

City of Fayetteville, Arkansas

113 West Mountain Street

Fayetteville, AR 72701

(479) 575-8267



Planning Commission Final Agenda

Tuesday, May 26, 2026

6:15 PM

City Hall Room 219

Planning Commission Members

Nick Werner, Chair

Andrew Brink, Vice Chair

Ashlyn Holeyfield, Secretary

H. Rice Brewer

Matthew Cabe

Nick Castin

Fred Gulley

Mary Madden

Mary McGetrick

Senior Assistant City Attorney Blake Pennington

Zoom Information

Webinar ID: 810 5219 3731

Registration Link: https://fayetteville-ar.zoom.us/webinar/register/WN_XunyQJGtJm7l2lV5e3wyQ

Call to Order

Roll Call

Consent

1. **MINUTES:**

Approval of the minutes from the May 11, 2026 Planning Commission Meeting. - Bliss Hyke, Planning Technician

Unfinished Business

New Business

2. **RZN-2026-0015: Rezoning (NORTHWEST OF N DEANE SOLOMON ROAD AND W VANIKE DR/DRP HOLDINGS LLC, 246 & 247):**

Submitted by CRAFTON TULL for property located NORTH OF W VANIKE DR. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES AND CPZD, COMMERCIAL PLANNED ZONING DISTRICT and contains approximately 36.2 acres. The request is to rezone the property to RMF-12, RESIDENTIAL-MULTI FAMILY, 12 UNITS PER ACRE and RSF-8, RESIDENTIAL SINGLE-FAMILY, EIGHT UNITS PER ACRE. - Jessica Masters, Planning Director

3. **ADM-2026-0006: Administrative Item (UNIFIED DEVELOPMENT CODE SECTION 155.01):**

Submitted by CITY OF FAYETTEVILLE STAFF. The request is an amendment to Unified Development Code Section 155.01. The proposed code change would modify the definition of a through lot such that lots with frontage on more than one street to meet utility requirements would not be considered a through lot. - Britin Bostick, Long Range Planning/Special Projects Manager

4. **ADM-2026-0007: Administrative Item (UNIFIED DEVELOPMENT CODE SECTIONS 161.12, 161.22, 161.24, 161.27, & 161.28):**

Submitted by CITY OF FAYETTEVILLE STAFF. The request is an amendment to Unified Development Code Sections 161.12, 161.22, 161.24, 161.27, and 161.28.

The proposed code changes would modify the minimum lot width for dwellings from eighteen (18) feet to twelve (12) feet. - Britin Bostick, Long Range Planning/Special Projects Manager

5. ADM-2026-0009: Administrative Item (UNIFIED DEVELOPMENT CODE SECTION 172.05):

Submitted by CITY OF FAYETTEVILLE STAFF. The request is an amendment to Unified Development Code Section 172.05. The proposed code change would amend the limitation on the Planning Commission's ability to grant additional parking reductions for residential uses. - Britin Bostick, Long Range Planning/Special Projects Manager

6. VAR-2026-0014: Planning Commission Variance (1875 & 2215 W HASKELL HTS/HASKELL COMMONS, 520):

Submitted by BUFFINGTON HOMES for property located at 1875 & 2125 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, and contains approximately 34.86 acres. The request is for a variance to street design and access management standards. - Donna Wonsower, Senior Planner

7. PPL-2026-0004: Preliminary Plat (6061 W. DOT TIPTON RD/GOOSE CREEK ADDITION LLC, 474, 475 & 514):

Submitted by STRAND SYSTEMS ENGINEERING INC. for property located at 6061 W DOT TIPTON RD. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT, and contains approximately 65.65 acres. The request is for the preliminary plat of 264 residential lots. - Donna Wonsower, Senior Planner

8. PPL-2026-0003: Preliminary Plat (370 S DINSMORE TRL/READING, 517):

Submitted by BLEW & ASSOCIATES for property located at 370 S. DINSMORE TRL. The property is zoned CS, COMMUNITY SERVICES, and NC, NEIGHBORHOOD CONSERVATION and contains approximately 30.26 acres. The request is for the preliminary plat of 142 residential lots and 3 unbuildable lots. - Citlali Samano, Planner

Items Administratively Approved by Staff

9. LSP-2026-0017: Lot Split (2916 N. OLD WIRE RD/SHORT, 255):

Submitted by BATES & ASSOCIATES for property located at 2916 N. OLD WIRE RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains 4.97 acres. The request is to split the property into two lots containing 2.91 and 2.06 acres. - Donna Wonsower, Senior Planner

10. LSP-2026-0019: Lot Split (2160 N. CROSSOVER RD/A & M PIZZA REAL

ESTATE LLC, 372):

Submitted by OWN, INC for property located at 2160 N. CROSSOVER RD. The property is zoned CS, COMMUNITY SERVICES and contains 2.51 acres. The request is to split the property into two lots containing 0.61 and 1.90 acres. - Donna Wonsower, Senior Planner, Wesley Frank, Planner

11. LSP-2026-0025: Lot Split (1825 W STONE ST/COUSIN EDDIE LLC, 520):

Submitted by ENGINEERING SEVICES INC. for property located at 1825 W STONE ST. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, TWENTY-FOUR UNITS PER ACRE and contains 0.24 acres. The request is to split the property into two lots containing 0.12 and 0.12 acres. - Wesley Frank, Planner

12. LSP-2026-0027: Lot Split (NORTH OF 2130 N BOX AVE/BOX PROPERTY HOLDINGS LLC, 372):

Submitted by BATES & ASSOCIATES for property located NORTH OF 2130 N BOX AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains 1.50 acres. The request is to split the property into three lots containing 0.38, 0.38 and 0.68 acres. - Donna Wonsower, Senior Planner

13. FPL-2026-0003: Final Plat (NORTHEAST OF N. OLD MISSOURI RD AND E. ROLLING HILLS DR/STAGE STATION VENTURES LLC, 253 & 254):

Submitted by BLEW & ASSOCIATES for properties located at NORTHEAST OF N. OLD MISSOURI RD AND E. ROLLING HILLS DR. The properties are zoned NC, NEIGHBORHOOD CONSERVATION, NS-G, NEIGHBORHOOD SERVICES-GENERAL, RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, RSF-18, RESIDENTIAL SINGLE FAMILY, 18 UNITS PER ACRE. AND R-A, RESIDENTIAL, AGRICULTURAL and contains approximately 33.20 acres. The request is for the Final plat of 148 residential lots. - Jessica Masters, Planning Director

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, May 11, 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 ☐ Dayten Moses ☐ Alan Pugh ✕ Fire Marshal ✕ City Attorney						
	Roll Call	1) Minutes April 27, 2026	2) VAR-2026-0011 (PENGUINO PROPERTIES LLC)			3) VAR-2026-0012 (REINDL INVESTMENTS LLC & DOTSON WILLIAMS LLC)	4) CUP-2026-0019 (RY & BRIAN LLC)	5) CUP-2026-0020 (CCAR PROPERTIES LLC)
Madden	1	1	1	1	1	1	1	1
Brink	1	1	1	1	1	Recuse	1	1
Werner	1	1	1	1	1	1	1	1
Holeyfield	1	1	1	1	1	1	1	1
McGetrick	1	1	1	1	1	1	1	1
Cabe	1	1	Recuse			1	1	1
Castin	1	1	1	1	1	1	1	1
Brewer	1	1	1	1	1	1	1	1
Gulley	0							
Agenda		Consent	New			New	New	New
Action		Approve	Approve			Approve	Approve	Approve
Motion By		Brink	Brink	McGetrick	Madden	McGetrick	Brink	Castin
Motion 2nd		Cabe	Werner	Brink	McGetrick	Brewer	Cabe	Cabe
Vote		8-0-0	7-0-1	7-0-1	7-0-1	7-0-1	8-0-0	8-0-0
Time		5:32 PM	6:18 PM	6:21 PM	6:23 PM	7:09 PM	7:13 PM	7:18 PM
Motion Detail			Motion to strike condition 1C.	Motion to amend condition 2b. Easement to be recorded within one year of the executed agreement.	Approved with all conditions as recommended by staff, with amendments.	In favor of all conditions. In favor of a variance to §166.11(A), and In favor of all conditions as recommended by staff, modifying conditions 1a, 1b, and 1c modifying conditions to require two on-street parking spaces, and five-foot sidewalks at back of curb along W. Louise St. and permitting no on-street parking with a five-foot sidewalk and modified green space along N. Park Ave.	Approved with all conditions as recommended by staff.	Approved with all conditions as recommended by staff.
Public Comment		0	1			3	0	0

(pg. 2) Planning Commission			Monday, May 11, 2026			
	6) CUP-2026-0021 (MODERN FRONTIER PROPERTIES LLC)	7) RZN-2026-0012 (ALEXIS MONTEALEGRE TRUST)	8) RZN-2026-0013 (JOANNA ELISABETH HESS & MYLISSA GRABER)	9) RZN-2026-0014 (MARTIN)		
Madden	1	1	1	1		
Brink	1	1	1	1		
Werner	1	1	1	1		
Holeyfield	1	1	1	1		
McGetrick	1	1	1	1		
Cabe	1	1	1	1		
Castin	1	1	1	1		
Brewer	1	1	1	1		
Gulley						
Agenda	New	New	New	New		
Action	Approve	Forward	Forward	Forward		
Motion By	Cabe	Castin	Brink	Brink		
Motion 2nd	Castin	Brink	Cabe	Cabe		
Vote	8-0-0	8-0-0	8-0-0	8-0-0		
Time	7:28 PM	7:31 PM	7:35 PM	7:39 PM		
		Forwarded with recommendation of approval.	Forwarded with recommendation of approval.	Forwarded with recommendation of approval.		
Public Comment	1	0	0	0		



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING DATE: May 26, 2026

SUBJECT: **RZN-2026-0015: Rezoning (NORTHWEST OF N DEANE SOLOMON ROAD AND W VANIKE DR/DRP HOLDINGS LLC, 246 & 247):** Submitted by CRAFTON TULL for property located NORTHWEST OF N DEANE SOLOMON ROAD AND W VANIKE DR. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRES AND CPZD, COMMERCIAL PLANNED ZONING DISTRICT and contains approximately 36.2 acres. The request is to rezone the property to RMF-12, RESIDENTIAL-MULTI FAMILY, 12 UNITS PER ACRE and RSF-8, RESIDENTIAL SINGLE-FAMILY, EIGHT UNITS PER ACRE.

RECOMMENDATION:

Staff recommends forwarding **RZN-2026-0015** to City Council with a recommendation of approval.

RECOMMENDED MOTION:

*"I move to forward **RZN-2026-0015** to City Council with a recommendation of approval."*

BACKGROUND:

The subject property is in northwest Fayetteville, northwest of the intersection of N. Deane Solomon Road and W. Vanike Drive. There are two properties in question with this request: one parcel, 765-23602-000, is currently zoned CPZD as part of the Wilson Springs development which was established in 2003; and the other, 765-16658-101, is currently zoned RSF-4, Residential Single-Family, 4 Units per Acre. The overall property was previously owned by the Fayetteville Public School district and transferred to a private developer in spring 2026 following the approval of a lot split (LSP-2026-0013); the school district is not the representative on this request to rezone. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre; R-A, Residential Agricultural
South	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
East	Single-Family Residential	CPZD, Commercial Planned Zoning District
West	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre

Request: The request is to rezone a 9.6-acre portion of the overall property from a Commercial Planned Zoning District to RMF-12, Residential Multi-Family, 12 Units per Acre, and to rezone a 26.6-acre portion of the site from RSF-4, Residential Single-Family, 4 Units per Acre to RSF-8, Residential Single-Family, 8 Units per Acre.

Public Comment: To date, staff has received public comment in opposition to the request. The comments have centered around a concern for added density in the area, existing traffic problems, especially with regards to existing conditions on N. Deane Solomon, existing and future drainage issues, safety, added construction traffic, concerns about how this density will interact with other recently-approved development in the area, and disruption to existing neighborhood peace.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject area has street frontage along North Deane Solomon Road, which is a partially-improved Neighborhood Link Street with asphalt paving and open ditches. The subject area also has a street frontage along West Ika Lane and along North Nevermore Lane, with are both fully improved Residential Link Streets with asphalt paving, sidewalk and curb and gutter. 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 12-inch water main is present along the east side of North Deane Solomon Road. An existing 8-inch water main is present along the east side of North Nevermore Lane, and an existing 12-inch water main is present at the end of West Ika Lane.

Sewer: Sanitary sewer is available to the subject area. An existing 8-inch sewer main is present at the end of West Ika Lane. Two existing 8-inch sewer mains are present along the south side of the subject property. There are known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear directly in front of the property in the system.

Drainage: No portion of the property has a protected stream, lies within the Hillside-Hilltop overlay district, or is impacted by a FEMA floodplain.

There are hydric soils present on site. 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 will 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 8, located at 2266 W Deane St., protects this site. The property is located approximately 1.7 miles from the fire station with an anticipated drive time of approximately 4 minutes using existing streets. The anticipated response time would be approximately 6.2 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 proposed zoning districts RSF-8, Residential Single-Family, 8 Units per Acre and RMF-12, Residential Multi-Family, 12 Units per Acre require **20% minimum canopy preservation**. The current zoning districts RSF-4, Residential Single-Family, 4 Units per Acre and CPZD require **25% minimum canopy preservation**.

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

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.

Civic Institutional Areas are dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, government, education or transit and municipal parking.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **2-5** for this site with a weighted score of **4.5**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station #8, 2266 W Deane Street.)
- Near Sewer Main (W. Ika Lane, W. Vanike Drive., N. Deane Solomon Road)
- Near Water Main (W. Ika Lane, W. Vanike Drive., N. Deane Solomon Road)
- Near City Park (Underwood Park and Wilson Springs Preserve)
- Near Paved Trail (Clabber Creek 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:*** Staff finds the request to be compatible. The subject property is immediately adjacent to subdivisions of single-family dwellings on the west and south sides, and across N. Deane Solomon to the east is another single-family subdivision. The Clabber Creek trail currently bisects the property and acts as a natural boundary between the two requested zoning district classifications. The westernmost parcel, 765-16658-101, is currently zoned RSF-4, which allows for single-family residential

development at a density of up to 4 units per acre, with minimum lot sizes of 70 feet, and lot areas of 8,000 sq. ft. The applicant's requested zoning district, RSF-8, a single-family district, allows for an incremental increase in density to 8 units per acre, 50-foot lot widths, and 5,000 sq. ft. lot areas. The visual difference between the zoning districts is minimal, and can be seen directly west of the subject property, where a portion of the existing subdivisions are zoned between RSF-4 and RSF-8. A proposed residential link street also connects W. Ika Lane ultimately to N. Deane Solomon, which upon its completion, will help promote future connectivity between subdivisions in this area. (Exhibit 1 attached).

The area requested for RMF-12 is currently zoned under a commercial planned zoning district that came to fruition in 2003. The lot in question, Lot 4, is currently entitled to *only* Use Unit 26, multi-family apartment buildings at a density of 4 units per acre. Under RMF-12, the area in question could allow for a wider range of housing types, from single-, two-, three- and four-family dwellings, up to multi-family apartment buildings. Building height under RMF-12 is limited to a maximum of three stories. Given the surrounding conditions, the natural barrier with the Clabber Creek Trail and N. Deane Solomon Road, staff finds the request to rezone to RMF-12 can add density in a harmonious and compatible way with the existing surrounding context.

The current zoning districts and the proposed zoning pattern loosely mimics the stylized theory of the Transect, an urban design principle often spoken about by New Urbanists, which identifies six successional zones ranging from nature to urban core. The higher intensity zoning district is aligned with the higher classification street. (Exhibit 2 attached).

Land Use Plan Analysis: Staff finds the proposed zoning to be consistent with the property's Future Land Use Map designation, even though the map indicates most of this property to be set aside as a Civic/Institutional Area. This designation is a result of the Fayetteville School District's ownership of the property at the time the Future Land Use Map was developed. Since the school district has transferred a portion of that area, staff would argue that the Residential Neighborhood Area designation would be a likely candidate for consideration at the next opportunity for amendment. While the property has a low infill score, staff finds that this request is still in line with other City goals, such as Goal 3 which makes connected development the standard, and Goal 6, which increases housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. This request is located along the Clabber Creek trail, and will bring additional residential uses to an area that could benefit from an increase in housing choice.

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

Finding: Staff finds there is justification to rezone the property from RSF-4 to RSF-8 and from the existing CPZD to the standard zoning district of RMF-12. This rezoning could allow for additional, compatible, single-family homes in an

area already established as a single-family neighborhood, and allow for the insertion of additional, slightly higher density housing types along N. Deane Solomon. The insertion of compatible housing types of appropriate scale and context is directly in line with the City's goals for creating neighborhoods that are compact and complete, and serve a variety of housing needs.

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

Finding: Staff finds that rezoning the property could increase traffic in this area, but so also could allowable uses and density under the current zoning entitlement offered by the property. Rezoning is not likely to overburden the existing infrastructure in a measurable way that would be significantly different than the by-right allowances. Any street improvements required in this area would be determined at the time of a development proposal. Staff recognizes that N. Deane Solomon currently acts as a parallel route to HWY 112 for traffic coming into the City from the north. Though it is currently underimproved to the typical master street plan standards, N. Deane Solomon has been classified as a Neighborhood Link Street, symbolizing the City's goal for improving that road to allow for added capacity. It is highly likely that this development will be responsible for making any necessary improvements proportional to their impact along N. Deane Solomon, and/or any offset impact as necessary.

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 RSF-4 to RSF-8 and from the existing CPZD standards to RMF-12 will alter the population density in this area. However, given the presence of existing public infrastructure (water and sewer), nearby trails and other bike infrastructure staff finds that the proposed rezoning is not likely to increase the load on public services to an undesirable degree. There are also known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system on this property. Any requirements to upsize those services would be evaluated at the time of a future development. Further, of note, should any wetlands be present on the property, the developer would be responsible for meeting any requirements set forth by the Army Corps of Engineers, and would be determined at the time of future 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-2026-0015 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>May 26, 2026</u>	☐ Tabled	☐ Forwarded	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map
- Unified Development Code
 - §161.07 District RSF-4, Residential Single-Family — Four (4) Units Per Acre
 - §161.09 District RSF-8, Residential Single-Family — Eight (8) Units Per Acre
 - §161.14 District RMF-12, Residential Multi-Family — Twelve (12) Units Per Acre
 - ORD 4523 Exhibit
- Long-Range Planning Memo
- Staff Exhibit
- Request Letter
- Applicant Exhibit
- Public Comment

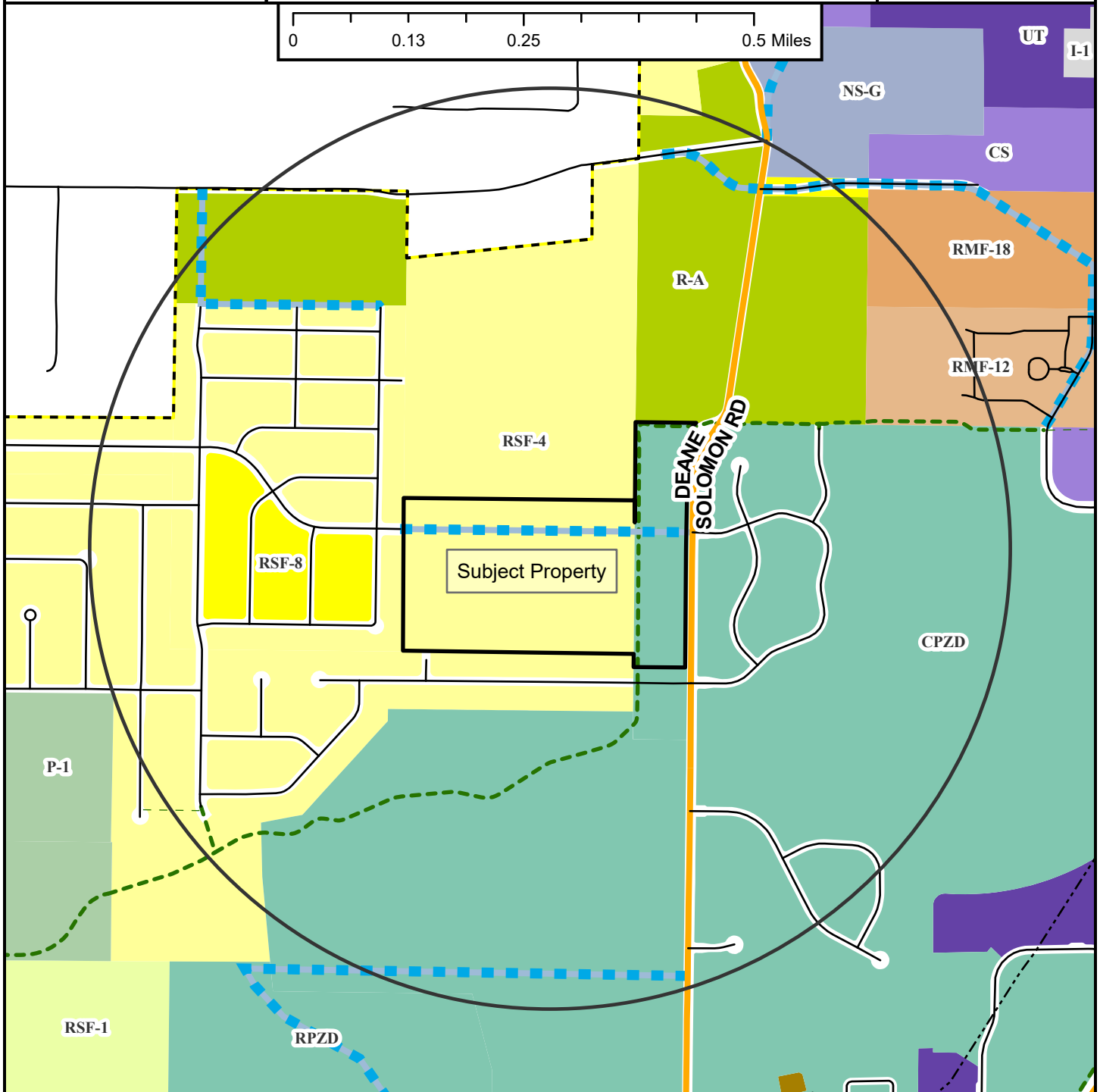
RZN-2026-0015

NORTH OF W VANIKE DR

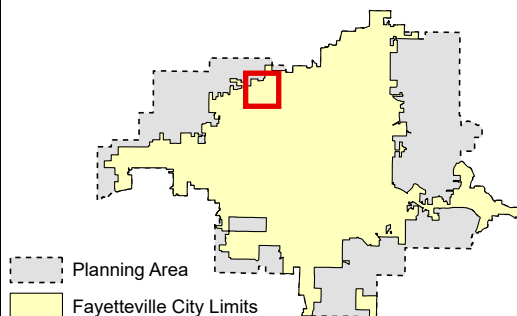
One Mile View

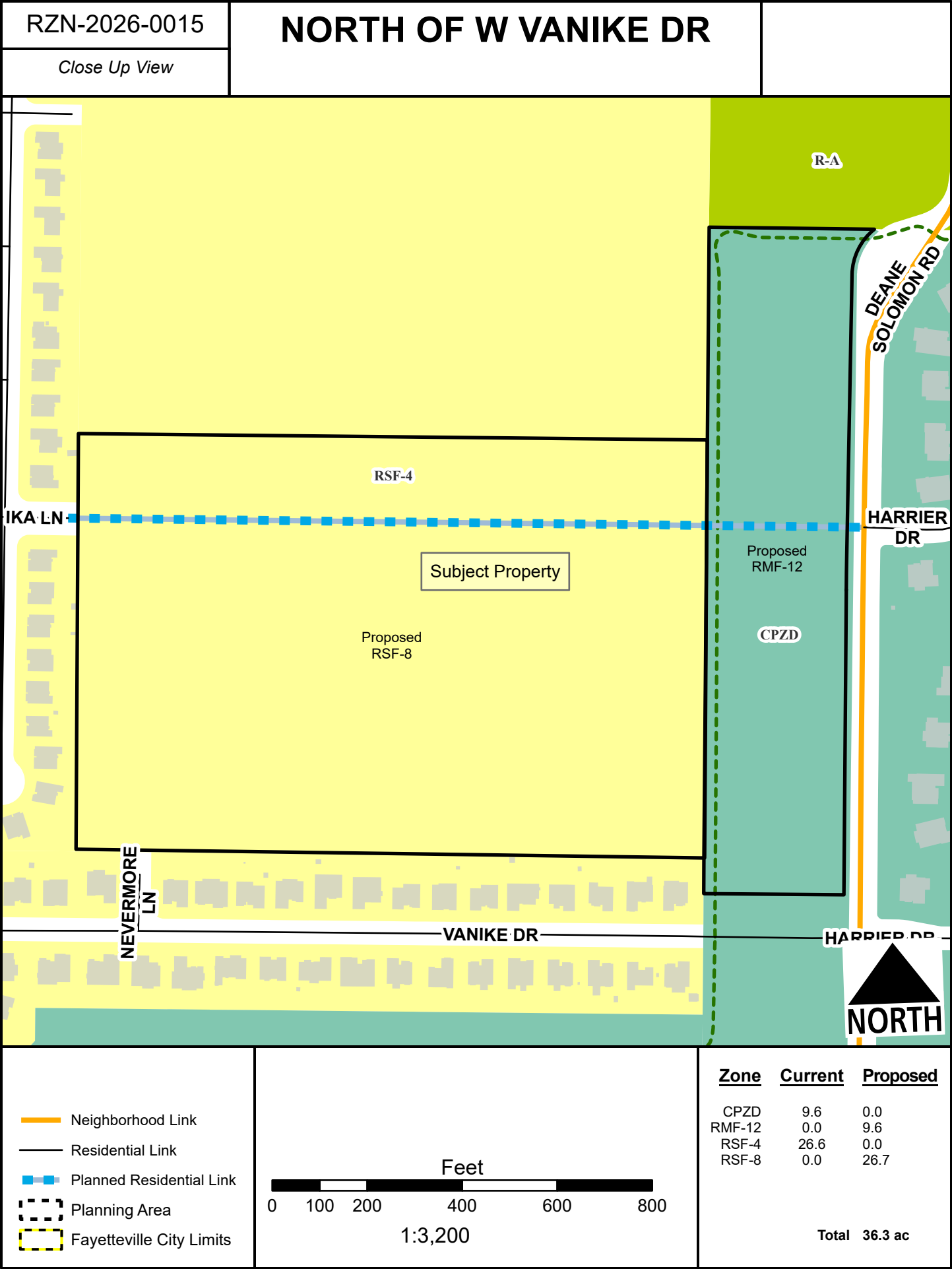


0 0.13 0.25 0.5 Miles

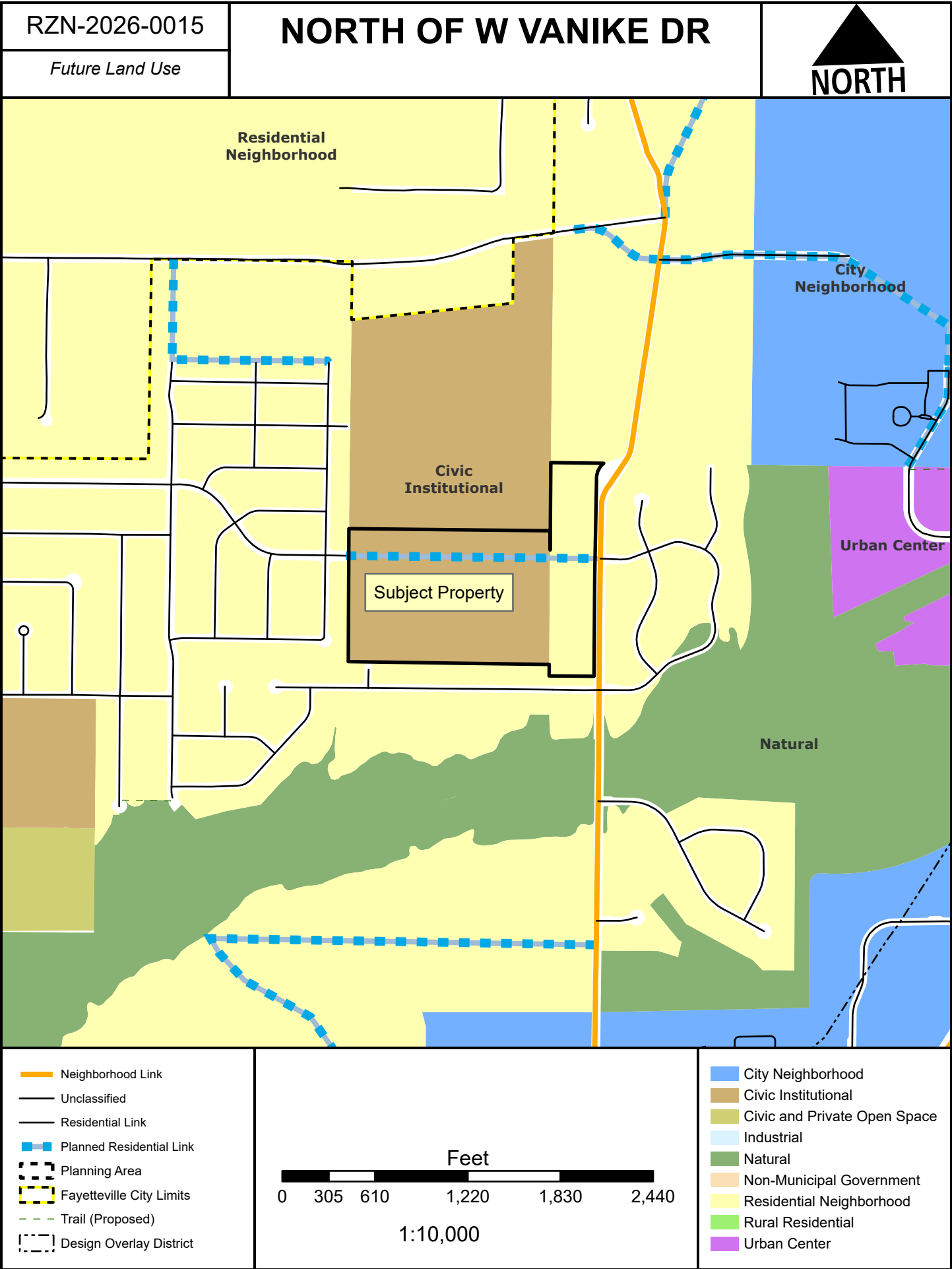


- Neighborhood Link
- Unclassified
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area









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-family dwellings
Units per acre	4 or less	7 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two-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
-------------------------	-----------

(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.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

161.09 District RSF-8, Residential Single-Family — Eight (8) Units Per Acre

(A) *Purpose.* The RSF-8 Residential District is designed to bring historic platted development into conformity and to allow for the development of new single-family residential areas with similar lot size, density, and land use as the historical neighborhoods in the downtown area.

(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.*

	By Right
Single-family dwelling units per acre	8 or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Single-family	50 feet
Two-family	50 feet
Townhouse, no more than two (2) attached	25 feet

(2) *Lot Area Minimum.*

Single-family	5,000 square feet
Two-family	5,000 square feet

(3) *Land Area Per Dwelling Unit.*

Single-family	5,000 square feet
Two-family	5,000 square feet
Townhouse, no more than two (2) attached	2,500 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	5 feet

(F) *Height Regulations.*

Building Height Maximum	3 stories
-------------------------	-----------

- (G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area, except when a detached garage exists or is proposed; then the area occupied by all buildings shall not exceed 60% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

161.14 District RMF-12, Residential Multi-Family — Twelve (12) Units Per Acre

- (A) *Purpose.* The RMF-12 Multi-family Residential District is designed to permit and encourage the development of multi-family residences at a moderate density that is appropriate to the area.

- (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- and four-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
Unit 48	Private dormitories

- (C) *Density.*

Units per acre	12 or less
----------------	------------

- (D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a manufactured home park	50 feet
Single-family	45 feet
Two-family	45 feet
Three-family or more	80 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a manufactured home park	4,200 square feet
Townhouse: Individual lot	2,500 square feet
Single-family	4,500 square feet
Two-family	6,000 square feet

Three-family or more	9,000 square feet
Fraternity or Sorority	2 acres
Professional offices	1 acre

(3) *Land Area Per Dwelling Unit.*

Manufactured home	3,000 square feet
-------------------	-------------------

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two-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*
-------------------------	----------------------

* 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. Buildings or portions of the building setback greater than 10 feet from the master street plan right-of-way shall have a maximum height of three (3) stories.

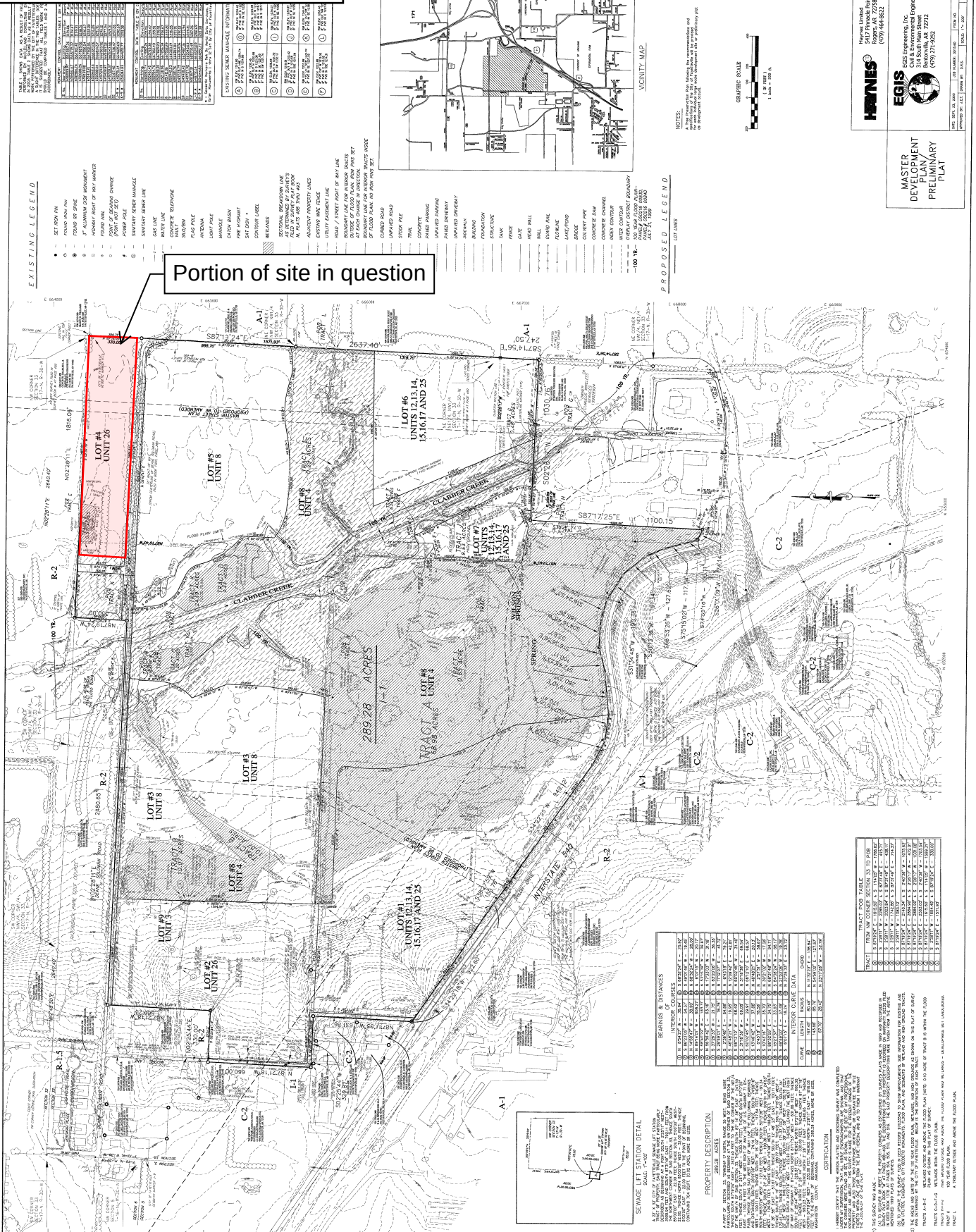
If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single-family district. The amount of additional setback for the portion of the building over two (2) stories shall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

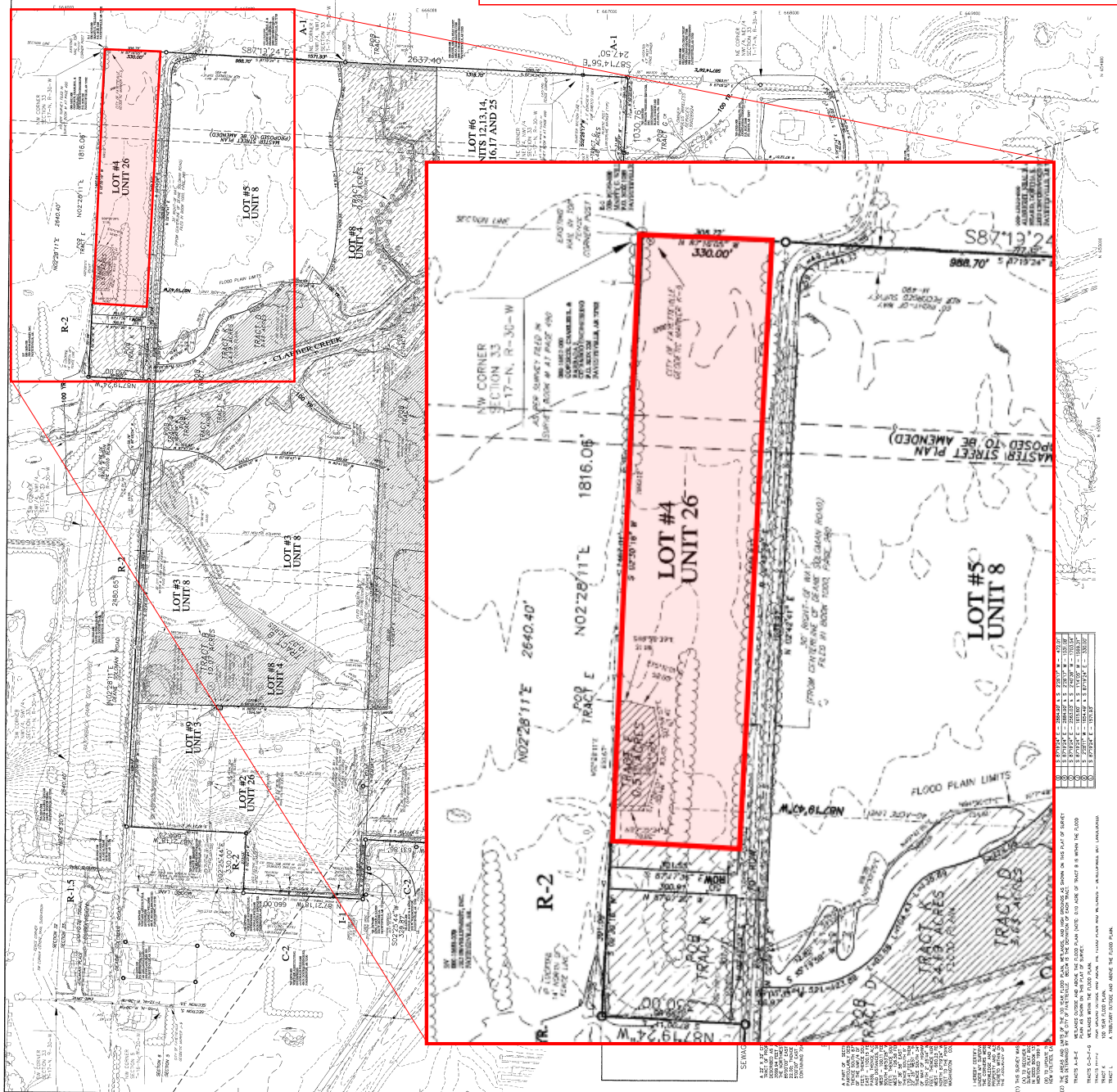
(Ord. No. 6945, §5(Exh. D), 12-16-25)

CPZD: ORD 4523



C-PZD, Commercial Planned Zoning District 03-08.00 (Ordinance No. 4523)

Lot No.	Land Use	Use Units	Density	Acreage
1	Commercial	12,13,14,15,16,17,25	n/a	47.73
2	Multi-Family	26	18 DU/AC	26.36
3	Single Family	8	2 DU/AC	25.53
4	Multi Family	26	4 DU/AC	10.70
5	Single Family	8	2 DU/AC	32.28
6	Commercial	4, 12,13,14,15,16,17,25	n/a	18.04
7	Commercial	12,13,14,15,16,17,25	n/a	5.17
8	Preservation Area	1*	n/a	123.45
9	Lift Station	3**	n/a	0.02





TO: Jessie Masters, Planning Director

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: May 26, 2026

SUBJECT: Long Range Planning Comments Regarding RZN-2026-0015

BACKGROUND:

The applicant requests to rezone approximately 36.2 acres from RSF-4, Residential Single-Family, Four Units Per Acre and CPZD, Commercial Planned Zoning District to RSF-8, Residential Single-Family, Eight Units Per Acre and RMF-12, Residential Multi-Family, Twelve Units Per Acre. 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.
 - 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:

The subject property was annexed into the City through two petitions. The first, for the portion immediately adjacent to N. Deane Solomon Rd., was approved on August 7, 1967. 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 as 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. This area was rezoned in 2003 to CPZD with the approval of the Springwoods CPZD which proposed multi-family dwellings at a density of "4 residential units per acre" over a total of 10.70 acres on Lot #4.

Proposed Use Units:

(D) C-PZD, Commercial Planned Zoning District

Lot No.	Land Use	Use Units	Density	Acreage
1	Commercial	12,13,14,15,16,17,25	n/a	47.73
2	Multi-Family	26	18 DU/AC	26.36
3	Single Family	8	2 DU/AC	25.53
4	Multi Family	26	4 DU/AC	10.70

Figure 1. Excerpt from Ord. 4523 pg. 4 identifying use units within the Springwoods CPZD.

The second area subject to this request, located further west and adjacent to Cobblestone phases two and three, was annexed in 2004 and subsequently zoned RSF-4, Residential Single-Family, Four Units Per Acre.

City Plan 2040 and Future Land Use Plan:

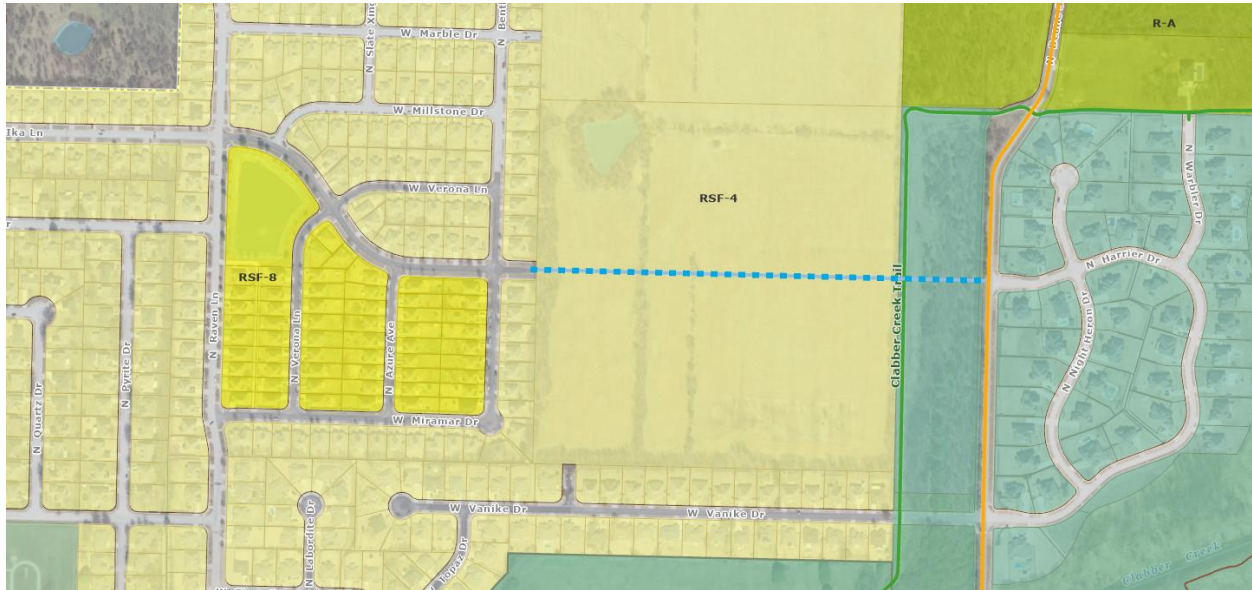
Much of this area is designated as “Civic Institutional” on the Future Land Use Map. This designation is a result of the Fayetteville School District’s ownership of this property at the time of development of the FLUM. Since it is apparent that the school district no longer has plans to develop the property with an institutional use, alternative future land uses should be explored, including “Residential Neighborhood” which is immediately adjacent to the property. Residential Neighborhood areas 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 eight units per acre while retaining the single-family development pattern along most of the site.

The portion proposed as RMF-12 is similarly appropriate as it is designated as a “Residential Neighborhood” on the FLUM. This request would increase density of units slightly and add additional housing types by right, including multi-family, in an area that is already designated for such development via the CPZD. Rezoning from a PZD to standard zoning districts would clarify zoning in the area, easing the administration and interpretation of the zoning requirements for property owners/developers and for city staff.

The development has access to existing utilities and is well serviced by existing streets and a planned street as outlined on the Master Street Plan. This request supports goals 1, 2, & 6 of City Plan 2040 by providing opportunities for various housing types in an area where infrastructure already exists.

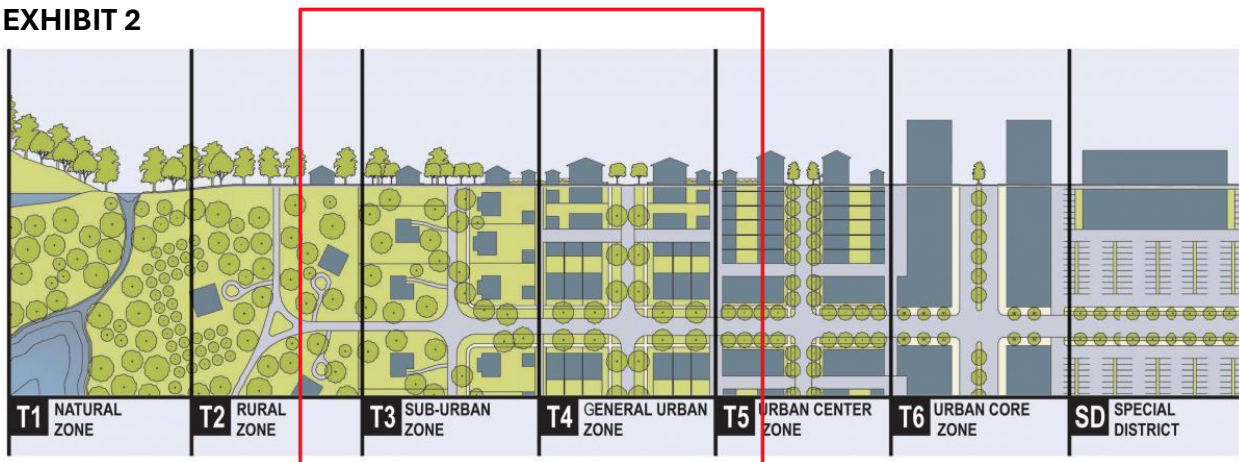
STAFF EXHIBIT

EXHIBIT 1



Source: Screenshot from City of Fayetteville Zoning Map (City of Fayetteville GIS)

EXHIBIT 2



Source: Transect Diagram, DPZ



March 15, 2026

City of Fayetteville Planning Department
125 W Mountain St
Fayetteville, AR 72701

RE: Meadows at Clabber Creek Rezoning
CT Job No. 25304500

To Whom it May Concern,

On behalf of DRP Holdings, LLC, Crafton Tull is requesting consideration for a rezoning of approximately 36.2 acres of land located west of N Deane Solomon Road and north of W Vanike Drive. The request applies to two tracts, as outlined below:

- 26.59 acres- Tract 2 split from Parcel # 765-16658-100
 - Current zoning: RSF-4
 - Requested zoning: RSF-8
- 9.59 acres- All of Parcel 765-23602-000
 - Current zoning: CPZD
 - Requested zoning: RMF-12

Tract 2 was recently split from Parcel # 765-16658-100 by document 2026SP-184, which is included in this submission as well as a recent Warrant Deed showing proof of ownership by DRP Holdings, LLC.

We believe the requested increase in zoning intensity is appropriate based on the following considerations:

Surrounding Land Use and Zoning

The property proposed for RSF-8 zoning is adjacent to existing residential neighborhoods to the west and south. The neighborhood to the west contains a mix of RSF-4 and RSF-8 zoning, and the proposed zoning would serve as a natural extension of that development pattern.

The property proposed for RMF-12 zoning directly abuts N Deane Solomon Road to the east and the Clabber Creek Trail to the west. This orientation presents an opportunity for multi-family development to front Deane Solomon Road and/or the Clabber Creek Trail, which would provide a clear buffer between the higher-density use and adjacent single-family neighborhoods.

Additionally, Underwood Park is located directly south of the property and will be accessible via the Clabber Creek Trail. This proximity to park amenities supports the proposed increase in residential density.



Utilities

The site has direct access to three (3) existing 8-inch PVC sanitary sewer main stubs—two located to the south and one to the west. The southern stubs connect to a 12-inch PVC main along W Vanike Drive, which ultimately drains to the Clabber Creek 48-inch sewer interceptor. A sewer capacity study prepared by RJN indicates no downstream capacity constraints that would limit development of the site.

Water service is similarly available, with three (3) existing water mains accessible to the property, including a 12-inch PVC main to the west, an 8-inch PVC main to the south, and a 12-inch PVC main to the east. City staff have indicated no known water pressure concerns that would impact development feasibility.

Traffic and Connectivity

The property benefits from strong connectivity to the surrounding transportation network. It directly abuts N Deane Solomon Road, classified as a Neighborhood Link Street. Additional access is available via an existing north–south street stub from W Vanike Drive. An east–west Residential Link Street is also shown through the property, connecting W Ika Lane to N Deane Solomon Road.

The site further provides direct access to the Clabber Creek Trail, which connects Trucker Drive (near Sam's Club) to the Clabber Creek Subdivision. The Trucker Drive connection is anticipated to ultimately link to the Razorback Greenway via the Shiloh Trail and the existing sidepath along W Van Asche Drive.

These transportation and trail connections provide circulation and multimodal access that support the requested increase in density. Any required traffic study or trip generation analysis would be submitted with future development plans.

Conclusion

Overall, we believe the requested higher-intensity rezoning is appropriate given the site's frontage on a Neighborhood Link Street, direct access to a multi-use trail system connecting to Underwood Park and the Razorback Greenway, compatibility with surrounding neighborhoods, and the availability of adequate utility infrastructure.

Should you have any questions or require additional information, please do not hesitate to contact us.

Sincerely,

Conlee Hale, P.E.
Crafton Tull



GRAPHIC SCALE IN FEET



00' 0 100'

VISION CUSTOM HOMES
FAYETTEVILLE, ARKANSAS

[illegible]

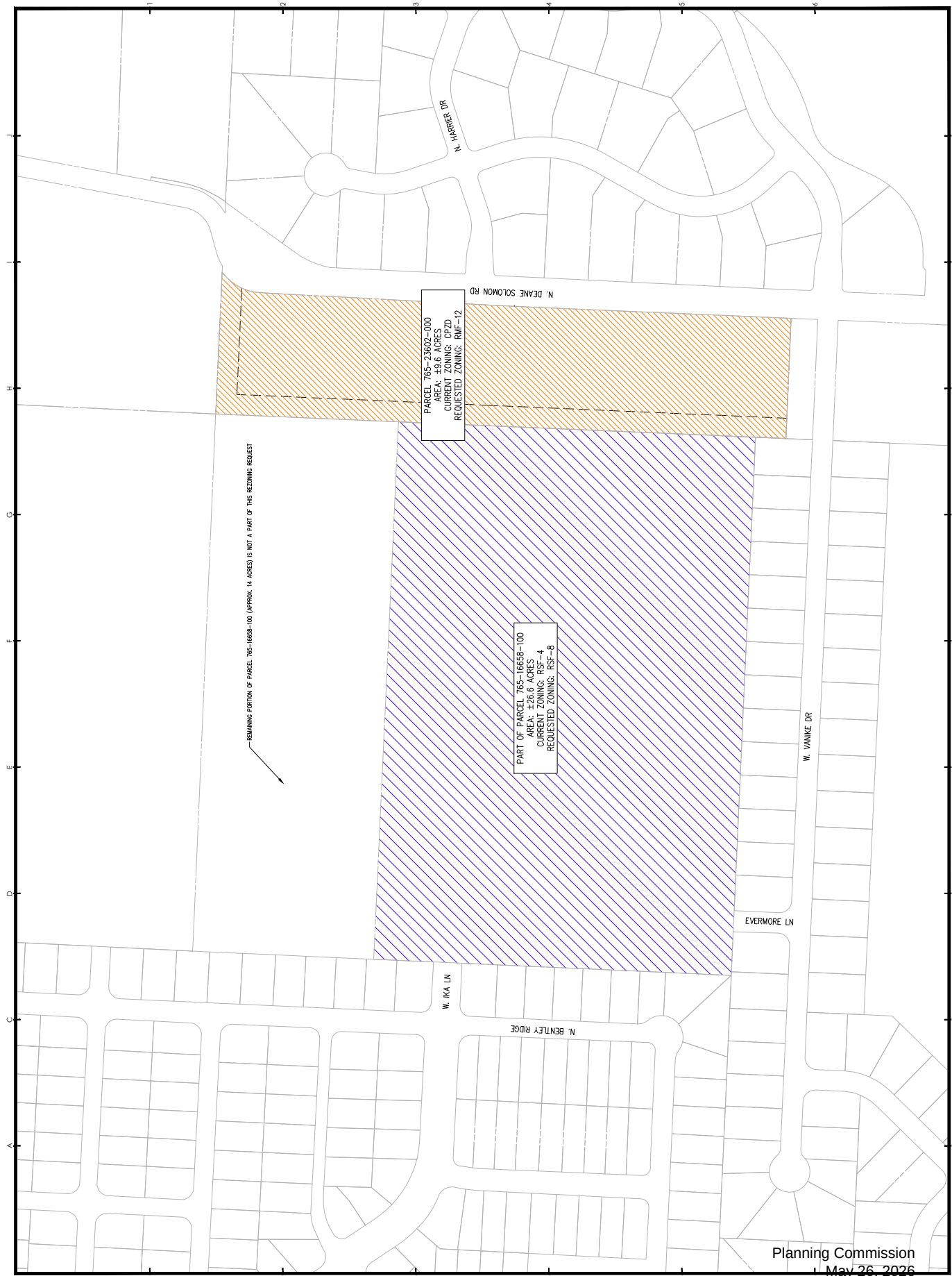
This document, and the ideas and designs incorporated therein, are an instrument of professional service, the property of Crafton, Tull & Associates, Inc., and is not to be used, in whole or in part, for any other project without the written authorization of Crafton, Tull & Associates, Inc.

ORDER NO. _____
 ORDER DATE 11/13/25
 OFFICE BAWUBWA
 CITY _____
 STATE _____
 ZIP _____

© 2006 Crofton, Mull & Associates, Inc.

CONCEPT 1

30



Public Comment
RZN-2026-0015

From: Lisa Davis <ldevine64@yahoo.com>
Sent: Monday, May 4, 2026 2:14 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Opposition to RZN-2026-0015"

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 whom it may concern:

I am writing to express my opposition to this new proposed development for the reason listed below:

Road & Safety Concerns

Deane Solomon Rd is already limited in capacity. Increased density means more congestion and safety risks.

Traffic Hazards

Existing visibility and highway access are already challenging. Added traffic will make this worse.

Neighborhood Compatibility.

This type of high-density development may not be legally compatible with established single-family homes due to zoning "non-compatibility."

Potential Impact

Increased noise, light pollution, and traffic strain could negatively affect quality of life and property values.

Lisa Davis

3201 N Raven Ln

Fayetteville, AR

From: Tara Muck <taramuck@gmail.com>
Sent: Monday, May 4, 2026 2:20 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Opposition to RZN-2026-0015

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 Members of the Fayetteville Planning Commission:

I am writing to formally express my opposition to the rezoning request for the property located at north of w Vanike Dr, west of N Deane Solomon Rd, as detailed in planning case RZN-2026-0015.

My primary concerns regarding this proposal involve the impact of high-density housing on our existing community. Specifically, I am concerned that this development will significantly increase traffic congestion in an area that is already heavily burdened with housing growth. Furthermore, I believe that the transition to high-density housing in this specific location will negatively impact the property values of the surrounding neighborhood. With ongoing development of rental units south of Underwood Park, this once strong single-family community could easily become overrun with rental units.

I respectfully request that the Planning Commission take these concerns into account and deny the request for rezoning.

Thank you for your time and for your service to our community.

Sincerely,

Tara Muck

Property Owner

3110 W Ika Ln

Fayetteville, AR

(c) 479.420.8989

From: marc davis <live4u63@yahoo.com>

Sent: Tuesday, May 5, 2026 9:04 AM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to RZN-2026-0015"

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 whom it may concern:

I am writing to express my opposition to this new proposed development for the reason listed below:

Road & Safety Concerns

Deane Solomon Rd is already limited in capacity. Increased density means more congestion and safety risks.

Traffic Hazards

Existing visibility and highway access are already challenging. Added traffic will make this worse.

Neighborhood Compatibility.

This type of high-density development may not be legally compatible with established single-family homes due to zoning "non-compatibility."

Potential Impact

Increased noise, light pollution, and traffic strain could negatively affect quality of life and property values.

Marc Davis

3201 N Raven Ln

Fayetteville, AR 72704

From: Lindsey Steiger <lsteiger@ymail.com>

Sent: Tuesday, May 5, 2026 3:27 PM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to RZN-2026-0015

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,

I writing to express my opposition to this new proposed development for the reasons listed below:

Road & Safety Concerns

Deane Solomon Rd is already limited in capacity. Increased density means more congestion and safety risks.

Traffic Hazards

Existing visibility and highway access are already challenging.

Added traffic will make this worse.

Neighborhood Compatibility

This type of high-density development may not be legally compatible with established single-family homes due to zoning

"non-compatibility."

Potential Impact

Public Comment
RZN-2026-0015

Increased noise, light pollution, and traffic strain could negatively affect quality of life and property values.

This would be disastrous for our neighborhood, and a poor choice impacting all neighbors in the area negatively. If I can elaborate on any of these points further, please don't hesitate to reach out.

Thank you,

Lindsey Steiger-Muck

3110 W Ika Lane

Fayetteville, AR 72704

From: Matt Lewis <mlewy9er@hotmail.com>

Sent: Tuesday, May 5, 2026 6:41 PM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to RZN-2026-0015

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'm emailing to oppose the rezone above.

Mostly due to Neighborhood compatibility amongst established single family homes.

Potential impact with noise, light pollution, and traffic strain on an already tight and narrow road.

All of these could negatively effect quality of life and property values.

Matt.

Get [Outlook for iOS](#)

From: Masters, Jessica

Sent: Friday, May 15, 2026 5:06 PM

To: 'gregthomas615@gmail.com' <gregthomas615@gmail.com>

Subject: RE: RZN-2026-0015

Good afternoon, Greg,

Thank you for your comments and questions regarding the subject rezoning. Staff have received your comments and they will be included in the packet that staff will prepare for the Planning Commission. In the interim time, I have responded to your questions below in **RED** to the best of my ability.

This meeting will be held on Tuesday, May 26 at 5:30 PM in City Hall at 113 W. Mountain Street, and members of the public are invited to attend either in-person or virtually through zoom.

Public Comment
RZN-2026-0015

The agenda will be published on Thursday, May 21 by 4:30 PM, and you can find that information here: <https://fayettevillear.portal.civicclerk.com/>

If you would like to attend virtually, you can find that information here: <https://www.fayetteville-ar.gov/3949/Zoom-Meeting-Instructions>.

Please let me know if there is anything else I can help you with in the meantime.

Jessie Masters, AICP

Planning Director

Development Services

City of Fayetteville, Arkansas

(479) 575-8239

www.fayetteville-ar.gov

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



From: Greg Thomas <gregthomas615@gmail.com>

Sent: Tuesday, May 5, 2026 9:07 PM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: RZN-2026-0015

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.

Hello,

I live at 3037 N Night Heron Dr and have a few questions about the proposed Rezoning.

Thank you for the information! -Greg Thomas

- what type of development would this allow? **The developer is requesting to rezone a portion of the property to RSF-8 which allows single-family homes, and a portion of the lot's frontage along Deane Solomon could allow for higher density housing at 12-units per acre.**

- why doesn't the developer just build houses to match the rest of the neighborhood on all sides? **This is likely a question for the developer to answer, and perhaps they can shed light on this at the public hearing. Single-family homes would be similar to the homes that are currently there.**

- there is an area between Deane Solomon and the greenway with dense mature trees. Truly the last ones of anywhere in the area. Are those going to be torn down during construction? **Staff has not yet reviewed or seen a development proposal. Tree removal is considered at the time of development.**
- how does the process work? How can I get more information about the project and talk with decision makers? Is there an open forum to ask questions? **I recommend attending the Planning Commission meeting. Information above.**
- Deane Solomon already has storm water overtop the road near Underwood Park 3-4 times a year. Do you think this development would increase that occurrence? **Developments are not permitted in the City of Fayetteville to increase any existing stormwater issues that may already exist on a property. This would all be evaluated at the time of development.**
- there are several apartment complexes being built within a half mile of this site, is there really a need for more apartments? Or does higher density single family homes just make more sense? **The developer would have a good sense of market need for housing. The City of Fayetteville also releases a housing assessment each year. A presentation was given at a recent City Council meeting, and the final assessment should be ready soon. I recommend reaching out to Marlee Stark (mstark@fayetteville-ar.gov) if you have any additional questions about housing needs in Fayetteville.**
- does the planning department put out some sort of report? How can I get access to the report? **The report will be published by 4:30 PM on Thursday, May 21. Link and information above.**
- if this Rezoning passes, does the city have any requirements on the build quality of the apartments? Such as building materials etc. **The City has a robust set of development standards that apartments are required to meet. You can view development requirements in our municipal code. https://library.municode.com/ar/fayetteville/codes/code_of_ordinances**
- I've heard in previous meetings that it's important to maintain the character and density of nearby developments. Would that be a concern here with RSF-4 zoning on all sides? **It depends. Housing types of all kinds to address the housing needs of multiple types of users, ages, and abilities can often contribute to neighborhood character, rather than detract from. Single-family homes, which is what the developer is primarily trying to zone for, are typically considered to be compatible with other single-family homes.**
- what is this area zoned for on the future land use plan? **The Future Land Use Map currently identifies some of the area as "Civic/Institutional," likely as a reflection that this property was recently sold by the Fayetteville Public School district. The other portion classifies this area as "Residential Neighborhood."**

Public Comment
RZN-2026-0015



Colleen,

Thank you for submitting your questions regarding the subject rezoning, and thank you for your patience in my response.

The developer is requesting to rezone the area to allow for additional single-family homes, and potentially some additional density and housing types along Deane Solomon. Tree removal has not been evaluated since we do not currently have any development plans to review, but is taken into consideration at the time of development. You can read about the City's Tree Preservation ordinance here:

https://library.municode.com/ar/fayetteville/codes/code_of_ordinances?nodeId=CD_ORD_TITXVUNDECO_CH167TRPRPR. If you have additional questions about trees and landscaping requirements, I recommend that you reach out to either Willa Thomason or Bethany Douglas, the City's Urban Foresters, who work daily with this portion of code.

Further, the Planning Commission meeting will be held on Tuesday, May 26 at 5:30 PM in City Hall at 113 W. Mountain Street, and members of the public are invited to attend either in-person or virtually through zoom.

The agenda will be published on Thursday, May 21 by 4:30 PM, and you can find that information here: <https://fayettevillear.portal.civicclerk.com/>

If you would like to attend virtually, you can find that information here: <https://www.fayetteville-ar.gov/3949/Zoom-Meeting-Instructions>.

Thank you,

Jessie

Jessie Masters, AICP

Public Comment
RZN-2026-0015

Planning Director

Development Services

City of Fayetteville, Arkansas

(479) 575-8239

www.fayetteville-ar.gov

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

From: Colleen Boyle <colleen.boyle2020@gmail.com>

Sent: Tuesday, May 12, 2026 8:43 PM

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

Subject: Re: Opposition to RZN-20-26-0015 & Questions

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 evening,

I just wanted to follow up on the below email to see if any input could be provided?

Thank you!

On Thu, May 7, 2026 at 3:00 PM Colleen Boyle <colleen.boyle2020@gmail.com> wrote:

Hello,

I am writing regarding RZN 20-26-0015. Generally speaking, I understand and support development as a necessary part of a growing city like Fayetteville. That said, I also deeply value the sense of community and access to green space that makes Fayetteville unique.

This particular request proposes rezoning and potential development of land located between Deanne Solomon Road and the Greenway. As I understand it, this area represents one of the last remaining urban forests in Fayetteville. Because of that, I have several questions regarding the development potential of this specific tract.

Can you speak to what level of development is anticipated for this area? Will the existing mature trees be removed? What impact will the project have on the current wildlife habitat, including birds, bats, owls, eagles, and deer? Additionally, are there any requirements or expectations for the developer to preserve green space or existing trees within the development area?

I appreciate the work you are doing on this project and look forward to your response.

Thank you,

Colleen Boyle

Public Comment
RZN-2026-0015

From: a.braun@aol.com <a.braun@aol.com>

Sent: Thursday, May 7, 2026 6:14 PM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: RZN-2026-0015

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.

Opposition to RZN-2026-0015

My property backs up to what I was told was future school development many years down the road. None of the neighbors were advised that there was an under the table land swap of ownership. That in itself is a pretty shady deal and should have had advance notification to the adjoining neighbors. There was NO NOTIFICATION.

Nor was there a notification of the new owners planning to rezone and bring down our property values.

I am 100% against multifamily housing in an area that is predominately single family homes.

It will decrease our property values.

It will greatly increase traffic.

It will increase the noise level of a neighborhood that is currently very peaceful.

The new park will also greatly increase traffic and noise and litter.

Clabber Creek trail is POORLY maintained by the city - They only mowed twice last year, and even today it is quite an eye sore. The city does not maintain the water overflow channel from the lake in the park area. This runs along side my property line. This channel is full of pests, litter, and foul smelling water - the city services should be ashamed of the way they manage public areas.

Please keep me advised of any and all meetings on the rezoning. I do not wish this to move forward. If they are insistent on developing the land they should retain the zoning currently in place - 4 lots max per acre.

My email is a.braun@aol.com

My cell is 714-300-3186

My address is 2508 Vanike Drive West, Fayetteville, AR 72704

Anna Braun

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

From: julie wray <jules_13_2000@yahoo.com>

Public Comment
RZN-2026-0015

Sent: Friday, May 8, 2026 8:34 AM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to RZN-2026-0015

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'm writing in opposition to the high density development being proposed near my home on Raven Lane. My concerns include road and safety issues, traffic hazards, neighborhood compatibility and property value impacts. I want to protect the quality of life we enjoy in our neighborhood.

Sincerely concerned,

Julia Billings

2927 N Raven

Fayetteville AR

Sent from my iPhone

From: John Zumbro <jezumbro@gmail.com>

Sent: Friday, May 8, 2026 12:05 PM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to RZN-2026-0015

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 Fayetteville Planning Commission and City Council Members,

I am writing as a resident of the neighborhood adjacent to the proposed rezoning under case RZN-2026-0015 to formally express my opposition to this high-density development. My concerns are grounded not only in the immediate impacts to our neighborhood, but in documented research and local precedent.

Traffic and Road Safety

Deane Solomon Road is a narrow two-lane collector with open drainage ditches and well-documented visibility problems at the Highway 112 intersection — concerns raised formally before this Commission as recently as 2021 during the Lewis Automotive rezoning (ultimately denied 8-1 by the Planning Commission). High-density multifamily developments generate 4–7 vehicle trips per unit per day per Institute of Transportation Engineers standards — substantially more than adjacent single-family uses. Without dedicated infrastructure improvements, this traffic will spill onto neighborhood streets including Ika, Vanike, and Evermore, converting them into cut-through corridors. ARDOT is currently widening Highway 112 from two to four lanes between Truckers Drive

and Howard Nickell Road (project 25-190) — evidence of recognized traffic growth pressure in this exact corridor. Adding density before that work is complete and before Deane Solomon Road is upgraded compounds the risk.

I ask that a full traffic impact study with level-of-service analysis for Deane Solomon Road and all adjacent neighborhood streets be required before any approval.

Zoning Compatibility

Under UDC §154.03(A)(3), every private rezoning application must include "a statement explaining the compatibility of this proposed rezoning with neighboring property and explaining why the proposed rezoning will not unreasonably adversely affect or conflict with surrounding land uses." This is a legal review criterion — not a formality. The Commission is required to evaluate that statement on its merits.

A stark density jump abutting established single-family homes, with no transition buffer and inadequate road infrastructure, does not meet this standard. The Planning Commission's own language from the February 2026 rezoning at 900 E. Ash Street is instructive: Commissioner Brad Payne noted that "a risk is fine as long as you are not a member of the neighborhood being impacted by an incompatible development" — and that rezoning passed only 5-4.

I ask that the Commission make written findings on compatibility before any vote.

Property Values and Quality of Life

Increased traffic volume, artificial light spillover, noise from a dense multifamily complex, and pressure on stormwater systems (Clabber Creek flooding has been a documented concern in this watershed) collectively degrade quality of life and can suppress property values for adjacent single-family owners. These effects are difficult to mitigate retroactively once development is built.

Request

I ask that the Commission:

1. Require a full traffic impact study with level-of-service analysis for Deane Solomon Road and all adjacent neighborhood streets before any approval.
2. Make written findings of fact on UDC §154.03(A)(3) compatibility — not just accept the applicant's statement at face value.
3. Deny or significantly condition RZN-2026-0015 until infrastructure capacity and neighborhood compatibility can be demonstrated.

This community has been vocal and engaged before — and that engagement has made a difference. I respectfully ask that you give this proposal the full scrutiny it deserves.

Thank you for your service to Fayetteville.

Public Comment
RZN-2026-0015

Sincerely,

John Zumbro

2885 W Vanike Dr

jezumbro@gmail.com

From: William Billings <willbill1995@gmail.com>
Sent: Friday, May 8, 2026 2:53 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Opposition to RZN-2026-0015

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'm writing in opposition to the high density development being proposed near my home on Raven Lane. My concerns include road and safety issues, traffic hazards, neighborhood compatibility and property value impacts. I want to protect the quality of life we enjoy in our neighborhood. Not to mention the effect on local wildlife and the natural feel of the area. More housing wouldnt offset the cons to this situation and put us furth behind from transportation infastructure point view.

Thanks,

William Seth Billings

From: Masters, Jessica
Sent: Monday, May 18, 2026 9:39 AM
To: Steve Barthol <swb729@gmail.com>
Subject: RE: RZN 2026-0015

Good morning, Steve,

Thank you for the follow-up question. The Master Street Plan is a planning document that identifies what the City would like to see for streets in the future. If and when development occurs along Deane Solomon, it would be likely that the developer would be on the hook for building out their portion of the street. The City may not have any plans to improve Deane Solomon at this time, but analyzes needs as developments occur.

Hopefully this is helpful. Let me know if you have any additional questions.

Jessie

Jessie Masters, AICP

Planning Director

Development Services

Public Comment
RZN-2026-0015

City of Fayetteville, Arkansas

(479) 575-8239

www.fayetteville-ar.gov

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



Please note that Planning is currently short-staffed and that communications and review times may increase as a result. Please bear with us in the interim.

From: Steve Barthol <swb729@gmail.com>

Sent: Monday, May 11, 2026 11:17 AM

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

Subject: Re: RZN 2026-0015

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 looked at the master street plan and Deane Solomon is classified as a collector street but doesn't seem to meet the criteria based on the definition. Are there plans to improve it? It is so narrow with no shoulder and horrible for any type of cycling or foot traffic already. The increased traffic from the approved development on the golf course plus Underwood Park will overwhelm it making it extremely unsafe for all.

On May 11, 2026, at 9:00 AM, Masters, Jessica <jmasters@fayetteville-ar.gov> wrote:

Steve,

Thank you for the follow up email. The best way to get your voices heard by the Commission is exactly this – emailing City staff, and we will include written comment in the report. Further, the meeting will be open to the public, and individuals will each have 3 minutes to provide the Commission comment at that meeting as well.

I have been queueing up a number of emails I have received on the item and plan to provide additional follow up information shortly. Please don't hesitate to reach out if you have questions, and please feel free to forward my information along to those you have spoken with as well.

Thank you,

Jessie

Jessie Masters, AICP

Planning Director

Public Comment
RZN-2026-0015

From: Steve Barthol <swb729@gmail.com>

Sent: Saturday, May 9, 2026 8:28 AM

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

Subject: Re: RZN 2026-0015

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.

Hi Jessie,

I have been talking with neighbors and actually now have the answers to those questions that I sent you.

One of the neighbors told me that you are leading this project and that you are extremely busy. I appreciate you helping all of us concern neighbors.

I, like all of the other neighbors, am adamantly opposed to re-zoning this land for multi-family, higher density dwellings. What would you recommend as the best way for us to voice our concerns and does the person making the request for the rezoning have to present a convincing case to the planning commission in order for the planning commission to change the existing zoning?

Thank you,

Steve Barthol

3017 N Raven Ln

On May 7, 2026, at 8:10 AM, Steve Barthol <swb729@gmail.com> wrote:

Jessie,

Has anything been clarified on ownership or consent of owner for the rezoning request?

Also, do you know if the public notice signs for the rezoning request have been posted?

Thanks,

Steve

On Mon, May 4, 2026 at 8:23 AM Masters, Jessica <jmasters@fayetteville-ar.gov> wrote:

Steve,

Thank you for asking. I am actually already in communication with this applicant regarding the correct consent of owner. I am hoping to hear back from them this week to clarify whether the property has already transferred to DRP. The school district was working to sell a portion of the property to that entity.

Public Comment
RZN-2026-0015

Feel free to reach back out within the next couple days and I should have a final answer by then.
Thank you,

Jessie

Jessie Masters, AICP

Planning Director

Development Services

City of Fayetteville, Arkansas

(479) 575-8239

www.fayetteville-ar.gov

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

From: Steve Barthol <swb729@gmail.com>

Sent: Friday, May 1, 2026 4:16 PM

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

Subject: Re: RZN 2026-0015

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.

How is DRP holdings able to request rezoning when the Fayetteville school district owns most of this land? The two northern parcels are owned by the Fayetteville school District.

> On May 1, 2026, at 1:17 PM, Masters, Jessica <jmasters@fayetteville-ar.gov> wrote:

>

> Steve,

>

> Thank you for following up via email. The subject item is currently queuing up for the May 26 Planning Commission hearing. Neighbors can feel free to email or call me and I will make sure comments get incorporated into staff's final report to the Planning Commission. Further, members of the public may plan to attend the Planning Commission on that day, beginning at 5:30 PM. Please note that it will be on a Tuesday that week, in City Hall room 101, rather than a Monday, due to the Memorial Day holiday.

>

> More information closer to the meeting can be found here: <https://www.fayetteville-ar.gov/3947/Public-Meetings-Agendas-Minutes-and-Vide>

>

> Let me know if you have any questions.

Public Comment
RZN-2026-0015

> Jessie
>
> Jessie Masters, AICP
> Planning Director
> Development Services
> City of Fayetteville, Arkansas
> (479) 575-8239
> www.fayetteville-ar.gov
> Website | Facebook | Twitter | Instagram | YouTube
>
> -----Original Message-----
> From: Steve Barthol <swb729@gmail.com>
> Sent: Friday, May 1, 2026 1:05 PM
> To: Masters, Jessica <jmasters@fayetteville-ar.gov>
> Subject: RZN 2026-0015
>
> 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.
>
> Jessie,
>
> I left a voicemail earlier today, but email may be more convenient. I was wanting to know if you can tell me what stage of the planning process this item is currently in? Also, what are the steps in the process going forward and what is the best way for neighbors to voice their concerns and have their questions answered?
>
> Thanks
>
> Steve Barthol

From: Jammie Ackerman <jammanne@gmail.com>
Sent: Friday, May 8, 2026 5:25 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Opposition to RZN-2026-0015

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 am writing in opposition to this proposed high density development affecting my neighborhood. I have owned my home 11 years on Verona Ln. and highly oppose his development.

Public Comment
RZN-2026-0015

From: Gene Bennett <bennettgene360@gmail.com>

Sent: Sunday, May 10, 2026 2:06 PM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to RZN-2026-0015

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 Planning

I am writing to express several concerns regarding the recent rezoning request. While I support affordable housing for Fayetteville, I believe our neighborhood has already contributed significantly, especially following the approval of 274 rental units just south of our location.

My specific concerns are as follows:

1. **Flooding Risks:** Over the past ten years, water has reached within 15 feet of my back door. I am worried that increasing the amount of developed ground cover will lead to serious flooding issues.
2. **Traffic Congestion:** Traffic on Vanike Drive is currently at capacity, as it serves as a major thoroughfare for other neighborhoods.
3. **Property Values:** The introduction of structures that are not comparable to the existing neighborhood will likely reduce our property values.
4. **Road Infrastructure:** Deane Solomon is already too narrow to support current traffic, even before considering the impact of the 274 units that have already been approved.

Thank you for your time and for considering these points.

Sincerely,

Billy (Gene) Bennett

bennettgene360@gmail.com

479-466-9725

2652 W Vanike Drive

From: Jamie Gardiner <jamiakayg@gmail.com>

Sent: Monday, May 11, 2026 3:31 PM

To: Masters, Jessica <jmasters@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>

Subject: RZN-2026-0015 (North of Vanike Dr)- Formal Opposition to Rezoning RMF-12 and RSF-8

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.

Hello,

I am writing to voice my opposition to the proposed rezoning of the Fayetteville property located North of Vanike Drive.

As a homeowner on West Ika Lane, located only three houses away from the proposed rezoning property, I am very concerned about the impact this increased density will have on the character and safety of our immediate neighborhood, as well as the wildlife.

I recently relocated to Fayetteville from Portland, Oregon, specifically seeking the peaceful quality of life the city offers. Having experienced firsthand the negative impacts of rapid, unchecked overpopulation and the resulting increase in crime and infrastructure strain in Portland, I am not only very sad, but also very wary of seeing those same patterns emerge here. Fayetteville's appeal lies in its balance of growth and livability; moving toward high- density RMF-12 or even RSF-8 in this specific area threatens that balance. The amount of high-density areas popping up in this specific area alone is already highly concerning.

My primary concerns regarding this rezoning include:

- Lack of infrastructure: Our current roads are already overloaded.
- Property Character: This neighborhood consists of established single-family homes. Adding higher-density residential units is inconsistent with the existing land use.
- Safety and Traffic: Increased density inevitably leads to higher traffic volume on our residential streets, which highly impacts the safety of our quiet community.

I am hopeful that the Planning Commission will consider the long-term integrity of our neighborhood and deny this rezoning request. I would like my opposition to be included in the official public record for this case

Thank you for taking the time to read my email. I hope that we can all keep Fayetteville a quality place to live and a town where we can all be proud to say "I live in Fayetteville".

Sincerely,

Jamie Gardiner

FROM THE DESK OF
Debra Stendel

May 10, 2026
To all Concerned
Fayetteville, Ar

Dear Mayor, City Planning Commission, City Council Members,

Public Comment
RZN-2026-0015

I moved to this beautiful city 15 years ago because of its small town feel and its proposed dedication to preserving a natural environment as it grew. I have been sorely disappointed!

As the city continues to grow, priority seems to be given to any developer who wants to rezone for his own benefits, irregardless to how it affects, natural lands, existing neighborhoods, traffic and homeowners.

The planning commission has recently proposed rezoning land near me. I am writing to formally oppose Plan #2026-0015.

I do not believe that the applicant can conclusively demonstrate compliance with Fayetteville's Unified Development Code, infrastructure capacity requirements, traffic safety standards, **drainage obligations** and neighborhood compatibility principles.

Part of the proposed rezoning area includes 9 1/2 acres which are currently "Protected Wetlands." The developers plan to build 12 units/acre on this pristine, "protected" land. How can this even be considered? The rest of the area, (26 + acres) is currently zoned R4 which is comparable to the adjacent neighborhood. The developer has requested rezoning to R 8. This does not fit the compatibility requirements of the development code, it will negatively affect the property values of all the neighboring residents and put severe stress on roads that are already over taxed.

This land has several ponds and a stream which is fed by run off from the field and likely natural springs. Currently the water feeds the ponds in the wetlands area. If that land is built on the stream will not be able to flow naturally and neighboring yards will flood unless diligent planning is applied with details to preventing this problem.

We currently have water issues in our yards because proper drainage was not considered much less enforced when this area was developed. High density housing will further add to this existing problem and I have little confidence that the city will regulate this with the new proposed development.

Neighbors on Vanike Dr. have repeatedly complained to the police department about speeding traffic. DRC Holdings, current plan shows that the only 2 outlets in the proposed development will go through current neighborhoods creating even more dangerous streets due to heavy traffic.

The two "main roads" that run parallel to this proposed development, (Dean Solomon and Salem) are both 2 lane roads with no space for widening. This city needs to work on infrastructure and consider existing roads before it expands residential areas!

There are large parcels of land in the vicinity where this type of housing would not adversely affect existing neighborhoods. I urge you to reinforce existing codes and to implement well thought out planning guides as this city continues to grow.

Under Arkansas zoning law and Fayetteville's planning framework, rezoning decisions must "serve the public welfare and remain consistent with the city's adopted planning principles." I do not see any evidence that the applicant's rezoning request will benefit the city without imposing disproportionate impacts on surrounding neighborhoods.

* I also request that this and all communications, studies, traffic analyses, drainage reports etc, related to this rezoning proposal be fully disclosed to the public prior to any rezoning decision.

Public Comment
RZN-2026-0015

*The city needs to require traffic reviews during peak hours, not mid day.

* Drainage and infrastructure reviews be made by independent parties, not just the proposed developer and presented to the public.

* Full transparency of all communications between the developer, financing entities, public officials, and any related parties concerning this proposal and any future rezoning proposals.

Please include this and all residential input in the official record for this application.

Thank you,

Debra Stendel

2600 W Vanike Dr

Fayetteville Ar

From: Jeff Johnson <razorbackjeff@gmail.com>

Sent: Wednesday, May 13, 2026 11:47 AM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to Rezoning Petition RZN-2026-0015

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 Fayetteville Planning Department, Commissioners, and Staff,

My name is Jeff Johnson, and I am a resident of an affected neighborhood near the proposed development area on Deane Solomon and Vanike Dr in Northwest Fayetteville. I am writing to formally voice my opposition to the requested rezoning and development associated with Plan Number: RZN-2026-0015. I respectfully urge the Planning Commission to recommend denial of this petition. A rezoning of this magnitude (moving from low-density RSF4 to high-intensity residential) must be held to the highest standard of scrutiny. The applicant has not yet demonstrated that this proposal aligns with the Fayetteville Unified Development Code, existing infrastructure capacities, or the long-term compatibility principles of our neighborhood and other surrounding neighborhoods. Fayetteville has an established precedent of protecting stable neighborhoods from incompatible, high-intensity shifts in land use (e.g., REZONING PETITION RZN 15-5240). Under Arkansas law and Fayetteville's own planning framework, the burden of proof rests entirely on the applicant to demonstrate that this change serves the public welfare. In this case, the proposed density presents an abrupt and harsh transition that is inconsistent with the surrounding character. Furthermore, the city must account for the cumulative traffic load of this

project combined with other pending developments in the immediate corridor, which threatens to degrade the local Level of Service (LOS) to a failing grade.

My primary concerns include but are not limited to the following:

- Spot-zoning and incompatibility with the established character of the surrounding neighborhoods
- Increased traffic burden and safety concerns on already constrained road infrastructure (especially Dean Solomon, Vanike, W Salem, Hwy-112, Ika)
- Storm water, runoff, grading, and downstream drainage impacts affecting neighboring properties especially the storm water flooding that develops behind the north side of Vanike properties during heavy rains due to improper drainage. Also, along the creek and wetlands in and adjacent to Underwood park affecting the South Side of the Creek Meadow Neighborhood.
 - I'm not sure if you recall but the floods in 2011 and also 2008 caused widespread issues in this area of Fayetteville. Improper infrastructure improvements and adequate drainage could lead to increased flooding concerns in the surrounding neighborhoods and in the under construction park as well
- Potential reduction in neighboring property values and quality of life
- Insufficient transition buffering between existing residential uses and the proposed intensity
- The wetland preserve owned by the Northwest Arkansas Land Trust that directly abuts the proposed RMF12 zoning to the south
 - Parts of the entire stretch of proposed RMF12 zoning between the current trail and Deane Solomon stay saturated almost year round
- Precedent-setting impacts for future rezonings inconsistent with the area's historic development pattern.
- Whether existing utilities, emergency services, and transportation infrastructure can adequately support the proposed density/intensity.

Before any vote is taken on this matter, I request that the City:

- Disclose all communications, studies, and staff recommendations related to this application to the public immediately.
- Require independent third-party reviews or studies of all traffic, drainage, and infrastructure assumptions rather than relying solely on data provided by the applicant.
 - This should include the "Next Chapter" community of 270 units/642 Bedrooms that was recently approved for construction South of Underwood Park but not yet built

Public Comment
RZN-2026-0015

- Ensure full transparency regarding all communications between the developer, financing entities, and public officials prior to this request.
- Required Infrastructure Analysis
- I further request that the City require the following as a condition of any further consideration:
 - A comprehensive pedestrian connectivity and sidewalk impact analysis to address the dangerous gaps on Deane Solomon between Mt. Comfort and Hwy-112.
 - A developer-funded mitigation plan for sidewalk installation and traffic calming measures on Deane Solomon, W. Salem, Ika Dr., and Vanike Dr.

Please include this letter in the official public record for this application. Thank you for your consideration and your service to the City and Community.

Sincerely,

Jeff Johnson

razorbackjeff@gmail.com

3131 N Night Heron dr, Fayetteville, AR 72704

From: Agatha Kulesza <ackulesza@gmail.com>

Sent: Friday, May 15, 2026 9:01 AM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to RZN-2026-0015

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.

Hello Planning Commission,

I am writing to oppose the rezoning request RZN-2026-0015. I live in a development near that zone.

That undeveloped area is a protected wetland. I worry that rezoning to higher density will majorly affect drainage and cause flooding in developments nearby (like mine). It seems risky to build high density housing in a wetland that is prone to flooding.

Please consider declining the rezone request and keep the land zoned as it currently is, which allows for fewer homes to be built that will not encroach on the wetland.

Thank you,

Agatha Kulesza

A Concerned Fayetteville Resident

Agatha Kulesza

Public Comment
RZN-2026-0015

ackulesza@gmail.com

From: Angie Scheidweiler <ascheidweiler@gmail.com>

Sent: Tuesday, May 19, 2026 2:42 AM

To: Masters, Jessica <jmasters@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>

Subject: RZN-2026-0015 Comments

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.

Hello,

I've seen the sign about rezoning the land behind my house to a higher density development, and I'd like to voice my opposition to the rezone request.

I'm concerned about more traffic coming through the area. Deane Solomon already has a lot of traffic from the existing neighborhoods, and the church down the road also causes issues. The continuing improvements of Underwood Park will also bring more traffic to the area. It's already difficult to turn out onto 112, and even more housing development will make that much worse. Deane Solomon is also narrow, and doesn't have sidewalks for much of it. I see pedestrians walking on it often. I'm also concerned that the development will connect the roads near my home to Deane Solomon, and new traffic will then zip through my neighborhood.

In addition, I'm concerned about runoff from a new development causing more issues. My backyard already floods with heavy rain. The soil gets waterlogged, and the drainage area behind my fence overflows. It's frequently swampy there, and if it were any worse, it would be pushing water close to my foundation.

I also don't want to lose the greenspace in the area. There's a game trail that runs behind my fence. I see deer, rabbits, and coyotes often. I hear great horned owls, and various other birds. The other side of the field is a very marshy habitat, and I'd like to have the biodiversity preserved.

Beyond that, I am concerned about changing the character of the neighborhood, and the effect on my property value. It's one thing to have similar houses developed, as was intended by the current zoning, but it's another to have twice as many placed in my back yard. With more dense housing, the houses tend to be built taller, and that causes much less privacy, with more people peering into your back yard. Setbacks are smaller, so the neighboring houses are closer, as well.

I do understand the need for Fayetteville to have affordable housing, but there should be a cohesive plan for developing an area. I'm firmly against companies coming in, creating patchwork developments wherever they can squeeze them, to extract as much profit for themselves as they can, at the expense of the existing neighborhoods. I think if there is going to be a change in the

Public Comment
RZN-2026-0015

character of a neighborhood, maybe put a decent amount of transitory greenspace in between to alleviate some of the aforementioned problems, and improve the roads and sidewalks to handle the increase in traffic before the development takes place. Have an intentional plan for the entire area that would bring amenities with the increased population, not problems.

Thank You,

Angelin Scheidweiler
3084 N Bentley Rdg

From: Matthew Tomiello <matthewtomiello@icloud.com>

Sent: Monday, May 18, 2026 10:53 PM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Opposition to RZN-2026-0015

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.

Greetings,

I live one-half mile from the proposed rezone in a nearby neighborhood. I feel sorry for the single family home property owners adjacent to the proposed rezone. It will devalue their property and make their peaceful Fayetteville neighborhood chaotic. People do not buy homes in neighborhoods like that to find themselves backed up to a multi-story housing complex and it's much too expensive to relocate.

We already feel traffic becoming less safe on Dean Solomon as people regularly speed through it, the increased traffic from Underwood Park construction, and vehicle congestion is increasing causing near impossible left turns onto Hwy 112 at certain times of day.

Lastly, at this very moment we already have multiple (at least 3) high-density developments going up in Fayetteville within about a 2 mile radius of this proposed site (off of Gregg Ave, Van Asche Dr, and Mount Comfort Rd). The Dean Solomon area neighborhoods are much more well suited for single family homes which is what people actually want anyway (not a 4th brand new apartment complex in a small radius just this year!).

Thank you,

Matthew Tomiello

Fayetteville Arkansas Resident/Citizen

Public Comment
RZN-2026-0015

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

From: Janan Lane <jlane58@att.net>
Sent: Tuesday, May 19, 2026 5:42 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Cc: Moore, Sarah <sarah.moore@fayetteville-ar.gov>
Subject: Opposition to RZN-2026-2015

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 Fayetteville Planning Commissioners, Planning Staff, City Officials,

My name is Dr Janan R Lane. I am a resident of Creek Meadows, an affected neighborhood near the proposed development area on Deane Solomon Road. I am writing to formally voice my opposition to the requested rezoning and development associated with Plan Number: RZN-2026-0015.

I respectfully urge the Planning Commission to recommend denial of this petition. A rezoning of this magnitude, moving from low-density greenfield to high-intensity residential must be held to the highest standard of scrutiny. The applicant has not yet demonstrated that this proposal aligns with the Fayetteville Unified Development Code, existing infrastructure capacities, or the long-term compatibility principles of our neighborhood.

My primary concerns include:

- Spot-zoning and incompatibility with the established character of the surrounding neighborhood.
- Increased traffic burden and safety concerns on already constrained road infrastructure (especially Dean Solomon, Vanike, W Salem, Hwy-112) with frequent wildlife crossings throughout.
- Increased pedestrian foot traffic on Dean Solomon which has incomplete sidewalk access going both north and south of Vanike with significant current bike and foot traffic as well.
- Stormwater, runoff, grading, and downstream drainage impacts affecting neighboring properties. Due to improper current drainage, stormwater flooding develops at the low flow point for the entire area along Clabber Creek, the north side of Vanike and N Harrier Dr during heavy rains. Clabber Creek flooded in April 2017 with Dean Solomon at and around the Clabber Creek crossing and Creek Meadows streets water filled, flowing like rivers.
- Potential reduction in neighboring property values and quality of life in yards and outdoor spaces including public lands during construction and after.
- Insufficient transition buffering between existing residential uses and the proposed intensity.

- The wetland preserves and natural habitat of numerous animal species.
- Precedent-setting impacts for future rezoning inconsistent with the area's historic development pattern.
- Whether existing utilities, emergency services, and transportation infrastructure can adequately support the proposed density and intensity during and after construction.
- Significant increase in noise, air, water and light pollution on properties including the preserve and trail during and after construction.

Fayetteville has an established precedent of protecting stable neighborhoods from incompatible, high-intensity shifts in land use (e.g., REZONING PETITION RZN 15-5240). Under Arkansas law and Fayetteville's own planning framework, the burden of proof rests entirely on the applicant to demonstrate that this change serves the public welfare. In this case, the proposed density presents an abrupt and harsh transition that is physically and visually inconsistent with the surrounding character. Furthermore, the city must account for the cumulative traffic load of this project combined with other pending developments in the immediate corridor threatening the local Level of Service (LOS) to a failing grade.

In an effort to have full transparency and allow possible mitigation prior to any vote on this matter, I request that the City:

- Disclose all communications, studies, and staff recommendations related to this application to the public immediately.
- Require independent third-party reviews of all traffic, drainage, and infrastructure assumptions rather than relying solely on the data provided by the applicant. This should include the uphill community of 270 units that was recently approved for construction but not yet built.
- Ensure full transparency regarding all communications between the developer, financing entities, and public officials prior to this request.

I further request that the City require the following as a condition of any further consideration:

- A comprehensive pedestrian connectivity and sidewalk impact analysis to address the dangerous gaps on Deane Solomon between Mt. Comfort and Hwy-112.
- A developer-funded mitigation plan for sidewalk installation and traffic calming measures on Deane Solomon, W. Salem, Ika Dr., and Vanike Dr.

Please include this letter in the official public record for this application. Thank you for your commitment to responsible growth and your service to the residents of Fayetteville.

Sincerely,

Janan R Lane

Public Comment
RZN-2026-0015

jlane58@att.net

3021 N Night Heron Drive

Fayetteville, AR 72704

From: Zack Hulett <zhulett@gmail.com>

Sent: Tuesday, May 19, 2026 6:26 PM

To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Holeyfield, Ashlyn <ashlyn.holeyfield@fayetteville-ar.gov>; Brewer, H. Rice <hrice.brewer@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick <nick.werner@fayetteville-ar.gov>; Masters, Jessica <jmasters@fayetteville-ar.gov>

Subject: Formal Opposition to Rezoning Petition RZN-2026-0015 - Zachary Hulett

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 Fayetteville Planning Commissioners and Planning Staff,

My name is Zachary Hulett, and I am a resident of the Crystal Springs subdivision near the proposed development area on Deane Solomon. I am writing to formally voice my opposition to the requested rezoning associated with Plan Number: RZN-2026-0015.

I respectfully urge the Planning Commission to recommend denial of this petition. A rezoning of this magnitude—moving from low-density greenfield to high-intensity residential—must be held to the highest standard of scrutiny. The applicant has not yet demonstrated that this proposal aligns with the Fayetteville Unified Development Code, existing infrastructure capacities, or the long-term compatibility principles of our neighborhood.

My primary concerns include:

*Incompatibility of Custom CPZD Zoning: The ~9.6-acre parcel (Parcel 765-23602-000) is currently a Commercial Planned Zoning District (CPZD). Moving to a generic RMF-12 designation ignores the "Bill of Assurance" and specific community benefits promised when this PZD was originally enacted.

*Infrastructure Friction & Cumulative Traffic: The city must account for the cumulative traffic load of this project combined with the 270-unit "Next Chapter" development. Together, these projects represent nearly 4,800 daily vehicle trips on roads like Deane Solomon and Vanike Dr that lack the capacity for such intensity.

*Low Infill Priority: According to the City's own Infill Matrix Score, this area lacks the proximity to transit, paved trails, and urban infrastructure required to justify a high-density RMF-12 designation.

Public Comment
RZN-2026-0015

*Stormwater & Environmental Risk: This greenfield site contains potential wetland habitats and already suffers from drainage issues where heavy rains cause flooding behind Vanike properties.

*Safety & Pedestrian Gaps: There are dangerous sidewalk gaps on Deane Solomon between Mt. Comfort and Hwy-112 that cannot support the increased pedestrian foot traffic of ~530 new residential units.

*The Case for Incompatibility

Fayetteville has an established precedent of protecting stable neighborhoods from incompatible, high-intensity shifts (e.g., RZN 15-5240). Under Arkansas law and Fayetteville's planning framework, the burden of proof rests entirely on the applicant to demonstrate that this change serves the public welfare. This proposal fails that test by creating an abrupt transition that is physically and visually inconsistent with the surrounding character.

Formal Requests for Transparency and Mitigation

Before any vote is taken, I request that the City:

Require independent third-party reviews of traffic, drainage, and infrastructure assumptions rather than relying on applicant-provided data.

Disclose the original PZD Master Plan and Ordinance for the CPZD parcel to determine what green space and quality-of-life protections were previously guaranteed to the city.

Perform a pedestrian connectivity analysis and require a developer-funded mitigation plan for sidewalk installation and traffic calming on Deane Solomon, W. Salem, Ika Dr., and Vanike Dr.

Please include this letter in the official public record for this application. Thank you for your commitment to responsible growth and your service to Fayetteville residents.

Sincerely,

Zachary Hulett

2570 W Vanike, Fayetteville, AR 72704

zhulett@gmail.com

From: Carly Grace <carly.grace@gmail.com>

Sent: Tuesday, May 19, 2026 6:27 PM

To: Masters, Jessica <jmasters@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>; Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Holeyfield, Ashlyn <ashlyn.holeyfield@fayetteville-ar.gov>; Brewer, H. Rice <hrice.brewer@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick

Public Comment
RZN-2026-0015

<nick.werner@fayetteville-ar.gov>; Moore, Sarah <sarah.moore@fayetteville-ar.gov>; Wiederkehr, Mike <mike.wiederkehr@fayetteville-ar.gov>

Subject: Opposition to Rezoning Petition RZN-2026-0015 - Carly Grace

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 City Council reps, Planning Commissioners, and Planning Staff,

I am a Fayetteville resident living near the proposed development area on Vanike, and I am writing to formally oppose the rezoning request associated with Plan Number RZN-2026-0015.

While I support the need for affordable and attainable housing in Fayetteville, I am deeply concerned that these developments continue to be concentrated disproportionately in West Fayetteville rather than distributed equitably throughout the city. Affordable housing should be integrated across all areas of Fayetteville, including East Fayetteville, instead of repeatedly placing higher-density projects along the city's western edge.

Although this property technically falls within the city's infill footprint, it sits on the far western boundary of Fayetteville and does not function as true centralized infill development. Rezoning this property from commercial to RMF-12 moves the area further away from balanced mixed-use planning and undermines the City's stated New Urbanism goals.

A core principle of New Urbanism is reducing dependency on automobiles by creating walkable environments where housing, services, retail, and daily needs are interconnected. This proposal does the opposite. **Residents of this development would have virtually no walkable destinations beyond a gas station and would be forced to drive over a mile for groceries, restaurants, or services.** Increasing residential density without corresponding commercial infrastructure will intensify traffic congestion rather than reduce it.

Traffic and pedestrian safety are already major concerns along Dean Solomon, Vanike, W. Salem, and Highway 112. Dean Solomon in particular lacks continuous sidewalk connectivity both north and south of Vanike, creating unsafe conditions for pedestrians today. Adding substantial residential density before these deficiencies are corrected would place additional strain on roads that are already struggling with capacity and safety. **Furthermore, changes are underway which will increase traffic-- the project south of underwood park, the opening of underwood park, and the reconfiguration of 112 will all 3 add traffic that cannot yet be studied. It would be impossible to have an accurate traffic study in place until these changes are made,so a rezone would be unwise at this point with a moot traffic study. It would be reckless.**

I strongly urge the City to deny this rezone at present until present changes to the area can be completed, and impact felt. then The city should then conduct its own independent traffic and infrastructure analyses rather than relying solely on developer-provided studies. This is especially

important given the significant ongoing and future changes in the corridor. Traffic patterns in this area are actively changing, making any current traffic study inherently limited and potentially unreliable as a basis for long-term rezoning decisions.

Approving a rezoning of this scale before those regional transportation impacts are fully realized would be premature and irresponsible.

Additional concerns include:

- Stormwater runoff, grading, and downstream drainage impacts affecting neighboring properties, including recurring flooding issues behind homes on the north side of Vanike during heavy rains
- RMF 12 being too dense and out of touch with the neighboring zones.
- Incompatibility with the established character and development pattern of the surrounding neighborhood;
- Increased pedestrian safety risks due to incomplete sidewalk infrastructure;
- Insufficient transition buffering between existing residential uses and the proposed density;
- Impacts on wetlands, wildlife habitat, and natural open space;
- Questions regarding whether existing utilities, emergency services, and transportation infrastructure can adequately support the proposed intensity.

I respectfully request that the Planning Commission and City Council deny this rezoning request.

I also request that:

- All communications, studies, traffic analyses, drainage reports, and staff recommendations related to this application be fully disclosed to the public;
- The City require independent review of traffic, drainage, and infrastructure assumptions rather than relying solely on applicant-provided analyses;
- Public comments from adjacent residents receive substantial consideration prior to any vote;
- Full transparency be provided regarding communications between the developer, financing entities, public officials, and related parties concerning future land use associated with this rezoning request.

Before any approval is considered, the City should also require:

- A comprehensive pedestrian connectivity and sidewalk impact analysis;
- Identification of all sidewalk gaps and unsafe pedestrian corridors along Dean Solomon from Mount Comfort to Highway 112;
- A developer-funded plan for sidewalk installation and connectivity improvements;

Public Comment
RZN-2026-0015

- Evaluation of traffic calming measures and pedestrian safety mitigation along Dean Solomon Road, W. Salem, and Vanike Drive.

Please include this email in the official public record for this application.

Thank you for your consideration and your service to Fayetteville residents.

Sincerely,

Carly Grace

Night Heron Drive

From: Greg Thomas <gregthomas615@gmail.com>

Sent: Wednesday, May 20, 2026 3:15 AM

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

Subject: Re: RZN-2026-0015

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.

Jessie,

Thank you for taking the time to respond to my email. I am writing to formally oppose this rezoning request based on the concerns outlined below.

First, in 2016 a rezoning request was considered in the nearby area for the Underwood Park development. At that time, the rezoning was rejected for several reasons, many of which remain directly applicable today.

A primary factor cited by commission members in 2016 was traffic. At that time, no traffic study had been conducted for Deane Solomon Road, and the commission determined it could not reasonably conclude that the roadway could support the additional homes proposed. Since then, no improvements have been made to Deane Solomon Road, no traffic study has been conducted on the existing roadway, and—most critically—the City has approved multiple housing developments along Deane Solomon that have significantly increased traffic volume.

Since 2016, Deane Solomon Road has seen the construction of 289 homes, with an additional 274 homes recently approved as part of the Underwood Park development. Allowing further development along this corridor without meaningful safety improvements or a comprehensive traffic study would be irresponsible. To put this in perspective, since the 2016 rezoning request was denied due to publicly stated traffic concerns, the daily volume of vehicles on Deane Solomon Road has effectively tripled.

Second, the 2016 rezoning request was also denied due to incompatibility with surrounding neighborhoods. That proposal, similar to the current RMF request, involved placing multifamily zoning deep within an established RSF neighborhood. Since that time, all approved RMF rezonings

within this area of the city have occurred along larger roadways with existing infrastructure, most notably Mount Comfort Road and Garland Avenue. Approving an RMF-12 development this far into an established RSF area has no precedent within this area of the city and is inconsistent with the City's 2030 Strategic Plan. A PZD classification would be far more appropriate and consistent with surrounding neighborhood development patterns.

Finally, city officials in 2016 identified significant concerns related to the creek watershed running through Underwood Park and the associated flooding issues. While it has been stated that the City's development code is sufficient to protect properties along this watershed, ongoing development has demonstrated otherwise. Continued construction along this corridor has resulted in increased floodplain elevations and greater volumes of stormwater being directed into the creek.

While I understand that individual developments may control the **rate** of stormwater discharge, the City's development code does not adequately address the cumulative **volume** of stormwater being introduced into the watershed. Additional development on this parcel would increase impervious surface area, further increasing stormwater volume routed directly to the creek rather than allowing for natural infiltration. This poses increased risks, including longer durations of inundation affecting nearby properties and vital facilities.

Importantly, in 2016 city officials explicitly acknowledged these concerns and stated that any development in this area would need to meet Low Impact Development (LID) requirements to have a chance of avoiding negative impacts. Due to the absence of such commitments, the rezoning request at that time was ultimately denied. The current rezoning proposal makes no commitment to LID standards and therefore should not be approved based on the precedent previously established by the City. Once again, please recall that an additional 563 homes have been developed within this watershed since these statements were made, making this Rezoning far more impactful.

Thank you for your consideration of these concerns.

Respectfully,

Greg Thomas

Adrianna Carter
2992 W Marble Dr
Fayetteville, AR 72704

May 19, 2026

Planning Commission
113 W Mountain Street, Suite 219
Fayetteville, AR 72701

RE: RZN-2026-0015

Dear Planning Commissioners:

As a resident of the neighboring community just west of the proposed rezoning for nearly six years, I would like to offer my comments regarding RZN-2026-0015.

I support responsible and appropriately scaled growth in Fayetteville; however, I believe this proposal raises significant compatibility and infrastructure concerns that have not been adequately resolved. The proposed rezoning substantially increases residential intensity despite acknowledged sewer capacity issues, partially improved roadway infrastructure, unresolved drainage considerations, and insufficiently defined mitigation measures.

Beginning with sewer capacity, the City's own engineering review identifies that "there are known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear directly in front of the property in the system." (Source: RZN-2026-0015-ENG Comments.docx) Given that known infrastructure concerns already exist, approving a substantial increase in residential density raises legitimate questions regarding whether the existing system can reliably support RMF-12 intensity without placing additional strain on public infrastructure and services.

Road infrastructure is another major concern. North Deane Solomon Road, from North Shiloh Drive to Highway 112, spans approximately 1.65 miles as a two-way road without a single traffic light, roadway lighting system, or consistently connected sidewalks. The City's engineering review further notes that "North Deane Solomon Road is a Partially improved Residential Link Street with asphalt paving and open ditches." (Source: RZN-2026-0015-ENG Comments.docx) The roadway network serving the site is not fully built to urban standards despite the proposed increase in residential intensity.

The proposed intensity may also negatively affect neighboring residential desirability and long-term neighborhood stability. The cumulative impacts of the nearby Underwood Park development, increased residential density, parking areas, lighting, and associated activity levels raise additional concerns regarding neighborhood compatibility, nighttime light spillover, noise, and loss of privacy for adjacent single-family residents. Existing residents purchased homes in an area historically characterized by low-density single-family development patterns and reasonable expectations of compatibility with surrounding land uses.

Additionally, the proposed RMF-12 zoning raises compatibility concerns related to potential multi-story development near the established single-family neighborhoods, including overlooking backyard privacy, increased lighting spillover, and greater overall activity intensity. While landscape buffering may eventually help some impacts, newly planted vegetation often requires many years before providing meaningful screening between higher-intensity multifamily development and neighboring homes.

Another concern is that many details remain undefined at the rezoning stage. City documents repeatedly state that improvements or drainage considerations will be “determined at time of development.” Critical infrastructure mitigation measures should be clearly understood before granting substantially increased development rights.

Hydric soils and potential wetlands are another important consideration in this area. The City’s engineering comments acknowledge the presence of hydric soils on the property, which suggests additional environmental and stormwater management considerations that warrant careful evaluation before substantial density increases are approved.

For these reasons, I respectfully urge the Planning Commission to deny the proposed rezoning request as currently submitted or alternatively require a substantially lower-intensity transition that is more compatible with the surrounding neighborhood and existing infrastructure.

Thank you for providing residents the opportunity to express their concerns regarding this proposal.

Sincerely,

Adrianna Carter



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Britin Bostick, Long Range Planning/Special Projects Manager
Kylee Cole, Long Range & Preservation Planner

MEETING DATE: May 26, 2026

SUBJECT: **ADM-2026-0006: Administrative Item (Unified Development Code Section 155.01):** Submitted by CITY OF FAYETTEVILLE STAFF. The request is an amendment to Unified Development Code Section 155.01. The proposed code change would modify the definition of a through lot such that lots with frontage on more than one street to meet utility requirements would not be considered a through lot.

MOTION TO FORWARD:

"I move to forward **ADM-2026-0006** with a recommendation of approval."

BACKGROUND:

In tandem with the delivery of the 2026 Housing Assessment staff is bringing forward a set of ordinances to continue to support housing production in response to current and anticipated demand. Fayetteville's population is currently expected to grow by up to 3,000 people or approximately 1,350 households per year over the next 25 years, meaning we will need to keep housing production levels at or above current volumes for the next two decades at least, or face deepening housing affordability challenges if supply is constrained below demand, as was the case from 2019-2024.

DISCUSSION:

To alleviate some burden on applicants, support housing production, and remove a barrier to some projects that are otherwise complying with development requirements, staff recommends an amendment to the definition of "through lot", which is a lot with frontage on more than one street. Concern about urban design outcomes with new through lots located along streets like Ruppel Road led to the current standard, which is meant to address subdivision conditions where long stretches of privacy fence would face city streets. For infill lots, however, through lots can present challenges to development as street frontage, access, and other standards must be applied to an atypical condition. There are times when utility service locations may be required that create for the purposes of connection a "through lot". This amendment would remove the step of Planning Commission approval of a variance when lots are technically defined as "through lots" but are only meeting utility requirements.

During an application process for subdivision such as a lot split, utility connections for the property or subdivided lot are reviewed for compliance with applicable standards. Notably, utility lines are not permitted to cross property lines and must be accessed directly from the City's right-of-way. "Flags" or narrow lot extensions may be necessary to convey utilities from a location along one public right-of-way to a lot that may already have frontage on another right-of-way. Under the

current definition, those required utility connections can create a conflict. Section 166.08(E)(2) of the Unified Development Code (UDC) prohibits through lots, but allows applicants to request a Planning Commission variance when site-specific issues merit consideration. Reducing development and zoning conflicts is one way to streamline the process to create additional housing.

The proposed amendment clarifies that lots with more than one frontage created due to *required* utility connections (also referred to as “flag lots”) shall not be considered through lots and would not require additional variance approvals from the Planning Commission. The proposed amendment reduces additional cost and time associated with a variance request for an otherwise straightforward lot subdivision, or the use of lots that were platted prior to these established requirements. It also supports the development of smaller scale infill housing, which often needs flexible lot configurations to meet a litany of other development requirements.

PLANNING COMMISSION ACTION:			
Required	<u>YES</u>		
Date: <u>May 26, 2026</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

Attachments:

- Amended UDC 151.01 Definitions - Strikethrough
- Amended UDC 151.01 Definitions - Clean

151.01 Definitions

L

Lot, through (zoning). A lot, other than a corner lot, with frontage on more than one (1) street. Through lots abutting two (2) streets may be referred to as double frontage lots. Lots with frontage on more than one street solely to meet utility connection shall not be considered through lots and are exempt.

151.01 Definitions

L

Lot, through (zoning). A lot, other than a corner lot, with frontage on more than one (1) street. Through lots abutting two (2) streets may be referred to as double frontage lots. Lots with frontage on more than one street solely to meet utility connection requirements shall not be considered through lots and are exempt.



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Britin Bostick, Long Range Planning/Special Projects Manager
Kylee Cole, Long Range & Preservation Planner

MEETING DATE: May 26, 2026

SUBJECT: **ADM-2026-0007: Administrative Item (Unified Development Code Sections 161.12, 161.22, 161.24, 161.27, and 161.28):** Submitted by CITY OF FAYETTEVILLE STAFF. The request is an amendment to Unified Development Code Sections 161.12, 161.22, 161.24, 161.27, and 161.28. The proposed code changes would modify the minimum lot width for dwellings from eighteen (18) feet to twelve (12) feet.

MOTION TO FORWARD:

"I move to forward **ADM-2026-0007** with a recommendation of approval."

BACKGROUND:

In tandem with the delivery of the 2026 Housing Assessment staff is bringing forward a set of ordinances to continue to support housing production in response to current and anticipated demand. Fayetteville's population is currently expected to grow by up to 3,000 people or approximately 1,350 households per year over the next 25 years, meaning we will need to keep housing production levels at or above current volumes for the next two decades at least, or face deepening housing affordability challenges if supply is constrained below demand, as was the case from 2019-2024.

DISCUSSION:

To increase flexibility for residential development, staff recommends a reduction of the minimum lot width for dwellings in urban residential and mixed use zoning districts including the Residential Intermediate – Urban (RI-U), Community Services (CS), Urban Thoroughfare (UT), Main Street/Center (MSC), and Downtown General (DG) districts.

This amendment reduces the minimum lot width in these districts from eighteen (18) feet to twelve (12) feet, providing greater flexibility for townhome and fee-simple lot development. The amendment also removes the limit on building area to 60% in the RI-U district, which is better managed by impervious area and stormwater requirements located elsewhere in the UDC. The Urban Neighborhood (UN) zoning district was introduced as a mixed use zoning district in 2025 and has since been the subject of a number of rezoning requests, with particular interest in the 12' lot width minimum. Staff has evaluated requests for the UN zoning district and considered ways to build upon its success. One way to do that is to allow 12' lot widths in residential-only zoning districts such as RI-U to limit commercial encroachment into residential neighborhoods. Another is to expand the more flexible lot width standard to mixed use zoning districts more typical of Fayetteville's denser urban center while retaining the width needed for utility connections. While staff did consider eliminating the lot width minimum entirely, at this time the step is not considered

prudent until broader changes to lot development standards can be coordinated with utility connection and access standards.

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>May 26, 2026</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

Attachments:

- Amended UDC 161.12 – RI-U – Residential Intermediate – Urban – Strikethrough
- Amended UDC 161.22 – Community Services – Strikethrough
- Amended UDC 161.24 – Urban Thoroughfare – Strikethrough
- Amended UDC 161.27 – Main Street Center – Strikethrough
- Amended UDC 161.28 – Downtown General – Strikethrough
- Amended UDC 161.12 – RI-U – Residential Intermediate – Urban - Clean
- Amended UDC 161.22 – Community Services – Clean
- Amended UDC 161.24 – Urban Thoroughfare – Clean
- Amended UDC 161.27 – Main Street Center – Clean
- Amended UDC 161.28 – Downtown General – Clean

161.12 District RI-U, Residential Intermediate - Urban

(A) *Purpose.* The RI-U Residential District is designed to permit and encourage the development of detached and attached dwellings in suitable environments, to provide a range of housing types compatible in scale with single-family homes and to encourage a diversity of housing types to meet demand for walkable urban living.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) 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 12a	Limited business
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

	Dwelling (all types)
Lot width minimum	128 feet
Lot area minimum	None

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear, from centerline of an alley
A build-to zone that is located between the front property, line and a line 25 feet from the front property line.	None	5 feet	5 feet	12 feet

(F) *Building Height Regulations.*

Building height maximum	2 stories/3 stories*
-------------------------	----------------------

* 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. Buildings or portions of the building set back greater than 10 feet from the master street plan right-of-way shall have a maximum height of three (3) stories.

~~(G) *Building Area.* The area occupied by all buildings shall not exceed 60% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.~~

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

(Ord. No. 5945, §5(Exh. A), 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; Ord. No. 6879, §2, 5-20-25)

161.22 Community Services

(A) *Purpose.* The Community Services District is designed primarily to provide convenience goods and personal services for persons living in the surrounding residential areas and is intended to provide for adaptable mixed use centers located along commercial corridors that connect denser development nodes. There is a mixture of residential and commercial uses in a traditional urban form with buildings addressing the street. For the purposes of Chapter 96: Noise Control, the Community Services district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood Shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
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 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation, trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 34	Liquor stores
Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities*
Unit 42	Clean technologies

Unit 48	Private dormitories
---------	---------------------

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Dwelling	1 2 8 feet
All others	None

(2) *Lot Area Minimum.* None.

(E) *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
-------------------------	-----------

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

(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—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6409 §1, 2-2-21; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6497, §1, 10-19-21; Ord. No. 6879, §2, 5-20-25)

161.24 Urban Thoroughfare

(A) *Purpose.* The Urban Thoroughfare District is designed to provide goods and services for persons living in the surrounding communities. This district encourages a concentration of commercial and mixed use development that enhances function and appearance along major thoroughfares. Automobile-oriented development is prevalent within this district and a wide range of commercial uses is permitted. For the purposes of Chapter 96: Noise Control, the Urban Thoroughfare district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 19	Commercial recreation, small sites
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 34	Liquor store
Unit 40	Sidewalk cafes
Unit 41	Accessory Dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
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 20	Commercial recreation, large sites
Unit 21	Warehousing and wholesale
Unit 28	Center for collecting recyclable materials
Unit 29	Dance halls
Unit 33	Adult live entertainment club or bar

Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities
Unit 38	Mini-storage units
Unit 42	Clean technologies
Unit 43	Animal boarding and training
Unit 48	Private dormitories

(C) *Density.* None

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Single-family dwelling	128 feet
All other dwellings	None
Non-residential	None

(2) *Lot area minimum.* None

(E) *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/7 stories*
-------------------------	----------------------

* A building or a portion of a building that is located between 10 and 15 feet from the front property line or any master street plan right-of-way line shall have a maximum height of five (5) stories. A building or portion of a building that is located greater than 15 feet from the master street plan right-of-way shall have a maximum height of seven (7) 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 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) *Minimum buildable street frontage.* 50% of the lot width.

(Ord. No. 5312, 4-20-10; Ord. No. 5339, 8-3-10; Ord. No. 5353, 9-7-10; 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, 8, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6879, §2, 5-20-25)

161.27 Main Street/Center

(A) *Purpose.* A greater range of uses is expected and encouraged in the Main Street/Center. The Center is more spatially compact and is more likely to have some attached buildings than Downtown General or Neighborhood Conservation. Multi-story buildings in the Center are well-suited to accommodate a mix of uses, such as apartments or offices above shops. Lofts, live/work units, and buildings designed for changing uses over time are appropriate for the Main Street/Center. The Center is within walking distance of the surrounding, primarily residential areas. For the purposes of Chapter 96: Noise Control, the Main Street/Center district is a commercial zone.

(B) *Uses.*

(1) *Permitted uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 14	Hotel, motel, and amusement facilities
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 19	Commercial recreation, small sites
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 34	Liquor stores
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
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 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 28	Center for collecting recyclable materials
Unit 29	Dance halls
Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities
Unit 42	Clean technologies

Unit 48	Private dormitories
---------	---------------------

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Dwelling (all unit types)	1 2 8 feet
---------------------------	-----------------------

(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) *Minimum Buildable Street Frontage.* 75% of lot width.

(G) *Building Height Regulations.*

Building Height Maximum	5 stories/7 stories*
-------------------------	----------------------

* A building or a portion of a building that is located between 0 and 15 feet from the front property line or any master street plan right-of-way line shall have a maximum height of five (5) stories. A building or a portion of a building that is located greater than 15 feet from the master street plan right-of-way line shall have a maximum height of seven (7) stories.

(Ord. No. 5028, 6-19-07; Ord. No. 5029, 6-19-07; Ord. No. 5042, 8-07-07; 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—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6879, §2, 5-20-25)

161.28 Downtown General

(A) *Purpose.* Downtown General is a flexible zone, and it is not limited to the concentrated mix of uses found in the Downtown Core or Main Street/Center. Downtown General includes properties in the neighborhood that are not categorized as identifiable centers, yet are more intense in use than Neighborhood Conservation. There is a mixture of single-family homes, rowhouses, apartments, and live/work units. Activities include a flexible and dynamic range of uses, from public open spaces to less intense residential development and businesses. For the purposes of Chapter 96: Noise Control, the Downtown General district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
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 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Dwelling (all unit types)	1 2 8 feet
---------------------------	-----------------------

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

(G) *Building Height Regulations.*

Building Height Maximum	5 stories
-------------------------	-----------

(Ord. No. 5028, 6-19-07; Ord. No. 5029, 6-19-07; 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. 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—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6879, §2, 5-20-25)

161.12 District RI-U, Residential Intermediate - Urban

(A) *Purpose.* The RI-U Residential District is designed to permit and encourage the development of detached and attached dwellings in suitable environments, to provide a range of housing types compatible in scale with single-family homes and to encourage a diversity of housing types to meet demand for walkable urban living.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) 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 12a	Limited business
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

	Dwelling (all types)
Lot width minimum	12 feet
Lot area minimum	None

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear, from centerline of an alley
A build-to zone that is located between the front property, line and a line 25 feet from the front property line.	None	5 feet	5 feet	12 feet

(F) *Building Height Regulations.*

Building height maximum	2 stories/3 stories*
-------------------------	----------------------

* 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. Buildings or portions of the building set back greater than 10 feet from the master street plan right-of-way shall have a maximum height of three (3) stories.

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

(Ord. No. 5945, §5(Exh. A), 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; Ord. No. 6879, §2, 5-20-25)

161.22 Community Services

(A) *Purpose.* The Community Services District is designed primarily to provide convenience goods and personal services for persons living in the surrounding residential areas and is intended to provide for adaptable mixed use centers located along commercial corridors that connect denser development nodes. There is a mixture of residential and commercial uses in a traditional urban form with buildings addressing the street. For the purposes of Chapter 96: Noise Control, the Community Services district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood Shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
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 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation, trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 34	Liquor stores
Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities*
Unit 42	Clean technologies

Unit 48	Private dormitories
---------	---------------------

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Dwelling	12 feet
All others	None

(2) *Lot Area Minimum.* None.

(E) *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
-------------------------	-----------

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

(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—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6409 §1, 2-2-21; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6497, §1, 10-19-21; Ord. No. 6879, §2, 5-20-25)

161.24 Urban Thoroughfare

(A) *Purpose.* The Urban Thoroughfare District is designed to provide goods and services for persons living in the surrounding communities. This district encourages a concentration of commercial and mixed use development that enhances function and appearance along major thoroughfares. Automobile-oriented development is prevalent within this district and a wide range of commercial uses is permitted. For the purposes of Chapter 96: Noise Control, the Urban Thoroughfare district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 19	Commercial recreation, small sites
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 34	Liquor store
Unit 40	Sidewalk cafes
Unit 41	Accessory Dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
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 20	Commercial recreation, large sites
Unit 21	Warehousing and wholesale
Unit 28	Center for collecting recyclable materials
Unit 29	Dance halls
Unit 33	Adult live entertainment club or bar

Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities
Unit 38	Mini-storage units
Unit 42	Clean technologies
Unit 43	Animal boarding and training
Unit 48	Private dormitories

(C) *Density.* None

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Single-family dwelling	12 feet
All other dwellings	None
Non-residential	None

(2) *Lot area minimum.* None

(E) *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/7 stories*
-------------------------	----------------------

* A building or a portion of a building that is located between 10 and 15 feet from the front property line or any master street plan right-of-way line shall have a maximum height of five (5) stories. A building or portion of a building that is located greater than 15 feet from the master street plan right-of-way shall have a maximum height of seven (7) 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 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) *Minimum buildable street frontage.* 50% of the lot width.

(Ord. No. 5312, 4-20-10; Ord. No. 5339, 8-3-10; Ord. No. 5353, 9-7-10; 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, 8, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6879, §2, 5-20-25)

161.27 Main Street/Center

(A) *Purpose.* A greater range of uses is expected and encouraged in the Main Street/Center. The Center is more spatially compact and is more likely to have some attached buildings than Downtown General or Neighborhood Conservation. Multi-story buildings in the Center are well-suited to accommodate a mix of uses, such as apartments or offices above shops. Lofts, live/work units, and buildings designed for changing uses over time are appropriate for the Main Street/Center. The Center is within walking distance of the surrounding, primarily residential areas. For the purposes of Chapter 96: Noise Control, the Main Street/Center district is a commercial zone.

(B) *Uses.*

(1) *Permitted uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 14	Hotel, motel, and amusement facilities
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 19	Commercial recreation, small sites
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 34	Liquor stores
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
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 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 28	Center for collecting recyclable materials
Unit 29	Dance halls
Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities
Unit 42	Clean technologies

Unit 48	Private dormitories
---------	---------------------

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Dwelling (all unit types)	12 feet
---------------------------	---------

(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) *Minimum Buildable Street Frontage.* 75% of lot width.

(G) *Building Height Regulations.*

Building Height Maximum	5 stories/7 stories*
-------------------------	----------------------

* A building or a portion of a building that is located between 0 and 15 feet from the front property line or any master street plan right-of-way line shall have a maximum height of five (5) stories. A building or a portion of a building that is located greater than 15 feet from the master street plan right-of-way line shall have a maximum height of seven (7) stories.

(Ord. No. 5028, 6-19-07; Ord. No. 5029, 6-19-07; Ord. No. 5042, 8-07-07; 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—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6879, §2, 5-20-25)

161.28 Downtown General

(A) *Purpose.* Downtown General is a flexible zone, and it is not limited to the concentrated mix of uses found in the Downtown Core or Main Street/Center. Downtown General includes properties in the neighborhood that are not categorized as identifiable centers, yet are more intense in use than Neighborhood Conservation. There is a mixture of single-family homes, rowhouses, apartments, and live/work units. Activities include a flexible and dynamic range of uses, from public open spaces to less intense residential development and businesses. For the purposes of Chapter 96: Noise Control, the Downtown General district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
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 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Dwelling (all unit types)	12 feet
---------------------------	---------

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

(G) *Building Height Regulations.*

Building Height Maximum	5 stories
-------------------------	-----------

(Ord. No. 5028, 6-19-07; Ord. No. 5029, 6-19-07; 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. 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—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6879, §2, 5-20-25)



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Britin Bostick, Long Range Planning/Special Projects Manager
Kylee Cole, Long Range & Preservation Planner

MEETING DATE: May 26, 2026

SUBJECT: **ADM-2026-0009: Administrative Item (Unified Development Code Sections 172.05):** Submitted by CITY OF FAYETTEVILLE STAFF. The request is an amendment to Unified Development Code Sections 172.05. The proposed code change would remove the limitation on the Planning Commission's ability to grant additional parking reductions for residential uses.

MOTION TO FORWARD:

"I move to forward **ADM-2026-0009** with a recommendation of approval."

BACKGROUND:

In tandem with the delivery of the 2026 Housing Assessment staff is bringing forward a set of ordinances to continue to support housing production in response to current and anticipated demand. Fayetteville's population is currently expected to grow by up to 3,000 people or approximately 1,350 households per year over the next 25 years, meaning we will need to keep housing production levels at or above current volumes for the next two decades at least, or face deepening housing affordability challenges if supply is constrained below demand, as was the case from 2019-2024.

On May 6, 2025 the City Council approved Ordinance 6864 to amend parking lot design standards and the number of parking spaces required for residential uses. The ordinance originated with the Planning Commission's Long Range Planning Committee in fall 2024 and was revised through several meetings of the City Council Ordinance Review Committee in consultation with the City Attorney before being presented to the Council for their consideration. One of the changes approved was a limitation placed on the discretion of the Planning Commission to approve variances for parking. At the time, large student housing projects, ultimately classified as private dormitories, were allowed by right in many zoning districts as they were considered multi-family housing, and the Planning Commission had limited discretion over parking reductions for that particular housing type due to their classification under the umbrella of "multi-family". Just two weeks later on May 20, 2025 the City Council approved Ordinance 6879 creating a classification for private dormitories and establishing use conditions. Since then the Planning Commission has had much greater discretion over this housing type, including how parking will be provided. Their discretion over parking variances has remained limited, however, which is currently blocking any path forward for housing projects, especially affordable and low-cost housing projects, that would seek an adjustment to or reduction in parking requirements tailored to that development's particular circumstances and goals.

DISCUSSION:

To increase flexibility for residential development, staff recommends an amendment to the parking reductions that would amend the limitation on Planning Commission's ability to grant additional parking reductions for residential uses. Currently, Unified Development Code (UDC) Sec. 172.05(B)(2) limits the Planning Commission to granting a maximum of 35% total or four spaces, whichever is greater. Staff finds that the Planning Commission's current review authority does not adequately cover the types of proposals that warrant public consideration, which the variance process is designed to address. Without a clear path for applicants seeking alternative parking approaches, small infill projects – often aligned with the City Council's Housing goals – face disproportionate barriers. A more flexible mechanism is needed to ensure these projects can be reasonably evaluated. Staff is proposing that the Planning Commission may grant up to a 35% reduction in the required number of parking spaces in addition to the reductions available by development size. This would total up to 70% for developments with 1-50 units and 45% for developments with 251+ units.

This amendment partially restores the Commission's discretion to determine when parking reductions are appropriate and by how much parking requirements may be reduced. The anticipated outcome is greater flexibility for residential developments that may be advantageously positioned near trails and bus stops or offer other alternative transportation amenities and opportunities, or which may proposed to meet currently unmet or minimally met housing needs in the community. Should the City Council determine they would wish to review a parking variance themselves, they have the ability to sponsor their own appeal under the provisions of UDC Chapter 155.

PLANNING COMMISSION ACTION:			
Required	<u>YES</u>		
Date: <u>May 26, 2026</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

Attachments:

- Amended UDC 172.05 – Standards for the Number of Spaces by Use – Strikethrough
- Amended UDC 172.05 – Standards for the Number of Spaces by Use - Clean

172.05 Standards For The Number Of Spaces By Use

- (A) *Non-Residential Parking Requirements.* There shall be no minimum number of spaces required for non-residential use. The maximum number of spaces provided shall be limited to the ratios in Table 3 and the allowable increases over the baseline ratio as described in §172.05(3). The applicant shall provide a statement or parking analysis indicating how they will provide adequate parking for the proposed non-residential use to succeed without negatively impacting adjacent properties or creating or compounding a dangerous traffic condition.
- (B) *Residential Parking Requirements.* The minimum and maximum number of spaces required for residential use shall conform to the parking ratios listed in Table 3. The minimum and maximum number of spaces required for a use not specifically included in this section shall be as required for the most similar use listed or as otherwise determined by the Planning Division utilizing reference standards.
- (1) *Reductions for Residential Use.* Residential uses may utilize the following reductions to the minimum number required off-street parking ratios listed in Table 3. If the applicant does not provide the number of parking spaces allowed by Table 3, the applicant shall provide for approval by the Zoning and Development Administrator relevant parking utilization data or a parking analysis demonstrating how they will provide adequate parking for the proposed residential use to succeed without negatively impacting adjacent properties or creating or compounding a dangerous traffic condition. The statement or analysis shall address factors such as abutting street widths, existing parking conditions, parking reductions already claimed by nearby residential and commercial developments, potential and compounding impacts on surrounding neighborhoods and commercial districts, existing use of on-street parking, capacity for additional on-street parking, density of existing buildings, emergency vehicle access, fire safety, and whether existing properties have off-street parking available.
- (a) Developments with 1—50 bedrooms may be allowed a maximum reduction of 35% of the total required spaces without being required to apply for consideration and approval by the Planning Commission.
- (b) Developments with 51—100 bedrooms may be allowed a maximum reduction of 20% of the total required spaces without being required to apply for consideration and approval by the Planning Commission.
- (c) Developments with 101—250 bedrooms may be allowed a maximum reduction of 15% of the total required spaces without being required to apply for consideration and approval by the Planning Commission.
- (d) Developments with two hundred fifty-one (251) or more bedrooms may be allowed a maximum reduction of 10% of the total required spaces without being required to apply for consideration and approval by the Planning Commission.
- (e) Multi-family and mixed-use developments that include multi-family along N. College Ave. and S. School Ave. within the Urban Corridor (UC) zoning district may be allowed an additional reduction of 10% of the total spaces required without being required to apply for consideration and approval by the Planning Commission.
- (2) *Criteria for Consideration of Additional Reductions for Residential Use by the Planning Commission.* Applicants may request parking space reductions for residential use in addition to those listed in §172.05(B)(1) subject to the requirements in §156.03(C)(5). In reviewing the requested parking variance, the Planning Commission shall utilize the criteria in §172.05(B)(1) to evaluate the request, and may consider factors such as proximity to transit stops, provision of covered and secured storage for bicycles, and other means of alternative transportation. The Planning Commission shall be limited to granting a maximum reduction of 35% total or four (4) spaces, whichever is greater, for in addition to the reductions for developments described in §172.05(B)(1).
-

-
- (C) *Review of Parking Plan.* If an application for a residential use was approved for a reduction in required parking and the project is being considered by the Planning Commission, a Planning Commissioner may move that the Planning Commission review the decision by the Zoning and Development Administrator concerning the adequacy and correctness of the applicant's proposed parking plan pursuant to the factors in §172.05(B)(1). If this motion passes, the Planning Commission may review and amend the Zoning and Development Administrator's decision. However, the Planning Commission may not reduce the mandatory minimum parking reductions granted by the Zoning and Development Administrator for a development of fifty (50) or fewer bedrooms.
- (D) *Shared Parking.* Parking requirements may be shared where it can be determined that the peak parking demand of the existing or proposed occupancy occur at different times (either daily or seasonally). Such arrangements may be approved by the Zoning and Development Administrator if they meet the conditions below:
- (1) *Shared Parking Between Developments.* Formal arrangements that share parking between intermittent uses with non-conflicting parking demands (e.g., a church and a bank) are allowed as a means to reduce the amount of parking required.
 - (2) *Shared Parking Agreements.* If a privately owned parking facility is to serve two (2) or more separate properties, then a "Shared Parking Agreement" is to be filed with the city for consideration by the Zoning and Development Administrator.
 - (3) *Shared Spaces.* Individual spaces identified on a site plan for shared users shall not be shared by more than one (1) user at the same time.
- (E) *Maximum Number of Parking Spaces Allowed for Residential and Non-Residential Uses.* Residential and non-residential developments may utilize the following increases to the maximum number of allowed spaces listed in Table 3 when the following standards are met:
- (1) Developments may increase the number of off-street parking spaces by up to 15% above the parking ratios listed in Table 3.
 - (2) Developments may increase the number of off-street parking spaces by up to an additional 10% when alternative stormwater treatment techniques are utilized, such as:
 - (a) Bioswales;
 - (b) Constructed wetlands;
 - (c) Pervious pavement; and
 - (d) Other such techniques that aid in improving water quality and quantity as approved by the City Engineer.
 - (3) Developments may increase the number of off-street parking spaces by up to an additional 5% when one (1), 2-inch caliper tree for every ten (10) additional parking spaces is planted on-site in addition to all other landscaping requirements.
- (F) *Parking Ratio Calculation.* The number of spaces required for a use not specifically included in Table 3 shall be as required for the most similar use listed or as otherwise determined by the City Planning Division utilizing industry standards. For all parking space requirements resulting in a fraction, the fraction shall be:
- (1) Rounded to the next higher whole number when the fraction is 0.5 or higher.
 - (2) Rounded to the next lower whole number when the fraction is less than 0.5.
- (G) *On-Street Parking.* Each on-street parking space adjacent to a project frontage that complies with adopted fire code may count toward the parking requirements for all development. The approval of on-street parking is subject to approval by the Zoning and Development Administrator.
-

-
- (H) Increases or reductions in excess of those identified herein shall be allowed only by the Planning Commission as a variance and shall be granted in accordance with Chapter 156.03.

TABLE 3 PARKING RATIOS
(Use and Required Minimum and Maximum Spaces)
Residential

Residential Use Type	Minimum Parking Spaces Required	Maximum Parking Spaces Allowed
Single-family	2 per dwelling unit	None
Duplex, triplex, or quadplex	2 per dwelling unit	4 per dwelling unit
Townhouse	2 per dwelling unit or 1 per bedroom, whichever is greater	1 per bedroom
Multi-family	1 per bedroom	1 per bedroom

172.05 Standards For The Number Of Spaces By Use

- (A) *Non-Residential Parking Requirements.* There shall be no minimum number of spaces required for non-residential use. The maximum number of spaces provided shall be limited to the ratios in Table 3 and the allowable increases over the baseline ratio as described in §172.05(3). The applicant shall provide a statement or parking analysis indicating how they will provide adequate parking for the proposed non-residential use to succeed without negatively impacting adjacent properties or creating or compounding a dangerous traffic condition.
- (B) *Residential Parking Requirements.* The minimum and maximum number of spaces required for residential use shall conform to the parking ratios listed in Table 3. The minimum and maximum number of spaces required for a use not specifically included in this section shall be as required for the most similar use listed or as otherwise determined by the Planning Division utilizing reference standards.
- (1) *Reductions for Residential Use.* Residential uses may utilize the following reductions to the minimum number required off-street parking ratios listed in Table 3. If the applicant does not provide the number of parking spaces allowed by Table 3, the applicant shall provide for approval by the Zoning and Development Administrator relevant parking utilization data or a parking analysis demonstrating how they will provide adequate parking for the proposed residential use to succeed without negatively impacting adjacent properties or creating or compounding a dangerous traffic condition. The statement or analysis shall address factors such as abutting street widths, existing parking conditions, parking reductions already claimed by nearby residential and commercial developments, potential and compounding impacts on surrounding neighborhoods and commercial districts, existing use of on-street parking, capacity for additional on-street parking, density of existing buildings, emergency vehicle access, fire safety, and whether existing properties have off-street parking available.
- (a) Developments with 1—50 bedrooms may be allowed a maximum reduction of 35% of the total required spaces without being required to apply for consideration and approval by the Planning Commission.
 - (b) Developments with 51—100 bedrooms may be allowed a maximum reduction of 20% of the total required spaces without being required to apply for consideration and approval by the Planning Commission.
 - (c) Developments with 101—250 bedrooms may be allowed a maximum reduction of 15% of the total required spaces without being required to apply for consideration and approval by the Planning Commission.
 - (d) Developments with two hundred fifty-one (251) or more bedrooms may be allowed a maximum reduction of 10% of the total required spaces without being required to apply for consideration and approval by the Planning Commission.
 - (e) Multi-family and mixed-use developments that include multi-family along N. College Ave. and S. School Ave. within the Urban Corridor (UC) zoning district may be allowed an additional reduction of 10% of the total spaces required without being required to apply for consideration and approval by the Planning Commission.
- (2) *Criteria for Consideration of Additional Reductions for Residential Use by the Planning Commission.* Applicants may request parking space reductions for residential use in addition to those listed in §172.05(B)(1) subject to the requirements in §156.03(C)(5). In reviewing the requested parking variance, the Planning Commission shall utilize the criteria in §172.05(B)(1) to evaluate the request, and may consider factors such as proximity to transit stops, provision of covered and secured storage for bicycles, and other means of alternative transportation. The Planning Commission shall be limited to granting a maximum reduction of 35% total in addition to the reductions for developments described in §172.05(B)(1).
-

-
- (C) *Review of Parking Plan.* If an application for a residential use was approved for a reduction in required parking and the project is being considered by the Planning Commission, a Planning Commissioner may move that the Planning Commission review the decision by the Zoning and Development Administrator concerning the adequacy and correctness of the applicant's proposed parking plan pursuant to the factors in §172.05(B)(1). If this motion passes, the Planning Commission may review and amend the Zoning and Development Administrator's decision. However, the Planning Commission may not reduce the mandatory minimum parking reductions granted by the Zoning and Development Administrator for a development of fifty (50) or fewer bedrooms.
- (D) *Shared Parking.* Parking requirements may be shared where it can be determined that the peak parking demand of the existing or proposed occupancy occur at different times (either daily or seasonally). Such arrangements may be approved by the Zoning and Development Administrator if they meet the conditions below:
- (1) *Shared Parking Between Developments.* Formal arrangements that share parking between intermittent uses with non-conflicting parking demands (e.g., a church and a bank) are allowed as a means to reduce the amount of parking required.
 - (2) *Shared Parking Agreements.* If a privately owned parking facility is to serve two (2) or more separate properties, then a "Shared Parking Agreement" is to be filed with the city for consideration by the Zoning and Development Administrator.
 - (3) *Shared Spaces.* Individual spaces identified on a site plan for shared users shall not be shared by more than one (1) user at the same time.
- (E) *Maximum Number of Parking Spaces Allowed for Residential and Non-Residential Uses.* Residential and non-residential developments may utilize the following increases to the maximum number of allowed spaces listed in Table 3 when the following standards are met:
- (1) Developments may increase the number of off-street parking spaces by up to 15% above the parking ratios listed in Table 3.
 - (2) Developments may increase the number of off-street parking spaces by up to an additional 10% when alternative stormwater treatment techniques are utilized, such as:
 - (a) Bioswales;
 - (b) Constructed wetlands;
 - (c) Pervious pavement; and
 - (d) Other such techniques that aid in improving water quality and quantity as approved by the City Engineer.
 - (3) Developments may increase the number of off-street parking spaces by up to an additional 5% when one (1), 2-inch caliper tree for every ten (10) additional parking spaces is planted on-site in addition to all other landscaping requirements.
- (F) *Parking Ratio Calculation.* The number of spaces required for a use not specifically included in Table 3 shall be as required for the most similar use listed or as otherwise determined by the City Planning Division utilizing industry standards. For all parking space requirements resulting in a fraction, the fraction shall be:
- (1) Rounded to the next higher whole number when the fraction is 0.5 or higher.
 - (2) Rounded to the next lower whole number when the fraction is less than 0.5.
- (G) *On-Street Parking.* Each on-street parking space adjacent to a project frontage that complies with adopted fire code may count toward the parking requirements for all development. The approval of on-street parking is subject to approval by the Zoning and Development Administrator.
-

-
- (H) Increases or reductions in excess of those identified herein shall be allowed only by the Planning Commission as a variance and shall be granted in accordance with Chapter 156.03.

TABLE 3 PARKING RATIOS
(Use and Required Minimum and Maximum Spaces)
Residential

Residential Use Type	Minimum Parking Spaces Required	Maximum Parking Spaces Allowed
Single-family	2 per dwelling unit	None
Duplex, triplex, or quadplex	2 per dwelling unit	4 per dwelling unit
Townhouse	2 per dwelling unit or 1 per bedroom, whichever is greater	1 per bedroom
Multi-family	1 per bedroom	1 per bedroom



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner
Justin Bland, City Engineer

MEETING DATE: May 26, 2026

SUBJECT: **VAR-2026-0014: Planning Commission Variance (1875 & 2215 W. HASKELL HTS/HASKELL COMMONS, 520)** Submitted by BUFFINGTON HOMES for property located AT 1875 & 2215 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE and contains approximately 34.86 acres. The request is for a variance to street design and access management standards.

RECOMMENDATION:

Staff recommends partial approval of **VAR-2026-0014** with conditions.

RECOMMENDED MOTION:

"I move to approve VAR-2026-0014, recommending:

- In favor of a variance to §166.08(E)(3), Connectivity;*
- In favor of a variance to §166.08(E)(1), Block Length;*
- Against a variance to §166.08(E)(2), Double Frontage Lots; and*
- In favor of all conditions as recommended by staff."*

BACKGROUND:

The subject property is located on the south side of Markham Hill about a quarter of a mile south of the intersection of Sang Avenue and Markham Road. The property consists of six parcels which are located in RSF-4 zoning and total 34.86 acres. Two single-family dwellings exist on site including one house believed to have been built in 1901 for Charles N. Haskell, the first governor of Oklahoma. The property is otherwise undeveloped and largely covered by mature tree canopy. Most of the property is located within the Hillside/Hilltop Overlay District and contains grades steeper than 20%. This project has previously been submitted for development under two separate PZDs, both of which were ultimately denied (PZD-2024-0006 and PZD-2025-0004). Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre RI-U, Residential Intermediate-Urban R-A, Residential-Agricultural
South	Multi-Family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
West	Single-Family Residential Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre
East	Undeveloped	R-A, Residential-Agricultural

Request: While a preliminary plat has not yet been submitted, the applicant is requesting three variances from street design and access management standards. Those variances and staff recommendations are discussed below. Staff notes that while additional variances may be required based on the provided plan, no other variances have been evaluated aside from those listed below.

DISCUSSION

Variance #1: UDC §166.08(E)(3), Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system. The applicant is requesting to vary from this standard in order to not provide street stub-outs to the east, west, or south.

Staff recommendation: Staff is partially supportive of this request. Staff finds that a combination of steep slopes, heavily forested hillside, and existing conservation protections to the west make connections to the west infeasible. Steep topography averaging 20-33% is also indicated to the east, with some areas exceeding these slopes further. Accordingly, staff is supportive of the variance to the west and east. Given the proximity of adjacent soft surface trail systems to the west, staff does recommend a pedestrian path be provided to the western property line to facilitate pedestrian connectivity.

While the applicant also cites steep topography to the south, both previous PZD requests included street connections to S. Sang Ave. and/or W. Nettleship St.. It is not apparent why no such street connections are feasible with this development proposal, particularly as the conceptual plans shows internal streets in areas of similar or steeper grades. Additionally, the master trail plan indicates a connection between the two existing portions of S. Sang Ave., indicating that the city desires to see at least pedestrian connectivity in the area. Given the lack of clear hardship, staff recommends against the connectivity variance to the south.

Variance #2: UDC §166.08(E)(1), Block Length. Residential Link and Downtown/Urban Street. Intersections shall occur at a minimum of one (1) every 660 feet. The applicant is requesting approval for residential links with block lengths ranging from approximately 1,300 linear feet to 2,600 feet between intersections along the exterior perimeter and a block length of 1,300 linear feet along the interior.

Staff recommendation: Staff is partially supportive of this request. Per the connectivity variance discussion above, staff finds that connectivity to the west is infeasible which would inherently result in longer block lengths. Staff finds the block west of the Sang Ave. extension generally aligns with the intent for block length standards and recommends in favor of the variance.

Given the lack of clear hardship for connectivity to the south, staff is unable to support a block length variance for the eastern portions of the site. It is not apparent that this layout is the only design suitable for the site, particularly as alternative layouts have been provided in previous project iterations which provided additional connections. Additionally, it is not clear that W. Haskell Ht., an existing undeveloped street to the north, could not be developed with this project in line with city minimum improvement standards. Incorporating this existing street into the proposed network could reduce the proposed block length for

the northernmost street, potentially eliminating the need for a dead-end street which currently exceeds the maximum dead-end length permitted by code.

Variance #3: UDC §166.08(E)(2), Double Frontage Lots. With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted roadways such as expressways. The applicant is requesting to vary from this standard to provide twelve lots which front two streets.

Staff recommendation: Staff is not supportive of this request. The applicant affirms in their letter that the existing Haskell Heights right-of-way abutting the property is undevelopable as a public right-of-way; however, it is not apparent that this is the case nor that an alternative internal layout could not be proposed which would eliminate the need for double frontage lots. An existing, relatively flat driveway which serves the existing residence is located within the Haskell Hts. right-of-way and many internal streets are proposed with steeper grades. The existing residence is proposed to be removed and improvements to Haskell Hts. would fall under typical on-site improvements required by ordinance. As such, staff recommends against this variance. If approved, staff recommends that all primary structures shall be oriented toward the higher functional classification street. Additionally, unless the right-of-way for W. Haskell Hts. is vacated, staff recommends street trees shall be planted along both street frontages.

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

RECOMMENDATION: Staff recommend approval of VAR-2026-0014 with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of a variance to §166.08(E)(3), Connectivity.**
Staff recommends partial approval of the requested variance with conditions:
 - a. *No street stub-outs shall be required to the west or east property lines.*
2. **Planning Commission determination of a variance to §166.08(E)(1)(c), Block Length.**
Staff recommends partial approval of the requested variance with conditions:
 - a. *The portion of the Street A loop west of the Sang Ave. extension may exceed block length standards, roughly as shown on the proposed site plan.*
3. **Planning Commission determination of a variance to §166.08(E)(2), Double Frontage Lots.** *Staff recommends against the requested variance. If approved, staff recommends the following conditions:*
 - a. *All primary structures shall be oriented toward the higher functional classification street.*
 - b. *Unless the right-of-way for W. Haskell Hts. is vacated, street trees shall be required along both street frontages.*
4. Approval of this variance does not represent approval for any variances not specifically requested, nor grant overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION: Required YES

Date: May 26, 2026 ☐ Tabled ☐ Approved ☐ Denied

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code:
 - §166.08 Street Design and Access Management Standards
- Project Maps
 - One Mile Map
 - Close-Up Map
 - Current Land Use Map
- Staff Exhibits
 - Previous PZD Designs
 - Engineering Memo
 - Fire Memo
- Applicant Exhibits
 - Cover Letter
 - Site Plan

166.08 Street Design And Access Management Standards

- (A) *Intent.* These standards are intended to ensure that development is designed to be inherently safe, walkable, and efficient for the facilitation of traffic and pedestrian movements.
- (B) *Fitness for Development.* Based on topographic maps, soil surveys prepared by the Department of Agriculture and drainage information from the Future Land Use Plan and the Hillside/Hilltop Overlay District, the Planning Commission may require that steep grades, unstable soil and flood plains be set aside and not subdivided until corrections are made to protect life, health, and property.
- (C) *Applicability.* The standards set forth herein shall apply to land which is proposed to be developed with new primary structures and all other developments where the creation of public streets are required, or proposed, or in which new or existing access is created or modified; or developments or expansions containing non-conforming access features which meet the thresholds set forth in subsection (G).
- (D) *Street Design Principles.*
 - (1) *Extensions.* All street extensions shall be constructed to minimum street standards. Street extension stub-outs to adjacent properties are required to meet block layout/connectivity standards unless existing development or physical barriers prohibit such.
 - (2) *Substandard Widths.* Developments that adjoin existing streets shall dedicate additional right-of-way to meet the Master Street Plan.
 - (3) *Street Names.* Names of streets shall be consistent with natural alignment and extensions of existing streets, and new street names shall not duplicate or be similar to existing street names. Developers shall coordinate the naming of new streets through the GIS Office during the plat review process.
 - (4) *Pedestrian.* Pedestrian-vehicular conflict points should be controlled through signalized intersections and proven traffic calming design principles.
 - (5) *Street Standards.* All street requirements shall be met as set forth in the City of Fayetteville Master Street Plan and adopted minimum street standards.
- (E) *Block Layout/Connectivity.*
 - (1) *Block Length.* Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.
 - (a) *Regional and Regional High Activity Links.* Signalized intersections should be located at a minimum of one (1) every 2,640 feet (half a mile) along regional links and should be based on traffic warrants.
 - (b) *Neighborhood Links.* Intersections should be located at a minimum of one (1) every 1,320 feet (quarter of a mile) along neighborhood links.
 - (c) *Residential Link and Downtown/Urban Street.* Intersections shall occur at a minimum of one (1) every 660 feet.
 - (d) *Variances.* Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.
 - (2) With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted roadways such as expressways. Alleys are not considered as frontage. Double frontage lots may be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots. Unless otherwise approved by the Planning Commission, all primary structures shall be oriented toward the higher functional classification street.

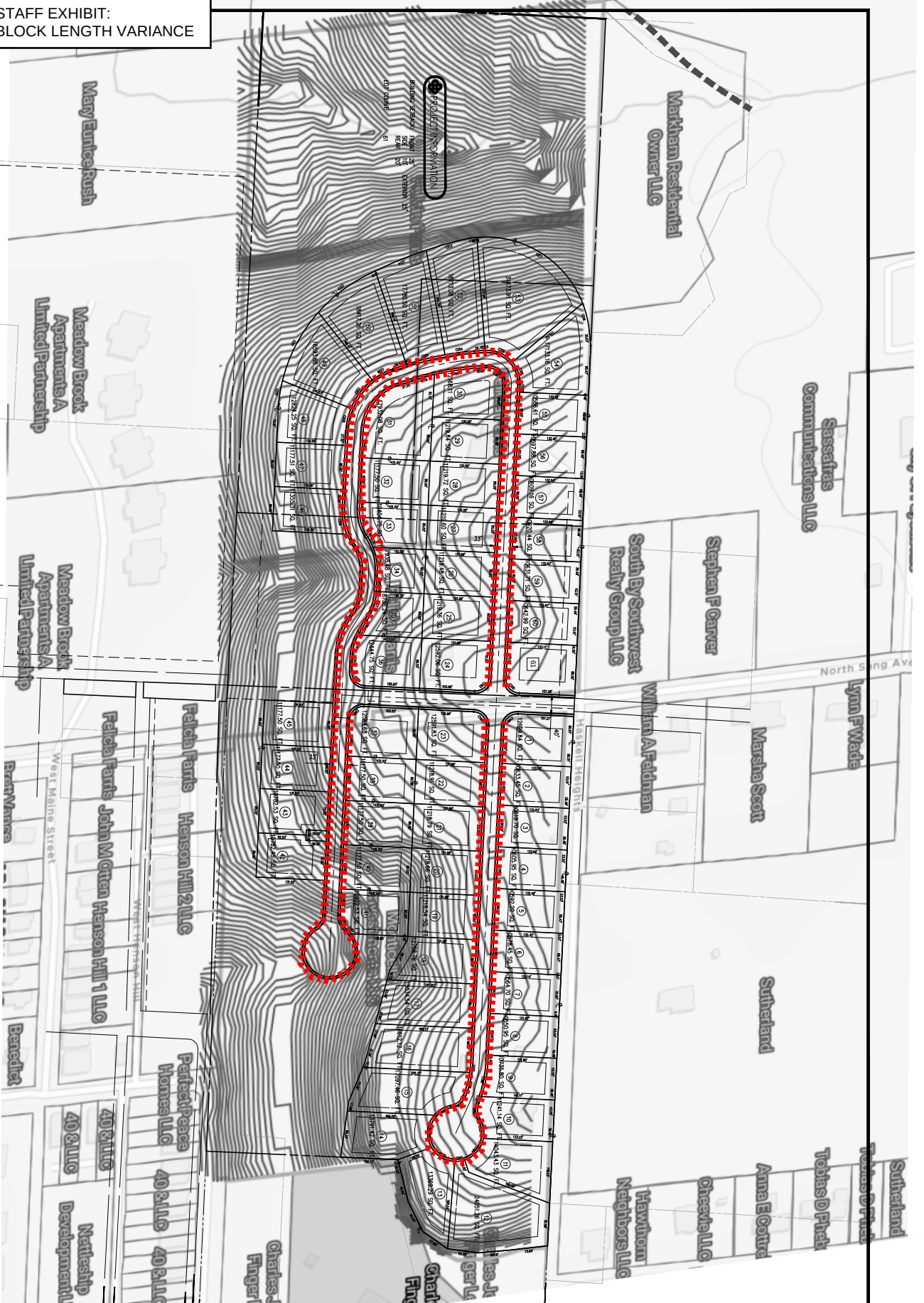
- (3) *Connectivity.* Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.
- (4) *Topography.* Local streets should be designed to relate to the existing topography and minimize the disturbance zone.
- (5) *Dead-End Streets.* Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead end streets shall end in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the city and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

...

(Code 1965, App. C., Art. IV, §§C, D, F—H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51—159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4757, 9-6-05; Ord. No. 4919, 9-05-06; Ord. No. 5156, 8-5-08; Ord. No. 5296, 12-15-09; Ord. No. 5546, 12-04-12; Ord. No. 5642, 12-03-13; Ord. No. 6179, §1, 4-16-19; Ord. No. 6207, §§1—4, 7-16-19; Ord. No. 6244, §1, 10-1-19; Ord. No. 6350, §4(Exh. C), 8-18-20; Ord. No. 6658, §9, 5-2-23)

STAFF EXHIBIT:
BLOCK LENGTH VARIANCE

THIS PLAN IS FOR CONCEPT ONLY
AND IS NOT INTENDED FOR USE AS
A CONSTRUCTION DRAWING.



May 18, 2026



HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

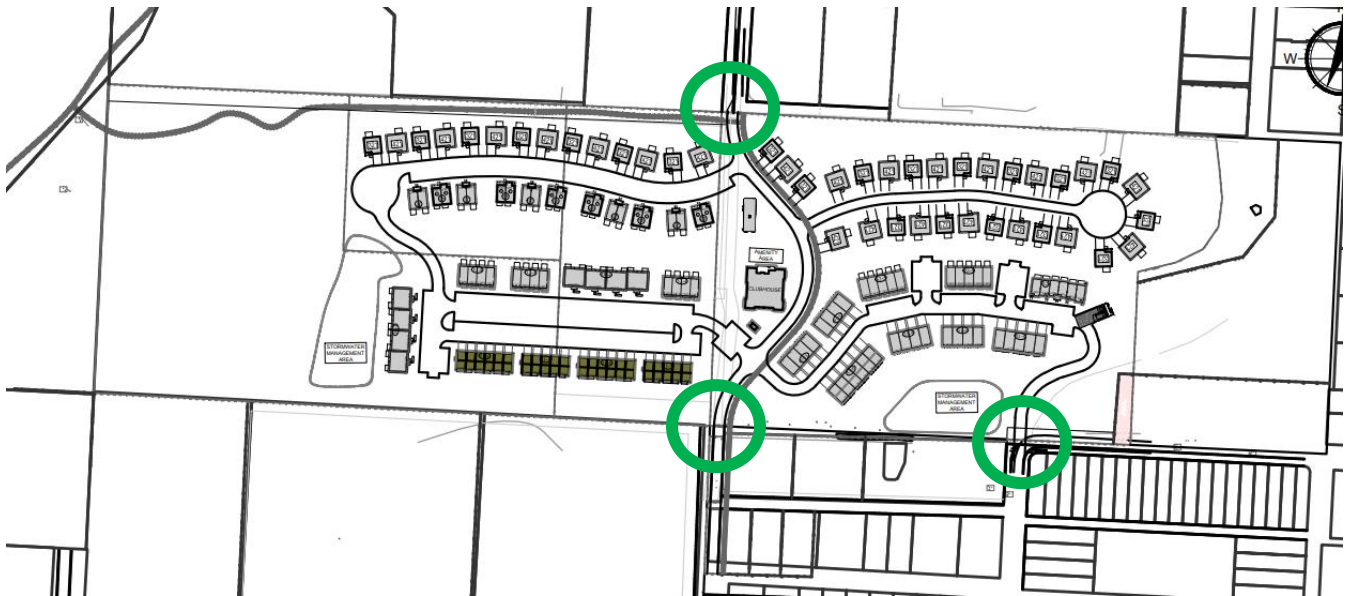


Planning Commission
May 26, 2026

Fa. p. 101
Crafton Tull
 n. 6

VAR-2026-0014 (HASKELL COMMONS)

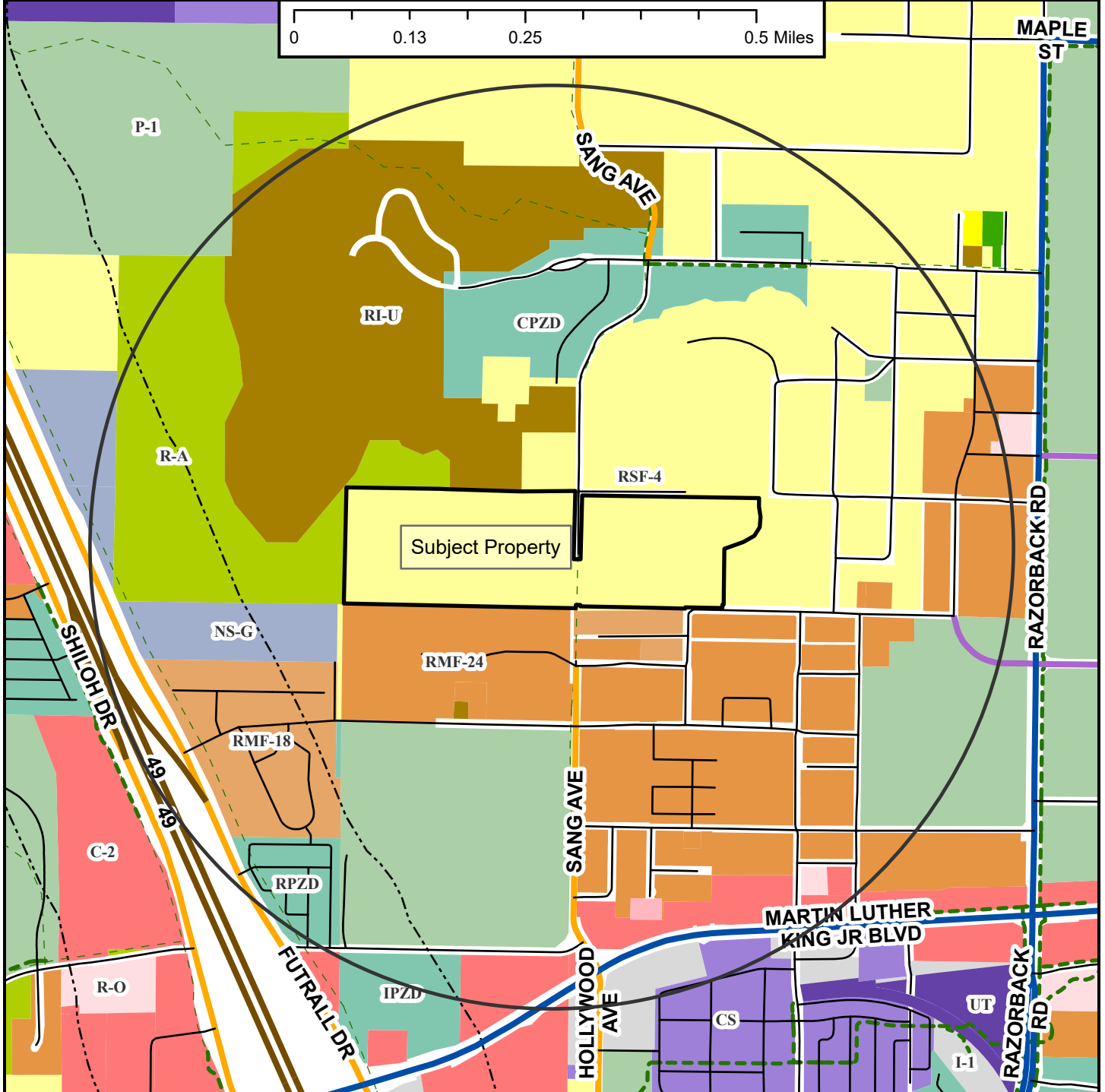
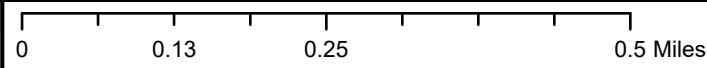
**Staff Exhibit:
PZD Designs with Connectivity**



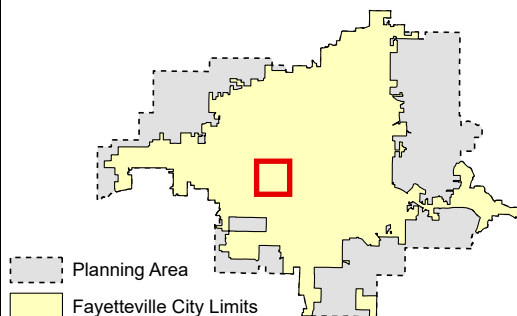
VAR-2026-0014

1875 W HASKELL HTS

One Mile View



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- - - Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Planning Commission

May 26, 2026

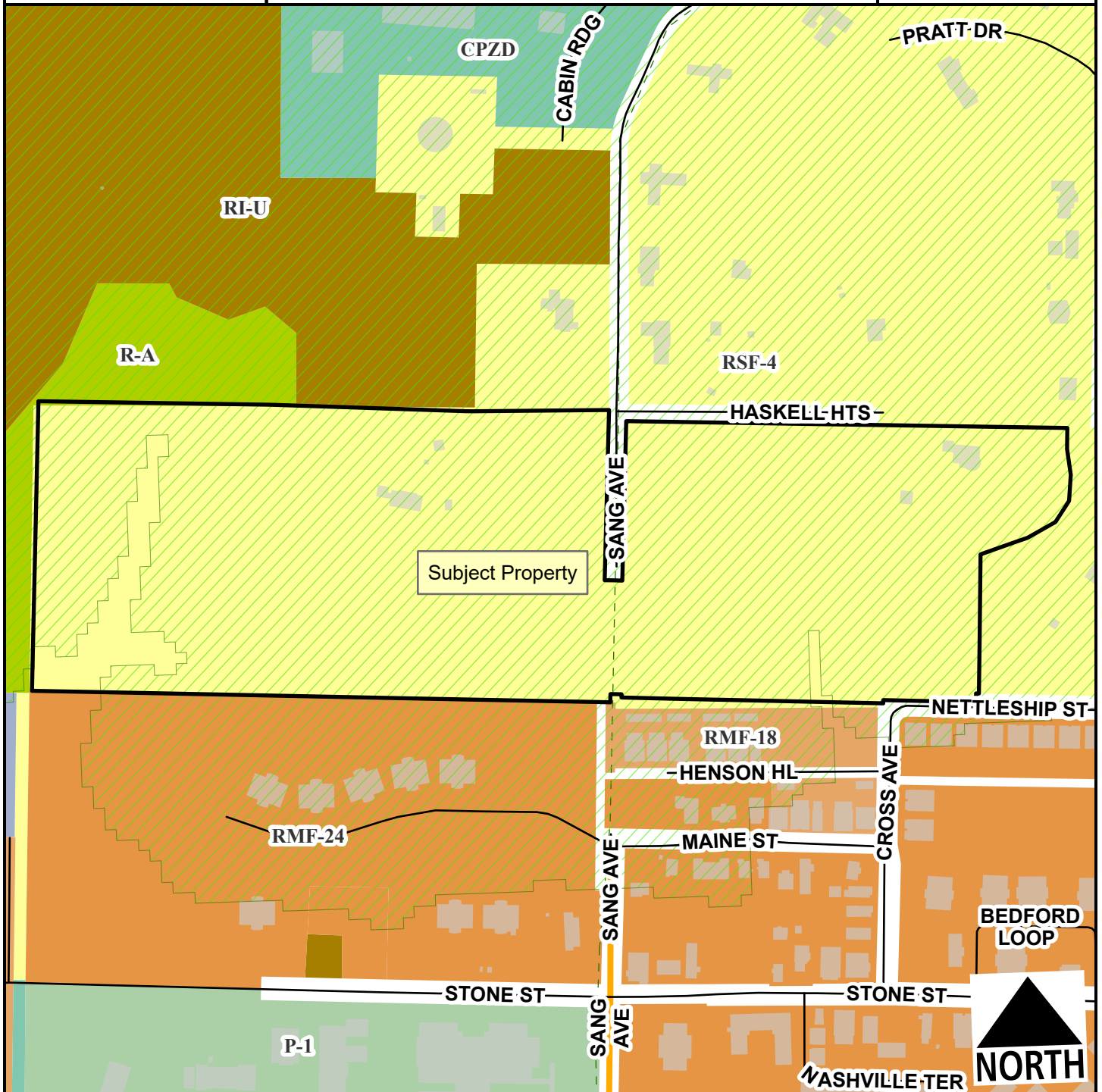
VAR-2026-0014 (HASKELL COMMONS)

Page 9 of 21

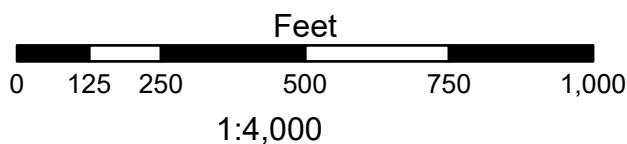
VAR-2026-0014

1875 W HASSELL HTS

Close Up View



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



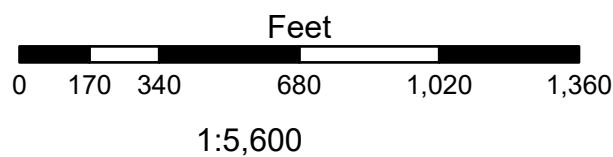
VAR-2026-0014

1875 W HASKELL HTS

Current Land Use



- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



2826 E. Joyce Blvd Ste. 1, Fayetteville, AR 72703 Phone: 479-251-1106

April 15, 2026 | City of Fayetteville Planning Commission and Staff

I am writing on behalf of Buffington Homes of Arkansas to formally request the following variances in the proposed Markham Hill Community (Exhibit A) located generally at 2215 W Haskell Heights, Fayetteville, AR. See attached Exhibit A for site the proposed site plan. We respectfully submit that the below variance requests are both reasonable and in the best interest of the City and the surrounding community.

The requested variances are justified due to the unique topographic conditions and physical constraints of the property, which create practical hardships in meeting section 166.08 - Street Design and Access Management Standards of the UDC. The proposed design represents a reasonable and context-sensitive solution that minimizes environmental disturbance, maintains functional access and aligns with the overall intent of the development standards. Additionally, the proposed design will not adversely affect surrounding properties and is compatible with the existing development pattern in the area. For these reasons, the Applicant respectfully requests approval of the variance. We understand that all other requirements of UDC Section 164.01 would apply regardless of the number of units potentially approved as part of a future development plan, as well as any additional conditions set forth by Staff or the Planning Commission.

Basis for Variance Requests

Unique Physical Conditions: UDC §166.08(E)(4) states that “Local streets should be designed to relate to the existing topography and minimize the disturbance zone.” The subject property contains distinct topographic features, including steep slopes and grade transitions across the site (Exhibit B), natural drainage patterns and conveyance areas and irregular site geometry. These conditions are unique to this property. The topography significantly constrains the ability to introduce additional streets that would meet standard block length and connectivity requirements without substantial alteration of the land and destruction of tree canopy.

Hardship Not Self-Imposed: The hardship arises directly from the existing natural conditions of the site, not from any action of the Applicant. Strict compliance with the 660-foot block length and connectivity requirements would necessitate extensive mass grading, disruption of natural drainage features and increased environmental disturbance to the large urban tree canopy on site and the natural streams on site which the proposed streets curve around. These impacts would be inconsistent with good planning practices and the City’s goals related to context-sensitive development and environmental stewardship.

Preservation of Natural Features:

The proposed road layout is intentionally designed to minimize grading and disturbance of steep slopes and work with existing topography rather than against it and preserve natural drainage patterns.

Requiring additional street connections would result in greater site disturbance and reduced preservation of existing natural features. The entire site is ** acres and only ** acres are proposed to be developed based on the proposed street layout (Exhibit C).

Functional and Safe Design

Despite the increased block length and dead end streets, the proposed design maintains adequate access and circulation throughout the development and provides compliant emergency access. The Fire Marshalls office has reviewed the proposed street layout and has no concerns with safety as long as 13-d residential fire suppression systems are provided. The modified block configuration does not create adverse impacts related to safety, access, or functionality.

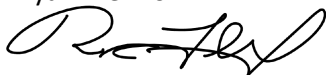
Specific Variance Requests (See Exhibit D)

- **Variance #1: UDC §166.08(E)(1)(c):** Block Length. Intersections shall occur at a minimum of one (1) every 660 feet for Residential Link and Downtown/Urban Streets.
 - The site contains significant topographic limitations, including steep slopes and constrained buildable corridors, which restrict the ability to introduce intersections at 660-foot intervals which limit the feasibility of introducing additional street connections without creating significant grading impacts and environmental disturbance.
 - We are requesting variances specifically to;
 - Street A- Total Length is 1503 feet. Variance request of an additional 884 feet, this is not a long straight away street instead it is a loop following topography and creating a connected block.
 - Street B- Total Length is 820 feet. Variance request of an additional 160 feet.
- **Variance #2: UDC §166.08(E)(2):** With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted roadways such as expressways. Alleys are not considered as frontage. Double frontage lots may be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots. Unless otherwise approved by the Planning Commission, all primary structures shall be oriented toward the higher functional classification street.
 - Homesites 1-12 front MSP ROW and a proposed Neighborhood Link Street creating double frontage lot. The intent of prohibiting double frontage lots is to avoid lots fronting two functional streets. In this case, the existing ROW does not operate as a functional street and has no reasonable potential to do so. The ROW consists of an unimproved gravel driveway serving a single residence and terminates at a steep cliff.
 - The proposed design instead aligns with the intent of the UDC by orienting all homes toward a newly constructed Neighborhood Link Street built to City standards thus creating a consistent streetscape and clear primary frontage.

- Due to this significant topographic constraint, the ROW cannot be extended, connected, or improved to function as part of the broader street network. These conditions are unique to this portion of the site and are not commonly found in similar developments. ~~The presence of a nonfunctional ROW combined with the severe topographic limitation creates a practical hardship under a strict application of the double frontage standard.~~
- **Variance #3: UDC §166.08(E)(3):** Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.
 - The site contains significant topographic limitations, including steep slopes and constrained corridors, which create natural termination points and prevent feasible off-site street connections. See Exhibit B and D.
 - The proposed development provides internal connectivity to the maximum extent practicable while avoiding unsafe grades and excessive site disturbance. Strict enforcement of the connectivity standard would require impractical street extensions that do not advance the intent of the UDC.
 - The intent of §166.08(E)(3) is to promote safe and functional connectivity. The proposed layout achieves this intent within the developable portions of the site by providing an internal street network that is logical, efficient, and responsive to terrain. Requiring additional connections would necessitate extending streets into areas with severe slopes and natural termination points, resulting in substandard or unsafe grades and disproportionate site disturbance. Such outcomes would not advance the purpose of the regulation.
 - Requiring additional connectivity in this area would necessitate extensive grading of steep hillsides, resulting in significant disturbance to natural slopes and the loss of substantial portions of the existing urban tree canopy.
 - We are requesting variances specifically to;
 - Street B which ends in a cul-de-sac due to extreme topography.
 - Street C which ends in a cul-de-sac protecting existing creek and canopy.
 - Sang Ave. which is NOT connected to the south in the MSP due to extreme topography, After meeting with the Fire Marshall and the Engineering team it was determined that connecting the North and South sections of Sang due to extreme grade creating unsafe conditions for emergency services.

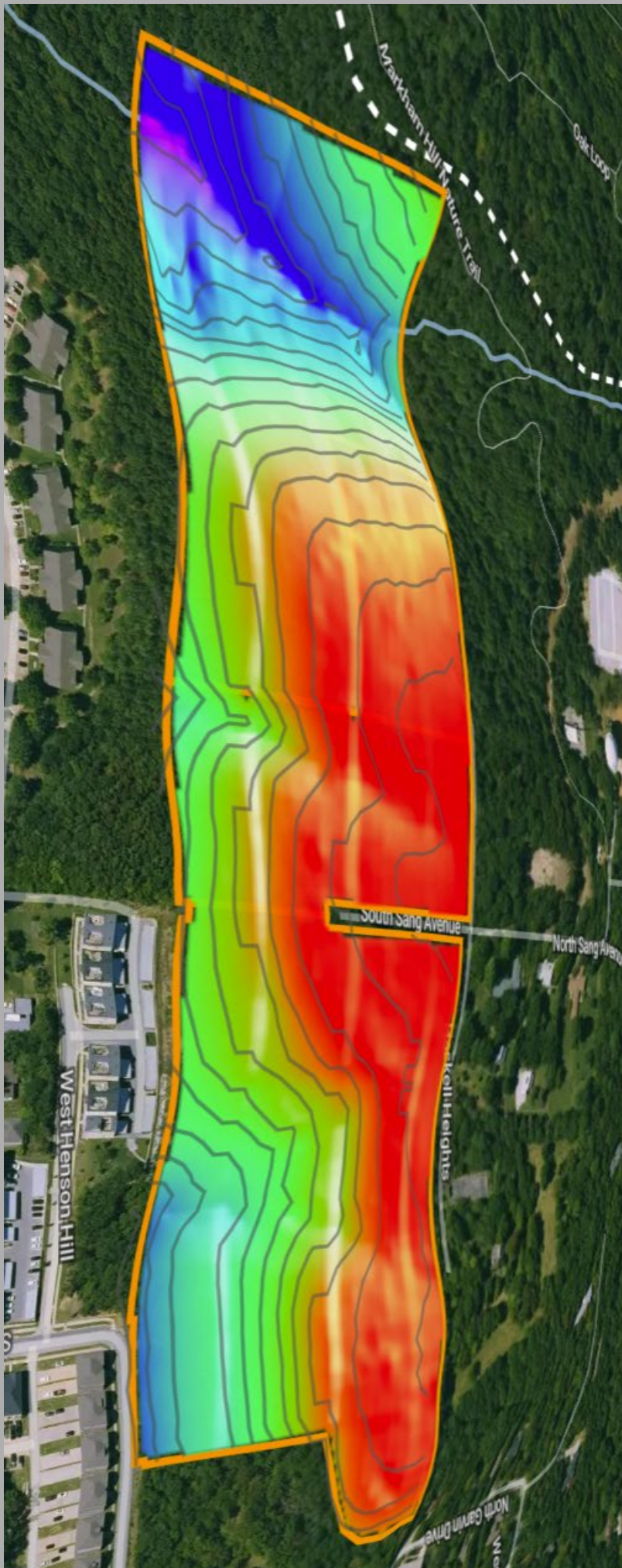
Thank you for your consideration. We are happy to offer additional information as needed.

Ryan Trenholm



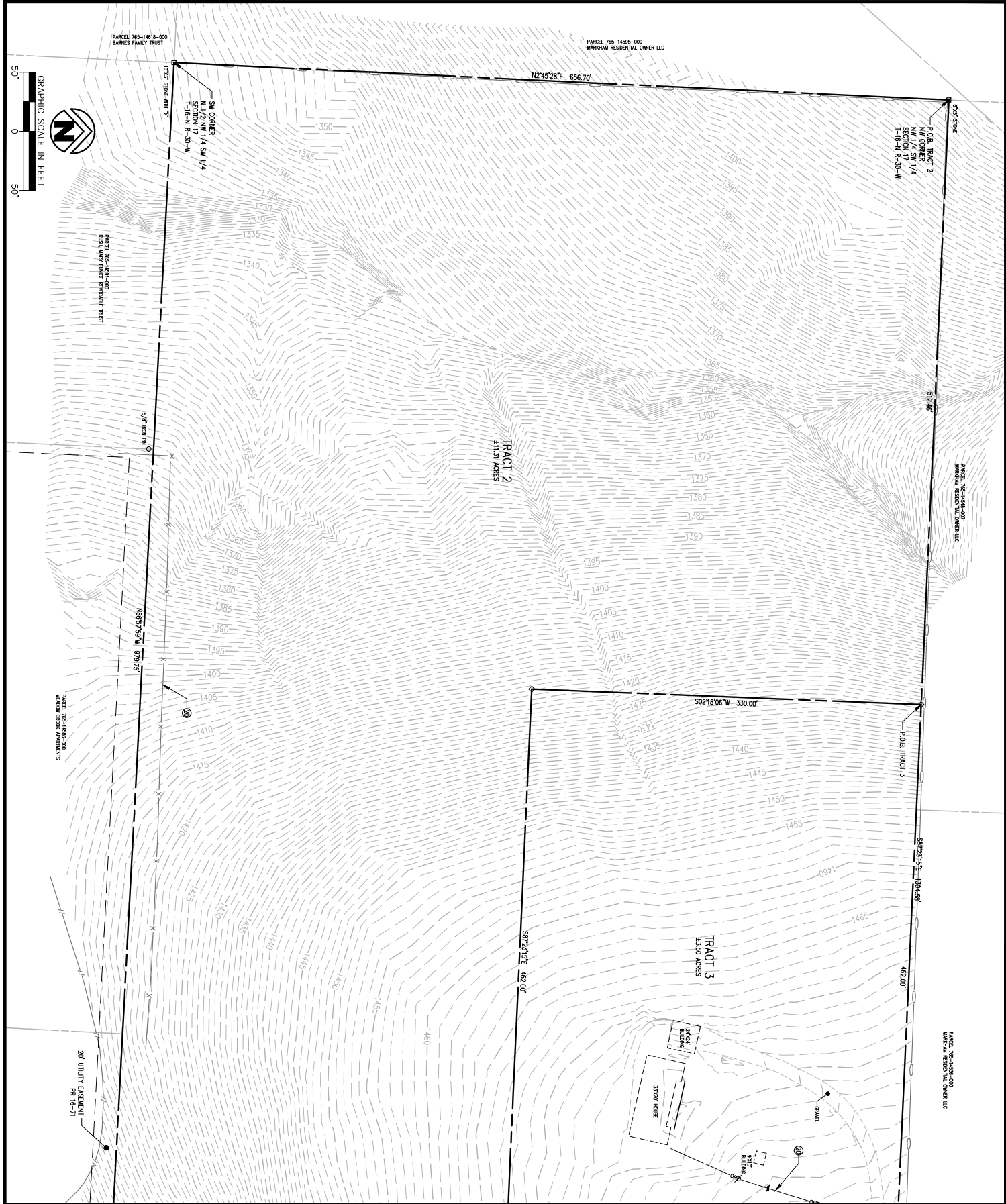
Land Development Project Manager, Buffington Homes of AR

Site Topo 10' contours

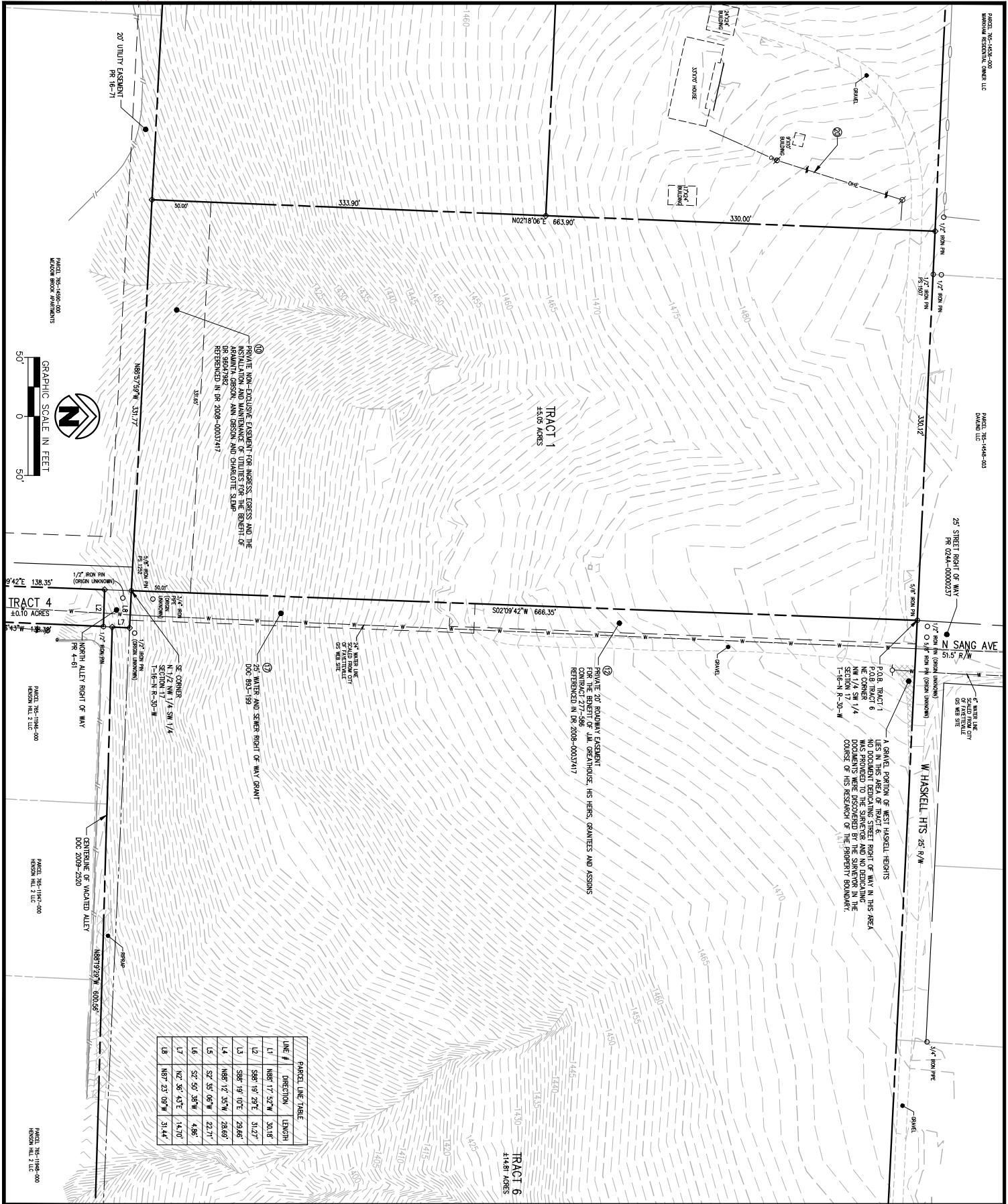


Site Plan Overlay





SHEET NO.: 3 OF 6		DATE: 07/01/2024 PROJECT NO: 2401900 CONTACT: K. MCINTOSH		A/T/A/NSPS LAND TITLE SURVEY PART N 1/2 SW 1/4 SECTION 17 T-16-N R-30-W		PREPARED FOR: LCD ACQUISITIONS, LLC		FAYETTEVILLE ARKANSAS	
CRAFTON TULL		CRAFTON TULL & ASSOCIATES, INC. 1001 N. 4TH ST. SUITE 400 ROGERS, ARKANSAS 72756 www.craftontull.com		STATE PLAT CODE: 500-16N-30W-0-17-300-72-1460		RECORD INFORMATION		Planning Commission May 26, 2026	
CRAFTON TULL & ASSOCIATES, INC. 1001 N. 4TH ST. SUITE 400 ROGERS, ARKANSAS 72756 www.craftontull.com		CRAFTON TULL & ASSOCIATES, INC. 1001 N. 4TH ST. SUITE 400 ROGERS, ARKANSAS 72756 www.craftontull.com		CRAFTON TULL & ASSOCIATES, INC. 1001 N. 4TH ST. SUITE 400 ROGERS, ARKANSAS 72756 www.craftontull.com		CRAFTON TULL & ASSOCIATES, INC. 1001 N. 4TH ST. SUITE 400 ROGERS, ARKANSAS 72756 www.craftontull.com		CRAFTON TULL & ASSOCIATES, INC. 1001 N. 4TH ST. SUITE 400 ROGERS, ARKANSAS 72756 www.craftontull.com	



PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
1	N86°17'52"W	30.18
2	S86°19'29"E	31.27
3	S86°19'07"E	29.66
4	N66°12'35"W	28.69
5	S2°55'06"W	22.71
6	S2°50'38"W	4.86
7	N2°56'45"E	14.70
8	N67°25'09"W	31.44

DATE: 07/01/2024
PROJECT NO: 2401900
CONTRACT: K. MONTGOMERY

201 N. 4TH ST. SUITE 400
ROGERS, ARKANSAS 72756
www.crafton.com

497.634.8881

DATE: 07/01/2024
PROJECT NO: 2401900
CONTRACT: K. MONTGOMERY

201 N. 4TH ST. SUITE 400
ROGERS, ARKANSAS 72756
www.crafton.com

497.634.8881

DATE: 07/01/2024
PROJECT NO: 2401900
CONTRACT: K. MONTGOMERY

201 N. 4TH ST. SUITE 400
ROGERS, ARKANSAS 72756
www.crafton.com

497.634.8881

A/T&NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

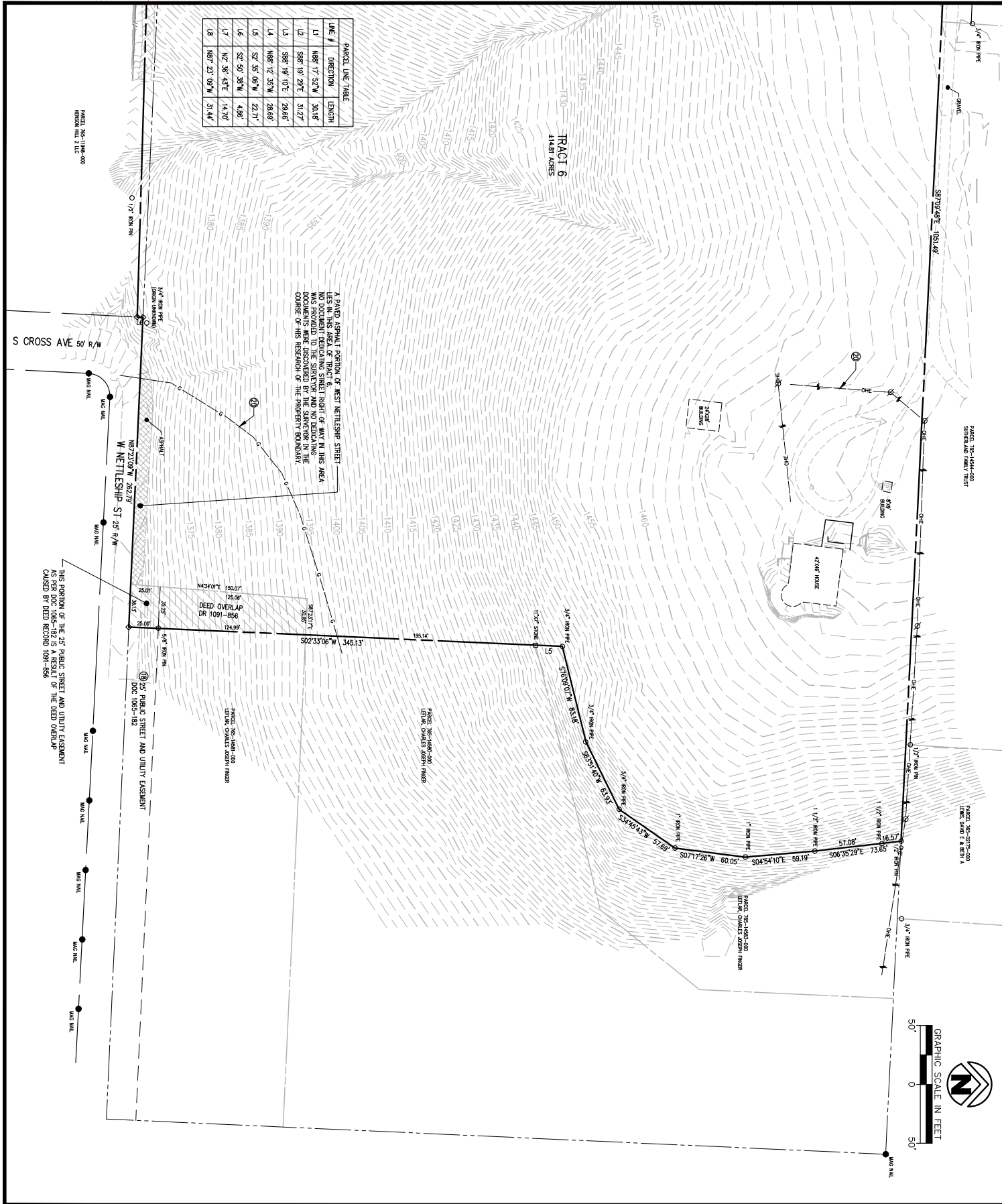
Planning Commission
May 26, 2026

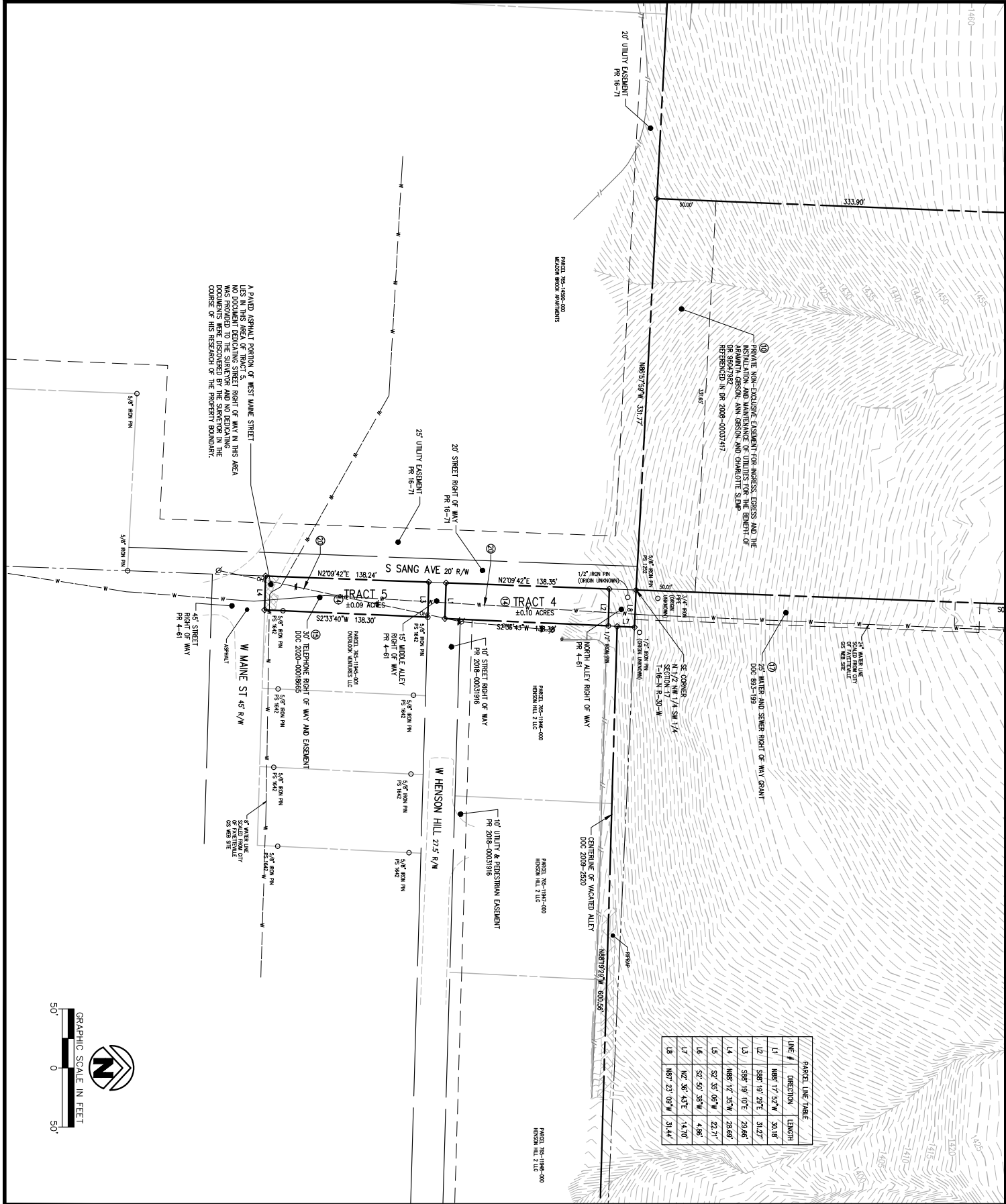
VAR-2026-0014 (HASKELL COMMONS)

Page 19 of 21

4 OF 6

Page 20 of 217





PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N88° 17' 52"W	30.18'
L2	S88° 19' 29"E	31.27'
L3	S88° 19' 10"E	29.66'
L4	N88° 12' 35"W	28.69'
L5	S2° 35' 06"W	22.71'
L6	S2° 50' 38"W	4.86'
L7	N2° 36' 43"E	14.70'
L8	N87° 23' 09"W	31.44'

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

Planning Commission
May 26, 2026

VAR-2026-0014 (HASKELL COMMONS)

Page 21 of 21



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

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

MEETING: May 26, 2026

SUBJECT: **PPL-2026-0004: Preliminary Plat (SE OF N DOUBLE SPRINGS RD AND W DOT TIPTON RD/MONARCH SUMMERS, 474, 475 & 514):** Submitted by STRAND SYSTEMS ENGINEERING for property located SE OF N DOUBLE SPRINGS RD AND W DOT TIPTON RD. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT and contains approximately 66.78 acres. The request is for the preliminary plat of 264 residential lots and 16 unbuildable lots.

RECOMMENDATION:

Staff recommends approval of **PPL-2026-0004** with conditions.

RECOMMENDED MOTION:

*"I move to approve **PPL-2026-0004**, recommending:*

- In favor of recommended right-of-way dedication,*
- In favor of recommended street improvements,*
- In favor a variance to UDC §166.08(E)(1) Block Length, and*
- In favor a variance to UDC §166.08(E)(3) Connectivity, and*
- In favor a variance to UDC §166.11(A) Conformance to Plans and Regulations, and*
- In favor of all other conditions as outlined by staff."*

BACKGROUND:

The subject property is located in west Fayetteville, just southeast of the intersection of Dot Tipton Road and Double Springs Road within city limits. It's comprised of multiple parcels totaling 66.78 acres. The property was annexed into the City of Fayetteville in 2006 and was successfully rezoned to an RPZD, Residential Planned Zoning District in 2025 (PZD-2025-0002, ORD 6912). The PZD included four planning areas. Planning Area 1 included residential and limited commercial uses. Planning areas 2 and 3 included residential uses, and planning area 4 is intended primarily for natural and open spaces. A portion of the site contains hydric soils. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Rural Residential	R-A, Residential-Agricultural;

		RSF-1, Residential Single-Family, One Unit per Acre; RSF-2, Residential Single-Family, Two Units per Acre
South	Rural Residential; Undeveloped	RSF-1, Residential Single-Family, One Unit per Acre; RSF-2, Residential Single-Family, Two Units per Acre
East	Rural Residential	RSF-1, Residential Single-Family, One Unit per Acre
West	Rural Residential	RSF-1, Residential Single-Family, One Unit per Acre; RSF-2, Residential Single-Family, Two Units per Acre; A-1, Agriculture (City of Farmington)

Proposal: The applicant proposes a subdivision with 264 residential lots and 16 unbuildable lots. Three variances from the Unified Development Code has been requested which are described below alongside staff's recommendations.

Variance #1: UDC §166.08(E)(1), Block Length. Residential Link and Downtown/Urban Street. Intersections shall occur at a minimum of one (1) every 660 feet. The applicant is requesting approval for residential links with block lengths ranging from approximately 670 linear feet to 1,300 feet between intersections.

Staff recommendation: Staff is supportive of this request with conditions. The proposal includes extensive use of alleys which provide for access throughout the site, but which do not count towards block length standards. These public alleys generally meet the intent of ensuring block lengths are not excessively long and staff recommends a condition that public alleys be provided in approximately these locations.

The longest distance without a street or alley intersection is approximately 1,200 linear feet along the east and south side of Street D. Staff finds a vehicular connection would likely provide minimal benefit across this area since this planning area is intended primarily for natural and open space uses but does find that additional pedestrian connectivity would likely be warranted. For instance, a resident or visitor of lot 180 would be required to walk approximately 1,500 linear feet along the proposed sidewalks to access lot 205 on the other side of the commercial lot and staff finds an additional pedestrian connection at the southern point of Street D could shorten that distance to approximately 440 linear feet. Staff also recommends a second pedestrian connection on the south side of the northern detention pond in lot 310X in order to maintain pedestrian block lengths of less than 600 linear feet. An exhibit is included in the staff report clarifying staff recommendations.

Variance #2: UDC §166.08(E)(3), Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system. The applicant is requesting to vary from this standard in order not to provide a street stub-out to the southern property line or a second street stub-out to the east per block length standards.

Staff recommendation: Staff is supportive of this request with conditions. While the property itself is not encumbered by either streamside protection or floodplain, both features are located directly southern of the subject area. Given these features, a direct connection to W. Seller Rd. seems unlikely, and staff recommends in favor of no street connection to the south. That said, staff recommends that either an access easement or pedestrian connection be provided to the southern property line in order to provide potential for pedestrian connectivity should the adjacent property be developed in the future.

Alleys are also provided extensively throughout the development which generally meet the intent to provide additional connectivity. Staff recommends a condition that these alleys must extend to the property lines or adjacent right-of-way in order to provide connectivity. Additionally, several alleys run parallel to a property boundary but are separated by thin strips of common lots. Staff recommends that either the right-of-way is extended, or access easements are dedicated to the property line in order to prevent access to the public alleys from being cut off to future driveways should the adjacent properties be developed in the future. While privacy fencing was proposed along most of the property boundaries as part of the PZD, the requirement specified that these would be located where the back yard is adjacent to residential property, with final locations to be determined. Staff anticipates that these privacy fences could still be provided outside of public right-of-way in a way that does not impede future connectivity.

Variance #3: UDC §166.11(A), Conformance to Plans and Regulations. Interior streets and streets adjacent to the project frontage shall be improved to meet Master Street Plan standards. The applicant is requesting to vary from this standard to provide atypical street improvements for multiple streets. The applicant proposes to remove on-street parking and provide a 12-foot drive lane rather than a 10-foot drive lane for a portion of Dot Tipton Rd. The applicant also request the internal Neighborhood Link (Street A) include a 10-foot sidewalk along the southern side and 69-feet of total right-of-way rather than the typical 8-foot sidewalk and 67-feet of right-of-way typically required.

Staff recommendation: Staff is supportive of this request with conditions. The applicant proposes typical half street improvements for Dot Tipton Rd. along their property frontage. Additional street improvements are required along the length of Dot Tipton Rd. in order to ensure adequate fire access and comply with the approved PZD, which notes half street improvements “from the eastern property line along Dot Tipton, westward to Double Springs Rd.” including the variance request area; however, that PZD narrative did not describe a specific street section to be followed. In reviewing the request, staff finds a portion of the dwelling located at 6083 W. Dot Tipton Rd. overlaps public right-of-way, limiting constructability in this area without negatively affecting this structure. This structure was built in 1941 per the Washington County assessor and constitutes a unique, site-specific hardship that is not self-induced. The proposal is for a limited area around a curve in the road, and staff finds that it provides the minimum required twenty feet of pavement necessary to facilitate emergency access and two-way vehicular travel.

The applicant has also requested a modified street section for the internal neighborhood link (street A). The PZD indicated a separate pedestrian path within the common area less than 15 feet from the street sidewalk. Staff finds that a slightly wider, publicly maintained sidewalk would better serve the needs of the public than the additional hardscape created by a second, redundant sidewalk located in such close proximity.

Right-of-Way to be Dedicated: Right-of-way dedication is recommended as follows:

W. Dot Tipton Rd. (Residential Link): Staff recommends no additional right-of-way dedication for W. Dot Tipton Rd. as the existing right-of-way currently exceeds the recommended master street plan standards of 52-feet of right-of-way (26 feet from centerline) for a Residential Link.

S. Double Springs Rd. (Residential Link): Staff recommends no additional right-of-way dedication for S. Double Springs Rd. as the existing right-of-way currently exceeds the

recommended master street plan standards of 52-feet of right-of-way (26 feet from centerline) for a Residential Link.

Street A (Internal Neighborhood Link): A variance has been requested for typical street improvements for a Neighborhood Link. Staff recommends 69-feet of right-of-way dedication as discussed in the variance request.

Streets B – H and Unnamed Stub-out (Internal Residential Links): Staff recommends 52-feet of right-of-way dedication for internal streets in line with Residential Link standards. The applicant has requested an administrative waiver to remove on-street parking for an unnamed residential link street stub out located between lots 248 and 249. Given the short length of the stub-out and the availability of on-street parking in the area, staff is supportive of the 45-foot cross section for this street.

Alleys: Staff recommends alleys shall provide either 20 or 24 feet of total right-of-way depending on fire access requirements.

Street Improvements: Staff recommends street improvements along the property's frontage as described below.

W. Dot Tipton Rd. (Residential Link): Staff recommends variable street improvements for Dot Tipton Rd. as indicated below:

- Area 1 (On-Site): Half-street improvements from centerline including ten-foot-wide drive lane, seven-foot parking lane, curb and gutter, six-foot-wide greenspaces, and six-foot-wide sidewalks in line with typical master street plan requirements for a residential link, along with required streetlights and street trees. The approved PZD detailed half street improvements but did not specify a detailed cross section.
- Area 2 (Off-Site): Half street improvements from centerline including a twelve-foot drive lane, curb and gutter, six-foot green space, and six-foot sidewalk per associated variance request.
- Area 3 (Off-Site) Two ten-foot drive lanes. This section aligns with the approved PZD requirement to widen the remainder of Dot. Tipton to a minimum twenty-foot road without associated curb and sidewalks.
- Staff also recommends street widening at Dot Tipton and 54th St. to allow for a left turn lane.

S. Double Springs Rd. (Residential Link): Staff recommends half street improvements to include 27-foot-wide pavement, six-foot-wide greenspace, and six-foot-wide sidewalk in line with typical master street plan requirements, as well as streetlights and street trees.

Street A (Internal Neighborhood Link): An internal neighborhood link is proposed running east/west through the property. Staff recommends 30-foot-wide pavement, curb and gutter, six-foot-wide greenspaces, a six-foot sidewalk along the north side, and a ten-foot-wide sidewalk along the south side per the variance request above, as well as street trees and streetlights.

Streets B – H and Unnamed Stub-out (Internal Residential Links): Several internal residential links are proposed throughout the subdivision. Staff recommends 27-foot-wide pavement, six-foot-wide greenspace, and six-foot-wide sidewalk in line with typical master street plan requirements, as well as streetlights and street trees for these streets. The applicant has requested to remove on-street parking for an unnamed stub-out between lots 248 and 249. Given the short length of the stub-out and the availability of on-street parking in the area, staff is supportive of a lesser requirement of 20 feet of pavement width for this stub-out.

Alleys: Staff recommends alleys shall be constructed per either the Residential Rear Alley standard (two seven-foot drive lanes, one foot concrete curbs, and two-foot green spaces) or the commercial rear alley standard (two nine-foot drive lanes, one foot concrete curbs, and two-foot green spaces) depending on fire access needs.

Block Length/Connectivity: The proposed plans include public streets and alleys. A variance has been requested to block length standards which is discussed above.

Water and Sewer System: The applicant is proposing to install new 8" water mains throughout the subdivision to provide domestic water service and fire hydrants. The project connects to a proposed 8" waterline along Double Springs Rd. and an 8" waterline that is stubbed across Dot Tipton Rd. to the north.

The applicant is proposing to install new 8" sewer mains within the subdivision to provide sanitary sewer service to each lot. There is an existing sewer lift station (LS-44) on this site that the residential area to the north drains to. As part of this project, this lift station will be abandoned. The flow LS-44 and the proposed on-site system is proposed to drain to a proposed off-site 8" sewer line extension that will drain ~3,000' to the southwest and into the Goose Creek lift station (LS-12). This will help with sewer capacity issues in the area as LS-44 currently pumps to LS-21 which has capacity issues. With this project, this sewer flow will be redirected to LS-12 which has available capacity. The developer has been working with the Utilities Department on the off-site sewer extension. The City has paid for the engineering design and will assist with easement acquisition. The developer will be responsible for construction costs.

Tree Preservation:

Canopy minimum requirement: 25%

Existing canopy: 5.6%

Preserved canopy: 2.5%

Mitigation required: 466 two-inch caliper trees

Urban Forestry finds that several trees are shown with tree preservation fencing that does not meet typical requirements (either at the drip line or at least 10 feet away from the trunk). Because of this, either the fencing must be updated to comply with city standards, or the tree preservation plan and associated mitigation requirements must be updated accordingly. While this could trigger additional tree planting, urban forestry notes this could also be handled with payment of additional trees into fee-in-lieu.

Parks: The Parks and Recreation Advisory Board (PRAB) reviewed this proposal at a meeting held on April 6, 2026. The Parks and Recreation Advisory Board recommended fee-in-lieu for this development in the amount of \$287,496 based on the number of proposed residential lots (264 single-family lots). The final amount of park fees required will be determined and due at the time of final plat.

Public Comment: At this time, staff has received one public comment expressing concern about the proposed alley located underneath the existing high-transmission power lines and the feasibility of this design.

RECOMMENDATION: Staff recommends approval of **PPL-2026-0004** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends right-of-way dedication as follows:*
 - a. W. Dot Tipton Rd (Residential Link): No additional right-of-way dedication is recommended
 - b. S. Double Springs Rd (Residential Link): No additional right-of-way dedication is recommended
 - c. Street A (Internal Neighborhood Link): 69 total feet
 - d. Streets B-H (Internal Residential Links): 52 total feet
 - e. Unnamed Stub between Lots 248 & 249 (Internal Residential Link): 45 total feet
 - f. Alleys: 20 or 24 total feet depending on fire access requirements
2. **Planning Commission determination of street improvements.** *Staff recommends street improvements as follows:*
 - a. W. Dot Tipton Rd (Residential Link):
 - i. Area 1: From centerline: ten-foot drive lane, seven-foot parking lane, curb and gutter, six-foot greenspace, and six-foot sidewalk
 - ii. Area 2: From centerline: twelve-foot drive lane, curb and gutter, six-foot green space, six-foot sidewalk
 - iii. Area 3: Two ten-foot drive lanes
 - iv. Street widening at Dot Tipton and 54th St. to allow for a left turn lane.
 - b. S. Double Springs Rd (Residential Link): 27-foot-wide pavement, curb and gutter on east side, six-foot-wide greenspace, and six-foot-wide sidewalk
 - c. Street A (Internal Neighborhood Link): 30-foot-wide pavement, curb and gutter, ten-foot-wide greenspaces, ten-foot-wide trail, and eight-foot-wide sidewalk
 - d. Streets B-H (Internal Residential Links): 27-foot-wide pavement, curb and gutter, six-foot-wide greenspaces, and six-foot-wide sidewalks
 - e. Unnamed Stub between Lots 248 & 249 (Internal Residential Link): 20-foot-wide pavement, curb and gutter, six-foot-wide greenspaces, and six-foot-wide sidewalks
 - f. Street trees and streetlights per ordinance
3. **Planning Commission determination of a variance to UDC §166.08(E)(1): Block Length.** *Staff is supportive of this variance request for the reasons outlined above with the following conditions.*
 - a. Public alleys shall be provided in approximately the locations as shown on the attached plans.
 - b. A pedestrian connection shall be provided from Street D to the pedestrian system within lot 310X roughly between lots 180 and 181.
 - c. A pedestrian connection shall be provided along the south side of the northern detention pond in lot 310X.

4. **Planning Commission determination of a variance to UDC §166.08(E)(3): Connectivity.** *Staff is supportive of this variance request for the reasons outlined above with the following conditions.*
 - a. *An access easement or pedestrian connection shall be provided from the southern property line to the pedestrian system.*
 - b. *Alleys shall connect to public right-of-way or adjacent property boundaries to provide potential for future connectivity. Where an alley runs parallel to a property boundary but does not connect, either greater right-of-way or an access easement shall be dedicated to the property line to enable future connectivity.*
5. **Planning Commission determination of a variance to UDC §166.11(A), Conformance to Plans and Regulations.** *Staff is supportive of this variance request for the reasons outlined above with no conditions.*
6. Off-site sewer construction in association with city utilities to redirect sewer flow to LS-12 which has available capacity per the attached engineering memo.
7. Fee-in-lieu of parkland dedication, with the final amount determined and due at the time of final plat;
8. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval, attached hereto, and including:
 - a. *Mitigation quantities must be re-calculated to account for extant trees that must be considered "removed" in calcs because they do not meet fencing requirements. Because there will likely not be room for additional mitigation trees on-site, off-site preservation or forestation is the preferred alternative, with fee-in-lieu possible as a last resort*

Standard Conditions of Approval:

9. All existing overhead utility lines 12kV and under shall be relocated underground. All proposed utilities shall be located underground;
10. Sidewalk along all commonly owned lots (detention ponds, etc.) shall be constructed prior to final plat. All other sidewalks shall be constructed or guaranteed prior to final plat;
11. All street names shall be approved by the 911 Coordinator and indicated on the final plat. All streets require naming for final addresses. Contact the addressing office at (479) 575-8380 for more details;
12. All lots shall be labeled with addresses as approved by the 911 Coordinator on the final plat;
13. A floodplain development permit is required prior to construction for any grading or structures in the flood zone;
14. Plat Review comments (to include written staff comments provided to the applicant or his/her representative, and all comments from utility representative: Black Hills Energy, AT&T, Ozarks, SWEPCO, Cox Communication);
15. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks,

parking lot(s) and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with City's current requirements; and

16. Preliminary Plat approval shall be valid for one year.

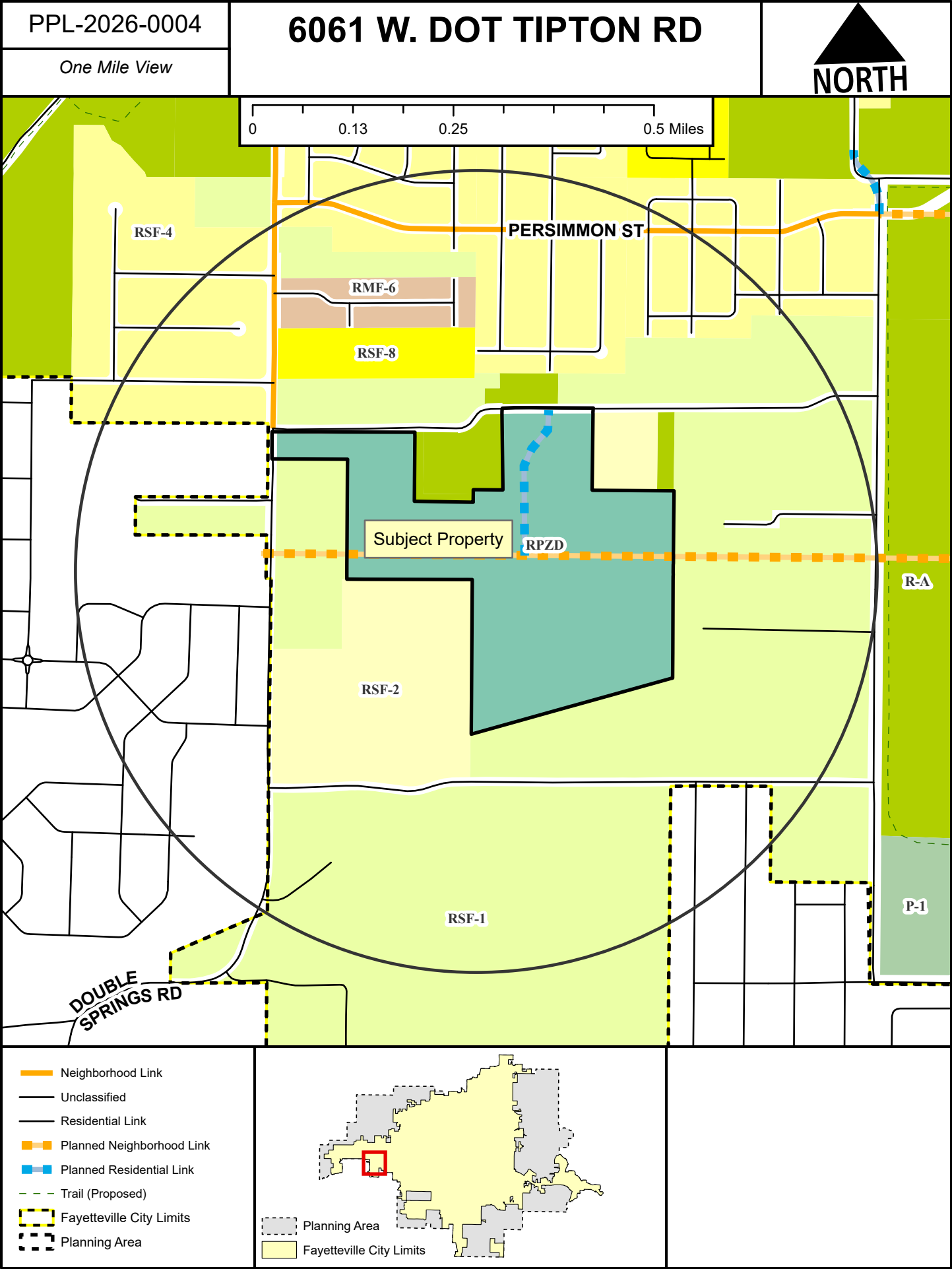
PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>May 26, 2026</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

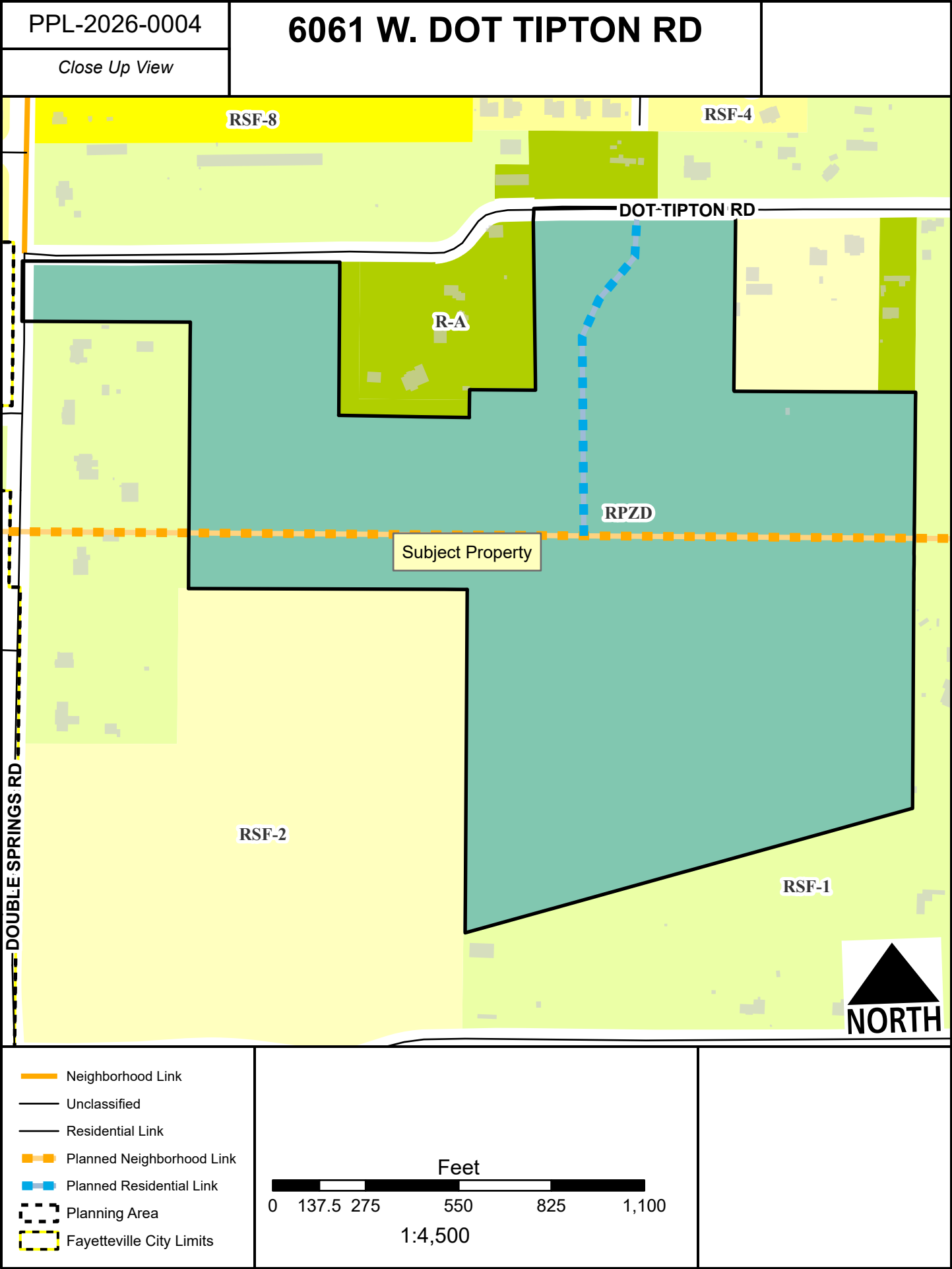
BUDGET/STAFF IMPACT:

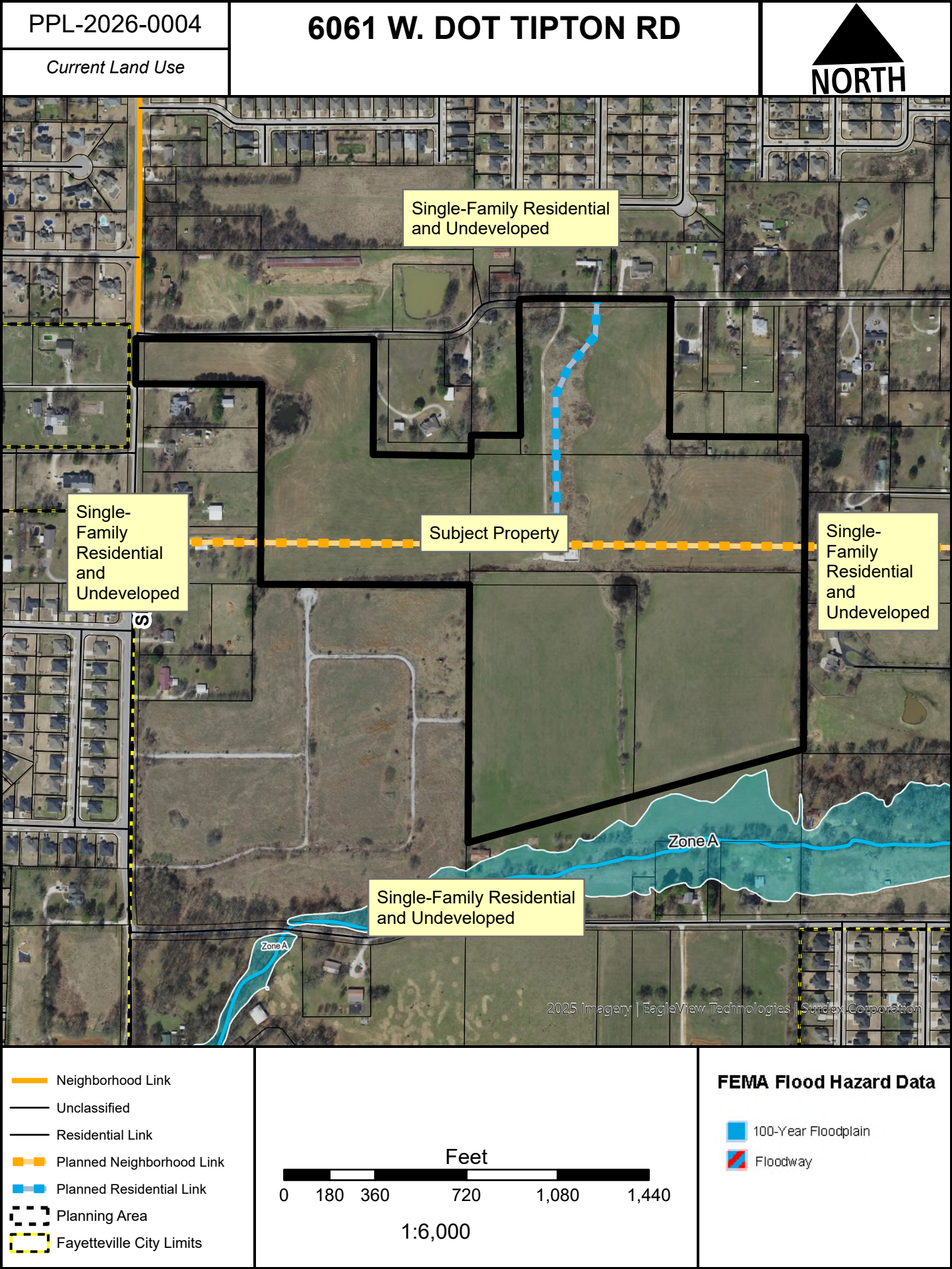
None

ATTACHMENTS:

- Project Maps
 - One Mile Map
 - Close-Up Map
 - Current Land Use Map
- Staff Exhibits
 - Recommended Conditions Exhibits
 - PZD Excerpt
 - Engineering Memo
 - Urban Forestry Memos
- Applicant Exhibits
 - Request Letter
 - Variance Request Letters
 - Preliminary Plat







LEGEND

RECOMMENDED PEDESTRIAN CONNECTIONS

Recommended condition:
Greater ROW or access
easement dedication to property
line

Recommended condition: Additional pedestrian connections (block length variance)

Recommended
condition: Additional
pedestrian
connections
(cconnectivity
variance)

Recommended condition:
Greater ROW or access
easement dedication to property
line

Recommended condition: Alley connection to property line/

Planning Commission
May 26, 2026

PPL-2026-0004 (GOOSE CREEK ADDITION LLC)

Page 12 of 43

A PHASING PLAN OF

MONARCH SUMMERS

138 SINGLE-FAMILY LOTS, 20 LARGE SINGLE-FAMILY LOTS,
106 DUPLEX LOTS

SITUATED NEAR DOT TIPTON RD
FAYETTEVILLE, ARKANSAS.

RD.

STRAND SYSTEMS ENGINEERING
10002 TILMUNDORF BLVD WEST

STRAND SYSTEMS ENGINEERING
40002 TECHNOLOGY BLVD. WEST

ENGINEERING

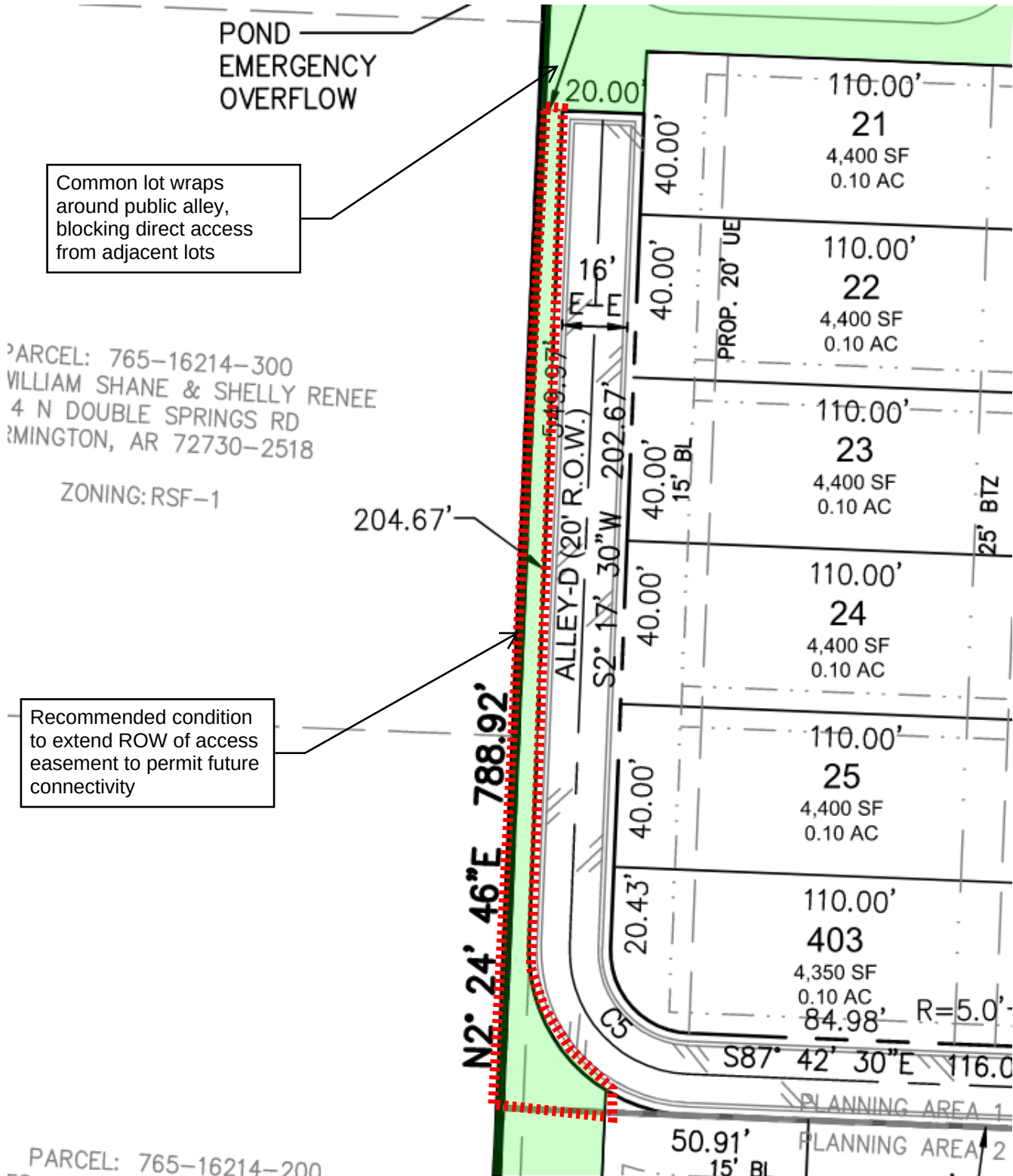
STRAND
(9/2) 620-8204
COA NO: 1340

COA NO: 1340

1340

SHEET 6 OF 24

**STAFF EXHIBIT:
RECOMMENDED ACCESS CONDITION**



October 1, 2025

City Council
City of Fayetteville
Development Services – Planning
125 W Mountain Street
Fayetteville, AR 72701

RE: Planned Zoning District Rezoning Request – Revision Narrative – Monarch Summers

Project Location

Multiple properties near W Dot Tipton Rd., Fayetteville, AR

Parcels

765-16202-150, 765-16202-450, 765-16202-500, 765-16202-550, 765-16202-600, 765-16202-650, 765-16223-800, 765-16223-900, 765-20489-100

Dear Members of City Council,

In response to specific comments made by neighbors, the Planning Department, and City Council members, the Owner is presenting amendments to the original PZD in efforts to alleviate concerns. Comments have been collected and consolidated from the City Council Meeting on Tuesday, August 19, 2025, and two (2) public neighborhood meetings hosted on Wednesday, September 3, 2025 and Thursday, September 11, 2025.

Proposed Amendments

1. Per Neighbor Request:

Road Improvements to Dot Tipton:

- a. Half street improvements shall be provided from the most eastern property line along Dot Tipton, westward to Double Springs Road ~ roughly 2,100 lf (Shown in orange on the attached Exhibit A). Note the property frontage is roughly 1500 linear feet, meaning this proposal provides an **additional ~600 lf** of improvements not required by the City's land development standards.
- b. Widening the remainder of Dot Tipton Road eastward to 54th Street, providing a two-way road width (minimum 20 feet), not including the full street section (curbs/sidewalks) **~roughly 1,500 lf** (shown in Exhibit A).

- i. From GIS it appears adequate right-of-way exists (60' at the narrowest, 70' at widest) for the improvements listed above. The maximum right-of-way for a Residential Link is 52 feet, meaning there is adequate public right-of-way to improve Dot Tipton as proposed in this amendment, without property or ROW acquisition.
- c. Fire Access is being provided from Double Springs Rd and Dot Tipton Rd. (as indicated on Exhibit B). This access has been reviewed with the Fire Department and meets Fire Access requirements. Additional improvements along Dot Tipton would not be required in order to meet fire access requirements. Shared access easements will be provided by the adjacent property.
- d. Development is still subject to traffic study recommendations that will be required and evaluated with the Preliminary Plat permitting process with the City Engineering Department.
- e. The previously submitted amendment requested a Master Street Plan Amendment to downgrade the Collector which bisects the property. Planning Staff has indicated that such request requires further evaluation of the larger plan, and they are unable to make a recommendation at this time. Accordingly, **the applicant is no longer requesting said Master Street Plan Amendment as a part of this submittal.** It is anticipated that the applicant will make that request at a later date as a formal request in conjunction with engineering plan preparation for the preliminary plat submittal, and after further discussion with Planning Staff. **Again, a Master Street Plan amendment is not requested as part of this narrative**, but has nonetheless been included on Exhibit A for reference.

- 2. Per request of City Council:
Remove Use Unit 46, Short-term Rentals, from all Planning Areas.
- 3. Per request of Planning Department:
Addition of Use Unit 12a – "Limited Business" as an allowed use in Planning Area 1.
- 4. Per Neighbor Request:
Additional conceptual ponding areas have been added in specific areas of concern by neighbors. Final pond locations are subject to engineering design and city review as part of the preliminary plat permitting and review process.
- 5. Per Neighbor Request:
Maximum height for all planning areas revised from three (3) stories to two (2) stories.
- 6. Per Neighbor Request:

Privacy fencing will be provided where the “back” yard is adjacent to residential property; Split-rail fencing with trees will be provided where the “front” yard is adjacent to residential property. Anticipated and approximate locations are indicated on Exhibit B. Final locations are subject to final design and engineering plans, including increasing or upgrading split-rail fencing to privacy fencing.

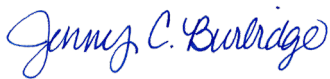
7. Per Farmington School District Superintendent request:

Addition of designated bus stop/pick up areas (See Exhibit B) . These areas may include covered shelters and will be finalized in coordination with the Farmington School District.

We hope this amendment illustrates the commitment to the health, safety and well-being of the existing and future neighbors by the Owner/Developer. Final site improvements will be determined in accordance with City of Fayetteville development standards, including the Drainage Criteria Manual, Street, Drainage, Water and Sewer Specifications and City Standard Details.

Please reach out with any additional questions or concerns regarding this rezoning request to Jenny Burbidge at 479.883.2845 or jenny.burbidge@prismds.co.

Sincerely,



Jenny C. Burbidge, PLA, ASLA
Vice President
Prism Design Studio

Exhibit A
Road Improvements
(Dot Tipton Improvements only, no MSP amendments at this time)

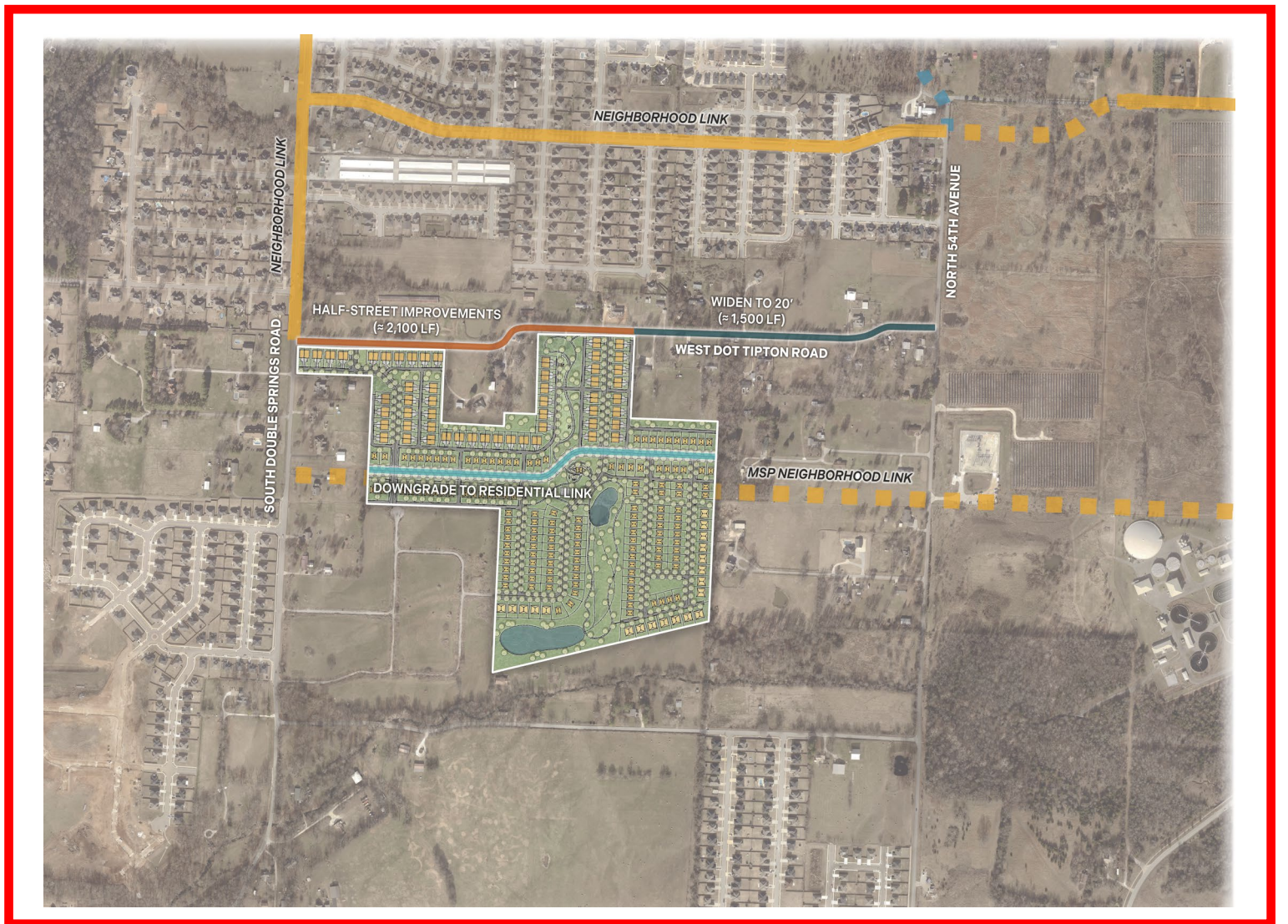
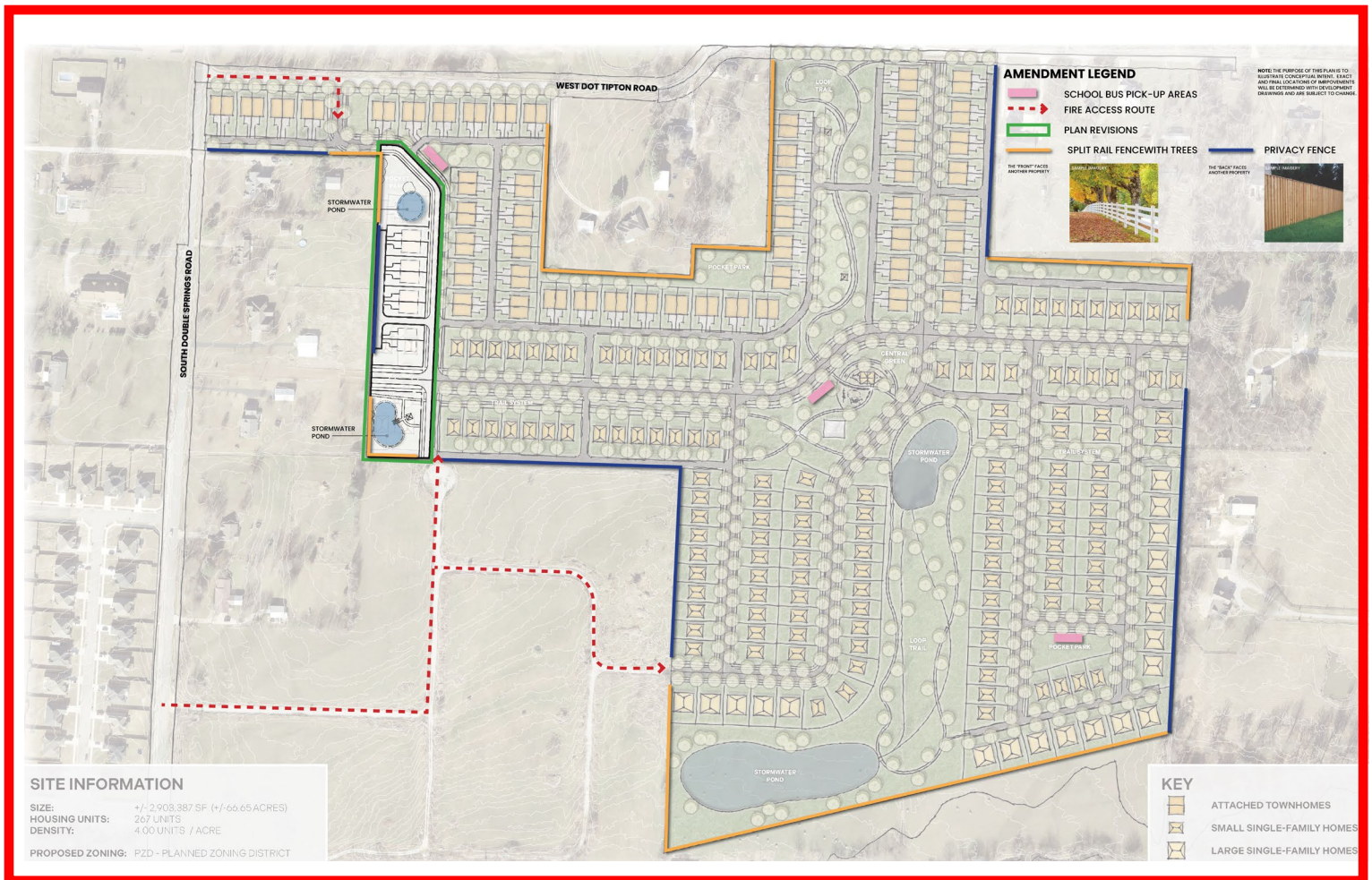


Exhibit B

Plan Revisions



Enlarged Legend:





TO: Donna Wonsower, Senior Planner

FROM: Justin Bland, City Engineer

DATE: May 20, 2026

**SUBJECT: Planning Commission Engineering Comments for
PPL-2026-0004**

Water: The applicant is proposing to install new 8" water mains throughout the subdivision to provide domestic water service and fire hydrants. The project connects to a proposed 8" waterline along Double Springs Rd. and an 8" waterline that is stubbed across Dot Tipton Rd. to the north.

Sewer: The applicant is proposing to install new 8" sewer mains within the subdivision to provide sanitary sewer service to each lot. There is an existing sewer lift station (LS-44) on this site that the residential area to the north drains to. As part of this project, this lift station will be abandoned. The flow LS-44 and the proposed on-site system is proposed to drain to a proposed off-site 8" sewer line extension that will drain ~3,000' to the southwest and into the Goose Creek lift station (LS-12). This will help with sewer capacity issues in the area as LS-44 currently pumps to LS-21 which has capacity issues. With this project, this sewer flow will be redirected to LS-12 which has available capacity. The developer has been working with they Utilities Department on the off-site sewer extension. The City has paid for the engineering design and will assist with easement acquisition. The developer will be responsible for construction costs.

Streets: The applicant is proposing to install public streets throughout the subdivision based on the typical Residential Link, Neighborhood Link and alley cross sections as shown in the Master Street Plan. In addition, there are proposed improvements for Dot Tipton Rd. On the west side of Dot Tipton, across the project frontage, half-street improvements are proposed per the Residential Link standard. On the east side of Dot Tipton Rd. the road is proposed to be widened to 20' of pavement for fire access.

Staff is recommending one change to the street proposal. This is to widen the east end of Dot Tipton at the intersection of 54th St. to allow for a left turn lane. While the traffic impact study does not suggest this as a recommended improvement, staff believes it is beneficial and that now would be an appropriate time to do the work.

Drainage: This development is required to meet the four minimum criteria of Fayetteville's Drainage Criteria Manual. The applicant is proposing to meet these requirements with two dry detention basins and two permanent pool detention basins. These basins will provide the water quality requirements. Channel protection is proposed to be met by sizing the pond outlet structures to detain and release the runoff from the 1-year, 24-hour storm over a period of 40 hours. Similarly, overbank flood protection and extreme flood protection requirements are proposed to be met by sizing the outlet structures so that peak flows post-development do not exceed pre-development peak flows. Detailed review of the drainage design will be done with 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 LANDSCAPE PLAN COMMENTS

To: Strand

From: Willa Thomason, Urban Forester

CC: Donna Wonsower, Planner

Meeting Date: May 26, 2026

Subject: PPL-2026-0004: Monarch Summers (6061 W Dot Tipton Rd)

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. Side and Rear Property Lines (5' Wide Landscape Area) <i>UDC Chapter 177D1</i>				X
b. Wheel Stops/Curbs <i>UDC Chapter 177.04B1</i>				X

c.	Narrow Tree Lawn (8' min. width, 37.5' length) <i>UDC Chapter 177.04C</i>			X
d.	Tree Island (8' min. width, 18.7' min length, 150 square feet) <i>UDC Chapter 177.04C</i>			X
e.	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 5' on sides and rear. <i>UDC Chapter 177.04D2a</i>			X
b.	Shade trees planted on south and west sides of parking lots <i>UDC Chapter 177.04D2e</i>			X
c.	Screening of parking lot from adjacent residential properties.			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	466		
	Parking Lot Trees	N/A		
	Street Trees	287		
	Detention Pond – Large Trees (1 Tree/3,000 square feet)	70		

Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	280
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	420

6. Review Status (See Comments)	Tech Plat	Planning Commission
Conditionally Approved	4-28-26	5-18-26
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
- Address items above marked “No” and all Redlines provided. - Mitigation quantities must be re-calculated to account for extant trees that must be considered “removed” in calcs because they do not meet fencing requirements. Because there will likely not be room for additional mitigation trees on-site, off-site preservation or forestation is the preferred alternative, with fee-in-lieu possible as a last resort.



URBAN FORESTRY TREE PRESERVATION COMMENTS

To: Strand

From: Willa Thomason, Urban Forester

CC: Donna Wonsower, Planner

Meeting Date: May 26, 2026

Subject: PPL-2026-0004: Monarch Summers (6061 W Dot Tipton Rd)

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

2. Tree Preservation Calculations

Tree Preservation Calculations Square Feet		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	2,910,153	100%
Zoning Designation * Select Below with drop down arrow		
PZD, Planned Zoning District	727,538	25%
HHOD * Select Below with Drop Down Arrow		
No	0	0%
Total Canopy for Minimum Preservation Requirements	727,538	25.0%
Existing Tree Canopy * Minus Right of Way and Easements	163,225	5.6%
Tree Canopy Preserved	74,115	2.5%
Tree Canopy Removed *On Site	89,110	3.1%
Tree Canopy Removed *Off Site	19,224	
Tree Canopy Removed Total	108,334	3.7%
Removed Below Minimum	653,423	
Mitigation Requirements	108,334	

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	108,334	466
Low Priority		

Total Mitigation Trees Required

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
UDC Chapter 167.04H1 and 167.04L1		
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	No	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	Yes	Yes
n. Submitted Arborist Report (if required)	Yes	Yes
o. Shows ALL Proposed Site Improvements	Yes	Yes
p. Delineates trees/canopy to be preserved and removed	Yes	Yes
q. Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	N/A (Opting to dedicate TPE)	N/A

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	No	Yes
e. Location of concrete wash out	No	Yes
f. Location of construction entrance/exit	Yes	Yes

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

a. Submitted Arborist Report	X
------------------------------	---

7. Review Status (See Comments)	Tech Plat	Planning Commission
Conditionally Approved	4-28-26	5-14-26
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

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

1. For trees to be considered "preserved" tree protection fencing must be placed either at the tree dripline or a 10' from the trunk, whichever is lesser (typical). You may preserve trees where this fencing placement is not possible, but the canopy sf must be added to "removed" calculations.

Preliminary Plat Cover Letter

CITY OF FAYETTEVILLE, ARKANSAS

DATE: March 18th, 2026

TO: City of Fayetteville Staff

PROJECT NAME: Monarch Summers

CITY PERMIT/PLAN NUMBER: TBD

Please accept this letter as a formal description of the scope, nature, and intent of the proposed 66.81 acre subdivision development associated with this preliminary plat submittal designed off the approved PZD package for the subject property.

The project is located at the southeast corner of Double Springs Road and Dot Tipton Road in Fayetteville, Arkansas. The proposed development consists of a residential subdivision including 106 duplex lots, 158 single-family lots, a large central greenspace area, two detention basins, two retention basins and an internal sidewalk network designed to provide connectivity throughout the site and between the greenspace areas.

Offsite improvements for a sanitary sewer extension that will take the onsite lift station offline has been designed by Horner-Shifrin and will be constructed by Horton with the city acquiring any required offsite utility easements. Other offsite work includes half street improvement from double springs road to our easter project boundary and then roadway widening from that point eastward to 54th street. No section of Dot tipton will be narrower than 20' following the construction of this project.

The intent of the project is to create a well-connected residential neighborhood that integrates open space and pedestrian infrastructure while remaining consistent with the City's development standards and the surrounding area. The layout has been designed with careful consideration of site constraints, adjacent properties, and overall functionality.

This submittal includes requests for two waivers from standard requirements of the Unified Development Code, described as follows:

1. Neighborhood Link – Sidewalk Configuration

A waiver is requested to consolidate the required Master Street Plan sidewalk and planning area 4 sidewalk along the neighborhood link into a single 10-foot-wide sidewalk, in lieu of the standard section which includes an 8-foot sidewalk. This design establishes a clear and continuous pedestrian route across the site while reducing redundant hardscape and preserving a larger green space buffer adjacent to neighboring

properties. To accommodate this configuration, the right-of-way is proposed to increase from the standard 67 feet to 69 feet.

2. Dot Tipton Street Section – Removal of Parking Lane (Area 2)

A waiver is requested along Dot Tipton Road (Area 2, as shown on the preliminary plan exhibit) to eliminate the standard required parking lane. Due to the proximity of an existing offsite residence located at or near the right-of-way line, inclusion of the parking lane would result in the sidewalk being placed in very close proximity to the structure. To address this constraint, the proposed design removes the parking lane and instead increases the standard 10-foot travel lanes to 12-foot travel lanes, maintaining a minimum 20-foot pavement width through this segment while improving safety and compatibility with existing conditions.

These waiver requests are driven by site-specific constraints and are intended to provide practical, context-sensitive design solutions while maintaining safe and functional infrastructure.

We appreciate staff's time and consideration in reviewing this submittal and these requests. Please feel free to contact us with any questions or if additional information is needed.

Sincerely,
Benjamin Payne, P.E.

Variance Request Letter 1

CITY OF FAYETTEVILLE, ARKANSAS

DATE: May 6th, 2026

TO: City of Fayetteville Staff

PROJECT NAME: Monarch Summers

CITY PERMIT/PLAN NUMBER: PPL-2026-0004

On behalf of the development team, we respectfully request a variance from the City of Fayetteville master street plan section for (2) locations onsite.

Neighborhood Link:

A waiver is requested to consolidate the required Master Street Plan sidewalk and planning area 4 sidewalk along the neighborhood link into a single 10-foot-wide sidewalk, in lieu of the standard section which includes an 8-foot sidewalk. This was discussed and approved by the planning staff. This design establishes a clear and continuous pedestrian route across the site while reducing redundant hardscape and preserving a larger green space buffer adjacent to neighboring properties. To accommodate this configuration, the right-of-way is proposed to increase from the standard 67 feet to 69 feet.

Residential Link:

A waiver is requested to remove the on street parking lane from the proposed eastern street stub out in between Lots 248 and 249. There are (3) major reasons for this request as outlined below:

- Adequate parking is provided along the 70' street frontage.
- The street section without the parking lane will mitigate traffic speeds, which will provide a safer crossing for pedestrians utilizing the POA trail.
- The existing eastern property line contains a large amount of existing tree coverage to include a large 48" oak tree in the SE corner of the property. By reducing the pavement section, the build footprints can better avoid encroachment into this tree's zone of influence.

We appreciate staff's time and consideration in reviewing this submittal and these requests. Please feel free to contact us with any questions or if additional information is needed.

Sincerely,
Russell Lyons

Variance Request Letter 2

CITY OF FAYETTEVILLE, ARKANSAS

DATE: April 15th, 2026

TO: City of Fayetteville Staff

PROJECT NAME: Monarch Summers

CITY PERMIT/PLAN NUMBER: PPL-2026-0004

Please accept this Variance letter as a formal description of the deviation from standard Code requirement for the above mentioned project.

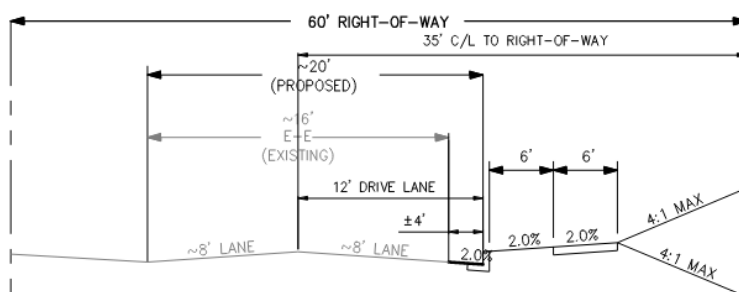
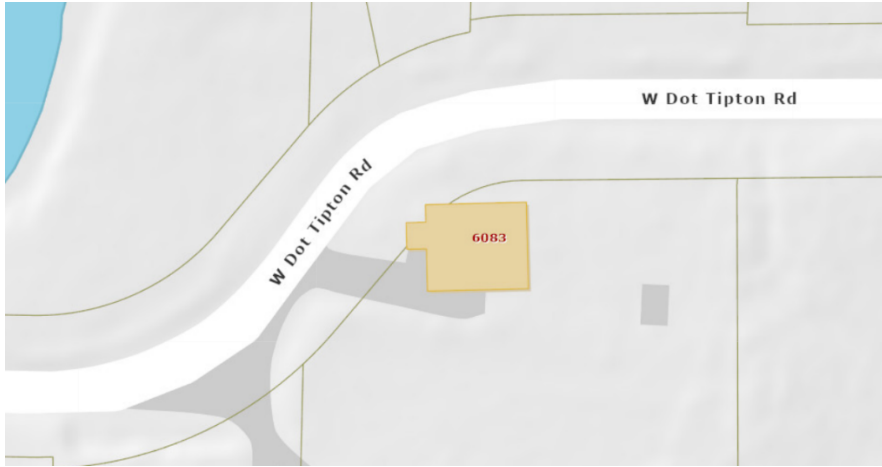
A waiver is requested along Dot Tipton Road (Area 2, as shown on the preliminary plan exhibit and below) to eliminate the standard required parking lane. Due to the proximity of an existing offsite residence located at or near the right-of-way line, inclusion of the parking lane would result in the sidewalk being placed in very close proximity to the structure. To address this constraint, the proposed design removes the parking lane and instead increases the standard 10-foot travel lane to a 12-foot travel lane to ensure a minimum 20-foot pavement width for fire access.

Please see the second sheet for images of this property and the proposed street section.

We appreciate staff's time and consideration in reviewing this submittal and these requests. Please feel free to contact us with any questions or if additional information is needed.

Sincerely,
Benjamin Payne, P.E.

STRAND



AREA 2 - HALF STREET IMPROVEMENT (WITHOUT PARKING)

NOTES:

-DUE TO EXISTING HOUSES OVERLAPPING ROW. A VARIANCE FOR NO PARALLEL PARKING LANE WAS DISCUSSED WITH THE CITY. IN ORDER TO ENSURE A 20' FIRE LANE IS STILL PROVIDED, ADDITIONAL DRIVE WIDTH ADDED TO OUR HALF OF THE STREET.

Variance Request Letter 3

CITY OF FAYETTEVILLE, ARKANSAS

DATE: May 6th, 2026

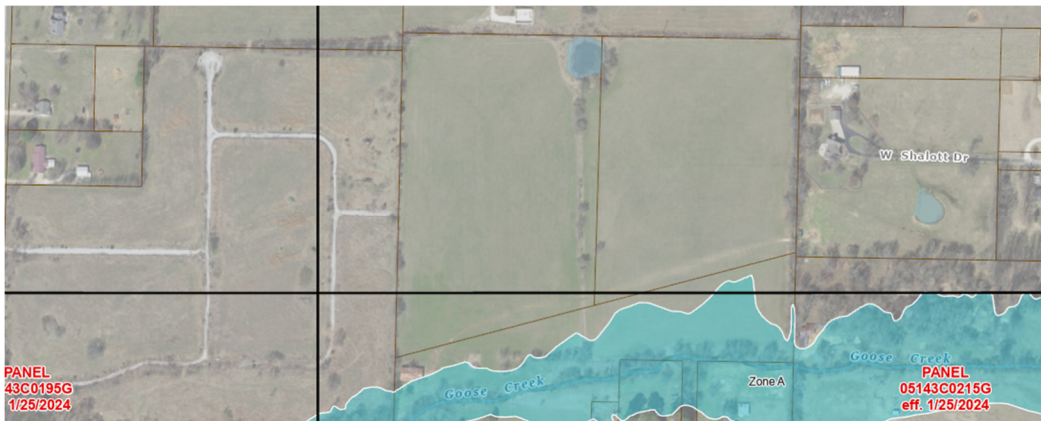
TO: City of Fayetteville Staff

PROJECT NAME: Monarch Summers

CITY PERMIT/PLAN NUMBER: PPL-2026-0004

On behalf of the development team, we respectfully request a variance from the City of Fayetteville Unified Development Code (UDC) §166.08, which requires street stub outs for future connections on undeveloped adjoining properties, for (1) location onsite as the additional area mentioned during tech review has been addressed.

1. The southern property line is restricted by both floodplain and existing topography so we believe that a street extension to this property would not be advisable.



2. Alley has been extended to eastern property line per City comment.

We appreciate staff's time and consideration in reviewing this submittal and these requests. Please feel free to contact us with any questions or if additional information is needed.

Sincerely,
Russell Lyons

Variance Request Letter 4

CITY OF FAYETTEVILLE, ARKANSAS

DATE: May 6th, 2026

TO: City of Fayetteville Staff

PROJECT NAME: Monarch Summers

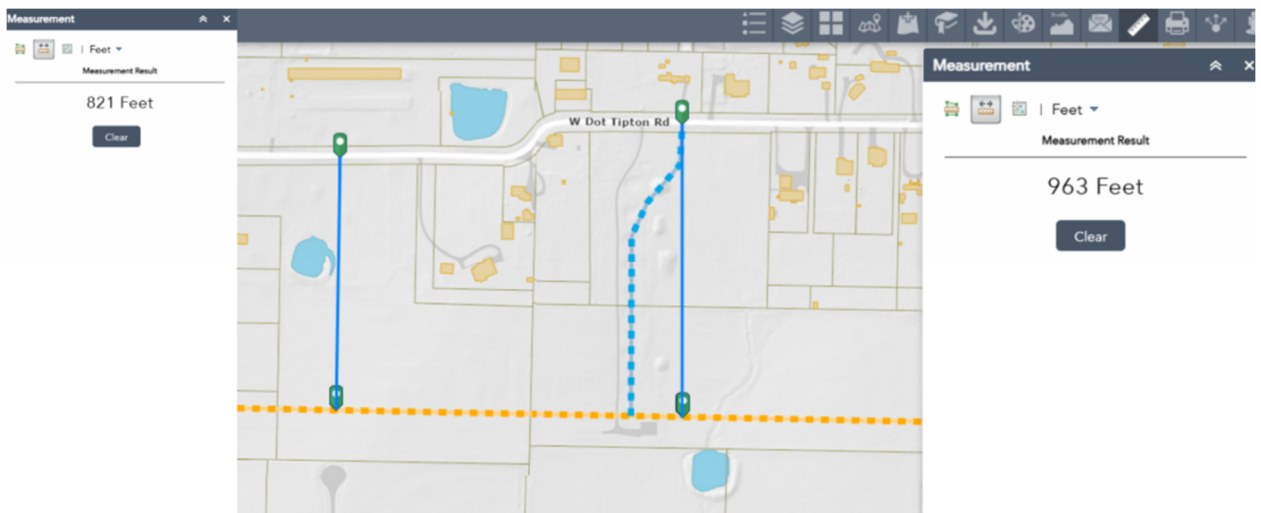
CITY PERMIT/PLAN NUMBER: PPL-2026-0004

On behalf of the development team, we respectfully request a variance from the City of Fayetteville Unified Development Code (UDC) §199.08(E)(c), which requires street intersections at a maximum spacing of 660 feet.

We believe that the following variance is justified for the reasons mentioned below:

1. Alignment with the Master Street Plan (See Image below)

The proposed neighborhood link street in relation to the existing dot tipton alignment is relatively consistent with the Master Street Plan alignment. Maintaining this alignment ensures long-term connectivity, minimizes future roadway conflicts, and supports the City's broader transportation planning objectives.



2. Adequate emergency access is provided through the PUD required internal alley network located between the major street intersections. These alleys have 20' pavement widths to allow for fire access routing throughout the development and ensure compliance with emergency access and response requirements.

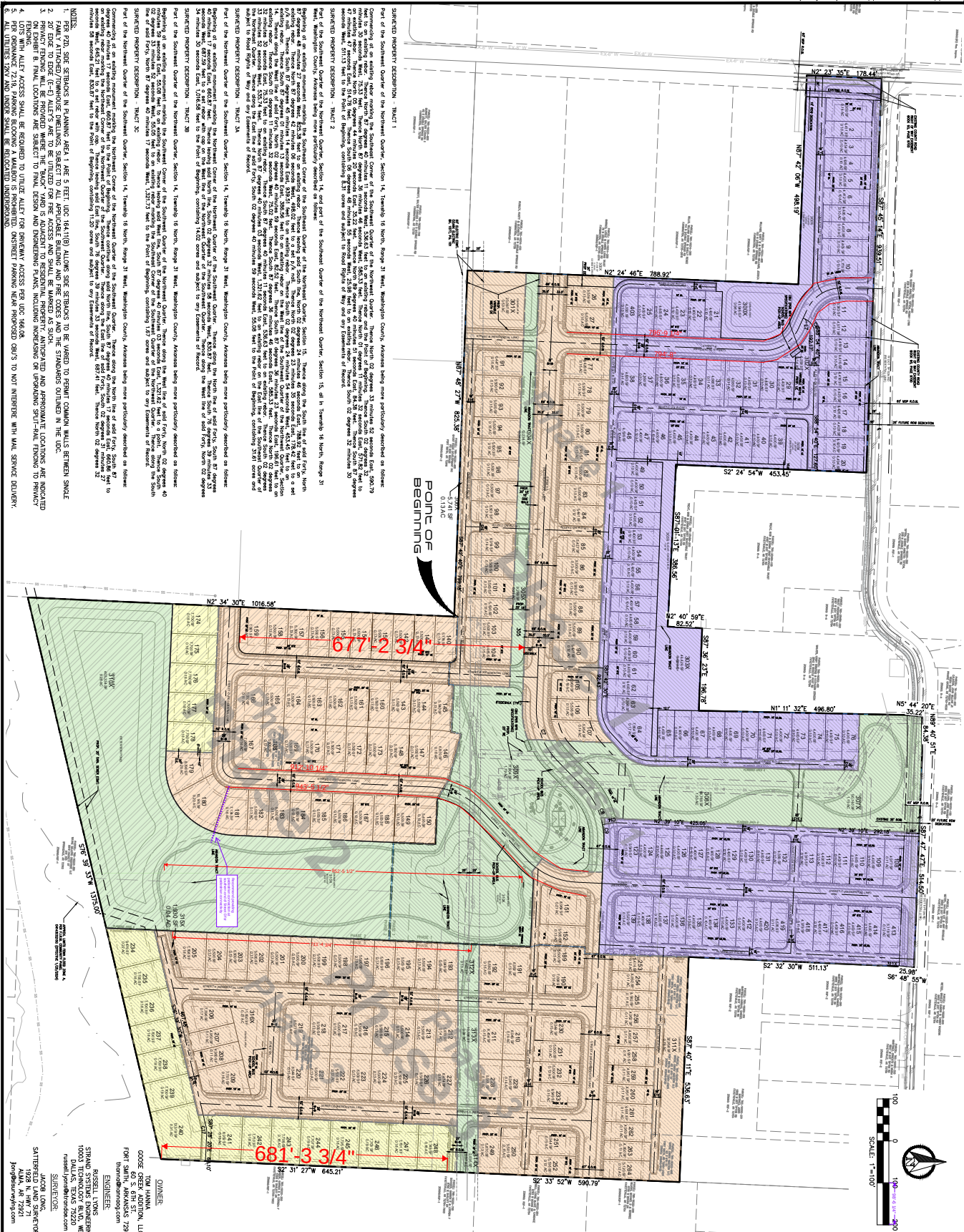
STRAND

3. The approved Planned Unit Development (PUD) zoning boundaries were intentionally configured to create contiguous greenspace directly adjacent to a majority of the neighborhood link street so a shift of the neighborhood link further north is not feasible and alters the intent of the PUD.
4. The Phase 3 – Street H alignment was deliberately positioned to allow for on-street parking directly adjacent to the pocket park that was discussed and approved during the zoning approval process. Maintaining this street configuration supports enhanced park accessibility and reinforces the walkable character of the neighborhood. Shifting this intersection further north would pull this on-street parking further from the park.
5. The proposed deviation does not negatively impact vehicular circulation, pedestrian connectivity, or public safety. Instead, it balances functional transportation needs with planned open space, neighborhood character, and long-range infrastructure planning.
6. An exhibit is included showing the locations where block length is exceeded.

For these reasons, we believe the requested variance represents a reasonable and well-justified deviation from the UDC requirements and aligns with the City's adopted plans, approved zoning conditions, and development objectives.

We appreciate staff's time and consideration in reviewing this submittal and these requests. Please feel free to contact us with any questions or if additional information is needed.

Sincerely,
Russell Lyons



Planning Commission
May 26, 2026

PPL-2026-0004 (GOOSE CREEK ADDITION LLC)

DEVELOPMENT PHASE

- PHASE 1 (CONSTRUCTION Q4 2026)
- PHASE 2 (CONSTRUCTION Q3 2027)
- PHASE 3 (CONSTRUCTION Q2 2028)

(SEE PHASING PLAN SHEET 6)

P2D PLANNING AREAS (PA)

- PLANNING AREA 1
Attached Townhome Units
(Proximity to the City Center)
- PLANNING AREA 2
Detached Single Family - Small Lots
- PLANNING AREA 3
Detached Single Family - Large Lots
- PLANNING AREA 4
Chattahoochee Space Town, Pinks, Urbans

PRELIMINARY LOT COUNT				
LOT TYPE	(1524.86)	(2772.83)	(1348.0)	TOTAL
LOT 1	45	35	14	40
LOT 2	45	45	47	3.0
LOT 3	16	45	15	4.6
LOT 4	16	122	204	4.0
LOT 5	53	53	4.3	

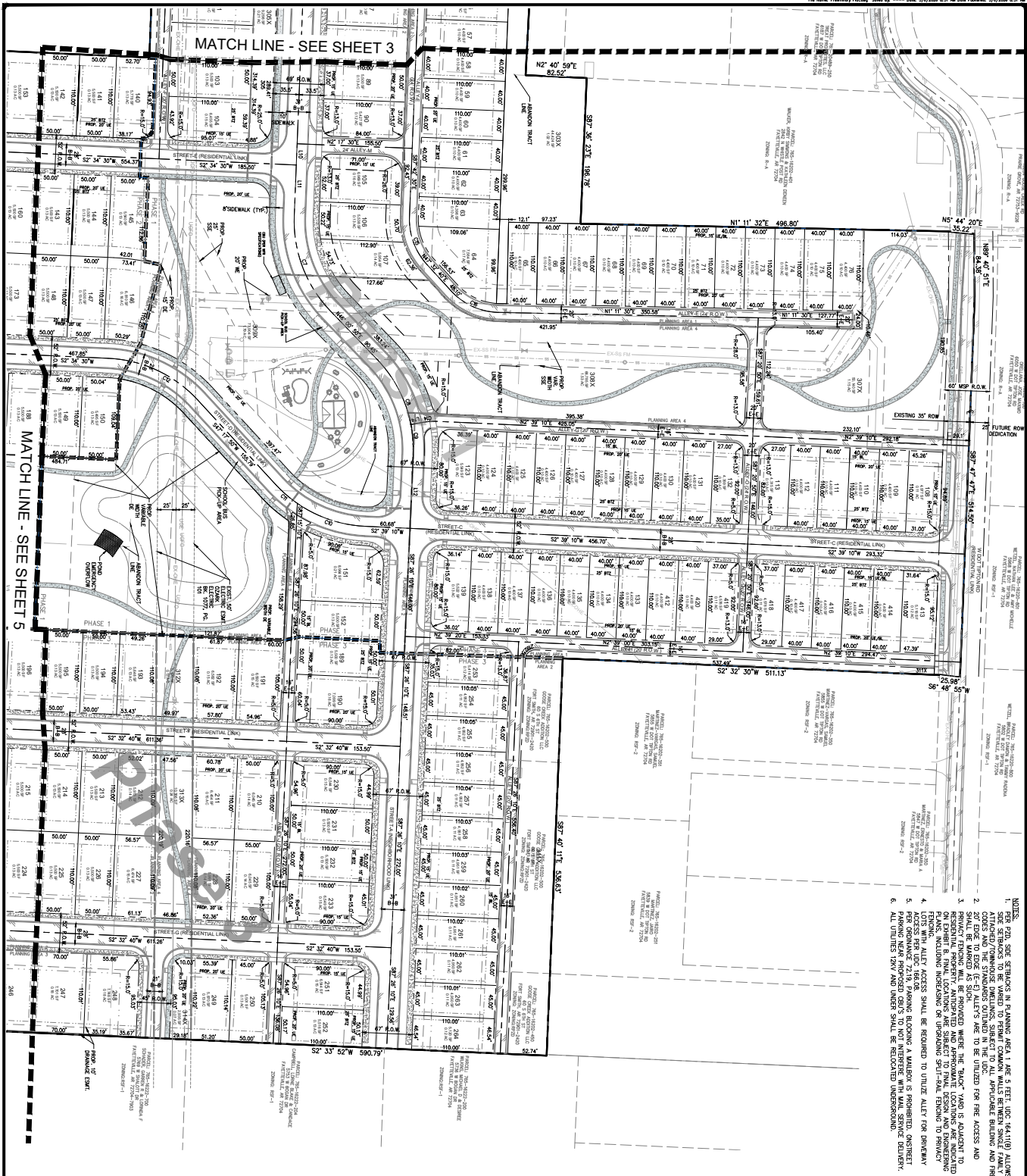
OWNER
TOM HANNA
GOOSE CREEK ADDITION, LLC
603 E. 4TH ST.
TULSA, OKLAHOMA 74101

ENGINEER
STRAND SYSTEMS ENGINEERING
10003 TECHNOLOGY BLVD., WEST
FAIRFELLS, TEXAS 75007

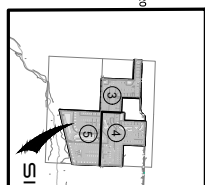
STRAND SYSTEMS ENGINEERING
10003 TECHNOLOGY BLVD. WEST
FAIRFELLS, TEXAS 75007
(972) 820-9333
strandsystems.com

STRAND
DALLAS, TX 75201
COA NO. 130

MATCH LINE - SEE SHEET 3



1. PEP, DOD, SGTEDS IN PLANNING AREA 1 ARE 5 FEET, LOC: 144118) ALONG THE PERIMETER OF THE PLANNING AREA.
2. SGTEDS ARE TO BE MOVED TO REAR OF PLANNING AREA WITH ENGLISH SPEAKING CODES AND THE STANDARDS USED IN THE LOC.
3. ALL SGTEDS ARE TO BE UTILIZED FOR THE ACCESS AND
4. PRIVATE PROPERTY WILL BE PROVIDED WHERE THE BLACK WARD IS ASSIGNED TO OPERATE. THE BLACK WARD WILL BE ASSIGNED TO THE REAR OF THE PLANNING AREA, INCLUDING THE REAR OF THE PLANNING AREA, INCLUDING THE REAR OF THE PLANNING AREA, INCLUDING THE REAR OF THE PLANNING AREA.
5. LOC WITH ALL ACCESS SHALL BE RECOGNIZED TO UTILIZE ALL FOR OVERVIEW
6. LOC WITH ALL ACCESS SHALL BE RECOGNIZED TO UTILIZE ALL FOR OVERVIEW
7. PLANNING AREA PROVIDED SHALL NOT INTERFERE WITH ALL SERVICE ELEMENTS, ALL PLANNING AREA PROVIDED SHALL NOT INTERFERE WITH ALL SERVICE ELEMENTS, ALL PLANNING AREA PROVIDED SHALL NOT INTERFERE WITH ALL SERVICE ELEMENTS.



COCH 1101
NOT-TO-SCALE

Planning Commission

May 26, 2026

PPL-2026-0004 (GOOSE CREEK ADDITION LLC)

Page 38 of 43

LEGEND

- IMPROVED ROADWAY
- EXISTING PAVED ROADWAY
- EXISTING UNPAVED ROADWAY
- PHASE 1 (CONSTRUCTION Q3 2026)
- PHASE 2 (CONSTRUCTION Q3 2027)
- PHASE 3 (CONSTRUCTION Q2 2028)
- SEE PHASING PLAN SHEET 6
- PZD PLANNING AREAS (PA)
- PLANNING AREA 1

Scale: 0' 50' 100'

Source: City of Irvine, 2023

PRELIMINARY LOT COUNT				
PA1	PA2	PA3	TOTAL	
LOT TYPE	(27.73 ac)	(3.84 ac)	(31.57 ac)	
40'x110'	50'x110'	70'x110'	14	4.0
100'	25			3.0
PA2				
40'x110'	40'x110'	70'x110'	4	5
100'	40	15	76	4.6
PA3				
40'x110'	16	122	20	6.4
100'	16	122	20	4.0
TOTAL (est.)	53	53	64	

CONTINGENT LOTS DATA	
LINE #	LOT AREA
171	1,997 sq ft 0.05 ac
172	1,997 sq ft 0.05 ac

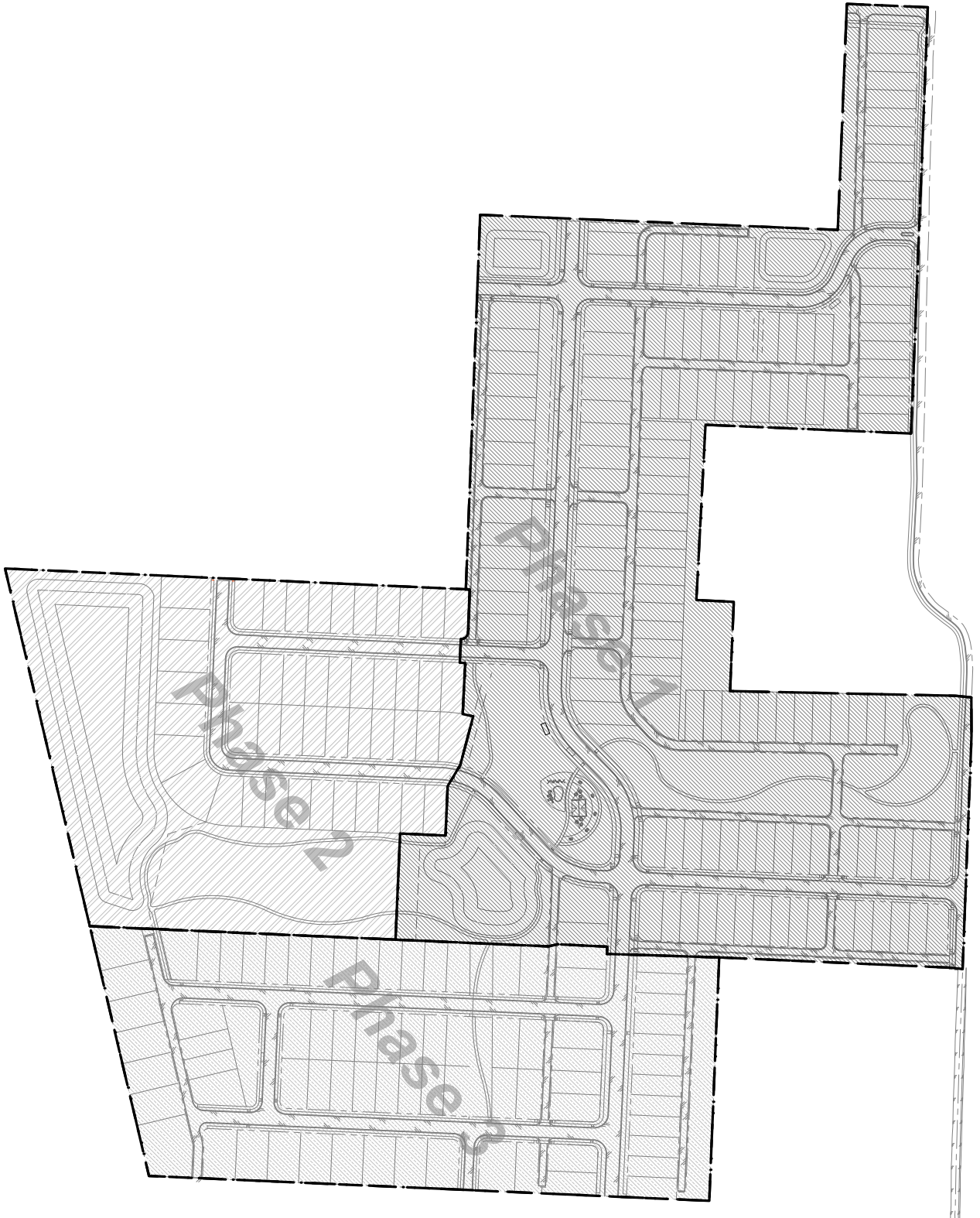
306	31.57 ac
310	31.57 ac
311	31.57 ac
312	31.57 ac
313	31.57 ac
314	31.57 ac

CONTAINER CORNER TABLE			
CORNER #	LENGTH	WIDTH	DELTA CHORD DISTANCE
C7	14.55	17.00	86.9° 59' 00"E
C8	14.58	17.00	86.9° 17' 10"E
C9	14.18	17.00	86.9° 17' 10"E
C10	14.18	17.00	86.9° 17' 10"E
C11	14.55	17.00	86.9° 59' 00"E
C12	136.69	136.00	14.7° 54' 56" 30"E
C13	136.69	136.00	14.7° 54' 56" 30"E
C14	136.69	136.00	14.7° 54' 56" 30"E
C15	136.69	136.00	14.7° 54' 56" 30"E
C16	136.69	136.00	14.7° 54' 56" 30"E

A PRELIMINARY PLAT OF

MONARCH SUMMERS

SECTION 10, T12N, R12E, S44E
 COUNTY OF LINCOLN, NEB.
 LOT 1, 2 & 3
 PARCEL 10-765-2048-000, 765-
 2048-001, 765-2048-002, 765-
 2048-003, 765-2048-004, 765-
 765-1952-004, 765-1952-003, 765-
 1952-002, 765-1952-001, 765-
 1952-000, 765-1952-005, 765-
 1952-006, 765-1952-007, 765-
 1952-008, 765-1952-009, 765-
 1952-010, 765-1952-011, 765-
 1952-012, 765-1952-013, 765-
 1952-014, 765-1952-015, 765-
 1952-016, 765-1952-017, 765-
 1952-018, 765-1952-019, 765-
 1952-020, 765-1952-021, 765-
 1952-022, 765-1952-023, 765-
 1952-024, 765-1952-025, 765-
 1952-026, 765-1952-027, 765-
 1952-028, 765-1952-029, 765-
 1952-030, 765-1952-031, 765-
 1952-032, 765-1952-033, 765-
 1952-034, 765-1952-035, 765-
 1952-036, 765-1952-037, 765-
 1952-038, 765-1952-039, 765-
 1952-040, 765-1952-041, 765-
 1952-042, 765-1952-043, 765-
 1952-044, 765-1952-045, 765-
 1952-046, 765-1952-047, 765-
 1952-048, 765-1952-049, 765-
 1952-050, 765-1952-051, 765-
 1952-052, 765-1952-053, 765-
 1952-054, 765-1952-055, 765-
 1952-056, 765-1952-057, 765-
 1952-058, 765-1952-059, 765-
 1952-060, 765-1952-061, 765-
 1952-062, 765-1952-063, 765-
 1952-064, 765-1952-065, 765-
 1952-066, 765-1952-067, 765-
 1952-068, 765-1952-069, 765-
 1952-070, 765-1952-071, 765-
 1952-072, 765-1952-073, 765-
 1952-074, 765-1952-075, 765-
 1952-076, 765-1952-077, 765-
 1952-078, 765-1952-079, 765-
 1952-080, 765-1952-081, 765-
 1952-082, 765-1952-083, 765-
 1952-084, 765-1952-085, 765-
 1952-086, 765-1952-087, 765-
 1952-088, 765-1952-089, 765-
 1952-090, 765-1952-091, 765-
 1952-092, 765-1952-093, 765-
 1952-094, 765-1952-095, 765-
 1952-096, 765-1952-097, 765-
 1952-098, 765-1952-099, 765-
 1952-100, 765-1952-101, 765-
 1952-102, 765-1952-103, 765-
 1952-104, 765-1952-105, 765-
 1952-106, 765-1952-107, 765-
 1952-108, 765-1952-109, 765-
 1952-110, 765-1952-111, 765-
 1952-112, 765-1952-113, 765-
 1952-114, 765-1952-115, 765-
 1952-116, 765-1952-117, 765-
 1952-118, 765-1952-119, 765-
 1952-120, 765-1952-121, 765-
 1952-122, 765-1952-123, 765-
 1952-124, 765-1952-125, 765-
 1952-126, 765-1952-127, 765-
 1952-128, 765-1952-129, 765-
 1952-130, 765-1952-131, 765-
 1952-132, 765-1952-133, 765-
 1952-134, 765-1952-135, 765-
 1952-136, 765-1952-137, 765-
 1952-138, 765-1952-139, 765-
 1952-140, 765-1952-141, 765-
 1952-142, 765-1952-143, 765-
 1952-144, 765-1952-145, 765-
 1952-146, 765-1952-147, 765-
 1952-148, 765-1952-149, 765-
 1952-150, 765-1952-151, 765-
 1952-152, 765-1952-153, 765-
 1952-154, 765-1952-155, 765-
 1952-156, 765-1952-157, 765-
 1952-158, 765-1952-159, 765-
 1952-160, 765-1952-161, 765-
 1952-162, 765-1952-163, 765-
 1952-164, 765-1952-165, 765-
 1952-166, 765-1952-167, 765-
 1952-168, 765-1952-169, 765-
 1952-170, 765-1952-171, 765-
 1952-172, 765-1952-173, 765-
 1952-174, 765-1952-175, 765-
 1952-176, 765-1952-177, 765-
 1952-178, 765-1952-179, 765-
 1952-180, 765-1952-181, 765-
 1952-182, 765-1952-183, 765-
 1952-184, 765-1952-185, 765-
 1952-186, 765-1952-187, 765-
 1952-188, 765-1952-189, 765-
 1952-190, 765-1952-191, 765-
 1952-192, 765-1952-193, 765-
 1952-194, 765-1952-195, 765-
 1952-196, 765-1952-197, 765-
 1952-198, 765-1952-199, 765-
 1952-200, 765-1952-201, 765-
 1952-202, 765-1952-203, 765-
 1952-204, 765-1952-205, 765-
 1952-206, 765-1952-207, 765-
 1952-208, 765-1952-209, 765-
 1952-210, 765-1952-211, 765-
 1952-212, 765-1952-213, 765-
 1952-214, 765-1952-215, 765-
 1952-216, 765-1952-217, 765-
 1952-218, 765-1952-219, 765-
 1952-220, 765-1952-221, 765-
 1952-222, 765-1952-223, 765-
 1952-224, 765-1952-225, 765-
 1952-226, 765-1952-227, 765-
 1952-2



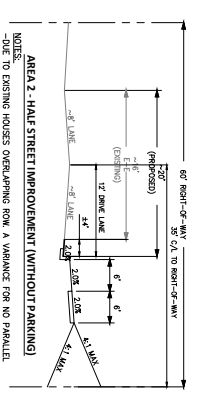
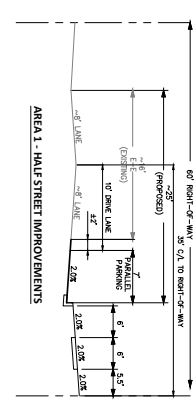
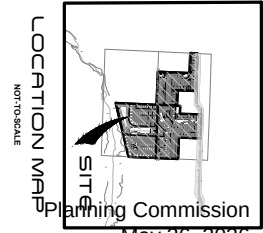
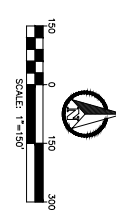
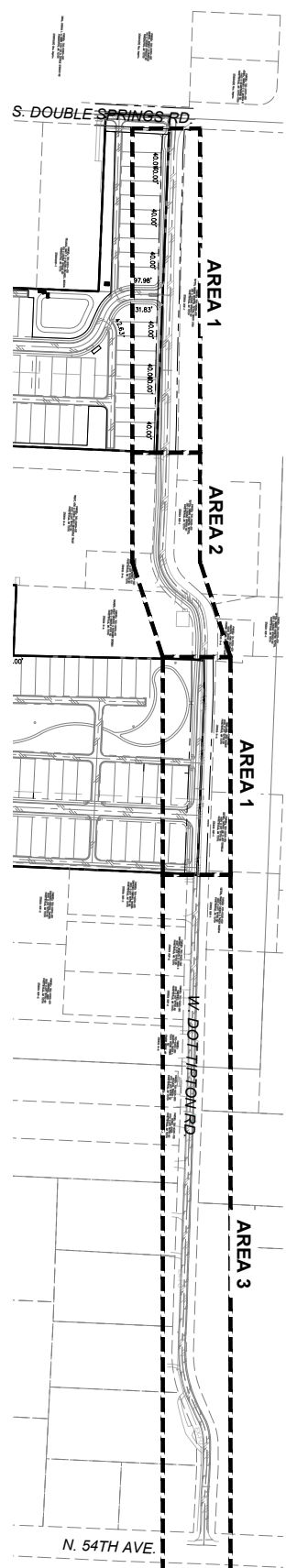
A PHASING PLAN OF

PARCEL: DE-785-20489-1, LOTS 1-244, 785-18202-150,
 785-18202-500, 785-18202-500, 785-18202-500, 785-18202-450,
 CITY PLAT PHASES 414, 415, & 514

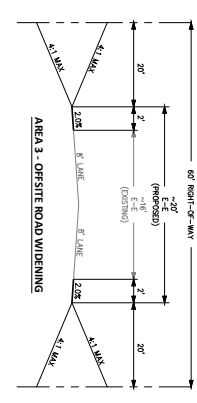
MONARCH SUMMERS

ZONED PUD (PLANNED URBAN DISTRICT)
 138 SINGLE-FAMILY LOTS, 20 LARGE SINGLE-FAMILY LOTS,
 SITUATED NEAR DOT TOWNS RD,
 FAIRVIEW, ARKANSAS.

STRAND STRAND SYSTEMS ENGINEERING
 DALLAS, TX 75201
 (972) 620-9244
 COA NO. 1340

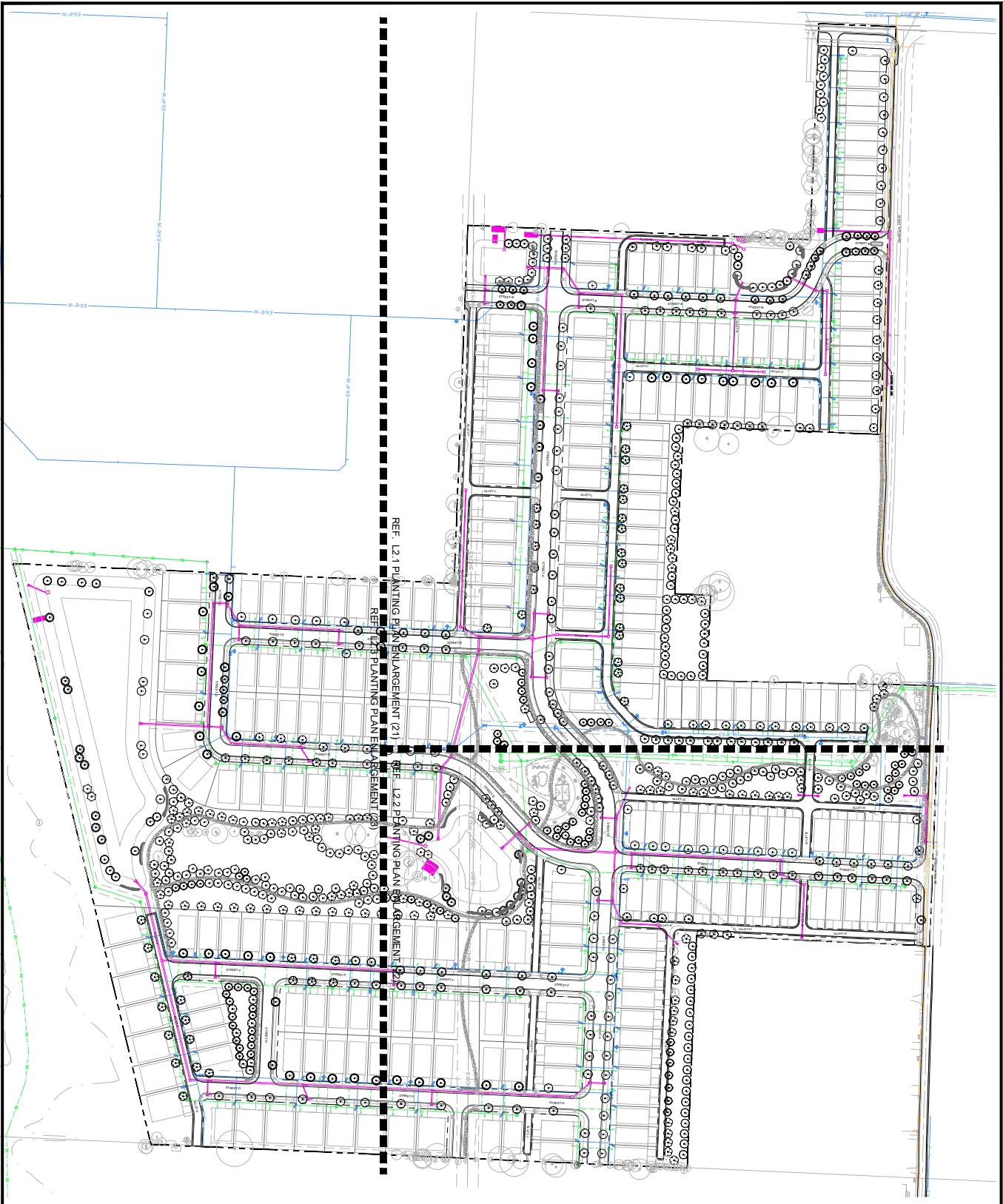


NOTES:
1. EXISTING HOUSE OCCUPYING ROW A VARIANCE FOR NO PARALLEL PARKING LANE WAS DISCUSSED WITH THE CITY IN ORDER TO ENSURE A 20' FIRE LANE IS STILL PROVIDED. ADDITIONAL DRIVE WIDTH ADDED TO OUR HALF OF THE STREET.



A PRELIMINARY PLAT OF
136 SINGLE-FAMILY LOTS, 20 LANE SINGLE-FAMILY LOTS,
AND 136 SINGLE-FAMILY LOTS, 20 LANE SINGLE-FAMILY LOTS,
SITING NEAR DOT TIRON RD,
FAIRFAXVILLE, ARKANSAS.

STRAND ENGINEERING
DALLAS, TX 75201
(972) 620-9244
COA NO. 136



LEGEND

PLANNING COMMISSION
MAY 26, 2026

100 0 100 200
SCALE: 1"=100'

PLANNING COMMISSION
MAY 26, 2026

LEGEND

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026

PLANNING COMMISSION
MAY 26, 2026



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Citlali Samano, Planner

MEETING DATE: May 26, 2026

SUBJECT: **PPL-2026-0003: Preliminary Plat (370 S DINSMORE TRL/READING, 517):** Submitted by BLEW & ASSOCIATES for property located at 370 S. DINSMORE TRL. The property is zoned CS, COMMUNITY SERVICES and NC, NEIGHBORHOOD CONSERVATION and contains approximately 30.26 acres. The request is for the preliminary plat of 142 residential lots and 3 unbuildable lots.

RECOMMENDATION:

Staff recommends tabling **PPL-2026-0003** until the June 8 Planning Commission meeting.

A recommendation on parkland dedication has not yet been received by the Parks and Recreation Advisory Board, which is required by ordinance. This item is scheduled for the June 1 PRAB meeting agenda, therefore staff recommends that no further discussion on this item occur until after that meeting has been held.

RECOMMENDED MOTION:

*"I move to table **PPL-2026-0003** until the June 8 Planning Commission meeting."*

PLANNING COMMISSION ACTION:				Required	<u>YES</u>
Date: <u>May 26, 2026</u>		☐ Tabled	☐ Approved	☐ Denied	
Motion:					
Second:					
Vote:					