



CITY OF CONWAY, ARKANSAS PLANNING COMMISSION

January 17, 2023 • 6:30pm • 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

January 17, 2023

PLANNING COMMISSION

Rebekah Fincher, Chair
Laura King, Vice-Chair
Drew Spurgers, Secretary
Alexander Baney
Adam Bell
Mark Ferguson
Latisha Sanders-Jones
Ethan Reed
Jensen Thielke

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 **January 24, 2023**.

Items not approved by the Planning Commission may be appealed to the City Council within 30 days of the date of Planning Commission denial, with exception of decisions made by the Planning Commission acting as the Board of Zoning Adjustment.

Call to Order and Roll Call.

Finding of a Quorum.

Approval of Minutes. December 19, 2022

I. Subdivision Review*

- A. Request for preliminary plat approval for Lands End Subdivision, Phase 2 (SUB-1222-0407)
- B. Request for preliminary plat approval for Westrock Addition Subdivision (SUB-1222-0411)

II. Old Business

- A. Consideration to amend the Master Street and Trail Plan
public hearing for this item was conducted at the December 19, 2022 meeting; request was then tabled

III. Public Hearing**

- A. Request for conditional use permit to allow *Transmission Tower* in the C-3 zoning district for property located at 1305 S Harkrider Street (CUP-1122-0377)

Adjournment

Request for Preliminary Plat Approval: Lands End Phase 2

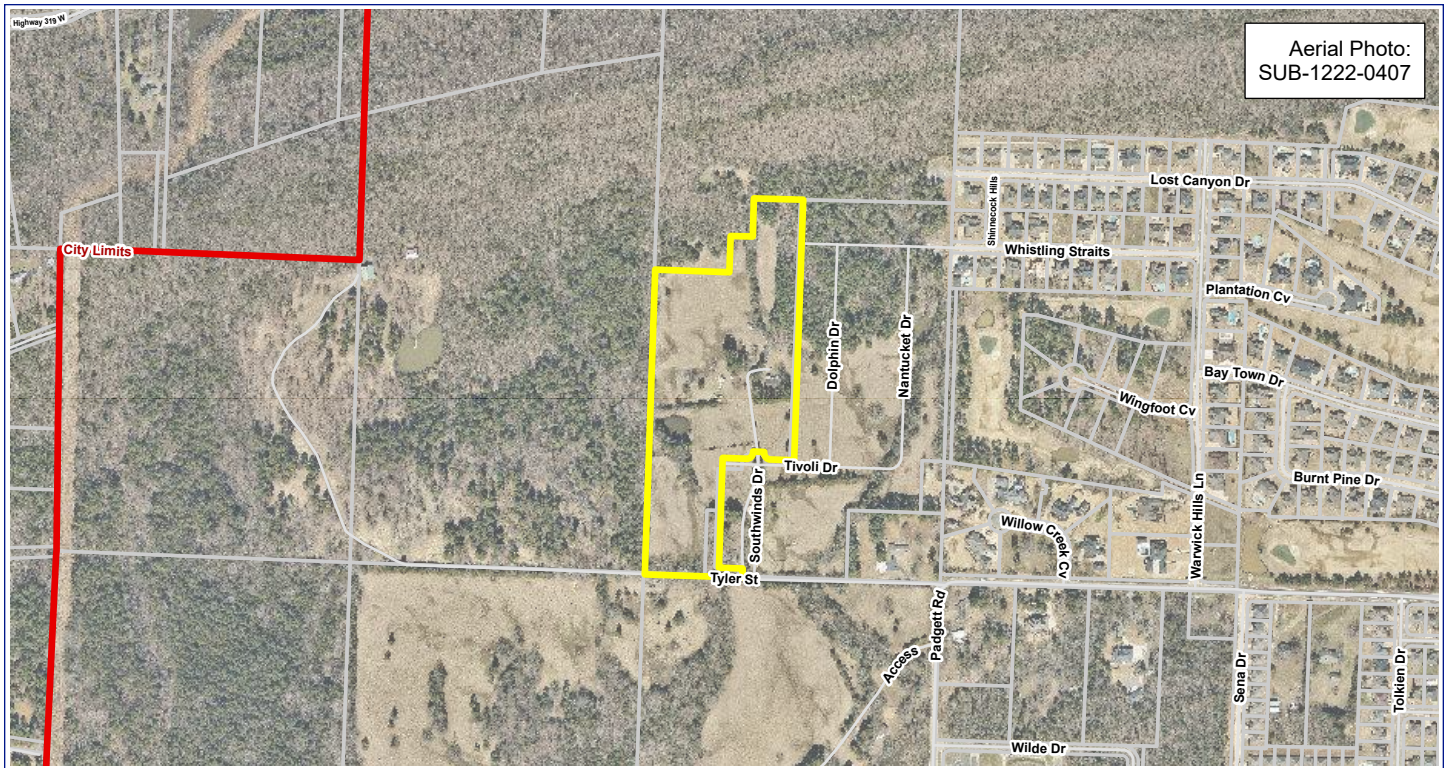
18.53 acres ± west of the terminus of Tyler Street and Lands End Phase 1

APPLICANT/AUTHORIZED AGENT

Central Arkansas Professional Surveying
1021 Front St
Conway, AR 72032

OWNER

Hal Crafton
Harding-Crafton Investments Property, LLC
PO Box 10482
Conway, AR 72034



SITE DATA

Location. 5700 W Tyler St; Approximately 900 feet west of the intersection of Tyler St and Padgett Rd, adjacent to the west of Lands End Phase 1.

Site Area. 18.53 acres ±.

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

Comprehensive Plan. Single-family.

Master Street Plan. Padgett Rd Extension - Minor Arterial (80' ROW), Tyler St - Minor Arterial (80' ROW); No public improvements are planned for either corridor within five years.

Existing Structures. None.

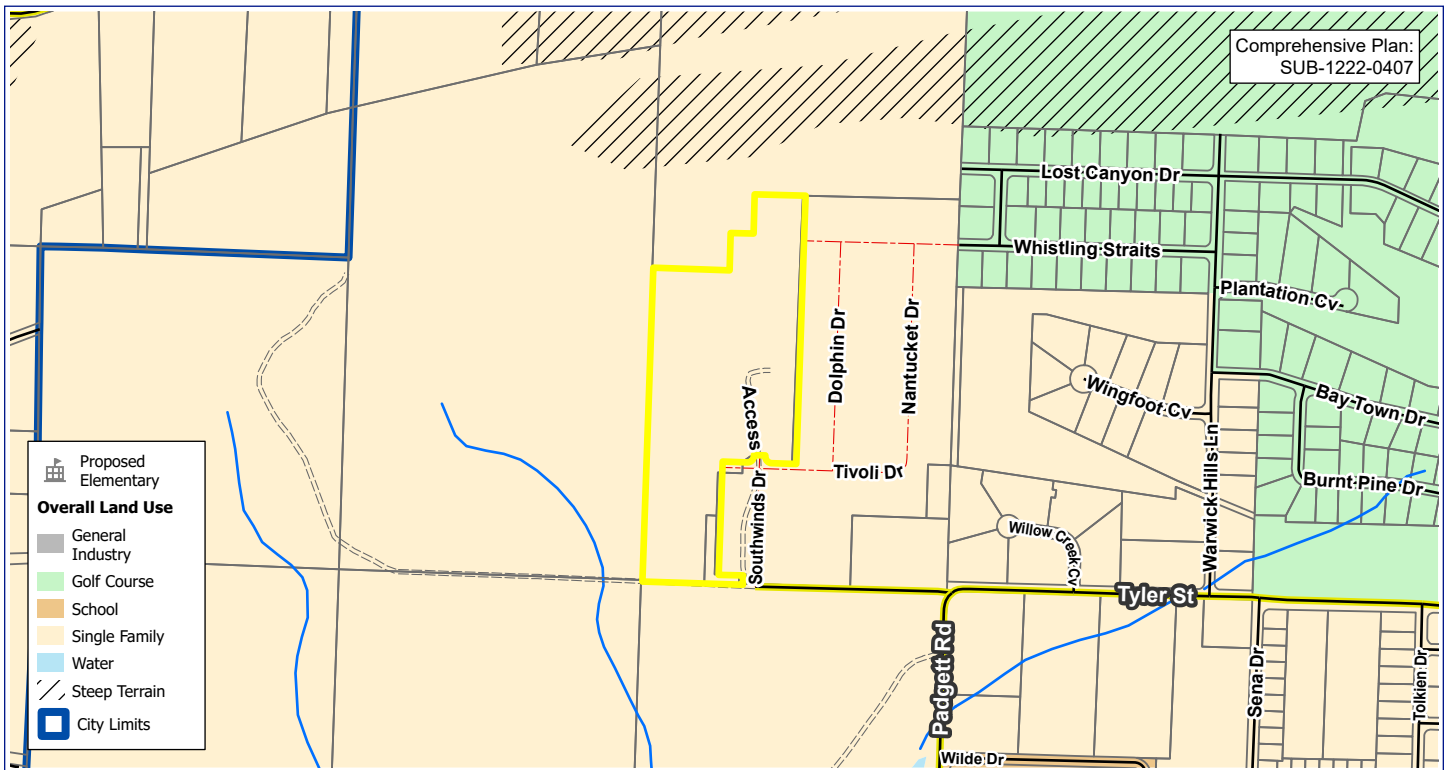
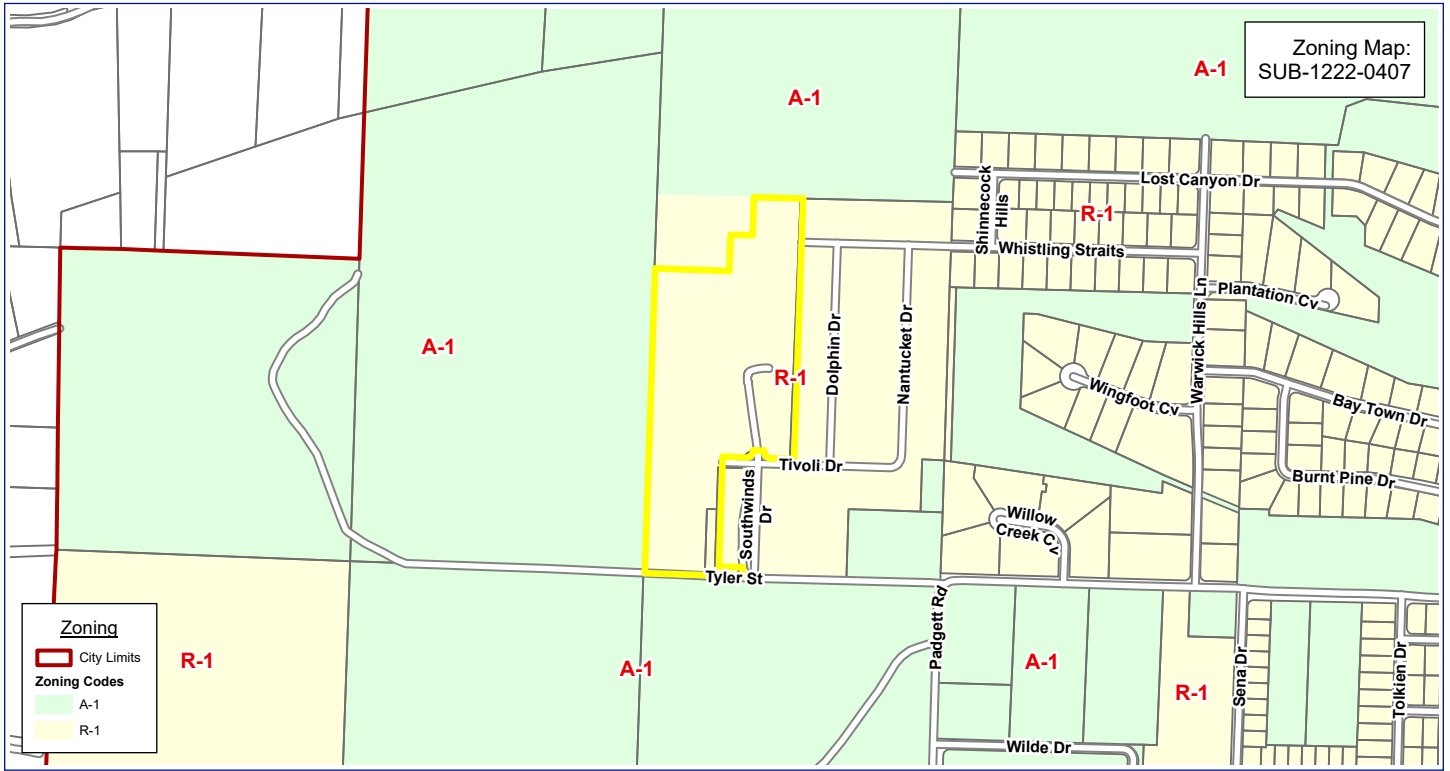
Overlay. None.

REQUEST

The applicant is requesting preliminary approval of a 44-lot subdivision located west of Lands End Phase 1. The development represents Phase 2 of the Lands End Subdivision. The property is zoned R-1. The proposed lots range from 0.32 acre to 0.43 acre, consistent with the minimum lot requirements for R-1. The subdivision proposes access via improvement of Tyler St and a continued extension of Whistling Straits from the The Reserve at Centennial Ph II. A series of internal streets is proposed to provide access to the majority of the lots. All proposed streets will require 5-foot sidewalks with a 6.5 foot green space.

Request for Preliminary Plat Approval: Lands End Phase 2

18.53 acres ± west of the terminus of Tyler Street and Lands End Phase 1



STAFF COMMENTS

- There is a required north-south minor arterial indicated in the Master Street Plan for the property that will be constructed in this phase of the subdivision. Based on current needs, staff supports construction of the connection as a local residential street with dedication of ROW for a collector street.
- The development fronts on Tyler St, which is a minor arterial. In discussion between staff and the applicant, staff has determined improvement of Tyler St to collector standards with dedication of ROW for a minor arterial is appropriate.
- The applicant is making improvement to a vastly under improved section of Tyler St west of Padgett Rd, including an additional 400'± of improvements in this phase. The applicant shall be eligible to claim road impact fees for these improvements. The applicant shall be eligible for credits equivalent to the difference in the increased cost of improvement from a local to collector standards for the applicable frontage along lots 54 and 77. The applicant shall be eligible for full credit for all improvements made off-site. No action is needed on this item.
- The development is consistent with the Comprehensive Plan, including the following 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.”
 - “Provide a logical pattern of land uses throughout the community incorporating an efficient relationship between transportation, public services, residential, commercial, industrial, and business areas.”

STAFF RECOMMENDATIONS

Planning Staff recommends approval of the preliminary plat contingent upon the completion of the amended punch list and associated conditions of approval.

CORRECTIONS NEEDED ON THE PLAT

1. Show all hydrant locations.
2. Indicate proposed locations of three new CAGIS monuments.
3. Temporary cul-de-sac will need to be included as a lot within the platted area or placed in a recorded easement. Easement document number will need to be referenced on plat.
4. Drainage easement to the west will need to be included as a lot within the platted area or placed in a recorded easement. Easement document number will need to be referenced on plat.
5. If temporary cul-de-sac and/or drainage easement is included in platted area, sidewalks will need to be constructed and are the responsibility of the subdivider/developer.
6. Provide general note: “Subdivider shall be responsible for construction of sidewalks along all unbuildable lots.”
7. All street names shall be proposed and availability confirmed with GIS Manager.
8. Other corrections as noted on Preliminary Plat and provided to the applicant.

CONDITIONS OF APPROVAL

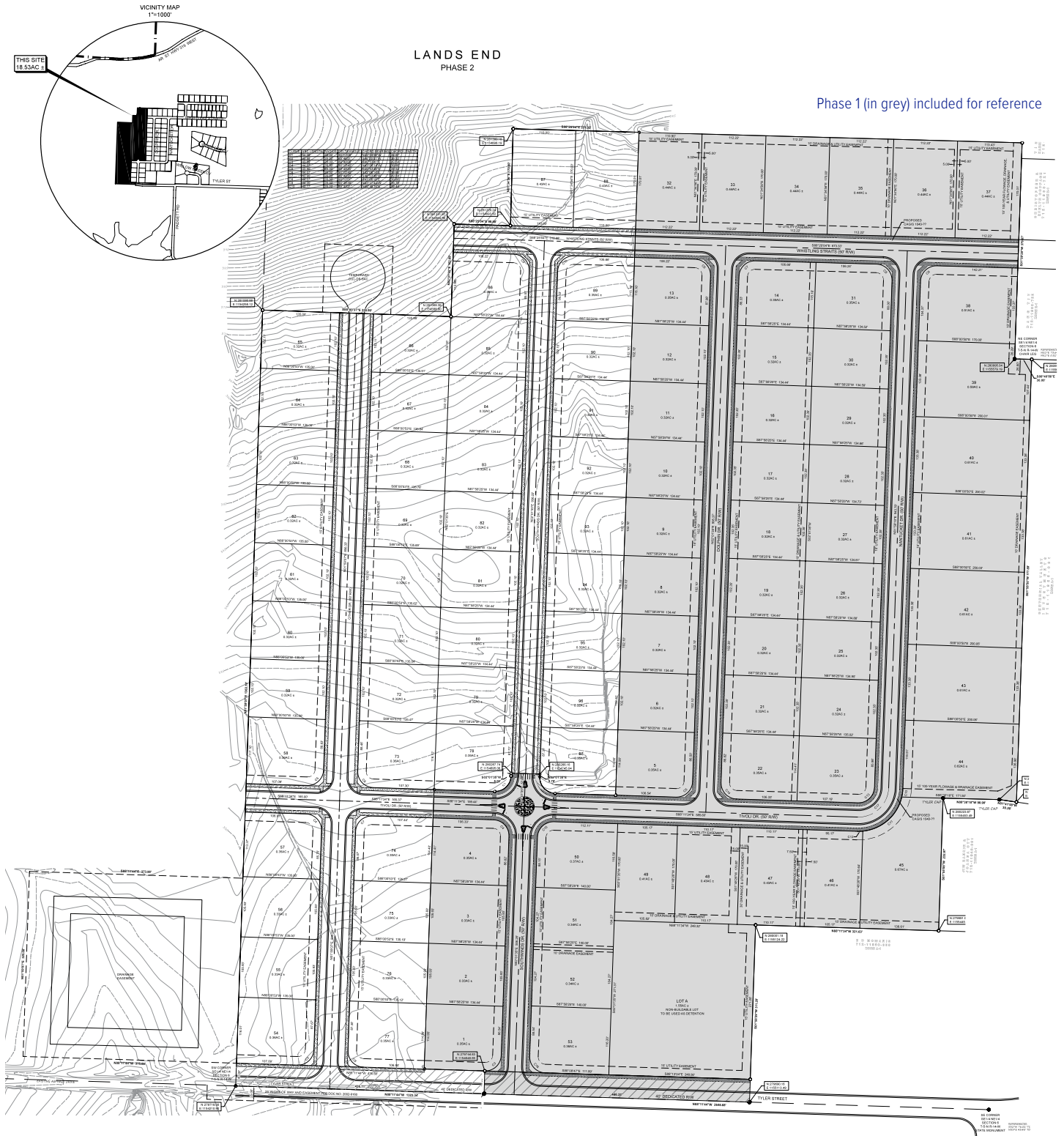
1. Preliminary Plat approval from all reviewing agencies shall be obtained prior to work commencing.
2. Wheelchair ramps shall be provided by the developer in accordance with the City of Conway Transportation Department Standard Details.
3. A draft of any Bill of Assurance proposed for the subdivision generally describing proposed covenants, restrictions and conditions applicable to the property included in the submitted plat.
4. 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.
5. Utility easements as required by Conway Corporation are needed.
6. Drainage easements as required by the City Engineer are needed.
7. All other applicable provisions of the City of Conway Subdivision Ordinance (O-00-03) shall be satisfied and accounted for prior to Preliminary Plat approval.
8. Receipt of an approved copy of the Preliminary Plat along with approved Street and Drainage Plans shall constitute authorization of the Planning Commission for the developer to proceed with the preparation of the Final Plat.

Request for Preliminary Plat Approval: Lands End Phase 2

18.53 acres ± west of the terminus of Tyler Street and Lands End Phase 1

SAMPLE MOTION

I move to accept the staff recommendation for approval of the preliminary plat with the corrections and conditions of approval indicated in the staff report.



Request for Preliminary Plat Approval: Lands End Phase 2

I.A

18.53 acres ± west of the terminus of Tyler Street and Lands End Phase 1



View of subject property from Tyler St [in Phase 1] looking W



View of subject property from Tyler St [in Phase 1] looking NW



Property adjacent to the S



View of adjacent Phase 1 from Tyler St looking NE

Request for Preliminary Plat Approval: Westrock Addition Lot 1

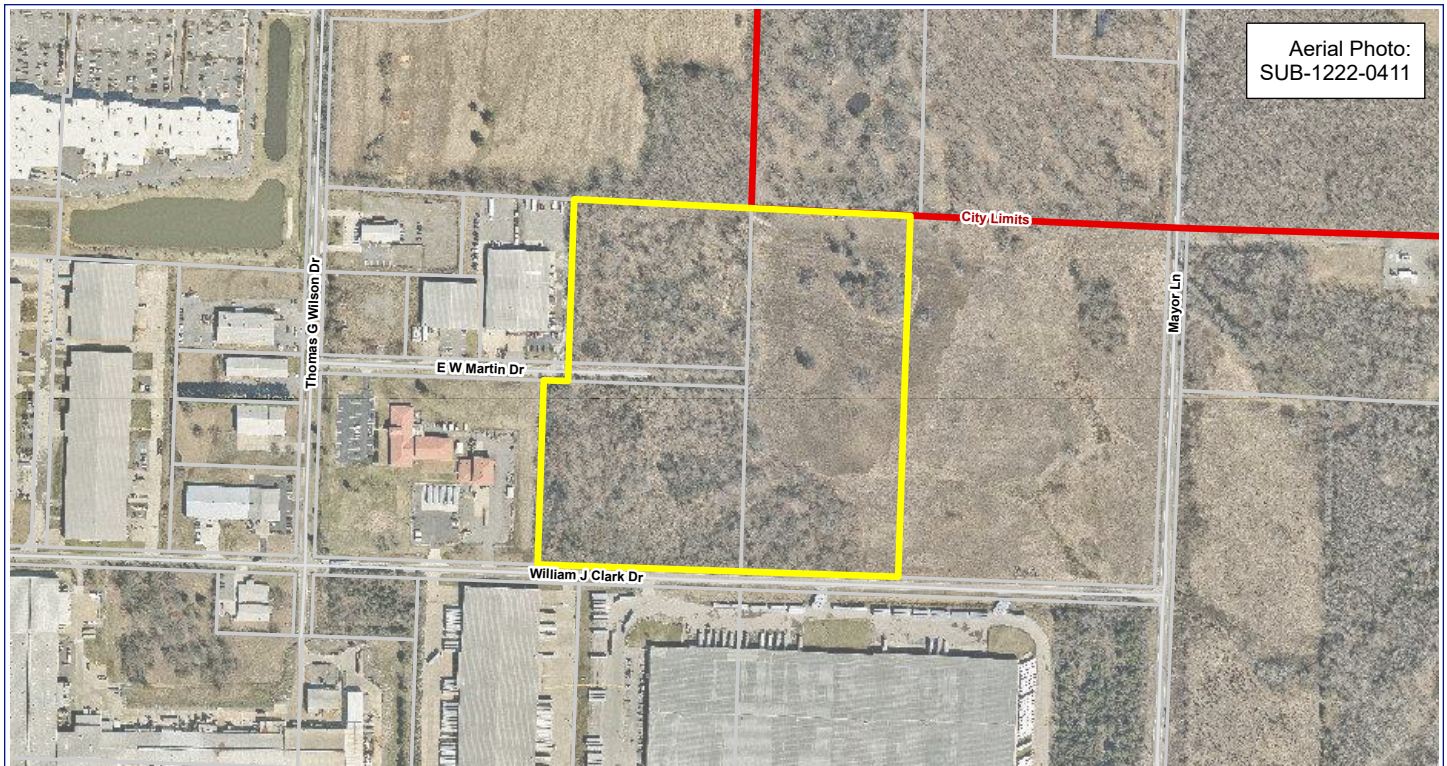
30.85 acres ± east of the terminus of E W Martin Drive, north of William J Clark Dr

APPLICANT/AUTHORIZED AGENT

Brian Dale
Joe White & Associates, Inc.
25 Rahling Cir, Ste A-2
Little Rock, AR 72223

OWNER

Conway Development Corporation
900 Oak St
Conway, AR 72032



SITE DATA

Location. East of the terminus of E W Martin Dr; north of William J Clark Dr.

Site Area. 30.85 acres ±.

Current Zoning. I-3 (Intensive Industrial).

Comprehensive Plan. General Industry.

Master Street Plan. E W Martin Dr - Local in an Industrial Zone (80' ROW), William J Clark Dr - Collector (60' ROW). A portion of E W Martin Dr ROW was abandoned 12/13/22 by #O-22-122. Developer will construct cul-de-sac in accordance with City of Conway Roadway & Drainage Standard Details.

Existing Structures. None.

Overlay. None.

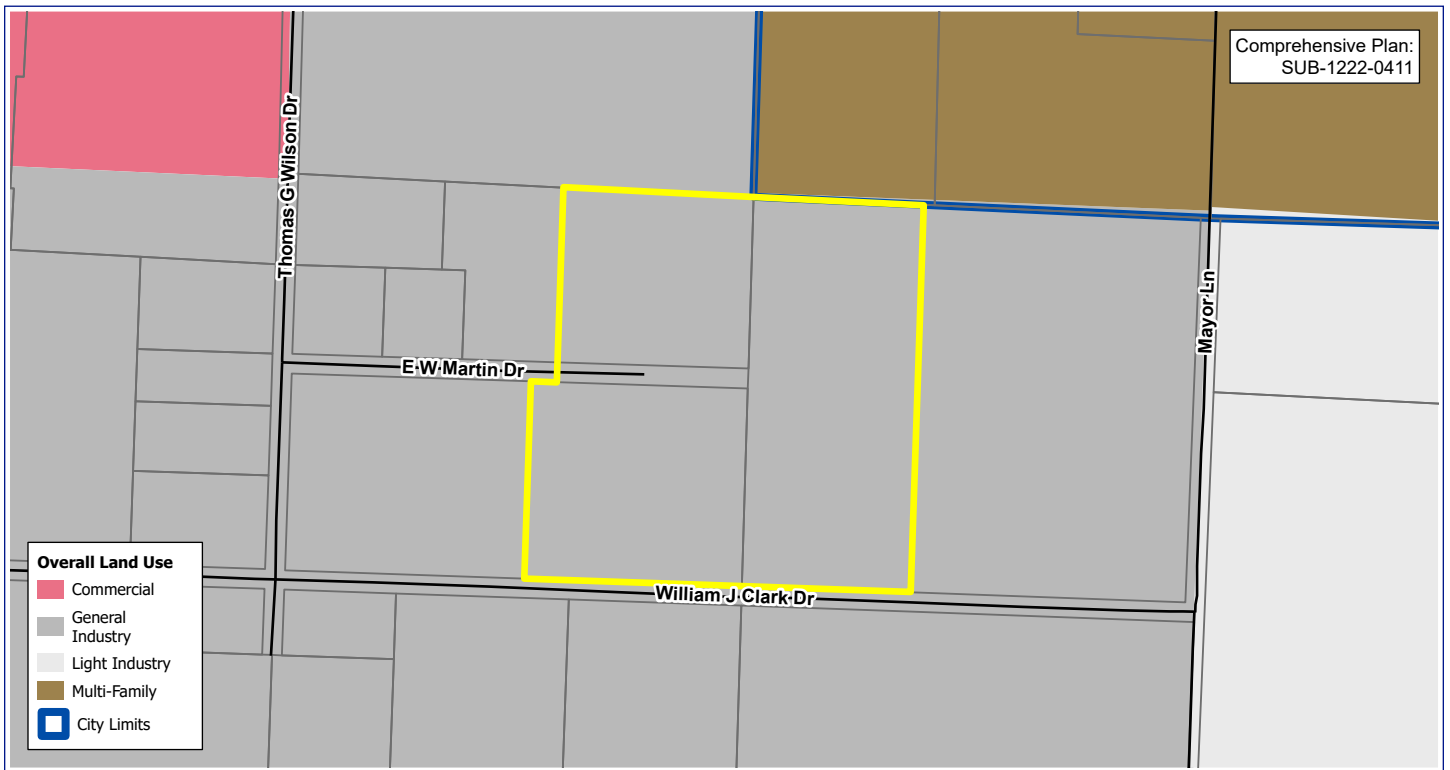
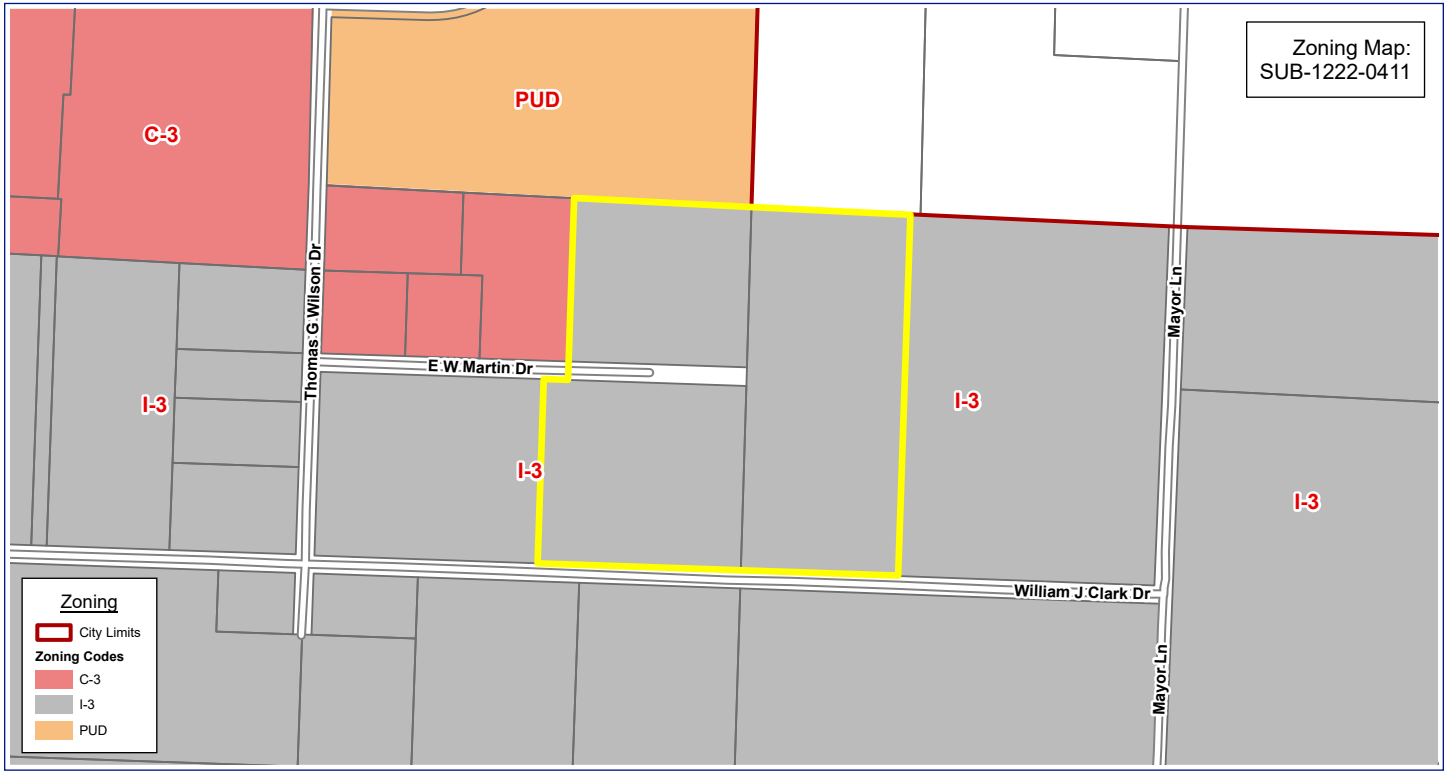
REQUEST

The applicant is requesting preliminary approval of a 1-lot subdivision comprised of 30.85 acres, located east of the terminus of E W Martin Dr and north of William J. Clark Dr. The single lot development would typically be considered a minor subdivision, but as street and drainage improvements are required, the request requires preliminary approval by the Planning Commission. The proposed lot configuration is consistent with the minimum requirements for lots in the I-3 zoning district. The subdivision proposes access via the new cul-de-sac at the terminus of E W Martin Dr as well as from William J Clark Dr.

Request for Preliminary Plat Approval: Westrock Addition Lot 1

I.B

30.85 acres ± east of the terminus of E W Martin Drive, north of William J Clark Dr



Request for Preliminary Plat Approval: Westrock Addition Lot 1

I.B

30.85 acres ± east of the terminus of E W Martin Drive, north of William J Clark Dr

STAFF COMMENTS

- The plat represents the initial step for a proposed large-scale industrial development.
- The development fronts on William J Clark Dr and on the street termination of E W Martin Dr. The construction of a cul-de-sac at the termination of E W Martin Dr is required for fire apparatus turnaround as the permanent dead-end street exceeds 150' in length. Additionally lots created through the subdivision process cannot front a street stub or termination.
- The development is consistent with the Comprehensive Plan, including the following goals:
-“Provide a logical pattern of land uses throughout the community incorporating an efficient relationship between transportation, public services, residential, commercial, industrial, and business areas.”

STAFF RECOMMENDATIONS

Planning Staff recommends approval of the plat contingent upon the completion of the amended punch list and associated conditions of approval.

CORRECTIONS NEEDED ON THE PLAT

1. Show all hydrant locations.
2. Corrections as noted by all departments on plat and provided to the applicant.

CONDITIONS OF APPROVAL

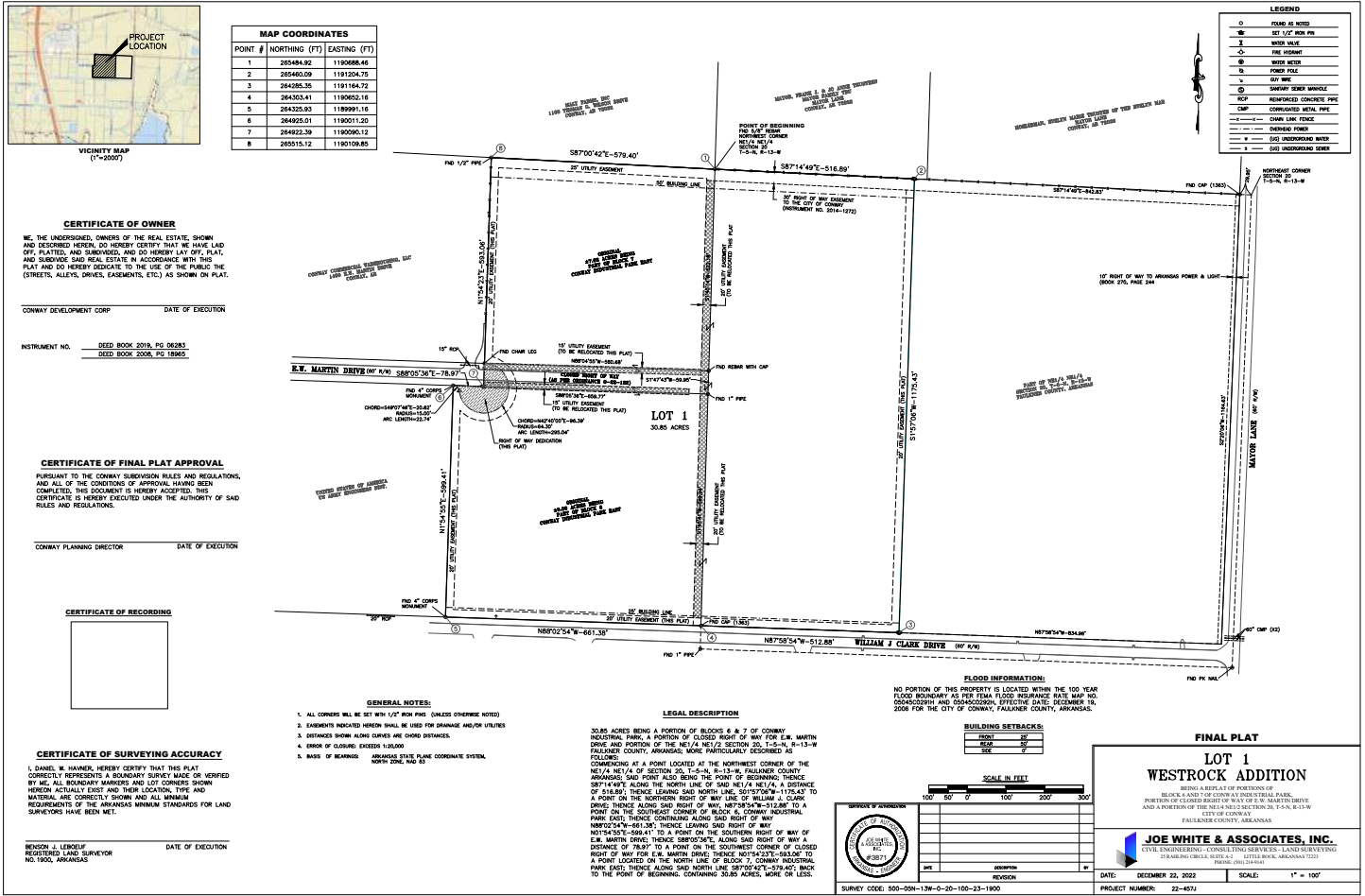
1. Plat approval from all reviewing agencies shall be obtained prior to work commencing.
2. A draft of any Bill of Assurance proposed for the subdivision generally describing proposed covenants, restrictions and conditions applicable to the property included in the submitted plat.
3. Fire hydrants must be placed so that the furthest point of a lot in a commercial subdivision is not more than 400 feet from the hydrant located on the same street. Variances must be approved by the Planning Commission and Fire Chief.
4. Utility easements as required by Conway Corporation are needed.
5. Drainage easements as required by the City Engineer are needed.
6. All other applicable provisions of the City of Conway Subdivision Ordinance (#O-00-03) shall be satisfied and accounted for prior to plat approval.
7. Applicant to provide a irrevocable performance letter of credit for an amount equal to the total estimated cost for improvements as determined by the City Engineer. The term of the letter of credit shall be limited to one year unless an extension is granted by the Planning Commission.
8. Applicant to provide document of assurance guaranteeing installation of [2] required CAGIS monuments prior to the issuance of a certificate of occupancy for any subsequent development.
9. Receipt of an approved copy of the plat along with approved Street and Drainage Plans shall constitute authorization of the Planning Commission for the developer to proceed with the installation of improvements.

SAMPLE MOTION

I move to accept the staff recommendation for approval of the plat with the corrections and conditions of approval indicated in the staff report.

Request for Preliminary Plat Approval: Westrock Addition Lot 1

30.85 acres ± east of the terminus of E W Martin Drive, north of William J Clark Dr



Request for Preliminary Plat Approval: Westrock Addition Lot 1

I.B

30.85 acres ± east of the terminus of E W Martin Drive, north of William J Clark Dr



View of subject property from terminus of E W Martin Dr looking E



View of subject property from E W Martin Dr looking S



View of subject property from E W Martin Dr looking N



View from subject property along E W Martin Dr looking W

Consideration to amend the Master Street and Trail Plan

II.A

Adoption of the Master Transportation Plan

The Master Transportation Plan is an amendment of the existing Master Street Plan. Included in the amendment is an alternative alignment for the future Baker-Wills Parkway. The parkway has been indicated on the Master Street Plan since at least 1991 with various alternatives. Since that time it has been the city's intent to see the project federally funded. However, this uncertainty has caused difficulty for land owners along the route. The included alternative provides a routing location for the parkway if the project is not federally funded and construction occurs as result of a development.

Additionally, the plan adopts the Master Bike Plan and Master Pedestrian Plan as part of the Master Transportation Plan. It further places existing complete streets policies into the plan and provides additional policies. Currently, no narrative portion of the plan exists. This narrative will provide a framework for future updates to the Master Transportation Plan.

The draft Master Transportation Plan is included as an appendix at the end of this report.

Request for Conditional Use Permit: Transmission Tower in C-3

III.A

1305 S Harkrider Street

APPLICANT/PROPERTY OWNER

Thomas Paladino
Paladino Heating & Air, Inc.
PO Box 562
Conway, AR 72033

TOWER OWNER

Tillman Infrastructure, LLC
152 West 57th St 27th Flr
New York, NY 10019



SITE DATA

Location. 1305 S Harkrider St.

Site Area. 1.00 acre ±; applicant is proposing to lease a 0.05 acre ± portion.

Current Zoning. C-3 (Open Display and Highway Commercial).

Existing Structures. 1,900 sf office building, 420 sf metal garage structure, and 1,000 sf metal canopy.

Overly. None.

Comprehensive Plan. General Industry.

Project Traffic Impact. With a conditional use permit to allow a transmission tower, no significant increase to traffic impact is expected once installation is complete. It is anticipated minimal traffic for maintenance will result.

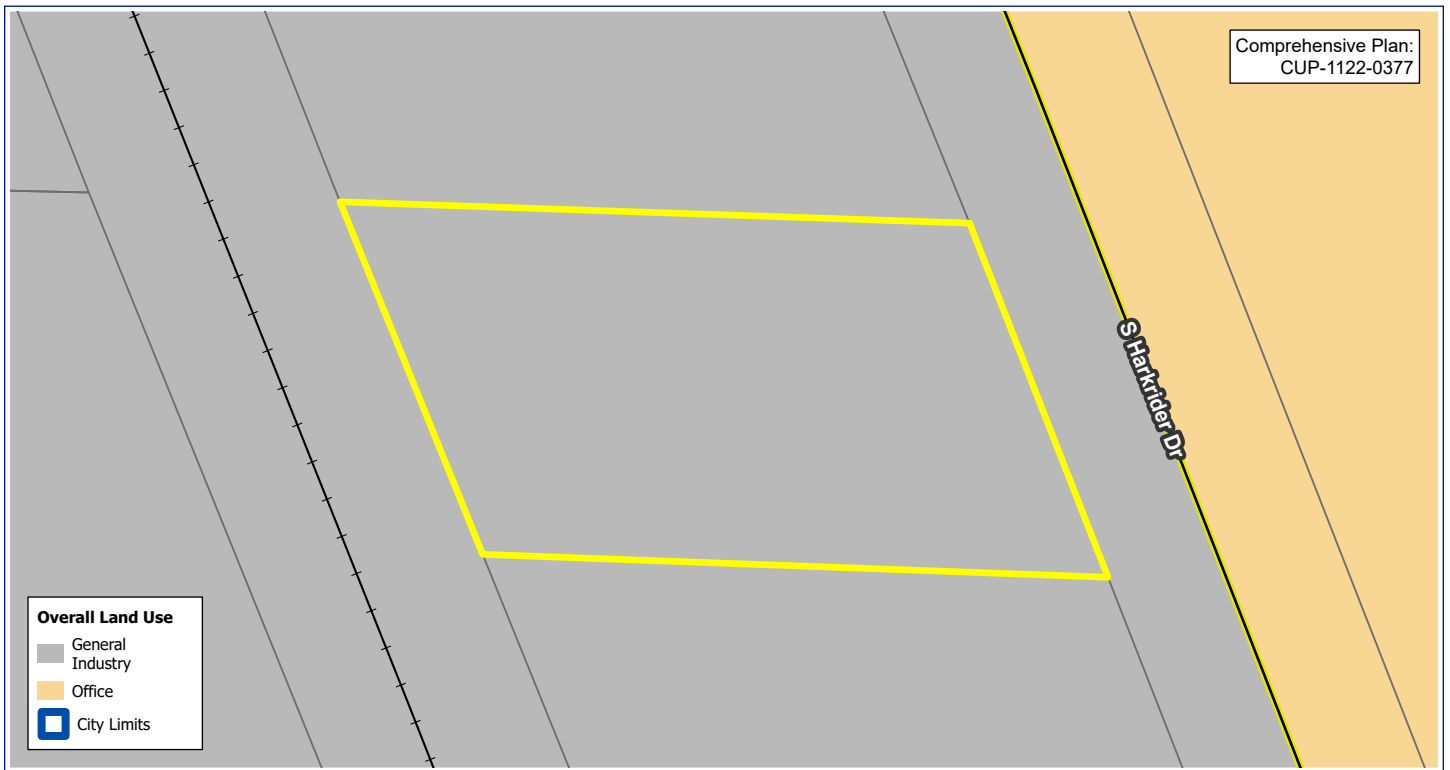
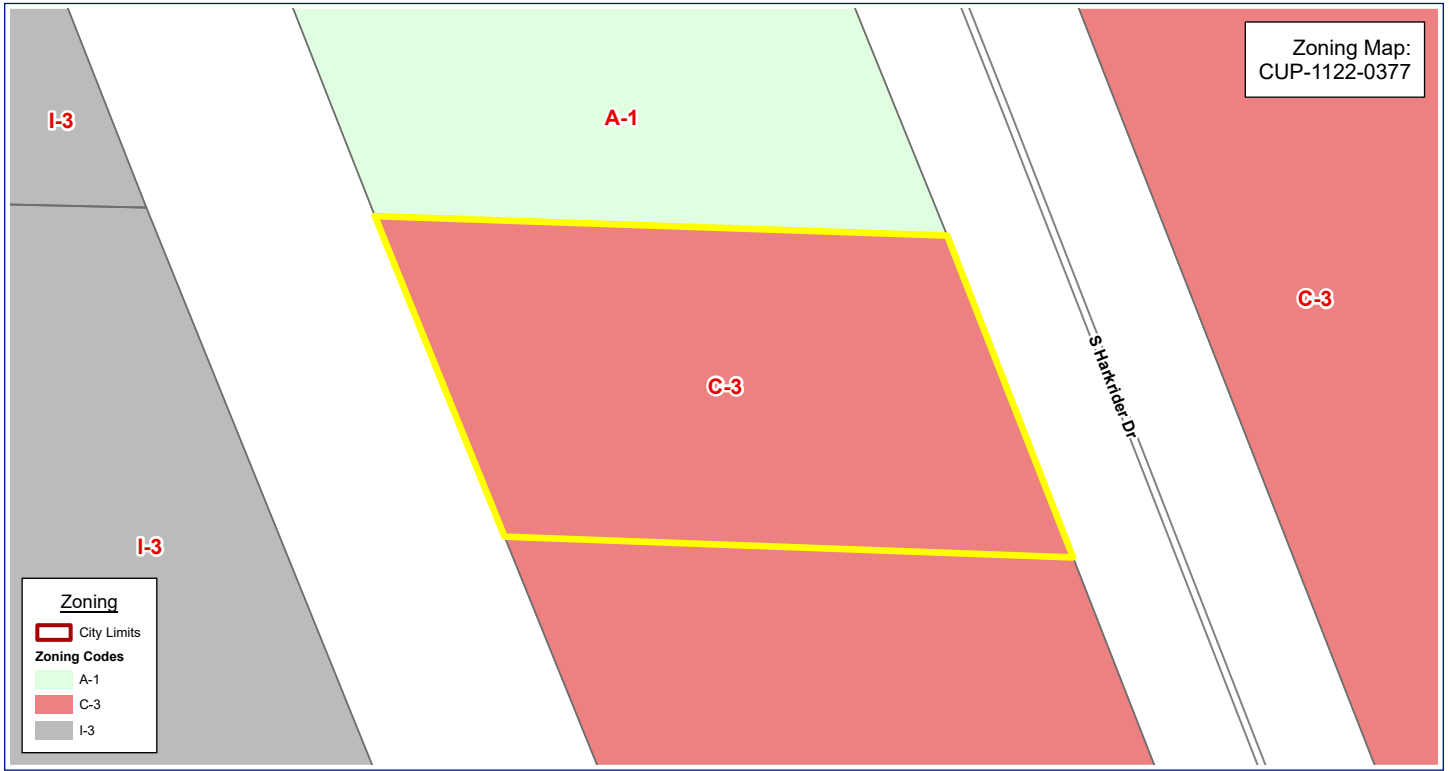
Current Traffic Counts. 9,100 ADT (S Harkrider St north of site near Carter St intersection).

Flood/Drainage. No portion of the property lies within a FEMA flood hazard zone.

Utilities. The site is developed, but the applicant will need to coordinate with Conway Corporation for the expansion of utilities required for the proposed use.

Request for Conditional Use Permit: Transmission Tower in C-3

1305 S Harkrider Street



1305 S Harkrider Street

Master Street Plan. S Harkrider St – Major Arterial (100' ROW).

Street Improvement. None planned for this portion of S Harkrider St at this time.

Requested Conditional Use. Transmission Tower.

General Overview. The applicant is requesting a conditional use permit to allow the construction and operation of a 105' transmission tower (plus a 4' lightning interceptor) with equipment inside a 40'x60' fenced compound in the C-3 zoning district.

STAFF COMMENTS

- The applicant is proposing to lease a 0.05 acre ± portion of the 1 acre property at the northwest corner [rear] of the site for the purpose of constructing and operating a cellular transmission tower.
- Transmission towers are allowed in all zones, but only with a conditional use permit.
- While the property is zoned C-3, the Comprehensive Plan indicates the site as appropriate for General Industry. This designation is still somewhat appropriate, however should be studied in the context of the changing development pattern of the area.
- The subject property is located along a major state highway corridor and is in close proximity to an area, adjacent to the east, that is developing with office, commercial, and institutional uses, including Baptist Hospital, Superior Health & Rehab, Conway Urology, First Service Bank, etc.
- The property, adjacent to the north, is zoned A-1 which allows non-commercial uses, including residential, by right.
- §528 of the Zoning Code outlines regulations specific to transmission towers. Unless outstanding conditions warrant otherwise, all transmission tower installations must comply with these regulations. Any deviations from the prescribed regulations, warranted by outstanding conditions, require approval by the Planning Commission/City Council. Following are design regulations with modifications proposed and justification from the applicant for each request:

Internal Antenna and Wiring. All antennas, cabling, and wiring shall be internally mounted. No antennas or wiring shall be visible on the exterior of the tower. The applicant has proposed a monopole design with external antennas and cabling.

Justification(s) - The applicant's engineer has determined that internal mounted antennas do not carry a 5G signal with the same efficiency as traditional antennas; Internal mounted towers do not lend themselves to collocation which is encouraged; and external antennas allow greater coverage for the included AT&T FirstNet [the national first responders' emergency network].

Staff acknowledges advancements in technology which may be limited by internal mounted antennas and the benefits of external mounted antennas and therefore recommends approval of the requested alternate design, to allow externally mounted antennas, but still requiring all cabling to be located internally.

Fencing. Ground mounted accessory equipment and support structures shall be secured and enclosed with a fence not less than 6 feet in height. If the tower location is within view of a public right of way, or an aesthetically sensitive area, fence shall be made of a durable material appropriate for the development and/or area. Brick or masonry shall be the preferred materials. Lesser materials shall be appropriate for non aesthetically sensitive areas. The applicant is proposing a 6' tall chain link fence with opaque green slats and 3-strand barbed wire 1' above fencing.

Justification - The applicant states that the 'compound' will be concealed from view of public right-of-way by trees and is only visible from railroad and industrial property to the west.

Staff concurs that the 'compound' will be located to the rear of the property and adjacent railroad and industrial to the west. However, the proposed location will be highly visible from the west, is also adjacent to A-1 (Agricultural) property to the north, and is located along a major state highway corridor in close proximity to a developing area featuring office, commercial and institutional uses. The proposed location is approximately 7' from the A-1 property to the north and it appears that most of the existing trees, proposed to provide screening, are deciduous. Additionally, if redevelopment or clearing of the site occurs, the compound location may become more visible from the east. Staff recommends requiring the enclosure to be of brick and the use of barbed or razor wire prohibited.

Landscaping. If the tower location is viewable from a public right-of-way, or otherwise located in an aesthetically sensitive area, landscaping shall be required surrounding the fencing of accessory equipment. The applicant is proposing to utilize existing mature trees to meet landscaping requirements and not install any additional landscaping.

Justification – No additional landscaping is proposed as there are ample mature trees on site, but the applicant is willing to provide a landscape plan.

Staff acknowledges that there are several existing trees, but that some will be removed to allow construction. If a brick fence is provided, per staff recommendation, and only trees essential to allow construction are removed, staff recommends acceptance of the remaining existing trees as the required landscaping.

RECOMMENDATION

Staff recommends approval of the request, with the following suggested conditions of approval. As conditioned, the use is appropriate and will not likely negatively impact adjacent property.

Suggested conditions of approval:

1. The tower and supporting facilities shall be constructed in accordance with approved plans.
2. The height of the tower is limited to 105' plus a 4' lightning interceptor for a total height of 109'. Any proposed increase in height shall require a revised conditional use permit.
3. The service area shall be enclosed by a fence at least 6' high. The fence shall be brick.
4. The use of barbed or razor wire is prohibited.
5. The 15' access drive, parking, and turn around areas shall be paved. Access drive width shall be approved by the Fire Marshall prior to installation. Driveway location and design shall be reviewed and approved by City of Conway Transportation Department and ARDOT prior to installation.
6. All gravel area indicated for staging shall be removed upon completion of tower installation.
7. No zoning variances, in conjunction with the conditional use, shall be allowed.
8. If the approved use is not commenced within 18 months from the date of approval, or if the use ceases for a consecutive period greater than 18 months, the conditional use permit shall expire.
9. If the tower is not used for a continuous period of 24 months it must be dismantled and removed by the telecommunications service provider.
10. Any expansion of the use or site, including but not limited to substantial increase in use intensity, new buildings, substantial changes in character, etc shall require approval of a new conditional use permit.

SAMPLE MOTION

I move to accept the staff recommendation to approve the request with the conditions indicated in the staff report on the basis that, as conditioned, it will allow for appropriate use of the property, provide a benefit to the residents of Conway, it is found the use will meet all standards of approval in accordance with §802.5 of the Zoning Code.

Request for Conditional Use Permit: Transmission Tower in C-3

1305 S Harkrider Street



View of subject property from S Harkrider St/Hwy 365 looking W



View of proposed tower location on subject property



View properties adjacent to the S along S Harkrider St/Hwy 365

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.

Development Review Approvals

- Estella Market (SDR-1122-0378)

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

- Goddard Addition (P2022-00085)
- E-Leet Subdivision (P2022-00086)
- MSA Replat (P2022-00087)

CONWAY

MASTER



TRANSPORTATION

PLAN

December 2022





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Section One: Introduction

1.1 The Plan

The Plan sets forth official policy regarding the overall transportation system within the City's Planning Area Boundary as the Master Transportation Plan. This plan constitutes an element of the City's overall Comprehensive Plan. As such, it is not a piece of municipal law but rather a statement of policy. It should provide much of the basis for land use and transportation recommendations and decisions made by the Planning Commission and City Council. At a minimum, the Plan serves the following purposes:

1. It establishes a functional classification system for existing and proposed streets and bicycle/pedestrian transportation elements within the City and its Planning Area Boundary.
2. It establishes and classifies both existing and proposed bike and pedestrian transportation facilities.
3. It sets forth, in graphic form, the location of existing and proposed transportation elements within the City's Planning Area Boundary.
4. It establishes cross-sections for the various types of transportation elements that may be constructed within the Planning Area Boundary.
5. It states policies which govern both the creation and implementation of various elements of the plan.
6. It provides guidance for the development and implementation of a comprehensive, balanced transportation system for the City of Conway.
7. It relates the Plan to implementing regulations contained in the City's Subdivision Regulations.

This document contains the provisions of the Plan. Supporting documentation includes a number of sources. A partial list of information sources follows:

1. 2018 Pedestrian Master Plan
2. 2016 Bicycle Master Plan
3. 2014 Parks Master Plan
4. Markham Street Neighborhood Specific Plan
5. Oak Street Ahead Corridor Plan
6. Northeast Old Conway Specific Plan
7. Old Morrilton Highway Corridor Study
8. Lower Ridge Road Corridor Study
9. CARTS Multimodal Design Guidelines
10. Central Arkansas Regional Greenways Plan
11. Arkansas Department of Transportation traffic volumes figures and other statistical information
12. Records of the Conway Transportation and Planning and Development Departments



1.2 Authority

The purpose of this Plan is consistent with the provisions of Arkansas Codes, Annotated (A.C.A.), §14-56-414. This section requires that the Master Street Plan of a municipality be created to "... designate the general location, characteristics, and functions of streets and highways."

1.3 The Planning Area

A city in Arkansas desiring to prepare and implement plans is required to designate the area (Planning Area Boundary) within its Territorial Jurisdiction in which it will prepare plans, ordinances, and regulations. The City of Conway maintains a Planning Area Boundary of lands expected to become part of the city within the planning period of 30 years. This Planning Area Boundary Map was prepared in accordance with statutes found in the Arkansas Codes, Annotated § 14-56-413. The City of Conway will, in accordance with A.C.A. § 14-56-422, file the plans, ordinances, and regulations as they pertain to the territory beyond the corporate limits with the county recorder of Faulkner County.

1.4 Relationship to the Land Use Regulations

The Arkansas planning statutes provide in A.C.A. § 14-56-417 (a)(1):

Following adoption and filing of a master street plan, the Planning Commission may prepare and shall administer, after approval of the legislative body, regulations controlling the development of land.

These provisions, along with the modern history of planning since the landmark case of Village of Euclid, Ohio v. Ambler Realty Co., 272 U.S. 365 (1926), signify a strong relationship between the plan and its supporting regulations. In simple terms, a municipality first plans, then regulates. The primary supporting regulations consist of the zoning code and development (subdivision) regulations. As stated in A.C.A. § 14-56-412 (e):

In order to promote, regulate, and control development and to protect the various elements of the plans, the commission, after adoption of appropriate plans as provided, may prepare and transmit to the legislative body such ordinances and regulations as are deemed necessary to carry out the intent of the plans, or of parts thereof.

Planners take these provisions literally and encourage municipalities to base decisions in land use and development upon adopted plans to the greatest extent possible. At the same time, it has been noted in court decisions in Arkansas that plans are not legal documents but rather broad statements of municipal policy. The legal force arises from the adopted regulations developed to support the plan.

1.5 National Standards

The following national standards are encouraged for use in the design of future street and bicycle/pedestrian facilities. These guides provide in depth design guidance for use on state and local facilities.

- AASHTO: Guide for the Development of Bicycle Facilities, 4th Edition – 2012
- AASHTO: Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition – 2004
- NACTO: Urban Street Design Guide, 1st Edition – 2013
- NACTO: Urban Bikeway Design Guide, 2nd Edition – 2014
- FHWA: Manual on Uniform Traffic Control Devices, 2009 Edition with Revisions 1 and 2 – 2012
- ITE/CNU: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, 1st Edition - 2010





Section Two: Goals and Policies

2.1 Goals

This Plan seeks to achieve the following goals:

1. To strategically establish and maintain a safe, functional multi-modal transportation network for the planning area built upon Complete Streets Policy and Context Sensitive Design.
2. To ensure transportation facilities safely accommodate all potential users including vehicles, pedestrians, and bicyclists.
3. To provide and maintain bike and pedestrian facilities that meet the needs of a variety of different users.
4. To promote efficient use of resources committed to construction of bike, pedestrian, and vehicle facilities in both the private and public sectors.
5. To allow equitable methods for financing transportation facilities.
6. To improve traffic flow, improve safety, and improve bike, pedestrian, and vehicle mobility within the planning area.
7. To ensure an adequate transportation system for future generations.
8. To encourage innovative approaches to development.
9. To reduce traffic conflicts on major traffic arteries.
10. To ensure transportation and land use decisions are fully integrated and that the transportation network is consistent with the principles of efficiency, economy, and equity.
11. To ensure an inter-connected and grid-based street pattern which acts to distribute traffic more evenly across the transportation system and minimizes bottlenecks and overloading of facilities.
12. To ensure a safe transportation system which minimizes crashes between all users.
13. To ensure context sensitive roadway designs are achieved which do not adversely affect neighborhoods or the environment.
14. To ensure that planned facilities are consistent with regional and state transportation plans.
15. To develop infrastructure that will encourage active, healthy lifestyles.

The direct intent of the goals and policies of this plan is to create and maintain a transportation system based on the principles of Complete Streets and Context Sensitive Design in order to meet the needs of all users in the Conway Planning Area.

2.2 Policies

Policies establish the stated intent of the City of Conway with regard to the establishment of a functional, multi-modal transportation system for the city's planning area. Policies, like the Plan, are not intended to be municipal law but serve as the foundation upon which the city's land use codes and legal documents are built.

The following policies are adopted and made part of this Plan:

1. Bicyclists, pedestrians, transit riders, motorists, and persons of all abilities will be given consideration in the planning and design of all transportation facilities in the planning area.



2. Bike and pedestrian facilities will be constructed as part of all new and reconstructed transportation facilities according to the provisions of this Plan unless:
 - a. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
 - b. The cost of establishing bikeway or walkways would be excessively disproportionate to the need or probable use. “Excessively disproportionate” is defined as exceeding twenty percent (20%) of the total cost of the transportation project.
 - c. Where the street has severe topographic or natural resource constraints.
 - d. Where scarcity of population or other factors indicate an absence of need, to include future needs.
3. The City will carefully monitor mobility and access options for citizens with disabilities when reviewing development proposals.
4. The City will develop a bike and pedestrian transportation system that will take into account the mobility and safety needs of a variety of uses including children, seniors, active adults, and the physically challenged.
5. New developments must provide for the interconnection of existing and proposed streets in order to permit the orderly flow of traffic and the provision of public services, particularly fire and police protection.
6. Proposed subdivisions and developments must comply with this Plan. The Planning Commission may consider, on a case by case basis, innovative designs that promote desirable developments without sacrificing the overall goals of this Plan, other city plans, or the Arkansas State Fire Prevention Code.
7. Access points for individual properties fronting collector, minor arterial, and major arterial streets shall be kept to a minimum to facilitate traffic movement, reduce crashes and fatalities, and to increase market areas for local businesses. Keeping access points to a minimum may be achieved through driveway consolidation, joint access agreements, or specific corridor access management plans.
8. The staff and Planning Commission shall include considerations of access management principles in the review of all development plans or requests.
9. No utilities will be furnished to properties in developments that have not complied with the provisions of the Conway Subdivision Regulations.
10. Strip commercial developments are discouraged and may be subject to access limitations. The City encourages commercial developments to provide their own internal streets and drives for direct access to individual outparcels.
11. In rural areas, paved shoulders should be included in all new and reconstructed roadways used by more than one thousand (1,000) vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.
12. The City shall adopt and enforce land use regulations to carry out the provisions of this Plan.



Section Three: Plan Elements

3.1 Cross Sections

Cross sections are established to govern the construction of street and bicycle/pedestrian facilities by the City of Conway and through private resources by developers. The cross sections can be found in the City of Conway Standard Details. The City of Conway Standard Details, as may be amended from time to time, are adopted by reference to be part of this Plan.

STANDARD DETAILS FOR ROADWAY & DRAINAGE CONSTRUCTION



CITY OF CONWAY, ARKANSAS
TRANSPORTATION DEPARTMENT
100 EAST ROBINS ST.
CONWAY, ARKANSAS 72032
501-450-6165

REV. 9/24/21



3.2 Alternative Street Plans

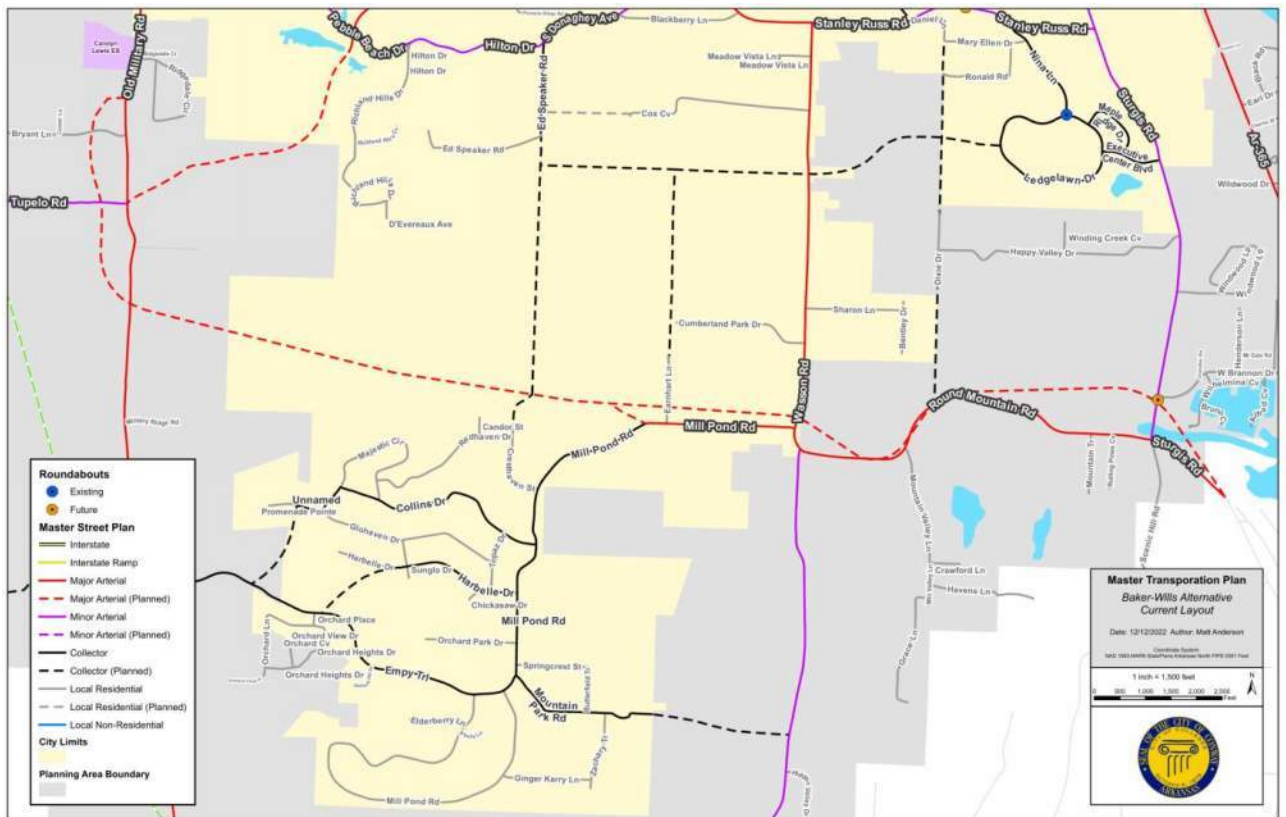
Various corridors in the Planning Area shall have alternative cross sections or unique plans due to unique circumstances, context, design/development challenges, or varying needs. This section describes those in detail:

1. Baker-Wills Parkway/Western Arterial Loop:

The Baker-Wills Parkway/Western Arterial Loop has been reflected in the Master Street Plan since at least the 1991 Comprehensive Plan and discussed for much longer. The route of the parkway has changed numerous times, and undergone various local and state studies. Most recently funding was sought in 2017 to construct it as the Western Arterial Loop. The project has been a source of difficulty for property owners due to the uncertainty of the project.

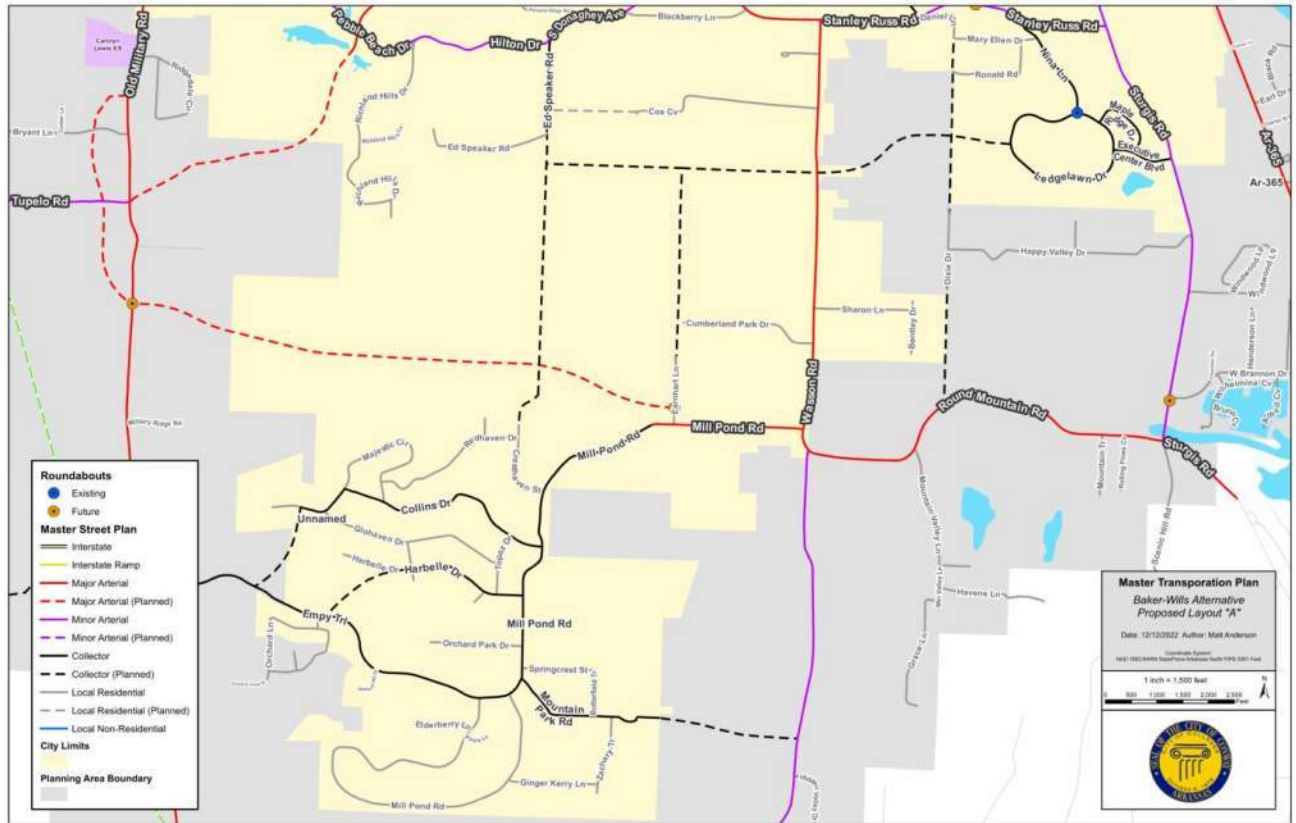
The alternative plans for this route are meant to reflect different alternatives for the project based on construction funding sources.

Primary Alternative: This routing reflects construction of the project with federal and city funding. This alternative scenario is contingent upon the roadway being constructed solely as a city project in accordance with existing plans for the Western Arterial Loop. Initial construction would be as a two-lane arterial for a future four-lane boulevard on a largely new route. Right-of-way dedications would be consistent with those for a major arterial or one hundred (100) feet in width.





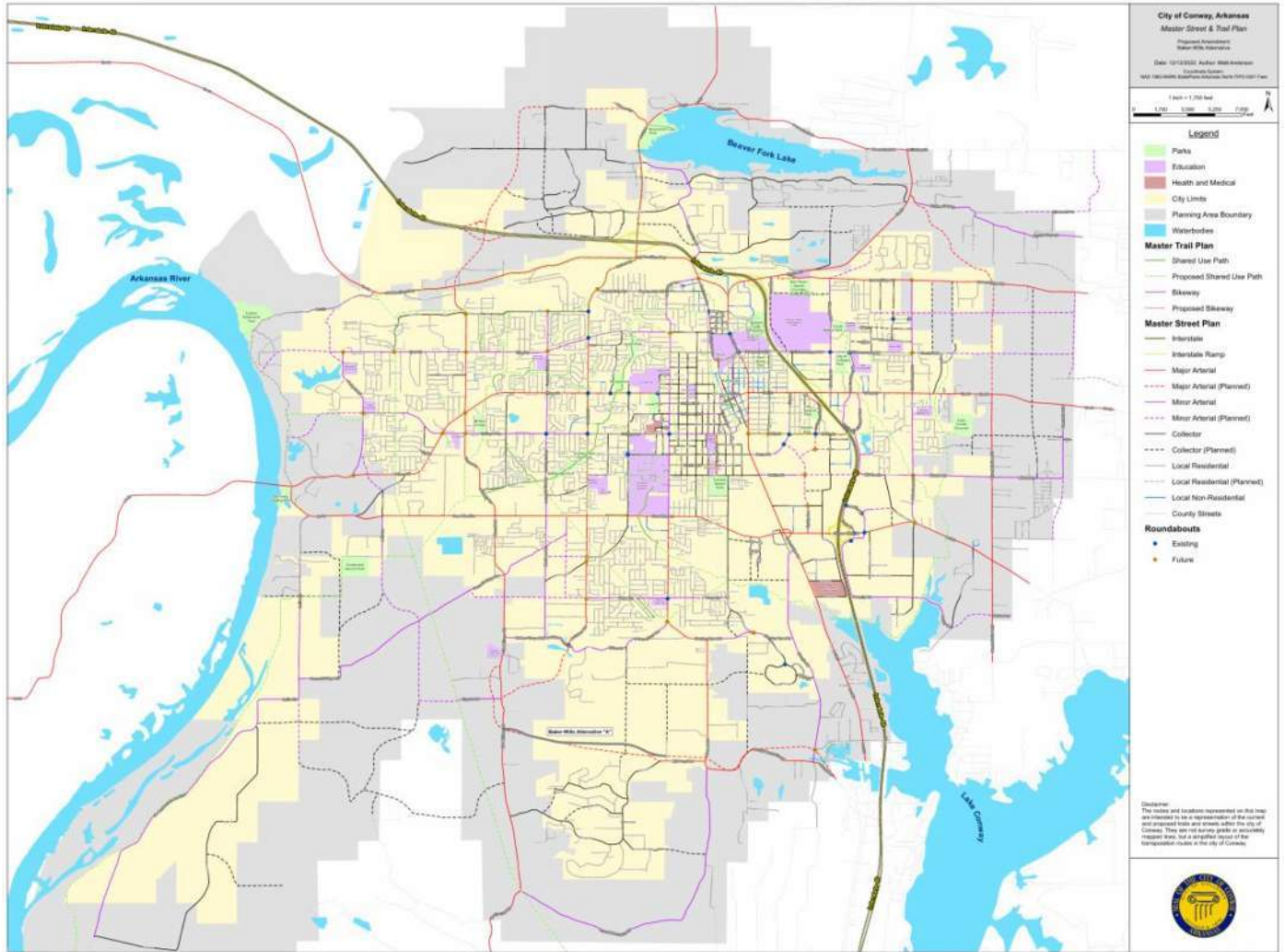
Alternative A: This routing reflects construction of the project by local developers in conjunction with subdivision development. This alternative envisions long-term incremental improvement of the corridor as an eventual four-lane boulevard. However, initial improvements would come in the form of a two-lane rural road without curb and gutter. Right-of-way dedications would be consistent with those for a major arterial or one hundred (100) feet in width. Developer required improvements would be limited to those future portions of the corridor between Old Military Road and Earnhart Lane.



2. Oak Street:
Oak Street will be improved in accordance with the Oak Street Ahead Corridor Plan.



Section Four: Plan Map





Section Five: Supplemental Plans

The Pedestrian Master Plan and Bicycle Master Plan are adopted by reference to be part of this Plan.

