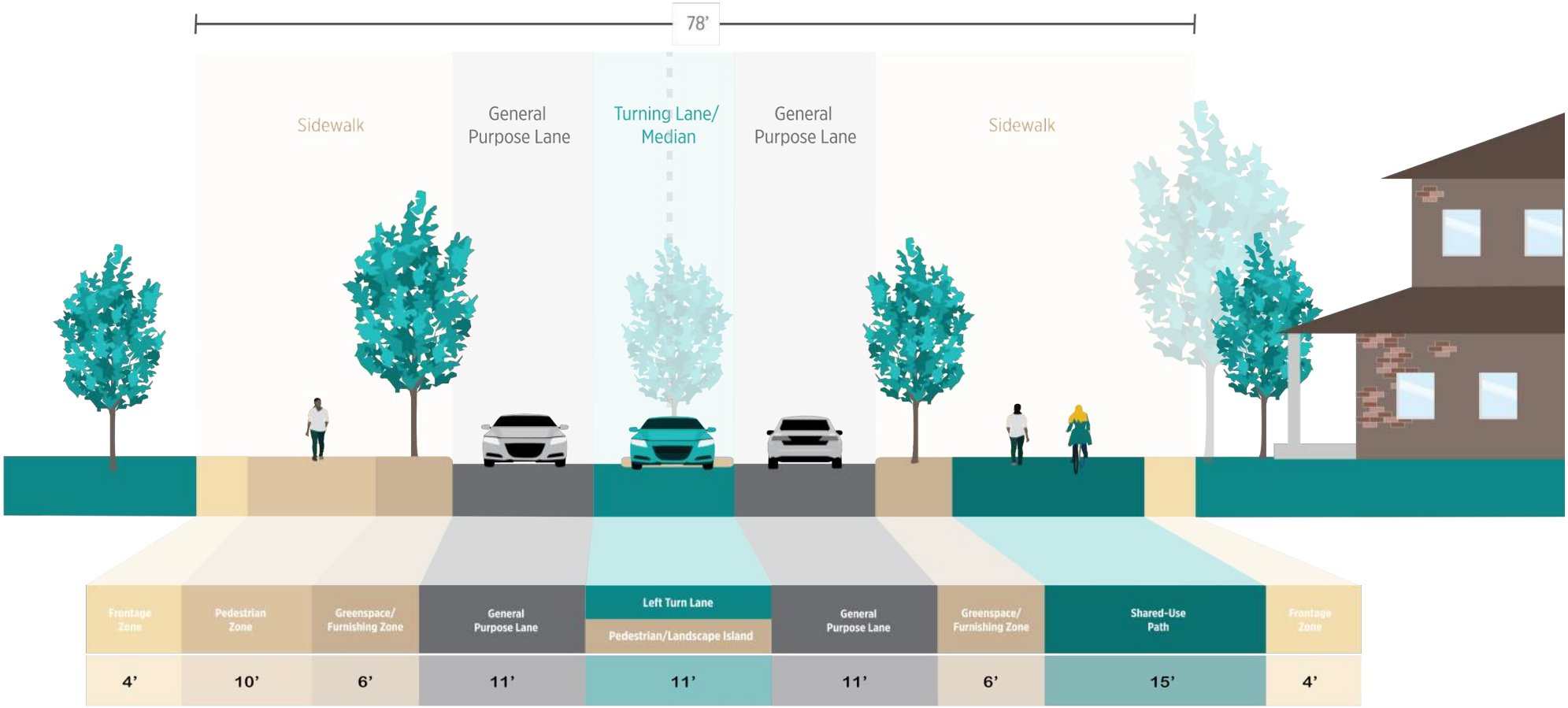
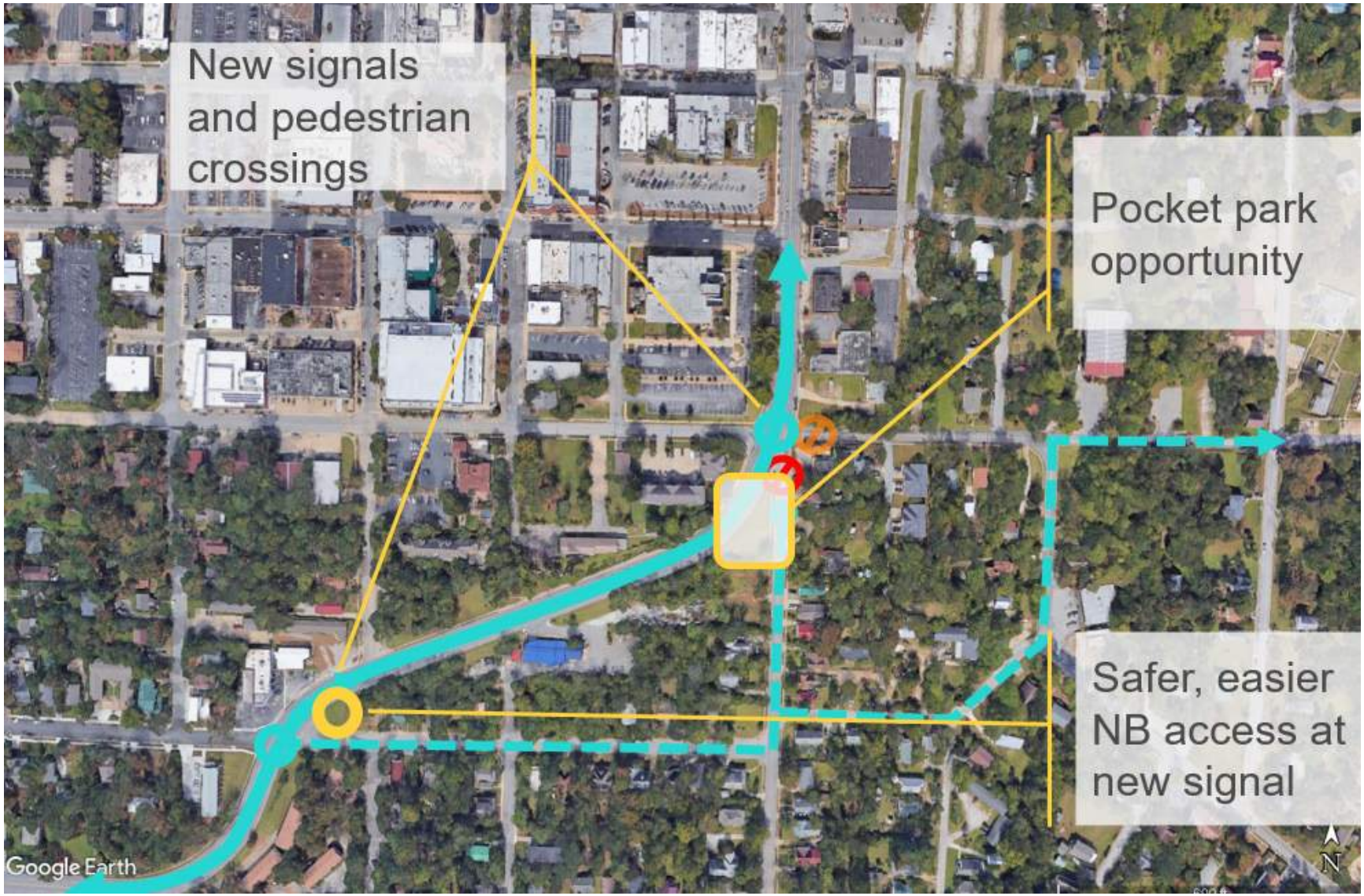


Figure 7-12 Archibald Yell – New Signals and Pedestrian Crossing



CORRIDOR 4

NORTH/MISSION

The study segment of Corridor 4 spans from Garland Avenue to the west to Crossover Road to the east. The segment is characterized by high crash density at certain intersections (see Figure 3-9), gaps in the walking network in some segments, and nonexistent bicycle infrastructure, creating a gap in the bike network between the Frisco Trail to the planned trail along Old Wire/Mission Blvd[2]. Its Annual Average Daily Traffic (AADT) ranges from 7,000 to 20,000 and its posted speed limit ranges from 25 to 40 mph, with a cross section that varies from two to four lanes depending on the segment, creating pinch points in the two-lanes sections for alternatives modes to get to the city core,

Results of the traffic analysis of the current conditions show that all but the Woolsey Avenue intersection has at least one approach movement that operates under acceptable conditions during peak hours. The most significant problems are occurring between College Avenue on the west and Crossover Road on the east. As expected, the traffic conditions only get worse by 2037. (See Appendix C for traffic engineering analysis)

2 https://www.fayetteville-ar.gov/DocumentCenter/View/11621

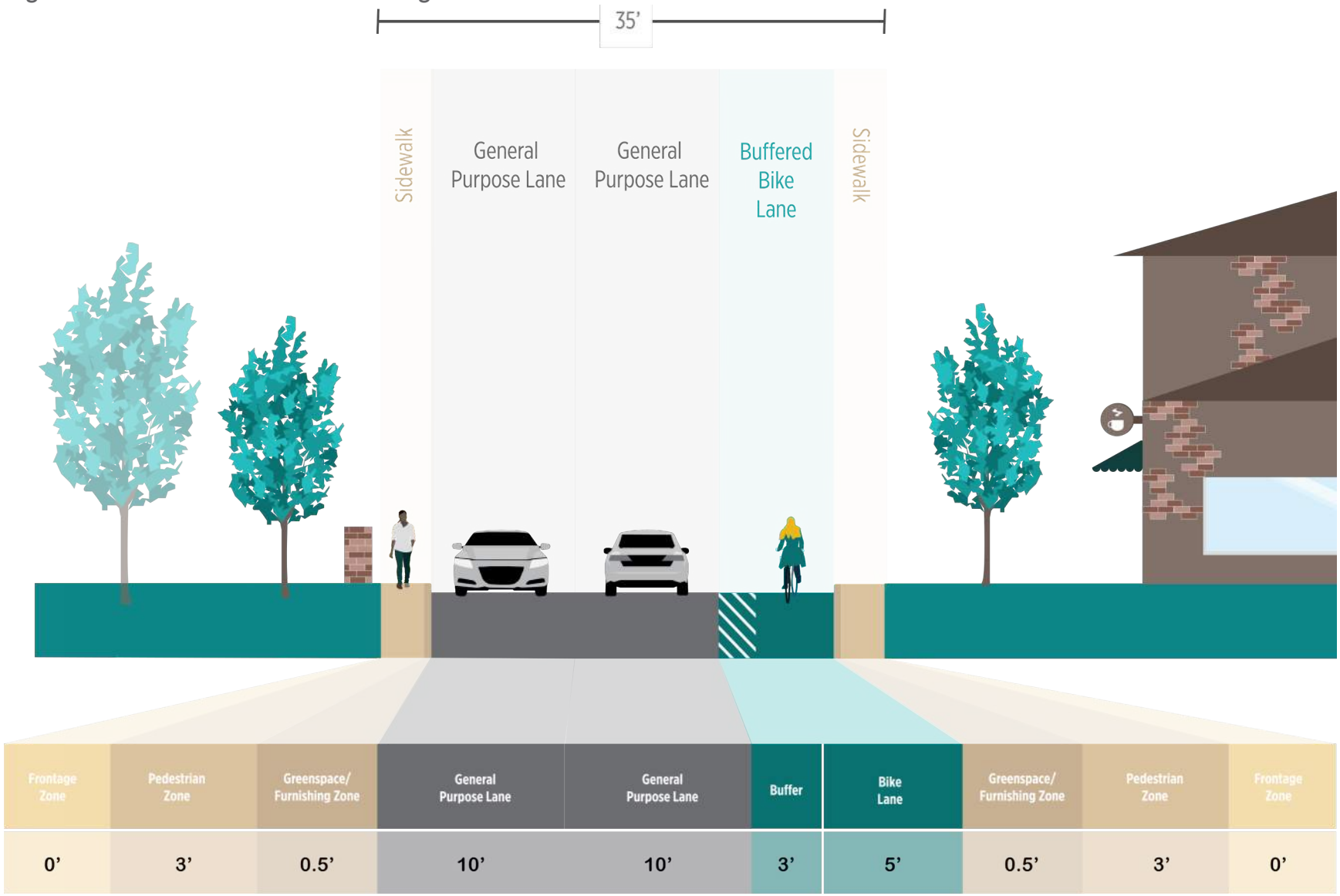
RECOMMENDED IMPROVEMENTS

This corridor is the main east-west route across the city. With significant gaps in the Active Transportation network, and with congestion during peak hours at some of the intersections, the improvement of all transportation modes along this corridor is critical.

The improvements are intended to accommodate all transportation users, and include reconfiguring the corridor as a pedestrian-priority corridor with improved bicycle connections, as well as an optimized corridor to move vehicles through improvements in the intersections (signal timings, lane design).

Figure 7-13 shows how the 2-lane segment could accommodate a shared-use path for bicyclists and pedestrians by narrowing the travel lanes and acquiring additional right of way in adjacent parcels beyond the public right of way.

Figure 7-13 E North Street West of College Avenue Intersection



CORRIDOR 5

DICKSON ST

The Corridor 5 study segment on Dickson Street spans from Arkansas Avenue on the west, to College Avenue on the east. This street segment is characterized by high crash densities at certain intersections, although there have been no reported fatalities or serious injuries in the last five years. Dickson Street in this location has a 9,000 Annual Average Daily Traffic (AADT) count, high pedestrian volumes and a high demand for parking at certain times. Conditions along Dickson Street were considered in the context of impending developments at the WAC and other locations in the area and should be coordinated with such developments to minimize impacts on the street, as well as to leverage public and private investment in the corridor.

RECOMMENDED IMPROVEMENTS

The improvements that follow are intended to reconfigure Dickson Street as a pedestrian and parking-access priority area.

- Restrict left-turns from Dickson to West Avenue
- Remove left-turn pockets and extend the sidewalk at the West Avenue intersection
- Add new road signage to direct traffic to new routes accessing the West Avenue parking lot and other key destinations

These proposed improvements would create a more comfortable sidewalk zone, ensure safe pedestrian crosswalks, more efficiently control traffic flow and access, and manage parking availability and access points. See Figure 7-14.

OPERATIONAL IMPACT ANALYSIS

By 2037 traffic growth is anticipated to create conflicts between eastbound movements and the rail crossing on Dickson Street at the West Avenue intersection during the peak PM travel time.

Removal of the left-turn allowed from Dickson Street to West Avenue will reduce queue lengths for westbound and eastbound traffic on Dickson Street while eliminating conflicts at the rail crossing.

Figure 7-14 Dickson Street Proposed New Circulation Scheme

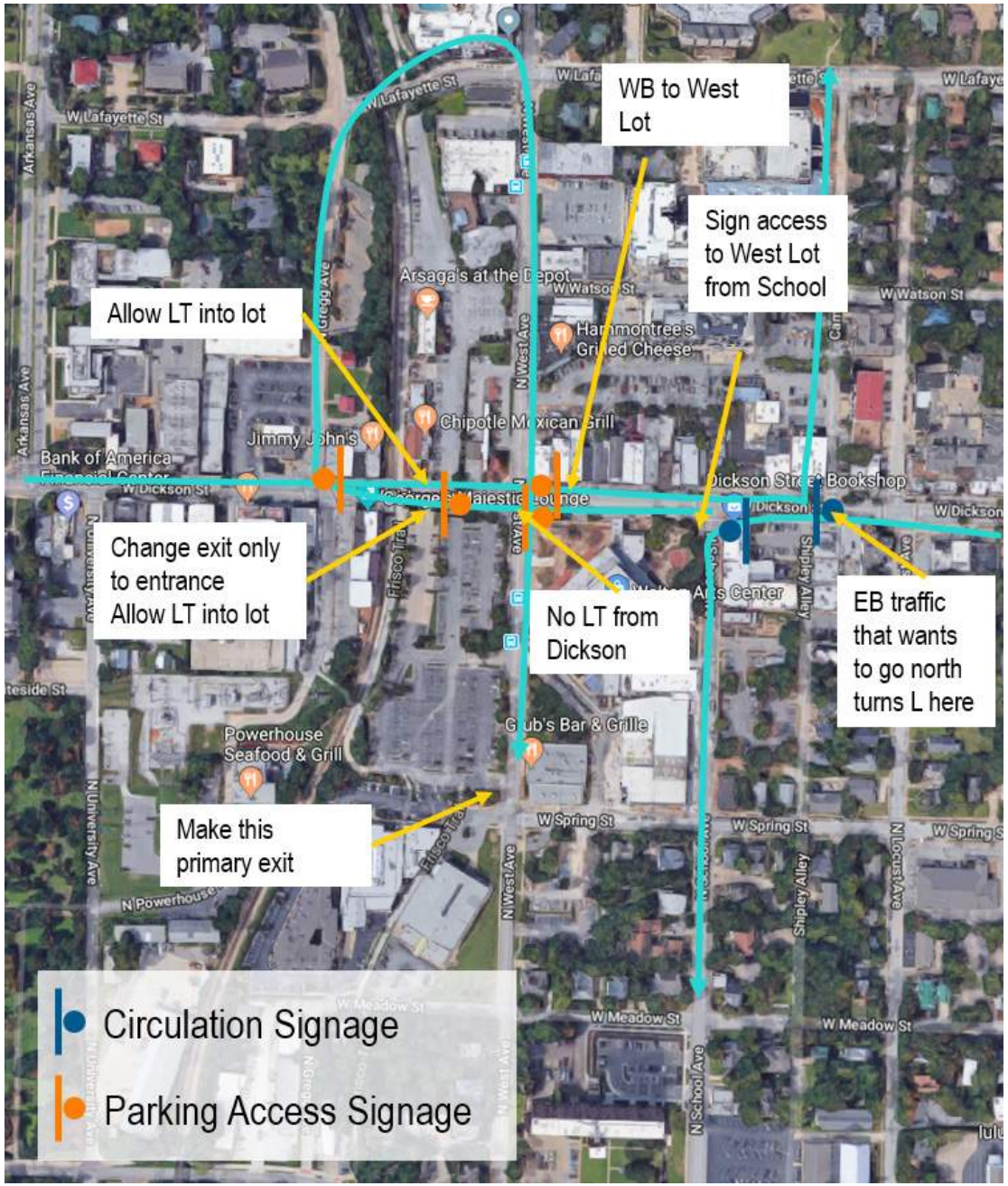
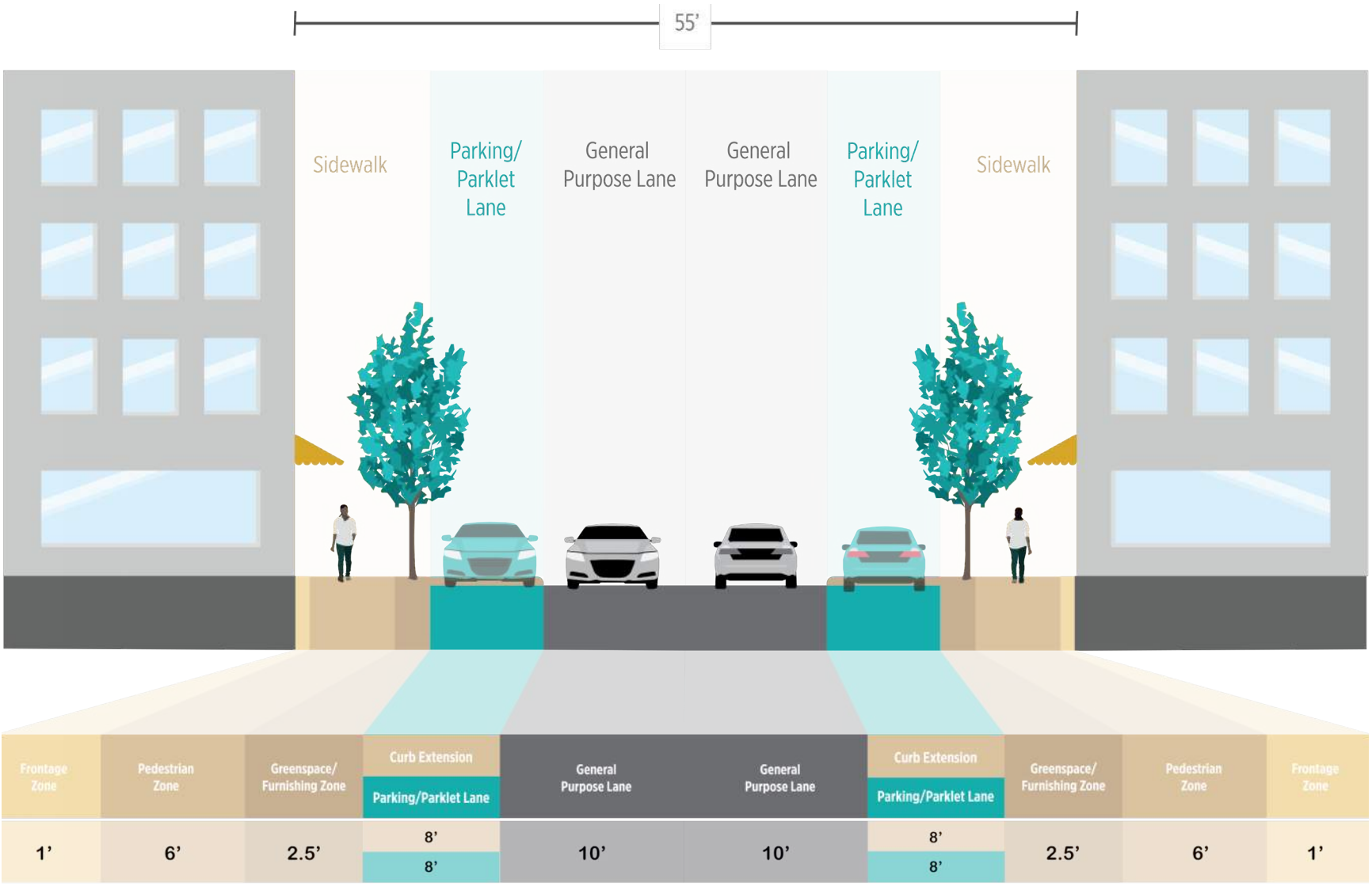


Figure 7-15 Dickson Street East of West Avenue Intersection Proposed (Aerial)

Figure 7-16 Dickson Street East of West Avenue Intersection Proposed Cross Section



CORRIDOR 6

WEDINGTON DR

The study segment for Corridor 6 spans from Rupple Road on the west, to Salem Road on the east. This segment is characterized by high crash densities (particularly at the Rupple Road intersection), high traffic volumes (Annual Average Daily Traffic 2015 ranged from 20,000 to 34,000), including multiple collisions resulting in fatalities and serious injuries at the Golf Club and Salem Road intersections. This segment also lacks bicycle infrastructure, and has had several collisions involving bicycles and/or pedestrians.

Under existing conditions, the Wedington Drive intersections experience congestion during peak hours. With an anticipated 2.60% traffic annual growth rate, conditions will worsen by 2037. (See Appendix C for traffic engineering analysis)

RECOMMENDED IMPROVEMENTS

The following improvements are intended to reconfigure the Wedington Drive corridor as a more pedestrian friendly corridor with improved bicycle connections:

- Create and implement an Access Management Plan (reduce curb cuts), by closing some current access points, and allowing only right-in/right-out with no left-turns at other locations.
- Increase sidewalk width and add bike facilities
- Provide access through parallel roads
- Add signage to new direct travelers to potential alternate routes
- Study the impact of a new signal on Golf Drive to provide a safe crossing
- Increase connections north of Wedington-Salem/Shiloh

Figure 7-17 Wedington Drive - Access Management Plan

CORRIDOR 7

GREGG AVE

The study segment of Gregg Avenue spans from Van Asche Drive on the north, to North Street on the south. The railroad right-of-way runs immediately adjacent to the road from Van Asche to West Spruce Street, leaving no room for sidewalks or bus stops along the western side of the street. The railroad also allows few east-west crossings for pedestrians or vehicles. In 2011-2015, collisions involving pedestrians and bicyclists were reported at nearly all the major intersections, in addition to several vehicle-only collisions at the commercial plazas. Overall traffic volumes stayed below 21,000 in 2015 with collisions resulting in fatalities or serious injuries happening at primary intersections.

OPPORTUNITIES

Gregg Avenue is owned by the City of Fayetteville, and with average daily traffic volumes lower than 25,000 and 4 lanes (and 45' roadway), it is a great candidate for a road diet. By reducing the vehicle travel lanes from 4 to 3, extra space could be utilized to install bus stops in the southbound direction, to widen sidewalks, or to add a dedicated transit lane to serve the residential areas and shopping plazas existing along the corridor.

CONSTRAINTS

The railroad adjacent to Gregg Avenue limits access to existing neighborhoods and constrains opportunities for increased residential and commercial density in this corridor. As development progresses in parallel corridors such as College Avenue and Garland Avenue, plans for higher capacity transit in the Gregg Avenue corridor should be explored to better match the density and travel patterns in this area in the long term.

8 NEXT STEPS

SUMMARY OF RECOMMENDATIONS

Throughout this document there are recommended improvements to address the existing multi-modal mobility problems identified through quantitative analysis and qualitative input from the public. Below we summarize the most critical improvements, based on technical need, staff input, and community feedback.

Fill network gaps, with a focus on transit and active transportation. Safety and connectivity are important for all travelers, and even more critical for the most vulnerable users: pedestrians and cyclists. A missing link in a pedestrian or cycling trip can result in unsafe conditions or avoided trips. Where these walk or bike trips aren't abandoned altogether, they likely become motorist trips, adding unnecessary traffic to the network, often in locations that are already congested. However, a complete sidewalk and bike network means complete trips. The best options for filling gaps include:

- Focusing on areas around schools, senior centers, and cultural attractions to protect the most vulnerable users while encouraging a walking and biking culture for the long term.
- Transit corridor infrastructure investments to ensure that riders have safe, secure access to transit as well as a safe, inviting wait environment.
- Addressing critical issues at hot spot locations, where collisions are highest.

Design interventions are the best solutions for addressing these gaps, since the investments are self-enforcing controls on the ways road users interact.

Additional policy recommendations to improve pedestrian safety and accessibility.

- On existing streets, construct continuous sidewalks along at least one side, even in rural areas, and on both sides of streets in urban centers, regional links, and neighborhood links.
- Replace substandard sidewalks, particularly on key pedestrian routes, to provide an adequate buffer between the walkway and traffic, sufficient clear width for two pedestrians to walk side-by-side, and sufficient shade to be comfortable in the summer.
- Maintain an up-to-date inventory of Americans with Disabilities Act Title II-compliant travelways and curb ramps, and ensure steady progress toward complete accessibility compliance.
- Ensure adequate maintenance of pedestrian ways, including vegetation maintenance and identification and elimination of trip hazards.
- Invest in sidewalk amenities that improve the safety and attractiveness of the walk environment, such as pedestrian-scale lighting, street trees, street furniture, etc.
- Add a dedicated pedestrian phase to traffic signals in urban centers and high-activity corridors, potentially with pedestrian countdown signals.
- Install high visibility crosswalks at high-volume locations, both to provide additional indication of pedestrian crossings to motorists and to slow down traffic vehicular with visual elements.
- Develop warrants for auto-recall for pedestrian crossing signals along high-activity corridors and/or at high-activity intersections, and eliminate push-buttons.

Adopt a multi-year outlook for routine maintenance and capital investments. Currently, routine capital investments like roadway resurfacing or sidewalk installation are determined as part of the annual budget cycle. Many cities have found that employing a three- to five-year outlook builds residents' confidence that the City will invest in neighborhoods equitably on an annual basis. A multi-year outlook also enables greater coordination across City agencies and private partners, by signaling when and where investments and construction are planned. Coordination helps leverage or stretch public dollars with anticipating grant funding availabilities The coordination of construction activities can also reduce the disruption to on-going and planned local developments and/or transportation projects. Selection criteria utilized to prioritize projects that are typically included in a multi-year program include:

- Need, with a focus on pedestrian and cyclist safety and/or network completion.
- Timing, using a geo-coded database of investments in recent years, to ensure that projects are not duplicative.
- Opportunity, allowing public, private, and utility partners to capitalize on current and upcoming projects.
- Most cities update their multi-year program periodically, for example, a five-year program might be updated every two to three years, in addition to the annual budget allocation for the coming year. This outlook helps improve the current year adoption process, while also creating a pipeline of projects and an identified funding plan for the future.

Corridor-wide improvement plan. The key corridors were selected not only for the conditions along each route, but also for their potential to demonstrate the concepts proposed within this plan. As each corridor is implemented successfully, it becomes a hallmark of the potential for other streets in the city. When taken together they deliver interventions that can be replicated across all modes, a range of land use settings, and all quadrants of the city. In some cases, as with near-term recommendations at Archibald Yell, improvements can be implemented quickly provided ArDOT staff agree to the proposed changes. For other infrastructure improvements, such as those proposed for Dickson Street, it might be prudent to await coordination with other investments to maximize the benefit and minimize the impact on existing adjacent land uses. Still others will require additional analysis or a targeted community outreach program before moving forward, such as College Avenue. More specifically, investments and next steps for these corridors include:

- **Archibald Yell Boulevard:** Stakeholder coordination to implement near-term improvements, i.e. new traffic signal and crossing; continuing outreach and analysis through a neighborhood transportation study; coordination with ArDOT.
- **Wedington Dr:** stakeholder coordination and analysis to implement new traffic signals and crossings; coordination with ArDOT.
- **North St:** Ongoing stakeholder coordination; determine desired right of way acquisition and begin conversations with willing property owners.
- **MLK Jr Boulevard:** stakeholder coordination and analysis to implement near-term improvements, i.e. traffic signals, crossings, and median changes; continuing outreach and analysis through land use planning updates, as well as ongoing Arterial Loop analysis, to confirm the long-term vision and options; coordination with ArDOT.
- **Dickson St:** Continue outreach and coordinate with upcoming developments to maximize benefits and minimize impacts.
- **Gregg Ave:** Stakeholder, community coordination and continue road diet analysis.
- **College Ave:** Stakeholder coordination to evaluate near-term improvements; coordinate street design elements with land use updates for mid- and long-term; coordination with ArDOT.

While completion of this report may be sufficient for some recommendations, other recommendations will require additional actions before they become official City policy. Some recommendations will also lead to additional feedback opportunities related to design such as; neighborhood studies, corridor studies, or traffic calming efforts. A number will also require additional analysis, development and coordination, most notable among these is the adoption of the Street Typology and network plan. Though the Plan has received strong vetting from the public, stakeholders, and multiple City departments, the impending update to the land use plan presents an opportunity for additional refinement of the street typologies, which are rooted in both the functional classification of streets and their land use setting. Coordinating the adoption of the Street Typology plan with updates to the land use plan, City Plan 2030, will allow additional time to refine the details of each typology and to coordinate with stakeholders.

IDENTIFIED PROJECTS

The following are the key recommended projects, drawing from the project Wikimap comments and project team recommendations. This project list will be updated, finalized and evaluated following Council and staff comments on this draft plan.

Figure 8-1 Key Recomennded Projects

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
Mall Avenue Access Improvements	Mall Avenue Near Joyce Boulevard	Access Improvements	X				
Mission/Lafayette Bicycle Improvements	North Street. to College Avenue.	Bike Facilities			X		
W 15Th St	Razorback Road - School Ave	Bike Facilities			X		
E Huntsville Road	Mill Avenue - MLK Boulevard	Bike Facilities			X		
Old Wire/Old Missouri Road		Bike Facilities			X		
Garland Ave	Morrill Avenue - Maple St	Bike Facilities			X		
Razorback Road		Bike Facilities			X		
Crossover Road	Mission Boulevard-Huntsville Road	Bike Facilities			X		
Morningside Drive	Huntsville Road-E 15th St	Bike Facilities			X		
Spring Street Bikeway	West Ave-Downtown Square	Bike Infrastructure			X		
Maple Street Cycletrack	Gregg Avenue. to Stadium Drive. To Razorback Rd.?	Bike/Pedestrian Improvements		X	X		

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
College Avenue Corridor	North Street. to City Limits	Corridor Improvements	X	X		X	
North/Mission Boulevard. Corridor	Garland Avenue. to Old Wire Road.	Corridor Improvements	X	X	X	X	
Porter Road/Deane Street./Sycamore Street. Corridor	Mt. Comfort-College Avenue.	Corridor Improvements	X	X	X	X	
College Avenue/ Millsap Intersection Improvements	College Ave/Millsap Street.	Intersection Improvements.	X	X		X	
Gregg Ave-Left turn lanes at Sycamore and Poplar	Sycamore and Poplar	Intersection Improvements.	X				
Hwy 112/Howard Nickell Road Improvements	112/Howard Nickell	Intersection Improvements.	X				
Shiloh Drive./Fulbright Expressway Intersection	Shiloh Drive and Fulbright Expwy	Intersection Improvements.	X				
Shiloh Drive/Steele Boulevard. Intersection Improvements	Shiloh Drive/Steele Boulevard Int.	Intersection Improvements.	X				
Center Street/Gregg Ave		Intersection Improvements.	X	X	X		
Highway 16/School Ave		Intersection Improvements.	X	X	X		
Futrall Drive/Wedington Dr		Intersection Improvements.	X	X	X		
Futrall Drive/MLK Boulevard		Intersection Improvements.	X	X	X		
Crossover Road/Mission Boulevard		Intersection Improvements.	X	X	X		
Spring St-College Avenue signal warrant		Intersection Improvements.	X	X	X		

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
MLK Jr/School Avenue SB approach		Intersection Improvements.	X				
Rock/College/Arch. Yell		Intersection Improvements.	X	X	X		
Pavement Overlay and Maintenance	Various	Maintenance					X
Extend Wood Avenue to 15th Street.		New Location	X	X	X	X	
Fulbright Expwy Crossing	Steele Boulevard/Mall Avenue	New Location	X	X	X		
Hemlock Street. Extension	Millsap Street. to Masonic Drive.	New Location	X	X	X		
Longview Extension	West of Plainview Avenue.	New Location	X				
Plainview Avenue Extension	South to Fiesta Square	New Location	X	X	X		
Plainview/Whole Foods connection	Plainview to Whole Foods	New Location	X	X	X		
Rolling Hills Extension	Old Missouri Road-Crossover Road.	New Location	X	X	X		
Rupple Road Extension	Tanyard Drive to Weir Road	New Location	X	X	X	X	
Salem Road Extension	Mount Comfort to Fairfax	New Location	X	X	X		
Shiloh Drive Connection	Mt. Comfort-Wedington	New Location	X	X	X	X	
Shiloh Drive South Extension	Summerhouse Ln to Regional Park	New Location	X	X	X		
Steamboat/Dorothy Jeanne Street. Connection		New Location	X	X	X		
Township Street extension to Garland Avenue		New Location	X	X	X		

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
Garrett Street extension to Gregg Avenue		New Location	X	X	X		
Completion of the Arterial Loop		New Location	X	X	X		
Drake Street extension to College Ave		New Location	X	X	X		
Rockwood Trail connection to Crossover Road		New Location	X	X	X		
Persimmon Street connection to Cleveland St		New Location	X	X	X		
Persimmon Street connection to Wedington Drive		New Location	X	X	X		
Fulbright Expwy extension to Sain St		New Location	X				
Extension of Sain Street to Joyce Boulevard		New Location	X				
Extend Millsap Road to Vantage Drive		New Location	X				
Extend Van Asche Drive to Frontage Drive		New Location	X				
North College Pedestrian Improvements	Joyce and Zion	Pedestrian Safety		X			
School Avenue	South of MLK	Road Diet			X		
15th/Razorback Intersection	15th Street. and Razorback Road	Roundabout	X	X		X	
MLK Boulevard. Safety Improvements	Stadium Drive-Razorback Road	Safety Improvements/ Signalization	X	X		X	

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
Cleveland Street Area Walkability	Garland-Leverett	Sidewalk/ADA Ramp Const./ Replacement		X			
Downtown Sidewalk/ Walkability Improvements.	Various in Downtown Area	Sidewalk/ADA Ramp Const./ Replacement/ Lighting		X			X
MLK Area Walkability Improvements.	School Avenue-College Avenue	Sidewalk/ADA Ramp Const./ Replacement		X			X
Mount Comfort Road Sidewalks	Garden Park Apts.	Sidewalks		X			
E 15Th St	Morningside Drive – S Fred Hanna Drive	Sidewalks		X			
E Dickson St	Willow Avenue – Walnut Ave	Sidewalks		X			
E Joyce Boulevard	Frontage Road – N College Ave	Sidewalks		X			
W Meadow St	West Ave-Gregg Ave	Sidewalks		X			
N College Ave	Township Street - Sycamore St	Sidewalks		X			
N College Ave	Millsap Road - Harold St	Sidewalks		X			
N Garland Ave	North Street - Comfort Road	Sidewalks		X			
N Old Missouri Road	Joyce Boulevard - Zion Road	Sidewalks		X			
N Willow Ave	Baxter Ln - Prospect St	Sidewalks		X			
Center/Harmon Intersection	Center and Harmon	Signalization	X	X	X	X	
Morningside Drive Signalization	Morningside/Huntsville	Signalization	X	X			
Poplar Street Signalization	Poplar/College Avenue	Signalization	X	X	X		

Project Name	Location	Type	Driving	Walking	Biking	Transit	Maintenance
River Meadows Drive. Signalization	River Meadows and Hwy 16	Signalization	X				
Spring Street and College Avenue. Signalization	Spring/College	Signalization	X	X			
Wedington/Golf Club Drive Signalization	Wedington and Golf Club Drive.	Signalization	X	X		X	
Beechwood/MLK Signalization	Beechwood/MLK Intersection	Signalization	X	X		X	
Government/MLK Signalization	Government/MLK Intersection	Signalization	X	X	X		
Archibald Yell Boulevard. Safety Improvements	MLK Boulevard. to Rock Street	Signalization/Lane Reallocation		X	X		
Rolling Hills Improvements	Appley Rd./College Ave-Old Missouri Road	Signalization/ Safety Improvements	X	X			
Highway 112 (Howard Nickell Road.)	Howard Nickell Road. to Van Asche	Widening	X X	X X	X		
Howard Nickell Road Improvements.	Rupple Road-Hwy 112	Widening	X	X	X		

FUNDING

Like most cities, Fayetteville funds its transportation infrastructure through an array of revenue sources. The city's Transportation Division is responsible for all maintenance and operations on city streets, and they also lead small capital projects that are completed by in-house construction crews. Larger capital projects are typically completed by outside contractors and are managed by the city's Engineering Division. Funding includes state, county, and city level taxes on motor fuels, property, and sales.

REVENUE AND FUNDING

Financing for maintenance and capital improvements to streets, sidewalks, and trails is provided through three primary funds:

- **Street Fund**: Revenue that is placed into the Street Fund is generally ongoing revenue that will be expected to continue year after year, except as noted in the Future Funding section. This revenue is also restricted and can only be used for transportation related expenses. Revenue sources include:
  - Turnback revenue from motor fuel taxes collected by the State of Arkansas. This amounts to approximately $3.47 million in the 2017 budget year.
  - Turnback from the temporary statewide ½-cent sales tax for highways, amounting to approximately $1.35 million in the 2017 budget year.
  - A road millage tax levied by Washington County, estimated to be $1.15 million. This is a 1.1 mil tax of which the City receives 80 percent.
- **Capital Improvement Program (CIP)**: Revenue to the CIP fund that is used for transportation related expenditures is generated by a one-cent sales tax that generates approximately $21 million per year. The CIP fund currently receives 40% ($8.4 million) of this one-cent tax, with the remaining going to the general fund. (This split is subject to yearly review by the City Council.) This funding is allocated to various types of capital projects, not just transportation. $2.26 million of the total $8.4 million available is budgeted to be spent on transportation related capital projects in 2017. The

yearly CIP budget is based on a 5 year CIP plan, which is updated every two years. Current CIP plans include funding for sidewalks, trails, pavement maintenance, and signal operations, but no large capital projects. In recent years, budget allocations for transportation related items have been less than planned, due to other priority needs.

- **Transportation Bond Program**: This program is funded by proceeds from bonds authorized by voters in 2006, to be paid back with a one-cent dedicated sales tax that will expire upon bond repayment. All of the $65.9 million available bonding capacity has been issued. Approximately $5.61 million in bond funds remains to be spent.

In addition to funding through these programs, federal-aid funding through the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) is available. This is a competitive grant program through the Northwest Arkansas Regional Planning Commission (NWARPC). Approximately $7.5 million in STBGP funding and $490,000 in TAP funding is expected in FFY 2018. These grants require a minimum 20% match from City funds.

Finally, the City has the good fortune to have a relationship with the Walton Family Foundation, which has provided assistance with trail and on-street bike facility funding over the years. These grants are typically 50-50 matching grants.

OPERATION/MAINTENANCE AND SMALL CAPITAL PROJECT EXPENDITURES

Budgets for maintenance, operating and capital expenses for small, in-house projects are primarily managed by the Transportation Division. Planned expenditures in 2017 for various programs are summarized as follows:

As noted in the table below, personnel and equipment account for approximately 55% of the budget; payments directly to transit providers account for $550,000, leaving less than 40% of the budget available for purchase of materials and contracted labor for projects. Budget numbers for 2018 have since been adjusted for inflation, but allocations remain essentially the same.

LARGE CAPITAL PROJECT EXPENDITURES

Large capital projects in recent years have been funded by the Transportation Bond Program. The Transportation Bond Program is managed by the Engineering Division, and is in the final stages of completion, with the remaining $5.6 million expected to be spent by the end of 2018. The City has leveraged the bond program to provide matching funds for over $40 million in state and federal aid since the program began in 2006. In total, with water and sewer funding and capital improvement funds, and the state/federal aid noted above, the bond program will complete approximately $115 million worth of projects.

Figure 8-2 Operation/Maintenance and Small Capital Project Expenditures (2017)

Program Name	Personnel	Equipment	Materials/ Contract Labor	Total
Overlay Program (Including Microsurfacing)	$1,219,684	$ 1,537,912	$1,332,928	$4,090,524
Sidewalk Program	$355,153	$ 204,534	$722,494	$1,282,181
Trails Program	$425,243	$ 322,142	$752,615	$1,500,000
Signals/Striping	$334,910	$ 89,719	$381,371	$806,000
Payment to Transit Agencies				$550,000
TOTALS	$2,334,990	$2,154,307	$3,189,408	$8,228,705

FUTURE CHALLENGES/OPPORTUNITIES

Future challenges with transportation funding include:

The statewide ½ cent sales tax is a temporary tax that will expire by 2023 unless it is reauthorized. If this tax expires, revenue will be reduced by at least $1.35 million annually.

Turnback funds from the Washington County road millage are subject to review and approval each year by the County Quorum Court. Last year, the Quorum Court discussed reallocating this tax from streets to general fund. It is expected that this discussion will occur again in 2017, which may reduce City revenue by $1.15 million.

Costs for materials and labor have continued to rise, while operation and maintenance funding has remained flat or even been reduced in some cases. This has resulted in a reduction in miles of overlay and sidewalk projects in past years. If this trend continues, the overall quality of the transportation system will suffer.

- State and Federal motor vehicle fuel taxes have not kept up with rising road maintenance costs. As vehicles become more efficient and electric vehicles become more common, gas tax revenue is expected to decline.

There are opportunities, however:

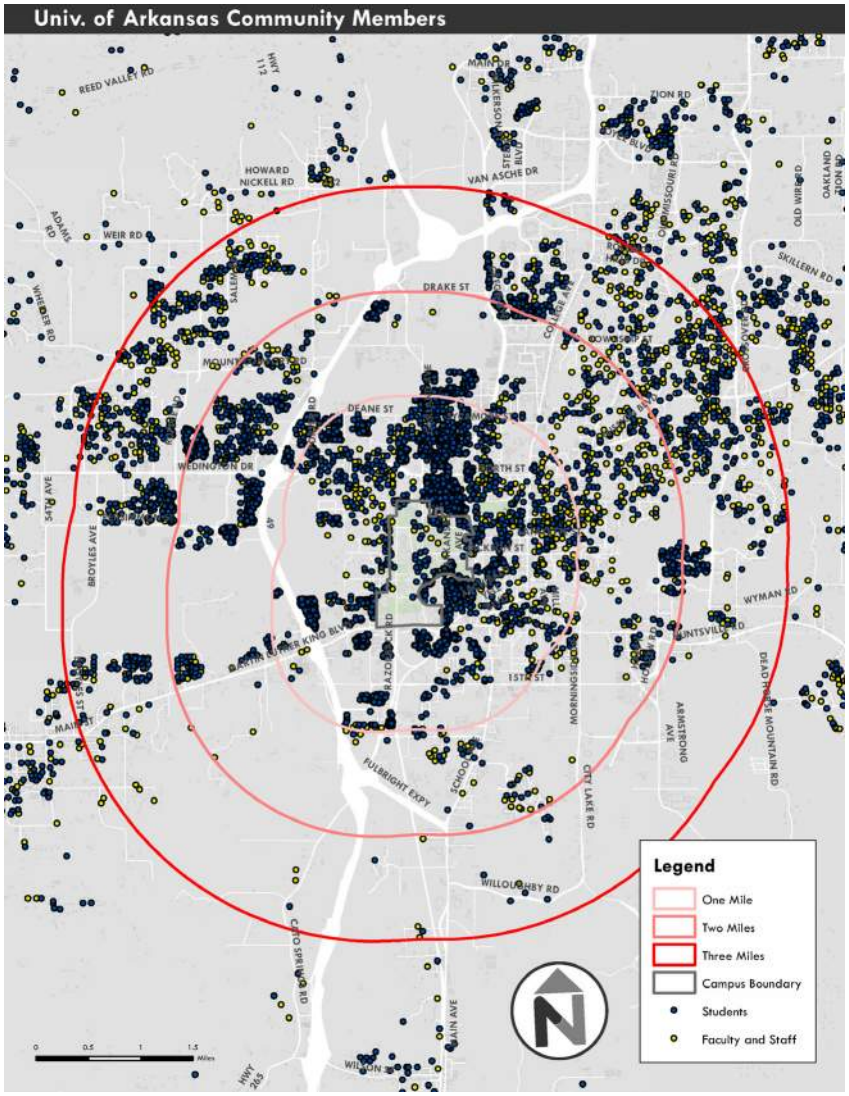
- Reauthorization of the temporary 1-cent city sales tax that is financing the transportation bond program will be explored during 2018, with a vote expected in 2019. If approved by voters, this reauthorization would allow additional bonds to be used to fund another large infrastructure package. The Fayetteville Mobility Plan is an important planning document to inform the process of selecting the projects to be funded by these bonds.
- Federal-aid and private grant funding is expected to continue to be available (assuming matching funding is provided by the City).
- The state legislature is discussing opportunities to make the ½ cent temporary tax permanent, which will provide permanent funding to the state highway department as well as create a permanent source of funding for the City.

Additional funding opportunities include:

- **Impact fees**. The city has development impact fees for water, public safety, and fire protection, but not for transportation. It could consider conducting a nexus study to impose a new fee on development to ensure projects pay their fair share of work necessary to accommodate growth. In other cities with more constrained transportation networks, projects must offset their new vehicle trips by investing in bicycle, pedestrian, and transit projects that result in an equivalent decrease in traffic offsite.
- **Paving program**. The city already coordinates street redesign projects with its planned resurfacing program. In this way, the city reduces project costs significantly. There may be additional opportunities for tighter coordination, however. For example, the road diet recommendations in Chapter 7 can be completed a little marginal cost if pavement resurfacing of those streets were scheduled to coincide.

- **Partnerships with the University of Arkansas**. The city already has a strong partnership with the university, but in the future there may be many more opportunities to join forces. As detailed in the 2015 University of Arkansas Campus Transportation Plan, the university is rapidly growing. As new buildings are built on campus parking lots, its current approach to parking and transportation is becoming financially untenable. The plan instead recommends that the campus make major investments in transportation demand management, including major improvements to walking, biking, and transit, both on and off campus. As shown in Figure 8-2, a majority of student beds are off-campus, but nearby. As a result, most of the recommendations in this report directly benefit the university. Access improvements in the city are essential for meeting the university's goals.

Figure 8-2 University of Arkansas Community Members



Source: Campus Transportation Plan, 2015

REMAINING PROCESS

This report will be presented to the City Council in spring 2018, following detailed review by City staff and discussion of the document findings. On its own, this Mobility Plan has no direct, immediate fiscal impacts. The projects and policies within this report, however, are largely consistent with the existing pipeline of investment plans and documents, including the city Capital Improvement Plan (CIP). Where there might be differences, Plan projects or recommendations will cascade through the necessary local and regional plans, including the CIP and the regional transportation plan prior to advancement. Again, this presents another opportunity for refinement, but also brings these projects closer to implementation.

Following acceptance of this draft document, minor edits may be made to accommodate staff and Council direction before this document is made final.

This draft plan and Council and staff comments will also help inform an implementation strategy. The implementation strategy will determine how best to fold the recommendations of this plan into the City's overall CIP and budgeting process, including expanding upon the project chart above, and providing a qualitative evaluation of projects based upon selected performance measures from Chapter 2.

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0014

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Minutes

Agenda Number: A. 1

APPROVAL OF THE MARCH 6, 2018 CITY COUNCIL MEETING MINUTES

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0145

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Resolution

Agenda Number: A. 2

MSI CONSULTING GROUP, LLC:

A RESOLUTION TO AUTHORIZE THE PURCHASE OF ANNUAL SOFTWARE MAINTENANCE FROM MSI CONSULTING GROUP, LLC FOR VIRTUAL JUSTICE SOFTWARE USED BY THE DISTRICT COURT, POLICE DEPARTMENT AND THE CITY PROSECUTOR DIVISION IN THE AMOUNT OF $21,600.00 PLUS APPLICABLE TAXES, AND TO APPROVE A 5% PROJECT CONTINGENCY IN THE EVENT ADDITIONAL LICENSES ARE NEEDED

WHEREAS, the City has utilized the Virtual Justice software since the initial purchase was approved by the City Council on May 2, 2006; and

WHEREAS, two additional licenses have been requested for 2018 causing the annual cost to increase, thus requiring City Council approval; and

WHEREAS, state purchasing laws exclude software maintenance from competitive bid requirements and staff has determined that continuing to use the MSI Consulting Group's Virtual Justice software would provide the best value to the City.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes the purchase of annual software maintenance from MSI Consulting Group, LLC so the District Court, Police Department, and City Prosecutor Division can continue to use the Virtual Justice software in use by the City for more than ten years, and further approves a 5% project contingency in the event additional licenses need to be purchased.

City of Fayetteville Staff Review Form

2018-0145

Legistar File ID

3/20/2018

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

Dena Stockalper	2/28/2018	Fayetteville District Court / General Government Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approving the purchase of annual software maintenance, for the Washington County District Court, Fayetteville Department's MSI Consulting Group's Virtual Justice software, in the amount of $21,600.00, plus applicable tax, and approve a 5% contingency.

Budget Impact:

Multiple	General Fund
Account Number	Fund
N/A	N/A
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	268,129.00
		Funds Obligated	$	159,087.00
		Current Balance	**$**	**109,042.00**
Does item have a cost?	Yes	Item Cost	$	21,600.00
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	**$**	**87,442.00**

V20140710

Previous Ordinance or Resolution # 79-06, 130-12

Original Contract Number: _____

Approval Date: _____

Comments:

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF MARCH 20, 2018

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff

FROM: Dena Stockalper, Fayetteville District Court Administrator
Keith Macedo, Director of Information Technology

DATE: February 27, 2018

SUBJECT: Staff recommends approving the purchase of annual software maintenance, for the Washington County District Court, Fayetteville Department's MSI Consulting Group's Virtual Justice software, in the amount of $21,600.00, plus applicable taxes, and approve a 5% contingency.

RECOMMENDATION:
Staff recommends approving the purchase of annual software maintenance, for the Washington County District Court, Fayetteville Department's MSI Consulting Group's Virtual Justice software, in the amount of $21,600.00, plus applicable taxes, and approve a 5% contingency.

BACKGROUND:
The Washington County District Court, Fayetteville Department, initially purchased Virtual Justice on May 2, 2006 via City Council resolution 79-06. The original contract was amended by City Council, via resolution 130-12 on June 19, 2012, to add additional licenses to the Police Department. The contract was again administratively amended on January 31, 2017 to add two (2) additional licenses for City Prosecutor's staff. Virtual Justice is the primary software application that Court, City Prosecutor's, and Police staff utilize to access information related to active and historical court cases.

DISCUSSION:
MSI Consulting Group, LLC, licenses their Virtual Justice software through a base monthly fee of $1800.00 for the current 28 user licenses for a total annual software maintenance fee of $21,600.00. The current contract is for a perpetual license agreement, but our annual expense has increased beyond $20,000.00 per year, therefore we are requesting City Council approval to purchase MSI Consulting Group's Virtual Justice software maintenance in the amount of $21,600.00 per year, plus applicable taxes, and approve a 5% contingency.

BUDGET/STAFF IMPACT:
Funds are available within the District Court's, City Prosecutor's, and Police Department's General Fund software maintenance account to fund the annual software maintenance expense.

Attachments: Staff Review Memo, Staff Review Form, MSI Consulting Group, Virtual Justice quote

MSI Consulting Group, LLC

2018 FEB 27 PM 3:16

2120 S. Waldron, Suite B-1 • Fort Smith, Arkansas 72903 • (479) 452-0560 • Fax: (479) 452-0638 • www.msicg.com

February 27, 2018

Washington Co. District Court - Fayetteville Dept.
Attn: Ms. Dena Stockalper
176 South Church, Suite 1
Fayetteville, AR 72701

Dear Dena,

This letter is in response to your request concerning a quote for the monthly & annual amount of our Software License Agreement Contract with the Washington County District Court – Fayetteville Dept. It is my understanding that your city council is requesting this information to be approved by council resolution.

The current Software License Agreement Contract between your court and MSI Consulting Group, LLC is based on 28 users. However, your contract can be amended in the event that the number of licenses are increased or decreased at the request of the court. This action will cause your monthly amount to increase or decrease based on the new number of users.

Your monthly software lease and maintenance amount is $1,800.00 + tax per month, making your annual amount $21,600.00 + tax for 12 months.

Please feel free to contact us at (479) 452-0560, or e-mail at bryan.smith@msicg.com if you have any questions.

Sincerely,

Bryan D. Smith
Vice President

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0053

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Tabled

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: B. 1

RZN 17-6034 (2468 N. CROSSOVER RD./JONES):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 17-6034 FOR APPROXIMATELY 4.40 ACRES LOCATED AT 2468 NORTH CROSSOVER ROAD FROM RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE TO NS-L, NEIGHBORHOOD SERVICES-LIMITED

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-2, Residential Single Family, 2 Units per Acre to NS-L, Neighborhood Services-Limited.

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

2018-0053

Legistar File ID

2/6/2018

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

Garner Stoll	1/19/2018	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN 17-6034: Rezone (2468 N. CROSSOVER RD./JONES, 294): Submitted by JERRY JONES for properties at 2468 N. CROSSOVER RD. The properties are zoned RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE and contain approximately 4.40 acres. The request is to rezone the properties to NS-G, NEIGHBORHOOD SERVICES-GENERAL.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF FEBRUARY 6, 2018

TO: Mayor, Fayetteville City Council

THRU: Andrew Garner, Planning Director

FROM: Harry Davis, Current Planner

DATE: January 19, 2018

SUBJECT: **RZN 17-6034: Rezone (2468 N. CROSSOVER RD./JONES, 294):** Submitted by JERRY JONES for properties at 2468 N. CROSSOVER RD. The properties are zoned RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE and contain approximately 4.40 acres. The request is to rezone the properties to NS-G, NEIGHBORHOOD SERVICES-GENERAL.

RECOMMENDATION:
Planning Commission recommend approval of an ordinance to rezone the subject property to NS-G, Neighborhood Services-General, as shown in the attached Exhibits 'A' and 'B'. City Planning staff recommend approval of the original request of NS-L, Neighborhood Services-Limited.

BACKGROUND:
The subject property totaling approximately 4.40 acres is located near the intersection of Crossover Road and Township Street. The parcel is zoned RSF-2, Residential Single-family, 2 Units per Acre and is mostly undeveloped, except for one existing home.

Request: The request is to rezone the parcel from RSF-2, Residential Single-family, 2 Units per Acre to NS-G, Neighborhood Services-General. The applicant stated the rezoning is needed to allow small offices to be developed on the property after unsuccessfully marketing the property for 11 years as residential. The original request before Planning Commission was for NS-L, Neighborhood Services-Limited. The request was proposed to be modified to NS-G, Neighborhood Services-General, by the Planning Commission and the applicant agreed.

Land Use Compatibility: The originally proposed zoning of NS-L is compatible with the surrounding properties along a busy state highway. Neighborhood Services-Limited contains a number of different residential and non-residential uses that are intended to be low in impact on nearby residential properties. Commercial uses will have a maximum amount of 3,000 square feet, measured as gross-floor area, allowed in one building. This maintains a bulk and area pattern language compatible with single-family detached dwellings. NS-G would move away from typologies and building footprints that could become incompatible with nearby properties by allowing commercial buildings up to 8,000 square feet in size.

Land Use Plan Analysis: Staff believes that the NS-L proposal is compatible with the goals in City Plan 2030, adopted land use policies, and the future land use designation for this location. This property, designated as a Residential Area, is intended to be residential in nature, but does encourage some commercial uses at major intersections and along connecting corridors. Furthermore, NS-L promotes traditional neighborhood development by providing services within walking distance of residents in the area and requiring new buildings be located closer to the street. NS-G would be out of context with the surrounding building scale and mass. This is in contrast to City Plan Goal #1 "We will make appropriate infill and revitalization our highest priority".

DISCUSSION:
On January 8, 2018, the Planning Commission forwarded the proposal to City Council with a recommendation for approval of NS-G (not the applicant's initial request for NS-L) by a vote of 7-1-0. Commissioner Brown dissented to the motion and the applicant stated agreement with the Commission's recommendation. Significant public comment was made against the proposal citing safety, traffic, and general incompatibility. Public comment sent to the Planning Division after the Planning Commission meeting has been attached to this report.

BUDGET/STAFF IMPACT:
N/A

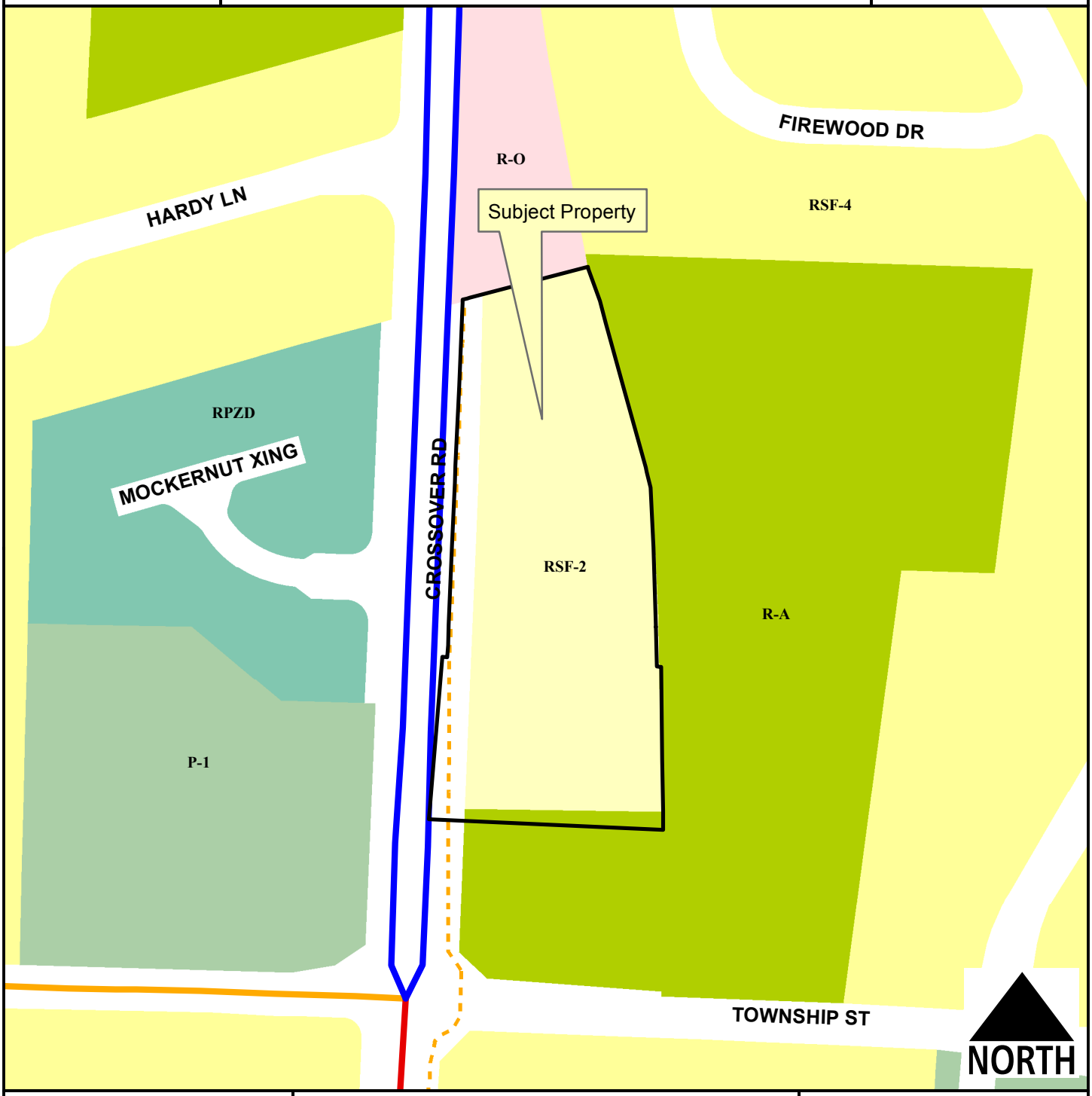
Attachments:
- Exhibit A
- Exhibit B
- Application
- Public Comment
- Planning Commission Staff Report

RZN17-6034

Close Up View

JERRY JONES

17-6034
EXHIBIT 'A'



Legend

- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- Residential-Agricultural
- RSF-2
- RSF-4
- Residential-Office
- Commercial, Industrial, Residential
- P-1

17-6034
EXHIBIT 'B'

REZONING APPLICATION PARCEL INFORMATION

Legal Description:

PART OF THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 31, TOWNSHIP 17 NORTH, RANGE 29 WEST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: BEGINNING AT A POINT ON THE RIGHT-OF-WAY OF STATE HIGHWAY #265, SAID POINT BEING 555.02 FEET EAST AND 257.3 FEET NORTH OF THE SOUTHWEST CORNER OF SAID 40 ACRE TRACT. RUNNING THENCE EAST 324.56 FEET. THENCE ALONG AN EXISTING FENCELINE NORTH 3 DEGREES 32 MINUTES 17 SECONDS WEST 225.30 FEET, THENCE WEST 303.0 FEET TO A POINT ON THE RIGHT-OF-WAY OF STATE HIGHWAY #265, THENCE SOUTH 1 DEGREE 57 MINUTES WEST 225.0 FEET TO THE POINT OF BEGINNING, CONTAINING 1.62 ACRES.

AND

LOTS 001, 002, 003, 004, 005, AND 006, LYNNWOOD ESTATES, AN ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS

CITY OF FAYETTEVILLE, ARKANSAS

REZONING

FOR STAFF USE ONLY	***FEE: $325.00***
Date Application Submitted:	***Sign Fee: $5.00***
Date Accepted as Complete:	*S-T-R:*
Case / Appeal Number:	*PP#:*
Public Hearing Date:	*Zone:*

Please fill out this form completely, supplying all necessary information and documentation to support your request. ***Your application will not be placed on the Planning Commission agenda until this information is furnished.***

Application:

Indicate one contact person for this request: X **Applicant** _____ **Representative**

Applicant (person making request):

Name: Jerry W. Jones
Lynn Rogers

Address: 2468 N. Crossover Rd.
Fayetteville, AR 72703

E-mail: wdyjerry@cox.net

Phone:
(479) 841-8748
(479) 841-8759

Fax:
( )

Representative (engineer, surveyor, realtor, etc.):

Name: Rick Shelton

Address: 3589 N. College Ave
Fayetteville, AR 72703

E-mail: rick@ricksheltonrealtor.com

Phone:
(479) 530-6989
( )

Fax:
(479) 444-7546

Site Address / Location: 3468 N. Crossover Rd.
Fayetteville, AR 72703

Current Zoning District: RSF-2

Requested Zoning District: NS-L

Assessor's Parcel Number(s) for subject property: 765-25915-000, 765-25916-000, 765-25917-000
765-25918-000, 765-25919-000, 765-25920-000

FINANCIAL INTERESTS

The following entities and / or people have financial interest in this project:
Property Owner (Applicant) Only

APPLICANT / REPRESENTATIVE: I certify under penalty of perjury that the foregoing statements and answers herein made all data, information, and evidence herewith submitted are in all respects, to the best of my knowledge and belief, true and correct. I understand that submittal of incorrect or false information is grounds for invalidation of application completeness, determination, or approval. I understand that the City might not approve what I am applying for, or might set conditions on approval.

Name (printed): Jerry W. Jones; Lynn Rogers Date: 12/1/2017

Signature: Jerry W. Jones Lynn Rogers

PROPERTY OWNER(S) / AUTHORIZED AGENT: I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. ***(If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on his/her behalf.)***

Property Owners of Record (attach additional info if necessary):

Name (printed): Jerry W. Jones

Signature: Jerry W. Jones

Date: 12/1/17

Address: 2468 N. Crossover Rd.
Fayetteville, AR 72703

Phone:
(479) 841-8748

Name (printed): Lynn Rogers

Signature: Lynn Rogers

Date: 12/1/17

Address: 2468 N. Crossover Rd.
Fayetteville, AR 72703

Phone:
(479) 841-8759

Rezoning Checklist:

Attach the following items to this application:

(1) Payment in full of applicable fees for processing the application:
$325.00 application fee
$5.00 public notification sign fee

(2) A legal description of the property to be rezoned. A survey may be required if the property description can not accurately be platted or if it is described by referring to other deeds.

(3) CD containing a copy of the legal description in MS Word and all required submittal items should be also included on the CD in PDF format.

(4) A copy of the county parcel map from the Washington County Assessor's office or from the Washington County website (www.co.washington.ar.us). The subject property and all adjacent parcels should be identified on this parcel map. The owner's name, official mailing address, and the parcel number for every adjacent property shall be shown on this map.

(5) A *written description* of this request addressing the following items:

a. Current ownership information and any proposed or pending property sales.

b. Reason (need) for requesting the zoning change.

c. Statement of how the proposed rezoning will relate to surrounding properties in terms of land use, traffic, appearance, and signage.

d. Availability of water and sewer (state size of lines). This information is available from the City Engineering Division.

e. The degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

f. Whether the proposed zoning is justified and/or needed at the time of the request.

g. Whether the proposed zoning will create or appreciably increase traffic danger and congestion.

h. Whether the proposed zoning will alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

i. Why it would be impractical to use the land for any of the uses permitted under its existing zoning classification.

(6) The applicant is responsible for meeting the public notification requirements for a Rezoning listed on the Notification Requirements pages in this application.

Notice: Resources including current zoning regulations, City Plan 2030, Future Land Use Plan, Master Street Plan and Zoning maps are available for review on our website, www.accessfayetteville.org and in the Planning Office.

All applicants should meet with a staff Planner prior to completing a Rezoning application.

From:	Planning
To:	Davis, Harry
Cc:	Curth, Jonathan; Thompson, Quin
Subject:	FW: Oppose Rezoning 2468 N. Crossover to NS-L
Date:	Tuesday, January 09, 2018 10:57:52 AM
Attachments:	image001.png image002.png

FYI

Andy Harrison
Development Coordinator
Planning Division
125 W. Mountain
City of Fayetteville, Arkansas 72701
aharrison@fayetteville-ar.gov)
T 479.575.8267 | **F** 479.575.8202
Website | Facebook | Twitter | Instagram | YouTube

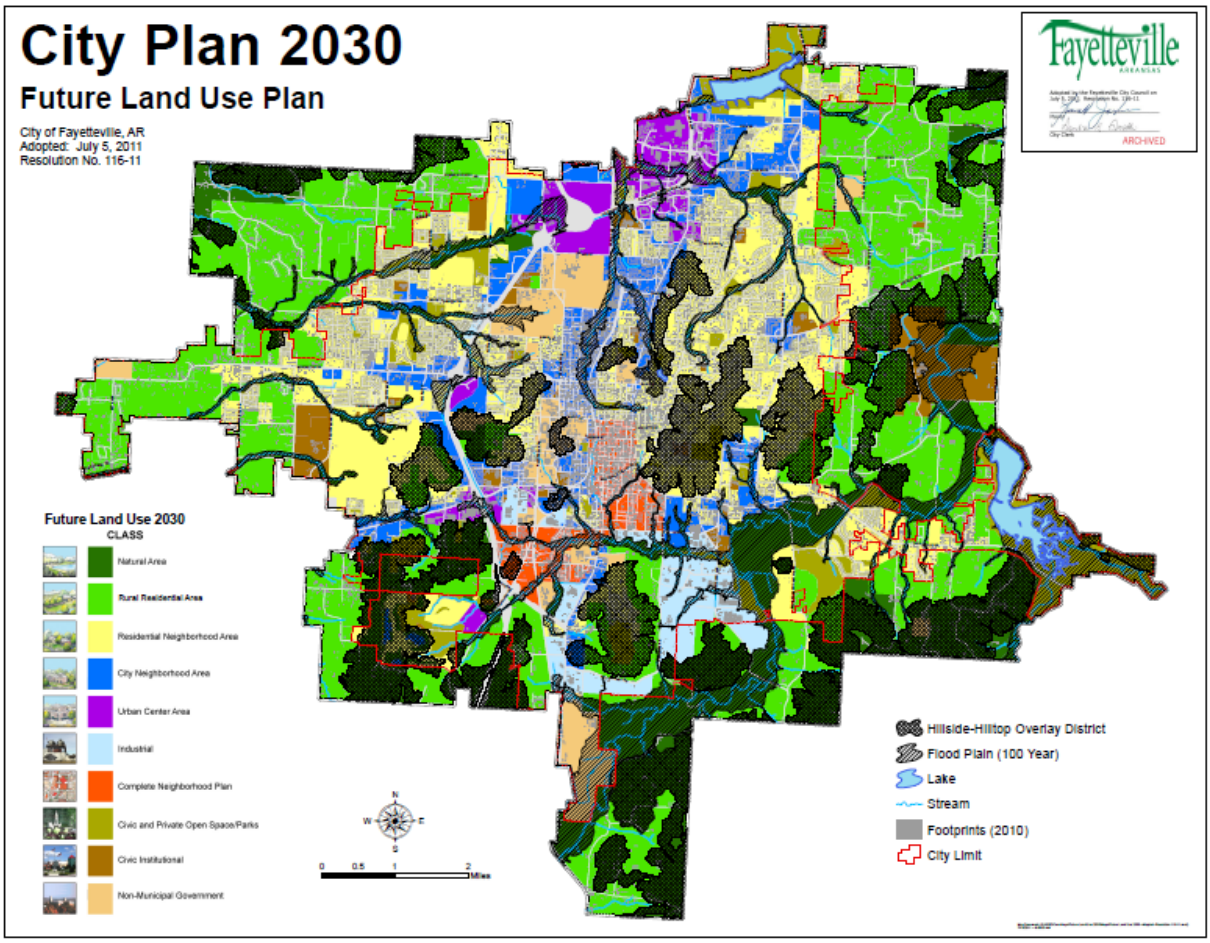
CITY OF FAYETTEVILLE ARKANSAS

From: Klaus, Richard [mailto:klaus.ra@pg.com]
Sent: Tuesday, January 09, 2018 9:04 AM
To: Planning <planning@fayetteville-ar.gov>; Bunch, Sarah <ward3_pos2@fayetteville-ar.gov>; City_Attorney <city_attorney@fayetteville-ar.gov>; Tennant, Justin <ward3_pos1@fayetteville-ar.gov>; Garner, Andrew <agarner@fayetteville-ar.gov>
Cc: KLAUS, Andrea <klaus.am@pg.com>; Mayor <Mayor@fayetteville-ar.gov>
Subject: RE: Oppose Rezoning 2468 N. Crossover to NS-L

Dear Planning Commission, Justin, Kit, and Sarah – I am very dissapointed that the area at 2468 N. Crossover was rezoned from Residential to Neighborhood Services-General (which is even more broad then the Posted Hearing request for NS-L) at last night's Planning Commission. I strongly support maintaining the approved City Plan 2030 scope to maintain this land use as Residential.

Can you please help me to understand how this type of decision is possible when it goes against the City Plan 2030 (see Future Land Use Plan below)? If we are not going to follow the City Plan 2030, but only use it as a loose guideline, then whey was all the energy put into this by the community in 2011? This is a very slippery slope that can have much broader impacts to our community.

Kindly seeking to understand both this decision and your commitments to the City Plan 2030? Also, seeking to understand how the Planning Commission can approve a more broad rezoning when this was not even posted / communicated in advance of the Planning Commission meeting?



Richard Klaus
NA Customer Supply
☎ *(513) 288-1800 Mobile | (513) 715-8058Fax*
klaus.ra@pg.com

"All Pricing, Promotion and Distribution decisions are at the sole discretion of the retailer. This electronic message transmission contains information which may be confidential. The information is intended for the use of the individual or entity named above. If you are not the intended recipient and have received this electronic transmission in error, please notify sender then delete immediately."

From: Klaus, Richard
Sent: Monday, January 08, 2018 1:31 PM
To: planning@fayetteville-ar.gov
Cc: KLAUS, Andrea <klaus.am@pg.com>; ward3_pos2@fayetteville-ar.gov
Subject: Oppose Rezoning 2468 N. Crossover to NS-L

Planning Commission – I am writing to share my Opposition to Rezoning 2468 N. Crossover to NS-L from currently being Residential (vs. current RSF-2). I cannot attend the Planning Commission meeting today and would appreciate your inclusion of my opposition.

My opposition is based on the following:

Rezoning to NS-L is not in alignment with the City Plan 2030

1. Plan stresses an "increase in economic value" – Adding additional commercial space is not warranted based on current excess available commercial space available throughout the city (especially in the immediate area of Crossover-Joyce + Crossover-Mission). There are ~250 commercial properties available for sale or lease in Fayetteville, many in the immediate area being discussed.
2. In the 2030 Plan Residential Guiding Policies – "e. Encourage a development scale to maintain compatibility, use and proportionality between a variety of residential and nonresidential land uses." – There is sufficient non-residential space (build

and open land) available a short walking or biking distance at the Crossover intersections of Mission / Joyce with sidewalks already connecting. Adding additional commercial space between these key hubs does not meet the intent to maintain "… compatibility, use and proportionality…"

Additionally:

1. A clear plan has not been laid out for the use of this land if rezoned.
2. This topic is being revisited with the Planning Dept + Commission and has already been denied previously by the City Council.

Thank you very much for your time and consideration in this matter

Richard Klaus
NA Customer Supply
☎*(513) 288-1800 Mobile | (513) 715-8058Fax*
klaus.ra@pg.com

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CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Harry Davis, Planner

MEETING DATE: January 8, 2018 UPDATED W RESULTS

SUBJECT: **RZN 17-6034: Rezone (2468 N. CROSSOVER RD./JONES, 294):** Submitted by JERRY JONES for properties at 2468 N. CROSSOVER RD. The properties are zoned RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE and contain approximately 3.90 acres. The request is to rezone the properties to NS-L, NEIGHBORHOOD SERVICES-LIMITED.

RECOMMENDATION:
Staff recommends forwarding **RZN 17-6034** to City Council with a recommendation for approval based upon the findings herein.

BACKGROUND:
The subject property totaling 3.90 acres is located near the intersection of Crossover Road and Township Street. The parcel is zoned RSF-2, Residential Single-family, 2 Units per Acre and is mostly undeveloped, except for one existing home. The surrounding land use and zoning is in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction from Site	Land Use	Zoning
North	Residential	R-O, Residential Office
South	Residential	R-A, Residential Agricultural
East	Residential	R-A, Residential Agricultural
West	Residential; Church	R-PZD, Residential Planned Zoning District; P-1, Institutional

Request: The request is to rezone the parcel from RSF-2, Residential Single-family, 2 Units per Acre to NS-L, Neighborhood Services - Limited. The applicant stated the rezoning is needed to allow small offices to be developed on the property after unsuccessfully marketing the property for 11 years as residential.

Public Comment: Staff has not received any public comment as of writing this report.

Public comment was received prior to PC and has been attached to this report. Public comment, both prior to and at PC, was generally in opposition to the proposal for safety, traffic, and compatibility issues.

INFRASTRUCTURE:

Streets: The subject parcel has access to North Crossover Road. Crossover Road is an improved four lane asphalt street with sidewalk, curb and gutter, and storm drains. A multi-use trail is planned for the east side of Crossover Road along these parcels' frontage. Any street improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the site. There is a 24-inch transmission main and 2-inch water main along the subject parcels' frontage on Crossover Road. The 24-inch line is not available for service connections, but existing hydrants on this line may be used for main extension tie-in points.

Sewer: Sanitary Sewer is available to the site. There is an existing 8-inch main along the subject parcels' frontage on Crossover Road.

Drainage: No portion of this property is identified as FEMA regulated floodplains. No part of the parcel lies within the HHOD and there are no 15% slope areas identified onsite. There are no protected streams on this parcel. There are no hydric soils identified on this parcel. Any additional improvements or requirements for drainage will be determined at time of development.

.

Fire: The Fire Department expressed no concerns with this request.

Police: The Police Department expressed no concerns with this request.

CITY PLAN 2030 FUTURE LAND USE PLAN: *City Plan 2030 Future Land Use Plan designates the properties within the proposed rezone as* ***Residential Neighborhood Area.*** These areas are primarily residential in nature and support a variety of housing types of appropriate scale and context, including single family, multifamily and rowhouses. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhood, such as retail and offices, on corners and along connecting corridors.

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 proposed zoning is compatible with the surrounding properties along a busy state highway. Neighborhood Services Limited, contains a number of different residential and non-residential uses that are intended to be low in impact on nearby residential properties. Commercial uses will have a maximum amount of gross-floor area allowed in one building. This maintains a bulk and area pattern language compatible with single-family detached dwellings. Any uses in the proposed zoning district must meet Fayetteville's noise ordinances for residential properties.**

Land Use Plan Analysis: **Staff believes that the proposal is compatible with the goals in City Plan 2030, adopted land use policies, and the future land use designation for this location. This property, designated as a Residential**

Area, is intended to be residential in nature, but does allow for some commercial uses at major intersections and along connecting corridors. Furthermore, NS-L promotes traditional neighborhood development by providing services within walking distance of residents in the area and requiring new buildings be located closer to the street.

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

Finding: **Staff does believe the applicant has given sufficient justification for rezoning the property to NS-L.**

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

Finding: **Rezoning the property to NS-L has the potential to increase traffic in this area as the site develops. Given the size of the property and uses allowed in NS-L districts, lower intensities of uses would not create or exacerbate dangerous traffic situations. Crossover Road (Highway 265) has been fully improved as a boulevard arterial section.**

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

Finding: **Rezoning this property from RSF-2 to NS-L would potentially increase the population density and use of city services at this location, but staff does not believe this would have a burdensome impact.**

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 17-6034 to City Council with a recommendation for approval.

RECOMMENDED MOTION: "I motion to forward RZN 17-6034 to City Council with a recommendation for approval."

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: **January 8, 2018**	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Hoffman **Second:** Quinlan	Motion to forward to CC with a recommendation for NS-G		
Vote: 7-1-0	Motion passes; Commissioner Brown dissenting		

BUDGET/STAFF IMPACT:
None

Attachments:
- Unified Development Code sections 161.06, 161.18, and 162.01(L)
- Request letter
- Rezone exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

- **161.06 - District RSF-2, Residential Single-Family - Two (2) Units Per Acre**

(A) *Purpose* . To provide a single-family dwelling transition zone between single-family neighborhoods that have developed with larger lot sizes (1 acre and over) and areas that have developed with smaller lot sizes (8,000 square feet), and 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.*

(C) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings

(D) *Conditional Uses.*

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

(E) *Density*

Units per acre	2

(F) *Bulk and Area Regulations.*

Lot width minimum	100 feet
Lot area minimum	17,860 square feet
Land area per dwelling unit	17,860 square feet

(G) *Setback Requirements.*

Front	Side	Rear
30 feet	15 feet	30 feet

(H) *Building Height Regulations.*

Building Height Maximum	45 feet

Height Regulations. Structures in this District are limited to a building height of 45 feet. Existing structures that exceed 45 feet in height shall be grandfathered in, and not considered nonconforming uses.

(I) *Building Area.* None.

(Code 1991, §160.045; Ord. No. 3792, §4, 5-17-94; 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. 5462, 12-6-11; Ord. No. 5921 , §1, 11-1-16)

- **161.18 - NS-L, Neighborhood Services - Limited**

(A) *Purpose*. The NS-L Neighborhood Services - Limited district is designed to serve as a mixed use area of low intensity. Neighborhood Services promotes a walkable, pedestrian-oriented neighborhood development form with sustainable and complementary neighborhood businesses that are compatible in scale, aesthetics, and use with surrounding land uses. For the purpose of Chapter 96: Noise Control, the Neighborhood Services district is a residential zone.

(B) *Uses*.

(1) *Permitted Uses*.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited Business
Unit 24	Home occupations
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development

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
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 19	Commercial recreation, small sites
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 36	Wireless communication facilities*
Unit 40	Sidewalk cafes
Unit 45	Small scale production

(C) *Density*.

Units per acre	Ten (10) or less

(D) *Bulk and Area.*

(1) *Lot Width Minimum.*

Single-family	35 feet
Two (2)family	35 feet
Three or more	35 feet
All other uses	None

(2) *Lot Area Minimum.*

Single-family	4,000 square feet
Two (2) family or more	3,000 square feet of lot area per dwelling unit
All other permitted and conditional uses	None

(E) *Setback Regulations.*

Front:	A build-to zone that is located between 10 and 25 feet from the front property line.
Side	5 feet
Rear	15 feet

(F) *Building height Regulations.*

Building Height Maximum	45 feet

(G) *Building area*. On any lot, the area occupied by all buildings shall not exceed 60% of the total area of the lot.

(Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5735, 1-20-15; Ord. No. 5800 , § 1(Exh. A), 10-6-15; Ord. No. 5921 , §1, 11-1-16; Ord. No. 5945 , §§ 5, 6, 8, 1-17-17)

- (L) *Unit 12a. Limited Business.*

(1) *Description.* Unit 12a consists of small-scale establishments offering commercial goods and services that are accessible for the convenience of individuals living in residential districts, while compatible in size, scale and appearance with the surrounding neighborhood. These uses shall be subject to the regulations in Chapter 164. All uses classified under Unit 12 must be within a building containing 3,000 square feet or less excluding areas dedicated to residential uses.

(2) *Included Uses.*

Personal Services: (Maximum gross floor area of 1500 square feet)	• Day care
	• Dry Cleaning
	• Salon/Barber shop
	• Tailoring
Specialized Retail: (Maximum gross floor area of 2,000 square feet)	• Antique/home decor sales
	• Apparel
	• Art/architectural supplies
	• Bakery, Pastry shops
	• Bicycle Shops
	• Book store
	• Coffee shop
	• Delicatessen
	• Drugstore
	• Food specialty stores
	• Florist
	• Grocery
	• Hardware
	• Health food store
	• Hobby/Craft Stores
	• Ice cream
	• Meat Market
	• Restaurant/café
	• Small appliance repair
	• Stationary Store
	• Toy store
	• Video rental
Professional Offices: (Maximum gross floor area of 3000 square feet)	• Accountant
	• Architect
	• Attorney
	• Broker

	• Business/Mgmt Consultant
	• Doctor
	• Dentist
	• Engineer
	• Insurance Sales
	• Interior Designer
	• Optometrist
	• Realtor
	• Welfare agency
Studios for: (Maximum gross floor area of 3000 square feet)	• Art
	• Dance
	• Music
	• Photography
	• Pottery

From:	Garner, Andrew
To:	Davis, Harry
Subject:	FW: Opposing rezoning 2468 N Crossover to NS-L
Date:	Monday, January 08, 2018 2:00:48 PM

Harry,
Please save this email in the subject project file, forward it to the commissioners, and print hard copies to distribute to commissioners at tonight's meeting.

Thanks,
Andrew

Andrew Garner, AICP
City Planning Director
City of Fayetteville, Arkansas
479.575.8262
Website | Facebook | Twitter | YouTube

From: Stoll, Garner
Sent: Monday, January 8, 2018 12:48 PM
To: Garner, Andrew <agarner@fayetteville-ar.gov>
Subject: FW: Opposing rezoning 2468 N Crossover to NS-L

fyi

From: Mayor
Sent: Monday, January 8, 2018 11:27 AM
To: Jordan, Lioneld <ljordan@fayetteville-ar.gov>
Cc: Marr, Don <dmarr@fayetteville-ar.gov>; Stoll, Garner <gstoll@fayetteville-ar.gov>
Subject: FW: Opposing rezoning 2468 N Crossover to NS-L

fyi

From: KLAUS, Andrea [mailto:klaus.am@pg.com]
Sent: Monday, January 08, 2018 11:22 AM
To: Mayor <Mayor@fayetteville-ar.gov>
Cc: Klaus, Richard <klaus.ra@pg.com>
Subject: Opposing rezoning 2468 N Crossover to NS-L

Mayor Jordan,

I am writing you to share my concern and opposition to rezoning 2468 N Crossover to anything besides residential.

In addition to the standard concerns about impact to area value, traffic, noise, etc…; I have 2 specific data points to share.

1. There are currently 242 commercial properties for sale or lease in Fayetteville AR. Many are already on Crossover road (or very close) at Mission, Joyce, Huntsville and Zion Rd. These are in already commercial areas. There is no reason to disrupt our residential area with that much unused commercial property currently available.
2. Risk of increased crime when mixing residential and commercial. We have already seen an increase in neighborhood crime to the point I just installed security camera's this weekend. In my research, I found a 2013 study from behavioral scientist James Anderson at RAND that find mixing commercial with residential zones increases crime. They found that zoning indeed predicted the criminal activity of a neighborhood, with residential areas safest, followed by mixed-use residential and commercial zones, followed by commercial-only places. Their findings, published in the *University of Pennsylvania Law Review* [PDF], lend support to the idea that city officials can improve the safety of a neighborhood by doing something as simple as zoning part of it for residential living.

Can I have your support on in opposing this zoning change?
We opposed this same rezoning a few years ago and it was voted down. I am disappointed this keeps coming back to the agenda.

I live in the neighborhood behind, Candlewood.

Thank you,
Andrea

Andrea Klaus
WGCT Customer Service Operations Channel Leader
479-571-5553 Work | 513-288-1600 Cell | 513-277-6900 Fax
klaus.am@pg.com

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From:	Planning
To:	Davis, Harry
Subject:	FW: Oppose Rezoning 2468 N. Crossover to NS-L
Date:	Monday, January 08, 2018 2:33:05 PM
Attachments:	image001.png

Just found this.

Andy Harrison
Development Coordinator
Planning Division
125 W. Mountain
City of Fayetteville, Arkansas 72701
aharrison@fayetteville-ar.gov)
T 479.575.8267 | **F** 479.575.8202
Website | Facebook | Twitter | Instagram | YouTube

CITY OF FAYETTEVILLE ARKANSAS

From: Klaus, Richard [mailto:klaus.ra@pg.com]
Sent: Monday, January 08, 2018 1:31 PM
To: Planning <planning@fayetteville-ar.gov>
Cc: KLAUS, Andrea <klaus.am@pg.com>; Bunch, Sarah <ward3_pos2@fayetteville-ar.gov>
Subject: Oppose Rezoning 2468 N. Crossover to NS-L

Planning Commission – I am writing to share my Opposition to Rezoning 2468 N. Crossover to NS-L from currently being Residential (vs. current RSF-2). I cannot attend the Planning Commission meeting today and would appreciate your inclusion of my opposition.

My opposition is based on the following:

Rezoning to NS-L is not in alignment with the City Plan 2030

1. Plan stresses an "increase in economic value" – Adding additional commercial space is not warranted based on current excess available commercial space available throughout the city (especially in the immediate area of Crossover-Joyce + Crossover-Mission). There are ~250 commercial properties available for sale or lease in Fayetteville, many in the immediate area being discussed.
2. In the 2030 Plan Residential Guiding Policies – "e. Encourage a development scale to maintain compatibility, use and proportionality between a variety of residential and nonresidential land uses." – There is sufficient non-residential space (build and open land) available a short walking or biking distance at the Crossover intersections of Mission / Joyce with sidewalks already connecting. Adding additional commercial space between these key hubs does not meet the intent to maintain "…compatibility, use and proportionality…"

Additionally:

1. A clear plan has not been laid out for the use of this land if rezoned.
2. This topic is being revisited with the Planning Dept + Commission and has already been denied

previously by the City Council.

Thank you very much for your time and consideration in this matter

Richard Klaus
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To: Ron Autry
Chair, Fayetteville Planning Commission

From: Lowell Grisham, 310 N. Washington Ave.

Subject: Agenda Item 17-6034; 2468 N. Crossover Road

Dear Ron:

I would like to offer a personal word of confidence on behalf of Jerry Jones whose re-zoning proposal is coming to the Planning Commission at the upcoming meeting. (17-6034; 2468 N. Crossover Rd.) I've known Jerry for over 20 years. He is an active parishioner at St. Paul's Church, and we've become friends as well, making regular times for lunch visits.

I know Jerry to be an honest, conscientious man of integrity. I've been to his home several times, and I am familiar with the tract of land he wishes to re-zone. It seems to me appropriate for commercial development – professional office, etc. The property is on the divided 4-lane thoroughfare of Crossover. I can't imagine anyone wanting to build a house on that busy location.

My main purpose is not to argue the particular merits of his proposal, but just to say that Jerry is a good guy. I've found him to be trustworthy and good-hearted.

Thank you for your public service on the commission. It is a hard job. You've got my appreciation.

Gratefully,

(The Rev.) Lowell Grisham
310 N. Washington Avenue

To: Neighbors of Lynnwood Estates Subdivision

From: Jerry Jones and Lynn Rogers, 2468 N Crossover Rd., Fayetteville, AR 72703

Date: December (TBD)

Re: New Zoning for Lynnwood Estates

Dear Neighbor,

My wife, Lynn, and I have decided to return to the City of Fayetteville to request rezoning of Lynnwood Estates from RSF-2 (Residential Single Family – 2 Dwellings per Acre) to NS-L (Neighborhood Services – Limited).

After visiting with the City of Fayetteville Planning Staff and our Realtor®, we believe that this is the highest and best use of the property. Our main purpose all along has been to sell lots and have beautiful homes built. We had no idea that the widening of Crossover Road would have such a negative effect on selling the property. We have had developers and potential buyers look at the property numerous times, but they have shown no interest. All say they don't feel people would want to live on the highway. We haven't even had anyone make an offer or commitment in the over 11 years we have been attempting to sell. Can you imagine trying to sell your home for that long with no success?

Lynn and I want this property to have something built on it that we can all be proud of, therefore we believe Neighborhood Services Limited will encourage professional weekday, daytime business services to locate here, such as dentists, attorneys, CPA's or a pleasant coffee shop. Offices that each of us can walk to for services that will have little to no impact on the traffic.

Please look at this rezoning request as an opportunity for all of us. We have the support of the City of Fayetteville staff, and we sincerely ask for you to support us, too. We believe when the land is sold and the development opportunities are implemented, under strict City of Fayetteville and Planning Services oversight, we will all have something to be proud of.

You will receive another letter from us about the time and place of the Planning Commission meeting to take comments from the general public. . Please call me with any questions or stop by. My mobile number is 479-841-8748. Thank you.

Highest Regards,

Your Neighbors,

Jerry Jones

Jerry Jones

Lynn Rogers

Lynn Rogers

REZONING APPLICATION DETAILS

(5) a. Current ownership information and any proposed or pending property sales.

The property is currently owned by Jerry W. Jones and Lynn B. Rogers. There are no sales pending.

b. Reason (need) for requesting the zoning change.

After Highway 265 was widened, which lasted from 2011 to its October 2013, interest in building a home on the busy highway became non-existent. We have listed our property with different realty companies, with no results. Coldwell Banker has been very aggressive, but the main objection has always been that people don't want to build a home on a busy highway. Three different developers and multiple potential buyers have looked at the property. All say the highway is the problem. Pricing hasn't been an issue, but we haven't had a single offer. You can see our predicament.

c. Statement of how the proposed rezoning will relate to surrounding properties in terms of land use, traffic, appearance and signage.

The property adjacent to and north of Lynnwood Estates was rezoned to RO approximately four years ago. Directly across the street is a large parcel owned by St. John's Lutheran Church. We counseled with our realtor and decided to ask the city to rezone our property from RSF-2 (2 houses per acre) to Neighborhood Services Limited. We feel this zoning will encourage weekday, daytime businesses to locate here (dentist, attorney, CPA etc.) Offices that each of us can walk to for services that will have little to no impact on traffic. The appearance of the offices will be similar to residential and the signage will meet all of the City's requirements.

d. Availability of water and sewer (state size of lines) info is available from the City Engineering Division.

Water and sewer lines are already laid on the west side of the property.

e. The degree to which the proposed zoning is consistent with land use planning objectives, principles and policies and with land use and zoning plans.

There isn't any Neighborhood Services Limited zoning within a reasonable distance of the property. This site is a beautiful setting for professional office buildings.

f. Whether the proposed zoning is justified and/or needed at the time of the request.

The area needs some professional services that are in walking distance of residents.

g. Whether the proposed zoning will create or appreciably increase traffic danger and congestion.

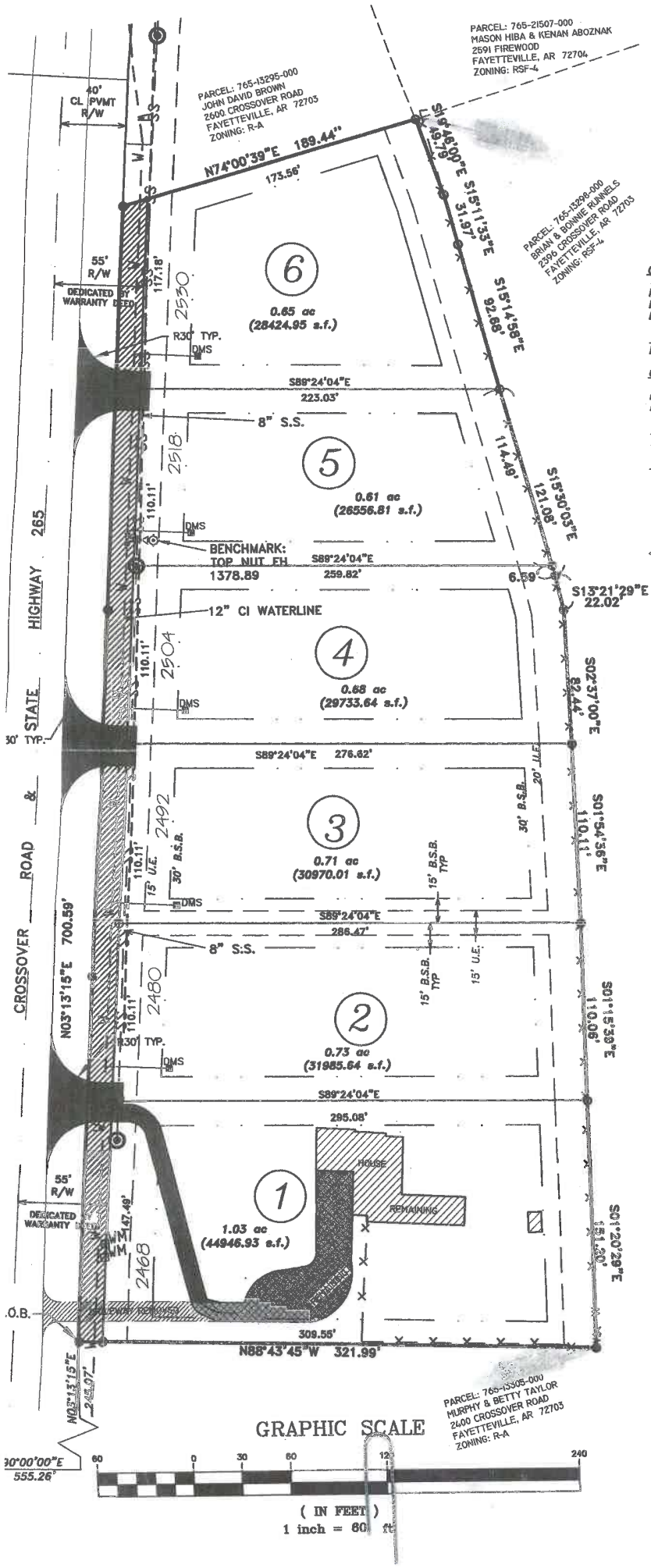
Since the widening of Crossover Road and changing it to one-way North, the NS-Limited zoning shouldn't increase the current traffic congestion or danger.

h. Whether the proposed zoning will alter the population density and thereby undesirably increase the load on public services, including schools, and water and sewer facilities.

Since so few buildings can be built on the limited space of 4.41 acres of Lynnwood Estates property, there should not be any load increase on public services.

i. Why would it be impractical to use the land for any of the uses permitted under its existing zoning classification?

The present zoning of RSF-2 has failed to realize a willing buyer in years of attempts, making zoning that allows for professional offices and services the only truly viable option to sell the property.



LEGEN

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CERTIFICATE OF APPROVAL OF WATER & SEWER SYSTEM:

I HEREBY CERTIFY THAT THE WATER DISTRIBUTION SYSTEM AND SEWAGE C INSTALLED IN THE SUBDIVISION FULLY MEET THE REQUIREMENTS OF THE A BOARD OF HEALTH AND THE CITY OF FAYETTEVILLE.

8/24/06 — CITY ENGINEER
DATE

CERTIFICATE OF APPROVAL OF STREETS AND DRAINAGE:

I HEREBY CERTIFY THAT THE STREET AND DRAINAGE SYSTEMS INSTALLED I FULLY MEET REQUIREMENTS OF THE CITY OF FAYETTEVILLE.

8/24/06 — CITY ENGINEER
DATE

CERTIFICATE OF APPROVAL OF PARK LAND DEDICATION OR MONEY IN-LIEU

I HEREBY CERTIFY THAT THIS FINAL PLAT COMPLIES WITH SECTION 159.30 OWNER(S) DEDICATION OF _____ ACRES OR PAYING IN-LIEU $2

WARRANTY DEED FOR PARK LAND RECORDED AS FOLLOWS:
BOOK #: _____ PAGE #: _____

8-7-06 — PARKS & RECREATION REPRESENTATIVE
DATE

CERTIFICATE OF APPROVAL OF BUILDING SET-BACK DIMENSIONS:

I HEREBY CERTIFY THAT ALL BUILDING SETBACK DIMENSIONS SHOWN ON ACCORDANCE WITH THE CURRENT SETBACK REQUIREMENTS.

08.24.06 — ZONING & DEVELOPMENT ADMINISTRATOR
DATE

CERTIFICATE OF APPROVAL FOR RECORDING:

THIS PLAT WAS APPROVED BY THE FAYETTEVILLE PLANNING COMMISSION May 11, 2006.

8/23/06 — SECRETARY
DATE

CERTIFICATE OF SURVEY AND ACCURACY:
I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A SURVEY AND THAT THE MONUMENTS HAVE BEEN PLACED AS STATED HER THE SUBDIVISION REGULATIONS OF THE CITY OF FAYETTEVILLE, ARKANSAS

7-31-06 — REGISTERED LAND SURVEYOR /PROFESSIONAL LAND
DATE

CERTIFICATE OF OWNERSHIP & DEDICATION:

WE, THE UNDERSIGNED OWNERS, REPRESENTING ONE HUNDRED PERCENT THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY DEDICATE OWNERSHIP, ALL STREETS AND ALLEYS AS SHOWN ON THIS PLAT FOR P PRESCRIBED BY LAW. THE OWNERS ALSO DEDICATE TO THE CITY OF FA PUBLIC UTILITY COMPANIES (INCLUDING ANY CABLE TELEVISION COMPANY GRANTED BY THE CITY OF FAYETTEVILLE) THE EASEMENTS AS SHOWN O PURPOSE OF INSTALLATION OF NEW FACILITIES AND THE REPAIR OF EXI ESTABLISHED HEREBY IS THE RIGHT OF INGRESS AND EGRESS TO SAID TO PROHIBIT THE ERECTION OF BUILDINGS, STRUCTURES, OR FENCES WI AND THE RIGHT TO REMOVE OR TRIM TREES WITHIN SAID EASEMENTS.

8-4-06 — OWNER
DATE

8-4-06 — OWNER
DATE

CERTIFICATE OF APPROVAL OF UTILITY EASEMENTS:

WE HEREBY CERTIFY THAT ALL UTILITY EASEMENTS, INCLUDING CABLE T PLATTED IN THIS SUBDIVISION ARE SHOWN AS REQUESTED AND WERE A UNDERSIGNED UTILITIES OF THE CITY OF FAYETTEVILLE, ARKANSAS.

8-02-06 — ELECTRIC
DATE

8/2/06 — GAS SERVICE
DATE

8-2-06 — TELEPHONE
DATE

8-2-06 — CABLE TELEVISION
DATE

8/24/06 — CITY OF FAYETTEVILLE
DATE

CERTIFICATE OF APPROVAL OF SIDEWALKS:
CONSTRUCTION OF ALL SIDEWALKS SHALL BE INSPECTED BY THE CITY COORDINATOR TO COMPLY WITH THE CITY SPECIFICATIONS. THE DEVEL RESPONSIBLE FOR THE CONSTRUCTION AND COMPLETION OF ALL SIDEW FINAL PLAT.

8/24/06 — CITY ENGINEER
DATE

CERTIFICATE OF APPROVAL OF TREE PROTECTION & PRESERVATION:
I HEREBY CERTIFY THAT THIS PLAT HAS COMPLIED WITH THE REQUIREM PROTECTION AND PRESERVATION ORDINANCE OF THE CITY OF FAYETTEV

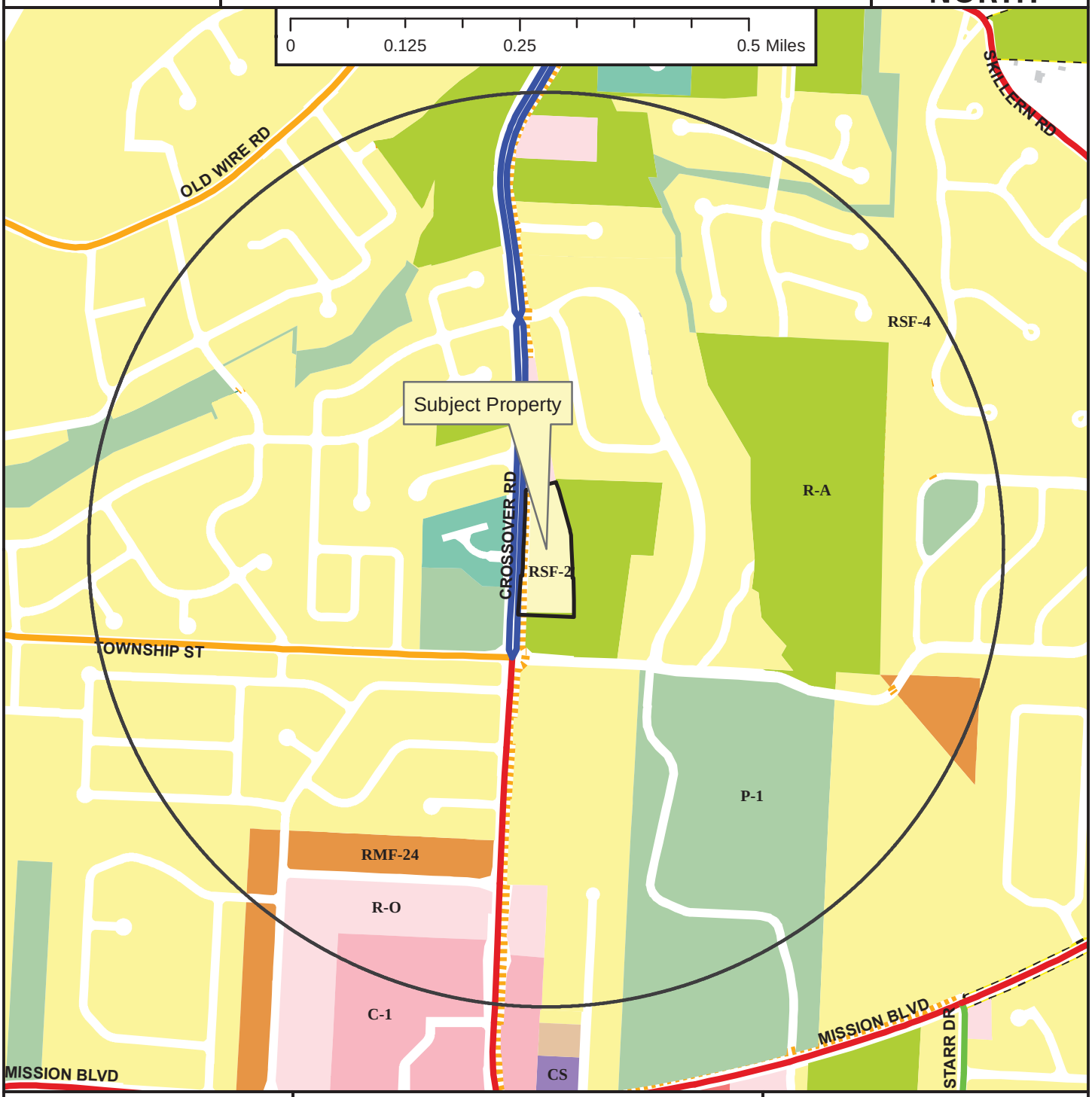
8/7/06 — LANDSCAPE ADMINISTRATOR
DATE

RZN17-6034

One Mile View

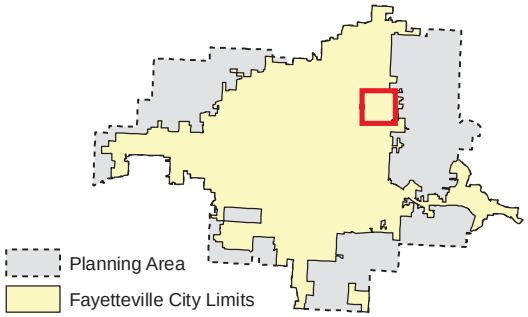
JERRY JONES

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Building Footprint



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN17-6034

Close Up View

JERRY JONES

Legend

- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- Residential-Agricultural
- RSF-2
- RSF-4
- Residential-Office
- Commercial, Industrial, Residential
- P-1

RZN17-6034

Current Land Use

JERRY JONES

NORTH

Streets Existing

MSP Class

- COLLECTOR
- PRIN ARTERIAL PKWY
- PRINCIPAL ARTERIAL
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1 inch = 300 feet

FEMA Flood Hazard Data

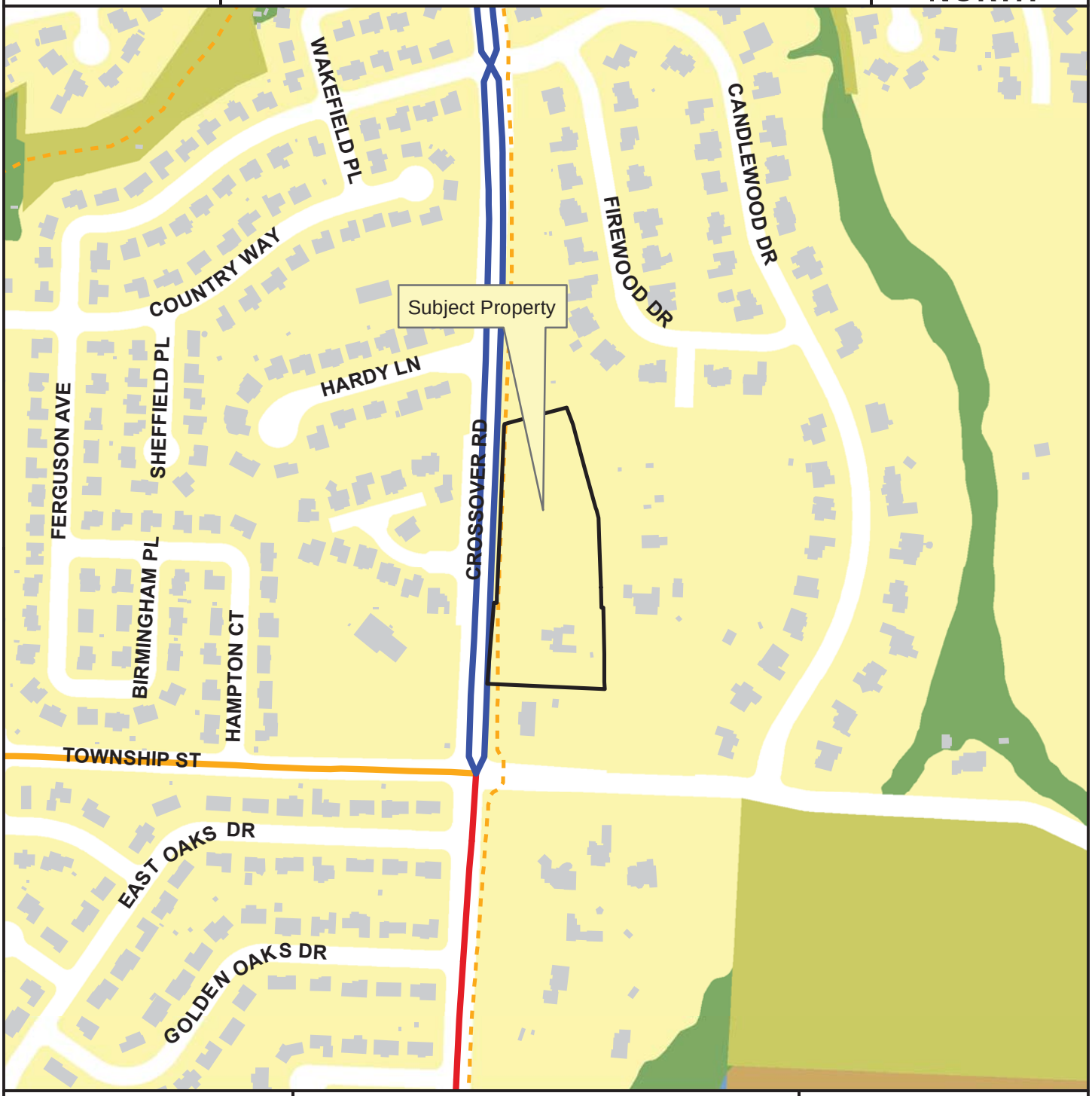
- 100-Year Floodplain
- Floodway

RZN17-6034

Future Land Use

JERRY JONES

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Building Footprint

Feet

0 145 290 580 870 1,160

1 inch = 400 feet

FUTURE LAND USE 2030

- Natural Area
- Residential Neighborhood Area
- City Neighborhood Area
- Civic and Private Open Space/Parks
- Civic Institutional

CityClerk

From: KATE CARTER <katejcarter@hotmail.com>
Sent: Monday, February 19, 2018 9:24 PM
To: CityClerk; jcart2443@aol.com
Subject: Caution for Rezoning request for 2468 N. Crossover/Jones

Categories: Saved File, Forwarded

To Whom it May concern:

Please listen to our concerns about this school and neighborhood zone!

Points to consider when making shared decision:

Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.

Cars can only turn north in or out, into high speed traffic.
Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with

a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

**School children walking to school face more traffic not paying attention to them.
walkers are crossing Crossover on Township to go to Gulley Park.

Thank you!

Kate and Jason Carter

Neighbor

CityClerk

From: brendagullett1 . <brendagale.gullett@gmail.com>
Sent: Monday, February 19, 2018 9:27 PM
To: CityClerk
Subject: Reference Rezoning request for 2468 N. Crossover/Jones.

Sondra Smith,
Please pass this on to the city council for 2/20/2018 meeting. ***We are very opposed to this rezoning***. Our concerns were overlooked by the Planning Commission. But, this would be a very unwise decision for many reasons. Thank you in advance for handling this.
Brenda Gullett--brendagale.gullett@gmail.com--2709 N Candlewood Drive, 72703

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- Multifamily units (apartments) and cluster housing
- Strip Center
- 8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.
- Sidewalk café or restaurant or fast food, although no drive through windows are allowed.
- Work/live units with shop/office on street level and housing 2 stories above.
- Building height allowable is 45 Ft. *(4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
- Cars can only turn north in or out, into high speed traffic.
- Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
- Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with

  a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

- School children walking to school face more traffic not paying attention to them.
- The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

- Crossover meant to be higher speed with minimal curb cuts.
- City wants to avoid spot zoning. This looks like that.
- Mission/Crossover businesses are accessible by sidewalk now.

--

Brenda B. Gullett

CityClerk

From: Lori Jones <alliancelori@aol.com>
Sent: Monday, February 19, 2018 9:36 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones

Sondra Smith
Re: Rezoning request for 2468 N. Crossover/Jones

We are NOT in favor of the rezoning due to the following:
TRAFFIC/SAFETY CONCERNS

Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
Cars can only turn north in or out, into high speed traffic.
Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with

a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

School children walking to school face more traffic not paying attention to them.
The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

Crossover meant to be higher speed with minimal curb cuts.
City wants to avoid spot zoning. This looks like that.
Mission/Crossover businesses are accessible by sidewalk now.

Jeff and Lori Jones
Candlewood subdivision.

CityClerk

From: alexismyrf@gmail.com
Sent: Monday, February 19, 2018 9:42 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones.

Mrs. Smith,
My name is Alexis Cox, my family and I live in Candlewood neighborhood. On behalf of my husband and I, we would like to ask that you please share these concerns regarding the rezoning with Mayor Jordan and City Council members.

We are unable to attend the meeting tonight but feel very strongly against the rezoning that can affect our neighborhood, our children's safety and the overall safety of our schools!

TRAFFIC/SAFETY CONCERNS

Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
Cars can only turn north in or out, into high speed traffic.
Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with

a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

School children walking to school face more traffic not paying attention to them.
The only walkers are crossing Crossover on Township to go to Gulley Park.

Thank you so much,
Alexis Cox
2607 n candlewood drive

CityClerk

From: Nan Smith-Blair <nsblair@uark.edu>
Sent: Tuesday, February 20, 2018 7:55 AM
To: CityClerk
Subject: City Council Concern

I am unable to attend the City Council's meeting tonight but wanted the Mayor and City Council members to be aware of my concerns on one of the agenda items. I am hopeful that the City Council will not approve the rezoning of 4 acres posted for Crossover next to the Candlewood Subdivision. The potential uses allowed under NS-G would allow multifamily units and cluster housing in addition to a strip center. I am concerned with the added traffic and noise that will be inflicted on the subdivision. It is difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
Cars can only turn north in or out, into high speed traffic. Hence some cars traveling south will cut through Candlewood or Edenbrook's private driveway. Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with
a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.

School children walking to school face more traffic not paying attention to them. Additionally, there are walkers crossing Crossover on Township to go to Gulley Park. Finally, Candlewood subdivision has always been a highly desirable subdivision due to its locaton to schools and shopping centers. Increasing the multiuse area could impact the character of the subdivision and decrease the value of our property. Please reconsider the proposal and vote against the rezoning.

Best regards,
Nan Smith-Blair
Candlewood Subdivision Resident

CityClerk

From: Kathy Wade <kathywade5@att.net>
Sent: Tuesday, February 20, 2018 9:19 AM
To: CityClerk
Subject: rezoning request for 2468 N. Crossover/Jones

Ms. Smith, Please forward this to the Mayor and City Council Members.
My name is Kathy Wade and I live at 2863 E. Township St. and I look out my front window at Mr. Jones' property, so I have a definite interest in how this property is zoned and developed.

I will be at the Council meeting tonight. Thank you, Kathy Wade

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- Multifamily units (apartments) and cluster housing
- Strip Center
- 8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.
- Sidewalk café or restaurant or fast food, although no drive through windows are allowed.
- Work/live units with shop/office on street level and housing 2 stories above.
- Building height allowable is 45 Ft. (4 stories)

TRAFFIC/SAFETY CONCERNS

- Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
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- Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.
- School children walking to school face more traffic not paying attention to them.
- The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

- Crossover meant to be higher speed with minimal curb cuts
- City wants to avoid spot zoning. This looks like that.
- Mission/Crossover businesses are accessible by sidewalk now.

Last point, consider what commercial property backing up to Candlewood does to YOUR PROPERTY VALUE!

Sent from Mail for Windows 10

CityClerk

From: Morriss Henry <morrisshenry@icloud.com>
Sent: Tuesday, February 20, 2018 10:17 AM
To: CityClerk
Subject: Rezoning 2468 n Crossover/Jones.

Sondra Smith,
I am opposed to a Change which would allow increased congestion at a busy crossroads near schools. When schools let out the students and autos increase traffic hazards at this corner now. This corner is one of the main exits from the schools. Sincerely. Morriss Henry

Sent from my iPhone

CityClerk

From: Mike Yates <gohogs09@att.net>
Sent: Tuesday, February 20, 2018 10:32 AM
To: CityClerk
Cc: eva.dave@cox.net; emadison@littler.com; Janette Litaker; Seth Terry; Curt Calaway; curt.calaway@tyson.com; Sandy Yates
Subject: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

Sondra, (Please forward this to my City Councilman, the Mayor, and others with a need to know.)

As a resident of the Candlewood Subdivision, I like to voice my opposition against the rezoning request for 2468 Crossover/Jones that will be heard tonight by the Fayetteville City Council on second reading.

I speak as a private citizen, not as an officer of the Candlewood POA.

I'm concerned about this for many reasons, but primarily the following:

1. Traffic and safety concerns. Only northbound traffic on Crossover Road would be allowed access into and out of the establishment. Drivers coming southbound on Crossover would inevitably have to cut through Candlewood and/or Edenbrook to "turn around" and turn North at the light at the intersection of Township and Crossover in order to ultimately turn into the business establishment.

We already have an after school parking problem on Candlewood Drive as for some reason parents of children who attend Vandegriff /McNair schools use Candlewood Drive as their personal parking lot to pick up their children. Let's don't compound it and make it even worse with cars cutting through Firewood and Candlewood Drive. School traffic currently park on both sides of Candlewood Drive, making it virtually impossible for cars to pass. Imagine the concerns we already have for our children's safety as even more drivers cut through our neighborhood and mostly ignore the posted speed limit on Candlewood Drive.

2. Concern over potential building heights of greater than 45 feet does not fit the adjacent area. Enough said.

3. This intersection is and has been for sometime mostly residential and has attracted citizens by the hundreds to live in neighborhoods surrounding the schools. Equally as important, these residents have invested invested an average of $400-600K to live in this area. And by the way we pay on average of $6,000 per year in property taxes. We trusted in our city/local governments to help protect our investment so that we could attend outstanding schools and support local businesses in this area.

In other words, we chose Fayetteville, and may I (we) remind you we still have a choice. If the city agrees to make some of the proposed rezoning's that have been defeated repeatedly in the past, our residents could leave Fayetteville and move to Bentonville, Rogers or Springdale and take their property tax revenue with them which could potentially mean a loss of hundreds of thousands in lost property tax revenue to our Fayetteville Public Schools. And consider also the potential drop in Real Estate values which could also negatively impact revenue to our public schools in Fayetteville. Yet here we are again with another rezoning request that WE WERE NOT NOTIFIED OF. I'm very disappointed in my Councilman about the lack of notice..

I think that the residents in Candlewood, Covington Park and in Edenbrook have given enough. In Candlewood, we lost 40 feet of our beautifully landscaped entrance on Crossover already when the State widened the highway. Additionally, our friends in Covington Park and Edenbrook that live on Township have watched Traffic levels double and triple as drivers continue to use Township Rd to cut through to Hwy 45E.

I could go on and on with multiple points, but I think you get the idea by now. I cannot attend the meeting in person this afternoon, but appreciate the opportunity to express myself and make my points above. My wife and I chose Fayetteville in 1988 because it is a beautiful city I believe has been recognized nationally for being a top-five place to live in the US.

Let's keep it that way and help citizens protect their property values and keep their children safe while somehow finding creative ways to work with landowners along Crossover Rd.

Thank you,

Mike and Sandy Yates
2431 N. Candlewood Dr
Fayetteville, AR 72703

Sent from my iPad

CityClerk

From: Bill Clark <billclarktax@aol.com>
Sent: Tuesday, February 20, 2018 10:39 AM
To: CityClerk
Subject: Rezoning reqest for 2468 N. Crossover/Jones

Hi Sondra,

I am writing in hopes that you will pass this email along to the mayor and city council as the above issue is slated for review this evening.

I reside at 2587 N Firewood Drive 72703 in the Candlewood subdivision. I attended the planning commission meeting in which they recommended the approval of the rezoning. Several issues of safety were raised by area residents as well as several on the commission itself. It was very evident that several of the commission members had made up their minds before the 'discussion' that night outright ignoring the safety concerns.

Some of the safety concerns were:

- Drivers traveling north on Crossover will go over a hill at the intersection of Township at 45-50 MPH and then immediately be upon the drives where the rezoning would take place. Even Mr. Jones made mention of the dangerous issue he has coming out of his driveway onto Crossover.
- The intersection of Crossover and Township was not designed for U turns as it is in other places on Crossover. The only way to get to this rezoned area if coming south on Crossover would be by U-turn at the intersection or by entering township and then making a U turn where school children are present at certain times of day.
- Residents may have the desire to walk to the rezoned area businesses. Although sidewalks are in place, its along a road that was designed to move traffic. I would not let my children walk there without supervision.

Other concerns were made by residents and several commission members as well. Crossover was designed to be a road to move traffic north and south with minimal stops and maximum flow. Thus the 45 mph speed limit. By rezoning this parcel it lays the groundwork for future small parcels to be rezoned non-residential and thus significantly hinder traffic on Crossover. At present, Crossover between Joyce and Mission has significant slow downs and backups at the 'rush' hours of the day.

There is also the historical 'domino' effect of such rezonings. Such a decision would open up other areas of Crossover to small retail/office. Not all at once but over time. Just think back to where College was at one point.

But the immediate 'domino' effect in this particular case is found in the history of Mr. Jones's attempt to sell the property. He has tried to sell the property as residential for years according to him with no success. In order to increase the possibility of sale he joined with a neighbor behind him to create enough acreage for multiple dwellings and a small new street. This attempt to sell the combined property was also unsuccessful. So now Mr. Jones wants to rezone in a hope to sell his property. The 'domino' issue here is that the property of his neighbor will shortly be before the city asking for rezoning also. That will then put an even greater amount of retail/office at this location and cut back into the residential area.

Setting a precedent of allowing retail/office rezoning to cut into neighborhoods, will most certainly make Fayetteville homeowners uncomfortable about any future subdivisions close to where rezoning could be an issue.

In conclusion, while I laud Mr. Jones for trying this to sell his property, an individuals personal gains should not change the focus of an area or impede upon the residential values of their neighbors. This rezoning, and the soon to be rezoning of Mr. Jones's neighbor's adjacent parcel for sale, will in fact place offices in close proximity to no less than 9 houses in the Candlewood subdivision. (and not just the ones touching Crossover.)

Thank you for your consideration and for your cooperation in leaving retail/office in areas where it has already been zoned for.

William R. Clark

CityClerk

From: Sandy Yates <sandyy@shilohsaints.org>
Sent: Tuesday, February 20, 2018 10:56 AM
To: Mike Yates; CityClerk
Cc: eva.dave@cox.net; emadison@littler.com; Janette Litaker; Seth Terry; Curt Calaway; curt.calaway@tyson.com
Subject: RE: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

I agree with all the concerns as stated below also as a concerned citizen and resident of Candlewood Subdivision.
Sandy Yates

-----Original Message-----
From: Mike Yates [mailto:gohogs09@att.net]
Sent: Tuesday, February 20, 2018 10:32 AM
To: cityclerk@fayetteville-ar.gov
Cc: eva.dave@cox.net; emadison@littler.com; Janette Litaker; Seth Terry; Curt Calaway; curt.calaway@tyson.com; Sandy Yates
Subject: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

Sondra, (Please forward this to my City Councilman, the Mayor, and others with a need to know.)

As a resident of the Candlewood Subdivision, I like to voice my opposition against the rezoning request for 2468 Crossover/Jones that will be heard tonight by the Fayetteville City Council on second reading.

I speak as a private citizen, not as an officer of the Candlewood POA.

I'm concerned about this for many reasons, but primarily the following:

1. Traffic and safety concerns. Only northbound traffic on Crossover Road would be allowed access into and out of the establishment. Drivers coming southbound on Crossover would inevitably have to cut through Candlewood and/or Edenbrook to "turn around" and turn North at the light at the intersection of Township and Crossover in order to ultimately turn into the business establishment.

We already have an after school parking problem on Candlewood Drive as for some reason parents of children who attend Vandegriff /McNair schools use Candlewood Drive as their personal parking lot to pick up their children. Let's don't compound it and make it even worse with cars cutting through Firewood and Candlewood Drive. School traffic currently park on both sides of Candlewood Drive, making it virtually impossible for cars to pass. Imagine the concerns we already have for our children's safety as even more drivers cut through our neighborhood and mostly ignore the posted speed limit on Candlewood Drive.

2. Concern over potential building heights of greater than 45 feet does not fit the adjacent area. Enough said.

3. This intersection is and has been for sometime mostly residential and has attracted citizens by the hundreds to live in neighborhoods surrounding the schools. Equally as important, these residents have invested invested an average of $400-600K to live in this area. And by the way we pay on average of $6,000 per year in property taxes. We trusted in our city/local governments to help protect our investment so that we could attend outstanding schools and support local businesses in this area.

In other words, we chose Fayetteville, and may I (we) remind you we still have a choice. If the city agrees to make some of the proposed rezoning's that have been defeated repeatedly in the past, our residents could leave Fayetteville and move to Bentonville, Rogers or Springdale and take their property tax revenue with them which could potentially mean a loss of hundreds of thousands in lost property tax revenue to our Fayetteville Public Schools. And consider also the potential drop in Real Estate values which could also negatively impact revenue to our public schools in Fayetteville. Yet here we are again with another rezoning request that WE WERE NOT NOTIFIED OF. I'm very disappointed in my Councilman about the lack of notice..

I think that the residents in Candlewood, Covington Park and in Edenbrook have given enough. In Candlewood, we lost 40 feet of our beautifully landscaped entrance on Crossover already when the State widened the highway. Additionally, our friends in Covington Park and Edenbrook that live on Township have watched Traffic levels double and triple as drivers continue to use Township Rd to cut through to Hwy 45E.

I could go on and on with multiple points, but I think you get the idea by now. I cannot attend the meeting in person this afternoon, but appreciate the opportunity to express myself and make my points above. My wife and I chose Fayetteville in 1988 because it is a beautiful city I believe has been recognized nationally for being a top-five place to live in the US.

Let's keep it that way and help citizens protect their property values and keep their children safe while somehow finding creative ways to work with landowners along Crossover Rd.

Thank you,

Mike and Sandy Yates
2431 N. Candlewood Dr
Fayetteville, AR 72703

Sent from my iPad

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This email was Anti Virus checked by Astaro Security Gateway. http://www.sophos.com

CityClerk

From: Lauren Thompson <laurenthompson125@gmail.com>
Sent: Tuesday, February 20, 2018 11:47 AM
To: CityClerk
Subject: Urgent: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

Sondra, (Please forward this to my City Councilman, the Mayor, and others with a need to know.)

As a resident of the Candlewood Subdivision, I like to voice my opposition against the rezoning request for 2468 Crossover/Jones that will be heard tonight by the Fayetteville City Council on second reading.

I speak as a private citizen, not as an officer of the Candlewood POA.

I'm concerned about this for many reasons, but primarily the following:

1. Traffic and safety concerns. Only northbound traffic on Crossover Road would be allowed access into and out of the establishment. Drivers coming southbound on Crossover would inevitably have to cut through Candlewood and/or Edenbrook to "turn around" and turn North at the light at the intersection of Township and Crossover in order to ultimately turn into the business establishment.

We already have an after school parking problem on Candlewood Drive as for some reason parents of children who attend Vandegriff /McNair schools use Candlewood Drive as their personal parking lot to pick up their children. Let's don't compound it and make it even worse with cars cutting through Firewood and Candlewood Drive. School traffic currently park on both sides of Candlewood Drive, making it virtually impossible for cars to pass. Imagine the concerns we already have for our children's safety as even more drivers cut through our neighborhood and mostly ignore the posted speed limit on Candlewood Drive.

2. Concern over potential building heights of greater than 45 feet does not fit the adjacent area. Enough said.

3. This intersection is and has been for sometime mostly residential and has attracted citizens by the hundreds to live in neighborhoods surrounding the schools. Equally as important, these residents have invested invested an average of $400-600K to live in this area. And by the way we pay on average of $6,000 per year in property taxes. We trusted in our city/local governments to help protect our investment so that we could attend outstanding schools and support local businesses in this area.

In other words, we chose Fayetteville, and may I (we) remind you we still have a choice. If the city agrees to make some of the proposed rezoning's that have been defeated repeatedly in the past, our residents could leave Fayetteville and move to Bentonville, Rogers or Springdale and

take their property tax revenue with them which could potentially mean a loss of hundreds of thousands in lost property tax revenue to our Fayetteville Public Schools. And consider also the potential drop in Real Estate values which could also negatively impact revenue to our public schools in Fayetteville. Yet here we are again with another rezoning request that WE WERE NOT NOTIFIED OF. I'm very disappointed in my Councilman about the lack of notice..

I think that the residents in Candlewood, Covington Park and in Edenbrook have given enough. In Candlewood, we lost 40 feet of our beautifully landscaped entrance on Crossover already when the State widened the highway. Additionally, our friends in Covington Park and Edenbrook that live on Township have watched Traffic levels double and triple as drivers continue to use Township Rd to cut through to Hwy 45E.

I could go on and on with multiple points, but I think you get the idea by now. I cannot attend the meeting in person this afternoon, but appreciate the opportunity to express myself and make my points above. My fiancé and I chose Fayetteville in May of last year because it is a beautiful city has been recognized nationally for being a top-five place to live in the US.

Let's keep it that way and help citizens protect their property values and keep their children safe while somehow finding creative ways to work with landowners along Crossover Rd.

Thank you,

Lauren Thompson and Seth Terry
2415 N Candlewood Drive

Sent from my iPhone

CityClerk

From: KLAUS, Andrea <klaus.am@pg.com>
Sent: Tuesday, February 20, 2018 1:51 PM
To: CityClerk; Tennant, Justin; Bunch, Sarah
Cc: Klaus, Richard; amklaus@gmail.com
Subject: Oppose Rezoning request for 2468 N. Crossover/Jones.

Ms. Smith, Mr. Tennant, and Ms. Bunch,
I am writing to share my opposition to the rezoning of 2468 N. Crossover/Jones to Neighborhood Services General.
I did attend the City Planning commission meeting in person to oppose and spoke against, but am unable to attend tonight.
I live at 2649 N Firewood Dr, Fayetteville AR.

My key concerns are:

- Inconsistent with City 2030 plan, this area is planned for residential to minimize traffic disruption. Residential will have much less 'in and out' traffic than businesses.
- Keep area residential. This is a quiet, peaceful area where children walk to school and I live. I do not need a business in my back yard, especially not a 4 story business. This change is disruptive to the community.
- There is ample commercial space currently available in Fayetteville. Existing space that is empty or open land in areas already zoned commercial. Many already along Crossover in the planned commercial zones. Let's not build more empty stripe malls and revitalize the existing structures that need updates!

Thank you in advance for listening to my concern.

Andrea Klaus

Andrea Klaus
WGCT Customer Service Operations Channel Leader
479-571-5553 Work | 513-288-1600 Cell | 513-277-6900 Fax
klaus.am@pg.com

"All Pricing, Promotion and Distribution decisions are at the sole discretion of the retailer. This electronic message transmission contains information which may be confidential.
The information is intended for the use of the individual or entity named above. If you are not the intended recipient and have received this electronic transmission in error, please notify sender then delete immediately."

CityClerk

From: Klaus, Richard <klaus.ra@pg.com>
Sent: Tuesday, February 20, 2018 2:11 PM
To: CityClerk; Tennant, Justin; Bunch, Sarah
Subject: Rezoning - 2468 Crossover

Ms. Smith, Mr. Tennant, and Ms. Bunch,
I would like to share my opposition to the rezoning of 2468 N. Crossover / Jones to the Neighborhood Services General, and recommend not changing the current zoning from Residential.

I have attended the City Planning Commission meeting to oppose, along with other City Council meetings where this (similar) proposals were previously rejected by the City Council. I recommend you do the same today and going forward.

I live at 2649 N Firewood Dr, in Fayetteville. I do want to voice my additional concern that some of the people in support (land owner and developer) have previously communicated that they discussed this matter with neighbors in the area – this has not been the case with my household and we are only a few homes away – or with other neighbors we have talked to in the immediate area, so I want to ensure there is not a false perception that there is support (or lack of opposition) from this information being shared.

My key concerns are:

- Inconsistent with City 2030 plan, this area is planned for residential to minimize traffic disruption. Residential will have much less 'in and out' traffic than businesses.
- Keep area residential. This is a quiet, peaceful area where children walk to school and I live. I do not need a business or other large structure in my back yard, especially not a 4 story business. This change is disruptive to the community.
- No issues exist to develop land as residential (except that owner has the property highly overpriced) – There are many other homes all around the area of this land both north and south on Crossover Rd.
- There is ample commercial space currently available in Fayetteville. Existing space that is empty or open land in areas already zoned commercial. Many already along Crossover in the planned commercial zones. Let's not build more empty stripe malls and revitalize the existing structures that need updates! Also, if you are forward thinking you will realize that our US Retail landscape is changing rapidly with the need for Less (not more) commercial space – This is a major trend even in growing areas like ours, driven greatly by eCommerce.

Thank you in advance for listening to my concern.

Richard Klaus
NA Customer Supply
☎ (513) 288-1800 Mobile | (513) 715-8058Fax
klaus.ra@pg.com

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CityClerk

From: Marguerite Martinez <maggiegpb@hotmail.com>
Sent: Tuesday, February 20, 2018 2:35 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones.

As a property owner in Covington park (3657 E. Township St.), I am firmly against this potential development. Further development (especially commercial) would create additional traffic and safety issues. More drivers would frequent the area, which would make the area much less safe for school children crossing the street. Please vote against this rezoning request.

Thanks.
Marguerite Martinez

Sent from my iPhone

CityClerk

From: Carl George <ceg0982@gmail.com>
Sent: Tuesday, February 20, 2018 2:52 PM
To: CityClerk
Subject: zoning concern for 2468 N. Crossover/Jones

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- Multifamily units (apartments) and cluster housing
- Strip Center
- 8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.
- Sidewalk café or restaurant or fast food, although no drive through windows are allowed.
- Work/live units with shop/office on street level and housing 2 stories above.
- Building height allowable is 45 Ft. *(4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
- Cars can only turn north in or out, into high speed traffic.
- Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
- Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with
  a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.
- School children walking to school face more traffic not paying attention to them.
- The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

- Crossover meant to be higher speed with minimal curb cuts.
- City wants to avoid spot zoning. <u>This looks like that.</u>
- Mission/Crossover businesses are accessible by sidewalk now.

CityClerk

From: Melissa Kamel <memmay_iu@yahoo.com>
Sent: Tuesday, February 20, 2018 2:57 PM
To: CityClerk
Subject: NO Rezoning Request for 2468 N Crossover/Jones

Ms Smith,

My family lives in Covington Park. My Kindergarten and 2nd grader WALK home from Vandergriff Elementary and the proposed commercial business zoning would NOT be safe for any Vandergriff or McNair students. Please consider this and the following information when deciding on this issue.

We have MANY concerns that commercial rezoning at Crossover and Township is BAD for the following reasons:

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
- *Cars can only turn north in or out, into high speed traffic.*
- *Cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

Thank you for listening to your East Fayetteville residents and NOT allowing commercial buildings to be allowed close to Elementary and Middle Schools.

Sincerely,

Melissa Kamel

CityClerk

From: Jim Ragsdale <jrcubs1@cox.net>
Sent: Tuesday, February 20, 2018 3:05 PM
To: CityClerk
Subject: Rezoning for Crossover & Jones

Good afternoon.

I would like to take this opportunity and voice my opposition to a type of rezoning or construction at the area of crossover and Jones in Southeast Fayetteville.

I am a resident of Covington park subdivision but I feel like with this rezoning being proposed near our subdivision, it would only increase the traffic volume and congestion we already experience.

This area is already over congested during the morning hours and afternoon hours when school is in session. I don't understand why we would want to add more congestion to that area. Several dozen cars each day already cut through the candlewood subdivision to avoid the 265 / Township intersection. I'm concerned that any sort of business establishment that would be built on this property would just increase the traffic volume going through the Candlewood subdivision, especially on Firewood Lane.

We are fortunate that no child has been hit by wayward traffic during these high traffic school hours, whether it be in Candlewood, Covington Park or any other subdivision in that vicinity.

Please let me encourage you to vote against this rezoning and to prevent any further strip centers for being considered on this plot of land.

Thank you,

Jim Ragsdale
2504 Middleton Way
Fayetteville

Sent from my iPhone

CityClerk

From: Laura Simmons <llgwynne@yahoo.com>
Sent: Tuesday, February 20, 2018 3:09 PM
To: CityClerk
Subject: Opposition to rezoning request 2468 Crossover/Jones

Hello Ms Smith,

I am a concerned citizen writing in opposition to the rezoning request for 2468 Crossover/Jones. I am a homeowner in Covington Park neighborhood with school-aged children attending McNair and Vandergriff. My primary concern is the traffic/safety concerns for our children. Cars use our neighborhoods as a cut-through and this will continue to escalate if this property is used for commercial purposes. This is a safety issue for our children who walk or ride bikes in the neighborhood and surrounding areas. We hope you will consider not zoning this property for commercial use.

Thank you,

Laura Simmons
Covington Park neighborhood

Sent from my iPhone

CityClerk

From: Gerald Johnson <gdj.global@gmail.com>
Sent: Tuesday, February 20, 2018 3:25 PM
To: CityClerk
Subject: rezoning of 2468 N. Crossover/Jones

I am opposed to the rezoning of this property for NSG purposes. Below are some valid issues that have been raised by many citizens in the surrounding neighborhoods. BUT, my primary concern is for the safety of the children attending the two schools just off of the Crossover and Township intersection. Protection of children must take priority over commercialization of residential properties. Thank you. Gerald Johnson

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- Multifamily units (apartments) and cluster housing
- Strip Center
- 8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.
- Sidewalk café or restaurant or fast food, although no drive through windows are allowed.
- Work/live units with shop/office on street level and housing 2 stories above.
- Building height allowable is 45 Ft. *(4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.
- Cars can only turn north in or out, into high speed traffic.
- Cars traveling south will cut through Candlewood or Edenbrook's private driveway.
- Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with
  a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.
- School children walking to school face more traffic not paying attention to them.
- The only walkers are crossing Crossover on Township to go to Gulley Park.

2030 PLAN for CITY

- Crossover meant to be higher speed with minimal curb cuts.
- City wants to avoid spot zoning. This looks like that.
- Mission/Crossover businesses are accessible by sidewalk now.

Virus-free. www.avg.com

CityClerk

From: Mike Driver <MDriver@sansonegroup.com>
Sent: Tuesday, February 20, 2018 3:29 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones.

Dear City Clerk, I'm writing you to express my strong opposition to the Jones rezoning request near the crossover and mission intersection. I understand that the property owner's request, which has been recommended for approval by the Planning Commission, is for Neighborhood Services General, which includes commercial uses.

This intersection currently serves as a primary access to Vandergriff Elementary and McNair Middle School, and serves as a primary access for several single family residential neighborhoods. Allowing Multifamily at this intersection would cause the intersection to become unsafe, both for our children and for travelers utilizing this high speed road.

The crossover rd speed limit is 45 miles per hour, and isn't designed well for development of retail or high density residential nor is it appropriate for 45 ft tall buildings, which would be incompatible with the immediate area.

Many children walk to school here and already have to battle less than desirable traffic congestion and speed. It would be a grave mistake to allow this type of zoning at this location and would be a danger to child safety because of the added traffic, crossover median and additional density that could be developed here.

Furthermore, as I understand the 2030 plan, crossover rd is part of the "Mayor's Box" which specifically envisions a highway design that facilitates fluid and safe *traffic flow around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*

There are so few arterials that carry heavy traffic north and south, we can't afford to create a bottleneck of traffic at crossover and mission. Fayetteville is the most difficult city in Northwest Arkansas to traverse east to west, and this zoning would ensure the creation of similar issues with our primary and important north and south connector for east Fayetteville.

We elect our mayor and city council to protect us from this type of change in land use and implore the Mayor and Council to reject the rezoning as inappropriate for the intersection.

Additional traffic concerns.

OTHER TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*

- *Cars can only turn north in or out, into high speed traffic, so cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *School children walking to school face more traffic not paying attention to them.*
- *Cars would have to take u turns to access this development when traveling south bound making it unsafe for walkers crossing Crossover on Township to go to Gulley Park.*

2030 PLAN for CITY

- *Crossover meant to be higher speed with minimal curb cuts.*
- *City wants to avoid spot zoning. <u>This is clearly spot zoning.</u>*
- *Mission/Crossover businesses are accessible by sidewalk now.*

Please feel free to contact me to discuss.

Regards,

Mike Driver
3472 E Chatsworth Rd
Fayetteville, AR 72703

479.435.0238
mdriver@sansonegroup.com

CityClerk

From: Ami Cleveland <a_cleva@yahoo.com>
Sent: Tuesday, February 20, 2018 4:07 PM
To: CityClerk
Subject: Rezoning Request - Crossover

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
- *Cars can only turn north in or out, into high speed traffic.*
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  a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park*

Sent from Yahoo Mail on Android

CityClerk

From: Ted Runnels <ted@mockingdog.com>
Sent: Tuesday, February 20, 2018 4:28 PM
To: CityClerk
Subject: Rezoning

Dear City Clerk,

My name is Ted Runnels and I would like to inform you that our family is very much against the commercialization of property adjoining our home. W considerably for what I consider a poor investment from the individuals driving the initiative. In my opinion, it is already a pretty dangerous situation a Turns and the redirection of cars would accompany these new business locations and bring about a lot of havoc and injuries. I cannot tell you how man made and we really do not want to increase it.

I will not get into the obvious commercial problems that would follow with these businesses butting up to the property we grew up in for many years. T our family was to cut off a few acres in the back. This seems logical to help the whole Neighborhood and not just the ones pushing this move.

Please do what we voted you in for and stick up for what is right for many and not just a squeaky wheel.

Feel free to call me for any additional information and possible solutions.

Sincerely,

Ted Runnels
479-225-1718

CityClerk

From: Gerald Johnson <gdj.global@gmail.com>
Sent: Tuesday, February 20, 2018 4:29 PM
To: CityClerk
Subject: Re: FW: rezoning of 2468 N. Crossover/Jones

You are very welcome. Thank you for your service to our city. I realize that I am only one voice, and I forgot to mention that I have a granddaughter in kindergarten at Vandergriff.....hence my concern for any actions that increases traffic.

Virus-free. www.avg.com

On Tue, Feb 20, 2018 at 3:56 PM, CityClerk <cityclerk@fayetteville-ar.gov> wrote:

From: Kinion, Mark
Sent: Tuesday, February 20, 2018 3:55 PM
To: CityClerk <cityclerk@fayetteville-ar.gov>
Subject: Re: rezoning of 2468 N. Crossover/Jones

Thank you for your thoughts regarding the rezoning.

Warm Regards,

Mark Kinion

Vice Mayor / City Council Member

Ward 2 Position 1

On Feb 20, 2018, at 3:28 PM, CityClerk <cityclerk@fayetteville-ar.gov> wrote:

From: Gerald Johnson [mailto:gdj.global@gmail.com]
Sent: Tuesday, February 20, 2018 3:25 PM
To: CityClerk <cityclerk@fayetteville-ar.gov>
Subject: rezoning of 2468 N. Crossover/Jones

I am opposed to the rezoning of this property for NSG purposes. Below are some valid issues that have been raised by many citizens in the surrounding neighborhoods. BUT, my primary concern is for the safety of the children attending the two schools just off of the Crossover and Township intersection. Protection of children must take priority over commercialization of residential properties. Thank you. Gerald Johnson

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

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2030 PLAN for CITY

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- Mission/Crossover businesses are accessible by sidewalk now.

Virus-free. www.avg.com

CityClerk

From: Ann Henry <henry.annhenry@gmail.com>
Sent: Tuesday, February 20, 2018 4:37 PM
To: CityClerk
Subject: Rezoning request on township crossover

Traffic safety concerns juxtaposed against the 2030 plan for fayetteville should cause the board to reject the rezoning. The types of neighborhood commercial are not compatible with traffic patterns and there are already long lines of traffic to get children to school in the am and afternoons.

I take and pick up grandchildren to vandegriff and Mcnair and can attest to the fact that residential is much more compatible than the request for rezoning. The amount of traffic generated by residential is small cf to the commercial.

Please register our comments against the rezoning

Ann and Morriss Henry
Sent from my iPhone

CityClerk

From: Leslie Donovan <leslie.s.donovan@gmail.com>
Sent: Tuesday, February 20, 2018 4:43 PM
To: CityClerk; Leslie Donovan
Subject: Rezoning - 2468 Crossover - Jones

Sondra Smith,

This email is to serve my opposed to the new zoning request by Mr. Jones.

My concerns as a newer neighbor to NWA and Fayetteville, it would seem there are still several factors or comments being shared that are in conflict and would require more discussion, review and consideration prior to a final vote being made.

There are already quite nice (and walkable) business services being offered in close proximity. There are significant businesses that offer dry cleaning, coffee shops, small office, physicians and even larger retail establishments at Mission and Crossover. I have often walked to those locations when my car is in service at Firestone. Additionally, there are even more space and offerings at Joyce and Crossover which can be accessed by walking (getting to those 10,000 steps) or bicycle as well as driving.

The zoning being requested already has open space in near proximity or with business owners who enjoy services the homes and families nearby in East Fayetteville.

Read/heard (Mayor's Box) that the intent of the traffic was to keep flow active and moving which is more disruptive with business usage.

There were also comments made that Mr. Jones had been trying to sell this for the past 11 years. I am recent to the area, yet have not seen signs of sale during my entire tenure. I have seen some for single family homes and would anticipate that residential that might be added to already in place, along Crossover between Township and Mission and Township and Old Wire would be a great addition to the school population.

There are aspect of the children walking along the Candlewood neighborhood and the other major streets with cars trying to get access in and out (higher frequency with business or high density homes) would increase the hazards. Again, the traffic and intent was to move traffic through the area.

The neighborhood being used as a cut-through adds danger for children and dogs. It would only increase with some of the proposed changes.

As to other considerations, Mr. Jones has shared:

_This has been on the market for 11+ years, again I have not see it posted during our entire tenure of almost three years.

- He has shared he would not want some of the buildings that the school, the neighborhood, the walkers and the bike path riders enjoy with the traffic flow. Yet, Mr. Jones has quickly stated that once it is sold he cannot control that.
-I have heard varied amounts listed as the appropriate value of the acreage and it seems that potentially Mr. Jones has a higher value per acre than the market average. The reality could be the reason for the inability to sell to residential property owners rather than zoning. The homeowners go in knowing the busy street and make a decision to be in and live in the area - at a price that may be a lower lot value - due to the location.
- Mr. Jones shared he has spoken to the neighborhood and neighbors many times. Personally, I learned of this a day or two before the first zoning meeting. In asking other neighbors, it would seem many are/were unaware of the request. Some have even shared some interesting solutions that would benefit the neighborhood and Mr. Jones, yet there does not seem to be time allocated to the exchange of information.
-Mr. Jones, I believe, requested a change in zone and now is immediately requesting a second change to the zoning request. It would seem this may have been the intent at the onset rather than being open in the first request to allow some time to see how the market can move his property without making further changes.
- In speaking with other neighbors, when out on dog walks at school events, they have asked if Mr Jones would be willing to speak to us again before any decisions are made. We would come together as a neighborhood, along with Mr. Jones and maybe some of the other lot or property owners, which have been identified as future possible build sites to create a more optimal plan

Thank you for your consideration in allowing the local neighbors and the land owners a bit more time, 60-90 days to understand what is already known from city planning and timing from the other land owners along with neighbors on Township, Crossover and Candlewood...to come together for a solution.

So many of the comments are personal -as are mine. It took me by surprise and it seems that it is hard to really learn what was requested, is requested, value of land, asking price of land; how are other property lots in the area going to be affected, etc. I know we all love the area and want to reach an understanding with clarity to the factors to make a solid recommendation, review and discussion and decision.

Thank you.

Leslie Donovan

CityClerk

From: Kermit Sykes <ksykes@coca-cola.com>
Sent: Tuesday, February 20, 2018 5:31 PM
To: CityClerk; Tennant, Justin; Bunch, Sarah
Subject: FW: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones

My wife Dyanne and I concur with Mike Yate's email below…as a resident of Candlewood we are very much opposed to the proposed rezoning request for 2468 Crossover/Jones that will be heard tonight by the City Council. If any questions please let me know.

Thank you for your time and consideration on this important matter,

Kermit Sykes
2416 Candlewood Dr

Begin forwarded message:

> **From:** Mike Yates <gohogs09@att.net>
> **Date:** February 20, 2018 at 10:32:24 AM CST
> **To:** cityclerk@fayetteville-ar.gov
> **Cc:** eva.dave@cox.net, emadison@littler.com, Janette Litaker <jsl32198@msn.com>, Seth Terry <sethandrewterry@gmail.com>, Curt Calaway <ctcalaway@cox.net>, curt.calaway@tyson.com, Sandy Yates <sandyy@shilohsaints.org>
> **Subject: Rezoning request 2nd Reading on Council agenda tonight - 2468 Crossover/Jones**
>
> Sondra, (Please forward this to my City Councilman, the Mayor, and others with a need to know.)
>
> As a resident of the Candlewood Subdivision, I like to voice my opposition against the rezoning request for 2468 Crossover/Jones that will be heard tonight by the Fayetteville City Council on second reading.
>
> I speak as a private citizen, not as an officer of the Candlewood POA.
>
> I'm concerned about this for many reasons, but primarily the following:
>
> 1. Traffic and safety concerns. Only northbound traffic on Crossover Road would be allowed access into and out of the establishment. Drivers coming southbound on Crossover would inevitably have to cut through Candlewood and/or Edenbrook to "turn around" and turn North at the light at the intersection of Township and Crossover in order to ultimately turn into the business establishment.
>
> We already have an after school parking problem on Candlewood Drive as for some reason parents of children who attend Vandegriff /McNair schools use Candlewood Drive as their personal parking lot to pick up their children. Let's don't compound it and make it even worse with cars cutting through Firewood and Candlewood Drive. School traffic currently park on both sides of Candlewood Drive, making it virtually impossible for cars to pass. Imagine the

concerns we already have for our children's safety as even more drivers cut through our neighborhood and mostly ignore the posted speed limit on Candlewood Drive.

2. Concern over potential building heights of greater than 45 feet does not fit the adjacent area. Enough said.

3. This intersection is and has been for sometime mostly residential and has attracted citizens by the hundreds to live in neighborhoods surrounding the schools. Equally as important, these residents have invested invested an average of $400-600K to live in this area. And by the way we pay on average of $6,000 per year in property taxes. We trusted in our city/local governments to help protect our investment so that we could attend outstanding schools and support local businesses in this area.

In other words, we chose Fayetteville, and may I (we) remind you we still have a choice. If the city agrees to make some of the proposed rezoning's that have been defeated repeatedly in the past, our residents could leave Fayetteville and move to Bentonville, Rogers or Springdale and take their property tax revenue with them which could potentially mean a loss of hundreds of thousands in lost property tax revenue to our Fayetteville Public Schools. And consider also the potential drop in Real Estate values which could also negatively impact revenue to our public schools in Fayetteville. Yet here we are again with another rezoning request that WE WERE NOT NOTIFIED OF. I'm very disappointed in my Councilman about the lack of notice..

I think that the residents in Candlewood, Covington Park and in Edenbrook have given enough. In Candlewood, we lost 40 feet of our beautifully landscaped entrance on Crossover already when the State widened the highway. Additionally, our friends in Covington Park and Edenbrook that live on Township have watched Traffic levels double and triple as drivers continue to use Township Rd to cut through to Hwy 45E.

I could go on and on with multiple points, but I think you get the idea by now. I cannot attend the meeting in person this afternoon, but appreciate the opportunity to express myself and make my points above. My wife and I chose Fayetteville in 1988 because it is a beautiful city I believe has been recognized nationally for being a top-five place to live in the US.

Let's keep it that way and help citizens protect their property values and keep their children safe while somehow finding creative ways to work with landowners along Crossover Rd.

Thank you,

Mike and Sandy Yates
2431 N. Candlewood Dr
Fayetteville, AR 72703

Sent from my iPad

CONFIDENTIALITY NOTICE
NOTICE: This message is intended for the use of the individual or entity to which it is addressed and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that any printing, copying, dissemination, distribution, disclosure or forwarding of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately and delete it from your system. Thank You.

CityClerk

From: Lydia McClinton <lydiamaemcclinton@gmail.com>
Sent: Tuesday, February 20, 2018 5:56 PM
To: CityClerk
Subject: Rezoning township/ crossover

Categories: Forwarded, Saved File

Hello,

I'm a resident in Covington park subdivision and have become aware of the rezoning of the corner of township/crossover.. I'm extremely concerned about this- the traffic is already an issue in our neighborhood (and at the crossover/ township intersection), especially in the mornings and afternoons. Not a single resident I have spoken with wants this- as it puts our kids in danger, and creates more traffic for our neighborhood, which will ultimately create more noise and lower home values. It's disturbing to me that this is even a consideration- Fayetteville just finished making crossover look beautiful again, and functional, and it seems it would ruin that. I don't want this, none of us do. I hope they take this seriously and listen to the residents, we want what's best for our kids and community. I wish i could be at the meeting tonight but still getting over the flu. Thanks in advance.

Lydia McClinton

Sent from my iPhone

CityClerk

From: Lydia McClinton <lydiamaemcclinton@gmail.com>
Sent: Tuesday, February 20, 2018 6:05 PM
To: CityClerk
Subject: Crossover/township rezoning nightmare

Categories: Saved File, Forwarded

please share these points with the city council as well. Very concerned about our investment in our home, and the increase in traffic. What an upset this is.. we studied the city carefully before moving here, and felt safe with our purchase as it was surrounded by (what I thought) was already a good, well developed area. This is WHY we moved here! and why we choose our forever home in this area.

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- *Multifamily units (apartments) and cluster housing*
- *Strip Center*
- *8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.*
- *Sidewalk café or restaurant or fast food, although no drive through windows are allowed.*
- *Work/live units with shop/office on street level and housing 2 stories above.*
- *Building height allowable is 45 Ft. (4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
- *Cars can only turn north in or out, into high speed traffic.*
- *Cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

2030 PLAN for CITY

- *Crossover meant to be higher speed with minimal curb cuts.*
- *City wants to avoid spot zoning. <u>This looks like that.</u>*
- *Mission/Crossover businesses are accessible by sidewalk now*

Sent from my iPhone

CityClerk

From: Kim McComas <kimmccomas@hotmail.com>
Sent: Tuesday, February 20, 2018 9:33 PM
To: CityClerk
Subject: please share with council at 5:30 meeting Wednesday - Deny Rezoning request for 2468 N. Crossover/Jones.
Attachments: Deny Re-zoning on Crossover.docx

Hello Sondra!
I came to the previous meeting and had left my letter with you because I couldn't stay, but perhaps the issue never came up as it was near the end of the agenda? Anyway, I am attaching my letter again that gives our rationale for NOT rezoning 2468 N. Crossover. I would greatly appreciate it if you could circulate this again as I will be out of town! Thank you very much!

Kim and Bill McComas

To: City Council representatives

From: Kim and Bill McComas
2506 N. Worthington Way
Fayetteville, AR 72703
Home: 442-8105

RE: proposed re-zoning of residential property NE corner of Crossover/Township

We are strongly opposed to changing the zoning of the 4 acre property from residential to NS-G. Every day when I drive through Fayetteville, I am reminded of examples of past poor planning and poor decision-making that will haunt Fayetteville for years to come, from lack of connectivity in cul-de-sac-happy subdivisions to large single-family homes being built on postage stamp lots.

Up for discussion now is to re-zone property on Crossover near Township that will open it to either commercial development or high-density housing. Here are our reasons against allowing that to happen and suggested alternatives:

- The city should maintain some streets that are more 'boulevard –like', where it is pleasant just to drive along them. Don't mess this up.
- There are already commercial centers at Mission & Crossover and at Joyce & Crossover. Let those wanting to further commercialize fill in those centers, not stretch out and make Crossover an unpleasant 'strip'.
- The number of apartments that have been added to Fayetteville in the past 5 years is staggering. We don't need apartments there- there are many other nice apartment places in town.
- Adding apartments to an upscale neighborhood, as nice as they may be, still takes away from the flavor that is currently established by the surrounding single-family home neighborhoods. You start messing with that, and you start making Bentonville a better choice.
- Fayetteville has plenty of places open to develop. You need to think long and hard before you allow re-zoning in areas that should be left as residential. Calling it 'neighborhood services' is just a euphemism for 'a developer's greed.'

CityClerk

From: Tracy Carter <tlcyogaspa@yahoo.com>
Sent: Wednesday, February 21, 2018 11:43 AM
To: CityClerk
Subject: rezoning email

Sondra,

I am a resident in Covington Park and wanted to share my concerns with the rezoning close to Crossover and Township. Please see my concerns and any type of communication you share with me would be much appreciated.

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- *Multifamily units (apartments) and cluster housing*
- *Strip Center*
- *8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.*
- *Sidewalk café or restaurant or fast food, although no drive through windows are allowed.*
- *Work/live units with shop/office on street level and housing 2 stories above.*
- *Building height allowable is 45 Ft. (4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
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- *Cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

2030 PLAN for CITY

- *Crossover meant to be higher speed with minimal curb cuts.*
- *City wants to avoid spot zoning. This looks like that.*
- *Mission/Crossover businesses are accessible by sidewalk now.*

Tracy L Carter
479.790.3081

CityClerk

From: Pamela Davis <pameladavis.wm@gmail.com>
Sent: Wednesday, February 21, 2018 9:20 PM
To: CityClerk
Cc: Michael
Subject: Rezoning - Covington area

Categories: Saved File, Forwarded

Hi Ms. Sondra,
We are in disagreement with the consideration for rezoning the Covington/Jones Rezone for the following reasons:

POTENTIAL USES ALLOWED UNDER NS-G (Neighborhood Services – General)

- *Multifamily units (apartments) and cluster housing*
- *Strip Center*
- *8,000 Sq. Ft. office that would hold 40 employees plus customers, clients, etc.*
- *Sidewalk café or restaurant or fast food, although no drive through windows are allowed.*
- *Work/live units with shop/office on street level and housing 2 stories above.*
- *Building height allowable is 45 Ft. (4 stories, that's high!)*

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
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- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

Pam and Michael Davis
2516 Kittery Lane
Covington Park
Fayetteville, Ar

CityClerk

From: Benjamin Lorenzo <benlorenzojr@gmail.com>
Sent: Sunday, February 25, 2018 4:01 PM
To: CityClerk
Subject: Rezoning request for 2468 N. Crossover/Jones.

Here are my concerns:

TRAFFIC/SAFETY CONCERNS

- *Difficult for drivers traveling north to see traffic coming out of curb cuts due to elevation of Township.*
- *Cars can only turn north in or out, into high speed traffic.*
- *Cars traveling south will cut through Candlewood or Edenbrook's private driveway.*
- *Crossover Rd. is part of the Mayor's Box, planned to move traffic around town with a minimum of stops and a maximum flow. That's why the posted speed limit is 45mph.*
- *School children walking to school face more traffic not paying attention to them.*
- *The only walkers are crossing Crossover on Township to go to Gulley Park.*

Sent from my iPhone

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0139

Agenda Date: 3/20/2018 **Version:** 1 **Status:** First Reading

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: B. 2

AMEND § 74.01 APPLICATION OF REGULATIONS:

AN ORDINANCE TO AMEND § 74.01 **APPLICATION OF REGULATIONS** TO ADD A DEFINITION OF ROADWAY

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 the title of 74.01 from **Application of Regulations** to **Application of Regulations and Definitions**, places the existing wording in subsection (A) and enacts a new subsection (B) as follows:

> "(B) As used in this Chapter, "roadway" will mean that part of the right of way between furthest curb or edge of the pavement on one side of the road to the furthest curb or edge of the pavement on the other side of the road and shall include any median between lanes of travel."

OFFICE OF THE
CITY ATTORNEY

DEPARTMENTAL CORRESPONDENCE

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Rhonda Lynch
Paralegal

TO: **Mayor Jordan**
City Council

CC: **Chief Tabor**

FROM: **Kit Williams**, City Attorney

DATE: **February 22, 2018**

RE: **Definition of "roadway"**

In order to clarify that "roadway" will be understood to mean between the furthest curbs or edges of a road and will include any medians between lanes of travel, I have prepared an ordinance to amend § 74.01 to become **Applications of Regulations and Definitions** with a definition of "roadway". I believe to Police and City Prosecutor need such clear definition of roadway to better protect the safety of our citizens from endangering themselves by standing on medians on highways and arterial streets.

CHAPTER 74: PEDESTRIANS

Sections:

74.01	Application Of Regulations
74.02	Right-Of-Way In Crosswalks; Use By Pedestrians
74.03	Duty To Yield Right-Of-Way To Vehicles At Certain Places
74.04	Standing Or Walking On A State Or Federal Highway Prohibited
74.05	Standing Or Walking Within The Roadway Of Principle Arterials Prohibited Unless Permit Granted
74.06	Blind Pedestrians
74.07	Duty Of Drivers To Exercise Care With Regard To Pedestrians
74.08	Use Of Skates, Coasters And The Like; Clinging To Vehicles
74.09—74.98	Reserved
74.99	Penalty

current law

74.01 Application Of Regulations

Pedestrians shall be subject to traffic control signals at intersections as declared in this traffic code, but at all other places pedestrians shall be accorded the privileges and shall be subject to restrictions stated in this chapter.
(Code 1965, §19-245; Ord. No. 1447, 6-7-65; Code 1991, §74.01)

74.02 Right-Of-Way In Crosswalks; Use By Pedestrians

(A) Where traffic control signals are not in place or in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter.

(B) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(C) Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.

(D) Pedestrians shall move, whenever practicable, upon the right half of crosswalk.
(Code 1965, §§19-246—19-248; Ord. No. 1447, 6-7-65; Code 1991, §74.02)

74.03 Duty To Yield Right-Of-Way To Vehicles At Certain Places

(A) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to vehicles upon the roadway.

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0147

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 1

RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6086 FOR APPROXIMATELY 0.41 ACRES LOCATED AT 834 WEST NORTH STREET FROM R-O, RESIDENTIAL OFFICE TO RSF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from R-O, Residential Office to RSF-24, Residential Multi Family, 24 units per acre.

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

2018-0147

Legistar File ID

3/20/2018

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

Garner Stoll	3/2/2018	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN 18-6086: Rezone (834 W. NORTH ST./PIERCE TRUST, 405): Submitted by BLEW & ASSOCIATES, INC. for property located at 834 W. NORTH ST. The property is zoned R-O, RESIDENTIAL OFFICE and contains approximately 0.41 acres. The request is to rezone the properties to RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF MARCH 20, 2018

TO: Mayor, Fayetteville City Council

THRU: Garner Stoll, Development Services Director

FROM: Jonathan Curth, Senior Planner
Andrew Garner, Planning Director

DATE: March 2, 2018

SUBJECT: **RZN 18-6086: Rezone (834 W. NORTH ST./PIERCE TRUST, 405):** Submitted by BLEW & ASSOCIATES, INC. for property located at 834 W. NORTH ST. The property is zoned R-O, RESIDENTIAL OFFICE and contains approximately 0.41 acres. The request is to rezone the properties to RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE.

RECOMMENDATION:
The City Planning staff and Planning Commission recommend approval of an ordinance to rezone the subject property to RMF-24, Residential Multi-family, 24 Units per Acre, as shown in Exhibits 'A' and 'B'.

BACKGROUND:
The subject property is located on the northeast corner of North Street and Storer Avenue. Storer is classified by the Master Street Plan as a Local Street and North as a Principal Arterial. Up until 2017, the property was developed with a single geodesic dome structure which was demolished. The associated parking lot remains. An office development on the site was subsequently submitted, with both development and grading approval received. To date, no building permit has been submitted in association with the project. The property is currently zoned R-O, Residential Office, and is generally level, with some mature trees along the periphery of the site.

Request: The request is to rezone the property from R-O to RMF-24, Residential Multi-family, 24 Units per Acre. The applicant's letter indicates that they intend to develop the property with residential uses of similar character to surrounding properties.

Land Use Compatibility: Staff finds that the proposed rezoning is generally compatible with adjacent land uses. Although some single-family homes are located adjacent to the subject property, and there may be concern about how new development may relate, staff contends that the size of the subject property will restrict development to a compatible scale. Also, it is worth noting the diverse housing in the immediate area, which includes a mixture of single-, 2-, and multi-family developments, suggesting that a greater diversity of housing options is appropriate.

Land Use Plan Analysis: The property is designated as City Neighborhood Area and the proposal is consistent with this designation. The proposed RMF-24 zoning district does allow for a wider spectrum of residential housing types than is currently allowed. Development under the RMF-24 zoning district can encourage a livable transportation network by offering residential housing occupants access to the nearby Scull Creek trail and transit locations. Additionally, the proposed rezoning may promote appropriate infill that allows development of a mass and intensity similar to many surrounding properties. Lastly, the RMF-24 zoning district encourages infill development in a traditional town form, with new structures addressing the street and utilizing existing services and infrastructure.

While a greater variety of housing types is permitted under the RMF-24 zoning district, rezoning the property is not likely to increase traffic danger or congestion over the existing R-O zoning district. Both the RMF-24 and R-O zoning districts allow for a density of 24 units per acre. Between 2011 and 2015, 15 vehicular accidents and no recorded bicycle/pedestrian accidents occurred at Storer and North. Additionally, development on the site may require sidewalks to be relocated to the back of right-of-way and the modification or removal of the existing, nonconforming curb cut on to North Street. Both of these development issues can improve safety and circulation in the area.

DISCUSSION:
On February 26, 2018, the Planning Commission forwarded the proposal to the City Council with a recommendation of approval for the applicant's request by a vote of 8-0-0. No public comment was made regarding this request.

BUDGET/STAFF IMPACT:
N/A

Attachments:
- Exhibit A
- Exhibit B
- Application
- Planning Commission Staff Report

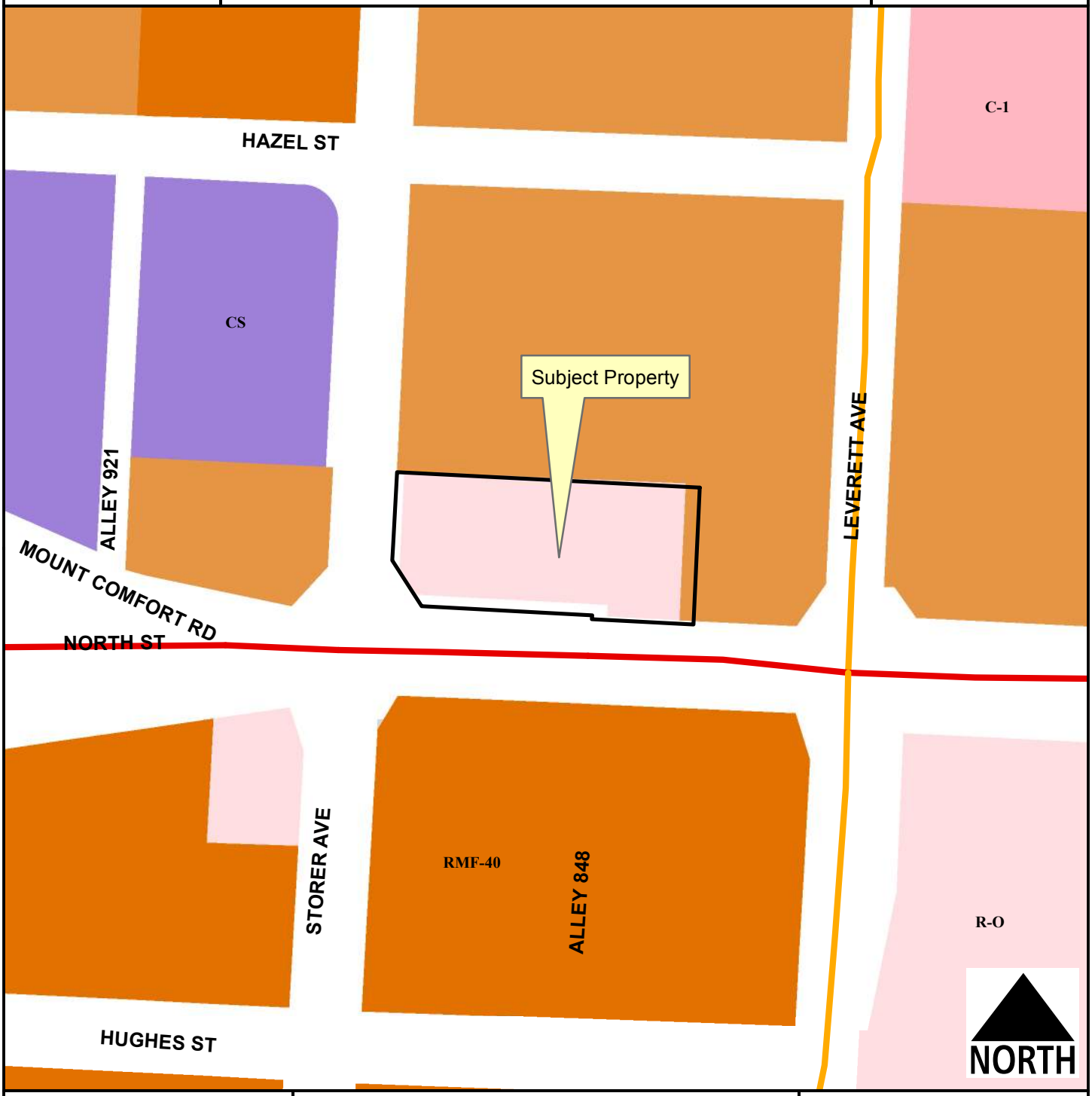
RZN18-6086

Close Up View

COLLIER PIERCE

18-6086

Exhibit 'A'



Legend

- Planning Area
- Fayetteville City Limits
- Building Footprint

Feet

0 35 70 140 210 280

1 inch = 100 feet

- RMF-24
- RMF-40
- Residential-Office
- C-1
- Community Services

18-6086
EXHIBIT 'B'

LOT 11 AND A PART OF LOTS 1, 2, & 12, AND THE VACATED ALLEY BETWEEN SAID LOTS PER ORDINANCE #2569 ALL BEING IN BLOCK 1 OF COLLEGE ADDITION AS SHOWN ON PLAT RECORD 1-20 OF SECTION 9, TOWNSHIP 16 NORTH, RANGE 30 WEST, ALSO A PART OF A BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 11 AT A FOUND PIPE AND RUNNING THENCE S 87°04'53" E 209.74' TO A SET IRON PIN, THENCE S 02°39'20" W 94.70' TO A FOUND CHISELED X, THENCE N 86°57'46" W 70.30' TO A SET IRON PIN, THENCE N 02°47'09" E 2.65' TO A SET IRON PIN, THENCE N 86°56'06" W 118.06' TO A SET IRON PIN, THENCE N 32°48'51" W 37.60' TO A SET IRON PIN, THENCE N 02°43'09" E 11.20' TO A FOUND PIPE, THENCE N 03°08'36" E 49.88' TO THE POINT OF BEGINNING, CONTAINING IN ALL 0.44 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHT OF WAYS OF RECORD, IF ANY.

CITY OF FAYETTEVILLE, ARKANSAS

REZONING

FOR STAFF USE ONLY	***FEE: $325.00***
Date Application Submitted:	***Sign Fee: $5.00***
Date Accepted as Complete:	*S-T-R:*
Case / Appeal Number:	*PP#:*
Public Hearing Date:	*Zone:*

Please fill out this form completely, supplying all necessary information and documentation to support your request. ***Your application will not be placed on the Planning Commission agenda until this information is furnished.***

Application:

Indicate one contact person for this request: _____ **Applicant** ✓ **Representative**

Applicant (person making request):

Name: Pierce Family Rev. Trust c/o Collier Pierce

Address: 630 N. Leverett Ave #11 Fayetteville, AR 72701

E-mail: cwp1954@gmail.com

Phone: (479) 841-6010

( )

Fax: ( )

Representative (engineer, surveyor, realtor, etc.):

Name: Blew + Associates, PA Guthrie Clingenpeel

Address: 524 W Sycamore Ave Ste 4 Fayetteville, AR 72703

E-mail: guthrie@blewinc.com

Phone: (479) 443-4506

( )

Fax: ( )

Site Address / Location: _____

Current Zoning District: R-O

Requested Zoning District: RMF-24

Assessor's Parcel Number(s) for subject property: 765-03970-000

FINANCIAL INTERESTS

The following entities and / or people have financial interest in this project:

Pierce Family Rev. Trust

APPLICANT / REPRESENTATIVE: I certify under penalty of perjury that the foregoing statements and answers herein made all data, information, and evidence herewith submitted are in all respects, to the best of my knowledge and belief, true and correct. I understand that submittal of incorrect or false information is grounds for invalidation of application completeness, determination, or approval. I understand that the City might not approve what I am applying for, or might set conditions on approval.

Name (printed): Guthrie Clingenpeel Date:

Signature: Guthrie Clingenpeel

PROPERTY OWNER(S) / AUTHORIZED AGENT: I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. ***(If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on his/her behalf.)***

Property Owners of Record (attach additional info if necessary):

Name (printed): Pierce Family Rev. Trust

Signature: Calvin Pierce

Date:

Address: 630 N. Leverett Ave #11
Fayetteville Ar 72701

Phone: (479) 841-6010

Name (printed):

Signature:

Date:

Address:

Phone: ( )

Rezoning Checklist:

Attach the following items to this application:

(1) Payment in full of applicable fees for processing the application:
$325.00 application fee
$5.00 public notification sign fee

(2) A legal description of the property to be rezoned. A survey may be required if the property description can not accurately be platted or if it is described by referring to other deeds.

(3) CD containing a copy of the legal description in MS Word and all required submittal items should be also included on the CD in PDF format.

(4) A copy of the county parcel map from the Washington County Assessor's office or from the Washington County website (www.co.washington.ar.us). The subject property and all adjacent parcels should be identified on this parcel map. The owner's name, official mailing address, and the parcel number for every adjacent property shall be shown on this map.

PLANNING COMMISSION MEMO

CITY OF FAYETTEVILLE ARKANSAS

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Jonathan Curth, Senior Planner

MEETING DATE: February 26, 2018 **(Updated with Planning Commission Results)**

SUBJECT: **RZN 18-6086: Rezone (834 W. NORTH ST./PIERCE TRUST, 405):** Submitted by BLEW & ASSOCIATES, INC. for properties at 834 W. NORTH ST. The properties are zoned R-O, RESIDENTIAL OFFICE and contain approximately 0.41 acres. The request is to rezone the properties to RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE.

RECOMMENDATION:
Staff recommends forwarding of **RZN 18-6086** to the City Council with a recommendation for approval based on the findings herein.

BACKGROUND:
The subject property is located on the northeast corner of North Street and Storer Avenue. Storer is classified by the Master Street Plan as a Local Street and North as a Principal Arterial. Up until 2017, the property was developed with a single geodesic dome structure which was demolished. The associated parking lot remains. An office development on the site was subsequently submitted, with both development and grading approval received. To date, no building permit has been submitted in association with the project. The property is currently zoned R-O, Residential Office, and is generally level, with some mature trees along the periphery of the property Surrounding land use and zoning is depicted on *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Multi-family Residential	RMF-24, Residential Multi-family, 24 Units per Acre
South	Single-Family Residential; 2-family Residential	RMF-40, Residential Multi-family, 40 Units per Acre
East	Multi-family Residential	RMF-24, Residential Multi-family, 24 Units per Acre
West	Single-family Residential	RMF-24, Residential Multi-family, 24 Units per Acre

Request: The request is to rezone the property from R-O to RMF-24, Residential Multi-family, 24 Units per Acre. The applicant's letter indicates that they intend to develop the property with residential uses of similar character to surrounding properties.

Public Comment: To date, staff has not received comment regarding the applicant's request.

INFRASTRUCTURE:

Streets: The subject property has access to both Storer Avenue, a Local Street, and North Street, a Principal Arterial, as classified by the Master Street Plan. Storer Avenue along the property's frontage is an unimproved two-lane asphalt street with sidewalk at back-of-curb on the west side and no storm drains. North Street is an improved four-lane asphalt street with sidewalk at back-of-curb, curb, gutter, and storm drains. Any street improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the site. There are existing 8-inch and 10-inch public water mains along the rights-of-way of Storer Avenue and North Street respectively.

Sewer: Sanitary sewer is available to the site. There is an existing 10-inch public sewer main on North Street.

Drainage: Although there are hydric soils present on the property, no portions of this parcel are identified as 100-year FEMA regulated floodplains or floodways, and no protected streams are present. Furthermore, no portion of this parcel is within the Hillside-Hilltop Overlay District. Any additional improvements or requirements for drainage will be determined at time of development.

Fire: The Fire Department did not express any concerns with this request.

Police: The Police Department did not express any concerns with this request.

CITY PLAN 2030 FUTURE LAND USE PLAN: *City Plan 2030 Future Land Use Plan designates the properties within the proposed rezone as* ***City Neighborhood Area.***

City Neighborhood Areas are more densely developed than residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types.

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: ***Surrounding Land Use Compatibility:*** **Staff finds that the proposed rezoning is generally compatible with adjacent land uses. Although some single-family homes are located adjacent to the subject property, and there may be concern about how new development may relate, staff contends that the size of the subject property will restrict development to a compatible scale. Also, it is worth noting the diverse housing in the immediate area, which includes a mixture of single-, 2-, and multi-family developments, suggesting that a greater diversity of housing options is appropriate.**

Land Use Plan Analysis: **The property is designated as City Neighborhood Area and the proposal is consistent with this designation. The proposed RMF-24 zoning district does allow for a wider spectrum of residential**

housing types than is currently allowed. Development under the RMF-24 zoning district can encourage a livable transportation network by offering residential housing occupants access to the nearby Scull Creek trail and transit locations. Additionally, the proposed rezoning may promote appropriate infill that allows development of a mass and intensity similar to many surrounding properties. Lastly, the RMF-24 zoning district encourages infill development in a traditional town form, with new structures addressing the street and utilizing existing services and infrastructure.

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

Finding: **In staff's opinion, a rezoning to RMF-24 at this location is justified at this time. The general alignment of the request with many of City Plan 2030's goals suggest a rezoning to a form-based multi-family district is suitable.**

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

Finding: **While a greater variety of housing types is permitted under the RMF-24 zoning district, rezoning the property is not likely to increase traffic danger or congestion over the existing R-O zoning district. Both the RMF-24 and R-O zoning districts allow for a density of 24 units per acre. Between 2011 and 2015, fifteen vehicular accidents and no recorded bicycle/pedestrian accidents occurred at Storer and North. Additionally, development on the site may require sidewalks to be relocated to the back of right-of-way and the modification or removal of the existing, nonconforming curb cut on to North Street. Both of these development issues can improve safety and circulation in the area.**

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

Finding: **Rezoning the property from R-O to RMF-24 will not increase the potential population density, and will likely not increase the load on facilities and services. The size of the property coupled with the available infrastructure and services minimize the likelihood of adverse effects on schools or City facilities.**

1. 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: Staff recommends forwarding of **RZN 18-6086** to the City Council with a recommendation for approval based on the findings discussed throughout this report.

RECOMMENDED MOTION: "I move to forward RZN 18-6086 to the City Council with a recommendation of approval."

Condition of Forwarding:

1. Prior to staff placing this item on the City Council agenda, the legal description of the proposed rezoning area shall be revised as required by the City's GIS Division.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: February 26, 2018	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Quinlan			
Second: Johnson			
Vote: 8-0-0			
CITY COUNCIL ACTION:	**Required**	**YES**	
Date: March 20, 2018 (Tentative)	❒ **Approved**	❒ **Denied**	

BUDGET/STAFF IMPACT:
None

Attachments:
- Unified Development Code:
  - §161.16 RMF-24, Residential Multi-family, 24 Units per Acre
  - §161.20 R-O, Residential Office
- Request Letter
- Rezone Exhibit
- One Mile Map
- Close-up Map
- Current Land Use Map
- Future Land Use Map

161.16 - District RMF-24, Residential Multi-Family - Twenty-Four (24) Units Per Acre

(A) *Purpose.* The RMF-24 Multi-family Residential District is designed to permit and encourage the developing of a variety of dwelling types in suitable environments in a variety of densities.

(B) *Uses.*

(1) Permitted Uses.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 26	Multi-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12a	Limited business
Unit 24	Home occupations
Unit 25	Professional offices
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	24 or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a Manufactured home park	50 feet
Single-family	35 feet
Two-family	35 feet
Three or more	70 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a mobile home park	4,200 square feet
Townhouses: Individual lot	2,000 square feet

Single-family	3,000 square feet
Two (2) family	4,000 square feet
Three (3) or more	7,000 square feet
Fraternity or Sorority	2 acres
Professional offices	1 acres

(3) *Land Area Per Dwelling Unit* .

Manufactured Home	3,000 square feet

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	2 stories/3 stories/5 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building set back greater than 20 feet from the master street plan right-of-way shall have a maximum height of 5 stories.
If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area.

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

161.20 - District R-O, Residential Office

(A) *Purpose.* The Residential-Office District is designed primarily to provide area for offices without limitation to the nature or size of the office, together with community facilities, restaurants and compatible residential uses.

(B) *Uses.*

(1) *Permitted uses*.

Unit 1	City-wide uses by right
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 25	Offices, studios, and related services
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development

(2) *Conditional Uses*.

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 11	Manufactured home park*
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities*
Unit 42	Clean technologies
Unit 45	Small scale production

(C) *Density*.

Units per acre	24 or less

(D) *Bulk and Area Regulations.* (Per dwelling unit for residential structures)

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a manufactured home park	50 feet
Single-family	60 feet
Two (2) family	60 feet
Three (3) or more	90 feet

(2) *Lot Area Minimum*.

Manufactured home park	3 acres
Lot within a manufactured home park	4,200 square feet
Townhouses:	
Development	10,000 square feet
Individual lot	2,500 square feet
Single-family	6,000 square feet
Two (2) family	6,500 square feet
Three (3) or more	8,000 square feet
Fraternity or Sorority	1 acre

(3) *Land Area Per Dwelling Unit.*

Manufactured home	3,000 square feet
Townhouses & apartments:	
No bedroom	1,000 square feet
One bedroom	1,000 square feet
Two (2) or more bedrooms	1,200 square feet
Fraternity or Sorority	500 square feet per resident

(E) *Setback Regulations.*

Front	15 feet
Front, if parking is allowed between the right-of-way and the building	50 feet
Front, in the Hillside Overlay District	15 feet
Side	10 feet
Side, when contiguous to a residential district	15 feet
Side, in the Hillside Overlay District	8 feet
Rear, without easement or alley	25 feet
Rear, from center line of public alley	10 feet

Rear, in the Hillside Overlay District	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	5 stories

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* On any lot, the area occupied by all buildings shall not exceed 60% of the total area of such lot.

RZN 18-6086

Request Letter

Blew & Associates, P.A.
Civil Engineers Professional Land Surveyors

524 West Sycamore St., Suite #4
Fayetteville, Arkansas 72703
479-443-4506
Fax 582-1883

To: City of Fayetteville Planning Division
RE: Rezone Application

To Whom It May Concern:

Our client, the Pierce Family Revocable Trust, is requesting a Rezone of property located at 834 W North Street, Parcel # 765-03970-000. The current zoning for the property is R-O, and it is requested that the zoning be changed to RMF-24. The reason for the request is for a possible future development that is not a permitted use for the current zoning. The property is bounded on the west, north and east sides by RMF-24 and on the south by RMF-40. The future development being contemplated would be similar to the surrounding properties in terms of use, appearance, signage and traffic. There are existing 10" water and sewer lines on W North Street that the property could have access to, as well as existing 8" water lines on N Storer Avenue. The proposed zoning is consistent with the zoning of surrounding properties and in harmony with the general aesthetic of the neighborhood. The proposed development would likely have a small increase in traffic in the area, along with a small increase in population density and load on public services.

If you have any questions about this rezone feel free to contact me anytime at our office.

Sincerely

Guthrie Clingenpeel
Project Manager

RZN 18-6086

Rezone Exhibit

PLAT OF SURVEY

Utility Notes

THE LOCATIONS OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES.

BEFORE DIGGING IN THIS AREA, CALL "ONE CALL" 811 FOR FIELD LOCATIONS (REQUEST FOR GROUND MARKINGS) OF UNDERGROUND UTILITY LINES

Miscellaneous Notes

STATE RECORDING NUMBER:
500-16N-30W-0-9-430-72-1532

COMPLETED FIELD WORK:
MARCH 17, 2016

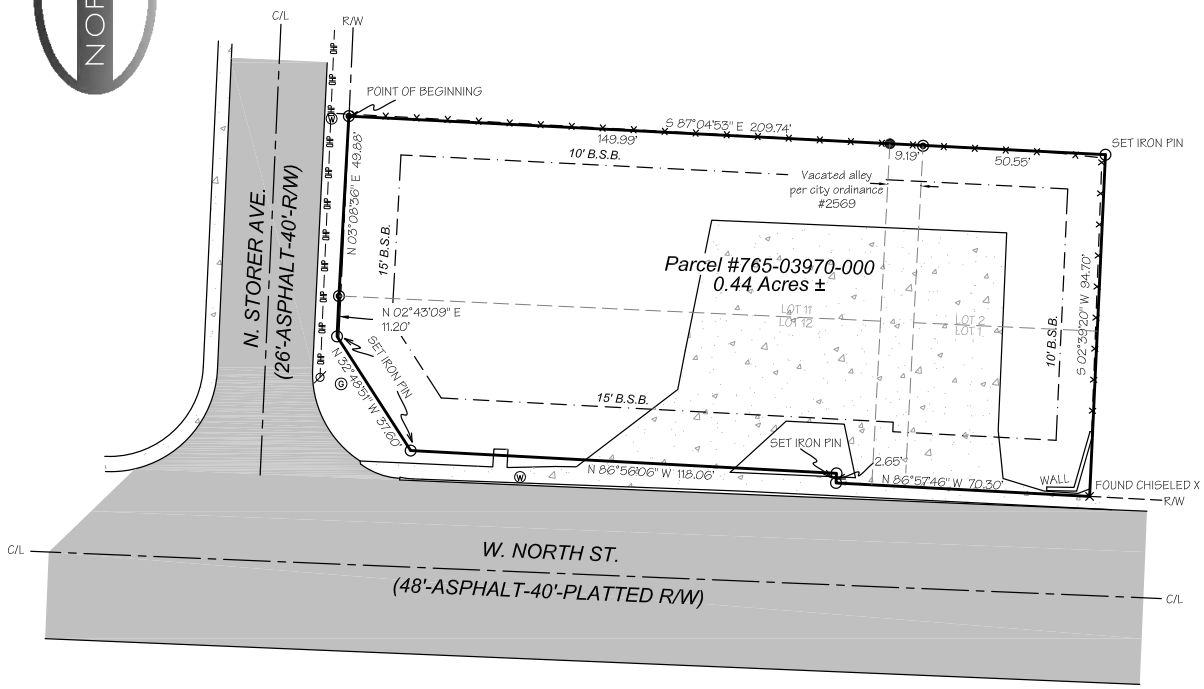
BASIS OF BEARING:
ARKANSAS STATE PLANE, NORTH ZONE, NAD 83

REFERENCE DOCUMENTS:
1. WARRANTY DEED FILED IN DEED BOOK 2012 AT PAGE 4132.
2. SURVEY PLAT FILED IN PLAT BOOK 2006 AT PAGE 33830.

SOME FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY

DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. MONUMENTS WERE FOUND AT POINTS WHERE INDICATED.

BY GRAPHIC PLOTTING ONLY, NO PORTION OF THIS PROPERTY IS IN ZONE "A" OR "AE" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 05143C0210F, WHICH BEARS AN EFFECTIVE DATE OF 5/16/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.



Legend of Symbols & Abbreviations

- FENCE LINE
- OVERHEAD POWER LINES
- FOUND IRON PIN
- FOUND PIPE
- FOUND CHISELED X
- WATER METER
- GAS METER
- POWER POLE
- COMPUTED POINT

0 30 60 90

1 INCH = 30 FEET

ZONING

ZONING:
R-0

SETBACKS:
FRONT: 15'
SIDE: 10'
REAR: 25'

I HEREBY CERTIFY THIS TO BE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF ON THIS THE 22ND DAY OF MARCH, 2016.

REGISTERED PROFESSIONAL LAND SURVEYOR
STATE OF ARKANSAS
NO. 1532
SIGNATURE
BUCKLEY D. BLEW

IF THE SIGNATURE ON THIS SEAL IS NOT AN ORIGINAL AND NOT BLUE IN COLOR THEN IT SHOULD BE ASSUMED THAT THIS PLAT MAY HAVE BEEN ALTERED. THE ABOVE CERTIFICATION SHALL NOT APPLY TO ANY COPY THAT DOES NOT BEAR AN ORIGINAL SEAL AND SIGNATURE.

Survey Description

LOT 11 AND A PART OF LOTS 1, 2, & 12, AND THE VACATED ALLEY BETWEEN SAID LOTS PER ORDINANCE #2569 ALL BEING IN BLOCK 1 OF COLLEGE ADDITION AS SHOWN ON PLAT RECORD 1-20 OF SECTION 9, TOWNSHIP 16 NORTH, RANGE 30 WEST, ALSO A PART OF A BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 12 AT A FOUND PIPE AND RUNNING THENCE S 87°04'53" E 209.74' TO A SET IRON PIN, THENCE S 02°39'20" W 94.70' TO A FOUND CHISELED X, THENCE N 86°57'46" W 70.30' TO A SET IRON PIN, THENCE N 02°47'09" E 2.65' TO A SET IRON PIN, THENCE N 86°56'06" W 118.06' TO A SET IRON PIN, THENCE N 32°48'51" W 37.60' TO A SET IRON PIN, THENCE N 02°43'09" E 11.20' TO A FOUND PIPE, THENCE N 03°08'36" E 49.88' TO THE POINT OF BEGINNING, CONTAINING IN ALL 0.44 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHT OF WAYS OF RECORD, IF ANY.

FIRM:

BLEW & ASSOCIATES, PA
CIVIL ENGINEERS & LAND SURVEYORS
524 W. SYCAMORE ST, SUITE 4
FAYETTEVILLE, ARKANSAS 72703
OFFICE: 479.443.4506
FAX: 479.582.1883
www.BLEWINC.com

Certificate of Authorization № 1534

DRAWN BY & DATE: JH 3-21-16	REVIEWED BY: H.M.	SURVEYED BY: B.A.
COUNTY & STATE: WASHINGTON COUNTY, AR	JOB NUMBER: 16-278	

LOCATION:
834 W NORTH ST FAYETTEVILLE, AR

FOR THE USE AND BENEFIT OF:

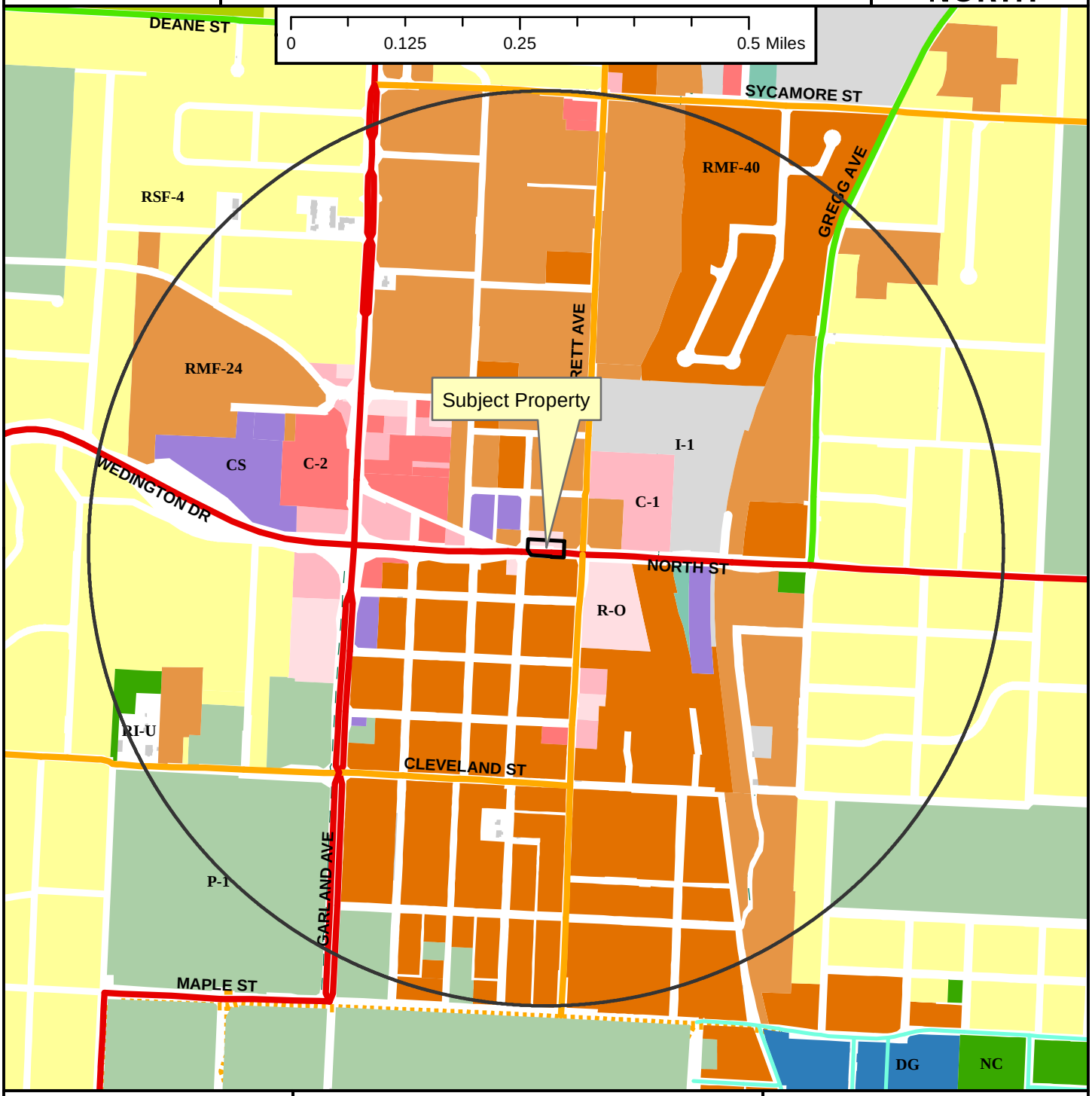
COLLIER PIERCE FAMILY REVOCABLE TRUST

RZN18-6086

One Mile View

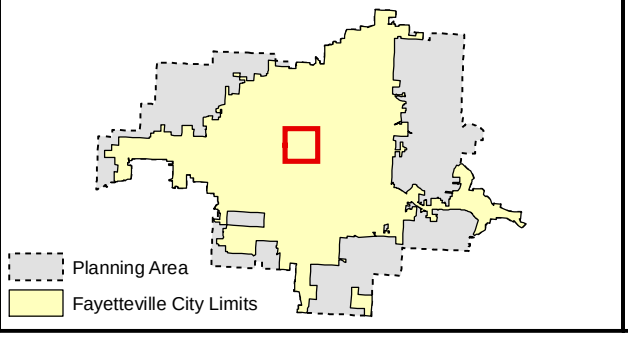
COLLIER PIERCE

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Building Footprint



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

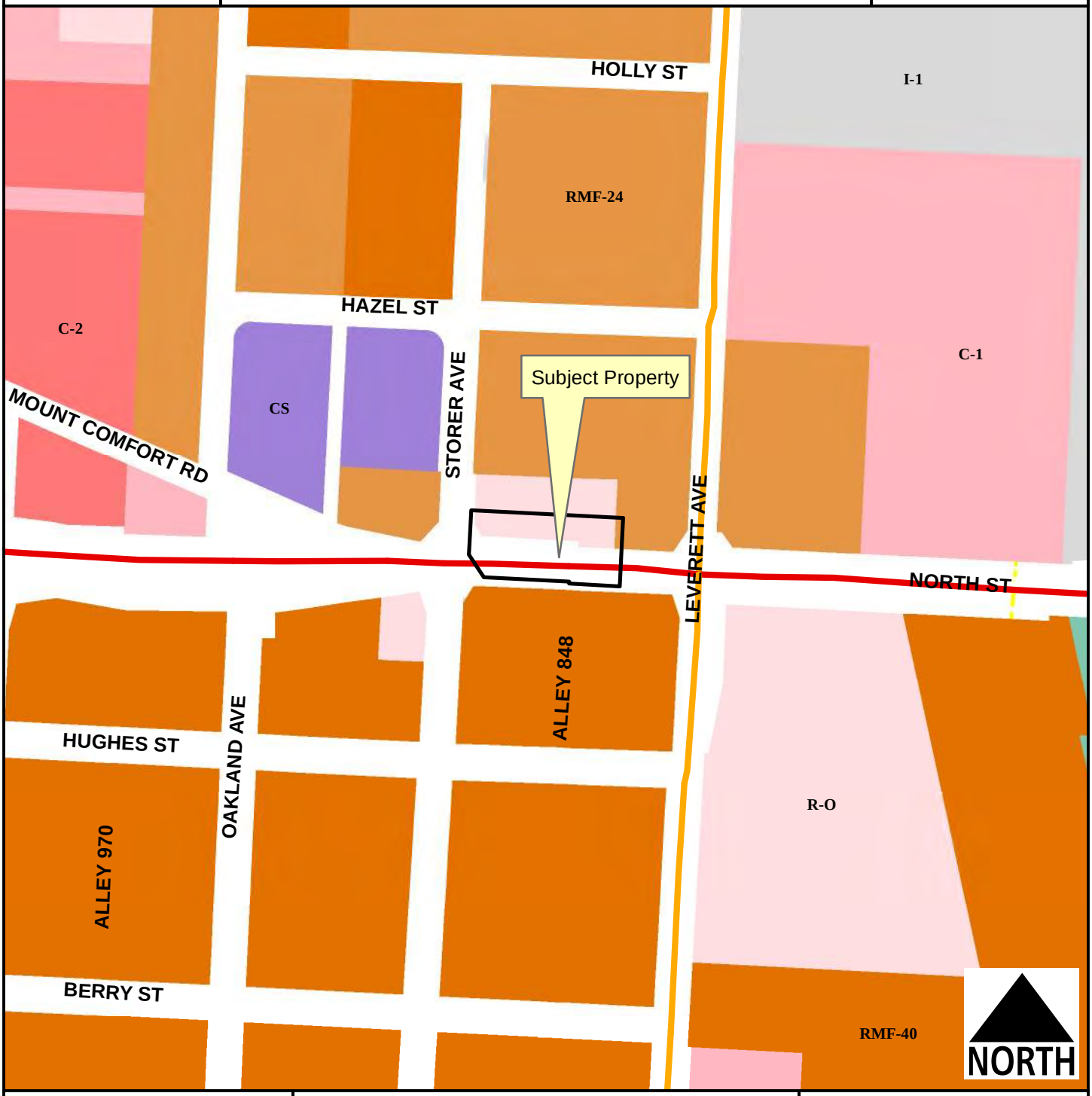
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN18-6086

Close Up View

COLLIER PIERCE



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

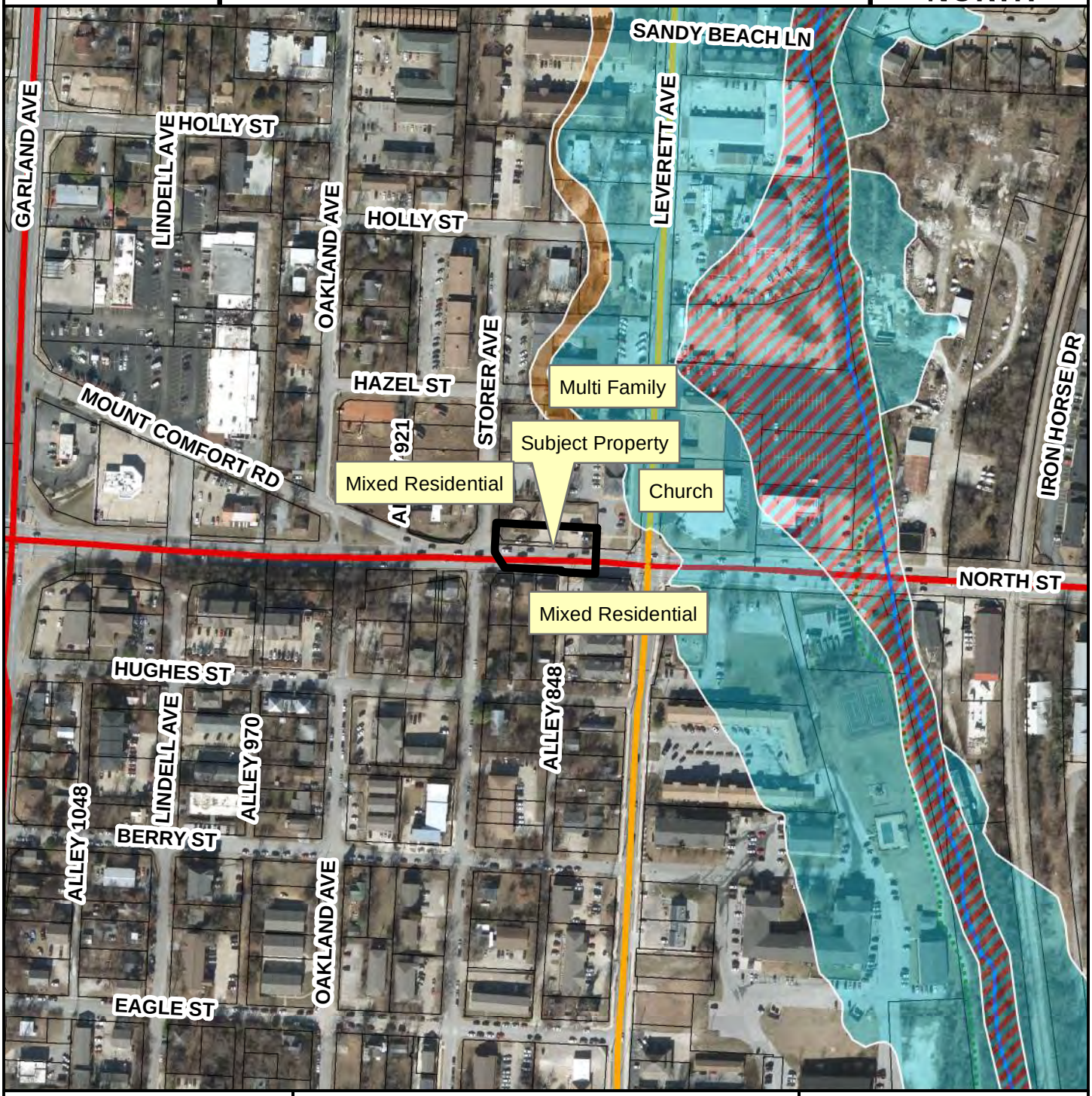
- RMF-24
- RMF-40
- I-1 Heavy Commercial and Light Industrial
- Residential-Office
- C-1
- C-2
- Community Services
- Commercial, Industrial, Residential

RZN18-6086

Current Land Use

COLLIER PIERCE

NORTH



Streets Existing

MSP Class

- COLLECTOR
- PRINCIPAL ARTERIAL
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1 inch = 300 feet

FEMA Flood Hazard Data

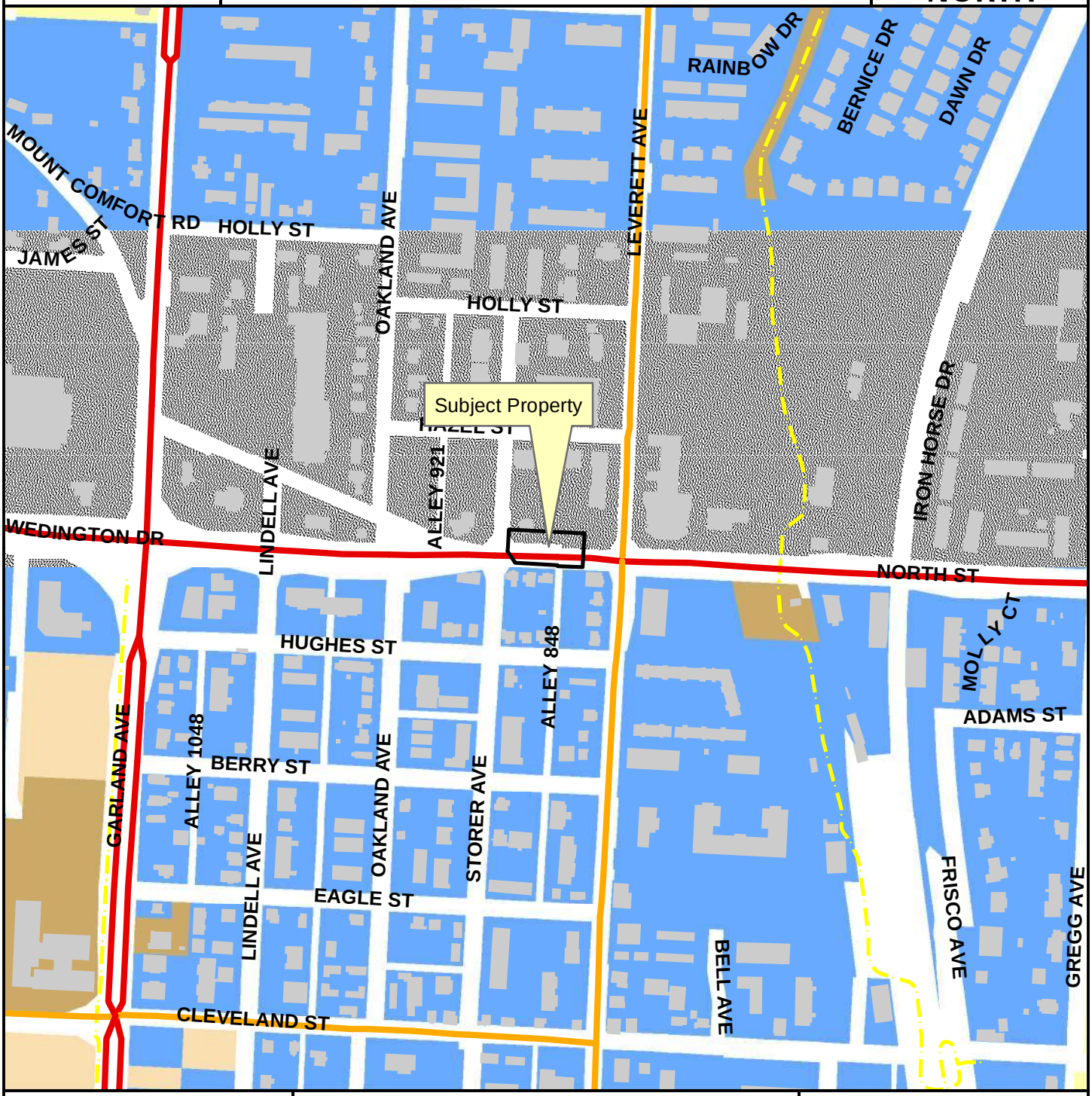
- 100-Year Floodplain
- Floodway

RZN18-6086

Future Land Use

COLLIER PIERCE

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Building Footprint

Feet

0 145 290 580 870 1,160

1 inch = 400 feet

FUTURE LAND USE 2030

- Residential Neighborhood Area
- City Neighborhood Area
- Urban Center Area
- Civic Institutional
- Non-Municipal Government

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0146

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 2

RZN 18-6092 (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6092 FOR APPROXIMATELY 0.23 ACRES LOCATED AT 306 SOUTH COLLEGE AVENUE FROM NC, NEIGHBORHOOD CONSERVATION TO RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from NC, Neighborhood Conservation to RSF-18, Residential Single Family, 18 units per acre.

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

2018-0146

Legistar File ID

3/20/2018

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

Garner Stoll	3/1/2018	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN 18-6092: Rezone (306 S. COLLEGE AVE./SOUTHERN BROS. CONST., 524): Submitted by SOUTHERN BROS. CONST., INC. for property located at 306 S. COLLEGE AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.23 acres. The request is to rezone the property to RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF MARCH 20, 2018

TO: Mayor, Fayetteville City Council

THRU: Garner Stoll, Development Services Director

FROM: Harry Davis, Planner

DATE: March 1, 2018

SUBJECT: **RZN 18-6092: Rezone (306 S. COLLEGE AVE./SOUTHERN BROS. CONST., 524):** Submitted by SOUTHERN BROS. CONST., INC. for property located at 306 S. COLLEGE AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.23 acres. The request is to rezone the property to RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE.

RECOMMENDATION:
Staff and Planning Commission recommend approval of an ordinance to rezone property as depicted in Exhibits 'A' and 'B'.

BACKGROUND:
The subject property of approximately 0.23 acres is located south and southeast of the intersection of South Street and College Avenue. The parcel is zoned NC, Neighborhood Conservation, considered the original Lot 3, Block 1 of Combs Addition, and currently developed with a single-family home. In July of 2008 the subject property, along with approximately 300 acres of the wider Walker Park Neighborhood, were rezoned in accordance with the Walker Park Neighborhood Master Plan (WPNMP).

Request: The request is to rezone the subject property from NC to RSF-18 in order to split the parcel and place single-family homes on each lot.

Public Comment: Staff has received public comment opposed to development other than single-family homes.

Land Use Plan Analysis: Staff believes that the proposal is compatible with the goals in City Plan 2030, adopted land use policies, and the Walker Park Neighborhood Master Plan. This property is intended per the Illustrative Plan to have single-family residential development. Furthermore, RSF-18 has been adopted in similar locations around Walker Park to allow for denser single-family development while keeping intended uses aligned with the plan.

Land Use Compatibility: The proposed zoning is compatible with the surrounding properties at this location. RSF-18 is a higher density than surrounding properties to the east, west, and south, but staff finds little to no compatibility issues with NC given that both districts are single-family.

Rezoning the property to RSF-18 will not have a substantial impact on traffic or substantially increase the density or load on public services.

DISCUSSION:
On February 26, 2018, the Planning Commission forwarded the proposal to City Council with a recommendation for approval of the applicant's request by a vote of 8-0-0. Public comment is included with the Planning Commission report.

BUDGET/STAFF IMPACT:
N/A

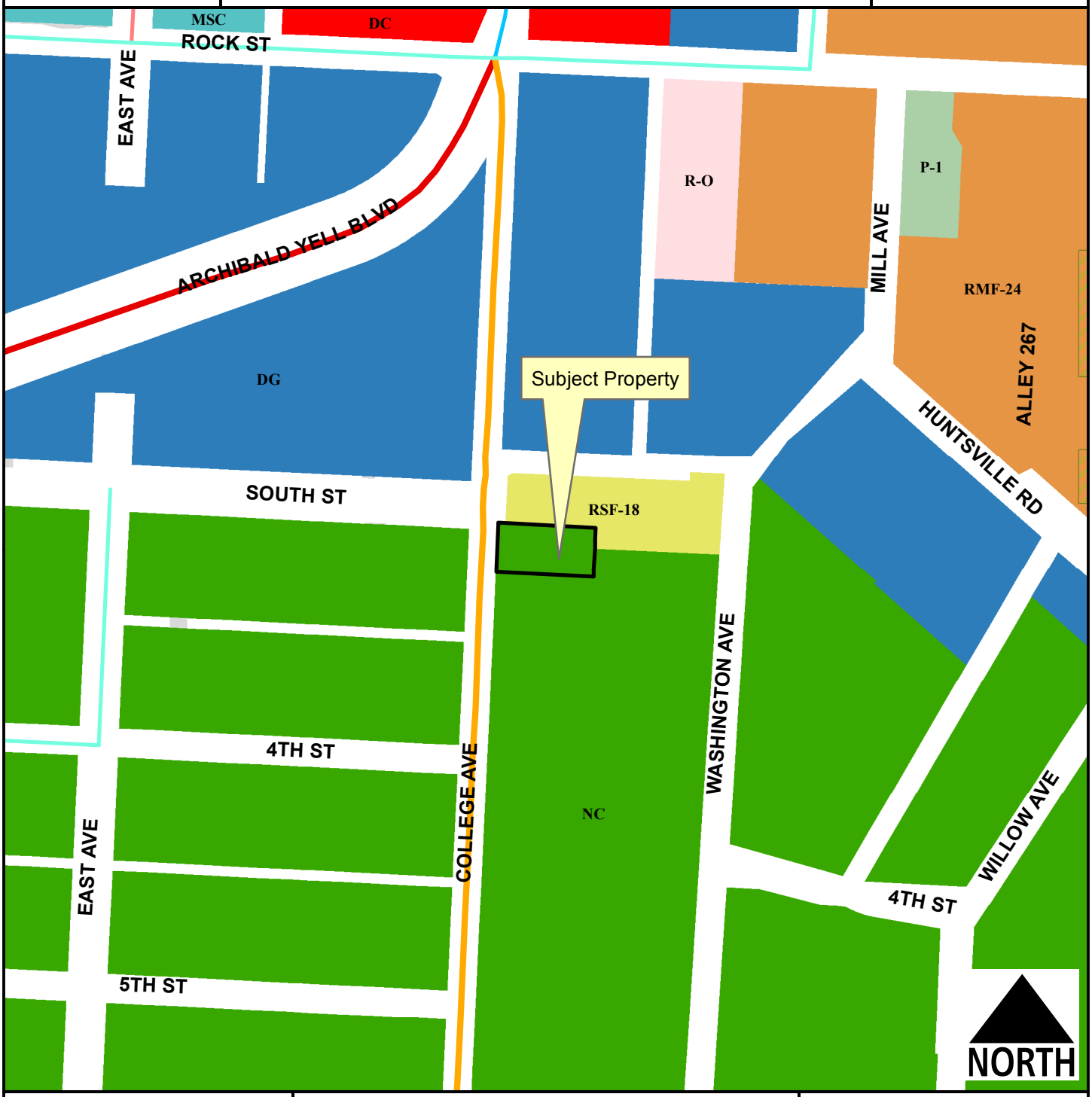
Attachments:
- Exhibit A
- Exhibit B
- Application
- Planning Commission Staff Report

RZN18-6092

Close Up View

SOUTHERN BROS. CONST.

18-6092
EXHIBIT 'A'



Legend

- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- RSF-18
- RMF-24
- Residential-Office
- Downtown Core
- Main Street Center
- Downtown General
- Neighborhood Conservation
- P-1

18-6092
EXHIBIT 'B'

Legal Description

Lot 3, Block 1, Combs Addition, Fayetteville, Washington County, Arkansas

CITY OF FAYETTEVILLE, ARKANSAS

REZONING

FOR STAFF USE ONLY	***FEE:*** ***$325.00***
Date Application Submitted:	***Sign Fee:*** ***$5.00***
Date Accepted as Complete:	*S-T-R:*
Case / Appeal Number: 6092	*PP#:* 524
Public Hearing Date:	*Zone:*

Please fill out this form completely, supplying all necessary information and documentation to support your request. ***Your application will not be placed on the Planning Commission agenda until this information is furnished.***

Application:

Indicate one contact person for this request: _____ **Applicant** ✓ **Representative**

Applicant (person making request):

Name:

Address:

E-mail:

Phone:
( )
( )

Fax:
( )

Representative (engineer, surveyor, realtor, etc.):

Name: Brook Posey
GC - Southern Brothers Construction

Address: 306 S. College Ave - Subject Property
PO Box 1647 Fay. AR 72702 - Business

E-mail: Brook

Phone:
(479) 236-4858
( )

Fax:
( )

Site Address / Location: 306 S. College Ave
Fayetteville 72701

Current Zoning District: NC

Requested Zoning District: RSF-18

Assessor's Parcel Number(s) for subject property: 765-04030-000

FINANCIAL INTERESTS

The following entities and / or people have financial interest in this project:

Owners Kris + William Meyer

(5) A *written description* of this request addressing the following items:

a. Current ownership information and any proposed or pending property sales. NO - SALES

b. Reason (need) for requesting the zoning change. - TO ACCOMADATE TWO SINGLE FAM

c. Statement of how the proposed rezoning will relate to surrounding properties in terms of land use, traffic, appearance, and signage. - MATCH NEIGHBOR TO (N), INCREASE VALUE W/ PRODUCT

d. Availability of water and sewer (state size of lines). This information is available from the City Engineering Division. 6" WATER 8" SEWER

e. The degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans. - NEIGHBOR TO (N) - NEIGHBORHOOD VALUE

f. Whether the proposed zoning is justified and/or needed at the time of the request. YES, THE MARKET

g. Whether the proposed zoning will create or appreciably increase traffic danger and congestion. - MINIMAL

h. Whether the proposed zoning will alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities. - YES TWO SINGLE FAMILIES 6" WATER 8" SEWER

i. Why it would be impractical to use the land for any of the uses permitted under its existing zoning classification. - DOMESTIC INFILL BEAUTIFY FAYETTEVILLE

(6) The applicant is responsible for meeting the public notification requirements for a Rezoning listed on the Notification Requirements pages in this application.

Notice: Resources including current zoning regulations, City Plan 2030, Future Land Use Plan, Master Street Plan and Zoning maps are available for review on our website, www.accessfayetteville.org and in the Planning Office.

All applicants should meet with a staff Planner prior to completing a Rezoning application.

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Harry Davis, Planner

MEETING DATE: February 26, 2018 UPDATED W PC RESULTS

SUBJECT: **RZN 18-6092: Rezone (306 S. COLLEGE AVE./SOUTHERN BROS. CONST., 524):** Submitted by SOUTHERN BROS. CONST., INC. for property located at 306 S. COLLEGE AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.23 acres. The request is to rezone the property to RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE.

RECOMMENDATION:
Staff recommends forwarding **RZN 18-6092** to City Council with a recommendation for approval based upon the findings herein.

BACKGROUND:
The subject property of approximately 0.23 acres is located south and southeast of the intersection of South Street and College Avenue. The parcel is zoned NC, Neighborhood Conservation, considered the original Lot 3, Block 1 of Combs Addition, and currently developed with a single-family home. In July of 2008 the subject property, along with approximately 300 acres of the wider Walker Park Neighborhood, were rezoned in accordance with the Walker Park Neighborhood Master Plan (WPNMP). The surrounding land use and zoning is in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction from Site	Land Use	Zoning
North	Residential	RSF-18, Residential Single-family, 18 Units per Acre
South	Residential	NC, Neighborhood Conservation
East	Residential	RSF-18, Residential Single-family, 18 Units per Acre; NC, Neighborhood Conservation
West	Residential	NC, Neighborhood Conservation

Request: The request is to rezone the subject property from NC to RSF-18 in order to split the parcel and place single-family homes on each lot.

Public Comment: Staff has received public comment opposed to development other than single-family homes.

INFRASTRUCTURE:

Streets: The subject parcel has access to South College Avenue. South College Avenue is an improved two-lane asphalt street with sidewalk, curb and gutter, no storm drains. Any street improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the site. There is an existing 8-inch main along South College Avenue.

Sewer: Sanitary Sewer is available to the site. There is an existing 8-inch main along South College Avenue.

Drainage: No portion of this property is identified as FEMA regulated floodplains. No part of the parcel lies within the HHOD. There are no protected streams on this parcel. There are no hydric soils identified on this parcel. Any additional improvements or requirements for drainage will be determined at time of development.

Fire: The Fire Department expressed no concerns with this request.

Police: The Police Department expressed no concerns with this request.

CITY PLAN 2030 FUTURE LAND USE PLAN: ***City Plan 2030 Future Land Use Map*** *designates the properties as part of a* ***Complete Neighborhood Plan*** *Area associated with the Walker Park Neighborhood Plan.*

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 proposed zoning is compatible with the surrounding properties at this location. RSF-18 is a higher density than surrounding properties to the east, west, and south, but staff finds little to no compatibility issues with NC given that both districts are single-family.**

Land Use Plan Analysis: **Staff believes that the proposal is compatible with the goals in City Plan 2030, adopted land use policies, and the Walker Park Neighborhood Master Plan. This property is intended per the Illustrative Plan to have single-family residential development. Furthermore, RSF-18 has been adopted in similar locations around Walker Park to allow for denser single-family development while keeping intended uses aligned with the plan.**

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

Finding: **Staff does believe the applicant has given sufficient justification for rezoning the property. The proposed zoning is necessary to achieve the flexibility and variety of lot sizes and building types not afforded by the existing zoning.**

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

Finding: Rezoning the property to RSF-18 will not have a substantial effect on 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: Rezoning this property from NC to RSF-18 will not substantially increase density or load on public services.

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 18-6092 to City Council with a recommendation for approval.

RECOMMENDED MOTION: "I motion to forward RZN 18-6092 to City Council with a recommendation for approval."

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: February 26, 2018	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Scroggin	Motion to forward to CC with recommendation of approval		
Second: Quinlan			
Vote: 8-0-0	Motion passes		

BUDGET/STAFF IMPACT:
None

Attachments:
- Unified Development Code sections 161.10 and 161.29
- Walker Park Illustrative Plan Section
- Request letter

- Public Comment
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

161.10 - District RSF-18, Residential Single-Family - Eighteen (18) Units Per Acre

(A) *Purpose* . The RSF-18 Single-family Residential District is designed to promote and encourage the efficient development of single-family detached residences in a variety of densities.

(B) U*ses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings

(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.*

Units per acre	Eighteen (18) or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Single-family	30 feet
Two (2) family	30 feet

(2) *Lot Area Minimum.*

Townhouses: individual lot	1,250 square feet
Single-family	2,500 square feet
Two-family	2,000 square feet

(E) *Setback Requirements.*

Front	Side	Side-Zero Lot Line*	Rear
A build-to zone that is located between the front property line and a line 25 ft. from the front property line.	5 feet on both sides	A setback of less than five feet (zero lot line) is permitted on one interior side, provided a maintenance agreement is filed**. The remaining side setback(s) shall be 10 feet.	5 feet

* A zero lot line is an alternative to the 5 foot building setback. Applicants should consult the International Building Code when locating a structure in close proximity to property lines and/or adjacent structures.

** At least 5 feet of maintenance area shall be provided along a structure that is within 5 feet of a property line. This may be provided through a perpetual maintenance easement

on the adjacent property, or through a combination of a maintenance easement and private property. Walls, fences and customary yard accessories are permitted in the maintenance area.

(F) *Building Height Regulations* .

Building Height Maximum	3 stories

(G) *Building Area*. The area occupied by all buildings shall not exceed 60% of the total lot area.

(H) *Minimum Buildable Street Frontage*. 50% of the lot width for two-family dwellings.

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

(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*.

Single Family	40 feet
Two Family	80 feet
Three Family	90 feet

(2) *Lot Area Minimum* . 4,000 square feet

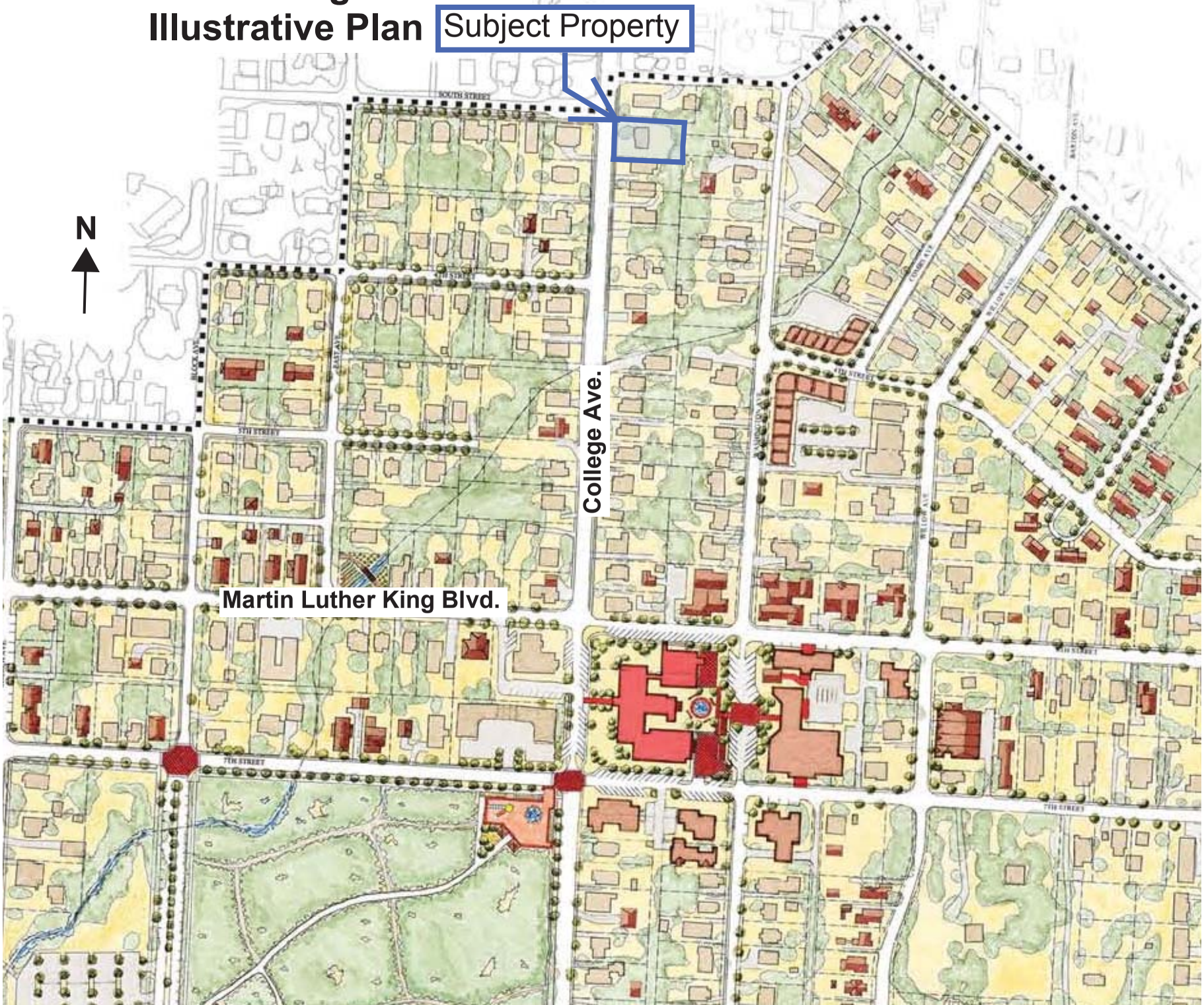
(E) *Setback Regulations* .

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	45 feet

Walker Park Neighborhood Illustrative Plan



GC/Owner – Brock Posey
479-236-4858
Brock@Southernbros.Construction
P.O. Box 1647 Fayetteville, Ar 72702

To Whom it may concern regarding zoning change from "NC" to "Rsf-18"
For property: 306 S College Ave, Fayetteville

A. Current Ownership information and any proposed or pending property sales.
    a. Property is owned by Kris and William Meyer. There is no proposed or pending property sales.
B. Reason (need) for requesting zoning change
    a. To accommodate two nicely finished single family homes.
C. State of how the proposed rezoning will relate to surrounding properties in terms of land use, traffic, appearance and signage.
    a. The existing home which is in dilapidated condition will be removed thus making way for two quality built and designed homes to bring value and curb appeal to the area. Traffic should be minimally affected as they are just single family homes with one shared driveway. Appearance will be that of matching and surrounding homes. Design and functionality to bring positive value and aesthetics to the area. There will be minimal signage, only during construction and rezoning notice.
D. Availability of water and sewer (State size of lines).
    a. Minimal impact again on existing infrastructure and utitilies. The water line is a 6" and Sewer is 8".
E. The degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use zoning plans.
    a. In line with Fayetteville city's current zoning and need for domestic infill as the neighboring property to the north is being more densely developed than we are proposing. Two quality built homes on a lot that is just 5' under being able to

split (required 40') in the current zoning of "NC". The Rsf-18 has a 30' lot frontage which would allow for a centered driveway and two homes built within the current restrictions of Rsf-18.

F. Whether the Proposed zoning is justified and/or needed at the time of the request.
    a. Justification would be domestic infill and neighboring properties that bring value to the area, which is what they Meyers are looking to currently do. Market trends as of late would be a motivating factor to take advantage. The current neighbor and neighbors are creating great infill opportunities with beautiful homes of quality and taste. The Meyers are just looking for the opportunity to do the same.

G. Whether the proposed zoning will create or appreciably increase traffic danger and congestion.
    a. Minimal at worst. Two single family homes using the same driveway to access rear entry parking.

H. Whether the proposed zoning will alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.
    a. The Population increase would be one 3 bed single family home. As not proposing a mass scale rental structure just another home, I do not foresee any unnecessary stress to public schools. With the ample water line size, and sewer line size and once again only bringing two single family homes where one previously existed, I believe not to be a burden on existing public services.

I. Why it would be impractical to use the land for any of the uses permitted under its existing zoning classification.
    a. The goal of this project is domestic infill to a lot that barely under its current zoning requirements misses the aim of this project. Frontage is 75' and requirement of NC is 40' per lot if said lot is split thus creating the dilemma in trying to bring another home to the property. Two 32.5 lots meeting the criteria and surpassing for frontage of RSF 18 would allow the Meyers to bring two quality and well built single family structures to keep Fayetteville's infill and beauty in line

CUP 18-6092

Ruth Robertson - Phone

Ruth Robertson - Phone 2/14/18 2PM

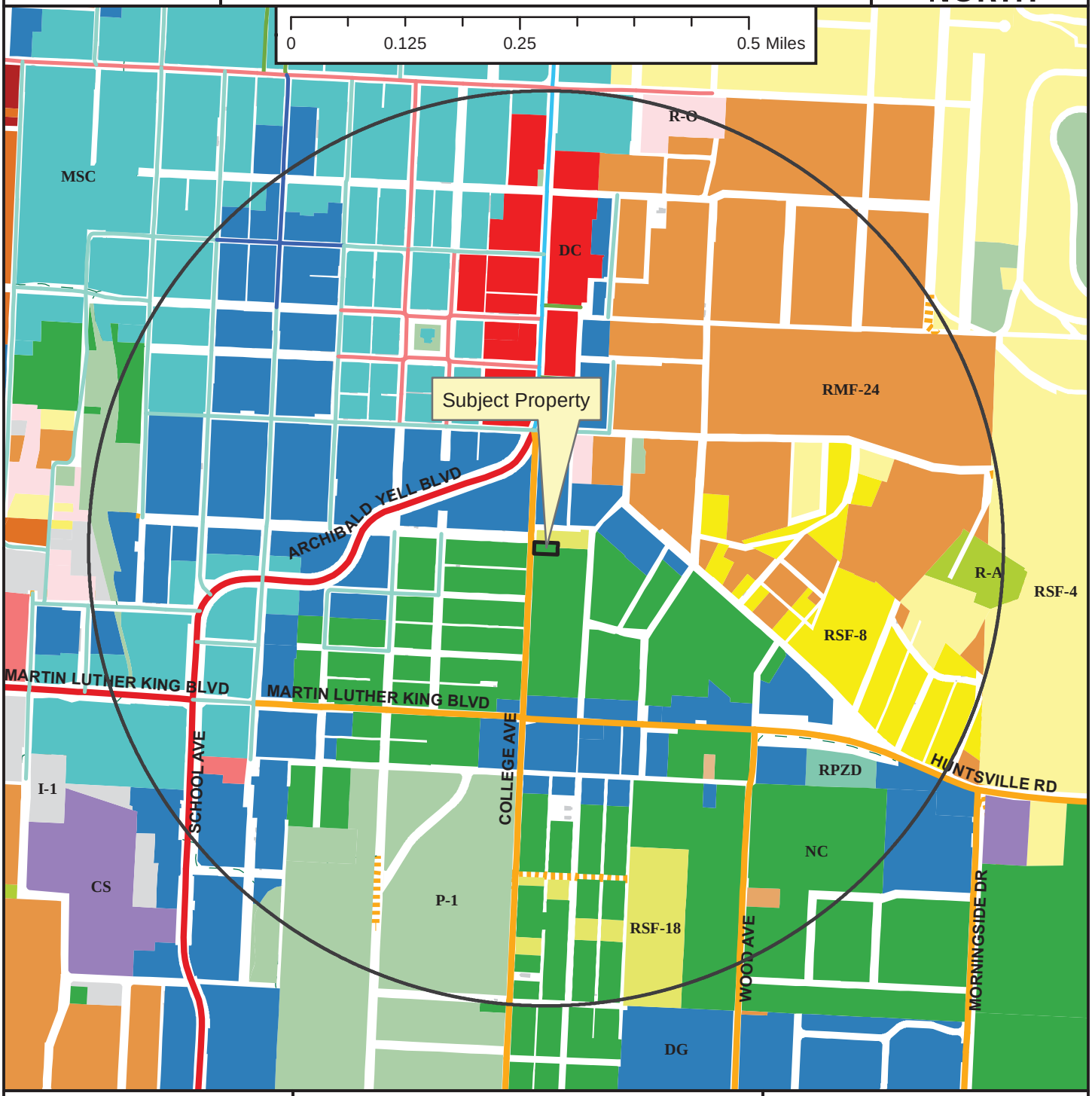
- Concerned over more 2- or 3-storey, narrow homes
- Does not want to see anything above single-family density

RZN18-6092

One Mile View

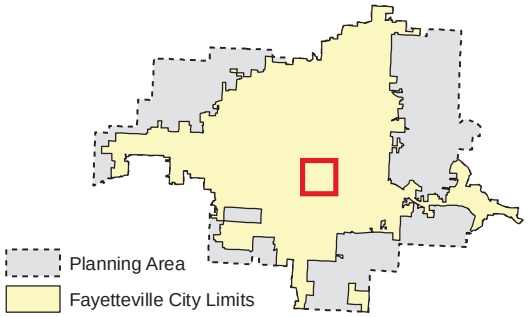
SOUTHERN BROS. CONST.

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Building Footprint



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

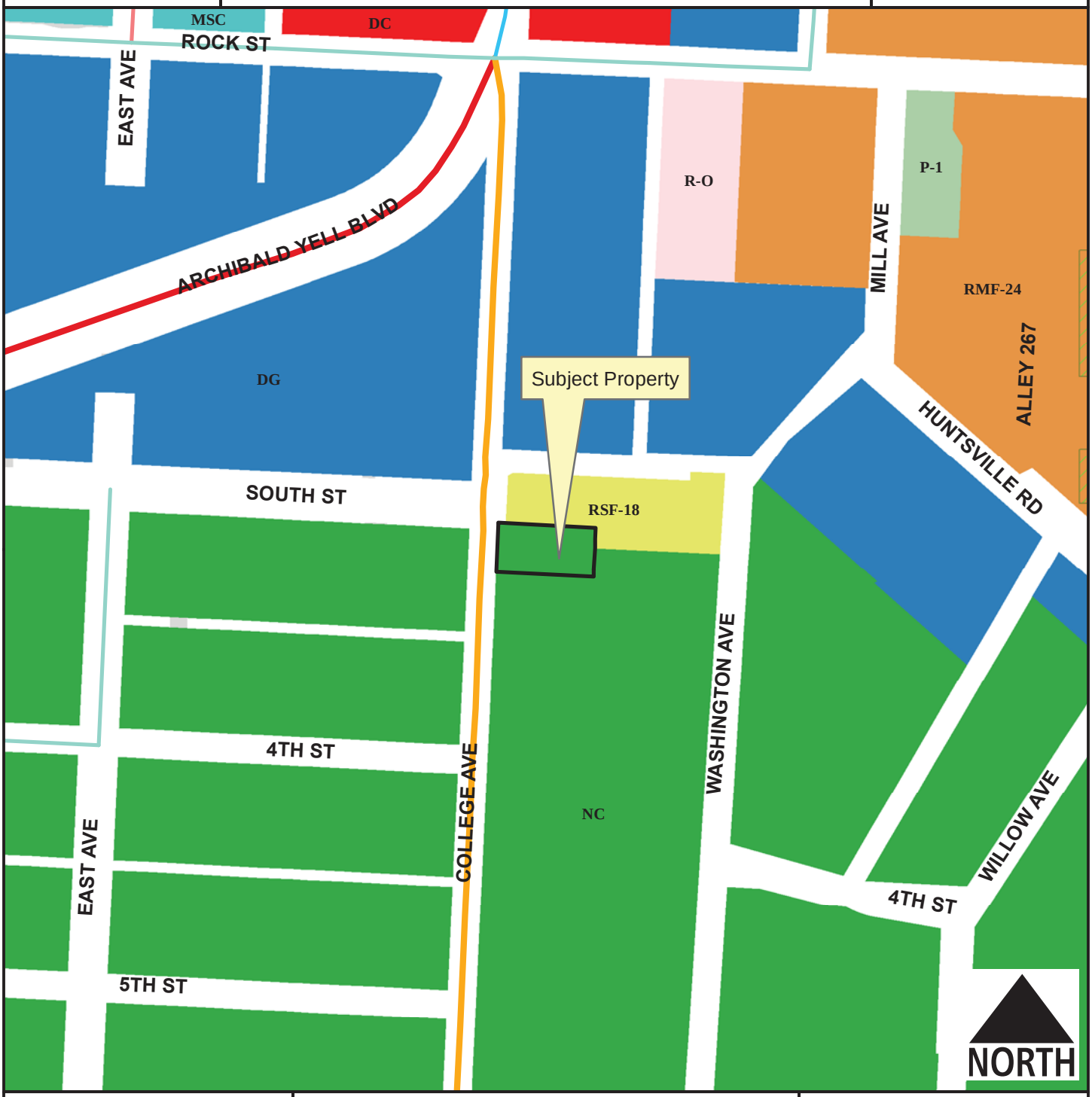
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN18-6092

Close Up View

SOUTHERN BROS. CONST.



Legend

- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

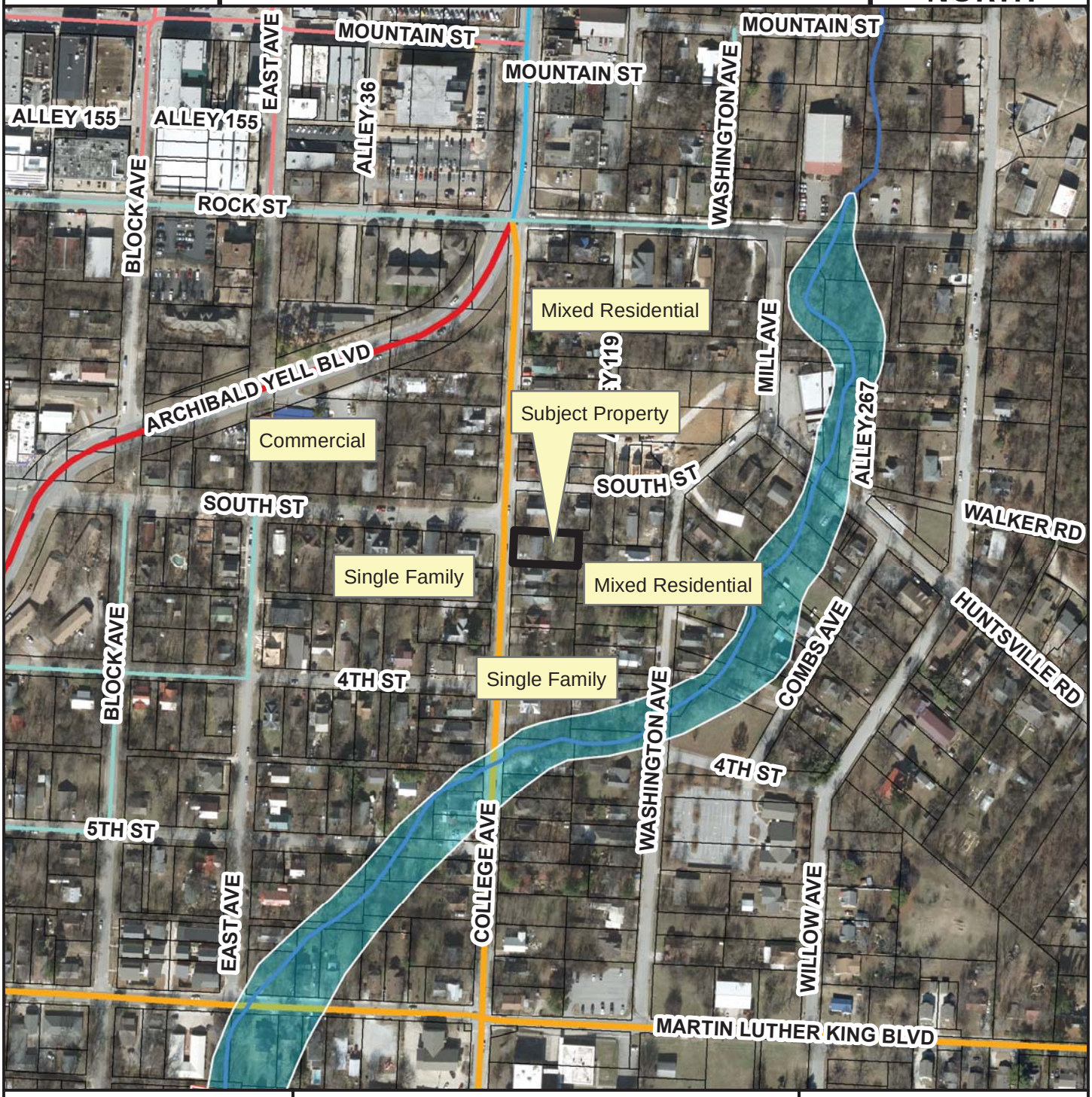
- RSF-18
- RMF-24
- Residential-Office
- Downtown Core
- Main Street Center
- Downtown General
- Neighborhood Conservation
- P-1

RZN18-6092

Current Land Use

SOUTHERN BROS. CONST.

NORTH



Streets Existing

MSP Class

- COLLECTOR
- PRINCIPAL ARTERIAL
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1 inch = 300 feet

FEMA Flood Hazard Data

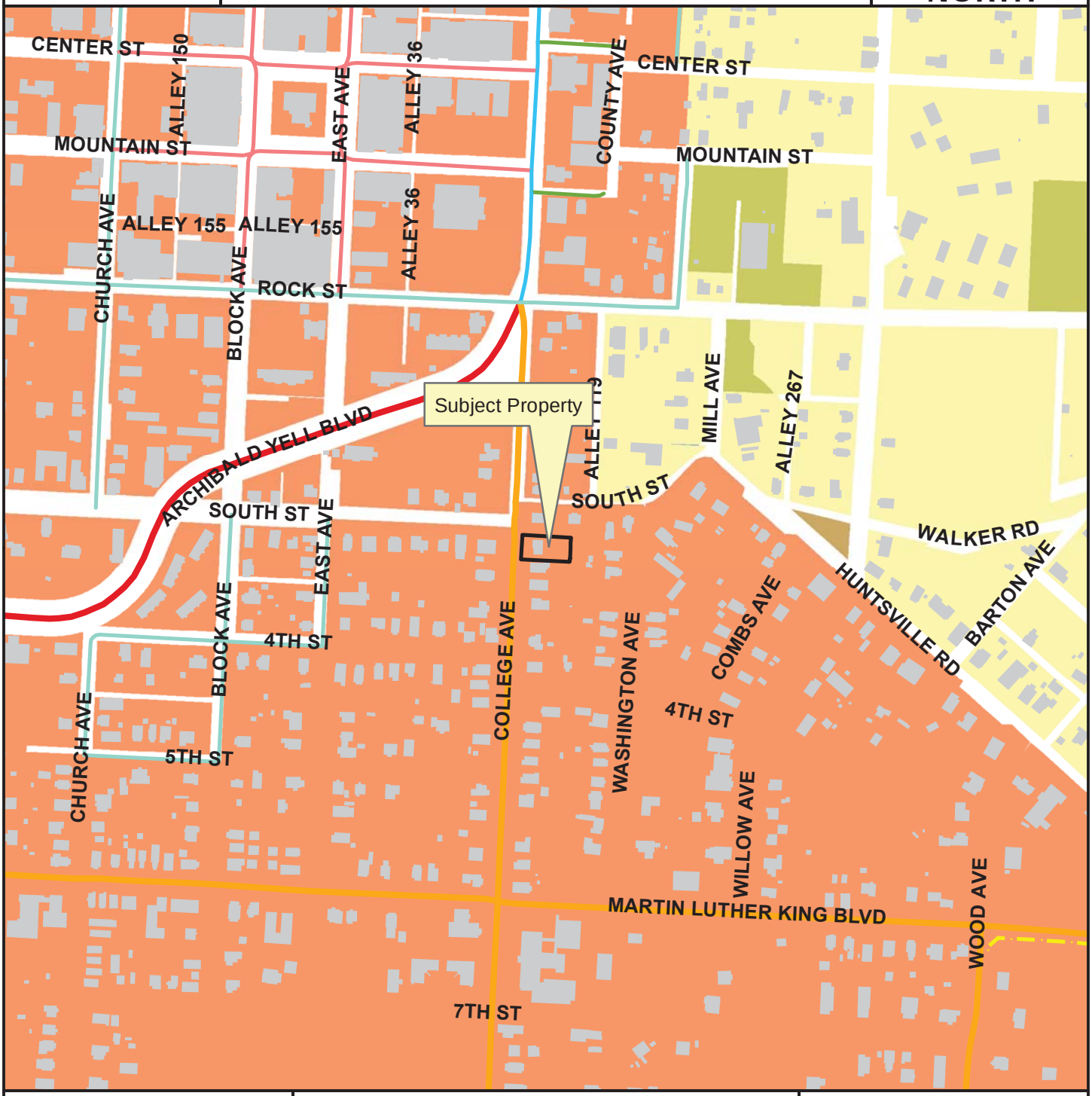
- 100-Year Floodplain
- Floodway

RZN18-6092

Future Land Use

SOUTHERN BROS. CONST.

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Building Footprint

Feet

0 145 290 580 870 1,160

1 inch = 400 feet

FUTURE LAND USE 2030

- Residential Neighborhood Area
- City Neighborhood Area
- Complete Neighborhood Plan
- Civic and Private Open Space/Parks
- Civic Institutional

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 3

VAC 18-6097 (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP):

AN ORDINANCE TO APPROVE VAC 18-6097 FOR PROPERTY LOCATED WEST OF BEECHWOOD AVENUE AND 15TH STREET TO VACATE A PORTION OF A UTILITY EASEMENT

WHEREAS, the City Council has the authority under A.C.A. § 14-54-104 to vacate public grounds or portions thereof which are not required for corporate purposes; and

WHEREAS, the City Council has determined that the following described utility easement is not required for corporate purposes.

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 vacates a portion of a utility easement as described in Exhibit B attached to the Planning Department's memo.

Section 2. A copy of this Ordinance duly certified by the City Clerk along with the map attached as Exhibit A to the Planning Department's memo shall be filed in the office of the Washington County Circuit Clerk.

Section 3. This vacation approval is subject to the following conditions:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense.

City of Fayetteville Staff Review Form

2018-0148

Legistar File ID

3/20/2018

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

Garner Stoll	3/1/2018	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

VAC 18-6097: Vacation (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP, 598): Submitted by JORGENSEN & ASSOCIATES, INC. for property located W. OF BEECHWOOD AVE. & 15TH ST. The property is zoned RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE and contains approximately 7.08 acres. The request is to vacate a portion of a utility easement.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF MARCH 20, 2018

TO: Mayor and City Council

THRU: Garner Stoll, Development Services Director

FROM: Harry Davis, Current Planner

DATE: March 1, 2018

SUBJECT: **VAC 18-6097: Vacation (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP, 598):** Submitted by JORGENSEN & ASSOCIATES, INC. for property located W. OF BEECHWOOD AVE. & 15TH ST. The property is zoned RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE and contains approximately 7.08 acres. The request is to vacate a portion of a utility easement.

RECOMMENDATION:
Staff and the Planning Commission recommend approval of **VAC 18-6097** with the following condition of approval:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense.

BACKGROUND:
The subject property is west of the intersection of 15th Street and Beechwood Avenue, is zoned RMF-24, and contains 7.08 acres. The site is currently vacant with some dedicated utility easements.

Proposal: The applicant proposes to vacate a portion of a utility easement, as shown in the attached Exhibits 'A' and 'B', in order to prepare the site for development.

DISCUSSION:
On February 26, 2018, the Planning Commission forwarded this item to the City Council with a recommendation for approval with a vote of 8-0-0.

BUDGET/STAFF IMPACT: N/A

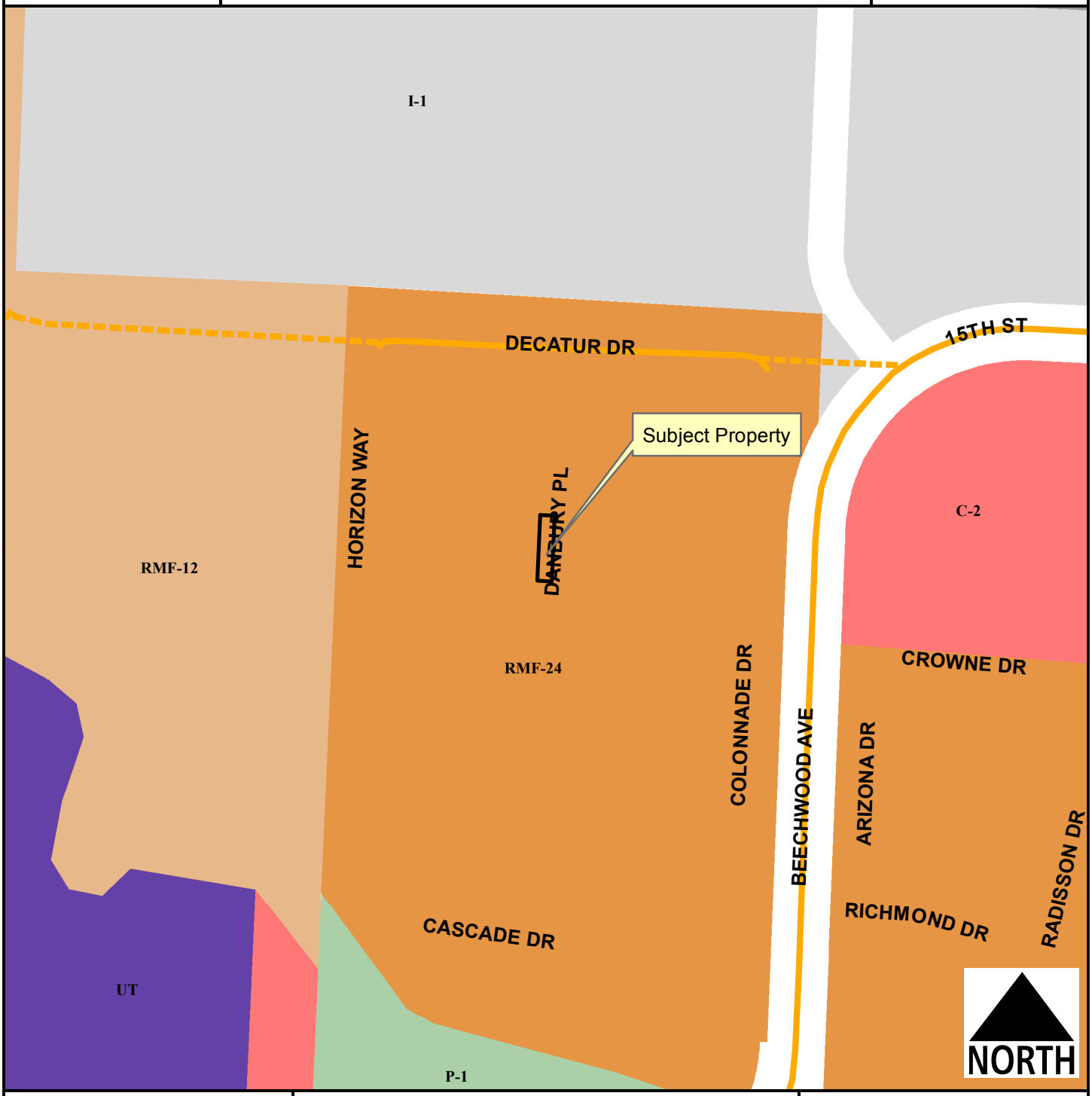
Attachments:
- Exhibit A
- Exhibit B
- Application
- Planning Commission Staff Report

VAC18-6097

Close Up View

BARRETT DEVELOPMENT

18-6097
EXHIBIT 'A'



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

- RMF-12
- RMF-24
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial
- C-2
- Urban Thoroughfare
- P-1

18-6097

EXHIBIT 'B'

LEGAL DESCRIPTION – UTILITY EASEMENT VACATION:

A part of the NE1/4 of the SW1/4 of Section 20, T-16-N, R-30-W of Washington County, Arkansas, and being described as follows: Commencing at the NW Corner of said NE1/4, SW1/4, thence S87°10'48"E 671.28 feet, thence S02°31'18"W 307.72 feet, thence S88°33'49"E 265.02 feet to the POINT OF BEGINNING; thence S88°33'49"E 20.00 feet, thence S02°29'40"W 91.28 feet, thence N86°47'40"W 20.00 feet, thence N02°29'40"E 90.66 feet to the POINT OF BEGINNING, Containing 1,819 square feet, more or less.

CITY OF FAYETTEVILLE, ARKANSAS

Right-of-Way, Easement or Alley VACATION

FOR STAFF USE ONLY	***FEE: $200.00***
Date Application Submitted:	***Sign Fee: $5.00***
Date Accepted as Complete:	*S-T-R:*
Project Number:	*PP#:*
Public Hearing Date:	*Zone:*

Please fill out this form completely, supplying all necessary information and documentation to support your request. ***Your application will not be placed on the Planning Commission agenda until this information is furnished.***

Application:

Indicate one contact person for this request: _____ **Applicant** x **Representative**

Applicant (person making request):

Name: Barrett Development Group

Address: 1744 S Lumpkin St Athens, GA 30606

Phone: (706) 353-7627

Email: brandon@barrettdevelopment.net

Fax: ( )

Representative (engineer, surveyor, realtor, etc.):

Name: Jorgensen + Associates

Address: 124 W Sunbridge #5
Fayetteville, AR 72703

Phone: (479) 442-9127

Email: blake@jorgensenassoc.com

Fax: ( )

Site Address / Location: South end of Hollywood, west of 15th Street

Legal description of area to be vacated (attach separate sheet if necessary):
See attached

Current Zoning District: RMF-12 RMF-24

Assessors Parcel Number(s) for subject property: 765-14873-000, 765-20021-000, 765-14883-004, 765-14877-010

FINANCIAL INTERESTS

The following entities and / or people have financial interest in this project:
Barrett Development Group

APPLICANT / REPRESENTATIVE: I certify under penalty of perjury that the foregoing statements and answers herein made all data, information, and evidence herewith submitted are in all respects, to the best of my knowledge and belief, true and correct. I understand that submittal of incorrect or false information is grounds for invalidation of application completeness, determination, or approval. I understand that the City might not approve what I am applying for, or might set conditions on approval.

Name (printed): Blake Jorgensen Date: 11/22/17

Signature: BJ

PROPERTY OWNER(S) / AUTHORIZED AGENT: I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. ***(If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on his/her behalf.)***

Owners (attach additional info if necessary):

Name (printed): John H. Barrett Address:

Signature:

Date: Phone:

Name (printed): Address:

Signature:

Date: Phone: ( )

Vacation Checklist:

Attach the following items to this application:

(1) Payment in full of applicable fees for processing the application:
$200.00 application fee
$5.00 public notification sign fee

(2) Metes and bounds legal description of the area to be vacated, not the entire property (this may be included on the survey plat).

(3) Survey of the site depicting the perimeter property lines and area within the property to be vacated.

(4) CD containing a copy of the legal description in MS Word and PDF copies of the signed application and all other items submitted with this project.

(5) A surveyor should stake the area on the site to be vacated for utility company review on their site visit.

(6) A letter addressed to the Planning Commission and City Council describing the scope, nature, and intent of the request.

(7) Abstractor's Certificate of Ownership stating names of all owners of property adkjacent to the street right-of-way, alley, or easement to be vacated (this document is obtained from a title company).

(8) A copy of the county parcel map from the Washington County Assessor's office or from the Washington County website (www.co.washington.ar.us). The subject property and all adjacent parcels should be identified on this parcel map. The owner's name, official mailing address, and the parcel number for every adjacent property shall be shown on this map.

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Harry Davis, Planner

MEETING DATE: February 26, 2018 UPDATE W PC RESULTS

SUBJECT: **VAC 18-6097: Vacation (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP, 598):** Submitted by JORGENSEN & ASSOCIATES, INC. for property located W. OF BEECHWOOD AVE. & 15TH ST. The property is zoned RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE and contains approximately 7.08 acres. The request is to vacate a portion of a utility easement.

RECOMMENDATION:
Staff recommends forwarding **VAC 18-6097** to City Council with a recommendation for approval with conditions.

BACKGROUND:
The subject property is west of the intersection of 15th Street and Beechwood Avenue, is zoned RMF-24, and contains 7.08 acres. The site is currently vacant with some dedicated utility easements. Surrounding land uses and zoning districts are in *Table 1*.

Table 1
Surrounding Zoning and Land Use

Direction	Land Use	Zoning
North	Electric Substation	I-1, Heavy Commercial and Light Industrial
South	Multi-family Residential	RMF-24, Residential Multi-family
East	Multi-family Residential	C-2, Commercial Thoroughfare
West	Undeveloped	RMF-24, Residential Multi-family

Proposal: The applicant proposes to vacate a portion of utility easement for development.

DISCUSSION:

Vacation Approval: The applicant has submitted the required vacation forms to the City utility departments, with the following responses:

Utility	Response
Cox Communications	No objections, provided that any damage to or relocation of existing facilities will be at the owner/developer's expense.
AEP/SWEPCO	No objections and no comment.
BlackHills Energy AR	No objections and no comment.
AT&T	No objections and no comment.
Ozarks Electric	No objections and no comment.

City of Fayetteville	Response
Water/Sewer	No objections and no comment.
Solid Waste & Recycling	N/A
Transportation	N/A

Public Comment:
No public comment has been received.

RECOMMENDATION: Staff recommends forwarding **VAC 18-6097** to the City Council with a recommendation for approval subject to the following conditions:

Conditions of Approval:

1. Any relocation of or damage to existing utilities or existing facilities shall be at the owner/developer's expense;

Planning Commission Action: ☒ **Forwarded** ❒ **Tabled** ❒ **Denied**

Meeting Date: **February 26, 2018**

Motion: Quinlan

Second: Scroggin

Vote: 8-0-0

Motion to approve as part of consent agenda with all conditions as recommended by staff

Motion passed

BUDGET/STAFF IMPACT:
None.

Attachments:

- Petition to Vacate
- Utility Approvals
- Easement Vacation Exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map

PETITION TO VACATE EASEMENT LOCATED IN THE CITY OF FAYETTEVILLE, ARKANSAS

TO:
The Fayetteville City Planning Commission and
The Fayetteville City Council

We, the undersigned, being all the owners of the real estate abutting the (*easement and right-of-way*) hereinafter sought to be abandoned and vacated, lying in the a part of the NE1/4 of the SW1/4 of Section 20, T-16-N, R-30-W, City of Fayetteville, Arkansas, a municipal corporation, petition to vacate a(n) (*alley, easement, right-of-way*) which is described as follows:

LEGAL DESCRIPTION – UTILITY EASEMENT VACATION:
A part of the NE1/4 of the SW1/4 of Section 20, T-16-N, R-30-W of Washington County, Arkansas, and being described as follows: Commencing at the NW Corner of said NE1/4, SW1/4, thence S87°10'48"E 671.28 feet, thence S02°31'18"W 307.72 feet, thence S88°33'49"E 265.02 feet to the POINT OF BEGINNING; thence S88°33'49"E 20.00 feet, thence S02°29'40"W 91.28 feet, thence N86°47'40"W 20.00 feet, thence N02°29'40"E 90.66 feet to the POINT OF BEGINNING, Containing 1,819 square feet, more or less.

That the abutting real estate affected by said abandonment of the alley are (*lot, block, subdivision of each adjoining lot to the area requested to be vacated)* City of Fayetteville used by the public for a period of many years, and that the public interest and welfare would not be adversely affected by the abandonment of the portion of the above described (*alley, easement, right-of-way*).

The petitioners pray that the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject, however, to the existing utility easements and sewer easements as required, and that the above described real estate be used for their respective benefit and purpose as now approved by law.

The petitioners further pray that the above described real estate be vested in the abutting property owners as provided by law.

WHEREFORE, the undersigned petitioners respectfully pray that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject to said utility and sewer easements, and that title to said real estate sought to be abandoned be vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public for the use of said alley.

Date: January 24, 2018

Printed Name: Brandon M. Barrett

Signature:

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 1-12-18

UTILITY COMPANY: AEP SWEPCO

APPLICANT NAME: Barrett Development APPLICANT PHONE: _____

REQUESTED VACATION (***applicant must check all that apply***):

- [x] Utility Easement
- [ ] Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.
- [ ] Alley
- [x] Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address _____

- [x] ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

- [x] No objections to the vacation(s) described above, and no comments.
- [ ] No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

_____

_____

- [ ] No objections provided the following conditions are met:

_____

_____

Tung Le
Signature of Utility Company Representative

Distribution Engineer
Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 01/08/2018

UTILITY COMPANY: AT&T

APPLICANT NAME: _____ APPLICANT PHONE: _____

REQUESTED VACATION (***applicant must check all that apply***):

☐ x Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address _____

_____

☐ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

☐ x No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

_____

_____

☐ No objections provided the following conditions are met:

_____

_____

_____
Signature of Utility Company Representative

MGR OSP plng & ENGRG Design
Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 01/08/2018

UTILITY COMPANY: BlackHills Energy

APPLICANT NAME: Barrett Development APPLICANT PHONE: _____

REQUESTED VACATION (***applicant must check all that apply***):

☒ Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address Hollywood Ave

☐ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

☒ No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☐ No objections provided the following conditions are met:

Signature of Utility Company Representative

Supervisor - Gas Operations

Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: JANUARY 10, 2018

UTILITY COMPANY: CITY OF FAYETTEVILLE WATER & SEWER

APPLICANT NAME: JORGENSEN & ASSOC. APPLICANT PHONE: 442 - 9127

REQUESTED VACATION (***applicant must check all that apply***):

✓ Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address THE COTTAGES @ HOLLYWOOD

☑ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

✓ No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☐ No objections provided the following conditions are met:

Signature of Utility Company Representative

1/10/2018 WATER & SEWER OPERATIONS MANAGER

Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 1/8/2018

UTILITY COMPANY: Cox Communications

APPLICANT NAME: Blake Jorgensen APPLICANT PHONE: 479-442-9127

REQUESTED VACATION (***applicant must check all that apply***):

☐ Utility Easement

☒ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address Barrett Development

The Cottages @ Hollywood Vacation

☒ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

☐ No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☒ No objections provided the following conditions are met:

Any Damage to or relocation of our existing facilities will be at the owners/developers expense.

Signature of Utility Company Representative

Construction and Planning Manager

Title

UTILITY APPROVAL FORM

FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 1-09-2018

UTILITY COMPANY: OZARKS ELECTRIC COOP

APPLICANT NAME: BEECHWOOD AVE. COTTAGES APPLICANT PHONE: _____

REQUESTED VACATION (***applicant must check all that apply***):

X Utility Easement

X Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address _____

_____

☐ ***(ATTACH legal description and graphic representation of what is being vacated-SURVEY)***

UTILITY COMPANY COMMENTS:

X No objections to the vacation(s) described above, and no comments.

☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

_____

_____

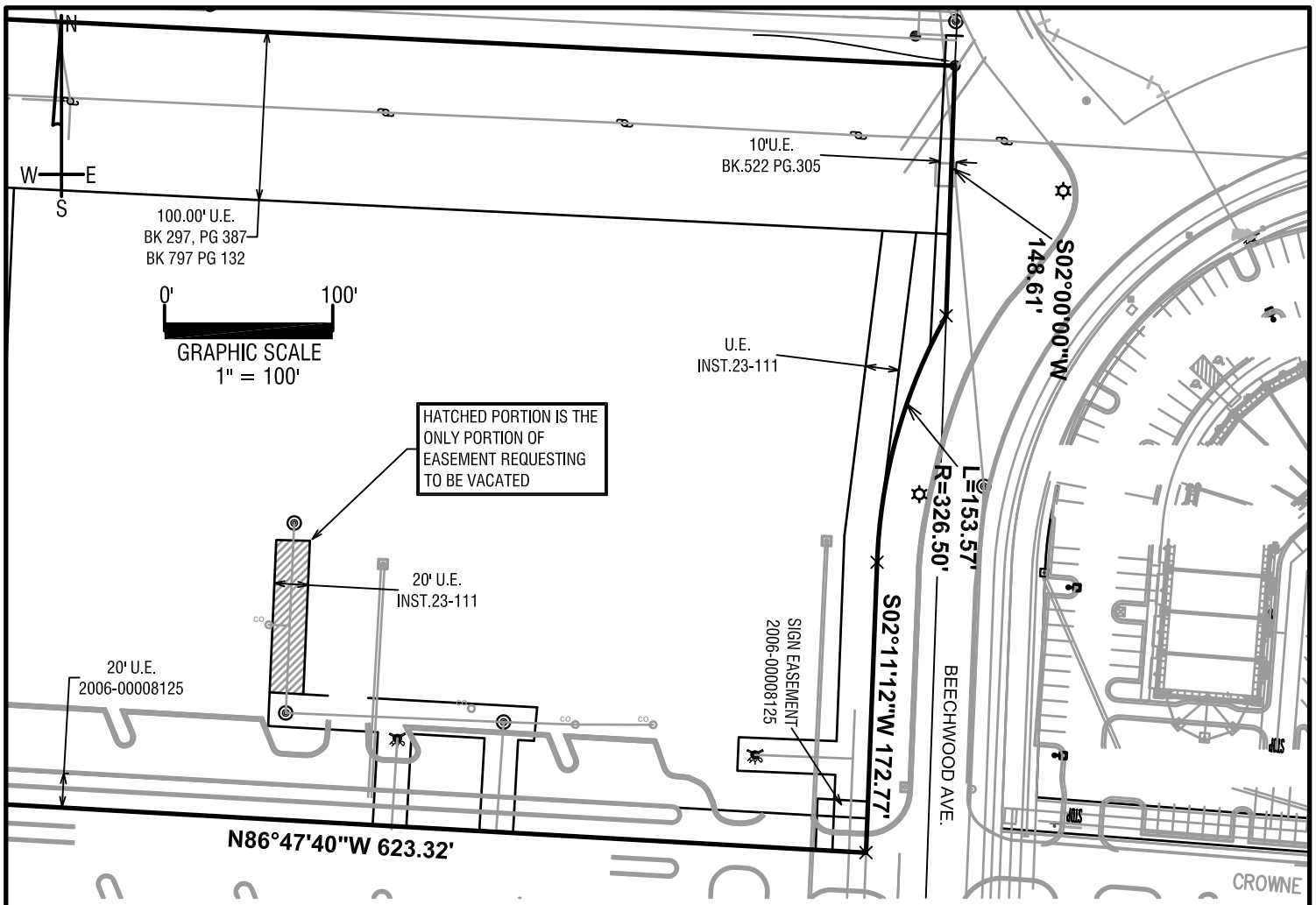
☐ No objections provided the following conditions are met:

_____

_____

Mike Phipps
Signature of Utility Company Representative

SYSTEM STAKING TECH
Title



LEGAL DESCRIPTION - UTILITY EASEMENT VACATION:

A part of the NE1/4 of the SW1/4 of Section 20, T-16-N, R-30-W of Washington County, Arkansas, and being described as follows: Commencing at the NW Corner of said NE1/4, SW1/4, thence S87°10'48"E 671.28 feet, thence S02°31'18"W 307.72 feet, thence S88°33'49"E 265.02 feet to the POINT OF BEGINNING; thence S88°33'49"E 20.00 feet, thence S02°29'40"W 91.28 feet, thence N86°47'40"W 20.00 feet, thence N02°29'40"E 90.66 feet to the POINT OF BEGINNING, Containing 1,819 square feet, more or less.

JORGENSEN +ASSOCIATES
Civil Engineering · Surveying
Landscape Architecture Services

124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703

Office: 479.442.9127
Fax: 479.582.4807
www.jorgensenassoc.com

124 WEST SUNBRIDGE, SUITE 5 • FAYETTEVILLE, ARKANSAS 72703 • (479) 442-9127 • FAX (479) 582-4807

SCALE: 1"=60'	DATE REVISED	CHECKED BY:	DRAWN BY: BJR
DATE: 01.12.18		BEJ	Z:\LSD\2017065\VACATION

EASEMENT VACATION EXHIBIT

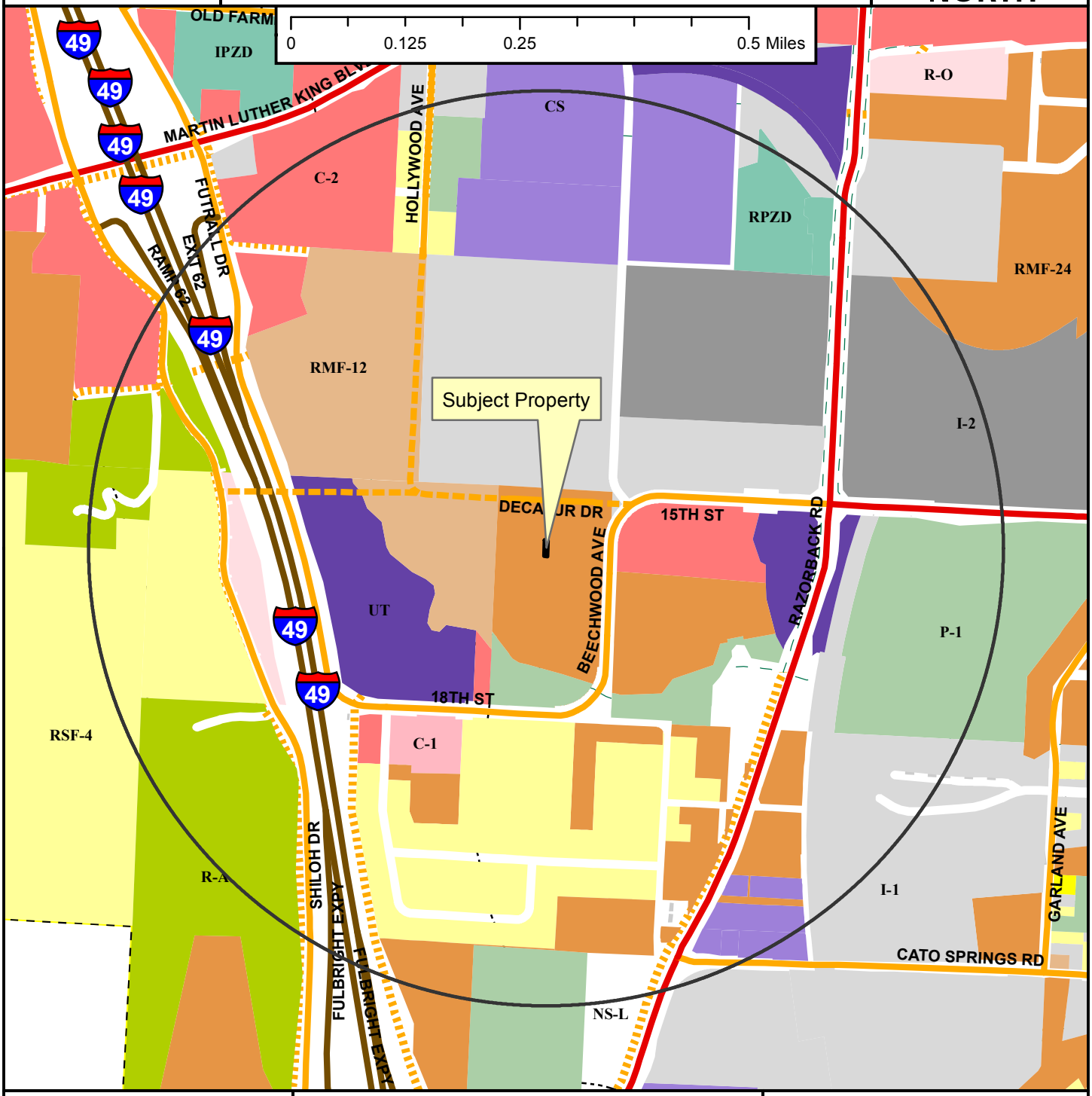
EXHIBIT "A"

VAC18-6097

One Mile View

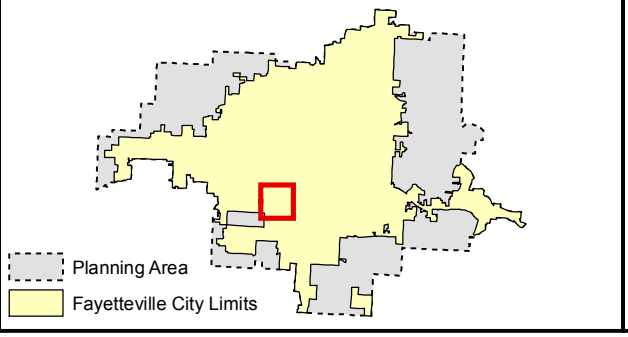
BARRETT DEVELOPMENT

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Building Footprint



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

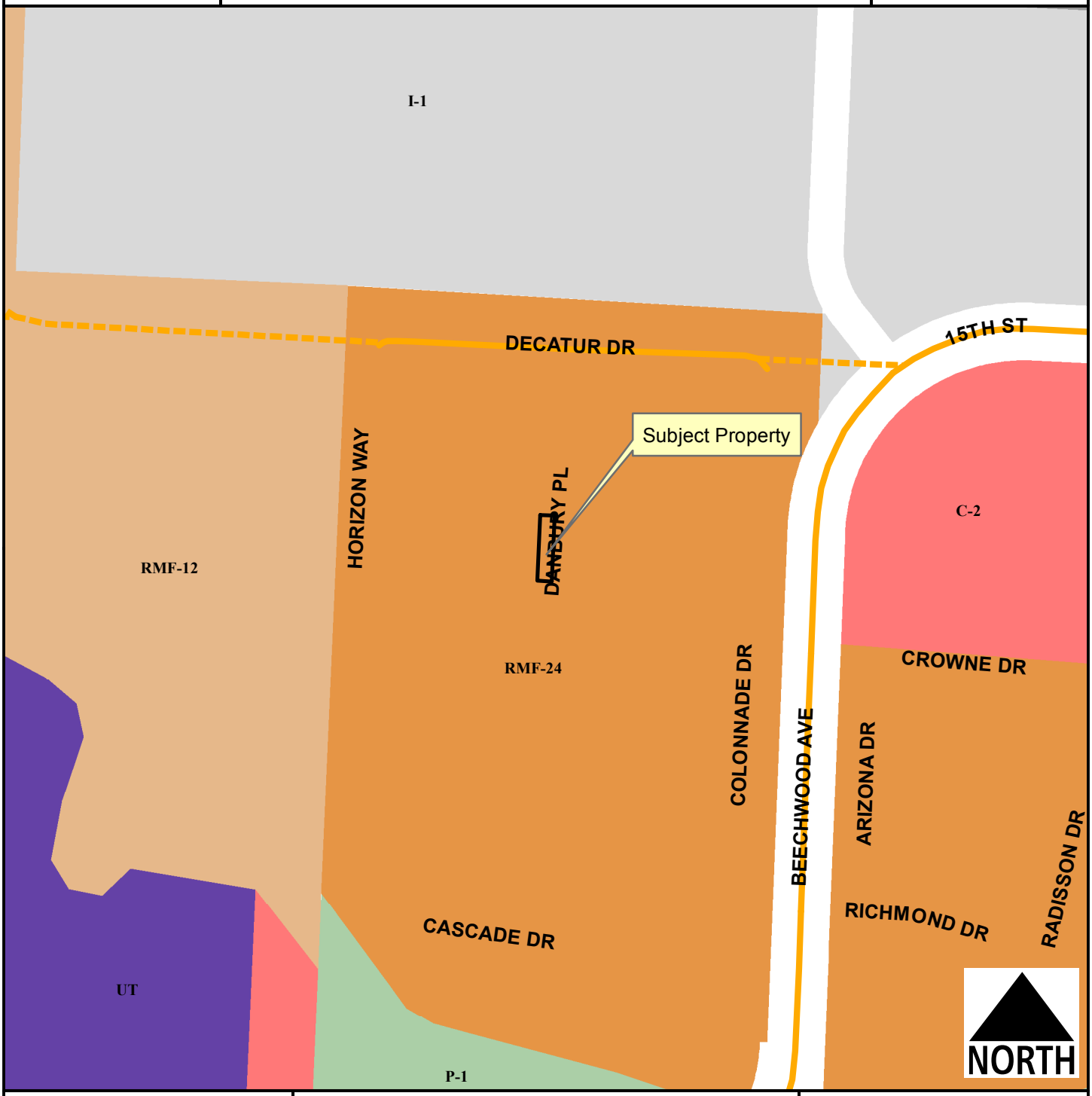
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAC18-6097

Close Up View

BARRETT DEVELOPMENT



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Building Footprint

Feet

0 75 150 300 450 600

1 inch = 200 feet

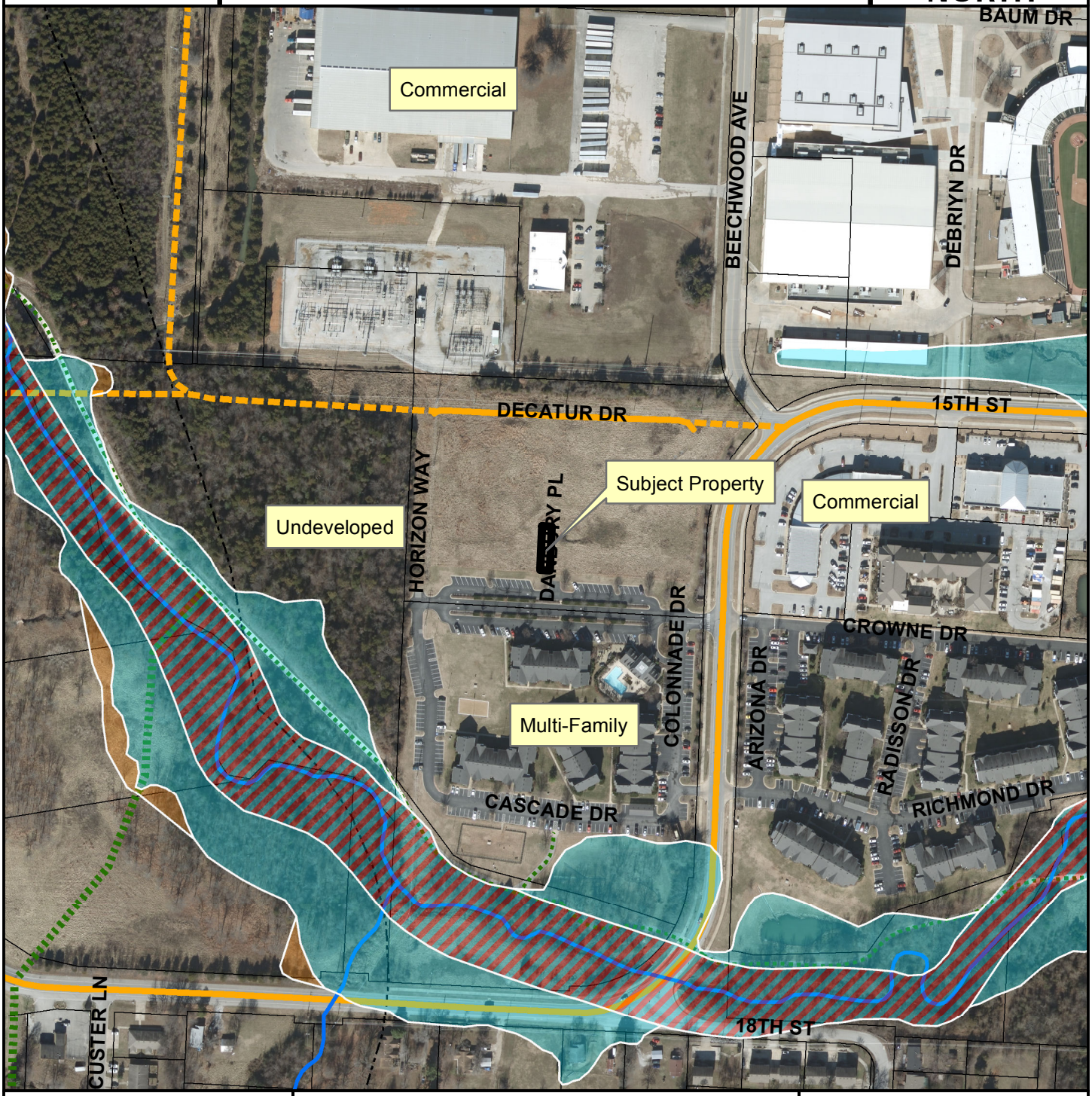
- RMF-12
- RMF-24
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial
- C-2
- Urban Thoroughfare
- P-1

VAC18-6097

Current Land Use

BARRETT DEVELOPMENT GROUP, LLC

NORTH



Streets Planned
MSP Class
COLLECTOR

Streets Existing
MSP Class
COLLECTOR
Trail (Proposed)
Planning Area
Fayetteville City Limits
Design Overlay District

Feet

0 112.5 225 450 675 900

1 inch = 300 feet

FEMA Flood Hazard Data

100-Year Floodplain
Floodway

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0151

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 4

AMEND § 111.04 APPLICATION FOR PERMITS:

AN ORDINANCE TO AMEND § 111.04 **APPLICATION FOR PERMITS** IN CHAPTER 11 ALCOHOLIC BEVERAGES

WHEREAS, Act 1112 of 2017, which amended the permitting procedure set forth in Ark. Code Ann. § 3-9-222 for private clubs in the State of Arkansas, requires the City Council to approve "by ordinance an application for a permit to operate as a private club" before the applicant can submit the application to the state Alcoholic Beverage Control Division.

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 repeals §111.04(A) of Chapter 111, Alcoholic Beverages and enacts a new § 111.04(A) as follows:

"(A) Application requirements.

(1) Application for a private club permit required by this chapter shall be in writing on a form prescribed by the city and shall be accompanied by a copy of the applicant's state private club permit application. If approved by the City Council, a copy of the ordinance shall be provided to the applicant to submit with the applicant's Arkansas Alcoholic Beverage Control permit application. The applicant shall then provide a copy of the state permit to the city and pay all required fees before a city permit will be issued.

(2) Application for any other permit required by this chapter shall be in writing on a form prescribed by the city and shall be accompanied by the required fee and a copy of the applicant's state permit. No city permit will be issued until applicant has received a state permit.

City of Fayetteville Staff Review Form

2018-0151

Legistar File ID

3/20/2018

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

Blake Pennington	3/9/2018	CITY ATTORNEY (021)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Amend § 111.04 Application for Permits in Chapter 11 Alcoholic Beverages to differentiate between the process for approval of private club permits and all other types of alcoholic beverage permits. This is required because of changes to state law resulting from the passage of Act 1112 of 2017.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	NA	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20180209

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

OFFICE OF THE
CITY ATTORNEY

DEPARTMENTAL CORRESPONDENCE

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Rhonda Lynch
Paralegal

TO: **Mayor Jordan**
City Council

FROM: **Blake Pennington**, Assistant City Attorney

DATE: **March 2, 2018**

RE: **Amendment of §111.04 for Private Club Permit Applications**

In the spring of 2017, the General Assembly passed Act 1112, which amended the procedure in Ark. Code Ann. § 3-9-222 for applicants seeking private club permits after August 1, 2017. The new procedure requires the application to be approved by the City Council, by the passage of an ordinance, before the applicant can submit it to the Alcoholic Beverage Control Division for state approval.

Our residents and potential private club owners would benefit from an amendment to Chapter 111 of the City Code, which governs alcoholic beverage permits, that clarifies the procedure for private club permits in light of the new state requirement versus other types of alcoholic beverage permits.

The Administration has created an online form for private club permit applicants to use. This online form will help streamline the process by requiring the applicant to submit all the required information and documentation electronically, which will allow the staff to review and comment and then prepare an agenda item for the City Council. The new online form can be seen at http://www.fayetteville-ar.gov/3360/Private-Club-Application

ORDINANCE NO. _____

AN ORDINANCE TO AMEND § 111.04 **APPLICATION FOR PERMITS** IN CHAPTER 11 ALCOHOLIC BEVERAGES

WHEREAS, Act 1112 of 2017, which amended the permitting procedure set forth in Ark. Code Ann. § 3-9-222 for private clubs in the State of Arkansas, requires the City Council to approve "by ordinance an application for a permit to operate as a private club" before the applicant can submit the application to the state Alcoholic Beverage Control Division.

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 repeals §111.04(A) of Chapter 111, Alcoholic Beverages and enacts a new § 111.04(A) as follows:

"(A) Application requirements.

(1) Application for a private club permit required by this chapter shall be in writing on a form prescribed by the city and shall be accompanied by a copy of the applicant's state private club permit application. If approved by the City Council, a copy of the ordinance shall be provided to the applicant to submit with the applicant's Arkansas Alcoholic Beverage Control permit application. The applicant shall then provide a copy of the state permit to the city and pay all required fees before a city permit will be issued.

(2) Application for any other permit required by this chapter shall be in writing on a form prescribed by the city and shall be accompanied by the required fee and a copy of the applicant's state permit. No city permit will be issued until applicant has received a state permit.

PASSED and **APPROVED** this 20th day of March, 2018.

APPROVED: ATTEST:

By: _____ By: _____

LIONELD JORDAN, Mayor **SONDRA SMITH**, City Clerk/Treasurer

City of Fayetteville, Arkansas

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

Text File

File Number: 2018-0153

Agenda Date: 3/20/2018 **Version:** 1 **Status:** Agenda Ready

In Control: City Council Meeting **File Type:** Ordinance

Agenda Number: C. 5

AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION:

AN ORDINANCE TO AMEND § 154.03 **PRIVATE PARTIES/ZONING AMENDMENT** (A) *PETITION*

WHEREAS, the Planning Department, Planning Commission, City Council and neighbors would benefit by receiving more information from a rezoning applicant than is currently required by § 154.03 **Private Parties/Zoning Amendment**.

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 repeals (A) *Petition* of § 154.03 **Private Parties/Zoning Amendment** in its entirety and enacts a replacement (A) *Application* as follows:

> "(A) *Application*. A landowner or authorized agent/representative may apply for a rezoning of the landowner's property by completing, signing and submitting the Planning Department's Rezoning Application with all required documentary attachments, paying the rezoning application fee and providing at least the following information (as well as all information required by the Rezoning Application):
>
> (1) The full name and address of the property owner and any designated agent or representative.
> (2) The legal description of the property requested to be rezoned and the proposed new zoning district(s).
> (3) A signed Certificate of Mailing to notify all adjacent property owners of this requested rezoning.
> (4) 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."

City of Fayetteville Staff Review Form

2018-0153

Legistar File ID

3/20/2018

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

Kit Williams	3/5/2018	CITY ATTORNEY (021)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

AN ORDINANCE TO AMEND § 154.03 Private Parties/Zoning Amendment (A) Petition

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

OFFICE OF THE
CITY ATTORNEY

DEPARTMENTAL CORRESPONDENCE

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Rhonda Lynch
Paralegal

TO: **Mayor Jordan**
City Council

CC: **Don Marr,** Chief of Staff
Garner Stoll, Development Services Director

FROM: **Kit Williams**, City Attorney

DATE: **March 1, 2018**

RE: **Amendment of § 154.03 Private Parties/Zoning Amendment (A)** ***Petition***

The current U.D.C. § 154.03 **Private Parties/Zoning Amendment** (A) relates all the way back to Ordinance No. 1747 of June 29, 1970 when the Official Zoning Map of Fayetteville was formally adopted as well as all zoning districts, use units, development requirements, etc. The language in Article 12 Amendments 1. B) of this "COMPREHENSIVE ORDINANCE REGULATING AND RESTRICTING IN USE OF LAND. . . " is almost identical to the current § 154.03 (A). I have provided a few pages of this historic ordinance for your convenience.

Almost a half century later, I believe we need to change this U.D.C. code section to better ensure the Planning Department, Planning Commission, City Council and neighboring citizens receive more complete and relevant information from a rezoning applicant. I thus have drafted a proposed amendment which maintains the currently required information, but adds significantly more required information to help the Planning Department and Planning Commission better advise the City Council about a rezoning request.

154.03 Private Parties/Zoning Amendment

(A) *Petition.* Any private party or parties desiring an amendment to Chapter 160, upon payment of the appropriate fee, shall submit to the Planning Commission a petition giving the following information:

(1) Legal description of the property involved;

(2) Zoning classification request for the property; and,

(3) Statement explaining why the proposed changes will not conflict with the surrounding land uses.

(B) *Action by Planning Commission.*

(1) The Planning Commission may forward the rezoning request as submitted or amended by the Planning Commission to the City Council with a recommendation of approval.

(2) The Planning Commission may disapprove the rezoning request so that the rezoning request will not be considered by the City Council unless the applicant properly appeals.

(C) *Action by the City Council.*

(1) The City Council may by majority vote approve and enact the rezoning ordinance as recommended by the Planning Commission or as requested by the applicant who has properly appealed the Planning Commission's denial of the requested rezoning.

(2) The City Council may amend the proposed rezoning request and approve such amended rezoning ordinance by majority vote.

(3) The City Council may refuse to approve the rezoning request which is thereby denied.

(4) The City Council can by motion return the proposed rezoning to the Planning Commission for further study and recommendation.

(D) *Re-petitions for amendment.* No application for zoning amendments will be considered by the Planning Commission within twelve (12) months from the date of final disapproval of a proposed amendment unless there is evidence submitted to the Planning Commission which justifies reconsideration.

(E) *Withdrawal.*

(1) *Before publication.* A petition for amendment may be withdrawn at any time before publication of the notice and posting signs for the public hearing.

(2) *After publication and posting of notice.* After the publication and posting of notice, the petition may be withdrawn at the discretion of the Planning Commission. If the petition is permitted to be withdrawn after the public hearing, it shall be in the Planning Commission's discretion whether or not a petition affecting part or all of the same property may be refiled sooner than one (1) year from the date of withdrawal.

(Code 1965, App. A., Art. 12(1); Ord. No. 1747, 6-29-70; Ord. No. 2538, 7-3-79; Code 1991, §160.156; Ord. No. 2716, §1, 6-15-93; Ord. No. 3925, §7, 10-3-95; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 5521 9-4-12)

74.50

ORDINANCE NO. 1747

A COMPREHENSIVE ORDINANCE REGULATING AND RESTRICTING THE USE OF LAND AND THE USE AND LOCATION OF BUILDINGS AND STRUCTURES; REGULATING THE BULK OF BUILDINGS AND STRUCTURES AND DETERMINING THE AREA OF YARDS, COURTS AND OTHER PLACES SURROUNDING THEM; REGULATING AND RESTRICTING THE DENSITY OF USE; DIVIDING THE CITY OF FAYETTEVILLE INTO DISTRICTS FOR SUCH PURPOSES; ADOPTING AN OFFICIAL ZONING MAP OF SAID CITY SHOWING BOUNDARIES AND THE CLASSIFICATION OF SUCH DISTRICTS; ESTABLISHING A BOARD OF ADJUSTMENT; AND PRESCRIBING PENALTIES FOR THE VIOLATION OF ITS PROVISIONS.

FILED
FOR RECORD
'70 JUL 10 AM 11:56
WASHINGTON COUNTY
ARKANSAS
ALMA KOLLMEYER
CIRCUIT CLERK

considering and adopting or rejecting proposed amendments or the repeal of this ordinance, as provided by law, and (2) establishing a schedule of fees and charges as stated in Article 11.

ARTICLE 11. SCHEDULE OF FEES, CHARGES AND EXPENSES.

The City Board of Directors shall by ordinance establish a schedule of fees, charges, and expenses and a collection procedure for building permits, certificates of zoning compliance, appeals and other matters pertaining to this ordinance. The schedule of fees shall be posted in the office of the Planning Administrator and may be altered or amended only by the City Board of Directors.

Until all applicable fees, charges and expenses have been paid in full, no action shall be taken on any application or appeal.

ARTICLE 12. AMENDMENTS.

The City Board of Directors may from time to time amend this ordinance. Members of the City Board of Directors or any other official or person may petition for an amendment to the ordinance, which petition shall first be submitted to the Planning Commission for its report and recommendations.

1. Amendment Procedure for Private Parties.

a) Fee. Any private party or parties desiring a zoning change shall pay a fee of $25 to the City Controller to cover the costs of public notices and related expenses.

b) Petition. Any private party or parties desiring an amendment to the ordinance, upon payment of the above fee, shall submit to the Planning Commission a petition giving the legal description of the property involved and the zoning classification requested for the property. The petition shall also include a statement and diagram explaining why the proposed changes will not conflict with surrounding land uses.

c) Public hearing. Upon receipt of a petition for an amendment, the Planning Commission shall hold a public hearing on the proposed amendment, after:

minimum width required by the district regulations with its inner edge parallel with the rear lot line.

Yard, Special. A yard behind any required yard adjacent to a public street, required to perform the same functions as a side or rear yard, but adjacent to a lot line so placed or oriented that neither the term "side yard" nor the term "rear yard" clearly applies. In such cases, the Planning Administrator shall require a yard with minimum dimensions as generally required for a side yard or a rear yard in the district, determining which shall apply by the relation of the portion of the lot on which the yard is to be located to the adjoining lot or lots, with due regard to the orientation and location of structures and buildable areas thereon.

ARTICLE 18. LEGAL STATUS

1. Conflicting Ordinances Repealed.

All ordinances or parts of ordinances of the City of Fayetteville in conflict herewith, including but not limited to the following ordinances, are hereby repealed: Ordinances Nos. 1002, 1005, 1008, 1037, 1049, 1077, 1079, 1081, 1087, 1090, 1095, 1097, 1117, 1139, 1148, 1157, 1158, 1163, 1181, 1195, 1199, 1200, 1201, 1206, 1238, 1239, 1276, 1282, 1284, 1302, 1339, 1425, 1468, 1493, 1501, 1540.

2. Effective Date.

This Ordinance being necessary for the preservation of the public peace, health, comfort, convenience, morals, safety and welfare of the City of Fayetteville, an emergency is declared to exist and this Ordinance shall be in full force from the date of its approval.

PASSED AND APPROVED, this 29 day of June, 1970.

Garland Melton Jr

Garland Melton, Jr., Mayor

ATTEST:

Marilyn Moore

Marilyn Moore, City Clerk

Agenda Session 3-13-18

City of Fayetteville, Arkansas

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

City Council Agenda Session Tentative Agenda

Tuesday, March 13, 2018

4:30 PM

City Hall Room 326

City Council Members

Adella Gray Ward 1
Sarah Marsh Ward 1
Mark Kinion Ward 2
Matthew Petty Ward 2
Justin Tennant Ward 3
Sarah Bunch Ward 3
John S. La Tour Ward 4
Kyle Smith Ward 4

ELECTED OFFICIALS:
Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra Smith

Call To Order

Roll Call

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions

City Council Meeting Presentations, Reports and Discussion Items:

1. 2018-0154
NOMINATING COMMITTEE REPORT

2. 2018-0155
HOUSING AUTHORITY BOARD RESIDENT APPOINTMENT

3. 2018-0143
FAYETTEVILLE MOBILITY PLAN - FINAL REPORT PRESENTATION AND DRAFT IMPLEMENTATION STRATEGY

Attachments: FAYETTEVILLE MOBILITY PLAN

Agenda Additions

A. Consent:

A. 1 2018-0014
APPROVAL OF THE MARCH 6, 2018 CITY COUNCIL MEETING MINUTES

A. 2 2018-0145
MSI CONSULTING GROUP, LLC:

A RESOLUTION TO AUTHORIZE THE PURCHASE OF ANNUAL SOFTWARE MAINTENANCE FROM MSI CONSULTING GROUP, LLC FOR VIRTUAL JUSTICE SOFTWARE USED BY THE DISTRICT COURT, POLICE DEPARTMENT AND THE CITY PROSECUTOR DIVISION IN THE AMOUNT OF $21,600.00 PLUS APPLICABLE TAXES, AND TO APPROVE A 5% PROJECT CONTINGENCY IN THE EVENT ADDITIONAL LICENSES ARE NEEDED

Attachments: MSI CONSULTING GROUP, LLC

B. Unfinished Business:

B.1 2018-0053

RZN 17-6034 (2468 N. CROSSOVER RD./JONES):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 17-6034 FOR APPROXIMATELY 4.40 ACRES LOCATED AT 2468 NORTH CROSSOVER ROAD FROM RSF-2, RESIDENTIAL SINGLE FAMILY, 2 UNITS PER ACRE TO NS-L, NEIGHBORHOOD SERVICES-LIMITED

Attachments: RZN 17-6034 (2468 N. CROSSOVER RD./JONES)

This ordinance was left on the first reading at the February 6, 2018 City Council meeting. This ordinance was left on the second reading at the February 20, 2018 City Council meeting. At the March 6, 2018 City Council meeting this ordinance was tabled to the March 20, 2018 City Council meeting.

B. 2 2018-0139

AMEND § 74.01 APPLICATION OF REGULATIONS:

AN ORDINANCE TO AMEND § 74.01 APPLICATION OF REGULATIONS TO ADD A DEFINITION OF ROADWAY

Attachments: AMEND § 74.01

This ordinance was left on the first reading at the March 6, 2018 City Council meeting.

C. New Business:

C. 1 2018-0147

RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6086 FOR APPROXIMATELY 0.41 ACRES LOCATED AT 834 WEST NORTH STREET FROM R-O, RESIDENTIAL OFFICE TO RSF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE

Attachments: RZN 18-6086 (834 W. NORTH ST./PIERCE TRUST)

C.2 2018-0146

RZN 18-6092 (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 18-6092 FOR APPROXIMATELY 0.23 ACRES LOCATED AT 306 SOUTH COLLEGE AVENUE FROM NC, NEIGHBORHOOD CONSERVATION TO RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE

Attachments: RZN 18-6092: (306 S. COLLEGE AVE./SOUTHERN BROS. CONST.)

C.3 2018-0148

VAC 18-6097 (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP):

AN ORDINANCE TO APPROVE VAC 18-6097 FOR PROPERTY LOCATED WEST OF BEECHWOOD AVENUE AND 15TH STREET TO VACATE A PORTION OF A UTILITY EASEMENT

Attachments: VAC 18-6097: (W. OF BEECHWOOD AVE. & 15TH ST./BARRETT DEV. GROUP)

C.4 2018-0151

AMEND § 111.04 APPLICATION FOR PERMITS:

AN ORDINANCE TO AMEND § 111.04 APPLICATION FOR PERMITS IN CHAPTER 11 ALCOHOLIC BEVERAGES

Attachments: AMEND § 111.04 APPLICATION FOR PERMITS

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AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION:

AN ORDINANCE TO AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION

Attachments: AMEND § 154.03 PRIVATE PARTIES/ZONING AMENDMENT (A) PETITION

D. City Council Agenda Session Presentations:

E. City Council Tour:

F. Announcements:

G. Adjournment

Add:

(C.I.)- Vac 18-6142 1898 E. Mission Blvd. (Legistar 2018-0166)

(Consent)-Continuous Process Improvement Training (Legistar 2018-0162)

Pre Agenda Meeting 3/7/18

City of Fayetteville, Arkansas

113 West Mountain Street
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(479) 575-8323

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