



CITY OF CONWAY, ARKANSAS PLANNING COMMISSION

October 16, 2023 • 6:30pm • 1111 Main Street

Planning Commission meeting procedures (per by-laws adopted July 19, 1993; amended September 20, 2021 and #O-23-63)

**Subdivision Review items are included for consideration as administrative reviews to determine compliance with the Conway Subdivision Ordinance, Zoning Code, and applicable plans. Such items are not conducted as public hearings.*

**Development Review Appeals are included for consideration to determine appropriateness in relation to the requirements of Article 10 of the Zoning Code. Such items are not conducted as public hearings.*

***Order and conduct for public hearings: Following the announcement of the item by the Chair, Planning Staff will present the report findings. Following Staff presentation the Applicant is granted up to 10 minutes for additional presentation with subsequent favorable public comments limited to 3 minutes per person. If opposed parties are present the initial speaker is then granted up to 10 minutes with each subsequent public comment limited to 3 minutes per person. No person shall address the Planning Commission without first being recognized by the Chair and stating his/her name and address for the public record. All questions/remarks shall be made from the podium and addressed through the Chair to the Commission as a whole. Any group with common interest shall select a speaker to address the Commission on behalf of the group; repetitive comments will be limited.*



City of Conway PLANNING COMMISSION

October 16, 2023

PLANNING COMMISSION

Rebekah Fincher, Chair
Laura King, Vice-Chair
Drew Spurgers, Secretary
Alexander Baney
Adam Bell
Mark Ferguson
Latisha Sanders-Jones
Lori Quinn
Ethan Reed
Jensen Thielke

The Conway Planning Commission makes recommendations to the City Council on public hearing items. Items reviewed on this agenda will be considered by the City Council as early as **October 24, 2023**.

Items not approved by the Planning Commission/Board of Zoning Adjustment may be appealed to the City Council within 30 days of the date of denial.

Call to Order [Planning Commission] and Roll Call.

Finding of a Quorum.

Approval of Minutes. September 18, 2023

I. Appeal Review*

A. Appeal of Development Review administrative denial of request to not provide cross access as part of the proposed Braum's development at 2505 Prince Street in accordance with §1007.4.B.3 (SDR-0823-0133)

II. Public Hearings**

A. Request to rezone 5.72± acres located east of the terminus of Lewis Ranch Road and east of Lot 2 Lewis Ranch Ph 2, from A-1 to MF-2

III. Announcements/Additional Business

A. Additional items as decided by the Commission

Adjourn.

Appeal of Development Review Exception Request: Not provide cross access

I.A

2505 & 2515 Prince Street, 963 Farris Rd

APPLICANT/AUTHORIZED AGENT

Johnson & Pace, Inc
1201 NW Loop 281
Longview, TX 75604

OWNER

Eagle Bank and Trust Co
805 Monroe St, Ste 105
Conway, AR 72032



SITE DATA

Location. 2505 Prince St, 2515 Prince St, and 963 Farris Rd.

Site Area. ±1.43 acres.

Current Zoning. O-1 (General Office District).

Requested Conditional Use. Eating place with drive-through service and food store.

Adjacent Zoning. North: PUD (Planned Unit Development), South: R-1 (One Family Residential District), East: O-2 (Quiet Office District), West: O-1 (General Office District).

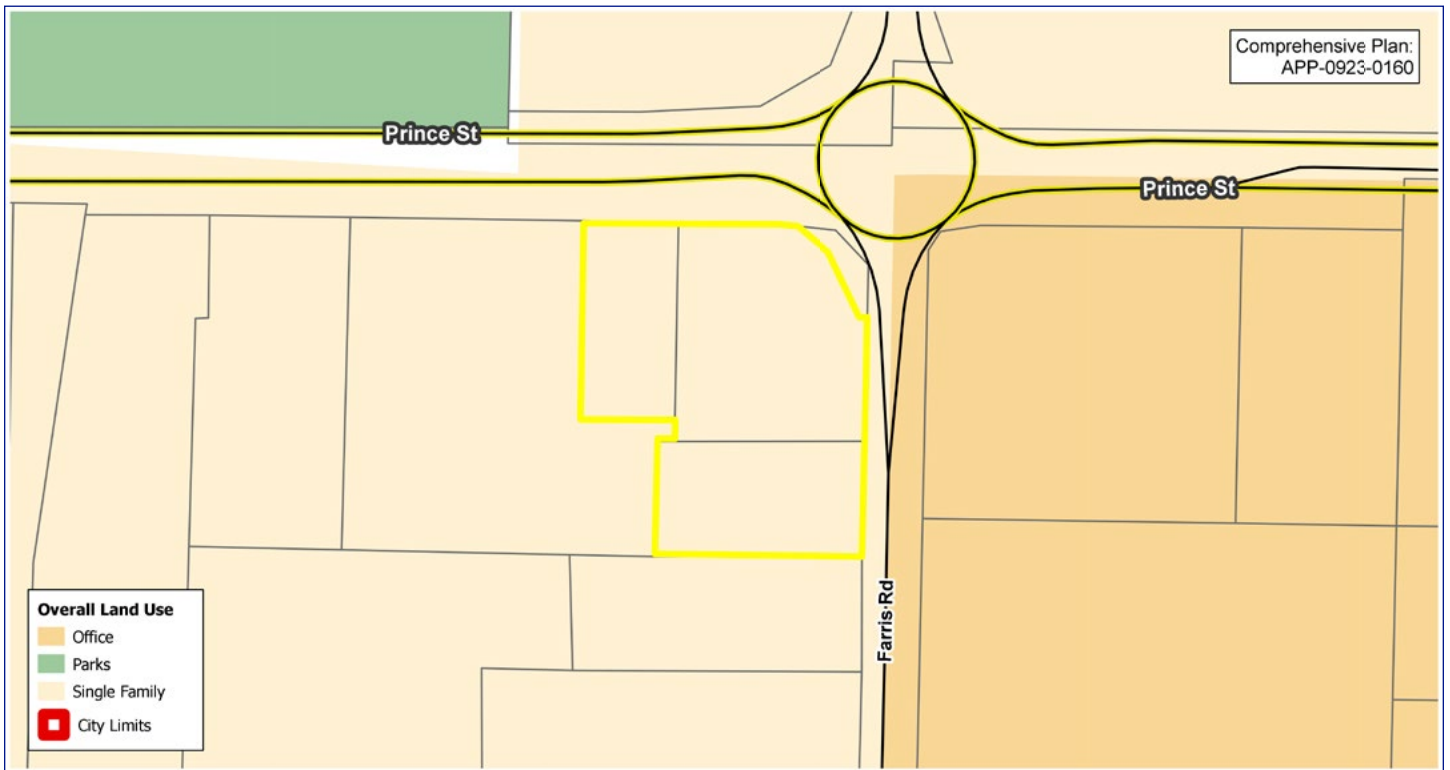
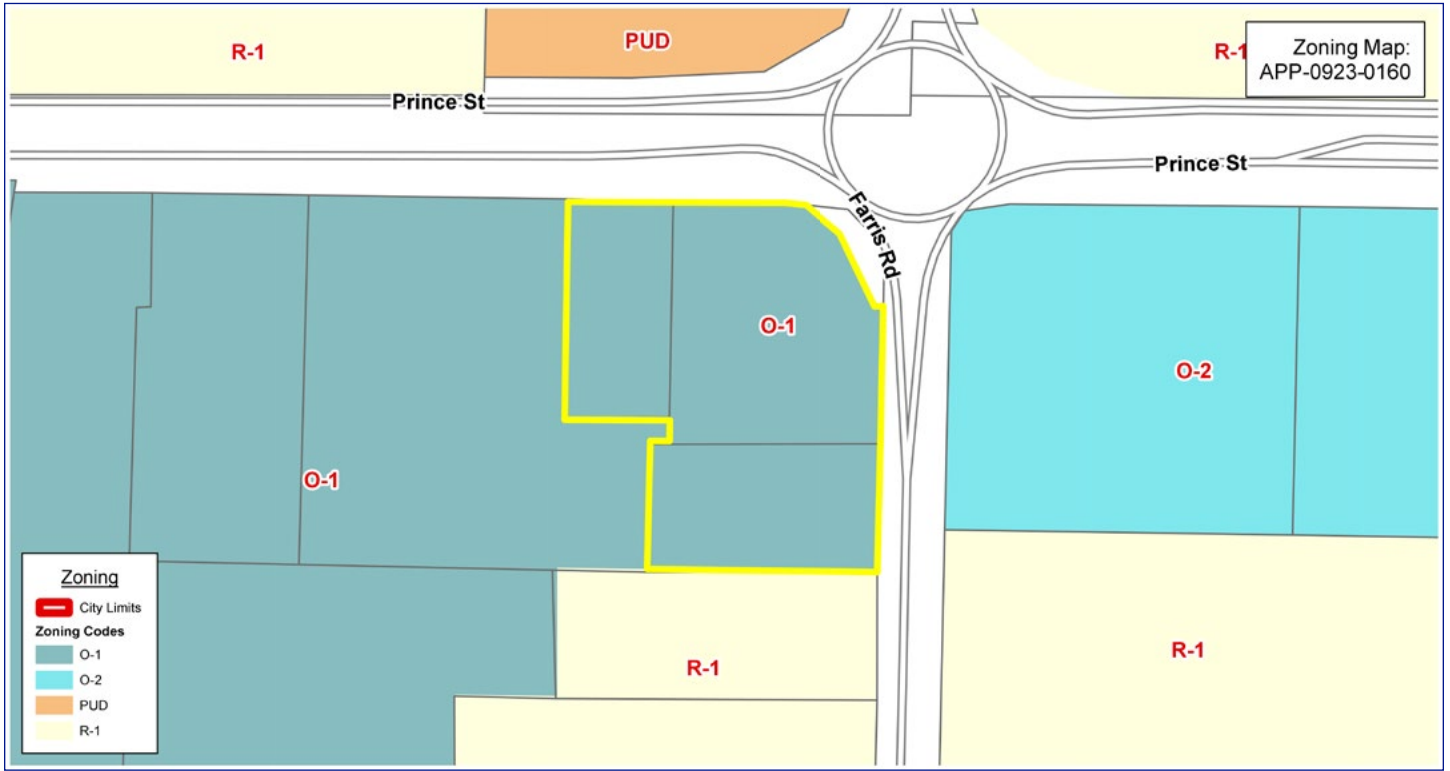
Existing Structures. 1,736 sf single-family dwelling and an accessory structure located at 963 Farris Rd.

Overlay. N/A.

Comprehensive Plan. Single Family. Development along this corridor has been trending away from the Single-Family designation on the Comprehensive Plan. The development pattern indicates a developing commercial corridor from Salem Rd to Farris Rd along Prince St.

Appeal of Development Review Exception Request: Not provide cross access

2505 & 2515 Prince Street, 963 Farris Rd



Appeal of Development Review Exception Request: Not provide cross access

I.A

2505 & 2515 Prince Street, 963 Farris Rd

Projected Traffic Impact. This development is projected to yield approximately 1,766 vehicle trips per typical weekday. Trips will be distributed onto Farris Rd via a standard driveway allowing both ingress and egress and Prince St with a right-in/right-out only driveway design.

Current Traffic Counts. 20,000 – ADT - Prince St (west of the Farris Rd intersection); 7,600 ADT – (Farris Rd south of the Prince St intersection).

Flood/Drainage. No portion of the property lies within a FEMA flood hazard zone.

Utilities. Utilities are available; applicant shall coordinate extension of utilities with Conway Corp.

Master Street Plan. Prince St – Major Arterial (100' ROW); Farris Rd - Collector (60' ROW).

Street Improvement. Dedications and any applicable street improvement requirements will be addressed during site development review.

APPEAL REQUEST

The applicant is requesting the City waive the cross access requirements as laid out in the Conway Zoning Code. They believe this will cause undue hardship to their site.

STAFF COMMENTS

- Cross access is required per the Conway Zoning Code, Section 1007.4.
- §1007.4.B.3(a) states, "All parking lots for non-residential properties shall have at least one vehicular connection to all adjacent properties."
- Staff have discussed the need for cross access with the applicant several times to allow for ingress/egress to multiple sites. This allows motorists the ability to move between developments without using the roadway, ultimately decreasing traffic congestion on Prince St and Farris Rd.
- The adjacent property to the west has an approved set of plans that provides a cross access connection to this property.
- The minimum width of a cross access travel aisle is 20'. The maximum width is 40'.

STAFF RECOMMENDATION

The Planning and Development Director reviewed considerations regarding cross access at this site and denied the applicant's request to waive this requirement.

SAMPLE MOTION

I move to uphold the staff recommendation to deny the request as it does not meet the standards found in Section 1007.4 of the Conway Zoning Code.

Appeal of Development Review Exception Request: Not provide cross access

2505 & 2515 Prince Street, 963 Farris Rd

I.A



View of subject property from Farris Rd looking W



Property adjacent to the W



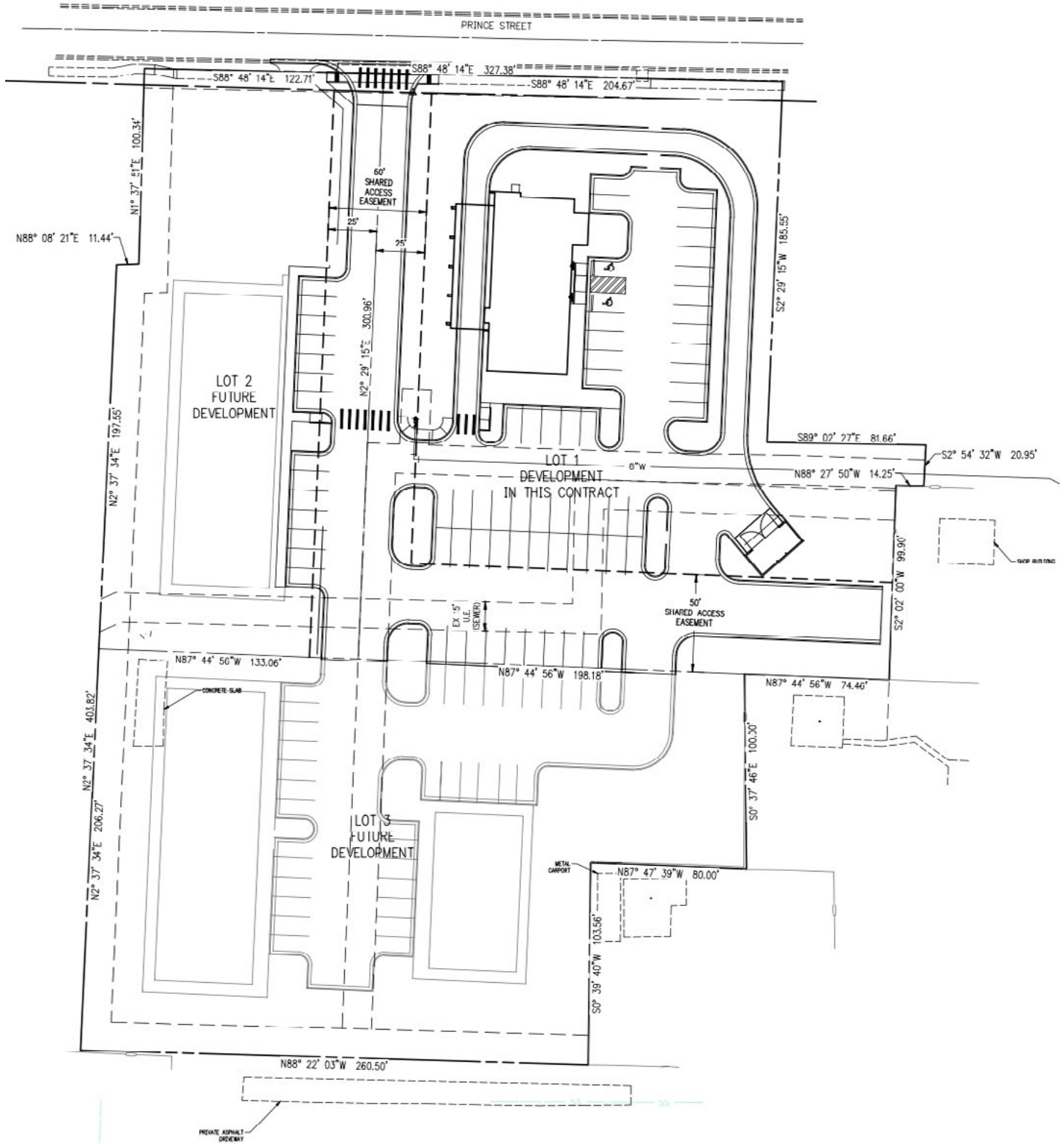
View of subject property from Farris Rd looking W

Appeal of Development Review Exception Request: Not provide cross access

I.A

2505 & 2515 Prince Street, 963 Farris Rd

Approved site plan for adjacent development to the west

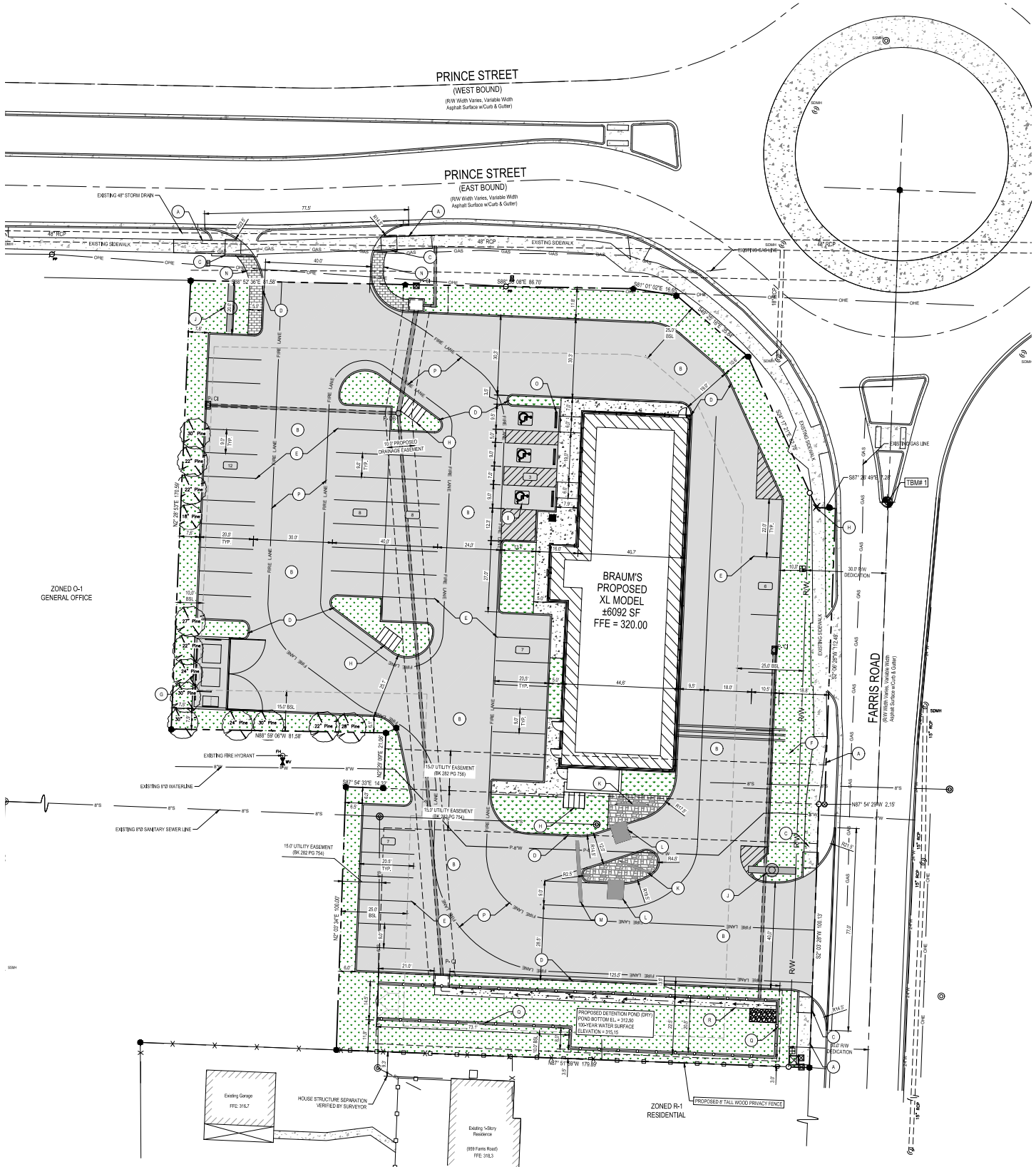


Appeal of Development Review Exception Request: Not provide cross access

2505 & 2515 Prince Street, 963 Farris Rd

I.A

Proposed site plan for development at intersection of Prince St and Farris Rd





3000 N.E.63rd Street Oklahoma City, OK 73121

Date: September 22nd, 2023
To: Planning Commission of Conway, AR
From: Braum's Site Development & Real Estate Team
CC: Mr. David Elrod & Mr. Frank Shaw
Subject: Appeal of Planning Director Denial - Cross Access Requirement
Braum's Proposed Store – Prince & Farris Road

Regarding the zoning code:

Section 1007.4 – Considerations for Traffic, Access, Parking & Loading

B. Access Requirements

3. Cross Access

a. All parking lots for non-residential properties shall have at least one vehicular connection to all adjacent properties.

Braum's is formally requesting an appeal to the Planning Director's refusal of granting an exception to the above referenced code, in conjunction with the Site Development Review, for the following reasons:

- 1) The proposed Braum's Ice Cream & Dairy location is a standalone 1.2-acre development that is being planned and designed for this singular purpose. The proposed development to the west (Delcar) has been platted with 3 connecting properties and will be built for a higher density of traffic and users. The burden of traffic for those 3 properties, being 3.9 acres cumulatively, should not be placed on the smaller tract (Braum's). See Exhibit A for overall developments.
- 2) Forcing the extension of the Delcar 40' Shared Access Easement, across the Braum's site to connect to Farris Road, will result in losing 5 – 7 vital parking spots. Per the City of Conway's developmental code, a total of 54 – 73 stalls would be required, while the Braum's site currently provides 51. Due to the nature of the unique building usage, a more refined calculation would only require around 44 – 58 stalls. Losing any number of parking stalls will hurt the site layout, no matter how it is calculated.

Braum's typical parking lot design standards have been carefully planned for 50 to 60 parking stalls on average. Between various property & building sizes throughout the five-state region which the company operates, this range has served the business model quite well throughout the years. This location has a balanced layout, utilizing the available property efficiently to maximize parking for customers and providing ample employee parking, while maintaining landscaping requirements (as well as preserving the existing beautifully mature pine trees) set forth by the development code. With the number of provided parks being on the low side of tolerance, additional bike racks, (more than the code requires) would be provided to compensate due to the proximity of Tucker Creek Trail as well as Conway High School.

- 3) Per zoning code and previous recommendations by planning staff, "*A perimeter landscape strip of at least 20' in width shall be provided along all property lines adjoining **any residential area**. Landscaping abutting residential areas should consist of trees, bushes, etc. of evergreen species to provide additional buffering / screening to the neighboring residence*"

According to the recorded plat, doc #P202300012, and Exhibit B of this memo, the existing access easement was approved to be located approximately 10 feet north of the McDougal residential property, spanning a distance of 74.40'. It may only be concluded that either an exception was granted to the Delcar development for allowing the easement to be placed within this landscape setback or a mistake was made when the plat was approved and filed of record February 16, 2023.

This easement cannot be extended across the proposed Braum's tract even if it were agreed to by both property owners due to the conflicting nature of the code and what has been previously approved by the city. Even if a landscape buffer was required as part of the Site Development / Building Permit review for the Delcar Development, the residential zoning exists immediately adjacent this property and landscaped area or not, the access easement was granted with these existing factors in place. It has been noted that the city would work with Braum's and that the required access would not have to be the full width of the easement, but the connection is just not feasible, also shown by Exhibit B.

- 4) Referring back to Exhibit A, the Shadrachs plat, (recorded 5-09-2022) has a Cross Access Easement for a future connection at the North West corner of that development, but there is no connection shown to the east, connecting to the Delcar development. The code states: "*...shall have at least one vehicular connection to all adjacent properties*" and while this might have been a mistake, it was overlooked not once but twice, since the Delcar Plat (recorded 2-13-2023) was also not required to connect to the Shadrachs property. Requiring this code on the Braum's site would show an inconsistent enforcement of the Conway Subdivision Regulations, not following the precedent that has been set forth by the very plat that will burden the Braum's tract. Additionally, there are numerous parcels around Conway that do not share connecting drives, see exhibits C & D.
- 5) Requiring traffic from Farris to access the Delcar development across the Braum's site will cause an undue burden on the proposed layout and customer flow. The additional traffic that would be generated by this connection will significantly increase the concern of congestion

and circulation that both the planning commission and the public have previously questioned. The design teams have worked diligently to re-design the site plan and drive through to mitigate these concerns and provide the very best layout possible.

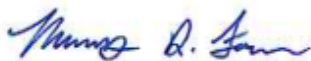
When the entirety of the corner of Prince and Farris with all of the existing and proposed developments are considered, another access point to access the interior lots of the Delcar parcels, should be positioned further south, away from the roundabout. Forcing this connection across the Braum's site will only cause congestion on Farris both northbound and southbound, not to mention traffic then using the Braum's site as a drag strip to circumvent the roundabout. It has been mentioned that traffic could just as easily use Braum's lot as a cut through. The natural layout of the property lines provides a significant "S" curve that would make this highly undesirable.

- 6) While the zoning code is clear in what is stated, it is important to note that a key point of developing real estate involves working with adjacent property owners for mutual benefits. When private commercial landowners agree to have cross access between their properties, both parties negotiate detailed easement agreements that are filed of record with the county. The easement agreements address critical issues such as, but not limited to, construction cost for the infrastructure, maintenance, insurance, indemnities, and usage restrictions to prevent competition of adjacent users benefiting from shared access. Requiring this cross access takes away opportunities for private businesses to have the freedom of negotiating and working with their neighbors if they so choose or not.

In closing, Braum's has made many efforts towards alleviating most, if not all concerns that have been voiced by the city and the neighboring public regarding any form of development at this location. It is critical to the successful operation of developing this specific location, that access be restricted to the sole usage of the intended property without the burden of additional traffic flow of a larger development.

Thank you for the consideration of granting this exception.

Sincerely,



Marcus "Koty" Foran
Site Development Manager
Braum's, Inc.

3000 NE 63rd Street
OKC, Oklahoma 73121
Marcus.foran@braums.com
(C) (405) 620-7223

CC: David Elrod & Frank Shaw

Exhibit A

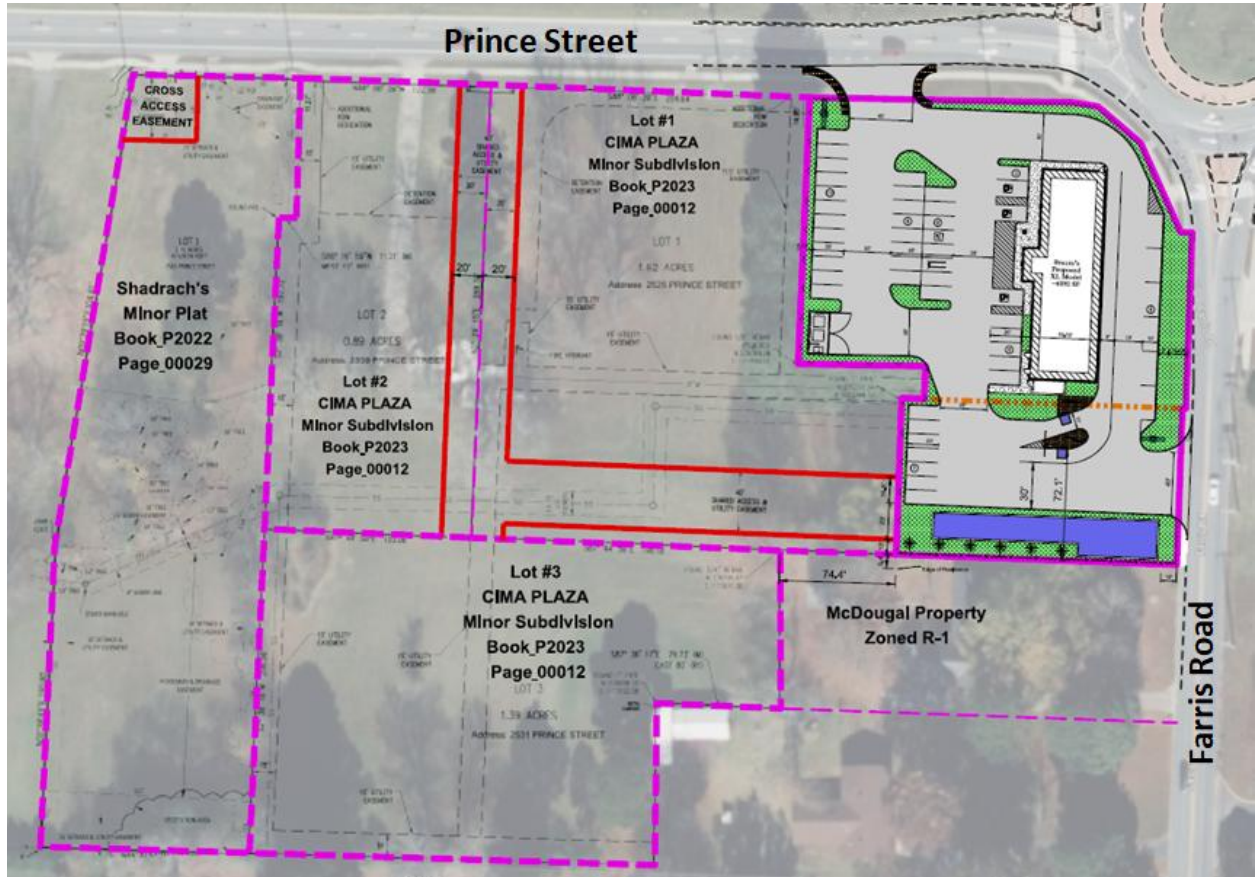
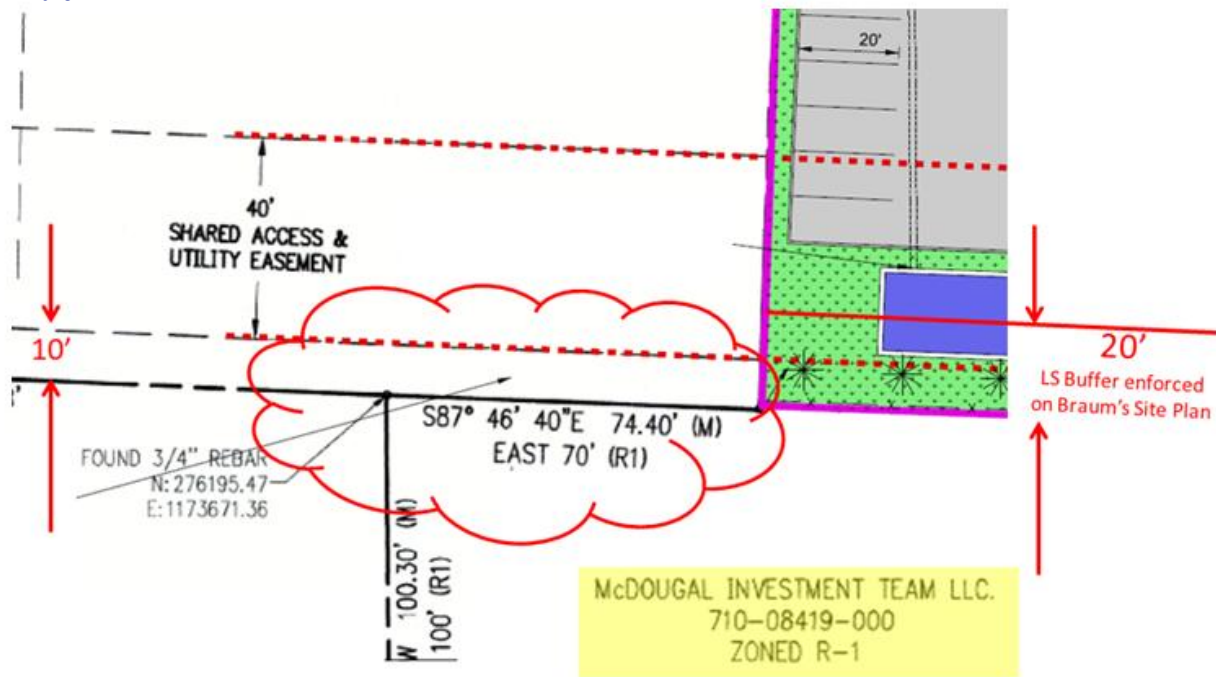


Exhibit B



Enhanced Detail of P202300012





Exhibit C



Book: Plat J, Page: 232 for reference does not include a platted Mutual Access Easement

Exhibit D



 **Item Review v.2** • 1 of 1 Reviews Completed   

Submittal Status	Due Date	Start Date
Requires Re-submit	09/11/2023	09/11/2023

Item reviews

Name	User	Status	Assigned	Due	Complete
Planning Review	Kris Paxton	Requires Re-submit	09/11/2023	09/11/2023	09/11/2023

Exception for cross access denied by Director. Awaiting appeal to Planning Commission.

[EXTERNAL] SDR-0823-0133 Braum's

From : EnerGov@conwayarkansas.gov

Mon, Sep 11, 2023 01:56 PM

Subject : [EXTERNAL] SDR-0823-0133 Braum's

To : marcus foran <marcus.foran@braums.com>, travisc@johnsonpace.com, bradp@johnsonpace.com

Cc : beth sketoe <beth.sketo@conwayarkansas.gov>

Good afternoon,

The Planning Director has reviewed the requested exception to cross access requirements in accordance with Zoning Code Section 1007.4.B.3, and refuses to grant such request.

Should you wish to appeal this denial, please submit an application to appeal to the Planning Commission via the [Civic Access portal](#) > Apply > Planning > Appeal to Planning Commission.

Thank you, Beth

[Access your record online here](#)

This is a no-reply e-mail address. To contact us, please send an e-mail to beth.sketo@conwayarkansas.gov

Request to Rezone: A-1 to MF-2

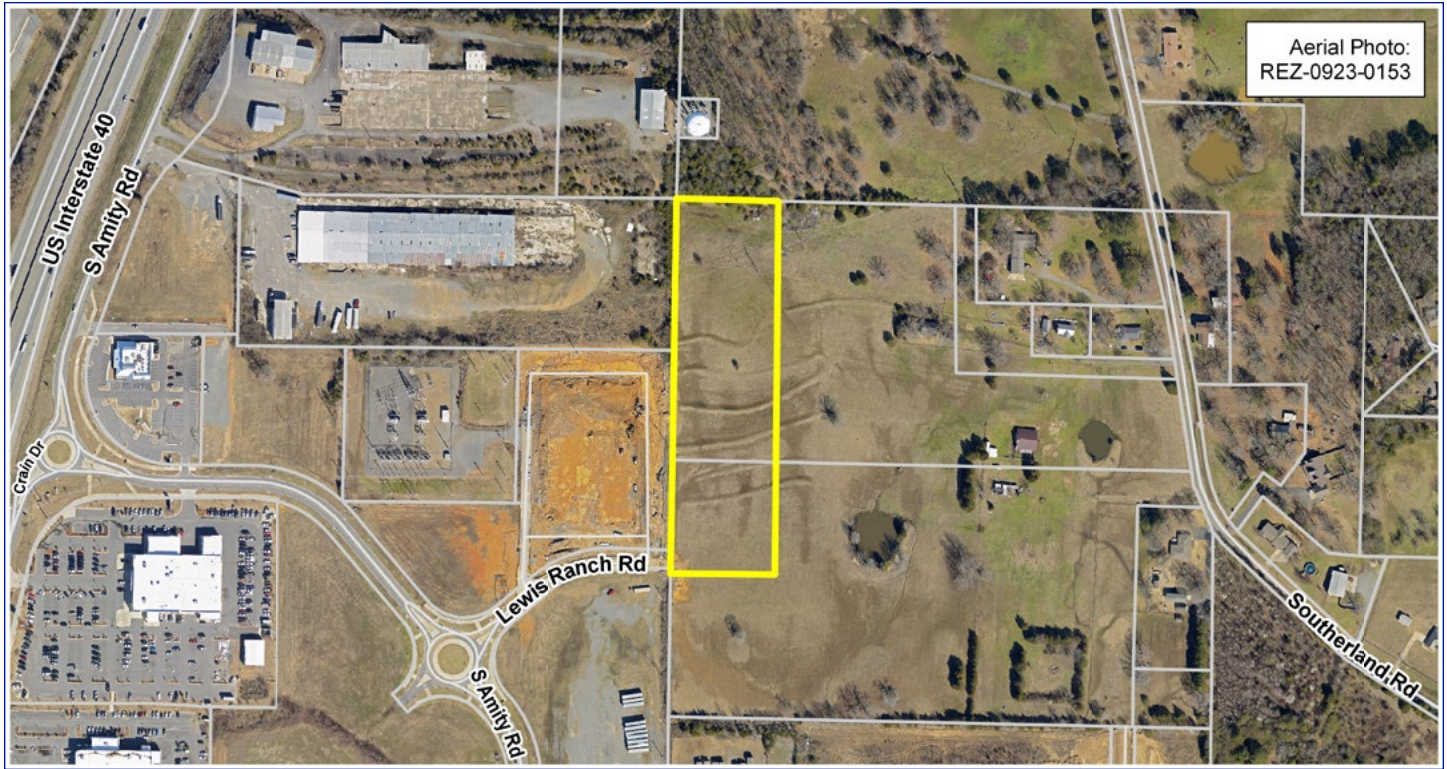
5.72± acres east of the terminus of Lewis Ranch Road

APPLICANT/AUTHORIZED AGENT

Central Arkansas Professional Surveying
1021 Front St
Conway, AR 72032

OWNER

Trinity Development Co, Inc
PO Box 1735
Conway, AR 72034



SITE DATA

Location. Approximately 550 feet east of the intersection of S Amity Rd and Lewis Ranch Rd Property; at the terminus of Lewis Ranch Rd.

Site Area. ±5.72 acres.

Current Zoning. A-1 (Agricultural District).

Requested Rezoning. MF-2 (Multi-family District; 18 units/acre).

Adjacent Zoning. North/East/South: A-1; West: MF-3 and I-1 (Intermediate Industrial).

Existing Structure. None.

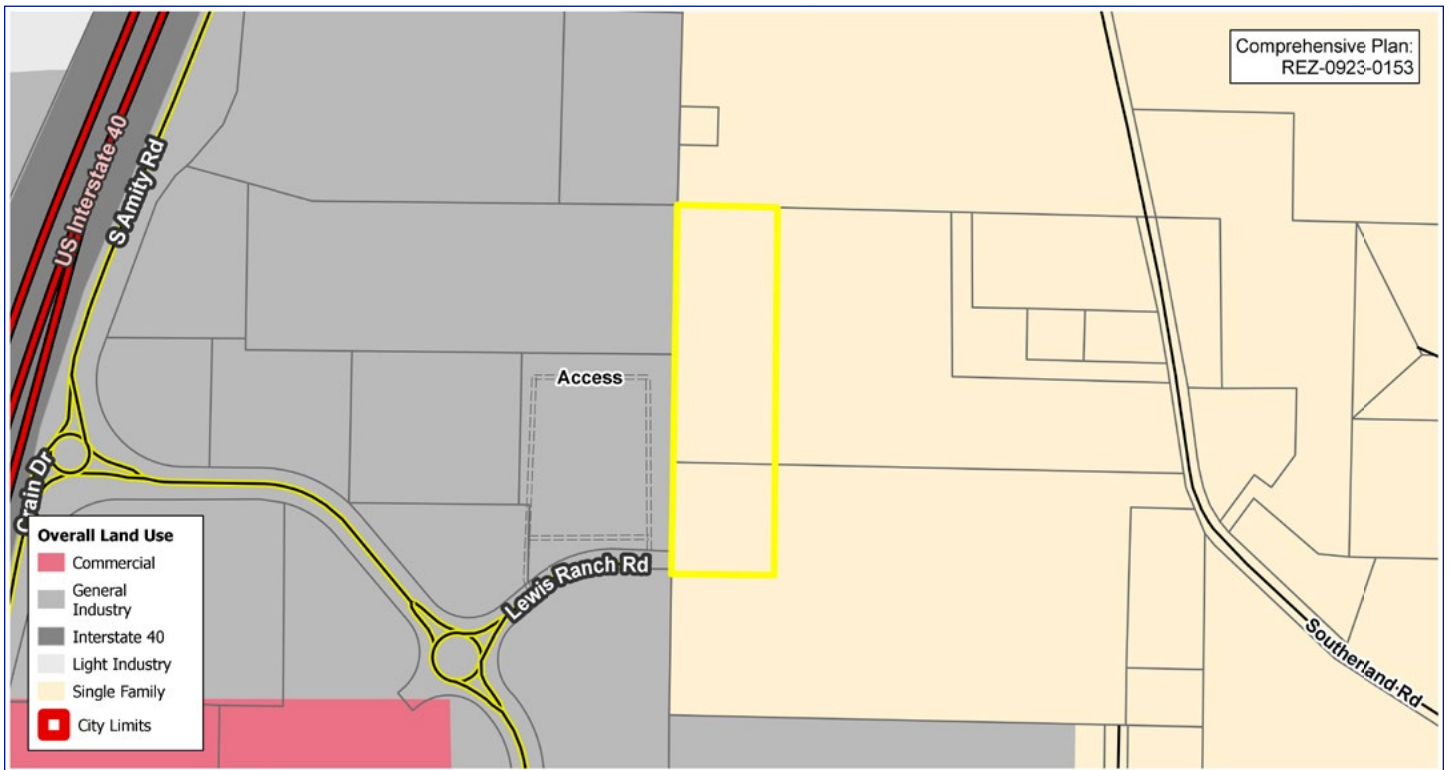
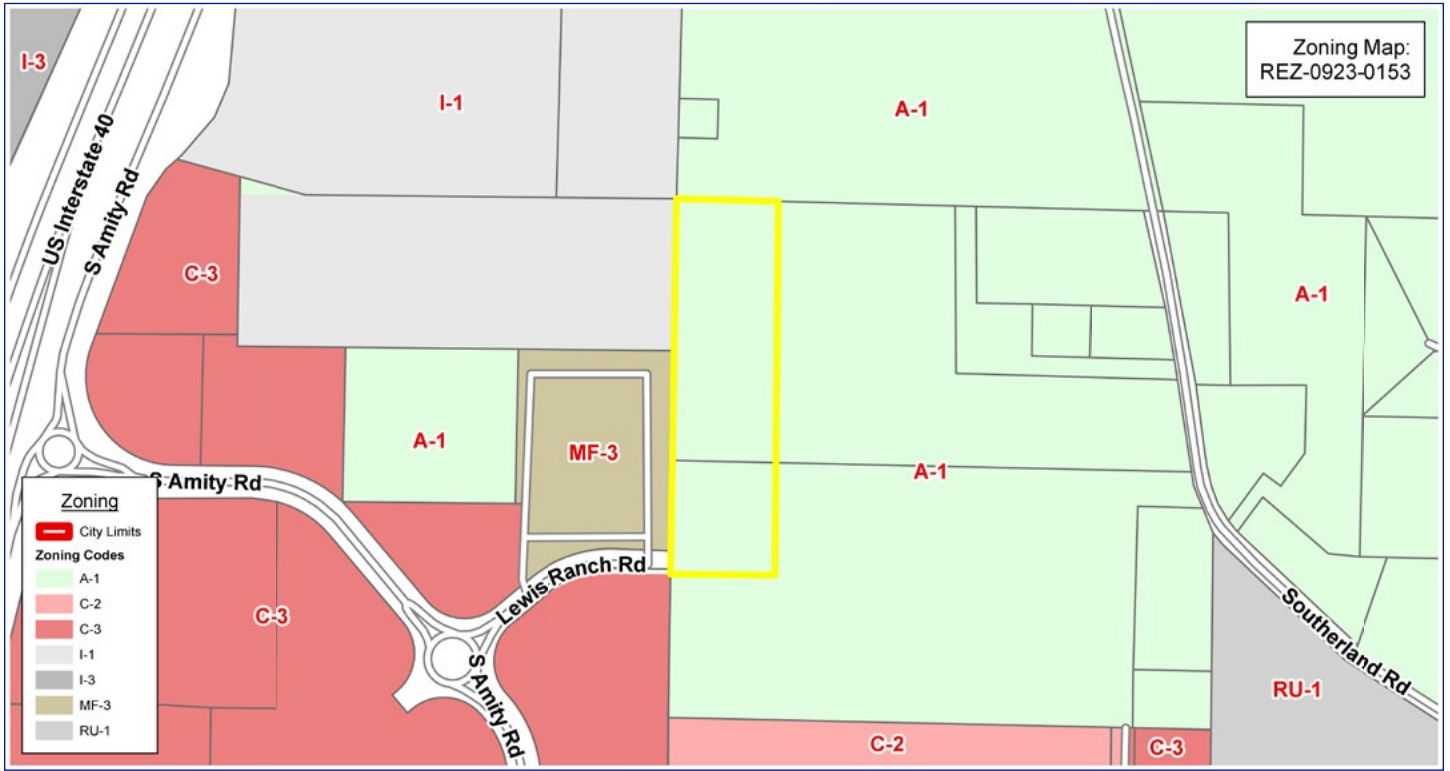
Overlay. None.

Comprehensive Plan. Single Family.

Projected Traffic Impact. With a rezoning to MF-2 the property could support an estimated additional 94-96 dwelling units. Assuming the site is developed to the maximum density permitted per developable site area [remaining after platting and right of way dedication], it is anticipated the expansion could generate an estimated additional 678-691 vehicle trips per typical weekday.

Request to Rezone: A-1 to MF-2

5.72± acres east of the terminus of Lewis Ranch Road



5.72± acres east of the terminus of Lewis Ranch Road

Current Traffic Counts. No traffic information available at the site; west of the site - 8,000 ADT (S Amity Rd at Crain Dr).

Flood/Drainage. The site is not within any FEMA Special Flood Hazard Areas.

Utilities. Utilities are available; applicant shall coordinate with Conway Corporation for utility extensions.

Master Street Plan. Lewis Ranch Rd – Minor Arterial (80' ROW). Master Street & Trail plan indicates an extension of Lewis Ranch Rd with future connection to Southerland Rd. *Planning staff has coordinated with the Transportation Department who agrees that the classification of Lewis Ranch Rd could be downgraded from Minor Arterial to Collector, requiring 60' ROW, with an amendment to the Master Street & Trail Plan.*

Street Improvement. No current improvement plans.

STAFF COMMENTS

- The applicant's original request was to rezone from A-1 to MF-3 for the purpose of developing a second phase of the adjacent multi-family development, Encore at Lewis Ranch.
- Planning Staff coordinated with the applicant and representative prior to the publication of the staff report and reached an agreement to amend the original request to rezone to MF-2.
- As all abutting parcels to the east and north consist of rural single-family residential development, the medium density multi-family zoning, MF-2, is more suitable and would provide an appropriate decrease in density as a transition.
- The MF-2 zoning district provides a suitable area for medium to high density residential uses and may exist as a buffer between single-family and non-compatible use districts. MF-2 allows up to 18 units per gross acre; could permit up to an estimated 96 dwelling units on the site with the acreage identified (S305.1.F).
- The Comprehensive Plan designates the area as single family.
- The site is currently unplatted ~249,259 sf (±5.7 acres). It is anticipated that after required right-of-way dedication the remaining developable area will be ±5.3 acres.
- Zoning and development to the west is predominantly commercial and industrial. The proposed site and property to the east is significantly less intense in use and development. While the Comprehensive Plan supports the established development pattern of both areas it does indicate a severe transition from general industry (west) to single family residential (east). Therefore, an appropriate level of transition is necessary to step down the intensity of uses toward the east.
- The less dense MF-2 zoning will provide an appropriate decrease in density and serve as a transition from more intense uses to the west and the rural single-family residential to the east.

STAFF RECOMMENDATIONS

Staff recommends approval of the rezoning to the requested MF-2 zoning district. The medium-density multi-family district would provide an appropriate level of transition toward the low-density single-family development existing to the east, as is designated by the Comprehensive Plan.

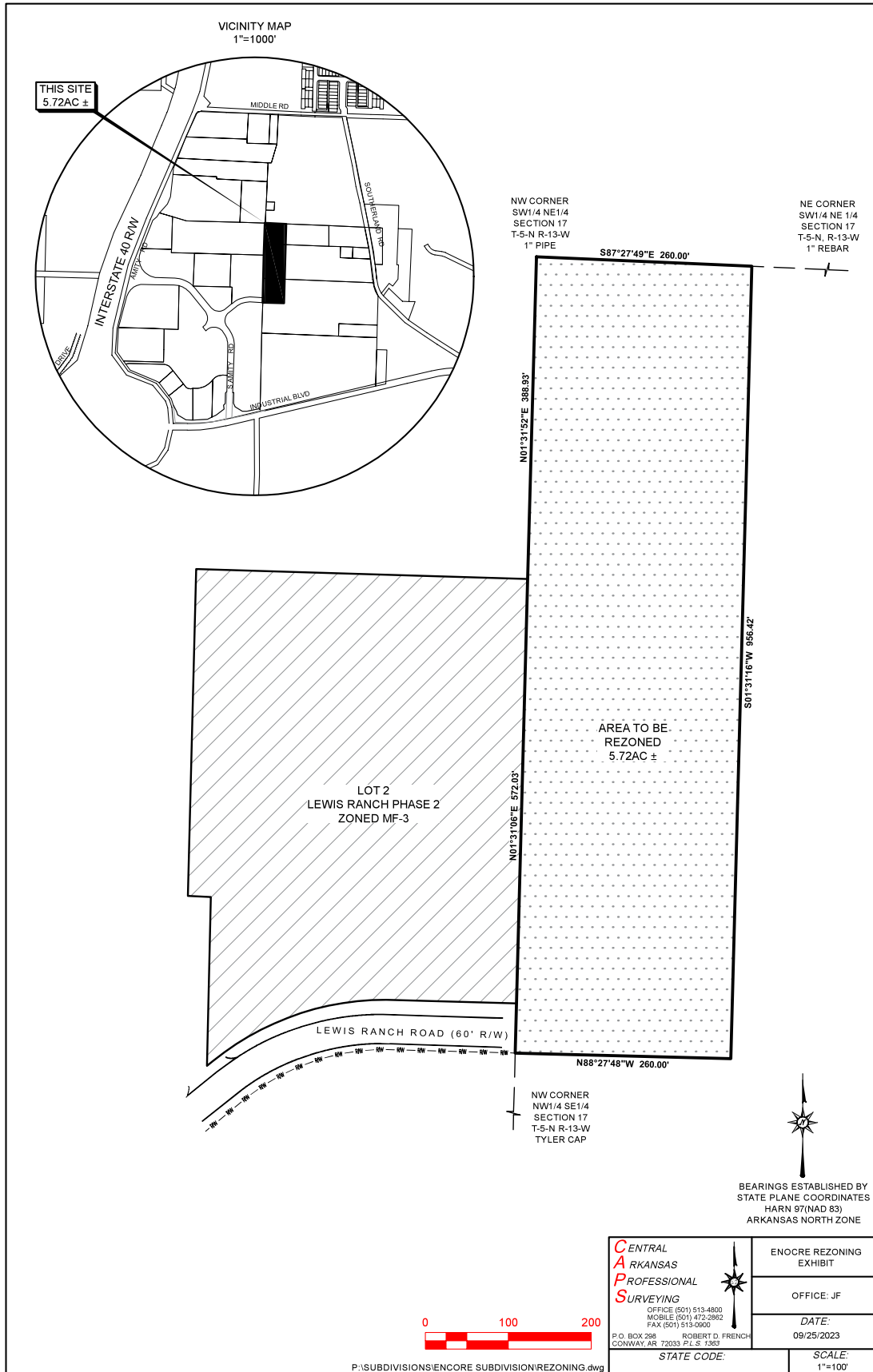
SAMPLE MOTIONS

I move to accept the staff recommendation to approve the rezoning request on the basis that it will provide a suitable decrease in density as the development expands toward the less intensifies uses to the east.

Request to Rezone: A-1 to MF-2

5.72± acres east of the terminus of Lewis Ranch Road

II.A



Request to Rezone: A-1 to MF-2

5.72± acres east of the terminus of Lewis Ranch Road



View of subject property from terminus of Lewis Ranch Rd looking NE



View of subject property from terminus of Lewis Ranch Rd looking E



Property adjacent to the N



Property adjacent to the W



Property adjacent to the W (of the northern most portion of the subject property)



View from Southerland Rd looking W at the subject property and Encore Ph 1

APPENDIX

The following items, which do not require public hearings or Planning Commission action, have been reviewed and approved by the Director of Planning & Development and are being reported to the Planning Commission as required by the Zoning Code and Subdivision Ordinance.

Development Review Approvals

- Ricochet Marine Post Approval Review, 430 S Harkrider (SDR-0823-0128)
- Hines Service Center Post Approval Review, 419 Bruce St (SDR-0923-0140)

Plats filed for record (Lot Splits, Lot Mergers, and Final Plats)

- Gordon Subdivision (P2023-00049)

From: [Emily Ferris](#)
To: [planning](#)
Cc: [Lauren Hoffman](#)
Subject: Braum's Cross Access Opposition Letter
Date: Monday, October 9, 2023 1:10:44 PM
Attachments: [Cross Access Opposition Letter.pdf](#)

This message was sent from outside the organization. If you were not expecting this email, please be cautious when opening attachments or clicking on links.

Attached is my letter of opposition regarding the appeal of the cross-access drive between Braum's and Don Pepe's. This is written on behalf of the Castro Family, owners and developers of the adjacent property at 2525 Prince Street. To be clear, we are asking that the planning department and planning commission uphold their original decision to require the cross-access drive between the two properties.

Thank you,

Emily Ferris, AIA

Project Architect, Partner

Sowell Architects Inc.

(P) 501-450-9633 | emily@sowellarchitects.com

www.sowellarchitects.com

Monday October 9, 2023

Re: Item I.A

ATTN:

City of Conway Planning Department
Conway Planning Commission

As the architect representing Don Pepe's and the Castro family, I am writing in regards to the requested appeal of the cross access denial for Braum's. I am asking that the planning department again deny the requested appeal and require that Braum's provide the cross-access easement as required in the zoning code.

The Castro family worked diligently alongside myself (Sowell Architects), Crafton-Tull Engineering, and the planning department for several months throughout the entire process of developing their property located at 2525 Prince St. This included applications for a conditional use permit, re-platting, and site development review processes. They took all of the feedback received from the planning department and other city departments and incorporated it into their overall development plan. Part of this feedback was the REQUIREMENT for a cross access easement between their property and the property to the east, which, at the time was a proposed Whataburger. This wasn't presented as an option, but rather, a requirement of developing this property. The site plan was designed by Crafton-Tull Engineering to incorporate this required cross-access connection. I have included the approved site plan for 2525 Prince street below for your reference.

Should this cross-access not be required for the property to the east (Braum's), it will penalize the Castro family for following the rules set out before them. The shared access drive and associated easement take up valuable real estate on the property that could've otherwise have been used for additional parking spaces. Their site is already under construction and it is too late for them to modify the location of the building, parking, and driveways.

In addition, I want to add that the Castro has single-handedly bore the expense of extending the water line across Farris Rd. This not only benefited their development but also the adjacent property owner's. Not one of those property owners was willing to share in that expense. They have been nothing but compliant throughout this process, so please consider how this decision affects their ongoing development.

Again, I respectfully ask that you uphold your decision and require Braum's to construct the cross-access drive as originally planned and as required by the zoning code. Recognizing that a change in this requirement would negatively impact the adjacent property owner and would be showing preferential treatment to one developer over another.

Respectfully,

Emily Ferris, AIA
Architect / Partner
Sowell Architects, Inc.
1315 North St. Conway, AR 72034

Subject: Public Comment regarding REZ-0923-0153
Date: Monday, October 9, 2023 at 4:08:26 PM Central Daylight Time
From: Laci Lyons
To: planning
CC: Derrick

This message was sent from outside the organization. If you were not expecting this email, please be cautious when opening attachments or clicking on links.

RE: REZ-0923-0153

Request to rezone property at the end of Lewis Ranch Rd from A-1 to MF-3 for Encore Apartments Ph 2 development. To be platted.

Dear Planning Commission,

Thank you for hearing our public comments related to this proposed rezoning.

We moved to our home on Southerland Road in 2014, and we are still (by far) the new family on the street. Our household and the other Southerland Road neighbors (between Middle Rd. and Dave Ward Dr.) comprise around a dozen homes filled with proud Conwegians who are raising families and being good citizens.

One decade ago, Dave Ward Drive, east of I-40, was a two-lane road with a single stoplight at the interchange. Our part of town has witnessed an amazing amount of development since shovels first turned on the Lewis Crossing commercial development. Before the light and noise pollution that has accompanied all this development, we could see the community fireworks displays all the way down to Maumelle. All development comes with gains and losses, and we appreciate the hard work of our city planners in balancing these concerns.

While the issue at hand is a five-acre tract that adjoins an already-in-progress multi-family build, our concerns are about the broader impact of development on our neighborhood and on the seemingly forgotten residents of east Conway. Our key concerns are as follows:

1. Developer blatantly ignoring city's plan. Efforts by this developer to build multi-family housing

We recognize that the planning map is only a guideline. We hope the planning commissioners recognize that the developer purchased this land with the intent of contradicting the adopted plan in favor of cramming hundreds of apartments onto fewer than 10 acres.

We detail further concerns about overcrowding and lack of infrastructure below, but felt it most important to acknowledge that the developer purchased this land with the intent of forcing MF-3 zoning into an area that has been strategically identified as important for industrial and single family.

2. **Opportunity cost.** The developer's intentional disregard of the city's plan also signals their interest in this space.

We hope that the planning commission will consider the many benefits of having a well-designed and well-constructed, single-family neighborhood move into this space. Allowing one of the last greenfield spaces already inside city limits to become a large swath of multi-family units is a major opportunity cost for our city. This space could become a lively, family-oriented neighborhood that brings some economic balance to the hundreds of apartment units already being built in this part of the city.

3. **Long-ignored east side.** In our early visits, the long-standing Southerland neighbors regaled us with stories of the area's potential.

Commercial developers have pounced on greenfield spaces to build large shopping centers, but the residents on this side have received few benefits to offset the dramatic increase in traffic and noise pollution. Permitting this development to expand will continue to reinforce the perception that high SES neighborhoods do not belong east of the interstate.

The greenspace in question has potential to link east and west sides of the interstate or to finalize the divide. It is nearly the final opportunity to locate a well-designed and well-constructed neighborhood east of the interstate but not on the outskirts of town.

4. **No walking or biking access for these apartments or this area of town.** Conway prides itself on its walkability and biking infrastructure.

It seems antithetical to build hundreds more apartments with no viable plan for connecting to our walking and biking trail system; a system that is constantly propped up as a key resource for our residents.

5. **Overcrowding.** If Phase II of these apartments comes to fruition, there will be over 200 households in a small area.

6. **Closest neighbors will be the power lines.** Encore Phase I has already received a number of complaints from nearby residents.

7. **Little buildable space.** The 5 acres in question is crossed by the huge power lines that run to the east of the interstate.

8. **Effects on school zoning.** These apartments are being constructed in the zone that aligns with the current school zoning.

Thank you for hearing our concerns. As you consider the way forward, we hope you will:

1. Consider reducing the MF zone rating for this particular platt. Any decrease in the overall number of units would be a positive step.
2. Ensure that the planning commission's intended growth plan is protected, and not systematically undermined.
3. Prioritize residents east of I-40 for access to and connection with city resources.
4. Strategically focus on balanced growth so that the east side has housing options beyond apartments.

Sincerely,
Derrick and Laci Lyons

--

Laci Lyons
870-404-5224