

Conway Planning Commission STAFF REPORT

September 2015

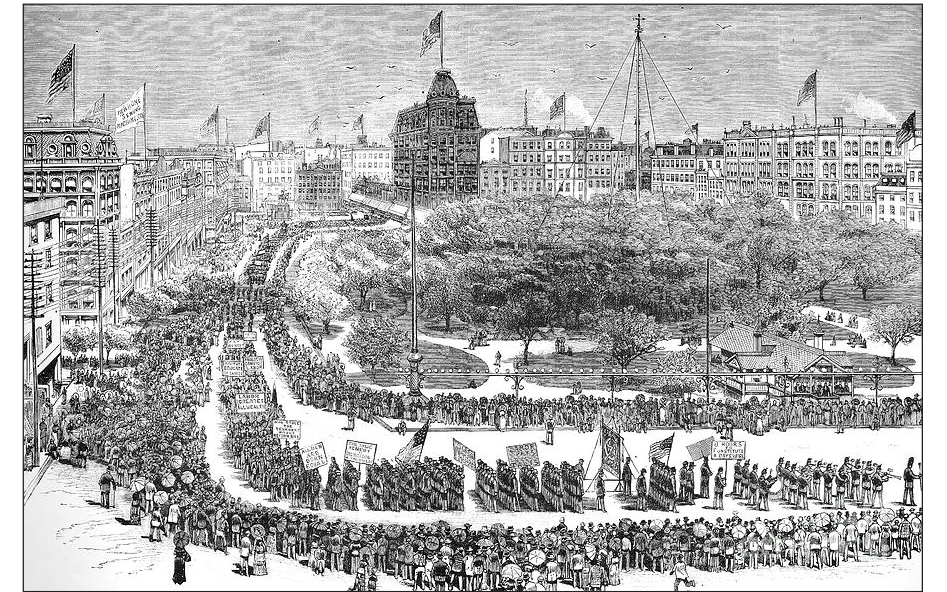
Labor Day, the first Monday in September, is a creation of the labor movement and is dedicated to the social and economic achievements of American workers. It constitutes a yearly national tribute to the contributions workers have made to the strength, prosperity, and well-being of our country.

7:00pm
Monday, September 21, 2015
810 Parkway Avenue

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The first Labor Day holiday was celebrated on Tuesday, September 5, 1882, in New York City, in accordance with the plans of the Central Labor Union. The Central Labor Union held its second Labor Day holiday just a year later, on September 5, 1883.

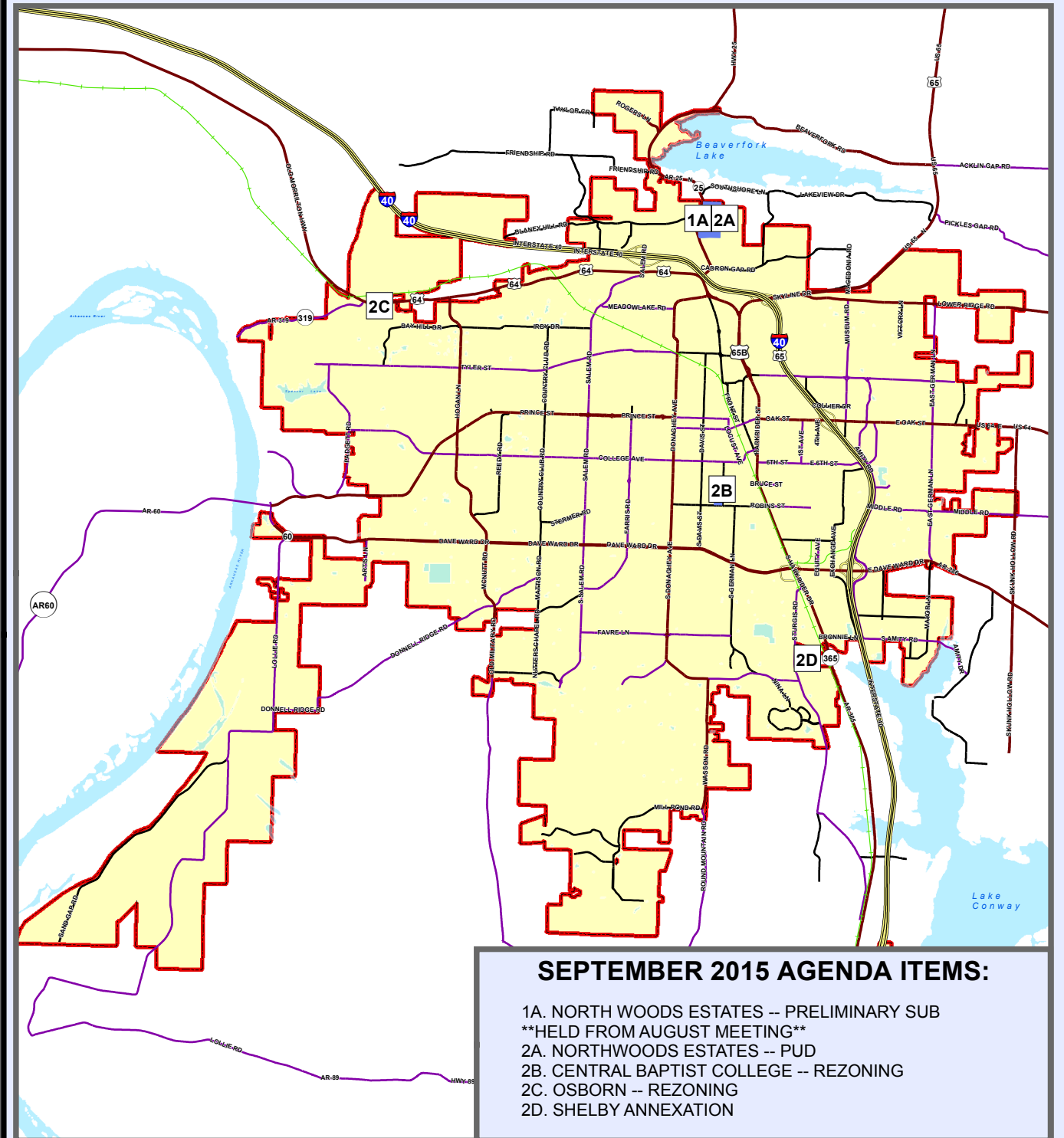
In 1884 the first Monday in September was selected as the holiday, as originally proposed, and the Central Labor Union urged similar organizations in other cities to follow the example



of New York and celebrate a "workingmen's holiday" on that date. The idea spread with the growth of labor organizations, and in 1885 Labor Day was celebrated in many industrial centers of the country.

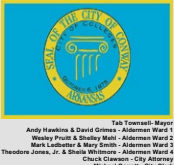


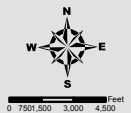
CITY OF CONWAY

SEPTEMBER 2015 PLANNING COMMISSION ITEMS



- SEPTEMBER 2015 AGENDA ITEMS:**
- 1A. NORTH WOODS ESTATES -- PRELIMINARY SUB
HELD FROM AUGUST MEETING
 - 2A. NORTHWOODS ESTATES -- PUD
 - 2B. CENTRAL BAPTIST COLLEGE -- REZONING
 - 2C. OSBORN -- REZONING
 - 2D. SHELBY ANNEXATION

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 <small>John F. Johnson - Mayor Andy Hawkins & David Grimes - Aldermen Ward 1 Wesley Pugh & Stanley Bell - Aldermen Ward 2 Mark Ledbetter & Mary Smith - Aldermen Ward 3 Theodore Jones, Jr. & Frank Whitmore - Aldermen Ward 4 Chuck Cleason - City Attorney Michael Garrett - City Clerk</small>	 <small>Bryan Patrick - Director Wes Crispine - Deputy Director Scott Grimsley - Planner Bob Bricker - Planning Tech Jason Lyon - GIS Coordinator</small>	 CONWAY PLANNING COMMISSION Lee Washington - Chair Mark Lewis - Vice-Chair	<table border="0"> <tr> <td>— INTERSTATE</td> <td>— LOT LINE</td> </tr> <tr> <td>— MAJOR ARTERIAL</td> <td>— STREAMS</td> </tr> <tr> <td>— MINOR ARTERIAL</td> <td>— LAKES & PONDS</td> </tr> <tr> <td>— COLLECTOR</td> <td>— CITY LIMITS</td> </tr> <tr> <td>— RESIDENTIAL</td> <td></td> </tr> <tr> <td>— PRIVATE ROAD</td> <td></td> </tr> <tr> <td>— INTERSTATE RAMP</td> <td></td> </tr> <tr> <td>— RAILROADS</td> <td></td> </tr> </table>	— INTERSTATE	— LOT LINE	— MAJOR ARTERIAL	— STREAMS	— MINOR ARTERIAL	— LAKES & PONDS	— COLLECTOR	— CITY LIMITS	— RESIDENTIAL		— PRIVATE ROAD		— INTERSTATE RAMP		— RAILROADS		<table border="0"> <tr> <td>Residential</td> <td>Industrial</td> </tr> <tr> <td>R-1</td> <td>MF-1</td> </tr> <tr> <td>R-2A</td> <td>MF-2</td> </tr> <tr> <td>R-2</td> <td>MF-3</td> </tr> <tr> <td>R-3</td> <td>RMH</td> </tr> <tr> <td>HR</td> <td></td> </tr> <tr> <td>SR</td> <td></td> </tr> <tr> <td>Commercial</td> <td>Office</td> </tr> <tr> <td>C-1</td> <td>O-1</td> </tr> <tr> <td>C-2</td> <td>O-2</td> </tr> <tr> <td>C-3</td> <td>O-3</td> </tr> <tr> <td>C-4</td> <td></td> </tr> </table>	Residential	Industrial	R-1	MF-1	R-2A	MF-2	R-2	MF-3	R-3	RMH	HR		SR		Commercial	Office	C-1	O-1	C-2	O-2	C-3	O-3	C-4		<table border="0"> <tr> <td>Special</td> </tr> <tr> <td>SP</td> </tr> <tr> <td>S-1</td> </tr> <tr> <td>S-2</td> </tr> <tr> <td>A-1</td> </tr> <tr> <td>PUD</td> </tr> <tr> <td>TJ</td> </tr> </table>	Special	SP	S-1	S-2	A-1	PUD	TJ	 0 750 1,500 3,000 4,500 Feet 1:100,000 SEPTEMBER 2015	THIS MAP WAS PREPARED BY THE CITY OF CONWAY PLANNING AND DEVELOPMENT DEPARTMENT FOR ITS USE, AND MAY BE REVISED AT ANY TIME WITHOUT NOTICE TO ANY USER. THE CITY OF CONWAY PLANNING AND DEVELOPMENT DEPARTMENT DOES NOT GUARANTEE THE CORRECTNESS OR ACCURACY OF ANY FEATURES ON THIS MAP. CITY OF CONWAY ASSUMES NO RESPONSIBILITY IN CONNECTION THEREWITH. CONTACT INFORMATION LANDMARK GIS WEBSITE: gis.cityofconway.org (UNDER DEVELOPMENT) E-MAIL: Jason.Lyon@CityOfConway.org
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Planning Date: 8/11/2015
 File Name: Map20150908AMM03015_Draft1_08.mxd
 Prepared by: [Name]

CONWAY, ARKANSAS PLANNING COMMISSION MEETING AGENDA

7:00 pm • Monday • September 21, 2015

District Court Building • 810 Parkway

**SUBDIVISION COMMITTEE WILL MEET AT 6:30 PM
in the downstairs conference room at City Hall, 1201 Oak Street**

Call to Order

Introduction & Chairperson Remarks

Minutes: August 17, 2015

1. **Subdivision and Replat (Subdivision Committee will review at 6:30 pm)**
 - A. North Woods Estates PUD Preliminary Subdivision
2. **Annexation, Zoning and Conditional Use (Requires Public Hearing)**
 - A. North Woods Estates Rezoning: A-1 and R-1 to PUD*
 - B. CBC Rezoning: R-2A to S-1*
 - C. Osborn Rezoning: A-1 to R-1
 - D. Shelby Annexation

**Note: Public Hearing Items require a legal notice to be placed in the paper of local circulation at least 15 days prior to the Planning Commission meeting announcing the date, time, and location for the public hearing. The Log Cabin Democrat failed to publish two of this month's items prior to the deadline.*

Due to this oversight, legal notices were re-published on September 17, 2015 advertising a special meeting for the Planning Commission to take additional public comment on Monday, October 5, 2015. A final vote on these items will need to be delayed until this public comment period. The Planning Commission may hold a public hearing and conduct discussion on the September agenda items at the regular meeting on September 21 and hold in committee until the October 5 special meeting.

3. **Discussion**
 - A. 2016 Planning Commission Nomination Schedule
 - B. Nomination/Selection to replace Conditional Use and Subdivision Committee member, Stan Hobbs and selection of new Subdivision Committee Chairman

Adjourn

Planning Staff Development Review/ Minor Subdivision Reports to the Planning Commission

The following items have been reviewed and approved by the Director of Planning and Development and are being reported to the Planning Commission as required by the Zoning and Subdivision Ordinances:

- A. **Development Reviews**
 - None
- B. **Lot Splits, Lot Mergers, and Minor Subdivisions (filed for record)**
 - B.K. Dean, Replat Lot 1
 - Salem Landing Subdivision

Planning Commissioners

Lee Washington, Chairman
Mark Lewis, Vice-Chairman
Marilyn Armstrong
Justin Brown
Matthew Brown

Stan Hobbs
Bryan Quinn
Jerry Rye
Wendy Shirar
Anne Tucker

Contact the Planning Commission by email at conwayplanning@gmail.com

The Conway Planning Commission makes recommendations to the City Council on public hearing items. The City Council will make a final decision on these items using the Planning Commission recommendations as a guide.

Items not approved by the Planning Commission may be appealed to the City Council within 30 days after Planning Commission denial. If an item is appealed to the City Council, a public notice sign will be placed on the property at least 7 days prior to the City Council meeting. A public notice will also be placed on the City's website: www.cityofconway.org.

Items reviewed at tonight's Planning Commission meeting may be considered by the City Council as early as October 13, 2015.

1A NORTH WOODS ESTATES PUD SUBDIVISION PRELIMINARY SUBDIVISION

NORTH WOODS ESTATES PUD PHASES I & II PRELIMINARY SUBDIVISION

APPLICANT
Hawks Investments

STAFF REVIEW BY
Scott Grummer, City Planner
1201 Oak Street
Conway, AR 72032

SITE DATA
Location: Property to the east of AR Hwy 25, south of Southshore Lane, west of Vineyard Drive and north of Cypress Creek

Legal Description: On file

Site Area: 63.5 acres +/-

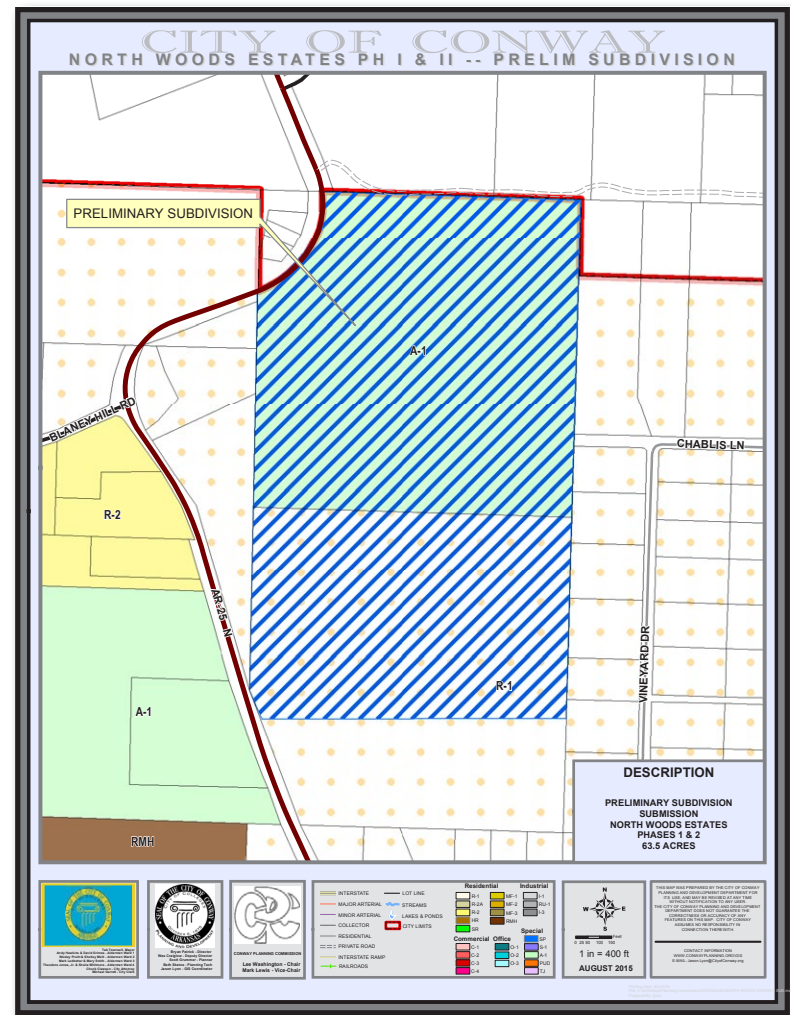
Current Zoning: A-1 (Agricultural) and R-1 (One-family Residential)

Existing Structures: None

Overlay: None

STAFF COMMENTS
A plat of this property was submitted for the Planning Commission review in August 2015. The submitted plat planned the subdivision with R-1 zoning. Due to lack of representation and plat technicalities, the Planning Commission Subdivision Committee chose to hold the plat in committee until corrections were made and a representative was available. After the August meeting, the developer decided to request a rezoning to PUD instead of single family. The developer would like to create a gated, large lot subdivision, with private streets. R-1 zoning does not allow gated private streets therefore, the application for PUD. The developer has also submitted a revised plat for September Subdivision Committee Review.

A PUD may be developed with unique setbacks and private streets. Private streets are shown as 50 foot wide access, drainage, and utility easements. These would typically be noted as rights of way on a plat with public streets. However, as private streets these will be noted as easements. The proposed pavement width will be 30 feet; (2) 10 foot travel lanes, and (2) 5 foot bicycle lanes. The private streets will only serve the PUD and the bicycle lanes will serve as sidewalks. The 30 foot wide pavement area accomplished the goal of providing vehicular access, bike and pedestrian access, and creates the necessary 26 foot plus fire code required street width. The private streets will be built to city standards with City Engineering inspections. Street engineering and drainage drawings will be prepared and approved by the Engineering Department prior to preparation and filing of the final plat. This includes the perpendicular Highway 25 connection.



The enclosed punch list is a condensed version of the typical subdivision punch list. In order to make the variances more understandable, non-essential Planning Commission variance information has been removed. Items 4-12 require Planning Commission approval.

STAFF RECOMMENDATIONS
The Planning Commission must consider items 4 - 12.

Planning Staff recommends approval of this subdivision subject to the completion of the condensed, amended punch list.

CONWAY CITY PLANNING DEPARTMENT REVIEW
NORTH WOODS ESTATES
PRELIMINARY PLAT
SUBMITTED BY
HAWKS INVESTMENTS

This subdivision/replat review is a condensed version of the Planning Staff review. This condensed review brings forward variances and items requiring Planning Commission approval. All items as noted on the Planning Staff review must be completed prior to preliminary plat approval.

GENERAL SUBDIVISION/REPLAT REGULATION POLICY - NOT REQUIRING PLANNING COMMISSION APPROVAL (Must be completed before approval of final preliminary plat)

1. All subdivision/replat engineering requirements concerning general water flow and storm water management shall be met.
2. Improvement plans for each new utility system shall be provided to Conway Corporation and other utilities.
3. In addition to the requirements established herein, all subdivision plats shall comply with all other applicable rules, regulations and laws including but not limited to the Growth Plan (Comprehensive Plan), the Conway Zoning Ordinance, building and housing codes, and any other regulations adopted by the City Council and any regulations or special requirements of the State Health Department, State Highway & Transportation Department, or other appropriate State agencies.

STREET DESIGN REQUIREMENTS

4. The rights-of-way of all streets must conform to the Master Street Plan and the requirements of Table 1, Street Classification & Design Standards, City of Conway in the Subdivision Ordinance.
5. The rights of way and width of all streets must conform to the Master Street Plan and the requirements of Table 2, Street Classification & Design Standards, City of Conway in the Subdivision Ordinance. **The proposed development will have gated private streets with open ditch standards as shown in Table 2. However, the proposed pavement width will be 30 feet wide; (2) 10 foot travel lanes and (2) 5 foot bike lanes. The Planning Commission must approve this variance or this condition must be corrected.**
6. The proposed street layout should be integrated with the street system in the adjoining subdivisions. Proposed through streets shall be extended to the boundary lines of the tract to be subdivided/replatted unless the Planning Commission has determined that such extension is not necessary or desirable for the coordination of the layout of the subdivision/replat with existing and adjoining parcels. Proper access in the form of stub streets or temporary deadend streets shall be provided to adjacent unplatted property unless, in the judgment of the Planning Commission, topographic conditions or physical constraints preclude reasonable provision of such access or alternate routes are or will be available in the future. **Falcon Crest Subdivision to the east, has a 50 foot easement that connects to the proposed development. There is no built street within this easement and it is unclear if a public street could be constructed. The proposed development will have private gated streets. Due to these conditions, a street will not be required to extend to the property boundary on the east. However, a 50 foot access/ pedestrian easement will be required to allow possible future connectivity. Likewise, a 50 foot right of way shall extend northward to the unplatted property to the north from the proposed northern cul-de-sac. The Planning Commission must approve this variance or this condition must be corrected.**
7. Cul-de-sac streets tend to reduce the number of connections and choices available for people traveling by automobile and increase congestion on other streets.

- Where cul-de-sacs are utilized, pedestrian and bicycle pathways to allow linkages with like abutting properties and the street system may be provided. Construction standards for the pedestrian and bicycle pathways shall be the same as for sidewalks. There are no sidewalks within adjoining subdivisions or along Highway 25. However, a 50 foot access/pedestrian easement is provided for possible future connection to Falcon Crest Subdivision. **The Planning Commission must approve this variance or this condition must be corrected.**
8. A street that does not extend to the boundary of a subdivision shall be no closer than 50 feet to that boundary. **If item 6 is approved, item 8 shall also be approved.**
 9. Street intersections shall be laid out as nearly at right angles as possible, with no angle of less than 75 degrees. Proposed Highway 25 connection has not yet been engineered. It is likely that the connecting angle shall be greater than 75 degrees. City Engineering is working with the developer to design the optimum connection. Planning Commission shall allow City Engineering and the developer to create the optimum design standard. **The Planning Commission must approve this variance or this condition must be corrected.**

BLOCK DESIGN REQUIREMENTS

10. Blocks over 1500 feet in length are prohibited. **With no connecting through streets, the development is considered 1 block. As a gated private street development, this would seem appropriate. The Planning Commission must approve this variance or this condition must be corrected.**
11. Blocks over 1000 feet in length may require a public crosswalk within a dedicated easement of not less than 15 feet in width including a paved crosswalk not less than five feet in width to provide pedestrian circulation. **Item 6 will create access/pedestrian easements to adjoining property and easements. There are currently no sidewalks to connect to. No crosswalk construction is required at this time. The Planning Commission must approve this variance or this condition must be corrected.**

SIDEWALK DESIGN REQUIREMENTS

12. Sidewalks are required along both sides of all streets within all zoning districts within Conway city limits. Aside from the required sidewalks along collectors and arterials, an, internalized pedestrian circulation system in the form of pathways, either along streets or not, may be constructed within subdivisions upon the request of the applicant and the approval of the Planning commission. The system may be allowed to deviate from the construction requirements set out otherwise in this section, as long as the minimum dimensional requirements are met. **As a gated private street PUD, there will be no connecting pedestrian traffic. In lieu of constructing sidewalks, the developer would like to construct (2) 5 foot wide bike lanes on both sides of the private street. These bike lanes shall be striped and signed with typical bicycle symbols and or signage. The Planning Commission must approve this variance or this condition must be corrected.**

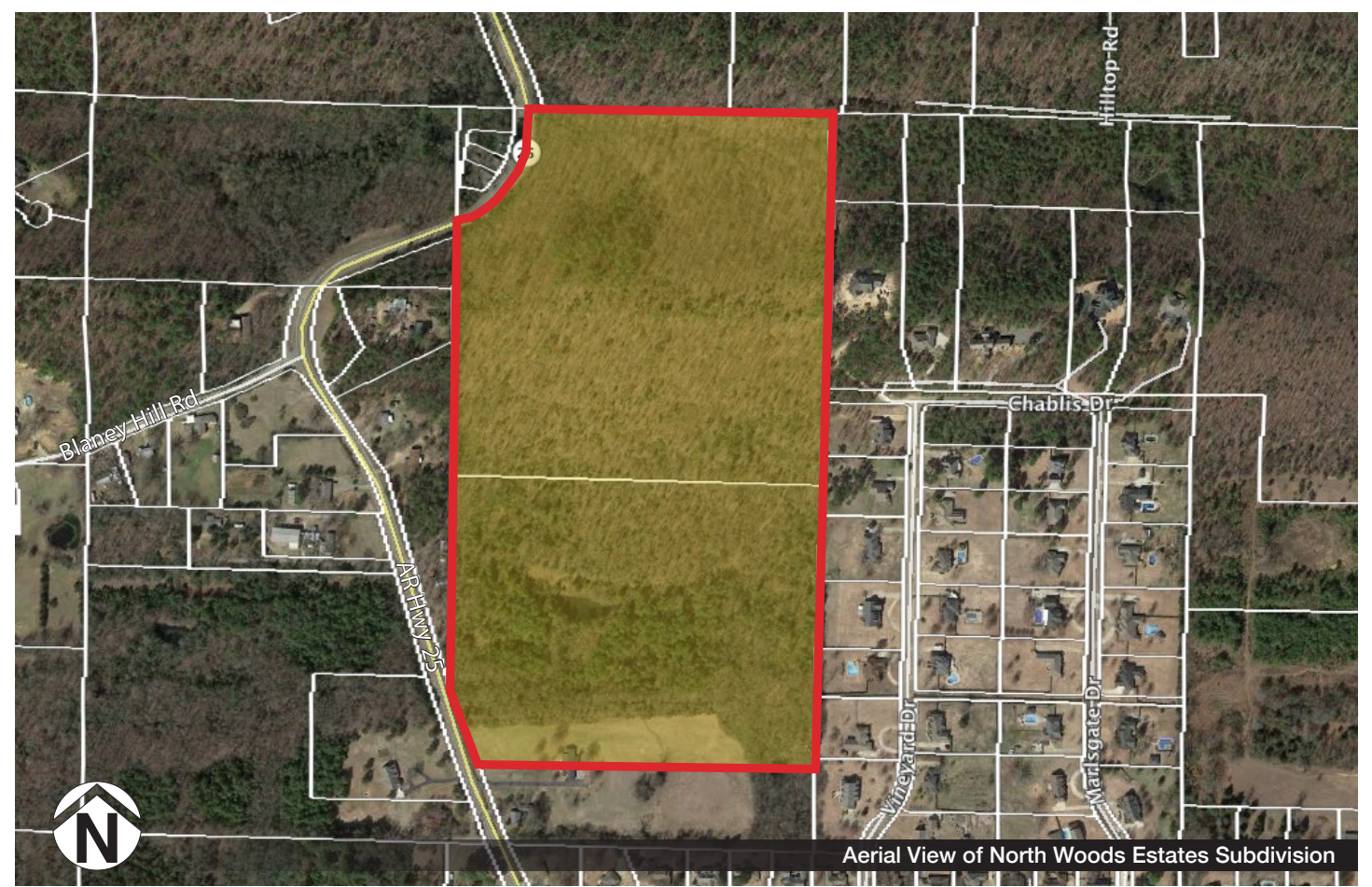
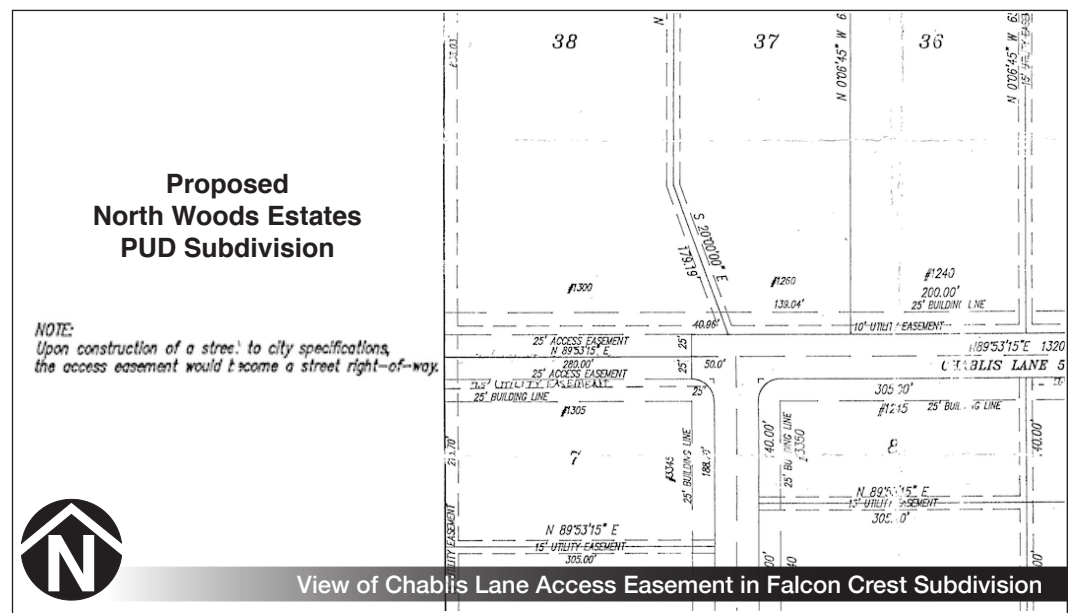
1A NORTH WOODS ESTATES SUBDIVISION PRELIMINARY SUBDIVISION

AUTHORIZATION TO PROCEED

13. Receipt of an approved or conditionally approved copy of the Preliminary Plat, together with an approved copy of the Improvements Plan shall constitute authorization of the Planning Commission for the developer to proceed with the preparation of the Final Plat, the installation of improvements, and the staking out of lots and blocks. The developer, after conditional approval of the Preliminary Plat, shall complete all improvements required under this regulation.

EXPIRATION OF PLAT

14. Plats will expire at the end of one year from acceptance of the Preliminary Plat unless an extension is requested and granted by the Planning Commission. The North Woods Subdivision will expire on September 21, 2016.



2A NORTH WOODS ESTATES REZONING: A-1 & R-1 TO PUD

The Planning Commission may take public comments and discuss this item, but a final vote will not be taken until the special meeting on October 5 due to an oversight in the legal notification process by the local newspaper.

NORTH WOODS SUBDIVISION REZONING FROM R-1 (SINGLE FAMILY RESIDENTIAL) AND A-1 (AGRICULTURAL) TO PUD (PLANNED UNIT DEVELOPMENT)

APPLICANT
Mike Elrod
37 Ranger Road
Edgemont, AR 72044

OWNER
Jim Hawks
Hawks Investments
2111 E. German Lane
Conway, AR 72032

STAFF REVIEW BY
Bryan Patrick, Director of Planning
1201 Oak Street
Conway, AR 72032

SITE DATA
Location. Property to the east of AR Hwy 25, south of Southshore Lane, west of Vineyard Drive and north of Cypress Creek

Legal Description. On file

Site Area. 63.5 acres

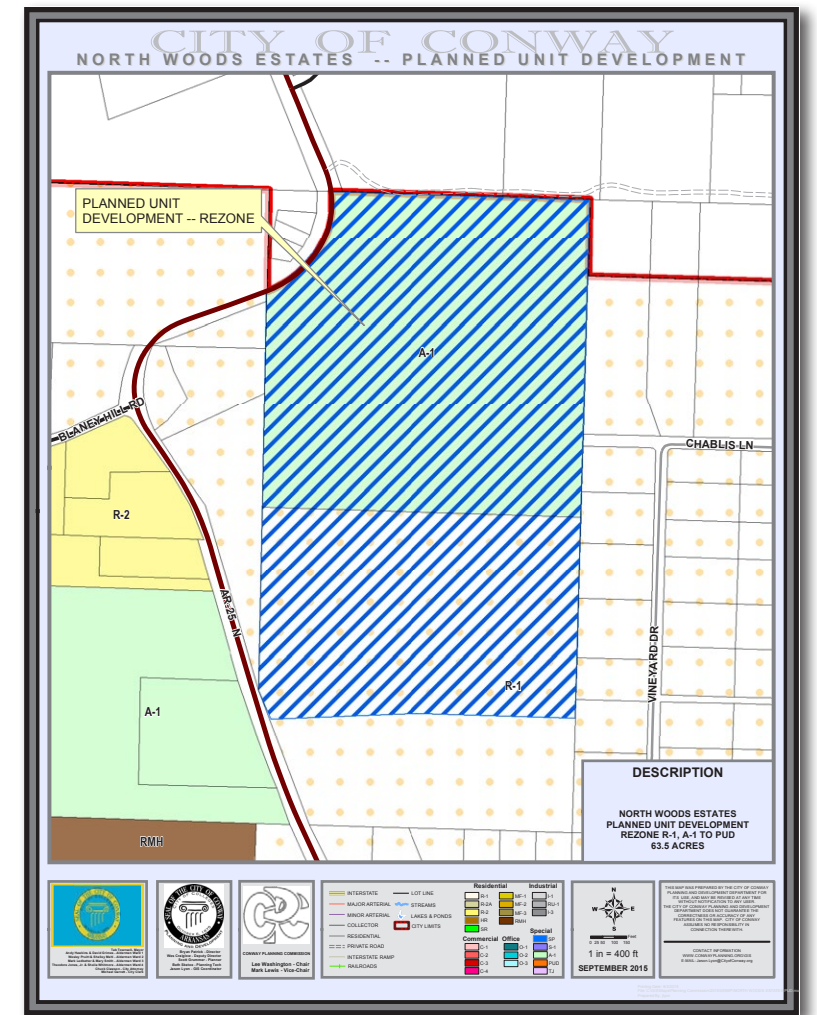
Existing Structures. None

Current Zoning. R-1 (Single Family Residential) and A-1 (Agricultural)

Requested Zoning. PUD (Planned Unit Development)

Overlay District. None

STAFF COMMENTS
A plat of this property was submitted for the Planning Commission review in August 2015. The submitted plat planned the subdivision with R-1 zoning. Due to lack of representation and plat technicalities, the Planning Commission Subdivision Committee chose to hold the plat in committee until corrections were made and a representative was available. After the August meeting, the developer decided to request a rezoning to PUD instead of single family. The developer would like to create a gated, large lot subdivision, with private streets. R-1 zoning does not allow gated private streets therefore, the application for PUD. The new plat will be reviewed by the Subdivision Committee.



Comprehensive Plan. The Comprehensive Plan shows the area as appropriate for single family residential. This request is congruent with the plan.

Projected Traffic Impacts. The subdivision is planned for two phases with 17 lots served by one private street and 3 lots served by another. Around 200 vehicle trips per day could be expected for the 20 lots.

Street Improvements. There are no street improvements planned for current Highway 25. However, within the next couple of years, Salem Road will be extended to the north past the new Wooster I-40 interchange and connect with existing Highway 25 on the north side of the lake around Beaverfork Park. This highway improvement will make the existing Highway 25 segment from Old Morrilton Highway to Beaverfork Park a local street. This should significantly reduce the amount of traffic now using the segment of Highway 25 adjacent to this property.

PUD SPECIFIC REQUIREMENTS

Relation to Utilities and Major Roads - A PUD shall be located in relation to utility systems, drainage systems, and major roads so that neither extension or enlargement of public facilities shall be at the public's expense. *The proposal does not create any major public utility or public road expense.*

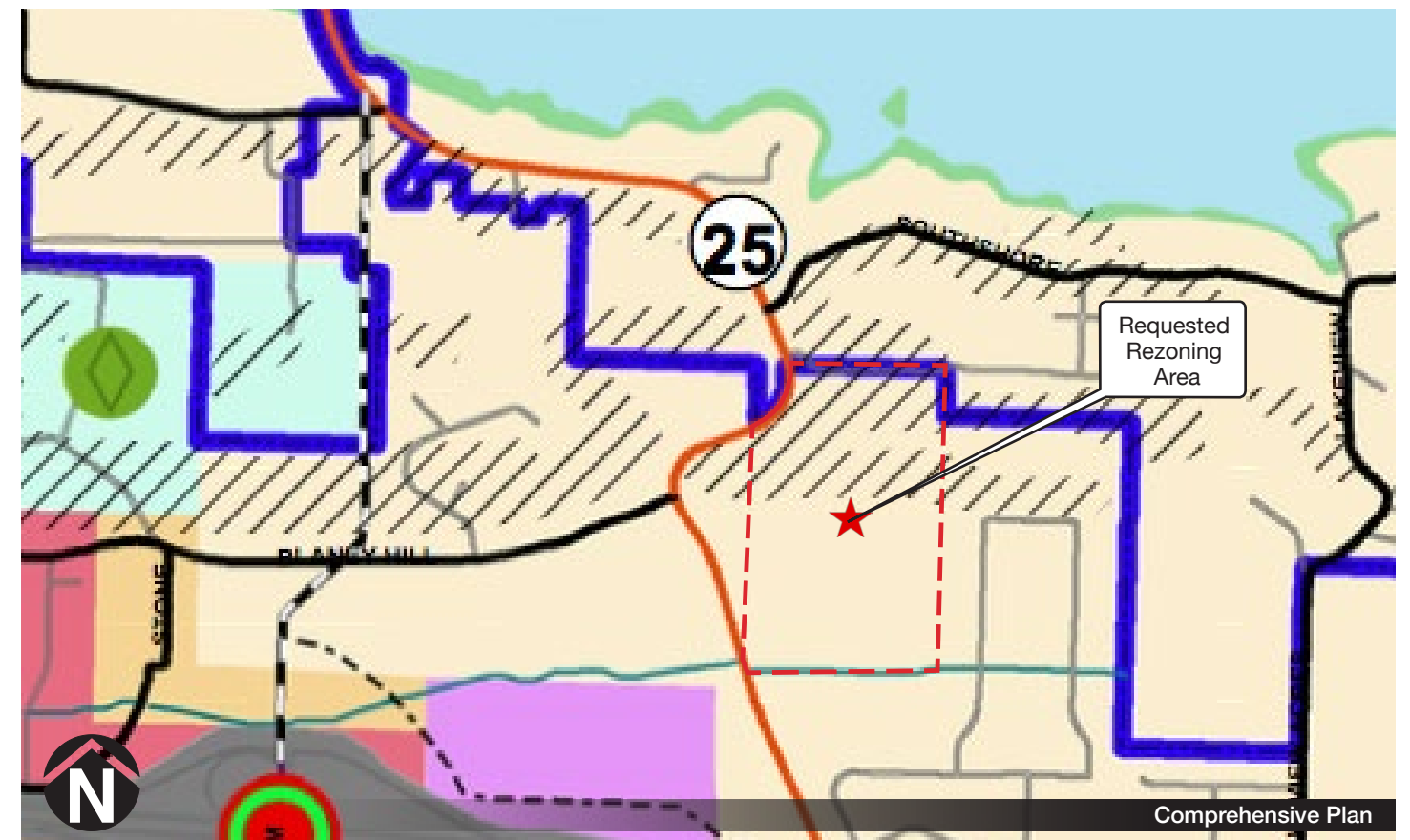
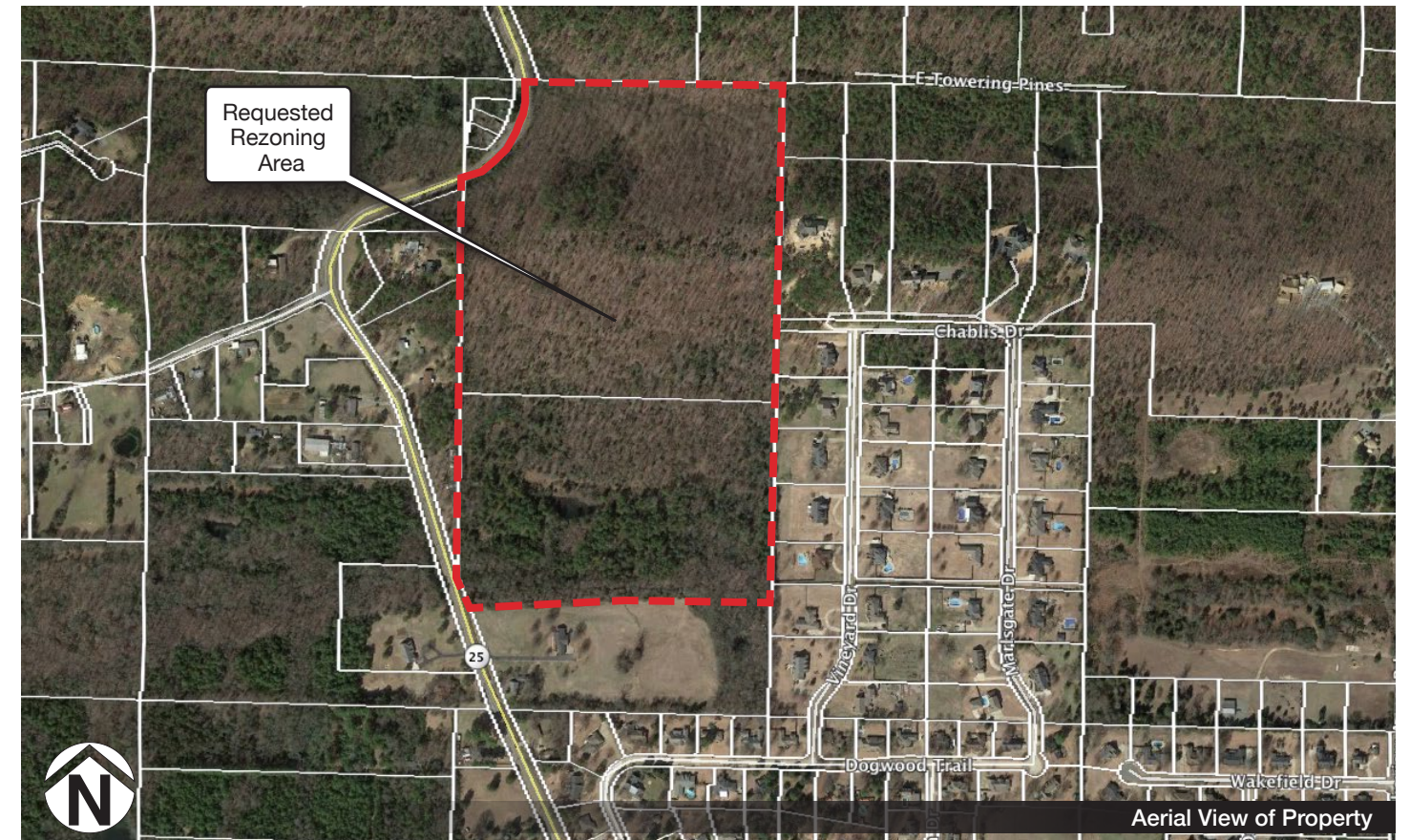
- Internal Street Network** - A PUD shall include an internal system of streets, parking aisles, and/or cross access drives that can safely and efficiently accommodate vehicular traffic generated by the PUD. *The subdivision will use Highway 25 as its main ingress/egress. The 20 single family residential lots will be served by open ditch private streets ending in cul-de-sacs. All street maintenance costs will be at the PUD Property Owner's Association's expense. When the project was submitted in August as a typical subdivision with public streets, Planning Staff highly recommended that the public streets connect to the adjoining Falcon Crest Subdivision (Chablis Lane) and vacant land to the north. This public connection will be problematic as the adjoining Falcon Crest plat shows an easement with an unclear note concerning conversion to public right of way. Over 300 feet of street must be constructed to extend Chablis Lane to the west to connect with North Woods Estates. The North Woods Estates developer cannot be forced to construct an off site 300 foot street improvement. Therefore, it is unlikely that Chablis Lane can be extended to the proposed North Woods Subdivision. The proposed development is now planned to be a gated, private street subdivision, with large lots. As such, there would be little need to require a street connection to the east to Chablis Lane. However, the plat could reflect a public access/pedestrian easement to connect to Chablis Lane to allow pedestrian passage and a possible future street connection when desired. A similar easement could be required on the northern cul-de-sac that abuts undeveloped land.*
- Sidewalk System** - Unless there are outstanding reasons that warrant otherwise, all internal streets within the PUD shall include pedestrian sidewalks. *The applicant is requesting a sidewalk construction waiver. There are no sidewalks along Highway 25 or in the adjoining Falcon Crest Subdivision. The developer is proposing to construct an open ditch private street with 30 feet of pavement striped with 5 foot bike lanes on both sides. These bike lanes could serve as a pedestrian/ bike system within the subdivision and also allow a wider pavement width to meet fire code. Due to the length of the dead end cul de sac private streets, fire code requires a minimum 26 foot pavement width. Open ditch streets are not favorable to sidewalk construction.*
- Common Space** - The incorporation of plazas, courtyards, and other outdoor spaces for people to gather is encouraged. Common space is not included in this large wooded lot single family residential development.
- Green Space** - PUDs over 3 acres in area shall dedicate a minimum of 20% of the development as green space. Green space is defined as permeable area set aside for open space or landscaping. *A portion on the south side of property will be set aside as drainage easement. This could also serve as a dedicated green space. The lots will also be 3 acres in size. Well over 20% of the subdivision will remain permeable property.*

- Property Owners Association** - PUDs may require the formation of a property owners association to oversee the upkeep of common area and green spaces. *A property owners association will need to be created to collect dues for upkeep and maintenance of the private streets, gates, and any other common property.*
- Required Meetings** - A PUD request requires two specific meetings prior to the Planning Commission public hearing; a development review meeting, and a public informational meeting. *The development review meeting was held on September 2, 2015. This meeting is a meeting between the applicant and city officials to determine any technical development issues. Several concerns were pointed out concerning; utility locations, fire access clearances, sidewalks, etc. None of the issues were outstanding and can be resolved during platting and construction. On September 14, a public informational meeting was held at City Hall at 5:30 pm. Attendees included the developer and several Falcon Crest Subdivision homeowners. The homeowners were concerned about possible land uses allowed under a PUD and the possible connection of Chablis. Once the PUD restriction of single family only and no Chablis connection was explained, the homeowners seemed satisfied with North Woods Estates PUD.*
- Signage** - Unless specified otherwise, a PUD is subject to current Conway sign regulations. However, as part of the PUD's final development plan, signage may deviate from these requirements. *The applicant has not requested any sign variances as part of the PUD.*
- Platting** - Platting will be required upon approval of the PUD prior to issuance of building permits.

STAFF SUGGESTED PUD CONDITIONS

The Commission may set conditions it feels will make the project compatible with the surrounding area. A list of possible conditions is presented below. The Commission should examine these suggested conditions and delete, modify, or add to as needed.

1. Platting shall be required.
2. Setbacks. Building setbacks must be established and shown on plat. A 75 foot or similar setback as shown is appropriate for the large residential lots.
3. PUD land use shall be limited to single-family residential dwellings and typical accessory buildings.
4. A property owners association must be formed in order to provide maintenance for common property including private streets, gates, fences, etc.
5. A 50 foot wide access/pedestrian easement shall be shown on the plat connecting the nearest cul-de-sac to Chablis Lane's 50 foot wide road easement. A 50 foot wide access/pedestrian easement shall be shown on the plat connecting the northern cul-de-sac to the abutting undeveloped land to the north.
6. Sidewalks shall not be required. However, 5 foot wide striped and labeled bike lanes shall be required on both sides of the 30 foot wide private drives. The bike lanes shall continue around the cul-de-sac perimeters.
7. Green space shall be dedicated in drainage areas on the south side of the property during the platting process.



The Planning Commission may take public comments and discuss this item, but a final vote will not be taken until the special meeting on October 5 due to an oversight in the legal notification process by the local newspaper.

CENTRAL BAPTIST COLLEGE REQUEST TO REZONE FROM R-2A (LARGE LOT DUPLEX) TO S-1 (INSTITUTIONAL)

OWNER/APPLICANT
 Paul Cherry, VP for Finance
 Central Baptist College
 1501 College Avenue
 Conway, AR 72034

STAFF REVIEW BY
 Bryan Patrick, Director of Planning
 1201 Oak Street
 Conway, AR 72032

SITE DATA
 Location. Block 79, Boulevard Addition

Site Area. 5.43 acres +/-

Existing Structures. 3 single-family homes, 2 duplexes, and 17 single wide mobile homes

Current Zoning. R-2A (Large Lot Duplex)

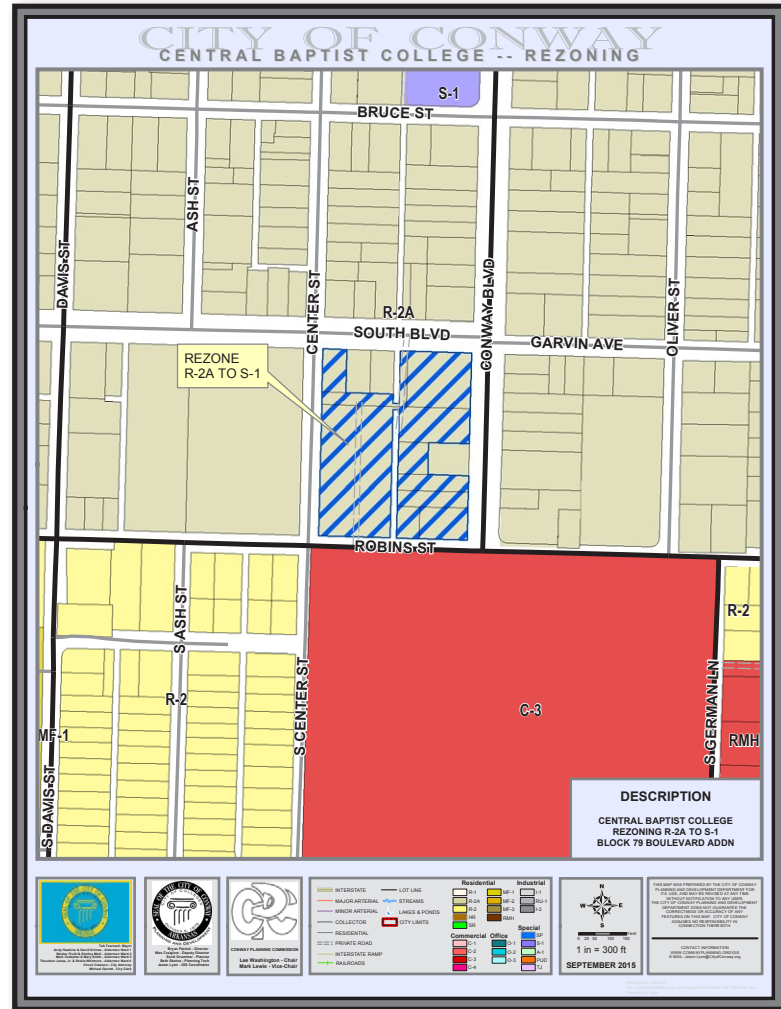
Requested Rezoning. S-1 (Institutional)

Overlay District. Old Conway Design Overlay District

Comprehensive Plan. The Comprehensive Plan shows this property as appropriate for single family residential. However, the property is currently zoned for, and used as a duplex. Along with this duplex use, are single family residences and mobile homes. The mobile homes are pre-existing non-conforming uses (grandfathered) and would not be allowed under current R-2A zoning. Across Robins Street to the south is the Conway Station Ball Park; to the west, is Sallie Cone Preschool. Residential use is to the east. CBC owns at least one half of the block to the north of the requested rezoning area.

Projected Traffic Impact. With the existing duplex, single family, and mobile home uses, around 184 vehicle trips per day could be expected. With a rezoning to S-1 and used as a college campus, traffic generation will likely increase. However, it is difficult to determine without specific college functions defined. The generic traffic generation count for a college is 27 vehicle trips per day/1000 square feet of college buildings. With maximum allowed build out, this number would generate around 2400 vehicle trips per day.

Utility Infrastructure. Conway Corporation Engineering will review and consider the adequacy of existing infrastructure. Extensions and re-routing of utilities may be required. Easements will likely be required to provide for future area development.



Flood/Drainage. The property is not within any flood plain or flood way.

Street Improvements. There are no area street improvements planned in the near future.

Conway 2025. Conway 2025 does not contain any specific statements directly applicable to this request.

STAFF COMMENTS

The property is currently zoned for duplex residential use. There is currently a mix of single family, duplex, and grandfathered mobile homes within the block. CBC would like to rezone the property to institutional to allow college activities.

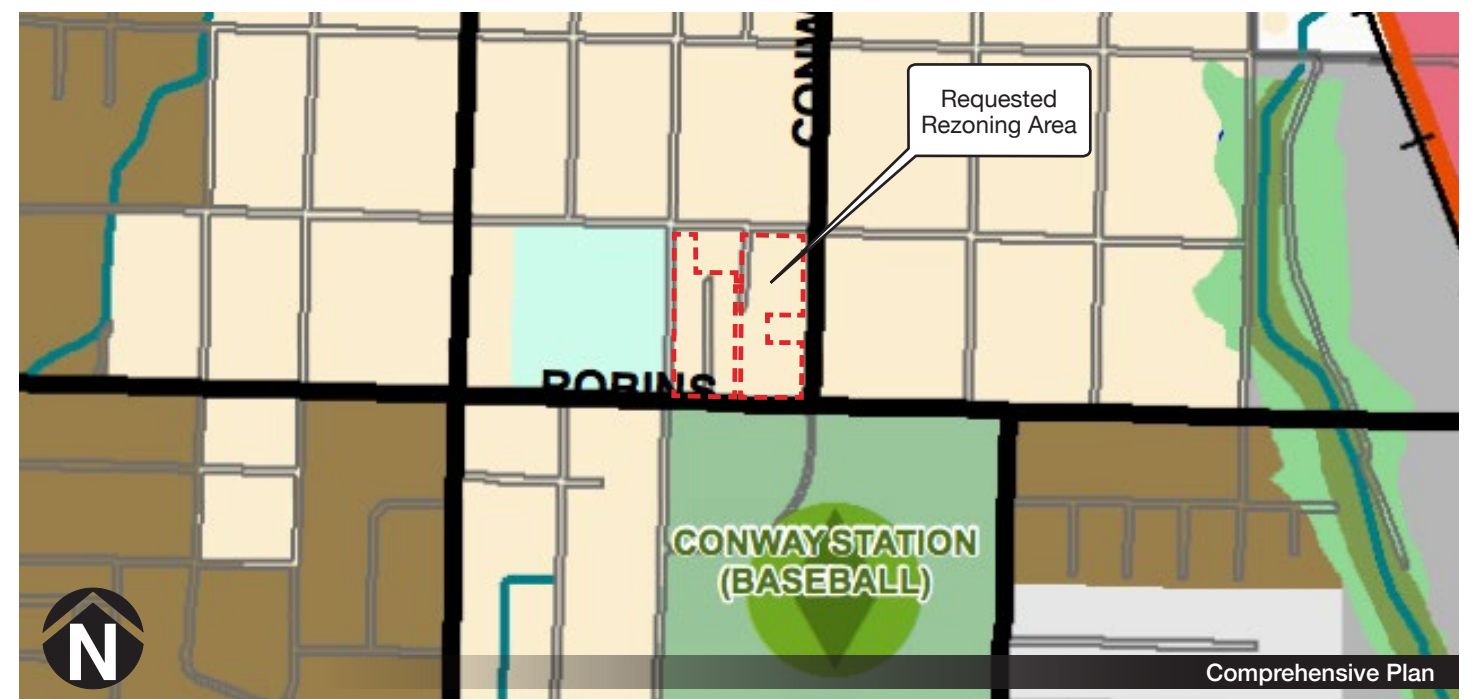
The requested property is within the Old Conway Design Overlay District. Any new structures are subject to the Old Conway Overlay District regulations and Historic District Commission approval. However, demolition within the area is not regulated.

This block is shown on the CBC master plan as a desired part of their campus which would occupy the three blocks form the current CBC campus on College Avenue to Robins Street. The Old Conway Design Overlay District was modified in 2011 to match the desired campus boundary to the overlay district's "Urban Transition Zone".

With the current R-2A zoning, the entire block could be purchased, existing structures demolished, and re-platted, 14 duplexes could be built on the property.

STAFF RECOMMENDATIONS

Due to the age of the mobile homes, non historic nature of the residences, and civic uses of adjoining property, Planning Staff recommends approval of this rezoning request.



2C OSBORN REZONING: A-1 TO R-1

OSBORN REQUEST TO REZONE FROM A-1 (AGRICULTURAL) TO R-1 (SINGLE FAMILY RESIDENTIAL)

APPLICANT

Glen Osborn
4967 Highway 64 W
Conway, AR 72034

STAFF REVIEW BY

Bryan Patrick, Director of Planning
1201 Oak Street
Conway, AR 72032

SITE DATA

Location. 4967 Highway 64 West

Site Area. 1.02 acres +/-

Existing Structures. 1 single-family residence

Current Zoning. A-1 (Agricultural)

Requested Rezoning. R-1 (Single Family Residential)

Overlay District. None

Comprehensive Plan. The Comprehensive Plan shows this property as appropriate for single family residential. The request is congruent with the plan.

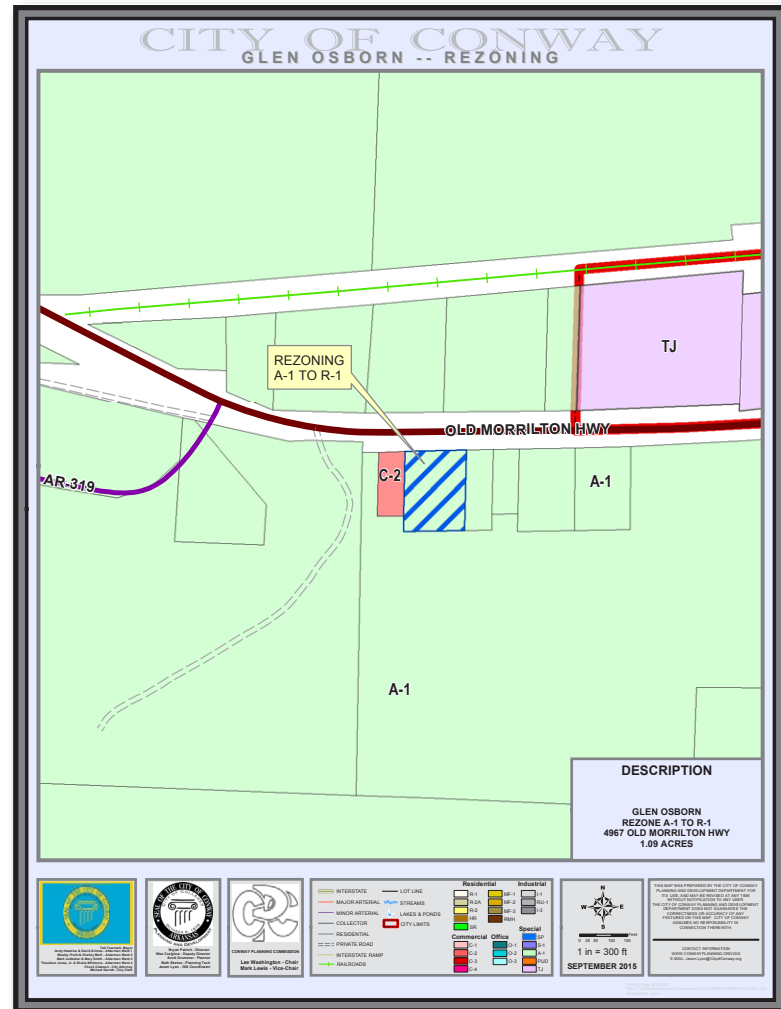
Projected Traffic Impact. The existing single family residence could be expected to generate 10 vehicle trips per day. With R-1 zoning, the property could be platted to create 1 additional lot. 20 vehicle trips per day could be expected with two residences.

Utility Infrastructure. Conway Corporation Engineering will review and consider the adequacy of existing infrastructure. Extensions and re-routing of utilities may be required. Easements will likely be required to provide for future area development.

Flood/Drainage. The property is not within any flood plain or flood way.

Street Improvements. There are no area street improvements planned in the near future.

Conway 2025. Conway 2025 does not contain any specific statements directly applicable to this request.

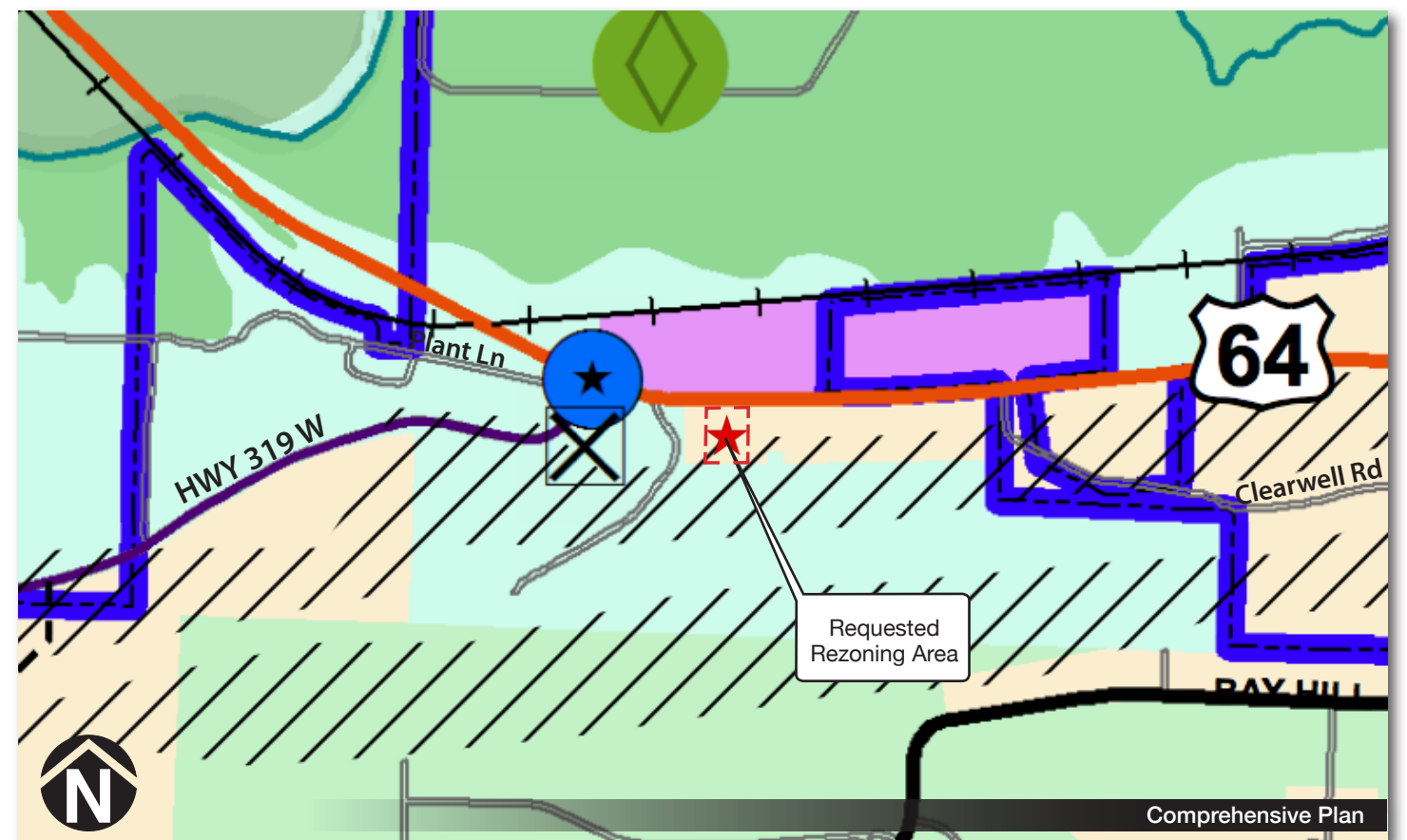


STAFF COMMENTS

The property is currently zoned for agricultural use. This zone is the default zone assigned when the property was annexed into the city.

STAFF RECOMMENDATIONS

A rezoning from A-1 to R-1 would allow the property to be divided for an additional single family residence. this is compatible with other adjacent single family land use. Planning Staff recommends approval of this rezoning request.



2D SHELBY ANNEXATION

SHELBY ANNEXATION AND ASSIGNMENT OF A-1 ZONING CLASSIFICATION

APPLICANT

Ova Shelby and Delores Treadway
1720 Sturgis Road
Conway, AR 72034

STAFF REVIEW BY

Bryan Patrick, Director of Planning
1201 Oak Street
Conway, AR 72032

SITE DATA

Location. 4967 Highway 64 West

Site Area. 1.02 acres +/-

Existing Structures. 1 single-family residence and accessory building

Requested Zoning. A-1 (Agricultural)

Overlay District. None

Comprehensive Plan. The Comprehensive Plan shows this property as appropriate for general industrial. The property will be annexed into the City as A-1 agricultural. The property is currently used as a single family residence and agricultural activity.

Projected Traffic Impact. The existing single family residence could be expected to generate 10 vehicle trips per day. With annexation and zoning to A-1, the property could be subdivided into (5) 1 acre tracts resulting in 50 vehicle trips per day.

Utility Infrastructure. Conway Corporation Engineering will review and consider the adequacy of existing infrastructure. Extensions and re-routing of utilities may be required. Easements will likely be required to provide for future area development.

Flood/Drainage. The property is not within any flood plain or flood way.

Street Improvements. There are no area street improvements planned in the near future.

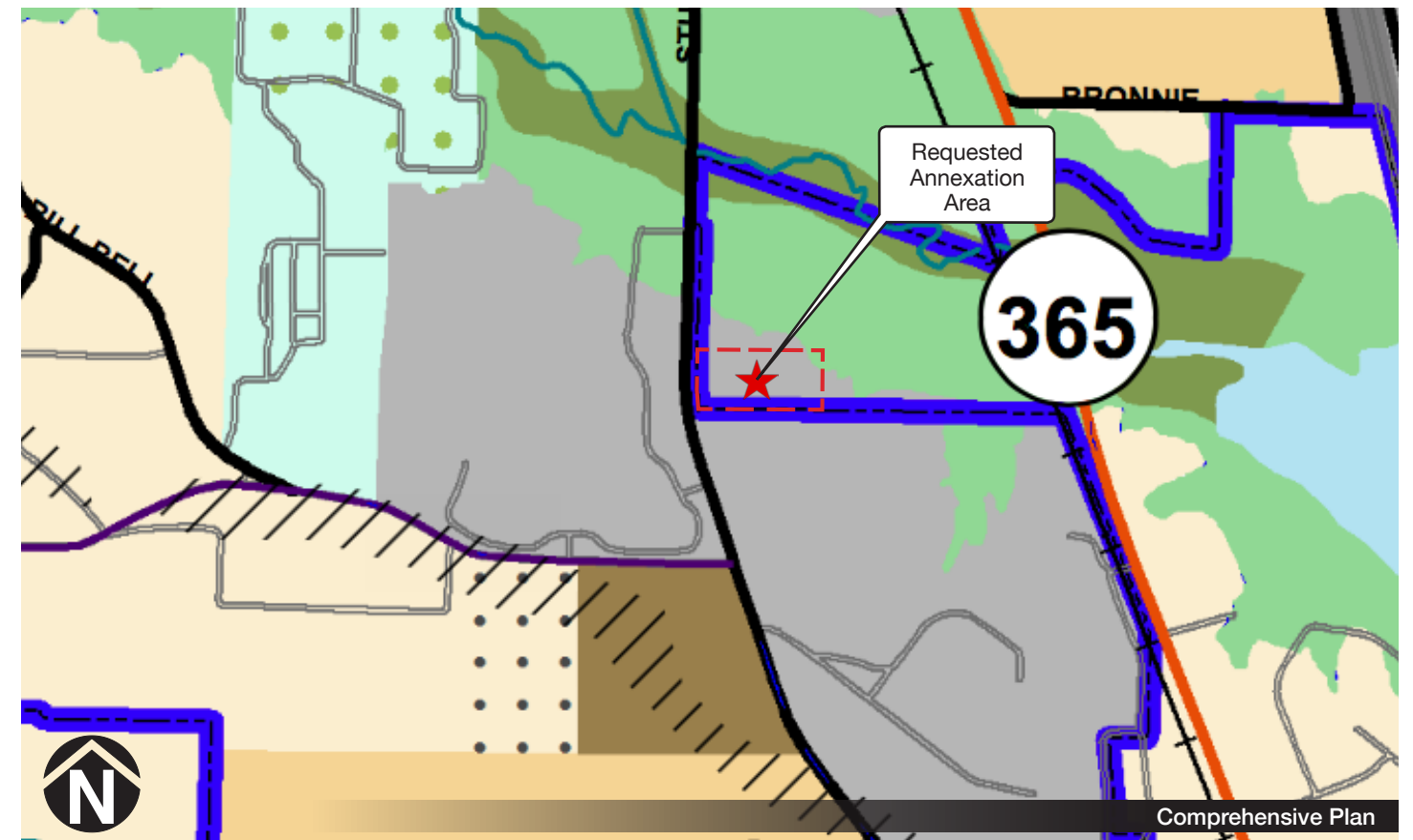
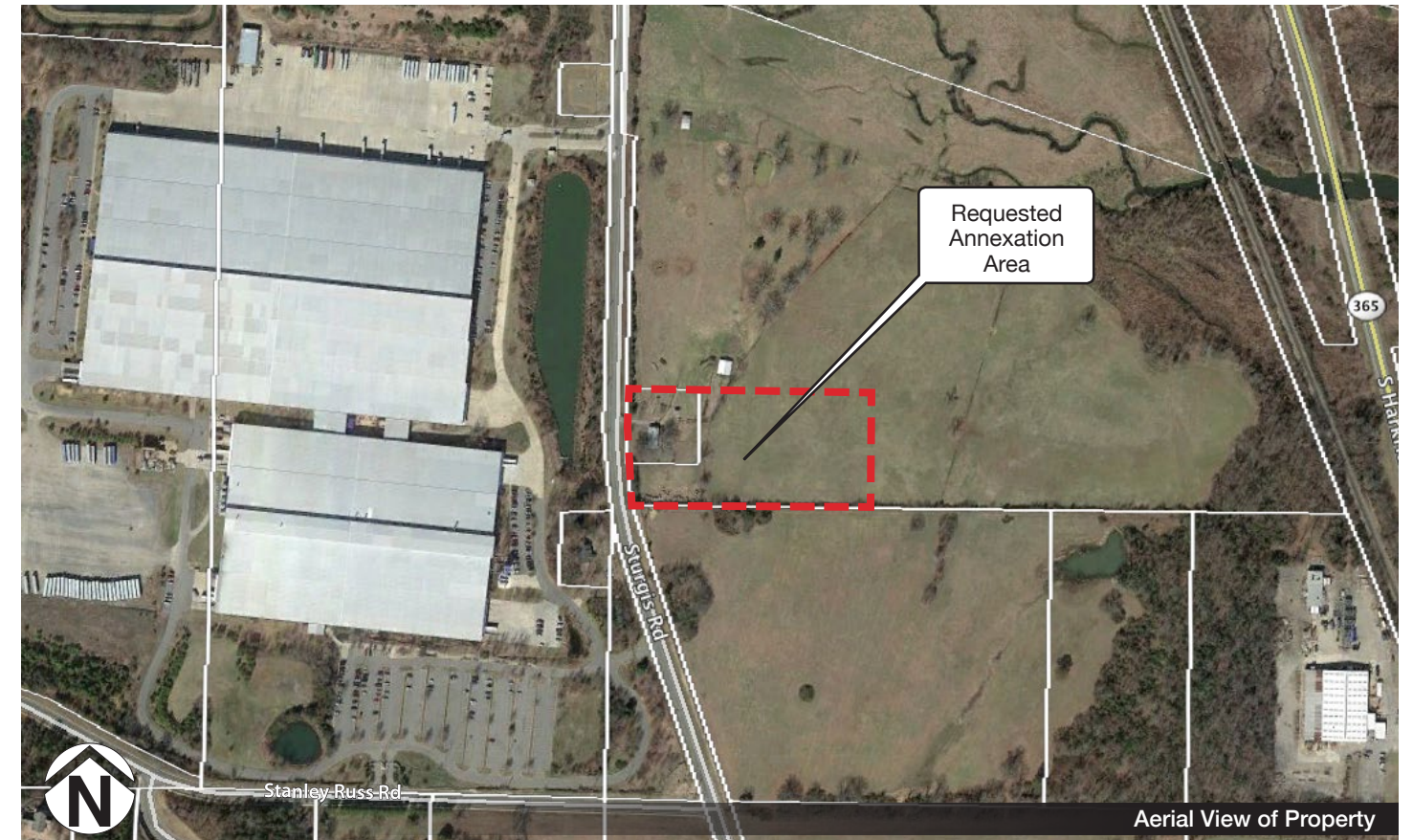
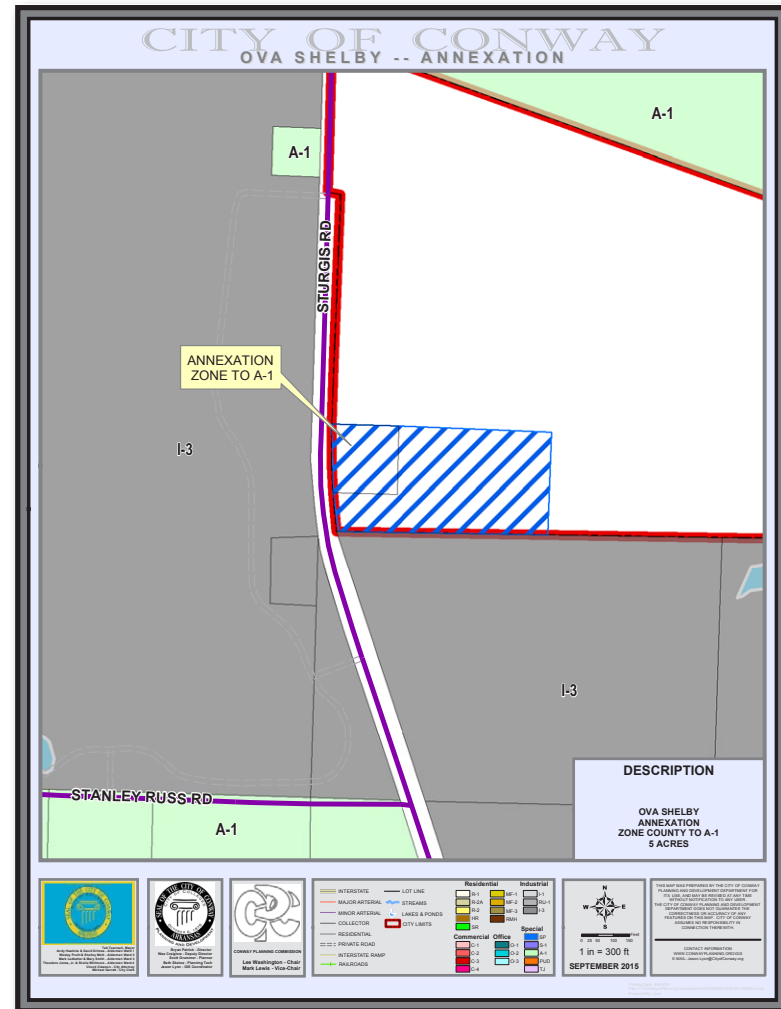
Conway 2025. Conway 2025 does not contain any specific statements directly applicable to this request.

STAFF COMMENTS

The property is currently outside, but abutting city limits. Directly across Sturgis Road to the west, is Virco Manufacturing. The default A-1 zone would be assigned when the property was annexed into the city.

STAFF RECOMMENDATIONS

Planning Staff recommends approval of this rezoning request.



3A 2016 PLANNING COMMISSION NOMINATION SCHEDULE

Proposed Schedule for the Nomination of 2016 Planning Commission Members

The calendar below is presented for discussion.

Three new members will be needed in 2016 to fill Lee Washington’s and Anne Tucker’s positions, whose terms are expiring. The two new 5 year terms will expire in 2020. Additionally, one new member is required to fill Stan Hobbs position to complete the remaining two years of his term, which ends in 2017, as he is relocating away from Arkansas.

City wide representation is a desirable trait of the Planning Commission. Not including the three outgoing members, the Planning Commission consists of:

- Ward 1: 2 members
- Ward 2: 1 member
- Ward 3: 1 member
- Ward 4: 3 members

Lee Washington resides in Ward 3, Anne Tucker and Stan Hobbs both in Ward 2.

Ideally, the new members would represent a combination of Wards 2 and 3.

Anne Tucker is eligible to serve a full 5 year term or finish the remainder of Stan Hobb’s term. Blue Ribbon Commission standards adopted in 2008 state, “Service on boards and commissions whose standard terms of service are four years or longer shall be limited to one (1) term with two exceptions. 1.) Members who are appointed to serve the remainder of an unexpired term are eligible for appointment to a full term. 2.) Former members are eligible to serve another term on the same board or commission once they have been off that board or commission for a length of time equal to one standard term of service on that same body.”

If Ms. Tucker would like to serve a new full term or Mr. Hobb’s term remainder, two member nominations will be advertised.

The nomination schedule below shows a fairly short window for nominee interviews and selection available between November 1 and November 15, 2015.

STEP	DATE	ACTION	DAYS PRIOR TO TERM EXPIRATION	DAYS REQ'D PRIOR TO TERM EXPIRATION
1	October 1, 2015 (Thursday)	Planning Commission advertises for nominations	91	90
2	October 19, 2015 (Monday) October Planning Commission Meeting	Planning Commission discusses nomination process and creates nomination committee(s)	74	N/A
3	October 30, 2015 (Friday)	Planning Commission closes nominations	63	60
4	November 1 to November 15, 2015	Nominee interviews, discussion and selection		
5	November 16, 2015 (Monday) November Planning Commission Meeting	Planning Commission chooses and submits nominees to the City Council. Nominee choices are released to the media	46	30
6	November 17 to December 7, 2015	City Council takes under advisement for 21 Days (20)	23	10
7	December 8, 2015 (Tuesday) First December City Council Meeting	City Council notifies Planning Commission of action	22	----

3B SELECTION OF A REPLACEMENT COMMITTEE MEMBERS

September will be Mr. Stan Hobbs final month as a Planning Commissioner. Mr. Hobbs serves on both the Conditional Use and Subdivision Committees, the latter of which he is also the chairman.

The Planning Commission needs to select two new members to fill these positions as well as naming a new chairman of the Subdivision Committee.

The committees are as follows.

Conditional Use Committee

- Mark Lewis, Chair
- Lee Washington
- Anne Tucker
- Justin Brown
- Vacant

Annexation Committee

- Anne Tucker, Chair
- Marilyn Armstrong
- Mark Lewis
- Justin Brown
- Lee Washington

Subdivision Committee

- Bryan Quinn
- Wendy Shirar
- Jerry Rye
- Matthew Brown
- Vacant

Zoning Committee

- Marilyn Armstrong, Chair
- Bryan Quinn
- Jerry Rye
- Wendy Shirar
- Matthew Brown

