

**CONWAY**  
HISTORIC DISTRICT COMMISSION  
**MAY**



Wednesday, May 27, 2015 • 6:00 pm  
City Hall • Downstairs Conference Room  
1201 Oak Street • Conway, AR

**CONWAY  
HISTORIC DISTRICT COMMISSION  
MEETING**

MAY 27, 2015 • 6:00PM • CITY HALL • 1201 OAK STREET

**AGENDA**

**Minutes**

April 27, 2015

**Public Hearings**

**Certificate of Appropriateness Reviews**

**Old Conway Design Overlay District**

None

**Robinson Historic District**

1. Properties Carport - 937 Center Street

**Discussion**

Sidewalks in the Old Conway Design Overlay District

Other items as decided by the Commission

**HISTORIC DISTRICT COMMISSION MEMBERS**

Steve Hurd, Chairman  
Velton Daves, Vice Chairman  
Scott Zielstra, Secretary  
George Covington, Sr.  
Trey Massingill

Betty Pickett  
Marianne Welch  
Aaron Nicholson  
Taylor Martin

# Conway Historic District Commission April 27, 2015 Meeting Minutes

## Conway Historic District Commission April 27, 2015

### Meeting Minutes

City Hall - Downstairs Conference Room, 6:00 p.m.

### Roll Call

Steve Hurd, Chairman - present  
Velton Daves, Vice-Chairman - present  
Scott Zielstra, Secretary - present  
George Covington, Sr. - present  
Trey Massingill - present  
Marianne Welch - present  
Betty Pickett - present  
Aaron Nicholson - absent  
Taylor Martin - present  
HDC City Staff, Bryan Patrick - present

### Finding of a Quorum

8 Commission members - Quorum present. Also in attendance:

1. Rick Sowell - Sowell Architects
2. Liz Hamilton - Sowell Architects
3. Matt Bell - Owner Phoenix Recovery
4. Dean Castle - Manager, Phoenix Recovery

### Meeting Minutes

February 26, 2015 minutes. Mr. Velton Daves motioned for approval, seconded by Ms. Marianne Welch. Minutes approved unanimously.

## PUBLIC HEARING - CERTIFICATE OF APPROPRIATENESS

### Conway Corporation – Campus Master Plan 1307 Prairie Street

Presentation: Phase 1 will be a new office building on the northwest corner and resurface the entire parking lot. Parking lot will be expanded all the way to locust. Three structures will be taken down during this phase. Phase 2 will be demolishing the drive through structure on the north side of Prairie Street. The original facility will also be renovated as well. Phase 3 will add an additional office building on the corner of Deer and Locust Street. Phase 4 will take down the existing IT structure and create additional employee parking.

The streetscape will include canopy and understory trees along the streets and parking areas as required by development review.

Commission Discussion: Ms. Marianne Welch discussed the existing historical rock house. This house should be carefully considered before it is demolished. Conway Corporation representatives stated that they had considered moving it to an available vacant lot. They're performing a structural analysis on the building to see if it is possible to move the house but as it stands, it will not be able to move without substantial reconstruction. There are major structural

problems and termite damage throughout the structure. Materials from the house could be saved and incorporated into the design of the new buildings and walls. The structural engineer found termite damage and rot in the house that would make it hard to move.

There are currently two entrances into Conway Corp on Prairie; with the new building, these two entrances will be consolidated into one.

At this time, the presentation was informational, therefore no Motion was made for approval. Conway Corporation and its representatives will address the HDC with individual structure request in the near future. A 10 year time frame is planned for the completion of all 4 phases.

### Phoenix Recovery Center - New Office/Clinic Facility 1225 Jersey Street

Presentation: The applicants presented plans for a new office building across the street from their current office, which are occupying a duplex residential structure. The office building will be for administrative purposes only with no residential spaces in the building.

Committee Discussion: Where is the parking going to be for the center? Site planning hasn't been completed yet. They hope to incorporate minimal parking at the office structure site. Additional parking may be spread throughout the Phoenix Center campus. Residents do not have vehicles so there is ample parking. There are 3 trees on the lot now, one of which has died. Most of the building will be brick and rock to match the surrounding structures.

Motion is made by Mr. George Covington to accept the proposal and recommendations as presented.

### Committee Conditions:

1. The structure shall be constructed as submitted.
2. Reduced front and rear setbacks shall be allowed. These setbacks shall be approximately 14-15 feet from the property line.
3. Parking and driveways shall be reviewed as part of the staff development review. Ingress/egress, landscaping, lighting, etc shall meet development review standards.
4. Any site lighting shall be inward, downward, and shrouded.
5. Sidewalks or an in-lieu fee are required for the Jersey Street frontage.
6. HVAC units should be visually located away from streets or screened by landscaping.

Seconded by Trey Massingill. Motion was approved unanimously

### 2015 Arkansas Historic Preservation Program – Certified Local Government Grant

Staff has requested grant money from the state for training. It appears that state grant money has been frozen as no grant awards have been announced.

### **Robinson District Expansion Survey**

The Arkansas Historic Preservation Program has not yet given word on acceptance of the recent expansion survey. Staff and Sandra Taylor Smith, the architectural surveyor, have answered AHPP questions concerning survey areas that went beyond the Robinson Addition boundaries.

### **CAMP**

Commission Assistance and Mentoring Program is a training opportunity for commissioners and staff. An upcoming session will be held on May 15, 2015 from 9-4:30 at 506 Main Street, North Little Rock. Staff will forward an email with web sign up links.

Dismiss

# 1. MRK Properties Carport Addition

## ROBINSON HISTORIC DISTRICT CERTIFICATE OF APPROPRIATENESS REVIEW

### APPLICANT/OWNER

MRK Properties LLC  
719 Front Street  
Conway, AR 72032

### SITE

Address: 937 Center Street

**Present Zoning:** R-2A (Large Lot Duplex). The property is within the Robinson Historic District.

**Abutting Zoning:** R-2A (Large Lot Duplex)

**Lot Area:** .32 acre

**Surrounding Area Structures:** Historic residences including minimal traditional, colonial revival, prairie, English revival, craftsman, Spanish revival, and Queen Anne vernacular.

### General Description of Property and Proposed

**Development:** MRK Properties would like to construct a carport on the south rear side of the structure. The house is listed as a contributing structure in the 1998 Robinson District National Register Survey.

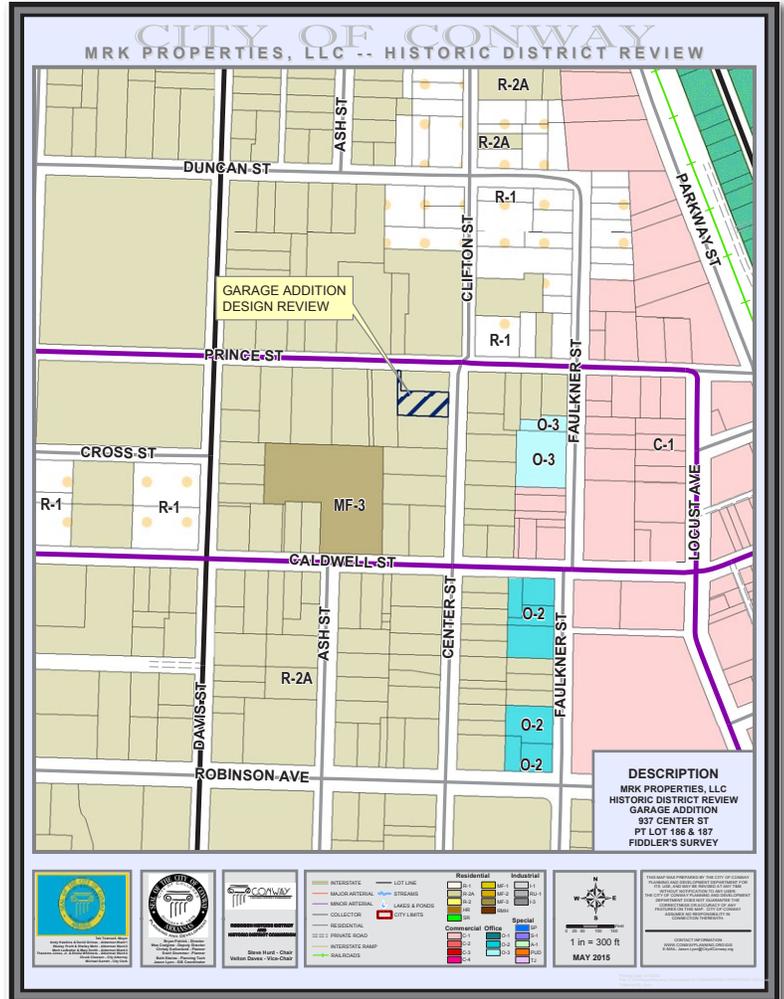
**Setbacks:** Proposed structures should respect the predominant setbacks of area structures, especially the front setback. The proposed carport's roof line would be approximately 5 feet or less from the south property line. There is an existing garage/carport on the property line on the neighbor's lot to the south.

**Spacing:** Established spacing distance pattern between area structures. It is common for accessory structures to be adjacent to or on the property lines with little or no setback in the Robinson District and the Old Conway area. However, the proposed spacing would place two carports in close proximity to each other.

**Lot Coverage:** The Robinson Historic District allows up to 60% impermeable lot coverage. There is ample green space as proposed.

**Orientation:** The direction in which the front of a building faces. The entry to the carport is from Center Street using an existing driveway. This orientation is appropriate.

**Alley:** There are no alleyways on this block. The property under review does have a narrow 10 foot access to the rear of the property from Prince Street. However, this access is largely unusable due to a utility pole placed in the center of the access along with several significant trees (a neighbor's fence also seems to block).



**Driveway / Parking:** An existing gravel driveway is used to access the property and the proposed carport area.

**Sidewalks:** Sidewalk construction is not required as part of a Robinson Historic District C of A review. There is a sidewalk along Center Street that is in good condition.

**Fences:** No fencing is proposed.

**Tree preservation:** There are a couple of silver maple trees along the shared property line. These trees could be affected by this project. The applicant can provide more details at the HDC meeting.

### MASSING

**Scale:** The size of new construction in relation to neighboring structures and the proportion of structures to the human scale. The scale of the carport is in keeping with the existing home.

**Height:** The average height of area structure's eaves and cornices. Also, the first floor elevation / height relationship. The carport's height is appropriate.

# 1. MRK Properties Carport Addition

**Width.** New construction proportions shall respect the average widths of the majority of neighboring buildings in the area. The proposed carport width should be examined to determine the affect on the neighboring property.

**Directional expression:** Measurement of the height to width ratio of a structure's elevation. The height of the carport is in relation to the existing home.

**Footprint:** The area of land covered by a structure should be in relation to the majority of neighboring structures. The carport's footprint is appropriately scaled with the existing home and other area structures.

**Complexity of form:** The level of detailing and breaks in wall planes of a structure. The carport is a simple open structure.

**Façade, wall area, rhythm:** Facades shall be compatible with surrounding historic structures in proportion of wall to opening area. Not directly applicable to a carport as the facade is open air.

**Style:** The style should compliment the existing and area structures. The home is a minimal traditional style. The proposed carport is strictly utilitarian in function.

**Entries, Porches, and Porticos:** Not applicable.

**Doors and windows:** No new doors or windows are proposed. Awnings. When new construction uses awnings, traditional awning designs, materials, and placement should be used. No awnings are proposed.

**Lighting:** Any new lighting should be inward, downward, and shrouded so as to stay within the bounds of the property. No lighting is proposed.

## MATERIALS & DETAILING

**Architectural Details, Siding, and Bricks:** Eaves, brackets, dentils, cornices, molding, columns, trim, etc. The carport is a utilitarian structure with no architectural detailing. Treated lumber is proposed for the posts.

**Shutters:** No shutters are proposed.

**Roof:** The roof should be an asphalt composition to match the existing home.

**Decks/Plaza Space:** Not applicable.

**Windows/Doors:** Not applicable.

**Skylights:** Not proposed.

**Mechanical Screening:** Not applicable.

## RECOMMENDATIONS

The proposed carport is utilitarian in function and style. The proposed location would be largely hidden from the public view along Center Street. The design is a simple lean-to style roof sloping to the south.

The largest concern with this project is roof water run off. As proposed, the roof drip line would be 5 feet or less from the property line. There is an existing covered carport and garage on the adjoining neighbor's lot to the south built on the property line. Water from both roofs could potentially accumulate near the same drip line causing ponding. The proposed roof slope could be changed towards the rear, gutter(s) could be added, the width slightly decreased, or some combination. The applicant can give more details concerning setbacks and drainage at the HDC meeting.

The house is listed as a contributing structure in the 1998 Robinson District National Register Survey. However, the carport would be added onto the side of a new rear addition. The carport should not affect the home's contributing status.

1. The carport shall be constructed as shown on submitted plans (or modified as necessary per HDC review).
2. Roof shall be asphalt composition to match existing home.
3. Carport trim shall be painted to match the existing home.



Robinson District Map

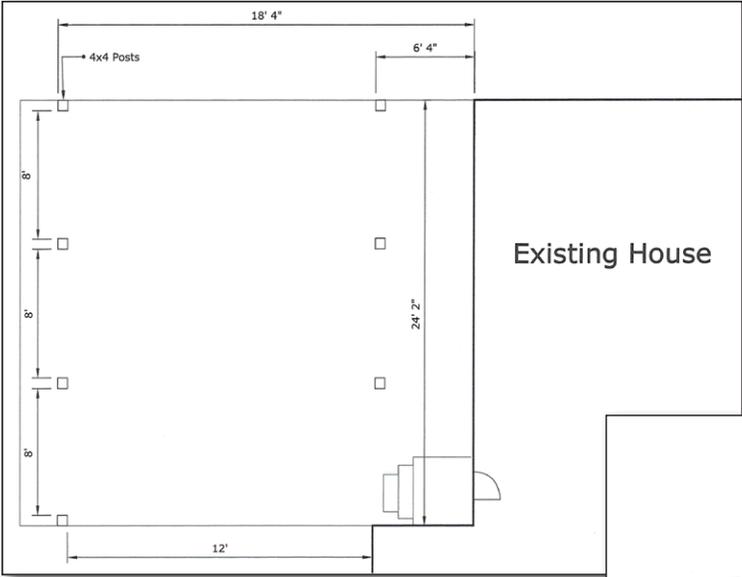
# 1. MRK Properties Carport Addition



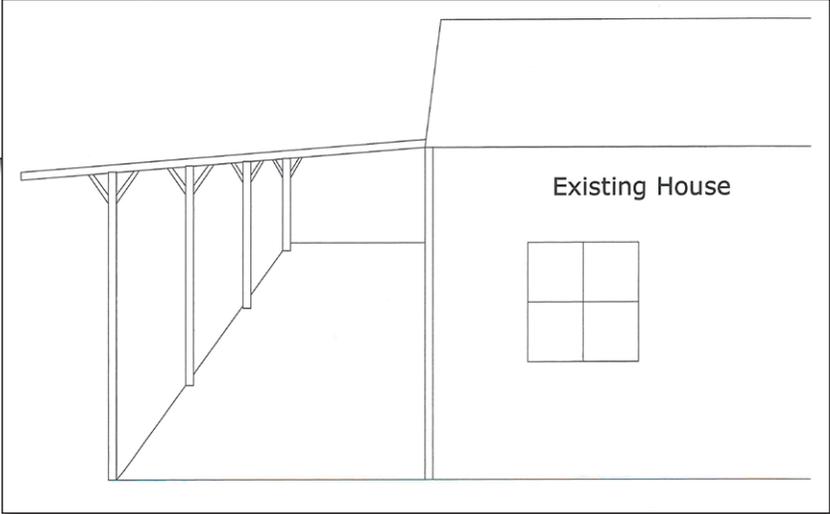
View of Property Looking W



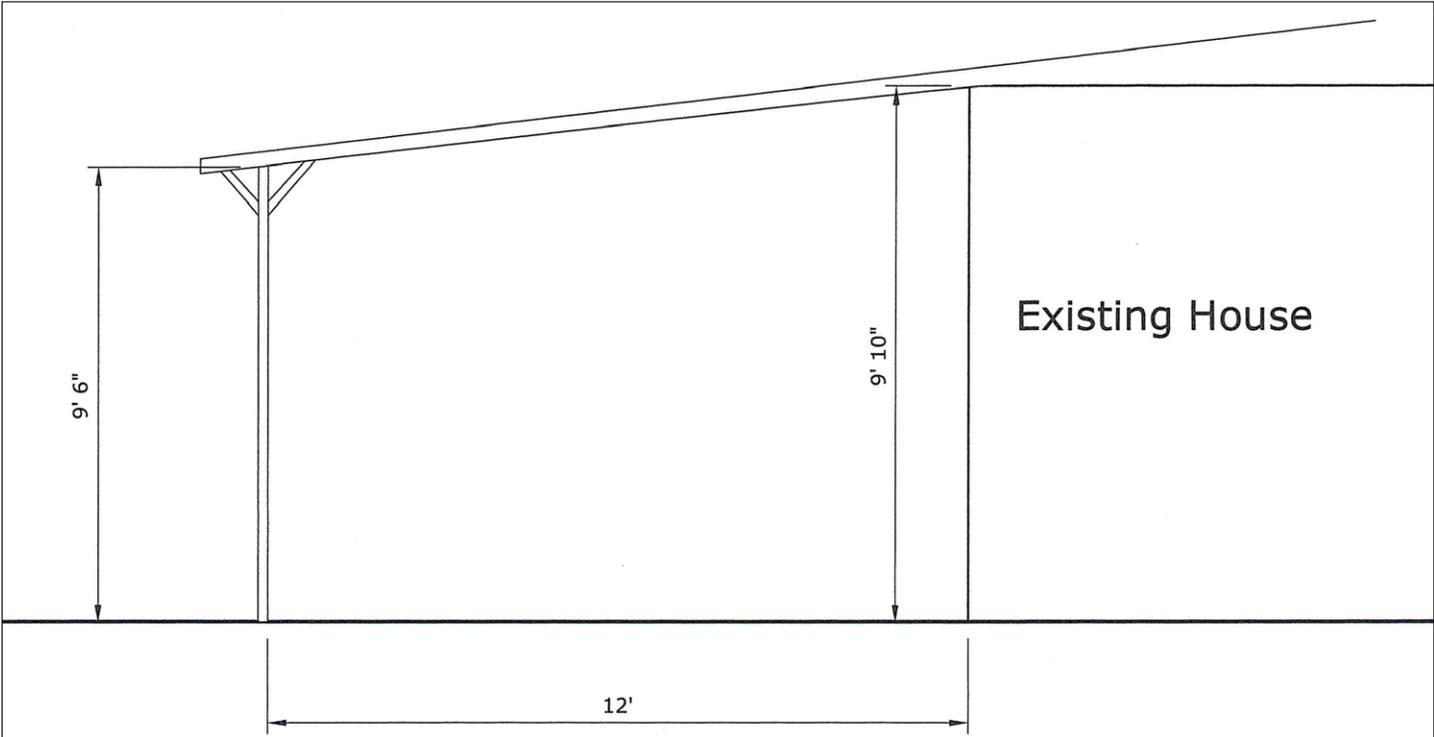
Backyard View of Property Looking SE



Applicant Provided Sketch



Applicant Provided Sketch of Proposed Carport



Applicant Provided Sketch

# 1. MRK Properties Carport Addition



Panoramic View of Carport Area Looking E



View of Neighbor's Garage Looking S



View of Carport Area Looking W



View of Carport Area Wall Looking NW



View of Driveway Area Looking W

# Discussion

## SIDEWALK REQUIREMENTS IN THE OLD CONWAY DESIGN OVERLAY DISTRICT

At the April meeting, discussion began on reviewing the sidewalk requirements of the Old Conway Design Overlay District in relation to other City sidewalk requirements.

### City of Conway Sidewalk Regulations:

Subdivision - New subdivisions; residential and commercial, require the construction of sidewalks with the exception of I-3 Intensive Industrial zones and large lot subdivisions within the Territorial Jurisdiction. Sidewalks are not required to be constructed at the time of the subdivision, but when actual building construction takes place.

New construction, additions, remodeling, or outbuildings in any residential subdivision subdivided before 2006 (outside of the Old Conway Design Overlay District) does not require sidewalk construction.

Development Review - All office, multi-family, and commercial structures must have Design Development Review approval prior to the issuance of a building permit. Development Review requires the construction of sidewalks in conjunction with these projects.

PUD - Planned Unit Development - Any project zoned PUD must include sidewalks.

In areas where sidewalks are not practical or undesirable, the Planning Commission, City Council, or Planning Director (depending on the review process) may allow the payment of an in lieu fee of \$15 per linear foot. In the case of residential in-lieu payment, a maximum of \$1875 is required. This maximum offers relief for large residential lots with multiple street frontages.

Complete Street - Ordinance O-09-56, approved in April 2009 requires that all city road projects be built to "Complete Street" principles. Complete street's guiding principle is to design, operate, and maintain streets for all users; pedestrians, bicyclists, transit riders, as well as motor vehicle drivers while including compliance with the ADA standards.

### Robinson District Sidewalk Regulations:

There are no specific requirements concerning sidewalks in the Robinson District regulations. Sidewalk repair and/or construction is currently not required. A requirement to maintain or construct could be inferred by the nature of district preservation. For example, if a structure in the Robinson District has a sidewalk, it could be considered part of the historic "fabric" of the property. The sidewalk could not be removed without HDC approval.

### Current OCDOD Sidewalk Regulations:

Sidewalk repair and/or construction is required in conjunction with an Old Conway Overlay Certificate of Appropriateness review with the following exceptions:

### Exceptions:

An outbuilding 160 s.f. or less does not require sidewalk repair/construction.

An exterior addition or remodel project 75 s.f. or less does not require sidewalk repair/construction.

The Historic District Commission may allow the payment of an in lieu fee of \$12 per linear foot in areas where sidewalk construction is not practical or undesirable. There is currently no maximum fee.

Considering other City sidewalk regulations, current Old Conway Overlay sidewalk requirements seem punitive. If the HDC would like to more closely match current city regulations, staff recommends the following amendments to the HDC regulations:

1. Require the construction of sidewalks with any commercial, office, multi-family, or new residential structure.
2. Sidewalks would not be required with additions or outbuildings.
3. A maximum residential in-lieu fee of \$1875.