

Curth, Jonathan

From: Pennington, Blake
Sent: Tuesday, September 21, 2021 1:03 PM
To: Paxton, Kara
Cc: CityClerk; Curth, Jonathan; Williams, Kit; Bunch, Sarah
Subject: RE: will you submit our appeal of the approval of LSIP to the city council?

Kara and Jonathan,

This appeal has been submitted within the time and in the form required by 155.02 of the Unified Development Code. Also, pursuant to 155.04, a single council member may bring an appeal on behalf of a Fayetteville resident of a Planning Commission decision to approve a development. This appeal will be of the LSIP along with the variances that were previously approved by the Planning Commission.

Thanks,

Blake

--

Blake E. Pennington

Assistant City Attorney

Tele: (479) 575-8313

bpennington@fayetteville-ar.gov

From: Bunch, Sarah <sarah.bunch@fayetteville-ar.gov>
Sent: Tuesday, September 21, 2021 11:31 AM
To: Pennington, Blake <bpennington@fayetteville-ar.gov>; Paxton, Kara <kapaxton@fayetteville-ar.gov>
Subject: FW: will you submit our appeal of the approval of LSIP to the city council?

Blake and Kara,

I am appealing the LSIP and all variances granted by the Planning Commission on behalf of the Johnsons and their neighbors for the reasons set forth in the appeal that you will find at the top of this email. Please contact me if you have any questions. Thank you very much.

Sincerely,

Sarah Bunch

Sent from [Mail](#) for Windows

From: [Donn Johnson](#)
Sent: Monday, September 20, 2021 8:44 PM
To: [Bunch, Sarah](#)
Cc: [Kim Flanery Coats](#); [Lance Weatherton](#); rsterry@aol.com; [Thomas C. Green](#); [Paula Johnson](#); [Patty Duffy](#); fcarruthers26@gmail.com
Subject: will you submit our appeal of the approval of LSIP to the city council?

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Honorable City Council Ward 3, Position 2, Sarah Bunch:

Thank you for speaking with me earlier about our concerns over the proposed LSIP at Zion and Randal. We appealed the conditional approval of the LSIP to the planning commission. During the commission's September 13 meeting, however, the commission granted the conditional approval of the development.

In addition, the assistant city attorney put our August 23 appeal of the variance approval to waive cross access between the two phases of the development on hold pending the outcome of the appeal to the commission. Ms. Teresa Turk has already submitted the variance appeal to the council on our behalf.

We are contacting you to ask if you, as our Ward 3 representative, will submit our appeal of the approval of the LSIP to the city council.

We have included copies of both appeals in the attached document so that we can submit them at the same time since they are interrelated.

Thank you.

Donn Johnson and Paula Johnson, dtjohnso@uark.edu pejohns@uark.edu 479-409-4628 479-466-9408
residents appealing LSIP for Lakewood Subdivision Home Owners Association



MEETING OF OCTOBER 19, 2021

TO: Mayor; Fayetteville City Council

THRU: Susan Norton, Chief of Staff

FROM: Jonathan Curth, Development Services Director
Jessie Masters, Development Review Manager

DATE: October 1, 2021

SUBJECT: **ADM-2021-000065: Administrative Item (NE OF E. RANDAL PL. & E. ZION RD./RANDAL PLACE DEVELOPMENT APPEAL, 138):** Submitted by DONN & PAULA JOHNSON for property located NE OF E. RANDAL PL. & E. ZION RD. The property is zoned CS, COMMUNITY SERVICES & RI-U, RESIDENTIAL INTERMEDIATE-URBAN and contains approximately 3.09 acres. The request is an appeal to the administrative approval of LSIP-2021-000007.

RECOMMENDATION:

The Planning Commission and City staff recommend sustaining approval of LSIP-2021-000007 and associated development approvals VAR-2021-000028 and VAR-2021-000037 as described and shown in the attached Planning Commission staff report, with the following condition.

1. All conditions of approval of LSIP-2021-000007, VAR-2021-000028, and VAR-2021-000037 shall remain in effect.

BACKGROUND:

The subject property is located in north Fayetteville, at the northeast corner of E. Zion Road and E. Randal Place. The property is split-zoned RI-U, Residential Intermediate – Urban to the north and CS, Community Services to the south. This zoning action took place in late 2020 and no public comment was made prior to the Planning Commission hearing, during that meeting, or at the subsequent City Council meeting.

More recently, a Large Site Improvement Plan (LSIP-2021-000007) was submitted and conditionally approved for the portion of the property that is zoned CS; the portion zoned RI-U remains without development plans at this time. The project is a mixed-use development, with commercial development along the property's E. Zion Road frontage, and residential development to the north. Variance requests were approved in association with this project for architectural design standards, as well as to required infrastructure improvements (VAR-2021-000028), and for cross-access requirements (VAR-2021-000037).

Request: The petitioner requests the City Council grant their appeal of the conditionally-approved Large Site Improvement Plan, LSIP-2021-000007, and associated variance approvals, VAR

2021-000028 and VAR-2021-000037. The overall LSIP approval was issued by staff on August 13, 2021.

Public Comment: Staff has received no public comment regarding this appeal. The attached Planning Commission staff report includes the resident appeal letter and an attached petition of individuals expressing opposition to the request.

DISCUSSION:

The applicant has provided an attached letter outlining the nature of concerns from members of the public. The applicant requests appeal of this project on the following stated grounds:

1. The LSIP would create or compound a dangerous traffic condition
 - a. The LSIP does not provide adequate parking on-site, which would create or compound a dangerous traffic condition
 - b. Removing cross-access in the LSIP would create or compound a dangerous traffic condition
 - c. On-street parallel parking on Randal Place would create or compound a dangerous traffic condition
 - d. On-street parallel parking on Zion Road would create or compound a dangerous traffic condition
 - e. On-street parallel parking between the commercial properties in the LSIP and the newly constructed bike trail would create or compound a dangerous traffic condition
2. The proposed LSIP violates the Fayetteville Development Code
3. The LSIP raises additional concerns that should compel the Planning Commission to deny its approval
 - a. The conditional approval is untimely as numerous issues remain unresolved
 - b. The LSIP does not appear to include sufficient space for recycling and trash containers

The current zoning district of CS, Community Services allows administrative approval of development projects, aside from any needed development variances that are required. Staff finds that the project is meeting current development ordinances with relation to parking allowance requirements, required infrastructure improvements, architectural design standards, cross-access requirements, and required trash and recycling container. Multiple city divisions have reviewed the project and have included conditions of approval within the approval letter attached to the Planning Commission staff report. Staff recognizes that there are still redlines and markups that the applicant will need to address on their provided plans with their subsequent permit submittals, which is a standard procedure for development items, and why approval is conditioned on making required revisions where necessary. For items where the applicant was not meeting the letter of a specified ordinance, the applicant applied to the Planning Commission and was approved by that entity for variances through the public hearing process.

At the September 27, 2021 Planning Commission, a hearing was heard for the appeal of LSIP-2021-000007's administrative approval. Commissioners voted 7-0-0 to uphold staff's approval, with Commissioner Sharp making the motion and Commissioner Canada providing the second.

Commissioners requested and received confirmation from staff that the project's design did not change the Zion Road bond project design, and instead added on-street parking to it. Similarly, staff answered questions regarding how the project met the City's standards for parking, both on-street and off-street. The resident that submitted the appeal asserted that parking issues currently exist and that the new development will compound them. In addition to the residents that submitted the appeal six other residents spoke in support of the appeal.

BUDGET/STAFF IMPACT:

N/A

Attachments:

- Project Layout and Building Elevations
- September 13, 2021 Planning Commission Minutes – ADM-2021-000065
- Planning Commission Staff Reports
 - ADM-2021-000065 Planning Commission LSIP Appeal
 - VAR-2021-000028 Variance Approval (building and street design)
 - VAR-2021-000037 Variances Approval (cross access)



REVISION 0
DATE
DATE
DATE

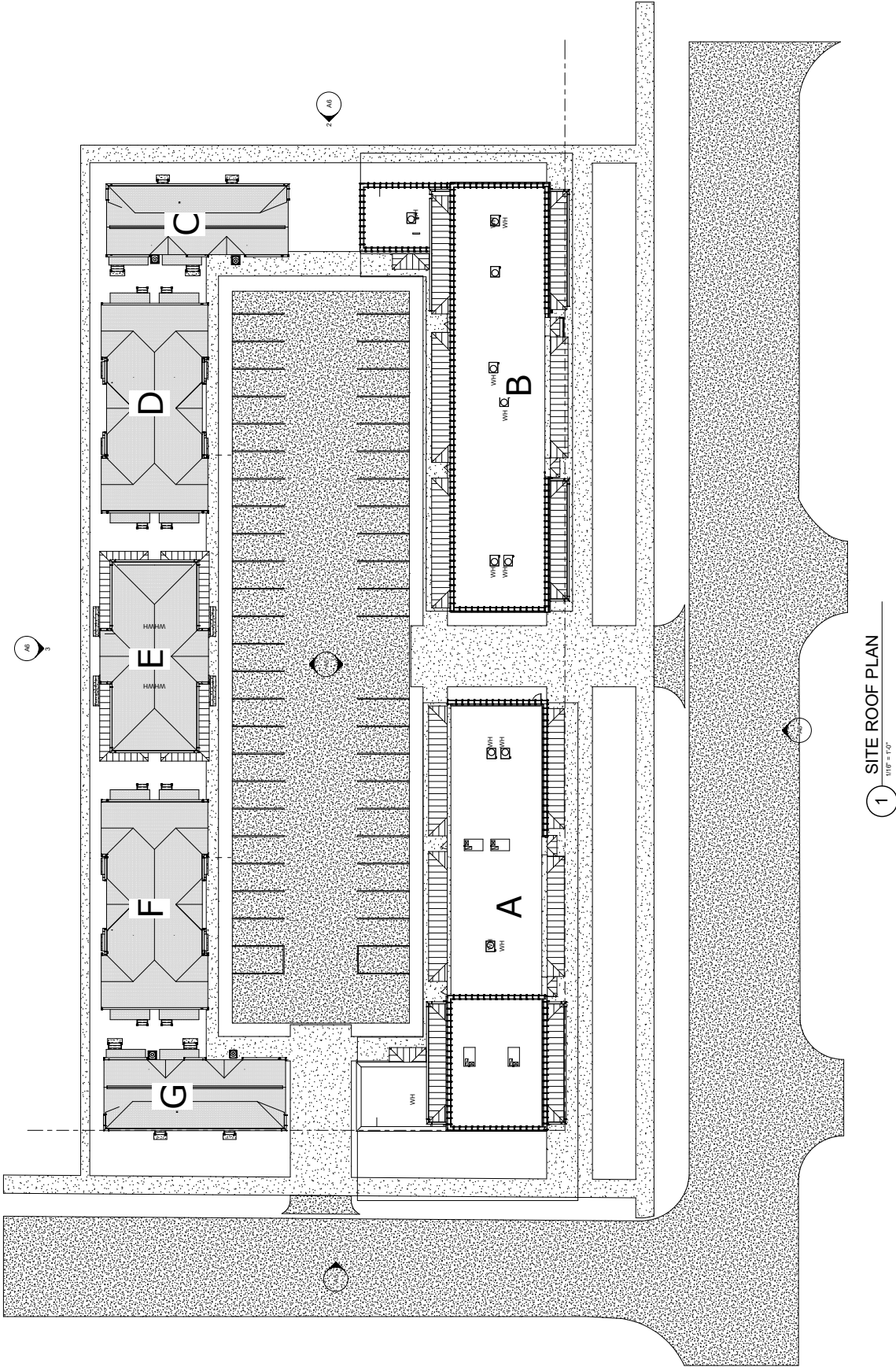
ZION & RANDALL

ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BK
DATE: 06/02/21

ROOF SITE

SHEET A1



1 SITE ROOF PLAN
1/8" = 1'-0"



REVISION 0
DATE
DATE
DATE

ZION & RANDALL

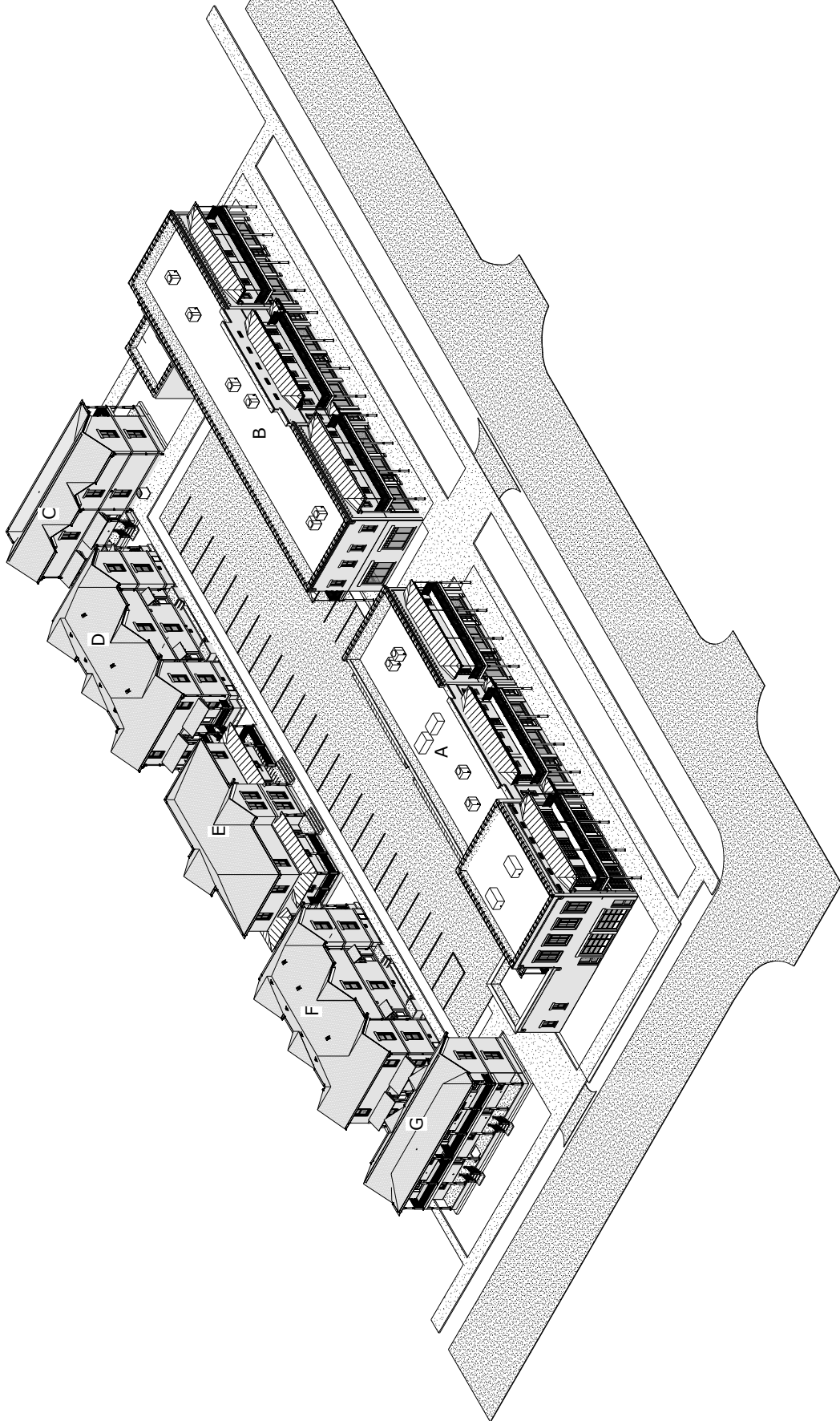
ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##

ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: RK
DATE: 06/02/21

SOUTHWEST
ISOMETRIC

SHEET A3





REVISION 0
DATE
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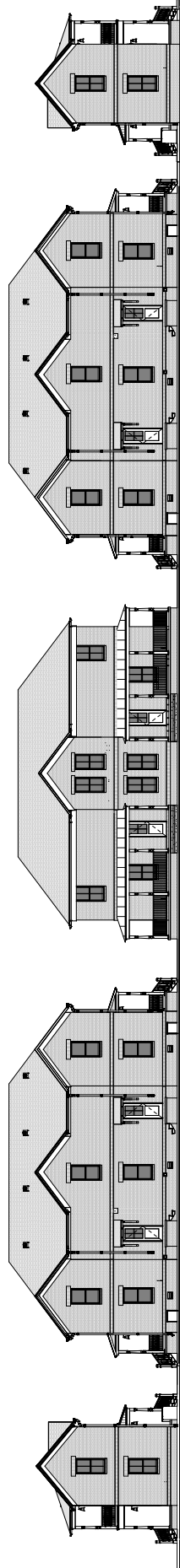
ZION & RANDALL

ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##

ISSUED FOR REVIEW

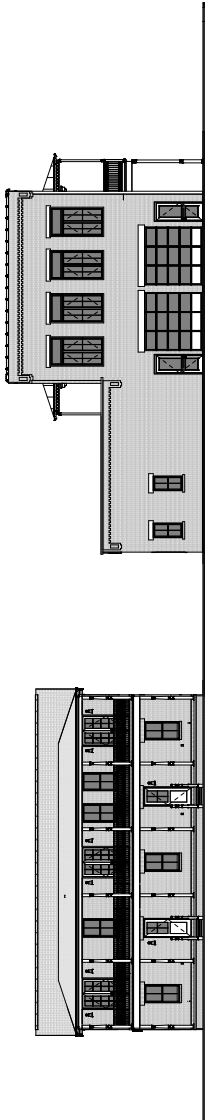
ENGINEER: BT
DRAWN BY: BK
DATE: 07/27/21

ELEVATIONS
SHEET A5

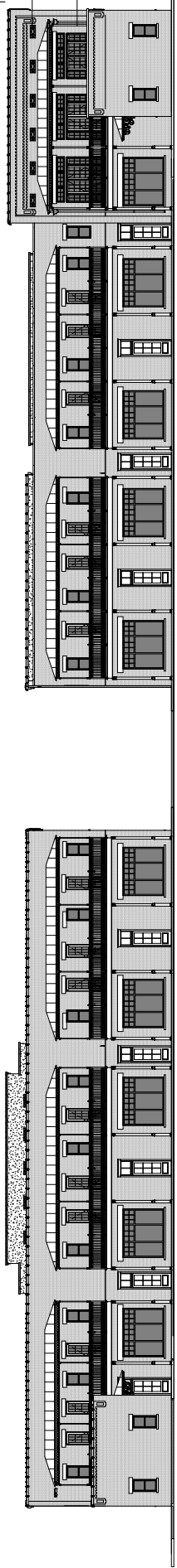


G F E D C

1 SOUTH COURT ELEVATION
3/32" = 1'-0"

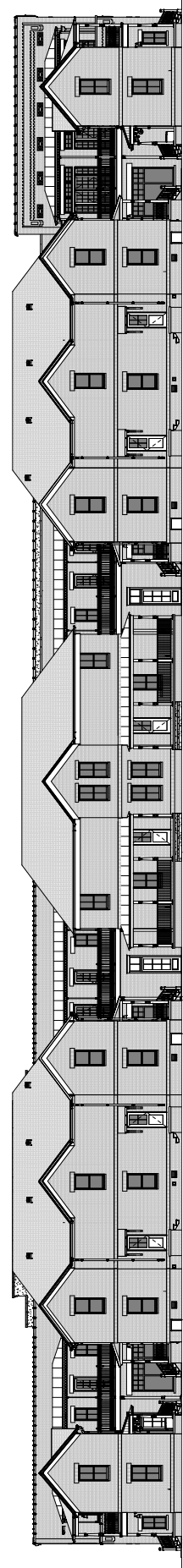


3 RANDALL PLACE SITE ELEVATION
3/32" = 1'-0"



4 NORTH COURT ELEVATION
3/32" = 1'-0"

A



G

F

E

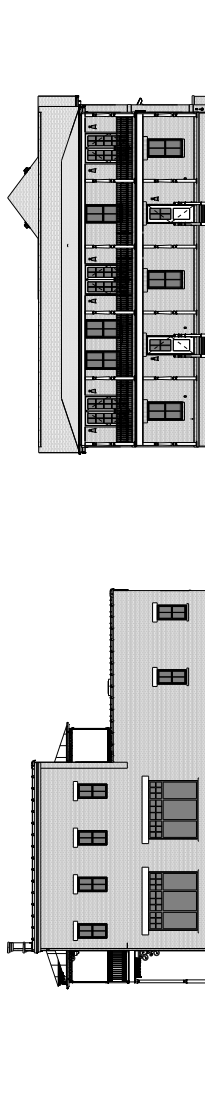
D

C

3 NORTH SITE ELEVATION

3/32" = 1'-0"

3



B

C

2 EAST SITE ELEVATION

3/32" = 1'-0"

2

ZION & RANDALL

REVISION 0

DATE

DATE

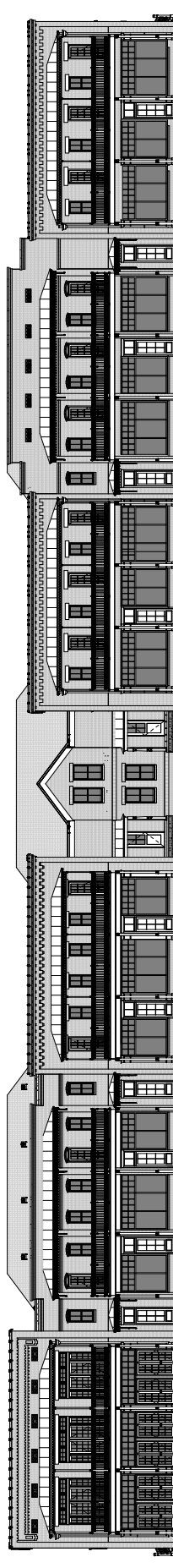
DATE

ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER BT
DRAWN BY: RK
DATE: 06/20/21

A

B



1 ZION ROAD SITE ELEVATION

3/32" = 1'-0"

1

ELEVATIONS

SHEET A6

5. ADM-2021-000065: Administrative Item (NE OF E. RANDAL PL. & E. ZION RD./RANDAL PLACE DEVELOPMENT APPEAL, 138): Submitted by DONN & PAULA JOHNSON for property located NE OF E. RANDAL PL. & E. ZION RD. The property is zoned CS, COMMUNITY SERVICES & RI-U, RESIDENTIAL INTERMEDIATE-URBAN and contains approximately 3.09 acres. The request is an appeal to the administrative approval of LSIP-2021-000007.

Jessie Masters, Development Review Manager: Gave the Staff report.

Matthew Johnson, Commission Chair: Asked a procedural question of legal counsel regarding how much time the applicant gets when the applicant is a neighborhood.

Blake Pennington, Assistant City Attorney: Explained.

Johnson: Asked another procedural question regarding what would happen if the appeal was upheld.

Pennington: Explained.

Donn Johnson, Applicant: Explained why they are appealing this item.

Lance Weatherton, Applicant Representative: Gave details regarding the number and location of the proposed parking spaces and why they are concerned with it.

Kim Coats, Applicant Representative: Stated why she is not in favor of this item.

Brian Teague, Community By Design, Overall Project Representative: Explained the reasons why the Variance requests were made with the original proposals.

Public Comment:

Scott Terry, 2519 E Frontier Elm: Explained his reasons for being in favor of this appeal.

Candy Harrel, Resident of Lakewood Subdivision: Explained her reasons for being in favor of this appeal.

Archie Shaffer, Resident of Lakewood Subdivision: Explained his reason for being in favor of this appeal.

Laura Saucemen, Resident of Lakewood Subdivision: Explained her reasons for being in favor of this appeal.

John Gopreth, Resident of Lakewood Subdivision: Explained his reasons for being in favor of this appeal.

Nick Anthony, Resident on Zion Rd.: Stated his concerns with this item and also with the Chandler Crossing item.

No further public comment was given.

Matthew Johnson, Commission Chair: Asked for legal counsel regarding bond projects and the ability to change bond projects.

Blake Pennington, Assistant City Attorney: Clarified why the parallel parking is not a concern with this proposal and explained why.

Johnson: Asked City Staff for traffic accident counts in the area.

Masters: Stated she would pull up the GIS Map for that.

Sarah Sparkman, Commissioner: Explained why she ultimately agrees with City Staff's determination on this.

Johnson: Stated why he appreciates the public coming out to voice their concerns.

Masters: Explained the traffic accident map that was on the screen.

Jimm Garlock, Commissioner: Gave his thoughts and concerns on parking and traffic safety for this development.

Mike Wiederkehr, Commissioner: Asked Engineering Staff to confirm that the Planning Commission did not approve a deviation from the bond approved design of the Zion Rd. street improvements.

Jonathan Ely, Engineering: Explained how the original proposal was modified to make sure it was not deviating from what was approved with the bond and the parallel parking is outside of that street improvement.

Wiederkehr: Asked to clarify that the Planning Commission did not approve a variance to reduce the number of required parking spaces and the spaces being provided are per the City Code allowance.

Masters: Confirmed the applicant is meeting the parking requirements of the code.

Wiederkehr: Stated why those clarifications are important and gave his thoughts on the legitimacy of the concerns raised by the public concerning the uses of some of this building and how that would affect parking.

Masters: Provided clarity on the City Code's minimum and maximum requirements depending on residential and non-residential parking and what the applicant would need to do to meet those requirements, which the applicant has done in their plan.

Wiederkehr: Reiterated his point of clarification and their importance.

Robert Sharp, Commissioner: Asked the Applicant about any current parking issues and if they are being controlled or if they are an on-going issue.

Johnson: Stated it is an issue and how they are handling it and it will only be compounded with this new development.

Sharp: Asked if people ever get towed or if the police are ever involved.

Johnson: Explained their current processes.

Sharp: Explained the reasons for his questions explained how the enforcement of parking and noise violation work and offered thoughts regarding property value and how it could be affected.

Porter Winston, Commissioner: Asked City Staff how much commercial space is in this development.

Masters: Stated, 9826 square feet.

Winston: Asked how many spaces are left over for commercial space.

Masters: Stated, 41 spaces.

Winston: Asked if that many spaces seems short, about right, or excessive for the amount of commercial space.

Masters: Stated that since the code does not have parking minimums then any allocation of parking would be deemed sufficient.

Winston: Stated that since they do not know what the commercial spaces are for it is hard to get a feel for how many parking spaces would be appropriate.

Masters: Stated that the maximum amount of spaces they could have is 61.

Winston: Stated that seems to be in the ballpark with 41 being proposed and asked Mr. Teague if they have an idea of what these commercial spaces would be.

Teague: Explained what the commercial spaces would be.

Winston: Asked if restaurant space is going to be different than the other commercial spaces.

Teague: Stated it would be slightly bigger.

Winston: Stated that he is not getting the sense that there is an eminent lack of parking for what is being developed here.

Jimm Garlock, Commissioner: Gave his thoughts on why he is still struggling a bit with parking and on street parking safety on Zion.

Sharp: Asked Blake Pennington if the developer is providing the parking that the City requires can the Planning Commission refuse to accept their parking counts and calculations because they don't think their parking is right.

Pennington: Stated there is some discretion in the code and explained.

Sharp: Asked for further clarification.

Pennington: Gave clarification.

Sharp: Asked if the developer has offered that.

Masters: Stated they had and that she could show it on the screen.

Sharp: Stated why he is reluctant to deny the project.

Quintin Canada, Commission Secretary: Explained why he is not in favor of this appeal.

Wiederkehr: Gave his thoughts on how he views on street parking, the importance of the public comment that was given, and why he is going to vote to uphold Staff's determination.

Garlock: Stated why he will be voting on this.

Motion:

Commissioner Sharp made a motion to **uphold the determination of ADM-2021-000065**. **Commissioner Canada** seconded the motion. **Upon roll call the motion passed with a vote of 7-0-0.**



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: September 13, 2021 **(Updated with Planning Commission Results)**

SUBJECT: **ADM-2021-000065: Administrative Item (NE OF E. RANDAL PL. & E. ZION RD./RANDAL PLACE DEVELOPMENT APPEAL, 138):** Submitted by DONN & PAULA JOHNSON for property located NE OF E. RANDAL PL. & E. ZION RD. The property is zoned CS, COMMUNITY SERVICES & RI-U, RESIDENTIAL INTERMEDIATE-URBAN and contains approximately 3.09 acres. The request is an appeal to the administrative approval of LSIP-2021-000007.

RECOMMENDATION:

Staff recommends sustaining approval of LSIP-2021-000007 through the denial of **ADM-2021-000065**, with conditions as recommended by staff.

RECOMMENDED MOTION:

"I move to deny **ADM-2021-000065**, in favor of all conditions as recommended by staff."

BACKGROUND:

The subject property is located at the northeast corner of E. Zion Road and E. Randal Place. The property is split-zoned RI-U, Residential Intermediate – Urban to the north and CS, Community Services to the south. A Large Site Improvement Plan (LSIP-2021-000007) has been submitted and conditionally approved for the portion of the property that is zoned CS; the portion zoned RI-U remains undeveloped at this time. The project is a mixed-use development, with commercial development along the property's E. Zion Road frontage, and residential development to the north. Variance requests were approved at this location for the associated project for architectural design standards, as well as to required infrastructure improvements (VAR-2021-000028), and for cross-access requirements (VAR-2021-000037). Surrounding land uses and zoning is depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	R-A, Residential Agriculture
South	Multi-family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Commercial	R-O, Residential-Office
West	Single-Family Residential	RPZD, Residential Planned Zoning District

Proposal: The applicant requests to appeal an administrative approval of the conditionally approved Large-Site Improvement Plan, LSIP-2021-000007, which received administrative approval on August 13, 2021.

DISCUSSION:

The applicant has provided an attached letter outlining the nature of concerns from members of the public. The applicant requests appeal of this project on the following stated grounds:

1. The LSIP would create or compound a dangerous traffic condition
 - a. The LSIP does not provide adequate parking on-site, which would create or compound a dangerous traffic condition
 - b. Removing cross-access in the LSIP would create or compound a dangerous traffic condition
 - c. On-street parallel parking on Randal Place would create or compound a dangerous traffic condition
 - d. On-street parallel parking on Zion Road would create or compound a dangerous traffic condition
 - e. On-street parallel parking between the commercial properties in the LSIP and the newly constructed bike trail would create or compound a dangerous traffic condition
2. The proposed LSIP violates the Fayetteville Development Code
3. The LSIP raises additional concerns that should compel the Planning Commission to deny its approval
 - a. The conditional approval is untimely as numerous issues remain unresolved
 - b. The LSIP does not appear to include sufficient space for recycling and trash containers

The current zoning district of CS, Community Services allows administrative approval of development projects, aside from any needed development variances that are required. Staff finds that the project is meeting current development ordinances with relation to parking allowance requirements, required infrastructure improvements, architectural design standards, cross-access requirements, and required trash and recycling container. Multiple city divisions have reviewed the project, and have included conditions of approval with the attached letter. Staff recognizes that there are still redlines and markups that the applicant will need to address on their provided plans with their subsequent permit submittals, which is a standard procedure for development items, and why approval is conditioned on making required revisions where necessary. For items where the applicant was not meeting the letter of a specified ordinance, the applicant applied to the Planning Commission and was approved by that entity for variances through the public hearing process.

Public Comment: No public comment has been received regarding this request.

RECOMMENDATION: Staff recommends denial of ADM-2021-000065, with the following conditions.

1. All conditions of approval of LSIP-2021-000007 shall remain in effect.

PLANNING COMMISSION ACTION:			
Required	<u>YES</u>		
Date: <u>September 13, 2021</u>	<input type="checkbox"/> Tabled	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
Motion: Sharp, to uphold staff's administrative approval			
Second: Canada			
Vote: 7-0-0			

BUDGET/STAFF IMPACT:

None

Attachments:

- Conditional Approval Letter
 - LSIP-2021-000007
- Approved Site Plan with markup
- Additional Staff Comment
- Applicant's Appeal Letter
- One Mile Map
- Close-up Map
- Current Land Use Map



CITY OF
FAYETTEVILLE
ARKANSAS

August 13, 2021

Brian Teague
Community By Design

VIA ENERGOV

Re: Large Site Improvement Plan Approval: LSIP-2021-000007 (Randal Place Development)

Dear Mr. Teague,

City Staff has completed the review of and conditionally approved the Large Site Improvement Plan for the Randal Place development project at the northeast corner of Randal Place and Zion Road (LSIP-2021-000007), subject to the following conditions below. The official administrative approval date for this project will be August 23, 2021.

1. Street Improvements. The following street improvements are required:
 - a. Zion Road: In close coordination with City Engineering staff and the current Zion Road improvements under construction in association with the 2019 Bond Program, the applicant will construct (by width) a 10' parking lane, 1.5' curb and gutter, 9' green space, 10' multi-use trail, and street trees where required.
 - b. Randal Place: 10' drive lane, 7' wide parking lane, 1.5' curb and gutter, 6' greenspace, 6' greenspace, street trees where required.
2. Dedication of any proposed or required easements must be completed prior to building permit approval;
3. Right-of-way Dedication:
 - a. Zion Road: The applicant will dedicate ROW in the width of 43.46' from street centerline to accommodate the above-mentioned street improvements.
 - b. Randal Place: The applicant will dedicate ROW in the width of 26.47' from street centerline to accommodate the above-mentioned street improvements.
4. The following variances to the following development standards have been submitted and approved by the Fayetteville Planning Commission in association with this development:
 - a. VAR-2021-000028 (Building Design Standards and Street Improvements)
 - i. May 24, 2021
 - b. VAR-2021-000037 (Cross-access requirements);
 - i. August 9, 2021
 - c. All conditions of approval with those associated variances must be met;
5. Parks fee in-lieu of land dedication in the amount of \$25,704, based on 27 multi-family units, shall be paid prior to building permit issuance;
6. Streetlights are to be installed in accordance with City ordinance at intersection with Randal Place and Zion Road, and a minimum distance of one per 300 feet.
7. Staff finds parking provided is meeting ordinance, but parking table shall be corrected to indicate the following:

- a. 41 spaces allocated for non-residential uses; 28 allocated for residential uses, taking permitted reductions for provision of additional bike racks and motorcycle spaces.
 - b. 46 off-street parking spaces provided (4 of which are ADA)
 - c. 69 total vehicle spaces provided (46 off-street, 23 on-street)
- 8. Address all remaining Plat Comments, as attached, with subsequent permit application submissions;
- 9. All comments and conditions from the Urban Forester, Fire Marshal, and City Engineering Division, shall be met (attached);

Standard conditions of approval:

- 10. Impact fees for fire, police, water, and sewer shall be paid in accordance with City ordinance;
- 11. Plat Review comments (to include written staff comments provided to the applicant or his representative, and all comments from utility representatives: Black Hills Gas, AT&T, Ozarks, SWEPCO, Cox Communications);
- 12. 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;
- 13. All exterior lights shall comply with the City lighting ordinance. Manufacturer's cut-sheets are required for review and approval prior to issuance of a building permit. This includes parking lot lighting;
- 14. All freestanding and wall signs shall comply with ordinance specifications for location, size, type, number, etc. Any proposed signs shall be permitted by a separate sign permit application prior to installation; and
- 15. Prior to the issuance of a building permit the following is required. If building permit is not required, the following shall be completed per the standards of the Engineering Division:
 - a. Grading and drainage permits;
 - b. An easement plat shall be submitted, reviewed, approved, and recorded;
 - c. An on-site inspection by the Urban Forester of all tree protection measures prior to any land disturbance;
 - d. Project Disk with all final revisions; and
 - e. One copy of final construction drawings showing landscape plans including tree preservation measures submitted to the Landscape Administrator.

The next step is submittal of construction documents to the appropriate City Divisions for review, including a grading/drainage submittal to the Engineering Division and building permit to Building Safety, as needed. Please submit a copy of this letter with your construction documents. The plans submitted for construction should be revised to address all comments from the Technical Plat Review meeting and those noted above. If you have any questions, please feel free to contact the Planning Division at (479) 575-8267.

Sincerely,



Jessie Masters
Development Review Manager

Attachments:

- Engineering Memo
- Urban Forestry Comments
 - Tree Preservation
 - Landscaping
- Parks Comments
- Staff Redlines (through Energov)



TO: Jessie Masters, Development Review Manager

FROM: Jonathan Ely, Development and Construction Manager

DATE: August 12, 2021

SUBJECT: Engineering Comments for LSIP-2021-00007 Randal Place

Plan Comments:

1. Street widening and on street parking will be reviewed in more detail during grading permit review. This should require detailed dimensions of all parking stalls, and cross sections to show cross slopes in accordance with the minimum street standards. Its possible minor changes may be needed to comply with city standards and details, or that additional pavement overlays could be required on Randal to make the widened street section comply with requirements.
2. Bump outs at ADA ramps on Randal Place call for ST4 Curb. Full Height curb is required in these instances for proper pedestrian protection at these crossings.
3. Details of intersection improvements at Randal and Zion will require further review at the time of grading permit. Sections of mountable curb and paving do not appear to meet city standards and details. This may require a variance by city engineer.
4. Pedestrian Crossing at Zion and Randal will require additional signage as a mid-block crossing. This will be reviewed in greater detail at time of grading permit review.
5. Driveway aprons must be constructed per city standard detail DW4, or request a variance of city standard details from the City Engineer.
6. If pedestrian connections are required to each building by city code, ADA Chapter 2, section 206 would require that an accessible route also be provided from right of way to site arrival points for each building. It's unclear based on the information provided whether these gravel pathways would meet requirements for ADA compliance. Provide further information at time of grading permit submittal.
7. Water meters must be located in greenspace, as close to the water main as possible. This will need to be coordinated with the water department at the time of grading permit review.
8. The utility plan shows a new sanitary sewer service connection and new manhole in the middle of Zion Road. This section of Zion and this sewer main are currently under construction by the City's Zion Road Improvement project. The city has proposed a cost share to install the sewer manhole and main to the right of way line at a cost of \$21,664.89. The applicant has responded stating that the developer cannot participate in the cost share at this time. As a result, the following options will be required for sanitary sewer connection
 - a. If the applicant's status changes, and is able to participate in the cost share, the city is willing to consider it up to the point when the city contractor moves past this area with their sewer improvements.

- b. If the city contractor has moved past this area with construction of the sewer main, the applicant will be responsible for tying in the sewer main extension.
- c. If Zion Road has been paved by city contractors, and new pavement is required to be removed due to the applicants sewer main extension, the street repairs will require a tee patch per city standard details, and also a mill and overlay of the entire width of Zion for a minimum 50ft each side of the excavation. All pavement markings will be required to be reinstalled as well.

Drainage Comments:

- 1. No further drainage comments for LSIP approval. However, additional drainage review will be performed during grading permit for permeable paving system, and water quality features in the right of way. It's possible that variances may be required from City Engineer for some nonstandard items.

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 existing 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



URBAN FORESTRY LANDSCAPE PLAN COMMENTS

To: Brian Teague, Community By Design

From: Melissa Evans, Urban Forestry

CC: Jessie Masters, Development Review Manager

Meeting Date: August 13, 2021

Subject: LSIP 20-000007: Randal Place Development: N.E. of E. Randal Pl.

1. General Landscape Plan Checklist		Yes	No	N/A
a.	Irrigation (notes either automatic or hose bib 100' o.c.) <i>UDC Chapter 177.03C7g, 177.04B3a</i>	X		
b.	Species of plant material identified <i>UDC Chapter 177.03C7d,e</i>	X		
c.	Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) <i>UDC Chapter 177.03C7b,c</i>	X		
d.	Soil amendments notes include that soil is amended and sod removed <i>UDC Chapter 177.03C6b</i>	X		
e.	Mulch notes indicate organic mulching around trees and within landscape beds <i>UDC Chapter 177.03C6c,d</i>	X		
f.	LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer <i>UDC Chapter 177.03B</i>		X	
g.	Planting bed contained by edging <i>UDC Chapter 177.03C6f</i>	X		
h.	Planting details according to Fayetteville's Landscape Manual <i>UDC Chapter 177.03C6g</i>	X		
i.	Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. <i>UDC Chapter 177.05 A2g</i>	X		
2. Parking Lot Requirements		Yes	No	N/A
1 Tree : 12 Parking Spaces				
a.	Wheel Stops/Curbs <i>UDC Chapter 177.04B1</i>	X		
b.	Narrow Tree Lawn (8' min. width, 37.5' length) <i>UDC Chapter 177.04C</i>			X

5. Landscape Requirement Totals	Amount
Mitigation Trees	27 required, 26 provided
Parking Lot Trees	4
Street Trees	22 required, 21 provided
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	2-22-2021		
	8-13-21		
Approved			
Tabled			
Denied			

Comments

1. Address items above marked “No” and all Redlines provided.
2. Tree Lawns are only allowed between rows of parking. Please provide a tree island for every 12 parking spaces.
3. What is the ground plane material in front of the buildings? What are the trees planted and mulched in?
4. Are the street trees provided for the entire length of Randal or just for this phase of development?
5. 22 street trees are required and 21 are provided, please add one more.
6. 27 mitigation trees are required and 26 are provided, please add one more.



URBAN FORESTRY TREE PRESERVATION COMMENTS

To: Brian Teague, Community By Design

From: Melissa Evans, Urban Forestry

CC: Jessie Masters, Development Review Manager

Meeting Date: August 13, 2021

Subject: LSIP 20-000007: Randal Place Development: N.E. of E. Randal Pl.

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 Waiver Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

Tree Preservation Calculations		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	111,528*	100%
<i>Zoning Designation * Select Below with drop down arrow</i>		
CS, Community Services & RI-U, Residential Intermediate Urban	19,517	17.50%
<i>HHOD * Select Below with Drop Down Arrow</i>		
No	0	0%
Total Canopy for Minimum Preservation Requirements	19,517	17.50%
Existing Tree Canopy * Minus Right of Way and Easements	48,714	43.7%
Tree Canopy Preserved	6,944*	6.2%
Tree Canopy Removed *On Site	5,949	5.3%
Tree Canopy Removed *Off Site	0	
Tree Canopy Removed Total	5,949	5.3%
Removed Below Minimum	5,949	
Mitigation Requirements	5,949	

***These calculations are not quite right. Is the entire site area existing tree canopy reflected or just the disturbed area for this project?
Please adjust accordingly.**

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	5,949	27
Low Priority		
Total Mitigation Trees Required	5,949	27

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 <i>UDC Chapter 167.04H1</i>	Tech Plat	Subdivision Committee	Planning Commission
a. 5 year Aerial Check on Existing Trees	Yes		
b. Property Boundary	Yes		
c. Natural Features (100ft beyond limits of disturbance)	Yes		
d. Existing Topography and Proposed Grading	Yes		
e. Soil Types	Yes		
f. Significant Trees	Yes		
g. Groupings of Trees	Yes		
h. Table Inventory List (species, size, health, priority)	No		
i. All Existing and Proposed Utilities	Yes		
j. All Existing and Proposed Utility Easements and ROW's	Yes		
k. All Streams (with approximate center line)	N/A		
l. Floodplains and floodways	N/A		
m. Existing Street, Sidewalk or Bike Path ROW	Yes		
n. Submitted Site Analysis Plan (if required)	N/A		
o. Shows ALL Proposed Site Improvements	Yes		
p. Delineates trees/canopy to be preserved and removed	Yes		

Tree Protection Methods

a. Tree Protection Fencing	Yes
b. Limits of Root Pruning	No
c. Traffic flow on work site	N/A
d. Location of material storage	No
e. Location of concrete wash out	No
f. Location of construction entrance/exit	Yes

6. Site Analysis Report (if required)		Yes	No	N/A
<i>UDC Chapter 167.04H4</i>				
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		2-22-2021		
		8-13-21		
Approved				
Tabled				
Denied				
Comments				
1.	Address items above marked “No” and all Redlines provided.			
2.	Please show tree preservation easement/s as required per Chapter 167.			
3.	Please correct the tree preservation numbers in the chart. Is the total site area reflected (is it all still one piece of property?). Please show all the existing canopy percentage if so.			



CITY OF
FAYETTEVILLE
ARKANSAS

TO: Planning Division

FROM: Zach Foster, Parks Planning

DATE: February 22, 2021

SUBJECT: Park Land Fees or Park Land Dedication

Meeting Date: March 1, 2021

Item: LSIP-2021-000007

Address: NE of Randal Pl & Zion Rd

Development Name: Randal Place

Plat Page: 138

Park Quadrant: NE

Billing Name & Address: Jose D Rodriguez
2901 E Zion Rd
Fayetteville, AR 72703

☐ Land Dedication ☒ Money In Lieu ☐ Both

Current Land Dedication Requirement

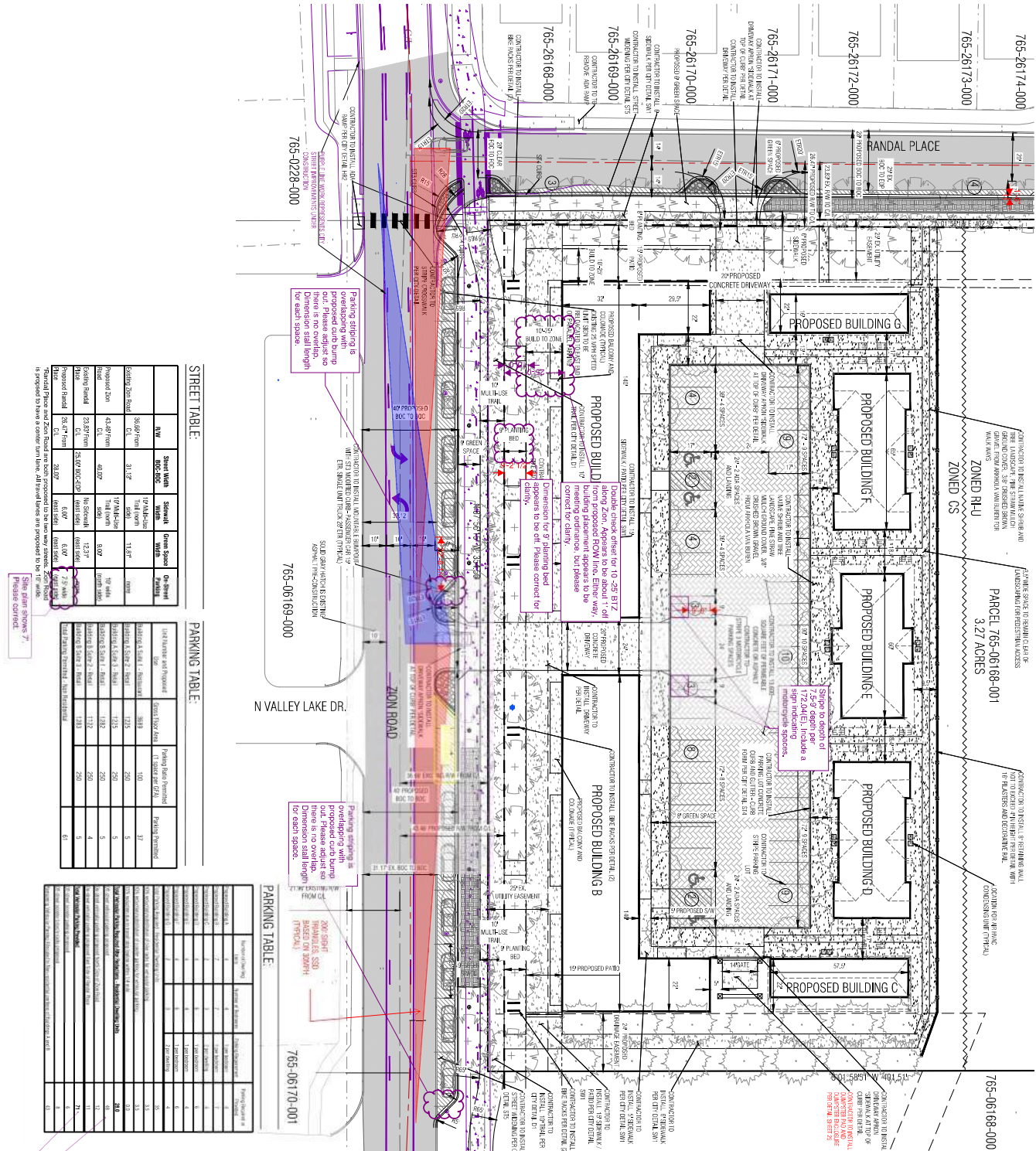
Single Family _____ @ 0.023 acre per unit = _____ acres
Multi Family _____ @ 0.020 acre per unit = _____ acres

Money in Lieu

Single Family _____ @ \$1089 per unit = _____
Multi Family 27 @ \$952 per unit = \$25,704

COMMENTS:

- Developer wishes to construct 27 new Multi Family units.
 - 12 Residentail Apartments within 2 mixed use buildings
 - 15 Dwelling Units within 5 townhomes
- Based on the developer's request, \$26,656 of fees-in-lieu is required
- A final plat shall not be released for recordation until the fees-in-lieu are received.
- The exact amount of fees will be determined when the building permits are approved and paid before the issuance of the building permits.



STREET TABLE:

STREET	Width	Right-of-Way	Centerline	Right-of-Way	Centerline
N Valley Lake Dr.	30.0'	10.0'	10.0'	10.0'	10.0'
765-06169-000	30.0'	10.0'	10.0'	10.0'	10.0'
765-06170-000	30.0'	10.0'	10.0'	10.0'	10.0'
765-06171-000	30.0'	10.0'	10.0'	10.0'	10.0'
765-06172-000	30.0'	10.0'	10.0'	10.0'	10.0'
765-06173-000	30.0'	10.0'	10.0'	10.0'	10.0'
765-06174-000	30.0'	10.0'	10.0'	10.0'	10.0'

PARKING TABLE:

Lot	Area (sq. ft.)	Number of Spaces	Notes
1	1,200	10	Handicap
2	1,200	10	Handicap
3	1,200	10	Handicap
4	1,200	10	Handicap
5	1,200	10	Handicap
6	1,200	10	Handicap
7	1,200	10	Handicap
8	1,200	10	Handicap
9	1,200	10	Handicap
10	1,200	10	Handicap

PARKING TABLE:

Lot	Area (sq. ft.)	Number of Spaces	Notes
11	1,200	10	Handicap
12	1,200	10	Handicap
13	1,200	10	Handicap
14	1,200	10	Handicap
15	1,200	10	Handicap
16	1,200	10	Handicap
17	1,200	10	Handicap
18	1,200	10	Handicap
19	1,200	10	Handicap
20	1,200	10	Handicap

PROPERTY LOCATION / ADDRESS: 765-06169-001

DEVELOPER INFORMATION: [Name]

REPRESENTATIVE INFORMATION: [Name]

FLOOD CERTIFICATION: [Text]

ON-SITE SOIL TYPES: [Text]

ZONING AND SETBACKS: [Text]

BOUNDARY DESCRIPTION: [Text]

ADJACENT PROPERTY OWNERS: [List]

GENERAL SITE NOTES: [List]

LAND USE TABLE:

Lot	Area (sq. ft.)	Number of Spaces	Notes
21	1,200	10	Handicap
22	1,200	10	Handicap
23	1,200	10	Handicap
24	1,200	10	Handicap
25	1,200	10	Handicap
26	1,200	10	Handicap
27	1,200	10	Handicap
28	1,200	10	Handicap
29	1,200	10	Handicap
30	1,200	10	Handicap

REVISION 0

ISSUED FOR REVIEW

WASHINGTON COUNTY, ARKANSAS

CITY PLAT PAGE 138

PLANNING COMMISSION

September 13, 2021

Agenda Item 5

ADM 21-00665 Randal Place

Page 16 of 38

From: Evans, Melissa <mevans@fayetteville-ar.gov>
Sent: Friday, September 3, 2021 3:54 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: RE: Appeal from Conditional Approval of LSIP-2021-000007, Randal Place Development

Jessie –

I have reviewed this and do not have any comment from Urban Forestry. On street parking is better than a parking lot as far as tree preservation goes, but that seems like a secondary issue here. I will be in the Planning Commission meeting available to answer any questions.

Thanks-
Melissa

**City Council has recently updated our Tree Preservation and Landscape Codes. To learn more, click [Tree Preservation and Landscape Code Changes Synopsis](#). Click here for an updated [Tree Preservation and Landscape Calculator](#)*

Melissa Evans, PLA, ASLA
ISA Certified Arborist
Urban Forester
Development Services
City of Fayetteville, Arkansas
Phone 479.444.3486
www.fayetteville-ar.gov





To: Jesse Masters, Planner

CC: Battalion Chief Jeremy Ashley, Fire Marshal

From: Captain Brian Wandstrat, Deputy Fire Marshal

Date: August 31, 2021

Subject: LSIP-2021-00007

The development listed above has been reviewed by the Fire Marshal's Office. All sections of the fire code, that were applicable, were applied to this review. Currently, this development has met the sections of the fire code that were looked at during the review. This included access, building height, occupancy type, hydrant and FDC locations and fire access roads. Further submittals will be reviewed by the same standards and sections. At this time, the Fire Marshal's Office has not found a reason, as it pertains to the fire code, that warrants a denial or resubmittal.

Thank you,

A handwritten signature in blue ink, appearing to read "BW", is written over a light blue circular background.

Deputy Fire Marshal, Capt. Brian Wandstrat

Appeal from Conditional Approval of Large Site Improvement Plan
Plan Number LSIP-2021-000007, Randal Place Development

To: Fayetteville Planning Commissioners (planning@fayetteville-ar.gov)
Matthew Johnson, Chair (matt.johnson@fayetteville-ar.gov)
Porter Winston, Vice-Chair (pwinston@fayetteville-ar.gov)
Quintin Canada, Secretary (qcanada@fayetteville-ar.gov)
Sarah Sparkman (ssparkman@fayetteville-ar.gov)
Leslie Belden (lbelden@fayetteville-ar.gov)
Mike Wiederkehr (mwiederkehr@fayetteville-ar.gov)
Jimm Garlock (jgarlock@fayetteville-ar.gov)
Kristifler Paxton (krispaxton@fayetteville-ar.gov)
Robert Sharp (rsharp@fayetteville-ar.gov)

Cc: Jessie Masters, Development Review Manager (jmasters@fayetteville-ar.gov)
Blake Pennington, Assistant City Attorney (bpennington@fayetteville-ar.gov)
Rick Woods (rwoods@taylorlawpartners.com)

From: Donn Johnson and Paula Johnson

Date: August 27, 2021

Members of the Fayetteville Planning Commission,

We are Fayetteville residents and homeowners in Lakewood Subdivision, a residential neighborhood adjacent to the proposed Randal Place Development LSIP located NW of Randal Place and E. Zion Road. We are also Board members of the Lakewood Subdivision Home Owners Association, Inc. ("HOA") and serve as the HOA President and as a member of the HOA Board.

We write to appeal the August 13, 2021 conditional approval of the south portion of the Randal Place LSIP,¹ and ask the planning commission to require the applicant to revise its plans for the proposed development or withdraw those plans in their entirety. We bring this appeal both in our individual capacities as residents and homeowners in Lakewood and on behalf of the Lakewood HOA; other residents and homeowners in Lakewood have joined this appeal, and their names and contact information are included in the attached Exhibit.

The proposed LSIP would have a significantly adverse impact on Lakewood. The applicant can only develop the 3.27-acre tract as currently proposed by obtaining significant variances to the Fayetteville development code. But rather than seek variances to provide the minimum concession needed to afford relief from the code due to hardships on the site, as required, this applicant has incrementally sought variances to gain concessions necessitated by its self-imposed hardship of proposing an LSIP that is so

¹ While conditional approval has only been granted for the south phase of the 3.27-acre parcel, the applicants recently presented a rendering of the full site plan as an exhibit to VAR-2021-000037 that includes the proposed design for the entire LSIP. Where the full site plan demonstrates concerns, we note them here for clarity.

densely developed that only a fraction of the necessary parking can be provided on site, no vehicular access exists from one side of the development to the other, and most of the traffic is forced onto a narrow, curved neighborhood road (all traffic from the north phase of the LSIP, according to the full site plan rendering, and a significant portion of the traffic from the south phase).

By submitting the variance requests incrementally, the applicant has whittled away at ordinances that otherwise would have required the applicant to make substantial changes to the LSIP. These variances likely would not have been approved if there had been a more comprehensive review of the entire LSIP. When viewed together, these incremental variances show the concessions only benefit the applicant.

Further, the planning review process revealed that the applicant's proposed changes to Zion Road conflicts with the Zion Road construction bond approval project that the residents of Fayetteville voted to approve in 2019 and shows that the overall development will interfere with the purpose of the bond construction on Zion.

We urge the planning commission not to look at the LSIP in a vacuum but instead to review the project in its entirety. The recently submitted rendering of the full site plan shows a proposed large-scale development of 19 separate buildings consisting of 76 residential units and over 8,678 sq. ft of commercial space² on a 3.27-acre lot with only 96 parking spaces on site. Approval of both phases as conceptualized will multiply the traffic congestion and safety issues that what will result from approval of the south phase of this project. These problems can be avoided if the applicant were required to reduce density and pull parking and access back onto its site and off of the public streets and surrounding residential neighborhood.

If the commission revisits the concerns raised about the project during the planning review process and looks carefully at the recently submitted rendering of the full site plan, it will realize that the LSIP will have a significant adverse impact on the Lakewood subdivision – it will create or compound dangerous traffic conditions, cause undesirable changes in the character of the Lakewood neighborhood, and negatively impact Lakewood property values.

As noted, the applicant's alleged hardships as outlined in its variance requests are entirely self-created. The planning commission should not grant variances to relieve an applicant from the effects of its self-inflicted hardship. In fact, it is charged with protecting the interests of residents in neighborhoods adjacent to proposed developments. Section 166.25 of Fayetteville's Unified Development Code notes that its purpose is:

- *To preserve the quality of life and integrate the different zones and uses in a compatible manner.*
- *To address the issues of traffic, safety, and crime prevention.*
- *To preserve property values of surrounding property.*
- *To provide good civic design and arrangement.*

The LSIP violates all four of these stated purposes. It will negatively impact the quality of life for residents in Lakewood, increase traffic and safety concerns in Lakewood, and decrease Lakewood's property values. It is also an example of poor civic design and arrangement, as the applicant is proposing

² These numbers have increased, not decreased, since the full-site rendering was submitted, as described below.

an urban development in a suburban neighborhood. As a result, the planning commission should not allow the LSIP to be developed as proposed. There are other feasible development plans the applicant could pursue that would not create an undue hardship for it and would lessen the negative impact on Lakewood - options like reducing the number of buildings on site, for example. But the LSIP as currently proposed violates the spirit and intent of the Fayetteville development code and should not be allowed, as set out below.

1. The LSIP would create or compound dangerous traffic conditions.

Fayetteville United Development Code § 155.06(C)(2)(iv) allows residents to appeal a decision by the development review manager if it would “create or compound [] dangerous traffic condition[s] . . . in which the risk of motor vehicle accidents is significant due to factors such as, but not limited to, high traffic volume, topography, or the nature of the traffic pattern.” This LSIP will cause or compound dangerous traffic conditions in Lakewood, due to the following:

a. The LSIP does not provide adequate parking on-site, which would create or compound a dangerous traffic condition.

The proposed LSIP does not provide adequate parking on site to support the development’s planned uses. See Fayetteville United Development Code § 172.05. The rendering of the full site plan shows there are 48 parking spaces in the south portion of the LSIP as conditionally approved. The development review manager’s conditional approval letter notes that 69 parking spaces are required for the south half of the LSIP – 41 spaces for non-residential uses and 28 spaces for residential uses. As there are only 48 parking spaces on site, 23 required parking spaces would be on-street parallel parking spaces on Randal Place and on Zion Road.³ Accordingly, the applicant would need to meet one-third of parking requirements for the south portion of the LSIP with on-street parking. See § 172.05.

And these percentages get even worse when they are examined more closely. The rendering of the full site plan shows plans for 20 1-bedroom units and 16 2-bedroom units (52 bedrooms) in the south half of the LSIP, as well as 8678 square feet of commercial space. If only the residential parking needs for the south portion of the LSIP were considered, each bedroom would require one parking space – or 52 total spaces, as set out in Fayetteville United Development Plan § 172.05. Allocating 28 parking spaces (both on and off-street) for 36 residential units containing 52 bedrooms is wholly insufficient – this would mean that almost half of the required residential parking spaces would be on-street parking.

We note that the description of the types of plans for the number of residential units and for the size of the commercial space changed in the notice accompanying the August 23, 2021 Planning Commission agenda.⁴ That notice states that the south phase of the LSIP now includes 26 residential units and 9,300

³ In the rendering of the full site plan (submitted as an Exhibit to VAR-2021-000037), the applicant indicates that 150 parking spaces will be required to support the proposed residential and commercial space, but only provides 96 parking spaces on-site.

⁴ The agenda listed this matter as one of the “items administratively approved by staff. The accompanying notice incorrectly stated the part of the LSIP up for conditional approval is the section zoned CS – the area located in the south phase of the LSIP. It stated that the south phase of the LSIP contains 3.09 acres. That is incorrect – the entire tract only contains 3.27 acres, so the south phase would be only approximately 1.6 acres – approximately half of the entire tract.

sq. ft of commercial space – an increase of over 640 sq. ft. from the description included in the full site plan rendering. It is unclear if the newly-announced 26 residential units are to be 1- or 2-bedroom units or townhomes, but if they are to be two-bedroom apartments and townhomes, the applicant will still need 52 residential parking spaces to support these numbers, and it will also need significantly more parking spaces for the commercial space than what it allocated in earlier variance requests.

But regardless of the use, the calculation that 41 parking spaces will meet the needs of the commercial space – whether it be 8,678 sq. ft or 9,320 sq. ft – is woefully insufficient. For example, the Fayetteville Development Code requires restaurants to have one parking space for every 100 square feet of gross floor area. See Fayetteville United Development Plan § 172.05. If the intended commercial use includes several restaurants, or even one large restaurant like the one currently being operated by the property owner in leased space across the street from the LSIP, the number of parking spaces becomes even more problematic. If there is to be 9,320 sq. ft of commercial space, and all of it is intended for restaurant use, the applicant would need to provide 93 non-residential parking spaces. Even if only half of the space were to be used as a restaurant, the allocated number of parking spaces for non-residential use would require a significantly higher number of non-residential parking spaces than the 41 spaces included in the conditional approval letter.

Further, if the intended use does include restaurant space, any calculations for shared use of parking spaces by commercial visitors during the day and residents in the evening is eliminated. Congestion would be compounded by restaurant employees and restaurant customers competing with residents for parking. This will have a significant impact during the crucial period between 5 pm to 7 pm when most people are arriving home and looking for a place to park. The LSIP does not provide any spaces for extra capacity during peak times. There simply are not enough parking spaces in the LSIP to support the proposed development.

And because there are insufficient parking spaces, there will be spillover parking into Lakewood, both on Frontier Elm Drive (the main street in Lakewood) and in the alley behind Frontier Elm. Without enough parking spaces, residents and commercial visitors will be forced to go outside the perimeter to seek on-street parking, and when that happens, they will look for parking, including overnight parking, in Lakewood's streets and alleys. The spillover will make it difficult for residents in Lakewood to park in their own neighborhood and will create or compound dangerous traffic conditions.

b. Removing cross-access in the LSIP would create or compound a dangerous traffic condition.

The variance removing cross-access between the north and south sections of the LSIP (VAR-2021-000037)⁵ will result in increased offsite parking, limited emergency access, and increased traffic on Zion Road and on Randal Place, which will increase the potential for vehicle/pedestrian accidents, all of which will create or compound dangerous traffic conditions adjacent to the development. Fayetteville's development plan encourages cross access, not only within one development, but also across adjacent properties. In fact, developers are encouraged to establish private easements across adjacent properties for cross access and ingress/egress and between properties to adjacent developed and undeveloped

⁵ The undersigned appealed the approval of this variance to the Fayetteville City Council on August 23, 2021. While the assistant city attorney declined to accept that appeal, it was an appeal of an Because the variance will also create or compound dangerous traffic conditions, we raise those concerns here as well.

properties. See Fayetteville Development Plan § 165.25. Cross access here would not impact any other property owners, but it would allow vehicle access between the two sides of this development.

Removing cross-access between the north and south sides of the tract will force traffic from the north side of the LSIP exclusively onto Randal Place, which is not equipped to handle this amount of additional traffic. Any increased traffic on Randal will cause safety concerns and traffic congestion. The north half of the property is further divided into quadrants, and with no cross access between the east and west sides of the north half of the property. Having only one ingress and egress route increases the dangers noted above as emergency vehicles and city utility vehicles could be blocked from entering the site at all. The applicant could easily remedy this dangerous traffic condition by reducing the number of buildings on the site to provide access and egress to Zion to residents, emergency vehicles, and city utility vehicles on both sides of the LSIP.

In addition, disallowing cross-access between the north and south sides of the LSIP will decrease maneuverability of emergency vehicles on the site and will make access to the property by utility vehicles, including vehicles picking up garbage and trash containers, to be much less accessible. This lack of maneuverability and accessibility also creates dangerous traffic conditions.

In its variance request, the applicant indicated that removing the cross-access would increase pedestrian connectivity. But the spirit and intent of the development plan is to increase vehicular connectivity to ensure access to adjacent properties and public right-of-way. The applicant cannot say with a straight face that it is attempting to develop a unified “district” with this LSIP, while simultaneously blocking access to one end of the property to the other. Removing cross-access at the expense of the connectivity between both sides of the development is not the appropriate solution here. The applicant should be required to provide access between the north and south sides of the LSIP, as well as the parking lot to the east of the LSIP.

c. On-street parallel parking on Randal Place would create or compound a dangerous traffic condition.

The proposed on-street parallel parking one or both⁶ sides of Randal Place should not be allowed pursuant to Fayetteville United Development Plan § 172.06. The dangerous traffic conditions created by the inadequate parking on site and the lack of cross-access would be compounded by allowing on-street parallel parking on Randal. Randal is a curved road adjacent to the east and south sides of the LSIP. Seven of the homes in Lakewood face Randal and west side of the LSIP; the east side of one Lakewood home runs parallel to it.

⁶ While we note that on-street parallel parking on “one or both” sides of Randal is dangerous, we limit our comments here to the proposed parking on the east side of Randal, adjacent to the LSIP, since Tech Plat Comments from the development review manager and the city engineer instructed the applicant to remove the 9 proposed parking spots on the west side of Randal directly in front of seven Lakewood homes. However, we direct the commission’s attention to the recently submitted rendering of the full site plan, which shows the 9 parallel parking spaces have been added back in to the west side of Randal, suggesting that the applicant may plan to reintroduce parallel parking there at some future time.

For context, Randal Place is a short half-horseshoe street - designated as a “neighborhood link” - with a sharp curve to connect Zion Road to Crossover Road. The curve is located closer to Zion than to Crossover, at the NE corner of the LSIP. Left turns from Randal onto Crossover are not allowed.

A few feet south of the curve, Randal intersects with Lakewood’s primary residential street, Frontier Elm Drive. Almost directly across from the curve on the west side of Randal is a sharp turn into an alley behind the Frontier Elm residences and a driveway into a private residence. A second residential driveway is located a few feet further east of the curve. Even without any increased traffic on Randal, navigating this section of Randal can prove to be challenging and is often dangerous. Visibility at the curve is restricted. Allowing parallel parking on Randal would restrict driver visibility even further and would create additional congestion and safety hazards.

The south half of the LSIP adds a driveway onto Randal in the limited space between the Randal/Zion intersection and the Randal curve. The full plat rendering shows two additional driveways are planned on the north side of the LSIP onto Randal. The drives would be the only two access points into the north side of the LSIP - all traffic from that half of the LSIP would be forced onto Randal.

If parallel parking is allowed on Randal, drivers would be required to slow down to back into the parallel parking spots between the Randal/Zion intersection and the south-side LSIP driveway, and between that driveway and the Randal curve, while navigating oncoming traffic at the Randal/Zion intersection, traffic turning in or out of the LSIP driveway, traffic at the Frontier Elm/Randal intersection, traffic at the Frontier Elm alley, and traffic in and out of the residential driveways on Randal, while also being watchful of other drivers who are navigating the sharp curve on Randal. This is dangerous and it will result in traffic accidents. And this is only the result from the south half of the LSIP.

The full site plan rendering indicates that the applicant does not plan to limit the proposed on-street parallel parking on Randal to the short stretch between Zion and the Randal curve. The rendering shows on-street parallel parking around the perimeter of the LSIP, wrapping east from the Randal curve toward the Fayetteville Athletic Club and Morningside of Fayetteville (an assisted living facility located at the Randal/Crossover intersection), across from the second residential driveway mentioned above and around the two proposed driveways into the north half of the LSIP, the only access points into the north half of the LSIP. Obviously, this will dramatically increase traffic near the Randal curve and create a dangerous traffic condition.

d. On-street parallel parking on Zion Road would create or compound a dangerous traffic condition.

On-street parallel parking on one or both⁷ sides of Zion Road should not be allowed. See Fayetteville United Development Plan § 172.06. The dangerous traffic conditions identified above would be compounded by on-street parallel parking on Zion. The extraordinary concession to allow on-street parallel parking on Zion may be the most perplexing part of this development to date.

⁷ See footnote 6.

The administrative review process shows that the proposal for parking on Zion does not fit the neighboring area, especially in light of the upcoming thoroughfare use of Zion. During that process, the city engineer identified traffic and compatibility issues with this development. He communicated to the development review manager that “[w]hile [the applicant’s] development may be urban, this is still a suburban part of town. [It is] . . . one thing if we were in the downtown area, a completely different thing on Zion. Just because you put in an urban development, it doesn’t automatically change the street functionality to an urban street.” The city engineer also noted that for the design plan to work, the plan “needs to be a much more thought out design than just sticking parallel parking in front of their development where it can fit.” He gave his opinion that “[t]his . . . is an attempt to push as much parallel parking in there as they can fit and then call it traffic calming/safety improvements.”

The Lakewood residents wholeheartedly agree. Zion remains under construction to widen it after voters approved a \$200+ million bond issue to pay for street improvements in 2019. It is slated to become one of the primary east-west access arteries carrying traffic between College Avenue and Crossover Road. Allowing parallel parking on Zion interferes with the stated purpose of that bond issue and allows the applicant to meet its parking ratios on a small 3-acre parcel by endangering drivers and impeding traffic flow on Zion.

Fayetteville residents who voted for the 2019 bond proposal did not vote for on-street parallel parking near the Zion/Crossover intersection.

And it appears from communications between the city attorney’s office and members of the planning commission and the city development staff that everyone is well aware that making “improvements” to a street that is currently under construction due to a bond funded improvement project is in fact a problem. On June 15, 2021, a member of the planning commission emailed the city attorney’s office to outline concerns following a recent planning commission meeting in which this project was discussed, as follows:

If I understood the applicant in [the recent meeting], his real request is one of circumvention. He wishes to allow the City and taxpayers to completely reconstruct Zion per Council’s approved design, and then come along afterwards and simply incur the cost of grinding off the existing lane delineations, and restripe the street surface to eliminate the center lane and ‘give’ his development the portion of the southern street surface necessary to accommodate the desired on-street parking he believes is necessary for the success of his development itself. I’m not sure whether I’m more concerned about the questionable ethics of such an attempt to blatantly circumvent good government management and operations, or that we, as a commission, were on the precipice of participating in such a circumvention.⁸

Requiring drivers to slow down on Zion to back into an on-street parallel parking spot in between Randal Place, the entrance to the heavily trafficked Fayetteville Athletic Club, and the new entrance into the LSIP on the north side of Zion and between the Harbor Isle residential neighborhood, the Valley Lake

⁸ Email dated 6/15/21 from Commissioner Wiederkehr to Assistant City Attorney Pennington.

Apartments, and numerous commercial properties on the south side of Zion – all located approximately 1000 feet from the Zion/Crossover intersection - will create unnecessary delays, slowdowns, and accidents.

Parallel parking is not allowed anywhere else on Zion Road, or on Joyce Boulevard, on Crossover Road, or North College Avenue. Applicants of all commercial and residential developments in that area and all business owners operating businesses in that area have been required to provide sufficient parking within their proposed development. The applicant here should be required to do the same. The city should not allow the on-street parallel parking concession for this 3-acre LSIP to take priority over the safety of all drivers on Zion Road.

e. On-street parallel parking between the commercial properties in the LSIP and the newly constructed bike trail would create or compound a dangerous traffic condition.

If on-street parallel parking is allowed on Zion, it will be located between the LSIP's commercial space and the newly constructed bike trail (the trail remains under construction along most of Zion). See Fayetteville Unified Development Code § 172.10. The applicant would be required to relocate this new bike trail to make room for the on-street parking. But moving it in between the LSIP's commercial space and the proposed on-street parallel parking spaces creates additional traffic dangers. Cyclists along the trail will have to dodge pedestrians exiting cars parked along Zion and drivers turning into the development while navigating a choppy curve in the trail necessitated by its move. It would be safer to leave the new bike trail as constructed, without twists and jags to relocate it in front of the LSIP, so that it is not in between parallel parking spaces and commercial property. The applicant should be required to move all parking for the commercial space inside the parcel.

2. The proposed LSIP violates the Fayetteville Development Code.

Fayetteville Unified Development Code § 155.06(C)(2)(ii) allows residents to appeal a decision by the development review manager if it "violate[s] . . . city ordinance[s]." The applicant is well aware that the LSIP violates both specific provisions of the code as well as the spirit and intent of the code. But rather than address its own self-imposed design flaws by reducing the number of buildings in the LSIP, it sought numerous variances to allow it to overdevelop the small 3-acre tract.

The applicant sought a variance to allow changes to both Randal and Zion (VAR-2021-000028) and a variance to disallow cross access between the north and south sides of the LSIP (VAR-2021-000037). Both were sought to allow the applicant to maximize its profits on the development despite the harm it would cause to Lakewood.

While certainly it is appropriate for the planning commission to grant variances to provide relief needed due to hardships on the site, it "may only grant the minimum variance necessary to make possible the reasonable use of the applicant's land, building or structure." See Fayetteville Unified Development Code § 156.02. The variances that it has granted to date exceed that standard. The LSIP, as currently proposed, violates the Fayetteville Development Code and the conditional approval of the project should be denied.

3. The LSIP raises additional concerns that should compel the Planning Commission to deny its approval.

a. The conditional approval is untimely as numerous issues remain unresolved.

The development review manager has recommended conditional approval for the south portion of the LSIP while deferring many of the design decisions to be made after the approval. These deferrals include items such as details about street widening and on-street parking concerns which the city engineer suggests reviewing during grading permit review; details of the intersection improvements at Randal and Zion; a pedestrian crossing at Zion and Randal that is to be reviewed at the time of grading permit review; and details about whether the gravel pathways meet ADA compliance standards. These items should be reviewed before the project is conditionally approved as items to be reviewed at some future date could impact both parking and public safety that could ultimately impact the overall development.

b. The LSIP does not appear to include sufficient space for recycling and trash containers.

The LSIP does not appear to include sufficient space for recycling and trash containers as required in Fayetteville Unified Development Code § 165.25: "Commercial, office, and mixed-use developments are required to provide adequate space for the placement of two (2) front-end load dumpsters, easily accessible for collection services. The minimum free and clear dimensional requirements for placing two (2) front-end load dumpsters in an enclosure is 24 feet wide and 12 feet deep." Space for that purpose is not clearly defined in the rendering of the full site plan.

For the reasons set forth above, we ask the Planning Commission to deny the conditional approval of the LSIP. As currently proposed, it is unsafe and is not compatible with the spirit and intent of the Fayetteville Development Code.

Sincerely,

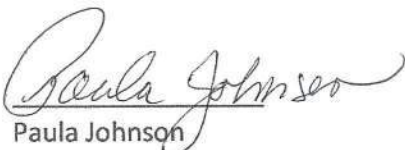


Donn Johnson

2554 E. River Birch Dr.

Fayetteville, AR 72703

President, Lakewood Subdivision Home Owners Association, Inc.



Paula Johnson

2554 E. River Birch Dr.

Fayetteville, AR 72703

Board Member, Lakewood Subdivision Home Owners Association, Inc.

EXHIBIT A

The undersigned are residents or property owners of homes in Lakewood Homes Subdivision and join in Donn Johnson and Paula Johnson's appeal of the conditional approval of the Large Site Improvement Plan on Randal Place.

Paula E Johnson

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Donn T Johnson

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Lance Weatherston

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Sheri Brooks

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Lauren Sandore

Name: LAUREN SANDORE
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Wayne C Brooks

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Patricia Duffy


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James M. Pace


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Fayetteville, AR KANSAS
72703

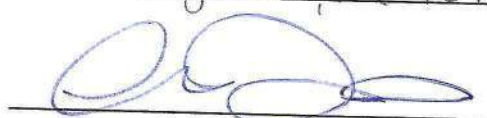
Annie Schrader


Name: Annie Schrader
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Fay. AR. 72703



Name: Torin Martinez
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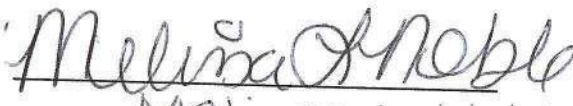

Name: Alison Hingwood
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Fayetteville, AR 72703

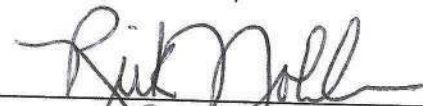

Name: STAN HORTON
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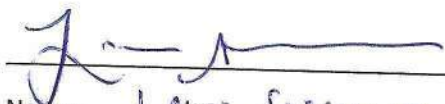

Name: Andrew Torvin
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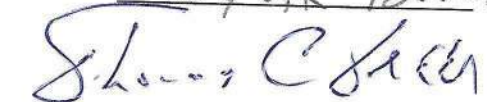

Name: Denise Blankenbaker
Address: 2446 E. Frontier Elm
Fay AR 72703

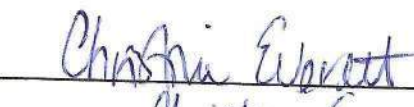

Name: Scott Terry
Address: 2519 E Frontier Elm
Fayetteville AR 72703


Name: Melissa L Noble
Address: 2530 Frontier Elm Dr
Fay AR 72703


Name: Rick Noble
Address: 2530 Frontier Elm Dr
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Name: Laura Seesamom
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Name: THOMAS GREEN
Address: 4348 N Cannon Ln
FAY 72703


Name: Christina Everett
Address: 4368 N. Cannon Lane
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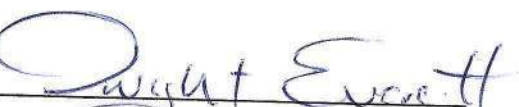

Name: Dwight Everett
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EXHIBIT A

The undersigned are residents or property owners of homes in Lakewood Homes Subdivision and join in Donn Johnson and Paula Johnson's appeal of the conditional approval of the Large Site Improvement Plan on Randal Place.

Thomas New
Name: Thomas New
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John Roark
Name: JOHN ROARK
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Gina Green
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Linda Leavell
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Joy Poole
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Jane E. New
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Lorie Roark
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Robert Garner
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John Carbyhouse
Name: John Carbyhouse
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Elliot McElhanon
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→ Husband

EXHIBIT A

The undersigned are residents or property owners of homes in Lakewood Homes Subdivision and join in Donn Johnson and Paula Johnson's appeal of the conditional approval of the Large Site Improvement Plan on Randal Place.

Candi Harrell

Name: Candin Harrell
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Delilah Arolfo

Name: Delilah Arolfo
Address: 2504 E Zion Rd
Fayetteville, AR 72703

Angelo Arolfo

Name: Angelo Arolfo
Address: 2504 E Zion Rd
Fayetteville, AR 72703

Julia Mills

Name: Edie Mills
Address: 2482 East Zion Rd.
Fayetteville, AR 72703

Lorraine Tolliver

Name: Manteo
Address: 2466 E. Zion
Fayetteville AR

Matt Tolliver

Name: Matt Zoll
Address: 2466 B. 20th Rd
Fayetteville AR 72703

Manteo
Lorraine Tolliver

Name: Manteo Zoll
Address: 2466 E. Zion Rd
Fayetteville AR 72703

Kathleen Dorn

Name: Kathleen Dorn
Address: 2474 E. Zion
Fayetteville AR 72703

Ted Dorn

Name: Ted Dorn
Address: 2474 E. Zion
Fayetteville AR 72703

Name: _____

Address: _____

Name: _____

EXHIBIT A

The undersigned are residents or property owners of homes in Lakewood Homes Subdivision and join in Donn Johnson and Paula Johnson's appeal of the conditional approval of the Large Site Improvement Plan on Randal Place.

Nick Gowen, as approved DTJ

Name: Nick Gowen

Address: 2450 E. Zion Rd
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Valerie Badgett, as approved DTJ

Name: Valerie Badgett

Address: 2478 E. Frontier Elm Dr
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Linda Smith, as approved DTJ

Name: Linda Smith

Address: 2602 E River Birch Dr
Fayetteville, AR 72703

Thomas Frase, as approved DTJ

Name: Thomas Frase

Address: 2520 E. Zion Rd
Fayetteville, AR 72703

Caleb Lorenzino, as approved DTJ

Name: Caleb Lorenzino

Address: 2567 E. Frontier Elm Dr

Patricia Frase, as approved DTJ

Name: Patricia Frase

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Jackie Gammill, as approved DTJ

Name: Jackie Gammill

Address: 2430 E. Frontier Elm Dr.
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Bill Clark, as approved DTJ

Name: Bill Clark

Address: 2462 E. Frontier Dr
Fayetteville AR 72703

Claude Badgett, as approved DTJ

Name: Claude Badgett

Address: 2478 E. Frontier Elm Dr
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Sean Connors, as approved DTJ

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Address: 2604 E. Frontier Elm Dr
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EXHIBIT A

The undersigned are residents or property owners of homes in Lakewood Homes Subdivision and join in Donn Johnson and Paula Johnson's appeal of the conditional approval of the Large Site Improvement Plan on Randal Place.

Nancy Ogden

Name: Nancy Ogden

Address: 2660 E. Frontier Elm
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Rick Couvillion

Name: Al Jamill

Address: 2620 E Frontier Elm Dr
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James R Baber

Name: James R Baber

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Teresa Stafford

Name: Teresa Stafford

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Rhonda Saar

Name: Rhonda Saar

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Fayetteville, AR

Diana Shipman

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Address: 2438 E. Frontier Elm Dr
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Rhonda K. Saar

Name: Chuck & Sully Edgley

Address: 2644 E. Frontier Elm Dr.

Tom Sawyer

Name: Tom Sawyer, Sr.

Address: 2424 E. Frontier Elm
Fayetteville, AR 72703

Charles Edgley

Name: Charles Edgley

Address: 2644 E. Frontier Elm
Fayetteville AR

Barbara Sanders

Name: Barbara Sanders

Address: 2424 E. Frontier Elm Dr.
Fayetteville, AR 72703

Name: Kim R Bennett
Address: 4352 N Cannalane
Fayetteville AR 72703

Name: John White
Address: 2024 E Randal Pl
Fayetteville, AR 72703

Name: TJ Atwood
Address: 4360 N. CANNA Rd
FAYETTEVILLE, AR 72703

Name: Heather Overton
Address: 2640 E. Randal Pl
Fayetteville 72703

Name: Sandra Steel
Address: 4364 North
Canna Lane 72703

Name: Gean Caruthers
Address: 2583 E. Frontier Elm
Fayetteville 72703

Name: Jessica Sloan
Address: 2652 E Randal Pl
Fayetteville, AR 72703

Name: _____
Address: _____

Name: Traci Sloan
Address: 2652 E Randal Pl
Fayetteville AR 72703

Name: _____
Address: _____

Name: Susan Floyd
Address: 2644 Randal Pl
Fayetteville AR
72703

Name: _____
Address: _____

Archie Schaffer III

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FAYETTEVILLE, AR 72703

Victoria L Day
Name: Victoria L. Day
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Fayetteville, AR 72703

Carol D Conrad
Name: CAROL D CONRAD
Address: 2439 E FRONTIER ELM DR
FAYETTEVILLE, AR 72703

Name: _____
Address: _____

Name: _____
Address: _____

Name: _____
Address: _____

Steven Saar, as approved by JTC

Name: Steven Saar
Address: 2684 E. Frontier Elm
Fayetteville, AR 72703

Laura Brandt, as approved by JTC
Name: Laura Brandt
Address: 2620 E. Randal Place
Fayetteville, AR 72703

Name: _____
Address: _____

Name: _____
Address: _____

Name: _____
Address: _____

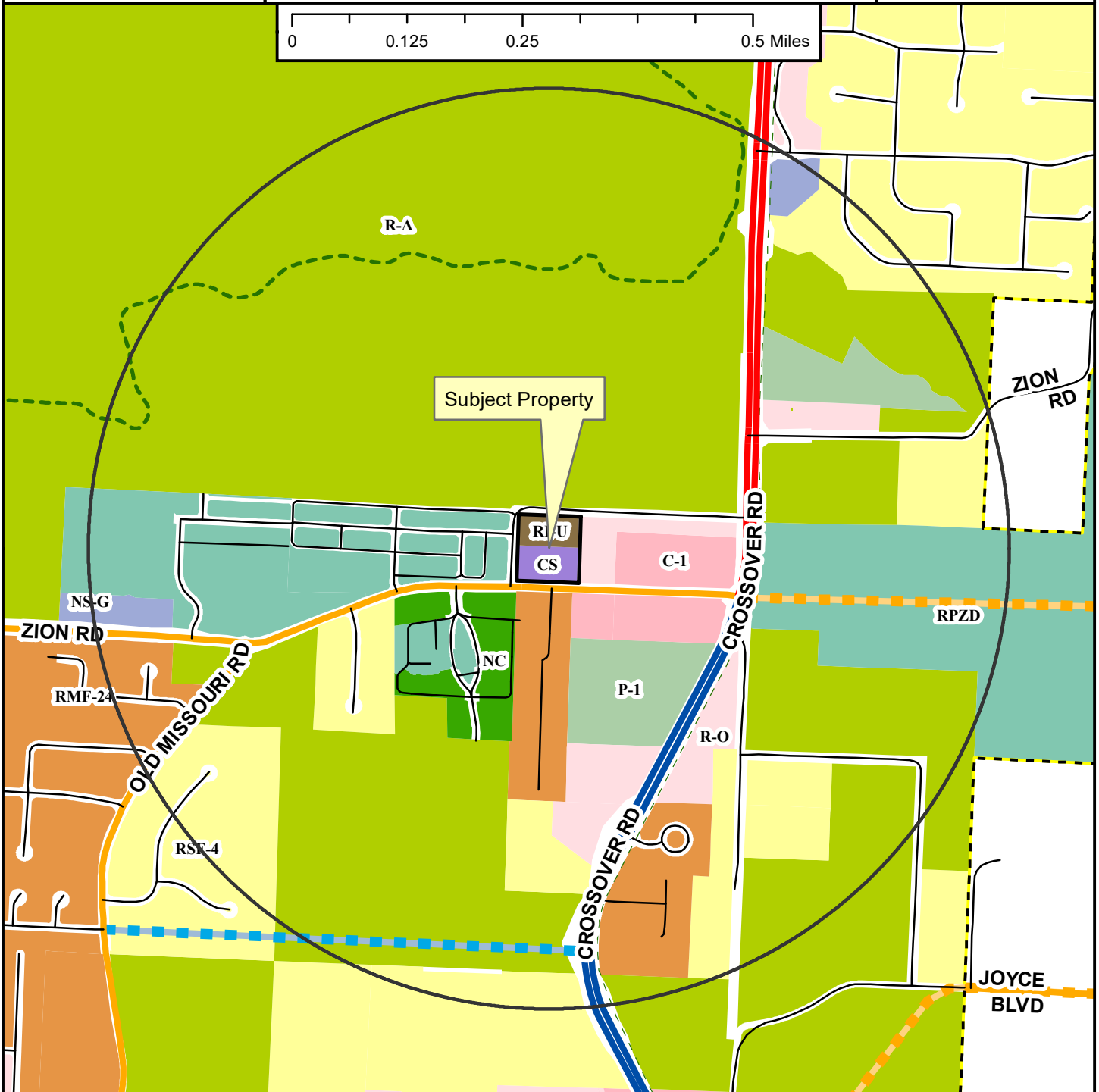
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Address: _____

Randal Place Development

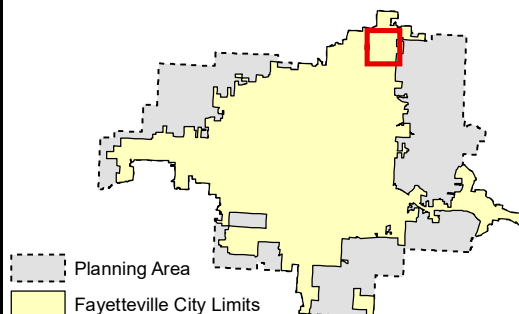
One Mile View



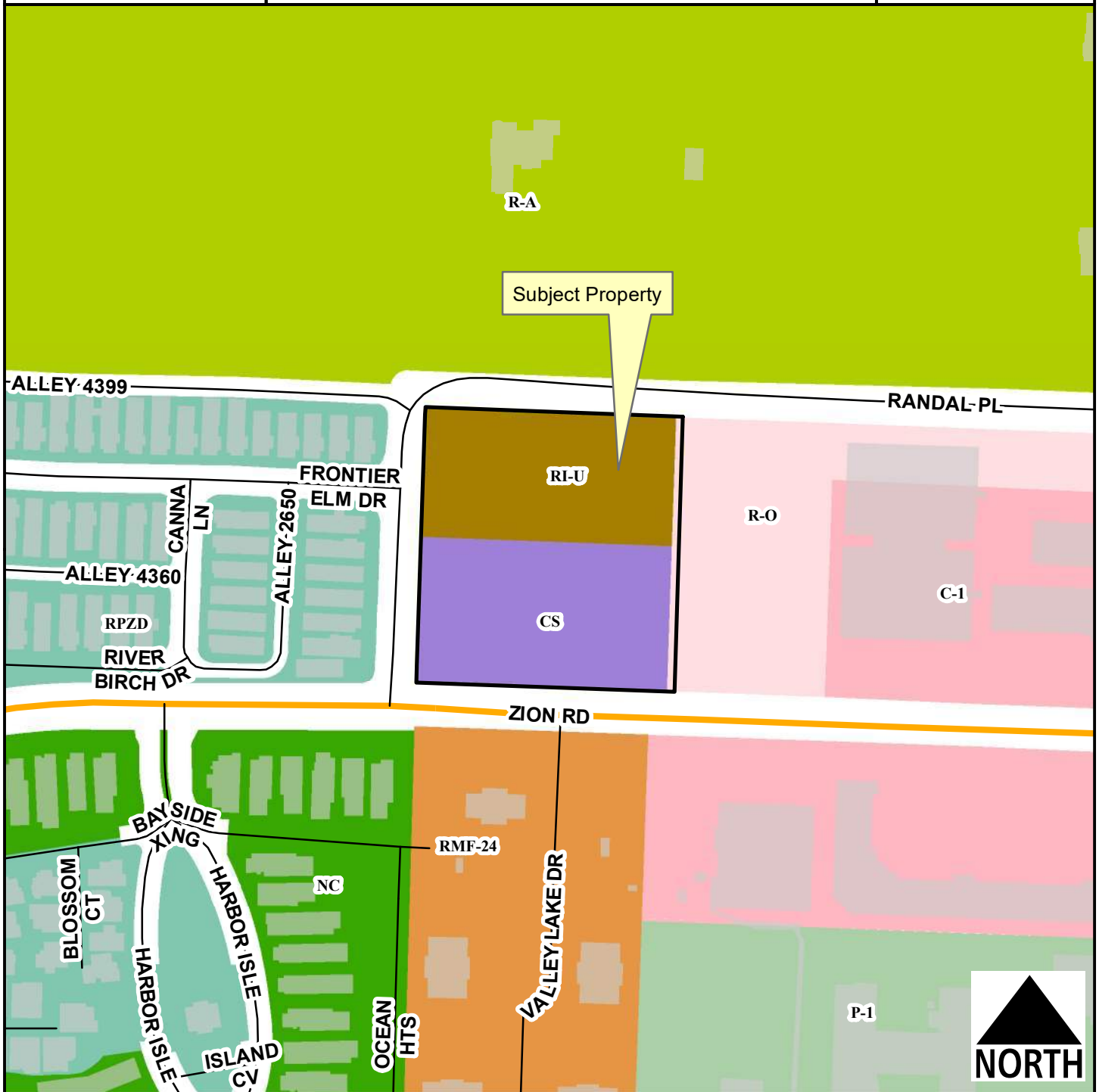
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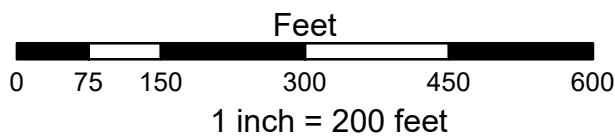
- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- - - Planned Neighborhood Link
- - - Planned Residential Link
- - - Shared-Use Paved Trail
- - - Trail (Proposed)
- Fayetteville City Limits
- Planning Area



- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
- NS-G
 - R-U
 - RI-12
 - NS-L
 - Residential-Agricultural
 - RSF-1
 - RSF-2
 - RSF-4
 - RSF-7
 - RSF-8
 - RSF-18
- RESIDENTIAL MULTI-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**
- C-1 Residential-Office
 - 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



- Neighborhood Link
- Planning Area
- Fayetteville City Limits



- Residential-Agricultural
- RI-U
- RMF-24
- Residential-Office
- C-1
- Community Services
- Neighborhood Conservation
- Commercial, Industrial, Residential
- P-1

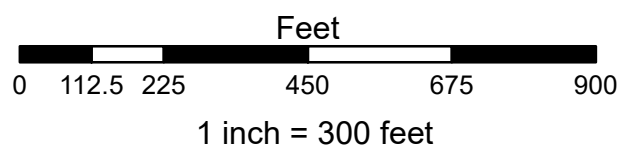
ADM-2021-000065

Randal Place Development

Current Land Use



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Trail (Proposed)
- Stream
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager
Jonathan Ely, Development and Construction Manager

MEETING DATE: May 24, 2021 **Updated with PC hearing results from 5/24/2021**

SUBJECT: **VAR-2021-000028: Variance (N.E. OF ZION RD. & RANDAL PL./RANDAL PLACE DEV., 138):** Submitted by COMMUNITY BY DESIGN, INC. for property located N.E. OF ZION RD. & RANDAL PL. The property is zoned CS, COMMUNITY SERVICES and contains approximately 3.10 acres. The requests are for variances to building design standards & Master Street Plan requirements.

RECOMMENDATION:

Staff recommends partial approval of **VAR-2021-000028**, with conditions.

RECOMMENDED MOTION:

"I move to approve **VAR-2021-000028**, determining:

- In favor of variance #1: 166.24 - Nonresidential Design Standards
- In favor of variance #2: 166.23 – Urban Residential Design Standards
- In favor of variance #4: 166.04(B)(3)(c)(i), Required Infrastructure Improvements - Development in City Limits
- All other conditions as recommended by staff.

BACKGROUND:

The subject property is located at the northeast corner of E. Zion Road and E. Randal Place. The property is split-zoned RI-U, Residential Intermediate – Urban to the north and CS, Community Services to the south. A Large Site Improvement Plan (LSIP-2021-000007) has been submitted for the portion of the property that is zoned CS; the portion zoned RI-U is remaining undeveloped at this time. The project is a mixed-use development, with commercial development along the property's E. Zion Road frontage, and residential development to the north. Surrounding land uses and zoning is depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	R-A, Residential Agriculture
South	Multi-family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Commercial	R-O, Residential-Office
West	Single-Family Residential	RPZD, Residential Planned Zoning District

Applicant Request and Discussion: The applicant proposes a large site improvement plan for the construction of a seven-building, mixed-use development with commercial and residential

uses. As a part of this proposal, the applicant has submitted a request for variances from the Unified Development Code as outlined below:

- **Variance #1: §166.24 - Nonresidential Design Standards**

- §166.24 (D)(2) – Buildings exceeding 100 feet in length shall be delineated into no more than 40-foot-wide segments utilizing changes in height and depth of the wall plane of no less than 24 inches. For Buildings A and B along the Zion Road frontage, the applicant requests 140-foot long buildings with 3 sub-portions of the façade to be 44 feet, 52 feet, and 44 feet, with no change in depth of the wall plane.
 - *Staff recommendation: Staff finds in favor of this variance request, finding that the intent of the ordinance is to produce buildings that are architecturally interesting and articulated, and while the division of the buildings' frontage does not completely align with the 40-foot requirement, the intent is being met with the applicant's proposed design. Further, staff finds that the buildings' articulation of brick creates shadows and interest along the façade, and adequately differentiates the three proposed segments. The addition and difference of each provided colonnade and balcony in front of each segment also provides the necessary interest to meet the intent of this ordinance.*
- §166.24 (D)(3)(a) - No less than 70% of the building length shall be broken into a minimum of two (2) horizontal shifts in material, texture, and/or wall plane to provide distinction between segments, and the middle segment shall be of greater height than the bottom and top segments. The applicant requests that the segment of Building A along the corner of Zion Road and Randal be taller than the other two segments.
 - *Staff recommendation: Staff finds in favor of this variance request, finding that the intent of the ordinance is to create visual interest and differentiation in height along larger buildings within the build-to-zone. Staff finds that the applicant's provided renderings meet the intent of the code, and help highlight the corner of Randal and Zion as a focal point of the development.*
- §166.24 (D)(5)(b) - Building façades located within a build-to zone shall incorporate changes in color, texture, and material, either horizontally or vertically, at intervals of not less than 10 feet and not more than 40 feet. The applicant proposes changes in color and texture, but proposes brick to be used for the entire façade of both buildings A and B.
 - *Staff recommendation: Staff finds in favor of this variance request, finding that the nature of the applicant's proposed change in texture and articulation between each proposed segment meets the intent of the ordinance.*

- **Variance #2: §166.23 – Urban Residential Design Standards**

- §166.23 (D)(2)(a)(i) – Each building type shall be differentiated by variations in materials, colors, and roof forms. The applicant is adequately varying the materials and roof forms, but intends to use brick for all residential structures.
 - *Staff recommendation: Staff finds in favor of this variance request, finding the differentiated color and texture of the proposed brick and the high-quality nature of the building material itself meets the intent of the ordinance. The applicant proposes rotating the pattern of the brick to further add architectural interest along the windows and the base of the porch.*

- §166.23 (D)(2)(a)(iii) – For all buildings longer than 48 feet along the street frontage, the principal façade must contain variation in materials, inset or relief in the wall plane, and the incorporation of two or more architectural features. The applicant requests a variance from adding an inset or relief in the wall plane of Building G along the Randal Place frontage.
 - *Staff recommendation: Staff finds in favor of this variance request, finding that two-story front porch and balcony along Building G, with the articulated columns adds enough interest in the façade and is meeting the intent of the ordinance by creating a positive and welcome pedestrian environment along Randal Place.*
- **Variance #3 – Chapter 72, Parking in a “T” Intersection.**
 - A variance is requested from the City of Fayetteville Code of Ordinances which states “no person shall park a vehicle...within an intersection”. In a “T” intersection as proposed on Randal Place, marked parallel parking across the top of the “T” is very common. It may be that a separate parking lane across the top of the “T” is not a part of the actual intersection by definition. This condition exists at nine different “T” intersections on three of our built traditional town street examples, Spring, Dickson, and Lafayette Streets.
 - *Staff Recommendation: City Engineering staff has fully vetted this request and found that parking around intersections is regulated and prohibited by traffic code which is not part of the UDC. In conferring with City of Fayetteville Police, Engineering found that as long as the parking does not conflict and obstruct the pedestrian crossings, parking would be allowed across the top of the T intersection because there is no stop condition for north-south traffic. Engineering staff does recommend some added conditions to maintain the safety of pedestrians and vehicular traffic at this location, including the use of curb bump outs with ADA and pedestrian connections. Full engineering report on this item is attached to this memo.*
- **Variance #4 – Minimum Street Standards**
 - 2020 Minimum Street Standards (Sight Distance) – These standards require a minimum 150 foot stopping sight distance for a 25 mph roadway. Variance of these standards are under the purview of the City Engineer and appeals to any City Engineer determination would be directed to the City Council.
 - *Staff recommendation: City Engineering has vetted this request and finds that the request should be removed from consideration. Staff continues to work with the applicant to find an acceptable solution. Full engineering report on this item is attached to this memo.*
 - §166.04(B)(3)(c)(i), Required Infrastructure Improvements - Development in City Limits. Large site improvement plans that require street improvements are expected to widen streets in accordance with Fayetteville’s Master Street Plan. The applicant requests a variance to construct on-street parking on both sides of Zion Road, and eliminate a planned turn lane to be developed with the Zion Road Phase 2 Street Improvements as part of the 2019 Bond Program.
 - *Staff recommendation: Staff ultimately recommends in favor of the variance request, however with several conditions. The Zion Road Phase 2 typical sections include, from north to south, a 10-foot multi-use trail, 6-foot*

greenspace, 10-foot travel lane, 10-foot center lane, 10-foot travel lane, 6-foot greenspace and 6-foot sidewalk. Staff finds that the applicant's proposed elimination of the center lane in exchange for on-street parking on the south side of Zion Road would create an unsafe and undesirable traffic condition. That said, staff understands that as long as the applicant is able to obtain necessary right-of-way from the south side of Zion Road to accommodate the proposed on-street parking, staff can support the addition. Further, staff finds that in order to support on-street parking on the south side of Zion Road, the applicant should plan to construct additional pedestrian crossings to allow those who may be parking there safe passage to the proposed development. Full engineering report with exhibits outlining the nature of this request and proposed pedestrian crossing locations is attached to this memo.

Public Comment: Staff has not received public comment on this item.

RECOMMENDATION: Staff recommends approval of VAR-2021-000028 subject to the following conditions:

Conditions of Approval:

1. Planning Commission determination of variance requests of variance #1, §166.24, Nonresidential Design Standards. *Staff recommends in favor of the request provided the findings in this report as outlined above.*
2. Planning Commission determination of variance requests of §166.23, Urban Residential Design Standards. *Staff recommends in favor of the request provided the findings in this report as outlined above.*
3. Planning Commission determination of a variance request to §166.04(B)(3)(c)(i), Required Infrastructure Improvements - Development in City Limits. Staff recommends in favor of this variance request, with the following conditions:
 - a. The existing 3 lane section currently being constructed by the city is maintained, and the on-street parking is added to each side of the typical section.
 - b. The applicant dedicates additional right-of-way as necessary on the north side of Zion Road to expand the typical section and keep the travel lanes, parking lane, 6-foot green space, and 10-foot multiuse trail within the right of way.
 - c. The applicant obtains additional right-of-way as necessary on the south side of the street to expand the typical section and keep the travel lanes, parking lane, 5-foot greenspace and 5-foot sidewalk within the right-of-way.
 - d. The applicant is responsible for reconstruction and coordination of driveways, drainage infrastructure, utilities, green space and sidewalk along the south side of the street impacted by the addition of the on-street parking.
 - e. An additional crosswalk with signage per Minimum Street Standards is included in the vicinity of Valley Lake Drive and Randal Place to maintain safe and frequent pedestrian crossing for those parked on the south side of the street.
4. Sidewalk crossings with ADA ramps and bump outs along Randal Place to be installed as outlined in the attached Engineering Memo to include a connection to the existing sidewalk on the west side of the street.

5. Approval of these variances does not represent approval of other development issues that have not been fully-reviewed at this stage.
-

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>May 24, 2021</u>	<input type="checkbox"/> Tabled	<input type="checkbox"/> Forwarded	<input type="checkbox"/> Denied
Motion: Wiederkehr	<input checked="" type="checkbox"/> Approved, with all conditions as recommended by staff		
Second: Sharp			
Vote: 7-0-0			

Motion #2:
By: Winston
2nd: Paxton
Action: Table to June 28th PC meeting
Vote: 3-4-0, Failed (Commissioners Sparkman, Garlock, Sharp, Wiederkehr opposed)

BUDGET/STAFF IMPACT:

None

Attachments:

- Unified Development Code:
 - §166.23 Urban Residential Design Standards
 - §166.24 Nonresidential Design Standards
 - §166.04(B)(3)(c)(i), Required Infrastructure Improvements - Development in City Limits
 - Engineering Memo
 - Applicant Request letters
 - Site Plan
 - Building Plans. Elevations, and Renderings
 - One Mile Map
 - Close-up Map
 - Current Land Use Map
-

166.23 Urban Residential Design Standards

(A) *Purposes.*

- (1) To protect and enhance Fayetteville's appearance, identity, and natural and economic vitality.
- (2) To create appealing street scenes so that development enhances the image of the city and provides safe, pedestrian-friendly neighborhood environments.
- (3) To minimize service and parking impacts in order to preserve surrounding property values and scenic resources that contribute to the city's economic development.
- (4) To compose attractive residential facades that enhance the economic viability of and provide compatibility with surrounding property.

- (B) *Applicability.* All references to urban residential design standards shall include the following uses as permitted by right or conditional use in all zoning districts:

- (1) 2-F, Two (2) family dwellings
 - (2) 3-F, Three (3) family dwellings
 - (3) MF, Multi-family dwellings
- (C) *Site Development Standards.* The following site development standards shall apply for all urban residential development.
- (1) *Intent.* The intent of these site development standards is to create a pedestrian-friendly streetscape.
 - (2) *Vehicular Access/Circulation/Parking.*
 - (a) Site access and internal circulation should promote pedestrian safety, efficiency, and convenience and minimize conflicts between vehicles and pedestrians. Continuous circulation shall be provided throughout the site to the greatest extent possible creating a complete, compact, and connected transportation network both within the development and to the surrounding neighborhood. The visual impact of parking areas should be minimized by locating parking behind buildings and internal to the site.
 - (i) Garage entries and carports shall not protrude forward from the principal facade. Driveways shall extend at least 18 feet into the property from the Master Street Plan right-of-way to allow parking to occur without encroaching into the right-of-way.
 - (ii) Parking areas should be accessed by mid-block alleys whenever possible. Developments should minimize multiple driveways and should utilize a shared access to reduce the number of vehicle conflicts at the street.
 - (iii) On-street parallel parking may be provided on at least one (1) side of the street in front of all multi-family buildings where feasible. Each on-street parking space provided along the project frontage shall count toward the total required spaces for the development.
 - (3) *[Reserved.]*
 - (4) *Pedestrian Circulation.*
 - (a) Ground floor dwelling units adjacent to a public street shall have a primary pedestrian entry that is visible from the street. This entry shall connect to the public sidewalk where sidewalk exists. The entry may be shared, but must occur at a spacing of no fewer than one (1) entrance for every two (2) street level dwellings. The pedestrian connection to the street may run from the door along the façade of the building parallel to the street for a maximum of 12 feet from the door before connecting directly to the public sidewalk.
 - (b) Urban residential projects should incorporate pedestrian connections to adjacent residential and commercial properties where sidewalks and/or trails exist and can be extended in the future.
 - (5) *Screening Requirements if Visible from the Highway/Street Right-of-Way.*
 - (a) *Mechanical and Utility Equipment.* All mechanical and utility equipment located on the wall and/or on the ground shall be screened, except for air conditioning window units. All roof mounted utilities and mechanical equipment shall be screened by incorporating screening into the structure utilizing materials compatible with the supporting building. Mechanical and utility equipment over 30 inches in height shall meet building setbacks, unless located in a utility easement.
 - (b) *Recycling and Trash Containers.* Adequate space and screening shall be provided for the placement of recycling and trash containers in urban residential developments.
 - (i) Urban residential developments are required to provide adequate space to provide both recycling and trash services for residents. The Recycling and Trash Collection Division Director may exercise discretion in approving the dimensional size of the required enclosure or dedicated space for servicing recycling and trash containers. Large multi-family urban residential developments typically will be required to provide adequate space for the placement of two (2) front-end load dumpsters that are easily accessible with a minimum enclosure dimension of 24 feet wide and 12 feet deep.
 - (ii) Recycling and trash containers shall be screened by enclosures with materials that are complementary to the principal structure, with access to the refuse containers not visible from the public right-of-way.

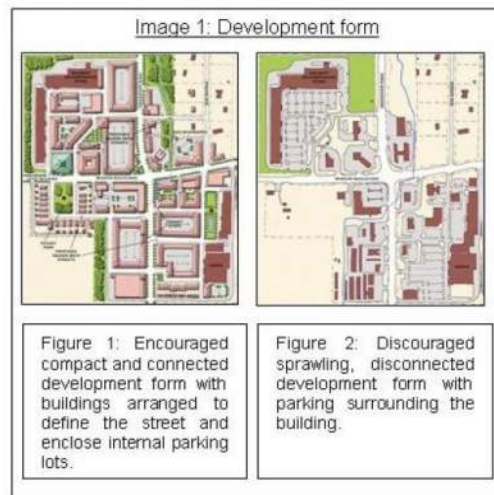
- (c) *Screening.* Screening shall mean a view obscuring fence, berm, vegetation, architectural treatment consistent with the residential architecture, or a combination of the four of sufficient height to prevent the view of the screened items from the public right-of-way. Vegetation shall be planted at a density sufficient to become view obscuring within two years from the date of planting.
- (6) *Fencing.* The following types, height, and location of fences shall be prohibited:
 - (a) *Razor and/or Barbed Wire.* Razor and/or barbed wire fences are prohibited, unless and except barbed wire fences are used for agricultural purposes.
 - (b) *Chain Link.* Chain link fence is prohibited if closer to the street than the front of the building.
 - (c) *Height of Fences in Front of Buildings.* Fences in the front yard area shall have a maximum height of 42 inches subject to visibility requirements in Chapter 164.09 and 164.17.
- (D) *Architectural Design Standards.*
 - (1) *Intent.* The intent of these building design standards is:
 - (a) To ensure that urban residential buildings add to the character and quality of the community, offer a sense of security, and make a positive contribution to the life of the street.
 - (b) To maximize the quality, value and longevity of urban residential neighborhoods.
 - (c) To make housing appealing and comfortable for its inhabitants.
 - (2) *Construction and Appearance Design Standards for Urban Residential Development.*
 - (a) *Building Form and Design.*
 - (i) In order to provide a variety in form and design, one (1) building type may not be utilized more than three (3) times in a development. Each building type shall be differentiated by variations in materials, colors and roof forms.
 - (ii) Ancillary structures such as carports, garages, recreational buildings and storage structures shall be designed as an integral part of the project architecture.
 - (iii) The following architectural elements shall be required of all principal façades that are greater than 48 feet wide along the street frontage:
 - (a) Variations in materials;
 - (b) Insets or other relief in the wall plane;
 - (c) Incorporation of two or more of the following:
 - (1) Balconies;
 - (2) Bays or bay windows;
 - (3) Porches;
 - (4) Dormers;
 - (5) Porticoes;
 - (6) Turrets; or
 - (7) Other architectural feature approved by the Zoning Development Administrator that meets the intent of the code.
 - (iv) One (1) or more of the following architectural elements shall be required of all principal façades that are 48 feet wide or less along the street frontage:
 - (a) Balconies;
 - (b) Bays or bay windows;
 - (c) Porches;
 - (d) Dormers;
 - (e) Porticos;
 - (f) Turrets; or
 - (g) Other architectural feature approved by the Development Review Manager that meets the intent of the Code.
- (E) *Planning Commission Approval.* An applicant may request approval from the Planning Commission of a variance from the maximum requirements where unique circumstances exist and the effect will not adversely

impact adjoining or neighboring property owners. The applicant shall provide notification to adjacent property owners prior to the date of the meeting.

(Ord. No. 5118, 3-18-08; Ord. No. 5262, 8-4-09; Ord. No. 5679, 4-15-14; Ord. No. 6170 , §1, 4-2-19; Ord. No. 6357 , §§1, 2, 9-15-2020)

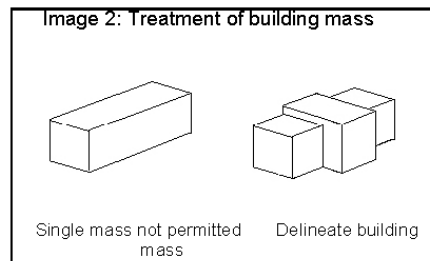
166.24 Nonresidential Design Standards

- (A) *Purpose.* It is the intent of these standards to provide the methods and means by which designers and developers may achieve the city's adopted goals to produce quality development and to manage growth within the City of Fayetteville. These regulations complement the city's urban zoning districts and those districts that allow development in urban form, with site and architectural design regulations to produce a visually interesting and high quality development that responds to the needs of pedestrians, cyclists and vehicular traffic.
- (B) *Applicability.* These design standards shall apply to all non-residential development located in urban or form-based zoning districts that require a build-to zone, as well as non-residential development in conventional districts when built in an urban form allowing administrative approval, with the exception of those districts located within the Downtown Master Plan boundary. In addition to the city's Commercial Design and Development Standards, the standards apply when either new development occurs or expansion of 25% or more of the existing nonresidential building square footage occurs. All sides of a building that are visible from the public right-of-way shall be subject to design review.
- (C) *General Intent.* The following shall apply to all developments:
- (1) Developments with multiple buildings should be arranged to enclose and define space in the public realm (see Image 1).

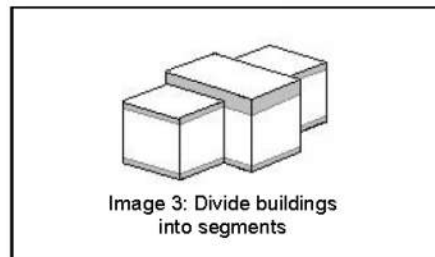


- (2) Multiple buildings located on the same lot should be articulated distinctly and separately so as to not provide an identical building on the same lot.
 - (3) New construction should show respect for horizontal articulation established by existing buildings within the immediate area.
 - (4) Application of building material and façade articulation of the building wall should encourage design, reinforce rhythm, increase visual impact, and create pedestrian interest.
- (D) *Building Mass, Scale, and Articulation.* The following regulations shall apply to break down the mass of large structures:
- (1) Structures shall not exceed 200 feet in length adjacent to the street, within a build-to-zone.

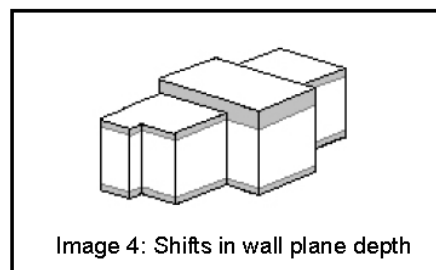
- (2) The mass of a building exceeding 100 feet in length shall be delineated into no more than 40-foot-wide segments utilizing changes in height and depth of the wall plane of no less than 24 inches.



- (3) No less than 70% of the building length shall be broken into a minimum of two (2) horizontal shifts in material, texture, and/or wall plane to provide distinction between segments (see Image 3)



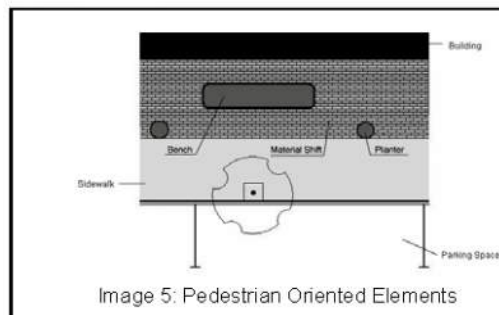
- (4) Buildings shall be constructed with high quality building materials. The following materials shall be prohibited:
- (5) Building façades located within a build-to zone shall incorporate the following:



- (6) Building façades located outside of the build-to zone and that are visible from a public right-of-way shall consist of the following:
- (7) *Fenestration.* Fenestration patterns should encourage design, reinforce rhythm, and create shadows. The following shall be met to satisfy the fenestration requirements for a principal façade:

(E) *Pedestrian Oriented Elements*. Developments that are subject to these standards shall meet and should exceed the basic needs of pedestrian accessibility and contribute to a unique sense of place and community. The following requirements are intended to define and articulate space at the street level in order to encourage the use and function for active and/or passive social interaction.

- (1) Buildings exceeding 50 feet in length or width within the build-to zone shall incorporate spatially defining building elements and/or landscaping at a minimum separation of 100 feet of façade length in order to create public or semi-private space, such as a courtyard, garden, patio, etc.
- (2) Each public space shall include seating opportunities, such as table and chairs or benches, and a combination of at least of two (2) of the following elements:
 - (a) Planters;
 - (b) A planting bed;
 - (c) Public art;
 - (d) A water feature;
 - (e) A shift in pavement material between the public right-of-way and the structure;
 - (f) A covering for seating, such as a canopy, awning, arcade, or portico spanning the width of the building; or
 - (g) Other elements approved by the Zoning and Development Administrator that are not included in other sections of the design standards and meet the intent of this requirement.



(F) *Variances*. An applicant may request approval from the Planning Commission of a variance from the minimum requirements where unique circumstances exist and the effect will not adversely impact adjoining or neighboring properties. The applicant shall provide notification to adjacent property owners prior to the date of the meeting.

(Ord. No. 5312, 4-20-10; Ord. No. 5519, 8-21-12; Ord. No. 5859 , §1(Exh. A), 3-15-16; Ord. No. 6164 , §10, 4-2-19)

166.04 Required Infrastructure Improvements - Development In City Limits

...

- (B) *Minimum Improvements by Application Type.* The property owner/developer shall be responsible for constructing the following minimum improvements.

...

- (3) *Preliminary/Final/Concurrent Plat; Large Scale Development; Large or Small Site Improvement Plan.*

...

- (c) *Streets.*

- (i) *On-Site.* Widening the street adjacent to the project frontage and construction of all interior streets to meet Master Street Plan standards. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.

...

(Code 1965, App. C., Art. III, §A(2), (3); Ord. No. 1979, 2-5-74; Ord. No. 2353, 7-5-77; Ord. No. 2755, 9-1-81; Code 1991, §§159.31, 159.32; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4263, 8-1-00; Ord. No. 4660, 12-21-04; Ord. No. 5152, 7-15-08; Ord. No. 5271, 9-1-09; Ord. No. 5296, 12-15-09; Ord. No. 5374, 12-21-10; Ord. No. 5523, 9-4-12; Ord. No. 5570, 03-05-13; Ord. No. 6116, §1, 11-20-18; Ord. No. 6166, §§1, 2, 4-2-19; Ord. No. 6195, §1, 6-4-19; Ord. No. 6350, §3(Exh. B), 8-18-2020)



TO: Jessie Masters, Development Review Manager

FROM: Jonathan Ely, Development and Construction Manager

DATE: May 19, 2021

SUBJECT: Planning Commission Engineering Comments for
VAR -2021-000028 Variance for Randal Place Development

Variances Requested:

1. **Nonresidential Design Standards**
No comment from engineering

2. **Urban Residential Design Standards**
No comment from engineering

3. **Parking within an Intersection**

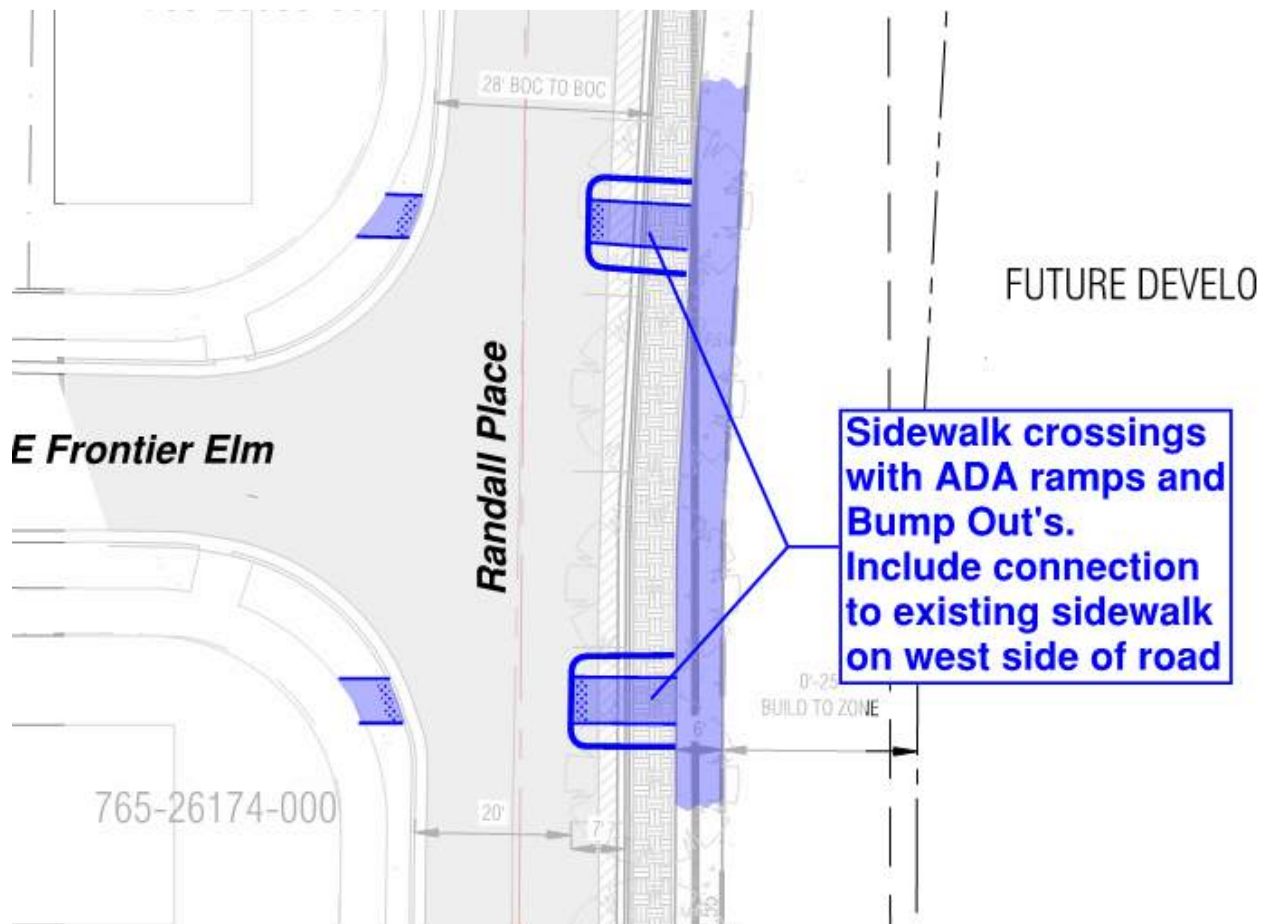
Request: *A variance is requested from the Unified Development Code Chapter 72 which states "no person shall park a vehicle...within an intersection". In a "T" intersection as proposed on Randal Place, marked parallel parking across the top of the "T" is very common. It may be that a separate parking lane across the top of the "T" is not a part of the actual intersection by definition. This condition exists at nine different "T" intersections on three of our built traditional town street examples, Spring, Dickson, and Lafayette Streets.*

Staff Discussion: Upon research of this variance request, parking in and around intersections is regulated and prohibited by traffic code which is not part of the UDC. In addition, the minimum street standards require sidewalk/pedestrian connections on each side of the T intersection. Engineering staff has discussed this with Captain Brad Renfro from the Police Department. As long as the parking does not conflict and obstruct the pedestrian crossings, parking would be allowed across the top of the T intersection because there is no stop condition for north-south traffic.

To ensure the parking does not conflict with the parking, engineering staff suggests the applicant consider adding curbed bump outs with sidewalks and ADA ramps as shown in the sketch below. With this solution, a variance is not required for parking across the top of the T intersection, and staff would recommend this request be removed from consideration, as this request is not a variance from the unified development code, and it appears after discussing with the applicant that an acceptable solution can be achieved.

Recommendation: Engineering Staff recommends this variance request be removed from consideration.

Exhibit for Curb Bump outs with sidewalk and ADA connections



4. Minimum Street Standards (Sight Distance)

Request: A variance is requested from the City of Fayetteville Minimum Street Standards, specifically the sight distance requirements. Instead, commendations from the National Association of City Transportation Officials (NACTO) are proposed or 150' sight triangles. Attached is Exhibit #5, Visibility / Sight Distance Guidelines from NACTO. The guidelines suggest that sight distance requirements may create visibility but in turn may cause cars to speed through the intersection, losing the peripheral vision they might have retained at a slower and more cautious speed. NACTO recommends removing parking within 20-25 feet of an intersection.

Staff Discussion: The minimum sight distance for streets in Fayetteville is regulated by the 2020 Minimum Street Standards. Variances of these standards are under the purview of the City Engineer, and appeals to any City Engineer determination would be directed to the City Council.

Based on the exhibits provided by the applicant, it appears they have achieved the minimum 150 ft stopping sight distance for a 25 mph roadway. However, Zion is currently signed for 35 mph speeds, which would require a minimum of 250 ft of stopping sight distance. While engineering staff certainly understands and agrees with the guidance provided by NACTO, we must also consider the functionality of Zion Road as a main east-west connection between College Avenue (Hwy 71B), and Crossover Road (Hwy 265). To bring the sight distance into compliance with what is shown, it would require a reduction in speed limit along this section of Zion which would also reduce efficiency of the roadway as an east-west connection. It is likely that a new speed study will be completed once the current widening of Zion Road is completed. This speed study would then be used to set speed limits for the roadway. Staff recommends the applicant continue to work with engineering staff and the City Engineer to determine if a reduction in speed limit is appropriate in this location or if increased sight distance will be required. If necessary, the applicant would have an opportunity to request an appeal of a staff determination in the future if no common ground can be achieved through further review.

Recommendation: Engineering Staff recommends this variance request be removed from consideration, and city staff continues to work with the applicant to find an acceptable solution.

5. Minimum Street Standards (Typical Section)

Request: *A variance from the Master Street Plan is requested to allow the use of the street cross sections shown in Exhibit #4. Parallel parking has been proposed on not just one but both sides of the street. The inclusion of parallel parking on both sides of the street will calm traffic and make the street safer for both vehicles and pedestrians.*

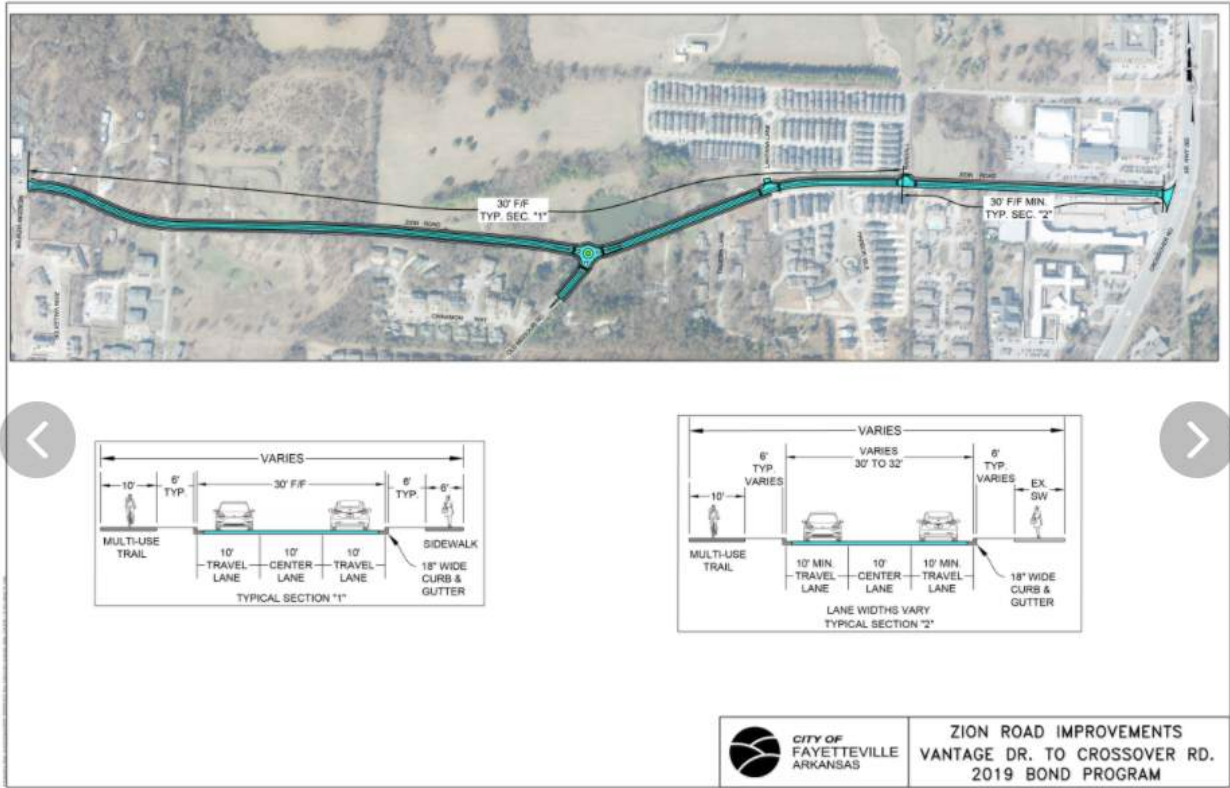
Staff Discussion: Engineering staff recognizes the importance for on street parking in a mixed use development, and is therefore in favor of providing this additional parking. However, Zion Road is currently undergoing improvements for utilities, storm drainage, multiuse trail, and widening for a turn lane. This project is part of the 2019 Bond Program, and is scheduled to be completed early 2022. Along the frontage of the Randall Place Development, Zion Road will be improved to 3 lanes of traffic, with a continuous center turn lane, and will also include a new multiuse trail along the north side of the road. The turn lane in this area was deemed necessary due to significant amounts of turning movements occurring for commercial and residential multifamily areas. These developments

generate a significant amount of left turns which cause issues with congestion due to the volume of traffic, and increased risk for rear end collisions. Therefore, city staff will not support removal of the turn lane in favor of on street parking.

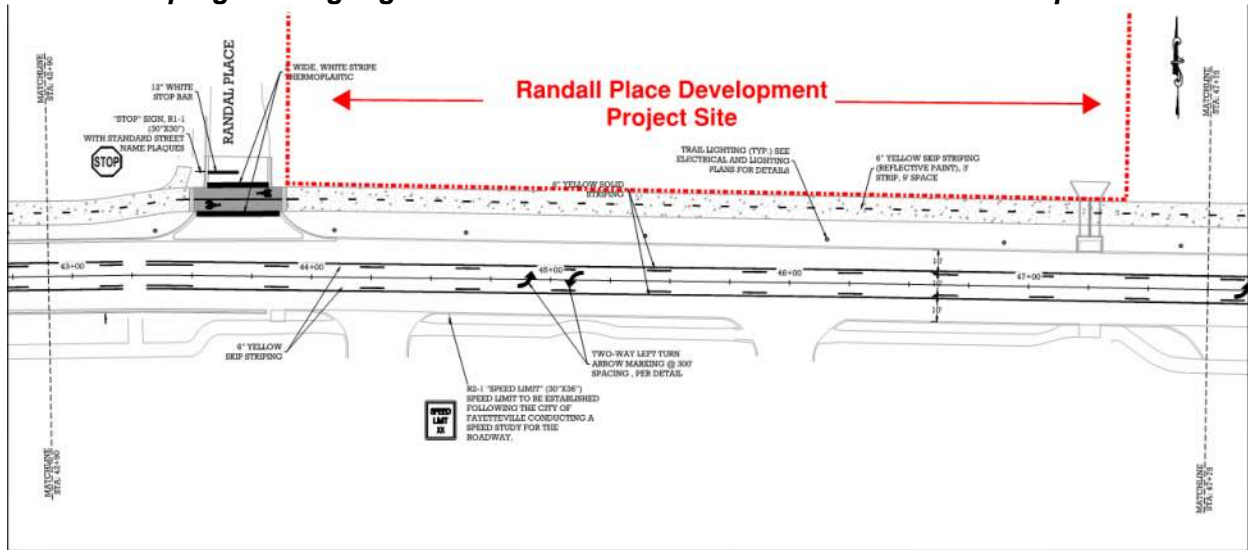
If the applicant would like to install on street parking, city engineering staff would support that, so long as it is constructed in addition to the typical section for Zion that is already under construction. This typical section includes 3 - 10ft wide lanes. One travel lane in each direction, and one center turn lane. To facilitate the additional on street parking, the applicant will need to dedicate and obtain additional right of way along both the north and south sides of the road. The addition of parking along the south side of the road will also result in the requirement to remove and reconstruct several driveways, sidewalk and greenspace. All of which would be the responsibility of the applicant/developer.

In addition, engineering staff recommends an additional pedestrian crossing be provided across Zion Road in the vicinity of Valley Lake Drive to allow safe passage of pedestrians who may park on the south side of Zion, to access the development site, as experience shows many pedestrians will not walk back to Randall to cross as it is out of their way.

Zion Road Phase 2 – 2019 Bond Program
Project Map and Typical Sections



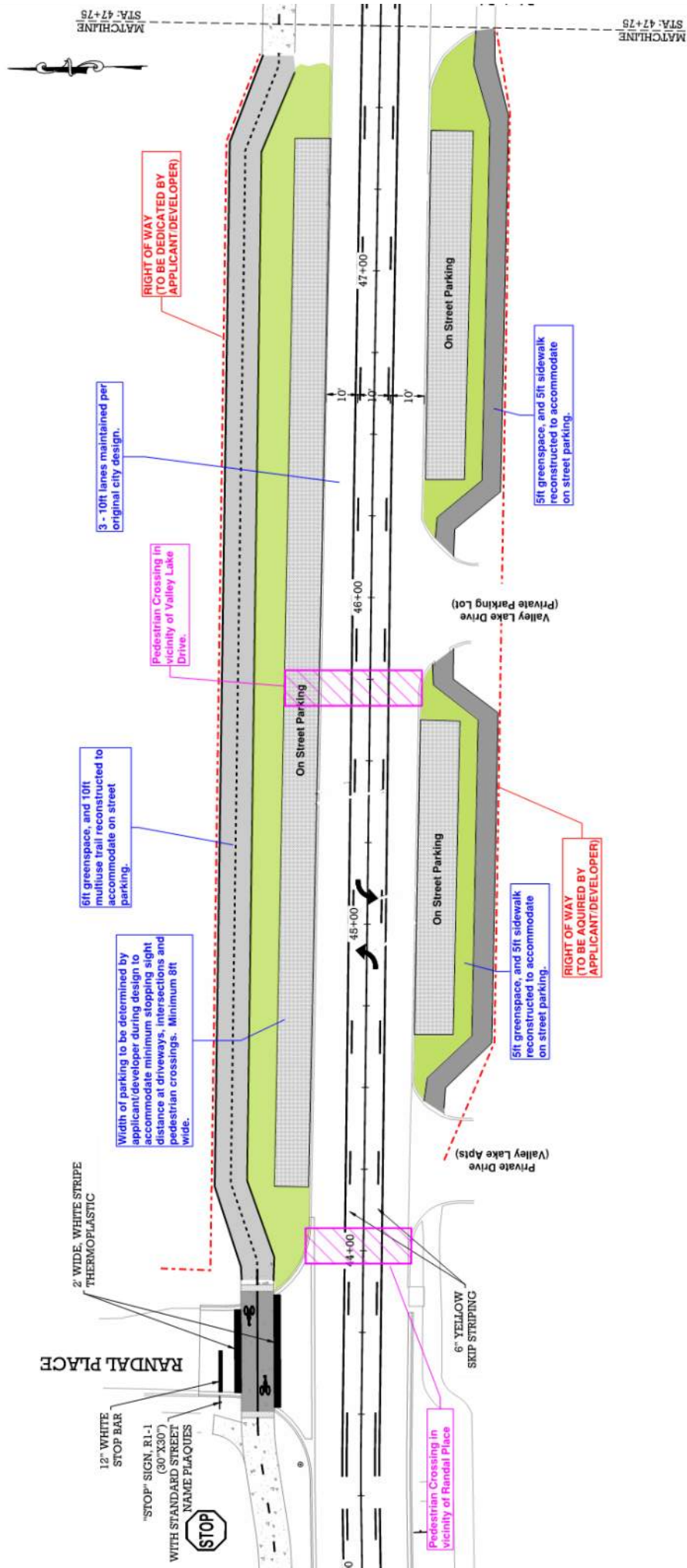
Striping and Signage Plan for Zion Road near Randall Place Development



Recommendation: Engineering Staff recommends approval of this variance to the master street plan typical section with the following conditions:

1. The existing 3 lane section currently being constructed by the city is maintained, and the on-street parking is added to each side of that typical section.
2. The applicant dedicates additional right of way as necessary on the north side of the street to expand the typical section and keep the travel lanes, parking lane, 6ft green space, and 10ft multiuse trail within the right of way.
3. The applicant obtains additional right of way as necessary on the south side of the street to expand the typical section and keep the travel lanes, parking lane, 5ft greenspace, and 5ft sidewalk within the right of way.
4. The applicant is responsible for reconstruction and coordination of driveways, drainage infrastructure, utilities, green space and sidewalk along the south side of the street impacted by the addition of the on-street parking.
5. An additional crosswalk with signage per Minimum Street Standards is included in the vicinity of Valley Lake Drive to

Exhibit of On Street Parking as recommended with Conditions of Approval by Staff



April 13, 2021

Via Email: jmasters@fayetteville-ar.gov

Ms. Jessica Masters
Zoning and Development Administrator
City of Fayetteville
125 W. Mountain Street
Fayetteville, AR 72701

RE: Zion Road and Randal Place Large Site Improvement Plan – LSIP 2021-000007 – Variance Requests from UDC 166.23 Urban Residential Design Standards and UDC 166.24 Nonresidential Design Standards

Ms. Masters,

On behalf of the owners and the developers of the proposed Zion Road and Randal Place Large Site Improvement Plan, please allow this letter to serve as a request for variances from the City of Fayetteville's Urban Residential Design Standards and Nonresidential Design Standards. Please refer to revised plans and elevations of all buildings which are included with this submittal.

Nonresidential Design Standards Variance Requests – The proposed project includes two mixed use buildings, Building A and Building B, which will act to significantly define the public realm along a portion of Zion Road. Each building is 140' wide along its frontage with Zion Road. The design of the two buildings' street façade relied heavily upon local, historic main-street examples especially in regard to the composition of the store fronts and corbelled brick cornice parapet walls. The balcony and colonnade are included in an attempt incorporate architectural elements of the existing and adjacent neighborhood west of Randal Place. The buildings will reinforce rhythm, increase visual impact, and create pedestrian interest.

The mass of each building is broken into three sub-façade portions of 44', 52', and 44'. Each sub-façade offers its own distinct detailing in regards to brick, parapet, pilaster, cornice, window, balcony, colonnade, and store front detailing. A variance is requested to allow the composition to occur as proposed in segments that exceed 40' in width and at depths or shifts in the primary wall plane of less than 24 inches. The balconies, colonnades, pilasters, brick corbelling and parapet provide the depth and articulation intended by the Nonresidential Design Standards. In addition, for Building A, a variance is requested to allow the westernmost sub-façade portion to be of the greatest height as this is an attempt to focalize the Zion Road / Randal Place intersection. Lastly, a variance to allow each sub-façade to be brick is requested. Each sub-façade will vary the color and the texture of the brick.

All of the above variances requested should be in accordance with our historic main-street examples.

Urban Residential Design Standards Variance Requests - In order to provide the variety in form and design required by the Urban Residential Design Standards, multiple residential building types have been proposed which provide variation in roof form and color. The standards also require a variation in materials between the building types. A variance is requested to allow the same materials among all the building types in the project. Brick is proposed as the primary siding material while a combination of Migratec and James Hardie are proposed for the cornice detail on the residential buildings. The brick siding with the historically accurate cornice detail will provide a very appealing aesthetic and also meet the intent of the Architectural Design Standards. The brick will vary in texture and color.

In addition to the above request to use brick siding on all of the buildings, Building G provides 50' of street frontage along Randal Place. The Building G front façade includes a dormer and a 2-story front porch which spans the entire width of the

100 West Center Street Suite 300
Fayetteville, AR 72701

street frontage. A variance is requested to allow the Building G façade which does not provide insets or relief in the front wall plane. Instead the 2-story porch spanning the full width of the façade will provide depth and articulation in the elevation.

Thank you for considering this request. Please let me know if you need additional information.

Sincerely,

A handwritten signature in blue ink, reading "Brian Teague", with a long horizontal flourish extending to the right.

Brian Teague
Community By Design

May 13, 2021

Via Email: jely@fayetteville-ar.gov

Mr. Jonathan Ely, P.E.
Development and Construction Manager
Engineering Division
City of Fayetteville
113 W. Mountain Street
Fayetteville, AR 72701

RE: Zion Road and Randal Place Large Site Improvement Plan – LSIP 2021-000007 – Street Improvement Variance Requests

Mr. Ely,

On behalf of the owners and the developers of the proposed Zion Road and Randal Place Large Site Improvement Plan, please allow this letter to serve as a request for multiple variances in association with the proposed street improvements for the project. The street improvement variances requested are in regards to the proposed inclusion of parallel parking. Parallel parking is proposed on the east side of Randal Place and also on Zion Road along the properties street frontage. The parallel parking proposed for the north side of Zion Road would include widening the existing cross-section or the section under construction. The parallel parking proposed for the south side of Zion Road would involve re-stripping the cross-section that is currently under construction.

The site plan as proposed is in accordance with the City's urban zoning regulations which require the buildings to be built within the build to zone in an urban form. The two mixed-use buildings proposed include ground floor retail that will offer main-street, walk-able destinations to the surrounding neighborhood west of Randal Place and south of Zion Road. For the retail to be viable it will need a significant amount of parking in front of the buildings. The zoning and development regulations do not allow parking lots in front of the building, therefore on-street parking becomes critical in most main-street type situations.

Not only is the on-street parking critical for the viability and success of the mixed-use retail, but if allowed on both sides of Zion Road it will complete the street and act to calm or reduce the speeds of vehicular traffic making the environment safer for both vehicles and pedestrians. On-street parallel parking is a key element of traditional town and multiple City Plan 2040 goals. On-street parallel parking is prevalent in most of the development examples set forth in City Plan 2040 and in our Fayetteville built traditional town examples.

The street improvements proposed are shown in plan on attached Exhibits #1, #2, and #3. Exhibit #3 includes 150' sight triangles in accordance with the 25mph speed limit. The typical sections proposed are shown in cross-section on Exhibit #4.

The specific requested street improvement variances are summarized as follows:

1. A variance is requested from the Unified Development Code Chapter 72 which states "no person shall park a vehicle...within an intersection". In a "T" intersection as proposed on Randal Place, marked parallel parking across the top of the "T" is very common. It may be that a separate parking lane across the top of the "T" is not a part of the actual intersection by definition. This condition exists at nine different "T" intersections on three of our built traditional town street examples, Spring, Dickson, and Lafayette Streets.
2. A variance is requested from the City of Fayetteville Minimum Street Standards, specifically the sight distance requirements. Instead, recommendations from the National Association of City Transportation Officials

(NACTO) are proposed or 150' sight triangles. Attached is Exhibit #5, Visibility / Sight Distance Guidelines from NACTO. The guidelines suggest that sight distance requirements may create visibility but in turn may cause cars to speed through the intersection, losing the peripheral vision they might have retained at a slower and more cautious speed. NACTO recommends removing parking within 20-25 feet of an intersection.

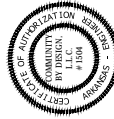
3. If necessary, a variance from the Master Street Plan is requested to allow the use of the street cross sections shown in Exhibit #4. Parallel parking has been proposed on not just one but both sides of the street. The inclusion of parallel parking on both sides of the street will calm traffic and make the street safer for both vehicles and pedestrians.

Thank you for your consideration of these alternatives. Please let me know if you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink, reading "Brian Teague", with a long horizontal flourish extending to the right.

Brian Teague
Community By Design
brian@communitybydesignllc.com
479-790-6775

[illegible]

**ZION ROAD AND
RANDAL PLACE
SITE IMPROVEMENT
PLAN**

FAYETTEVILLE,
WASHINGTON COUNTY,
ARKANSAS
CITY PLAT PAGE 138

ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: AH
DATE: 5/14/21

NORTH

SCALE:
1" = 20' (22' X 34')

EXHIBIT #1
OVERALL SITE PLAN

SHEET 1

PROPERTY LOCATION / ADDRESS:

WASHINGTON COUNTY PARCELS #785-061 68-001
RAVARD PL & E ZOOV RD
FAYETTEVILLE, ARKANSAS

DEVELOPER INFORMATION:

LA BACHTA OF NORTHWEST ARKANSAS INC
2901 E ZION RD UNIT 19
FAVETTESVILLE AR 72803

REPRESENTATIVE INFORMATION:

MR. IRVIN TEAGUE
COMMUNITY BY THE SEA
100 W CENTER STREET,
FAYETTEVILLE, ARKANSAS
PHONE: 479.793.6775

FLOOD CERTIFICATION:

THIS PROPERTY IS NOT LOCATED WITHIN ANY PRESENTLY ESTABLISHED 100-YEAR FLOOD PLAIN
ACCORDING TO CITY OF HAYTTEVILLE'S MAPS. FEMA PANEL 051-00000H EFFECTIVE 05/16/2018

ON-SITE SOIL TYPES

Jo	JOHNSBURG SILT LOAM, 0 TO 2 PERCENT SLOPES
NdD	NDA VERY GRAVELLY SILT LOAM, 8 TO 12 PERCENT SLOPES
S8C2	SAVANNAH FINE SAND LOAM, 3 TO 8 PERCENT SLOPES, EXCLUDED

ZONING AND SETBACKS

THIS PROPERTY IS ZONE

SITRACKS CS
(S SOUTH WALF)

ADJUTING PARCELS AREA ZONE D

EAST - B.O.
SOUTHEAST - C.I.SOUTH - RMF-24
SOUTHWEST - KC

FAYETTEVILLE, ARKANSAS - MASTER

2000 ROAD - KEDDIEWOOD LANE
MINIMUM 1000 SQUARE FEET

RELIANT PROTAG PRODUCTIONS

PROPOSED

BOUNDARY DESCRIPTION

[illegible]

ADJACENT PROPERTY OWNERS

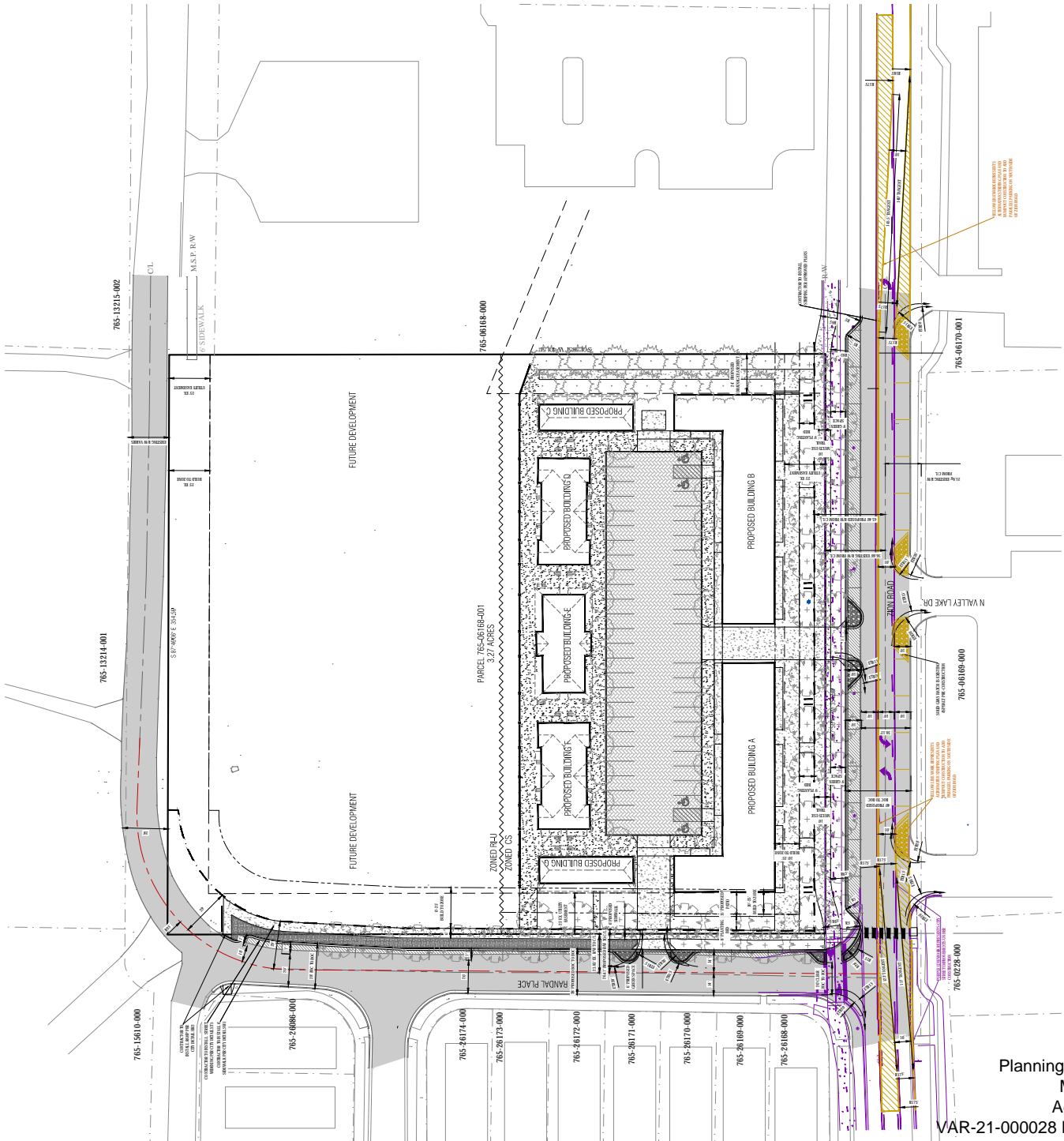
[illegible]

CENEPAI SITE NOTES:

THE PROPOSED NOW-RESIDENTIAL PORTION OF THE SITE CONTAINS 29,659 SF OF IMPERVIOUS SURFACE OR 70.3%.

ALL GROUND AND WALL MOUNTED UTILITY EQUIPMENT SHALL BE SCREENED IF VISIBLE FROM THE STREET.

NO DISCHARGES OR CONNECTIONS ARE ALLOWED BETWEEN BUILDINGS THAT WOULD IN ANYWAY AFFECT THE PERFORMANCE OF THE BUILDING OR THE BUILDING'S SYSTEMS.





REVISION 0

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ZION ROAD AND RANDAL PLACE SITE IMPROVEMENT PLAN

FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS
CITY PLAT PAGE 138

ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BT
DATE: 9/14/21

SCALE: 1" = 20' (12/24/21)
NORTH



EXHIBIT #2
SITE PLAN

SHEET 2

PROPERTY LOCATION / ADDRESS:
WASHINGTON COUNTY, ARKANSAS
FAYETTEVILLE, ARKANSAS

DEVELOPER INFORMATION:
LAND OF WASHINGTON COUNTY, ARKANSAS
FAYETTEVILLE, ARKANSAS

REPRESENTATIVE INFORMATION:
TRAVIS A. JONES
REGISTERED PROFESSIONAL ENGINEER
NO. 15484
STATE OF ARKANSAS

FLOOD CERTIFICATION:
THIS PROJECT IS NOT LOCATED WITHIN ANY FLOODPLAIN ESTABLISHED BY THE ARKANSAS FLOODING ACT OF 1974, NOR IS IT LOCATED WITHIN ANY FLOODPLAIN ESTABLISHED BY THE ARKANSAS FLOODING ACT OF 1974.

ON-SITE SOIL TYPES:
Soils are primarily heavy clay with some sand and gravel. The soil is classified as heavy clay with some sand and gravel.

ZONING AND SETBACKS:
This project is located within the City of Fayetteville, Arkansas, and is subject to the City's zoning and setback requirements.

BOUNDARY DESCRIPTION:
The project is bounded by Zion Road to the north, Randal Place to the south, and the property line to the east and west.

ADJACENT PROPERTY OWNERS:
The adjacent property owners are listed in the table below.

GENERAL SITE NOTES:
The proposed site is located within the City of Fayetteville, Arkansas, and is subject to the City's zoning and setback requirements.

LAND USE TABLE:
The land use table is located in the bottom right corner of the site plan.

PARKING TABLE:
The parking table is located in the bottom right corner of the site plan.

CONTRACTOR TO INSTALL:
The contractor to install the improvements is listed in the table below.

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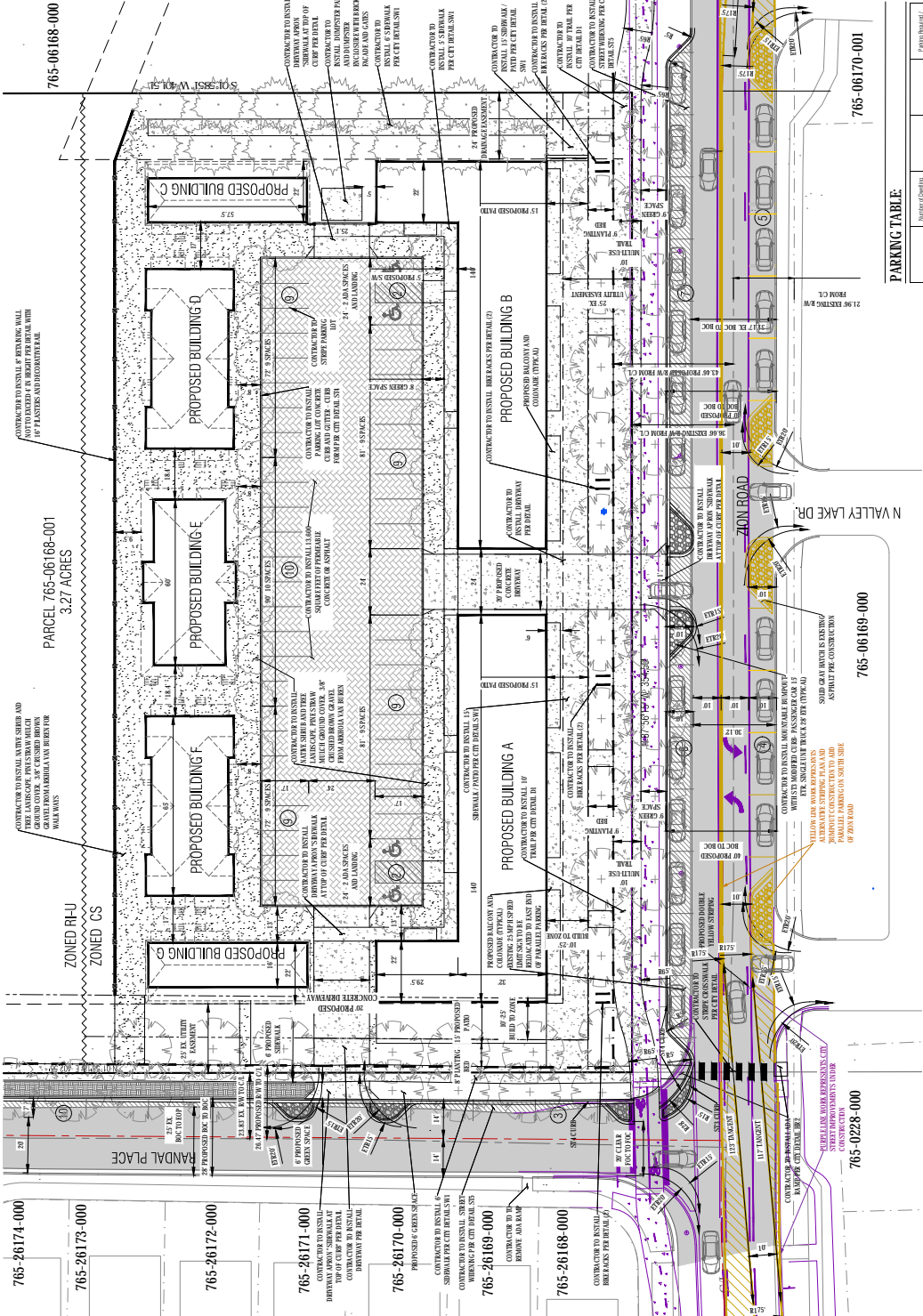
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PARKING TABLE:

Proposed Building	Number of Spaces	Number of Spaces	Number of Spaces
Proposed Building A	2	2	2
Proposed Building B	2	2	2
Proposed Building C	2	2	2
Proposed Building D	2	2	2
Proposed Building E	2	2	2
Proposed Building F	2	2	2

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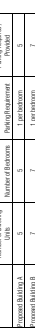
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Proposed Building D	2	2	2
Proposed Building E	2	2	2
Proposed Building F	2	2	2

LAND USE TABLE:

	Unit	Number of Reports	Product
1. Personal letter A	5	1 production	
2. Personal letter B	5	1 production	
3. Personal letter C	7	1 production	
4. Personal letter D	4	1 production	
5. Personal letter E	6	1 production	
6. Personal letter F	4	1 production	
7. Personal letter G	4	1 production	
8. Personal letter H	2	1 production	
9. Personal letter I	2	1 production	
10. Personal letter J	2	1 production	
11. Personal letter K	2	1 production	
12. Personal letter L	2	1 production	
13. Personal letter M	2	1 production	
14. Personal letter N	2	1 production	
15. Personal letter O	2	1 production	
16. Personal letter P	2	1 production	
17. Personal letter Q	2	1 production	
18. Personal letter R	2	1 production	
19. Personal letter S	2	1 production	
20. Personal letter T	2	1 production	
21. Personal letter U	2	1 production	
22. Personal letter V	2	1 production	
23. Personal letter W	2	1 production	
24. Personal letter X	2	1 production	
25. Personal letter Y	2	1 production	
26. Personal letter Z	2	1 production	
27. Personal letter AA	2	1 production	
28. Personal letter AB	2	1 production	
29. Personal letter AC	2	1 production	
30. Personal letter AD	2	1 production	
31. Personal letter AE	2	1 production	
32. Personal letter AF	2	1 production	
33. Personal letter AG	2	1 production	
34. Personal letter AH	2	1 production	
35. Personal letter AI	2	1 production	
36. Personal letter AJ	2	1 production	
37. Personal letter AK	2	1 production	
38. Personal letter AL	2	1 production	
39. Personal letter AM	2	1 production	
40. Personal letter AN	2	1 production	
41. Personal letter AO	2	1 production	
42. Personal letter AP	2	1 production	
43. Personal letter AQ	2	1 production	
44. Personal letter AR	2	1 production	
45. Personal letter AS	2	1 production	
46. Personal letter AT	2	1 production	
47. Personal letter AU	2	1 production	
48. Personal letter AV	2	1 production	
49. Personal letter AW	2	1 production	
50. Personal letter AX	2	1 production	
51. Personal letter AY	2	1 production	
52. Personal letter AZ	2	1 production	
53. Personal letter BA	2	1 production	
54. Personal letter BB	2	1 production	
55. Personal letter BC	2	1 production	
56. Personal letter BD	2	1 production	
57. Personal letter BE	2	1 production	
58. Personal letter BF	2	1 production	
59. Personal letter BG	2	1 production	
60. Personal letter BH	2	1 production	
61. Personal letter BI	2	1 production	
62. Personal letter BJ	2	1 production	
63. Personal letter BK	2	1 production	
64. Personal letter BL	2	1 production	
65. Personal letter BM	2	1 production	
66. Personal letter BN	2	1 production	
67. Personal letter BO	2	1 production	
68. Personal letter BP	2	1 production	
69. Personal letter BQ	2	1 production	
70. Personal letter BR	2	1 production	
71. Personal letter BS	2	1 production	
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74. Personal letter BV	2	1 production	
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82. Personal letter CD	2	1 production	
83. Personal letter CE	2	1 production	
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86. Personal letter CH	2	1 production	
87. Personal letter CI	2	1 production	
88. Personal letter CJ	2	1 production	
89. Personal letter CK	2	1 production	
90. Personal letter CL	2	1 production	
91. Personal letter CM	2	1 production	
92. Personal letter CN	2	1 production	
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94. Personal letter CP	2	1 production	
95. Personal letter CQ	2	1 production	
96. Personal letter CR	2	1 production	
97. Personal letter CS	2	1 production	
98. Personal letter CT	2	1 production	
99. Personal letter CU	2	1 production	
100. Personal letter CV	2	1 production	
101. Personal letter CW	2	1 production	
102. Personal letter CX	2	1 production	
103. Personal letter CY	2	1 production	
104. Personal letter CZ	2	1 production	
105. Personal letter DA	2	1 production	
106. Personal letter DB	2	1 production	
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108. Personal letter DD	2	1 production	
109. Personal letter DE	2	1 production	
110. Personal letter DF	2	1 production	
111. Personal letter DG	2	1 production	
112. Personal letter DH	2	1 production	
113. Personal letter DI	2	1 production	
114. Personal letter DJ	2	1 production	
115. Personal letter DK	2	1 production	
116. Personal letter DL	2	1 production	
117. Personal letter DM	2	1 production	
118. Personal letter DN	2	1 production	
119. Personal letter DO	2	1 production	
120. Personal letter DP	2	1 production	
121. Personal letter DQ	2	1 production	
122. Personal letter DR	2	1 production	
123. Personal letter DS	2	1 production	
124. Personal letter DT	2	1 production	
125. Personal letter DU	2	1 production	
126. Personal letter DV	2	1 production	
127. Personal letter DW	2	1 production	
128. Personal letter DX	2	1 production	
129. Personal letter DY	2	1 production	
130. Personal letter DZ	2	1 production	
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132. Personal letter EB	2	1 production	
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134. Personal letter ED	2	1 production	
135. Personal letter EE	2	1 production	
136. Personal letter EF	2	1 production	
137. Personal letter EG	2	1 production	
138. Personal letter EH	2	1 production	
139. Personal letter EI	2	1 production	
140. Personal letter EJ	2	1 production	
141. Personal letter EK	2	1 production	
142. Personal letter EL	2	1 production	
143. Personal letter EM	2	1 production	
144. Personal letter EN	2	1 production	
145. Personal letter EO	2	1 production	
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153. Personal letter EW	2	1 production	
154. Personal letter EX	2	1 production	
155. Personal letter EY	2	1 production	
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158. Personal letter FB	2	1 production	
159. Personal letter FC	2	1 production	
160. Personal letter FD	2	1 production	
161. Personal letter FE	2	1 production	
162. Personal letter FF	2	1 production	
163. Personal letter FG	2	1 production	
164. Personal letter FH	2	1 production	
165. Personal letter FI	2	1 production	
166. Personal letter FJ	2	1 production	
167. Personal letter FK	2	1 production	
168. Personal letter FL	2	1 production	
169. Personal letter FM	2	1 production	
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171. Personal letter FO	2	1 production	
172. Personal letter FP	2	1 production	
173. Personal letter FQ	2	1 production	
174. Personal letter FR	2	1 production	
175. Personal letter FS	2	1 production	
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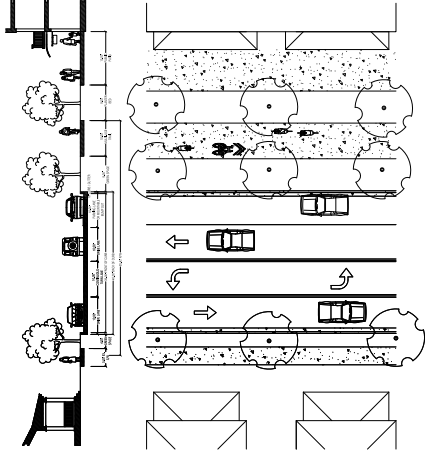
ZION ROAD AND
RANDAL PLACE
SITE IMPROVEMENT

PLAN
FAYETTEVILLE,
WASHINGTON COUNTY,
ARKANSAS
CITY PLAT PAGE 138

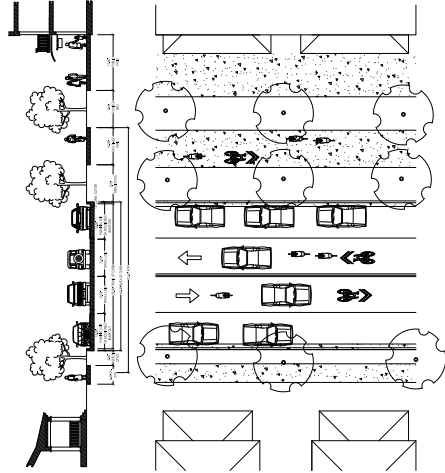
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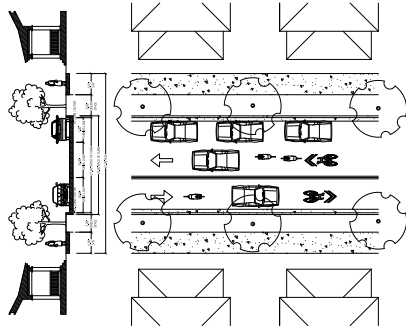
EXHIBIT #4
STREET CROSS SECTIONS
SHEET 4



ZION ROAD PARKING ONE SIDE
N.T.S.



PROPOSED ZION ROAD PARKING BOTH SIDES
N.T.S.



PROPOSED RANDAL PLACE
N.T.S.

EXHIBIT #5 - NACTO GUIDELINES AND RECOMMENDATIONS

i COVID-19: [Transportation Response Center \(https://nacto.org/program/covid19/\)](https://nacto.org/program/covid19/)



(<https://nacto.org/>)

<https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/visibility-sight-distance/>

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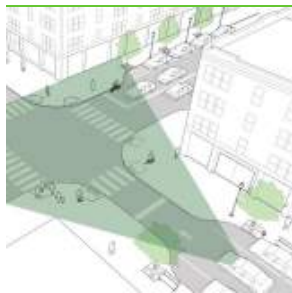


Urban Street Design Guide

GUIDE NAVIGATION ▼

(<https://nacto.org/publication/urban-street-design-guide/>)

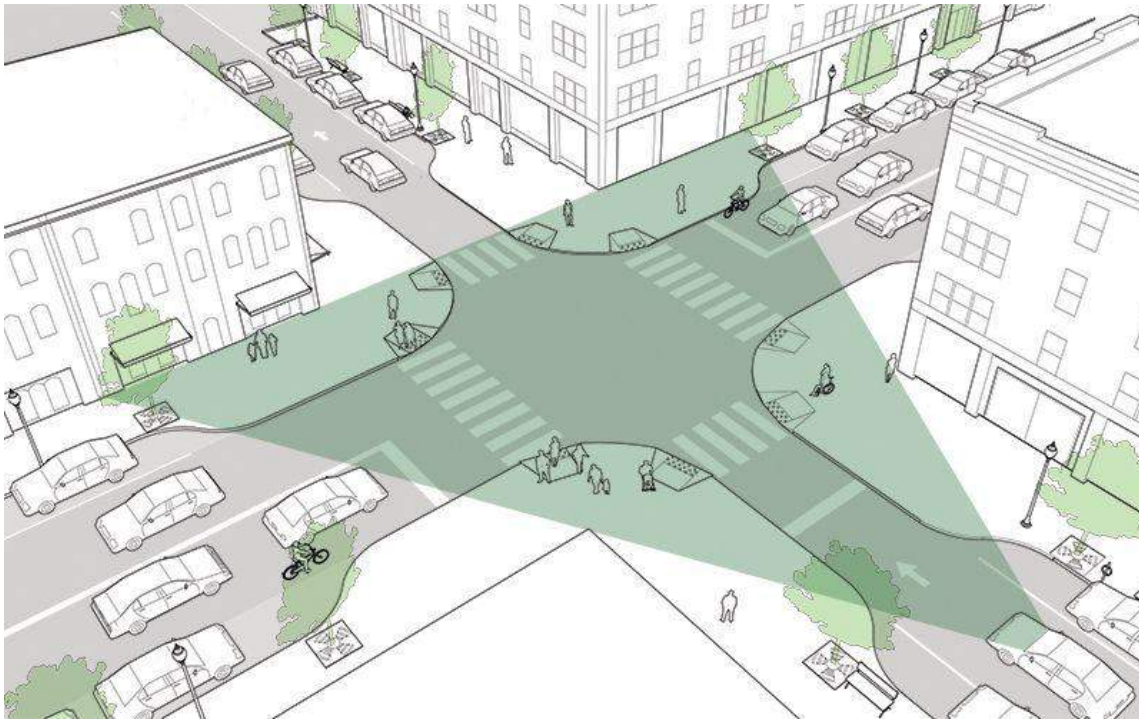
PURCHASE GUIDE ([HTTP://ISLANDPRESS.ORG/URBAN-STREET-DESIGN-GUIDE](http://islandpress.org/urban-street-design-guide))



Visibility/Sight Distance

Visibility and sight distance are parameters central to the inherent safety of intersections, driveways, and other potential conflict points.

Click a number for more information



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/visibility-2.jpg)

3

4

reconstruction

Intersections with insufficient visibility should be reconstructed to be more compact. Compact intersections place more activity within the sight triangle, giving all users better view of potential conflicts.



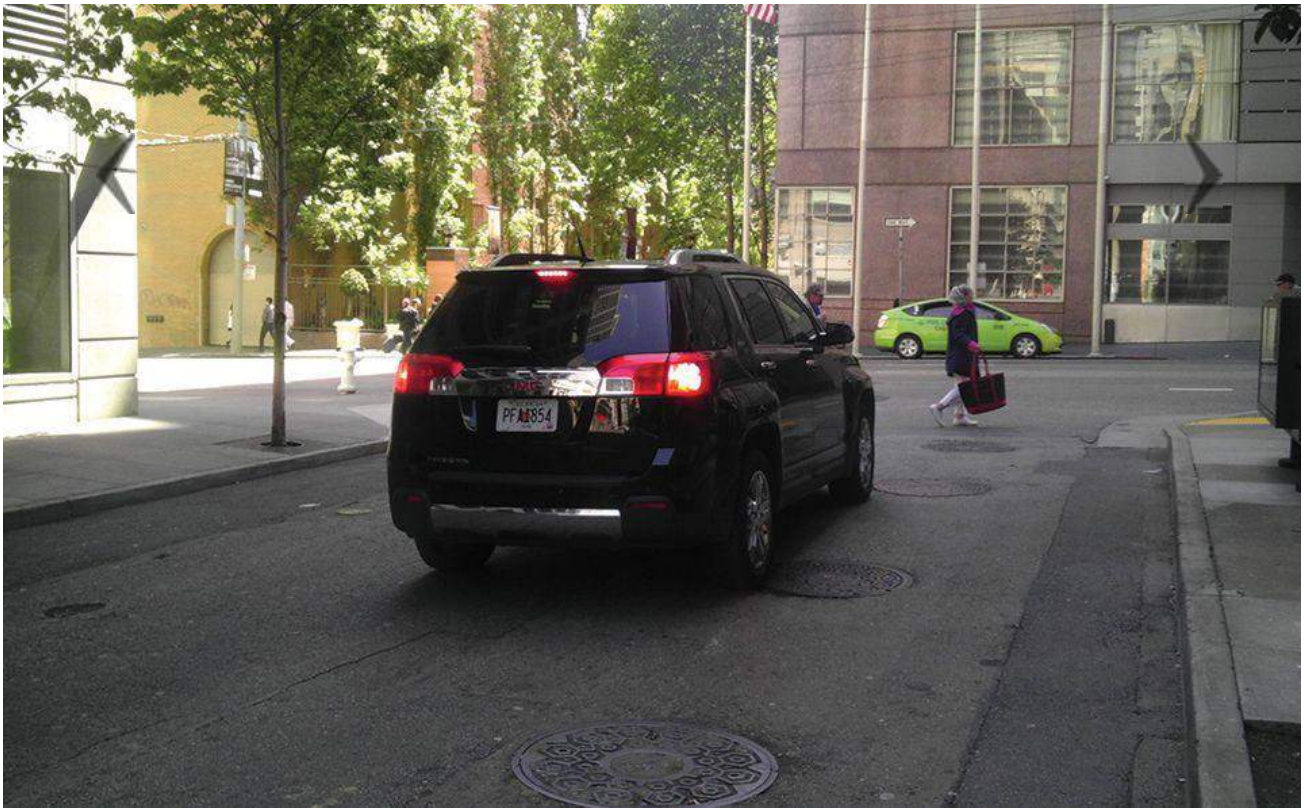
Before



After

Application

Intersection design should facilitate eye contact between street users, ensuring that motorists, bicyclists, pedestrians, and transit vehicles intuitively read intersections as shared spaces. Visibility can be achieved through a variety of design strategies, including intersection “daylighting,” design for low-speed intersection approaches, and the addition of traffic controls that remove trees or amenities that impede standard approach, departure, and height sight distances. Sight line standards for intersections should be determined using target speeds, rather than 85th-percentile design speeds. This prevents wide setbacks and designs that increase speeds and endanger pedestrians.



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/carousel//san-francisco.jpg)

Critical

In determining the sight distance triangle for a given intersection, use the target speed, rather than the design speed (.../design-speed), for that intersection.

3 Fixed objects, such as trees, buildings, signs, and street furniture, deemed to inhibit the visibility of a given intersection and create safety concerns, should not be removed without the prior consideration of alternative safety mitigation measures, including a reduction in traffic speeds, an increase in visibility through curb extensions or geometric design, or the addition of supplementary warning signs.

Traffic control devices must be unobstructed in the intersection and shall be free of tree cover or visual clutter.
Discussion

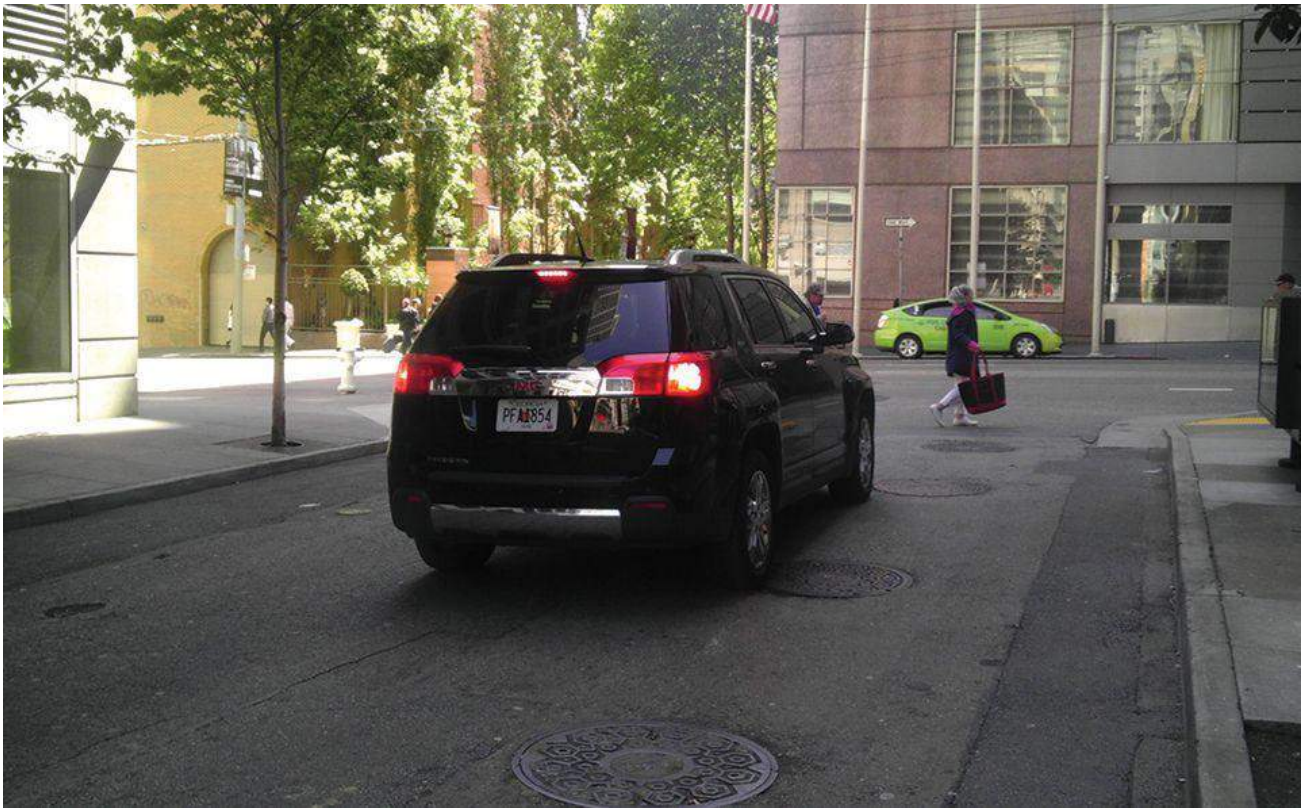
Visibility is impacted by the design and operating speed of a roadway. Determining sightlines based on existing or 85th-percentile speeds is not sufficient in all cases. Designers need to proactively lower speeds near conflict points to ensure that sightlines are adequate and movements predictable, rather than widening the intersection or removing sightline obstacles.

See Design Speed (.../design-speed)

Sight triangles required for stopping and approach distances are typically based upon ensuring safety at intersections with no controls at any approach. This situation rarely occurs in urban environments, and occurs only at very low-speed, low-volume junctions. At uncontrolled locations where volume or speed present safety concerns, add traffic controls or traffic calming devices on the intersection approach.¹

- Less Info

Parallel parking on both sides of Zion Road should provide traffic calming and lower speeds. In addition, mountable bumpouts have also been proposed to achieve additional result,



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/carousel/san-francisco.jpg) Location: San Francisco, CA - While this uncontrolled intersection operates at low speeds, it may still benefit from stop control or traffic calming.

1 In urban areas, corners frequently act as a gathering place for people and businesses, as well as the locations of bus stops (./bus-stops), bicycle parking, and other elements. Design should facilitate eye contact between these users, rather than focus on the creation of clear sightlines for moving traffic only.

2 Wide corners with large sight triangles may create visibility, but in turn may cause cars to speed through the intersection, losing the peripheral vision they might have retained at a slower and more cautious speed.

In certain circumstances, an object in the roadway or on the sidewalk may be deemed to obstruct sightlines for vehicles in a given intersection and to pose a critical safety hazard. Removal of the object in question is a worst-case scenario based on significant crash risk and crash history. Many objects, such as buildings, terrain features, trees in historic districts, and other more permanent parts of the landscape should be highlighted using warning signage and other features, rather than removed.

- Less Info



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/carousel/SF-23.jpg) Location: San Francisco, CA, Credit: Nelson\Nygaard - Historic street trees should not be removed in the interest of clearing sightlines. Design intersections that slow traffic and increase visibility at these locations.

Optional

Additional signage may be provided to enhance visibility at a given intersection, but should not replace geometric design strategies that increase visibility.

+ More Info



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-

guide/images/visibility-sight-distance/carousel/raised-crosswalk-signage.jpg)Location: Boulder, CO - Signage, in combination with a raised crosswalk, improves visibility at this right turn lane.

Recommended

4 Daylight intersections by removing parking within 20–25 feet of the intersection.²

- Less Info



([https://nacto.org/wp-](https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/daylighting_bikeracks.jpg)

[content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/daylighting_bikeracks.jpg](https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/daylighting_bikeracks.jpg))Location: New York, NY, Credit: Streetsblog - Daylighting intersections for increased visibility also opens up space for bike racks, curb extensions, and bioswales that diversify the use of the curb space.

Site street trees at a 5-foot minimum from the intersection, aligning the street tree on the near side of the intersection with the adjacent building corner. Street trees should be sited 3 feet from the curb return and 5 feet from the nearest stop sign.

+ More Info



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/carousel/site-trees-distance.jpg) Location: Atlanta, GA - Street trees enhance the public realm and are often sited close to intersections without inducing safety concerns. Lighting is crucial to the visibility of pedestrians, bicyclists, and approaching vehicles. Major intersections and pedestrian safety islands should be adequately lit with pedestrian-scaled lights to ensure visibility. In pavement flashing lights can enhance crossing visibility at night, but should be reinforced by well-maintained retro reflective markings.⁴
 + More Info



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/visibility-sight-distance/carousel/pedestrian-scale-lighting.jpg) Location: St. Louis, MO - Pedestrian scale lighting illuminates the sidewalk and adjacent storefronts.

Footnotes

- Less Info

1. Vehicle codes state that drivers must yield to drivers on the right, which necessitates slowing down.
City of Portland, Oregon, "Uncontrolled Intersections and You (<https://www.portlandoregon.gov/transportation/article/284482>)," accessed June 3, 2013.
2. Parking is typically restricted within 10–25 feet of a crosswalk. San Francisco uses 10 feet; New Jersey adopted 25 feet within a marked or unmarked crosswalk.
New Jersey, New Jersey statutes annotated (/docs/usdg/nj_statutes.pdf): Title 39:4 Motor vehicles and traffic regulation.

FHWA Safety Program, "Remove/Restrict Parking (<http://safety.fhwa.dot.gov/saferjourney/library/countermeasures/56.htm>)," accessed June 3, 2013.
3. San Francisco standards allow trees 25 feet from the near-side and 5 feet from the far-side curbs.
"Guidelines for Planting Street Trees (<http://www.sfdpw.org/Modules/ShowDocument.aspx?documentid=622>)," San Francisco Department of Public Works, accessed June 3, 2013.

Elizabeth Macdonald, Alethea Harper, Jeff Williams, and Jason A. Hayter, Street trees and Intersection Safety (/docs/usdg/street_trees_and_intersection_safety_macdonald.pdf), (Berkley: Institute of Urban and Regional Development, University of California at Berkeley, 2006).
4. Pedestrian scale lighting may be added to existing vehicle poles or between poles.
Complete Streets Complete Networks—A Manual for the Design of Active Transportation (<http://www.atpolicy.org/Design>) (Chicago: Active Transportation Policy, 2012).

Spacing depends upon existing lighting available, roadway width, and quality of lighting, but in general lighting every 50 feet provides a secure nighttime walking atmosphere.
Project for Public Spaces, "Lighting Use & Design (<http://www.pps.org/reference/streetlights/>)," accessed June 3, 2013.

Adapted from the Urban Street Design Guide, published by Island Press.

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Urban Street Design Guide

• Visibility/Sight Distance


•


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 Halupka, Paul, Lippens, Paul, Persky, Dan, & Woodall, Amanda. "Complete Streets Complete Networks: A Manual for the Design of Active Transportation." Active Transportation Alliance, Active Transportation Alliance, Chicago, IL. (<http://www.atpolicy.org/Design>)


 Smith, Duane. "Handbook of Simplified Practice for Traffic Studies, Ch. 4: Sight Distance." Center for Transportation Research and Education, Iowa State University, Ames, IA. (https://nacto.org/wp-content/uploads/2015/04/sight_distance_study_iowa.pdf)


 Project for Public Spaces. "Lighting Use and Design." Project for Public Spaces, Project for Public Spaces, New York, NY. (<http://www.pps.org/reference/streetlights/>)


 Kennedy Hardy, Kelly, Slack, Kevin L., Pfefer, Ronald and Neuman, Timothy R.. "Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 12: A Guide for Reducing Collisions at Signalized Intersections." National Cooperative Highway Research Program, Transportation Research Board, Washington, DC. (https://nacto.org/wp-content/uploads/2015/04/nchrp500_antonucci.pdf)

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 Federal Highway Administration. "Pedestrian Safer Journey, Safety Improvement Countermeasures: Remove/Restrict Parking." Pedestrian and Bicycle Safety Section, Federal Highway Administration, Washington, DC. (<http://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/56.htm>)

 Reiskin, Edward D. "Regulating The Planting, Maintenance, Or Removal Of Trees And Landscape Material On Public Sidewalk Areas And Superceding." Department of Public Works, City & County of San Francisco, San Francisco, CA. (https://nacto.org/wp-content/uploads/2015/04/regulating_the_planting_maintenance_or_removal_of_trees.pdf)

 MacDonald, Elizabeth, Alethea Harper, Jeff Williams, & Jason A Hayter. "Street Trees and Intersection Safety." Department of City and Regional Planning, University of California, Berkeley, CA. (https://nacto.org/wp-content/uploads/2015/04/street_trees_and_intersection_safety_macdonald.pdf)

 Portland Bureau of Transportation. "Uncontrolled Intersections and You." Bureau of Transportation, City of Portland, Portland, OR. (<https://www.portlandoregon.gov/transportation/article/284482>)

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**ZION ROAD AND
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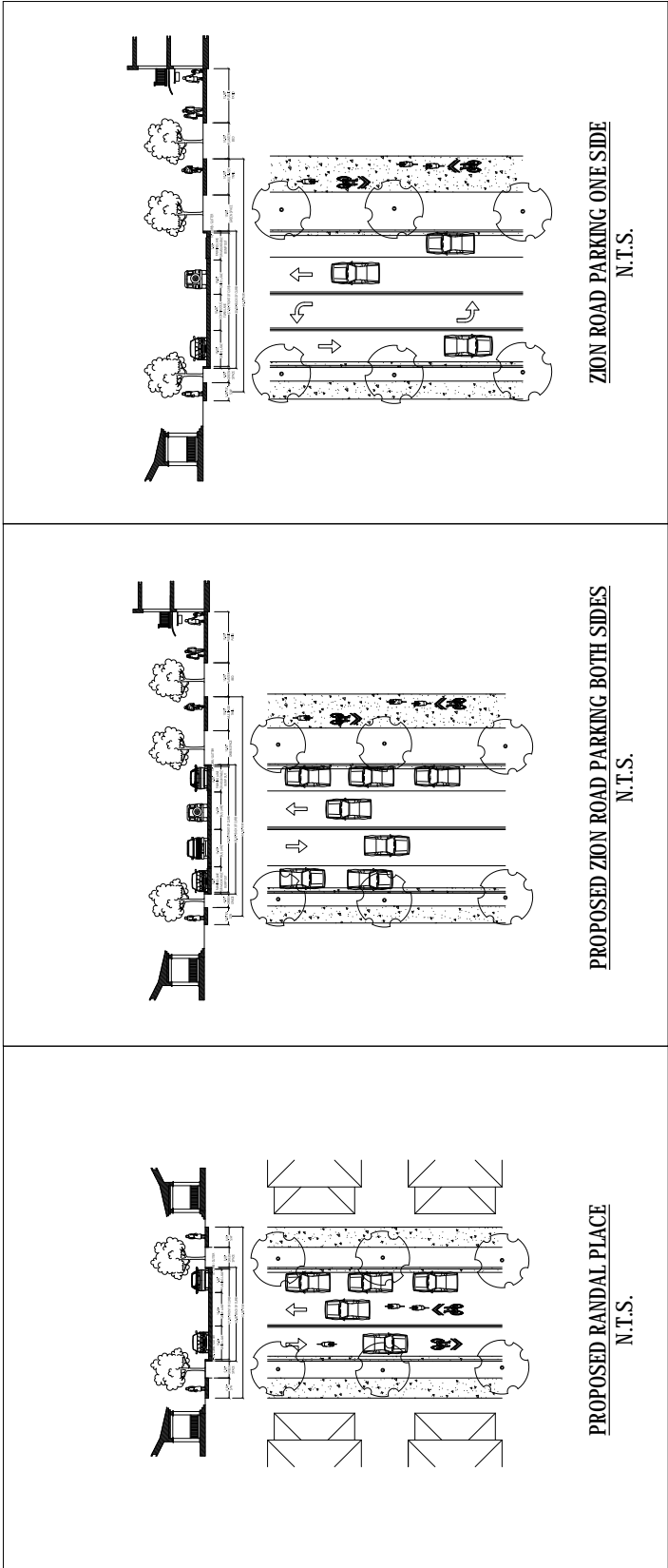
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EXHIBIT #2 TYPICAL
STREET CROSS SECTIONS

SHEET 3





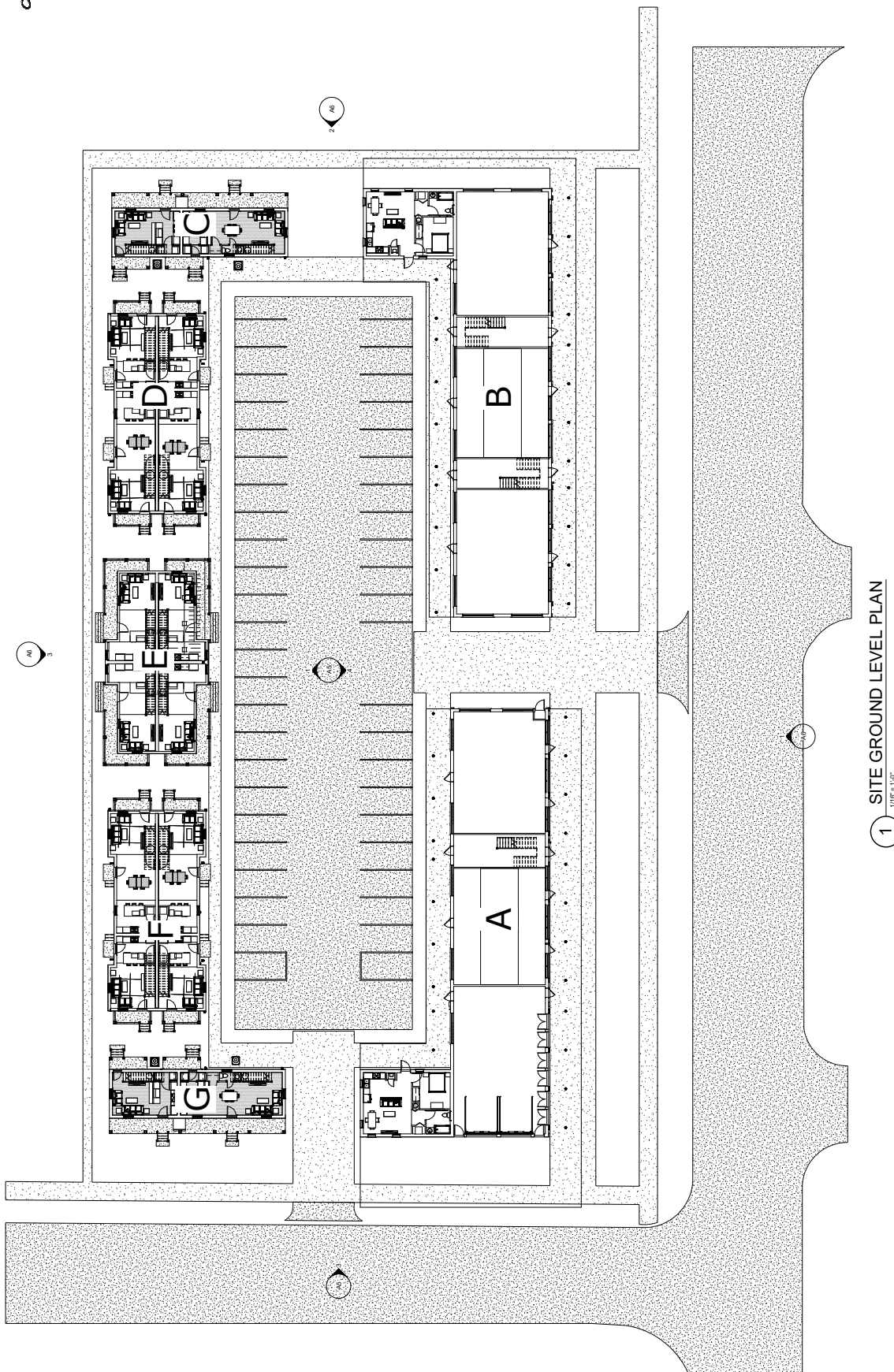
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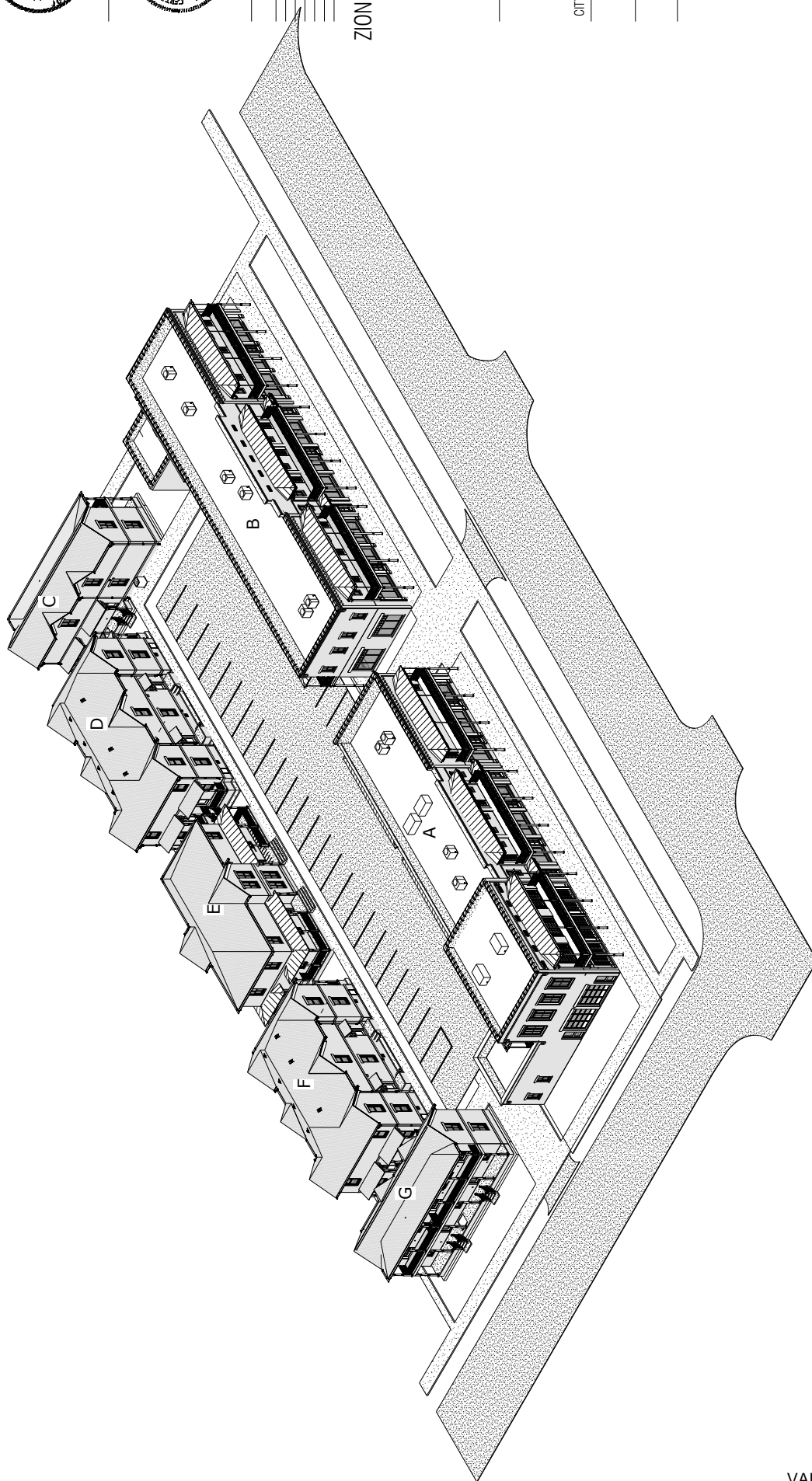
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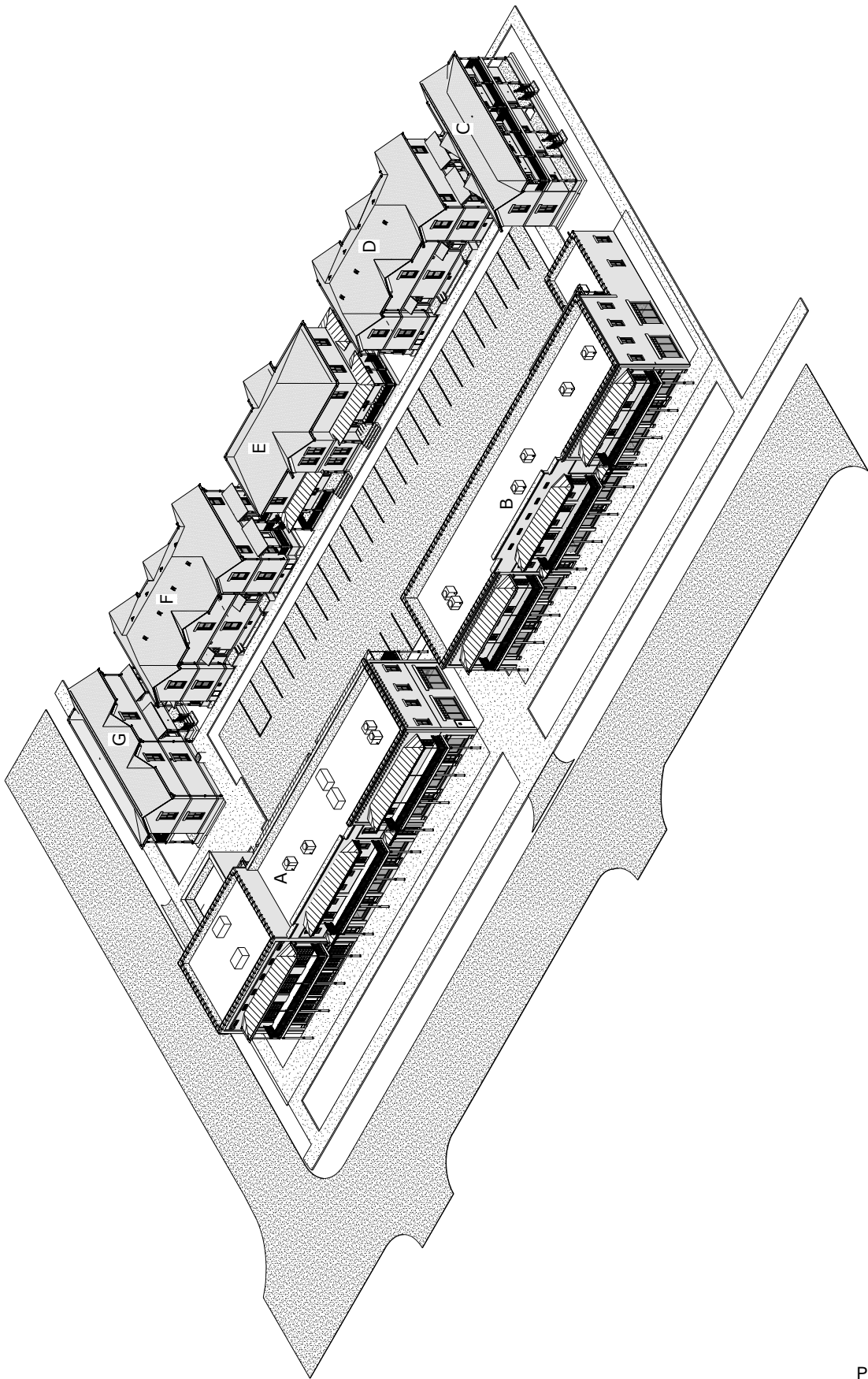
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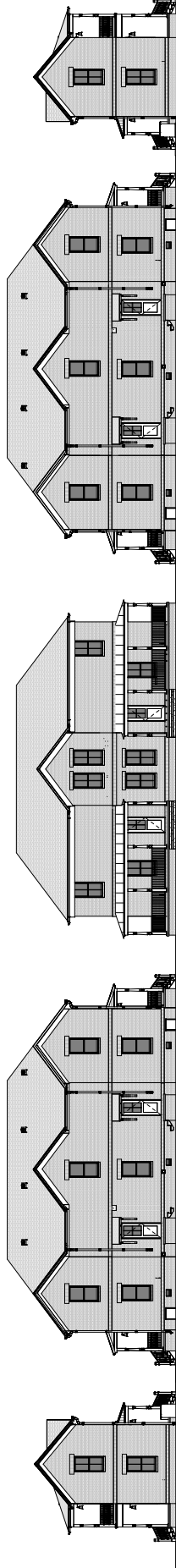
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CITY PLAT PAGE ##

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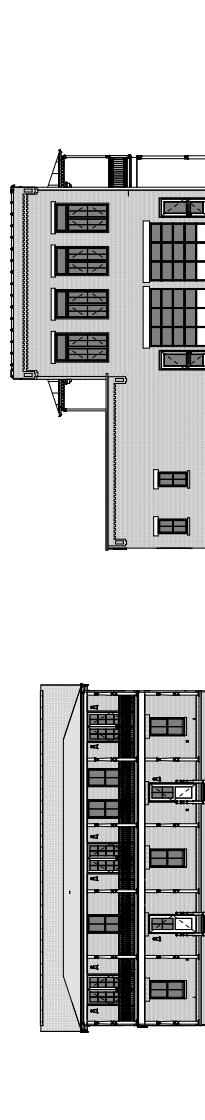
ENGINEER: BT
DRAWN BY: BK
DATE: 07/27/21

ELEVATIONS
SHEET A5

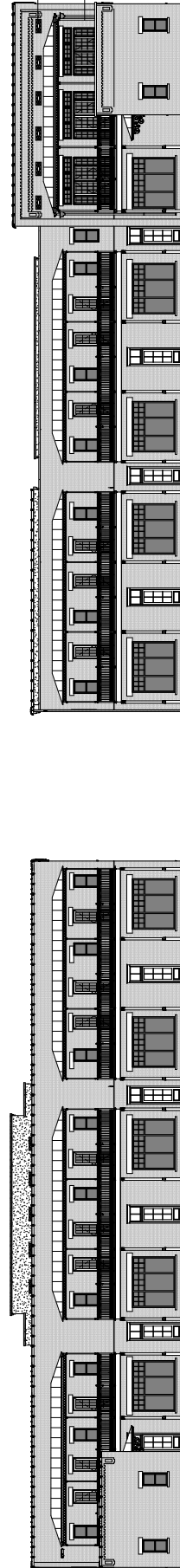


G F E D C

1 SOUTH COURT ELEVATION
3/32" = 1'-0"



3 RANDALL PLACE SITE ELEVATION
3/32" = 1'-0"



4 NORTH COURT ELEVATION
3/32" = 1'-0"



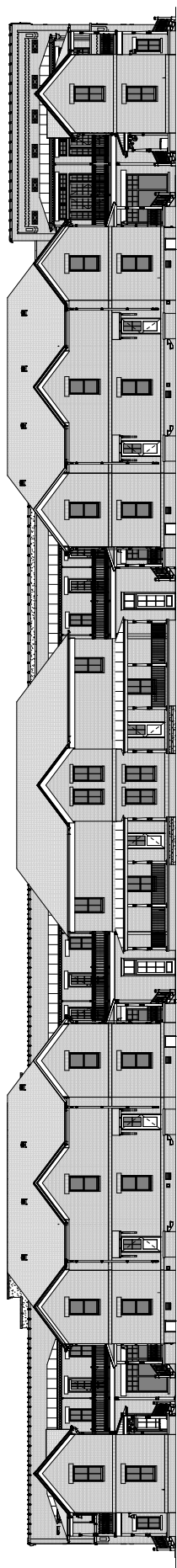
REVISION	0
DATE	
BY	
FOR	

ZION & RANDALL

ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
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DATE: 06/02/21

ELEVATIONS
SHEET A6



G

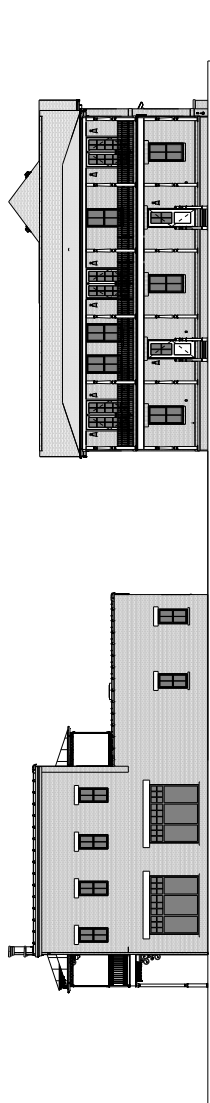
F

E

D

C

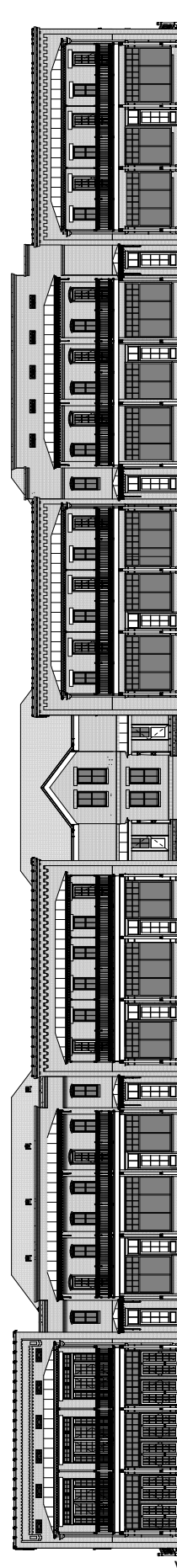
3 NORTH SITE ELEVATION
3/32" = 1'-0"



C

B

2 EAST SITE ELEVATION
3/32" = 1'-0"



B

A

1 ZION ROAD SITE ELEVATION
3/32" = 1'-0"



REVISION 0

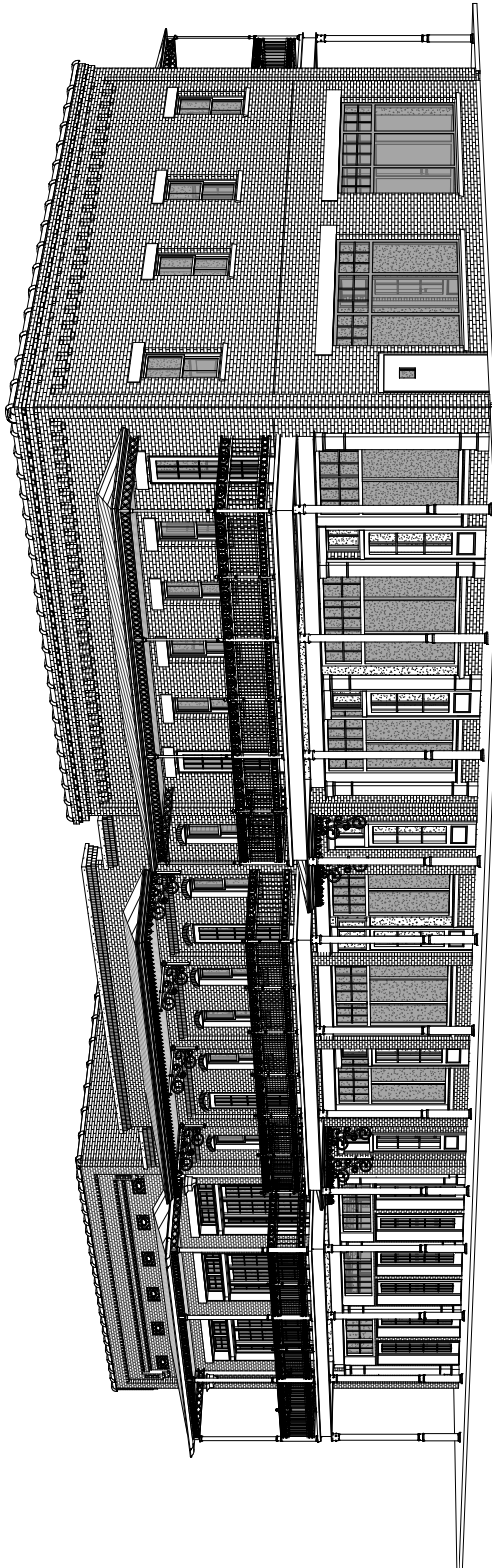
BUILDING A

ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

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DRAWN BY: RK
DATE: 4/2/21

COVER
SHEET A - A0

GROSS UNIT AREA	
COMMERCIAL SUITE 1	1574 SF
COMMERCIAL SUITE 1 -	1517 SF
SECOND FLOOR	3097 SF
TOTAL SUITE 1 AREA	1231 SF
COMMERCIAL SUITE 2	1309 SF
COMMERCIAL SUITE 3	5637 SF
TOTAL COMMERCIAL AREA	168 SF
COMMON	358 SF
TOTAL COMMON AREA	324 SF
RES 1 - 1BR ADA	659 SF
RES 2 - 1BR	635 SF
RES 3 - 1BR	663 SF
RES 4 - 1BR	728 SF
RES 5 1 BR	661 SF
TOTAL RESIDENTIAL AREA	3376 SF
TOTAL GROSS AREA	9531 SF



SHEET INDEX

A - A0	COVER
A - A0.1	AREA PLANS
A - A1.1	GROUND FLOOR PLAN
A - A1.2	SECOND FLOOR PLAN
A - A1.3	THIRD FLOOR PLAN
A - A1.4	FOURTH FLOOR PLAN
A - A2.1	STREET ELEVATIONS
A - A2.2	COURT ELEVATIONS
A - A3.1	PERSPECTIVES

BUILDING A

ZION & RANDAL

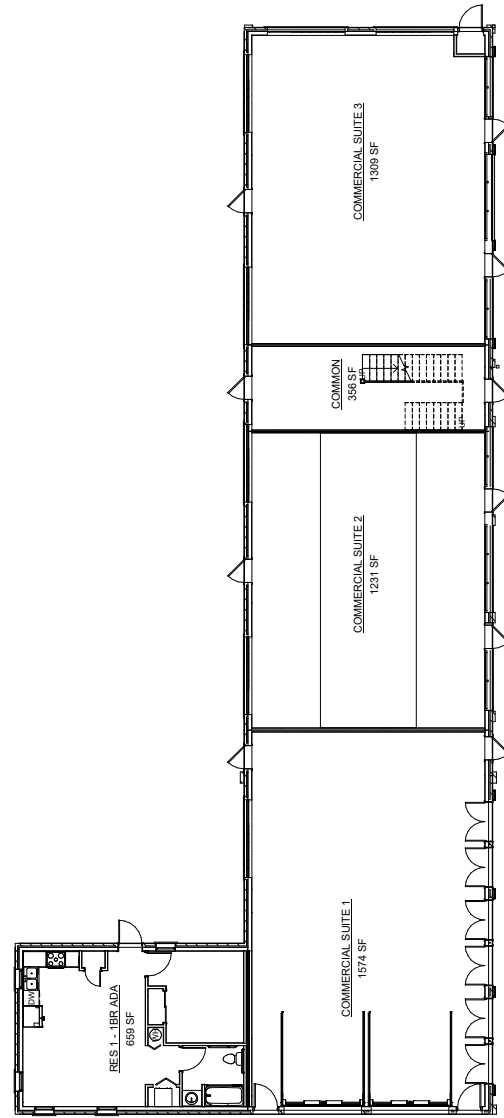
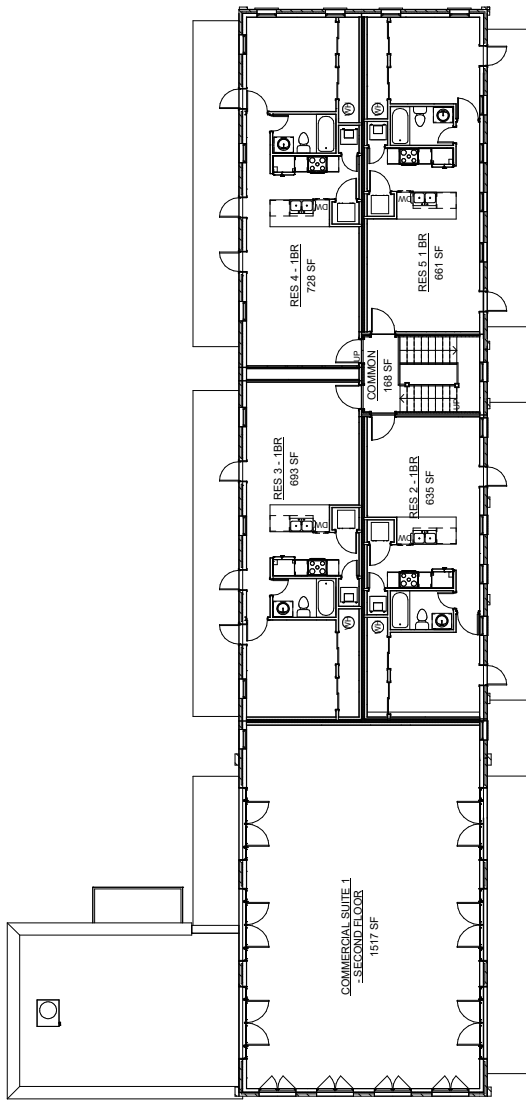


REVISION	DATE	BY
0		
1		
2		

BUILDING A

BUILDING A - SECOND FLOOR AREA PLAN

1/8" = 1'-0"



BUILDING A - GROUND FLOOR AREA

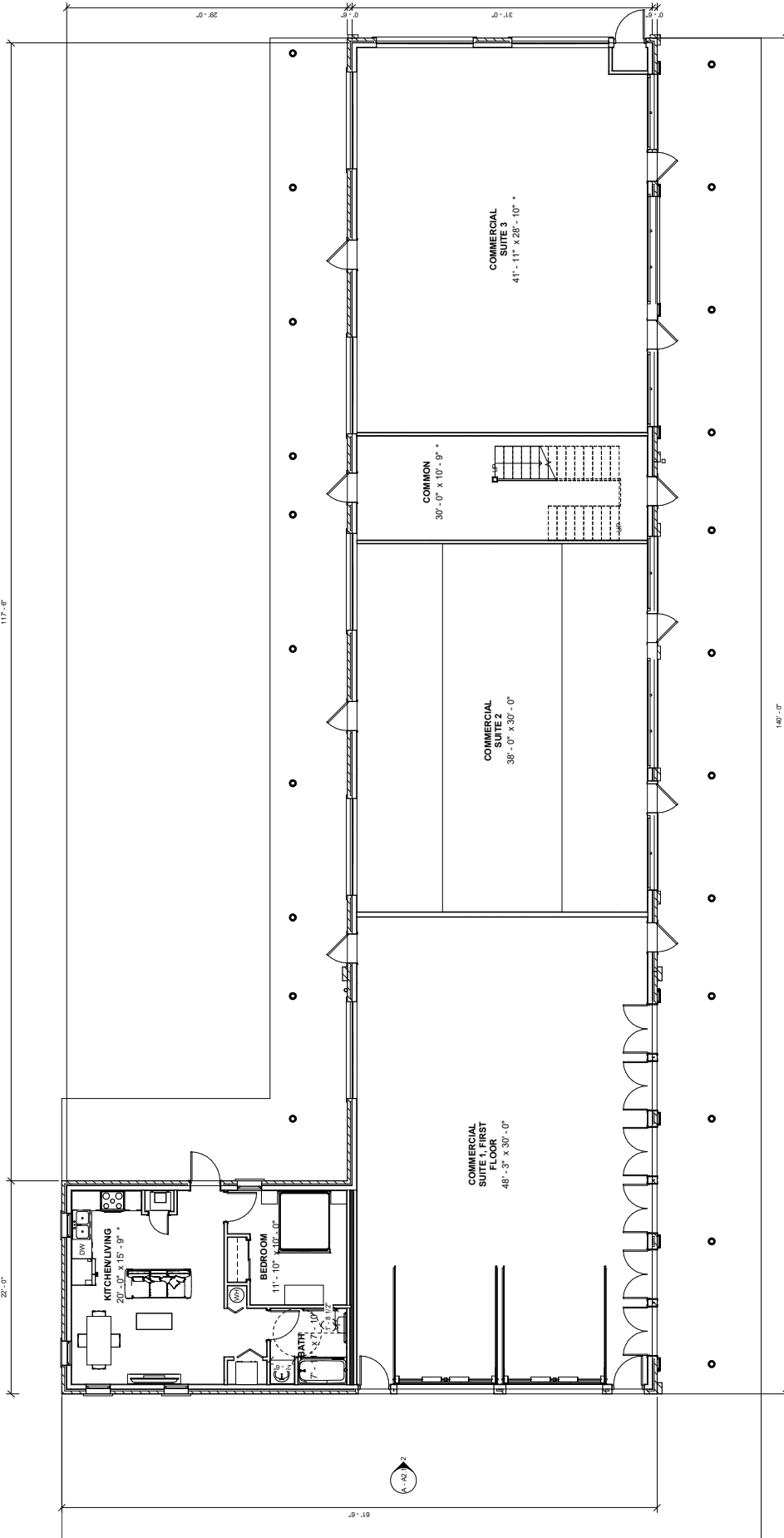
1/8" = 1'-0"

ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
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ENGINEER: BT
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DATE: 4/2/21

AREA PLANS

SHEET A - A0.1



**BUILDING A - GROUND FLOOR
PLAN**
1
3/16" = 1'-0"



REVISION	DATE
0	06/20/20
1	06/20/20

BUILDING A

ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
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DATE: 4/27/21

GROUND FLOOR
PLAN

SHEET A - A1.1

BUILDING A

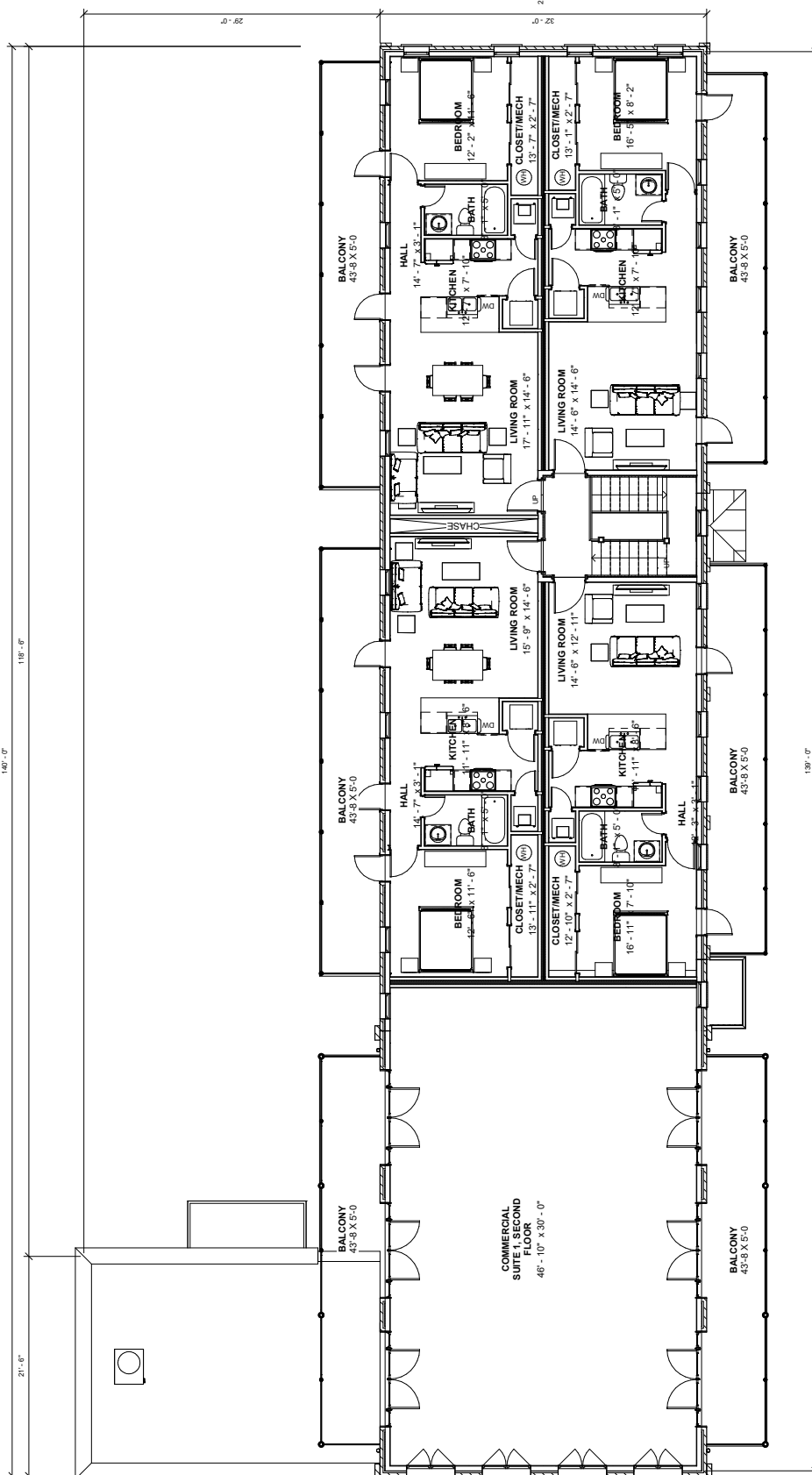
ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ###

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DATE: 4/2/21

**SECOND FLOOR
PLAN**

SHEET A - A1.2



1 BUILDING A - SECOND FLOOR PLAN
3/16" = 1'-0"



REVISION 0
DATE
DATE
DATE

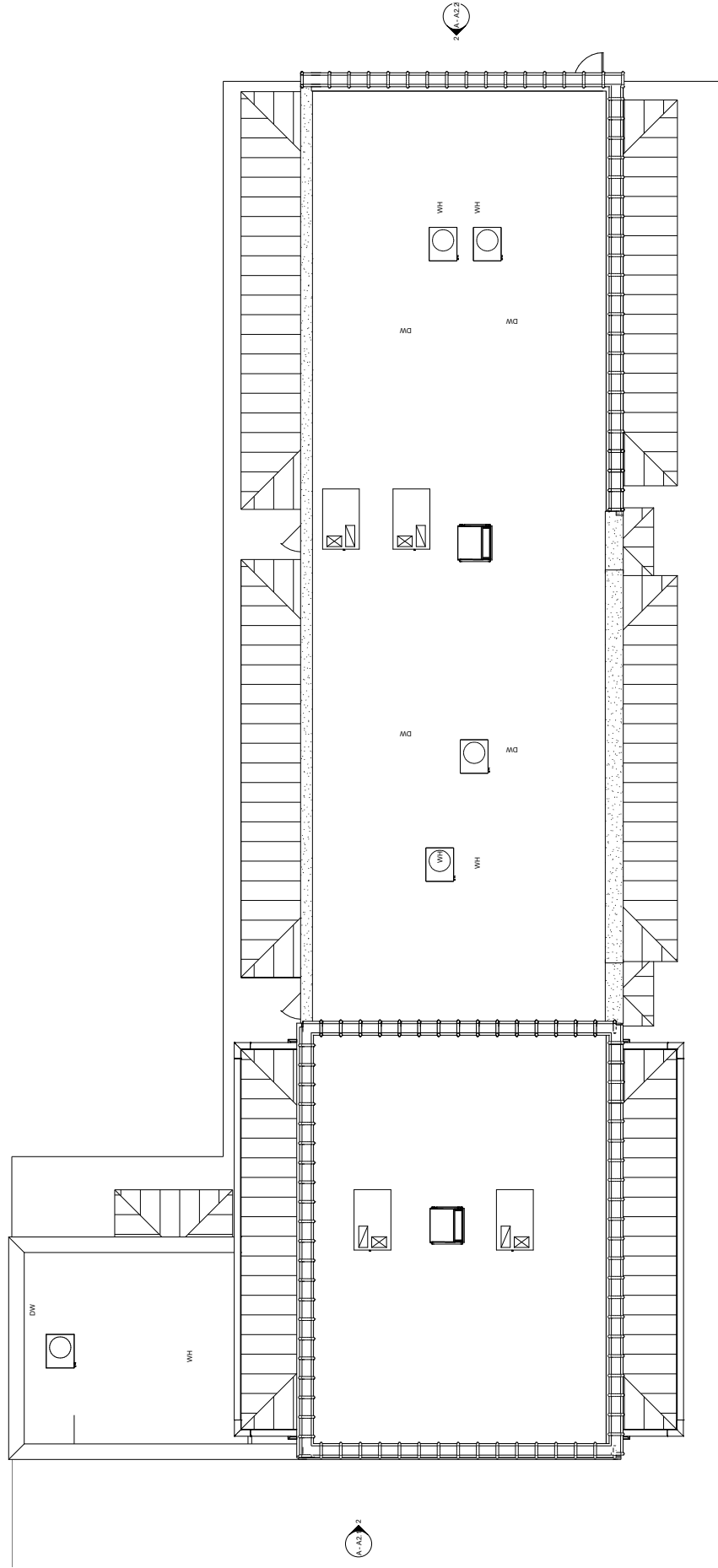
BUILDING A

ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
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DRAWN BY: RK
DATE: 4/27/21

ROOF PLAN

SHEET A - A1.4

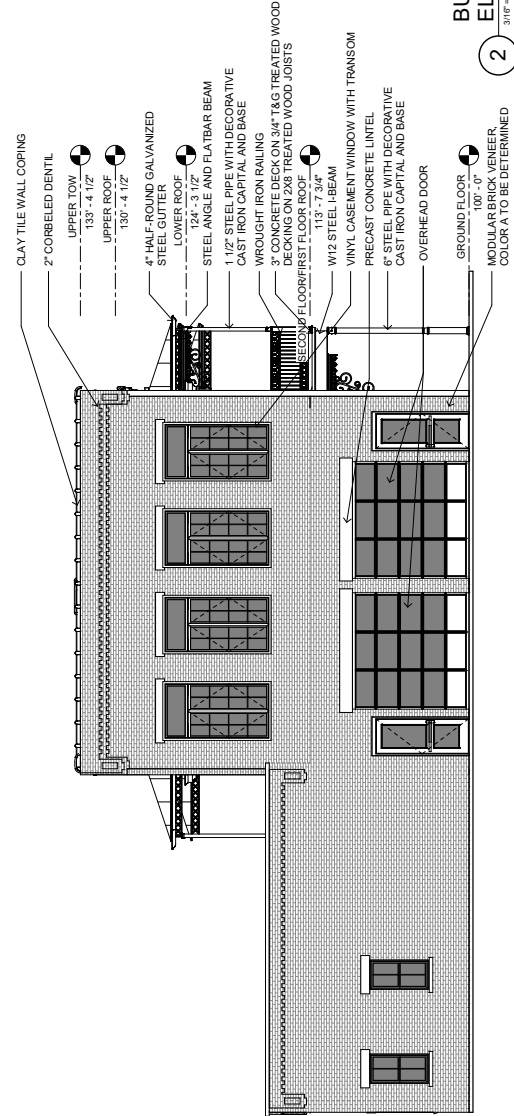
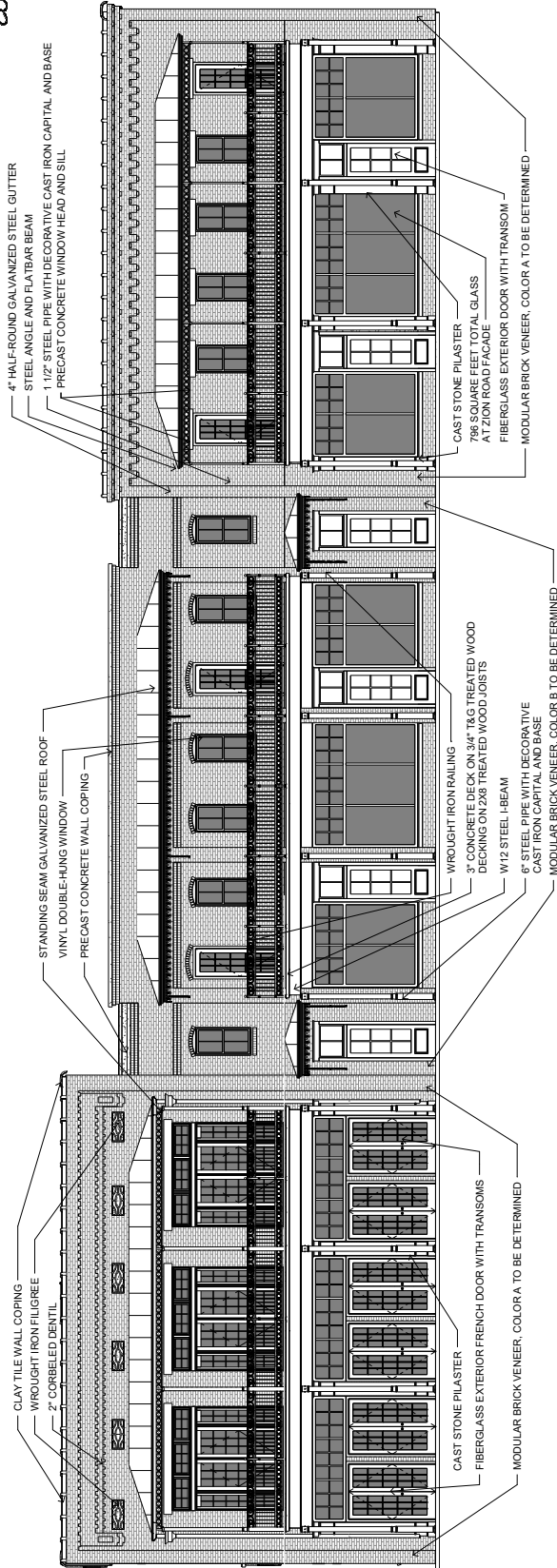


1 BUILDING A - ROOF PLAN
3/16" = 1'-0"

BUILDING A

BUILDING A - SOUTH ELEVATION

1
3/16" = 1'-0"



BUILDING A - WEST ELEVATION

2
3/16" = 1'-0"

UPPER TOW
135' - 4 1/2"
UPPER ROOF
130' - 4 1/2"
TOW
127' - 3 1/2"
LOWER ROOF
124' - 3 1/2"



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DATE
BY

BUILDING A



BUILDING A - NORTH ELEVATION

1

3/16" = 1'-0"

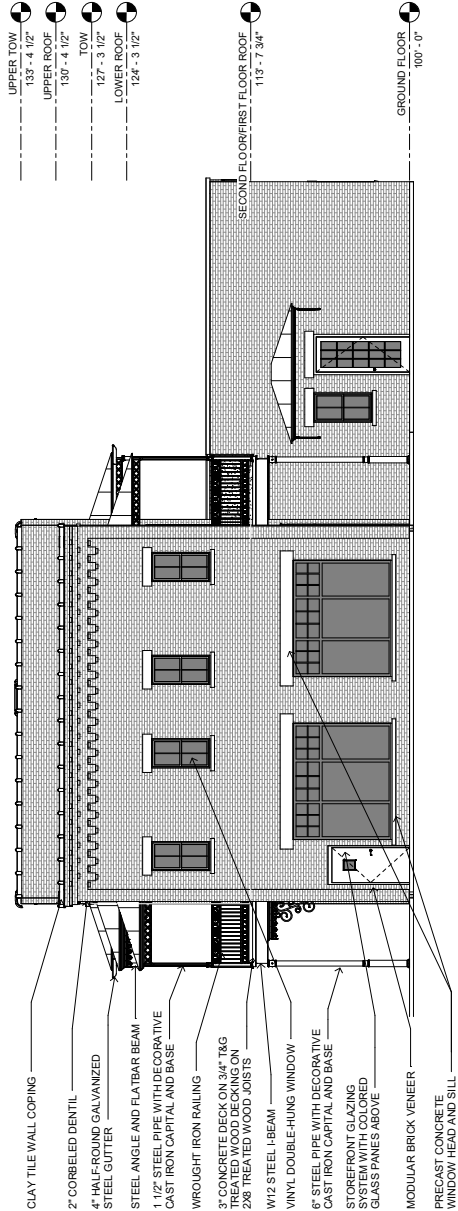
ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BK
DATE: 4/2/21

COURT
ELEVATIONS

SHEET A - A2.2

UPPER TOW
133' - 4 1/2"
UPPER ROOF
130' - 4 1/2"
TOW
127' - 3 1/2"
LOWER ROOF
124' - 3 1/2"



BUILDING A - EAST ELEVATION

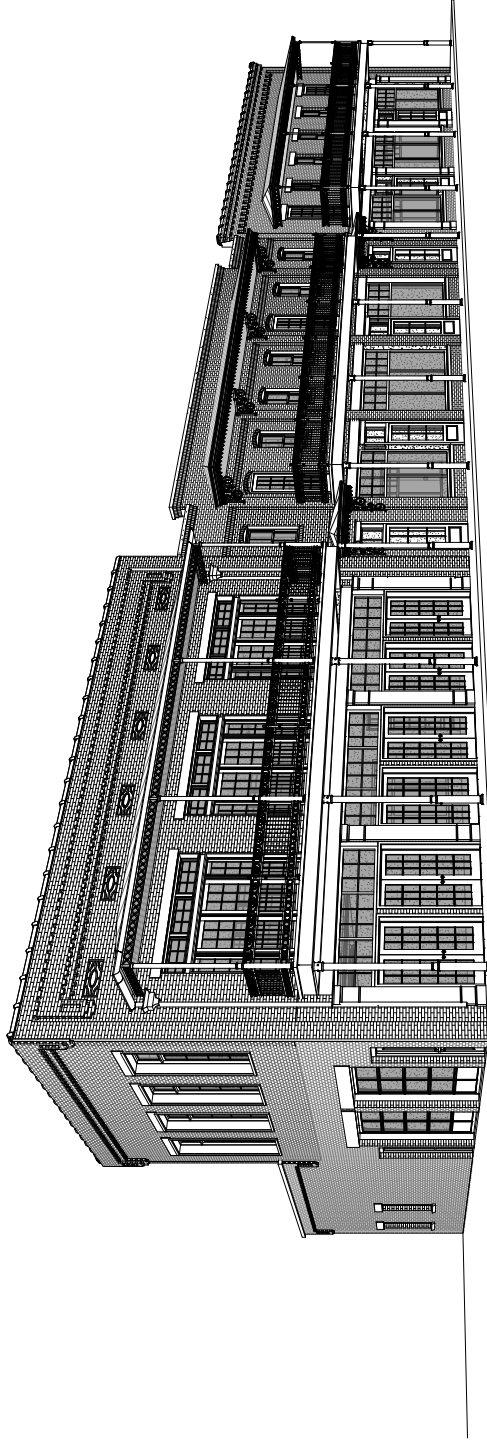
2

3/16" = 1'-0"

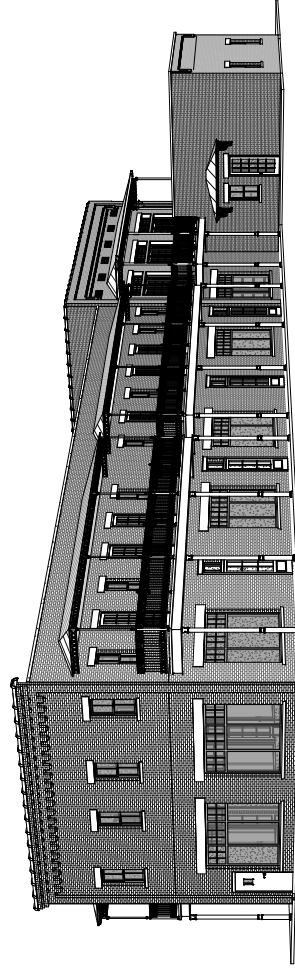


REVISION 0	DATE	DATE

BUILDING A



1 BUILDING A - STREET VIEW



2 BUILDING A - PARKING COURT VIEW

ZION RD & RANDAL PL	ENGINEER: BT
FAYETTEVILLE, ARKANSAS	DRAWN BY: RK
CITY PLAT PAGE ##	DATE: 4/2/21
ISSUED FOR REVIEW	

PERSPECTIVES
SHEET A - A3.1



Facade West Portion



Brick - Acme Charcoal Gray
w/ Smooth finish

Mortar - Cemex 2407
concave round

Facade Center Portion



Brick - Acme Missouri Four
w/ Ruff finish

Mortar - standard gray
raked

Facade East Portion



Brick - Acme Wolf Gray
w/ Balde finish

Mortar - Cemex 2181
raked

Community by Design Zion & Randal Building A Color designations



BUILDING A STREET
PERSPECTIVE - 041321



REVISION	0

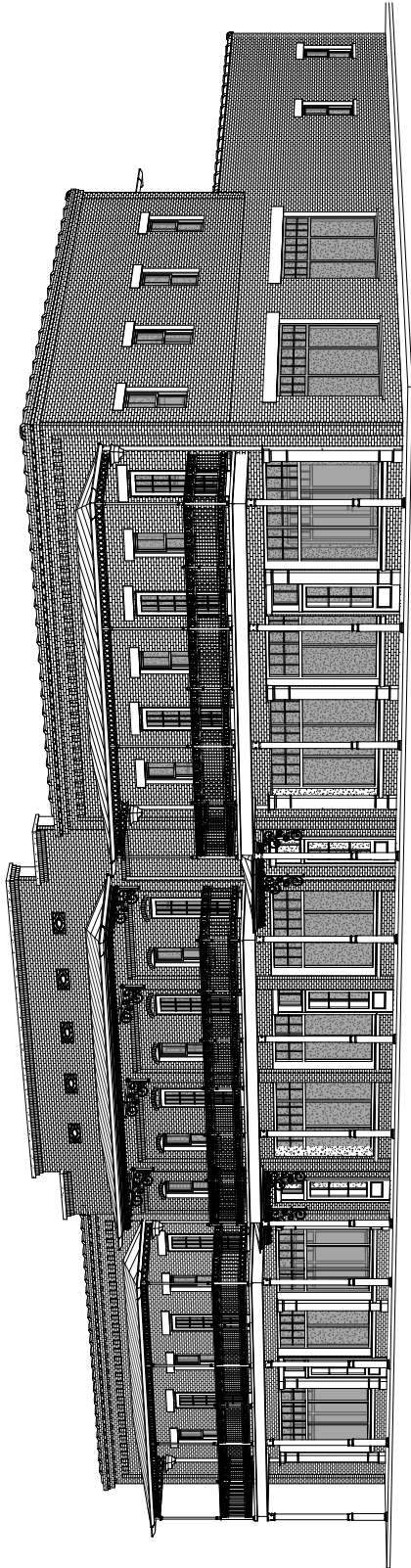
BUILDING B

ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER	BT
DRAWN BY	JK
DATE	06/02/21

COVER
SHEET B - A0

GROSS UNIT AREA	
COMMERCIAL SUITE 1	1282 SF
COMMERCIAL SUITE 2	1120 SF
COMMERCIAL SUITE 3	1283 SF
TOTAL COMMERCIAL AREA	3685 SF
COMMON	164 SF
COMMON	312 SF
COMMON	312 SF
COMMON	167 SF
TOTAL COMMON AREA	955 SF
RES 1 - 1BR ADA	675 SF
RES 2 - 1BR	723 SF
RES 3 - 1BR	651 SF
RES 4 - 1BR	633 SF
RES 5 - 1BR	652 SF
RES 6 - 1BR	653 SF
RES 7 - 1BR	716 SF
TOTAL RESIDENTIAL AREA	4703 SF
TOTAL GROSS AREA	9343 SF



SHEET INDEX

B - A0	COVER
B - A0.1	AREA PLANS
B - A1.1	GROUND FLOOR PLAN
B - A1.2	SECOND FLOOR PLAN
B - A1.3	THIRD FLOOR PLAN
B - A1.4	FOURTH FLOOR PLAN
B - A2.1	STREET ELEVATIONS
B - A2.2	COURT ELEVATIONS
B - A3.1	PERSPECTIVES

BUILDING B

ZION & RANDAL



REVISION 0
DATE
DATE
DATE

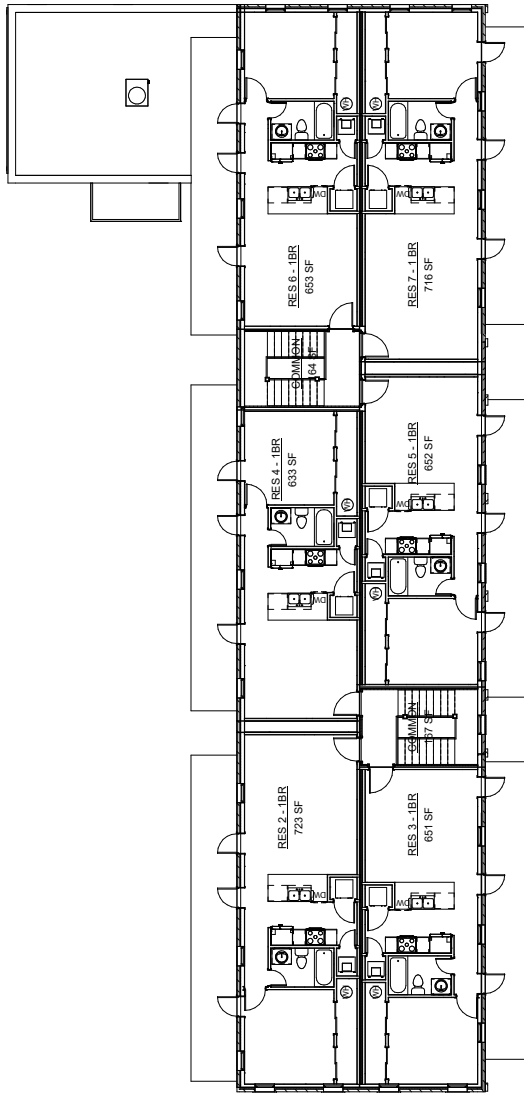
BUILDING B

ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: RK
DATE: 06/02/21

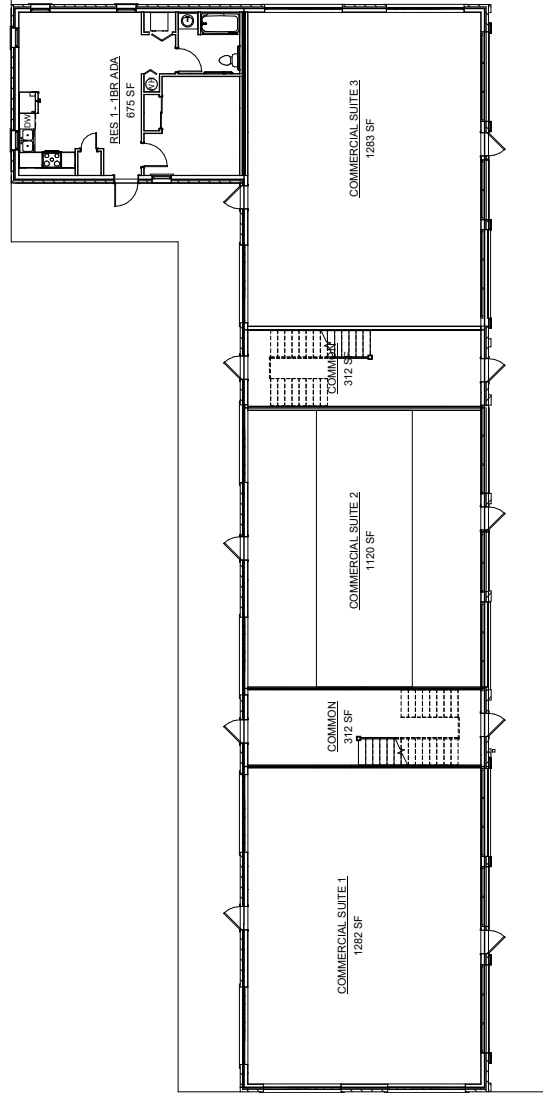
AREA PLANS

SHEET B - A0.1



BUILDING B - SECOND FLOOR
AREA PLAN

1/8" = 1'-0"



BUILDING B - GROUND FLOOR
AREA

1/8" = 1'-0"



REVISION	DATE	BY
0		
1		
2		

BUILDING B

ZION RD & RANDAL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##

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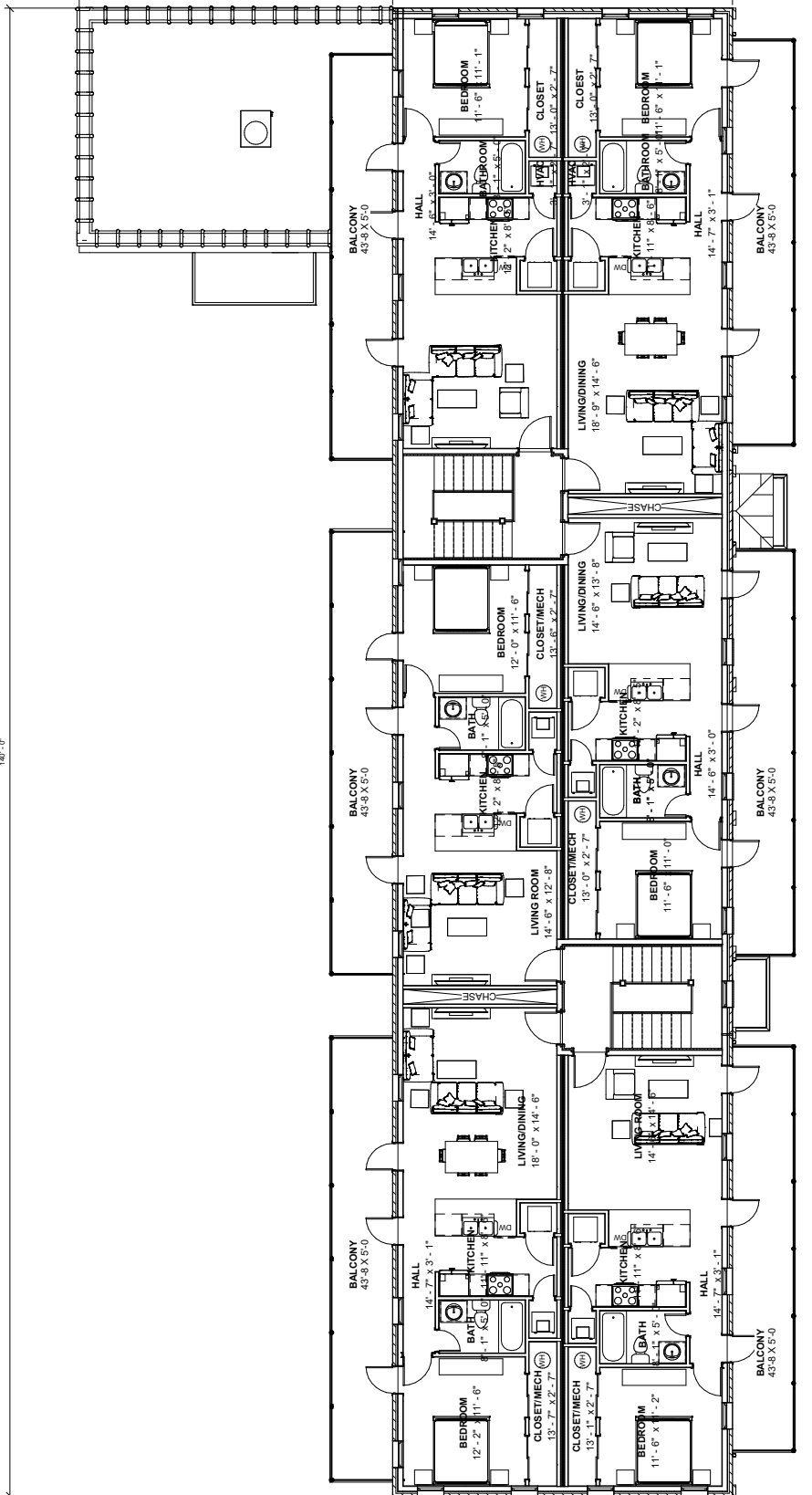
ENGINEER: BT
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DATE: 06/02/21

BUILDING B - SECOND FLOOR PLAN

1
3/16" = 1'-0"

SECOND FLOOR
PLAN

SHEET B - A1.2





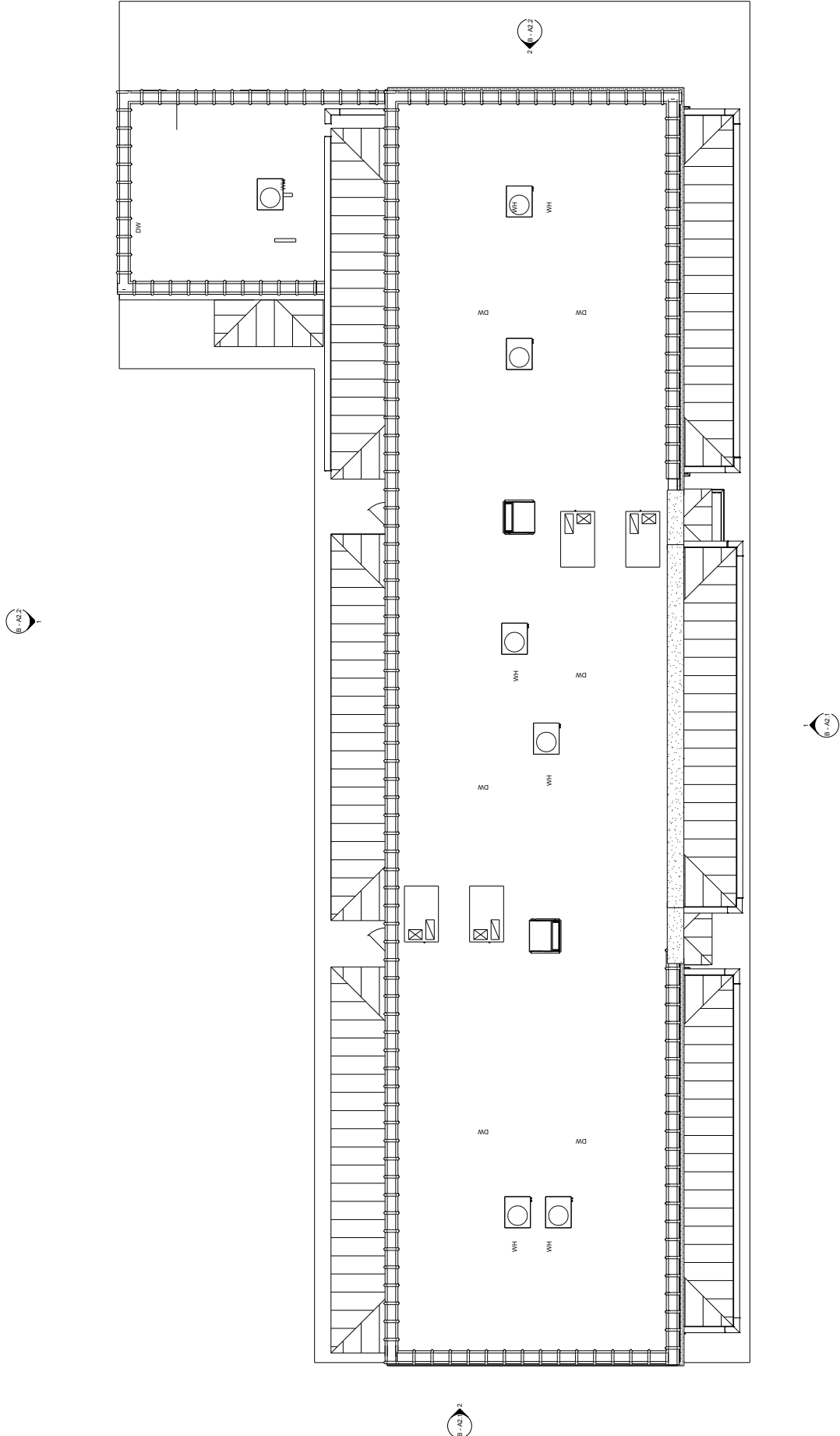
REVISION	DATE	BY
0		

BUILDING B

ZION RD & RANDAL
 PL
 FAYETTEVILLE,
 ARKANSAS
 CITY PLAT PAGE ##
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ROOF PLAN
 SHEET B - A1.4

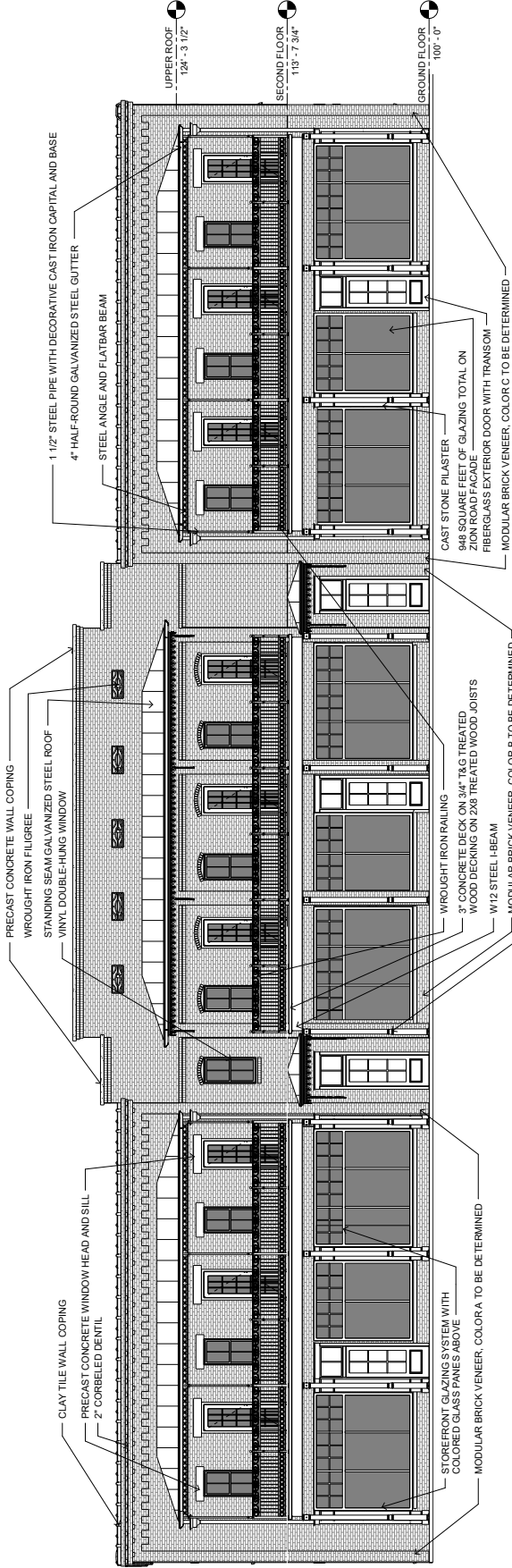


1 BUILDING B - ROOF PLAN
 3/16" = 1'-0"



REVISION	0
DATE	06/21/2021
BY	TRAVIS A. BLANTON

BUILDING B



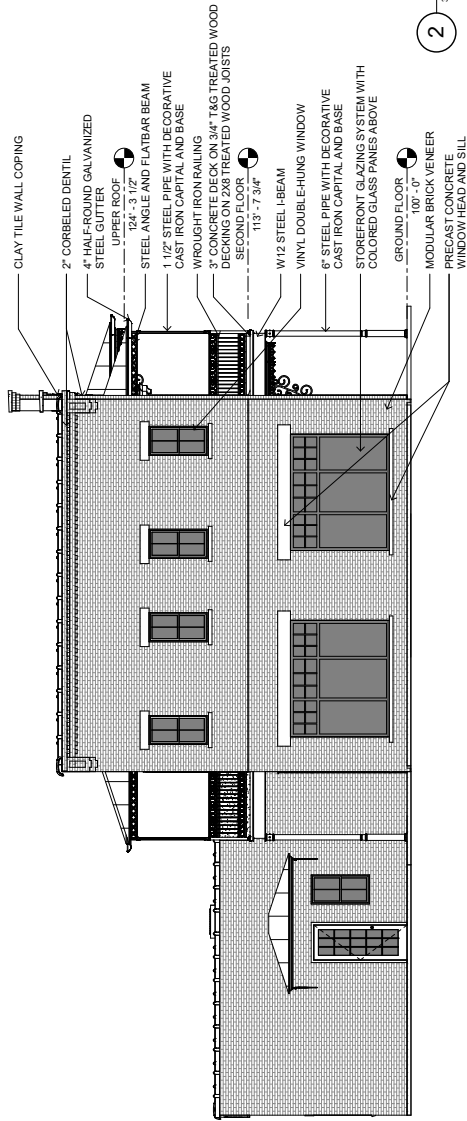
**BUILDING B - SOUTH
ELEVATION**

1
3/16" = 1'-0"

ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
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DATE: 06/20/21

STREET
ELEVATIONS
SHEET B - A2.1



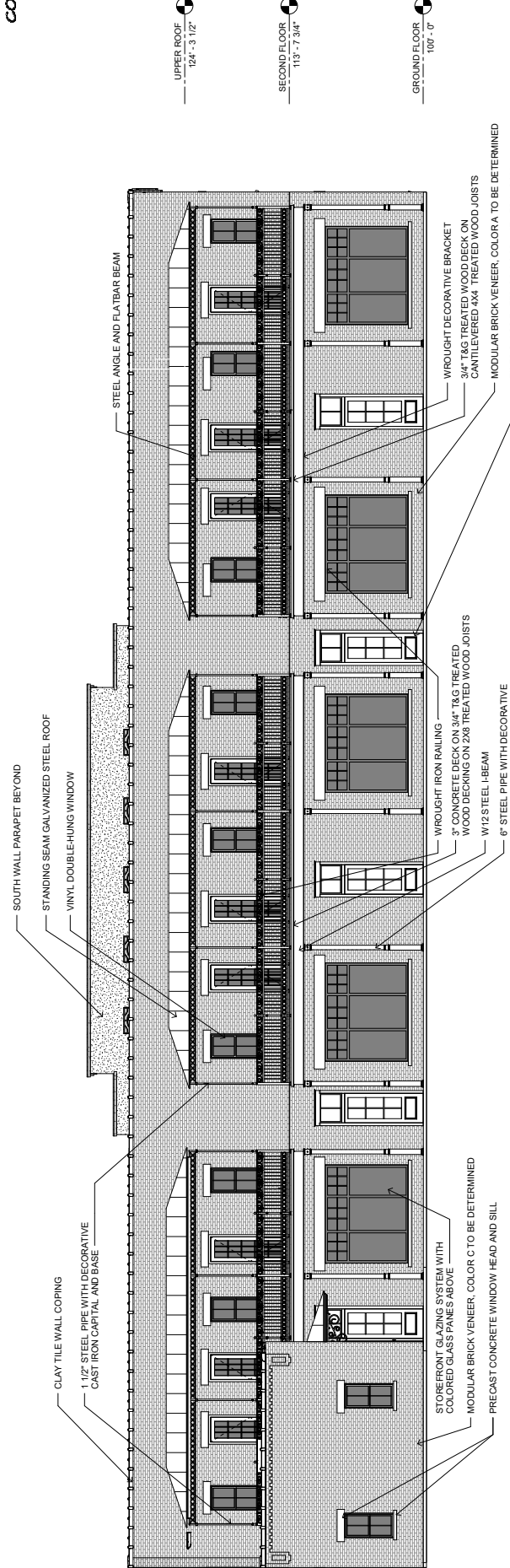
**BUILDING B - WEST
ELEVATION**

2
3/16" = 1'-0"



REVISION	DATE
0	06/20/21

BUILDING B



BUILDING B - NORTH ELEVATION

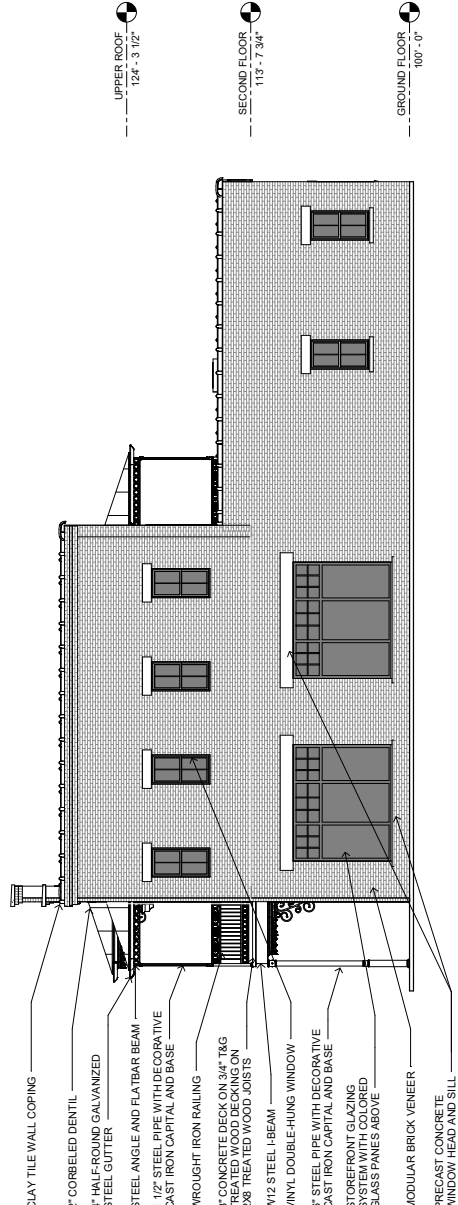
1

3/16" = 1'-0"

ZION RD & RANDAL
PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
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COURT
ELEVATIONS
SHEET B - A2.2



2

3/16" = 1'-0"

BUILDING B - EAST ELEVATION

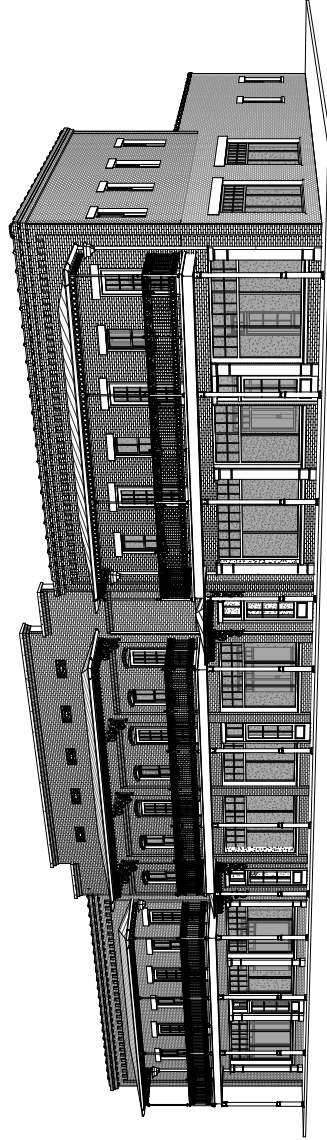


REVISION 0	DATE	BY

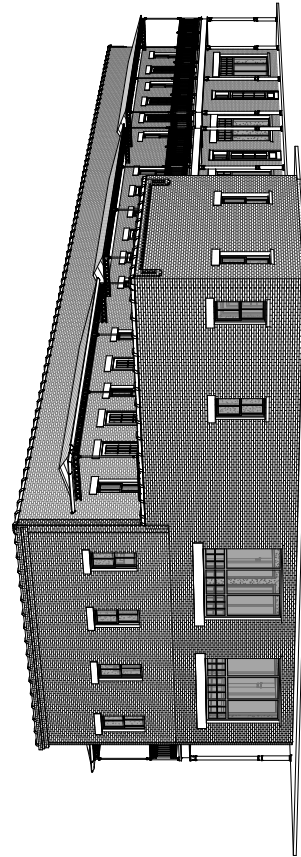
BUILDING B

ZION RD & RANDAL PL	ENGINEER	BT
FAYETTEVILLE, ARKANSAS	DRAWN BY	JK
CITY PLAT PAGE ##	DATE	06/02/21
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PERSPECTIVES
SHEET B - A3.1



1 BUILDING B - STREET VIEW



2 BUILDING B - PARKING COURT VIEW



Facade West Portion



Brick - Acme Crimson
w/ Smooth finish

Mortar - standard gray
concave round

Facade Center Portion



Brick - Acme Roxbury
w/ Velour finish

Mortar - standard gray
concave round

Facade East Portion



Brick - Acme Garnet
w/ Ruff finish

Mortar - standard gray
raked

Community by Design
Zion & Randal
Building B
Color designations



BUILDING B STREET
PERSPECTIVE - 041321



REVISION	0
DATE	06/20/21
BY	
FOR	

BUILDINGS C & G

ZION RD AND
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##

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DATE: 06/20/21

COVER

SHEET G - A0

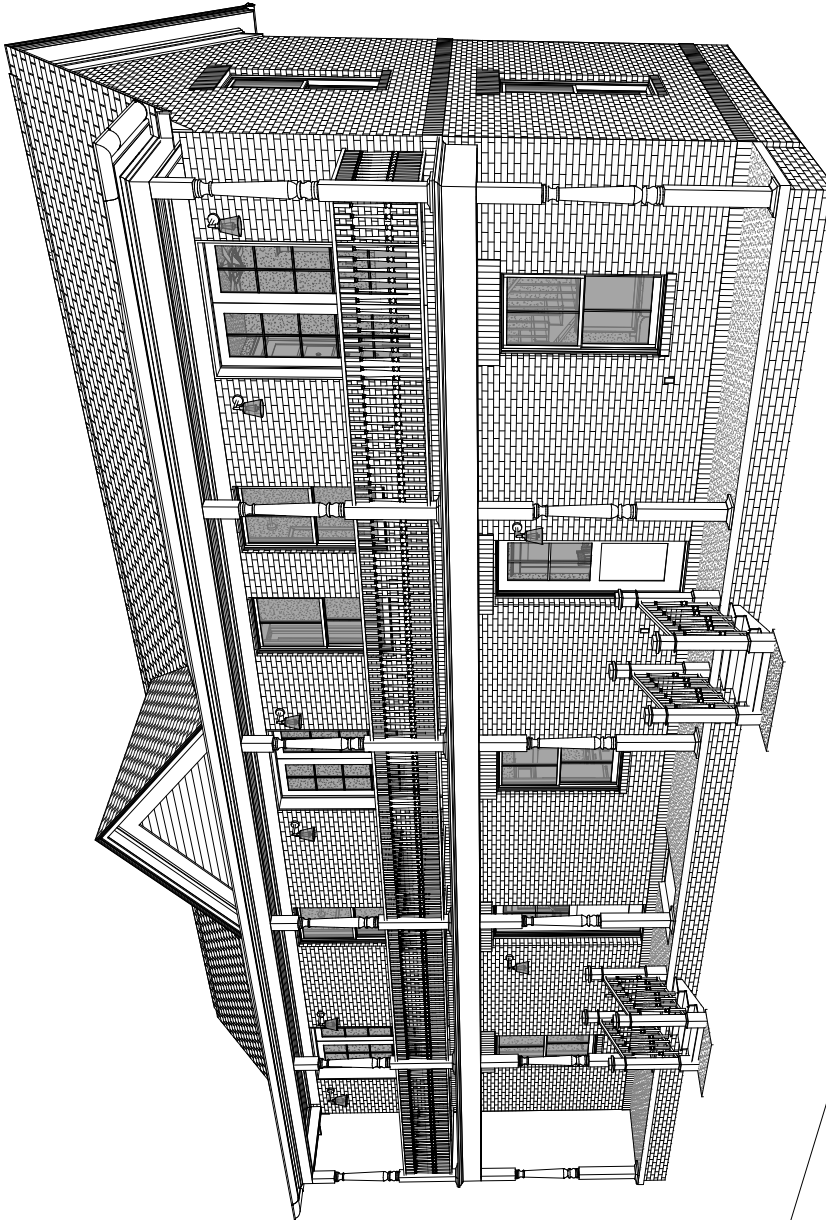
- GENERAL NOTES
- COORDINATE ALL WORK WITH DRAWINGS AND SPECIFICATIONS.
 - DRAWINGS MAY BE PRINTED AT HALF-SIZE. USERS OF REDUCED DRAWINGS ARE SOLELY RESPONSIBLE FOR DETERMINING THE PROPER SCALE.
 - CONTRACTOR AND SUB-CONTRACTORS SHALL FAMILIARIZE THEMSELVES WITH EXISTING CONDITIONS, LOCATIONS, AND PROJECT REQUIREMENTS PRIOR TO SUBMITTING A BID.
 - CONTRACTOR AND SUB-CONTRACTORS SHALL FIELD VERIFY DIMENSIONS, AND LOCATIONS, AND SHALL REPORT ANY DISCREPANCIES TO THE DESIGNER.
 - THE WORK CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO THE DESIGNER.
 - WORK SHALL INCLUDE ALL REQUIRED PERMITS, LABOR, MATERIALS, AND EQUIPMENT TO COMPLETE ALL WORK INDICATED ON DRAWINGS AND AS NECESSARY FOR A COMPLETE PROJECT.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, PROCEDURES, SEQUENCES, ETC TO INSURE SAFE AND EFFECTIVE PROGRESS OF THE PROJECT.
 - ALL PAINTING SHALL BE DONE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ADJACENT FINISHED AND CLEANUP.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL EXISTING UTILITIES AND STRUCTURES.
 - ALL TRASH AND TOOLS SHALL BE REMOVED FROM PREMISES EACH DAY AND THE AREA LEFT CLEAN WHENEVER UNATTENDED. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP. COORDINATE WITH OWNER IF SECURE STORAGE IS NEEDED ON-SITE.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO FINISHED SURFACES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL EXISTING UTILITIES AND STRUCTURES.
 - WORK REPAIR OR REPLACE DAMAGED ITEMS AS DIRECTED BY DESIGNER.
 - ALL WORK SHALL BE DONE IN ACCORDANCE WITH APPLICABLE CODES AND STANDARDS. DIMENSIONS ARE TO FACE OF CMU ON FOUNDATION PLAN AND FACE OF STUD FRAMING MEMBER ON FLOOR PLANS WITH THE EXCEPTION OF THE CENTERLINE OF THE DEMISING WALL, UNLESS OTHERWISE NOTED ON DRAWINGS.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL EXISTING UTILITIES AND STRUCTURES.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL EXISTING UTILITIES AND STRUCTURES.
 - ALL SIDING AND TRIM TO BE SMOOTH. SIDING TO BE SMOOTH-HARDE PLANK 5/8" X 16" W/4" WOOD GRAIN TEXTURE INCLUDING SOUNDING SYSTEM. TRIM TO BE SMOOTH. TRIM RETURNS AT VISIBLE ENDS.
 - EXTERIOR WALLS, ATTICS AND CRAWL SPACES TO BE INSULATED FOR THERMAL DRIFT STOPPING AT ALL JOINTS, EDGES, AND PENETRATIONS. INSTALL SOUNDPROOFING INSULATION, MEMBRANCES AND SEALANTS IN ALL INTERIOR PARTITION AT THE FINISHING OF SHOWN ROOMS AND DESIGN AREAS.
 - SLOPE ALL GRADGES AWAY FROM BUILDINGS.

APPLICABLE CODES:

- 2012 International Residential Code
- 2008 Arkansas State Plumbing Code
- 2009 Arkansas State Fire Prevention Code
- 2009 ANSI A117.1
- 2010 Arkansas State Mechanical Code
- 2012 Arkansas Fire Prevention Code (2012 IRC & IRC with amendments)

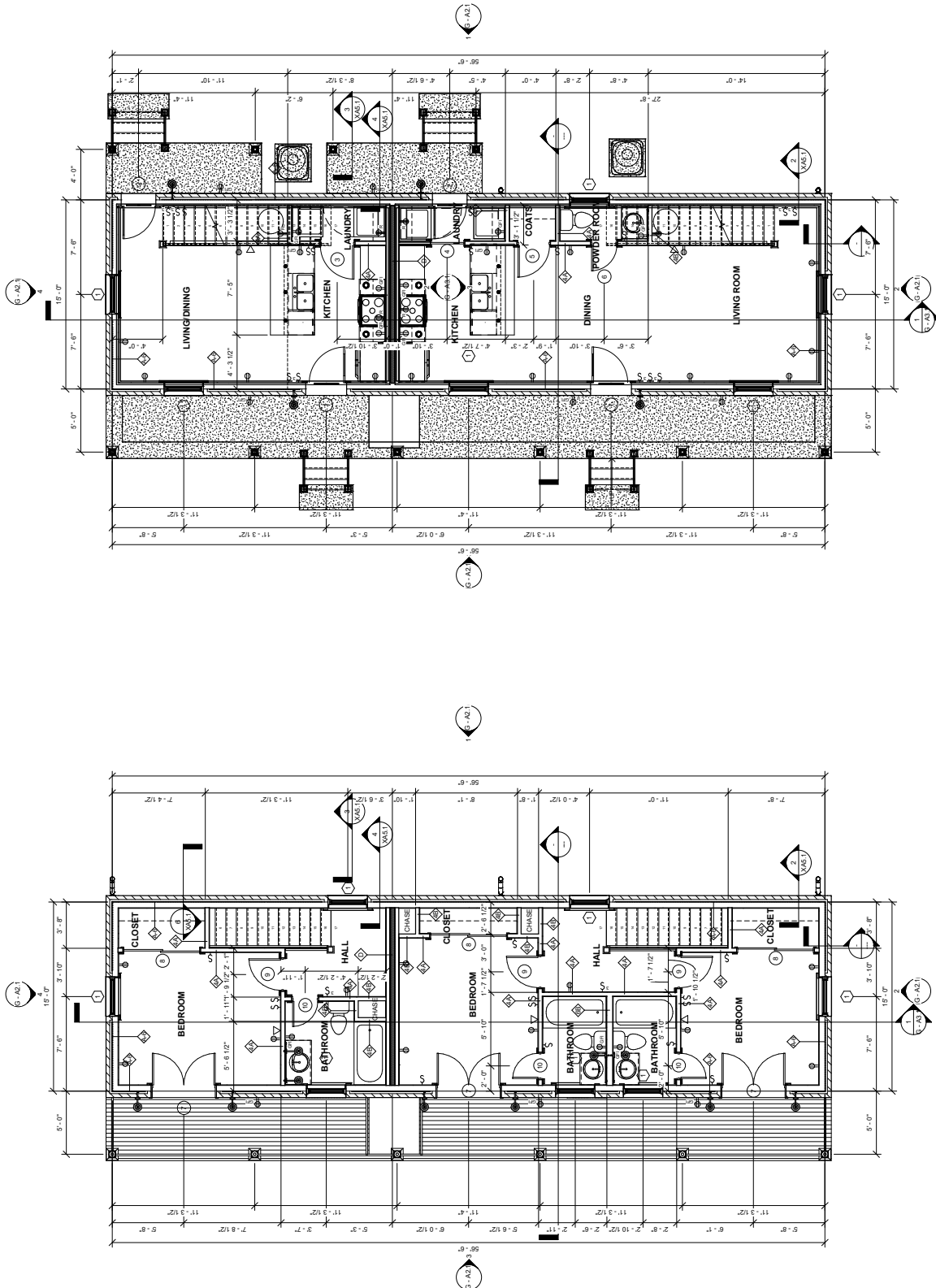
Area Schedule (Gross Building)			
Name	Area Type	Area	TOTAL
UNIT 1 - GROUND FLOOR (Gross Building Area)		363 SF	
UNIT 1 - SECOND FLOOR (Gross Building Area)		363 SF	
UNIT 1 - OUTER PORCH (Exterior Area)		104 SF	
UNIT 1 - INNER PORCH (Exterior Area)		49 SF	
UNIT 1 - BALCONY (Exterior Area)		104 SF	
UNIT 2 - GROUND FLOOR (Gross Building Area)		557 SF	
UNIT 2 - SECOND FLOOR (Gross Building Area)		557 SF	
UNIT 2 - OUTER PORCH (Exterior Area)		104 SF	
UNIT 2 - INNER PORCH (Exterior Area)		49 SF	
UNIT 2 - BALCONY (Exterior Area)		163 SF	
			1489' - 0"

SHEET INDEX	
Sheet Number	Sheet Name
G - A0	COVER
G - A1.1	DIMENSION PLANS
G - A1.2	FINISH PLANS
G - A1.3	FOUNDATION AND ROOF PLANS
G - A1.4	REFLECTED CEILING PLANS
G - A1.5	POWER PLANS
G - A2.1	ELEVATIONS
G - A3.1	SECTIONS



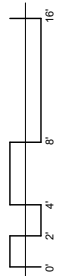
BUILDINGS C & G

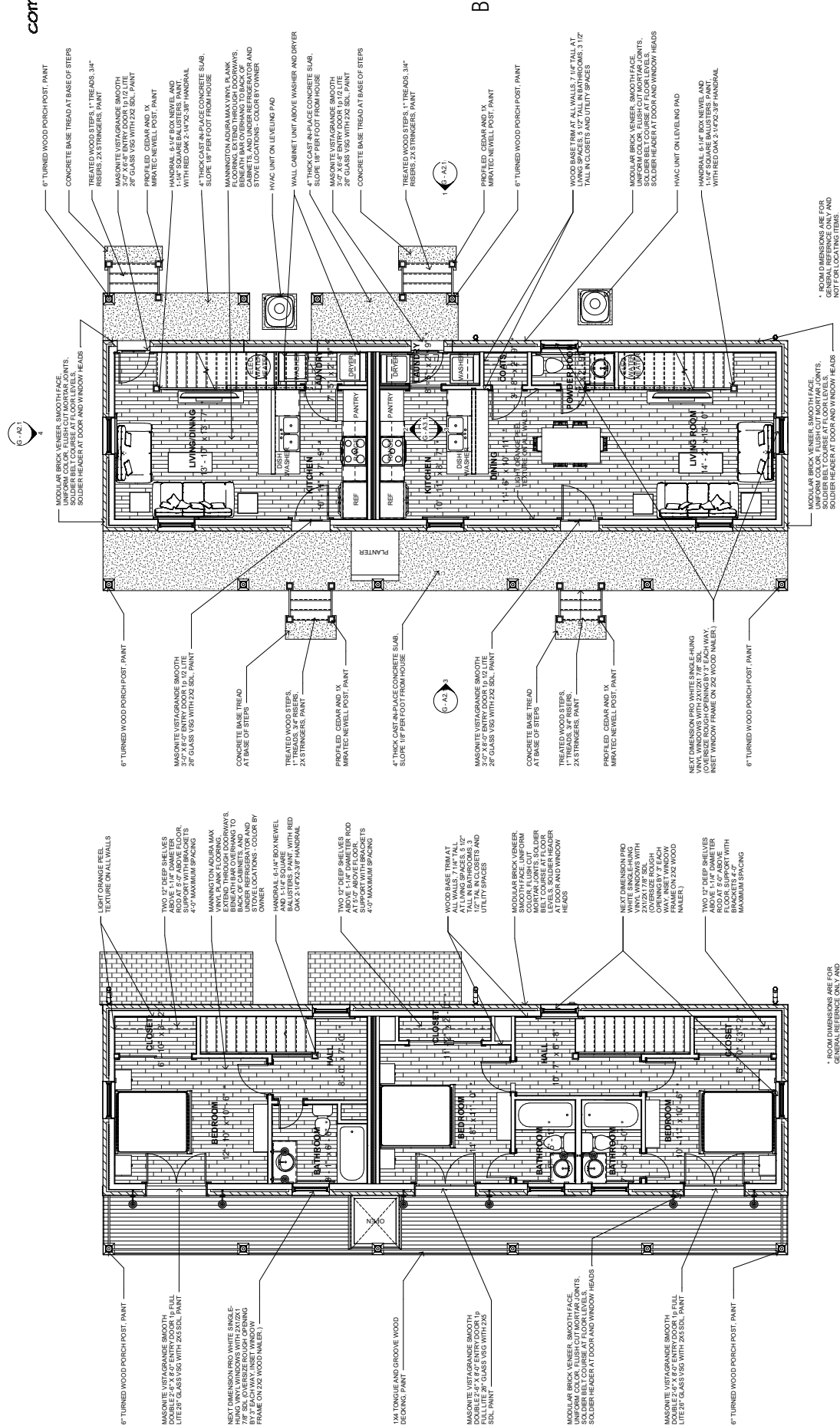
ZION ROAD



1
G - GROUND FLOOR
DIMENSION PLAN
1/8" = 1'-0"

2
G - SECOND FLOOR
DIMENSION PLAN
1/8" = 1'-0"





G - SECOND FLOOR FINISH
PLAN
1/8" = 1'-0"

G - GROUND FLOOR FINISH
PLAN
1/8" = 1'-0"

* ROOM DIMENSIONS ARE FOR
FINISH SURFACES ONLY
NOT FOR LOCATING ITEMS.

* ROOM DIMENSIONS ARE FOR
FINISH SURFACES ONLY
NOT FOR LOCATING ITEMS.

$$U^m = 1' \cdot 0^m$$
$$U_0^* = U^* - Q^*$$



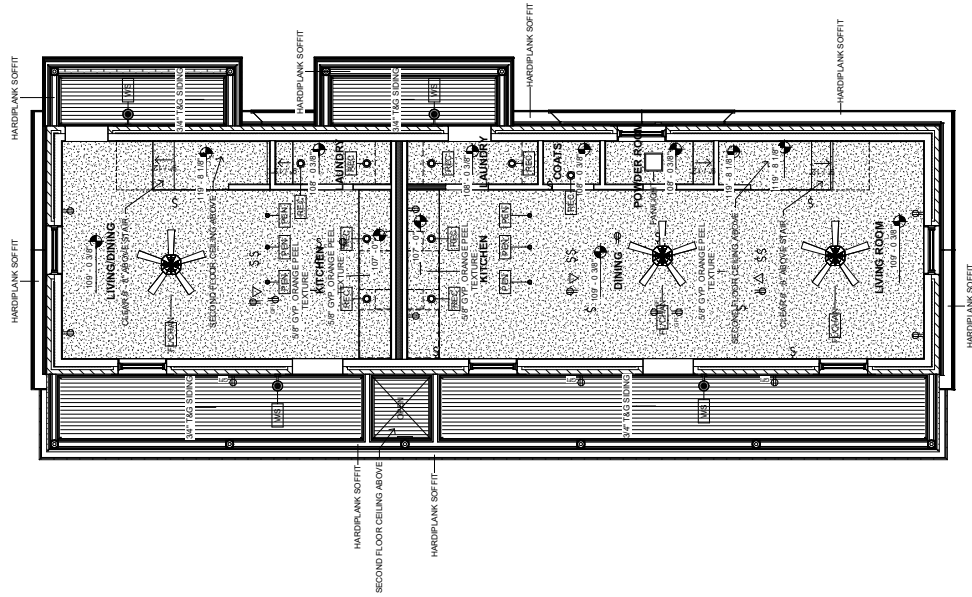
REVISION	DATE	BY
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BUILDINGS C & G

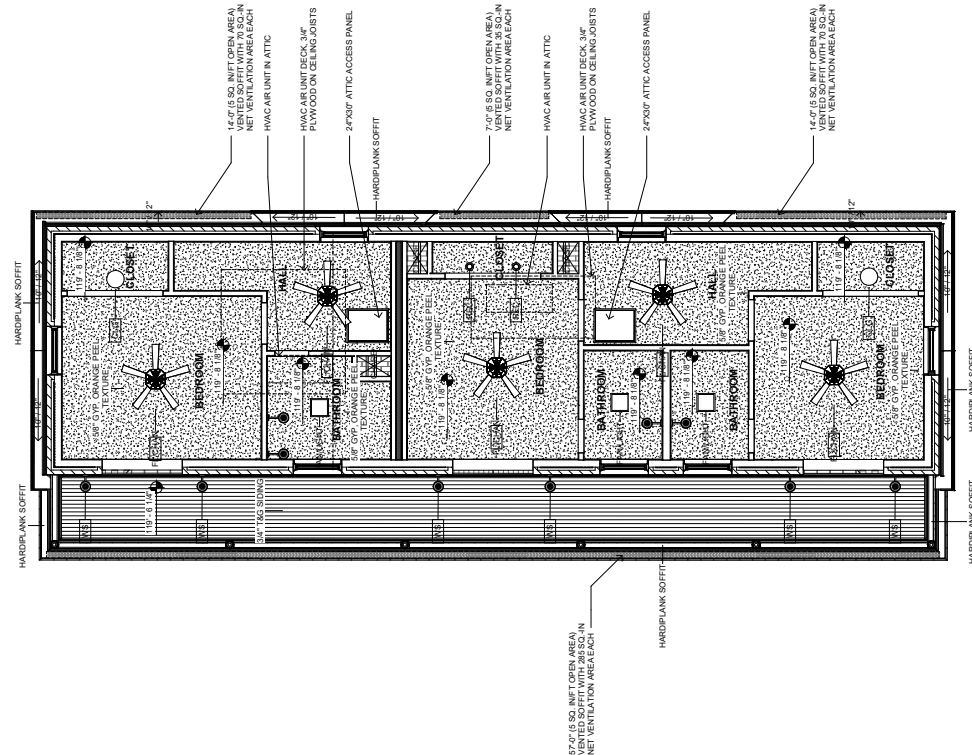
ZION RD AND
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BK
DATE: 06/02/21

REFLECTED
CEILING PLANS
SHEET G - A1.4



G - SECOND FLOOR
REFLECTED CEILING PLAN
1
1/4" = 1'-0"



G - GROUND FLOOR
REFLECTED CEILING PLAN
2
1/4" = 1'-0"



REVISION	DATE	BY
0		

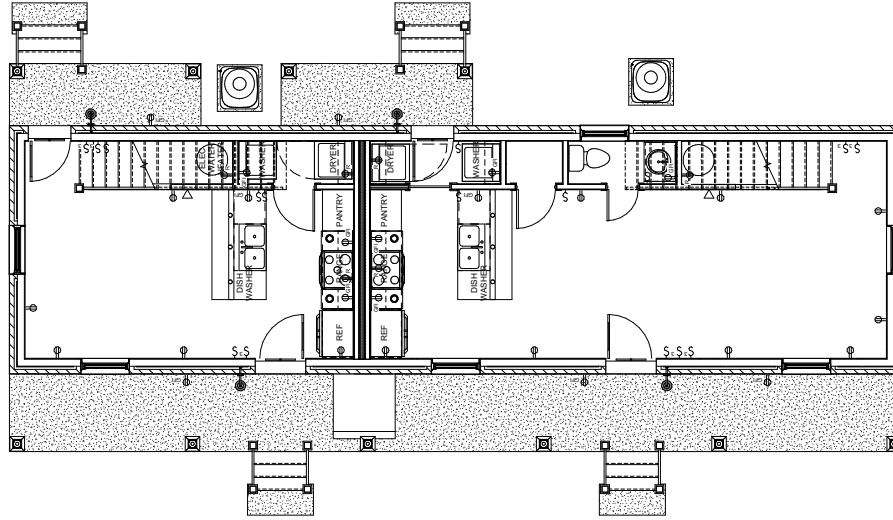
BUILDINGS C & G

ZION RD AND
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BK
DATE: 06/02/21

POWER PLANS

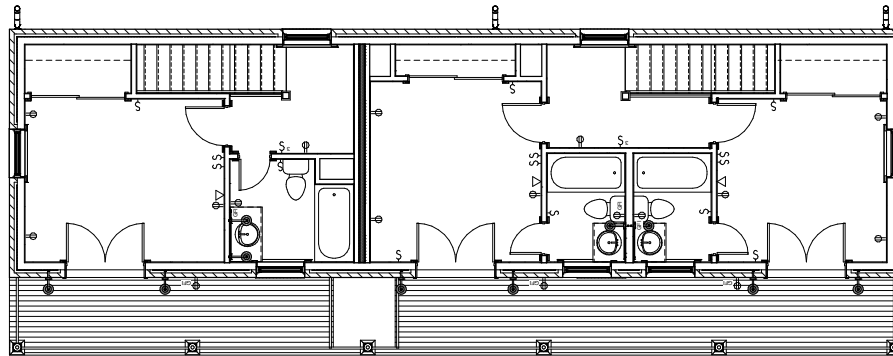
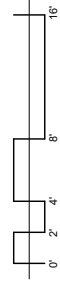
SHEET G - A1.5



G - GROUND FLOOR POWER
PLAN

1

1/8" = 1'-0"



G - SECOND FLOOR POWER
PLAN

2

1/8" = 1'-0"



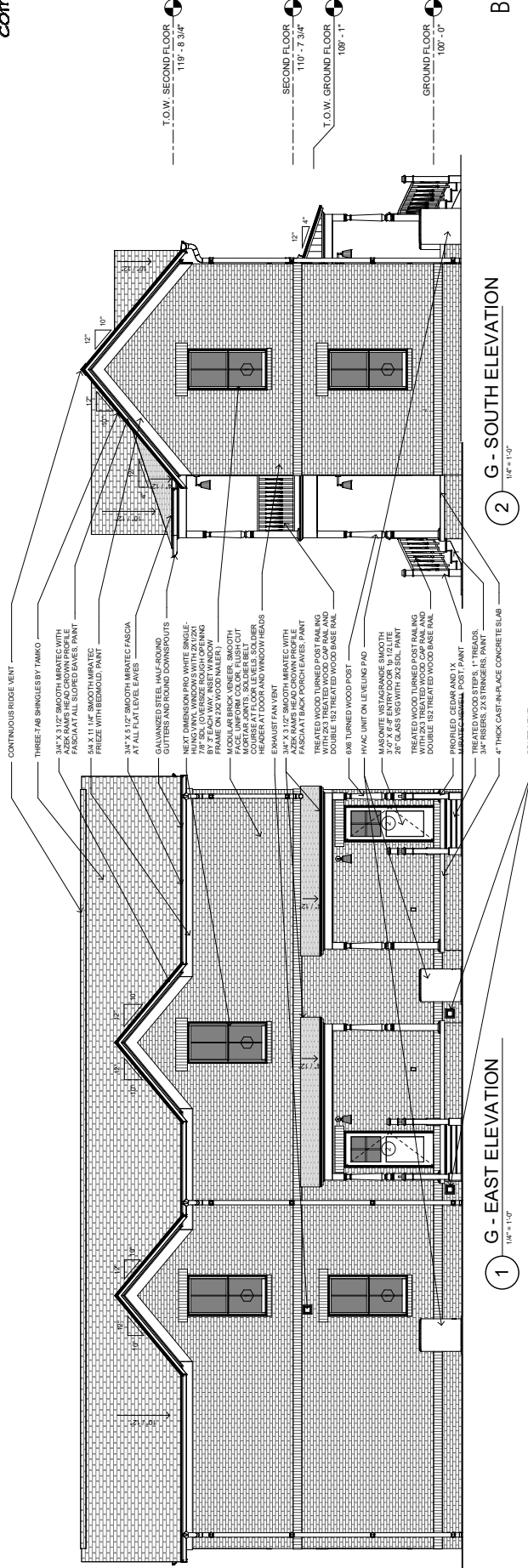
REVISION	DATE	BY
0		
1		
2		

BUILDINGS C & G

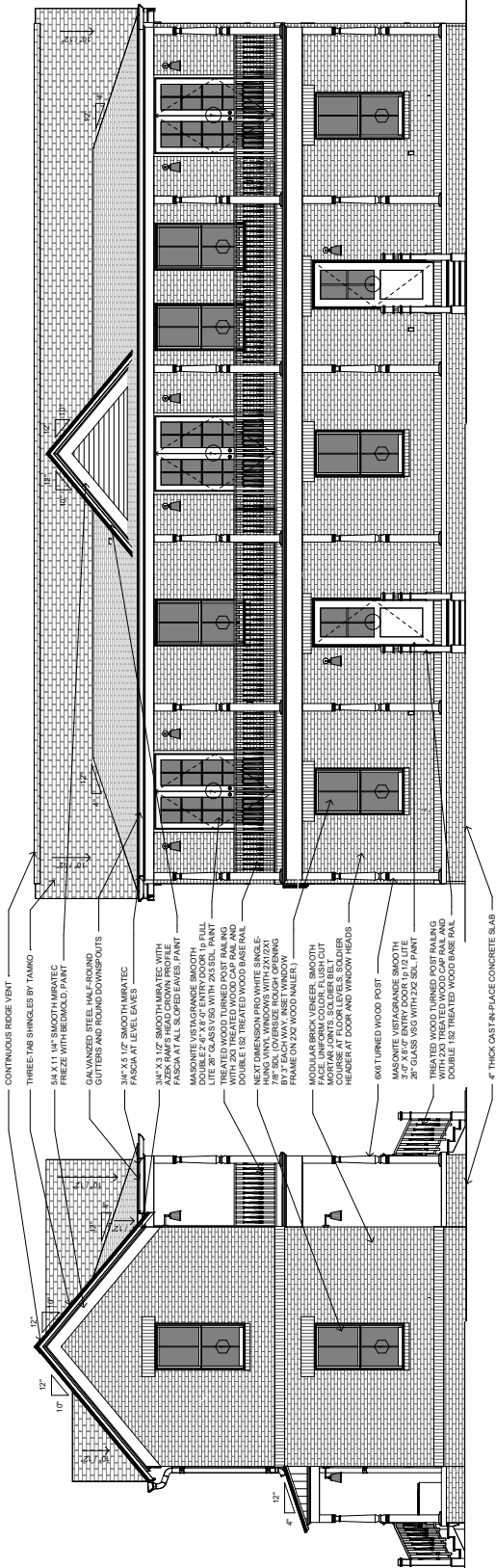
ZION RD AND
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY/PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BK
DATE: 06/20/21

ELEVATIONS
SHEET G - A2.1



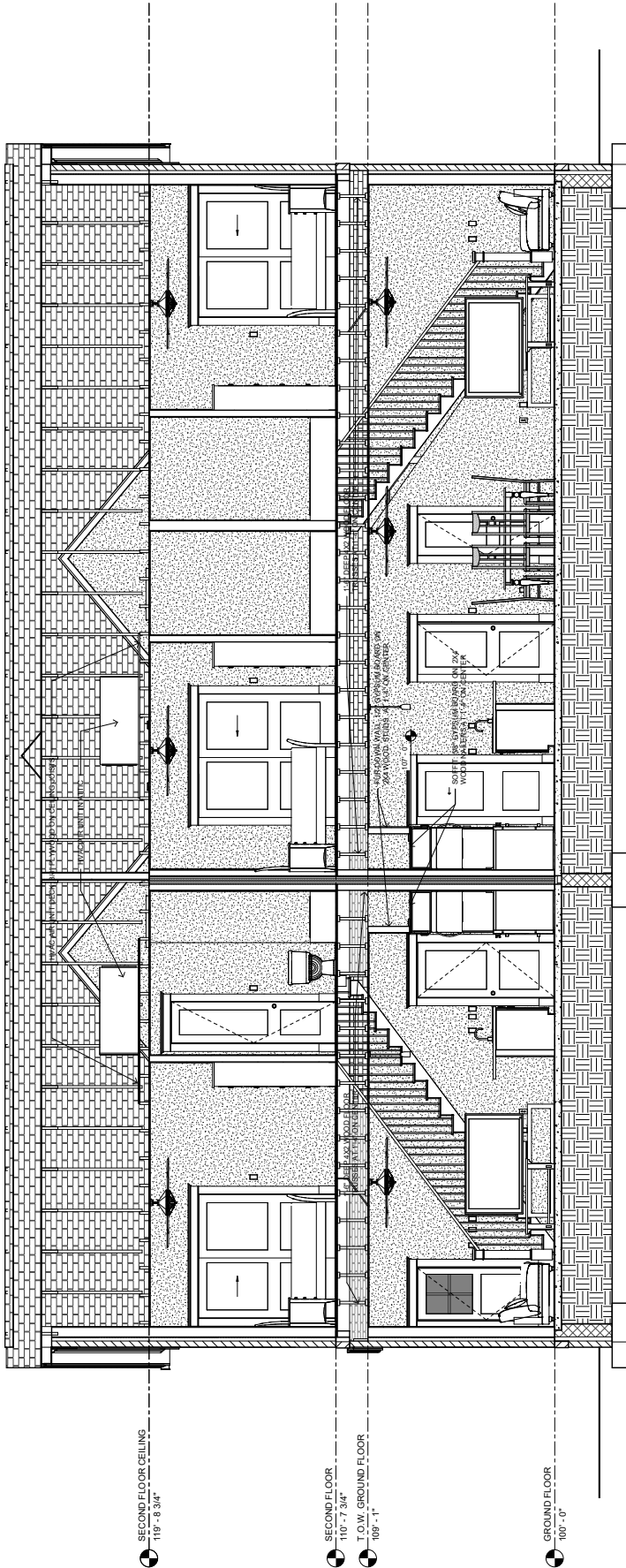
2 G - SOUTH ELEVATION
1/4\"/>



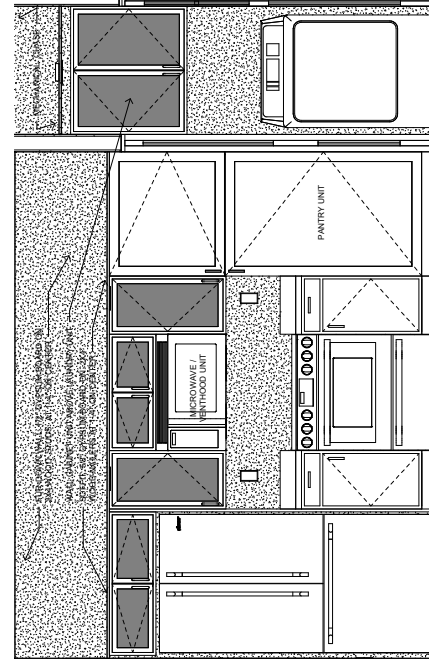
3 G - WEST ELEVATION
1/4\"/>

4 G - NORTH ELEVATION
1/4\"/>

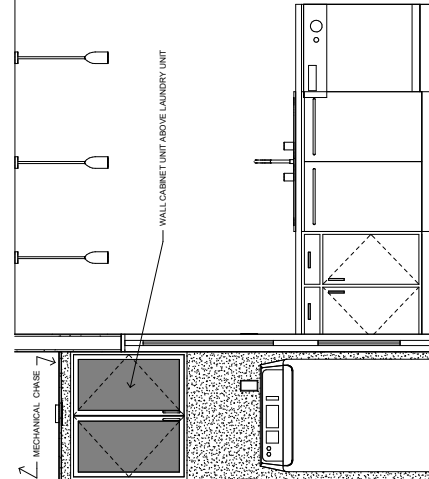




1 BUILDING SECTION
3/8" = 1'-0"



2 KITCHEN WALL ELEVATION
3/8" = 1'-0"



3 KITCHEN ISLAND ELEVATION
3/8" = 1'-0"



REVISION 0

BUILDING D & F

ZION RD AND
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ## ##

ISSUED FOR REVIEW

ENGINEER BT
DRAWN BY JK
DATE 04/02/21

BUILDING D -
COVER SHEET

[illegible]

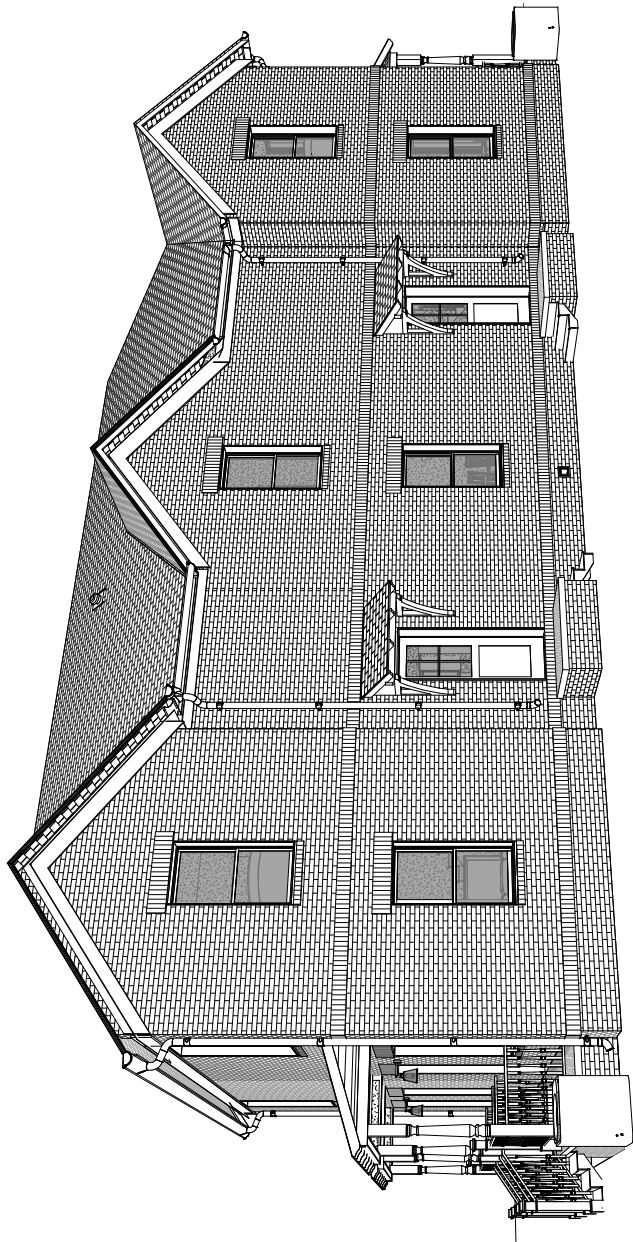
APPLICABLE CODES:

2012 International Residential Code	2010 Arkansas State Mechanical Code
2006 Arkansas State Fuel and Gas Code	2011 Arkansas Energy Code (2009 IECC)
2006 Arkansas State Plumbing	2012 Arkansas Fire Prevention Code (2010 NFPA 101)
2017 National Electrical Code	
2009 ANSI A117.1	

BUILDING E - PROJECT DATA			TOTAL
Name	Area	Comments	
UNIT D1 FIRST FLOOR	378 SF	HEATED	756' - 0"
UNIT D1 SECOND FLOOR	378 SF	HEATED	
UNIT D1 PORCH	53 SF	EXTERIOR UNDER ROOF	823' - 0"
UNIT D1 STOOIP	14 SF	EXTERIOR UNDER ROOF	
UNIT D2 FIRST FLOOR	598 SF	HEATED	1190' - 0"
UNIT D2 SECOND FLOOR	598 SF	HEATED	
UNIT D2 STOOIP 1	14 SF	EXTERIOR UNDER ROOF	1257' - 0"
UNIT D2 STOOIP 2	53 SF	EXTERIOR UNDER ROOF	
UNIT D3 FIRST FLOOR	378 SF	HEATED	757' - 0"
UNIT D3 SECOND FLOOR	378 SF	HEATED	
UNIT D3 PORCH	53 SF	EXTERIOR UNDER ROOF	824' - 0"
UNIT D3 STOOIP	14 SF	EXTERIOR UNDER ROOF	
UNIT D4 FIRST FLOOR	598 SF	HEATED	1190' - 0"
UNIT D4 SECOND FLOOR	598 SF	HEATED	
UNIT D4 STOOIP 1	14 SF	EXTERIOR UNDER ROOF	1257' - 0"
UNIT D4 STOOIP 2	53 SF	EXTERIOR UNDER ROOF	

BUILDING D - SHEET INDEX

D - A0	BUILDING D - COVER SHEET
D - A1	BUILDING D - FLOOR PLANS
D - A2	BUILDING D - ELEVATIONS

BUILDING D & F
ZION AND RANDAL



REVISION 0
DATE
BY
FOR

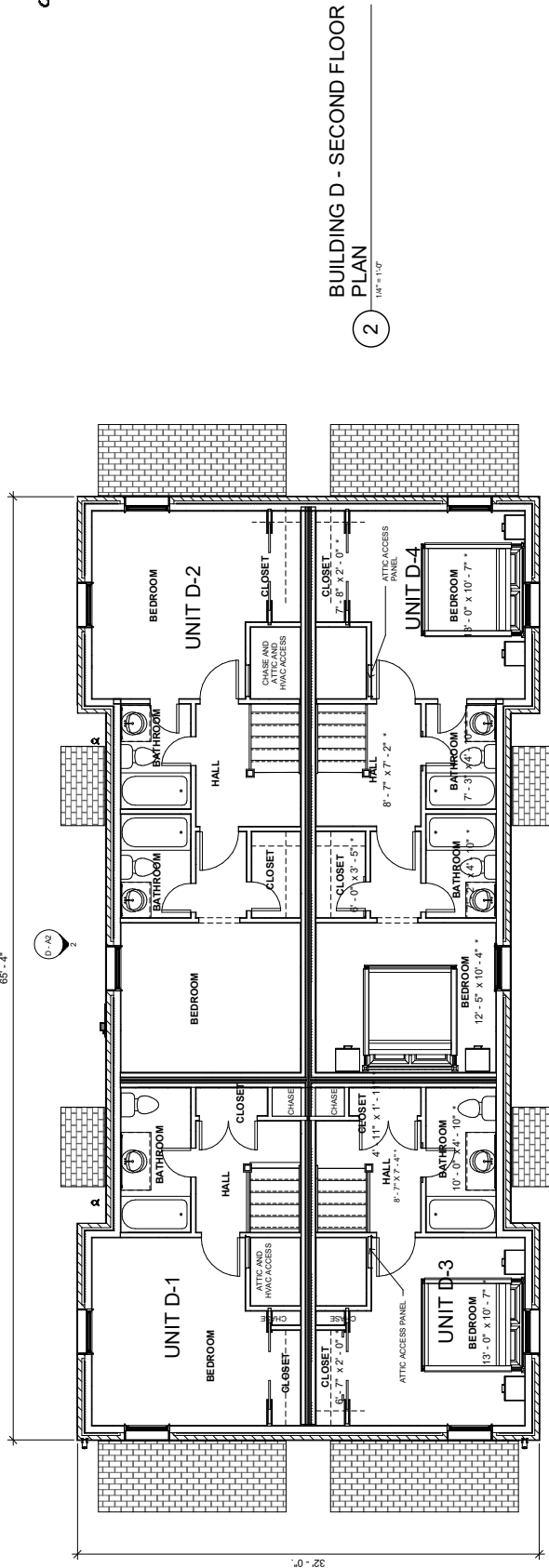
BUILDING D & F

ZION RD AND
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER BT
DRAWN BY BK
DATE 06/02/21



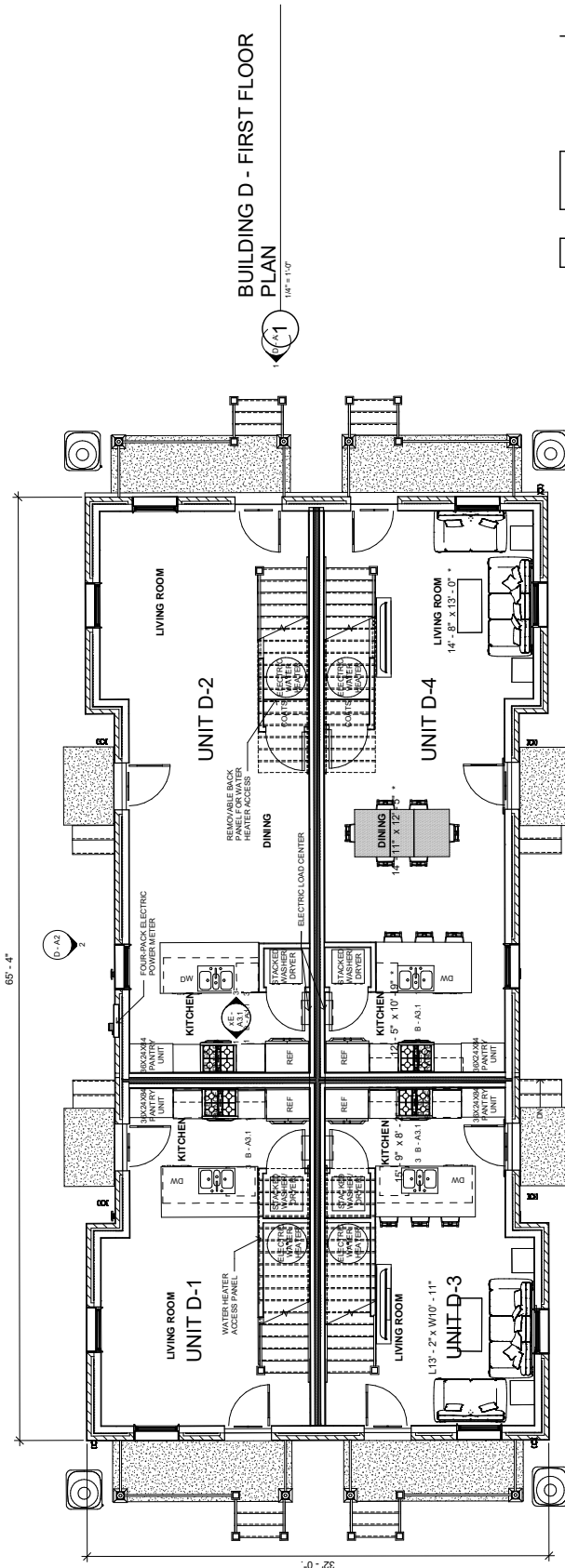
BUILDING D -
FLOOR PLANS
SHEET D - A1



BUILDING D - SECOND FLOOR
PLAN
1/8" = 1'-0"

2

* ROOM DIMENSIONS ARE FOR
INTERIOR FINISHES AND
NOT FOR LOCATING ITEMS.



BUILDING D - FIRST FLOOR
PLAN
1/8" = 1'-0"

1

* ROOM DIMENSIONS ARE FOR
INTERIOR FINISHES AND
NOT FOR LOCATING ITEMS.





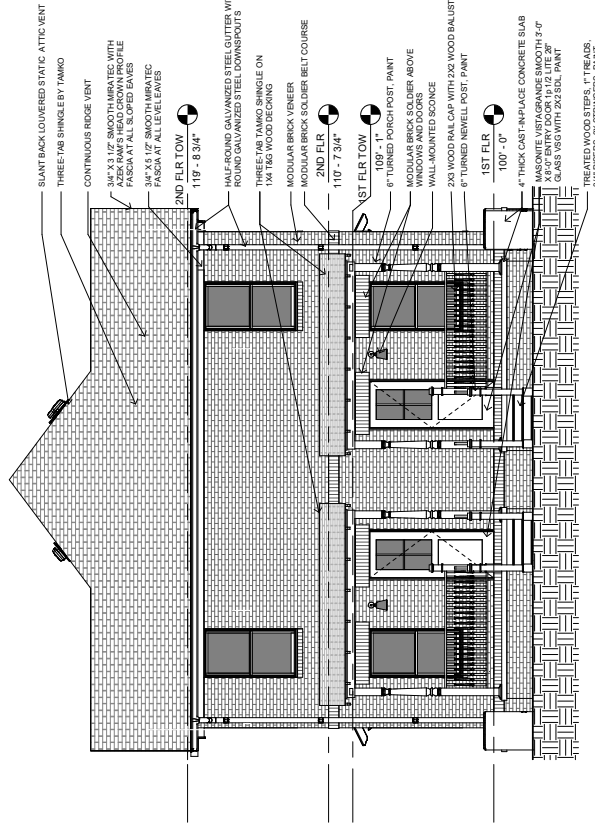
REVISION 0	
DATE	06/
BY	

BUILDING D & F

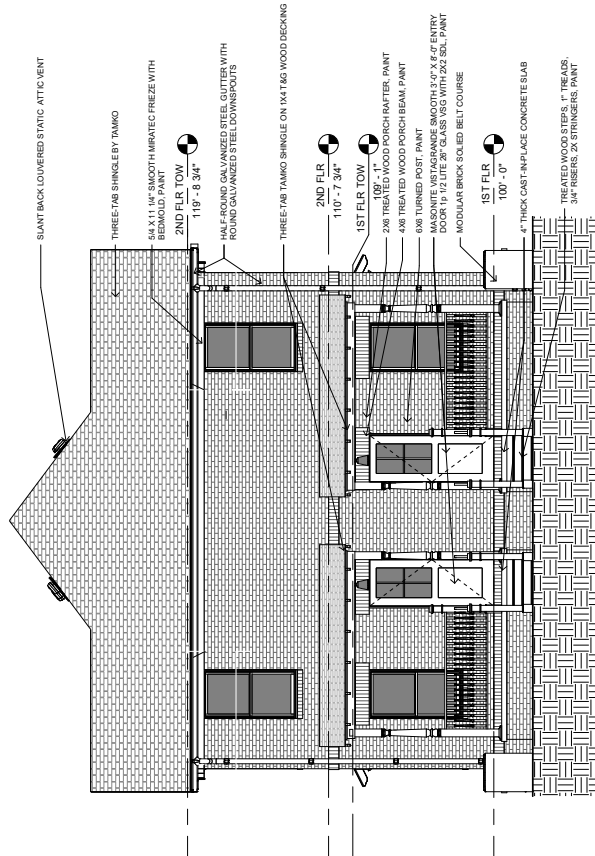
ZION RD AND
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BK
DATE: 06/20/21

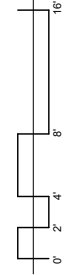
BUILDING D -
ELEVATIONS
SHEET D - A3



BUILDING D - WEST
ELEVATION
2
1/8" = 1'-0"



BUILDING D - EAST
ELEVATION
1
1/8" = 1'-0"





REVISION 0
DATE
DATE
DATE

BUILDING E

ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BK
DATE: 06/20/21

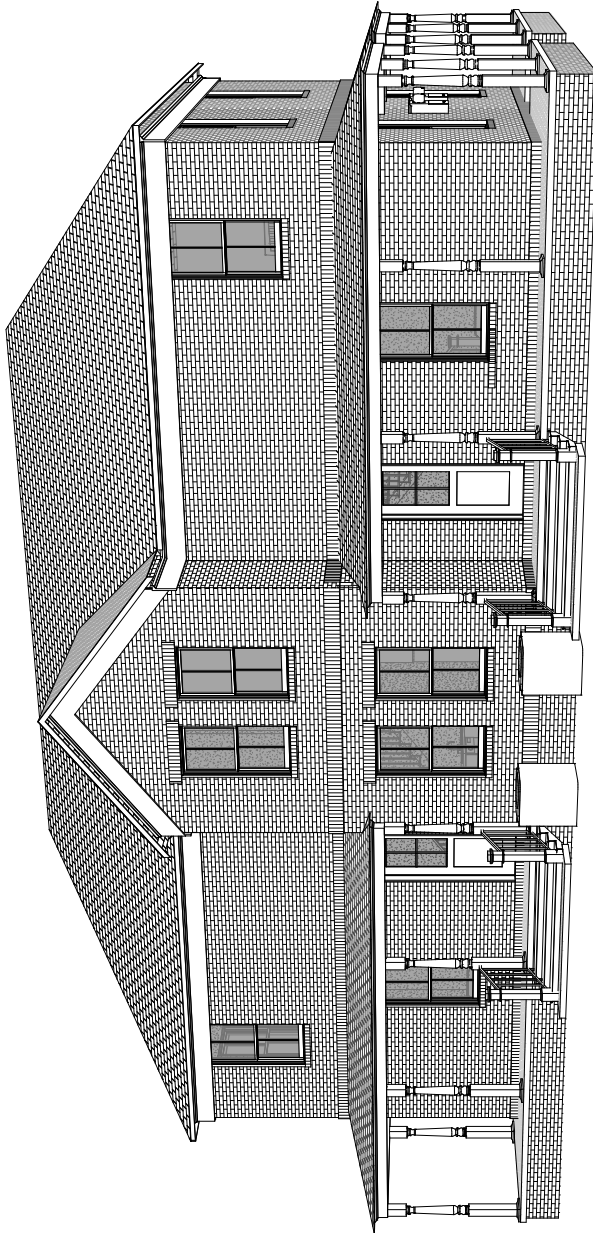
COVER
SHEET E - A0

- GENERAL NOTES
- COORDINATE ALL WORK WITH DRAWINGS AND SPECIFICATIONS.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR THE USE OF REDUCED DRAWINGS ARE SOLELY RESPONSIBLE FOR THE PROPORTION.
 - CONTRACTOR AND SUB-CONTRACTORS SHALL FAMILIARIZE THEMSELVES WITH EXISTING CONDITIONS, LOCATIONS, AND PROJECT REQUIREMENTS PRIOR TO SUBMITTING A BID.
 - CONTRACTOR AND SUB-CONTRACTORS SHALL FIELD VERIFY DIMENSIONS, AND FAMILIARIZE THEMSELVES WITH PROJECT REQUIREMENTS PRIOR TO COMMENCING WITH CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPORTION OF THE PROJECT.
 - WORK SHALL INCLUDE ALL REQUIRED REMOVAL, LABOR, MATERIALS, AND EQUIPMENT TO COMPLETE ALL WORK INDICATED ON DRAWINGS AND AS NECESSARY FOR A COMPLETE PROJECT.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, MATERIALS, AND EQUIPMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPORTION OF THE PROJECT.
 - ALL PAINTING SHALL BE DONE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ADJACENT FINISHES AND CLEANUP.
 - CONTRACTOR IS RESPONSIBLE FOR FINAL CLEANUP OF WORK AREA AND ALL EXPOSED BUILDING SURFACES AT SUBSISTANTIAL COMPLETION.
 - ALL TRASH AND TOOLS SHALL BE REMOVED FROM PREMISES EACH DAY AND THE AREA SHALL BE KEPT CLEAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPORTION OF THE PROJECT.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO FINISHED SURFACES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPORTION OF THE PROJECT.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPORTION OF THE PROJECT.
 - ALL WORK SHALL BE DONE IN ACCORDANCE WITH APPLICABLE CODES AND STANDARDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPORTION OF THE PROJECT.
 - THE INFORMATION CONTAINED HEREIN DEMONSTRATES THE GENERAL DESIGN INTENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPORTION OF THE PROJECT.
 - ALL EXTERIOR WALLS, ATTICS, AND CRAWL SPACES TO BE INSULATED FOR THERMAL TRANSFER RESISTANCE IN ACCORDANCE WITH THE ENERGY CODE. INSTALL INSULATION, MEMBRANCES, AND SEALANTS IN ALL INTERIOR PARTITION AT THE PERIMETERS OF BATHROOMS AND BEDROOMS.
 - SLOPE ALL GRADES AWAY FROM BUILDINGS.

APPLICABLE CODES:
2012 International Residential Code
2008 Arkansas State Fuel and Gas Code
2017 National Electrical Code
2018 Arkansas State Mechanical Code
2019 Arkansas State Mechanical Code
2017 Arkansas State Mechanical Code (2012 IRC & IRC with amendments)

PROJECT DATA				
NAME	AREA	CONDITION	HEATED TOTAL	UNDER ROOF TOTAL
UNIT E1 - GROUND FLOOR	414 SF	HEATED	414 SF	992 SF
UNIT E1 - SECOND FLOOR	414 SF	HEATED	414 SF	992 SF
UNIT E2 - GROUND FLOOR	414 SF	HEATED	414 SF	992 SF
UNIT E2 - SECOND FLOOR	414 SF	HEATED	414 SF	992 SF
UNIT E2 - PORCH	164 SF	UNHEATED	164 SF	992 SF
UNIT E3 - GROUND FLOOR	413 SF	HEATED	413 SF	990 SF
UNIT E3 - SECOND FLOOR	413 SF	HEATED	413 SF	990 SF
UNIT E3 - PORCH	164 SF	UNHEATED	164 SF	990 SF
UNIT E4 - GROUND FLOOR	413 SF	HEATED	413 SF	990 SF
UNIT E4 - SECOND FLOOR	413 SF	HEATED	413 SF	990 SF
UNIT E4 - PORCH	164 SF	UNHEATED	164 SF	990 SF

SHEET INDEX	
Sheet Number	Sheet Name
E - A0	COVER
E - A1.1	FIRST FLOOR PLAN
E - A1.2	SECOND FLOOR PLAN
E - A2.1	ELEVATIONS
E - A2.2	ELEVATIONS



BUILDING E

ZION & RANDALL



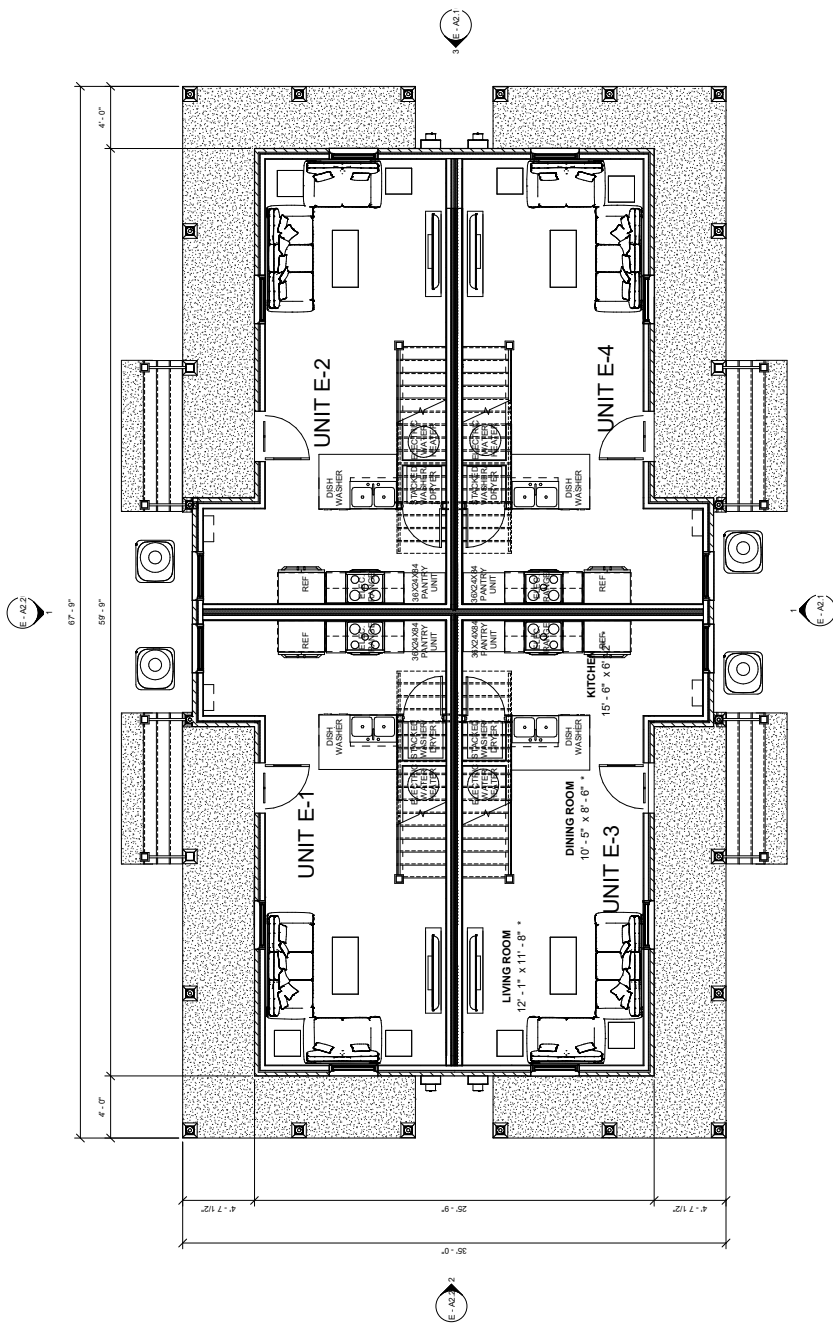
REVISION	DATE	BY
0		

BUILDING E

ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

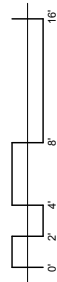
ENGINEER: BT
DRAWN BY: RK
DATE: 01/14/21

FIRST FLOOR PLAN
SHEET E - A1.1



1 E - GROUND FLOOR PLAN
1/8" = 1'-0"







REVISION 0
DATE
DATE
DATE

BUILDING E

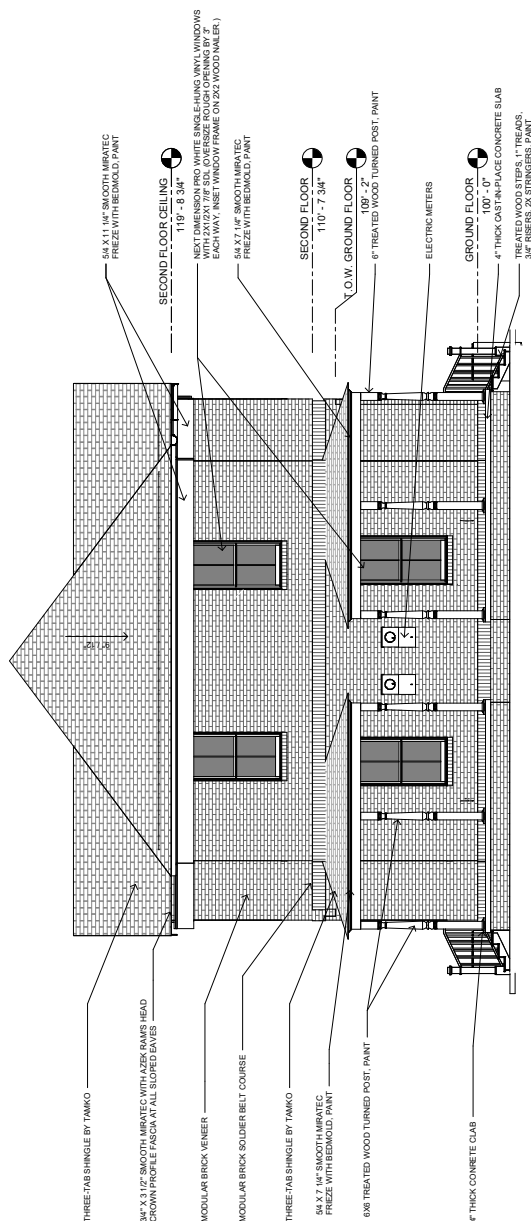
ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

ENGINEER: BT
DRAWN BY: BK
DATE: 06/02/21

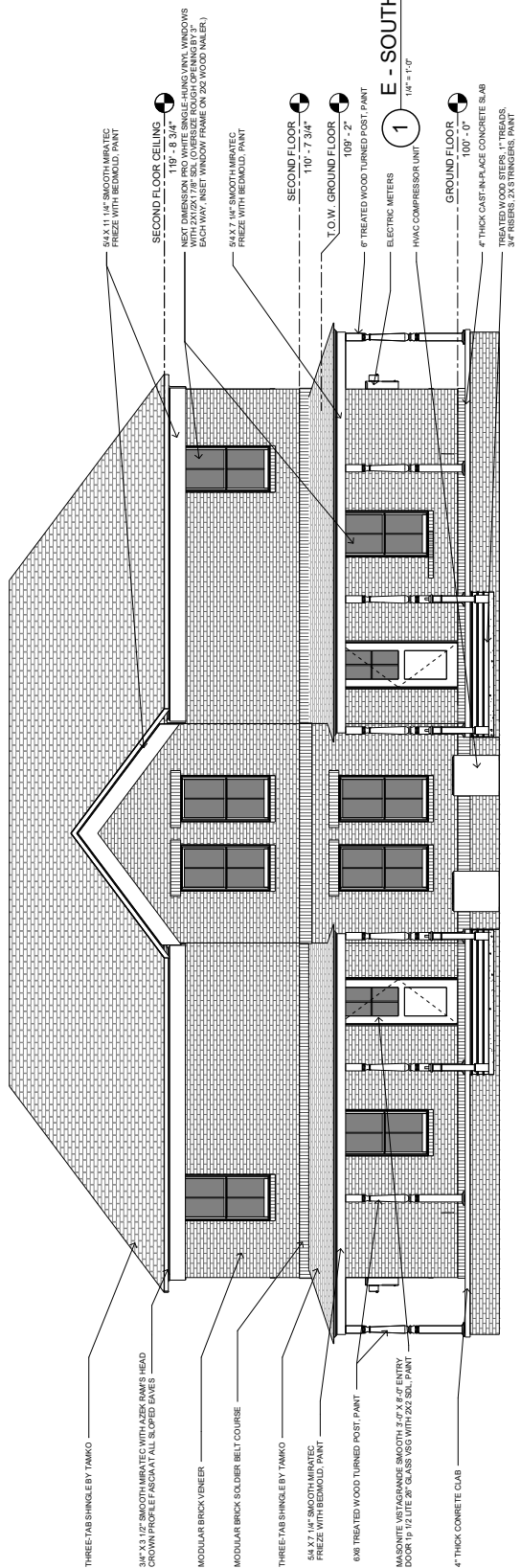
ELEVATIONS

SHEET E - A2.1

3 E - EAST ELEVATION 1/4" = 1'-0"



1 E - SOUTH ELEVATION 1/4" = 1'-0"





REVISION 0
DATE
DATE
DATE

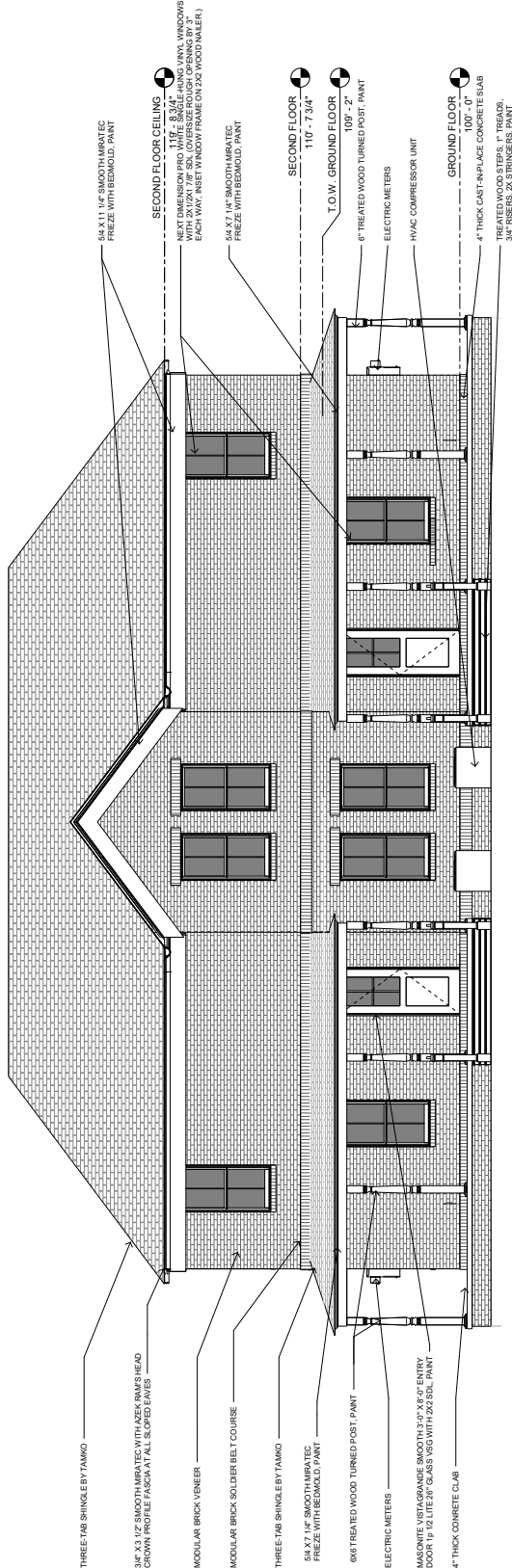
BUILDING E

ZION RD &
RANDALL PL
FAYETTEVILLE,
ARKANSAS
CITY PLAT PAGE ##
ISSUED FOR REVIEW

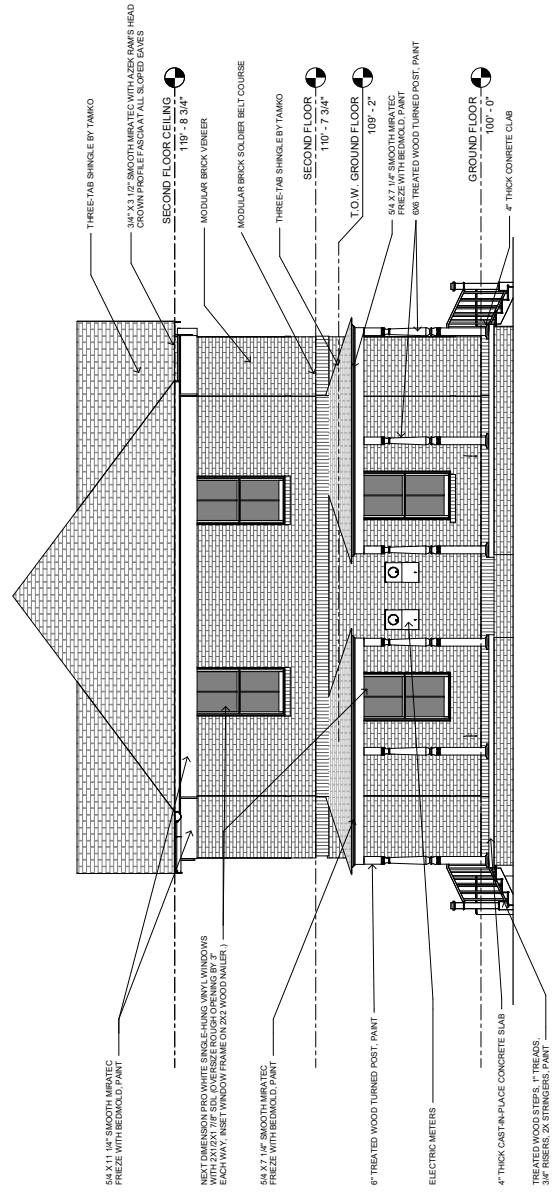
ENGINEER: Designer
DRAWN BY: Author
DATE: 06/07/21

ELEVATIONS

SHEET E - A2.2



1 E - NORTH ELEVATION
1/4" = 1'-0"



2 E - WEST ELEVATION
1/4" = 1'-0"



Building C



Brick - Acme Crimson
w/ Smooth finish
Mortar - standard gray
concave round
Same as Building C

Building D



Brick - Acme Missouri Four
w/ Ruff finish
Mortar - standard gray
raked
Same as Building D

Building E



Brick - Acme Roxbury
w/ Velour finish
Mortar - standard gray
concave round
Same as Building E

Building F



Brick - Acme Charcoal Gray
w/ Smooth finish
Mortar - Cemex 2407
concave round
Same as Building F

Building G



Brick - Acme Roxbury
w/ Velour finish
Mortar - standard gray
concave round
Same as Building E

Community by Design Zion and Randal Residential Buildings Color designations

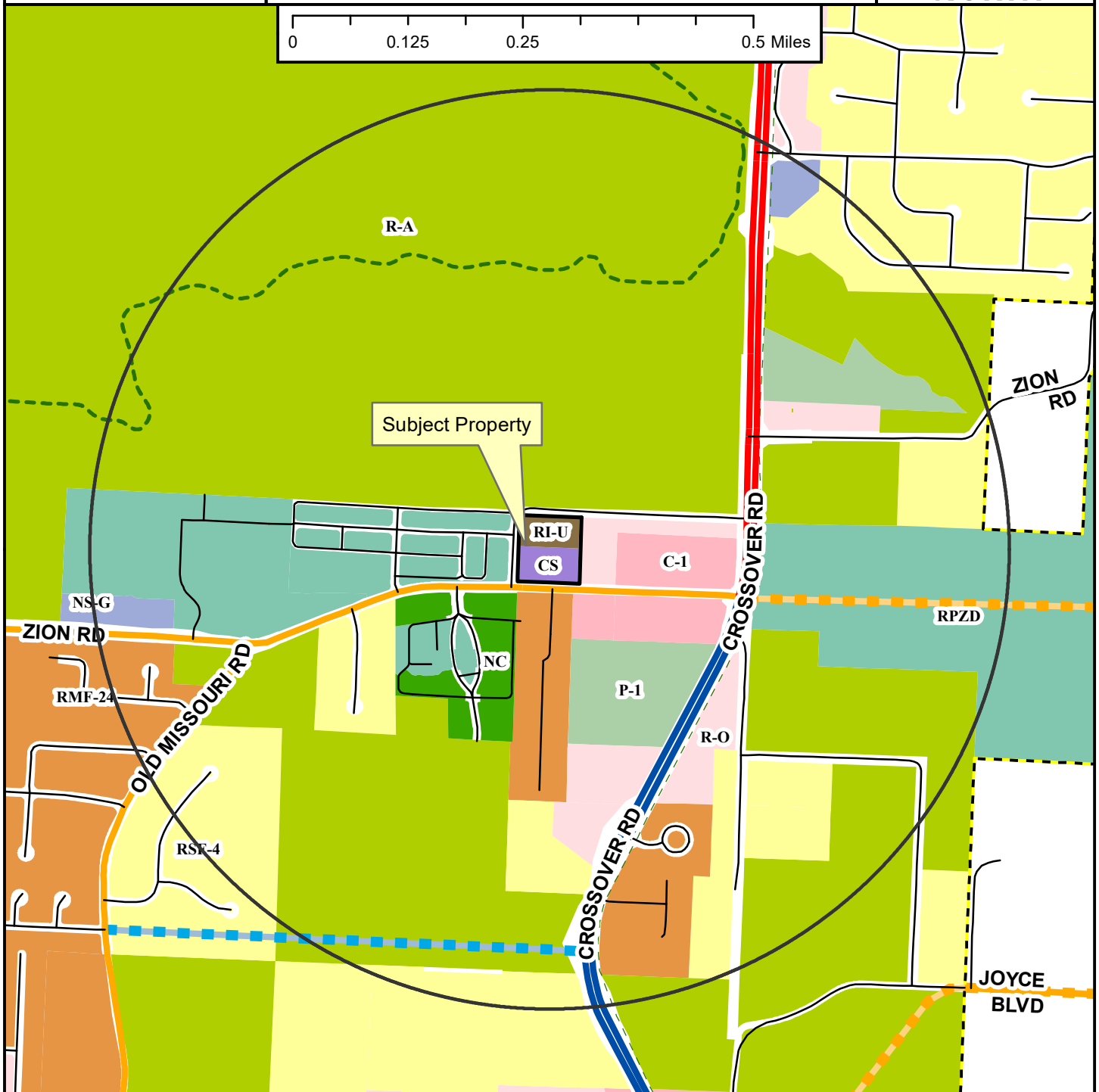
VAR-2021-000028

One Mile View

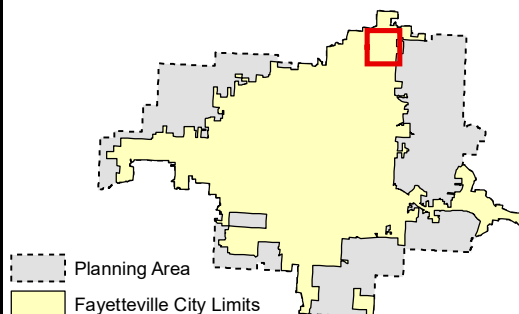
Randal Place Development



0 0.125 0.25 0.5 Miles



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Planned Neighborhood Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18
- RESIDENTIAL MULTI-FAMILY**
- RMF-6
- RMF-12
- RMF-16
- 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

Planning Commission

May 24, 2021

Agenda Item 3

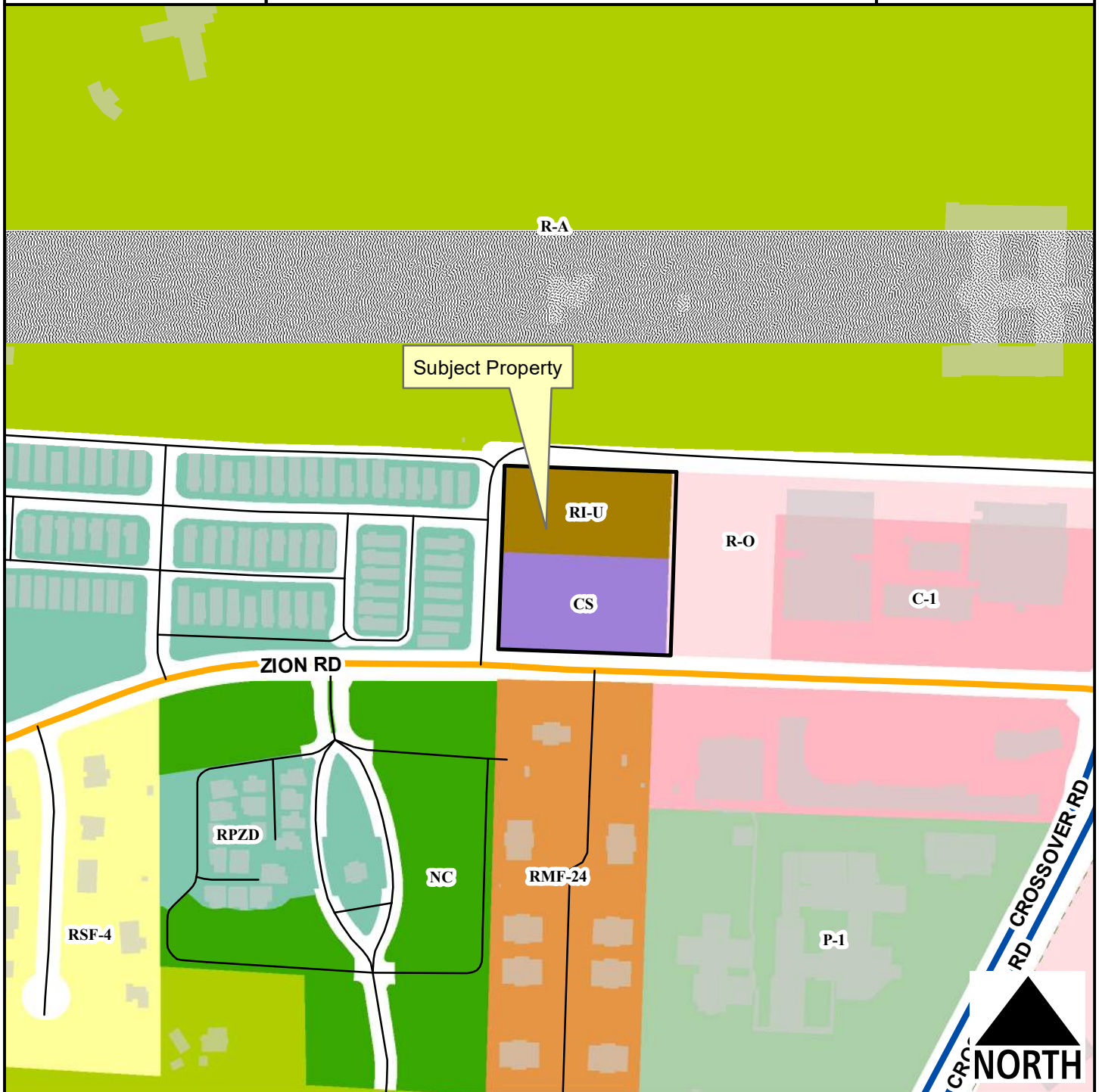
VAR-21-000028 Randal Place

Page 84 of 86

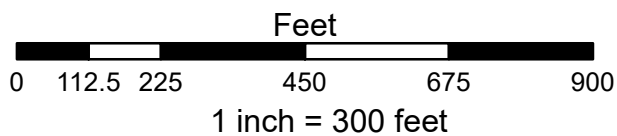
VAR-2021-000028

Randal Place Development

Close Up View



- Neighborhood Link
- Regional Link - High Activity
- Planning Area
- Fayetteville City Limits
- - - Trail (Proposed)



- Residential-Agricultural
- RSF-4
- RI-U
- RMF-24
- Residential-Office
- C-1
- Community Services
- Neighborhood Conservation
- Commercial, Industrial, Residential
- P-1

Planning Commission
May 24, 2021

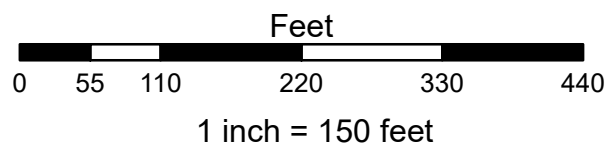
VAR-2021-000028

Randal Place Development

Current Land Use



- Neighborhood Link
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: August 9, 2021 **Updated with PC hearing results from 8/9/2021**

SUBJECT: **VAR-2021-000037: Variance (NE OF E. ZION RD. & E. RANDAL PL./RANDAL PLACE DEVELOPMENT/138):** Submitted by COMMUNITY BY DESIGN, INC. for property located NE OF E. ZION RD & E. RANDAL PL. The property is zoned CS, COMMUNITY SERVICES and contains approximately 3.10 acres. The request is for a variance to the driveway design standards for cross access.

RECOMMENDATION:

Staff recommends approval of **VAR-2021-000037**, with conditions.

RECOMMENDED MOTION:

"I move to approve **VAR-2021-000037**, determining:

- In favor of requested variance to 166.25(D)(2), Commercial, Office, and Mixed-Use Design and Development Standards;
- All other conditions as recommended by staff.

BACKGROUND:

The subject property is located at the northeast corner of E. Zion Road and E. Randal Place. The property is split-zoned RI-U, Residential Intermediate – Urban to the north and CS, Community Services to the south. A Large Site Improvement Plan (LSIP-2021-000007) has been submitted for the portion of the property that is zoned CS; the portion zoned RI-U is remaining undeveloped at this time. The project is a mixed-use development, with commercial development along the property's E. Zion Road frontage, and residential development to the north. Previous variance requests were approved at this location for this associated project for architectural design standards, as well as to required infrastructure improvements (VAR-2021-000028). Surrounding land uses and zoning is depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	R-A, Residential Agriculture
South	Multi-family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Commercial	R-O, Residential-Office
West	Single-Family Residential	RPZD, Residential Planned Zoning District

Applicant Request and Discussion: The applicant proposes a large site improvement plan for the construction of a seven-building, mixed-use development with commercial and residential uses. As a part of this proposal, the applicant has submitted a request for a variance to 166.25, Commercial, Office, and Mixed-Use Design and Development Standards for cross-access.

- **166.25(D)(2) – Shared drives and cross access between properties shall be encouraged to adjacent developed and undeveloped properties.** The applicant is requesting a variance to this standard, and is not currently showing an intent to connect to the property to the east or to the undeveloped portion of the site to the north.
 - *Staff recommendation: Staff recommends in favor of the applicant's request to vary from this requirement, from both the east and the north of the proposed development. To the east, the property contains a stormwater detention pond and channeling, making a future connection unlikely. As far as connectivity through an access drive to the north, staff finds that the stormwater channeling continues through the existing site, and the applicant is still intending to provide continuous pedestrian flow throughout the overall site through tree canopied pedestrian pathways, which while not necessarily meeting the letter of the stated ordinance, meets the intent of the ordinance to provide connectivity through the overall site.*

Public Comment: Staff has not received public comment on this item.

RECOMMENDATION: Staff recommends approval of VAR-2021-000037 subject to the following conditions:

Conditions of Approval:

1. Planning Commission determination of variance requests §166.25(D)(2), Commercial, Office, and Mixed-Use Design and Development Standards. *Staff recommends in favor of the request provided the findings in this report as outlined above.*
2. Continuous pedestrian connectivity shall be provided for with the current and future phase of the development, as indicated on the provided site plan.
3. Approval of this variance does not represent approval of other development issues that have not been fully-reviewed at this stage, nor does it represent approval of the associated LSIP.

PLANNING COMMISSION ACTION:				Required	<u>YES</u>
Date: <u>August 9, 2021</u>	<input type="checkbox"/> Tabled	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied		
Motion: Sparkman	Pulled from consent agenda				
Second: Canada					
Vote: 6-0-0					

BUDGET/STAFF IMPACT:

None

Attachments:

- Unified Development Code:
 - §166.25 Commercial, Office and Mixed Use Design And Development Standards
 - Staff Exhibit
 - Applicant Request letter
 - One Mile Map
 - Close-up Map
 - Current Land Use Map
-

166.25 Commercial, Office and Mixed Use Design And Development Standards**(A) Purposes.**

- (1) To protect and enhance Fayetteville's appearance, identity, and natural and economic vitality.
- (2) To address environmental concerns which include, but are not limited to, soil erosion, vegetation preservation, and drainage.
- (3) To protect and preserve the scenic resources distributed throughout the city which have contributed greatly to its economic development, by attracting tourists, permanent part-time residents, new industries, and cultural facilities.
- (4) To preserve the quality of life and integrate the different zones and uses in a compatible manner.
- (5) To address the issues of traffic, safety, and crime prevention.
- (6) To preserve property values of surrounding property.
- (7) To provide good civic design and arrangement.

...

(D) Site Development and Design Standards.

- (1) *Site Coverage.* A maximum of 80% of the development site may be covered by the ground floor of any structure, parking lots, sidewalks, and private streets and drives or any other impermeable surface. Properties located within the Downtown Master Plan boundary are exempt from this requirement.
- (2) *Driveways.* Shared drives and cross access between properties shall be encouraged to adjacent developed and undeveloped properties.

...

(Ord. No. 5526, 9-18-12; Ord. No. 5735, 1-20-15; Ord. No. 6091 , §1, 9-18-18)

July 23, 2021

Mr. Matthew Johnson, Chairman
City of Fayetteville Planning Commission
City of Fayetteville
113 W. Mountain Street
Fayetteville, AR 72701

RE: Zion Road and Randal Place Large Site Improvement Plan – LSIP 2021-000007 – Variance Request from UDC
166.25(D)(2) Driveways

Mr. Johnson,

On behalf of the owners and the developers of the proposed Zion Road and Randal Place Large Site Improvement Plan, please allow this letter to serve as a request for a variance from the City of Fayetteville's Commercial, Office and Mixed Use Design And Development Standards. Specifically, a variance from 166.25(D)(2), which states the following:

"Driveways. Shared drives and cross access between properties shall be encouraged to adjacent developed and undeveloped properties."

A Master Plan was developed for this property using the site design guidelines set forth by City of Fayetteville Unified Development Code. The Master Plan is divided into a north phase and a south phase with a pedestrian / green way dividing the two phases. See attached Master Plan Exhibit. Attempts were made to provide cross access between the two phases and also to the adjacent property to the east, however cross access is not proposed for the following reasons:

1. Not providing cross access will reduce the developments impact on the stream that is located on the property. The Master Plan attempts to preserve portions of the stream in a pedestrian green way that bisects the plan. Also, not providing cross access to the adjacent property to the east will allow for the preservation of an existing pond and many large trees that exist on the adjacent property.
2. Not providing cross access will reduce the impact on many large trees located on the property, most of which are located along the stream corridor.
3. Not providing cross access will reduce impervious surface associated with the proposed development.
4. Not providing cross access will allow for the well connected pedestrian green ways as shown on the Master Plan.
5. Not providing cross access will allow for the more intimate enclosed spaces as shown on the Master Plan. Spaces such as the enclosed parking courts, pass through courtyards, front porch courtyards, greenways, and other pedestrian ways.
6. Not providing cross access will allow for appropriate transition from commercial mixed use to solely residential areas.

Thank you for considering this request. Please let me know if you need additional information.

Sincerely,



Brian Teague, Community By Design

South Phase

1-Bed Apartment - 20 Units
2-Bed Townhome - 16 Units
Non Residential - 8,678 S.F.

On Street Parking - 21 Spaces
Overflow On Street Parking - 19 Spaces
Off Street Parking - 48 Spaces

Northeast Phase

1-Bed Townhome - 12 Units
2-Bed Townhome - 8 Units

On Street Parking - 6 Spaces
Off Street Parking - 26 Spaces

Northwest Phase

1-Bed Townhome - 12 Units
2-Bed Townhome - 8 Units

On Street Parking - 9 Spaces
Off Street Parking - 26 Spaces

Totals

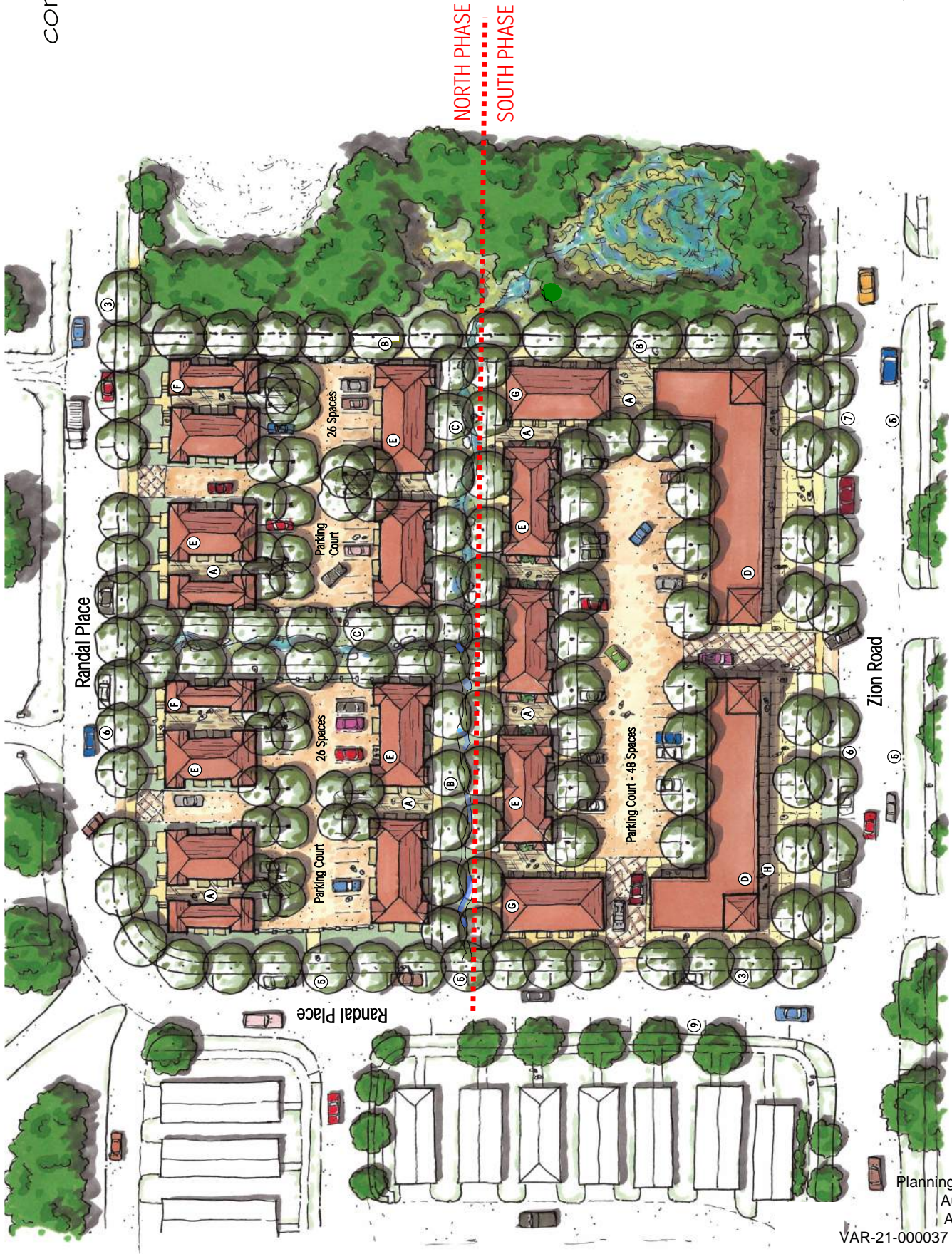
1-Bed Townhome or Apartment - 44 Units
2-Bed Townhome - 32 Units
Non Residential - 8,678 S.F.

On Street Parking - 54 Spaces
Off Street Parking - 96 Spaces

Master Plan Key

- Walk Through Courtyards (A)
- Pedestrian Way Green / Courts (B)
- Stream Side Walks (C)
- Building D Mixed Use (D)
- Building E Townhomes (E)
- Building F Duplex (F)
- Building G Townhomes (G)
- Sidewalk Cafe (H)

Zion Road and Randal Place
Master Development Plan
9/7/20





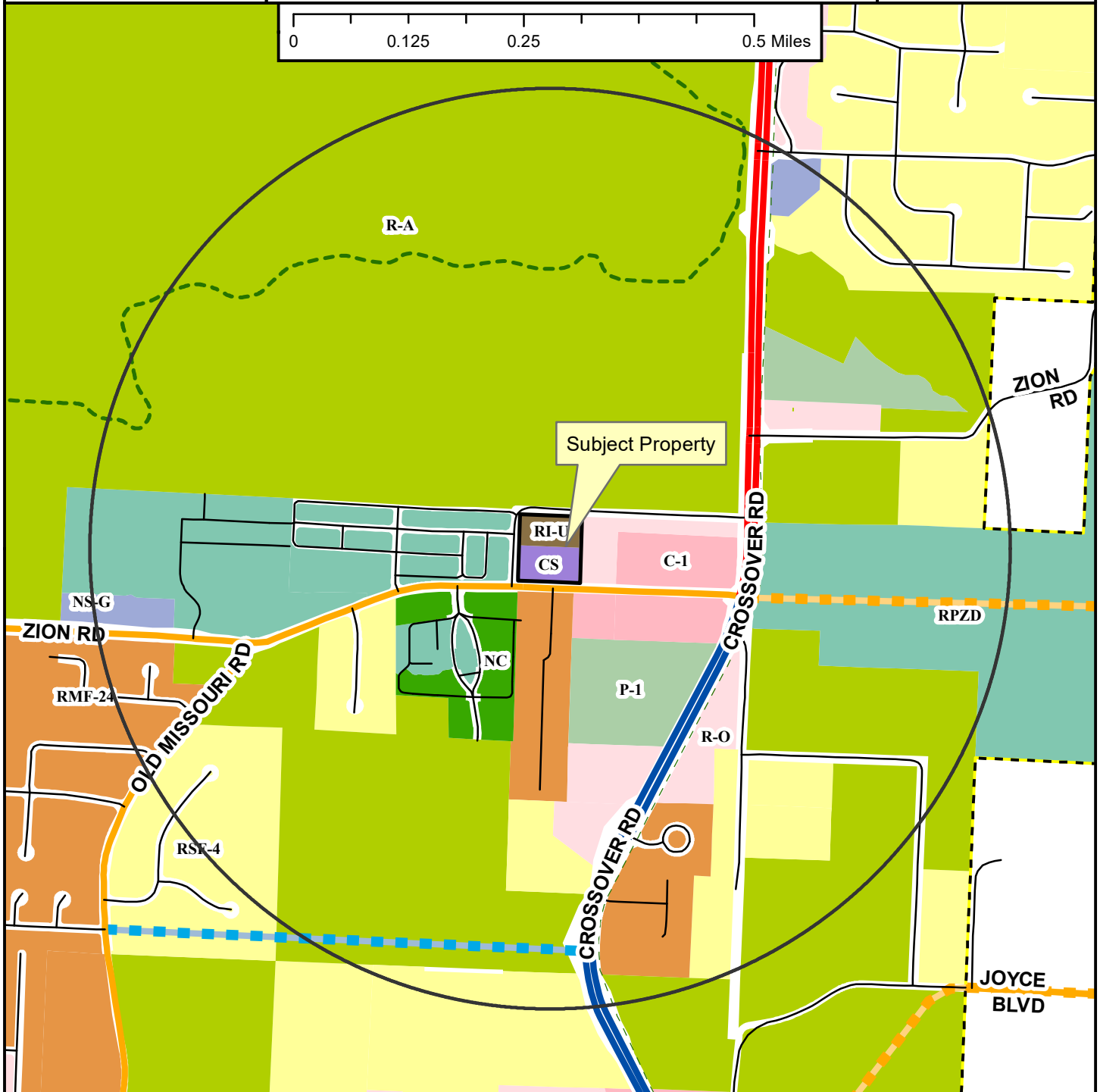
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One Mile View

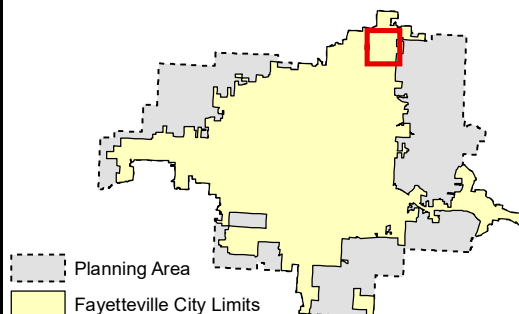
Randal Place Development



0 0.125 0.25 0.5 Miles



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Planned Neighborhood Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
- NS-G
 - RI-U
 - RI-12
 - NS-L
 - Residential-Agricultural
 - RSF-5
 - RSF-1
 - RSF-2
 - RSF-4
 - RSF-7
 - RSF-8
 - RSF-18
- RESIDENTIAL MULTI-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**
- C-1 Residential-Office
 - 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

Planning Commission

August 9, 2021

Agenda Item 7

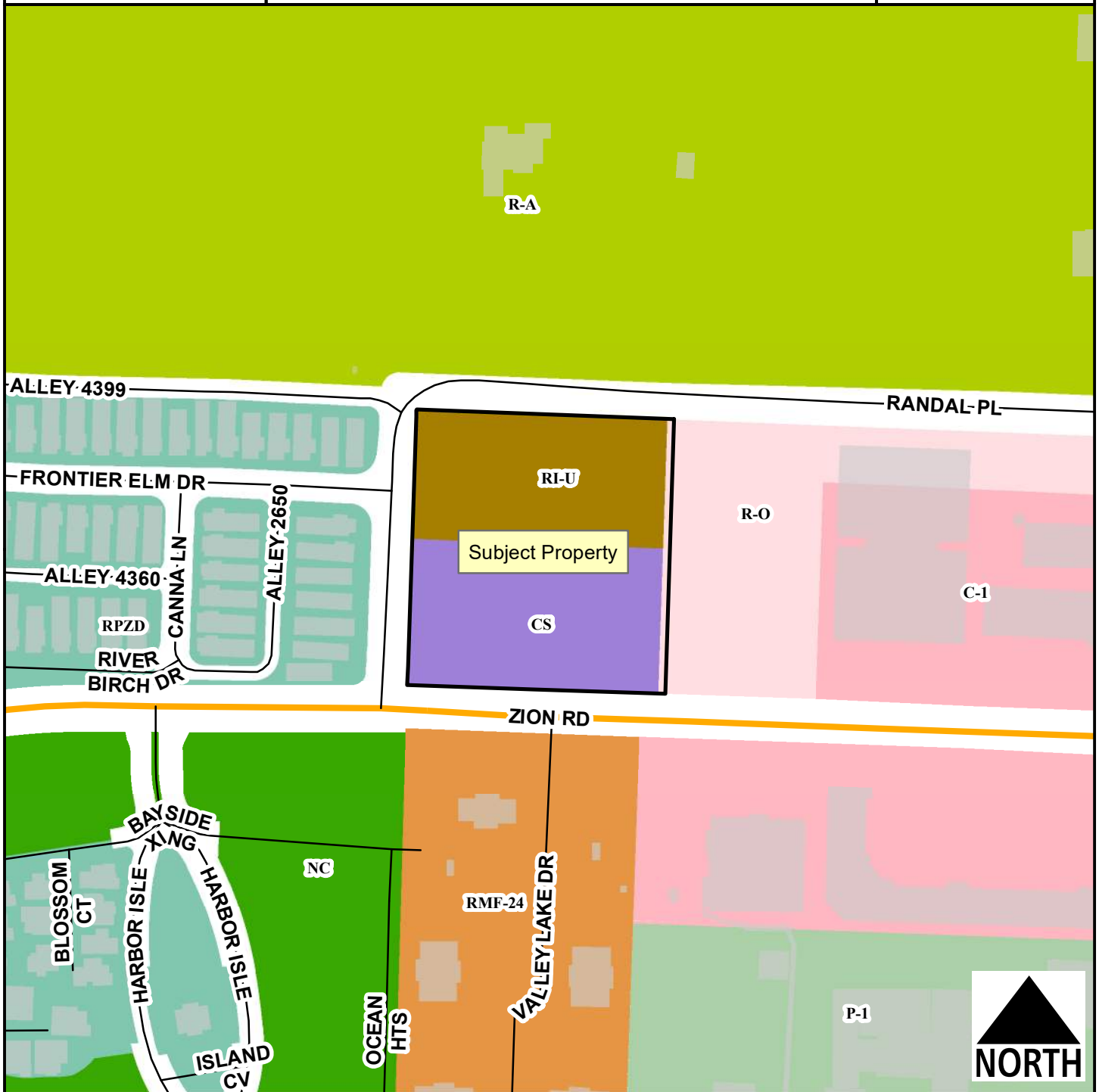
VAR-21-000037 Randal Place

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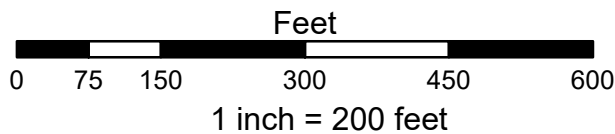
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Randal Place Development

Close Up View



- Neighborhood Link
- Planning Area
- Fayetteville City Limits



- Residential-Agricultural
- RI-U
- RMF-24
- Residential-Office
- C-1
- Community Services
- Neighborhood Conservation
- Commercial, Industrial, Residential
- P-1

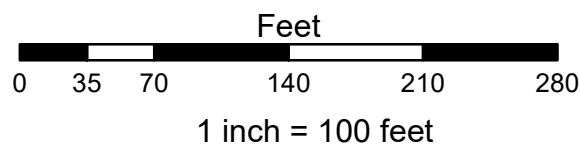
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Randal Place Development

Current Land Use



- Neighborhood Link
- Stream
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway