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## SUMMARY OF EVENTS

- August, 2018: Civilogic completed a feasibility study of the property located at 1114 East Washington Avenue, at the time the ownership contained six small lots and a portion of a 7<sup>th</sup> lot. The study illustrated how the lots could replatted and meet all the necessary dimensional and zoning requirements for the construction of three duplexes.
- March, 2019: The client elected to have us complete the replatting process to create the three compliant lots, and prepare the "Plot Plans" for each of the three lots. The replatting process ensued, and the individual lots were platted, and marked on the ground. The client then used the "Plot Plans" to obtain the initial building permit and begin construction of the first of the three duplexes. Construction proceeded without the need of any assistance from Civilogic.
- March, 2020: The client had hired a builder for their expertise in the industry, and prior to installation of the parking areas, the builder requested that Civilogic prepare a grading plan of the parking area. Therefore we prepared a parking area grading plan. Said plan has been attached, and indicates surface drainage entering the street, as is prescribed by good engineering practice.
- April, 2020: The contractor on the site questioned the plan, so we met on site with the owner. The result of the meeting was he wanted the plan revised to adjust a few of the grades to better fit the ground. Civilogic complied, and provided a revised grading plan within a matter of a few days. Said plan still indicated the parking lot drainage was to enter the street, on the surface.
- May, 2020: Early in the month, the parking area for the first building was installed. There was a significant rainfall event, and Civilogic was called to the site to review the situation. The contractor had installed the parking lot with a low point between the building and the street, which directed the water to the front yard of the duplex. This installation, with the low point, created a conflict with the parking design that had been provided. Having no inlet created a ponding situation in the area to the south and east of the building. The Engineering Department was represented on site, and collectively it was determined that a suitable solution would be to add a yard inlet, and tie the drainage to the existing underground drainage that runs almost parallel to Washington Avenue.

- May, 2020: May 18, 2020 Civilogic added a drain pipe and a suitable yard inlet in the former ponding area, and submitted the plan to the Engineering Department for review.
- May, 2020 May 26, 2020, Civilogic received an e-mail from the Engineering Department. Though discussed thoroughly in the field prior to preparation of the revised drainage plan, the plan submitted was not approved. The reasons provided in the e-mail included water impoundment, drainage along frontage property lines, and allowable water depths in parking areas. None of these factors mentioned in the e-mail were topics of discussion during the meeting in the field earlier in the month, during which we witnessed the ponding area.

Within the same e-mail of 05/26/2020, it was suggested that the driveway, as installed, be removed and replaced. While that action could place the site fully in compliance, there is the matter of the hardship being caused by the delays. The client has saved for many years to develop this site. He has been working arduously and diligently to comply with the codes of the City. Through no fault of his own, he is not faced with additional regulations. He now has a completed building which could become a source of revenue if the MAPC would allow the drainage inlet to be installed as discussed in the field and subsequently designed.

Replacement of the driveway or even a portion of the entrance area where it is adjacent to the street will create a situation in which Mr. Scott (the owner) is further delayed in seeking tenants for this nice, newly constructed duplex, due to the inability of the tenants to reach their parking spaces. However, if the owner were to be allowed to install the yard inlet as designed, that could be accomplished with no further disruption of the access to the parking spaces, and Mr. Scott could begin the rental process.