

CITY OF SPRINGDALE  
Committee Agendas  
Monday, November 2<sup>nd</sup>, 2015  
Multipurpose Room #236  
City Administration Building  
Meetings begin at 5:30 p.m.

Street & CIP Committee by Chairman Rick Evans:

1. **A Discussion** Wilkinson Lane Drainage Project, presented by: Sam Goade, Director of Public works & Terry Carpenter, P.E., USI Consulting Engineers. \*Paperwork to be provided at meeting.

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

2. **A Resolution** authorizing participation in cooperative regional efforts to evaluate and to report, the potential cost savings and environmental benefits that may be available to NWA through the formation of a multi-jurisdictional water quality compliance association and other nutrient water quality trading programs, presented by: Heath Ward, Springdale Water Utilities Director. (2-9)

Ordinance Committee by Chairman Mike Overton

3. **An Ordinance** amending Chapter 114 of the Code of Ordinances of the City of Springdale, Arkansas; declaring an emergency; and for other purposes (pertaining to driveways and the storage of motor vehicles). Presented by: "The Residential Paving Committee." Previously tabled from 10/19/2015.(10-21)
4. **An Ordinance** amending Article 6, Section 3.5(9)(g) of the Zoning Ordinance of the City of Springdale, Arkansas and for other purposes, presented by: Patsy Christie, Director of Planning. Previously tabled from 10/19/2015. (22-23)
5. **A Discussion** of Use Unit 17, eating places, presented by: Patsy Christie, Director of Planning. Previously tabled from 10/19/2015. (24-26)
6. **A Discussion** of Use Unit 18, Hotel Motel Entertainment, presented by: Patsy Christie, Director of Planning. Previously tabled from 10/19/2015. (27-29)

Parks & Recreation Committee by Chairman Mike Lawson:

7. **A Discussion** of the Trail Code, presented by: Patsy Christie, Director of Planning. Previously tabled from 10/19/2015. (30-31)
8. **A Discussion** pertaining to bicycles, presented by: Patsy Christie, Director of Planning. Previously tabled from 10/19/2015.(32-35)

Personnel Committee by Chairperson Kathy Jaycox:

9. **A Resolution** amending the Personnel and Procedures Manual for the City of Springdale (Tobacco and Alcohol Policy), presented by: Gina Lewis, Human Resources Director. (36-38)

Police & Fire Committee by Chairman Rick Culver

10. **A Request** for permission to purchase a new ambulance for the Springdale Fire Department, Presented by: Mike Irwin, Fire Chief. (39)

Finance Committee by Chairman Eric Ford:

11. **A Resolution** amending the 2015 budget for the Springdale Police Department, presented by: Mike Peters, Chief of Police (40-41)

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION AUTHORIZING PARTICIPATION IN COOPERATIVE REGIONAL EFFORTS TO EVALUATE, AND TO REPORT, THE POTENTIAL COST SAVINGS AND ENVIRONMENTAL BENEFITS THAT MAY BE AVAILABLE TO NORTHWEST ARKANSAS THROUGH THE FORMATION OF A MULTI-JURISDICTIONAL WATER QUALITY COMPLIANCE ASSOCIATION AND OTHER NUTRIENT WATER QUALITY TRADING PROGRAMS**

**WHEREAS**, key components in federal efforts to achieve the goals and objectives of the Clean Water Act involve discharge standards and limitations for wastewater treatment facilities, and the establishment of total maximum daily loads (TMDL's) for receiving streams;

**WHEREAS**, local governments, at substantial cost to ratepayers, have made extensive investments in wastewater facilities and operations to achieve compliance with prescribed regulatory standards;

**WHEREAS**, it appears that authorities may be poised, through consideration of methods other than those that were utilized in establishing current permit requirements, to impose more stringent standards which will render obsolete and inadequate, recently constructed and improved wastewater treatment facilities in the region;

**WHEREAS**, considering the potential impact on ratepayers, and the overall economic impact on the region, it is imperative that proposed changes to water quality standards and discharge requirements be based on sound science; be achievable from a scientific standpoint; be economically feasible; and represent fair, equitable, and necessary measures to comply with the goals and objectives of the Clean Water Act;

**WHEREAS**, Act 335 of 2015 authorizes the Arkansas Pollution Control & Ecology Commission to promulgate regulations establishing nutrient water quality trading programs, including the formation of water quality compliance associations;

**WHEREAS**, the timely development and implementation of nutrient water quality trading programs may provide significant long term savings and environmental benefits for the communities in Northwest Arkansas;

**WHEREAS**, there currently is no other entity or group that is likely to conduct the research and undertake the effort to develop draft regulations establishing nutrient water quality trading programs that would be necessary to benefit Northwest Arkansas communities; and

**WHEREAS**, in the interest of economy and efficiency, a cooperative regional approach to understanding the issues, the potential impacts and effects, and collectively responding to proposed changes is desirable.

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

**SECTION 1.** That the Mayor is hereby authorized to enter into a cooperative agreement that may include, but not be limited to, the cities of Fayetteville, Springdale, Rogers, and Bentonville – all of whom would be affected by the establishment of certain

TMDL's for nutrient loads in receiving streams, and the likely imposition of substantially more stringent wastewater discharge limitations; and all of whom would enjoy the cost savings and environmental benefits that may flow from the timely implementation of well-designed nutrient trading programs and the establishment of an appropriate water quality compliance association.

**SECTION 2.** That the Mayor, or a designee appointed by the Mayor, shall represent the city on all matters associated herewith.

**SECTION 3.** That participation in cooperative regional efforts regarding these matters should be through the Northwest Arkansas Regional Planning Commission, which was established by the parties hereto, along with Benton and Washington County, to provide a forum for regional dialogue, intergovernmental cooperation, and to address regional issues.

**SECTION 4.** That the allocation of all costs associated with this effort shall be equitably allocated among the cooperating jurisdictions, and subject to governing body approval.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2015.**

\_\_\_\_\_  
Doug Sprouse, Mayor

ATTEST:

\_\_\_\_\_  
Denise Pearce, CITY CLERK

APPROVED AS TO FORM:

\_\_\_\_\_  
Ernest B. Cate, CITY ATTORNEY

NWA Intergovernmental Working Group and NWA Stakeholders

# A Basic History and Vision of Nutrient Trading and Act 335

An Informational White Paper, June 26, 2015

HAW/BLA  
6-26-2015

### The Background of Nutrient Trading and the Evolution of Act 335 in Arkansas.

The concept of nutrient trading is not a new one and has been used in an attempt to improve or enhance water quality in other regions of the United States via a variety of means and methods and with varying degrees of success. The United States Environmental Protection Agency (EPA) has supported the concept of nutrient water quality trading for more than twenty years. During the George W. Bush administration, the EPA issued a formal policy statement elaborating on its support for trading (EPA Final Water Quality Trading Policy Jan. 13, 2003), and that support has continued to the present day. The concept initially began to be seriously discussed in our area when the Arkansas and Oklahoma phosphorus issue heated up again a few years ago. The larger cities and the two largest counties in Northwest Arkansas (NWA) formed the Intergovernmental Working Group (IWG) basically to address issues and best practices on phosphorus reduction and other legal issues in the Illinois River Watershed. The IWG originally consisted of the cities of Springdale, Fayetteville, Rogers, Bentonville and Siloam Springs as well as Washington and Benton counties. Siloam Springs withdrew around 2012 for various reasons. Once the initial issues were addressed, an updated "Joint Principles" agreement produced, and the Arkansas-Oklahoma Compact Commission given the mission to develop a technically based and scientifically defensible phosphorus level for the Illinois River, the discussion about nutrient trading began again.

The discussion picked up steam in late 2013 and early 2014 after the Regulation 2 "Minerals Issue" and water quality standards became a big focus and many of the major water utilities across the state banded together with ADEQ to help secure legislative approval for the proposed revised Regulation # 2. This overall effort had somewhat of a galvanizing effect in terms of water utility managers realizing that not many people were looking out for their interest except them, and they should likely be more engaged in proactive policy input and influencing regulations and water law. Nutrient trading suddenly looked like a strong possibility if it was done right and the utilities could be the catalyst to get it started, yet they realized they would need allies from a broad cross-section of interested parties, not just one or two. The question at the time was: How do we advance this concept and who is going to do it??

The Arkansas Water and Wastewater Manager's Association (AWWMA) seemed to be the right place to introduce this idea and the right group to help facilitate a solution. At the July 2014 conference, a discussion meeting was held and chaired by Billy Ammons of Fayetteville (employed directly by CH2M HILL). Allan Gates of Little Rock, an environmental attorney for many cities, was a speaker at the conference and a technical resource for guidance on how to advance the trading initiative. This specific meeting of the AWWMA had two primary topics: A draft nutrient trading bill; the fact the AWWMA had to have more of a voice on policy issues affecting our industry and perhaps we needed to discuss a full time director. The next day at the closing business meeting, Heath Ward of Springdale made a motion for the AWWMA to carry forward and support a nutrient trading bill in the next legislative session which passed unanimously. Ward was appointed the Legislative Committee Chair for the AWWMA and was asked to not only monitor industry-related legislation in the next session but was also given the objective to help carry the draft nutrient trading bill forward, seek to align broad-based support, and then determine who might sponsor the bill. Basic principles of the draft bill were that participation in any program established was to be voluntary, cost the State very little or nothing, and provide a foundation from which to build that would be workable for a variety of circumstances and situations.

The first thing that needed to be done was to provide information and outreach to potentially interested and affected parties. The AWWMA knew that if the right information was not given to people, then there could be opposition from some very key groups who would actually benefit from nutrient trading if they understood the concept. A special effort was made to reach out to ADEQ, cities, farmers (through the Farm Bureau and directly), landowners, industry (including the Poultry Federation) and environmental concerns. After some effort and a number of presentations, there appeared to be no organized or known opposition. Several other organizations outright supported the concept including the Municipal League, the Illinois River Watershed Partnership, Beaver Water District, Beaver Watershed Alliance, Ozarks Water Watch, all the major NWA cities, several businesses, the Northwest Arkansas Council, and the IWG. This was indeed the diverse support that was needed to get such a new concept passed into law with very little opposition. Representative Charlie Collins (R) of Fayetteville was asked to sponsor the bill and Senator Uvalde Lindsey (D) representing Fayetteville and a part of Springdale, carried it in the Senate. Ultimately there were multiple co-sponsors and it became HB1067.

The bill passed the House and Senate without a single “no” vote in total bipartisan fashion and was signed by Governor Hutchinson in March 2015. Only eight months after being introduced as a somewhat revolutionary idea, the basic framework to allow nutrient trading in Arkansas was now a reality and is now known as Act 335.

#### **Basics of Nutrient Trading and Trading or Compliance Associations**

In its simplest form nutrient trading would allow point source, permitted dischargers to form voluntary associations within a watershed that would take into account the net limit for a given parameter in that watershed or other designated area. As an example: If there were 10 wastewater treatment plants in the same watershed with a permit for phosphorus that allowed them to discharge 10 pounds per day per plant, then the net “group” permit would be 100 pounds per day of phosphorus discharged to that watershed. If plant “A” exceeded its limit by 2, plant “B” discharged 8 pounds or less, and the rest of the group simply met their limit, there would not be enforcement since the net discharged phosphorus was 100 pounds or less. This is a simple example.

A more complex, but also relatively simple implementation method is the idea that if a POTW or other entity invested in an environmental project that had measurable results, they could be given a credit for the environmental protection or improvement provided by that project via a less stringent limit at their treatment facility discharge point. This could be in cooperation with municipalities, land owners or companies that may benefit. These types of programs are sometimes called offsets or credits.

A more sophisticated and complex implementation method is the creation of an exchange for credits. This would create a trading market where people could potentially buy or sell credits if needed or perhaps bank them for future use. This is based on credits being granted for projects that have scientifically proven positive environmental impact. Many nutrient reduction projects are measurable over time and as more are done, there will be even more data to support this. A nutrient credit exchange would give public entities, private landowners and private companies the formal recognition they deserve for good things they do for the environment that have a net positive impact.

### **Benefits of Nutrient Trading and ACT 335**

There are several ways that these general concepts could benefit municipal wastewater treatment plants and other permitted point source dischargers, landowners, those with stream bank erosion concerns, municipalities, counties, industries and agri-business, and environmental groups and concerns. Below are just a few examples of how those partnerships and synergies may work:

- Help municipal wastewater treatment facilities and other point source dischargers maintain reasonable limits by allowing a net point source impact to a given area or watershed through sharing that limit with other point source dischargers.
- May be able to divert substantial financial resources to watershed projects with a significant environmental benefit instead of expensive infrastructure projects that may yield very little in terms of total impact.
- Matching grants that are available from groups like ANRC for stream bank restoration or other good environmental projects are often out of reach for most landowners due to high out of pocket financial commitments required. If cities or other entities could (as part of a trading program) pool money or provide direct funds to get those matching grants it might benefit the land owner, the treatment facility and ultimately the watershed. This could be through existing partnerships or future ones in a given watershed or area.
- Funds might be spent on quality, high impact alternative projects that would have a “bigger bang for the buck” or greater environmental return for a given financial investment in the watershed as it pertains to nutrient reduction. Once again, these funds would come from sources where alternatives could be employed in lieu of expensive, low yield infrastructure.
- Ratepayers and taxpayers would feel less of an impact over time. If a significant but smaller investment was made on less expensive but more effective nutrient trading and restoration programs, those improvement would be here for many years to come and would not need a huge operations and maintenance budget to be sustained.
- Industry and business could also greatly benefit. They could potentially bank credits for environmentally protective actions undertaken. The good things that people do for our environment and the community might no longer become just a short lived press release and a photo op, but would rather become a documented important part of the overall nutrient management plan for a given area or an association. Formal recognition would be given as credits. Examples of the kind of positive and environmentally protective projects both public and private partnerships have produced are:
  - Rain gardens and education in a community.
  - Poultry litter or other animal by-products removed from an area.
  - BMP or other management systems implemented in both urban and rural areas.
  - Stream bank restoration programs.
  - Other run-off and storm water mitigation projects.

Once again, these types of projects may be funded from monies from formed association or individual businesses. The opportunities are not limited to one source and can be more effectively implemented when considering the total impact to a watershed.

The eventual potential of a trading exchange could even be to create a profitable and marketable environmentally centered business niche for many entities in Arkansas. At a minimum, an exchange of this type should be another useful tool to help manage nutrients in a given area and could also help provide recognition to those who put forth effort, time and expense to benefit our environment.

To provide the best chance for broad-based support and general acceptance, these groups would need to be formed at the grass roots level and not be a “top down” endeavor. This leaves most of the control at the much preferred local and state levels and should generate more local support and participation.

From our perspective, three actions should be taken: An initial association should be formed; projects or project types identified, evaluated, and approved; and a *simple* system of banking and credits created. This actions may be undertaken in parallel or sequentially. However, an “alpha” association should be formed or identified before anything else can progress very far. Many people in NWA are willing to be involved in developing that initial association and providing the necessary testing ground. We have a vested interest, a strong desire to do the right thing and regardless of what happens to phosphorus limits or TMDL’s from EPA, we feel that what we do will be good for the environment. ***We fully expect that establishing an initial association will be a time consuming and lengthy process, perhaps requiring as much as two to three years before the association will be formed and functioning, yet we are excited to begin.*** We do not want this process to be rushed just to have a “program” and we want to avoid outside pressure to simply copy someone else’s program. ***Every state and region is different and unique and we want to do our best to develop a plan that provides the best environmental impacts in the most cost-effective manner possible.***

#### **Our Vision: Relationships, Structure and Moving Forward**

What we envision is a group in NWA (the core of which will almost certainly be the existing IWG) that will willingly and reasonably quickly put in a request to form a compliance association and create a draft framework for how that association might function. We would then ask ADEQ/APCEC to allow the association to go back and form a set of rules, goals, and a “constitution” of sorts. We would also ask about potential overhead costs that the association would have to bear for ADEQ support, with the hope that that the agency would appoint someone to work with who is open minded, cooperative and does not have too many preconceived notions. We would then develop a draft plan to take that back to the advisory panel for guidance and to the agency for approval on the final “rules”. Once that is done we would want to find our first simple project, define it and give the process a first try. We envision ourselves as being a self-governing, self-reporting type group based on the guidance received and approval of the projects we select. It would be our hope that the project selection and approval process would be simple and streamlined as long as the association provides adequate scientific support and information, and that the granting of and valuation of credits would be a dynamic process based on ongoing performance of implemented projects and continued scientific research.

We hope to conduct these actions within a very collaborative and forward thinking atmosphere, as opposed to a strict authoritarian approach where regulations get written and forced upon regulated parties and “woe be to those who do not comply”. We sincerely hope that we can move forward working together in a cooperative manner.

### Summary

Although nutrient trading is not a new concept, we are embarking on a journey to implement that concept for the first time as a new tool to help improve the water environment in Arkansas. As we find ourselves looking for better ways to improve our situation in specific areas of the state, it is time to look at new concepts and ideas, especially those that benefit several constituencies, have a multitude of synergistic impacts, and will accumulate significant environmental benefits. We know that certain practices in other watersheds elsewhere in our country to include BMP’s, trading, and cooperative efforts have succeeded as components of comprehensive and holistic plan. We hope that we have moved beyond the idea that all water quality problems are one dimensional, that a single agency acting alone can solve all issues, that money spent on one source can fix everything, or that one party or type of source is always at fault. By working together, being proactive, and doing things a little differently, we can lay the groundwork for success not just on nutrients, but perhaps other similar or related issues in the future.

(Point of contact for questions or content is Heath Ward, Executive Director, Springdale Water Utilities, 479-751-5751 or Billy Ammons, Regional Business Manager, CH2MHill, City of Fayetteville Waste Water, 479-443-3292)

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING CHAPTER 114 OF THE CODE OF ORDINANCES OF THE CITY OF SPRINGDALE, ARKANSAS; DECLARING AN EMERGENCY; AND FOR OTHER PURPOSES.**

**WHEREAS**, Chapter 114-56 and 114-57 of the Code of Ordinances of the City of Springdale, Arkansas, provide for the parking and storing of motor vehicles on residentially zoned property in the City of Springdale;

**WHEREAS**, Chapter 114-56 needs to be revised to clarify how and where motor vehicles may be parked on residential property in the City of Springdale;

**WHEREAS**, Chapter 114-57 needs to be revised to clarify the definition of a paved surface;

**WHEREAS**, it is in the best interests of the citizens of the City of Springdale, Arkansas, that Sections 114-56 and 114-57 of the Code of Ordinances of the City of Springdale, Arkansas, be amended to clarify these parking and paving requirements.

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

**Section 1:** Section 114-56 of the Code of Ordinances of the City of Springdale is hereby amended to read as follows:

**Sec. 114-56. – Parking restrictions in residential zoned districts.**

- (a) *Commercial vehicle.* No commercial vehicle (as defined in section 114-57) shall be parked or stored in any residentially zoned district of the city, or in any platted subdivision zoned agricultural on lots less than one acre in size, as shown on the official zoning map, and shall not be parked or stored in the street right-of-way.
- (b) *Parking any motor vehicle on unpaved area prohibited.* Subject to section 114-58, no parking, displaying, or storing of any motor vehicle shall be permitted on any grass surface, gravel surface, or other unpaved area in any residential zone, or in any platted subdivision zoned agricultural on lots less than one (1) acre in size, ~~except that~~ However, an Expanded Parking Permit may be obtained to expand an existing driveway. one designated parking space may be located on the grass ~~The expansion must be in a required front set back adjacent to and parallel to the current driveway located on the property, where geographic conditions are favorable. The size of such designated parking space shall not exceed 9' x 19'. Access to such designated parking space shall be by way of the property's driveway, and~~ The expansion shall be located on the opposite side of the driveway from the primary entrance to the residential structure, unless not feasible due to a natural obstruction or due to location of the property line, and shall be constructed in accordance with the City of Springdale "Residential Driveway Detail". Provided, however, that the maximum allowed paved surface area shall not exceed forty percent (40%) of the total area of the front yard. The Expanded Parking Permit shall be obtained from the Springdale Public Works Department by the owner of the property on which the expanded parking is sought, and shall include inspections of the driveway expansion area by the Springdale Public Works Department before and after installation of the expanded parking area. The Expanded Parking Permit shall cost \$10 upon application of the permit in conjunction with a curb cut permit which is also obtained at the Springdale Public Works Department ~~If the designated parking space is not~~

~~maintained with adequate grasses or other plants and/or landscaping materials to keep the area from becoming rutted, muddy and/or soil from being blown or washed away and is identified as a violation of this provision, such designated parking area shall be paved by the property owner in accordance with chapter 130, article 7.~~

- (c) *Storage or parking of motor vehicles.* The storage or parking of motor vehicles in any side yard or rear/back yard of property in any residential zone, or in any platted subdivision zoned agricultural on lots less than one (1) acre in size, shall be ~~limited to areas paved in conformance with chapter 130, article 7, section 4 prohibited, unless the property has a detached garage located in the side or rear yard used for the parking of a motor vehicle.~~
- (d) *Unpaved driveways.* Properties on which an unpaved driveway existed as of the date of the passage of this section would not be required to pave, but would be subject to all other restrictions contained herein. Provided, however, any such driveways would be required to be paved if the use and maintenance of such driveway and parking area lapses for a period of one year or if the use served by such driveway is expanded.
- (e) *Variances.* In instances where strict enforcement of the requirements of subsections (b), (c), and (d) would cause undue hardship due to circumstances unique to the individual property under consideration, and the granting of such variance is demonstrated to be within the spirit and intent of the provisions of this chapter, the planning commission may grant requests for variances of the requirements of subsections (b) and (c) according to the following guidelines:
- (1) The planning commission may modify such requirements to the extent deemed just and proper so as to relieve such difficulty or hardship, provided that such relief may be granted without detriment to the public interest.
  - (2) When the applicant can show the property was acquired in good faith and where by reason of the exceptional narrowness, shallowness, size or shape of a specific piece of property, or where by reason of exceptional topographic conditions or other extraordinary situation or condition of the piece of property, the strict application of such provisions would prohibit or unreasonably restrict the use of the property, and the planning commission is satisfied that the granting of a variance would alleviate a clear hardship, as distinguished from a special privilege or convenience sought by the applicant, such variance may be granted; provided that all variances shall be in harmony with the intended purpose of this chapter.
  - (3) Bill of assurances or performance bond. A bill of assurance to the city may be required from the property owner prior to any variance being granted, which shall run with the land and shall set a fixed period of time in which the varied requirement must be provided by the property owner.
  - (4) Any party aggrieved by the decision of the planning commission in granting or denying a variance may appeal the decision to the city council within 30 days of the planning commission's decision by giving notice thereof to the city clerk.
- (f) *Exception.* The prohibitions set out herein do not apply to the following:
- (1) Commercial vehicles or construction equipment during the actual performance of a temporary service on the property where it is parked.
  - (2) A vehicle making a bona fide pickup or delivery of property or merchandise.
  - (3) Emergency vehicles.

**Section 2:** Section 114-57 of the Code of Ordinances of the City of Springdale is hereby amended to read as follows:

**Sec. 114-57. – Parking and storage of certain vehicles.**

- (a) In residentially zoned areas of the city, as shown on the official zoning map, it shall be unlawful to park or leave a boat, recreational vehicle, utility trailer, or trailer or any kind, on any residential lot, except as specifically provided below:
- (1) A recreational vehicle, all-terrain vehicle, boat, trailer, or utility trailer may be parked or left in the rear yard, not closer than eight feet to the rear lot line or in a side yard not projecting beyond the front roof line.
  - (2) No recreational vehicle, all-terrain vehicle, boat, trailer, or utility trailer may be parked in the front yard between the paved edge of any street and a dwelling or garage (whichever is closer to the paved edge of the street), unless it is parked or left on a garage driveway or other paved surface area which is immediately adjacent to and an expansion of the garage driveway. Further, no recreational vehicle, all-terrain vehicle, boat, trailer, or utility trailer shall be parked closer than ten feet to the paved edge of any street.
  - (3) The total number of recreational vehicles, all-terrain vehicles, boats, trailers, or utility trailers (other than passenger vehicles) which may be parked, as permitted in subsection (1) or (2) above, shall be limited to two, not including those kept in a garage. Further, only one recreational vehicle, boat, trailer, or utility trailer may be parked or stored between the paved edge of any street and a dwelling or garage (whichever is closer to the paved edge of the street).
  - (4) A recreational vehicle, all-terrain vehicle, boat, trailer, or utility trailer shall not be parked or stored where such parking or storage shall constitute a clear and demonstrable vehicular traffic hazard, or be a threat to public health or safety.
  - (5) It shall be unlawful to park a recreational vehicle, all-terrain vehicle, boat, utility trailer, or trailer of any kind, upon a public street, except when it is actually being loaded, readied for use, or unloaded, but in no event longer than 24 hours.
  - (6) It shall be unlawful to use a recreational vehicle or trailer, which otherwise complies with the provisions above, for temporary on premises dwelling purposes for more than seven days total in any continuous 12-month period.
  - (7) The parking of a recreational vehicle, boat, trailer, or utility trailer as described in subsection (2) above shall effect a violation of this section if it results in the parking of other vehicles upon a public street.
  - (8) A trailer, or utility trailer shall not be used to park or store any inoperative or unlicensed vehicle, as defined in chapter 42.
  - (9) A trailer, or utility trailer shall not be used to park or store any unsightly or unsanitary condition, as defined in chapter 42.
  - (10) A trailer, or utility trailer shall not be used to park or store any materials, supplies, equipment, or property used in connection with the conducting of a business not located on the property.
- (b) For purposes of sections 114-56, 114-57, and 114-58 the following definitions shall apply:

*All-terrain vehicle* shall mean every three-wheeled, four-wheeled, or six-wheeled vehicle 75 inches or less in width, equipped with low pressure tires designed primarily for off-road recreational use, and having an engine displacement of no more than 1,000 cubic centimeters. The term "all-terrain

vehicle" shall not include any golf cart, riding lawnmower, or lawn or garden tractor.

*Boat* shall mean all types of watercraft, whether registered, unregistered, licensed or unlicensed. The term boat shall include any wheeled trailer or other device on which such boat is or may be kept, stored, or transported, whether registered or unregistered, licensed or unlicensed.

*Commercial vehicle* means a vehicle that has any of the following characteristics: (1) has a gross vehicle weight, gross vehicle weight rating, gross combination weight, or gross combination weight rating of 20,001 pounds or more or (2) backhoes, bulldozers or other wheeled or tracked vehicles used in construction or (3) regardless of weight, is used in the transportation of waste or hazardous or noxious materials such as but not limited to a garbage truck, pump-out truck, chemical truck, gasoline truck or fuel oil truck, or (4) a "box truck", which includes any truck with a cuboid-shaped fully enclosed cargo area. However, commercial vehicle does not include a recreational vehicle as defined herein.

*Front yard area* shall mean the area between the plane of the front elevation of the main portion of a dwelling unit extending to the side property lines and the front property line abutting the street, including the driveway.

*Motor vehicle* means a self-propelled device that is required under the laws of the State of Arkansas to be licensed in order to be operated upon the public roadways, but does not include recreational vehicles as defined herein.

*Park, when prohibited,* means the standing of a vehicle whether occupied or not, otherwise than temporarily for the purpose of or actually engaged in loading or unloading.

*Paved* shall mean a surface paved or covered with a constructed surface of concrete in accordance with the standards contained in the City of Springdale "Residential Driveway Detail" and "Curb and Gutter" standards, ~~asphalt, or similar materials, but excluding debris, to establish a permanent surface for the parking storage, or placement of any boat, recreational vehicle, or utility trailer.~~

*Recreational vehicle* shall mean any unit primarily designed as a living quarters for recreation, camping, or travel use which either contains its own motive power as in the case of, but not limited to, motor homes, motor coaches, mini-motor homes, or recreational vans or is permanently mounted on a vehicle such as a truck camper or pickup camper.

*Residential lot* shall mean a parcel of land located in a residentially zoned district, as established on the official zoning map, of at least sufficient size to meet minimum requirements of the district in which it is located. Such lot shall have frontage on an improved public street, or on an approved private street, and may consist of:

- (1) A single lot of record.
- (2) A portion of a lot of record.
- (3) A combination of complete lots of record, of complete lots of record and portions of lots of record, or of portions of lots of record.
- (4) A parcel of land described by metes and bounds.

*Store* shall mean to place for the purpose of preserving, protecting and securing it for a period in excess of 24 hours.

*Trailer* shall mean, but is not limited to, any vehicle designed or utilized for the transportation of a boat, automobile, snowmobile, livestock, cargo or similar items or as living quarters for recreation, camping or travel use as in the

case of a travel, tent, camp, popup or 5th wheel trailer, which does not have motive power of its own, but is designed to be drawn by vehicle.

*Utility trailer* shall mean a vehicular structure or device with or without its own motive power, licensed or unlicensed, designed and/or used for the transportation of goods or materials.

**Section 3:** All other provisions of Chapter 114 of the Code of Ordinances of the City of Springdale, Arkansas, not specifically modified herein shall remain in full force and effect.

**Section 4: 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 effective immediately upon its passage and approval.

**PASSED AND APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Doug Sprouse, Mayor

ATTEST:

\_\_\_\_\_  
Denise Pearce, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Ernest B. Cate, City Attorney

Name: \_\_\_\_\_ Tel.#: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Property Location (Physical Address): \_\_\_\_\_

Property Owner Name (If Different) \_\_\_\_\_

Property Owner Address \_\_\_\_\_

Contractor Name: \_\_\_\_\_ Tel. #: \_\_\_\_\_

Address: \_\_\_\_\_

- ◆ Is the driveway a modification of an existing driveway? . YES . NO
- ◆ Will the driveway serve a: Commercial . Residential (1 & 2 Family) or a . Multifamily use?
- ◆ Will the Driveway connect to an existing driveway? YES NO
- ◆ Will the paved area exceed 40% of the total area of front yard? YES NO

**Show the following by drawing a sketch on the reverse side, or attaching a plan, and include written comments if necessary: The location of the driveway entrance, exit or approach; drainage structures, traffic control devices; proposed grades and any other terms and specifications.**

**Inspection Detail**

- Completed Application for Driveway Permit Received (Sketch must be included with application)
- \$10.00 driveway permit fee paid
- Completed Curb Cut Requirements and permit signed
- \$500 deposit/bond paid
- \$10.00 curb cut permit fee paid
- Initial inspection scheduled (Driveway location must be marked before inspection)
- Driveway expansion completed to detail standards

FOR OFFICE USE ONLY

PERMIT APPLICATION IS HEREBY:

APPROVED

APPROVED WITH MODIFICATIONS

DENIED

Modifications/ Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SIGNED:

Dated:

A concrete driveway, due to its strength, longevity and cost-effectiveness, can last an average of 30 years or more without cracking or crumbling, as long the standard specifications are studied and followed during installation.

## **Thickness**

- Common residential driveway should be at least 4 inches thick -- 5 inches thick if heavy vehicles like vans or SUVs will be parked there regularly

## **Other Dimensions**

- A width of 8 feet for a single-car garage or 15 feet for a two-car arrangement is average..

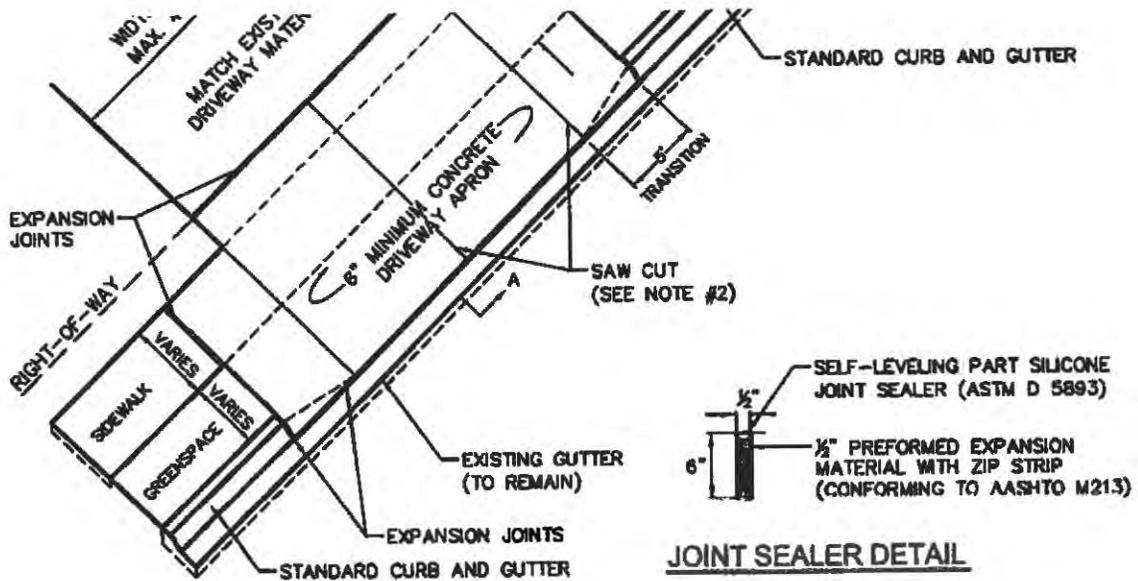
## **Slope**

- A driveway must slope uniformly, without dipping or depressions, toward the street at an angle of at least 1 degree per foot. This ensures proper drainage during rainstorms and car washings.

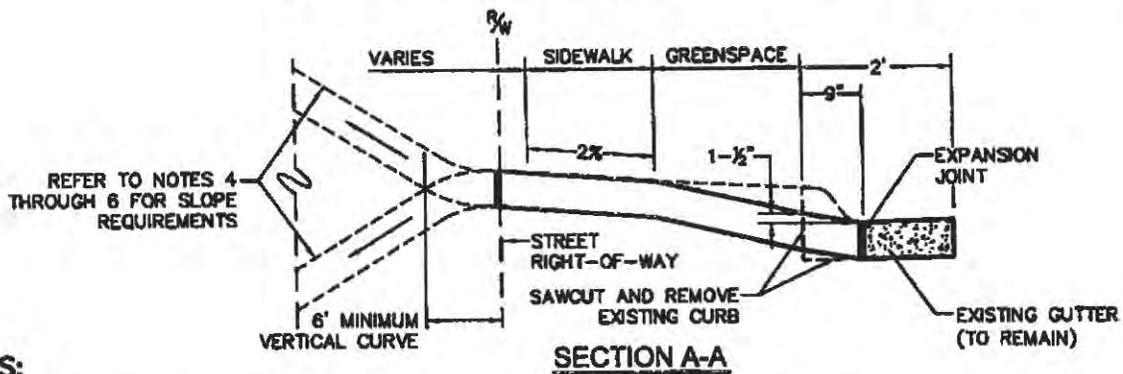
## **General Construction**

- A foundation of wire mesh, crushed gravel and, less often, rebar is commonly used by builders to prevent premature cracking. Joints are also part of a concrete driveway's specs, placed decoratively or in long utilitarian strips every 6 to 10 feet to give connected slabs of concrete an average of 1/2 to 1/4 inch of a gap to expand and contract. The standard for a concrete mix's compression strength, according to the American Standards for Testing and Materials code, should be 4,000 psi over 28 days.

**[For the City of Springdale's Standards refer to the Residential Driveway Detail for Standard curb and gutter applications.](#)**



**JOINT SEALER DETAIL**



**NOTES:**

1. ½" PREFORMED EXPANSION MATERIAL (CONFORMING TO AASHTO M213) SHALL BE PLACED IN LOCATIONS INDICATED AND SEALED WITH SELF-LEVELING CONCRETE JOINT SEALER (ASTM D 5893).
2. CONCRETE DRIVEWAY APRON TO BE SAW-CUT AT FIFTEEN FOOT (15') INTERVALS AS SHOWN, AND FILLED WITH APPROVED JOINT SEALER (SEE DETAIL).
3. CONCRETE DRIVEWAYS TO BE CLASS A, 3000 PSI, 5.5 BAG MIX WITH 4-7% AIR ENTRAINMENT.
- 4 FOR ALL SUBDIVISION PLATS APPROVED AFTER THE ADOPTION OF ORDINANCE 4301 (MARCH 6, 2009); ALL VEHICULAR AND/OR EXIT DRIVES FOR ALL RESIDENTIAL AND NON-RESIDENTIAL USES ALONG A STREET WITH A MINOR COLLECTOR OR HIGHER CLASSIFICATION (AS IDENTIFIED ON THE MASTER STREET PLAN) SHALL NOT EXCEED A MAXIMUM SLOPE OF FIFTEEN PERCENT (15%) WITHIN THE REQUIRED SETBACK AS DETERMINED BY THE ZONING ORDINANCE.
5. FOR ALL SUBDIVISION PLATS APPROVED PRIOR TO THE ADOPTION OF ORDINANCE 4301 (MARCH 6, 2009); ALL VEHICULAR ENTRANCE AND/OR EXIT DRIVES FOR ALL RESIDENTIAL USES SHALL NOT EXCEED A MAXIMUM SLOPE OF TWENTY PERCENT (20%) WITHIN THE REQUIRED SETBACK AREA AS DETERMINED BY THE ZONING ORDINANCE.
6. ALL VEHICULAR ENTRANCE AND/OR EXIT DRIVES FOR ALL RESIDENTIAL AND NONRESIDENTIAL USES ALONG A STREET WITH MINOR COLLECTOR OR HIGHER CLASSIFICATION SHALL NOT EXCEED A MAXIMUM SLOPE OF TEN PERCENT (10%) WITHIN THE REQUIRED SETBACK AREA AS DETERMINED BY THE ZONING ORDINANCE.

N:\Engineering\Standards\2010StandardDetails\DrivewayStandard.pdf

# RESIDENTIAL DRIVEWAY DETAIL FOR STANDARD CURB AND GUTTER APPLICATIONS



CITY OF SPRINGDALE • 201 SPRING STREET • SPRINGDALE, AR • 72764



## CURB CUT REQUIREMENTS

### CURB CUTS

A driveway can be no more than 40 feet in width. If there are two or more, no less than 30 feet apart and at least 40 feet from corner or intersection.

Advise the City of Springdale when the cut will be ready at the time of payment. If you need to change this requested time, please do so an hour in advance by calling 479-750-8135.

Property owner/s requesting curb to be cut by the Public Works Department must pay a minimum charge of \$75.00 for the first 25 feet and \$3.00 for each additional foot and must comply with the following:

1. Have earth dipped out (excavated) behind curb no more than 8 inches below gutter and 2 feet beyond both ends of cut. **NOTE: Curb debris cannot be used for backfill. Contractor is responsible for disposal of all concrete debris.**
2. Curbs must be clearly marked at both ends where cut is to be made.
3. Gutter must be clean and free of rocks, dirt and all other debris.

**NOTE:** If the Public Works Department crew goes to the location and the curb is not ready to be cut (see 1 through 3 above) or does not meet other requirements above, an additional fee of \$ 15.00 will be charged to return to the location when the cut is ready.

### SIDEWALKS

Sidewalks are not included in the cost of cutting a curb. There will be an additional charge of \$50.00 for 25 feet and \$2.00 per foot for each additional foot.

I have received a copy of the Curb Cut Requirements from the Public Works Department. I have read them completely, understand the requirements and all fees and agree to them.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
269 East Randall Wobbe Lane, Springdale, Arkansas 72764  
Phone: 479-750-8135 / Fax: 479-750-8504



### **CURB CUT FEES AND PROCEDURES**

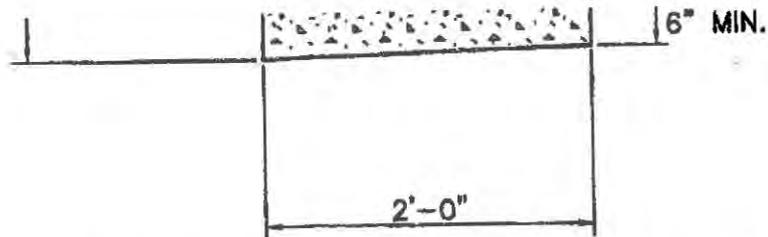
- A deposit of five hundred dollars (\$500) is required to cut a city curb to ensure that no one cuts into and/or busts out a curb without making the necessary repairs. *When the new driveway and curb approach have passed an inspection by the Springdale Public Works Department, the deposit will be returned.*
- You must obtain a curb cut permit from the City of Springdale Public Works Department. The fee for each curb cut permit is ten dollars (\$10) the fee includes the curb cut inspection fee.
- **(OPTIONAL)** For a minimum fee of seventy-five dollars (\$75), the Public Works Department will saw cut the curb up to a twenty-five feet (25') section and three dollars (\$3) will be added for each additional foot.
  - *The Public Works Department will come make the cut(s) once the curb has been clearly marked where the cut(s) are to be made and the dirt has been dug out from behind the curb by no more than eight inches (8") below the gutter and two feet (2') beyond both ends of the cuts.*
  - *Property owner is responsible for disposal of all concrete debris.*
  - *Gutter must be clean and free of rocks, dirt and all other debris.*
- **(OPTIONAL)** Sidewalks are not included in the cost of the Public Works Department cutting the curb. If the Public Works Department is also to cut into the sidewalk, there will be a minimum fee of fifty dollars (\$50) and two dollars (\$2) per foot for each additional foot of sidewalk to be cut.

**If you already have a permit with the City of Springdale Building Inspector's office for new construction, you are not required to deposit a cash bond or purchase a curb cut permit through the Public Works Department.**

Call the Springdale Public Works Department for an inspection once the driveway and/or curb reconstruction is complete. Our hours of operation are 7:30 am to 4:00 pm, Monday through Friday, with the exception of holidays.

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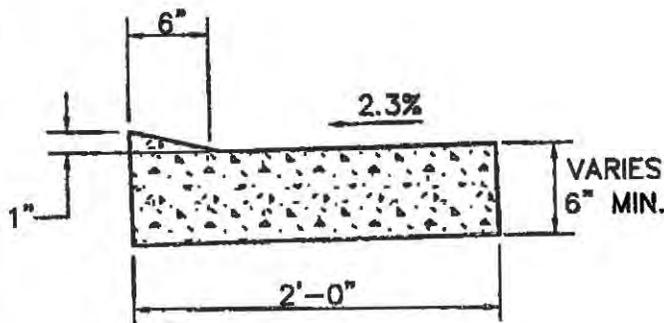
269 East Randall Wobbe Lane, Springdale, Arkansas 72764  
Phone: 479/750-8135 • Fax: 479/750-8504



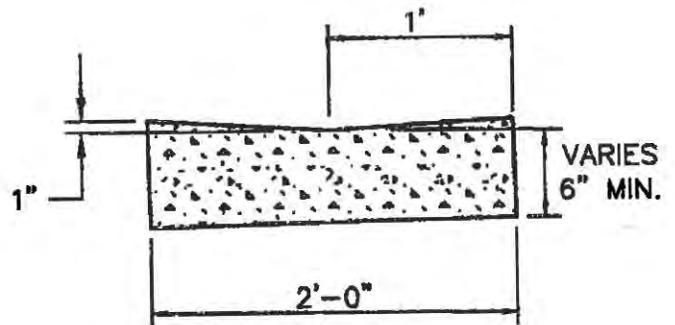
## STANDARD CURB AND GUTTER

NOT TO SCALE

TO BE USED AT STREET INTERSECTIONS WITH LESS THAN 1% GRADE



TYPE I



TYPE II

## MODIFIED CURB AND GUTTER

NOT TO SCALE

### NOTES:

1. CONCRETE FOR CURB AND GUTTER TO BE CLASS A, 3000 PSI, 5.5 BAG MIX WITH 4-7 % AIR ENTRAINMENT.
2. ALL CURB AND GUTTER SHALL HAVE A BROOMED FINISH UNLESS OTHERWISE SPECIFIED.
3. MODIFIED CURB (TYPE I) SHALL BE PLACE ACROSS ALL DRIVEWAY ENTRANCES.
4. MODIFIED CURB (TYPE II) SHALL BE PLACED ACROSS ALL SIDE STREETS WHERE THE LONGITUDINAL GRADE IS LESS THAN 1%.
5. SAW CUT JOINTS AT 15' O.C. SEAL WITH ONE PART COLD APPLIED SILICONE JOINT SEALER OR OTHER APPROVED SEALANT.
6. PROVIDE 1/2" PREFORMED EXPANSION JOINT MATERIAL AT STATIONARY STRUCTURES (DROP INLETS, END OF CURBS, DRIVEWAYS. SEE DETAIL)



CITY OF SPRINGDALE  
201 SPRING STREET  
SPRINGDALE, AR 72764

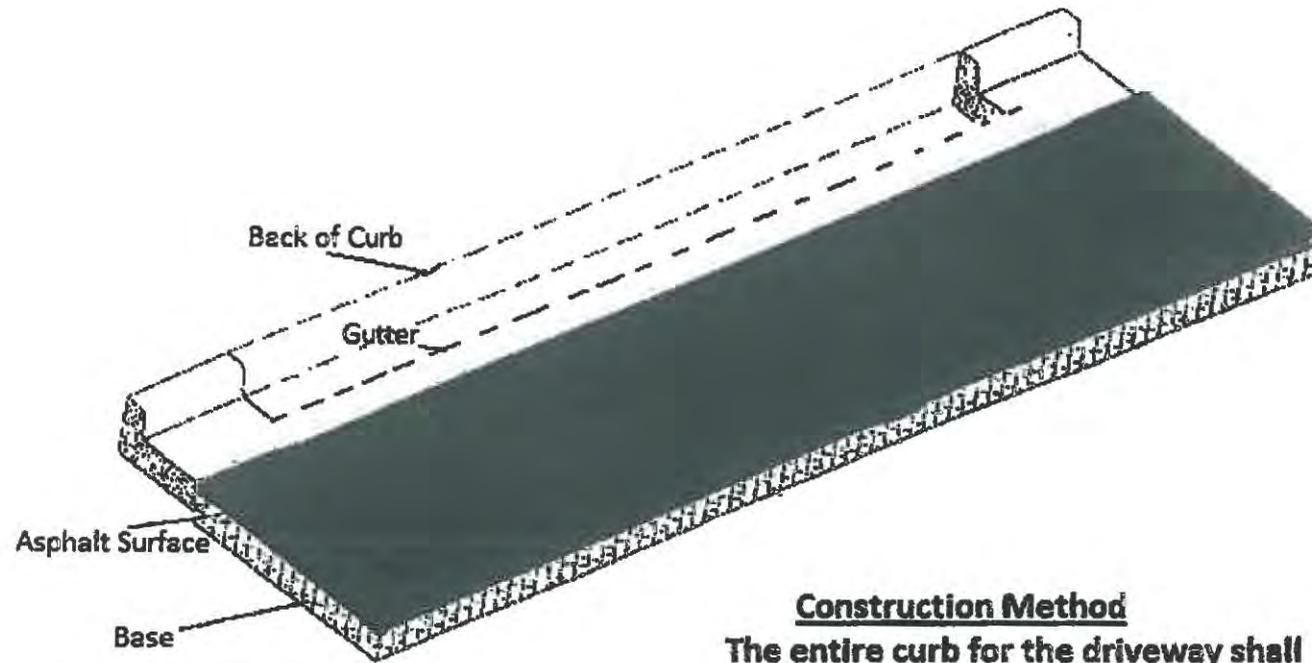
STANDARD DETAILS FOR  
STREET AND DRAINAGE CONSTRUCTION

CURB AND GUTTER

DRAWN BY:  
WWP

DRAWING NO:  
XXXXXX-X

DATE:  
OCTOBER, 2001



**Construction Method**

The entire curb for the driveway shall be sawed full-depth and removed. A minimum of six (6) inches of gutter must remain. The curb and the missing gutter section shall then be reconstructed as part of the driveway.

**Typical Curb and Gutter Removal for Driveways.**

All cuts must be evenly sawed.

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING ARTICLE 6,  
SECTION 3.5(9)(g) OF THE ZONING ORDINANCE  
OF THE CITY OF SPRINGDALE, ARKANSAS AND  
FOR OTHER PURPOSES.**

**WHEREAS**, Article 6, Section 3.5 of the Zoning Ordinance of the City of Springdale, Arkansas, contains regulations pertaining to temporary open-air enterprises;

**WHEREAS**, Article 6, Section 3.5 of the Zoning Ordinance of the City of Springdale, Arkansas, needs to be amended showing the operation of the Mill Street Market to be held at the Shiloh Square without the need for a temporary open-air enterprise permit;

**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 Article 6, Section 3.5(9)(g) of the Zoning Ordinance of the City of Springdale, Arkansas; and

**WHEREAS**, a public hearing was held before the Springdale Planning Commission on November 3, 2015 after notice was given of said hearing as required by law.

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

**Section 1:** Article 6, Section 3.5(9)(g) of the Zoning Ordinance of the City of Springdale, Arkansas, is hereby amended to read as follows:

g. (i) Persons operating a temporary open-air enterprise at the Springdale Farmers' Market, so long as the temporary open-air enterprise is located totally within a geographical area at the Jones Center for Families and designated by the Jones Center for Families as the Springdale Farmers' Market. The market place shall open no earlier than 6:00 a.m. and shall close no later than 2:00 p.m. on Tuesdays and Thursdays, ~~and Saturdays.~~

(ii) Persons operating a temporary open-air enterprise as the Mill Street Market ~~at the Springdale Farmers' Market~~, so long as the temporary open-air enterprise is located totally on Mill Street between Johnson Avenue and Huntsville Avenue ~~within a geographical area at the Shiloh Square~~ and designated by the City of Springdale as the Mill Street Market ~~Springdale Farmers' Market~~. The market place shall open no earlier than 6:00 a.m. and shall close no later than 2:00 p.m. on Saturdays and 4:00 p.m. to 9:00 p.m. on Tuesday. ~~daily.~~

(iii) The only articles that may be sold at the Springdale Farmers' Market are as follows: vegetables, honey, nuts, raw juices, molasses,

fruit, and other produce and plants grown or produced by the vendor thereof; art work, craft work, ~~and~~ processed farm products, (eggs, meats and processed jams and jellies) produced by the vendor ~~thereof~~ and baked goods which are processed within the guidelines of the cottage laws in the State of Arkansas. All products sold at the marketplace must be produced in compliance with all applicable regulations of the State Department of Health.

**Section 2:** All other provisions of Article 6, Section 3.5 of the Zoning Ordinance of the City of Springdale, Arkansas, not specifically amended by this Ordinance shall remain in full force and effect.

**Section 3:** This ordinance shall be effective January 1, 2016.

**PASSED AND APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Doug Sprouse, Mayor

ATTEST:

\_\_\_\_\_  
Denise Pearce, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Jeff C. Harper, City Attorney

## **CURRENT REGULATIONS**

### **Unit 17: Eating places.**

Eating places, other than drive-ins, which do not provide dancing or entertainment.

Allowed in Zoning Districts as a permitted use: C-1; C-2; C-3; C-4; C-5; PUD

Allowed as a Conditional Use On Appeal: A-1

## **PROPOSED CHANGES**

**UNIT 17A: Eating Places** – Eating places where the principal use is the service of food for consumption on the premises and do not provide dancing or entertainment

- **RESTAURANTS—SIT DOWN**

An establishment in which food or beverages are cooked or prepared and offered for sale and where consumption of alcoholic beverages may be permitted on the premises. Outdoor service must be a well-defined space, designed and services to keep debris from blowing off the premises. (Note restaurants must have exterior walls at least two hundred (200) feet from the nearest residentially zoned property line.)

- **SIDEWALK CAFÉ**

An outdoor dining area, not enclosed by a fence or other visual barriers in excess of 36 inches in height, placed on a public right-of-way and contains removable tables, chairs, planters or other appurtenances and is abutting/contiguous to a restaurant that performs food preparation, sanitation, and related services for the sidewalk café.

- **RESTAURANT – WITH CARRY OUT**

An eating establishment in which food or beverages are cooked and/or prepared and offered for sale, where consumption of alcoholic beverages may be permitted on the premises. Outdoor service must be a well-defined space, designed and services to keep debris from blowing off the premises. (Note restaurants must have exterior walls at least two hundred (200) feet from the nearest residentially zoned property line.) Drive-up or walk-up service may be permitted and shall be integrally designed into the development with drive-thru lane and/or drive-thru window located adjacent to the public street network or drives. Exterior signage indicates a carry-out service or dedicated parking stalls for carry-out customer parking.

- **COFFEE HOUSE**

An establishment providing coffee and tea as well as light snacks ranging from baked goods to soups and sandwiches, other casual meals, and light desserts.

Allowed in Zoning Districts as a permitted use: C-1; C-2; C-3; C-4; C-5; PUD  
Allowed as a Conditional Use On Appeal: A-1

**17B: EATING PLACES** – Eating places where the principal use is the service of food for consumption on the premises and may provide dancing or entertainment or through an outdoor ordering facility.

- **RESTAURANTS—SIT DOWN**

An establishment in which food or beverages are cooked or prepared and offered for sale and where consumption of alcoholic beverages may be permitted on the premises. Outdoor service must be a well-defined space, designed and services to keep debris from blowing off the premises. (Note restaurants must have exterior walls at least two hundred (200) feet from the nearest residentially zoned property line.) The establishment may include an area set aside for one or more or any combination of the following: dancing, band, orchestra, disc jockey, karaoke, stage show, or other form of musical or comedy entertainment.

- **RESTAURANT – WITH CARRY OUT**

An establishment in which food or beverages are cooked or prepared and offered for sale, where consumption of alcoholic beverages may be permitted on the premises. Outdoor service must be a well-defined space, designed and services to keep debris from blowing off the premises. (Note restaurants must have exterior walls at least two hundred (200) feet from the nearest residentially zoned property line.) Drive-up or walk-up service may be permitted and shall be integrally designed into the development with drive-thru lane and/or drive-thru window located adjacent to the public street network or drives. Exterior signage indicates a carry-out service or dedicated parking stalls for carry-out customer parking. The establishment may include an area set aside for one or more or any combination of the following: dancing, band, orchestra, disc jockey, karaoke, stage show, or other form of musical or comedy entertainment.

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- **RESTAURANT – DRIVE IN**

An establishment in which food or beverages are cooked or prepared and a patron is served through a window or other device while remaining in a motor vehicle and has an order box, order window, payment window, pickup

window, drive-in services stall, or similar point of interaction designed to permit or facilitate the serving of food or beverages directly to patrons in automobiles or other vehicles parked on the premises.

- Order box, order window, payment window, pickup window, drive-in services stall, or similar point of interaction for the drive-in shall not be located within 200 feet of any residentially zoned property.
- A variance to the requirement should consider the following:
  - The likelihood that the residentially zoned property will be developed for a residential use or will continue to be utilized for a residential use in the foreseeable future.
  - The degree to which the current or anticipated use of the residentially zoned property is likely to be sensitive to or affected by the noise, headlight glare, exhaust fumes and litter that may result from the operation of the drive-in or drive-through facility.
  - The degree to which the property containing the drive-in or drive-through facility also contains or is proposed to contain landscaping, fencing, berming, and/or other buffering techniques to lessen the impact of the drive-in or drive-through on the residentially zoned property.
  - The degree to which the residentially zoned property has a site configuration, a building design or other physical features which would lessen the impact of the drive-in or drive-through facility on the residentially zoned property.
- Adequate passenger car stacking space shall be provided from the order box or order window to ensure that public right-of-way or common driveway easements will not be blocked due to the drive-in or drive-through facility.

Allowed in Zoning Districts as a permitted use: C-3; C-4; C-5; PUD

**Current Regulations**

**Unit 18: Hotel, motel and entertainment facilities.**

Athletic facilities, hotels, motels and certain types of entertainment facilities including restaurants providing dancing, taverns, clubs and lodges.

Specific uses:

|                           |   |
|---------------------------|---|
| Arcade, video or penny    | Motel   |
| Athletic facility, indoor | Motion picture theater                            |
| Auditorium, commercial    | Night club  |
| Billiard and pool parlor  | Private club or lodge                             |
| Bowling alley             | Restaurant providing dancing and/or entertainment |
| Dance hall                | Skating rink                                      |
| Drive-in restaurant       | Tavern  |
| Hotel                     | Theater, indoor                                   |
| Membership lodge          |   |

**PROPOSED CHANGES**

**Unit 18: Hotel/motel, Indoor Recreation Facility and Entertainment facilities.**

**HOTEL/MOTEL**

Facility with guest rooms or suites provided with or without a kitchen facility, rented to the general public for transient lodging (less than 30 days). Generally, hotels provide access to most guest rooms from an interior walkway or hallway, and typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Generally motels provide access to most guest rooms from an exterior walkway. Both may include accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.

**INDOOR COMMERCIAL RECREATIONAL FACILITY**

Establishments providing indoor recreational activities for a fee or admission charge, including but not limited to: bowling alley; coin-operated amusement arcade; electronic game arcade (video games, pinball,); ice skating and roller skating; pool and billiard room as primary use; movie theater; live theater. This use does not include adult oriented businesses, which are separately defined.

- **Athletic facility:** An indoor facility, with or without seating for spectators, and providing accommodations for a variety of individual, organized, or franchised sports, including but not limited to basketball, wrestling, soccer, tennis, volleyball, racquetball, or handball. Such facility may also provide other regular organized or franchised events, health and fitness club

facilities, swimming pool, snack bar, restaurant, retail sales of related sports, health or fitness items, and other support facilities.

- **Gymnastic facility:** An indoor facility, with or without seating for spectators, and providing accommodations for a gymnastic and dance classes, practice areas, events and competitions. Such facility may also provide other regular organized retail sales of related sports, health or fitness items, and other support facilities.
- **Billiard/pool hall:** An establishment where people get together for playing cue sports such as pool, snooker or billiards. Such establishments often serve alcohol and may have gaming machines, darts, foosball and other games on the side.
- **Fitness Center/Health Club/Gym:** An establishment that houses exercise equipment for the purpose of physical exercise.
- **Game Arcade (video games, pinball,):** Eight or more electronic games or coin-operated amusements (as defined by Act 1209) in any establishment, or premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; seven or fewer machines are not considered a land use separate from the primary use of the site.
- **Indoor Play Centers:** An establishment to provide children an indoor playground where they can climb, slide, jump, race and play on massive inflatable play structures.
- **Indoor Sports and Recreation Facility:** Predominantly participant sports and health activities conducted entirely within an enclosed building, with the exclusion of secondary uses such as a spa, pool, basketball court, or tennis court. Typical uses include bowling alley, billiard parlor, ice/roller skating rinks, indoor racquetball courts, indoor climbing facilities, soccer areas, athletic clubs and health clubs. Also see Outdoor Commercial Recreation for spectator venues and uses.

## ENTERTAINMENT FACILITY

- **Bar, Lounge or Tavern:** An establishment, the primary activity of which is the sale and consumption on the premises of beer, wine or other liquors, and where food service is secondary to the sale of beer, wine or other liquors. Includes microbreweries where patrons are served beer produced on the premises for on-site consumption.
- **Dance hall:** Any building, premises, pavilion, or place of business wherein dancing is permitted, conducted or engaged in by the public in general, including but not limited to private clubs as defined by ordinance and/or the laws of the State of Arkansas, either for profit or not.
- **Live theater:** An establishment that is a collaborative form of fine art that uses live performers to present the experience of a real or imagined event before a live audience in a specific place. The performers may

communicate this experience to the audience through combinations of gesture, speech, song, music, and dance.

- **Movie theater (also called a cinema):** An establishment for viewing movies (films) that is a commercial operations catering to the general public, who attend by purchasing a ticket. The movie is projected with a movie projector onto a large projection screen at the front of the auditorium or equipped for digital cinema projection, removing the need to create and transport a physical film print.
- **Nightclub (also known as a discothèque, or simply a club or disco):** An entertainment venue which usually operates late into the night. The venue is generally distinguished from bars, pubs or taverns by the inclusion of a dance floor and music by either live bands or, more commonly, a mix of songs played by a DJ through a powerful PA system. Alcohol may or may not be served.
- **Outdoor music establishment:** Any business or establishment that has a garden, patio, rooftop or premises not wholly enclosed by solid walls and fully roofed in which amplified or loud music is played that could be audible at nearby residences or businesses.
- **Clubs, Lodges, and Meeting Halls:** Permanent, headquarters-type and meeting facility for organizations operating on a membership basis for the promotion of the interests of the members, including a facility for: business associations; civic, social and fraternal organizations; labor unions and similar organizations; political organizations; professional membership organizations, and/or other membership organizations.

Allowed in Zoning Districts as a permitted use: C-3; C-4; C-5; PUD

### 1.1 Operation of Vehicles and Use of City Trails

No golf carts or comparable sized vehicles nor any gas powered vehicles (except city maintenance or emergency vehicles) shall be driven or operated on the Razorback Greenway or any other city trail as designated on the Master Trail Plan.

It is hereby declared unlawful to park or operate a motor vehicle on or along any city trail that has been or is hereafter so posted by the city. Any person found guilty of parking or operating a motor vehicle in violation of this section shall be fined not more than \$500.00. Any motor vehicle that is being utilized for a legitimate government purpose or emergency shall be exempt for the provision of this section.

### 1.2 Rules of the Road for Springdale Trails

1. Pedestrians and joggers – pedestrians, skaters and joggers should walk, skate or jog near the right side of the trail to accommodate faster runners, skaters, bicyclists, and faster traffic to pass on the left side of the lane.
2. Bicyclists, skaters, runners and others – persons should ride their bicycles, Segway, skateboards and scooters on the right side of the lane unless passing. Persons skating, riding bicycles, Segways, skateboards, scooters and runners shall give an audible warning prior to passing slower traffic. Passers shall not cross the solid yellow line. Passers shall not cross the dashed yellow line if oncoming traffic is close enough that the passer cannot return to his/her lane before reaching oncoming traffic or if crossing the dashed yellow line causes any safety hazard.
3. Speed limit –
  1. No person shall skate or ride his bicycle, Segway, skateboard, scooter or other vehicle on a city trail at a speed greater than is reasonable and prudent under the conditions then existing.
  2. No person shall skate or ride his bicycle, Segway, skateboard, scooter or other vehicle at a speed greater than 15 m.p.h. on a city trail.
  3. No person shall skate or ride his bicycle, Segway, skateboard, scooter or other vehicle at a speed greater than 10 m.p.h. on a city trail when oncoming traffic is present or when passing traffic going the same direction.
  4. Persons skating or riding bicycles, Segways, skateboards, scooters, or other vehicles on a city trail in such a manner as to indicate a reckless disregard for the safety of others shall not only be subject to punishment set forth in \_\_\_\_\_, but may have their right to skate or ride their vehicle upon the city trails suspended for up to one year. Any person violating a suspension period shall be guilty of a separate violation of this subsection.

## PEDESTRIANS

### Application of Regulations

Pedestrians shall be subject to traffic control signals at intersections as declared in this traffic code, but at all other places pedestrians shall be accorded the privileges and shall be subject to restrictions stated in this chapter.

### Right-of-Way in Crosswalks – Use by Pedestrians

1. Where traffic control signals are not in place or in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter. Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.
2. Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.
3. Pedestrians shall move, whenever practicable, upon the right half of crosswalk.

### Duty to Yield Right-of-Way to Vehicles at Certain Places

1. Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to vehicles upon the roadway.
2. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

## Proposed Revisions to Chapter 114 – Traffic and Vehicles

### ARTICLE V – BICYCLES, MOPEDS, ETC.

#### Division 1. Generally

##### Section 114-121. - Parking of bicycles, mopeds and motorized bicycles.

No person shall park a bicycle or a moped or motorized bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the bicycle or moped or motorized bicycle or against a building or at the curb in such a manner as to afford the least obstruction to pedestrian traffic.

#### Division 2. –Bicycles

##### Section 114-122 - Application of traffic law.

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles or by the traffic ordinances of this city applicable to the driver of a vehicle, except as to special regulations in this article and except as to those provisions of laws and ordinances which by their nature can have no application.

##### Section 114-122. – Obedience to traffic-control devices.

Any person operating a bicycle shall obey the instructions of official traffic-control signals, signs, and other control devices applicable to vehicles, unless otherwise directed by a police officer. Whenever authorized signs are erected indicating that no right or left or U-turn is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.

##### Section 114-123 – Manner of riding

A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto. No bicycle shall be used to carry more persons at one (1) time than the number for which it is designed and equipped.

##### Section 114-124. – Riding on roadways, cycle tracks and bicycle paths.

Every person operating a bicycle upon a roadway shall ride as near as to the right-hand side of the roadway as practicable, exercising due care when passing a

standing vehicle or one proceeding in the same direction. Persons riding bicycles upon a roadway shall not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Whenever a usable path for bicycles has been provided adjacent to a roadway bicycle riders shall use such path and shall not use the roadway.

**Section 114-125. – Speed.**

No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

**Section 114-125. – Emerging from alley or driveway.**

The operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk or the sidewalk area extending across the alleyway, yield the right-of-way to all pedestrians approaching on such sidewalk area and, upon entering the roadway, shall yield the right-of-way to all vehicles approaching on such roadway.

**Section 114-126. - Clinging to vehicles.**

No person riding upon any bicycle shall attach the same or himself to any vehicle upon a roadway.

**Section 114-127. – Carrying articles.**

No person operating a bicycle shall carry any package, bundle or article, which prevents the rider from keeping at least one hand upon the handlebars.

**Section 114-128. – Riding on sidewalks.**

No person shall ride a bicycle upon a sidewalk within a business district, except those sidewalks which run along a collector street or an arterial street when so designated and marked as a bicycle route. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

This section shall not apply to police officers acting in the line of duty as part of the city's bicycle patrol, except that police officers riding on sidewalks shall operate the bicycle in a safe manner, yielding to the right-of-way and warning pedestrians to the extent possible.

**Section 114-129. – Required Equipment**

Every bicycle, when in use at nighttime, shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front

and with a red reflector on the rear of a type which shall be visible from all distances from 50 feet to 300 feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light to the rear may be used in addition to the red reflector.

Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement.

#### **Section 114-130. – Pedestrian Right-of-way on bicycle facilities**

Bicycles shall at all times yield the right-of-way to pedestrians on and across bicycle facilities upon which through pedestrian traffic is also permitted as well as on sidewalks, greenways and multi-use paths.

#### **Section 114-130. – Use of cycle track/bike lanes by motor vehicles**

It shall be unlawful for any person to drive, park, stop or stand any motor vehicle in any cycle track/bike lane designated as such unless otherwise permitted, or except when necessary to gain access to and from a public street or alley and/or private driveway or other entrance way, and except that a driver may stop temporarily during the actual loading and unloading of passengers or materials if otherwise permitted in this chapter, or if necessary to obey traffic regulations or signs or signals of a police officer.

The driver of a motor vehicle approaching a turn at an intersecting street or driveway may cross or merge into a bike lane after yielding to other traffic in the bike lane in order to execute the turn.

The driver of a motor vehicle accessing on-street parking adjacent to a bike lane may merge into the bike lane after yielding to other traffic in the bike lane in order to execute the parking maneuver.

## DEFINITIONS

**Bicycle** – a non-motorized vehicle with two (2) or three (3) wheels tandem, a steering handle, one (1) or two (2) saddle seats, and pedals by which the vehicle is propelled, and also bicycles with helper motors rated less than one (1) brake horsepower which produces an ordinary pedaling speed up to a maximum of twenty (20) miles per hour.

**Bicycle Facilities** – all thoroughfares that provide for bicycle travel including facilities existing within street and highway rights-of-way and facilities along separate and independent corridors.

**Shared streets** – all existing public or private street rights-of-way where bicycles share the roadway with motor vehicles unless otherwise prohibited by law. Shared streets may utilize signs placed on vertical posts or markings stenciled on the pavement.

**Cycle track/bicycle lane/bike lane** – those bicycle facilities on existing street rights-of-way where a portion of the roadway is set aside for exclusive bicycle use and designated by (1) signs placed on vertical posts or markings stenciled on the pavement and (2) by a painted line marking the bicycle lane on the pavement with or without delineators.

**Multi-use path/greenway** – those bicycle facilities on existing street rights-of-way or on a completely separated right-of-way or easement or upon mid across parks, schools or other publicly owned lands where a path is designated for the shared use of bicycles and pedestrians. The parking of any through traffic by motor vehicles is prohibited. Cross-flows by motor vehicles and pedestrians when necessary to gain access to and from a public street or alley and/or a private driveway or other entranceway are permitted.

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION AMENDING SECTION 3.10 OF THE  
PERSONNEL AND PROCEDURES MANUAL FOR THE  
CITY OF SPRINGDALE, ARKANSAS**

**WHEREAS**, Section 3.10 of the Personnel and Procedures Manual for the City of Springdale, Arkansas, contains the policy on the use of alcohol and tobacco;

**WHEREAS**, the testing procedure for the presence of alcohol needs to be amended and clarified to confirm with Arkansas law;

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

**Section 1:** Section 3.10 of the Personnel and Procedures Manual for the City of Springdale, Arkansas is hereby amended to read as follows:

**3.10 Use of Alcohol and Tobacco:**

The consumption of alcohol or other intoxicants is prohibited while an employee is on duty, unless it is required as part of the job, such as a police assignment. Employees are not to consume intoxicants while off duty to such a degree that it interferes with or impairs the performance of his or her duties. Employees involved in any unauthorized presence of alcohol on City property or report to work with unacceptable blood alcohol concentration (BAC) levels as set out in this policy, will be subject to disciplinary action, including discharge.

"Reasonable suspicion" shall be defined in this policy the same as Policy 3.12. In the event there is reasonable suspicion to believe that an employee's job performance may be impaired by alcohol, the employee's supervisor shall question the employee with regard to their behavior. The supervisor should directly observe the employee's behavior and document the behavior.

Indications of impaired behavior include, but are not limited to the following: staggering or irregular gait, the odor of alcohol on the breath, slurred speech, dilated or constricted pupils, inattentiveness, listlessness, hyperactivity, performance problems, illogical speech and thought processes, poor judgment, or unusual or abnormal behavior.

When possible, a second managerial employee shall also observe the employee to verify that there is reasonable suspicion to believe that alcohol consumption may be involved. A determination shall be made as to whether or not the employee's behavior is impaired to the point of being unable to perform his duties effectively and safely. The employee shall be relieved of his/her duties and placed on a suspension with pay status until a clear determination can be made as to the abuse or non-abuse of alcohol.

In the event there is reasonable suspicion to believe that alcohol consumption is involved, the supervisor or appropriate manager shall have an alcohol test administered. Refusal of an employee to take the test(s) shall result in immediate discharge. The test(s) must be conducted within a reasonable time period after the observation of the problem behavior.

If the behavior that led to the initial investigation is not due to alcohol abuse, but the employee's job performance is hindered, the City may require a drug test or may require the employee to undergo a medical evaluation. Where appropriate, a signed physician's release may be required by the employer before the employee returns to work. Time lost due to an illness (not alcohol abuse or substance abuse) will be charged to sick leave.

If a law enforcement officer or firefighter reports for duty or is on duty, their BAC level shall not be .02% or above. The prohibited BAC levels for persons holding positions requiring commercial driver's licenses are set by policy in Appendix A, which is incorporated herein by reference. The prohibited BAC levels for certain other employees within the Springdale Street Department are set by the policy in Appendix C, which is incorporated herein by reference. All other employees shall not report for work or be on duty with a BAC level of .04% or above. Depending on the circumstances, if it is determined that immediate discharge is not warranted, the employee may be placed in an unpaid rehabilitation leave status. However, the department head shall consult with the Mayor and Personnel Officer before this decision is made and discharge is the preferred action in cases where an employee reports to work or is working with unacceptable BAC levels as set out in this policy.

Alcohol testing is done by testing breath, because it is the most easily obtained body substance and the results are known within minutes of testing. The weight of alcohol in the breath sample is determined and the quantity of the alcohol converted to its equivalent value in blood. A BAC (blood alcohol concentration) of 0.10 means one-tenth of a gram of alcohol per 210 liters of breath.

The alcohol testing will be done in a site that affords privacy to the employee being tested. This site could be a room, van, or a partitioned off area. Only one breath test will be done at one time. The person giving the test will not leave the testing site during the test.

The testing device for alcohol testing is called an Evidential Breath Testing device (EBT). The EBT is a scientific instrument which determines the concentration of alcohol expressed as "percent by weight." The first part of the testing process is to make sure the EBT is operating properly. In the employee's presence, the technician runs an "air blank" test to make sure the EBT is working correctly and the reading is zero. Next a sealed mouth piece is opened and placed into the EBT. In order to get a sufficient quantity of deep lung air, the employee is requested to blow into the mouth piece for at least six seconds, or until the EBT indicates that an adequate amount of breath has been obtained. The EBT will immediately read the results of the initial test.

When the initial test results show a reading of equal or above the BAC level under the policy applicable to the particular employee, a confirmation test is necessary. Before the confirmation test, a ~~15~~ 20 minute waiting period will be observed during which time the person being tested cannot leave the test site and may not eat, drink, or smoke during this period. The purpose of this ~~15~~ 20 minute waiting period is to ensure that the presence of mouth alcohol from recent use of food, tobacco, or hygiene products does not artificially raise the test result.

When the confirmation result is different from the initial test, the lower of the two test results will be used to determine the consequences. A breath alcohol testing form will be prepared with a copy provided to the tested employee.

In regard to the testing device, it is permissible under this policy to use a test of a law enforcement agency provided the testing device and the operator are certified by the Arkansas Department of Health. If a law enforcement agency performs any BAC tests (breath, blood or otherwise) as part of a criminal investigation of an employee, the results of such test(s) may be used by the City in determining if any policies, procedures, or rules of the City or of the employee's department have been violated. If such BAC test is administered pursuant to a criminal investigation or if criminal charges may be filed against the employee by the law enforcement agency, a second test is not required by this policy then the test shall be conducted in compliance with Ark. Code Ann. §5-65-201, et seq. including the giving of an "implied consent warning" prior to the test being administered.

Each department head or supervisor may establish tobacco use policies for his or her departmental employees, so long as they do not conflict with City policy or Order of the Mayor. Tobacco products of any kind, including e-cigarettes, are prohibited in any City owned building, vehicle, and within view of the public.

No additional breaks beyond those allowed under department policy may be taken for the purpose of using tobacco products. Employees may smoke, or use tobacco products, outside, away from building entrances and out of view of the public during breaks.

**Section 2:** All other provisions of Section 3 of the Personnel and Procedures Manual for the City of Springdale, Arkansas, not specifically modified herein shall remain in full force and effect.

**PASSED AND APPROVED**, this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Doug Sprouse, Mayor

ATTEST:

\_\_\_\_\_  
Denise Pearce, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Ernest B. Cate, City Attorney

Post Office Box 1521  
417 Holcomb Street  
Springdale, AR 72765-1521  
Phone (479) 751-4510  
Fax (479) 750-8104

## Springdale Fire Department

October 30, 2015

Mayor Sprouse;

We would like to request a budget amendment to purchase a new ambulance. This will be the last full build ambulance we will need for several years, which this will complete the three ambulances in reserve, so that in 2017 we can begin the remount project. This is estimated to save approximately \$70,000-\$90,000 per ambulance, and we will look at least one remount per unit, and possibly two. We believe that the apparatus replacement program for ambulances that we have adopted, will in fact be supported by the EMS fund that has been established and should be able to maintain our plan without having to dip into the general fund or CIP.

We would like to request \$210,000 for the ambulance and an additional \$70,000 for equipment. Since this will be an addition to our fleet, we will also need to attain all of the equipment for the ambulance as well. Again, we would request this funding come out of our EMS replacement account so we would need no additional general fund or CIP funding.

Your consideration into this request is greatly appreciated. We are moving this forward at this time as we were advised that if we can order relatively soon, a department cancelled an order, and they will be able to add our unit into that slot, which means delivery is expected sometime the first half of 2016. Currently we are about one year behind due to build times and this will allow us to catch up with the replacement program. Again thank you for your time and consideration.

Mike Irwin  
Chief  
Springdale Fire Department

Cc: Wyman  
Morgan  
Rick Culver



The Springdale Fire Department exists to enhance the quality of life in Springdale by minimizing the devastating effects of fires, medical emergencies, and natural and artificial disasters.

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION AMENDING THE 2015  
BUDGET OF THE CITY OF SPRINGDALE  
POLICE DEPARTMENT**

**WHEREAS**, the Police Department has received funds that have not been appropriated from asset forfeitures; and

**WHEREAS**, the Police Chief has requested that some of these funds be appropriated for the purchase of a K-9 utility dog and related equipment;

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SPRINGDALE, ARKANSAS**, that the 2015 budget of the City of Springdale Police Department is hereby amended as follows:

| <u>Department</u> | <u>Account No.</u> | <u>Description</u> | <u>Present Budget</u> | <u>Increase</u> | <u>Decrease</u> | <u>Proposed Budget</u> |
|-------------------|--------------------|--------------------|-----------------------|-----------------|-----------------|------------------------|
| Police            | 10105014217021     | Drug Seizure Funds | 130,517               | 13,750          |                 | 144,267                |

**PASSED AND APPROVED** this 10<sup>th</sup> day of November, 2015.

\_\_\_\_\_  
Doug Sprouse, Mayor

ATTEST:

\_\_\_\_\_  
Denise Pearce, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Ernest B. Cate, City Attorney



# CITY of SPRINGDALE

POLICE DEPARTMENT  
OFFICE OF THE CHIEF OF POLICE

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**To:** Wyman Morgan  
**From:** Chief Mike Peters  
**Date:** 10/30/2015  
**Re:** Transfer Money for K-9 Purchase

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Wyman,

I am requesting the transfer of \$13,600 from the Asset Forfeiture account 101-0501-331-20-00 to the police department budget, account # 101-0501-421-70.21 for the purchase of a police K-9 utility dog and related equipment.

|                                 |                    |
|---------------------------------|--------------------|
| Police Dog                      | \$9,000.00         |
| Kennel                          | \$2,000.00         |
| Vehicle transport/Window Guards | \$2,500.00         |
| Misc: Leads, Harness, Collar    | \$250.00           |
| <b>Total:</b>                   | <b>\$13,750.00</b> |

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Sincerely,

Mike Peters  
Chief of Police