

Dear Sirs:

I am writing to put forth my concerns regarding the development, named Beacon Block, being proposed At the empty lot at College Ave and Cleburn St.

I would like to start, the proposed buildings being presented are not what I am writing about. The problem with the proposal is the proposed parking design.

The architects, Bates, in their letter accompanying this variance request, I believe is somewhat disingenuous. They are requesting a variance on the number of compact parking spaces on-site, stating they do not have the space to accommodate the codes. They are requesting variances for on-site. They did not reference what I believe is a total code violation and that is the 90 degree spaces they have proposed on both Cleburn St and along Pollard.

I will address both those street proposals here in regards to the UDC reasons for rejection as described in the UDC chapter 166.2 sub section C item D.

First, E. Cleburn St heading from Pollard to College is actually a narrower street surface than normal by two feet. Subsequently, this causes the corner at College and Cleburn very narrow entry/exit with 90 degree parking spaces immediately confronted when turning onto Cleburn from College. As a side note, I personally drive a Ford F-250 and turning here results many times in me having to jump the curb when there is another car waiting to enter College due to spacing. Along with those issues, the corner is not a actual 90 degree intersection, which causes drivers a more complex turn while entering College. In addition, this section of Cleburn, heading East towards College, is that it is over the crest of a hill on Cleburn.

I am describing Cleburn due to the fact that Bates is proposing compact 90 degree parking spaces on both sides of Cleburn between Pollard and College. In referencing the reason for rejection of a proposed development, “ The proposed development would create or compound a dangerous traffic condition. For the purpose of this section, a dangerous traffic condition shall be construed to mean a traffic condition in which the risk of accidents involving motor vehicles is significant due to factor such as, but not limited to, high traffic volume, topography, or the nature of the traffic pattern.” By having 90 degree compact parking spaces on both sides of Cleburn is adding a gauntlet style driving condition and would basically turn a residential street into a parking lot to the benefit of the developer.

To reinforce my opinion, In the variance meeting on this property in January, an expert witness, Mr. Matt Hoffman, chairman of the Planning Commission and architect, who stated during the meeting that this is the type of project that he works on professionally, he stated that it would actually make this area safer because , “ have you ever seen anyone driving through a parking lot at 30 mph” This is a residential street supported by tax dollars by the citizens of Fayetteville, not a parking lot.

The second part of my concern is the proposed parking along Pollard. In the most recent request for variance by Bates, the drawing has been enhanced from the previous submittal by adding proposed landscaping and elevation indicators. However, the enhanced diagram disguises the proposed compact 90 degree spaces along the entire property line The previous variance meeting

allowed for these spaces may be 90 degree compact spaces. Granted, Bates has proposed widening Pollard, however, the same issue as with Cleburn becomes an issue. This would effectively change Pollard into a parking lot for the benefit of the developer. Using the elevation markings on the second submitted drawing, there is a ten foot drop in elevation from the South end of the property to the Pollard/Cleburn intersection. Most cars and trucks are less than eight feet in height, so coming up the hill of Pollard, a car/truck backing out of a space would be unseen. This would go against code due to topography by creating a traffic hazard.

Again, using the expert witness, Mr. Hoffman, his remarks were, " people will learn to slow down coming up the hill" Not all drivers will use this route on a regular basis, so this is creating a potential traffic hazard going against the UDC. Again this is a residential street, not a parking lot.

In regards to this development, there has been no other developments in Fayetteville that haven't been grandfathered, that have allowed this type of parking that is being proposed. The developer should look at sites such as Three Sisters, Frisco Landing and other high occupancy sites and go up not out to incorporate parking.

In closing this proposal has been ill designed in regards to the UDC codes and should be rejected. If it is not, then I will appeal the ruling. If I loose that appeal, I will continue to take my appeal to the city council. I don't see any legal reason or community benefit to overrule the developmental codes established for our city.

Sincerely
Tate Wolf

Sent from my iPad

Tate Wolf
479-409-3393



MEETING OF JULY 7, 2020

TO: Mayor; Fayetteville City Council

THRU: Susan Norton, Chief of Staff
Garner Stoll, Development Services Director

FROM: Jonathan Curth, Development Review Manager

DATE: June 19, 2020

SUBJECT: **SIP 19-6931: Site Improvement Plan (SW OF CLEBURN ST. & N. COLLEGE AVE./BEACON BLOCK APTS., 445-446):** Submitted by BATES & ASSOCIATES, INC. for properties located SW OF CLEBURN ST & N. COLLEGE AVE. The properties are zoned CS, COMMUNITY SERVICES and contain 2 parcels with approximately 0.64 acres. The request is for mixed use development with approximately 15,000 square feet of commercial space and 24 residential units with associated parking.

RECOMMENDATION:

Planning staff recommend sustaining Planning Division site improvement plan approval for SIP 19-6931 and the Planning Commission's approval of VAR 19-6931 and VAR 19-6961.

BACKGROUND:

The subject property is located on the southwest corner of Cleburn Street and College Avenue. The property also has frontage on to Pollard Avenue to the west. Although undeveloped for over a decade, the property was previously improved with a nonresidential building. Topographically, the property is segmented in to two pieces, the portion closest to Cleburn is approximately 10 feet lower than the southern 2/3rds of the property.

In 2017, this property and the larger College Avenue corridor between North and Maple Streets was rezoned to encourage mixed-use development as a compliment to recent sidewalk improvements made by the City. As a part of this rezoning, the College Avenue Overlay District was created, making properties within subject to the Downtown Design Overlay District requirements, a four-story height limit, and a shift of auto-oriented uses from permitted to conditional. The property is also included in the 71B Corridor Plan area. More recently, in late 2019 and in to 2020, a development was submitted and variances were approved on the site. Review of construction documents is currently under way and pending resolution of appeal.

Request: The request by Councilmember Kinion on behalf of a citizen is to appeal administrative and Planning Commission approvals associated with the Beacon Block project at the southwest corner of College Avenue and Cleburn Street. These approvals include several inextricably-linked projects: SIP 19-6931, VAR 19-6961, and VAR 20-7096 (approval letter and staff reports

attached). The appeal is on the grounds that the project will create or compound a dangerous traffic condition.

DISCUSSION:

On October 30, 2019, the applicant submitted a site improvement plan (SIP) for the project which is the subject of this appeal. In response to staff's development review comments, a variance request was submitted to the Planning Commission for building design, street section design, and parking lot screening standards. These variances were approved by the Planning Commission on January 13, 2020. After subsequent resubmittals, conditional SIP approval was administratively issued by staff. Among the outstanding issues that the approval was conditioned upon were compliance with the Unified Development Code's parking and landscaping standards. In response, the applicant submitted two additional variance requests, of which one, regarding parking standards, was subsequently withdrawn. The Planning Commission considered the remaining variance for landscaping and approved it on May 26, 2020. Both items were approved unanimously.

Prior to the January 13, 2020 and May 26, 2020 Planning Commission meetings, staff received public comment in support and opposition to the project. Those in support asserted that the development can contribute to walkability and reduce traffic speeds. Those opposed to the project found the building design disagreeable, contended that on-street parking would be dangerous, and observed that the need for variances was indicative of the inappropriate scale of the project. These items of public comment, where submitted in writing, are included in the attached staff reports. Public comment received since the public hearings is also attached.

BUDGET/STAFF IMPACT:

N/A

Attachments:

- SIP 19-6931 Conditional Approval Letter
- Planning Commission Staff Reports:
 - VAR 19-6961
 - VAR 20-7096
- Public Comment



CITY OF
FAYETTEVILLE
ARKANSAS

April 20, 2019

Geoff Bates
Bates & Associates, Inc.
7230 S. Pleasant Ridge Dr.
Fayetteville, AR 72704

VIA EMAIL: geoff@batesnwa.com
CC: jason@batesnwa.com

Re: Site Improvement Plan Approval: SIP 19-6931 (Beacon Block Apts.)

Dear Mr. Bates,

City Staff has completed the review of and conditionally approved the Site Improvement Plan for the Beacon Block Apartments development southwest of East Cleburn Street and North College Avenue (SIP 19-6931) subject to the following conditions:

1. Street Improvements. The following street improvements are required as proposed and approved under VAR 19-6961:
 - a. Widening and/or curb and gutter as necessary to accommodate the proposed on-street, 90-degree parking; and
 - b. Street lights where not already present, including at intersections and spaced no more than 300 feet in-between.
2. Dedication of any proposed or required easements must be completed prior to building permit approval;
3. Right-of-way Dedication: Minimum right-of-way dedication is required in accordance with Fayetteville's Master Street Plan for a Residential Link, to include 26 feet from centerline for the property's Pollard and Cleburn frontages. Staff recommends additional right-of-way to encompass on-street parking facilities and public sidewalks. Alternatively, sidewalks may be dedicated within pedestrian access easements if their width falls outside 26 feet from centerline;
4. Parks fee in-lieu of land dedication in the amount of \$22,848 shall be paid prior to building permit issuance;
5. All ground-, wall, and roof-mounted mechanical shall be screened from visibility from adjacent street right-of-way;
6. Prior to building permit issuance, full compliance with the College Avenue Overlay District requirements must be determined by staff. Include material call outs and glazing details as needed to assess for the standards set forth in §166.21. Additionally:
 - a. Submit scaled elevations of the proposed building(s); and
 - b. Per the Planning Commission's approval of VAR 19-6961, the variance to not fully address the urban residential design standards approved with a condition that a building element be included on the west elevation similar to that included in the east elevation for the residential building
7. Prior to grading plan approval, address the following:

- a. Clarify the pedestrian-oriented elements proposed with this project and required by §166.24 for non-residential development in the underlying zoning district. A patio is noted, but no details about seating, planters, public art, etc.;
 - b. The proposed number of compact parking spaces exceeds the 35% allowance of overall on-site spaces under §172. Revise to provide full-depth, standard parking spaces or submit a variance to the Fayetteville Planning Commission; and
 - c. The minimum required greenspace requirements do not appear to be met for parking lots adjacent to public streets. See comments from the City's Urban Forester.
8. All comments and conditions from the Urban Forester, Fire Marshal, and City Engineering Division, shall be met;

Standard conditions of approval:

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

The next step is submittal of construction documents to the appropriate City Divisions for review, including a grading/drainage submittal to the Engineering Division and building permit to Building Safety, as needed. Please submit a copy of this letter with your construction documents. The plans submitted for construction should be revised to address all comments from the Technical Plat Review meeting and those noted above. If you have any questions, please feel free to contact the Planning Division at (479) 575-8308.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jonathan Curth', with a long horizontal line extending to the right.

Jonathan Curth
Development Review Manager

Attachments:

- *None; refer to comments issued under grading permit review*



TO: Fayetteville Planning Commission

FROM: Jonathan Curth, Development Review Manager

MEETING DATE: January 13, 2020 (Updated with Planning Commission Results)

SUBJECT: **VAR 19-6961: Variance (SW OF CLEBURN ST. & N. COLLEGE AVE./BEACON BLOCK APTS., 445-446):** Submitted by BATES & ASSOCIATES, INC. for properties located SW OF CLEBURN ST. & N. COLLEGE AVE. The properties are zoned CS, COMMUNITY SERVICES and contain approximately 0.64 acres. The request is for variances to the building design, street section, parking, and buffer standards.

RECOMMENDATION:
Staff recommends partial approval of **VAR 19-6961**, with conditions.

RECOMMENDED MOTION:
"I move to approve **VAR 19-6961**, determining:

- In favor of the requested Master Street Plan variance;
- In favor of the requested Downtown Design Overlay District and Nonresidential Design Standards variances;
- Opposed to the requested Urban Residential Design Standards variance;
- Opposed to the requested parking lot design variance; and
- The conditions recommended by staff.

BACKGROUND:
The subject property is located on the southwest corner of Cleburn Street and College Avenue. The property also has frontage on to Pollard Avenue to the west. Although undeveloped for over a decade, the property was previously improved with a nonresidential building. Topographically, the property is segmented in to two pieces, the portion closest to Cleburn is approximately 10 feet lower than the southern 2/3rds of the property. In 2017, this property and the larger College Avenue corridor between North and Maple Streets was rezoned to encourage mixed-use development as a compliment to recent sidewalk improvements made by the City. As a part of this rezoning, the College Avenue Overlay District was created, making properties within subject to the Downtown Design Overlay District requirements, a four-story height limit, and a shift of auto-oriented uses from permitted to conditional. Surrounding land uses and zoning is depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Retail/Office	CS, Community Services
South	Retail/Office	CS, Community Services
East	Retail/Office	UT, Urban Thoroughfare; CS, Community Services
West	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre

Public Comment: Staff has received public comment both in support and in opposition to this request (attached). While those in support of the request positively note the development's mixed-use offering and appropriate proximity to a major corridor and downtown, those opposed cite the size of the building along with the potential traffic, parking, drainage, and noise impacts.

DISCUSSION:

Request: The applicant is currently undergoing small site improvement plat review. As a part of the review, staff has identified instances where the proposal does not comply with development requirements. Accordingly, the applicant has submitted the five variance requests below, followed by staff's recommendation:

- §166.04, Required Infrastructure Improvements- Development in City Limits. Small site improvement plan submittals that involve street improvements are required to comply with Fayetteville's Master Street Plan. The Master Street Plan allows parallel on-street parking in many circumstances and parking at a 45-degree angle in more limited, contextual locations. The applicant proposes to improve the Pollard and Cleburn rights-of-way to include 90-degree parking.
 - *Staff Recommendation:* Staff generally supports the proposed variance with conditions. This support is based on the applicant's proposal to widen both Pollard and Cleburn to 24 feet, which is generally accepted as the appropriate, functional width to safely utilize 90-degree parking. Additionally, accident data from the Fayetteville Police Department from 2015-2017 indicates no reported incidents along the property's Pollard and Cleburn frontages. That being said, the intersection of College and Cleburn has experienced numerous accidents and the combination of terrain and traffic speeds on College Avenue concern staff. Accordingly, staff does not support approval of the three easternmost parking spaces on the south side of Cleburn. Eliminating these will allow traffic entering Cleburn to brake for vehicles entering the street, and give drivers exiting on-street parking to observe incoming traffic. Lastly, given the potential for vehicle overhangs and the building's development in an urban form, staff also recommends that 90-degree parking be conditioned on provision of an 8-foot, urban sidewalk.
- §166.21, Downtown Design Overlay District (DDOD) (per §166.26, College Avenue Overlay District.). The purpose of both the DDOD and College Avenue Overlay District is to promote good architectural form through the use of quality design and materials. As proposed by the applicant, the buildings require variances of minimum glazing amounts.
 - *Staff Recommendation:* Staff supports the proposed variance, recognizing the dual hardships of varying terrain and development of a three-frontage lot.
- §166.23, Urban Residential Design Standards. In addition to its other purposes, Fayetteville's Urban Residential Design Standards serve to provide compatibility with surrounding properties. A component of this is the requirement to provide insets and relief along with architectural elements along and façade facing a public street. The applicant proposes two residential facades facing Pollard, one as a portion of the northern building and the other including the full façade of the southern building, with no insets, relief, or architectural element.
 - *Staff Recommendation:* Staff does not support the proposed western, residential elevations, finding that they are not complimentary to the existing neighborhood to the west. While a smaller residential structure or a façade facing an alley or private

space may be appropriately developed with minimal treatment, staff does not find a prominent building façade to meet the intent of the Urban Residential Design Standards.

- §166.24, Nonresidential Design Standards. Non-residential development located in urban or form-based districts are required to meet standards beyond the City's adopted Commercial, Office, and Mixed-use Design and Development Standards. Among these standards are requirements within the Nonresidential Design Standards for additional glazing (50% in the build-to zone, 30% outside), changes in material or wall plane to address building mass and scale, and horizontal shifts in material, texture, or wall plane along the building's length. As proposed, the northern, nonresidential building utilizes a limited palette of materials.
 - *Staff Recommendation: Staff recommends in favor of this request, finding that when taken together, the two proposed buildings and their varying building materials are complimentary and establish the variety intended under the ordinance. Additionally, the significant amounts of articulation and relief along the northern and eastern facades serve to create visual interest where additional materials may otherwise play this role.*
- §172.04(C), Parking Lot Design Standards. Among the purposes of Fayetteville's parking lot design standards is the protection of adjoining properties from the adverse impacts associated with parking lots, such as noise, lighting, appearance, drainage, and effect on property value. This includes installation of a 32- to 42-inch masonry screen wall in locations where parking is proposed within the build-to zone. The applicant proposes to not construct a masonry screen wall, asserting that there is insufficient room on the site.
 - *Staff Recommendation: Staff does not support this request. In instances where parking is placed immediately adjacent to a sidewalk or street, and directly opposite other residential dwellings, a screen wall is important. From an aesthetic standpoint, a screen wall reduces the visual impact of surface parking. Considering safety, a screen wall creates a barrier between vehicles and sidewalks. Lastly, from a nuisance perspective, installation of a screen wall reduces the impact of vehicle headlights being directed in to adjacent residences west of Pollard. While staff recognizes the constraints of the property and that the requirement for a screen wall seems cosmetic in nature, its multiple roles justify its requirement in this instance.*

RECOMMENDATION: Staff recommends partial approval of VAR 19-6961 subject to the following conditions:

Conditions of Approval:

1. Planning Commission determination of a variance of §166.04, Required Infrastructure Improvements- Development in City Limits, for 90-parking on a public street. *Staff recommends in favor of the request provided the findings in this report and provided the following conditions:*
 - a. *Associated street improvements will be completed in conjunction with the parking;*
 - b. *An 8-foot sidewalk shall be provided; and*
 - c. *The three proposed, easternmost parking spaces along the property's Cleburn frontage will not be permitted.*
2. Planning Commission determination of a variance of §166.21, Downtown Design Overlay

District (DDOD) (per §166.26, College Avenue Overlay District.), for reduced glazing requirements. *Staff recommends in favor of the request provided the findings in this report;*

3. Planning Commission determination of a variance of §166.23, Urban Residential Design Standards, to not provide relief, articulation, or architectural elements along the western residential façade. *Staff recommends denial of the request provided the findings in this report;*
4. Planning Commission determination of a variance of §166.24, Nonresidential Design Standards, for reduced glazing requirements and architectural variation. *Staff recommends in favor of the request provided the findings in this report;*
5. Planning Commission determination of a variance of §172.04, Parking Lot Design Standards, to parking in the build-to zone without the required masonry screen wall. *Staff recommends denial of the request provided the findings in this report;*
6. Approval of these variances does not represent approval of other development issues that have not been fully-reviewed at this stage.

PLANNING COMMISSION ACTION: Required <u>YES</u>
Date: <u>January 13, 2020</u> <input type="checkbox"/> Tabled <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied
Motion: Winston, see below
Second: Belden
Vote: 7-0-0

In favor of Conditions #1 through #4, amending Condition #1 to allow 5-foot sidewalk, recommending denial of Condition #5, and all other conditions as recommended by staff. Condition #3, a variance of the Urban Residential Design Standards, was approved with the requirement for an architectural element provided on the east-facing portion of the residential building, with the element facing College Avenue an acceptable example.

BUDGET/STAFF IMPACT:

None

Attachments:

- Unified Development Code:
 - §166.04, Required Infrastructure Improvements- Development in City Limits
 - §166.21, Downtown Design Overlay District
 - §166.23, Urban Residential Design Standards
 - §166.24, Nonresidential Design Standards
 - §166.26, College Avenue Overlay District
 - §172.04, Parking Lot Design Standards
- Engineering Division Memo
- Request letter
- Building Elevations
- Site Plan
- Street Section
- 2015-2017 Traffic Accident Data
- Public Comment
- One Mile Map
- Close-up Map
- Current Land Use Map

166.04 - Required Infrastructure Improvements - Development In City Limits

(A) *Generally.* Required of developer.

- (1) *On and Off-Site Improvements.* On-site improvements are adjacent to or within a project site; such as widening the street along the project street frontage, constructing interior streets and utilities, etc. Off-site improvements are not adjacent to a project; such as the extension of an off-site sewer line to the property boundary, off-site storm drainage improvements, or an off-site intersection improvement, etc.
- (2) *Standards Applicable.* Any required on or off-site improvements in the city and within one (1) mile of the city limits shall be installed according to the city's standards; provided on or off-site improvements to roads located outside one mile of the city limits shall be installed to the county's standards. The developer shall be required to bear that portion of the cost of off-site improvements which bears a rational nexus to the needs created by the development.
- (3) *Required Infrastructure Improvements.* On and off-site improvements that are roughly proportional and bear a rational nexus to the impact of the development are required for all development within the City of Fayetteville. The developer shall be required to install on and off-site improvements where the need for such improvements is created in whole or in part by the proposed development.
- (4) *Planning Commission and Planning Division.* At the time the Planning Commission or Planning Division (where applicable for administrative approval) grants development approval, the Planning Commission or Planning Division shall determine whether the proposed development creates a need for off-site improvements and the portion of the cost of any needed off-site improvements which the developer shall be required to bear; provided, that portion of the cost of off-site improvements to roads located outside the city's corporate limits but within the city's planning area shall be determined by the county. In determining that portion of the cost of off-site improvements which the developer shall be required to bear, the Planning Commission or Planning Division (where applicable for administrative approval) shall consider the acreage within the proposed development as a percentage of all the acreage which, when fully developed, will benefit from the off-site improvements; provided, the Planning Commission or Planning Division may use a different method of measurement if it determines that use of the acreage standard will not result in the developer bearing that portion of the cost which bears a rational nexus to the needs created by the development.
- (5) *Determining Necessity for Off-Site Improvements .*
 - (a) When a proposed development has access to paved streets or roads only by way of substandard or unimproved roads or streets leading from the development to the paved streets or roads, the developer shall be responsible for contributing this proportionate share of the cost of improving the substandard access roads or streets to existing city or county standards. The developer's proportionate share of said costs shall be determined by the Planning Commission or Planning Division (where applicable for administrative approval) in accordance with the provisions of 166.04(A) above.
 - (b) When a proposed development has direct access to, or fronts on an existing road or street, which is below current standards, the developer shall be responsible for contributing his/her proportionate share of the cost of improving said street or road to existing city or county standards. The Planning Commission or Planning Division (where applicable for administrative approval) shall determine the developer's proportionate share of said costs in accordance with the provisions of 166.04(A) above.
 - (c) Off-site drainage improvements shall be required whenever a proposed development causes the need for such improvements.
- (6) *Delayed Improvements.* The Planning Commission or Planning Division may determine a required on-site or off-site improvement shall be delayed or payment-in-lieu contributed instead in accordance with Chapter 158 of the UDC.
- (7) *Variances .* A variance of off-site improvements may be granted in accordance with Chapter 156 Variances.
- (8) *State Highways.* The developer shall be required to dedicate sufficient right-of-way to bring those state highways which the Master Street Plan shows to abut or intersect the proposed subdivision into conformance with the right-of-way requirements of the Master Street Plan. The developer shall be required to install a sidewalk adjacent to that portion of a state highway abutting the proposed development; and provided that the Planning Commission or Engineering Division (where applicable for administrative approval) may waive the sidewalk requirement prescribed by this subsection upon application by the developer and a determination by the Planning Commission or Engineering Division (where applicable for administrative approval) that the topography of the proposed development where it abuts a state highway is such that installation of a sidewalk is not practical. Any other improvements required of the developer by the Planning

Commission or Engineering Division (where applicable for administrative approval) shall be coordinated with the Arkansas Highway and Transportation Department.

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

...

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

(a) *Dedication of Right-of-Way.*

- (i) *On-site.* Sufficient right-of-way dedication, to bring those streets which the Master Street Plan shows to abut or intersect the property and new streets proposed interior to the property, into conformance with the right-of-way requirements of the Master Street Plan for said streets, shall be approved by the Planning Commission or Subdivision Committee; provided, the Planning Commission or Subdivision Committee may recommend a lesser dedication in the event of undue hardship or practical difficulties. Such lesser dedication shall be subject to approval by the City Council.
- (ii) *Council Acceptance of Streets and Alleys.* The City Council accepts all streets and alleys located in Fayetteville that have been previously approved and accepted as dedications by the Fayetteville Planning Commission/Subdivision Committee. The City Council confirms the acceptance of all such streets and alleys dedicated by developers/owners to the city which have been approved by the Fayetteville Planning Commission/Subdivision Committee.

- (b) *Monuments and Lot Stakes.* The surveyor shall cause, preserve, and/or replace monuments and/or lot stakes marking the corners of a parcel to be set in accordance with Section 3.2, general procedures, of the Arkansas Minimum Standards for Property Boundary Surveys and Plats.

(c) *Streets.*

- (i) *On-Site.* Widening the street adjacent to the project frontage and construction of all interior streets to meet Master Street Plan standards. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.
- (ii) *Off-Site.* Street widening and/or new street construction off-site may be required to address traffic impacts based on the rough proportion and rational nexus of the impacts of the project. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.
- (iii) *Private Street Name Signs.* Where a structure is addressed on a private street or drive, the developer or property owner(s) shall be required to install, maintain, repair and replace all private street name signs. Any private street name sign existing at the time of passage of this ordinance shall be maintained, repaired and replaced as required by this section. Signs shall meet the standards of the Manual on Uniform Traffic Control Devices (MUTCD) and shall be installed at all street/drive intersections. Unless approved otherwise, all signs shall be retroreflective and utilize a white legend on a green background.

...
...

- (C) *Other Infrastructure Improvements.* Other infrastructure improvements may be required where the need for such improvements is created in whole or in part by the proposed development as determined by the City Engineer.

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

166.21 - Downtown Design Overlay District

- (A) *Purpose*. The intent of this ordinance is to encourage good architectural form through the use of quality design and materials. The goal of the code is to promote functional architecture that creates attractive and usable space. Downtown Fayetteville has a rich architectural history spanning many decades and styles; therefore, architecture should be respectful of the existing built environment and should strive to enhance the public realm. A strong emphasis shall be placed upon designing and implementing sustainable and green architecture practices.
- (B) *Applicability* . The Downtown Design Overlay District applies to parcels of land located within the boundaries of the Downtown Design Overlay District. The Downtown Design Overlay District Architecture Standards are applicable in the following instances:
- (1) If a conflict occurs between different standards, these standards shall supersede the City's Nonresidential Design Standards; Office, and Mixed Use Design and Development Standards in the Downtown Design Overlay District and College Avenue Overlay District.
 - (2) All new construction, additions or renovations shall comply with these standards regardless of whether the improvements require a permit; ordinary repairs and maintenance are not subject to these standards. Specifically, only the new construction or portions of the building that are being renovated shall comply with these standards.
 - (3) Building designs that strictly comply with these standards are to be considered approved for matters of aesthetics and shall not require further discretionary review for architectural character or appearance.
 - (4) Building designs that do not comply with these standards may be permitted by a variance after review and approval by the Planning Commission.
 - (5) Building designs that are denied or approved by the Planning Commission may be appealed to the City Council.
 - ...
 - (7) *Opacity and Facades*.
 - ...
 - (b) *First or Ground Floor Requirements of Any Principal Façade* .
 - (i) Glass on the first or ground floor shall have a visible transmittance rating of 0.6 or higher.
 - (ii) Commercial space and storefronts shall have a minimum of 75% glass on the first or ground floor.
 - (iii) Office, institutional, and other non-residential space shall have a minimum of 50% glass on the first or ground floor.
 - (iv) Multi-family residential space shall have a minimum of 40% glass on the first or ground floor.
 - (v) Single family and two (2) family residential space shall have a minimum of 5% glass on the first or ground floor.
 - (vi) The measurement for glass percentage on the first or ground floor shall be calculated at the pedestrian level between 2—12 feet above the sidewalk. For a building façade located outside of a build-to zone the measurement for glass percentage on the first or ground floor shall be at the pedestrian level between 2 and 12 feet above the finished floor elevation (FFE).
 - (vii) Doors or entrances for pedestrian access shall be provided at intervals no greater than 50 ft. apart along the principal façade.

(Ord. No. 5056, 9-04-07; Ord. No. 5679, 4-15-14; Ord. No. [6017](#), §1, 12-5-17)

166.23 - Urban Residential Design Standards

(A) *Purposes.*

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

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

- (1) 2-F, Two (2) family dwellings
- (2) 3-F, Three (3) family dwellings
- (3) MF, Multi-family dwellings

(D) Architectural Design Standards.

(1) Intent. The intent of these building design standards is:

- (a) To ensure that urban residential buildings add to the character and quality of the community, offer a sense of security, and make a positive contribution to the life of the street.
- (b) To maximize the quality, value and longevity of urban residential neighborhoods.
- (c) To make housing appealing and comfortable for its inhabitants.

(2) Construction and Appearance Design Standards for Urban Residential Development.

(a) Building Form and Design.

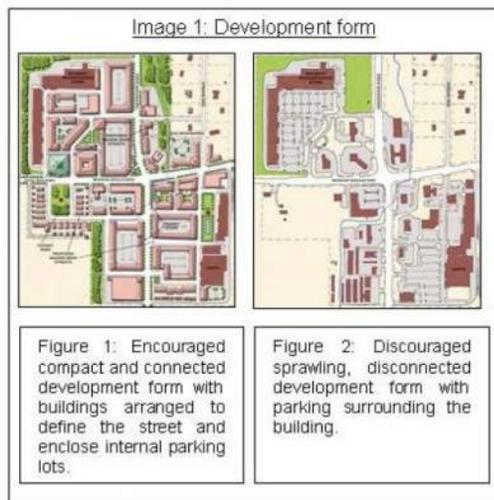
- (i) In order to provide a variety in form and design, one (1) building type may not be utilized more than three (3) times in a development. Each building type shall be differentiated by variations in materials, colors and roof forms.
- (ii) Ancillary structures such as carports, garages, recreational buildings and storage structures shall be designed as an integral part of the project architecture.
- (iii) The following architectural elements shall be required of all principal facades:
 - (a) Variations in materials;
 - (b) Insets or other relief in the wall plane;
 - (c) Incorporation of two or more of the following:
 - (1) Balconies;
 - (2) Bays or bay windows;
 - (3) Porches;
 - (4) Dormers;
 - (5) Porticoes;
 - (6) Turrets; or
 - (7) Other architectural feature approved by the Zoning Development Administrator that meets the intent of the code.

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

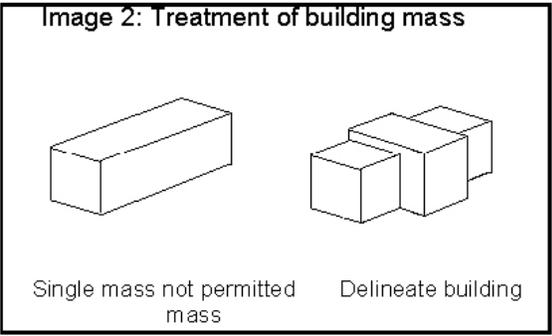
(Ord. No. 5118, 3-18-08; Ord. No. 5262, 8-4-09; Ord. No. 5679, 4-15-14; Ord. No. [6170](#), §1, 4-2-19)

166.24 - Nonresidential Design Standards

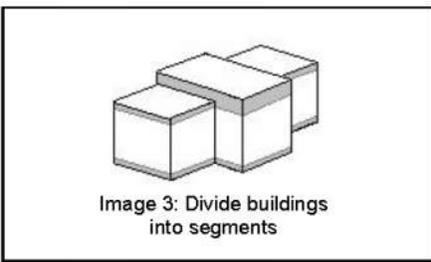
- (A) *Purpose.* It is the intent of these standards to provide the methods and means by which designers and developers may achieve the city's adopted goals to produce quality development and to manage growth within the City of Fayetteville. These regulations complement the city's urban zoning districts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



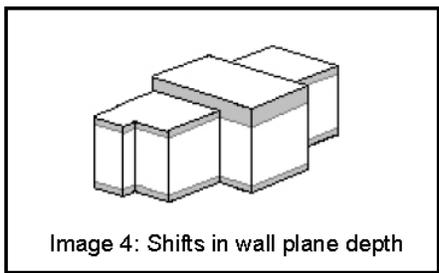
- (2) Multiple buildings located on the same lot should be articulated distinctly and separately so as to not provide an identical building on the same lot.
 - (3) New construction should show respect for horizontal articulation established by existing buildings within the immediate area.
 - (4) Application of building material and façade articulation of the building wall should encourage design, reinforce rhythm, increase visual impact, and create pedestrian interest.
- (D) *Building Mass, Scale, and Articulation.* The following regulations shall apply to break down the mass of large structures:
- (1) Structures shall not exceed 200 feet in length adjacent to the street, within a build-to-zone.
 - (2) The mass of a building exceeding 100 feet in length shall be delineated into no more than 40-foot-wide segments utilizing changes in height and depth of the wall plane of no less than 24 inches.



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



- (4) Buildings shall be constructed with high quality building materials. The following materials shall be prohibited:
 - (a) Untreated Concrete Masonry Unit (CMU)
 - (b) Wood fiber board
 - (c) Unfinished pressure treated wood
 - (d) Exterior Insulation Finish System (EIFS)
 - (e) Vinyl siding
 - (f) Reflective glass
- (5) Building façades located within a build-to zone shall incorporate the following:
 - (a) Changes in plane with a depth of at least 24 inches, either horizontally or vertically at intervals not less than 10 feet and not more than 40 feet; and
 - (b) Changes in color, texture, and material, either horizontally or vertically, at intervals of not less than 10 feet and not more than 40 feet.



- (6) Building façades located outside of the build-to zone and that are visible from a public right-of-way shall consist of the following:
 - (a) Changes in plane with a depth of at least 24 inches, either horizontally or vertically; and

- (b) Changes in color, texture, and material, either horizontally or vertically.
- (7) *Fenestration*. Fenestration patterns should encourage design, reinforce rhythm, and create shadows. The following shall be met to satisfy the fenestration requirements for a principal façade:
 - (a) *Entryways*. A primary entrance for buildings located in a build-to zone shall face the public street. When a structure is not in a build-to zone, the primary entrance shall be well-defined from access drives, sidewalks, and/or major parking areas.
 - (i) Multiple entryways are encouraged for all structures; however, a building entrance shall occur at a minimum of every 100 feet of building façade length that is within the build-to zone.
 - (ii) Each primary entrance shall be made visible and prominent by using special architectural treatment that signifies the entrances, such as large entry doors, porches, or protruding or recessed entrances.
 - (b) *Glazing*. In order to create a proportion of solids to voids and pedestrian interest the following standards shall apply:
 - (i) A building façade located within the build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk.
 - (ii) A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE).
 - (iii) Glazing above the first story shall not exceed 80% of the total building wall area.

...

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

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

166.26 - College Avenue Overlay District

- (A) *Purpose.* The intent of this ordinance is to encourage good architectural form through the use of quality design and materials. The goal of the code is to promote functional architecture that creates attractive and usable space while minimizing potential negative impacts of tall, single use multi-family buildings.
- (B) *Applicability.* The College Avenue Overlay District applies to parcels of land located within the boundaries of the College Avenue Overlay District.
- (C) General Requirements.
 - (1) Buildings shall be constructed in accordance with the Downtown Design Overlay District Architecture Standards.
 - (2) The maximum height of all buildings shall not exceed their zoning district's limitations or four (4) stories, whichever is less.
 - (3) Use Units 17 and 18 allowed in any zoning district in this Overlay District shall be moved from permitted uses to conditional uses.

(Ord. No. [6017](#), §2, 12-5-17)

172.04 - Parking Lot Design Standards

(See: Illustration: Parking Dimension Factors)

(A) *Maneuvering.* Parking lots shall be designated, maintained, and regulated so that no parking or maneuvering incidental to parking will encroach into the areas designated for sidewalks, streets, or required landscaping. Parking lots shall be designed so that parking and un-parking can occur without moving other vehicles, unless a valet service has been approved as part of the development plans. Vehicles shall exit the parking lot in a forward motion.

...

(C) *Build-to Zone.* A portion of a required parking lot may be located within the build-to zone, subject to the following:

- (1) A parking lot located within the build-to zone shall be screened with a masonry screen wall between 32 inches and 42 inches in height and 50% opaque minimum.

...

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



TO: Jonathan Curth, Senior Planner

FROM: Jonathan Ely, Development and Construction Manager

DATE: January 7, 2020

SUBJECT: Planning Commission Engineering Comments for VAR 19-6961 SW of Cleburn St. & N. College Ave (Beacon Block Apartments)

Engineering response to each requested variance below:

1. *Request a variance from standard detail DW4. Specifically, reduce the required driveway apron radius from 15' to 10'. This is due to the need for additional parking along Pollard and the revised street section in this area.*

Engineering Comment / Response: Engineering does not support this variance, and recommends the driveway radius remain at 15 ft. On street parking in such close proximity to a driveway will likely not meet minimum sight distance requirements regardless. The smaller radius will also make it more difficult to turn into and out of the proposed driveway. A hardship does not exist for this requirement.

2. *Request a variance to minimum street standard section 5.2.8. Specifically reduce the radius from 25' to 20' at the intersection of Pollard and E. Cleburn. This is due to an existing power pole and phone box. The 25' radius would require relocation of those utilities.*

Engineering Comment / Response: Variance of the Minimum Street Standards should be submitted to the City Engineer Per Section 1.9.1 of the Minimum Street Standards, not the Planning Commission. In general, a minimum radius is not required with the Street Standards. It requires the design engineer to perform an analysis of the necessary design vehicle based on street classification, and size the radius based on turning movements. We recommend the design engineer perform this analysis and provide a radius that can accommodate the design vehicle per the Minimum Street Standards.

3. *Request a variance to allow 90 degree parking on Pollard and E Cleburn Street. Parking will meet the 9'x19' stall requirement and the street will be widened to 24' in this area.*

Engineering Comment / Response: Engineering is in support of the requested variance with the condition that the parking stalls be constructed as described, and the sidewalk adjacent to the parking stalls be constructed in accordance with urban design standards, including 8' wide sidewalk and street tree's in tree wells.

4. *Request a variance to the minimum typical residential street section. The existing typical section is 21' bc to bc. We are proposing a 19' parking space, with a 24' drive isle on Pollard and Cleburn. The reason this is needed is for the required parking for the offices and commercial area of the building.*

Engineering Comment / Response: Engineering is in support of a variance from the standard street section. However, the 5' sidewalk shown adjacent to 90 degree parking will not be sufficient. Engineering recommends a minimum 8ft of sidewalk with street tree's and tree wells.



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

7230 S. Pleasant Ridge Dr / Fayetteville, AR 72704
PH: 479-442-9350 * FAX: 479-521-9350

VAR 19-6961
**Request
Letter**

December 16, 2019

City of Fayetteville
113 West Mountain Street
Fayetteville, AR 72701

RE: Beacon Block – Variance Request

Dear City Staff,

Morgan Hooker of High Street Investments 1, LLC is proposing a 24-unit multi-family mixed use development at E Cleburn and N Pollard Avenue (Washington County Parcel #765-03828-000), with associated parking, drainage, and landscaping improvements. The proposed development will consist of two buildings which will be separated by a courtyard. The developer would like to request the following variances.

Design Standards Variance Requests

We request a variance from design standards as follows: In terms of articulation, the building has several distinct architectural elements to create a well-composed façade. There are projecting bays on the College Avenue and Cleburn Street. At each projecting bay, the roof is hipped and creates shadows and depth. At the large (3'-0") overhang, we have profiled timber beams that are exposed. At each window, we have a surrounding entablature 8" wide with profiled moldings to give the openings depth and to create a material change. The windows are divided light to add visual interest. There will be awnings at each commercial entrance. Overall, great attention has been paid to creating a balanced, well-proportioned façade with carefully detailed elements.

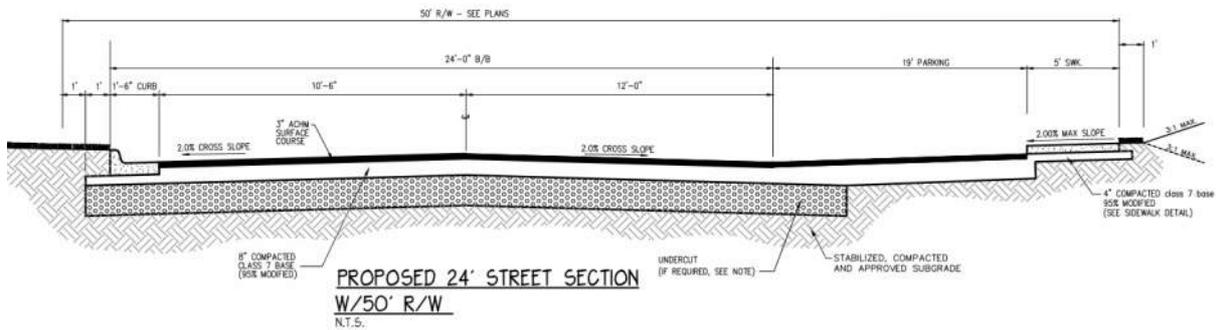
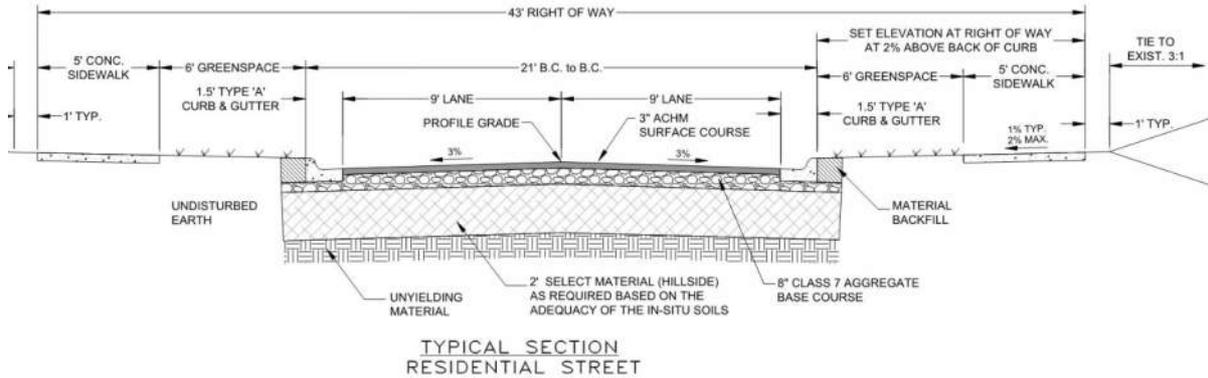
In terms of openness, we are proposing 30% openings at the commercial spaces. In our professional opinion, 30% allows visually connection between interior and exterior to create a lively street-scape. If we provided 50% openness, we feel that the building's ground floor would look too weak to support such a substantial masonry building and would be visually much less pleasing.

In terms of material and color changes, we feel that the building looks better by having long runs of similar materials. This is a better composition than arbitrary changes in material and plane. This is a prominent site and can be seen from a long way away and we want to create a substantial, unified, iconic image for College Avenue. This building has a very unique footprint to fit its quirky site and it has a distinctive roof line and silhouette. In no way is this a boxy or monotonous building. We ask that you grant us variances as necessary to allow us to construct this building as designed. "

Engineering Standard Variance Request

1. Request a variance from standard detail DW4. Specifically, reduce the required driveway apron radius from 15' to 10'. This is due to the need for additional parking along Pollard and the revised street section in this area.
2. Request a variance to min street standard section 5.2.8. Specifically reduce the radius from 25' to 20' at the intersection of Pollard and E. Cleburn. This is due to an existing power pole and phone box. The 25' radius would require relocation of those utilities.

3. Request a variance to allow 90 degree parking on Pollard and E Cleburn Street. Parking will meet the 9' x 19' stall requirement and the street will be widened to 24' in this area.
4. Variance to the minimum typical residential street section. The exiting typical section is 21' bc to bc. We are proposing a 19' parking space, with a 24' drive isle on Pollard and Cleburn. The reason this is needed is for the required parking for the offices and commercial area of the building.



Planning Variance Request

1. Request a variance from the required masonry wall to screen parking in the build too zone. This is due to lack of space for the additional parking along Pollard. Not sufficient room for the wall.

If you have any questions or require additional information, please feel free to contact me at your convenience.

Sincerely,

Bates & Associates, Inc

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

VAR 19-6961
Elevations



MIRATEC TRIM
THREE BRICK STRETCHER COURSES, BRICK COLOR 'B'
BUILDING SIGNAGE
SINGLE HUNG WINDOWS WITH SPREAD MULLION
BRICK ROWLOCK WITH TWO STRETCHER COURSES, BRICK COLOR 'B'

ASPHALT SHINGLE ROOF
METAL GUTTER
SINGLE HUNG WINDOW WITH SPREAD MULLION, BRICK COLOR 'B'
BRICK VENEER, BRICK COLOR 'A'

WOOD STOREFRONT
FIBER CEMENT BOARD WITH MIRATEC TRIM
CAST STONE LINTEL
FIXED WINDOW WITH TRANSOM AND SPREAD MULLION, BRICK ROWLOCK SILL, BRICK COLOR 'B'

Glazing does not meet 50% minimum

2 horizontal shifts in wall plane, materials, or texture required

NORTH ELEVATION
BEACON BLOCK

COURTYARD BUILDING & BLOCK, LLC



Glazing does not meet 50% minimum

2 horizontal shifts in wall plane, materials, or texture required

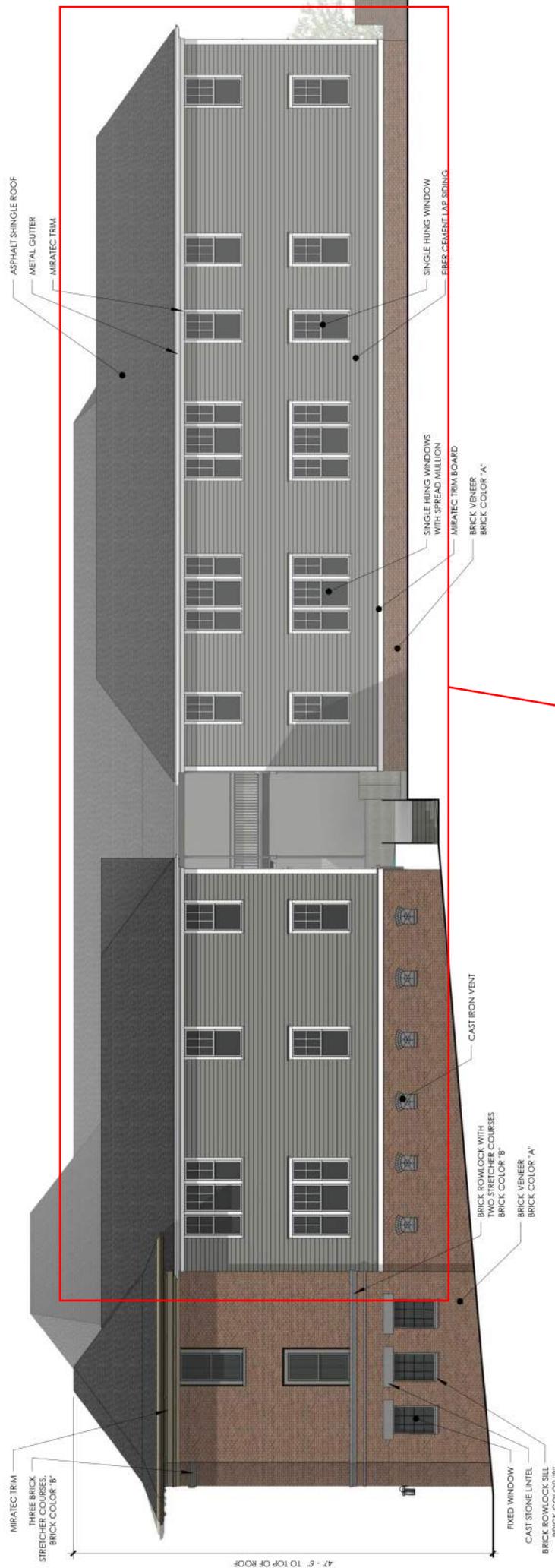
**EAST ELEVATION - BUILDING A
BEACON BLOCK**



EAST ELEVATION - BUILDING B
BEACON BLOCK

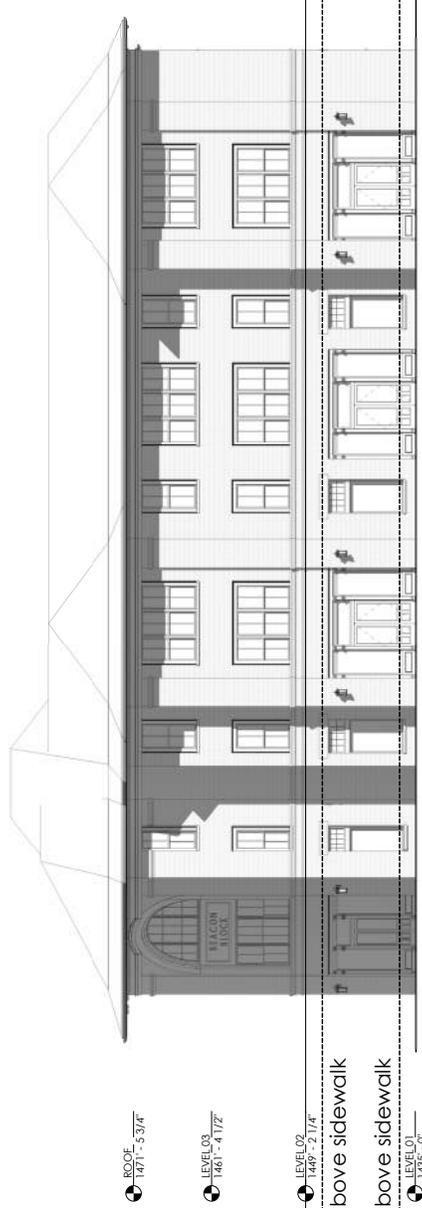


SOUTH ELEVATION
BEACON BLOCK



**Relief, Articulation,
and Architectural
Elements Required**

**WEST ELEVATION
BEACON BLOCK**



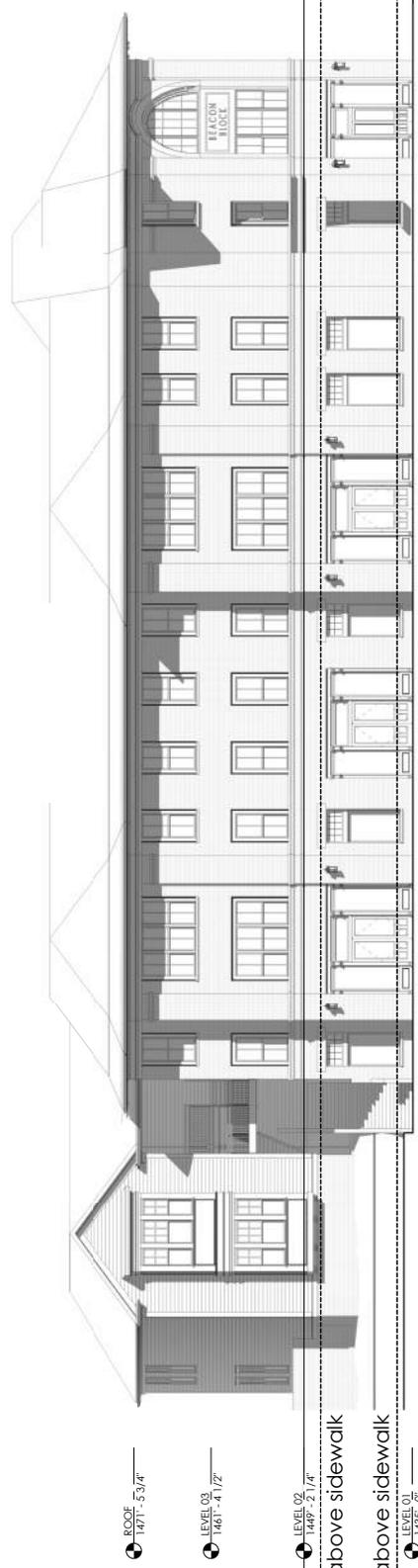
PER 16.21 D(2)(D):
 16.21E(1)(I)(iv) - ALL GLASS SHALL HAVE A LOW-E COATING
 16.21E(1)(I)(v) - ALL GLASS SHALL HAVE A U-FAC VALUE OF 0.30 OR HIGHER
 16.21E(1)(I)(vi) - ALL GLASS AT FIRST FLOOR LEVEL SHALL HAVE A VISIBLE TRANSMITTANCE RATING OF 4.0 OR HIGHER
 16.21E(1)(I)(vii) - ALL GLASS AT FIRST FLOOR LEVEL SHALL HAVE A VISIBLE TRANSMITTANCE RATING OF 4.0 OR HIGHER
 16.21E(1)(I)(viii) - ALL GLASS AT FIRST FLOOR LEVEL SHALL HAVE A VISIBLE TRANSMITTANCE RATING OF 4.0 OR HIGHER
 16.21E(1)(I)(ix) - VARIANCE HAS BEEN PROVIDED.

RESIDENTIAL AT LEVEL 02 - 03
 area - 3036 sqft
 opening - 554 sqft
 percentage - 18.2 %

OFFICE SPACE AT LEVEL 01
 area - 1217 sqft
 opening - 419 sqft
 percentage - 34.4 %

12' above sidewalk
 2' above sidewalk

NORTH ELEVATION GLAZING DIAGRAM



PER 16.21 D(2)(D):
 16.21E(1)(I)(iv) - ALL GLASS SHALL HAVE A LOW-E COATING
 16.21E(1)(I)(v) - ALL GLASS SHALL HAVE A U-FAC VALUE OF 0.30 OR HIGHER
 16.21E(1)(I)(vi) - ALL GLASS AT FIRST FLOOR LEVEL SHALL HAVE A VISIBLE TRANSMITTANCE RATING OF 4.0 OR HIGHER
 16.21E(1)(I)(vii) - ALL GLASS AT FIRST FLOOR LEVEL SHALL HAVE A VISIBLE TRANSMITTANCE RATING OF 4.0 OR HIGHER
 16.21E(1)(I)(viii) - ALL GLASS AT FIRST FLOOR LEVEL SHALL HAVE A VISIBLE TRANSMITTANCE RATING OF 4.0 OR HIGHER
 16.21E(1)(I)(ix) - VARIANCE HAS BEEN PROVIDED.

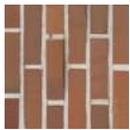
RESIDENTIAL AT LEVEL 02 - 03
 area - 3372 sqft
 opening - 596 sqft
 percentage - 17.6 %

OFFICE SPACE AT LEVEL 01
 area - 1358 sqft
 opening - 488 sqft
 percentage - 35.9 %

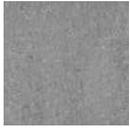
12' above sidewalk
 2' above sidewalk

EAST ELEVATION GLAZING DIAGRAM

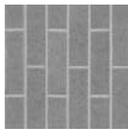
BEACON BLOCK



GLEN-GERY #210 VERTICAL SCORE,
BRICK TYPE "A"



GALVANIZED METAL RAILINGS



ASH GREY, BRICK TYPE "B"



PAINTED WOOD STOREFRONT



CAST STONE LINTEL



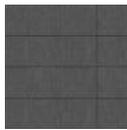
CLASSIC FRENCH GREY & WHITE VINYL WINDOW



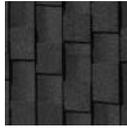
CLASSIC FRENCH GREY
FIBER CEMENT LAP SIDING



SAWDUST TAN & WHITE PAINTED GUTTERS & TRIM



PAINTED CEMENT FIBER BOARD SHEETS



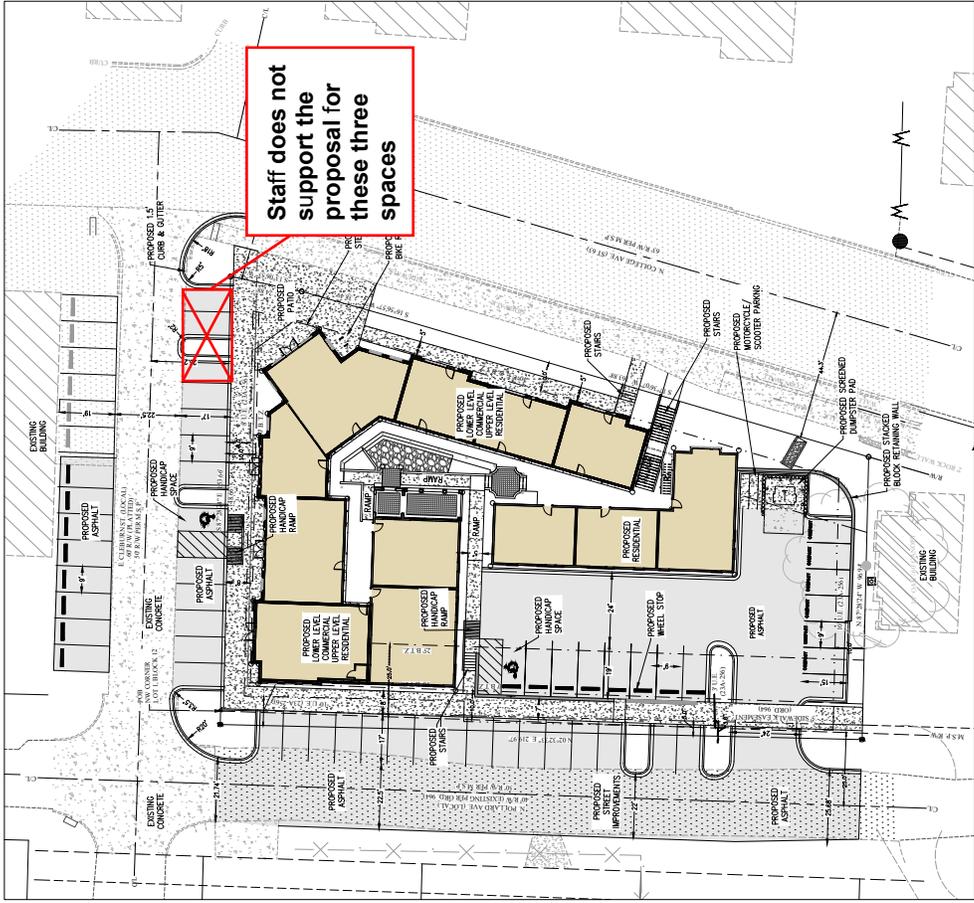
ASPHALT ROOF SHINGLES

BUILDING MATERIALS
BEACON BLOCK

VAR 19-0961 Site Plan



- NOTES:**
1. ALL OUTDOOR LIGHTING SHALL BE REVIEWED PRIOR TO BUILDING PERMIT APPROVAL FOR COMPLIANCE WITH THE OUTDOOR LIGHTING ORDINANCE.
 2. OUTDOOR LIGHTING SHALL BE SCREENED USING MATERIALS THAT ARE COMPATIBLE WITH AND INCORPORATED INTO THE STRUCTURE.
 3. ALL NEW UTILITIES SHALL BE RELOCATED UNDERGROUND, AND ALL EXISTING UTILITIES UNDER EXISTING SHALL BE RELOCATED UNDERGROUND.
 4. ALL NEW UTILITIES SHALL BE RELOCATED UNDERGROUND, AND ALL EXISTING UTILITIES UNDER EXISTING SHALL BE RELOCATED UNDERGROUND.
 5. TO ENTER THE END OF CONDUITS, THESE MUST BE A MINIMUM SEPARATION OF 12" BETWEEN CONDUITS FOR ELECTRIC AND CONDUITS FOR OTHER UTILITIES.
 6. ALL METER LOCATIONS AND BACKFLOW PREVENTION FOR THE FIRE SPRINKLER SYSTEMS MUST BE APPROVED BY THE CITY ENGINEER OF THE CITY OF FAYETTEVILLE.
 7. ALL METER LOCATIONS AND BACKFLOW PREVENTION FOR THE FIRE SPRINKLER SYSTEMS MUST BE APPROVED BY THE CITY ENGINEER OF THE CITY OF FAYETTEVILLE.
 8. FOR THE STORM DRAINAGE AND ROADWAY CONSTRUCTION, WEEKLY REPORTS SHALL BE SUBMITTED TO THE CITY OF FAYETTEVILLE'S PUBLIC WORKS INSPECTOR.
 9. ALL WORKING SPACES SHALL BE MAINTAINED CLEAR OF ALL OBSTRUCTIONS.
 10. ALL WORKING SPACES SHALL BE MAINTAINED CLEAR OF ALL OBSTRUCTIONS.
 11. ANY PERMIT REQUIRED TO PERFORM WORK IN THE STATE RIGHT OF WAY.
 12. ALL AREAS NOT DESIGNATED AS PARKING SPACES SHALL BE IDENTIFIED AS "NO PARKING - FIRE LANE".
 13. ALL AREAS NOT DESIGNATED AS PARKING SPACES SHALL BE IDENTIFIED AS "NO PARKING - FIRE LANE".
 14. TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 15. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 16. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 17. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 18. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 19. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 20. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 21. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 22. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 23. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 24. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
 25. ALL TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS COMPLIMENTARY TO AND COMPATIBLE WITH THE PRINCIPAL STRUCTURE. CONTAINERS MAY ALSO BE SCREENED FROM VIEW OF THE STREET.
- DECK LANE SCREENING NOTES:**
1. ALL DECK NOT DESIGNATED AS PARKING SPACES SHALL BE IDENTIFIED AS "NO PARKING - FIRE LANE".
 2. ALL DECK NOT DESIGNATED AS PARKING SPACES SHALL BE IDENTIFIED AS "NO PARKING - FIRE LANE".
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Staff does not support the proposal for these three spaces

BEACON BLOCK SITE IMPROVEMENT PLAN SITE PLAN FAYETTEVILLE, ARKANSAS

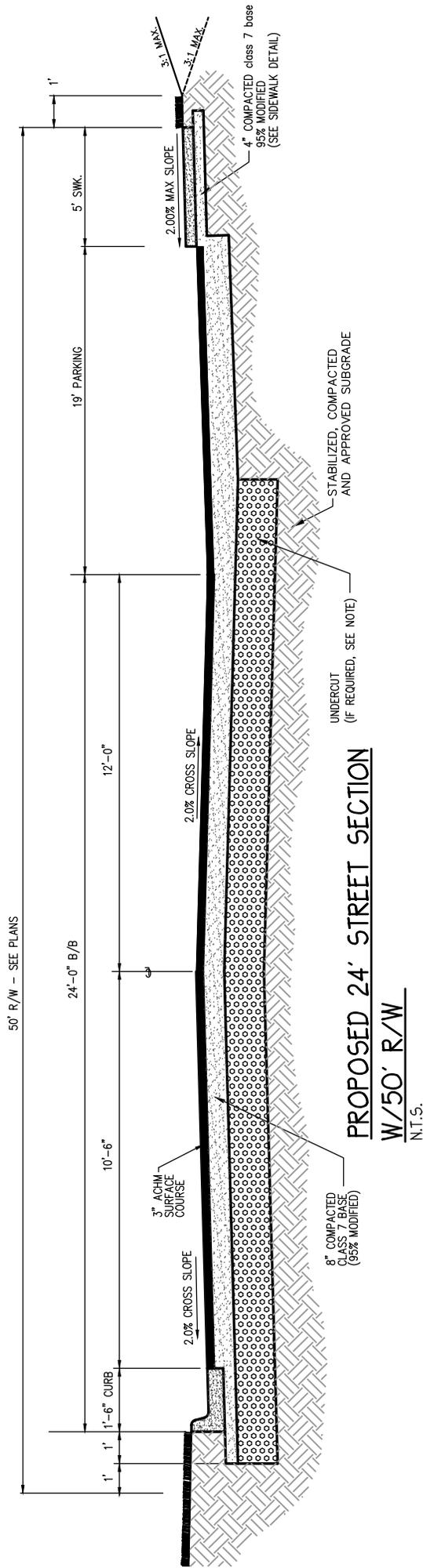


DRAWING NO. **03**
PROJECT NO.

PROPOSED	EXISTING	DESCRIPTION
1	1	ASPHALT (EXIST)
2	2	CONCRETE (EXIST)
3	3	CONCRETE (NEW)
4	4	CONCRETE (NEW)
5	5	CONCRETE (NEW)
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1. CONTACT CITY AND ADMINISTRATOR FOR ANY REQUEST FOR INSPECTION PRIOR TO COMMENCEMENT OF WORK.
2. MAXIMUM SLOPE FOR ADA SPACE IN ANY DIRECTION IS 2%.

VAR 19-6961
Street
Section



VAR 19-6961
**2015-2017
 Accident Data**



Subject Property



Traffic Crashes (2015-2017)

- All Crashes
- Crash (2015-2017)
- + Fatal injury
 - Incapacitating Injury
 - Non-incapacitating injury
 - Possible injury
 - No apparent injury

Public Comment for VAR 19-6961

City of Fayetteville Planning Commission:

As a 22-year resident on the eastern edge of the Wilson Park district (Pollard Ave) I'm writing to ask that the City of Fayetteville Planning Commission deny the variances requested by the developers of the property at College, Cleburn & Pollard.

Getting into and out of our neighborhood is already too dangerous and inconvenient due to:

- * no middle turn lane on that section of College
- * the narrowness of Cleburn and Pollard
- * no lane striping
- * number of vehicles using Highland, Cleburn, Pollard & Prospect to avoid the traffic light at North & College (which often has traffic backed up on North St for several blocks)
- * cars backing out of the small existing 90-degree parking area on Cleburn (south side of the t-shirt shop which fronts on College) into the roadway as one tries to turn right onto Cleburn when going south on College
- * pedestrians walking in the road on Pollard where there are no sidewalks. (Those giant expensive sidewalks recently added on high-traffic College are not where people choose to walk)

I think we'd all be on board with something beautiful, and MUCH smaller, on that property. Such as:

- * a max total of 10 units (1- or 2-story)
- * parking areas ENCLOSED WITHIN the property
- * green space along the Cleburn & Pollard perimeters, NOT more 90-degree pull-in/back-out parking !!!
- * wide sidewalks added at the street edges

Our area will be even less livable and desirable if the current plan is approved.

Thank you for your careful consideration of this issue.

Rachel Adams

-

Jan. 6, 2019

Mr. Jonathan Curth, Planning Commission
City of Fayetteville

Dear Mr. Curth:

I am writing to oppose the building that is proposed at the top of E. Cleburn Street, two doors up from our home at number 27. We feel blessed to live in this neighborhood, and suddenly fear that this is about to change.

We recently received a notification form from Bates and Associates about an application by a certain Morgan Hooker, High Street Investments, to build a 24-unit residential and 6-unit commercial building on that corner lot of Cleburn and College

Avenue. They refer to this as "part of a Site Improvement Plan." Mr. Curth, an *improvement* is the very opposite of what such a development's coming to pass would mean.

Cleburn Street is very narrow; it is already difficult for two cars to pass easily on our street. Add to that the fact that drivers wishing to avoid the lights and traffic of both North Street and College Avenue use our street instead. Add to *that* the difficulty we already have turning onto College from Cleburn, or into Cleburn from College, and it is unthinkable that someone would think building such a structure right there, on that small but very busy corner, so close to North Avenue, a good idea. Visibility is already very poor there, beside a college apparel shop parking lot, and also at the next intersection down, of College and Prospect. And I can attest to the difficulty of pulling into or out of any of the businesses across the street from us.

Which leads me to worry about the situation should such a residential/commercial structure be installed there. Where would all those residents and shoppers/clients park? They absolutely cannot park, as proposed, on Pollard or Cleburn Street. You only have to take a walk in our neighborhood to understand that. And we do walk here! The increased traffic would be terrible and disastrous. Children play here, and it's quiet and charming. With a building on the proposed scale of this one, what would happen to the integrity of our neighborhood? Certainly it could not remain quiet. What would happen to the quality of life we have here? Our neighborhood deserves to keep the charm it now has. We who have lived here for years deserve it as well.

This proposal by these developers is exactly the kind of poor thinking that the early city planners guarded against. Someone could surely use that lot for another small shop or two, a café, or a green space to complement the pretty street lamps and trees that were added recently. But if this plan comes to fruition, that beautification of that section of College will have all been for naught.

Years ago, Mr. Curth, I worked at the home of architect and professor emeritus Cyrus Sutherland. I was working for him as an assistant on his book *The Buildings of Arkansas*. I had such respect for him, for all he did for historic preservation, and for his own respect for the integrity of the landscape. He would have thought the scale of this proposed building absolutely unsuitable for our neighborhood. And the parking of all those cars the worst kind of eyesore, on top of the accidents that will surely happen if this poorly thought out design – or rather, lack of design if we are to honor the word – is permitted. I will attend the meeting on January 13, but please let me know if there is anything I can do before then. I know that many in my neighborhood feel the same way as my husband and I do; I am hoping that we can all unite to find a better and more reasonable use for the little lot at the top of the hill. One final consideration, Mr. Curth: I own a book by James Howard Kunstler called *The Geography of Nowhere*, about the tendency of many American cities and towns (growing awareness of which has begun to shift such actions, thankfully), to ignore scale and aesthetics in their development of public spaces. Please don't let Fayetteville become such a place. Thank you so much for listening.

Sincerely,

Carol E. Babylon

-

Good afternoon Jonathan,

I understand there is a planning meeting Monday 1/13 to review the mixed use development in Fayetteville on Cleburn and College. I live at 937 N Pollard Ave and have a couple concerns I would like to express in advance of this development.

1. I am extremely concerned about the drainage and water overflow effecting my street. I have been communicating with the city for years over the flooding issues washing away my property. Even after cutting a ditch and building the front edge of my property higher with several tons of dirt, flooding continues not only in the front yard but also destroying a retaining wall and washing away my back yard. The current drainage system is not able to handle the amount of water

during a normal rain. My concern is that this will divert even more water to and around my house causing more property damage.

2. I am also concerned about the increased traffic this will create on my street which will be the most direct route turning from North Street. Currently the traffic is heavy due to a short light at the College intersection. The current situation encourages people to avoid the light by cutting through my street at faster than posted speeds. I would hope speed bumps or swells would be added to curb the fast drivers.

I am not against urban development but hope you will consider improving the already stressed infrastructure in advance of adding more use.

I appreciate your time and thoughtful consideration of the effects this will have on my property.

Heather Hackworth

Slim Chickens

1088 E Millsap Road

Fayetteville, AR 72703

Work: (479) 935-4444 x 201

Direct: (479) 445-6554

Cell: (479) 601-6200

Fax: (479) 777-9884

Heather@slimchickens.com

www.slimchickens.com

-

Hi,

I'm writing as a private citizen and homeowner in the neighborhood to support the Beacon Block project. I am encouraged to see a mixed-use development along College Ave that brings housing that the city needs to the recently redeveloped street. As our population grows, developments like this which are close to downtown are an important part of bringing down overall housing costs which in turn maintains Fayetteville's vitality. I'm also excited that the development will bring more commercial establishments to enjoy within walking distance. The proposed development is well suited to this neighborhood.

Mervin Jebaraj

317 W North St

Fayetteville

-

Dear Mr Curth,

I live at 44 East Cleburn, which is the corner of Cleburn and Pollard. I am very opposed to the giant development being proposed on the corner of College/Cleburn/Pollard. Adding 24 residential units and six businesses will likely have a devastating impact on our neighborhood. The increase in traffic that will accompany such a development will result in more accidents, more dead animals, more speeding on side streets through our formerly quiet, peaceful neighborhoods. The developers should -absolutely- be required to bury utilities surrounding this property. The requested variance to reduce turn radius at the intersection should not be approved because it will cause countless accidents due to cross traffic.

Another concern is the drainage and water overflow that will occur due to the proposed development. There is a cap spring on the site which causes ground water to flood the property. The berm that is there keeps water from flowing onto Pollard and this development will remove that barrier.

On a personal note, this structure is giant and it will be right in my face all the time. As mentioned, I live across the corner to the proposed buildings. Instead of beautiful mountains, I will see an ugly grey building and tons of cars. Luckily, I rent and will be able to get out of this neighborhood should the development be approved. I have been a good tenant in this house for six years. I don't want to leave, but I won't live next to such an ugly and busy site. I am sure other renters (and owners) in the neighborhood will be moving if the development is approved.

I ask members of the planning commission to consider how THEY would feel if such a giant development was proposed in their neighborhood?

I appreciate the opportunity for my concerns to be considered by the planning commission. I do want the property to be developed, but the building project that is proposed is terrible. I hope you will require the developer to reduce the scale of the project and make changes so that it does not have such a negative impact on neighbors quality of life.

Sincerely,

Jenny Post

~~~~~

44 East Cleburn

Fayetteville, AR 72701

479-283-6073

[jennyncolor@gmail.com](mailto:jennyncolor@gmail.com)

-

Dear Planning Commission and developers and city council members,

I'm skeptical of the safety of placing so many parking places around the building. I know that the city needs to do something about drivers who cut through Cleburn to College at a high rate

of speed. Maybe big speed bumps would help. Or a police car giving tickets. But to add to the problem by placing approximately fifty parking spaces along both sides of Cleburn and along one side of Pollard will aggravate the situation. Drivers will have to back out of these spots into traffic. Also, already the situation is very dangerous for people heading south on College who slow down, make the right-hand turn and then find out that a car is backing out onto Cleburn. This is a recipe for car wrecks: rear-ended on College or head-on collision on Cleburn when a car is backing out.

This proposed mixed use development is adjacent to the Cleburn residential area where people walk, with a sidewalk only on one side of the street. Also, there are small offices on Pollard that already have issues of limited parking spaces. The "over-flow" parking along Cleburn will be a problem. Parking is legal on both sides of Cleburn currently, which means that the street is essentially impassable if people legally park on both sides of the street.

Perhaps the developer is applying for so many units with the idea that the planning commission will negotiate down to a more reasonable number of units.

Susan Raymond

-

Hi, Another note, that is "past history". There used to be an alley behind the houses on the north side of Cleburn, but for some reason the alley was vacated. So, residents who used to have option to access a garage via the alley can no longer do so. Many of us park at the street in front of our houses because driveways are too narrow for 2 cars. So, parking definitely will be an issue if inadequate spaces provided, especially if the new construction includes office and retail units. Seems bad if the development's parking lot is not a contained area with its own driveway and lane for pulling into and out of parking spaces. Backing out and pulling in along the public street doesn't seem practical.

Please add this to my comments. Thanks, Susan Raymond

-

Johnathan,

I own my home at the corner of Cleburn & Highland. We bought here in 1986 because it was a true neighborhood of families who cared for each other & their community.

I have several concerns & objections to 24 apartments & accompanying business which are not compatible with our neighborhood style-wise, which will overwhelm the quiet park neighborhood with traffic & fill it with short-term occupants who will not value a family neighborhood.

Others have stated objections as well so I won't duplicate & need to get this off to you.

Judi Singleton

-

Well, this isn't the first questionable proposal regarding the development of this corner. In 2002, a national auto repair shop was denied and the neighbors breathed a sigh of relief. This mixed-use proposal is so much worse.

The same problems that existed in 2002 have not been addressed; namely the surrounding narrow residential streets, increased numbers of vehicles by-passing the light at North and College, the lack of a turning lane on College at both Cleburn and Prospect, and the generally poor visibility at these intersections.

Judging by the plans, with marked parking areas for motorcycles and scooters, it appears that the 24 residential units will be marketed to college students. And their route to school will, of course, be right through our neighborhood.

Does this proposal include adequate off-street parking or is this another iteration of the sorority sisters taking up spaces on Ila Street?

Shops along a commercial thoroughfare, such as College Avenue are appropriate. However, adding 24 residential units that practically doubles the number of dwellings on the adjacent 2 blocks, is excessive and unfair.

Therefore, in the name of safety, integrity, and not to mention aesthetics, we oppose this project and appreciate the opportunity to make our feelings known.

Bob and Pat Wiken  
12 E Cleburn St  
Fayetteville, AR 72701

479 790-0809

-

Dear Mr. Curth,

I am writing to express my many concerns regarding the multi-use development being proposed for the lots that are at the corner of College Ave and E Cleburn St to the corner of E. Cleburn St and Pollard.

My wife and I have lived at 41 E Cleburn for 23+ years and have seen the evolution of this property. We live directly across Pollard from the property.

I would like to state up front that I believe in urban development and am not forwarding my concerns due to wanting to keep Fayetteville small town and homey. I was raised and lived in multiple urban settings before moving here and understand the need to maximize urban space to its fullest potential.

In 1996 when we moved here and purchased our house the property had a full functioning gas station a warehouse facility on the lower lot and the upper lot was fully covered in trees. Cleburn was covered in asphalt, the houses on Cleburn were of an age that they were all grandfathered in and connected on the same sewer line. The city sewer system regularly broke at the Cleburn and Pollard intersection until the city laid a new line from North St to Maple Ave. I was involved when Cooper Architects proposed developing the property with townhouses, lofts and commercial space prior to the recession of 2008. I am also aware of the setbacks that were placed on this property by the City Council, not the Planning Commission.

I am relaying all this so as to inform you I am very aware of the efforts that have evolved at this intersection.

In reviewing the plans submitted by Bates Engineering I will list my concerns.

1. The drawings do not depict how the land will be prepared. These two lots have significant height difference (approximately 15 feet) and I'm not sure if there intention is to level the upper lot with the lower or they are planning to incorporate the difference in their development.

My concern is that this ridge is 95% clay. I know this due to installing a French drain on my property and having the U of A engineering department do structural analysis.

If they are intending to level the lot it will possibly destabilize my lot. Clay flows to the lowest level and the property would become lower than mine.

If they are incorporating the difference there are two other issues. First, the height of the proposed structure is 52 feet which provide any residents whose windows faced Pollard would have direct views into my bedrooms and bathrooms. This my problem I realize but definitely would reduce my property value. Second, there is what I call for lack of a better term, a cap spring 15 feet off Pollard. This cap spring is the overflow point for the ground water in the ridge structure that includes all the properties from Pollard down to Highland. When it rains and the ground water fills up the ridge the overflow floods that property. I have discussed this with county land commissioners office and have been told that it's natural and nothing can be done to prevent this. There currently is a berm running along Pollard that prevents this runoff from entering the street but from the drawings they are planning to put parking where the berm is, resulting in water flowing into my property.

2. My next concern is basically changing Pollard and E. Cleburn to College into a parking lot. They have depicted 90 degree parking surrounding this entire project and actually across Cleburn with 35 parking spaces. They have an additional 15 spaces depicted on the property itself. That number of spaces is more than the entire total of cars on the block its adjacent to. With a minimum of 2 trips a day the residents in this proposed property, it would increase traffic by a minimum of 100 cars a day. By the way That block goes down to Highland.

There is already a tremendous amount of cut through traffic on Cleburn coming mainly from North St. There have been many accidents occur at Cleburn and Pollard during my residency and adding parking

to both sides of Cleburn would drastically increase the danger of this section of road. In addition, the corner of Cleburn and College is almost a blind corner and seems more narrow than normal but that may be due to there being parking on that corner already to handle the commercial properties already present. None the less, adding more 90 degree parking would make a residential street seem to be worse than Wal-Mart parking lot. At least most Wal-Marts have angled parking. Also there is no left turn lane on College for people traveling North on College. It would add additional danger of accidents at that corner.

They also want to have a variance on the size of the spaces. They have requested smaller spaces to allow for more spaces to meet the requirements of spaces to square feet set by the Planning Commission. This reduction would be equivalent to the parking in front of convenience stores.

3. The request to change the turn around from 25 feet To 20 feet At the corner of Cleburn and Pollard to accommodate the power pole on that corner. When Cooper Architecture presented to the city council in 2007-08, they were going to bury the power lines that surround this property. That was one of the requirements set forth by the City Council. I believe this requirement should be included.

4. The height of this building would make it the tallest building on College except for the courthouse, UAMS and the VA. There is not another property this tall the entire length of College. In addition it's the highest point on College between downtown and North St which would add to the out of place appearance. It does not coincide with the surrounding businesses and existing buildings along this section of College.

5. They have included an expansion of Pollard but have requested the street to be asphalt. Cleburn was asphalt when we moved in but due to the traffic the city replaced the street with concrete. It has already started to crack and I believe with the amount of increased traffic that Pollard should be required to be covered by concrete as well if this project is approved.

6. The placement of the trash area would likely be an issue for the city. They have the area placed on College directly adjacent to the new wider sidewalks the city spent two years installing. It appears as if they would have to cross the new sidewalk to access the area. Not only would it be unsightly and be contrary to what the city has established, but garbage trucks accessing this location would have to stop traffic to pick up the trash on a high use and low visibility area part of College. I would expect that section of the walkway would eventually become stained as well.

I think the drawings show a well designed property, I just believe that it is too large of a development for the property itself. I will be attending the variance meeting on the 13th to present my objections. If you like to contact me in the interim, please respond to this email or contact me via text or phone at 479-409-3393.

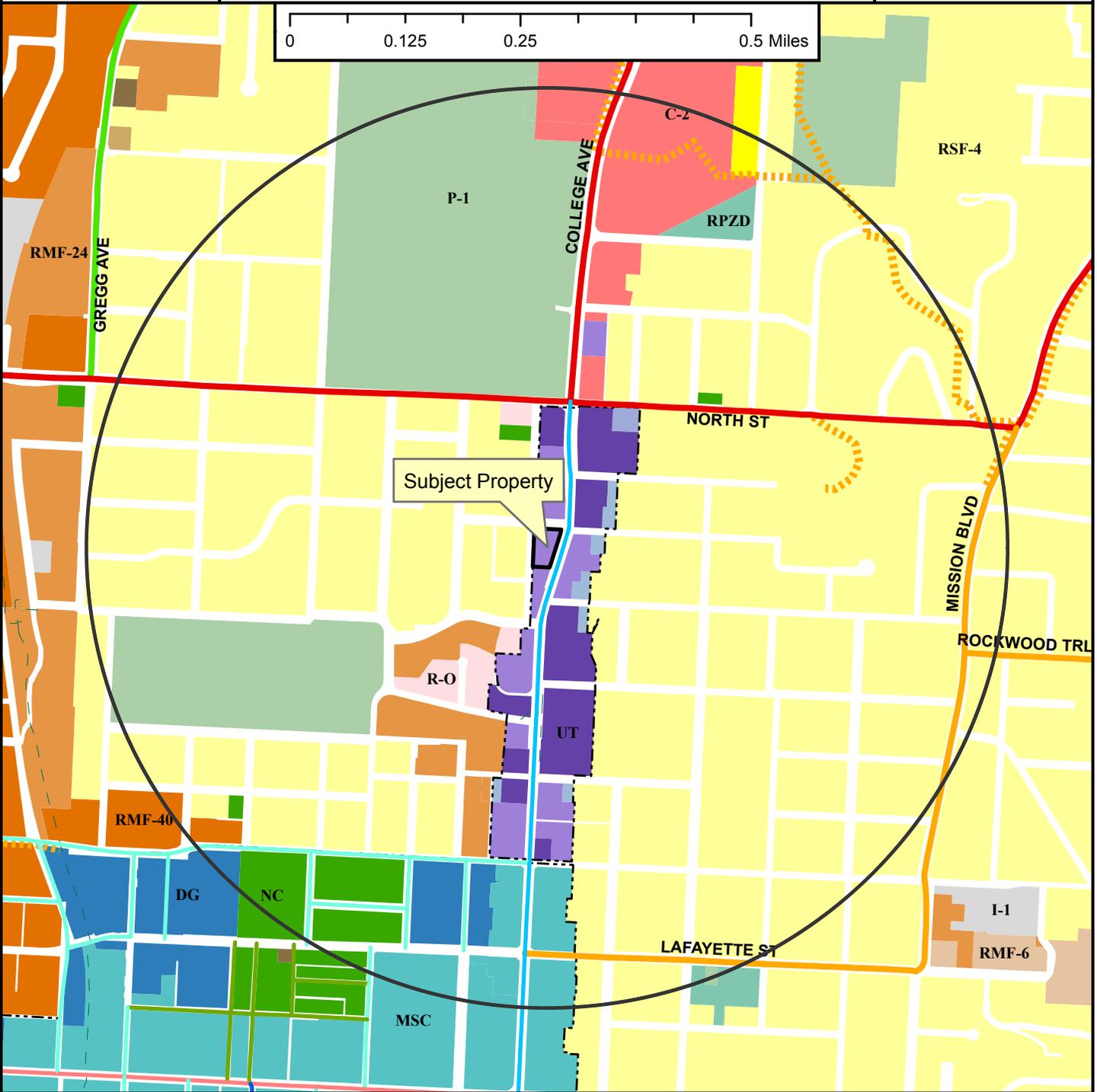
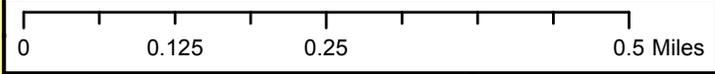
Sincerely;  
Tate Wolf  
41 E Cleburn St  
Fayetteville, AR 72701



VAR19-6961

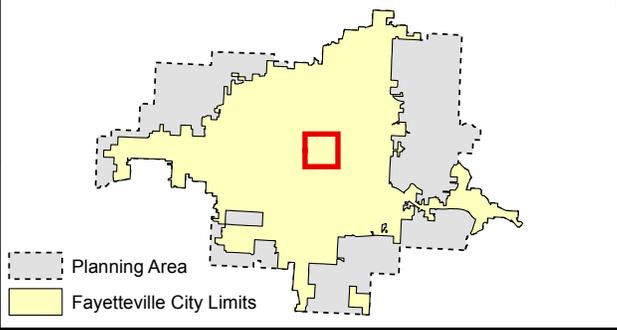
# BEACON BLOCK

One Mile View



## Legend

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

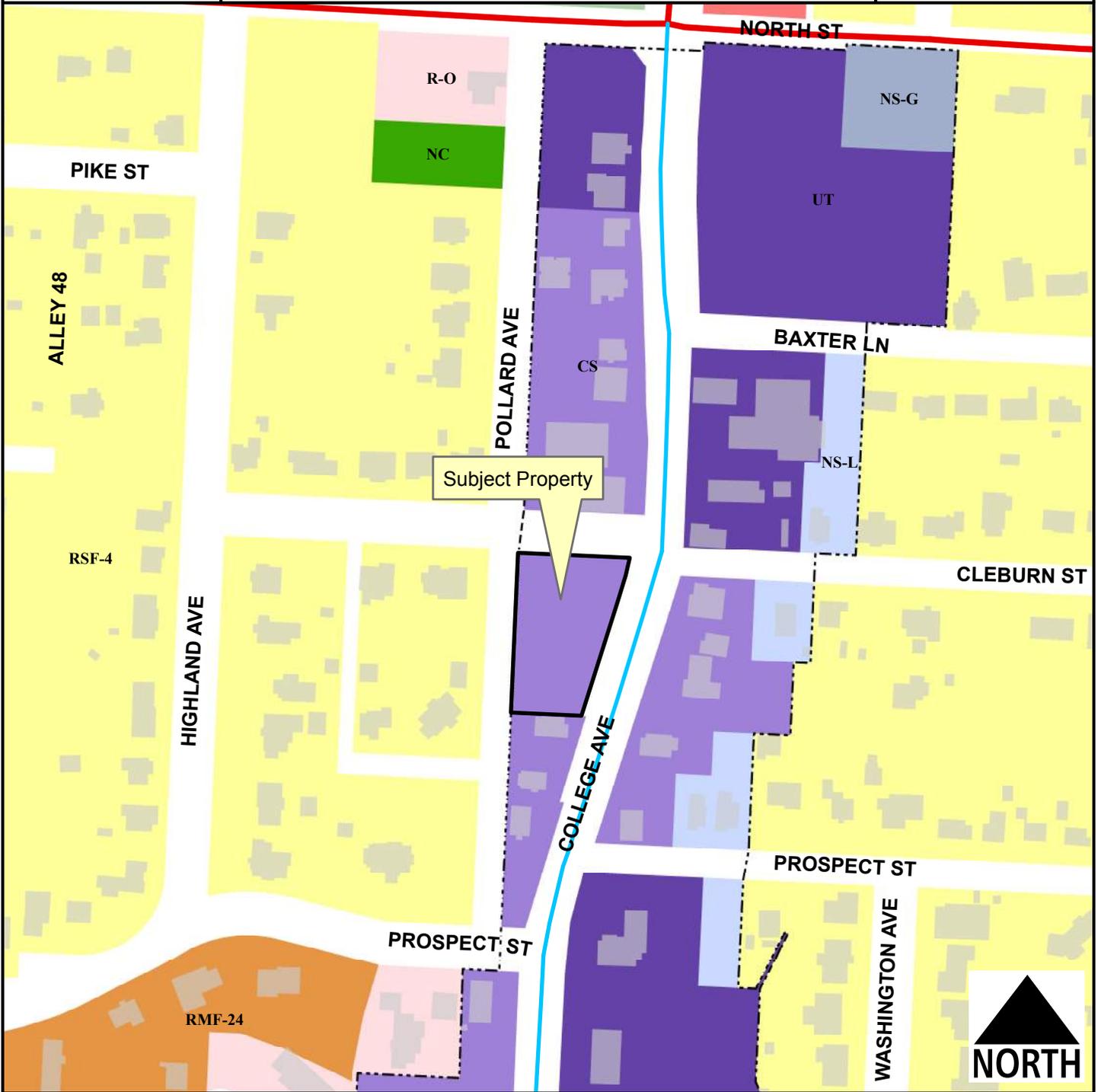


- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
  - NS-G
  - RH-U
  - RI-12
  - NS-L
  - Residential-Agricultural
  - RSF-5
  - RSF-1
  - RSF-2
  - RSF-4
  - RSF-7
  - RSF-8
  - RSF-18
- RESIDENTIAL MULTI-FAMILY**
  - RMF-6
  - RMF-12
  - RMF-18
  - RMF-24
  - RMF-40
- INDUSTRIAL**
  - I-1 Heavy Commercial and Light Industrial
  - I-2 General Industrial
- EXTRACTION**
  - E-1
- COMMERCIAL**
  - Residential-Office
  - C-1
  - C-2
  - C-3
- FORM BASED DISTRICTS**
  - Downtown Core
  - Urban Thoroughfare
  - Main Street Center
  - Downtown General
  - Community Services
  - Neighborhood Services
  - Neighborhood Conservation
- PLANNED ZONING DISTRICTS**
  - Commercial, Industrial, Residential
  - INSTITUTIONAL
  - P-1

VAR19-6961

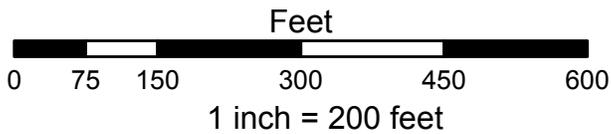
# BEACON BLOCK

Close Up View



## Legend

- Planning Area
- Fayetteville City Limits
- Design Overlay District
- Building Footprint



- RSF-4
- RMF-24
- Residential-Office
- C-2
- Urban Thoroughfare
- Community Services
- Neighborhood Services - Ltd.
- Neighborhood Services - Gen.
- Neighborhood Conservation
- P-1

VAR19-6961

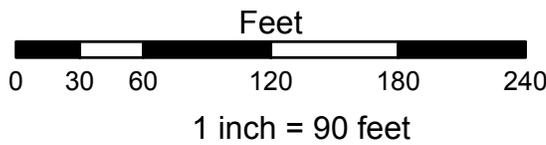
# BEACON BLOCK



Current Land Use



-  Planning Area
-  Fayetteville City Limits
-  Design Overlay District



### FEMA Flood Hazard Data

-  100-Year Floodplain
-  Floodway



**TO:** Fayetteville Planning Commission

**FROM:** Jonathan Curth, Development Review Manager  
Melissa Evans, Urban Forester

**MEETING DATE:** May 26, 2020 (**Updated with Planning Commission Results**)

**SUBJECT:** **VAR 20-7096: Variance (875 N. COLLEGE AVE./BEACON BLOCK APTS., 445-446):** Submitted by BATES & ASSOCIATES, INC. for property located at 875 N. COLLEGE AVE. The property is zoned CS, COMMUNITY SERVICES and contains approximately 0.64 acres. The request is for a variance to the greenspace requirements and number of compact parking spaces required.

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**RECOMMENDATION:**

Staff recommends approval of **VAR 20-7096**, with conditions.

**RECOMMENDED MOTION:**

"I move to approve **VAR 20-7096**, determining:

- In favor of the requested parking lot design variance;
- In favor of the requested landscape requirement variances; and
- All other conditions recommended by staff.

**BACKGROUND:**

The subject property is located on the southwest corner of Cleburn Street and College Avenue. The property also has frontage on to Pollard Avenue to the west. Although undeveloped for over a decade, the property was previously improved with a nonresidential building. Topographically, the property is segmented in to two pieces, the portion closest to Cleburn is approximately 10 feet lower than the southern 2/3rds of the property. In 2017, this property and the larger College Avenue corridor between North and Maple Streets was rezoned to encourage mixed-use development as a compliment to recent sidewalk improvements made by the City. As a part of this rezoning, the College Avenue Overlay District was created, making properties within subject to the Downtown Design Overlay District requirements, a four-story height limit, and a shift of auto-oriented uses from permitted to conditional. The property is also included in the 71B Corridor Plan area

More recently, in January of 2020, variances were approved on the site for building design, street section, parking lot screening standards. The small site improvement plan with which these variances were associated was administratively approved by staff in April of 2020, and construction documents are currently under review. Surrounding land uses and zoning is depicted in *Table 1*.

**Table 1  
Surrounding Land Use and Zoning**

| <b>Direction</b> | <b>Land Use</b>           | <b>Zoning</b>                                      |
|------------------|---------------------------|----------------------------------------------------|
| North            | Retail/Office             | CS, Community Services                             |
| South            | Retail/Office             | CS, Community Services                             |
| East             | Retail/Office             | UT, Urban Thoroughfare;<br>CS, Community Services  |
| West             | Single-family Residential | RSF-4, Residential Single-family, 4 Units per Acre |

*Public Comment:* Staff has received public comment from several individuals in opposition to the overall project. While limited comment was provided regarding the specific variance requests outlined below, numerous residents expressed concern about issues ranging from the intensity and size of the development proposal to the use of right-of-way for 90-degree parking and the hazard this may represent. Comments are attached in-full.

**DISCUSSION:**

*Request:* The applicant is currently undergoing grading permit review for a mixed-use development on the subject property. As a part of the previous development review and the current grading review, staff identified instances where the proposal does not comply with development requirements. Accordingly, the applicant has submitted the two variance requests below, followed by staff’s recommendation:

- §172.04(D), Compact Spaces. A maximum of 35% of the total parking spaces in parking lot may be compact in dimension. Although the Unified Development Code allows compact spaces (7.5 feet by 15 feet) in-lieu of standard parking spaces (9 feet by 19 feet), this is limited as a proportion of the overall site to provide adequate parking that reflects conventional vehicle sizes. Currently, 7 of the 15 on-site parking spaces are proposed as compact, totaling 47% of the total where 35% is allowed. The applicant asserts that the variance is necessary given site constraints.
  - *Staff Recommendation: While staff acknowledges the limitations posed by the subject property’s size and area, the proposal to include approximately 30 standard parking spaces along both Cleburn and Pollard represents a special characteristic of the overall project where parking will meet the intent and purpose of Chapter 172, Parking and Loading. In a typical parking lot, the inclusion of a disproportionate number of compact spaces can adversely impact safe ingress and egress, and the orderly circulation of motor vehicles. When considered as a proportion of parking proposed on- and off-street, the number of compact parking spaces is approximately 14%. With due consideration for the full scope of the proposal, staff recommends approval of the proposed*
  
- §177.04(D)(2), Perimeter Landscaping Requirement, Property Lines Adjoining Street Right-of-Way. A 15-foot wide landscaped area and street trees are required along the front property line along adjacent street rights-of-way. This is intended to promote beautification of the streetscape and reasonable conservation of vegetation while permitting economically feasible urban development to occur. The applicant asserts that this is unfeasible to achieved provided the scope of the development proposal.
  - *Staff Recommendation: Due to the nature of this site and parking dimensional requirements, staff recognizes that the full requirements of the landscaping ordinance are not feasible to achieve. Green space has been provided as possible along Pollard and Cleburn, with tree islands incorporated to provide landscape relief that is not just ground level, but vertical.*

**RECOMMENDATION: Staff recommends approval of VAR 20-7096 subject to the following conditions:**

**Conditions of Approval:**

1. Planning Commission determination of a variance of §172.04(D), Parking & Loading, Compact Spaces, for greater than 35% of on-site parking proposed as compact. *Staff recommends in favor of the request provided the findings in this report;*
2. Planning Commission determination of a variance of §177.04(D)(2), Perimeter Landscaping Requirement, Property Lines Adjoining Street Right-of-Way, for reduced greenspace along a front property line. *Staff recommends in favor of the request provided the findings in this report and the following condition:*
  - a. *Three parking spaces shall be eliminated from the plan as submitted to accommodate for extending the southernmost greenspace northward, and adding a tree island near along Pollard near its intersection with Cleburn (see attached exhibit).*
3. Approval of these variances does not represent approval of other development issues that have not been fully-reviewed at this stage.

|                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PLANNING COMMISSION ACTION:</b> Required <u>YES</u>                                                                                                                                                                                                  |
| Date: <u>May 26, 2020</u> <input type="checkbox"/> Tabled <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied                                                                                                                  |
| <b>Motion: Winston, as recommended by staff, except striking Condition #1 regarding compact spaces at the applicant's request and amending Condition #2 to reflect the applicant's SecondBrown in-meeting proposal including additional greenspace.</b> |
| <b>Vote9-0-0</b>                                                                                                                                                                                                                                        |

**BUDGET/STAFF IMPACT:**

None

**Attachments:**

- Unified Development Code:
  - §172.04(D), Parking Lot Design Standards, Compact Spaces
  - §177.04(D)(2), Site Development and Parking Lot Landscape Standards
- Urban Forestry Memo
- Request letter
- Variance Exhibits
- Public Comment
- One Mile Map
- Close-up Map
- Current Land Use Map

**172.04 - Parking Lot Design Standards**

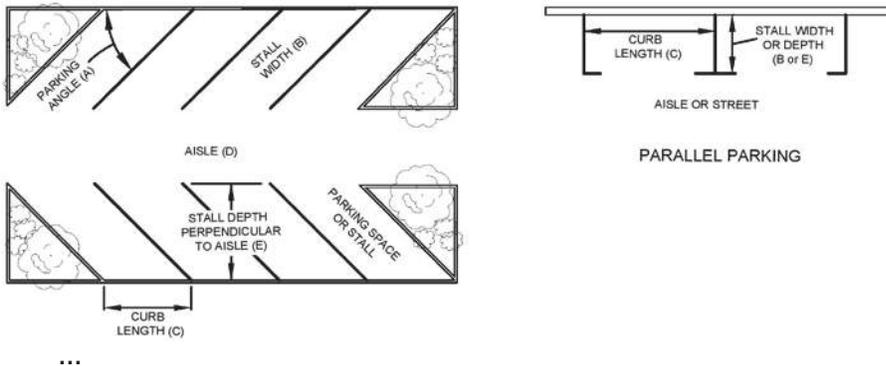
(See: Illustration: Parking Dimension Factors)

- (A) *Maneuvering.* Parking lots shall be designated, maintained, and regulated so that no parking or maneuvering incidental to parking will encroach into the areas designated for sidewalks, streets, or required landscaping. Parking lots shall be designed so that parking and un-parking can occur without moving other vehicles, unless a valet service has been approved as part of the development plans. Vehicles shall exit the parking lot in a forward motion.
- ...
- (D) *Compact Spaces.* A maximum of 35% of the total spaces may be compact spaces. Compact spaces shall be marked either by marking on the pavement or by separate marker.
- (E) *Dimensional Requirements.* (See Table 1)

**TABLE 1**  
DIMENSIONAL REQUIREMENTS

| Angle (A) | Type               | Width (in ft.) (B) | Curb length (in ft.) (C) | One-way aisle width (in ft.) (D) | Two-way aisle width (in ft.) (D) | Stall depth (in ft.) (E) |
|-----------|--------------------|--------------------|--------------------------|----------------------------------|----------------------------------|--------------------------|
| 0°        | Standard           | 8                  | 22.5                     | 12                               | 24                               | 8                        |
| Parallel  | Compact            | 7.5                | 19.5                     | 12                               | 24                               | 7.5                      |
| 30°       | Standard           | 9                  | 18                       | 12                               | 24                               | 17                       |
|           | Compact            | 7.5                | 15                       | 12                               | 24                               | 14                       |
| 45°       | Standard           | 9                  | 12.5                     | 12                               | 24                               | 19                       |
|           | Compact            | 7.5                | 10.5                     | 12                               | 24                               | 16                       |
| 60°       | Standard           | 9                  | 10.5                     | 18                               | 24                               | 20                       |
|           | Compact            | 7.5                | 8.5                      | 15                               | 24                               | 16.5                     |
| 90°       | Standard           | 9                  | 9                        | 24                               | 24                               | 19                       |
|           | Compact            | 7.5                | 7.5                      | 22                               | 24                               | 15                       |
|           | Motorcycle/Scooter | 3                  | 3                        | 12-24                            | 24                               | 7.5 - 9                  |

**DIMENSIONAL FACTORS**



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

#### 177.04 - Site Development And Parking Lot Landscape Standards

- (A) *Applicability.* A detailed landscape plan is required to be submitted for all development when either new development or expansion of 25% of the existing building square footage occurs and for all new or expanded parking lots containing five (5) or more spaces. Landscape plans shall be submitted with the application for building permit or parking lot permit. Submittals shall conform to the standards established within this chapter.

...

- (D) *Perimeter Landscaping Requirement.* Proposed development shall be landscaped meeting the following requirements:

- (1) *Side and Rear Property Lines.* All parking lots shall have 5 feet of landscaped area between the property line and parking lot. The 2-foot vehicle overhang option may be included to meet this requirement. Depending on the use and location, additional landscaped area and screening may be required along property lines. Where parking lots are located adjacent to a public alley, greenspace is not required between the parking lot and the alley. A shared driveway or parking lot drive aisle within a platted access easement may encroach fully within the required greenspace along the side or rear property lines.
- (2) *Property Lines Adjoining Street Right-of-Way.*
  - (a) *Landscape Area Required.* A 15-foot wide landscaped area shall be provided along the front property line exclusive of and adjacent to the Master Street Plan right-of-way. Points of access (entrance drives, exit drives) and sidewalks are allowed to cross the 15-foot landscaped area provided the integrity of the landscaped area is maintained.
  - (b) *Urban Zoning Districts.* Zoning districts that prescribe urban building form (e.g., a build-to zone) permitting front setbacks of less than 15 feet may be permitted to eliminate the greenspace between the principal façade of a building and the Master Street Plan right-of-way and instead provide pedestrian oriented elements as referenced in 166.24(E).
  - (c) *Residential Zones.* Except for permitted entrance drives, every development shall be landscaped for an equal and uniform width of 15 feet parallel to the front property line(s) street right-of-way. Single and two-family residential uses shall be exempt from this requirement.
  - (d) *Nonresidential Zones.* Except for permitted entrance drives, every development shall be landscaped for an equal and uniform width of 15 feet parallel to the front property line(s) street right-of-way.
  - (e) *Shade.* All tree planting locations shall attempt to achieve shade for parking lots, cars, benches, pedestrian walkways, etc., by utilizing aspect and locating trees along the south and west boundary of these areas.
  - (f) *Screening.* Parking lots containing five (5) or more spaces shall be screened from the public right-of-way and adjacent properties, where said parking areas are adjacent to residential zones, with shrubs and/or graded berms. If graded berms are used, shrubs are also required.
  - (g) *Perimeter Planting Location.* Street trees shall be installed in the location identified under the street tree planting standards described herein, all other plantings noted herein shall be installed within the required landscape area. Subject to approval by the Urban Forester, required shrubs may be planted within the right-of-way or outside the required landscape area parallel to the street right-of-way only in extenuating circumstances.
- (3) *Tree Planting.*
  - (a) Large species trees shall be planted in the location identified in the Street Tree Planting Standards containing one (1) tree per 30 linear feet along the front property line. Trees along the perimeter may be grouped to allow flexibility in design. The maximum allowed grouping may be up to 25% of the required number of street trees.
  - (b) Species selection shall be chosen from the approved list of trees for landscaping found in the appendices of the City of Fayetteville Landscape Manual. Alternate tree species selections may be approved by the Urban Forester. No more than 25% of trees planted to meet perimeter landscaping requirements may be evergreen.
  - (c) Planted trees shall have a 2-inch caliper (diameter) measured 6 inches above ground level at the time of planting.

- (d) At the request of the developer, the Urban Forester may exempt specific areas from required tree planting where the terrain, existing trees or other physical limitations make the planting of new trees impracticable. In cases of existing overhead power lines, small trees shall be planted that will not interfere with the existing power lines. Species selection shall be approved by the Urban Forester.

...

(Ord. No. 4917, 9-05-06; Ord. No. 5312, 4-20-10; Ord. No. 5337, 8-3-10; Ord. No. [5859](#), §3(Exh. B), 3-15-16; Ord. No. [6090](#), §1, 9-18-18



**Bates &  
Associates, Inc.**

**Civil Engineering & Surveying**

7230 S. Pleasant Ridge Dr / Fayetteville, AR 72704  
PH: 479-442-9350 \* FAX: 479-521-9350

VAR 20-7096  
**Request  
Letter**

April 15, 2020

City of Fayetteville  
113 West Mountain Street  
Fayetteville, AR 72701

**RE: Beacon Block – Variance Request**

Dear City Staff,

Morgan Hooker of High Street Investments 1, LLC is proposing a 24-unit multi-family mixed use development at E Cleburn and N Pollard Avenue (Washington County Parcel #765-03828-000), with associated parking, drainage, and landscaping improvements. The proposed development will consist of two buildings which will be separated by a courtyard. The developer would like to request the following variances.

1. Request a variance from the minimum required greenspace for parking lots adjacent to public streets. This variance is due to lack of space because of the parking along Pollard and a very tight and unique site. Also, unable to place street trees on Pollard or E. Cleburn Street.
2. Request variance for the number of compact parking spaces exceeding 35% of the allowable overall on site spaces. Chapter 172. There are 15 parking spaces on site. 7 are compact. The reason for the variance is the site is constrained to stay 5' off the property line and a 24' drive isle. There is not sufficient room to get 2 additional feet due to the existing site constraints.

If you have any questions or require additional information, please feel free to contact me at your convenience.

Sincerely,

**Bates & Associates, Inc.**

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





To Planning Commission,

I have heard that on May 26, 2020, the planning commission will again consider variances requested by the developer, as quoted below. Again, as I have said in a previous email, I see no reason to grant the variances. As the developer has stated, the lot is not large enough to have as many units and parking spaces as proposed and at the same time meet city code. I see no reason to make exceptions to city code for this developer. The developer should simply do a smaller project. At the past public planning meeting, one of the planners compared the parking situation to that of our Fayetteville downtown Square. The situations are not at all similar. Please forward my comments to the planning meeting. Susan Raymond

Beacon Block – Variance Request

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PH: 479-442-9350 \* FAX: 479-521-9350

April 15, 2020

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RE: Beacon Block – Variance Request

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\*\*\*

May 8, 2020

Dear Jonathan Curth,

I don't understand, I'm sorry. With all the horrific things happening in the world right now, I wonder why you can't dissuade this man, Morgan Hooker, from adding to our distress by ruining our neighborhood. (Corner of Cleburn and College.) I can't decipher the drawings which have now been mailed to our address. I wonder if you can tell me what is planned with the unbearably ugly sea of cars proposed on our streets, the parking of them. I sent you a letter before, which you replied was well-crafted, and I appreciated that. I really thought the city planning commission, to whom you said you would read my letter verbatim, would prevail against a building that is absolutely not in scale with this small space. I really thought that you would tell this man his buildings may be fine along the interstate, where I hear he has built others, but not here. It doesn't fit here, Mr. Curth! There are lovely two-story houses going up in the south end of town; they are pleasing to the eye and still on a human scale. A few such houses would be great on this lot.

My neighbor has been going through horrific health issues with his wife, for which reason they had to move out until renovations could be made to their house for her to be able to stay there. And as soon as they moved back in, this unreasonable proposal by Hooker's company sprang up. He wouldn't tell you that, but I feel I should. His property, and ours right next to it, will be terribly altered.

Mr. Curth, no one on the planning commission would honestly say that they would appreciate a building of this size and its parking going up on *their* street, I know that. Please think about that. We moved into a quiet neighborhood, finally. Do we not have any say in keeping it that way? Who would appreciate a car park moving in right outside the door after they'd lived in a pretty place? I wish I could come in to meet you in person to talk with you, but of course that's not possible now. Please help us keep this new building and its parking eyesore much reduced and kinder and truer to the integrity and character of our neighborhood.

Thank you again for listening.

Sincerely,  
Carol E. Babylon

\*\*\*

Dear Sirs:

I am writing to put forth my concerns regarding the development, named Beacon Block, being proposed At the empty lot at College Ave and Cleburn St.

I would like to start, the proposed buildings being presented are not what I am writing about. The problem with the proposal is the proposed parking design.

The architects, Bates, in their letter accompanying this variance request, I believe is somewhat disingenuous. They are requesting a variance on the number of compact parking spaces on-site, stating they do not have the space to accommodate the codes. They are requesting variances for on-site. They did not reference what I believe is a total code violation and that is the 90 degree spaces they have proposed on both Cleburn St and along Pollard.

I will address both those street proposals here in regards to the UDC reasons for rejection as described in the UDC chapter 166.2 sub section C item D.

First, E. Cleburn St heading from Pollard to College is actually a narrower street surface than normal by two feet. Subsequently, this causes the corner at College and Cleburn very narrow entry/exit with 90 degree parking spaces immediately confronted when turning onto Cleburn from College. As a side note, I personally drive a Ford F-250 and turning here results many times in me having to jump the curb when there is another car waiting to enter College due to spacing. Along with those issues, the corner is not a actual 90 degree intersection, which causes drivers a more complex turn while entering College. In addition, this section of Cleburn, heading East towards College, is that it is over the crest of a hill on Cleburn.

I am describing Cleburn due to the fact that Bates is proposing compact 90 degree parking spaces on both sides of Cleburn between Pollard and College. In referencing the reason for rejection of a proposed development, " The proposed development would create or compound a dangerous traffic condition. For the purpose of this section, a dangerous traffic condition shall be construed to mean a traffic condition in which the risk of accidents involving motor vehicles is significant due to factor such as, but not limited to, high traffic volume, topography, or the nature of the traffic pattern." By having 90 degree compact parking spaces on both sides of Cleburn is adding a gauntlet style driving condition and would basically turn a residential street into a parking lot to the benefit of the developer.

To reinforce my opinion, In the variance meeting on this property in January, an expert witness, Mr. Matt Hoffman, chairman of the Planning Commission and architect, who stated during the meeting that

this is the type of project that he works on professionally, he stated that it would actually make this area safer because , “ have you ever seen anyone driving through a parking lot at 30 mph” This is a residential street supported by tax dollars by the citizens of Fayetteville, not a parking lot.

The second part of my concern is the proposed parking along Pollard. In the most recent request for variance by Bates, the drawing has been enhanced from the previous submittal by adding proposed landscaping and elevation indicators. However, the enhanced diagram disguises the proposed compact 90 degree spaces along the entire property line The previous variance meeting allowed for these spaces may be 90 degree compact spaces. Granted, Bates has proposed widening Pollard, however, the same issue as with Cleburn becomes an issue. This would effectively change Pollard into a parking lot for the benefit of the developer. Using the elevation markings on the second submitted drawing, there is a ten foot drop in elevation from the South end of the property to the Pollard/Cleburn intersection. Most cars and trucks are less than eight feet in height, so coming up the hill of Pollard, a car/truck backing out of a space would be unseen. This would go against code due to topography by creating a traffic hazard.

Again, using the expert witness, Mr. Hoffman, his remarks were, “ people will learn to slow down coming up the hill” Not all drivers will use this route on a regular basis, so this is creating a potential traffic hazard going against the UDC. Again this is a residential street, not a parking lot.

In regards to this development, there has been no other developments in Fayetteville that haven't been grandfathered, that have allowed this type of parking that is being proposed. The developer should look at sites such as Three Sisters, Frisco Landing and other high occupancy sites and go up not out to incorporate parking.

In closing this proposal has been ill designed in regards to the UDC codes and should be rejected. If it is not, then I will appeal the ruling. If I loose that appeal, I will continue to take my appeal to the city council. I don't see any legal reason or community benefit to overrule the developmental codes established for our city.

Sincerely  
Tate Wolf

\*\*\*

Jonathan Curth,

Pease forward this to the appropriate individuals at the City Planning Dept in regards to the Beacon Hill variance request and parking plan.

I agree with every point in Tate Wolf's letter, attached below. He has said it best. If you let this parking plan proceed, driving in our section of Wilson Park will be unacceptably dangerous. We are reasonable people who do not want to be disagreeable, but common sense must prevail here. The proposed number of tenants will be parking along our narrow streets which will be as big a debacle as that number of people backing out into traffic on Cleburn and Pollard. I live on Pollard and even now if anyone parks along the street edge outside my drive I cannot see to safely pull out into traffic.

Please reconsider this foolish parking plan and deny the requested variance. Parking for this project absolutely must be contained inside the property. If the developers don't feel the lot is big enough for that then they will have to consider underground parking, reduce the number of units substantially, or both.

Thank you.

Rachel Adams  
855 N Pollard Ave.

\*\*\*

Johnathan Curth  
Development Review Manager  
City of Fayetteville

May17, 2020

Dear Mr. Curth,

I am writing to you in regard to the proposed Beacon Block development fronting on Cleburn St., College Ave., and Pollard Ave. The project is across the street from my property on N. Pollard Avenue. The development as proposed has a number of aspects that, if allowed as requested, will have adverse impacts on the community. These impacts can be avoided.

I have been involved with land development and public works in Northwest Arkansas and the western US for more than 30 years both on the development side and as a regulator. It has been my experience that good development projects enrich the neighborhoods they are part of, not just their developers. In that respect the current plan for Beacon Block is not a good development – but it can be.

The basic plan for the development is sound and attractive. However, when it comes to access, parking, and impacts on the public streets the current design falls far short of acceptable. I am aware that many in the neighborhood, who are personally familiar with the issues from long experience, have raised these concerns but the developer, and apparently the planning commission, have turned a deaf ear. That is a significant red flag. These are not idle NIMBY comments. The concerns voiced share the reality of current conditions and they point out the impacts of the proposal based on actual experience in this specific location. They should be be respected as much or more than predictions based on development convenience or the generic advice of paid consultants.

Fayetteville has clear, reasonable, and compelling development regulations. That the proposed design cannot meet those requirements without special exemption points to a failure of design that is a second red flag. Anyone can put forth a financially lucrative development if they are given an “out” for any of the rules that would constrain them. Fayetteville’s own City Plan 2030 says it well “*As cities grow, it is natural to add or fill-in existing neighborhoods and to build new neighborhoods. Whether completing an existing neighborhood or creating a new one, it is important to keep the entire neighborhood unit in mind ...*”.

The third item of concern is the confused and potentially incorrect information contained in the plans in regard to street rights of way. The questions of fact below must be resolved before any responsible decision can be made:

- The plan shows the right of way width of Pollard Avenue as variously 40 feet, 50 feet, 51 feet, and 52 feet on different sheets. What is the City’s determination of the actual width of the legal right of way?
- Is additional right of way width being dedicated on the east side of Pollard as would be required to accommodate the plan?
- The plan drawings variously identify “right of way” widths to city ordinances and the Street Master Plan. It is unclear what the intention of the various identifiers is and again it confuses, “What is the current and correct actual right of way width?”. There are similar discrepancies in the widths and location shown for the right of way of Cleburn Street.

- The plan calls out the width of the Pollard right of way per Ordinance 964 to be 40 feet. What specifically does that ordinance establish?
- No survey monumentation establishing the width of the right of way is shown on the plans – only various width dimensions which, as stated above are unsubstantiated in the given documentation.
- The plan shows that street construction on Pollard will be shifted west, disproportionately burdening properties on the west side of the street. Title documents show a restriction for “public sidewalk” (not general street purposes) on the west side of the street. Has this been reviewed? Is the proposal in accord with the property restrictions?
- The plans do not show existing trees on the west side of Pollard that would potentially be affected by any street construction. Has this information been provided and has it been considered by the City?
- The plan does not distinguish between the right of way centerline and the proposed (or existing) constructed road centerline. Without this clarity it is difficult to determine what the developers proposed impact will actually be.
- Details on plan sheet 11 show the street improvements for Pollard to be constructed in a 50 foot right. It is not clear that such width of right of way exists. Additionally the sidewalk use limitations on the west side of the street are not indicated.
- There is no information in the plans that shows whether any necessary expanded right of way is in fact dedicated to the City or will be dedicated prior to final approval.
- The plan shows a design with 15 on site parking spaces and 27 that are essentially completely within the public right of way. Effectively two-thirds of the necessary parking spaces for the proposed plan cannot be provided without encumbering the public right of way – by design choice. That is an unreasonable burden to put upon the neighborhood and the traveling public.
- The development requires an appropriate number of parking spaces which the current design does not provide on site. The developer intends to use the public right of way to provide those parking spaces. This confers a special benefit to the development at the expense of the neighborhood and the public. This has at least the appearance of a gift of public funds. How has this been addressed?
- The plans appear to be based on an incomplete or potentially incorrect survey of the rights of way. Is there any documentation that clearly shows the correct location of the right of way limits, both current and proposed?

For the reasons above the proposed plan has defects that need to be resolved before the plan should be approved in any manner let alone granted variance. These are the result of this particular design and not any inherent problems with the general conditions of either the regulations or the location.

It is a given that development of the site is challenging. In today's world all development sites are challenging and design compromises must be made. That is the essence of good design. Note that the design is where the compromise needs to happen – not in the guiding regulation and not in what the surrounding community must put up with.

City Code section 166.25 (below) establishes seven standards for developments such as Beacon Block. The proposed plan demonstrably fails to satisfy items 4, 5, 6, and 7.

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

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

In summary the project as proposed should be held for review until the questions above can be satisfactorily resolved. While it would undoubtedly be less expensive for the developer to use public property for their parking that is far from the only viable design solution.

This project is being pursued by an experienced development team that appears capable of producing a viable development within the rules. That they chose not to is, in my opinion, a purely financial decision. I have no doubt that they can produce a good design that works without the adverse impacts and design defects currently proposed. I urge you, as regulators charged with protecting the public, to reject the current proposal until a design that does not suffer from the outlined defects and does enhance the community is put forth. When it is I'm sure you will find support for it in the community.

I urge you to uphold the intent of the City design guidelines and require the developer to produce a more responsive and productive plan, which actually improves the neighborhood rather than yield to mere economic and procedural convenience.

Respectfully,

Michal Kulish

\*\*\*

To: Fayetteville Planning Commission  
From: Pat and Bob Wiken  
Re: Beacon Block and Joni Mitchell

We want to address the Planning Commission approval process as it relates to the above-mentioned proposed development. What carries more weight - the reasons to approve or the reasons to deny? We believe the reasons to deny far outweigh those to approve.

Why would you approve a plan that, in the petitioner's own words, states repeatedly the fact that the lot is too small for the proposed development? (Refer to Bates & Assoc. letter requesting variances for a "tight and unique space" with "existing site constraints" namely "lack of space," reiterated as "not sufficient room.") With a myriad of code compliant plans possible, why did the developer opt to go forward with one requiring radical variances? Variances that will maximize building square footage at the expense of greenspace and safe, user-friendly off street parking? Please Note: We heartily agree with Tate Wolf's well thought out take on the perils of the on-street parking situation as well as Michael Kulish's awesome review of the questionable aspects of the entire plan. .

If the Planning Commission allows this developer to flaunt code restrictions simply to maximize his investment, then we feel it would set a dangerous precedent. Or, maybe such a precedent already exists and we, as merely neighbors who will have to live with this unfortunate design choice, have no chance to influence minds that have already been made up.

We appreciate the opportunity to be heard.

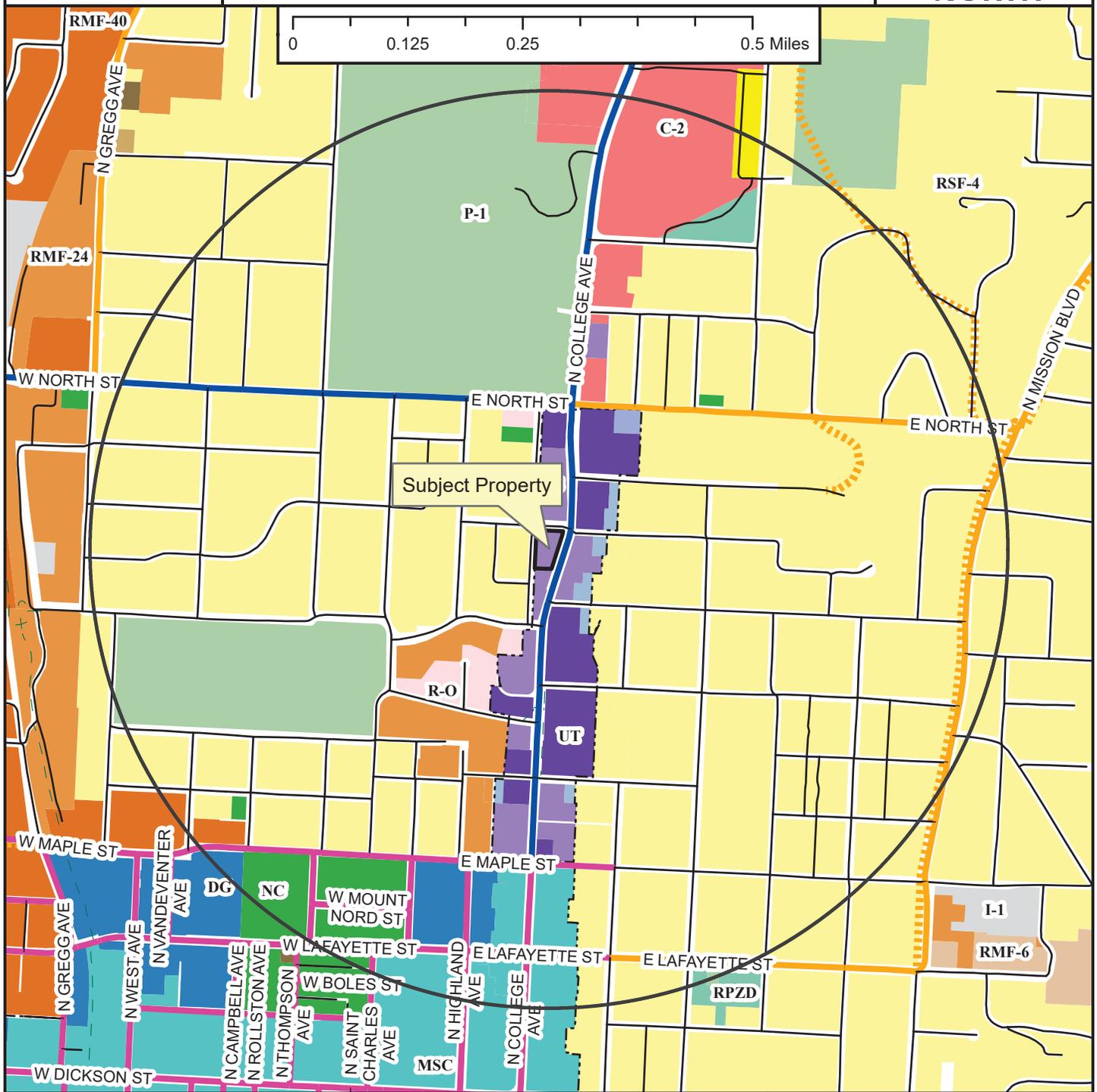
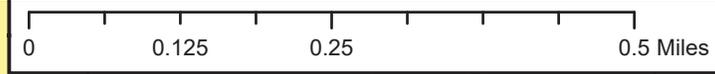
Pat and Bob Wiken

"Don't it always seem to go  
that you never know what you've got till it's gone -  
pave paradise and put up a parking lot !"

VAR20-7096

# BEACON BLOCK

One Mile View



## Legend

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

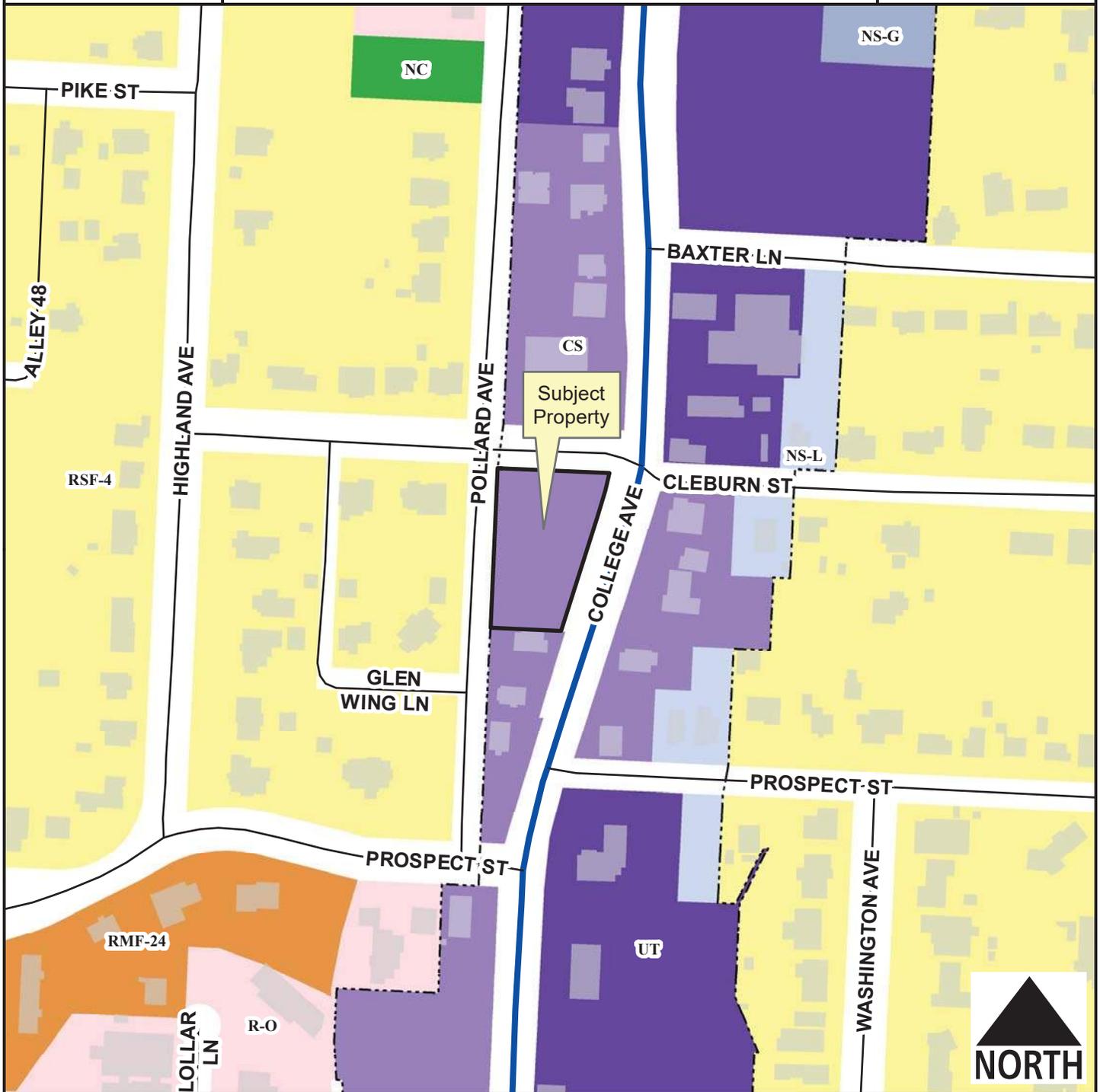


- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
  - NS-G
  - RH-U
  - RH-12
  - NS-L
  - Residential-Agricultural
  - RSF-5
  - RSF-1
  - RSF-2
  - RSF-4
  - RSF-7
  - RSF-8
  - RSF-18
- RESIDENTIAL MULTI-FAMILY**
  - RMF-6
  - RMF-12
  - RMF-18
  - RMF-24
  - RMF-40
- INDUSTRIAL**
  - I-1 Heavy Commercial and Light Industrial
  - I-2 General Industrial
- EXTRACTION**
  - E-1
- COMMERCIAL**
  - Residential-Office
  - C-1
  - C-2
  - C-3
- FORM BASED DISTRICTS**
  - Downtown Core
  - Urban Thoroughfare
  - Main Street Center
  - Downtown General
  - Community Services
  - Neighborhood Services
  - Neighborhood Conservation
- PLANNED ZONING DISTRICTS**
  - Commercial, Industrial, Residential
- INSTITUTIONAL**
  - P-1

VAR20-7096

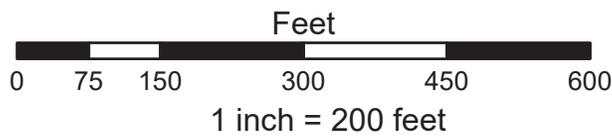
# BEACON BLOCK

Close Up View



## Legend

- Planning Area
- Fayetteville City Limits
- Design Overlay District
- Building Footprint



- RSF-4
- RMF-24
- Residential-Office
- Urban Thoroughfare
- Community Services
- Neighborhood Services - Ltd.
- Neighborhood Services - Gen.
- Neighborhood Conservation

VAR20-7096

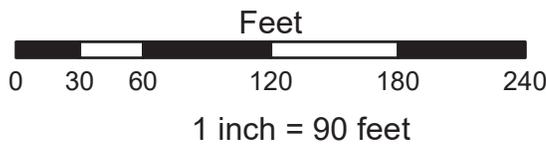
# BEACON BLOCK



Current Land Use



-  Planning Area
-  Fayetteville City Limits
-  Design Overlay District



### FEMA Flood Hazard Data

-  100-Year Floodplain
-  Floodway

## CityClerk

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**From:** CityClerk  
**Sent:** Monday, June 8, 2020 12:57 PM  
**To:** bbolinger@fayetteville-ar.gov; bpennington@fayetteville-ar.gov; cityclerk@fayetteville-ar.gov; citycouncil@matthewpetty.org; geads@fayetteville-ar.gov; groberts@fayetteville-ar.gov; jbatker@fayetteville-ar.gov; kjohnson@fayetteville-ar.gov; krogers@fayetteville-ar.gov; kwilliams@fayetteville-ar.gov; lbranson@fayetteville-ar.gov; ljordan@fayetteville-ar.gov; Mathis, Jeana; Paxton, Kara; pmulford@fayetteville-ar.gov; snorton@fayetteville-ar.gov; Thurber, Lisa; ward1\_pos1@fayetteville-ar.gov; ward1\_pos2@fayetteville-ar.gov; ward2\_pos1@fayetteville-ar.gov; ward3\_pos1@fayetteville-ar.gov; ward3\_pos2@fayetteville-ar.gov; ward4\_pos1@fayetteville-ar.gov; ward4\_pos2@fayetteville-ar.gov  
**Subject:** FW: Beacon project by Morgan Hooker of High Street Inv., at College Ave & Cleburn  
**Attachments:** BeaconTrafficCars7.jpg

See email below in regard to High Street Investment, at College Ave, Cleburn, and Pollard streets.

---

**From:** s raymond <susiegrace@yahoo.com>  
**Sent:** Monday, June 8, 2020 11:59 AM  
**To:** CityClerk <cityclerk@fayetteville-ar.gov>; Smith, Kyle <ward4\_pos2@fayetteville-ar.gov>; Turk, Teresa <ward4\_pos1@fayetteville-ar.gov>; Jordan, Lioneld <ljordan@fayetteville-ar.gov>; Kinion, Mark <ward2\_pos1@fayetteville-ar.gov>  
**Subject:** Beacon project by Morgan Hooker of High Street Inv., at College Ave & Cleburn

**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 members and Mayor Jordan,

In regard to the proposed development by Morgan Hooker of High Street Investment, at College Ave, Cleburn, and Pollard streets:

Here are some of my thoughts on why the project should not be approved with the current parking and driveway design. I do think the project as a whole, with commercial combined with residential is rather large for the lot, but the specific issue I'm concerned about is the parking design in relation to public safety along the adjacent residential streets.

In my experience, making a left turn off of College (driving north), onto Cleburn (heading west), as soon as one gets into the lane of oncoming traffic (southbound on College), a car backs out of the studio at the corner on Cleburn and we both hit the brakes and veer around each other. Imagine then that cars are backing out of both sides of Cleburn when someone turns off of College and tries to find room on the narrow street to avoid crashing.

Also, on the plans, there is no sidewalk designated for the perpendicular parking area on the north side of Cleburn. So, include some pedestrians or bicyclists into this mix!

Right now, drivers trying to beat the traffic jam & lights at North St. and College Ave. drive south on Highland, turn east on Cleburn (over the speed limit) and race to College to turn right, southbound. Especially bad at "rush hours"! So, it is a dangerous brew to add all these parking spaces on both sides of Cleburn.

The only driveway into the complex is around the block on Pollard, at the south end of the lot, farthest point from access to College Ave. The planners say there can't be a driveway on College because it's too steep.

One of the Planners at an earlier meeting said this would all be fine since the situation will be somewhat like the Fayetteville Square. I believe this isn't comparable since the traffic at the Square is one-way and doesn't connect to College Ave.

So, in summary, seems like the design creates a very dangerous traffic situation.

I have attached an image of the proposed parking design illustrating the traffic hazards.

Susan Raymond,  
own a residence at 34 E. Cleburn, Fayetteville.  
I live on Hughmount Rd, Fayetteville, which is outside the city limits.

## Curth, Jonathan

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**From:** CityClerk  
**Sent:** Monday, June 15, 2020 8:06 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Stoll, Garner; Curth, Jonathan; Laura Jacobs  
**Subject:** FW: Beacon Hill Appeal

Dear City Council —

I writing to ask for your reconsideration of the development planned for Beacon Hill and to consider appealing the variances provided to UDC. In discussing this development with some of the residents and neighbors, there is much concern about the facility changing the neighborhood parking availability and taking away the service road on Pollard. Also, the height should be reconsidered. It seems a bit too tall for that neighborhood in that part o town.

Thank you for your consideration and effort to work out the issues raised by the neighbors.

Respectfully,

Laura Jacobs  
Fayetteville AR

--

LAURA JACOBS  
[laurahjacobs@gmail.com](mailto:laurahjacobs@gmail.com)  
479-283-7838  
skype: laura.jacobs31  
Twitter: @laurajacobs

## Curth, Jonathan

---

**From:** Planning Shared  
**Sent:** Thursday, June 11, 2020 2:15 PM  
**To:** Curth, Jonathan  
**Subject:** FW: Please distribute to City Council

I think everybody but you got this.

---

**From:** CityClerk <cityclerk@fayetteville-ar.gov>  
**Sent:** Thursday, June 11, 2020 1:59 PM  
**To:** Bolinger, Bonnie <bbolinger@fayetteville-ar.gov>; Pennington, Blake <bpennington@fayetteville-ar.gov>; CityClerk <cityclerk@fayetteville-ar.gov>; citycouncil@matthewpetty.org; Eads, Gail <geads@fayetteville-ar.gov>; Roberts, Gina <groberts@fayetteville-ar.gov>; Batker, Jodi <jbatker@fayetteville-ar.gov>; Johnson, Kimberly <kjohnson@fayetteville-ar.gov>; Rogers, Kristin <krogers@fayetteville-ar.gov>; Williams, Kit <kwilliams@fayetteville-ar.gov>; Branson, Lisa <lbranson@fayetteville-ar.gov>; Jordan, Lioneld <ljordan@fayetteville-ar.gov>; Mathis, Jeana <jmathis@fayetteville-ar.gov>; Paxton, Kara <kapaxton@fayetteville-ar.gov>; Mulford, Patti <pmulford@fayetteville-ar.gov>; Norton, Susan <snorton@fayetteville-ar.gov>; Thurber, Lisa <lthurber@fayetteville-ar.gov>; Gutierrez, Sonia <ward1\_pos1@fayetteville-ar.gov>; Marsh, Sarah <ward1\_pos2@fayetteville-ar.gov>; Kinion, Mark <ward2\_pos1@fayetteville-ar.gov>; Scroggin, Sloan <ward3\_pos1@fayetteville-ar.gov>; Bunch, Sarah <ward3\_pos2@fayetteville-ar.gov>; Turk, Teresa <ward4\_pos1@fayetteville-ar.gov>; Smith, Kyle <ward4\_pos2@fayetteville-ar.gov>  
**Cc:** Planning Shared <planning@fayetteville-ar.gov>; Pat Wiken <patwik@att.net>  
**Subject:** FW: Please distribute to City Council

To: Members of Fayetteville City Council  
From: Pat and Bob Wiken  
Re: Beacon Block development - an analogy.

As you realize by now, Tate Wolf is spearheading our efforts to scale back the Beacon Block development at E. Cleburn and Pollard. We support him wholeheartedly and, rather than reiterate his excellent arguments, I would like to present a short analogy to help you visualize the situation. Please bear with me.

I am basically a slender person, but occasionally I do put on weight. This is usually because I'm presented with an incentive or opportunity to over-serve myself. Since I don't want to admit this weight gain, I continue to stuff my now size 12 body into my size 8 jeans. I know you can picture that resultant "spare tire." I really should go on an immediate diet or invest in a larger pair of jeans.

Well, that is the same condition that the developer has intentionally planned for the corner of Pollard and E. Cleburn. Perhaps his incentive and opportunity occurred with the revised zoning of his property which allowed greater density. In any case, he is attempting to squeeze a size 12 development onto a size 8 lot and the resultant "spare tire" takes on the guise of around the block parking and a 26 foot wide platform for fire trucks all along the front side of the development (along College.) Pretty unappealing and downright unhealthy, isn't it?

All we are asking is that the developer pare down the project so that it fits the lot without recourse to a long list of variances, or that he find a larger lot which will allow the project to breathe without constriction. We simply want a project that fits well and safely on the lot and in the neighborhood.

Thank you for the opportunity to be heard.

Pat and Bob Wiken  
12 E. Cleburn Street

PS. Oh, and if the project could look a little less like a warehouse or the backside of a motel, that would be good too.

## CityClerk

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**From:** CityClerk  
**Sent:** Wednesday, June 24, 2020 9:58 AM  
**To:** bbolinger@fayetteville-ar.gov; bpennington@fayetteville-ar.gov; cityclerk@fayetteville-ar.gov; citycouncil@matthewpetty.org; geads@fayetteville-ar.gov; groberts@fayetteville-ar.gov; jbatker@fayetteville-ar.gov; kjohnson@fayetteville-ar.gov; krogers@fayetteville-ar.gov; kwilliams@fayetteville-ar.gov; lbranson@fayetteville-ar.gov; ljordan@fayetteville-ar.gov; Mathis, Jeana; Paxton, Kara; pmulford@fayetteville-ar.gov; snorton@fayetteville-ar.gov; Thurber, Lisa; ward1\_pos1@fayetteville-ar.gov; ward1\_pos2@fayetteville-ar.gov; ward2\_pos1@fayetteville-ar.gov; ward3\_pos1@fayetteville-ar.gov; ward3\_pos2@fayetteville-ar.gov; ward4\_pos1@fayetteville-ar.gov; ward4\_pos2@fayetteville-ar.gov  
**Cc:** karenthehutchins@yahoo.com  
**Subject:** FW: Please distribute to City Council

Dear Clerk,

I support the reasons given by others requesting denial of the variance for the Beacon Block project. I believe the parking area will interfere with traffic and will be an "accident waiting to happen".

Thank you.

Karen Hutchins  
Fayetteville resident  
karenthehutchins@yahoo.com

## CityClerk

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**From:** CityClerk  
**Sent:** Monday, June 22, 2020 9:10 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Bill Huber  
**Subject:** FW: Beacon Flats Project

"The applicant also proposes to develop on-street parking to meet parking demands, along with ancillary patios, landscape plantings, lighting and outdoor courtyards".

Considering each of the proposed residential units will have adequate parking incorporated into them, I don't understand further development of on-street parking aside from standard parallel parking. Is the need expected to be that great from the proposed office building?

The neighborhood to the west, though not in the historical district, is nevertheless an old, established community. It seems to me that the charm of the area should be retained as much as possible. Instead of more on-street parking, why not encourage larger patios, courtyards and more landscaping\public greenspace to enhance the area for the benefit of the occupants and adjoining community? Make it more bike friendly?

Respectfully,  
Bill Huber

## CityClerk

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**From:** CityClerk  
**Sent:** Monday, June 22, 2020 9:08 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** victoria mclendon  
**Subject:** FW: College/West Cleburn Street development proposal

I would like to submit a comment concerning aspects of the College Ave/Cleburn St. proposed multi unit development.

To my understanding, 24 residential units and 6 businesses are to be situated on the site, with parking perpendicular to and on both sides of the first block of W. Cleburn and onto the property along N. Pollard.

In visiting the site and considering the number of residents' vehicles (24, and more if double occupancy is a choice) and visiting patrons of the businesses, the plan seems likely to create parking needs that endanger all parties in the neighborhood, particularly considering a backup of multiple cars attempting to exit the area by way of College Avenue or Pollard and North, both with challenges visually and oncoming traffic with 3-5 lanes, further harm could ensue.

Does a multi use occupancy of this size and tight configuration in a small street neighborhood adjoining fast large urban lanes exist in Fayetteville demonstrating strong city planning?

My observation is that the recent exemplary slow streets initiative could be thwarted by this College/Cleburn development proposal, as residents look for cut-through roads to avoid possible backups exiting onto College or North, or in their attempts to go west, toward the University campus.

I appreciate the City Council's attention to my comments.

I also wish to commend the pedestrian friendly actions this good city is bringing to our community.

Sincerely,

Victoria B McClendon

146 West Prospect

Fayetteville 72701

## CityClerk

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**From:** CityClerk  
**Sent:** Thursday, June 25, 2020 12:03 PM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Pat Wiken  
**Subject:** FW: Please distribute to City Council

To: Members of Fayetteville City Council  
From: Pat and Bob Wiken  
Re: Beacon Block development

At times like these I truly wish that I had joined the Debate Club. I'm sure the stratagems learned there would help me prepare a convincing argument for rescinding the approved variances for the Beacon Block project. But, the current situation is probably one debaters never encounter - a chance for a "do-over"

However, I have no stratagems for preparing a convincing appeal. I don't have any credentials aside from proximity to the corner lot in question. I do, however, have a conundrum: "Why approve a plan requiring a long list of variances when a code compliant one could have been designed just as easily?"

You are fully aware of the neighbors' reservations about this project, be they traffic safety, density, or aesthetics, so I won't re-iterate them in any detail here. (Please take note especially of input from Tate Wolf and Michael Kulish)

In closing, my husband and I trust that you will evaluate this development with fresh eyes and not assume that the planners know what is best for our neighborhood. And, as you convene your meeting, please imagine each of us, a concerned and apprehensive individual, a warm body, seated together in solidarity as we would be seated in the Council Chamber, if not for the coronavirus.

Respectfully

Pat and Bob Wiken  
12 E. Cleburn Street  
[patwik@att.net](mailto:patwik@att.net)

PS

Isn't it ironic that re-zoning this corner as a Community Services District and the consequent approval of variances to that zoning, has actually served to bring us together as a community like nothing in recent memory.

## Branson, Lisa

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**From:** CityClerk  
**Sent:** Monday, June 29, 2020 9:16 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Judy Grisso  
**Subject:** FW: Beacon Block project please distribute to City Council

Good morning,

Please see the below email from Judy Grisso.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

[Submit Public Comment](#)

Thank you,

*Kara Paxton*

**City Clerk Treasurer**  
City of Fayetteville, Arkansas  
[kapaxton@fayetteville-ar.gov](mailto:kapaxton@fayetteville-ar.gov)  
T 479.575.8323



---

**From:** Judy Grisso <st.grisso@gmail.com>  
**Sent:** Saturday, June 27, 2020 10:17 AM  
**To:** CityClerk <cityclerk@fayetteville-ar.gov>  
**Subject:** Beacon Block project please distribute to City Council

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

I support the reasons given by others in their appeal of the Beacon Block project. It is inappropriate in size for the neighborhood.

Judy Grisso  
1815 N. Green Valley

## Branson, Lisa

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**From:** CityClerk  
**Sent:** Monday, June 29, 2020 9:18 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** rachel  
**Subject:** FW: Beacon Block - City Council Appeal re Parking Design

Good morning,

Please see the below email from Rachel Adams.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

[Submit Public Comment](#)

Thank you,

*Kara Paxton*

**City Clerk Treasurer**  
City of Fayetteville, Arkansas  
[kapaxton@fayetteville-ar.gov](mailto:kapaxton@fayetteville-ar.gov)  
T 479.575.8323



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**From:** rachel <rk.adams@yahoo.com>  
**Sent:** Sunday, June 28, 2020 4:53 PM  
**To:** CityClerk <cityclerk@fayetteville-ar.gov>  
**Cc:** Kinion, Mark <ward2\_pos1@fayetteville-ar.gov>; teresa\_turk@hotmail.com  
**Subject:** Beacon Block - City Council Appeal re Parking Design

**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.

Fayetteville City Council & Mayor Jordan:

Thank you for considering our concerns regarding the Beacon Block project parking on your agenda for July 7th, and for considering our request to cancel the prior approval by the Planning Department.

Those of us on the edge of the Wilson park residential district nearest the proposed project have come to terms with a large three-story complex next door to us even though it will change the peace and quiet of our neighborhood forever. That said, if we have to live with three stories we can certainly live with four or five to allow for underground parking versus 90-degree back-out parking along Cleburn and Pollard.

The obvious reasons for denying the 90-degree street-side parking:

- 1) Cleburn and Pollard are far too narrow for that number of people backing out into traffic 24/7. Those streets are not even striped to keep drivers on their own sides. And widening those streets by two feet will make little difference.
- 2) It is already too dangerous turning **right** onto Cleburn from College with people backing out of the few similar spots on the south side of the t-shirt shop on Cleburn. Stopping for those backers mid-turn has caused me, and others, to be nearly rear-ended on College many times. Turning **left** off College onto Cleburn is even worse since that section of College has NO TURN LANE!!! Not only will this be extremely dangerous for us, but also for all the future tenants of Beacon Block.
- 3) The overflow parking will spill out into our neighborhood just like that horrendous situation with the sorority houses on the other side of the park. It is unfathomable to us that the City would want to be faced with another disaster like that one when it can so easily be avoided upfront by requiring the developer to go up a couple of stories to accommodate an underground parking lot and to require all other spaces to be enclosed **within** the property.

Imagine how beautiful sidewalks (which do not exist now) and green space along those two streets would be versus rows of ugly parked cars. This would be more in keeping with the existing homes and yards that have been here for decades.

We respectfully ask you to deny the the Beacon Block project due to the current parking plan in favor a clearly more common sense one. We would all welcome an in-person visit from the council members to show you how much sense this makes, if you are interested.

Thank you.

Rachel Adams  
22-year resident at 855 N Pollard Ave

## Branson, Lisa

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**From:** CityClerk  
**Sent:** Monday, June 29, 2020 1:51 PM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Tate Wolf  
**Subject:** FW: Beacon Hill appeal. Please distribute to the city council

Good afternoon,

Please see the below email from Tate Wolf.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

[Submit Public Comment](#)

Thank you,

*Kara Paxton*

**City Clerk Treasurer**

City of Fayetteville, Arkansas

[kapaxton@fayetteville-ar.gov](mailto:kapaxton@fayetteville-ar.gov)

T 479.575.8323



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**From:** Tate Wolf <wtatewolf@gmail.com>  
**Sent:** Monday, June 29, 2020 1:42 PM  
**To:** CityClerk <cityclerk@fayetteville-ar.gov>  
**Subject:** Beacon Hill appeal. Please distribute to the city council

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

Dear council members,

Please find attached photos that my neighbors and I generated on Saturday June 20th. We gathered to create a visual presentation of the proposed parking at the Beacon Hill development.

As you can see, there are 18 cars parked on opposite sides of Cleburn with an additional 6 spaces reserved for the business on the corner of Cleburn and College. We marked the spaces to comply with drawings submitted by the developer. They are 9x19 as approved.

From this basic demonstration, you can see the potential for traffic issues such as two cars passing each other , the minimal space for backing out, the views from the stop signs at Cleburn and Pollard and the lack of a clear view of the street.

Following the UDC this situation should not be allowed due to it compounding a dangerous traffic situation and creating a dangerous traffic situation.

Please review these pictures and feel free to contact me if you wish to discuss them.

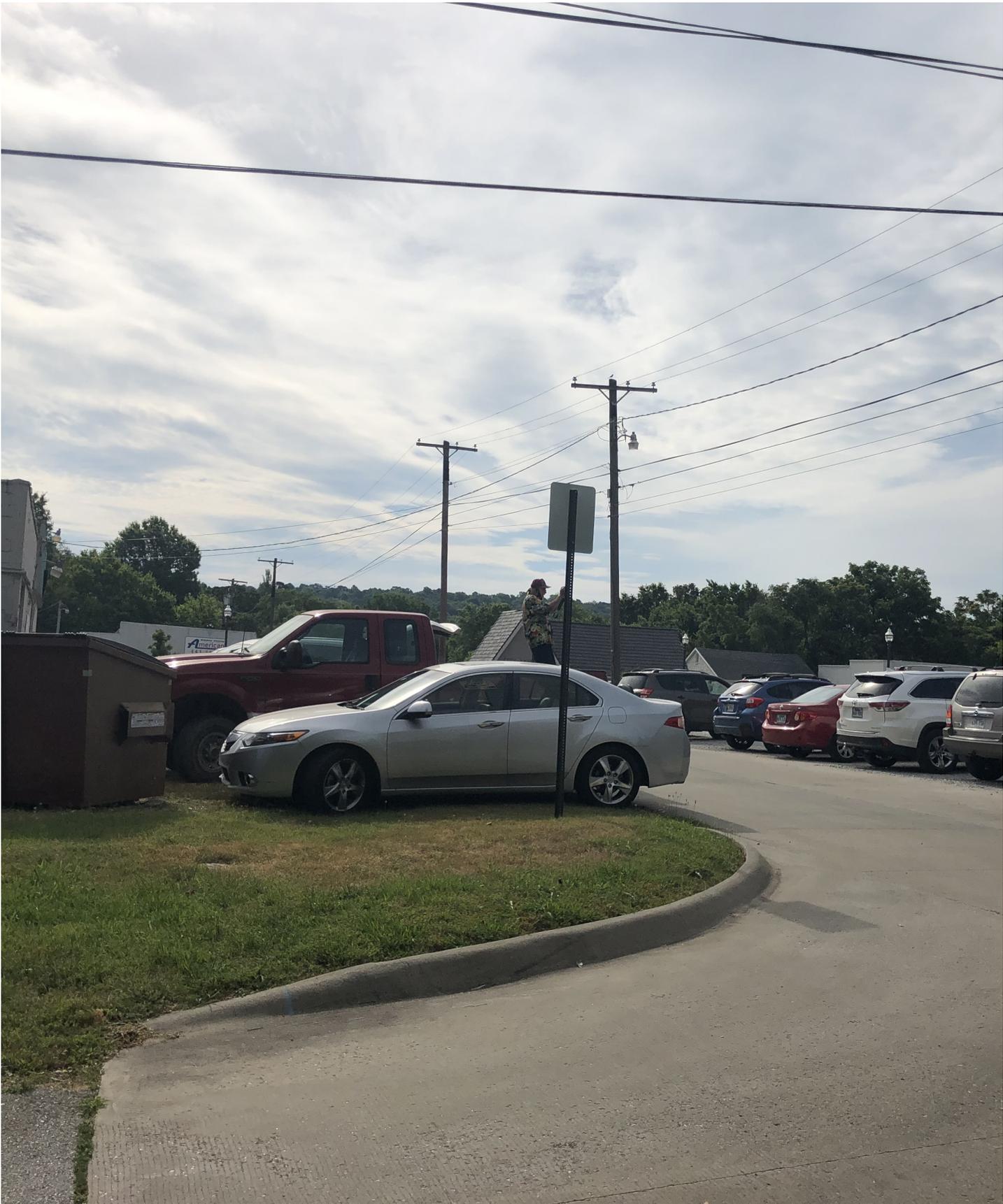
Thank you  
Tate Wolf











This is the view from the stop sign heading south on Pollard at Cleburn



This the view from the stop sign heading north on Pollard at Cleburn



Sent from my iPad

Tate Wolf  
479-409-3393

## CityClerk

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**From:** CityClerk  
**Sent:** Tuesday, June 30, 2020 11:54 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** carol babylon  
**Subject:** FW: Beacon Block variance appeal  
**Attachments:** Fay. City Council letter 2.docx

Please see the below email from Carol Babylon.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

[Submit Public Comment](#)

Thank you,

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**From:** carol babylon <cebabylon@yahoo.com>  
**Sent:** Tuesday, June 30, 2020 10:00 AM  
**To:** CityClerk <cityclerk@fayetteville-ar.gov>  
**Subject:** Beacon Block variance appeal

**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 Clerk's office:  
Please distribute to all City Council members the attached letter for their earnest consideration.  
Thank you.

June 29, 2020

Dear Fayetteville City Council:

If you had seen the tangle and snarl of cars at our neighborhood parking demonstration at the corners of Cleburn and Pollard this past Saturday, where the High Street developers propose ninety-degree parking for their Beacon Block project, you would have pulled up short. You would have seen drivers backing out onto a street from both sides of it, not only into each other, because of the small distance between them, but also into traffic turning *in* from College and traffic turning *out onto* College. Entering or exiting College at that location is already risky. There is no visibility looking south toward the hill, and turning north is a fraught affair. The congestion that we saw while trying this out on Saturday was truly eye-opening. A driver will now be under assault from all four sides.

Question: If the developers are requesting a variance allowing them to disregard green space because, as the Bates surveyors say, it is such a *tight and unique* space – those are the words used – why, then, is this even a point of discussion? *The space is too tight.* Therefore, the building and the parking should conform to it. Our neighborhood, our streets, should not have to conform to the developers' ideas, which don't fit the space.

They also want to exceed the normally allowed parking. Why? Because what they want doesn't fit on the space. "*Existing site restraints. Not sufficient room,*" per Bates and Associates. The logical conclusion: then don't overburden the site. The developers need to abide by what was previously determined by rational thought.

Does aesthetics still play a role in Fayetteville development? Has Fayetteville allowed a sea of cars on a residential street this way in other parts of town? If, as I believe they are, the city council is eager to improve walk-ability and mixed-use neighborhoods, then a parking lot on a residential street is not conducive to, and is in fact antithetical to, that goal. No one will want to see that, much less walk there. And they will certainly dread driving through it.

Please see Michael Kulish's astute and well informed letter to the Planning Commission. I hope you have read it. But I will state again a few of his observations regarding the points of City Code Section 166.25 that have not been met. I can't say it better. They are that development (and a parking lot is a huge part of the development) must:

- Preserve the quality of life. This parking lot will do the opposite of that.
- Address the issues of traffic and safety. That has been discussed above.
- Preserve the property values around the property. What does a car lot do to property values? I would bet that anyone thinking about buying a house would look elsewhere if that proposed lot were to be their view. Not to mention their daily driving challenge and stressor.
- Demonstrate good civic design. See the three points above.

I'll leave you with J. Howard Kunstler, author of *The Geography of Nowhere: The Rise and Decline of America's Manmade Landscapes*:

- No thought has gone into the relationships between things – the buildings to each other, the buildings to the street, the pedestrians to the buildings. I believe a lot of people share my feelings about the tragic landscape of highway strips, parking lots, housing tracts ... where most Americans live and work.
- It matters that our cities are primarily auto storage depots.

Thank you, Fayetteville City Council, for listening and giving this serious thought.

Sincerely,

Carol E. Babylon

## CityClerk

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**From:** CityClerk  
**Sent:** Tuesday, June 30, 2020 1:38 PM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Judi Singleton  
**Subject:** FW: please distribute to City Council for July 7 meeting

Please see the below email from Judi Singleton.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

[Submit Public Comment](#)

Thank you,

### Office of the City Clerk Treasurer

113 W. Mountain Street, Suite 308  
Fayetteville, AR 72701  
479.575.8323  
[cityclerk@fayetteville-ar.gov](mailto:cityclerk@fayetteville-ar.gov)

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**From:** Judi Singleton <judi39@gmail.com>  
**Sent:** Tuesday, June 30, 2020 1:27 PM  
**To:** CityClerk <cityclerk@fayetteville-ar.gov>  
**Cc:** Kinion, Mark <ward2\_pos1@fayetteville-ar.gov>; teresa\_turk@hotmail.com  
**Subject:** please distribute to City Council for July 7 meeting

**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: Elected Councilpersons, Fayetteville City Council, and Mayor Jordan

RE: Beacon Block development appeal

Date: June 29, 2020

I am in support of the Appeal being made on the Beacon Block development at the July 7, 2020 meeting. The project is regrettably not compatible with our historic Wilson Park family neighborhood. But, my objections relate to issues created by the proposed parking, lack of tree canopy, and drainage.

The development will contribute to dangerous traffic congestion and flow, one of the reasons a development or requested variances can be denied approval. Specifically, I object to:

- (1) Spaces designed to be 90 degree pull-in on both sides of Cleburn between College and Pollard and on the east side of Pollard south of Cleburn will be difficult to negotiate, especially when cars are turning west onto the street from College or approaching up the hill from the east.
- (2) The number of street-side parking spaces will create serious congestion in the first block immediately off College Avenue and along the length of the development on Pollard. Both streets are extremely narrow. Angled parking spaces would decrease the number of cars and require traffic to enter those spaces from only one direction, not both as when parking head-in.
- (3) The intersection at Cleburn and Pollard will be another safety issue. Both Pollard from the north and Cleburn from the west are hills, rising to the intersection. Visibility will be negated by cars allowed to park all the way to the corner. A driver will have to pull into the intersection in order to see oncoming traffic.
- (4) Although 3 (or 4) parking spaces were denied right at the southwest corner of College & Cleburn, the visual of a driver turning south off Cleburn is already compromised by College Ave. which approaches the intersection from downhill and at less than a 90-degree angle to Cleburn.
- (5) A variance to nearly 50%, in excess of the 35% allowed by law for compact cars. SUV-type vehicles seem to be the vehicle of choice, not compact cars. A compact car space does not even allow space to comfortably open the doors my old small Honda Accord.

I believe the developer must be held to the Fayetteville code that requires a percentage of Tree Canopy be maintained. He states he cannot put in screening trees because there is not enough room.

Finally, my property is impacted by run-off from an underground spring that originates from that property, that runs through and out of the property immediately to the west, and down the street for a block before it drains into a culvert at the intersection of Cleburn and Highland. When temperatures fall to freezing, the run-off forms ice on the street 2-4 feet from the curb in front of both my driveway and sidewalk. Paved parking with 2- and 3-story buildings on the property give me concern about how drainage will be handled.

Thank you for considering the reasons for my support for the Appeal being submitted.

Judi Singleton  
34 year resident at 836 N. Highland

## CityClerk

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**From:** CityClerk  
**Sent:** Tuesday, June 30, 2020 3:19 PM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Ashley Grisso  
**Subject:** FW: Beacon Block-please distribute to City Council

Please see the below email from Ashley Grisso.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

[Submit Public Comment](#)

Thank you,

Office of the City Clerk Treasurer  
113 W. Mountain Street, Suite 308  
Fayetteville, AR 72701  
479.575.8323  
[cityclerk@fayetteville-ar.gov](mailto:cityclerk@fayetteville-ar.gov)

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

**From:** Ashley Grisso <[grissoashley@gmail.com](mailto:grissoashley@gmail.com)>  
**Sent:** Tuesday, June 30, 2020 2:47 PM  
**To:** CityClerk <[cityclerk@fayetteville-ar.gov](mailto:cityclerk@fayetteville-ar.gov)>  
**Subject:** Beacon Block-please distribute to City Council

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I do not think the Beacon Block project is appropriate for the neighborhood.

Thanks,  
Ashley Grisso  
604 E. Lafayette St.  
Fayetteville, AR 72701

Sent from my iPad

## CityClerk

---

**From:** CityClerk  
**Sent:** Friday, June 26, 2020 7:50 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** becca  
**Subject:** FW: Beacon Project

I support the neighbors in the Prospect St. neighborhood. I believe the development will negatively impact these homes.

Thank you.

Rebecca Schumacher  
[sonnetxv3@gmail.com](mailto:sonnetxv3@gmail.com)

## CityClerk

---

**From:** CityClerk  
**Sent:** Friday, June 26, 2020 7:52 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Robert Fink  
**Subject:** FW: Beacon Block Project

My wife and I were residents on Cleburn for many years; our friends and former neighbors told us about the proposed building project at the corner of Cleburn and College. While we are not opposed to development of the site, from what i understand regarding the proposed parking situation, we find it hard to believe this will not cause an increase in traffic/pedestrian/bicycle accidents on that corner...not safe...

please consider a revision of the plan....

Thanks,

Sincerely,

2 concerned citizens that love the neighborhood and the city of Fayetteville  
[normalgrail@gmail.com](mailto:normalgrail@gmail.com)

## CityClerk

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**From:** CityClerk  
**Sent:** Wednesday, July 1, 2020 1:25 PM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** s raymond  
**Subject:** FW: Beacon project --- parking variances create a traffic hazard

Please see the below email.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

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Thank you,

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113 W. Mountain Street, Suite 308  
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**From:** s raymond <susiegrace@yahoo.com>  
**Sent:** Wednesday, July 1, 2020 1:00 PM  
**To:** CityClerk <cityclerk@fayetteville-ar.gov>  
**Subject:** Beacon project --- parking variances create a traffic hazard

**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 members and Mayor Jordan,

In regard to the proposed development, at College Ave, Cleburn, and Pollard streets, agenda item: #3, 2020-0512 BEACON BLOCK APPEAL.

Here are some of my thoughts on why the project should not be approved with the current parking and driveway design. The specific issue I'm concerned about is the parking design in relation to public safety along the adjacent residential streets.

In my experience, making a right or a left turn off of College, onto Cleburn, is dangerous because of cars backing out of the business at that north corner. So, imagine the additional businesses and apartments, with increased backing out of both sides of Cleburn.

Also, on the plans, there is no sidewalk designated for the perpendicular parking area on the north side of Cleburn. So, include some pedestrians or bicyclists into this mix!

Right now, drivers trying to beat the traffic jam & lights at North St. and College Ave. drive south on Highland, turn east on Cleburn to College to turn right, southbound. Especially bad at "rush hours"! So, it is a dangerous brew to add all these parking spaces on both sides of Cleburn.

The only driveway into the complex is around the block on Pollard, at the south end of the lot, farthest point from access to College Ave. The planners say there can't be a driveway on College because it's too steep.

One of the Planners at an earlier meeting said this would all be fine since the situation will be somewhat like the Fayetteville Square. I believe this isn't comparable since the traffic at the Square is one-way and doesn't connect to College Ave.

So, in summary, seems like the design creates a very dangerous traffic situation.

Susan Raymond,  
own a residence at 34 E. Cleburn, Fayetteville.

## CityClerk

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**From:** CityClerk  
**Sent:** Wednesday, July 1, 2020 1:28 PM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** gail maxwell  
**Subject:** FW: Beacon Block Proposed Devalue Plan Concerns

Please see the below email.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

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Thank you,

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[cityclerk@fayetteville-ar.gov](mailto:cityclerk@fayetteville-ar.gov)

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---

**From:** gail maxwell <gail\_maxwell@hotmail.com>  
**Sent:** Wednesday, July 1, 2020 11:25 AM  
**To:** CityClerk <cityclerk@fayetteville-ar.gov>  
**Subject:** Beacon Block Proposed Devalue Plan Concerns

**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.

July 1, 2020

Dear Fayetteville City Council:

(Please distribute)

Please consider a revision to the proposed Beacon Block parking plan at the corner of Cleburn and College Ave.!

The neighborhood will be negatively impacted by the current plan by the following:

- Overload parking

- Reduced safety of pedestrians on Cleburn
- Reduced ability to turn off of S College and to turn on to S College, which will definitely create a conundrum of problems.

Hindsight is 20/20, and development cannot be undone once done.

Can we as a Fayetteville community do the right thing? Why create an inharmonious structure?

Thank you for your consideration of this important matter.

Gail Maxwell

## CityClerk

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**From:** CityClerk  
**Sent:** Thursday, July 2, 2020 7:49 AM  
**To:** Bolinger, Bonnie; Pennington, Blake; CityClerk; citycouncil@matthewpetty.org; Eads, Gail; Roberts, Gina; Batker, Jodi; Johnson, Kimberly; Rogers, Kristin; Williams, Kit; Branson, Lisa; Jordan, Lioneld; Mathis, Jeana; Paxton, Kara; Mulford, Patti; Norton, Susan; Thurber, Lisa; Gutierrez, Sonia; Marsh, Sarah; Kinion, Mark; Scroggin, Sloan; Bunch, Sarah; Turk, Teresa; Smith, Kyle  
**Cc:** Julie Murie  
**Subject:** FW: Beacon Hill Development

Please see the below email.

Please note that Public Comment for upcoming agenda items can also be submitted at the below link.

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Thank you,

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113 W. Mountain Street, Suite 308  
Fayetteville, AR 72701  
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[cityclerk@fayetteville-ar.gov](mailto:cityclerk@fayetteville-ar.gov)

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

From: Julie Murie <[jrmurie@gmail.com](mailto:jrmurie@gmail.com)>  
Sent: Wednesday, July 1, 2020 5:45 PM  
To: CityClerk <[cityclerk@fayetteville-ar.gov](mailto:cityclerk@fayetteville-ar.gov)>  
Subject: Beacon Hill Development

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.

Members of the Fayetteville City Council and Whom It May Concern,

I am writing to you to express my concern over the planned Beacon Hill development.

I know you are busy, so I will keep this short and hopefully to the point.

I am flabbergasted that this development is even being considered for this small area between College, Pollard and Cleburn. That footprint is too small for such a plan. A building of that size and nature is frankly unfeasible. It feels very much like a Cinderella's slipper situation, cramming a large ungainly edifice into a, let's face it, dainty space.

The other pressing concern is, where would all the cars be parked? How will the ensuing traffic congestion resolve itself? Simply, there is no good answer. Pollard and Cleburn are narrow streets, in heretofore pleasant, quiet, neighborhoods of longstanding. Introducing more cars and traffic would not only be disruptive, but truly hazardous!

These peaceful, beautiful neighborhoods, the preserved green spaces, are what make Fayetteville an attractive and pleasant place to live and visit.

I implore you to preserve the integrity and peace of these neighborhoods, and please tell Beacon Hill to look elsewhere.

I thank you for your time and consideration.

Sincerely,

Julie Murie

Sent from my iPhone