

CITY OF SPRINGDALE
Committee Agendas
Monday, May 16th, 2016
Multipurpose Room #236
City Administration Building
Meetings begin at 5:30 p.m.

Ordinance Committee by Chairman Mike Overton:

1. **An Ordinance** amending Section 14-66 of the Code of Ordinances of the City of Springdale, Arkansas, presented by Courtney Kremer, Animal Shelter Mgr. **Pg's 2-3**
2. **A Discussion** of billboard relocations, presented by Patsy Christie, Planning Director.

Street & CIP Committee by Chairman Rick Evans:

3. **A Discussion** of an administrative settlement for a property on the Cambridge Street project – Dale and Brad Johnson", presented by Ernest Cate, City Attorney **Pg's 4-8**
4. **A Discussion** pertaining to a citizen's request for a 4-Way Stop at Falcon Road and Joye Street, presented by Sam Goade, Public Works Director. **Pg's 9-19**

Finance Committee by Chairman Eric Ford:

5. **A Resolution** authorizing the sale of an ambulance to the City of Lowell, presented by Mike Irwin, Fire Chief. **Pg's 20-21**

Health, Sanitation & Property Maintenance Committee by Chairman Jim Reed:

6. **An Ordinance** ordering the razing (demolition) and removal of a certain residential structure within the City of Springdale, Arkansas, located at 906 Mockingbird, 970 Mockingbird, 908 Mockingbird, 910 Mockingbird, 1214 S. Thompson, 1216 S. Thompson, 1218 S. Thompson, to declare an emergency and for other purposes. Presented by Mike Chamlee, Chief Building Official. **Pg's 22-26**

That which is underlined is added and that which is stricken through is deleted.

ORDINANCE NO. _____

**AN ORDINANCE AMENDING SECTION 14-66 OF THE
CODE OF ORDINANCES OF THE CITY OF SPRINGDALE,
ARKANSAS.**

WHEREAS, Section 14-66 of the Code of Ordinances of the City of Springdale, Arkansas, contains the fees charged by Springdale Animal Services;

WHEREAS, the City of Springdale is in need of revising its fees for the use of skunk and cat traps;

WHEREAS, it is in the best interest of the City of Springdale, Arkansas, for the City Council of the City of Springdale, Arkansas, to amend Section 14-66 of the Code of Ordinances of the City of Springdale, Arkansas.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE
CITY OF SPRINGDALE, ARKANSAS:**

Section 1: Section 14-66 of the Code of Ordinances of the City of Springdale is hereby amended to read as follows:

Sec. 14-66. Fees charged by Springdale Animal Services.

The fees charged by Springdale Animal Services are set out herein, and are subject to change by ~~duly authorized resolution passed by~~ the Springdale City Council. Pre-payment of sterilization by a veterinarian of adopters choice is required. The fees are as follows:

Adoption of animal\$40.00
includes rabies voucher and microchip

Rabies voucher10.00
(free with adoptions)

Impoundment fee redemption, per day15.00

Incinerator disposal fee35.00

Out of city limit drop (per animal)50.00

Deposit on ~~eat~~ traps~~20.00~~ 75.00

Rabies observation fee (per day, pre-payment required)20.00

Microchip and registration fee(free with adoptions)

Dog or cat\$20.00
(register and microchip)

Dog or catFree
(registration only, already microchipped)

Euthanasia fee (per court order)75.00

Emergency Clause. It is hereby declared that an emergency exists and this ordinance, being necessary for the preservation of the health, safety and welfare of the citizens of Springdale, Arkansas, shall be in effect immediately upon its passage and approval.

PASSED AND APPROVED this _____ day of _____, 2016.

Doug Sprouse, Mayor

ATTEST:

Denise Pearce, City Clerk

APPROVED AS TO FORM:

Ernest B. Cate, City Attorney

**Ernest B. Cates, City Attorney
City of Springdale**

Mr. Cates,

I greatly appreciate your time and consideration regarding the Cambridge Street property.

I have reviewed the appraisal provided but must contest the following points as I see no consideration for the following in the appraisal.

- Two trees, one of which is a large oak tree measuring 10.5 feet in diameter, currently on the property. (see attached photos) I won't belabor the many reason it's loss affects the value of the property as I am sure the council is quit familiar with these arguments, but ask they be considered in the offer.**
- Our biggest concern is that given the proposed easement, it will significantly affect not only the value of the property but most importantly the usability of the property. As the property is a trapezoid and narrows at the south end, and given the required set backs, the proposed easement further narrows the build-able property making it an economic remnant that will be taxed and incur cost to be maintained. (see attached images)**

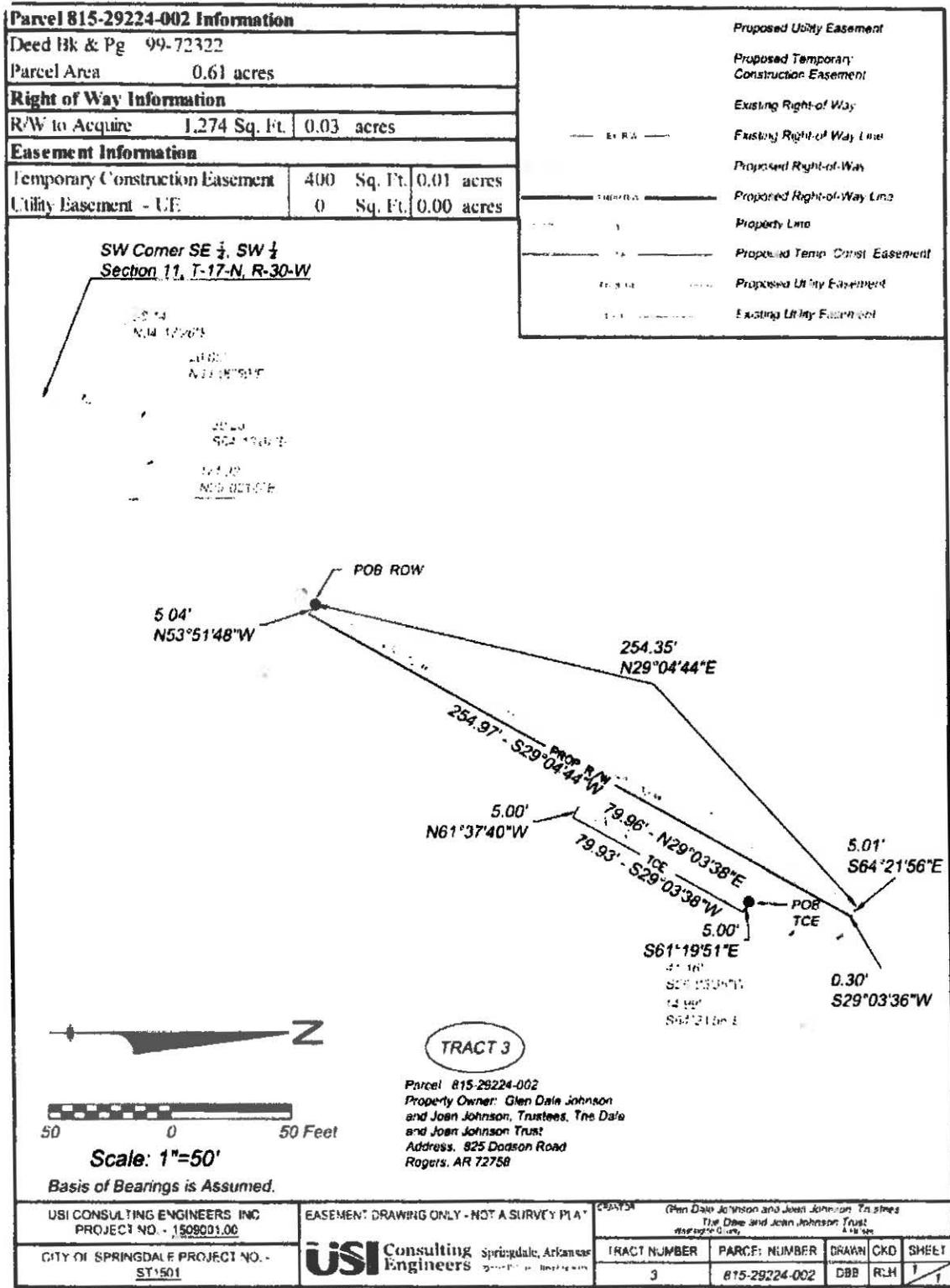
With these considerations above, I propose the following option(s):

- 1. Given the concerns with economic remnant caused by the current proposal (your proposal is \$2.35 SF for the land and improvements). I propose allowing for ~ 15 feet margin off the south end of the current building. The economic remnant is ~ 6396 SF at \$2.35 per SF. I ask the city of Springdale to purchase the entire remnant for \$15030.60**
- 2. If option one is not possible, then your current proposal is 1,274 feet right of way easement and 400 SF construction easement valued at \$2.35 per SF and affect on current improvements (driveway, loss of tress, etc.) is \$6700.00. I ask the for this amount be raised \$3300.00 to \$10,000.00**

Thank you for your time and consideration

**Dale Johnson
Brad D. Johnson**

**Attachments:
Pictures of Cambridge Property
Easement Proposal
Ariel View of Property**





Oak tree, 10.5 diameter



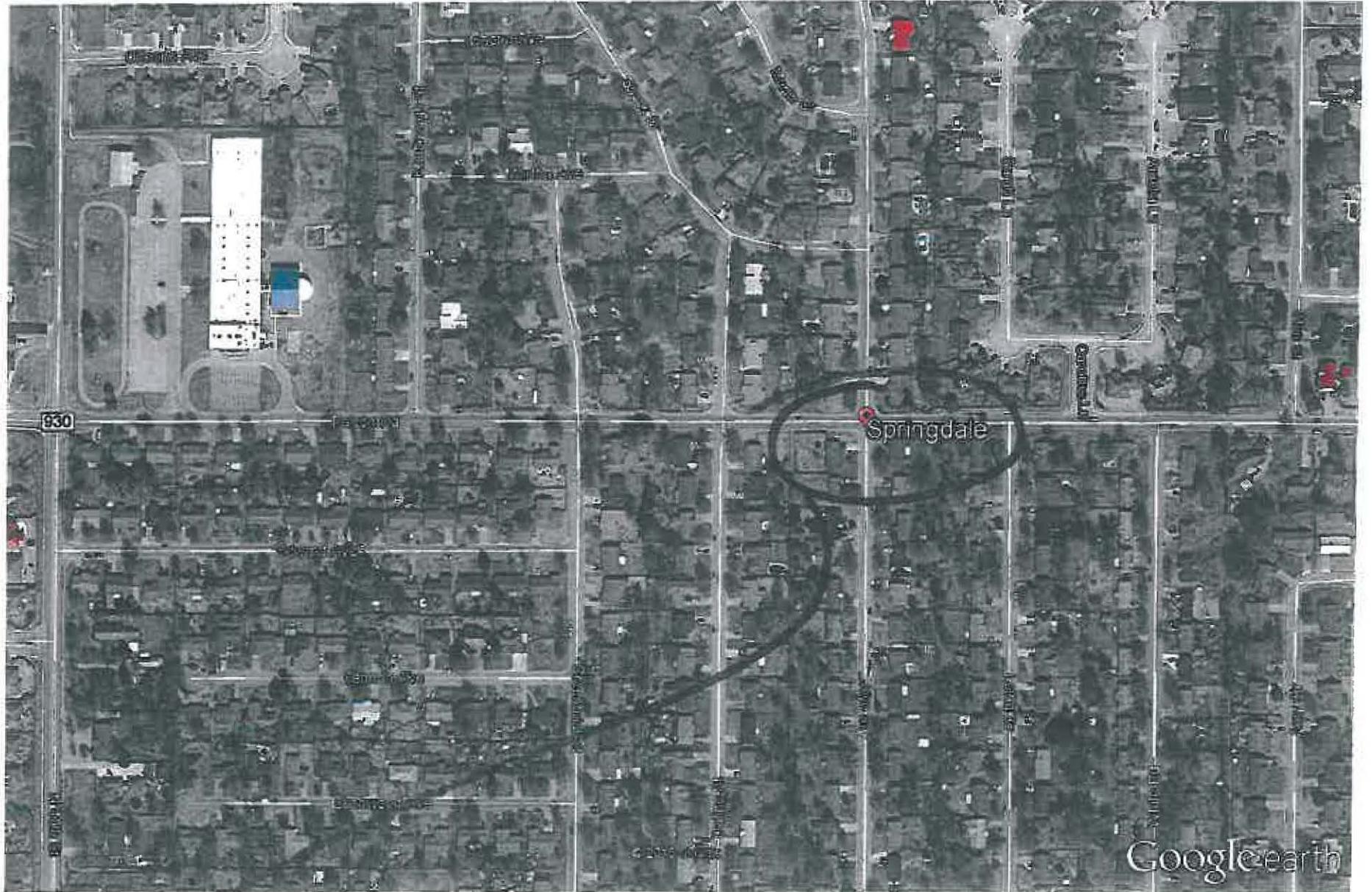
View of property looking north from south end



View of property from west side of road



View of property looking south from north of property (in front of duplex)



Google earth

feet
meters

1000

500

Request For 4-WAY Stop



Multi-way Stops - The Research Shows the MUTCD is Correct!

W. Martin Bretherton Jr., P.E.(M)

Abstract

This paper reviewed over 70 technical papers covering all-way stops (or multi-way stops) and their success and failure as traffic control devices in residential areas. This study is the most comprehensive found on multi-way stop signs

The study looked at how multi-way stop signs have been used as traffic calming measures to control speed. There have been 23 hypotheses studied using multi-way stop as speed control. The research found an additional 9 hypotheses studied showing the effect multi way stops have on other traffic engineering problems.

The research found that, overwhelmingly, multi-way stop signs do NOT control speed except under very limited conditions. The research shows that the concerns about unwarranted stop signs are well founded.

Introduction

Many elected officials, citizens and some traffic engineering professionals feel that multi-way stop signs should be used as traffic calming devices. Many times unwarranted stop signs are installed to control traffic. The Manual on Uniform Traffic Control Devices (MUTCD)(16) describes warrants for installing multi-way stop signs. However, it does not describe many of the problems caused by the installation of unwarranted stop signs. These problems include concerns like liability issues, traffic noise, automobile pollution, traffic enforcement and driver behavior.

This paper is a result of searching over 70 technical papers about multi-way stop signs. The study concentrated on their use as traffic calming devices and their relative effectiveness in controlling speeds in residential neighborhoods. The references found 23 hypotheses on their relative effectiveness as traffic calming devices. One study analyzed the economic cost of installing a multi-way stop at an intersection. The reference search also found 9 hypotheses about traffic operations on residential streets.

The literature search found 85 papers on the subject of multi-way stops. There are probably many more references available on this very popular subject. The seventy-one references are shown in Appendix A. There was a problem finding the 14 papers found in literature searches. The 14 papers are listed in Appendix B for information only. Most of the papers were from old sources and are probably out of print.

Multi-Way Stop Signs as Speed Control Devices

A summary of the articles found the following information about the effectiveness of multi-way stop signs and other solutions to controlling speeds in residential neighborhoods.

1. Multi-way stops do not control speeds. Twenty-two papers were cited for these findings. (Reference 1, 2, 7, 8, 10, 12, 13, 14, 15, 16, 17, 19, 20, 39, 45, 46, 51, 55, 62, 63, 64, 66 and 70).

2. Stop compliance is poor at unwarranted multi-way stop signs. Unwarranted stop signs means they do not meet the warrants of the MUTCD. This is based on the drivers feeling that the signs have no traffic control purpose. There is little reason to yield the right-of-way because there are usually no vehicles on the minor street. Nineteen references found this to be their finding. (Reference 7, 8, 10, 12, 13, 14, 15, 17, 19, 20, 39, 45, 46, 51, 55, 61, 62, 63 and 64).

3. Before-After studies show multi-way stop signs do not reduce speeds on residential streets. Nineteen references found this to be their finding. (Reference 19 (1 study), 55 (5 studies), 60 (8 studies) and 64(5 studies)).

4. Unwarranted multi-way stops increased speed some distance from intersections. The studies hypothesizing that motorists are making up the time they lost at the "unnecessary" stop sign. Fifteen references found this to be their finding. (Reference 1, 2, 7, 8, 10, 13, 14, 17, 19, 20,39, 45,46, 51, 55, 70 and 71).

5. Multi-way stop signs have high operating costs based on vehicle operating costs, vehicular travel times, fuel consumption and increased vehicle emissions. Fifteen references found this to be their finding. (Reference 3, 4, 7, 8, 10, 14, 15, 17, 45, 55 ,61, 62, 63, 67 and 68).

6. Safety of pedestrians is decreased at unwarranted multi-way stops, especially small children. It seems that pedestrians expect vehicles to stop at the stop signs but many vehicles have gotten in the habit of running the "unnecessary" stop sign. Thirteen references found this to be their finding. (References 7, 8, 10, 13, 14, 15, 17, 19, 20, 45, 51, 55 and 63).

7. Citizens feel "safer" in communities "positively controlled" by stop signs. Positively controlled is meant to infer that the streets are controlled by unwarranted stop signs. Homeowners on the residential collector feel safer on a 'calmed' street. Seven references found this to be their finding. (Reference 6, 14, 18, 20, 51, 58 and 66).

Hypothesis twelve (below) lists five references that dispute the results of these studies.

8. Speeding problems on residential streets are associated with "through" traffic. Frequently homeowners feel the problem is created by 'outsiders'. Many times the problem is the person complaining or their neighbor. Five references found this to be their finding. (References 2, 15, 45, 51 and 55).

9. Unwarranted multi-way stops may present potential liability problems for undocumented exceptions to accepted warrants. Local jurisdictions feel they may be incurring higher liability exposure by 'violating' the MUTCD. Many times the unwarranted stop signs are installed without a warrant study or some documentation. Cited by six references. (Reference 7, 9, 19, 46, 62 and 65).

10. Stop signs increase noise in the vicinity of an intersection. The noise is created by the vehicle braking noise at the intersection and the cars accelerating up to speed. The noise is created by the engine exhaust, brake, tire and aerodynamic noises. Cited by five references. (Reference 14, 17, 20, 45, 55).

11. Cost of installing multi-way stops are low but enforcement costs are prohibitive. many communities do not have the resources to effectively enforce compliance with the stop signs. Five references found this to be their finding. (Reference 1, 10, 45, 51, 55).

12. Stop signs do not significantly change safety of intersection. Stop signs are installed with the hope they will make the intersection and neighborhood safer. Cited by five references. (Reference 55, 60, 61, 62, 63).

Hypothesis seven (above) lists seven references that dispute the results of these studies.

13. Unwarranted multi-way stops have been successfully removed with public support and result in improved compliance at justified stop signs. Cited by three references. (Reference 8, 10, 12).

14. Unwarranted multi-way stops reduce accidents in cities with intersection sight distance problems and at intersections with parked cars that restrict sight distance. The stop signs are unwarranted based on volume and may not quite meet the accident threshold. Cited by three references. (Reference 6, 18, 68).

15. Citizens feel stop signs should be installed at locations based on traffic engineering studies. Some homeowners realize the importance of installing 'needed' stop signs. Cited by two references. (References 56, 57).

16. Multi-way stops can reduce cut-through traffic volume if many intersections along the road are controlled by stop signs. If enough stop signs are installed on a residential or collector street motorists may go another way because of the

inconvenience of having to start and stop at so many intersections. This includes the many drivers that will not stop but slowly 'cruise' through the stop signs. This driving behavior has been nicknamed the 'California cruise'. Cited by two references. (Reference 14, 61).

17. Placement of unwarranted stop signs in violation of Georgia State Law 32-6-50 (a) (b) (c). This study was conducted using Georgia law. Georgia law requires local governments to install all traffic controls devices in accordance with the MUTCD. This is probably similar to traffic signing laws in other states. Cited by two references. (Reference 19, 62).

18. Special police enforcement of multi-way stop signs has limited effectiveness. This has been called the 'hallo' effect. Drivers will obey the 'unreasonable' laws as long as a policeman is visible. Cited by two references. (Reference 39, 46).

19. District judge orders removal of stop signs not installed in compliance with city ordinance. Judges have ordered the removal of 'unnecessary' stop signs. The problem begins when the traffic engineer and/or elected officials are asked to consider their intersection a 'special case'. This creates a precedent and results in a proliferation of 'special case' all-way stop signs. Cited by two references. (Reference 59, 62).

20. Some jurisdictions have created warrants for multi-way stops that are easier to meet than MUTCD. The jurisdiction feel that the MUTCD warrants are too difficult to meet in residential areas. The reduced warrants are usually created to please elected officials. Cited by two references. (Reference 61 and 70).

21. Citizens perceive stop signs are effective as speed control devices because traffic "slows" at stop sign. If everybody obeyed the traffic laws, stop signs would reduce speeds on residential streets. Cited by one reference. (Reference 55).

22. Removal of multi-way stop signs does not change speeds but they are slightly lower without the stop signs. This study findings support the drivers behavior referenced in item #4, speed increases when unwarranted stop signs are installed. Speed decreases when the stop signs were removed! Cited by one reference. (Reference 64).

23. Multi-way stops degrade air quality and increase CO, HC, and Nox. All the starting and stopping at the intersection is bad for air quality. Cited by one reference. (Reference 68).

Speed Control Issues

24. There are many ways to "calm" traffic. Cited by twenty-two references. (Reference 1, 14, 20, 32, 33, 34, 35, 36, 37, 38, 40, 41, 42, 44, 45, 46, 47, 48, 50, 51, 53 and 66).

They include:

(a) Traffic Chokers (f) Sidewalks and Other Pedestrian Solutions

(b) Traffic Diverters (g) Neighborhood Street Design

(c) Speed Humps (h) On-Street Parking

(d) Roundabouts (i) One Way Streets

(e) Neighborhood Speed Watch (j) Street Narrowing

25. Other possible solutions to residential speed. Most speeding is by residents - Neighborhood Speed Watch Programs may work. This program works by using the principle of 'peer' pressure. Cited by seven references. (Reference 2, 30, 31, 36, 42, 48 and 53).

26. Reduced speed limits are not effective at slowing traffic. Motorists do not drive by the number on the signs, they travel a safe speed based on the geometrics of the roadway. Cited by five references. (Reference 1, 20, 39, 46 and 69).

27. Local streets should be designed to discourage excessive speeds. The most effective way to slow down traffic on residential streets is to design them for slow speeds. Cited by two references. (Reference 43, 52).

28. Speeding on residential streets is a seasonal problem. This is a myth. The problem of speeding is not seasonal, it's just that homeowners only see the problem in 'pleasant' weather. That's the time they spend in their front yard or walking the neighborhood. Cited by one reference. (Reference 2).

29. Speed variance and accident frequency are directly related. The safest speed for a road is the speed that most of the drivers feel safest driving. This speed creates the lowest variance and the safest road. Cited by one reference. (Reference 47).

30. The accident involvement rate is lowest at the 85th percentile speed. The 85th percentile speed is the speed that most drivers feel comfortable driving. The lowest variance is usually from the 85th percentile speed and the 10 mph less. Cited by one reference. (Reference 47).

31. Psycho-perceptive transverse pavement markings are not effective at reducing the 85th percentile speed but do reduce the highest speed percentile by 5 MPH. Cited by one reference. (Reference 47).

32. The safest residential streets would be short (0.20 miles) non-continuous streets that are 26 to 30 feet from curb to curb width. The short streets make it difficult of drivers to get up to speed. Cited by one reference. (Reference 52).

Economics of Multi-Way Stop Signs

Studies have found that installing unwarranted stop signs increases operating costs for the traveling public. The operating costs involve vehicle operating costs, costs for increased delay and travel time, cost to enforce signs, and costs for fines and increases in insurance premiums.

The total costs are as follows (Reference 55):

Operating Costs (1990) (\$0.04291/Stop)	\$ 111,737/year
Delay & Travel Costs (1990) (\$0.03401/Stop)	\$ 88,556 /year
Enforcement Costs (1990)	\$ 837/year
Cost of Fines (19 per year)	\$ 1,045/year
Cost of 2 stop signs (1990)	\$ 280
Costs of increased insurance (1990)	<u>\$7,606/year</u>
Total (1990)	\$210,061/year/intersection

The cost to install two stop signs is \$280. The cost to the traveling public is \$210,061 (1990) per year in operating costs. This cost is based on about 8,000 vehicles entering the intersection per day.

Another study (62) found that the average annual road user cost increased by \$2,402.92 (1988 cost) per intersection when converting from two to four way stop signs for low volume intersections.

Summary of Stop Signs as Speed Control Devices

Researchers found that multi-way stop signs do not control speed. In analyzing the 23 hypotheses for multi-way stop signs, five were favorable and 18 were unfavorable toward installing unwarranted all-way stop signs. The Chicago study (6) was the only research paper that showed factual support for "unwarranted" multi-way stop signs. They were found to be effective at reducing accidents at intersections that have sight distance problems and on-street parking.

It is interesting to note that residential speeding problems and multi-way stop sign requests date back to 1930 (63). The profession still has not "solved" this perception problem.

Summary of Economic Analysis

Benefits to control speeds by installing multi-way stop signs are perceived rather than actual and the costs for the driving public are far greater than any benefits derived from the installation of the multi-way stop signs.

W. Martin Bretherton Jr., P.E.

Chief Engineer, Traffic Studies Section

Gwinnett County Department of Transportation

75 Langley Drive

Lawrenceville, Georgia 30045

770-822-7412

brethema@co.gwinnett.ga.us

Appendix A

References used in Research of Multi-Way Stop Signs

1. Gerald L. Ullman, "Neighborhood Speed Control - U.S. Practices", ITE Compendium of Technical Papers, 1996, pages 111- 115.
2. Richard F. Beaubien, "Controlling Speeds on Residential Streets", ITE Journal, April 1989, pages 37-39.
3. "4 Way Stop Signs Cut Accident Rate 58% at Rural Intersections", ITE Journal, November 1984, pages 23-24.
4. Michael Kyte & Joseph Marek, "Collecting Traffic Data at All-Way Stop Controlled Intersections", ITE Journal, April 1989, pages 33-36.
5. Chan, Flynn & Stocker, "Volume Delay Relationship at Four Way Stop Controlled Intersections: A Response Surface Model", ITE Journal, March 1989, pages 27-34.
6. La Plante and Kripidlowdkki, "Stop Sign Warrants: Time for Change", ITE Journal, October 1992, pages 25-29.

Megan Workman

From: Jerry McCoy <jmccoy@springdale.lear.gov>
Sent: Thursday, May 05, 2016 3:31 PM
To: Sam Goade
Cc: Denise Wax; Brad Baldwin; Carey Landrum; Derek Hudson; Dub Janczys; Harper, Kimma; James Breakfield; Kevin McDonald; Mike Peters; Missha Wagoner; Rob Stewart; Steve Davis
Subject: Re: Traffic Committee Meeting Minutes May 4 2016

Sam

I was at the intersection of Falcon & joye this afternoon from 2:40 to 3:10 an did not observe a problem with the School traffic. The backup was only to about Kimbrough St. We was at Falcon & Joye this morning and trimmed some trees improving the line of sight. At this point I don't think anymore action needs to be taken. I will go back Monday morning and afternoon to observe the traffic flow and advise you at that time.

Thanks
Jerry

Sent from my iPhone

On May 5, 2016, at 7:58 AM, Sam Goade <sgoade@springdale.lear.gov> wrote:

Denise,

I made a few revisions and additions to the May 4th Traffic Committee meeting minutes and added the details of the discussion on item number 6. Thank you for composing the minutes. Please forward the minutes to the residents who attended the meeting and provided a contact email.

Chief Peters, we did not have a representative from the PD at the May 4th meeting so I wanted to let you know that the committee suggested extra patrol associated with item number 2 and item number 4 shown on the attached meeting minutes.

Thanks,

Sam

Sam Goade

Public Works Director
Springdale Public Works
269 E. Randall Wobbe Lane
Springdale, Arkansas 72764

Phone 479-750-8135
Fax 479-750-8504

From: Denise Wax [<mailto:dwax@springdalear.gov>]
Sent: Wednesday, May 04, 2016 3:54 PM
To: Sam Goade
Subject: Traffic Committee Meeting Minutes May 4 2016

Here's my attempt, any revisions welcome

Thanks, Denise

<Traffic Committee Meeting Minutes for May 4 2016.doc>



Public Works Department

Streets and Public Facilities
269 East Randall Wobbe Lane
Springdale, Arkansas 72764
479.750.8135

Traffic Committee Meeting Agenda

May 4, 2016 at 1:30 p.m.

Springdale Public Works Department Conference Room
269 E. Randall Wobbe Lane
Springdale, Arkansas 72764

1. Review of the minutes of the April 6, 2016 Traffic Committee meeting and confirmation of actions approved by the committee. Copy of the April 6, 2016 meeting minutes are attached.
2. Review and discussion of the Bridgegate Avenue Traffic Study. Copy of the report is attached.
3. Request from David Gulliver, 3554 Hylton Road, to remove two (2) decorative fence panels on north and south side of his driveway to improve line-of-sight when he pulls out of his driveway onto Hylton Road. (pull up Google Earth Street View for review). See attached email correspondence.
4. Cory Gayer request for a discussion of Buckhead Avenue traffic study performed in August, 2015. See attached email correspondence.
5. Request from Kevin Carroll for a crosswalk with flashing speed limit signs on Pleasant Street at Rebecca Lane and more patrol on Pleasant Street during peak traffic times. (Pull up the intersection on Google Earth for review). See attached email correspondence.
6. Request from Floyd Buffington for a 4-Way Stop at Falcon Road and Joye Street.
7. Discussion of items not on the agenda

Attendees:

Sam Goade, Public Works

Denise Wax, Public Works

Kevin McDonald, FD

Brad Baldwin, Engineering

Jerry McCoy, Public Works

Dub Janczys, Public Works

Missha Wagoner, Community Engagement

Ashley Moore, Resident of Bridgegate Ave
Chris Watson, Resident cww21@hotmail.com
Floyd Buffington, Resident of Falcon Road
Dewey Burnett, Resident of Falcon Road
Cory Gayer, Resident of Buckhead Ave

1. Review of the minutes of the April 6th meeting. Jerry McCoy has placed "**No Parking Here to Corner**" signs at Captain D's, moved the "**Trucks Turning Ahead**" signs Huntsville Road as requested by Eddie Bray of Memco and placed additional speed limit signs on Glen Street. The changes and additions discussed in the April 6th Traffic Committee meeting are therefore complete.
2. A review and discussion of the Bridgegate Avenue Traffic Study. Sam will communicate to Chief of Police validity of reports indicating speeding is occurring throughout the day and recommend an increase in SPD enforcement measures. At this time further traffic calming measures are not under consideration.
3. Resident David Gulliver has done work on his property to increase sight lines when exiting his driveway onto Hylton Road. The Resident has requested the removal of 2 or more panels of decorative fencing the City erected as a safety measure due to a drop-off and low retaining wall. Brad Baldwin said that the minimum height for a single horizontal rail is 34-38 inches. David is going to place some markers at various heights on the fence to determine the fence height that may improve the line-of-site from his driveway north and south along Hylton Road. Sam offered to consult with Modern Fence Company (the fence installation contractor) for a possible solution that would also retain the esthetics of the original fence.
4. Buckhead Avenue is being used as a cut-through street to Old Missouri. A Traffic Study was performed in 2015 and resident Cory Gayer was inquiring about traffic calming measures. He was given a copy of the Traffic Calming policy. Jerry McCoy will install No Thru Traffic signs at Palisades Avenue, Buckhead Avenue and Chartres Avenue.
5. Discussion of Kevin Carroll's request for a crosswalk with flashing speed limit signs on Pleasant Street at Rebecca Lane. Jerry McCoy will observe traffic flow twice during the day, once in the morning and once again in the afternoon.
6. Residents Floyd Buffington and Dewey Burnett addressed the committee with their concerns about the intersection of Falcon Road and Joye Street.

Floyd and Dewey described a line-of-site issue while stopped at Joye Street southbound then looking to the east down Falcon Road. There are trees and landscape shrubbery on the south side of Falcon Road that may not be subject to trimming back in order to improve the line-of-site in this case. Floyd and Dewey suggested that the intersection be changed to a 4-way stop like the City did at Backus Avenue and White Road about 6-years ago. The committee discussed the proposal for the 4-way stop and the impact making that change would have on traffic flow on Falcon Road. Before the request can be considered further, a study of the intersection with regard to the line-of-site concerns and the traffic patterns during Smith Elementary car rider delivery and pick up must be performed. Jerry McCoy will evaluate the line-of-site concerns described above and make observations of the traffic pattern associated with the car riders to and from Smith Elementary. Jerry will report his findings to Sam. Sam will place the proposed 4-way stop request on the May 16th Committee Meeting agenda as a discussion item. Floyd and Dewey were invited to attend the Committee meeting to join the discussion.

7. Assistant Fire Chief Kevin McDonald owns property at Emma Street and Holcomb, there is an alley to the west and a parking lot to the south. He would like curbing installed on the east edge of the alley way then wrap around on the north side of the parking lot for an interface with a future concrete patio and is willing to cost share. Sam said he would need to find out if the area where the proposed curb would be installed is on public property as required for the City to participate. Kevin is going to meet with Clayton Sedberry in Planning to map the property.

RESOLUTION NO: _____

**A RESOLUTION AUTHORIZING THE SALE OF AN
AMBULANCE TO THE CITY OF LOWELL**

WHEREAS, the City of Springdale has used ambulances to dispose of when we acquire newer equipment, and

WHEREAS, we currently have for disposal a 2007 Ford ambulance manufactured by Braun Industries with current mileage of 109,364, and;

WHEREAS, the City of Lowell is in need of a reserve ambulance and has offered \$20,000 for this ambulance;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SPRINGDALE, ARKANSAS, that the Mayor is hereby authorized to sell the 2007 Ford ambulance to the City of Lowell for \$20,000.

PASSED AND APPROVED this 24th day of May, 2016.

Doug Sprouse, Mayor

ATTEST:

Denise Pearce, City Clerk

APPROVED AS TO FORM:

Ernest Cate, City Attorney

CITY OF LOWELL

ELDON LONG, MAYOR

RECEIVED MAY 09 2016

May 3, 2016

Honorable Doug Sprouse
City of Springdale
201 Spring Street
Springdale, AR 72764

Dear Mayor Sprouse,

First, let me express my appreciation on behalf of the City of Lowell for our long standing relationship that includes a mutual aid agreement with Fire and EMS services. These agreements have had mutual benefits for both Lowell and Springdale for many years and I look forward to continuing that relationship.

It has come to my attention that Springdale Fire Department is considering the purchase of a new ambulance and I am very interested in what your plans are for the ambulance you will be retiring. It would be highly beneficial for the City of Lowell to have a backup ambulance for the following reasons:

- 1) If our ambulance should be out of service for repair, we would be wholly dependent on neighboring cities for assistance.
- 2) When the City of Lowell builds its future West Fire Station, we will be able to position a second ambulance at this facility, this will allow for "cross-staffing" of fire and EMS apparatus until adequate staff can be hired. The City is currently applying for a SAFER grant with an expectation of approval.
- 3) In the event of a mass casualty incident, the City of Lowell could provide an additional EMS unit to aid our neighboring cities, and we could do so without leaving our city unprotected.

These are only a few reasons that come to mind that would benefit Lowell's ability to respond during a crisis or high volume of calls. It is with this understanding that I would like to recommend the purchase offer of \$20,000 for the retired unit. This is a number that is consistent with many similar vehicles searched online. Knowing the history of the vehicle makes it an excellent choice for our Fire Department.

Both Chief Morris and I would like to meet with you and Chief Irwin as soon as possible to discuss this proposal at your convenience. If this figure is not satisfactory, I would also ask that you give Lowell the first right of refusal.

Thank you for your consideration of this proposal.

Sincerely,

Eldon Long
Mayor
City of Lowell

EL/mh

CC: Fire Chief Mike Morris

216 N. Lincoln Street
Lowell, AR 72745

Phone (479)770-2185
fax (479)770-2106

ORDINANCE NO. _____

AN ORDINANCE ORDERING THE RAZING (DEMOLITION) AND REMOVAL OF A CERTAIN RESIDENTIAL STRUCTURE WITHIN THE CITY OF SPRINGDALE, ARKANSAS, LOCATED AT 906 MOCKINGBIRD, 970 MOCKINGBIRD, 908 MOCKINGBIRD, 910 MOCKINGBIRD, 1214 S. THOMPSON, 1216 S. THOMPSON AND 1218 S. THOMPSON; TO DECLARE AN EMERGENCY AND FOR OTHER PURPOSES.

WHEREAS, Adan Soto-Rivera, is the owner of certain real property situated in Springdale, Washington County, Arkansas, more particularly described as follows:

Part of the NE/4 of the SE/4 of Section 2, Township 17, Range 30 West, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of said NE/4 of the SE/4, thence along the approximate centerline of U.S. Highway 71 South 02 degrees, 1 minute, 53 seconds, West 1076.68 feet to the point of beginning, thence along said center line South 02 degrees, 1 minute, 53 seconds, W 210.32 feet, thence leaving said centerline North 87 degrees, 34 minutes, 47 seconds, W 332.05 feet along the line common with the Burger King property to a found iron pin. Thence 89 degrees, 5 minutes, 6 seconds West 84.97 feet to a found iron pin, thence North 2 degrees, 1 minute, 54 seconds East 208.97 feet to a found iron pin, thence South 88 degrees, 4 minutes 19 seconds East 417.00 feet to the point of beginning.

Containing Parcel Numbers: 815-28936-000, 815-28937-000, 815-28940-000, 815-28941-000 and 815-28942-000

Commonly known as:

906 Mockingbird, Springdale, Washington, County, Arkansas

Tax Parcel No. 815-28941-000;

907 Mockingbird, Springdale, Washington, County, Arkansas

Tax Parcel No. 815-28937-000;

908 Mockingbird, Springdale, Washington, County, Arkansas

Tax Parcel No. 815-28940-000;

910 Mockingbird, Springdale, Washington, County, Arkansas

Tax Parcel No. 815-28942-000;

1214 S. Thompson, 1216 S. Thompson, 1218 S. Thompson, Springdale, Washington, County, Arkansas

Tax Parcel No. 815-815-28936-000;

WHEREAS, the structure on the property is unfit for human habitation, constitutes a fire hazard, otherwise is dangerous to human life, or constitutes a hazard to safety or health by reason of inadequate maintenance, dilapidation, obsolescence, or abandonment, and further is unsightly, and is considered an unsafe and unsightly structure in violation of Springdale City Ordinances (§22-32 and §91-37, *et seq.*);

WHEREAS, the owner has been notified by the City of Springdale prior to the consideration of this ordinance, that the structure on the property is in violation of various ordinances of the City of Springdale, as well as the Property Maintenance Code of the City of Springdale;

WHEREAS, pursuant to Chapter 22-32 of the Ordinances of the City of Springdale, the owner was given thirty (30) days to purchase a building permit and to commence repairs on the property, or to demolish and remove the building from the property;

WHEREAS, the owner has failed, neglected, or refused to comply with the notice to repair, rehabilitate or to demolish and remove the building, and as such, the matter of

removing the building may be referred to the City Council pursuant to Chapter 22 and Chapter 91 of the Ordinances of the City of Springdale;

WHEREAS, under Ark. Code Ann. § 14-56-203 and pursuant to Chapter 22 and Chapter 91 of the Springdale Code of Ordinances, if repair or removal is not done within the required time, the structure is to be razed (demolished) and/or removed;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE CITY OF SPRINGDALE, ARKANSAS:

Section 1. That the structures located at 906 Mockingbird, 907 Mockingbird, 908 Mockingbird, 910 Mockingbird, 1214 S. Thompson, 1216 S. Thompson and 1218 S. Thompson, Springdale, Arkansas, is dilapidated, unsightly, and unsafe; and it is in the best interests of the City of Springdale to proceed with the removal of this dilapidated, unsightly, and unsafe structure.

Section 2. That the owner is hereby ordered to raze (demolish) and remove the dilapidated, unsightly and unsafe structure located on the aforesaid property; and, is further ordered to abate the unsightly conditions on the property. Said work shall be commenced within ten (10) days and shall be completed within thirty (30) days from the passage of this ordinance. The manner of razing (demolishing) and removing said structure shall be to dismantle by hand or bulldoze and then dispose of all debris, completely cleaning up the property to alleviate any unsightly conditions, in a manner consistent with the Property Maintenance Code, and all other state laws and regulations pertaining to the demolition or removal of residential structures.

Section 3. If the aforesaid work is not commenced within ten (10) days or completed within thirty (30) days, the Mayor, or the Mayor's authorized representative, is hereby directed to cause the aforesaid structure to be razed (demolished) and removed and the unsafe, unsanitary and unsightly conditions abated; and, the City of Springdale shall have a lien upon the aforesaid described real property for the cost of razing (demolishing) and removing said structure and abating said aforementioned conditions, said costs to be determined at a hearing before the City Council.

Section 4. EMERGENCY CLAUSE: The City Council hereby determines that the aforesaid unsafe structure constitutes a continuing detriment to the public safety and welfare and is therefore a nuisance, and determines that unless the provisions of this ordinance are put into effect immediately, the public health, safety and welfare of the citizens of Springdale will be adversely affected. Therefore, an emergency is hereby declared to exist and this ordinance begin necessary for the public health, safety and welfare shall be in full force and effect from and after its passage and approval.

PASSED AND APPROVED this _____ day of May, 2016.

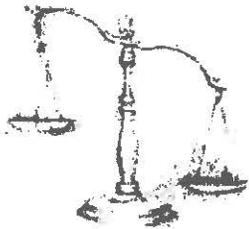
Doug Sprouse, MAYOR

ATTEST:

Denise Pearce, CITY CLERK

APPROVED AS TO FORM:

Ernest B. Cate, CITY ATTORNEY



Office Of The City Attorney

201 Spring Street
Springdale, Arkansas 72764
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Fax (479) 750-4732
www.springdalear.gov
Writer's Email:

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Ernest B. Cate
City Attorney

Taylor Samples
Senior Deputy
City Attorney

Sarah Sparkman
Deputy City Attorney

David D. Phillips
Deputy City Attorney

Lynda Belvedresi
Case Coordinator/
Victim Advocate

Steve Helms
Investigator

Cindy Horlick
Administrative Legal
Assistant/Paralegal

March 29, 2016

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Adan Soto-Rivera
903 S. 8th St.
Rogers, AR 72756

Centennial Bank
c/o Tracy French, Registered Agent
P.O. Box 966
Conway, AR 72033

RE: Properties located in Springdale, Washington County Arkansas, as follows:
906 Mockingbird
Tax Parcel No. 815-28941-000
907 Mockingbird
Tax Parcel No. 815-28937-000
908 Mockingbird
Tax Parcel No. 815-28940-000
910 Mockingbird
Tax Parcel No. 815-28942-000
1214 S. Thompson; 1216 S. Thompson; 1218 S. Thompson
Tax Parcel No. 815-28936-000

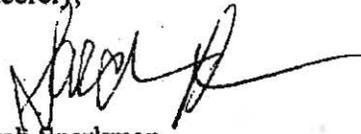
Dear Property Owner and Lienholder:

The Chief Building Inspector for the City of Springdale, Arkansas, has posted notice at the above listed addresses and has mailed notice in writing to you, via certified mail, that structures located on said property and owned by you at the above listed addresses, Springdale, Arkansas, were unsafe and could not be occupied until the structures on the properties had been repaired. Furthermore, the owner was instructed to obtain a demolition or repair permit within thirty (30) days and to begin work within ten (10) days of obtaining the permit.

As of this date, you have taken no efforts to demolish or repair the structure on this property. As such, please be advised that the City Council for the City of Springdale will be reviewing the enclosed ordinance at a Committee Meeting that will take place at 5:30 p.m. on Monday, May 16, 2016, in the multi-purpose room located on the second floor of the City Administration Building at 201 N. Spring Street, Springdale, Arkansas. Also, the enclosed ordinance will be placed on the Council Agenda to be considered on Tuesday, May 24, 2016. This meeting will take place in the Council chambers on the first floor of the City Administration Building. I strongly encourage you to attend these meeting.

Should the City adopt the enclosed ordinance, you will be given a final opportunity to repair or remove the structure. Should you not take advantage of this opportunity, the City of Springdale will have the right to raze and remove the structure, and then charge the costs of such as a lien against the property. The amount of any such lien would be determined by the City Council, and you would have the opportunity to be notified and be heard at this meeting. If you should have any questions, please let me know. I am also sending this letter to you via regular mail as well.

Sincerely,



Sarah Sparkman
Deputy City Attorney

enclosure
SS:ch

cc: Mike Chamlee, Chief Building Official
Tom Evers, Chief Building Inspector

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY
<ul style="list-style-type: none"> ■ Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. ■ Print your name and address on the reverse so that we can return the card to you. ■ Attach this card to the back of the mailpiece, or on the front if space permits. 	<p>A. Signature <input type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) C. Date of Delivery Snow KESTON 4-1-16</p>
<p>1. Article Addressed to:</p> <p>Centennial Bank 678 Tracy French, Registered Agent Box 966 Conway, AR 72033</p>	<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p> <p>3. Service Type <input checked="" type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input checked="" type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery</p> <p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>
<p>2. Article Number (Transfer from service label) 7015 1520 0002 6033 1293</p> <p>PS Form 3811, July 2013 Domestic Return Receipt</p>	

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY
<ul style="list-style-type: none"> ■ Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. ■ Print your name and address on the reverse so that we can return the card to you. ■ Attach this card to the back of the mailpiece, or on the front if space permits. 	<p>A. Signature <input type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) C. Date of Delivery Alondra Cruz 3/31/16</p>
<p>1. Article Addressed to:</p> <p>Adrian Soto-Rivera 903 S. 8th St. Rogers, AR 72756</p>	<p>D. Is delivery address different from item 1? <input checked="" type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p> <p>3. Service Type <input checked="" type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input checked="" type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery</p> <p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>
<p>2. Article Number (Transfer from service label) 7015 1520 0002 6033 1309</p> <p>PS Form 3811, July 2013 Domestic Return Receipt</p>	