



CITY OF CONWAY, ARKANSAS PLANNING COMMISSION

September 21, 2026 • 5:30pm • 1111 Main Street

Planning Commission meeting procedures (per by-laws adopted July 19, 1993; amended September 20, 2021)

**Subdivision Review items are included for consideration as administrative reviews to determine compliance with the Conway Subdivision Ordinance, Zoning Code, and applicable plans. Such items are not conducted as public hearings.*

***Order and conduct for public hearings: Following the announcement of the item by the Chair, Planning Staff will present the report findings. Following Staff presentation the Applicant is granted up to 10 minutes for additional presentation with subsequent favorable public comments limited to 3 minutes per person. If opposed parties are present the initial speaker is then granted up to 10 minutes with each subsequent public comment limited to 3 minutes per person. No person shall address the Planning Commission without first being recognized by the Chair and stating his/her name and address for the public record. All questions/remarks shall be made from the podium and addressed through the Chair to the Commission as a whole. Any group with common interest shall select a speaker to address the Commission on behalf of the group; repetitive comments will be limited.*



City of Conway

PLANNING COMMISSION

September 21, 2026

PLANNING COMMISSION

Ethan Reed, Chair
Alexander Baney, Vice-Chair
Mark Ferguson, Secretary
Jensen Thielke
Keena Haygood
Cassidy D Cook
Kevin Gambrill
Lori Quinn
Grace Rains

The Conway Planning Commission makes recommendations to the City Council on public hearing items. Items reviewed on this agenda will be considered by the City Council as early as **10 13, 2026.**

Items not approved by the Planning Commission/Board of Zoning Adjustment may be appealed to the City Council within 30 days of the date of denial.

Call to Order [Board of Zoning Adjustment] and Roll Call.

Finding of a Quorum.

I. Variance Review**

- A. Zoning variance to allow reduced front setback for property located at 2120 Shade Tree Dr (VAR-0826-0116)
- B. Zoning variance to allow a commercial accessory structure >160 square feet for property located at 10 Lower Ridge Rd (VAR-0826-0126)

Adjourn.

Call to Order [Planning Commission] and Roll Call.

Finding of a Quorum.

Approval of Minutes. August 17, 2026

II. Public Hearings**

- A. Rezone property at 1200 Museum Rd from A-1 to C-3 (REZ-0826-0123)
- B. Rezone property at 0 S German Ln from A-1 to R-2 (REZ-0826-0125)
- C. Rezone property at Encore Phase 3 from A-1 to MF-1 (REZ-0826-0127)
- D. Rezone property at the Encore development from A-1 to R-2 (REZ-0826-0128)
- E. Conditional use permit to allow up to 12 dwelling units per acre in a R-2 zoning district (CUP-0826-0129)
- F. Request to annex 120 acres +/- located at Skunk Hollow Rd, to be zoned R-1 and MF-1 (ANN-0726-0107)

III. Subdivision Review*

- A. Preliminary plat approval for Barro Bend District (SUB-0726-0105)
- B. Preliminary plat approval for Barro Bend Terrace (SUB-0726-0106)

IV. Announcements/Additional Business

- A. Items as decided by the Commission

Adjourn.

Approx. 165ft from the intersection of Shade Tree Dr and Evening Dr

APPLICANT/AUTHORIZED AGENT

Central Arkansas Professional Surveying
1021 Front Street
Conway, AR 72032

OWNER

Carol Harrison, for Charles and Betty Hightower
2120 Shade Tree Drive
Conway, AR 72032



SITE

Location. 2120 Shade Tree Dr. Lot 16 of the Evening Shade Subdivision Replat.

Site Area. ±.23 acres.

Current Zoning. R-1 (One-family Residential District).

Existing Structures. A 2,300-sf single-family home.

Overlay. None.

Requested Zoning Variance.

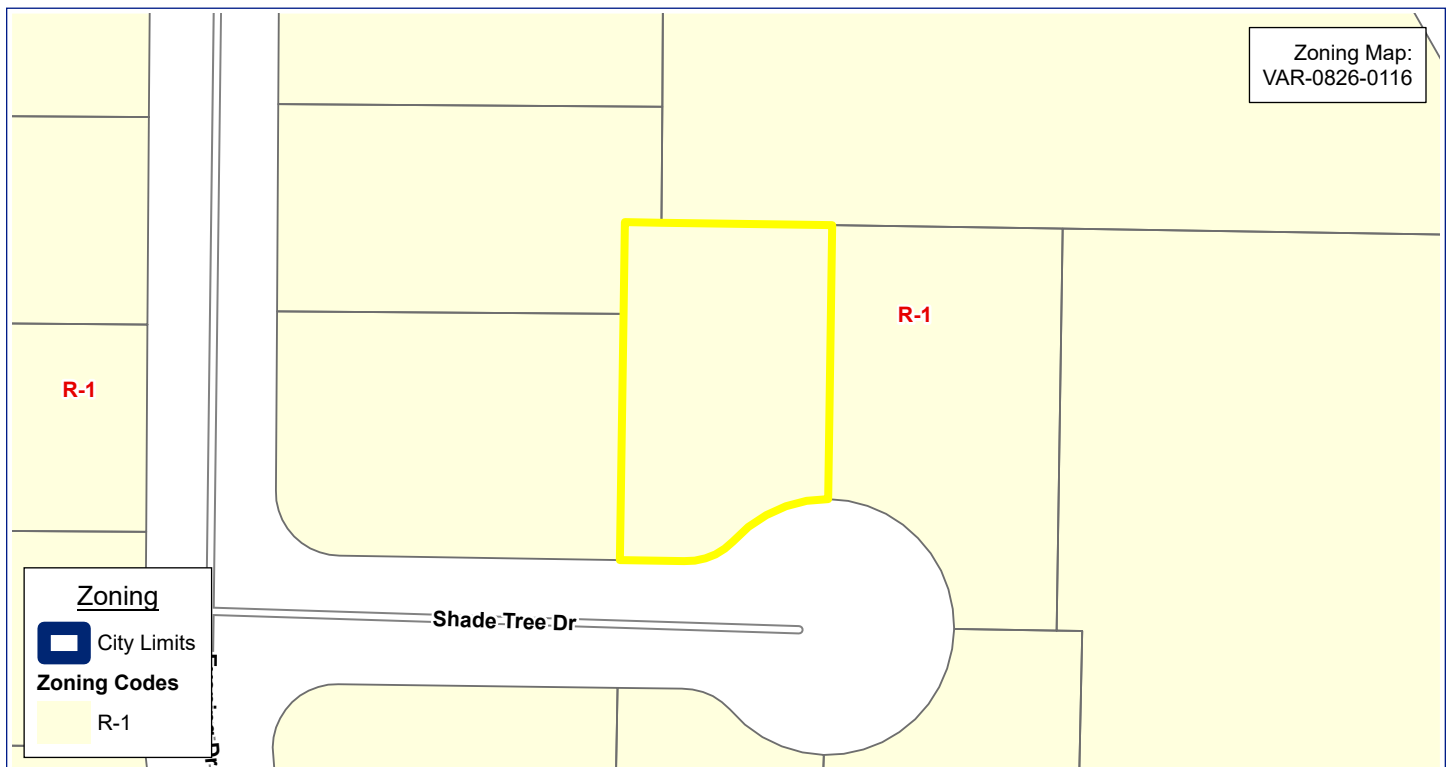
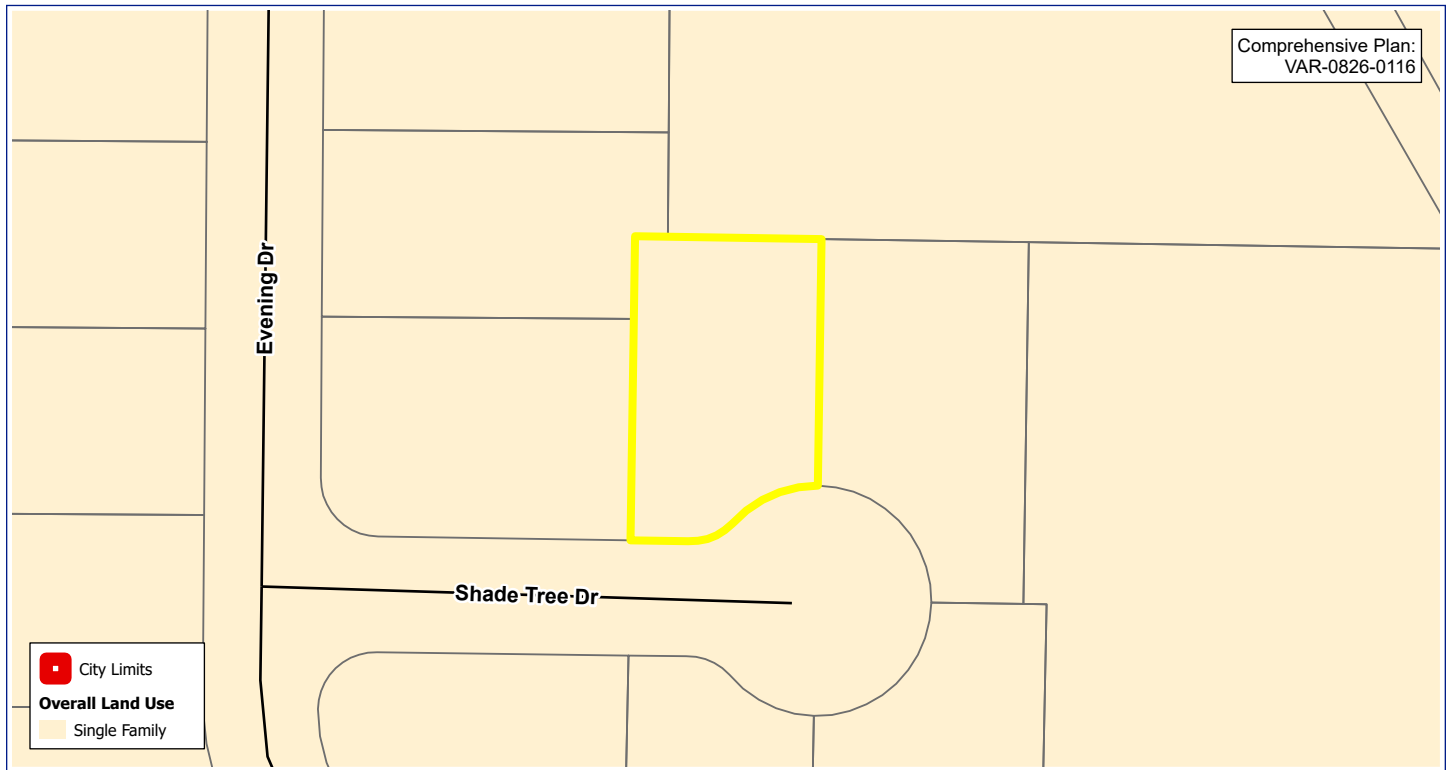
1. Request for a reduced front setback (22.21') from 25' requirement.

General Overview. In preparation to sell the home at this property, a survey was obtained showing the existing home is approximately 22.21' from the front property line, which denotes an encroachment of 2.79' into the required 25' front setback. Legacy permit records for this structure are not available, but the home was constructed in the year 2000 according to Faulkner County Assessor's Office data.

Zoning Code.

1. Variance request for reduced front setback from the required 25' (*§305.3 Table, R-1 Setback Requirements*).

Approx. 165ft from the intersection of Shade Tree Dr and Evening Dr



Approx. 165ft from the intersection of Shade Tree Dr and Evening Dr

Basis of Variance Review. In accordance with §702.2 the Zoning Code, the Board of Zoning Adjustment, consisting of the members of the Planning Commission shall, *"Hear and decide variance requests from the literal provisions of the Zoning Code in instances where strict enforcement of the Zoning Code would cause undue hardship because of circumstances unique to the individual property under consideration, and grant such variances only when it is demonstrated that such action will be in keeping with the spirit and intent of the provisions of the Zoning Code."*

STAFF COMMENTS

- The necessity of the variance is to bring the lot into conformance with the required front setbacks for the R-1 zoning district. All other setback requirements are met.
- The encroachment is hindering clear title work and preventing the sale of the property.
- The plat of record from 1994, which includes the subject property, identifies the front building setback as 25'; therefore, it can be surmised that the home was erroneously constructed within the front setback and the encroachment was not identified until a survey of the property post-construction was performed.
- The granting of this variance will not likely result in harm to any adjacent properties.

Should the Commission choose to approve the extension of the variance request, Planning staff proposes following conditions:

1. This variance is exclusively applied to the existing primary structure and will not be applied to any future structures on site.
2. Building setbacks will be established as follows:
 - Front: 22 feet
 - Rear: 25 feet
 - Side: 6 feet

Approx. 165ft from the intersection of Shade Tree Dr and Evening Dr

**Central
Arkansas
Professional
Surveying, LLC**

1021 Front Street
Conway, AR 72032
501.513.4800
501.513.0900-fax

August 6, 2026

Re: Evening Shade Lot 16/ 2120 Shade Tree

To Whom It May Concern:

The intent of this submission is to request a zoning code variance for reduced front setbacks from required 25' to 22.21'.

If you have any questions, please call me at 501-472-2862.

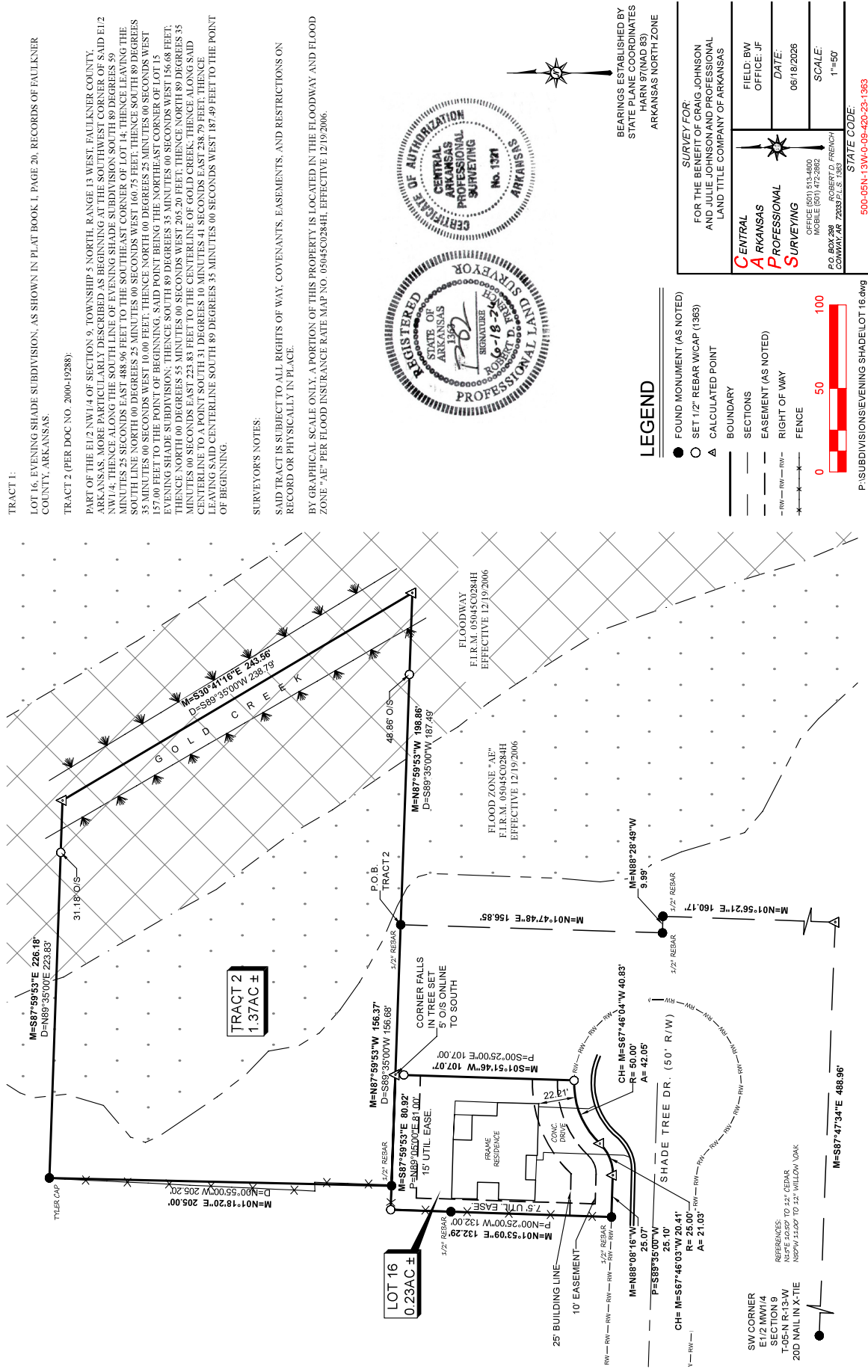
Sincerely,



Robert D. French, P.S. 1363

Central Arkansas Professional Surveying

Approx. 165ft from the intersection of Shade Tree Dr and Evening Dr



Approx. 165ft from the intersection of Shade Tree Dr and Evening Dr



View of subject property from Shade Tree Dr looking N



View of subject property from Shade Tree Dr looking NW



Shade Tree Dr looking W



Adjacent property to the SE



Adjacent property to the S



Adjacent property to the E

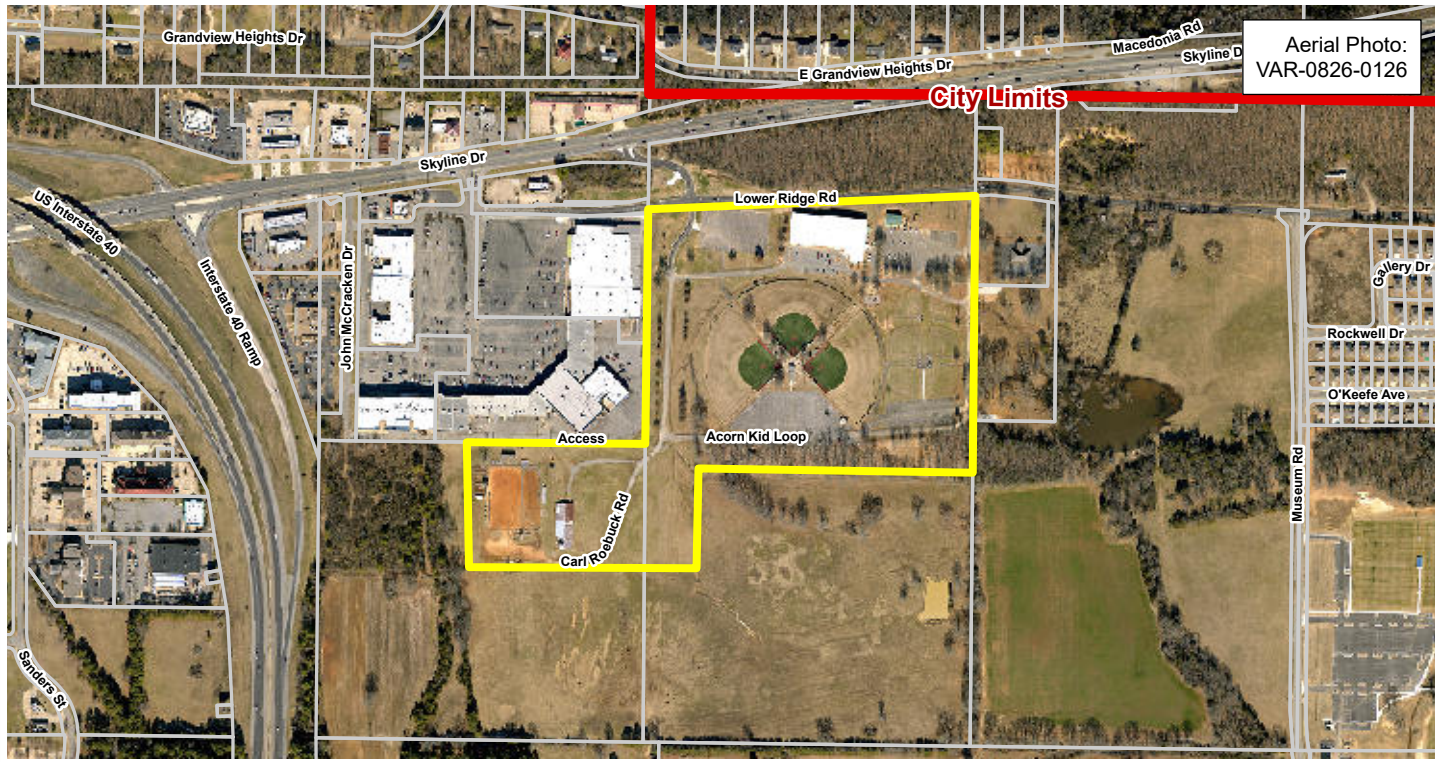
Approx. 1500ft S along Acorn Kid Loop at the Don Owen Sports Complex

APPLICANT/AUTHORIZED AGENT

Liz Hamilton, H+N Architects
1109 Main St
Conway, AR 72032

OWNER

Conway Human Development Center



SITE

Location. 10 Lower Ridge Rd. On the south side of Lower Ridge Rd, approximately 1500ft south along Acorn Kid Loop at the Don Owen Sports Complex.

Site Area. 79.79 acres +/-.

Current Zoning. S-1 (Institutional District).

Existing Structures. Approximately 45,000sf sports; approximately 3,000sf facility outbuilding, 1,500sf ballpark concession area (to be removed and rebuilt); approximately 500sf equipment storage building; approximately 1,200sf picnic pavilion.

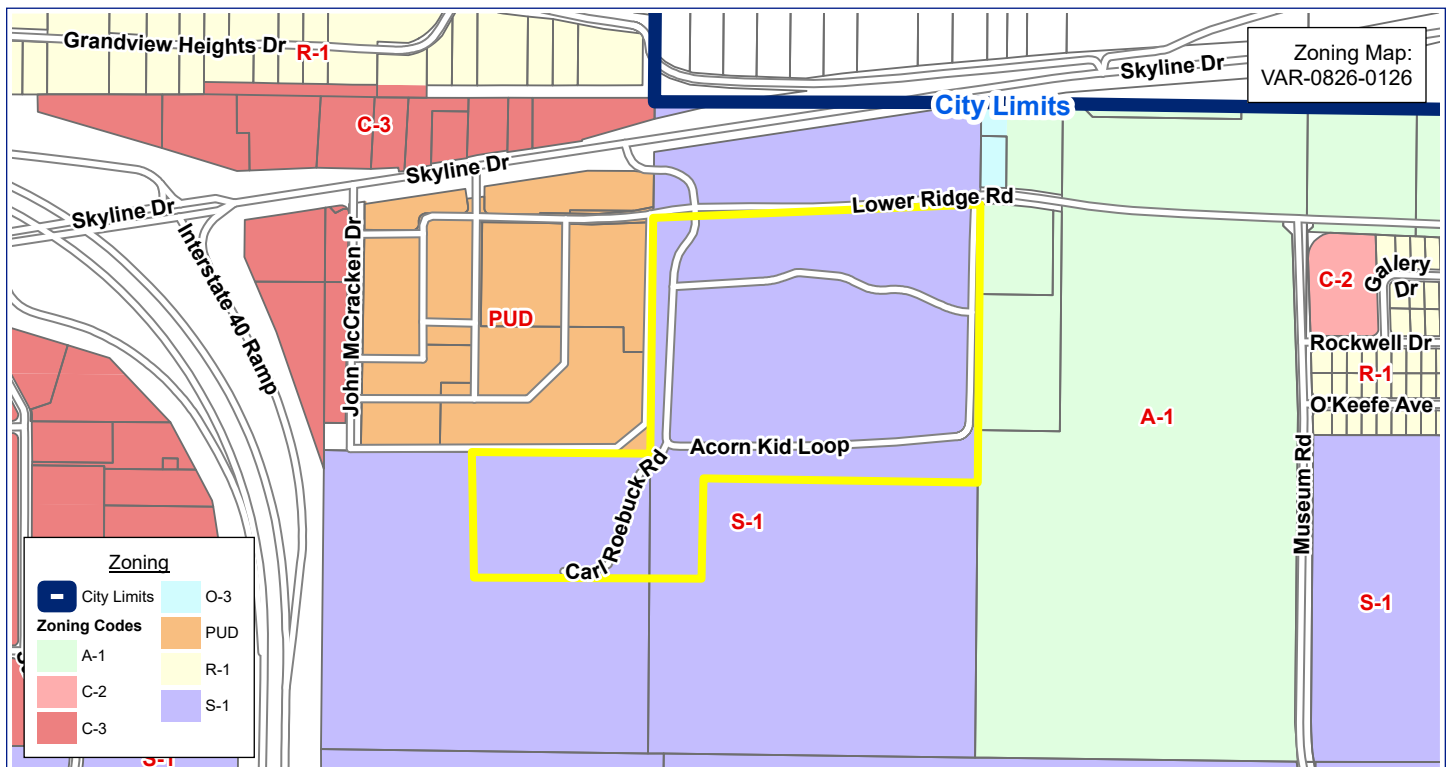
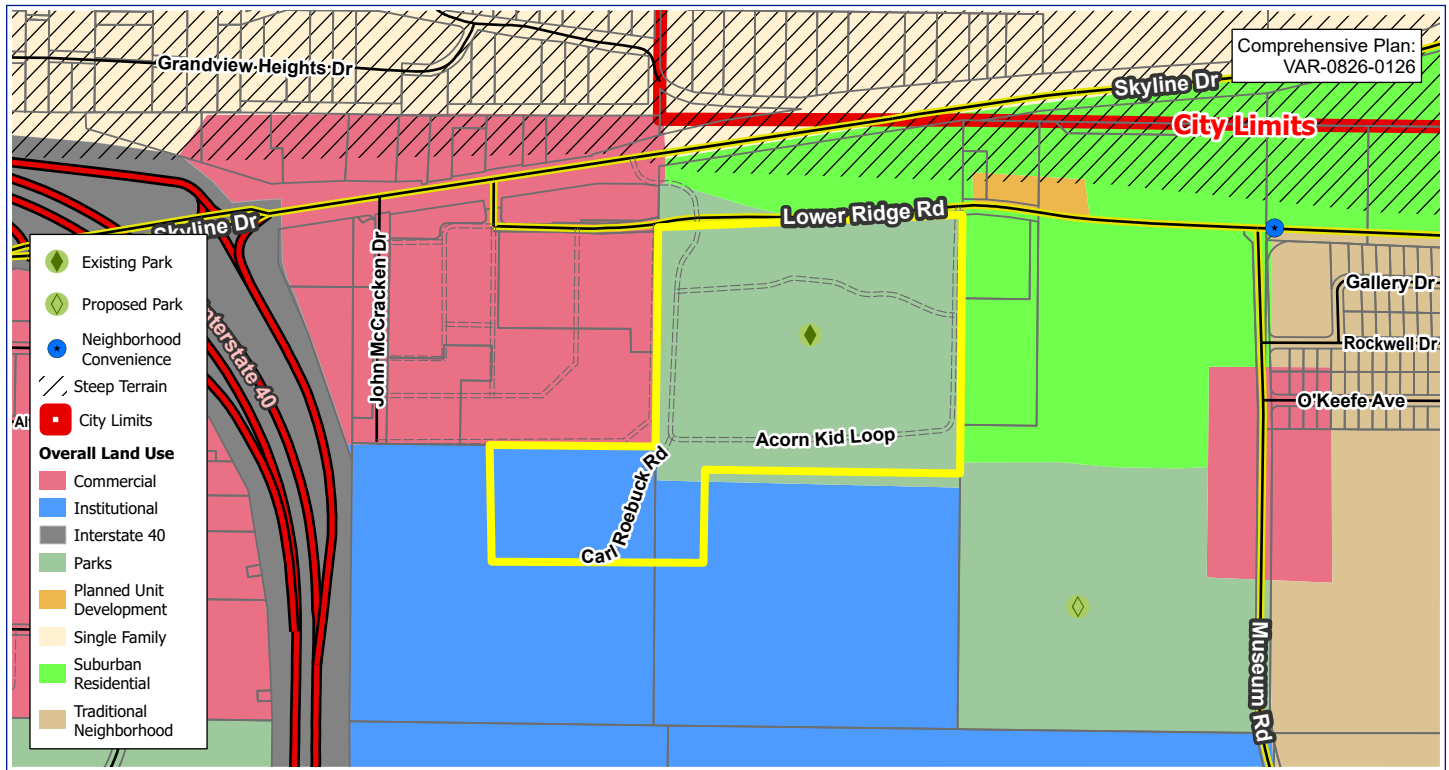
Overlay. Lower Ridge Corridor Study.

Requested Zoning Variances:

To allow a commercial accessory structure to exceed the 160 square foot maximum.

General Overview. The property serves as a public recreational site with indoor and outdoor amenities. The indoor amenities are hosted in the site's primary structure and the outdoor amenities include t-ball and softball fields. The proposal is to remove the existing concession stand serving the t-ball and softball fields and replace it with a new structure. The proposal is for an accessory structure with 1,990sf of conditioned space and 2,050sf of porch for a total of 4,040 total covered area.

Approx. 1500ft S along Acorn Kid Loop at the Don Owen Sports Complex



Zoning Ordinance Regulations.

§502.1.D.1- Total area of commercial accessory building(s) shall not be larger than one hundred sixty (160) square feet.

Standards of Approval for a Variance §704.4.

The Board shall not approve a variance unless making a finding of fact that affirms the following:

- A. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, the strict application of this Zoning Code would result in an undue hardship to the owner, as distinguished from a mere inconvenience.*
- B. The conditions causing the need for a variance are unique to the property and are not applicable, generally, to other property within the same zoning classification.*
- C. The literal interpretation of the provisions of this code would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this Zoning Code.*
- D. The granting of the variance will not harm the public welfare, other property, or improvements in the area in which the property is located.*
- E. The proposed variance complies with the spirit and intent of restrictions imposed by this code and is the minimum variance necessary to make reasonable use of the property. No variance may be approved that would allow a use that is not permitted or that is implicitly or expressly prohibited. The Board may provide conditions on the approval of a variance. Violation of these conditions shall be considered a violation of this Zoning Code.*

STAFF COMMENTS

- The use of the site for "Recreation facilities, community" is allowed by right in the S-1 district.
- Other typical uses in the S-1 district include school facilities and medical establishments.
- Accessory uses are permitted in the S-1 district.
- There are legal, non-conforming accessory structures on site. The project proposal is for the replacement of a legal non-conforming accessory structure on site. The existing structure is approximately 1,500sf.
- According to §602.2 – Destruction of nonconforming buildings or structures
"Any structure developed prior to ordinance passage that complied with former ordinance standards but has been rendered substandard by the new ordinance may be termed a preexisting nonconforming structure and, in the event of damage or destruction, may be rebuilt to completion at the original site within one and one-half (1 ½) years of destruction and shall no exceed the original dimensions of the nonconforming building or structure."
- According to §602.1 – Alteration, Enlargement, or Relocation of Buildings and Structures
"A building or structure which is conforming as to use but is nonconforming as to yards or height or off-street parking space, may be structurally enlarged or added to provided that the enlargement or addition complies with the yard and height and off-street parking requirements of the district in which such building or structure is located. No non-conforming structure or building shall be moved, in whole or in part, to another location unless every portion of such building or structure is made to conform to all the regulations of the district in which it is to be located."
- The existing concession structure has not been destroyed. It is not being enlarged, it is being demolished and rebuilt. Therefore, the provisions of Article VI. Nonconforming Buildings, Structures, and Uses of Land do not apply and a variance to the commercial accessory building square footage maximum is necessary for continued use and enjoyment of the property.
- Because the acreage of the site is 79.19 acres and the use of the site is recreational, the strict application of 160sf for an accessory structure results in an undue hardship as it is an insufficient amount of space to accommodate accessory recreational uses, such as concessions and restrooms.
- The need for concessions and restroom facilities are unique to the property and are not applicable, generally, to other properties in other institutional districts.
- The literal interpretation of a 160sf maximum for accessory structures would deprive the applicant of the right to enjoy the use of the property as it would preclude the property owner from providing basic amenities to the ballpark patrons, thereby potentially limiting its use by patrons and overall utility as a sports complex.
- The Lower Ridge Road Corridor Study refers to the Don Owen Sports Complex as a use that should remain consistent as a neighborhood amenity for residents.
- There is a proposed Connect Conway trail segment along the site. The accessory structure will not impact the trail system.
- The structure will not impact the public welfare, other property, or improvements in the area in which the property is located. It is a large site, the accessory building is centrally located on site, and will not impact other zoning requirements such as lot coverage, height, and setbacks.

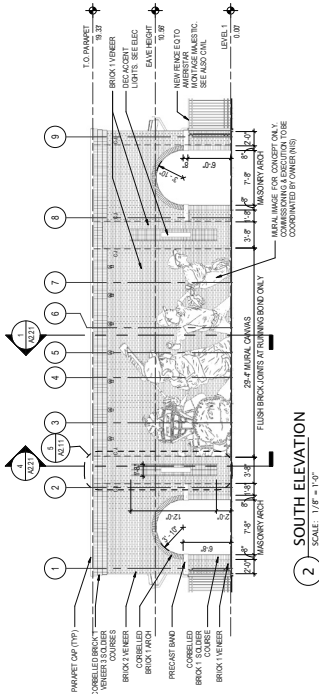
Approx. 1500ft S along Acorn Kid Loop at the Don Owen Sports Complex

- An outbuilding of 4,040sf complies with the spirit and intent of the accessory building restrictions imposed by this code as it will not overwhelm the primary structure, nor compromise the utility of the site, and is the minimum variance necessary to make reasonable use of the property.

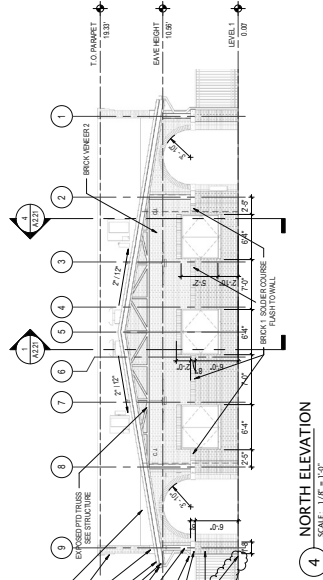
Should the Commission choose to approve the variance request, Planning staff proposes the following conditions:

1. The variance is granted for an accessory structure greater than 160sf.
2. The accessory structure shall be constructed according to the dimensions and orientation as proposed on the submitted elevations and site plan.
3. The variance shall become lapse and void if building permits have not been issued within 18 months of approval of this variance.
4. The variance shall become lapse and void if building permits expire and are not re-applied for within 18 months of approval of this variance.
5. The variance shall become lapse and void if building permits expire after 18 months of approval of this variance.

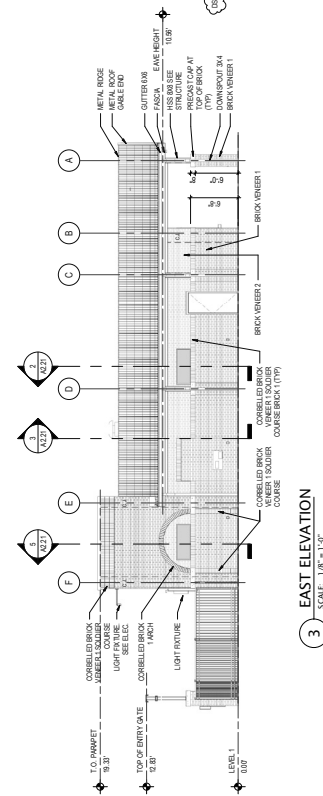




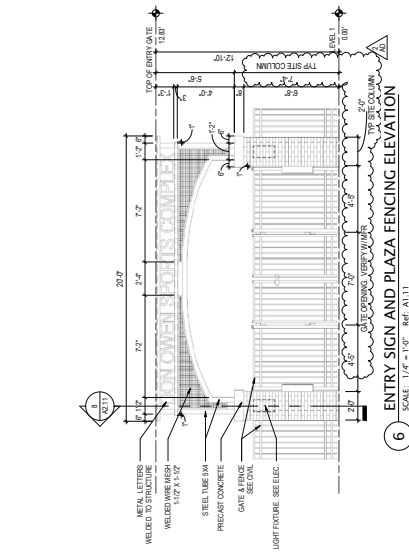
1 WEST ELEVATION
SCALE: 1/8" = 1'-0"



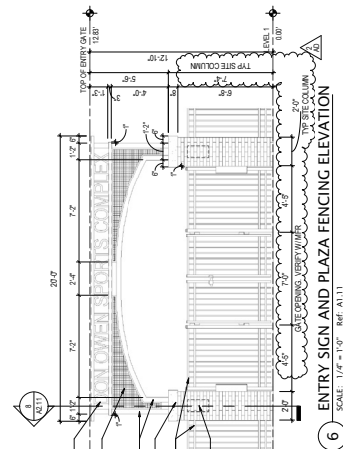
2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



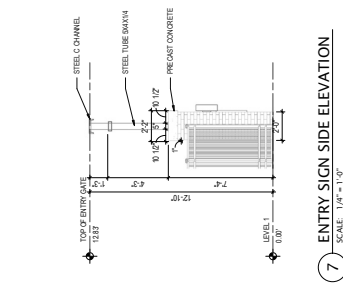
3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



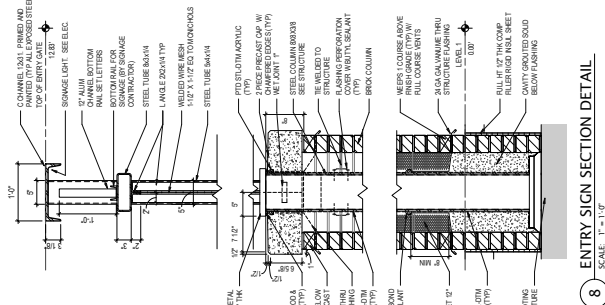
4 EAST ELEVATION
SCALE: 1/8" = 1'-0"



5 BRICK PILASTER DETAIL
SCALE: 1/4" = 1'-0"



6 ENTRY SIGN SIDE ELEVATION
SCALE: 1/4" = 1'-0"



7 ENTRY SIGN SECTION DETAIL
SCALE: 1" = 1'-0"

NO.	DATE	DESCRIPTION
1	8/21/26	ISSUED
2	8/21/26	REVISED



View of project site facing N



Property adjacent to the N



Primary structure on site



Subject area existing parking and adjacent facilities



View of subject property facing S



View of subject property facing E

SE of the roundabout at E Siebenmorgen Rd and Museum Rd

APPLICANT/AUTHORIZED AGENT

Central Arkansas Professional Surveying
1021 Front St
Conway, AR 72032

OWNER

Freyaldenhoven Rose Revocable Trust
2005 Woodland Springs Dr
Conway, AR 72034



SITE

Location. Southeast of the roundabout at E Siebenmorgen Rd and Museum Rd; rezoned portion begins approximately 200' east of the roundabout center point.

Site Area. ±0.69 acres.

Current Zoning. A-1 (Agricultural District).

Requested Rezoning. C-3 (Highway Service & Open Display District).

Adjacent Zoning. North, South, and West: C-3; East: A-1.

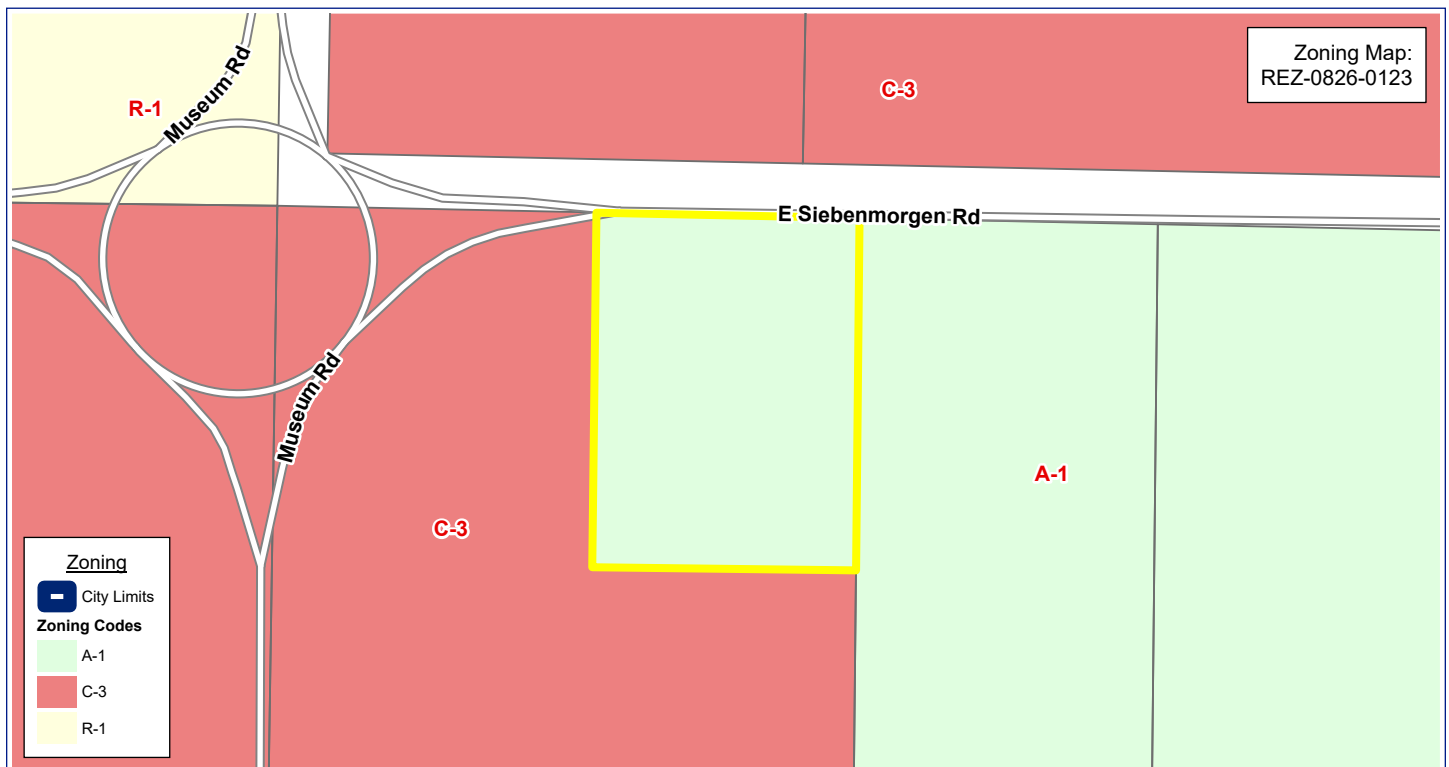
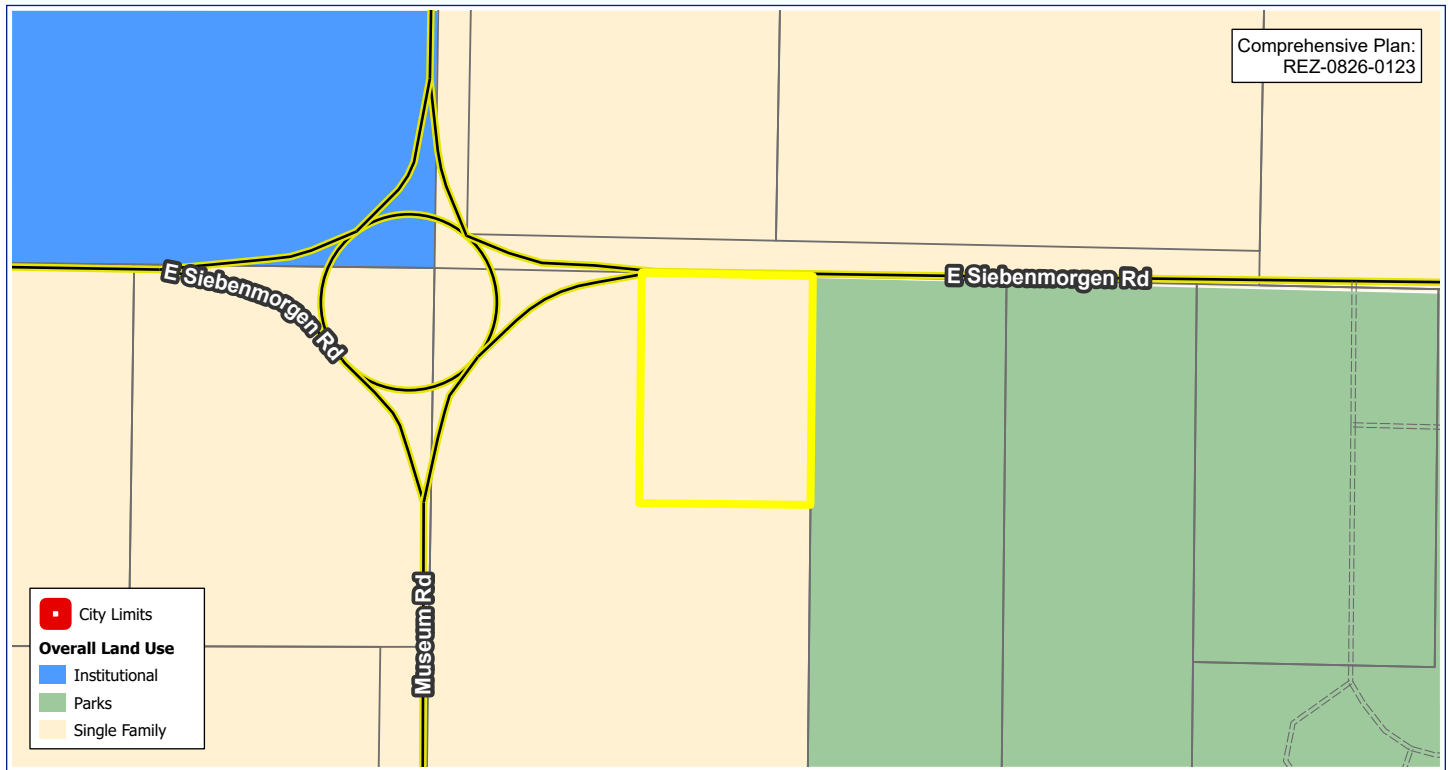
Existing Structures. None; site is presently vacant.

Overlay. None.

Comprehensive Plan. Single-Family.

Projected Traffic Impact. Although this rezone is from A-1, a relatively low-impact zoning district in terms of by-right uses, to C-3, our zoning district offering the highest-impact by-right uses, the impact of this rezone will likely be minimal as it is effectively correcting an instance of spot-zoning. Please refer to Staff Comments section for elaboration.

SE of the roundabout at E Siebenmorgen Rd and Museum Rd



SE of the roundabout at E Siebenmorgen Rd and Museum Rd

Current Traffic Counts. Nearest available data is approximately 610' south of the roundabout center at Museum Rd and E Siebenmorgen Rd; at that location, data indicates 6,800 vehicle trips per day along Museum Rd. Other nearby data is approximately 1,500' west of the aforementioned roundabout center and indicates an estimated 10,000 vehicle trips per day along E Siebenmorgen.

Flood/Drainage. The site is not located within any FEMA Special Flood Hazard zones.

Utilities. Currently water and overhead electricity run along the western side of Museum; electricity runs along the northern side of E Siebenmorgen and water runs along the southern side. Sewer is present along the southwestern half of the parcel along Museum. Any future extension of utilities will need to be coordinated between the owner at that time and Conway Corporation.

Master Street Plan. E Siebenmorgen Rd and Museum Rd – Minor Arterial (80' ROW).

Street Improvement. There are no known street improvement projects planned for this area.

STAFF COMMENTS

- The current A-1 portion of land is a 0.69 acre portion of an approximately 5 acre parcel; 4.34 acres of this parcel are already zoned C-3.
- At the time of this report, it is the intent of the applicant to rezone this parcel so it is entirely C-3 and replat to create a total of 3 lots.
- This parcel was included in a ±36.47-acre annexation into the City of Conway on February 8, 1977, zoned A-1, by ordinance O-77-01. Its annexation predates the modern Zoning Code and Subdivision Regulations.
- The parcel was rezoned to C-3 on February 12, 1985, by ordinance O-85-05, except the 0.69-acre subject of the present rezone request.
- Rezoning this portion from A-1 to C-3 will correct both an example of split-zoning and a section of A-1 zoning that would not meet the 1-acre minimum requirement when the time for platting and subdivision comes.
- Abutting land uses include:
 - North: A multi-tenant office/medical clinic building; and the Arkansas Department of Human Services Faulkner County office
 - East: City of Colleges Park
 - South: Conway Steel Fabrication
 - West: Vacant C-3 parcel; and a self-storage facility
- The Comprehensive Plan indicates the property as Single-Family; the request does not align with that designation.
- Platting will be required in accordance with the City of Conway Subdivision Regulations and Conway Zoning Code.

**Central
Arkansas
Professional
Surveying, LLC**

1021 Front Street
Conway, AR 72032
501.513.4800
501.513.0900-fax

August 18, 2026

Re: 1200 Museum Rd., Conway, AR

The intent of this submission is to rezone 1200 Museum Rd., Conway,
AR 72032 from A1 to C3.

If you have any questions, please call me at 501-472-2862.

Sincerely,

Robert D. French, P.S. 1363

Central Arkansas Professional Surveying

SE of the roundabout at E Siebenmorgen Rd and Museum Rd



View of subject property looking SE



Museum Rd and E Siebenmorgen Rd roundabout



Adjacent property to the E



Adjacent property to the W



Looking E along E Siebenmorgen Rd



Looking W along E Siebenmorgen Rd

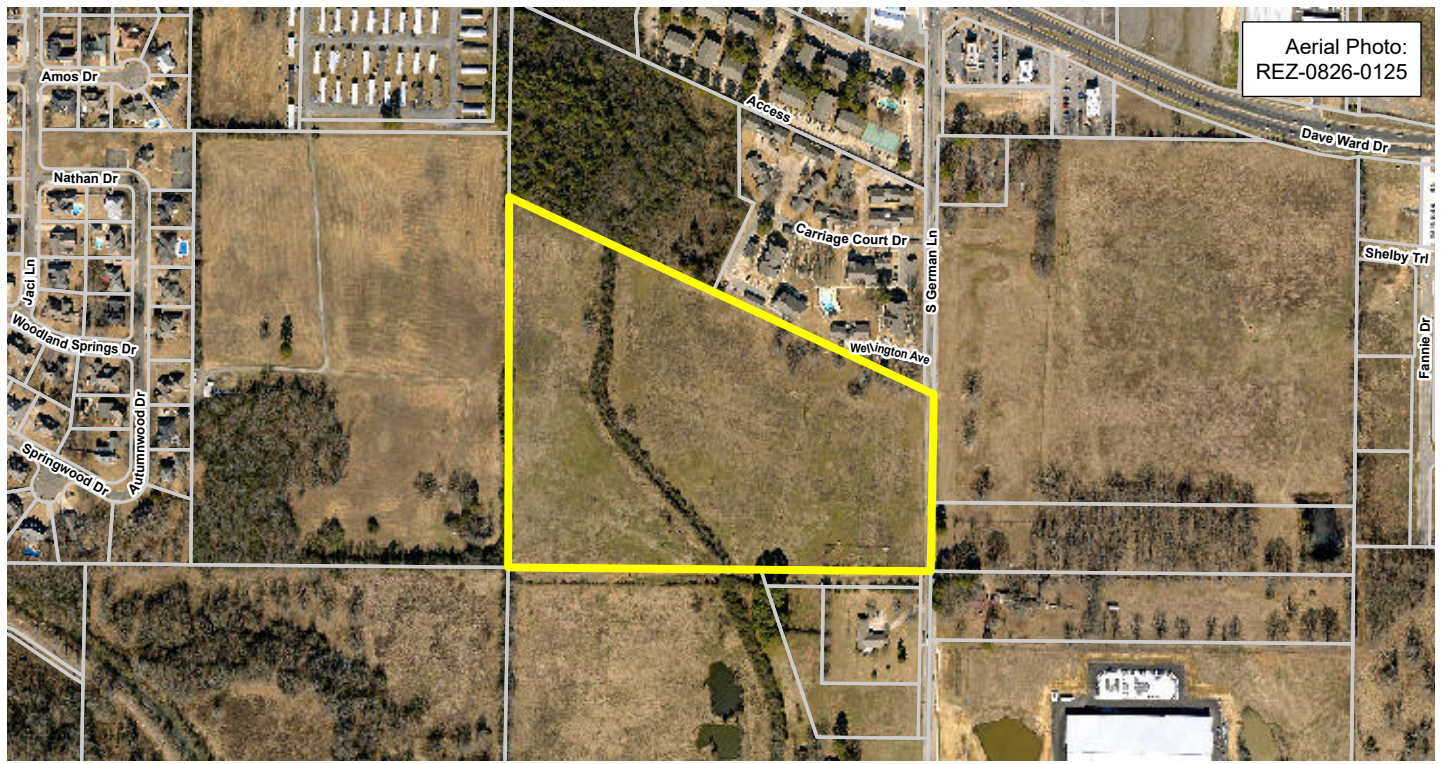
Approx. 1250ft S of the DWD and S German Ln intersection

APPLICANT/AUTHORIZED AGENT

Central Arkansas Professional Surveying
1021 Front St
Conway, AR 72032

OWNER

Michael Halter, Anthony & Ruby LLC
12 Seventh St
Conway, AR 72032



SITE

Location. Beginning approximately 1,250' south of the Dave Ward Dr and S German Ln intersection. The detached, southern portion of parcel 710-08536-000, south of Carriage Courts and north of Favre Sub subdivision.

Site Area. ±24.93 acres.

Current Zoning. A-1 (Agricultural District).

Requested Rezoning. R-2 (Two-family Residential District).

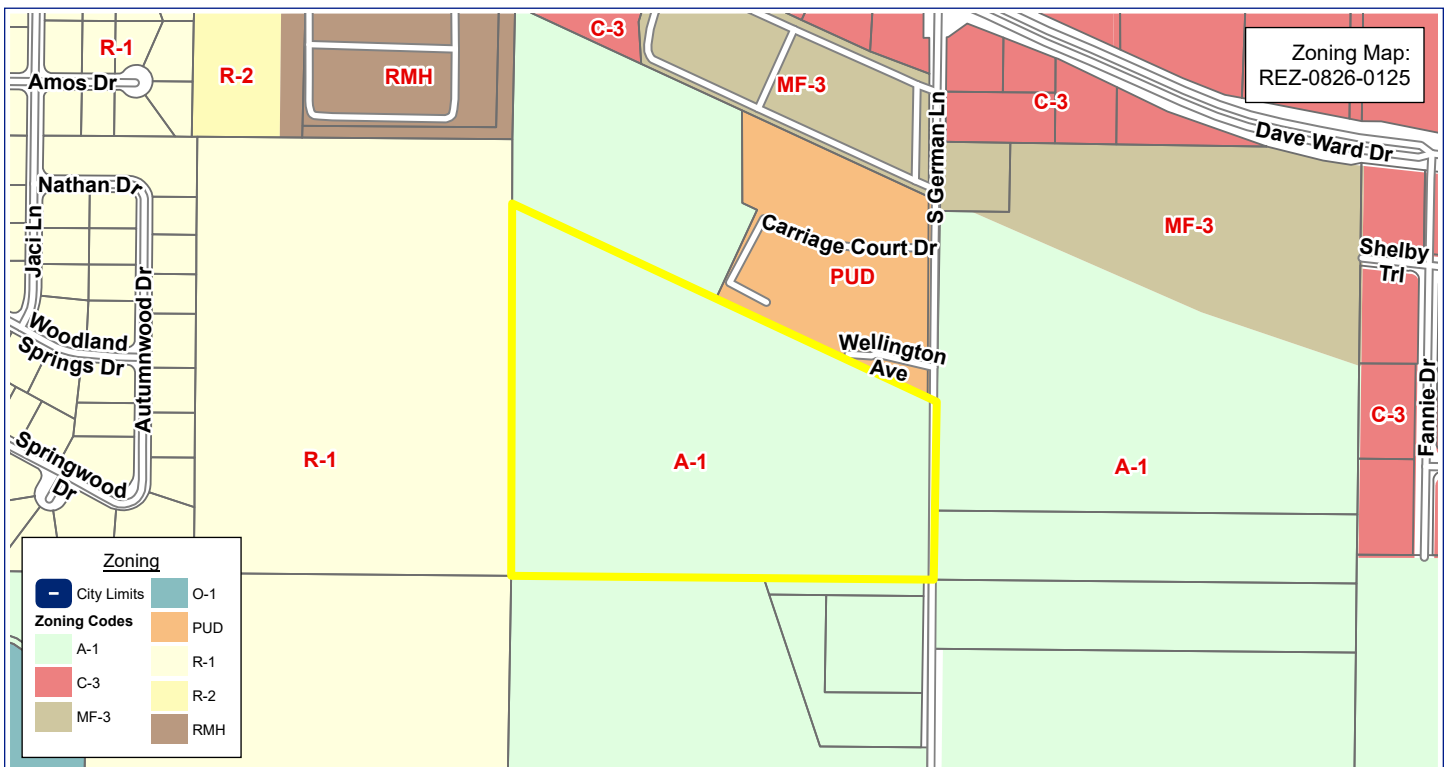
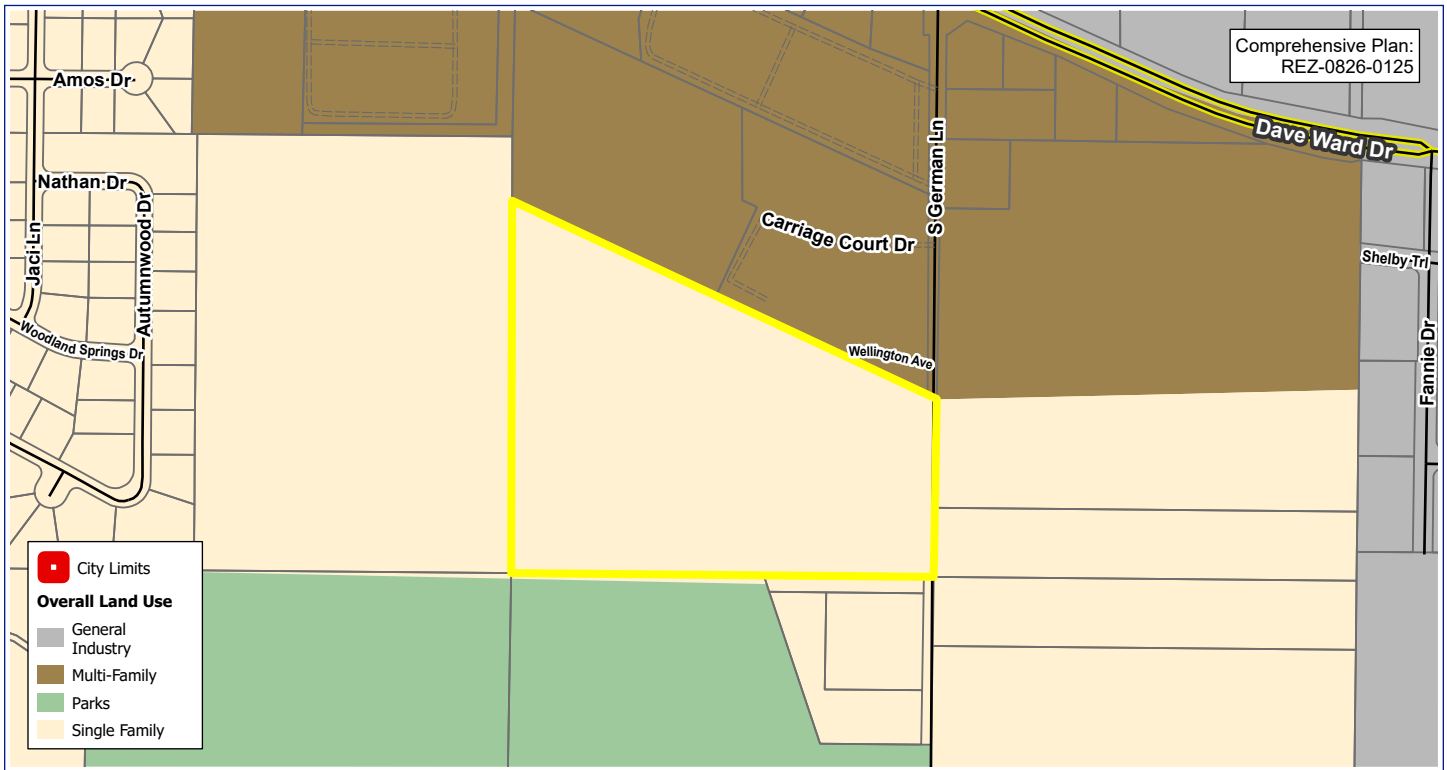
Adjacent Zoning. Adjacent Zoning.

Existing Structures. None.

Overlay. None.

Comprehensive Plan. Single-family.

Approx. 1250ft S of the DWD and S German Ln intersection



Projected Traffic Impact. The applicant's present intent is to construct internal streets and subdivide individual single-family lots along it. Based on that proposal (i.e. taking into account rough estimates of floodway and right-of-way dedications), the gross estimate for single-family, R-2 lots is 130, which would generate an estimated 1,226 vehicle trips per day.

Although not what is being preliminarily explored by the applicant, the gross number of duplex lots would be 114, for a total of 228 units and an estimated 1,642 vehicle trips per day.

Current Traffic Counts. 5,200 ADT along S German Ln between Dave Ward Dr and Favre Ln.

Flood/Drainage. A portion of this site is within the 100-year floodplain (AE) and approximately 2.83 acres are within the floodway. Any proposed development within the floodplain must obtain a floodplain development permit. No development may occur within the floodway.

Utilities. Overhead electricity and sewer run along the S German Ln frontage, and water runs the length of the frontage on the eastern side of said road. Sewer also extends westward into the site and extends off-site to the northwest. The applicant will need to coordinate the extension of utilities with Conway Corporation.

Master Street Plan. S German Ln – Collector (60' ROW).

Street Improvement. Transportation Department information indicates intention to improve the S German Ln and Dave Ward Dr intersection and to install a roundabout at S German Ln and Favre Ln. No improvement projects for S German Ln itself are presently listed.

STAFF COMMENTS

- The R-2 zone requires lots be a minimum of 50' wide, regardless of use; however, single-family lots must be 6,000sf while duplex lots must be 7,000sf (3,500sf per dwelling unit).
- As mentioned previously, the applicant's intent is to construct internal streets and subdivide individual single-family lots along them. This could result in a gross estimate of 130 single-family lots or 114 duplex lots.
- This parcel was part of a 1,285-acre annexation, titled the "Big South Annexation", from January 14, 1986 (O-86-05). It was zoned A-1 as part of that annexation.
- Most of the abutting land is presently vacant or undeveloped. To the south, much of the abutting land is owned by the City of Conway which has the Stone Dam Creek Trail throughout. There is also a single-family home nearly abutting to the south, though it is separated by a 50-foot-wide unbuildable lot (see Lot 3, Favre Subdivision). Abutting to the north is Carriage Courts, a development of various styles of attached dwellings.
- The majority of uses allowed by-right in the R-2 zone are single- and two-family uses or similar. Non-residential uses allowed by right in the R-2 zone include:
 - Botanical garden
 - Greenhouse (no products sold on-site)
- The Comprehensive Plan indicates the property as Single-Family. The request conforms.
- Platting will be required and shall align with the City of Conway Subdivision Regulations and Conway Zoning Code.

**Central
Arkansas
Professional
Surveying, LLC**

1021 Front Street
Conway, AR 72032
501.513.4800
501.513.0900-fax

August 19, 2026

Re: S German Lane Portion of Parcel 710-08536-000

To Whom It May Concern:

The intent of this submission is to rezone the south approximate 24.93 acres of parcel 710-08536-000 on S German Lane, AR from A1 to R2.

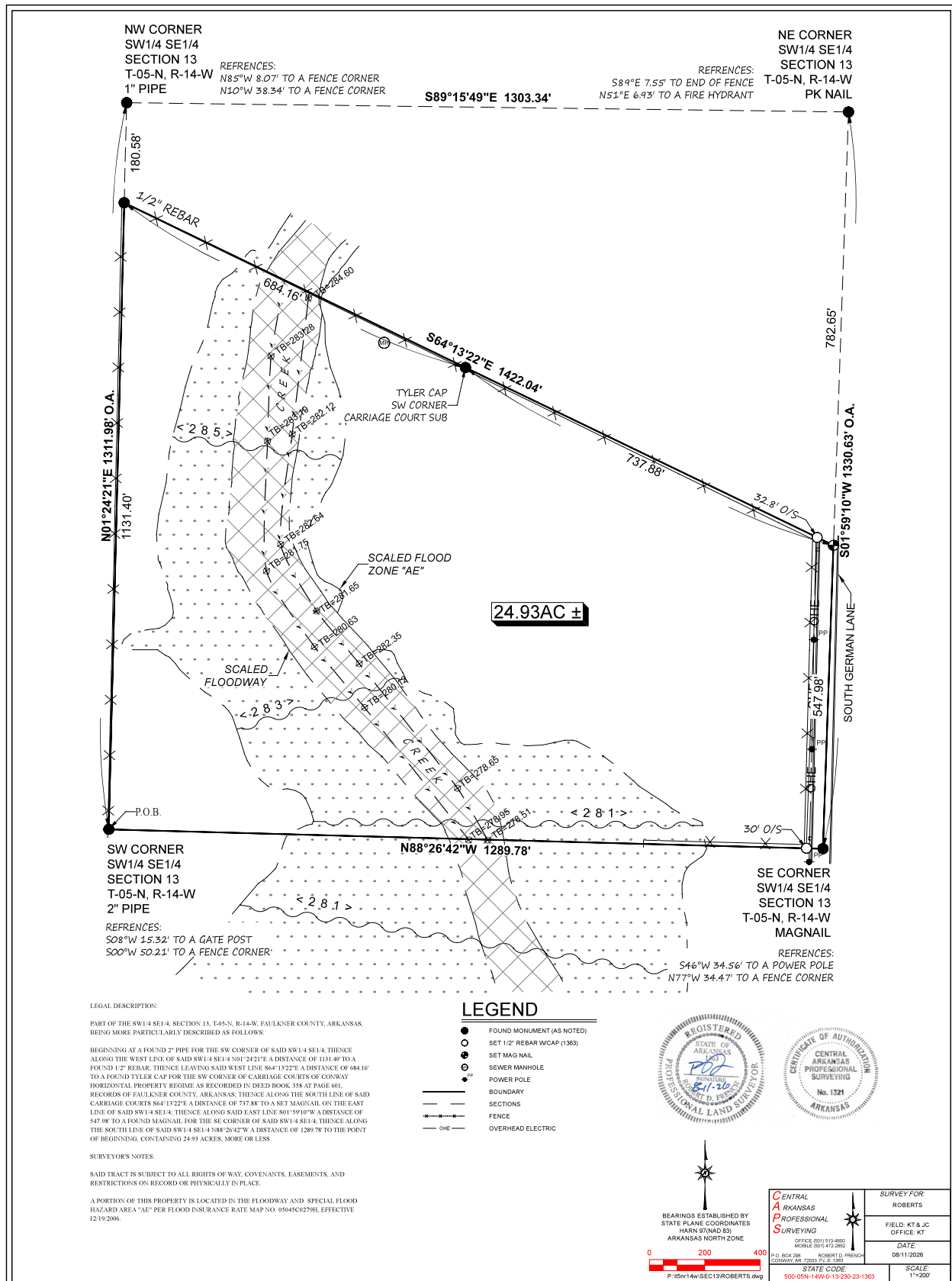
If you have any questions, please call me at 501-472-2862.

Sincerely,

Robert D. French, P.S. 1363

Central Arkansas Professional Surveying

Approx. 1250ft S of the DWD and S German Ln intersection



Approx. 1250ft S of the DWD and S German Ln intersection



View of subject property looking W



Looking N along S German Ln



Adjacent property to the E



Adjacent property to the N



Adjacent property to the S



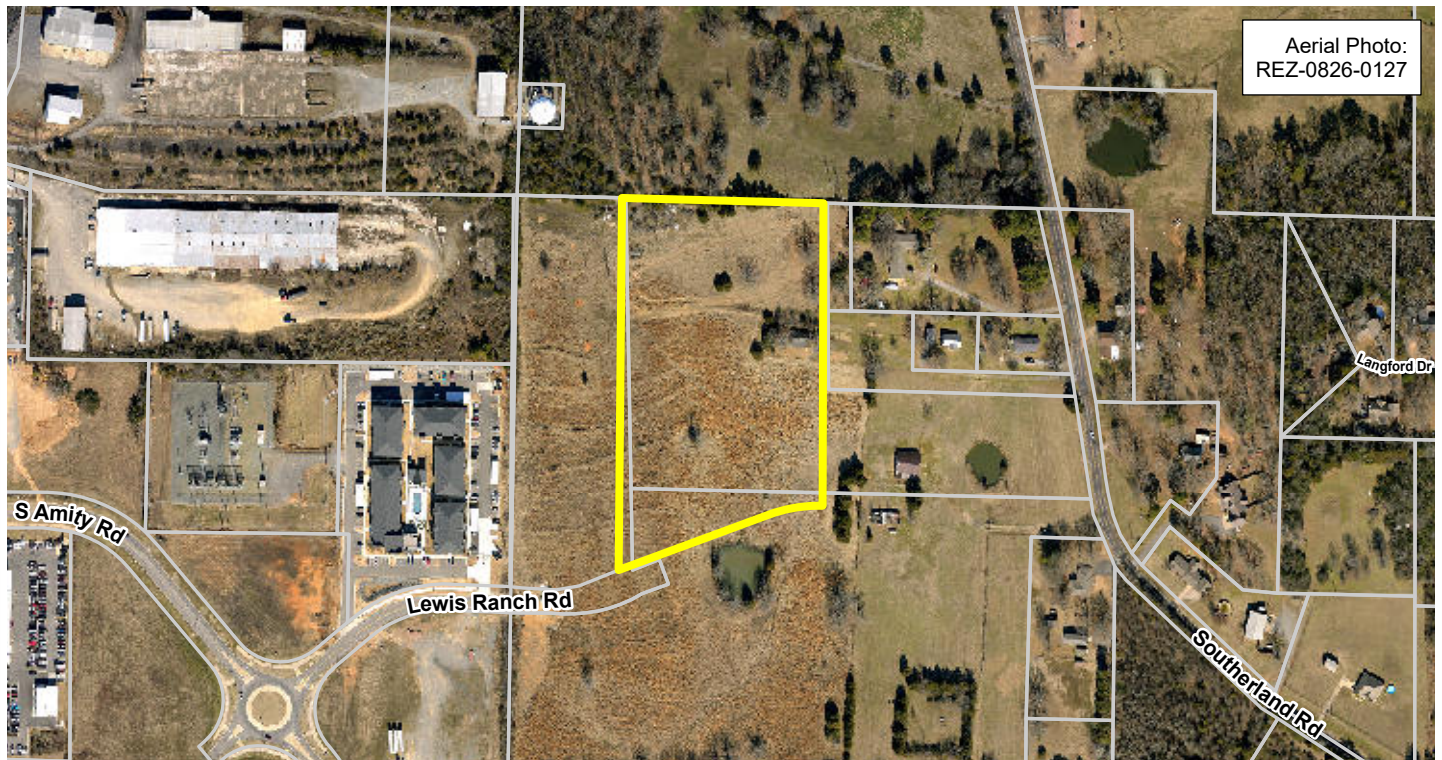
Adjacent property to the SE

APPLICANT/AUTHORIZED AGENT

Central Arkansas Professional Surveying
1021 Front St
Conway, AR 72032

OWNER

Trinity Development Co. Inc.
P.O. Box 1735
Conway, AR 72034



SITE

Location. Property northeast of the terminus of Lewis Ranch Rd abutting Encore Sub Ph1 (Encore Apartments Ph2) to the east.

Site Area. ±8.19 acres.

Current Zoning. A-1 (Agricultural District).

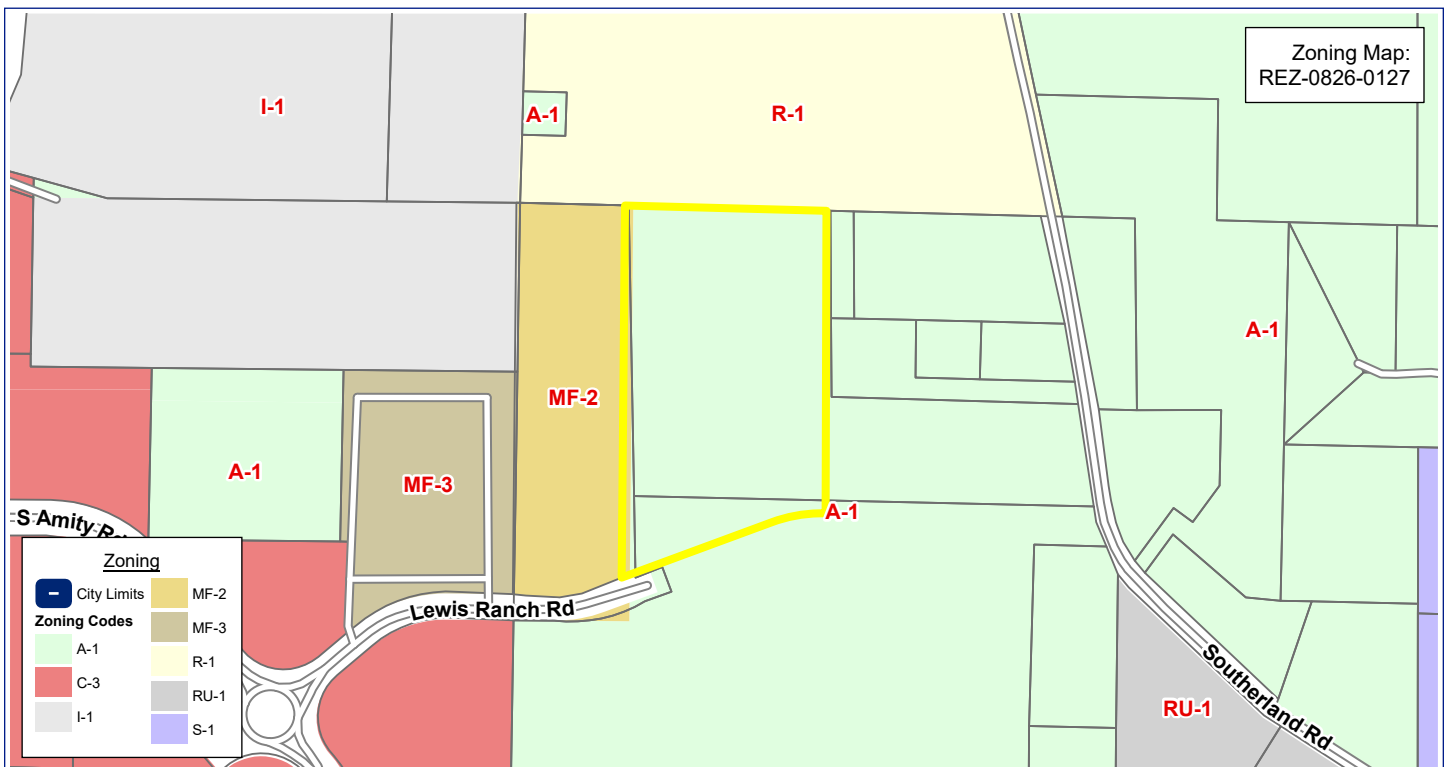
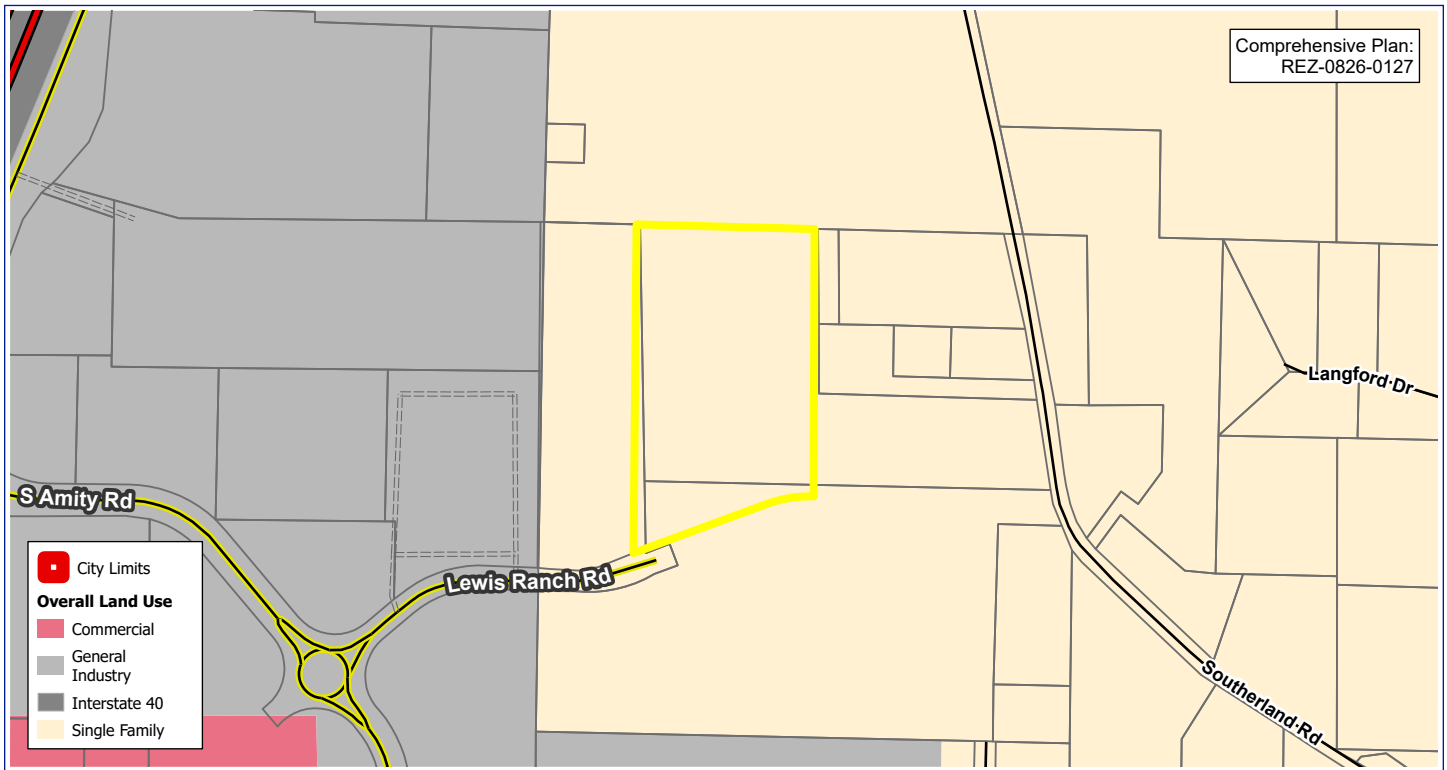
Requested Rezoning. MF-1 (Multi-family District; 12 units/acre).

Adjacent Zoning. North: R-1 (One-Family Residential District); East: A-1 (with R-2 proposed under REZ-0826-0128 application to the SE); South: A-1; West: MF-2 (Multi-family District; 18 units/acre).

Existing Structures. An 816-sf single family home and various outbuildings.

Overlay. None.

Comprehensive Plan. Single-family.



NE of the terminus of Lewis Ranch Rd

Projected Traffic Impact. The applicant is requesting a rezoning to MF-1 for a new phase of the Encore at Lewis Ranch Apartments; tying into phases 1 & 2 to the immediate west. Based off acreage and site dimensions alone, without including right of way dedication or detention/greenspace requirements, the highest density that could be achieved with multi-family dwellings would be 98. Multi-family use would generate 661 vehicle trips per weekday.

Current Traffic Counts. 3,200 ADT due north along Middle Rd; 8,800 ADT at the S Amity Rd roundabout; and 18,000 ADT just west of the intersection of E Dave Ward Dr, Southerland Rd, and S East German Ln.

Flood/Drainage. The site is not located within any FEMA Special Flood Hazard zones.

Utilities. Electricity and water are adjacent to the site. Sewer will have to be extended from Encore Ph2. The applicant will need to coordinate the extension and addition of utilities with Conway Corporation.

Master Street Plan. Lewis Ranch Rd – Collector (60' ROW). Master Street & Trail plan indicates an extension of Lewis Ranch Rd with future connection to Southerland Rd.

Street Improvement. The extension of Lewis Ranch Rd to the east will be required for development to the east to continue. Street design and construction within the new subdivision shall adhere to all City of Conway Subdivision Regulations.

STAFF COMMENTS

- The applicant is requesting a rezoning from A-1 to MF-1 for the purpose of developing a third phase of the adjacent multi-family development, Encore at Lewis Ranch.
- The Comprehensive Plan designates the area as a Single Family.
- The requested MF-1 district is intended for medium residential development and may act as a buffer between low-density residential and higher density-residential development. MF-1 allows up to 12 units per gross acre.
- Phase 1 is ±4.77 acres zoned MF-3 (24 units/acre) with 105 dwelling units.
- Phase 2 is ±5.11 acres zoned MF-2 (18 units/acre) with 92 dwelling units.
- Phase 3 is proposed ±8.19 acres with a requested zoning of MF-1 (12 units/acre) with 98 possible dwelling units.
- This property was annexed as A-1 into the City of Conway in November of 1992 as part of the Manley et al ±277.31-acre annexation. Zoning has not changed since being annexed.
- As all abutting parcels to the east and north consist of rural and single-family residential development, a smaller density multi-family zoning is likely more suitable and would provide an appropriate decrease in density as a transition. There is a R-2 proposed rezone to the eastern portion of this property creating a buffer between this proposed MF-1 zone and Southerland Rd.
- MF-1 districts can be used in suburban portions of the city as buffer or transitional zones between single-family and other uses not compatible with low density residential development.
- Zoning and development to the west are largely commercial and multi-family. The land to the east is significantly less intense in use and development. Hence, an appropriate level of transition is necessary to step down the zoning of land toward the east.
- The A-1 District is designed to preserve and protect prime agricultural lands and to protect undeveloped areas from intensive uses until a use pattern is approved. The less dense MF-1 request would likely provide an appropriate decrease in zoning and serve as a transition from more intense uses to the west and the rural single-family residential to the east.
- Platting will be required and shall align with the City of Conway Subdivision Regulations and Conway Zoning Code.
 - Detention needs, access requirements, and subdivision design will be accounted for in the review of the Drainage Report and Street and Drainage Plans that are reviewed during the preliminary plat process. Preliminary plat approval will be required by Planning Commission prior to infrastructure improvements.

**Central
Arkansas
Professional
Surveying, LLC**

1021 Front Street
Conway, AR 72032
501.513.4800
501.513.0900-fax

August 18, 2026

Re: Encore Ph 2 A1-MF1/ Parcels 712-07662-000 & N Pt 712-07663-002

To Whom It May Concern:

The intent of this submission is to rezone 1200 Museum Rd., Conway,
AR 72032 from A1 to MF1.

If you have any questions, please call me at 501-472-2862.

Sincerely,

Robert D. French, P.S. 1363

Central Arkansas Professional Surveying



A PART OF THE SW 1/4 NE 1/4, SECTION 17, T45N, R143W, FAULKNER COUNTY, ARKANSAS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT "P" PIPE FOR THE NEW CORNER OF SAID SW 1/4 NE 1/4, THENCE ALONG THE NORTH LINE OF SAID SW 1/4 NE 1/4 87° 27' 09", A DISTANCE OF 26.04' TO A POINT CORNER FOR THE POINT OF BEGINNING, SAID SW 1/4 NE 1/4, THENCE ALONG THE CORNER OF ENCORE SUBDIVISION PHASE 1, THENCE 87° 27' 09", A DISTANCE OF 463.7' TO A POINT TYPICAL CAP, THENCE LEAVING SAID NORTH LINE 90° 19' 28"W, A DISTANCE OF 699.9', THENCE 88° 17' 41"W, A DISTANCE OF 3.45', THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 123.36', WITH A RADIIUS OF 39.00', WITH A CHORD BEARING OF 88° 57' 41"W, WITH A CHORD LENGTH OF 122.44', THENCE 88° 57' 41"W, A DISTANCE OF 364.88' TO A POINT CORNER BEING ON THE EAST LINE OF ENCORE SUBDIVISION PHASE 1, THENCE ALONG SAID EAST LINE 90° 30' 06" E, A DISTANCE OF 850.25' TO THE POINT OF BEGINNING, CAVING IN 0.19 ACRES MORE OR LESS.

[illegible]

CENTRAL ARKANSAS PROFESSIONAL SURVEYING		EXHIBIT F TRINITY DEVELOPMENT	DATE: 08/18/2002	SCA 1"=
		STATE CODE		

P:\SUBDIVISIONS\ENCORE SUBDIVISION\ENCORE SUB PH2 REZONING.dwg



View of subject property facing N



View of subject property looking NE



Adjacent property to the S



Adjacent property to the W



Adjacent property to the E



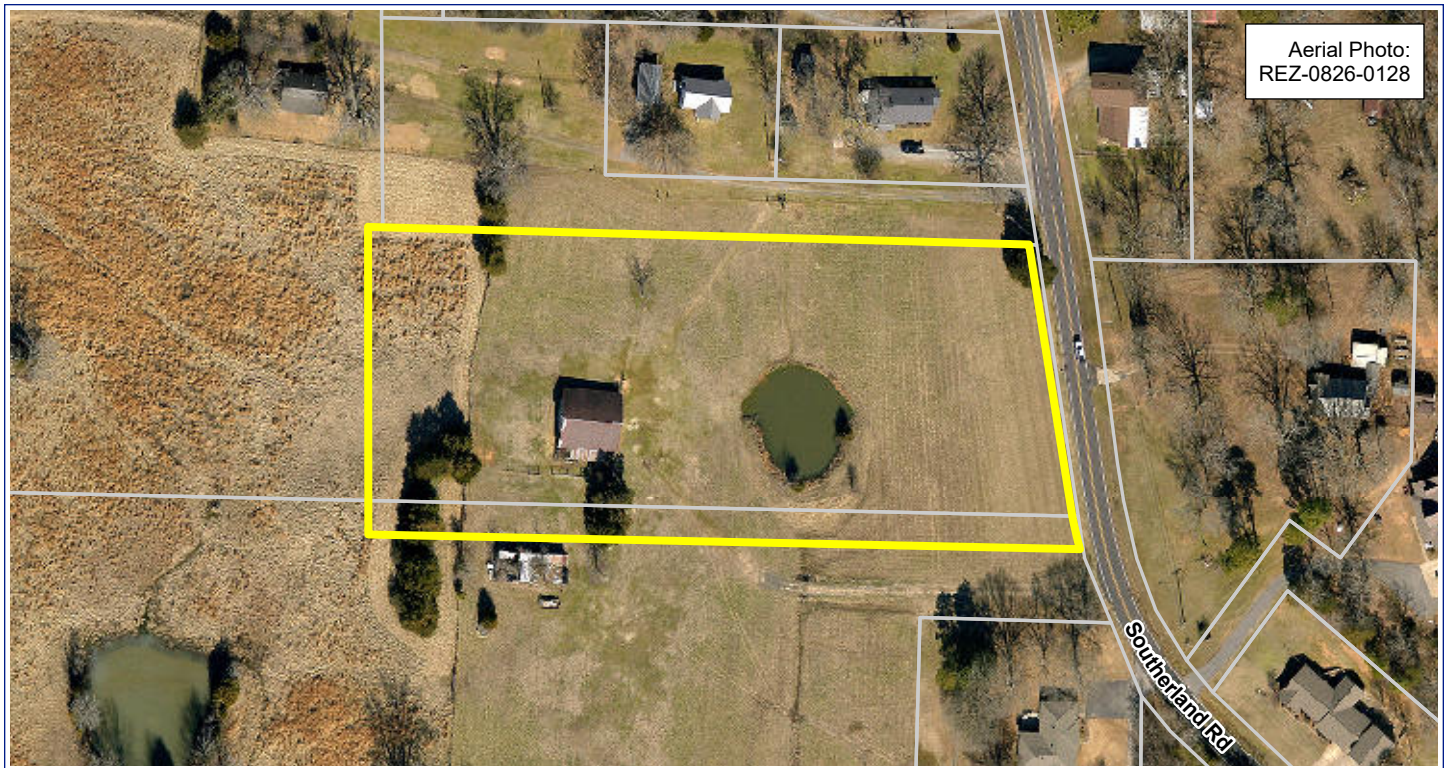
Adjacent property to the S

APPLICANT/AUTHORIZED AGENT

Central Arkansas Professional Surveying
1021 Front St
Conway, AR 72032

APPLICANT/OWNER

Trinity Development Co. Inc.
P.O. Box 1735
Conway, AR 72034

**SITE**

Location. Northwest of the intersection of Southerland Rd (near 31 Southerland Rd) and the proposed extension of Lewis Ranch Rd.

Site Area. ±3.63 acres.

Current Zoning. A-1 (Agricultural District).

Requested Rezoning. R-2 (Low Density Residential District).

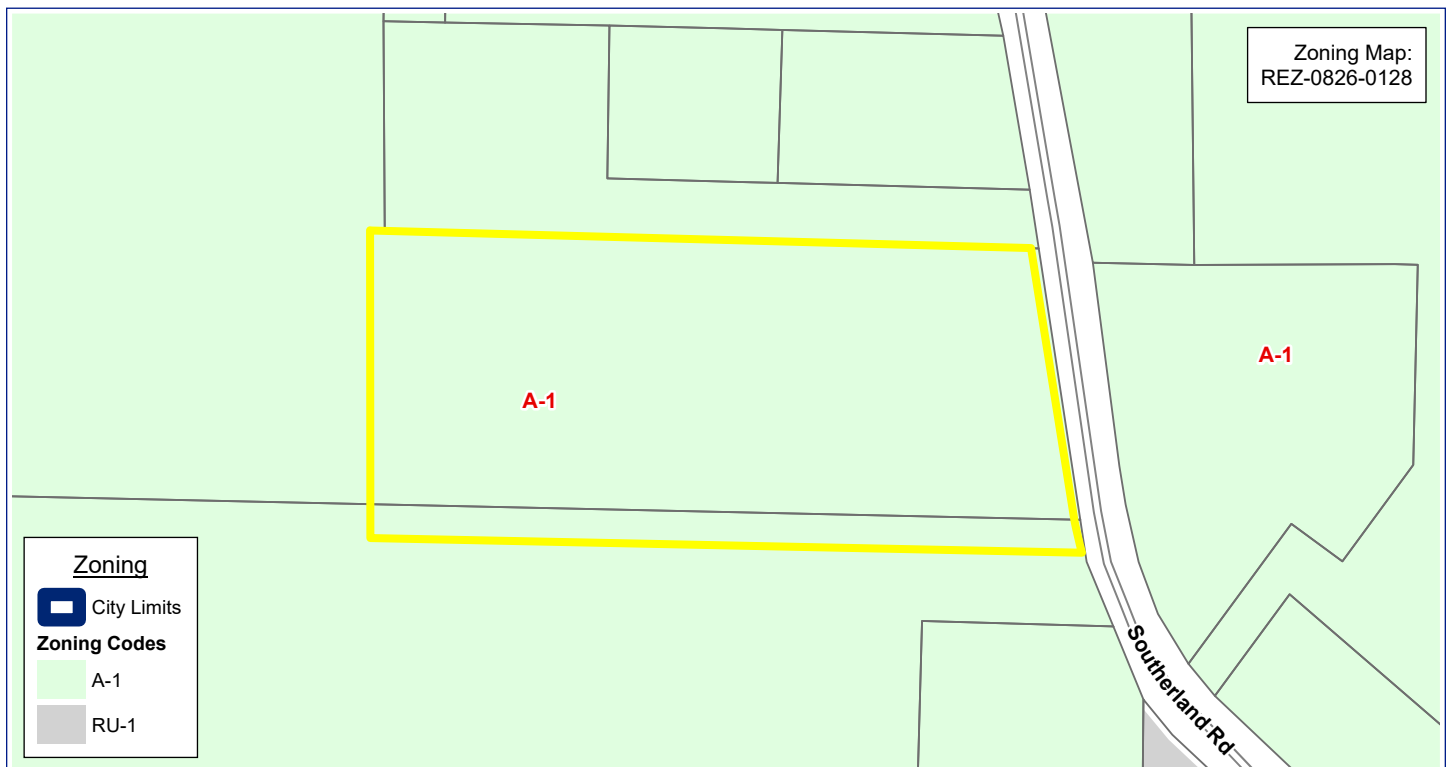
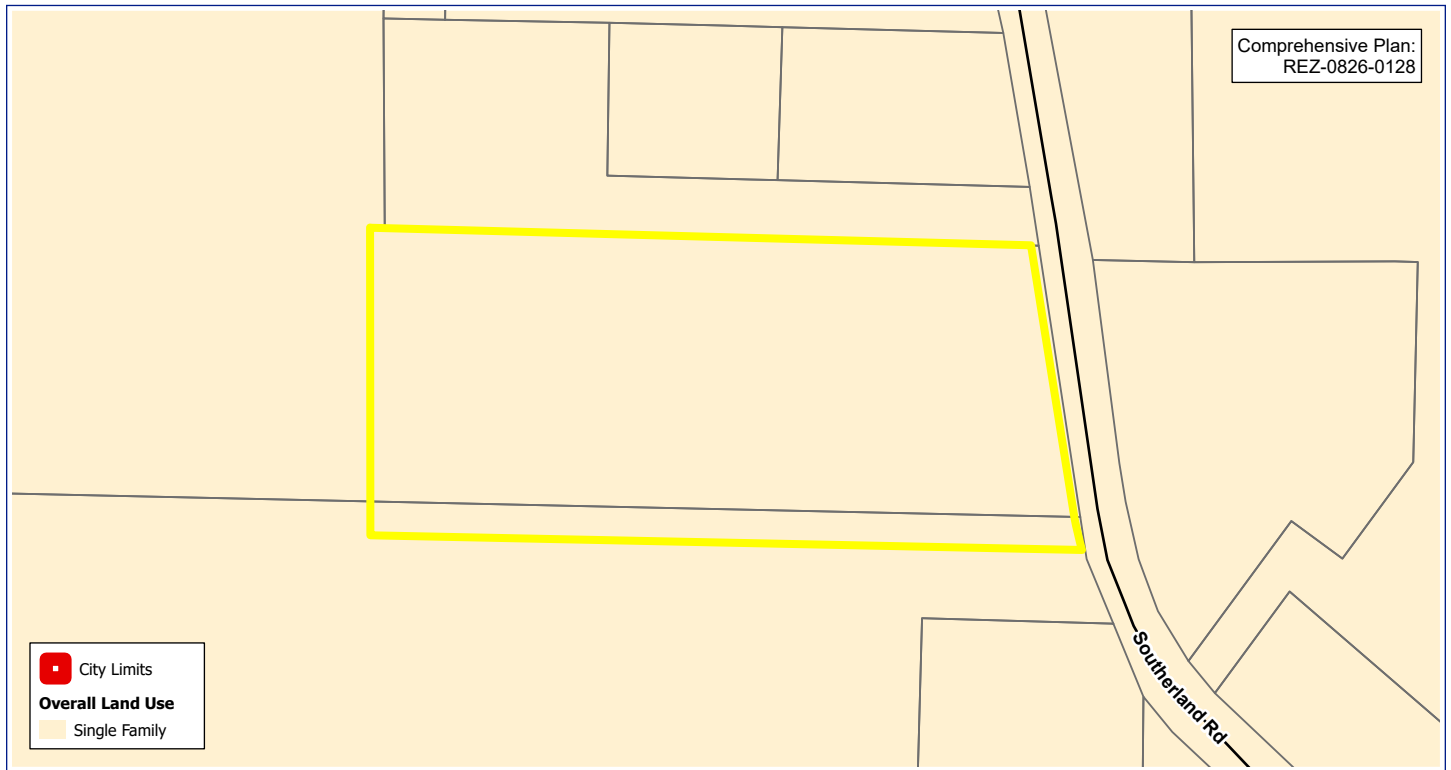
Adjacent Zoning. North, South, East: A-1; West: A-1 (with MF-1 proposed under REZ-0826-0127 application to the west).

Existing Structures. An 816-sf single family home and various outbuildings.

Overlay. None.

Comprehensive Plan. Single Family.

NW of the intersection of Southerland Rd and the proposed extension of Lewis Ranch Rd



NW of the intersection of Southerland Rd and the proposed extension of Lewis Ranch Rd

Projected Traffic Impact. With the applicant requesting a rezoning to R-2, the intent is most likely one or two-family development. Based off acreage and site dimensions alone, without including right of way dedication or detention requirements, the highest density that could be achieved for single family dwellings would be 26. If for duplexes, the highest density would be 22 or 44 dwellings. Single family use would generate 245 vehicle trips per weekday; duplex use would generate 317 vehicle trips per weekday.

Current Traffic Counts. 3,200 ADT due north along Middle Rd; 8,800 ADT at the S Amity Rd roundabout; and 18,000 ADT just west of the intersection of E Dave Ward Dr, Southerland Rd, and S East German Ln.

Flood/Drainage. The site is not located within any FEMA Special Flood Hazard zones.

Utilities. Electricity runs along the east side of Southerland Rd with water running along the west. No sewer exists in this area and will have to be extended to the site. The applicant will need to coordinate the extension and addition of utilities with Conway Corporation.

Master Street Plan. Lewis Ranch Rd – Collector (60' ROW) & Southerland Rd – Collector (60' ROW). Master Street & Trail plan indicates an extension of Lewis Ranch Rd with future connection to Southerland Rd. Veterans Dr – Collector (60' ROW) is a north/south constructed street that currently terminates approximately 570' to the south of this proposed rezoning. This street will be constructed and utilized in future development to the south.

Street Improvement. The extension of Lewis Ranch Rd is proposed along the southern portion of this property. This property would sit at the northwest corner of the intersection of Lewis Ranch Rd and Southerland Rd. Street design and construction within the new subdivision shall adhere to all City of Conway Subdivision Regulations.

STAFF COMMENTS

- It is the intent of the applicant to rezone this parcel of land from A-1 to R-2 for either single or two-family residential development.
- This property was annexed as A-1 into the City of Conway in November of 1992 as part of the Manley et al ±277.31-acre annexation. Zoning has not changed since then.
- Abutting land uses are single family to the north, south, and east and vacant to the west until the Encore at Lewis Ranch Apartments Ph2. MF-1 density is proposed to the west of this property with rezoning application REZ-0826-0127. Maximum density achieved with MF-1 for that property could be up to 98 dwelling units.
- The Comprehensive Plan indicates the property as Single Family.
- The A-1 District is designed to preserve and protect prime agricultural lands and to protect undeveloped areas from intensive uses until a use pattern is approved.
- The R-2 District encourages the same basic restrictions as the R-2A districts and permits a slightly higher population density area for family living protected from all commercial and industrial activity. This zoning district would provide a buffer from the MF districts to the west and single-family/agricultural uses to the surrounding north and west.
- Platting will be required and shall align with the City of Conway Subdivision Regulations and Conway Zoning Code.
 - Detention needs, access requirements, and subdivision design will be accounted for in the review of the Drainage Report and Street and Drainage Plans that are reviewed during the preliminary plat process. Preliminary plat approval will be required by Planning Commission prior to infrastructure improvements.

**Central
Arkansas
Professional
Surveying, LLC**

1021 Front Street
Conway, AR 72032
501.513.4800
501.513.0900-fax

August 18, 2026

Re: Encore Ph 2 A1-R2/ 712-07662-000 & N Pt of 712-07663-002

To Whom It May Concern:

The intent of this submission is to rezone 1200 Museum Rd., Conway,
AR 72032 from A1 to R2

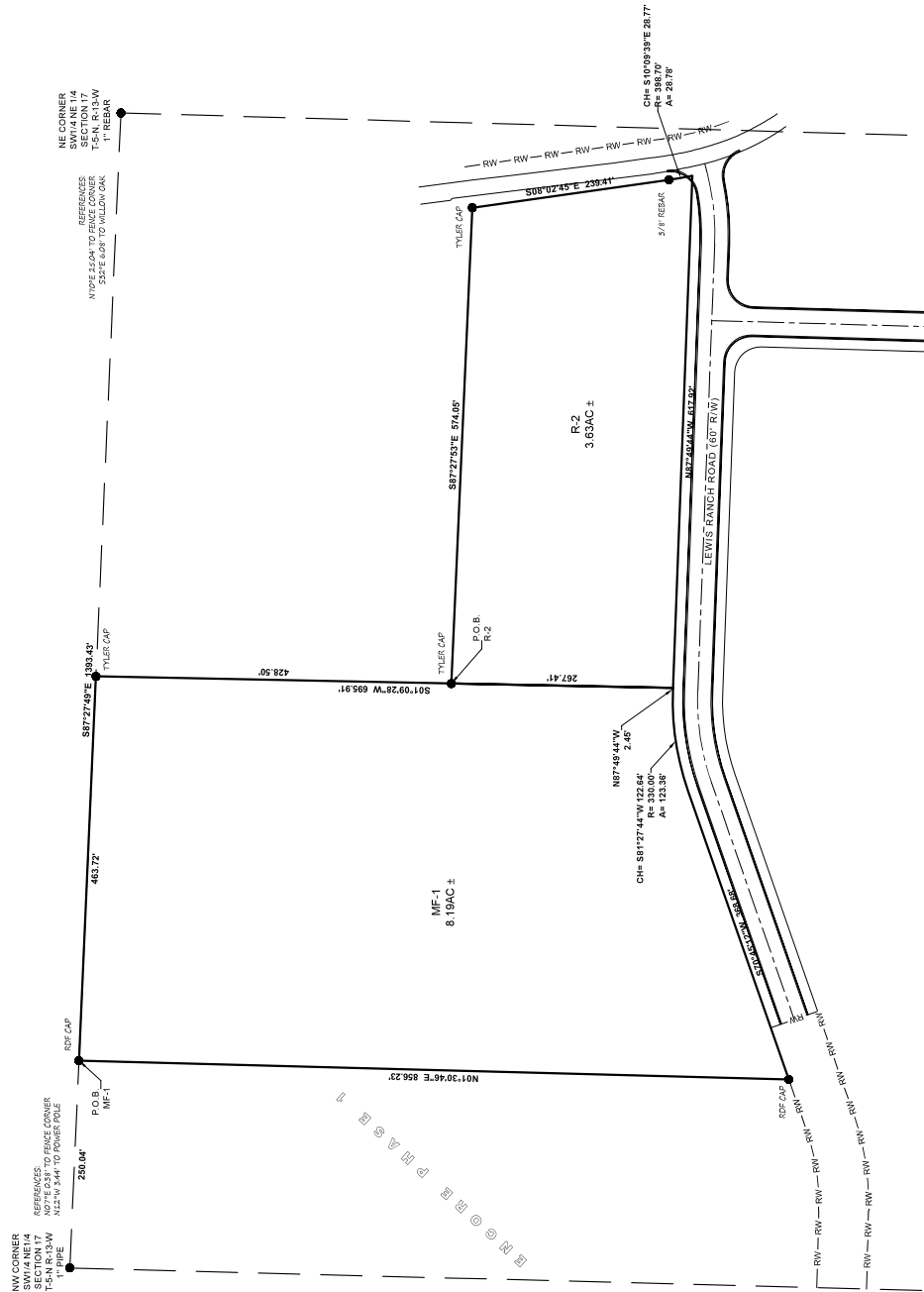
If you have any questions, please call me at 501-472-2862.

Sincerely,

Robert D. French, P.S. 1363

Central Arkansas Professional Surveying

NW of the intersection of Southerland Rd and the proposed extension of Lewis Ranch Rd



LEGAL DESCRIPTION (MF-1)

A PART OF THE SW1/4 NE1/4, SECTION 17, T46N, R11W, FAULKNER COUNTY, ARKANSAS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 COMMENCING AT A FOUND 1" PIPE FOR THE NW CORNER OF SAID SW1/4 NE1/4, THENCE ALONG THE NORTH LINE OF SAID SW1/4 NE1/4 887°27'49"E A DISTANCE OF 250.04' TO
 A FOUND RDE CAP FOR THE POINT OF BEGINNING, SAID POINT BEING THE NE CORNER OF ENCORE SUBDIVISION PHASE 1, THENCE CONTINUE S87°27'49"E A DISTANCE OF
 428.50' TO TYLER CAP, THENCE S87°27'49"E A DISTANCE OF 483.72' TO P.O.B. MF-1, THENCE N01°30'46"E A DISTANCE OF 656.23' TO P.O.B. R-2, THENCE
 S01°09'28"W 695.91' TO TYLER CAP, THENCE S87°27'49"E A DISTANCE OF 574.65' TO TYLER CAP, THENCE S87°27'49"E A DISTANCE OF 123.46' TO
 S87°41'24"W A DISTANCE OF 68.68' TO A FOUND RDE CAP BEING ON THE EAST LINE OF ENCORE SUBDIVISION PHASE 1, THENCE ALONG SAID EAST LINE N01°30'46"E A
 DISTANCE OF 856.23' TO THE POINT OF BEGINNING, CONTAINING 8.19 ACRES MORE OR LESS.

LEGAL DESCRIPTION (R-2)

A PART OF THE SW1/4 NE1/4, SECTION 17, T46N, R11W, FAULKNER COUNTY, ARKANSAS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 COMMENCING AT A FOUND 1" PIPE FOR THE NW CORNER OF SAID SW1/4 NE1/4, THENCE ALONG THE NORTH LINE OF SAID SW1/4 NE1/4 887°27'49"E A DISTANCE OF 713.76' TO
 A FOUND RDE CAP FOR THE POINT OF BEGINNING, SAID POINT BEING THE NE CORNER OF ENCORE SUBDIVISION PHASE 1, THENCE CONTINUE S87°27'49"E A DISTANCE OF
 428.50' TO TYLER CAP, THENCE S87°27'49"E A DISTANCE OF 483.72' TO P.O.B. MF-1, THENCE N01°30'46"E A DISTANCE OF 656.23' TO P.O.B. R-2, THENCE
 S01°09'28"W 695.91' TO TYLER CAP, THENCE S87°27'49"E A DISTANCE OF 574.65' TO TYLER CAP, THENCE S87°27'49"E A DISTANCE OF 123.46' TO
 S87°41'24"W A DISTANCE OF 68.68' TO A FOUND RDE CAP BEING ON THE EAST LINE OF ENCORE SUBDIVISION PHASE 1, THENCE ALONG SAID EAST LINE N01°30'46"E A
 DISTANCE OF 856.23' TO THE POINT OF BEGINNING, CONTAINING 8.19 ACRES MORE OR LESS.

CENTRAL
 ARKANSAS
 PROFESSIONAL
 SURVEYING
 OFFICE (801) 515-5600
 1000 S. MAIN ST., SUITE 200
 CONWAY, AR 72034-7500
 ROBERT D. HERN
 STATE CODE:

BEARINGS ESTABLISHED BY
 STATE PLAT MAPS
 HARN 97(NAD 83)
 ARKANSAS NORTH ZONE



P: SUBDIVISION/ENCORE SUBDIVISION/ENCORE SUB PH2 REZONING.dwg

NW of the intersection of Southerland Rd and the proposed extension of Lewis Ranch Rd



View of subject property from Southerland Rd facing W



View of subject property facing W



Adjacent property to the NE across Southerland Rd



Approx. area of proposed road connection



Property adjacent to the NE



Property adjacent to the SE

Approx. 620ft W of the roundabout at Museum Rd and E Siebenmorgan Rd.

APPLICANT/AUTHORIZED AGENT

The Tyler Group
240 Skyline Dr
Conway, AR 72032

OWNER

Jones Construction & Property Management, LLC
3425 Blaney Hill Rd
Conway, AR 72032



SITE

Location. Approximately 620ft west of the roundabout at Museum Rd and E Siebenmorgan Rd. Abutting the Ola & John Hawks Senior Center to the west.

Site Area. ±3.32 acres.

Current Zoning. R-2 (Low Density Residential District).

Adjacent Zoning. North, West: R-1 (Single-Family Dwelling District); South, East: C-3 (Highway Service & Open Display District).

Requested Conditional Use. Up to 12 Dwelling Units Per Acre, single lot.

Existing Structures. None.

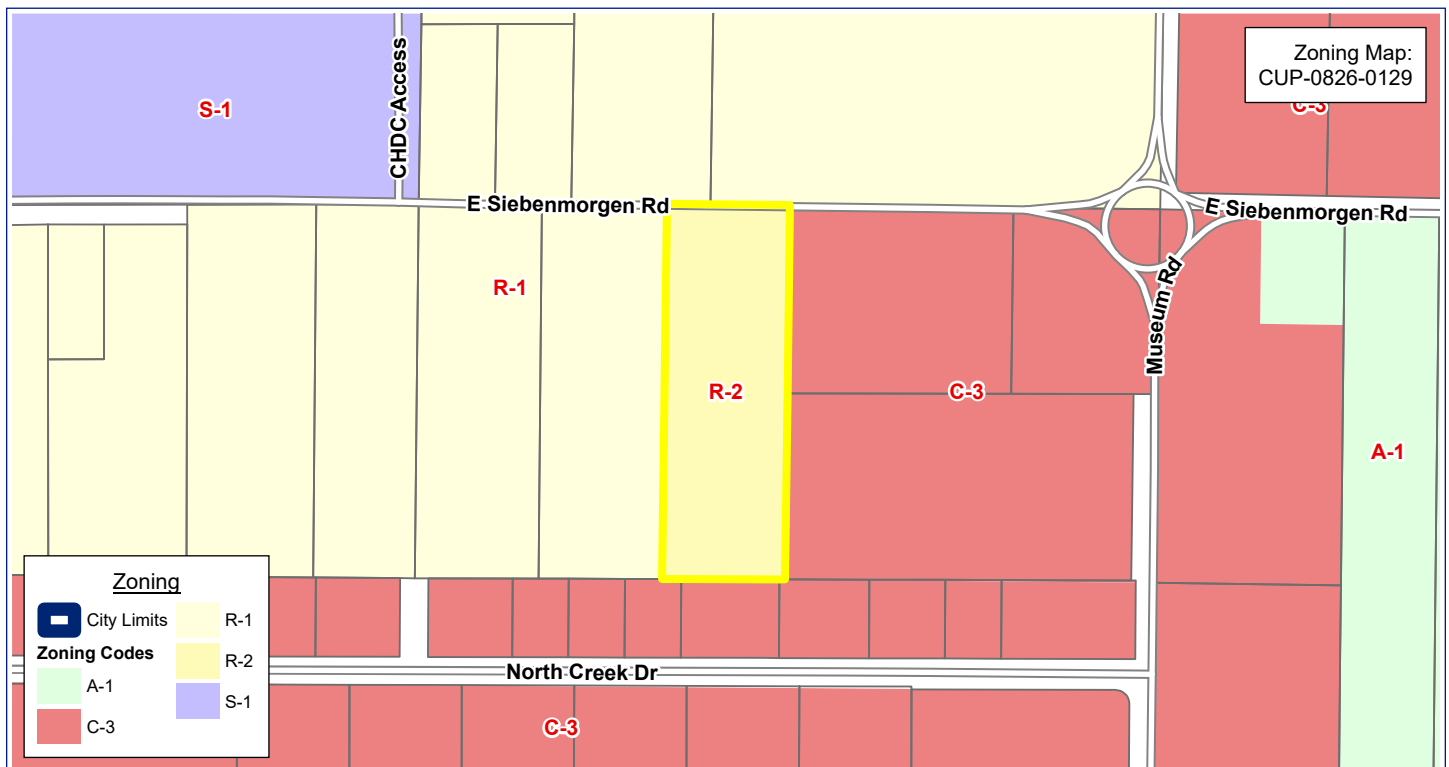
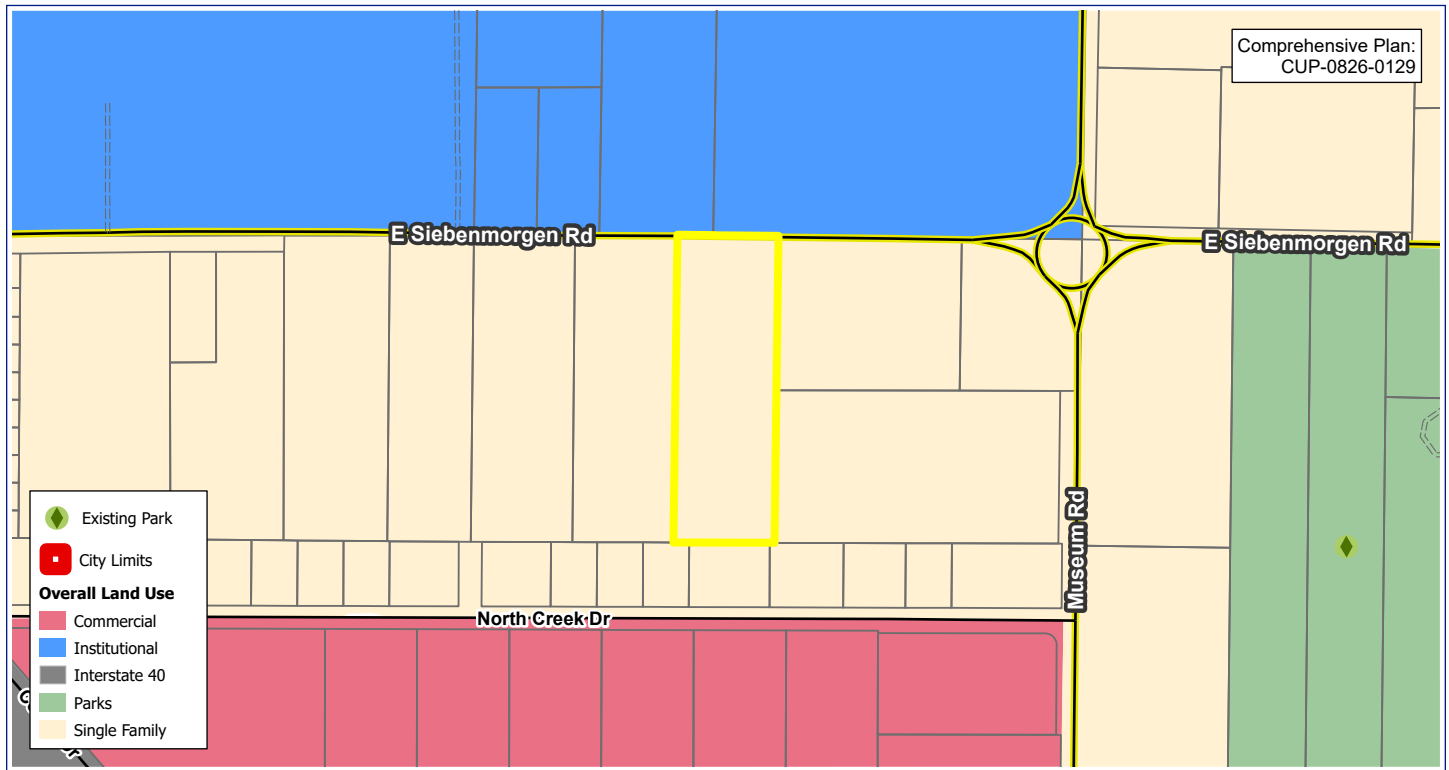
Overlay. Lower Ridge Corridor Study. This property is on the outlying southern portion of the plan and is not included in any proposed zoning or use plans of the study.

Comprehensive Plan. Single Family.

Projected Traffic Impact. The applicant is proposing the conditional use request to construct 14 duplexes, which would be 28 dwelling units. If developed as proposed, this would generate 202 vehicle trips per weekday.

Current Traffic Counts. 10,000 ADT approximately 700ft to the west along E Siebenmorgan Rd.

Approx. 620ft W of the roundabout at Museum Rd and E Siebenmorgan Rd.



Approx. 620ft W of the roundabout at Museum Rd and E Siebenmorgan Rd.

Flood/Drainage. The site is not within any FEMA Special Flood Hazard Areas.

Utilities. Electricity and water are adjacent to the site. Sewer is not currently accessible to the parcel. The applicant will need to coordinate the extension of all utilities with Conway Corporation.

Master Street Plan. E Siebenmorgan Rd – Minor Arterial (80' ROW).

Street Improvement. No current improvement plans.

STAFF COMMENTS

- It is the intent of the applicant to develop this parcel of land for a 14 building (28 unit) duplex development.
- This property was rezoned in March of 2025 (O-25-31) from R-1 to R-2 for the intent of two-family density development. Prior to this, the parcel was annexed as A-1 (Agricultural District) in 1961 and was later rezoned to R-1.
- The Comprehensive Plan indicates this property and all properties to the west, south, and east to be Single-Family. Land to the east and south is zoned C-3 and developed with commercial mini-storage, office, and automobile service uses along North Creek Dr with the Ola & John Hawks Senior Center adjacent to the east. To the west is predominantly large lot Single-Family and vacant Single-Family zone land to the north. This development could act as a transition between the higher density and commercial land uses to the south and east to the single-family uses and zoning classifications to the north and west.
- Access to all dwellings will be achieved through one internal access drive from E Siebenmorgan Rd to the north.
- Based solely on acreage, the property could accommodate up to 19 duplexes or 38 dwelling units. If developed as shown on submitted site plan, the applicant is accounting for required fire approved turnaround, greenspace, and detention resulting in a proposal for 14 duplexes or 28 units.
- If developed on a single lot as shown, the development will be subject to site development review including review of civil engineered plans, building elevations, and a drainage report. Platting will be required by the City of Conway Subdivision Regulations.
- Up to 12 Dwelling Units Per Acre, single lot, is not allowed by right in the R-2 zone but can be allowed via an approved Conditional Use Permit.

Should the Commission choose to approve the conditional use, Planning staff proposes the following conditions:

1. MF-1 density is permitted.
2. Development standards not addressed through [CUP-0826-0129] review shall be governed by the City of Conway Zoning, Subdivision and Building Code regulations to the extent they are not in conflict with the intent or text of [CUP-0826-0129].
3. Lot, Yard, and Height Regulations shall conform with the R-2 standards regarding setback requirements, stories, and feet. Max building and lot coverage shall conform to 30% for structures and 60% for all impervious surfaces.
4. The fronts of all units shall be oriented to, and take access from, the internal access drive.
5. No accessory structures shall be permitted.
6. An opaque wood privacy fence at least 6' and no more than 8' in height shall be required to be installed and maintained along the entire western property boundary.
7. Existing mature, significant (trees over 8" in diameter at breast height) shall be incorporated into landscape plans to maintain the existing canopy.
8. All signage shall conform to the Conway Sign Code standards for residential zones.
9. The conditional use approval shall become null and void if construction for the use does not commence within 18 months from the date of approval of this permit.
10. Any changes to or expansion of the approved use shall require an amended or new conditional use permit.
11. The conditional use permit shall expire if the use ceases for a consecutive period of greater than 18 months.



240 Skyline Drive, Suite 3000 · Conway, Arkansas 72032
(501) 329-1400 office · (501) 327-3972 Fax

Planning & Development
City of Conway
1111 Main Street
Conway, AR 72032

August 21st, 2026

Re: Conditional Use Permit on E Siebenmorgan

To Whom it may concern,

Please accept this letter of intent for – A Conditional Use Permit for Higher Density Housing in an R-2 to be serviced with a private drive. The requested density is 14 duplexes on a 3.23 acre lot.

If you have any questions or comments, please call me at (501) 329-1400 or email me at pat@tylergroup.net

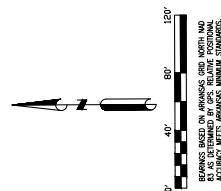
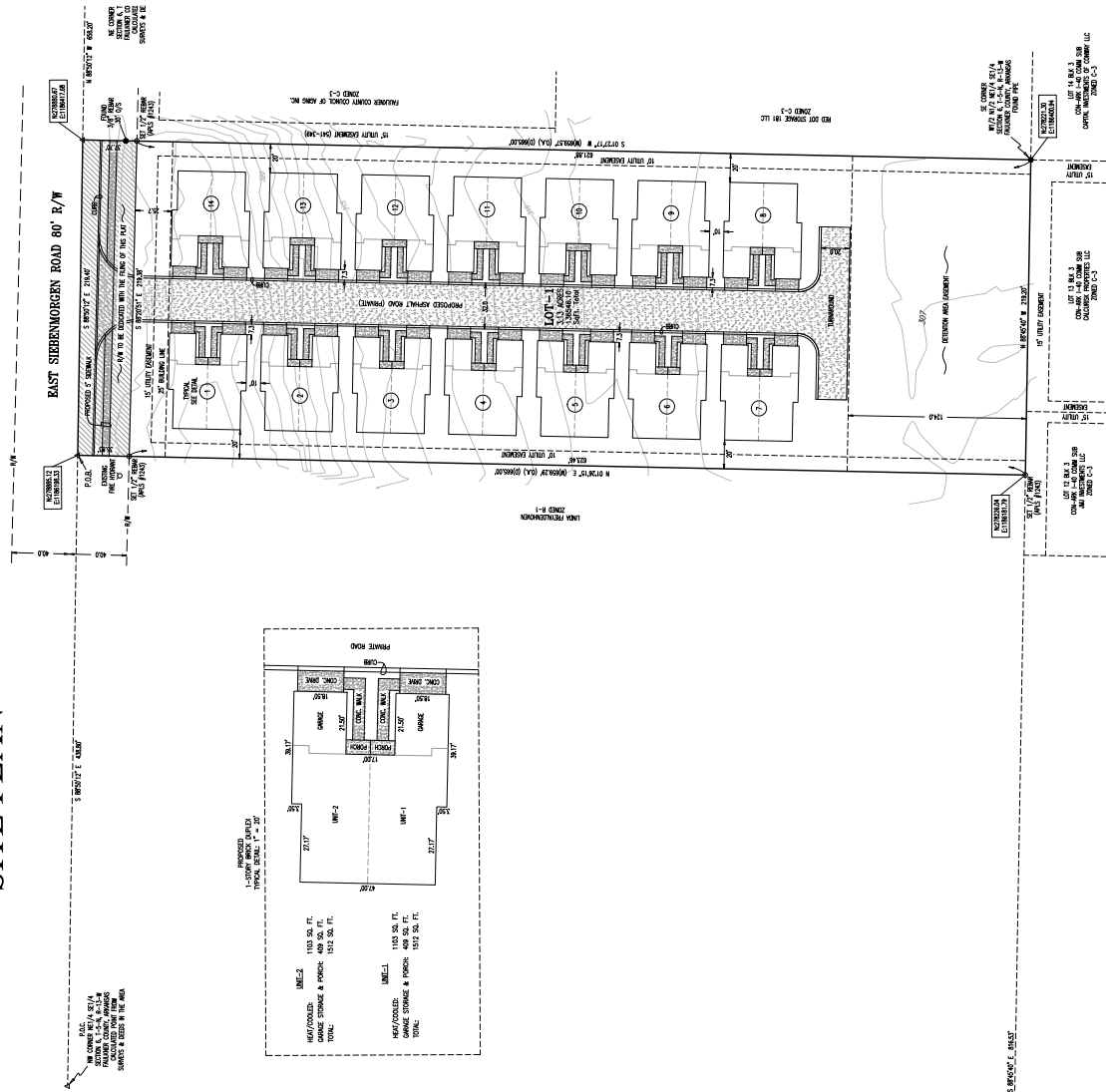
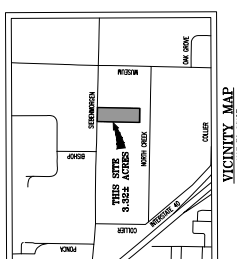
Respectfully,

Patrick Hageman

CHANLEY MEADOWS P.U.D.

SITE PLAN

LYING IN A PART OF THE NE 1/4 SE 1/4 OF SECTION 6, T-5-N, R-13-W, FAULKNER COUNTY, ARKANSAS



LEGAL DESCRIPTION: Chanley Meadows P.U.D. (Lots 1) Being a part of the NE1/4 SE1/4 of Section 6, T-5-S-N, R-13-W, Faulkner County, Arkansas more particularly described as follows: Commencing at the NW corner of said NE1/4 SE1/4; thence along the North line of said NW corner of said NE1/4 SE1/4, 438.80 feet to the point of beginning; thence continue along said North line, 508.50 feet to the point of beginning; thence along the North line, 172.50 feet to the point of beginning; thence along the East line of said NE1/4 SE1/4, 218.00 feet to the point of beginning; thence along the South line of said NE1/4 SE1/4, 889.45 feet to the point of beginning; thence along the East line of said NE1/4 SE1/4, 119.20 feet to the point of beginning; thence along the South line of said NE1/4 SE1/4, 124.93 feet to the point of beginning; thence along the East line of said NE1/4 SE1/4, 659.20 feet to the point of beginning, containing 3.32 acres, more or less.

- Notes:**
The Zoning of this property is R-2.
Iron pits are set at all lot corners.
All easements are for general utilities and/or drainage.
Subject to all roadways, easements and building fire setbacks as shown on this plot. Building setbacks subject to Conway Zoning Code.
This property is not in the 100 year flood plain, according to Flood Insurance Rate Map (FIRM) 1703002C.
This property is serviced by Conway Corporation, Water, Sewer and Electricity-Conway, Ark. Faulkner County.
Fire hydrants must be placed so that the furthest point of a lot in the subdivision is no more than 600 feet from the hydrant located on the same street.
All construction shall comply with the 2021 Arkansas Fire Prevention Code arc Access, roads, hydrants, buildings etc.
The property owner must make arrangements for maintaining all green space and landscaping.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 01°26'15" E	77.12
L2	S 88°33'14" E	44.61
L3	S 01°26'46" E	30.00
L4	S 88°33'14" E	130.00
L5	N 01°26'46" E	30.00
L6	S 88°33'14" E	44.61
L7	S 01°26'15" E	77.12

LEGEND	
●	FOUND IRON PIN
⊙	SET 1/2" REBAR & CAP
△	CALCULATED POINT



Approx. 620ft W of the roundabout at Museum Rd and E Siebenmorgan Rd.



View of subject property from E Siebenmorgan Rd facing S



View of subject property facing S



Adjacent property to the E



Adjacent property to the W



Looking E down E Siebenmorgan



Looking W down E Siebenmorgan

W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286E

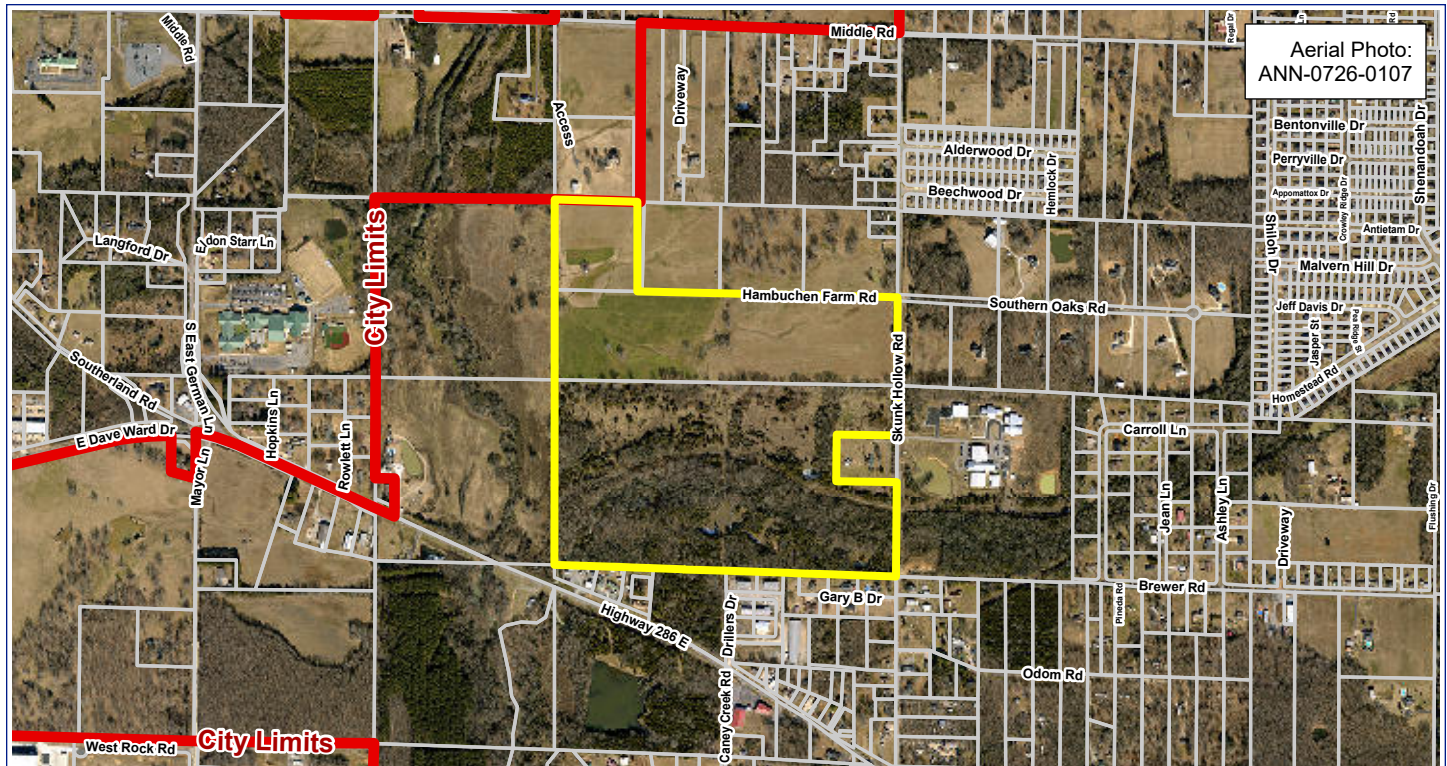
APPLICANT/AUTHORIZED AGENT

Roy Andrews, Holloway Engineering
200 Casey Drive
Maumelle, AR 72113

OWNER

Barro Bend LLC
200 Casey Drive
Maumelle, AR 72113

Carolyn Hambuchen
54 Middle Rd
Conway, AR 72032

**SITE**

Location. This property is located on the western side of Skunk Hollow Rd, approximately 2,145' east of the eastern boundary of Conway city limits along Highway 286E; approximately 1,480' north of the intersection of Skunk Hollow Rd and Highway 286E; approximately 2,500' south of the intersection of Middle Rd and Skunk Hollow Rd.

Site Area. 120 acres +/-.

Current Zoning. N/A (Outside City).

Requested Zoning. R-1 (One-Family Residential) and MF-1 (Multi-Family Residential, 12 dwelling units/acre).

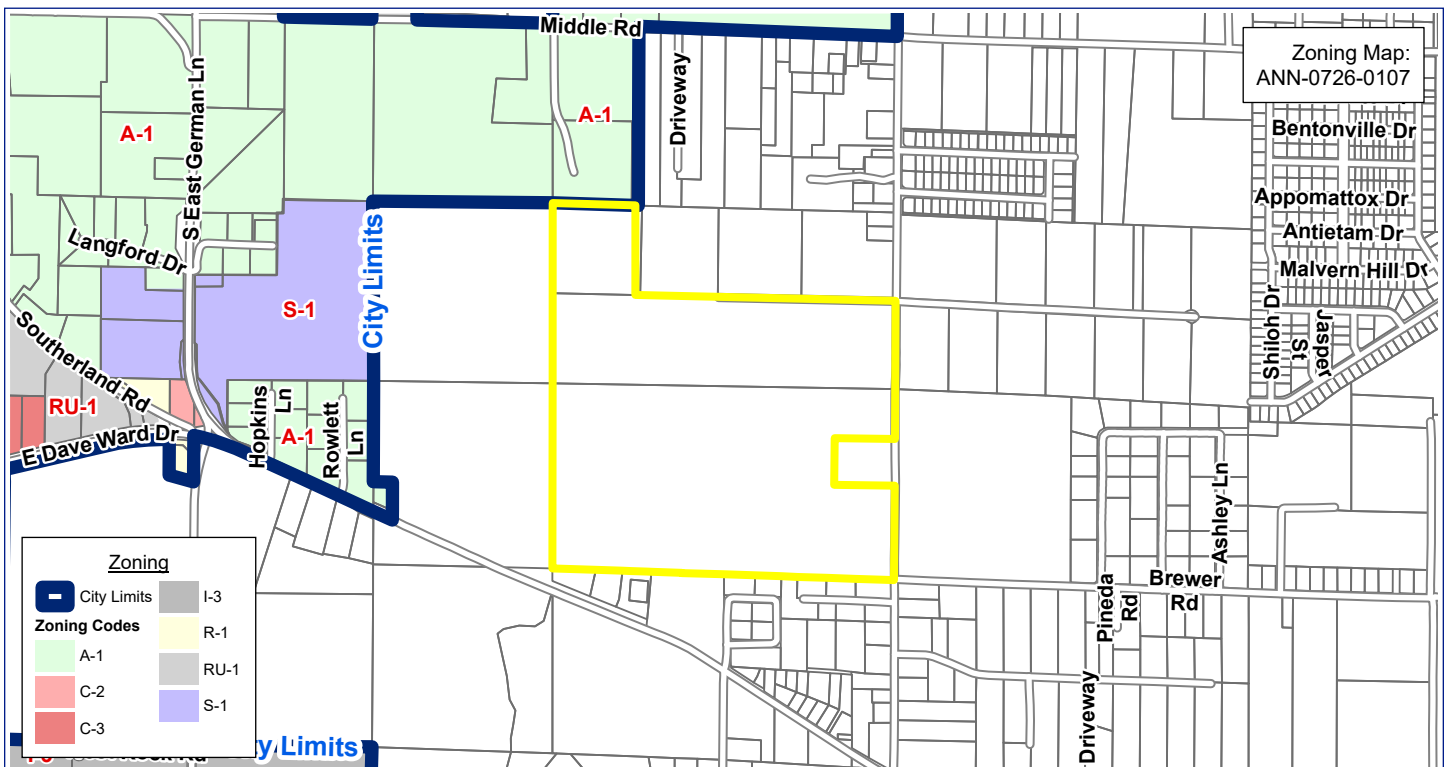
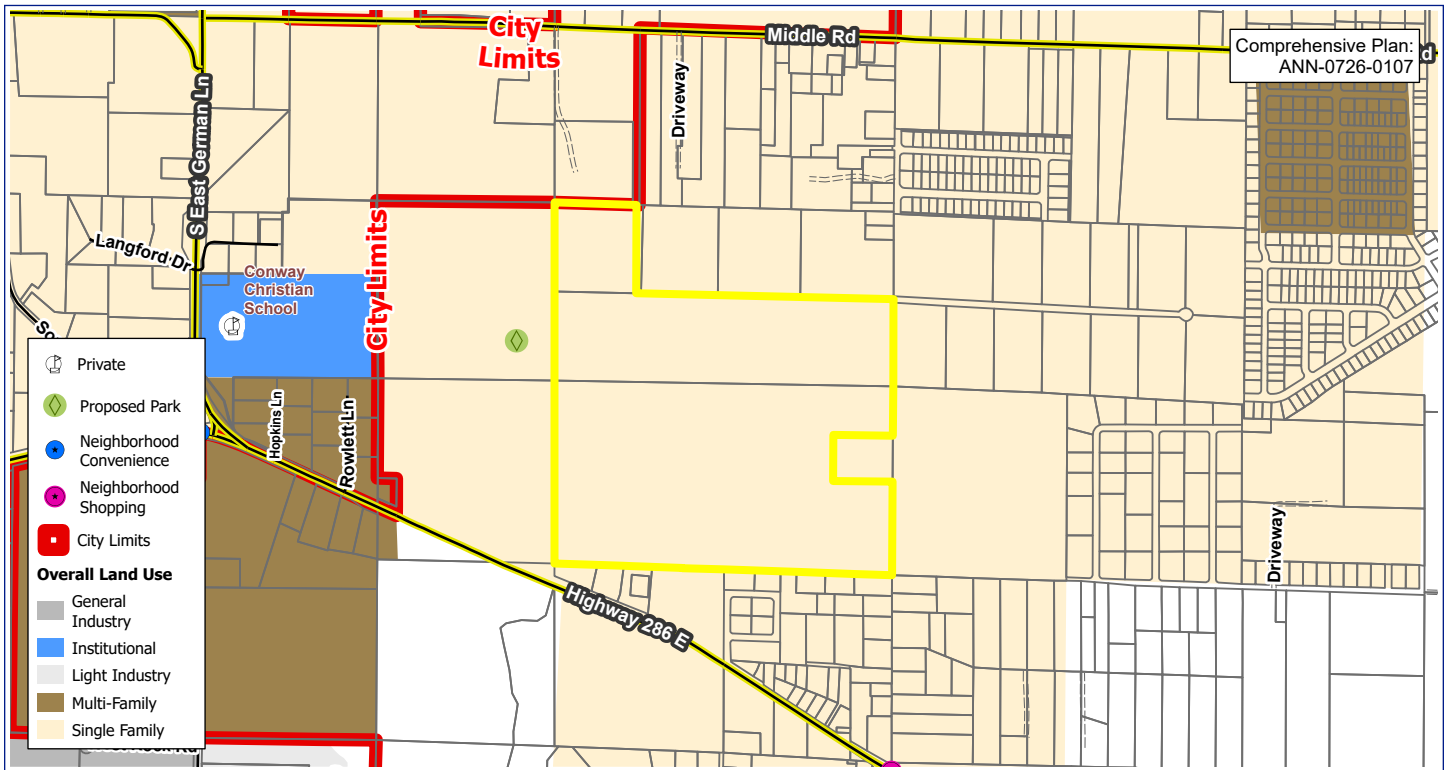
Adjacent Zoning. North: A-1 (Agricultural District).

Existing Structures. Single-family residence and a pole barn.

Overlay. None.

Comprehensive Plan. Single Family. Single family is characterized as providing "...quiet, low-density areas for single family living and related recreational, religious, and educational facilities protected from all commercial and industrial activity." (Conway Zoning Code, Section 305.1)

W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286E



W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286E

Projected Traffic Impact. Based on the proposed zoning, the traffic impact of the development will be significant. The applicant is requesting R-1 zoning across 90 acres and MF-1 zoning across 30 acres. The maximum R-1 density across 90 acres is 522 lots. The traffic impact of 522 lots is 4,922 daily weekday trips.

The maximum density for an MF-1 zoning designation across 30 acres is 360 units. The traffic impact of 360 units is 2,426 daily weekday trips.

The total daily trips for the requested annexation and zoning is 7,348 weekday trips directly distributed onto Skunk Hollow Rd.

Current Traffic Counts. 2,500 average daily trips at the northeast corner of the annexation, where Skunk Hollow Rd intersects with Southern Oaks Rd.

Flood/Drainage. A portion of the property is zoned AE which is defined as having a 1% annual chance of flooding (a 100-year flood). Development within zone AE requires a floodplain development permit.

Utilities. Existing electric, telecommunication and water infrastructure is available along Middle Road.

Street Conditions. Skunk Hollow Rd is a county road. It is open ditch and 25' wide. It is classified as a Major Arterial in the Master Transportation Plan with 100' of right-of-way. Staff met with representatives from the county who said that there are no immediate plans for improvements to Skunk Hollow Rd.

Road improvements are being made at the intersection of Highway 286E and Skunk Hollow Rd with plans for a traffic signal.

Per O-22-77, any annexation ordinance shall clearly establish which portions of streets within the property will be accepted as public streets for maintenance and which streets will be recognized as public streets for the sole purpose of allowing the issuance of building permits. No section of a street will be accepted for public maintenance unless the appropriate right-of-way, based on the Master Street Plan, has been dedicated by the abutting property owners.

Upon annexation, 50' from the centerline towards the property will be annexed into the city.

Comprehensive Plan Annexation Strategies.

"New annexation throughout the urban area are recommended for those areas likely to urbanize within the immediate future. Annexation should be considered in light of where the City can adequately and effectively extend municipal services. Annexation should also be encouraged to square off municipal boundaries and to avoid islands within the County that are surrounded by municipal boundaries. Specific areas for urban growth and development should be identified and annexations occur with adequate advance notice to individual property owners in accord with the City's ability to extend municipal services and capital improvements into such areas....Depending upon the pace of urbanization to the east, it is anticipated the corporate limits will further expand past Skunk Hollow Road toward Vilonia along US highway 64. It is important that those areas experiencing rapid urbanization, particularly along arterial roads where the change of incompatible growth and strip commercial development could occur, fall under the regulatory measures of the City to avoid long-term problems with incompatible land uses and unrestricted points of ingress and egress to properties."

STAFF COMMENTS

- As established through A.C.A. § 14-40-609 (b)(1), the request is a 100% Petition Annexation whereby "Individuals who own property in a county that is contiguous to a city or town may petition the governing body of the city or town to annex the property that is contiguous to the city or town."
- An order has been provided from the County Court of Faulkner County releasing the land for annexation into the City of Conway on July 31 2026, via Order CC-26-014.
- The annexation ordinance must clearly state that the City will accept the portions of Skunk Hollow Rd dedicated as right-of-way to the City for public maintenance.
- Documentation has been received from the Department of Administrative Services showing the applicant has coordinated with that office.

W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286E

- Per the City of Conway Annexation Guidelines and Procedures, as established through state statute A.C.A § 14-38-101—108 and 14-38-114—116 and City of Conway Ordinance #O-22-77, all areas to be annexed must be contiguous to and adjoin lands which are included with the City of Conway, Arkansas. The property is contiguous to the City along a northern property boundary. No county or city islands will result from this annexation.
- The surrounding area is characterized by a mixture of large (greater than 1 acre) and medium (.25acre-1 acre) parcels with single-family residences; a county subdivision comprised of 70, approximately 7,000sf single-family lots to the north; and a behavioral health center directly to the east.
- A meeting of affected agencies was initiated through the Office of the Mayor to ensure Comprehensive Plan annexation strategies are implemented:
"Annexation should be considered in light of where the City can adequately and effectively extend municipal services"
- This meeting resulted in commentary from the agencies and a request for written responses by September 2, 2026.
- The following agencies were coordinated with, and the status of the response is noted:
 - Conway Public School District – Response
 - City of Conway Department of Sanitation - Response
 - City of Conway Department of Transportation – Response
 - City of Conway Fire Department - Response
 - City of Conway Police Department - Response
 - City of Conway Department of Finance - Response
 - City of Conway Building Permits & Inspection - Response
 - Conway Corporation - Response
 - Faulkner County – No Response/Response Pending

Conway Public School District

- The annexation could impact Conway Public Schools.
- Housing development requires expanded bus routes.
- Request that street designs accommodate standard school bus navigation.
- Could cause overcrowding in schools in the area.
- Stand ready to serve these students and their families.

Department of Sanitation

- Reviewed the operation and budgetary effects of the proposed Barro Bend annexation with a summary of the expected impact on collections, staffing and department finances.
- The summary is based upon approximately 400 units.
- Initial costs to the department are around \$632,000, with \$444,000 being one-time capital and recurring personnel and operating costs of \$187,000.
- With the residential fees, 400 accounts would generate about \$81,600.

Department of Transportation

- Recommend that no action be taken on the annexation item until a traffic impact study is completed to evaluate impacts of the proposed development on Skunk Hollow Rd, Highway 286/Dave Ward Dr and Middle Rd.
 - The study should also identify any necessary transportation improvements and provide preliminary cost estimates for those improvements.
- On September 15, 2026, Holloway Engineering provided a Trip Generation Report that includes the following summary from Traffic Engineering Consultant, Finley Vinson, "The current construction at Dave Ward Drive and Skunk Hollow Road is anticipated to improve traffic operations at that intersection and provide additional capacity to accommodate development-related traffic; however, intersection capacity analysis would be necessary to confirm that adequate capacity is available."
 - The revision deadline for this report was September 10, 2026.
 - As of the writing of this report, Conway Department of Transportation has not provided additional feedback regarding the submitted Trip Generation Report.
- Regarding new streets and storm drainage infrastructure, the ongoing maintenance requirements for this infrastructure are expected to be typical and should not create a significant additional strain on the City's maintenance workload.

W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286E

Fire Department

- The proposed annexation area is outside the recommended response area for a 1st due unit and could potentially jeopardize Conway's Class 1 ISO rating. The Class 1 ISO rating affects citizens and businesses in terms of level of protection and insurance rates. The rating would only be secured with the construction of a new station in the annexation area.
 - The total start-up cost, not including land but including fire station construction, is \$7,032,000.

Police Department

- The development can be adequately serviced with existing resources and current deployment structure.
- Based upon an assessment of 400 units, the demand for police services and calls for service within the area will increase.
- Future annexations and development in the area will require evaluation to ensure adequate service as it may result in the need for a new patrol district.
- The current proposal does not necessitate a new patrol district.

Department of Finance

- Based upon 400 single-family homes ranging in size from 1,200 to 2,200 square feet, the annexation has the potential to generate \$800,000 per year, with much of that going to the school district.
- Approximately \$90,000 per year would directly benefit the city.
- The analysis is based upon property tax revenue and does not include any other financial impact from population growth that could result from the annexation.

Building Permits & Inspection

- Permit and subcontractor fees may equal \$232,144.
- Impact fees may equal \$687,762.

Conway Corporation

- Supports the annexation.
- Annexation is required in order to connect to Conway Corp electric and wastewater utilities.
- Connecting to Conway Corp wastewater helps inhibit the proliferation of package treatment plants.
- Annexation before development allows Conway Corp to avoid purchasing electric customers from Entergy.
 - When Conway Corp purchases existing electric customers from Entergy, they pay 355% gross annual revenue, cost less depreciation of the electric system assets, and reintegration costs for Entergy's system.



HOLLOWAY ENGINEERING
SURVEYING & CIVIL DESIGN

200 Casey Drive, Maumelle, AR 72113 | Work: 501.851.3366

July 17, 2026

Honorable Mayor Castleberry and City Council
City of Conway
1111 Main Street
Conway, AR 72032

Re: Annexation for Parcels: 001-07632-000, 001-07593-006, and 001-07594-000

Honorable Mayor Castleberry,

Please accept this letter as our request for annexation into the City of Conway. We are submitting a design for a 414-lot residential subdivision to the City for consideration and review, for which annexation will be required. Faulkner County will be copied on the review to inform them of the intent to annex the properties.

The property will connect to Conway City Limits through Parcel #001-07593-006. The northern 80.399 acres are proposed to be zoned R-1, while the southern 30.907 acres are proposed to be zoned MF-1. Access to the subdivision will be provided from the west via Skunk Hollow Road.

If you have any questions or comments, please call me at 501-851-3366.

Sincerely,

Roy C. Andrews, PE



Department of Shared Administrative Services

Governor Sarah Huckabee Sanders

Secretary Leslie Fiskens

June 11, 2026

Honorable Mayor Bart Castleberry
1111 Main St
Conway, AR 72032

RE: City of Conway Annexation Coordination Requirement

Mayor Castleberry,

Thank you for coordinating with our office as you seek to annex property into the City of Conway, located in Sections 15 and 16, Township 5 North, Range 13 West, Faulkner County, Arkansas. This letter represents confirmation that you have coordinated with our office (Arkansas GIS Office) as specified in § 14-40-101 (Act 914 of 2015) of the 90th General Assembly.

Our office will wait for the completion of additional steps necessary for the proposed boundary change, which normally comes from the Arkansas Secretary of State Elections Division after the appropriate filing by your County Clerk.

Sincerely,

A handwritten signature in blue ink that reads "Niki Bittle".

Niki Bittle, GIS Analyst

Attachments:

GIS Office Map of Proposed Annexation

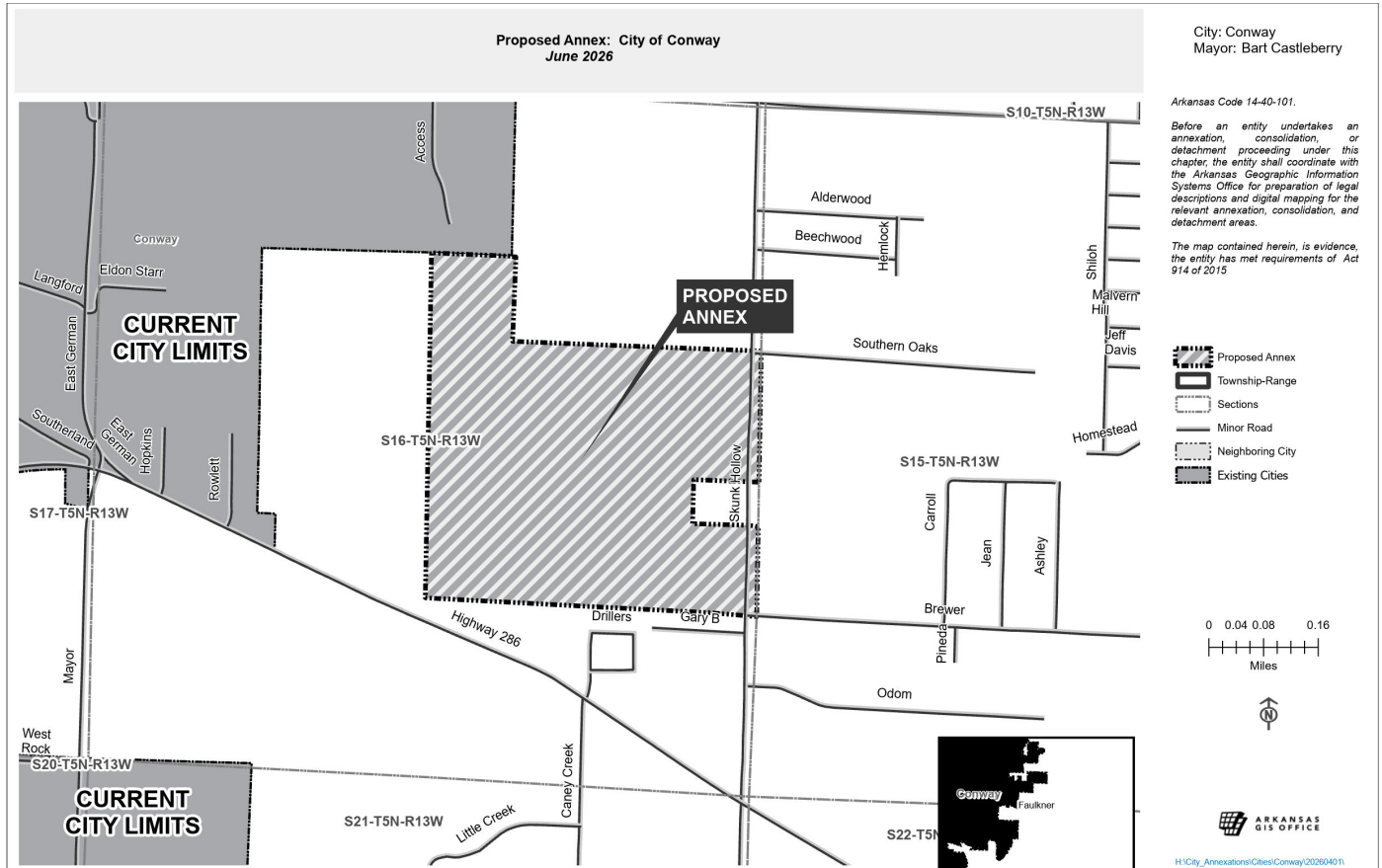
Legal Description

Secretary of State Municipal Change Checklist

H:\City_Annexations\Cities\Conway\20260401\Doc\20260401_Conway_Annexation_Coordination_Letter.docx

501 Woodlane St, Ste 201 - Little Rock, AR 72201 - 501-319-6565
transform.ar.gov

W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286

**Parcel 001-07594-000 Instrument #L202505412:**

Being part of the Southwest Quarter of the Northeast Quarter and a part of the Southeast Quarter of the Northeast Quarter of Section 16, T 5 N, R 13 W, Faulkner County, Arkansas, being more fully described as follows; Commencing of the Northwest Corner of the Southwest Quarter of the Northeast Quarter of said Section 16, thence along the West line of said Quarter, South 01 deg. 08 min. 43 sec. West for a distance of 655.71 feet to the Northwest Corner of the South Hoff of the South Half of the Northeast Quarter of said Section 16, said point being the Point of Beginning of the land herein described, thence leaving said West line, South 87 deg. 56 min. 50 sec. East for a distance of 1250.84 feet; thence South 88 deg. 23 min. 02 sec. East for a distance of 1250.52 feet to the Northeast Corner of the South Half of the South Half of the Northeast Quarter of said Section 16; thence South 01 deg. 22 min. 16 sec. West for distance of 642.15 feet to the Southeast Corner of the South Half of the South Half of the Northeast Quarter of said Section 16; thence North 88 deg. 28 min. 33 sec. West for a distance of 2498.58 feet to the Southwest Corner of the South Half of the South Half of the Northeast Quarter of said Section 76; thence North 01 deg. 08 min. 10 sec. East for a distance of 655.70 feet to the Point of Beginning of the land herein described, containing 37.11 acres, more or less.

Parcel 001-07632-000 Instrument #202518041:

The North 1/2 SE1/4 of Section 16, Township 5 North, Range 13 West, Faulkner County, Arkansas, LESS AND EXCEPT the following described lands, to-wit: Part of the NE1/4 SE1/4 of Section 16, Township 5 North, Range 13 West, Faulkner County, Arkansas, more particularly described as beginning at the Northeast corner of said NE1/4 SE1/4; thence South 0 degrees 00 minutes 30 seconds East along the East line of said NE1/4 SE1/4, 362.84 feet to the point of beginning; thence continue South 0 degrees 00 minutes 30 seconds East 340.0 feet; thence South 89 degrees 59 minutes 30 seconds West, 440.0 feet; thence North 0 degrees 00 minutes 30 seconds West, 340.0 feet; thence North 89 degrees 59 minutes 30 seconds East, 440.0 feet to the point of beginning.

DEEDED LEGAL DESCRIPTION (INSTRUMENT # L202125836):

Commencing at a found 1 1/2" bar at the NW corner of said N1/2 S1/2 NE1/4 Section 16; thence along the North line of said N1/2 S1/2 NE1/4, S87°42'47"E 604.25 feet to a set 1/2" rebar (APLS #1243); thence leaving said North line S01°08'11"W 653.23 feet to a set 1/2" rebar (APLS #1243); thence N87°57'07"W 604.25 feet to a set 1/2" rebar (APLS #1243) on the West line of said N1/2 S1/2 NE1/4; thence N01°08'25"E 655.74 feet to the point of beginning, containing 9.08 acres more or less.

Also to include all adjoining and abutting rights-of-way of Skunk Hollow to above described territory.

MEMO

To: City of Conway Planning Commission
From: Troy Rice
Business Services Coordinator
Date: September 9, 2026
Re: Barro Bend Annexation Analysis



In their meeting on March 26, 2019, the Conway City Council raised numerous questions about analysis applied to vetting city annexations and requested a report be prepared by the Planning Department. On June 18, 2019, the requested report was presented and one of three key findings noted was, "The City should begin requiring additional analysis of annexation requests prior to approval by the City Council."

July 17, 2026, Holloway Engineering submitted an annexation application request for approximately 110 acres located on Skunk Hollow Road. When completed the Barro Bend Terrace and Barro Bend District subdivisions would add approximately 400 single family dwellings to the City of Conway.

Upon receipt, the Office of the Mayor and Planning Director determined that an analysis, based on the aforementioned finding, be undertaken. The analysis would allow all relevant city departments, along with Conway Corporation and Conway Public Schools, the opportunity to thoroughly vet the request and determine if city services could be adequately extended and provide associated cost estimates.

A general meeting was convened on July 23, 2026, to present the annexation application, answer questions, and to request a written analysis be provided by all relevant departments by September 2, 2026.

Analysis reports are included for your consideration from the City of Conway Building Permits, Finance, Fire, Police, Sanitation, and Transportation Departments along with Conway Corporation and Conway Public Schools.

The Planning Director and staff will be working with the Business Services Coordinator to further evaluate and enlarge the annexation application process and formally establish a review process for all future annexations of significant impact. The timeframe for City Council approval is early 2027.



CONWAY PUBLIC SCHOOLS

2220 PRINCE STREET
CONWAY, AR 72034



September 10, 2026

Conway City Council and Planning Commission
1111 Main Street
Conway, AR 72032

Dear Council and Commission

The proposed Barro Bend annexation on Skunk Hollow could impact Conway Public Schools. As housing development increases student population on the east side of town, the District will need to expand bus routes to serve this neighborhood. We respectfully request that street designs (including lane widths, turning radii, and cul-de-sacs) accommodate standard school bus navigation safely. Additionally, it could also cause overcrowding in the schools in this area. Regardless of the City Council and Planning Commission's decision, Conway Public Schools stand ready to serve these students and their families.

Sincerely,

Dr. Andy Ashley
Asst. Superintendent
Conway Public Schools

W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286E



To: Bart Castleberry, Mayor

From: Joseph Hopper, Director *JH*

Date: August 31, 2026

Re: Barro Bend Annexation

The Department of Sanitation has reviewed the operational and budgetary effects of the proposed Barro Bend annexation. Below is a summary of the expected impact on collections, staffing, and department finances. A cost summary is included for reference.

Residential garbage collection would require additional personnel, operating, and capital resources. Preliminary estimates place those initial costs to be around \$632,000. Around \$444,000 of that is one-time capital (automated truck and carts). Recurring personnel and operating costs are about \$187,000 per year.

Yard waste and bulky item collection can be absorbed with the current system and would not require additional personnel or capital. Adding this area would, however, use remaining capacity in those programs and would constrain future expansion of those services.

The current residential fee is \$17.00 plus tax per month and includes recycling, yard waste, and bulky item collection at no additional charge. At that rate, 400 occupied accounts would generate about \$81,600 annually. Actual revenue will follow occupancy and the pace of development.

Expenditures		
Budget	Description	Estimate
Personnel	Commercial Driver (1) - Including Benefits	\$ 75,442
Operating	Fuel, Maintenance, Uniforms, Safety Equipment, etc.	111,701
Capital	Automated Truck (1), Rear Loader (1), Carts, Commercial Containers	444,001
		\$ 631,145

Annual Revenue	
Program	Estimate
Residential	\$ 81,600

Please let me know if you should have any questions or require additional information.



CITY OF CONWAY

TRANSPORTATION DEPARTMENT

BARRO BEND ANNEXATION ANALYSIS

September 2, 2026

Based on the preliminary development plans submitted, the proposed annexation could result in the addition of more than 400 single-family lots to the City of Conway. Primary access to the proposed development would be provided from Skunk Hollow Road. Although Skunk Hollow Road is classified as a major arterial street, its existing width and lane configuration are below the City's standards for a roadway of this classification.

The Transportation Department has concerns regarding the potential traffic impacts of the proposed annexation and development on Skunk Hollow Road, Highway 286/Dave Ward Drive to the south, and potentially Middle Road to the north. We recommend that a traffic impact study be completed to evaluate the anticipated impacts of the proposed development. The study should also identify any necessary transportation improvements and provide preliminary cost estimates for those improvements.

The proposed development would also add new streets and storm drainage infrastructure to the City's system. Based on developments of similar size, the ongoing maintenance requirements for this infrastructure are expected to be typical and should not create a significant additional strain on the City's maintenance workload.

Please feel free to contact me if you have any questions.

Kurt Jones, P.E.
City of Conway Transportation Department
501.358.6314



MEMORANDUM

August 14, 2026

TO: Roy Andrews
FROM: Finley Vinson, P.E., PTOE, PTP, RSP₁
SUBJECT: Barro Bend Trip Generation
LOCATION: Conway, Arkansas



INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained by Holloway Engineering, Surveying & Civil Design, PLLC (Client) to conduct a traffic impact review on the proposed Barro Bend Terrace and Barro Bend District subdivisions. The proposed developments would be located west of Skunk Hollow Road and north of Dave Ward Drive (Highway 286) in Conway, Arkansas, as shown in **Appendix A**. Barro Bend Terrace would consist of 292 single-family detached dwelling units, constructed in five phases. Barro Bend District would consist of 122 single-family detached dwelling units, constructed in three phases.

ADJACENT ROADWAY NETWORK

Access to Barro Bend Terrace is proposed via four primary roadway connections and two secondary connections to Skunk Hollow Road. Access to Barro Bend District is proposed via one roadway connection to Skunk Hollow Road. Skunk Hollow Road is an existing north-south, two-lane, rural major arterial street with a posted speed limit of 35 miles per hour and an Annual Average Daily Traffic volume of approximately 2,500 vehicles per day. The intersection of Skunk Hollow Road and Dave Ward Drive is currently stop controlled on the minor approach and is under construction to be signalized. The intersection of Skunk Hollow Road and Middle Road is all-way stop controlled.

SITE GENERATED TRIPS

The latest edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers, was used to estimate the number of vehicle trips anticipated to be generated by the proposed developments. The *Trip Generation Manual* is a nationally accepted reference that provides trip rates for different land use categories. Based on the available land use information, the *Single-Family Detached Housing* category was selected as the most applicable category for both developments. The resulting site-generated trip estimates are indicated in **Table 1**. The Trip Generation data plots are included in **Appendix B**.

Traffic Engineering Consultants, Inc.
8201 Ranch Boulevard, Suite B-2 | Little Rock, AR 72223 | (501) 270-8620
Oklahoma | Arkansas | Missouri
www.tecusa.com

W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286E



MEMORANDUM

August 14, 2026

FIGURE 1. Trip Generation by Development Area

Building Type (Land Use)	Land Use Code	Independent Variable	Average Weekday Vehicle Trip Ends			AM Peak Hour				PM Peak Hour			
			Per Day	Per Peak Hour Street Traffic		Average Weekday Directional Distribution		Average Weekday Directional Trips		Average Weekday Directional Distribution		Average Weekday Directional Trips	
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
			(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN	OUT
BARRO BEND TERRACE WEEKDAY SITE GENERATED TRAFFIC VOLUMES													
Phase I Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 65.00	9.09 591	0.70 46	0.93 60	0.27	0.73	12	34	0.62	0.38	37	23
Phase II Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 65.00	9.09 591	0.70 46	0.93 60								
Phase III Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 65.00	9.09 591	0.70 46	0.93 60	0.27	0.73	12	34	0.62	0.38	37	23
Phase IV Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 65.00	9.09 591	0.70 46	0.93 60								
Phase V Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 32.00	9.09 291	0.70 22	0.93 30	0.27	0.73	6	16	0.62	0.38	19	11
SUBTOTAL			2,655	206	270			54	152			167	103
BARRO BEND DISTRICT WEEKDAY SITE GENERATED TRAFFIC VOLUMES													
Phase I Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 41.00	9.09 373	0.70 29	0.93 38	0.27	0.73	8	21	0.62	0.38	24	14
Phase I Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 41.00	9.09 373	0.70 29	0.93 38								
Phase I Trip Rate* Single-Family Detached Housing	210	(Dwelling Units) 40.00	9.09 364	0.70 28	0.93 37	0.27	0.73	8	20	0.62	0.38	23	14
SUBTOTAL			1,110	86	113			24	62			71	42
TOTAL			3,765	292	383			78	214			238	145

REVIEW SCOPE AND LIMITATIONS

This review is based on the available development information shown in **Appendix A** and trip generation data published by the Institute of Transportation Engineers. Existing turning-movement counts, projected traffic distributions, and intersection capacity analyses were not requested or prepared as part of this review. As a result, the findings should be interpreted as a planning-level assessment of potential traffic generation rather than a detailed traffic impact assessment.

Traffic Engineering Consultants, Inc.
8201 Ranch Boulevard, Suite B-2 | Little Rock, AR 72223 | (501) 270-8620
Oklahoma | Arkansas | Missouri
www.tecusa.com

**MEMORANDUM**

August 14, 2026

SUMMARY

The proposed developments are expected to add approximately 3,765 daily trips to the adjacent roadway network. The current construction at Dave Ward Drive and Skunk Hollow Road is anticipated to improve traffic operations at that intersection and provide additional capacity to accommodate development-related traffic; however, intersection capacity analysis would be necessary to confirm that adequate capacity is available. Capacity analysis would also be necessary to determine whether development traffic would create capacity deficiencies at Skunk Hollow Road and Middle Road, or along Skunk Hollow Road at any of the proposed roadway connections.

Traffic Engineering Consultants, Inc.
8201 Ranch Boulevard, Suite B-2 | Little Rock, AR 72223 | (501) 270-8620
Oklahoma | Arkansas | Missouri
www.tecusa.com



City of Conway
OFFICE OF THE FIRE CHIEF
Chief Michael Winter

August 27, 2026

RE: Barro Bend Annexation Analysis

To Whom It May Concern,

Conway Fire Department's Station 2, located at 725 East German Lane, is the closest station to the proposed annexation. The proposed area is outside the recommended response area for a 1st due unit and could potentially jeopardize Conway's Class 1 ISO rating. This rating would only be secured with the construction of a new station in the annexation area.

Below is a breakdown of costs:

- Fire Station - \$4,500,000
- Fire Engine - \$1,400,000
- Land - - Unknown
- Personnel - \$1,132,000

The total start-up cost, not including land, totals \$7,032,000.

Furthermore, Conway's Class 1 ISO rating is extremely important as it affects the citizens and businesses of Conway as far as the level of protection we can provide for them, and monetarily through their insurance rates.

Sincerely,

Michael Winter
Fire Chief
Conway Fire Department



CITY OF CONWAY
OFFICE OF THE CHIEF OF POLICE

1105 Prairie Street
Conway, AR 72032
(501) 450-6120
FAX (501) 328-1241



August 26, 2026

To: Troy Rice and Anne Tucker
From: Conway Police Department
Subject: Barro Bend Development – Police Services and Resource Analysis

Current Police Service Assessment

Based on our current review, the Conway Police Department believes the proposed Barro Bend development can be adequately serviced with the department's existing resources and current deployment structure. However, the addition of approximately 400 new residential dwellings will increase the demand for police services and calls for service within the area.

While the department can adequately accommodate the Barro Bend development at this time, continued growth in the area and the potential annexation of additional entities, including Little Creek Behavioral Health, should be considered when evaluating the City's long-term public safety needs. If additional properties and developments in the surrounding area are incorporated into the City limits, it is likely that the Police Department would need to reevaluate and potentially redraw the current patrol boundaries to establish the area as a **stand-alone patrol district**.

Establishment of a new patrol district would require additional personnel, patrol vehicles, equipment, and other resources to ensure adequate coverage and maintain appropriate response times.

Accordingly, the Police Department has no objection to the proposed Barro Bend development proceeding through the City's normal annexation and development review process. However, the department recommends that the City continue to monitor growth and future annexation activity in this area so that staffing, equipment, and other public safety resources can be adjusted accordingly as the service area expands.

Future Personnel and Equipment Needs

The sections below provide estimated personnel, and equipment needs that the Conway Police Department may incur if development in the area surrounding Barro Bend continues to grow and additional properties and entities are annexed into the City of Conway.

Committed to the Community



CITY OF CONWAY
OFFICE OF THE CHIEF OF POLICE

1105 Prairie Street
Conway, AR 72032
(501) 450-6120
FAX (501) 328-1241



These figures are intended as **planning estimates for potential future needs** and are not requirements associated with the current Barro Bend development. As the area continues to develop and the City's service area expands, these needs should be reevaluated based on actual population growth, call volume, geographic coverage, and the number of additional properties incorporated into the City limits.

Staffing and Personnel

The proposed development of approximately 400 new residential dwellings is expected to increase the number of calls for service and the overall demand placed on patrol operations.

The Conway Police Department currently operates with four patrol shifts. The proposed Barro Bend development can be adequately accommodated with the department's existing resources at this time. However, based on anticipated increases in calls for service and the need to maintain appropriate staffing levels across all four patrol shifts, the department anticipates that **four additional patrol officer positions may be necessary as the development becomes fully occupied and service demands increase**. This would provide one additional officer assigned to each patrol shift.

In addition to the proposed Barro Bend development, consideration should also be given to the possibility of the future annexation of Little Creek Behavioral Health and the impact that incorporation of that property into the City limits could have on police services and call volume.

Looking beyond these current annexation considerations, if Barro Bend and Little Creek Behavioral Health are incorporated into the City limits, there is a reasonable possibility that additional areas in the surrounding vicinity may seek or be considered for annexation in the future. As a result, the potential increase in population, calls for service, and geographic area requiring police coverage should be considered when evaluating the City's long-term staffing needs.

While the initial estimate of four additional patrol officer positions is based primarily on the anticipated impact of the Barro Bend development, continued monitoring of future annexations and growth in this area will be important to ensure the Police Department maintains adequate staffing and response capabilities as the City continues to expand.

Committed to the Community



CITY OF CONWAY
OFFICE OF THE CHIEF OF POLICE

1105 Prairie Street
Conway, AR 72032
(501) 450-6120
FAX (501) 328-1241



Operational Costs

The addition of four patrol officer positions will result in initial operational and equipment costs associated with outfitting each officer. Based on current estimates, the cost to fully equip one new patrol officer is approximately **\$11,000**.

This estimate includes the following:

- **\$3,000** for uniforms, gun belt, and associated equipment;
- **\$1,500** for a Kevlar vest;
- **\$1,000** for a pistol, optics, magazines, and holster;
- **\$1,500** for a rifle, magazines, and associated equipment; and
- **\$4,000** for a Taser, holster, cartridges, and required training and certification.

Based on these estimates, outfitting the four additional patrol officers identified as potentially necessary to adequately staff the four patrol shifts would result in an initial equipment cost of approximately **\$44,000**.

Additionally, if the increased service area associated with future annexations requires the establishment of an additional patrol district, the Police Department would likely need to add an additional patrol vehicle to the department's fleet.

Based on current pricing available through the Enterprise Fleet Program, the estimated cost for an upfitted Chevrolet Tahoe patrol vehicle is approximately **\$85,000**. This cost would be in addition to the equipment costs associated with the four new officer positions.

Therefore, the estimated initial costs associated with adding four patrol officers and, if necessary, an additional patrol vehicle would be approximately **\$129,000**, excluding ongoing personnel costs such as salaries, benefits, fuel, maintenance, insurance, and other recurring operational expenses.

These estimates are provided for planning purposes and are subject to change based on future staffing levels, equipment costs, vehicle pricing, development activity, annexation decisions, and actual service demands.

Committed to the Community



CITY OF CONWAY
OFFICE OF THE CHIEF OF POLICE

1105 Prairie Street
Conway, AR 72032
(501) 450-6120
FAX (501) 328-1241



Conclusion

Based on the Conway Police Department's current assessment, the proposed Barro Bend development can be adequately serviced with the department's existing personnel, equipment, and current deployment structure. The department therefore has **no objection to the proposed development proceeding through the City's normal annexation and development review process.**

However, the Department recognizes that Barro Bend will increase the demand for police services in the area and that continued residential and commercial growth, along with the potential annexation of surrounding properties and entities, could significantly increase the City's long-term public safety needs. If development and annexation continue, the Police Department should reevaluate patrol boundaries, staffing levels, vehicles, equipment, and other resources to ensure adequate coverage and maintain appropriate response times.

The personnel and equipment figures identified in this analysis are intended as planning estimates for potential future needs and should not be interpreted as requirements associated with the current Barro Bend development. Future resource needs should be evaluated as additional development occurs and actual population, call volume, geographic coverage, and annexation activity become more clearly established.

Respectfully,

A handwritten signature in black ink, appearing to read "Chris Harris".

Chris Harris
Chief of Police

Committed to the Community



Barro Bend Annexation Revenue Estimates

Property Taxes

Contributor: Tyler Winningham, CFO, City of Conway

Barro Bend District Square Footage Basis:	2,200 sq ft	Single Family Homes
Barro Bend Terrace Square Footage Basis:	1,200 sq ft	Single Family Homes

“I estimate \$90,000 per year. In total (mostly going to the public school district) I estimate \$800,000 per year. These are strictly property tax estimates. It does not include any other financial impact of that many new families moving inside the city limits.”

Building Permit & Impact Fees

Contributor: Missy Schrag, Permits Coordinator, City of Conway

Permit & Subcontractor Fees

Barro Bend District Single Family Homes:	292 x \$607	\$177,244
Barro Bend Terrace Single Family Homes:	122 x \$450	\$54,900

Impact Fees

Barro Bend District Single Family Homes	292 x \$1,080	\$315,360	Roads
Based on 2,200 sq ft	292 x \$690	\$201,480	Parks
Barro Bend Terrace Single Family Homes	122 x \$870	\$106,140	Roads
Based on 1,200 sq ft	122 x \$531	\$64,782	Parks



August 28, 2026

Troy Rice
Business Services Coordinator
City of Conway

Re: Barro Bend Annexation

Dear Mr. Rice,

Conway Corp supports the proposed Barro Bend annexation. Existing electric, telecommunication and water infrastructure is available along Middle Road for the developer to extend to the site, and existing wastewater crosses the site. Annexation is required in order to connect to Conway Corp electric and wastewater utilities. Connecting to Conway Corp wastewater helps inhibit the proliferation of package treatment plants.

Annexation before development is our preferred sequence of events in order to avoid burdening our rate payers with the cost of purchasing electric customers from Entergy. When Conway Corp assumes existing electric customers from Entergy we must pay them 355% gross annual revenue, cost less depreciation of the electric system assets used to serve the customer, and reintegration costs to keep Entergy's system whole.

The behavioral facility on Skunk Hollow Road paid to extend City wastewater to their site in 2019. Serving wastewater to a customer outside City limits requires approval by the Conway Corp Board and CEO, City Council and the Mayor. Per Ordinance O-19-55, the City and Conway Corp reserve the authority to require a Use Agreement.

In the case of the behavioral facility, a pre-annexation agreement was executed. When the property abuts City limits, the Owner shall petition to annex the property to the City at a time deemed appropriate by the City. The agreement does not mandate the City to make this request.

The behavioral facility is currently served by Vilonia water. Conway Corp has an agreement with Vilonia for assuming customers via annexation, within our Filed Water Planning boundary which extends to Rooster Road. If the behavioral facility were to annex, this would be the first 'test case' for transferring customers from Vilonia water to Conway Corp.

Respectfully,

CONWAY CORP

A handwritten signature in blue ink, appearing to read "Mark Ferguson".

Mark Ferguson
Engineering & Planning

W side of Skunk Hollow Rd, approx. 1480ft N of the intersection of Skunk Hollow Rd and Hwy 286E



View of subject property from Skunk Hollow Rd facing SW



View of subject property facing NW



Intersection of Middle Rd and Skunk Hollow Rd



Intersection of DWD and Skunk Hollow Rd



Adjacent property to the E



Looking N along Skunk Hollow Rd

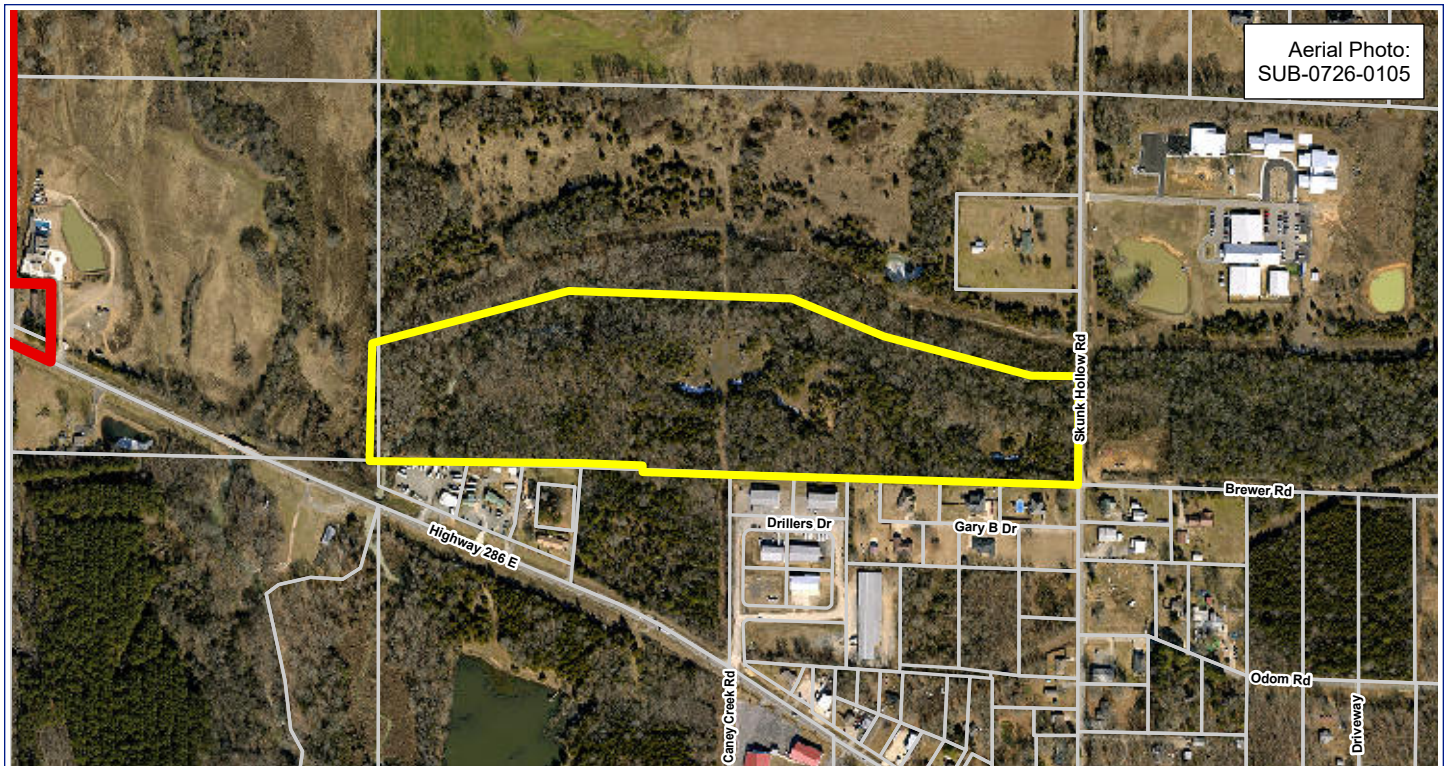
W side of Skunk Hollow Rd, approx. 420ft north of the intersection of Hwy 286E and Skunk Hollow Rd

APPLICANT/AUTHORIZED AGENT

Dustin Welch Holloway Engineering
200 Casey Drive
Maumelle, AR 72113

OWNER

Barro Bend LLC
200 Casey Drive
Maumelle, AR 72113



SITE

Location. On the west side of Skunk Hollow Rd, north of Highway 286 E; approx. 2,145' east of city limits and approximately 420' north of Highway 286 E.

Site Area. ±30.906 acres.

Current Zoning. Unzoned. Outside city limits.

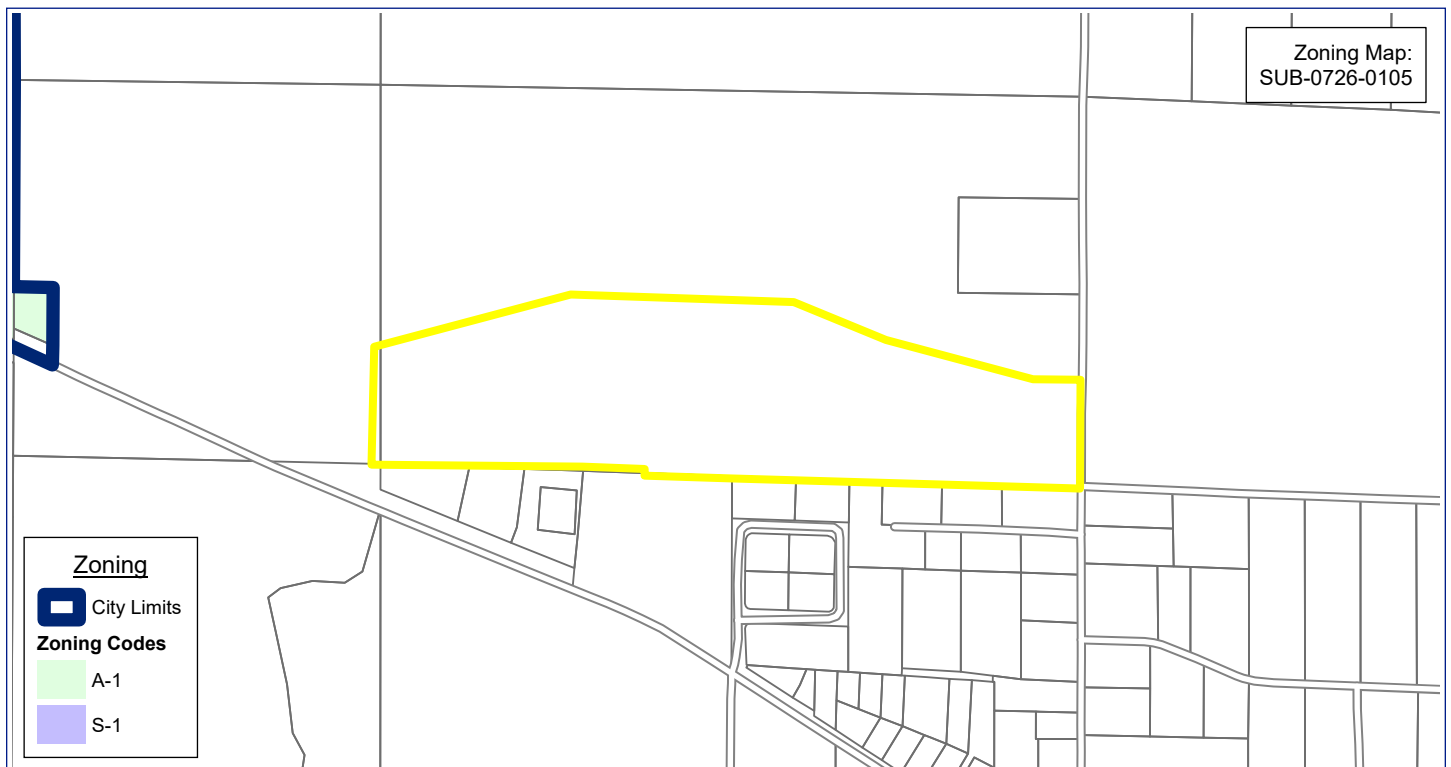
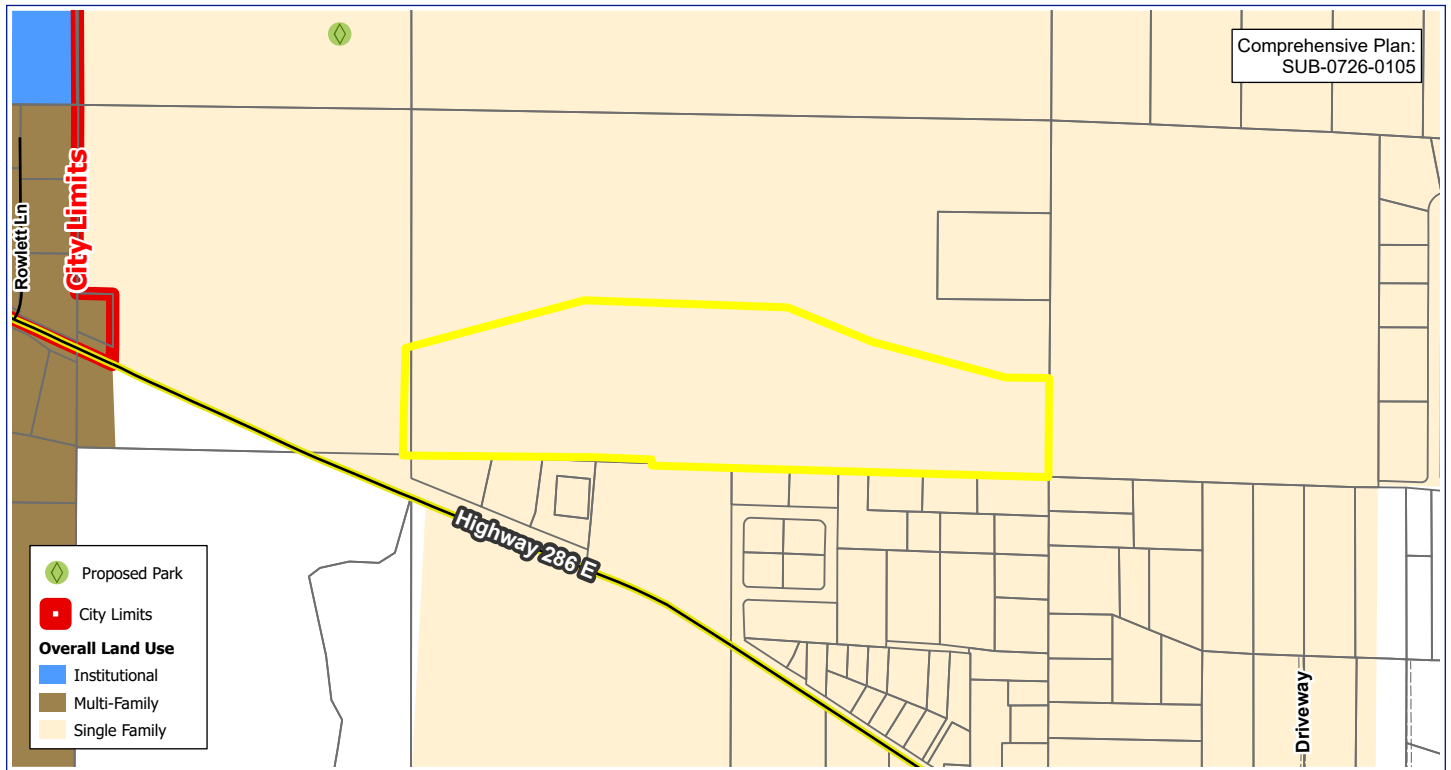
Comprehensive Plan. Single-Family.

Master Street Plan. Skunk Hollow Rd. Skunk Hollow Rd is a county road and is classified as a Major Arterial in the Master Transportation Plan with 100' of right-of-way.

Existing Structures. None.

Overlay. None.

W side of Skunk Hollow Rd, approx. 420ft north of the intersection of Hwy 286E and Skunk Hollow Rd



W side of Skunk Hollow Rd, approx. 420ft north of the intersection of Hwy 286E and Skunk Hollow Rd

REQUEST

The applicant is requesting preliminary plat approval for a 122-lot, single phase subdivision with 12.346 acres of dedicated open space. The property is outside city limits. There is a concurrent annexation request (ANN-0726-0107) to incorporate this area into the city. The approval of the subdivision is contingent upon annexation. The applicant is requesting a MF-1 (up to 12 dwelling units/acre) zoning designation with the annexation application. The buildable lots range from 4,800sf to 7,413sf consistent with MF-1 requirements for specific development types. There is one public access point proposed to Skunk Hollow Rd. The lots will be served by an internal street system designated as local residential with 50' of right-of-way. No on-site detention is proposed. Per the applicant:

"Existing Drainage both offsite and onsite enter the existing ditch that runs along the northern boundary of the development before crossing under Highway 286 and ultimately reaching Lake Conway shortly after. Due to the proximity of the development to Lake Conway, we are requesting no detention be required however a drainage model has been provided to show system capacities and flows during the 25 and 100 year storm events."

There is a concurrent preliminary plat approval request made by the same applicant for a subdivision to the north of this site (SUB-0726-0106). The total number of proposed lots for SUB-0726-0105 and -0106 is 414 lots.

Conway Subdivision Ordinance Article VI. Sec. 9. Variances

(1)When, by the strict interpretation of these Regulations, a subdivider incurs undue restrictions on the physical property to be subdivided, a variance for such requirements may be granted by the Planning Commission. Under no circumstance should a variance be granted because of a personal hardship or for personal or emotional reasons. Variances shall not be granted based strictly on financial hardship. A variance is determined by the strict interpretation and enforcement of the rules and regulations upon a given piece of property to be subdivided.

(2)...The petition shall state fully the grounds for the variance and all the facts upon which the petition is made. In granting the variance the Commission shall prescribe any conditions that it deems necessary to or desirable in the public interest. In considering the petition for a variance, the Commission shall take into account the nature of the proposed use of land involved, existing uses of land in the area, proximity to public utilities, the number of persons who will reside or work in the proposed subdivision, and the probably effect of such variance upon traffic conditions and upon the public health, safety and general welfare in the vicinity. No variance shall be granted unless the Commission finds all four of the following:

- a. That there are special circumstances or conditions affecting the land involved such that the strict application of the provision of this code would deprive the applicant of the reasonable use of this land.*
- b. That the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant.*
- c. That the granting of the variance will not be detrimental to the public health, safety and welfare or injurious to other property in the area.*
- d. That the granting of the variance will not have the effect of preventing the orderly subdivision of other land in the area in accord with the provision of this code.*

(3)...Variances may be granted only when in harmony with the general purpose and intent of this code.

Variances Requested; Planning Commission action is required for the following:

1. Centerline Radius (C.L.) of 50' on Gold Creek Ln, Curve #1 (C1) & Curve #2 (C2). **(Article IV: Sec. 5(A)(1) & (Article V:Sec.E.(3).**
 - Standard C.L. radius is 100'. Applicant is requesting a radius of 50' in two locations for "traffic calming and the layout for the type of residence being constructed."
2. Integration with street system in adjoining subdivisions **(Article IV: Sec. 5(A)(2).**
 - "The proposed street layout should be appropriate for the type and development proposed and integrated with the street system in the adjoining subdivisions. The layout shall also conform to existing and proposed land uses for the area."
 - The applicant is requesting preliminary plat approval for two subdivisions with adjoining property lines. Planning Staff referred to the code section regarding an integrated street system for adjoining subdivisions and requested it be met. The applicant's petition states:
 - "The north and south developments are intended to be two separate developments, completed by different builders. The developments are separated by a tributary of Little Creek, and we want to make sure we have adequate buffers form stormwater runoff before it enters the creek. A crossing would have a larger negative impact on the creek. The north and south developments will be completed separately in phases, as shown on the plats. The storm drain analysis

W side of Skunk Hollow Rd, approx. 420ft north of the intersection of Hwy 286E and Skunk Hollow Rd

is still being revised with the new layouts and the information requested by Engineering."

3. Centerline offsets (**Article IV. Sec.5(A)(10)**).

- "In proximity to intersections of collector streets and above in the Functional Classification System, centerline offsets of less than 250 feet shall be avoided."
- The applicant is proposing an intersection offset of 105ft between the proposed Barro Way intersection and the existing Brewer Road intersection along Skunk Hollow Rd. Skunk Hollow Rd is classified as a Major Arterial.
- The applicant's petition states:
 - "We have spoken with Engineering regarding the roadway offset along Skunk Hollow at the southern connection and addressed any concerns they have. With the phased development and cities road classification, future impact fees will help upgrade the road at a time when needed."

Waivers Requested; Planning Commission action is required for the following:

1. Sidewalk in-lieu fee paid into the general sidewalk fund **Article V. Sec.9(10)**.

- "The subdivider/developer may request a waiver from the sidewalk construction requirements. Such waivers shall only be approved for unusual circumstances. The following factors shall be considered in order to determine whether or not to grant a waiver request by the subdivider/developer:
 - ADRDOT determination that a sidewalk is not allowed within state right-of-way.
 - Pedestrian traffic generators such as parks and schools in the area.
 - The existence of a sidewalk network in the immediate area.
 - The density of current and/or future development in the area.
 - The amount of pedestrian traffic likely to be generated by the proposed development.
 - Whether the terrain is such that a sidewalk is physically practical and feasible, and the extent to which drainage ditches, trees, ground cover, and natural areas would be adversely impacted by the construction of the sidewalk.
 - The design of the subdivision such that utilities, the location of structures, rights of way, easements, etc., create conditions making sidewalks impractical."
- Per the applicant:
 - "We are also requesting an in-lieu fee for the sidewalk along Skunk Hollow on the south portion of the development. We still plan to install the sidewalk on the northern section as shown on the plans."

STAFF COMMENTS

- Variance request #1: The centerline radius reduction variance request may help calm traffic. The City Engineer has not reviewed this variance request.
- Variance request #2: The applicant has not provided evidence nor stated fully the grounds for the variance and all the facts upon which the petition is made that would support not meeting the street integration requirements for the two subdivisions. The applicant's statement that a crossing would have a larger negative impact on the creek should be supported with an analysis of how the creek will be impacted by different types of crossing infrastructure in terms of water quality, quantity, potential streamflow alteration, etc. This information should be assessed prior to a variance being granted. Without any analysis, staff is unable to confirm that a crossing would have a larger impact on the creek as comparable factors were not provided.
- Variance request #3: Engineering does not object to the reduced centerline offsets. The applicant has not provided an assessment explaining the need for the offset. As such, staff cannot ascertain whether it meets the standards for granting a variance.
- Pursuant to Article V. Sec. 9(G), the Planning and Development Director defers the sidewalk in lieu request to the Planning Commission. The Director's assessment to be considered by the Planning Commission is that the proposed sidewalk along SUB-0726-0106 (the northerly subdivision, with a concurrent review) should connect with a sidewalk along this subdivision and that the applicant did not provide evidence that unusual circumstances exist which would preclude their ability to construct sidewalks along Skunk Hollow Rd. It is also the assessment of the Planning and Development Director that the creation of a total of 414 lots along a county road merits a sidewalk system as it will be the forerunner for future development in the area and a continuous sidewalk system should be established.
- The applicant has indicated this is a phased subdivision. The standard for phasing a subdivision is for preliminary plat approval for each individual phase. Preliminary plat approval is active for one year. Preliminary plat approval may be extended for an additional year one time. After an extension, if developer required improvements have not been completed and a final plat filed, the preliminary plat expires and a new application must be submitted for review and approval by Planning Commission. Because

W side of Skunk Hollow Rd, approx. 420ft north of the intersection of Hwy 286E and Skunk Hollow Rd

the applicant is requesting approval of three (3) phases on this single plat, it is not a phased subdivision as the expectation will be that all phases are completed within two (2) years maximum, thereby making it a single phase.

- It is unclear how the developer will prevent development encroachments into open space tracts.
- 50' of right-of-way will be dedicated along Skunk Hollow Rd.
- All internal streets shall have 5' sidewalks with 6.5' green space. The standard for the sidewalk along Skunk Hollow Rd are 10' sidewalks with 7.5' green space.
- Addresses will be established along with the approval of the Final Plat.
- There are outstanding drainage/stormwater comments from City of Conway Transportation/Engineering that have not been addressed by the applicant.
- The predominant lot width in the subdivision is 48'.
- The size and dimensions of the lots can only support MF-1 development with zero lot line setbacks. Zero lot line development refers to a single detached dwelling unit that is constructed on a side property line of a lot. On zero lot line structures, one side yard setback must be no less than ten (10) feet, and the other side yard setback must be zero (0) feet. No openings shall be allowed in the wall abutting the zero lot line setback. If two (2) dwellings abut the same zero lot line, a fire wall, as called for by the Building Code, is required. Any other development (multi-family, duplex, single-family detached) requires a minimum lot width of 60' and minimum lot areas ranging from 6,000 to 10,890.
- The subdivision contains 12.346 acres of open space. **Article IV. Sec. 5(C)(3).**

"Major utility, drainage and other easements traversing the urban area shall be considered an opportunity for an open space linkage and an extension of the open space system for adjoining developing subdivisions. Where possible, pedestrian trail and pathway systems shall link other open space corridors by these easements and another easement for pedestrian and bicycle pathways shall be established within that easement."

In response to Planning comments on the v1 preliminary plat review, the applicant included a trail easement to the proposed northern subdivision (SUB-0726-0106). No other trail connections are shown throughout the open space. The size and extent of the Open Space easements merits additional pedestrian/trail access easements to meet the intent of Section 5(c)(3). An open space park is shown on the preliminary plat. It does not specify what community amenities it will provide (dog park, playground, outdoor court, etc.)

- The Planning Commission may also grant a waiver to construct an internal pedestrian trail system in lieu of the required sidewalks. The pedestrian trail right of way shall be clearly noted on the final plat.
 - The subdivision contains 12.346 acres of open space. Given that in conjunction with the proposed subdivision to the north (SUB-0726-0106) there will be a total of 414 lots and 27 acres of greenspace, the development would benefit from both the internal pathways as well as a sidewalk along Skunk Hollow Rd.
- For more than thirty (30) single-family and two-family residential units, there shall be two (2) separate and approved fire apparatus access roads. For multi-family development, there must be two (2) separate access roads for projects having more than 100 dwelling units.
 - The applicant has shown one access road and a 30' emergency access easement. The 30' emergency access easement does not extend to Highway 286E. This access easement is in the county and does not connect to a city street. The Fire Marshall has stated concurrence with the use of a 30' emergency access easement under the condition that it extends to 286E and can support emergency vehicles.
- The applicant has indicated that water and sewer will be provided by Conway Corporation, but that Entergy will supply electricity.
- The development is consistent with Comprehensive Plan goals:
 - *"Provide opportunities for a variety of housing choices both suitable and affordable situated throughout the City in desirable surroundings which reflect the needs for all citizens."*
 - *"Protect established residential areas from encroachment of incompatible uses and provide a high standard for development and redevelopment of residential areas."*

W side of Skunk Hollow Rd, approx. 420ft north of the intersection of Hwy 286E and Skunk Hollow Rd

CORRECTIONS NEEDED ON THE PLAT

1. Corrections as noted on the Preliminary Plat and Street & Drainage Plans as provided to the applicant.
2. Remove phases.

CONDITIONS

1. The preliminary plat approval is contingent upon approval of ANN-0726-0107. Should the property not be approved for annexation, SUB-0726-0105 becomes null and void unless a development agreement is enacted between the developer, the City, and Conway Corporation.
2. The preliminary plat approval is based upon an MF-1 zoning designation with zero lot line development. Should the property not develop according to MF-1 zoning with zero lot lines, a new preliminary plat must be submitted and approved as zero lot line development across zoning designations is the only type of development that can accommodate a minimum lot width less than 50'.
3. SUB-0726-0105 and SUB-0726-0106 shall connect via both pedestrian/trail access easements and a city street designed according to the Department of Transportation Standard details with 50' of right-of-way dedication.
4. Open Space throughout the subdivision shall be connected via dedicated trail easements and shall incorporate Open Space Tract A, Open Space Tract B, Open Space Tract C, and the Open Space Tract Park.
5. Preliminary Plat approval from all reviewing agencies shall be obtained prior to work commencing.
6. Street and drainage plans have not been approved by the City Engineer and must be approved prior to final approval of the Preliminary Plat and issuance of an Authorization to Proceed for the installation of improvements. **The developer is not authorized to proceed with any installation of improvements and the staking out of lots and blocks until street and drainage plans have been approved by the City Engineer.**
7. Fire hydrants must be placed so that the furthest point of a lot in a residential subdivision is not more than 600 feet from the hydrant located on the same street. Variances must be approved by the Planning Commission and Fire Chief.
8. All construction shall comply with the 2021 AFPC ex: Roads, access, hydrants, buildings, etc.
9. Utility easements as required by Conway Corporation are needed.
10. Drainage easements as required by the City Engineer are needed.
11. Pedestrian access easements as required by Planning Staff are needed.
12. Wheelchair ramps shall be installed by the developer/subdivider in accordance with the City of Conway Transportation Department Standard Details.
13. A draft Bill of Assurance/Covenants and Restrictions proposed for the subdivision generally describing proposed covenants, restrictions and conditions applicable to the property shall be provided to Planning and Development staff for review prior to the Planning Commission Chairman signing the Preliminary Plat.
14. A revised and final Bill of Assurance/Covenants and Restrictions proposed for the subdivision generally describing proposed covenants, restrictions and conditions applicable to the property shall be recorded with the Final Plat.
15. The 30' emergency access easement serving as the secondary access point shall provide access to the subdivision in perpetuity. It shall be recorded as an ingress/egress easement to highway 286E with a maintenance agreement ensuring that the road condition will support emergency service vehicles in perpetuity.
16. The 30' emergency access easement shall be brought to Fire Code standards for supporting emergency vehicles prior to the Planning Commission chairman signing the preliminary plat. It is considered road infrastructure improvements.
17. Sidewalks along Skunk Hollow Rd shall be constructed by the developer/subdivider in accordance with the requirements for sidewalks along streets on unbuildable, green space, and other permanently vacant lots. Any sidewalk along the dedicated open space tracts shall be constructed by the developer/subdivider.
18. Property owners may not install personal fencing in open space tracts.
19. A Property Owners' Association shall be required to be formed and operate in perpetuity to maintain all common areas and improvements such as streets, sidewalks, open space tracts and drainage infrastructure.
20. All other applicable provisions of the City of Conway Subdivision Ordinance (O-00-03) shall be satisfied and accounted for prior to issuance of authorization to proceed.
21. Receipt of an approved, signed copy of the Preliminary Plat along with approved Street & Drainage Plans shall constitute authorization by the Planning Commission for the developer to proceed with installation of improvements and preparation of the Final Plat.



HOLLOWAY ENGINEERING
SURVEYING & CIVIL DESIGN

200 Casey Drive, Maumelle, AR 72113 | Work: 501.851.3366

July 16, 2026

Honorable Mayor Castleberry and City Council
City of Conway
1111 Main Street
Conway, AR 72032

Re: Subdivision Application for Parcels: 001-07632-000 (80.399 Acres) and 001-07594-000 (30.907 Acres) Barro Bend District and Barro Bend Terrace Residential Subdivision

Honorable Mayor Castleberry,

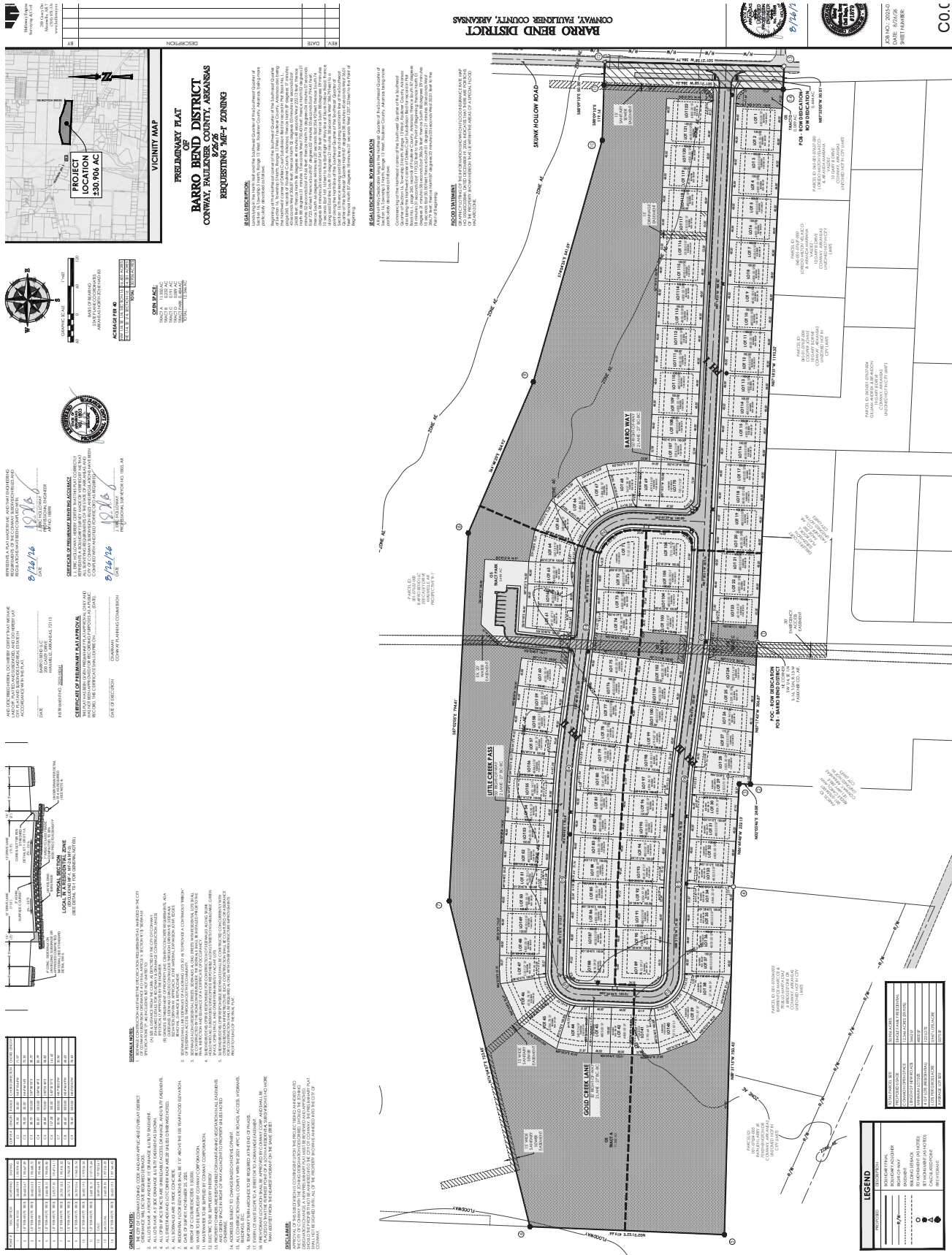
Please accept this letter as our request for Preliminary Plat review for the above referenced properties. We are submitting a design for a 414-lot residential subdivision to the City for consideration and review. These 414 lots will be split into two separate subdivisions that are split by the creek that runs through the development. The 292 single family detached lots along the North will be referred to as Barro Bend Terrace and the 122 zero lot line lots to the south will be referred to as Barro Bend District. Faulkner County will be copied on the review to inform them of the intent to annex the properties.

The petition for annexation has been filed with the Faulkner County Circuit Clerk. The property will connect to Conway City Limits through Parcel #001-07593-006. The northern 80.399 acres are proposed to be zoned R-1, while the southern 30.907 acres are proposed to be zoned MF-1. Access to the subdivision will be provided from the west via Skunk Hollow Road.

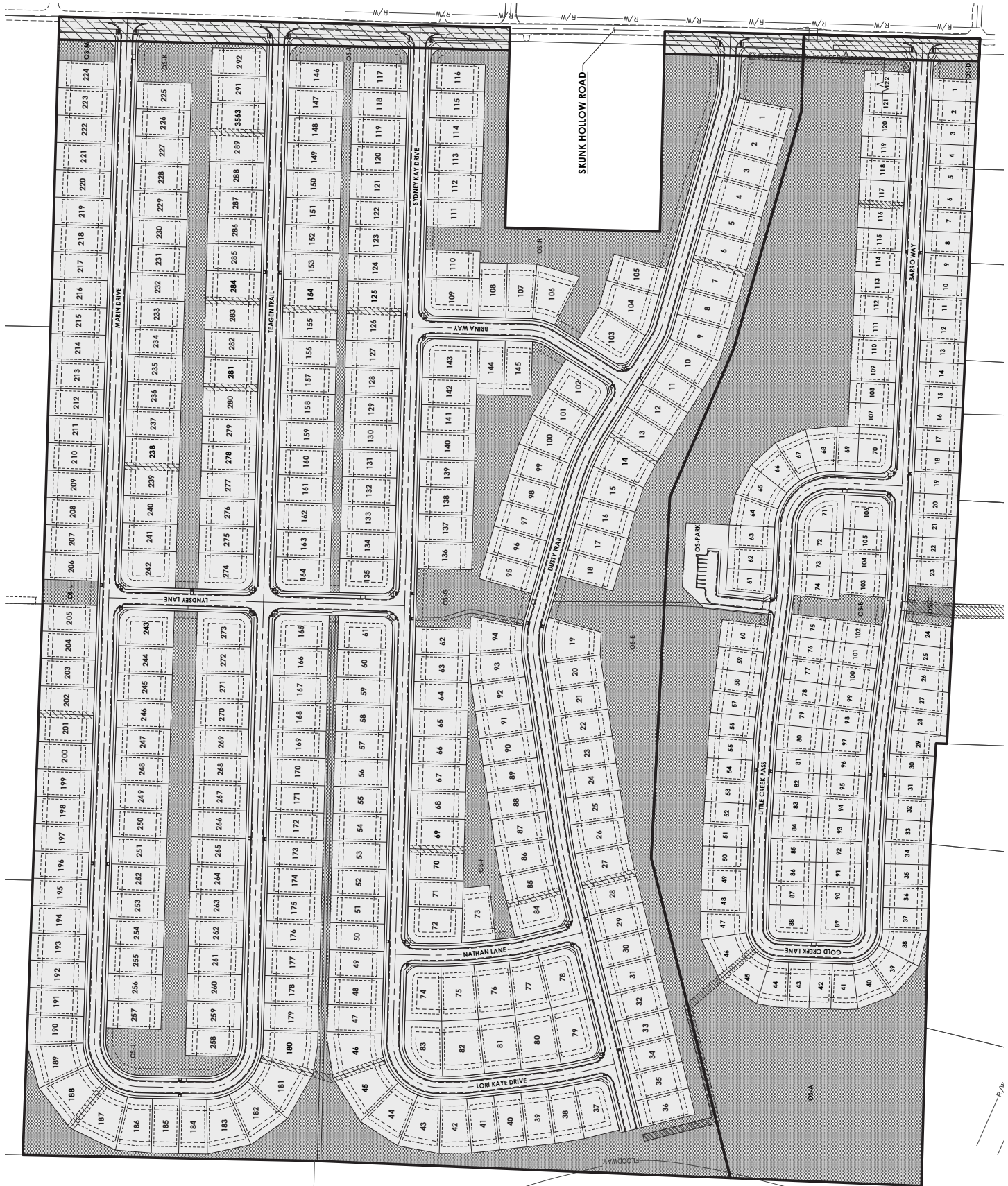
If you have any questions or comments, please call me at 501-851-3366.

Sincerely,

Roy C. Andrews, PE



W side of Skunk Hollow Rd, approx. 420ft north of the intersection of Hwy 286E and Skunk Hollow Rd



W side of Skunk Hollow Rd, approx. 420ft north of the intersection of Hwy 286E and Skunk Hollow Rd



View of subject property facing NW



View of subject property facing SW



View along Skunk Hollow Rd facing N



View along Skunk Hollow Rd facing S



Intersection of Skunk Hollow Rd and DWD



Intersection of Skunk Hollow Rd and DWD

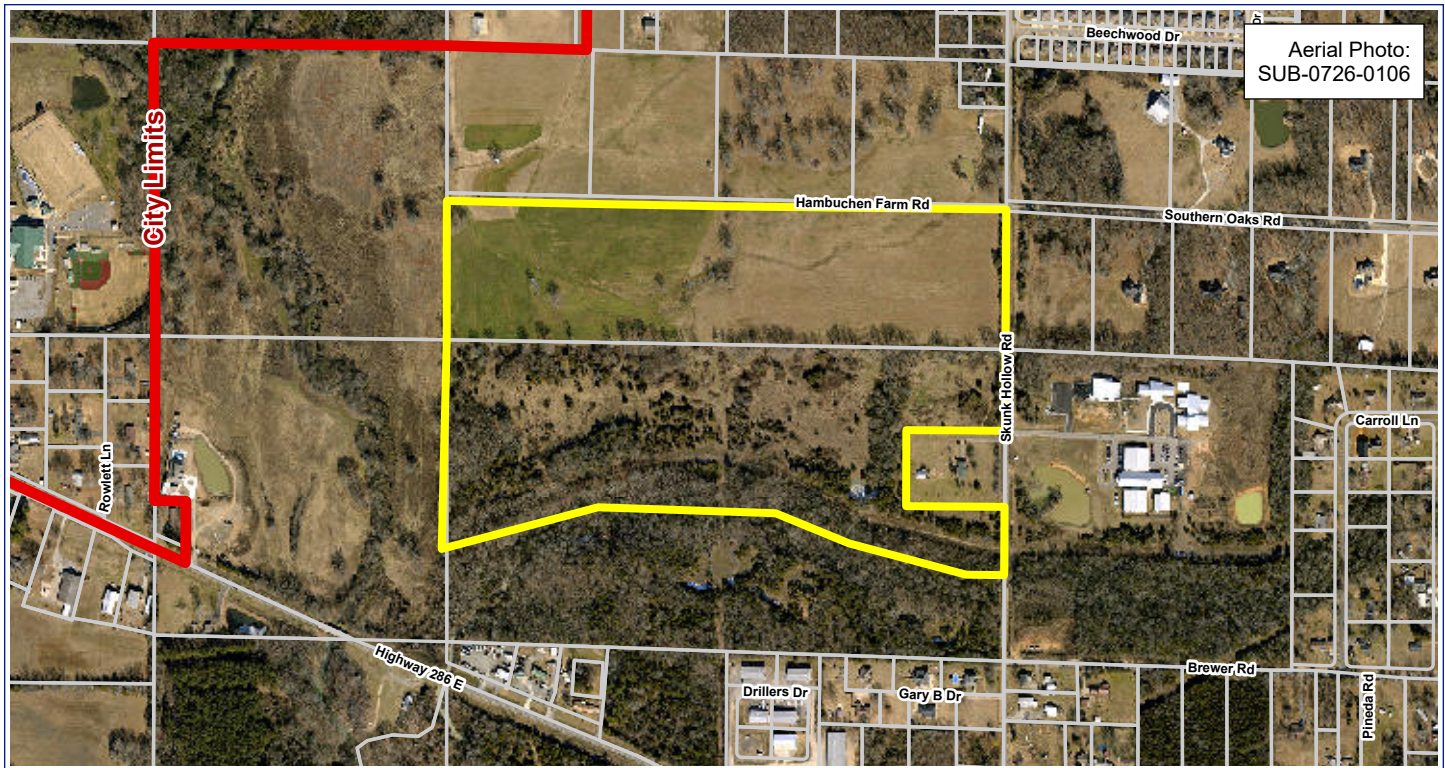
W side of Skunk Hollow Rd, approx. 1900ft N of the intersection of Skunk Hollow Rd and Hwy 286E

APPLICANT/AUTHORIZED AGENT

Roy Andrews; Holloway Engineering
200 Casey Drive- Unit 200
Maumelle, AR 72113

OWNER

Barro Bend LLC
200 Casey Drive- Unit 200
Maumelle, AR 72113



SITE

Location. Approximately 1,900ft north of the intersection of Skunk Hollow Rd and Highway 286 E and approximately 2,500ft south of the intersection of Middle Rd and Skunk Hollow Rd. Out of city limits; adjacent to the west across Skunk Hollow Rd to Little Creek Behavioral Health located at 161 Skunk Hollow Rd.

Site Area. ±80.399 acres.

Current Zoning. Unzoned- not in city limits.

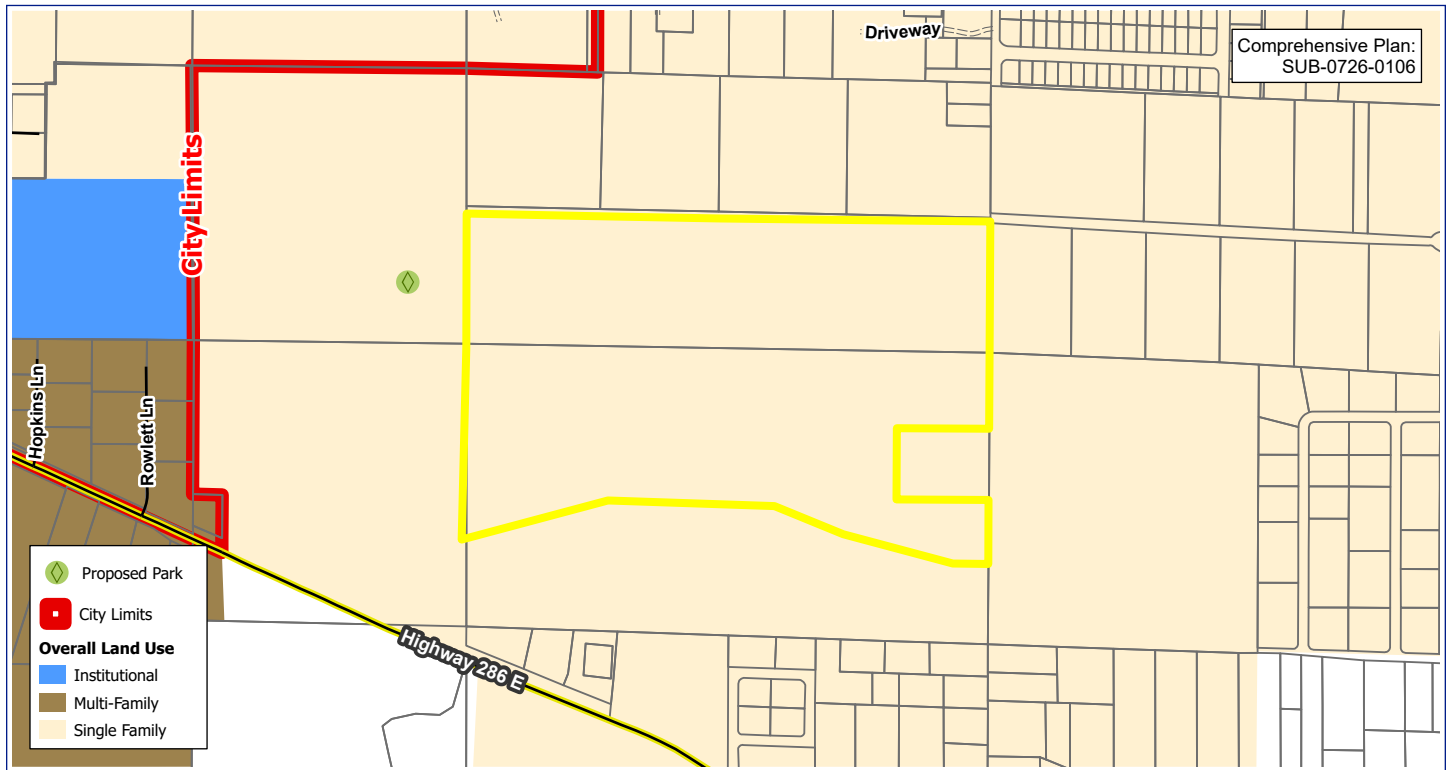
Comprehensive Plan. Single-Family.

Master Street Plan. Skunk Hollow Rd – Major Arterial (100' ROW). Skunk Hollow Rd is a county road.

Existing Structures. None.

Overlay. None.

W side of Skunk Hollow Rd, approx. 1900ft N of the intersection of Skunk Hollow Rd and Hwy 286E



W side of Skunk Hollow Rd, approx. 1900ft N of the intersection of Skunk Hollow Rd and Hwy 286E

REQUEST

The applicant is requesting preliminary approval of a 292-lot, single phase subdivision located out of Conway city limits adjacent to the west across Skunk Hollow Rd to Little Creek Behavioral Health located at 161 Skunk Hollow Rd. The approval of the subdivision is contingent upon annexation. The proposed buildable lots range from 0.16 acres to 0.23 acres, consistent with the requirements for the R-1 zone. Lots will consist of single-family use fronting on 9 new internal Local-Residential (50' ROW) streets. All lots will gain access from east/west streets from Skunk Hollow Rd. No lot will have direct access to Skunk Hollow Rd. No onsite detention is being proposed on the site. Per the applicant: *"Existing Drainage both offsite and onsite enter the existing ditch that runs along the northern boundary of the development before crossing under Highway 286 and ultimately reaching Lake Conway shortly after. Due to the proximity of the development to Lake Conway, we are requesting no detention be required however a drainage model has been provided to show system capacities and flows during the 25 and 100 year storm events"*.

There are ±14.966 acres proposed for open space across Tracts E-M. These open space tracts are unbuildable and are defined for access, drainage, and utility easements throughout the subdivision. No preliminary Bill of Assurance has been provided detailing the design or maintenance guidelines of the OS Tracts. All proposed internal streets will require 5' sidewalks with a 6.5' green space. 10' sidewalks with 7.5' green space are required to be constructed by the developer along Skunk Hollow Rd.

There is a concurrent preliminary plat approval request made by the same applicant for a subdivision to the south of this site (SUB-0726-0105). The total number of proposed lots for SUB-0726-0105 and -0106 is 414 lots.

Conway Subdivision Ordinance Article VI. Section 9- Variances

(1) When, by the strict interpretation of these Regulations, a subdivider incurs undue restrictions on the physical property to be subdivided, a variance for such requirements may be granted by the Planning Commission. Under no circumstance should a variance be granted because of a personal hardship or for personal or emotional reasons. Variances shall not be granted based strictly on financial hardship. A variance is determined by the strict interpretation and enforcement of the rules and regulations upon a given piece of property to be subdivided.

(2) ...The petition shall state fully the grounds for the variance and all the facts upon which the petition is made. In granting the variance the Commission shall prescribe any conditions that it deems necessary to or desirable in the public interest. In considering the petition for a variance, the Commission shall take into account the nature of the proposed use of land involved, existing uses of land in the area, proximity to public utilities, the number of persons who will reside or work in the proposed subdivision, and the probably effect of such variance upon traffic conditions and upon the public health, safety and general welfare in the vicinity. No variance shall be granted unless the Commission finds all four of the following:

- a. That there are special circumstances or conditions affecting the land involved such that the strict application of the provision of this code would deprive the applicant of the reasonable use of this land.*
- b. That the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant.*
- c. That the granting of the variance will not be detrimental to the public health, safety and welfare or injurious to other property in the area.*
- d. That the granting of the variance will not have the effect of preventing the orderly subdivision of other land in the area in accord with the provision of this code.*

(3) ...Variances may be granted only when in harmony with the general purpose and intent of this code.

One variance was requested from the applicant as part of this application

- *"The proposed street layout should be appropriate for the type and development proposed and integrated with the street system in the adjoining subdivisions. The layout shall also conform to existing and proposed land uses for the area."* **Conway Subdivision Regulations Article IV, Section 5(A)2.**
- The applicant is requesting preliminary plat approval for two subdivisions with adjoining property lines. Planning Staff referred to the code section regarding an integrated street system for adjoining subdivisions and requested it be met. The applicant's petition states:

W side of Skunk Hollow Rd, approx. 1900ft N of the intersection of Skunk Hollow Rd and Hwy 286E

- “The north and south developments are intended to be two separate developments, completed by different builders. The developments are separated by a tributary of Little Creek, and we want to make sure we have adequate buffers from stormwater runoff before it enters the creek. A crossing would have a larger negative impact on the creek. The north and south developments will be completed separately in phases, as shown on the plats. The storm drain analysis is still being revised with the new layouts and the information requested by Engineering.”

STAFF COMMENTS

- Regarding the Variance request: The applicant has not provided evidence nor stated fully the grounds for the variance and all the facts upon which the petition is made that would support not meeting the street integration requirements for the two subdivisions. The applicant's statement that a crossing would have a larger negative impact on the creek should be supported with an analysis of how the creek will be impacted by different types of crossing infrastructure in terms of water quality, quantity, potential streamflow alteration, etc. This information should be assessed prior to a variance being granted. Without any analysis, staff are unable to confirm that a crossing would have a larger impact on the creek as comparable factors were not provided.
- Not all reviewer comments returned to the applicant have been addressed. There are existing deviations and failure to comply with design standards of the Conway Subdivision Regulations resubmitted in version 2.
- a. **Street layout (Article IV, Section 5A(2)):**
 - *The proposed street layout should be appropriate for the type and development proposed and integrated with the street system in the adjoining subdivisions. The layout shall also conform to existing and proposed land uses for the area.*

A variance has been requested to allow this deviation to the Subdivision Regulations. At this time the Drainage Report has not been resubmitted to staff for appropriate review nor has an analysis on the impact of stormwater runoff to the creek to validate the applicant's response been provided to staff. Connectivity via the extension of Lyndsey Ln should be considered between subdivisions.

b. **Methods to slow traffic (Article IV, Section 5A(3)):**

- *The designers of residential streets are encouraged to lay them out to slow the use by through traffic, to permit efficient drainage and utility systems, and to require the minimum length of pavement necessary to provide convenient and safe access to property. Methods to slow traffic may include offset street centerlines, curvature of streets, narrowing of streets for limited distances, development of gateway entrances, changes in elevation of streets and/or a combination of methods. All methods must meet all relevant city regulations and must be approved by the City Engineer and the Planning Director. Multiple uses in an area are encouraged. If the Planning Commission determines that a residential street is being designed in such a way as to encourage high-speed and/or cut through traffic, it may require changes in the design and/or platting of that street or the use of traffic calming techniques so as to slow traffic and discourage cut-through traffic. At the initiation of the applicant, any such required change may be appealed to the City Council.*

The applicant has not addressed these concerns as expressed by staff regarding Marin Dr, Teagen Trail, and Sydney Kay Dr in version 1 or 2. These streets are greater than 1000' in length without a break or intersection for traffic calming/safe crossings.

c. **Easements (Article IV, Section 5C(3)):**

- *Major utility, drainage and other easements traversing the urban area shall be considered an opportunity for an open space linkage and an extension of the open space system for adjoining developing subdivisions. Where possible, pedestrian trail and pathway systems should link other open space corridors by these easements and another easement for pedestrian and bicycle pathways should be established within that easement.*

The applicant did add 2 sections of trail between reviews 1 and 2, but due to the numerous acreages of OS Tract space, additional trail/community amenities (dog park, playground, outdoor courts, larger trail system) would be favorable for the future proposed neighborhood. The trail added only serves the southwestern portion of the subdivision via an east/west trail from Lyndsey Ln that terminates at the western property line and a trail running south of the termination and tying into the southern neighborhood.

W side of Skunk Hollow Rd, approx. 1900ft N of the intersection of Skunk Hollow Rd and Hwy 286E

Staff recommends the requirement of additional crosswalks/connections within the many OS Tract easements to provide linkable pedestrian circulation throughout the entire subdivision, not just a portion. Approximately ± 0.86 acres of pedestrian trail for an ± 80.399 -acre, 292 lot subdivision has been provided. This is 1% of the site is being considered for green walkable spaces, as of version 2 for the development, when 17% of the green space for the whole development (18%) is being left as access, utility and drainage easements without any walkable or useful amenities for occupants.

Required maintenance, encroachments, and access to all open space regarding configurations and narrowness of certain portions throughout the subdivision needs to be addressed. No Bill of Assurance has been provided regarding maintenance or regulation of these spaces.

d. Blocks (**Article IV, Section 5E(2)**):

- *Blocks of less than 400' in length or more than 1,500' in length shall be prohibited. Blocks of over 1,000' in length may require a public crosswalk within a dedicated easement of not less than 15' in width including a paved crosswalk not less than 5' in width to provide pedestrian circulation.*

The applicant has reconfigured some of the less than 400' blocks, but 3 still exist in Lots 103-105, 106-110, and 111-116. All these blocks are accessible from 3 different street points along Dusty Trl, Brina Way, and Sydney Kay Dr. The addition of 2 lots in the vacant street frontages along Brina Way and Sydney Kay Dr (with some lot line adjustment) would correct this block issue for all these lots while still having access to the rear of all of these lots via Dusty Trl.

- The applicant is proposing a 292-lot, 5-phased subdivision, with 9 new streets as part of 1 preliminary plat request. Staff are reviewing the project as a single-phase subdivision because everything is being proposed at 1 time. If preliminary plat approval is obtained, all streets, drainage, paving, and additional infrastructure for all 292 lots must be completed within 1 year. The applicant may request a 1-year extension to the Planning Commission 1 time prior to the first preliminary plat approval expiring. Any work not completed at that point would require a brand-new preliminary plat application with new plat, new drainage report, and new street and drainage plans.
- The proposed subdivision is not located within Conway city limits. A proposed annexation (ANN-0726-0107) application is subsequently on this agenda as a public hearing item.
- The applicant has indicated that water and sewer will be provided by Conway Corporation, but that Entergy will supply electricity.
- 50' of right-of-way shall be dedicated along Skunk Hollow Rd.
- Every lot in the subdivision will have 25' front and rear setbacks with 15' front and rear drainage easements. All lots will have 6' side setbacks with 5' side drainage/utility easements.
- Addresses will be established prior to the submittal of the Final Plat.
- The developer shall be responsible for the construction of 5' sidewalks along all unbuildable OS Tracts E-M, 10' sidewalks along Skunk Hollow Rd and installation of all handicap ramps.
- The Conway Comprehensive Plan indicates with Annexation Strategies, "Annexation should be considered in light of where the City can adequately and effectively extend municipal services."
- The Conway Comprehensive Plan indicates developments of this nature should:
 - "Provide opportunities for a variety of housing choices both suitable and affordable situated throughout the City in desirable surroundings which reflect the needs for all citizens."
 - "Protect established residential areas from encroachment of incompatible uses and provide a high standard for development and redevelopment of residential areas."

CORRECTIONS NEEDED ON THE PLAT

1. Corrections as noted on the Preliminary Plat and Street & Drainage Plans as provided to the applicant in staff review of plan versions 1 & 2.
2. Remove phasing from plat.

W side of Skunk Hollow Rd, approx. 1900ft N of the intersection of Skunk Hollow Rd and Hwy 286E

CONDITIONS

1. Preliminary plat approval is contingent upon approval of ANN-0726-0107. Should the property not be approved for annexation, SUB-0726-0106 becomes null and void unless a development agreement is enacted between the developer, the City, and Conway Corporation.
2. Preliminary plat approval is based upon an R-1 zoning designation. Should the property not develop according to R-1 zoning, a new preliminary plat must be submitted.
3. SUB-0726-0105 and SUB-0726-0106 shall connect via both pedestrian/trail access easements and a city street designed according to the Department of Transportation Standard details with 50' of right-of-way dedication.
4. The Street and Drainage Plans/Drainage Report shall be modified to meet the requirements necessary for approval by the City Engineer prior to final approval of the Preliminary Plat and issuance of an Authorization to Proceed for the installation of improvements. **The developer is not authorized to proceed with any installation of improvements and the staking out of lots and blocks until street and drainage plans have been approved by the City Engineer.**
5. Preliminary Plat approval from all reviewing agencies shall be obtained prior to work commencing.
6. Fire hydrants must be placed so that the furthest point of a lot in a residential subdivision is not more than 600 feet from the hydrant located on the same street. Variances must be approved by the Planning Commission and Fire Chief.
7. Utility easements as required by Conway Corporation are needed.
8. Drainage easements as required by the City Engineer are needed.
9. Pedestrian access easements as required by Planning Staff are needed.
10. Property owners may not install personal fencing in open space tracts.
11. Wheelchair ramps shall be installed by the developer/subdivider in accordance with the City of Conway Transportation Department Standard Details.
12. Sidewalks along the Skunk Hollow Rd frontage shall be constructed by the developer/subdivider, as the street is of a Major Arterial classification, in accordance with the City of Conway Transportation Department Standard Details.
13. No lots shall take direct access from Skunk Hollow Rd.
14. A Property Owners' Association shall be required to be formed and operate in perpetuity to maintain all common areas and improvements such as streets, sidewalks, and drainage infrastructure.
15. A draft Bill of Assurance/Covenants and Restrictions proposed for the subdivision generally describing proposed covenants, restrictions and conditions applicable to the property shall be provided to Planning and Development staff for review prior to the Planning Commission Chairman signing the Preliminary Plat.
16. A revised and final Bill of Assurance/Covenants and Restrictions proposed for the subdivision generally describing proposed covenants, restrictions and conditions applicable to the property shall be recorded with the Final Plat.
17. All other applicable provisions of the City of Conway Subdivision Ordinance (O-00-03) shall be satisfied and accounted for prior to issuance of authorization to proceed.
18. Receipt of an approved, signed copy of the Preliminary Plat along with approved Street & Drainage Plans shall constitute authorization by the Planning Commission for the developer to proceed with installation of improvements and preparation of the Final Plat.



HOLLOWAY ENGINEERING
SURVEYING & CIVIL DESIGN

200 Casey Drive, Maumelle, AR 72113 | Work: 501.851.3366

July 16, 2026

Honorable Mayor Castleberry and City Council
City of Conway
1111 Main Street
Conway, AR 72032

Re: Subdivision Application for Parcels: 001-07632-000 (80.399 Acres) and 001-07594-000 (30.907 Acres) Barro Bend District and Barro Bend Terrace Residential Subdivision

Honorable Mayor Castleberry,

Please accept this letter as our request for Preliminary Plat review for the above referenced properties. We are submitting a design for a 414-lot residential subdivision to the City for consideration and review. These 414 lots will be split into two separate subdivisions that are split by the creek that runs through the development. The 292 single family detached lots along the North will be referred to as Barro Bend Terrace and the 122 zero lot line lots to the south will be referred to as Barro Bend District. Faulkner County will be copied on the review to inform them of the intent to annex the properties.

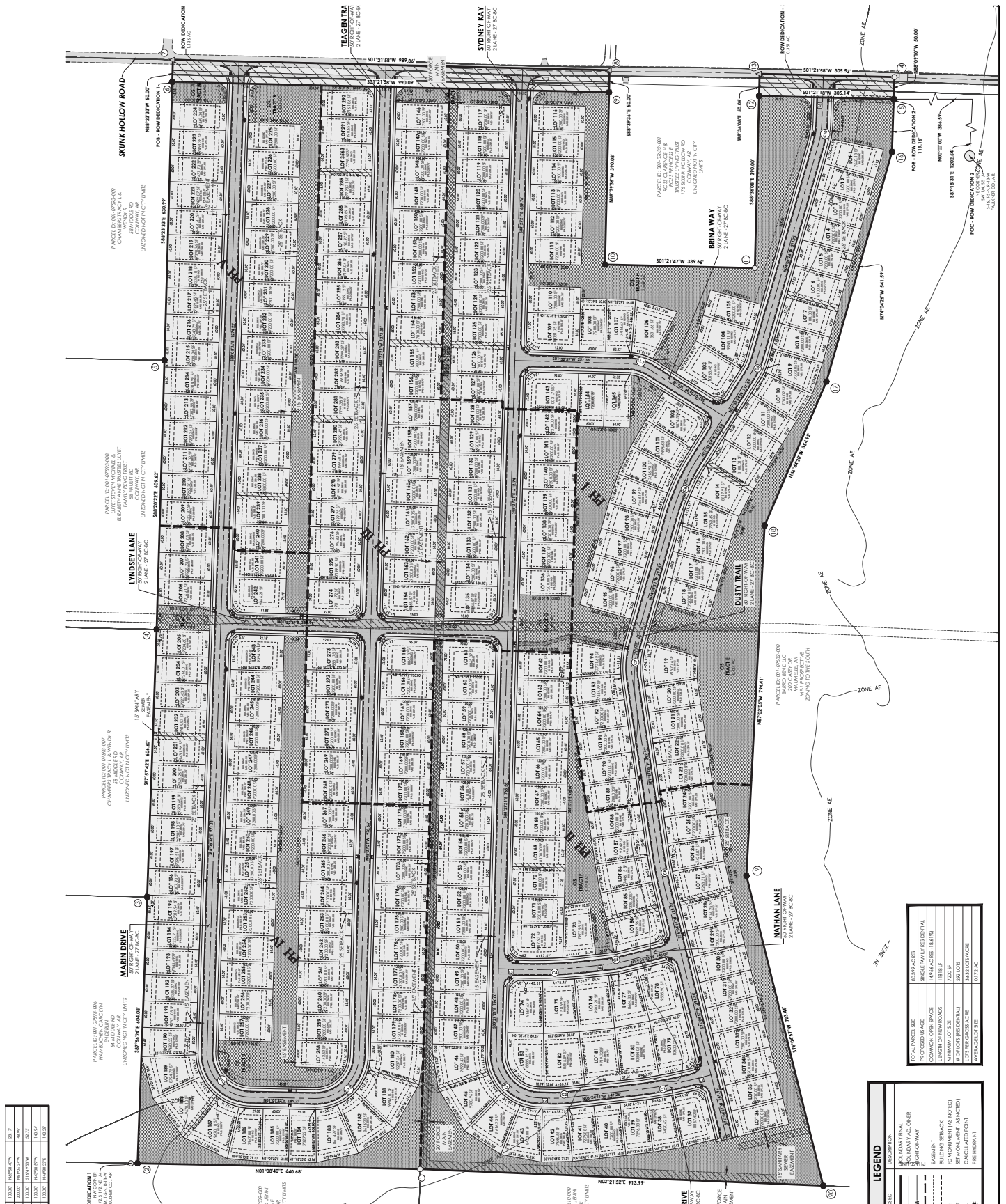
The petition for annexation has been filed with the Faulkner County Circuit Clerk. The property will connect to Conway City Limits through Parcel #001-07593-006. The northern 80.399 acres are proposed to be zoned R-1, while the southern 30.907 acres are proposed to be zoned MF-1. Access to the subdivision will be provided from the west via Skunk Hollow Road.

If you have any questions or comments, please call me at 501-851-3366.

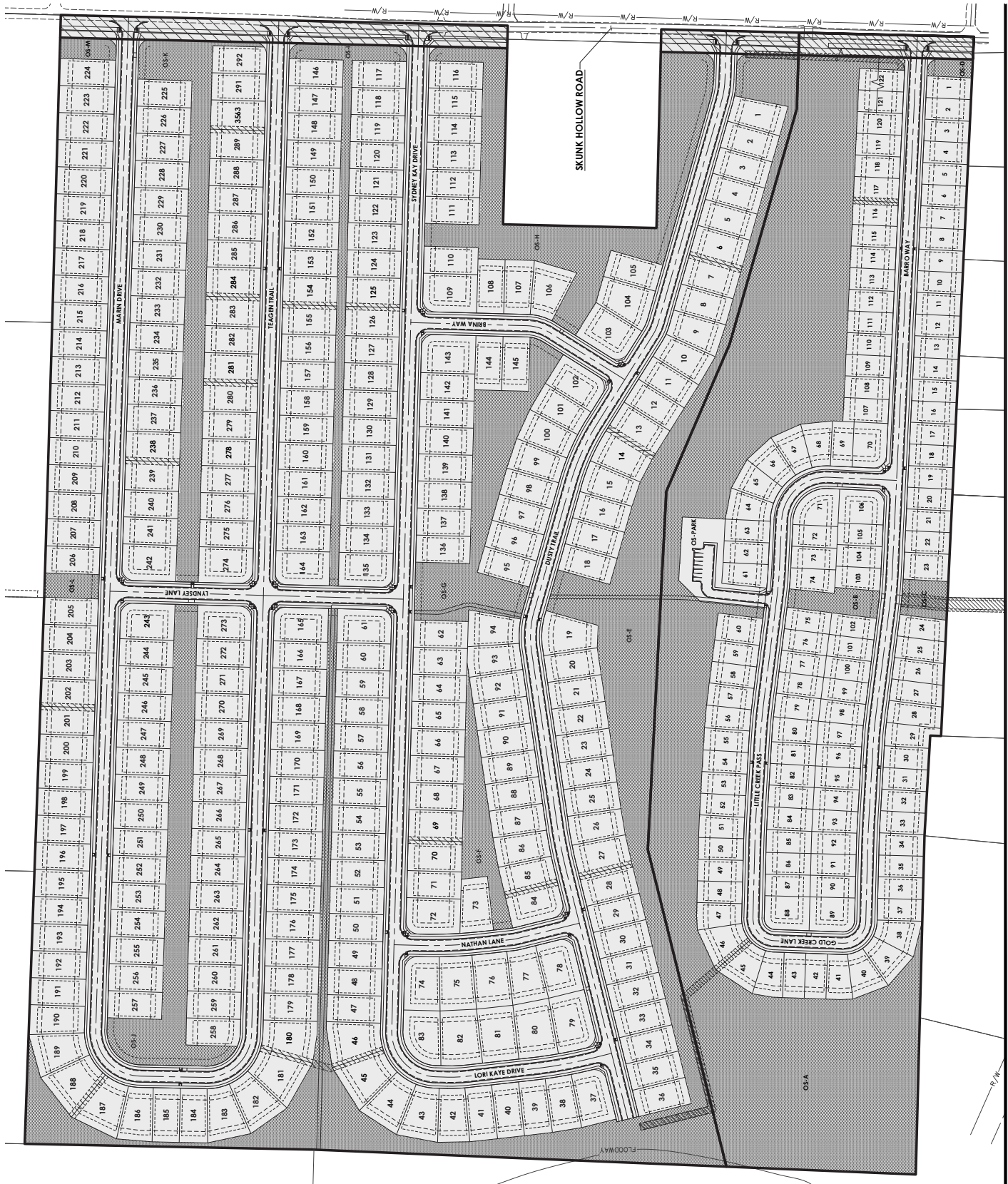
Sincerely,

Roy C. Andrews, PE

W side of Skunk Hollow Rd, approx. 1900ft N of the intersection of Skunk Hollow Rd and Hwy 286E



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W side of Skunk Hollow Rd, approx. 1900ft N of the intersection of Skunk Hollow Rd and Hwy 286E



View of subject property facing NW



View of subject property facing SW



View along Skunk Hollow Rd facing N



View along Skunk Hollow Rd facing S



Intersection of Skunk Hollow Rd and DWD



Intersection of Skunk Hollow Rd and DWD

APPENDIX

The following items, which do not require public hearings or Planning Commission action, have been reviewed and approved by the Director of Planning & Development and are being reported to the Planning Commission as required by the Zoning Code and Subdivision Ordinance.

Plats filed for record (Lot Splits, Lot Mergers, and Final Plats)

- (P2026-00042) Replat of Lot 226D Fidler's Survey
- (P2000-00044) Final Plat Capital Replat Being a replat of Lot 13 & Lot 14 CON-ARK I-40 Commercial Subdivision