



**Bates &  
Associates, Inc.**  
Civil Engineering & Surveying

91 W. Colt Square Dr. Suite 3 / Fayetteville, AR 72703  
PH: 479-442-9350 \* FAX: 479-521-9350

C. 4  
Casey's Appeal  
Page 1 of 56  
**RECEIVED**  
**MAR 14 2013**  
CITY OF FAYETTEVILLE  
CITY CLERK'S OFFICE

March 14, 2013

City Council  
City of Fayetteville  
113 West Mountain  
Fayetteville, AR 72701

**RE: Casey's on Wedington City Council Appeal from Planning Commission**

Dear Aldermen,

Casey's General Store is proposing a site on the corner of Wedington Drive and Futrall Drive. The project will consist of a convenience store, parking lot and 16 pumps. The site is zoned C-2 and there is a home and a closed auto repair shop currently located on the site.

Our request to the Planning Commission on March 10<sup>th</sup> was denied due to tree preservation requirements. We have amended the tree preservation plan and saved more of the trees as requested by the Urban Forester.

In addition, a right turn only was requested off of Wedington Drive. The planning department did not feel it was restrictive enough. In our most recent submittal to the City Council we've created a smoother turn off of Wedington Drive and made the entrance more restrictive for eastbound travelers.

If you have any questions or require additional information, please feel free to call.

Sincerely

**Bates & Associates, Inc.**

Geoffrey H. Bates, P.E.  
President of Engineering

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

A RESOLUTION TO GRANT THE APPEAL AND APPROVE A LARGE SCALE DEVELOPMENT (LSD-4295) FOR CASEY'S GENERAL STORES, INC.

**WHEREAS**, the City Council has heard the appeal of Casey's General Stores, Inc and determined that its proposed Large Scale Development should be approved to allow the right in only from Wedington as shown on its plat and to allow the tree preservation/mitigation as proposed to satisfy the Tree Ordinance requirements.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby grants the appeal of Casey's General Stores, Inc. and approves the attached Large Scale Development and its plat with all of the other conditions required by the Planning Commission.

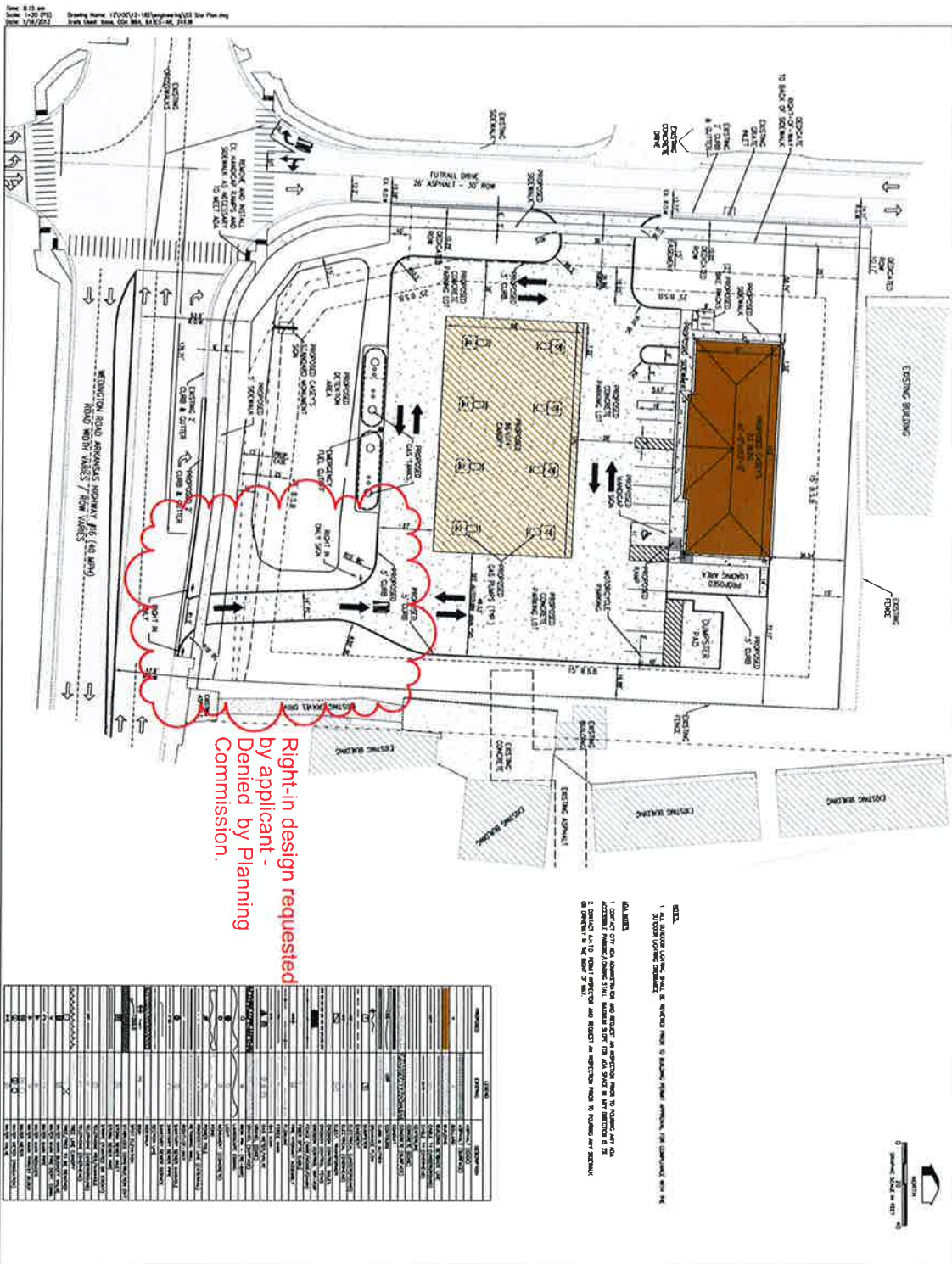
**PASSED and APPROVED** this 2<sup>nd</sup> day of April, 2013.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer



Right-in design requested  
by applicant -  
Denied by Planning  
Commission.

March 11, 2013 Planning Commission

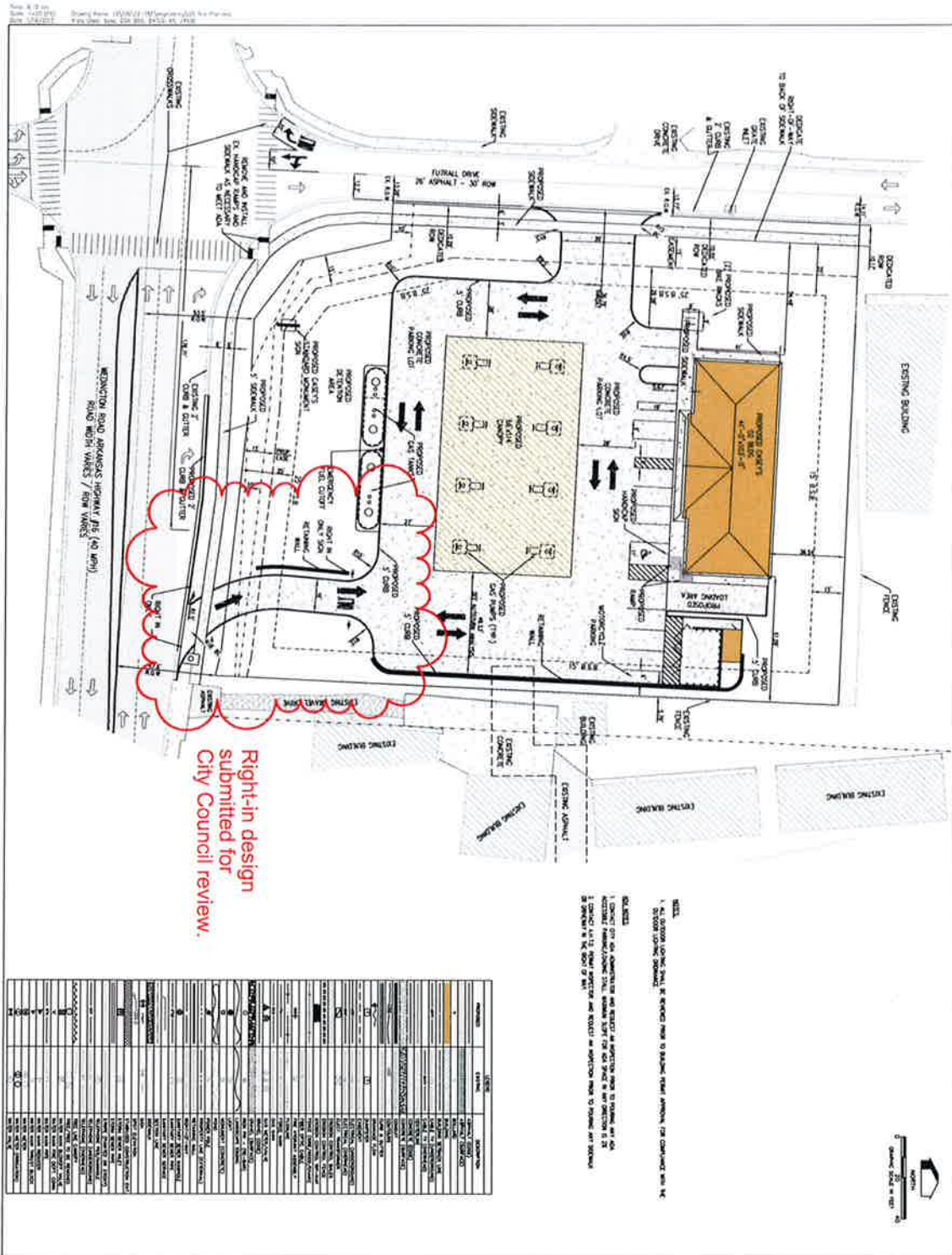
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**Bates & Associates, Inc.**  
Civil Engineering & Surveying  
2111 N. Collins Street, Suite 200  
Fayetteville, Arkansas 72703  
Phone: (479) 452-8888 Fax: (479) 451-3388

CASEY'S GENERAL STORE  
LARGE SCALE DEVELOPMENT PLAN  
SITE PLAN  
FAYETTEVILLE, ARKANSAS

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Professional Engineer  
Arkansas  
No. 12345  
Bates & Associates, Inc.



Right-in design  
submitted for  
City Council review.

April 2, 2013 City Council

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PROJECT NO. 12-1181

DATE: 03

**Bates & Associates, Inc.**  
Civil Engineering & Surveying

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Fayetteville, Arkansas 72701

Phone: 479.242.9999 Fax: 479.242.9998

CASEY'S GENERAL STORE  
LARGE SCALE DEVELOPMENT PLAN

**CASEY'S**  
GENERAL STORE

FAYETTEVILLE, ARKANSAS

REVISIONS

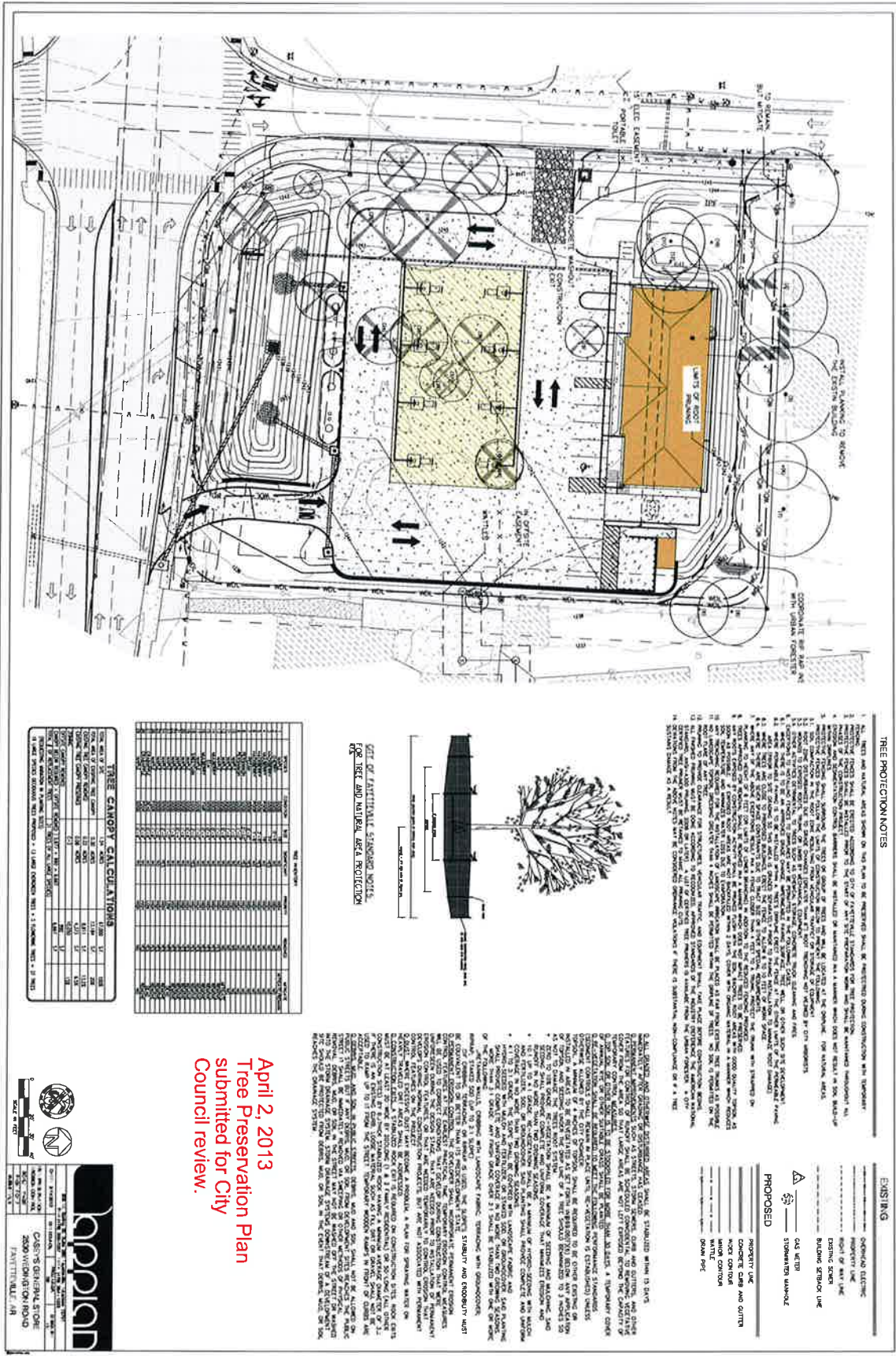
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PROFESSIONAL ENGINEER

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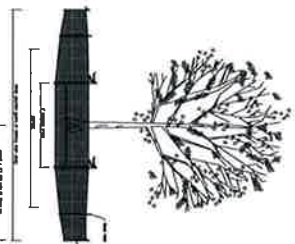
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TREE PROTECTION NOTES

1. ALL TREES AND BUSHES ARE TO BE PROTECTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
2. PROTECTED TREES SHALL BE IDENTIFIED BY A TREE PROTECTION PLAN (TPP) AND A TREE PROTECTION ZONE (TPZ) SHALL BE ESTABLISHED FOR EACH TREE TO BE PROTECTED.
3. THE TPZ SHALL BE A MINIMUM OF 1.5 TIMES THE SPREAD OF THE TREE TO BE PROTECTED.
4. ALL WORK WITHIN THE TPZ SHALL BE APPROVED BY THE CITY ENGINEER AND THE TREE PROTECTION SPECIALIST.
5. THE TPZ SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
6. ALL WORK WITHIN THE TPZ SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
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SET OF EXISTENTIAL STANDARD NOTES FOR TREE AND NATURAL AREA PROTECTION

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**TREE CANOPY CALCULATIONS**

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April 2, 2013  
Tree Preservation Plan  
submitted for City  
Council review.

**Poppleton**  
ENGINEERING AND ARCHITECTURE, INC.  
2000 S. GARDEN AVENUE  
DENVER, CO 80202  
PH: 303.733.1111  
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PC Meeting of March 11, 2013

THE CITY OF FAYETTEVILLE, ARKANSAS

125 W. Mountain St.  
Fayetteville, AR 72701  
Telephone: (479) 575-8267

**PLANNING DIVISION CORRESPONDENCE**

TO: Fayetteville Planning Commission  
 FROM: Jesse Fulcher, Current Planner  
 Glenn Newman, Staff Engineer  
 THRU: Jeremy Pate, Development Services Director  
 DATE: ~~March 5, 2013~~ Updated March 19, 2013

**LSD 12-4295: Large Scale Development (2530 W. WEDINGTON RD./CASEY GENERAL STORE, 402):** Submitted by BATES AND ASSOCIATES for property located at 2530 WEST WEDINGTON ROAD. The property is zoned C-2, THOROUGHFARE COMMERCIAL and contains approximately 1.54 acres. The request is for 4,223 square foot convenience store with associated parking. Planner: Jesse Fulcher

**Findings:**

*March 11, 2013 Planning Commission:* The Planning Commission made a motion to approve a modified right-in only design with final design approval required from the Arkansas Highway and Transportation Department and City Engineer. The motion failed with a vote of 3-5-0. The Planning Commission then made a motion to approve the large scale development as requested by the applicant, finding in favor of the right-in design and tree preservation plan. The motion failed with a vote of 3-5-0.

*Property and background:* The subject property is located at the northeast corner of Wedington Drive (Hwy 16) and Futrall Drive, and is within the I-540 Design Overlay District. The property is currently developed with an existing repair shop and single-family home. The Planning Commission reviewed a large scale development proposal for the development of a Kum & Go convenience store in 2011. The project was tabled by the applicant and never voted on. Surrounding land use and zoning is depicted on *Table 1*.

**SURROUNDING LAND USE AND ZONING:**

| Direction from Site | Land Use     | Zoning                           |
|---------------------|--------------|----------------------------------|
| North               | Office       | R-O, Residential Office          |
| South               | Undeveloped  | C-2, Thoroughfare Commercial     |
| East                | Multi-family | RMF-24, Residential multi-family |
| West                | Commercial   | C-2, Thoroughfare Commercial     |

*Request:* The applicant requests large scale development approval to construct a 4,223 sq. ft. convenience store and gas pump canopy.

*Water and Sewer System:* The property has access to existing public water and sewer services.

*Adjacent streets and right-of-way:* This site is adjacent to the signalized intersection of Wedington Drive (HWY 16), a principal arterial street, and Futrall Drive, a local street.

*Street Improvements:* Both of the adjacent streets have been improved, and therefore staff is recommending that the existing sidewalk along Wedington Drive be relocated to the right-of-way line and continued along Futrall Drive to the north property line. To accommodate increased traffic flow exiting the gas station onto Futrall Drive, and utilizing the signalized intersection at Wedington Drive, staff recommends that Futrall be restriped to accommodate a dedicated right turn lane. Street lights shall be installed at the intersection and every 300' along the property frontage, if none exist.

*Tree Preservation:*

|                        |                         |                      |
|------------------------|-------------------------|----------------------|
| Existing Canopy: 19.6% | *Preserved Canopy: 4.3% | Required Canopy: 15% |
|------------------------|-------------------------|----------------------|

***The Urban Forester is recommending denial of the Tree Preservation Plan. See attached memo from Urban Forester.***

*Access Management/Connectivity:* The subject site is located at the corner of a Wedington Drive (Hwy 16, a principal arterial street) and Futrall Drive (a local street), which is a signalized intersection. The access management ordinance states that access shall be taken from the street with the lower functional classification, Futrall Drive. Where a curb cut must access the arterial street, it shall be located a minimum of 250 feet from a driveway or intersection.

These standards were adopted so that new access to development would not create or contribute to unsafe or congested conditions, especially along arterial roadways. As new access points are created, the potential for vehicle conflicts between through traffic and traffic using the access increases. In addition to decreased safety, poorly designed access points increase congestion and traffic delays.

The applicant's original submittal provided a basic driveway design that did not limit left turn movements. Staff informed the applicant that the access as designed could not be supported, due to concerns with turning conflicts on a busy, high-speed arterial roadway, and that east bound traffic attempting to enter the proposed driveway would block one of the thru lanes and cause vehicles to stack into and through the signalized intersection(s) to the west.

The applicant is now proposing a right-in only driveway. Though this design is different than the previous proposal and that proposed by Kum & Go in 2011, the same concerns exist. East-bound vehicles on Wedington will stop in the through lane and attempt to access the site at this point.

The current request is for a right-in design that requires a variance from the 250' curb-cut separation, as it is approximately 180' from Futrall Drive and approximately 120' from two driveways to the east that serve an existing multi-family complex.



**Recommendation:** Staff recommends denial of LSD 12-4295 due to the proposed tree preservation plan not meeting the intent of the ordinance (see Urban Forester report attached). Should the Planning Commission recommend approval of the project, the following conditions should be required:

**Conditions of Approval:**

1. Planning Commission determination of a variance from Chapter 166.08(F), access management and curb-cut separation. City staff, highway department officials (in 2011), and the traffic engineer hired by Kum & Go for a similar proposal have all voiced concerns that eastbound traffic stopping and attempting to access the site from Wedington will result in vehicles stacking through one or both signalized intersections. The current right-in design, though intended to restrict access, continues to allow this dangerous and unnecessary turning movement. A median or similar physical measure on Wedington would physically prohibit left turns and address the concerns with queuing through the intersection. However, highway officials have stated that they will not allow physical measures to be constructed in the state right-of-way.

It is unfortunate that a reasonably designed access, with signage that informs drivers to not turn left into or out of this site, still results in prohibited and dangerous turning movements. One might even ask if prohibiting this curb-cut based on the actions of a few drivers is appropriate. In staff's opinion, it is appropriate to recommend denial of the access as proposed. A small percentage of all drivers may purposefully ignore the posted restrictions, but an equal amount of drivers may also unknowingly attempt to use this access. In either case, all drivers on Wedington will be subject to an increased number of unsafe turning movements, congestion, and delay. These conditions will be generated by a private development at the expense of the general public. And as indicated by the Auto-turn analysis provided by the applicant (page 4 of plans), a direct access to Wedington is not required for their customers or fueling trucks.

*For the reasons stated herein, including comments from the Arkansas State Highway Department (2011) and the previous traffic study, staff recommends denial of the proposed variance to allow a right-in on Wedington, finding that this access will increase traffic danger, congestion and delay for the general public. Staff may be able to support a right-out only design, given that the highway department is proposing to extend this west-bound lane across the new bridge. Currently, this is a designated on-ramp lane.*

2/14/13: THE SUBDIVISION COMMITTEE RECOMMENDED DENIAL OF A RIGHT-IN/RIGHT-OUT CONCEPT. THE REQUEST IS NOW FOR A RIGHT-IN ONLY.

2. Planning Commission determination of a variance request from Chapter 172.04(E), Parking Lot Design Standards. The applicant has submitted a variance request from the maximum drive aisle width requirement of 24 feet and proposes to utilize a range of drive aisle widths between 27 feet and 49 feet, to accommodate the turning movements of fueling trucks and access to the underground gasoline storage tanks. An Autoturn diagram has been added to the site plan on Sheet 4 of the submitted plat to indicate that the request is justified. *Staff recommends approval of the variance request to exceed the*

*maximum drive aisle width of 24 feet as indicated by the Autoturn analysis.*

2/14/13: THE SUBDIVISION COMMITTEE RECOMMENDED APPROVAL.

3. Planning Commission determination of a variance request from Chapter 172.04(F)(4), Parking Lot Circulation. The applicant has submitted a variance request from the maximum entrance width requirement of 24' for a driveway entering a local street, to accommodate the turning movements of fueling trucks. An Auto-turn diagram has been added to the site plan on Sheet 4 of the submitted plat to indicate that the request is justified. *Staff recommends approval of the variance request to exceed the maximum driveway width of 24 feet as shown on the Autoturn analysis.*

2/14/13: THE SUBDIVISION COMMITTEE RECOMMENDED APPROVAL.

4. Planning Commission determination of Commercial, Office and Mixed Use Design and Development Standards. *The applicant has updated the west façade of the building adjacent to Futrall Drive since the Subdivision Committee meeting. Staff's only concern with this elevation is the lack of a prominent entryway. Staff recommends that an additional awning be added above the entrance, or other design feature to highlight this entrance.*

2/14/13: THE SUBDIVISION COMMITTEE RECOMMENDED DENIAL. THE WEST ELEVATION HAS BEEN UPDATED SINCE THE SUBDIVISION COMMITTEE MEETING.

5. Planning Commission determination of the Tree Preservation Plan. *The Urban Forester is recommending denial of the project, finding that the plan does not meet the requirements of the Tree Preservation Ordinance and that no justification has been provided for the removal of trees #10-13.*

2/14/13: THE SUBDIVISION COMMITTEE RECOMMENDED DENIAL.

6. Planning Commission determination of street improvements. *Staff recommends the following improvements:*
  - a. *Relocate the sidewalk along Wedington Drive to the right-of-way and remove all old sidewalk and asphalt.*
  - b. *Construct a 5' sidewalk along Futrall Drive at the right-of-way line.*
  - c. *Street lights shall be installed at the intersection and every 300' along the property frontage, if none exist.*
  - d. *Stripe Futrall for a dedicated right-turn lane for southbound vehicles turning right onto Wedington Drive.*

2/14/13: THE SUBDIVISION COMMITTEE RECOMMENDED APPROVAL.

7. Denial of the requested access to Wedington Drive may require significant revisions to the site plan and project layout, and may remove the need for certain dimensional variances. These changes may require a major modification approval from the Planning Commission at a future hearing date, prior to construction plan approval.

8. If approved by the Planning Commission, the driveway accessing Wedington Drive shall be placed in an access easement and filed with the easement plat or by separate document. This easement should permit the adjacent property to the east to utilize the curb-cut on Wedington and have cross access to Futrall.
9. A vegetative screen, as indicated on the submitted landscape plan, shall be installed along the eastern property line to screen the commercial building and parking/driveway areas from the adjacent residential use. A portion of this may be removed if cross-access is provided to the east.
10. Monument style signs are the only permitted freestanding sign in the I-540 Design Overlay District (DOD). The current proposal is for a 10 foot tall sign, which exceeds the maximum height of 6 feet. Electronic message boards (direct lighting) are prohibited in the DOD. A sign permit shall be approved prior to any sign installation.
11. Any fencing shall comply with commercial design and design overlay district standards.
12. All tree preservation, landscape, and fire department conditions included herein shall apply. All revisions shall be addressed prior to construction plan approval.

**Standard conditions of approval:**

13. Impact fees for fire, police, water, and sewer shall be paid in accordance with City ordinance.
14. If applicable, a business license shall be obtained prior to opening the business to the public.
15. Plat Review and Subdivision comments (to include written staff comments provided to the applicant or his representative, and all comments from utility representatives: AR Western Gas, SWBT, Ozarks, SWEPCO, Cox Communications).
16. 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.
17. 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.
18. All mechanical/utility equipment (roof and ground mounted) shall be screened using materials that are compatible with and incorporated into the structure. **A note shall be clearly placed on the plat and all construction documents indicating this requirement.**

19. Trash enclosures shall be screened on three sides with materials complimentary to and compatible with the principle structure. Elevations of the proposed dumpster enclosure shall be submitted to the Planning and Solid Waste Divisions for review prior to building permit.
20. 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. Freestanding pole signs and electronic message boards (direct lighting) are prohibited in the Design Overlay District.
21. All existing utilities below 12kv shall be relocated underground. All proposed utilities shall be located underground.
22. Large scale development shall be valid for one calendar year.
23. Prior to building permit, a cost estimate for all required landscaping is to be submitted to the Landscape Administrator for review. Once approval is gained, a guarantee is to be issued (bond/letter of credit/cash) for 150% of the cost of the materials and installation of the plants. This guarantee will be held until the improvements are installed and inspected, at the time of Certificate of Occupancy.
24. Prior to the issuance of a building permit the following is required:
  - a. Grading and drainage permits
  - b. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance.
  - c. Separate easement plat for this project that shall include the tree preservation area and all utility easements.
  - d. Project Disk with all final revisions
  - e. One copy of final construction drawings showing landscape plans including tree preservation measures submitted to the Landscape Administrator.
  - f. Completion of all required improvements or the placement of a surety with the City (letter of credit, bond, escrow) as required by Section 158.01 "Guarantees in Lieu of Installed Improvements" to guarantee all incomplete improvements. Further, all improvements necessary to serve the site and protect public safety must be completed, not just guaranteed, prior to the issuance of a Certificate of Occupancy.

---

**Planning Commission action:**       Approved       Tabled       Denied

**Meeting Date:** March 11, 2013

**Motion:** Hoskins

**Second:** Cabe

**Vote:** 3-5-0 Motion to approve failed with Commissioners Winston, Bunch, Cabe, Pennington and Cook voting against. Chesser was not present.



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URBAN FORESTRY DIVISION

TREE PRESERVATION AND PROTECTION – Chapter 167

To: Bates and Associates  
From: Megan Dale, Urban Forester/Landscape Administrator  
CC: Jesse Fulcher, Current Planner  
Date: 14 February 2013  
Subject: LSD 12-4295: Casey's General Store Subdivision Review Comments

*Requirements Submitted:*

|     |   |
|-----|---|
| N   | Initial Review with the Urban Forester    |
| Y   | Site Analysis Map Submitted               |
| N   | Site Analysis Written Report Submitted    |
| N   | Complete Tree Preservation Plan Submitted |
| N/A | Tree Mitigation Form Submitted            |
| N/A | Tree Preservation Wavier Submitted        |

*Canopy Measurements:*

|   |            |
|---|------------|
| <b>Total Site Area (minus Master Street Plan ROW, existing easements, and Dedicated Parkland)</b> |            |
| acres   | 1.54       |
| square feet   | 67,000     |
| <b>Existing Tree Canopy (minus existing easements)</b>  |            |
| square feet   | 13,184     |
| percent of site area  | 19.6%      |
| <b>Tree Canopy Preserved</b>  |            |
| square feet   | 2,901      |
| percent of total site area  | 4.3%       |
| <b>Tree Canopy Removed (including off-site canopy)</b>  |            |
| square feet (7,149 below min + 990 offsite = 8,139)   | 10,283     |
| percent of total site area  | 15.3%      |
| <b>Site Percent Min. Canopy Required – Zoning C-2</b>   | <b>15%</b> |

Mitigation: Required -

| Canopy Below Required   | Preservation Priority/Type | Forestation Base Density (ft2) | Number of 2" caliper trees to be planted |
|-------------------------|----------------------------|--------------------------------|--|
| 8,139 ft2               | High Priority              | 218                            | 37                                       |
| ft2                     | Mid Priority               | 290                            |  |
| ft2                     | Low Priority               | 436                            |  |
| <b>Total Mitigation</b> |                            |                                | <b>37</b>                                |

Tree Escrow (at \$675 per tree) equivalent of \$25,715

Mitigation Type Requested:

On-Site     Off-Site     Tree Escrow     Not Requested Yet

Mitigation Type Requested Approved:  YES     NO

**TREE PROTECTION PLAN CHECKLISTS AND COMMENTS:**

Plan Checklist:

NA = not applicable

Yes = submitted by applicant

No = required by City Code but not included on submitted plan

**The Site Analysis Plan [167.04(H)(1)]**

| Tech Plat | SD  | PC  | Site Analysis Plan Components  |
|-----------|-----|-----|--|
| Y         | Y   | N/A | 5 year aerial check on existing trees  |
| Y         | Y   | N/A | Property Boundary  |
| Y         | Y   | N/A | Natural Features 100ft beyond property line shown                            |
| Y         | Y   | N/A | Existing Topography with slopes ≤ 15% highlighted                            |
| Y         | Y   | N/A | Soils  |
| Y         | Y   | N/A | Significant Tree(s): 24", 18" and 8" DBH                                     |
| Y         | Y   | N/A | Table listing Sig. Trees with species, size, health, priority                |
| Y         | Y   | N/A | Grouping of Trees: all other trees that do not meet significant requirements |
| Y         | Y   | N/A | Table listing Grouped Trees with average species, size, health, priority     |
| Y         | Y   | N/A | All existing utilities   |
| N/A       | N/A | N/A | All perennial and intermittent streams with approximate center line          |
| N/A       | N/A | N/A | Floodplains/Floodways  |
| Y         | Y   | N/A | Existing street, sidewalk or bike path ROW                                   |
| N         | N   | N/A | Submitted Site Analysis Plan   |

**The Analysis Plan Report [167.04(H)(4)]**

| Tech Plat | SD | PC  | Analysis Plan Report Components   |
|-----------|----|-----|---|
| N         | N  | N/A | Detail Design Approaches used to minimize damage to OR removal of existing canopy |
| N         | N  | N/A | Justification for removal of individual or groupings of trees/canopy              |
| Y         | Y  | N/A | Details providing information on on-site mitigation OR off-site alternatives      |
| N         | N  | N/A | Submitted Analysis Report   |

**Tree Preservation Plan [167.04(H)(2)]**

| Tech Plat | SD | PC  | Tree Preservation Plan Components                                      |
|-----------|----|-----|--|
| Y         | Y  | N/A | Shows ALL Proposed Site Improvements                                   |
| Y         | Y  | N/A | Delineates trees/canopy to be preserved and removed                    |
| Y         | Y  | N/A | Delineates existing and proposed grading                               |
| Y         | Y  | N/A | Depict limits of soil disturbance                                      |
|           |    |     | Detail methods that will be used to protect trees during construction: |
| Y         | Y  | N/A | 1. Tree Protection Fencing   |
| Y         | Y  | N/A | 2. Limits of Root Pruning  |
| Y         | Y  | N/A | 3. Traffic flow on work site   |
| N         | N  | N/A | 4. Location of material storage  |
| Y         | Y  | N/A | 5. Location of concrete wash out                                       |
| Y         | Y  | N/A | 6. Location of construction entrance/exit                              |
| N         | N  | N/A | Location of ALL existing and new utility/drainage easements            |

**To Subdivision Committee:**

1. This application is recommended for DENIAL.
2. No justification in Analysis Report or Plan has been provided to remove Trees #10-13. The site design could be modified to shift the building and pump canopy to provide the following Tree Preservation Numbers.  
Removed: 7333 – 10.9%  
Preserved: 5851 – 8.7%  
Mitigation: 4199 + 990 offsite = 5189 = 24 trees

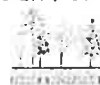
**Conditions of Approval:**

3. Address all redlines and items above marked with "N."
4. Show demo of shed on Tree Preservation Plan. Add note that has vertical planking on Tree #3 and #4. Provide detail. Add note about depth of asphalt removal so that roots are not damaged.
5. Show all utilities on plan. Move gas line and required easement / construction buffer out of tree preservation area.
6. Prior to Building Permit approval, all required landscaping will require a performance bond and a completed Landscape Surety Form. Submit a landscape estimate for review at time of construction plan review.
7. Prior to Certificate of Occupancy, a 3-year Maintenance Plan must be submitted with a 3-year surety (letter of credit, bond or cash) and completed Landscape Surety Form.



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URBAN FORESTRY DIVISION

LANDSCAPE REGULATIONS – Chapter 177

To: Bates and Associates  
From: Megan Dale, Urban Forester/Landscape Administrator  
CC: Jesse Fulcher, Current Planner  
Date: 14 February 2013  
Subject: LSD 12-4295: Casey's General Store Subdivision Review Comments

Applicable Requirements:

|   |  |
|---|--|
| Y | Site Development & Parking Lot Standards |
| Y | Street Tree Planting Standards           |
| Y | Stormwater Facilities                    |

Plan Checklist:

Y= submitted by applicant  
N=required by City Code but not included on submitted plan  
NA= not applicable

| Tech Plat | SC | PC | All Landscape Plans   |
|-----------|----|----|---|
| Y         | Y  | NA | Irrigation notes either automatic or hose bib 100' o.c. (177.03A.7.g & 177.04.B.3.a)  |
| Y         | Y  | NA | Species of plant material identified (177.03.A.7.d & e)   |
| Y         | Y  | NA | Size of plant material at time of installation indicated minimum size 2" caliper for trees and 3 gal. shrubs (177.03.A.7.b & c) |
| Y         | Y  | NA | Soil amendments notes include that soil is amended and sod removed (177.03.C.6.b)   |
| Y         | Y  | NA | Mulch notes indicate organic mulching around trees and within landscape beds (177.03.C.6.c & d)                                 |
| N         | N  | NA | LSD and Subdivisions plans stamped by a licensed Landscape Architect, others by Landscape Designer (177.03.B)                   |
| Y         | Y  | NA | Planting bed contained by edging (177.03.C.6.f)   |
| Y         | Y  | NA | Planting details according to Fayetteville's Landscape Manual (177.03.C.6.g)  |



THE CITY OF FAYETTEVILLE, ARKANSAS

| Tech Plat        | SC        | PC        | Site Development & Parking Lot Standards  |
|------------------|-----------|-----------|---|
| Y                | Y         | NA        | Wheel stops/ curbs (177.04.B.1)   |
| N                | Y         | NA        | Interior landscaping (177.04.C)<br><i>Narrow tree lawn (8' min width, 37.5' min length/ 1 tree per 12 spaces) OR<br/>Tree island (8' min. width, 18.7' min. length/1 tree per 12 spaces)<br/>All parking lot trees must be deciduous (177.04.C.3)</i>   |
| Y                | Y         | NA        | Placement of Trees (177.04.C.2)<br><i>Either side at points of access (entrance/exit)</i>   |
| N                | Y         | NA        | Perimeter landscaping (177.04.D)<br><i>Side and rear property lines (5' wide landscaped)<br/>Front property line (15' wide landscape) (177.04.D.2.a)<br/>Shade trees planted on south and west sides of parking lots (177.04.D.2.e)<br/>Parking lot adjacent to R.O.W.- continuous row planting of shrubs - 50% evergreen.<br/>Remaining landscaping to be ground cover and / or turf.) (177.04.D.4a)<br/>NOTE: Shade trees are described in street tree planting standards</i> |
|                  |           |           | <b>Street Tree Planting Standards (time of F.P. or permit) (177.05)</b>   |
| NA               | NA        | NA        | Residential Subdivisions- 1 large species shade tree/ lot tree planted within R.O.W. if possible  |
| Y                | Y         | NA        | Nonresidential Subdivision- 1 large species shade tree/30 L.F. tree planted within 15-25' greenspace  |
| NA               | NA        | NA        | Urban Tree Wells-urban streetscape only- 8' sidewalk , trees every 30 L.F. (177.05.B.3.a-f)   |
| NA               | NA        | NA        | Structural Soil-if urban wells are used, a note or detail of structural soil must be indicated on the landscape plan  |
| NA               | NA        | NA        | Timing of planting indicated on plans (subdivisions only) (177.05.A.4)  |
| NA               | NA        | NA        | Written description of the method for tracking plantings (177.05.A.4.e)   |
| Y                | Y         | NA        | Plan contains 3-year Maintenance and Monitoring Agreement. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. (177.05.A.2.e)   |
| <b>Tech Plat</b> | <b>SC</b> | <b>PC</b> | <b>Stormwater Facilities (time of F.P. or permit) (177.06.A – C)</b>  |
| N                | NA        | NA        | 1 deciduous or evergreen tree/ 3000 square feet   |
| N                | NA        | NA        | 4 large shrubs or small trees (3 gal) / 3000 square feet  |
| Y                | NA        | NA        | 6 shrubs or grasses (1 gal) / 3000 square feet  |
| Y                | NA        | NA        | Ground cover unless seed or sod is specified  |
| Y                | NA        | NA        | 50% of facility planted with grass or grass like plants   |

| Landscape Requirements Table |                                      |                      |
|------------------------------|--------------------------------------|----------------------|
| 37                           | Mitigation Trees                     | 3-year bond required |
| 16                           | Street Trees                         | 3-year bond required |
| 1                            | Parking Trees                        |                      |
| 3                            | Detention Large Trees                |                      |
| 12                           | Detention Small Trees / Large Shrubs |                      |
| 18                           | Detention Small Shrubs               |                      |

**To Subdivision Committee:**

1. Variance #4 requests that additional landscaping be used along the west elevation to screen. No additional planting is for screening is shown.

**Conditions of Approval:**

2. Address all items above marked with "N" and redlines.
3. Update Landscape Requirements Table.
4. Mitigation tree type requests do not match Landscape Plans.
5. Move large species Street Trees 20' from overhead powerline.
6. Leyland Cypress and White Pine have not been tolerating drought, insect or disease. Choose another species. Consider the native Eastern Red Cedar.
7. Prior to Building Permit approval, all required landscaping will require a performance bond and a completed Landscape Surety Form. Submit a landscape estimate for review at time of construction plan review.
8. Prior to Certificate of Occupancy, a 3-year Maintenance Plan must be submitted with a 3-year surety (letter of credit, bond or cash) and completed Landscape Surety Form.
9. Landscape Architect of record shall inspect site and direct Contractor to make changes to meet Approved plans and details prior to Urban Forester Certificate of Occupancy inspection. No changes to the approved landscape plan may be made without Urban Forester approval.



THE CITY OF FAYETTEVILLE, ARKANSAS  
ENGINEERING DIVISION  
125 West Mountain  
Fayetteville, AR 72701  
Phone (479) 444-3443

[www.accessfayetteville.org](http://www.accessfayetteville.org)

To: Jesse Fulcher, Current Planner

March 4, 2013

From: Glenn Newman, P.E.  
Staff Engineer

Re: Plat Review Comments (March 11, 2013 Planning Commission)

Development: LSD 12-4295 Casey's – Wedington Drive

Engineer: Bates & Associates, Inc.

**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. 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.
3. Prior to engineering approval of the **building permit**, either the required public improvements must be installed and accepted, or performance bonds in the amount of 150% of the construction cost for all public improvements must be submitted, accompanied by a unit price estimate approved by the Engineering Division.

**Plan Comments:**

1. Staff is not in support of the entrance off Wedington Drive without a physical barrier installed in the highway to prevent left turns from the east bound traffic – remove from plan.
2. Adjustments to the inlet design may be necessary to ensure 100% capture to direct flow to detention pond. Adding extensions and adjusting grade of gutter to be above 100 yr WSE.

**Drainage Report Comments:**

1. The Underground Detention Model is not approved and has not been re-designed since Subdivision Committee. The area draining to the detention pond shown in the drainage area map does not match the calculations. Additional information requested to support CN and Manning "n" used in the report.
2. In general the AHTD storm drain network is not designed to convey the 100 yr storm events, therefore, there may be downstream capacity issues. The downstream network must be modeled to verify the HGL of the network is less than the HGL of the detention for each storm event. Offsite improvements are anticipated or the detention shall be designed to meet downstream capacity.
3. Gutter and downspouts must be designed to convey the 100 yr flow.

**Standard Construction Comments:**

THE CITY OF FAYETTEVILLE, ARKANSAS

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1. The engineer of record shall provide "Full Time" inspection for utilities and "Part Time" inspection for the storm drainage and roadway construction for this project. The engineer of record shall also review and approve material submittals (approved submittals shall be submitted to the City for concurrence before material is ordered)– weekly inspection reports should be submitted to the City of Fayetteville's public works inspector.
2. 2012 Standard Water & Sanitary Sewer Specifications & Details apply. (Document available at [www.accessfayetteville.org/government/engineering](http://www.accessfayetteville.org/government/engineering) )
3. Demolition shall not begin until the appropriate erosion control measures and required tree preservation fencing are installed
4. Prior to obtaining a Certificate of Occupancy, or Temporary Certificate of Occupancy, the following items must be performed or provided to the satisfaction of the Engineering Department:
  - o The work shown on the civil site package must be complete and the items on the final punch list completed.
  - o Vegetation must be established in accordance with Section 169.06 of the UDC and perimeter controls removed.
  - o One (1) set of as-built drawings of the complete project (excluding details) as a hard copy and in Tiff or PDF format;
    - Public infrastructure and services shall be surveyed after installation in relation to easements, property lines, and rights-of-way.
    - Professional surveyor shall provide stamp drawings specifically identifying the limits of as-built survey performed.
    - More than 2 ft deviation of design alignment shall require new easement dedication or adjustment of the utility/storm drain.
  - o Unit price construction costs and a single 2 year maintenance bonds in the amount of 25% of the public improvements have been provided to the city;
  - o Certification that the streets, sidewalk, storm sewer, water, fire line, and sewer lines, etc., were installed per approved plans and City of Fayetteville requirements;
  - o Certification that the designed retaining walls were installed per approved plans and City of Fayetteville requirements;
  - o Cross Sections, Volume Calculations, and Certification Retention/Detention Ponds are in accordance with the approved Drainage Report.
  - o Surveyor's Certification of Compliance for monuments and property pins.
  - o The As- Built Final Drainage Report in PDF format.



[www.accessfayetteville.org](http://www.accessfayetteville.org)

THE CITY OF FAYETTEVILLE, ARKANSAS  
SOLID WASTE AND RECYCLING  
1560 S. Happy Hollow Road  
Fayetteville, AR 72701  
P (479) 575-8398 F (479) 444-3478

3/5/13

Geoffrey Bates P.E.  
Bates and Associates  
91 W. Colt Square Dr.  
Fayetteville, AR. 72703  
(479) 442-9350

RE: 12-4295

Mr. Bates,

The enclosure for this development should be sized at 30' wide and 12' deep. Please provide dimensions on the site plan and provide architectural plans to ensure serviceability of the enclosure. The other issue I have is that there seems to be parking in front of the enclosure which could cause a service issue if there was a car sitting in a parking space when we tried to service the enclosure.

Please contact me at 479-575-8397 or [jdrummond@ci.fayetteville.ar.us](mailto:jdrummond@ci.fayetteville.ar.us) if you have any questions.

Sincerely,

Jason Drummond  
Commercial Sales Representative  
Fayetteville Solid Waste and Recycling



**Bates &**  
**Associates, Inc.**

**Civil Engineering & Surveying**

91 W. Colt Square Dr. Suite 3 / Fayetteville, AR 72703  
PH: 479-442-9350 \* FAX: 479-521-9350

January 15, 2013

Planning Staff  
City of Fayetteville  
113 West Mountain  
Fayetteville, AR 72701

**RE: Casey's – Wedington variance request**

Dear Planning Staff,

Casey's General Store is proposing a site on the corner of Wedington Drive and Futrall Drive. The project will consist of a convenience store, parking lot and 16 pumps. The site is zoned C-2 and there is a home and a closed auto repair shop currently located on the site.

Casey's would like to request the following variances:

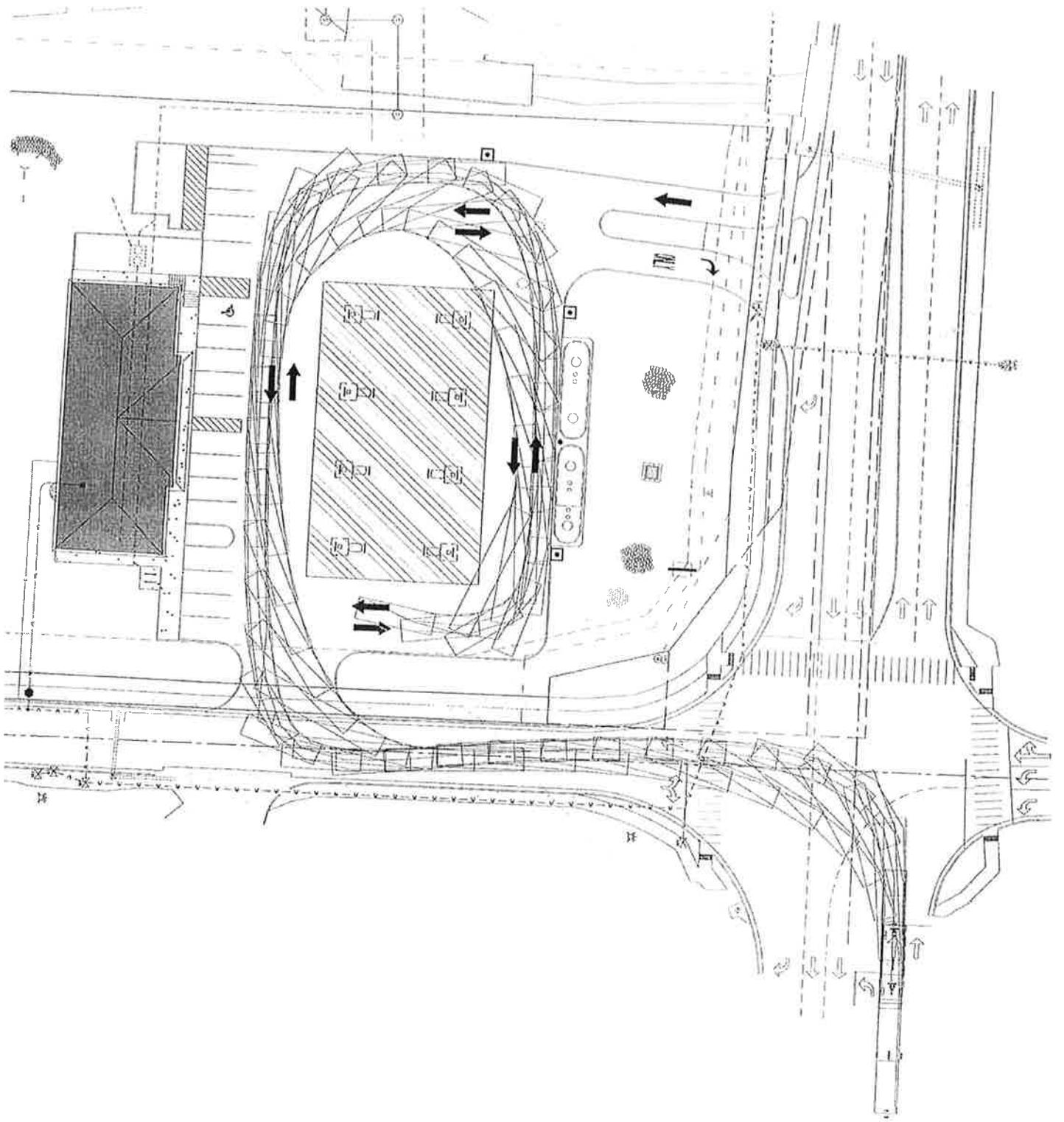
1. Increase driveway width off of Futrall from 24' to 36'. This is needed for the tanker trucks to enter and exit the site
- ~~2. Decrease the minimum Throat length from 40' to 27'. This is not a typical parking lot and the reduction is needed for proper traffic circulation.~~
3. Decrease the driveway separation on Wedington from 250' to 170' center to center. The lot is not 250' wide so the minimum separation cannot be achieved.
4. The west facade is not built like a front and Casey's would like to propose additional landscaping in this area to screen the building.

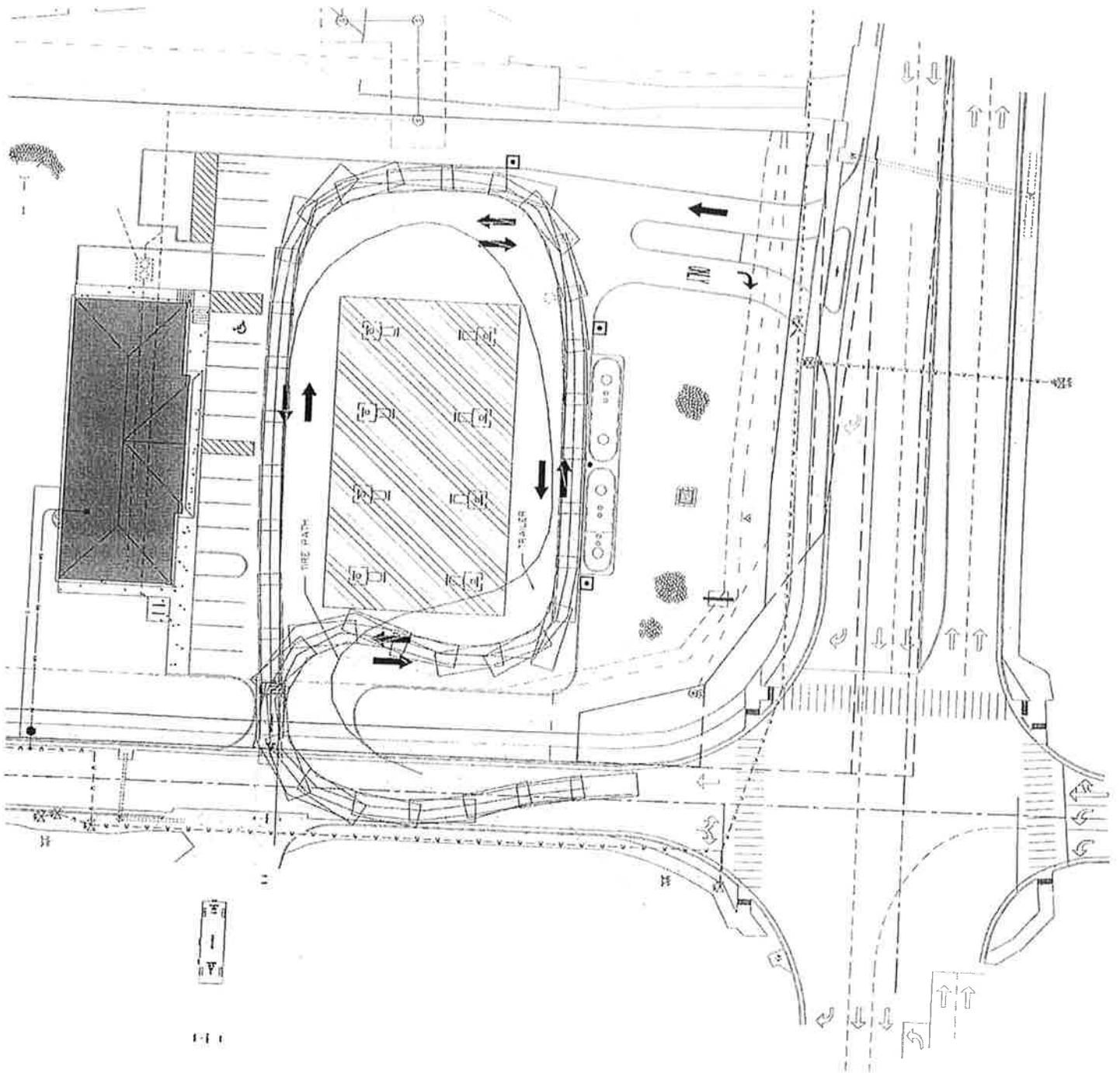
If you have any questions or require additional information, please feel free to call.

Sincerely

**Bates & Associates, Inc.**

Geoffrey H. Bates, P.E.  
President of Engineering







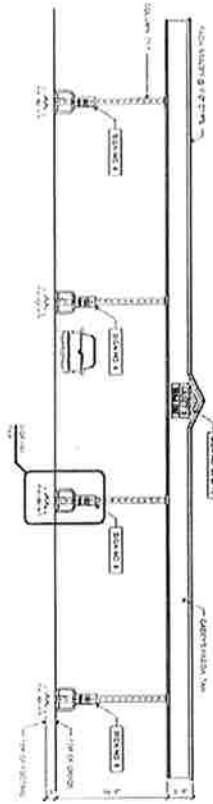




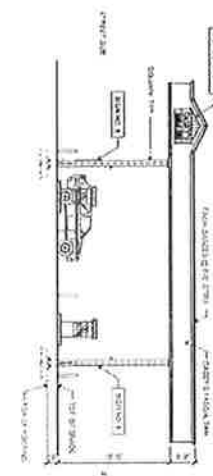
**\*\*VERIFY ALL SIGNAGE WITH SIGN PERMITS\*\***

**General Notes**

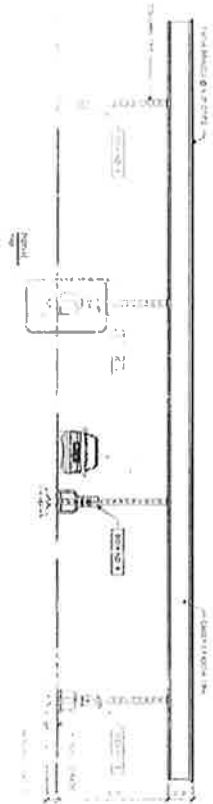
1. REFERENCES FOR MATERIALS AND FINISHES SHALL BE AS SHOWN ON THE DRAWINGS.
2. ALL DIMENSIONS ARE IN FEET AND INCHES.
3. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
4. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
5. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
6. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
7. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
8. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
9. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
10. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.



4 Pump Island Canopy - Street Sign



3 Pump Island Canopy - Right Side Elevation



2 Pump Island Canopy - Stone Side



1 Pump Island Canopy - Right Side Elevation



9. CASEY'S - DOUBLE STACKED

CASEY'S STORE

AL-201

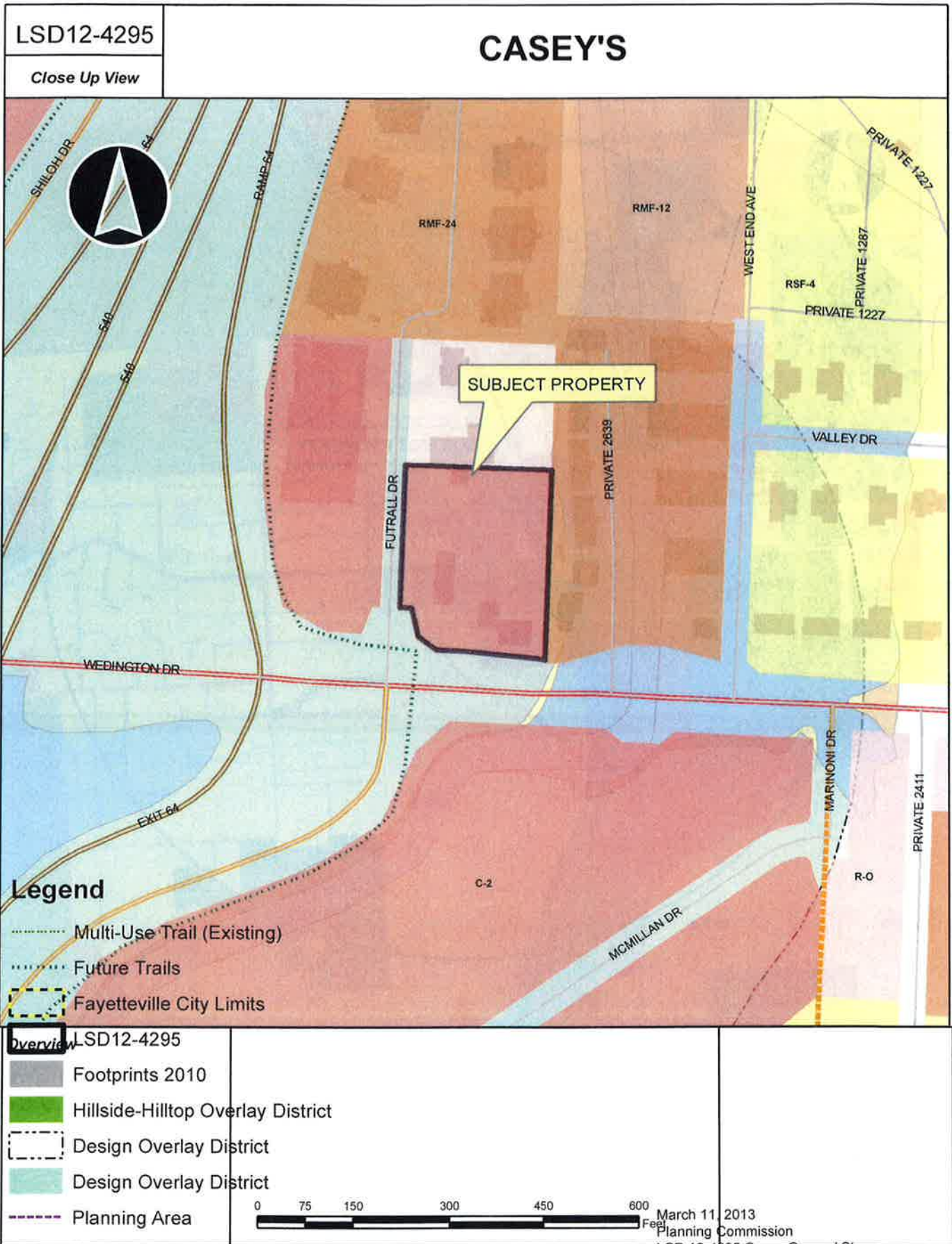
DATE: 03/11/13

DESIGNER: [Name]

PROJECT: [Name]

SCALE: [Scale]

AL-201





N RAMP 64

N EXIT 64

N FUTRALL DR

W WEDINGTON DR

PRIVATE 2639

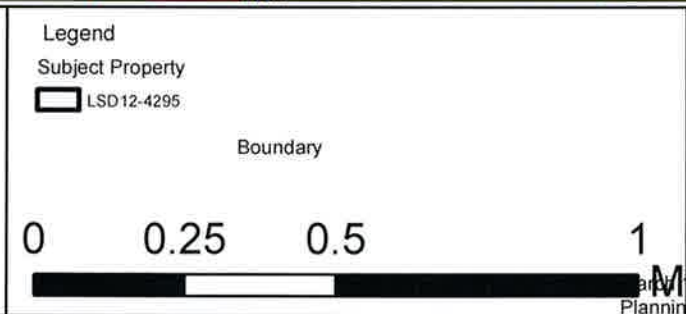
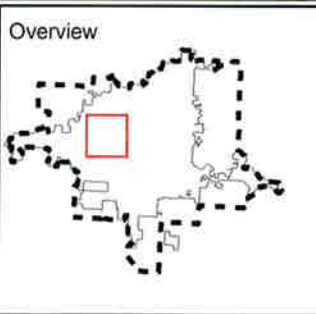
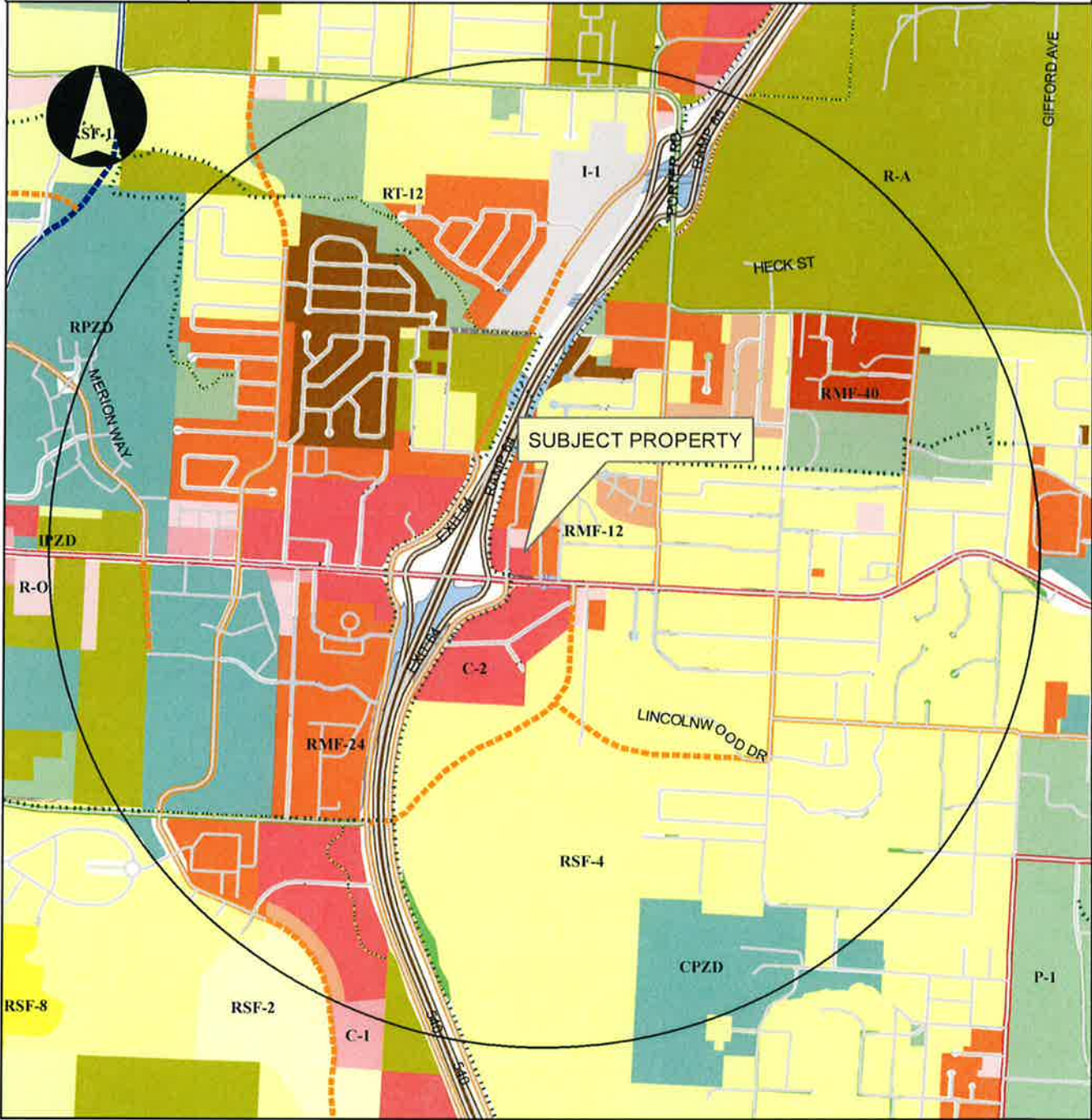
W MCMILLAN DR



LSD12-4295

# CASEY'S

One Mile View



# KUM & GO PACKET 2011



PC Meeting of October 10, 2011

THE CITY OF FAYETTEVILLE, ARKANSAS

125 W. Mountain St.  
Fayetteville, AR 72701  
Telephone: (479) 575-8267

**PLANNING DIVISION CORRESPONDENCE**

**TO:** Fayetteville Planning Commission  
**FROM:** Jesse Fulcher, Current Planner  
Glenn Newman, Staff Engineer  
**THRU:** Jeremy Pate, Development Services Director  
**DATE:** October 5, 2011

**LSD 11-3903: Large Scale Development (2530 W. WEDINGTON DR./KUM & GO, 402):**  
Submitted by CEI ENGINEERING for property located at 2530 WEST WEDINGTON DRIVE. The property is zoned C-2, THOROUGHFARE COMMERCIAL and contains approximately 1.54 acres. The request is for a gas station and convenience store containing approximately 4,958 square feet. Planner: Jesse Fulcher

**Findings:**

*Property and background:* The subject property is located at the northeast corner of Wedington Drive (Hwy 16) and Futrall Drive, and is within the I-540 Design Overlay District. The property is currently developed with an existing repair shop and single-family home. Surrounding land use and zoning is depicted on *Table 1*.

**SURROUNDING LAND USE AND ZONING:**

| Direction from Site | Land Use     | Zoning                           |
|---------------------|--------------|----------------------------------|
| North               | Office       | R-O, Residential Office          |
| South               | Undeveloped  | C-2, Thoroughfare Commercial     |
| East                | Multi-family | RMF-24, Residential multi-family |
| West                | Commercial   | C-2, Thoroughfare Commercial     |

*Request:* The applicant requests large scale development approval to construct a 4,958 sq. ft. convenience store and gas pump canopy.

*Water and Sewer System:* The property has access to existing public water and sewer services.

*Adjacent streets and right-of-way:* This site is adjacent to the signalized intersection of Wedington Drive (HWY 16), a principal arterial street, and Futrall Drive, a local street.

*Street Improvements:* Both of the adjacent streets have been improved, and therefore staff is recommending that the existing sidewalk along Wedington Drive be relocated to the right-of-way line and continued along Futrall Drive to the north property line. Street lights shall be installed at the intersection and every 300' along the property frontage, if none exist.



*Tree Preservation:*

|                         |                          |                         |
|-------------------------|--------------------------|-------------------------|
| Existing Canopy: 10.86% | *Preserved Canopy: 1.89% | Required Canopy: 10.86% |
|-------------------------|--------------------------|-------------------------|

\*Mitigation Required: See attached memo from Urban Forester.

*Access Management/Connectivity:* The subject site is located at the corner of a Wedington Drive (Hwy 16, a principal arterial street) and Futrall Drive (a local street), which is a signalized intersection. The access management ordinance states that access shall be taken from the street with the lower functional classification, Futrall Drive. Where a curb cut must access the arterial street, it shall be located a minimum of 250 feet from a driveway or intersection.

These standards were adopted so that new access to development would not create or contribute to unsafe or congested conditions, especially along arterial roadways. As new access points are created, the potential for vehicle conflicts between through traffic and traffic using the access increases. In addition to decreased safety, poorly designed access points increase congestion and traffic delays.

The applicant's original submittal provided a full three-lane driveway on Wedington Drive. Staff informed the applicant that the access as designed could not be supported, due to concerns with turning conflicts on a busy, high-speed arterial roadway, and that east bound traffic attempting to enter the proposed driveway would block one of the thru lanes and cause vehicles to stack into and through the signalized intersection(s) to the west.

Wedington Drive is also a state highway and subject to review by the Arkansas State Highway and Transportation Department (AHTD). City staff asked AHTD to review and comment on the proposed three-lane driveway on Wedington. AHTD stated that they supported the city's efforts to prohibit a curb-cut at this location, "as it would further add to the traffic congestion at this location."

In response to these concerns, the applicant employed an outside engineering firm to conduct a traffic study and provide recommendations that could allow safe access directly to Wedington Drive. The traffic engineer provided the following recommendation:

"Due to the high volume of eastbound thru traffic in the A.M. and the high volume of westbound thru traffic in the P.M., we recommend construction of a raised median island (Figure 9) on the east side of the Futrall Drive intersection creating a Right in/Right out only driveway for the development. Although this improvement will prevent the eastbound left turn into the development, it will also prevent a left turning vehicle from stopping in traffic and creating a queue through the intersections. One might suggest adding a Two Way Left Turn Lane (TWLTL), but due to the proximity of the entrance to the intersection, the westbound queuing at the intersection would prohibit any left in or left out movements during the peak hours."

Staff found the proposed median to be a creative solution that prohibited left turns, reducing turning conflicts and ensuring that east bound thru traffic would not be delayed by vehicles attempting to enter the site directly from Wedington. Staff forwarded the new proposal to AHTD for review. However, highway officials informed us that they would not be agreeable to a median being constructed in the highway right-of-way for various reasons, including

maintenance responsibilities, obstructions that could be impacted, etc. Officials also stated that "methods to help enforce turn restrictions should be handled inside the property."

Without further approval from AHTD, the applicant is only able to provide a right-in/right-out driveway by constructing a raised median in the center of the driveway. This same design has been employed on a few other sites accessing state highways, and is intended to prohibit left turns into or out of a site. However, the design allowed by the state, as observed on several occasions by staff, is ineffective, and does not prohibit or discourage the turning movements that staff and the state are concerned with at this location.

Staff provided all of the above information and feedback to the applicant and asked them to speak directly with highway officials about allowing the raised median to be constructed, or for an alternative driveway design that will physically discourage left hand turns. Since the Subdivision Committee hearing, the applicant has confirmed with highway officials that the raised median will not be permitted in the highway right-of-way and that the applicant could utilize the state's approved right-in/right-out design with a mountable curb (see plan attached).

The applicant is proposing a state approved right-in/right-out driveway design for the curb-cut on Wedington. This access requires a variance from the 250' curb-cut separation, as it is approximately 180' from Futrall Drive and approximately 120' from two driveways to the east that serve an existing multi-family complex.

**Recommendation:** Staff recommends approval of **LSD 11-3903** with the following conditions:

**Conditions of Approval:**

1. Planning Commission determination of a variance from Chapter 166.08(F), access management and curb-cut separation. City staff, highway department officials, and the traffic engineer hired by the applicant have all voiced concerns that eastbound traffic stopping and attempting to access the site from Wedington will result in vehicles stacking through one or both signalized intersections. The proposed median on Wedington would physically prohibit left turns and address the concerns with queuing through the intersection. However, the highway department is unable to allow this to be constructed in the right-of-way.

The only remaining alternative for restricting left turns is to use the mountable island (2"vertical face sloping up to a total height of 4") in the center of the driveway. A few of these restrictive driveways are in use in the city, both on state and city roads, and are intended to prevent drivers from turning left into or from the site. And despite very restrictive designs allowed within city owned right-of-way, drivers are still tempted to and continue to perform left-hand turns. The right-in/right-out design proposed for this site, within state owned right-of-way, will be much less restrictive than city approved designs, encouraging eastbound traffic to stop on Wedington to attempt a left-hand turn into the site. This is exactly the concern voiced by the traffic engineer who studied this site, and why the median was the recommended solution to allow safe access to Wedington.

It is unfortunate for the applicant that a reasonably designed access, with signage that informs drivers to not turn left, still results in prohibited and dangerous turning movements. One might even ask if prohibiting this curb-cut based on the actions of a few drivers is appropriate. In staff's opinion, it is appropriate to recommend denial of the access as proposed. A small percentage of all drivers may purposefully ignore the posted restrictions, but an equal amount of drivers may also unknowingly attempt to use this access. In either case, all drivers on Wedington will be subject to an increased number of unsafe turning movements, congestion, and delay. These conditions will be generated by a private development at the expense of the general public. And as indicated by the Auto-turn analysis provided by the applicant (page 4 of plans), a direct access to Wedington is not required for their customers or fueling trucks.

*For the reasons stated herein, including comments from the Arkansas State Highway Department and Small Arrow Engineering, Inc. (traffic engineer), staff recommends denial of the proposed variance to allow a driveway on Wedington, finding that this access will increase traffic danger, congestion and delay for the general public.*

9/29/11: THE SUBDIVISION COMMITTEE MADE NO RECOMMENDATION CONCERNING THE VARIANCE FOR ACCESS. THE APPLICANT WAS STILL WORKING WITH THE HIGHWAY DEPARTMENT ON ALTERNATIVE DRIVEWAY DESIGNS.

2. Planning Commission determination of a variance request from Chapter 172.04(E), Parking Lot Design Standards. The applicant has submitted a variance request from the maximum drive aisle width requirement of 24 feet and proposes to utilize a range of drive aisle widths from 35 feet - 42 feet to accommodate turning radius required for large truck parking lot circulation and access to the underground gasoline storage tanks. An Autoturn diagram has been added to the site plan on Sheet 4 of the submitted plat to indicate that the request is justified. *Staff recommends approval of the variance request to exceed the maximum drive aisle width of 24 feet.*

9/29/11: THE SUBDIVISION COMMITTEE FOUND IN FAVOR OF THE REQUESTED VARIANCE.

3. Planning Commission determination of a variance request from Chapter 172.04(F), Parking Lot Circulation. The applicant has submitted a variance request from the maximum entrance width requirement of 24' for a driveway entering a local street, to accommodate the turning radius required for large truck parking lot circulation and access to the underground gasoline storage tanks. An Auto-turn diagram has been added to the site plan on Sheet 4 of the submitted plat to indicate that the request is justified. *Staff recommends approval of the variance request to exceed the maximum driveway width of 24'.*

9/29/11: THE SUBDIVISION COMMITTEE FOUND IN FAVOR OF THE REQUESTED VARIANCE.

4. Planning Commission determination of a variance from Chapter 161.31(D)(1), requiring 25' of greenspace along all public streets. *Staff recommends approval of a reduction in the greenspace requirement to 15', which is the requirement throughout the city. The Planning Commission has reviewed a proposal to eliminate the 25' requirement; however, this has not yet been approved by the City Council.*

9/29/11: THE SUBDIVISION COMMITTEE FOUND IN FAVOR OF THE REQUESTED VARIANCE.

5. Planning Commission determination of Commercial Design Standards and Design Overlay District Design Standards. *Staff recommends in favor of the proposed design finding that the building meets the minimum requirements of the Design Overlay District Design Standards and Commercial Design Standards.*

9/29/11: THE SUBDIVISION COMMITTEE FOUND IN FAVOR OF DESIGN STANDARDS.

6. Planning Commission determination of street improvements. *Staff recommends that the applicant relocate the sidewalk along Wedington Drive to the right-of-way, and continue the 5' sidewalk north along Futrall Drive. The existing sidewalk shall be removed and revegetated. Street lights shall be installed at the intersection and every 300' along the property frontage, if none exist.*

9/29/11: THE SUBDIVISION COMMITTEE FOUND IN FAVOR OF THE RECOMMENDED STREET IMPROVEMENTS.

7. Denial of the requested access to Wedington Drive may require significant revisions to the site plan and project layout, and may remove the need for certain dimensional variances. These changes may require a major modification approval from the Planning Commission at a future hearing date, prior to construction plan approval.
8. The driveway accessing Wedington Drive shall be placed in an access easement and filed with the easement plat or by separate document. This easement should permit the adjacent property to the east to utilize the curb-cut on Wedington and have cross access to Futrall.
9. A vegetative screen, as indicated on the submitted landscape plan, shall be installed along the eastern property line to screen the commercial building and parking/driveway areas from the adjacent residential use.
10. Monument style signs are the only permitted freestanding sign in the Design Overlay District (DOD). Electronic message boards (direct lighting) are prohibited in the DOD. A sign permit shall be approved prior to any sign installation.
11. Any fencing shall comply with commercial design and design overlay district standards.
12. All tree preservation, landscape, and fire department conditions included herein shall apply. All revisions shall be addressed prior to construction plan approval.

# Highway Department Correspondence

**From:** "Adams, Chad D." <Chad.Adams@arkansashighways.com>  
**To:** Jesse Fulcher <jfulcher@ci.fayetteville.ar.us>  
**CC:** Glenn Newman <GNEWMAN@CI.FAYETTEVILLE.AR.US>, "Arellanes, Michael D." <M...>  
**Date:** 7/27/2011 12:08 PM  
**Subject:** RE: HWY 16/Wedington Drive

Jesse / Glen -

We support your efforts to prohibit a curb cut at this location. It would further add to the traffic congestion at this location. However, our policies do not prohibit a drive in this situation, so we have nothing to prevent it other than the fact that they have to meet requirements of the local entities.

②

As far as comments, the owner/consultant should submit plans for our review (the sooner, the better). If allowed, the drive onto Hwy 16 appears to meet AHTD requirements. We would ask for additional information (dimensions), but it appears to be something that we would permit.

Let me know if you need anything else.

Thanks,  
Chad

-----Original Message-----

From: Jesse Fulcher [mailto:jfulcher@ci.fayetteville.ar.us]  
 Sent: Thursday, July 21, 2011 11:47 AM  
 To: Adams, Chad D.  
 Subject: HWY 16/Wedington Drive

Mr. Adams,

Paul Libertini gave me your contact information, so I could ask you about a proposed gas station project that has been submitted to our office for review. The property is at the northeast corner of Wedington Drive and Futrall Drive, just east of I-540. I have attached a copy of the proposed site plan which shows a proposed curb-cut on Wedington Drive. Are there any preliminary comments/concerns that your office would like to provide to the applicant/developer as this project proceeds through the city's review process? Fayetteville ordinance actually prohibits the curb-cut on Wedington, since they have direct access to a lower street classification, but I want to inform them of any issues should they receive approval from the city for this curb-cut. Thanks for your time and please let me know if you need additional information about the project.

①

Thanks,

Jesse Fulcher

Jesse Fulcher  
 Current Planner  
 City of Fayetteville  
 479-575-8267

**From:** "Adams, Chad D." <Chad.Adams@arkansashighways.com>  
**To:** Jesse Fulcher <jfulcher@ci.fayetteville.ar.us>  
**CC:** "Arellanes, Michael D." <Michael.Arellanes@arkansashighways.com>, GlennN...  
**Date:** 9/14/2011 3:16 PM  
**Subject:** RE: HWY 16/Wedington Drive  
**Attachments:** Walmart @ Hwy 16 with Modifications.pdf

Jesse -

I did some checking and found out that we would not be agreeable to building a median on the Highway for various reasons (maintenance responsibilities, obstruction that could be impacted, etc.). The methods to help enforce turn restrictions should be handled inside the property.

Glenn previously indicated to me that the drive to Wal Mart really doesn't do enough to effectively prevent cars from turning left into the property. However, if the radii of the island were better defined and substantially broader/longer at the road edge, it should be more effective. The red lines on the attached show a very generic outline of how the island limits could be increased to be more effective.

4

<<Walmart @ Hwy 16 with Modifications.pdf>>

On a somewhat serious side note, if the City were to request it, this part of Hwy 16 (from the east side of the frontage road to Garland) could be dropped from the Highway system and released to the City of Fayetteville. If that were to happen, the City would be the sole governing authority for any activity on that portion of the road.

Let me know if you have any questions or if the City is interested in taking this street into their system.

Chad

-----Original Message-----

**From:** Jesse Fulcher [mailto:jfulcher@ci.fayetteville.ar.us]  
**Sent:** Tuesday, September 13, 2011 11:53 AM  
**To:** Adams, Chad D.  
**Cc:** Arellanes, Michael D.; Glenn Newman  
**Subject:** RE: HWY 16/Wedington Drive

Chad,

We've received revised plans for this project, and they are proposing a raised median on Wedington. Please look over the proposal attached and let me know if this median is a possibility, and if so, what type of design restrictions there might be.

3

Thanks for all your help.

Jesse

Jesse Fulcher  
Current Planner  
City of Fayetteville  
479-575-8267

**From:** "Adams, Chad D." <Chad.Adams@arkansashighways.com>  
**To:** <ERushing@ceieng.com>  
**CC:** Jesse Fulcher <jfulcher@ci.fayetteville.ar.us>  
**Date:** 10/5/2011 9:44 AM  
**Subject:** FW: Kum & Go Store #414 at Wedington and 540  
**Attachments:** RIGHT TURN ISLAND.pdf

Erin -

A couple of things -

1. I spoke too soon on the 6" curb height. There is some concern about minimizing potential damage to vehicles that run over it, intentional or otherwise. The island should be designed with the mountable curb (2" vertical face, then sloping up to a total height of 4").

6

2. The drive should still be built to conform with the DR-1 design. Modified curb will be required across the full width of the drive, with a rectangular shaped concrete apron directly behind the modified curb. On both ends of the drive, the curb should transition from the modified curb to the 6" curb over an 8' length. This may present a problem on the east side of the drive because the drop inlets are in the way.

I was also asked about the angle of the drive. Go ahead and include the angle on the drawing somewhere. Other than these minor details, the other aspects of the drive (location, width, concept) appear to be in compliance with our policies.

My ramblings above can get confusing. Let me know if you have any questions.

Thanks,  
Chad

-----Original Message-----

**From:** ERushing@ceieng.com [mailto:ERushing@ceieng.com]  
**Sent:** Friday, September 30, 2011 2:01 PM  
**To:** Adams, Chad D.  
**Subject:** RE: Kum & Go Store #414 at Wedington and 540

5

Chad, attached is a sketch of our Traffic Consultants proposed design for the right in right out driveway.

Please let me know if this is conceptually an option AHTD will consider for review.

(See attached file: RIGHT TURN ISLAND.pdf)

R. Erin Rushing, RLA  
Department Leader

CEI



**From:** "Adams, Chad D." <Chad.Adams@arkansashighways.com>  
**To:** Jesse Fulcher <jfulcher@ci.fayetteville.ar.us>  
**CC:** "Arellanes, Michael D." <Michael.Arellanes@arkansashighways.com>, GlennN...  
**Date:** 10/5/2011 9:59 AM  
**Subject:** RE: HWY 16/Wedington Drive

Jesse -

Other than a few minor details that will need to be included on the plans, all appears to be in compliance with our Access Drive Accommodation Policy.

8

If an access is allowed, I believe that a right in/out access is more appropriate than a full access. As for how it will impact traffic congestion, I don't know. That would be better answered with a traffic study.

Keep in mind that my authority in this matter is limited to the authority that the Department policies grant me. My opinions don't necessarily matter.

Hope this helps.

Chad

-----Original Message-----

**From:** Jesse Fulcher [mailto:jfulcher@ci.fayetteville.ar.us]  
**Sent:** Tuesday, October 04, 2011 5:14 PM  
**To:** Adams, Chad D.  
**Cc:** Arellanes, Michael D.; Glenn Newman  
**Subject:** RE: HWY 16/Wedington Drive

Chad,

7

Thanks for all your input on this project. I did want to clarify one final question. CEI and Kum and Go have submitted a right-in/right-out design for the curb-cut on Wedington (see attached), which we have seen used in a few other locations. It is my understanding that they are working with your department to increase the curb height to 6". Does AHTD still have concerns with a curb-cut at this location if they construct a right-in/right-out design instead of a full access? Do you think that a right-in/right-out design will address the additional traffic congestion that would otherwise be created with a full access driveway?

Thanks, Jesse

Jesse Fulcher  
Current Planner  
City of Fayetteville  
479-575-8267  
jfulcher@ci.fayetteville.ar.us  
(TDD 479-521-1316 Telecommunication Device for the Deaf)

>>> "Adams, Chad D." <Chad.Adams@arkansashighways.com> 7/27/2011 12:00

# Traffic Study

**TRAFFIC IMPACT STUDY**  
**AUGUST 2011**

**KUM & GO CONVENIENCE STORE**  
**I-540 (FULBRIGHT EXPY) & WEDINGTON DRIVE**  
**IN THE**  
**CITY OF FAYETTEVILLE**  
**WASHINGTON COUNTY, ARKANSAS**

**APPLICANT: CEI ENGINEERING ASSOCIATES, INC.**



August 24, 2011

PREPARED BY:

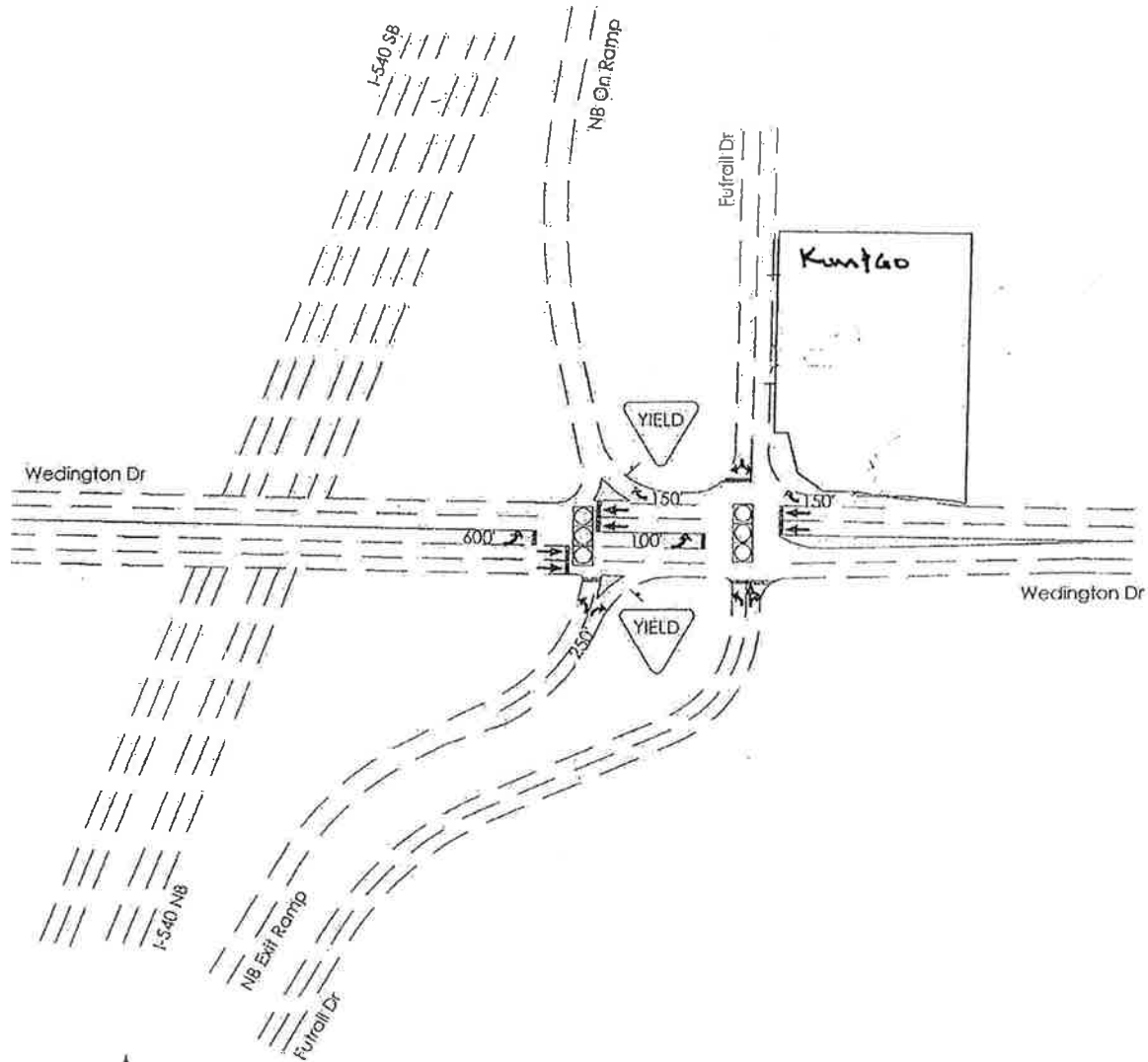


216 SOUTH MAIN STREET  
PO BOX 1538  
Joplin, MO 64802  
PHONE: 417-624-2333 FAX: 417-624-2441

SAE PROJECT NO. 11137



### Kum & Go - I-540 & Wedington Dr Fayetteville, Arkansas



**LEGEND**

- ← Traffic Movements
- XXX' Storage Length of Lane
- STOP Stop Sign
- Signalized Intersection



Existing  
Lane Configurations & Traffic Control

FIGURE  
4

**Table 1: Intersection Level of Service Summary**

| Level of Service (LOS) | Level-of-Service Criteria                 |   |
|------------------------|---|---|
|                        | Stop Control<br>Approach Delay<br>sec/veh | Signal Control<br>Approach Delay<br>sec/veh |
| A                      | ≤ 10                                      | ≤ 10  |
| B                      | >10 and ≤ 15                              | >10 and ≤ 20                                |
| C                      | >15 and ≤ 25                              | >20 and ≤ 35                                |
| D                      | >25 and ≤ 35                              | >35 and ≤ 55                                |
| E                      | >35 and ≤ 50                              | >55 and ≤ 80                                |
| F                      | >50                                       | >80   |

The existing signalized intersection of I-540 NB Exit Ramp is operating at LOS D with a delay of 50.2 sec/veh for the A.M. peak hour and LOS D with a delay of 44.6 sec/veh for the P.M. peak hour. The westbound thru and the northbound left turn movements each operate at LOS F in the A.M. peak hour, while the westbound thru operates at LOS F in the P.M. peak hour and the northbound left operates at LOS E in the P.M. peak hour. The eastbound left turn lane operates at LOS E for the A.M. peak hour LOS C for the P.M. peak hour. These levels of service are due to the extensive time given to the heavy eastbound left movement in the morning, the heavy west bound thru movement and 120 second cycle lengths which are required due to the series of coordinated signals at/near the interchange on Wedington Drive.

The existing signalized intersection of Futrall Drive is operating at LOS A with a delay of 8.8 sec/veh for the A.M. peak hour and LOS B with a delay of 15.8 sec/veh for the P.M. peak hour. This signal is coordinated with the signal at the NB Exit Ramp and also has a 120 second cycle length.

**Figure 5** further details level of service for each movement. Capacity analysis result sheets are included in the **Appendix**.

The *Manual on Uniform Traffic Control Devices* (MUTCD – 2009 Edition) provides eight signal warrants for evaluation of signalization at intersections. Typically, traffic signalization is warranted based on a complete review of traffic information including volumes, pedestrians, accident experience, and traffic progression. Due to the fact there is an existing signal at Futrall Drive, traffic signal warrants were not analyzed.

The existing eastbound left turn lane storage length (approx. 600 feet) on Wedington at the NB On Ramp is shorter than the 95<sup>th</sup> percentile queue length (over 1000 feet!) in the A.M. peak hour. This storage length is necessary to minimize traffic from blocking the eastbound thru lane and queuing through the intersection on the west side of the interchange. With volumes of 923 veh/hr (A.M.



Peak) and 350 veh/hr (P.M. Peak) under existing conditions, the state and local agencies should consider building dual left<sup>2</sup> turn lanes with improvements to the signal. It should be noted that this is an existing condition and this condition is not generated as a result of the proposed development.

<sup>1</sup> Synchro analysis does not calculate lengths over 1000 feet.

<sup>2</sup> The presence of exclusive left turn lanes is determined by the volume of left-turn traffic, opposing volumes, and safety considerations. The need for dual left turns in the absence of other data should be considered when there is a minimum left turn volume of 300 veh/hr. (Taken from the Highway Capacity Manual.)

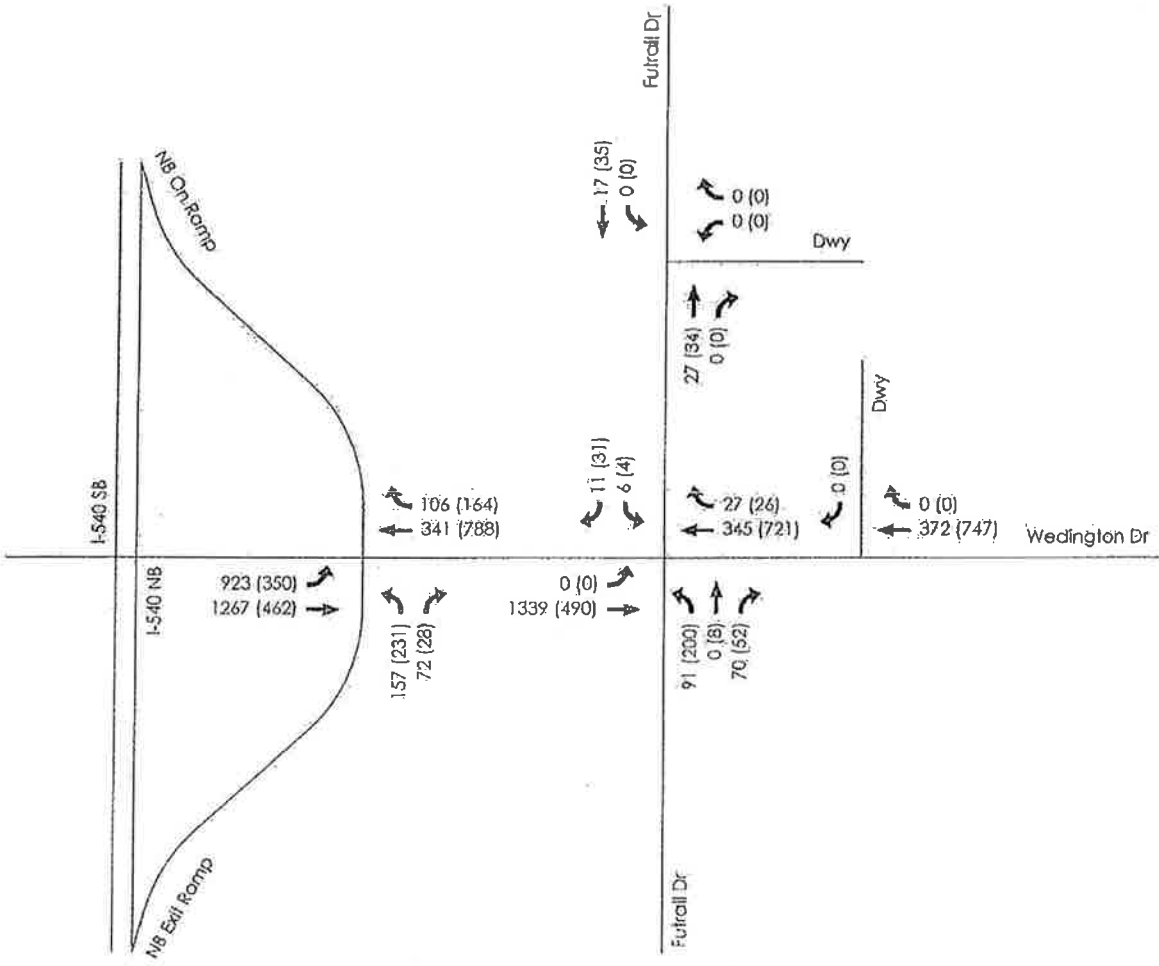
**SMALL ARROW  
ENGINEERING, LLC**



Page 7



### Kum & Go - I-540 & Wedington Dr Fayetteville, Arkansas

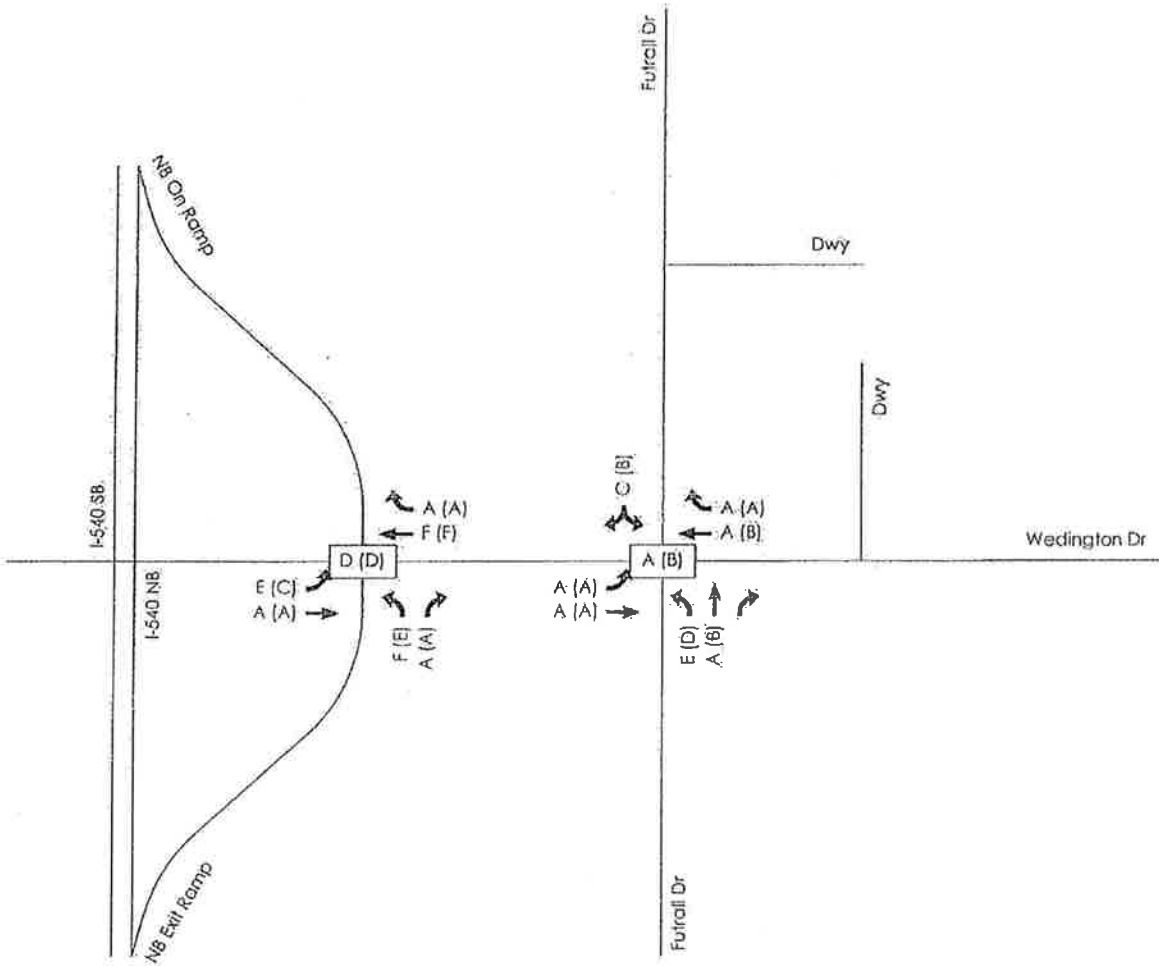


Existing  
Peak Hour Volumes

FIGURE  
3



# Kum & Go - I-540 & Wedington Dr Fayetteville, Arkansas



**LEGEND**  
XX (XX) - AM (PM) Level of Service




Existing  
Peak Hour Level of Service

FIGURE  
5



A traffic distribution was developed for the proposed site based on an analysis of the surrounding area land use and existing traffic volumes. **Figure 6** illustrates trip distribution percentages.

The A.M. and P.M. peak hour trips for the development, following distribution and assignment to the roadway network, are illustrated in **Figure 7**. These development site trips were added to the existing traffic volumes. The resulting existing + developed peak hour traffic volumes are illustrated in **Figure 8**.



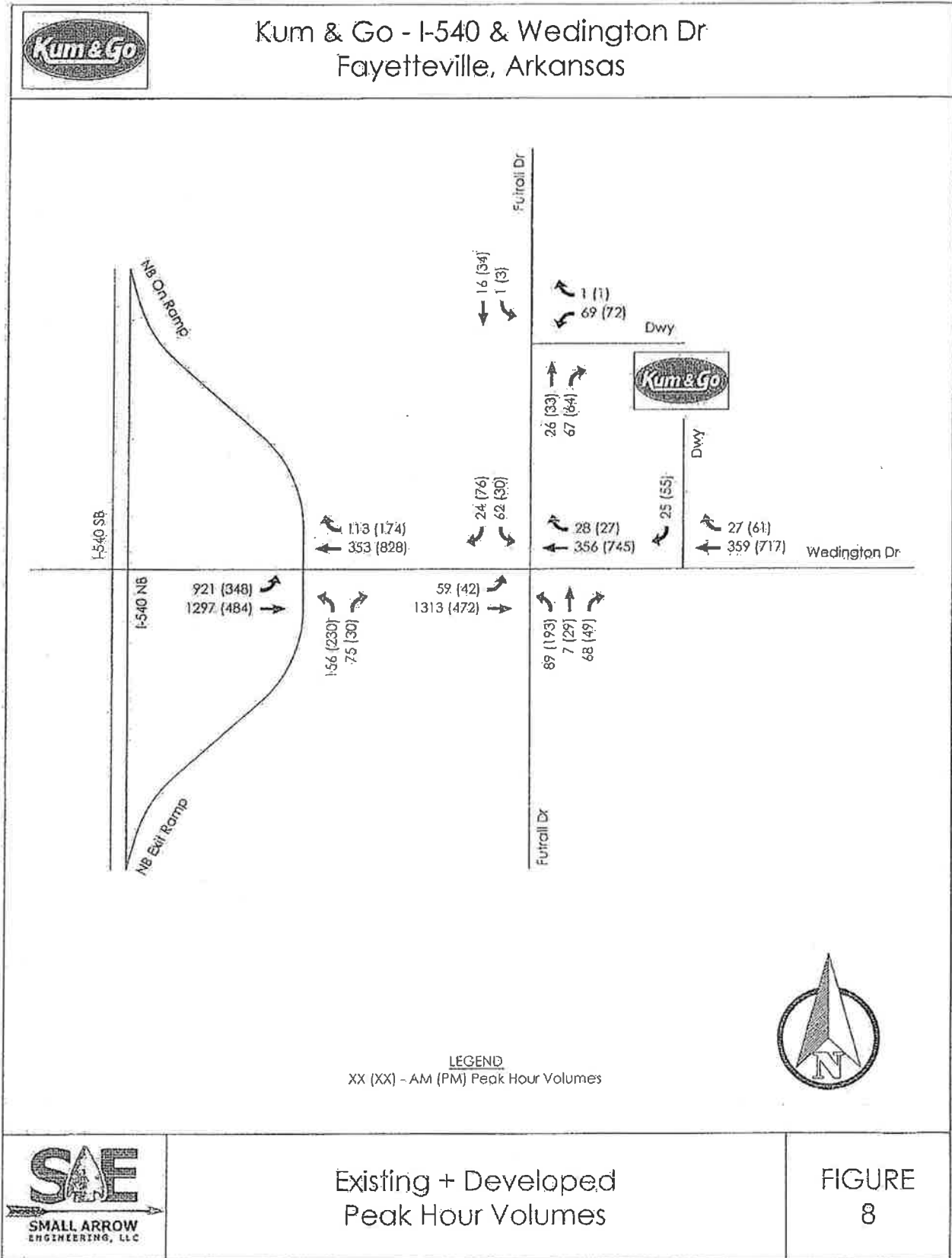
Due to the high volume of EB thru traffic in the A.M. and the high volume of WB thru traffic in the P.M., we recommend construction of a raised median island on the east side of the Futrail Drive intersection creating a Right In / Right Out only driveway for the development. Although this improvement will prevent the eastbound left turn into the development, it will also prevent a left turning vehicle from stopping in traffic and creating a queue through the intersections. One might suggest adding a Two Way Left Turn Lane (TWLTL), but due to the proximity of the entrance to the intersection, the westbound queuing at the intersection would prohibit any left in or left out movements during the peak hours. The recommended existing + developed intersection geometrics and traffic control for the study area intersection are illustrated in **Figure 9**.

- 5.3 Capacity Analysis. For the Developed condition under existing traffic volumes, a capacity analysis was performed using the methodologies described in Section 4.2.

The existing signalized intersection of I-540 NB Exit Ramp would operate at LOS D with a delay of 52.5 sec/veh for the A.M. peak hour and LOS D with a delay of 40.1 sec/veh for the PM peak hour, which is only 2.3 seconds longer delay in the A.M., but is 4.5 seconds shorter in the P.M. when compared to the same intersection without development. This reduction in delay anomaly can be contributed to a slightly better balancing of the traffic volumes.

The existing signalized intersection of Futrail Drive is operating at LOS B with a delay of 15.7 sec/veh for the A.M. peak hour and LOS B with a delay of 19.6 sec/veh for the PM peak hour, which is 5.8 seconds longer delay in the A.M., and 3.8 seconds longer in the P.M. when compared to the same intersection without development.

**Figure 10** further details level of service for each movement. Capacity analysis result sheets are included in the **Appendix**.

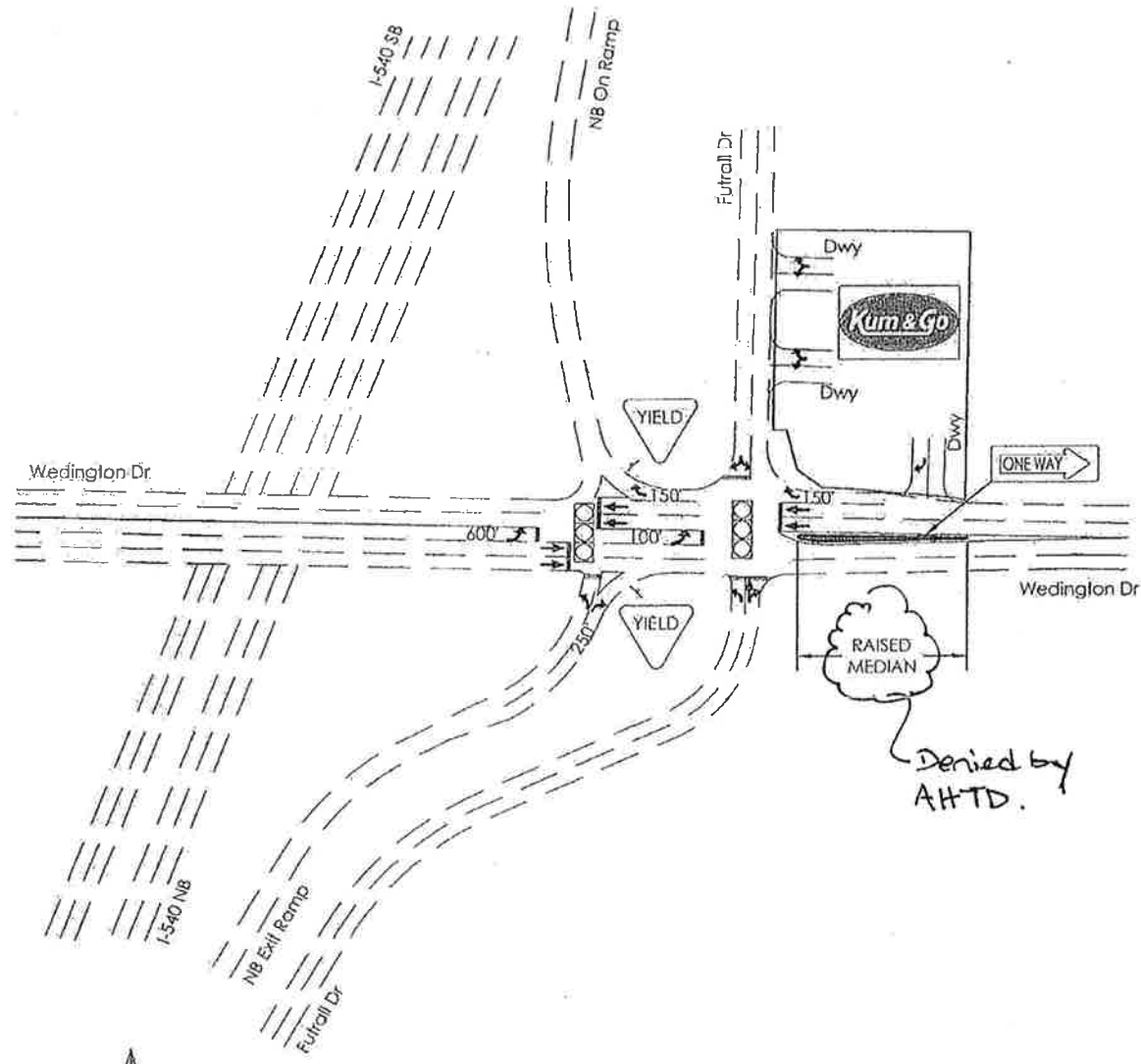


Existing + Developed  
Peak Hour Volumes

FIGURE  
8



### Kum & Go - I-540 & Wedington Dr Fayetteville, Arkansas



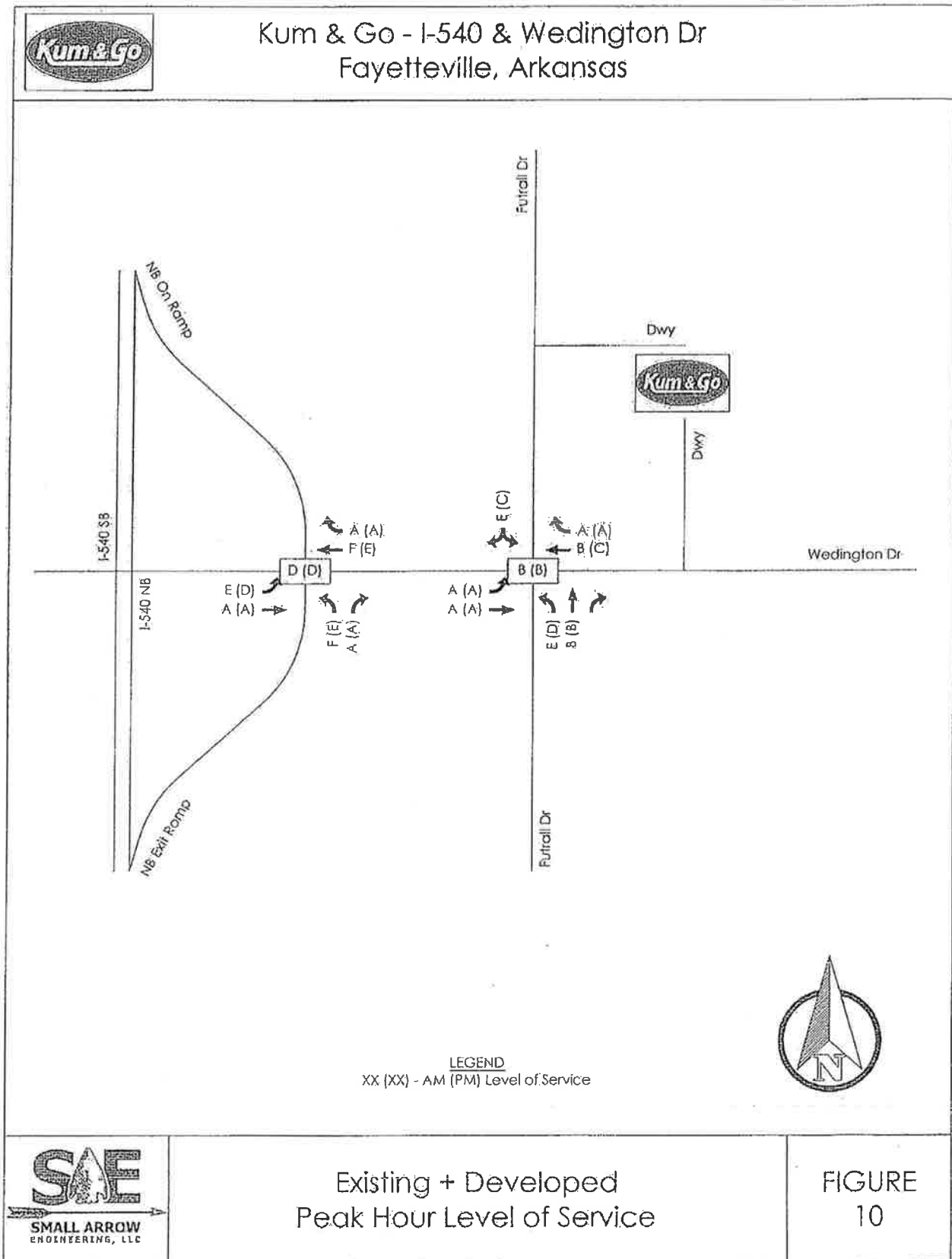
**LEGEND**

- Traffic Movements
- XXX Storage Length of Lane
- Stop Sign
- Signalized Intersection



Existing + Developed  
Lane Configurations & Traffic Control

FIGURE  
9



## 8.0 SUMMARY AND RECOMMENDATIONS

Based upon the results of the capacity analyses, engineering judgment, and field observations the following sections summarize the findings and recommendations for roadway improvements for each condition.

### 8.1 Existing Conditions.

- The existing signalized intersection at I-540 NB Exit Ramp & Wedington Drive operates at LOS E in the A.M. and at LOS D in the P.M. peak periods.
- The existing signalized intersection at Futrell Drive & Wedington Drive operates at LOS A in the A.M. and at LOS B in the P.M. peak periods.
- The existing eastbound left turn lane at the intersection of I-540 NB On Ramp & Wedington Drive operate at LOS E in the A.M., while the northbound left and the westbound thru movements both operate at LOS F. These levels of service are due to the extensive time given to the heavy eastbound left movement in the morning and the 120 second cycle length which is required due to the series of coordinated signals at/near the interchange on Wedington Drive.
- With volumes of 923 veh/hr (A.M. Peak) and 350 veh/hr (P.M. Peak) under existing conditions, the state and local agencies should consider building dual left turn lanes with improvements to the signal. It should be noted that this is an existing condition and this condition is not escalated by the new development.

### 8.2 Existing + Developed Conditions.

- The existing signalized intersection of I-540 NB Exit Ramp is operating at LOS D with a delay of 52.5 sec/veh for the A.M. peak hour and LOS D with a delay of 40.1 sec/veh for the PM peak hour, which is only 2.3 seconds longer delay in the A.M., but is 4.5 seconds shorter in the P.M. when compared to the same intersection without development. This reduction in delay anomaly can be contributed to a slightly better balancing of the traffic volumes.
- The existing signalized intersection of Futrell Drive is operating at LOS B with a delay of 14.6 sec/veh for the A.M. peak hour and LOS B with a delay of 19.6 sec/veh for the PM peak hour, which is 5.8 seconds longer delay in the A.M., and 3.8 seconds longer in the P.M. when compared to the same intersection without development.

- Due to the high volume of EB thru traffic in the A.M., we recommend construction of a raised median island on the east side of the Futrell Drive intersection creating a Right In / Right Out only driveway for the development.

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ENGINEERING, L.L.C



Page 33

8.3 Future and Future + Developed Conditions (2021).

- In 2021 the signalized intersection at NB Exit Ramp operates at LOS F with a delay of 119.0 sec/veh for the A.M. peak period, and LOS F with a delay of 106.7 sec/veh for the P.M. peak period.
  - In 2021 the signalized intersection at Futrall Drive operates at LOS A with a delay of 9.7 sec/veh for the A.M. peak period, and LOS B with a delay of 15.7 sec/veh for the P.M. peak period.
  - With the proposed development the signalized intersection at NB Exit Ramp operates at LOS F with a delay of 118.1 sec/veh for the A.M. peak period, and LOS F with a delay of 106.2 sec/veh for the P.M. peak period.
  - With the proposed development the signalized intersection at Futrall Drive operates at LOS B with a delay of 17.5 sec/veh for the A.M. peak period, and LOS B with a delay of 18.5 sec/veh for the P.M. peak period.
- No further improvements are recommended.

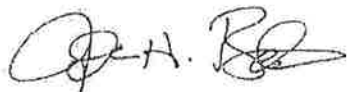
8.4 Future and Future + Developed Conditions (2031).

- In 2031 the signalized intersection at NB Exit Ramp operates at LOS F with a delay of 180.6 sec/veh for the A.M. peak period, and LOS F with a delay of 164.2 sec/veh for the P.M. peak period.
  - In 2031 the signalized intersection at Futrall Drive operates at LOS B with a delay of 12.6 sec/veh for the A.M. peak period, and LOS C with a delay of 21.4 sec/veh for the P.M. peak period.
  - With the proposed development the signalized intersection at NB Exit Ramp operates at LOS F with a delay of 196.4 sec/veh for the A.M. peak period, and LOS F with a delay of 162.6 sec/veh for the P.M. peak period.
  - With the proposed development the signalized intersection at Futrall Drive operates at LOS C with a delay of 23.8 sec/veh for the A.M. peak period, and LOS C with a delay of 28.8 sec/veh for the P.M. peak period.
- No further improvements are recommended.



We trust that this comprehensive analysis of the traffic impact for this proposed development addresses all questions and concerns for the project. Please advise us should you require additional information or have further questions about this matter.

Sincerely,



John H. Bolte, P.E.  
Principal  
Small Arrow Engineering

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ENGINEERING, LLC



Page 35

