

FILE NO.: Z-6079-I

NAME: Little Rock Christian Academy Revised Long-form POD

LOCATION: Located at 19010 Cantrell Road

DEVELOPER:

Little Rock Christian Academy
19010 Cantrell Road – P.O. Box 17450
Little Rock, AR 72223

SURVEYOR:

White Daters and Associates
24 Rahling Road
Little Rock, AR 72221

ARCHITECT:

Lewis Architects Engineers
11225 Huron Suite 104
Little Rock, AR 72211

AREA: 72.08 acres

NUMBER OF LOTS: 1

FT. NEW STREET: 0 LF

WARD: 5

PLANNING DISTRICT: 20

CENSUS TRACT: 5

CURRENT ZONING: POD and R-2, Single-family

ALLOWED USES: Master Plan for a private elementary, middle and high school

PROPOSED ZONING: Revised POD

PROPOSED USE: Master Plan for a private elementary, middle and high school –
Expand the land area for the school campus

VARIANCE/WAIVERS: A variance from the Land Alteration Ordinance to allow grading of a larger portion of the site without immediate construction plans and a deferral of the required boundary street improvements along Cantrell Road.

BACKGROUND:

On December 12, 1995, the Planning Commission approved the first conditional use permit to allow the school, then known as Walnut Valley Christian Academy, to build a new campus on a 20-acre site. The school was originally approved to have an enrollment of 1,040 students with a staff of 100.

On June 26, 1997, the Commission approved a revision to the conditional use permit allowing for expansion of the school onto an adjacent 10-acre tract. Enrollment stayed at 1,040 and employee numbers increased to 110.

On September 3, 1998, the Commission approved a second revision to the conditional use permit allowing for a change in the phasing plan and an increase in enrollment to 1,100 students. Employee numbers stayed at 110.

On May 11, 2000, the Commission approved a third revision to the conditional use permit allowing for the introduction of a new phase. The site stayed at 30± acres and enrollment and employee numbers stayed at 1,100 and 110 respectively.

On January 9, 2003, the Commission approved a fourth revision to the conditional use permit allowing for expansion onto an adjacent 20-acre tract; resulting in a total of 50± acres. The revision allowed for expansion of the school and an increase in student enrollment and employee numbers to 1,700 and 170 respectively. The plan included the introduction of several new buildings, a track and practice field, a baseball field and additional parking. Some of the previously approved buildings were relocated under the new plan.

The Commission reviewed and approved a fifth revision to the school's site plan at their February 3, 2005, public hearing. The school proposed a revision to the C.U.P. allowing for a slight increase in student population and building square footage. The phases for future construction were revised to accommodate the school's current and projected needs. The student and faculty/staff numbers were proposed as 2,058 and 220 respectively. The total building square footage was proposed to increase from 264,924 square feet to 309,424 square feet. The baseball field was eliminated from the plan and the practice field and track were relocated from the front of the site to the rear. There was some slight modification of the driveways and parking.

A 5.19± acre parcel at the southwest corner was removed from the plan. There were no specific plans for that parcel, although it was anticipated that some sort of office rezoning request would be proposed at a later date. The new driveway was shown as entering the school campus from the west. The driveway would tie into a new collector street which was to be built west of the campus. The new street and school access would be constructed to coincide with Phase I of the campus plan. This new street would be signalized at its intersection with Cantrell Road. City staff, the adjacent land owner and the school all agreed to the new plan. Due to the change in the driveway alignment, a total of 680 parking spaces would be provided on site.

Below is a summary of the joint access basic design elements agreed to by the parties.

1. LRCA-Pfeifer shared access to a new traffic signal controlled intersection on Highway 10 at the location Pfeifer proposed for the collector street (Northwest Territory Parkway). This would be without affecting the location of the existing Wal-Mart truck drive on the south side of Hwy. 10. The traffic signal operation would utilize what is termed as "split-phasing", with the north and south legs operating as distinct separate signal phases. This would permit dual left-turning movements southbound to eastbound onto Hwy. 10. This would also allow left turns from the Wal-Mart truck drive to be served by the traffic signal, but green time would only be called for northbound to westbound left turn vehicle demand (northbound right turns would be in available gaps with right-turn-on-red).
2. LRCA Drive would be constructed to a 4-lane width and intersect Northwest Territory Parkway approximately 500 feet north of Hwy. 10. As necessary, LRCA would employ off-duty police officers to direct traffic at the intersection of Northwest Territory Parkway and LRCA Drive.
3. Future east-west commercial drive access to Northwest Territory Parkway would be permitted at approximately 250 feet north of Hwy. 10 (subject to working out the Entergy ownership issue) to serve the out parcels on the south edge of the LRCA site.
4. Northwest Territory Parkway would be constructed to a 4-lane width north from Hwy. 10 to some distance past the proposed Northwest Territory Court intersection to the west. This would allow separate (side-by-side, opposite-direction) left turn lanes to Northwest Territory Court and to LRCA Drive so no center left turn lane use conflicted in the offset area between the two intersections. Alternately, Northwest Territory Court could be re-aligned to intersect Northwest Territory Parkway further north and thereby provide sufficient distance between the offset intersections to allow bi-directional left-turn lane usage.
5. No changes would be made to the existing LRCA Boulevard intersection with Hwy. 10. LRCA would effect all left in and left out movements at the signal controlled intersection (Northwest Territory Parkway intersection with Hwy. 10), not at LRCA Boulevard and Hwy. 10 during AM arrival and PM dismissal peak school periods. LRCA Boulevard and Hwy. 10 would not be controlled by off-duty police officers.
6. The only access to Hwy. 10 between Northwest Territory Parkway and LRCA Boulevard would be a single right-in-right-out access drive to the out parcels.

All issues related to the Cantrell Road access were subject to concurrence by Arkansas Department of Transportation. The Northwest Territory Parkway (the Divide Parkway) had been constructed but had not been accepted by the City as a public right of way. An annexation request for a 19-acre tract was approved by the Little Rock Board of Directors at their May 17, 2005, Public Hearing.

Ordinance No. 19,960 adopted by the Little Rock Board of Directors on May 6, 2008, allowed a rezoning of the site from R-2, Single-family with a CUP, Conditional Use Permit to POD, Planned Office Development. Little Rock Christian Academy acquired a 3.6-acre tract of land bordering its property on the west. The academy also owned a 5-acre tract contiguous to the original 43.8-acres to the southwest fronting Cantrell Road

and west of the entrance drive. The CUP request which was approved in 1997 and revised in 2005 did not include the two (2) smaller parcels. The school wished to establish a master plan for its entire property inclusive of all 53.8-acres of land therefore applying for a POD, Planned Office District. The POD incorporated the same uses and student population as the previously approved CUP only with a slightly larger area of land. There was a slight modification for placement of buildings and athletic fields on the site with the baseball fields proposed within the newly added site area located adjacent to Cantrell Road.

The school intended to gradually develop its campus to provide facilities for up to 2,058 students, K-4 through Grade 12. Improvements included additional buildings to house classrooms, athletic and artistic venues along with supporting infrastructure, drives and parking. Vehicular traffic reconfiguration on campus was proposed to facilitate vehicular circulation and alleviate traffic stacking on public roadways.

The purposes of the POD application was a portion of the structures, the visitor bleachers, would lie within the 100-foot building setback as established by the Highway 10 Design Overlay District. With the encroachment into the 100-foot building setback the Highway 10 Design Overlay District required the property be rezoned.

The applicant sought and was approved a five (5) year deferral of the required street construction to Cantrell Road and the placement of the bicycle path along the Divide Parkway. The applicant also sought a variance from the Land Alteration Ordinance to allow advanced grading of the site. This request was also approved.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

Little Rock Christian Academy (LRCA), located at 19010 Cantrell Road, has acquired an additional 18.28-acre tract of land bordering its property on the north. This, along with the Academy's 53.8-acres under the current POD (2008, revised in 2012), brings the campus size to 72.08-acres. The school wishes to revise the POD to include this additional property in the form of an updated Master Plan for its entire property. The current student enrollment for the campus, K-3 – 12, is 1,425. The current POD reflects the schools intend to gradually develop its campus to provide facilities for up to 2,058 students. K-4 through Grade 12. As noted here, the campus total would not change, however, K-3 has been added to the education levels offered.

Additions to the current POD are oriented around the additional 18-acres to the north. With the addition of this northern property, the campus will be greatly enhanced with the addition of a proposed new education facility and an outdoor athletics area for soccer and track and field. This would allow the school to streamline current campus traffic by pulling a portion of traffic out of the main flow to the north and accessed directly from The Divide Parkway. Potential campus flow patterns are shown on the revised Master Plan. The addition of this new facility would also be a catalyst for growth campus wide as current facilities are adapted to house other grade levels. A proposed High School classroom building

and a proposed welcome center housing administration would fill the remaining campus needs to support the projected growth.

Currently LRAC is working on an indoor athletic facility located near the football field. Immediately following this indoor project, will be the basketball complex located north of the current High School facility.

As part of the submission LRCA would like to request the following variances/deferrals:

1. A variance to clear and grade a multi-phase development where construction is not imminent on all phases of the development. The reason for this request is to balance cut/fills for the upcoming Indoor and Basketball sites and to minimize construction cost and time for the remaining phases. This request is for the additional property north of the current campus.
2. A deferral of the required boundary street improvements along Cantrell Road in accordance with Section 31-175 of the Little Rock Code of Ordinance and the Master Street Plan.

B. EXISTING CONDITIONS:

The site is located in an area of mixed uses and zoning located along Cantrell Road. The properties to the east contain a variety of uses including residential, commercial and office. Undeveloped tracts are located directly to the west and north. The Cantrell Road and Chenal Parkway intersection is just west of the site. This intersection includes a mixture of uses, including a big box retail store, convenience store and mini-warehouse development. A church and a single-family subdivision, Bishop Place, are located to the south.

C. NEIGHBORHOOD COMMENTS:

All property owners located within 200 feet of the site along with the Aberdeen Court Property Owners Association and the Maywood Manor Neighborhood Association were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. No construction is imminent. The proposed steepest cut face is 85 feet vertical at a 70 percent slope with a total width of about 2,000 feet. The City of Little Rock code allows the maximum cut of 3:1 or 33 percent slope.
2. Purposes of the Land Alteration Ordinance as found in Section 29-168 are:
 1. Prevent excessive grading, clearing, filling, cutting or similar activities;
 2. To conceal hillside scars; and
 3. to preserve the contours of the natural landscape and land forms.

3. Very little considerations was given to adjusting the grades and layout of the sports field and future education building to reduce the proposed slopes and amount of cut.
4. The hillside scar will be viewable by the public from Cantrell Road and The Divide Parkway. It is staff's experience that vegetation will not grow on shale with a 70 percent slope.
5. The existing pond on the west provides regional stormwater detention for the upstream properties. Passing of the discharge from the pond through the campus must be considered when designing the grading and drainage plan for future development.
6. A grading permit in accordance with Section 29-186 (c) and (d) will be required prior to any land clearing or grading activities at the site. Other than residential subdivisions, site grading and drainage plans must be submitted and approved prior to the start of construction.
7. Stormwater detention ordinance applies to this property and must be provided for the proposed area to be graded. Show the proposed location for stormwater detention facilities on the plan. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer and/or property owner.
8. If disturbed area is one (1) or more acres, obtain a NPDES stormwater permit from the Arkansas Department of Environmental Quality prior to the start of construction.
9. The median in the new proposed driveway should be moved outside of the pedestrian pathway.
10. Restriping of The Divide Parkway will be required to be provided by the applicant at time of construction of the proposed driveway.
11. The new proposed driveway should be moved to 300 feet south of the proposed west curb cut to provide sufficient vehicle stack.
12. The new proposed driveway should be moved further south of the proposed west curb cut to prevent future conflicts from vehicle stack in the center turn lane.
13. The maximum driveway width is 36 feet.
14. If student enrollment is proposed to increase above the permitted maximum, submit a Traffic Impact Study for the proposed project. Study should address trip generation and trip distribution for the development and also should take into account existing and projected traffic growth.
15. Damage to public and private property due to hauling operations or operation of construction related equipment from a nearby construction site shall be repaired by the responsible party prior to issuance of a certificate of occupancy.
16. All driveways shall be concrete aprons per City Ordinance.

17. Hauling of fill material on or off site over municipal streets and roads requires approval prior to a grading permit being issued. Contact Travis Herbner, Public Works Traffic Engineering, 501.379.1805 or therbner@littlerock.gov for more information.

E. UTILITIES/FIRE DEPARTMENT/PARKS/COUNTY PLANNING:

Little Rock Water Reclamation Authority: Sewer available to this site. EAD, Environmental Assessment Division, analysis required. Capacity fee analysis required. Contact Little Rock Water Reclamation Authority for additional information.

Entergy: Entergy does not object to this proposal. There are existing three (3) phase, power line exists on the east and west side of this property providing service to the existing buildings. It is difficult to determine if any of them will be in conflict with the proposed plans on the north end of the property. Contact Entergy in advance to discuss future service requirements, new facilities locations and adjustments to existing facilities (if any) as this project proceeds.

Centerpoint Energy: No comment received.

AT & T: No comment received.

Central Arkansas Water: No comment received.

Fire Department:

1. Fire Hydrants. Maintain fire apparatus access roads at fire hydrant locations as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.
2. Grade. Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade except as approved by the fire chief.
3. Loading. Maintain fire apparatus access road design as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

4. Commercial and Industrial Developments – 2 means of access. - Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1
 - a. Section D104.1 Buildings exceeding three stories or 30 feet in height. Building or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure.
 - b. Section D104.2 Building exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provide with two separate and approved fire apparatus access roads.
 - c. Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road when all building are equipped throughout with approved automatic sprinkler systems.
 - d. D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.
5. 30' Tall Buildings - Maintain aerial fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D105.1 – D105.4
 - a. D105.1 Where Required. Where the vertical distance between the grade plane and the highest roof surface exceed 30', approved aerial fire apparatus access roads shall be provided. For the purposes of this section the highest roof surfaces shall be determined by measurement to the eave of a pitched roof, the intersection of a roof to the exterior wall, or the top of the parapet walls, whichever is greater.
 - b. D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26', exclusive of shoulders, in the immediate vicinity of the building or portion thereof.
 - c. D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

- d. D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.
6. Fire Hydrants. Locate Fire Hydrants as per Appendix C of the 2012 Arkansas Fire Prevention Code. Section C101 – C105, in conjunction with Central Arkansas Water (Jason Lowder 501.377.1245) and the Little Rock Fire Marshal's Office (Capt. Tony Rhodes 501.918.3757 or Capt. John Hogue 501.918.3754). Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comment received.

County Planning: No comment.

F. BUILDING CODES/LANDSCAPE:

Building Code: Project is subject to full commercial plan review and approval prior to issuance of a building permit. For information on submittal requirements and the review process, contact a commercial plans examiner:

Curtis Richey at 501.371.4724; crichey@littlerock.gov or
Mark Alderfer at 501.371.4875; malderfer@littlerock.gov.

Landscape:

1. Site plan must comply with the City's landscape and buffer ordinance requirements.
2. A land use buffer six (6) percent of the average width / depth of the lot will be required when an adjacent property has a dissimilar use of a more restrictive nature. The maximum dimension required shall be fifty (50) feet. As a component of all land use buffer requirements, opaque screening, whether a fence or other device, a minimum of six (6) feet in height shall be required upon the property line side of the buffer. A minimum of seventy (70) percent of the land use buffer shall be undisturbed. Easements cannot count toward fulfilling this requirement. Existing and planted vegetation may be used to achieve the required screening.
3. Note on plan any existing trees or groups of trees that are to remain. Trees selected for preservation shall have the area within the dripline fenced with protective fencing and protected from development activities. Graphically indicate the area to be protected on the plan and provide detail of the protective fencing.
4. Any existing landscape or irrigation disturbed by construction shall be repaired or replaced before completion and final acceptance of the project.

5. An automatic irrigation system to water landscaped areas shall be required for developments of one (1) acre or larger.
6. The development of two (2) acres or more requires the landscape plan to be stamped with the seal of a Registered Landscape Architect.
7. The City Beautiful Commission recommends preserving as many existing trees as feasible on this site. Credit toward fulfilling Landscape Ordinance requirements can be given when preserving trees of six (6) inch caliper or larger.

G. TRANSPORTATION/PLANNING:

Rock Region Metro: METRO serves this location on route 25 Pinnacle Mountain. We have no objections to the campus additions. However, we support the addition of pedestrian infrastructure to the master plan connecting the campus to the transit route.

Planning Division: This request is located in Pinnacle Planning District. The Land Use Plan shows Public/Institutional (PI) for these properties. This category includes public and quasi-public facilities that provide a variety of services to the community such as schools, libraries, fire stations, churches, utility substations, and hospitals. The applicant has applied for a revision to an existing POD (Planned Office Development) to add additional land area to the overall Master Plan site area. The request is within the Highway 10 Overlay District.

Master Street Plan: South of the property is Cantrell Road and it is shown as a Principal Arterial on the Master Street Plan. The primary function of a Principal Arterial Street is to serve through traffic and to connect major traffic generator or activity centers within an urbanized area. Entrances and exits should be limited to minimize negative effects of traffic and pedestrians on Cantrell Road since it is a Principal Arterial. This street may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: There is a Class I Bike Path shown along the Cantrell Road. A Bike Path is to be a paved path physically separate for the use of bicycles. Additional right-of-way or/and easement is recommended. Nine-foot (9') paths are recommended to allow for pedestrian use as well as bicycles, replacing the sidewalk.

H. SUBDIVISION COMMITTEE COMMENT: (August 9, 2017)

The applicant was present representing the request. Staff presented an overview of the item stating there were a few outstanding technical issues associated with the request in need of addressing related to the site plan and the proposed variance request to the City's Land Alteration Ordinance. Staff questioned the proposed time frame for construction of the northern buildings. Staff stated it appeared there were buildings which had been constructed which were indicated

as future on the site plan. Staff requested clarification of the existing and proposed future construction of the buildings.

Public Works comments were addressed. Staff stated the variance request indicated a steep cut along the northeastern portion of the site. Staff stated the Cantrell Road frontage was located at a 315-foot grade elevation and the area proposed for the top of the cut was located at a 350-foot grade elevation. Staff stated the Land Alteration Ordinance would allow for cuts and fills at a three (3) to one (1) bench terrace. Staff questioned the plant materials that would grow on the cut-slope since the area was heavy shale.

Landscaping comments were addressed. Staff stated all interior parking lots and paved areas were to be landscaped. Staff stated a land use buffer was required around the sites perimeters which abutted single-family zoned or used property. Staff stated screening of these abutting properties was also required.

Staff noted the comments from the various other departments and agencies. Staff suggested the applicant contact the departments or agencies directly with any questions or concerns. There were no more issues for discussion. The Committee then forwarded the item to the full Commission for final action.

I. ANALYSIS:

The applicant submitted a revised site plan to staff addressing most of the technical issues associated with the request. The applicant has removed from their request the variance to exceed the cut, fill and slope requirements of the Land Alteration Ordinance. The applicant is requesting to allow grading of future phases of the School's Master Plan without imminent construction within this area. The applicant has indicated the variance is necessary to balance cut/fills for the upcoming indoor athletic facility and basketball sites and to minimize construction cost and time for the remaining phases.

The request is to revise the previously approved POD, Planned Office Development, to allow additional land area to be included within the school's overall master plan. The school has purchased an additional 18.28-acres located to the north of their existing campus and proposes future construction with an education building and football/soccer/track practice field. The building summary includes the existing buildings and the buildings proposed for future construction.

Existing Buildings	Square Footage
Multi-purpose Building	15,500
Elementary Building	39,424
Junior High Building	23,000
Middle School Building	15,200
Gymnasium	20,000
Administration Building	2,900

Existing Buildings	Square Footage
High School Building	56,000
Warrior Hall	24,547
Football Concession/toilets	1,800
Baseball Concession/toilets	840
Future Buildings	Square Footage
Athletic Gymnasium	50,000
Educational Building	80,000
Administration Building	7,000
Indoor Athletic Facility	54,460
High School Addition	20,000
Middle School Addition	6,500

The applicant has provided the student break down by grade and number of classrooms. The following indicates the student population and proposed growth:

	No. of Classrooms	Students/Class	No. of Students
Early Childhood			
K-3	3	14	42
K-4	7	15	105
K-5	7	17	119
Elementary			
1 st	7	22	154
2 nd	7	22	154
3 rd	7	22	154
4 th	7	22	154
5 th	7	22	154
Middle			
6 th	7	22	154
7 th	7	22	154
8 th	7	22	154
High School			
9 th	7	20	140
10 th	7	20	140
11 th	7	20	140
12 th	7	20	140
Total Student			2,058
Total Staff			220

All existing signs are to remain on the site. The applicant has indicated the placement of a new sign along the northern driveway entrance on the Divide Parkway. The plan indicates the placement of a sign on each side of the driveway. The sign height and area is proposed to comply with the Highway 10 Design Overlay District or a maximum of ten (10) feet in height and 100 square feet in

area. Directional signage is proposed to be decorative in nature and is proposed to comply with the typical ordinance standards.

The request includes a waiver of the land use buffer along the western perimeter of the site adjacent to the Entergy Transmission line and easement. The zoning ordinance requires land use buffer when an adjacent property has a dissimilar use of a more restrictive nature. The property to the west is zoned R-2, Single-family but is not nor will the property be a residential use. The ordinance states a minimum of seventy (70) percent of the buffer area is to remain undisturbed. The site plan indicates the proper width of the buffer in this area but the applicant is requesting to allow grading within the buffer.

The request includes a deferral of the Boundary Street Improvements along Cantrell Road. The required boundary street improvements along Cantrell Road (Highway 10) adjacent to the school property include curb and gutter on the west side of the entrance driveway and sidewalk along the entire street frontage. The applicant is requesting a deferral of the improvements until the development of the educational building located along the northern portion of the school campus.

Staff is supportive of the applicant's request. The applicant is seeking approval of a revision to the overall master plan for the school campus and to incorporate additional land area into the campus master plan. The applicant has minimized staff's concerns related to the Land Alteration Ordinance by eliminating the request to exceed the cut, fill and slope requirements of the Land Alteration Ordinance. To staff's knowledge there are no remaining outstanding technical issues associated with the request. Staff feels the revision to the existing POD, Planned Office Development, zoning is appropriate.

J. STAFF RECOMMENDATION:

Staff recommends approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report.

Staff recommends approval of the deferral request for the Boundary Street Ordinance requirements for the required street improvements to Cantrell Road until the development of the education building.

Staff recommends approval of the variance request from the City's Land Alteration Ordinance to allow grading of future phases of the development site with the construction of the indoor athletic field and basketball facility.

Staff recommends approval of the waiver request of the land use buffer along the western perimeter of the site where adjacent to the Entergy easement and transmission line.

PLANNING COMMISSION ACTION:

(AUGUST 31, 2017)

The applicant was present. There were no registered objectors present. Staff presented the item with a recommendation of approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report. Staff presented a recommendation of approval of the deferral request for the Boundary Street Ordinance requirements for the required street improvements to Cantrell Road until the development of the education building. Staff presented a recommendation of approval of the variance request from the City's Land Alteration Ordinance to allow grading of future phases of the development site with the construction of the indoor athletic field and basketball facility. Staff presented a recommendation of approval of the waiver request of the land use buffer along the western perimeter of the site where adjacent to the Entergy easement and transmission line. There was no further discussion. The item was placed on the consent agenda and approved as recommended by staff by a vote of 10 ayes, 0 noes and 1 absent.