Planning Board

Darrell Watts – Chairman	City Engineer-Garver
Rocky Clinton-Vice-Chairman	City Planner-Courtney McNair
Michael Lunsford-Secretary	City Attorney-Harrington-Miller
Larry Roberts-Member	Public Works Director-James Clark
Kevin Boortz-Member	Code Enforcement Officer-Brett Freeland
	Building Inspector-Roger Duncan

Planning Board/Board of Zoning Adjustments Public Hearing Agenda

Date: Tuesday**,** October 23, 2018

Time: 6:00 p.m. – **Tontitown City Hall**, 201 E. Henri de Tonti, Tontitown, AR 72770

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1. **Board of Zoning Adjustments Meeting Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
    a. Robinson Rezoning Request
    b. McCartney Variance Request
    c. Update to Chapter 153-addition of Exclusive Landfill Use Zoning **TABLED**
    d. Update to Chapter 152-addition of Exclusive Landfill Use Regulations **TABLED**
    e. Future Land Use and Master Transportation Plan adoption
    f. Update Chapter 90-Streets and Sidewalks
4. **Comments from Citizens**
5. **Meeting Adjourned**

Planning Board

Darrell Watts – Chairman
Rocky Clinton-Vice-Chairman
Michael Lunsford-Secretary
Larry Roberts-Member
Kevin Boortz-Member

City Engineer-Garver
City Planner-Courtney McNair
City Attorney-Harrington-Miller
Public Works Director-James Clark
Code Enforcement Officer-Brett Freeland
Building Inspector-Roger Duncan

Planning Board/ Board of Zoning Adjustments Agenda

Date: Tuesday**,** October 23, 2018

Time: 6:00 p.m. – **Tontitown City Hall**, 201 E. Henri de Tonti, Tontitown, AR 72770

1. **Planning Board Meeting Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Minutes**
    a. Approval of September 25, 2018 Public Hearing Minutes
    b. Approval of September 25, 2018 Planning Board Minutes
    c. Approval of October 11, 2018 Special Planning Board Minutes
5. **Comments from Citizens**
6. **Old Business**
7. **New Business**
    a. Robinson Rezoning Request
    b. McCartney Variance Request
    c. Bolder Coffee Preliminary Large Scale Development Request
    d. Update to Chapter 153-addition of Exclusive Landfill Use Zoning **TABLED**
    e. Update to Chapter 152-addition of Exclusive Landfill Use Regulations **TABLED**
    f. Future Land Use and Master Transportation Plan adoption
    g. Update Chapter 90-Streets and Sidewalks
8. **Review Items for Placement on City Council Agenda (if applicable)**
    a. Robinson Rezoning Request
    b. Update to Chapter 153-addition of Exclusive Landfill Use Zoning **TABLED**
    c. Update to Chapter 152-addition of Exclusive Landfill Use Regulations **TABLED**
    d. Future Land Use and Master Transportation Plan adoption
    e. Update Chapter 90-Streets and Sidewalks
9. **Reoccurring Items and Items for Review**
    a. Review of Approved Projects & Expirations
    b. Review Building Activity

10. **Comments from Staff**
    a. Explanation for changing the title of the agendas
    b. Reminder that City Council meeting is **Tuesday, November 6, 2018.**
    c. Upcoming Planning Board Meeting, **Tuesday, November 27, 2018**
    d. Discuss moving the December Planning Board Meeting as it falls on Christmas Day and city offices are closed.
        i. Can move to December 26 or 27.
11. **Comments from Board Members**
12. **Meeting Adjourned**

Planning Board

Darrell Watts – Chairman	City Engineer-Garver
Rocky Clinton-Vice-Chairman	City Planner-Courtney McNair
Michael Lunsford-Secretary	City Attorney-Harrington-Miller
Larry Roberts-Member	Public Works Director-James Clark
Kevin Boortz-Member	Code Enforcement Officer-Brett Freeland
	Building Inspector-Roger Duncan

Board of Zoning Adjustments Public Hearing Minutes

Date: Tuesday**,** September 25, 2018

Time: 6:00 p.m. – **Tontitown City Hall**, 201 E. Henri de Tonti, Tontitown, AR 72770

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1. **Board of Zoning Adjustments Meeting Call to Order**
2. **Roll Call**

   All in attendance
3. **Approval of Agenda**
   a. Update to Chapter 153-addition of Exclusive Landfill Use Zoning- Tabled

      Rocky Clinton motioned to approve Second by Kevin Boortz Motion Passes
4. **Comments from Citizens- None**
5. **Meeting Adjourned- Adjourned**

Planning Board

Darrell Watts – Chairman
Rocky Clinton-Vice-Chairman
Michael Lunsford-Secretary
Larry Roberts-Member
Kevin Boortz-Member

City Engineer-Garver
City Planner-Courtney McNair
City Attorney-Harrington-Miller
Public Works Director-James Clark
Code Enforcement Officer-Brett Freeland
Building Inspector-Roger Duncan

Planning Board Minutes

Date: Tuesday**,** September 25, 2018

Time: 6:00 p.m. – **Tontitown City Hall**, 201 E. Henri de Tonti, Tontitown, AR 72770

1. **Planning Board Meeting Call to Order**
2. **Roll Call**

   All in attendance
3. **Approval of Agenda**

   Item 7A) The Applicant has requested that this be tabled until the next Planning Board Meeting.

   Michael Lunsford motioned to approve the revised agenda Second by Larry Roberts Motion Passes
4. **Approval of Minutes**
   a. Approval of August 28, 2018 Public Hearing Minutes
   b. Approval of August 28, 2018 Planning Board Minutes

   Kevin Boortz motioned to approve 4A and 4B Second by Rocky Clinton Motion Passes
5. **Comments from Citizens-None**
6. **Old Business-None**
7. **New Business**
   a. Southpointe Subdivision Phase 1 Final Plat- **Tabled**
   b. Update to Chapter 153-addition of Exclusive Landfill Use Zoning-**Tabled**
8. **Review Items for Placement on City Council Agenda (if applicable)**
9. **Reoccurring Items and Items for Review**
   a. Review of Approved Projects & Expirations

   Reference the city's website for detailed report.
   b. Review Building Activity

   Reference the city's website for detailed report.
10. **Comments from Staff**
    a. Update on Future Land Use/Master Transportation Plan
    b. Upcoming Planning Board Meeting, **Tuesday, October 23, 2018**
11. **Comments from Board Members**
12. **Meeting Adjourned- Rocky Clinton motioned to adjourn Second by Kevin Boortz All in favor**

Planning Board

Darrell Watts – Chairman	City Engineer-Garver
Rocky Clinton-Vice-Chairman	City Planner-Courtney McNair
Michael Lunsford-Secretary	City Attorney-Harrington-Miller
Larry Roberts-Member	Public Works Director-James Clark
Kevin Boortz-Member	Code Enforcement Officer-Brett Freeland
	Building Inspector-Roger Duncan

Special Planning Board/ Board of Zoning Adjustments Minutes

Date: Thursday, October 11, 2018

Time: 6:00 p.m. – **Tontitown City Hall**, 201 E. Henri de Tonti, Tontitown, AR 72770

1. **Planning Board Meeting Call to Order**
2. **Roll Call**

   Michael Lunsford and Larry Roberts were absent
3. **Approval of Agenda**

   Kevin Boortz motioned to approve the agenda Second by Rocky Clinton Motion Passes
4. **Comments from Citizens- None**
5. **Old Business- None**
6. **New Business**
   a. Southpointe Subdivision Phase 1 Final Plat

      Blake with Engineering Service was present to answer any questions.

      Rocky Clinton motioned to approve with conditions Second by Kevin Boortz Motion Passes
7. **Review Items for Placement on City Council Agenda (if applicable)**
8. **Comments from Staff**
   a. Reminder about C.O.W. Meeting on **Tuesday, October 16, 2018**

      Future Land Use Plan will be presented to the council.
   b. Upcoming Planning Board Meeting, **Tuesday, October 23, 2018**
9. **Comments from Board Members- None**
10. **Meeting Adjourned- Rocky Clinton motioned to adjourn Second by Kevin Boortz Motion Passes**

CITY OF TONTITOWN PLANNING OFFICE

201 E. Henri de Tonti Blvd.
479-361-2700
planning@tontitownar.gov

Meeting: **October 23, 2018**
Project: **Robinson Rezone Request**
Planner: Courtney McNair

AGENDA ITEM

A

REZONING REQUEST

1637 S. Pianalto Road

Parcel # 830-38335-300

SUMMARY: Request to rezone a piece of land that is approximately 18.98 acres in size from **R-E, Residential Estates** to **R-2, Residential minimum ½ acre**

CURRENT ZONING: RE - Residential Estates-minimum 2 acre lots

PROPOSED ZONING: R2- Residential-minimum ½ acres lots

CITY WARD: 3- Don Doudna, Tommy Granata

INFRASTRUCTURE SERVICE AREAS (not a guarantee of service availability)**:**

Water: Tontitown Water/Washington Water Authority
Sewer: Tontitown Sewer/Septic
Road Access: S. Pianalto Road
Electric: Ozarks Electric
Cable: Cox Communications
Phone: ATT
Natural Gas: Black Hills Energy
School District: Springdale

PROJECT SYNOPSIS:

Request:
Robinson Rezoning is requesting that this property be rezoned from RE (Residential Estate Lots) to R2 (residential-minimum ½ acre lot). The applicant would like to split this 18.98-acre tract into 3 tracts that are 6.80 acres, 6.01 acres, and 6.05 acres in size. These splits meet the lot size requirement of 2 acres for RE zoning, but the applicant only has approximately 500 feet of road frontage. The road frontage requirement for RE zoning is 200 feet. The road frontage requirement for R2 is 100 feet.

The property is adjacent to both R2 and R3 zoning.

APPROVAL CRITERIA:

Not all of the criteria must be given equal consideration by the Planning Commission or City Council in reaching a decision. The criteria to be considered shall include but not be limited to the following:

(1) Consistency of the proposal with the comprehensive plan.

STAFF ANALYSIS: The current Future Land Use Plan shows this area as Low/Medium Density Residential. The request is for Low/Medium Density Residential.

(2) Consistency of the proposal with the purpose of these regulations.

"The regulations are intended to provide for orderly growth and development; for protection of the character and stability of residential, commercial, industrial, recreational, and environmentally sensitive areas of the city; for protection of property from blight and undue depreciation; for efficiency and economy in the process of development for the appropriate and best use of land; for the use and occupancy of buildings; for healthful and convenient distribution of population; for good civic design and arrangement; and for adequate public utilities and facilities."

STAFF ANALYSIS: This area is primarily residential with lots ranging from ½ acre to 20 acres. The average lot appears to be around 3 acres in size. The applicant is asking for a zoning that exists in the area, but intends currently to have lots that are larger than the average.

(3) Compatibility of the proposal with the zoning, uses and character of the surrounding area.

STAFF ANALYSIS: The requested use is a Residential use; all surrounding uses are zoned for residential uses.

North-zoned RE
East-zoned R2/R3
South-zoned RE
West-Unincorporated Washington County-minimum lot size is 1 acre.

All surrounding uses appear to be residential or agricultural.

(4) Suitability of the subject property for the uses to which it has been restricted without the proposed zoning map amendment.

STAFF ANALYSIS: The property is well suited for Residential uses, and will remain Residential. The zoning request only changes the lot size and road frontage requirements.

(5) Extent to which approval of the proposed rezoning will detrimentally affect nearby property including, but not limited to, any impact on property value, traffic, drainage, visual impairment, odor, noise, light, vibration, hours of use/operation, and any restriction to the normal and customary use of the affected property.

STAFF ANALYSIS: The proposed development will not detrimentally affect nearby property. The request is for R2 zoning in an area that already has both R2 and R3 (lots can be 9,600 sf) zoning.

(6) Length of time the subject property has remained vacant as zoned, as well as its zoning at the time of purchase by the applicant; and

STAFF ANALYSIS: This property has been zoned RE since it was annexed into the city and has remained a single property since that time.

(7) Impact of the proposed development on community facilities and services, including those related to utilities, streets drainage, parks, open space, fire, police, and emergency medical services.

STAFF ANALYSIS: The impact to utilities, fire, police, and emergency services will be minimal.

TECHNICAL INFORMATION:

Utilities:

Water: Tontitown Water/Washington Water Authority-

WWA COMMENTS:

Based on the informal plat submitted, WWA can serve the south 6.80 AC tract from our watermain along Floyd Road with a service line easement in place. Providing water service to the other two lots would require an extension on our part and may be easier for Tontitown Water Utilities to pick up. This would also align well with the service line boundaries as Tontitown PW Director described.

Electric: Ozarks Electric-OECC had a few standard comments. Any relocation, damage, or extension of lines will be at cost to the developer. A 30' UE will be required along the road frontage.

Sewer/Septic: Sewer/Septic-No concerns were submitted for the requested rezoning.

Phone: AT&T-No concerns were submitted for the requested rezoning.

Natural Gas: Black Hills Energy-No concerns were submitted for the requested rezoning.

Cable: Cox Communications-No concerns were submitted for the requested rezoning.

STAFF ANALYSIS: As the requested split will be a Minor Subdivision, this will be the only utility review until a building permit is applied for before construction. There were no major concerns.

Streets:

This property takes access from S. Pianalto Road. For RE zoning, 200-feet of road frontage is required. Only 100-feet of road frontage is required in R2 zoning. The proposed split submitted by the applicant shows tow lots with 198 feet of frontage, and the other with 100 feet of frontage.

Fire:

There are no concerns for this rezoning as the use is planned to be low density residential.

Drainage:

There is no concern regarding drainage for this requested rezoning.

Police:

The Police Chief has no concerns for the requested rezoning.

STAFF ANALYSIS: This request will be minimally impactful to utilities and services.

NEIGHBOR COMMENTS: All neighboring properties within 200 feet of the property boundary were notified by certified mail of this project. Staff has received one written "opposed" comment. The concern is that allowing R2 zoning opens the door in the future for smaller lots that will lower property values. The current request is to split this property into three large lots that meet RE zoning except for the road frontage requirements.

While R2 zoning could allow smaller lots in the future on this property, there is already R2 and R3 zoning adjacent to this site.

STAFF RECOMMENDATION: Staff feels this rezoning will be compatible with the surrounding area.

Therefore, staff recommends approval of the Robinson rezoning request to change the zoning from R-E to R-2.

CONDITIONS RECOMMENDED FOR APPROVAL:

1. The applicant must submit for a Minor Subdivision in order to split the property.

We, Terry and Debra Robinson, as the current owners of 1637 S. Pianalto Road respectfully request a zoning change for our property from R-E to R-2.

The reason for this request is that due to Terry's health we are selling our property which consists of 18.8 acres. We have been unable to sell the parcel as a whole but have an accepted offer for our home and 6.8 acres from Brandon and Chante Westhoff. (We still want to sell the remaining 12 acres, as a whole or would divide into two 6 acre parcels). Because of the unique layout of the home with 6.8 acres the street frontage currently doesn't comply with the R-E zoning of 200'

The 6.8 acres is on well water and septic system. The 12 acre parcel would be on a septic system. There is no water on the 12 acres now but is available from Tontitown Water Utility which is accessible from the northeast corner.

Changes from R-E to R-2 will still keep the use and zoning comparable to neighboring properties.

PARCEL 001-17017-000
CURRENT ZONING: Ag/SF 1 unit/ac.
OWNER:
Larry W. & Betty Dutton
1562 Eldridge Road
Fayetteville, AR 72704-8506

5/8" REBAR
NW CORNER
NE 1/4 NE 1/4
SECTION 15
T-17-N, R-31-W
PLAT 2006-27417
PLAT 2005-46441
N: 670887.74
E: 642531.57

100' 0 100'
SCALE: 1" = 100'

PARCEL 830-37948-700
CURRENT ZONING: R-E
OWNER:
Robert M. & Rosa I. Ainley
1467 S. Pianalto Road
Springdale, AR 72762

Owner/Developer

TERRY & DEBRA ROBINSON
1637 S. Pianalto Road,
Tontitown, Arkansas
Mailing Address:
P.O. Box 905
Lowell, AR 72745

State Filing Code:
500-17N-31W-0-15-110-72-1845

CERTIFICATE OF AUTHORIZATION
JAMES LAYOUT SERVICES, LLC
NO. 2389
ARKANSAS SURVEYOR

Centerline of Pianalto Road

35'R/W

5/8" REBAR
POINT OF BEGINNING
FOR NORTH TRACT

5/8" REBAR
POB PARENT TRACT
& Right of Way Dedication
POC FOR NORTH MIDDLE & SOUTH TRACTS
NE CORNER
NE 1/4 NE 1/4
SECTION 15
T-17-N, R-31-W
PLAT 2006-27417
PLAT 2005-46441

PARCEL 830-38796-000
CURRENT ZONING: R-2
OWNER:
Wade & Martha Whittington
1576 S. Pianalto Road
Springdale, AR 72762

32.63'

5/8" REBAR

S87°31'38"E 1330.51'

N3°07'19"E 198.26'

NORTH TRACT
263611 SQ FT
6.05 ACRES

N87°31'38"W 1328.91'
S87°31'38"E 1328.91'

BARN

PARCEL 001-17110-001
CURRENT ZONING: Ag/SF 1 unit/ac.
OWNER:
Daniel H. & Miriam C. Atwood
1611 Eldridge Road
Fayetteville, AR 72704

N3°07'19"E 207.67'

5/8" REBAR WITH CAP

MIDDLE TRACT
261899 SQ FT
6.01 ACRES

FENCE CORNER

N89°08'18"W 617.88'
S89°08'18"E 617.88'

GRAVEL

N3°07'19"E 293.74'

SOUTH TRACT
296251 SQ FT
6.80 ACRES

SHED

HOUSE

N87°28'52"W 271.43'

5/8" REBAR

PARCEL 001-17112-000
CURRENT ZONING: Ag/SF 1 unit/ac.
OWNER:
Daniel H. & Miriam C. Atwood
1611 Eldridge Road
Fayetteville, AR 72704

5/8" REBAR
N: 670189.11
E: 642493.46
CONVERGENCE: -1°19'13.29"

N3°28'51"E 103.73'

PARCEL 830-38335-600
CURRENT ZONING: R-E
OWNER:
Fernando Treto
1908 Floyd Road
Springdale, AR 72762

5/8" REBAR
PLS 1128

N87°03'04"W 331.21'

5/8" REBAR WITH CAP

PARCEL 830-38335-200
CURRENT ZONING: R-E
OWNER:
Phillip L. McGarrah
1880 Floyd Road
Springdale, AR 72762

PARCEL 830-38335-400
CURRENT ZONING: R-E
OWNER:
Phillip L. McGarrah
1880 Floyd Road
Springdale, AR 72762

S13°52'35"W 328.72'

PARCEL 830-38335-501
CURRENT ZONING: R-E
OWNER: George Chesley Martin, Jr. and Ashley Ann Martin
1709 S Pianalto Road
Springdale, AR 72762

LEGEND

- MONUMENT FOUND (AS NOTED)
- MONUMENT SET (AS NOTED)
- UTILITY POLE
- TELEPHONE RISER
- WATER VALVE
- GAS METER
- FENCE
- OVERHEAD ELECTRIC LINE
- PROPERTY LINES
- 20' UTILITY EASEMENT
- Right of Way Dedication per this plat

8.05'

S3°35'02"W 198.28'

PARCEL 830-38336-000
CURRENT ZONING: R-2
OWNER:
Pianalto Rev. Trust
Michael J & Debra D. Pianalto, Trustees
1616 S. Pianalto Road
Mailing Address:
P.O. Box 187
Tontitown, AR 72770

PIANALTO RD. (Minor Arterial per MSP)
72' R/W Required (36' feet Each side of Centerline)
per Ordinance 2014-10-482

POB MIDDLE TRACT
5/8" REBAR WITH CAP

R.O.W. DEDICATION
5,227 SQ. FEET+/
0.12 ACRES+/-

PARCEL 830-38335-001
CURRENT ZONING: R-3
OWNER:
Pianalto Rev. Trust
Michael J & Debra D. Pianalto, Trustees
1441 Kelly Street
Mailing Address:
P.O. Box 187
Tontitown, AR 72770

S71°00'27"W 7.38'

N86°39'28"W 703.00'
S86°39'28"E 703.00'

N71°00'27"E 7.38'

POB SOUTH TRACT
5/8" REBAR WITH CAP

100.00'

N86°27'22"W 663.12'

5/8" REBAR WITH CAP

10.00'

PARCEL 830-38335-500
CURRENT ZONING: R-E
OWNER:
Enos L. & Janette C. Smithson
1723 S. Pianalto Road
Springdale, AR 72762

PARCEL 001-38338-000
CURRENT ZONING: R-2
OWNER:
Jeff L. & Kristi M. Hamilton
1698 S. Pianalto Road
Springdale, AR 72762-9404

36'R/W

Centerline of Pianalto Road

N86°27'

1

SURVEY DESCRIPTION PARENT TRACT:

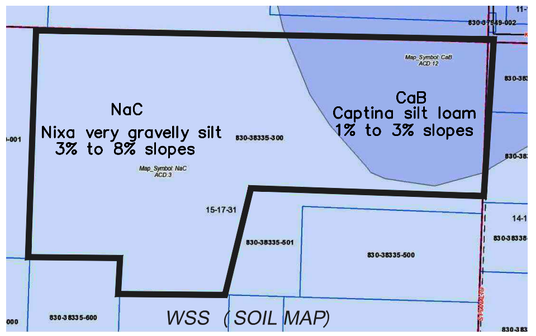
PART OR THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15, TOWNSHIP 17, NORTH, RANGE 31 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

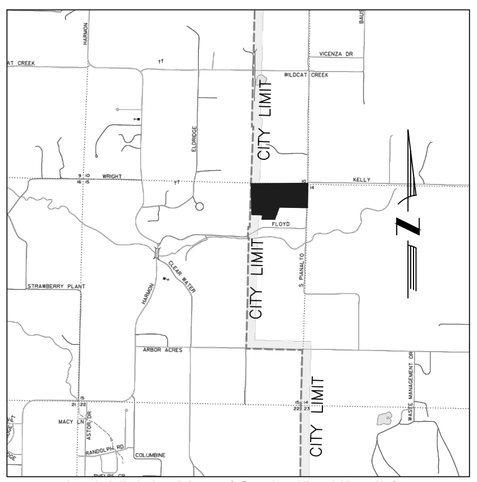
BEGINNING AT THE NORTHEAST CORNER OF THE SAID NORTHEAST 1/4 OF THE NORTHEAST 1/4; THENCE SOUTH 02°58'51" WEST A DISTANCE OF 496.74 FEET TO A POINT; THENCE NORTH 86°27'22" WEST A DISTANCE OF 676.39 FEET TO A POINT; THENCE SOUTH 13°52'35" WEST A DISTANCE OF 328.72 FEET TO A POINT; THENCE NORTH 87°03'04" WEST A DISTANCE OF 331.21 FEET TO A POINT; THENCE NORTH 03°28'51" EAST A DISTANCE OF 103.73 FEET TO A POINT; THENCE NORTH 87°28'52" WEST A DISTANCE OF 271.43 FEET TO A POINT; THENCE NORTH 03°07'19" EAST A DISTANCE OF 699.67 FEET TO A POINT; THENCE SOUTH 87°31'38" EAST A DISTANCE OF 1,338.55 FEET TO THE POINT OF BEGINNING CONTAINING IN ALL 827,204 SQUARE FEET OR 18.99 ACRES, MORE OR LESS AND BEING SUBJECT TO THE RIGHT-OF-WAY OF PIANALTO ROAD ALONG THE WEST SIDE OF THE PROPERTY AND SUBJECT TO ANY OTHER EASEMENTS OF RECORD OR FACT.

NORTH TRACT DESCRIPTION:
PART OR THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15, TOWNSHIP 17, NORTH, RANGE 31 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF THE SAID NORTHEAST 1/4 OF THE NORTHEAST 1/4; THENCE NORTH 87°31'38" WEST A DISTANCE OF 8.05 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 03°35'02" WEST A DISTANCE OF 198.28 FEET TO A POINT; THENCE NORTH 87°31'38" WEST A DISTANCE OF 1,328.91 FEET TO A POINT; THENCE NORTH 03°07'19" EAST A DISTANCE OF 198.26 FEET TO A POINT; THENCE SOUTH 87°31'38" EAST A DISTANCE OF 1,330.51 FEET TO THE POINT OF BEGINNING CONTAINING IN ALL 263,611 SQUARE FEET OR 6.05 ACRES, MORE OR LESS AND BEING FURTHER SUBJECT TO ANY RIGHTS-OF-WAYS, EASEMENTS, LIENS, OR ENCUMBRANCES WHICH MAY OR MAY NOT BE OF RECORD.

MIDDLE TRACT DESCRIPTION:
PART OR THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15, TOWNSHIP 17, NORTH, RANGE 31 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF THE SAID NORTHEAST 1/4 OF THE NORTHEAST 1/4; THENCE NORTH 87°31'38" WEST A DISTANCE OF 8.05 FEET TO THE POINT; THENCE SOUTH 03°35'02" WEST A DISTANCE OF 198.28 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 03°35'02" WEST A DISTANCE OF 198.28 FEET TO A POINT; THENCE SOUTH 71°00'27" WEST A DISTANCE OF 7.38 FEET TO A POINT; THENCE NORTH 86°39'28" WEST A DISTANCE OF 703.00 FEET TO A POINT; THENCE NORTH 89°08'18" WEST A DISTANCE OF 617.88 FEET TO A POINT; THENCE NORTH 03°07'19" EAST A DISTANCE OF 207.67 FEET TO A POINT; THENCE SOUTH 87°31'38" EAST A DISTANCE OF 1,328.91 FEET TO THE POINT OF BEGINNING CONTAINING IN ALL 261,899 SQUARE FEET OR 6.01 ACRES, MORE OR LESS AND BEING FURTHER SUBJECT TO ANY RIGHTS-OF-WAYS, EASEMENTS, LIENS, OR ENCUMBRANCES WHICH MAY OR MAY NOT BE OF RECORD.

SOUTH TRACT DESCRIPTION:
PART OR THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15, TOWNSHIP 17, NORTH, RANGE 31 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF THE SAID NORTHEAST 1/4 OF THE NORTHEAST 1/4; THENCE NORTH 87°31'38" WEST A DISTANCE OF 8.05 FEET TO THE POINT; THENCE SOUTH 03°35'02" WEST A DISTANCE OF 396.56 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 03°35'02" WEST A DISTANCE OF 100.00 FEET TO A POINT; THENCE NORTH 86°27'22" WEST A DISTANCE OF 663.12 FEET TO A POINT; THENCE SOUTH 13°52'35" WEST A DISTANCE OF 328.72 FEET TO A POINT; THENCE NORTH 87°03'04" WEST A DISTANCE OF 331.21 FEET TO A POINT; THENCE NORTH 03°28'51" EAST A DISTANCE OF 103.73 FEET TO A POINT; THENCE NORTH 87°28'52" WEST A DISTANCE OF 271.43 FEET TO A POINT; THENCE NORTH 03°07'19" EAST A DISTANCE OF 293.74 FEET TO A POINT; THENCE SOUTH 89°08'18" EAST A DISTANCE OF 617.88 FEET TO A POINT; THENCE SOUTH 86°39'28" EAST A DISTANCE OF 703.00 FEET TO A POINT; THENCE NORTH 71°00'27" EAST A DISTANCE OF 7.38 FEET TO THE POINT OF BEGINNING CONTAINING IN ALL 296,251 SQUARE FEET OR 6.80 ACRES, MORE OR LESS AND BEING FURTHER SUBJECT TO ANY RIGHTS-OF-WAYS, EASEMENTS, LIENS, OR ENCUMBRANCES WHICH MAY OR MAY NOT BE OF RECORD.





1 mi. Vicinity Map (Scale 1"= 1/2 mile)

Right of Way Dedication on West Side of Pianalto Road :

PART OR THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15, TOWNSHIP 17, NORTH, RANGE 31 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SAID NORTHEAST 1/4 OF THE NORTHEAST 1/4; THENCE SOUTH 02°58'51" WEST A DISTANCE OF 496.74 FEET TO A POINT; THENCE NORTH 86°27'22" WEST A DISTANCE OF 13.27 FEET TO A POINT; THENCE NORTH 03°35'02" EAST A DISTANCE OF 496.57 FEET TO A POINT; THENCE SOUTH 87°31'38" EAST A DISTANCE OF 8.05 FEET TO THE POINT OF BEGINNING CONTAINING IN ALL 5,227 SQUARE FEET OR 0.12 ACRES, MORE OR LESS.

Pursuant to the City of Tontitown Subdivision Regulations and all other conditions and approvals having been completed, this document is hereby accepted. This Certificate is hereby executed under the authority of the said rules and regulations. Furthermore this approval does not guarantee and of the following:

1. Delivery of public water or sewer service.
2. Delivery of any other utility service.
3. Improvements to any affected City Streets or County roads.
4. Approval from the Arkansas Department of Health.
5. Access to the property via easements or otherwise either known or unknown.

Date of Execution: _____

Signed: _____
Chairman, Tontitown Planning Commission

Signed: _____
Mayor, City of Tontitown

Signed: _____
Recorder / Treasurer, City of Tontitown

We the undersigned, owners of the real estate shown and described herein, do hereby certify that we have laid off, platted, and subdivided and do hereby lay off, plat, subdivide said real estate in accordance with this plat and do hereby dedicate to the use of the public the streets, alleys, drives, and easements as shown on said plat.

Date of Execution: _____

Signed : _____
Terry Robinson
1637 S. Pianalto Rd., Tontitown, Arkansas
Mailing Address: P.O. Box 905
Lowell, AR 72745

Signed : _____
Debra Robinson
1637 S. Pianalto Rd., Tontitown, Arkansas
Mailing Address: P.O. Box 905
Lowell, AR 72745

I, Matthew D. James, hereby certify that this plat correctly represents a boundary survey made by me and boundary markers and lot corners shown hereon actually exist and their location, type and material are correctly shown and all minimum requirements of the Arkansas Minimum Standards for Land Surveyors have been met.

Date of Execution: _____

Signed:

REGISTERED
STATE OF ARKANSAS
NO. 1845
SIGNATURE
MATTHEW D. JAMES
PROFESSIONAL LAND SURVEYOR

Registered Land Surveyor
No. 1845 State of Arkansas

FLOOD NOTE:

This property is not located within any presently established 100-Year Flood Plain, as determined by the National Flood Insurance program flood insurance rate map for Washington County, Arkansas and Incorporated Areas.

Map Number: 05143C0045 F Dated: May 16, 2008

WETLANDS NOTE:

No Wetlands affect this property.

EROSION NOTE:

No Erosion problems exist on this property or within 100' downstream of the property.

There are no known existing or abandoned water wells, cesspools, springs, water impoundments, and/or underground structures within this project.

INDEX FOR ACREAGE
BEFORE:
Parent Tract: 18.99 acres
AFTER:
Tract #1: 6.53 acres Tract #2: 1.34 acres

REQUIRED SETBACKS FOR Tontitown R-E Zoning District
Front: 30'
Side: 30'
Rear: 30'

REVISIONS

DATE:	BY:	REASON:

ROBINSON INFORMAL PLAT
A TRACT SPLIT OF PARCEL: 830-38335-300

LOCATION: 1637 S. PIANALTO RD.
FILENAME: 18-085 SPLIT.DWG
OWNER/DEVELOPER: TERRY & DEBRA ROBINSON
JOB NO.: 18-085
DRAWN BY: NR LFG
CHECKED BY: MJ
SCALE: 1"=100'
DATE: 09/10 2018

James Layout Services, LLC
P.O. Box 611
Farmington, Arkansas 72730
Telephone: (479) 439-9929
survey@jlsnwa.com

JLS

SHEET NO.

1 OF 1

CITY OF TONTITOWN PLANNING OFFICE

201 E. Henri de Tonti Blvd.
479-361-2700
planning@tontitownar.gov

Meeting: **October 23, 2018**
Project: **McCartney Variance**
Planner: Courtney McNair

AGENDA ITEM

B

VARIANCE REQUEST

1158 Steele Road
Parcel #: 830-38217-000

SUMMARY: Request for a variance to allow the existing shop building to be expanded which will further encroach setbacks and exceed the size restrictions for this zoning.

CURRENT ZONING: R1-Residential, minimum 1 acre lot size

PROPOSED USE: Single-family residential

CITY WARD: 1-Gene McCartney and Henry Piazza

INFRASTRUCTURE SERVICE AREAS (not a guarantee of service availability):

Water: Washington Water Authority
Sewer: Septic
Road Access: Steele Road
Electric: Ozarks Electric
Cable: Cox Communications
Phone: ATT
Natural Gas: Black Hills Energy
School District: Springdale

PROJECT SYNOPSIS:

The McCartney Variance Request is to allow an existing shop building to be expanded. The residence is 1754 SF, and the existing shop building is 1800 SF. In R1 zoning, shop buildings are allowed to be 100% of the size of the residence. The existing shop already exceeds this and the applicant is requesting to add an additional 600 SF to the shop.

Additionally, the existing shop building is already located within the required setbacks. The side setback is 20 feet, and the rear is 25 feet. The existing shop is located approximately 8 feet from the rear and 6 feet from the side. The applicant wishes to add onto the front of the shop which would cause further encroachment into the side setback.

153.262 POWERS AND DUTIES. (as relating to variance requests)

(B) To authorize upon appeal, in specific cases, such variance from the terms of this zoning chapter as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the provisions of these regulations would result in unnecessary hardship that would deprive the owner of any reasonable use of the land or building involved. A variance from the terms of these zoning regulations, shall not be granted by the Board of Zoning Adjustment unless and until:

(1) The applicant demonstrates that special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same district; that literal interpretation of the provisions of these regulations would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of these regulations; that special conditions and circumstances do not result from the actions of the applicant; and that granting the variance requested will not confer on the applicant any special privilege that is denied by the zoning regulations to other lands, structures, or buildings in the same district.

STAFF ANALYSIS: The shop was constructed in 2003 while the property was still within Washington County. It was annexed in 2005 at which time the size restrictions and setbacks were imposed. The shop building already exceeds the restricted size, and is already encroaching the setbacks. Many shop buildings on adjacent properties are also larger because they were constructed prior to being annexed.

The applicant cannot extend the shop to the west (which would not encroach the setback) due to a ravine.

(2) No nonconforming use of neighboring lands, structures, or buildings in the same district, and no permitted or nonconforming use of lands, structures, or buildings in other districts shall be considered grounds for the issuance of a variance.

STAFF ANALYSIS: The existing use is residential.

(3) The Board of Zoning Adjustment shall further make a finding that the reasons set forth in the application justify the granting of the variance, and that the variance is the minimum variance that will make possible the reasonable use of land, building, or structure.

STAFF ANALYSIS: The variance that staff is recommending is to allow the existing structure, and the small addition to remain within the required setbacks. If those structures are ever destroyed or removed, all future structures must adhere to the setbacks. As the increase is minor and the shop already exceeds the size restrictions, staff does not feel the impact will be any more significant that as it exists today.

(4) The Board of Zoning Adjustment shall further make a finding that the granting of the variance will be in harmony with the general purpose and intent of these zoning regulations, and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

STAFF ANALYSIS: A small increase in size to a residential shop building will not be detrimental to public welfare.

(5) In granting any variance, the Board of Zoning Adjustment may prescribe appropriate conditions and safeguards that it deems necessary or desirable. Violations of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of these regulations.

STAFF ANALYSIS: As stated above, the variance that staff is recommending is to allow the existing structure and the small addition to remain within the required setbacks. If those structures are ever destroyed or removed, all future structures must adhere to the setbacks. Additionally, if the structure is ever destroyed or removed, any new structure must comply with size requirements as set out by zoning at that time.

(6) Under no circumstances shall the Board of Zoning Adjustment grant a variance to allow a use not permissible under the terms of these zoning regulations in the district involved, or any use expressly, or by implication, prohibited by the terms of these regulations in said district.

STAFF ANALYSIS: Residential uses and accessory uses are allowed by right in R1.

TECHNICAL INFORMATION:

Utilities:

Water: Washington Water Authority- "This particular parcel appears to NOT be tapped into the WWA distribution system according to our records. I imagine it's on a well. If they would like water service in the future, please have the owners fill out a Request for Water Service (can be downloaded at washingtonwater.org)."

Electric: Ozarks Electric: OECC submitted some very minor comments. Easements must be shown on existing lines, and any relocation or damage to existing lines will be the developer's responsibility.

Septic: This residence has an existing system and the proposed expansion will not impede this area.

Cable: Cox Communications-No concerns were submitted for the requested variance.

Phone: AT&T-No concerns were submitted for the requested variance.

Natural Gas: Black Hills Energy-No concerns were submitted for the requested variance.

Streets:

This property access Steele Road. No additional drives are being proposed.

Fire:

No concerns were submitted for the requested variance.

Police:

The Police Chief has no concerns for the requested variance.

STAFF ANALYSIS: The impact of this variance request will be minimal to the surrounding area, existing utilities, and streets and fire.

NEIGHBOR COMMENTS: All neighboring properties within 200 feet of the property boundary were notified by certified mail of this project. Staff has received one "in favor" comment.

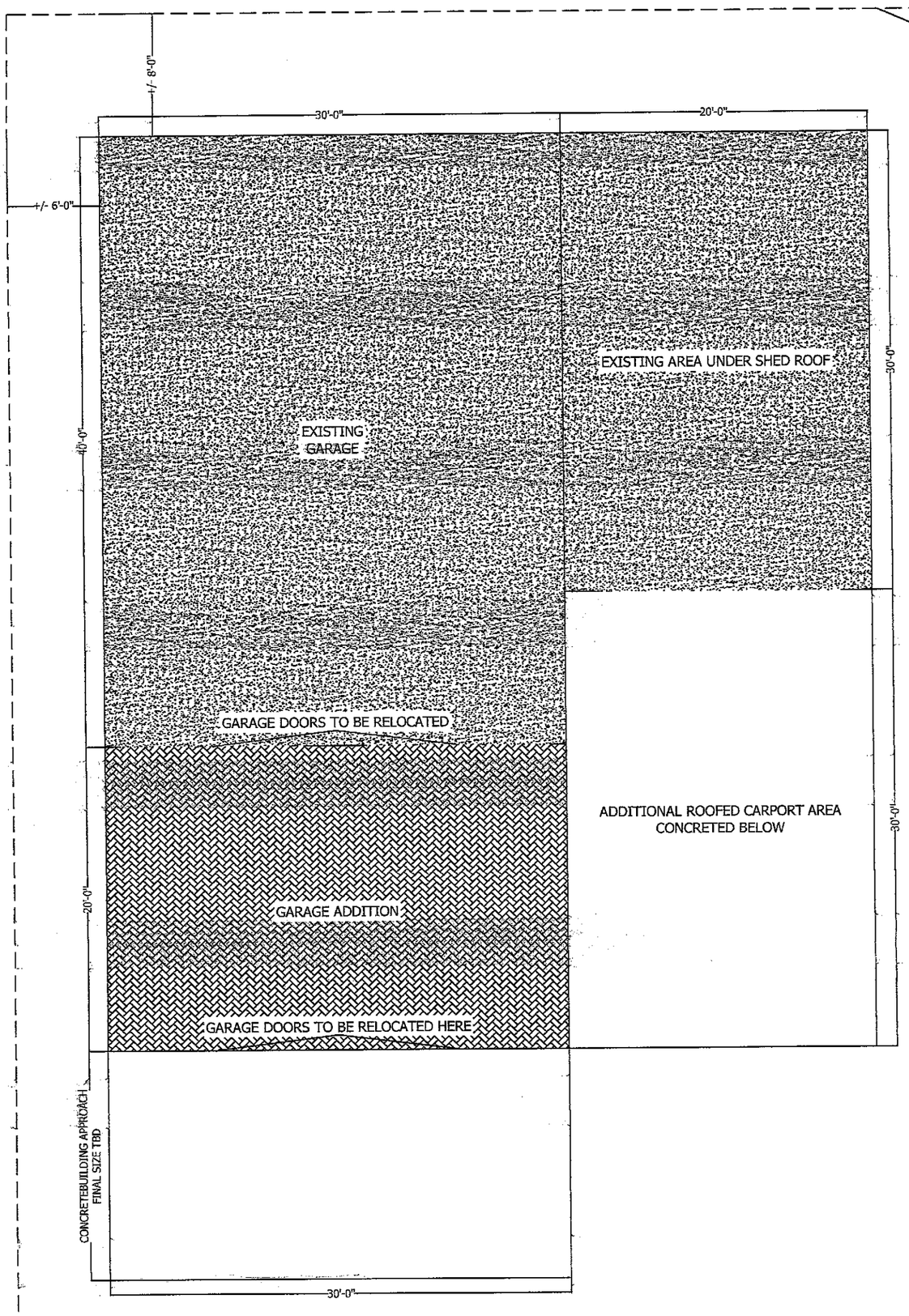
STAFF RECOMMENDATION: Staff finds the requested variance is to correct a unique hardship not caused by actions of the applicant.

Therefore, staff recommends approval of the McCartney Variance Request to allow existing structure and a small expansion to encroach into the side setbacks, and the size of the shop to be marginally increased.

CONDITIONS RECOMMENDED FOR APPROVAL:

1. If the encroaching structure is ever destroyed, removed, or relocated, all future structures must adhere to the setbacks and size restrictions of the zoning at the time.


Area to be added
90
E Steele Rd



Gene McCartney shop expansion floorplan 2018 1158 Steele Road Tontitown, AR
Phone 479-841-4363 email genem@ccnwa.net

Scale $\frac{1}{8}$" = 1'-0"

CITY OF TONTITOWN PLANNING OFFICE

201 E. Henri de Tonti Blvd.
479-361-2700
planning@tontitownar.gov

Meeting: October 23, 2018
Project: **Bolder Coffee LSD**
Planner: Courtney McNair

AGENDA ITEM

C

PRELIMIANRY LARGE SCALE DEVELOPMENT PLAN APPROVAL

895 W. Henri de Tonti
Parcel #: 830-37799-000

SUMMARY: Bolder Coffee is requesting Preliminary Large Scale Development (LSD) Plan approval for approximately 1,600 SF of coffee shop space on 1.061 acres.

CURRENT ZONING: C2 General Commercial

CITY WARD: 1- Gene McCartney and Henry Piazza

FLOODPLAIN: No

INFRASTRUCTURE SERVICE AREAS (not a guarantee of service availability)**:**

Water: Tontitown Water
Sewer: Tontitown Sewer
Road Access: W. Henri de Tonti
Electric: Ozarks Electric
Cable: Cox Communications
Phone: ATT
Natural Gas: Black Hills Energy
School District: Springdale

PROJECT SYNOPSIS:

Bolder Coffee is requesting Preliminary Large Scale Development (LSD) Plan approval for approximately 1,600 SF of coffee shop space on 1.061 acres. Bolder Coffee received Preliminary Large Scale Development on April 25, 2017. However, the permit expired October 25, 2017 as no work had been started. The new plan submitted is very similar to the previously approved plan. The property is zoned C2, and the proposed use is allowed.

According to the Water System information, there is an existing 6-inch water line along E. Industrial Circle that will be extended to service this site. The new plans show this to be extended to also service Plaza Tire to the west. At this time, the applicant for Bolder Coffee and Plaza Tire are working on the agreement to allow this waterline easement and construction. This agreement and easement must be completed prior to the Pre Construction (PreCon) meeting.

The applicant has submitted architectural plans and elevations. A drainage report was submitted and has been reviewed by the City Engineer. Any additional comments from the engineer must be completed prior to the PreCon meeting.

All other comments outstanding are minor and can be addressed after Preliminary Approval is granted, prior to the PreCon Meeting.

TECHNICAL INFORMATION:

Utilities:

Water: Tontitown Water-According to the Water System information, there is an existing 6-inch water line along E. Industrial Circle that will be extended to service this site

Electric: Ozarks Electric-See attached comments-30 UE required along existing overhead line.

Sewer/Septic: Sewer

Phone: AT&T- ATT had no comments.

Natural Gas: Black Hills Energy- No comments were received from BHE.

Cable: Cox Communications- No comments were received from Cox.

It is the applicant's responsibility to coordinate any additional utility easements or connections as needed to service their property.

Police:

The Police Chief has no concerns regarding this proposal.

Fire:

According to the Water System information, there is an existing 6-inch water line along E. Industrial Circle that will be extended to service this site.

Interior drives appear to be all designated as one-way, from 18 feet to 24.5 feet wide. Some "No Parking" striping or signs may be required. All interior drives must meet the required compaction rating to support emergency vehicles.

The Fire Marshal submitted one comment on the Life Safety plan regarding the location of one of the fire extinguishers.

A hydrant is required for this project and must be coordinated with the Fire Marshal for location.

Drainage:

A drainage report was submitted and reviewed by the City Engineer. There are a few additional comments to be addressed. These must be corrected by PreCon.

Roads:

This project has access to W. Industrial Circle and Hwy. 412. No traffic leaving this site may turn left onto Hwy. 412. All striping/curbing at this entrance must be coordinated with the Fire Marshal.

This project is providing cross access with Plaza Tire to the west. Speed control devices should be used to insure traffic is slowed on the south connection.

All interior drives must meet the required compaction rating to support emergency vehicles.

STAFF RECOMMENDATION LARGE SCALE DEVELOPMENT: There are some details that remain to be addressed at the Construction Plan phase of plan review, but nothing that should significantly impact the overall design.

Therefore, staff recommends **approval** of Bolder Coffee Preliminary Large Scale Development with conditions.

CONDITIONS RECOMMENDED FOR APPROVAL:

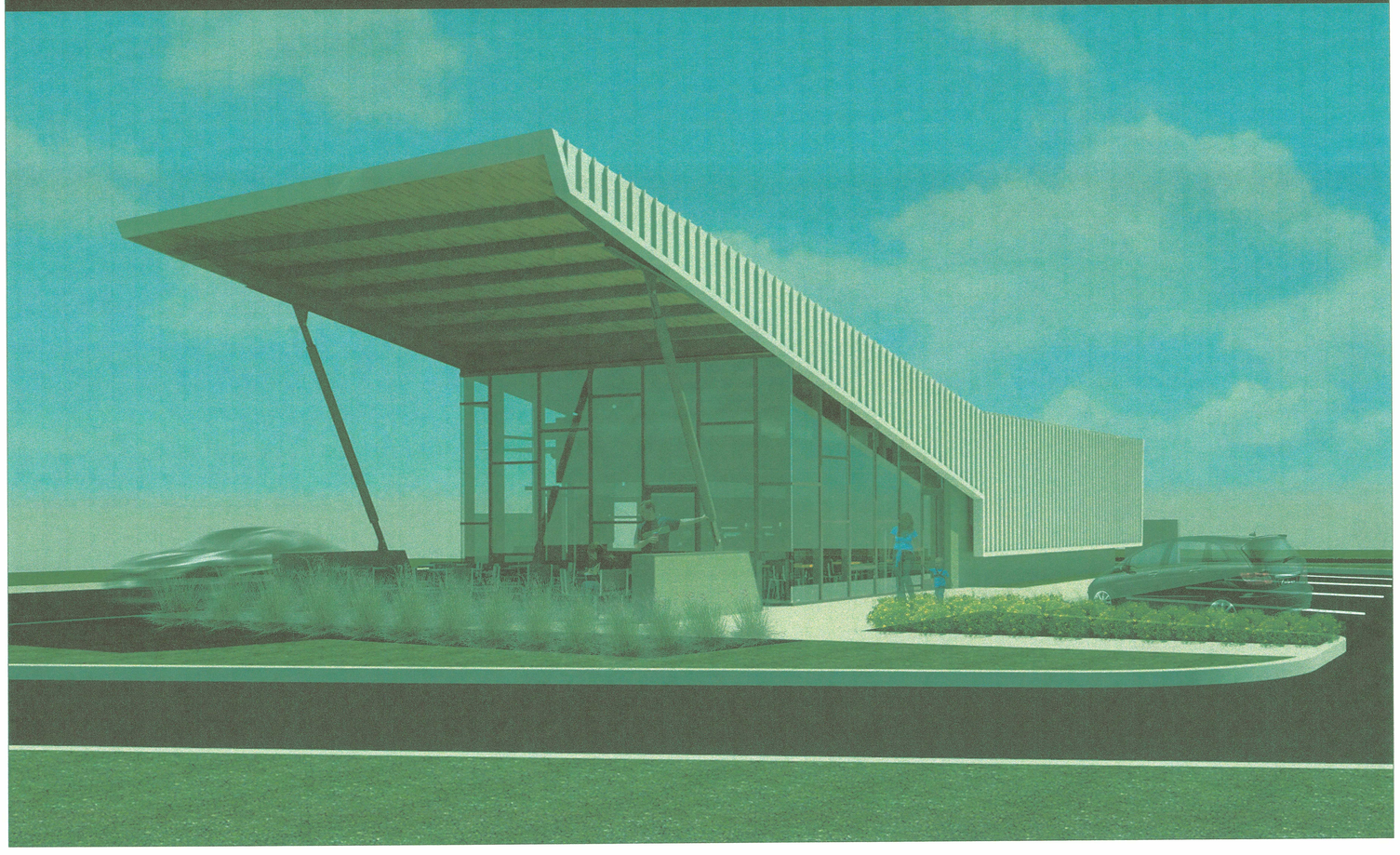
1. This project shall develop generally as presented.
2. It is the applicant's responsibility to coordinate any additional utility easements or connections as needed to service their property.
3. The SWPPP shall be completed and posted on site prior to construction.
4. A hydrant is required for this project and must be coordinated with the Fire Marshal for location.
5. No traffic leaving this site shall turn left onto Hwy. 412.
6. All striping/curbing at entrances shall be coordinated with the Fire Marshal.
7. Speed control devices should be used to insure traffic is slowed on the south connection.
8. Correct all remaining items on the "Plat Requirement Worksheet" prior to Construction Plan approval. Planning Staff will provide a copy of the remaining requirements to the engineer for the project.
9. "No Parking" signs/striping may be required.
10. All interior drives shall meet the required compaction rating to support emergency vehicles.
11. An easement granting access for a waterline shall be completed prior to Construction Plan approval.
12. Correct any remaining comments from reviewing agencies.
13. Correct all comments from the City Engineer prior to Construction Plan approval.
14. The applicant shall apply for all required permits prior to construction.


N Maestri Rd
E Henri De Tonti Blvd
SITE
Plaza Tire
Industrial Cir E
112
S Maestri Rd

BOLDER COFFEE TONTITOWN

895 E. HENRI DE TONTI BLVD, SPRINGDALE, ARKANSAS

LARGE SCALE DEVELOPMENT



SHEET INDEX - LARGE SCALE DEVELOPMENT					
Sheet #	Sheet Name	Issue Date	Revisions #	Date	Description
T1	TITLE SHEET	03.31.2017	2	05.09.2017	LSD REVISIONS #2
LS.01	LIFE SAFETY PLAN	03.31.2017			
SURVEY - LARGE SCALE DEVELOPMENT					
B1	BOUNDARY SURVEY	03.31.2017	1	04.18.2017	LSD REVISIONS #1
CIVIL - LARGE SCALE DEVELOPMENT					
C1.01	DEMOLITION PLAN	03.31.2017			
C2.01	DIMENSIONING PLAN	03.31.2017	2	05.09.2017	LSD REVISIONS #2
C2.02	SITE DETAILS	03.31.2017			
C3.01	GRADING PLAN	03.31.2017	3	10.17.2018	LSD REVISIONS #3
C3.02	GRADING DETAILS	03.31.2017			
C4.01	EROSION CONTROL PLAN	03.31.2017	2	05.09.2017	LSD REVISIONS #2
C5.01	UTILITY COORDINATION PLAN	03.31.2017	2	05.09.2017	LSD REVISIONS #2
C6.01	PAINT AND STRIPING PLAN	05.09.2017			
LANDSCAPE - LARGE SCALE DEVELOPMENT					
L1.01	PLANTING PLAN	03.31.2017	2	05.09.2017	LSD REVISIONS #2
L1.02	PLANTING DETAILS	03.31.2017			
ARCHITECTURAL - LARGE SCALE DEVELOPMENT					
LSD-A1	COLORED ELEVATIONS	04.04.2017			
ELECTRICAL - LARGE SCALE DEVELOPMENT					
E1.3	SITE PHOTOMETRIC PLAN	03.31.2017	2	05.09.2017	LSD REVISIONS #2

CERTIFICATE OF PRELIMINARY SURVEY ACCURACY

I, Allen Jay Young, hereby certify that this plat correctly represents a boundary survey made by me and all monuments shown hereon actually exist and their location, size, type and material are correctly shown.

Date of Execution: 5/9/17

Registered Land Surveyor---

State of Arkansas Registration No. 1441

CERTIFICATE OF PRELIMINARY ENGINEERING ACCURACY

Each set of street and drainage plans must be submitted in accordance with applicable state statutes and any plans and specifications required:

I, ANDREW FULLER, hereby certify that this plan correctly represents a plan prepared under my direction and engineering requirements of the Tontitown Subdivision Regulations have been complied with.

Date of Execution: 5/9/2017

Registered Engineer Andrew W Fuller

State of Arkansas Registration No. 15402

CERTIFICATE OF PRELIMINARY PLAT APPROVAL

This plat has been given preliminary plat approval only and has not been approved for recording purposes as a public record. This certificate shall expire on _____ (date).

Date of Execution: _____

_____

Chairman, City of Tontitown Planning Commission
ning Commissionsas.

ARCHITECT

POLK STANLEY WILCOX ARCHITECTS
509 W. SPRING ST., SUITE 150
FAYETTEVILLE, AR 72701
479.444.0473

POINT OF CONTACT:
MARK HERRMANN
479.695.3068
mherrmann@polkstanleywilcox.com

CIVIL ENGINEERING

DEVELOPMENT CONSULTANTS, INC.
609 W. DICKSON ST.
FAYETTEVILLE, AR 72701
479.444.7880

POINT OF CONTACT:
JAY YOUNG
479.444.7880
jayy@dci-fay.com

STRUCTURAL ENGINEERING

MYERS-BEATTY ENGINEERING
2411 FAYETTEVILLE ROAD
VAN BUREN, ARKANSAS 72956
479.445.3261

POINT OF CONTACT:
JIM BEATTY
479.445.3261
jim@myers-engr.com

MEP+FP ENGINEERING

HP ENGINEERS, INC
1800 S. OSAGE SPRINGS DR., SUITE 110
ROGERS, AR 72758
479.899.6370

POINT OF CONTACT:
COLBY POST
479.899.6370
cpost@hpengineeringinc.com

GENERAL CONTRACTOR

REDLINE CONSTRUCTION
705 S. LINCOLN ST.
LOWELL, ARKANSAS 72745
479.419.4100

POINT OF CONTACT:
KYLE SARGENT
479.841.3526
kyle.sargent@redline.me

CITY OF TONTITOWN

PLANNING
CITY OF TONTITOWN PLANNING DEPARTMENT
201 HENRI DE TONTI BLVD
SPRINGDALE, AR 72762

PO BOX 305
TONTITOWN, AR 72770
479.361.2700

FIRE DEPARTMENT
CITY OF TONTITOWN
201 HENRI DE TONTI BLVD
SPRINGDALE, AR 72762

PO BOX 305
TONTITOWN, AR 72770
479.439.3578

TELEPHONE
AT&T
PH. 479.361.2700
LAYNE RHODES
LR1592@ATT.COM

HIGHWAY DEPARTMENT
ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT DISTRICT 4
PO BOX 1424
FT. SMITH , AR 72901
PH.479.646.5501
MICHAEL ARELLANES

WATER AND SANITARY SEWER
CITY OF TONTITOWN
201 HENRI DE TONTI BLVD
SPRINGDALE, AR 72762

PO BOX 127
TONTITOWN, AR 72770
479.361.2700

ELECTRIC
OZARK ELECTRIC
PO BOX 848
FAYETTEVILLE, AR 72702
PH. 479.361.2700
FAX. 479.684.4617
MIKE PHIPPS

NORTH

POLK STANLEY WILCOX ARCHITECTS

2222 Cottondale Lane | Suite 100
Little Rock, AR 72202
501.378.0878 office
501.372.7629 fax

509 W. Spring St. | Suite 150
Fayetteville, AR 72701
479.444.0473 office
479.251.7216 fax

polkstanleywilcox.com

MEP
HP ENGINEERING, INC.
1800 S OSAGE SPRINGS DR.
SUITE 110
ROGERS, AR 72758
479.899.6370

POLK STANLEY WILCOX ARCHITECTS 03.30.17 REGISTERED ARCHITECTS NO. C-140 ARKANSAS

PSW Job Number:
775C

BOLDER COFFEE - TONTITOWN
TONTITOWN, AR 72770

Issue Date:
03.31.2017

Revisions		
number	date	description
1	04.18.2017	LSD REVISIONS #1
2	05.09.2017	LSD REVISIONS #2

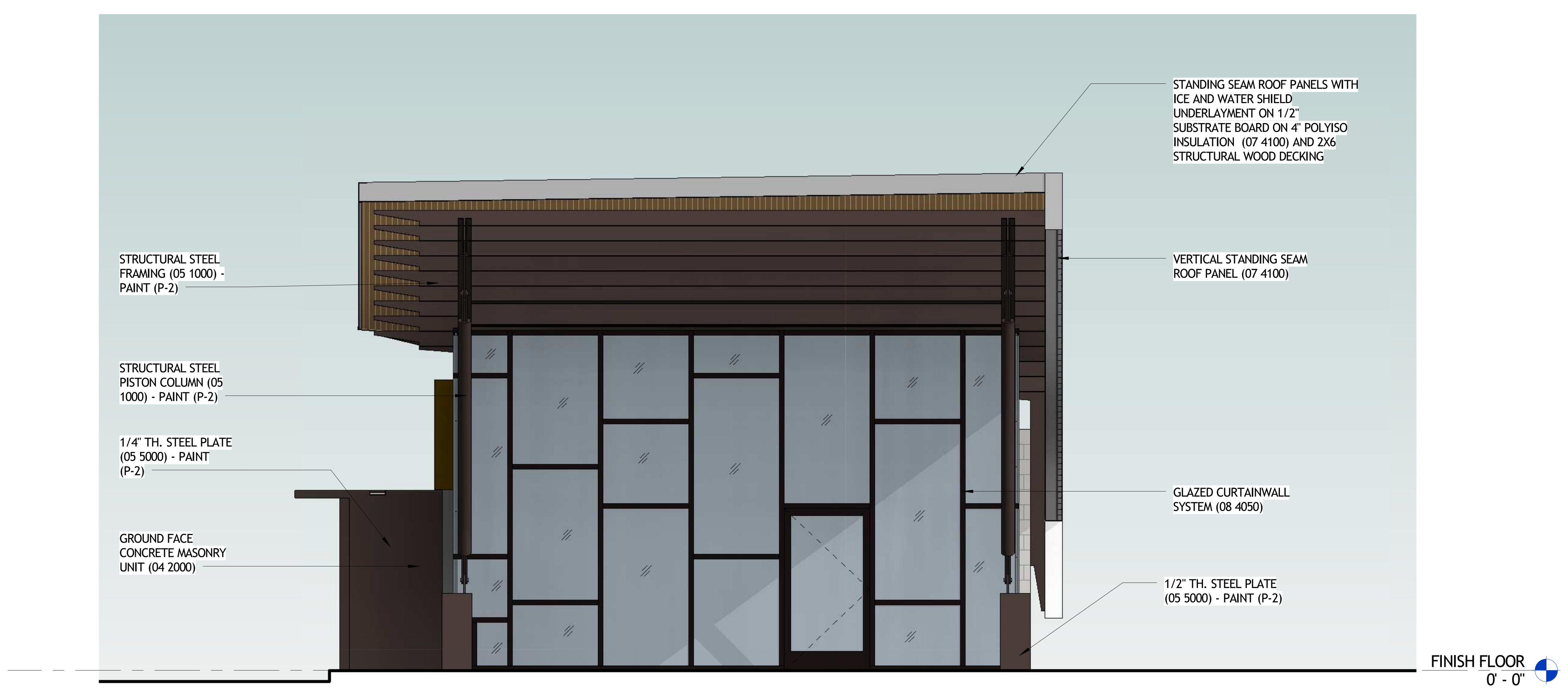
Contents:
LSD TITLE SHEET

LSD-T1

MATERIAL PERCENTAGES

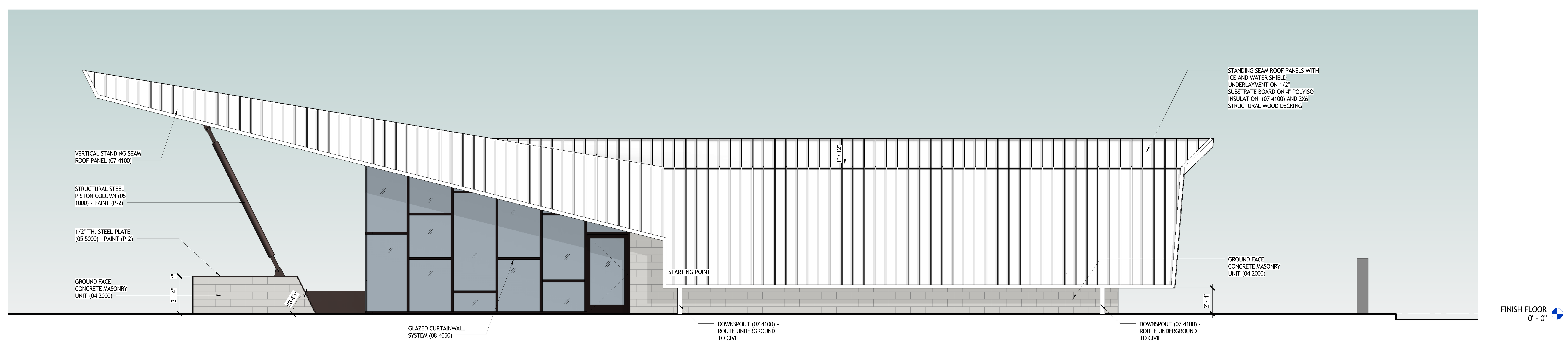
GROUND FACE CONCRETE MASONRY	780 SF/ 27%
GLAZED ALUMINUM STOREFRONT	799 SF/ 29%
PRE WEATHERED STEEL	438 SF/ 28%
STANDING SEAM METAL PANEL	739 SF/ 16%

1 EAST ELEVATION - COLORED
1/4" = 1'-0"



2 NORTH ELEVATION - COLORED
1/4" = 1'-0"

3 SOUTH ELEVATION - COLORED
1/4" = 1'-0"



4 WEST ELEVATION - COLORED
1/4" = 1'-0"

NORTH

POLK STANLEY WILCOX ARCHITECTS

2222 Cottondale Lane I Suite 100
Little Rock, AR 72202
501.378.0878 office
501.372.7629 fax

509 W. Spring St. I Suite 150
Fayetteville, AR 72701
479.444.0473 office
479.251.7216 fax

polkstanleywilcox.com

MEP
HP ENGINEERING, INC.
1800 S OSAGE SPRINGS DR.
SUITE 110
ROGERS, AR 72758
479.899.6370

POLK STANLEY WILCOX ARCHITECTS REGISTERED ARCHITECTS NO. C-140 ARKANSAS

PSW Job Number:
775C

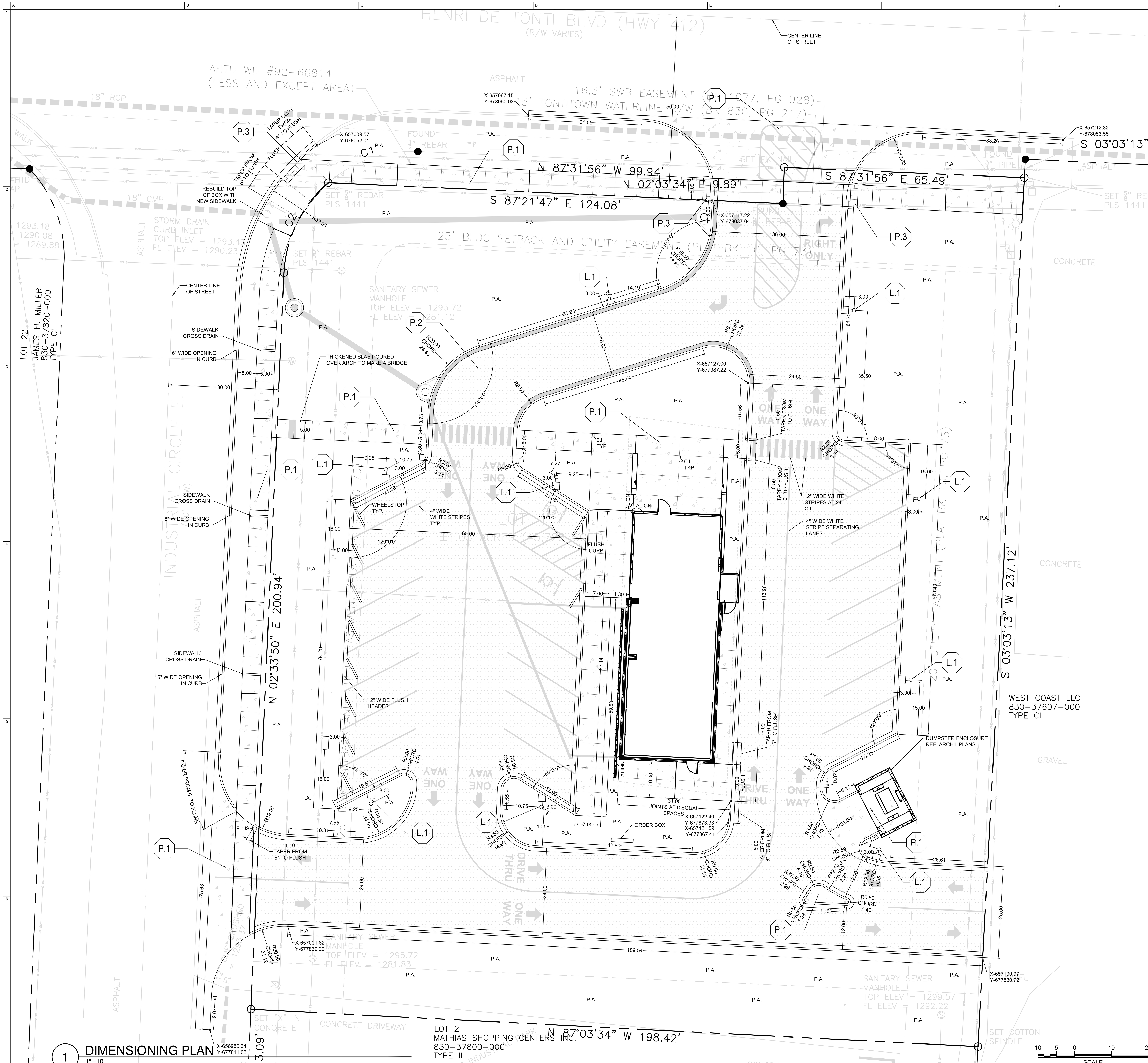
BOLDER COFFEE - TONTITOWN
TONTITOWN, AR 72770

Issue Date:
04.04.2017

Revisions		
number	date	description
1	10.22.2018	LSD REVISION 2.1

Contents:
COLORED ELEVATIONS

LSD-A1



1 DIMENSIONING PLAN
1"=10'

GENERAL NOTES

1. LOCATIONS OF THE EXISTING UTILITIES ARE BASED ON RECORDS FROM SAID UTILITY COMPANIES AND ARE HORIZONTALLY FIELD LOCATED ONLY. THE CONTRACTORS SHALL BE RESPONSIBLE FOR DETERMINING ACTUAL LOCATION.
2. CONTRACTOR TO UNCOVER AND MARK UTILITY LINES BEFORE CONSTRUCTION.
3. CONTRACTOR SHALL BEAR ALL RESPONSIBILITY AND COST OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES, DAMAGED OR INTERRUPTED AS A RESULT OF THIS CONSTRUCTION PROJECT.
4. CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND THE OWNER OF ANY DAMAGED OR INTERRUPTED UTILITIES IMMEDIATELY.
5. ALL WATER LINES AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL WATER STANDARD PIPELINE MATERIALS AND CONSTRUCTION SPECIFICATIONS, LATEST EDITION.
6. EXISTING UTILITIES TO REMAIN ARE TO BE ADJUSTED TO MATCH PROPOSED GRADE.
7. CONTRACTOR SHALL NOTIFY PROJECT ENGINEER PRIOR TO BEGINNING WORK.
8. ALL AREAS WITHIN THE PAVED AREAS ARE TO RECEIVE A GRAVEL BASE TO PROVIDE EROSION CONTROL IF WORK IS NOT PROGRESSING IN AN ORDERLY MANNER. A RATE OF 135 TONS/ACRE IS TO BE APPLIED WITHIN TWO WEEKS OF FINAL GRADING.
9. ALL AREAS NOT WITHIN THE PAVED AREA ARE TO RECEIVE LOOSE STRAW TO PROVIDE EROSION CONTROL IF WORK IS NOT PROGRESSING IN AN ORDERLY MANNER. A RATE OF 1.5 TONS/ACRE IS TO BE APPLIED WITHIN TWO WEEKS OF FINAL GRADING.
10. AFTER NEW INLETS ARE CONSTRUCTED, STRAW BALES AND GRAVEL FILTER BERMS ARE TO BE PLACED TO ALLOW FLOW THROUGH THE BERMS.
11. CONTRACTOR WILL CONTROL AND PREVENT OFF-SITE TRACKING OF CONSTRUCTION RUNOFF AND SEDIMENT TO ADJACENT PROPERTY AND PUBLIC ROADS.
12. CONTRACTOR IS TO PROTECT EXISTING STORM DRAINAGE SYSTEM
13. CONTRACTOR TO CONFORM TO ALL CONSTRUCTION STORM WATER AND EROSION CONTROL PERMITTING REQUIREMENTS BY "EPA PHASE II STORM WATER REGULATIONS" AS ADMINISTERED BY THE ARKANSAS DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ). WHERE PERMITTING IS REQUIRED, A COPY OF THE NOTICE OF INTENT SHALL BE PROVIDED TO THE LOCAL MUNICIPAL AUTHORITY.
14. CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES IN ACCORDANCE WITH THE ARKANSAS UNDERGROUND FACILITIES DAMAGE PREVENTION ACT. THIS LAW REQUIRES THAT THE CONTRACTOR MAKE A TELEPHONE CALL TO THE ARKANSAS ONE-CALL SYSTEM AT 1-800-482-8898 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION TO ENSURE THAT ANY EXISTING UTILITIES CAN BE LOCATED.
15. CONTRACTOR TO CONSTRUCT ALL ACCESS RAMPS AND PAVING TO TONTITOWN AND/OR ADA STANDARDS. VERIFY.
16. TREES TO REMAIN ARE TO BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
17. ELECTRICAL INFORMATION SHOWN FOR COORDINATION PURPOSES ONLY. SEE MEP SHEETS FOR DETAILS AND SPECIFICATIONS.
18. NO WETLANDS ARE LOCATED ON THIS SITE.
19. THE NEAREST HYDRANT IN ON A 6" WATER MAIN AND HAS A STATIC PRESSURE OF 98 WITH A RESIDUAL OF 30 AND A FLOW OF 1098.
20. THERE ARE NO EXISTING, KNOWN EROSION PROBLEMS ON-SITE OR WITHIN 100' DOWNSTREAM OF THE PROPERTY.
21. THERE ARE NO KNOW EXISTING OR ABANDONED WATER WELLS, SUMPS, CESSPOOLS, SPRINGS, WATER IMPOUNDMENTS OR UNDERGROUND STRUCTURES WITHIN THIS PROJECT.

KEY	DESCRIPTION	COLOR	FINISH	REMARKS
PAVING				
P.1	CONCRETE WITH LIGHT BROOM FINISH	STANDARD GRAY	LIGHT BROOM WITH REPELLO STAINBLOCKER FROM L.M. SCOFIELD	6" CONCRETE SLAB IN VEHICULAR AREAS, 5" SLAB IN PEDESTRIAN AREAS. REFERENCE DETAILS. SAWCUT JOINTS AT INTERVALS SHOWN ON DRAWINGS.
P.2	ASPHALT	NATURAL	NATURAL	3" ASPHALT OVER 10" OF CLASS 7
P.3	DETECTABLE WARNING PAVERS	CHARCOAL	TUDOR	12"x12"x3" THICK CONCRETE DETECTABLE WARNING PAVERS BY HANOVER SET ON 1" THICK SAND BED ON 6" THICK CONCRETE SLAB. PAVERS SET IN STACKED BOND PATTERN.
OTHER				
L.1	PARKING LOT LIGHT	N/A	N/A	REFERENCE MEP DRAWINGS FOR SPEC.

LAYOUT & MATERIALS LEGEND

- CENTER LINE / BASELINE
- ALIGN — ALIGN
- P.A. — PLANTING AREA
- EJ — EXPANSION JOINT
- CJ — CONTROL OR CONSTRUCTION JOINTS
- R5.00 — RADIUS
- PAVING X/LX.X.X — SECTION REFERENCE
- XX.1 — MATERIAL REFERENCE
- WHEEL STOP

CITY OF TONTITOWN	
ZONING INFORMATION	
C-2 ZONING DISTRICT	
SETBACKS:	
FRONT (W/ PARKING)	50'
FRONT (W/O PARKING)	20'
SIDE	7'
REAR	20'
MAX BLDG HEIGHT:	60'
MAX BLDG COVERAGE:	65%
MAX IMPERVIOUS AREA:	80%

CERTIFICATE OF PRELIMINARY ENGINEERING ACCURACY

I, ANDREW FULLER, HEREBY CERTIFY THAT THIS PLAN CORRECTLY REPRESENTS A PLAN MADE UNDER MY DIRECTION AND ENGINEERING REQUIREMENTS OF THE TONTITOWN SUBDIVISION REGULATIONS HAVE BEEN COMPLIED WITH.

DATE OF EXECUTION: 05.05.2017

REGISTERED ENGINEER

STATE OF ARKANSAS REGISTRATION NO. 15402

POLK STANLEY WILCOX ARCHITECTS

2222 Cottondale Lane | Suite 100
Little Rock, AR 72202
501.378.0878 office
501.372.7629 fax

509 W. Spring St. | Suite 150
Fayetteville, AR 72701
479.444.0473 office
479.251.7216 fax

polkstanleywilcox.com

MEP
HP ENGINEERING, INC.
1800 S OSAGE SPRINGS DR.
SUITE 110
ROGERS, AR 72758
479.899.6370

CIVIL AND LANDSCAPE
DEVELOPMENT CONSULTANTS INC.
2200 NORTH RODNEY PARHAM
SUITE 220
LITTLE ROCK, AR 72212
501.221.7880

PSW Job Number:
775C

BOLDER COFFEE - TONTITOWN
TONTITOWN, AR 72770

Issue Date:
05/05/17

Revisions		
number	date	description
1	10/22/18	LSD Revision 1

Contents:
Dimensioning Plan

C2.01

Submitted by Porter Sales			
Porter LIGHTING AND CONTROLS	**Job Name:** PROJECT NEPTUNE Contractor: HILL ELECTRIC-FAYETTEVILLE (FAYETTEVILLE) Engineer: CORE STATES ENGINEERS (ROGERS)	**Catalog Number:** XLCS 5E LED SS CW UE BLK Notes:	**Type:** S1 PORTER16-52201

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)

DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

LIGHT OUTPUT - XLCS

		Lumens (Nominal)					Watts (Nominal)
		Type 3	Type FT	Type 5	Type5E	TypeFTE	
Cool White	SS	10100	11400	11400	8200	7800	97
	HO	14000	15500	15700	11600	10600	140
Neutral White	SS	9700	10400	10800	7900	7500	97
	HO	13400	14700	15200	11000	10500	140

LED Chips are frequently updated therefore values may increase.

US & Int'l. patents pending

SMARTTEC™ - LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature.

ENERGY SAVING CONTROL OPTION - DIM - 0-10 volt dimming enabled with controls by others. Available with High Output (HO) drive current only.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs in Cool White (5000K), or Neutral White (4000K) color temperature, 70 CRI.

DISTRIBUTION/PERFORMANCE - Types 3, FT, 5 and enhanced 5E and FTE. Exceptional uniformity creates bright environment at lower light levels. Internal Louver (IL) option available for improved backlight control without sacrificing street side performance for FT distribution.

HOUSING - One-piece, die-formed aluminum housing contains factory prewired driver. Wiring access door (with safety lanyard) located underneath.

OPTICAL UNIT - Clear tempered flat glass lens permanently sealed to weather-tight aluminum optic frame creates an IP65 rated optical unit (includes pressure-stabilizing breather).

MOUNTING - Tapered rear design allows fixtures to be mounted in 90° and 120° configurations without the need for extension arms. Use with 3" reduced drilling pattern. A round pole plate is required for mounting to round poles. Wall mount available by ordering wall mounting bracket (BKS-XBO-WM-*-CLR). Proprietary pole quick mount accessories available with horizontal mounting or fixed 15° angled mounting (PQMH-KIT-CLR and PQM15-KIT-CLR) for mounting to square poles. See Accessory Ordering Information chart for all brackets.

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277 VAC (50/60Hz input), and 347-480 VAC. Optional button-type photocells (PCI) are available in 120, 208, 240, 277 or 347 volt (supply voltage must be specified).

DRIVER - Available in SS (Super Saver) and HO (High Output) drive currents. Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Available in black, bronze and white. Other standard LSI finishes available. Consult factory.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - One fixture: 17.5 lbs. (7.9 kg). Packed two per carton: 30 lbs. (13.6 kg).

LISTING - UL listed to U.S. and international safety standards. Suitable for wet locations. For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

ARRA Funding Compliant · DLC · cULus LISTED wet location · RoHS COMPLIANT · CE · FC · ida · IP65

Fixtures comply with ANSI C136.31-2010 American National Standard for Roadway Lighting Equipment - Luminaire Vibration 1.5G requirements.

Project Name _____ Fixture Type _____

Catalog # _____

11/13/15

CITY OF TONTITOWN PLANNING OFFICE

201 E. Henri de Tonti Blvd.
479-361-2700
planning@tontitownar.gov

Meeting: **October 23, 2018**
Project: **Chapter 90**
Planner: Courtney McNair

AGENDA ITEM

G

UPDATES TO CODE OF ORDINANCES

Chapter 90

SUMMARY: Ordinance Updates to Chapter 90-Streets and Sidewalks

The purpose of these changes is to reflect the Street and Sidewalk sections as proposed in the Master Street Plan and Active Transportation Plan, and to correctly reflect the Arkansas Department of Transportation name change (from AHDT to ARDOT).

Please review Pages G-11 and G-25 for the majority of the changes.

CHAPTER 90: STREETS AND SIDEWALKS

Section

Article 90.100 General Provisions

Article 90.200 General Requirements

Article 90.300 Design Data and Plan Submission

Article 90.400 Street Design Principles

Article 90.500 Pavement Design

Article 90.600 Utilities and Utility Crossings

Article 90.700 Erosion Control

Article 90.800 Inspections and Testing

Article 90.900 Sidewalks

Article 90.1000 Excavations and Alterations

Editor's note:

Ordinance 2010-05-355, passed 5-4-2010, adopted a revised Master Street Plan Map.

ARTICLE 90.100 GENERAL PROVISIONS

§ 90.100.1 PURPOSE.

These regulations are set forth to govern the design, construction, and maintenance of streets, alleys, and sidewalks which lie within the jurisdiction of the city. The specifications presented within are the minimum requirements and it is understood that more stringent requirements may be mandated by the Planning Commission, City Engineer, and/or the project design engineer with regard to a specific project.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.100.2 JURISDICTION.

These regulations shall be applicable to all lands within the city and its planning area and, also, to lands either contiguous to or served by the city water and/or sanitary sewer. The planning area includes those areas depicted on the Planning Area Map, copies of which are on file with the City Clerk and the Washington County Recorder.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.100.3 APPLICABILITY.

(A) All construction and development within the jurisdiction of the city is subject to these regulations.

(B) Nothing in these standards shall be construed to prevent the city from constructing incremental improvements to any existing city street, or any street shown on the master street plan.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10; Am. Ord. 2010-12-367, passed 12-7-10)

§ 90.100.4 APPROVAL REQUIRED.

All street designs are subject to the review and approval by the City Engineer and/or City Transportation Engineer or their respective designee(s). Street improvements associated with private development must receive Planning Commission approval prior to commencing construction.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.100.5 AMENDMENTS.

Amendments to these regulations must be presented to the City Council for adoption.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.100.6 WAIVERS.

When strict interpretation of these regulations causes undue restrictions, the City Planning Commission may grant a waiver of specific requirements. Waiver requests shall be submitted to the Planning Commission pursuant to the requirements and procedures set forth in Article 90.300 (Administration and Enforcement of the Subdivision Code).
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.100.7 CONFLICTING REGULATIONS.

All city ordinances or parts of ordinances inconsistent or in conflict with these regulations are hereby repealed and amended to comply herewith by virtue of the ordinance adopting this regulation. In the event design and construction specifications prepared separately by a registered professional engineer for improvements associated with private development conflict with these regulations, the more stringent requirement shall govern.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.200 GENERAL REQUIREMENTS

§ 90.200.1 PERMITS.

All permits required to accomplish the work shall be the responsibility of the Developer/Owner or the Engineer of Record. Such permits may include but are not limited to permits for work within Arkansas Highway and Transportation Department right-of-way, railroad crossing permits, “notice of intent” and “notice of termination” for erosion control (Arkansas Department of Environmental Quality).
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.200.2 PLANS AND SPECIFICATIONS.

(A) Detailed plans and specifications shall be required for all new streets and street extensions and shall be prepared by a professional engineer registered to do business in the state. The Standard Specifications for Highway Construction as promulgated by the Arkansas State Highway and Transportation Department (~~AHTD~~) **ARDOT**, 1996 edition and latest edition, and the standard drawings of the Arkansas State Highway and Transportation Department shall be the basis for the preparation of the detailed plans and specifications and shall apply in all cases except where these standards are in direct conflict with ~~AHTD~~ **ARDOT** standards. ~~AHTD~~ **ARDOT** standard drawings and details may be obtained on their website at www.arkansashighways.com

Address: ~~Arkansas Highway and Transportation Department~~ **Arkansas Department of Transportation**
P.O. Box 2261
Little Rock, AR 72203-2261
Phone Number: 501-569-2000

(B) Approval of the detailed plans and specifications by the city does not constitute warranty of the plans and specifications and does not relieve the engineer of record of his professional responsibility in the design of the facilities or in the preparation of any

engineering reports done in association with the project.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.200.3 RESPONSIBILITY OF DEVELOPER/OWNER.

(A) The developer/owner shall be responsible for installation of streets, including all design and construction, and for all costs associated therewith.

(B) The developer/owner shall provide all engineering services required for planning, design, investigations, inspection, testing, and related activities necessary for street development, and shall be responsible for construction of street improvements in accordance with the design approved by the city as satisfying the requirements of these standards.

(C) The developer shall post a letter which:

(1) Guarantees that the construction will conform to the plans and specifications approved by the city;

(2) Acknowledges the conditions of the approval; and

(3) Agrees to honor those conditions. This letter must be posted prior to the beginning of construction.

(D) The city shall have the right of access to sites during the planning, design, and construction phases of street development. The developer shall schedule all activities to provide the city with adequate notice and review time.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.200.4 ENGINEERING SERVICES.

(A) All engineering services, including but not limited to, planning, design, investigations, inspection, and testing shall be under the supervision of a professional engineer registered in the state (engineer of record). The design data, plans, specification, and related information shall bear the name of the engineer of record. The registration seal of the engineer of record shall be placed on each sheet of the plans along with his or her signature.

(B) Soils investigations, materials testing, and quality control testing shall be performed by a laboratory approved by the City Engineer. All reports submitted shall bear the name of the engineer of record.

(C) Written certification by the engineer of record that materials and construction conform to the approved plans and specifications is required. Inspection and testing requirements are outlined in Article 90.800 of these specifications.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.200.5 PLAN SUBMITTAL.

(A) Plans, specifications, and all data submitted in conjunction with the plans and specifications shall constitute a complete design. Approval by the city will not be issued until all requirements have been fulfilled. Approval of the plans and specifications shall remain in effect for one year from the approval date. After that time a new set of plans and specifications must be submitted and any regulations or rules promulgated between the time of the original submittal and the new submittal date must be followed.

(B) All significant changes in the design or construction of a project or development,

including all significant changes in the plans and/or specifications, shall be submitted to the city for approval. The city shall be notified immediately of all significant field changes in order that a timely approval may be issued.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.200.6 OBSERVATION OF CONSTRUCTION BY THE CITY.

The observation of street construction by the city will be limited to general observations of the project at various stages as outlined in Article 90.800 of these specifications. The city reserves the right to observe the construction at all times.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.200.7 ACCEPTANCE BY THE CITY.

(A) After the final inspection and acceptable completion of the street construction, the developer/owner shall provide a maintenance warranty to the city which guarantees the maintenance, repair, and/or reconstruction of the project as provided for in § 152.031 Maintenance Guarantee of this code.

(B) Formal acceptance of the project by the city will be made in writing after the posting of the maintenance warranty. The date of the formal acceptance shall be the same date as given in the maintenance warranty.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10; Am. Ord. 2017-02-617, passed 2-7-17)

§ 90.200.8 NEED FOR TRAFFIC STUDY.

A formal traffic study (firm to be approved by the city developer responsible for the cost) may be required in connection with a development if, in the opinion of the City Engineer and/or Community Development Director, it is required to properly determine future street loading. A traffic study may also be required as a condition of development by the Planning Commission.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.200.9 DEFINITIONS.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

AASHTO. American Association of State Highway and Transportation Officials.

ACCEPTABLE COMPLETION. This term shall mean substantial completion of the street construction as agreed upon by the city and the engineer of record.

ADEQ. Arkansas Department of Environmental Quality.

~~***AHTD.*** Arkansas State Highway and Transportation Department.~~

ARDOT. Arkansas Department of Transportation.

ASTM. American Society for Testing and Materials.

CBR. California Bearing Ratio.

CITY. The City of Tontitown, Arkansas, and its employees expressly authorized by the Mayor to accomplish the specified task.

CONTRACTOR. The licensed contracting company hired by the developer/owner to

construct the street improvements.

DEVELOPER/OWNER. The person, firm, partnership, corporation or other entity planning, constructing, altering or reconstructing a public street.

ENGINEER OF RECORD. The Arkansas Registered Professional Engineer responsible for the design of the improvements, usually engaged by the developer/owner.

ESAL. Equivalent Single Axle Load.

FINAL INSPECTION. The final inspection shall be the formal inspection of the street construction by the city, the engineer of record, and the contractor, which results in a declaration of acceptable completion.

FORMAL ACCEPTANCE. Acceptance of the street construction in writing after a Maintenance Warranty has been submitted to and approved by the city.

MAINTENANCE WARRANTY. The security instrument which binds the owner/developer to a one year responsibility for street construction repairs and/or reconstruction in the event of street construction failure.

STREET CONSTRUCTION. Where this or similar terms are used, it shall mean construction of the street, curb and gutter, drainage (whether on the street or not), and all other appurtenances normally associated with street construction and approved as part of the street plans, whether on-site or off-site.

SUBSTANTIAL COMPLETION. The construction stage at which point all improvements and associated appurtenances have been fully constructed and are functional.

USGS. United States Geological Survey.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.300 DESIGN DATA AND PLAN SUBMISSION

§ 90.300.1 GENERAL.

The submittal shall be complete with all necessary information included for review of the project. The material required shall include, but shall not be limited to the plans, the specifications, and the drainage report. Review based on a partial submittal will be at the discretion of the City Engineer. The final review will be concurrent with the review of all public improvements, including water, sewer and drainage.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.300.2 DESIGN REPORT.

The design report shall contain all information not normally shown on the plans or given in the specifications, including design calculations, results of soil borings, soil test results, and any other design data used in the development of the plans and specifications, and shall be made available for review upon request by the city.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.300.3 HORIZONTAL AND VERTICAL DATUM.

(A) All street and road construction in the city shall be tied to the city Survey Monumentation System based upon the State Plane Coordinate System, Arkansas North Zone using the North American Datum of 1983 (NAD 83). All information for newly constructed streets and roads at the time of approval shall be delivered to the city Engineering Department, georeferenced, in an AutoCad compatible digital format for review and acceptance.

(B) All street and road construction shall use the above mentioned coordinate system and shall identify which monuments that were used for horizontal and vertical control. Elevation of controlling points shall be based on USGS NAVD 88 datum.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.300.4 PLANS.

(A) The plans shall be submitted on 24 inches by 36 inches sheets. No other size will be allowed unless specifically approved by the city.

(B) Plans shall be submitted at the scale necessary to make the plans easily read and interpreted. Plans shall be on a scale of not less than one inch equals 50 feet. The layout shall include, but shall not be limited to the following information:

(1) Street right-of-way, proposed and existing.
(2) Existing and proposed utility and drainage easements.
(3) Horizontal curve data.
(4) Centerline stationing.
(5) Street names.
(6) Location and size of existing and proposed utilities.
(7) Location and size of existing and proposed drainage facilities.
(8) Intersection radii.
(9) Soil boring locations.
(10) California Bearing Ratio (CBR) Test Locations.
(11) Elevations at the beginning, mid-point, and end of the radius returns at all intersections.
(12) A legend showing typical symbols used in the plans.
(13) Existing and proposed property lines.
(14) North arrow and scale.
(15) Street and right-of-way dimensions.
(16) Sidewalks and trails with dimensions.
(17) Handicap access ramp locations.

(C) Street profiles shall be shown on a horizontal scale to match the layout with a vertical scale of not less than one inch equals five feet. Information to be shown with the profiles shall include, but shall not be limited to:

(1) Existing ground elevations.
(2) Vertical curve data.
(3) Proposed and existing drainage and utility line crossings (size and location).
(4) Proposed finished grades at street centerline.
(5) Cross sections at a maximum spacing of 50 feet. Additional cross sections shall be where needed for clarification purposes.

(D) A typical street section for all classes of streets designed shall be included in the plans and shall show the following with associated dimensions:

(1) Pavement type, width and thickness including subgrade and base layers.
(2) Dimensions from back of curb to back of curb.
(3) Cross slope and crown.
(4) Location of profile grade.
(5) Curb and gutter.
(6) Existing and proposed grades.

(7) Right of way width.
(8) Sidewalks or trails, if required. Include dimensions for locating behind back of curb.
(9) Landscaping, if required.

(D) Revisions to drawings shall be indicated above the title block and shall show the nature of revisions and preparation date. Cloud revision(s) in plan and/or profile view(s).
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.300.5 SPECIFICATIONS.

Technical specifications shall include material requirements and methods of construction, quality control requirements, sampling, and testing procedures and frequency as delineated in other sections of these standards.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.300.6 AS-BUILT PLANS.

(A) "As-built" plans shall depict an accurate account of the construction. Construction plans which are "rubber stamped" and submitted for the purposes of "as-built" plans are not acceptable.

(B) Three sets of "as-built" plans shall be required along with the final costs associated with the street construction, and shall be due prior to the filing of the final plat. Engineer of record shall certify in writing that all improvements meet the requirements of the approved construction drawings and city minimum standard specifications for streets along with the "as-built" plans.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.400 STREET DESIGN PRINCIPLES

§ 90.400.1 GENERAL.

(A) The principles governing the design of streets shall conform to the requirements of these standards, to the standards that may be referenced herein, and to appropriate city ordinances.

(B) General criteria with regard to street classification and other characteristics shall be as stated in other sections of these standards.

(C) All pavement markings placed shall be thermoplastic unless otherwise approved by the city. Acceptable materials may be found on the current ~~AHTD~~ **ARDOT** "qualified products list".

(D) Parking, parking lots, driveways, stormwater drainage, and erosion control requirements are specified in separate ordinances and are not included in these standards.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.400.2 ALIGNMENT.

(A) Horizontal curves shall be circular curves with a minimum centerline radius of not less than 150 feet for local streets, and 200 feet for collector streets. Curves on streets with higher classifications shall be designed on an individual basis. A tangent of at least 100 feet shall separate reverse curves.

(B) All vertical curves shall be parabolic type curves. Minimum vertical curve lengths (L) shall depend on the design speed and shall be equal to K times A where K equals the coefficient as shown in the table below, and A equals the algebraic difference in grades when the grades are expressed as a percentage. (Lmin=KxA)

Vertical Curve Coefficient (K) Speed	K Values	
(mph)	Crest	Sag
25	20	30
30	30	40
35	40-50	50

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.400.3 INTERSECTIONS.

(A) Intersections shall be planned and designed to provide a safe system for present and prospective traffic. Intersections shall be graded to provide positive drainage and shall conform to the alignment and grading requirements of these standards.

(B) The following standards shall apply to intersection design:

DESIGN CONSIDERATION

Approach speed	25 mph	20 mph
Sight distance (Min.)	250 feet	200 feet

Grade within 100 feet	0.5% to 2%	4% (max.)
Minimum Angle	75 degrees	75 degrees
Minimum Curb Radius		
ocal Streets	25 feet*	30 feet
ollector Streets	50 feet	50 feet
rterial Streets	60 feet	60 feet
Minimum Jogs		
ocal Streets	150 feet	150 feet
ollector Streets	200 feet	200 feet
rterial Streets	200 feet	300 feet
* 30 feet where occasional truck traffic expected		

(C) Invert of intersecting streets shall align with the tangent line of the gutter through the intersection with the direction of flow. Note that variable intersection grades require radius grade change point to begin where the tangent of the back of curb intersects the gutter flow line.

(D) It is understood that the sight distances listed above are a minimum and that longer sight distances may be required where topography will allow and/or higher speeds are present and/or when streets with a classification of collector or higher are involved.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.400.4 CROSS-SECTIONS AND RIGHT-OF-WAY WIDTHS.

(A) Skewed street sections will not be allowed without specific approval of the City Engineer.

(B) The minimum right-of-way shall be as follows:

~~(1)~~ Principal Arterial - ~~84 feet;~~ **90 feet unless listed below:**

- **a. Highway 412 Arterial/Boulevard Section- 100 feet**
- **b. Highway 112 Arterial- 90 feet**

~~(2)~~ Minor Arterial - ~~72 feet;~~ **90 feet unless listed below:**

- **a. Boulevard Section- 95 feet**

(3) Collector - ~~60 feet;~~ **70 feet**

(4) Local - 50 feet.

(5) Greater widths may be required if needed to accommodate a particular street design.

(6) Typical street cross sections shall be as follows:

(a) Principal Arterial - ~~60 feet;~~ **59 feet unless listed below:**

- **a. Highway 412 Arterial/Boulevard Section- 66 feet**

(b) Minor Arterial – ~~48 feet;~~ **37 feet unless listed below:**

- **a. Boulevard Section- 44 feet**

(c) Collector - ~~36 feet;~~ **37 feet unless listed below:**

- **a. Boulevard Section- 44 feet**

(d) Local - ~~30 feet.~~ **23 feet unless listed below:**

- **a. With On Street Parking (one side only) - 29 feet**

(C) Pavement cross slopes for local streets shall be 3% and for collector and arterial streets shall be 2%, unless otherwise approved by the city. Gutters shall be sloped to match the street cross slope.

(D) On the elevated side of a uniform cross slope or super-elevated street, the gutter may slope toward the street centerline, provided the gutter cross slope does not exceed the cross slope of the adjacent lane. Transitions from normal crowns to uniform cross slope or super-elevated sections shall provide for minimum longitudinal grades. Super-elevated sections shall conform to the ~~AHTD~~ **ARDOT** standard drawings.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.400.5 RAILROAD CROSSINGS.

Grade crossings at railroads shall provide for the same minimum sight distances as street intersections. The engineer of record shall be responsible for all coordination with the railroad company connected with approval of the crossing and shall work with the city in obtaining a joint use agreement with the railroad.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.400.6 MINIMUM AND MAXIMUM GRADES.

The minimum grades outside of the 100 feet intersection requirement shall be 1.0% for the street unless otherwise approved by the city. The maximum allowable grade for local streets shall be 12%, and for collector and arterial streets the maximum grade shall be 8%. In situations where topography does not allow for compliance with these standards, a waiver may be requested from the planning commission. Where grades are greater than 10% for distances of more than 300 feet, the paving material S shall be concrete.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.400.7 SIGHT DISTANCE AND DESIGN SPEEDS.

Minimum sight distance for local streets shall be 250 feet under ordinary conditions and 200 feet for hilly conditions. Collector streets shall have a minimum sight distance of 250 through 350 feet, depending on the topography. AASHTO "Policy on Geometric Design of Highways and Streets" definition of site distance shall apply. The design speed shall be 20 to 30 mph for local streets and 25 to 35 mph for collector streets.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.400.8 DEAD END STREETS.

The maximum length for dead end streets shall be 660 feet. The minimum radius required for cul-de-sac right-of-way shall be 53 feet with the street radius of 42 feet to back of curb. The Planning Commission may grant a variance to the maximum length for dead end streets where it can be determined that terrain is a deterrent to through street development. The local Fire Code may have more stringent requirements. The most restrictive regulation shall govern cul-de-sac design.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.400.9 DRIVEWAYS.

Driveways shall meet the standards for driveway design as defined in this section. Concrete thickness for drives within city right-of-way shall be a minimum of six inches. Asphalt thickness for residential drives within city right-of-way shall be two inches of asphalt over four inches of compacted Class 7 Aggregate Base Course. Asphalt thickness for commercial drives within city right-of-way shall be three inches of asphalt over six inches of compacted Class 7 Aggregate Base Course. The slope of the driveway shall match the cross slope of the sidewalk which shall have a cross slope of no more than 2%.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.500 PAVEMENT DESIGN

§ 90.500.1 PAVEMENT TYPES.

(A) Street pavement sections shall be either flexible type with an asphalt concrete surface or rigid type consisting of a Portland cement concrete section and surface. Curb and gutter shall be Portland cement concrete.

(B) Flexible pavements may be composed of a crushed stone base course with an asphaltic concrete surface.

(C) Rigid structures shall be full depth Portland cement concrete to the designed thickness with a crushed stone drainage/leveling course of no less than three inches.

(D) Pavement sections shall be designed in accordance with the procedures and criteria of the AASHTO Guide for Design of Pavement Structures, latest edition, and the criteria contained herein. Any conflicts shall be resolved in favor of the more stringent criteria resulting in a stronger and deeper pavement section.

(E) References to various materials, testing and construction shall refer to the latest editions of AASHTO, ASTM, and the Standard Specifications of the Arkansas State Highway and Transportation Department.

(F) Typical design requirements are summarized in §§ 90.500.9 and 90.500.10.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.2 PAVEMENT MATERIALS AND CONSTRUCTION.

All pavement materials, construction methods, standards, time and temperature constraints, seasonal constraints, and performance requirements shall be in accordance with the 2003 edition of the ~~AHTD~~ **ARDOT** Standard Specifications for Highway Construction, and this set of requirements (Article 90.500, Pavement Design, and Article 90.600, Utilities and Utility Crossings) unless specifically approved otherwise in writing by the city for a specific and individual exception. All testing shall be in accordance with Article 90.800, Inspections and Testing.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.3 SUBGRADE MATERIAL.

(A) Subgrade soils shall be all materials used for subgrade including in-situ materials and fill materials. Subgrades for pavement shall be stabilized by mechanical compaction or by other methods approved in writing by the City Engineer. Stabilization methods such as fabrics and chemical stabilization may be submitted for approval when supported by engineering data and calculations to substantiate the adequacy of the stabilization procedure.

(B) The top 24 inches of the subgrade shall be a material not susceptible to frost action unless modified with cement, lime or another method approved specifically by the City Engineer to resist frost action (Soils classified as A-4 and A-5, including sandy silts, fine silty sand or lean clays are highly susceptible to frost action).

(C) In-situ soils meeting the requirements outlined in these specifications may be utilized as subgrade material. In-situ soils used as subgrade shall be scarified to a minimum depth of eight inches below finish subgrade, recompacted, and tested as described in § 90.800.5 of these specifications. Fill material for subgrade shall be placed in lifts not to exceed eight inches compacted depth.

(D) Methods and procedures for establishing the total depth of soil replacement and/or modification shall be specified by the design engineer and included in the project plans and specifications. The minimum depth of replacement shall be 24 inches in the absence of engineering data showing otherwise.

(E) A “bridge lift” is defined as material that meets the requirements of these standards and is utilized to span areas of unsuitable material that lie below the 24 inch subgrade requirement. Bridge lift depth shall be determined by a geotechnical firm but in no case

shall the lift be less than 24 inches in depth. A bridge lift will be placed in one lift in its entirety or as otherwise directed by the geotechnical firm and approved by the City and will require a "wheel roll" test prior to construction of the final 24 inch subgrade. Additional bridge lift depth may be required by the city dependent on field conditions.

(F) The adequacy of in-situ soils and fill materials as pavement subgrade shall be evaluated based upon the soils classifications, liquid limit, plasticity index and California Bearing Ratio (CBR) values.

(G) All soils with a liquid limit greater than 40, or a plasticity index greater than 15, or a CBR value of less than eight shall be undercut and removed from the street section or improved by a designed method of stabilization accepted by the City Engineer.

(H) Soils with a CBR of eight or greater, and classified as GM or GC soil, shall be accepted as "Hillside" material and no further treatment or upgrade will be required.

(I) Subgrade compaction requirements including the moisture density requirements shall be shown both on the plans and in the specifications. (Compaction shall be a minimum of 95% standard proctor. Moisture content shall be ± 3% optimum moisture unless otherwise supported by site specific geotechnical data and approved in writing by City Engineer).

(J) Sampling and testing of subgrade materials shall be as set forth in § 90.500.8 of these standards.

(K) Pavement designs that utilize a subbase course shall include test data and specifications for the subbase material in the calculations submitted to the City Engineer for review and approval.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.4 BASE COURSE.

(A) Base course material shall be crushed stone meeting the requirements of ~~AHTD~~ **ARDOT** Class 7 aggregate base course as specified in the ~~AHTD~~ **ARDOT** specifications (Division 300, Bases and Granular surfaces, ~~AHTD~~ **ARDOT** Standard Specifications latest edition). Base course materials shall be certified by the supplier to meet the ~~AHTD~~ **ARDOT** Class 7 requirements and identified as to the type of material, properties (including gradation, density and proctor), and source.

(B) The base course for full depth asphalt pavement designs shall utilize plant mix bituminous base and binder courses conforming to ~~AHTD~~ **ARDOT** Specifications (Division 400, Asphalt Pavements, ~~AHTD~~ **ARDOT** Standard Specifications 2003 edition).

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.5 SURFACE COURSE.

(A) The surface course for flexible pavement designs shall utilize plant mix bituminous base and binder courses conforming to ~~AHTD~~ **ARDOT** Specifications (Division 400, Asphalt Pavements, ~~AHTD~~ **ARDOT** Standard Specifications 2003 edition). The city will consider other design mixes, including "superpave" mixes on an individual basis.

(B) The surface course for rigid pavement shall be reinforced or non-reinforced (as determined by design calculations) Portland cement concrete as specified in the ~~AHTD~~ **ARDOT** specifications (Division 500, rigid pavement, ~~AHTD~~ **ARDOT** Standard Specifications 2003 or latest edition). Joint spacing details and specifications shall be submitted for all rigid pavement designs.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.6 CURB AND GUTTER.

All curb and gutter shall be Portland cement concrete conforming to ~~AHTD~~ **ARDOT** Standard Drawing CG-1 Type A (Curbing Details) with a minimum width of 24 inches with radius being a minimum of two inches. ~~Mountable curbs will not be allowed in the City of Tontitown without written authorization of the City Engineer.~~ Construction of all concrete curb and gutter shall utilize the following specifications:

(A) *Materials.*

(1) Concrete shall be Class "S" Portland Cement Concrete in accordance with Section 802 or 501, ~~AHTD~~ **ARDOT** Standard Specifications with a 28-day compressive strength of 3,500 psi. Admixtures shall not be used unless specifically approved by the City Engineer. Maximum slump shall not exceed four inches.

(2) Expansion joints shall be made with preformed expansion joint filler of a nonextruding type conforming to ASTM Designation D1751 or AASHTO M153. Acceptable materials may be found on the current ~~AHTD~~ **ARDOT** Qualified Products List.

(3) Joint sealing compound for contraction joints shall be CRS-2 Asphalt Emulsion meeting the requirements of ASTM Designation D3405 or current products listed on the ~~AHTD~~ **ARDOT** qualified products list.

(4) Curing compound shall be a white pigmented membrane-forming liquid conforming to the requirements of ASTM Designation C309, Type 2.

(B) *Forms.*

(1) Forms shall be made of metal or wood and shall have a depth equal to or greater than the thickness of the pavement slab. The minimum length of each section of form used shall be ten feet. Each section or form shall be uniform and free from undesirable bends or warps.

(2) The maximum deviation of the top surface of any section shall not exceed 1/8 inch, or the inside face not more than 1/4 inch from planned alignment. The method of connection between sections shall be such that the joint thus formed shall be free from movement in any direction. Forms shall be of such cross-section and strength and so secured as to resist the pressure of the impact and vibration of any equipment which they support, without springing or settlement.

(3) Every ten foot length of form shall have at least three form braces and pin sockets which shall be spaced at intervals of not more than five feet, having the end brace and socket not more than six inches from the end of the form. Approved flexible forms shall be used for construction where the radius is 150 feet or less.

(4) The subgrade under the forms shall be cut and compacted to a width not less than one foot behind the back of curb and gutter, removing all soft and yielding areas and replacing with suitable material compacted. Forms shall be joined neatly and in such a manner that the joints are free from play or movement in any direction. The supply of forms shall be sufficient to permit their remaining in place for at least 12 hours after the concrete has been placed. All forms shall be cleaned and oiled prior to use.

(5) The alignment and grade elevations of the forms shall be checked by the contractor and the necessary corrections made immediately before placing the concrete. When any form has been disturbed or any subgrade there under has become unstable, the forms shall

be reset and rechecked.

(C) *Placing concrete.*

(1) The subgrade shall be moist, but not muddy, at the time of placing of the concrete. If required by the city, the prepared subgrade shall be saturated with water the previous night, or not less than six or more than 20 hours prior to placing the concrete. If the subgrade subsequently becomes too dry, it shall be sprinkled again ahead of placing the concrete, in such a manner as not to form mud or puddles of water.

(2) Contractor shall give the City Engineer at least 24 hours advance notice before placing concrete, and the subgrade shall be checked and approved by the City Engineer or his/her designated representative before any concrete is placed.

(3) The concrete shall be mixed in quantities required for immediate use and shall be deposited on the subgrade to the required depth and width of the curb and gutter in successive batches and in a continuous operation without the use of intermediate forms or bulkheads. The concrete shall be placed as uniformly as possible in order to minimize the amount of additional spreading necessary. While being placed, the concrete shall be vibrated with suitable tools so that the formation of voids or honeycomb pockets is prevented.

(4) The concrete shall be especially well vibrated and tamped against the forms along all joints. Care shall be taken in the distribution of the concrete to deposit a sufficient volume along the outside form lines so that the curb section can be consolidated and finished simultaneously with the slab.

(5) No concrete shall be placed around manholes or other structures until they have been adjusted to the required grade and alignment.

(D) *Mechanical placement.* Curb and gutter placed by slip-form or extruding equipment will be accepted providing it complies with all of the above requirements other than forms.

(E) *Finishing.* The curb shall be tooled to the required radii as soon as possible after the concrete takes its initial set. The gutter shall be shaped with a wood float at least four feet long. After the face forms and templates are removed, the joints shall be tooled and the surface shall be finally finished with a hard bristle broom to remove all imperfections without additional mortar or dryer. In all cases, the resulting surface shall be smooth and of uniform color, free from sags, twists or warps and true to the specified lines and grades shown on the plans.

(F) *Expansion joints.* Formed with bituminous preformed expansion joints one-half inch thick or as specified on the plans and precut to exact cross section of curb, shall be placed at all driveway radii, intersection radii, stationary structures and at intervals of not more than 195 feet, and at the location shown on the plans or standard drawings, so that they are not moved by depositing and compacting the concrete at these joints. Preformed expansion joint filler shall be of nonextruding type and shall conform to ASTM Designation D1751 or AASHTO M153. Acceptable materials may be found on the current ~~AHTD~~ **ARDOT** "Qualified Products List". Material shall completely separate concrete the full width and depth of the curb and gutter cross-section.

(G) *Contraction joints.*

(1) Contraction joins shall be sawed or formed with templates at intervals not greater than 15 feet and at the location shown on the plans or standard drawings and shall be sawed to a depth of 1-1/2 inch and a width of 1/4 inch. Asphaltic material used in filling

these joints shall be as specified in Section 501 ~~AHTD~~ **ARDOT** Standard Specifications or as approved by the City Engineer. Contraction joints in proposed medians shall match the location of joints in pavement.

(2) Templates shall be 1/4 inch thick, cut to the configuration of the curb section shown on the plans. Templates shall be secured so that depositing and compacting the concrete does not move them. Unless otherwise shown on the plans, and as soon as the concrete has hardened sufficiently, the templates shall be rounded with an edging tool of 1/8 inch radius.

(H) *Curing.* Immediately after the finishing operation has been completed and as soon as marring of the concrete will not occur, the entire surface of the newly placed concrete shall be cured according to Section 501 of ~~AHTD~~ **ARDOT** Standard Specifications.

(I) *Cold weather protection.* Cold weather protection shall be as specified in Section 501 ~~AHTD~~ **ARDOT** Standard Specifications.

(J) *Backfilling.* After curing, the curb shall be immediately backfilled to within four inch of the top curb to eliminate any possibility of washing beneath the curb. The remaining four inch shall be topsoil.

(K) *Driveway entrance.* At all entrances to residences or commercial buildings the concrete curb shall be removed by saw cutting of either side of the entrance. All driveway entrances shall require a minimum of two foot formed and poured transition that will tie to the saw cut curb. Removal of curb by sledgehammer without first saw cutting shall not be allowed. The practice of excavating behind the curb and gutter and then backfilling with the broken curb section concrete is not acceptable. Any backfill shall be Class 7 crushed limestone.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.7 SUBSURFACE DRAINAGE.

(A) The requirement for drainage layers, subsurface drainage, and underdrains shall be evaluated by the design engineer on an individual project basis. Pipe underdrains shall be installed at all locations where subsurface moisture will affect the stability of the subgrade or result in unsatisfactory pavement performance.

(B) Special attention is called to the typical need for all streets in cut sections and on hillsides to include subsurface drainage systems. The design engineer shall be required to perform, or acquire, geotechnical and subsurface investigation to determine the need of subsurface drainage for each street and segment thereof to be designed and constructed.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.8 PAVEMENT SECTION DESIGN REQUIREMENTS.

(A) Unless specifically authorized in writing by the City Engineer as an exception for a specific project, all pavement sections shall be designed in accordance with the AASHTO Guide for Design of Pavement Structures, latest edition.

(B) In lieu of formal design for local streets the designer may use the minimum criteria as provided in §§ 90.500.9 and 90.500.10.

(C) A minimum design period (traffic analysis/forecast) of 20 years shall be used for pavement section design. A formal traffic study with projections and supporting data shall be submitted for all street classifications to provide minimum ESAL criteria.

(D) All street designs shall use a factor of four and one half for the Initial (present)

serviceability index. All street designs shall use a factor of two and one half for the terminal serviceability index.

(E) Subgrade soils shall be all materials used for subgrade including in-situ materials and fill materials. The investigation and evaluation of subgrade soils shall be an integral component of all pavement designs and shall include the following minimum requirements:

(1) *Geotechnical.* All testing and geotechnical work shall be provided by a firm approved by the City Engineer and provided at the expense of the developer or the design engineer. The geotechnical firm shall provide copies of all test results, reports, soils classifications and subsurface drainage requirements directly to the City Engineer.

(2) *Sampling and testing.*

(a) The investigation and sampling of soils shall conform to AASHTO T 86 (ASTM D420) or latest revision and test procedures referenced therein. The sampling of in-situ subgrade soils may be accomplished by boring or excavation of test pits. The minimum sampling and testing frequency shall be one density test, one liquid limit, one plasticity index, one gradation and soils classification and one CBR for each 500 feet of street or section thereof, or change in subgrade material, with a minimum of three sets of tests per project. The minimum depth of boring or excavation for in-situ materials shall be four feet below the top of the elevation of the final compacted subgrade. Additional depth shall be required when deemed necessary by the design engineer or the City Engineer.

(b) For import material, the minimum sampling and testing frequency shall be one density test, one liquid limit, one plasticity index, one gradation and soils classification and one CBR per supplier. Said test results shall be within 90 days of import placement and initial testing. If date of information provided is more than 90 days prior to import placement, new samples and testing will be required and results from field density tests will not be accepted until updated information provided.

(c) Additional sampling and tests will be requested when deemed necessary by the City Engineer. The specific locations for all additional samples shall be determined by the City Engineer's representative.

(3) *Soil classification.* Subgrade soils shall be classified in accordance with AASHTO system and the Unified Soil Classification system. All tests required for the classification of the soils shall be performed and reported unless specifically waived by the City Engineer.

(4) *Load bearing strength.* Load bearing strength of soils shall be determined by the California Bearing Ratio (CBR) test in accordance with AASHTO T 193 or ASTM D 1883. The frequency and location for samples for CBR tests shall be as noted in § 90.500.8(B) above with the specific sample for the CBR test taken at the proposed finished subgrade elevation.

(F) Subgrade support capacity for all pavements (resilient modulus for flexible pavements and modulus of subgrade reaction for rigid pavements) shall be determined from the load bearing strength (CBR) of the soils based upon the correlation contained in the AASHTO guide for the design of Pavement Structures except where other correlation data are approved in writing by the City Engineer.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.9 PAVEMENT DESIGN CRITERIA SUMMARY.

General design requirements:

(A) Design period shall be 20 year minimum.

(B) Formal traffic study with projections and supporting data shall be submitted for design of all street classifications to provide minimum ESAL criteria.

(C) Initial (present) serviceability index factor shall be four and one half.

(D) Terminal serviceability index factor shall be two and one half minimum.

(E) All designs shall be in accordance with the AASHTO Guide for Design of Pavement Structures, latest edition.

STRUCTURAL NUMBER LAYER COEFFICIENTS

Pavement Materials	***Min. Thickness of course (inches)***	***Structural Coefficient per inch thickness***
Asphaltic Concrete Surface	3	.44
Asphalt Concrete Binder	2	.44
Asphalt Stabilized Base	4	.34
Crushed Stone Base (Flexible)	6	.14
Crushed Stone Base (Rigid)	3	.14
Portland Cement Concrete	6	*

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.500.10 TYPICAL PAVEMENT DESIGNS.

(A) In lieu of formal designs, the following minimum street pavement sections may be used; however, the city reserves the right to require a formal design for any street section.

	Flexible Composite	***Rigid****
Local Streets (ADT to 4000 and ESAL of 40)	3 inch surface	6 inch PC
	8 inch base	3 inch base
	(Minimum SN = 3.0)	
*All rigid pavement designs require a joint layout plan and associated details.		

(B) All other street classifications shall require formal design.

(1) Formal designs may be performed (are encouraged) by the design engineer to determine specific pavement sections required for specific subgrade and specific project requirements and these designs submitted to the City Engineer for review. Soils testing is required in compliance with the pavement design standards and a minimum acceptable subgrade CBR value of eight shall be required to utilize the minimum sections shown above.

(2) Joint spacing and joint design shall be in accordance with the AASHTO Guide for

Design of Pavement Structures.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.600 UTILITIES AND UTILITY CROSSINGS

§ 90.600.1 UTILITIES AND UTILITY CROSSINGS.

(A) All utilities to be located within the street right of way shall be installed in accordance with the specifications of the utility company involved and shall be subject to city ordinances governing utilities in street rights-of-way. The placement of utilities in the right-of-way outside of the pavement surface in the green area between the back of curb and sidewalk is encouraged.

(B) Utilities or encasements for utilities either under the street or located within three feet of the back of the curb shall be installed prior to the subgrade being completed.

(C) Minimum depth of water and sewer lines and testing requirements for backfill shall be as specified elsewhere in these standards and in the standard specifications for water line construction or standard specifications for sewer line construction.

(D) Flowable fill may be utilized as backfill for utility crossings if authorized specifically in writing by the city. A formal written request including product specifications shall be submitted to the city for review.

(E) Where encasement pipe is installed for future utility installation the encasement shall extend, as a minimum, from three feet from the back of the curb on one side of the street to three feet back of the curb on the other side of the street. Where a storm drainpipe or French drain is located parallel to the street, the encasement pipe shall extend a minimum of three feet beyond the outside edge of the drainage pipe.

(F) Encasements shall extend from right-of-way to right-of-way when required by the individual utility companies to avoid conflict with sidewalks, and the like.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.700 EROSION CONTROL

§ 90.700.1 GENERAL.

Erosion control measures shall be taken during construction to minimize the amount of silt and soil from entering adjacent streams and storm drainage facilities and to protect slopes and fill areas.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.700.2 PERMITS REQUIRED.

If the site to be disturbed is greater than or equal to five acres, then a notice of intent shall be filed with the Arkansas Department of Environmental Quality in accordance with state law and the requirements of current city ordinances with regard to storm water discharge and erosion control. All requirements shall be met and necessary permits submitted to the City Engineer for review prior to scheduling a preconstruction conference.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.700.3 PERMANENT EROSION CONTROL MEASURES.

Permanent erosion control measures shall include seeding and mulching, sodding, and the like, and shall be used in all areas within the right of way and temporary construction easements in accordance with the provisions of the city's ordinance on the physical alteration of land and the approved erosion control plan approved in conjunction with the street improvements. Additional erosion control measures may be required at the time of

final inspection.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.800 INSPECTIONS AND TESTING

§ 90.800.1 GENERAL.

Materials and construction employed in street improvements will be subject to inspection and quality control testing. All testing shall be provided by the developer.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.800.2 INSPECTIONS.

(A) The developer shall provide for inspections of street improvements during construction. The inspections shall be accomplished under the supervision of the engineer of record. The engineer of record shall provide certification that all materials and construction conform to the approved plans and specifications and with these minimum street standards.

(B) The engineer of record shall furnish full-time inspection on the job as required by state law. This law is interpreted by the city to mean that a representative of the engineer of record must be on the job whenever a critical construction activity is taking place.

(C) All field tests required for a project shall be witnessed by the city, the engineer of record, and the contractor, or their authorized representatives.

(D) A 24-hour notice is required on all tests. Calls to the city for the purpose of setting test times shall be made to the City Engineer's office by 10:00 a.m. for test on the following day. Tests delayed by weather or other factors will be rescheduled on the same basis. If a representative of the city cannot be present, the City Engineer may authorize the engineer of record to witness the test and certify to the city the results.

(E) It is the responsibility of the engineer of record and the contractor to coordinate the scheduling of such tests with the city.

(F) Prior to final acceptance by the city, the project shall be subject to a joint final inspection by the city, the engineer of record, and the contractor. The City Engineer and the Water and Sewer Manager may also be a part of the final inspection.
(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.800.3 QUALITY CONTROL TESTING.

(A) The developer/owner shall provide quality control testing for all materials and construction involved in the street improvements. All testing shall be accomplished by a testing firm approved by the City Engineer and shall be performed under the supervision of a Professional Engineer.

(B) Minimum test requirements and minimum frequency of sampling and testing shall be given in §§ 90.800.4 and 90.800.5. Projects will be evaluated individually and additional testing may be required. The inclusion of tolerances in project specifications will be subject to approval by the City Engineer. Deficiencies in quality of materials and/or construction exceeding the tolerance limits will not be approved.

(C) Submission of test results shall be coordinated with the various stages of construction. Sampling and testing locations will be subject to approval of the city.

(D) Exceptions to the number of required tests for materials may be granted at the sole discretion of the City Engineer when current test data are available.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.800.4 CONSTRUCTION INSPECTION CHECKLIST.

Construction Stage	*Inspection Items*
Subgrade	Street subgrade constructed to accurate grade and within specified tolerances.
	Moisture condition of subgrade (± 3% of optimum unless otherwise approved in writing).
	Subgrade stability (Proof rolling required in addition to density tests. Proof- roll to be performed with rubber-tired construction vehicle weighing a minimum of 25 tons such as a fully loaded, tandem-axle dump truck unless otherwise approved in writing by City Engineer.).
Base Course	Base course constructed to accurate grade and within specified tolerance.
	Surface texture uniform (no evidence of segregation).
	Moisture condition of base course.
	Base course stability (Proof rolling required in addition to density tests. Proof-roll to be performed with rubber-tired construction vehicle weighing a minimum of 25 tons such as a fully loaded, tandem-axle dump truck unless otherwise approved in writing by City Engineer.)
Curb and gutter	Curb and gutter alignment and grade accuracy.
	Cross section in conformance with typical detail.
	Concrete finish as specified. No toppings or thin patches permitted. No cracks or other defects.
	Joint spacing accurate. Joint filler and sealer complete.
	Where removal and replacement of curb and gutter is required, the replacement section shall extend from joint to joint or as directed by the City Engineer.
Surfacing	Grade and cross section accurate. Surfaces within prescribed tolerance.
	Texture and finish uniform.
	Joints straight and smooth. Joint filler and sealer completed. No cracks or openings at joints.
	Finish pavement surface shall not be lower than the top of gutter.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.800.5 ADDITIONAL TESTS AND TESTING FREQUENCY.

(A) Density tests on subgrades and base courses shall be taken every 300 feet or portion thereof, except that each cul-de-sac street shall have a minimum of two tests taken regardless of its length. The subgrade shall be compacted to 95% of Standard Proctor (AASHTO T99 Method A or C). The base course shall be compacted to 95% of Modified Proctor (AASHTO T180 Method D) on local streets and higher classified streets. Base course placed under curb and gutter that is four inches or less in thickness will not require density test but will require "proof rolling". Minimum base course thickness for local and higher classified streets is eight inches. For concrete streets the minimum base course required is three inches. Base course shall not be more than 1/4 inch less than specified thickness. Random soundings will be performed to ensure thickness is achieved. Rectification for base course which does not meet tolerance shall be submitted by engineer of record for review and consideration by City Engineer. Remedial work will be at the discretion of the City Engineer.

(B) Asphalt streets shall be cored every 300 feet or portion thereof for the purpose of checking density and thickness, except that each cul-de-sac street shall have a minimum of two cores taken regardless of length, with one being taken within the cul-de-sac. The location of the core shall be chosen by the City Engineer or his or her designated representative so as to accurately represent the quality of the asphalt laid in a particular area. Lanes of streets laid on different days may be required to have additional cores at City Engineer's discretion. Core samples shall be used to indicate asphalt thickness, and in no case shall be more that 1/4 inch less than specified thickness. For cores that indicate thickness 1/4 inch to 1/2 inch less than that specified, isolation cores will be required. To isolate, the contractor, at no expense to the city, shall cut cores ten feet either side of the initial core. If one or both of the cores are in the acceptable tolerance, the section will be accepted. If one or both cores fail, then additional cores will be cut 25 feet away from the initial core in the failing directions. Subsequent cores will be cut at 50 foot intervals in the direction of failure until a core that passes tolerance is obtained. The isolated area will be that which falls within the limits of acceptable thickness. The areas that fall within the 1/4 inch to 1/2 inch less than specified thickness may be removed and replaced or warranted for five years at 150% of construction cost based on the estimate provided by the engineer of record. Areas that are determined to exceed the ½ inch less than specified thickness shall be removed and replaced within the limits of the acceptable thickness determined by the isolation method.

(C) Minimum asphalt density for black base, binder, and surface courses shall be 92.0% of the maximum theoretical density. Maximum asphalt density for black base, binder and surface courses shall be 96% of maximum theoretical density. Asphalt densities that fall between 90% to 92% and 96% to 98% shall be left in place and an extended warranty of five years at 150% of construction cost based on the estimate provided by the engineer of record will be required on the deficient asphalt pavement. Where densities are less than 90% or greater than 98%, the paving shall be removed and replaced. The limits of the deficient asphalt pavement shall be determined by the isolation method by first cutting two

cores within two feet each side of the failing core, then add the results of the density of the original core and the two additional core densities. Divide by three and if the average of the three core densities fall within the acceptable ranges as specified above, then that section will be accepted per the aforementioned requirements. If the average of the original and the two re-cores fall below acceptable range, then additional cores will be cut first going 25 feet longitudinally in each direction from the original core and determining the densities of each. A resulting failing core from that point will require an additional core being cut 50 feet from that previous core and will continue in 50 foot increments until a passing core density is obtained. The failed area will consist of the area falling within the limits of the passing re-cores and will be addressed per the aforementioned requirements.

(D) Minimum thickness of local concrete streets shall be six inches and minimum 28 day compressive strength shall be 3,500 psi. A formal pavement design is required for higher classified streets but in no case shall be less than six inches in depth. A set of cylinders shall be taken for each 100 cubic yards or portion thereof poured. Admixtures for concrete pavement shall be approved by the City Engineer prior to placement.

(E) Concrete for curb and gutters shall be a minimum 28 day compressive strength of 3,500 psi. One set of cylinders shall be taken at beginning of pour then for every 1,000 linear feet of curb and gutter poured, or portion thereof.

(F) Concrete streets shall be cored every 300 feet or portion thereof for the purpose of checking thickness. Thickness shall not be more than 0.50 inches deficient. Areas of more than 0.50 inches deficiency shall be removed and replaced. The city may at its sole discretion choose to leave the deficient concrete slab in place and accept an extended five year warranty for concrete placement at 150% of construction costs based on estimate provided by the engineer of record.

(G) Concrete testing out less than 85% of design strength shall be removed and replaced. For concrete falling between 85% and 100% of design strength, an extended five year warranty for concrete placement shall be provided at 150% of construction costs based on estimate provided by the engineer of record.

(H) All core test holes for concrete and asphalt streets shall be filled with non-shrink grout flush with final surface within 24 hours of test.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.900 SIDEWALKS

§ 90.900.1 GENERAL.

Sidewalks are to provide for safe pedestrian circulation within the city and promote pedestrian transportation. Sidewalks are defined as a pedestrian way constructed along public or private right-of-way to provide pedestrian access removed from traffic lanes.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.900.2 LOCATION AND WIDTH.

(A) Sidewalks and trails will be built to meet all current federal “Americans with Disabilities Act” requirements, with the location from back of curb and width as follows:

Street Type	*Sidewalk Distance from Back of Curb*	*Sidewalk Width of Surface*	*Trail Distance from Back of Curb*	*Trail Width of Surface*
Local **with on street parking on one side**	5 ft	5 ft	-	-
Local	**5 ft**	**5 ft**	-	-
Collector **with trail on one side**	**7 ft**	**6 ft**	**7 ft**	**12 ft**
Collector Boulevard	**6 ft**	**6 ft**	-	-
Minor Arterial **Boulevard with trail on one side**	**16 ft**	**6 ft**	**16 ft**	**12 ft**
Minor Arterial **with trail on one side**	**17 ft**	**6 ft**	**17 ft**	**12 ft**
Principal Arterial **Boulevard with trails on both sides**	-	-	**5 ft**	**12 ft**
Principal Arterial **with trail on one side**	**6 ft**	**6 ft**	**6 ft**	**12 ft**

Note: Street sections that include trails shall meet the "City of Tontitown Master **Transportation Plan** ~~Trail Plan~~" or as directed by the city.

(B) Planning Commission may permit construction of the sidewalk in another position if it can be shown that the topography, existing vegetation, or functional utility of the area creates a need for an alternate location. Upon approval of the Planning Commission, the required footage of sidewalk may be constructed in another location within the immediate neighborhood if the above conditions preclude construction of sidewalks within the development. The boundaries of the immediate neighborhood will be based on the neighborhood boundaries established by the Planning Commission.

(C) Upon approval of the Planning Commission, alternative pedestrian pathways such as walking trails may be constructed in lieu of sidewalks.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.900.3 DESIGN REQUIREMENTS.

(A) All sidewalks and trails shall meet all current Federal Americans with Disabilities Act (ADA) design and construction requirements.

(B) Transverse slopes shall not exceed 2% (0.02 ft/ft).

(C) When adjacent to streets, sidewalks shall be constructed at an elevation 1% above the adjacent curb and shall slope toward the street at a grade not exceeding 2%. There shall be a minimum of one foot between the sidewalk and the beginning of a slope. No walls shall be constructed within two feet of any sidewalk unless otherwise approved in writing by the city.

(D) Sidewalks shall be constructed in a manner that will conform to the existing grade and landscaping. Sidewalks which extend or link existing sidewalks shall adjoin the existing sidewalks to form a continuous, even pathway.

(E) Where sidewalks cross driveways, said driveway shall be designed and graded such that the sidewalk cross-slope and grade continues through the driveway the same width as the adjacent sidewalks. Slope shall not exceed 2% where sidewalk crosses driveway.

(F) Utility poles, utility boxes, mailboxes, and other similar obstructions shall not be located in sidewalk. Sidewalk location behind back of curb may be varied at the discretion of the city to avoid such obstacles.

(G) Sidewalks shall be constructed of Portland cement concrete with a minimum 28-day compressive strength of 3,500 pounds per square inch. Alternative materials must be approved in writing by the City Engineer and/or Planning Commission. Sidewalks shall be a minimum of four inches thick.

(H) Compacted granular base course shall be a minimum of three inches thick.

(I) Transverse tooled joints shall be provided perpendicular to the sidewalk at intervals equal to the sidewalk width.

(J) Expansion joints shall be installed perpendicular to the sidewalk at intervals equal to five times the sidewalk width. Joint material shall be the same as approved for ~~AHTD~~ **ARDOT** sidewalk construction (AASHTO M 213). Alternate material must be approved in writing by the city.

(K) Wheelchair ramps shall be installed in accordance with current ADA requirements including the placement of detectable warning devices. Accessible ramps shall be constructed where sidewalk intersects a curb, commercial driveway, street or alley. Width of ramp shall match width of adjoining sidewalk. Detectable warning device shall extend two feet in the direction of travel and shall be the full width of the curb ramp or flush pedestrian access surface. Detectable warning device shall be placed such that the domes align in the predominant direction of pedestrian travel. Detectable warning device shall be located so that the nearest edge of the device is six inches from the face of curb. Maximum slope of ramp shall be 8.33% in the direction of travel. Cross-slope shall not exceed 2%. (Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.900.4 CONSTRUCTION.

(A) An excavation shall be made six inches minimum below grade line at all points. Said excavation to be well and firmly tamped with rammer and brought to a firm and solid surface upon which to construct the sidewalk.

(B) Excavation to be filled with a minimum of three inches of Class 7 Aggregate Base Course and firmly tamped down, said base to be at least three inches deep after tamping.

(C) After the Class 7 Aggregate Base Course has been compacted and inspected by the City Building Inspection Department, four inches of Class S (3,500psi) Portland cement concrete shall be placed, tamped to consolidate concrete, brought to a smooth level surface with the top of the form, then floated well and troweled to a smooth surface, or if required by the city, a broom finish surface. Tooled transverse joints shall be placed perpendicular to the sidewalk at intervals equal to the width of the sidewalk. Concrete shall be properly protected from damage until sufficiently hard for use.

(D) Subgrade and formwork for sidewalks constructed prior to final plat shall be required to be inspected by a City Construction Inspector (Engineering Department) prior to pouring of the sidewalk. Subgrade and formwork for sidewalks constructed after final plat shall be required to be inspected by a City Building Inspector (Building Inspection Department) prior to pouring of the sidewalk. All sidewalks installed along a public street or right-of-way associated with a large scale development shall be inspected by City Construction Inspector (Engineering Department).

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.900.5 WARRANTY.

(A) Developer shall guarantee installation of sidewalk and appurtenances for a period of one year after acceptance of the final plat or receipt of certificate of occupancy.

(B) Sidewalks must be completed before the certificate of occupancy will be issued and permanent connection to utilities permitted. The owner(s) of record will be required to install sidewalks on any lot(s) which remain undeveloped three years after filing of the final plat or within 90 days from notification by the city if sidewalks are constructed on both sides of said lot. In the event that the sidewalks are not constructed within three years of filing of the final plat or upon notification by the city, the city shall have the right (but shall not be required) to construct the sidewalks and to charge the cost thereof to the property owner(s) through placement of a lien on the real property. The final plat and protective covenants shall state these requirements.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.900.6 MAINTENANCE.

The property owner shall be responsible for repair and maintenance of all sidewalks installed to fulfill the provisions of these regulations. This requirement shall be included on the face of the final plat and shall be enforced as per the provisions of Ordinance No. 87 of the City of Tontitown.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

ARTICLE 90.1000 EXCAVATIONS AND ALTERATIONS

§ 90.1000.1 EXCAVATIONS.

(A) *Permit.* It shall be unlawful for any person to excavate, bore under or cut any street, alley, sidewalk, road, highway or other public way, or curb and gutter in the city, without first obtaining a permit from the City Engineer. Such permit shall be granted only after a written application has been filed, all fees have been paid, and surety bonds are in place as set forth herein. Information to be indicated in such application shall include:

(1) Name and address of the owner or agent in charge of the property abutting the

proposed work area.

(2) The name and address of the party doing the work.

(3) A map that indicates the location of the work area and the dimensions of the excavation area.

(4) A plan or a clear description of the work to be done.

(5) A traffic control plan that meets the "Manual on Uniform Traffic Control Devices" latest edition.

(B) *Inspection fee; surety bond.* At the time of making application for a boring, jacking or open cut permit, an inspection fee as outlined under City Code § 155.01 shall be paid. An applicant for such permit shall deposit a cashier's check or a sufficient surety bond with the city, before a permit for boring, jacking or open cut shall be issued. The cashier's check and/or bond shall be forfeited for failure to comply with rules of public safety, as provided for by Article 90.800 chapter.

(C) Upon satisfactory completion and approval of the bore, jack, or open cut, the city shall authorize the return of any sum deposited as provided above. In the event that the permit holder shall fail, refuse or neglect to make such repair or shall fail, refuse or neglect to remove and replace any rejected work as provided in this ordinance, the city may make such repair or cause such repair to be made and deduct the cost thereof from the amount on deposit with the city, and the balance of the deposit, if any, shall be paid to the permit holder.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.1000.2 APPLICATION FOR PERMIT: BOND AMOUNTS.

(A) No person shall make any bore, jack, or open cut for which a permit is required by § 90.1000.1 above, until he has deposited a cashier's check or a surety bond required herein at the time of obtaining the permit as set forth in § 90.1000.1.

(B) The amount of such cashier's check or surety bond shall be determined by the criteria as follows:

(1) The amount for a boring or jacking permit shall not be less than $750.

(2) The amount for an open cut shall be estimated by square surface yards and calculated by the current fees for open cuts as set forth in the Municipal Code and then multiplied by 150%.

(3) In the case of sidewalks and curb and gutter, or other public way, the amount shall be determined by the current fee schedule as set forth in the Municipal Code but shall not be less than $100.

(4) No fees or bonds shall be required for those projects which are borne by the city.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.1000.3 PUBLIC/TRAFFIC SAFETY.

Every person making an excavation or cut as provided for in this article shall submit a traffic control plan for vehicular or pedestrian traffic flow at the time of obtaining a permit. The plan shall comply with the Manual on Uniform Traffic Control Devices, and be stamped for approval by the City Engineer.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10)

§ 90.1000.4 BORED CROSSINGS: REQUIREMENTS.

The intent of this section is that all street, alley, sidewalk, road, highway or other public

way, or curb and gutter crossings by utilities and other parties shall be required to be bored unless an open cut is approved by the city. Open cut approvals shall not be withheld unreasonably and if required, shall meet the following requirements:

(A) *Handling of excavated material.* In making excavations or making improvements in or to any street, alley, sidewalk, road, highway or other public way or curb and gutter in the city, all material or earth removed and new material necessary for repairs or for new work shall be handled in a safe manner and placed where it will cause the least possible inconvenience to the public. In no case shall such material or earth be stock piled or scattered over the surface of the pavement or impede vehicular or pedestrian traffic flow.

(B) *Making open trench repairs promptly.* No trench or opening made on any street, alley, sidewalk, road, highway, or other public way, or curb and gutter in this city shall remain open longer than is absolutely necessary, and in no event more than 24 hours, except by special written permission of the city. If a cut is required to be open for longer than 24 hours and the party making it failed to secure the necessary extension of time, and having been notified to refill the same, failed to do so, then the such refilling shall be made under the direction of the city at the expense of the party that has secured the permit. Temporary bridging of the open cut such as "plating" shall be required if a cut is required to stay open more than 12 hours. For public safety a minimum "plate" thickness of one inch shall be required.

(C) *Backfilling generally.* Immediately upon the completion of any job, the backfilling of cuts into any street, alley, sidewalk, road, highway or other public way, or curb and gutter shall be done as per the city's current standard details for such a repair. If no standard detail is available for such a repair, it shall be repaired in a manner approved by the City Engineer.

(D) *Settling.* If the backfilling of any trench or opening settles prior to the making of permanent repairs, such trench or opening shall immediately be brought to proper grade by the party that secured the permit as directed by the City Engineer. If such repair has not been made within three days of notification to permit holder, repairs will be made by the city at the permit holder's cost.

(E) *Length of excavation.* No excavation shall be made in any street, alley, sidewalk, road, highway, or other public way or curb and gutter in the city that exceeds 400 feet in length at any one time, except by special written permission of the City Engineer.

(F) *Emergency cuts and excavations.* Nothing in this article shall prevent any person from opening any street, alley, sidewalk, roadway or other public way or curb and gutter as may be necessary for the preservation of life or property when necessity may arise during the times when city offices are closed. The person making such excavation shall make application for a permit within 24 hours after city offices are first opened subsequent to the making of such excavation.

(G) Application for all street cuts or bores shall be made with the Water and Sewer Department. The Water and Sewer Department will provide the service and fees will be charged as outlined in § 155.01.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10; Am. Ord. 2011-08-379, passed 8-2-11)

§ 90.1000.5 BORING AND JACKING PROCEDURES AND REQUIREMENTS.

At the time of application for a permit for boring or jacking the following procedures and requirements shall apply as follows:

(A) The permittee shall provide a map that clearly depicts the location of each individual bored or jacked crossing.

(B) The permittee shall mark each individual bored or jacked crossing with “pink” chalk paint, as to provide the City Inspector a reference line as to where the boring or jacking took place.

(C) When jacking or boring, the depth of bury on installations which are jacked or bored under any street shall have a minimum depth of bury of two and one-half feet below the low points of the street cross section to the top of the pipe or casing, or three and one-half feet below the bottom of the pavement structure (top of subgrade) to the top of the pipe or casing, whichever gives the greatest depth. In the case of a street section with a ditch section, the bury shall be a minimum of one foot below flow line, but still a minimum of the above referenced depth below street section, whichever is greater. If the pavement or curb and gutter structure is damaged by the jacking or boring installation, it shall be repaired in a manner approved by the City Engineer.

(D) After the completion of the jacking or boring, the permittee shall contact the City Engineer within 48 hours of such completed work for an inspection.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10; Am. Ord. 2011-08-379, passed 8-2-11)

§ 90.1000.6 PENALTY.

Should any excavation, cut, jacking or boring in project be willfully started by a person, firm, organization, contractor or engineer before receiving from the city, the permit required by this chapter, said person, firm, organization, contractor or engineer shall for each violation be punished by a fine not to exceed $1,000 and such excavation, cut, jacking or boring shall be stopped and temporarily repaired until a proper permit has been issued.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10; Am. Ord. 2011-08-379, passed 8-2-11)

§ 90.1000.7 STREET CUTS AND REPAIRS BY THE CITY.

The intent of this section is to indicate that the city may choose to cut and repair any street, alley, sidewalk, road, highway or other public way or curb and gutter for individuals, if the city determines that it is in their best interests.

(Ord. 2009-11-347, passed 11-3-09; Am. Ord. 2010-06-356, passed 6-1-10; Am. Ord. 2011-08-379, passed 8-2-11)

STAFF RECOMMENDATION: Staff recommends approval of the code changes for Chapter 90

Approved_Projects_Expirations

Project Name	Approval Date	Start/Expiration Date 152.101	Comments
South Point Subdivision-Phase I	December 27, 2016	-	Final Approval granted 10/11/2018
South Point Subdivision-Phase II	February 28, 2017	-	In Construction
Venezia Piazza-LSD	April 25, 2017	-	In Construction (temp COO issued for Building 2, suites 8&9 only-extended)
Tontitown Self Storage LSD	December 27, 2017	-	In Construction (temp COO issued pending Final LSD items)
Napa Subdivision	February 27, 2018	-	In Construction
Cross Pointe Church LSD	April 26, 2018	-	In Construction
5 J Farms Commercial/Industrial SD	May 22, 2018	November 22, 2018	Approved 5/22/18-have several techinical corrections
Path Utilities LSD	June 26, 2018	December 26, 2018	In Construction-Site work only, Building must still submit Architect Plans.
Ozark Self Storage LSD	July 31, 2018	January 31, 2019	Have not scheduled Pre-Construction meeting yet. Architect Plans are complete but not submitted.
Plaza Tire LSD	July 31, 2018	January 31, 2019	Pre-Construction meeting held-In Construction-must have approved architect plans prior to building construction
MH Backhoe Commercial	August 28, 2018	February 28, 2019	Approved 8/28/18-may make some changes to drainage
Waste Management CNG Prelim LSD	August 28, 2018	February 28, 2019	Approved 8/28/18-waiting on staff review of Preliminary LSD plans to schedule PreCon
			10/23/2018 12:28

Building Activity Report:	YTD - 2018	# Permits	YTD - 2017	Variance	% change
RESIDENTIAL VALUATION	$ 36,691,582.64		$ 30,530,515.60	$ 6,161,067.04	16.79%
Single Family Permits		140	95	45	32.14%
COMMERCIAL VALUATION	$ 10,002,329.76		$ 6,374,042.30	$ 3,628,287.46	36.27%
		23			
RESIDENTIAL PERMIT FEES	$ 152,577.48		$ 125,842.31	$ 26,735.16	17.52%
COMMERCIAL PERMIT FEES	$ 46,043.76		$ 26,981.73	$ 19,062.03	41.40%
Other Permits	$ 21,092.20		$ 18,683.72	$ 2,408.48	11.42%
Total Fees Assessed	$ 373,165.83		$ 267,353.77	$ 105,812.06	28.36%
For Information Only:					
Water Tap	$ 101,700.00				
Sewer Tap	$ 50,500.00				

As of 10/23/2018

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CITY OF TONTITOWN

2018

Planning Board/Zoning Board of Adjustments Schedule

Notes:
Submittal Day-1st Tuesday by 4:00 p.m.
Staff Review and Comment-2nd Tuesday
Certified Letter receipts to be submitted to Planning-10 days before hearing by 4:00 p.m.
Resubmittal Day-3rd Tuesday by 4:00 p.m.
Planning Board Meeting-4th Tuesday at 6:00 p.m.
Holiday-City Offices Closed

City of Tontitown
201 East Henri De Tonti
Post Office Box 305
Tontitown, AR 72770
Phone (479) 361-2700
"A Little Town, A Lot of Tradition"
planning@tontitownar.gov

January

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

June

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

July

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

August

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

September

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

October

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

CITY OF TONTITOWN

2019

Planning Board/ Board of Zoning Adjustments Schedule

Notes:

- Submittal Day-1st Tuesday by 4:00 p.m.
- Staff Review and Comment-2nd Tuesday
- Certified Letter receipts to be submitted to Planning-10 days before hearing by 4:00 p.m.
- Resubmittal Day-3rd Tuesday by 4:00 p.m.
- Planning Board Meeting-4th Tuesday at 6:00 p.m.
- Holiday-City Offices Closed

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"A Little Town, A Lot of Tradition"
planning@tontitownar.gov