City of Fayetteville Staff Review Form

2019-0799

Legistar File ID

12/3/2019

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

Garner Stoll	11/15/2019	CITY PLANNING (630)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

ADM19-6649 Administrative Item (CITY PLAN 2040): Submitted by the CITY PLANNING DIVISION to update the Comprehensive Land Use Plan, the Future Land Use Map, the Master Street Plan, and the Active Transportation Plan Map.

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	$	-

V20180321

Purchase Order Number:

Previous Ordinance or Resolution #

Change Order Number:

Approval Date:

Original Contract Number:

Comments:

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF DECEMBER 3, 2019

TO: Mayor; Fayetteville City Council

THRU: Don Marr, Chief of Staff
Garner Stoll, Development Services Director
Andrew Garner, City Planning Director
Chris Brown, City Engineer

FROM: Jonathan Curth, Senior Planner

DATE: November 15, 2019

SUBJECT: **ADM 19-6649: Administrative Item (CITY PLAN 2040):** Submitted by the CITY PLANNING DIVISION to amend and update the Comprehensive Land Use Plan, the Future Land Use Map, the Master Street Plan, and the Active Transportation Plan Map.

RECOMMENDATION:
Staff and the Planning Commission recommend approval of a resolution adopting City Plan 2040 as the comprehensive land use plan for the City of Fayetteville and its Planning Area, including the Future Land Use Map, the Master Street Plan, and the Active Transportation Plan Map.

BACKGROUND:
City Council policy is to update the comprehensive land use plan every five years. City Plan 2030 was due to be updated in 2017. However, the Master Transportation Plan was a large city-wide community planning effort that took place in 2017. The decision was made to let the Master Transportation Plan move forward before the update to City Plan 2030, which has occurred. On November 27, 2018, the Planning Commission reviewed and recommended in favor of a work program for an update to the comprehensive land use plan of the City. Subsequently, on February 6, 2018, the City Council passed Resolution 50-18 (Exhibit 'A') to approve the work program recommended by the Planning Commission.

Among the major focuses emphasized by the Planning Commission, including integration of the City's strategic plans, revising the Master Street plan, and updating charts, maps, statistics, and demographics, staff was directed to prioritize Goals 1 & 6 regarding appropriate infill and attainable housing respectively. In the lead-up to the City Plan update, a reoccurring theme at public meetings and during public input was the phenomenal growth Fayetteville is experiencing and the impacts this has on residents. Whether due to new, highly-visible, multi-family developments or single houses developed on a vacant property, infill development has impacted residents and prompted the question of what additional policies and standards the City can implement to ensure "appropriateness". Similarly, with the current growth cycle continuing, housing prices have exceeded the means of many existing and potential residents. Given this, the potential for the City to play a role in encouraging attainable housing is greater now than at

almost any time in Fayetteville's history.

PARTICIPATION:
The project team for updating City Plan 2030 included a wide-ranging, cross-departmental group of City staff, including members of the Communications, Community Development, Development Services, Economic Vitality, Fire, Parks, Police, and Sustainability and Resilience Departments. Beyond staff, the Planning and Engineering Divisions engaged with the Planning Commission as the principal steering committee for the update. Feedback was also provided by City Councilmembers throughout the process, including at presentations in September of 2018 and April of 2019.

In addition to input sessions with appointed and elected officials, City staff conducted an in-person and online survey from April to December of 2018. The purpose of this survey was two-fold. At the direction of the City Council and Planning Commission, the survey served as an education tool, conveying to residents the intent behind the City's prioritization of appropriate infill. Secondly, the survey sought to better understand the experience of residents with housing attainability and infill development, and how the City could address concerns through policy or ordinance. Ultimately, nearly 900 participants contributed online and at multiple in-person events including at the Fayetteville Farmer's Market, Gulley Park, the University of Arkansas, the Fayetteville Senior Center, CDBG in the Park, and First Thursday events. Efforts to increase participation and promote a greater demographic representation among participants included online invitations to University of Arkansas students, neighborhood groups, the development community, and through major local employers. Additionally, 1,500 invitations to participate in the survey were sent through a randomized mailer issued equitably among the four wards of the City.

After documenting and reviewing input from the Council, Commission, and residents, the project team assembled a new framework that keeps intact the original goals and identifies concrete action steps that will advance the goals over the next five years. The project team then applied City Plan principles to the Future Land Use Map and, coupled with recommendations from consultant Nelson-Nygaard, to the Master Street Plan. These drafts were reviewed during several work sessions with the Planning Commission to solicit additional comments and critiques.

Occurring concurrently with City Plan's outreach and update was the Active Transportation Advisory Committee's (ATAC) review of the Active Transportation Plan Map. This included an in-depth evaluation of existing and proposed trails and on-street linkages in each quadrant of the City. A review of the map involved a comprehensive four-month series of public ATAC meetings, followed by a hearing at the Parks and Recreation Advisory Board, a final review by ATAC, and presentation to the Transportation Committee.

UPDATES:
City Plan 2040
In addition to updating the existing City Plan 2030 chapters with new data, demographics, and figures, staff focused particularly on supplementing the content of Chapter 6 Housing and

Chapter 10 Historic and Cultural Resources. Although well-crafted, both chapters lacked the detail and clarity necessary to understand the full impacts, issues, and values they represent. Chapter 11 Economic Analysis was also revisited with an eye for integration with Fayetteville's Economic Development Plan. Where the chapter was previously focused on development patterns and the resulting economic trends, the current update expands upon these and includes a more in-depth examination provided by the Economic Vitality Department.

Among the most prominent additions to the plan are two tools: The Growth Concept Map and the Infill Development Score. The Growth Concept Map is a conceptual map translating the vision of City Plan 2040 in to an outline for connected, compact development. The map identifies a series of Tier One, Tier Two, and Tier Three Centers that act as regional, community, and neighborhood focal points respectively. As a tool, the Growth Concept Map is intended to serve as a guiding document for staff, appointed and elected officials, and residents when making decisions or recommendations about public investment and economic development.

The Infill Development Score is a map-based tool for objectively assessing and quantifying a specific property's appropriateness for infill. This is achieved through a matrix of values assigned to elements of the built and natural environment, ranging from proximity to water and sewer lines to the density of street intersections. Similarly to the Growth Concept Map, the Infill Development Score may act to advise staff, appointed and elected officials, and residents on a range of matters including but not limited to viability of a rezoning request, the constraints to a property's development priority for cost shares, or even the marketability of land. Adding further depth to the Infill Development Score is the potential to weight the elements, thereby adding to or subtracting from a property's score with consideration for policy goals. Taken together or reviewed separately, the Growth Concept Map and Infill Development Score are intended to both synthesize existing considerations and fill a gap in the array of maps, data, and plans that guide decision-making.

Lastly, while many of City Plan's existing objectives and benchmarks remain and are considered ongoing, there are also numerous additions that staff believes will further each goal, with an emphasis on Goal 1, encouraging appropriate infill and revitalization, and Goal 6, creating opportunities for attainable housing. A complete list of the existing and proposed goal, objectives and action steps is attached (Exhibit 'B').

Key action steps that the project team believes will advance the goals of City Plan 2040 are:

- Evaluation and recommendation of modifications to existing zoning to create context sensitive districts. This would include analyzing and amending permitted and conditional uses, building mass, setbacks, and lot area coverage requirements.
- Develop protocols for infill construction projects. Infill construction protocols are typically designed to outline "good neighbor best practices" and provide construction companies and neighbors with expectations for construction site and logistical issues.
- Evaluate development thresholds based on quantitative metrics such as the amount of impervious surface or building form, not building type.

- Create pre-approved building types for identified neighborhoods.
- Discuss “spot zoning” in the midst of established neighborhoods, and potential for large rezonings.
- Work with the City Council to develop a formal annexation policy to strategically and deliberately plan for controlled growth on the City’s outer edges.

Future Land Use Map

The Future Land Use Map and land use designations as proposed herein are still based on the transect model, the SmartCode framework wherein habitats are ordered from the most natural to the most urban. Staff’s goal with this update is to use the existing land use designations and provide multiple iterations of the Future Land Use Map as potential scenarios for growth management. Each alternative poses a different strategy for accommodating Fayetteville’s anticipated population growth, from the current discouragement of annexation for urban or suburban development to growth moderated by zoning and annexation tools that moderate the City’s expansion with respect to the goals and principals of City Plan 2030.

Alternative #1 represents the existing Future Land Use Map as adopted with City Plan 2030, and will be updated to reflect changes in existing land use since the map’s 2011 adoption. This iteration was created following the economic downturn of the late 2000s and included a reduction of Residential Neighborhood Area at the edge of the City to discourage urban sprawl and a reclassification of portions of north Fayetteville to Urban Center Area to reflect its new “regional” description.

Alternative #2 incorporates those changes outlined in Alternative #1 along with reclassifying large areas within Fayetteville’s Planning Area as Residential Neighborhood Area. This is intended to reflect and accommodate the anticipated population growth of Fayetteville in coming decades in a deliberate manner. Additionally, adoption, application, and implementation of this Future Land Use Map is predicated on the execution of several proposed action items within City Plan 2040. Foremost among these are the development of a formal annexation policy to strategically and deliberately plan for controlled growth and the adoption of zoning districts that can be utilized to manage rural growth and maintain rural character at the City’s outer edges. Significant changes to the map include a broad expansion of land within the Planning Area designated as Residential Neighborhood Area.

Alternative #3 acts as a middle road, to include those changes outlined in Alternative #1 within the City’s boundaries and a more moderated expansion of Residential Neighborhood Area in to the Planning Area. While also predicated on adopting a formal annexation policy and rural zoning districts, the additional areas designated as Residential Neighborhood area are currently contiguous to City limits, adjacent to City infrastructure, complimentary to the efficient provision of City services, or a combination thereof.

Master Street Plan

The principle goal of this update is to incorporate the findings and recommendations of Nelson-Nygaard and their Fayetteville Mobility Plan in to the City’s Master Street Plan. This involved parallel efforts, the first of which was a reclassification of street types or typologies. While most

cities nationwide, including Fayetteville currently, utilize the Federal Highway Administration's "functional classification" system of Arterial, Collector, and Local streets, these categories provide limited information about the street, how it relates to surrounding land uses, and how it functions from block to block. These designations and associated functional classifications under the proposeds City Plan 2040 Master Street Plan are:

- Regional Link – High Activity (Arterial Street)
- Regional Link (Principal Arterial Street)
- Neighborhood Link (Minor Arterial/Collector Street)
- Residential Link (Local and Residential Streets)
- Urban Center (sections adopted under the 2005 Downtown Master Plan)

As it is not sufficient to simply rename these street classifications, the second major update to the plan was a full review of all streets classified within the Master Street Plan, whether within or without the Fayetteville's city limits. This was based on the two-fold understanding that some existing and future streets are "over-classified" and a build-out under the current Master Street Plan would not serve the mobility needs of residents city wide or compliment the needs of residents and property owners along these corridors. Accordingly, every street was vetted and many were re-classified. Examples of the most prominent changes include:

- Extension of the Urban Center street sections southward to Martin Luther King Boulevard
- Reclassification of the following from Major or Minor Arterials to Neighborhood Links:
    - North Street/Mission Boulevard from College Avenue/71B to Crossover Road/Highway 265
    - Gregg Avenue from North Street to Van Asche Drive
    - Deane Street and Mount Comfort Road from Garland Avenue/Highway 112 to Salem Road
    - Broyles Avenue
    - Double Springs Road
    - Deane Solomon Road
    - Persimmon Street
    - Oakland Zion Road
- Reclassification of the following from Collector Streets as Residential Links:
    - Stearns Street from Vantage Drive to Crossover Road/Highway 265
    - Sunbridge/Reynolds/Strange from Gregg Avenue to Garland Avenue/Highway 112
    - Raven Lane between Quail and Topaz Drives

The final major update to the Master Street Plan includes further advancing the ability to create context sensitive streets through a flexibility of design. Each street includes an associated minimum standard based on classification, from which it may vary depending on surrounding land uses, proposed development, or relevant long-range plans. Among these options are the ability to increase lane widths to accommodate transit, removal of on-street parking facilities, reduction or increase in sidewalk widths, and modification of greenspace or parking for Fire

Code compliance. Other notable additions to this flexibility include the potential for a required frontage and furniture zones. In urban settings, where buildings abut the right-of-way the addition of a frontage zone or furniture zone creates a buffer for pedestrians from opening doors and accommodate street elements such as benches without compromising the mobility of pedestrians.

Active Transportation Plan Map

As the illustration of existing and future trail facilities, the Active Transportation Plan Map serves as a tool for staff and City officials to prioritize infrastructure improvements. Accordingly, and in response to City Council's adoption of the Active Transportation Plan in 2015, staff worked with elected and appointed officials to incorporate current best practices for developing a multi-modal transportation system. Broadly, this effort revolved around increasing both inclusivity and connectivity.

In endeavoring to create an inclusive multi-modal transportation system, the Active Transportation Plan Map proposes several off-street bicycle side paths where on-street facilities were previously planned. This effort is founded on the accepted convention that pedestrian and cyclist comfort and safety is essential for the greater part of any community to embrace alternatives to driving. The use of a side path removes cyclists from the street and the real or perceived threat of automotive traffic. Additionally, a side path also provides a separate sidewalk facility to preserve pedestrian safety by removing it from faster moving bicycle traffic. Proposed side paths include, but are not limited to:

- Along Mount Comfort Road and Lewis Avenue from Garland Avenue to Deane Street
- Along Joyce Boulevard and Steele Avenue from the Mud Creek Trail to Stearns Street
- Along Garland Avenue from Sycamore Street to Interstate 49
- Along Markham Road from Razorback Road to Markham Hill
- Along Huntsville Road from Morningside Drive to Crossover Road

To address connectivity, the proposed Active Transportation Map includes several new or realigned trails. These links in the larger trail system are critical to achieving the Active Transportation Plan's goal of ultimately being within ½-mile of every resident. The recommended additions to the Transportation Plan Map include:

- Extension of the planned Mission Boulevard side path south from Rush Drive to Lafayette Street
- Extension of the planned Braden Park Trails east of Crossover
- New trail north of Mount Comfort Road from Salem Road to the Shiloh Trail
- Realignment of the Clear Creek Trail to match Springdale's Dean's Trail
- Realignment of College Avenue trails to correspond with the draft 71B Corridor Plan
- Connection across 15th Street near Duncan Avenue

DISCUSSION:

City Plan 2040 & Future Land Use Map

On May 13 2019, the Planning Commission held a first public hearing for the draft City Plan 2040 document. The item was tabled at staff's request until the following meeting to allow the Commission and public sufficient opportunity to review the proposal and comment upon it. During discussion of the associated 71B Corridor Plan, representation from the Fayetteville Housing Authority commented on the need for attainable housing and that the City ought to encourage its development. No additional public comment was presented.

On May 28, 2019, staff again requested the Commission table the item to allow additional time for Commission and public comment, and incorporation of Commission feedback. No public comment was presented.

On June 10, 2019, the Planning Commission forwarded the draft plan to the City Council with a recommendation of approval. As a part of this action, several amendments were recommended by the Commission (Exhibit 'C'), including a proposed weighting scheme for the infill development score. Among the Future Land Use Map alternatives, the Commission recommended Alternative #1, noting that adoption of Alternatives #2 or #3 that encourage annexation and peripheral development is not appropriate without an existing annexation policy or growth management tools. No public comment was presented.

Master Street Plan

At the May 13 and May 28, 2019 Planning Commission meetings, staff recommended the draft Master Street Plan be tabled to allow the Commission and public sufficient time to review the proposed plan and comment upon it. Some among the Commission expressed objection to the proposed street sections, commenting that they include lane widths that ought to be reduced. No public comment was presented.

On June 10, 2019, the Planning Commission tabled the draft Master Street Plan. Several Commissioners expressed concerns forwarding the document with a Planning Commission recommendation rather than first addressing Commissioner comments about narrower streets, narrower lane widths, and other items. Staff advised that the Master Street plan would be advanced to the Transportation Committee. No public comment was presented.

On June 25, 2019, the Transportation Committee conferred with staff and attending Commissioners, outlining several requested amendments to the Master Street Plan and referring the draft plan to the Planning Commission. Subsequently, on August 26, 2019, the revised, draft Master Street Plan was forwarded by the Planning Commission to the August 27, 2019 Transportation Committee, which, in turn, forwarded the plan to the City Council.

Active Transportation Plan

On July 8, 2019, the Planning Commission forwarded the draft Active Transportation Plan Map to the City Council with a recommendation of approval, including a text amendment to make reference to encouragement of facility construction consistent with the National Association of City Transportation Officials (NACTO) criteria for "All Ages and Abilities" in City Plan 2040. As with several earlier public hearings for the Active Transportation Plan, significant public comment

was made in opposition to the ongoing inclusion of the planned Sublett Trail from the Lake Lucille area, through the Brooks-Hummel Nature Preserve, and, ultimately, to College Avenue.

BUDGET/STAFF IMPACT:
N/A

Attachments:
- Exhibit A
- Exhibit B
- Exhibit C
- Planning Commission Staff Reports
    - City Plan 2030
    - Future Land Use Map
    - Master Street Plan
    - Active Transportation Plan Map

The draft City Plan 2040, Future Land Use Map Alternatives, Master Street Plan, and Active Transportation Plan Map are available for review on the City of Fayetteville, Arkansas website at: https://www.fayetteville-ar.gov/1216/City-Plan-2040

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

Resolution: 50-18

File Number: 2017-0774

CITY COUNCIL'S SUPPORT FOR CITY PLAN 2030 UPDATE:

A RESOLUTION TO EXPRESS THE CITY COUNCIL'S SUPPORT FOR AN UPDATE TO CITY PLAN 2030

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby expresses its support for an update to the Comprehensive Land Use Plan of the City (City Plan 2030) in 2018 to include study of Archibald Yell Boulevard and South School Avenue to Cato Springs Road and the associated work program described in the staff memo included in the agenda packet.

PASSED and APPROVED on 2/6/2018

Approved:

Lioneld Jordan, Mayor

Attest:

Sondra E. Smith, City Clerk Treasurer

CITY CLERK/TREASURER CITY OF FAYETTEVILLE ARKANSAS WASHINGTON COUNTY

City of Fayetteville, Arkansas

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

Text File

File Number: 2017-0774

Agenda Date: 2/6/2018 **Version:** 1 **Status:** Passed

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

Agenda Number: D. 9

CITY COUNCIL'S SUPPORT FOR CITY PLAN 2030 UPDATE:

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City of Fayetteville Staff Review Form

2017-0774

Legistar File ID

2/6/2018

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

Garner Stoll	12/22/2017	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Resolution for the update to City Plan 2030: Submitted by City Planning Division to request City Council support for the update to City Plan 2030 in 2018 and its associated work program.

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: Garner Stoll, Development Services Director
Peter Nierengarten, Sustainability and Resilience Director

FROM: Andrew Garner, City Planning Director
Leif Olson, Long Range Planner
Jonathan Curth, Senior Planner
Rachael Schaffner, Sustainability Project Coordinator

DATE: December 22, 2017

SUBJECT: **2017-0774: Resolution to update City Plan 2030:** Submitted by City Planning Division to request City Council support of a work program to update City Plan 2030 in 2018.

RECOMMENDATION:

Staff requests City Council support the update to the Comprehensive Land Use Plan of the City (City Plan 2030) in 2018 and its associated work program.

BACKGROUND:

In 2006, the City hired Dover, Kohl and Partners to completely overhaul the comprehensive land use plan, then called General Plan 2020. This effort lead to the adoption of City Plan 2025. City Plan 2025 was a major shift in land use policy away from the continuation of suburban sprawl. The primary goals of City Plan 2025 discourage suburban sprawl and make compact, traditional town form patterns of infill and revitalization the highest priority. Over the past decade, the city's development codes followed suit and were substantially modified by in-house staff to be generally consistent with the land use plan. Significant code changes including form-based zoning districts and pedestrian oriented design standards were adopted and enforced. Denial of annexation and rezoning requests for suburban growth on the periphery of the city have become more common.

City Plan 2025 was updated in 2011 by in-house staff and re-named City Plan 2030. City Plan 2030 continues to instill principals of new urbanism and smart growth, without major changes to the plan from 2006. City Council policy is to update the comprehensive land use plan every five years. City Plan 2030 was due to be updated in 2017. However, the Master Transportation Plan was a large city-wide community planning effort that took place in 2017. The decision was made to let the Master Transportation Plan move forward before the update to City Plan 2030, which

has occurred. Staff now proposes to update City Plan 2030 and has devised a work program to accomplish this update with direction and input from the Planning Commission.

DISCUSSION:

On November 27, 2017, the Planning Commission discussed the update to City Plan 2030. They discussed that the primary six goals of the plan are valid and should remain. These are:

Goal 1 - We will make appropriate infill and revitalization our highest priorities
Goal 2 - We will discourage suburban sprawl
Goal 3 - We will make traditional town form the standard
Goal 4 - We will grow a livable transportation network
Goal 5 - We will assemble an enduring green network
Goal 6 - We will create opportunities for attainable housing

The Commission provided direction and agreed with staff on major ideas to include in the work program for the plan update including:

1. Focus on education and implementation
2. Create a "Growth Concept/Targeted Infill Map" to compliment the "Future Land Use Map"
3. Integrate Mayor and City Council Strategic Plan, "Fayetteville Vision 2050"
4. Complete a corridor vision and regulating plan for College Avenue
5. Update the Master Street Plan Map and street cross sections
6. Integrate Economic Development Plan into update of City Plan 2030
7. Strengthen the historic resources section
8. Strengthen attainable housing definitions and goals
9. Update all charts and maps with current demographic and economic data

BUDGET/STAFF IMPACT:

2016 Capital Budget Project No. 16001 contains $100,000.00 for the Comprehensive Land Use Plan Update. These funds would be utilized to hire a consultant to facilitate the College Avenue Corridor component of the plan. Depending on the scope of work that is developed in response to the request for proposals, it is possible that staff may need to request additional funding for the College Avenue Corridor Plan. The primary update to City Plan 2030 will be done with an interdisciplinary team of in-house staff and existing operations budget to complete the project during 2018.

Attachments:

- Draft Work Program for the update to City Plan 2030

City Plan 2030 Update/City Plan 2035 Project Scope

Project Goal – To update the City's Long Range Comprehensive Plan, Future Land Use Map, Master Street Plan, Street Cross-sections and develop a Growth Concept/Targeted Infill Map.

Work Product Outcomes – City staff, in consultation with appointed and elected officials, have identified several work product outcomes that are critical to creating and implementing a successful long-range comprehensive plan. These outcomes include necessary updates for the various existing plan components, the development of new plan elements, and the integration of complementary plan elements from additional adopted plans, policies, and programs across all City Departments. Essential components and updates include:

- Develop an education and outreach component to the plan that guides the visioning, consensus building and implementation processes. The education components long-term implementation should identify priorities, responsibilities, performance metrics and tools.
- Update the core planning components of the plan based on objective analysis and community input including: community context, demographics, housing, employment and income, land use, transportation, historic and cultural resources, the planning process, framework, economic analysis and guiding policies.
- Integrate and coordinate the inclusion of complimentary goals, objectives and actions from the many adopted plans and policies used by various City Departments and Divisions to guide their work programs. Identified plans include: The City Council's Strategic Plan, Fayetteville's Mobility Master Plan, Fayetteville First Economic Development Plan, the Energy Action Plan, the Active Transportation Plan, The Master Water Plan, existing complete neighborhood plans and the Parks and Recreation Master Plan.
- Strengthen plan components that have been identified as needing additional definition, investigation, analysis and refinement. Specific sections identified for strengthening include: the attainable housing goal area, the historic resources section and the economic development section.
- Update the Future Land Use Map. Utilize geo-based data to analyze the nexus between the existing land use and development patterns in relation to the optimal future land use and development patterns.
- Update the Master Street Plan Map and Street Cross-sections utilizing analysis provided by the recently completed Fayetteville Mobility Plan and the Future Land Use Map update completed in the previous step.
- Develop a Growth and Density Concept Map/Targeted Infill Map to compliment the Future Land Use Map. This component will rely heavily on stakeholder and public input to define boundaries, identify incentivizes and guide the implementation path.
- Coordinate the inclusion of a College Ave. Corridor Study and Regulating Plan into the final City Plan 2030 Update document.
- Solicit continuous feedback from appointed and elected officials periodically throughout the plan update process.

Public Input Process – A robust and inclusive public input process is critical to creating a successful plan. The public input process for this plan update should employ outreach strategies designed to engage a very

large and diverse representative sample of residents in the most convenient and meaningful way possible. The advent of smart phones and targeted social media platforms provide new possibilities for the City to increase participation in the planning process. Currently, the public input process is envisioned in two phases: 1) Collect ideas and input, and 2) Public review of draft plan and maps. Public input work product flow has been ordered as follows:

- Create necessary branding, logos and web resources.
- Develop an overarching vision for the comprehensive plan update depicted both graphically in the form of a map and in a narrative form – Vision 2050.
- Develop public input activities, educational methods, surveys, and data collection methods. The public input process should be determined up front and designed holistically so that the data collected is consistent across collection methods and can be easily compiled, analyzed and summarized. The input activities should be designed to foster public understanding of the planning process, excite curiosity about City processes, and should build relationships across diverse community groups.
- Identify opportunities for community meetings distributed across the planning process timeline to collect continuous face-to-face input. Strive to schedule public input opportunities to align with existing events and locations that draw a diverse, representative sample of Fayetteville residents.
- Determine dates and locations for both fixed and mobile public input opportunities. Establish a calendar for identified in-person input gathering events.
- Review demographic data of public input as the team nears the end of each phase. Identify any missing segments of the population and conduct targeted outreach (in person or virtual) to attempt to achieve equitable reach of education and input opportunities.
- Create an on-going web-based public input portal that can be widely distributed via traditional outreach methods and social media.
- Hold at least one large public design workshop to explore a growth concept or infill boundary map. Market this through diverse methods and targeted approaches to ensure that a wide variety of citizens are aware of and invited to participate.
- Seek ongoing Planning Commission input throughout the plan development process with a monthly update and input session tied to the Planning Commissions agenda setting sessions.
- Seek City Council input with four work/input sessions tied to the four phases of the planning process framework. These meetings should be conducted at regularly scheduled City Council agenda setting sessions as work product is completed during the planning process.

Internal Work Product – This City Plan update will be accomplished through a team process that will assign work product and completion responsibilities to specific team members from numerous City Departments.

Detail Work Program

Phase I – Public Outreach

Work Product	Responsible Department or Division	Timeline or completion date for deliverable
Brief CC on CP 2030 Update work plan at agenda session and Resolution of support from the City Council blessing the CP 2015 work plan	Development Services	February 6
Develop necessary branding, logos and Website	Communications Planning	Create branding and logos by Jan. 31. Website development completed by February 28.
Draft and release a RFP to hire a consultant for the College Ave. Corridor Plan	Planning	February 28
Interview, hire and approve a contract with the College Ave. Corridor Study Consultant	Planning	March 15
Develop public outreach strategy and materials.	Sustainability Planning Communications Information Technology	March 15
Schedule and conduct one large public input session	Planning	March 31
Schedule and conduct multiple mobile workshops	Communications Sustainability Planning	April 31
Conduct City Council Work Session to review final draft documents and maps and make final edits	Planning	May 15

Phase II – Compilation of public input and draft documents.

Work Product	Responsible Department or Division	Timeline or completion date for deliverable
First draft of updated community background chapters	Sustainability	March 31
First draft of the economic development chapter	Economic Vitality	March 31
First draft of historic and cultural resources chapter	Planning	March 31
Public input session for the College Ave. Corridor Plan	Consultant Planning Sustainability	April 15

First draft of the Future Land Use Map update	Planning Sustainability GIS	May 31
First draft schematic design of College Ave. Corridor	Planning	May 31
First draft of Growth Concept Map	Planning Sustainability GIS	May 31
First draft of Master Street Plan update	Planning Engineering GIS	May 31
First draft of the Street Cross-section update	Engineering	
Attainable housing goal update, definition and strategy	Community Resources Planning	May 31
Conduct City Council Work Session to review draft documents and maps and make final edits	Planning	May 31

Phase III – Review, edit and finalize draft document, maps and goal updates.

Review, edit and finalize CP 2035 document – Word Document	Planning Sustainability Communications	July 31
Review, edit and finalize FLUM, Growth Concept Map, Master Street Plan Map and Street Cross-sections	Planning Engineering Sustainability GIS	July 31
Review, edit and finalize College Ave. Corridor Study	Planning	July 31
Conduct City Council work session to review final draft documents and maps	Planning	August 31
Create final document in In-Design format	Planning Sustainability	August 31

Phase IV – Public review and adoption

Post final draft CP 2035 and College Ave. Corridor Study documents and maps online and solicit public feedback	Planning Communications Sustainability	September 31 – October 31
Conduct City Council work session to review final CP 2035 and College Ave. Corridor Study draft documents and maps and make final edits	Planning	October 31
Present final draft CP 2035 College Ave. Corridor Study documents and maps to the City Council for adoption	Planning	November – December 2018
Develop post-plan adoption web resources (maps, document, etc.)	Planning Communications Information Technology	February 2019

Budget –College Avenue Corridor Plan consultant will be paid with an existing CIP approved budget. Other preliminary items to cost out include:

- Mobile workshop vehicle rental.
- Targeted social media add buys.
- Outreach materials including graphic design, printing and display supplies.
- Refreshments for public input workshop(s).

ADM 19-6649
EXHIBIT 'B'

City Plan 2040 Benchmarks
Short Term 2019-2025
Develop a conservation development ordinance, or other form for rural properties, or those with environmentally sensitive features. (Goal 2 & 5)
Develop internal processes to align funding, development and planning of city infrastructure with the goals of City Plan 2030. (Goal 1 & 2)
Identify existing properties that are vacant or prime for redevelopment and initiate form-based rezoning discussions with property owners. (Goal 1, 2, & 3)
Use the Enduring Green Network boundary map as a tool when making decisions on parkland acceptance and acquisition, off-site tree preservation, and when updating the Master Trail Plan (Goal 4 & 5)
Develop a system of metrics for the city to evaluate and prioritize properties for inclusion in the enduring green network. (Goal 5) Continue to develop and implement form-based codes that establish clear design standards and assure neighbors that new development will be desirable and compatible. (Goals 1,3,4 & 6)
Determine the feasibility of a Local Housing Trust Fund and Land Bank. (Goal 6)
Develop protocols for infill construction projects. Infill construction protocols are typically designed to outline "good neighbor best practices" and provide construction companies and neighbors with expectations for construction site and logistical issues such as; street or sidewalk closures, hours of construction activity, contact information for City Departments involved in the construction process, etc.
Evaluate and recommended modifications to existing zoning districts to create context sensitive districts. This would include analyzing and amending permitted and conditional uses, building mass, setbacks and lot area coverage requirements. (Goal 1, 2, 3 and 6)
Evaluate and modify standards for commercial, mixed-use and urban residential uses that are complementary to the existing context of the neighborhood and adjacent property. (Goal 1, 2, 3 and 6)
Evaluate development thresholds based on quantitative metrics such as building form, and not building type. (Goal 1, 2, 3 and 6)
Create pre-approved building types for identified neighborhoods. (Goal 1, 2, 3 & 6)
Evaluate conditional use permit vs. use-by-right for appropriate infill. (Goal 1)

Discuss "spot zoning" in the midst of established neighborhoods, and potential for large rezoning's. (Goal 1 & 3)
Work with the City Council to develop a formal annexation policy to strategically and deliberately plan for controlled growth on the City's outer edges. (Goal 1, 2, 3 & 5)
Develop additional rural/agricultural zoning districts that can be utilized to manage rural growth and maintain rural character on the City's outer edges. (Goal 2 & 5)
Identify gaps in affordability throughout the city and set numerical targets for housing that is affordable to a variety of households, including workforce, supportive, low-income, families with children, and senior housing. (Goal 1, 3, 4 & 6)
Promote long-term affordability by targeting the use of public funds for the lowest-income households, including those who are homeless, at risk of homelessness, or who have other special needs. (Goal 6)
Identify new or expand existing dedicated revenue sources for affordable housing. (Goal 6)
Examine potential regulatory barriers and policies that impede the provision of household affordability, including: infrastructure costs, the costs and benefits of development ordinances on housing development, and how the City's fees and requirements impact the cost of living for households in Fayetteville. (Goal 1 & 6)
Develop a community educational campaign to address housing affordability such as; the loss of existing affordable housing, rising utility and transportation costs, and the need to maintain affordability as a part of Fayetteville's quality of life. (Goal 6)
Identify opportunities for the creation of affordable housing on publicly-owned land and develop partnerships with developers to provide flexible, affordable work space and housing. (Goal 6)
Long Term > 5 Years
Utilize the Historic District Commission to educate the public on tax credits, appropriate design standards, neighborhood preservation tools. (Goals 1, 2 & 3)
Evaluate the development and implementation of a tiered impact fee system. (Goals 1 & 2)
Evaluate existing street design speed, operating speed and posted speed limits, to ensure that each is appropriate based on the roadway design and context of the surrounding environment. (Goal 4)
Create a complete neighborhood or street corridor plan every other year utilizing a charrette process and analyze water and sewer capacity to identify opportunities or limitations for development. (Goal 1, 4, & 6)
On-Going

Support rezoning proposals that result in increased density around logical future transit stops, rail corridors and major transportation corridors. Recommendations should generally align with the Growth Concept Map. (Goal 4)
Support development and redevelopment opportunities along the existing rail line. (Goal 4)
Support and implement the goals, strategies and actions of the transformational 71B Corridor plan. (Goal 1, 2, & 4)
Include public transportation providers in the design phase of new, and retrofitted, street projects and determine if there is a current or future need for benches, shelters, or bus turn-offs. (Goal 4)
Continue developing and implementing the Infill Scoring Matrix and Map with elected officials as a tool for understanding a parcels proximity to existing utilities, infrastructure and services. (Goal 1, 2, 3, 4, 5 & 6)
Implement and utilize the Growth Concept Map to strategically incentivize the development of Tier-1, Tier-2, and Tier-3 commercial and mixed-use nodes along major corridors and as neighborhood centers. (Goal 1, 2, 3, 4, 5 & 6) Actively participate and engage in the regional dialogues and initiatives as outlined in the report completed by the Northwest Housing Regional Planning Commission entitled “Our Housing Future- A Call to Action for Northwest Arkansas”. (Goal 6)
Promote long-term affordability by supporting a local or regional community land trust and other shared equity approaches. (Goal 6)
Support the creation of a “real-time” database of available affordable housing units, services, resources, and incentives to strengthen the process of connecting qualified buyers and renters with affordable housing to comprehensively lower monthly household expenses. (Goal 6)
Promote long-term affordability by developing new goals, targets, and strategies to promote the distribution of affordable housing in all parts of the city, including incentives for affordable housing in new developments and for the preservation of existing rental units. (Goal 6)

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF DECEMBER 3, 2019

TO: Mayor; Fayetteville City Council

THRU: Don Marr, Chief of Staff
Garner Stoll, Development Services Director
Andrew Garner, City Planning Director
Chris Brown, City Engineer

FROM: Jonathan Curth, Senior Planner

DATE: November 15, 2019

SUBJECT: **EXHIBIT 'C' -** Planning Commission Recommendation for the Comprehensive Land Use Plan, the Future Land Use Map, and the Master Street Plan.

RECOMMENDATION:
Following several meetings in 2018 and 2019 in which the Planning Commission functioned as a steering committee for the update to City Plan 2030, the Future Land Use Map, and Master Street Plan, complete draft documents were presented to Commissioners on May 13, 2019. Commissioner feedback was requested on each of the three plan elements outlined above, with comments, recommendations, and critiques provided over the following four weeks.

DISCUSSION:
Although staff agreed with and incorporated many of the Planning Commission's recommended amendments to City Plan 2040, the Future Land Use Map, and the Master Street Plan, the following represent substantive changes that either represent significant staff time to implement or matters of policy upon which ultimate decision lay with the City Council.

City Plan 2040

- Infill Development Scoring Matrix:
  - At the Planning Commission Retreat held on May 18, 2019, Commissioners reviewed the proposed Infill Development Scoring Matrix and made recommendations on weighting of the criteria. In addition to providing weights to the proposed criteria, the Commission recommended substituting properties with greater than 15% slope to properties with 100-year floodplain as a negative modifier.
  - Commissioner Brown recommends the following additions or modifications to the draft Infill Development Scoring Matrix:
    - Addition of the Enduring Green Network boundaries instead of Slopes Greater than 15 Percent or 100-year Floodplain. These elements are encompassed within the Enduring Green Network and Commissioner Brown proposed this be assigned the weight previously-proposed by Commissioners for slope/floodplain; and

        - Incorporation of Growth Concept Map centers using a buffer of increasing
- Growth Concept Map:
    - Commissioner Brown recommends the following additions or modifications to the draft Growth Concept Map:
        - Addition of the Enduring Green Network;
        - Addition of the Mayor's Box;
        - Highlighting of the Arkansas & Missouri railroad track running north-south through Fayetteville; and
        - Reclassifying the Tier 3 center indicated above Evelyn Hills to a Tier 2 center.
    - The current Growth Concept Map indicates the Evelyn Hills shopping center area as a Tier 3 center. Commissioner Brown recommends this be revised to a Tier 2 center. Currently, all proposed iterations of the Future Land Use Map include a designation of Complete Neighborhood Plan for areas associated with an adopted, locally-targeted plan. Commissioner Brown recommends that this designation be kept as an outline of the existing neighborhood plan areas, but with appropriately delineated Future Land Use Map designations (Urban Center Area, City Neighborhood Area, etc.) applied to the parcels within.
- Chapter 3: Framework:
    - Commissioner Brown recommends assigning a responsible department, division, or committee to each of the proposed City Plan 2040 benchmarks.
    - Commissioner Hoffman recommends maintaining the current language for Goal #3: We will make traditional town form the standards, rather than re-write it as "We will make compact, complete, and connected development the standard."
- General Comment
    - Commissioner Hoffman recommends inclusion of additional language related to open space. Specifically, that shared public spaces ought to be more deliberate in design, encouraging natural surveillance through "eyes on the street" that ensure the safe use of parks, trails, and other spaces.

Future Land Use Map

- Currently, all proposed iterations of the Future Land Use Map include a designation of Complete Neighborhood Plan for areas associated with an adopted, locally-targeted plan. Commissioner Brown recommends that this designation be kept as an outline of the existing neighborhood plan areas, but with appropriately delineated Future Land Use Map designations (Urban Center Area, City Neighborhood Area, etc.) applied to the parcels within.

Master Street Plan

- Commissioner Sharp recommends inclusion of a Parkway Boulevard street section. Although a Parkway Boulevard street section does not exist among the streets in the Master Street Plan or designations in the Master Street Plan Map, it could be done voluntarily and would likely be a municipal project given the cost associated with a larger street. A further consideration is that this section is not currently applied within the Master Street Plan Map, and staff seeks guidance as to which existing or proposed streets, if any,

the Parkway Boulevard designation ought to be applied.

Attachments:

- Planning Commission Infill Development Scoring Matrix Weighting

Infill Development Criteria		Total	Weighted Total	Old Post Office		Penguin's Ed - West		Fiesta Square (Varies)		Harps - Wedington		Harps - Mission/Crossover	
				Total	Weighted Total	Total	Weighted Total	Total	Weighted Total	Total	Weighted Total	Total	Weighted Total
Fire Department													
	Fire Department 4 Minute Response Time	1	1	1	1	1	1	1	1	1	1	1	1
Utilities													
	Sewer Main (300')	1	2	1	2	1	2	1	2	1	2	1	2
	Water Main (300')	1	2	1	2	1	2	1	2	1	2	1	2
Amenities													
	Grocery Store (1/2 Mile)	1	3	1	3	0	0	1	3	1	3	1	3
	Public School (1/2 Mile)	1	3	1	3	0	0	0	0	0	0	1	3
	UA Main Campus (1/2 Mile)	1	3	0	3	0	0	0	0	0	0	0	0
Parks and Trails													
	Park (1/2 Mile)	1	2	1	2	1	2	0	0	1	2	0	0
	Trail (1/2 Mile)	1	2	1	2	1	2	1	2	1	2	0	0
Transit													
	Ozark Transit (1/2 Mile)	1	4	1	4	0	0	1	4	0	0	0	0
	Razorback Transit (1/2 Mile)	1	4	1	4	0	0	1	4	1	4	0	0
Future Land Use Plan		1	3	1	3	0	0	1	3	1	3	1	3
	City Neighborhood Area	-											
	Urban Center Area	-											
	Downtown Master Plan	-											
	Fayette Junction Plan	-											
	Walker Park Master Plan	-											
	Wedington Corridor Master Plan	-											
	71B Corridor Plan	-											
Intersection Density													
	Greater than 140 intersections/square mile	1	5	1	5								
Natural Environment													
	~~Greater than 15% slope*~~	-1	-3		0								
	Total	11	15.5	11	15.5	5	4.5	8	10.5	8	9.5	6	7

**Substitute 100-year floodplain for >15% slope*

Scoring:	1 through 5
Highest Score:	17
Lowest Score	-1.5

CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director
Chris Brown, City Engineer

FROM: Jonathan Curth, Senior Planner
Josh Bocaccio, Staff Engineer

MEETING DATE: August 26, 2019 **(Updated with Planning Commission Results)**

SUBJECT: **ADM 19-6651: Administrative Item (MASTER STREET PLAN 2040):** Submitted by the CITY PLANNING DIVISION to amend and update the Master Street Plan.

RECOMMENDATION:
Staff recommends forwarding **ADM 19-6651** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:
"I move to forward **ADM 19-6651** to the City Council with a recommendation of approval, amending the proposed Master Street Plan as described in the attached memo."

JUNE 10, 2019 PLANNING COMMISSION MEETING:
At the June 10, 2019 Planning Commission meeting, this item was tabled by the Commission to allow staff time to amend the draft Master Street Plan to incorporate Commissioner comments regarding, but not limited to, lane widths, an attached sidewalk street section, and a parkway street section. Staff subsequently submitted the item to the City Council's Transportation Committee where direction was given to staff to coordinate with the Commission to incorporate Commission comments where appropriate and feasible. A draft reflecting these changes is attached.

BACKGROUND:
The current Master Street Plan was adopted by Resolution 146-11 on August 16, 2011. While its predecessor adopted with City Plan 2025 focused on standardizing the street cross sections, classifying streets in recently-annexed areas, and increasing the number of Collector Streets, the update with 2030 focused on classifying streets in Fayetteville's extra-jurisdictional Planning Area, addressing alley design and use, contextualizing Collector Streets, and reducing right-of-way requirements for both Minor and Major Arterials.

More recently, in February of 2016, the City of Fayetteville contracted with Nelson/Nygaard as a transportation planning consultant to develop a transportation master plan, entertainment district parking plan, and mobility report. Among the goals and objectives recommended in their 2018 Fayetteville Mobility Plan, Nelson/Nygaard emphasized the importance of contextual and complimentary street design that supports surrounding land uses, maintains reliable connections, and increases transportation options.

DISCUSSION:
The principle goal of this update is to incorporate the findings and recommendations of Nelson-Nygaard and their Fayetteville Mobility Plan in to the City's Master Street Plan. This involved parallel efforts, the first of which was a reclassification of street types or typologies. While most cities nationwide, including Fayetteville currently, utilize the Federal Highway Administration's "functional classification" system of Arterial, Collector, and Local streets, these categories provide limited information about the street, how it relates to surrounding land uses, and how it functions from block to block. These designations and associated functional classifications under the current Master Street Plan are:

- Regional Link – High Activity (Arterial Street)
- Regional Link (Principal Arterial Street)
- Neighborhood Link (Minor Arterial/Collector Street)
- Residential Link (Local and Residential Streets)
- Urban Center (sections adopted under the 2005 Downtown Master Plan)

As it is not sufficient to simply rename these street classifications, the second major update to the plan was a full review of all streets classified within the Master Street Plan, whether within or without the Fayetteville's city limits. This was based on the two-fold understanding that some existing and future streets are "over-classified" and a build-out under the current Master Street Plan would not serve the mobility needs of residents city wide or compliment the needs of residents and property owners along these corridors. Accordingly, every street was vetted and many were re-classified. Examples of the most prominent changes include:

- Extension of the Urban Center street sections southward to Martin Luther King Boulevard
- Reclassification of the following from Major or Minor Arterials to Neighborhood Links:
    - North Street/Mission Boulevard from College Avenue/71B to Crossover Road/Highway 265
    - Gregg Avenue from North Street to Van Asche Drive
    - Deane Street and Mount Comfort Road from Garland Avenue/Highway 112 to Salem Road
    - Broyles Avenue
    - Double Springs Road
    - Deane Solomon Road
    - Persimmon Street
    - Oakland Zion Road
- Reclassification of the following from Collector Streets as Residential Links:
    - Stearns Street from Vantage Drive to Crossover Road/Highway 265
    - Sunbridge/Reynolds/Strange from Gregg Avenue to Garland Avenue/Highway 112
    - Raven Lane between Quail and Topaz Drives

The final major update to the Master Street Plan includes further advancing the ability to create context sensitive streets through a flexibility of design. Each street includes an associated minimum standard based on classification, from which it may vary depending on surrounding land uses, proposed development, or relevant long-range plans. Among these options are the ability to increase lane widths to accommodate transit, removal of on-street parking facilities, reduction or increase in sidewalk widths, and modification of greenspace or parking for Fire Code compliance. Other notable additions to this flexibility include the potential for a required

frontage and furniture zones. In urban settings, where buildings abut the right-of-way in particular the addition of a frontage zone or furniture zone creates a buffer for pedestrians from opening doors and accommodate street elements such as benches without compromising the mobility of pedestrians.

RECOMMENDATION: Staff recommends forwarding ADM 19-6651 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: August 26, 2019	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Brown, recommending approval			
Second: Sharp			
Vote: 7-0-0			

BUDGET/STAFF IMPACT:
Major changes to the plan would require dedicated staff time. A full plan revision would require contracting with an outside consultant.

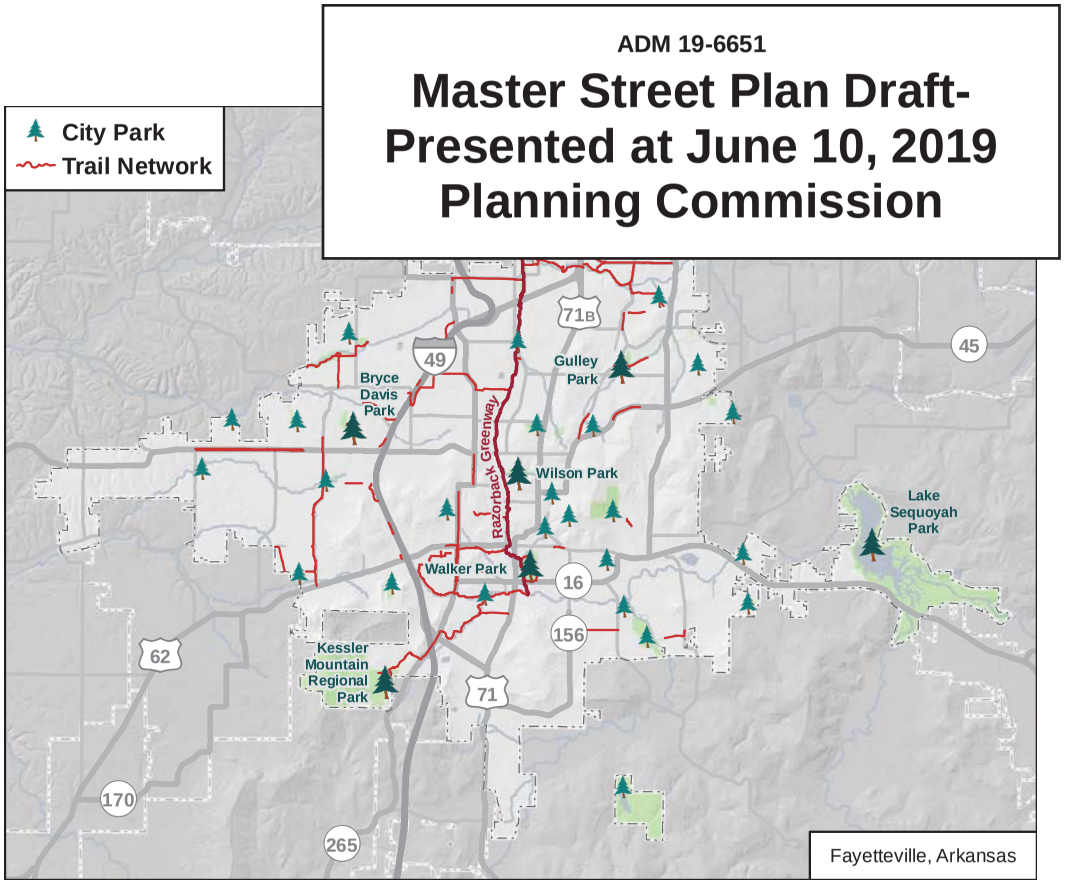
Attachments:

- City Plan 12.2: Master Transportation Plan Draft – Presented at June 10, 2019 Planning Commission meeting
- City Plan 12.2: Master Transportation Plan Revised Drafts
    - Redlines
    - Clean

The draft Master Transportation Plan, Master Street Plan Map, and associated street sections are available for review on the City of Fayetteville, Arkansas website at http://www.fayetteville-ar.gov/1216/City-Plan-2040.

12.2 Master Transportation Plan

The Master Transportation Plan is the guiding policy that the community, City Staff, the Planning Commission and the City Council utilize to proactively guide decisions regarding street classification, design, location, form and function. The Master Transportation Plan prescribes and plans for the development of a multi-modal transportation system in the form of streets, sidewalks, bicycle facilities, trails and transit. Multi-modal transportation system is vital to growing a livable transportation network. Consistent planning ensures that streets will efficiently circulate traffic within the community and connect Fayetteville to the rest of the regions. Special emphasis should be placed on multimodal transportation infrastructure design, access management and traffic speed and volume considerations when planning news streets and redeveloping existing ones. The Fayetteville Mobility Plan can be found here: http://www.fayetteville-ar.gov/DocumentCenter/View/15415/Fayetteville-Mobility-Plan-Final-Report---March-2018?bidId=



Parks and Trails Map

The Master Transportation Plan contains three specific tools that are utilized to guide transportation infrastructure decision making: The Master Street Plan Map, Master Street Plan Cross-sections and the Master Trail Plan Map.

Master Trails Plan

The Fayetteville Active Transportation plan and associated Master Trails Plan Map guide the planning and development of the City's expanding shared-use paved trail system. The Master Trail Plan map illustrates future trail alignments and trail corridors for acquiring easements and right-of-way. As development occurs adjacent to future trail alignments, careful attention is paid to acquiring the necessary trail easements and for providing site development input during the development review process. The trail cross-sections that follow the Master Street Plan cross-sections will be utilized for the construction of the City's shared-use paved trails.

Master Street Plan Map and Street Cross-sections

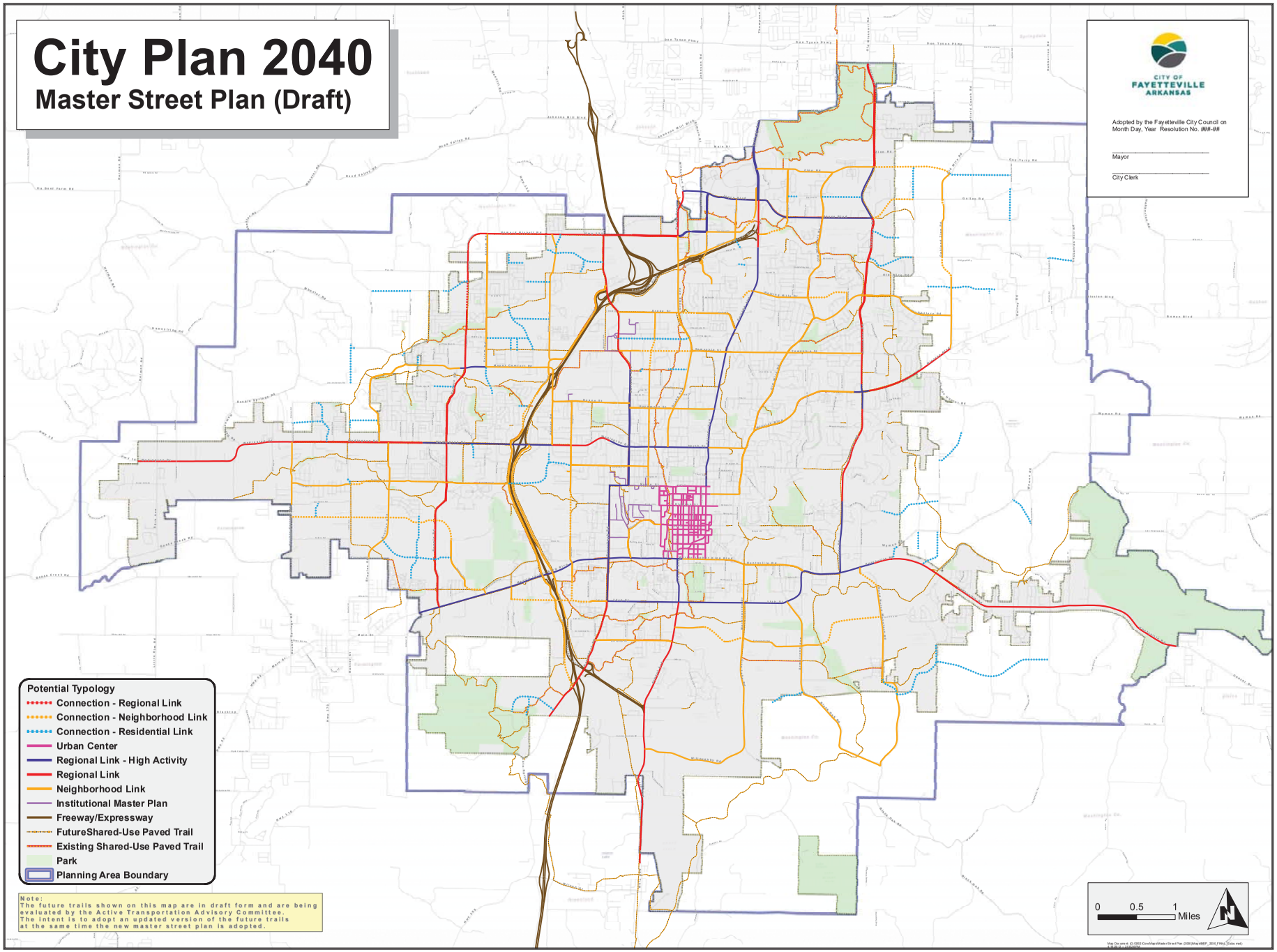
Landowners, developers, and city staff should use the Master Street Plan Map to determine the classification of existing roadways and to account for unbuilt alignments of future street connections. Once the street classification is determined, right-of-way widths can be found on the corresponding Street Cross Section. The street sections are shown with the typical minimum right of way. However, developers and property owners should work with staff to discuss any additional right of way elements that may require wider rights of way. Each cross section lists these additions, including: on-street parking, frontage zones where buildings abut right of way, additional width for fire aerial apparatus access, and other features. In instances where lesser right-of-way dedication is appropriate, administrative approval from the Planning and Zoning Administrator shall be required.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and transit pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transit providers. The City should consult with the transit providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exist.

Streets in the University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design, construction or re-construction of streets located within the University of Arkansas area. Streets identified on the Master Street Plan located within the University of Arkansas boundary are intended to be reviewed concurrently with the City and University staff prior to planning and design. These streets should be consistent with the policies of the Master Street Plan but may require alternative cross-sections due to physical constraints unique to the University.

International Fire Code: The International Fire Code (IFC), which the State of Arkansas has adopted, requires a 20-foot minimum unobstructed width for all streets, which is reflected in the proposed street cross-sections. IF structures on either side of the street exceed 30 feet in height, or are above three stories, then the IFC requires a 26-foot minimum of unobstructed width. This document recognizes that street cross-sections may be modified to meet the IFC requirements.

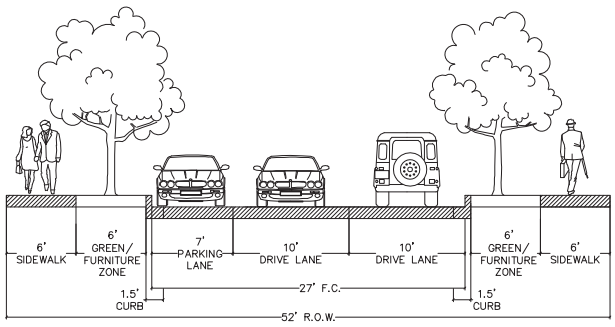


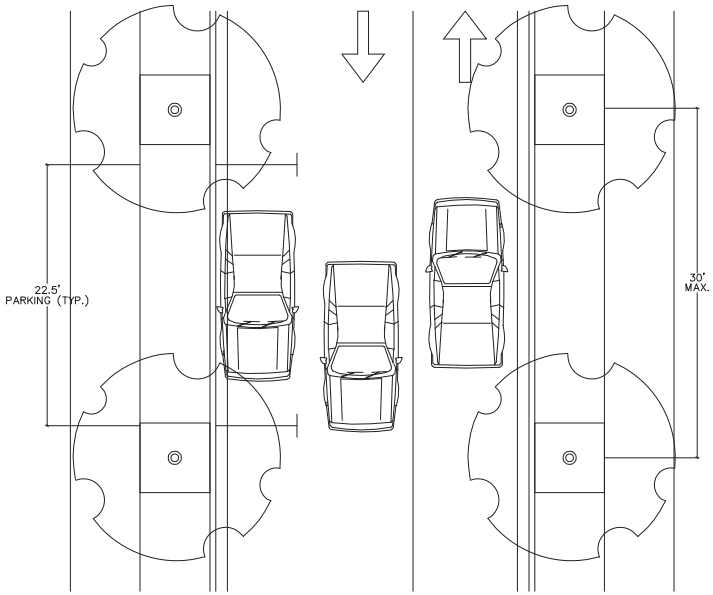
Master Street Plan Draft Map

Residential Link Street

Design Service Volume: <4,000 vpd

The residential link street section is intended to be the standard in neighborhoods and low-volume areas outside of the downtown. Generous greenspace and a comfortable sidewalk are coupled with on-street parking to create a safe environment for all modes and abilities. Most residential link streets will have a design service volume <1,500 vpd allowing bicycles to intermix with traffic safely. On-street protected bike facilities should be considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Residential links should be designed and proposed meeting block length, connectivity, and access management codes. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.





As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

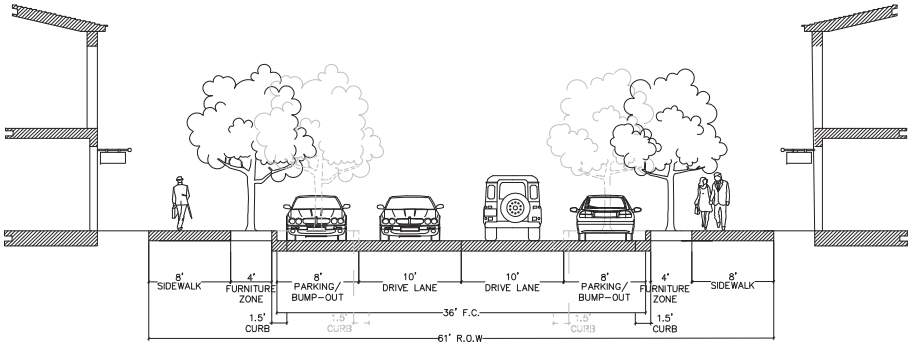
- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

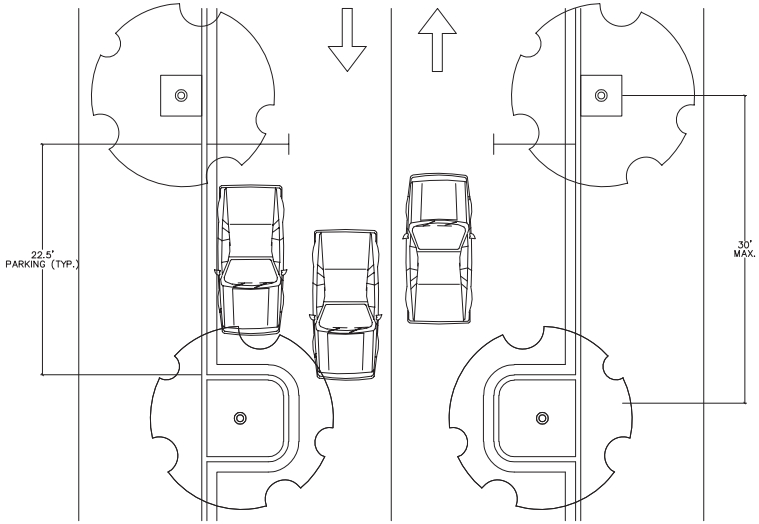
Hilltop-Hillside Overlay District (H.H.O.D.)

- Removal of the green/furniture zone and one sidewalk shall be allowed in the Hilltop-Hillside Overlay District.
- Utilities shall be placed in 15-ft easements on either side of the roadway.

Downtown/Urban Street
Design Service Volume: Varies

The downtown (or urban) street section is intended to be used in Fayetteville's downtown core. Wide sidewalks, with separated furnishing/tree zones will be the standard. On-street parking is desirable and low-speed design should be encouraged to allow for maximum pedestrian comfort and utilization. Sight-lines at intersections should be protected from obstructions. Ideally, bicycles should be able to intermix with traffic safely and on-street protected bike facilities considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.





As determined by city staff, additional roadway elements may be required and include:

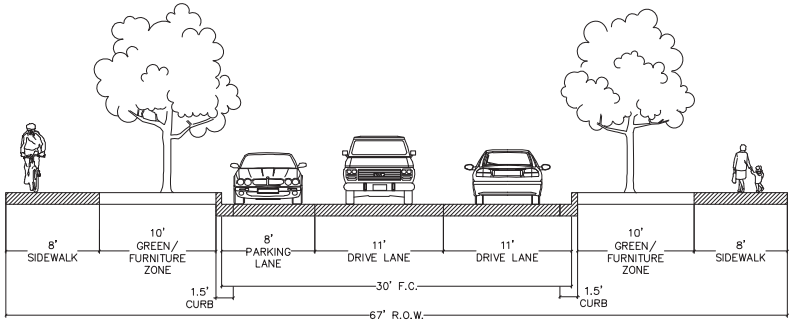
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.

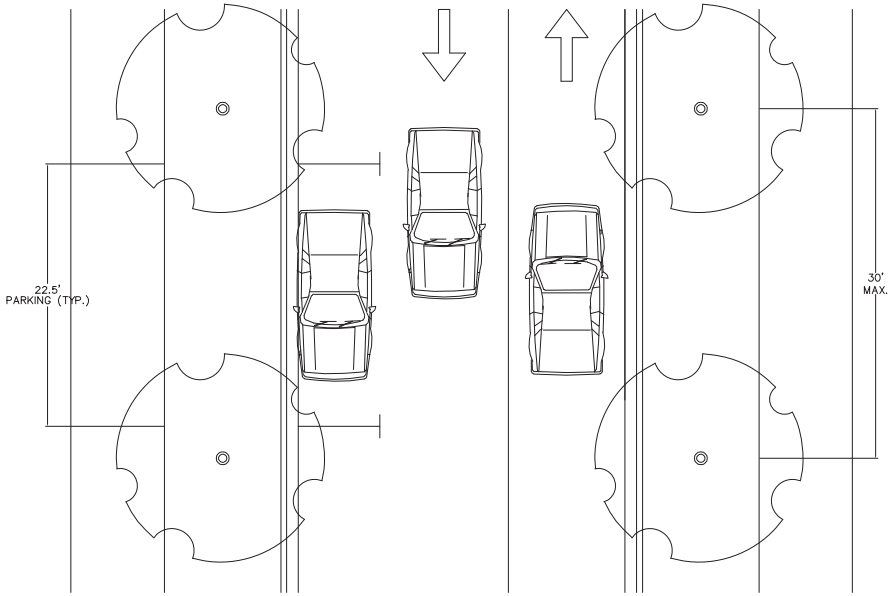
Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane or lanes to reduce the right-of-way by 16-ft will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Furniture zone may be reduced to 3' when determined appropriate by the Planning and Zoning Administrator.
- Where bump-outs are used, the 4-ft furniture zone may be removed. Street trees may be planted behind sidewalk to meet requirements.
- Angled parking may be used with an additional amount of right-of-way as determined by the Zoning and Development Administrator.

Neighborhood Link Street
Design Service Volume: <6,000 vpd

Neighborhood link streets are intended to bridge between local, low-volume streets and larger regional arterial streets. Larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. These streets may have on-street parking, center turn lanes, or wider lanes accommodating truck or transit vehicles where appropriate.





As determined by city staff, additional roadway elements may be required and include:

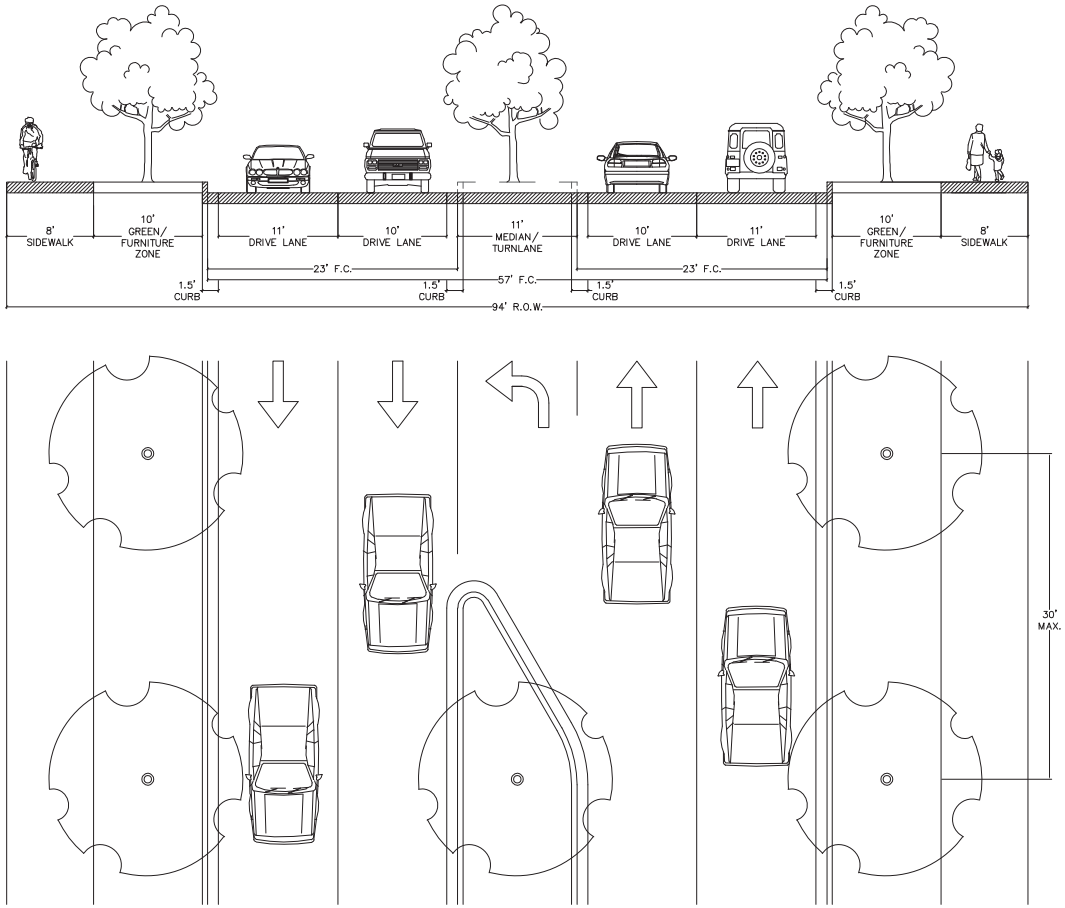
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by reducing greenspaces.
- Where a dedicated turn-lane is warranted, 3-ft additional pavement may be necessary based on intersection design.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Regional Link Street
Design Service volume: 17,600 vpd

Regional link streets carry local and regional multimodal traffic, serving low-density residential areas and open spaces. Similar to neighborhood link streets, larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or offset to avoid conflicts with street tree plantings.



As determined by city staff, additional roadway elements may be required and include:

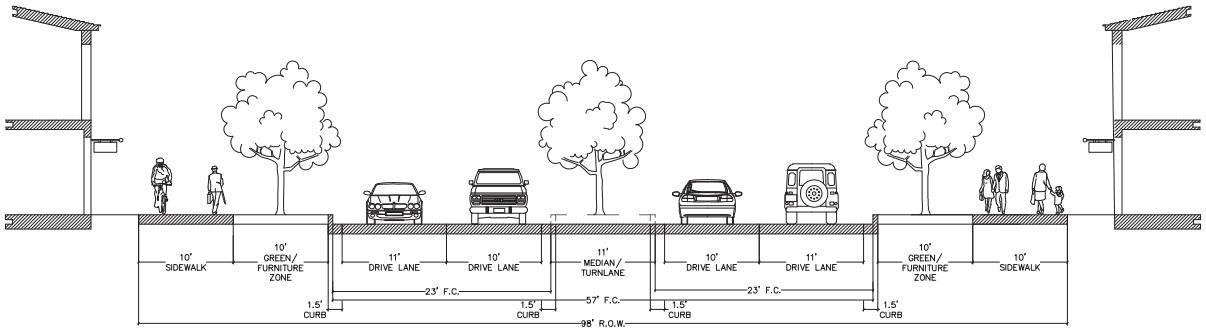
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate 10-ft sidewalks by reducing greenspaces.

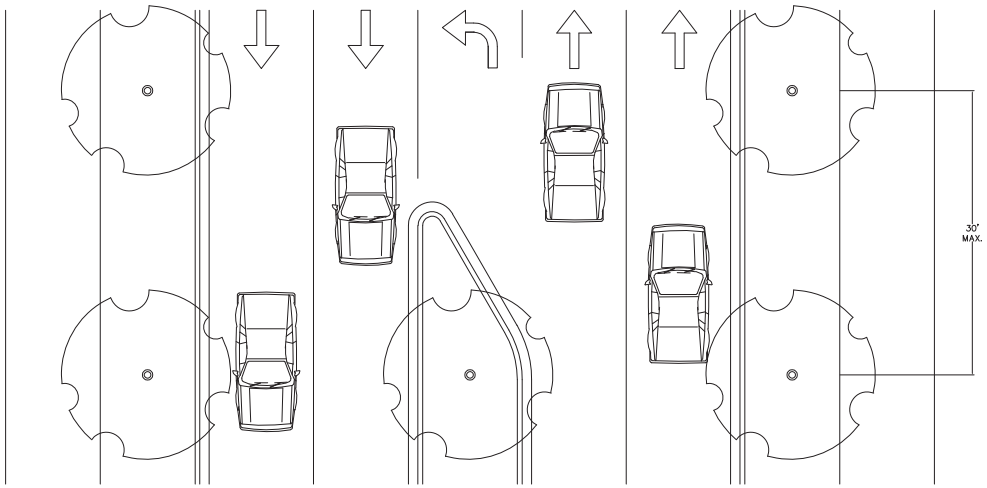
Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide aerial fire apparatus access area.

Regional High-Activity Link Street
Design Service volume: 17,600 vpd

Regional high activity link streets carry local and regional multimodal traffic through a variety of densities and land uses. This street may have on-street parking on one or both sides based on adjacent land-use and will have large sidewalks used also as multi-use shared paths for cyclists. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.





As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.

Alternative design elements may be approved administratively and include:

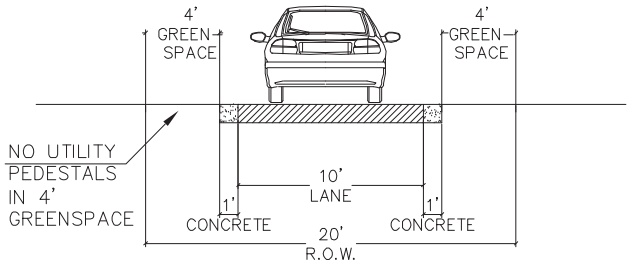
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide aerial fire apparatus access area.

Alleys

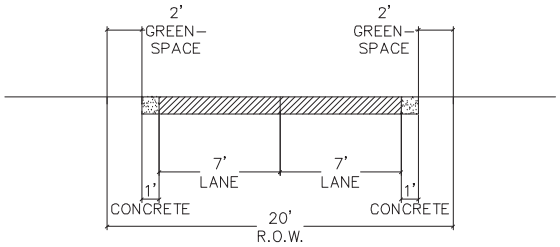
Design Service Volume: <200

Alleys are used in conjunction with streets to provide rear access to properties, garages and off-street parking. Driveways connected to alleys should have sufficient depth to allow vehicles to park and not encroach into the alley right-of-way. When alleys intersect streets a commercial driveway shall be used.

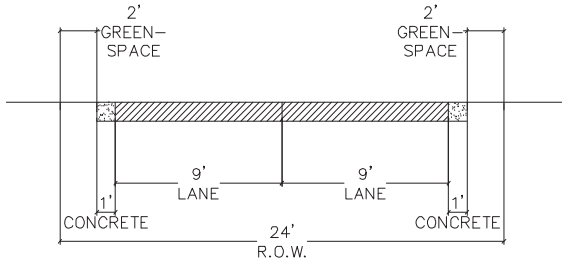
RESIDENTIAL REAR ALLEY
(ONE WAY)



RESIDENTIAL REAR ALLEY
(TWO WAY)



COMMERCIAL REAR ALLEY
(TWO WAY)



Fire Department:

Alleys used in conjunction with single- and two-family units are not intended to serve as fire access roads when structures also adjoin a private or public street that provides the required fire access. Fire access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by and approved route around the exterior of the building or facility. When an alley serves as the sole access, or when more than one access is required per the Arkansas Fire code, alleys shall be designed in accordance with the Arkansas Fire Code to support apparatus access, with approval from the Fire Marshall.

Master Street Plan Map and Street Cross-sections

Landowners, developers, and city staff should use the Master Street Plan Map to determine the classification of existing roadways and to account for unbuilt alignments of future street connections. Once the street classification is determined, right-of-way widths can be found on the corresponding Street Cross Section. The street sections are shown with the typical minimum right of way. However, developers and property owners should work with staff to discuss any additional right of way elements that may require wider rights of way. Each cross section lists these additions, including: on-street parking, frontage zones where buildings abut right of way, additional width for fire aerial apparatus access, and other features. In instances where lesser right-of-way dedication is appropriate, administrative approval from the Planning and Zoning Administrator shall be required.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and transit pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transit providers. The City should consult with the transit providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exist.

Streets in the University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design, construction or re-construction of streets located within the University of Arkansas area. Streets identified on the Master Street Plan located within the University of Arkansas boundary are intended to be reviewed concurrently with the City and University staff prior to planning and design. These streets should be consistent with the policies of the Master Street Plan but may require alternative cross-sections due to physical constraints unique to the University.

This document recognizes that street cross-sections may be modified to meet the current International Fire Code (IFC) requirements as adopted by the State of Arkansas.

International Fire Code: The International Fire Code (IFC), which the State of Arkansas has adopted, requires a 20-foot minimum unobstructed width for all streets, which is reflected in the proposed street cross-sections. IF structures on either side of the street exceed 30 feet in height, or are above three stories, then the IFC requires a 26-foot minimum of unobstructed width. This document recognizes that street cross-sections may be modified to meet the IFC requirements.

Utilities: In an effort to minimize the impacts of easements and associated grading, the City encourages utilities be located within the public right-of-way wherever possible. Further, public utilities, i.e. water and sanitary sewer, should be placed under sidewalks rather than streets to avoid maintenance costs, and located at a sufficient depth to avoid conflict with street tree plantings.

ADM 19-6651

Master Street Plan Revised Draft-Redlines

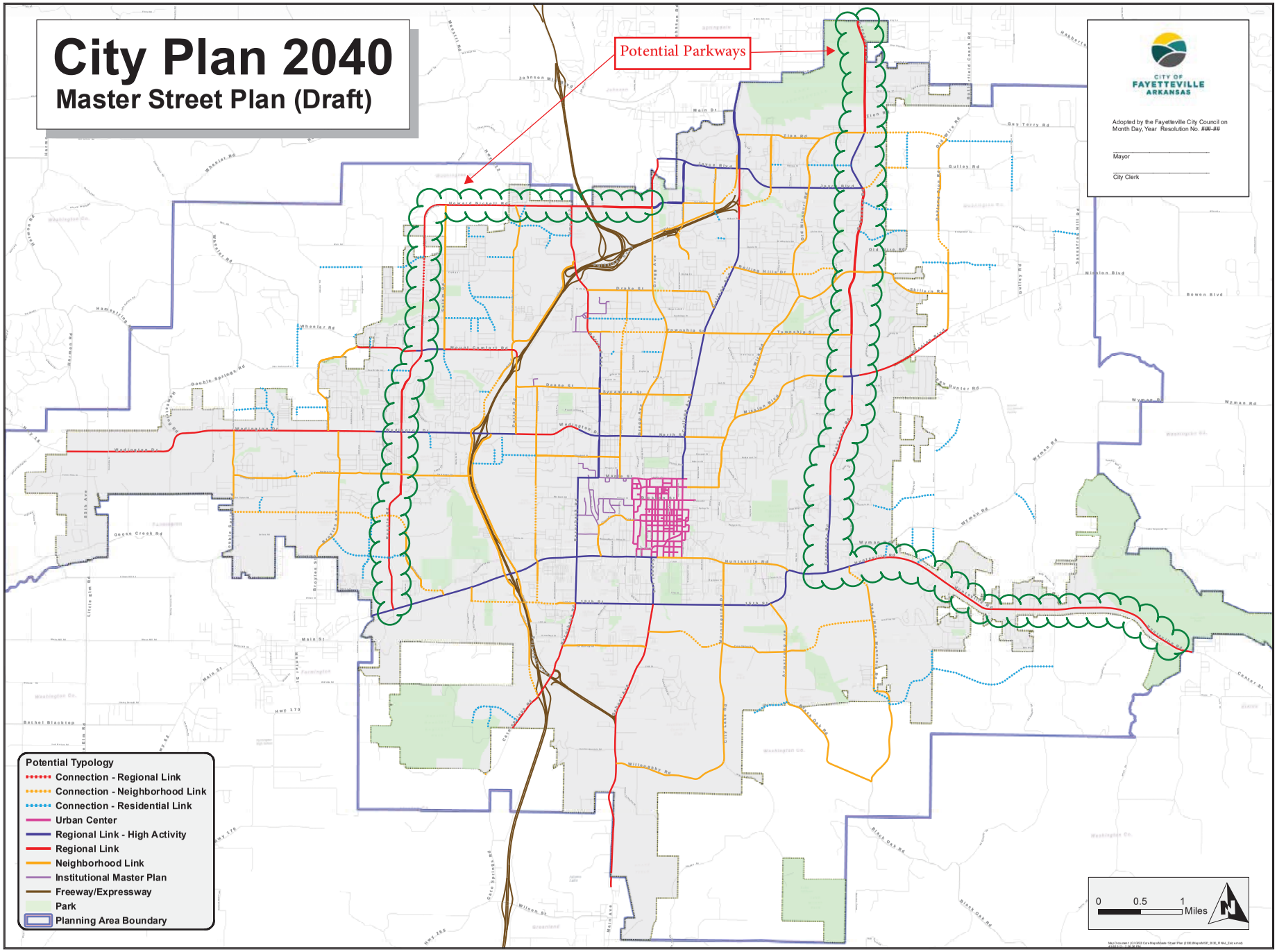


Figure 12.3 - Master Street Plan Draft Map

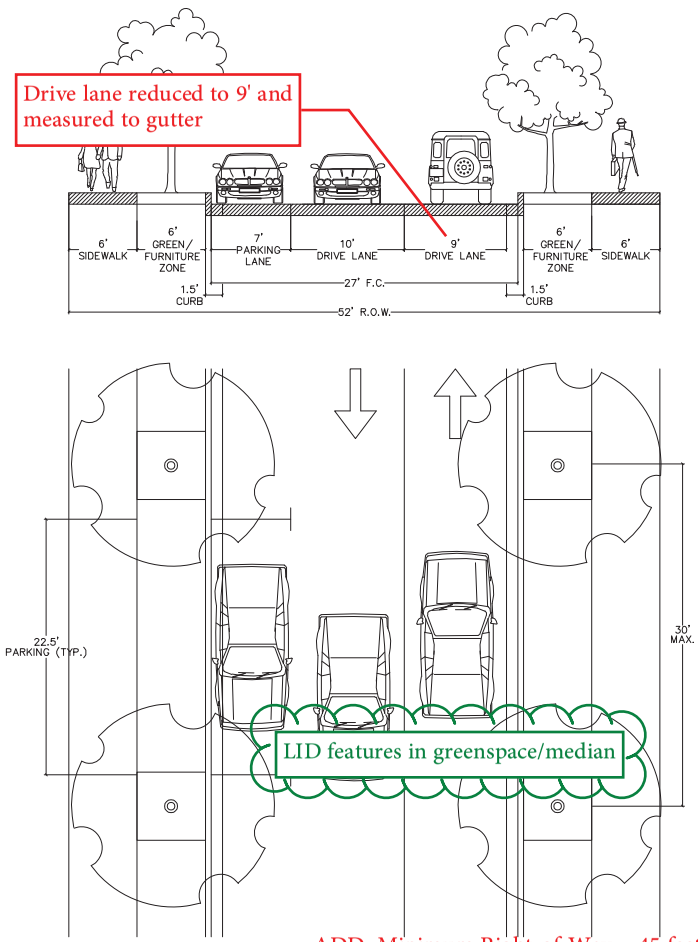
Residential Link Street

Design Service Volume: <4,000 vpd

ADD: Desired Operating Speed: 15-20 mph

The residential link street section is intended to be the standard in neighborhoods and low-volume areas outside of the downtown. Generous greenspace and a comfortable sidewalk are coupled with on-street parking to create a safe environment for all modes and abilities. Most residential link streets will have a design service volume <1,500 vpd allowing bicycles to intermix with traffic safely. On-street protected bike facilities should be considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Residential links should be designed and proposed meeting block length, connectivity, and access management codes. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.

ADD TO ALL SECTIONS....LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.



ADD: Minimum Right-of-Way = 45 feet

Maximum Right-of-Way = 52 feet

Figure 12.4 - Residential Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- ~~If known or planned transit route, increase lane widths to 11-ft.~~ Remove note.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Remove.

~~Hilltop-Hillside Overlay District (H.H.O.D.)~~

- ~~Removal of the green/furniture zone and one sidewalk shall be allowed in the Hilltop-Hillside Overlay District.~~
- ~~Utilities shall be placed in 15-ft easements on either side of the roadway.~~

Alternative Residential Link Street

Desired Operating Speed: 15-20 mph

The alternative residential link street section is intended to reduce the footprint of the residential street scape while keeping a safe environment for all modes and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. The alternative residential link street section shall require Planning Commission approval in areas other than the Hilltop-Hillside Overlay District and the following should be taken into consideration:

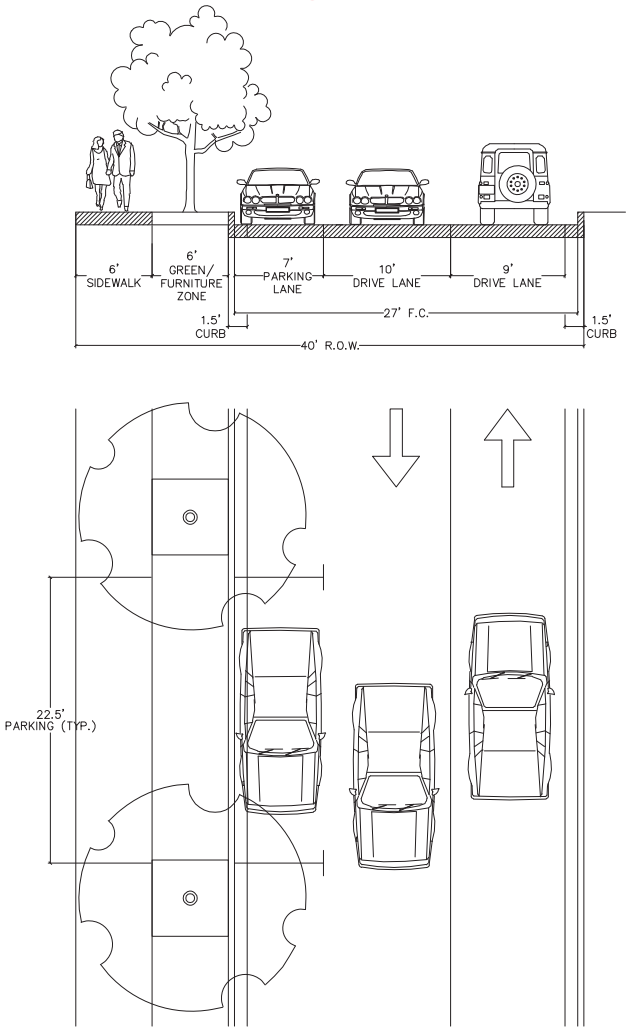


Figure ##.# - Alternative Residential Link Street

Minimum Right-of-Way = 33 feet
Maximum Right-of-Way = 40 feet

Block length less than or equal to 400-ft
Environmental reasons where no other section is applicable
Historic streets for small infill projects
Less than 250 vehicles per day
Use of alley loading

As determined by city staff, additional roadway elements may be required and include:
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way,
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:
- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

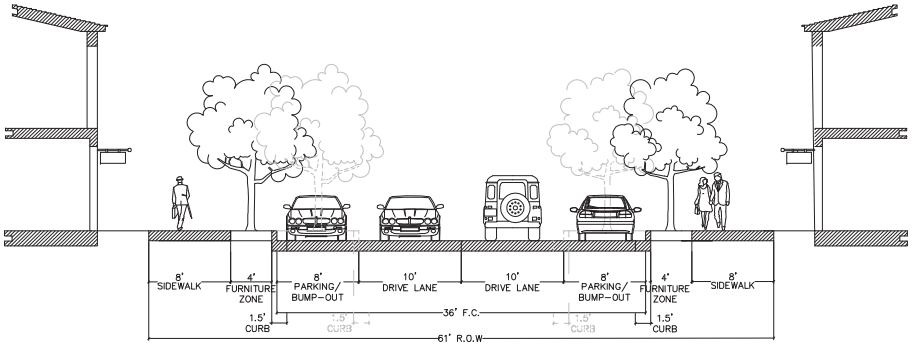
LID features in greenspace/median

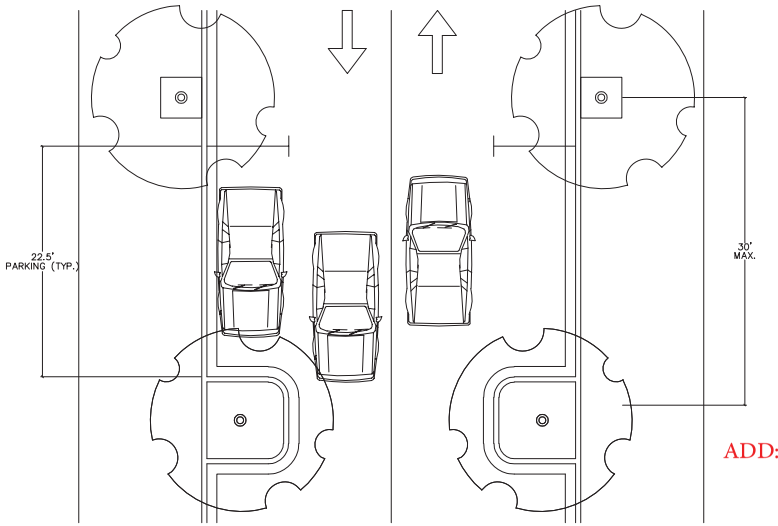
Downtown/Urban Street

Design Service Volume: Varies

ADD: Desired Operating Speed: 20-25 mph

The downtown (or urban) street section is intended to be used in Fayetteville's downtown core. Wide sidewalks, with separated furnishing/tree zones will be the standard. On-street parking is desirable and low-speed design should be encouraged to allow for maximum pedestrian comfort and utilization. Sight-lines at intersections should be protected from obstructions. Ideally, bicycles should be able to intermix with traffic safely and on-street protected bike facilities considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.





ADD: Minimum Right-of-Way = 39 feet

Maximum Right-of-Way = 63 feet

Figure 12.5 - Downtown/Urban Street ADD: Example section with parking both sides

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane or lanes to reduce the right-of-way by 16-ft will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Furniture zone may be reduced to 3' when determined appropriate by the Planning and Zoning Administrator.
- Where bump-outs are used, the 4-ft furniture zone may be removed. Street trees may be planted behind sidewalk to meet requirements.
- Angled parking may be used with an additional amount of right-of-way as determined by the Zoning and Development Administrator. (79' R.O.W.)

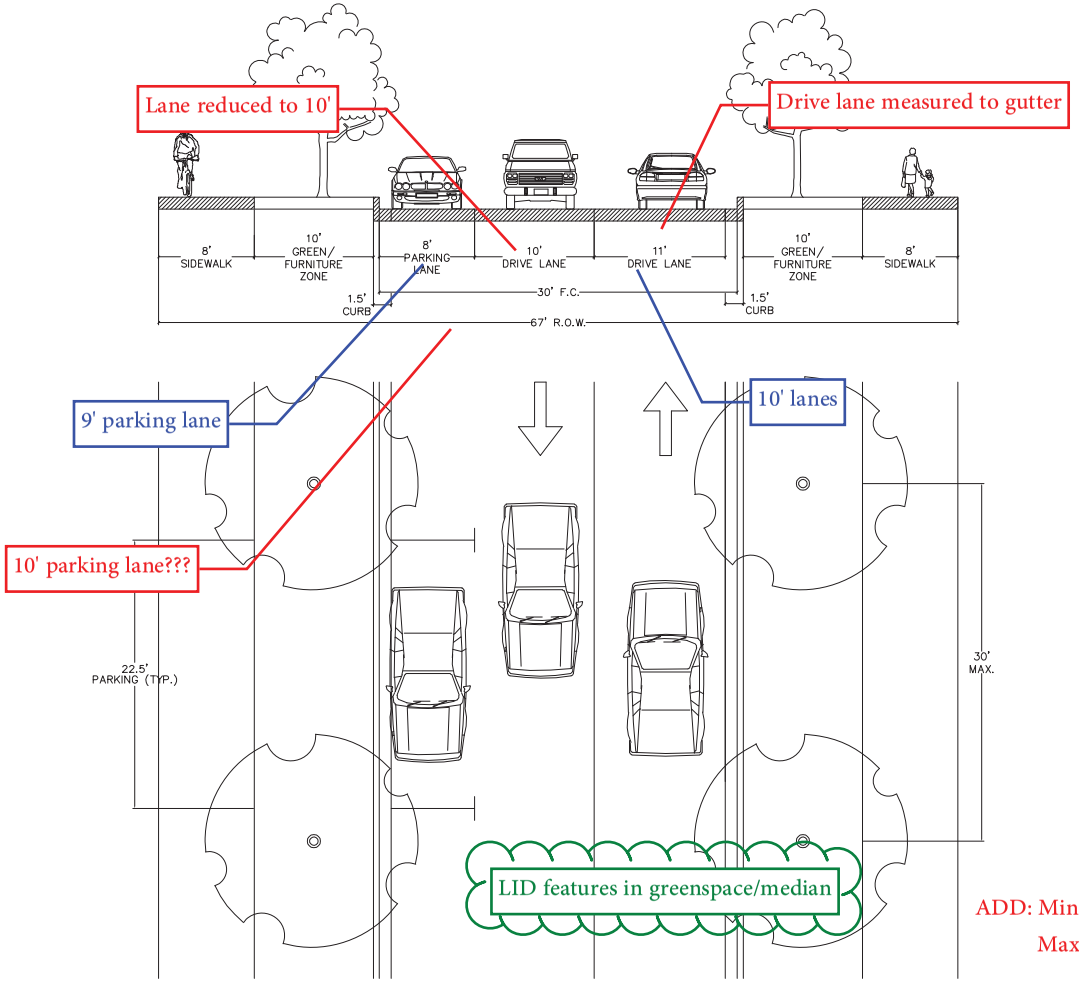
LID features in greenspace/median

Neighborhood Link Street

Design Service Volume: <6,000 vpd

ADD: Desired Operating Speed: 25-30 mph

Neighborhood link streets are intended to bridge between local, low-volume streets and larger regional arterial streets. Larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. These streets may have on-street parking, center turn lanes, or wider lanes accommodating truck or transit vehicles where appropriate.



ADD: Minimum Right-of-Way = 55 feet

Maximum Right-of-Way = 67 feet

Figure 12.6 - Neighborhood Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by reducing greenspaces.
- Where a dedicated turn-lane is warranted, 3-ft additional pavement may be necessary based on intersection design.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Regional Link Street

Design Service volume: 17,600 vpd

ADD: Desired Operating Speed: 30-40 mph

Regional link streets carry local and regional multimodal traffic, serving low-density residential areas and open spaces. Similar to neighborhood link streets, larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alter continuous two-way-left-turn-lane. Storm drainage infrastructure shou or offset to avoid conflicts with street tree plantings.

One 10-ft sidewalk by reducing other sidewalk to the standard 6-ft width.

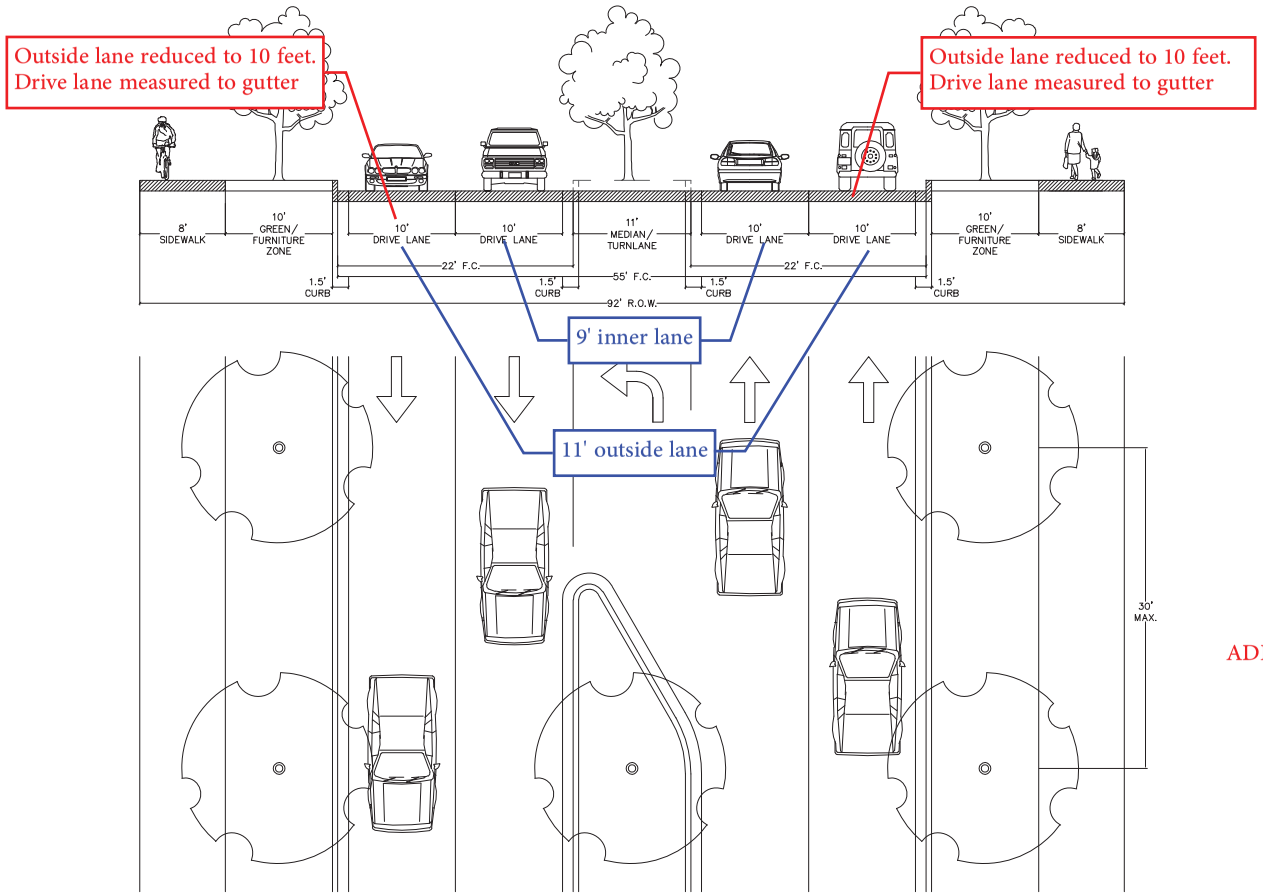


Figure 12.7 - Regional Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate 10-ft sidewalks by ~~reducing greenspaces.~~

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide aerial fire apparatus access area.

ADD: Minimum Right-of-Way = 92 feet

LID features in greenspace/median

Regional High-Activity Link Street

Design Service volume: 17,600 vpd

ADD: Desired Operating Speed: 30-40 mph

Regional high activity link streets carry local and regional multimodal traffic through a variety of densities and land uses. This street may have on-street parking on one or both sides based on adjacent land-use and will have large sidewalks used also as multi-use shared paths for cyclists. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. parkway vision statement

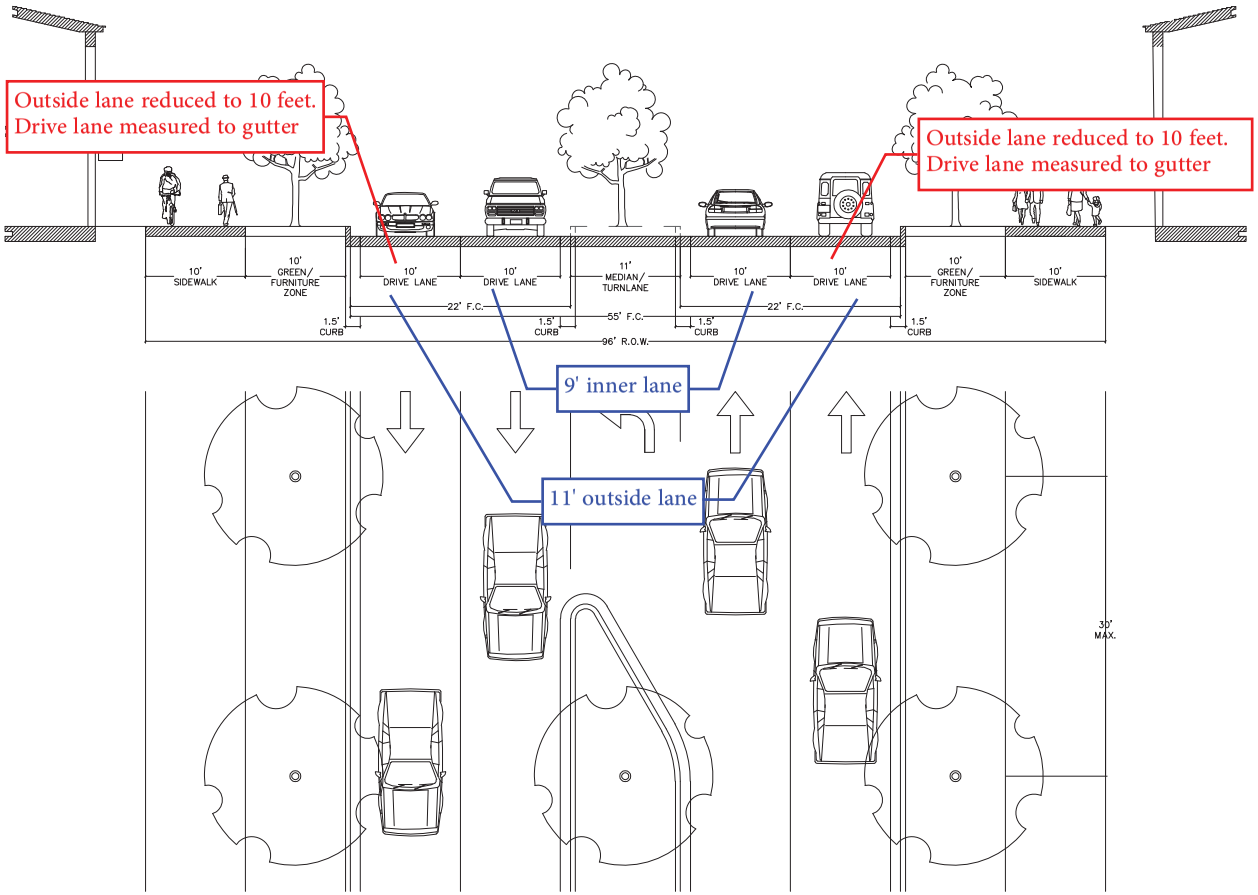


Figure 12.8 - Regional High-Activity Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide aerial fire apparatus access area.

ADD: Streets designated as parkways on the Master Street Plan Map could have larger right-of-ways to incorporate wider medians and green spaces. (NOTE: Corresponding adjustment to zoning code could be required to facilitate a 50' setback along streets designated as parkways.)

ADD: Minimum Right-of-Way = 96 feet

Master Street Plan Map and Street Cross-sections

Landowners, developers, and city staff should use the Master Street Plan Map to determine the classification of existing roadways and to account for unbuilt alignments of future street connections. Once the street classification is determined, right-of-way widths can be found on the corresponding Street Cross Section. The street sections are shown with the typical minimum right of way. However, developers and property owners should work with staff to discuss any additional right of way elements that may require wider rights of way. Each cross section lists these additions, including: on-street parking, frontage zones where buildings abut right of way, additional width for fire aerial apparatus access, and other features. In instances where lesser right-of-way dedication is appropriate, administrative approval from the Planning and Zoning Administrator shall be required.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and transit pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transit providers. The City should consult with the transit providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exist.

Streets in the University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design, construction or re-construction of streets located within the University of Arkansas area. Streets identified on the Master Street Plan located within the University of Arkansas boundary are intended to be reviewed concurrently with the City and University staff prior to planning and design. These streets should be consistent with the policies of the Master Street Plan but may require alternative cross-sections due to physical constraints unique to the University.

International Fire Code: This document recognizes that street cross-sections may be modified to meet the current International Fire Code (IFC) requirements as adopted by the State of Arkansas.

Utilities: In an effort to minimize the impacts of easements and associated grading, the City encourages utilities to be located within the public right-of-way wherever possible. Further, public utilities, i.e. water and sanitary sewer, should be placed under sidewalks rather than streets to avoid maintenance costs, and located at a sufficient depth to avoid conflict with street tree plantings.

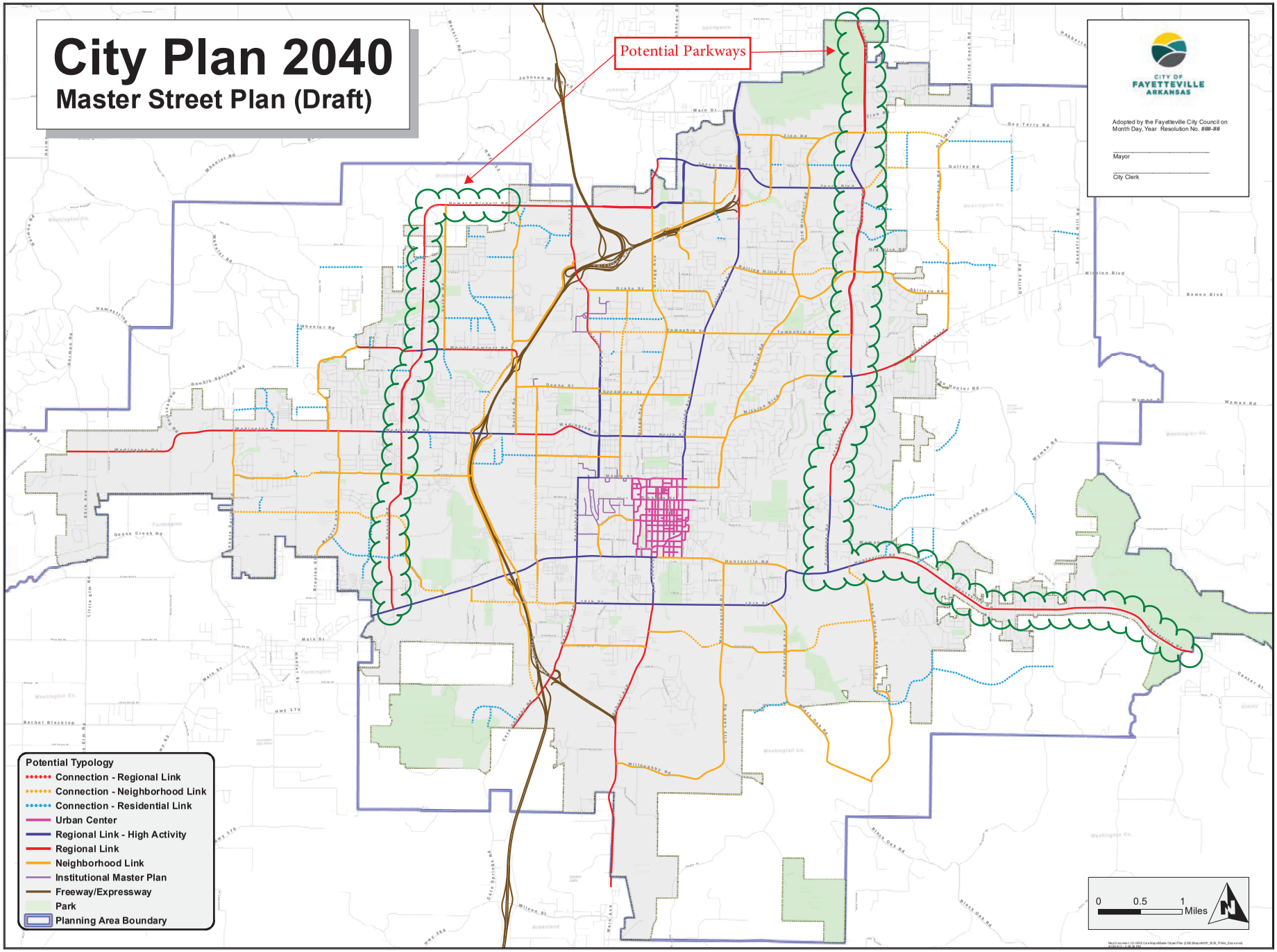


Figure 12.3 - Master Street Plan Draft Map

Residential Link Street

Design Service Volume: <4,000 vpd – Desired Operating Speed: 15-20 mph

The residential link street section is intended to be the standard in neighborhoods and low-volume areas outside of the downtown. Generous greenspace and a comfortable sidewalk are coupled with on-street parking to create a safe environment for all modes and abilities. Most residential link streets will have a design service volume <1,500 vpd allowing bicycles to intermix with traffic safely. On-street protected bike facilities should be considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Residential links should be designed and proposed meeting block length, connectivity, and access management codes. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

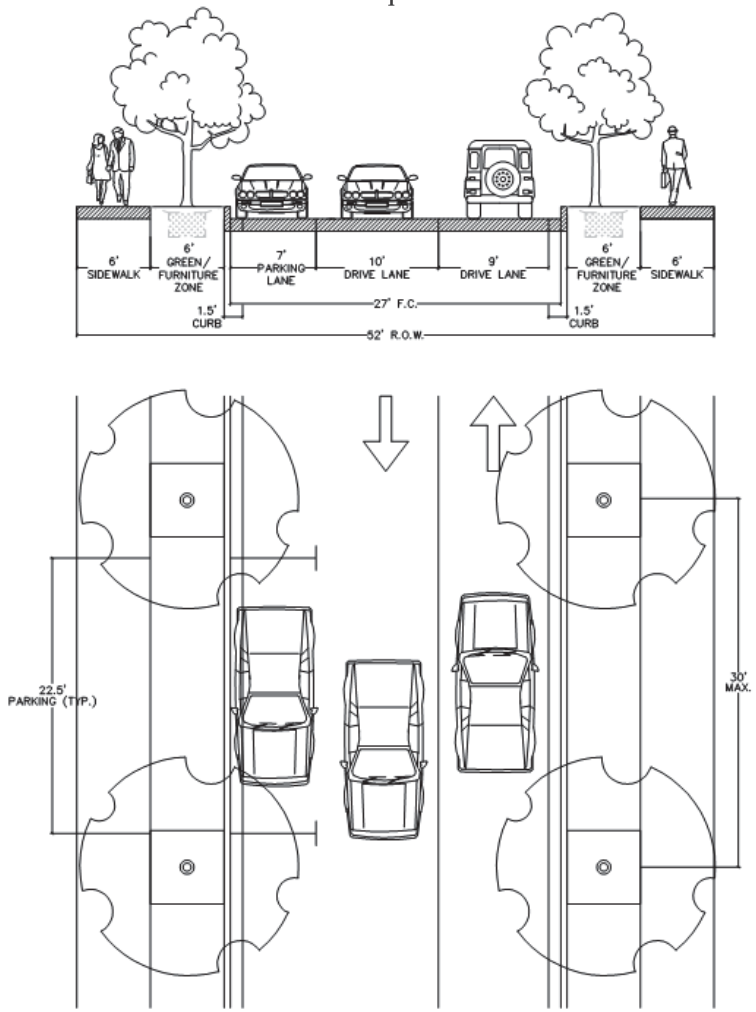


Figure 12.4 - Residential Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Minimum Right-of-Way: 45-feet
Maximum Right-of-Way: 52-feet

Alternative Residential Link Street

Desired Operating Speed: 15-20 mph

The alternative residential link street section is intended to reduce the footprint of the residential street scape while keeping a safe environment for all modes and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques. The alternative residential link street section shall require Planning Commission approval in areas other than the Hilltop-Hillside Overlay District and the following should be taken into consideration:

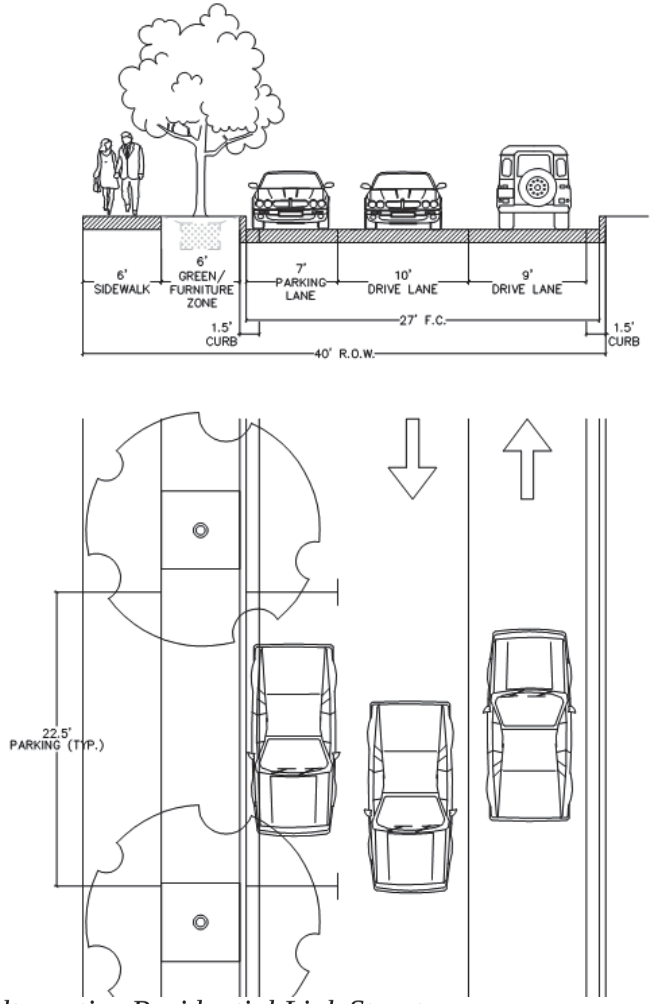


Figure ##.# - Alternative Residential Link Street

- Block length less than or equal to 400-ft
- Environmental reasons where no other section is applicable
- Historic streets for small infill projects
- Less than 250 vehicles per day
- Use of alley loading

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way,
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Minimum Right-of-Way: 33-feet
Maximum Right-of-Way: 40-feet

Downtown/Urban Street

Design Service Volume: Varies – Desired Operating Speed: 20-25 mph

The downtown (or urban) street section is intended to be used in Fayetteville's downtown core. Wide sidewalks, with separated furnishing/tree zones will be the standard. On-street parking is desirable and low-speed design should be encouraged to allow for maximum pedestrian comfort and utilization. Sight-lines at intersections should be protected from obstructions. Ideally, bicycles should be able to intermix with traffic safely and on-street protected bike facilities considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

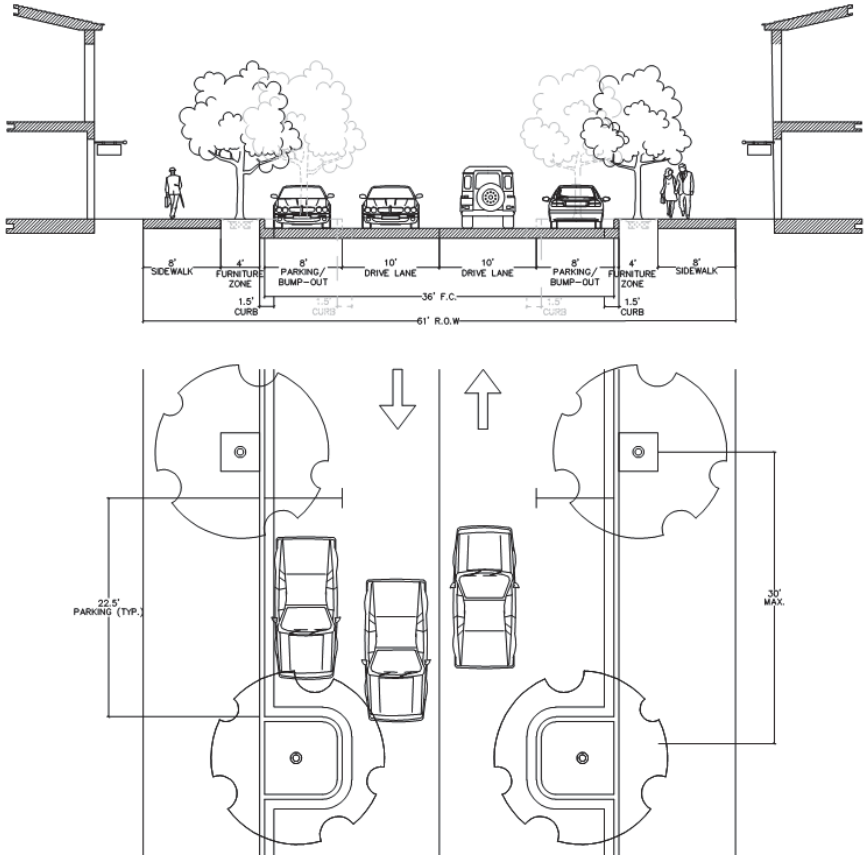


Figure 12.5 - Downtown/Urban Street Example Section with Parking Both Sides

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane or lanes to reduce the right-of-way by 16-ft will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Furniture zone may be reduced to 3-ft with determined appropriate by the Zoning and Development Administrator.
- Where bump-outs are used, the 4-ft furniture zone may be removed. Street trees may be planted behind sidewalk to meet requirements.
- Angled parking may be used with an additional amount of right-of-way (79-ft required) as determined by the Zoning and Development Administrator

Minimum Right-of-Way: 39-feet
Maximum Right-of-Way: 63-feet

Neighborhood Link Street

Design Service Volume: <6,000 vpd – Desired Operating Speed: 25-30 mph

Neighborhood link streets are intended to bridge between local, low-volume streets and larger regional arterial streets. Larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. These streets may have on-street parking, center turn lanes, or wider lanes accommodating truck or transit vehicles where appropriate. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

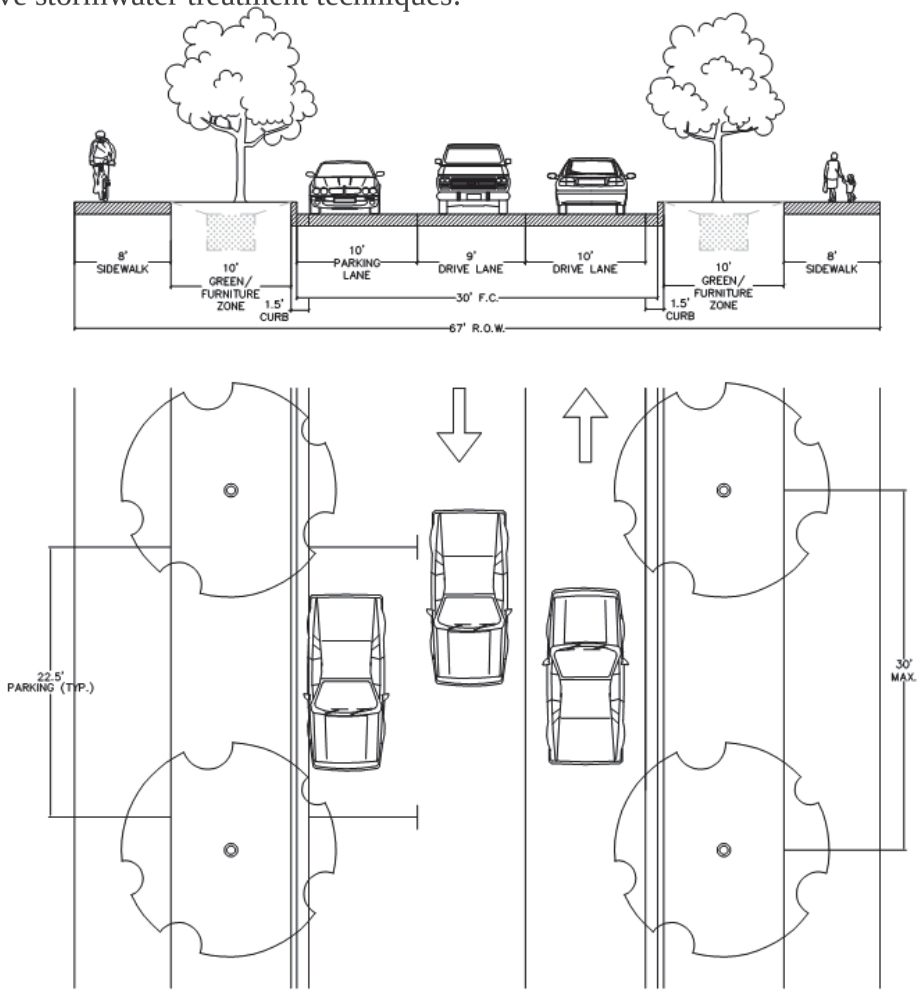


Figure 12.6 - Neighborhood Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by reducing the width of the other sidewalk to 6-ft.
- Where a dedicated turn-lane is warranted, 3-ft additional pavement may be necessary based on intersection design.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Minimum Right-of-Way: 55-feet
Maximum Right-of-Way: 67-feet

Regional Link Street

Design Service Volume: 17,600 – Desired Operating Speed: 30-40 mph

Regional link streets carry local and regional multimodal traffic, serving low-density residential areas and open spaces. Similar to neighborhood link streets, larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

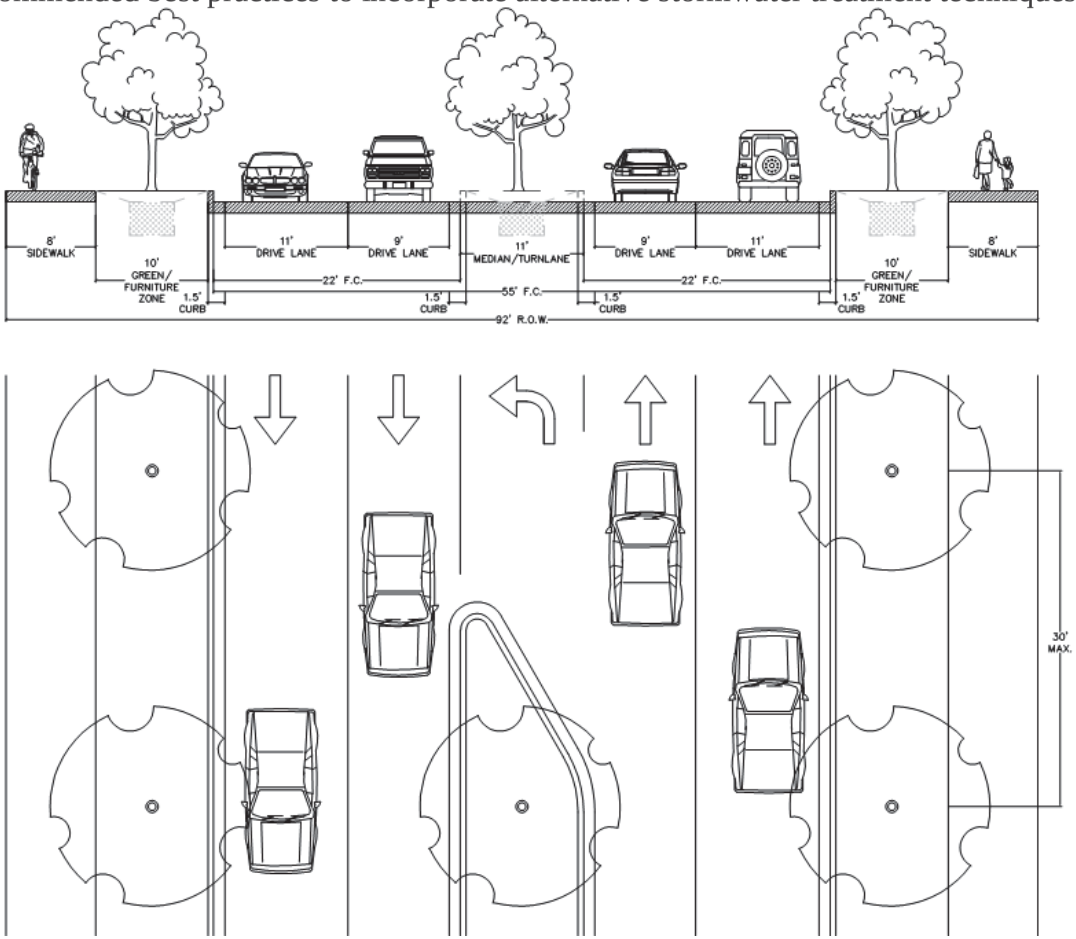


Figure 12.7 - Regional Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan shall accommodate one 10-ft sidewalk by reducing the width of the other sidewalk to 6-ft

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Minimum Right-of-Way: 92-feet

Regional High-Activity Link Street

Design Service Volume: 17,600 – Desired Operating Speed: 30-40 mph

Regional high activity link streets carry local and regional multimodal traffic through a variety of densities and land uses. This street may have on-street parking on one or both sides based on adjacent land-use and will have large sidewalks used also as multi-use shared paths for cyclists. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

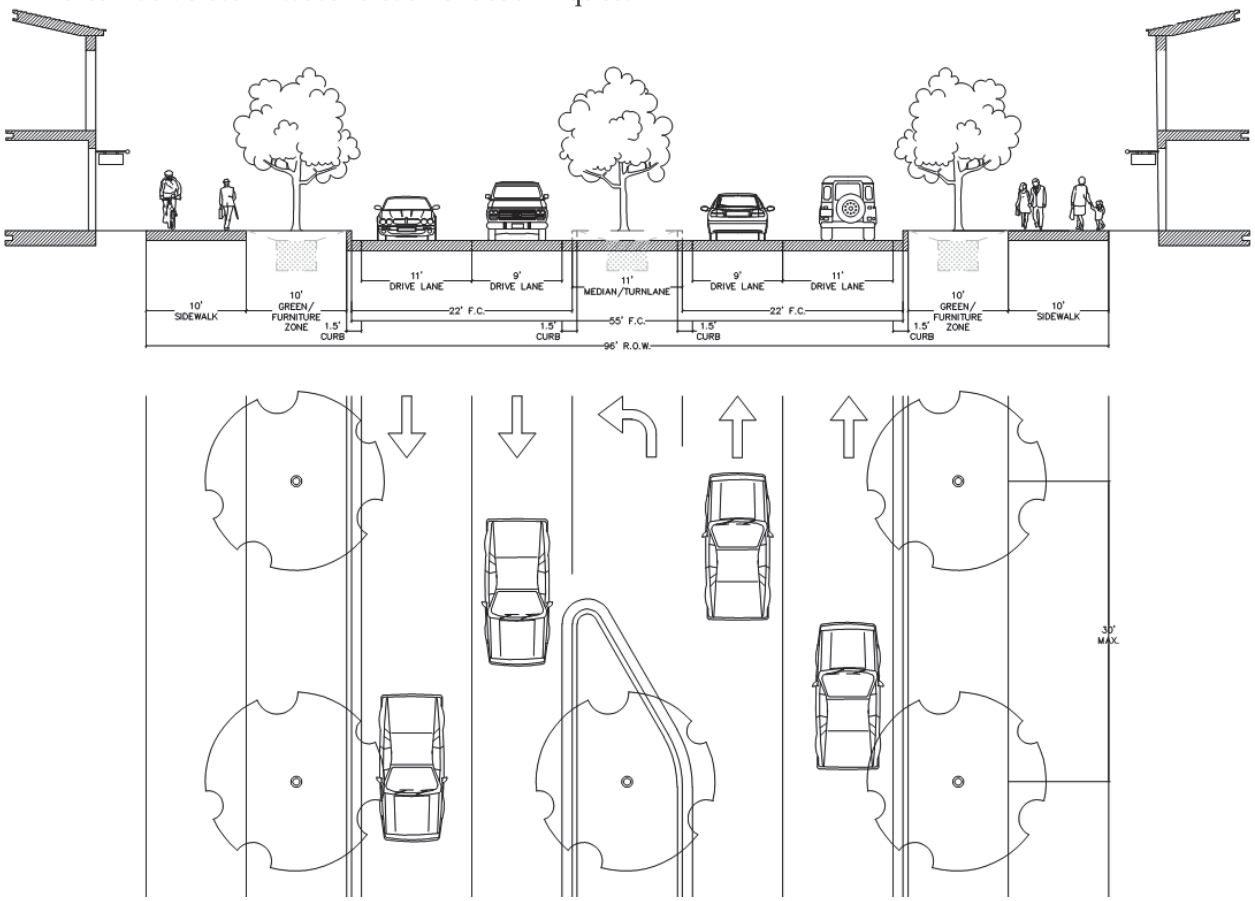


Figure 12.8 - Regional High-Activity Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan shall accommodate one 10-ft sidewalk by reducing the other sidewalk to 6-ft.

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Streets designated as parkways on the Master Street Plan Map could have larger rights-of-way to incorporate wider medians and green spaces. (NOTE: Corresponding adjustment to zoning code could be required to facilitate a 50-ft setback along streets designated as parkways.)

Minimum Right-of-Way: 96-feet

CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Jonathan Curth, Senior Planner

MEETING DATE: June 10, 2019 **(Updated with Planning Commission Results)**

SUBJECT: **ADM 19-6650: Administrative Item (FUTURE LAND USE MAP 2040):** Submitted by the CITY PLANNING DIVISION to amend and update the Future Land Use Map.

RECOMMENDATION:
Staff recommends forwarding **ADM 19-6650** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:
"I move to forward **ADM 19-6650** to the City Council with a recommendation of approval regarding Alternative #__, and amending the Future Land Use Map as described in the attached memo."

BACKGROUND:
The current Future Land Use map was adopted by Resolution 116-11 on July 5, 2011, following the adoption of City Plan 2030. This map was itself an update of the Future Land Use Map adopted in 2006 with City Plan 2025, which was developed to reflect the principles and goals of City Plan. The maps adopted with City Plan 2025 and 2030 represented a fundamental change in how the Future Land Use Map functioned. Where Future Land Use Map designations were previously broken down by land uses that reflected conventional zoning principals of separate areas for commercial, industrial, and residential activity, the new maps incorporated key elements of the SmartCode framework, a development ordinance template intended to create context-appropriate urban design that can meld varying uses and create compact, connected neighborhoods.

Among these elements is the system of environments known as the Transect Zone, where habitats are ordered from the most natural to the most urban. City Plan 2025 and 2030 took these zones and translated them into appropriate development patterns as expressed in the comprehensive plan to reflect the unique character of Fayetteville. These Future Land Use Map designations are:

- *Natural Areas (Dark Green) T-1*
- *Rural Areas (Light Green) T-2*
- *Residential Neighborhood Areas (Yellow) T-3*
- *City Neighborhood Areas (Blue) T-4*
- *Urban Center Areas (Purple) T-5*
- *Industrial Areas (Light Blue)*

- *Complete Neighborhood Plans (Red)*
- *Civic and Private Open Space Areas/Parks (Olive)*
- *Civic Institutional Areas (Brown)*
- *Non-municipal Government Areas (Tan)*
- *Industrial Areas (Light Blue)*

UPDATES:
The Future Land Use Map and land use designations as proposed herein are still based on the transect model. Staff's goal with this update is to use the existing land use designations and provide multiple iterations of the Future Land Use Map as potential scenarios for growth management. Each alternative poses a different strategy for accommodating Fayetteville's anticipated population growth, from the current discouragement of annexation for urban or suburban development to growth moderated by zoning and annexation tools that moderate the City's expansion with respect to the goals and principals of City Plan 2030.

Alternative #1 represents the existing Future Land Use Map as adopted with City Plan 2030, and will be updated to reflect changes in existing land use since the map's 2011 adoption. This iteration was created following the economic downturn of the late 2000s and included a reduction of Residential Neighborhood Area at the edge of the City to discourage urban sprawl and a reclassification of portions of north Fayetteville to Urban Center Area to reflect its new "regional" description.

Alternative #2 incorporates those changes outlined in Alternative #1 along with reclassifying large areas within Fayetteville's Planning Area as Residential Neighborhood Area. This is intended to reflect and accommodate the anticipated population growth of Fayetteville in coming decades in a deliberate manner. Additionally, adoption, application, and implementation of this Future Land Use Map is predicated on the execution of several proposed action items within City Plan 2040. Foremost among these are the development of a formal annexation policy to strategically and deliberately plan for controlled growth and the adoption of zoning districts that can be utilized to manage rural growth and maintain rural character at the City's outer edges. Significant changes to the map include:

- Extension of the Residential Neighborhood Area designation in to the Planning Area with respect for areas of increasingly steep terrain and limited development potential.
    - North of Highway 45 and east of Crossover Road/Highway 265;
    - North and south of Huntsville Road/Highway 16;
    - Along Dead Horse Mountain Road;
    - West along Wedington Drive; and
    - Northwest of Clabber Creek.

Alternative #3 acts as a middle road, to include those changes outlined in Alternative #1 within the City's boundaries and a more moderated expansion of Residential Neighborhood Area in to the Planning Area. While also predicated on adopting a formal annexation policy and rural zoning districts, the additional areas designated as Residential Neighborhood area are currently contiguous to City limits, adjacent to City infrastructure, complimentary to the efficient provision of City services, or a combination thereof.

RECOMMENDATION: Staff recommends forwarding ADM 19-6650 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: June 10, 2019	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Belden, recommending approval of Alternative #1			
Second: Sharp			
Vote: 9-0-0			

BUDGET/STAFF IMPACT:
Major changes to the plan would require dedicated staff time. A full plan revision would require contracting with an outside consultant.

Attachments:

- Planning Commissioner Recommendation
- Future Land Use Plan Iterations:
  - Current Future Land Use Map (Alternative #1) **Recommended by Commission**
  - Major Expanded Boundaries Future Land Use Map (Alternative #2)
  - Moderate Expanded Boundaries Future Land Use Map (Alternative #3)

The draft Future Land Use Map alternatives are available for review as supplemental documents on your tablet and on the City of Fayetteville, Arkansas website at http://www.fayetteville-ar.gov/1216/City-Plan-2040.

CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: Mayor and City Council

THRU: Andrew Garner, City Planning Director

FROM: Jonathan Curth, Senior Planner

MEETING DATE: June 10, 2019

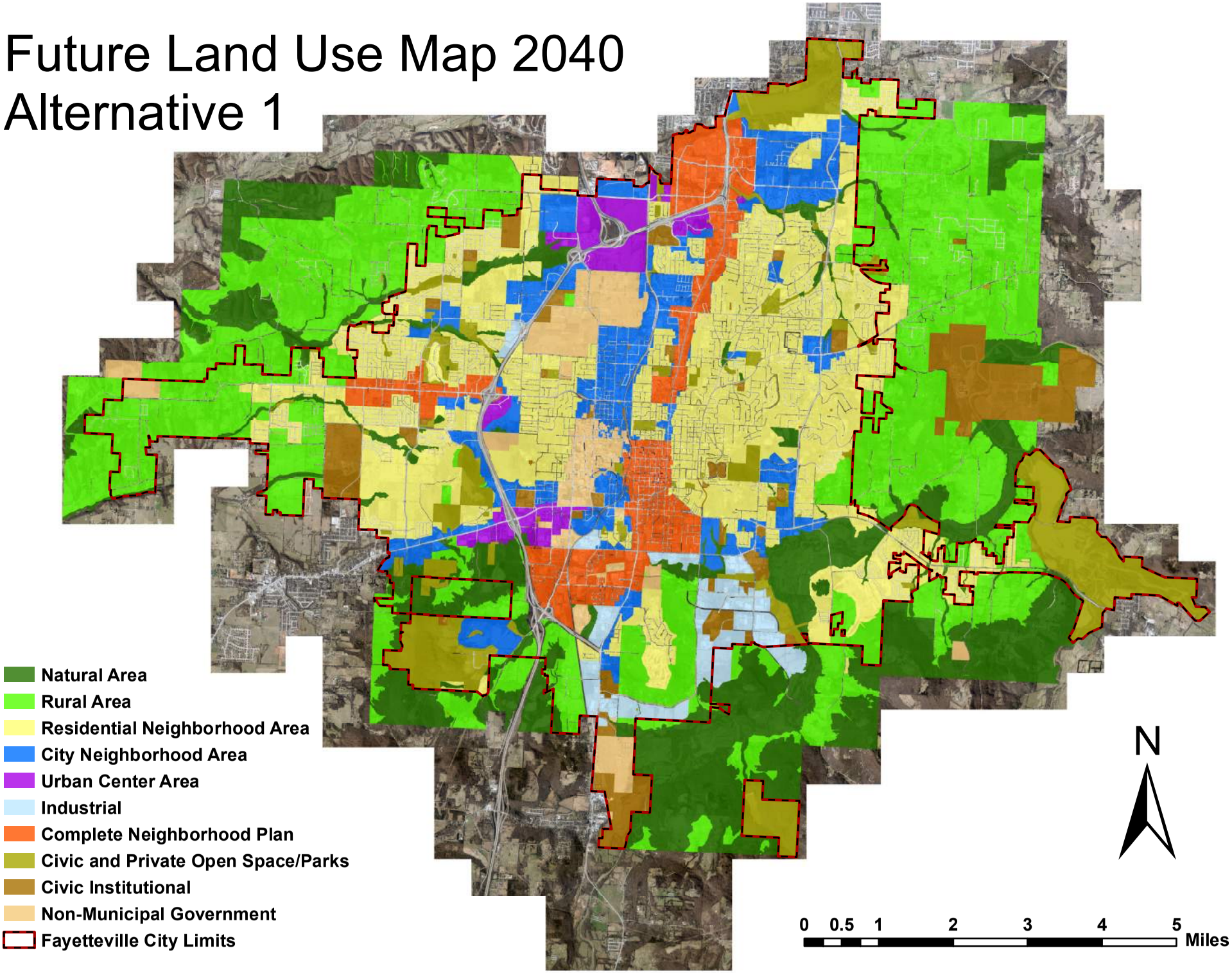
SUBJECT: Planning Commission Recommendation for ADM 19-6650: Administrative Item (FUTURE LAND USE MAP 2040)

BACKGROUND:
Following several meetings in 2018 and 2019 in which the Planning Commission functioned as a steering committee for the update to City Plan 2030, the Future Land Use Map, and Master Street Plan, complete draft documents were presented to Commissioners on May 13, 2019. Commissioner feedback was requested on each of the three plan elements outlined above, with comments, recommendations, and critiques provided over the following four weeks.

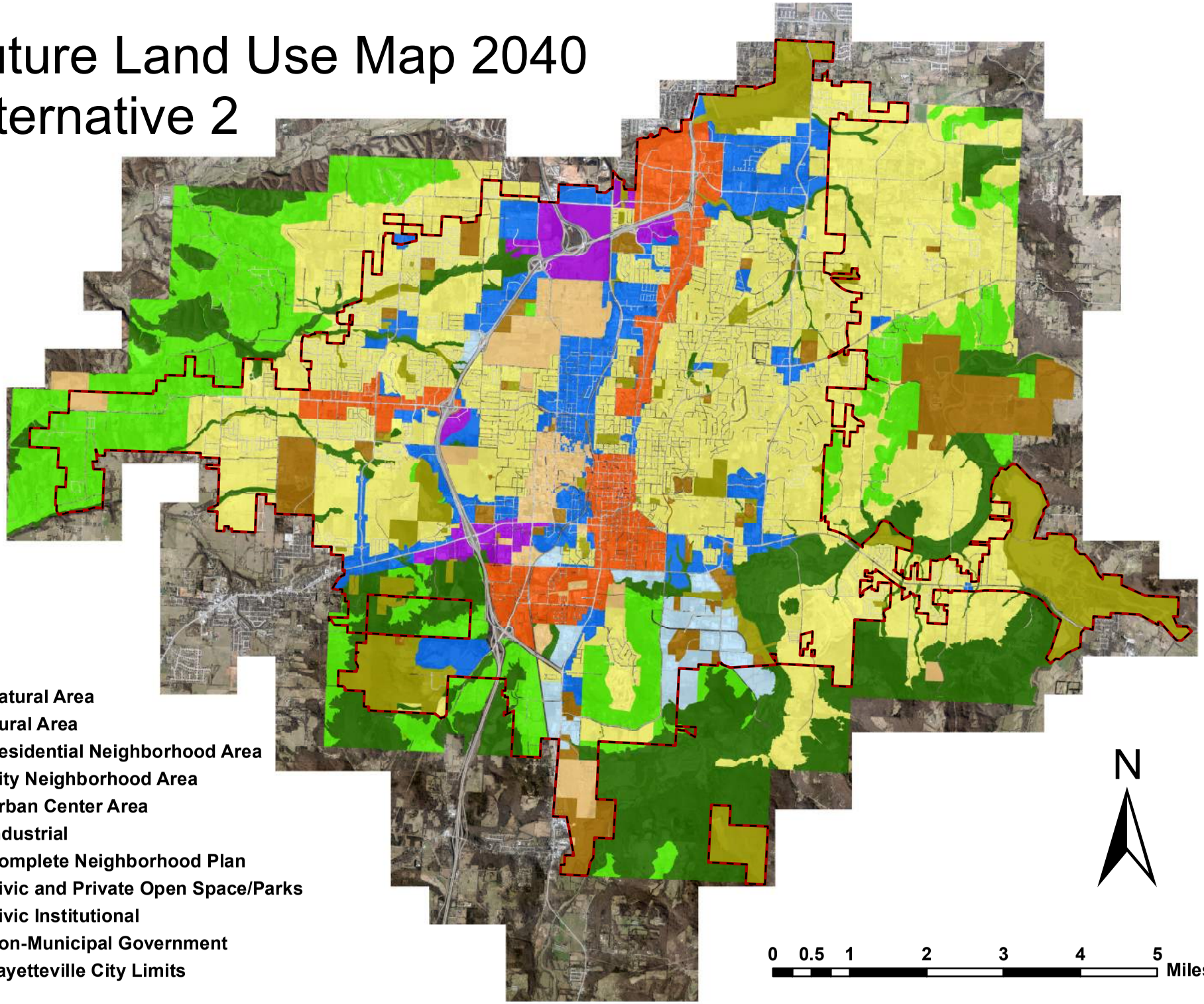
DISCUSSION:
Below are comments and recommendations proposed by Commissioners for City Plan 2040's Future Land Use Map:

- Currently, all proposed iterations of the Future Land Use Map include a designation of Complete Neighborhood Plan for areas associated with an adopted, locally-targeted plan. Commissioner Brown recommends that this designation be kept as an outline of the existing neighborhood plan areas, but with appropriately delineated Future Land Use Map designations (Urban Center Area, City Neighborhood Area, etc.) applied to the parcels within.

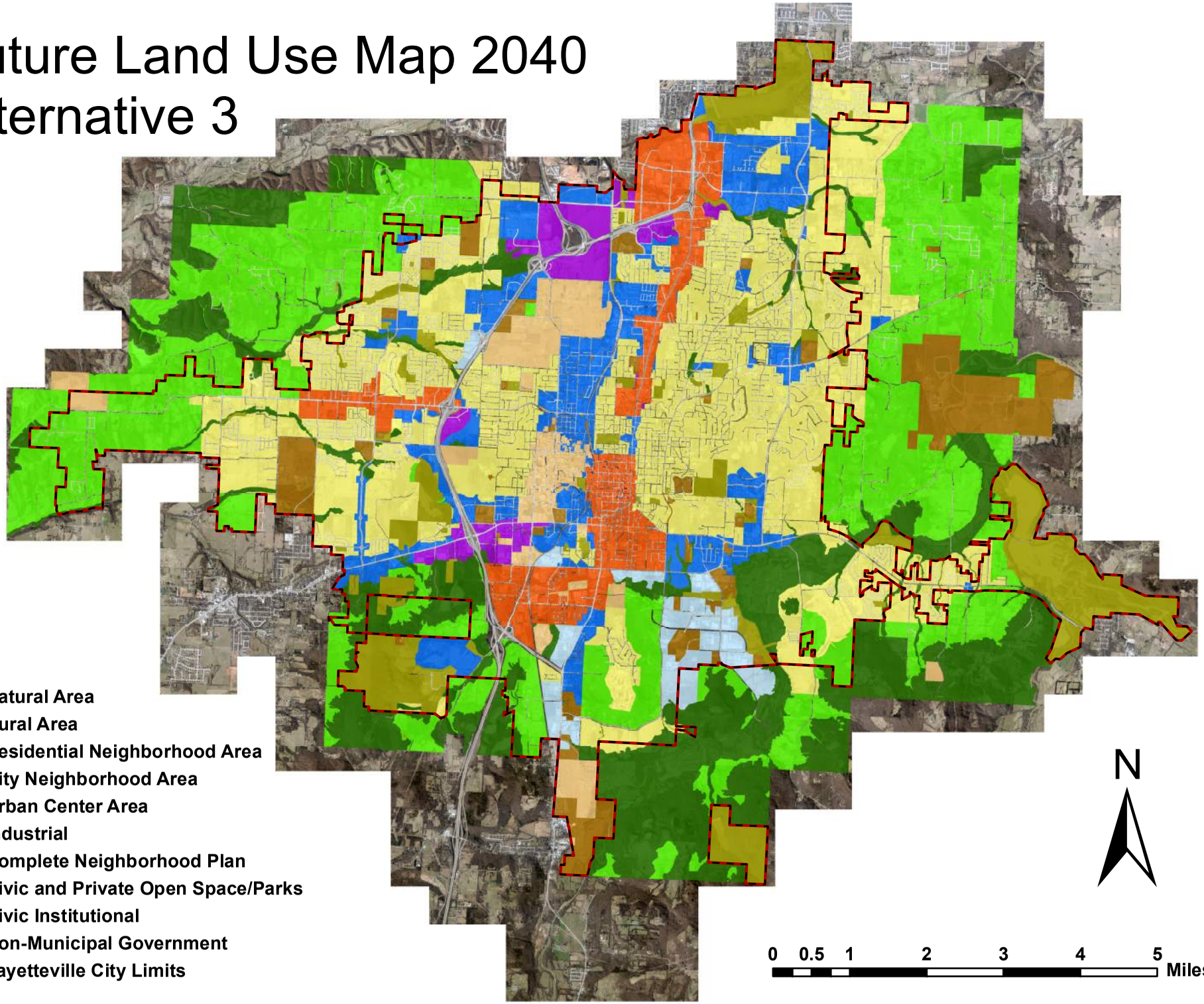
Future Land Use Map 2040
Alternative 1



Future Land Use Map 2040
Alternative 2



Future Land Use Map 2040
Alternative 3



CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director
Chris Brown, City Engineer

FROM: Jonathan Curth, Senior Planner
Josh Bocaccio, Staff Engineer

MEETING DATE: August 26, 2019 **(Updated with Planning Commission Results)**

SUBJECT: **ADM 19-6651: Administrative Item (MASTER STREET PLAN 2040):** Submitted by the CITY PLANNING DIVISION to amend and update the Master Street Plan.

RECOMMENDATION:
Staff recommends forwarding **ADM 19-6651** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:
"I move to forward **ADM 19-6651** to the City Council with a recommendation of approval, amending the proposed Master Street Plan as described in the attached memo."

JUNE 10, 2019 PLANNING COMMISSION MEETING:
At the June 10, 2019 Planning Commission meeting, this item was tabled by the Commission to allow staff time to amend the draft Master Street Plan to incorporate Commissioner comments regarding, but not limited to, lane widths, an attached sidewalk street section, and a parkway street section. Staff subsequently submitted the item to the City Council's Transportation Committee where direction was given to staff to coordinate with the Commission to incorporate Commission comments where appropriate and feasible. A draft reflecting these changes is attached.

BACKGROUND:
The current Master Street Plan was adopted by Resolution 146-11 on August 16, 2011. While its predecessor adopted with City Plan 2025 focused on standardizing the street cross sections, classifying streets in recently-annexed areas, and increasing the number of Collector Streets, the update with 2030 focused on classifying streets in Fayetteville's extra-jurisdictional Planning Area, addressing alley design and use, contextualizing Collector Streets, and reducing right-of-way requirements for both Minor and Major Arterials.

More recently, in February of 2016, the City of Fayetteville contracted with Nelson/Nygaard as a transportation planning consultant to develop a transportation master plan, entertainment district parking plan, and mobility report. Among the goals and objectives recommended in their 2018 Fayetteville Mobility Plan, Nelson/Nygaard emphasized the importance of contextual and complimentary street design that supports surrounding land uses, maintains reliable connections, and increases transportation options.

DISCUSSION:
The principle goal of this update is to incorporate the findings and recommendations of Nelson-Nygaard and their Fayetteville Mobility Plan in to the City's Master Street Plan. This involved parallel efforts, the first of which was a reclassification of street types or typologies. While most cities nationwide, including Fayetteville currently, utilize the Federal Highway Administration's "functional classification" system of Arterial, Collector, and Local streets, these categories provide limited information about the street, how it relates to surrounding land uses, and how it functions from block to block. These designations and associated functional classifications under the current Master Street Plan are:

- Regional Link – High Activity (Arterial Street)
- Regional Link (Principal Arterial Street)
- Neighborhood Link (Minor Arterial/Collector Street)
- Residential Link (Local and Residential Streets)
- Urban Center (sections adopted under the 2005 Downtown Master Plan)

As it is not sufficient to simply rename these street classifications, the second major update to the plan was a full review of all streets classified within the Master Street Plan, whether within or without the Fayetteville's city limits. This was based on the two-fold understanding that some existing and future streets are "over-classified" and a build-out under the current Master Street Plan would not serve the mobility needs of residents city wide or compliment the needs of residents and property owners along these corridors. Accordingly, every street was vetted and many were re-classified. Examples of the most prominent changes include:

- Extension of the Urban Center street sections southward to Martin Luther King Boulevard
- Reclassification of the following from Major or Minor Arterials to Neighborhood Links:
    - North Street/Mission Boulevard from College Avenue/71B to Crossover Road/Highway 265
    - Gregg Avenue from North Street to Van Asche Drive
    - Deane Street and Mount Comfort Road from Garland Avenue/Highway 112 to Salem Road
    - Broyles Avenue
    - Double Springs Road
    - Deane Solomon Road
    - Persimmon Street
    - Oakland Zion Road
- Reclassification of the following from Collector Streets as Residential Links:
    - Stearns Street from Vantage Drive to Crossover Road/Highway 265
    - Sunbridge/Reynolds/Strange from Gregg Avenue to Garland Avenue/Highway 112
    - Raven Lane between Quail and Topaz Drives

The final major update to the Master Street Plan includes further advancing the ability to create context sensitive streets through a flexibility of design. Each street includes an associated minimum standard based on classification, from which it may vary depending on surrounding land uses, proposed development, or relevant long-range plans. Among these options are the ability to increase lane widths to accommodate transit, removal of on-street parking facilities, reduction or increase in sidewalk widths, and modification of greenspace or parking for Fire Code compliance. Other notable additions to this flexibility include the potential for a required

frontage and furniture zones. In urban settings, where buildings abut the right-of-way in particular the addition of a frontage zone or furniture zone creates a buffer for pedestrians from opening doors and accommodate street elements such as benches without compromising the mobility of pedestrians.

RECOMMENDATION: Staff recommends forwarding ADM 19-6651 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: August 26, 2019	❒ **Tabled**	☒ **Forwarded**	❒ **Denied**
Motion: Brown, recommending approval			
Second: Sharp			
Vote: 7-0-0			

BUDGET/STAFF IMPACT:
Major changes to the plan would require dedicated staff time. A full plan revision would require contracting with an outside consultant.

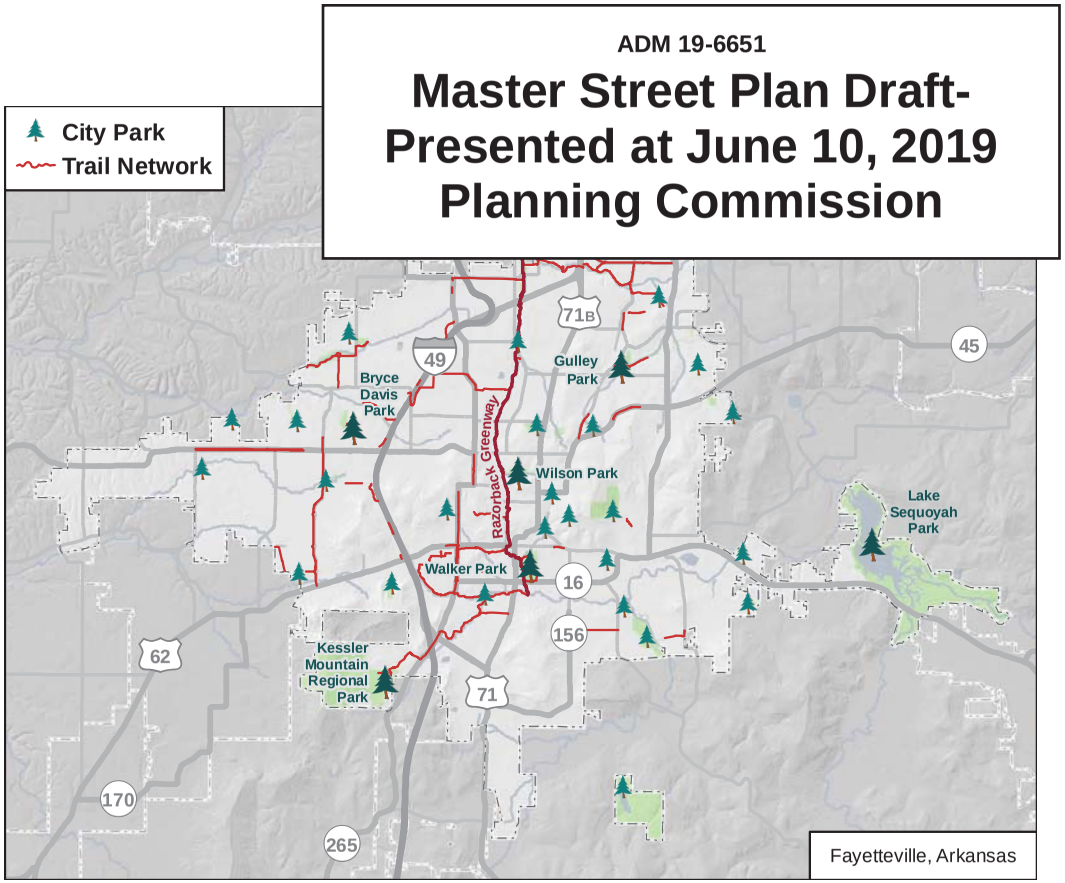
Attachments:

- City Plan 12.2: Master Transportation Plan Draft – Presented at June 10, 2019 Planning Commission meeting
- City Plan 12.2: Master Transportation Plan Revised Drafts
    - Redlines
    - Clean

The draft Master Transportation Plan, Master Street Plan Map, and associated street sections are available for review on the City of Fayetteville, Arkansas website at http://www.fayetteville-ar.gov/1216/City-Plan-2040.

12.2 Master Transportation Plan

The Master Transportation Plan is the guiding policy that the community, City Staff, the Planning Commission and the City Council utilize to proactively guide decisions regarding street classification, design, location, form and function. The Master Transportation Plan prescribes and plans for the development of a multi-modal transportation system in the form of streets, sidewalks, bicycle facilities, trails and transit. Multi-modal transportation system is vital to growing a livable transportation network. Consistent planning ensures that streets will efficiently circulate traffic within the community and connect Fayetteville to the rest of the regions. Special emphasis should be placed on multimodal transportation infrastructure design, access management and traffic speed and volume considerations when planning news streets and redeveloping existing ones. The Fayetteville Mobility Plan can be found here: http://www.fayetteville-ar.gov/DocumentCenter/View/15415/Fayetteville-Mobility-Plan-Final-Report---March-2018?bidId=



Parks and Trails Map

The Master Transportation Plan contains three specific tools that are utilized to guide transportation infrastructure decision making: The Master Street Plan Map, Master Street Plan Cross-sections and the Master Trail Plan Map.

Master Trails Plan

The Fayetteville Active Transportation plan and associated Master Trails Plan Map guide the planning and development of the City's expanding shared-use paved trail system. The Master Trail Plan map illustrates future trail alignments and trail corridors for acquiring easements and right-of-way. As development occurs adjacent to future trail alignments, careful attention is paid to acquiring the necessary trail easements and for providing site development input during the development review process. The trail cross-sections that follow the Master Street Plan cross-sections will be utilized for the construction of the City's shared-use paved trails.

Master Street Plan Map and Street Cross-sections

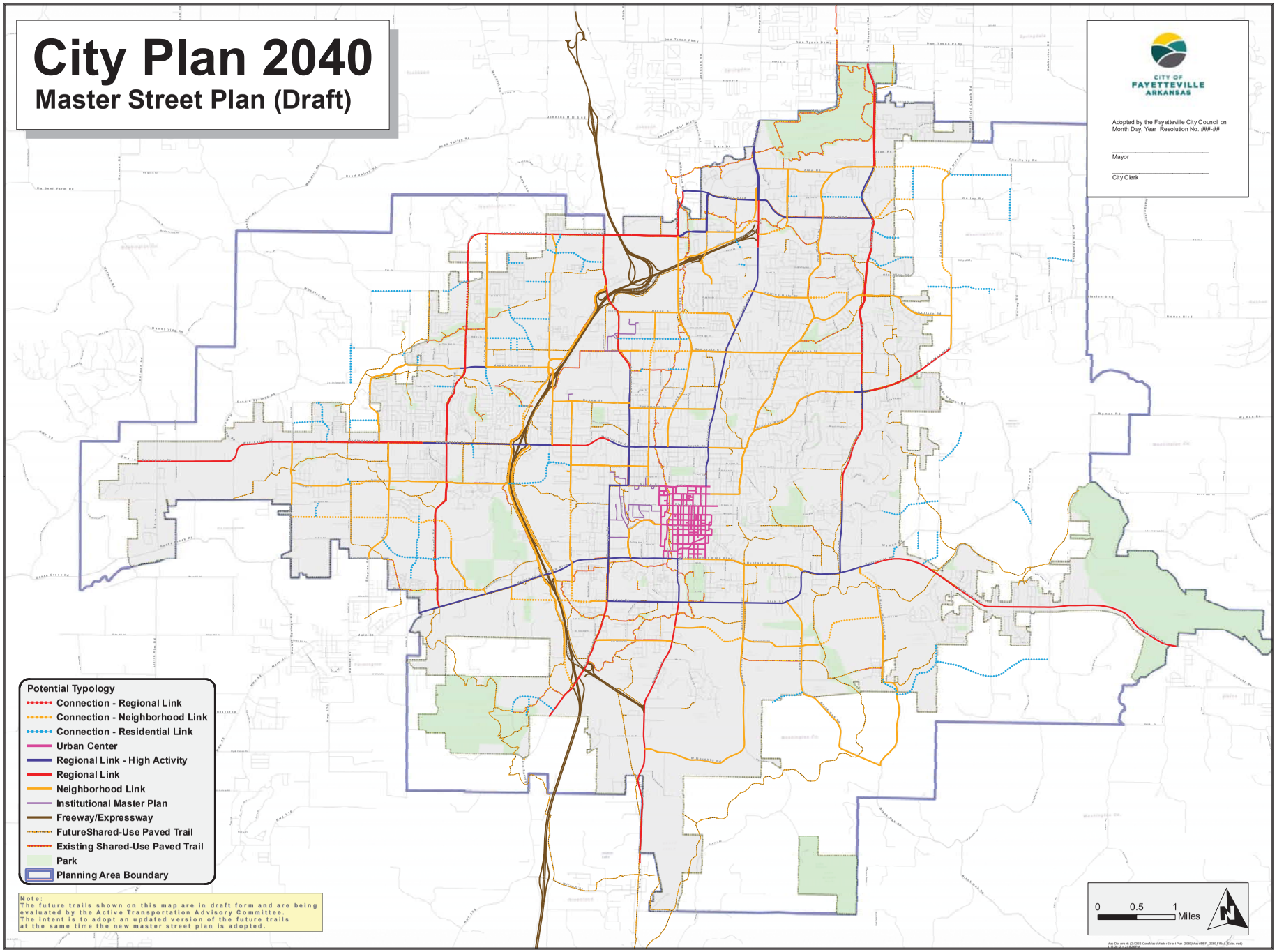
Landowners, developers, and city staff should use the Master Street Plan Map to determine the classification of existing roadways and to account for unbuilt alignments of future street connections. Once the street classification is determined, right-of-way widths can be found on the corresponding Street Cross Section. The street sections are shown with the typical minimum right of way. However, developers and property owners should work with staff to discuss any additional right of way elements that may require wider rights of way. Each cross section lists these additions, including: on-street parking, frontage zones where buildings abut right of way, additional width for fire aerial apparatus access, and other features. In instances where lesser right-of-way dedication is appropriate, administrative approval from the Planning and Zoning Administrator shall be required.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and transit pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transit providers. The City should consult with the transit providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exist.

Streets in the University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design, construction or re-construction of streets located within the University of Arkansas area. Streets identified on the Master Street Plan located within the University of Arkansas boundary are intended to be reviewed concurrently with the City and University staff prior to planning and design. These streets should be consistent with the policies of the Master Street Plan but may require alternative cross-sections due to physical constraints unique to the University.

International Fire Code: The International Fire Code (IFC), which the State of Arkansas has adopted, requires a 20-foot minimum unobstructed width for all streets, which is reflected in the proposed street cross-sections. IF structures on either side of the street exceed 30 feet in height, or are above three stories, then the IFC requires a 26-foot minimum of unobstructed width. This document recognizes that street cross-sections may be modified to meet the IFC requirements.

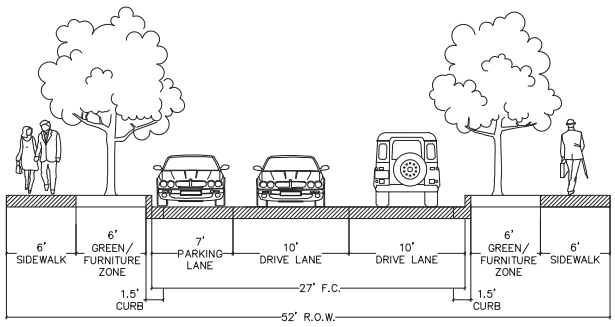


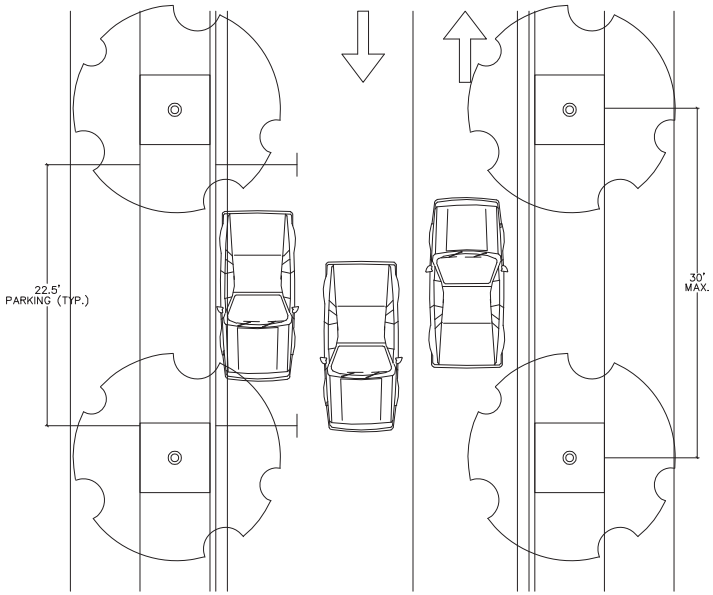
Master Street Plan Draft Map

Residential Link Street

Design Service Volume: <4,000 vpd

The residential link street section is intended to be the standard in neighborhoods and low-volume areas outside of the downtown. Generous greenspace and a comfortable sidewalk are coupled with on-street parking to create a safe environment for all modes and abilities. Most residential link streets will have a design service volume <1,500 vpd allowing bicycles to intermix with traffic safely. On-street protected bike facilities should be considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Residential links should be designed and proposed meeting block length, connectivity, and access management codes. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.





As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

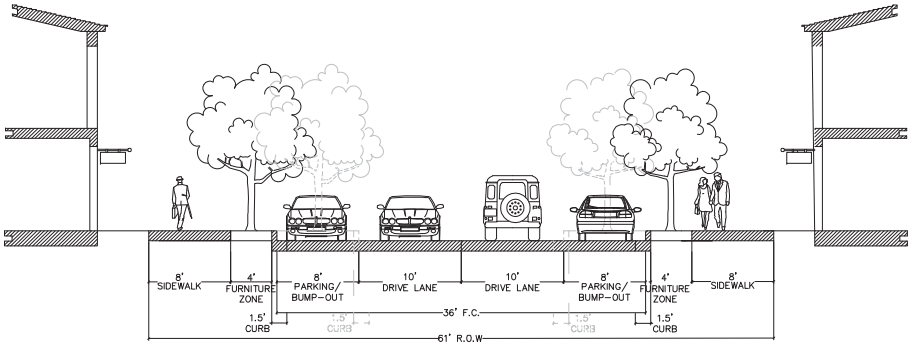
- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

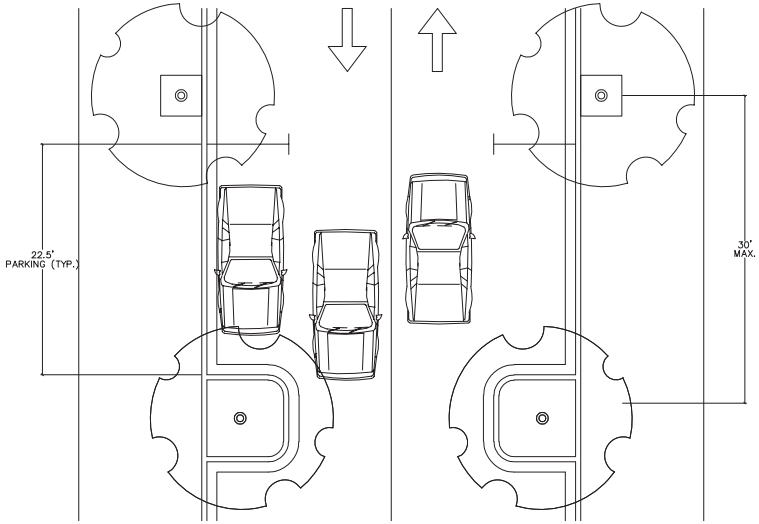
Hilltop-Hillside Overlay District (H.H.O.D.)

- Removal of the green/furniture zone and one sidewalk shall be allowed in the Hilltop-Hillside Overlay District.
- Utilities shall be placed in 15-ft easements on either side of the roadway.

Downtown/Urban Street
Design Service Volume: Varies

The downtown (or urban) street section is intended to be used in Fayetteville's downtown core. Wide sidewalks, with separated furnishing/tree zones will be the standard. On-street parking is desirable and low-speed design should be encouraged to allow for maximum pedestrian comfort and utilization. Sight-lines at intersections should be protected from obstructions. Ideally, bicycles should be able to intermix with traffic safely and on-street protected bike facilities considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.





As determined by city staff, additional roadway elements may be required and include:

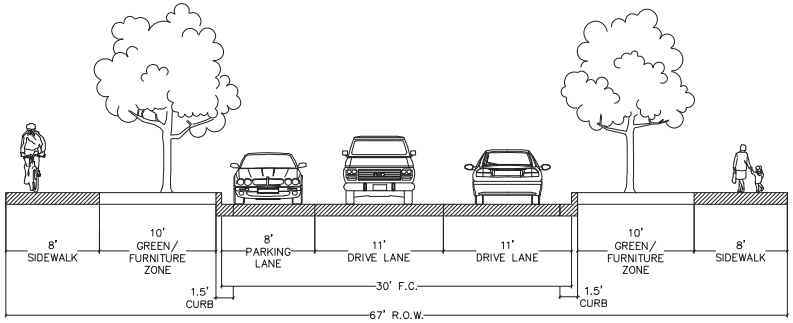
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.

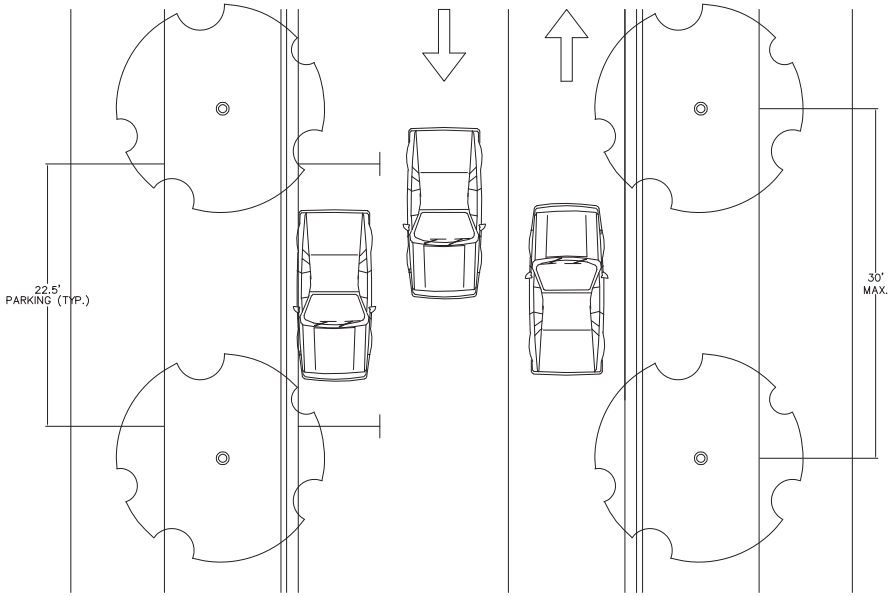
Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane or lanes to reduce the right-of-way by 16-ft will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Furniture zone may be reduced to 3' when determined appropriate by the Planning and Zoning Administrator.
- Where bump-outs are used, the 4-ft furniture zone may be removed. Street trees may be planted behind sidewalk to meet requirements.
- Angled parking may be used with an additional amount of right-of-way as determined by the Zoning and Development Administrator.

Neighborhood Link Street
Design Service Volume: <6,000 vpd

Neighborhood link streets are intended to bridge between local, low-volume streets and larger regional arterial streets. Larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. These streets may have on-street parking, center turn lanes, or wider lanes accommodating truck or transit vehicles where appropriate.





As determined by city staff, additional roadway elements may be required and include:

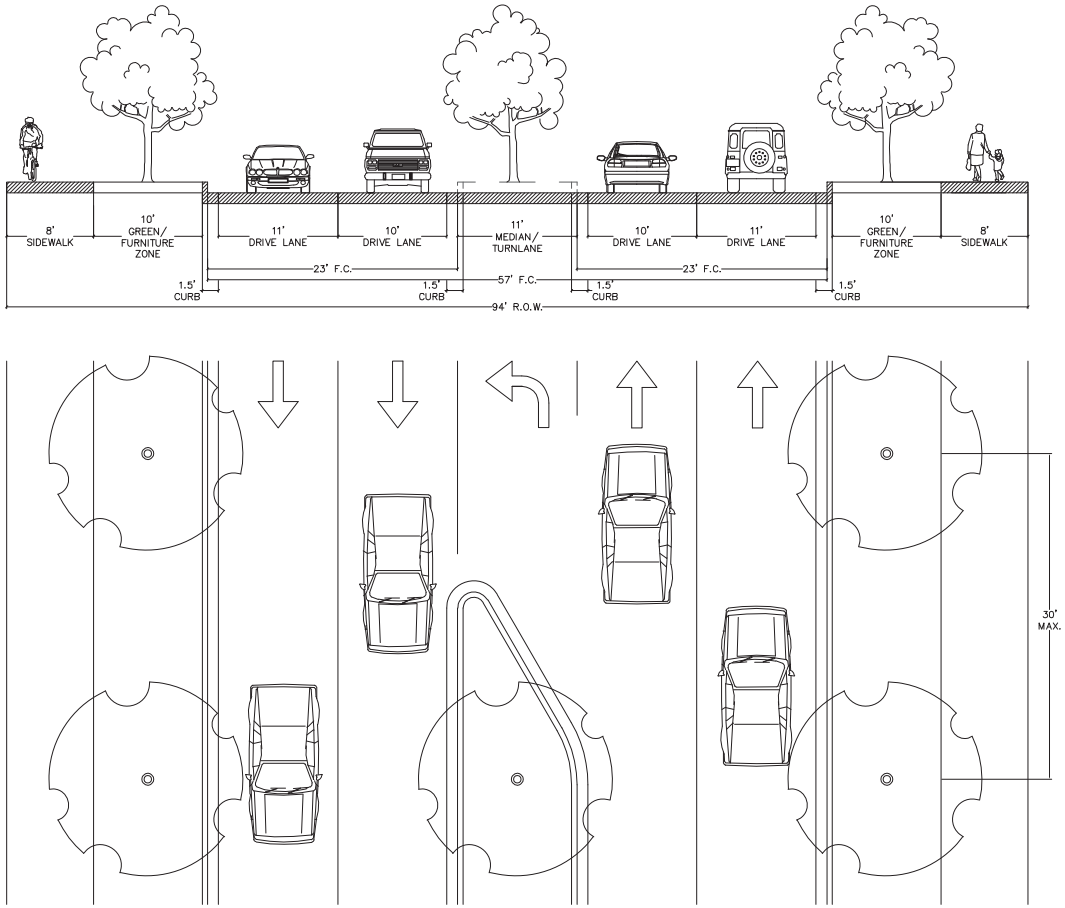
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by reducing greenspaces.
- Where a dedicated turn-lane is warranted, 3-ft additional pavement may be necessary based on intersection design.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Regional Link Street
Design Service volume: 17,600 vpd

Regional link streets carry local and regional multimodal traffic, serving low-density residential areas and open spaces. Similar to neighborhood link streets, larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or offset to avoid conflicts with street tree plantings.



As determined by city staff, additional roadway elements may be required and include:

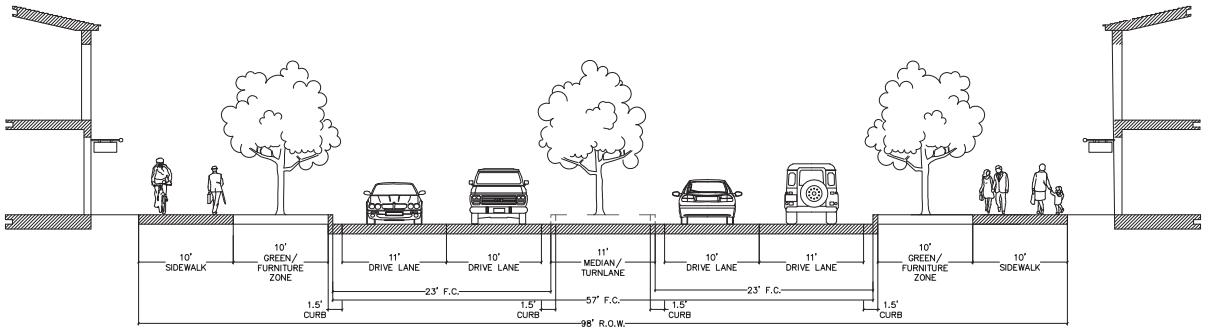
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate 10-ft sidewalks by reducing greenspaces.

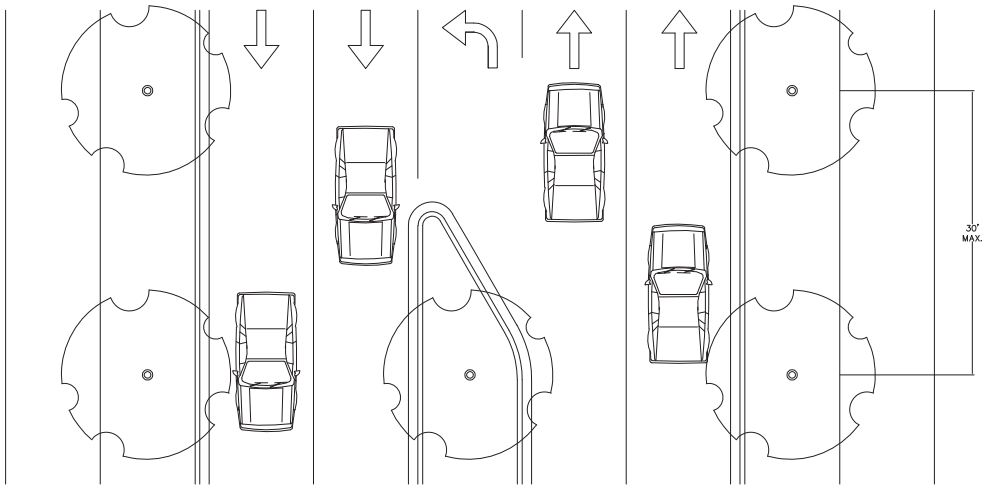
Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide aerial fire apparatus access area.

Regional High-Activity Link Street
Design Service volume: 17,600 vpd

Regional high activity link streets carry local and regional multimodal traffic through a variety of densities and land uses. This street may have on-street parking on one or both sides based on adjacent land-use and will have large sidewalks used also as multi-use shared paths for cyclists. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.





As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.

Alternative design elements may be approved administratively and include:

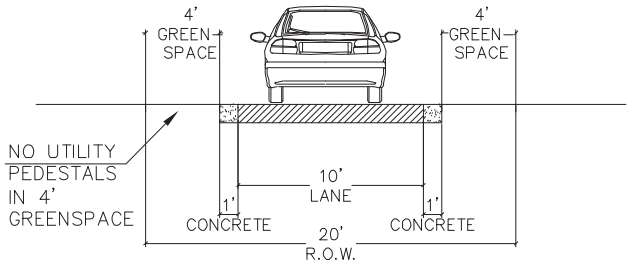
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide aerial fire apparatus access area.

Alleys

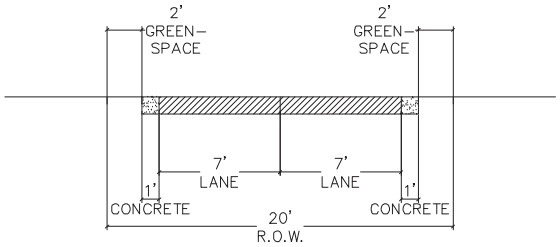
Design Service Volume: <200

Alleys are used in conjunction with streets to provide rear access to properties, garages and off-street parking. Driveways connected to alleys should have sufficient depth to allow vehicles to park and not encroach into the alley right-of-way. When alleys intersect streets a commercial driveway shall be used.

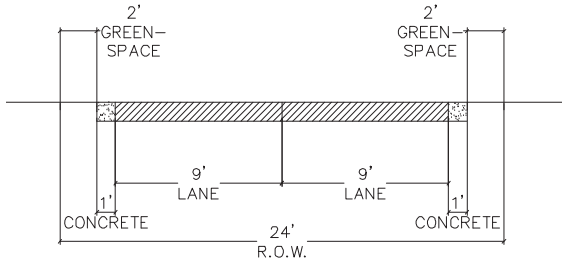
RESIDENTIAL REAR ALLEY
(ONE WAY)



RESIDENTIAL REAR ALLEY
(TWO WAY)



COMMERCIAL REAR ALLEY
(TWO WAY)



Fire Department:

Alleys used in conjunction with single- and two-family units are not intended to serve as fire access roads when structures also adjoin a private or public street that provides the required fire access. Fire access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by and approved route around the exterior of the building or facility. When an alley serves as the sole access, or when more than one access is required per the Arkansas Fire code, alleys shall be designed in accordance with the Arkansas Fire Code to support apparatus access, with approval from the Fire Marshall.

Master Street Plan Map and Street Cross-sections

Landowners, developers, and city staff should use the Master Street Plan Map to determine the classification of existing roadways and to account for unbuilt alignments of future street connections. Once the street classification is determined, right-of-way widths can be found on the corresponding Street Cross Section. The street sections are shown with the typical minimum right of way. However, developers and property owners should work with staff to discuss any additional right of way elements that may require wider rights of way. Each cross section lists these additions, including: on-street parking, frontage zones where buildings abut right of way, additional width for fire aerial apparatus access, and other features. In instances where lesser right-of-way dedication is appropriate, administrative approval from the Planning and Zoning Administrator shall be required.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and transit pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transit providers. The City should consult with the transit providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exist.

Streets in the University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design, construction or re-construction of streets located within the University of Arkansas area. Streets identified on the Master Street Plan located within the University of Arkansas boundary are intended to be reviewed concurrently with the City and University staff prior to planning and design. These streets should be consistent with the policies of the Master Street Plan but may require alternative cross-sections due to physical constraints unique to the University.

This document recognizes that street cross-sections may be modified to meet the current International Fire Code (IFC) requirements as adopted by the State of Arkansas.

International Fire Code: The International Fire Code (IFC), which the State of Arkansas has adopted, requires a 20-foot minimum unobstructed width for all streets, which is reflected in the proposed street cross-sections. IF structures on either side of the street exceed 30 feet in height, or are above three stories, then the IFC requires a 26-foot minimum of unobstructed width. This document recognizes that street cross-sections may be modified to meet the IFC requirements.

Utilities: In an effort to minimize the impacts of easements and associated grading, the City encourages utilities be located within the public right-of-way wherever possible. Further, public utilities, i.e. water and sanitary sewer, should be placed under sidewalks rather than streets to avoid maintenance costs, and located at a sufficient depth to avoid conflict with street tree plantings.

ADM 19-6651

Master Street Plan Revised Draft-Redlines

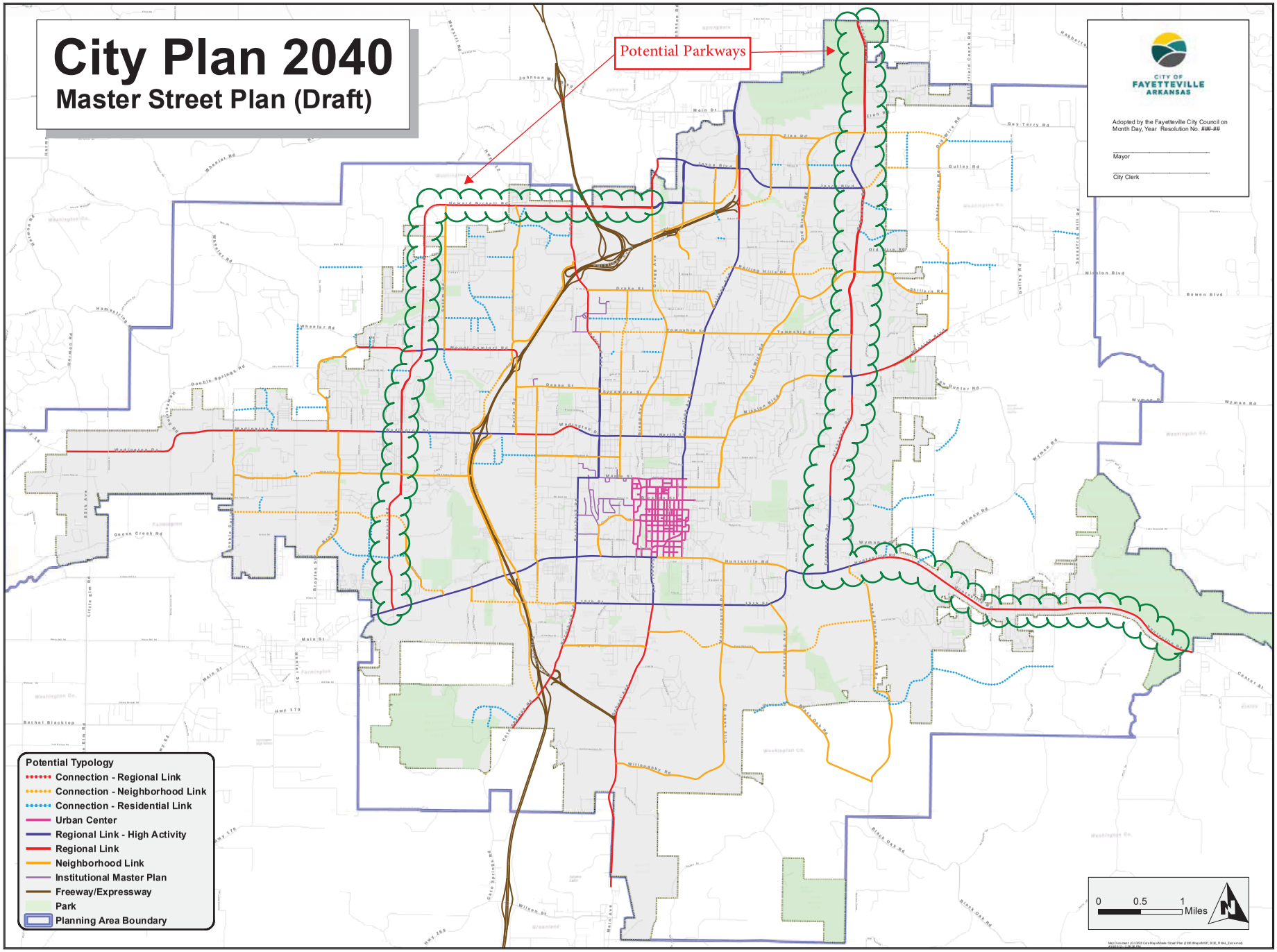


Figure 12.3 - Master Street Plan Draft Map

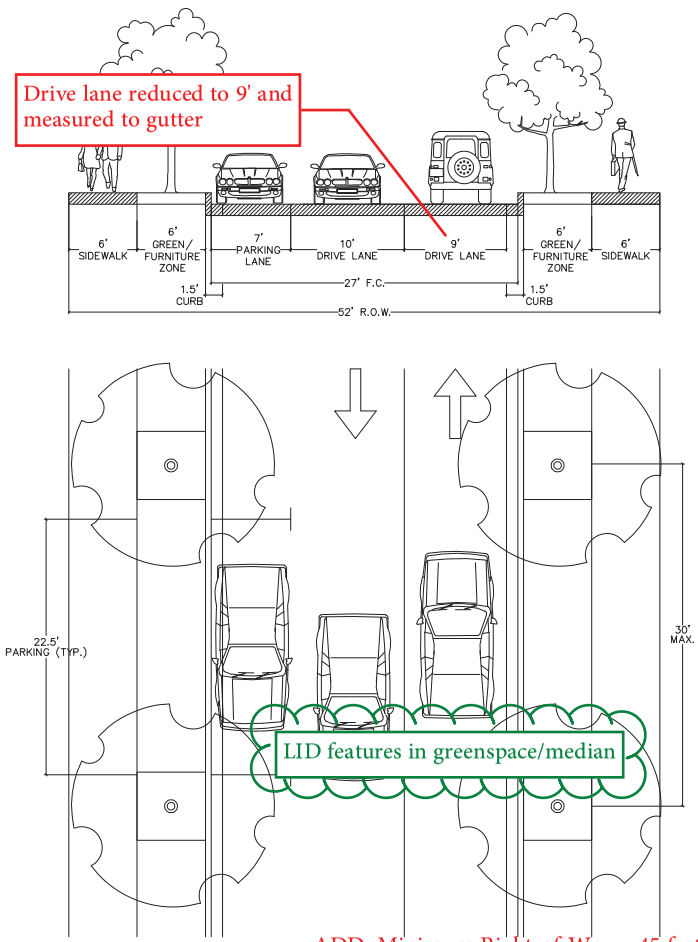
Residential Link Street

Design Service Volume: <4,000 vpd

ADD: Desired Operating Speed: 15-20 mph

The residential link street section is intended to be the standard in neighborhoods and low-volume areas outside of the downtown. Generous greenspace and a comfortable sidewalk are coupled with on-street parking to create a safe environment for all modes and abilities. Most residential link streets will have a design service volume <1,500 vpd allowing bicycles to intermix with traffic safely. On-street protected bike facilities should be considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Residential links should be designed and proposed meeting block length, connectivity, and access management codes. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.

ADD TO ALL SECTIONS....LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.



ADD: Minimum Right-of-Way = 45 feet

Maximum Right-of-Way = 52 feet

Figure 12.4 - Residential Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- ~~If known or planned transit route, increase lane widths to 11-ft.~~ Remove note.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Remove.

~~Hilltop-Hillside Overlay District (H.H.O.D.)~~

- ~~Removal of the green/furniture zone and one sidewalk shall be allowed in the Hilltop-Hillside Overlay District.~~
- ~~Utilities shall be placed in 15-ft easements on either side of the roadway.~~

Alternative Residential Link Street

Desired Operating Speed: 15-20 mph

The alternative residential link street section is intended to reduce the footprint of the residential street scape while keeping a safe environment for all modes and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. The alternative residential link street section shall require Planning Commission approval in areas other than the Hilltop-Hillside Overlay District and the following should be taken into consideration:

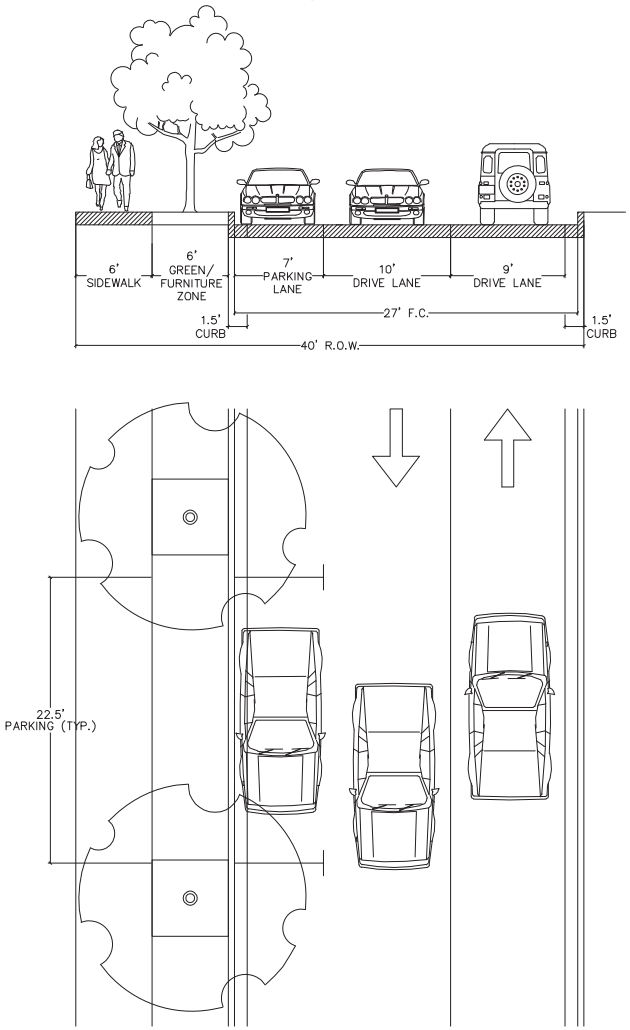


Figure ##.# - Alternative Residential Link Street

Minimum Right-of-Way = 33 feet
Maximum Right-of-Way = 40 feet

Block length less than or equal to 400-ft
Environmental reasons where no other section is applicable
Historic streets for small infill projects
Less than 250 vehicles per day
Use of alley loading

As determined by city staff, additional roadway elements may be required and include:
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way,
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:
- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

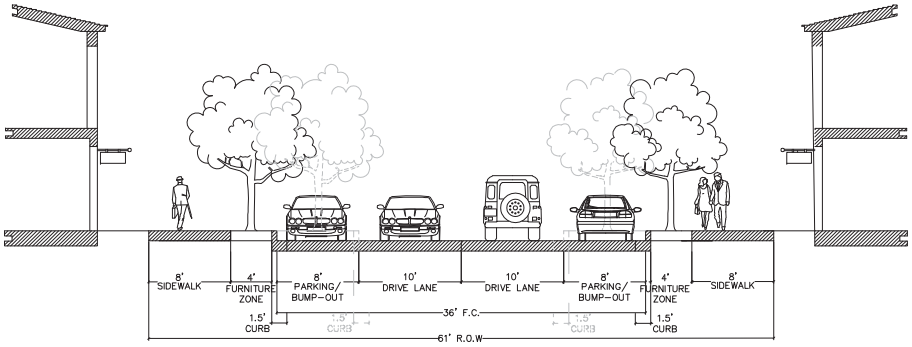
LID features in greenspace/median

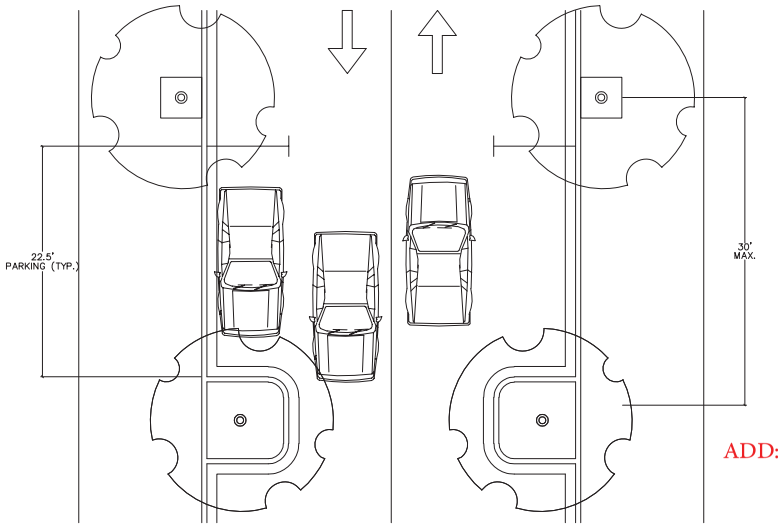
Downtown/Urban Street

Design Service Volume: Varies

ADD: Desired Operating Speed: 20-25 mph

The downtown (or urban) street section is intended to be used in Fayetteville's downtown core. Wide sidewalks, with separated furnishing/tree zones will be the standard. On-street parking is desirable and low-speed design should be encouraged to allow for maximum pedestrian comfort and utilization. Sight-lines at intersections should be protected from obstructions. Ideally, bicycles should be able to intermix with traffic safely and on-street protected bike facilities considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.





ADD: Minimum Right-of-Way = 39 feet

Maximum Right-of-Way = 63 feet

Figure 12.5 - Downtown/Urban Street ADD: Example section with parking both sides

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane or lanes to reduce the right-of-way by 16-ft will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Furniture zone may be reduced to 3' when determined appropriate by the Planning and Zoning Administrator.
- Where bump-outs are used, the 4-ft furniture zone may be removed. Street trees may be planted behind sidewalk to meet requirements.
- Angled parking may be used with an additional amount of right-of-way as determined by the Zoning and Development Administrator. (79' R.O.W.)

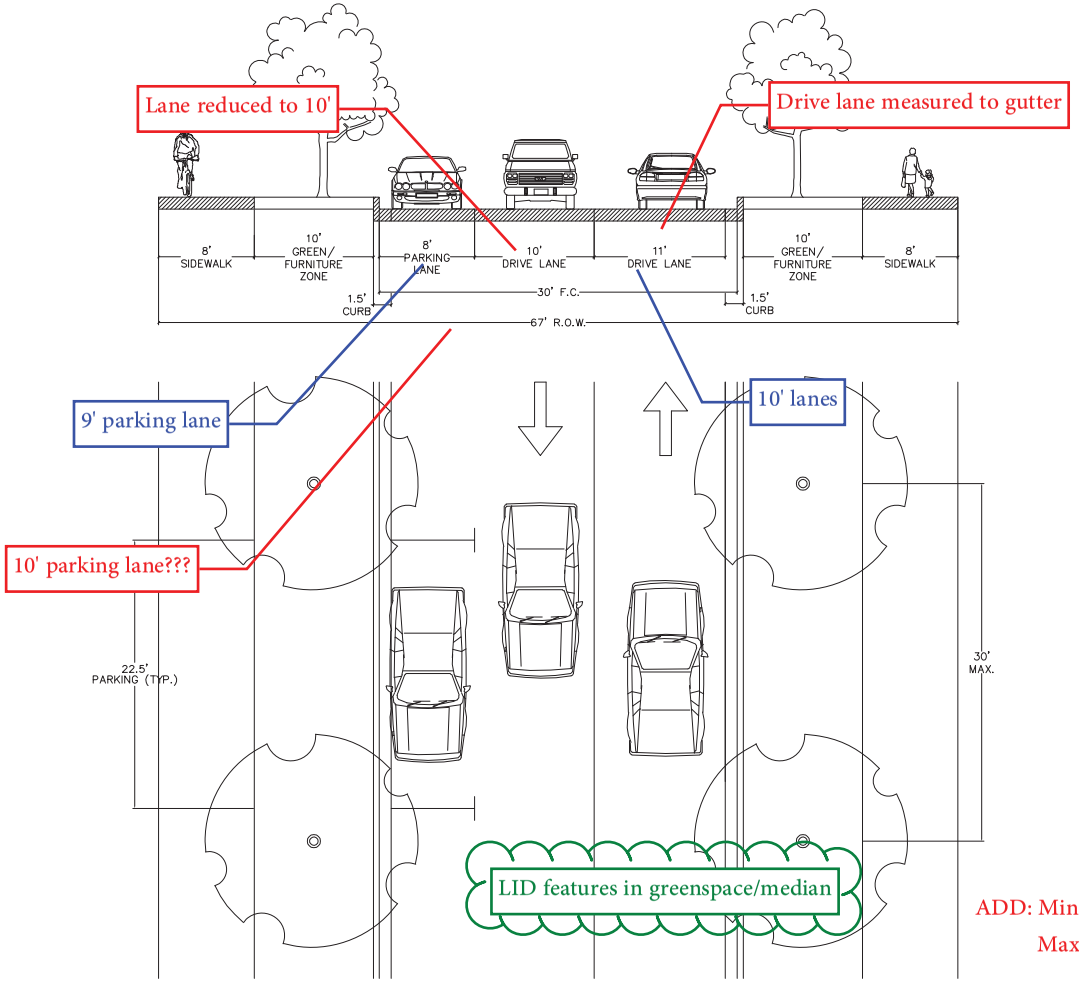
LID features in greenspace/median

Neighborhood Link Street

Design Service Volume: <6,000 vpd

ADD: Desired Operating Speed: 25-30 mph

Neighborhood link streets are intended to bridge between local, low-volume streets and larger regional arterial streets. Larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. These streets may have on-street parking, center turn lanes, or wider lanes accommodating truck or transit vehicles where appropriate.



ADD: Minimum Right-of-Way = 55 feet

Maximum Right-of-Way = 67 feet

Figure 12.6 - Neighborhood Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by reducing greenspaces.
- Where a dedicated turn-lane is warranted, 3-ft additional pavement may be necessary based on intersection design.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Regional Link Street

Design Service volume: 17,600 vpd

ADD: Desired Operating Speed: 30-40 mph

Regional link streets carry local and regional multimodal traffic, serving low-density residential areas and open spaces. Similar to neighborhood link streets, larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alter continuous two-way-left-turn-lane. Storm drainage infrastructure shou or offset to avoid conflicts with street tree plantings.

One 10-ft sidewalk by reducing other sidewalk to the standard 6-ft width.

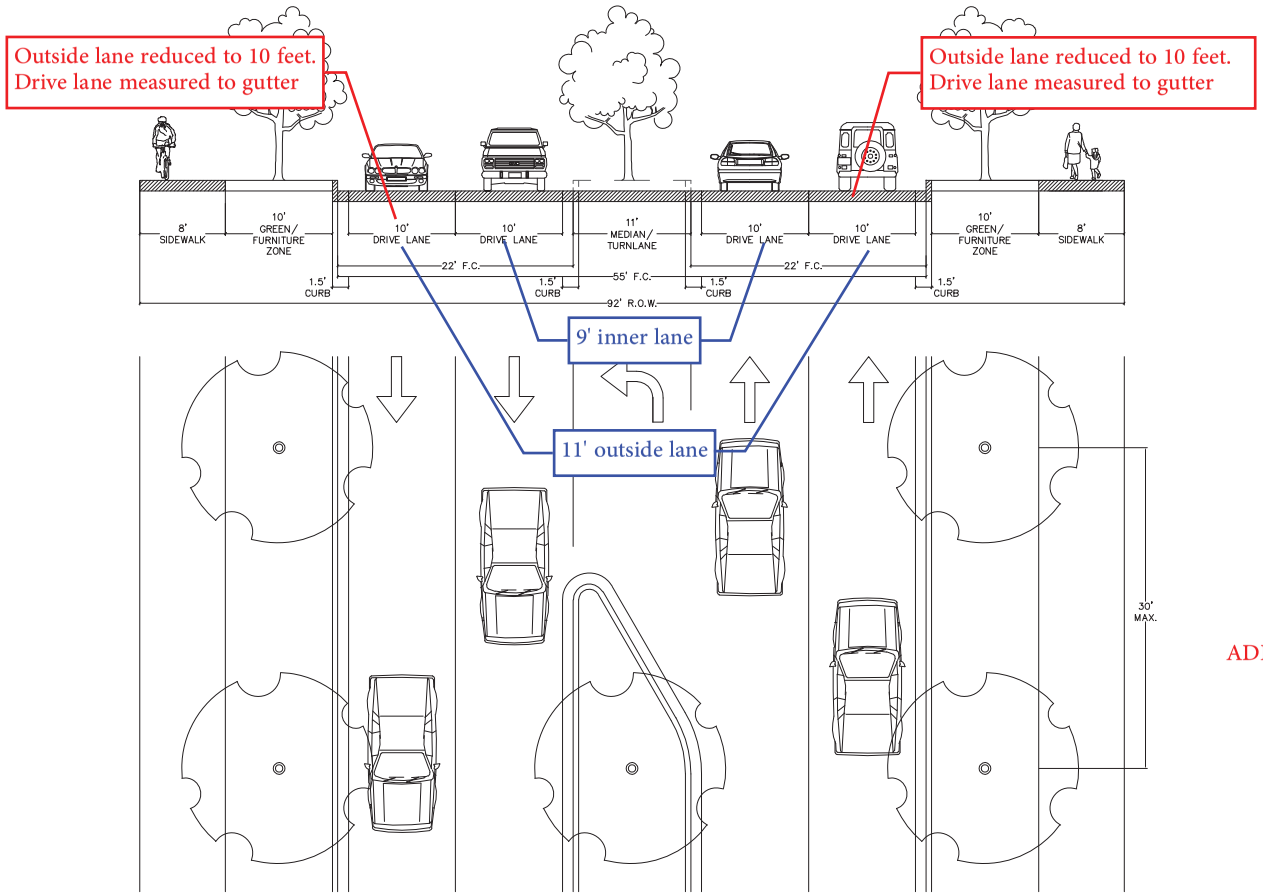


Figure 12.7 - Regional Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate 10-ft sidewalks by ~~reducing greenspaces.~~

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide aerial fire apparatus access area.

ADD: Minimum Right-of-Way = 92 feet

LID features in greenspace/median

Regional High-Activity Link Street

Design Service volume: 17,600 vpd

ADD: Desired Operating Speed: 30-40 mph

Regional high activity link streets carry local and regional multimodal traffic through a variety of densities and land uses. This street may have on-street parking on one or both sides based on adjacent land-use and will have large sidewalks used also as multi-use shared paths for cyclists. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. parkway vision statement

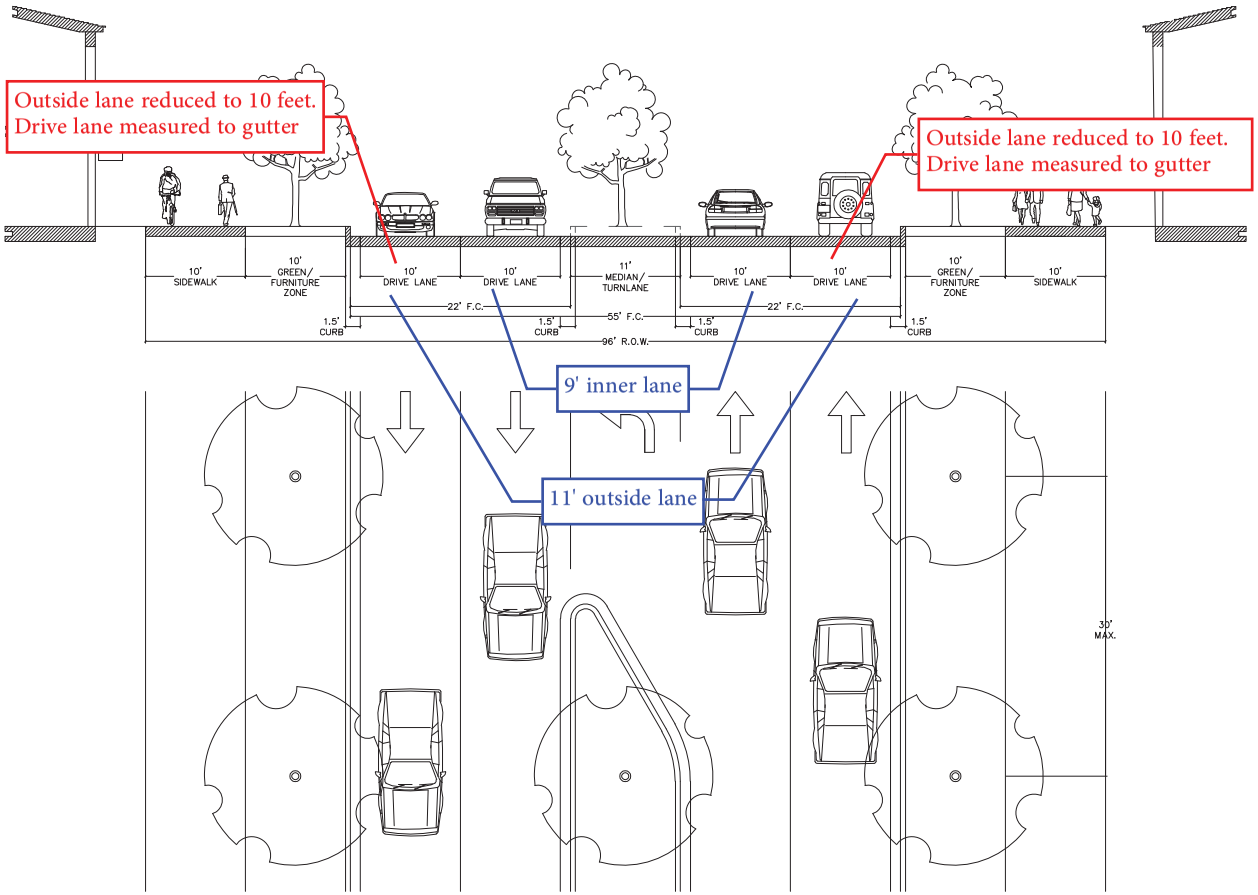


Figure 12.8 - Regional High-Activity Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide aerial fire apparatus access area.

ADD: Streets designated as parkways on the Master Street Plan Map could have larger right-of-ways to incorporate wider medians and green spaces. (NOTE: Corresponding adjustment to zoning code could be required to facilitate a 50' setback along streets designated as parkways.)

ADD: Minimum Right-of-Way = 96 feet

Master Street Plan Map and Street Cross-sections

Landowners, developers, and city staff should use the Master Street Plan Map to determine the classification of existing roadways and to account for unbuilt alignments of future street connections. Once the street classification is determined, right-of-way widths can be found on the corresponding Street Cross Section. The street sections are shown with the typical minimum right of way. However, developers and property owners should work with staff to discuss any additional right of way elements that may require wider rights of way. Each cross section lists these additions, including: on-street parking, frontage zones where buildings abut right of way, additional width for fire aerial apparatus access, and other features. In instances where lesser right-of-way dedication is appropriate, administrative approval from the Planning and Zoning Administrator shall be required.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and transit pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transit providers. The City should consult with the transit providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exist.

Streets in the University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design, construction or re-construction of streets located within the University of Arkansas area. Streets identified on the Master Street Plan located within the University of Arkansas boundary are intended to be reviewed concurrently with the City and University staff prior to planning and design. These streets should be consistent with the policies of the Master Street Plan but may require alternative cross-sections due to physical constraints unique to the University.

International Fire Code: This document recognizes that street cross-sections may be modified to meet the current International Fire Code (IFC) requirements as adopted by the State of Arkansas.

Utilities: In an effort to minimize the impacts of easements and associated grading, the City encourages utilities to be located within the public right-of-way wherever possible. Further, public utilities, i.e. water and sanitary sewer, should be placed under sidewalks rather than streets to avoid maintenance costs, and located at a sufficient depth to avoid conflict with street tree plantings.

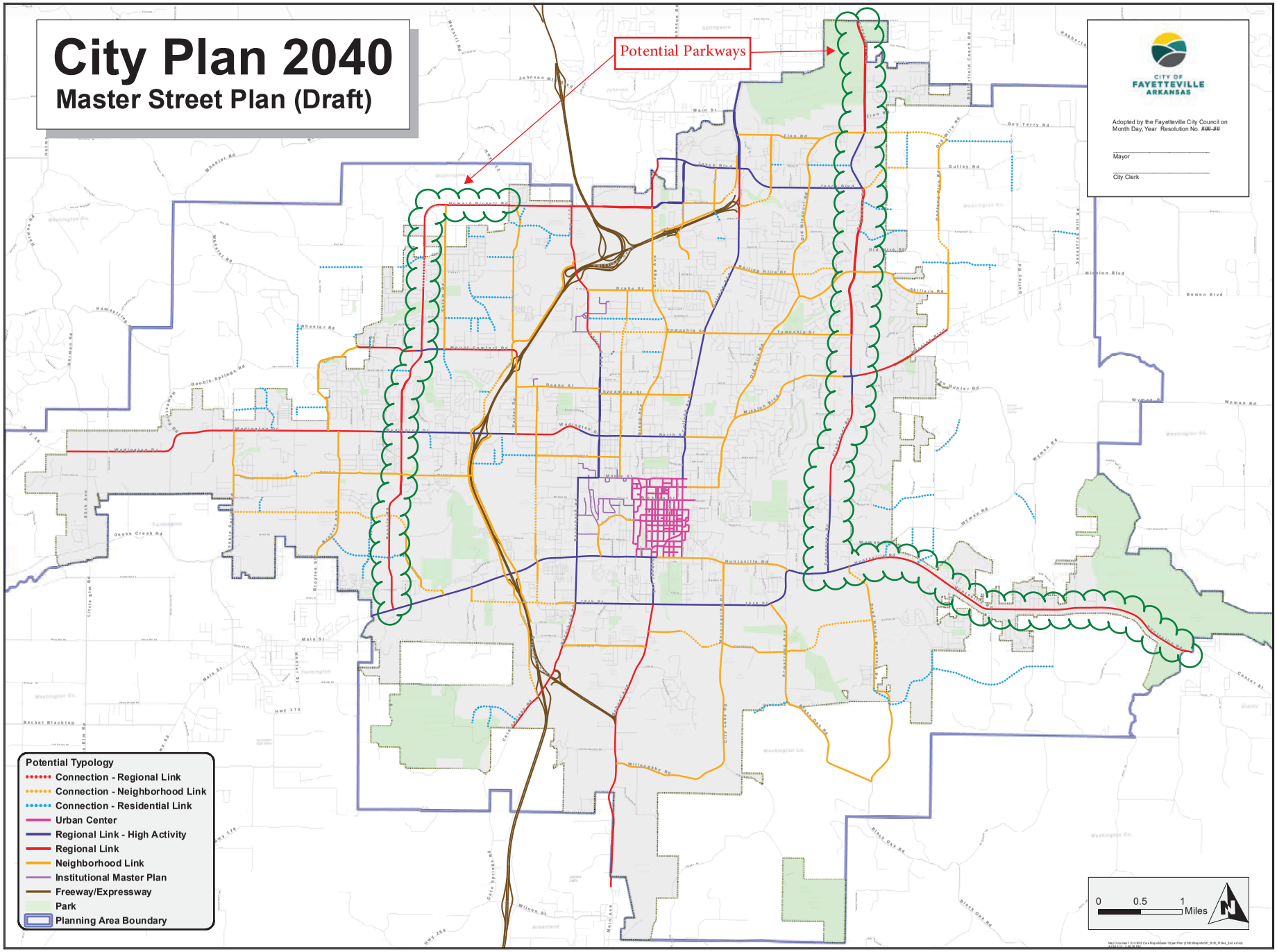


Figure 12.3 - Master Street Plan Draft Map

Residential Link Street

Design Service Volume: <4,000 vpd – Desired Operating Speed: 15-20 mph

The residential link street section is intended to be the standard in neighborhoods and low-volume areas outside of the downtown. Generous greenspace and a comfortable sidewalk are coupled with on-street parking to create a safe environment for all modes and abilities. Most residential link streets will have a design service volume <1,500 vpd allowing bicycles to intermix with traffic safely. On-street protected bike facilities should be considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Residential links should be designed and proposed meeting block length, connectivity, and access management codes. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

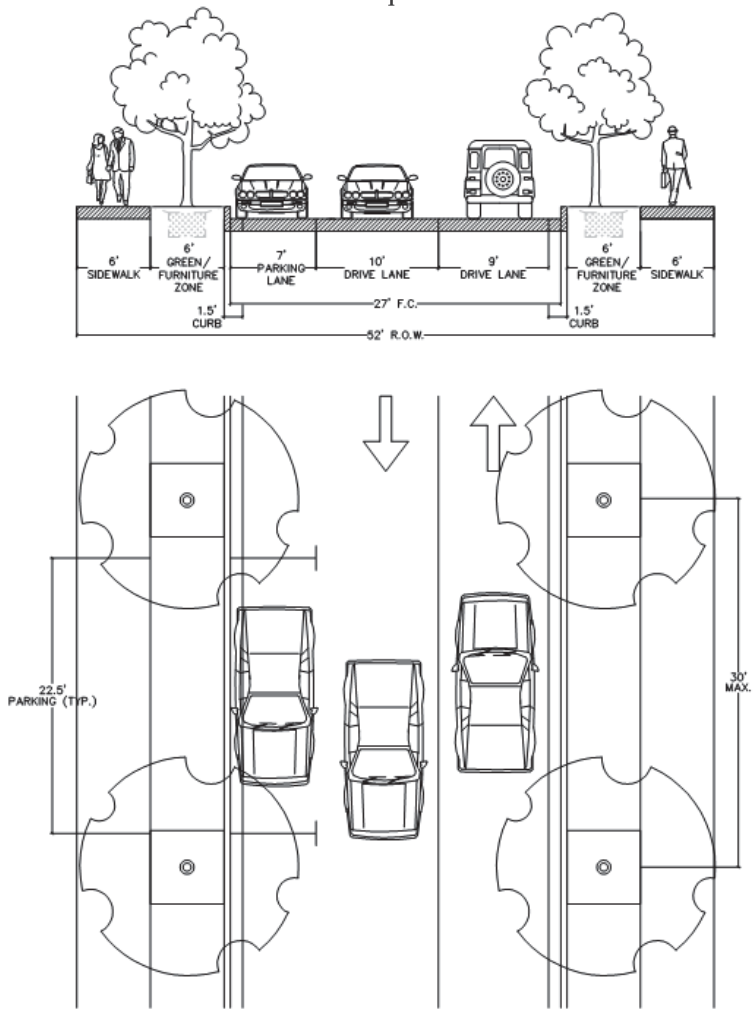


Figure 12.4 - Residential Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Minimum Right-of-Way: 45-feet
Maximum Right-of-Way: 52-feet

Alternative Residential Link Street

Desired Operating Speed: 15-20 mph

The alternative residential link street section is intended to reduce the footprint of the residential street scape while keeping a safe environment for all modes and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques. The alternative residential link street section shall require Planning Commission approval in areas other than the Hilltop-Hillside Overlay District and the following should be taken into consideration:

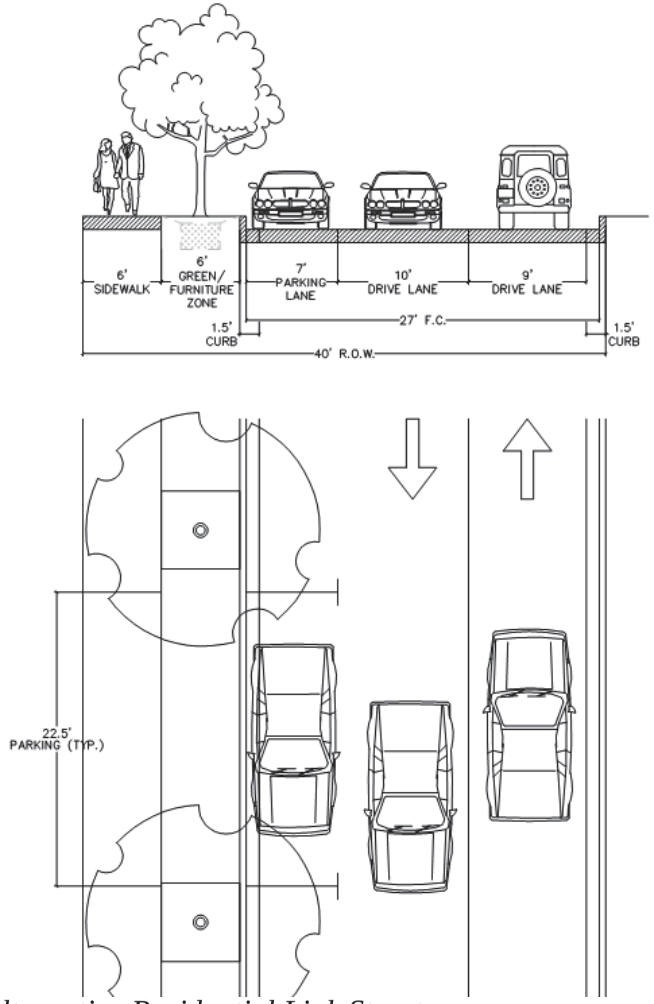


Figure ##.# - Alternative Residential Link Street

- Block length less than or equal to 400-ft
- Environmental reasons where no other section is applicable
- Historic streets for small infill projects
- Less than 250 vehicles per day
- Use of alley loading

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way,
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Minimum Right-of-Way: 33-feet
Maximum Right-of-Way: 40-feet

Downtown/Urban Street

Design Service Volume: Varies – Desired Operating Speed: 20-25 mph

The downtown (or urban) street section is intended to be used in Fayetteville's downtown core. Wide sidewalks, with separated furnishing/tree zones will be the standard. On-street parking is desirable and low-speed design should be encouraged to allow for maximum pedestrian comfort and utilization. Sight-lines at intersections should be protected from obstructions. Ideally, bicycles should be able to intermix with traffic safely and on-street protected bike facilities considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

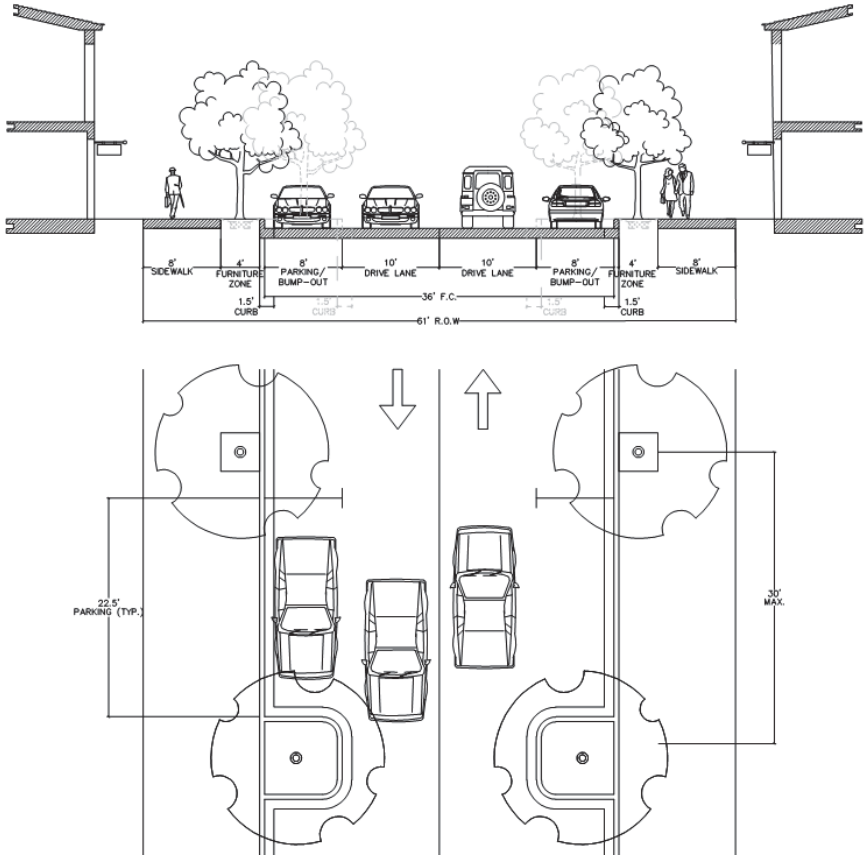


Figure 12.5 - Downtown/Urban Street Example Section with Parking Both Sides

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane or lanes to reduce the right-of-way by 16-ft will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Furniture zone may be reduced to 3-ft with determined appropriate by the Zoning and Development Administrator.
- Where bump-outs are used, the 4-ft furniture zone may be removed. Street trees may be planted behind sidewalk to meet requirements.
- Angled parking may be used with an additional amount of right-of-way (79-ft required) as determined by the Zoning and Development Administrator

Minimum Right-of-Way: 39-feet
Maximum Right-of-Way: 63-feet

Neighborhood Link Street

Design Service Volume: <6,000 vpd – Desired Operating Speed: 25-30 mph

Neighborhood link streets are intended to bridge between local, low-volume streets and larger regional arterial streets. Larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. These streets may have on-street parking, center turn lanes, or wider lanes accommodating truck or transit vehicles where appropriate. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

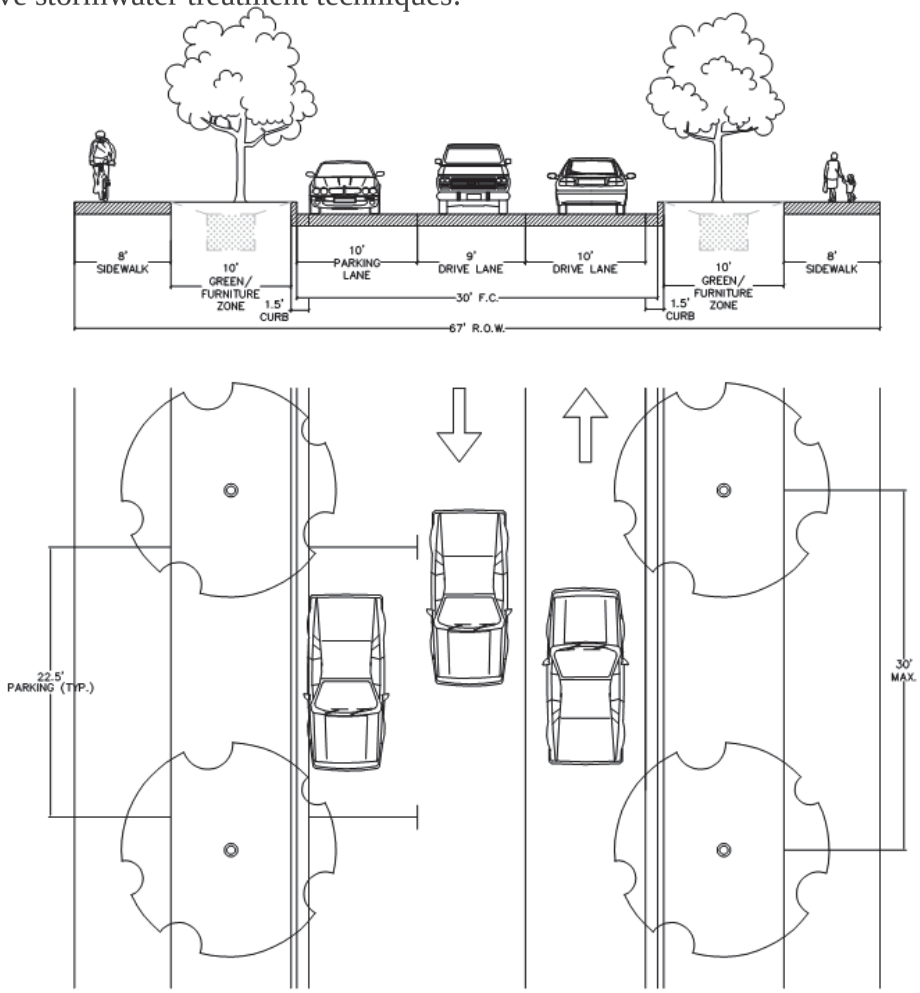


Figure 12.6 - Neighborhood Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by reducing the width of the other sidewalk to 6-ft.
- Where a dedicated turn-lane is warranted, 3-ft additional pavement may be necessary based on intersection design.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Minimum Right-of-Way: 55-feet
Maximum Right-of-Way: 67-feet

Regional Link Street

Design Service Volume: 17,600 – Desired Operating Speed: 30-40 mph

Regional link streets carry local and regional multimodal traffic, serving low-density residential areas and open spaces. Similar to neighborhood link streets, larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

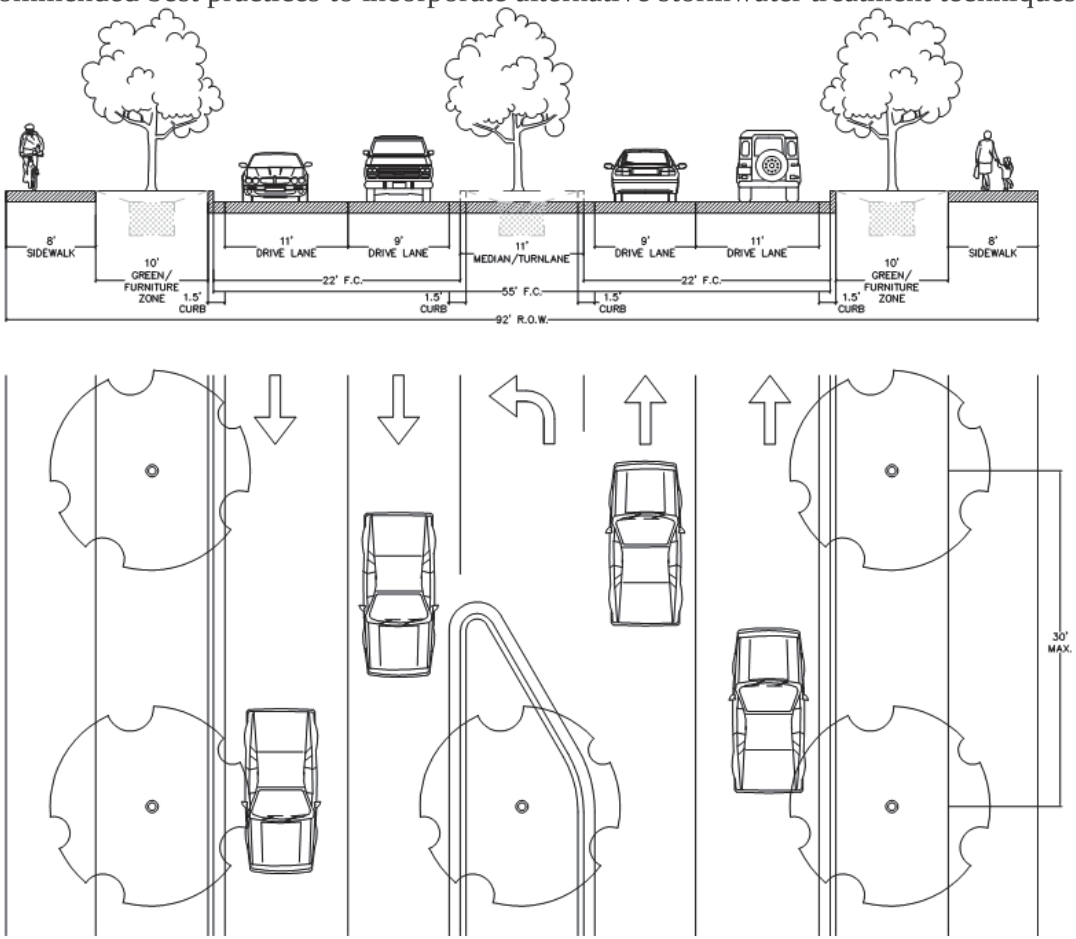


Figure 12.7 - Regional Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan shall accommodate one 10-ft sidewalk by reducing the width of the other sidewalk to 6-ft

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Minimum Right-of-Way: 92-feet

Regional High-Activity Link Street

Design Service Volume: 17,600 – Desired Operating Speed: 30-40 mph

Regional high activity link streets carry local and regional multimodal traffic through a variety of densities and land uses. This street may have on-street parking on one or both sides based on adjacent land-use and will have large sidewalks used also as multi-use shared paths for cyclists. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. LID features in green-spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

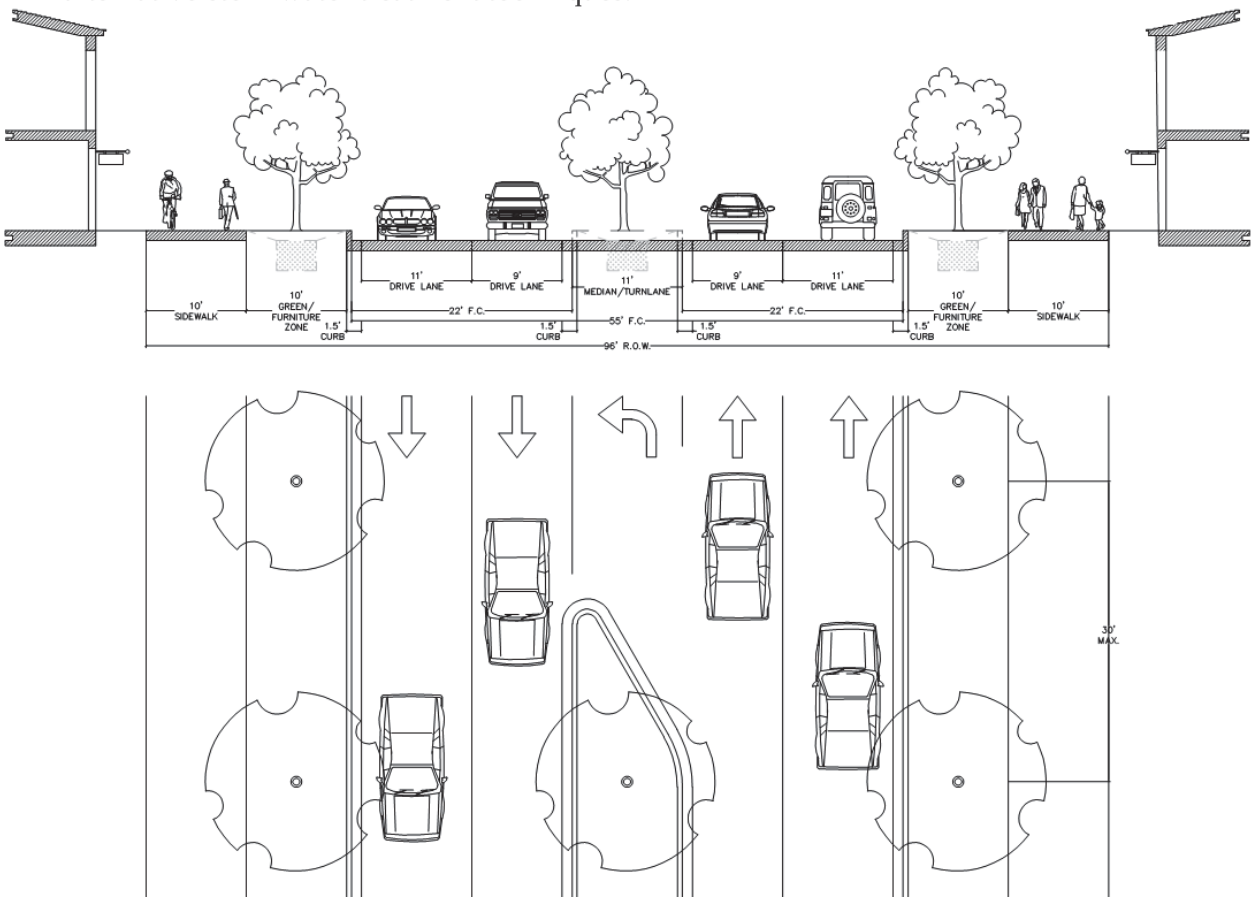


Figure 12.8 - Regional High-Activity Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan shall accommodate one 10-ft sidewalk by reducing the other sidewalk to 6-ft.

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Streets designated as parkways on the Master Street Plan Map could have larger rights-of-way to incorporate wider medians and green spaces. (NOTE: Corresponding adjustment to zoning code could be required to facilitate a 50-ft setback along streets designated as parkways.)

Minimum Right-of-Way: 96-feet

CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Matt Mihalevich, Trails Coordinator

MEETING DATE: July 8, 2019 **(Updated with Planning Commission Results)**

SUBJECT: **ADM 19-6745: Administrative Item (Fayetteville Active Transportation Plan Update):** Submitted by the CITY DEVELOPMENT SERVICES DEPARTMENT to amend and update the trail and on-street linkage Master Plan.

RECOMMENDATION:
Staff recommends forwarding **ADM 19-6745** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:
"I move to forward **ADM 19-6745** to the City Council with a recommendation of approval, amending the proposed City Plan 2040 document as described in the attached memo."

BACKGROUND:
Through the end of 2018, the Fayetteville Active Transportation Advisory Committee (ATAC) dedicated 4 monthly meetings to review the trails and on-street linkages going through by each quadrant of the City. The recommended changes are reflected on the attached Active Transportation Master Plan map and notable changes are listed in the updates section below.

On April 1st, 2019 the Parks and Recreation Advisory Board (PRAB) reviewed and approved of the three changes below that were proposed by Parks Department staff.

- Remove the shared use paved trail shown through Wilson Park and use Prospect Ave. right of way as the bike route instead of cutting through the park.
- Remove the section of Town Branch Trail from Morningside to Armstrong. The existing St. Paul Trail serves this connection and the removed section is duplicative.
- Extend the Owl Creek Trail to the west City limit line.

During the April 1st, 2019 PRAB meeting, many citizens expressed their concerns about the Sublett Creek Trail and specifically the route through the Brooks-Hummel Nature Preserve and Lake Lucile Property Owners Association. After a detailed discussion the PRAB and made the following motion:

For Brooks Hummel and Mt. Sequoyah Woods, consider using alternatives to concrete hard trails depending on the site, to help maintain the essence of the site. Also, looking to do the same in the future with sensitive areas. Motion passed 6-0-0.

The Sublett Creek Trail has been on the Active Transportation Master Plan since first adopted in 2003. This trail is envisioned to provide connectivity for midtown from the intersection of Old Wire and Mission following Sublett Creek northwest to College Ave. where a new signal would provide safe crossing at Poplar St. and the trail would continue west in front of Woodland Junior High across Gregg Ave. and tie to the Razorback Regional Greenway.

The 13.75-acre Brooks-Hummel Property was purchased in 2007 for $495,000 of which $179,500 (36%) was provided by the Fayetteville Natural Heritage Association for a conservation easement. The conservation easement was placed on the property and the language specifically allows the City to construct trails on the property. A map is included showing 1,356 residences (estimated 2,739 people and 288 businesses (estimated 1,995 jobs) are within ½ miles of the Sublett Creek Trail. Funding for the Sublett Creek Trail was approved in the 2019 bond referendum and is slated for the third funding phase which is estimated to be available in 2026.

Due to the steep surrounding topography, alternative trail routes are challenging. A color-coded map showing the surrounding topography is included in the packet for review. A trail alignment study area is shown on the Active Transportation Plan for future evaluation of the trail route through this area. This alignment study including environmental impact would be completed prior to any detailed design or construction work on the trail.

On April 10th, the Active Transportation Advisory Committee met again and approved of the three recommendations proposed by staff and PRAB. During this meeting the ATAC also had a detailed discussion about the Sublett Creek Trail. Representatives from the Fayetteville Natural Heritage Association and Parks and Recreation Board spoke of their concerns with the Sublett Creek Trail impact on the nature preserve. Staff presented trail pavement alternatives including an elevated boardwalk through the forest that would have minimal environmental impact. The ATAC had a 4-4 tie vote on the Sublett Creek Trail staying on the Active Transportation Master Plan. Since the vote was a tie no recommendation was provided, and the Sublett Creek Trail remained on the Active Transportation Master Plan.

On May 14th the Transportation Committee reviewed the Active Transportation Master Plan and supported the updates listed below. The discussion again focused on the Sublett Creek Trail with over 30 citizens voicing their concerns about the proposed trail through the Brooks-Hummel. The Transportation Committee unanimously (3 members present) voted to forward the Active Transportation Master Plan to the Planning Commission with approval of the recommended updates and the inclusion of an “Alignment Study Area” over the area surrounding the Brooks-Hummel Nature Preserve as shown on the attached map.

UPDATES:
Notable recommended changes to the Active Transportation Master Plan are listed below working clockwise from the Northeast quadrant and are shown on the attached maps:

- A side path added along Joyce Blvd. and Steele Ave. to meet the existing side path at Sterns Street.
- Clear Creek Trail alignment adjusted to match Springdale's plan for the Dean's Trail.
- Trail connectivity improved east of crossover from Old Wire Road to Mission Blvd using and existing the power line corridor.
- A side path added along Mission Blvd. from Crossover Rd. to Starr Dr.
- Adjustments to the trails east and west of College Avenue from Memorial Drive to Township to reflect recommendations to from the 71B corridor plan.
- Extension of side path along Mission Blvd. south from Rush Dr. to Lafayette St.
- A side path added to Huntsville Rd. from Morningside Dr. to Crossover Rd.
- Realignment of Saint Paul Trail east of Dead House Mountain Road to accommodate the existing golf course.
- Adjustments to trail at the University of Arkansas including a side path on Stadium Drive from Tsa La Gi Trail to Oak Ridge Trail.
- Improved trail connectivity across 15th Street near Duncan Ave.
- Adjustments to the trail at the MLK (Hwy62) and I-49 interchange to reflect proposed improvements by ARDOT.
- A side path added on Markham Rd. from Razorback Rd. to Markham Hill.
- A side path added along Wedington from West End Ave. to Sang Ave.
- A side path added along Garland Ave. from Sycamore to I-49.
- A side path added along Mt. Comfort and Lewis Ave. from Garland Ave. to Deane St.
- New trail added north of Mt. Comfort Road from Salem Rd. to Shiloh Trail.
- Drake Trail added along an existing trail easement associated with the planned development on the property north of Drake between Garland Ave. and Gregg Ave.

RECOMMENDATION: Staff recommends forwarding ADM 19-6745 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: **Required** **YES**

Date: **July 8, 2019** ❒ **Tabled** ☒ **Fowarded** ❒ **Denied**

Motion: **Wintson, to forward the item to the City Council with the recommendation outlined below.**
Second: **Johnson**

Vote: **9-0-0**

Recommendation: That the Sublett Creek trail should require special consideration for the sensitive habitat and nearby lake, and that the Council adopt a policy that active transportation facilities be constructed with the criteria for 'All Ages and All Abilities'.

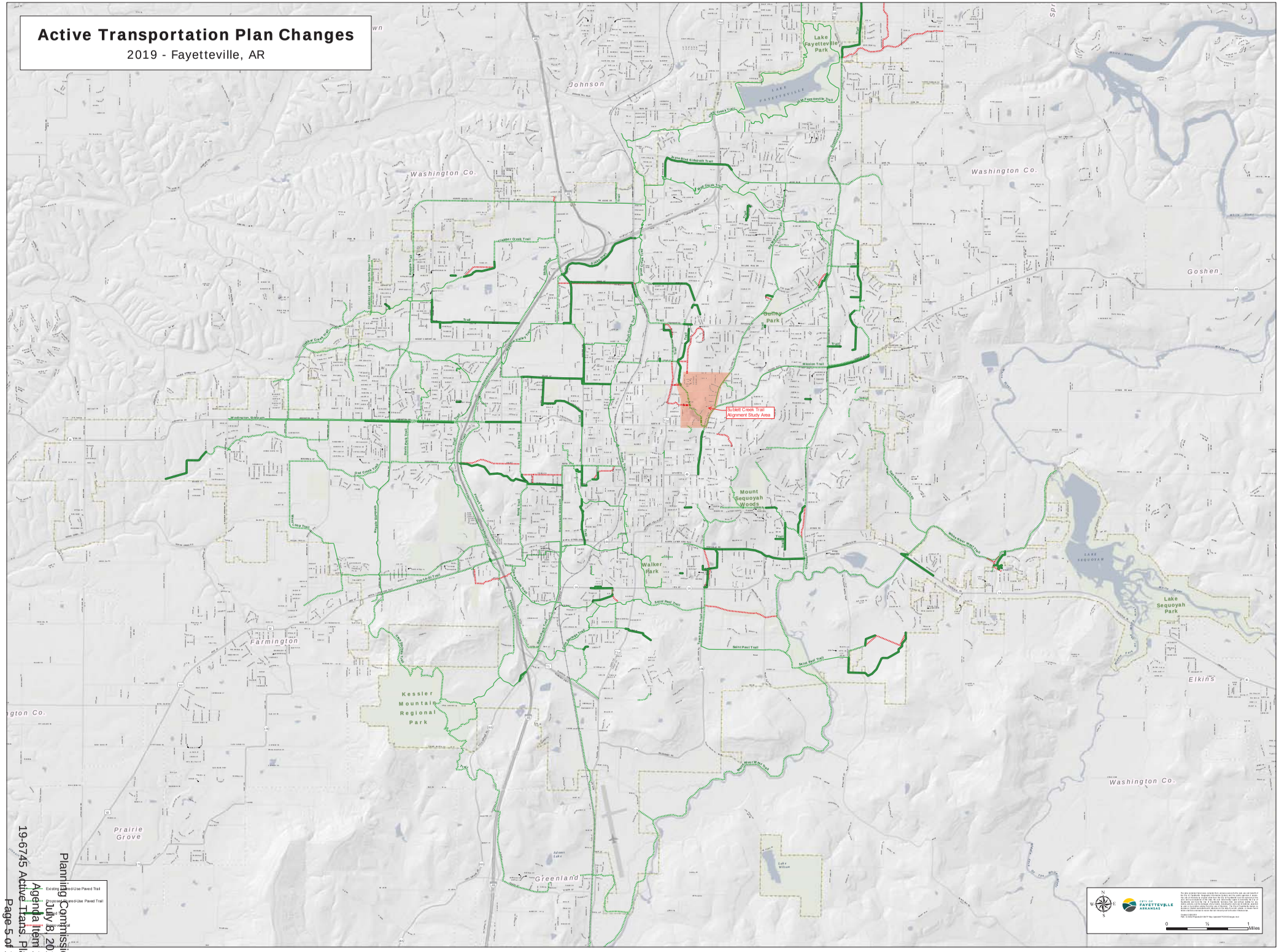
BUDGET/STAFF IMPACT:
None

Attachments:

- Active Transportation Plan Map
- Active Transportation Plan Map with changes shown
- Sublett Creek Trail with residences and businesses
- Sublett Creek Trail with topography
- April 1st Parks and Recreation Advisory Board Minutes

Active Transportation Plan Changes

2019 - Fayetteville, AR



City of Fayetteville, AR

Active Transportation Plan

Shared-Use Paved Trails and On-Street Bicycle Facilities

Proposed March 28, 2019

This certifies that this is the official Master Trail Plan map referred to in Resolution No. 00-00 of the City of Fayetteville.

Adopted by the Fayetteville City Council on 0/0/2019 Resolution No. 00-00

Mayor

City Clerk

Active Transportation Plan

- Proposed Shared-Use Paved Trail
- Proposed U of A Campus Connections
- Proposed On-Street Bicycle Facility

Existing Trails

- Shared-Use Paved Trail
- Nature Trail
- Neighborhood/Park Trail
- On-Street Bicycle Facility

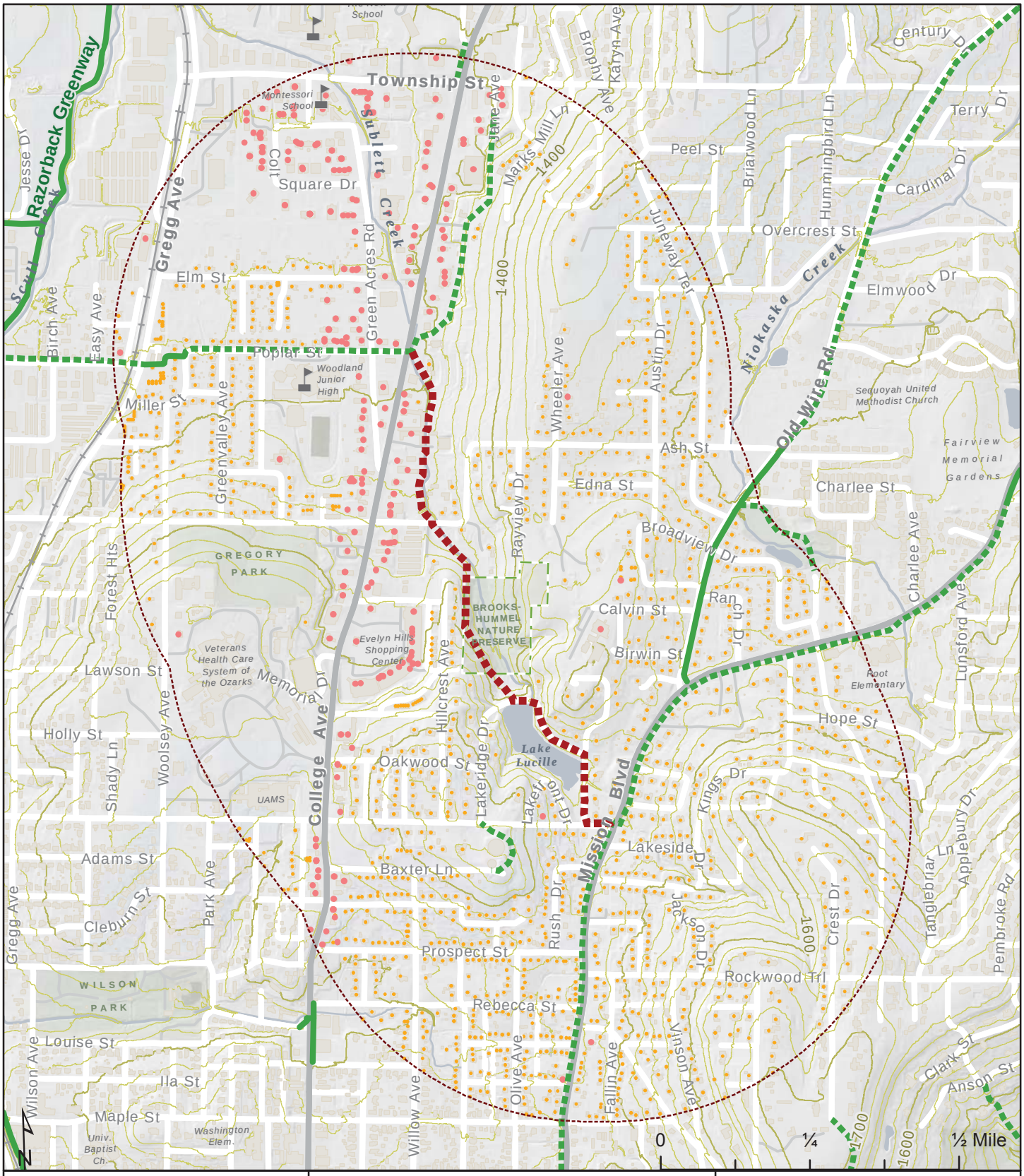
- Lake
- Stream
- School
- Fayetteville City Limits
- Razorback Transit Bus Stop
- Ozark Regional Transit Bus Stop
- Street (Major)
- Street
- Railroad

N W E S

0 ½ 1 Mile

Corresponding # on Map	Future Trail Name
1	Crossover Road Trail
2	Mud Creek Trail
3	Old Wire Connection
4	Nickasika Creek Trail
5	Old Missouri Sidepath
6	Old Wire Sidepath
7	Brookbury Vandergriff Connection
8	Braden Park Trails
9	Vandergriff Trail
10	Mission Sidepath
11	Park Place Connection
12	Chelsea Connection
13	Cemetery Loop
14	Rockwood Trail Connection
15	Ruth Street Connection
16	Clear Creek Trail
17	White River West Trail
18	Lake Sequoyah Nature Trail
19	St. Paul Trail
21	Morningside Trail Connection
22	Kessler Trail
23	Lighton Trail Link
24	Sublett Creek Trail
26	Baxter to North Connection
27	Evelyn Hills Connection
28	Overcrest Trail Connection
29	Drake Sidepath
30	Futrall Trail
31	Shiloh Trail
32	Clabber Creek Trail
33	Ruggle Sidepath
34	Hughmount Village Connection
35	Red Oak Trail
36	54th Avenue Connection
37	Owl Creek Trail
38	West Loop Trail
39	Broyles Ave Connection
40	Davis Park Trail
41	Hamestring Creek Trail
42	Old Farmington Road Trail
43	Farmington Branch Greenway
44	Kessler Mountain Connection
45	Regional Park Trails
46	Cato Springs Trail
47	Arkansas-Missouri Rail Trail
48	Skelton Street Connection
49	Country Club Link
50	West Fork greenway link
51	TTB Connection
52	Van Buren Connection
53	Oswell Cemetery Connection
54	Tse-La-Gi Trail
55	Bang Trail
56	Oak Ridge Trail
57	U of A Campus Bicycle Connection
58	Walker Park Trail
59	Willow Bend Link
60	Halsell Road Trail
61	Razorback Sidepath
62	Wedington Sidepath
63	Martin Luther King Sidepath
64	Poplar Link
65	Clabber Creek Trail - North Spur
66	Ruggle Road Connection

Corresponding Letter on Map	Existing Trail Name
A	Lake Fayetteville Trail
B	Clear Creek Trail
C	Scull Creek Trail
D	Mud Creek Trail
E	Kitty Creek Trail
F	Joyce Sidepath
G	Old Missouri Sidepath
H	Raven Trail
I	Nickasika Creek Trail
J	Meadow Valley Trail
K	Shiloh Trail
L	Hamestring Creek Trail
M	Ruggle Sidepath
N	Clabber Creek Trail
O	Wedington Sidepaths
P	Owl Creek Trail
Q	Garland Sidepath
R	Frisco Trail
S	Oak Ridge Trail
T	Tse-La-Gi Trail
U	Pinnacle Prairie Trail
V	Razorback Sidepaths
W	Town Branch Trail
X	Cato Springs Sidepath
Y	Martin Luther King Sidepath
Z	Saint Paul Trail



Proposed Alignment

1/2 Mile Buffer

Other Planned Trail

Existing Trail

20 Foot Contour

Sublett Creek Trail

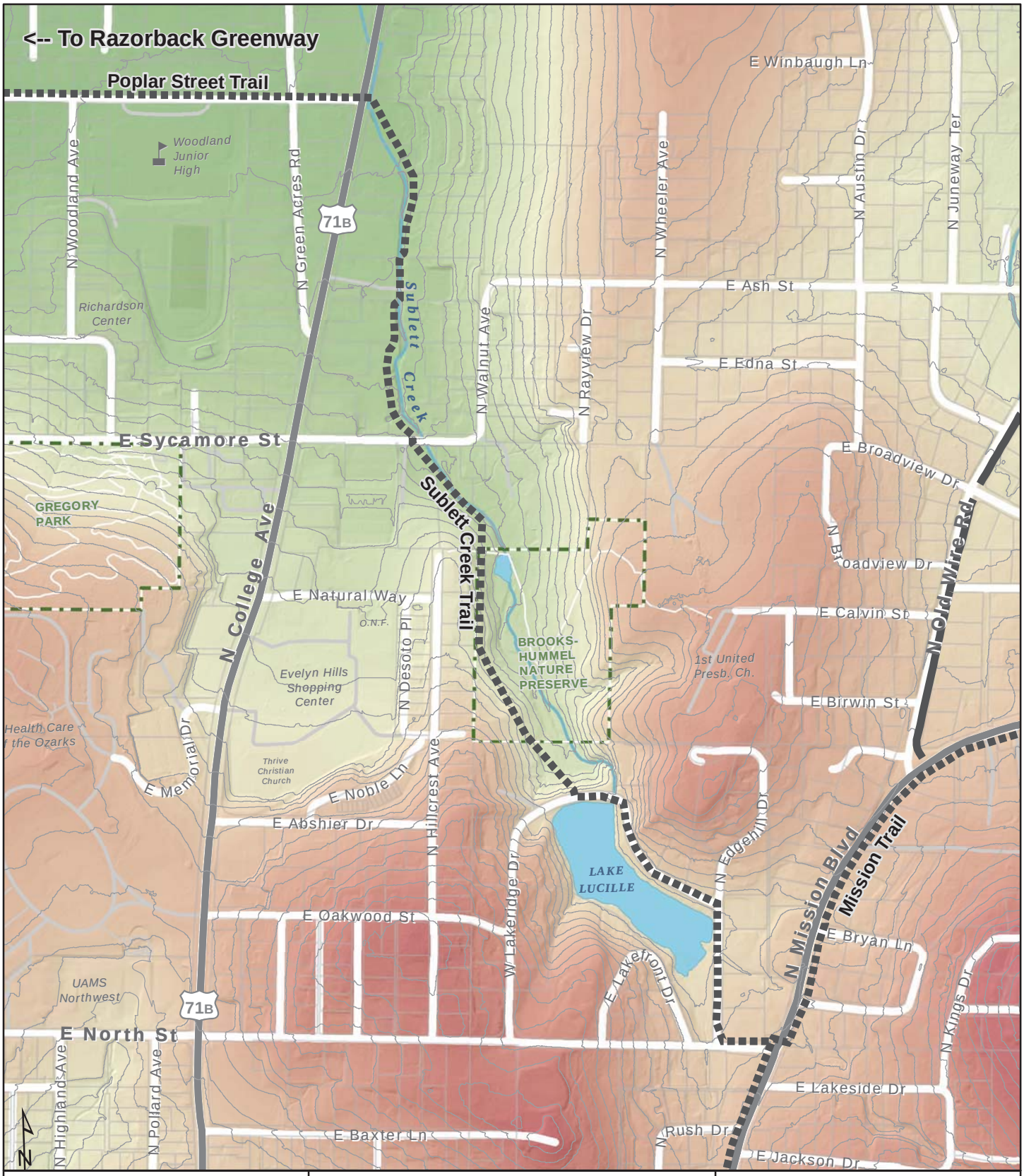
Fayetteville, AR

Businesses: 288 (Totalling 1,995 Jobs)

Residences: 1,356 (2,739 Est. Population)

CITY OF FAYETTEVILLE ARKANSAS

The data contained herein was compiled from various sources for the sole use and benefit of the City of Fayetteville Geographic Information System and the public agencies it serves. Any use of the data by anyone other than the City of Fayetteville is at the sole risk of the user; and by acceptance of this data, the user does hereby agree to indemnify the City of Fayetteville and hold the City of Fayetteville harmless from and without liability for any claims, actions, cost for damages of any nature, including the city's cost of defense, asserted by user or by another arising from the use of this data. The City of Fayetteville makes no express or implied warrantees with reference to the data. No word, phrase, or clause found herein shall be construed to waive that tort immunity set forth under Arkansas law.



Elevation

High : 1550

Low : 1250

Ten Foot Contour Interval

Sublett Creek Trail

Fayetteville, AR

Existing Trail

Proposed Trail

CITY OF FAYETTEVILLE ARKANSAS

The data contained herein was compiled from various sources for the sole use and benefit of the City of Fayetteville Geographic Information System and the public agencies it serves. Any use of the data by anyone other than the City of Fayetteville is at the sole risk of the user; and by acceptance of this data, the user does hereby agree to indemnify the City of Fayetteville and hold the City of Fayetteville harmless from and without liability for any claims, actions, cost for damages of any nature, including the city's cost of defense, asserted by user or by another arising from the use of this data. The City of Fayetteville makes no express or implied warrantees with reference to the data. No word, phrase, or clause found herein shall be construed to waive that tort immunity set forth under Arkansas law.

Parks and Recreation Advisory Board
April 1, 2019
5:30 p.m.
City Administration Building Room 326
113 West Mountain
Fayetteville, AR

Members: Richie Lamb, Nicole Claesen, Wade Colwell, Will Dockery, Joel Freund, Jennifer Neill, Bill Putman, Dana Smith, Keith Tencleve

City Staff: Connie Edmonston, Director; Byron Humphry, Parks Maintenance Superintendent; John Crow, Recreation Superintendent; Ted Jack, Park Planning Superintendent, Ken Eastin, Park Planner, Matt Mihalevich, Trails Coordinator, Darrell Shaw, Recreation Program Manager, and Sonya Morell, Operations Assistant

1. **Call to Order:** Lamb called the meeting to order at 5:31 p.m.

2. **In Attendance:** Lamb, Dockery, Neill, Freund, Putman, and Tencleve
   Absent: Colwell, Smith, and Claesen
   Staff: Edmonston, Humphry, Crow, Jack, Eastin, Mihalevich, Shaw, and Morell

3. **Approval of Minutes:**
   PRAB Motion: Freund moved to approve the minutes, Lamb seconded the motion. Motion passed 6-0-0

4. **Park Land Dedication: Ken Eastin, Park Planner**

Development Name:	Fairways at Fayetteville (The Links)
Engineer:	Blew and Associates, PA
Owner:	The Fairways at Fayetteville, LP (Lyndy Lindsey)
Location:	Rupple Rd, Congressional Rd, Golf Club Dr.
Park Quadrant	NW
Units:	240 multi-family units
Total Acres:	7.8 acres
Land Dedication Requirement:	3.36 acres
Money in Lieu Requirement:	$134,400
Existing Parks:	Bryce Davis, Clabber Creek Trail, Hamestring Creek Trail, Red Oak Park, Dale Clark Park
Developer's Request:	Money in-Lieu
Staff Recommendation:	Money in Lieu
Justification:	Proximity of Existing Park Land

Eastin reviewed what has been done in the past with this Park Land Dedication. The

development is nearing the end of the project and their credit for park land was used so they are requesting to dedicate money in lieu.

PRAB Motion: Tencleve moved to accept staff's recommendation to accept Money in lieu. Freund seconded the motion. Motion passed 7-0-0.

5. **Active Transportation Plan Update: Matt Mihalevich, Trails Coordinator**

Matt Mihalevich presented the proposed Active Transportation Plan Update. This plan must also be reviewed and approved by the Transportation Committee and City Council for adoption. It is different than the Five-Year Plan. See attached maps. Please note on the ATP2019 Changes Map, the following legend is utilized:

Red Trails are to be removed from the current Master Plan
Thick Green Trails are the proposed new trails
Green Trails are the existing Master Plan Trails

Mihalevich stated there are three main changes after meeting with Park and Recreation Staff:

a. Extending Owl Creek to the City Limit Line
b. Trail going around Wilson Park instead of cutting through the park
c. St. Paul Trail to continue to Comb's Park across the White River

Mihalevich reviewed the new changes from the Active Transportation Advisory Committee (ATAC). ATAC has been updating the plan for the last 4 months.

a. Proposed Trails and added trails
b. Small sidewalk connections between neighborhoods
c. Lake Fayetteville changes, working with the city of Springdale
d. Some changes were made just to "clean up" existing trails

Lamb read a letter from Dana Smith, vice-chair of PRAB. See attachment.

Mihalevich said the trail called, Sublet Creek Trail, has been on the Master Plan since the creation of the plan. It is a flat way to get through town because it is very steep in that area. The trail scored high on their Scoring Matrix, because of its school connections and the population density in that area.

Mihalevich agrees with Smith, we must be sensitive in this area and Active Transportation has worked closely with Fayetteville Natural Heritage and plans on doing an Environmental Assessment Study.

Freund suggested not paving the trail to reduce the environmental impact.

Mihalevich said Active Transportation prefers all weather trails because they require less maintenance.

Lamb said the board gets a lot of kickback when they propose a different type of soft surface trail. He gave the example of Gulley Park and the hard surface that is currently being installed. He has heard people say that they would prefer a softer trail to run on. He believes Brooks Hummel is a perfect example for something different and would also be a lot less invasive.

Mihelevich said at Mt. Sequoyah Woods, no changes are being proposed. He wants to connect trails and one of the proposed trails are in utility easements. The trails will be paved trails.

Eastin said he is currently working with the Fayetteville Natural Heritage Association and Ozark Off-Road Cyclists, trying to make a more sustainable soft surface trail system at Mt. Sequoyah Woods. He also said it is difficult to build a granular surface trail on uneven, sloping trails. He has not seen much success in the past.

Lamb wanted the board to know that tonight they are to make recommendations to the Active Transportation Advisory Committee, which will meet next Wednesday, April 10th.

Mihelevich said that is correct, he would bring any recommendations to the Active Transportation Board, it would then go to Transportation Committee and finally to City Council.

Dockery would like the committee to consider not putting trails through the middle of parks, but to stay around the perimeter.

The board further discussed the Plan Updates.

Staff Recommendation: Approval of the proposed plan.

PRAB Motion: Lamb moved to approve Active Transportation Committee's Plan Update, with the following changes: For Brooks Hummel and Mt. Sequoyah Woods, consider using alternatives to concrete hard trails depending on the site, to help maintain the essence of the site. Also, looking to do the same in the future with sensitive areas. Freund seconded the motion. Motion passed 6-0-0.

6. <u>Wilson Pool Fee Proposal: Darrell Shaw, Recreation Program Manager</u>

Shaw presented proposed changes to party rental fees at the Wilson Park Pool for approval by the board. Staff also discussed improvements and additions to amenities that will enhance customer experience while generating additional revenue.

Shaw reviewed:

a. The new umbrellas, called "Funbrellas" can be used to increase revenue, especially for private parties. They are 20 foot umbrellas.
b. Reviewed the 2019 Summer Schedule.
c. Presented the Pool Reservation Cost Increase:

- Increase in expenses due to increase in minimum wage.
- Increasing rental opportunities.
- Budget based on minimum guards needed per shift.
- Increase in pool rental fees.
- Umbrella Party Rental Pods – going to City Council tomorrow because Park Land Dedication is being used
- Pool Reservation Cost Increase Proposal will include 3 tiers:
    - Tier 1 – Normal Operating Hour Rental Fee (Max 2) and limited to 25 people
    - Tier 2 – Private ½ Pool Rental (Max 2) with max of 400 people
    - Tier 3 – Private Full Pool Rental

Staff Recommendation: Approval of the proposed fee changes. See attached proposal.

PRAB Motion: Freund moved to approve the proposed fee changes. Tencleve seconded the motion. Motion passed, 5-0-0. (Neil left early)

7. **Neighborhood Parks Presentation: Ted Jack, Planning Superintendent**
   Jack reviewed Planning considerations and PLD information for Neighborhood Parks.

8. **Announcements:** Richie Lamb read the announcements.
   April
   1st Summer Adult Kickball & Softball Registration Begins
   9th 2019 Bond Vote
   12th-14th Hogville Showcase Baseball Tournament
   13th Cow Paddy Run 5:30pm
   15th Spring Adult Softball Begins
   19th-20th Woo Pig Softball Tournament
   20th YRCC Easter Egg Hunt 11am
   22nd Youth Softball Games Begin
   27th Youth Soccer Ends (Makeup Days)

9. **Adjournment Time:** Lamb adjourned the meeting at 7:31 p.m.

10. **Submitted by:** Sonya Morell, Operations Assistant

PRAB minutes provides the basic discussions and motions of the PRAB meeting for more information, please refer to the PRAB meeting video provided on the city's website.