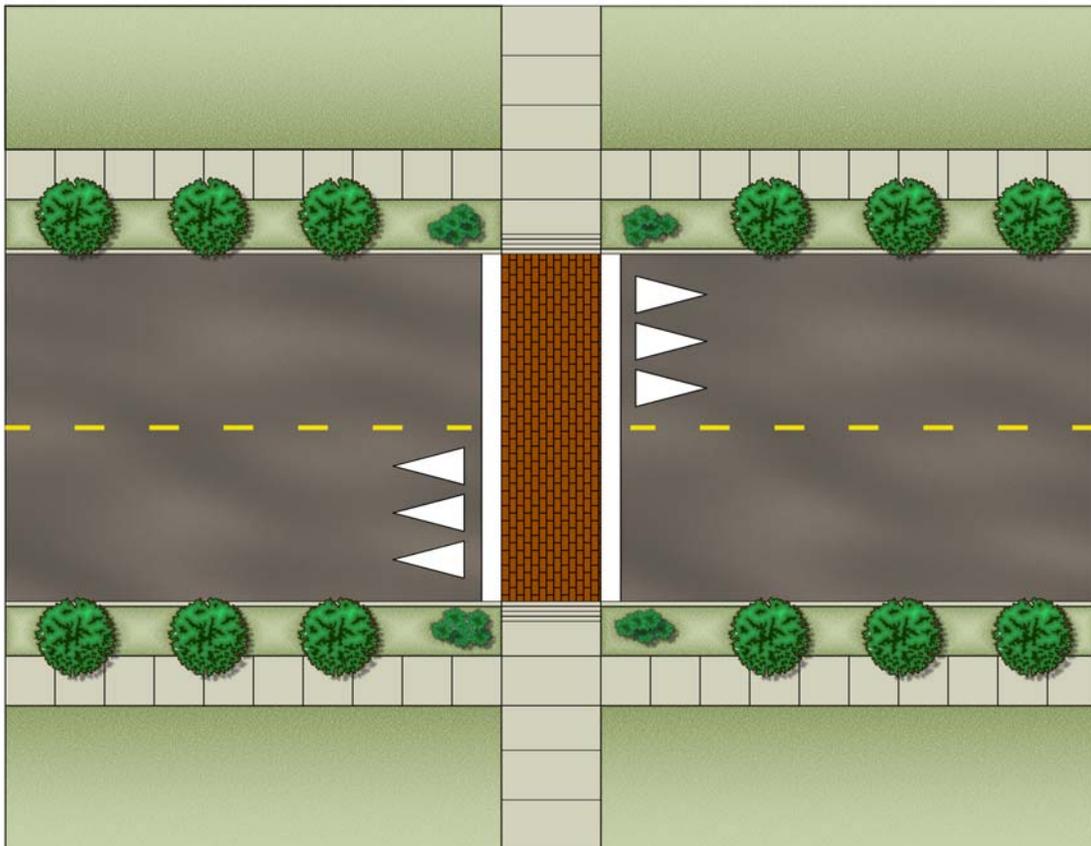


City of Cabot

Kerr Station Corridor Plan

DRAFT: November 1, 2011



Prepared with
assistance from:



TABLE OF CONTENTS

INTRODUCTION.....2

CONTEXT AND ISSUES.....2

GOALS AND POLICIES3

LAND USE ANALYSIS.....4

PLAN ELEMENTS.....6

 TRANSPORTATION AND LAND USE.....6

 PLANNED DEVELOPMENT/BLUEBIRD LANE EXTENSION7

 PEDESTRIAN SAFETY8

 UTILITIES9

 DRAINAGE.....9

 REGULATORY TOOLS10

ACTION PLAN11

PLAN MAP12

Introduction

This document sets forth a strategy for the future development of the Kerr Station corridor in the central portion of Cabot, Arkansas. This includes the termination of the corridor in downtown Cabot to the terminus of the city's portion of the corridor at its southern corporate limits. Although much of the material herein will deal with the neighborhood and areas adjacent to the corridors, this plan deals primarily with the corridor itself.

As a first phase in the general updating of the city's Comprehensive Plan for the Cabot Planning Area, the Cabot Planning Commission began looking at various corridors within the area. The commission made the decision to address the land use, transportation, and housing issues of the corridors individually in order to allow a more focused analysis of how each corridor fits into the long-range future of the planning area.

Stakeholders for whom the plan this plan affects include the following:

1. Property owners along and adjacent to the Kerr Station Corridor.
2. Property owners and future business owners in and near Kerr Station Road's intersection with Hwy 321.
3. Residents of the neighborhood affected by developments along the Kerr Station corridor.
4. Students, parents, and faculty of the three schools that lie within the plan's study area.
5. Cabot staff members, particularly those of the Public Works Department and Water Works.
4. Elected and appointed officials of the City of Cabot.
6. Potential residents and investors of the area not included in the above.

Context and Issues

The study area includes a boundary that can generally be defined as those properties falling within the traffic-shed of the Kerr Station corridor, meaning those properties that access the corridor for ingress and egress to other parts of the city. Additional undeveloped areas to the west of the corridor along Highway 321 are included due to the potential impacts future development of the area will have on the Kerr Station corridor. The northern boundary of the study area is generally defined by the Union Pacific Railroad to the west, downtown to the north, the corporate limits to the south, and an imaginary line 1,500 to 2,500 feet east of Kerr Station Road forms the eastern boundary.

The area is home to three schools: Central Elementary, Cabot Middle School South, and Cabot Junior High South. A city park is located along the corridor at the intersection of Campground Road and Kerr Station Road. Land use along the corridor primarily consists of single family dwellings at rural densities west of Kerr Station Road and south of Highway 321, and at suburban densities (approximately three dwelling units per acres) elsewhere. Multi-family housing in the form of apartments, tri-plexes, and duplexes can be found along the western portion of the corridor near Cabot Middle School South/Cardinal Lane.

Initial Analysis of the corridor identified and determined the following concerns and issues:

1. Kerr Station Road serves as a vital north-south connection in the central and southern portions of the city, and is an alternative route to Pine Street Corridor.
2. The corridor is distinctly residential in nature and will likely continue to serve as a solely residential corridor.
3. The roadway currently sits in an unimproved state with narrow lanes, no shoulders, and no pedestrian or bike facilities.
4. The corridor is subject to considerable levels of school traffic and has seen a great deal of multi-family development in recent years.
5. Traffic volumes on the corridor are projected to increase and further development of multi-family residences could exacerbate existing problems.
6. The corridor has considerable amounts of vacant/rural land that will likely transition to higher intensity uses within the future.
7. Three schools and a city park in the study area serve as generators of pedestrian activity for the corridor.
8. Limited pedestrian and bike facilities along the corridor make walking along the corridor hazardous for pedestrians.
9. Full development of the westernmost portions of the study area will require the extension of wastewater utilities.
10. Drainage is problematic within the area due to the prevalence of large areas of floodplain and a relatively flat topography.

Goals and Policies

GOAL 1 – To build and maintain a solid foundation for community growth and development.

Policies – It is a policy of the City that:

- Zoning patterns will conform to the land use component of this plan.
- Developments submittals that build upon and complement existing developments will be encouraged.
- Discourage development in areas that will require inefficient and costly outlays of municipal funds to provide utilities.
- Control the extension or provision of utilities in order to carry out the provisions of this plan.
- Time the development of the proposed planned development areas concurrently with the provision of utilities

GOAL 2 – To enhance the corridor and provide a quality neighborhood for all its residents.

Policies – It is a policy of the City to:

- Promote uses and development that will complement existing development.
- Protect the corridor from the incompatible intrusion of commercial uses and other adverse land uses.
- Preserve the existing residential character of the study area.
- Promote new development that is planned combining a variety of design elements and housing types.
- Preserve existing delineated floodplains and ensure new development does not adversely create flooding issues for existing development.
- Discourage “strip” type development along the Highway 321 portion of the study area.
- Promote development that will no exacerbate existing drainage problems.

GOAL 3 – To preserve the functioning and safety of the Kerr Station corridor.

Policies – It is a policy of the City to:

- Encourage and facilitate the development of pedestrian and bike facilities along the corridor.
- Improve the existing street conditions and circulation system to better serve the study area.
- Ensure Kerr Station Road adequately meets the needs of all users of the corridor, including vehicles, bikes, and pedestrians.
- Provide traffic calming devices as needed along the corridor.
- Evaluate traffic impacts during the development approvals process.

Land Use Analysis

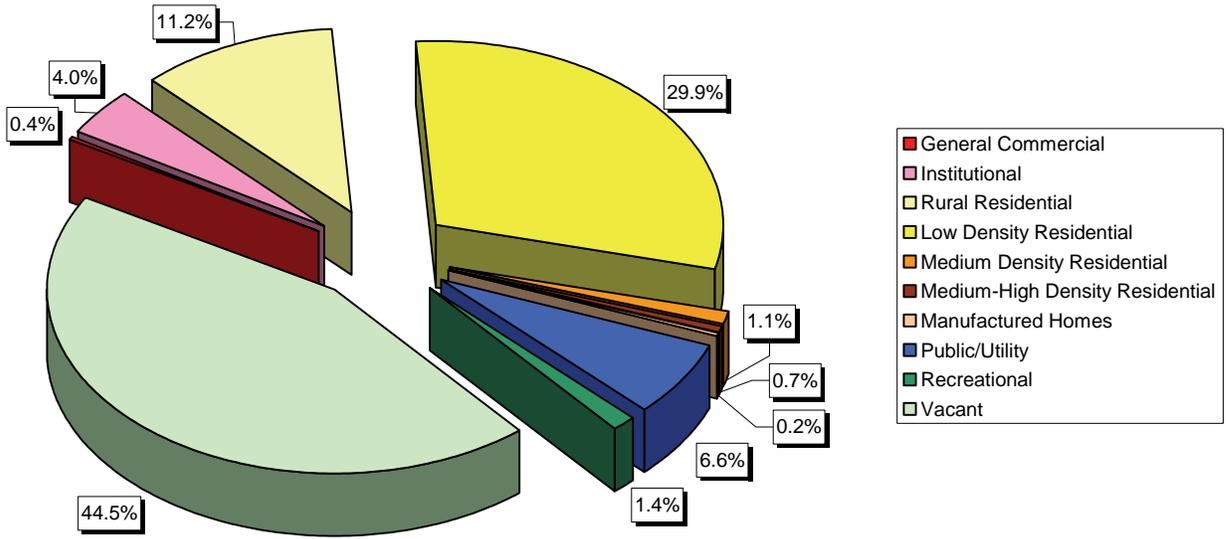
Land Use Study Summary

Basic Facts	Area in Acres	Area in Sq. Mi.	Floodplain
Study Area	1,650.72 ac.	2.58 sq. mi.	377.25 acres

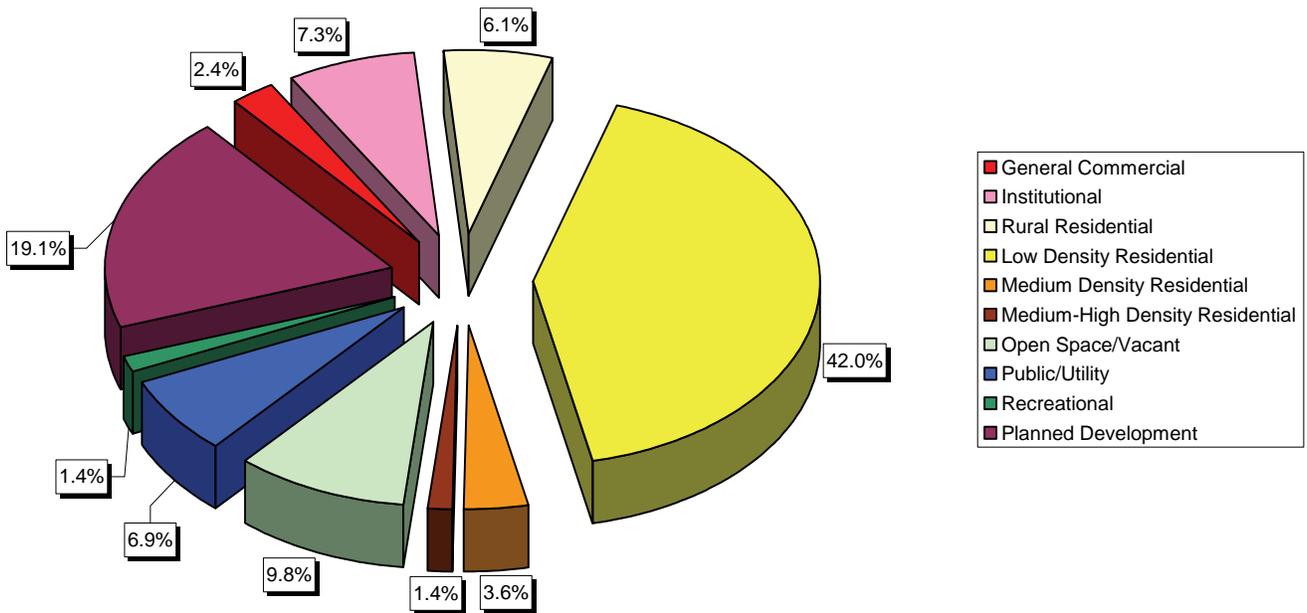
Existing Land Use Type	Existing	Percent	Proposed Future	Percent
General Commercial	6.76 acres	0.4 %	39.80 acres	2.4 %
Rural Residential	185.39 acres	11.2 %	100.76 acres	6.1 %
Low Density Residential	493.79 acres	29.9 %	693.08 acres	42.0 %
Medium Density Residential	17.8 acres	1.1 %	59.82 acres	3.6 %
Med.-High Density Residential	11.37 acres	0.7 %	23.62 acres	1.4 %
Manufactured Homes	3.46 acres	0.2 %	0.0 acres	0.0 %
Recreational	22.69 acres	1.4 %	23.32 acres	1.4 %
Institutional	66.07 acres	4.0 %	120.27 acres	7.3 %
Public/Utility	109.49 acres	6.6 %	113.51 acres	6.9 %
Open Space/Vacant	733.90 acres	44.5 %	161.67 acres	9.8 %
Planned Development	0.0 acres	0.0 %	314.85 acres	19.1 %

City of Cabot - Kerr Station Corridor Plan

**City of Cabot
Kerr Station Corridor
Existing Land Use**



**City of Cabot
Kerr Station Corridor
Proposed Future Land Use Allocation**



Land use patterns within the Kerr Station corridor reflect an area that is primarily residential in character and has considerable potential for future development. The primary land use within the area is currently classified as vacant, though much of this vacant land is used for agricultural purposes. These areas exist primarily west of Kerr Station Road and are more highly concentrated along Highway 321. Single-Family residential uses follow, constituting over 40% of other land uses in the study area. Multi-Family residential uses represent a small but significant portion of land use along the corridor, and are concentrated at the intersection of Kerr Station Road and Cardinal Lane. It is also important to note the 60-plus acres in the study area devoted to institutional uses in the way of churches and three schools.

Considering the proposed future land use allocations, a great deal of vacant land is projected to transition to higher intensity uses. Nearly an additional ~575 acres are planned primarily for low density single-family residential uses and planned development. Planned development along the corridor is intended to provide for commercial, office, and residential uses within a large scale site in an integrated manner that accommodates these uses in a planned and harmonious way. Such development should serve to complement the existing neighborhood.

Limited additional multi-family residential development is proposed, and will be concentrated near existing multi-family developments and along the Highway 321 corridor. An additional 50-plus acres is allocated for more institutional uses in the form of schools on land currently owned by the Cabot school system. It is uncertain at this time whether these lands will actually be developed and utilized for new or expanded school facilities.

Plan Elements

Transportation and Land Use

It is important to consider transportation and land use concurrently within this plan because of the connected nature of the two issues. For example, one cannot consider future traffic impacts without first understanding potential land use patterns; and one cannot adequately plan land use patterns without considering the supporting transportation infrastructure. Accordingly, these issues are discussed in this plan in a parallel manner.

Kerr Station Road currently exists as a two-lane road constructed to rural standards. Initially a county road, a vast majority of the street has been conveyed to the city from the county by annexation. No shoulders or sidewalks are present along the street, and the traffic lanes are narrow. These road conditions are adequate when serving land developed at rural densities. However, these conditions can prove unsafe when required to serve a suburban land use pattern with higher traffic loads.

Currently, the roadway sees between 3,600 and 3,900 vehicles per day. A Metroplan traffic study of the City of Cabot projects between 6,000 and 8,000 per day by 2030. Accordingly, the traffic study calls for minor widening of the roadway with turn lanes provided at key intersections.

The table below shows traffic projections for the corridor based on full build out along the roadway's traffic-shed, north of Highway 321. These projections use the proposed future land use allocations and project an additional 201 acres of residential development along the corridor, as outlined below. These projections show potential conditions whereby the corridor sees between 9,000 and 11,000 vehicles per day based on

City of Cabot - Kerr Station Corridor Plan

standard trip generation estimates. This would bring the corridor toward a “D” Level of Service based upon Metroplan’s service standards. These potential conditions do not account for any impacts caused from school enrollment growth at the three schools along the corridor. Therefore, the potential impacts on the corridor may be understated.

It is also important to note the corridor’s relationship to the Pine Street corridor. Kerr Station Road serves as a parallel route to Pine Street. Major improvements are proposed for Pine Street to accommodate future traffic needs. However, if these improvements are deferred, traffic could increase on Kerr Station Road. Additionally, road improvements along Kerr Station Road could help alleviate future traffic problems along Pine Street. Because of these issues it is recommended that proposed improvements to Kerr Station Road be reevaluated to determine if a median turn lane is needed on the roadway, north of Highway 321.

Corridor	Present Conditions	Potential Conditions
Kerr Station Rd. (North of AR Hwy 321)	3,600 – 3,900 vehicles/day	9,000-11,000 vehicles/day

Proposed Additional Development = 201.8 acres (Kerr Station traffic-shed)		
Use	Use Distribution	Acreage
Single-Family Residential	83 %	167.7 acres
Duplex/Quadplex Residential	17 %	34.1 acres

Use	Site Coverage	Vehicle Trips/Day*
Single-Family Residential	2.5 units/acre	4,003
	3.5 units/acre	5,605
Duplex-Quadplex Residential	6 units/acre	1,199
	8 units/acre	1,599
Total	~3 units/acre	8,802
	~4.25 units/acre	11,104

*Calculated for a weekday (rate based per dwelling unit on projected full build out scenario)

Planned Development/Bluebird Lane Extension

In the western portion of the study area are a series of large tracts of land for which planned development is proposed. In addition within this area an extension of Bluebird Lane is proposed as a collector level roadway. Minor Realignment of the eastern end of Bluebird Lane will be necessary to properly connect the roadway to Panther Trail. This extension will eventually connect to Highway 321 at ½ and ¾ miles

intervals west of the intersection of Highway 321 and Kerr Station Road. These will be punctuated with full median breaks, in accordance with the city's access management plan for Highway 321.

This roadway extension will serve two purposes. Foremost, it will help discourage "strip" type development along that portion of Highway 321 by encouraging development of the property behind as well as along the Highway 321 frontage. Secondly, the roadway extension will serve to help alleviate traffic generating on Kerr Station from Cabot Junior High South, Cabot Middle School South, and the multi-family developments in close proximity.

Planned development is proposed for the area because the properties rest in large tracts of consolidated ownership that will allow for master planning of development on the property. In addition, the area currently does not have adequate wastewater utilities to permit urban development of the property. Thus, piece-meal development of the land is less likely in the property's present conditions. Furthermore, planned development of the property will allow for thoughtful development of the property that is sensitive and harmoniously designed to protect and benefit the existing neighborhood.

Pedestrian Safety

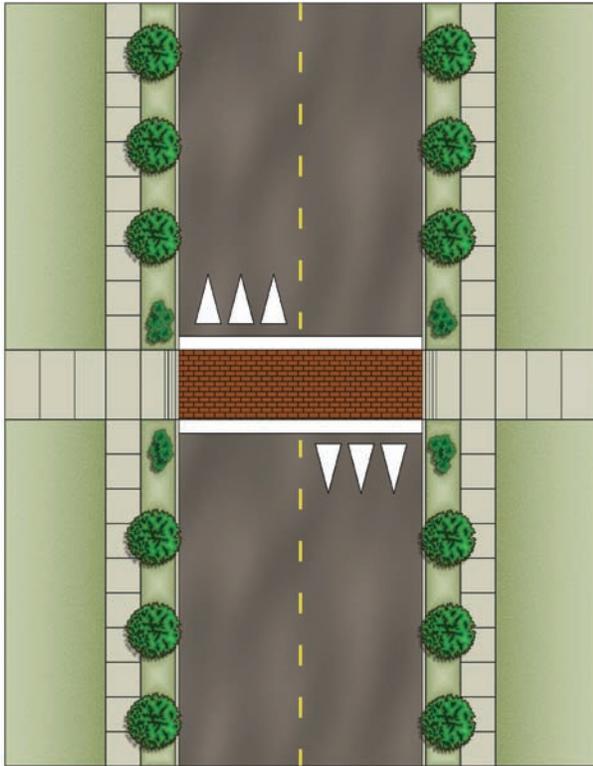
It is also important to consider pedestrian safety along the Kerr Station corridor. As previously mentioned, no sidewalks currently exist along the roadway. However, a city park and three public schools serve as potential generators of pedestrian traffic in the neighborhood. Therefore, providing adequate facilities should be considered necessary for the walking public that the corridor serves.

The plan proposes sidewalks to run adjacent to Kerr Station Road on both sides of the street from Pond Street to Panther Trail. Additional facilities are proposed along the north side of Pond Street from its intersection with Kerr Station Road to Central Elementary School. The facilities will serve as a central spine to which other facilities can connect, providing safe and unimpeded access for pedestrians.

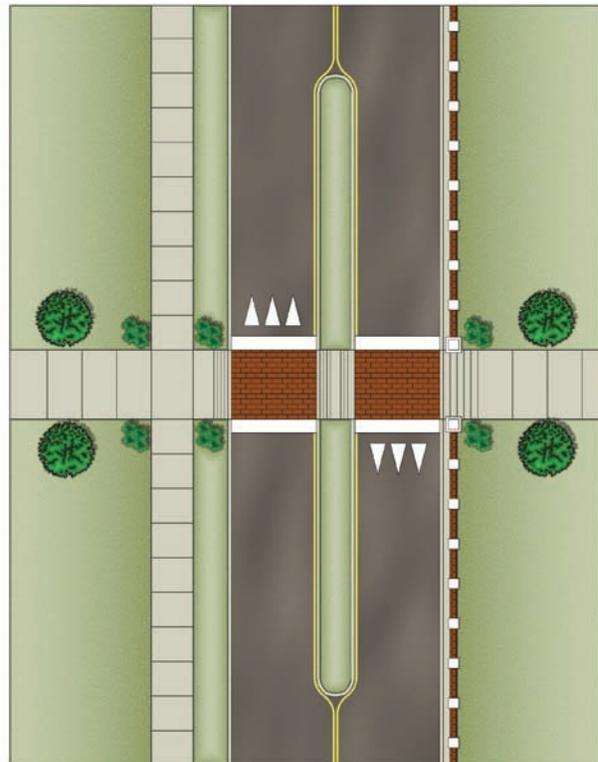
With widening of Kerr Station Road proposed, it is likely vehicles speeds will also increase. Traffic research shows that increased roadway speeds are often associated with wider traffic lanes. To mitigate safety issues presented by increased roadway speeds and capacity, traffic calming is recommended along the corridor at key pedestrian crossings. These crossings include areas adjacent to schools and parks where children and pedestrians are most likely to be present.

Traffic calming measures can come in many forms from bricked crosswalks to speed humps. However, given the importance of Kerr Station Road as a minor arterial route, devices such as speed humps are not recommended. Rather, devices such as median islands and neckdowns that narrow the road width are recommended. Such devices have been empirically shown to encourage traffic to slow down. Other improvements such as bricked crosswalks can encourage drivers to more readily observe traffic laws that provide for pedestrian right-of-way in street crossings. The sketches below provide examples of devices that might be placed along the corridor.

Bricked Crosswalk



Neckdown Median Island



Source: Urban Planning Associates, Inc.

Utilities

In fast growing communities development demands can often outstrip utility supply. When utility capacity is not considered during development review, the existing infrastructure is prone to become overtaxed. This often results in costly retrofits and capacity upgrades. As such, new development should first be encouraged in areas where existing utility capacity is sufficient to meet demands. Development of land currently without utilities should occur in tandem with the extension of utilities into those areas. Following these practices will help the city better manage growth and ensure it provides city utility services efficiently at low costs to the taxpayer.

Drainage

Drainage within portions of the Kerr Station corridor area has long been a problem. Replacement of natural landscapes with homes and roads without adequate drainage facilities can create drainage problems where such did not exist before. Accordingly, new development along the corridor should not create new drainage problems for properties downstream. This means ensuring development preserves the natural drainage function of the developed property as much as possible. In addition, some high intensity land uses may not be feasibly accommodated without creating adverse drainage issues for neighboring properties. The city should consider limiting this type of development where it is uncertain the development would not negatively impact its surrounding area.

Regulatory Tools

Based upon the lack of adequate utilities, drainage problems, and traffic/pedestrian safety issues in certain portions of the study area; this plan recommends the use of a unique zoning tool. This zoning tool is called an overlay zoning district. An overlay district is a zoning district that is placed on top of an existing zoning district, and which places additional requirements on the use of those lands above and beyond those of the underlying zoning district.

The proposed Public Facilities Concurrency Overlay District would be placed in portions of the southern part of the study area, as shown on the plan map. The overlay district would restrict certain forms of intense development such as multi-family residential or commercial development unless adequate public facilities are in place, as follows:

1. Adequate water and wastewater utilities can serve the property without a major dependency on single-sited wastewater force mains;
2. A drainage plan for the property is approved by the City Engineer;
3. Proper improvements for Kerr Station Road are in-place or constructed to handle additional traffic created by the development;
4. Or the proposed development provides public access in a way that does not channel new traffic on to Kerr Station Road.

Action Plan

Included in this section are actionable steps and goals that will be used to carry out the proposals in the corridor plan.

Plan Implementation Matrix	Time Frame			
	Short (0-3 yrs.)	Medium (3-5 yrs.)	Long (5+ yrs.)	Ongoing
Transportation				
1) Use the City Engineer to re-evaluate proposed long-range improvements to Kerr Station Road	✓			
2) Widen/Improve Kerr Station Road	✓	✓		
3) Address open drainage ditches along Kerr Station Road		✓		
4) Construct adequate sidewalks along the corridor		✓		
5) Install traffic calming devices on Kerr Station Road			✓	
6) Extend Bluebird Lane to connect with AR HWY 321			✓	
Land Use and Zoning				
1) Create a Public Facilities Concurrency Overlay Zoning District.	✓			
2) Use the land use element of the corridor plan to guide future land use decisions.				✓
3) Explore and study options to address drainage issues within known flood hazard areas outside of FEMA designated floodplains.	✓			
4) Encourage predominantly single-family residential uses along the corridor, except in those areas already zoned for multi-family uses.				✓
5) Work to ensure future development in the study area serves to protect and complement the existing neighborhood.				✓
6) Encourage development of the agricultural tracts in the western portion of the study area to occur through the PUD process concurrently with the extension of Bluebird Lane.			✓	

Plan Map

