

City of Fayetteville, Arkansas

113 West Mountain Street

Fayetteville, AR 72701

(479) 575-8267



Planning Commission Final Agenda

Monday, February 9, 2026

5:30 PM

City Hall Room 219

Planning Commission Members

Andrew Brink, Chair

Brad Payne, Vice Chair

Mary Madden, Secretary

Matthew Cabe

Nick Castin

Fred Gulley

Ashlyn Holeyfield

Mary McGetrick

Nick Werner

Senior Assistant City Attorney Blake Pennington

Zoom Information

Webinar ID: 822 1208 7093

Registration Link: https://fayetteville-ar.zoom.us/webinar/register/WN_SPzWvI6_QgS16QtSxCXUxg

Call to Order

Roll Call

Consent

1. **MINUTES:**

Approval of the minutes from the January 26, 2026 Planning Commission Meeting. - Mirinda Hopkins, Development Coordinator

2. **LSD-2025-0017: Large Scale Development (1755 S. ARMSTRONG AVE/PACKAGING SPECIALTIES PH 2, 604):**

Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 1755 S. ARMSTRONG AVE. The property is zoned I-2, GENERAL INDUSTRIAL and contains approximately 5.14 acres. The request is for a 24,000-square-foot warehouse building and access driveway. - Donna Wonsower, Senior Planner

Unfinished Business

3. **ADM-2025-0046: Administrative Item (21 E. 19TH ST/FARM AT SOUTH SCHOOL, 602):**

Submitted by ECOLOGICAL DESIGN GROUP for property located at 21 E. 19TH ST. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT, and contains approximately 3.51 acres. The request is to amend the master street plan designation.

THIS ITEM HAS BEEN WITHDRAWN BY THE APPLICANT. - Donna Wonsower, Senior Planner

4. **VAR-2025-0057: Planning Commission Variance (4500 S. SCHOOL AVE/DRAKE FIELD, 718,756,795,796,834,835,873 & 874):**

Submitted by CITY OF FAYETTEVILLE for property located at 4500 S. SCHOOL AVE. The property is zoned I-1, HEAVY COMMERCIAL & LIGHT INDUSTRIAL and contains approximately 37.65 acres. The request is for a variance to the flood damage prevention code.

THIS ITEM HAS BEEN WITHDRAWN BY THE APPLICANT. - Alan Pugh,
Stormwater Manager

5. CUP-2025-0061: Conditional Use Permit (55 E. 15TH ST/NEIGHBORS OF 55 E 15TH ST LLC, 601):

Submitted by KALEY MEDLIN for property located at 55 E. 15TH ST. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 1.83 acres. The request is for camping in an existing mobile home park.

THIS ITEM WAS TABLED AT THE JANUARY 26, 2026 PLANNING COMMISSION MEETING. - Donna Wonsower, Senior Planner

6. RZN-2025-0069: Rezoning (S. DEAD HORSE MOUNTAIN RD & E. GOFF FARM RD/STONEBRIDGE GOLF COURSE, 606, 607, 646 & 685):

Submitted by JORGENSEN & ASSOCIATES for property located on S. DEAD HORSE MOUNTAIN RD & E. GOFF FARM RD. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 157 acres. The request is to rezone 4.63 acres of the property to UN, URBAN NEIGHBORHOOD, and 37.65 acres of the property to NC, NEIGHBORHOOD CONSERVATION.

THIS ITEM WAS TABLED AT THE JANUARY 12, 2026 PLANNING COMMISSION MEETING. - Jessica Masters, Planning Director

7. CUP-2025-0046: Conditional Use Permit (SOUTHWEST OF S. RAZORBACK RD. AND S. ASHWOOD AVE/ASHWOOD TOWNHOMES LLC, 598,599 & 638):

Submitted by JORGENSEN AND ASSOCIATES for property located SOUTHWEST OF S. RAZORBACK RD. AND S. ASHWOOD AVE. The property is zoned RMF-24, RESIDENTIAL MULTI FAMILY, 24 UNITS PER ACRE, R-A, RESIDENTIAL-AGRICULTURAL, and CS, COMMUNITY SERVICES and contains approximately 9.99 acres. The request is for a private dormitory.

THIS ITEM WAS TABLED AT THE OCTOBER 13, 2025, OCTOBER 27, 2025, AND THE DECEMBER 8, 2025 PLANNING COMMISSION MEETINGS. - Donna Wonsower, Senior Planner

New Business

8. LSD-2025-0012: Large Scale Development (S. ASHWOOD AVE & S. RAZORBACK RD/ASHWOOD TOWNHOMES LLC, 598 & 599):

Submitted by JORGENSEN & ASSOCIATES for property located at S.

ASHWOOD AVE & S. RAZORBACK RD. The property is zoned RMF-24, RESIDENTIAL MULTIFAMILY, 24 UNITS PER ACRE, R-A, RESIDENTIAL-AGRICULTURAL, and CS, COMMUNITY SERVICES and contains approximately 9.99 acres. The request is for a 140-unit private dormitory development with associated parking. - Donna Wonsower, Senior Planner

9. ADM-2026-0001: Administrative Item (E. 19TH ST & E. PUMP STATION RD/CITY OF FAYETTEVILLE, 602):

Submitted by CITY OF FAYETTEVILLE for property located between E. 19TH ST & E. PUMP STATION RD. The property is zoned I-1, HEAVY COMMERCIAL AND LIGHT INDUSTRIAL, AND RPZD, PLANNED ZONING DISTRICT and contains approximately 73.7 acres. The request is to modify the alignment of a proposed connection in the Fayetteville Master Street Plan. - Jessica Masters, Planning Director

10. CUP-2025-0056: Conditional Use Permit (2630 E. CITIZENS DR, UNITS 20 & 21/MERMAIDS EVENT CENTER, 371):

Submitted by TODD GOLDEN for property located at 2630 E. CITIZENS DR, UNITS 20 & 21. The property is zoned C-1, NEIGHBORHOOD COMMERCIAL and contains approximately 8.91 acres. The request is for a 5000-square-foot commercial event venue. - Wesley Frank, Planner

11. RZN-2025-0075: Rezoning (900 E. ASH ST/SIEMEK & BATES, 369):

Submitted by WESLEY BATES for property located at 900 E. ASH ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.34 acres. The request is to rezone the property to NC, NEIGHBORHOOD CONSERVATION. - Wesley Frank, Planner

12. PPL-2025-0005: Preliminary Plat (SOUTH OF W. LIERLY LN & N. VELMA DR/RIGGINS VENTURES LLC, 244 & 283):

Submitted by CRAFTON TULL for property located on SOUTH OF W. LIERLY LN & N. VELMA DR. The property is zoned NC, NEIGHBORHOOD CONSERVATION, and contains approximately 11.28 acres. The request is for the preliminary plat of 81 residential lots.

THIS ITEM HAS BEEN WITHDRAWN BY STAFF FOR LACK OF PUBLIC NOTIFICATION. - Donna Wonsower, Senior Planner

Items Administratively Approved by Staff

13. LSP-2025-0051: Lot Split (553 E. MCCLINTON ST/SIEMEK, 563):

Submitted by SATTERFIELD LAND SURVEYORS for property located at 553 E. MCCLINTON ST. The property is zoned RI-U, RESIDENTIAL INTERMEDIATE-URBAN and contains 0.18 acres. The request is to split the property into two lots

containing approximately 0.09 and 0.09 acres. - Wesley Frank, Planner

14. LSP-2026-0003: Lot Split (3568 W. MOUNT COMFORT RD/LANDMARC CUSTOM HOMES LLC, 323):

Submitted by BATES & ASSOCIATES for property located at 3568 W. MOUNT COMFORT RD. The property is zoned CS, COMMUNITY SERVICES and contains 18.53 acres. The request is to split the property into two lots containing 16.72 and 1.81 acres. - Donna Wonsower, Senior Planner

15. SIP-2025-0005: Site Improvement Plan (2015 E. HUNTSVILLE RD/HUNTSVILLE CLUSTER HOUSING, 565):

Submitted by ENGINEERING SERVICES INC for property located at 2015 E. HUNTSVILLE RD. The property is zoned CS, COMMUNITY SERVICES and contains approximately 0.49 acres. The request is for a 7-unit single-family home development. - Wesley Frank, Planner

16. FPL-2025-0010: Final Plat (3767 W. LIERLY LN/MAGNOLIA PARK PH 3 & 4, 244):

Submitted by CRAFTON TULL for property located at 3767 W. LIERLY LN. The property is zoned NC, NEIGHBORHOOD CONSERVATION, and NS-G, NEIGHBORHOOD SERVICES-GENERAL, and contains approximately 21.09 acres. The request is for the Final plat of 53 residential lots. - Citlali Samano, Planner

Agenda Session Items

Announcements

Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

All interested parties may appear and be heard at the public hearings. If you wish to address the Planning Commission on an agenda item, please queue behind the podium when the Chair asks for public comment. Once the Chair recognizes you, go to the podium and give your name and address. Address your comments to the Chair, who is the presiding officer. The Chair will direct your comments to the appropriate appointed official, staff, or others for response. Please keep your comments brief, to the point, and relevant to the agenda item being considered so that everyone has a chance to speak.

Interpreters of TDD, Telecommunications Device for the Deaf, are available for all public hearings, 72 hour notice is required. For further information or to request an interpreter, please call 575-8330.

As a courtesy please turn off all cell phones and pagers.

(pg. 1) Planning Commission		Monday, 01/26/2026				
Time:		5:30 PM				
Staff :		☐ Jonathan Curth ☒ Jessie Masters ☒ Donna Wonsower ☒ Wesley Frank ☒ Citlali Samano ☐ Willa Thomason ☐ Bethany Douglas				
		☐ Britin Bostick ☐ Kylee Cole ☐ Chris Brown ☒ Justin Bland ☐ Melissa Boyd ☐ Dayten Moses ☒ Alan Pugh ☐ Fire Marshal				
	Roll Call	1) Minutes (01/12/2026)	2) VAR-2025-0062 (SLOANBROOKE COTTAGES)	3) VAR-2025-0064 (RESIDENTIAL CONSTRUCTION HOLDINGS)	4) CCP-2025-0011 (DRAKE FARMS)	5) VAR-2025-0057 (DRAKE FIELD)
Werner	0					
Holeyfield	1	1	1	1	1	1
Gulley	0					
Cabe	0					
Payne	1	1	1	1	1	1
Brink	1	1	1	1	1	1
Madden	1	1	1	1	1	1
McGetrick	1	1	1	1	1	1
Castin	0					
Agenda		Consent	Consent	Conset	Consent	Old
Action		Approve	Approve	Approve	Approve	Table
Motion By		Madden	Madden	Madden	Madden	Holyfield
Motion 2nd		Payne	Payne	Payne	Payne	Payne
Vote		5-0-0	5-0-0	5-0-0	5-0-0	5-0-0
Time		5:34 PM	5:34 PM	5:34 PM	5:34 PM	5:34 PM
Motion Detail						Untill the February 9, 2026 Planning Commission meeting.
Public Comment		0	0	0	0	0

(pg. 2) Planning Commission			Monday, 01/26/2026			
	6) RZN-2025-0067 (PEAK ROOFING AND EXTERIORS)	7) CUP-2025-0060 (ADVANCED ORTHO)	8) LSD-2025-0012 (ASHWOOD TOWNHOMES)	9) VAR-2025-0061 (PARK HOTEL)	10) CUP-2025-0059 (YES MA'AM)	11) CUP-2025-0061 (NEIGHBORS OF 55 E 15TH ST)
Werner						
Holeyfield	1			1	1	1
Gulley						
Cabe						
Payne	1			1	1	1
Brink	1			1	1	1
Madden	1			1	1	1
McGetrick	1			1	1	1
Castin						
Agenda	Old	Old	New	New	New	New
Action	Forward	Withdrawn	Withdrawn	Approve	Approve	Table
Motion By	Payne			Payne	Madden	Holeyfield
Motion 2nd	Madden			Holeyfield	McGetrick	Madden
Vote	5-0-0			5-0-0	5-0-0	5-0-0
Time	5:44 PM			5:50 PM	6:09 PM	6:30 PM
	With a recommendation of approval.			With all conditions as recommended by staff.	With all conditions as recommended by staff.	Until the February 9, 2026 Planning Commission meeting.
Public Comment	0			0	0	0

(pg. 3) Planning Commission				Monday, 01/26/2026							
	12) RZN-2025-0072 (HASH)	13) RZN-2025-0073 (BAUER HAUS)	14) RZN-2025-0074 (CARROLL)	15) RZN-2025-0071 (EBBRECHT)	16) CUP-2025-0056 (MERMAIDS EVENT CENTER)						
Werner											
Holeyfield						0	1	1	1		
Gulley											
Cabe											
Payne						0	1	1	1		
Brink						0	1	1	1		
Madden						0	1	1	1		
McGetrick						0	1	1	1		
Castin											
Agenda	New	New	New	New	New						
Action	Forward	Forward	Forward	Forward	Withdrawn						
Motion By	Payne	Madden	Payne	Brink							
Motion 2nd	Madden	Holeyfield	Madden	McGetrick							
Vote	0-5-0	5-0-0	5-0-0	5-0-0							
Time	7:11 PM	7:19 PM	7:27 PM	7:56 PM							
Motion Detail	With a recommendation of approval.	With a recommendation of approval.	With a recommendation of approval.	With a recommendation of approval.							
Public Comment	10	0	0	3							



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner
Justin Bland, City Engineer
Willia Thomason, Urban Forester

MEETING: February 9, 2026

SUBJECT: **LSD-2025-0017: Large Scale Development (1755 S. ARMSTRONG AVE/PACKAGING SPECIALTIES INC, 604):** Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 1755 S. ARMSTRONG RD. The property is zoned I-2, GENERAL INDUSTRIAL and contains approximately 12.15 acres. The request is for a 24,000-square-foot warehouse addition and associated improvements.

RECOMMENDATION:

Staff recommends approval **LSD-2025-0017**, with conditions.

RECOMMENDED MOTION:

*"I move to approve **LSD-2025-0017**, recommending:*

- 1. In favor of the recommended street improvements;*
- 2. In favor of the recommended right-of-way dedication, and*
- 3. All other conditions as recommended by staff."*

BACKGROUND:

The subject property is located in southeast Fayetteville west of the intersection of S. Armstrong Ave. and S. Happy Hollow Rd. adjacent to White River Park. The 12.15-acre subject area contains three parcels which are zoned I-2, General Industrial and contains three separate warehouse structures which have been expanded several times since the 1980s and which now cumulatively total 172,730 square feet. The property is partially encumbered by hydric soils and FEMA floodplain.

An earlier phase of expansion was approved in later 2025 which permitted Packaging Specialties to utilize a portion of the park property directly south of the subject area in exchange for the construction of several park amenities (LSD-2025-0014). A Board of Adjustment variance was approved on November 3, 2025, to permit the loading dock associated with this large-scale to encroach 24.18 feet into the 25-foot side setback (BOA-2025-0019). A separate building permit was also approved in 2025 to enclose an existing 1,250 square foot lean to (COMM-2025-0153). Surrounding land uses and zoning are depicted in *Table 1*.

**Table 1:
Surrounding Land Uses and Zoning**

Direction	Land Use	Zoning
North	Manufacturing	I-2, General Industrial
South	White River Park	P-1, Institutional
East	City of Fayetteville Shop (Fleet, Solid Waste, and Other Services)	I-2, General Industrial
West	Manufacturing	I-2, General Industrial

Proposal: The applicant requests Large Scale Development approval to construct a 24,000-square warehouse addition to connect three existing warehouse structures as well as associated site and parking improvements.

Right-of-Way to be Dedicated: The property has frontage along S. Armstrong Ave., Neighborhood Link which typically requires 33.5' of dedication from street centerline. As existing right-of-way exceeds this requirement, staff recommends no additional dedication.

Street Improvements: As there is limited existing sidewalk along the west side of S. Armstrong Ave. but a connected sidewalk system located on the east side of S. Armstrong Ave., staff recommends a rapid flashing beacon and street crossing be provided to enable pedestrian access to the greater active transportation network. Streetlights and street trees along the west side of S. Armstrong Ave. are recommended.

Access Management/Connectivity: The proposed plans include a connection to an existing driveway located off of S. Armstrong Rd. No new driveways are proposed.

Design Standards: The development is subject to §172.04 Parking Lot Design Standards. Between all proposed additions, the total building footprint will be expanded by 26,000 square feet or approximately 15%. UDC 172.08(B) requires existing nonconforming parking lots to be brought into conformance on a graduating scale with building expansions exceeding 10% or more, which the applicant proposes to do through the addition of required parking lot trees. Industrial uses are not subject to either §166.24 Nonresidential Design Standards or §166.25 Commercial, Office and Mixed-Use Design Standards.

Water and Sewer System: There is an existing 12" water main along the east side of the property along S. Armstrong Ave. The applicant is proposing to tie to this water main and extend a 6" fire line to the building. The existing building has a domestic water service in place will support the current project changes. There is an existing 30" sewer main on the lot to the north which the existing sewer service for the building ties to. The applicant is proposing a new 2" sewer service that will tie to the existing sewer service and serve a new restroom that is proposed within the building.

Parkland dedication or fee in-lieu: Commercial developments are not subject to parkland dedication.

Tree Preservation: A tree preservation waiver was submitted as there are no existing trees on the property.

Public Comment: Staff has not received any public comment at this time.

RECOMMENDATION: Staff recommends approval of **LSD-2025-0017**, with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends no additional right-of-way dedication.*
2. **Planning Commission determination of street improvements.** *Staff recommends the following:*
 - a. A rapid flashing beacon and street crossing shall be provided to the to existing sidewalk system on the east side of S. Armstrong Ave.
 - b. Streetlights and street trees shall be provided along S. Armstrong Ave. per typical standards.
3. All comments from Planning staff must be addressed prior to grading permit including:
 - a. A property line adjustment shall be completed and recorded prior to building permit approval.
 - b. Provide a total of 1 bicycle rack per 20 vehicle spaces per UDC 172.10.
4. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval, attached hereto:
 - a. Plans shall be revised so that no more than 12 spaces are located adjacent to each other without a parking lot tree.

Standard conditions of approval:

5. Development review comments (to include written staff comments provided to the applicant or his representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks Electric, SWEPCO, and Cox Communications);
6. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, and tree preservation. The information submitted for the development review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with the City's current requirements;
7. Contact the City's Emergency 911 Address Coordinator for addressing prior to building permit;
8. Prior to the issuance of a building permit the following is required:
 - a. Grading and drainage permits;
 - b. Separate easement plat for this project that shall include the tree preservation area and all utility and access easements;
 - c. Exterior lighting package must be provided to the Planning Division;
 - d. 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;
 - e. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance;
 - f. Project Disk with all final revisions; and

- g. 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: February 9, 2026

Motion:

Second:

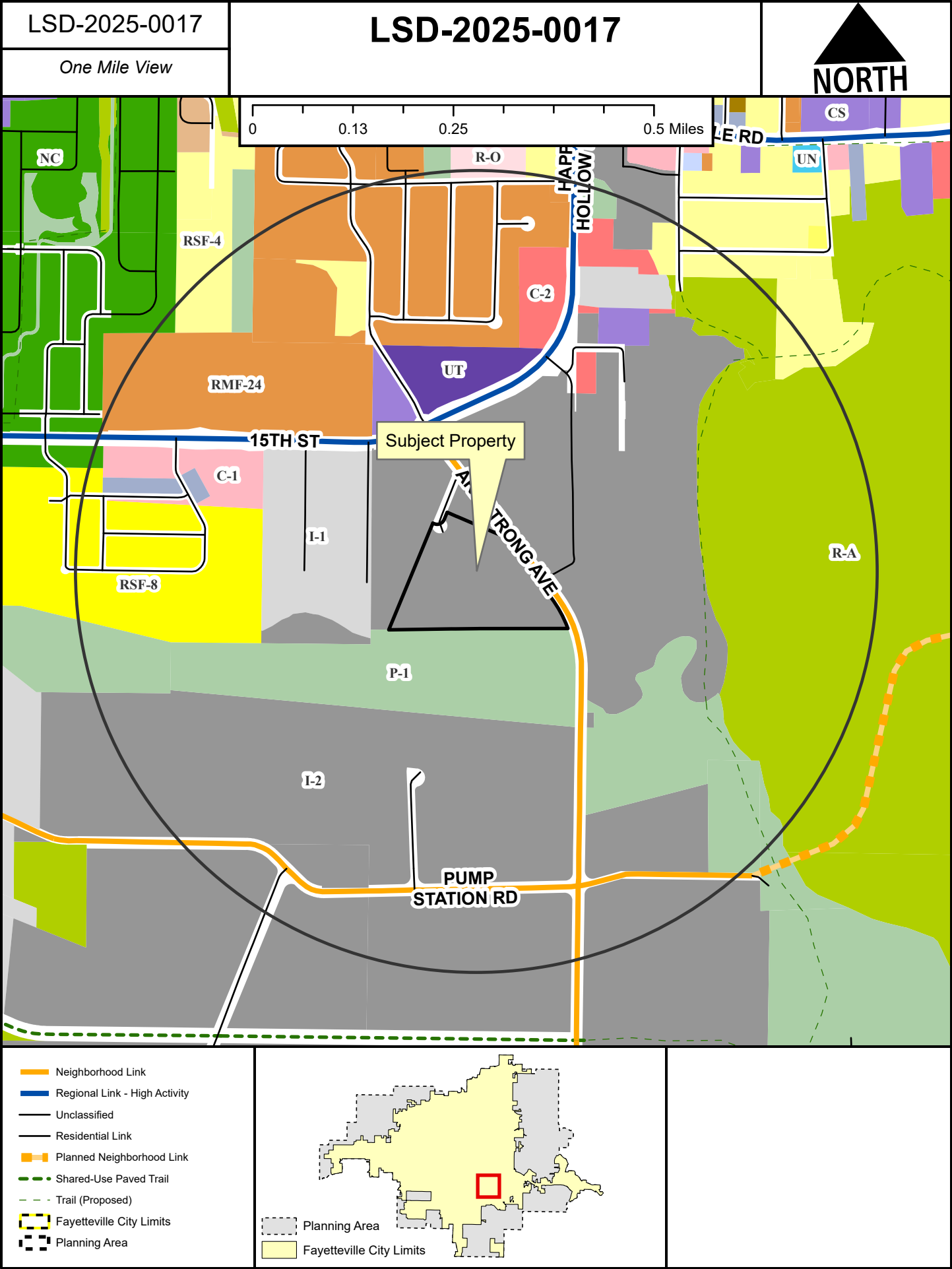
Vote:

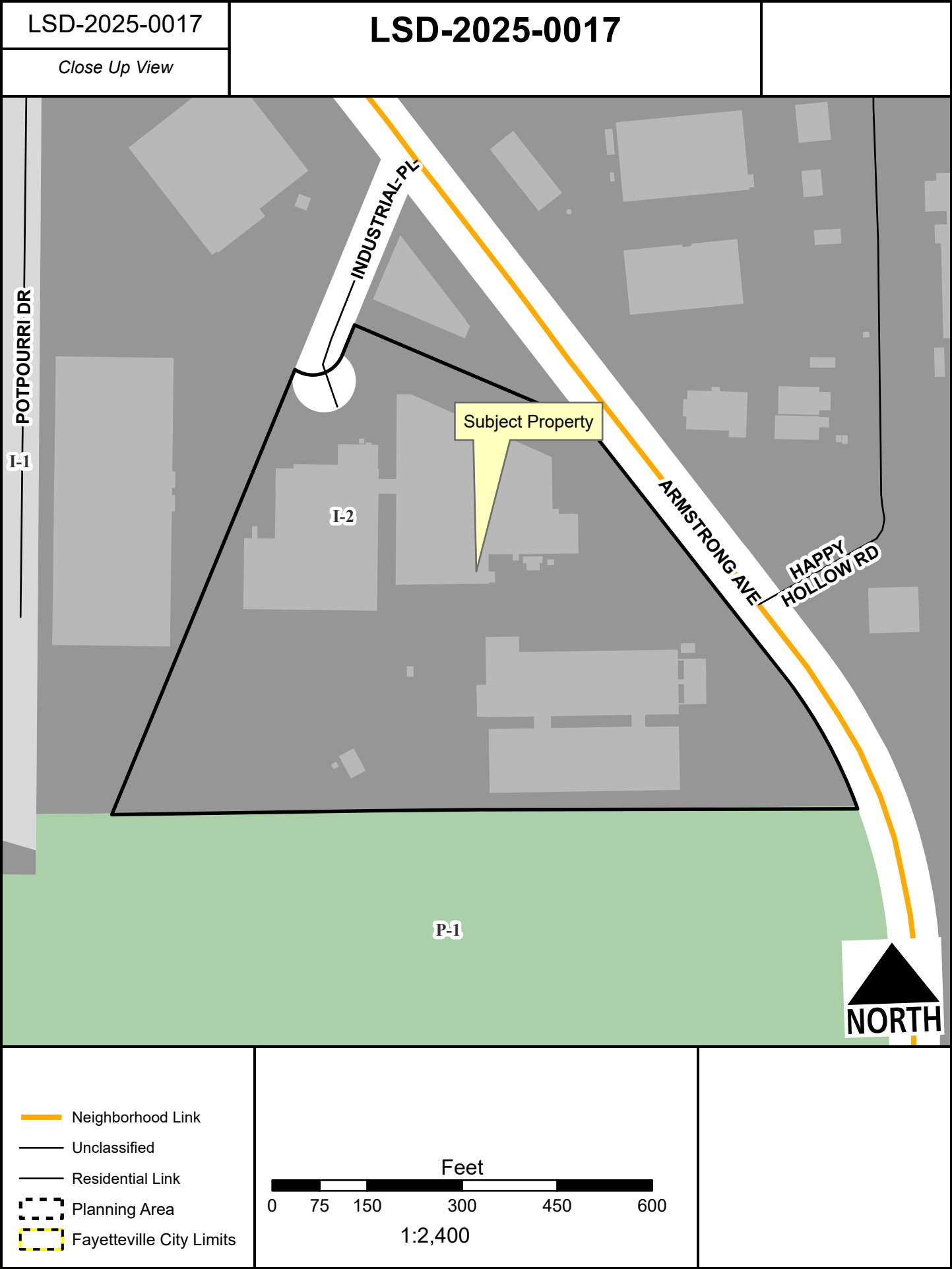
BUDGET/STAFF IMPACT:

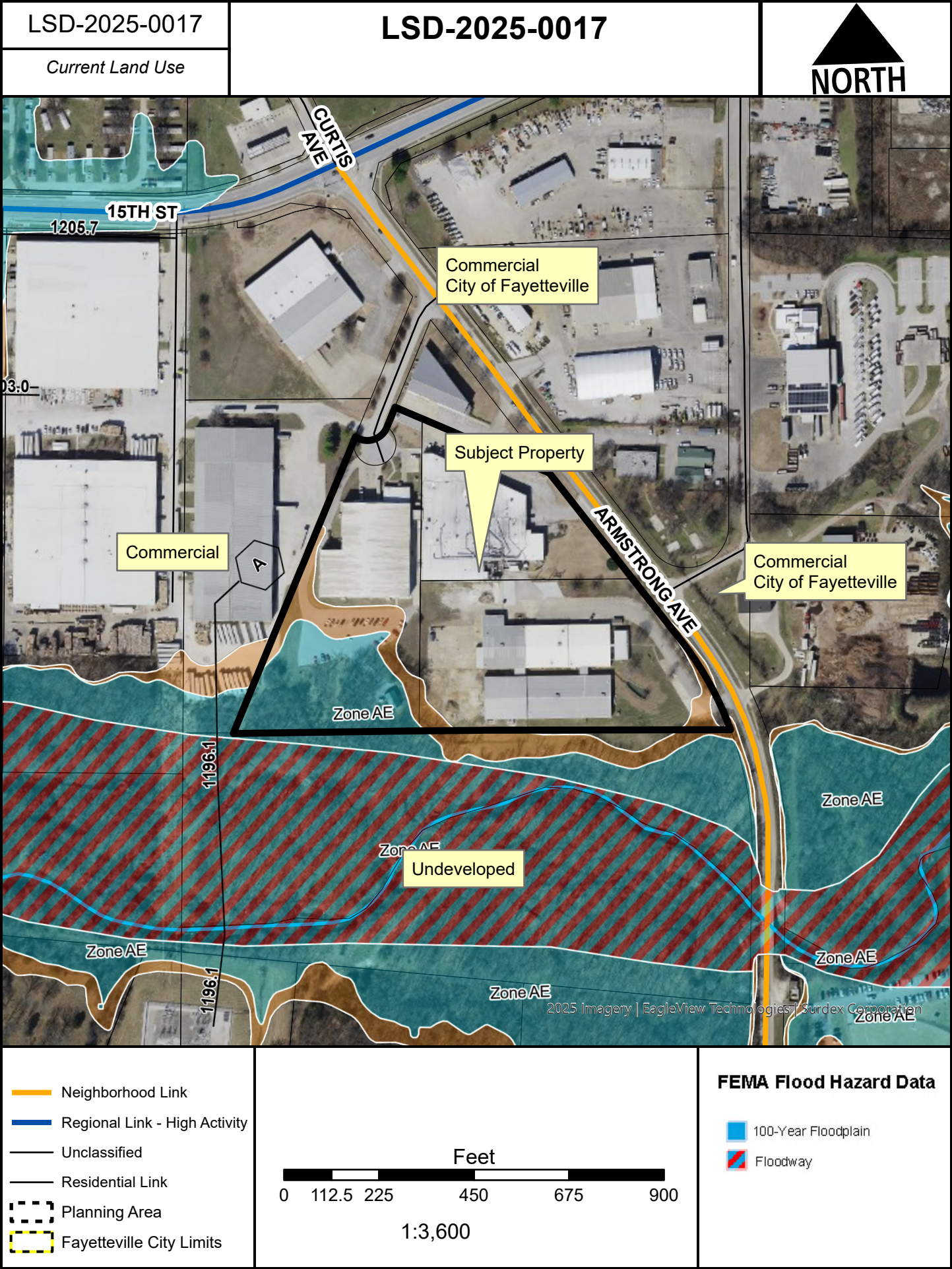
None

Attachments:

- Project Maps
 - One Mile Map
 - Close Up Map
 - Current Land Use Map
 - Staff Exhibits
 - Engineering Memo
 - Urban Forestry Memo
 - Applicant Exhibits
 - Request Letter
 - Variance Request Letter
 - Site Plans
 - Elevations
-









TO: Donna Wonsower, Senior Planner

FROM: Justin Bland, City Engineer

DATE: February 3, 2026

SUBJECT: **Planning Commission Engineering Comments for
LSD-2025-0017**

Water: There is an existing 12" water main along the east side of the property along S. Armstrong Ave. The applicant is proposing to tie to this water main and extend an 8" water main extension across the site. This 8" water main will be used to feed a new 6" fire line which will connect into the building. The new building will connect to the existing domestic water service lines on the site for domestic service.

Sewer: There is an existing 30" sewer main on the lot to the north which the sewer service for the existing building ties to. The new building will tie to this existing sewer service.

Drainage: The development must meet the 4 minimum standards outlined in the City's Drainage Criteria Manual. A bio-retention pond and sheet flow treatments are proposed to meet Minimum Standard 1. Minimum Standard 2 is not applicable because the 1-year storm peak flows are less than 2 cfs. Minimum Standards 3 and 4 are proposed to be met with the volume in the proposed bio-retention pond. A detailed review of the drainage improvements will be performed during the grading permit review.

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 TREE PRESERVATION COMMENTS

To: McClelland Consulting Engineers

From: Bethany Douglas, Urban Forester

CC: Jessie Masters, Planning Director

Meeting Date: February 9, 2026

Subject: LSD-2025-0017: Packaging Specialties Inc (1755 S Armstrong Dr)

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

2. Tree Preservation Calculations

Tree Preservation Waiver

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority		0
Low Priority		
Total Mitigation Trees Required		0

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	Tech Plat	Planning Commission
<i>UDC Chapter 167.04H1 and 167.04L1</i>		
a. 5 year Aerial Check on Existing Trees	Yes	
b. Property Boundary	Yes	
c. Natural Features (100ft beyond limits of disturbance)	N/A	
d. Existing Topography and Proposed Grading	Yes	
e. Soil Types	N/A	
f. Significant Trees	Yes	

g. Groupings of Trees	N/A
h. Table Inventory List (species, size, health, priority)	Yes
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	Yes
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
q. Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	N/A

Tree Protection Methods

a. Tree Protection Fencing	Yes
b. Limits of Root Pruning	N/A
c. Traffic flow on work site	N/A
d. Location of material storage	N/A
e. Location of concrete wash out	N/A
f. Location of construction entrance/exit	N/A

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	Planning Commission
Conditionally Approved	01-14-26	2-9-26
Approved		
Tabled	12-17-25	
Denied		

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments

1. Address items above marked "No" and all Redlines provided.



URBAN FORESTRY LANDSCAPE PLAN COMMENTS

To: McClelland Consulting Engineers

From: Bethany Douglas, Urban Forester

CC: Donna Wonsower, Senior Planner

Meeting Date: February 09, 2026

Subject: LSD-2025-0017: Packaging Specialties Inc (1755 S Armstrong Dr)

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 1 Tree : 12 Parking Spaces		Yes	No	N/A
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

- c. Tree Island (8' min. width, 18.7' min length OR 150 square feet)
UDC Chapter 177.04C X
- d. Placement of Trees (either side at entrances and exits)
UDC Chapter 177.04C2 X

3. Perimeter Landscaping Requirements	Yes	No	N/A
---------------------------------------	-----	----	-----

- | | | | |
|--|--|--|---|
| a. Front Property Line (15' wide landscape).
<i>UDC Chapter 177.04D2a</i> | | | X |
| b. Side and Rear Property Lines (5' Wide Landscape Area)
<i>UDC Chapter 177D1</i> | | | X |
| c. Shade trees planted on south and west sides of parking lots
<i>UDC Chapter 177.04D2e</i> | | | X |
| d. Screening of parking lot from adjacent residential properties and the street. | | | X |

4. Street Tree Planting Requirements	Yes	No	N/A
--------------------------------------	-----	----	-----

- | | | | |
|--|---|--|---|
| a. Residential Subdivisions
1 Large Shade Species Tree per Lot
<i>UDC Chapter 177.05B1a</i> | | | X |
| b. Non-Residential Subdivisions
1 Large Species Shade Tree every 30' (planted in greenspace)
<i>UDC Chapter 177.05B2a</i> | X | | |
| c. Urban Tree Well – Urban Streetscapes
Trees every 30' (8' sidewalk)
<i>UDC Chapter 177.05B3a-f</i> | | | X |
| d. Structural Soil – Urban Tree Wells
Include a note and/or detail of structural soil on Landscape Plan
<i>UDC Chapter 177.05B3a-f</i> | | | X |
| e. Residential Subdivisions
Timing of planting indicated on plans
<i>UDC Chapter 177.05A4</i> | | | X |
| f. Residential Subdivisions
Written description for method of tracking planting
<i>UDC Chapter 177.05A4e</i> | | | X |

5. Landscape Requirement Totals	Amount
---------------------------------	--------

Mitigation Trees	N/A
Parking Lot Trees	17
Street Trees	N/A
Detention Pond – Large Trees (1 Tree/3,000 square feet)	2

Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	7
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	10

6. Review Status (See Comments)	Tech Plat	Planning Commission
Conditionally Approved	01-14-26	2-9-26
Approved		
Tabled	12-17-25	
Denied		

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments
1. Address items above marked “No” and all Redlines provided. 2. To bring the parking lot up to code there can be no more than 12 parking spaces in a row without a tree. 3. Please plant understory trees when planting requires trees to be planted 20 feet apart or less. 4. All required tree plantings require a 3 year maintenance bond.

December 3, 2025

Development Services

RE: Packaging Specialties Warehouse and Drive

Development Services,

We are pleased to submit our drawings for the large-scale development of a new 24,000 square foot warehouse building and connection drive for Packaging specialties. This project is designed to accommodate the construction of a new warehouse building located west of the existing building along S Armstrong Ave.

Please note the following key aspects of the project scope:

The new warehouse will serve as additional storage space for printing materials as well as a location for three new large printing presses. These new printing presses are essential in the day-to-day operations at the facility. This new facility will be connected to the existing buildings via covered walk ways.

The connection drive that will connect to the southern wall of the warehouse will serve as the primary access for the delivery of the new printing presses. This drive will not be regularly used and can be utilized as fire department access to the rear of the facility. The drive will connect to the truck turn around area at the southeast corner of the property.

A drainage analyses has been completed for the new facility and has been provided as a part of this submission. As a part of that drainage analysis, it was determined that a shallow water quality pond would be needed and has been located to the south of the new warehouse building.

We are committed to ensuring this project aligns with the city's standards and vision. Should you have any questions or require further information, please feel free to contact us directly.

Thank you for your consideration. We look forward to working together on this important development for Packaging Specialties.

Sincerely,



Eric Bartels, PLA
McClelland Consulting Engineers, Inc.
Land Development Project Manager
479-443-2377
ebartels@mce.us.com

○ SITE KEYNOTES

CITE DETAIL C

- [illegible]

☐ UTILITY DETAILS

- [illegible]

PARKING TABLE

	EXISTING WAREHOUSE SQUARE FOOTAGE	BUILDING SQUARE FOOTAGE	REMOVED WAREHOUSE SQUARE FOOTAGE (PER 2007 SQ. FT.)	EXISTING MAIN FLS SQUARE FEET	PROPOSED MAIN FLS SQUARE FEET
TRACT 1 EXISTING WAREHOUSE SQUARE FOOTAGE	46,551 SQFT		33 SQUARES	42 SQUARES	0 SQUARES
TRACT 2 EXISTING WAREHOUSE SQUARE FOOTAGE	10,039 SQFT		9 SQUARES	27 SQUARES	0 SQUARES
TRACT 3 EXISTING WAREHOUSE SQUARE FOOTAGE	84,133 SQFT		75 SQUARES	5 SQUARES	0 SQUARES
TRACT 4 EXISTING WAREHOUSE SQUARE FOOTAGE	66,691 SQFT		50 SQUARES	40 SQUARES	0 SQUARES
TRACT 5 EXISTING WAREHOUSE SQUARE FOOTAGE	64,661 SQFT		54 SQUARES	49 SQUARES	0 SQUARES
TRACT 6 EXISTING WAREHOUSE SQUARE FOOTAGE	45,151 SQFT		38 SQUARES	43 SQUARES	0 SQUARES
TRACT 7 EXISTING WAREHOUSE SQUARE FOOTAGE	24,000 SQFT		20 SQUARES	0	0 SQUARES
WAREHOUSE ADDITION SQUARE FOOTAGE	759 SQFT		6 SQUARES ADDED PER 59 SQUARES SUBTOTAL	0	0 SQUARES
LOADING DOCK ADDITION SQUARE FOOTAGE	330,115 SQFT		260 SQUARES	207 SQUARES	0 SQUARES

[illegible]

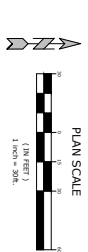
	EXISTING	PROPOSED
	WALKER STREET PARK (NEIGHBORHOOD LINK)	
5. ARBUTHNOTH AVENUE	8' SIDEWALK	8' SIDEWALK
	80' ROW	67' ROW
	10' GREEN SPACE	10' GREEN SPACE
		N/A

ARTICLE IN PRESS

1-2 (GENERAL, MODULAR, STRUCTURE REGULATION)		ZONING	
LOT AREA MINIMUM	N/A		
MINIMUM BUILDING SETBACK	5' WHEN ADJACENT C.O. OR P.D. DISTRICTS	100'	
REAR BUILDING SETBACK	WHEN ADJACENT C.O. OR P.D. DISTRICTS	100'	
SIDE BUILDING SETBACK	25' WHEN ADJACENT C.O. OR P.D. DISTRICTS	50' WHEN ADJACENT C.O. OR P.D. DISTRICTS	
REAR BUILDING SETBACK	25' WHEN ADJACENT C.O. OR P.D. DISTRICTS	50' WHEN ADJACENT C.O. OR P.D. DISTRICTS	
MINIMUM BUILDING HEIGHT	NONE		

14. CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AND STAKING (UNLESS APPROVED OTHERWISE BY THE ENGINEER OF RECORD).

1



EXISTING LEGEND

- [illegible]

CONCRETE
SAMPLING

- 













































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FAYETTE
LIBRARY

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EXISTING

- R/W
 EX RM

AVENUE
MAY
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RIGHT OF
N. S. M.
ALT PAYS

-

- EX RW

- ADD AN ADDITIONAL STREET LIGHT TO EXISTING LIGHT POLE

NO RETENTION AREAS TO
BE MAINTAINED BY
LOCAL GOVT. COOPERATION

- NO. 10000 SPECULATED
AND KEPT UP TO CITY OF
MONTREAL STANDARDS.

3

MCE MCGILLAND
CONSULTING
ENGINEERS, INC.
Learning Commission
FAYETTEVILLE, ARKANSAS 72703
February 9, 2026

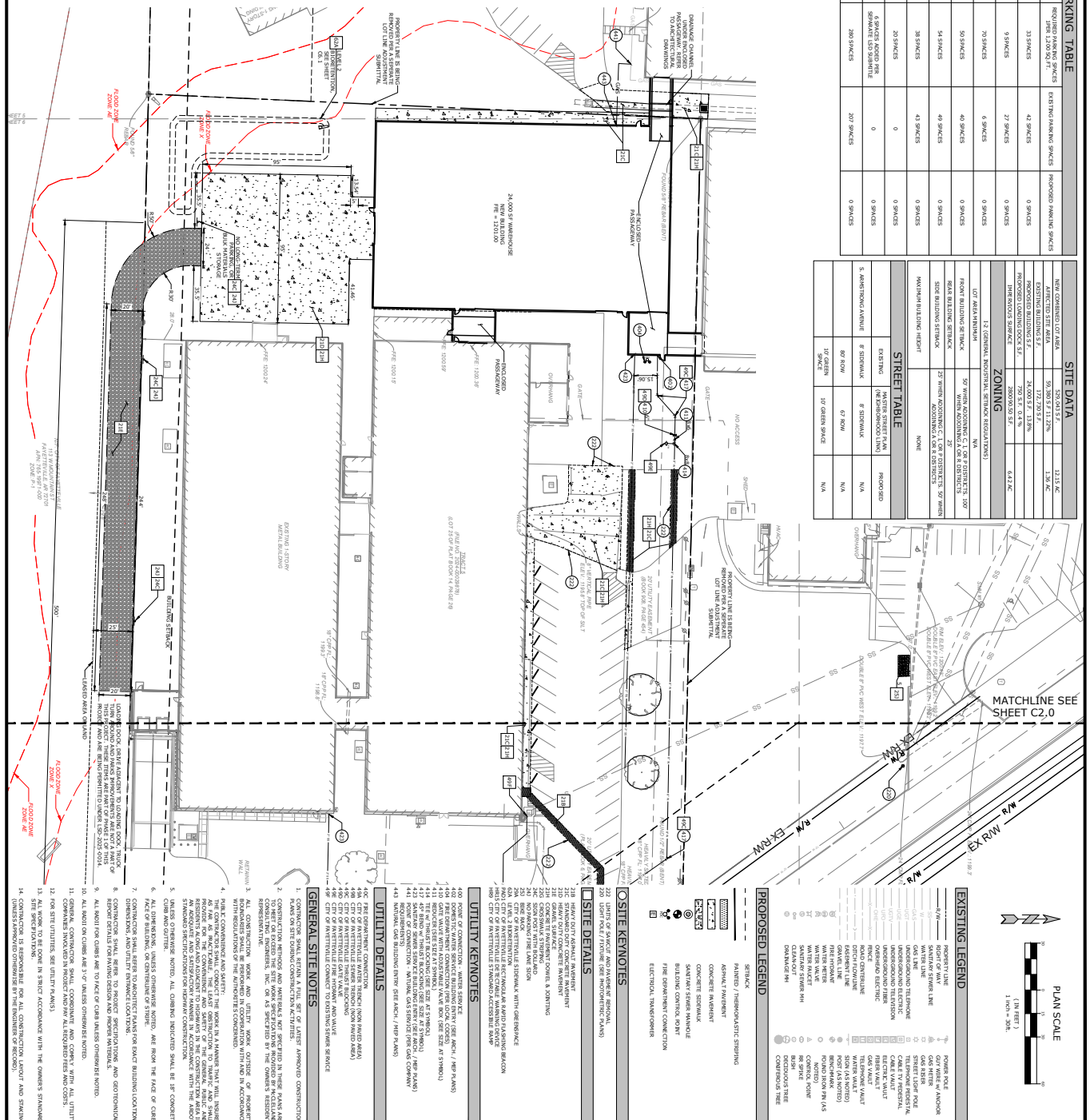
Planning Commission
February 9, 2026

PACKAGING SPECIALTIES INC.
WAREHOUSE & DRIVE
1663 S ARMSTRONG AVE
FAYETTEVILLE, ARKANSAS

LSD-2025-0013

Page 16 of 20

PARKING TABLE				
EXISTING PARKING SPACES	BUILDING SQUARE FOOTAGE	REQUIRED PARKING SPACES (PER 1,000 SQ. FT.)	EXISTING PARKING SPACES	PROPOSED PARKING SPACES
TRUCK 1 EXISTING TWO WAREHOUSE SQUARE FOOTAGE	44,681 SQFT	33 SPACES	42 SPACES	0 SPACES
TRUCK 2 EXISTING TWO WAREHOUSE SQUARE FOOTAGE	10,039 SQFT	9 SPACES	27 SPACES	0 SPACES
TRUCK 3 EXISTING TWO WAREHOUSE SQUARE FOOTAGE	84,151 SQFT	70 SPACES	6 SPACES	0 SPACES
TRUCK 4 EXISTING TWO WAREHOUSE SQUARE FOOTAGE	60,695 SQFT	50 SPACES	40 SPACES	0 SPACES
TRUCK 5 EXISTING TWO WAREHOUSE SQUARE FOOTAGE	64,881 SQFT	54 SPACES	49 SPACES	0 SPACES
TRUCK 6 EXISTING WAREHOUSE AND ADJACENT BUILDING SQUARE FOOTAGE	44,511 SQFT	38 SPACES	43 SPACES	0 SPACES
WAREHOUSE ADDITION SQUARE FOOTAGE	24,000 SQFT	20 SPACES	0	0 SPACES
LOADING DOCK ADDITION SQUARE FOOTAGE	729 SQFT	6 SPACES (200 SQ. FT. PER SPACE)	0	0 SPACES
TOTALS	339,111 SQFT	286 SPACES	207 SPACES	0 SPACES

[illegible][illegible]

GENERAL GRADING/DRAINAGE NOTES

- [illegible]

GRADING/DRAINAGE KEYNOTES

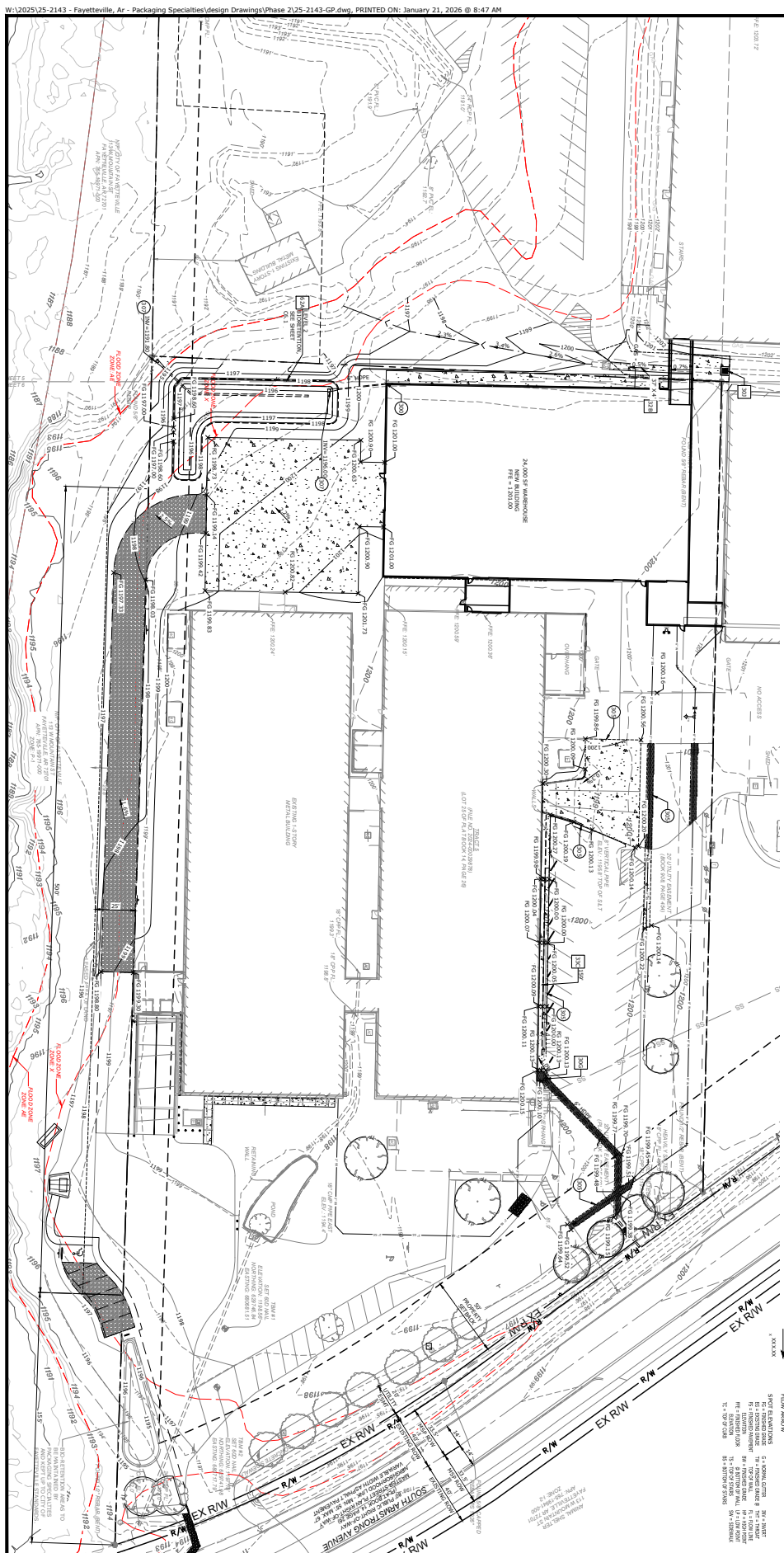
- GRADING/DRAINAGE DETAILS**
- 300 CONCRETE/PAVEMENT SHALL BE 4" (SEE PLAN IN JANS)
- 305 MATCH EXISTING PARALLEL ELEVATIONS
- 307 FILL AND SECTION (SHALL MATCH CONNECTING PIPE MATERIAL, SIZE, OR TO BE APPROVED BY THE ENGINEER OR RECORD P. DIVERSITY)
- 320 RICHMOND/4 INCH DRAIN BOX
- 321 RICHMOND/4 INCH INLET
- 328 CONCRETE SLAB IN PAVEMENT (SEE LENGTH AND WIDTH AT SYMBOL)
- 33C SLOTTED DRAIN (SEE LENGTH AT SYMBOL)

EXISTING LEGEND

- [illegible]

PROPOSED LEGEND

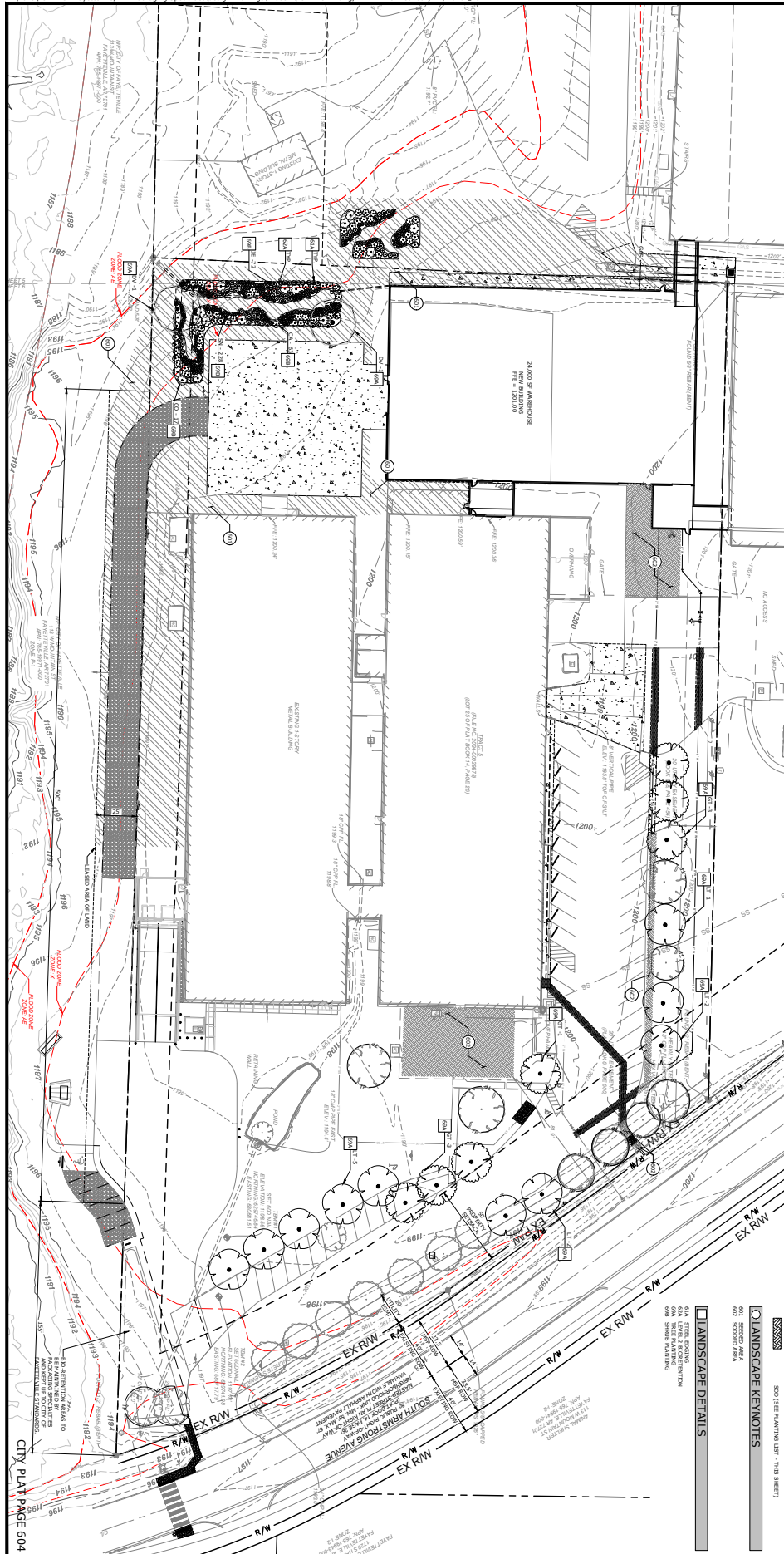
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REVISIONS		
REV	DATE	DESCRIPTION

PACKAGING SPECIALTIES INC.
WAREHOUSE & DRIVE
1663 S ARMSTRONG AVE
FAYETTEVILLE, ARKANSAS

MCE McCLELLAND
CONSULTING
ENGINEERS, INC.
Planning Commission
FAYETTEVILLE, ARKANSAS 72703
February 9, 2026



LANDSCAPE REQUIREMENTS FOR PARKING LOT TREES			
Number of Trees	Number of Spaces	Number of Existing Trees	Number of New Trees
20	2	0	20

LANDSCAPE REQUIREMENTS FOR STORMWATER FACILITIES (DETENTION PONDS)			
Number of Trees	Number of Spaces	Number of Existing Trees	Number of New Trees
20	2	0	20

Area of Storm Water Facility: 2.1 Acres (Required: 2.1 Acres) (Storm Water Facility: 2.1 Acres)

PLANT LIST			
KEY	QTY	COMMON NAME	SPECIES
CV	2	COMMON FLEABANE	BRAND NAME
LT	10	TALL PINKAL	BRAND NAME
GT	1	THORNLESS HONEY LOCUST	BRAND NAME
CO	1/2	BUTTERFLISH	BRAND NAME
CA	6/3	INDIAN GRASS	BRAND NAME
SN	2/28	SOFT FLUSH	BRAND NAME
RE	7/2	BRAND NAME	BRAND NAME
BR	1/31/3	BRAND NAME	BRAND NAME
GR	6/4	BRAND NAME	BRAND NAME
GR	1	BRAND NAME	BRAND NAME
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REVISIONS

REV	DATE	DESCRIPTION
1	01/21/2025	ISSUED FOR PERMIT
2	01/21/2025	REVISED
3	01/21/2025	REVISED
4	01/21/2025	REVISED
5	01/21/2025	REVISED
6	01/21/2025	REVISED
7	01/21/2025	REVISED
8	01/21/2025	REVISED
9	01/21/2025	REVISED
10	01/21/2025	REVISED
11	01/21/2025	REVISED
12	01/21/2025	REVISED
13	01/21/2025	REVISED
14	01/21/2025	REVISED
15	01/21/2025	REVISED
16	01/21/2025	REVISED
17	01/21/2025	REVISED
18	01/21/2025	REVISED
19	01/21/2025	REVISED
20	01/21/2025	REVISED

LANDSCAPE PLAN

PACKAGING SPECIALTIES INC.
WAREHOUSE & DRIVE
1663 S ARMSTRONG AVE
FAYETTEVILLE, ARKANSAS

Planning Commission
February 11, 2026
FAYETTEVILLE, ARKANSAS 72703



3301 N 2nd Street
Rogers, Arkansas 72757
479. 659. 7800

Page 20 of 20



Sheet Contents:
EXTERIOR ELEVATIONS

A4.1



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner

MEETING DATE: February 9, 2026

SUBJECT: **CUP-2025-0061: Conditional Use Permit (55 E. 15TH ST./NEIGHBORS PF 55 E 15TH STREET LLC, 601):** Submitted by KALEY MEDLIN for property located at 55 E. 15TH ST. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 1.83 acres. The request is for camping in an existing mobile home park.

RECOMMENDATION:

Staff recommends approval of **CUP-2025-0061**.

RECOMMENDED MOTION:

*"I move to approve **CUP-2025-0061** with conditions, determining:*

- In favor of compatibility with adjacent properties, and*
- In favor of all other conditions as recommended by staff."*

JANUARY 26, 2026 PLANNING COMMISSION:

At the January 26, 2026 Planning Commission meeting, the Planning Commission voted to table the request due to outstanding questions about ongoing litigation regarding building encroachments onto a neighboring property, setback encroachments, and how the manufactured home park and RVs are proposed to work together. The commission expressed a desire to hear directly from the applicant. No members of the public spoke at the meeting. In the intervening weeks, no additional information has been provided.

BACKGROUND:

The subject property is located in south Fayetteville just south of Walker Park along E. 15th St. The subject property contains approximately 1.83 acres and is currently developed with the Razorback Mobile Home Community, which has existing since at least 1965 based on aerial records.

The current owner of the property has maintained ownership since 2020. According to city records, staff began investigating a potential zoning violation (CVZD-2025-1371) in November of 2025 after vehicles blocking the road were reported to staff. A notice of violation letter was issued by staff for illegal camping as well as junk and debris. Shortly thereafter, staff met with the property owner to discuss their options and next steps, including applying for a conditional use permit. The RV blocking the interior street was relocated, and the property owner verbally indicated a request

for the remaining four RVs to be permitted though the conditional use permit. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Walker Park	P-1, Institutional
South	Storage Facility	I-1, Heavy Commercial and Light Industrial
East	Undeveloped	DG, Downtown General
West	Vacant	I-1, Heavy Commercial and Light Industrial

City Plan 2040 Future Land Use Designation: **Residential Neighborhood**

Proposal: The applicant requests approval of a conditional use permit to operate a campground on the subject property. Campgrounds are classified in city code as Use Unit 2: City-Wide Uses by Conditional Use Permit and are thus subject to Planning Commission approval. The applicant has described the campground as follows:

- *Occupancy: Four existing RVs (Up to 24 spots available)*
- *Parking: Within each pad*

Public Comment: The neighbor to the west has stated opposition to the request, citing an ongoing court case for trespass of the existing mobile homes onto their property and concern that the proposed camping would also extend across property lines.

RECOMMENDATION: Staff recommends approval of **CUP-2025-0061** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility with adjacent properties;**
Staff finds that the proposed use is compatible with surrounding properties given the findings contained in this report;
2. This conditional use permit is limited to the campground use as described in this report. The following specifications apply:
 - *Occupancy: Four existing RVs (Up to 24 spots available)*
 - *Parking: Within each pad*
3. A city business license for the proposed mobile home park / campground must be received within a calendar year of conditional use permit approval;
4. If the park should become entirely composed of RV units at any time, it shall lose its existing nonconforming status for the mobile home use unless separate entitlements are granted for Use Unit 11 Manufactured Home Park.
5. The proposed campground use shall be limited to Recreational Vehicles (RVs). Tent camping shall be prohibited.
6. Property owner shall coordinate with Building Safety, the Fire Marshal's office and any other necessary city division to ensure that all proposed and existing RVs within the facility comply with applicable building and safety codes. Approval of the conditional use permit does not constitute approval of any associated building, plumbing, or other required permits.

7. Screening shall be provided in the form of a view obscuring fence or vegetation of sufficient height to prevent the view of the campground from vehicular and pedestrian traffic on adjacent streets, and from adjacent properties;
8. All campground users shall have 24-hour access to restroom facilities. If access to the indoor bathroom cannot be guaranteed, then a portable outdoor facility must be provided;
9. All vehicles parked on the property shall be licensed, operable, and parked in a manner that does not encroach into the public sidewalk or right-of-way;
10. Campfires on this property shall be prohibited and open fires shall be limited to one raised barbecue grill per pad;
11. Noise emissions shall be limited as described in Chapter 96: Noise Control.
12. All structures or vehicles associated with the campground shall comply with the setbacks established by the underlying RMF-24 zoning district, including a setback of five feet along side property lines and 20 feet along the rear property line;
13. The applicant shall coordinate with the City's Recycling and Trash Collection Division to ensure that enough containers are provided to serve the campground. Further, containers should be screened from view of the right-of-way when not placed at the curb for pick-up;
14. Any future expansion or change in the use shall require Planning Commission approval; and
15. Conditional use permit approval shall be limited to one year, upon which the applicant may submit an amendment to extend the permit subject to Planning Commission's approval.

PLANNING COMMISSION ACTION:				Required	<u>YES</u>
Date:	<u>February 9, 2026</u>	☐ Tabled	☐ Approved	☐ Denied	
Motion:					
Second:					
Vote:					

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS, PROCEDURES

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,
3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or
4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: The applicant has submitted a written application requesting a conditional use permit for a campground, or Use Unit 2: City-Wide Uses by Conditional Use Permit, in the RMF-24 zoning district.

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: The applicant has paid the required filing fee.

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: The Planning Commission is empowered under Unified Development Code §161.16 to grant the requested conditional use permit.

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: Staff finds that the inclusion of RVs within the existing mobile home park is compatible with the existing use and is unlikely to adversely affect the public interest. The applicant has indicated that four existing RVs are currently located within the park and that the property owner permits RVs generally. The use of RVs as a mid- to long-term solution for shelter would provide a more affordable entry into housing in an area near many nonresidential services. The existing mobile home park has been in existence since at least 1965, and staff does not anticipate any compounding negative effects by allowing RVs in addition to manufactured homes at this location. Should the Planning Commission choose to approve the requested conditional use, staff recommends conditions of approval as noted above.

Staff recommends that tent camping shall be prohibited on this property.

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: There are specific rules governing campgrounds, as follows:

§163.12. CAMPGROUNDS.

A. Campgrounds may be permitted citywide as a conditional use subject to the following minimum conditions:

1. **Consent.** The property owner shall provide written consent.

Finding: The property owner has provided their written consent for the requested conditional use.

2. **Contact.** The owner of the property shall ensure current contact information is provided to the City for the owner or a responsible party.

Finding: The owner of the property has provided their current contact information to the City.

3. **Owner or agent accessibility.** The property owner shall ensure that they or a designated agent are available at all times the property is being used for camping, including nights and weekends, in order to facilitate compliance with this section. For the purposes of these regulations, “availability” means that the owner or agent is accessible by telephone, and, able to be physically present at the location within three hours of being contacted.

Finding: The property owner has stated that they or a designated agent will be available at all times that the property is being used for camping, including nights and weekends, in order to facilitate compliance with this ordinance.

4. **Sanitation.** Provisions shall be made to ensure any person camping on the property has access to sanitary facilities, including restroom and potable water.

Finding: The applicant has stated that RVs each have access to their own sanitation facilities and are provided potable water and sanitation hookups accordingly. Should the Planning Commission choose to approve this conditional use permit, staff recommends a condition that the property owner shall coordinate with Building Safety, the Fire Marshal’s office and any other necessary city division to ensure that all proposed and existing RVs within the facility comply with applicable building and safety codes. Approval of the conditional use permit does not constitute approval of any associated building, plumbing, or other required permits.

5. **Waste.** The owner of the property shall ensure the provision of adequate garbage services such that no accumulation of solid waste occurs.

Finding: The applicant has stated that waste is collected in residential trash carts that are picked up by the city weekly. Staff recommends a condition requiring that the applicant coordinate with the City's Recycling and Trash Collection Division to confirm whether the containers currently available on site are adequate to accommodate the existing mobile homes as well as the proposed campground use.

6. **Setbacks.** The owner shall ensure that any facilities, tents, or vehicles used for camping comply with the setback requirements of the applicable zoning district.

Finding: Multiple mobile homes are shown to cross the western property line based on a survey completed in 2024, which is the subject of a civil court case currently in Washington County Circuit Court. The existing RVs, however, appear to comply with zoning setbacks. Staff recommends that all camping facilities comply with the setback requirements of the underlying RMF-24 zoning district, which include a five-foot setback from side property lines and a 20-foot setback from the rear property line.

7. **Access by the City.** The City shall be authorized to enter the property to ensure compliance with the City's ordinances and any conditions of approval.

Finding: The applicant is aware that the City would be authorized to enter the property to ensure compliance with city ordinances and any conditions of approval.

- B. In addition to the factors set forth in §163.02(C)(3), campgrounds are further subject to approval, denial, or additional conditions based on the Planning Commission's findings on the following factors:

1. **Duration.** Where appropriate, conditions may be applied limiting the duration of the conditional use permit or the duration of stay by campground users.

Finding: The property owner has not stated a duration limit for the proposed RVs. Staff finds that RVs are a self-contained camping environment as they are solid structures which generally include personal bathrooms, kitchens, and other facilities. As such, no additional conditions on camping duration are recommended.

2. **Natural Hazards.** Potential natural hazards, including flooding and slopes, shall be considered in siting of camping areas and may be a factor for denial of a conditional use permit.

Finding: The subject property is relatively flat and located in an area of minimal flood hazard.

3. **Separation and Screening.** The Planning Commission may require greater separation from adjacent properties than the minimum setbacks applicable to the zoning district. The Planning Commission may also require screening.

Finding: The underlying RMF-24 zoning district requires a minimum side setback of five feet and a minimum rear setback of 20 feet. There appears to be an existing wood fence along portions of the south and east property lines. Staff recommends a condition requiring that the property be screened from all adjacent properties by a view obscuring fence or vegetation, or a combination of the two.

4. **Occupancy Limits.** The Planning Commission should consider limits on the number of occupants on the property with considerations for factors including, but not limited to, the acreage of the property, the proximity of adjacent structures, and the capacity of utilities available on site.

Finding: Staff recommends that the number of RVs permitted in the campground be limited to no more than the existing 24 pads based on proximity of adjacent structures and the capacity of utilities available on site. Staff notes that the mobile home park is currently regulated under UDC 164.12(C) Nonconforming Uses, and that if the park should become entirely composed of RV units at any time, it shall lose its existing nonconforming status for the mobile home use unless separate entitlements are granted for Use Unit 11 Manufactured Home Park.

5. **Campfires.** Where appropriate, conditions may be applied limiting campfires or other open burning, with review and approval by the Fire Marshal.

Finding: Staff recommends that open campfires on this property shall be prohibited and open fires shall be limited to one raised barbecue grill per pad.

6. **Noise.** The Planning Commission may apply conditions limiting noise emissions from the campground.

Finding: Staff recommends that noise emissions be limited as described in Chapter 96: Noise Control. Since RMF-24 is a residential zoning district, maximum noise levels would be limited to 60 dB(A) from 7:00 a.m. to 11:00 p.m. and to 55 dB(A) from 11:00 p.m. to 7:00 a.m.

7. **Storage.** Where appropriate, conditions may be applied to ensure that any person camping on the property has access to securable storage for personal items.

Finding: Staff finds an additional condition regarding secured storage is unnecessary as each RV may be locked and secured individually.

§163.02. AUTHORITY; CONDITIONS; PROCEDURES. (continued)

- (2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

- (a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience,

traffic flow and control and access in case of fire or catastrophe;

Finding: Ingress and egress to the property is provided through an existing driveway that is large enough to accommodate two-way traffic. The property has frontage along W. 15th St., a partially improved High-Activity Regional Link with asphalt, curb and gutter, and incomplete sidewalk.

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: On-street parking is not available nearby, though it appears that each pad likely has sufficient space to provide parking for both an RV and additional smaller vehicles. The City's parking ordinance limits parking for campgrounds to one space per four occupants. Staff recommends a condition limiting parking for the campground as described by ordinance.

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading,

Finding: The existing mobile home park and RVs are served by residential trash cart services. Staff anticipates that any additional RVs would also be served by these charts and recommends that the applicant coordinate with the City's Recycling and Trash Collection Division to ensure that enough containers are provided for the proposed use. Staff also recommends a condition confirming that containers are screened from view of the public right-of-way when not placed at the curb for residential pick-up.

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: Utilities are currently available to the subject property and its use as a campground is not expected to impact the provision of utilities.

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: Staff recommends a condition requiring that the campground be screened from all adjacent properties by a view obscuring fence or vegetation, or a combination of the two.

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: Any proposed signage will be subject to Unified Development Code Chapter 174, Signs, and all regulations therein.

(g.) Required yards and other open space;

Finding: Staff recommends a condition requiring that all vehicles used for camping comply with the required setbacks of the RMF-24 zoning district. RMF-24 requires a five-foot side setback and a 20-foot rear setback.

(h.) General compatibility with adjacent properties and other property in the district; and

Finding: Staff finds the proposed use of the property as a campground to be compatible with adjacent properties and others in the RMF-24 zoning district based on information provided in the request letter. The mobile home park has existed in substantially the same configuration since approximately 1965 and staff finds that the RVs are operating in a similar function to the existing mobile home units. No tent camping is proposed, and adequate utility hookups and sanitation facilities are available to ensure that RV camping is not a hazard to the health, safety, and welfare of either the campers or adjacent residents.

(i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: Staff finds the proposed use of the property as a campground to be consistent with the goals and intent of the City's adopted land use and other strategic plans. As noted in City Plan 2040, there is a shortage of affordable housing in the City of Fayetteville, and campgrounds could serve as a temporary solution that could support Goal 6 of City Plan 2040 by creating opportunities for housing and shelter. RVs are a more affordable entry point for shelter, and staff finds adequate provisions for sanitation, waste, and storage are proposed for the requested campground.

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code
 - §161.16 – District RMF-24, Residential Multi-Family – Twenty-Four (24) Units Per Acre
 - §163.12 – Campgrounds
- Project Maps
 - One Mile Map
 - Close-Up Map
 - Current Land Use Map
- Staff Exhibits
 - Aerial Imagery
 - Existing RVs
- Applicant Request Letter

161.16 District RMF-24, Residential Multi-Family - Twenty-Four (24) Units Per Acre

(A) *Purpose.* The RMF-24 Multi-family Residential District is designed to permit and encourage the developing of a variety of dwelling types in suitable environments in a variety of densities.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 26	Multi-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12a	Limited business
Unit 24	Home occupations
Unit 25	Professional offices
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	24 or less
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(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a Manufactured home park	50 feet
Single-family	35 feet
Two-family	35 feet
Three or more	70 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a mobile home park	4,200 square feet
Townhouses: Individual lot	2,000 square feet
Single-family	3,000 square feet
Two (2) family	4,000 square feet
Three (3) or more	7,000 square feet
Fraternity or Sorority	2 acres
Professional offices	1 acres

(3) *Land Area Per Dwelling Unit.*

Manufactured Home	3,000 square feet
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(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	2 stories/3 stories/5 stories*
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* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building set back greater than 20 feet from the master street plan right-of-way shall have a maximum height of 5 stories.

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single-family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

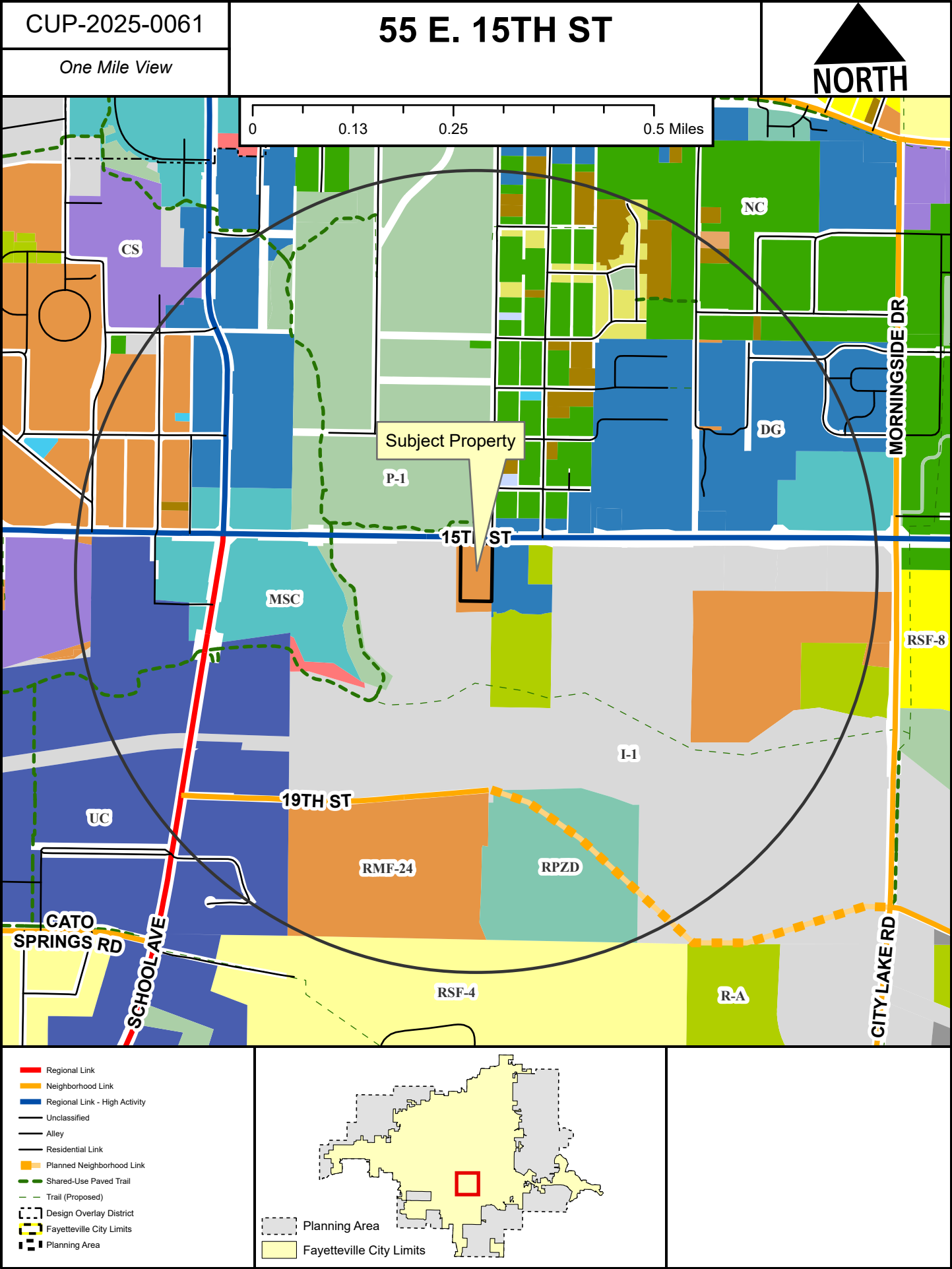
(H) *Minimum Buildable Street Frontage.* 50% of the lot width.

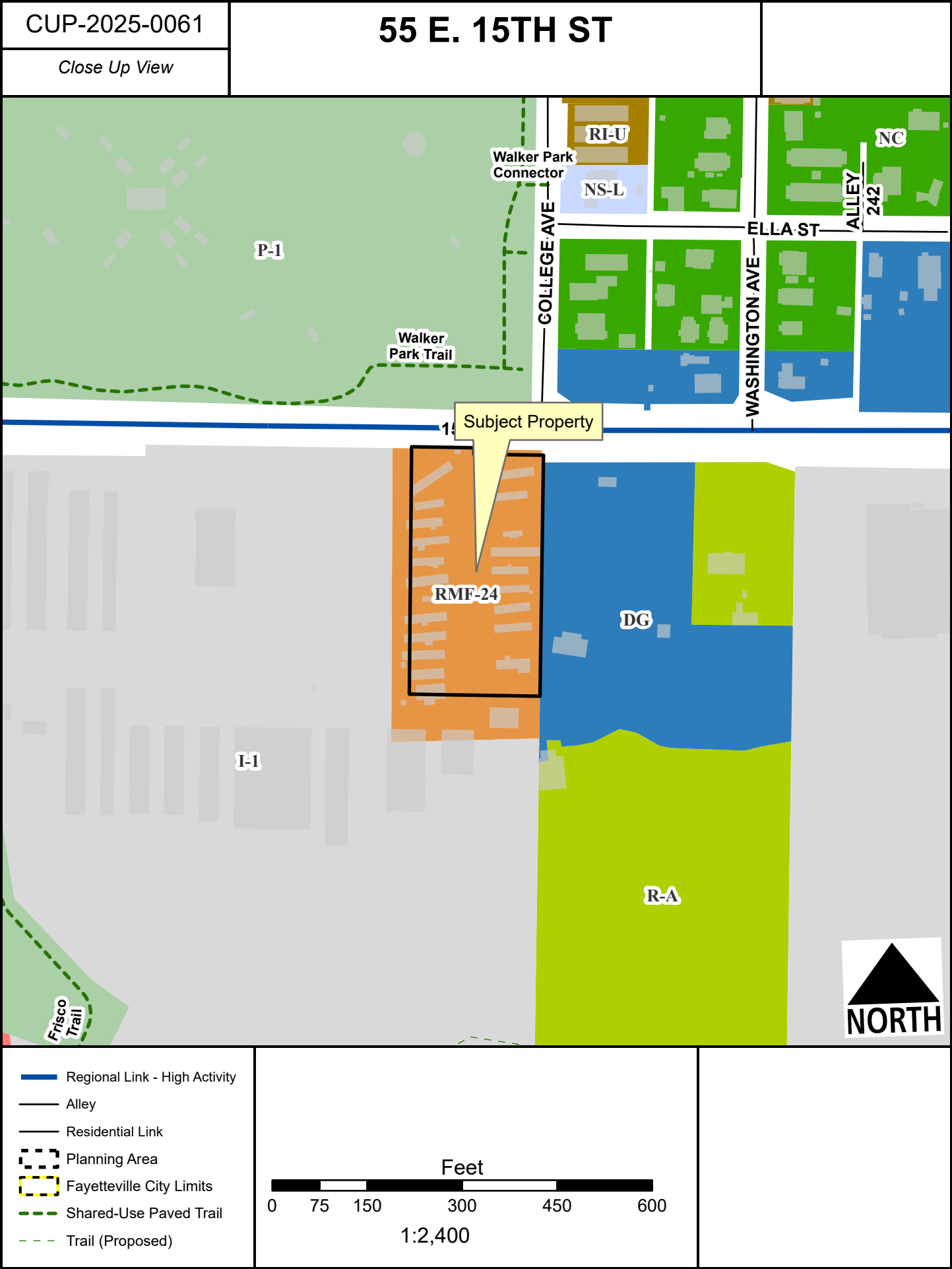
(Code 1965, App. A., Art. 5(III); Ord. No. 2320, 4-6-77; Ord. No. 2700, 2-2-81; Code 1991, §160.033; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5079, 11-20-07; Ord. No. 5224, 3-3-09; Ord. No. 5262, 8-4-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5495, 4-17-12; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 8, 9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

163.12 Campgrounds

- (A) Campgrounds may be permitted citywide as a conditional use subject to the following minimum conditions:
- (1) *Consent.* The owner of the property shall provide written consent.
 - (2) *Contact.* The owner of the property shall ensure current contact information is provided to the city for the owner or a responsible party.
 - (3) *Owner or Agent Accessibility.* The property owner shall ensure that they or a designated agent are available at all times the property is being used for camping, including nights and weekends, in order to facilitate compliance with this section. For the purposes of these regulations, "availability" means that the owner or agent is accessible by telephone, and, able to be physically present at the location within three (3) hours of being contacted.
 - (4) *Sanitation.* Provisions shall be made to ensure any person camping on the property has access to sanitary facilities, including restroom and potable water.
 - (5) *Waste.* The owner of the property shall ensure the provision of adequate garbage services such that no accumulation of solid waste occurs.
 - (6) *Setbacks.* The owner shall ensure that any facilities, tents, or vehicles used for camping comply with the setback requirements of the applicable zoning district.
 - (7) *Access by the City.* The city shall be authorized to enter the property to ensure compliance with the city's ordinances and any conditions of approval.
- (B) In addition to the factors set forth in subsection 163.02(C)(3), campgrounds are further subject to approval, denial, or additional conditions based on the Planning Commission's findings on the following factors:
- (1) *Duration.* Where appropriate, conditions may be applied limiting the duration of the conditional use permit or the duration of stay by campground users;
 - (2) *Natural Hazards.* Potential natural hazards, including flooding and slopes, shall be considered in siting of camping areas and may be a factor for denial of a conditional use permit;
 - (3) *Separation and Screening.* The Planning Commission may require greater separation from adjacent properties than the minimum setbacks applicable to the zoning district. The Planning Commission may also require screening.
 - (4) *Occupancy Limits.* The Planning Commission should consider limits on the number of occupants on the property with consideration for factors including, but not limited to, the acreage of the property, the proximity of adjacent structures, and the capacity of utilities available on site.
 - (5) *Campfires.* Where appropriate, conditions may be applied limiting campfires or other open burning, with review and approval by the Fire Marshal.
 - (6) *Noise.* The Planning Commission may apply conditions limiting noise emissions from the campground.
 - (7) *Storage.* Where appropriate, conditions may be applied to ensure that any person camping on the property has access to securable storage for personal items.
- (C) The requirements and limitations of this section shall not apply to or affect the limited camping authorizations of §97.068, Camping Prohibited in the Parks and Recreation Chapter of the Fayetteville Code.

(Ord. No. 6659, §2, 5-2-23)

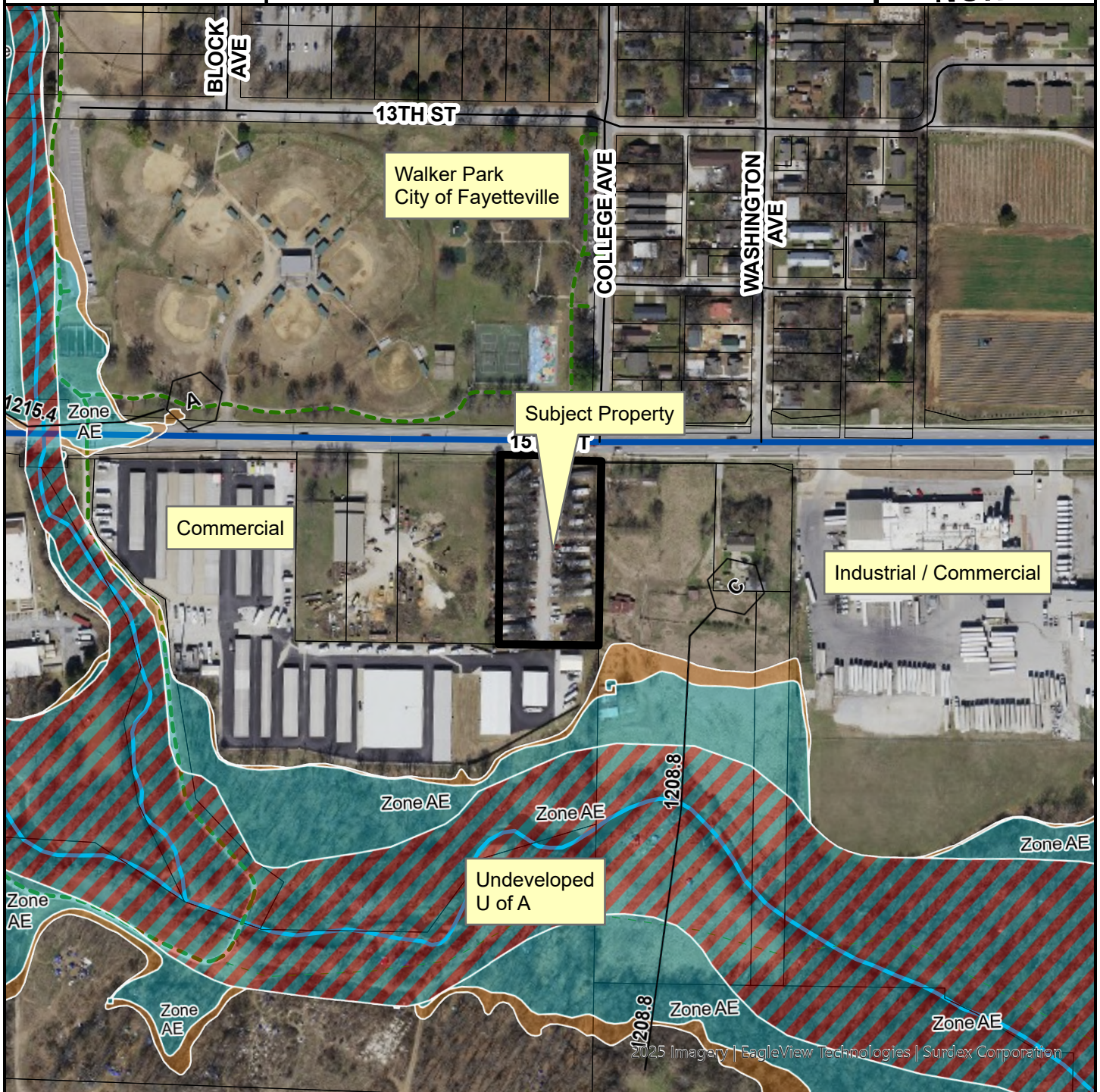




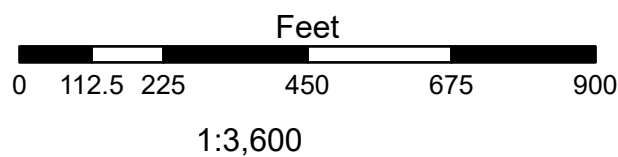
CUP-2025-0061

55 E. 15TH ST

Current Land Use



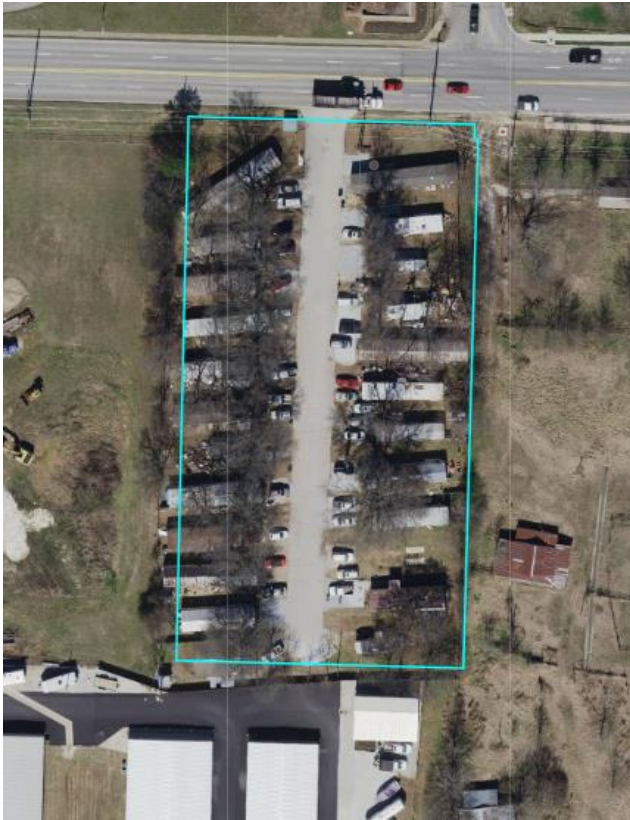
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



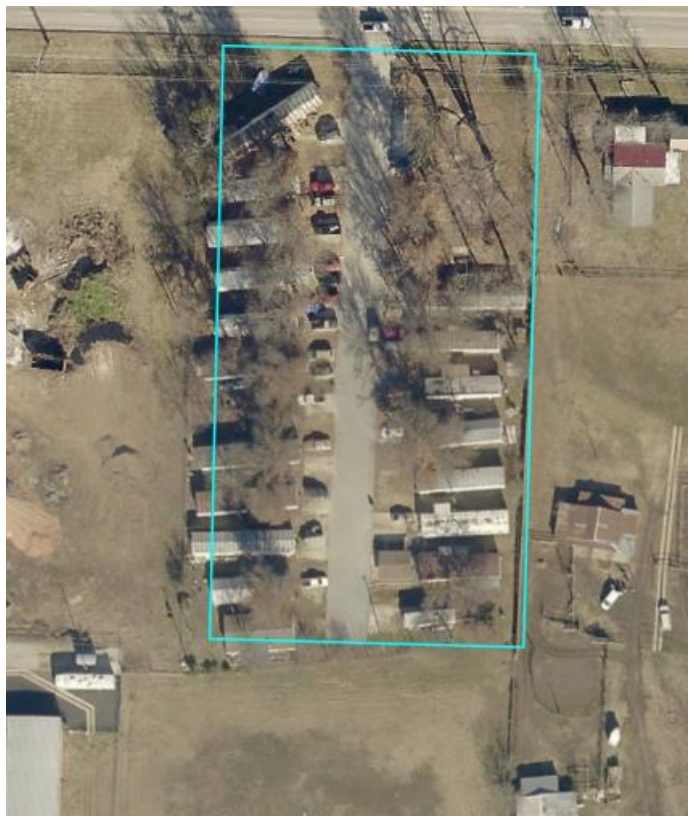
FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

**Staff Exhibit:
Aerial Imagery**



2025



2015



2006



1998



1980



1965

Staff Exhibit:
Existing RVs





LOCATED IN: SECTION 21, TOWNSHIP 16 NORTH, RANGE 30 WEST
55 E 15TH STREET, FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS 72701

NF: NEIGHBORS OF 55 E 15TH STREET LLC
55 E 15TH ST, FAYETTEVILLE, ARKANSAS 72701
82,046 ± SQUARE FEET, OR 1.884 ± ACRES

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMPANY, TITLE COMMITMENT

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF WA SHING TON
STATE OF ARKANSAS, AND IS DESCRIBED AS FOLLOWS:

— SUBJECT TO SURVEY FINED FOR RECORD AS DOCUMENT NUMBER 2007-0017022.

- 1 SUBJECT TO DEPT OF HWY GRANT/LED FOR RECORD IN BOOK 1200, PAGE 84. A
2 IMPACTS, COVING AND AN EARTH/CLAY EASEMENT (TERRA)
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PARKING OBSERVED AT THE TIME OF THE SURVEY

* GRAPHIC PLOTTING ONLY. THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP. COMMUNITY PANEL NO. 05143C0216G, WHICH BEARS AN EFFECTIVE DATE OF 05/20/24 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

THE BASIS OF BEARING OF THIS SURVEY IS GRID NORTH BASED ON THE SOUTHERLY
LIGHT-OF-WAY LINE OF EAST 15TH STREET. THE BEARING IS DENOTED AS S86°48'12"E PER

MOBILE HOMES APPEAR TO EXTEND OVER THE WEST LINE OF THE SUBJECT PROPERTY BY AS MUCH AS 11.6 FEET.

- MOBILE HOME APPEARS TO EXTEND OVER THE SOUTH LINE OF THE SUBJECT PROPERTY BY AS MUCH AS 3.4 FEET.
- ENCE APPEARS TO EXTEND OVER THE LINE OF THE SUBJECT PROPERTY BY AS MUCH AS 17.5 FEET.
- DECK APPEARS TO EXTEND OVER THE LINE OF THE SUBJECT PROPERTY BY AS MUCH AS 7.2 FEET.
- ENCE APPEARS TO EXTEND OVER THE LINE OF THE SUBJECT PROPERTY BY AS MUCH AS 3.6 FEET.

THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEYANTS, & CLIENT-PROVIDED UTILITY MAP DRAWINGS. BLUE & ASSOCIATES MAKES NO WARRANTY TO THE EFFECT OF ANY UNDERGROUND UTILITIES LOCATED OR NOT LOCATED.

PROPERTY IS CURRENTLY ZONED:
"RMF-24", RESIDENTIAL MULTIFAMILY-TWENTY-FOUR (24) UNITS PER ACRE

[illegible][illegible]

FOUND MONUMENT AS NOTED COMPUTED CULATED POINT UTILITY POLE	PROJECT & RECORD NO. 34-005513 DATE OF REPORT JUNE 10, 2024	SETBACKS FRONT 25 FEET SETBACKS SIDE 50 FEET
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- [illegible]

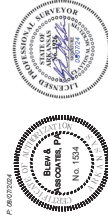


LOCATED IN: SECTION 21, TOWNSHIP 16 NORTH, RANGE 30 WEST
55 E 15TH STREET, FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS 72701

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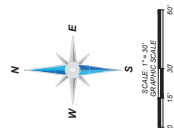
NOTE: MORGAN STANLEY BANK, N.A., A NATIONAL BANKING ASSOCIATION, ITS SUCCESSORS AND/OR ASSIGNS, NEIGHBORS OF 181 STREET LLC AN ARKANSAS LIMITED LIABILITY COMPANY, AND FIRST AMERICAN TITLE INSURANCE COMPANY, ARE IN ACCORDANCE WITH THIS OP/PA AND THE SURVEY ON WHICH IT IS BASED TO CERTIFY THAT THIS OP/PA WITH THE 2021 MINIMUM STANDARD DETAIL WERE MADE IN CONFORMANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALZANGOS LAND TITLE SURVEYS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 AND 19 OF TABLE A, THEREOF. THE FIELD WORK WAS COMPLETED ON 05/26/2024.

CLAYTON M. MCKELVIN
PROFESSIONAL SURVEYOR NO.: 1926

DATE	REVISION HISTORY	BY
09/18/2024	ZONING REPORT/CE RTIFICATION PARTIES	CDM
07/03/2024	CLIENT COMMENTS	DMN
07/09/2024	UPDATED TITLE COMMENT	CDM
07/11/2024	CLIENT COMMENTS	CDM
07/19/2024	CLIENT COMMENTS	CDM

ALTA/NSPS LAND TITLE SURVEY

LOCATED IN: SECTION 21, TOWNSHIP 16 NORTH, RANGE 30 WEST
55 E 15TH STREET, FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS 72701



LEGEND & SYMBOLS

- COMPARISON CALCULATED POINT
- SURVEY POINT
- ELECTRIC METER
- ELECTRICAL BOX
- WATER METER
- SANITARY SEWER MANHOLE
- TELEPHONE Poles
- MEASUREMENT CALCULATED DIMENSION
- NEW OR FORMERLY
- POINT OF BEGINNING
- EASEMENT LINE
- RIGHT-OF-WAY LINE
- OVERHEAD POWER LINE
- BUILDING SETBACK LINE

Planning Commission
February 9, 2026



BLEW & ASSOCIATES, P.A.

3623 N. SHELBY DRIVE - FAYETTEVILLE, AR 72703
EMAIL: SURV@BLEW.COM
OFFICE: 479-781-1100
WWW.BLEW.COM

SURVEYOR JOB NUMBER: 175	SURVEY REVIEWED BY: 175
SURVEY DRAWN BY: 175	SHEET: 2 OF 2

The Churchlight Communities

14449 Arkansas 12

Rogers, Arkansas 72756

(479)319-5288

16th, January 2026

The City of Fayetteville
Health and Safety Violation
55th E 15st
Fayetteville AR, 72701

Dear The City of Fayetteville,

The Churchlight Communities give permission for RVS to stay in the mobile home park located at 55 E 15th street Fayetteville AR, 72701. Within giving this permission we are needing to request a CUP Permit to be able to allow this to happen. Our contact Kaley Medlin the park manager will be the best person to keep in touch with when it comes to this park. She is available all hours of the day and only lives 30 minutes from the park if there was ever an emergency. The best contact number to reach her at is 479-427-6947 email is 508ndixieland@gmail.com.

As for the sanitation for the RVS all of our tenants have access to their own toilets. We provide hook ups for each one to allow them to have water. For their waste we provide hook ups so it is properly disposed of within our sewer tanks. Our tenants also have access to their own trash cans that are picked up once a week. If we were to ever have any setbacks within the park we will make sure to update anything needed and make sure all rvs continue to meet the requirements. To be able to do this we allow The City of Fayetteville to access our park at any time in order to make sure we comply with all rules.

Size and location of all rvs have been met none of them are blocking any of the utility easements or roads. Our park is located in an area that does have a small slope to be able to allow water to drain behind the park. This

helps to avoid any kind of flooding in case of a natural hazard. All of our rvs are not over 40ft so we make sure all of which can be separated from each other. If needed they can be moved within their lot to allow more access from any side in case they were never up to code.

This park only allows so many occupants as it is not a very big one and can't hold a lot of people. We only have 24 units within the park with at least 2 to 5 people in each home other than the rvs. The rvs only have 1 person living in each one and since we only have 4 rvs we have 4 tenants within these lots. We have a strict no campfires allowed in this park. This is for the safety of our tenants and homes as there is not a whole lot of room between each one.

As for noise we have a rule that all tenants must follow, we ask for all loud noise to stop at 10p.m. This is for the respect of other tenants and complies with the city of Fayetteville since we are located in city limits. As for storage for these rvs we do not provide any storage for them. However, they are allowed to purchase some sort of storage building themselves and add it on their lot. Before the building can be placed they have to ask the park manager and must be within city code compliance.

Sincerely, The Churchlight Communities

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TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING DATE: February 9, 2026

SUBJECT: **RZN-2025-0069: Rezoning (S. DEAD HORSE MOUNTAIN RD & E. GOFF FARM RD/STONEBRIDGE GOLF COURSE, 606, 607, 646 & 685):** Submitted by JORGENSEN & ASSOCIATES for property located on S. DEAD HORSE MOUNTAIN RD & E. GOFF FARM RD. The property is zoned R-A, RESIDENTIAL AGRICULTURAL and contains approximately 157.05 acres. The request is to rezone 4.63 acres of the property to UN, URBAN NEIGHBORHOOD, and 37.65 acres of the property to NC, NEIGHBORHOOD CONSERVATION.

RECOMMENDATION:

Staff recommends forwarding **RZN-2025-0069** to City Council with a recommendation of approval.

RECOMMENDED MOTION:

*"I move to forward **RZN-2025-0069** to City Council with a recommendation of approval."*

JANUARY 12, 2026 PLANNING COMMISSION MEETING

The applicant previously requested to table themselves to the February 9 Planning Commission meeting, to give themselves time to produce additional traffic impact analysis for the proposed development. They have provided this documentation, and it is attached to this report for the Commission's consideration.

BACKGROUND:

The subject property is in south Fayetteville and is the site of the Stonebridge Meadows Golf Club. Totalling approximately 157.05 acres, the property is currently zoned R-A, Residential Agricultural. In the mid-1990s, the property transitioned from a private farm with a horse track on it to the currently operating Stonebridge Meadows Golf Club. A previous rezoning request that encompassed this property and the adjacent one for a total of 205.2 acres was denied by City Council in July 2023. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Golf Course	R-A, Residential-Agricultural
South	Undeveloped	RSF-2, Residential Single-Family, 2 Units per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
West	Undeveloped/Single-Family Residential	R-A, Residential-Agricultural; RSF-4, Residential Single-Family, 4 Units per Acre

Request: The request is to rezone 4.63 acres to UN, Urban Neighborhood, and 37.65 acres to NC, Neighborhood Conservation. The remainder of the site, approximately 114.77 acres, is to

remain R-A, Residential Agricultural. The applicant had originally request to rezone 4.63 acres to CS, Community Services, but has since changed their request.

Public Comment: Staff has received public comment in opposition of the request, citing traffic concerns, lack of water and sewer infrastructure, and flooding issues on S. Dead Horse Mountain Road.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject area with the requested rezoning does not have any direct street frontage; the overall site has street frontage along E. Goff Farm Road, and there is a street stub-out to S. Pumpkin Ridge Drive at the south end of the overall site. Further, an adjacent land subdivision to the east proposes to stub out to the site in question. E. Goff Farm Road is a partially-improved street with asphalt paving and open ditches. Any street improvements required in these areas would be determined at the time of the development proposal. Any additional improvements or requirements for drainage will be determined at time of development.

Water: Public water is available to the subject area. An existing 8-inch water main is present at the end of South Pumpkin Ridge Drive.

Sewer: Sanitary sewer is available to the subject area. An existing 8-inch sewer main is present at the end of S. Pumpkin Ridge Drive and an existing 12-inch sewer main is present on the west side of the subject property.

Drainage: A very small portion of the southern end of the overall site is within the Hillside-Hilltop Overlay District, though would not likely affect the specific area in question. Engineered footing designs will be required at the time of building permit submittal, as well as grading, erosion control and abbreviated tree preservation plans. There are also hydric soils present on the property. Hydric soils are a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric Soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits could be issued for the property a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required at the time of development submittal.

Fire: Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. Station 3, located at 1050 S. Happy Hollow Rd., protects this site. The property is located approximately 2 miles from the fire station with an anticipated drive time of approximately 5 minutes using existing streets. The anticipated response time would be approximately 7.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The current zoning districts of R-A, Residential-Agricultural and RSF-4, Residential Single-Family, 4 Units per Acre require **25% minimum canopy preservation**. The proposed zoning districts of NC, Neighborhood Conservation and UN, Urban Neighborhood, require **20% minimum canopy preservation** and **15% minimum canopy preservation**, respectively.

CITY PLAN 2040 FUTURE LAND USE PLAN: The City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood Area**.

Residential Neighborhood Areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context: single-family, duplexes, rowhouses, multifamily and accessory dwelling units. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments which may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment. Building setbacks may vary depending on the context of the existing neighborhood.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of 0-3 for this site with a weighted score of 3. The following elements of the matrix contribute to the score:

- Near Sewer Main (6 – 8" PVC main through the site)
- Near City Park (Combs Park)
- Near Paved Trail (St. Paul Trail)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:** From a use perspective, adding additional single-family homes near single-family homes is inherently compatible, and staff does not find any issues with a request to rezone approximately 37 acres of property from R-A to NC, even though it represents an increase in density. Given necessary right-of-way dedication, tree preservation, and drainage requirements, it is likely that upwards of 250 single-family units could be built in that portion of the property. At this intensity, staff does not find that existing infrastructure could support this without significant investment. Most traffic would concentrate to the north towards Huntsville Road, and water and sewer capacity are also quite limited in this area. The area to the west, though generally rural in nature, has seen recent development, and with the inclusion of UN zoning in the northwestern portion of the site, this could help insert additional services in an area that is currently lacking in available amenities. The UN zoning district proposal, at 4.63 acres, allows for a modest insertion of uses. With no stated density maximum and minimal lot*

width and area sizes, the potential impact of additional residential units in that portion, whether multi-family or single-family would likely be compatible with the surrounding neighborhoods. The emerging development pattern in the area also suggests a continual increase in single-family home development, with this development filling a gap between two developments southeast of the intersection of Dead Horse Mountain Road and E. Goff Farm Road. The applicant also intends to keep the majority of site down-zoned to R-A, which shows an intention to incrementally increase density, and to keep the existing golf course intact.

Land Use Plan Analysis: Staff finds that the proposal runs counter to some of the goals outlined in City Plan 2040, but in line with others. One one hand, the infill score for this site is low, which appears to counter the City's stated goal towards making infill development a priority (goal 1), and discouraging suburban sprawl (goal 2). That said, the area in question is identified as a Residential Neighborhood Area, and the applicant's intention to bring a mixed-use zoning district into the conversation in this area contributes to goal 3 of making compact, complete, and connected development the standard. Staff also finds that the smaller lot sizes lean this neighborhood towards meeting the goal of providing attainable housing (goal 6). Maintaining the existing golf course and open space also contributes to the goal of maintaining an enduring green network (goal 5).

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: Staff finds that the proposed rezoning to NC, Neighborhood Conservation and UN, Urban Neighborhood, is justifiable based on future land use goals of creating a residential neighborhood in this area.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: The proposed rezoning will increase traffic, and possibly to a significant degree. With the addition of potentially hundreds of housing units, staff finds this may negatively contribute to traffic counts on Dead Horse Mountain Road, with residents having no viable alternative transportation option. That said, the applicant provided a traffic study with this request that indicated that the level of service at the intersection of Dead Horse Mountain Road and E. Goff Farm Road was maintained with the applicant's proposed development. Staff also finds that there is a possible connection to an existing bike trail, which does work in the development's favor towards the future reduction of traffic counts, but this does little to provide connectivity to the development in the short term.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: Rezoning the property from its current zoning designation will significantly alter the potential population density in the area. Initial Engineering Division

review indicates that utility extensions or upgrades are likely required, especially with regards to current water service to the site, which may not currently have the capacity to serve a development of this size. No comments were received from the Fayetteville Public School district.

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:
- a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;
 - b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0069 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>February 9, 2026</u>	☐ Tabled	☐ Forwarded	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code
 - §161.03 District R-A, Residential-Agricultural
 - §161.29 Neighborhood Conservation
 - §161.37 Urban Neighborhood
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map
- Request Letter
- Traffic Study
- Long-Range Planning Memo
- Public Comment

161.03 District R-A, Residential-Agricultural

(A) *Purposes.* The regulations of the agricultural district are designed to protect agricultural land until an orderly transition to urban development has been accomplished; prevent wasteful scattering of development in rural areas; obtain economy of public funds in the providing of public improvements and services of orderly growth; conserve the tax base; provide opportunity for affordable housing, increase scenic attractiveness; and conserve open space.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 3	Public protection and utility facilities
Unit 6	Agriculture
Unit 7	Animal husbandry
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 37	Manufactured homes
Unit 41	Accessory dwellings
Unit 43	Animal boarding and training
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 20	Commercial recreation, large sites
Unit 24	Home occupations
Unit 35	Outdoor Music Establishments
Unit 36	Wireless communications facilities
Unit 42	Clean technologies

(C) *Density.*

Units per acre	One-half (½)
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(D) *Bulk and Area Regulations.*

Lot width minimum	200 feet
Lot Area Minimum:	
Residential:	2 acres
Nonresidential:	2 acres
Lot area per dwelling unit	2 acres

(E) *Setback Requirements.*

Front	Side	Rear
35 feet	20 feet	35 feet

(F) *Height Requirements.* There shall be no maximum height limits in the R-A District, provided, however, if a building exceeds the height of one (1) story, the portion of the building over one (1) story shall have an additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over one (1) story shall be equal to the difference between the total height of that portion of the building and one (1) story.

(G) *Building area.* None.

(Code 1965, App. A., Art. 5(1); Ord. No. 1747, 6-29-70; Code 1991, §160.030; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5195, 11-6-08; Ord. No. 5238, 5-5-09; Ord. No. 5479, 2-7-12; Ord. No. 5945, §3, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6625, §1 adopted December 6, 2022, "determines that Section 2 of Ordinance 6427 (Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2023, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section."

161.29 Neighborhood Conservation

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited business*
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities
Unit 44	Cluster Housing Development

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwelling types	40 feet
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(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	5 feet
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories
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(Ord. No. 5128, 4-15-08; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800 , §1(Exh. A), 10-6-15>; Ord. No. 5921 , §1, 11-1-16; Ord. No. 5945 , §§5, 7—9, 1-17-17; Ord. No. 6015 , §1(Exh. A), 11-21-17; Ord. No. 6211 , §1, 8-6-19; Ord. No. 6427 , §§1(Exh. C), 2, 4-20-21)

Ord. No. 6427 , § 2, adopted April 20, 2021, "determines that this ordinance and all amendments to Code sections ordained or enacted by this ordinance shall automatically sunset, be repealed, terminated, and become void twenty (20) months after the passage and approval of this ordinance, unless prior to that date, the City Council amends this ordinance to repeal this sunset, repeal and termination section."

161.37 Urban Neighborhood

- (A) *Purpose.* The Urban Neighborhood District is designed to serve as a mixed use area of medium intensity and provide a transition into residential neighborhoods from more intense, mixed-use districts. Urban Neighborhood promotes a walkable, pedestrian-oriented neighborhood development form with a variety of housing options and complementary neighborhood businesses that are compatible in scale and use with surrounding land uses. For the purpose of Chapter 96: Noise Control the Urban Neighborhood district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12b	General business
Unit 13	Eating places
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk cafes
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 5	Government facilities
Unit 14	Hotel, motel and amusement services
Unit 15	Neighborhood shopping goods
Unit 36	Wireless communication facilities
Unit 45	Small scale production
Unit 48	Private dormitories

(C) *Density*. None.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum*.

All dwellings	12 feet
All other uses	None

(2) *Lot Area Minimum*. None.

(E) *Setback Regulations*.

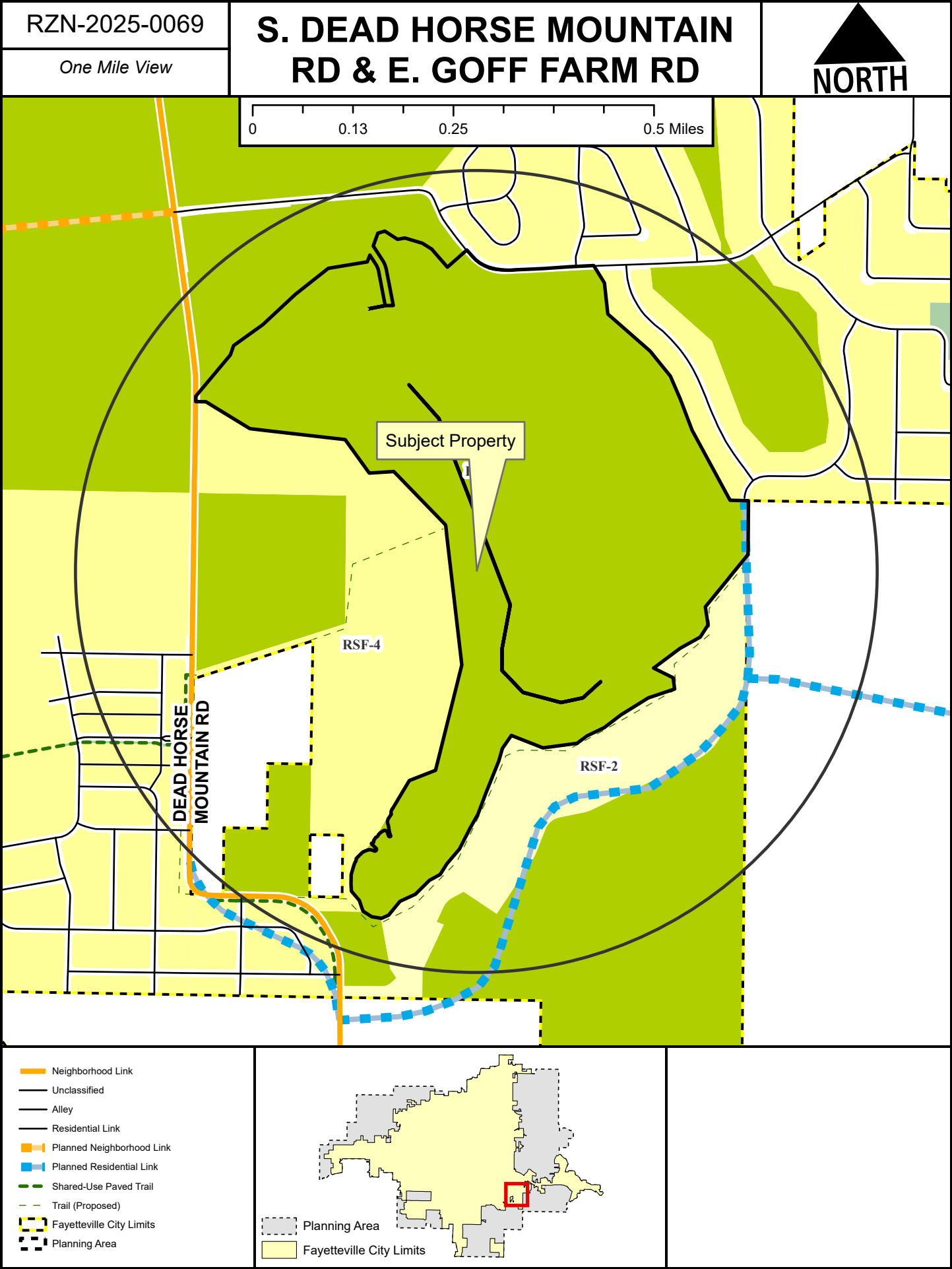
Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

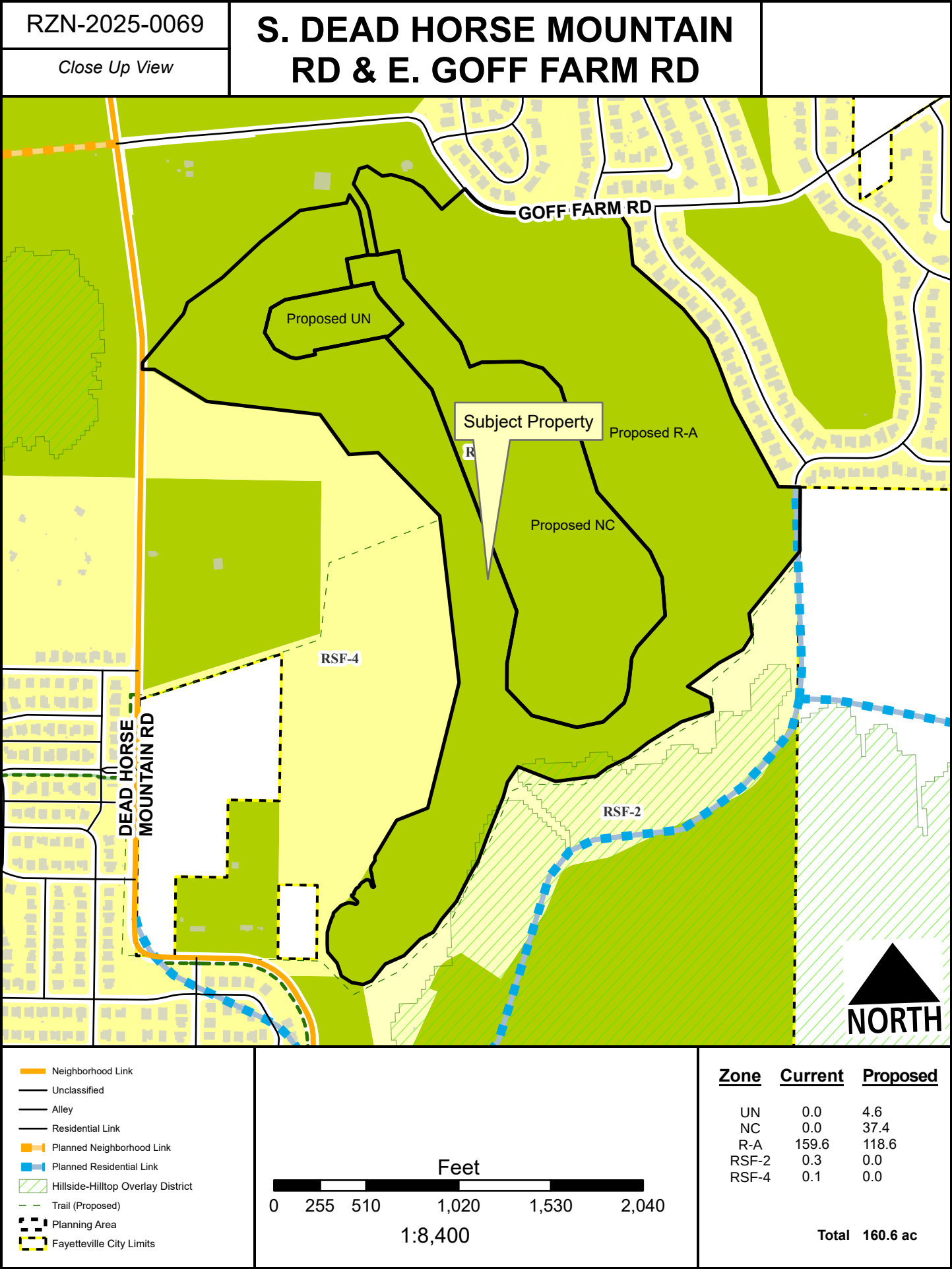
(F) *Building Height Regulations*.

Building Height Maximum	3 stories
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(G) *Minimum Buildable Street Frontage*. 50% of the lot width.

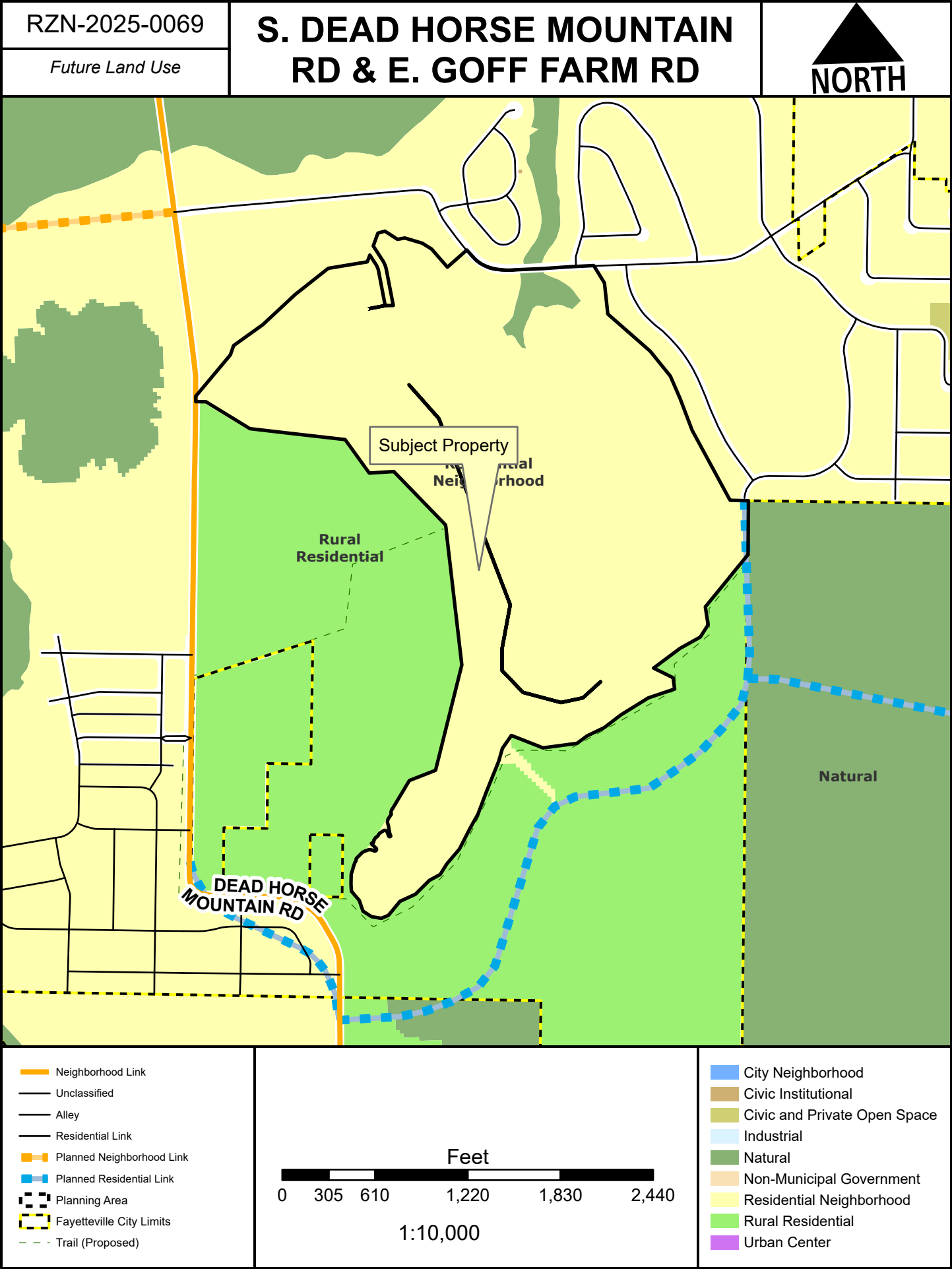
(Ord. No. 6830, §1(Exh. A), 1-7-25; Ord. No. 6879, §2, 5-20-25)







2025 Imagery | EagleView Technologies | Surdex Corporation





124 W Sunbridge Drive, Suite 3
Fayetteville, AR 72703
Office: 479.442.9127
www.jorgensenassoc.com
Established 1985

December 23, 2025

City of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Attn: Development Services
Re: Stonebridge Golf Course Rezoning

Please accept this request to rezone parcels 765-15268-452, 765-15269-151, & 765-15269-150 . This tract of land is currently zoned R-A and does have an active and one of the only Public Golf Courses in Northwest Arkansas. The desire is to rezone a portion of this land to NC and a smaller portion to UN (For townhome development). This requested zoning is appropriate and compatible with the surrounding properties and uses as the newly developed "The Preserve @ Stonebridge" immediately to the west and the adjacent established neighborhoods invite this vacant portion of land to be developed in a similar fashion.

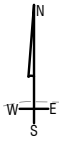
Riverwood Homes (a long-standing developer with their headquarters located in Fayetteville) in conjunction with the ownership of the Stonebridge Golf Course will collaborate to bring a mix of affordable homes ranging in size from 1,350 SF to 3,000 SF, as well as a pocket of Townhomes. This new development is located ~ 3 miles from Downtown Fayetteville and the University of Arkansas.

Please review this application and let us know if there are any questions that we may be able to answer.

Thanks.



Blake Jorgensen, PE
Jorgensen + Associates



This has been modified to UN

R-A TO CS
4.63 Ac. ±

R-A TO REMAIN
114.77 Ac. ±

R-A TO NC
37.65 Ac. ±

DEAD HORSE MOUNTAIN ROAD
(Neighborhood Link)

PEACEFUL DR.
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

DEAD HORSE MOUNTAIN ROAD
(Neighborhood Link)

- LEGEND
- R-A TO REMAIN
 - R-A TO NC
 - R-A TO CS

JORGENSEN + ASSOCIATES
Civil Engineering + Surveying

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PROJECT TITLE: STONEBRIDGE COTTAGES REZONING
LOCATION: FAYETTEVILLE, AR
SHEET: Planning Commission
February 9, 2026
RZN-2025-0069 (STONEBRIDGE GOLF COURSE)
Page 15 of 60

SHEET # 1





TRAFFIC IMPACT ANALYSIS

Stonebridge Interior

Dead Horse Mountain Rd & Goff Farm Rd

Fayetteville, Arkansas

Prepared for:

Riverwood Homes, LLC

January 2026

Prepared by:

Traffic Engineering Consultants, Inc.



1.0 INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained to conduct a traffic impact analysis (TIA) for a proposed residential development to be located in Fayetteville, Arkansas. The study was requested to determine the effects the proposed development would have on the adjacent street system, to review the available access to the development and to provide recommendations for improvements that may be necessary to accommodate the traffic expected to be generated by the development.

2.0 BACKGROUND

2.1 PROPOSED DEVELOPMENT

The site of the proposed development is located southeast of Goff Farm Road and Dead Horse Mountain Road as shown in **Figure 1**. The proposed development consists of a maximum of 184 Single Family Homes and 42 Townhomes.

Access to the new development, as shown in **Figure 2**, is proposed via both Goff Farm Road and a new residential street, which would connect the neighborhood to the intersection of Goff Farm Road and Dead Horse Mountain Road. Additionally the proposed neighborhood would connect to Dead Horse Mountain Road through a new connection that is currently being constructed to the west of the development. Access is proposed to the City of Fayetteville trail network via Goff Farm Road and Dead Horse Mountain Road on future on-street bicycle facilities.

2.2 EXISTING ROADWAY NETWORK

Dead Horse Mountain road is a two-lane north/south neighborhood link as defined by the City of Fayetteville Master Street Plan. The roadway has a posted speed limit of 45 mph and has an approximate average daily traffic (ADT) of 4,400 vehicles per day (vpd).

The t-intersection of Goff Farm Road and Dead Horse Mountain Road is unsignalized with stop control on the westbound approach. All approaches include a single lane.

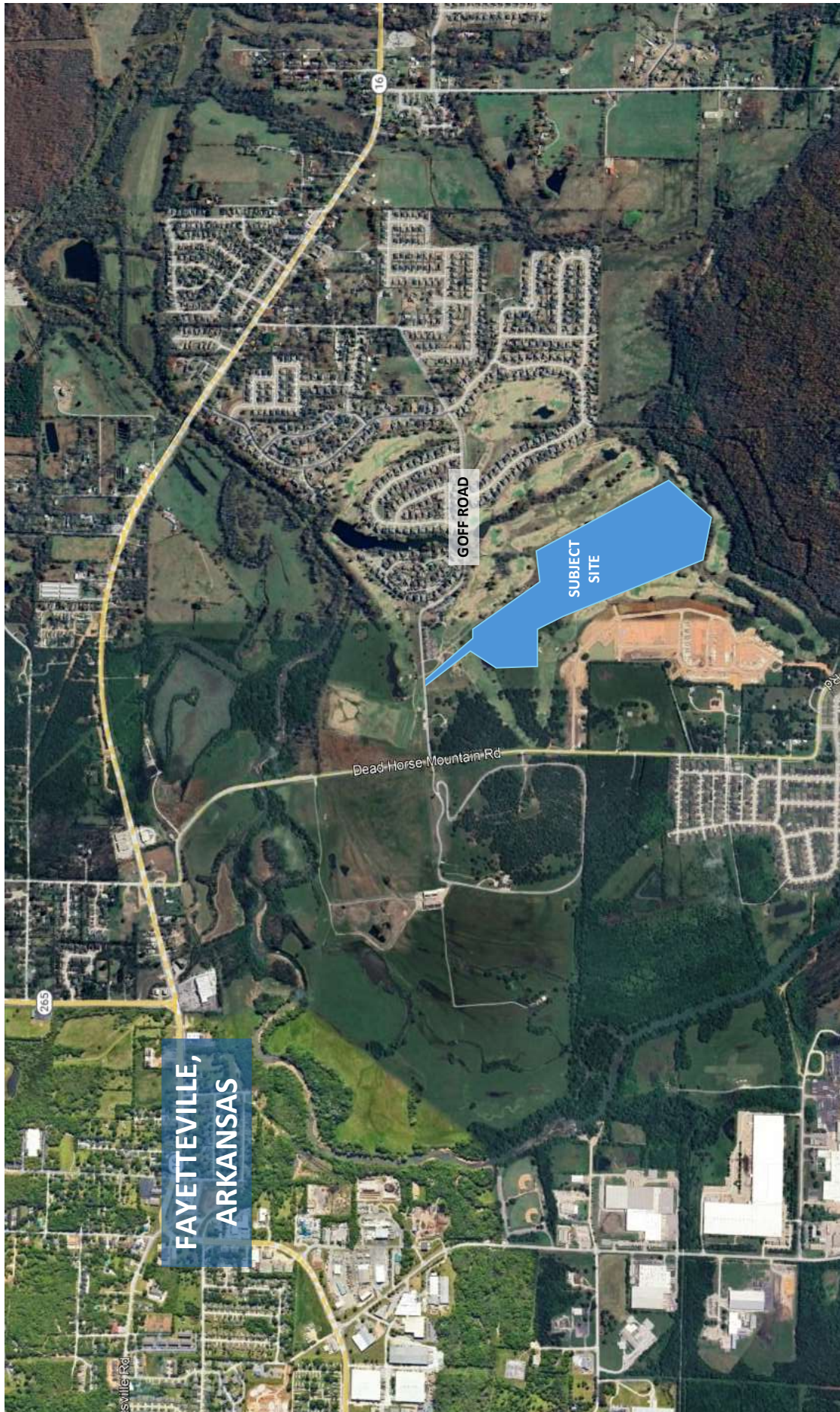


FIGURE 1.0 LOCATION MAP

Stonebridge Interior
Fayetteville, Arkansas



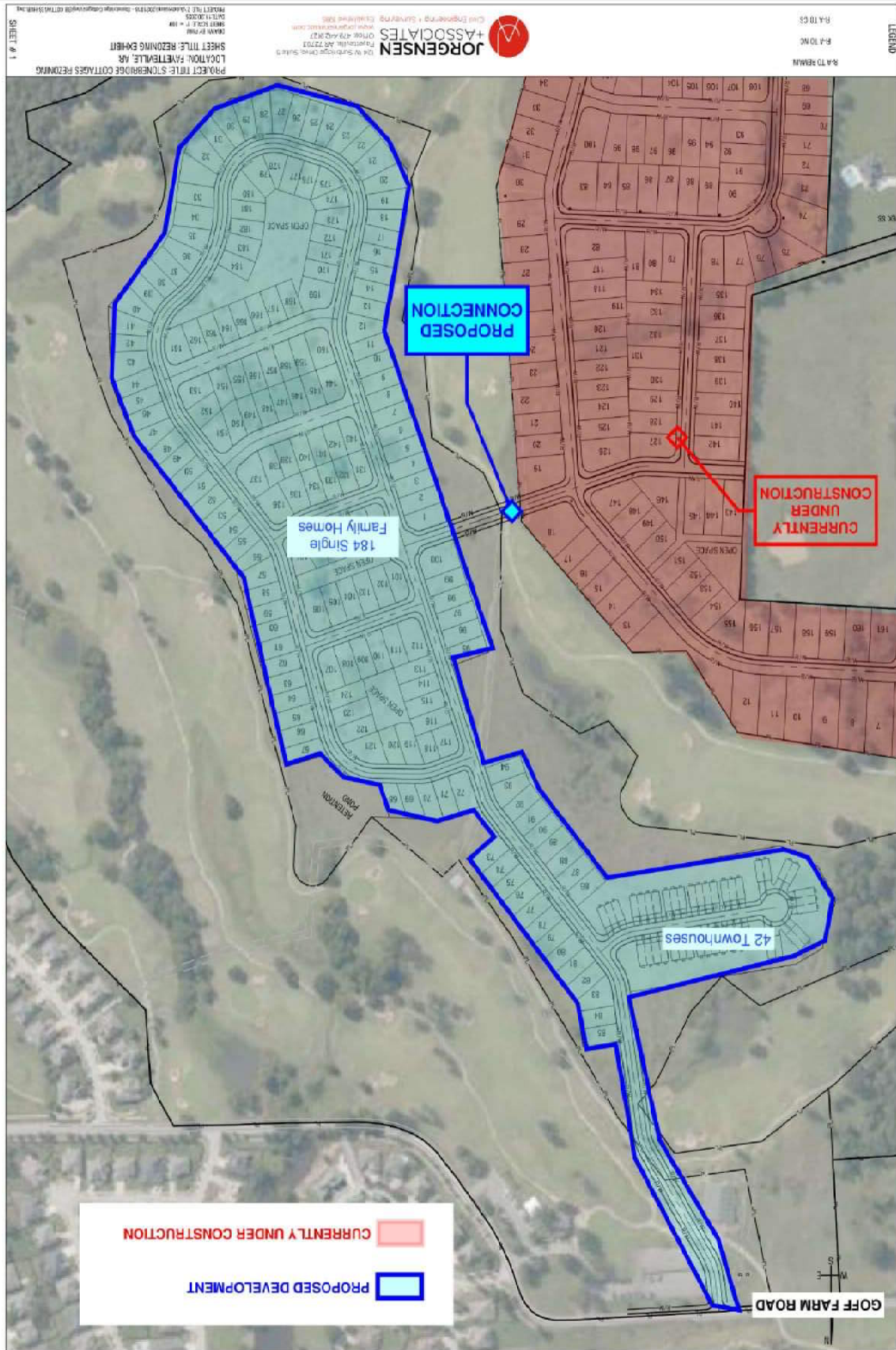


FIGURE 2.0 CONCEPTUAL SITE PLAN

Stonebridge Interior

Fayetteville, Arkansas



3.0 TRAFFIC DATA

3.1 EXISTING TRAFFIC

Existing traffic volume data was collected at the study intersection in January 2026 during mild weather and while area schools were in session. Twenty-four hour turning movement volumes were collected at the intersection Goff Farm Road and Dead Horse Mountain Road which were utilized to determine the peak hour turning movement volumes as well as daily bi-directional traffic volumes on each approach. Peak-hour turning movement volumes were collected at the intersections of existing drives opposite the proposed site drives on Leverett Avenue.

Given the traffic characteristics in the area and the anticipated trip generation for the proposed site, the weekday peak periods would represent a “worst-case scenario” with regards to traffic impact on the surrounding roadway network. If traffic operations are acceptable during these weekday peak hours, it can be reasoned that conditions would be acceptable throughout the remainder of the day and week. The 2025 traffic data is summarized in **Figure 3** and detailed printouts of all the traffic count data are included in the appendix.

3.2 FUTURE BACKGROUND TRAFFIC

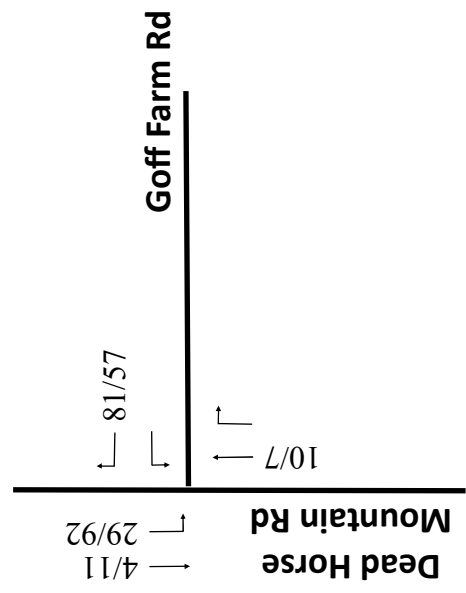
The 2026 existing traffic volumes were utilized to determine the background traffic for 2027. The 2027 year was selected as one year after the future buildout year of the development. Considering the previous ARDOT AADT traffic count volumes along roadways in the study area from 2015 to 2024, the combined AADT values grew at a 7.7% rate. Historical AADT data is summarized in the appendix.

The background traffic was determined for the 2027 future design year by applying an average annual growth rate of 7.7% to the 2026 traffic data. The 2027 future background traffic is summarized in **Figure 3**.

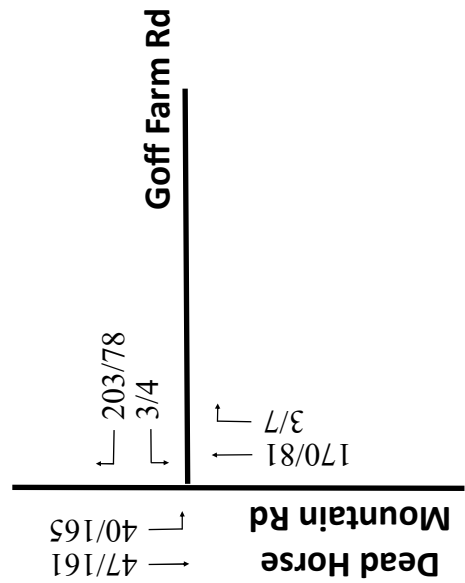


Site Traffic

LEGEND
XX/XX = Weekday A.M. / P.M.

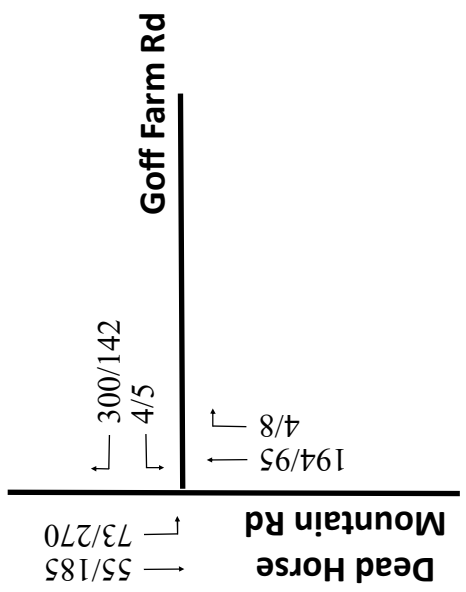


2026 Background Traffic

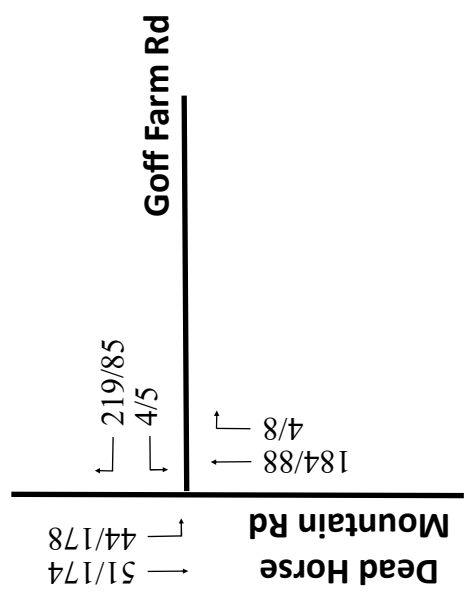


2027 Total Traffic

FIGURE 3. Traffic
 Stonebridge Interior
 Fayetteville, Arkansas



2027 Future Background Traffic



4.0 PROJECTED TRAFFIC

4.1 PROPOSED DEVELOPMENT TRAFFIC

To determine the effects a new development will have on an existing street system, the new or additional traffic must be projected. The latest edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers, was used to determine the amount of traffic the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the traffic expected to be generated by different land use types.

Available information was utilized regarding the anticipated land use to determine the site generated traffic. The *210 Single Family Detached* and *215 Single Family Attached* categories were selected to determine the trip generation for the proposed site. The resulting traffic volumes projected to be generated by the proposed site once fully constructed and occupied are indicated in **Table 1**.

TABLE 1
Projected Site Generated Trips

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Average Weekday Vehicle Trips			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Trips (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Trips (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
			(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 184	9.09 1750	0.70 129	0.93 169	27%	73%	35	94	62%	38%	105	64
Trip Rate* Single-Family Attached Housing	215	(Dwelling Units) 42	6.61 278	0.47 10	0.51 16								
Total			2,028	138	185			37	101			114	71

4.2 DISTRIBUTION OF SITE GENERATED TRAFFIC

The traffic expected to be generated by the proposed development was then distributed among the points of access and surrounding study intersections for the a.m. and p.m. peak hours. The distribution of the site generated traffic was based on available access, anticipated usage of the site, and traffic patterns in the area which were obtained from the traffic data collected for this study. The directional distribution of the site generated traffic entering/exiting the proposed site is expected to be:

- 90% to/from Goff Farm Road
 - 80% to/from Dead Horse Mountain Road north of site
 - 10% to/from Goff Farm Road east of the site
- 10% to/from residential connection west of site
 - 10% to/from Dead Horse Mountain Road north of site

The ingress and egress traffic expected to be generated from the proposed site is summarized in **Figure 3**.

4.3 TOTAL TRAFFIC

The proposed development traffic was then added to the combined background traffic. The future total traffic (background traffic + proposed site traffic) is summarized in **Figure 3**.

5.0 CAPACITY ANALYSIS

5.1 METHODOLOGY

The capacity analyses were conducted using *Synchro 12*, which is a software package for modeling and optimizing traffic signal timings at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual*.

The capacity analysis provides a measure of the amount of traffic that a given facility can accommodate. Traffic facilities generally operate poorly at or near capacity. The analysis is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining prescribed operational qualities. The definition of operational criteria is accomplished using levels-of-service. The concept of levels-of-service is defined as a qualitative measure and describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from “A” to “F”, with level-of-service “A” representing the best operating conditions and level-of-service “F” the worst.

The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is directly related to the control delay value. The criteria for stop controlled or unsignalized intersections and roundabouts have different threshold values than do those for signalized intersections. The level-of-service criteria are summarized in **Table 2**. The *Highway Capacity Manual* considers an overall intersection level-of-service “D” or better and a critical approach (approach with the lowest level-of-service) level-of-service “E” or better to be acceptable level-of-service.

TABLE 2
LEVEL OF SERVICE CRITERIA

Level of Service	Average Delay (seconds/vehicle)		Traffic Condition
	Unsignalized	Signalized	
A	≤10	≤10	Free Flow
B	> 10 - 15	> 10 - 20	Stable Flow (slight delays)
C	> 15 - 25	> 20 - 35	Stable Flow (acceptable delays)
D	> 25 - 35	> 35 - 55	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 35 - 50	> 55 - 80	Unstable Flow (intolerable delay)
F	> 50	> 80	Forced Flow (congested and queues fail to clear)

5.2 SCENARIOS

Capacity analyses were conducted for the a.m. and p.m. peak hours at the study intersection. The intersection was analyzed and reviewed under the 2026 existing traffic, 2027 future background traffic, and 2027 total traffic. The results of the capacity analyses conducted are summarized in **Table 3** and the raw data sheets have been included in the appendix.

TABLE 3
Intersection Capacity Analysis Results

Intersection	Type of Traffic Control	AM Peak Hour					PM Peak Hour				
		Critical Approach			Intersection		Critical Approach			Intersection	
		Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing Traffic											
Dead Horse Mountain Rd & Goff Farm Rd	TWSC	WB	10.7	B	5.4	A	WB	9.4	A	4.1	A
2027 Background Traffic											
Dead Horse Mountain Rd & Goff Farm Rd	TWSC	WB	11.1	B	5.6	A	WB	9.6	A	4.2	A
2027 Total Traffic											
Dead Horse Mountain Rd & Goff Farm Rd	TWSC	WB	12.3	B	6.8	A	WB	10.1	B	5.2	A

5.2.1 2026 EXISTING TRAFFIC

The analyses conducted under the 2026 existing traffic indicate that the critical approach at the study intersection currently operates at acceptable levels-of-service “B” or better during the a.m. and p.m. peak hours. The study intersection operates at acceptable overall level-of-service “A” during the a.m. and p.m. peak hours.

5.2.2 2027 FUTURE BACKGROUND TRAFFIC

Under the 2027 future background traffic, the critical approach at the study intersection would be expected to continue operating at acceptable levels-of-service “B” or better during the a.m. and p.m. peak hours. The study intersection would be expected to continue operating at acceptable overall levels-of-service “A” during the a.m. and p.m. peak hours.

5.2.3 2027 TOTAL TRAFFIC

Once the proposed site traffic was added to the 2027 future background traffic, the critical approach at the study intersection would be expected to continue operating at acceptable levels-of-service “B” or better during the a.m. and p.m. peak hours. The study intersection is expected to operate at overall acceptable levels-of-service “A” during the peak hours.

6.0 MULTI-MODAL

The pedestrian and bicycle facilities for the site were reviewed. Access is proposed to the City of Fayetteville trail network via Goff Farm Road and Dead Horse Mountain Road on future on-street bicycle facilities. The site improvements will add a sidewalk along the west side of Leverett Avenue. Transit is not currently available near the site.

7.0 CONCLUSIONS

7.1 SUMMARY

TEC was requested to conduct a traffic impact analysis on a proposed residential development in Fayetteville, Arkansas. Existing traffic volume data was collected adjacent to the proposed development. The historical growth rates were evaluated and show an annual growth rate of 7.7%, this was applied to predict future background traffic for 2027. The proposed development traffic was then determined and added to the 2027 future background traffic for conducting the reviews and analyses.

The analyses conducted under the 2026 existing, 2027 future background, and 2027 total traffic indicates that the study intersection currently operates and is expected to continue operating at overall acceptable levels-of-service during the a.m. and p.m. peak hours. The critical approach currently operates and is also expected to continue operating at acceptable levels-of-service during both peak hours.

7.2 RECOMMENDATIONS

Based on the results of the analyses conducted, no traffic control or geometric roadway improvements are necessary as a result of the proposed site for traffic to continue operating at acceptable levels-of-service both now and in the future.

Goff Farm rd. & Mountain rd. - TMC

Wed Jan 14, 2026

Full Length (10:15 AM-10:15 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1371546, Location: 36.045107, -94.117717



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Ste. 106, Fayetteville, AR, 72701, US

Leg Direction	East Westbound				South Northbound				North Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2026-01-14 10:15AM	1	9	0	10	13	0	0	13	6	8	0	14	37
10:30AM	1	12	0	13	17	1	0	18	5	15	0	20	51
10:45AM	0	15	0	15	18	0	0	18	9	9	0	18	51
Hourly Total	2	36	0	38	48	1	0	49	20	32	0	52	139
11:00AM	1	21	0	22	15	1	0	16	13	11	0	24	62
11:15AM	0	13	0	13	14	2	0	16	11	18	0	29	58
11:30AM	0	9	0	9	16	1	0	17	19	17	0	36	62
11:45AM	1	22	0	23	11	0	0	11	13	12	0	25	59
Hourly Total	2	65	0	67	56	4	0	60	56	58	0	114	241
12:00PM	0	11	0	11	15	1	0	16	17	16	0	33	60
12:15PM	0	10	0	10	14	0	0	14	9	13	0	22	46
12:30PM	1	14	0	15	12	1	0	13	12	19	0	31	59
12:45PM	1	14	0	15	14	0	1	15	11	11	0	22	52
Hourly Total	2	49	0	51	55	2	1	58	49	59	0	108	217
1:00PM	1	15	0	16	12	0	0	12	15	15	0	30	58
1:15PM	1	11	0	12	22	1	0	23	12	21	0	33	68
1:30PM	1	18	0	19	18	0	0	18	24	7	0	31	68
1:45PM	0	10	0	10	12	0	0	12	13	13	0	26	48
Hourly Total	3	54	0	57	64	1	0	65	64	56	0	120	242
2:00PM	0	20	0	20	13	0	0	13	9	15	0	24	57
2:15PM	0	12	0	12	14	1	0	15	16	15	0	31	58
2:30PM	0	12	0	12	12	0	0	12	17	15	0	32	56
2:45PM	1	16	0	17	13	0	0	13	17	12	0	29	59
Hourly Total	1	60	0	61	52	1	0	53	59	57	0	116	230
3:00PM	1	11	0	12	13	0	0	13	21	27	0	48	73
3:15PM	0	14	0	14	11	2	0	13	28	30	0	58	85
3:30PM	2	11	0	13	16	1	0	17	29	26	0	55	85
3:45PM	1	14	0	15	19	0	0	19	25	19	0	44	78
Hourly Total	4	50	0	54	59	3	0	62	103	102	0	205	321
4:00PM	0	14	0	14	13	0	0	13	11	30	0	41	68
4:15PM	1	14	0	15	11	0	0	11	38	24	0	62	88
4:30PM	1	16	0	17	14	1	0	15	42	35	0	77	109
4:45PM	1	12	0	13	17	0	0	17	40	40	0	80	110
Hourly Total	3	56	0	59	55	1	0	56	131	129	0	260	375
5:00PM	1	29	0	30	16	4	0	20	52	35	0	87	137
5:15PM	1	16	0	17	24	2	0	26	35	38	0	73	116
5:30PM	1	21	0	22	24	1	0	25	38	48	0	86	133
5:45PM	0	13	0	13	15	1	0	16	35	29	0	64	93
Hourly Total	3	79	0	82	79	8	0	87	160	150	0	310	479
6:00PM	0	18	0	18	17	1	0	18	22	27	0	49	85
6:15PM	2	13	0	15	10	0	0	10	20	22	0	42	67
6:30PM	1	10	0	11	12	0	0	12	23	22	0	45	68
6:45PM	4	7	0	11	13	1	0	14	14	24	0	38	63
Hourly Total	7	48	0	55	52	2	0	54	79	95	0	174	283
7:00PM	1	7	0	8	10	0	0	10	9	17	0	26	44
7:15PM	0	6	0	6	9	0	0	9	13	12	0	25	40
7:30PM	0	5	0	5	12	0	0	12	12	18	0	30	47
7:45PM	2	1	0	3	6	1	0	7	9	20	0	29	39
Hourly Total	3	19	0	22	37	1	0	38	43	67	0	110	170
8:00PM	0	3	0	3	3	1	0	4	12	14	0	26	33
8:15PM	0	4	0	4	2	1	0	3	16	20	0	36	43
8:30PM	0	4	0	4	7	0	0	7	11	9	0	20	31
8:45PM	1	3	0	4	1	0	0	1	7	10	0	17	22
Hourly Total	1	14	0	15	13	2	0	15	46	53	0	99	129

Planning Commission

February 9, 2026

RZN-2025-0069 (STONEBRIDGE GOLF COURSE)

Page 30 of 60

1 of 10

Leg Direction	East Westbound				South Northbound				North Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
9:00PM	0	1	0	1	0	0	0	0	4	5	0	9	10
9:15PM	0	2	0	2	3	0	0	3	8	6	1	15	20
9:30PM	0	2	0	2	1	0	0	1	3	5	0	8	11
9:45PM	1	0	0	1	4	1	0	5	5	4	0	9	15
Hourly Total	1	5	0	6	8	1	0	9	20	20	1	41	56
10:00PM	0	0	0	0	1	0	0	1	13	11	0	24	25
10:15PM	0	1	0	1	4	0	0	4	7	5	0	12	17
10:30PM	0	0	0	0	0	0	0	0	2	2	0	4	4
10:45PM	0	3	0	3	1	0	0	1	8	3	0	11	15
Hourly Total	0	4	0	4	6	0	0	6	30	21	0	51	61
11:00PM	1	1	0	2	1	0	0	1	6	3	0	9	12
11:15PM	0	0	0	0	0	0	0	0	0	2	0	2	2
11:30PM	0	1	0	1	0	1	0	1	1	2	0	3	5
11:45PM	0	0	0	0	1	0	0	1	0	3	0	3	4
Hourly Total	1	2	0	3	2	1	0	3	7	10	0	17	23
2026-01-15 12:00AM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15AM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	1	0	0	1	0	2	0	2	3
1:00AM	0	1	0	1	0	0	0	0	0	0	0	0	1
1:15AM	0	0	0	0	1	0	0	1	0	0	0	0	1
1:30AM	0	0	0	0	1	0	0	1	0	0	0	0	1
1:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	2	0	0	2	0	0	0	0	3
2:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15AM	1	0	0	1	0	0	0	0	0	0	0	0	1
2:30AM	0	1	0	1	0	0	0	0	0	0	0	0	1
2:45AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	1	0	2	1	0	0	1	0	0	0	0	3
3:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30AM	0	2	0	2	1	0	0	1	0	0	0	0	3
3:45AM	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	3	1	0	0	1	0	0	0	0	4
4:00AM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:15AM	1	0	0	1	4	0	0	4	1	1	0	2	7
4:30AM	0	2	0	2	5	0	0	5	0	0	0	0	7
4:45AM	0	3	0	3	5	0	0	5	0	0	0	0	8
Hourly Total	1	5	0	6	15	0	0	15	1	1	0	2	23
5:00AM	0	6	0	6	2	0	0	2	0	0	0	0	8
5:15AM	0	5	0	5	2	0	0	2	0	0	0	0	7
5:30AM	0	3	0	3	8	0	0	8	1	0	0	1	12
5:45AM	0	3	0	3	7	1	0	8	2	2	0	4	15
Hourly Total	0	17	0	17	19	1	0	20	3	2	0	5	42
6:00AM	0	5	0	5	10	0	0	10	0	1	0	1	16
6:15AM	1	4	0	5	8	1	0	9	3	2	0	5	19
6:30AM	1	29	0	30	14	1	0	15	4	6	0	10	55
6:45AM	1	23	0	24	28	0	0	28	4	16	0	20	72
Hourly Total	3	61	0	64	60	2	0	62	11	25	0	36	162
7:00AM	1	45	0	46	48	0	0	48	2	11	0	13	107
7:15AM	1	57	0	58	38	1	0	39	4	7	0	11	108
7:30AM	0	57	0	57	54	0	0	54	6	9	0	15	126
7:45AM	2	49	0	51	44	1	0	45	12	12	0	24	120
Hourly Total	4	208	0	212	184	2	0	186	24	39	0	63	461
8:00AM	0	40	0	40	34	1	0	35	18	19	0	37	112
8:15AM	1	30	0	31	26	1	0	27	12	10	0	22	80
8:30AM	2	35	0	37	20	0	0	20	8	15	0	23	80
8:45AM	0	16	0	16	11	0	0	11	8	5	0	13	40
Hourly Total	3	121	0	124	91	2	0	93	46	49	0	95	312

Leg Direction	East Westbound				South Northbound				North Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
9:00AM	0	10	0	10	13	0	0	13	14	14	0	28	51
9:15AM	0	13	0	13	16	1	0	17	3	9	0	12	42
9:30AM	0	15	0	15	24	1	0	25	5	11	0	16	56
9:45AM	0	11	0	11	18	0	0	18	3	12	0	15	44
Hourly Total	0	49	0	49	71	2	0	73	25	46	0	71	193
10:00AM	1	17	0	18	20	1	0	21	4	13	0	17	56
10:15AM	0	4	0	4	4	0	0	4	1	1	0	2	10
Hourly Total	1	21	0	22	24	1	0	25	5	14	0	19	66
Total	46	1028	0	1074	1055	38	1	1094	982	1087	1	2070	4238
% Approach	4.3%	95.7%	0%	-	96.4%	3.5%	0.1%	-	47.4%	52.5%	0%	-	-
% Total	1.1%	24.3%	0%	25.3%	24.9%	0.9%	0%	25.8%	23.2%	25.6%	0%	48.8%	-
Lights	38	1024	0	1062	1032	35	1	1068	979	1064	1	2044	4174
% Lights	82.6%	99.6%	0%	98.9%	97.8%	92.1%	100%	97.6%	99.7%	97.9%	100%	98.7%	98.5%
Articulated Trucks	1	1	0	2	2	0	0	2	0	2	0	2	6
% Articulated Trucks	2.2%	0.1%	0%	0.2%	0.2%	0%	0%	0.2%	0%	0.2%	0%	0.1%	0.1%
Buses and Single-Unit Trucks	7	3	0	10	21	3	0	24	3	21	0	24	58
% Buses and Single-Unit Trucks	15.2%	0.3%	0%	0.9%	2.0%	7.9%	0%	2.2%	0.3%	1.9%	0%	1.2%	1.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Goff Farm rd. & Mountain rd. - TMC

Wed Jan 14, 2026

Full Length (10:15 AM-10:15 AM (+1))

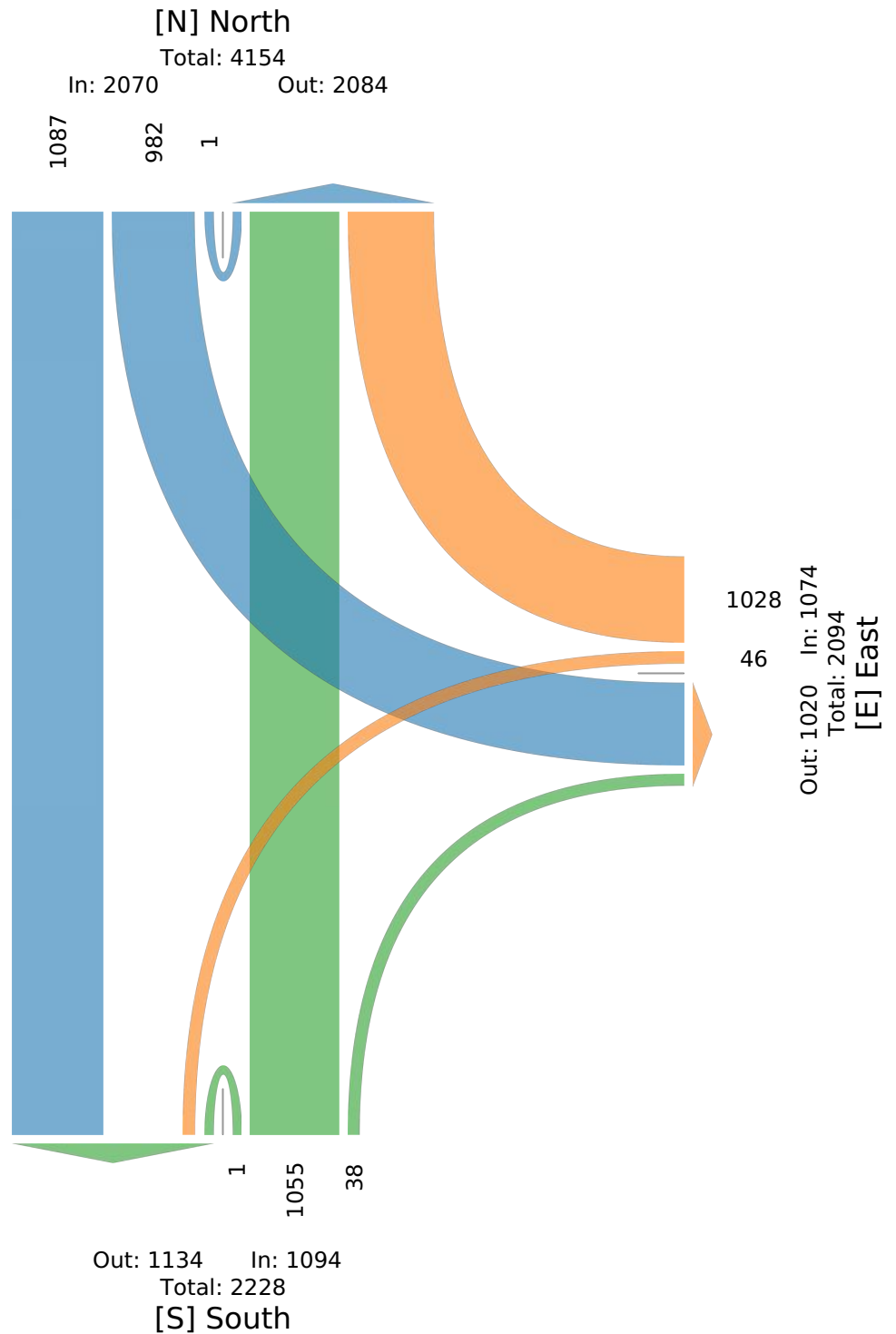
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1371546, Location: 36.045107, -94.117717



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Ste. 106, Fayetteville, AR, 72701, US



Goff Farm rd. & Mountain rd. - TMC

Wed Jan 14, 2026

Midday Peak (Jan 14 2026 12:45PM - 1:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1371546, Location: 36.045107, -94.117717



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Ste. 106, Fayetteville, AR, 72701, US

Leg Direction	East Westbound				South Northbound				North Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2026-01-14 12:45PM	1	14	0	15	14	0	1	15	11	11	0	22	52
1:00PM	1	15	0	16	12	0	0	12	15	15	0	30	58
1:15PM	1	11	0	12	22	1	0	23	12	21	0	33	68
1:30PM	1	18	0	19	18	0	0	18	24	7	0	31	68
Total	4	58	0	62	66	1	1	68	62	54	0	116	246
% Approach	6.5%	93.5%	0%	-	97.1%	1.5%	1.5%	-	53.4%	46.6%	0%	-	-
% Total	1.6%	23.6%	0%	25.2%	26.8%	0.4%	0.4%	27.6%	25.2%	22.0%	0%	47.2%	-
PHF	1.000	0.806	-	0.816	0.750	0.250	0.250	0.739	0.646	0.643	-	0.879	0.904
Lights	3	58	0	61	61	1	1	63	62	50	0	112	236
% Lights	75.0%	100%	0%	98.4%	92.4%	100%	100%	92.6%	100%	92.6%	0%	96.6%	95.9%
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.9%	0%	0.9%	0.4%
Buses and Single-Unit Trucks	1	0	0	1	5	0	0	5	0	3	0	3	9
% Buses and Single-Unit Trucks	25.0%	0%	0%	1.6%	7.6%	0%	0%	7.4%	0%	5.6%	0%	2.6%	3.7%

* L: Left, R: Right, T: Thru, U: U-Turn

Goff Farm rd. & Mountain rd. - TMC

Wed Jan 14, 2026

Midday Peak (Jan 14 2026 12:45PM - 1:45 PM)

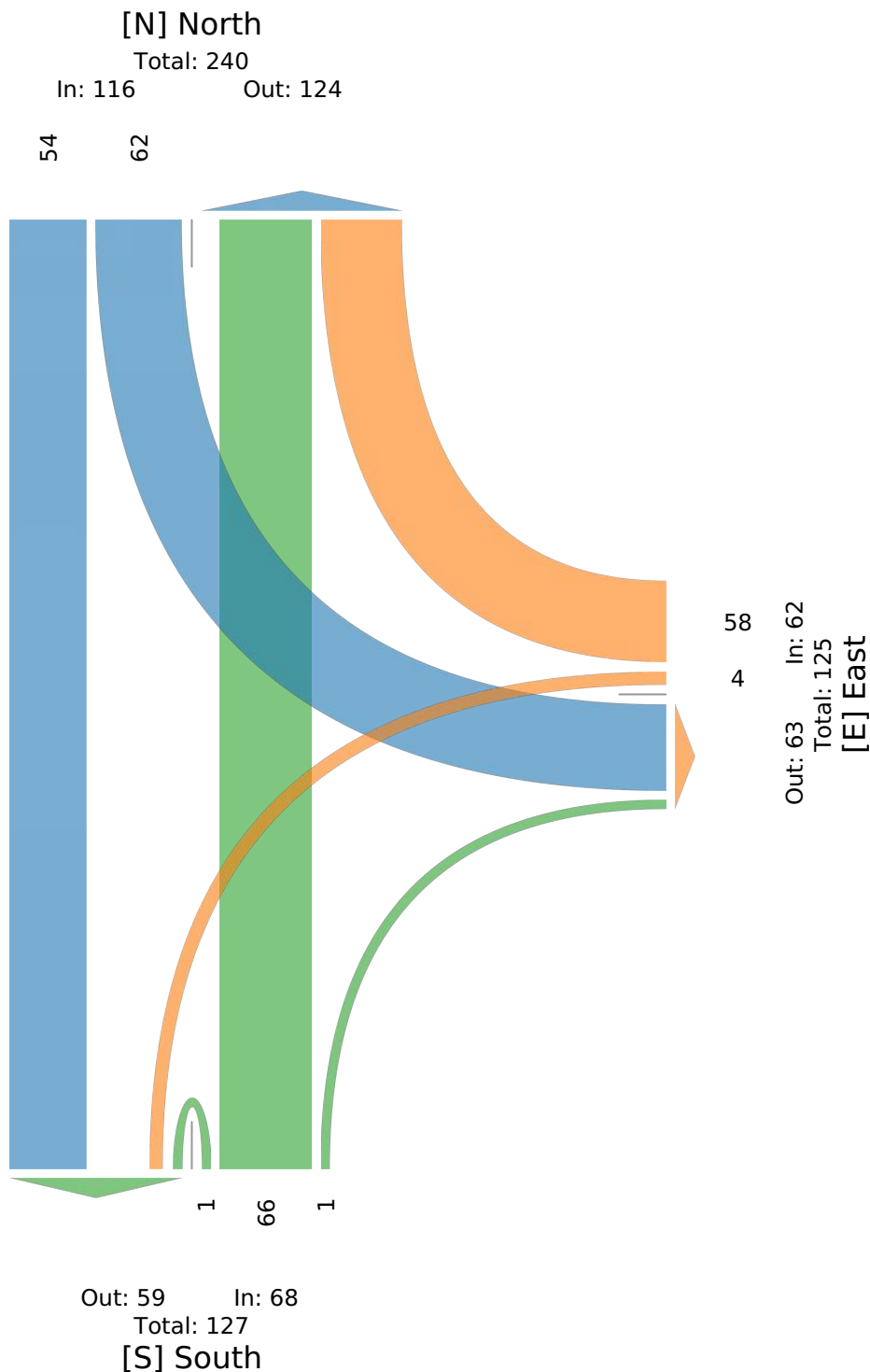
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1371546, Location: 36.045107, -94.117717



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Ste. 106, Fayetteville, AR, 72701, US



Goff Farm rd. & Mountain rd. - TMC

Wed Jan 14, 2026

PM Peak (Jan 14 2026 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1371546, Location: 36.045107, -94.117717



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Ste. 106, Fayetteville, AR, 72701, US

Leg Direction	East Westbound				South Northbound				North Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2026-01-14 4:45PM	1	12	0	13	17	0	0	17	40	40	0	80	110
5:00PM	1	29	0	30	16	4	0	20	52	35	0	87	137
5:15PM	1	16	0	17	24	2	0	26	35	38	0	73	116
5:30PM	1	21	0	22	24	1	0	25	38	48	0	86	133
Total	4	78	0	82	81	7	0	88	165	161	0	326	496
% Approach	4.9%	95.1%	0%	-	92.0%	8.0%	0%	-	50.6%	49.4%	0%	-	-
% Total	0.8%	15.7%	0%	16.5%	16.3%	1.4%	0%	17.7%	33.3%	32.5%	0%	65.7%	-
PHF	1.000	0.672	-	0.683	0.844	0.438	-	0.846	0.793	0.839	-	0.937	0.905
Lights	3	78	0	81	81	7	0	88	164	161	0	325	494
% Lights	75.0%	100%	0%	98.8%	100%	100%	0%	100%	99.4%	100%	0%	99.7%	99.6%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
% Buses and Single-Unit Trucks	25.0%	0%	0%	1.2%	0%	0%	0%	0%	0.6%	0%	0%	0.3%	0.4%

* L: Left, R: Right, T: Thru, U: U-Turn

Goff Farm rd. & Mountain rd. - TMC

Wed Jan 14, 2026

PM Peak (Jan 14 2026 4:45PM - 5:45 PM) - Overall Peak Hour

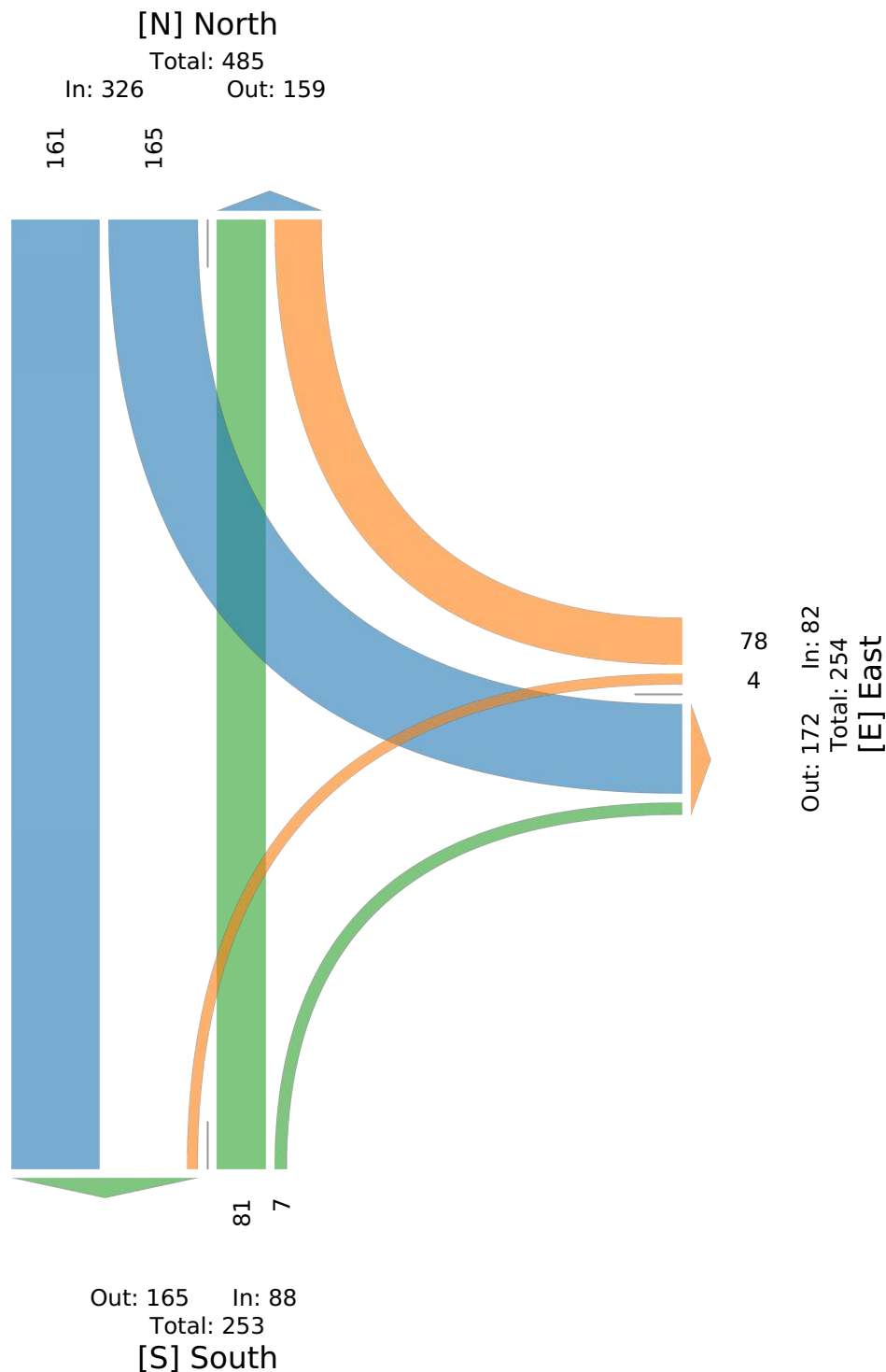
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1371546, Location: 36.045107, -94.117717



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Ste. 106, Fayetteville, AR, 72701, US



Goff Farm rd. & Mountain rd. - TMC

Thu Jan 15, 2026

AM Peak (Jan 15 2026 7:15AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1371546, Location: 36.045107, -94.117717



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Ste. 106, Fayetteville, AR, 72701, US

Leg Direction	East Westbound				South Northbound				North Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2026-01-15 7:15AM	1	57	0	58	38	1	0	39	4	7	0	11	108
7:30AM	0	57	0	57	54	0	0	54	6	9	0	15	126
7:45AM	2	49	0	51	44	1	0	45	12	12	0	24	120
8:00AM	0	40	0	40	34	1	0	35	18	19	0	37	112
Total	3	203	0	206	170	3	0	173	40	47	0	87	466
% Approach	1.5%	98.5%	0%	-	98.3%	1.7%	0%	-	46.0%	54.0%	0%	-	-
% Total	0.6%	43.6%	0%	44.2%	36.5%	0.6%	0%	37.1%	8.6%	10.1%	0%	18.7%	-
PHF	0.375	0.890	-	0.888	0.787	0.750	-	0.801	0.556	0.618	-	0.588	0.925
Lights	2	203	0	205	170	3	0	173	38	47	0	85	463
% Lights	66.7%	100%	0%	99.5%	100%	100%	0%	100%	95.0%	100%	0%	97.7%	99.4%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	1	0	0	1	0	0	0	0	2	0	0	2	3
% Buses and Single-Unit Trucks	33.3%	0%	0%	0.5%	0%	0%	0%	0%	5.0%	0%	0%	2.3%	0.6%

* L: Left, R: Right, T: Thru, U: U-Turn

Goff Farm rd. & Mountain rd. - TMC

Thu Jan 15, 2026

AM Peak (Jan 15 2026 7:15AM - 8:15 AM)

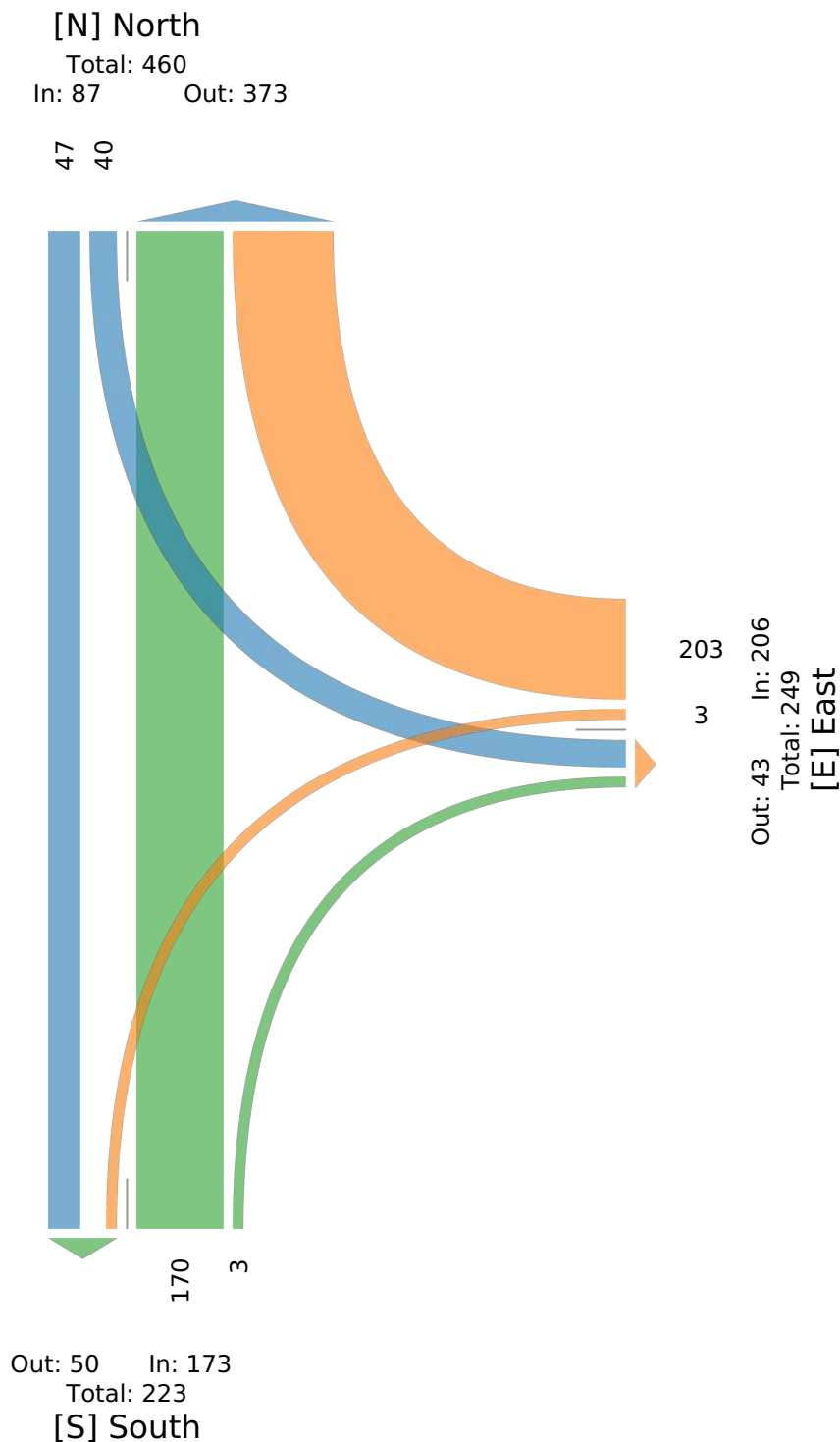
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1371546, Location: 36.045107, -94.117717



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Ste. 106, Fayetteville, AR, 72701, US

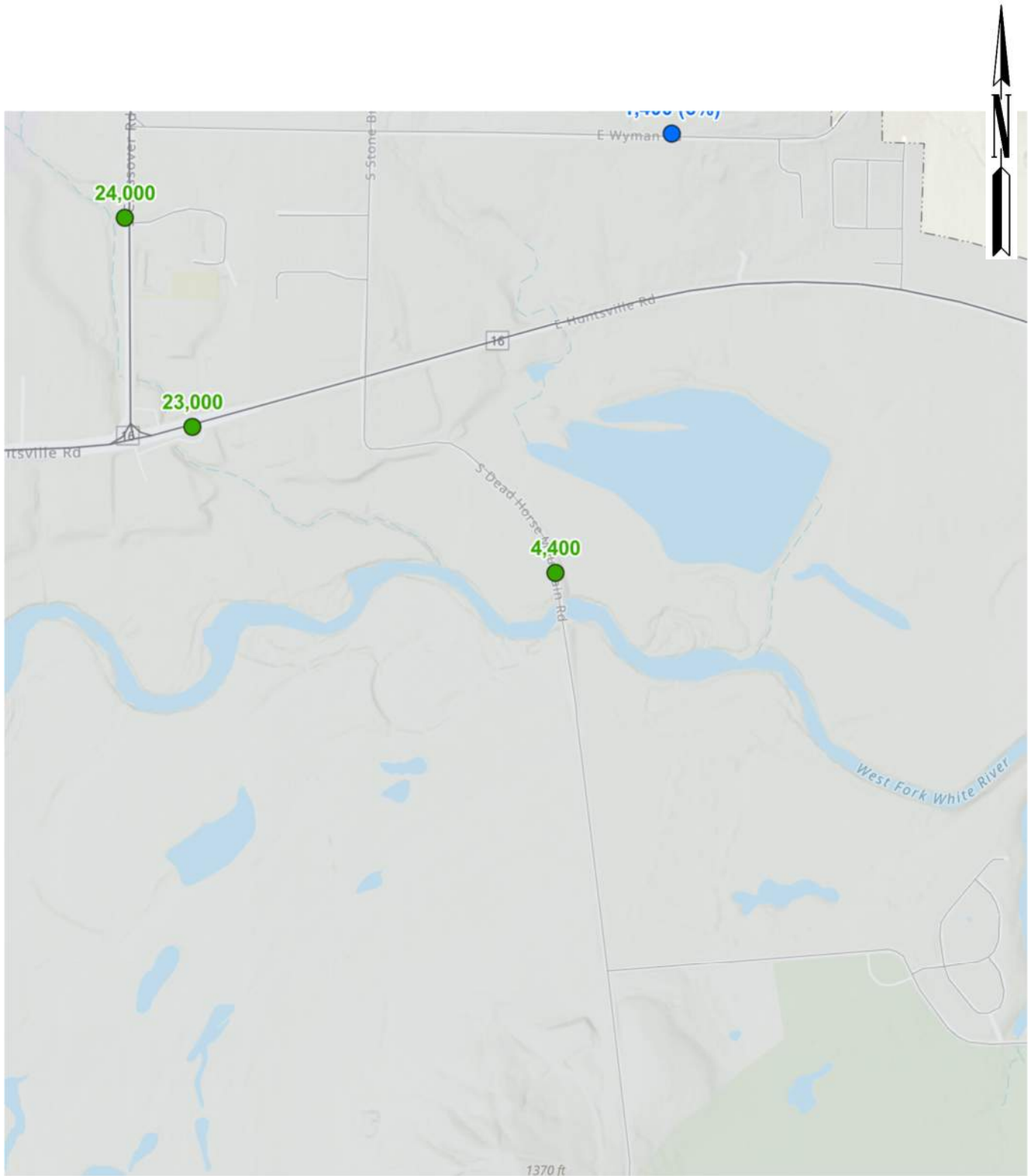


AADT TABLE

HISTORICAL TRAFFIC GROWTH RATES

Dead Horse Mountain Road

year	AADT	Growth % to 2024	Growth % to next year
1988	1030	9.09%	-33.98%
1989	680	15.63%	-51.47%
1990	330	36.27%	0.00%
1991	330	37.37%	13.64%
1992	375	33.54%	0.00%
1993	375	34.62%	12.00%
1994	420	31.59%	11.90%
1995	470	28.83%	-10.64%
1996	420	33.84%	19.05%
1997	500	28.89%	16.00%
1998	580	25.33%	27.59%
1999	740	19.78%	8.11%
2000	800	18.75%	-7.50%
2001	740	21.50%	8.11%
2002	800	20.45%	-15.00%
2003	680	26.05%	17.65%
2004	800	22.50%	50.00%
2005	1200	14.04%	50.00%
2006	1800	8.02%	-16.67%
2007	1500	11.37%	6.67%
2008	1600	10.94%	-3.13%
2009	1550	12.26%	-3.23%
2010	1500	13.81%	-13.33%
2011	1300	18.34%	15.38%
2012	1500	16.11%	0.00%
2013	1500	17.58%	20.00%
2014	1800	14.44%	44.44%
2015	2600	7.69%	3.85%
2016	2700	7.87%	11.11%
2017	3000	6.67%	3.33%
2018	3100	6.99%	9.68%
2019	3400	5.88%	5.88%
2020	3600	5.56%	16.67%
2021	4200	1.59%	2.38%
2022	4300	1.16%	2.33%
2023	4400	0.00%	0.00%
2024	4400		



Historical ADT— Dead Horse Mountain Rd Fayetteville, Arkansas

Planning Commission
February 9, 2026

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	203	170	3	40	47
Future Vol, veh/h	3	203	170	3	40	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	221	185	3	43	51

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	324	186	0
Stage 1	186	-	-
Stage 2	138	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	669	856	-
Stage 1	845	-	-
Stage 2	889	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	648	856	-
Mov Cap-2 Maneuver	648	-	-
Stage 1	845	-	-
Stage 2	860	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.73	0	3.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	852	828
HCM Lane V/C Ratio	-	-	0.263	0.031
HCM Ctrl Dly (s/v)	-	-	10.7	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	78	81	7	165	161
Future Vol, veh/h	4	78	81	7	165	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	85	88	8	179	175

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	626	92	0
Stage 1	92	-	-
Stage 2	534	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	448	966	-
Stage 1	932	-	-
Stage 2	588	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	389	966	-
Mov Cap-2 Maneuver	389	-	-
Stage 1	932	-	-
Stage 2	510	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.44	0	3.91
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	900	911
HCM Lane V/C Ratio	-	-	0.099	0.12
HCM Ctrl Dly (s/v)	-	-	9.4	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.4

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	219	184	4	44	51
Future Vol, veh/h	4	219	184	4	44	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	238	200	4	48	55
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	353	202	0	0	204	0
Stage 1	202	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	644	839	-	-	1367	-
Stage 1	832	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	621	839	-	-	1367	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.08	0		3.58		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	833	834	-	
HCM Lane V/C Ratio	-	-	0.291	0.035	-	
HCM Ctrl Dly (s/v)	-	-	11.1	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-	

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	85	88	8	178	174
Future Vol, veh/h	5	85	88	8	178	174
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	92	96	9	193	189
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	676	100	0	0	104	0
Stage 1	100	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	956	-	-	1487	-
Stage 1	924	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	358	956	-	-	1487	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.63	0		3.94		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	874		910	-	
HCM Lane V/C Ratio	-	0.112		0.13	-	
HCM Ctrl Dly (s/v)	-	9.6		7.8	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0.4		0.4	-	

Intersection						
Int Delay, s/veh	6.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	300	194	4	73	55
Future Vol, veh/h	4	300	194	4	73	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	326	211	4	79	60
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	432	213	0	0	215	0
Stage 1	213	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	581	827	-	-	1355	-
Stage 1	822	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	546	827	-	-	1355	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	12.3	0	4.46			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	821	1027	-	
HCM Lane V/C Ratio	-	-	0.402	0.059	-	
HCM Ctrl Dly (s/v)	-	-	12.3	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	2	0.2	-	

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	142	95	8	270	185
Future Vol, veh/h	5	142	95	8	270	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	154	103	9	293	201

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	896	108	0
Stage 1	108	-	-
Stage 2	788	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	311	946	-
Stage 1	917	-	-
Stage 2	448	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	241	946	-
Mov Cap-2 Maneuver	241	-	-
Stage 1	917	-	-
Stage 2	348	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.13	0	4.77
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	861	1068
HCM Lane V/C Ratio	-	-	0.186	0.199
HCM Ctrl Dly (s/v)	-	-	10.1	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.7



TO: Jessie Masters, Planning Director

FROM: Justin Bland, City Engineer

DATE: February 5, 2026

SUBJECT: **Planning Commission Engineering Comments for
RZN-2025-0069**

City engineering staff has reviewed the traffic impact analysis for this rezoning and is generally supportive of the request. Despite a couple of typos that reference Leverett Street, the report is sound and consistent with the city's engineering standards. The site is somewhat unique due to its relatively rural location with a limited number of street connections. In addition, the traffic volumes along Dead Horse Mountain Rd. are low. Projecting future traffic totals along this roadway is very complicated because it will be highly dependent upon development. However, the analysis does show that, with the projected background traffic and the new site traffic added, the intersection of Dead Horse Mountain Rd. and Goff Farm Rd. will operate at a Level of Service of "A". This is above the city's minimum requirement of a "D". In addition, there is an eastern route that residents can take to Huntsville Rd. as well. Based on this, engineering staff is supportive of the request.

Engineering staff does note that this area does lack overall connectivity due to the West Fork of the White River. As future development occurs, there will likely be a point where this lack of connectivity is problematic with so much reliance on Dead Horse Mountain Rd. However, staff does not think that this development crosses that line.



TO: Jessica Masters, Planning Director

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: January 12, 2026

SUBJECT: Long Range Planning Comments Regarding RZN-2025-0069

BACKGROUND:

The applicant requests to rezone approximately 42.28 acres from R-A to CS, Community Services and NC, Neighborhood Conservation. The applicant indicates the intent is to develop the site with single-family housing with townhomes on the CS portion of the site. One long range planning document is relevant when evaluating this request: *City Plan 2040*.

City Plan 2040 (2020):

City Plan 2040 includes several relevant plan goals and objectives:

- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

DISCUSSION:

City Plan 2040 and Future Land Use Plan:

This area is designated as a Residential Neighborhood area, which are "primarily residential in nature and support a wide variety of housing types of appropriate scale and context."¹ The request aligns with this designation by increasing the variety of housing types permitted from single-family on large lots to include smaller lots and opportunities for attached housing types in the CS portion. The CS district would also allow the incorporation of some non-residential uses, which could serve the surrounding neighborhood and visitors to the golf course creating a more complete neighborhood in southeast Fayetteville. The Master Street Plan outlines a planned street extending Goff Farm Road to the west, which would increase the viability of that intersection for nearby commercial uses. The proposal aligns with Goals 1, 2, 3, and 6 of *City Plan 2040* by creating additional flexibility for diverse housing choices in an area that is already supported by infrastructure.

Property History:

This area was annexed into the city in 1997 (Ord. No. 4019) and zoned R-A, a designation the Stonebridge Golf Course has maintained since that time.

¹ City Plan 2040, 128.

From: John Sajdak <john@whisker-tales.com>
Sent: Thursday, January 8, 2026 3:48 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Opposition to Stonebridge / Goff Farm Rezoning Proposal

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Dear Director Masters,

My name is John Sajdak, and I am a homeowner in the Stonebridge neighborhood. I live at **1652 S. Monarch Avenue**, directly adjacent to the area proposed for rezoning. I am writing to express my opposition to the current rezoning and townhouse/“cheap housing” proposal affecting the Stonebridge Meadows / Goff Farm Road / Dead Horse Mountain corridor.

This is not the first time this land has been targeted for up-zoning and redevelopment. As the city’s own records and reporting have shown, multiple versions of this project have been denied or abandoned over the last decade. That includes the expiration of the Villas at Stonebridge PZD, the reinstatement of lower-intensity zoning with a Bill of Assurance capping density, the failed preliminary plat for Meadows at Stonebridge, and the 2023 denial of the large Riverwood rezoning request after staff recommended denial. The underlying concerns from each of those cases still apply today.

My opposition is based on several substantive issues:

1. Conflict with City Plan 2040 and sprawl concerns

This proposal pushes dense development to the far edge of Fayetteville, requiring new infrastructure, new roads, and more vehicular traffic. It is the exact opposite of the City Plan 2040 strategy, which puts priority on infill, walkability, and responsible use of taxpayer investments.

2. Insufficient infrastructure capacity

Goff Farm Road and Dead Horse Mountain Road were not designed for the volume that this project would generate. Drainage and runoff are longtime concerns in the area. Any major upgrades to handle new density would likely fall on the city’s budget, not just the developer’s.

3. Loss of critical open space and recreation

The land in question includes the Stonebridge Meadows Golf Club, which—whether or not one personally uses it—functions as a major green space, stormwater buffer, and habitat corridor. Once it is covered in streets and rooftops, it is permanently gone.

4. Undermining zoning commitments and neighborhood trust

Residents in Stonebridge and the surrounding neighborhoods purchased homes based on the existing low-density zoning and the Bill of Assurance limiting development intensity. Repeated

attempts to rezone the same land every few years forces residents to continually defend decisions the city has already made and erodes confidence in our long-range planning process.

5. Limited benefit to actual housing affordability

While Fayetteville does need more housing options, proposals like this tend to produce products in the \$250,000–\$500,000+ range—housing types that do not meaningfully address affordability for working families. There are far more cost-effective and location-appropriate ways to add housing supply through missing-middle infill closer to schools, services, and transit.

For these reasons, I respectfully request that Planning staff recommend **denial** of the current rezoning request, and that both the Planning Commission and City Council uphold the existing zoning and Bill of Assurance for this property.

Please include this email in the public record for the upcoming hearing. I would also appreciate updates on any revisions, neighborhood meetings, or future submissions involving this property.

Thank you for your time and for your service to the city.

Sincerely,

"Different dreams. Same sky." - Goodnight Lucia/Goodnight Frankie

John Sajdak



Children's Book Author | *Whisker Tales Publishing*



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From: Melissa Bissonnette <melissa.l.karel@gmail.com>

Sent: Thursday, January 8, 2026 4:21 PM

To: Masters, Jessica <jmasters@fayetteville-ar.gov>

Subject: Public hearing rezoning on Goff Rd

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Jessy Masters,

I am not sure if this will help or not, but my name is Melissa Bissonnette and I live in the Hamptons close to stonebridge. I have seen the signs and read about the rezone of this area for some townhomes. i saw in the letter it says we are for this, but let me be very clear NOT ONE person I have talked to is for these townhomes. we take pride in our neborhood and try to keep it clean and increase our property values. to me and many people we see these homes making our

RZN-2025-0069
Public Comment

beautiful area well not so beautiful and honestly I am nervous this will hurt my home value. we are already too populated and the roads can't handle what traffic is now, throwing up some townhomes in a tight spot adding as many as they can fit for more profit will make matters worse. what we need to focus on is the roads and water mains that can support the load it has today! this is not the right move for this area!!

thank you

Melissa Bissonnette

From: Stan Prachniak <prachniak.stan@yahoo.com>

Sent: Monday, January 12, 2026 4:41 PM

To: Masters, Jessica <jmasters@fayetteville-ar.gov>

Subject: RZN-2025-0069 S. Dead Horse Mountain Rd. & E. Goff Farm Rd./Stonebridge Meadows Golf Course, 606, 607, 646, & 685

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 City of Fayetteville Planning Commission,

I am submitting this written comment in opposition to the proposed rezoning (**RZN-2025-0069**) of the property at **S. Dead Horse Mountain Rd. & E. Goff Farm Rd./Stonebridge Meadows Golf Course, 606, 607, 646, & 685** from **CS (Community Services)** to **UN (Urban Neighborhood)** and **NC (Neighborhood Conservation)**, as proposed/tabled by **Ms. Jessica Masters**.

While I appreciate the analysis and efforts of the staff, I believe this rezoning request is inconsistent with the intent and guiding principles of City Plan 2040, particularly those related to neighborhood compatibility, appropriate land-use transitions, and conservation of established residential areas.

City Plan 2040 emphasizes that ***new development should be compatible with surrounding neighborhoods and scaled appropriately to its context***. The plan's goals related to Neighborhoods and Housing and Infill Development call for residential growth that respects existing development patterns and ***avoids abrupt increases in density or intensity***. Based on the *Infill Assessment Maps* in the City Plan 2040 (Figure 2.12) this area's infill suitability is very low on the scale, and figure 3.5 shows this area as part of the *Enduring Green Network*. I do not believe that this proposed development aligns with the idea of "encouraging appropriate infill," as described in the City Plan 2040.

The **UN – Urban Neighborhood** designation will allow for a development intensity that exceeds what is currently present or planned for this area, and does not represent a gradual or compatible transition from surrounding single-family residential uses. This area of the city is regularly placed on

water restrictions, which is an indication that the proper infrastructure to support additional development, especially multi-unit or townhouses, is not in place.

City Plan 2040 also stresses the importance of land-use transitions, noting that higher-intensity residential zoning should be carefully buffered and stepped down when adjacent to lower-density neighborhoods. Rezoning this property directly to UN, even when paired with NC, creates a sharp increase in allowable density rather than an intentional transition envisioned by the plan.

My understanding is that the **Neighborhood Conservation (NC)** designation is intended to preserve and reinforce the existing character of established neighborhoods. However, applying NC in combination with UN zoning does not achieve that objective when the underlying zoning allows townhouse or multi-unit development that ***differs significantly in scale, massing, traffic generation, and intensity from nearby homes***. City Plan 2040 identifies neighborhood conservation as a tool for protection—not as a mechanism to justify incompatible infill.

Additionally, City Plan 2040 states that rezoning requests should be based on changed conditions, planning errors, or clear public benefit, not solely to accommodate a specific development proposal. Have conditions in this area changed to such an extent that a rezoning of this magnitude is warranted? The existing zoning framework already reflects the city’s adopted long-range vision for this area.

There are also practical concerns that arise from the rezoning proposal that do not align with City Plan 2040’s Transportation and Infrastructure goals. Increased residential density will place additional strain on local streets designed for low-density traffic. ***Increased impervious surface area also raises stormwater and drainage concerns***, which City Plan 2040 specifically identifies as critical issues in established neighborhoods. On many occasions Dead Horse Mountain Rd. has been impassible due to flooding during and after strong storms, and I can only imagine that new development will only exacerbate this issue.

Finally, approving this rezoning would establish a precedent that could encourage similar requests on nearby parcels, leading to incremental changes that erode neighborhood protections, affect the *Enduring Green Network*, displace wildlife, and undermine the integrity of the City Plan 2040 Growth Concept Map.

For these reasons, I respectfully request that the Planning Commission **deny the proposed rezoning** and honor the ideology of City Plan 2040 by maintaining compatible land uses and appropriate transitions within established neighborhoods.

Thank you for your consideration, and for your service to the City of Fayetteville.

Respectfully submitted,
Stanley Prachniak
3946 E Spyglass Hill Dr.

RZN-2025-0069
Public Comment

From: M'laine <mlaine.tyree@gmail.com>
Sent: Monday, January 12, 2026 11:23 AM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Stonebridge addition

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.

As a resident of the Stonebridge neighborhood I am horrified to think the city would consider a large development in this area. I am a long time resident of northwest Arkansas. I moved to Fayetteville two years ago after spending considerable time looking at neighborhoods. I picked Stonebridge for the golf course green space and consistent single family homes. These are some of the potential problems with adding more housing to this neighborhood.

1. Townhouses/ row homes/ apartments are not consistent with the houses already built in the neighborhood.
2. For several years the city has asked the residence of our neighborhood not to water yards because of a lack of water, this problem is totally being ignored.
3. There will be a potential run off and possibly flooding that may be caused by all the building.
4. Dead Horse Mountain road can not handle the traffic that has already been caused by the additions that have been built.

Please don't allow our neighborhood to be ruined.

--

M'laine

479-263-0189

From: pmmcavanaugh <pmmcavanaugh@cox.net>
Sent: Sunday, January 11, 2026 9:01 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: FW: RZN-2025-0069 (S. DEAD HORSE MOUNTAIN RD & E. GOFF FARM RD)

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Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

RZN-2025-0069

Public Comment

From: Patricia Cavanaugh <pmmcavanaugh@cox.net>

Date: 1/11/26 7:06 PM (GMT-06:00)

To: jmasters@fayetteville.ar.gov

Cc: bob.stafford@fayetteville-ar.gov, dandre.jones@fayetteville-ar.gov

Subject: RZN-2025-0069 (S. DEAD HORSE MOUNTAIN RD & E. GOFF FARM RD)

I'm unable to attend the public hearing on Monday but wanted to express my concerns with the proposed rezoning at Dead Horse Mountain Rd & Goff Farm Rd.

If I'm not mistaken, this is the same or very similar to the request that was considered a few years ago. At that time, it was not approved and should still not be approved without addressing the issues and concerns raised previously.

Insufficient infrastructure is my main concern.

1. The water and sewer capacity is already not sufficient to serve the existing low-density homes in the area. There continues to be additional development putting too much strain on this inadequate infrastructure.
2. Goff Farm Road is basically an unimproved one lane road from Dead Horse Mountain Rd to the one lane bridge just past the Stonebridge Meadows Golf Clubhouse. The traffic on this road is already beyond what it can handle and it is in need of significant improvements without any additional development. Dead Horse Mountain Rd is also inadequate for the traffic it already handles and has severe drainage issue that causes it to be unusable during heavy rains.
3. Drainage and runoff issues are longtime concerns in the area. Any new development, especially high-density development, creates even more concern. My home is along the pond at Crescent Lake so I am very concerned how additional runoff would impact the storm water levels on my property.

Unless all these concerns can be addressed prior to any additional develop, I would request that the city deny this request and focus on improvements needed for existing citizens.

Thank you,

Patty Cavanaugh

1468 S Coopers Cv

Fayetteville, AR

From: Sarah Jewell <sarahcjewell@gmail.com>

Sent: Friday, January 9, 2026 9:46 AM

RZN-2025-0069
Public Comment

To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Rezoning efforts near Stonebridge Golf Course

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Jessy--

I am a homeowner and nearly 10-year resident of Crescent Lake, the small neighborhood directly across from the Stonebridge Golf Course clubhouse. I am also a local attorney in private practice, as is my husband.

I am strongly opposed to the rezoning efforts on/near the golf course. The primary issue is that Dead Horse Mountain Road and Goff Farm Road simply cannot handle the increased traffic of having hundreds of new residents. Dead Horse Mountain Road floods every time it rains for more than 1-2 days, completely covering the road, which necessitates local resident traffic to go out a small entrance out the back of the Stonebridge out to Huntsville Road. Dead Horse Mountain Road also has no shoulders and is already hazardous to bikers and walkers. It's incredibly frustrating the city continues, every few years, to reconsider rezoning efforts but the city fails to address the issue with the roads that are overburdened already with other new builds in this area constantly underway.

A secondary issue is the type of housing planned for the golf course. While I understand that Fayetteville is in need of more affordable housing, putting townhouses and affordable housing on a nice public golf course is not the solution and is certain to devalue properties among other issues.

Feel free to contact me with questions. My cell # is (903) 767-1079.

Thank you,

Sarah

--

Sarah C. Jewell, M.A., J.D.

From: Shayla Swanson <dr.shayla.swanson@gmail.com>
Sent: Thursday, January 8, 2026 7:54 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Concerns About Proposed Rezoning Near Stonebridge Meadows Golf Course

RZN-2025-0069
Public Comment

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Hello,

I'm writing on behalf of neighbors in the area surrounding Stonebridge Meadows Golf Club to express our strong opposition to any rezoning proposals that would increase density for new housing, townhomes, or similar development in our community.

Our neighborhood already faces significant infrastructure limitations. The current water system and service capacity are strained, as even Fayetteville Utilities has previously requested residents reduce water usage due to high demand. We are concerned that adding additional housing units will exacerbate these existing challenges and put undue pressure on a system that struggles to support the population already living here.

Furthermore, previous city planning discussions in this region have acknowledged that existing infrastructure cannot support substantial increased density without significant investment and upgrades.

We respectfully ask that rezoning not be approved until such time as these issues – particularly water supply, sewer capacity, storm drainage, and road infrastructure – are fully studied and improved to ensure our area's sustainability.

Thank you for your time and consideration. We hope Fayetteville will prioritize infrastructure readiness before permitting additional high-density development.

Sincerely,

Shayla Oldham

Hamptons I resident

From: chelsea <cjstanton6@gmail.com>

Sent: Thursday, January 8, 2026 4:29 PM

To: Masters, Jessica <jmasters@fayetteville-ar.gov>

Subject: Housing around Stonebridge Golf Course

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Hello Jessy,

I am a resident of the Stonebridge neighborhood. I have been made aware that you are considering a new housing development here. I am very close with my neighbors and we ask you to NOT

RZN-2025-0069

Public Comment

approve this development. This area has a severe lack of water every summer. There are multiple burst pipes that are constantly gushing into the road. The roads themselves are beat up and won't hold up under more traffic. The water is a huge concern, especially since the golf course uses so much water to keep their grass green. Even when the rest of us are told to conserve water, they spray thousands of gallons of water every day. A lot of it goes in the road and/or is evaporated.

If you do go forward with building more homes, you **MUST** solve the infrastructure and lack of water problems before anything is built. Otherwise, you're dooming our community in the coming years.

PLEASE take this into consideration.

Thank you,

CJ Stanton



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director
Justin Bland, City Engineer
Willa Thomason, Urban Forester

FROM: Donna Wonsower, Senior Planner

MEETING DATE: February 9, 2026

SUBJECT: **CUP-2025-0046: Conditional Use Permit (SOUTHWEST OF RAZORBACK RD & S. ASHWOOD AVE/ASHWOOD TOWNHOMES LLC, 598, 599 & 638)** Submitted by JORGENSEN AND ASSOCIATES for property located SOUTHWEST OF RAZORBACK RD. & S. ASHWOOD AVE. The property is zoned RMF-24, RESIDENTIAL MULTIFAMILY, 24 UNITS PER ACRE, R-A, RESIDENTIAL AGRICULTURAL, and CS, COMMUNITY SERVICES and contains approximately 9.99 acres. The request is for a private dormitory and associated variances.

RECOMMENDATION:

Staff recommends denial of **CUP-2025-0046**.

RECOMMENDED MOTION:

*"I move to deny **CUP-2025-0046**, determining:*

- Against compatibility with adjacent properties;*
- Against a variance to §169.06(G), Percentage of Land Disturbance;*
- Against a variance to §172.04(G)(3), Maximum Number of Spaces per Parking Lot for Multi-Family and Non-Residential Uses;*
- Against a variance to §166.23(C)(4)(a), Pedestrian Connectivity;*
- In favor of variance to §166.23(D)(2)(a)(i), Variety in Form and Design; and*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is in south Fayetteville, at the southwest corner of the intersection of S. Razorback Rd. and S. Ashwood Ave. The property is composed of three parcels which are split zoned between RMF-24, Residential Multifamily, 24 Units Per Acre, R-A, Residential Agricultural, and CS, Community Services and which total 9.99 acres. The property is entirely undeveloped and is entirely covered with tree canopy. The property is also nearly entirely within the Hillside Hilltop Overlay District, is included within the Fayette Junction Neighborhood Plan, and is partially encumbered by the I-49 Sign Overlay District.

A concurrent large-scale development request for a 140-unit, 405 bed student housing townhome development has been submitted and is under review (LSD-2025-0012). Surrounding land use and zoning is depicted in Table 1.

**Table 1:
Surrounding Land Uses and Zoning**

Direction	Land Use	Zoning
North	Single-Family Residential	RSF-4, Residential Single-family, 4 Units per Acre
South	Undeveloped Office	CS, Community Services I-1, Heavy Commercial and Light Industrial
East	Single-family Residential City Park	RSF-4, Residential Single-family, 4 Units per Acre P-1, Institutional
West	Undeveloped Office Two Family Dwellings	NS-L, Neighborhood Services Limited RMF-24, Residential Multifamily, 24 Units per Acre P-1, Institutional CS, Community Services I-1, Heavy Commercial and Light Industrial

City Plan 2040 Future Land Use Designation: City Neighborhood

Public Comment: To date, staff has received four written public comments expressing concerns about potential environmental impacts, displacement of wildlife, loss of trees on steep hillsides, infrastructure and drainage problems, increased traffic congestion, inadequate parking, noise, garbage disposal concerns, and safety. Additional verbal comments were received with similar concerns. A letter of opposition was also provided by the seven members of the city's Urban Forestry Advisory Board, citing the loss of high-value canopy on a steep hillside, misalignment with city goals, and environmental impacts.

Request: The applicant requests approval of a conditional use permit to allow for the development of a private dormitory, recently defined in code as use unit 48, which is a conditional use in the RMF-24 and CS zoning districts. The portion of the property zoned R-A is intended to remain as a tree preservation area. Four variances have been requested with this item.

Variance #1: UDC §169.06(G), Percentage of Land Disturbance. Land disturbance percentage within the Hilltop/Hillside Overlay District shall be equal to with the percent minimum canopy required on site per Chapter 167, Tree Preservation and Protection. The applicant is requesting a variance from this standard to permit 85.2% of the site to be disturbed where only 75% site disturbance would be permitted by ordinance.

Staff recommendation: Staff is not supportive of the variance request to §169.06(G) which states that the disturbed area on the site cannot exceed the total site area minus the minimum canopy requirement. Staff notes this section of the code only applies to area in the Hilltop/Hillside Overlay District and that it is intended to mitigate impacts to the environment and increased stresses to city systems that can result from increased impervious surface on hillsides. In this case, the minimum canopy requirement is 25%, meaning that the total disturbed area cannot exceed 75%. However, the applicant is requesting to disturb 85.2%, an increase of 10.2%.

Staff's opinion is that the hardship request is not justified because the applicant could simply reduce the project footprint, and that this extent of disturbance is not required to allow reasonable development of the site under by-right zoning entitlements. As such, the hardship is self-imposed and does not meet the approval criteria for a variance. If approved, staff recommends a condition that invasive species shall be removed from the proposed tree preservation area through either a mechanical method or a prescribed burn. Such removal is recommended in order to offset the loss of approximately 10% more canopy than would typically be allowed by improving the quality of the canopy to be preserved.

Variance #2: UDC §172.04(G)(3), Maximum Number of Spaces per Parking Lot for Multi-Family and Non-Residential Uses. Parking pads shall have a maximum of thirty (30) spaces per pad in the Hillside-Hilltop Overlay District. The applicant is requesting a variance from this standard to permit 142 spaces within a single parking pad where only 30 are permitted by code.

Staff recommendation: Staff is not supportive of this request. Parking pads are defined as “parking areas for multi-family residential, residential office, and commercial use in the Hillside/Hilltop Overlay District.” Per the ordinance, each parking pads is required to be separated by a minimum undisturbed area of 15 feet with streets and access drives are permitted to cross this undisturbed area. As all areas of the site with the exception of the proposed tree preservation area are proposed to be mass graded, there is no area of undisturbed land between any parking areas that would allow them to be considered separate pads as defined by ordinance. As such, all 142 parking spaces, drive aisles, and maneuvering spaces would be considered a single parking pad.

While the applicant states that the topography of the site create a hardship and that leaving areas of undisturbed land would create unsafe conditions, staff finds that steep topography and slopes are a common condition within Fayetteville. No alternative site designs have been provided that indicate other building, parking, site, or grading layouts were explored. Without such alternatives, it is not clear why another design could not be proposed that is less impactful to the site given the permissive allowances within the RMF-24 and CS zoning districts and how the proposed design is not a self-induced hardship created by this specific design proposal. Further, while the applicant indicates that retaining walls have been provided to minimize site disturbance, a concurrent variance to exceed the maximum amount of land disturbance permitted by ordinance has also been submitted with this request.

Variance #3: UDC §166.23(C)(4)(a), Pedestrian Connectivity. 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 unobstructed to the public sidewalk where sidewalk exists in a manner to allow occupants to access from the interior of the structure to the city sidewalk. The connection shall match the sidewalk in material type and shall be at least 3 feet in width unless otherwise approved by the Zoning and Development Administrator in writing. The entry may be gated and 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. The applicant is requesting a variance from this standard to permit only five pedestrian connections where a minimum of nineteen would be required by code.

Staff recommendation: Staff is not supportive of this request. Staff acknowledges the steep topography of the site combined with the significant width of the ARDOT right-of-way create design challenges; however, no alternative designs have been provided to staff showcasing what, if any, other options were explored. It is not apparent that walls exceeding ten to seventeen feet along nearly the entirety of Razorback and Ashwood are necessary to develop the site and that another layout would not be feasible which could place the residential units closer to the existing street grades.

The five individual connections shown on the plan are separated by approximately 140 feet, 180 feet, 240 feet and 280 feet at the public right-of-way and, as shown, most units depict a walking path exceeding 100 feet from the unit’s entry to the public right-of-way with some units approaching 400 feet. Code permits units to share connections at a

maximum distance of 12 feet, a distance which is far exceeded by this design. The tall retaining walls also likely limit the visibility of the pedestrian entries from the right-of-way as required by ordinance. Staff finds the small number of connections and long travel distances run counter to the intent of the Urban Residential design standards “to create a pedestrian-friendly streetscape” and recommends denial of the requested variance. If the commission votes to approve the request, staff recommends a condition that a minimum of five connections be provided as shown on the plans. Additionally, staff recommends that all retaining walls adjacent to public right-of-way shall be improved with vertical plantings such as climbing vines or tall shrubs, or public art and that pedestrian-oriented elements per UDC 166.24(E)(2) shall be provided along each shared pedestrian entry within or adjacent to the public right of way.

Variance #4: UDC §166.23(D)(2)(a)(i), Variety in Form and Design. 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. The applicant is requesting a variance from this standard to utilize a flat roof form for all proposed structures.

Staff recommendation: Staff is supportive of this variance request. The intent of the architectural standards is threefold, 1) “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”; 2) “to maximize the quality, value and longevity of urban residential neighborhood”; and 3) “To make housing appealing and comfortable for its inhabitants.” While staff finds that additional variation in roof form would contribute to a visually engaging environment, staff also finds that permitting a roof form to be utilized more than three times within a single development can promote savings in both cost and time through the repetition of similar plans within the review and construction processes. Several of the buildings are rotated, minimizing the impact of similar building elevations in close proximity.

RECOMMENDATION: Staff recommends denial of **CUP-2025-0046**. If approved, staff recommends the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility with adjacent properties.** *Staff finds the proposed private dormitory to be incompatible based on the findings contained herein;*
2. **Planning Commission determination of variance to UDC §169.06(G), Percentage of Land Disturbance.** *Staff recommends denial of the requested variance. If approved, staff recommends the following conditions.*
 - a. *The applicant/owner shall consult with either an insured prescribed burn contractor, or with a company offering mechanical removal of invasive species, for the primary purpose of reducing invasive species and encouraging the growth of native species on Parcel No. 765-03019-000. This work must be implemented at the expense of the applicant/owner, and the Urban Forester must approve of the selected contractor and scope of work. The applicant/owner shall provide the Urban Forester a copy of its contract containing the proposed scope of work, an itemized quote, and a clause requiring that, if the approved contract is breached, the applicant shall deposit into the City’s Tree Escrow Account the amount set forth in that contract. Implementation of the prescribed burn or mechanical*

invasive species removal shall occur prior to issuance of a certificate of occupancy.

3. **Planning Commission determination of variance to UDC §172.04(G)(3), Maximum Number of Spaces per Parking Lot for Multi-Family and Non-Residential Uses.** *Staff recommends denial of the requested variance.*
4. **Planning Commission determination of variance to UDC §166.23(C)(4)(a), Pedestrian Connectivity.** *Staff recommends denial of the requested variance. If approved, staff recommends the following conditions.*
 - b. *A minimum of five pedestrian connections be provided to public right-of-way as shown on the plans.*
 - c. *All retaining walls adjacent to public right-of-way shall be improved with vertical plantings such as climbing vines or tall shrubs, public art, or other elements to promote visual interest from the public realm.*
 - d. *Pedestrian oriented elements per UDC 166.24(E)(2) shall be provided along each shared pedestrian entry within or adjacent to the public right of way.*
5. **Planning Commission determination of variance to UDC §166.23(D)(2)(a)(i), Variety in Form and Design.** *Staff recommends approval of the requested variance with no added conditions.*
6. A 20' x 7' concrete pad shall be constructed adjacent to a 26' long bus loading zone along the property's frontage near Ashwood and Razorback. This concrete pad shall include a bench or other seating and shall be designated as micromobility rideshare parking;
7. Approximately 200 linear feet of off-site 12-foot-wide trail construction shall be required south of property line to complete the trail connection to Mount Kessler as indicated in the attached exhibit;
8. Permanent seating, and at least two of the following shall be installed at each proposed driveway and the intersection of Ashwood and Razorback adjacent to the trail in order to activate the public realm: planting beds, water features, public art, bicycle service areas, or other similar features;
9. Where sidewalks are located abutting garages, they shall be made visually distinct with a permanent method such as colored concrete.
10. A 10-foot buffer shall be required adjacent to the existing conservation easement located to the west of the proposed property. No grading may occur within this buffer.
11. All outdoor lighting shall meet the requirements as outlined in UDC Chapter 176, Outdoor Lighting; and
12. Any signage shall meet the requirements as outlined in UDC Chapter 174, Signs.
13. Any other necessary improvements to water, sewer, streets, or sidewalks, will be determined at the time of development entitlement.

PLANNING COMMISSION ACTION:				Required	<u>YES</u>
Date: <u>February 9, 2026</u>		☐ Tabled	☐ Approved	☐ Denied	
Motion:					
Second:					
Vote:					

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter;
2. Decide such questions as are involved in determining whether a conditional use should be granted; and,
3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or
4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: **The applicant has submitted a written application requesting a conditional use permit for Use Unit 48: Private Dormitories in the RMF-24, and CS zoning districts.**

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: **The applicant has paid the required filing fee.**

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:
 - (a.)** That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: The Planning Commission is empowered under UDC §161.16 and §161.22 to grant the requested conditional use permit to allow Use Unit 48 in the RMF-24 and CS zoning districts.

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: Staff finds that granting the requested conditional use is likely to adversely affect public interest. Staff acknowledges that multifamily dwellings are permitted by right within the RMF-24 and CS zoning districts; however, because the units are designed as suites with shared living and cooking areas and three (3) or more private bedrooms each with its own bathroom, this development is subject to conditional use requirements of a private dormitory. Per Ordinance 2025-628, private dormitories were established as a separate conditional use city-wide as a response to heavy enrollment increases at the University of Arkansas and the resulting influx of private, student-focused residential developments affecting the city due to the lack of on-campus housing.

While staff finds that a private dormitory use could theoretically be compatible in this area of the city, staff finds that the proposed development plans depict intense development on a steep, heavily canopied hillside which may ultimately be incompatible with the natural character of the site and surrounding developed areas. Additionally, while the number of variances are minimal, two are so substantial that their denial would likely warrant a complete redesign of the site. Neither of these are supported by staff. Staff finds that the proposed site design does not treat the hillside in a sensitive manner and may pose risks to life and property that outweigh the benefits of additional private dormitory units within the city. Additionally, while increasing density alone can provide a benefit to alternative modes of transportation, staff finds this benefit is reduced by the lack of nonresidential services that could allow residents to meet some of their needs on-site.

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: There are specific rules governing private dormitories:

§161.16 Private Dormitories. Private Dormitories may be allowed as a conditional use where they are permitted subject to the following conditions:

A. **Subject to Residential Parking Standards.** Dormitories shall be subject to Section 172 — Parking and Loading and shall be subject to residential parking requirements.

Finding: Multi-family developments, including those oriented towards student housing, are required to meet a parking ratio of one space per bedroom. While the site plan indicates a roughly even combination of garage and on-site parking that meets this total number, a variance has been requested

for additional design requirements that apply to parking lots within the Hillside Hilltop Overlay District which staff does not support.

- B. **Neighborhood Compatibility.** General compatibility with adjacent properties and surrounding neighborhood will be measured by analyzing surrounding land uses, scale, neighborhood character, and concentration of other student-oriented developments. The ground level street frontage may be required to be designed for active ground floor uses that are not residential, such as civic, retail, restaurant, or working spaces.

Finding: Staff finds the applicant's request is incompatible with surrounding land uses. The property in question is primarily surrounded by either single family residential neighborhoods or city-owned conservation areas, though the property is bordered primarily by S. Razorback Rd. to the east. While the adjacent neighborhood to the north is undergoing substantial infill with multiple residential projects approved within the past year, these projects are proposed in flatter areas with much less existing canopy, whereas this development is located on a steep, fully forested hillside directly abutting an approximately 20-acre conservation easement on land owned by the city.

No alternative site designs were provided with the request, and it is not apparent what, if any, other site designs or building types were explored which could have resulted in a layout which is less impactful to the site. CS and RMF-24 allow all types of residential dwellings and CS allow many types of commercial uses with building heights permitted up to five stories. Given these allowances, staff finds a similar number of units could likely be provided on site with a significantly smaller impact to the hillside and existing canopy. As shown with 140 townhomes, retaining walls are proposed on all four sides of the proposed residential units with heights ranging from 10 to 17 feet, and a variance has been requested to exceed the maximum amount of site disturbance permitted within the Hillside Hilltop Overlay District, indicating development incompatible with the adjacent conservation focused land.

Additionally, while benches and some pedestrian amenities are proposed adjacent to the trail and streets, the development is proposed as a strictly student housing development with no civic, retail, restaurant, or working spaces that would cater to the surrounding public. Because of the extensive use of retaining walls, there is functionally no "ground-level" space from the public right-of-way perspective and no connectivity is proposed to the existing neighborhoods to the north or east. This combination of limited connections and lack of public facing services minimizes potential for interactions between existing and future residents. The only nonresidential services shown are a private clubhouse and dog park for resident use. Given the single-use proposal, lack of connectivity or street-facing features, and the increased risk of development on steep hillsides, staff finds the applicant's request incompatible as proposed.

- C. **Traffic and Infrastructure Impacts.** The project developer shall provide a traffic and infrastructure impact assessment and management plan that demonstrates the project will not unreasonably burden street or transit

networks and that the existing street, sidewalk, bike, and bus infrastructure is sufficient to support the proposed bedroom density per acre.

Finding: The applicant provided a vehicle trip generation letter which shows the development would only add 80 trips to the peak hour of traffic (P.M. peak). This would be below the threshold for which a detailed traffic impact study would typically be required according to the Minimum Street Standards. Staff generally thinks this increase in vehicular traffic can safely be accommodated with connections to both Ashwood Ave. and Razorback Rd.

No transit routes currently run to this location. If approved, staff has included recommended conditions regarding improvements to enable future transit stops and current micromobility parking; however, staff finds the lack of current transit services at a private dormitory is likely to contribute to traffic congestion given the high number of residents who would regularly be traveling to the university. There are no immediate plans to extend service to this area.

Concerning pedestrian connection, staff recommends approximately 200 feet of off-site trail construction south of property line to complete the trail connection to Mount Kessler, a regional park that is likely to serve residents of the private dormitories due to its provision of hiking, mountain biking, and other services not provided by parks located to the north. The plans largely indicate these recommended conditions are being met, and staff finds their inclusion is likely to limit negative impact to the existing sidewalk, bus and bike infrastructure.

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: Vehicular access is proposed from curb cuts along S. Ashwood Ave. and S. Razorback Rd. and appears to meet relevant separation distance requirements. A variance has been requested to pedestrian connectivity standards as described above for units abutting public right-of-way. While sidewalks are shown through the site, there are many locations where these sidewalks overlap with short driveways where vehicles backing out of garages would have limited to no visibility of pedestrians using these sidewalks. Further, thirty-seven units do not have direct access to a separate pedestrian system and would be required to cross driveways or walk in the street in order to reach the sidewalks, which has the potential to create conflicts and safety concerns for future residents. If approved, staff recommends a condition that where sidewalks are located abutting garages, they shall be made visually distinct with a permanent method such as colored concrete.

As private dormitories are likely to have a high demand for access to the university and its associated services, staff recommends multiple conditions tied to providing alternative modes of transportation. Staff recommends a 20' x 7' concrete pad shall be constructed adjacent to a 26' long bus loading zone along the property's frontage near Ashwood and Razorback that could be converted to a bus pad if routes are later expanded to this area. Staff recommends that this concrete pad include a bench or other seating and that the area be designated as micromobility rideshare parking. Additionally, staff recommends approximately 200 feet of off-site trail construction south of property line to complete the trail connection to Mount Kessler, a regional park that is likely to serve residents of the private dormitories due to its provision of hiking, mountain biking, and other services not provided by parks located to the north.

- (b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: A combination of off-street parking on surface lots throughout the site and garage parking is proposed which generally comply with the dimensional standards of UDC §172.04 Parking Design Standards. A variance has been requested to additional standards applicable to parking lots within the HHOD, which staff does not support for the reasons outlined above.

- (c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading;

Finding: The applicant has identified two trash locations on the site plan that appear to meet city ordinance.

- (d.) Utilities, with reference to locations, availability, and compatibility;

Finding: There is currently an 8" water line along the east side of Razorback Rd. and a 6" water main along S. Ashwood Ave that the property can tie to. During entitlement review these connections will be analyzed to determine if a looped connection across the site between these two lines is adequate or if additional improvements are needed. There is currently a 6" sanitary sewer main available to the site at the northeast corner of the property. The applicant has engaged the city's sewer modeling consultant to model this development within the existing sewer system and confirm any issues. This study will be finalized during the entitlement phase and will recommend any additional downstream improvements.

- (e.) Screening and buffering with reference to type, dimensions, and character;

Finding: Extensive grading is proposed throughout the site with large retaining walls along multiple property lines. A conservation easement currently

exists on city property to the west of the property. While not identical to a tree preservation easement, conservation easements serve a similar function. For trees intended to be preserved, UDC 167.05(B) requires tree protection barriers be installed along either the dripline of the canopy or 10 feet from the trunk, whichever is greater. In order to mitigate potential impact to this conservation easement, staff recommends a 10-foot buffer shall be required adjacent to its boundaries within which no grading may occur.

- (f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: Any proposed signage will be subject to Unified Development Code Chapter 174, Signs, and all regulations therein.

- (g.) Required yards and other open space;

Finding: Based on the applicant's submittal, the proposed site plan appears to comply with minimum buildable street frontage requirements. Within the RMF-24 zoning district, buildings adjacent to a single-family district which exceed two stories have additional side setback requirements based on their final story-height determination, which will be fully evaluated with permitting. Full compliance with the City's tree preservation and landscape requirements will be evaluated at the time of development submittal.

- (h.) General compatibility with adjacent properties and other property in the district; and

Finding: Staff finds the applicant's request to be incompatible with adjacent properties. The proposed development is substantially more intense than surrounding properties and is inconsistent with other recent infill developments in the area which are street-facing. The proposal neither activates the public realm or treats the steep hillside with sensitivity, and no alternative designs have been provided which would indicate why another, less-impactful design could not be utilized.

- (i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: Staff finds that the proposed use does not align with the goals and intent of the city's adopted land use plans. The existing zoning districts permit multifamily developments by right, with density capped at 24 units per acre within the RMF-24 zoning and with no cap in the CS zoning. As such, staff finds that the existing zoning permits intensive development without a conditional use permit; however, the proposed development is intended to be constructed as primarily student housing, limiting its broader contributions to the city's overall housing market and triggering the need for a conditional use permit.

This area is part of the Fayette Junction Master Plan, which calls for this property to be part of the “Shining Gateway,” a largely preserved and reforested hillside that is intended to preserve views of Old Main, mitigate negative impacts of development on an environmentally sensitive site, and act as a southern gateway into the city. All proposed tree preservation in the site is located at the southern corner, with total tree removal and extensive grading proposed elsewhere. The grading proposed is so extensive as to require multiple planning commission variances to portions of city codes intended to encourage sensitive development within the Hillside Hilltop Overlay District. Staff finds the proposed single use of the site, lack of nonresidential services, turning away from the public realm, extensive grading of the hillside with large retaining walls, and potentially hazardous pedestrian conditions run counter to city goals to encourage alternative transportation; establish complete, connected developments; assemble an enduring green network; and to create a livable transportation network.

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code Sections
 - UDC §163.19 Private Dormitories
 - UDC §166.23 Urban Residential Design Standards
 - UDC §169.06 Land Alteration Requirements
 - UDC §172.04 Parking Lot Design Standards
- Project Maps
 - One Mile Map
 - Close-Up Map
 - Current Land Use Map
- Staff Exhibits
 - Parking Pads in HHOD Exhibit
 - Recommended Off-Site Improvements
 - Fayette Junction Master Plan Excerpts
- Staff Memos
 - Engineering Memo
 - Long Range Planning Memo
- Applicant Request Packet
 - Cover Letter
 - Variance Request Letters
 - Site Plans
 - Building Elevations
 - Traffic Generation Letter
- Public Comment

163.19 Private Dormitories

Private Dormitories. Private dormitories may be allowed as a conditional use where they are permitted subject to the following conditions:

- (A) *Subject to Residential Parking Standards.* Dormitories shall be subject to Chapter 172, Parking and Loading, and shall be subject to residential parking requirements.
- (B) *Neighborhood Compatibility.* General compatibility with adjacent properties and surrounding neighborhood will be measured by analyzing surrounding land uses, scale, neighborhood character, and concentration of other student-oriented developments. The ground level street frontage may be required to be designed for active ground floor uses that are not residential, such as civic, retail, restaurant, or working spaces.
- (C) *Traffic and Infrastructure Impacts.* The project developer shall provide a traffic and infrastructure impact assessment and management plan that demonstrates the project will not unreasonably burden street or transit networks and that the existing street, sidewalk, bike, and bus infrastructure is sufficient to support the proposed bedroom density per acre.

(Ord. No. 6879, §4, 5-20-25)

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) Two (2) family dwellings
 - (2) Three (3) and four (4) family dwellings
 - (3) 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 unobstructed to the public sidewalk where sidewalk exists in a manner to allow occupants to access from the interior of the structure to the city sidewalk. The connection shall match the sidewalk in material type and shall be at least 3 feet in width unless otherwise approved by the Zoning and Development Administrator in writing. The entry may be gated and 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.

...

(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.

....

(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, 9-15-20; Ord. No. 6508, §1, 11-16-21; Ord. No. 6658, §10, 5-2-23; Ord. No. 6773, § 11, 7-16-24)

169.06 Land Alteration Requirements

- (A) *Applicability.* This section shall apply to all land alteration activities, including those that do not require a grading permit.
- (B) *Requirements Varied.* Variances of this chapter's requirements may be approved by the City Engineer. The extent to which variations may be made will depend on the soil types encountered, planned slopes, planned vegetation, and investigative engineering reports. In no case shall the City Engineer waive or modify any of the minimum erosion control requirements as given in §169.04.

...

- (G) *Percentage of Land Disturbance.* Land disturbance percentage within the Hilltop/Hillside Overlay District shall be equal to with the percent minimum canopy required on site per Chapter 167, Tree Preservation and Protection.

...

(Code 1991, §161.07; Ord. No. 3551, 6-4-91; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4113, §1, 8-18-98; Ord. No. 4855, 4-18-06; Ord. No. 5336, 8-3-10; Ord. No. 5431, 8-16-11; Ord. No. 5702, Repealed & Replaced Chp. 169, 8-5-14; Ord. No. 6061, §6, 4-17-18; Ord. No. 6446, §11(Exh. F), 6-15-21)

172.04 Parking Lot Design Standards

...

- (G) *Hillside/Hilltop Overlay District.*

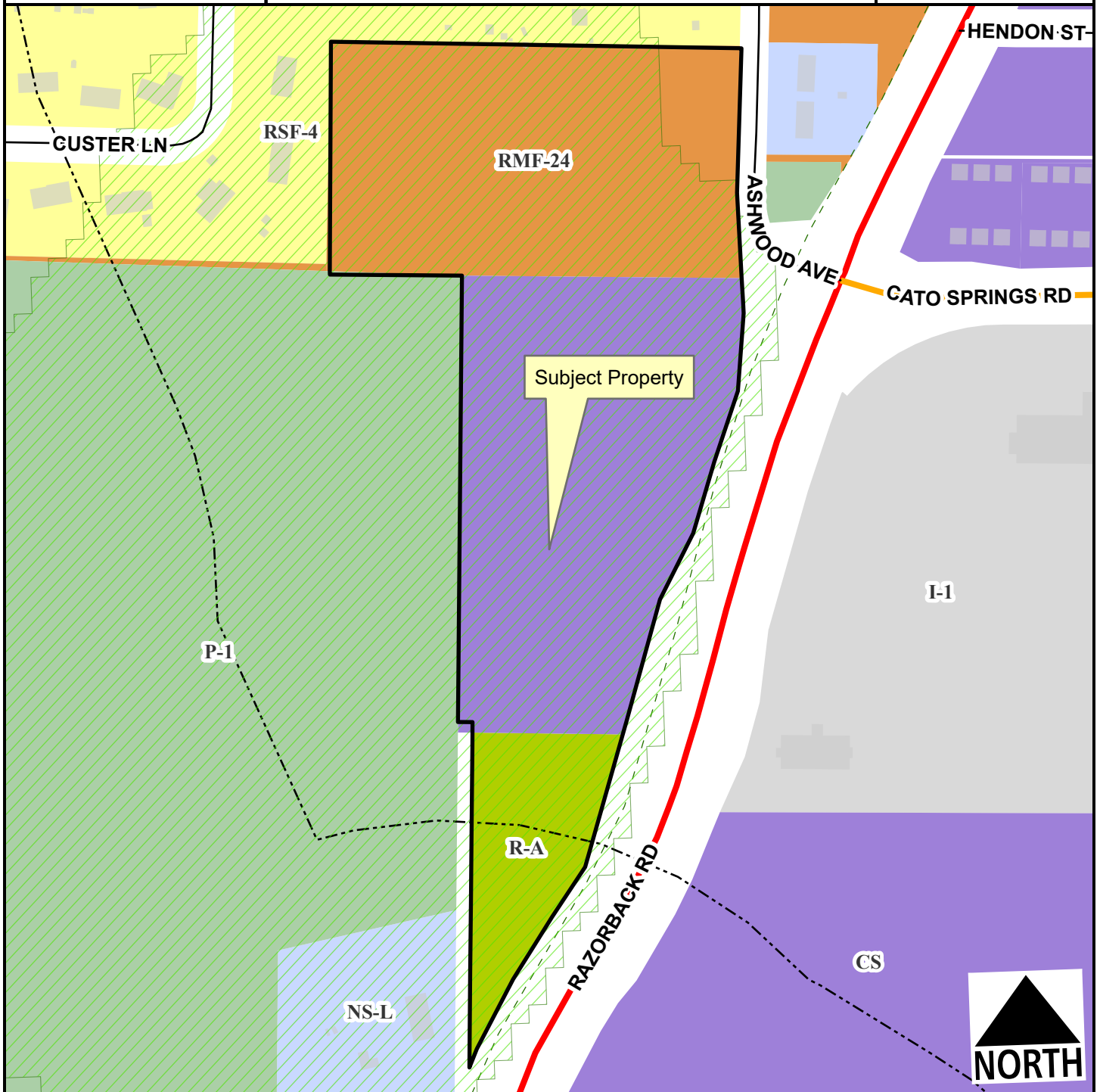
- (1) *Separation of Parking Pads in Multi-Family, and Non-Residential Development.* Parking pads shall be separated by a minimum undisturbed area of 15 feet between parking pads. Streets and access drives are permitted to cross this undisturbed area.
- (2) *Cut and Fill Slopes.* Parking pads should be encouraged to utilize cut slopes with retaining walls to minimize disturbance.
- (3) *Maximum Number of Spaces per Parking Lot for Multi-Family and Non-Residential Uses.* Parking pads shall have a maximum of thirty (30) spaces per pad.
- (4) *Parking Lot Location.* Parking lots shall be set back with a minimum of 35 feet of undisturbed area required adjacent to the street right-of-way.
- (5) *Multi-Family and Non-Residential Uses.* Developers of multi-family and non-residential uses in the Hillside Overlay District are encouraged to refer to the Hillside Best Management Practices Manual for guidance and direction in the design of their project.

(Ord. No. 4725, 7-19-05; Ord. No. 4855, 4-18-06; Ord. No. 4917, 9-05-06; Ord. No. 5044, 8-07-07; Ord. No. 5079, 11-20-07; Ord. No. 5297, 12-15-09; Ord. No. 5592, 06-18-13; Ord. No. 5680, 4-15-14; Ord. No. 5841, §§1—3, 1-5-16; Ord. No. 5859, §2, 3-15-16; Ord. No. 6325, §1, 6-16-20; Ord. No. 6350, §9(Exh. G), 8-18-20; Ord. No. 6864, §1, 5-6-25)

CUP-2025-0046

Close Up View

SOUTHWEST OF S. RAZORBACK RD. AND S.

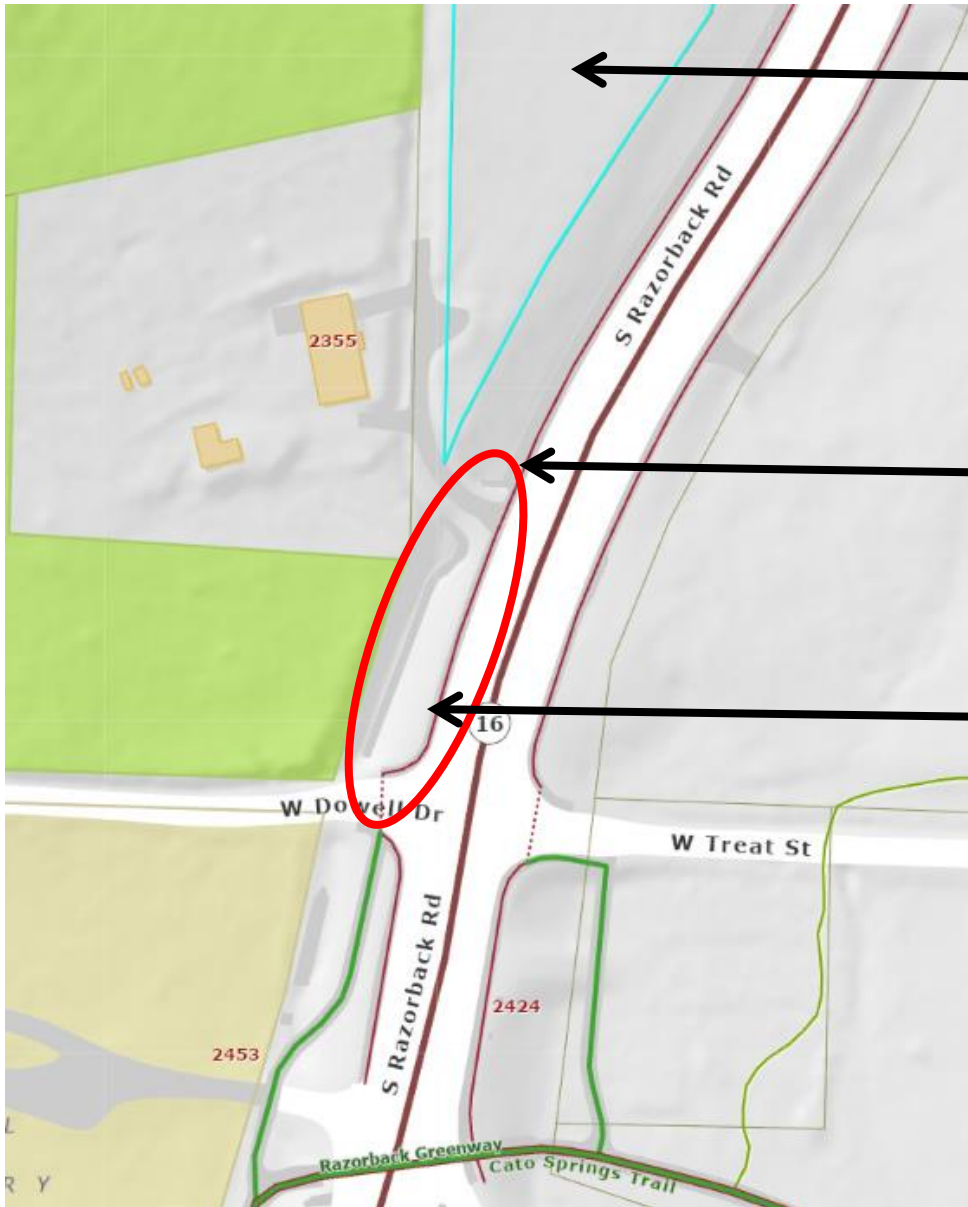


- Regional Link
- Neighborhood Link
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District





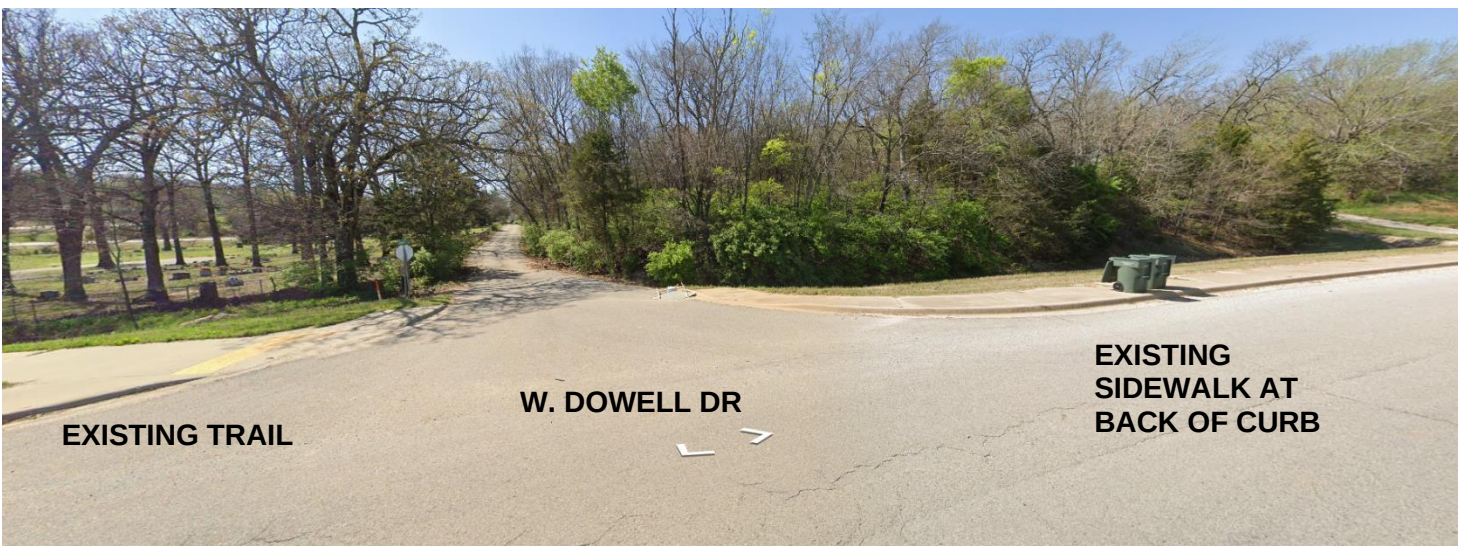
Staff Exhibit
Recommended Off-Site Trail Connection



SUBJECT PROPERTY

EDGE OF ON-SITE STREET IMPROVEMENTS

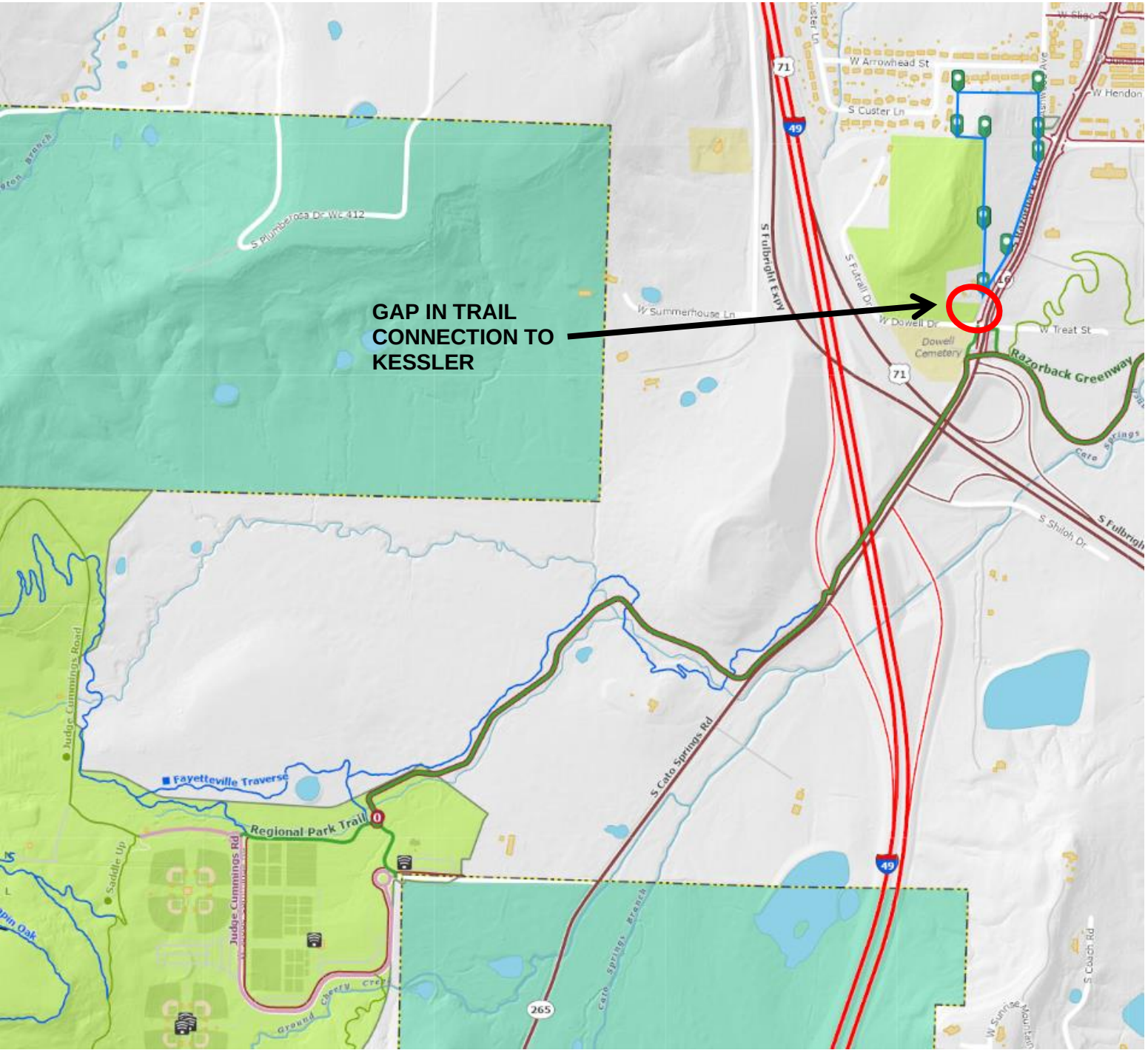
~200 FOOT GAP IN TRAIL AND PEDESTRIAN CROSSINGS



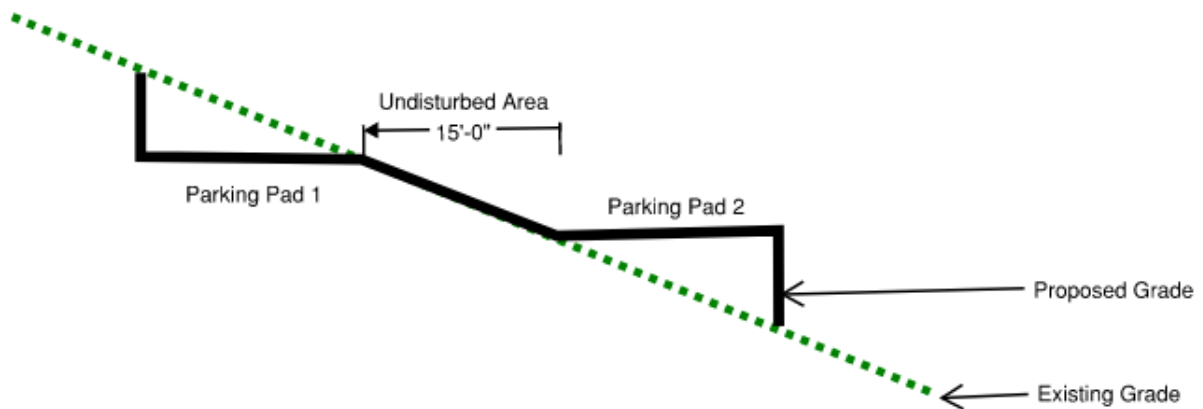
EXISTING TRAIL

W. DOWELL DR

**EXISTING
SIDEWALK AT
BACK OF CURB**



Staff Exhibit
Parking Pads within the HHOD



(G) *Hillside/Hilltop Overlay District.*

- (1) *Separation of Parking Pads in Multi-Family, and Non-Residential Development.* Parking pads shall be separated by a minimum undisturbed area of 15 feet between parking pads. Streets and access drives are permitted to cross this undisturbed area.
- (2) *Cut and Fill Slopes.* Parking pads should be encouraged to utilize cut slopes with retaining walls to minimize disturbance.
- (3) *Maximum Number of Spaces per Parking Lot for Multi-Family and Non-Residential Uses.* Parking pads shall have a maximum of thirty (30) spaces per pad.
- (4) *Parking Lot Location.* Parking lots shall be set back with a minimum of 35 feet of undisturbed area required adjacent to the street right-of-way.
- (5) *Multi-Family and Non-Residential Uses.* Developers of multi-family and non-residential uses in the Hillside Overlay District are encouraged to refer to the Hillside Best Management Practices Manual for guidance and direction in the design of their project.

Fayette Junction

Integrate the built and natural environments.

The Fayette Junction Neighborhood Plan area has a wide variety of topography, landform types, soil classifications, floodplain and wetlands. In the past, a substantial amount of development occurred in the floodplain, such as the old Levi Strauss Plant. Negative impacts of floodplain development can include diminished property value and environmental damage to the stream system. The new development shown in the Fayette Junction Illustrative plan is intentionally placed outside of the 100-year floodplain. The steep hillside areas have reforested and have generally been left undisturbed. These diverse landforms present both opportunities and challenges that have been addressed in the Illustrative Plan.

Shining Gateway

The intersection of Razorback Road and I-540 provides a prime opportunity to preserve and enhance the southern gateway into the City. Razorback Road is flanked on the east by a smaller hillside that provides a distinctive vantage point opposite the Dowell Cemetery hillside. Development on this site could potentially impair the terminated vista of the iconic Old Main. The University of Arkansas Facilities Management Planning Group expressed the desire to keep this site unobstructed for this important viewshed.

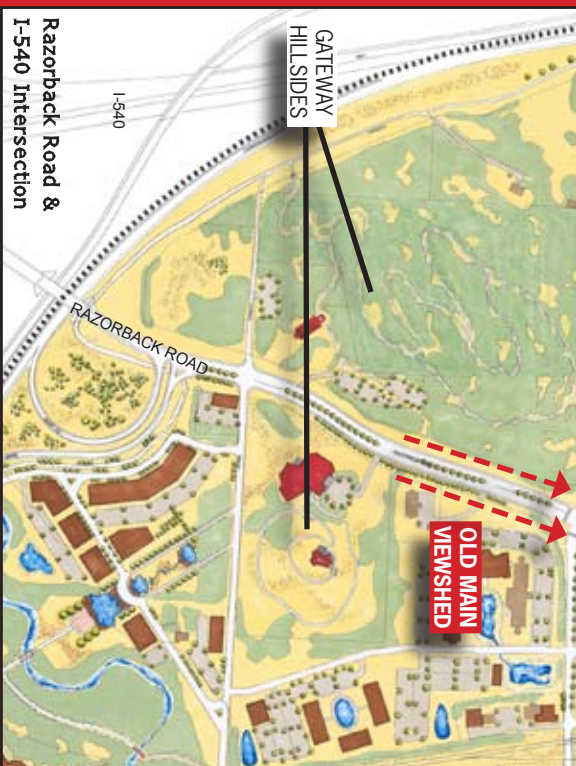
The Fayette Junction Illustrative Plan shows this gateway with a small church or civic building constructed above Dowell Cemetery with parking that could be shared with visitors to the adjacent city owned open space. Across Razorback Road on the smaller hilltop, a civic building is illustrated that could be associated with the clean tech cluster envisioned in this area.

The hillsides reflect the natural beauty of the Ozarks, serving as sentinels to the City. The preservation of these two hillsides adjacent to the development of a clean tech park would symbolize the City's commitment to sustainability and the attention to balance between preservation and development. The opportunity to preserve this most dramatic of gateways is in the near future - before development pressures make it cost prohibitive.

WHAT IS A 100-YEAR FLOODPLAIN?

Flooding is a natural and recurring event for a river or stream. Flooding occurs when heavy or continuous rainfall exceeds the absorptive capacity of soil and the flow capacity of the river or stream, causing a watercourse to overflow its banks onto adjacent lands. Floodplains are, in general, those lands most subject to recurring floods, situated adjacent to rivers and streams. Floodplains are therefore "flood-prone" and are hazardous to development activities if the impact of those activities exceeds an acceptable level.

Floods are usually described in terms of their statistical frequency. A "100-year flood" or "100-year floodplain" describes an event or an area subject to a 1% probability of a certain size flood occurring in any given year.



Fayette Junction

Capturing “Green Valley” in Fayetteville’s southern gateway

The vision for “Green Valley” has become a shared vision in Fayetteville among industry leaders, the University of Arkansas and City government. The southern gateway into Fayetteville from I-540 currently lacks defining features but has potential to become a striking entrance into the city, highlighting the “Green Valley” concept and building upon the strengths of ARTP.

The potential for a grand entrance into the City of Fayetteville exists first in the natural landscape. Dowell Cemetery Hillside lies to the west of the entrance. A smaller hill and undeveloped land lie to the east. The two hillsides frame a view of the University’s Old Main, serving as sentinels into the city. Extending the boulevard south along Razorback Road to I-540 as envisioned in the Illustrative Plan would enhance the streetscape at Fayetteville’s southernmost exit. This boulevard would also limit curb cuts onto Razorback Road, limiting the starts and stops in traffic flow caused by vehicles entering and exiting onto the arterial.

The Illustrative Plan envisions a clean tech park located at the undeveloped land southeast of the I-540 exit with a focus on fabrication and manufacturing, complementing rather than competing with the research and development activities at ARTP. Clean tech labs or offices within the identified park or east of BioBased Companies could also utilize the existing rail line for deliveries by constructing a spur. Locating clean tech industries on the undeveloped land just east of this entrance accomplishes two things: 1) Close proximity to ARTP and BioBased Companies allows a cluster of companies to take advantage of material and intellectual resources; and 2) Clean tech companies that employ “green” building techniques such as those envisioned in the Illustrative Plan create an advertisement and announcement for “Green Valley” with Fayetteville as its epicenter.



Clean Tech Park from Razorback Road



Mid-term Projects

1. Preserve the Ogden hillside at Razorback Road and I-540.

The Razorback Road entrance to the City presents the unique opportunity to establish a natural gateway to the City. The large Dowell Cemetery hillside has been preserved through City ownership and a conservation easement. The smaller hillside located across Razorback Road is in private ownership. This land is owned by the Joyce Ogden Family Trust and comprises a 10-acre parcel. The University of Arkansas has expressed interest in acquiring this land in order to preserve the viewshed of Old Main and the Fayetteville downtown skyline. The illustrative Master Plan depicts this land as being utilized for a welcome or visitor's center.

The City of Fayetteville in partnership with the University of Arkansas should work to acquire the Ogden land either through ownership or a conservation easement. A conservation easement separates the ownership of the land from the development rights. The landowner relinquishes these development rights but can continue to use and enjoy the land while protecting it from further development in perpetuity. An easement assures property owners that their heirs and successors will maintain the land in uses consistent with open space purposes and the landowner's wishes. A variety of tax benefits may be available to landowners who place their land in a conservation easement. These may include deductions in income, property and estate taxes.



TO: Donna Wonsower, Senior Planner

FROM: Justin Bland, City Engineer

DATE: January 20, 2026

SUBJECT: **Planning Commission Engineering Comments for
LSD 2025-0012**

Variance Request: Engineering staff is not supportive of the variance request to §169.06(G) which states that the disturbed area on the site cannot exceed the total site area minus the minimum canopy requirement. This section of the code only applies to area in the Hilltop/Hillside Overlay District. In this case, the minimum canopy requirement is 25%, meaning that the total disturbed area cannot exceed 75%. However, the applicant is requesting to disturb 85.2%. Staff's opinion is that the hardship request is not justified because the applicant could simply reduce the project footprint.

Water: There is an existing 8" water main along the east side of Razorback Rd. There is also a 6" water main that dead-ends at the northeast corner of the property along the east side of Ashwood Ave. The applicant proposes an 8" water main across the site that ties to both of these existing lines for a looped domestic and fire water service.

Sewer: There is an existing 8" sewer manhole at the intersection of Razorback Rd. and Cato Springs Rd. An existing 8" sewer main exits this manhole and continues to the east along Cato Springs Rd. The applicant proposes to bore under Razorback Rd. with an 8" sewer main to serve the site. On the site, the applicant is proposing 8" sewer main across the site for sewer service. However, the on-site sewer main is proposed to be privately maintained by the developer instead of being giving to the city.

Streets: This property has frontage to Razorback Rd. along the east side of the site which is an improved Regional Link with asphalt paving, curb and gutter and sidewalk. The applicant proposes to build a 12' trail along the eastern frontage of the property to match the Regional Link section. The property also has frontage along Ashwood Ave. which is a partially improved Residential Link with asphalt paving. The applicant proposes to add curb and gutter and a 6' sidewalk.

A trip generation study was prepared for this project by the applicant's traffic engineer. The results of this study are summarized below. The Minimum Street Standards for the city require a full traffic impact study when a development along a Regional Link adds more the 200 trips in the peak hour. In this case, as shown below, the peak hour increase from the development does not cross this threshold.

PROPOSED LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
				ENTER	EXIT	ENTER	EXIT
Residential Townhomes	140 Units	215	1,008	17	50	47	33
TOTAL ENTERING + EXITING				67		80	

Table 1 – Summary of Trip-Generation

Drainage: The development must meet the 4 minimum standards outlined in the City's Drainage Criteria Manual. The developer proposes an underground detention basin with water quality separator rows to meet Minimum Standard 1 for water quality. Minimum Standards 2-4, which are for channel protection volume and stormwater detention, are proposed to be met with an underground detention pond in the center of the site. The site drainage will discharge to an existing ditch along the west side of Razorback Rd. A detailed review of the drainage improvements will be performed during the grading permit review process.

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):
 - o Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
 - o Sanitary Sewer pipe sizing, profiles, or utility conflicts
 - o Waterline fittings, callouts, or utility conflicts
 - o Street profiles
 - o Fine grading/spot elevations



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Willa Thomason, Urban Forester

MEETING DATE: February 9, 2026

SUBJECT: **CUP-2025-0046: S. ASHWOOD AVE & S. RAZORBACK RD** - Submitted by JORGENSEN & ASSOCIATES for property located at S. ASHWOOD AVE & S. RAZORBACK RD. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 9.99 acres. The request is for a private dormitory and associated variances.

RECOMMENDATION:

Staff recommends denial of the requested variance to §169.06(G), Percentage of Land Disturbance.

DISCUSSION

Urban forestry staff recommends denial of the requested variance §169.06(G), Percentage of Land Disturbance, which states that land disturbance within the Hilltop/Hillside Overlay District (HHOD) shall not exceed the difference between total site area and the percent minimum canopy preservation required on-site. Because the minimum percentage of canopy preservation required on-site is 25%, the maximum permitted disturbance per §169.06(G) is 75%. The applicant intends to leave 14.8% of the site in tree preservation which is permitted per §167.04(I) and will require the installation of 213 mitigation trees on-site. Currently, proposed site improvements necessitating disturbance outside of tree preservation areas encompass 85.2% of the site, exceeding the minimum allowable disturbance by ~10%. Although this extent of disturbance is necessary to meet all the requirements for the proposed conditional use (CUP-2025-0046) of the site, it is not required to allow reasonable development of the site under by-right zoning entitlements. As such, the hardship is self-imposed and does not meet the approval criteria for a variance.

Public Comment: Staff has not received any public comment on this variance request.

RECOMMENDATION: Staff recommend denial of the requested variance to §169.06(G) associated with CUP-2025-0046. If approved, staff recommends the following conditions.

Conditions of Approval:

1. The applicant/owner shall consult with either an insured prescribed burn contractor, or with a company offering mechanical removal of invasive species, for the primary purpose of reducing invasive species and encouraging the growth of native species on Parcel No. 765-03019-000. This work must be implemented at the expense of the applicant/owner, and the Urban Forester must approve of the selected contractor and scope of work. The applicant/owner shall provide the Urban Forester a copy of its

contract containing the proposed scope of work, an itemized quote, and a clause requiring that, if the approved contract is breached, the applicant shall deposit into the City's Tree Escrow Account the amount set forth in that contract. Implementation of the prescribed burn or mechanical invasive species removal shall occur prior to issuance of a certificate of occupancy.

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: February 9, 2026	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None



TO: Donna Wonsower, Senior Planner

THRU: Britin Bostick, Long Range Planning/Special Projects Manager

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: February 9, 2026

SUBJECT: Long Range Planning Comments Regarding CUP-2025-0046

BACKGROUND:

The applicant requests conditional use approval to construct private dormitories (Use Unit 48) on approximately 9.99 acres in south Fayetteville. The project site is currently undeveloped.

Two long range planning documents are relevant when evaluating this request: *City Plan 2040* and the *2025 Fayetteville Housing Assessment*.

City Plan 2040 (2020):

- 3.3.1 – Require new growth that results in neighborhoods, districts and corridors that are: compact, complete, and connected. (p.32)
- 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

Fayetteville Housing Assessment April 2025 Update (2025):

The *Fayetteville Housing Assessment* addressed the role of the University of Arkansas and purpose-built student housing in the city's greater housing ecosystem. At the time of publication, 81% of students found housing off campus. Private dormitories are one type of development aimed at housing university students specifically and are leased on a by-the-bedroom basis, "which has an advantage to both the property owner and tenants. Leasing by the bedroom provides a shared unit at a lower individual cost to the renter than a more traditional unit, and the owner has the benefit of receiving multiple rents instead of one.... [which] allows property owners to charge a higher overall rent per unit than leasing a unit to a conventional household. Rents for an entire house, duplex, or apartment unit built for this purpose can then be increased above the typical market rate for leasing by the unit."¹

The Housing Assessment further stated that "if enrollment continues on the current trend, 5% annual growth, more student-focused housing will be needed. However, if enrollment declines or even a flattening of enrollment, in the context of a still-growing non-student population, will cause a need to focus on meeting housing needs that are not as successfully addressed by the market... housing for the city's residents earning below median income, and for whom new housing is increasingly out of reach."

¹ Fayetteville Housing Assessment April 2025 Update, 11. <https://www.fayetteville-ar.gov/DocumentCenter/View/37686/2025-Fayetteville-Housing-Assessment>.

Between 2014 and 2024, total student enrollment at the University of Arkansas increased 28.1%, from 26,237 to 33,610.² The most recent enrollment boom occurred between 2021 and 2024, when enrollment increased by an average of approximately 1,500 students annually. Data released by UA in late July 2025 reveals that enrollment fell short of the anticipated 36,000 students for Fall 2025 by approximately 2,000 students (Figure 1). With a

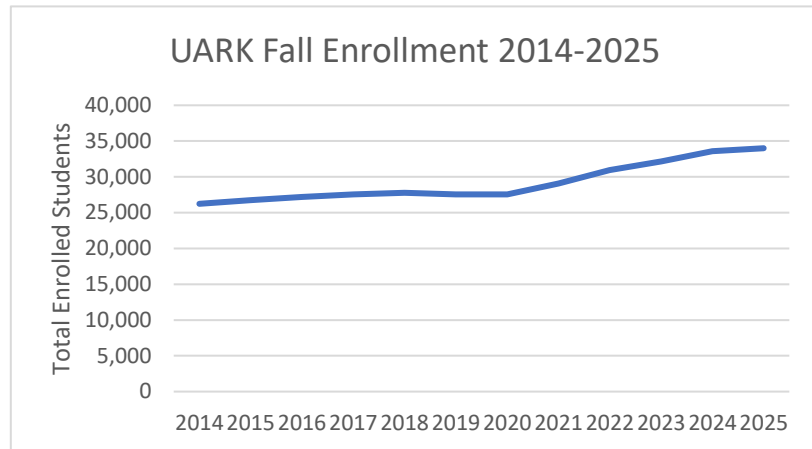


Figure 1. Enrollment numbers for Fall 2025 have not been formally published. Fall 2025 enrollment was stated by University of Arkansas Dean of Admissions at the July 28, 2025 Town & Gown Committee meeting.

stated total enrollment of approximately 34,000 students for Fall 2025, this represents a mere 1.16% increase over the previous year's enrollment, suggesting a plateau, or at the least a slowing, in enrollment. UA anticipates an enrollment cliff in 2026, with an anticipated -5% enrollment decline statewide (WICHE Data). As of publication of this memo, UA has not released official fall 2025 enrollment data.

DISCUSSION:

Assessment of by-the-bedroom Student Housing

It is important to consider the impact of private dormitories as it relates to objectives of *City Plan 2040*:

- 3.3.1 – Require new growth that results in neighborhoods, districts and corridors that are: compact, complete, and connected. (p.32)
- 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.44)

² This includes undergraduate, graduate, and law school students.

University of Arkansas on-campus housing has not kept pace with enrollment with only 708 new beds added in the past ten years and an additional 746 beds planned for delivery in academic year 2028-2029, and approximately 650 beds planned for delivery in 2029-2030.³ As a result, the private market has stepped in to make up for the lack of student housing available

near campus. Between 2014 and 2024, student oriented private developments have added 7,040 beds, which effectively closed the gap between student enrollment growth (an increase of 7,373 students from 2014-2024) and housing needs.

Of note, it is important to understand that the goal should not be to completely close the gap between total undergraduate enrollment and UARK and private beds (Figure 2), as the private market provides many housing options to meet the needs of the variety of undergraduate students both historically and at present. Rather, the goal should be to close the gap between enrollment growth and housing growth to maintain balance in the system that has existed for over twenty years in Fayetteville. This goal has been surpassed.

Review of recent development data indicates that the city may be approaching market saturation for private dormitories. There are currently 2,419 private dormitory or student-oriented bedrooms under construction, with nearly 7,000 additional bedrooms in various stages of development review. These additions will exceed the difference between current enrollment growth and student housing production in the context of a statewide anticipated -5% enrollment cliff.⁴

The continued construction of student-only developments is in opposition to stated goals and objectives in *City Plan 2040*. By serving only students in housing units with 3-4+ bedrooms and equivalent private bathrooms, these developments are not providing a variety of housing types or creating complete neighborhoods. Private dormitories are not a resilient housing type that can be easily or affordably adapted to other user types, like young professionals, families, or elderly residents who could benefit from the connectivity and amenities that come from proximity to the University of Arkansas and downtown and south Fayetteville.

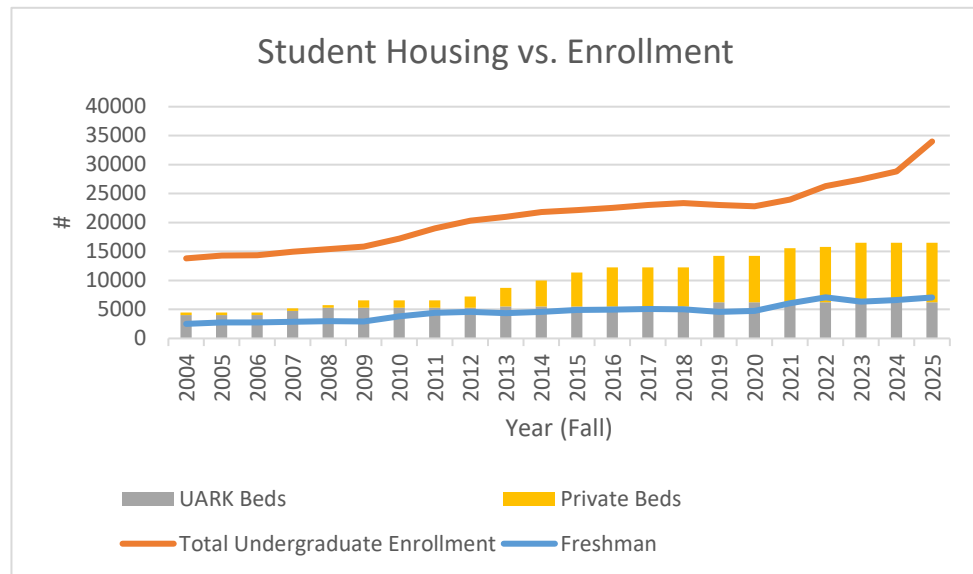


Figure 2. Shows student housing compared to total undergraduate and freshman enrollment. Please note that the total undergraduate enrollment numbers include all student types including non-traditional, online only, and others who may not live locally or attend campus in-person.

³ Number of bedrooms updated following January 26, 2026 Town & Gown Committee meeting.

⁴ Town & Gown Committee Meeting, July 28, 2025.

Developments that create additional opportunities for walkability, a mix of uses, housing density near employment and entertainment centers, etc. are supported by the city's adopted plans and policies. However, these opportunities are already attainable through the development of multi-family housing which is available without a conditional use permit. Further, the development of multi-family housing that could serve a variety of tenants (beyond solely students) and provide increased housing options for all Fayetteville residents would most closely meet adopted goals and objectives.

September 4, 2025

City of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Attn: Development Services
Re: Ashwood Townhomes CUP

On behalf of Ashwood Townhomes LLC, we are submitting this Conditional Use Permit application for a large-scale development located on approximately 9.99 acres at the west side of the Razorback Road and Ashwood Avenue intersection. This development is being categorized as “private dormitory” as defined by Ordinance 6879.

The proposed project includes 140 townhome units with a total of 405 beds, associated parking, a centrally located underground detention facility, and supporting infrastructure. The site is zoned RMF-24, CS, and R-A.

We believe this project represents a compatible and appropriate use at this location adjacent to the University of Arkansas and within an established student housing corridor. The development is designed to mitigate potential impacts through internalized circulation, landscaped buffering, professional management, and compliance with applicable City codes.

Enclosed with this application is a Conditional Use Permit narrative addressing each of the approval criteria required by the City’s Unified Development Code. Supporting documents include the site plan, traffic analysis, and tree preservation plan.

We respectfully request your approval of this Conditional Use Permit so that the project may proceed through the Large-Scale Development review process.

Thank you for your time and consideration. We look forward to working with staff and the Commission to ensure a project that benefits the City of Fayetteville and surrounding community.

Sincerely;


Jared S. Inman, P.E.

Applicant: Ashwood Townhomes LLC (Bransen Harris)
Project: Ashwood Townhomes LSD
Location: West side of Razorback Road & Ashwood Avenue Intersection
Zoning: RMF-24, CS, and R-A
Acreage: ±9.99 acres

Response to Conditional Use Approval Criteria

1. The proposed use is compatible with the surrounding properties.

- The property lies in an established student housing corridor adjacent to the University of Arkansas.
- Nearby land uses include other multi-family and student-oriented housing developments.
- The proposed 26 building development (140 townhomes totaling 405 beds) are consistent in density and character with surrounding uses.

2. The proposed use will not adversely affect adjacent properties or the neighborhood.

- The site design internalizes parking and circulation to reduce traffic impacts on Razorback Road and Ashwood Avenue.
- Stormwater detention will be provided through a centrally located underground system meeting all City standards.
- Professional property management, landscaped buffers, and controlled access will minimize noise, traffic conflicts, and other potential impacts.

3. The proposed use is consistent with the purpose of the zoning district.

- RMF-24 and CS zoning encourage higher-density housing and mixed residential uses near major transportation corridors and the University.
- The project provides diverse housing options for students in direct alignment with the intent of these zoning districts.

4. Adequate utilities, roads, drainage, and other public services are available.

- Water and sewer services are located along Ashwood Avenue and will be extended into the development.
- A downstream sewer capacity study by RJN has been commissioned at the City's request.
- A trip generation study by Peters & Associates was performed to evaluate traffic impacts. They estimate less than 200 peak hour trips (67 trips in AM peak hour and 80 trips in the PM peak hour) during AM and PM peak hour conditions.
- Fire, police, and other services are readily available in this area of the City.

5. The proposed use complies with all other City regulations.

- The site will comply with Hillside Hilltop Overlay District standards and tree preservation requirements.
- Tree preservation is planned across the entirety of the R-A parcel.
- A variance will be requested from UDC 166.23(C)(4)(a) for individual ground-floor pedestrian connections due to steep topography and retaining wall constraints; however, pedestrian access to the public right-of-way will be provided at three locations (at each entrance and a central connection).
- All other City codes and conditions imposed by the Planning Commission will be met.

Conclusion

The proposed development provides much-needed student housing in a location appropriate for higher-density uses. It is compatible with its surroundings, consistent with zoning intent, adequately served by public infrastructure, and designed to mitigate impacts to adjacent properties. For these reasons, we respectfully request approval of this Conditional Use Permit.



JORGENSEN
+ASSOCIATES
Civil Engineering · Surveying

124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703
Office: 479.442.9127
www.jorgensenassoc.com
Established 1985

December 17, 2025

City of Fayetteville
125 W Mountain St.
Fayetteville, AR 72701

Attn: Development Services

Re: Ashwood Townhomes LSD – Variance Request (Maximum Site Disturbance)

On behalf of Ashwood Townhomes LSD, we respectfully request a variance from UDC §169.06(G), which limits site disturbance to 75% of the net site area to preserve a minimum of 25% canopy.

The site has a net developable area of 428,573 sq. ft. After proposed preservation of 63,571 sq. ft. of canopy (≈14.8%), the project will disturb approximately 85.2% of the site, exceeding the code by ~10%.

Strict compliance is impractical due to site constraints, including required building footprints, fire access, circulation, utilities, stormwater facilities, and topography. Much of the existing canopy is located in areas necessary for essential infrastructure, making additional preservation infeasible. The plan preserves the maximum practicable amount of viable canopy, focusing on areas most suitable for long-term survival.

While the project exceeds the numeric disturbance limit, the intent of §169.06(G)—to provide shade, environmental benefits, and screening is addressed through perimeter landscaping, street-adjacent plantings, and preservation of a large viable tree stands on the south portion of the property. The hardship is not self-created and arises from existing site conditions and regulatory requirements for access, site grading, and life safety.

In summary, this variance will allow reasonable use of the property while preserving the greatest practicable canopy. We respectfully request approval of this variance from the maximum disturbance requirement of §169.06(G).

Thank you for your consideration.

Sincerely;


Jared S. Inman, P.E.



December 17, 2025

City of Fayetteville
125 W Mountain St.
Fayetteville, AR 72701

Attn: Development Services

Re: Ashwood Townhomes LSD – Variance Request (HHOD Parking Pads)

On behalf of Ashwood Townhomes LSD, we respectfully request a variance from the HHOD requirement that parking pads be separated by 15 feet of undisturbed area. Due to the topography of the site, the entire development area must be graded to create safe, functional, and code-compliant building and parking areas. It will not be feasible to leave naturally undisturbed ground within the parking layout, staff has indicated that the pads, as shown, cannot be considered separate under the current language, making a variance necessary.

Although the separation area will be graded, the intent of the ordinance is fully upheld:

- Parking is divided into multiple functional pads, visually and physically broken up by buildings, slope changes, and landscaping.
- The design uses cut slopes and retaining walls consistent with §172.04(G)(2) to minimize disturbance.
- No pad exceeds the 30-space maximum, avoiding large continuous parking lots. *(The plan shows 15 feet of landscaped island separation between parking areas, including at the clubhouse, which is part of the variance request and, once recognized, results in no parking pad exceeding 30 spaces.)*
- Stormwater and erosion control measures will be met, improving site performance.

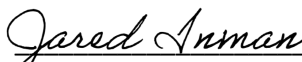
Literal enforcement of the “undisturbed area” requirement creates a clear hardship:

- The steep site requires grading throughout to meet engineering, ADA, and fire access standards.
- Leaving strips of undisturbed terrain between pads would create unsafe slopes, conflict with drainage, and result in greater overall disturbance, opposite of the ordinance’s intent.
- This hardship is a direct result of topographic conditions, not applicant choice.

Approval of this variance will not harm adjoining properties or compromise the purpose of the HHOD. The goal of the proposed layout is to blend with the hillside as much as possible with landscaping and improved drainage controls. Emergency access, traffic flow, and overall site function are all improved by allowing a compliant, safe parking configuration.

We respectfully request approval of this variance to allow graded or landscaped areas to serve as separation between parking pads in lieu of the required 15 feet of undisturbed natural terrain. This variance enables a safe, environmentally responsible design while maintaining the intent of the Hillside/Hilltop Overlay District.

Sincerely;


Jared S. Inman, P.E.



December 17, 2025

City of Fayetteville
125 W Mountain St.
Fayetteville, AR 72701

Attn: Development Services

Re: Ashwood Townhomes LSD – Variance Request (Pedestrian Connection)

We respectfully request a variance from UDC 166.23(C)(4)(a) for the ground floor residential units adjacent to S. Ashwood Road and S. Razorback Road. This section of the code requires a direct pedestrian connection from each ground floor unit to an adjacent public street.

The subject property is located within the Hillside Hilltop Overlay District, and the existing topography presents significant constraints. Due to steep grade changes along the eastern boundary, a continuous retaining wall is required adjacent to most of the public street frontage. These conditions make it impractical and infeasible to provide individual pedestrian connections from each ground floor unit to the public right-of-way.

While retaining walls are necessary along the frontage, the wall is not entirely continuous. The wall begins near the overhead utility line, breaks at a central location to allow pedestrian access, and then continues along S. Ashwood Road. This break is intentionally designed to provide a safe and functional pedestrian connection to the public right-of-way. Additional pedestrian connection points are also proposed along S. Razorback Road, however, these connections are subject to review and approval by the Arkansas Department of Transportation (ARDOT). The applicant has initiated coordination with ARDOT to confirm feasibility and will comply with any requirements or conditions resulting from that review.

To address pedestrian access while respecting the site constraints, the proposed development will provide pedestrian connections to the public right-of-way at the primary site entrances as well as a centrally located access point within the site. These access points allow pedestrians to reach the public street and then circulate internally to their destinations in a safe and functional manner.

The requested variance maintains the intent of the code by ensuring reasonable pedestrian access while accommodating the unique topographic limitations of the site. We appreciate your consideration of this request.

Sincerely;


Jared S. Inman, P.E.



JORGENSEN
+ASSOCIATES
Civil Engineering · Surveying

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Office: 479.442.9127
www.jorgensenassoc.com
Established 1985

December 17, 2025

City of Fayetteville
125 W Mountain St.
Fayetteville, AR 72701

Attn: Development Services

Re: Ashwood Townhomes LSD – Variance Request (Roof Form)

We respectfully request a variance from UDC 166.23 related only to the roof form. The architectural style of the project requires a flat roof across all buildings. All other requirements of UDC 166.23 will be met in full, including variations in building color, material, and repetition limits, to ensure a visually diverse and cohesive development.

The variance will allow the design to maintain its intended modern aesthetic while continuing to meet the purpose and spirit of the code in all other respects.

We appreciate your consideration of this request and are available to provide additional information or discuss the proposal further.

Sincerely;



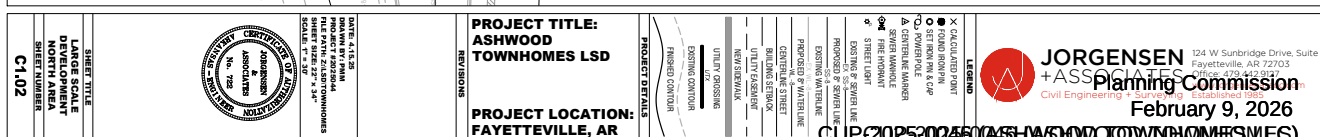
Jared S. Inman, P.E.

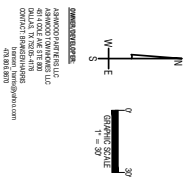


JUNTOS B1 ZONING		
BUILDING NO.	RM-24	CS
1	9	
2	8	
3	8	
4	7	
5	3	1
6		4
7		4
8		6
9		6
10		6
11	4	4
12		6
13	3	5
14	5	
15	5	
16		4
17	4	6
18		4
19		6
20		6
21		5
22	4	
23	5	
24	5	
25	5	
26	4	
TOTAL	71	69
ZONING PERCENTAGE	411	4.58
DENSITY	17.3	15.1

BUILDING NO.	BUILDING TYPE	PARKING COUNT BY BUILDING				TOTAL		TOTAL PER BUILDING
		2 BED UNITS	3 BED UNITS	4 BED UNITS	TOTAL UNITS	GARAGE SPACES	PER BUILDING	
1	WALK-OUT	0	9	0	9	27	18	
2	WALK-OUT	0	8	0	8	24	16	
3	WALK-OUT	0	8	0	8	24	16	
4	ASPHOOD	5	0	2	7	18	14	
5	ASPHOOD	2	0	2	4	12	8	
6	ASPHOOD	2	0	2	4	12	8	
7	ASPHOOD	2	0	2	4	12	8	
8	ASPHOOD	2	0	2	4	12	8	
9	ASPHOOD	4	0	2	6	16	12	
10	WALK-OUT	0	0	4	4	16	8	
11	WALK-OUT	0	0	4	4	16	8	
12	WALK-OUT	0	0	6	6	24	12	
13	WALK-OUT	0	8	0	8	24	16	
14	WALK-OUT	0	5	0	5	15	10	
15	WALK-OUT	0	5	0	5	15	10	
16	WALK-OUT	0	0	4	4	16	8	
17	WALK-OUT	0	0	4	4	16	8	
18	WALK-OUT	0	6	0	6	18	12	
19	WALK-OUT	4	0	0	4	8	8	
20	WALK-OUT	5	0	0	5	12	12	
21	WALK-OUT	5	0	0	5	10	10	
22	WALK-OUT	5	0	0	5	10	8	
23	WALK-OUT	5	0	0	5	10	10	
24	WALK-OUT	5	0	0	5	10	10	
25	WALK-OUT	5	0	0	5	10	10	
26	WALK-OUT	0	0	4	4	16	8	
TOTAL		53	49	38	140	405	280	

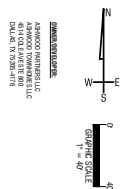
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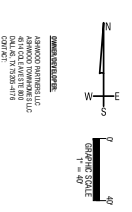


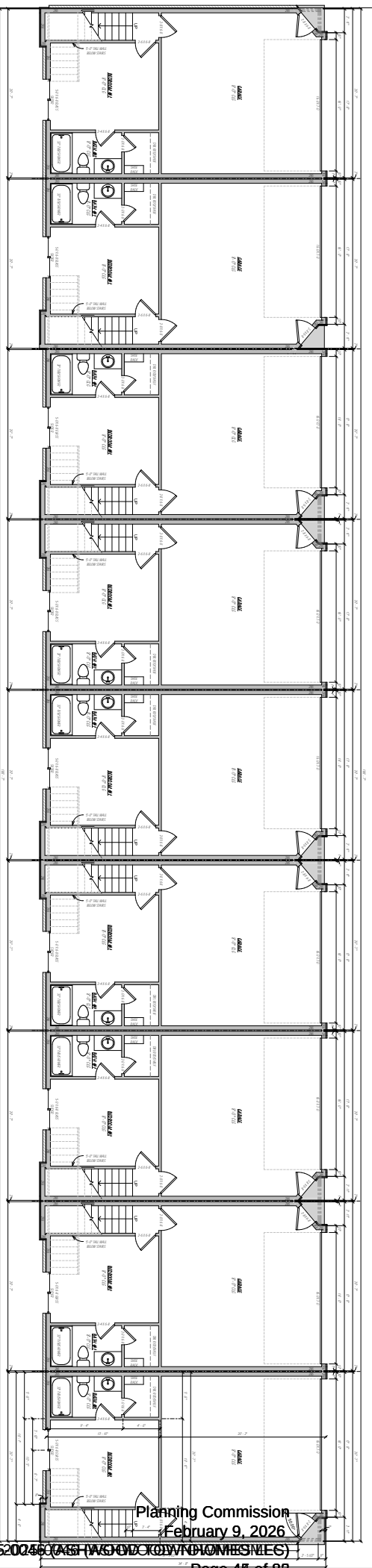


JORGENSEN + ASSOCIATES, PLLC
 124 W Sunbridge Drive, Suite 500
 Fayetteville, AR 72703
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 Fax: 479-444-9001
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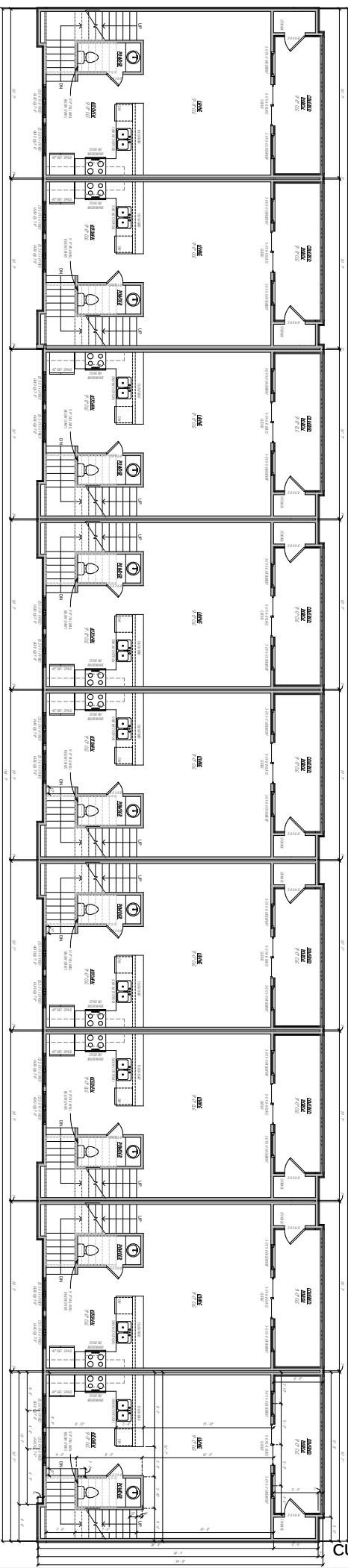
SHEET TITLE LARGE SCALE DEVELOPMENT C1.03		DATE: 1.15.22 PROJECT: 2025-04 SHEET: 22 - 24 SCALE: 1" = 30'	PROJECT TITLE: ASHWOOD TOWNHOMES LSD	PROJECT LOCATION: FAYETTEVILLE, AR	LEGEND X CALCULATED POINT ○ FOUND BOUNDARY ○ SURVEYED & CAP ○ SURVEYED & CAP △ CENTERLINE MARKER ○ SERIES MARKER ○ FIRE HYDRANT ○ EXISTING 3" SEWER LINE ○ EXISTING 18" SEWER LINE ○ EXISTING 30" SEWER LINE ○ EXISTING 42" SEWER LINE ○ EXISTING 60" SEWER LINE ○ EXISTING 72" SEWER LINE ○ EXISTING 84" SEWER LINE ○ EXISTING 96" SEWER LINE ○ EXISTING 108" SEWER LINE ○ EXISTING 120" SEWER LINE ○ EXISTING 132" SEWER LINE ○ EXISTING 144" SEWER LINE ○ EXISTING 156" SEWER LINE ○ EXISTING 168" SEWER LINE ○ EXISTING 180" SEWER LINE ○ EXISTING 192" SEWER LINE ○ EXISTING 204" SEWER LINE ○ EXISTING 216" SEWER LINE ○ EXISTING 228" SEWER LINE ○ EXISTING 240" SEWER LINE ○ EXISTING 252" SEWER LINE ○ EXISTING 264" SEWER LINE ○ EXISTING 276" SEWER LINE ○ EXISTING 288" SEWER LINE ○ EXISTING 300" SEWER LINE	JORGENSEN + ASSOCIATES, PLLC Planning Commission February 9, 2026 CUP 2025-04 (ASHWOOD TOWNHOMES)	124 W Sunbridge Drive, Suite 500 Fayetteville, AR 72703 Phone: 479-444-9000 Fax: 479-444-9001 Civil Engineering • Surveying • Estimating • Planning
		REVISIONS 1.15.22	PROJECT DETAILS FAYETTEVILLE, AR				



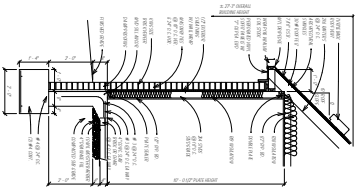




1st Floor Plan
1/8" = 1'-0"



2nd Floor Plan
1/8" = 1'-0"



Typical Section
1/8" = 1'-0"

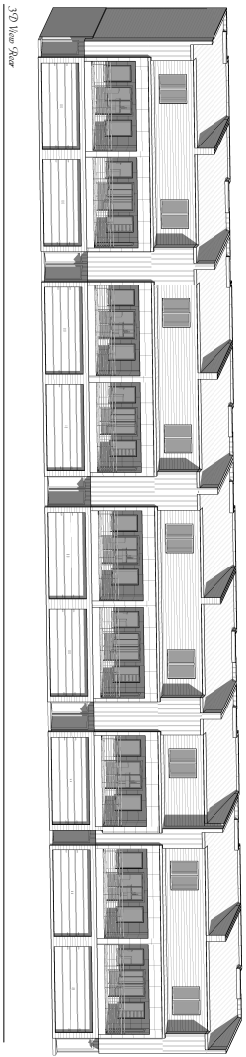
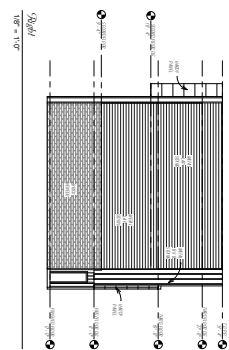
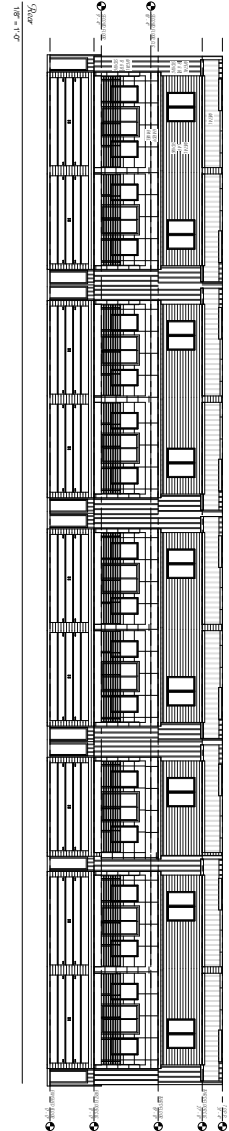
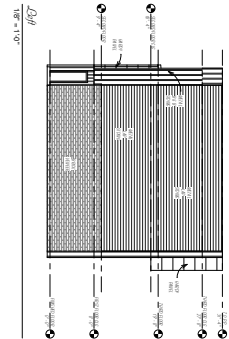
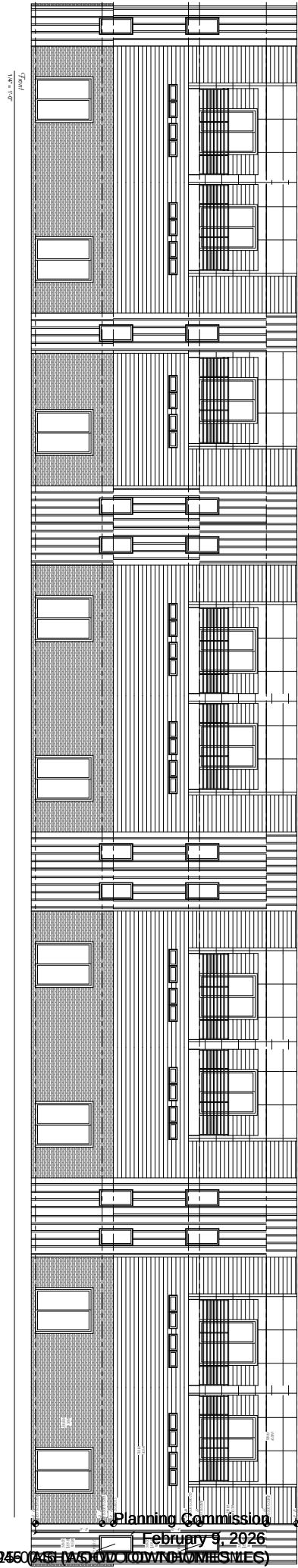
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February 9, 2026

KCP
Kendall Construction Partners

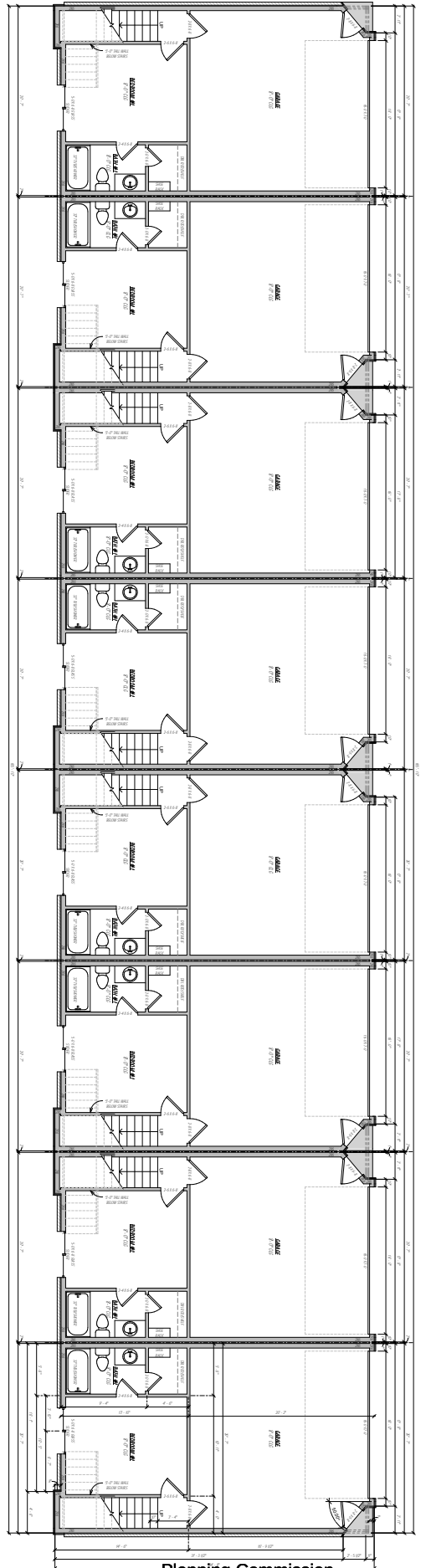
3 KCP Group
Bills
Britten Harris

10000 10th Avenue, Suite 100
Boulder, CO 80501
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www.kcp.com

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Boulder, CO 80501
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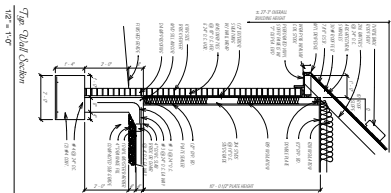
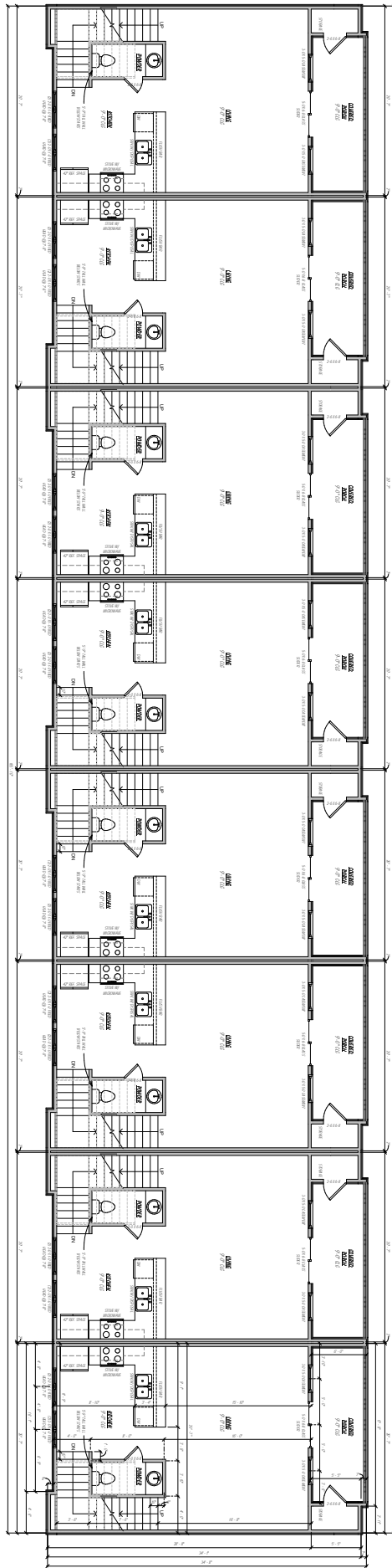
Flow Plan
1/8" = 1'-0"



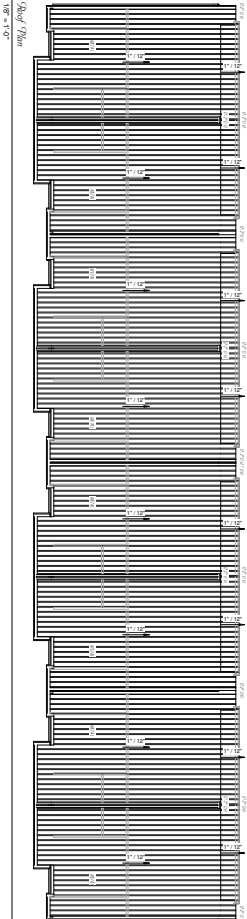
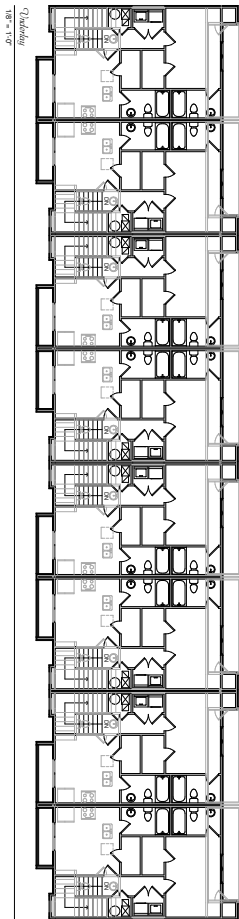
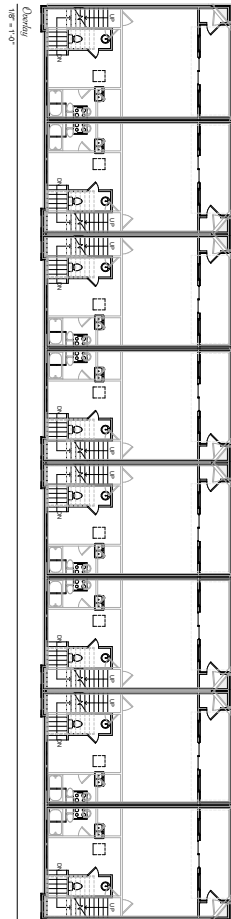
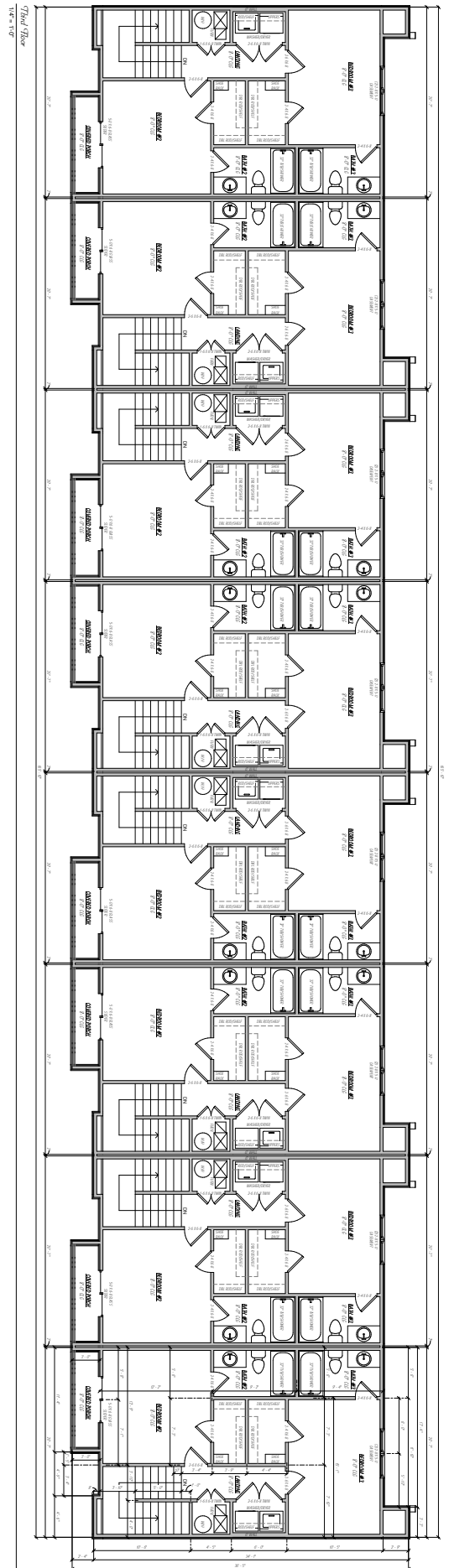
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February 9, 2026

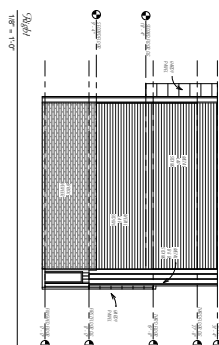
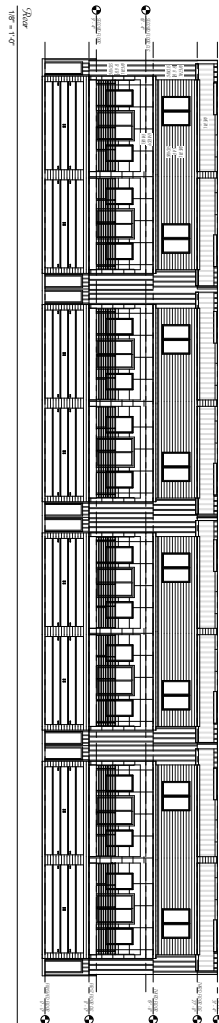
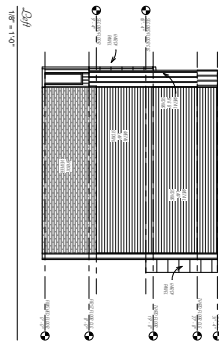
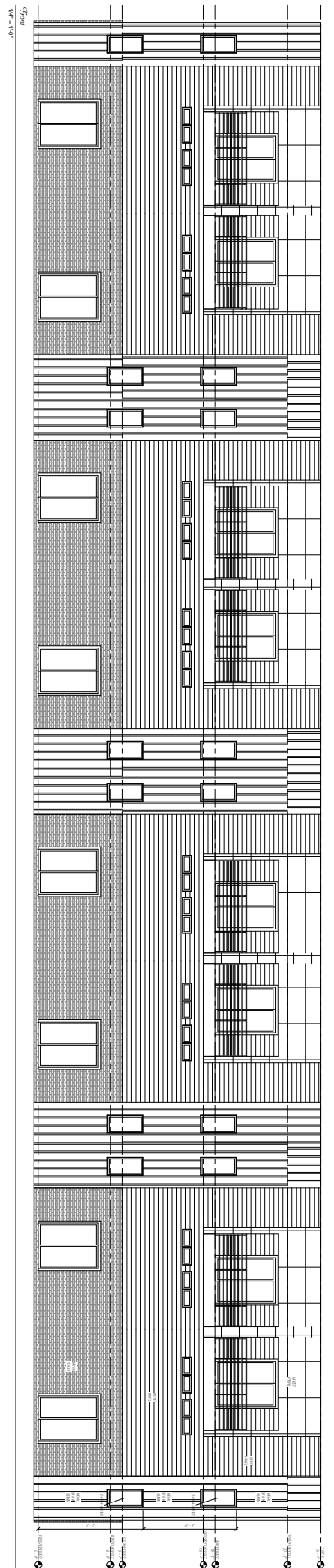
CUP2025-02460 (AS-1) 600 TOWNHOMES (M)

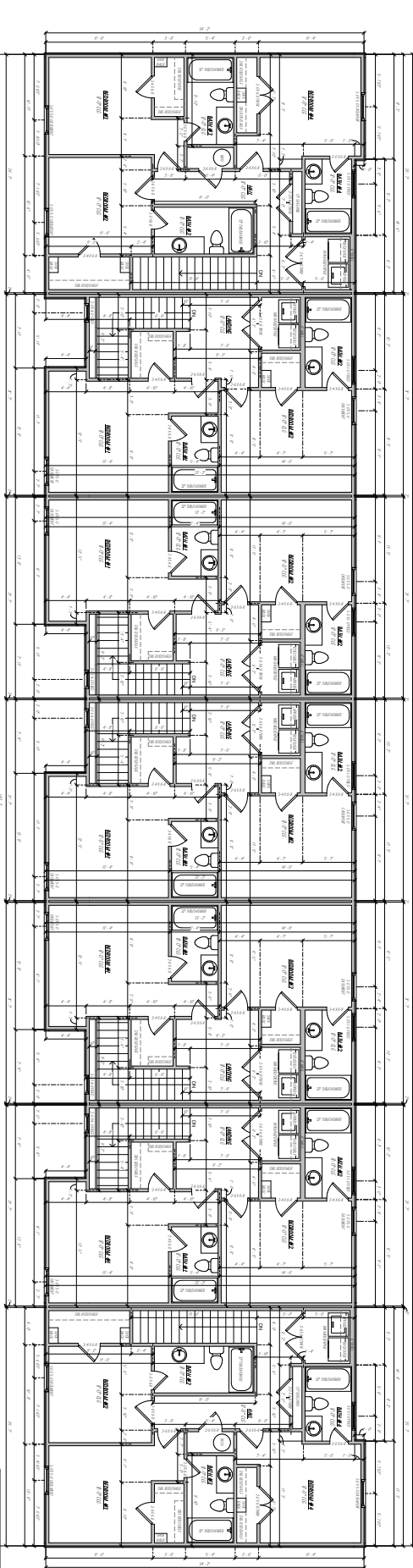
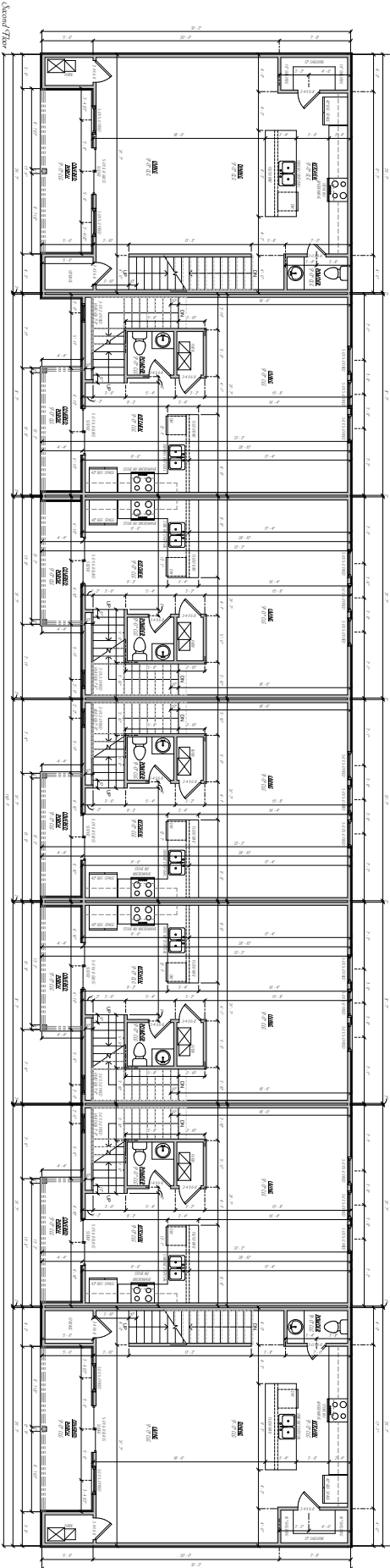
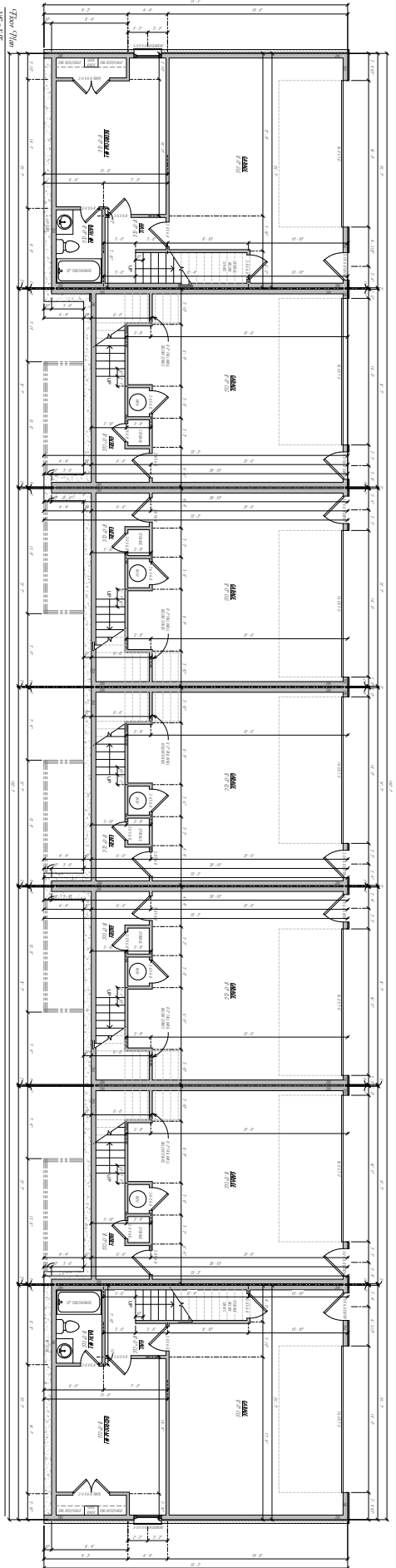
Section View
1/8" = 1'-0"

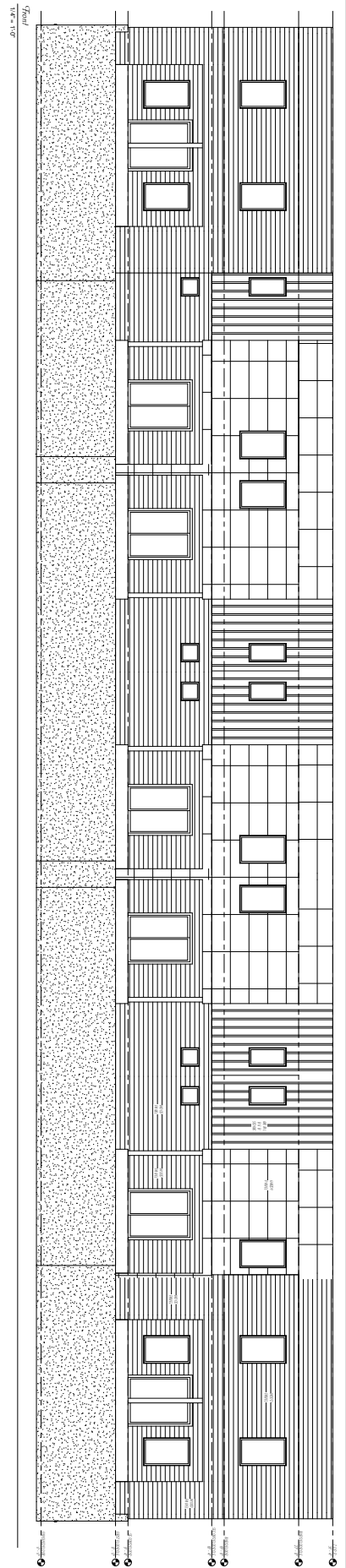


Typ. Unit Section
1/8" = 1'-0"



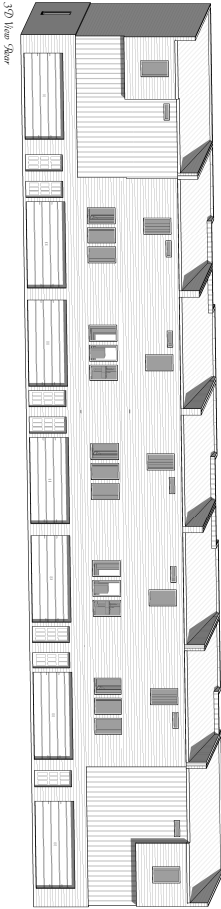
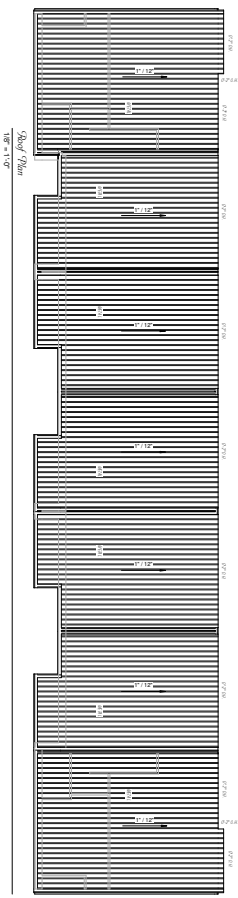
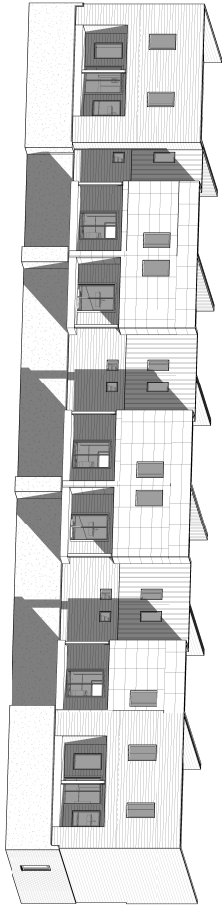
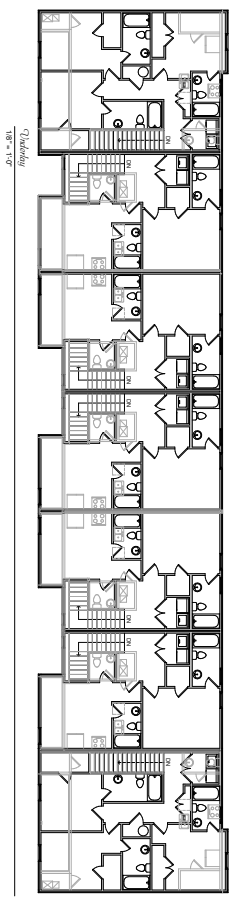
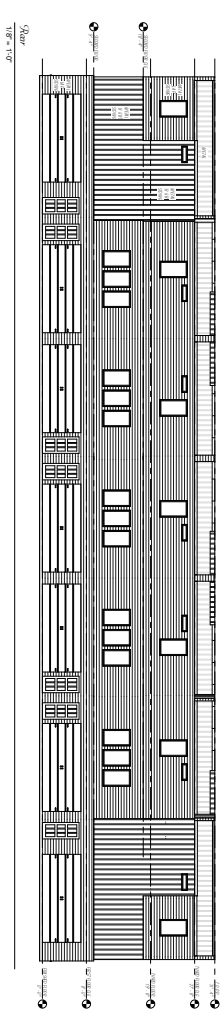
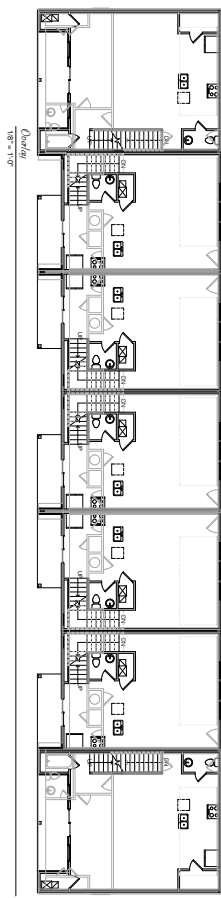
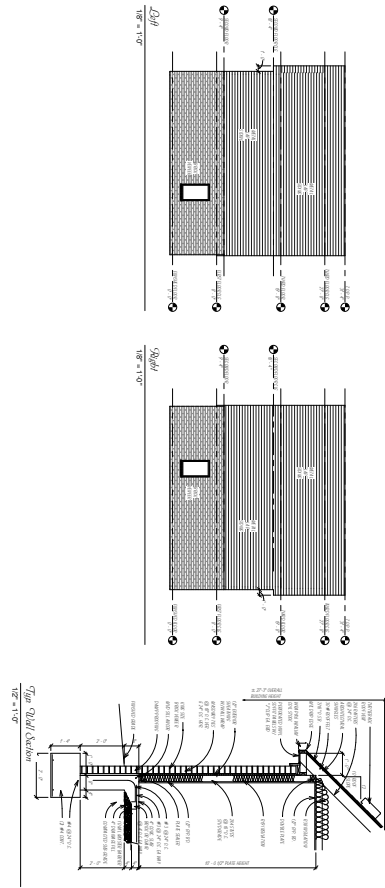


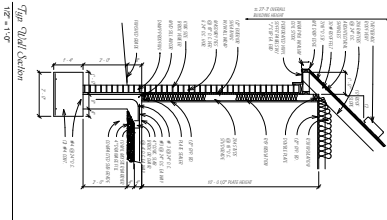
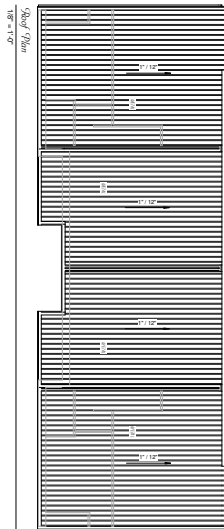
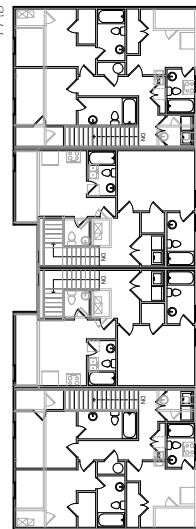
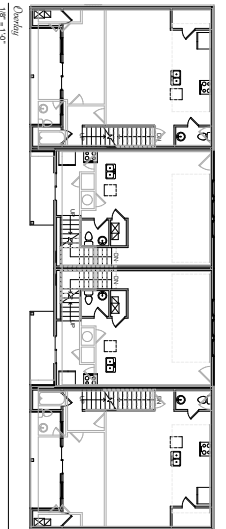
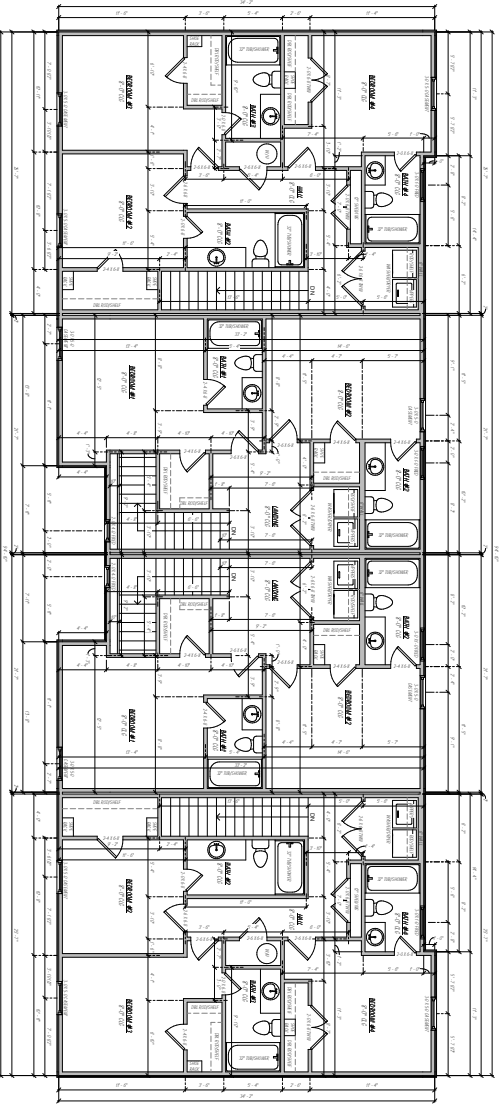
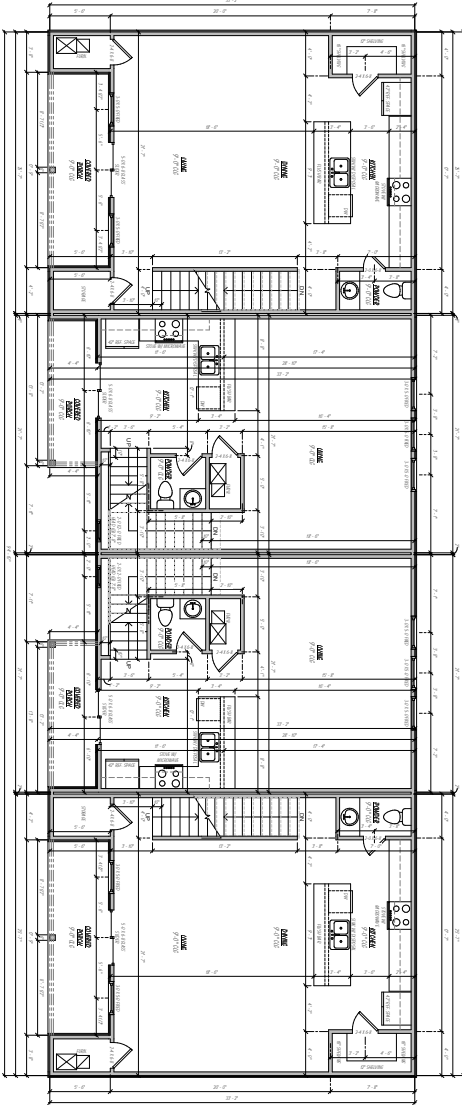
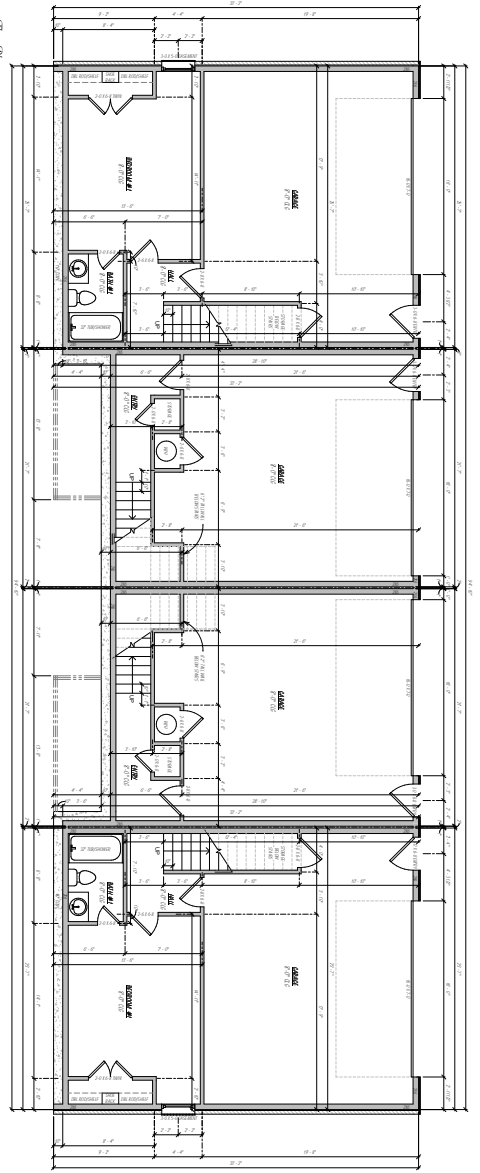


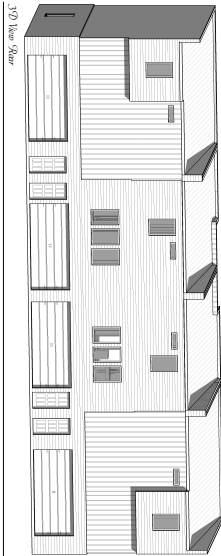
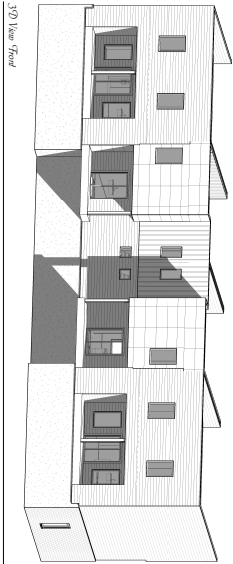
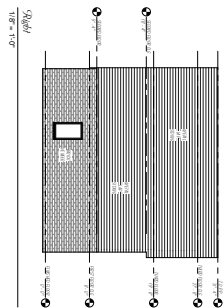
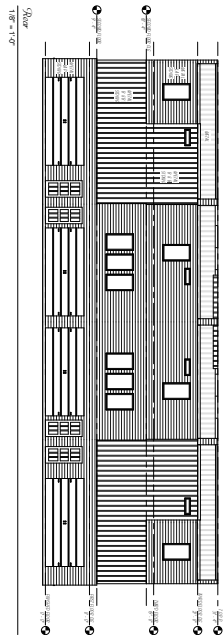
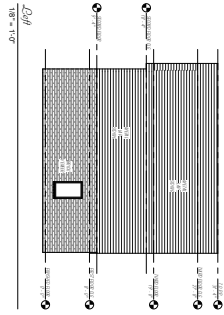
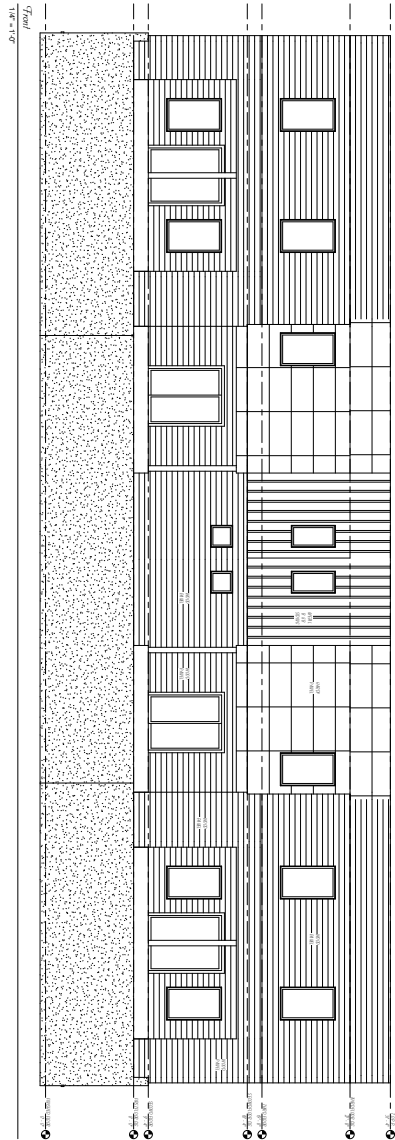


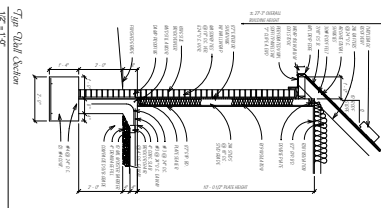
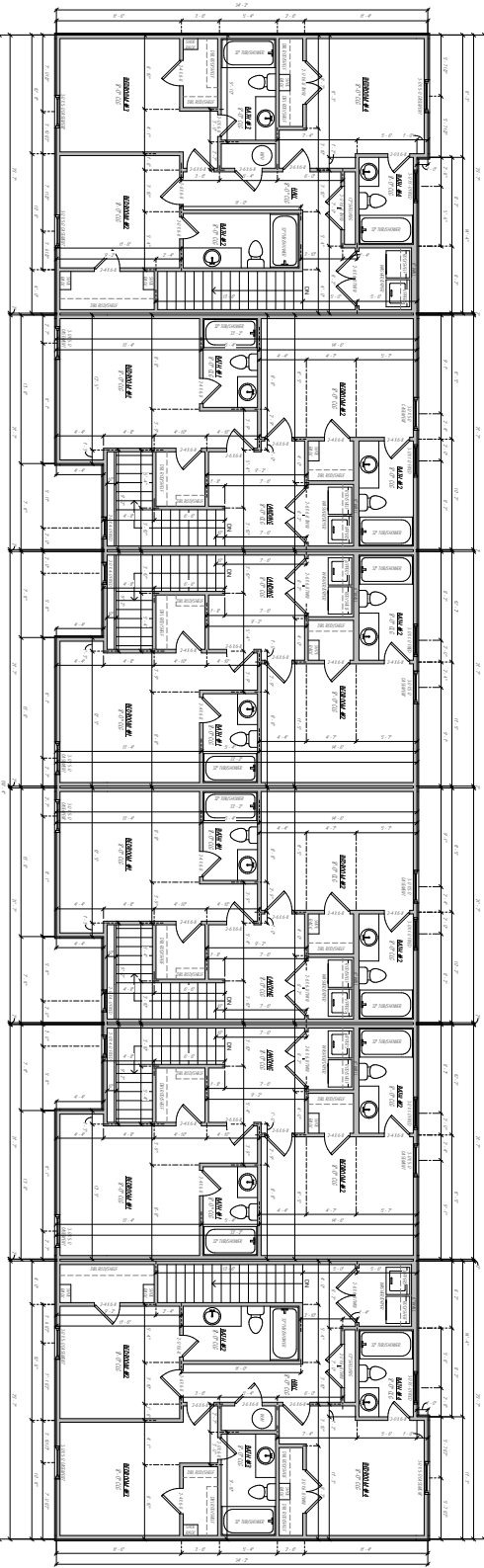
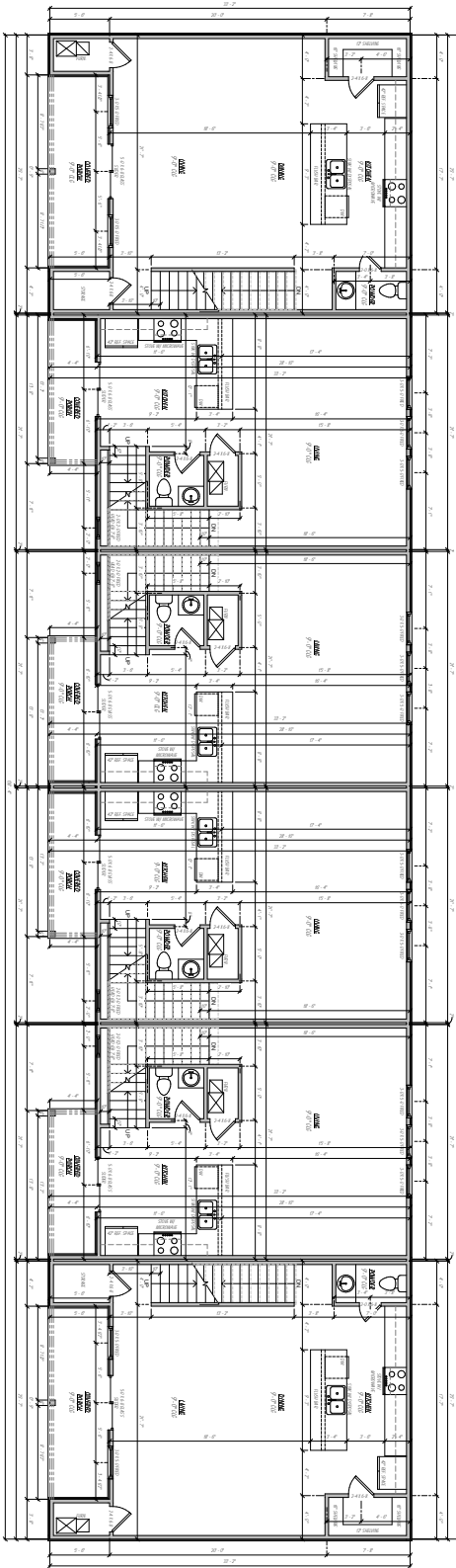
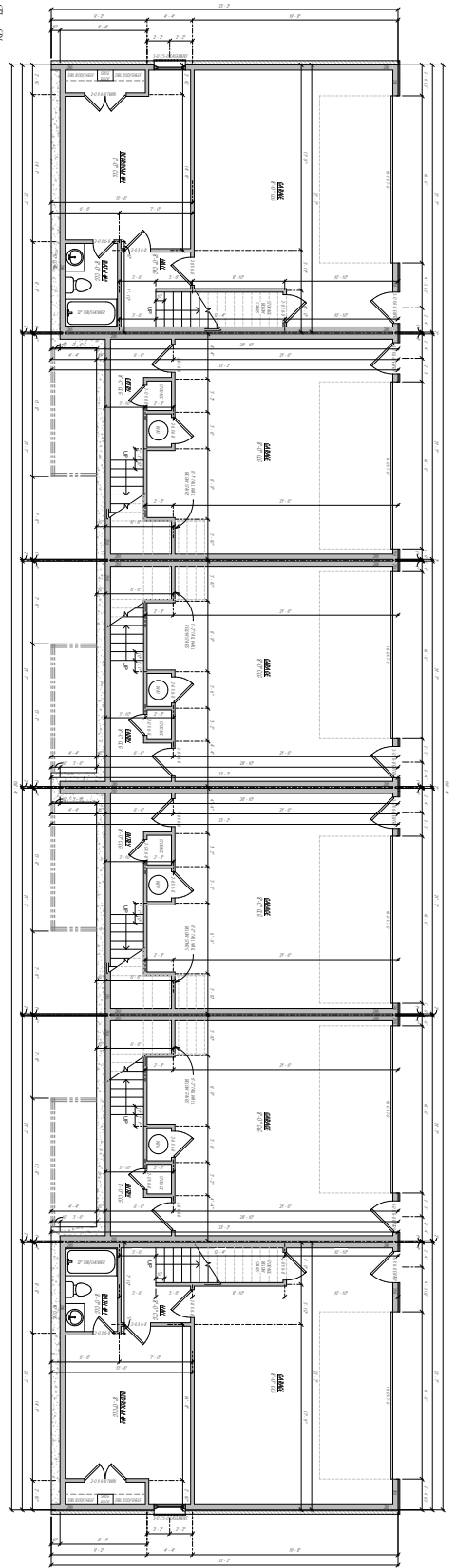
Planning Commission
February 9, 2026

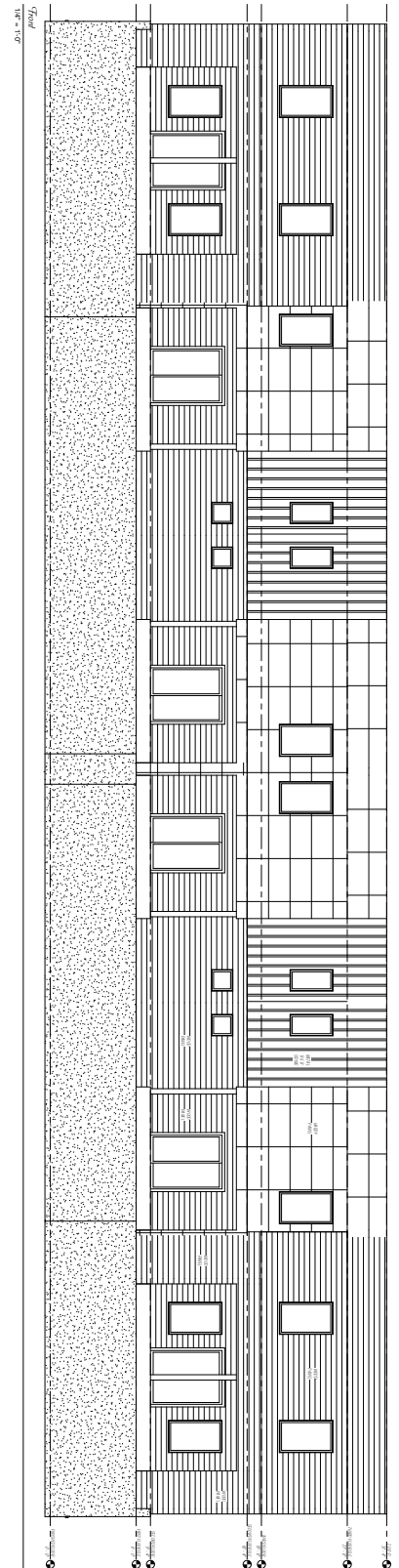
CUP-2025202460(A5-HAS)ODOTOWNHOMES(MES)



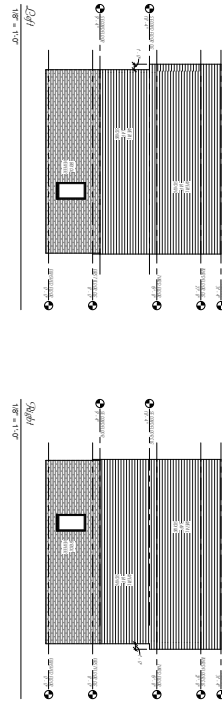






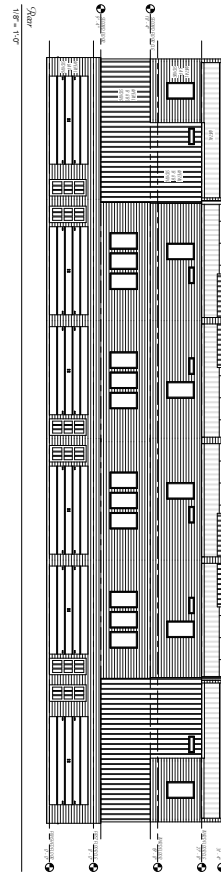


Front
1/8" = 1'-0"



Left
1/8" = 1'-0"

Right
1/8" = 1'-0"



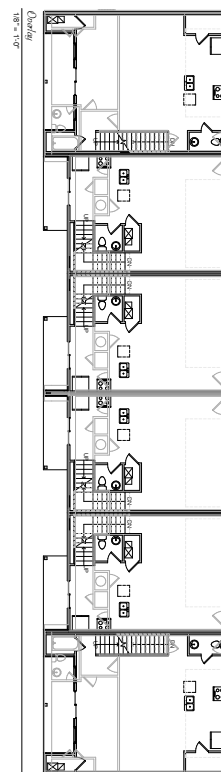
Side
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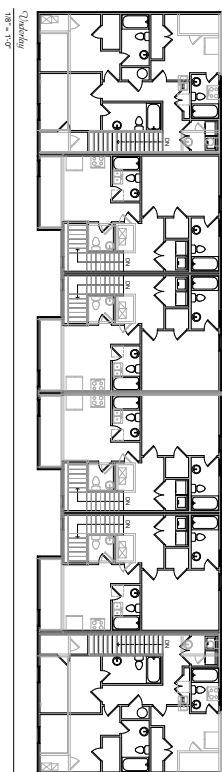
3/4 View Front
1/8" = 1'-0"



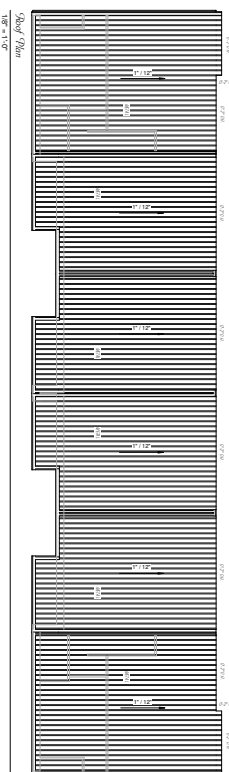
3/4 View Side
1/8" = 1'-0"



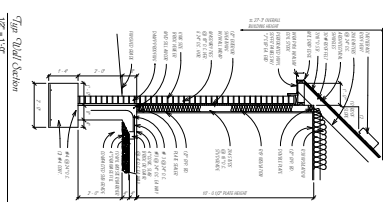
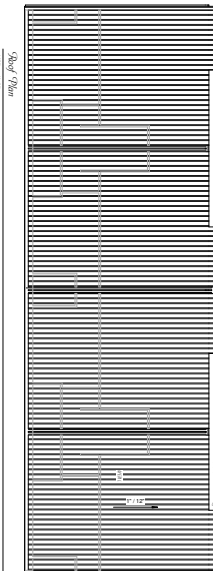
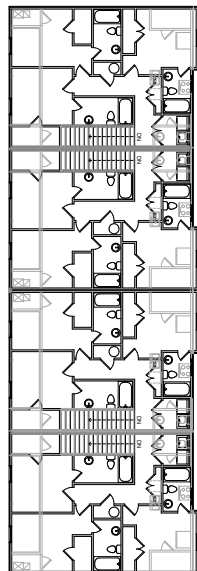
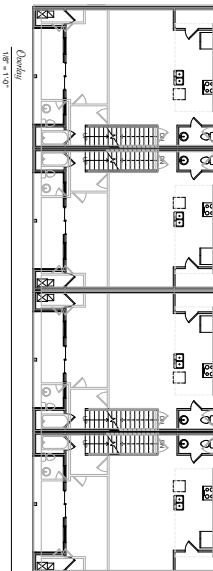
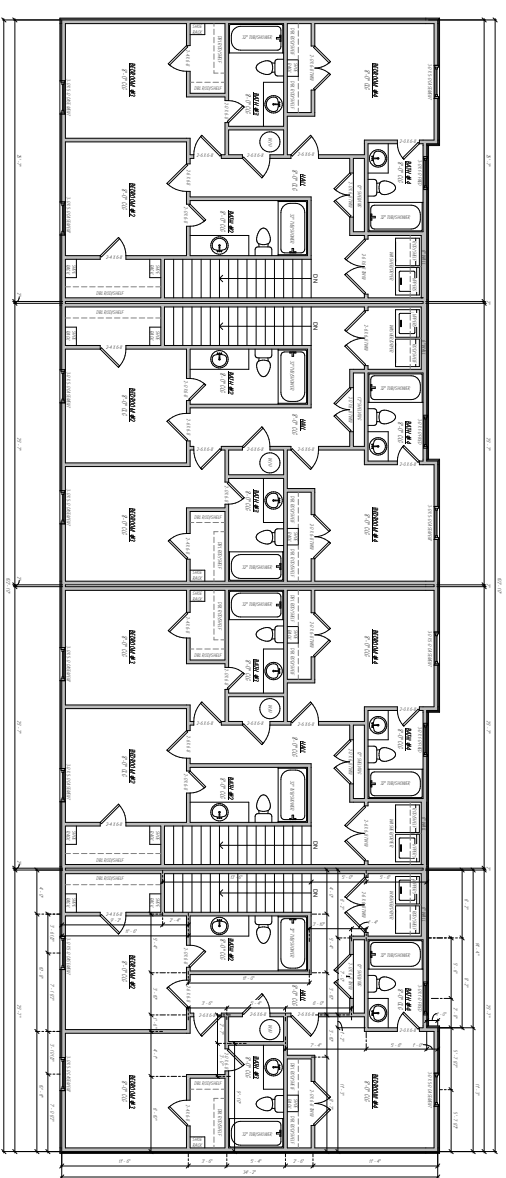
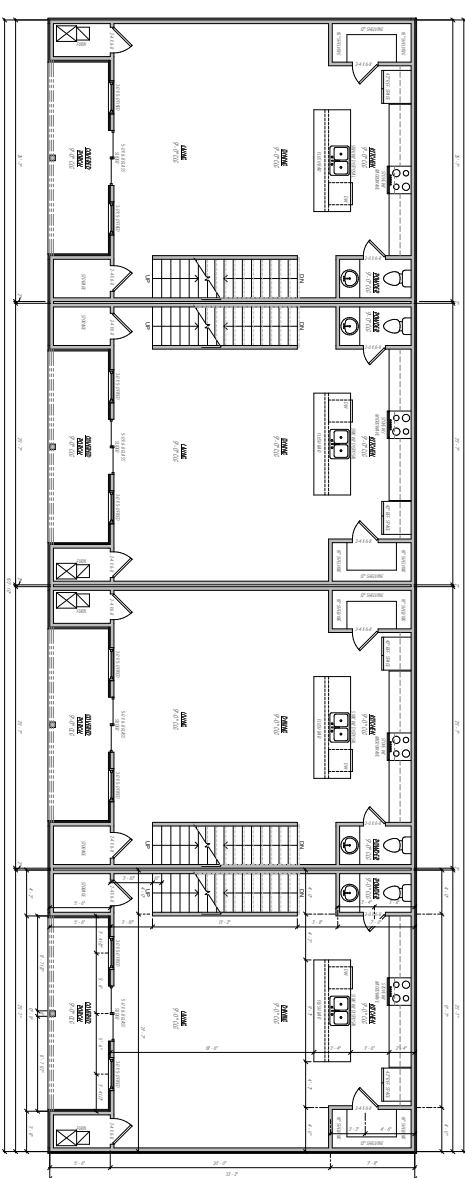
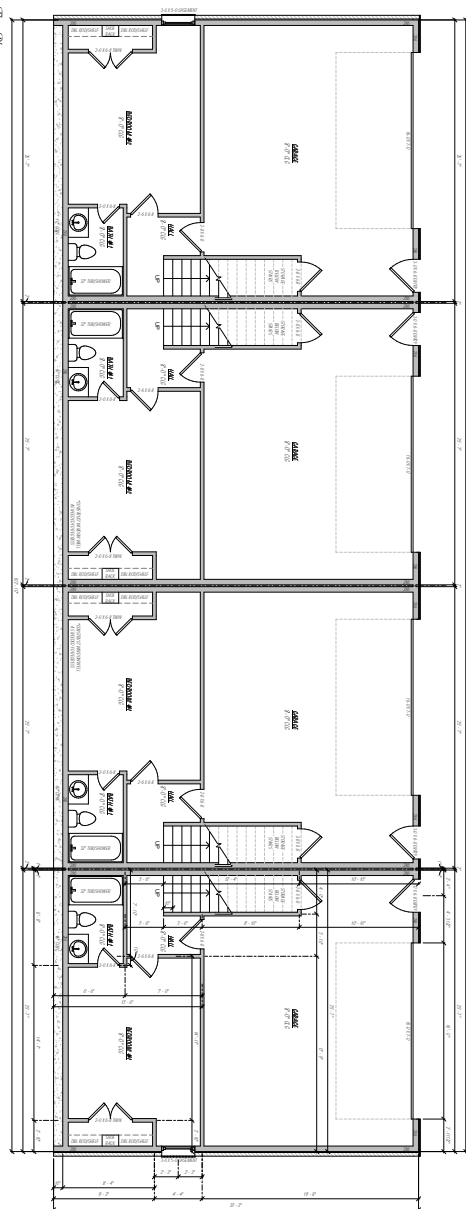
Ground
1/8" = 1'-0"

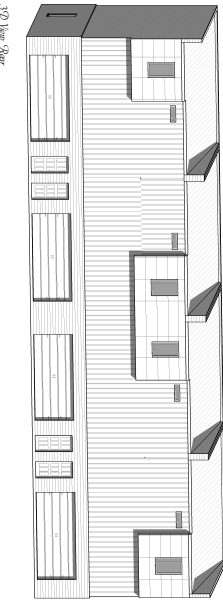
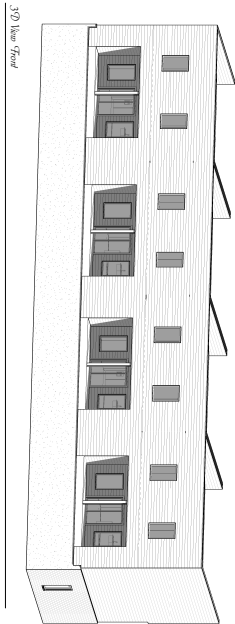
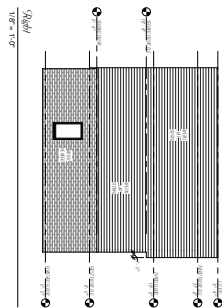
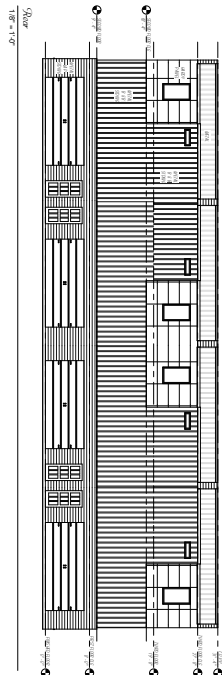
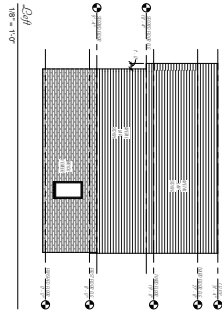
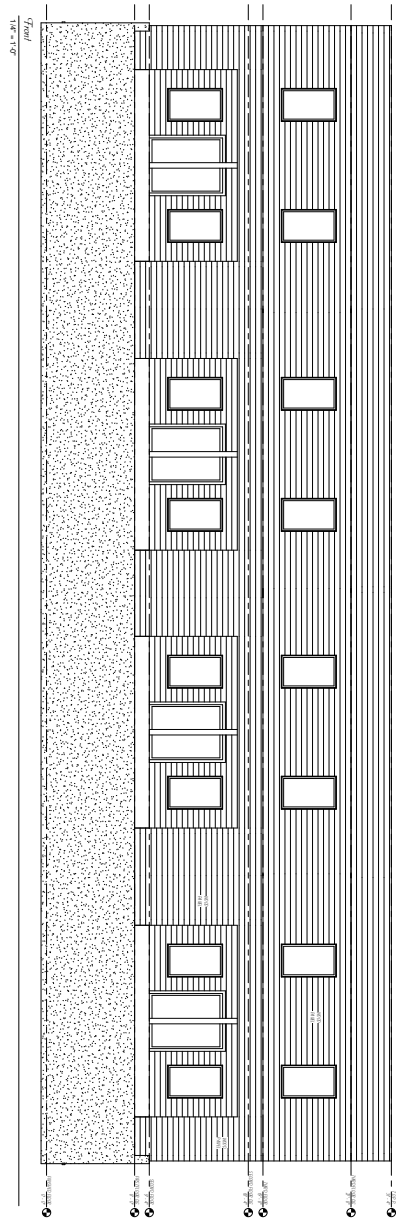


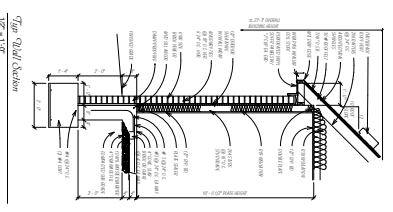
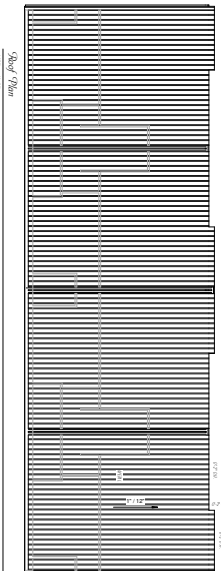
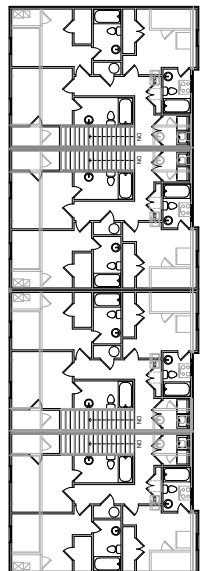
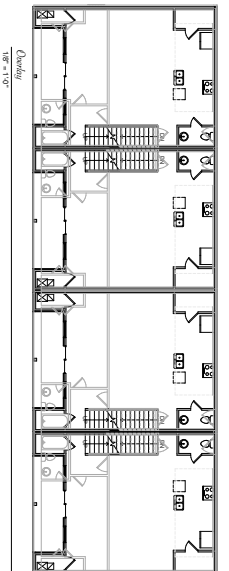
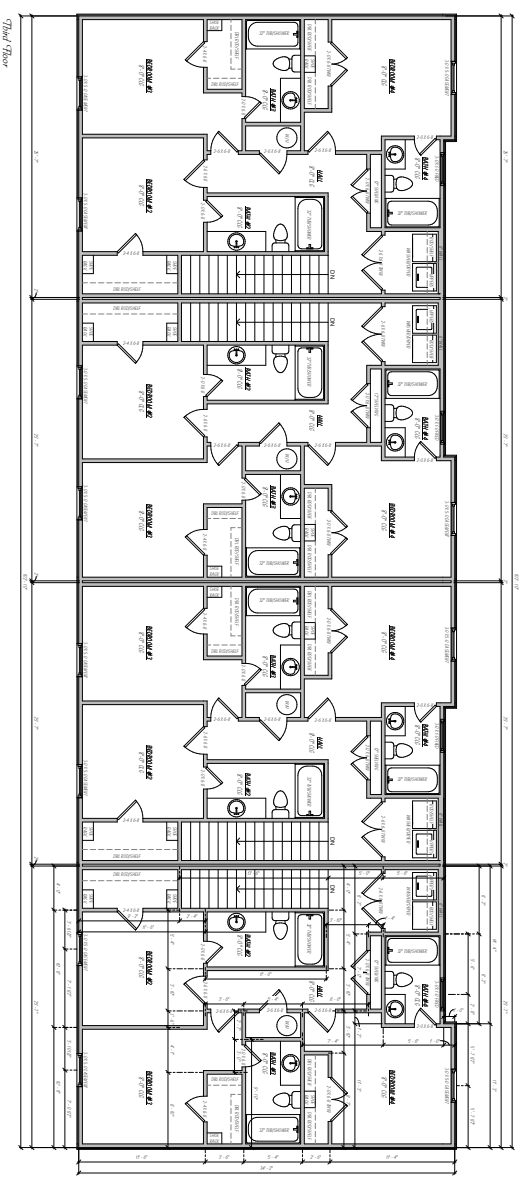
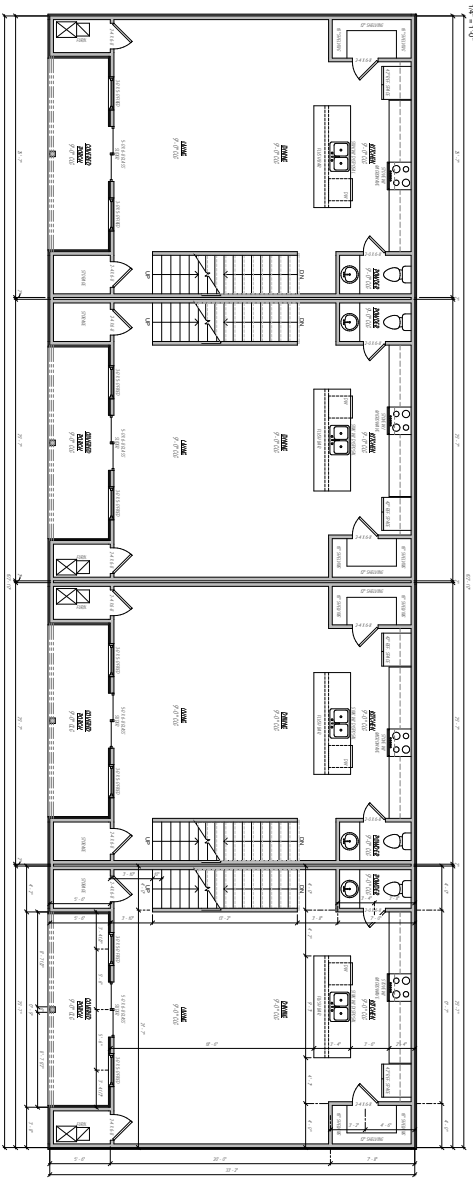
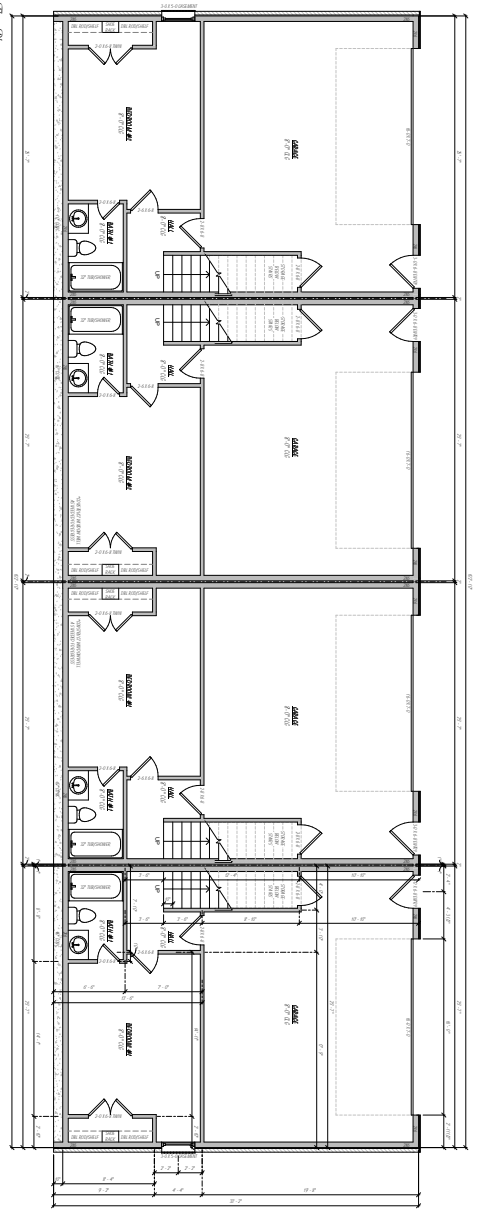
Basement
1/8" = 1'-0"



Roof Deck
1/8" = 1'-0"



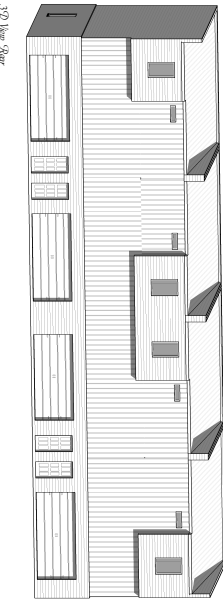
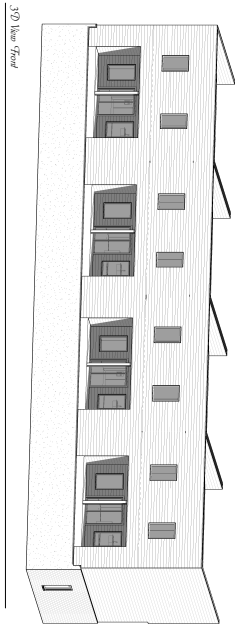
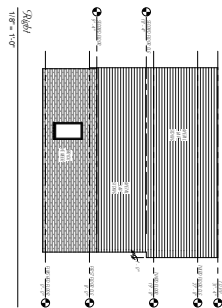
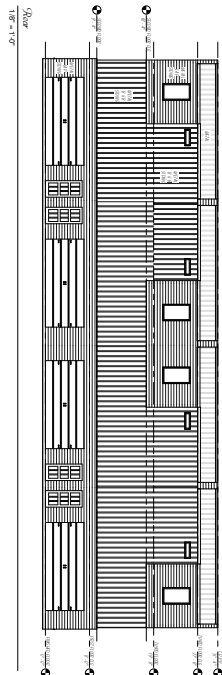
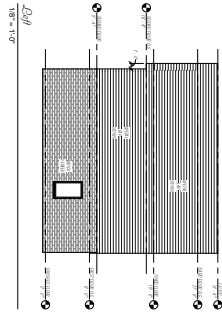
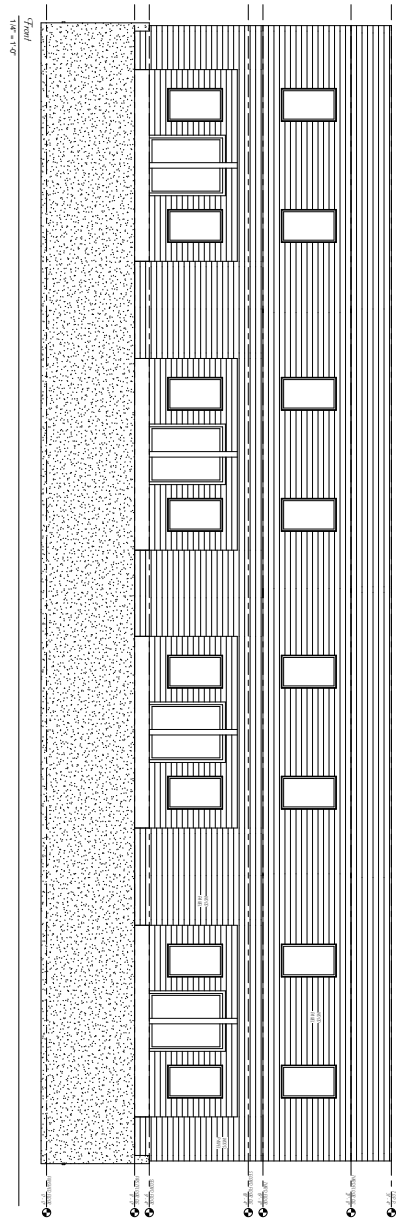


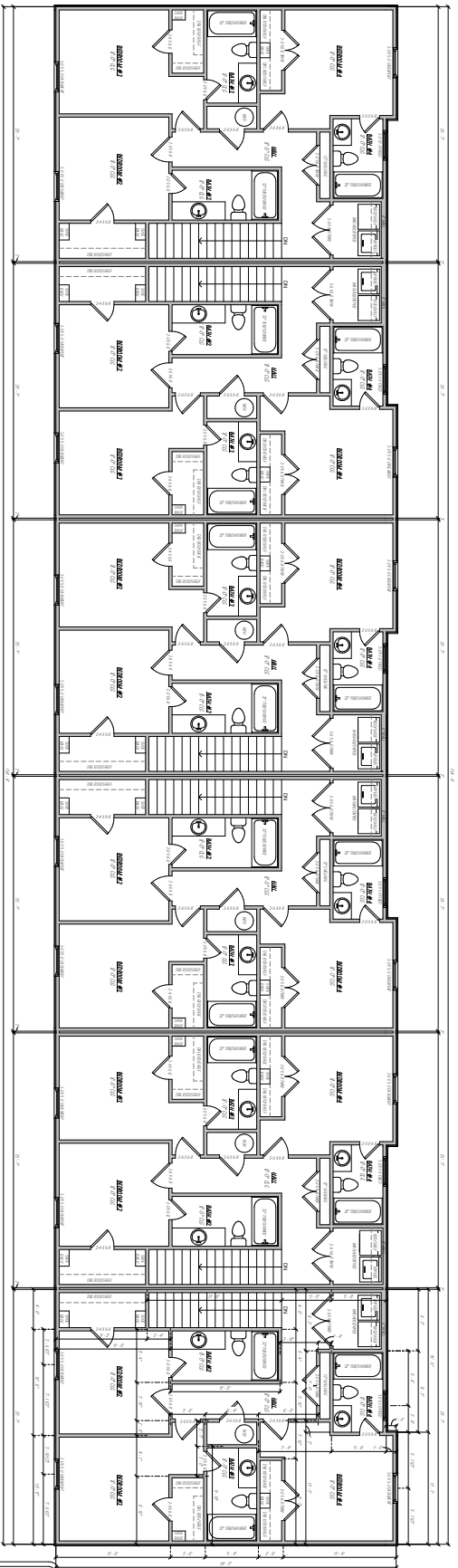
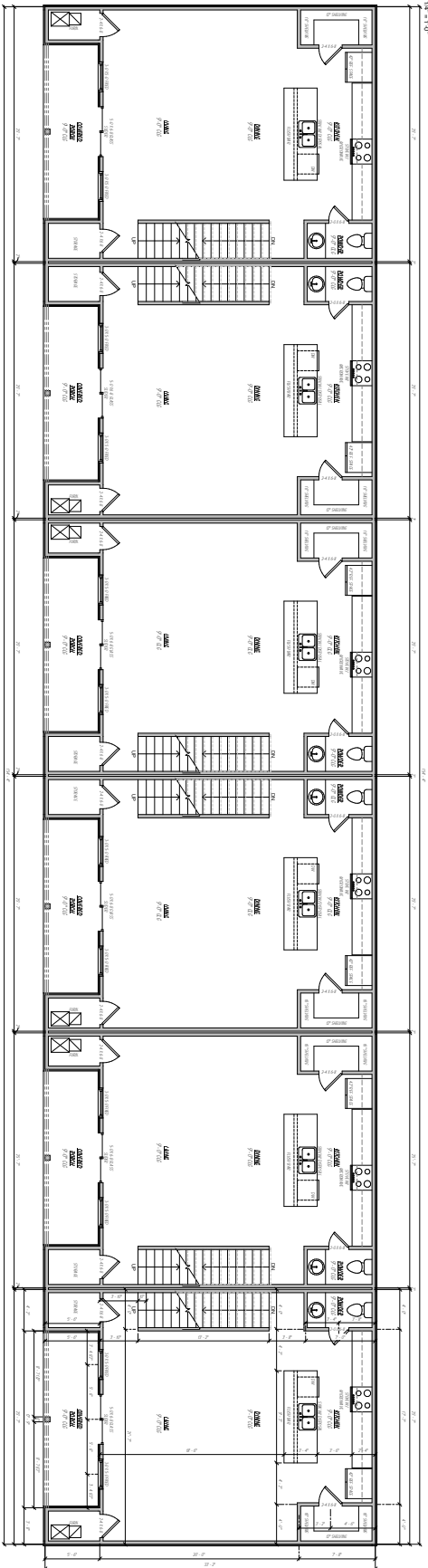
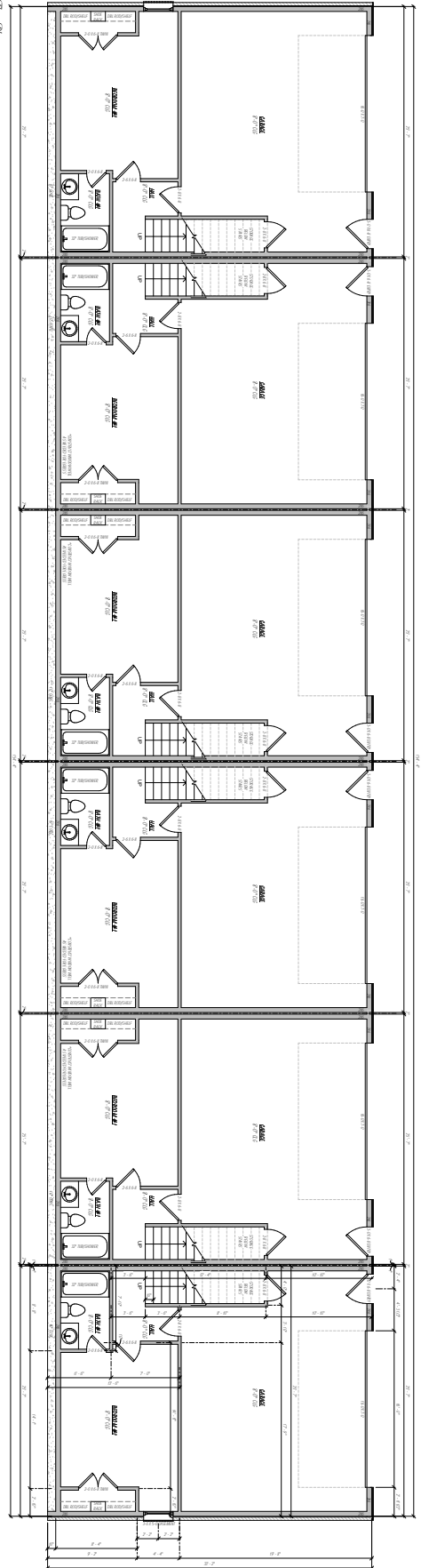


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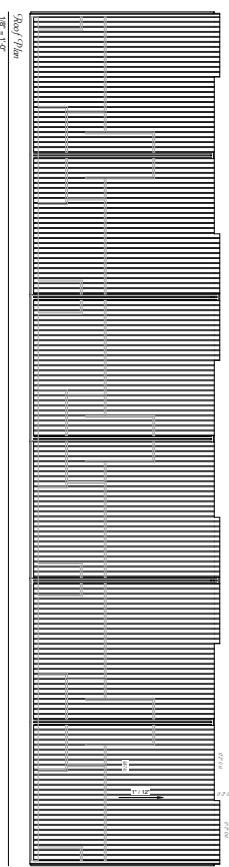
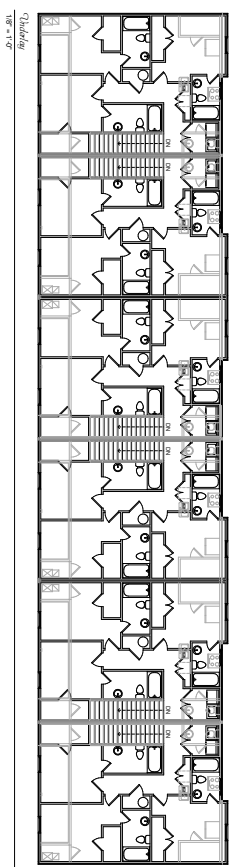
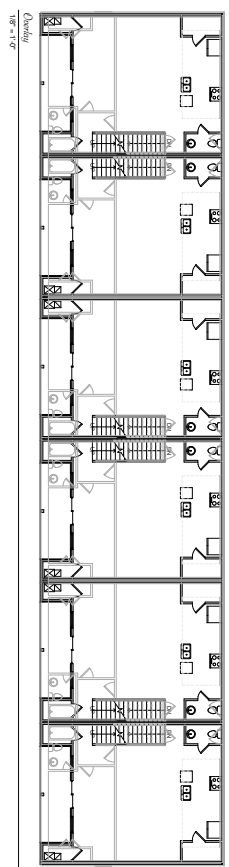
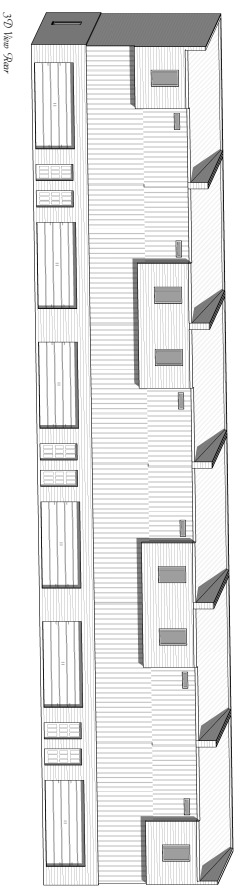
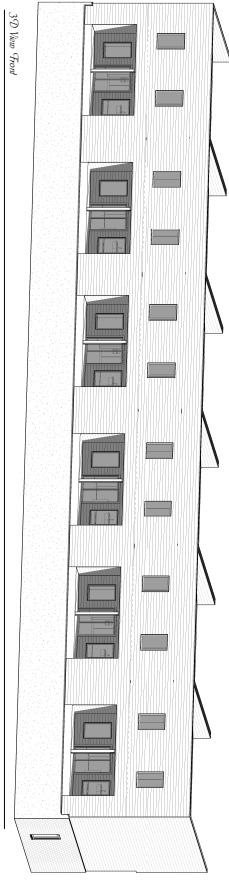
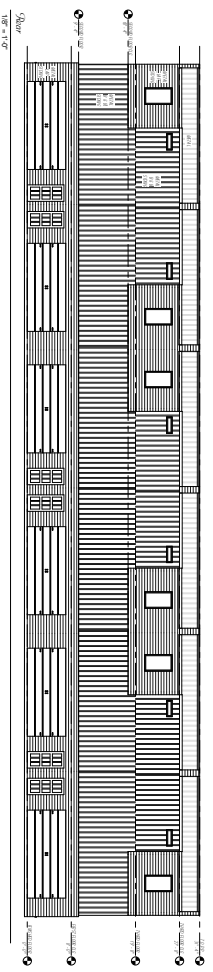
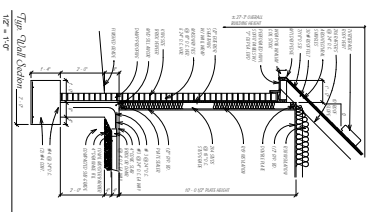
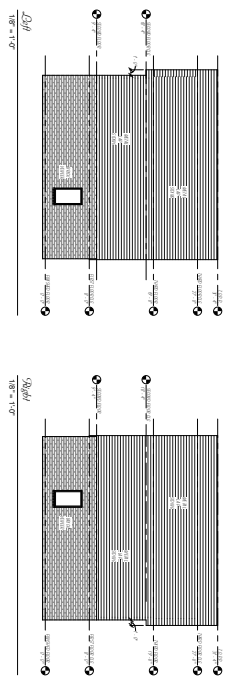
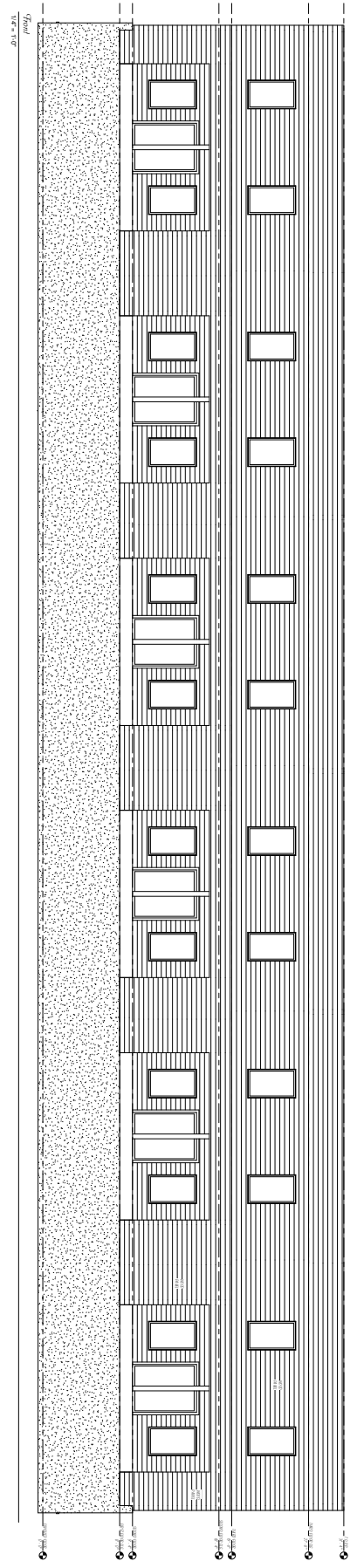
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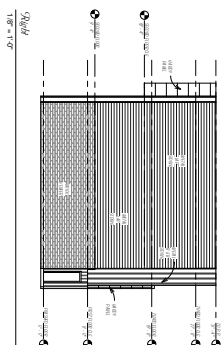
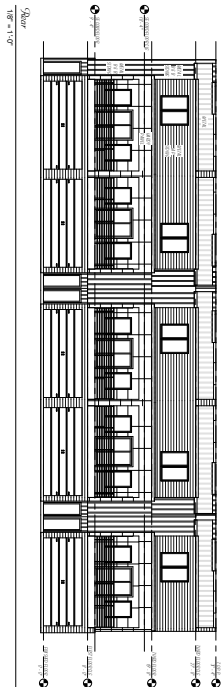
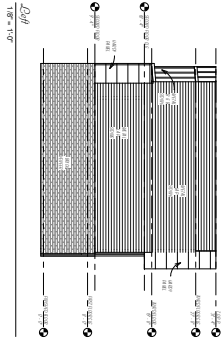
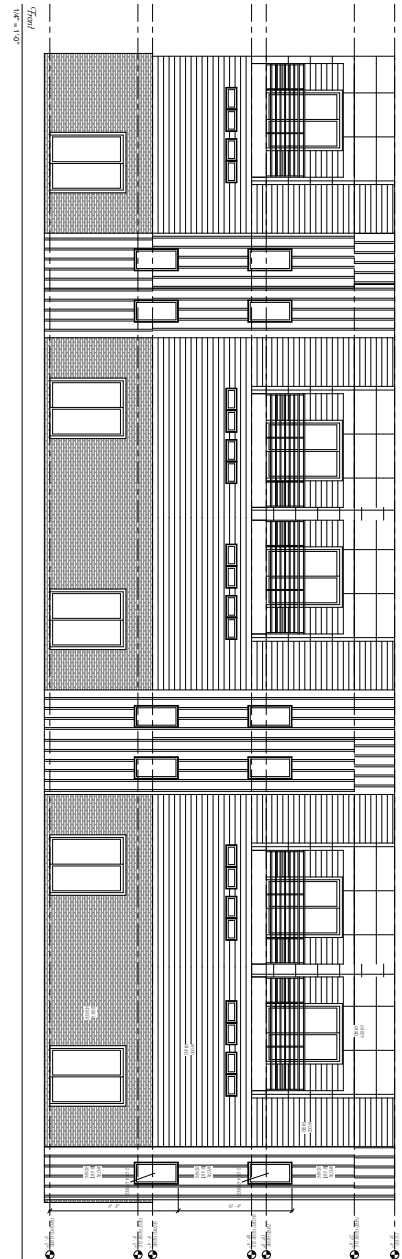
FOR MORE INFORMATION, PLEASE CONTACT:

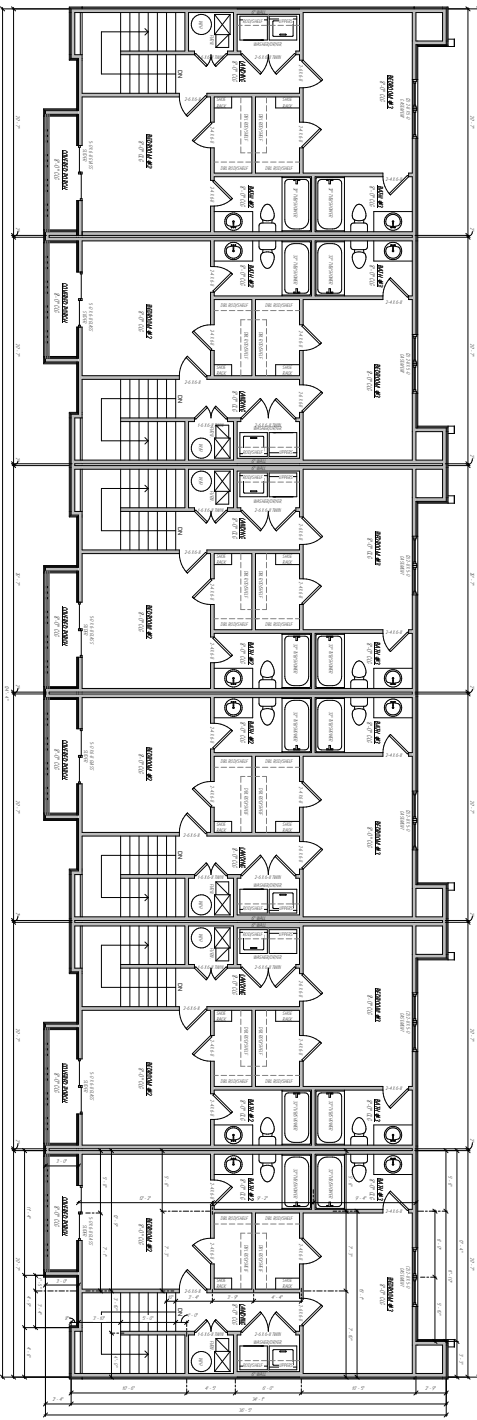
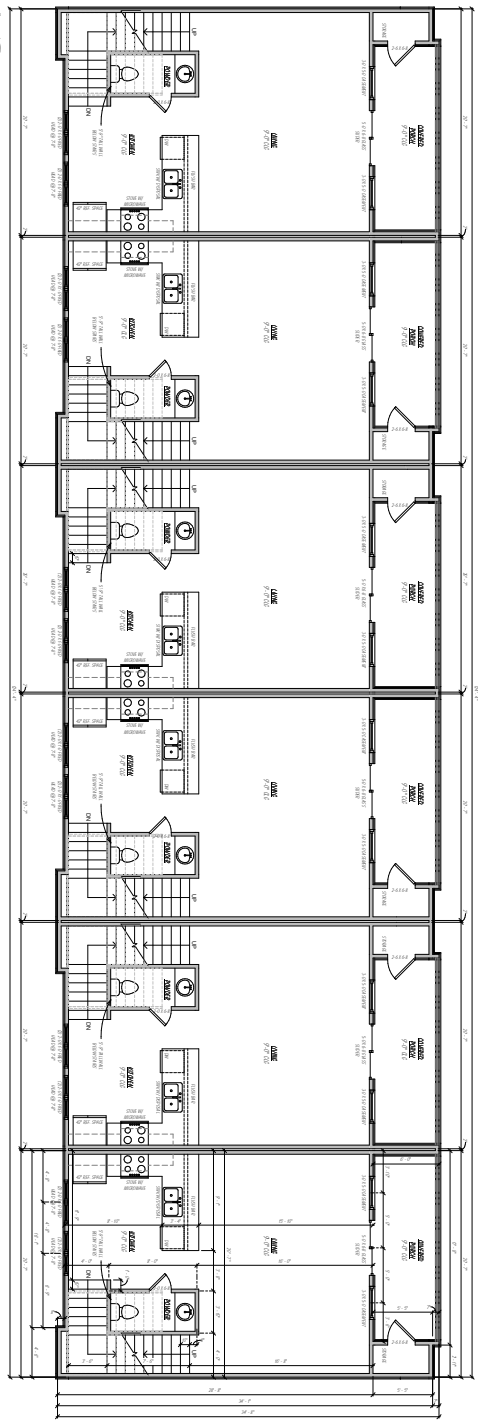
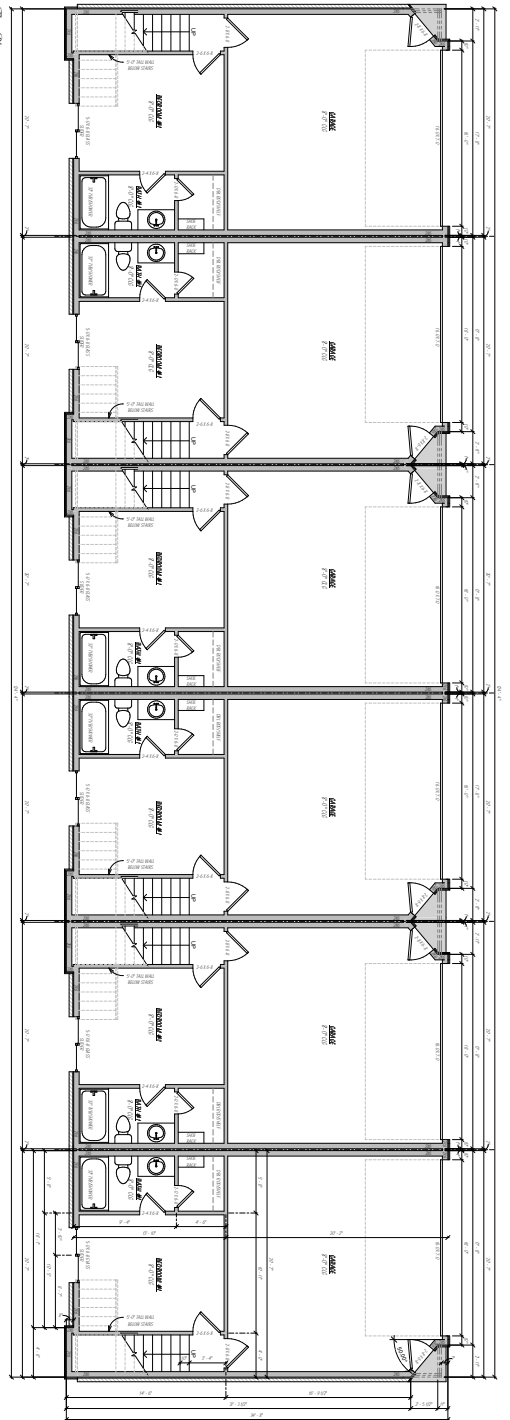
JOHN KENDALL, PRESIDENT
 817.335.1111
 JOHN.KENDALL@KCPINC.COM

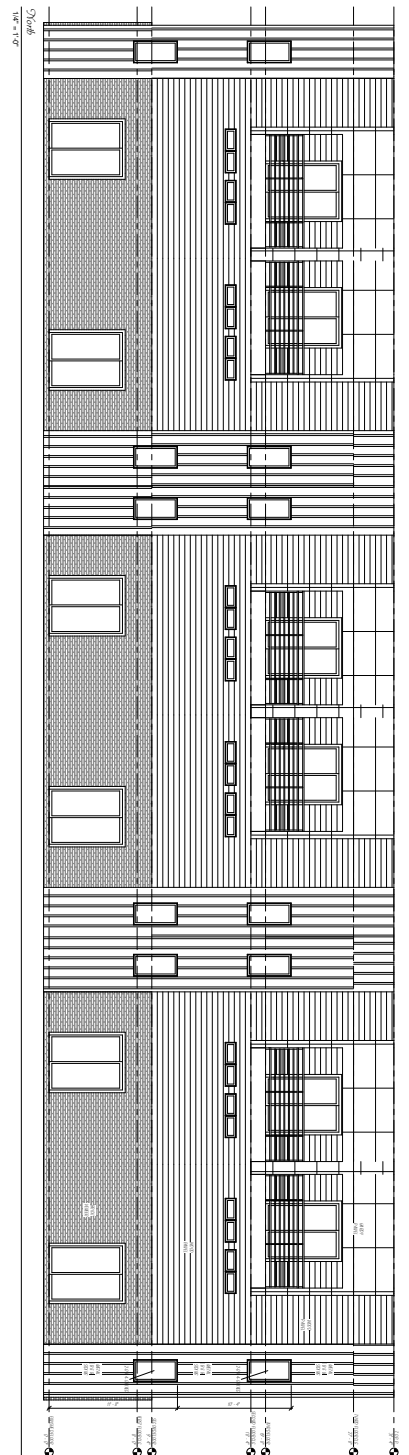
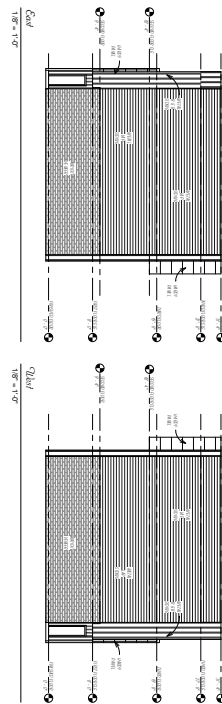
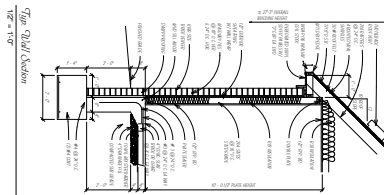
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 DAVID.KENDALL@KCPINC.COM

TRACY KENDALL, VICE PRESIDENT
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 TRACY.KENDALL@KCPINC.COM

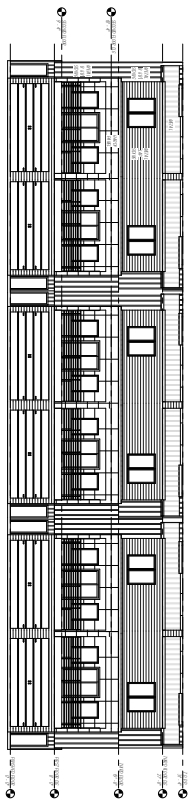







$$\frac{\mathcal{N}_{orb}}{1/4 = 1.0}$$

$$\frac{E_{av}}{1.5 = 1.5}$$


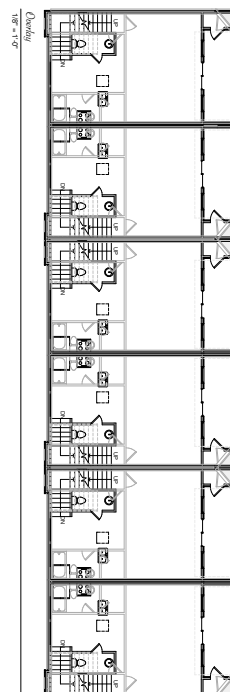
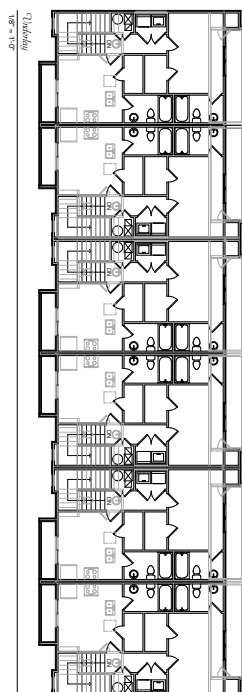
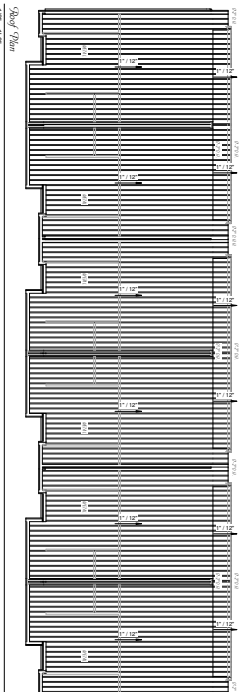
$T_{\text{typ.}} Q_{\text{wall Section}}$


$$\frac{\text{South}}{1/8 = 1.0}$$

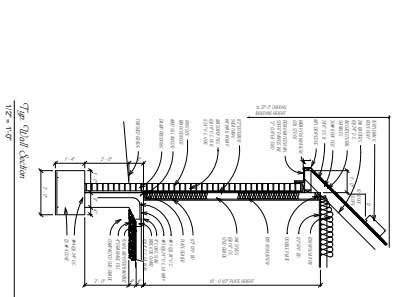
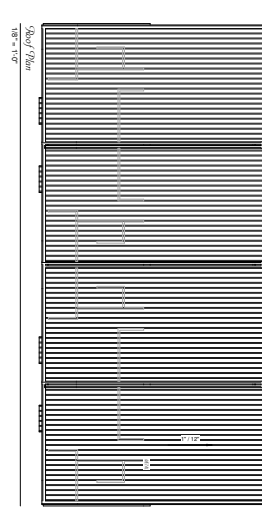
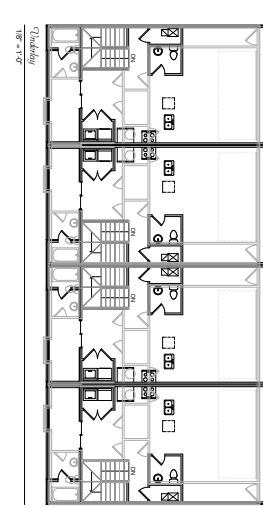
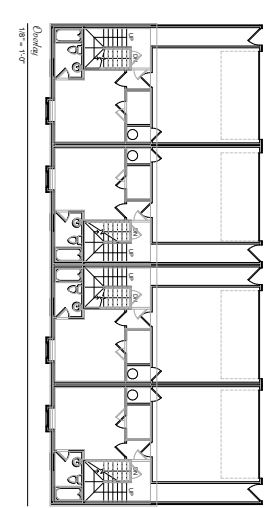
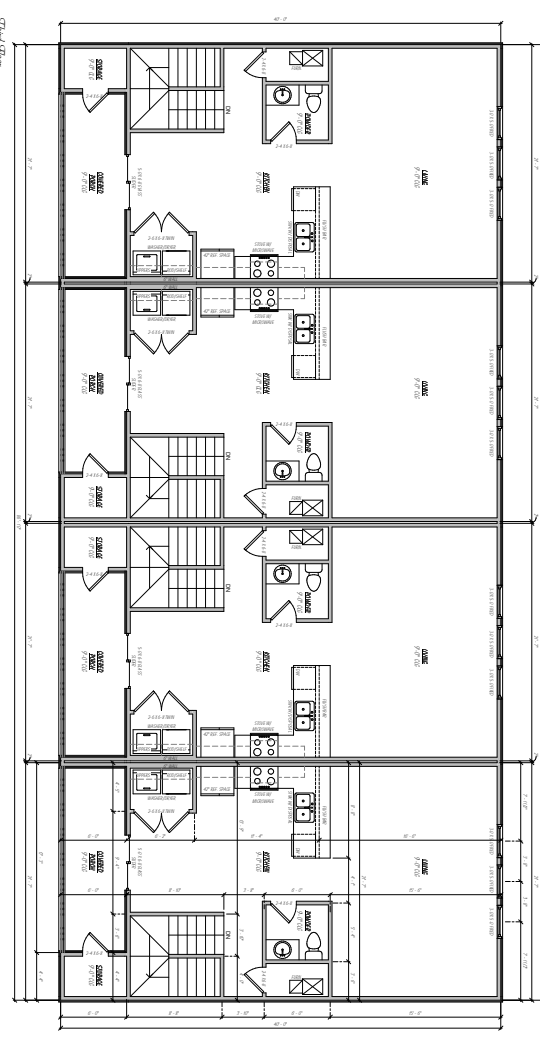
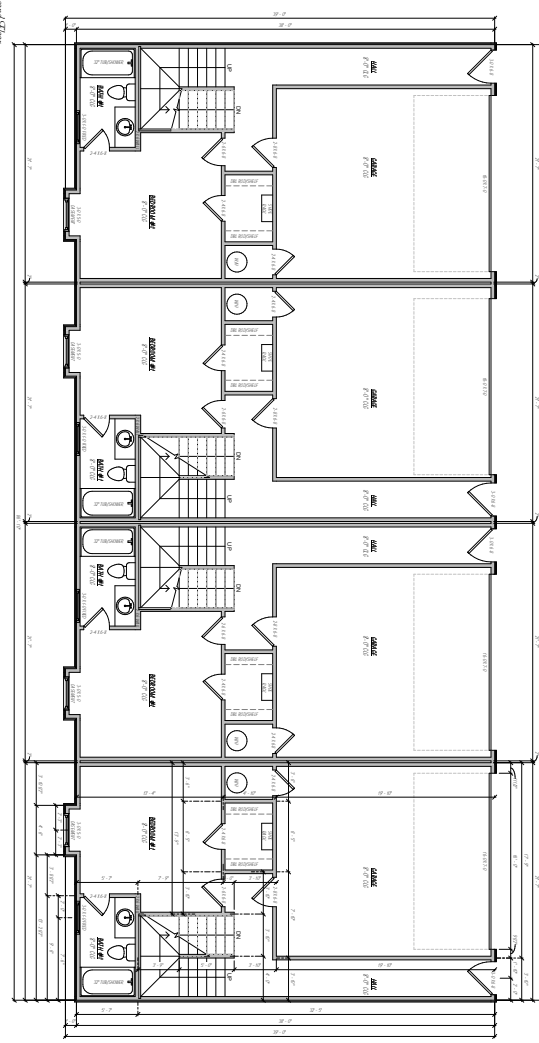
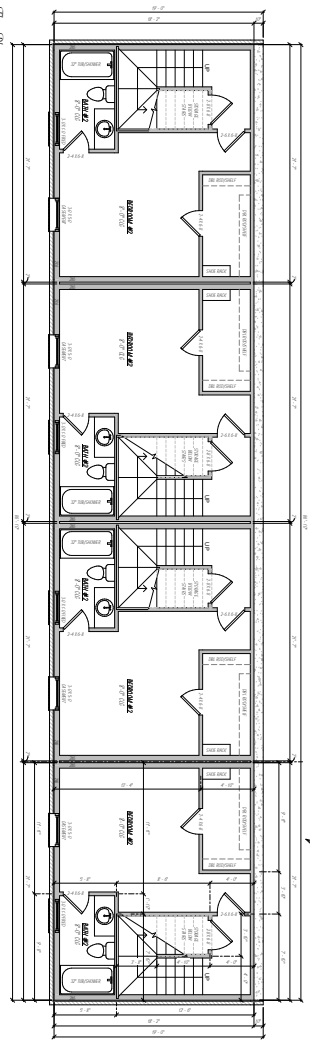

3D View Front

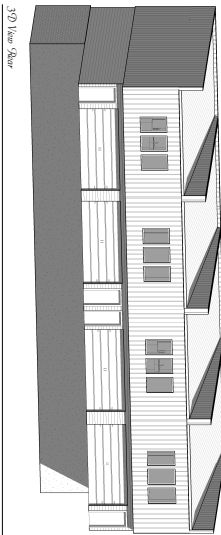
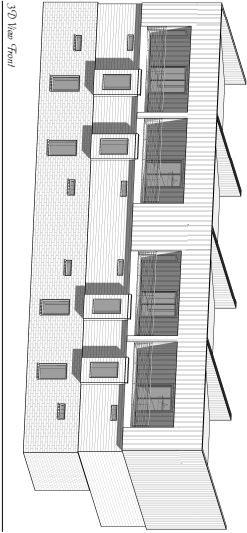
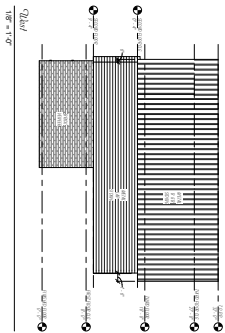
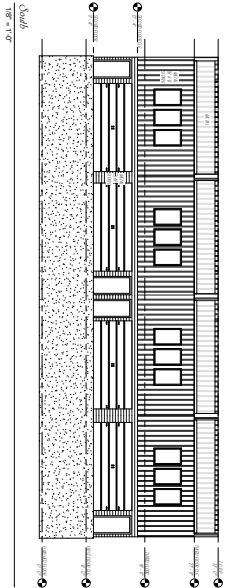
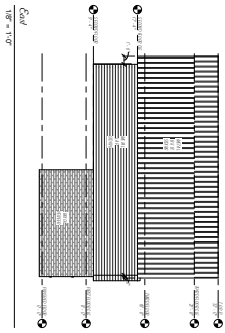
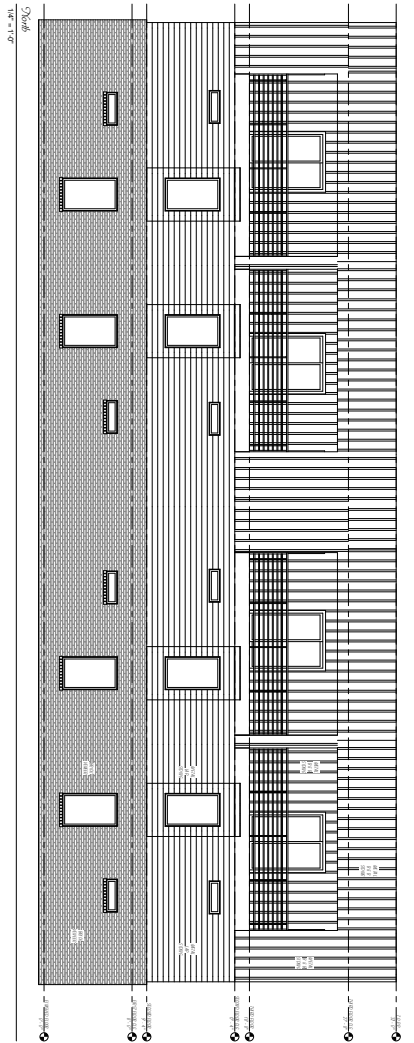


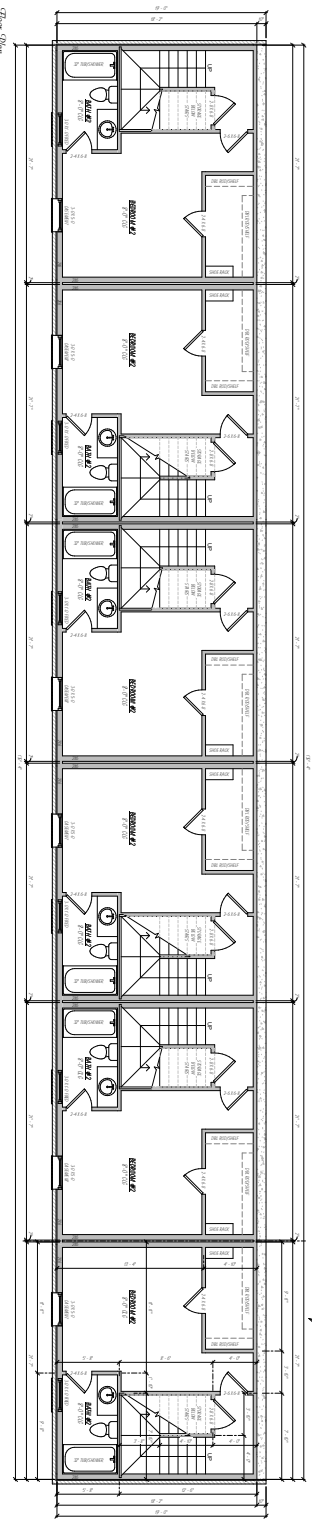
3D New Pair


$$\frac{\text{Daylay}}{118 = 1.0}$$

$$\frac{\text{Underlay}}{1.05 = 1.05}$$


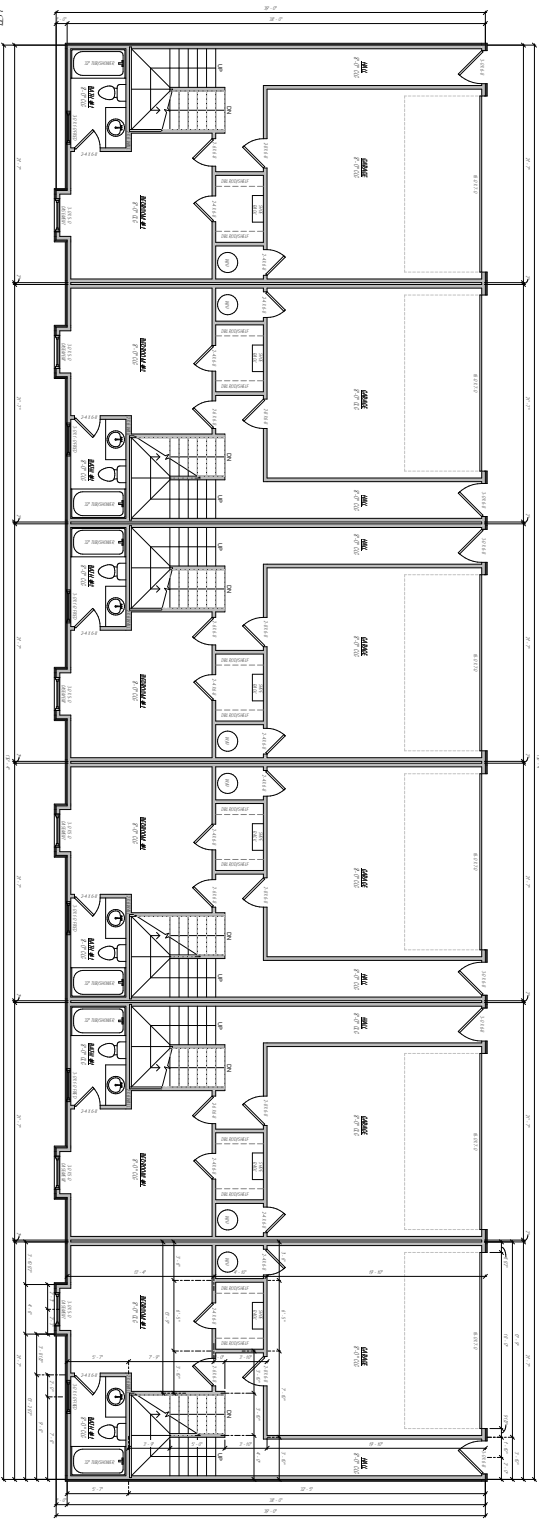
Roof Plan



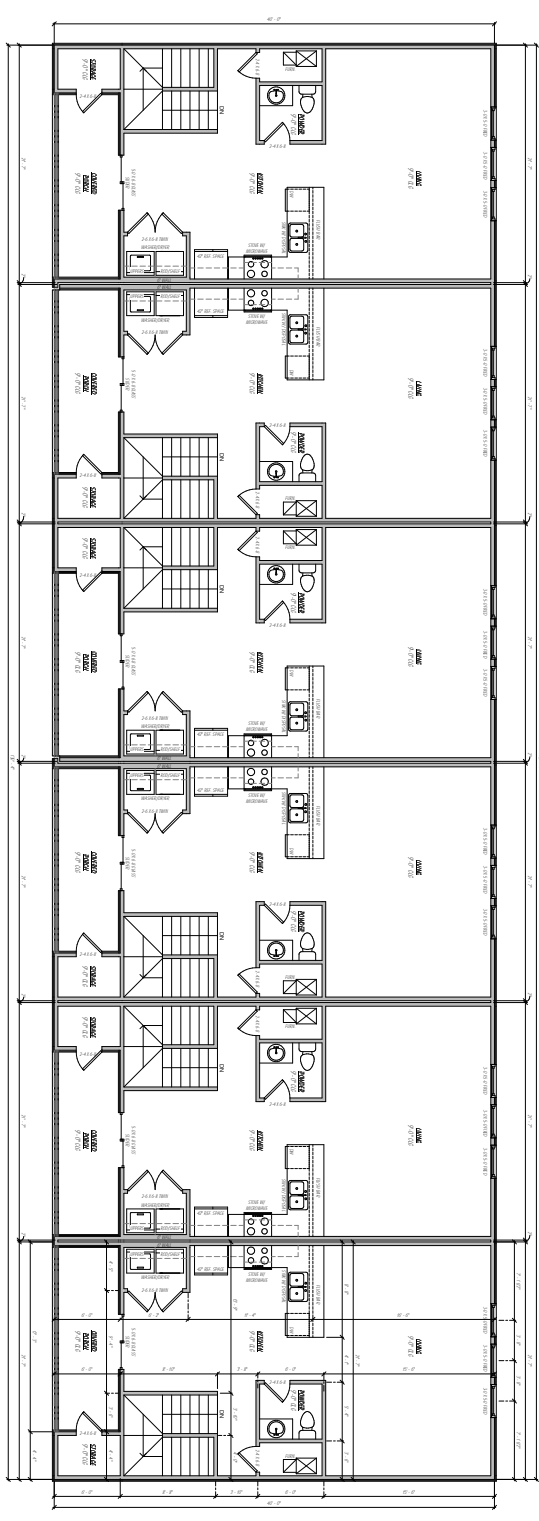




Second Floor
1/8" = 1'-0"



Third Floor
1/8" = 1'-0"

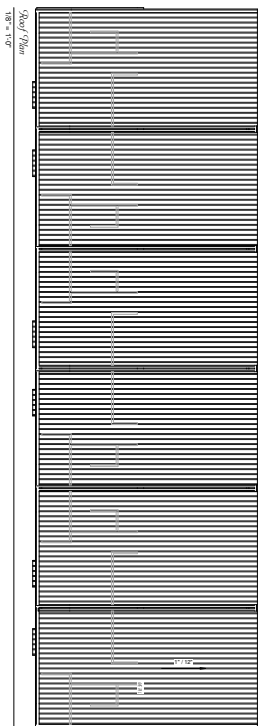
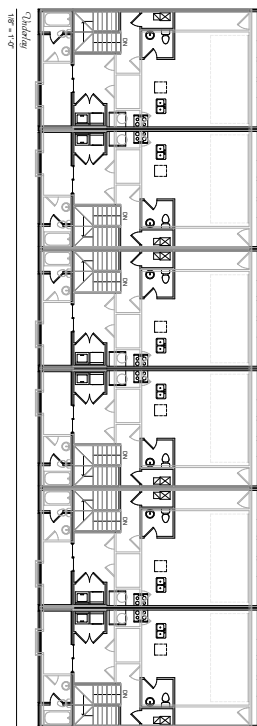
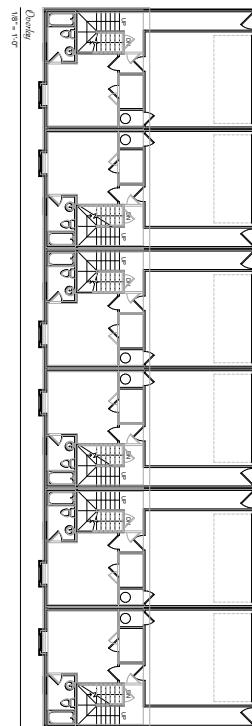
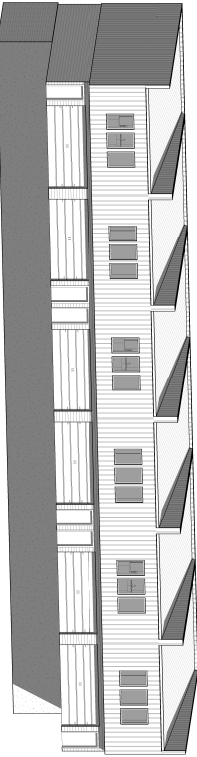
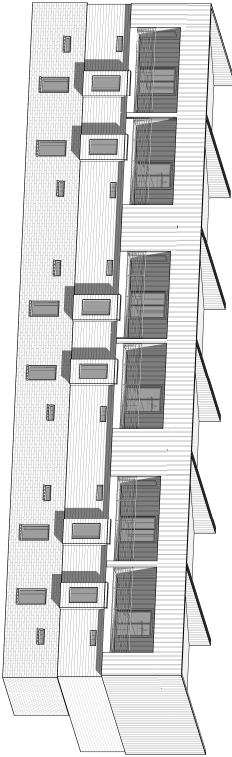
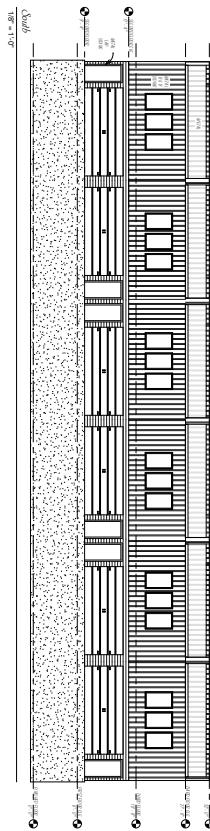
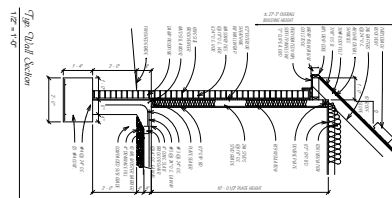
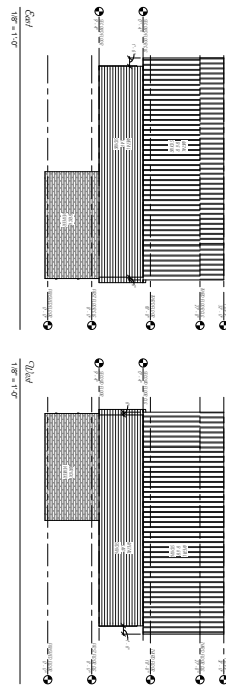
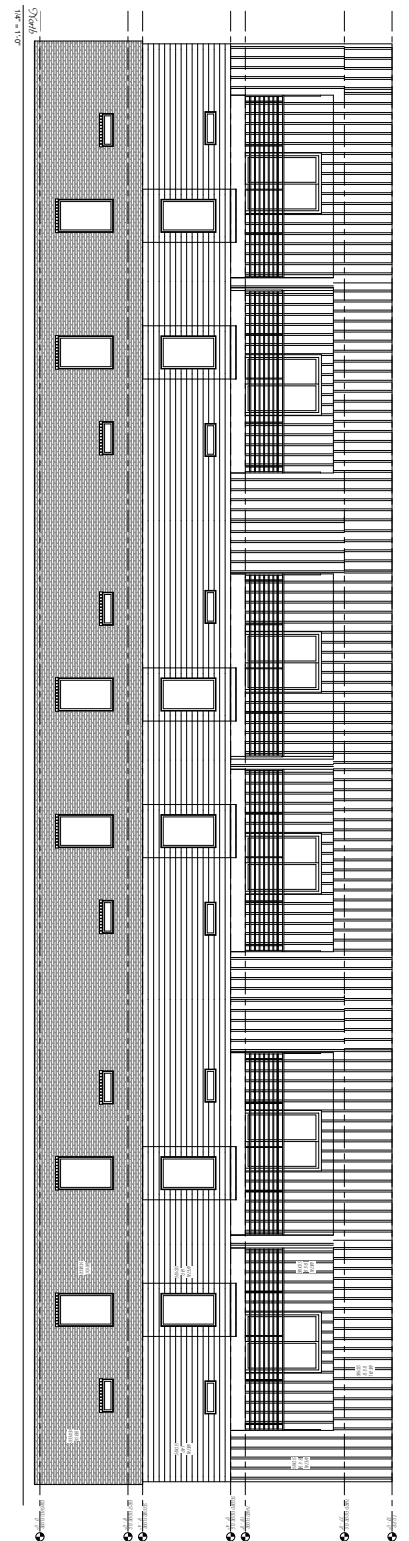


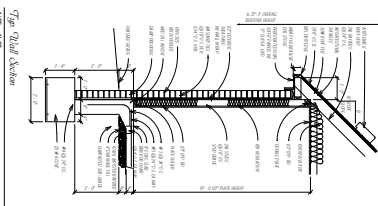
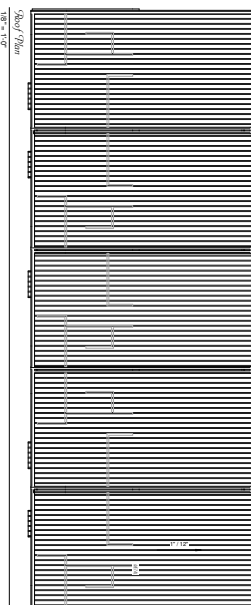
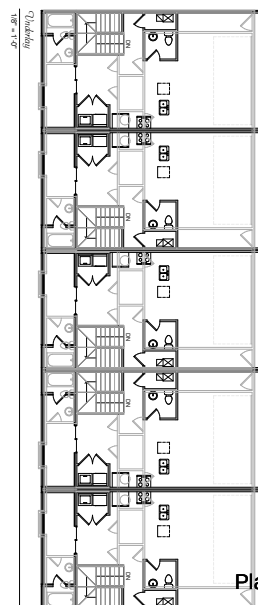
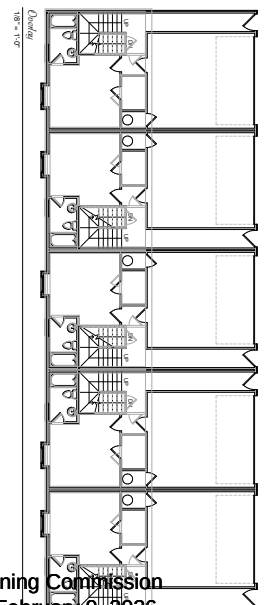
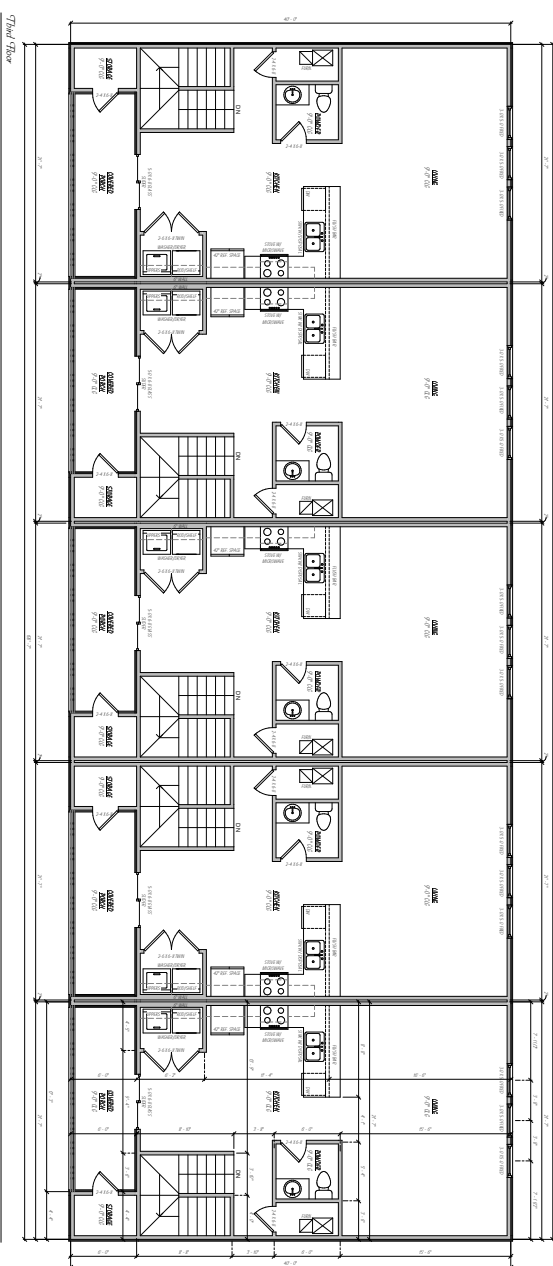
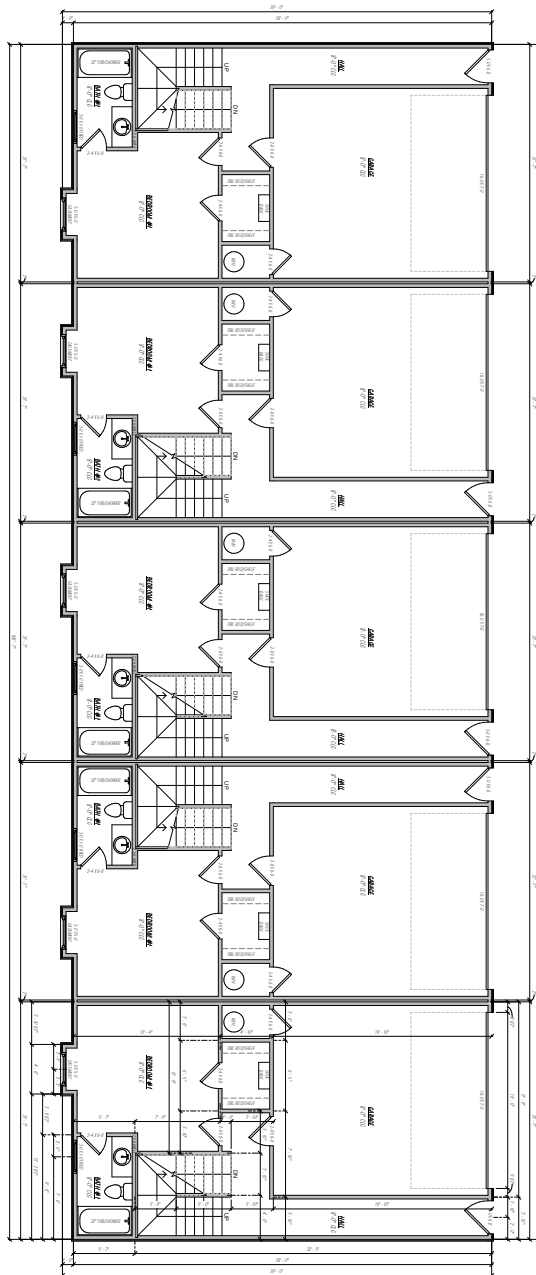
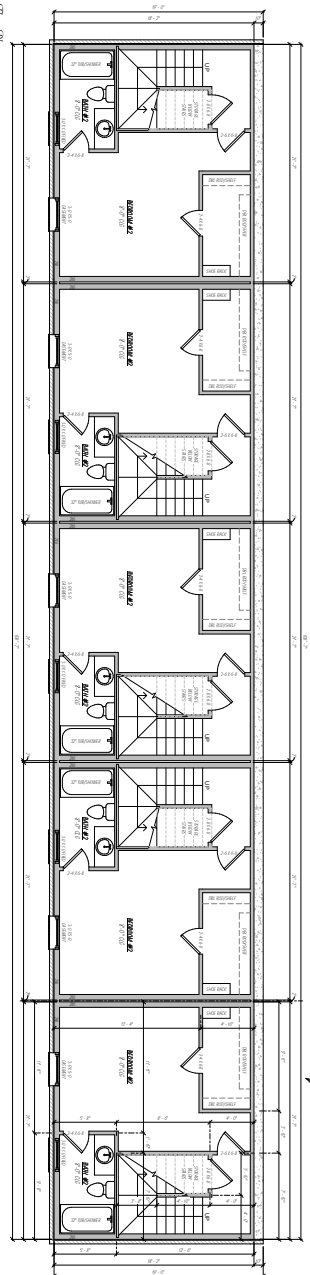
Fourth Floor
1/8" = 1'-0"

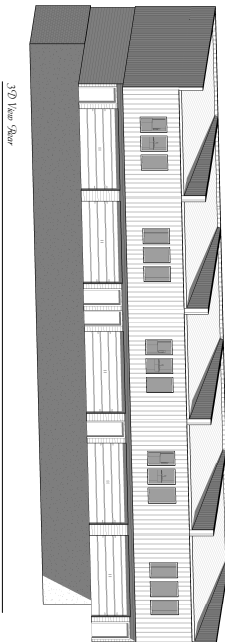
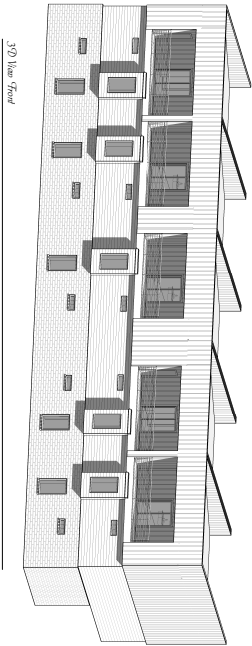
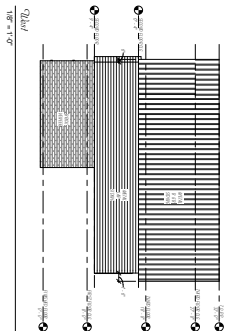
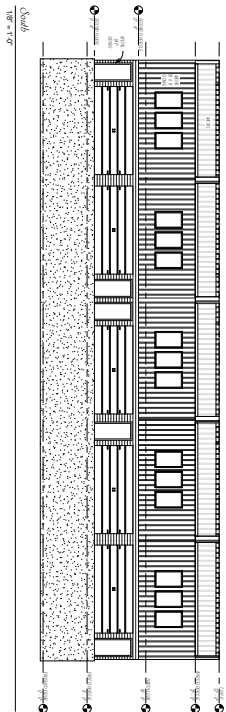
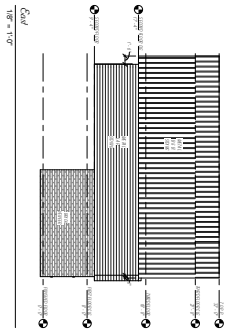
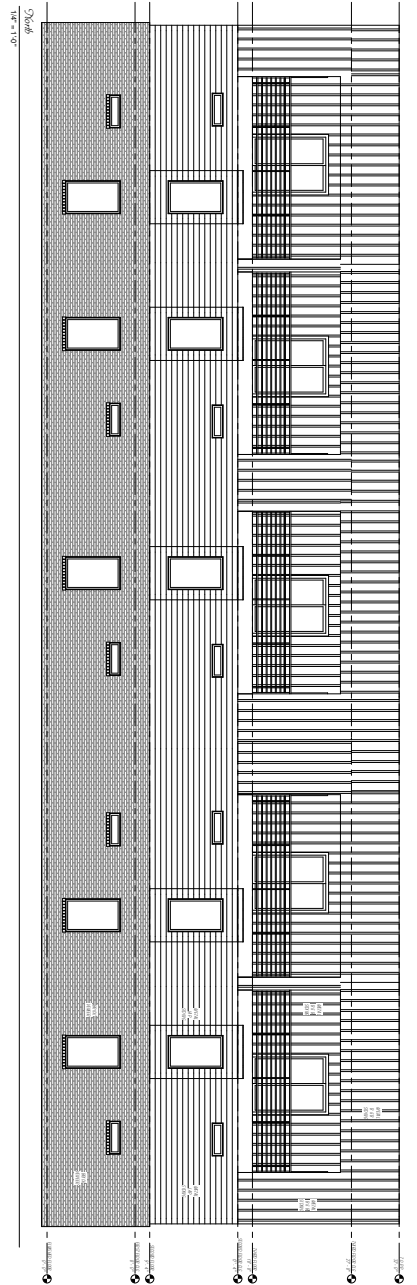
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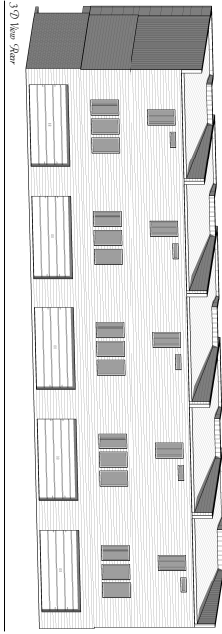
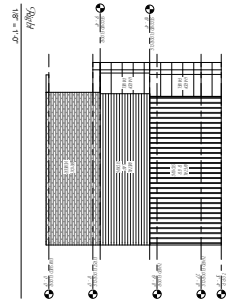
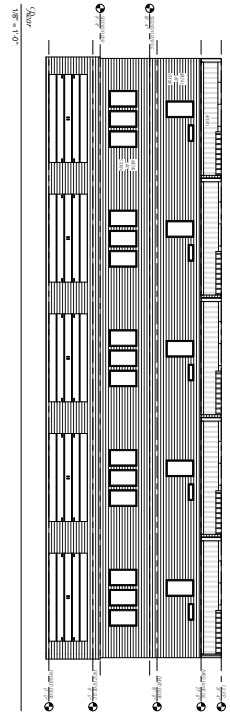
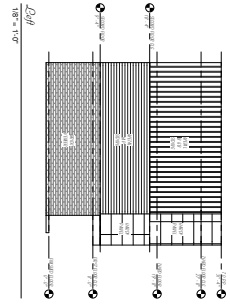
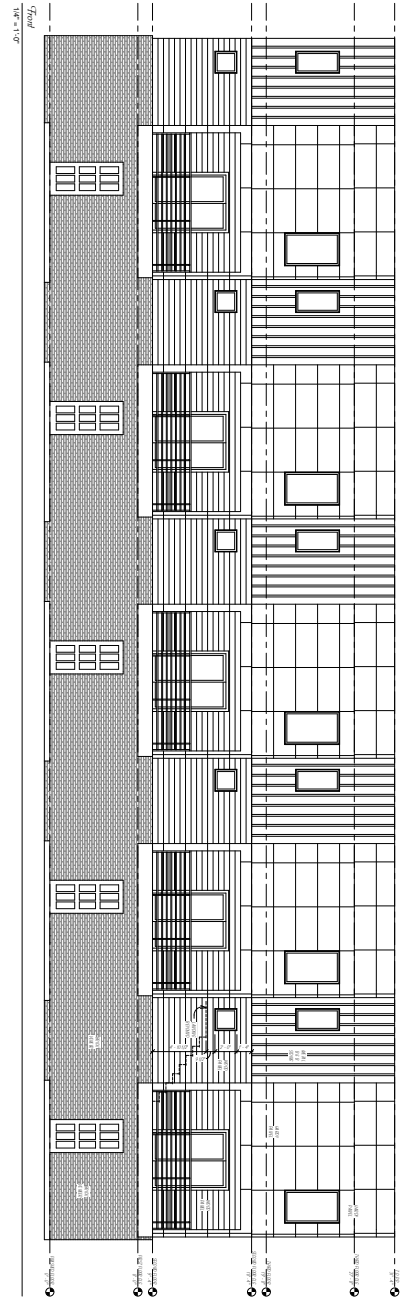
2 Bed Medium duplex
For Brunen Hurts

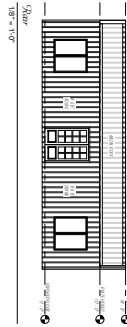
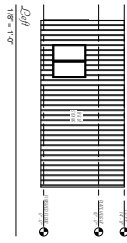
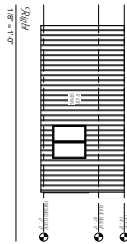
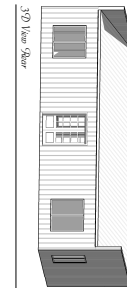
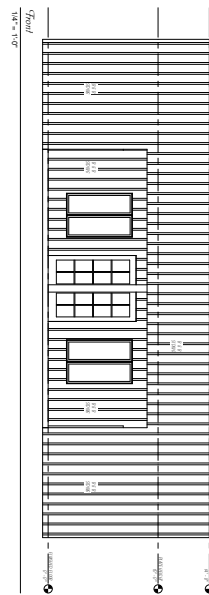
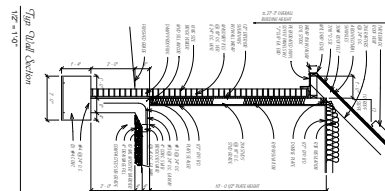
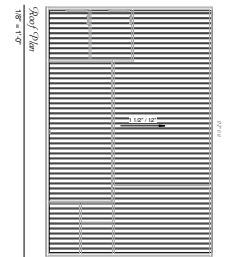
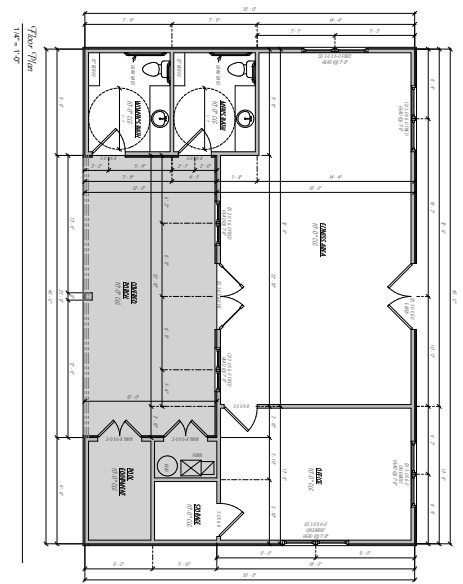
PROJECT: 2025-2026 (AS-1) 600 TOWNHOMES (MGS)
 DATE: 02/09/2026
 DRAWN BY: J. H. HURTS
 CHECKED BY: J. H. HURTS
 SCALE: 1/8" = 1'-0"
 SHEET: 69 OF 83













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Clubhouse
Ashtown Townhomes
For Braueren Hurts

Two Pkts., Roof Pkts. Elevators,
Hwy. Wall Section

12.14.00	12.15.00	12.16.00	12.17.00	12.18.00	12.19.00	12.20.00	12.21.00	12.22.00	12.23.00	12.24.00	12.25.00	12.26.00	12.27.00	12.28.00	12.29.00	12.30.00	12.31.00	12.32.00	12.33.00	12.34.00	12.35.00	12.36.00	12.37.00	12.38.00	12.39.00	12.40.00	12.41.00	12.42.00	12.43.00	12.44.00	12.45.00	12.46.00	12.47.00	12.48.00	12.49.00	12.50.00	12.51.00	12.52.00	12.53.00	12.54.00	12.55.00	12.56.00	12.57.00	12.58.00	12.59.00	12.60.00	12.61.00	12.62.00	12.63.00	12.64.00	12.65.00	12.66.00	12.67.00	12.68.00	12.69.00	12.70.00	12.71.00	12.72.00	12.73.00	12.74.00	12.75.00	12.76.00	12.77.00	12.78.00	12.79.00	12.80.00	12.81.00	12.82.00	12.83.00	12.84.00	12.85.00	12.86.00	12.87.00	12.88.00	12.89.00	12.90.00	12.91.00	12.92.00	12.93.00	12.94.00	12.95.00	12.96.00	12.97.00	12.98.00	12.99.00	13.00.00	13.01.00	13.02.00	13.03.00	13.04.00	13.05.00	13.06.00	13.07.00	13.08.00	13.09.00	13.10.00	13.11.00	13.12.00	13.13.00	13.14.00	13.15.00	13.16.00	13.17.00	13.18.00	13.19.00	13.20.00	13.21.00	13.22.00	13.23.00	13.24.00	13.25.00	13.26.00	13.27.00	13.28.00	13.29.00	13.30.00	13.31.00	13.32.00	13.33.00	13.34.00	13.35.00	13.36.00	13.37.00	13.38.00	13.39.00	13.40.00	13.41.00	13.42.00	13.43.00	13.44.00	13.45.00	13.46.00	13.47.00	13.48.00	13.49.00	13.50.00	13.51.00	13.52.00	13.53.00	13.54.00	13.55.00	13.56.00	13.57.00	13.58.00	13.59.00	13.60.00	13.61.00	13.62.00	13.63.00	13.64.00	13.65.00	13.66.00	13.67.00	13.68.00	13.69.00	13.70.00	13.71.00	13.72.00	13.73.00	13.74.00	13.75.00	13.76.00	13.77.00	13.78.00	13.79.00	13.80.00	13.81.00	13.82.00	13.83.00	13.84.00	13.85.00	13.86.00	13.87.00	13.88.00	13.89.00	13.90.00	13.91.00	13.92.00	13.93.00	13.94.00	13.95.00	13.96.00	13.97.00	13.98.00	13.99.00	14.00.00	14.01.00	14.02.00	14.03.00	14.04.00	14.05.00	14.06.00	14.07.00	14.08.00	14.09.00	14.10.00	14.11.00	14.12.00	14.13.00	14.14.00	14.15.00	14.16.00	14.17.00	14.18.00	14.19.00	14.20.00	14.21.00	14.22.00	14.23.00	14.24.00	14.25.00	14.26.00	14.27.00	14.28.00	14.29.00	14.30.00	14.31.00	14.32.00	14.33.00	14.34.00	14.35.00	14.36.00	14.37.00	14.38.00	14.39.00	14.40.00	14.41.00	14.42.00	14.43.00	14.44.00	14.45.00	14.46.00	14.47.00	14.48.00	14.49.00	14.50.00	14.51.00	14.52.00	14.53.00	14.54.00	14.55.00	14.56.00	14.57.00	14.58.00	14.59.00	14.60.00	14.61.00	14.62.00	14.63.00	14.64.00	14.65.00	14.66.00	14.67.00	14.68.00	14.69.00	14.70.00	14.71.00	14.72.00	14.73.00	14.74.00	14.75.00	14.76.00	14.77.00	14.78.00	14.79.00	14.80.00	14.81.00	14.82.00	14.83.00	14.84.00	14.85.00	14.86.00	14.87.00	14.88.00	14.89.00	14.90.00
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PETERS & ASSOCIATES
ENGINEERS, INC.

August 20, 2025

Mr. Bransen Harris
Ashwood Partners LLC
4514 Cole Avenue
Suite 800
Dallas, TX 75205

Re: P2291
Vehicle Trip Generation Conformance Study
Ashwood Townhomes Residential Development (140 Units)
Fayetteville, Arkansas

Peters & Associates Engineers, Inc. has calculated what could be the expected trip-generation of the proposed 140 townhouse residential development (Ashwood Townhomes) as proposed to be constructed on the west side of Razorback Road (Highway 16) and Ashwood Avenue intersection in Fayetteville, Arkansas.

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, 2023, was researched for calculating the magnitude of traffic volumes expected to be generated by the proposed land-use of this development. These are typically reliable sources for this information and are commonly used in the traffic engineering profession.

Using the selected trip generation rates, calculations were made to provide a reliable estimate of traffic volumes that can be expected to be associated with the development as proposed. Applying the appropriate trip-generation rates to the land use proposed for this development makes these calculations. Results of these calculations are summarized on Table 1, "Summary of Trip-Generation."

PROPOSED LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
				ENTER	EXIT	ENTER	EXIT
Residential Townhomes	140 Units	215	1,008	17	50	47	33
TOTAL ENTERING + EXITING				67		80	

Table 1 – Summary of Trip-Generation

These calculations indicate that approximately 1,008 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed 140-unit residential townhouse development on this site. Of this total, approximately only 67 vehicle trips (17 entering and 50 exiting) are estimated during the traffic conditions of the AM peak hour, and approximately only 80 vehicle trips (47 entering and 33 exiting) are estimated during the traffic conditions of the PM peak hour. These calculations are included with this letter summary.

Access proposed for the proposed development is as follows:

- One new drive intersecting Razorback Road (Highway 16), just south of Ashwood Avenue.
- One new drive intersecting Ashwood Avenue, just west of S Razorback Road (Highway 16).

The City of Fayetteville has recently set out traffic impact study guidelines and criteria. The City of Fayetteville Municipal Code Requirement Criteria states that if a development trip generation is calculated to generate more than 200 vehicle trips per hour a full traffic study will be required.

The calculated peak hour trip-generation expected to be associated with the proposed 140-unit residential townhouse development is less than 200 peak hour trips (approximately only 67 vehicle trips are estimated during the traffic conditions of the AM peak hour, and approximately only 80 vehicle trips are estimated during the traffic conditions of the PM peak hour). Therefore, per the City of Fayetteville Impact Study Guidelines, a traffic impact analysis study (TIA) should not be required for the development as proposed.

Please let us know if you need additional information.

Sincerely,

PETERS & ASSOCIATES, ENGINEERS, INC.



A handwritten signature in blue ink that reads "Randy Tolbert".

Randy Tolbert
Dir. of Operations

A handwritten signature in black ink that reads "Mark Nichols".

Mark Nichols, P.E.

ITE TRIP-GENERATION 11TH EDITION
140-Townhomes
Residential Development (ITE 215)
8/20/2025
P2291

Weekday Daily Volume

<u>DATA STATISTICS</u>
Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
22
Avg. Num. of Dwelling Units:
120
Average Rate:
7.20
Range of Rates:
4.70 - 10.97
Standard Deviation:
1.61
Fitted Curve Equation:
$T = 7.62(X) - 50.48$
R²:
0.94
Directional Distribution:
50% entering, 50% exiting
Calculated Trip Ends:
Average Rate: 1008 (Total), 504 (Entry), 504 (Exit)
Fitted Curve: 1016 (Total), 508 (Entry), 508 (Exit)

Weekday AM Peak Hour
of Adjacent Street

Directional Distribution:
25% entering, 75% exiting
Calculated Trip Ends:
Average Rate: 67 (Total), 17 (Entry), 50 (Exit)
Fitted Curve: 67 (Total), 17 (Entry), 50 (Exit)

Weekday PM Peak Hour
of Adjacent Street

Directional Distribution:
59% entering, 41% exiting
Calculated Trip Ends:
Average Rate: 80 (Total), 47 (Entry), 33 (Exit)
Fitted Curve: 80 (Total), 47 (Entry), 33 (Exit)



January 8, 2026

City of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Attn: Development Services

Re: Ashwood Townhomes LSD/CUP

This letter is submitted in support of the Conditional Use Permit application for the proposed 140-unit private dormitory townhome development and is intended to address sidewalk, bicycle, and transit infrastructure considerations as required by the private dormitory code requirements.

Earlier in the review process, a trip generation letter was prepared to determine whether a full Traffic Impact Analysis (TIA) was required. That analysis showed the development would generate approximately 67 AM peak-hour trips and 80 PM peak-hour trips, which is below the City of Fayetteville threshold of 200 peak-hour trips that would trigger a full traffic study. Accordingly, a full TIA was not required.

Sidewalk and Pedestrian Infrastructure

The development provides controlled access to public streets and includes pedestrian facilities designed to safely serve residents and visitors. Sidewalks are provided along the site frontage and are designed to connect to existing sidewalk and trail systems where present. Internal pedestrian circulation is provided throughout the site to connect townhome units, garages, parking areas, and the public right-of-way. Internal pedestrian crossings will be considered as part of the final site design to support safe circulation.

Bicycle Infrastructure

The project consists of townhome units with individual garages. Bicycle storage is anticipated to occur primarily within private garages, which is typical for this type of development. Limited supplemental bicycle parking may be provided in common areas. The surrounding street and trail network provides opportunities for bicycle access to campus, parks, and other nearby destinations. No adverse impacts to existing bicycle infrastructure are anticipated.

Transit and Bus Infrastructure

Transit access is incorporated into the site design. A designated bus stop is provided along Ashwood to support existing and future transit service. A micromobility rideshare parking area is also provided to accommodate shared scooter or bicycle use. Given the nature of the development and its proximity to campus, transit demand is expected to be modest and accommodated by existing and planned services.

Conclusion

Based on the limited trip generation, the nature of the proposed use, and the existing/proposed transportation options provided, the existing sidewalk, bicycle, and transit systems are anticipated to have adequate capacity to serve the development without the need for any further improvements than what is currently proposed with this development.

Sincerely;

Jared S. Inman, P.E.

Wonsower, Donna

From: Julie Brandt <jbrandt@wffmail.com>
Sent: Thursday, October 9, 2025 7:56 PM
To: Wonsower, Donna
Subject: Concerns for CUP-2025-0046

Follow Up Flag: Follow up
Flag Status: Flagged

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.

Dear Donna,

I am writing as a homeowner in the Ashwood Ave neighborhood to to express deep concern about the proposed multi-unit development adjacent to our neighborhood. While we understand the need for responsible growth in our college town, this proposal raises several issues that will directly and negatively impact existing residents.

Our neighborhood already experiences **significant infrastructure and drainage problems**, leading to frequent flooding on our properties. Adding another large-scale development will further overwhelm the drainage system and could cause irreversible property damage.

Additionally, the proposed density—combined with recent nearby construction and the newly approved 180-unit project—will **exacerbate traffic congestion, noise levels, and overall safety concerns** for families and pedestrians in the area.

We are also concerned about the **loss of mature trees and established green space** that provide critical stormwater absorption and aesthetic value. The land, as it stands, cannot support such an intensive use without serious environmental and quality-of-life consequences.

We respectfully request that the Planning Department and City Council **delay approval of this proposal** until a full environmental and infrastructure impact study is conducted and mitigation plans are in place to protect existing homeowners.

Thank you for your time and service to our community.

Sincerely,

Julie Brandt

1944 West Custer Lane

Fayetteville, AR 72701

Wonsower, Donna

From: Planning Shared
Sent: Monday, January 12, 2026 9:03 AM
To: Wonsower, Donna
Subject: FW: Ashwood and Razorback Intersection

Follow Up Flag: Follow up
Flag Status: Flagged

LSD-2024-0030

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville, Arkansas
479-575-8267
fayetteville-ar.gov



CITY OF
FAYETTEVILLE
ARKANSAS

From: Samantha Marie <samanthawilsondill@gmail.com>
Sent: Sunday, January 11, 2026 2:08 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Ashwood and Razorback Intersection

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.

Quit tearing the mountains down. Those of us living downhill on a small street with zero sidewalks protest the erosion, environmental impact, and increased traffic due to 140 town home units that Ashwood Townhomes are petitioning to build. We are a single family home neighborhood with several high density units being build nearby. Adding another of this scale uphill from us is not sustainable. I am a homeowner and a part of Red Arrow neighborhood.

Sincerely,
Samantha Wilson Dill
1924 West Arrowhead Street

Follow Up Flag:	Follow up
Flag Status:	Flagged

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.

I was disturbed to learn of a potential development being proposed near my home, mostly because of the situations I've seen with close friends who own homes throughout Fayetteville, to include flooding of their homes where there was not before.

Our area already suffers from **drainage issues and flooding**, and adding another large development will make these problems worse. The plan also threatens to remove **decades-old trees** and increase **traffic and noise** beyond livable limits. With 180 new units already approved nearby, the cumulative impact on infrastructure and safety is too great.

Thank you for listening to your constituents and for considering the long-term wellbeing of our community and neighborhoods.

—

Terrah Graves, LCSW, CHST
(479) 595-2894
terrah.graves@gmail.com
<https://www.linkedin.com/in/terrah-graves-168534165>

Wonsower, Donna

From: Necia Parker-Gibson <neciap@gmail.com>
Sent: Thursday, October 2, 2025 11:10 AM
To: Wonsower, Donna
Subject: development off Razorback Rd.

Follow Up Flag: Follow up
Flag Status: Flagged

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.

Dear Ms. Wonsower-

There's a new development plan that was presented this week for an area close to my neighborhood. I wasn't able to attend because I am recovering from knee surgery, but I have some concerns related to the size of the unit and the carrying capacity of the local infrastructure. I understand that there are other code problems, but I didn't get the details about those things.

When we moved into the Red Arrow subdivision in 1993, we had little trouble with water pressure, power or traffic except on football game days. With the addition of several apartment complexes on Beechwood, and several planned for the area, the water pressure is barely adequate unless you are showering at 10 a.m. The electrical power ebbs and flows (I have an electric tea pot which shows it very well), which is hard on appliances, especially computers. I can only consider that more apartments close by will make this worse. Add the recent more frequent droughts and heat, which make more water line breaks, and it's going to have the potential to be a royal mess.

I know that the goal for the city is to infill, and that there is a constant shortage of affordable housing, so I know that it has to be built somewhere. Given the impact of more units on what's already a system under strain, I hope that the decision will be to build fewer units, spread them out more over the space, leave as many trees intact as possible, and make the drainage very good. My uphill neighbor 'improved' his drainage a few years ago, which meant we had to spend a lot of money correcting problems that were caused in our yard, which of course also had an impact on my downhill neighbors. His property abuts one end of the planned project, and I can only imagine that this project would have more of an impact than that one house had. It's not ideal for building in the first place- I have more rocks and clay than anything, and cracking foundations even with a simple ranch house.

Sincerely, Necia Parker-Gibson



February 5, 2026

To: Fayetteville City Planning Commission

From: Urban Forestry Advisory Board

113 West Mountain Street

Fayetteville, AR 72701

Subject: LSD-2025-0012, Associated Variance and Conditional Use Permit

The Urban Forestry Advisory Board respectfully submits this letter to express our formal opposition to the proposed development identified as LSD-2025-0012, along with the associated variance and conditional use permit. As an advisory body dedicated to the protection, preservation, and long-term health of Fayetteville's urban forest, we reviewed this proposal during our public meeting last night and reached a unanimous determination that the project does not meet the City's established requirements or policy objectives.

Our concern begins with the significant number of old-growth and mature trees slated for removal. These trees—many of which are large native oaks—represent some of the highest-value canopy in the City. Their removal is inconsistent with the intent and application of the City's tree preservation requirements. Fayetteville has many examples of developments that successfully balance construction needs with meaningful canopy conservation; however, the site plan for this project does not demonstrate such an effort.

The proposed removals are especially concerning due to the location on a steep hillside composed of fragile shale soils. Mature trees on these slopes serve a crucial role in stabilizing the terrain and mitigating stormwater impacts. Their root systems store and absorb large volumes of water, reduce erosion, and prevent downstream flooding and sediment-laden runoff. Eliminating this canopy would materially increase stormwater pressure on adjacent neighborhoods and infrastructure.

Beyond these immediate environmental effects, the loss of old-growth canopy represents a long-term setback for Fayetteville's climate resilience. Older trees store significantly more carbon, provide critical cooling benefits during increasingly severe summer heat, and are naturally more drought-tolerant; attributes that cannot be replaced for decades once removed.

We also note that the project does not align with the guiding goals of *City Plan 2050*, particularly those related to responsible land management, protection of natural resources, and preservation of tree

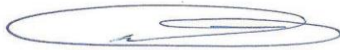
canopy. The cumulative effect of steep-slope disturbance, loss of irreplaceable trees, and increased stormwater burden directly contradicts the spirit and intent of the City's long-term planning framework.

While we recognize that the University of Arkansas' continued growth is creating housing pressures, these challenges should not shift the environmental and infrastructure burdens onto the City and its residents. As discussed during our meeting, the University's enrollment policies—such as extending in-state tuition benefits to out-of-state students—are contributing to demand that the City did not create and should not be expected to accommodate at the expense of public safety, environmental integrity, and established ordinances.

For these reasons, the Urban Forestry Advisory Board formally opposes the conditional use permit, the requested variance, and the overall LSD-2025-0012 development proposal. The project is not compliant with existing requirements, places a fragile hillside at risk, and leads to the irreversible loss of old-growth trees that are essential to Fayetteville's environmental health and resilience.

We respectfully urge the Planning Commission to deny the proposal in its current form. The Board remains committed to supporting development that balances growth with responsible stewardship of Fayetteville's natural assets and the well-being of both current and future residents.

Respectfully,



Carlo Bertani - Urban Forestry Advisory Board Member



Tas Zinck – Urban Forestry Advisory Board Chair



Katharine Shirley – Urban Forestry Advisory Board Member



Joesph Fox – Urban Forestry Advisory Board Member



Joe Donahue – Urban Forestry Advisory Board Member



Caroline Wahlgreen – Urban Forestry Advisory Board Member



Devin Spearsthommas – Urban Forestry Advisory Board Member



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner
Justin Bland, City Engineer
Willia Thomason, Urban Forester

MEETING: February 9, 2026

SUBJECT: **LSD-2025-0012: Large Scale Development (SOUTHWEST OF S. RAZORBACK RD. AND S. ASHWOOD AVE./ASHWOOD TOWNHOMES, 598, 599 & 638)** Submitted by JORGENSEN & ASSOCIATES for property located at S. ASHWOOD AVE & S. RAZORBACK RD. The property is zoned RMF-24, RESIDENTIAL MULTIFAMILY, 24 UNITS PER ACRE, R-A, RESIDENTIAL AGRICULTURAL, and CS, COMMUNITY SERVICES and contains approximately 9.99 acres. The request is for a 140-unit private dormitory development with associated parking.

RECOMMENDATION:

Staff recommends tabling **LSD-2025-0012** to the next available Planning Commission meeting.

RECOMMENDED MOTION:

*"I move to table **LSD-2025-0012** to the February 23, 2026 Planning Commission meeting."*

BACKGROUND:

The subject property is in south Fayetteville, at the southwest corner of the intersection of S. Razorback Rd. and S. Ashwood Ave. The property is composed of three parcels which are split zoned between RMF-24, Residential Multifamily, 24 Units Per Acre, R-A, Residential Agricultural, and CS, Community Services and which total 9.99 acres. The property is entirely undeveloped and is entirely covered with tree canopy. The property is also nearly entirely within the Hillside Hilltop Overlay District, is included within the Fayette Junction Neighborhood Plan, and is partially encumbered by the I-49 Sign Overlay District. A concurrent conditional use permit for a private dormitory use has been submitted for consideration by the planning commission. Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RSF-4, Residential Single-family, 4 Units per Acre
South	Undeveloped Office	CS, Community Services I-1, Heavy Commercial and Light Industrial
East	Single-family Residential City Park	RSF-4, Residential Single-family, 4 Units per Acre P-1, Institutional
West	Undeveloped Office Two Family Dwellings	NS-L, Neighborhood Services Limited RMF-24, Residential Multifamily, 24 Units per Acre P-1, Institutional CS, Community Services I-1, Heavy Commercial and Light Industrial

Proposal: The applicant requests Large Scale Development approval to develop the subject property with a 140-unit, 405 bed student housing townhome development and associated parking. Four variances have been requested for consideration with the conditional use permit.

Right-of-Way to be Dedicated: The property has frontage along S. Razorback Rd., a regional link street which typically requires 46' of dedication from the street centerline. Existing ARDOT right-of-way exceeds this requirement, and no additional right-of-way is recommended along Razorback. The property also has frontage along S. Ashwood Ave., a residential link which typically requires 26 feet of dedication from the street centerline. Staff recommends right-of-way dedication in line with this standard.

Street Improvements: The property has frontage along S. Razorback Rd., a regional Link. The applicant proposes a 12-foot trail and 6-foot green space along their property length, with approximately 200 feet of off-site improvements to connect to the existing trail south of W. Dowell Dr. Streetlights are also proposed with street trees located outside of ARDOT right-of-way.

The property also has frontage onto S. Ashwood Ave., a residential link. The applicant proposed 6-foot sidewalk, 6-foot greenspace, curb and gutter, streetlights and street trees in line with typical master street plan requirements.

The applicant provided a vehicle trip generation letter which shows the development would only add 80 trips to the peak hour of traffic (P.M. peak). This would be below the threshold for which a detailed traffic impact study would typically be required according to the Minimum Street Standards.

Access Management/Connectivity: The development proposed one driveway onto S. Razorback Rd. and one driveway onto S. Ashwood Ave. which appear to meet separation requirements. No new streets are proposed which would trigger review of block length standards.

Design Standards: The development is subject to §166.23 – Urban Residential Design Standards. Parking spaces are also subject to §172.04 – Parking Lot Design Standards. Staff finds the design is generally compliant with these standards with the exception of two variances two Urban Residential Design Standards and one variance to Parking Lot Design Standards. These variance requests are included with the associated conditional use permit.

Water System: There is currently an 8" water line along the east side of Razorback Rd. and a 6" water main along S. Ashwood Ave that the property can tie to. During entitlement review these connections will be analyzed to determine if a looped connection across the site between these two lines is adequate or if additional improvements are needed.

Sewer System: There is currently a 6" sanitary sewer main available to the site at the northeast corner of the property. The applicant has engaged the city's sewer modeling consultant to model this development within the existing sewer system and confirm any issues. This study will be finalized during the entitlement phase and will recommend any additional downstream improvements.

Parkland dedication or fee in-lieu: The Parks and Recreation Advisory Board (PRAB) reviewed this proposal at a meeting held on August 4, 2025. The Parks and Recreation Advisory Board recommended a fee-in-lieu of parkland dedication. Based on current information, fees for 140 multifamily residential units would be required in the amount of \$133,280, with final fees to be determined and paid prior to the issuance of any building permits.

Tree Preservation:

Canopy minimum requirement: 20% (RMF-24 and CS, 372,070 square feet), +5% for HHOD

Existing canopy: 95.1%

Preserved canopy: 2.3%

Mitigation required: 213 2-inch caliper trees

Canopy minimum requirement: 25% (R-A), +5% for HHOD

Existing canopy: 99.6%

Preserved canopy: 97.7%

Mitigation required: Zero 2-inch caliper trees

The applicant proposes to plant 128 mitigation trees on site, with 85 trees remaining. Staff recommends tree escrow payment of \$675 per required mitigation tree not planted. For 85 mitigation trees, this would total \$57,375.

Public Comment: To date, staff has received four written public comments expressing concerns about potential environmental impacts, displacement of wildlife, loss of trees on steep hillsides, infrastructure and drainage problems, increased traffic congestion, inadequate parking, noise, garbage disposal concerns, and safety. Additional verbal comments were received with similar concerns. A letter of opposition was also provided by the seven members of the city's Urban Forestry Advisory Board, citing the loss of high-value canopy on a steep hillside, misalignment with city goals, and environmental impacts.

RECOMMENDATION: Staff recommends tabling **LSD-2025-0012** to the February 23, 2026, Planning Commission. If approved, staff recommends the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends the following street right-of-way dedication.*
 - a. S. Razorback Rd: No Additional right-of-way is recommended
 - b. S. Ashwood Ave.: 26' of right-of-way from centerline
2. **Planning Commission determination of street improvements.** *Staff recommends the following street improvements:*
 - a. S. Razorback Rd: 12-foot trail, 6-foot green space, street trees and streetlights.
 - b. S. Ashwood Ave: 6-foot sidewalk, 6-foot green space, curb & gutter, street trees and streetlights.
 - c. Approximately 200 linear feet of off-site 12-foot-wide trail construction south of property line to complete the trail connection to Mount Kessler
3. Parkland dedication fees-in-lieu in the amount of \$133,280 with final fees to be determined and paid prior to the issuance of any building permits.
4. A tree escrow payment in the amount of \$57,375 with final fees to be determined and paid prior to the issuance of any building permits.
5. Conditions of approval from Planning, Engineering and Urban Forestry are included in the official conditions of approval, attached hereto, and including:

- a. Ensure all trees within 15' of the OHE are understory species (attaining a max height of 30' or less).

Standard conditions of approval:

6. Development review comments (to include written staff comments provided to the applicant or his representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks Electric, SWEPCO, and Cox Communications);
7. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, and tree preservation. The information submitted for the development review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with the City's current requirements;
8. Contact the City's Emergency 911 Address Coordinator for addressing prior to building permit;
9. Prior to the issuance of a building permit the following is required:
 - a. Grading and drainage permits;
 - b. Separate easement plat for this project that shall include the tree preservation area and all utility and access easements;
 - c. Exterior lighting package must be provided to the Planning Division;
 - d. 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;
 - e. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance;
 - f. Project Disk with all final revisions; and
 - g. 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: ☐ Denied ☐ Tabled ☐ Approved

Meeting Date: February 9, 2027

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

Attachments:

- Project Maps
 - One Mile Map
 - Close Up Map
 - Current Land Use Map
- Staff Memos
 - Engineering Memo
 - Urban Forestry Memo
 - Parks Memo
 - Long-Range Planning Memo
- Applicant Exhibits
 - Cover Letter
 - Site Plans
 - Floor Plans and Elevations
- Public Comment



TO: Donna Wonsower, Senior Planner

FROM: Justin Bland, City Engineer

DATE: January 20, 2026

SUBJECT: **Planning Commission Engineering Comments for
LSD 2025-0012**

Variance Request: Engineering staff is not supportive of the variance request to §169.06(G) which states that the disturbed area on the site cannot exceed the total site area minus the minimum canopy requirement. This section of the code only applies to area in the Hilltop/Hillside Overlay District. In this case, the minimum canopy requirement is 25%, meaning that the total disturbed area cannot exceed 75%. However, the applicant is requesting to disturb 85.2%. Staff's opinion is that the hardship request is not justified because the applicant could simply reduce the project footprint.

Water: There is an existing 8" water main along the east side of Razorback Rd. There is also a 6" water main that dead-ends at the northeast corner of the property along the east side of Ashwood Ave. The applicant proposes an 8" water main across the site that ties to both of these existing lines for a looped domestic and fire water service.

Sewer: There is an existing 8" sewer manhole at the intersection of Razorback Rd. and Cato Springs Rd. An existing 8" sewer main exits this manhole and continues to the east along Cato Springs Rd. The applicant proposes to bore under Razorback Rd. with an 8" sewer main to serve the site. On the site, the applicant is proposing 8" sewer main across the site for sewer service. However, the on-site sewer main is proposed to be privately maintained by the developer instead of being giving to the city.

Streets: This property has frontage to Razorback Rd. along the east side of the site which is an improved Regional Link with asphalt paving, curb and gutter and sidewalk. The applicant proposes to build a 12' trail along the eastern frontage of the property to match the Regional Link section. The property also has frontage along Ashwood Ave. which is a partially improved Residential Link with asphalt paving. The applicant proposes to add curb and gutter and a 6' sidewalk.

A trip generation study was prepared for this project by the applicant's traffic engineer. The results of this study are summarized below. The Minimum Street Standards for the city require a full traffic impact study when a development along a Regional Link adds more the 200 trips in the peak hour. In this case, as shown below, the peak hour increase from the development does not cross this threshold.

PROPOSED LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
				ENTER	EXIT	ENTER	EXIT
Residential Townhomes	140 Units	215	1,008	17	50	47	33
TOTAL ENTERING + EXITING				67		80	

Table 1 – Summary of Trip-Generation

Drainage: The development must meet the 4 minimum standards outlined in the City's Drainage Criteria Manual. The developer proposes an underground detention basin with water quality separator rows to meet Minimum Standard 1 for water quality. Minimum Standards 2-4, which are for channel protection volume and stormwater detention, are proposed to be met with an underground detention pond in the center of the site. The site drainage will discharge to an existing ditch along the west side of Razorback Rd. A detailed review of the drainage improvements will be performed during the grading permit review process.

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):
 - o Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
 - o Sanitary Sewer pipe sizing, profiles, or utility conflicts
 - o Waterline fittings, callouts, or utility conflicts
 - o Street profiles
 - o Fine grading/spot elevations



URBAN FORESTRY TREE PRESERVATION COMMENTS

To: Jorgensen & Associates

From: Willa Thomason, Urban Forester

CC: Donna Wonsower, Planner

Meeting Date: February 9, 2026

Subject: LSD-2025-0012: Ashwood Townhomes (S Razorback and S Ashwood)

1. Submittal Requirements	Yes	No	N/A
Pre-Application Meeting with the Urban Forester	X		
Site Analysis Map Submitted (if justification is needed)	X		
Arborist Report Submitted (if justification is needed)	X		
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

Tree Preservation Calculations Square Feet		
	Square Feet	Percent of site
Total Site Area * Minus Right of Way and Easements	372,070	100%
Zoning Designation * Select Below with drop down arrow		
RMF-24 Multi-Family Residential-Twenty-Four Units Per Acre	74,414	20%
HHOD * Select Below with Drop Down Arrow		
Yes	18,603	5%
Total Canopy for Minimum Preservation Requirements	93,017	25.0%
Existing Tree Canopy * Minus Right of Way and Easements	353,790	95.1%
Tree Canopy Preserved	8,378	2.3%
Tree Canopy Removed * On Site	345,412	92.8%
Tree Canopy Removed * Off Site	0	
Tree Canopy Removed Total	345,412	92.8%
Removed Below Minimum	84,639	
Mitigation Requirements	84,639	

Tree Preservation Calculations Square Feet		
	Square Feet	Percent of site
Total Site Area * Minus Right of Way and Easements	56,503	100%
Zoning Designation * Select Below with drop down arrow		
R-A Residential - Agriculture	14,126	25%
HHOD * Select Below with Drop Down Arrow		
Yes	2,825	5%
Total Canopy for Minimum Preservation Requirements	16,951	30.0%
Existing Tree Canopy * Minus Right of Way and Easements	56,271	99.6%
Tree Canopy Preserved	55,193	97.7%
Tree Canopy Removed * On Site	1,078	1.9%
Tree Canopy Removed * Off Site	0	
Tree Canopy Removed Total	1,078	1.9%
Removed Below Minimum	0	
Mitigation Requirements	0	

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	46,397	213
Low Priority		
Total Mitigation Trees Required		213

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 and 167.04L1</i>	Tech Plat	Planning Commission
a. 5 year Aerial Check on Existing Trees	Yes	Yes
b. Property Boundary	Yes	Yes
c. Natural Features (100ft beyond limits of disturbance)	Yes	Yes
d. Existing Topography and Proposed Grading	Yes	Yes
e. Soil Types	Yes	Yes
f. Significant Trees	Yes	Yes
g. Groupings of Trees	Yes	Yes
h. Table Inventory List (species, size, health, priority)	Yes	Yes
i. All Existing and Proposed Utilities	Yes	Yes
j. All Existing and Proposed Utility Easements and ROW's	Yes	Yes
k. All Streams (with approximate center line)	N/A	N/A
l. Floodplains and floodways	N/A	N/A
m. Existing Street, Sidewalk or Bike Path ROW	N/A	N/A
n. Submitted Site Analysis Plan (if required)	Yes	Yes
o. Shows ALL Proposed Site Improvements	No	No
p. Delineates trees/canopy to be preserved and removed	Yes	Yes
q. Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	Yes	Yes

Tree Protection Methods		
a. Tree Protection Fencing	Yes	Yes
b. Limits of Root Pruning	Yes	Yes
c. Traffic flow on work site	Yes	Yes
d. Location of material storage	Yes	Yes
e. Location of concrete wash out	Yes	Yes
f. Location of construction entrance/exit	Yes	Yes

6. Arborist Report (if required) <i>UDC Chapter 167.04H4</i>	Yes	No	N/A
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a. Arborist report submitted X

7. Review Status (See Comments)	Tech Plat	Planning Commission
Conditionally Approved	12-22-25	1-20-26

Approved

Tabled

Denied

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments

1. Address items above marked "No" and all Redlines provided.
2. Tree escrow payment required for any mitigation tree not planted at \$675 per tree.



URBAN FORESTRY LANDSCAPE PLAN COMMENTS

To: Jorgensen & Associates

From: Willa Thomason, Urban Forester

CC: Donna Wonsower, Planner

Meeting Date: January 16, 2026

Subject: LSD-2025-0012: Ashwood Townhomes (S Razorback and S Ashwood)

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
c.	Tree Island (8' min. width, 18.7' min length OR 150 square feet) <i>UDC Chapter 177.04C</i>			X

d. Placement of Trees (either side at entrances and exits) <i>UDC Chapter 177.04C2</i>	X		
3. Perimeter Landscaping Requirements	Yes	No	N/A
a. Front Property Line (15' wide landscape) and five on sides. <i>UDC Chapter 177.04D2a</i>	X		
b. Side and Rear Property Lines (5' Wide Landscape Area) <i>UDC Chapter 177D1</i>			X
c. Shade trees planted on south and west sides of parking lots <i>UDC Chapter 177.04D2e</i>	X		
d. Screening of parking lot from adjacent residential properties and the street.			X
4. Street Tree Planting Requirements	Yes	No	N/A
a. Residential Subdivisions 1 Large Shade Species Tree per Lot <i>UDC Chapter 177.05B1a</i>			X
b. Non-Residential Subdivisions 1 Large Species Shade Tree every 30' (planted in greenspace) <i>UDC Chapter 177.05B2a</i>	X		
c. Urban Tree Well – Urban Streetscapes Trees every 30' (8' sidewalk) <i>UDC Chapter 177.05B3a-f</i>			X
d. Structural Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan <i>UDC Chapter 177.05B3a-f</i>			X
e. Residential Subdivisions Timing of planting indicated on plans <i>UDC Chapter 177.05A4</i>			X
f. Residential Subdivisions Written description for method of tracking planting <i>UDC Chapter 177.05A4e</i>			X
5. Landscape Requirement Totals	Amount		
Mitigation Trees	213 required, 128 provided		
Parking Lot Trees	12 provided		
Street Trees	30		
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 0
(6 shrubs or grasses (1 gallon)/3,000 square feet)

6. Review Status (See Comments)	Tech Plat	Planning Commission
Conditionally Approved	12-29-25	1-20-26
Approved		
Tabled		
Denied		

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments
1. Address items above marked “No” and all Redlines provided.
2. Tree escrow payment required for any tree not planted at \$675 per tree.
3. Please swap out T. cordata for the native counterpart, T. americana. If T. americana is not widely available, list another native alternative.
4. Ensure all trees within 15' of the OHE are understory species (attaining a max height of 30' or less).



CITY OF
FAYETTEVILLE
ARKANSAS

TO: Planning Division

FROM: Zach Foster, Parks Planning

DATE: September 8, 2025

SUBJECT: Parks & Recreation Technical Plat Review Comments

Parks Board Meeting Date: August 4, 2025

Project Title: Ashwood Townhomes

Project Number: LSD-2025-0012

Project Location: 765-04058-000, 765-15399-000, and 765-03019-000

Plat Page: 598, 599

Park Quadrant: SW

Billing Name & Address: Ashwood Townhomes LLC, 4514 Cole Ave, Ste 800
Dallas, TX 75205-4176

☐ Land Dedication

☒ Fee-in-Lieu

☐ Combination

LAND DEDICATION

Single Family: _____ units x 0.023 acres per unit = 0.00 acres

Multi Family: _____ units x 0.020 acres per unit = 0.00 acres

**TOTAL
Acres**

0.0

FEE-IN-LIEU

Single Family: _____ units x \$1,089 per unit = \$ 0

Multi Family: 140 units x \$952 per unit = \$133,280

**TOTAL
Fees**

\$133,280

SUMMARY

- Project proposes 0 SF Units and 140 MF Units.
- The final amount of fee-in-lieu and/or land dedication needed to satisfy Parkland Dedication requirements will be determined after Planning Commission's approval of this project.
- Current fee-in-lieu and/or land dedication rates will be applied regardless of when project was approved by PRAB.
- Prior to final receipt by the city, all fees must be paid and any deeds for parkland dedication property must be:

- Approved by the City's Land Agent in the Engineering Division.
 - Recorded at the Washington County Courthouse.
- Each additional housing unit that is constructed in Fayetteville places an increased demand on the Parks and Recreation system. The money collected as part of this project will be used to fund future park acquisitions and improvements for this park quadrant.

December 17, 2025

City of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Attn: Development Services

Re: Ashwood Townhomes LSD

Attached herewith please find the submittal documents in regards to a Large-Scale Development for a townhome development on the west side of Razorback and Ashwood intersection. The proposed development includes 140 townhomes consisting of a mix of 2-, 3-, and 4-bedroom unit buildings with associated parking spaces and underground detention pond centrally located. There are 140 units (a total of 405 beds) proposed. Access to water and sewer exists across Ashwood Ave. A short extension is proposed for both utilities into the development. Furthermore, we have contracted RJN, at the request of the City, to perform a sewer capacity study on the downstream sections of existing sewer.

The site is zoned RMF-24, CS, and R-A. There are three separate parcels that will be combined into one parcel via Property Line Adjustment plat. The entirety of the property contains approx. 10 acres of wooded hillside with a mix of hardwood and deciduous trees. The slopes range from 3%-18% generally from west to east. Detention for this LSD is being provided by an underground detention system, centrally located to the site, in order to meet the drainage requirements. A property line adjustment will be submitted to combine the RMF-24 and CS properties.

This project went before the Parks and Recreation Advisory Board on August 4th where it was passed. We engaged Peters & Associates to perform a trip generation report for expected traffic from this development. It was determined that less than 200 trips per day was expected and a full assessment will not be required.

Tree preservation for this site is proposed to be provided on the entirety of the R-A zoned parcel. The majority of the site lies within the Hillside Hilltop Overlay District (HHOD).

We are requesting a few variances with those separate request letters provided with this submittal. We thank you for your consideration of this proposal and please call with any questions,

Sincerely;

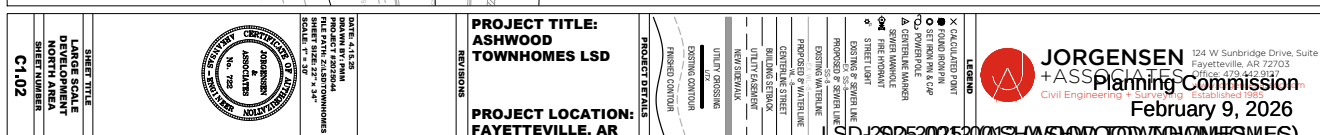

Jared S. Inman, P.E.

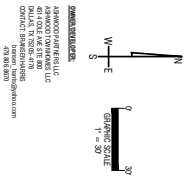


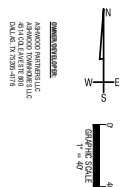
JUNTOS BY ZONING			
BUILDING NO.	RM-24	CS	
1	9		
2	8		
3	8		
4	7		
5	3	1	
6		4	
7		4	
8		6	
9		6	
10		6	
11		4	
12		6	
13	3	5	
14	5		
15	5		
16		4	
17		4	
18		6	
19		4	
20		6	
21		5	
22	4		
23	5		
24	5		
25	5		
26	4		
TOTAL	71	69	
ZONING PERCENTAGE	411	458	
DENSITY	17.3	15.1	

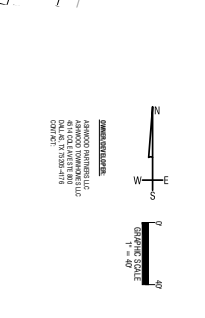
BUILDING		PARKING COUNCIL BY BUILDING				TOTAL	
BUILDING NO.	BUILDING TYPE	2 BED UNITS	3 BED UNITS	4 BED UNITS	TOTAL UNITS	CARAGE SPACES PER BUILDING	TOTAL
1	WALE	0	9	0	9	27	18
2	WALE	0	8	0	8	24	16
3	WALE	0	8	0	8	24	16
4	ASHWOOD	5	0	2	7	18	14
5	ASHWOOD	2	0	2	4	12	8
6	ASHWOOD	2	0	2	4	12	8
7	ASHWOOD	2	0	2	4	12	8
8	ASHWOOD	2	0	2	4	12	8
9	ASHWOOD	4	0	2	6	16	12
10	WALE	0	0	4	4	16	8
11	WALE	0	0	4	4	16	8
12	WALE	0	0	6	6	24	12
13	WALE	0	8	0	8	24	16
14	WALE	0	5	0	5	15	10
15	WALE	0	5	0	5	15	10
16	WALE	0	0	4	4	16	8
17	WALE	0	0	4	4	16	8
18	WALE	0	6	0	6	18	12
19	WALK-OUT	4	0	0	4	8	8
20	WALK-OUT	6	0	0	6	12	12
21	WALK-OUT	5	0	0	5	10	10
22	WALK-OUT	5	0	0	5	10	8
23	WALK-OUT	5	0	0	5	10	10
24	WALE	5	0	0	5	10	10
25	WALE	5	0	0	5	10	10
26	WALE	0	0	4	4	16	8
TOTAL		53	49	38	140	405	280

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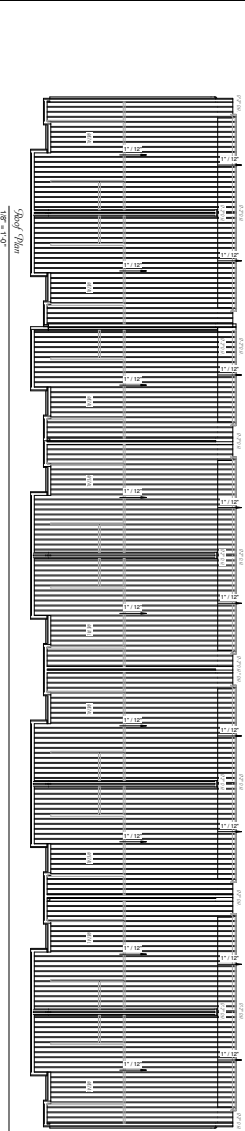
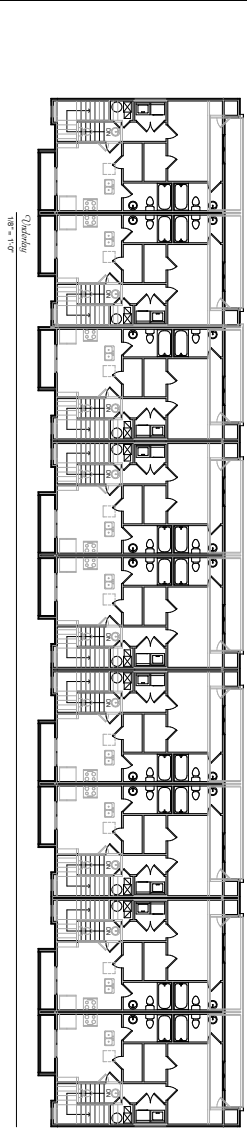
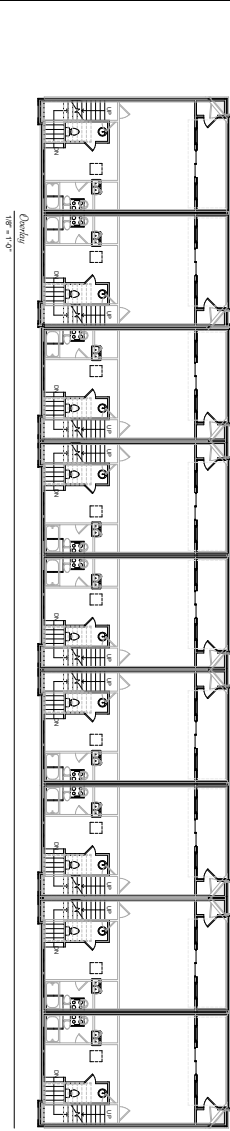
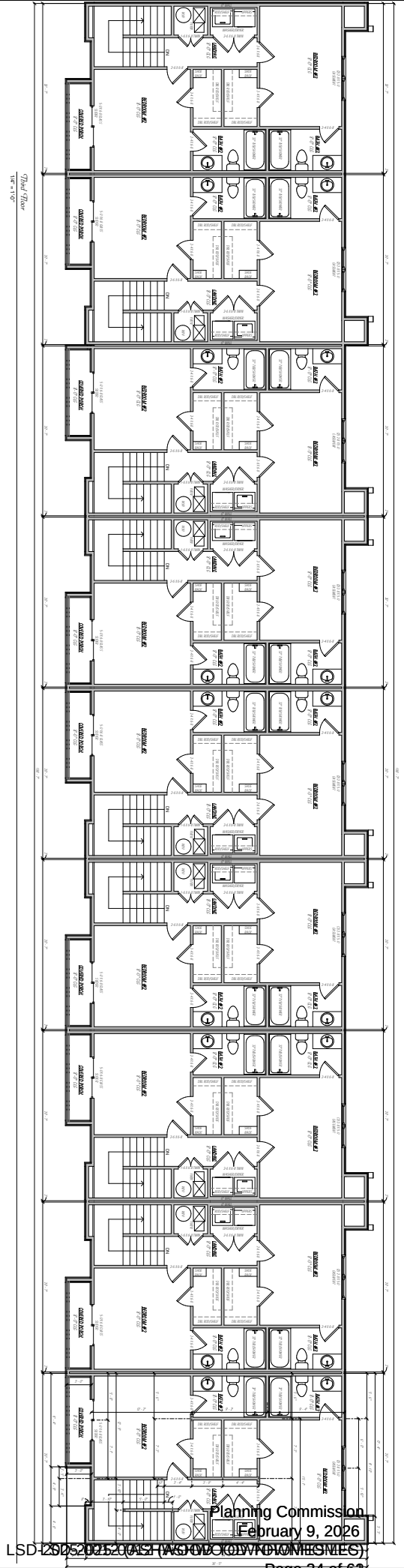


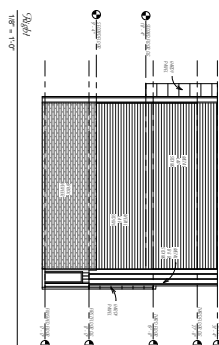
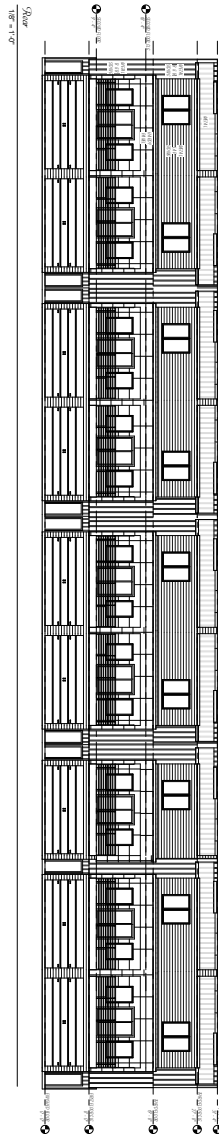
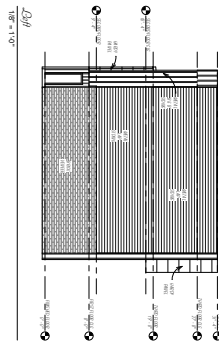
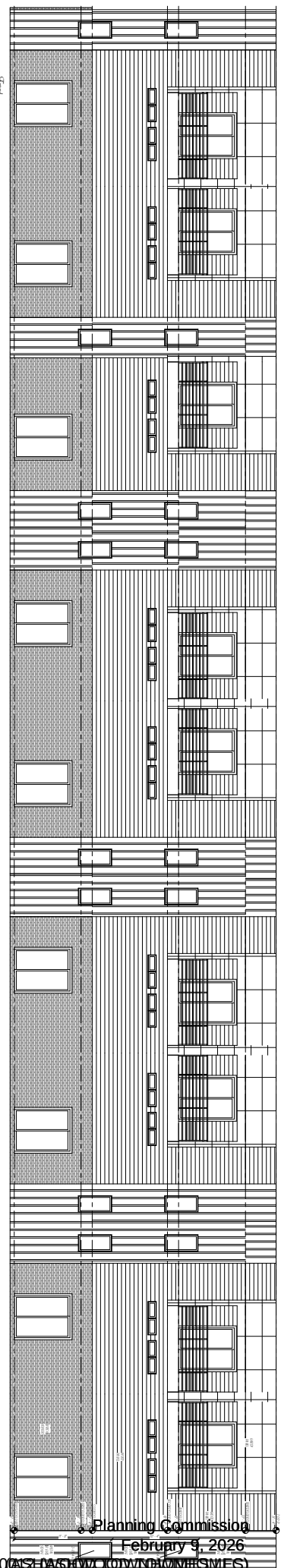


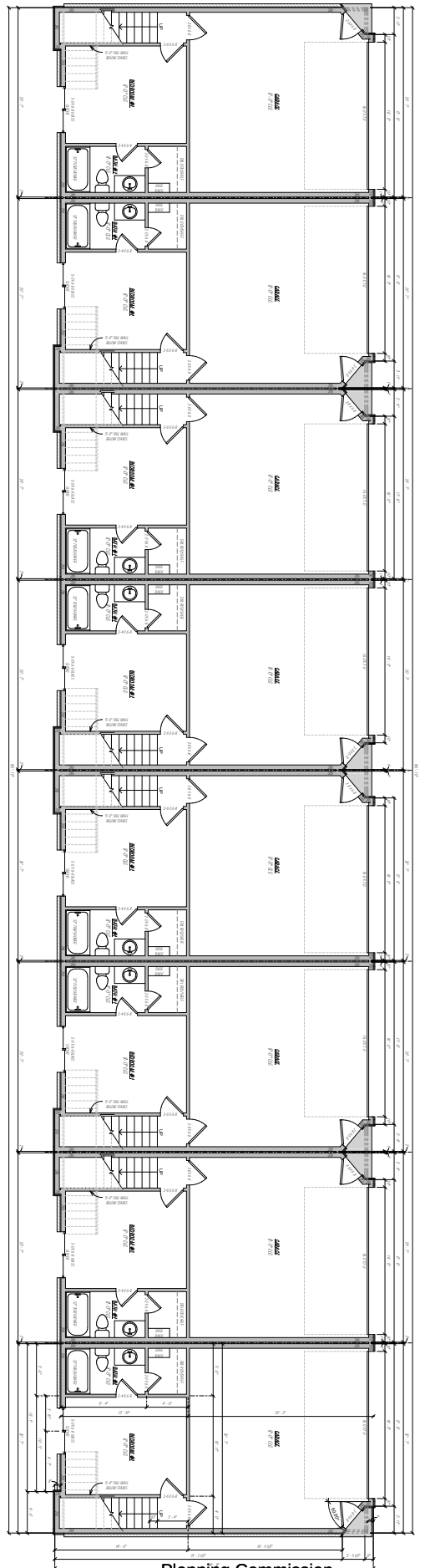




124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703
Office: 479.442.9127
Established 1985



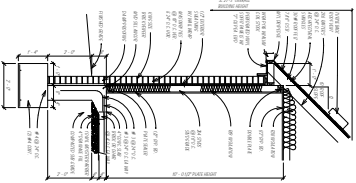
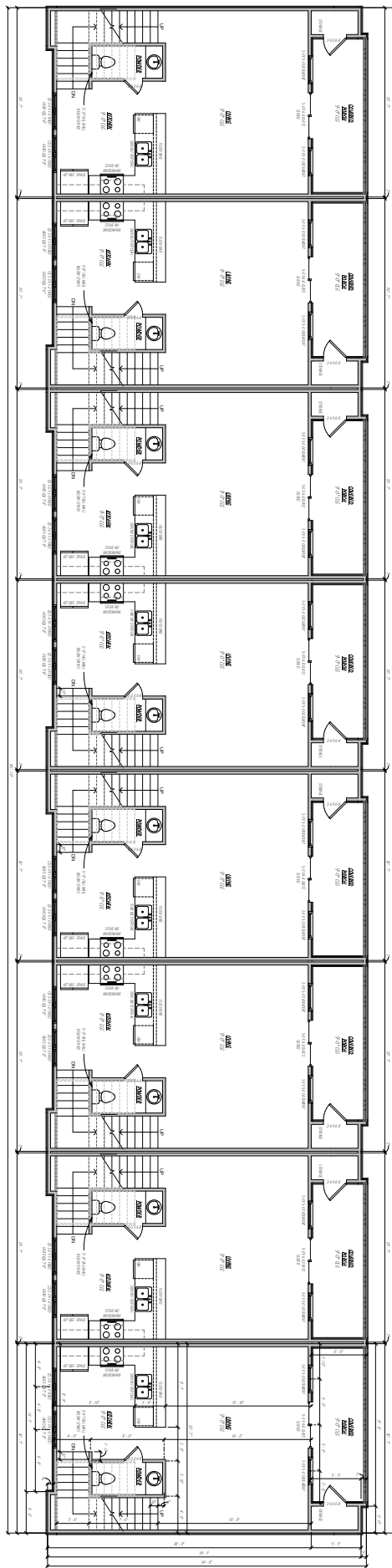


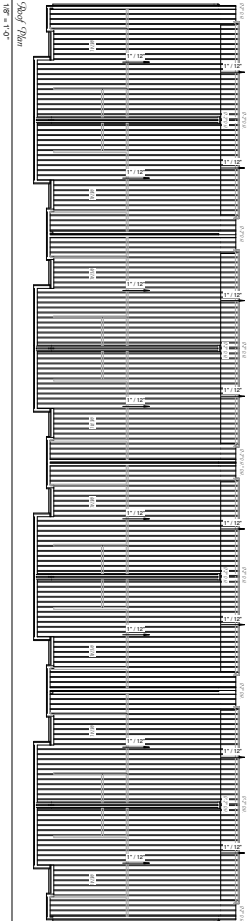
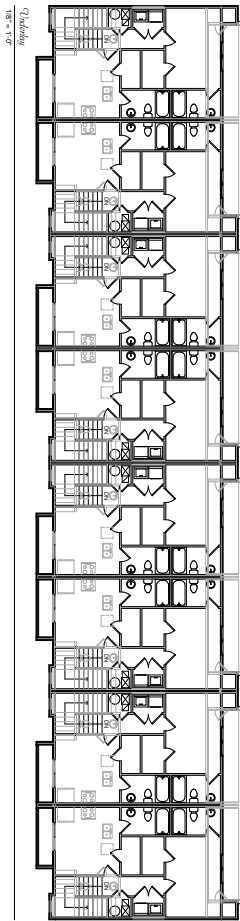
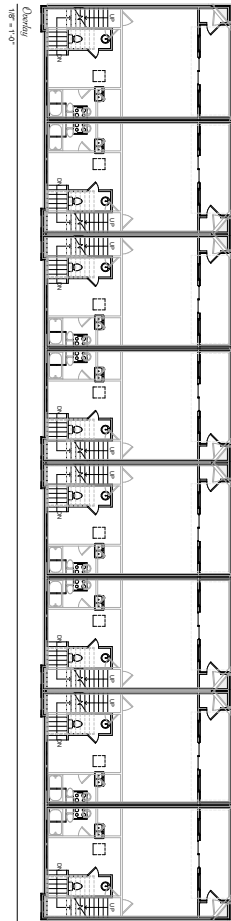
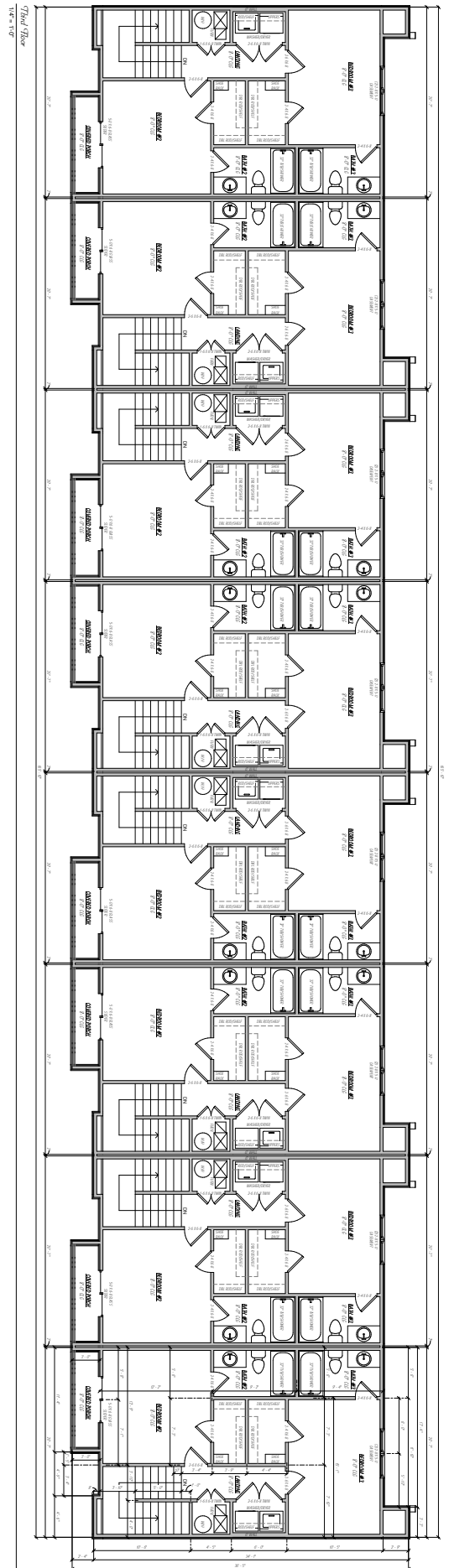


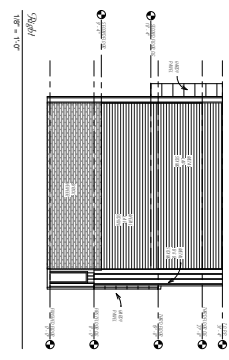
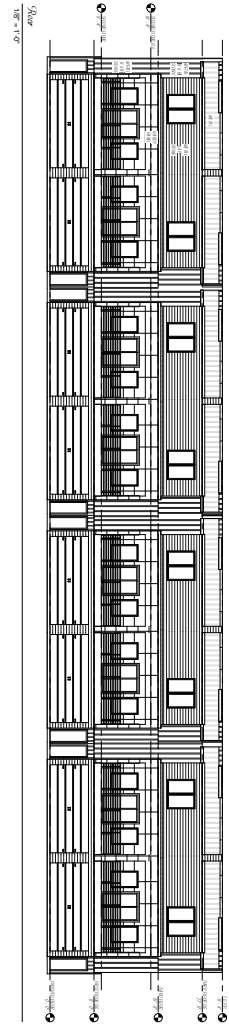
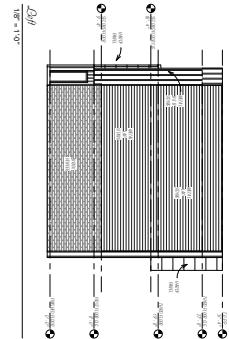
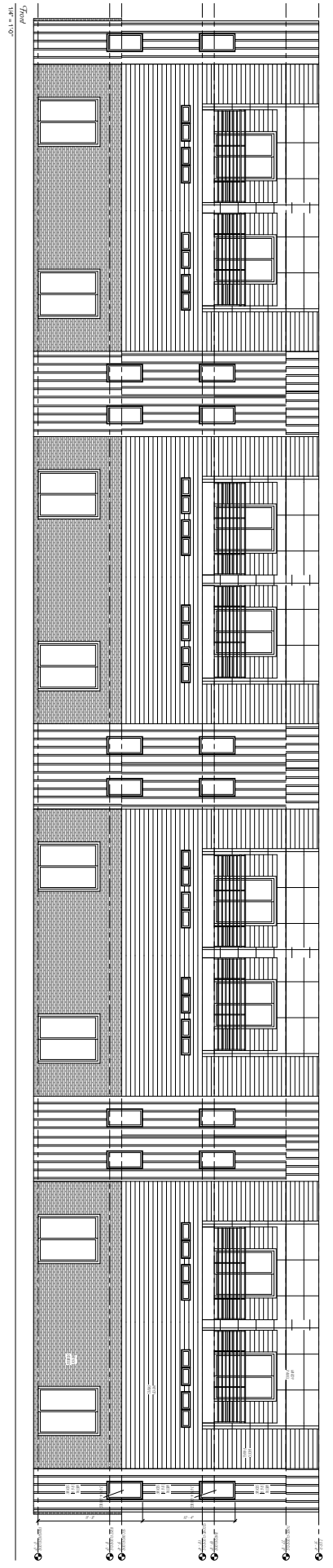
Planning Commission
February 9, 2026

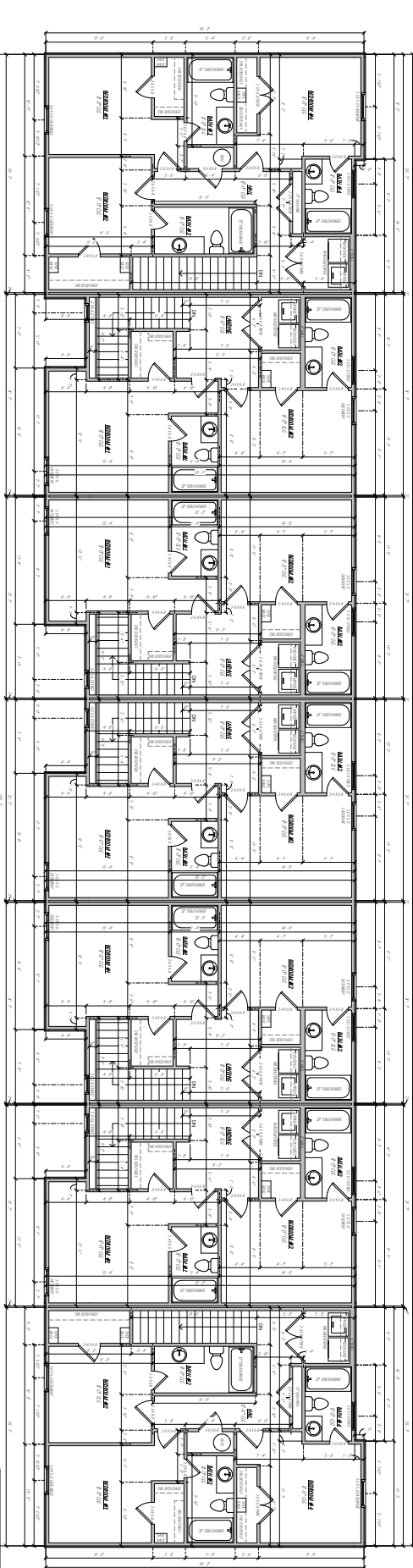
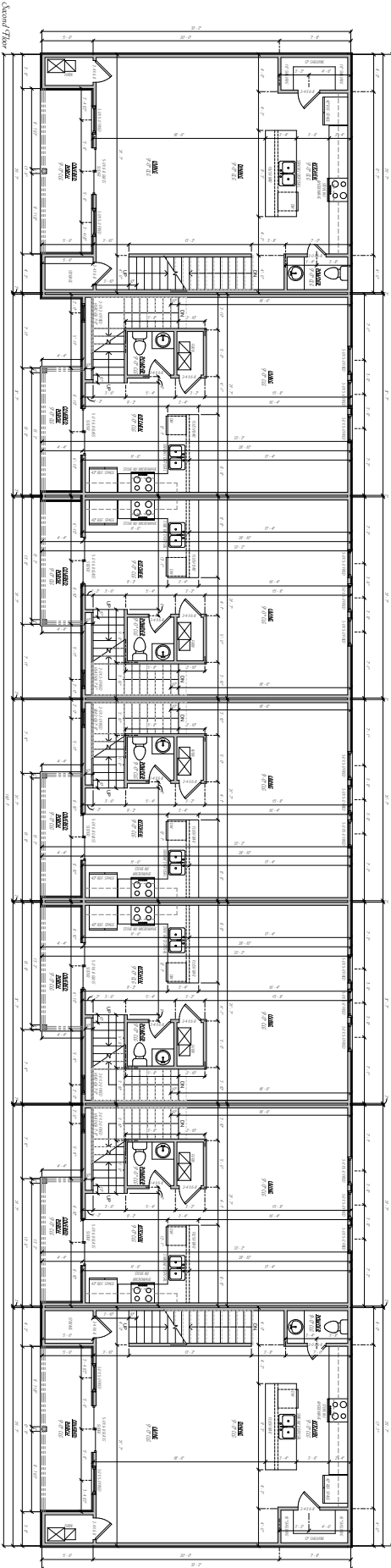
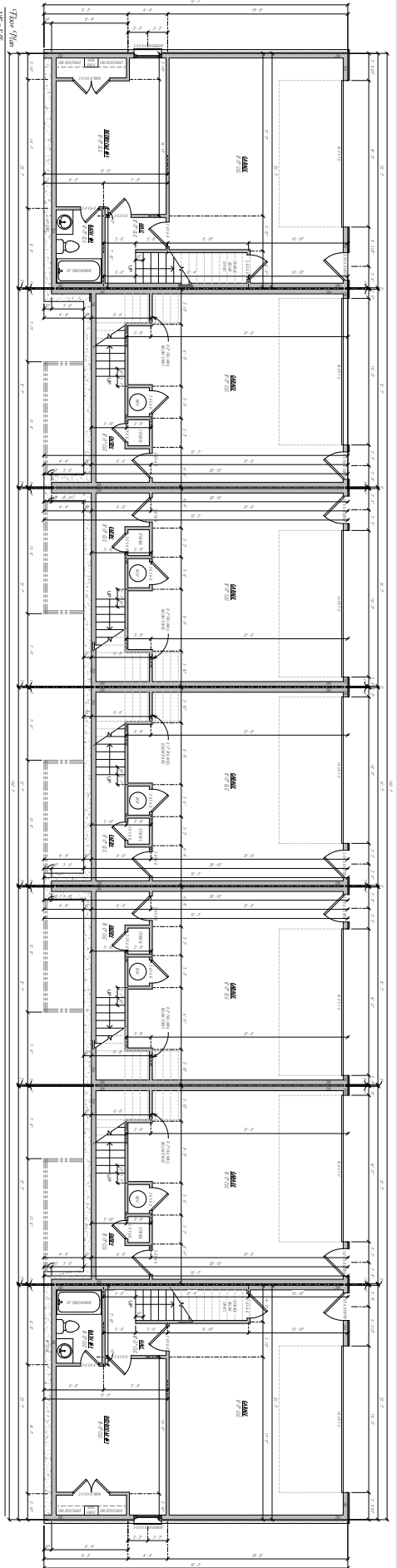
LSD-25202520 (ALSHAS) MOTORCYCLE (HONDA)

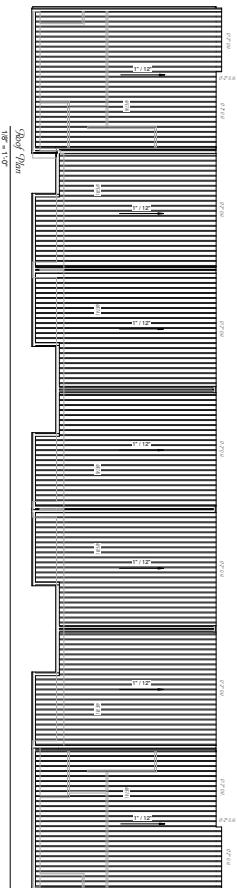
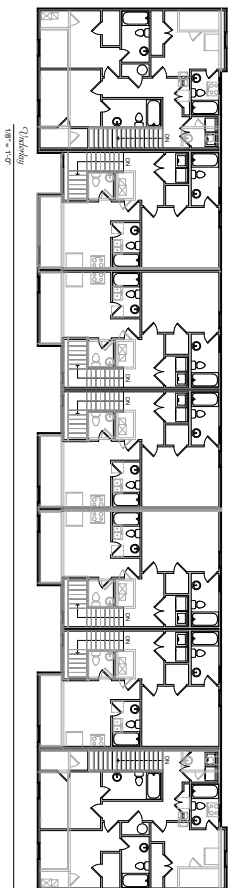
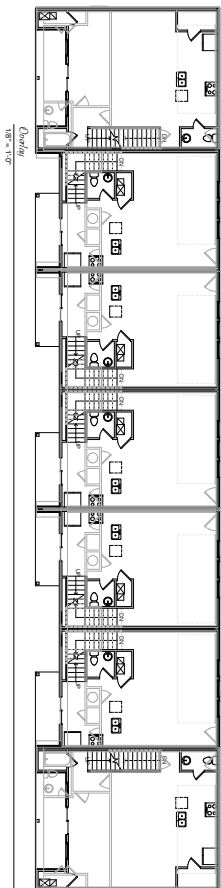
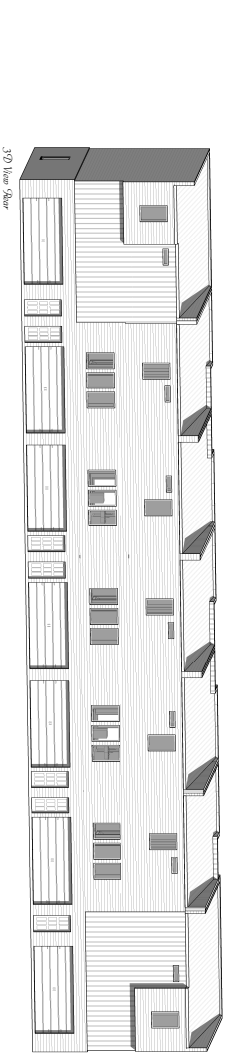
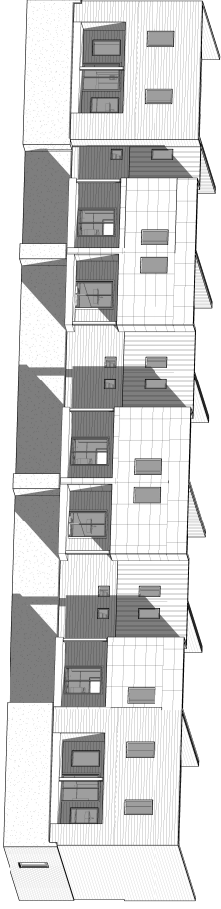
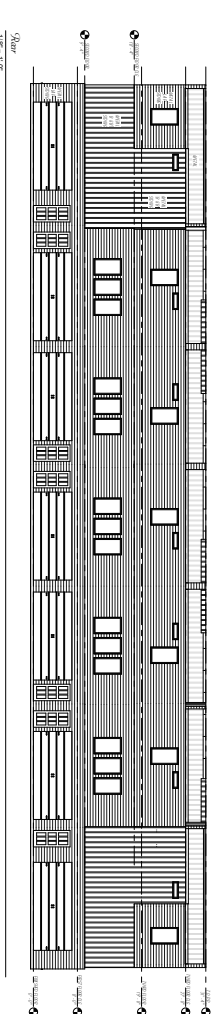
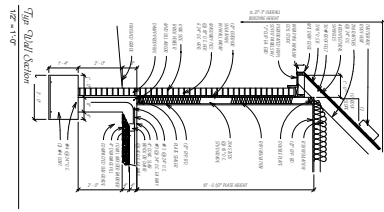
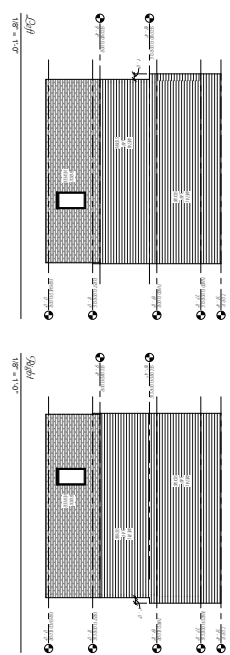
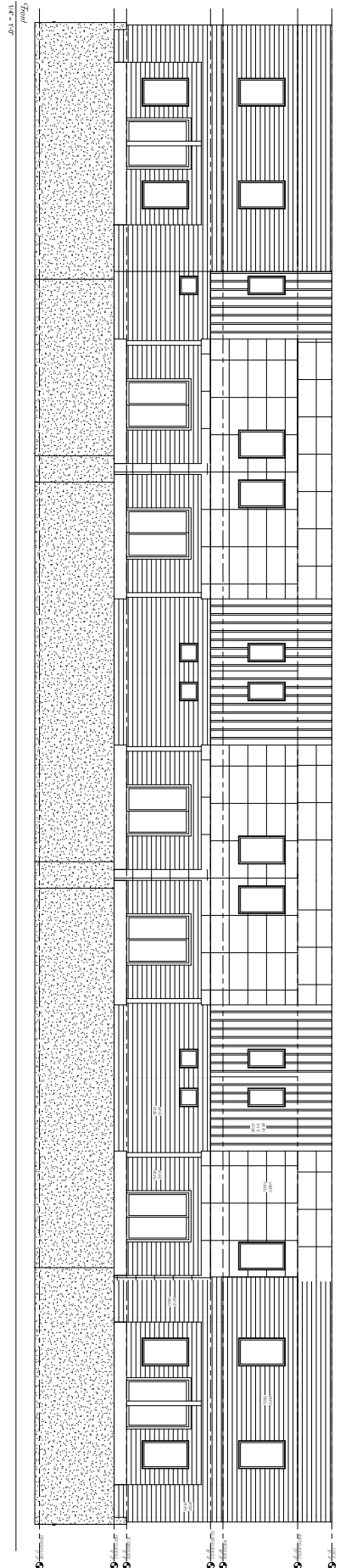
Page 26 of 63

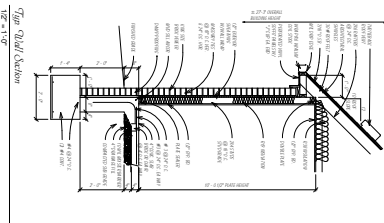
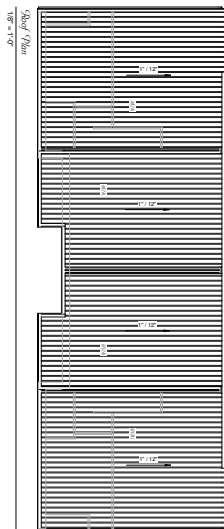
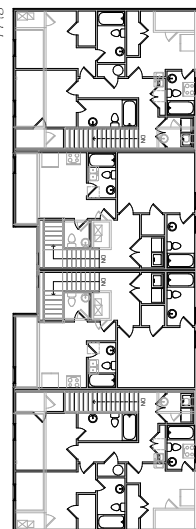
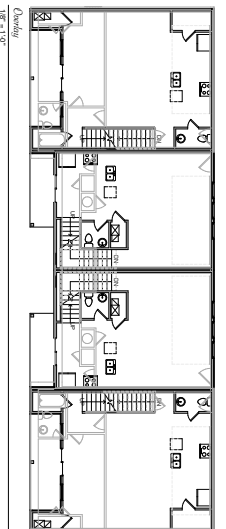
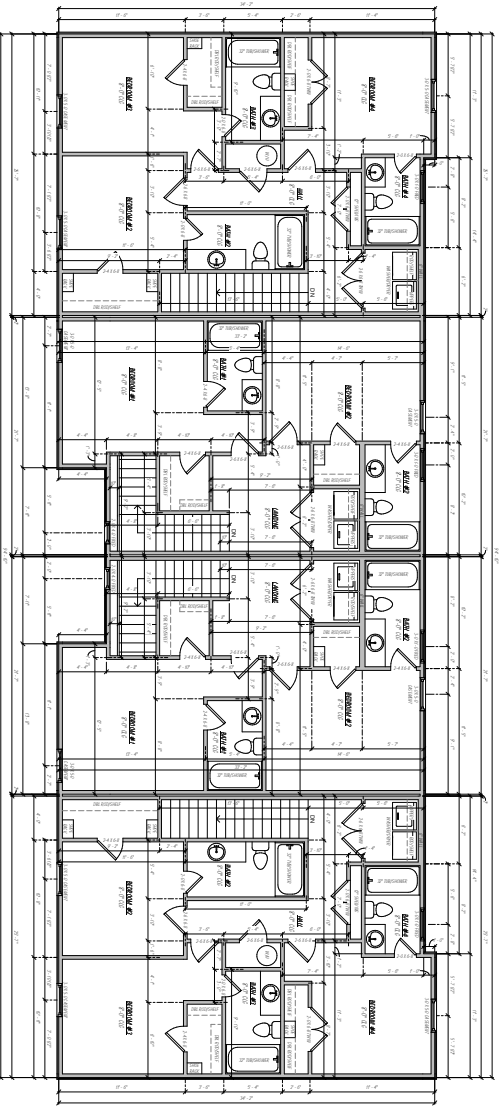
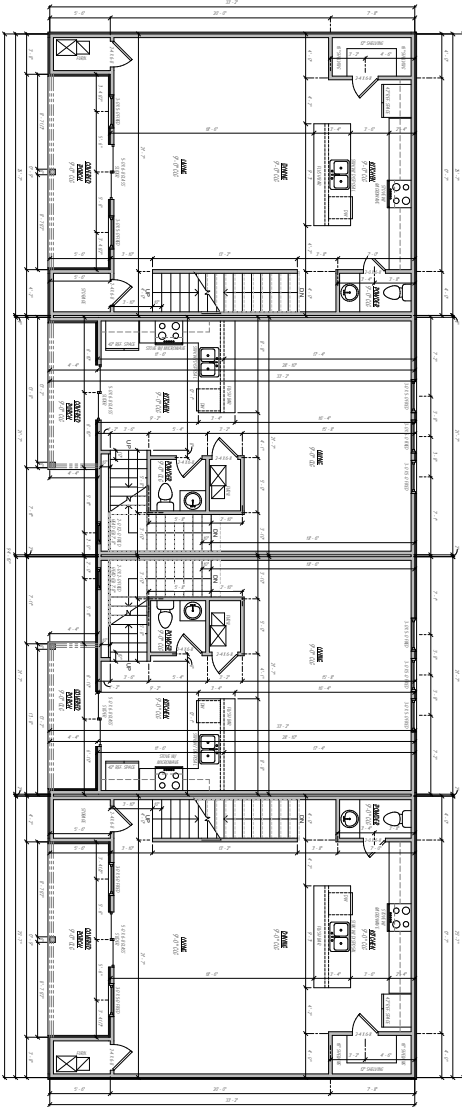
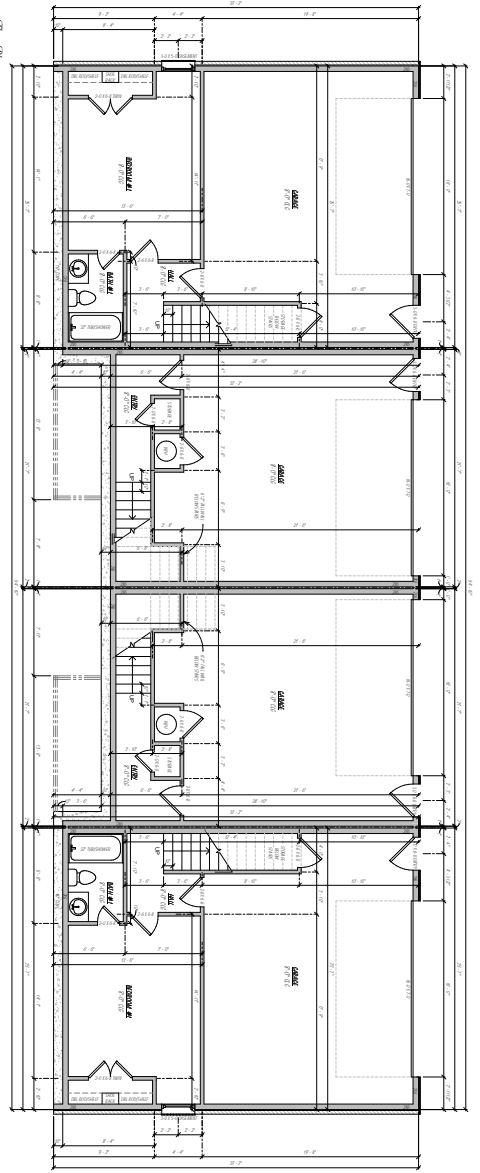


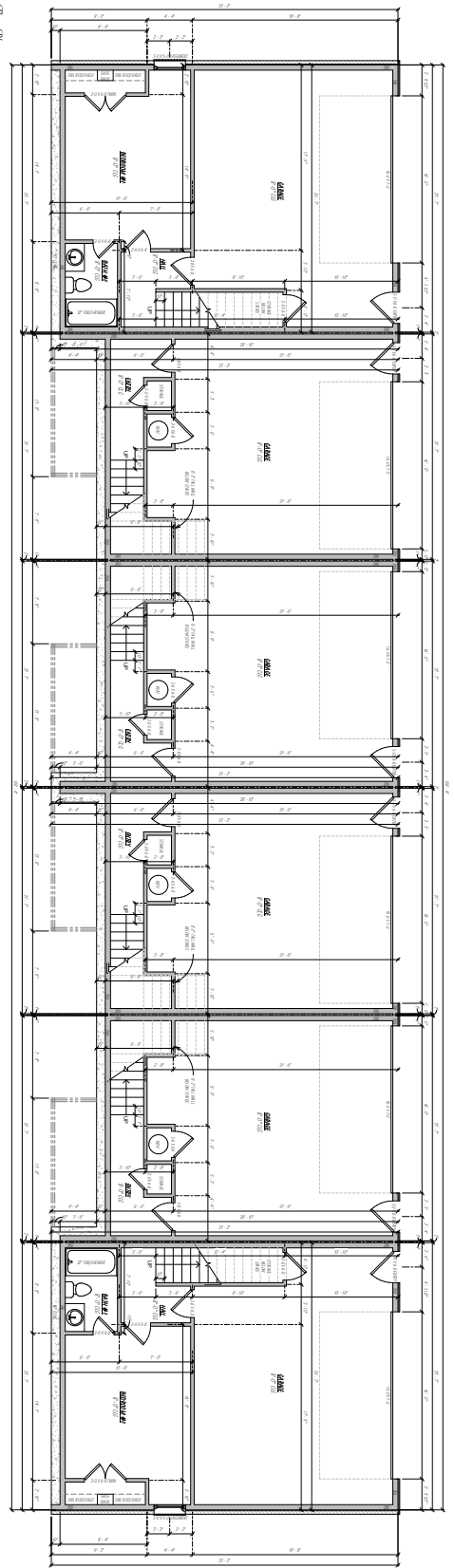




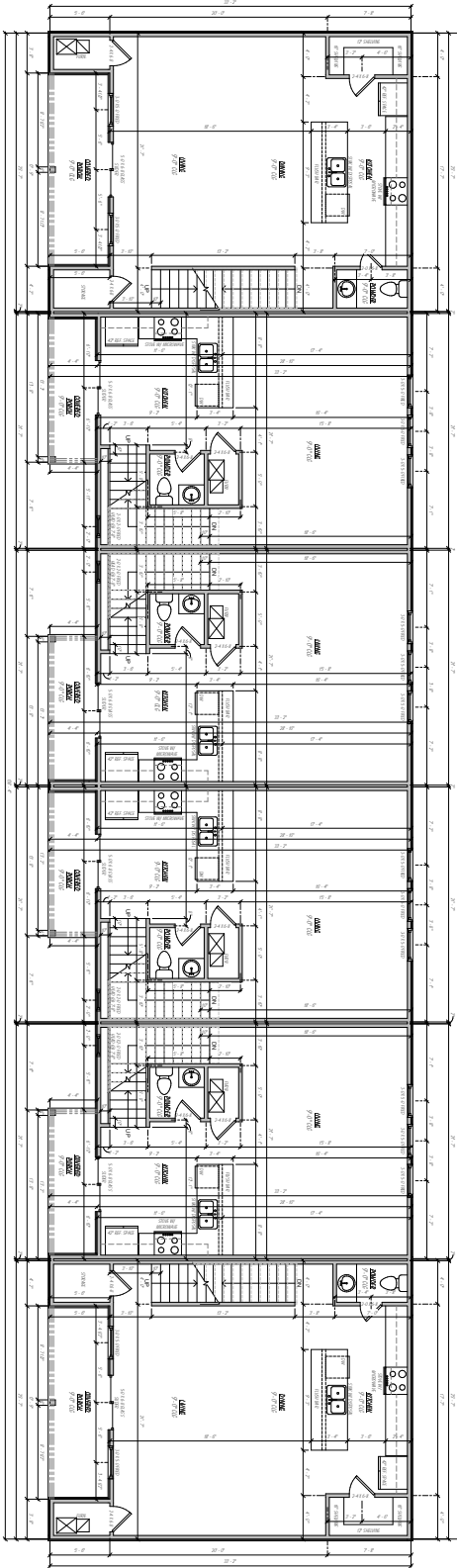




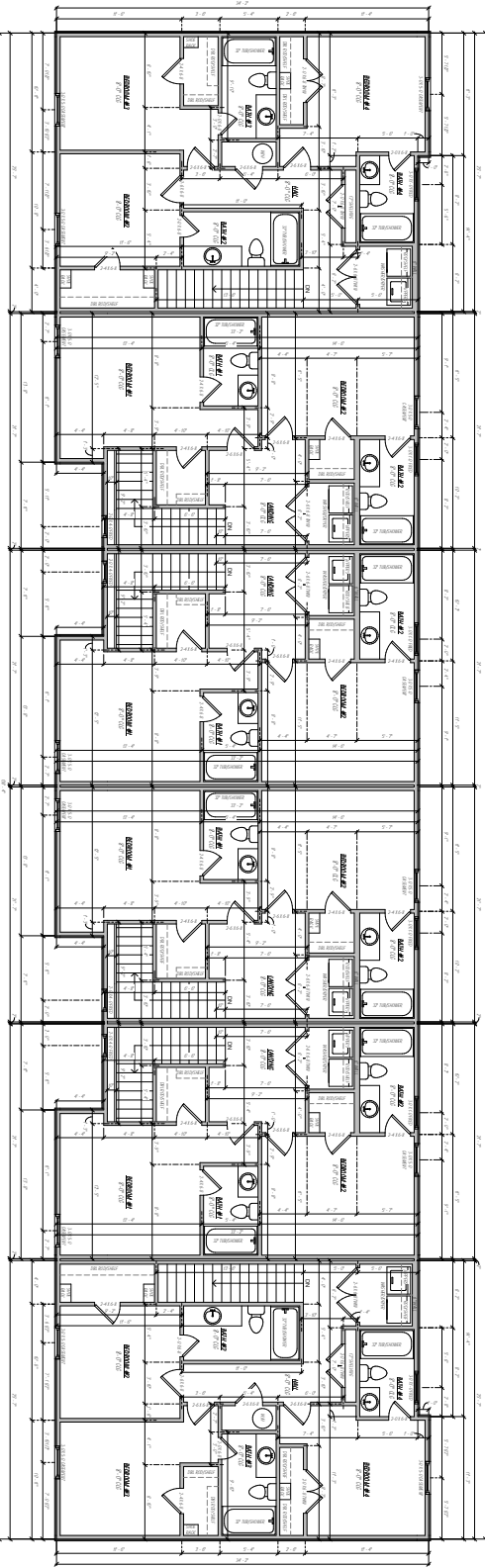




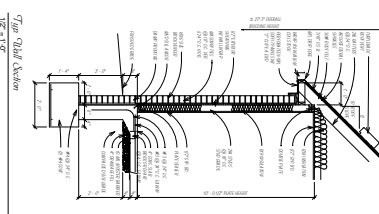
1st Floor



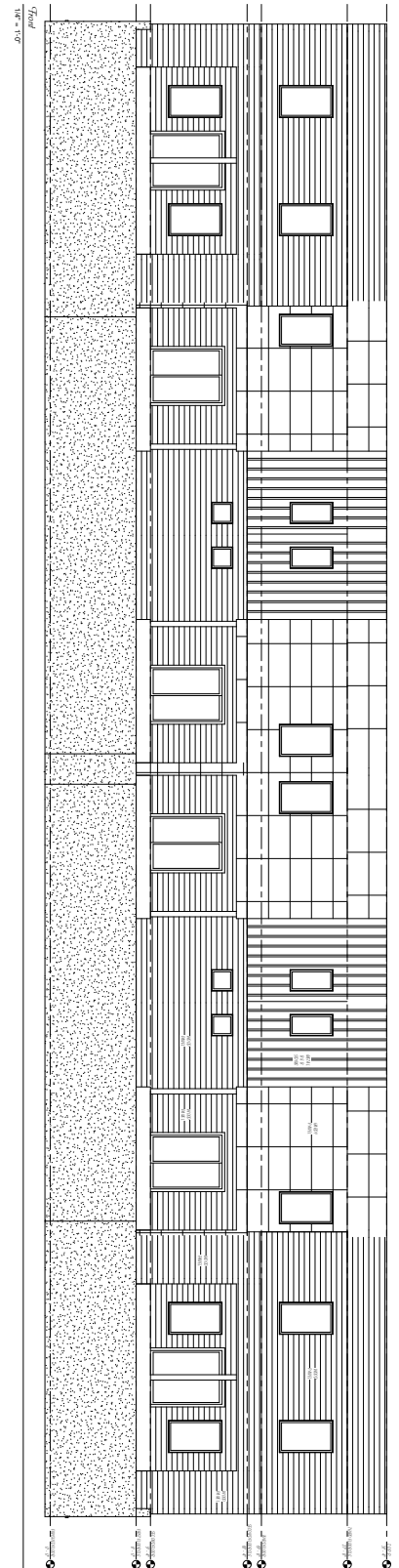
2nd Floor



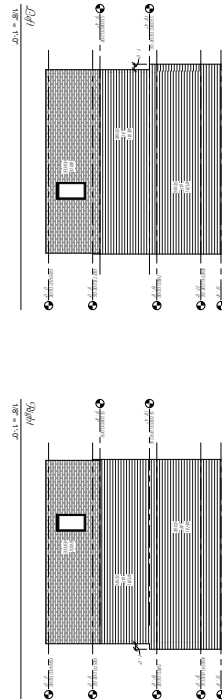
3rd Floor



Typical Section

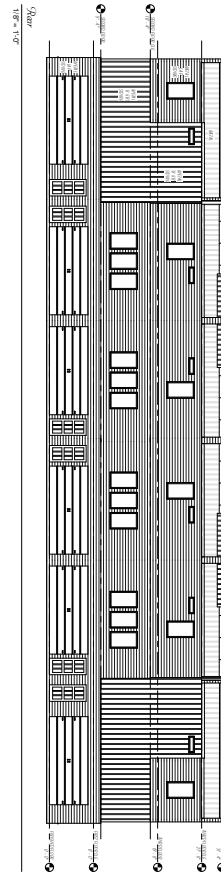


Front
1/8" = 1'-0"



Left
1/8" = 1'-0"

Right
1/8" = 1'-0"



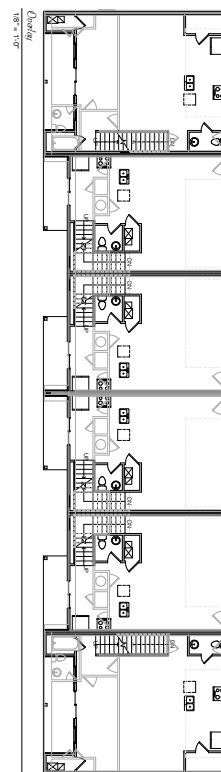
Side
1/8" = 1'-0"



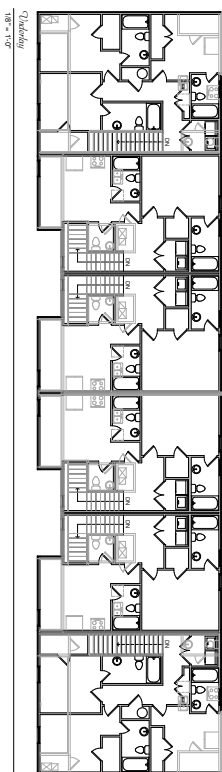
3/4 View Front
1/8" = 1'-0"



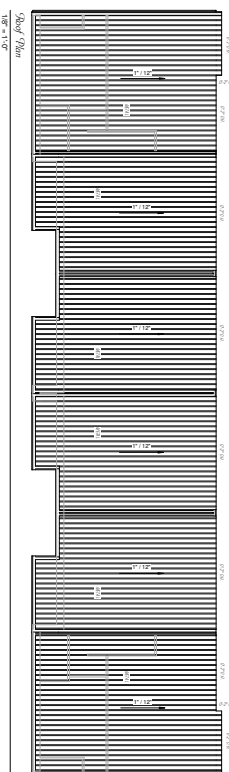
3/4 View Side
1/8" = 1'-0"



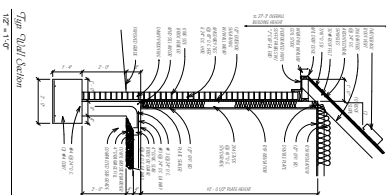
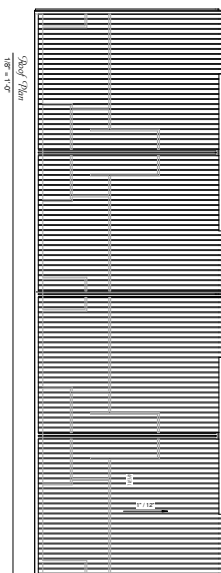
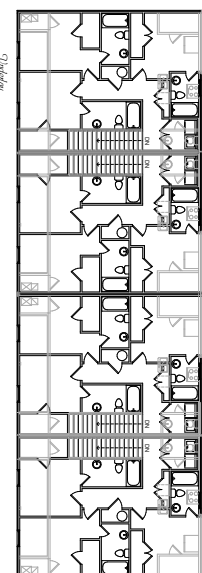
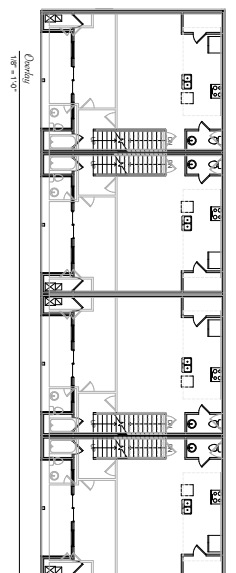
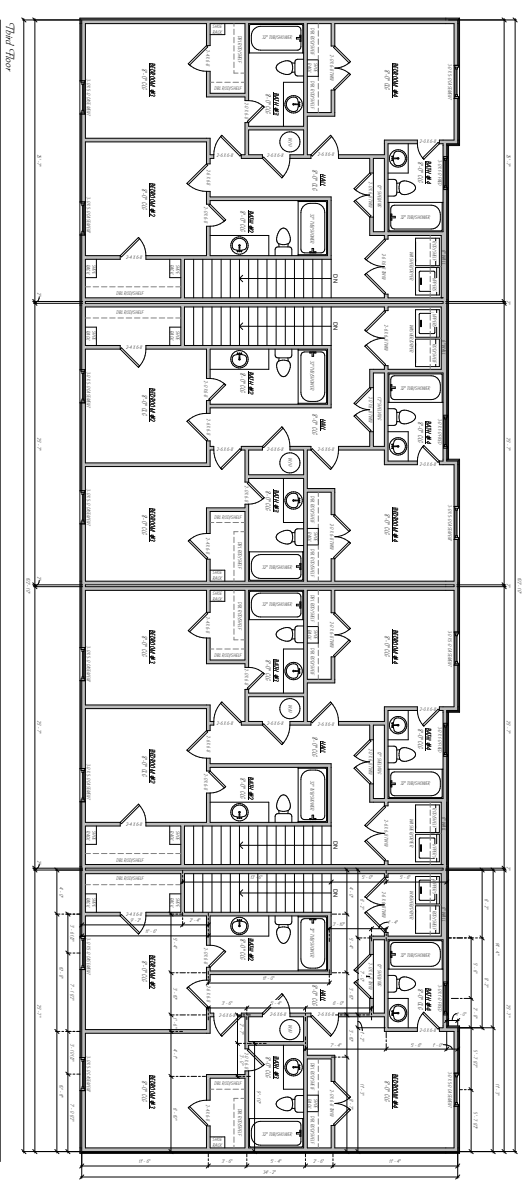
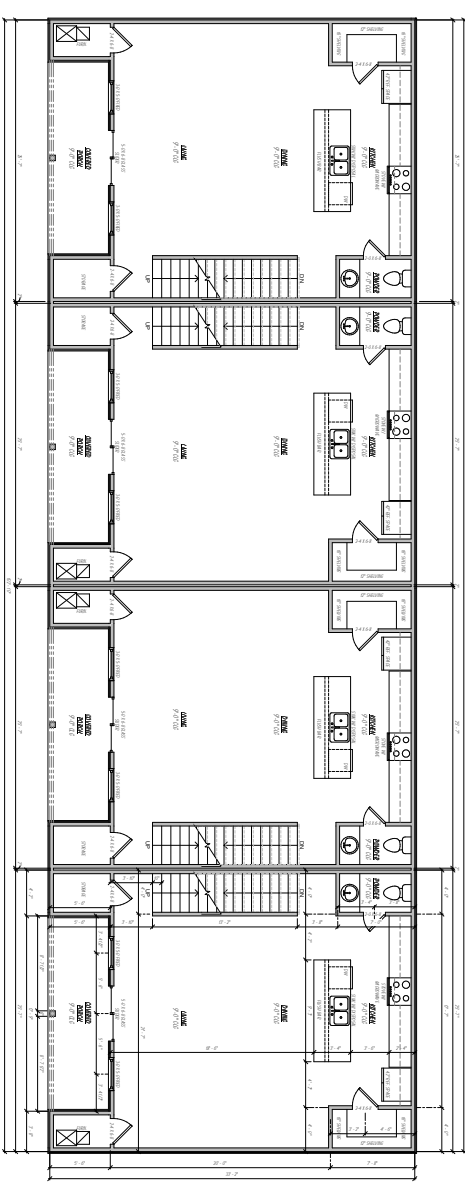
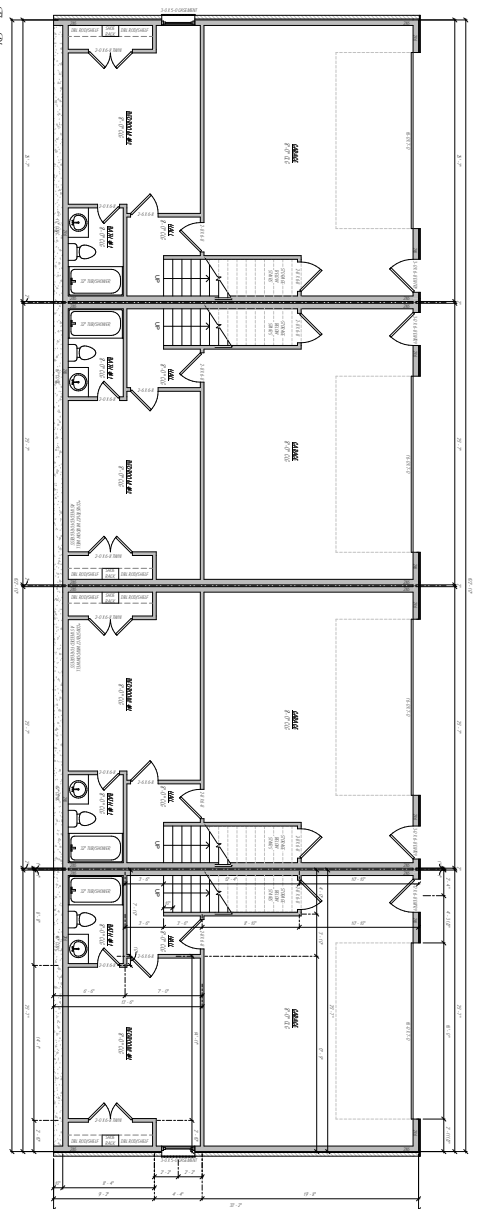
Ground
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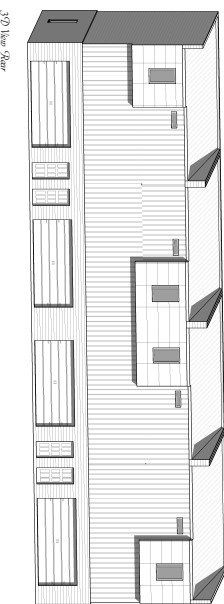
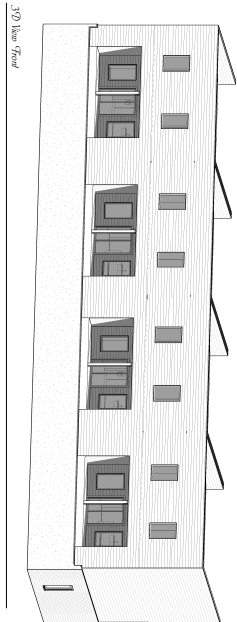
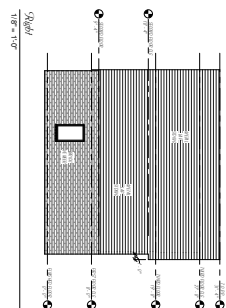
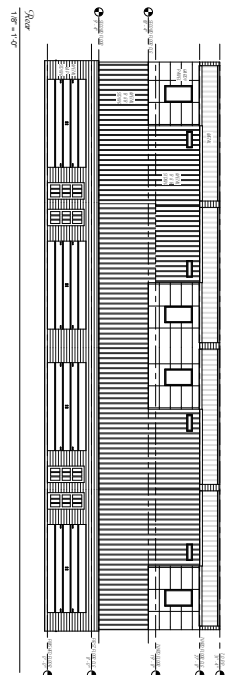
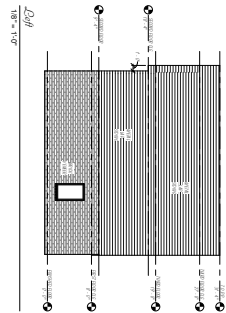
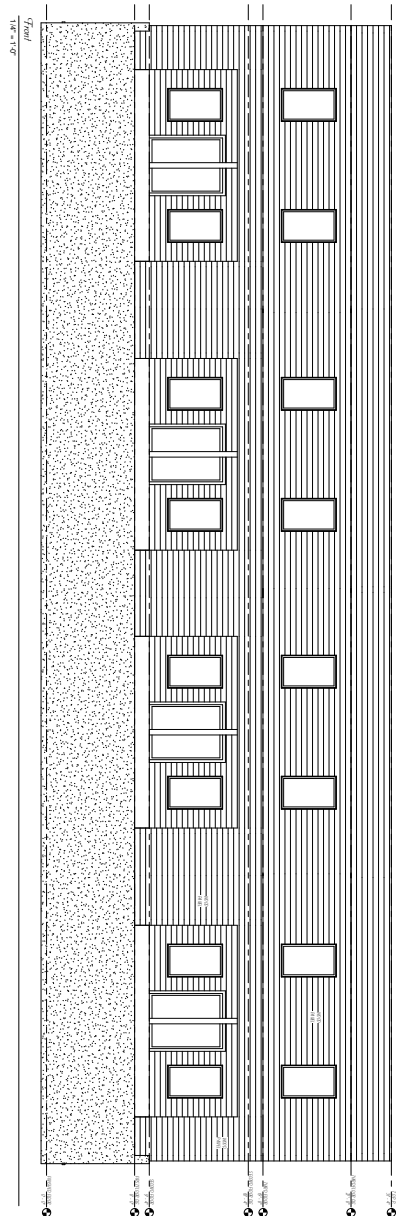


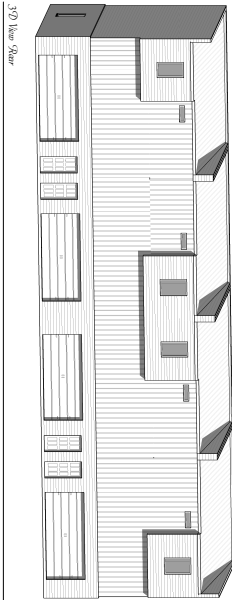
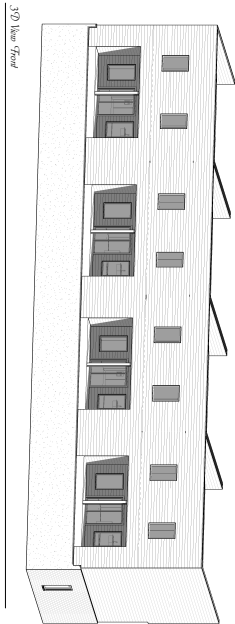
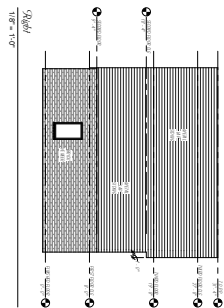
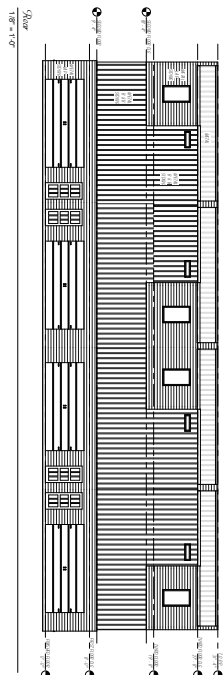
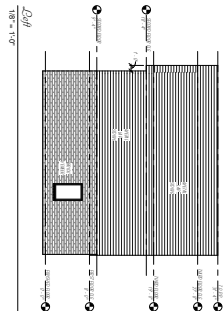
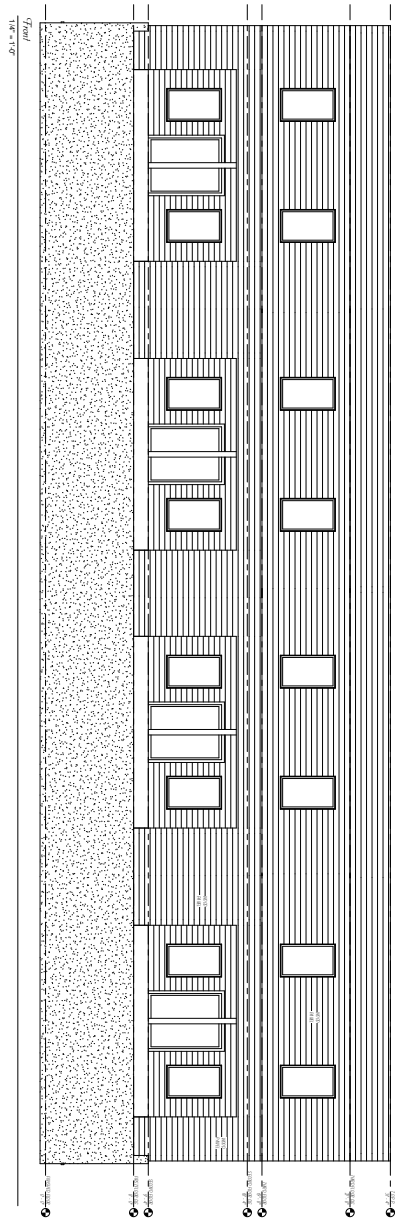
Second
1/8" = 1'-0"

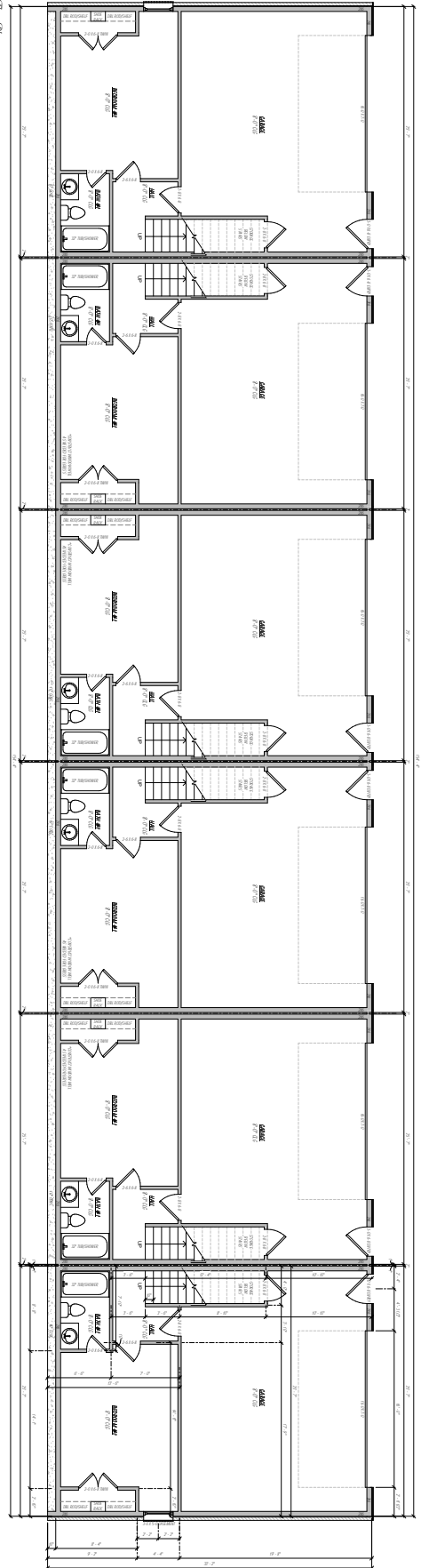


Third Floor
1/8" = 1'-0"

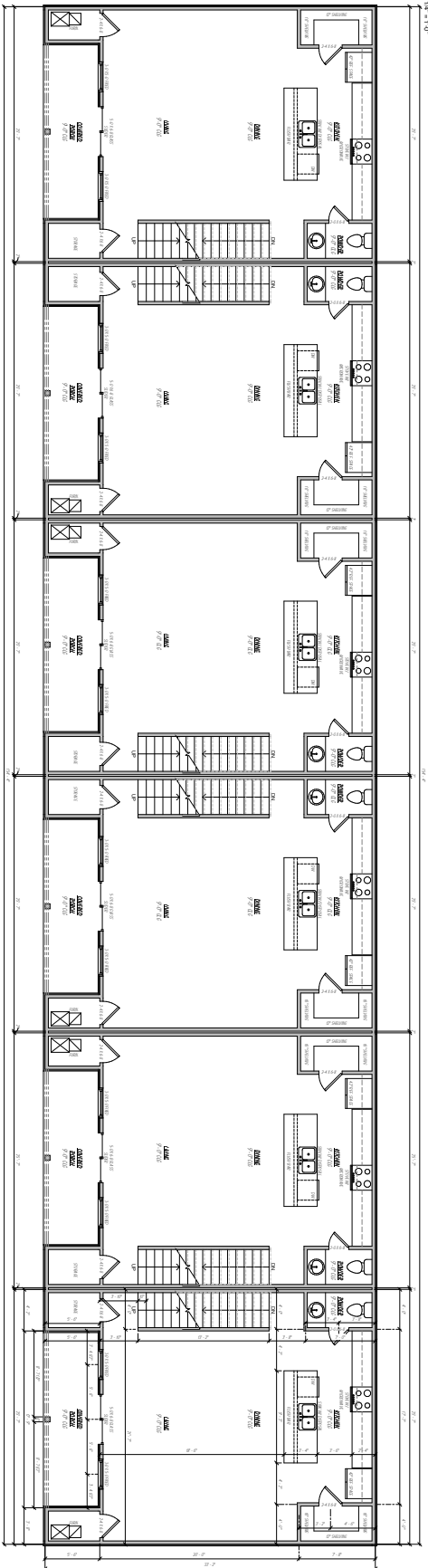




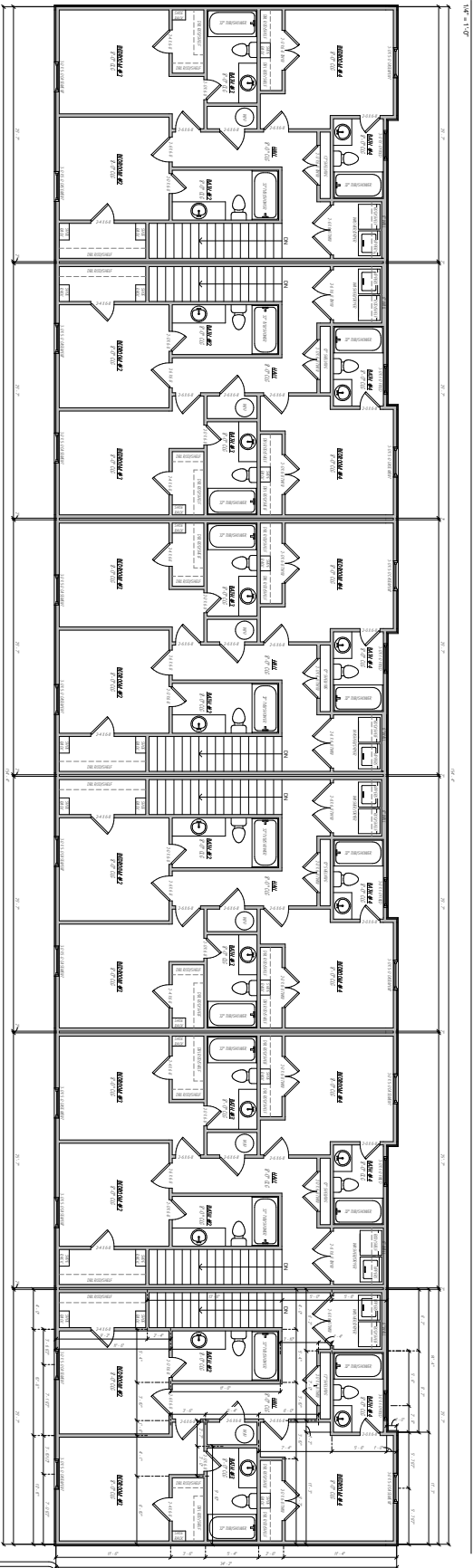




First Floor



Second Floor



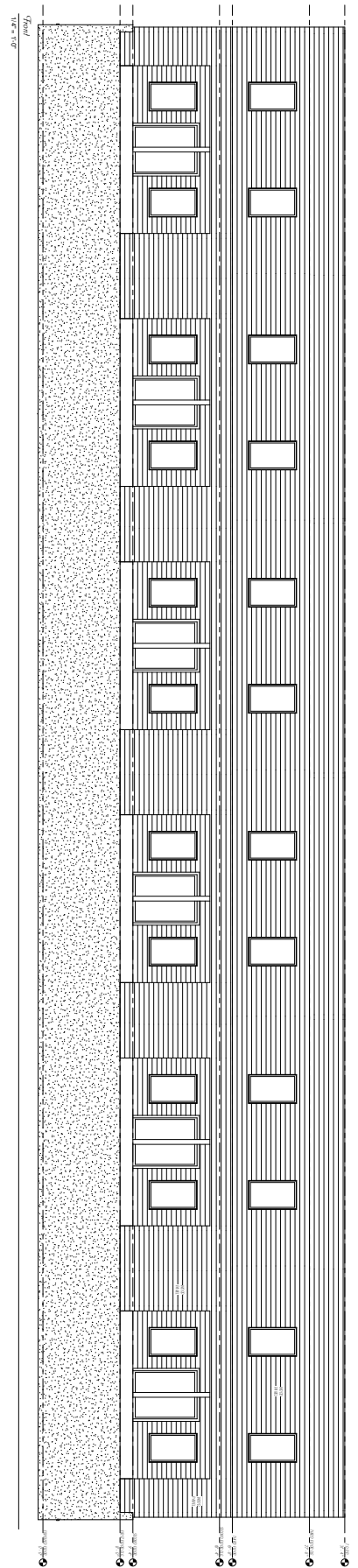
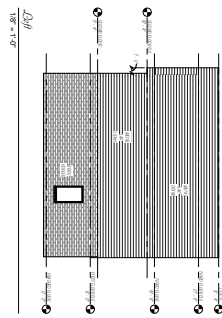
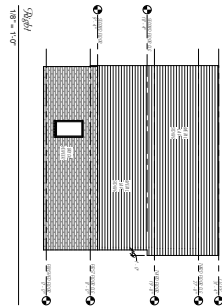
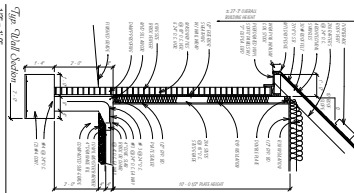
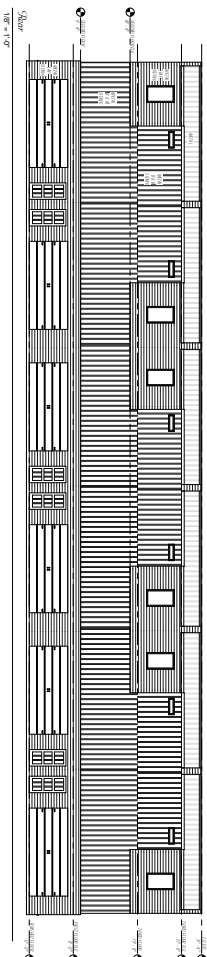
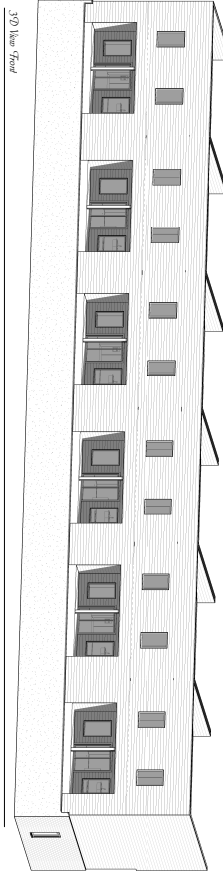
Third Floor

KCP
Residential Design

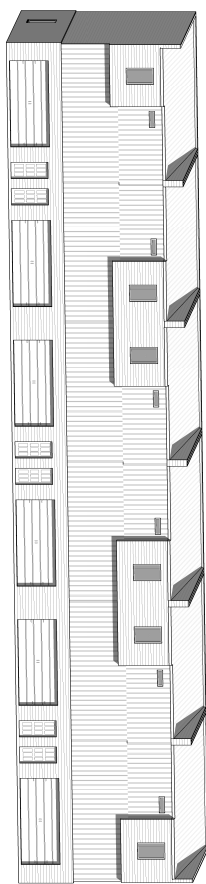
4000 S. 10th Street
 Suite 100
 Phoenix, AZ 85041
 Phone: (602) 998-1111
 Email: info@kcpdesign.com
 Website: www.kcpdesign.com

1000 S. 10th Street
Unit 12
For Brown Hunt

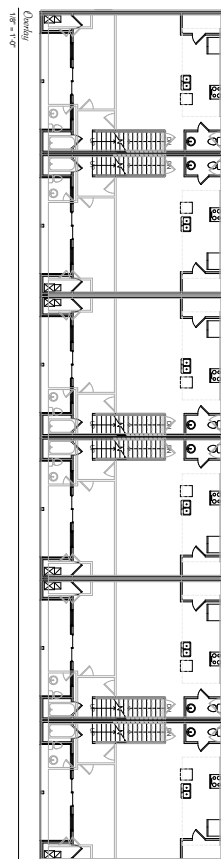
Prepared: 10/15/2025
 Drawn: 10/15/2025
 Checked: 10/15/2025
 Date: 10/15/2025
 Scale: 1/8" = 1'-0"


$$\frac{C_{\text{from}}}{1/4'' = 1.0''}$$

$$\frac{D_2/H}{1/8 = 1.5}$$

$$\frac{R_{\text{eff}}}{1.8^\circ = 1.0^\circ}$$

$$\frac{T_{\text{typ.}} Q_{\text{wall}}}{A_{\text{ext}}}$$

$$\frac{P_{\text{bar}}}{1/5 = 1.5}$$


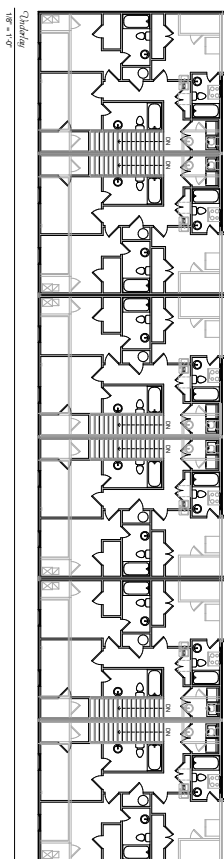
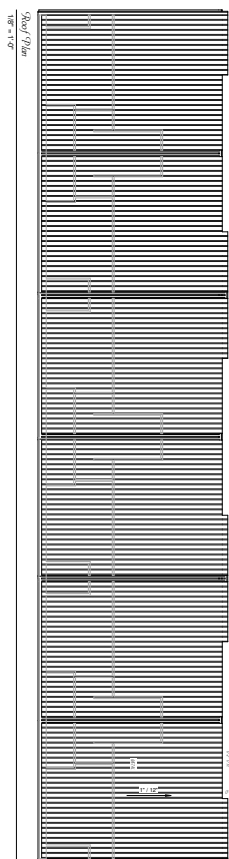
3D Wave Eq.

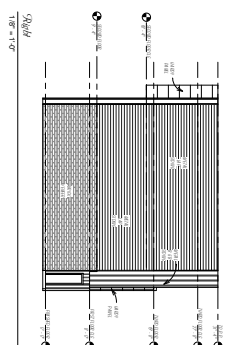
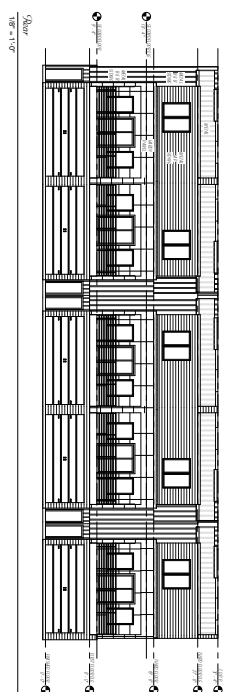
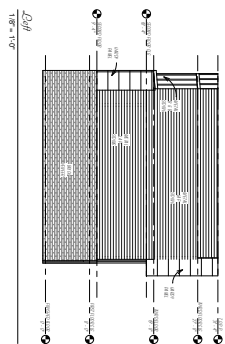
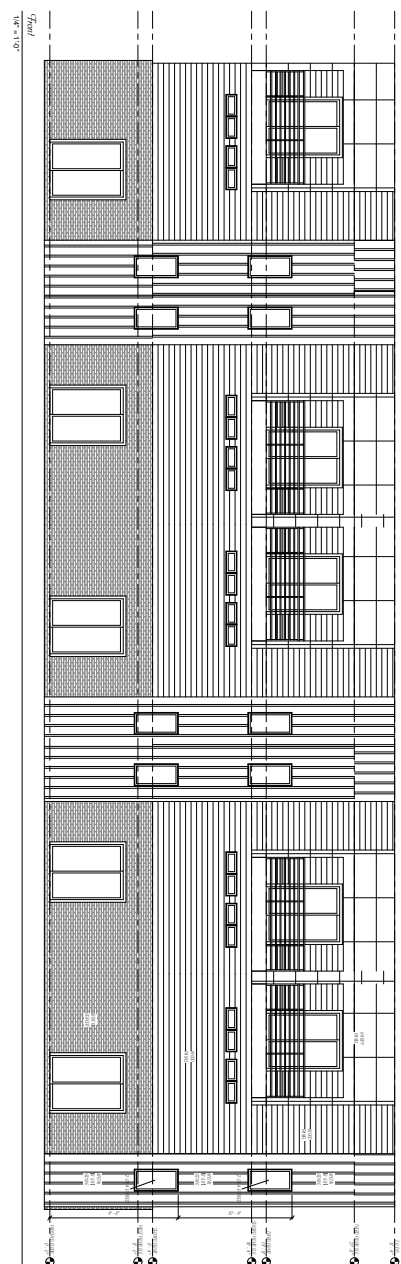


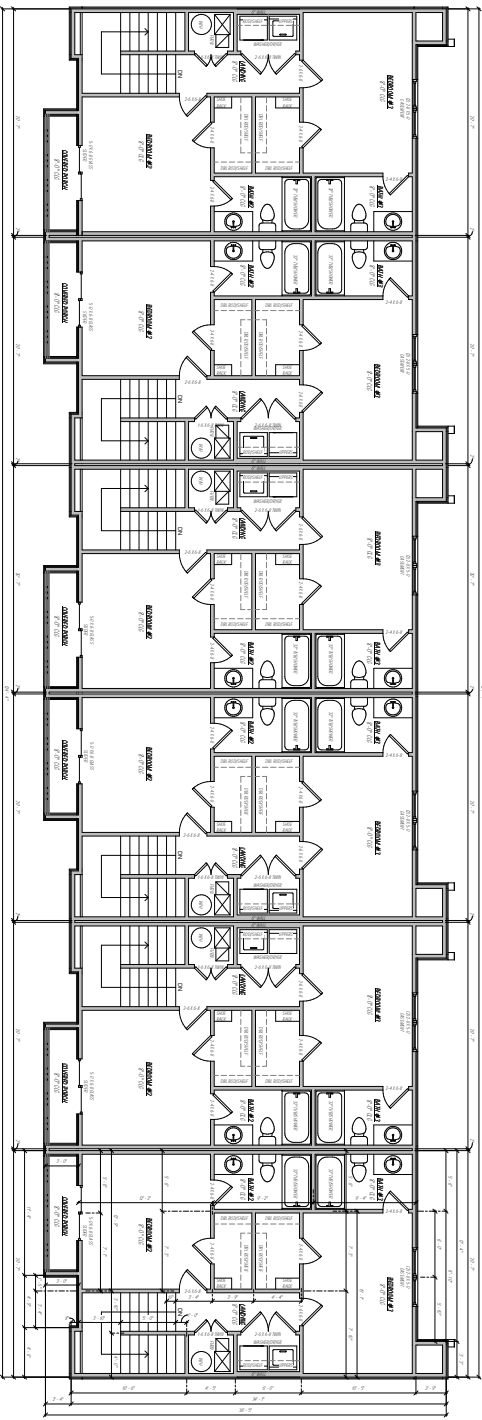
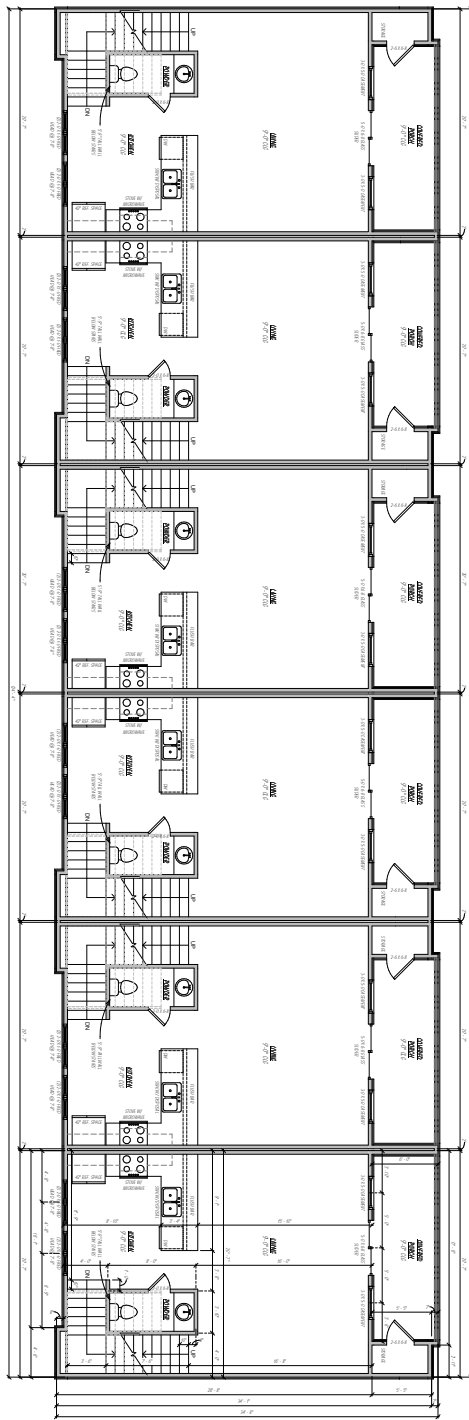
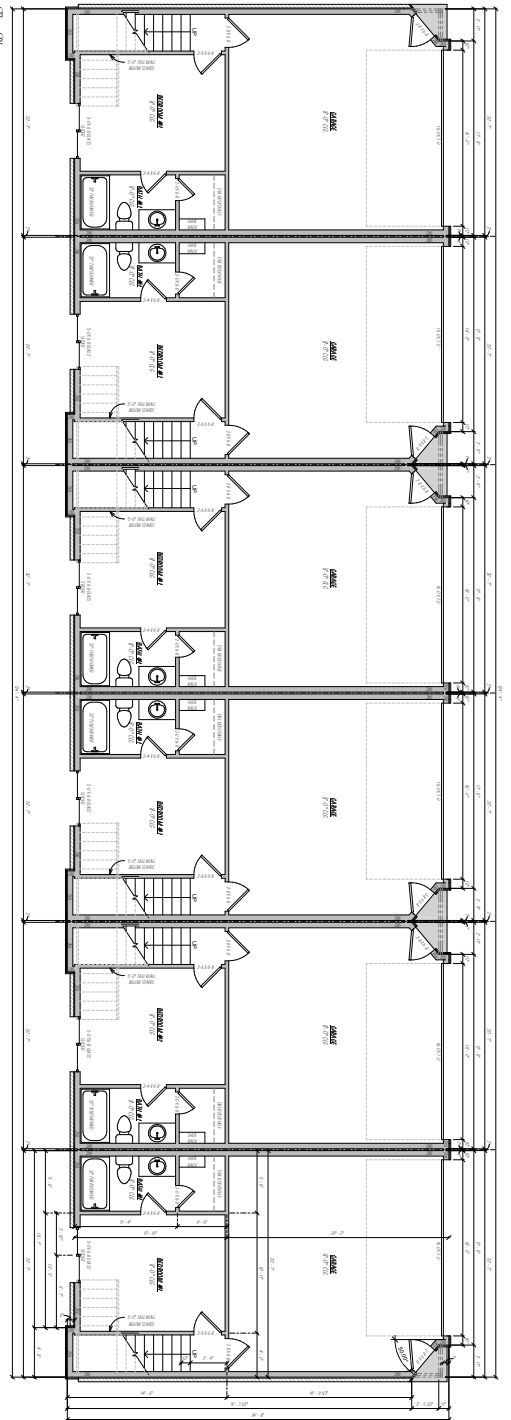
39 Nov 5

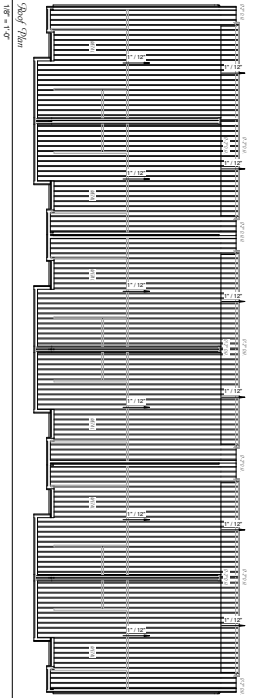
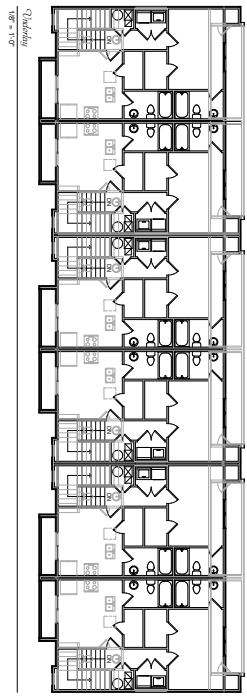
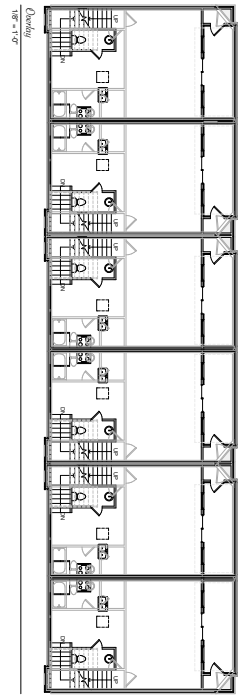
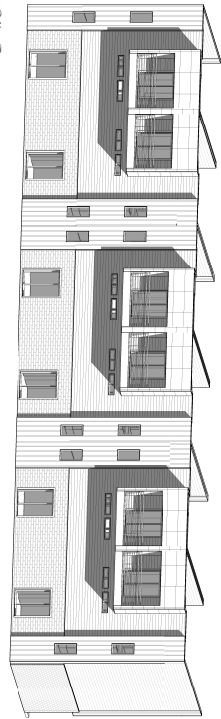
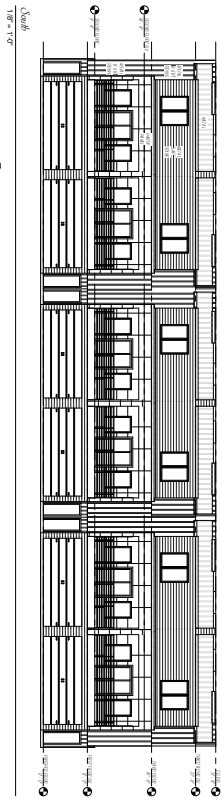
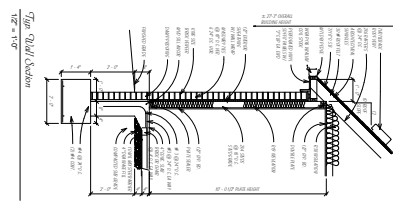
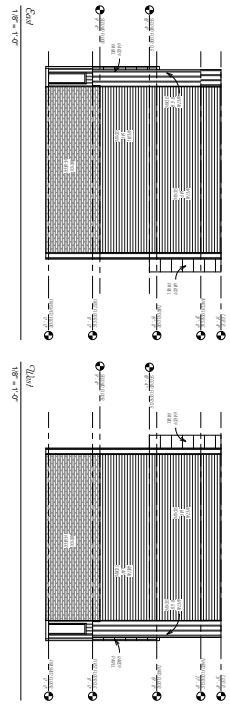
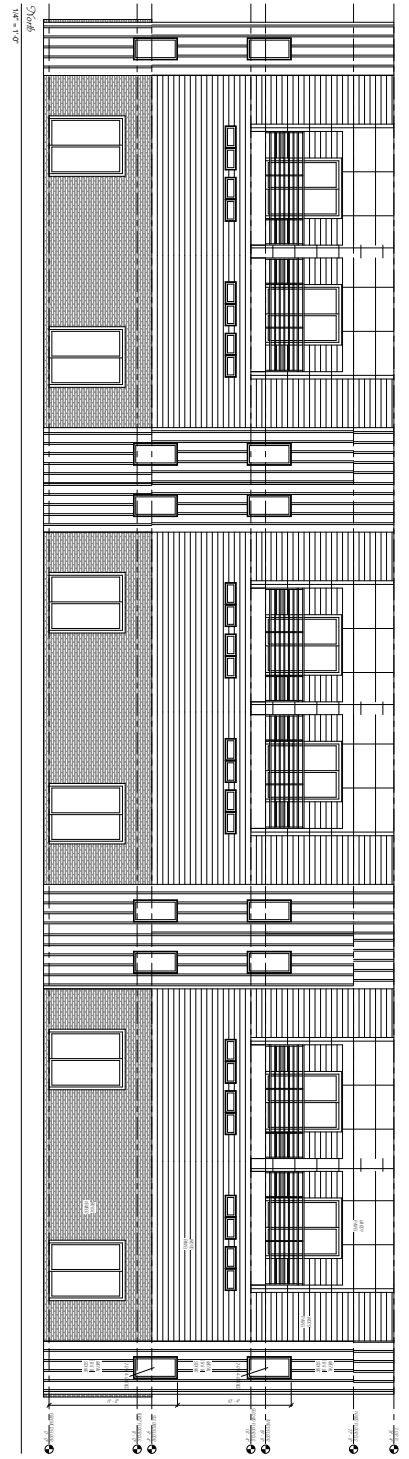


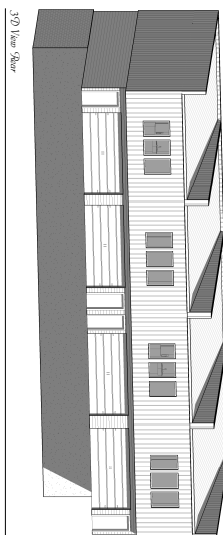
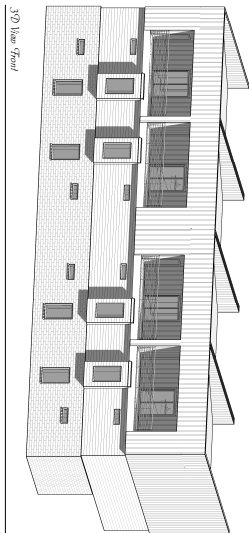
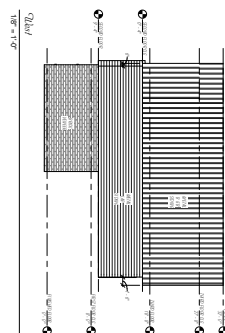
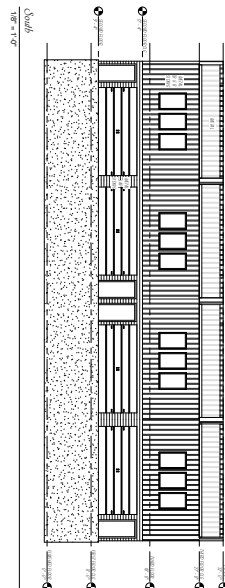
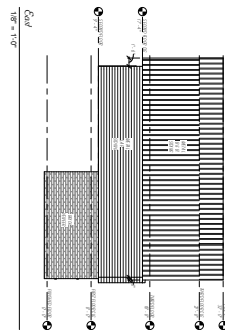
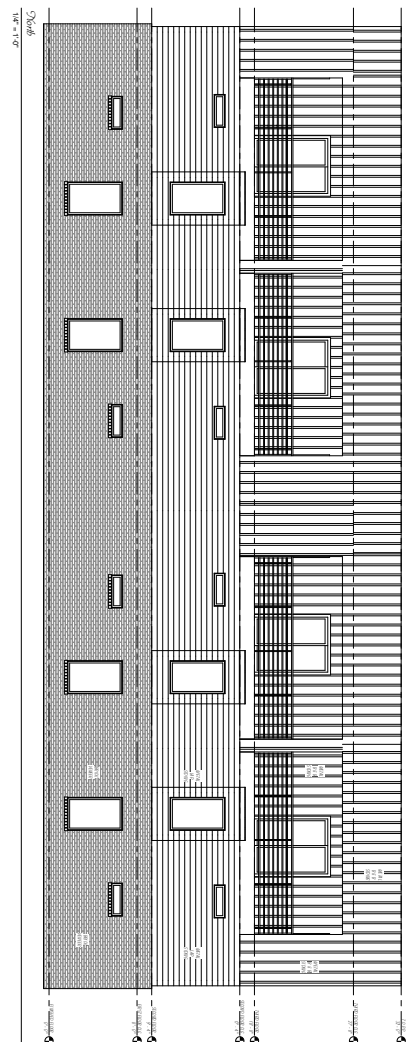
Overday
1/8 = 1.5

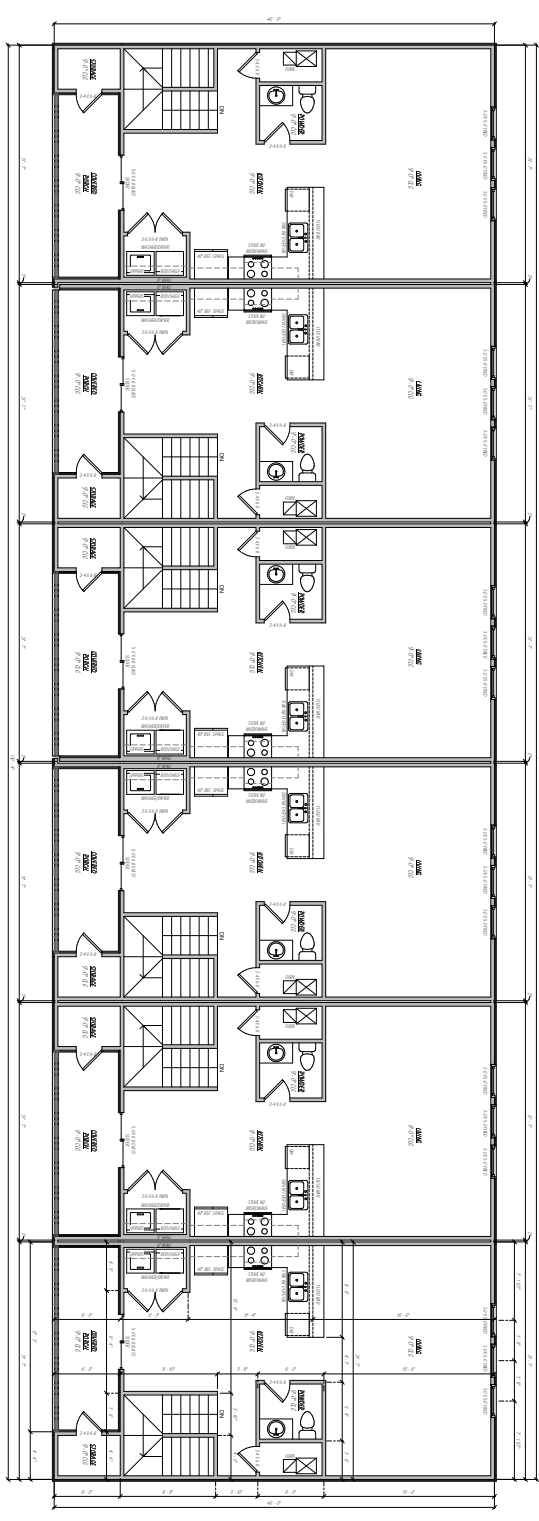
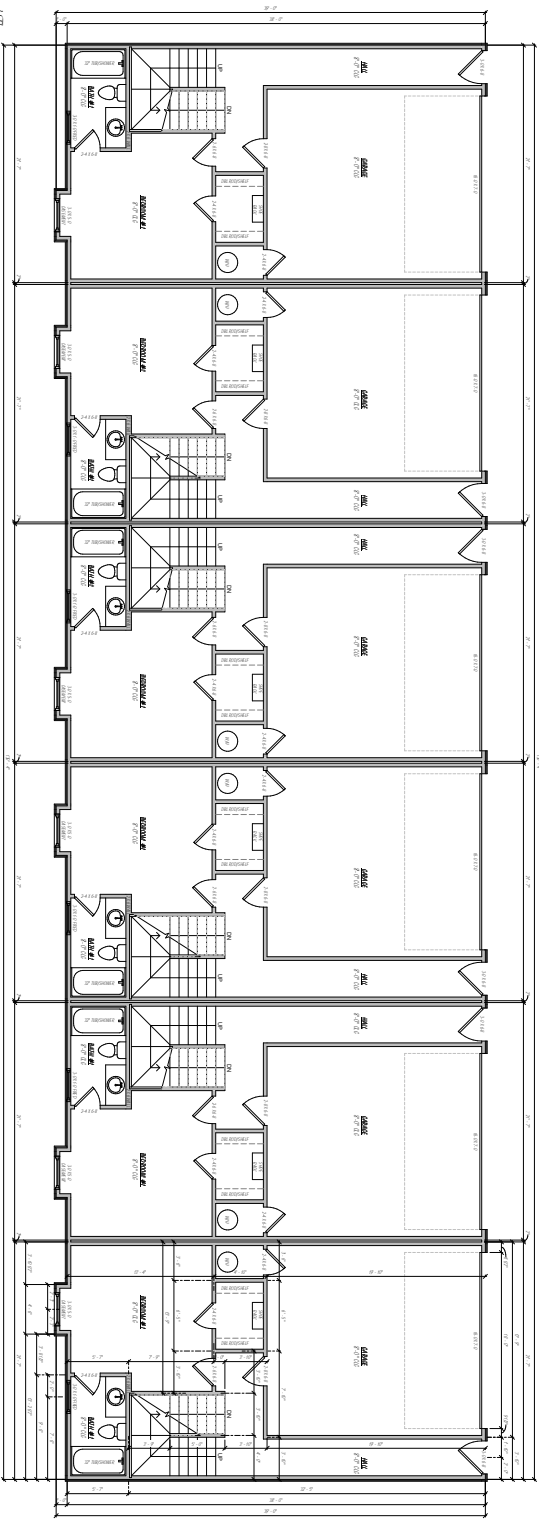
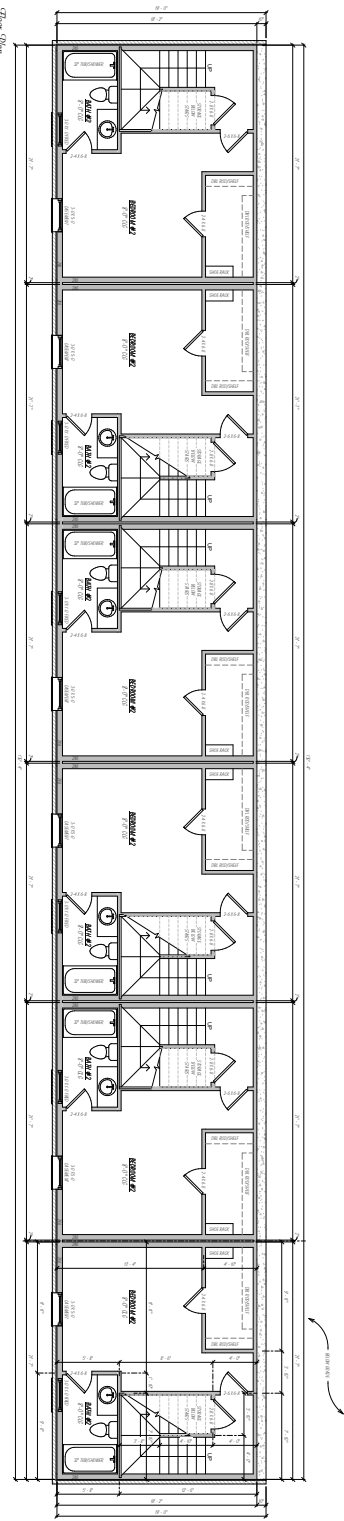

$$\frac{\text{Chindalay}}{1/8 = 1.0}$$

$$\frac{\text{Roof Plan}}{1/8" = 1'-0"}$$











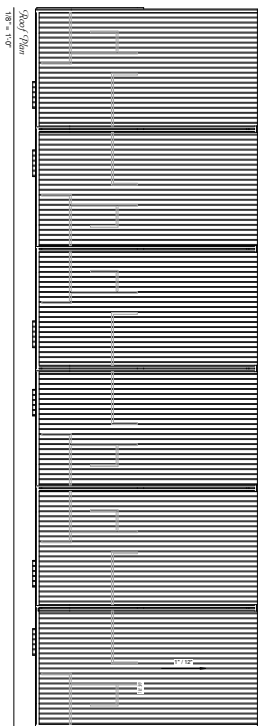
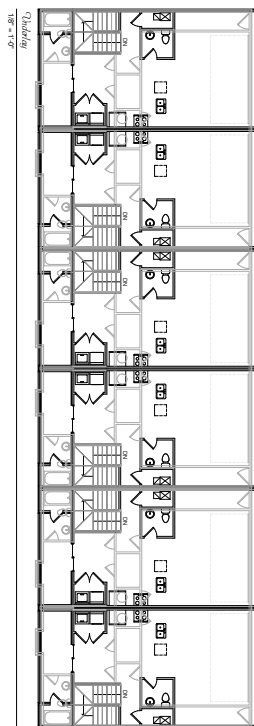
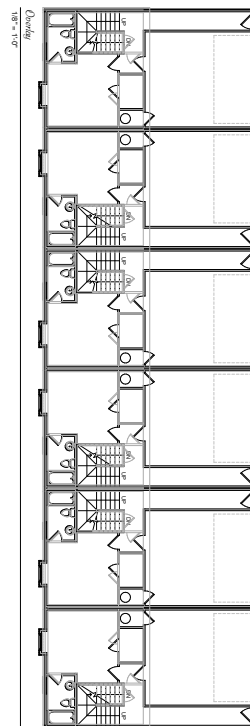
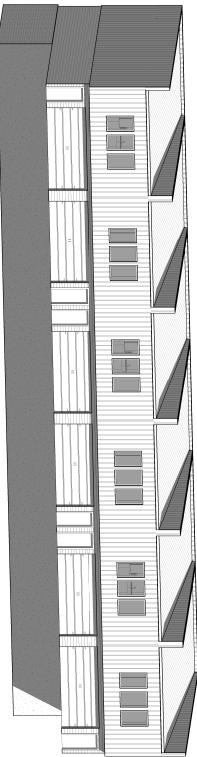
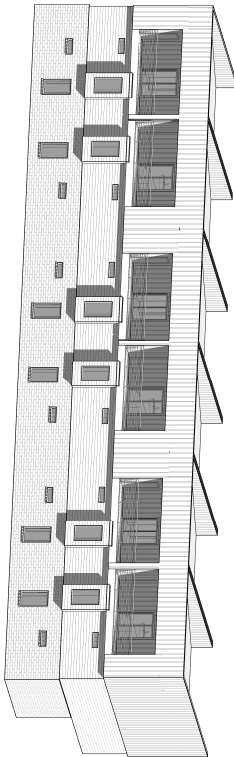
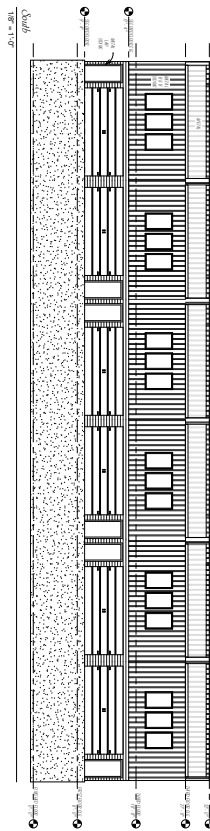
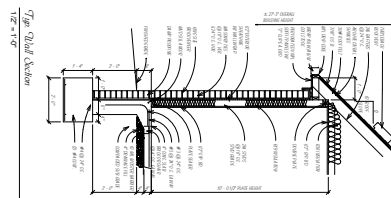
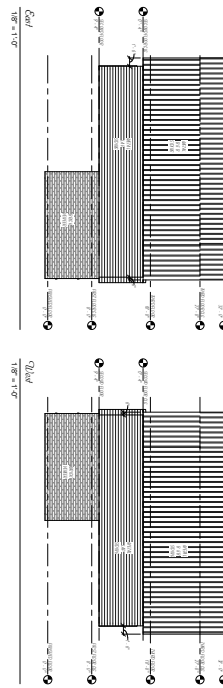
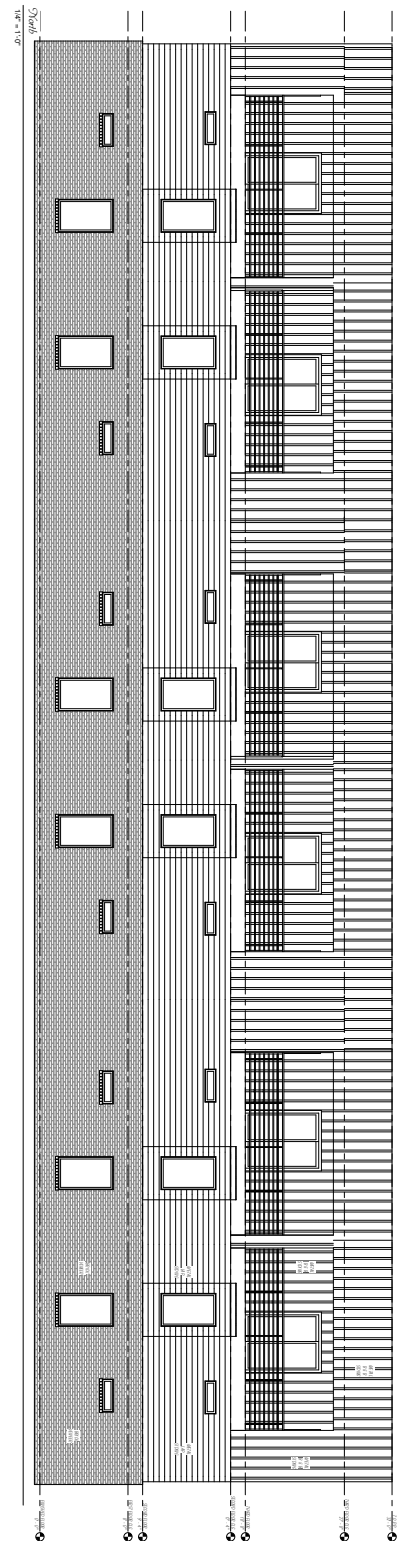
KCP
Kendall Construction Partners

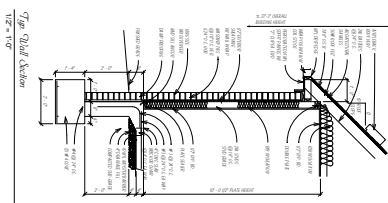
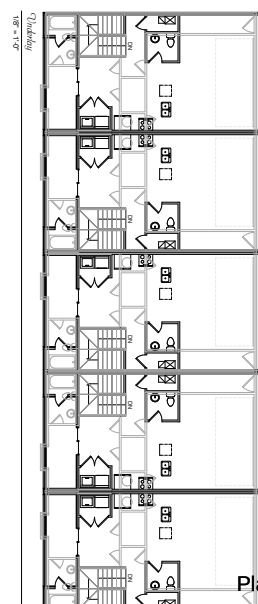
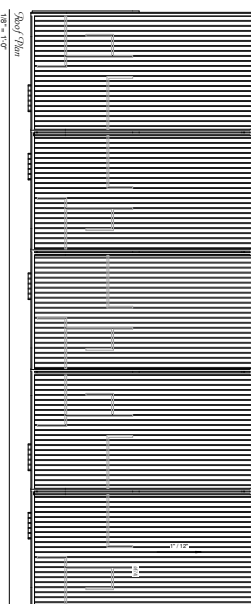
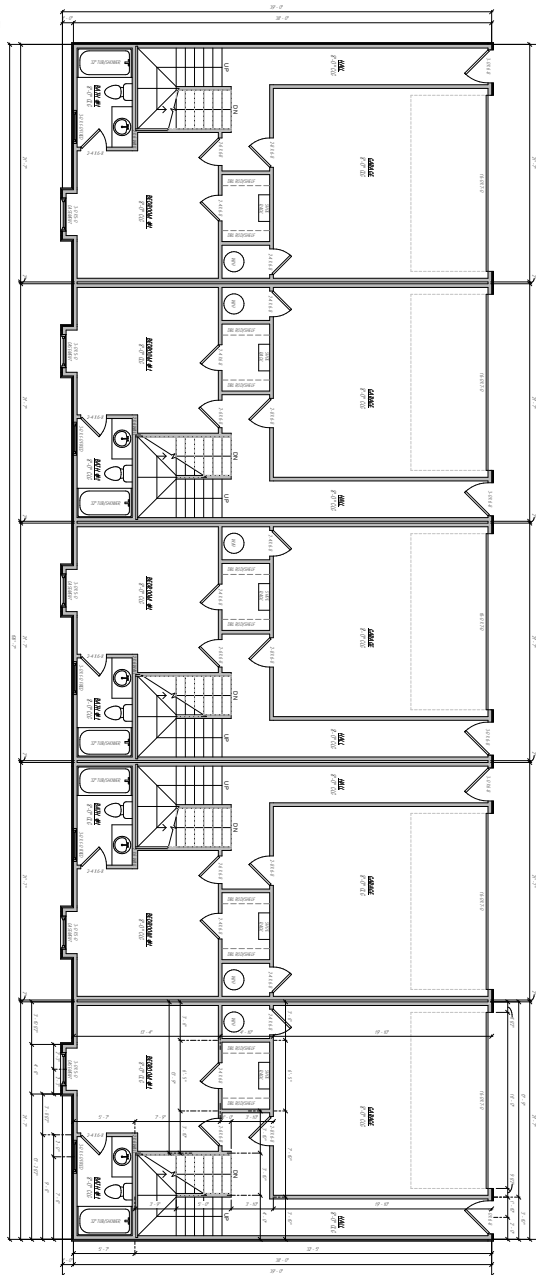
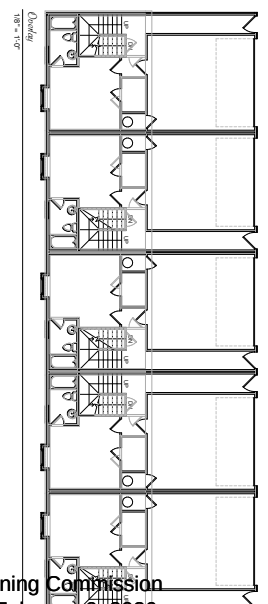
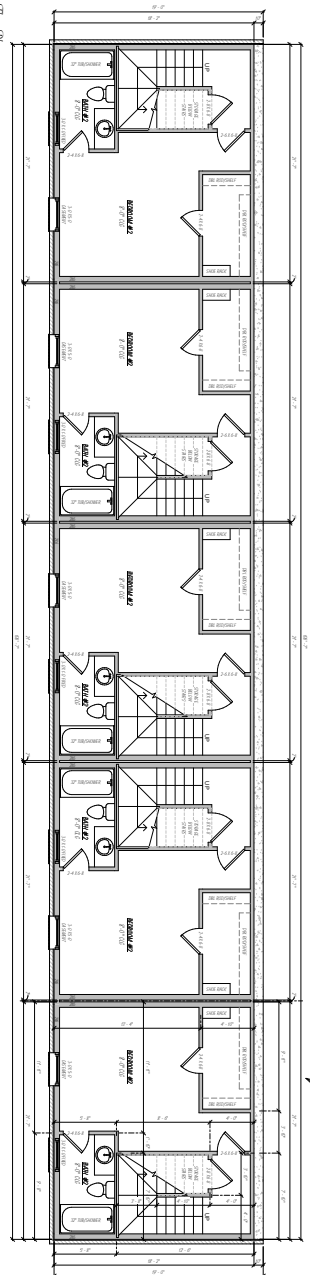
2 Bed Medium duplex
For Brunen Hurts

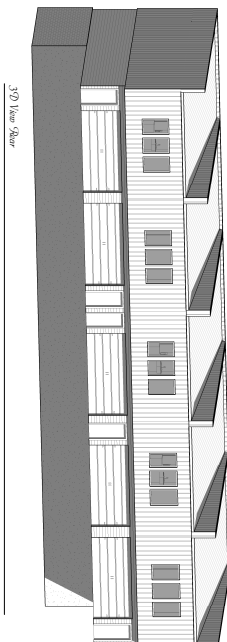
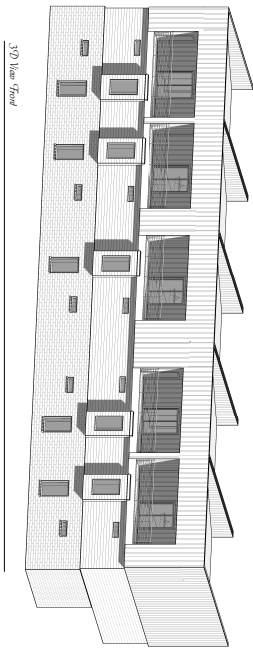
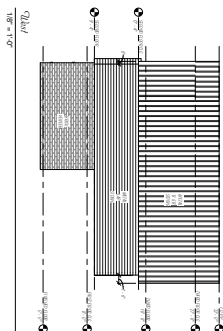
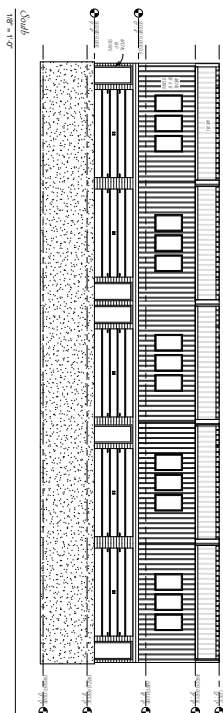
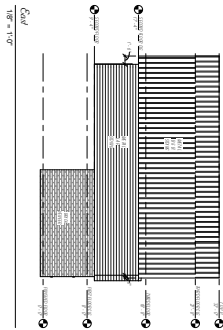
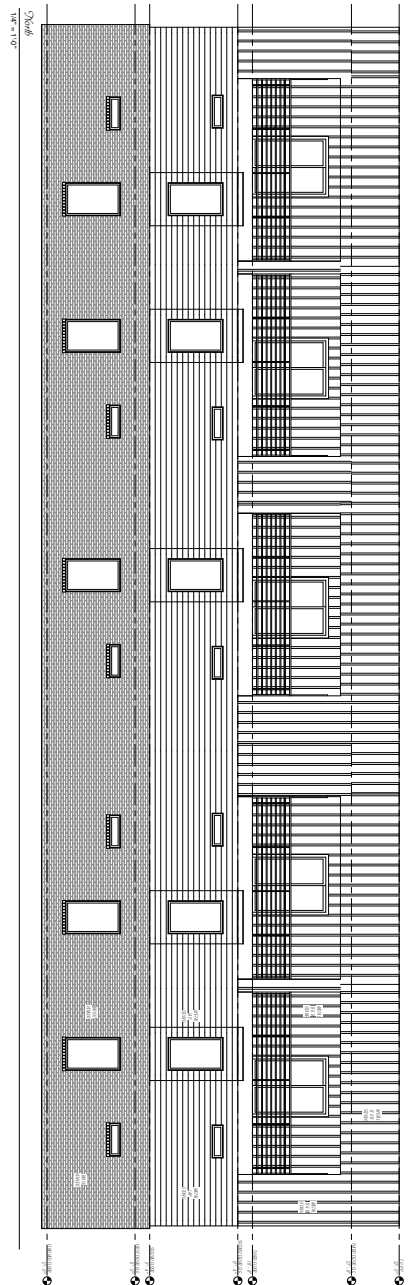
1000 W. 10th Street
Tulsa, OK 74103
760.443.8888

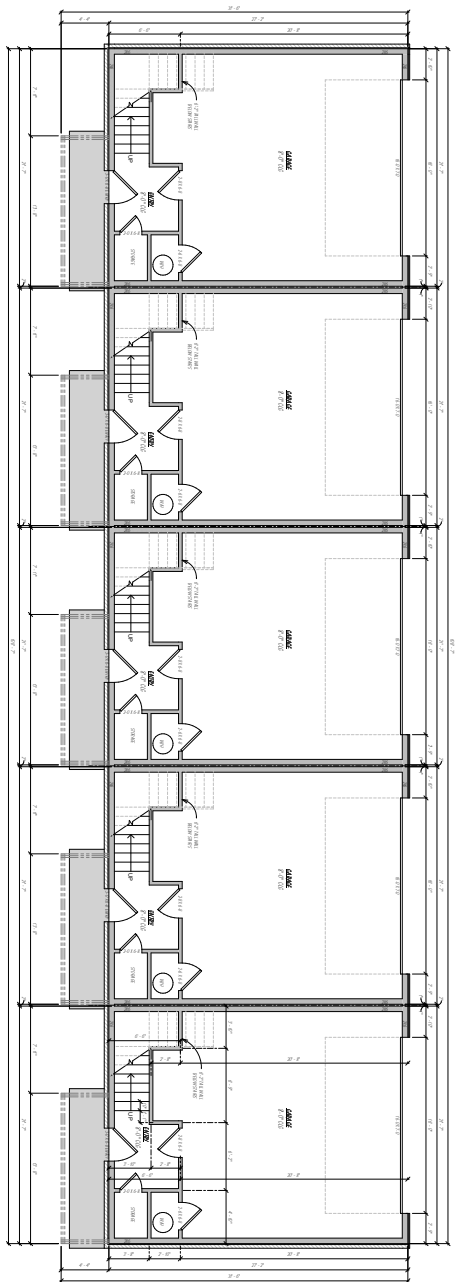
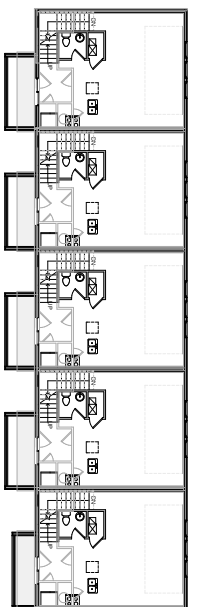
1000 W. 10th Street
Tulsa, OK 74103
760.443.8888

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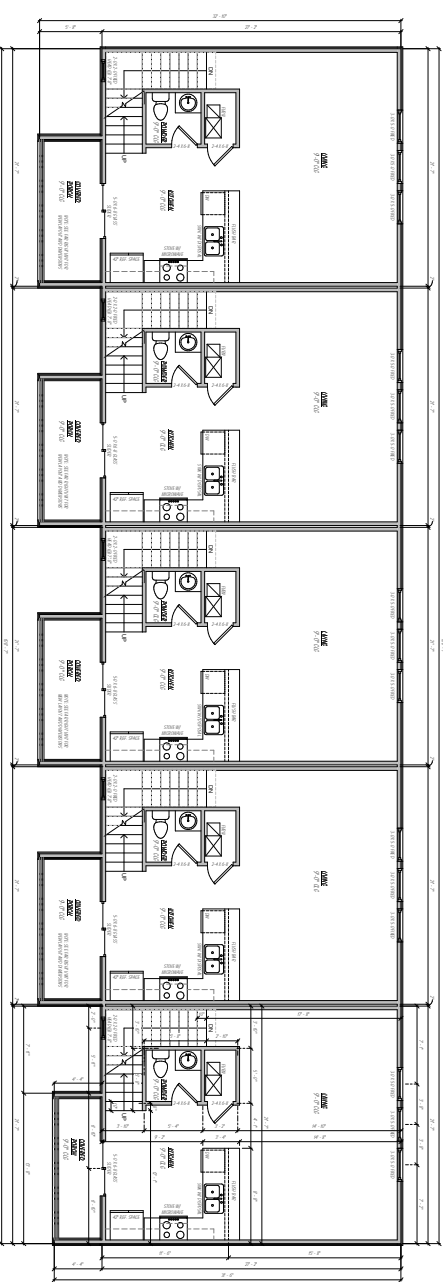
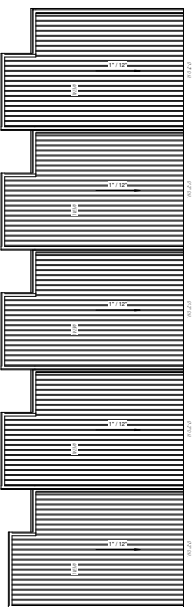




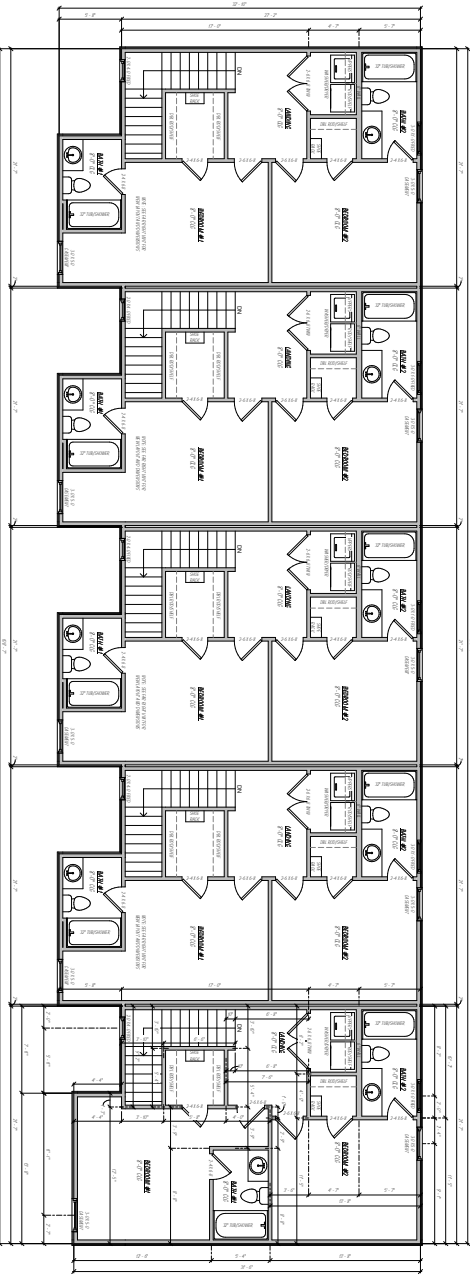
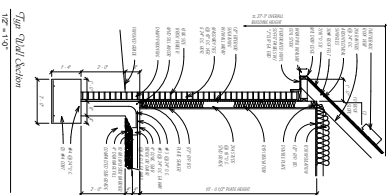


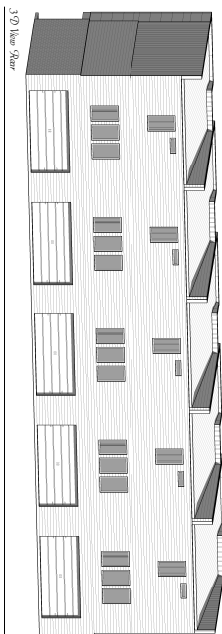
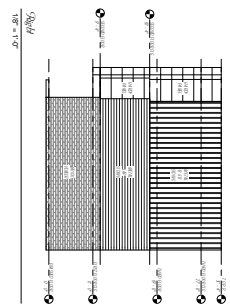
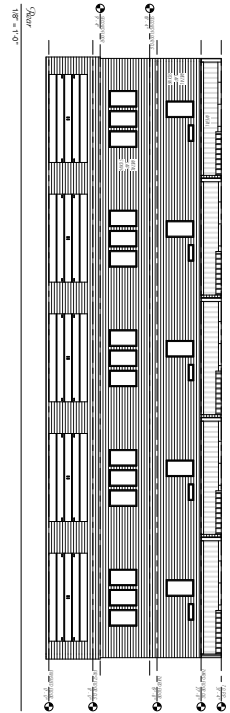
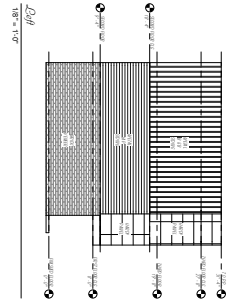
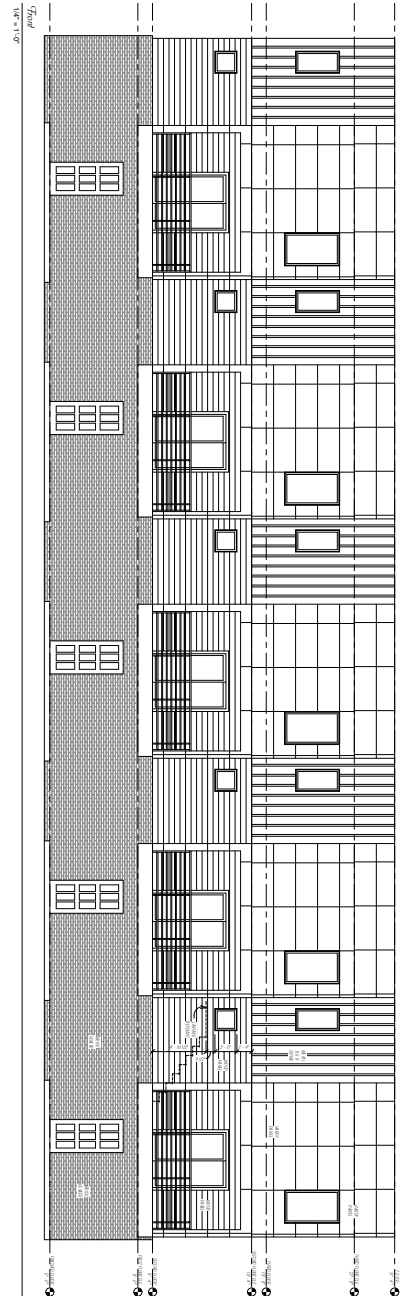

$$\frac{\text{Overlay}}{1/8" = 1.0}$$


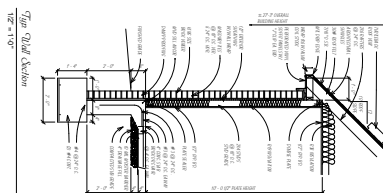
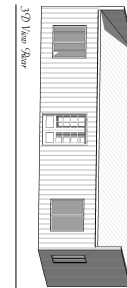
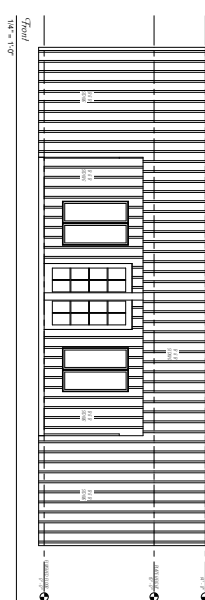
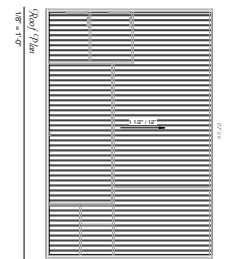
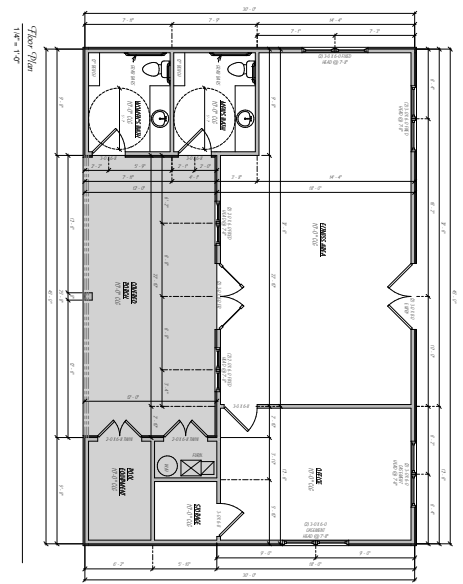
Planning Commission
February 9, 2026


$$\frac{\text{Roof Plan}}{1/8" = 1'-0"}$$


Second Floor
114" = 1'0"


$$\frac{T_{\text{gap}}}{T_{\text{gap}} - 1} = 1.05$$






Variable	Mean	SD
POST-CONC AWARENESS RATING	90.25	10.50
POST-CONC HEATED OVER FROTH	0.57	0.50
CONCISE ANSWERS	38.57	10.50
GRABED SAMPLE	0.57	0.50
TIME (MIN) OVER 300	75.00	10.50
TIME (MIN) OVER 100	90.25	10.50



KCP
Residential Design
Studio 314.466.4444



www.KCP.net

Clubhouse
Ashwood Townhomes
For Brunnen Hurts

Two Plan, Roof Pon Beaverton,
Hwy 561 Section

1000 sq. ft. 2 bed, 2 bath, 2 car garage
 1200 sq. ft. 3 bed, 2 bath, 2 car garage
 1400 sq. ft. 3 bed, 2 bath, 2 car garage
 1600 sq. ft. 3 bed, 2 bath, 2 car garage
 1800 sq. ft. 3 bed, 2 bath, 2 car garage
 2000 sq. ft. 3 bed, 2 bath, 2 car garage
 2200 sq. ft. 3 bed, 2 bath, 2 car garage
 2400 sq. ft. 3 bed, 2 bath, 2 car garage
 2600 sq. ft. 3 bed, 2 bath, 2 car garage
 2800 sq. ft. 3 bed, 2 bath, 2 car garage
 3000 sq. ft. 3 bed, 2 bath, 2 car garage
 3200 sq. ft. 3 bed, 2 bath, 2 car garage
 3400 sq. ft. 3 bed, 2 bath, 2 car garage
 3600 sq. ft. 3 bed, 2 bath, 2 car garage
 3800 sq. ft. 3 bed, 2 bath, 2 car garage
 4000 sq. ft. 3 bed, 2 bath, 2 car garage
 4200 sq. ft. 3 bed, 2 bath, 2 car garage
 4400 sq. ft. 3 bed, 2 bath, 2 car garage
 4600 sq. ft. 3 bed, 2 bath, 2 car garage
 4800 sq. ft. 3 bed, 2 bath, 2 car garage
 5000 sq. ft. 3 bed, 2 bath, 2 car garage
 5200 sq. ft. 3 bed, 2 bath, 2 car garage
 5400 sq. ft. 3 bed, 2 bath, 2 car garage
 5600 sq. ft. 3 bed, 2 bath, 2 car garage
 5800 sq. ft. 3 bed, 2 bath, 2 car garage
 6000 sq. ft. 3 bed, 2 bath, 2 car garage
 6200 sq. ft. 3 bed, 2 bath, 2 car garage
 6400 sq. ft. 3 bed, 2 bath, 2 car garage
 6600 sq. ft. 3 bed, 2 bath, 2 car garage
 6800 sq. ft. 3 bed, 2 bath, 2 car garage
 7000 sq. ft. 3 bed, 2 bath, 2 car garage
 7200 sq. ft. 3 bed, 2 bath, 2 car garage
 7400 sq. ft. 3 bed, 2 bath, 2 car garage
 7600 sq. ft. 3 bed, 2 bath, 2 car garage
 7800 sq. ft. 3 bed, 2 bath, 2 car garage
 8000 sq. ft. 3 bed, 2 bath, 2 car garage
 8200 sq. ft. 3 bed, 2 bath, 2 car garage
 8400 sq. ft. 3 bed, 2 bath, 2 car garage
 8600 sq. ft. 3 bed, 2 bath, 2 car garage
 8800 sq. ft. 3 bed, 2 bath, 2 car garage
 9000 sq. ft. 3 bed, 2 bath, 2 car garage
 9200 sq. ft. 3 bed, 2 bath, 2 car garage
 9400 sq. ft. 3 bed, 2 bath, 2 car garage
 9600 sq. ft. 3 bed, 2 bath, 2 car garage
 9800 sq. ft. 3 bed, 2 bath, 2 car garage
 10000 sq. ft. 3 bed, 2 bath, 2 car garage



PETERS & ASSOCIATES
ENGINEERS, INC.

August 20, 2025

Mr. Bransen Harris
Ashwood Partners LLC
4514 Cole Avenue
Suite 800
Dallas, TX 75205

Re: P2291
Vehicle Trip Generation Conformance Study
Ashwood Townhomes Residential Development (140 Units)
Fayetteville, Arkansas

Peters & Associates Engineers, Inc. has calculated what could be the expected trip-generation of the proposed 140 townhouse residential development (Ashwood Townhomes) as proposed to be constructed on the west side of Razorback Road (Highway 16) and Ashwood Avenue intersection in Fayetteville, Arkansas.

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, 2023, was researched for calculating the magnitude of traffic volumes expected to be generated by the proposed land-use of this development. These are typically reliable sources for this information and are commonly used in the traffic engineering profession.

Using the selected trip generation rates, calculations were made to provide a reliable estimate of traffic volumes that can be expected to be associated with the development as proposed. Applying the appropriate trip-generation rates to the land use proposed for this development makes these calculations. Results of these calculations are summarized on Table 1, "Summary of Trip-Generation."

PROPOSED LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
				ENTER	EXIT	ENTER	EXIT
Residential Townhomes	140 Units	215	1,008	17	50	47	33
TOTAL ENTERING + EXITING				67		80	

Table 1 – Summary of Trip-Generation

These calculations indicate that approximately 1,008 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed 140-unit residential townhouse development on this site. Of this total, approximately only 67 vehicle trips (17 entering and 50 exiting) are estimated during the traffic conditions of the AM peak hour, and approximately only 80 vehicle trips (47 entering and 33 exiting) are estimated during the traffic conditions of the PM peak hour. These calculations are included with this letter summary.

Access proposed for the proposed development is as follows:

- One new drive intersecting Razorback Road (Highway 16), just south of Ashwood Avenue.
- One new drive intersecting Ashwood Avenue, just west of S Razorback Road (Highway 16).

The City of Fayetteville has recently set out traffic impact study guidelines and criteria. The City of Fayetteville Municipal Code Requirement Criteria states that if a development trip generation is calculated to generate more than 200 vehicle trips per hour a full traffic study will be required.

The calculated peak hour trip-generation expected to be associated with the proposed 140-unit residential townhouse development is less than 200 peak hour trips (approximately only 67 vehicle trips are estimated during the traffic conditions of the AM peak hour, and approximately only 80 vehicle trips are estimated during the traffic conditions of the PM peak hour). Therefore, per the City of Fayetteville Impact Study Guidelines, a traffic impact analysis study (TIA) should not be required for the development as proposed.

Please let us know if you need additional information.

Sincerely,

PETERS & ASSOCIATES, ENGINEERS, INC.



A handwritten signature in blue ink that reads "Randy Tolbert".

Randy Tolbert
Dir. of Operations

A handwritten signature in black ink that reads "Mark Nichols".

Mark Nichols, P.E.

ITE TRIP-GENERATION 11TH EDITION
140-Townhomes
Residential Development (ITE 215)
8/20/2025
P2291

Weekday Daily Volume

<u>DATA STATISTICS</u>	
Land Use:	
Single-Family Attached Housing (215) Click for Description and Data Plots	
Independent Variable:	
Dwelling Units	
Time Period:	
Weekday	
Setting/Location:	
General Urban/Suburban	
Trip Type:	
Vehicle	
Number of Studies:	
22	
Avg. Num. of Dwelling Units:	
120	
Average Rate:	
7.20	
Range of Rates:	
4.70 - 10.97	
Standard Deviation:	
1.61	
Fitted Curve Equation:	
$T = 7.62(X) - 50.48$	
R²:	
0.94	
Directional Distribution:	
50% entering, 50% exiting	
Calculated Trip Ends:	
Average Rate: 1008 (Total), 504 (Entry), 504 (Exit)	
Fitted Curve: 1016 (Total), 508 (Entry), 508 (Exit)	

Weekday AM Peak Hour
of Adjacent Street

Directional Distribution:
25% entering, 75% exiting
Calculated Trip Ends:
Average Rate: 67 (Total), 17 (Entry), 50 (Exit)
Fitted Curve: 67 (Total), 17 (Entry), 50 (Exit)

Weekday PM Peak Hour
of Adjacent Street

Directional Distribution:
59% entering, 41% exiting
Calculated Trip Ends:
Average Rate: 80 (Total), 47 (Entry), 33 (Exit)
Fitted Curve: 80 (Total), 47 (Entry), 33 (Exit)



January 8, 2026

City of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Attn: Development Services

Re: Ashwood Townhomes LSD/CUP

This letter is submitted in support of the Conditional Use Permit application for the proposed 140-unit private dormitory townhome development and is intended to address sidewalk, bicycle, and transit infrastructure considerations as required by the private dormitory code requirements.

Earlier in the review process, a trip generation letter was prepared to determine whether a full Traffic Impact Analysis (TIA) was required. That analysis showed the development would generate approximately 67 AM peak-hour trips and 80 PM peak-hour trips, which is below the City of Fayetteville threshold of 200 peak-hour trips that would trigger a full traffic study. Accordingly, a full TIA was not required.

Sidewalk and Pedestrian Infrastructure

The development provides controlled access to public streets and includes pedestrian facilities designed to safely serve residents and visitors. Sidewalks are provided along the site frontage and are designed to connect to existing sidewalk and trail systems where present. Internal pedestrian circulation is provided throughout the site to connect townhome units, garages, parking areas, and the public right-of-way. Internal pedestrian crossings will be considered as part of the final site design to support safe circulation.

Bicycle Infrastructure

The project consists of townhome units with individual garages. Bicycle storage is anticipated to occur primarily within private garages, which is typical for this type of development. Limited supplemental bicycle parking may be provided in common areas. The surrounding street and trail network provides opportunities for bicycle access to campus, parks, and other nearby destinations. No adverse impacts to existing bicycle infrastructure are anticipated.

Transit and Bus Infrastructure

Transit access is incorporated into the site design. A designated bus stop is provided along Ashwood to support existing and future transit service. A micromobility rideshare parking area is also provided to accommodate shared scooter or bicycle use. Given the nature of the development and its proximity to campus, transit demand is expected to be modest and accommodated by existing and planned services.

Conclusion

Based on the limited trip generation, the nature of the proposed use, and the existing/proposed transportation options provided, the existing sidewalk, bicycle, and transit systems are anticipated to have adequate capacity to serve the development without the need for any further improvements than what is currently proposed with this development.

Sincerely;

Jared S. Inman, P.E.

Wonsower, Donna

From: Julie Brandt <jbrandt@wffmail.com>
Sent: Thursday, October 9, 2025 7:56 PM
To: Wonsower, Donna
Subject: Concerns for CUP-2025-0046

Follow Up Flag: Follow up
Flag Status: Flagged

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.

Dear Donna,

I am writing as a homeowner in the Ashwood Ave neighborhood to to express deep concern about the proposed multi-unit development adjacent to our neighborhood. While we understand the need for responsible growth in our college town, this proposal raises several issues that will directly and negatively impact existing residents.

Our neighborhood already experiences **significant infrastructure and drainage problems**, leading to frequent flooding on our properties. Adding another large-scale development will further overwhelm the drainage system and could cause irreversible property damage.

Additionally, the proposed density—combined with recent nearby construction and the newly approved 180-unit project—will **exacerbate traffic congestion, noise levels, and overall safety concerns** for families and pedestrians in the area.

We are also concerned about the **loss of mature trees and established green space** that provide critical stormwater absorption and aesthetic value. The land, as it stands, cannot support such an intensive use without serious environmental and quality-of-life consequences.

We respectfully request that the Planning Department and City Council **delay approval of this proposal** until a full environmental and infrastructure impact study is conducted and mitigation plans are in place to protect existing homeowners.

Thank you for your time and service to our community.

Sincerely,

Julie Brandt

1944 West Custer Lane

Fayetteville, AR 72701

Wonsower, Donna

From: Planning Shared
Sent: Monday, January 12, 2026 9:03 AM
To: Wonsower, Donna
Subject: FW: Ashwood and Razorback Intersection

Follow Up Flag: Follow up
Flag Status: Flagged

LSD-2024-0030

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville, Arkansas
479-575-8267
fayetteville-ar.gov



CITY OF
FAYETTEVILLE
ARKANSAS

From: Samantha Marie <samanthawilsondill@gmail.com>
Sent: Sunday, January 11, 2026 2:08 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Ashwood and Razorback Intersection

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.

Quit tearing the mountains down. Those of us living downhill on a small street with zero sidewalks protest the erosion, environmental impact, and increased traffic due to 140 town home units that Ashwood Townhomes are petitioning to build. We are a single family home neighborhood with several high density units being build nearby. Adding another of this scale uphill from us is not sustainable. I am a homeowner and a part of Red Arrow neighborhood.

Sincerely,
Samantha Wilson Dill
1924 West Arrowhead Street

Wonsower, Donna

From: Terrah Graves <terrah.graves@gmail.com>
Sent: Tuesday, October 14, 2025 9:20 PM
To: Wonsower, Donna
Subject: Serious Infrastructure Concerns for Homeowners in South Fayetteville

Follow Up Flag: Follow up
Flag Status: Flagged

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.

Dear Donna Wonsower,

I was disturbed to learn of a potential development being proposed near my home, mostly because of the situations I've seen with close friends who own homes throughout Fayetteville, to include flooding of their homes where there was not before.

Myself, along with my neighbors in the Red Arrow neighborhood, are very concerned about the proposed apartment project bordering our neighborhood.

Our area already suffers from **drainage issues and flooding**, and adding another large development will make these problems worse. The plan also threatens to remove **decades-old trees** and increase **traffic and noise** beyond livable limits. With 180 new units already approved nearby, the cumulative impact on infrastructure and safety is too great.

Please reconsider this proposal or require a **comprehensive impact study** before any approval is granted. Our neighborhood's infrastructure and environment cannot sustain this level of density.

Thank you for listening to your constituents and for considering the long-term wellbeing of our community and neighborhoods.

Sincerely,

--

Terrah Graves, LCSW, CHST
(479) 595-2894
terrah.graves@gmail.com
<https://www.linkedin.com/in/terrah-graves-168534165>

Wonsower, Donna

From: Necia Parker-Gibson <neciap@gmail.com>
Sent: Thursday, October 2, 2025 11:10 AM
To: Wonsower, Donna
Subject: development off Razorback Rd.

Follow Up Flag: Follow up
Flag Status: Flagged

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.

Dear Ms. Wonsower-

There's a new development plan that was presented this week for an area close to my neighborhood. I wasn't able to attend because I am recovering from knee surgery, but I have some concerns related to the size of the unit and the carrying capacity of the local infrastructure. I understand that there are other code problems, but I didn't get the details about those things.

When we moved into the Red Arrow subdivision in 1993, we had little trouble with water pressure, power or traffic except on football game days. With the addition of several apartment complexes on Beechwood, and several planned for the area, the water pressure is barely adequate unless you are showering at 10 a.m. The electrical power ebbs and flows (I have an electric tea pot which shows it very well), which is hard on appliances, especially computers. I can only consider that more apartments close by will make this worse. Add the recent more frequent droughts and heat, which make more water line breaks, and it's going to have the potential to be a royal mess.

I know that the goal for the city is to infill, and that there is a constant shortage of affordable housing, so I know that it has to be built somewhere. Given the impact of more units on what's already a system under strain, I hope that the decision will be to build fewer units, spread them out more over the space, leave as many trees intact as possible, and make the drainage very good. My uphill neighbor 'improved' his drainage a few years ago, which meant we had to spend a lot of money correcting problems that were caused in our yard, which of course also had an impact on my downhill neighbors. His property abuts one end of the planned project, and I can only imagine that this project would have more of an impact than that one house had. It's not ideal for building in the first place- I have more rocks and clay than anything, and cracking foundations even with a simple ranch house.

Sincerely, Necia Parker-Gibson



February 5, 2026

To: Fayetteville City Planning Commission

From: Urban Forestry Advisory Board

113 West Mountain Street

Fayetteville, AR 72701

Subject: LSD-2025-0012, Associated Variance and Conditional Use Permit

The Urban Forestry Advisory Board respectfully submits this letter to express our formal opposition to the proposed development identified as LSD-2025-0012, along with the associated variance and conditional use permit. As an advisory body dedicated to the protection, preservation, and long-term health of Fayetteville's urban forest, we reviewed this proposal during our public meeting last night and reached a unanimous determination that the project does not meet the City's established requirements or policy objectives.

Our concern begins with the significant number of old-growth and mature trees slated for removal. These trees—many of which are large native oaks—represent some of the highest-value canopy in the City. Their removal is inconsistent with the intent and application of the City's tree preservation requirements. Fayetteville has many examples of developments that successfully balance construction needs with meaningful canopy conservation; however, the site plan for this project does not demonstrate such an effort.

The proposed removals are especially concerning due to the location on a steep hillside composed of fragile shale soils. Mature trees on these slopes serve a crucial role in stabilizing the terrain and mitigating stormwater impacts. Their root systems store and absorb large volumes of water, reduce erosion, and prevent downstream flooding and sediment-laden runoff. Eliminating this canopy would materially increase stormwater pressure on adjacent neighborhoods and infrastructure.

Beyond these immediate environmental effects, the loss of old-growth canopy represents a long-term setback for Fayetteville's climate resilience. Older trees store significantly more carbon, provide critical cooling benefits during increasingly severe summer heat, and are naturally more drought-tolerant; attributes that cannot be replaced for decades once removed.

We also note that the project does not align with the guiding goals of *City Plan 2050*, particularly those related to responsible land management, protection of natural resources, and preservation of tree

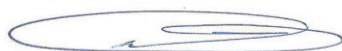
canopy. The cumulative effect of steep-slope disturbance, loss of irreplaceable trees, and increased stormwater burden directly contradicts the spirit and intent of the City's long-term planning framework.

While we recognize that the University of Arkansas' continued growth is creating housing pressures, these challenges should not shift the environmental and infrastructure burdens onto the City and its residents. As discussed during our meeting, the University's enrollment policies—such as extending in-state tuition benefits to out-of-state students—are contributing to demand that the City did not create and should not be expected to accommodate at the expense of public safety, environmental integrity, and established ordinances.

For these reasons, the Urban Forestry Advisory Board formally opposes the conditional use permit, the requested variance, and the overall LSD-2025-0012 development proposal. The project is not compliant with existing requirements, places a fragile hillside at risk, and leads to the irreversible loss of old-growth trees that are essential to Fayetteville's environmental health and resilience.

We respectfully urge the Planning Commission to deny the proposal in its current form. The Board remains committed to supporting development that balances growth with responsible stewardship of Fayetteville's natural assets and the well-being of both current and future residents.

Respectfully,



Carlo Bertani - Urban Forestry Advisory Board Member



Tas Zinck – Urban Forestry Advisory Board Chair



Katharine Shirley – Urban Forestry Advisory Board Member



Joe Fox – Urban Forestry Advisory Board Member



Joe Donahue – Urban Forestry Advisory Board Member



Caroline Wahlgreen – Urban Forestry Advisory Board Member



Devin Spearsthorpe – Urban Forestry Advisory Board Member



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director
Justin Bland, City Engineer

MEETING DATE: February 9, 2026

SUBJECT: **ADM-2026-0001: Administrative Item (E. 19TH ST & E. PUMP STATION RD/CITY OF FAYETTEVILLE, 602):** Submitted by CITY OF FAYETTEVILLE for property located between E. 19TH ST & E. PUMP STATION RD. The property is zoned I-1, HEAVY COMMERCIAL AND LIGHT INDUSTRIAL, AND RPZD, PLANNED ZONING DISTRICT and contains approximately 73.7 acres. The request is to modify the alignment of a proposed connection in the Fayetteville Master Street Plan.

RECOMMENDATION:

Staff recommends forwarding **ADM-2026-0001** to City Council with a recommendation of approval.

RECOMMENDED MOTION:

*"I move to forward **ADM-2026-0001** to City Council with a recommendation of approval."*

BACKGROUND:

The subject property is in south Fayetteville between the terminus of E 19th Street and where E. Pump Station Road intersects S. City Lake Road. The affected properties total approximately 73.7 acres and are a mix of industrially-zoned property and property that was recently rezoned to a planned zoning district in February 2025 (PZD-2024-0008). Overall, the property is minimally developed, with rural residential, agricultural, and industrial uses. The PZD on the westernmost side of the property would permit a mix of agricultural, outdoor recreation, natural areas, and event spaces on the property. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Undeveloped/Rural Residential/Industrial	I-1, Heavy Commercial and Light Industrial
South	Rural Residential	RSF-4, Residential Single-Family, 4 Units per Acre; R-A, Residential Agricultural
West	Undeveloped	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Industrial	I-1, Heavy Commercial and Light Industrial

Proposal: City staff is requesting an amendment to the 2040 Master Street Plan to realign an approximately ½ mile section of a proposed Neighborhood Link Street as shown in the attached Exhibit.

DISCUSSION:

The proposed connection has been on the Master Street Plan since 2007 (Resolution 161-07) where it was originally classified as a Collector Street for the 2025 Master Street Plan; this is the equivalent of a Neighborhood Link Street under 2040 Master Street Plan Standards. After being re-classified as a Minor Arterial in 2011 (under the 2030 Master Street Plan, Resolution 166-11), the portion in question was downgraded from a Minor Arterial requiring 77 feet of right-of-way to a Neighborhood Link Street requiring 67 feet of right-of-way with the adoption of the 2040 Master Street Plan (Resolution 15-20). In 2007, the street was established after significant study, public interaction, and multiple considerations by the Planning Commission and City Council as required by Ark. Code Ann. § 14-56-414.

The Master Street Plan is intended to serve as a policy document to help guide decisions regarding location, form, function, design, and classifications of streets. The Plan considers infrastructure and anticipates where new building developments might occur to plan for possible street connections and capital expenditures. The Master Street Plan is not intended to serve as a formal land acquisition, an allocation of funding, or a construction document, nor does it establish a final alignment.

That said, staff finds that the current alignment presents feasibility challenges if (and/or when) this road connection is ultimately built out. The impetus for this city-initiated request is in response to the westernmost property owner's request to fully remove the connection. The associated request was submitted to the Planning Commission for consideration but ultimately withdrawn by the applicant, when finding staff did not recommend in favor of its removal. In the process of discussing alternatives with the applicant, staff found that the existing alignment presented feasibility issues regarding topographical constraints. The proposed new alignment would follow the route of an old railroad bed, closer to the Town Branch trail, that would make construction ultimately more practicable.

Public Comment: Staff has received public comment regarding this request with general concerns about how the proposal would affect existing property including barns, ponds, driveways, and existing canopy. City staff met members of the public to discuss the details of the proposal and informed the property owners that the connection would not likely be constructed by the City soon, unless private development were to occur on the property. One family indicated a request to see the overall connection removed, but felt that the new alignment was an improvement to the existing condition. Further, the original applicant has indicated an intention to request to further downgrade the connection to a Residential Link Street.

RECOMMENDATION: Staff recommends forwarding this item to City Council with a recommendation of approval with the following conditions:

Conditions of Approval:

1. Approval of the re-alignment of this segment of the Master Street Plan connection does not reflect approval of any planned development; any planned developments must be submitted according to the allowances in relevant city code.

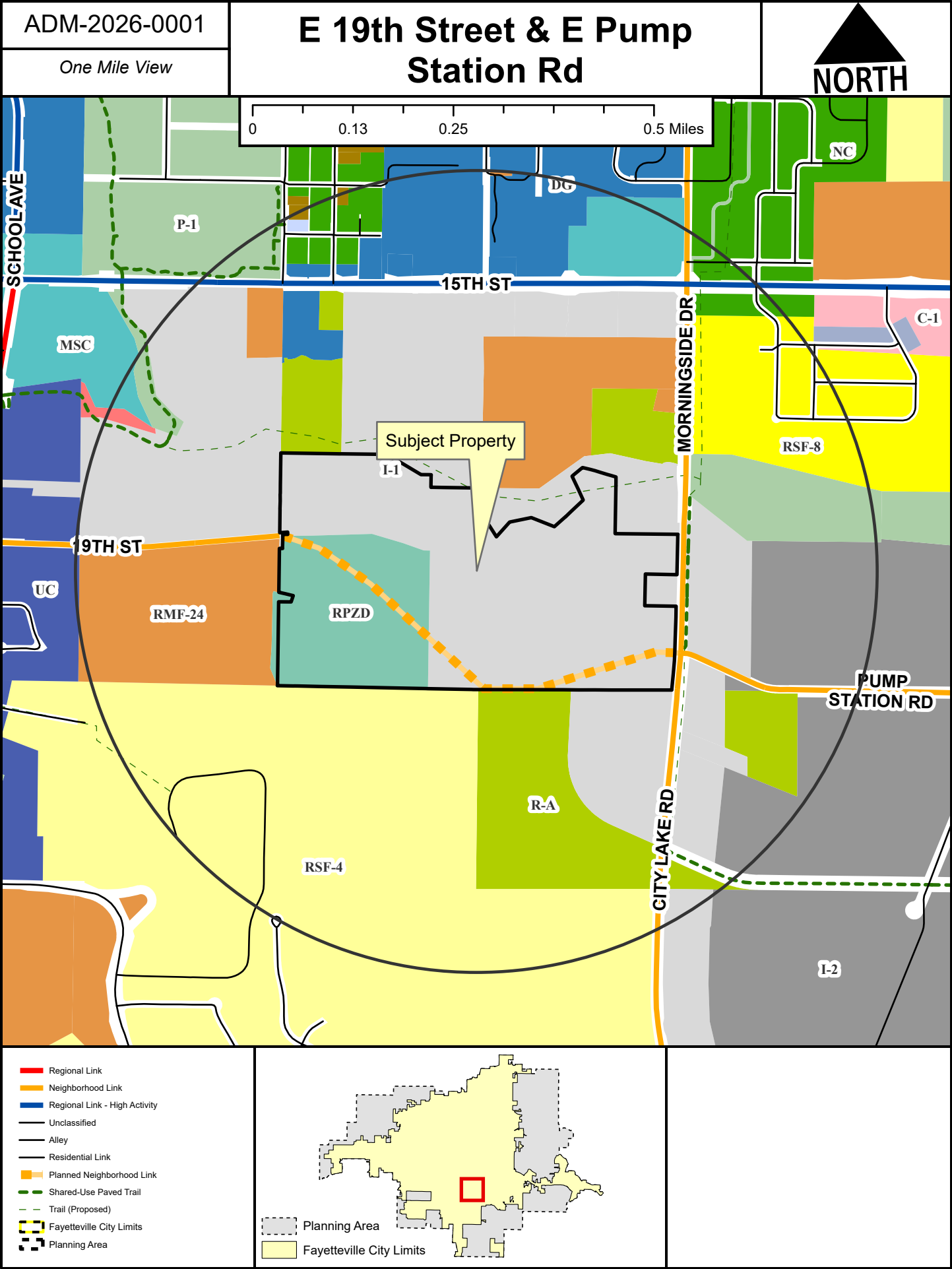
PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>February 9, 2026</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

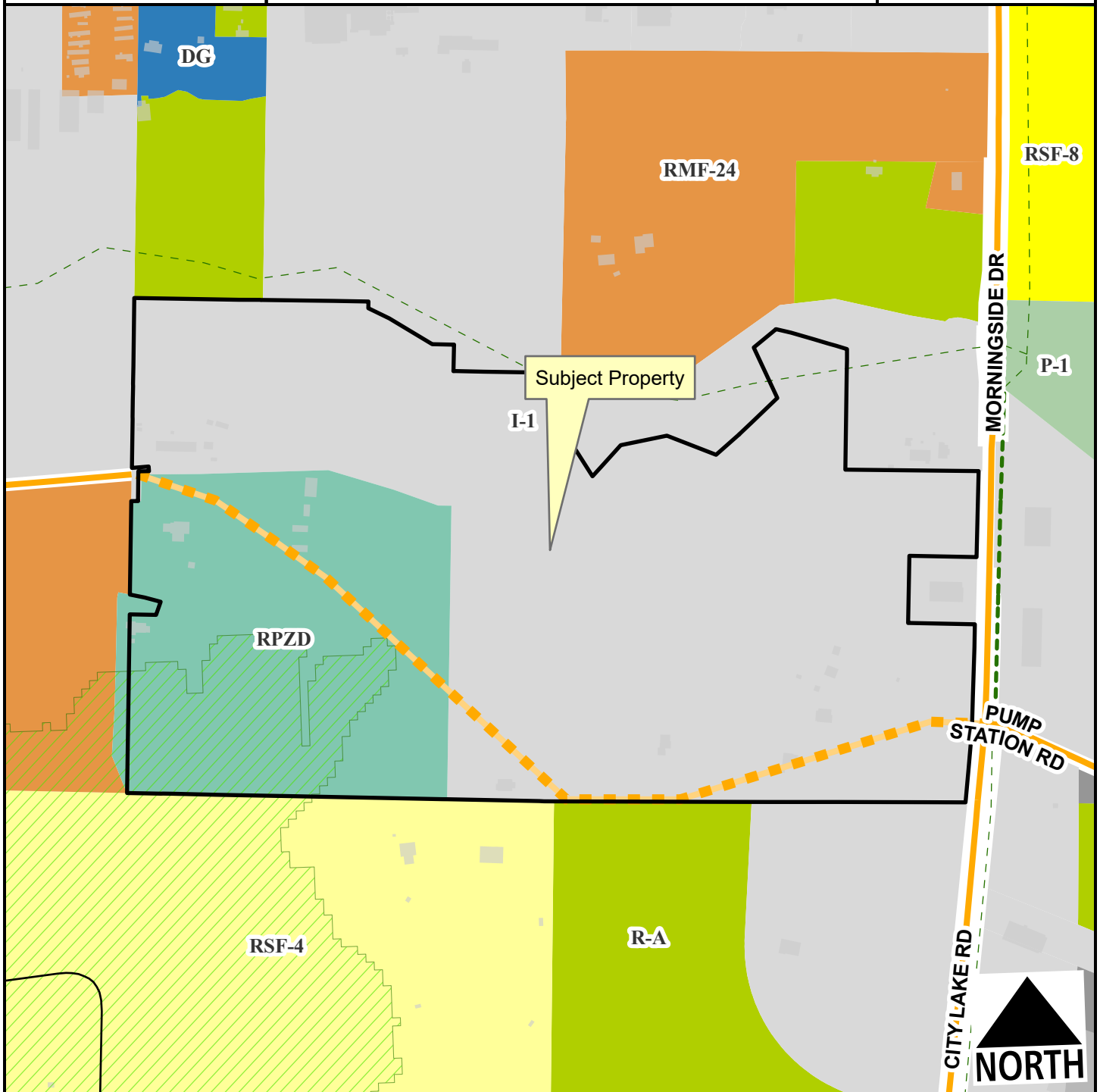
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Exhibit
- Engineering Memo
- 2007 Master Street Plan Exhibit
- 2030 Master Street Plan Exhibit
- 2040 Master Street Plan Exhibit



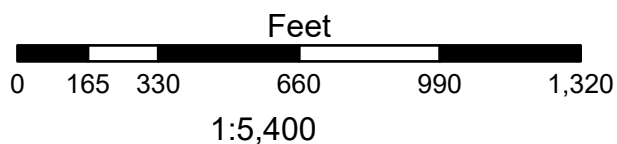
ADM-2026-0001

E 19th Street & E Pump Station Rd

Close Up View



- Neighborhood Link
- Unclassified
- Planned Neighborhood Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)



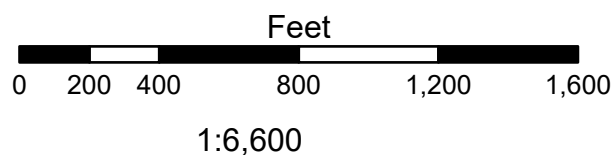
ADM-2026-0001

Current Land Use

E 19th Street & E Pump Station Rd



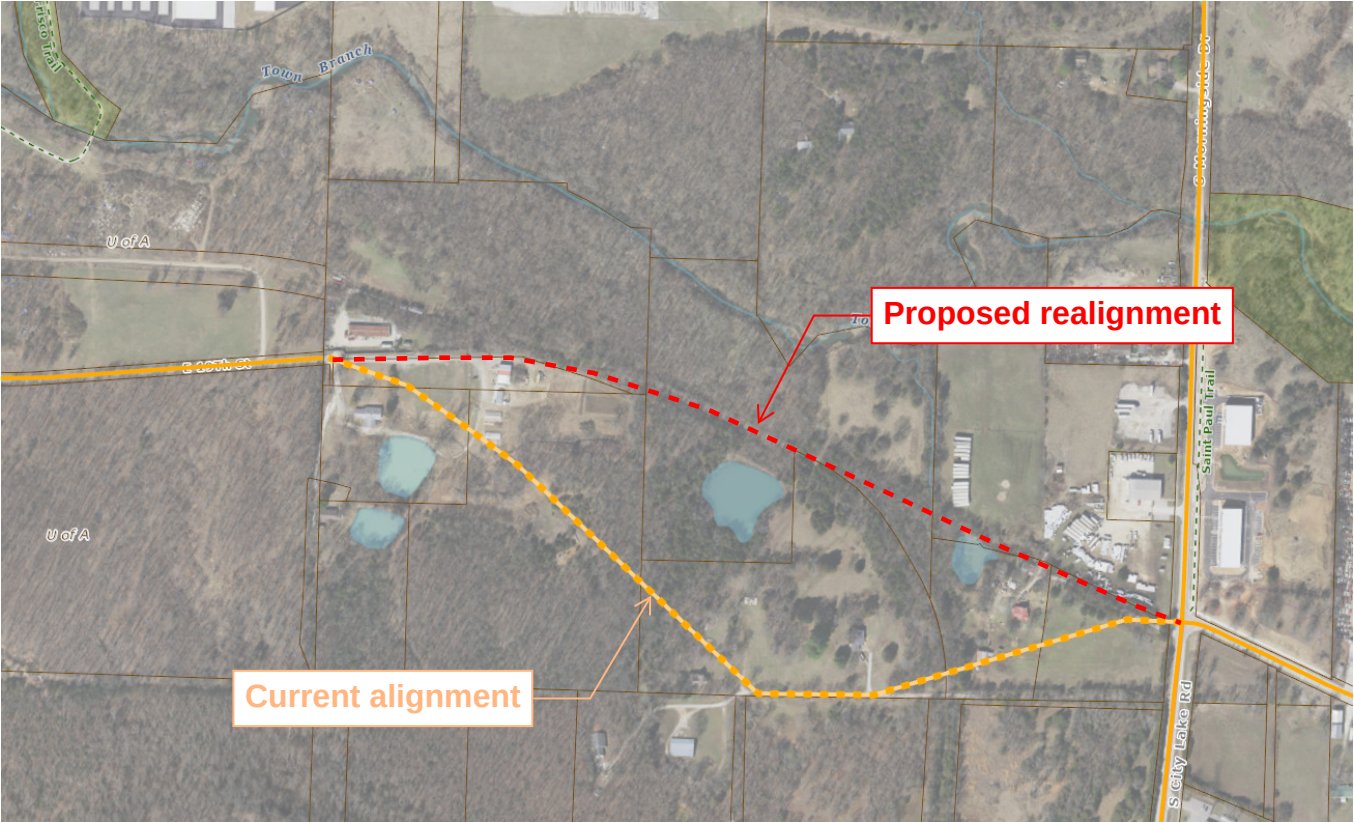
- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

MASTER STREET PLAN EXHIBIT





TO: Jessie Masters, Planning Director

FROM: Justin Bland, City Engineer

DATE: February 3, 2026

SUBJECT: **Planning Commission Engineering Comments for
ADM-2026-0001**

City engineering staff is supportive of the request to realign the E. 19th Street connection as shown on the Master Street Plan. This connection would provide an East/West connection between School Ave. and City Lake Rd. by connecting E. 19th Street to Pump Station Road. It is staff's opinion that this connection would greatly improve connectivity in the southern part of the city. A connection at this location is important because the connection becomes impractical as you move further south due to worsening topography, existing subdivisions and the Fayetteville Country Club property.

In this case, the existing alignment shows the roadway traveling through some significant terrain as it juts to the south. Building the road connection in this location would be substantially more expensive and challenging due to there being over 30' of vertical grade to traverse. Some of this terrain approaches 10% in grade and there is also at least one ravine that would have to be traversed. On the other hand, the proposed alignment would follow an old railroad bed in the area closer to Town Branch that would make the construction of the roadway much more feasible

May	City
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STREET PLANNED STREET EXISTING

COLLECTOR	COLLECTOR
FREEWAY/EXPRESSWAY	FREEWAY/EXPRESSWAY
MINOR ARTERIAL	MINOR ARTERIAL
PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL
PRIN ARTERIAL PKWY	PRIN ARTERIAL PKWY
LOCAL	LOCAL

ADM-2025-0026 (RE: EARNYADSOAYTSENDOE)

City Plan 2030

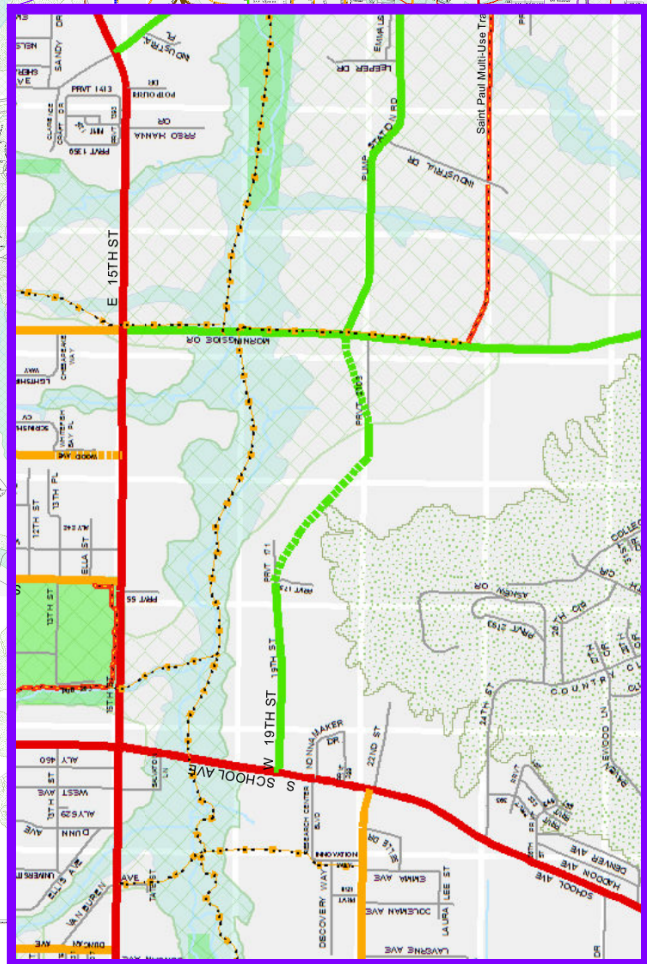
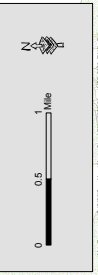
Master Street Plan

Fayetteville
ARKANSAS

Adopted by the Fayetteville City Council on
August 16, 2011 Resolution No. 146-11

Mary Ann Smith
Mayor

Andrew C. Brant
City Clerk



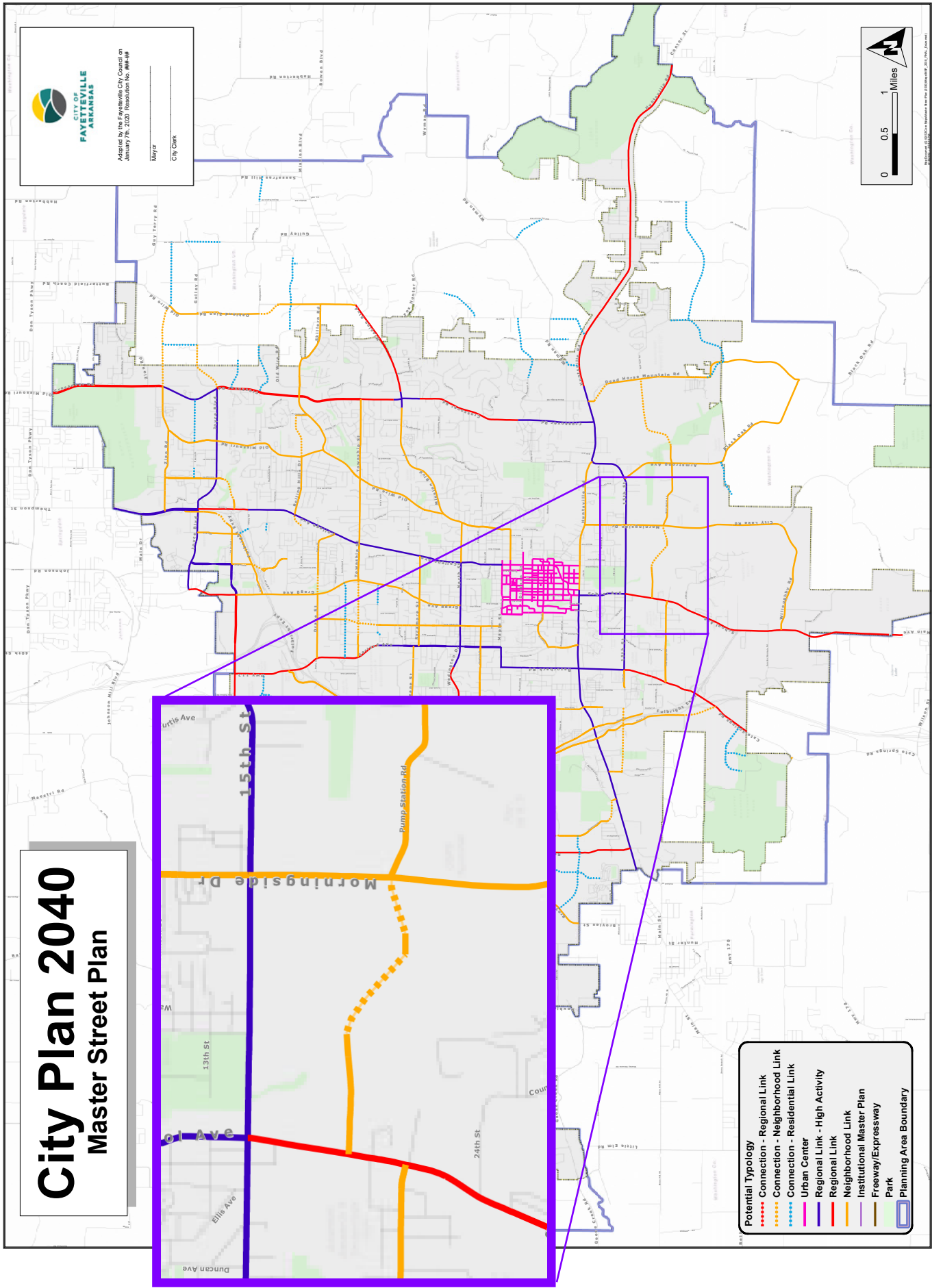


Figure 12.7 - Master Street Plan Map



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Wesley Frank, Planner

MEETING DATE: February 9, 2026

SUBJECT: **CUP-2025-0056: Conditional Use Permit (2630 E. CITIZENS DR UNIT 20 & 21/GOLDEN, 371):** Submitted by TODD GOLDEN for property located at 2630 E. CITIZENS DR, UNIT 20. The property is zoned C-1, NEIGHBORHOOD COMMERCIAL and contains approximately 8.91 acres. The request is for a 5000-square-foot commercial event venue.

RECOMMENDATION:

Staff recommends approval of **CUP-2025-0056** with conditions.

RECOMMENDED MOTION:

*"I move to approve **CUP-2025-0056** with conditions, determining:*

- In favor of compatibility with adjacent properties, and*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is in east Fayetteville in the Kantz Center at the corner of E. Citizens Dr. and E. Mission Blvd. The property is currently developed with a commercial mall constructed in 2000 per the Washington County Assessor. The property is zoned C-1, Neighborhood Commercial, with no applicable overlay districts. Surrounding land uses and zoning is depicted in *Table 1*.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Multi-Family Residential	R-O, Residential - Office
South	Single-Family Residential; Commercial	RSF-4, Residential Single-Family, 4 Units per Acre; CS, Community Services; C-1, Neighborhood Commercial
East	Commercial	C-1, Neighborhood Commercial
West	Multi-Family Residential	R-O, Residential - Office

Proposal: The applicant requests a conditional use permit to allow an event space in a unit of the commercial development in the C-1, Neighborhood Commercial zoning district. This use would be classified as Use Unit 4: Cultural and Recreational Facilities, which is a conditional use in the C-1 zoning district. A commercial permit (COMM-2025-0022) was submitted to combine both units 20 and 21; however, it cannot be approved until a business license is issued pending a conditional use permit for Use Unit 4 is approved. The applicant has described the business as follows:

- Business will occur in approximately 5,000-square-foot existing commercial unit and associated parking.*

- *Parking: Will use the existing shared parking of overall commercial development.*
- *Number of employees: 0-10*
- *Number of customers: a maximum of 200*
- *Hours of operation:*
 - *10:00 a.m. to 10:00 p.m., Based on booked events*
- *Outdoor lighting: 1 outdoor sign; 2 outdoor existing lamps*
- *Noise: Not specified*
- *Screening: None proposed.*
- *Trash: Existing shared trash container*
- *Ingress/Egress: Existing along E. Citizens Dr*

*City Plan 2040 Future Land Use Designation: **City Neighborhood***

Public Comment: Staff has not received any public comment at this time.

RECOMMENDATION: Staff recommends approval of **CUP-2025-0056** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility for an event venue in C-1 zoning.** *Staff finds the proposed use to be compatible with adjacent properties for the reasons outlined above.*
2. **This conditional use permit shall be as described in the applicant's request letter. The following specifications apply:**
 - Size of the business: 5,000-square-foot existing commercial unit
 - Reservation only, 10:00 a.m. – 10:00 p.m.
 - Number of customers: A maximum of 200 or based on the occupancy limits as set by the City's Fire Marshal
 - Parking: Using shared parking lot of the Kantz Center
 - Number of employees: 0-10
3. The applicant shall meet Arkansas Fire and Building code requirements prior to obtaining a business license.
4. Hours are limited from 10:00 a.m. to 10:00 p.m. as indicated in the applicant's request letter;
5. A business license shall be obtained for the proposed business at this location within one year of this permit's approval;
6. Signs shall be limited to those permitted by UDC Chapter 174, Signs. Any proposed signage shall be reviewed for compliance with the underlying zoning district and shall be permitted by a separate sign permit prior to installation; and

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>February 9, 2026</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.
2. Decide such questions as are involved in determining whether a conditional use should be granted; and,
3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or
4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: **The applicant has submitted a written application requesting conditional use approval for Use Unit 4: Cultural and Recreational Facilities in C-1 zoning.**

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: **The applicant has paid the required filing fee.**

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:
 - (a.) That it is empowered under the section of this chapter described in the application to grant the conditional use;

Finding: **The Planning Commission is empowered under Unified Development Code §161.07 to grant the requested conditional use permit.**

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: **Staff finds that granting the requested conditional use is unlikely to adversely affect the public interest. The subject property's location within the Kantz Center makes it ideal for the proposed use for several reasons. The subject location is at the furthest most point from any ingress or egress, limiting any traffic congestion. Additionally, the proposed use will be indoors, which will confine any noise and there exists a significant buffer between the subject site and the adjacent residential properties with some tree screening, further dampening any spillover effects. That said, staff finds that granting the requested conditional use is unlikely to adversely affect the public interest since the proposal is contained indoors with the condition that all events cease at 10:00 p.m.**

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: **There are no specific rules governing event space.**

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: **Vehicular ingress and egress to the property is provided by way of an existing driveway with direct access onto E. Citizens Dr, which is a fully improved Residential Link Street. A sidewalk is available to accommodate pedestrian access along E. Citizens Dr.**

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: **The applicant has stated that they intend to use the shared parking area of the Kantz Center, which is sufficient enough to prevent parking impact to surrounding properties. For use such as this, 1 parking space would be for every 50 sqft. The event space is listed as being 5,000 sqft, which would result in a maximum of 100 parking spaces. The Kantz Center parking lot greatly exceeds this, making it unlikely that an event held at this location would impact the area with excess traffic. Four access points exist that**

access E. Citizens Dr, with none accessing E. Mission Blvd or N. Crossover Rd, preventing traffic spillover onto higher-trafficked streets.

- (c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading;

Finding: The applicant indicated that they will utilize existing trash and recycling services. Dumpsters and recycling containers appear to be located in the west, behind the Kantz Center and is shared with other businesses.

- (d.) Utilities, with reference to locations, availability, and compatibility;

Finding: Utilities are currently available to the property and its use as a event venue is not expected to impact the provision of utilities.

- (e.) Screening and buffering with reference to type, dimensions, and character;

Finding: Staff is not recommending additional screening for the proposed conditional use.

- (f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: Any signage will be subject to Unified Development Code Chapter 174, Signs, and all regulations therein.

- (g.) Required yards and other open space;

Finding: Based on the applicant's submittal, the existing commercial development appears to be meeting relevant setbacks.

- (h.) General compatibility with adjacent properties and other properties in the district; and

Finding: Staff finds the proposed use to be compatible with surrounding properties. Based on the information provided by the applicant, the proposed event venue is unlikely to generate or worsen traffic hazards. The proposed facility is compatible in size, scale, and appearance with surrounding Kantz Center uses.

- (i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: Staff finds the requested conditional use to be compatible with the goals and intent of the City's adopted plans. The City Plan 2040 Future Land Use Map

designates this site as City Neighborhood Area, and those areas are intended to support the widest spectrum of land uses.

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code
 - §161.21 District C-1, Neighborhood Commercial
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Request Letter
- Site Plan

161.21 District C-1, Neighborhood Commercial

(A) *Purpose.* The Neighborhood Commercial District is designed primarily to provide convenience goods and personal services for persons living in the surrounding residential areas. The intent of this district is to allow administrative approval if the developer decides to use urban form, in compliance with the build-to zone and minimum buildable street frontage as specified herein.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 5	Government Facilities
Unit 13	Eating places
Unit 15	Neighborhood shopping
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 25	Offices, studios, and related services
Unit 40	Sidewalk Cafes
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 16	Shopping goods
Unit 34	Liquor stores
Unit 35	Outdoor music establishments*
Unit 36	Wireless communications facilities*
Unit 42	Clean technologies

(C) *Density.* None.

(D) *Bulk and Area Regulations.* None.

(E) *Setback Regulations.*

Front	15 feet
Front, if parking is allowed between the right-of-way and the building	50 feet
Side	None
Side, when contiguous to a residential district	10 feet
Rear	20 feet

Urban Form Setback Regulations:

Front	A build-to zone that is located between 10 feet and a line 25 feet from the front property line
Side and rear	None
Side or rear, when contiguous to a single-family residential district	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	5 stories
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If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) Urban form minimum buildable street frontage: 50% of the lot width.

(Code 1965, App. A., Art. 5(V); Ord. No. 2603, 2-19-80; Ord. No. 1747, 6-29-70; Code 1991, §160.035; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5195, 11-6-08; Ord. No. 5312, 4-20-10; Ord. No. 5339, 8-3-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5735, 1-20-15; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 7, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6164, §§1, 4, 5, 4-2-19; Ord. No. 6223, §1, 9-3-19; Ord. No. 6245, §2, 10-15-19; Ord. No. 6521, §4, 1-18-22)

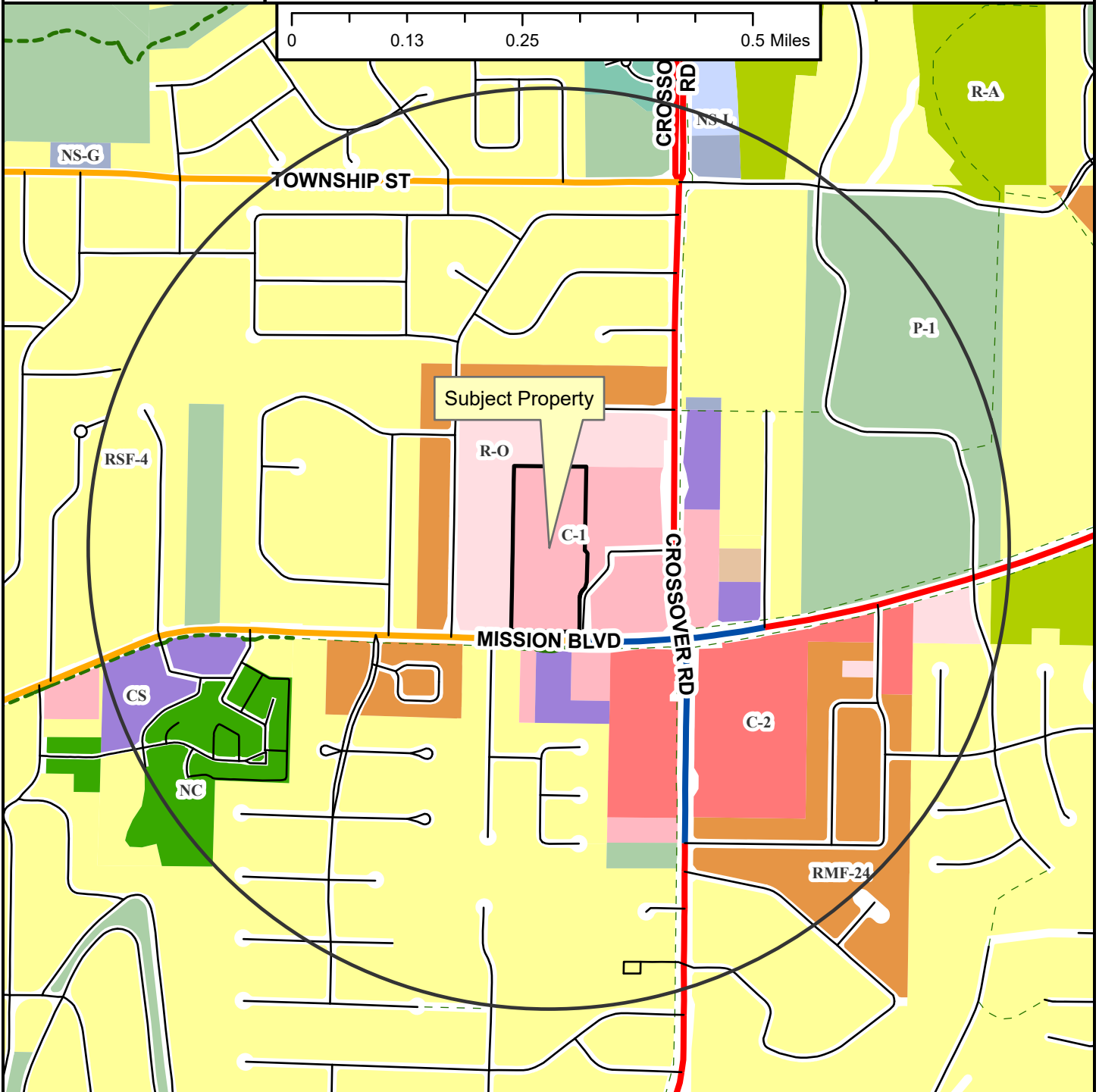
CUP-2025-0056

2630 E. CITIZENS DR, UNIT 20

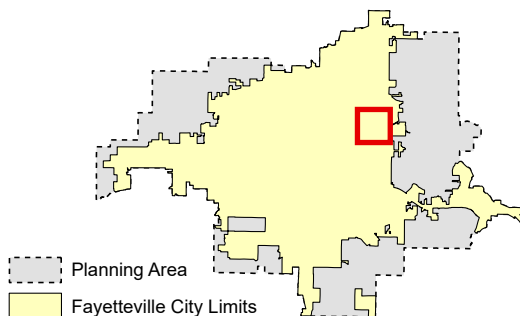
One Mile View

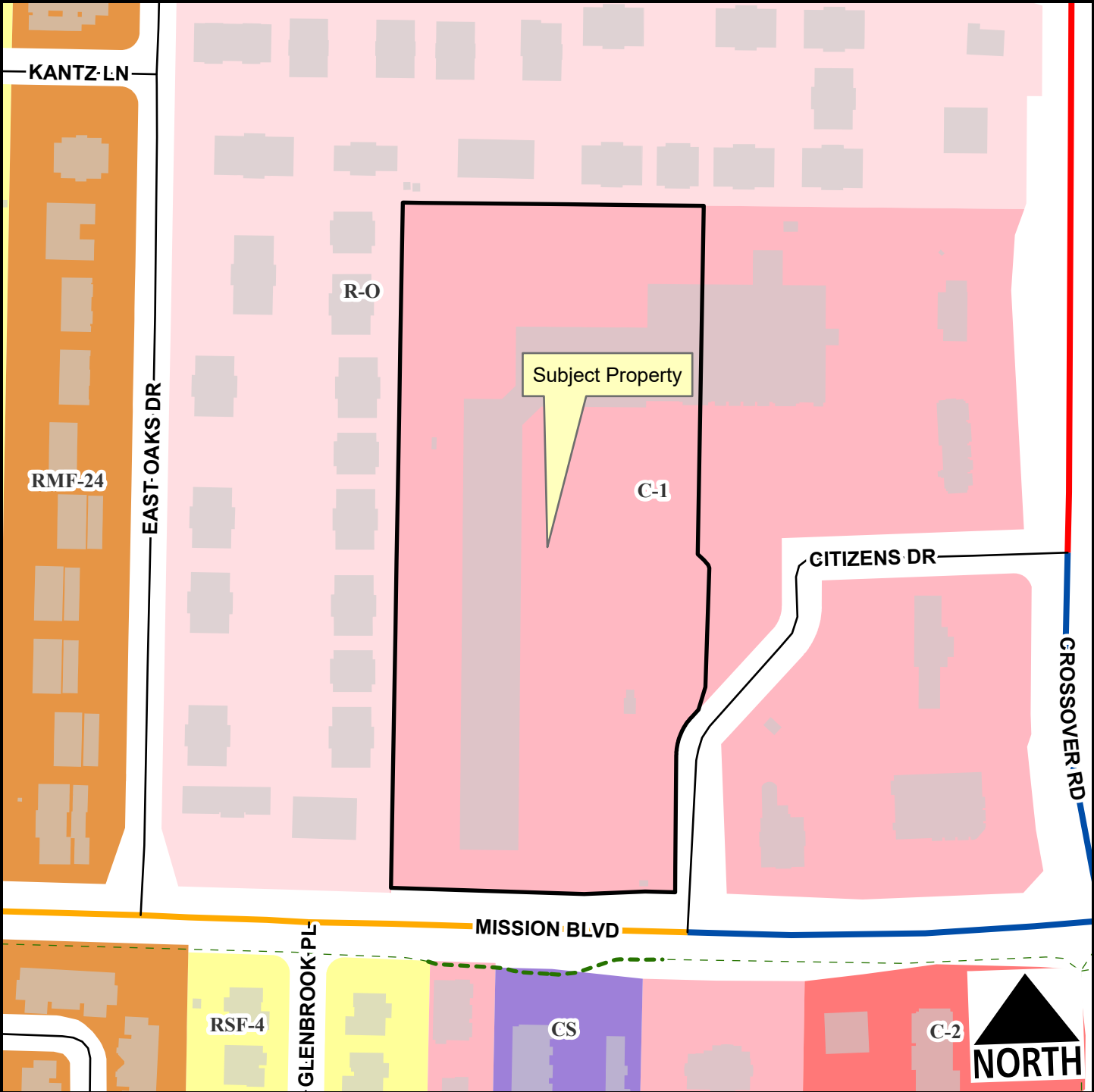


0 0.13 0.25 0.5 Miles



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



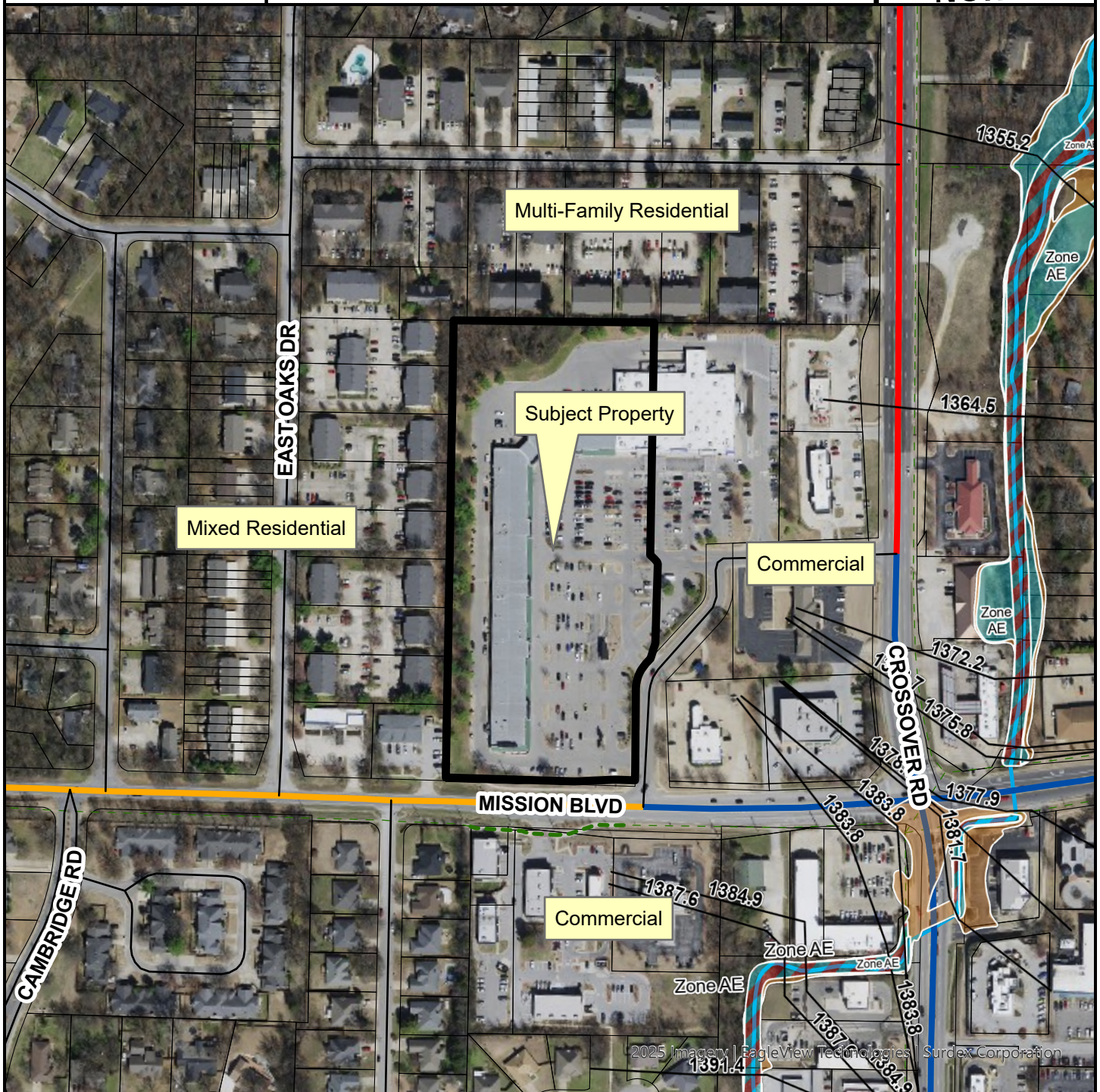


— Regional Link — Neighborhood Link — Regional Link - High Activity — Unclassified — Residential Link Planning Area Fayetteville City Limits - - - Shared-Use Paved Trail - - - Trail (Proposed)	Feet 075150300450600 1:2,400	NORTH
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CUP-2025-0056

2630 E. CITIZENS DR, UNIT 20

Current Land Use



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

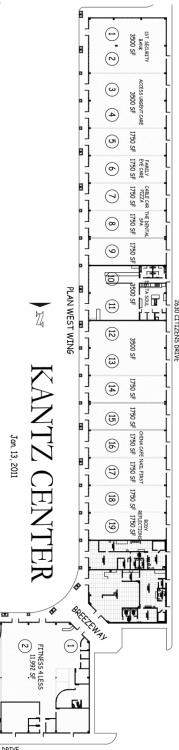
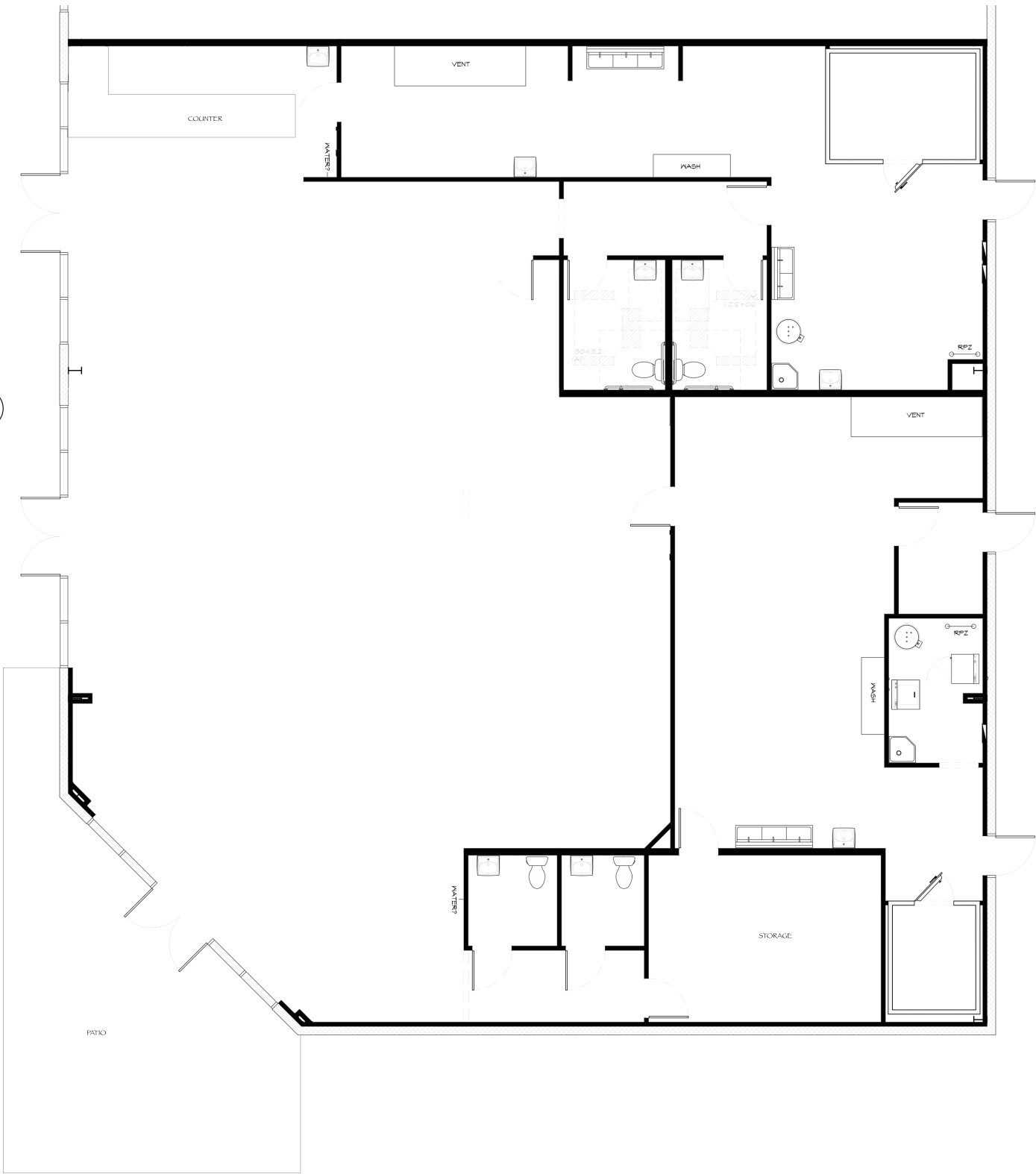


FEMA Flood Hazard Data

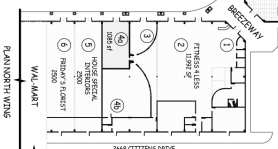
- 100-Year Floodplain
- Floodway

- (a) Building size in square feet; existing and proposed – 5000sq ft
- (b) Color elevations of all exterior sides of the structure – existing property, no outside changes
- (c) Number of off-street parking spaces to be provided / number required – no, existing parking lot only
- (d) When request applies to a business or non-residential use:
 - Hours of operation – Conditional based on booked events, availability daily 10am-10pm
 - Number of employees – 0-10
 - Anticipated number of patrons, clients, children, customers, etc. (average per day / peak hour)—200 maximum guests
- (e) Outdoor lighting – 1 outdoor sign in replaced existing sign, 2 outdoor lamps in existing lamps
- (f) Noise – none
- (g) Screening or buffering from adjacent properties – none
- (h) Trash and refuse service (with particular reference to visibility from the street and adjacent properties) – existing for the shopping center, Kantz
- (i) Ingress and egress to the property; traffic impacts – no, it is an existing property
- (j) A response discussing the general compatibility of the proposed use with adjacent properties and other property in the neighborhood – it was 2 restaurants prior to us taking the lease, it is now one restaurant event space.

FLOOR PLAN
Scale: 1/4" = 1'-0"



KANTZ CENTER
Jan. 13, 2011



REVISION	DATE	DESCRIPTION
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MERMAIDS DBA THE GOLDEN VENUE
AT KANTZ CENTER
FAYETTEVILLE, AR

FUGITT AND ASSOCIATES ARCHITECT
WILLIAM KIM FUGITT AIA
11202 E. JONCE BLVD.
FAYETTEVILLE, AR 72703
479.521.6686
WWW.FUGITT-ARCHITECT.COM

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Planning Commission
February 9, 2026
CUP-2025-0056 (GOLDEN)



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Wesley Frank, Planner

MEETING DATE: February 9, 2026

SUBJECT: **RZN-2025-0075: Rezoning (900 E ASH ST/SIEMEK & BATES, 369):**
Submitted by WESLEY BATES for property located at 900 E. ASH ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.34 acres. The request is to rezone the property to NC, NEIGHBORHOOD CONSERVATION.

RECOMMENDATION:

Staff recommends forwarding **RZN-2025-0075** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:

*"I move to forward **RZN-2025-0075** to the City Council with a recommendation of approval."*

BACKGROUND:

The subject property is located in central Fayetteville at the corner of the N. Juneway Ter and E. Ash St intersection. The property is zoned RSF-4, Residential Single-Family, 4 Units per Acre and is developed with a single-family home which was built in 1959. No zoning overlay districts or master planning areas apply to the parcel. Surrounding land uses and zoning are depicted below in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
South	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
West	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, 4 Units per Acre to NC, Neighborhood Conservation.

Public Comment: Staff has received fifteen public comments which were all opposed citing potential neighborhood change, traffic increase, and water runoff concerns.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject area has a road frontage along N. Juneway Ter. N. Juneway Ter is a partially improved Residential Link street with asphalt paving open ditches. The subject area has a road frontage along E. Ash St. E. Ash St is a partially improved Residential Link street with asphalt paving, open ditches. Any street improvements required in these areas would be determined at the time of the development proposal.

Water: Public water is available to the subject area. Existing 6-inch water main is present along west side of N. Juneway Ter. Existing 8-inch water main is present along south side of E. Ash St.

Sewer: Sanitary sewer is available to the subject area. Existing 8-inch sewer main is present along east side of N. Juneway Ter. Existing 6-inch sewer main is present along the center of East Ash Street. There are known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system in front of this property.

Drainage: No portion of the property lies within a FEMA floodplain or the Hillside Hilltop Overlay District. No protected streams or hydric soils are present on site. Any improvements or requirements for drainage will be determined at the time of development submittal. Any additional improvements or requirements for drainage will be determined at time of development

Fire: Station 2, located at 138 W North St, protects this site. The property is located approximately 1.4 miles from the fire station with an anticipated drive time of approximately 5 minutes using existing streets. The anticipated response time would be approximately 7.2 minutes. The Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district, NC, Neighborhood Conservation, requires **20% minimum canopy preservation**. The current zoning district, RSF-4, Residential Single-Family, Four Units per Acre, requires **25% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood**.

Residential Neighborhood areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **5-6** for this site with a weighted score of **7.5**. The following elements of the matrix contribute to the score:

- Near Water Main (6-inch N. Juneway Ter.; 8-inch E. Ash St.)
- Near Sewer Main (8-inch N. Juneway Ter.; 6-inch E. Ash St.)
- Near Public School (Woodland Junior High School)
- Near City Park (Clarence Craft Park)
- Near Paved Trail (Ash St.)
- Near ORT Bus Stop (N. College & Sycamore)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** Staff finds the proposed rezoning from RSF-4 to NC to be compatible with the surrounding area. The subject property is adjacent to RSF-4-zoned single-family properties. The two zoning districts are effectively single-family zoning districts, but NC offers a slightly more permissive use schedule under its conditional use allowances, such as 3- and 4-family dwellings, larger offices, and community recycling facilities. The density would change from RSF-4's four units per acre to NC's ten units per acre. RSF-4 and NC have different bulk and area requirements. Lot width minimum in RSF-4 is 70 feet for single-family dwellings, while NC only requires 40 feet for all dwelling types. Lot area in RSF-4 is a minimum of 8,000 square feet, but the NC minimum is 4,000 square feet. Unlike RSF-4, NC utilizes an urban form setback, which are used to promote walkability in an area. To the east and north are NC-zoned properties, which highlights the area's familiarity to this type of setback. The subject property is a corner lot, which is ideal for increased housing density due to their larger size, dual street frontage, and design flexibility, which allow for more creative, aesthetic, and functional layouts. Staff finds the requested rezoning to be compatible with surrounding land uses.

Land Use Plan Analysis: Staff finds the proposed rezoning to be consistent with the City's adopted land use plans, including its Future Land Use Map designation as Residential Neighborhood area. A rezoning to NC could allow for the creation of single-family residential properties with reduced lot sizes. The property has a moderate infill score, with access to trails, parks, and public schools with other infill elements that make it appropriate for higher density infill development. Staff finds that the requested rezoning could allow for the creation of missing middle housing meets City Goals 1 (appropriate infill), 2 (discourage urban sprawl), and 6 (opportunities for attainable housing).

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: Staff finds that there is sufficient justification to rezone the property from RSF-4 to NC since the rezoning would be consistent with the property's future land use designation and supports several goals of City Plan 2040.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: A rezoning from RSF-4 to NC does have the potential to slightly increase traffic danger and congestion due to a minor increase in density, however the size of the parcel at 0.34 acres will limit the density on the site. Access management will be reviewed at the time of development.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: The proposed rezoning has the potential to slightly alter the population density since it would allow for additional single-family residential development. However, the property currently has access to public streets, water, and sewers, and any necessary improvements would be determined at the time of development. Fayetteville Public Schools did not comment on this request.

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:
- a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;
 - b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0075 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:		Required	<u>YES</u>
Date: <u>February 9, 2026</u>	☐ Tabled	☐ Forwarded	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code
 - §161.07 District RSF-4, Residential Single-Family – Four (4) Units Per Acre
 - §161.29 Neighborhood Conservation
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map
- Long Range Planning Memo
- Request Letter
- Public Comments

161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 24	Home occupations
Unit 36	Wireless communications facilities
Unit 44	Cluster Housing Development

(C) *Density.*

	Single-family dwellings	Two (2) family dwellings
Units per acre	4 or less	7 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two (2) family dwellings
Lot minimum width	70 feet	80 feet
Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet
Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories
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(G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(Code 1991, §160.031; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 4858, 4-18-06; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5224, 3-3-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §8, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6710, §1, adopted November 21, 2023, determines that Ordinance 6427 (Sunset Clause) and Ord. No. 6625 (extending Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2024, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.29 Neighborhood Conservation

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited business*
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities
Unit 44	Cluster Housing Development

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwelling types	40 feet
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(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	5 feet
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories
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(Ord. No. 5128, 4-15-08; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15>; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 7—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6211, §1, 8-6-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on July 1, 2025 at 7:00 p.m. unless prior to that time and date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

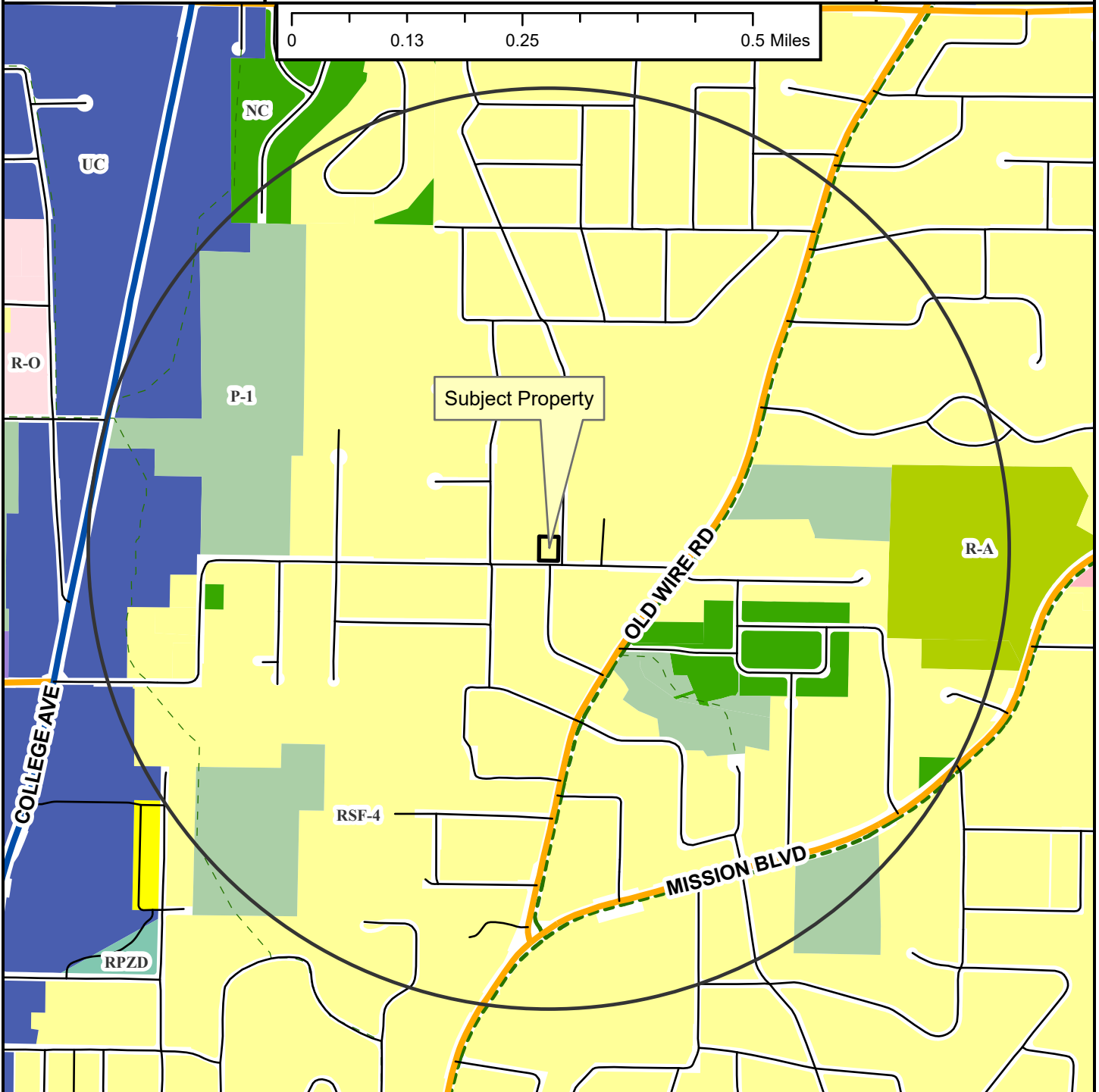
RZN-2025-0075

900 E. ASH ST

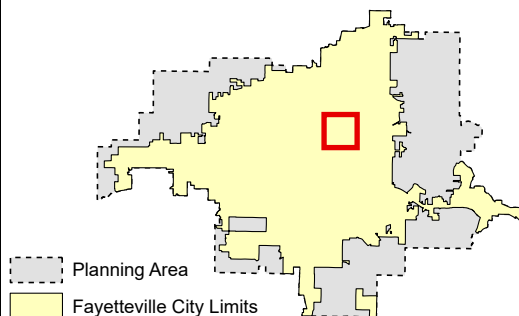
One Mile View

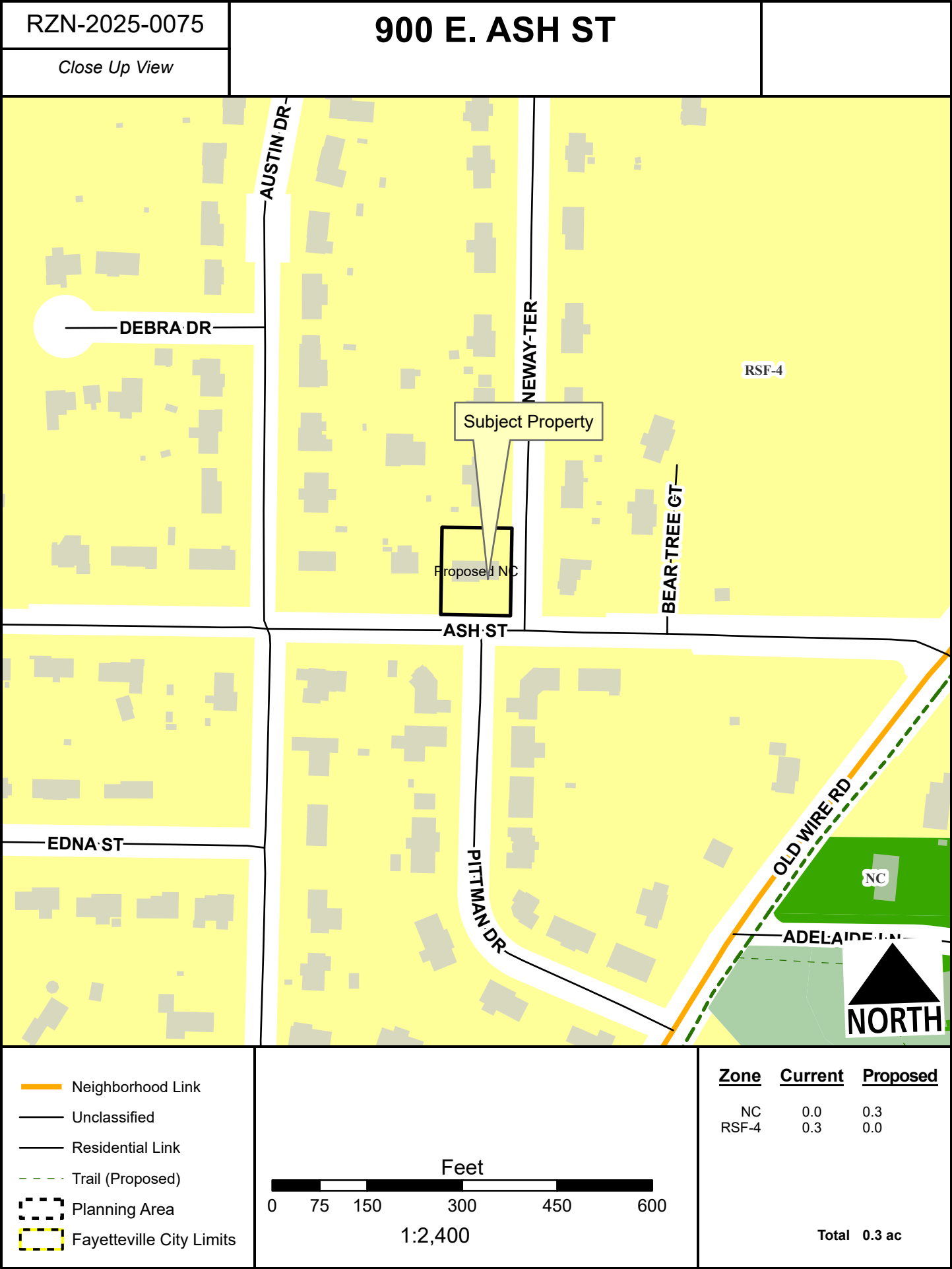


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- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area





RZN-2025-0075

900 E. ASH ST

Current Land Use

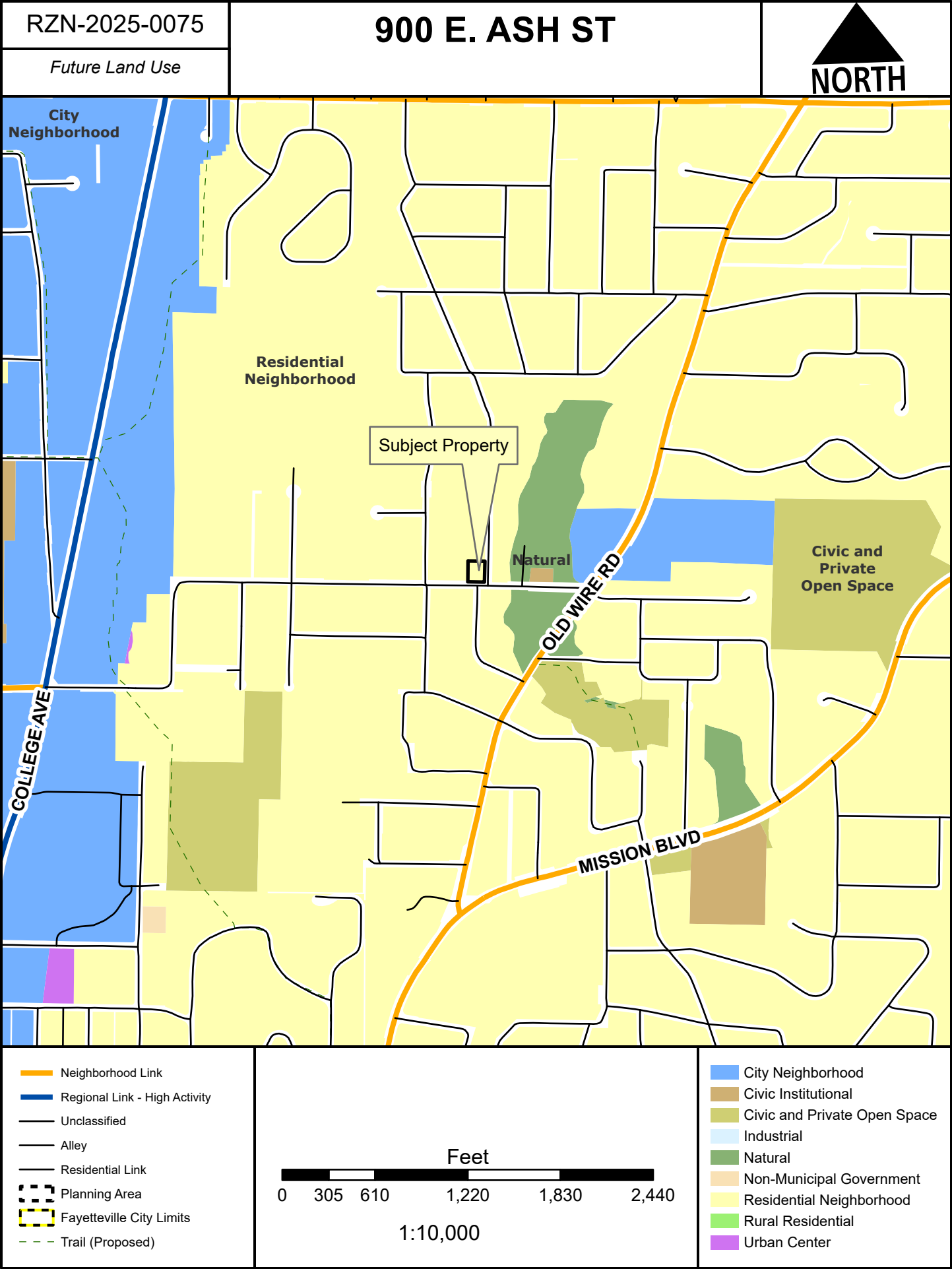


- Neighborhood Link
- Unclassified
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway





TO: Wes Frank, Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: February 9, 2026

SUBJECT: Long Range Planning Comments Regarding RZN-2025-0075

BACKGROUND:

The applicant requests to rezone approximately 0.34 acres from RSF-4, Residential Single-Family, Four Units per Acre to NC, Neighborhood Conservation. One long range planning documents is relevant when evaluating this request: *City Plan 2040*.

City Plan 2040 (2020):

City Plan 2040 includes several relevant plan goals and objectives:

- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.
 - 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

DISCUSSION:

Zoning History:

Ordinance 1747 approved on June 29, 1970 enacted a new zoning map and set of districts and zoning requirements for the city. This map shows the subject property and surrounding neighborhood as being zoned into the low-density "R-1" zoning district, which was subsequently translated to "RSF-4" with the adoption of the city's Unified Development Code.

City Plan 2040 and Future Land Use Plan:

This area is designated as a Residential Neighborhood area, which are "primarily residential in nature and support a wide variety of housing types of appropriate scale and context." The request aligns with this designation by increasing the potential density slightly, from four to ten units per acre while retaining the single-family development pattern. NC would also permit greater flexibility for lot width and area allowing for potential redevelopment of the site with additional single-family dwellings. This is in keeping with both the future land use designation and existing neighborhood patterns and supports several goals of *City Plan 2040*.

Property History:



The subject property contains a single-family dwelling constructed ca. 1959, according to Washington County Tax Assessor records. The property does not appear to be individually eligible for the state or national registers but is of historic age. Since rezoning requests often precede redevelopment plans, the property owner and/or applicant should consult with Long Range & Preservation Planner prior to demolition or alteration of historic-age structures to capture photo documentation. Documentation of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

To: Fayetteville Planning Commission
From: Wes Bates
Re: Rezoning Request – 900 E Ash (RSF-4 → NC)
Date: 12/20/25

Dear Commissioners,

I am requesting a rezoning for the property located at 900 E Ash Street from Residential Single-Family – 4 (RSF-4) to Neighborhood Conservation (NC). The intent of this request is to allow for a modest, context-sensitive infill home along Ash Street that better reflects the lot's corner condition and the surrounding zoning pattern.

The NC district allows slightly smaller lot sizes while maintaining single-family residential use, which makes it well suited for this site. The property is a corner lot, and the additional flexibility provided by NC zoning would allow for a small house oriented toward Ash Street, consistent with traditional neighborhood development patterns and the scale of nearby homes.

There is existing NC zoning in the surrounding area, and this request would be compatible with those properties. Importantly, NC remains a single-family zoning district, ensuring that the character of the neighborhood is preserved while allowing for thoughtful infill development. The proposed rezoning does not introduce higher-intensity uses but instead provides a better fit for the physical constraints and context of the site.

This rezoning represents a minor and reasonable adjustment that supports infill housing, efficient land use, and neighborhood compatibility. It aligns with the intent of the City Plan by encouraging appropriately scaled residential development within the existing urban fabric.

Thank you for your consideration,

Wes Bates

Frank, Wes

From: Chelsea Green <cgreen5110@gmail.com>
Sent: Tuesday, February 3, 2026 2:17 PM
To: Frank, Wes
Subject: 900 E Ash Street

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: Wes Frank, city planning
From: Chelsea Green
Date: 2/3/2026
Regarding: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

Good morning Wes,

My name is Chelsea Green and I live at 600 E Edna St, Fayetteville AR 72703 . I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

There is frequently standing water in yards and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The

anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

- 1.
- 2.
3. Preserve
4. the established character of our neighborhood
- 5.
- 6.
- 7.
8. Prevent
9. significant issues with water displacement
- 10.
- 11.
- 12.
13. Allow
14. comprehensive traffic impact assessment before increasing density
- 15.

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,
Chelsea Green

Frank, Wes

From: Patsy Langham <langhampatsy@gmail.com>
Sent: Tuesday, February 3, 2026 2:37 PM
To: Frank, Wes
Subject: Rezoning 900 Ash

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.

Couldn't get letter to work. I agree with letter. I am against rezoning. Zoning for house needs to stay as is . Patsy Langham, 601 Edna Fayetteville, AR 72703. 4794433865

Frank, Wes

From: Elizabeth Bainbridge <bainbridge.e@gmail.com>
Sent: Tuesday, February 3, 2026 3:51 PM
To: Frank, Wes
Subject: opposition to a rezoning request 900 E. Ash

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.

RE: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

Good morning Wes,

My name is Elizabeth Bainbridge and I live at 1735 N. Wheeler Ave. Fayetteville, AR 72703. As we discussed today over the phone, I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

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2. Rain water displacement

There is frequently standing water in yards, and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

- 1.
- 2.
3. Preserve the established character of our neighborhood
- 4.
- 5.
- 6.

7. Prevent significant issues with water displacement
- 8.
- 9.
- 10.
11. Allow comprehensive traffic impact assessment before increasing density
- 12.

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,

Elizabeth Bainbridge

--

Elizabeth Bainbridge, LLC, MA, CCC-SLP
Speech Language Pathologist

Note: The information in this email may be privileged and confidential and protected from disclosure. If the reader of this email is not the intended recipient, you are hereby notified that any dissemination, distribution, copying or other use of this email is strictly prohibited. If you have received this email in error, please notify the sender immediately by email and delete the material from any computer.

Frank, Wes

From: Rain R <rainrues@gmail.com>
Sent: Tuesday, February 3, 2026 6:31 PM
To: Frank, Wes
Subject: Opposition to the rezoning of 900 E. Ash Street

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: Wes Frank, city planning
From: Rain Rues and Mia Moon
Date: 02/03/2026
Regarding: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

Good morning Wes,

My name is Rain Rues and my partner and I live at 1717 N Wheeler Ave. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

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2. Rain water displacement

There is frequently standing water in yards and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

1. Preserve the established character of our neighborhood
2. Prevent significant issues with water displacement
3. Allow comprehensive traffic impact assessment before increasing density

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,

Rain Rues and Mia Moon

Frank, Wes

From: Eddie McConnell <eddiemcconnell7@hotmail.com>
Sent: Tuesday, February 3, 2026 6:45 PM
To: Frank, Wes
Subject: Re-zoning

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.

Sent from my iPhone To: Wes Frank, city planning

From: Eddie McConnell

Date:

Regarding: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

Good morning Wes,

My name is Eddie McConnell and Velair McConnell I live at 633 E Edna, Fayetteville AR 72703 I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

There is frequently standing water in yards and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

3. Adverse Traffic Impacts

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I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

1. Preserve the established character of our neighborhood
2. Prevent significant issues with water displacement
3. Allow comprehensive traffic impact assessment before increasing density

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Frank, Wes

From: Susan Barad <sbarad513@gmail.com>
Sent: Tuesday, February 3, 2026 9:08 PM
To: Frank, Wes
Subject: Rezoning request, 900 E Ash Street

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: Wes Frank, City Planning
From: Susan Barad
Date: 2/3/2026
Regarding: Opposition to the rezoning of 900 E Ash Street, Fayetteville, AR 72703

Dear Mr. Frank:

I have owned my home at 1766 N Austin Drive for many years. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident near Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 square foot accessory dwelling in the front yard of this property, directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

There is frequently standing water in yards and in the street during and after rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run off.

3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

1. Preserve the established character of our neighborhood
2. Prevent significant issues with water displacement
3. Allow comprehensive traffic impact assessment before increasing density

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,
Susan Barad
(479)466-2637

Frank, Wes

From: Ella Bainbridge <ellabainbridge715@gmail.com>
Sent: Thursday, February 5, 2026 3:55 PM
To: Frank, Wes
Subject: Ash St Rezoning

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.

Good afternoon Wes,

My name is Ella Thomas and I live at 617 E Edna St. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

There is frequently standing water in yards and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

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3. Preserve
4. the established character of our neighborhood
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8. Prevent
9. significant issues with water displacement

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- 11.
- 12.
13. Allow
14. comprehensive traffic impact assessment before increasing density
- 15.

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,

Ella

Frank, Wes

From: adrian cain <adrian.c.cain@gmail.com>
Sent: Thursday, February 5, 2026 4:26 PM
To: Frank, Wes
Subject: Opposition to rezoning 900 E Ash

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: Wes Frank, city planning
From: Adrian Cain
Date: 02/05/2026
Regarding: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

Good morning Wes,

My name is Adrian Cain and I live at 834 E ASH ST, here in Fayetteville. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

There is frequently standing water in yards and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

Preserve the established character of our neighborhood

Prevent significant issues with water displacement

Allow comprehensive traffic impact assessment before increasing density

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,

Adrian Cain

To: Wes Frank, city planning

From: Lark Hodzic

Date: 2/6/2026

Regarding: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

Good morning Wes,

My name is Lark Hodzic and I live at 820 E. Ash. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 4 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

There is frequently standing water in yards and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

4. The Impact on Neighbouring Properties and Privacy

The proposed structure would overshadow and overlook two existing properties and infringe upon the privacy of the residents. Additionally, the project would result in a loss of natural light for the property it's in front of. There should be a fair balance between new properties and existing properties. The scheme is incongruent with the prevailing character of the homes here, setting an unwelcome precedent for homes that might be better looked at as rental housing than a desirable long-term dwelling.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

1. Preserve the established character of our neighborhood
2. Prevent significant issues with water displacement
3. Allow comprehensive traffic impact assessment before increasing density

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,

Lark Hodzic

Frank, Wes

From: SpennMignonne Scarbrough <spinno1@yahoo.com>
Sent: Friday, February 6, 2026 8:45 AM
To: Frank, Wes
Subject: rezoning of 900 E. Ash St.

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: Wes Frank, city planning
From: Mignonne Scarbrough
Date: February 6, 2026

Regarding: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

My name is Mignonne Scarbrough and I live at 1769 N. Wheeler Ave. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident close to Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

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3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

1. Preserve the established character of our neighborhood
2. Prevent significant issues with water displacement
3. Allow comprehensive traffic impact assessment before increasing density

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,

Frank, Wes

From: Brant Roberts <brantwetuski@gmail.com>
Sent: Thursday, February 5, 2026 6:14 PM
To: Frank, Wes
Subject: Regarding: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

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: Wes Frank, city planning
From: Brant Roberts
Date: 2/5/2026
Regarding: Opposition to the rezoning of 900 E. Ash Street, Fayetteville, AR 72703

Good morning Wes,

My name is Brant Roberts and I live at 834 E Ash Street, Fayetteville, AR 72703. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

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3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

- 1.
- 2.
3. Preserve the established character of our neighborhood

- 4.
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7. Prevent significant issues with water displacement
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- 9.
- 10.
11. Allow comprehensive traffic impact assessment before increasing
12. density
- 13.

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,

Brant Roberts

--

Brant Roberts
903-576-2264

Frank, Wes

From: blue brasher <bluebrasherrues@gmail.com>
Sent: Friday, February 6, 2026 10:03 AM
To: Frank, Wes
Subject: Opposition to the rezoning

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.

Good morning Wes,

My name is Blue Brasher and I live at 1717 N Wheeler ave. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

There is frequently standing water in yards and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

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Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

- 1.
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13. Allow
14. comprehensive traffic impact assessment before increasing density
- 15.

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Sincerely,

Blue

Frank, Wes

From: Josh Jones <Josh.m.jones@hotmail.com>
Sent: Friday, February 6, 2026 11:41 AM
To: Frank, Wes
Subject: Re: Opposition to Rezoning Email

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.

Good morning Wes,

My name is Josh Jones and I live at 888 E Ash St, Fayetteville , AR 72703. I am writing to express my concern and opposition to a rezoning request: RZN-2025-0075 for 900 E. Ash Street from RSF-4 to NC. As a resident along Ash Street, I respectfully submit this email in strong opposition to the above-referenced rezoning request ahead of the public hearing scheduled for Monday, February 9, 2026, at 5:30 p.m.

While I support thoughtful infill development and efforts to address housing needs, this proposal is incompatible with our neighborhood's established character, infrastructure constraints, and future planning considerations. Specifically, the developer has explained he intends to build a 450 sq accessory dwelling in the front yard of this property; directly in front of the existing home facing Ash Street.

I have 3 concerns to raise:

1. Incompatibility with Neighborhood Character

Our neighborhood features generous front yard setbacks that create a cohesive, low-density residential aesthetic bisected by Ash Street. The proposed "accessory dwelling" would be built forward in the front yard, directly adjacent to the roadway, disrupting this uniform character and introducing a mismatched structure that prioritizes density over uniformity and aesthetics.

2. Rain water displacement

There is frequently standing water in yards and in the street during, and after, rain in this area. Adding additional dwellings to this property could significantly and negatively impact water run-off.

3. Adverse Traffic Impacts

Ash Street already handles significant volume as a primary neighborhood artery. Adding density through this rezoning—without corresponding road improvements or traffic studies—would exacerbate congestion. The anticipated traffic from the planned school makes it particularly unwise to increase residential density before evaluating cumulative traffic impacts.

I respectfully urge the Fayetteville Planning Commission to deny Rezoning Application RZN-2025-0075 in order to:

1. Preserve the established character of our neighborhood
2. Prevent significant issues with water displacement
3. Allow comprehensive traffic impact assessment before increasing density

Please consider this a formal opposition and add it to the file for this case. Thank you so much for your time and consideration in this matter.

Get [Outlook for iOS](#)

From: Frank, Wes <wfrank@fayetteville-ar.gov>
Sent: Friday, February 6, 2026 9:39:33 AM

To: josh jones <josh.m.jones@hotmail.com>

Subject: Opposition to Rezoning Email

Hello,

Are you able to copy and paste what your comment into this email? My system is preventing me in opening your document.

Sincerely,

Wesley Frank

Planner

Development Services

City of Fayetteville, Arkansas

Office: 479.575.8265

fayetteville-ar.gov



Frank, Wes

From: Lynn Cowan <lnncwn@gmail.com>
Sent: Friday, February 6, 2026 12:10 PM
To: Frank, Wes
Subject: Opposition to Rezoning 900 Ash 72703

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.

Mr. Frank,

Thank you for the work you do on behalf of our beloved Fayetteville. My name is Barbara Cowan and I live at 1751 N. Wheeler Ave.

There is a request to rezone (RZN-2025-0075 property in my neighborhood, 900 E.Ash, from RSF-4 to NC.I strongly oppose this rezoning be granted.

I am consistent donor to various homeless and support charities in Fayetteville, as I recognize the need for all citizens to participate in providing appropriate housing for our neighbors. And, I love the idea of infill as another creative and viable alternative to provide reliable housing for those who can afford a less expensive alternative to a traditional one house/one property solution. I

I oppose this request, however, because:

1. While the purpose of NC zoning is to allow such creative alternatives for housing that is compatible with neighborhood character, this request does exactly the opposite. this is a neighborhood of small (1500 - 2000 sq. ft) homes build in the 1960's mostly on properties around 1.3 of an acre. This provides the opportunity for each home to have a generous setback that is attractive and cohesive, thereby enhancing the desirability and value of our homes.

-The buyers of the original dwelling will have a view of the side the new dwelling from at least 3 of their front rooms, virtually right outside the windows, which may decrease the price the developer can sell it for. Again, impacting all our property values.

-The proposed plan for 900 Ash would put a 450 sq. ft. ADU in the front yard of the property, in the set back area of the existing home. This one structure will most assuredly diminish the consistent look of the street and the attraction/value of the neighboring homes.

2. Perhaps others developers will come into the neighborhood and make the same zoning request, creating a patchwork of small houses with sheds haphazardly situated in the front yards.

3. The proposed structure is is said to be \$450 sq. ft, which would be suitable for 1-2 people, and to rent at \$1,350/sq. ft. This is not affordable, it is actually expensive. My home is 1,500 sq. ft. and would, at the same rate, rent for \$4,500, more than twice what properties rent for in this neighborhood.

4.. There is a reasonable chance that a new Ramay junior high school will be built further west on Ash, bringing with it the possibility of widening of Ash and addition of sidewalks and lighting..

I do appreciate what our mayor, city council, planning and zoning commissions and others are doing to help solve our need for housing so our city can continue to grow and thrive. This rezoning request does not, in my opinion, further

that objective. Rather, it is expensive and unsightly. Were 900 Ash large enough property to situate the dwelling behind, beside or even offset to the original dwelling, then it would be a much better, although still, i think too expensive to be considered affordable housing.

Mr. Frank, you have been very helpful to us as we try to understand the participate in this process. Thank you for that.

Barbara (Lynn) Cowan