Legistar ID No.: 2019-0626

AGENDA REQUEST FORM

FOR: Council Meeting of October 1, 2019

FROM: Council Member Kyle Smith

ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

A RESOLUTION TO GRANT THE APPEAL OF COUNCIL MEMBER KYLE SMITH AND DENY PRELIMINARY PLAT PPL 19-6719 FOR CRYSTAL SPRINGS SUBDIVISION PHASE IV

APPROVED FOR AGENDA:

9-17-19

City Attorney Kit Williams
Approved as to form

Date

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

TO: Sondra Smith, City Clerk
FROM: Kyle Smith, City Council Member Ward 4 Position 2
DATE: September 16, 2019
SUBJECT: Appeal of PPL 19-6719

At the request of numerous residents in the neighboring areas, I would like to appeal the Planning Commission's decision to approve Preliminary Plat PPL 19-6719 for Crystal Springs Phase IV on the grounds that it will compound an already hazardous traffic situation.

In 2006, Resolution 113-06 approved a similar proposal after then-Alderman Jordan's appeal to the City Council, but only with requirements that a bridge be constructed across Clabber Creek prior to the construction of the neighborhood. While that requirement technically expired when the previous plat approval went unbuilt, the conditions of concern in the area remain largely similar or worsened, so I feel it is appropriate again for the City Council to review its previous decision.

Given my reputation as an advocate for more sustainable housing density, infill, affordability, and an overall increase in housing supply, I recognize the irony of bringing this appeal for a development just half a mile from the I-49 transportation corridor. But I also believe connectivity is an essential component of making those things work for our daily lives. This would be an ideal location for housing development **if** connectivity issues were adequately addressed to be compatible with current conditions. Unfortunately, this application falls short.

Traffic along Mt. Comfort was a major factor in the 2006 decision to require additional connectivity to the North. The applicant points to city improvements along Mt. Comfort as a mitigating factor, though I believe both commuter experiences and traffic counts would indicate that the induced demand of additional lanes has actually rendered the situation worse during peak times. Vehicles exiting Birdhaven with the prevailing morning traffic pattern are forced to make the most dangerous of turning maneuvers - an uncontrolled left turn across multiple lanes of traffic - in a situation where the only opportunity to do so usually comes when someone yields their right-of-way while simultaneously limiting visibility. Tripling the number of vehicles using these intersections will compound this already dangerous situation.

The applicant attempts to resolve this by adding Emil Drive, a new connection east to Deane Solomon. While I applaud this effort, it alone is insufficient. The Council has within recent memory heard concerns about the suitability of Deane Solomon to carry increased commuter traffic due to its narrow width and limited sidewalks. In fact, the sidewalk gaps in Birdhaven and on Deane Solomon mean this proposed neighborhood would be a pedestrian island, built to code with internal sidewalks completely disconnected from schools, parks, trails, and transit.

I hope the Council will consider these factors and approve the development **only with similar conditions** to the 2006 resolution. Despite the unfortunate cost increases since the previous discussion, this region requires additional connectivity to it's major destinations (Holcomb Elementary, Gary Hampton Fields) either to the North or the West before it can accomodate this level of additional development.

Office of the
City Attorney

Departmental Correspondence

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Jodi Batker
Paralegal

TO: **Mayor Jordan**
City Council

CC: **Don Marr**, Chief of Staff
Garner Stoll, Development Services Director
Andrew Garner, Planning Director

FROM: **Kit Williams**, City Attorney

DATE: **September 17,2019**

RE: **Appeal of the Planning Commission's Approval of the Preliminary Plat of Crystal Springs Subdivision Phase IV as Recommended by Planning Staff**

Planning staff recommended approval of the Preliminary Plat for Crystal Springs Subdivision Phase IV to the Planning Commission after analysis of all the factors to be considered for approval or rejection of a Preliminary Plat as specified in the *Unified Development Code*. Traffic safety and connectivity were considered and addressed by requiring construction of a new outlet road to Dean Solomon Road with its traffic light controlled access to Mount Comfort Road. This new access will allow the residents served now only by the current dead end streets intersecting with Mount Comfort Road immediately south of the this proposed subdivision to have another option to turn left on Mount Comfort rather than the unprotected left turns now required.

Council Member Kyle Smith appealed this approval to the City Council and claimed despite the new connection to Dean Solomon that traffic danger would be compounded. During this appeal, the City Council sits just like the Planning Commission and must faithfully apply the *Unified Development Code*. The City Council must determine whether or not the approval of the Preliminary Plat was justified or whether there is evidence that this Preliminary Plat should be denied as requested by Council Member Smith.

Since all concede that this proposed Preliminary Plat meets all of the requirements of five of these six factors, the whole issue before the City Council for decision is whether the evidence presented convincingly demonstrates that "**(t)he proposed development would create or compound a dangerous traffic condition.**" § 166.02 (C)(2)(a) of the *U.D.C.*

The *Unified Development Code* further defines what a dangerous traffic condition means.

> "(A) dangerous traffic condition shall be construed to mean a traffic condition in which **the risk of accidents involving motor vehicles is significant** due to factors such as, but not limited to, high traffic volume, topography, or the nature of the traffic pattern." *Id.*

All City departments including Planning and Engineering have recommended approval of this Preliminary Plat. The Planning Commission approved the plat almost unanimously. Council Member Smith has based his appeal upon his subjective analysis and the assumption that a possible traffic safety issue exists in the area that would be made worse by the new subdivision that is providing a new access to Dean Solomon Road. No actual facts supporting this assumption have yet been presented by the neighbors objecting to this fourth subdivision of Crystal Springs or Council Member Smith. I believe that the burden would be on the neighbors or City Council to establish **facts** establishing that a dangerous traffic condition would be created or compounded by the proposed Preliminary Plat before it can overturn the Planning Commission's decision to approve this project. The City Council cannot just assume a dangerous condition would be created without substantial supporting factual evidence.

I am concerned about the argument that the City's carefully planned and expensive expansion of Mount Comfort Road from two to four lanes "has actually rendered the situation worse during peak times." No one can argue with Council Member Smith when he writes that "Vehicles exiting Birdhaven with the prevailing morning traffic pattern are forced to make the most dangerous of turning maneuvers, an uncontrolled left turn across multiple lanes of traffic. . . ." This is now true for all three dead end streets south of the proposed new neighborhood. The requirement for the developer to build an expensive new access street to Dean Solomon with its protected left turn onto Mount Comfort would give every resident a new option to avoid this dangerous traffic condition. This existing neighborhood and its dead ends would finally have significantly

improved connectivity pursuant to the City's regulations and requirements. The Planning Commission approved this new subdivision 7 to 1 even though it could have denied approval if it believed any facts established that the project would have compounded "a dangerous traffic condition."

The ice is very thin for the City Council to claim without substantial factual support that has not yet been presented that the new neighborhood to the north of three dead end streets with its new access to Dean Solomon would compound "a dangerous traffic condition" when the connectivity would be substantially improved for the dead end street neighborhood (which would no longer be a dead end street neighborhood).

Even if some members of the City Council would like to see a bridge or offsite sidewalks, you cannot reject the Preliminary Plat without sufficient proof the proposed new neighborhood would "compound a dangerous traffic condition". Without such sufficient proof, the Preliminary Plat must be approved.

The Arkansas Supreme Court has clearly held:

> **"When a subdivision ordinance specifies minimum standards to which a preliminary plat must conform, it is arbitrary as a matter of law to deny approval of a plat that meets those standards."** *Richardson v. City of Little Rock Planning Commission,* 295 Ark. 189, 747 S.W. 2d 116, 117 (1988).

Although the City Council has clear authority to amend the UDC and change the factors that could be considered beyond the six currently enacted by the City Council, until such an amendment occurs you **must** obey the current Code of Ordinances.

> "A city simply cannot pass procedural ordinances they expect to be followed by their residents and then conveniently ignore them themselves. **A legislative body must substantially comply with its own procedural policies."** *Potocki v. City of Fort Smith,* 279 Ark. 19, 648 S.W. 2d 462, (1983). (emphasis added).

Similarly, the Arkansas Supreme Court agreed with the Pulaski County Chancery Court that the Little Rock Board of Directors had acted arbitrarily, capriciously and unreasonably in a rezoning case.

> "(N)or does a city have to create a zoning ordinance or a land use plan or adopt planned use districts or planned commercial districts, but once it has done so **it must follow the ordinance until it is repealed or altered**." *City of Little Rock v. Pfeifer*, 318 Ark. 679, 887 S.W. 2d 296, 298 (1994). (emphasis added).

In 2007, there was strong and substantial neighborhood opposition to a proposed Large Scale Development for an apartment complex on Olive Street on Mount Sequoyah. Although this area was substantially single family homes, the parcel sought for the apartments was zoned for apartments. Since the Large Scale Development met all minimum development standards, the City Council had to approve the Large Scale Development in the face of united neighborhood opposition. I had to warn the City Council then:

> "An attempt to reject the LSD without legal reason or by a rezoning after previous LSD approval could result in an **inverse condemnation** of the developer's property at a value based upon the Large Scale Development that should have been approved. **The City of Fayetteville does not need such an expensive lesson in constitutional law**."(emphasis in original)

The Fayetteville City Council approved this Large Scale Development ensuring that our taxpayers would not suffer from an ill-advised and not very supportable rejection.

Nine years ago, I sent the Planning Commission a newspaper story out of Billings, Montana. In that case, Billings City Planning staff recommended approval of a "special-review" (which may be what we call a conditional use request). The proposed residential chemical dependency facility was protected from discrimination by federal law and the City Attorney reported to the City Council that "there was not a viable legal defense to denying this special review."

Nevertheless, the Billing City Council in response to intense neighborhood opposition to the proposed residential chemical dependency facility denied this "special review" and the construction of the residential treatment facility. After being sued, the City of Billings had to pay $400,000.00.

CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF OCTOBER 1, 2019

TO: Mayor; Fayetteville City Council

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

FROM: Harry Davis, Planner

DATE: October 1, 2019

SUBJECT: **PPL 19-6719: Preliminary Plat (NORTH OF WOODLARK & RAVEN LANES/CRYSTAL SPRINGS SD, 285):** Submitted by CRAFTON TULL & ASSOCIATES, INC. for property located NORTH OF WOODLARK & RAVEN LANES. The property is zoned RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE and contains approximately 92.30 acres. The request is for 163 lots and two detention ponds.

RECOMMENDATION:
Planning staff recommend sustaining Planning Commission's decision to approve PPL 19-6719.

BACKGROUND:
The subject property is approximately 92.30 acres north of Woodlark and Raven Lanes off of Mount Comfort Road. The property is currently undeveloped and zoned mostly RSF-4, Residential Single-family, 4 Units per Acre with some land used for a street extension (from the subject property to Emil Drive and Deane Solomon Road) zoned NS-L, Neighborhood Services, Limited.

Request: The request by Councilmember Smith on behalf of a citizen is to appeal the approval of PPL 19-6719 on the grounds that it will compound an already hazardous traffic situation.

DISCUSSION:
On September 9, 2019, the Planning Commission forwarded the proposal to City Council with a recommendation for approval by a vote of 7-1-0. Commissioner Paxton dissented. Significant public comment was made at the meeting in opposition to the proposed subdivision, citing traffic, drainage, tree preservation, safety, degraded property values, degraded quality of life for existing residents, proposed connections to existing subdivisions, a lack of connection to previous phases of Crystal Springs across Clabber Creek, preservation of wildlife and natural areas, utility placement, access management, and improvements to Mt. Comfort Road.

The project has been approved by Planning Commission and staff finds that it meets all development codes. The only variance requested by the applicant was granted due to adjacent development effectively prohibiting greater connectivity required by code. Staff finds that the

improvements required by Planning Commission meet the rough proportionality and rational nexus tests for impact by the proposed development onto impacted rights-of-way. Staff recommends upholding the Planning Commission's vote to approve PPL 19-6719.

BUDGET/STAFF IMPACT:
N/A

Attachments:
- Planning Commission Staff Report

CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Subdivision Committee

THRU: Andrew Garner, City Planning Director

FROM: Harry Davis, Planner
Jonathan Ely, Development and Construction Manager
John Scott, Urban Forester

MEETING: September 9, 2019 UPDATED W PC RESULTS

SUBJECT: **PPL 19-6719: Preliminary Plat (NORTH OF WOODLARK & RAVEN LANES/CRYSTAL SPRINGS SD, 285):** Submitted by CRAFTON TULL & ASSOCIATES, INC. for property located NORTH OF WOODLARK & RAVEN LANES. The property is zoned RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE and contains approximately 92.30 acres. The request is for 163 lots and two detention ponds.

RECOMMENDATION:
Staff recommends approval of **PPL 19-6719** with all conditions as recommended by staff.

RECOMMENDED MOTION:
"I move to approve **PPL 19-6719**, determining:

- In favor of the recommended street improvements;
- In favor of staff's recommendation to downgrade planned Collector streets to Local streets on the Master Street Plan;
- In favor of one block length variance;
- In favor of the proposed phasing plan; and
- In favor of all other conditions as recommended by staff."

AUGUST 15th SUBDIVISION COMMITTEE MEETING:
At the August 15th Subdivision Committee meeting this project was tabled to allow the applicant time to revise the project in order to alter street network layouts, explore alternative development types, and address neighborhood amenities.

AUGUST 29th SUBDIVISION COMMITTEE MEETING:
At the August 29th Subdivision Committee meeting this project was forwarded as recommended by staff, except with no formal recommendation on any block lengths.

BACKGROUND:
The subject property is approximately 92.30 acres north of Woodlark and Raven Lanes off of Mount Comfort Road. The property is currently undeveloped and zoned mostly RSF-4, Residential Single-family, 4 Units per Acre with some land used for a street extension (from the subject property to Emil Drive and Deane Solomon Road) zoned NS-L, Neighborhood Services, Limited.

There is considerable history related to this property reaching as far back as 1994 when the development team dedicated parkland (now Gary Hampton sports complex next to Holcomb Elementary) to satisfy parkland dedication requirements for approximately 575 single-family lots across the Crystal Springs Subdivison. Phases 1 through 3 are built and platted north of Clabber Creek and between Salem Road and Deane Solomon Road. The original Phase 4 of Crystal Springs (06-1977) was appealed to City Council (Resolution 113-06) and approved with 275 lots, a required bridge crossing between Phase 3 and 4, only one connection with the subdivision to the south, and other detailed conditions. However, this subdivision was never built and its approval and the associated conditions have expired.

In 2015, a master street plan amendment was proposed to remove the Clabber Creek crossing from the Master Street Plan, which made it to Council and was indefinitely tabled as the item did not have staff's or the Planning Commission's support.

The surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Undeveloped	RSF-4, Residential Single-family, 4 Units per Acre; NC, Neighborhood Conservation
South	Single-family	RSF-4, Residential Single-family, 4 Units per Acre
West	Undeveloped	RSF-1, Residential Single-family, 1 Units per Acre
East	Undeveloped	NS-L, Neighborhood Services, Limited

Proposal: The applicant is proposing a 161 lot, single-family subdivision, including two lots for detention ponds. The applicant is asking for a variance on block length between Woodlark and Raven Lanes, citing designing the site around existing street stub-outs, tree preservation, and existing development.

The applicant is also proposing additional elements as part of the preliminary plat:

- To downgrade the proposed Collector Streets running through the property to be Local streets. The change will be more in-line with the proposed Master Street Plan associated with City Plan 2040.
- A phasing plan as proposed by the applicant (see attached). Staff notes that 65 lots and connections to Emil, Woodlark, and Raven are to be included with the first phase. Detention ponds are also proposed to be built in the first phase. Phase two will include 60 lots and phase three 37 lots, park area, and a future cluster housing lot.

Street Improvements/Right-of-way dedication/Utilities: Staff recommends the applicant construct the extension to Emil Drive as shown on the project plans, providing a vital off-site connection east to Deane Solomon Road. As a result of analysis from the applicant's traffic study, staff recommends restriping the southern end of N. Raven Ln. and N. Woodlark Ln. to provide separate right and left turn lanes onto W. Mt. Comfort Rd. The applicant will pay a $27,500 assessment for restriping the road to include turn lanes and a traffic signal at Woodlark and Mt. Comfort. Details on street improvements are included in a memo from Engineering. The Local and Residential street sections proposed for internal streets require 50-foot and 43-foot rights-of-way, respectively. Utilities will be extended throughout the subject proposal from existing infrastructure to the south and west.

The Master Street Plan shows a bridge crossing Clabber Creek to Phase 3 of Crystal Springs approximately 1,000 feet north of the subject property. Based on the cost of the bridge, the

number of single-family lots, and the applicant's traffic study showing acceptable levels of service for streets post-development, staff does not support the developer being responsible for this crossing at this time. As the bridge crossing would be an off-site improvement for this subdivision, any assessment must be spent on the improvement or returned to the applicant after 5 years. Since the City has no plans to build the crossing within the next 5 years, staff does not think it would be appropriate to take an assessment for a bridge that will not be constructed in the near future. Further, the cost of the bridge is estimated to be in the millions of dollars, well above the rough proportionality test for a project of this size.

Connectivity/Block length: Staff agrees with the applicant's request for a block-length variance for the block between Woodlark and Raven Lanes along the proposed Emil Drive. This block length is largely constricted by existing development. In terms of the applicant's proposal to amend the Master Street Plan and downgrade the planned Collector streets on-site to Local streets, staff is in support of this proposal, but would like to expand it to encompass the broader area. This will result in a consistent street designation and be more in-line with the proposed Master Street Plan included as part of City Plan 2040. Staff is also in support of the applicant's phasing plan as proposed.

Tree Preservation:
Required preserved canopy: 25%
Proposed preserved canopy: 4.4%
Mitigation requirements: 323,169 square feet (on- and off-site)
Trees to be planted: 804, 2-inch caliper

Parks: This project has not been reviewed by the PRAB with a current park land dedication proposal; however, the majority of these requirements have been satisfied based on a land dedication from 1994 of 15.45 acres (known as the Gary Hampton sports complex). The property deed for this dedication specified that it was to satisfy "all phases of Crystal Springs Subdivision, consisting of approximately 575 lots". This most recent iteration of development application 19-6719 requests a total of 163 buildable lots for an overall total of 566 lots. *Based on this dedication, all parkland dedication requirements are satisfied for this application.* Any additional development within this subdivision will be subject to fees determined by the actual number of dwelling units and the parks fee formula at Planning Commission approval of the Preliminary Plat.

Public Comment: Staff has received significant public comment on this item largely in opposition to proposal. Phone calls and letters are included with this report, which details out some of the history of previous projects and proposals with Phase 4 of Crystal Springs and concerns about traffic, drainage, tree preservation, and many other topics. Public comment at the August 15th Subdivision Committee was opposed to the development, citing concerns about safety, property values, quality of life for existing residents, proposed connections to existing subdivisions, a lack of connection to previous phases of Crystal Springs across Clabber Creek, drainage, wildlife and natural areas, and traffic. Public comment at the August 29th Subdivision Committee meeting was similar, adding concerns over utility placement and improvements to Mt. Comfort Road. Recent public comment includes an email from Ward 4 Council Member Kyle Smith, who is concerned about traffic, access management, and improvements to Mt. Comfort Road.

RECOMMENDATION: Staff recommends approval of PPL 19-6719 with the following conditions.

Conditions of Approval:

1. Planning Commission determination of street improvements. *Staff recommends the following street improvements be completed prior to Phase 1:*
    a. *Extension of Emil Drive as indicated on plans.*
    b. *Restripe the southern end of N. Raven Ln. and N. Woodlark Ln. to provide separate right and left turn lanes onto W. Mt. Comfort Rd.*
    c. *Assessment for Traffic Signal and Turn Lane at Woodlark / Mt. Comfort: $27,500.*
    d. *The applicant is not required to construct a bridge across Clabber Creek with this phase and staff does not recommend an assessment for off-site improvements related to constructing the bridge.*
    e. *The developer shall be responsible for the removal of the existing cul-de-sacs on Raven Lane and Woodlark, into which the new streets will connect. The street connections to include curb, gutter, storm drainage, and sidewalk to tie the old and new subdivisions together. The applicant shall reconstruct the existing driveways to connect to the new street, along with all soil and revegetation to reconstruct these yards.*

2. Planning Commission recommendation to amend the Master Street Plan to downgrade Collector Streets on the project site as requested by the applicant and forward the request to City Council. *Staff recommends in favor of this condition and further recommends downgrading the streets in the area around the subject property to align with the Draft City Plan 2040 Master Street Plan Map.*

3. Planning Commission determination of a variance to UDC 166.08(E) for a block length on Emil Drive (southside) measuring ~826-feet from Raven Lane to Woodlark Lane.
Staff recommends in favor of the proposed variances as noted above.

4. Planning Commission determination of the applicant's proposed phasing plan. *Staff recommends in favor of this condition.*

5. Construction traffic other than passenger vehicles is encouraged not to access the property through Gooseberry, Woodlark Lane and Raven Lane. Temporary barricades shall be installed at the terminus of the existing streets to discourage construction traffic access. Once sufficient access has been established to the east, construction traffic should not access the site from residential streets to the south.

6. The property that will be used for off-site tree mitigation will have to be purchased and shown with deed restrictions prior to grading permit being issued for this project.

7. Based on previous parkland dedication and comments from the Parks Department, all parkland dedication requirements are satisfied for this application.

8. The applicant shall repair any damage of existing streets caused by vehicular traffic generated by the construction of this subdivision.

9. Internal streets will be constructed per the Local and Residential street sections requirements with 50-feet and 43-feet of right-of-way dedication, respectively.

10. All detention pond lots will be labelled as unbuildable.

11. Street lights shall be installed in accordance with code at all street intersections and spaced every 300 feet. Alternatively, payment for streetlight installation to the appropriate utility is required.

12. Lines, locations, and dimensions for setbacks and easements will be drawn per code on the final plat. Staff redlines from previous submittal reviews shall be addressed prior to grading permit.

13. A property line adjustment or lot split plat encompassing all of the proposed development, including the expansion of Emil Drive, must be completed prior to Final Plat.

14. Conditions of approval from Engineering, Urban Forestry, and Parks Department are included in the official conditions of approval, attached hereto.

Standard conditions of approval:

15. All signage is reviewed and approved by separate permit.

16. All existing overhead utility lines 12kV and under shall be relocated underground. All proposed utilities shall be located underground;

17. Sidewalk along all commonly owned lots (detention ponds, etc.) shall be constructed prior to final plat. All other sidewalks shall be constructed or guaranteed prior to final plat;

18. All street names shall be approved by the 911 Coordinator and indicated on the final plat;

19. All lots shall be labeled with addresses as approved by the 911 Coordinator on the final plat;

20. A floodplain development permit is required prior to construction for any grading or structures in the flood zone;

21. Plat Review and Subdivision comments (to include written staff comments provided to the applicant or his/her representative, and all comments from utility representative: Black Hills Energy, SWBT, Ozarks, SWEPCO, Cox Communication)

22. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, parking lot(s) and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with City's current requirements; and

23. Preliminary Plat approval shall be valid for one calendar year.

Planning Commission Action:	❒ **Tabled**	☒ **Approved**	❒ **Denied**
Meeting Date: <u>September 9, 2019</u>	Approve with all conditions as recommended by staff		
Motion: Winston			
Second: Canada	Motion passes; Commissioner Paxton dissenting		
Vote: 7-1-0	MSP amendment to fwd to CC for approval		

BUDGET/STAFF IMPACT:
None

Attachments:

- UDC 166.08 – Street Design and Access Management Standards
- Planning staff block length exhibit
- Current Master Street Plan
- Proposed Master Street Plan
- City Engineering comments
- Urban Forestry comments
- Park's comments
- Applicant's letters
- Site plan
- Phasing plan
- Applicant's off-site bridge cost assessment
- Traffic study summary (under separate cover)
- Public comment
- One Mile Map
- Close-up Map
- Current Land Use Map

166.08 - Street Design And Access Management Standards

(A) *Intent.* These standards are intended to ensure that development is designed to be inherently safe, walkable, and efficient for the facilitation of traffic and pedestrian movements.

(B) *Fitness for Development.* Based on topographic maps, soil surveys prepared by the Department of Agriculture and drainage information from the Future Land Use Plan and the Hillside/Hilltop Overlay District, the Planning Commission may require that steep grades, unstable soil and flood plains be set aside and not subdivided until corrections are made to protect life, health, and property.

(C) *Applicability.* The standards set forth herein shall apply to land which is proposed to be developed or redeveloped where the creation of public streets are required, or proposed, or in which new or existing access is created or modified.

(D) *Street Design Principles.*

(1) Extensions. All street extensions shall be constructed to minimum street standards. Street extension stub-outs to adjacent properties are required to meet block layout/connectivity standards unless existing development or physical barriers prohibit such.

(2) Substandard Widths. Developments that adjoin existing streets shall dedicate additional right-of-way to meet the Master Street Plan.

(3) Street Names. Names of streets shall be consistent with natural alignment and extensions of existing streets, and new street names shall not duplicate or be similar to existing street names. Developers shall coordinate the naming of new streets through the GIS Office during the plat review process.

(4) Pedestrian. Pedestrian-vehicular conflict points should be controlled through signalized intersections and proven traffic calming design principles.

(5) Street Standards. All street requirements shall be met as set forth in the City of Fayetteville Master Street Plan and adopted minimum street standards.

(E) *Block Layout/Connectivity.*

(1) Block Length. Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.

(a) Principal and Minor Arterial Streets. …

(b) Collectors. …

(c) Local and Residential. Intersections shall occur at a minimum of one every 660 feet.

(d) Variances. Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.

(2) With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted or discouraged roadways such as expressways or arterials. Alleys are not considered as frontage. Double frontage lots may also be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots.

(3) Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.

(4) Topography. Local streets should be designed to relate to the existing topography and minimize the disturbance zone.

(5) Dead-End Streets. Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead end streets shall end in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the city and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

...

STREET CROSS SECTION CHART LOCAL STREET PER MASTER STREET PLAN	STREET CROSS SECTION CHART RESIDENTIAL STREET PER MASTER STREET PLAN
50' RIGHT OF WAY	43' RIGHT OF WAY
27' FACE TO FACE	20' FACE TO FACE
29' BACK TO BACK	22' BACK TO BACK
7' PARKING LANE (ONE SIDED)	9' & 9' DRIVING LANES
10' & 9' DRIVING LANES	2' CURB AND GUTTER
2' CURB AND GUTTER	5.5' GREENSPACE BOTH SIDES
5.5' GREENSPACE BOTH SIDES	5' SIDEWALK BOTH SIDES
5' SIDEWALK BOTH SIDES	

PROJECT INFORMATION

BUILDING SETBACK: FRONT 15' SIDE 5' REAR 15'

PLAT PAGE: 285

SITE AREA: 92.17 TOTAL AC.

ZONING: RSF-4

PROPERTY USAGE: RESIDENTIAL

PROPERTY ADDRESS: NORTH OF GOOSEBERRY, WOODLARK AND RAVEN LANE FAYETTEVILLE, AR

SITE OWNER: NWA LD, LLC
4058 N. COLLEGE, SUITE 300
P.O. BOX 10560
FAYETTEVILLE, AR 72703
PHONE: 479-455-9090

SITE ENGINEER: CRAFTON TULL
DANIEL ELLIS P.E.
901 N. 47TH ST., SUITE 200
ROGERS, AR 72756
479-636-4838

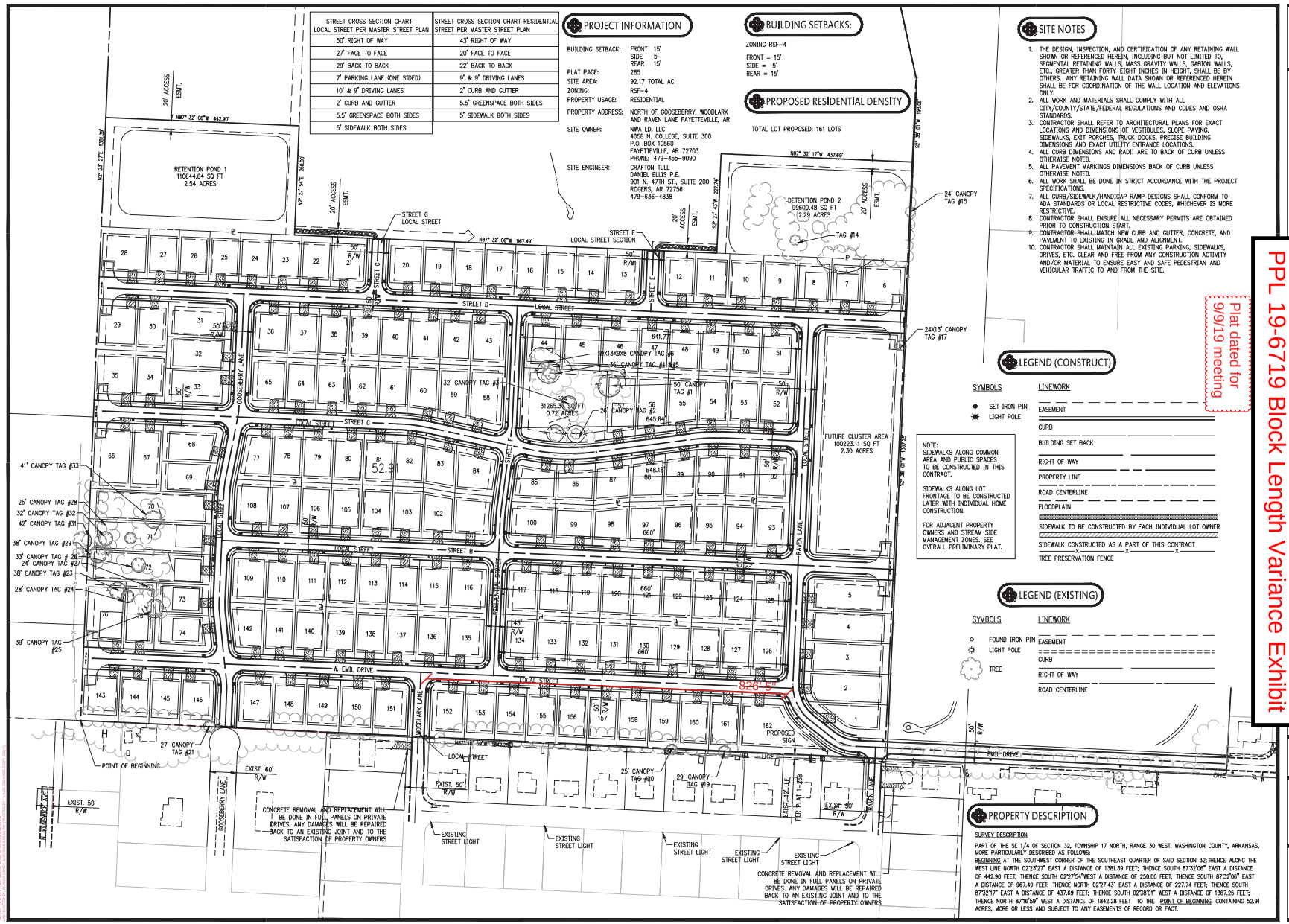
BUILDING SETBACKS:

ZONING RSF-4

FRONT = 15'
SIDE = 5'
REAR = 15'

PROPOSED RESIDENTIAL DENSITY

TOTAL LOT PROPOSED: 161 LOTS



SITE NOTES

1. THE DESIGN, INSPECTION, AND CERTIFICATION OF ANY RETAINING WALL SHOWN OR REFERENCED HEREIN, INCLUDING BUT NOT LIMITED TO, SEGMENTAL RETAINING WALLS, MASS GRAVITY WALLS, GABION WALLS, ETC., GREATER THAN FORTY-EIGHT INCHES IN HEIGHT, SHALL BE BY OTHERS. ANY RETAINING WALL DATA SHOWN OR REFERENCED HEREIN SHALL BE FOR COORDINATION OF THE WALL LOCATION AND ELEVATIONS ONLY.
2. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY/STATE/FEDERAL REGULATIONS AND CODES AND OSHA STANDARDS.
3. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS.
4. ALL CURB DIMENSIONS AND RADII ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
5. ALL PAVEMENT MARKINGS DIMENSIONS BACK OF CURB UNLESS OTHERWISE NOTED.
6. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
7. ALL CURB/SIDEWALK/HANDICAP RAMP DESIGNS SHALL CONFORM TO ADA STANDARDS OR LOCAL RESTRICTIVE CODES, WHICHEVER IS MORE RESTRICTIVE.
8. CONTRACTOR SHALL ENSURE ALL NECESSARY PERMITS ARE OBTAINED PRIOR TO CONSTRUCTION START.
9. CONTRACTOR SHALL MATCH NEW CURB AND GUTTER, CONCRETE, AND PAVEMENT TO EXISTING IN GRADE AND ALIGNMENT.
10. CONTRACTOR SHALL MAINTAIN ALL EXISTING PARKING, SIDEWALKS, DRIVES, ETC. CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY AND/OR MATERIAL TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR TRAFFIC TO AND FROM THE SITE.

Plat dated for 9/9/19 meeting

PPL 19-6719 Block Length Variance Exhibit

LEGEND (CONSTRUCT)

SYMBOLS	LINEWORK
SET IRON PIN	EASEMENT
LIGHT POLE	CURB
	BUILDING SET BACK
	RIGHT OF WAY
	PROPERTY LINE
	ROAD CENTERLINE
	FLOODPLAIN
	SIDEWALK TO BE CONSTRUCTED BY EACH INDIVIDUAL LOT OWNER
	SIDEWALK CONSTRUCTED AS A PART OF THIS CONTRACT
	TREE PRESERVATION FENCE

NOTE:
SIDEWALKS ALONG COMMON AREA AND PUBLIC SPACES TO BE CONSTRUCTED IN THIS CONTRACT.

SIDEWALKS ALONG LOT FRONTAGE TO BE CONSTRUCTED LATER WITH INDIVIDUAL HOME CONSTRUCTION.

FOR ADJACENT PROPERTY OWNERS AND STREAM SIDE MANAGEMENT ZONES. SEE OVERALL PRELIMINARY PLAT.

LEGEND (EXISTING)

SYMBOLS	LINEWORK
FOUND IRON PIN	EASEMENT
LIGHT POLE	CURB
TREE	RIGHT OF WAY
	ROAD CENTERLINE

PROPERTY DESCRIPTION

SURVEY DESCRIPTION

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 32; THENCE ALONG THE WEST LINE NORTH 02°33'27" EAST A DISTANCE OF 1381.39 FEET; THENCE SOUTH 87°32'06" EAST A DISTANCE OF 442.90 FEET; THENCE SOUTH 02°27'54"WEST A DISTANCE OF 250.00 FEET; THENCE SOUTH 87°32'06" EAST A DISTANCE OF 967.49 FEET; THENCE NORTH 02°27'43" EAST A DISTANCE OF 227.74 FEET; THENCE SOUTH 87°32'17" EAST A DISTANCE OF 437.69 FEET; THENCE SOUTH 02°38'01" WEST A DISTANCE OF 1367.25 FEET; THENCE NORTH 87°16'59" WEST A DISTANCE OF 1842.28 FEET TO THE POINT OF BEGINNING, CONTAINING 52.91 ACRES, MORE OR LESS AND SUBJECT TO ANY EASEMENTS OF RECORD OR FACT.

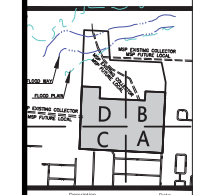
901 N. 47th St., Suite 200
Rogers, Arkansas 72756
Crafton Tull
architecture | engineering | surveying
479.636.4838 t 479.631.6224 f
www.craftontull.com

CERTIFICATE OF AUTHORIZATION

CRAFTON, TULL & ASSOCIATES, INC. No. 107

GRAPHIC SCALE IN FEET
100' 0 100'

CRYSTAL SPRINGS
FAYETTEVILLE, AR



Description	Date

This document, and the ideas and designs incorporated herein, as an instrument of professional service, is the property of Crafton, Tull & Associates, Inc., and is not to be used, in whole or in part, for any other project, without the written authorization of Crafton, Tull & Associates, Inc.

PROJECT NO: 19102100
ISSUE DATE: 09/17/19
CONTACT: D. ELLIS
CHECKED BY:

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

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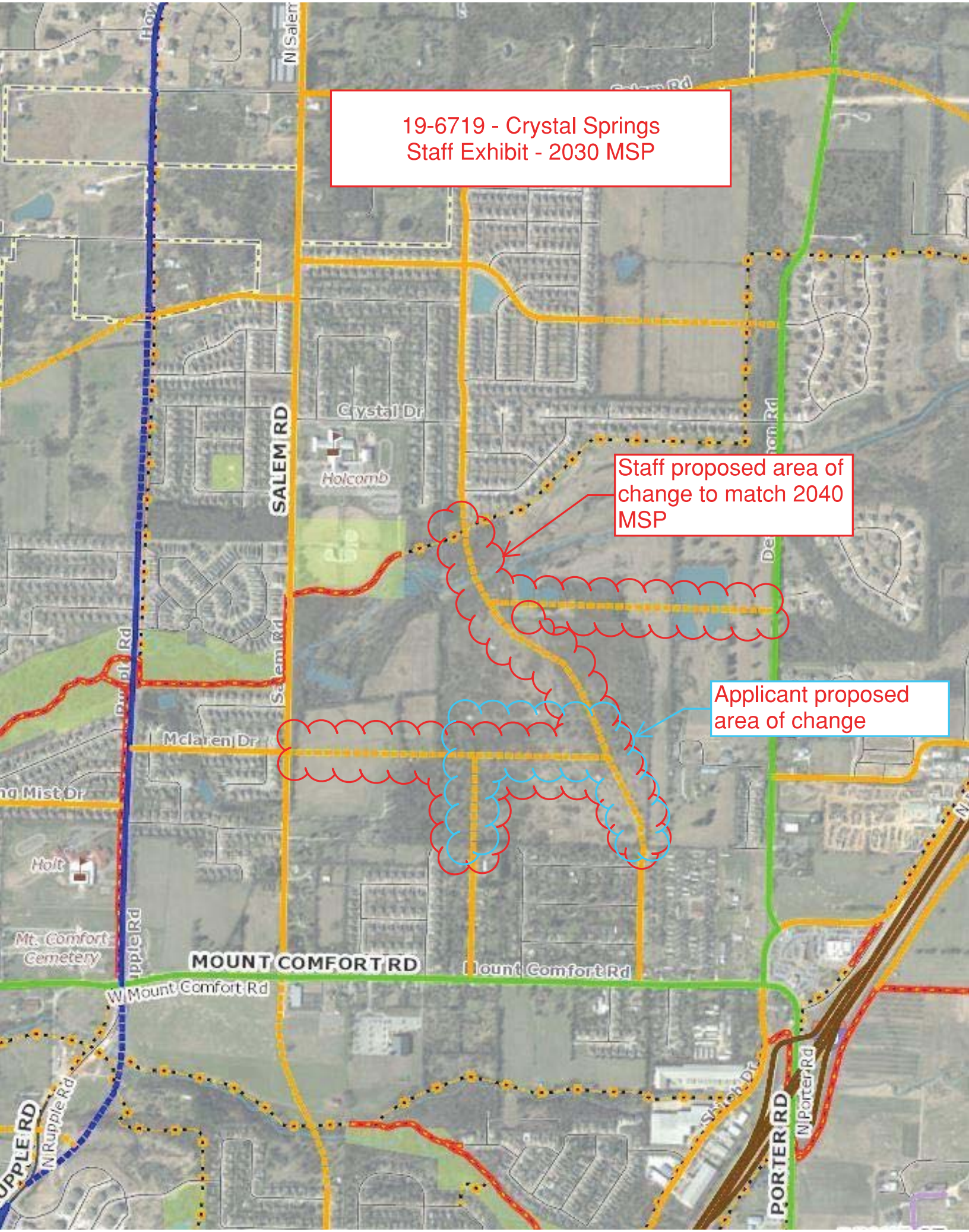
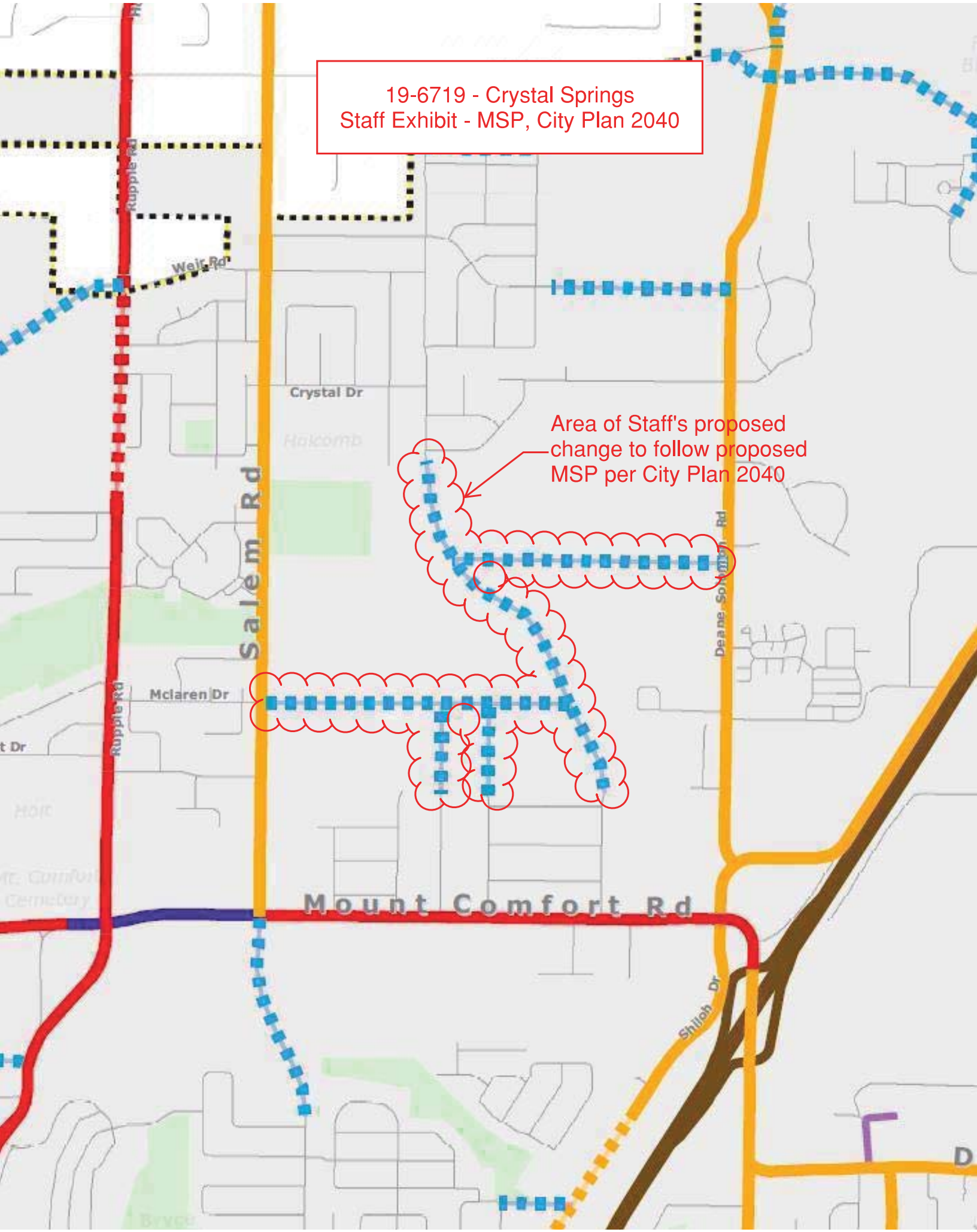
PRELIMINARY PLAT PROJECT AREA

C-103


19-6719 - Crystal Springs
Staff Exhibit - 2030 MSP
Staff proposed area of change to match 2040 MSP
Applicant proposed area of change
SALEM RD
Crystal Dr
Holcomb
Mclaren Dr
Holt
Mt. Comfort Cemetery
MOUNT COMFORT RD
W Mount Comfort Rd
N Rupple Rd
PORTER RD
N Porter Rd


19-6719 - Crystal Springs
Staff Exhibit - MSP, City Plan 2040
Area of Staff's proposed change to follow proposed MSP per City Plan 2040
Rupple Rd
Weir Rd
Crystal Dr
Salem Rd
Mclaren Dr
Mount Comfort Rd
Shiloh Dr

CITY OF
FAYETTEVILLE
ARKANSAS

STAFF MEMO

TO: Harry Davis, Planner

FROM: Jonathan Ely, Development and Construction Manager
Melissa Boyd, Staff Engineer

DATE: September 3, 2019

SUBJECT: **Planning Commission Engineering Comments for 19-6719 Crystal Springs**

Offsite Street Improvement Recommendations:
A traffic study was generated for the site by Peters & Associates, to evaluate the impacts of traffic caused by the development. 24 Hour traffic counts were made during January 2019 when school was in session and they reported the following:

Total Daily Two Way Traffic Volume
- Mt. Comfort (13,042 vehicles)
- Raven Lane (497 Vehicles)
- Woodlark (303 Vehicles)

The traffic study anticipates 1,586 vehicles per day will be generated from the subject development. Of that, the following breakdown was supplemented at the request of city staff:
- Woodlark Lane = 32% entering (254 trips) and 31% exiting (246 trips) for a total two-way trip-generation of approximately 500 trips.
- Raven Lane = 43% entering (341 trips) and 28% exiting (222 trips) for a total two-way trip-generation of approximately 563 trips.
- Emil Drive = 25% entering (198 trips) and 41% exiting (325 trips) for a total two-way trip-generation of approximately 523 trips.

Based on this information we recommend the following street improvements as a part of the project.
1. Extension of Emil Drive as indicated on plans.
2. Restripe the southern end of N. Raven Ln. and N. Woodlark Ln. to provide separate right and left turn lanes onto W. Mt. Comfort Rd.
3. Assessment for Traffic Signal and Turn Lane at Woodlark / Mt. Comfort: $27,500.
    a. *Estimated traffic signal cost = $175,000*
    b. *Estimated cost to restripe road to remove bike lane and add turn lane = $45,000*
        i. *Bike lanes shall be relocated to 8ft wide side path*
    c. *Total estimated cost for signal and turn lane = $220,000*
    d. *500 vpd from development / 4,000 vpd service volume = 12.5%*
    e. *Assessment = 12.5% x $220,000*

Master Street Plan Considerations
The Master Street Plan shows a future collector street in this area that would connect existing dead end of Raven Lane from the Bird Haven Terrace Subdivision at the south to the dead end of Raven Lane from the Crystal Springs 3 Subdivision to the north. This connection would cross over Clabber Creek which due to topography in the area has a large floodway (approximately 350 ft wide), and floodplain (approximately 1,000 ft wide). Due to this, a new street crossing in this area will require substantial infrastructure investment, estimated to be $2.2M - $3M, which engineering staff felt exceeded the rough proportionality of impact created by the project. Especially when considered with other infrastructure improvements already required.

A bridge assessment was considered for the project, but ultimately given the costs and complexity of a new bridge in this area, engineering staff did not anticipate being able to utilize the funds within the prescribed time limits set by city code, which would then likely result in refund of the money.

For these reasons, no further offsite improvements or assessments are currently recommended.

Plan Comments:

1. Streamside protection zones extend to limits of Floodway. Include contours for confirmation of bank lines.
2. Adjust extents of steel casing in proximity to manholes at creek crossing. The point of the casing is to be able to pull pipe out and replace without excavation. Having a manhole on each end of the casing prevents any of the pipe from being pulled out of the casing.
3. Offsite grading is still shown in some areas. This will require approval of adjacent property owners prior to issuance of a grading permit.
4. Maximum slopes allowed are 3:1. Slopes shown on grading plan near west end of Emil Drive appear to exceed this.
5. At time of grading permit review include plan and profile of Gooseberry lane to ensure feasible connection in the future.
6. At time of grading permit review include plan and profile of all street stub-outs to ensure feasible connection in the future without significant cuts and fills.
7. Street G appears to be directly discharging new impervious area offsite without treatment. Provide means of compliance with Minimum Drainage Standard #1.
8. Retention Pond 1:
    a. Ensure minimum length to width ratio is met.
    b. Outlet configuration shown is a concentrated piped outfall where the existing condition is sheet flow. Provide a level spreader or other similar technique to convert concentrated flows back to sheets flow, or provide further information that existing conditions are concentrated flows.
9. Detention Pond 2:
    a. Outlet configuration shown is a concentrated weir outfall where the existing condition is sheet flow. Provide a level spreader or other similar technique to convert concentrated flows back to sheets flow, or provide further information that existing conditions are concentrated flows.

Drainage Comments:

1. Point of Study 3, 4, and 5 are shown incorrectly and must occur at the property line, which is the location where compliance with minimum standards is measured. Adjust basin delineation to stop at the downstream property line at these locations, and ensure all 4 minimum drainage criteria are being met.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any <u>existing</u> infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.
4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.
5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):
    - Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
    - Sanitary Sewer pipe sizing, profiles, or utility conflicts
    - Waterline fittings, callouts, or utility conflicts
    - Street profiles
    - Fine grading/spot elevations
6. The Engineer of Record shall:
    a. Review and approve material submittals. A<u>pproved submittals shall be submitted to the City for concurrence before grading permit is issued</u>.
    b. Perform "Full Time" Inspection for the utility installation and shall be "In- Charge" of the approval testing.
    c. Provide a qualified representative for all testing and inspection.
    d. Schedule testing with the Public Works Inspector.
    e. Authorize geotechnical testing laboratory to provide reports directly to City in PDF format. Reports shall be submitted in a timely manner.
    f. Prepare material data sheets and test reports required by the specifications.
    g. Insure that daily inspection reports and data sheets are submitted to the City of Fayetteville's public works inspector weekly in PDF format.
7. 2017 Standard Water & Sanitary Sewer Specifications & Details apply
8. Demolition shall not begin until the appropriate erosion control measures and required tree preservation fencing are installed

9. Prior to **Project Acceptance** (Final Plat) the following items must be performed or provided to the satisfaction of the Engineering Department:
    h. The work shown on the civil site package must be complete and the items on the final punch list completed.
    i. Vegetation must be established and perimeter erosion controls removed.
    j. One (1) set of as-built drawings of the complete project (excluding details) as a hard copy, digital file .dwg, and PDF format;
        i. Public infrastructure and services shall be surveyed after installation in relation to easements, property lines, and rights-of-way.
            1. More than 2 ft deviation of design alignment of shall require new easement dedication or adjustment of the utility/storm drain.
        ii. Sanitary Sewer, and Storm Drainage (Including Private) elevations must be verified and updated. (Elevations out of design tolerance must be corrected)
        iii. Street Centerline, Width, Profiles and Cross slopes shall be verified.
            1. More than 6 inches deviation of design alignment of shall require new right of way dedication or adjustment of the street section.
        iv. Adequate verification survey to confirm accuracy of drainage report.
        v. <u>As-builts should include the following information in a table; Linear Feet of new public streets, sidewalk (categorized by width), waterline, and sanitary sewer. Square feet of newly dedicated right-of-way.</u>
    k. Unit price construction costs for review and approval and a single 2 year maintenance bonds in the amount of 25% of the public improvements;
    l. Certification that the streets, sidewalk, storm sewer, water, and sewer lines, etc., were installed per approved plans and City of Fayetteville requirements;
        i. Provide all Inspection Reports; approved submittals; Data Forms from Utility Specifications (Including Consultants sewer TV report); compaction test results, etc…
    m. Cross Sections, Volume Calculations, and Certification Retention/Detention Ponds are in accordance with the approved Drainage Report.
    n. Surveyor's Certification of Compliance for monuments and property pins.
    o. The As- Built Final Drainage Report in PDF format <u>updated per as-built invert, slope, inlet opening, road profile, cross slope, etc…</u>
    p. Bond, guarantee, or letter of credit for all sidewalks not constructed prior to final plat approval (150% of the estimated cost of construction);
    q. <u>Cross Sections, contours, spot elevations, and Certification that the site has been graded per the approved MRLGP within the right of way, drainage easements, and utility easements.</u>

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: Crafton Tull, Thomas Hennelly

From: John Scott, Urban Forestry

CC: Jonathan Curth, Senior Planner

Meeting Date: September 9, 2019

Subject: PPL: 19-6719: N. of Gooseberry Ln.: Crystal Springs

1. Submittal Requirements	Yes	No	N/A
Initial Review with the Urban Forester	X		
Site Analysis Map Submitted (if justification is needed)	X		
Site Analysis Written Report Submitted (justification is needed)	X		
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			x
2. Tree Preservation Calculations			

Tree Preservation Calculations Square Feet		
	Square Feet	**Percent of site**
Total Site Area *Minus Right of Way and Easements	2,358,061	100%
*Zoning Designation * Select Below with drop down arrow*		
RSF-4 Single-Family Residential, Four Units Per Acre	589,515	25%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	589,515	25.0%
Existing Tree Canopy * Minus Right of Way and Easements	422,937	17.9%
Tree Canopy Preserved	103,047	4.4%
Tree Canopy Removed *On Site	323,169	13.6%
Tree Canopy Removed *Off Site		
Tree Canopy Removed Total	323,169	13.6%
Removed Below Minimum	**489,747**	
Mitigation Requirements	**323,169**	

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	23,882	110
Mid Priority	6,588	23
Low Priority	292,699	671
Total Mitigation Trees Required	**323,169**	**804**

4. Mitigation Type	Yes	No	N/A
On-Site Mitigation	X		
Off-Site Mitigation	x		
Tree Escrow (See Conditions of Approval)			x

5. Tree Preservation Plan Checklist *UDC Chapter 167.04H1*	Tech Plat	Subdivision Committee	Planning Commission
a. 5 year Aerial Check on Existing Trees	Yes	Yes	Yes
b. Property Boundary	Yes	Yes	Yes
c. Natural Features (100ft beyond limits of disturbance)	Yes	Yes	Yes
d. Existing Topography and Proposed Grading	Yes	Yes	Yes
e. Soil Types	No	No	No
f. Significant Trees	Yes	Yes	Yes
g. Groupings of Trees	Yes	Yes	Yes
h. Table Inventory List (species, size, health, priority)	Yes	Yes	Yes
i. All Existing and Proposed Utilities	Yes	Yes	Yes
j. All Existing and Proposed Utility Easements and ROW's	Yes	Yes	Yes
k. All Streams (with approximate center line)	Yes	Yes	Yes
l. Floodplains and floodways	Yes	Yes	Yes
m. Existing Street, Sidewalk or Bike Path ROW	Yes	Yes	Yes
n. Submitted Site Analysis Plan (if required)	Yes	Yes	Yes
o. Shows ALL Proposed Site Improvements	Yes	Yes	Yes
p. Delineates trees/canopy to be preserved and removed	Yes	Yes	Yes
Tree Protection Methods			
a. Tree Protection Fencing	No	No	No
b. Limits of Root Pruning	NA	NA	NA
c. Traffic flow on work site	No	No	No
d. Location of material storage	No	No	No
e. Location of concrete wash out	No	No	No
f. Location of construction entrance/exit	No	No	No

6.	**Site Analysis Report (if required)** *UDC Chapter 167.04H4*	**Yes**	**No**	**N/A**
a.	Provide graphic examples of multiple options used to minimize removal of existing canopy	**X**		
b.	Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy.	**X**		

7.	**Review Status (See Comments)**	**Tech Plat**	**Subdivision Committee**	**Planning Commission**
	Conditionally Approved	**07-31-2019**	*08-15-2019* **08-29-2019**	**09-09-2019**
	Approved			
	Tabled	*06-12-2019*		
	Denied			

Comments

1. Address items above marked “No” and all Redlines provided on plan.
2. Construction information is needed by grading permit application: construction access, concrete washout, materials storage.
3. Staff will work with the applicant to meet mitigation requirements through two methods of on site mitigation, and off-site preservation.
4. Please show tree preservation fence location.
5. The applicant has off site preservation that will count towards preservation and mitigation.

URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

CITY OF FAYETTEVILLE ARKANSAS

To: Crafton Tull, Thomas Hennelly

From: John Scott, Urban Forestry

CC: Jonathan Curth, Senior Planner

Meeting Date: September 9, 2019

Subject: PPL: 19-6719: N. of Gooseberry Ln.: Crystal Springs

1.	General Landscape Plan Checklist	Yes	No	N/A
a.	Irrigation (notes either automatic or hose bib 100' o.c.) *UDC Chapter 177.03A7g, 177.04B3a*	X		
b.	Species of plant material identified *UDC Chapter 177.03A7d,e*	X		
c.	Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) *UDC Chapter 177.03A7b,c*	X		
d.	Soil amendments notes include that soil is amended and sod removed *UDC Chapter 177.03C6b*	X		
e.	Mulch notes indicate organic mulching around trees and within landscape beds *UDC Chapter 177.03C6c,d*	X		
f.	LSD and Subdivisions plans stamped by a licensed Landscape Architect, others by Landscape Designer *UDC Chapter 177.03B*		X	
g.	Planting bed contained by edging *UDC Chapter 177.03C6f*			X
h.	Planting details according to Fayetteville's Landscape Manual *UDC Chapter 177.03C6g*	X		
i.	Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. *UDC Chapter 177.05 A2e*	X		

2.	Parking Lot Requirements 1 Tree : 12 Parking Spaces	Yes	No	N/A
a.	Wheel Stops/Curbs *UDC Chapter 177.04B1*			X
b.	Narrow Tree Lawn (8' min. width, 37.5' length) *UDC Chapter 177.04C*			X

c. Tree Island (8' min. width, 18.7' min length OR 150 square feet) *UDC Chapter 177.04C*			**X**
d. Placement of Trees (either side at entrances and exits) *UDC Chapter 177.04C2*	**X**		
3. Perimeter Landscaping Requirements	**Yes**	**No**	**N/A**
a. Side and Rear Property Lines (5' wide landscaped area) *UDC Chapter 177.04D2a*			**X**
b. Front Property Line (15' wide landscape) *UDC Chapter 177.04C2a*			**X**
c. Shade trees planted on south and west sides of parking lots *UDC Chapter 177.04D2e*			**X**
d. 50% Evergreen shrubs if parking lot adjacent to ROW *UDC Chapter 177.04D4a*			**X**
4. Street Tree Planting Requirements	**Yes**	**No**	**N/A**
a. Residential Subdivisions 1 Large Shade Species Tree per Lot *UDC Chapter 177.05*	**X**		
b. Non-Residential Subdivisions 1 Large Species Shade Tree every 30' (planted in greenspace) *UDC Chapter 177.05*			**X**
c. Urban Tree Well – Urban Streetscapes Trees every 30' (8' sidewalk) *UDC Chapter 177.05B3a-f*			**x**
d. Structured Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan *UDC Chapter 177.05B3a-f*			**x**
e. Residential Subdivisions Timing of planting indicated on plans *UDC Chapter 177.05A4*		**X**	
f. Residential Subdivisions Written description for method of tracking planting *UDC Chapter 177.05A4e*		**x**	

5. Landscape Requirement Totals	Amount
Mitigation Trees	**704**
Parking Lot Trees	**0**
Street Trees / Lot Trees	**175 Lot Trees** **24 Street Trees**
Detention Pond – Large Trees (1 Tree/3,000 square feet)	**0**
Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	**0**
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	**0**

6. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved		**08-29-2019**	**09-09-2019**
Approved			
Tabled			
Denied			

Comments

1. Address items above marked “No” and all Redlines provided.
2. Please make sure the plant schedule is on each plan.
3. Please show and label proposed easements.
4. Please make sure labels and legends are on every plan.
5. The Landscape Architect of record needs to stamp this plan.
6. One of the ponds is labeled detention, if so plantings are required.
7. Please check the utility easements being offered and see if they can be reduced to allow property owners to plant trees on their property.
8. Staff and the neighbors have asked for two trees per lot when available, please reconsider this recommendation.

CITY OF
FAYETTEVILLE
ARKANSAS

TO: Planning Division

FROM: Ken Eastin, Park Planner II

DATE: August 13, 2019

SUBJECT: Parks & Recreation Subdivision Committee Review Comments

****

Meeting Date:	August 15, 2019
Item:	19-6719 PPL N. of Gooseberry Ln. (Crystal Springs) 284, 285
Park District:	NW
Zoned:	RSF-4
Billing Name & Address:	NWA LD, LLC 4058 N. College Ave. Suite 300 Fayetteville, AR 72703

	Current Land Dedication Requirement	***Money in Lieu***
Single Family	_____ @ 0.023 acre per unit = ____ acres__175__	@ $1,089 per unit = $_____
Multi Family	_____ @ 0.020 acre per unit = ____ acres_____	@ $952 per unit = $_____

COMMENTS:

- This project has not been reviewed by the PRAB with a current park land dedication proposal; however, the majority of these requirements have been satisfied based on a land dedication from 7/15/1994 of 15.45 acres (Gary Hampton sports complex). The property deed for this dedication specified that it was to satisfy "all phases of Crystal Springs Subdivision, consisting of approximately 575 lots".
- An accounting of the Crystal Springs development related to satisfying park land requirements is as follows
    - PH 1 – 112 lots
    - PH 2 – 15 lots
    - PH 3 – 108 lots
    - PH 4 – 168 lots

    TOTAL -- 403 lots leaving a remaining credit of 172 lots
- This most recent iteration of development application 19-6719 requests a total of 175 buildable lots for an overall total of 578 lots, exceeding the original intent by a total of three. Due to the deed's terminology of "approximately", these additional lots will be included in the approved total
- Based of this dedication, all parkland dedication requirements are satisfied for this application. Any additional development within this subdivision will be subject to fees determined by the actual number of dwelling units and the parks fee formula at Planning Commission approval of the Preliminary Plat.

August 5, 2019

Fayetteville Planning Department
Atten: Andrew Garner
125 W. Mountain
Fayetteville, AR

RE: Crystal Springs Subdivision – Block Length & Intersection Angle

Please accept this letter as a request to vary the maximum block length of 660 feet and the minimum intersection angle of 75 degrees for the planned Crystal Springs Subdivision. The layout of the subdivision was developed around four existing features, which include; existing street stub-out locations; significant tree canopy; an existing subdivision to the south; and, existing development to the east.

No variances are being requested along the west and north sides of the property. Adequate street stub-outs have been provided for future connectivity.

There is one variance along the south property line where there is an existing subdivision and connections are being made to Woodlark Lane and Raven Lane. There is no way to make a connection between these two blocks due to existing houses.

There should be no variance needed for the extension of Emil Lane. Property owners on either side of this public street will be able to create new blocks based on future development plans.

The street stub-out at the northeast corner is based on the location of the existing duplex development on Jeremiah Place and an existing estate-home that is in separate ownership from the golf course. Moving the street stub-out to the north end of the development allows a simpler and continuous connection to Deane Solomon Road when the former golf course is redeveloped. In looking at the golf course property, the likely development pattern will mirror our lots on the east property line (see attached sketch). The golf course is only 180-feet wide between our east property line and the estate home. This allows for one block of lots and a street. It's unlikely that the estate home will be purchased for redevelopment, as the land cost will be close to $100,000 an acre.

The only remaining variances are for the internal blocks. Much of the block design is based on the locations of street stub-outs from the south and the connection to Deane Solomon Road. The internal street alignment was then designed to avoid several areas that contain significant tree canopy that is being preserved. The blocks are just over 660-feet long with an average length of 675-feet, or approximately 2% longer than allowed. The only remedy is to shift the center street west and add in another north/south street on the east side of the park area. This will result in 3 blocks that are closer to 350-400 feet, which is significantly shorter than code allowance. The issue with this option, is the significant loss in lots and cost. Adding in another street removes 6 lots and requires approximately 750-feet of additional street. In total, this is an almost $500,000 cost. Combined, the total variance length is approximately 75 feet across 5 blocks. Requiring an additional street will cause a significant financial hardship.

The other consideration is whether the street layout meets the intent and purpose of the Street Design and Access Management Standards. It most certainly does. The layout is safe, walkable and efficient for the facilitation of vehicular and pedestrian movements, both internally and externally. Three street connections are being provided to existing developments, that have existing block lengths that exceed 1,000 feet. The new streets will provide sidewalks for all area residents to utilize. Additionally, a new street connection is being provided to Dean Solomon Road, which will allow existing residents an alternative route from their subdivisions. The layout also provides seven street stub-outs to facilitate future development and provide new connectivity.

The final variance request is for the intersection angle adjacent to the park area. Engineering code does not allow street intersections less than 75 degrees. The subject intersection has been adjusted to avoid several significant trees within a planned park area. Moving this street further west will remove the intersection angle variance but will generate a variance for intersection off-sets. The AASHTO Green Book allows intersections between 60-120 degrees, which this intersection meets. This is not a safety issue, as these are low-speed, residential streets. Many of the curves and intersections will help reduce vehicles speeds and provide for a safer pedestrian environment.

Sincerely,

Jesse Fulcher
479-301-6639
jesse.fulcher@rauschcoleman.com

72.65 ACRES±
5' SIDEWALK BOTH SIDES
DETENTION POND 2
99600.48 SQ FT
2.29 ACRES
20' ACCESS EASE
LOCAL STREET
STREET C
STREET B
STREET A
BARN LANE
WOODLAND LANE
POWER POLE
WITH TELEPHONE
PEDESTAL
PARCEL #765-16658-000
R-A
BUILDING
GAS
METER X2
BARN
BARN
FOUND 60D NAIL
N 86°11'43" W 329.80'
S 86°06'13" E 326.25'
PARCEL #765-16657-002
3.89 ACRES±
NOT INCLUDED IN SURVEY
R-A
S 30°38'05" W 555.50'
N 02°38'52" E 65.27'
S 73°36'46" W
PARCEL #765-16657-000
R-A
S 03°11'57" W 749.11'
EMIL DRIVE
N 87°27'18" W 776.76'
SE CORNER
SECTION 32
T17N, R30W
FOUND 3/8" REBAR
ARKANSAS NORTH ZONE STATE
PLANE COORDINATES NAD83
EMIL DRIV
29' ASPHALT-50'
(PER PLAT BOOK 14 AT
DEANE SOLOMON

August 21, 2019

Fayetteville Planning Department
Atten: Andrew Garner
125 W. Mountain
Fayetteville, AR

RE: Crystal Springs Subdivision – Block Length Variance

Please accept this letter as a request to vary the maximum block length of 660 feet for the extension of Emil Drive between Jeremiah Place and Raven Lane, and between Raven Lane and Woodlark Lane. Between Jeremiah and Raven, Emil Drive will be a continuous section of public right-of-way, allowing properties on either side to tie into the street in the future when these properties are redeveloped. This block length will be shortened in the future to within code allowance. Between Raven and Woodlark, there are existing homes that prohibit a street connection to the south.

Sincerely,

Jesse Fulcher
479-301-6639
jesse.fulcher@rauschcoleman.com

August 5, 2019

Fayetteville Planning Department
Atten: Andrew Garner
125 W. Mountain
Fayetteville, AR

RE: Crystal Springs Subdivision – Street Classification

Please accept this letter as a request to reclassify the streets shown on the Master Street Plan within the boundary of the proposed Crystal Springs Subdivision. The current Master Street Plan, which wad adopted in 2011, shows three Collector-type Streets: the extension of Gooseberry Lane; the extension of Raven Lane; and, a future connection to McLaren Drive/Salem Road.

Our planned layout exceeds the number of street connections on the draft Master Street Plan, providing connections to Gooseberry Lane*, Woodlark Lane, Raven Lane, Emil Drive, and provides street stub-outs to the west, north and east. The difference is the classification of these streets. The City of Fayetteville is in the process of revising the Master Street Plan to change the classification of these connections from Collector status to Residential Link status.

Our request is to allow streets to be defined and constructed as Residential Link classification, along with the staff determined elements related to frontage zones, bike routes and on-street parking.

A bridge connection over Clabber Creek is not being proposed for several reasons. First, there is approximately 40-acres of land between our north boundary and Clabber Creek that we are not purchasing. This land has poor soils and will require significantly more expensive foundations, so we have no plans to purchase this land. Secondly, a bridge over Clabber Creek will cost between $2,200,000-3,000,000. City staff worked with Crafton Tull to evaluate two bridge options. The first was a design that spanned the entire floodway, approximately 340-feet. This design had the least environmental impact, but the expected cost was over $3,000,000. The second option did not span the floodway and therefore 900-feet of Clabber Creek will have to be converted to a concrete channel. This option will cost at least $2,200,000. Finally, we are working with the Northwest Arkansas Land Trust to purchase approximately 15 acres of land on both sides of Clabber Creek. Collectively, the Land Trust and the City own almost 200 acres of the Clabber Creek corridor. The Land Trust is looking to preserve additional land along Clabber Creek and this is a great opportunity for land conservation.

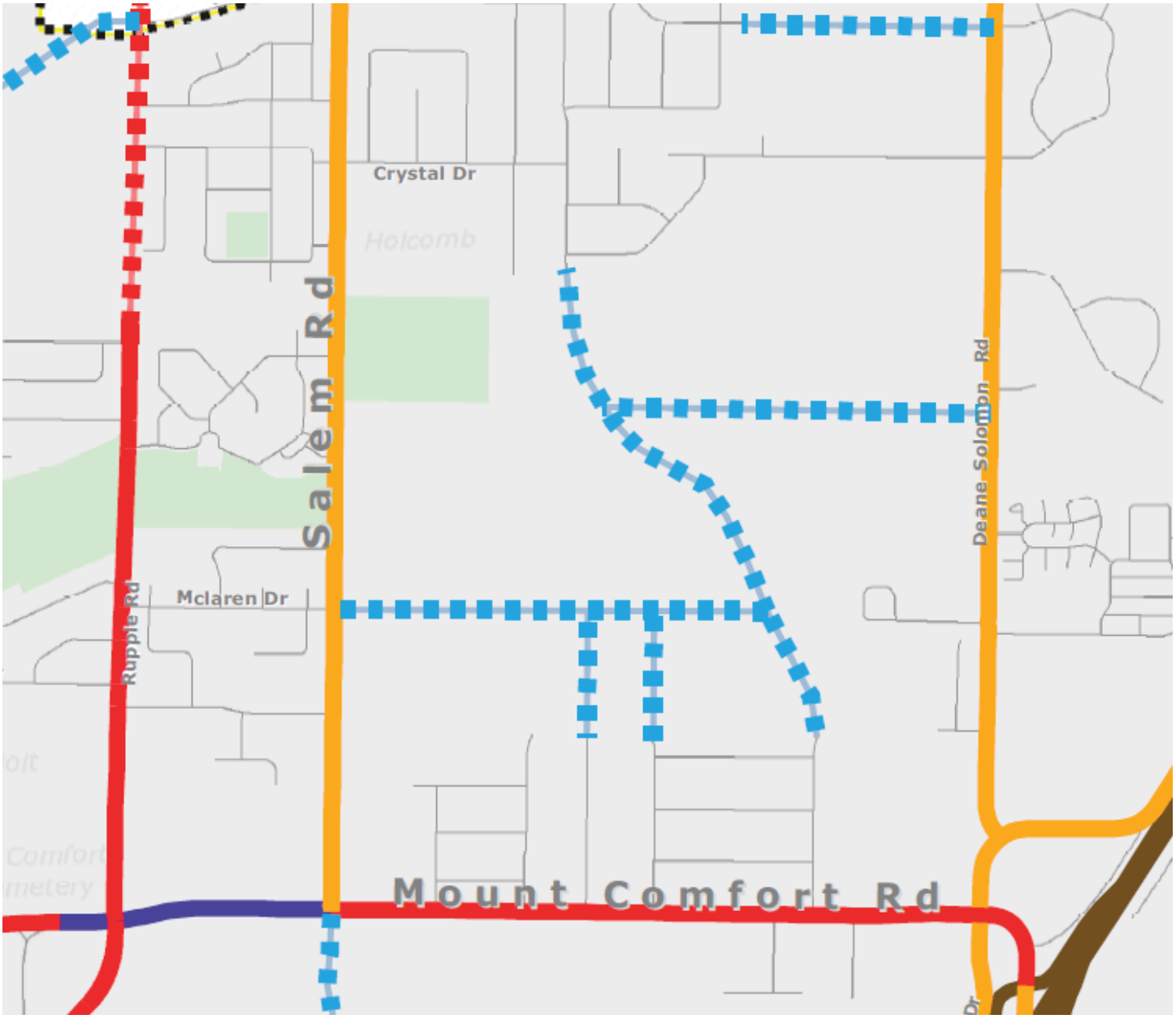
Sincerely,

Jesse Fulcher

*The connection to Gooseberry Lane is currently not possible, due to insufficient street right-of-way at the end of the cul-de-sac. However, staff requested that this connection be shown, so the City can determine whether right-of-way acquisition from the neighbors is appropriate to provide this additional connection. Right-of-way acquisition will be the responsibility of the City of Fayetteville.

Rausch Coleman
4058 N. College Avenue – Fayetteville, AR 72703 – Office: 479-455-9090 – Fax: 479-455-2026
www.rauschcolemanhomes.com

City Plan 2040
Master Street Plan Draft



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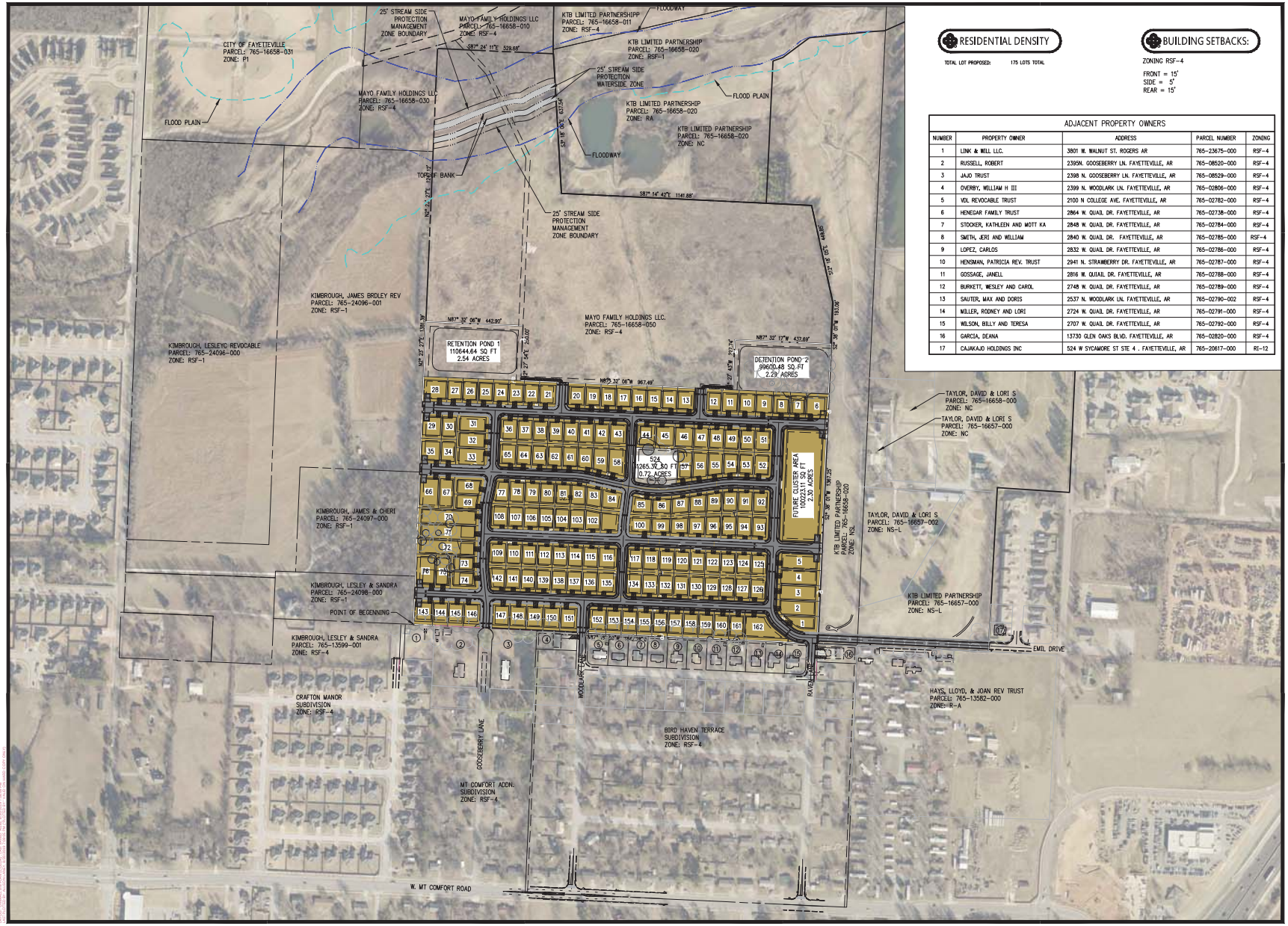

RESIDENTIAL DENSITY

TOTAL LOT PROPOSED: 175 LOTS TOTAL

BUILDING SETBACKS:

ZONING RSF-4

FRONT = 15'
SIDE = 5'
REAR = 15'

ADJACENT PROPERTY OWNERS

NUMBER	PROPERTY OWNER	ADDRESS	PARCEL NUMBER	ZONING
1	LINK & MILL LLC.	3801 W. WALNUT ST. ROGERS AR	765-23675-000	RSF-4
2	RUSSELL, ROBERT	2395N. GOOSEBERRY LN. FAYETTEVILLE, AR	765-08520-000	RSF-4
3	JAJO TRUST	2398 N. GOOSEBERRY LN. FAYETTEVILLE, AR	765-08529-000	RSF-4
4	OVERBY, WILLIAM H III	2399 N. WOODLARK LN. FAYETTEVILLE, AR	765-02806-000	RSF-4
5	VDL REVOCABLE TRUST	2100 N COLLEGE AVE. FAYETTEVILLE, AR	765-02782-000	RSF-4
6	HENEGAR FAMILY TRUST	2864 W. QUAIL DR. FAYETTEVILLE, AR	765-02738-000	RSF-4
7	STOCKER, KATHLEEN AND MOTT KA	2848 W. QUAIL DR. FAYETTEVILLE, AR	765-02784-000	RSF-4
8	SMITH, JERI AND WILLIAM	2840 W. QUAIL DR. FAYETTEVILLE, AR	765-02785-000	RSF-4
9	LOPEZ, CARLOS	2832 W. QUAIL DR. FAYETTEVILLE, AR	765-02786-000	RSF-4
10	HENSMAN, PATRICIA REV. TRUST	2941 N. STRAWBERRY DR. FAYETTEVILLE, AR	765-02787-000	RSF-4
11	GOSSAGE, JANELL	2816 W. QUIAIL DR. FAYETTEVILLE, AR	765-02788-000	RSF-4
12	BURKETT, WESLEY AND CAROL	2748 W. QUAIL DR. FAYETTEVILLE, AR	765-02789-000	RSF-4
13	SAUTER, MAX AND DORIS	2537 N. WOODLARK LN. FAYETTEVILLE, AR	765-02790-002	RSF-4
14	MILLER, RODNEY AND LORI	2724 W. QUAIL DR. FAYETTEVILLE, AR	765-02791-000	RSF-4
15	WILSON, BILLY AND TERESA	2707 W. QUAIL DR. FAYETTEVILLE, AR	765-02792-000	RSF-4
16	GARCIA, DEANA	13730 GLEN OAKS BLVD. FAYETTEVILLE, AR	765-02820-000	RSF-4
17	CAJAKAJO HOLDINGS INC	524 W SYCAMORE ST STE 4 . FAYETTEVILLE, AR	765-20617-000	RI-12

901 N. 47th St., Suite 200
Rogers, Arkansas 72756
Crafton Tull
architecture | engineering | surveying
479.636.4888 t 479.631.6224 f
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CERTIFICATE OF AUTHORIZATION

CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 107
ARKANSAS

GRAPHIC SCALE IN FEET
200' 0 200'

CRYSTAL SPRINGS

FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 191023.00
ISSUE DATE: 08/7/19
CONTACT: D. ELLIS
CHECKED BY:

PRELIMINARY PLANS

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

NOT FOR CONSTRUCTION

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OVERALL SITE PLAN (COLOR)

C-101

STREET CROSS SECTION CHART LOCAL STREET PER MASTER STREET PLAN
50' RIGHT OF WAY
27' FACE TO FACE
29' BACK TO BACK
7' PARKING LANE (ONE SIDED)
10' & 9' DRIVING LANES
2' CURB AND GUTTER
5.5' GREENSPACE BOTH SIDES
5' SIDEWALK BOTH SIDES

STREET CROSS SECTION CHART RESIDENTIAL STREET PER MASTER STREET PLAN
43' RIGHT OF WAY
20' FACE TO FACE
22' BACK TO BACK
9' & 9' DRIVING LANES
2' CURB AND GUTTER
5.5' GREENSPACE BOTH SIDES
5' SIDEWALK BOTH SIDES

PROJECT INFORMATION

BUILDING SETBACK:	FRONT 15' SIDE 5' REAR 15'
PLAT PAGE:	285
SITE AREA:	92.17 TOTAL AC.
ZONING:	RSF-4
PROPERTY USAGE:	RESIDENTIAL
PROPERTY ADDRESS:	NORTH OF GOOSEBERRY, WOODLARK AND RAVEN LANE FAYETTEVILLE, AR
SITE OWNER:	NWA LD, LLC 4058 N. COLLEGE, SUITE 300 P.O. BOX 10560 FAYETTEVILLE, AR 72703 PHONE: 479-455-9090
SITE ENGINEER:	CRAFTON TULL DANIEL ELLIS P.E. 901 N. 47TH ST., SUITE 200 ROGERS, AR 72756 479-636-4838

BUILDING SETBACKS:

ZONING RSF-4

FRONT = 15'
SIDE = 5'
REAR = 15'

PROPOSED RESIDENTIAL DENSITY

TOTAL LOT PROPOSED: 161 LOTS

LEGEND (CONSTRUCT)

SYMBOLS

- SET IRON PIN
- LIGHT POLE

LINEWORK

- EASEMENT
- CURB
- BUILDING SET BACK
- RIGHT OF WAY
- PROPERTY LINE
- ROAD CENTERLINE
- FLOODPLAIN
- SIDEWALK TO BE CONSTRUCTED BY EACH INDIVIDUAL LOT OWNER
- SIDEWALK CONSTRUCTED AS A PART OF THIS CONTRACT
- TREE PRESERVATION FENCE

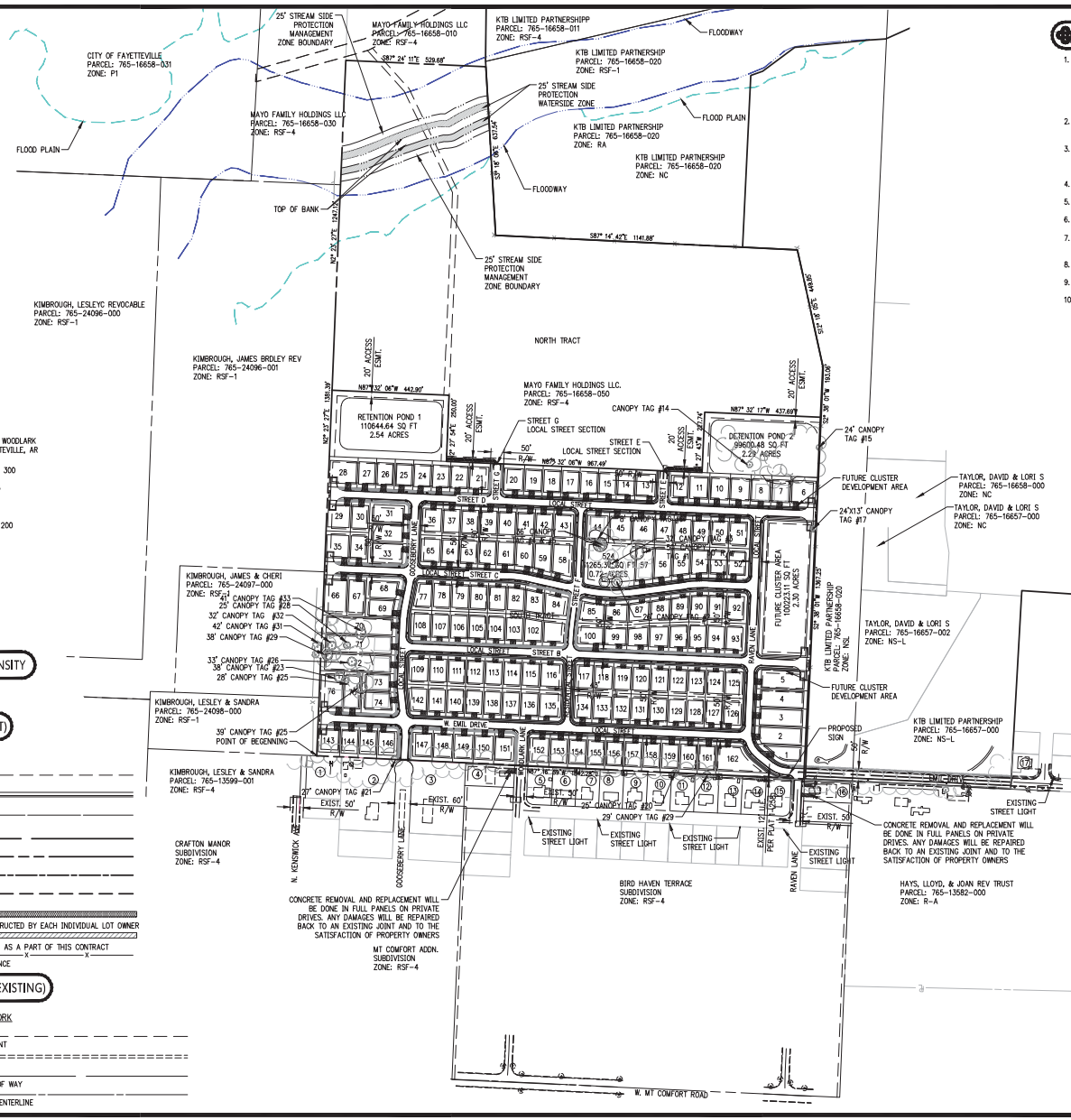
LEGEND (EXISTING)

SYMBOLS

- FOUND IRON PIN
- LIGHT POLE
- TREE

LINEWORK

- EASEMENT
- CURB
- RIGHT OF WAY
- ROAD CENTERLINE



SITE NOTES

1. THE DESIGN, INSPECTION, AND CERTIFICATION OF ANY RETAINING WALL SHOWN OR REFERENCED HEREIN, INCLUDING BUT NOT LIMITED TO, SEGMENTAL RETAINING WALLS, MASS GRAVITY WALLS, GABION WALLS, ETC., GREATER THAN FORTY-EIGHT INCHES IN HEIGHT, SHALL BE BY OTHERS. ANY RETAINING WALL DATA SHOWN OR REFERENCED HEREIN SHALL BE FOR COORDINATION OF THE WALL LOCATION AND ELEVATIONS ONLY.
2. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY/STATE/FEDERAL REGULATIONS AND CODES AND OSHA STANDARDS.
3. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS.
4. ALL CURB DIMENSIONS AND RADII ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
5. ALL PAVEMENT MARKINGS DIMENSIONS BACK OF CURB UNLESS OTHERWISE NOTED.
6. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
7. ALL CURB/SIDEWALK/HANDICAP RAMP DESIGNS SHALL CONFORM TO ADA STANDARDS OR LOCAL RESTRICTIVE CODES, WHICHEVER IS MORE RESTRICTIVE.
8. CONTRACTOR SHALL ENSURE ALL NECESSARY PERMITS ARE OBTAINED PRIOR TO CONSTRUCTION START.
9. CONTRACTOR SHALL MATCH NEW CURB AND GUTTER, CONCRETE, AND PAVEMENT TO EXISTING IN GRADE AND ALIGNMENT.
10. CONTRACTOR SHALL MAINTAIN ALL EXISTING PARKING, SIDEWALKS, DRIVES, ETC. CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY AND/OR MATERIAL TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR TRAFFIC TO AND FROM THE SITE.

NOTE:
SIDEWALKS ALONG COMMON AREA AND PUBLIC SPACES TO BE CONSTRUCTED IN THIS CONTRACT.

SIDEWALKS ALONG LOT FRONTAGE TO BE CONSTRUCTED LATER WITH INDIVIDUAL HOME CONSTRUCTION.

PROPERTY DESCRIPTION

NORTH TRACT

SURVEY DESCRIPTION

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING FROM THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 32;

THENCE ALONG THE WEST LINE THEREOF NORTH 02°23'27"EAST 1381.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WEST LINE NORTH 02°23'27"EAST 1247.12 FEET TO THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 32; THENCE ALONG THE NORTH LINE SOUTH 87°24'11"EAST 529.68 FEET; THENCE LEAVING SAID NORTH LINE SOUTH 03°18'06"EAST 637.54 FEET; THENCE SOUTH 87°14'42"EAST 1141.88 FEET; THENCE SOUTH 12°18'05"EAST 449.85 FEET; THENCE SOUTH 02°38'01"WEST 193.06 FEET; THENCE NORTH 87°32'17"WEST 437.69 FEET; THENCE SOUTH 02°27'43"WEST 227.74 FEET; THENCE NORTH 87°32'06"WEST 967.49 FEET; THENCE NORTH 02°27'54"EAST 250.00 FEET; THENCE NORTH 87°32'06"WEST 442.90 FEET TO THE POINT OF BEGINNING, CONTAINING 39.25 ACRES, MORE OR LESS AND SUBJECT TO ANY EASEMENTS OF RECORD OR FACT.

SOUTH TRACT

SURVEY DESCRIPTION

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 32; THENCE ALONG THE WEST LINE NORTH 02°23'27" EAST A DISTANCE OF 1381.39 FEET; THENCE SOUTH 87°32'06" EAST A DISTANCE OF 442.90 FEET; THENCE SOUTH 02°27'54"WEST A DISTANCE OF 250.00 FEET; THENCE SOUTH 87°32'06" EAST A DISTANCE OF 967.49 FEET; THENCE NORTH 02°27'43" EAST A DISTANCE OF 227.74 FEET; THENCE SOUTH 87°32'17" EAST A DISTANCE OF 437.69 FEET; THENCE SOUTH 02°38'01" WEST A DISTANCE OF 1367.25 FEET; THENCE NORTH 87°16'59" WEST A DISTANCE OF 1842.28 FEET TO THE POINT OF BEGINNING, CONTAINING 52.91 ACRES, MORE OR LESS AND SUBJECT TO ANY EASEMENTS OF RECORD OR FACT.

901 N. 47th St., Suite 200
Rogers, Arkansas 72756
Crafton Tull
architecture | engineering | surveying
479.636.4838 t 479.631.6224 f
www.craftontull.com

CERTIFICATE OF AUTHORIZATION

CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 107
EXPIRATION DATE: 12/31/19

GRAPHIC SCALE IN FEET
200' 0 200'

CRYSTAL SPRINGS

FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 19102100
ISSUE DATE: 08/7/19
CONTACT: D. ELLIS
CHECKED BY:

PRELIMINARY PLANS

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OVERALL PRELIMINARY PLAT

C-102

STREET CROSS SECTION CHART LOCAL STREET PER MASTER STREET PLAN	STREET CROSS SECTION CHART RESIDENTIAL STREET PER MASTER STREET PLAN
50' RIGHT OF WAY	43' RIGHT OF WAY
27' FACE TO FACE	20' FACE TO FACE
29' BACK TO BACK	22' BACK TO BACK
7' PARKING LANE (ONE SIDED)	9' & 9' DRIVING LANES
10' & 9' DRIVING LANES	2' CURB AND GUTTER
2' CURB AND GUTTER	5.5' GREENSPACE BOTH SIDES
5.5' GREENSPACE BOTH SIDES	5' SIDEWALK BOTH SIDES
5' SIDEWALK BOTH SIDES	

PROJECT INFORMATION

BUILDING SETBACK: FRONT 15' SIDE 5' REAR 15'

PLAT PAGE: 285

SITE AREA: 92.17 TOTAL AC.

ZONING: RSF-4

PROPERTY USAGE: RESIDENTIAL

PROPERTY ADDRESS: NORTH OF GOOSEBERRY, WOODLARK AND RAVEN LANE FAYETTEVILLE, AR

SITE OWNER: NWA LD, LLC
4058 N. COLLEGE, SUITE 300
P.O. BOX 10560
FAYETTEVILLE, AR 72703
PHONE: 479-455-9090

SITE ENGINEER: CRAFTON TULL
DANIEL ELLIS P.E.
901 N. 47TH ST., SUITE 200
ROGERS, AR 72756
479-636-4838

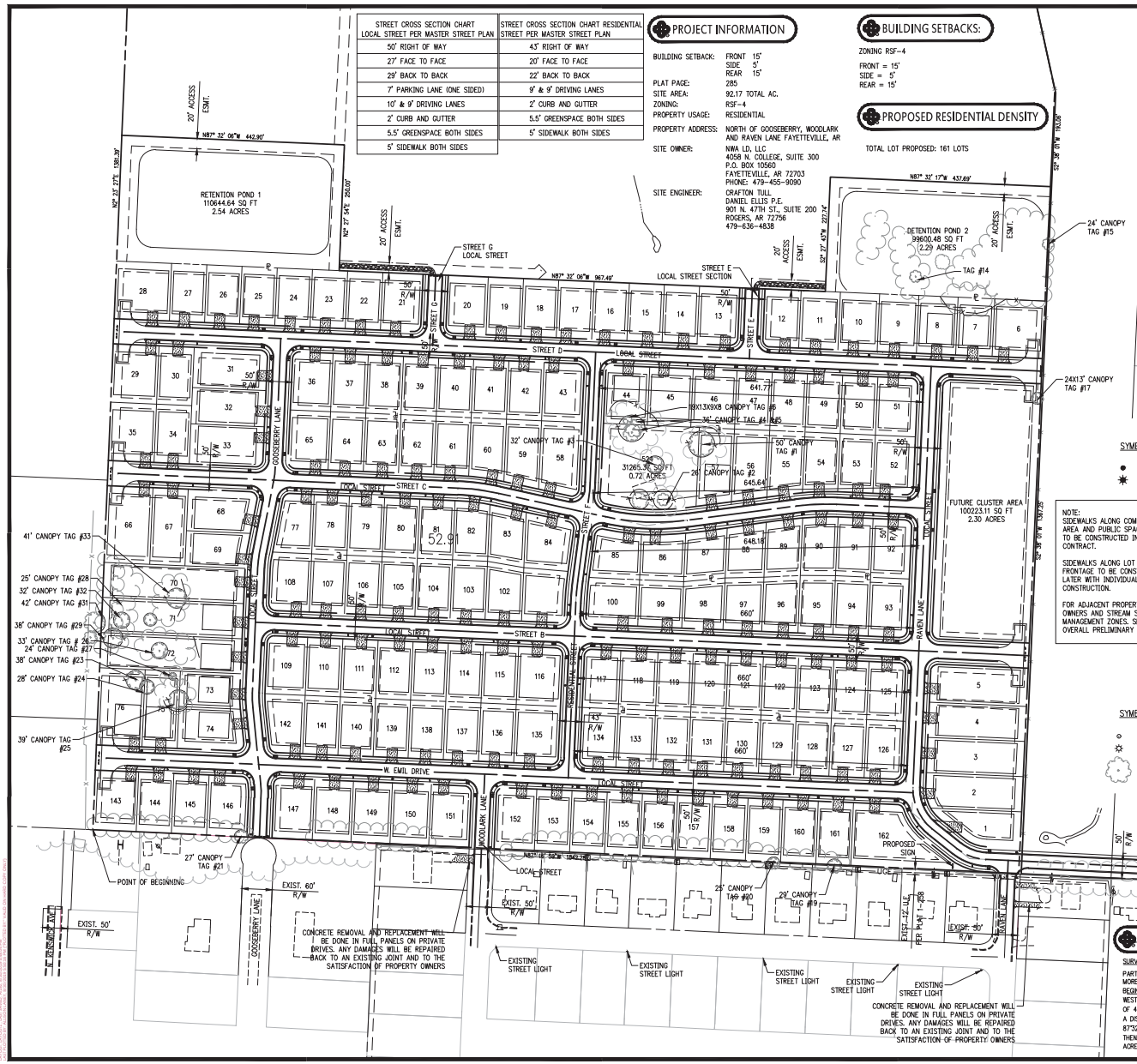
BUILDING SETBACKS:

ZONING RSF-4

FRONT = 15'
SIDE = 5'
REAR = 15'

PROPOSED RESIDENTIAL DENSITY

TOTAL LOT PROPOSED: 161 LOTS



SITE NOTES

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LEGEND (CONSTRUCT)

SYMBOLS	LINEWORK
SET IRON PIN	EASEMENT
LIGHT POLE	CURB
	BUILDING SET BACK
	RIGHT OF WAY
	PROPERTY LINE
	ROAD CENTERLINE
	FLOODPLAIN
	SIDEWALK TO BE CONSTRUCTED BY EACH INDIVIDUAL LOT OWNER
	SIDEWALK CONSTRUCTED AS A PART OF THIS CONTRACT
	TREE PRESERVATION FENCE

NOTE:
SIDEWALKS ALONG COMMON AREA AND PUBLIC SPACES TO BE CONSTRUCTED IN THIS CONTRACT.

SIDEWALKS ALONG LOT FRONTAGE TO BE CONSTRUCTED LATER WITH INDIVIDUAL HOME CONSTRUCTION.

FOR ADJACENT PROPERTY OWNERS AND STREAM SIDE MANAGEMENT ZONES. SEE OVERALL PRELIMINARY PLAT.

LEGEND (EXISTING)

SYMBOLS	LINEWORK
FOUND IRON PIN	EASEMENT
LIGHT POLE	CURB
TREE	RIGHT OF WAY
	ROAD CENTERLINE

PROPERTY DESCRIPTION

SURVEY DESCRIPTION

PART OF THE SE 1/4 OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 32; THENCE ALONG THE WEST LINE NORTH 02°33'27" EAST A DISTANCE OF 1381.39 FEET; THENCE SOUTH 87°32'06" EAST A DISTANCE OF 442.90 FEET; THENCE SOUTH 02°27'54"WEST A DISTANCE OF 250.00 FEET; THENCE SOUTH 87°32'06" EAST A DISTANCE OF 967.49 FEET; THENCE NORTH 02°27'43" EAST A DISTANCE OF 227.74 FEET; THENCE SOUTH 87°32'17" EAST A DISTANCE OF 437.69 FEET; THENCE SOUTH 02°38'01" WEST A DISTANCE OF 1367.25 FEET; THENCE NORTH 87°16'59" WEST A DISTANCE OF 1842.28 FEET TO THE POINT OF BEGINNING, CONTAINING 52.91 ACRES, MORE OR LESS AND SUBJECT TO ANY EASEMENTS OF RECORD OR FACT.

901 N. 47th St., Suite 200
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CERTIFICATE OF AUTHORIZATION

CRAFTON, TULL & ASSOCIATES, INC. No. 107

GRAPHIC SCALE IN FEET
100' 0 100'

CRYSTAL SPRINGS

FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 19102100
ISSUE DATE: 08/7/19
CONTACT: D. ELLIS
CHECKED BY:

PRELIMINARY PLANS

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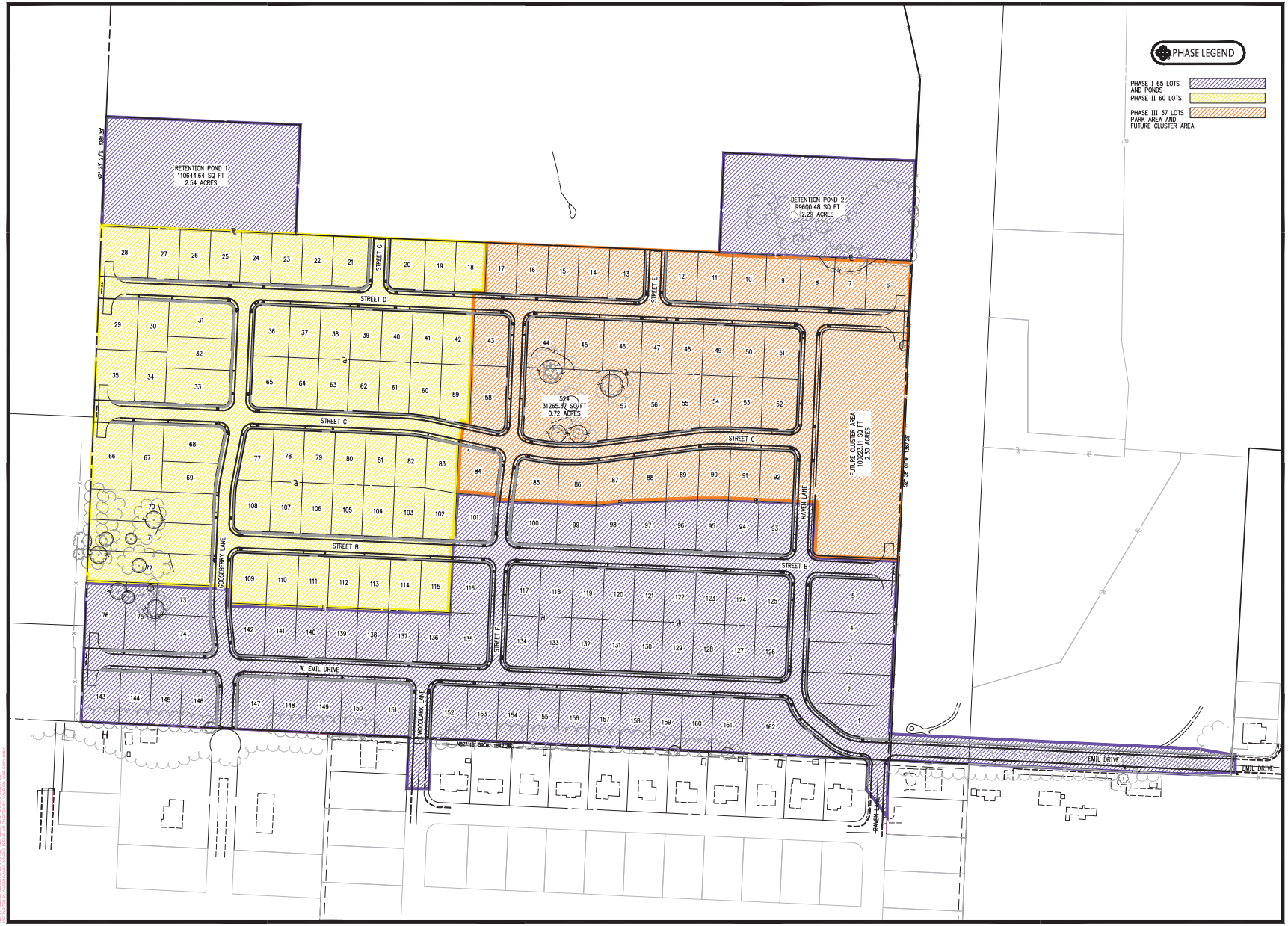
PRELIMINARY PLAT PROJECT AREA

C-103



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CERTIFICATE OF AUTHORIZATION

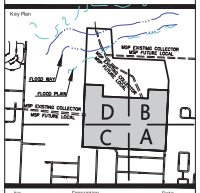
CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 101
ARKANSAS ENGINEERS

GRAPHIC SCALE IN FEET
100' 0 100'

CRYSTAL SPRINGS

FAYETTEVILLE, AR

Key Plan



No.	Description	Date

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PROJECT NO: 19102100
ISSUE DATE: 06/7/19
CONTACT: D. ELLIS
CHECKED BY:

PRELIMINARY PLANS

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

NOT FOR CONSTRUCTION

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MASTER PHASING PLAN (COLOR)

C-004

Crafton Tull
architecture | engineering | surveying

901 N 47th Street, Suite 200
Rogers, AR 72756

479.636.4838 (ph)
479.631.6224 (fax)

March 15, 2017

Jesss Flucher
Rausch Colemon Homes
4058 N. College, Suite 300
P.O. Box 10560
Fayetteville, AR 72703

Alan Pugh
City of Fayetteville
113 West Mountain Street
Fayetteville, AR 72701

ATTN: Preliminary Clabber Creek Bridge Crossing at Raven LN

A preliminary hydraulic analysis was performed to estimate the requirements for extending Raven LN across Clabber Creek is west Fayetteville, AR. Based on the City of Fayetteville's Drainage Criteria Manual requirement of collector streets to pass the 25-year storm event with at least 1' of freeboard and the presence of an expansive floodway relative to the width of the existing stream channel, we believe a bridge crossing will be necessary to meet the aforementioned obligations and create a "no rise" condition within the vicinity of the project.

Two main scenarios were considered for the project, including a bridge that would span the length floodway with minimal channelization to protect the riparian zone and a smaller bridge with more extensive channelization. Both scenarios would create a no rise condition. Other alternatives were briefly considered including spanning the entire length of the floodplain and constructing a bank to bank crossing, but these were not fully veted due to either cost constraints or inability to compile with City of Fayetteville code.

The first alternative considered was spanning the floodway with bridge structure. Initial estimates indicate the bridge would be need to be approximately 340' in length. Costs were prepared to comply with the City of Fayetteville's typical section for a collector street and include a 31' clear roadway width in conjunction with two 6' sidewalks. Channel improvements within the immediate vicinity of the structure will also be necessary in order to limit the effects of the bridge on the existing floodplain. The preliminary cost break down for the project is as follows:

Engineering Bridge Design Fee:	$95,000
CLOMR/LOMR and Hydraulic Engineering Fee:	$50,000
Bridge Construction Cost:	$2,900,000
Total:	$3,045,000

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479.636.4838 (ph)
479.631.6224 (fax)

The second alternative considered included a smaller 190' length structure, but with concrete channelization occurring both upstream and downstream of the structure. The preliminary hydraulic analysis indicated that channelization would need to occur approximately 450' both up and down stream of the bridge to create a no rise condition. This alternative would encroach within the floodway and have a much greater environmental impact than the prior alternative proposed. Using the same typical section, the preliminary cost break down for the project is as follows:

Engineering Bridge Design Fee:	$85,000
CLOMR/LOMR and Hydraulic Engineering Fee:	$50,000
Bridge Construction Cost:	$1,500,000
Channelization Cost	$650,000
Total:	$2,285,000

Please, note that the proposed bridge cost estimate is preliminary in nature and is subject to change based on surveyed field conditions or any additional information that may become available as a result of the formal design of the project.

Should you have any questions, please let us know. Sincerely,

Ryan Z. Johnston

Zak Johnston, P.E., CFM

James Kimbrough - Phone Call - 1:20 PM - 8/27/19

- Wants another connection east
- Concern over adjacent detention ponds to subject property, how much they flood, and proposed lots next to detention ponds
- Tree preservation
- Stub outs to adjacent property
- Stormwater runoff concerns
- Traffic
- Lack of bridge over Clabber Creek

Davis, Harry

From: William H. Overby III <boverby@uark.edu>
Sent: Wednesday, August 28, 2019 4:00 PM
To: Harrison, Andy
Cc: Davis, Harry; pos1@fayettteville-ar.gov; pos2@fayetteville-ar.gov
Subject: Planning Commission relating to Development North of Gooseberry, Woodlark, and Raven

Please share my comments with the Planning Commission and other interested parties,

I have been a resident of this neighborhood for over 36 years. I have owned the residence at 2399 N Woodlark Lane for the past 33 years. This is the last house in the cul-de-sac on Woodlark Lane.

I would submit for consideration that the City Council acted appropriately when it voted to zone this area 4 per acre when this development was last considered years ago.

In addition, the Council's action to retain Woodlark Lane as a cul-de-sac, remains appropriate. Raven is the logical thru street based on the layout of the duplexes along Raven. The residences along Woodlark and Gooseberry, with retirees, young families, and children do not allow for safety especially with construction and building traffic.

We urge the Committee to remain true to the City Master Plan which designates Raven as the through street to Mount Comfort..

In general terms, the infrastructure is not in place to add this many new residents without access to the north into the valley, another traffic light at Raven to allow traffic to turn East on Mount Comfort during the morning and evening hours, and the additional burden on utilities, especially storm drainage. I have a great deal of footage of my cul-de-sac flooding during heavy rain events.

We do support the Casey's on Mount Comfort. I do not support the addition of any other sub-divisions exiting upon Mount Comfort, especially aligning with Woodlark Lane.

Feel free to e-mail me with any questions you might have.

With Warmest Regards,

Dr. Marcia and Bill Overby

William "Bill" Henry Overby III
Human Resource Manager Emeritus - University of Arkansas
2399 Woodlark Lane
Fayetteville, AR 72704
Home Phone: 479-442-2355
Cell Phone/Text: 479-466-6440

August 25, 2019

City Planning Commission.
Andy Harrison
113 West Mountain Street
Fayetteville, AR 72701

Re: Gooseberry stub out to Crystal Springs Subdivision PPL 19-6719
171 Houses

The reason I bought my house on this street 48 years ago is because it was a dead end street. Herbert Holcomb did the plat for this street (Mount Comfort Addition) in the seventies and there is no cul de sac and no right of way. The homeowners at the end of the street own the land. Herbert told me he designed it like this so it would not be as thru street. I knew him personally and he told me this several times.

The street was blacktopped over 50 years ago and homeowners paid for it. If Gooseberry is made a thru Street, the builder needs to do an upgrade with curbs, gutters and sidewalks as it will never hold up to the traffic flow. There are 15 houses on this street.

This affects everyone in this area in traffic, schools etc. Crofton Manor has up to date streets with several streets as outlets. This could be a thru street.

I am requesting a written response as to the decision on this from your office and also from Crafton Tull.

I want to thank everyone that has taken the time and energy to work on this

Bettie Patrick
2361 N Gooseberry Lane
Fayetteville AR 72704 479-283-3390 bettiepatrick@att.net

Patrick, Bettie - ~11:00 AM, 8/20/19 - Phone Call - (479) 575-8263

-Concerned about wildlife
-Concerned about a connection to Gooseberry
-Concerned about traffic
-Concerned impact on adjoining properties

Davis, Harry

From: Kyle Smith <citycouncil@kyle4fay.org>
Sent: Thursday, August 29, 2019 6:56 AM
To: Brown, Chris; Davis, Harry; Mihalevich, Matthew
Cc: Kathy Stocker
Subject: Mt. Comfort & Woodlark

Good morning,
I believe the Subdivision Committee is looking at Crystal Springs again this morning, so I'm sorry for not relaying this question related to that development to you sooner. It was a big topic at our Ward 4 meeting, along with the development across Mt. Comfort on the Henbest farm.

Jesse Fulcher was there and as we talked about traffic, he presented a striping plan for Mt. Comfort that adds an east-bound turn lane from Mt. Comfort onto Woodlark. It was received with general dismay that it would consume the bike lanes in an area where we have a designated bike route, pretty high volume of weekend athletic cyclists, and a steady contingent of locals who use this for their daily commute to work. Jesse claims "the City" told him we were moving our bike facilities to an off-street structure, but he was not able to provide details about whether that was a widened side-path (where we already have substantial concrete retaining walls) or shifting to a nearby trail. Hamestring was mentioned, but it has no usable outlets and would be impractically difficult to access as a commuting route for anyone on the north side of Mt. Comfort. Has any of that change to bike routing been considered by Active Transportation, Subdivision Committee, or even been part of the discussion between staff and the applicant?

Following that conversation, we heard from George Duquesne about the Henbest property. He commented that their property access was slightly off-set from Woodlark. The crowd went wild over the practical implications that would present to the future stop-light we'd just talked about Crystal Springs paying assessments towards. Neighbors on Sutter also noted that no one had mentioned a left-turn lane west-bound into that area.

The separate nature of these two developments coming together at the same point has a huge potential for problems if we aren't looking at their access management in a coordinated fashion. I hope our process (and their independent traffic analyses) are able to take the combined impact into account.

Thank you for being there everyday working on these issues and dealing with our periodic panic in the middle of the process!

Kyle Smith
Council Member
Ward 4 Position 2
City of Fayetteville, Arkansas
citycouncil@kyle4fay.org
479.274.8881
Facebook | Twitter | Website

August 14, 2019

City of Fayetteville
113 W. Mountain
Planning Division
Attn: Harry Davis, City Planner
Fayetteville, AR 72701

Dear Mr. Davis:

I am writing in regards to the proposed preliminary plat 19-6719. I understand that one of the most difficult challenges in planning a development is the protection of living conditions in adjacent neighborhoods, especially preserving the privacy, and character of the adjacent residences. I would hope that considerations of the impact of this development on our neighborhood is taken into consideration.

There is a history with this development that started in the 1990's. I don't have documentation that goes back that far but from speaking with long term neighbors I do believe the development even from the beginning was required to build a bridge over Clabber Creek to allow connectivity to the North.

In 2006, Alderman Jordan (now Mayor Jordan) brought an appeal to City Council on behalf of the Bird Haven and Gooseberry residences. This is Resolution 113-06. Appeal of PPL 06-1977 for 273 Single Family Units. The following points were made during the discussions at this time:

- Commissioner's stated during their meeting on this development "Sometimes all we can do is make dumb decisions because of dumb rules" they also stated they would not likely support another such development if traffic in the area did not improve.
- Bird Haven citizens were referred back to the City Council stating infrastructure needs to be in place before development instead of current methods.
- Planning staff reported to city council based on the amount of lots proposed the future traffic generation, significant off-site improvements were needed as part of the project. Most significantly, the crossing of Clabber Creek to the north. The bridge included trail crossing along Clabber Creek.
- No right-of-way through Gooseberry to the South
- No right-of-was through Kenswick Ave to the South
- Woodlark and Raven which has 102 residences is the only access.
- No right-of way to the west due to a family farm.
- Issues with routing constructions vehicles through Bird Haven.
- 113-06 removed the connection through Woodlark
- 113-06 requirement of the construction of a bridge over Clabber Creek to be completed and accepted by the City prior to construction of any house in the subdivision.

In 2015, Legistar Item 2015-0229 was brought to City Council. The developer again requested to remove the requirement for the bridge over Clabber Creek. A conceptual plan for 271 single family units and no bridge. There was still not connectivity to the west to Salem, or Gooseberry and Kenswick. At the time, city staff recommended tabling until such time there are street connections across adjacent properties to Salem and Deane Solomon.

The Bird Haven is a quiet, older established neighborhood in Fayetteville. Many of the citizens in this subdivision have lived there for over thirty years. We have very low crime, the kids play basketball in the street, and people walk and ride their bikes in the neighborhood. As you can see by the previous documents, petitions, letters, postcards etc. we have a very real concern about how this land will be developed. Each time it is brought forth, we don't really see any changes. We believe the same issues we had in the 1990's still exist today with this property.

We appreciate any consideration you have to our concerns regarding this development.

Respectfully Submitted

Kathleen Stocker
2848 W. Quail Drive
Fayetteville, AR

Davis, Harry

From: Burke <bruss8993@gmail.com>
Sent: Thursday, September 05, 2019 11:25 AM
To: Davis, Harry; Curth, Jonathan
Cc: Scott, John; Evans, Melissa; Boyd, Melissa
Subject: Crystal Springs Subdivision PPL-6719
Attachments: CrystalSpringsProjectPPL-6719.pdf

Good Morning!

Please see my attached letter regarding my concerns and opposition to this subdivision. If you have any question, please don't hesitate to contact me.

Thanks to each of you for spending time with me talking about this project.

Burke Russell
2395 Gooseberry Ln

Crystal Springs PPL-6719

I received several letters from developer regarding this development project. They contained a couple of meeting times and some phone numbers. It had a very limited description of the project. It didn't even have the project number. I generally knew what the letter was about, but perhaps, in the future, it might be nice for the developers to be required to include a better description of what they are actually planning to do, such as how many houses, maybe a basic drawing, and the project number.

I live at 2395 Gooseberry and I am an adjacent property owner. I have spoken at a one subdivision meeting (denied permission at another), and in person to various city personnel, including engineers, planners, and urban foresters. However, I haven't seen very many changes in the developer's drawings regarding my or my neighbor's concerns. Numerous commissioner's concerns about block lengths didn't seem to be adequately addressed either.

I, like most of my neighbors, am **against** the development as it currently stands. My opposition issues include traffic, tree canopy, street stub outs, and water/rain runoff. Below are descriptions of my concerns.

Traffic
Without any street additions/improvements (e.g. Clabber Creek bridge and Deane Solomon upgrade), this development and any future development of the former Razorback Golf Course are going to make to an already bad traffic situation on Mt. Comfort even worse.

The areas current residents have been promised and still expect a bridge over Clabber Creek (see Resolution 113-06). The residents have not changed, but their elected representatives have. Now the city wants to go back on that promise to the benefit of the developer. *Making current residents situations worse is like phone/cable companies giving new customers discounts while jacking up the rates on existing customers.*

If the bridge had been built in the first place, we probably wouldn't be in this situation now. Also, without a bridge all Crystal Springs phases won't be connected and the new residents won't have access to Holcomb School, Clabber Creek trail, or the softball fields. The original bridge cost was $500,000. Now it's $3M. How much will it be in five years when the golf course is developed?

Currently, Deane Solomon between Shiloh and Emil is narrow and not in very good repair. At some point the construction traffic will take its toll on the street and it will have to be repaired**.**

I've heard the argument the city doesn't do street improvements proactively. I think that's a bunch of manure.

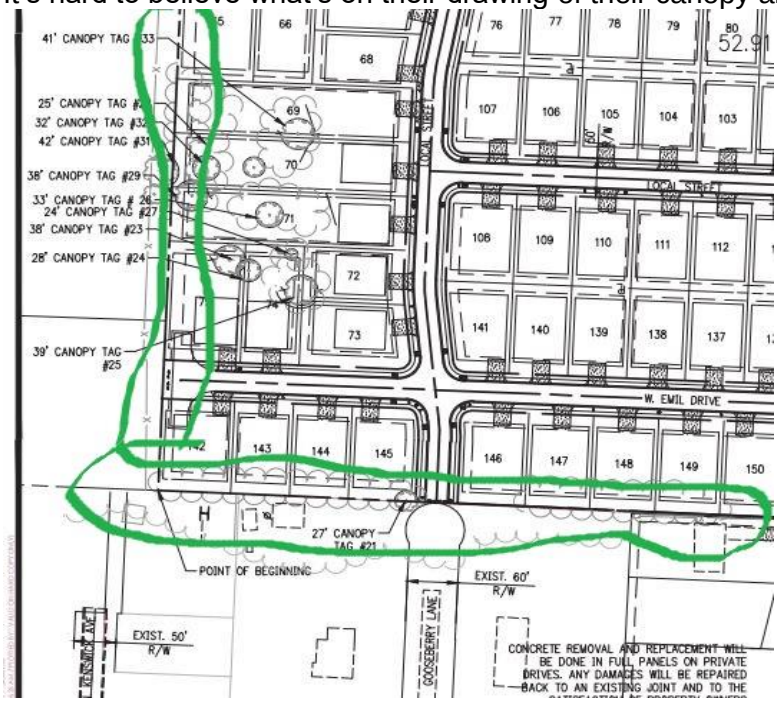
Van Asche was put through between 112 and Gregg 2+/- years ago. And there are still no new buildings out there. Rupple with roundabouts was put through between MLK and Persimmon. And there are still no new buildings out there.

Before anything goes in, Deane Solomon needs to be improved to handle the additional traffic. Is the city also planning to wait until AFTER the golf course is developed to improve it?

Also, now may be the time to address the dangerous intersection of 112, Howard Nickel and Deane Solomon. I think it also needs to be fixed before any more traffic is dumped onto it. Perhaps 112 could be extended to south to Salem then turn east into Howard nickel? Or Deane Solomon line up with Promenade?

Canopy Coverage
I think the developer is trying to take advantage of MY canopy footage as well as canopy on the Kimbrough property on the west side of the development and other adjacent properties. The developer's drawing (see

below) shows significant coverage that is NOT (green line) part of their property. My suspicion is the developer is using other people's canopy in THEIR calculations to meet the city's requirement for coverage. It's hard to believe what's on their drawing of their canopy amounts to 4 percent.

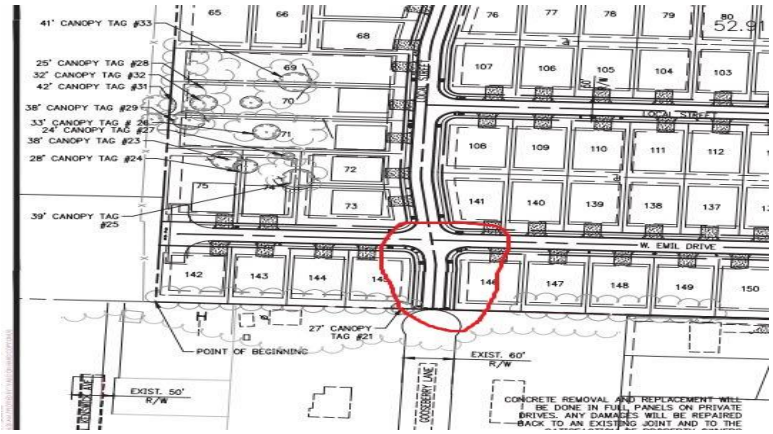


It also boggles my mind to have "offsite canopy". Why go to the extra cost of buying additional land AND trees when they could just keep more of the existing canopy and plant new trees on the finished lots.

I think this would be more effective and save money in the long run. The money saved could be devoted to a bridge over Clabber Creek

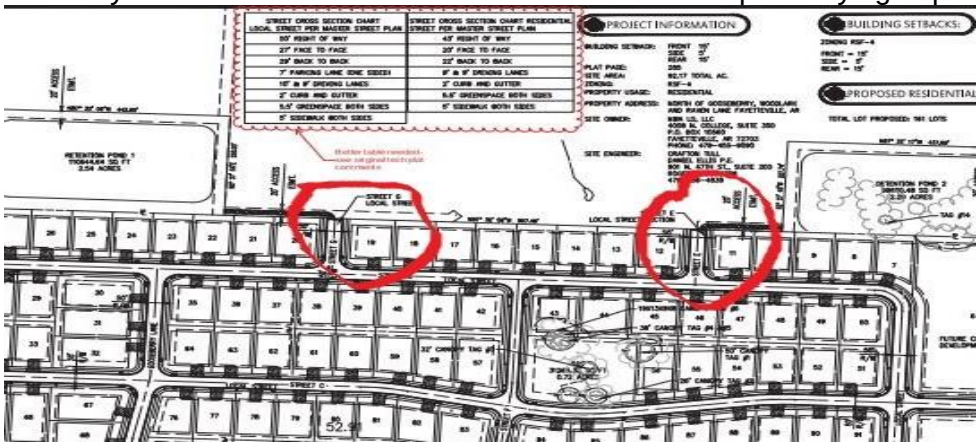
Street Stub Outs

At the first subdivision meeting I requested the stub out to Gooseberry be removed (see drawing below) and the canopy retained. Urban foresters agreed, but drawings never changed. My and my neighbor's portions of right of way are not for sale, so Gooseberry won't go through. My concern is city will stub out anyway and attempt in the future to force or intimidate me into selling.



If the that stub out is created, I think eventually it will lead to some people driving through to Gooseberry anyway despite any " barricade" or signage.

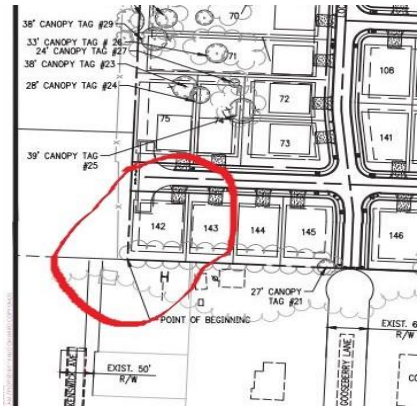
I'm also skeptical that only 170+/- houses will be built. A few years ago there were supposed to be 250+/- houses for this development. So what happened? Why are there stub outs to the north if there aren't going to be any roads or houses in the future? I bet the developer is trying to pull a fast one.



Think of the money developer could save by not building stub outs and offsite canopy land. They could put the money towards a bridge.

Flooding/Rain Runoff

When it rains for an extended period of time (2-3+ hours), the detention pond at the end of Kenswick can get pretty deep. It fills with runoff from the Crofton Manor subdivision. A couple of times a year the water even backs up into my yard. The houses in the southwest corner(#142, #143) of the development would bear the brunt of that runoff. I would not want to buy one of the houses knowing that.



Other

I'm concerned about the project's block length variance requests. The developer is simply trying to maximize profits with this maneuver. The longer the blocks, the more likely people will drive too fast. This could be especially dangerous given the area is residential. Pedestrians or pets could be hit by vehicle traffic.

If approved, the city and/or developer should step in and add sidewalks to existing Raven and Woodlark streets because current residents walk and play in those streets. Increased traffic would put an end to that.

Would it be possible to build fewer, but larger houses. Two per acre or something like across Deane Solomon from the golf course?

We current residents are just trying to maintain our quality of life and not sacrifice it to someone who will never live in the area. *Again… Making current residents situations worse is like phone/cable companies giving new customers discounts while jacking up the rates on existing customers.*

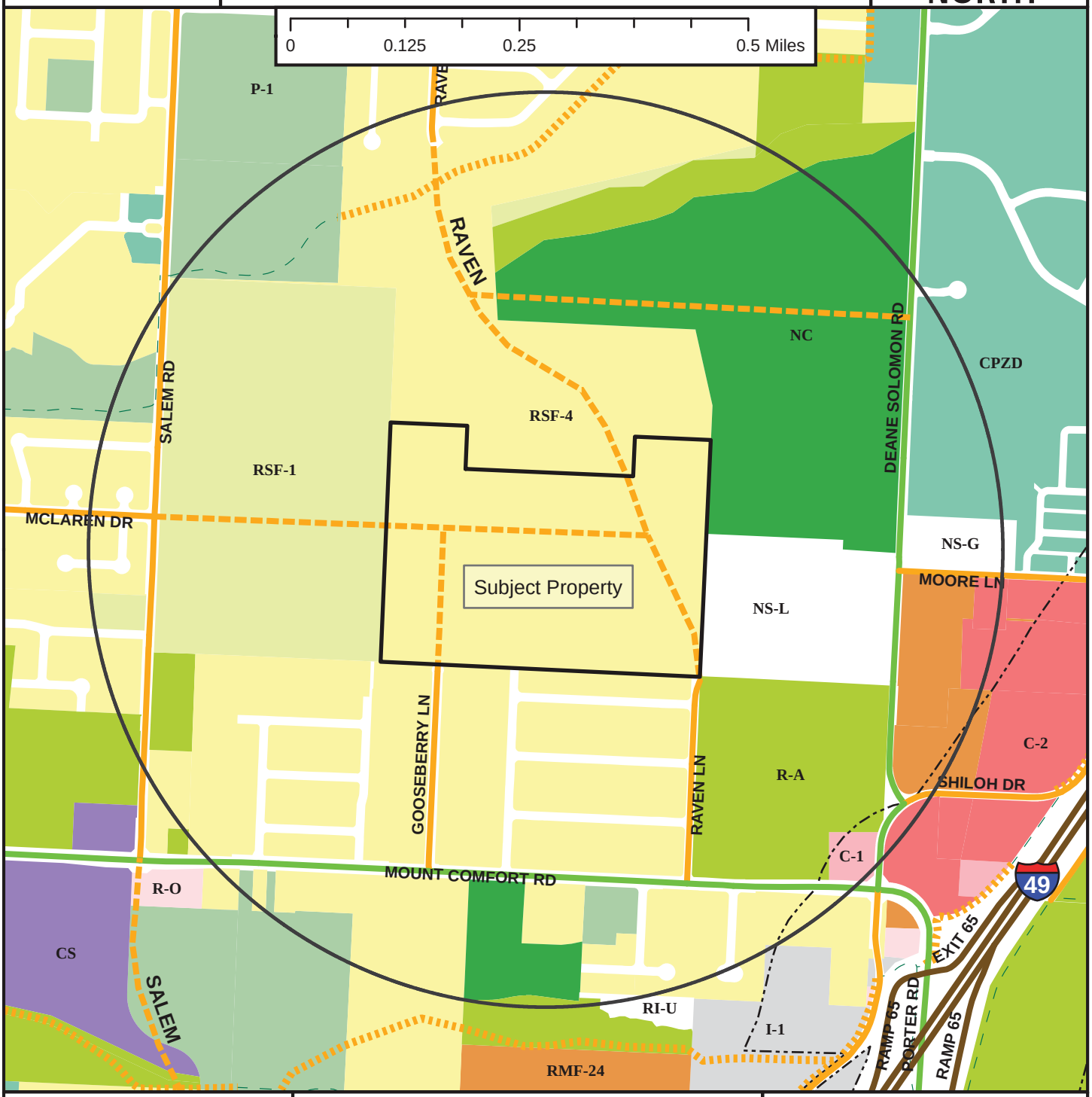
Thank You,
Burke Russell

PPL19-6719

One Mile View

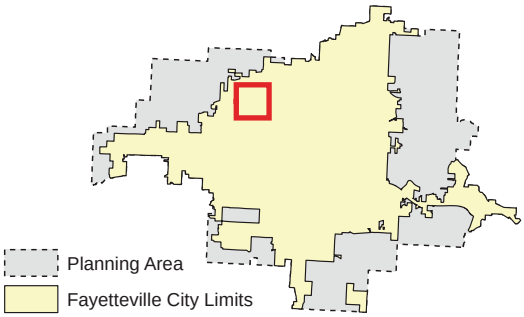
CRYSTAL SPRINGS

NORTH



Legend

- Planning Area
- Fayetteville City Limits
- Shared Use Paved Trail
- Trail (Proposed)
- Design Overlay District



Zoning

RESIDENTIAL SINGLE-FAMILY
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RT-12 Residential Two and Three-family
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

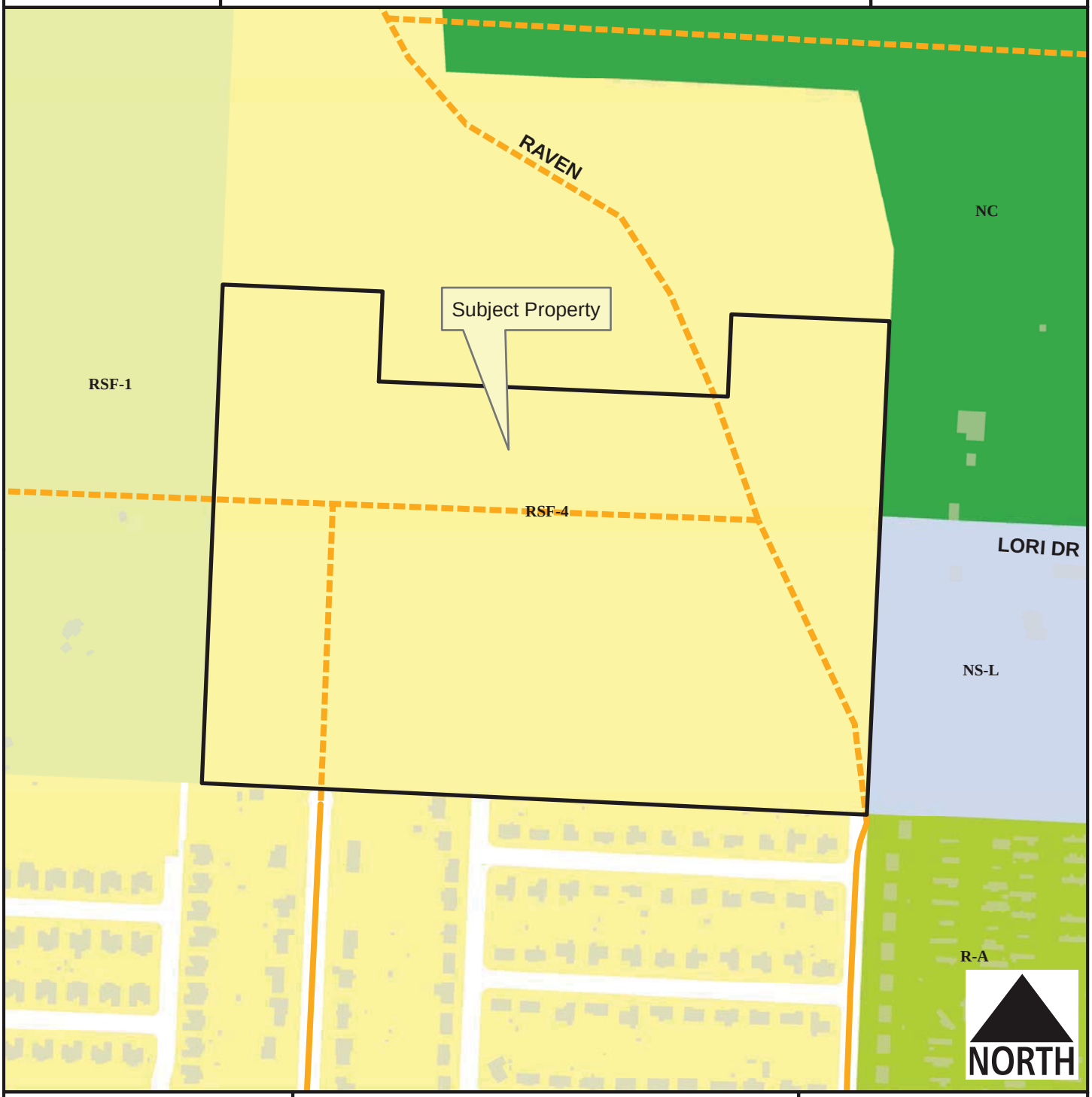
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

PPL19-6719

Close Up View

CRYSTAL SPRINGS



Legend

- Planning Area
- Fayetteville City Limits
- Building Footprint

Feet

0 145 290 580 870 1,160

1 inch = 400 feet

- Residential-Agricultural
- RSF-1
- RSF-4
- Neighborhood Services - Ltd.
- Neighborhood Conservation

PPL19-6719

Current Land Use

CRYSTAL SPRINGS

NORTH

Streets Planned

MSP Class

COLLECTOR

Streets Existing

MSP Class

COLLECTOR

Planning Area

Fayetteville City Limits

Feet

0 145 290 580 870 1,160

1 inch = 400 feet

FEMA Flood Hazard Data

100-Year Floodplain

Floodway