

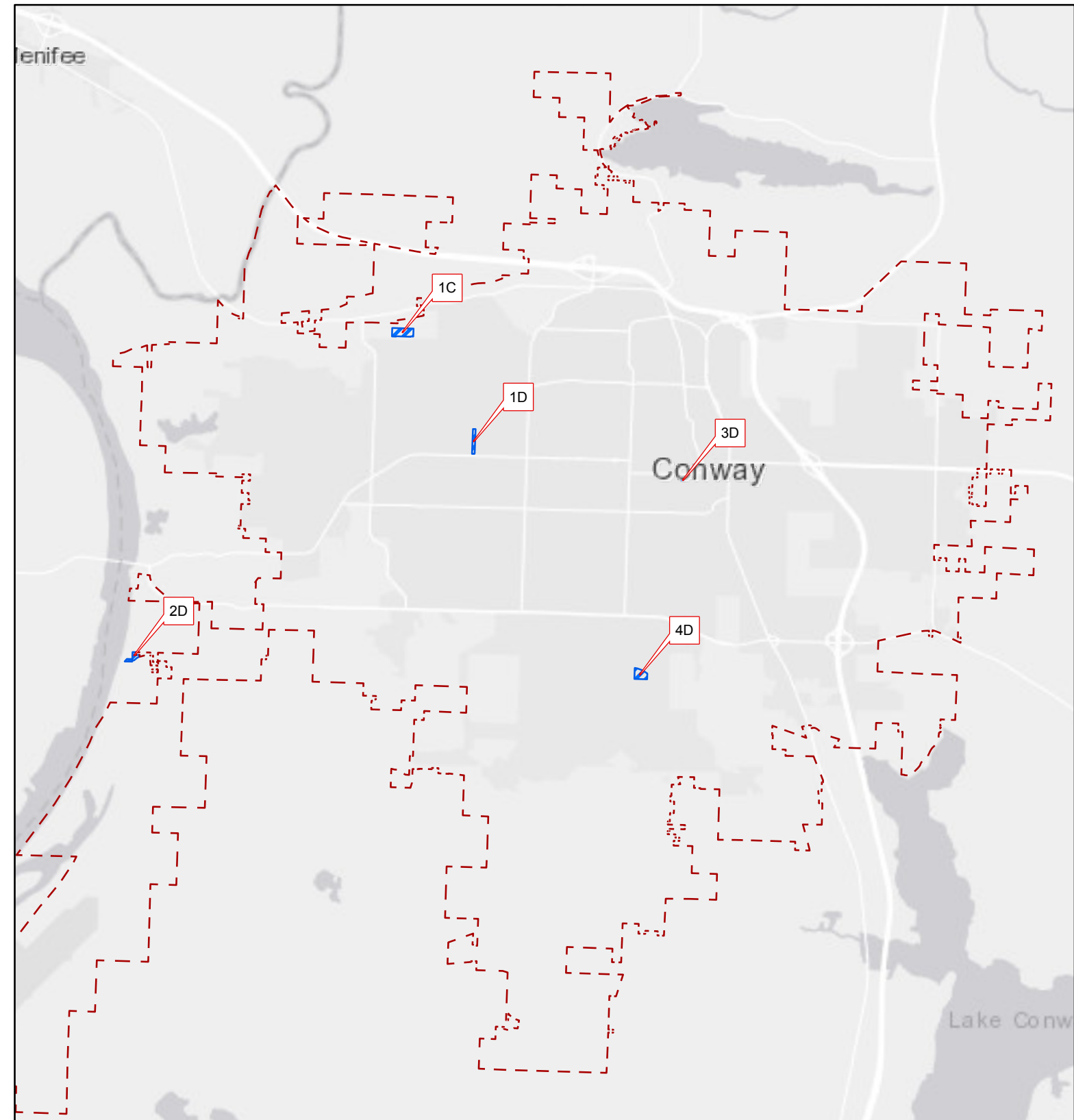
FEBRUARY

Conway Planning Commission Staff Report



7:00pm • February 20 2018 • 810 Parkway Avenue

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- C. Subdivisions
- 1. Weatherstone, Phase III
- D. Public Hearings
- 1. Pennington Homes request to amend Club Villas PUD Final Development Plan
- 2. Willie & Melinda Hoover request to annex properties located at 6162 and 6231 Marshall River Rd
- 3. Reliable Appraisals request to rezone from R-2A to O-2 property located at 825/827 Faulkner St
- 4. Blankenship request to rezone from A-1 to O-1 +/-7.0 acres immediately east of 1306 S Donaghey Ave
- 5. Consideration to amend the Master Street Plan (City Wide)

CONWAY PLANNING COMMISSION AGENDA

February 20, 2018 • 7:00 pm • 810 Parkway Street

Meeting is
Tuesday due
to the
Presidents' Day
holiday

CONWAY PLANNING COMMISSION

Jerry Rye, Chairman
Justin Brown, Vice-Chairman
Wendy Shirar, Secretary
Brooks Freeman
Dalencia Hervey
Arthur Ingram
Bryan Quinn
Brandon Ruhl
Anne Tucker
Rhea Williams

Contact the Conway Planning Commission at planningcommission@cityofconway.org

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 reviewed at tonight's Planning Commission meeting may be considered by the City Council on **February 27, 2018**.

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 and a public notice will be placed on the City's website: www.cityofconway.org.

- A. **Call to Order**
- B. **Approval of Minutes**
 - 1. January 16, 2018
- C. **Report from Subdivision Committee**
Subdivision Committee meets prior to the Planning Commission at 6:30 pm in City Hall
 - 1. Weatherstone, Phase III
- D. **Public Hearings**
 - 1. Pennington Homes request to amend Club Villas PUD Final Development Plan
 - 2. Willie & Melinda Hoover request to annex properties located at 6162 and 6231 Marshall River Rd
 - 3. Reliable Appraisals request to rezone from R-2A to O-2 property located at 825/827 Faulkner St
 - 4. Blankenship request to rezone from A-1 to O-1 +/-7.0 acres immediately east of 1300 S Donaghey Ave
 - 5. Consideration to amend the Master Street Plan
- E. **Discussion**
 - 1. Items as decided by the Planning Commission
- F. **Adjourn**

Planning Staff Review reports to the Planning Commission

The following items (development reviews, minor subdivisions, plats filed for record, etc) 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:

- G. **Development Reviews**
 - Fellowship Bible Church Expansion, 1051 Hogan Lane
 - Pizza Ranch, 955 Covington Way
- H. **Lot Splits, Lot Mergers, and Minor Subdivisions (filed for record)**
 - Wilhelmina Cove, Phase 2 (L-349)
 - A.A. Halter's Replat Lots 1, 2, & 3 (P2018-00001)
 - Tree Farm Addition Replat Lots 2 & 3 (P2018-00002)
 - Turnberry Lots 12 & 13 Merger (P2018-00003)
- I. **Lot Splits, Lot Mergers, Minor Subdivisions, and Major Finals (submitted for review)**
 - Turnberry Lots 12 & 13 Merger
 - Arabella Addition
 - Lewis Crossing Replat Lot 10

C1 WEATHERSTONE PHASE III PRELIMINARY SUBDIVISION

RUSH-HAL DEVELOPMENT REQUEST FOR PRELIMINARY SUBDIVISION APPROVAL OF WEATHERSTONE, PHASE III

APPLICANT

Central Arkansas Professional Surveying
1021 Front Street
Conway, AR 72032

STAFF REVIEW BY

Scott Grummer, Planner
1201 Oak St
Conway, AR 72032

SITE DATA

Location. ±9.78 acres immediately north of Weatherstone Phase II, extensions of Vermont Street and Millford Drive

Site Area. ±9.78 acres

Current Zoning. R-1 (Single-family residential)

Existing Structures. None.

Overlay. None.

STAFF COMMENTS

Planning Commission action is required for item 12.

STAFF RECOMMENDATION

Staff recommends the approval of the preliminary plat subject to the amended punch list.

CONWAY CITY PLANNING DEPARTMENT REVIEW WEATHERSTONE PHASE III SUBDIVISION PRELIMINARY PLAT

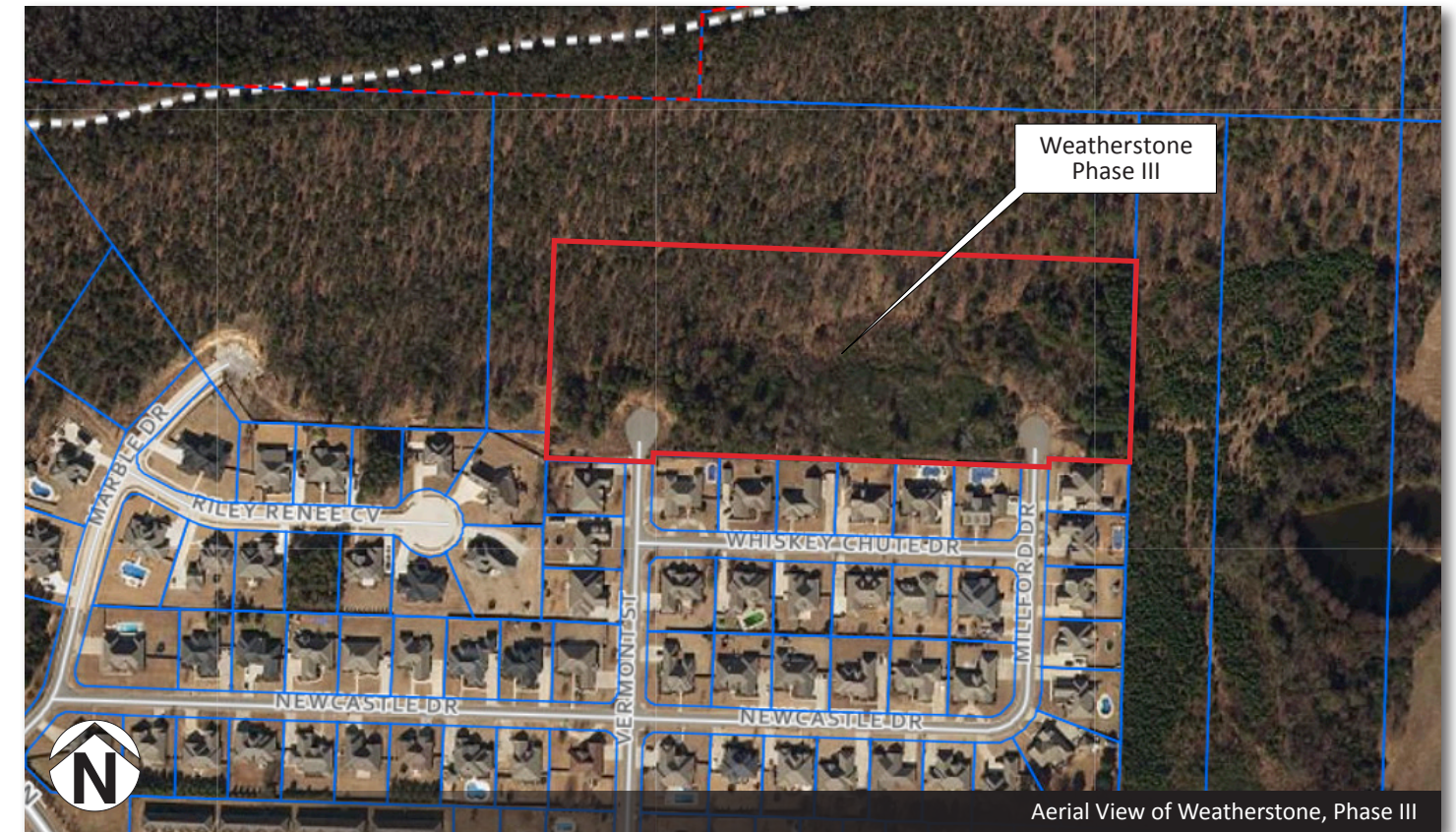
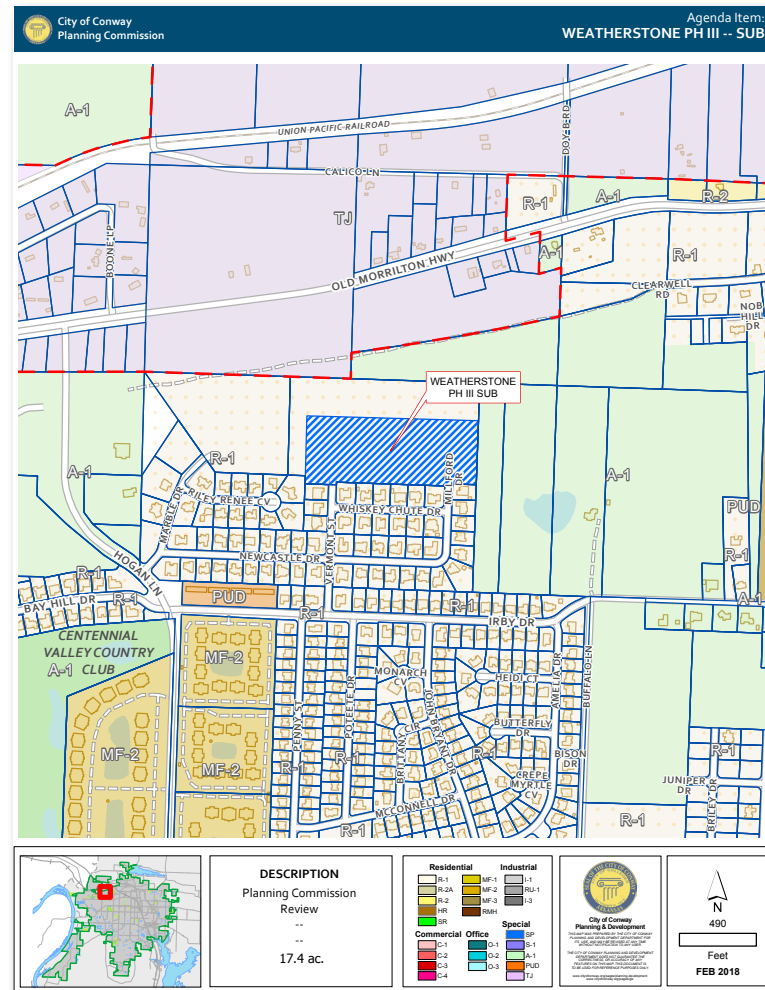
This review lists the changes and/or additions as required by the Conway Subdivision Ordinance for preliminary plat approval.

BASIC INFORMATION NEEDED ON THE PLAT

1. A legal description of the property with exact boundary lines, bearings and distances is needed. Correction needed on North Boundary Line length.
2. The Certificate of Preliminary Plat Approval is needed. Add "Jerry Rye" as Chairman.

ADDITIONAL INFORMATION NEEDED, BUT NOT ON THE PLAT

3. The direction of flow of all water courses entering the tract shall be indicated.
4. The direction of flow of all water courses leaving the tract shall be indicated.
5. The drainage area of all water courses above the points of entry shall be noted.
6. The downstream drainage channel and drainage structures substantially impacted by the subdivision/replat shall be shown.



GENERAL DESIGN REQUIREMENTS

7. Minimum floor elevations shall be placed on the plat for all lots less than three (3) feet above the computed one hundred (100) year flood elevation. The minimum finished flood elevation shall be established at one (1) foot above the computed one hundred (100) year flood elevation.
8. Storm water detention or another storm water flow reduction measures shall be provided where existing downstream subdivisions or developments have storm drainage systems with a capacity of less than a ten (10) year frequency storm. The requirement does not apply to the inadequate natural streams or creeks flowing through undeveloped areas. The storm water detention facilities shall be designed to provide a holding area such that storm water runoff can be accumulated and released through at an outlet structure. The required storage volume and outlet structure shall be sized to release the storm water at a rate that does not exceed the capacity of the downstream storm drainage system or a computed runoff rate equal to that of the pre-development conditions of the proposed development, whichever is the greater. The detention facilities shall be based on a twenty-five (25) year frequency storm event. Computations for the sizing of the detention facilities and outlet structure shall be prepared by a registered professional engineer and submitted to the City Engineer for review and approval. The computations shall be made using usual and accepted methods and procedures as approved by the City Engineer.

9. Detention basins may be either wet basins having a permanent pool of water for aesthetic purposes or a dry basin that retains no water other than that required during the storm event. A dry basin shall be graded and shaped to provide for the positive drainage of surface water from all portions of the basin. A concrete paved channel may be required from the inlet pipe to the outlet pipe to provide a maintainable bottom area.
10. An easement shall be placed around the high water limits of the detention area.

STREET DESIGN REQUIREMENTS

11. Plat approval subject to Engineering approval of street and drainage plans and drainage report.
12. In the case of temporary deadend streets, more than 150 feet in length, which are stub streets designed to provide future connections with unsubdivided adjacent areas, the Planning Commission may require a temporary easement for a turnaround. ***Millford Dr. has a dead-end street which exceeds 150', but does not detail an approved turn-around. The Planning Commission Approves / Disapproves of this condition.***

UTILITY DESIGN REQUIREMENTS

13. Fire hydrants must be placed so that the furthest point of a lot in a residential subdivision is no more than 600 feet from the hydrant located on the same street. Variances must be approved by the Planning Commission and Fire Chief.
14. Utility easements as required by Conway Corporation are needed.

OTHER REQUIREMENTS

15. 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 other regulations or special requirements of the State Health Department, State Highway & Transportation Department, or other appropriate State agencies.

AUTHORIZATION TO PROCEED

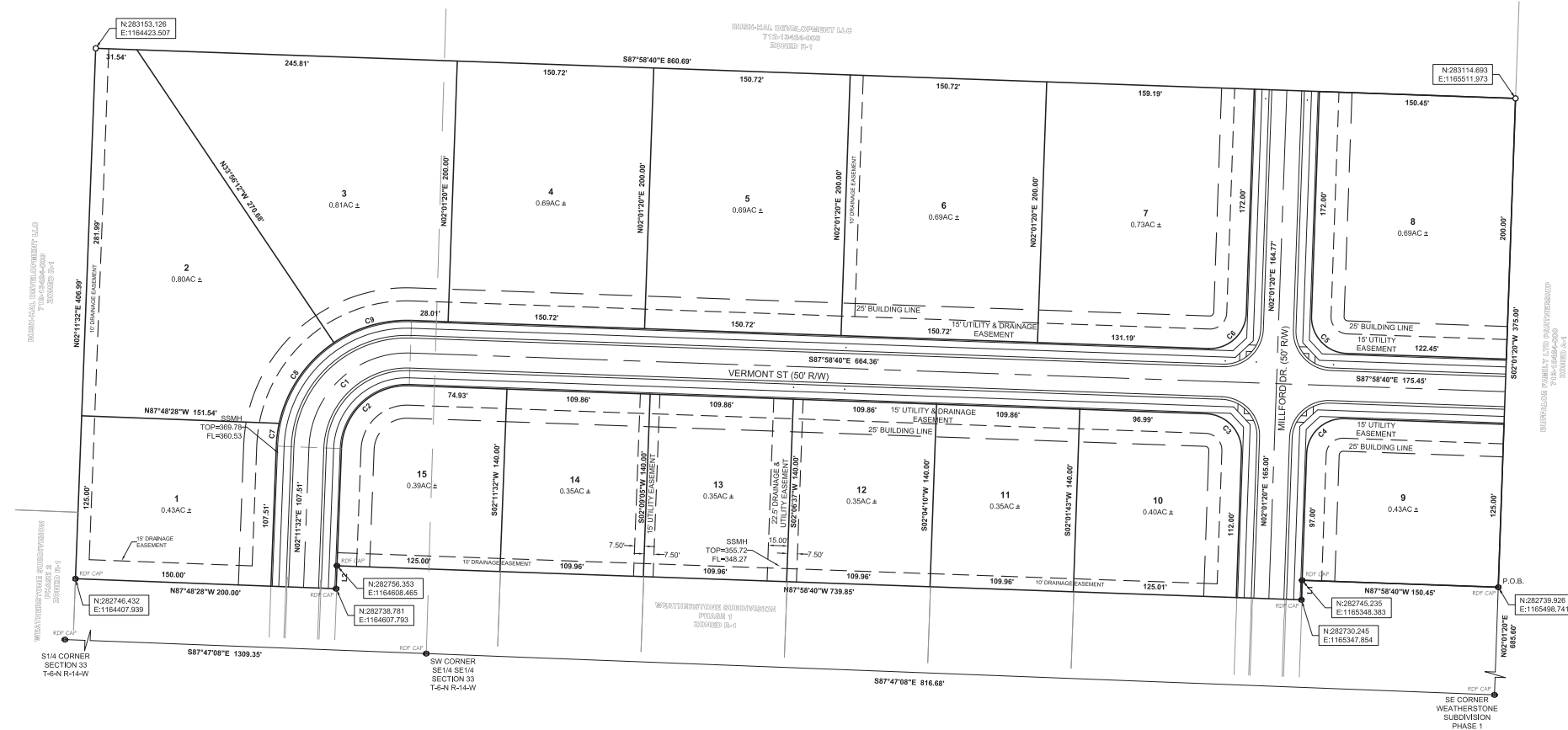
16. Receipt of an approved or conditionally approved copy of the Preliminary Plat, together with an approved copy of the Improvements Plan shall constitute authorization of the Planning Commission for the developer to proceed with the preparation of the Final Plat, the installation of improvements, and 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

17. 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 Weatherstone Ph 3 will expire on 01/30/2019.

Proposed Preliminary Plat

WEATHERSTONE SUBDIVISION PHASE 3



PRELIMINARY

OWNER:
SUBDIVIDER: CONWAY DEVELOPMENT LLC
P.O. BOX 10482
CONWAY, ARKANSAS 72034

SURVEYOR: ROBERT FRENCH
1021 FRONT ST.
CONWAY, ARKANSAS 72032

CERTIFICATE OF PRELIMINARY SURVEYING ACCURACY

I, ROBERT D. FRENCH, HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A BOUNDARY SURVEY MADE BY ME AND ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR LOCATION, TYPE, AND MATERIAL ARE CORRECTLY SHOWN.

DATE OF EXECUTION: _____

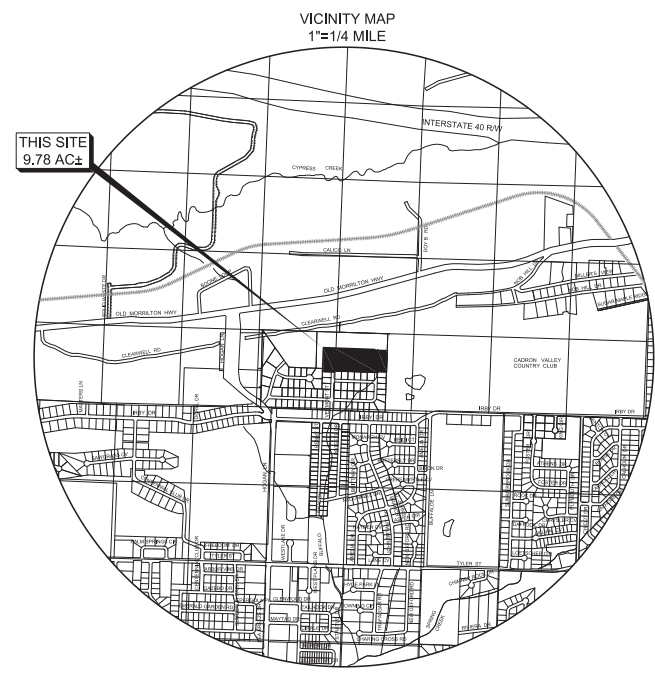
SIGNED: _____
REGISTERED LAND SURVEYOR
NO. 1363
STATE OF ARKANSAS

CERTIFICATE OF PRELIMINARY PLAT APPROVAL

THIS PLAT HAS BEEN GIVEN PRELIMINARY PLAT APPROVAL ONLY AND HAS NOT BEEN APPROVED FOR RECORDING PURPOSES AS A PUBLIC RECORD. THIS CERTIFICATE SHALL EXPIRE ON: _____ (90 DAYS)

DATE OF EXECUTION: _____

SIGNED: _____
CHAIRMAN, CONWAY PLANNING COMMISSION



LEGAL DESCRIPTION:

A PART OF THE SE1/4 OF SECTION 33, T-6-N, R-14-W, FAULKNER COUNTY, ARKANSAS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND R.D.F. CAP FOR THE SW CORNER OF SAID SE1/4; THENCE ALONG THE SOUTH LINE OF SAID SE1/4 S87°47'08" E 1309.35' TO A FOUND R.D.F. CAP FOR THE SE CORNER OF SAID SE1/4; THENCE CONTINUE ALONG SAID SOUTH LINE S87°47'08" E A DISTANCE OF 816.68' TO A FOUND R.D.F. CAP FOR THE SE CORNER OF WEATHERSTONE SUBDIVISION PHASE I AS SHOWN IN PLAT BOOK 5, PAGE 112 IN THE RECORDS OF FAULKNER COUNTY, ARKANSAS; THENCE LEAVING SAID SOUTH LINE AND ALONG THE EAST LINE OF SAID PHASE I N02°01'20" E A DISTANCE OF 465.89' TO A FOUND R.D.F. CAP FOR THE NE CORNER OF SAID PHASE I AND THE POINT OF BEGINNING; THENCE ALONG THE NORTH LINE OF SAID PHASE I THE FOLLOWING CALLS: N87°38'40" W A DISTANCE OF 150.45' TO A FOUND R.D.F. CAP; THENCE S02°01'20" W A DISTANCE OF 15.00' TO A FOUND R.D.F. CAP; THENCE N87°58'40" W A DISTANCE OF 79.85' TO A FOUND R.D.F. CAP; THENCE S02°01'20" W A DISTANCE OF 17.58' TO A FOUND R.D.F. CAP; THENCE N87°48'28" W A DISTANCE OF 200.00' TO A FOUND R.D.F. CAP; THENCE LEAVING SAID NORTH LINE N02°11'32" E A DISTANCE OF 406.99' TO A SET 1/2" REBAR W/CAP (1363); THENCE S87°58'40" E A DISTANCE OF 1089.14' TO A SET 1/2" REBAR W/CAP (1363); THENCE S02°01'20" W A DISTANCE OF 375.00' TO THE POINT OF BEGINNING, CONTAINING 9.78 ACRES MORE OR LESS.



LINE	BEARING	DISTANCE
L1	S02°01'20" W	175.22'
L2	S87°58'40" E	1089.14'
L3	N02°11'32" E	406.99'
L4	N87°48'28" W	200.00'
L5	N87°38'40" W	150.45'
L6	S02°01'20" W	15.00'
L7	S02°01'20" W	17.58'
L8	N87°58'40" W	79.85'
L9	N02°01'20" E	465.89'
L10	N02°01'20" E	816.68'

SIDEWALK CONSTRUCTION REQUIREMENTS:

SIDEWALKS MUST BE A MINIMUM OF FIVE FEET WIDE AND LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY, WITH THE EDGE CLOSEST TO THE STREET LOCATED FIVE AND ONE-HALF FEET FROM THE BACK OF THE CURB.

SIDEWALKS SHALL LINK SIDEWALKS OF ADJOINING LOTS SO AS TO PROVIDE A CONTINUOUS "RIBBON" OF PEDESTRIAN ACCESS THROUGHOUT THE COMMUNITY.

ALL SIDEWALKS SHALL BE HANDICAPPED ACCESSIBLE TO PUBLIC STREETS AT STREET CORNERS. SIDEWALKS SHALL MEET AMERICAN DISABILITY ACT STANDARDS.

SIDEWALKS ALONG STREETS CLASSIFIED AS A COLLECTOR OR ABOVE SHALL BE CONSTRUCTED BY THE SUBDIVISION DEVELOPER CONCURRENTLY WITH CONSTRUCTION OF THE OTHER SUBDIVISION INFRASTRUCTURE.

SIDEWALKS ALONG STREETS CLASSIFIED AS RESIDENTIAL SHALL BE CONSTRUCTED BY THE HOMEOWNER/BUILDER, THE SIDEWALK SHALL BE INSTALLED PRIOR TO THE FINAL INSPECTION AND ISSUANCE OF A CERTIFICATE OF OCCUPANCY. SIDEWALKS ON LOTS THAT ARE NOT BUILT UP WITHIN THREE (3) YEARS OF FINAL PLATTING SHALL BE THE RESPONSIBILITY OF THE DEVELOPER.

IF, DURING THE CONSTRUCTION OF A BUILDING OR ANY OTHER IMPROVEMENTS UPON A LOT OR BY ANY OTHER ACTIONS, THE SIDEWALKS ARE DAMAGED, THE PARTY RESPONSIBLE FOR THE CONSTRUCTION OR OTHER ACTIONS SHALL REPAIR THE SIDEWALK(S) TO THE SATISFACTION OF THE CITY.

THE SIDEWALK ELEVATION SHALL BE TWO (2) PERCENT ABOVE THE TOP OF CURB, SLOPING TWO PERCENT TOWARDS THE CURB (1/4 INCH IN EACH FOOT); THIS ELEVATION SHALL BE CONTINUOUS THROUGH THE DRIVEWAY APPROACH.

THE AREA REMAINING BETWEEN THE SIDEWALK AND THE FLOW-LINE OF THE GUTTER, CALLED THE APPROACH TO THE DRIVEWAY, SHALL SLOPE UP TO THE ELEVATION OF THE SIDEWALK.

THE ELEVATION OF THE GARAGE OR CARPORT WILL NEED TO BE ESTABLISHED TO ALLOW FOR THE TRANSITION OF THE DRIVEWAY FROM THE STREET CURB TO THE SIDEWALK, AND FROM THE SIDEWALK TO THE GARAGE WITHOUT ADVERSELY AFFECTING THE REQUIRED 2% CROSS-SLOPE OF THE SIDEWALK.

- GENERAL NOTES:**
- LOT DIMENSIONS GIVEN ON CORNER LOTS ARE TO THE POINT OF CURVATURE.
 - ALL ROUNDED CORNERS ARE 28' RADIUS UNLESS OTHERWISE NOTED.
 - THIS PROPERTY SURVEYED ON 12/18/2017.
 - RATIO CLOSURE ERROR: MEETS MINIMUM RELATIVE POSITIONAL ACCURACY STANDARDS FOR THE STATE OF ARKANSAS.
 - THIS PROPERTY ZONED R-1.
 - THIS PROPERTY SERVED BY CONWAY CORPORATION UTILITIES - WATER AND SEWER.
 - ALL LOTS SHALL SLOPE TO A STREET AND/OR DRAINAGE EASEMENT.
 - THIS PLAT REFERENCED TO CAGIS MONUMENT NO. 1035-05.



BEARINGS ESTABLISHED BY STATE PLANE COORDINATES HARN 97(NAD 83) ARKANSAS NORTH ZONE

WEATHERSTONE SUBDIVISION PHASE 3
CITY OF CONWAY
PRELIMINARY LOT PLAN

SCALE: 1"=50'

DATE: 01/29/2018

ROBERT D. FRENCH
P.L.S. 1363

PRELIMINARY

PH, LLC REQUEST TO AMEND CLUB VILLAS PLANNED UNIT DEVELOPMENT FINAL DEVELOPMENT PLAN

APPLICANT

Landon Sanders representing PH, LLC
306 Salem Rd
Conway, AR 72034

STAFF REVIEW BY

Bryan Patrick, Director of Planning and Development
1201 Oak St
Conway, AR 72032

SITE DATA

Location. Club Villas PUD, 1135-1155 Country Club Road

Legal Description. Lots 1-3 Club Villas PUD

Site Area. Modification area: ±1.02 acres - Lots 1-3.
Entire PUD: ±12.15 acres

Current Zoning. PUD (Planned Unit Development)

Existing Structures. Lots 1-3 are vacant.

GENERAL SUMMARY

The applicant would like to modify the Club Villa PUD’s 3 most northern lots. The latest proposal would create (5) 66 foot wide “conventional” lots from the (3) 110 foot wide lots. A large drainage swale, 2nd story window limitations, and non-shared driveways would be included as part of the modification.

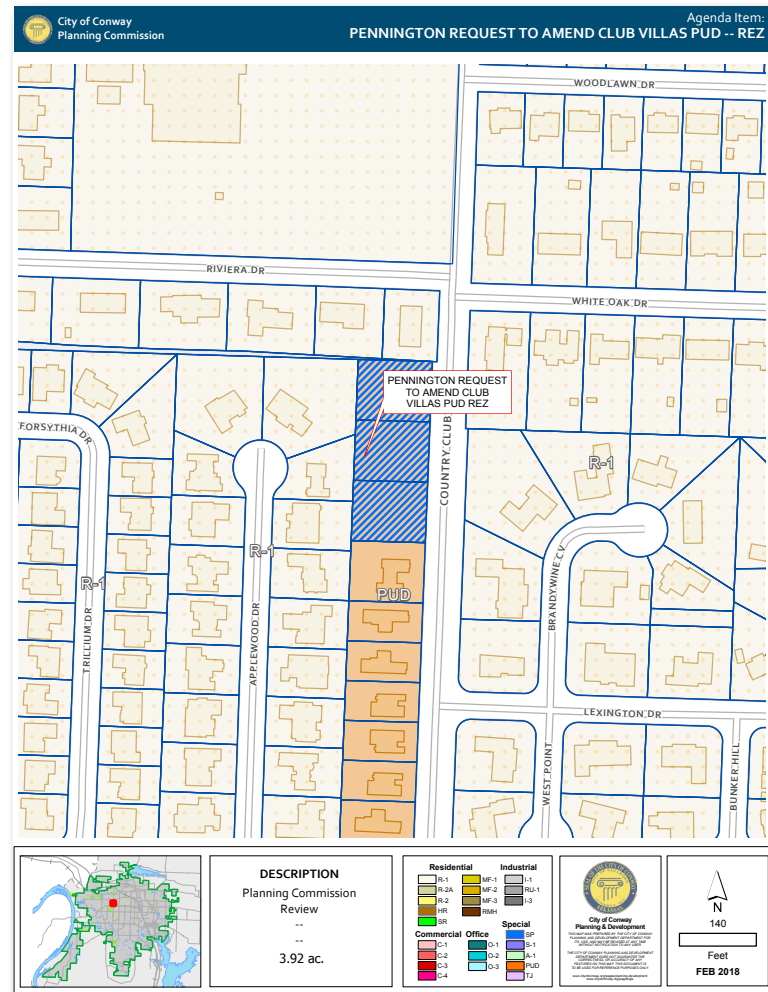
RECONSIDERATION

At the January 16, 2018 meeting, the Planning Commission voted 6-1 to allow the PUD modification to be reheard at the February 20, 2018 meeting. A new application was made including new fees, legal advertisements, and adjacent property owner notification.

TIMELINE OF FIRST PLANNING COMMISSION AND CITY COUNCIL APPEAL

Director of Planning Modification Request

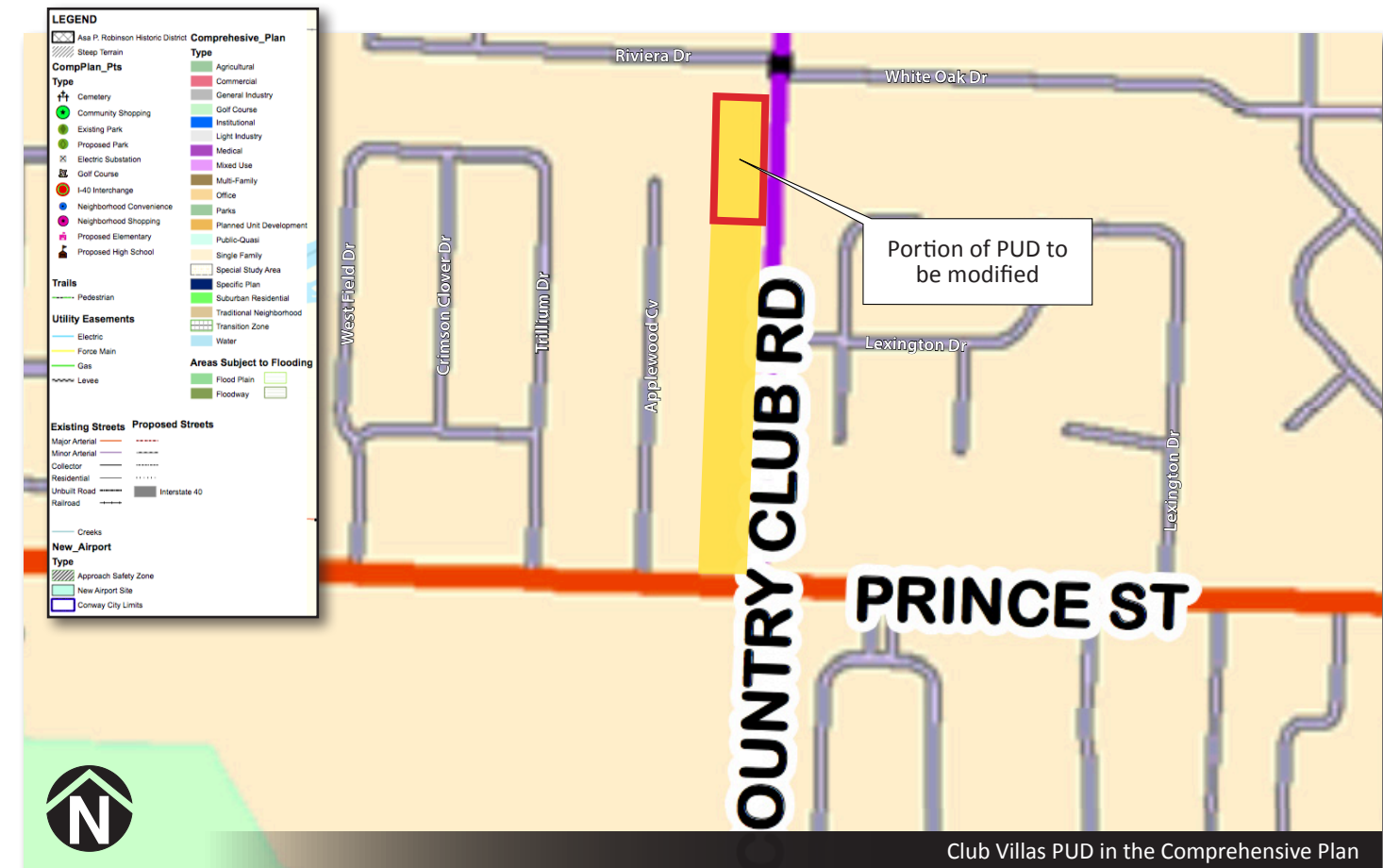
The applicant requested a PUD modification to the Director of Planning on 9/15/17. This modification changed (3) 109 foot wide lots to (7) 41.5 foot wide lots served by a one way rear alley. Proposed structures would be two story in the fashion of new urbanist homes such as the Village at Hendrix or Princeton Village. The Director of Planning may approve the modification as a PUD major modification. However, due to the scope of the requested modification and the volatile nature of the request, the Director chose to deny the modification. A Director denial may be appealed to the Planning Commission for approval.



PLANNING COMMISSION APPEAL

The denied PUD modification was appealed to the Planning Commission at the October 16, 2017 Planning Commission meeting. There were several abutting neighbors at this meeting with concerns including; drainage, rear access parking/driveway, fear of vehicles crashing into back yards, density, and two-story “visual access” to existing backyards. The neighbors suggested conditions in addition to Staff recommended conditions including; vehicle barricades, two story window placement, fencing, and additional landscaping to buffer existing back yards. One abutting neighbor spoke in favor of the development stating she was excited about Hendrix Village-like homes and the rear access parking and felt the development would be good for the neighborhood

Commission discussion centered on; possible safety concerns, drainage problems/solutions, increased density, and the project’s merits as a walkable village. Justin Brown motioned that the request be forwarded to the City Council with a recommendation for approval with the modified conditions listed in the “10-16-2017 Proposed Conditions”. Dalencia Hervey seconded the motion. The motion failed 0-6-1. Bryan Quinn abstained from voting.



D1 REQUEST TO AMEND CLUB VILLAS PUD FINAL DEVELOPMENT PLAN

CITY COUNCIL APPEAL

A Planning Commission PUD modification denial may be appealed to the City Council. The applicant went before the City Council on November 28, 2017. At this meeting, the applicant presented a revised site plan decreasing the number of lots from 7 to 6. In addition, Lot 1 on the east side of the site plan, was made larger conforming with typical R-1 single family residential subdivision regulations. Key conditions from the Planning Commission meeting were incorporated into the proposed site plan. At least one neighbor that had been opposed to the development at the Planning Commission meeting, spoke in favor of the revised site plan. Conditions considered by the Planning Commission along with home designs were presented to the Council.

The appeal request failed due to a lack of motion. No vote was taken by the City Council.

NEW PUD MODIFICATION REQUEST

The applicant is proposing to reconfigure the 3 northern lots; Lots 1-3 into 5 "conventional" single family residential lots. Currently, Lots 1-3 are 110 feet wide and 135 feet deep, forming a composite property 330 feet by 135 feet or 1.02 acres in area. The proposed 5 lots would be 66 feet wide by 135 feet deep (.20 acre).

Current R-1 Single Family Residential Lot Size Requirements and Setbacks

Current R-1 lot size minimums:

- 60 feet wide and 100 feet deep (6000 s.f.)

Current R-1 setbacks:

- 25 feet front and rear, 6 feet sides

Proposed Single Family Lot Sizes and Setbacks

- 66 feet wide and 135 feet deep (8910 s.f.)

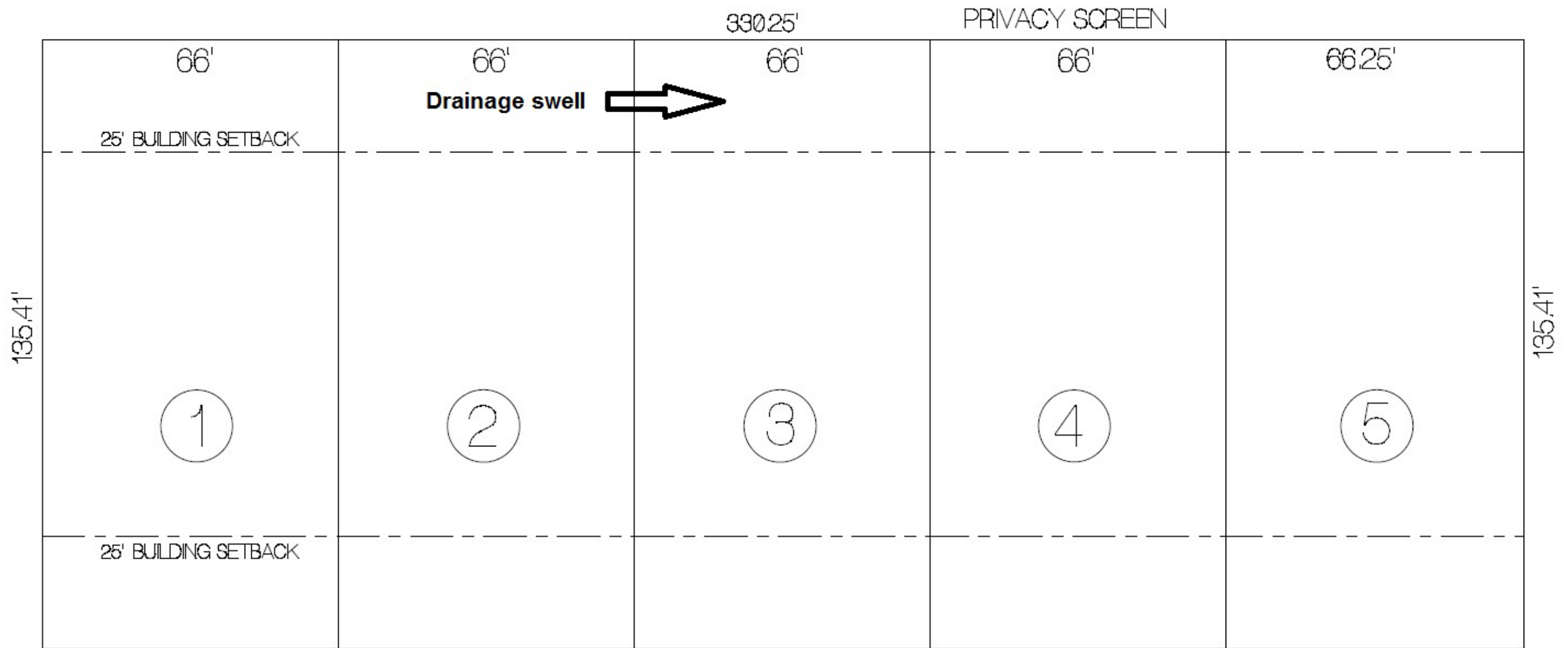
Setbacks:

- 25 feet front and rear, 6 feet sides

Drainage Swale. The PUD modification also includes a drainage swale in the rear setback area to help with neighboring drainage problems.

Second Story Windows. The PUD modification includes a prohibition of second story windows on the north and west facades.

Proposed new lot configuration



1.02 ACRES
 330.25'
 COUNTRY CLUB ROAD 60' R/W
 2ND FLOOR WINDOWS FACING SOUTH AND EAST ONLY
 6' SIDE SETBACKS & 25' FRONT AND REAR SETBACKS



STAFF COMMENTS

The proposed PUD modification will create 5 smaller lots from 3 large single family lots. The proposed lots will be substantially larger than the Zoning Ordinance minimum R-1 single family requirements. The proposed setbacks match R-1 zoning requirements.

Each lot will have individual driveways. Individual driveways have not proven to be a problem for passing traffic on similar streets with residences such as Farris and Salem.

STAFF RECOMMENDATION

Planning Staff recommends approval of the requested PUD modification with the following conditions:

1. Lots shall be re-platted at approximately 66 feet wide and 135 feet deep (8910 s.f.)
2. Setbacks shall be 25 feet front and rear, 6 feet on sides.
3. A drainage swale shall be created in the rear setback area to help with neighboring drainage problems.
4. Second story windows shall be prohibited on the north and west facades.
5. Individual driveways shall be allowed.

If Planning Commission approves of this modification, it will stand as approved without further City Council action.

D2 HOOVER REQUEST TO ANNEX +/- 3.15 ACRES

WILLIE & MELINDA HOOVER REQUEST TO ANNEX +/- 3.15 ACRES LOCATED AT 6162 AND 6231 MARSHALL RIVER ROAD

OWNER/APPLICANT
 Willie & Melinda Hoover
 6162 Marshall River Road
 Conway, AR 72034

STAFF REVIEW BY
 Bryan Patrick, Director of Planning and Development
 1201 Oak St
 Conway, AR 72032

SITE DATA
Location. 6162 and 6231 Marshall River Road. Two parcels located approximately 0.24 mile west of Lollie Road and 0.17 mile from the Arkansas River.

Site Area. ±3.15 acres

Current Zoning. County (None)

Requested Zoning. Upon Annexation A-1

Existing Structures. 2 Single family residences and accessory buildings.

Overlay. None

Comprehensive Plan. The Comprehensive Plan shows this area as appropriate for single family residential.

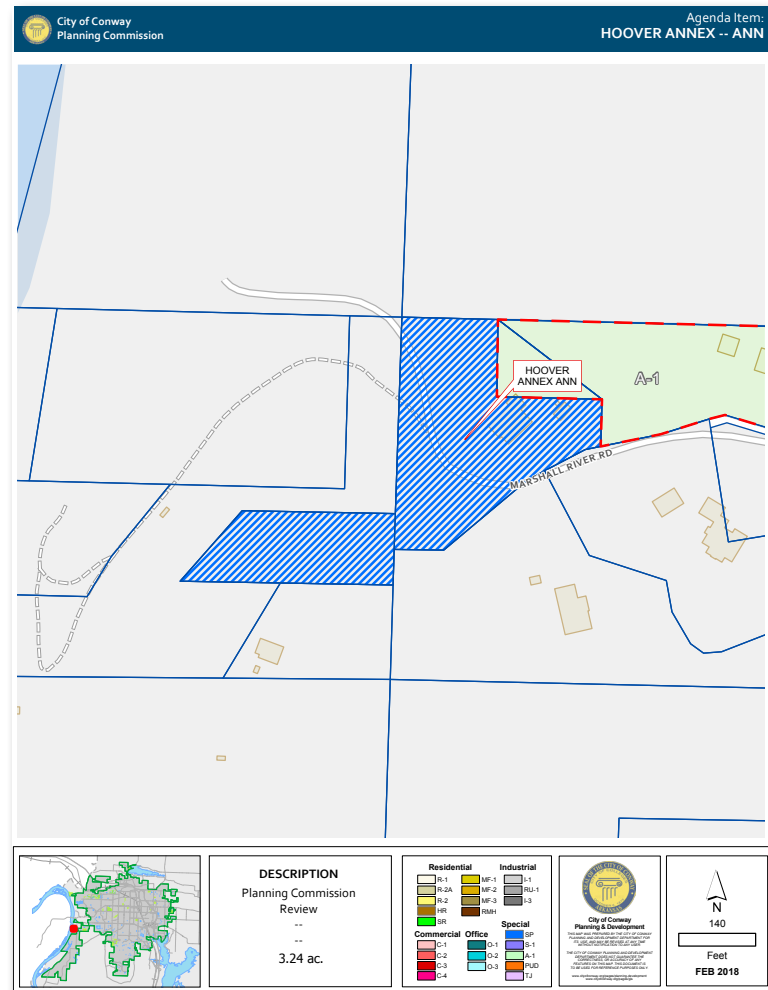
Projected Traffic Impact. With annexation and an initial zoning of A-1, there will be no increase in traffic.

Flood\Drainage. The site is not within any FEMA Flood Zones.

Utilities. The applicant will need to coordinate utilities with Conway Corporation.

Street Improvement. There are no current street improvements for the area. Marshall River Road is a old narrow County Road. It is more like a driveway than a public street.

Conway 2025. Not specified.



STAFF COMMENTS

The applicant is seeking annexation of two single family residential properties. The current city limit is approximately 18 feet from the north corner of the residence at 6162.

STAFF RECOMMENDATIONS

Planning Staff recommends approval of this request, the annexation would have limited impact on current city services offered in the area. There is some concern over fire fighting at this location. However, the City has already extended fire fighting services to the area. It should be noted that no new residences may be built on the property without the extension of city water.

If approved, the street will be annexed "as is". The City has no plans to improve Marshall River Road. Conway Corp power and internet will be extended to the property but water and sewer will not be available.



D3 RELIABLE APPRAISALS REQUEST TO REZONE R-2A TO O-2

**RELIABLE APPRAISALS REQUEST TO REZONE FROM R-2A TO O-2
PROPERTY LOCATED AT 825/827 FAULKNER STREET**

OWNER/APPLICANT

Riley Swindle
125 Las Colinas
Conway AR 72034

STAFF REVIEW BY

Bryan Patrick, Director of Planning and Development
1201 Oak St
Conway, AR 72032

SITE DATA

Location. 825 & 827 Faulkner Street

Site Area. ±0.17 acre (50' x 145')

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

Requested Rezoning. O-2 (Quiet Office).

Existing Structures. Duplex residence.

Overlay. Asa P. Robinson Historic 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. The is a vacant lot abutting on the south and a “twin” structure zoned office on the north. Office zoning exist to the north and further south.

Projected Traffic Impact. 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.

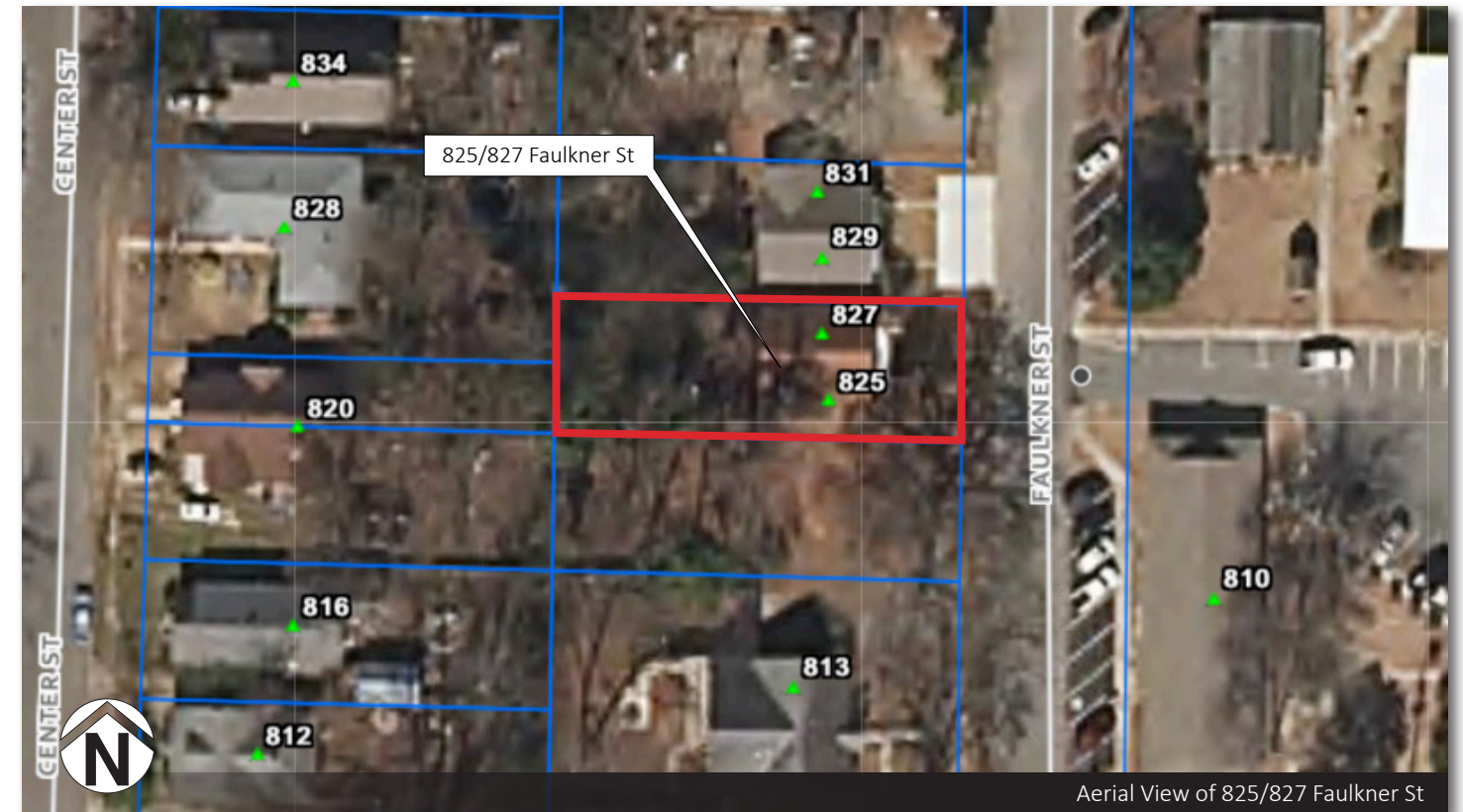
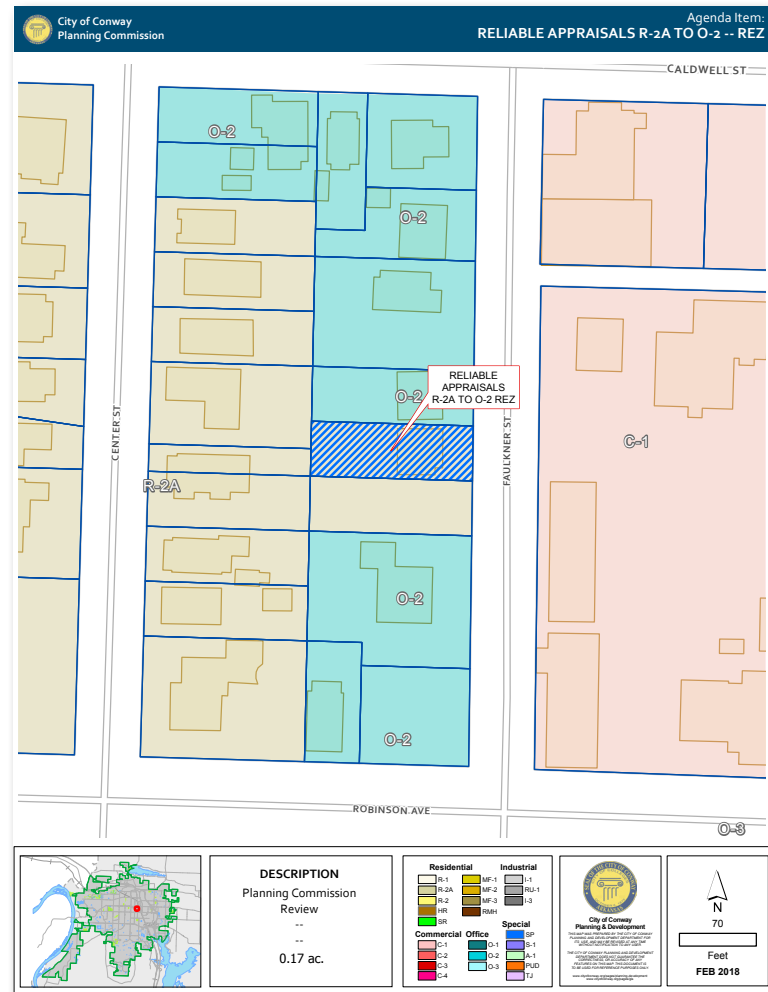
Flood\Drainage. The property is not within any flood plain or flood way.

Utilities. 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.

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

Conway 2025. The following Conway 2025 statements could be seen as applicable to this request:

“In 2025, Conway’s commercial buildings are built to a scale that is consistent with nearby buildings.”



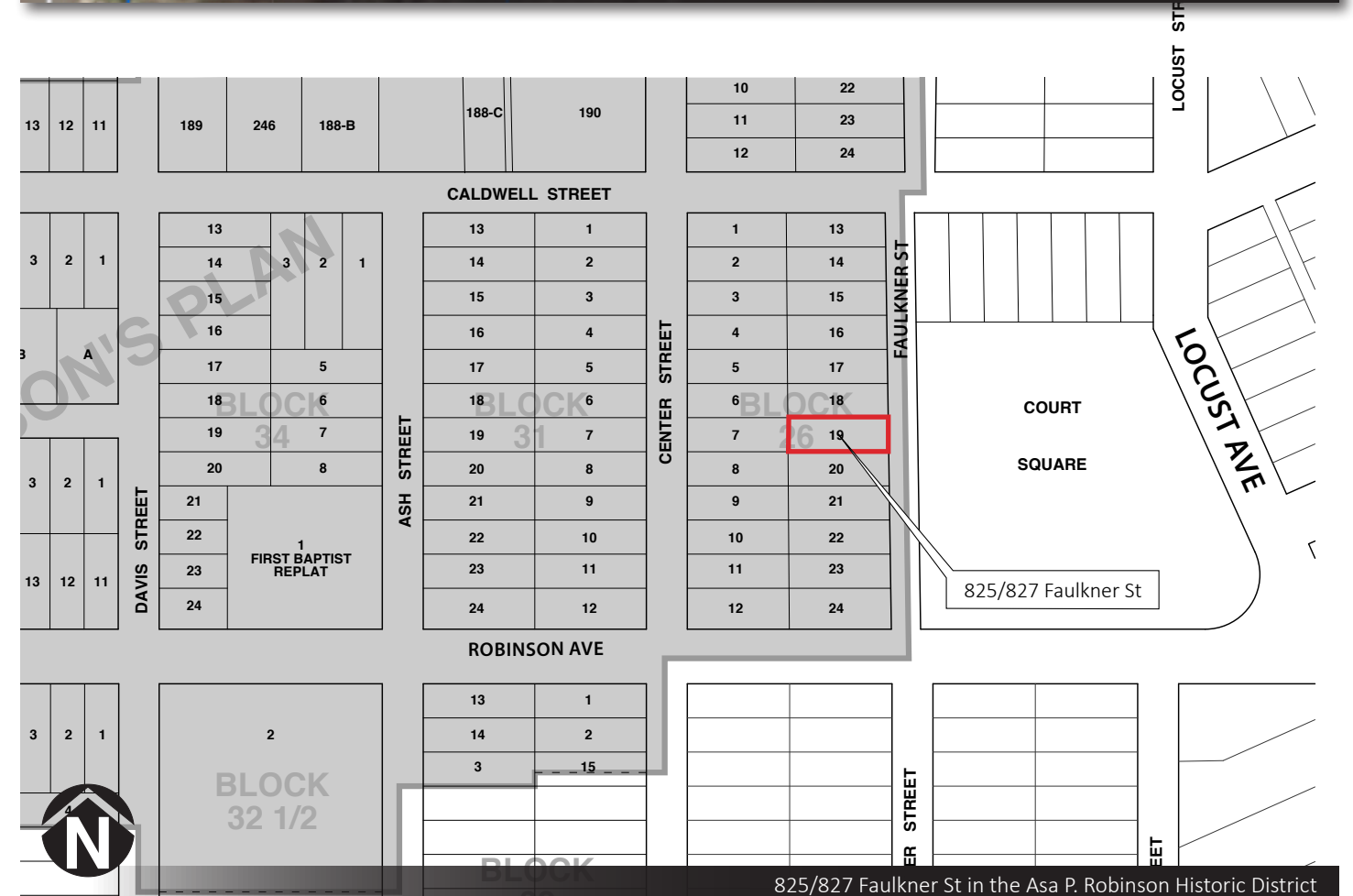
STAFF COMMENTS

The property is currently zoned for duplex residential use. The applicant would like to renovate the existing duplex into an office. The “twin” structure to the north was rezoned from duplex to office in May 2015. The office space would be used by an appraisal company. The vacant lot abutting on the south is zoned R-2A. The corner lot just south of the vacant lot is zoned R-2A. If the property is rezoned to O-2, the vacant lot will be the last remaining duplex lot on the west side of Faulkner Street. Across Faulkner Street, is the Faulkner County courthouse campus and the Faulkner County History Museum.

The requested property is within the Robinson Historic District. The structure is a “non-contributing” structure; one that has lost or does not have historic value. However, the property is still subject to Robinson Historic District regulations. Any exterior changes viewable from the public right of way will require Historic District Commission approval.

STAFF RECOMMENDATIONS

Due to the civic/commercial/office use of adjoining property and property across Faulkner Street, Planning Staff recommends approval of this rezoning request.



D4 BLANKENSHIP REQUEST TO REZONE FROM A-1 TO O-1

ELIZABETH BLANKENSHIP REQUEST TO REZONE FROM A-1 TO O-1 THE +/- 7 ACRES LOCATED IMMEDIATELY EAST OF 1300 SOUTH DONAGHEY AVENUE

APPLICANT
 Elizabeth Blankenship
 2528 Woodland Bluff Drive
 Heber Springs, AR 72543

STAFF REVIEW BY
 Jason Lyon, Assistant Director of Planning and Development
 1201 Oak St
 Conway, AR 72032

SITE DATA
Location. Location 1300 S. Donaghey Ave (behind Southridge Assisted Living)

Site Area. ±6.99 acres

Current Zoning. A-1 (Agricultural District)

Requested Rezoning. O-1 (General Office District)

Existing Structures. vacant property.

Overlay. None; Conditional Use Permit #1246 active allowing Nursing Facility on property.

Comprehensive Plan. The Comprehensive Plan shows this area appropriate for single family residential.

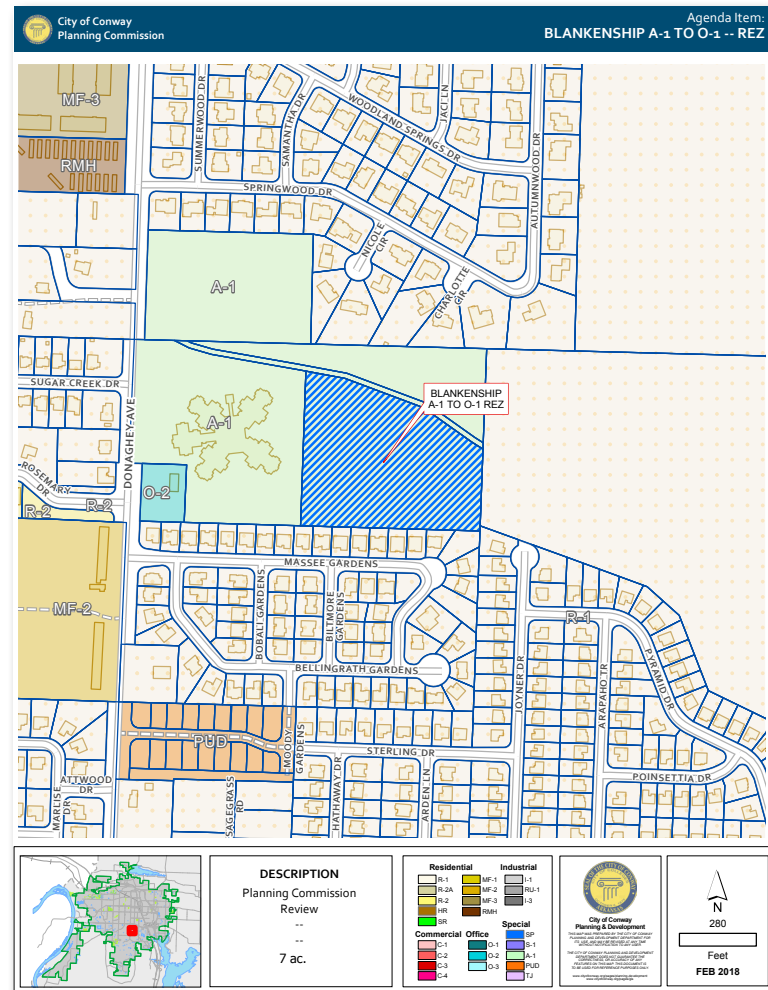
Projected Traffic Impact. With a rezoning to O-1 (General Office District), vehicular trips from the property will grow, but will be dependent on the nature of the development.

Flood\Drainage. The site is within a 100 year flood plain. The northern portion of the property contains floodway. The southern half of the property is not with the flood plain. The property to be rezoned is the portion located south of Stone Dam Creek as well as a 20 ft trail easement to be utilized by the City of Conway.

Utilities. The applicant will need to coordinate utilities with Conway Corporation for any additional development needs.

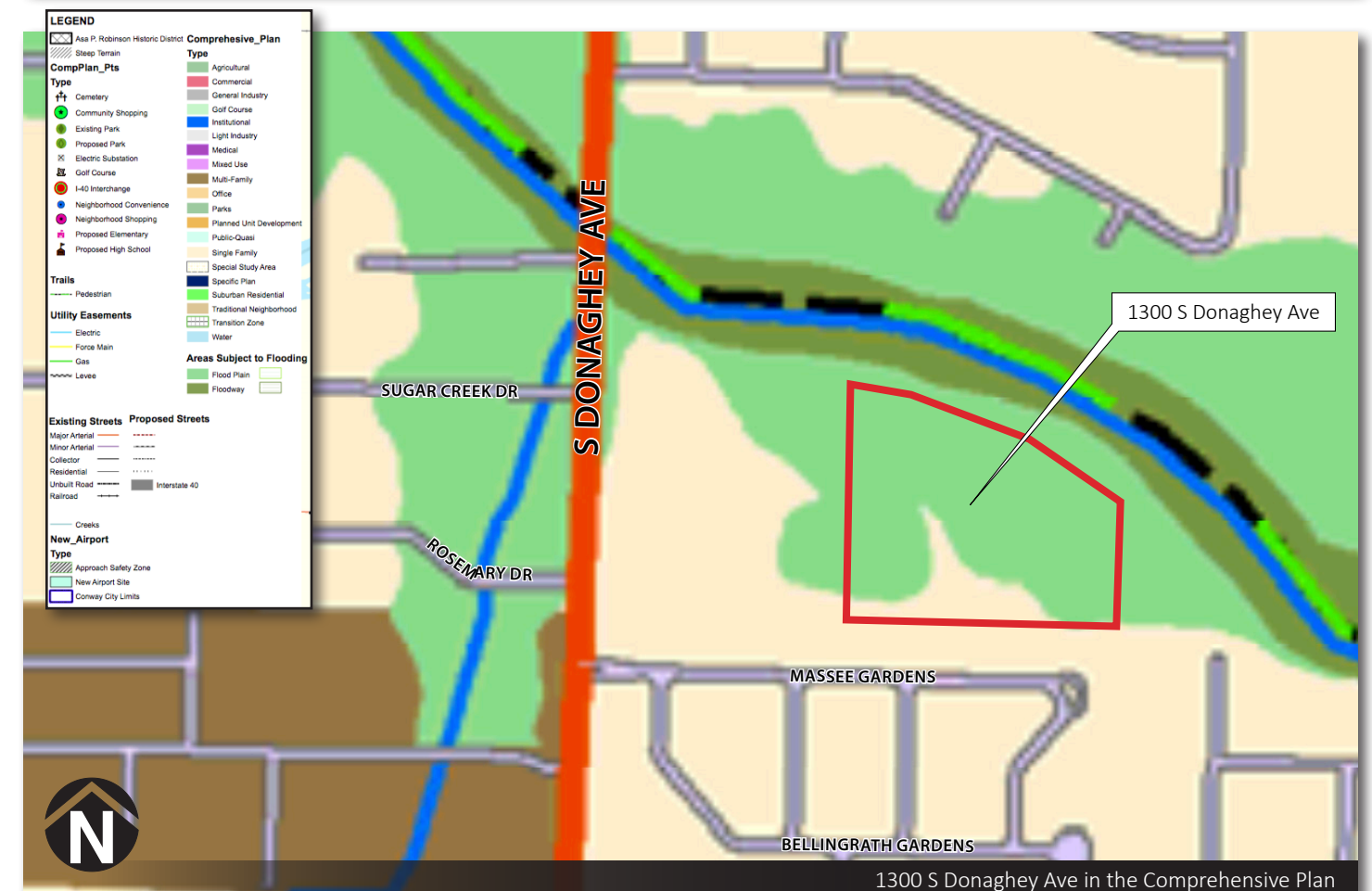
Street Improvement. There are no current street improvement plans for this area. South Donaghey Avenue was recently upgraded at Dave Ward Drive, but there are currently no plans for expansion of S Donaghey Avenue. The property being rezoned does not have any street frontage, which is allowed in an O-1 zone.

Conway 2025. Conway 2025 includes; "In 2025, the city of Conway has a planning ordinance that accommodates truly high density residential developments."



STAFF COMMENTS
 The applicant is seeking a rezoning from A-1 (Agricultural District) to O-1 (General Office District). The property is currently zoned A-1. The assisted living facility operates under a conditional use permit. A 1 acre tract of O-2 lies to the southwest (Life Choices). The applicant plans to sell the existing assisted living facility, subdivide the property, and retain the vacant rear half. Ultimately, the applicant would like to construct assisted living cottages on the property. O-1 allows assisted living facilities by right. No formal development plans have been submitted. An access easement will be needed for any future development of the property, as well as flood plain permits. The subdivided east half property will have no street frontage. O-1 zoning allows access from a 25 foot wide access easement. The applicant will need to secure an access easement through the assisted living facility or possibly Life Choices and the assisted living facility. There has been some discussion concerning possible access from Joyner Drive through City property. In any case, an access easement will need to be secured prior to development. City Planning, Engineering, and Fire Staff will work with the applicants to create the required access easement. At this time, the Planning Commission should decide if the O-1 zoning is an appropriate land use for the property.

STAFF RECOMMENDATION
 Planning Staff recommends approval of this request



CONSIDERATION TO AMEND THE MASTER STREET PLAN

STAFF REVIEW BY

Bryan Patrick, Director of Planning and Development
1201 Oak St
Conway, AR 72032

STAFF COMMENTS

Master Street Plan General Information

The Master Street Plan helps guide the orderly growth and development of the City of Conway by properly planning a roadway system that provides internal circulation within the City and to the area regional transportation network. It is an integral part of the Comprehensive Plan. The Master Street Plan is the City’s public roadway system reference document in regard to future street locations and functions. Along with the City’s subdivision code, the Master Street Plan creates a properly functioning street network to not only meet current transportation requirements, but also those of the future.

Master Street Plan amendments are part of the ongoing planning process. Necessary route adjustments and street design criteria should be evaluated occasionally to create a context sensitive appropriate alignment of local, collectors, and arterials throughout the urban, suburban, and exurban areas of Conway.

The Master Street Plan is a major reference document during the subdivision process. The Master Street Plan sets the desired street right of way widths. When property is subdivided, the City requires the dedication of street right of way as referenced on the Master Street Plan.

History of Master Street Plan and Amendments

The Master Street Plan dates back to possibly the late 1950s when rudimentary Conway zoning was implemented. A city street study dating to 1957 is on file. The current Master Street Plan has roots in the 1987 Master Street Plan; 1991, 1996, and 2004 Comprehensive Plans.

There have been several minor Master Street Plan amendments over the years including; 2000 (Various Street Reclassifications), 2004 (Salem Road Alignment - Nodes), 2002 (Country Club Collector-Residential Collector), 2007 (Donaghey Ave - N Market Plaza 90’ ROW), 2008 (Lower Ridge Rd & Old Morrilton Hwy Studies), 2009 (Adoption of “Complete Streets” Ordinance), 2010 (Donaghey Ave Woodland Cove 90’ ROW), 2014 (Old Airport Update), 2014 (Roundabouts Preferred Intersection), 2017 (removal of proposed connector at Meadowlake and Salem).

Current Master Street Plan

Classifications and Design Criteria

The current Master Street Plan shows appropriate right of way widths for the Conway street network based on four street classifications:

- Major Arterial - 100 foot right of way
- Minor Arterial - 80 foot right of way
- Collector - 60 foot right of way
- Residential Collector - 60 foot right of way

The Subdivision Ordinance provides design criteria for the street classifications above plus 2 additional classifications:

- Major Arterial - 60 foot pavement width - 50 mph design speed
- Minor Arterial - 48 foot pavement width - 40 mph design speed
- Collector - 36 foot pavement width - 30 design mph speed
- Residential Collector - 36 foot pavement width - 25 mph design speed
- Residential - 50 foot right of way - 27 foot pavement width - 25 mph design speed
- Minor Residential - 50 foot right of way - 24 foot pavement width - 20 mph design speed

The Subdivision Ordinance further defines street design by requiring sidewalks along both sides of all streets within city limits, additional street and right of way and paving widths for streets in commercial zoning districts, and easements along residential open ditch streets.

A 2014 text amendment to the current Master Street Plan specifies roundabouts as the preferred intersection of collectors and above.

Proposed Master Street Plan Amendments

General Information

The Conway Planning and Engineering staff met on many occasions for over 1 1/2 years to review and revise the current Master Street Plan. The proposed Master Street Plan has been posted on the City website for public comment for over one month. Most comments have been specific proposals beyond the scope of the general Master Street Plan, such as, additional turn lanes, traffic signals, condition of streets, desire for sidewalks, additional bridges, etc. While these comments have been noted, they are more relevant to ongoing implementation and maintenance. There was a comment in support of planned Hwy 65/Lower Ridge Road routes around the Don Owen Sport Center and non-support for the current major arterial route of Donaghey south of Dave Ward Drive, Stanley Russ, and Wasson.

Proposed Street Classifications

The proposed Master Street Plan amendment decreases the number of street classifications from 6 to 4 basic street classifications:

- Major Arterial
- Minor Arterial
- Collector
- Local

The biggest difference from previous classifications is the removal of “residential” from the classifications. Instead, collector and local are used. This change is due to the fact that streets of any classification may cross through multiple zoning districts. Street cross sections (street designs) as described below give specific details for various street class-action as they relate to abutting zoning.

Amended Routes

Substantial changes to existing individual street classifications include:

- Salem Road - Upgraded to Major Arterial from a Minor Arterial
- Donaghey Avenue North of Dave Ward Drive - Downgraded from a Major Arterial to Minor Arterial
- Oak Street from Harkrider to Court Street - Upgraded to Major Arterial from Minor Arterial
- Old Military Road - Upgraded to Major Arterial from Minor Arterial
- Round Mountain Road - Upgraded to Major Arterial from Collector
- Mill Pond West of Wasson - Upgraded to Major Arterial from Collector
- South Boulevard - Upgraded to Major Arterial from Residential
- Conway Boulevard - Upgraded to Major Arterial from Collector
- 6th Street - Upgraded to Major Arterial from Minor Arterial
- Pebble Beach - Upgraded to Minor Arterial from Collector and Residential
- Country Club - Upgraded to Minor Arterial from Collector
- Donnell Ridge - Upgraded to Minor Arterial from Residential
- Old Highway 25 (Friendship Road) - Downgraded from Major Arterial to Minor Arterial
- Prince Street - East of the Western Roundabout to Donaghey - Downgraded from a Major Arterial to Minor Arterial
- Prince Street - East of the Donaghey - Downgraded from a Minor Arterial to Collector
- Robinson Avenue East of Donaghey - Upgraded to Minor Arterial from Residential
- Robinson Avenue West of Donaghey - Upgraded to Collector from Residential
- Louvenia - Upgraded to Minor Arterial from Residential
- Caldwell west of Donaghey - Upgraded to Minor Arterial from Residential
- Nutters Chapel - Upgraded to Minor Arterial from Collector
- Mattison - Upgraded to Minor Arterial from Collector
- Hilton - Upgraded to Minor Arterial from Residential
- Independence - Upgraded to Minor Arterial from Collector

- JW and Pat Brown - Upgraded to Minor Arterial from Collector
- Scenic Hill - Upgraded to Collector from Residential
- Lollie - Downgraded to Collector from Minor Arterial

Several routes on the periphery of Conway have been added and eliminated in order to create a more practical gridded street network where possible. The current plan shows several routes that do not follow property lines and don’t take topographic difficulties into consideration.

Appropriate Context Sensitive Cross Sections

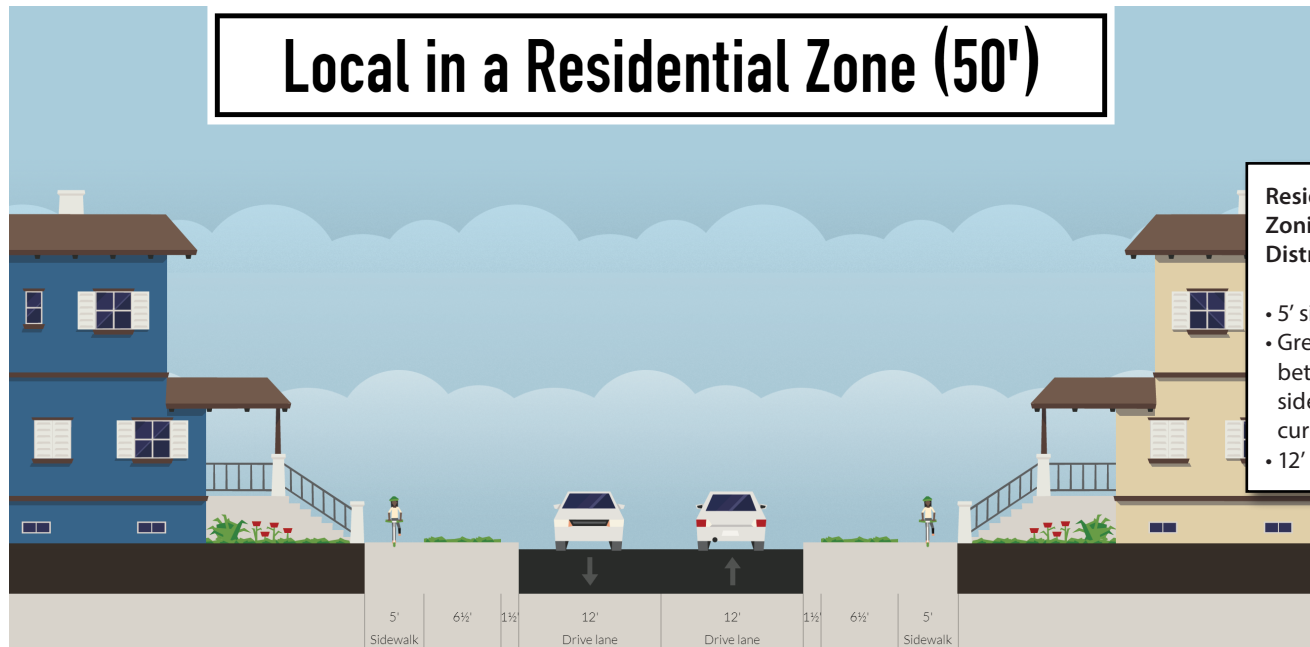
The current Master Street Plan only sets the required right of way width. Matching street design specifications are listed in the Subdivision Ordinance. The current Master Street Plan and Subdivision Ordinance street designs take a “one size fits all” approach.

The proposed Master Street Plan revisions retain the basic street classifications but also add street cross sections (street designs). The cross sections show multi-modal street designs in an easy to understand format and help create a context sensitive approach to street network planning. The desired goal is to construct streets that not only move cars, pedestrians, and bicyclist, but also work in harmony with adjacent land uses.

Planing Commission Review

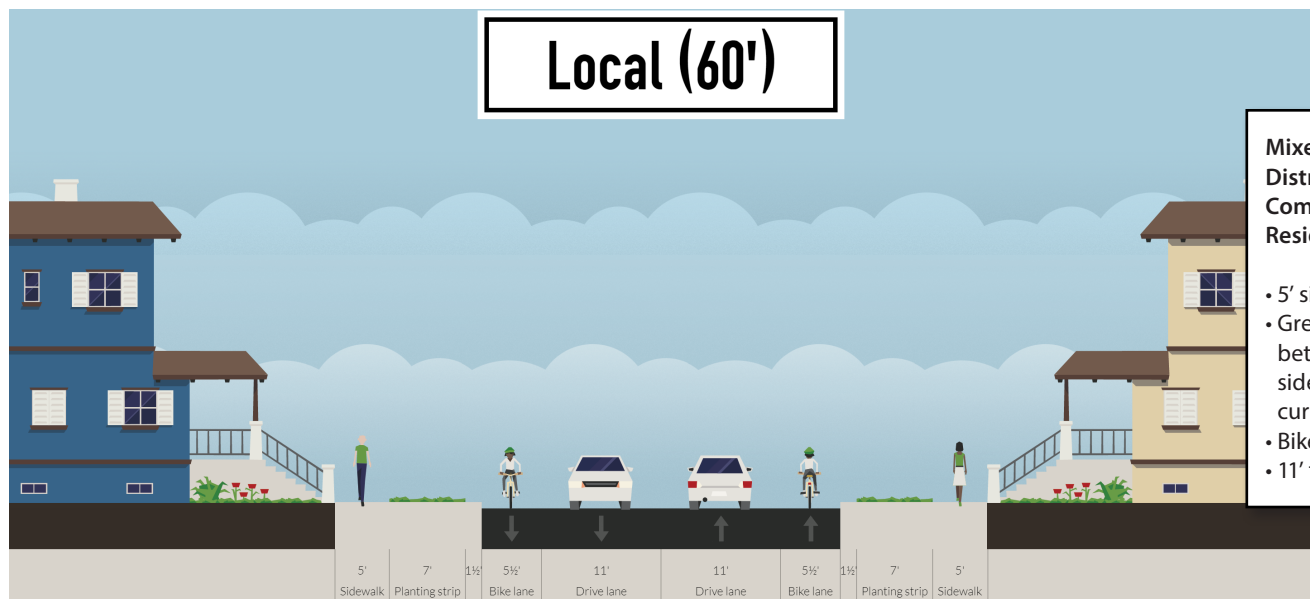
Arkansas State Law assigns Master Street Plan preparation and administration to the Planning Commission. A city may not regulate zoning without an approved Master Street Plan. A Master Street Plan amendment requires a public hearing before the Planning Commission. The Planning Commission then sends its recommendation of approval to the City Council for adoption by resolution. At this time, Planning Staff is asking the Planning Commission to conduct the public hearing and pass a recommendation onto the Council for adoption. There will likely be a few more minor adjustments prior to placement on the Council agenda. The Subdivision Ordinance will also need to be revised to reference new street classifications and cross section regulations.

Local in a Residential Zone (50')



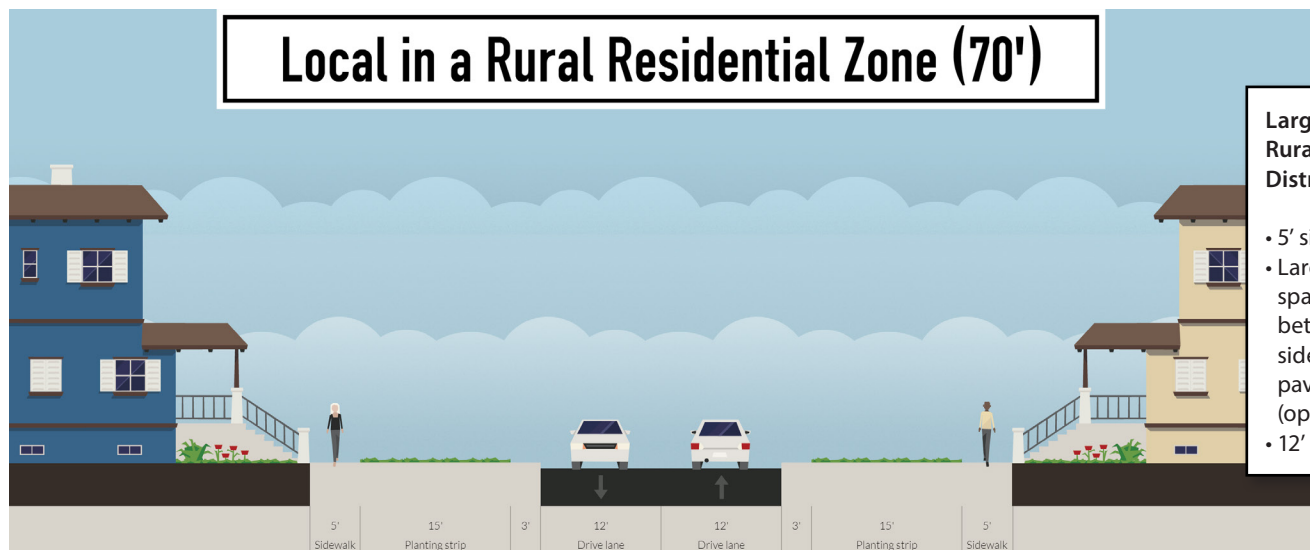
- Residential Zoning Districts**
- 5' sidewalks
 - Green space between sidewalk and curb
 - 12' travel lanes

Local (60')



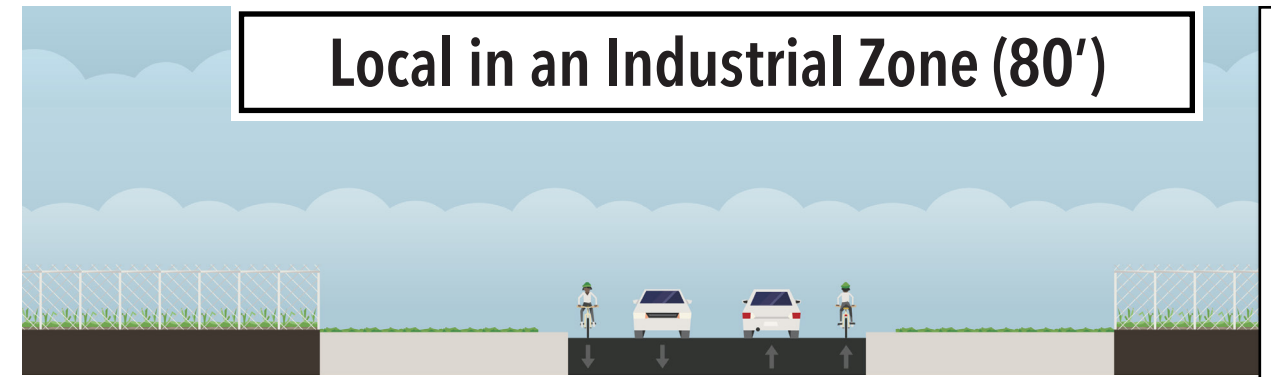
- Mixed Zoning Districts - Commercial & Residential**
- 5' sidewalks
 - Green space between sidewalk and curb
 - Bike lanes
 - 11' travel lanes

Local in a Rural Residential Zone (70')



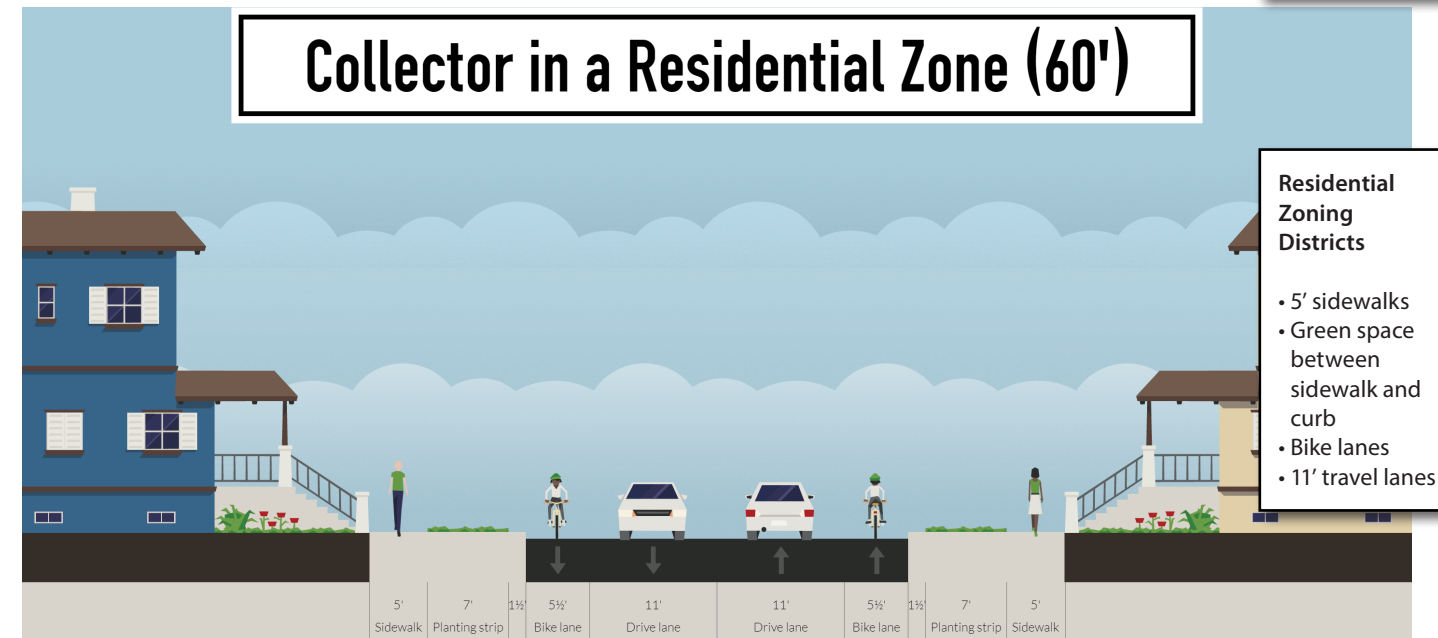
- Large Lot Rural Zoning Districts**
- 5' sidewalks
 - Large green space between sidewalk and pavement (open ditch)
 - 12' travel lanes

Local in an Industrial Zone (80')



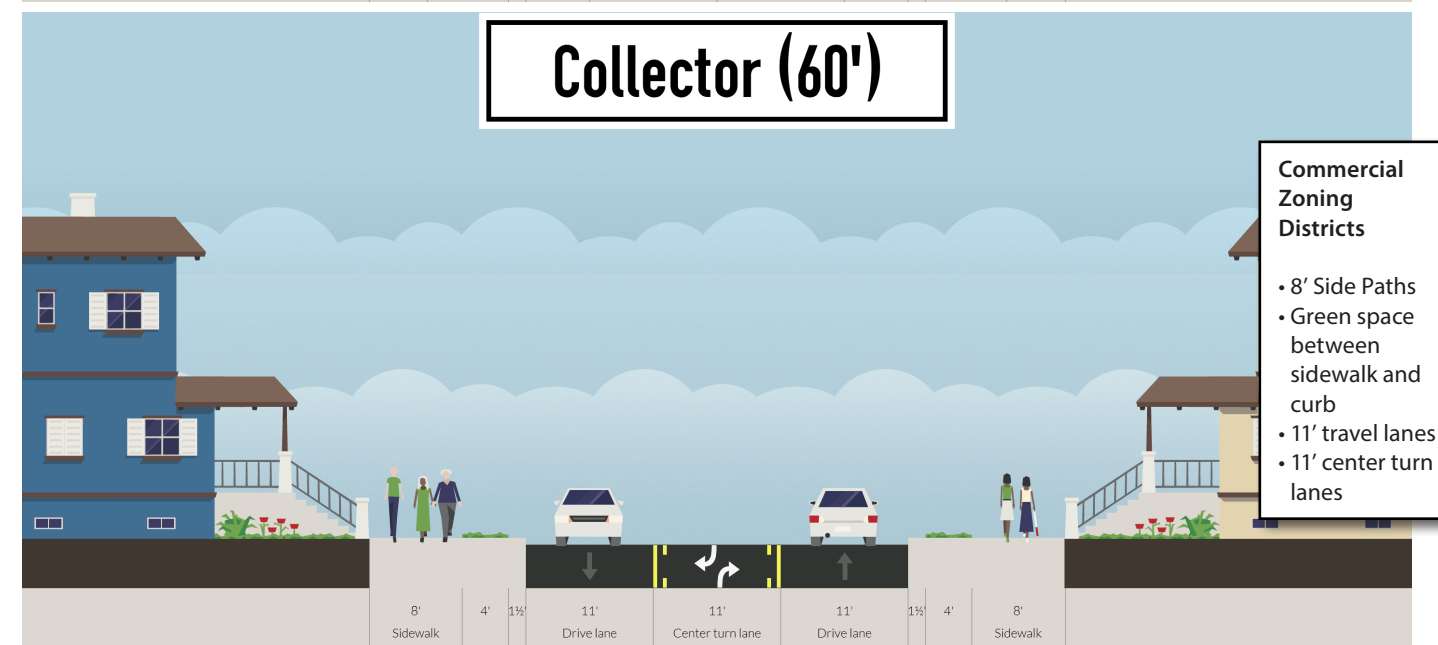
- Large Lot Industrial Zoning Districts**
- No sidewalks
 - Large green space between pavement (open ditch) and right of way/property line
 - Bike lanes
 - 11' travel lanes

Collector in a Residential Zone (60')

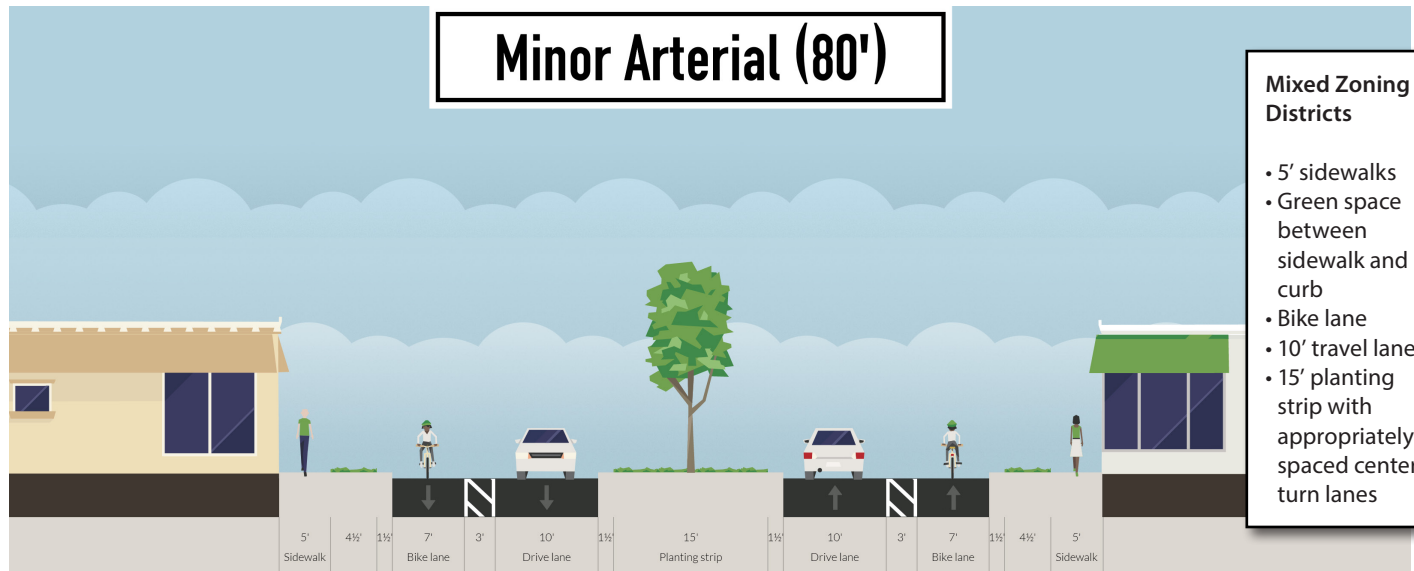


- Residential Zoning Districts**
- 5' sidewalks
 - Green space between sidewalk and curb
 - Bike lanes
 - 11' travel lanes

Collector (60')

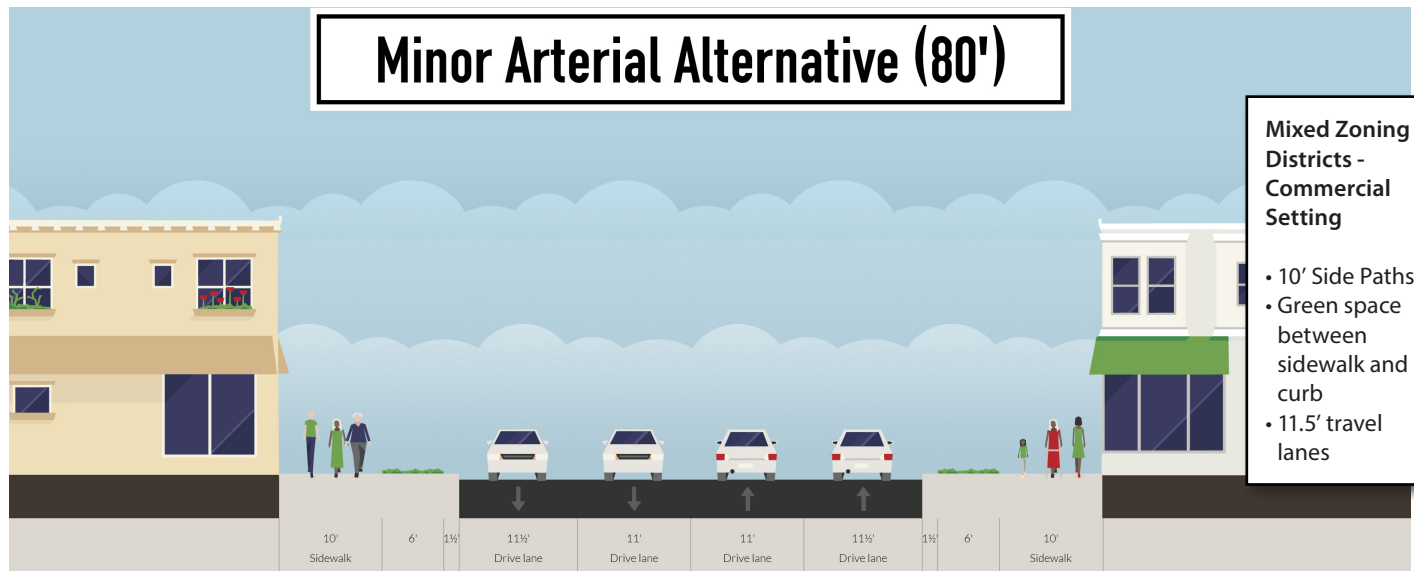


- Commercial Zoning Districts**
- 8' Side Paths
 - Green space between sidewalk and curb
 - 11' travel lanes
 - 11' center turn lanes



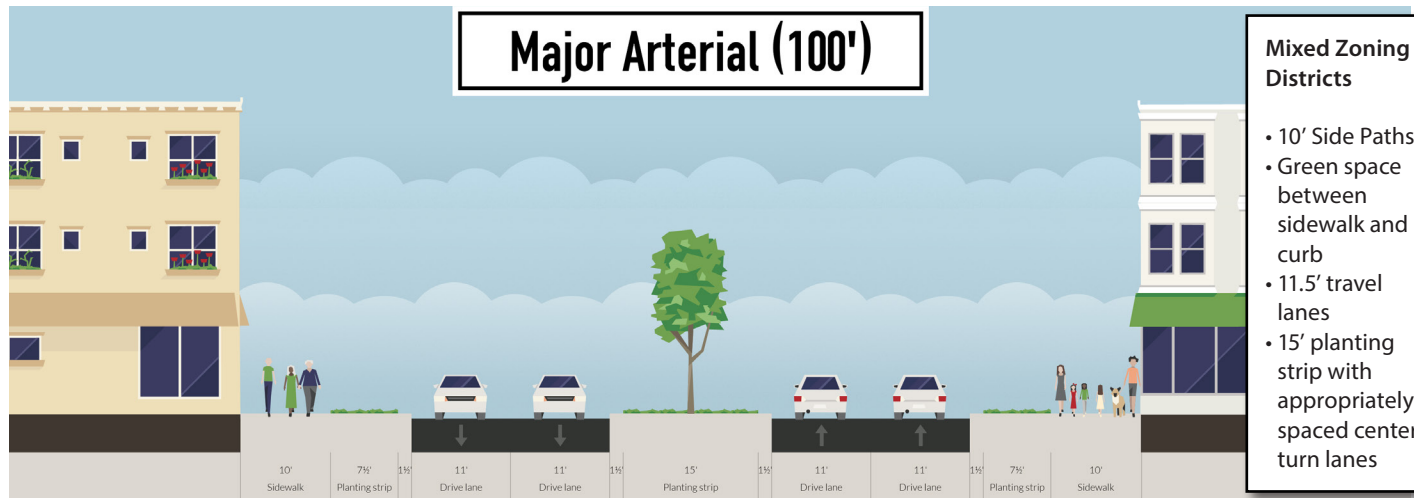
Minor Arterial (80')

- Mixed Zoning Districts
- 5' sidewalks
 - Green space between sidewalk and curb
 - Bike lane
 - 10' travel lanes
 - 15' planting strip with appropriately spaced center turn lanes



Minor Arterial Alternative (80')

- Mixed Zoning Districts - Commercial Setting
- 10' Side Paths
 - Green space between sidewalk and curb
 - 11.5' travel lanes



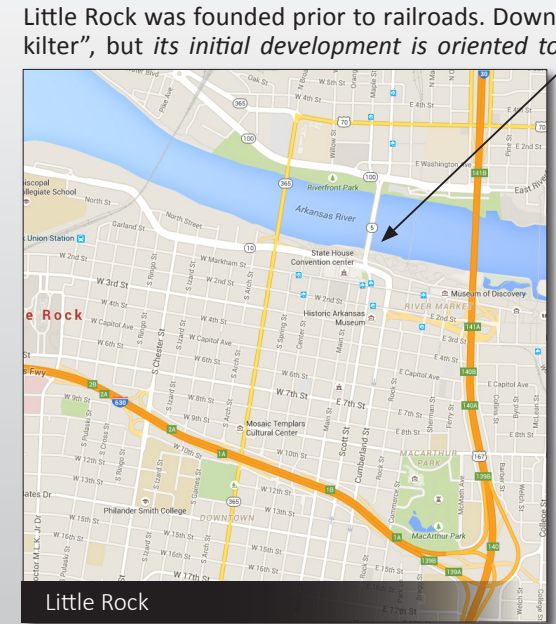
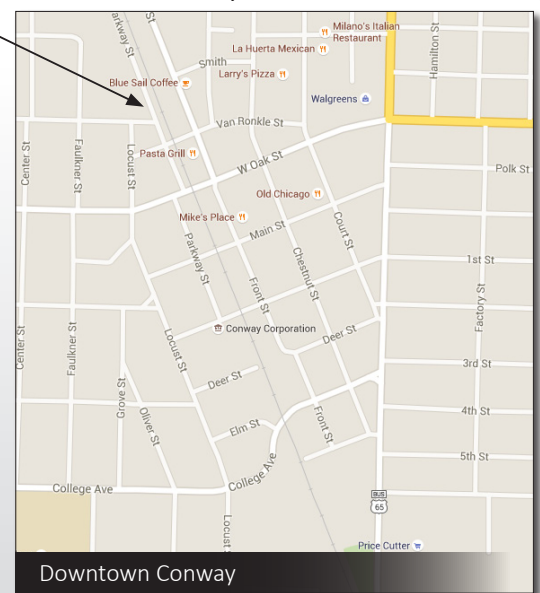
Major Arterial (100')

- Mixed Zoning Districts
- 10' Side Paths
 - Green space between sidewalk and curb
 - 11.5' travel lanes
 - 15' planting strip with appropriately spaced center turn lanes



Twisted Street Trivia

Have you ever given any thought to why Conway's downtown is "off kilter" to north? Like many other towns founded along a railroad, Conway's initial development is parallel to the tracks. Starting in the early part of the 20th Century, some bright person decided that the city should be laid out more true to the compass with a grid running north-south and east-west. This creates several "pinched" streets and areas such as the St. Joseph Cemetery and the intersection of Clifton Street and Washington Avenue. Similar development patterns can be found in Russellville, Morrilton, Rogers, and other railroad towns across the country.



Little Rock was founded prior to railroads. Downtown Little Rock is also "off kilter", but its initial development is oriented to the Arkansas River. Many towns east of Arkansas including Memphis use a river orientation. New Orleans, one of the oldest cities in America, is oriented to the Mississippi River, however it is laid out in an axial pattern like spokes on a wheel. This is due to the early French land division requirement that all subdivided land must have a river or creek access. Much like our modern requirement that all lots must have public street access. This requirement resulted in long skinny tracts of land with a short side touching water. This pattern can still be seen in tracts of land throughout Louisiana.

