



City of Farmington
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PLANNING COMMISSION AGENDA

November 28, 2022

**A meeting of the Farmington Planning Commission will be held on
Monday, *November 28, 2022*, at **6:00 p.m.** at City Hall
354 W. Main Street, Farmington, Arkansas.**

1. Roll Call
2. Approval of the minutes – October 24, 2022
3. Comments from Citizens – the Planning Commission will hear brief comments at this time from citizens. No action will be taken. All comments will be taken under advisement.
4. **PUBLIC HEARINGS**
 - A. **Review the connectivity ordinance.**
5. Discussion on the Design Standards.

Planning Commission Minutes
October 24, 2022 at 6 PM

1. **ROLL CALL** –Meeting was called to order by Chairman Robert Mann. A quorum was present.

PRESENT

Robert Mann, Chair
Gerry Harris, Vice Chair
Chad Ball
Judy Horne
Keith Macedo, late
Howard Carter
Bobby Wilson
Jay Moore

ABSENT

City Employees Present: Melissa McCarville, City Business Manager; Chris Brackett, City Engineer; Fire Chief, Bill Hellard; Mayor Penn; Steve Tennant, City Attorney (arrived 6:30 PM)

2. **Approval of Minutes:** Passed unanimously as written.

3. **Comments from Citizens:** None

4A. Re-Plat of MRS Jack McClure Subdivision located at 12291 Little Elm Rd Parcel #001-12416-002 owned by Melissa Sims as presented by Blew & Associates:

Nathan Crouch with Blew & Associates was present to discuss the request. This is an additional split request from the original 2.5 acre tract split that was done in the past. The two lots will be 1.26 acres and 1.261 acres. Soil testing and perc tests came back favorable for each lot to have a septic system. Chris Brackett read his recommendations as follows:

“The Replat of Lot 7 for the MRS Jack McClure Subdivision has been reviewed and it is our opinion that the Planning Commission’s approval should be conditional on the following comments.

1. The water improvements must be reviewed and approved by Washington Water Authority.
2. This subdivision is not within the Farmington City Limits so a grading permit will not be required.
3. Provide one original and 6 copies of the recorded plat to the City.”

Mr. Crouch had no issues with City Engineer’s memo.

Comments:

Jonas Donson - 12329 Little Elm: they are an adjoining property owner. How far back will the houses be built from the road? His concern was having the new houses too close to his property if built far back from the road. The setback requirements will be 25 feet from the front and 20 feet from the rear. City of Farmington has no authority over the building permits, etc. because it is outside of Farmington’s city limits. The lots will be approximately one acre each.

Having no further discussion, Robert called the question to approve the Re-Plat of MRS Jack McClure Subdivision subject to Chris Brackett’s memo.

Upon roll call, the motion was passed unanimously.

4B. Large Scale Development for Splash Inc. located east of Arvest Bank and west of Green St. owned by Colliers Inc. as presented by Phillip Lewis Engineering, Inc.:

Tanner Freeman with Colliers Inc. and Phillip Lewis with Phillip Lewis Engineering, Inc. were present to discuss a tunnel-style carwash on Main Street which will have three entry points on the east side of the building. It was noted that both Colliers, Inc. and Lewis Engineering are Arkansas owned companies.

Chris Brackett read his memo as follows:

“The Large Scale Development for the Splash Car Wash has been reviewed and it is my opinion that the Planning Commission’s approval should be conditional on the following comments.

1. Both drives onto Highway 62 will have right-turn-only exits. A physical barrier acceptable to ARDOT will be required at these exits.
2. The fire flow, fire hydrant and fire lane locations must be reviewed and approved by the Farmington Fire Department prior to construction plan approval.
3. The water and sewer improvements must be reviewed and approved by the City of Fayetteville Engineering Department and the Arkansas Department of Health prior to the construction plan approval.
4. Submit two (2) copies of the filed easement plat prior to construction plan approval. A copy of the proposed easement plat shall be submitted to KMS for review and approval prior to signatures.
5. A sign permit will be required for the construction of any signage for this project.
6. A completed Grading Permit Application and fee must be submitted to the City prior to final approval of the construction plans. A preconstruction conference will be required prior to any grading on the site. The owner, their engineering consultant, and the contractor responsible for the best management practices will be required to attend this conference.
7. After a final review set of plans and drainage report have been approved by KMS, the applicant shall submit to the City two (2) sets of the full size plans and three (3) sets of the half size plans, and two (2) copies of the final drainage report that have been sealed by the engineer of record for final approval and distribution.”

Mr. Freeman and Mr. Lewis had no issues with Chris Brackett’s requirements.

At the Green Street exit, drivers will be allowed to make left or right turns. However, the exits off Hwy 62 will be right turn only, per ARDOT requirements. ARDOT has the authority over the barrier, the curb cuts and everything on Hwy 62. The City does not have anything in our ordinances concerning minimum curb cuts.

Chad Ball wondered if cars could “stack up” and to prevent that perhaps the company could lease City of Farmington land north of the carwash and Arvest that would channel drivers out to Broyles. It was determined that a high-quality car wash might last 3 to 4 minutes.

Arvest will not allow cross access through their parking lot to connect to Broyles and the stoplight. Chad Ball noted that this was an example of where a connectivity requirement ordinance would have been helpful.

An image of a typical Splash car wash was shown. However, unlike the image, the one in Farmington will be very close to the road. There was major concern with bottlenecks happening with the entrances and exits. The sidewalk will be continuous so hopefully, there will be minimal safety issues for pedestrians.

They have located the dumpster on the west end, in front of the car wash building. This violates the Landscape Ordinance which requires dumpsters to be located in the back of a business building. It was noted that the Planning Commission can allow a variance and the majority agreed to do so in this case. Reasoning was that putting it in the back would require the cost of additional build-up of land to position it, and it would be more difficult for the waste company to access. Mr. Lewis and Mr. Freeman did agree to provide excellent screening for the dumpster using split-face block, a steel gate, and landscaping in front of the dumpster.

Public comment:

Jill Toering- 306 Claybrook: She asked about the size, radius, and location of the entrance/exits on Highway 62. ARDOT will be the one who dictates guidelines for all of that.

Sherry Borkus Wright- 171 E. Louise St. (lives directly behind proposed car wash): She asked: Can anyone see the plans? What will happen with the drainage? (She said there is already flood/drainage problems on Green and Louise Streets.

There will be a detention pond located at the back of the lot and should collect water runoff from the development. Mr. Brackett explained that the new development can't cause additional water flow. This is the law. Furthermore, sometimes the engineering improves the water flow for surrounding properties.

Approximately 12 parking spaces in front of the building were shown. They will be used by staff. The representatives said the car wash will be fully staffed from 8 AM to 8 PM.

Norm Toering- 306 Claybrook: Traffic will continue to get heavier in the years ahead. Although turning left onto Hwy 62 will supposedly be "forbidden", people will still turn left. This will be very dangerous and we need to make sure we have safe alternatives in place. He suggested going ahead and investing in a City-built connection behind Arvest now.

Brett Vinson, Site & Planning Coordinator with Arvest Bank, presented a formal statement on behalf of Arvest opposing the project. They oppose it due to the proximity of other car washes, trash, noise from the vacuums, wastewater and traffic using their parking lot to exit to Broyles. This cross access will be a safety hazard to Arvest customers. If the City would build a driveway on the City's land (located north of Arvest Bank) from the car wash to Broyles to route traffic to Broyles, that would be acceptable to them. City Council would have to be involved with the approval for anything to be constructed.

It was suggested that perhaps a stop light could be installed at Green Street, but that would be too close to the Broyles stoplight and ARDOT would not approve it. It was noted that the vacuums will not be operational after 8pm.

Bobby Wilson said that it was regrettable that traffic would drive through Arvest Bank's property to get to Broyles, but that Arvest would need to work to solve that problem.

Judy Horne noted that car washes and storage buildings are currently allowed in C-2 Highway Commercial zoning. She asked that immediate attention be given to carefully reconsidering all Allowed Uses and Conditional Uses for all zones. Chairman Mann said that there are still items to finish up on this year's to-do list but perhaps could be considered at another time.

Having no further discussion, Robert called the question to approve the Large Scale Development for Splash Car Wash subject to Chris Brackett's memo requirements and the additional conditions that 1)the dumpster will be built with split-face block, a steel gate, and landscaping; 2) a left-turn onto Main Street will never be allowed in the future. Upon roll call, the motion passed 5 - 2. Judy Horne and Chad Ball voted No.

5. Set Public Hearing to discuss the Connectivity Ordinance:

Motion was made to hold a public hearing regarding a Connectivity Ordinance at the November meeting. Upon roll call, the motion was passed unanimously.

Next work session they also have other Zoning Ordinance modifications to be made. There are several documents that need to be reviewed.

6. Discuss November and December meeting dates:

The November work session will be November 21 and the Commission meeting date will be November 21. There will be no work session in December, and the Commission meeting will be moved to December 19.

Consultant Asks for Input Re: Multi-Family Design Standards:

Juliette Richey, consultant, was present to discuss the potential design standards for multi-family. A wide range of ideas were presented such as:

We do not want to prevent development from coming in, but want it designed and built well.

We want low cost housing that looks decent on the outside. The density is low for our area vs. other areas. Some want green space with additional amenities. The application needs to be redone; It is currently just a basic check list with little guidance to developers. Should there be privacy screening/fencing for patios between units? Units with nothing but garages street-side are undesirable. On-street parking is often a problem in MF areas. Perhaps parking behind the units could be utilized? Perhaps provide visitor parking lots?

Adjournment: Having no further business, the in-person Planning Commission meeting was adjourned at 7:30 PM.

Judy Horne - Secretary

Robert Mann – Chair

Connectivity standards. A proposed development shall provide multiple direct connections in its minor and collector on-site street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets.

1. Each development shall incorporate and continue all collector or minor streets stubbed to the boundary of the development plan by previously approved but unbuilt development, or existing development. For any commercial, high density residential, or mixed use development, the interior minor and collector street system, including those along the development's perimeter, shall grid the development in a linear orientation that aligns with adjacent and nearby existing or potential city streets.
2. To ensure future street connections to adjacent developable parcels, a proposed development shall provide local street (stub out) connections along each boundary that abuts potentially developable or re-developable land so that local cross streets exist spaced at intervals not to exceed 660 feet and not less than 200 feet along each boundary that abuts potentially developable or re-developable land. This requirement may be waived if, in the opinion of the City Engineer, they are infeasible due to unusual topographic features, existing development, a natural feature, in the case of large format retail on a single parcel, or other warranted reason.
3. To ensure future street connections to adjacent streets, a proposed development shall provide minor street connections at intervals not to exceed 660 feet and not less than 200 feet along existing streets. New minor streets shall align with existing nearby streets to the extent practicable.
4. A proposed development shall provide full-movement on-site or off-site intersections as follows:
 - a. Full-movement intersections shall be required wherever collectors and/or arterials, or any combination of collector and arterial, intersect.
 - b. The City Engineer may require that a full-movement controlled intersection be installed for a minor street due to the traffic expected to be generated by the development. The City Engineer may require a traffic study to inform a determination of this requirement.
 - c. The City Engineer may require intersection controls to be installed by the developer, to include signalization or other design-based controls (e.g., roundabout), based on the required capacity of the intersection. All intersection controls shall be approved by the City Engineer. The City Engineer may require a traffic study to inform a determination of this requirement.
 - d. The City Engineer may require any limited movement collector or local street intersections to include an access control median or other acceptable access control device.