

**OFFICE OF THE CITY MANAGER
LITTLE ROCK, ARKANSAS**

**BOARD OF DIRECTORS COMMUNICATION
JANUARY 19, 2016 AGENDA**

Subject:	Action Required:	Approved By:
<p>Master Street Plan Amendment, modifying the design standard for Kanis Road (MSP15-02).</p> <p>Submitted By:</p> <p>Planning & Development Department</p>	<p>√ Ordinance Resolution Approval Information Report</p>	<p>Bruce T. Moore City Manager</p>
SYNOPSIS	To modify the design standard of Kanis Road from Walnut Grove Road to Chenal Downs Boulevard to two (2), 10.5 foot-lanes with no shoulder or sidewalk.	
FISCAL IMPACT	None.	
RECOMMENDATION	Staff recommends denial. The Planning Commission voted 7 ayes, 4 nays and 0 absent to recommend the approval of the design standard change for Kanis Road.	
CITIZEN PARTICIPATION	The adjacent sixteen (16) property owners were notified. A public hearing was held before the Little Rock Planning Commission on November 5, 2015.	
BACKGROUND	The stretch of Kanis Road, between Walnut Grove Road and Chenal Downs Boulevard, has ridges along either side of the road making development difficult. The zoning pattern and future Land Use Plan designations both call for single-family development along this corridor. Kanis Road has always been a route for traffic coming to Little Rock from areas to the west. The traffic volumes along this stretch of Kanis Road have been from 1,900 to 2,300 trips a day for several years.	

**BACKGROUND
CONTINUED**

Ordinance No. 18,510, approved by the Board of Directors on June 19, 2001, reduced the design standard for Kanis Road, west of Stewart Road to two (2), eleven (11)-foot lanes with two (2), four (4)-foot gravel shoulders. Kanis Road was and is classified as a Minor Arterial. This was not changed in 2001 and is not proposed for a change currently. The amendment fourteen (14) years ago was an attempt to maintain the rural character of the road as it develops. This amendment's intent is to further protect the tree canopy along Kanis Road through 'Fletcher Hollow'.

Both the City and County regulations require a thirty (30)-foot wide road consisting of two (2) travel lanes and two (2) shoulders. Both staffs recommend no further reduction to the design standard.