



CITY OF CONWAY, ARKANSAS PLANNING COMMISSION

December 19, 2022 • 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

December 19, 2022

PLANNING COMMISSION

Rhea Williams, Chair
Rebekah Fincher, Vice-Chair
Laura King, Secretary
Alexander Baney
Adam Bell
Latisha Sanders-Jones
Ethan Reed
Drew Spurgers
Greg West

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 10, 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. November 21, 2022

I. Subdivision Review*

A. Request for waiver to allow reduced setbacks for minor subdivision E-Leet Subdivision (SUB-1122-0389)

II. Public Hearings**

- A. Request to rezone the eastern 10.02 acres ± of property located at 1150 Dave Ward Drive from I-3 to C-3 (REZ-1122-0386)
- B. Request for conditional use permit to allow an *Automobile Service Station* in a C-2 zoning district for 6.06 acres ± located at the northwest corner of the intersection of Dave Ward Drive and S Country Club Road (CUP-1122-0387)
- C. Request to annex 6.05 acres ± located north of Hwy 319 and immediately west of 5580 Hwy 319 to be zoned A-1 (ANN-1122-0390)
- D. Request to rezone 1.43 acres ± located at 2505 & 2515 Prince Street and 963 Farris Road from O-3 and R-1 to O-1 (REZ-1122-0391)
- E. Request for conditional use permit to allow an *Eating place with drive-through service* in an O-1 zoning district for property located 2505 Prince Street and 963 Farris Road (CUP-1122-0392)
- F. Consideration to amend §503 of the Conway Zoning Code: Accessory Dwelling Units (ADUs)
- G. Consideration to amend §515 A of the Conway Zoning Code: Hospital Services
- H. Consideration to amend Article VII of the Conway Zoning Code: Board of Zoning Adjustment
- I. Consideration to amend the Master Street and Trail Plan

III. Announcements/Additional Business

A. Setting of Planning Commissioner training date

Adjournment

Request for Waiver: Reduced setbacks

0.62 acre ± north of Beaverfork Road

APPLICANT/AUTHORIZED AGENT

Central Arkansas Professional Surveying
1021 Front St
Conway, AR 72034

OWNER

E-Leet Industries, LLC
140 Beaverfork Rd
Conway, AR 72032



SITE DATA

Location. 134 Beaverfork Rd.

Site Area. 2.70 acres ±.

Current Zoning. None; site is located outside the incorporated limits, but within the Planning Area Boundary.

Exiting Structures. 1,040 sf single family dwelling plus a 900 sf accessory structure.

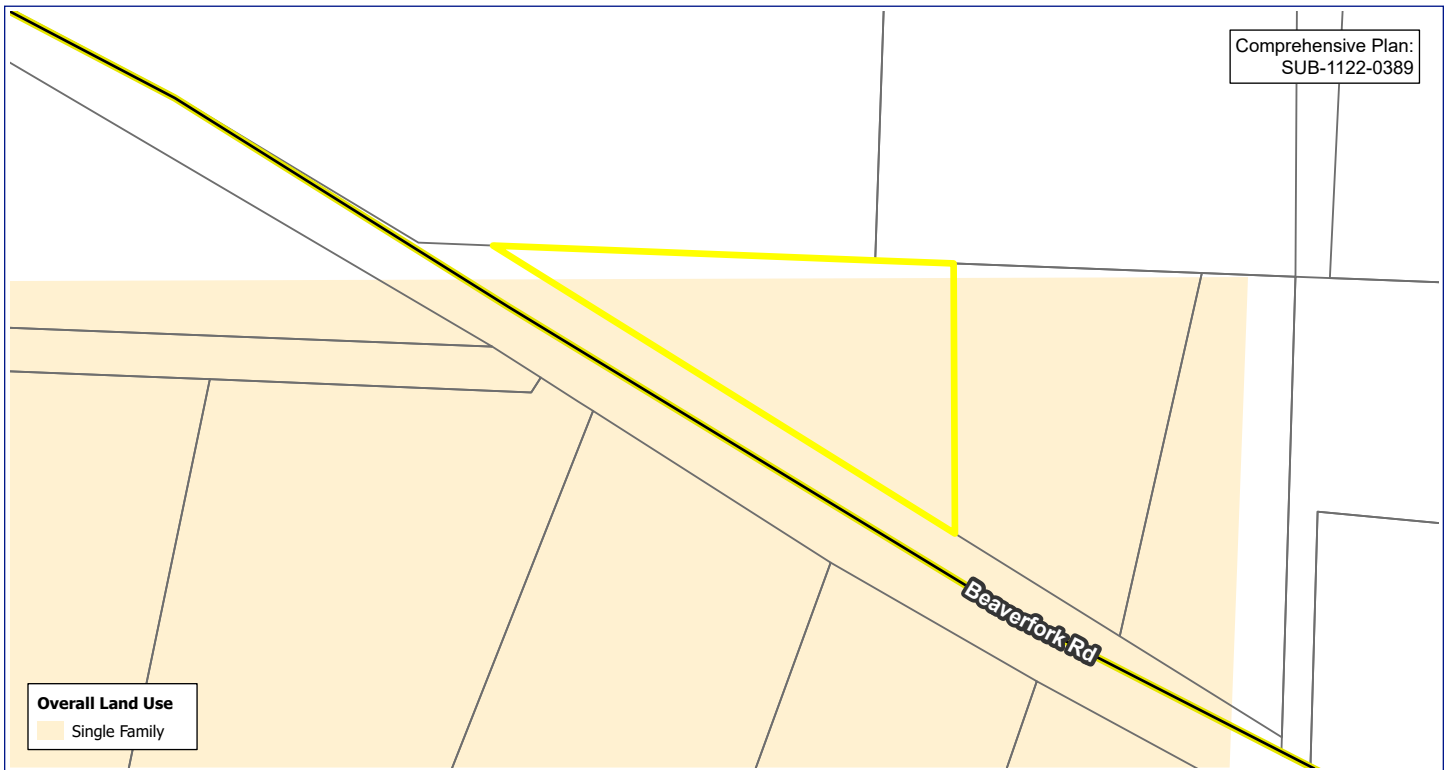
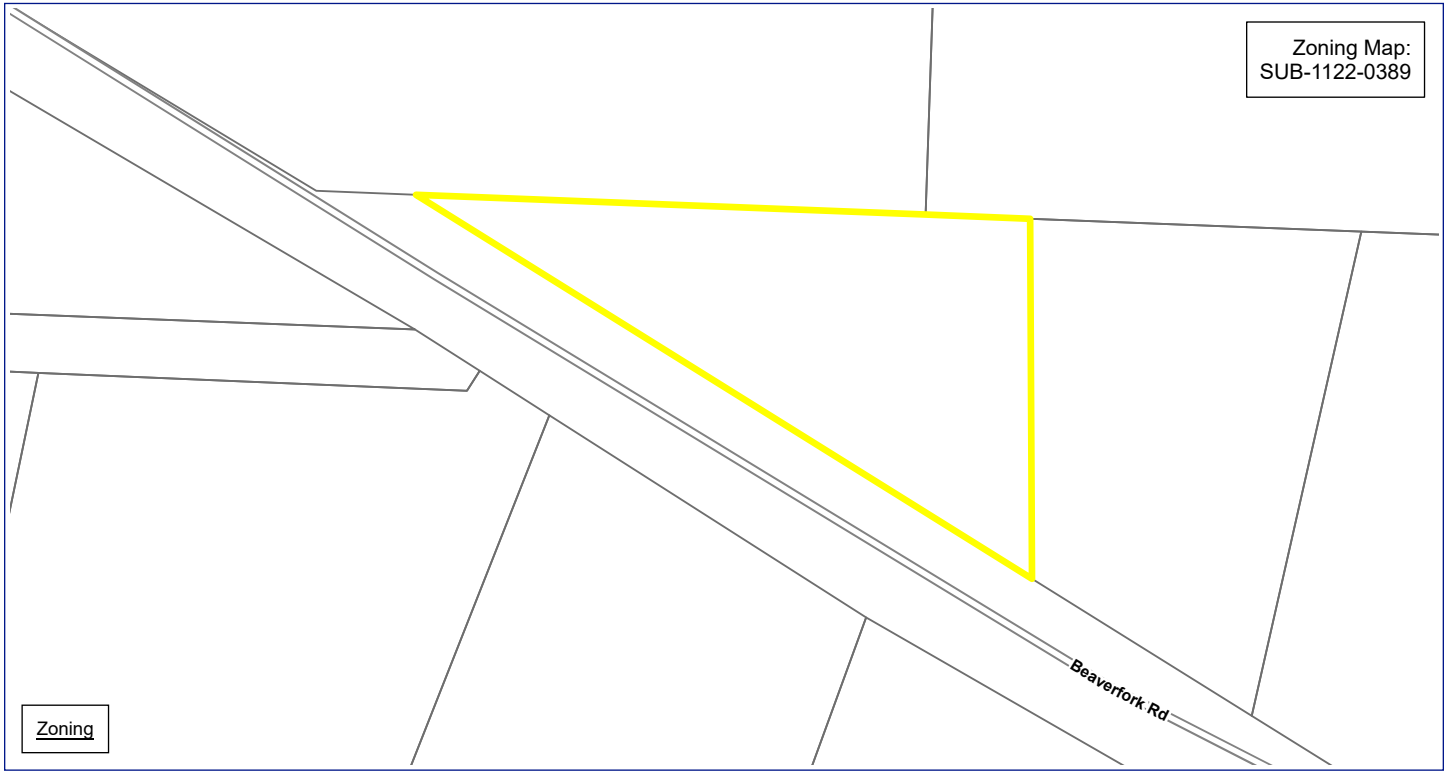
REQUEST

The applicant is requesting a waiver to the Subdivision Regulations to allow for a front building setback of less than 25'. This setback will apply to the building located on the newly created Lot 2. The front building setback at this location is 9.5'. Minor subdivisions, containing 4 or fewer lots and not requiring any new street or drainage construction, are reviewed administratively by Planning Staff. This request is presented to the Planning Commission because it represents a deviation from the regulations of Subdivision Ordinance, as amended (#O-00-03) which requires Commission approval.

Request for Waiver: Reduced setbacks

I.A

0.62 acre ± north of Beaverfork Road



Request for Waiver: Reduced setbacks

0.62 acre ± north of Beaverfork Road

STAFF COMMENTS

- *The minimum building setback line shall be not less than twenty-five (25) feet from the right-of-way of the front street, or as required by the Zoning Ordinance. Corner lots shall have a setback of twenty-five (25) feet from the front lot line and twenty-five (25) from the exterior side lot line, or as required by the Zoning Ordinance. Article IV, §5.F(4).* Because this property is located within the Planning Area Boundary, the Zoning Code is not applicable and a waiver must be granted for the reduced setback.
- The Comprehensive Plan designates the site as Single Family.
- Beaverfork Rd is classified as a major arterial on the Master Street Plan.
- **The building requiring a waiver is an existing structure. Any new construction must meet proper setbacks as outlined in the Subdivision Ordinance.**

STAFF RECOMMENDATION

Staff recommends approval of the waiver given the building already exists and is not detrimental to the area.

SAMPLE MOTION

I move to accept the staff recommendation of approval as it will allow for development that is consistent with the Comprehensive Plan.



View of subject property from Beaverfork Rd looking NW



View of subject property from Beaverfork Rd looking NE



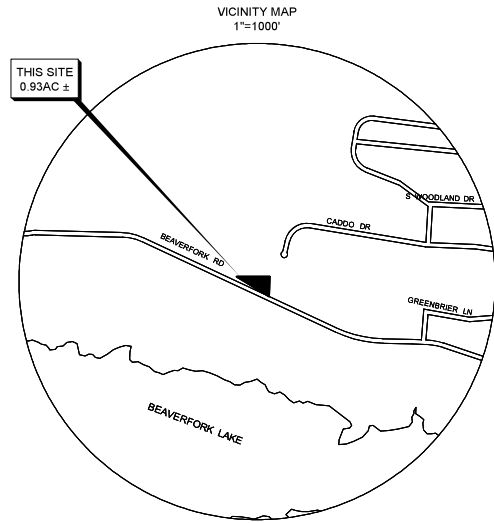
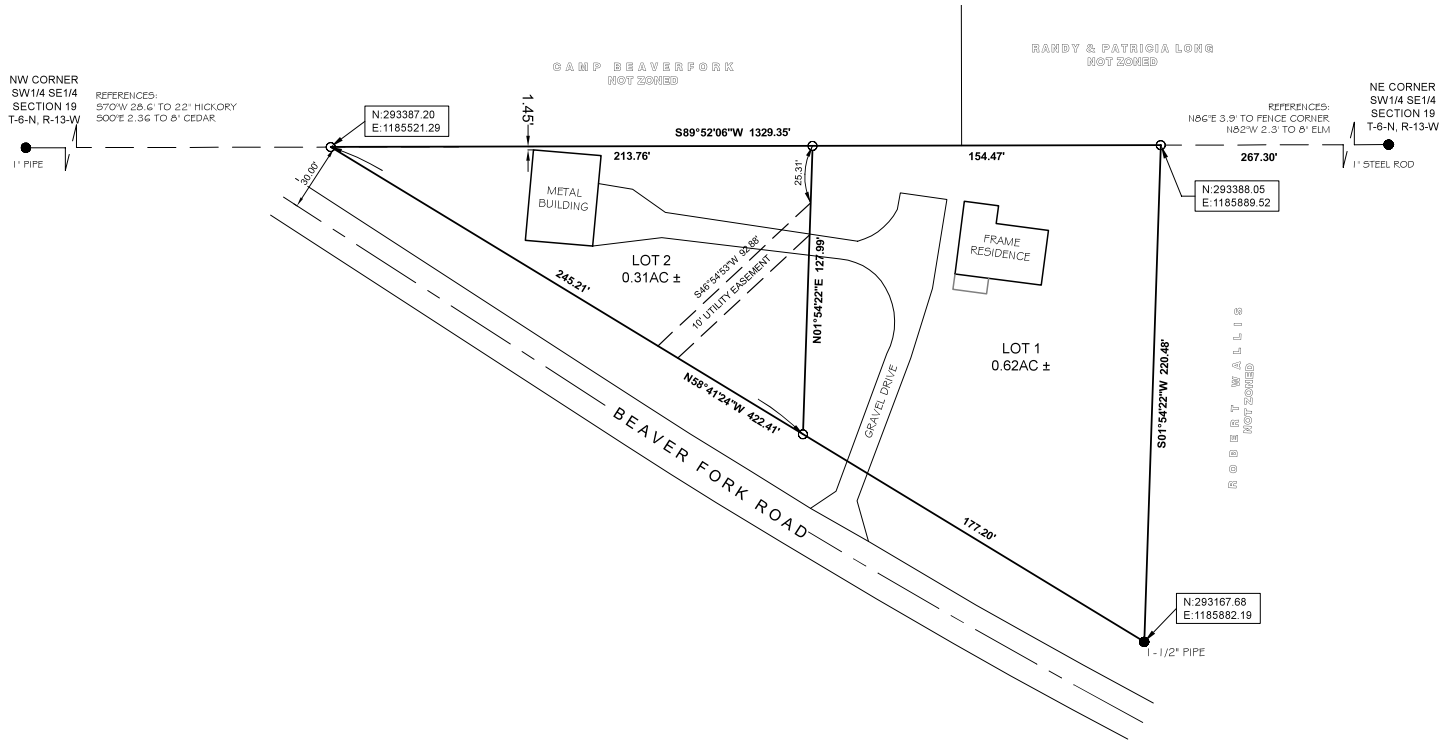
Property adjacent to the S

Request for Waiver: Reduced setbacks

0.62 acre ± north of Beaverfork Road

I.A

E-LEET SUBDIVISION



LEGAL DESCRIPTION:

A PART OF THE SW1/4 SE1/4, SECTION 19, T-06-N, R-13-W, FAULKNER COUNTY, ARKANSAS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 1" STEEL ROD FOR THE NE CORNER OF SAID SW1/4 SE1/4; THENCE ALONG THE NORTH LINE OF SAID SW1/4 SE1/4 S89°52'06"W A DISTANCE OF 267.30' TO A SET 1/2" REBAR W/CAP (1363) FOR THE POINT OF BEGINNING; THENCE LEAVING SAID NORTH LINE S01°54'22"W A DISTANCE OF 220.48' TO A FOUND 1-1/2" PIPE BEING ON THE NORTH RIGHT OF WAY OF BEAVERFORK ROAD; THENCE ALONG SAID RIGHT OF WAY N58°41'24"W A DISTANCE OF 422.41' TO A SET 1/2" REBAR W/CAP (1363) BEING ON THE NORTH LINE OF SAID SW1/4 SE1/4; THENCE LEAVING SAID RIGHT OF WAY AND ALONG SAID NORTH LINE N89°52'06"E A DISTANCE OF 368.23' TO THE POINT OF BEGINNING, CONTAINING 0.93 ACRES MORE OR LESS.

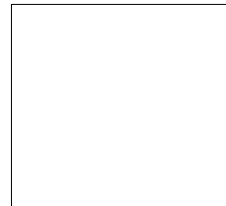
SURVEYOR'S NOTES:

SAID TRACT IS SUBJECT TO ALL RIGHTS OF WAY, COVENANTS, EASEMENTS, AND RESTRICTIONS ON RECORD OR PHYSICALLY IN PLACE.

GENERAL NOTES:

1. LOT DIMENSIONS GIVEN ON CORNER LOTS ARE TO THE POINT OF CURVATURE.
2. ALL ROUNDED CORNERS ARE 28' RADII UNLESS OTHERWISE NOTED.
3. THIS PROPERTY SURVEYED ON 11/03/2022.
4. RATIO CLOSURE ERROR: MEETS MINIMUM RELATIVE POSITIONAL ACCURACY STANDARDS FOR THE STATE OF ARKANSAS.
5. THIS PROPERTY IS LOCATED IN THE COUNTY.
6. THIS PROPERTY SERVICED BY PRIVATE SEPTIC SYSTEM.
7. ALL LOTS SHALL SLOPE TO A STREET AND/OR DRAINAGE EASEMENT.
8. THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA PER FLOOD INSURANCE RATE MAP NO. 05045C0168H, EFFECTIVE 12/19/2006.

FAULKNER COUNTY OEM CERTIFICATION



LEGEND

- FOUND MONUMENT (AS NOTED)
- SET 1/2" REBAR W/CAP (AS NOTED)
- BOUNDARY
- - - EASEMENTS
- - - SECTIONS

Request to Rezone: I-3 to C-3

10.02 acres ± at 1150 Dave Ward Drive

APPLICANT/AUTHORIZED AGENT

Brad Peterson
Crafton Tull
10825 Financial Center Pkwy, Ste 300
Little Rock, AR 72211

OWNER

Diamond State, LLC
PO Box 3068
Texarkana, AR 75504



SITE DATA

Location. 1150 Dave Ward Dr.

Site Area. Application is specific to the eastern 10.02 acres ± of the total 17.53 acres ±.

Current Zoning. I-3 (Intensive Industrial).

Requested Rezoning. C-3 (Open Display and Highway Commercial).

Adjacent Zoning. East, West: C-3; South: C-3 and MF-3 (Multi-Family 24 units/acre); North: I-3.

Existing Structures. None.

Overly. None.

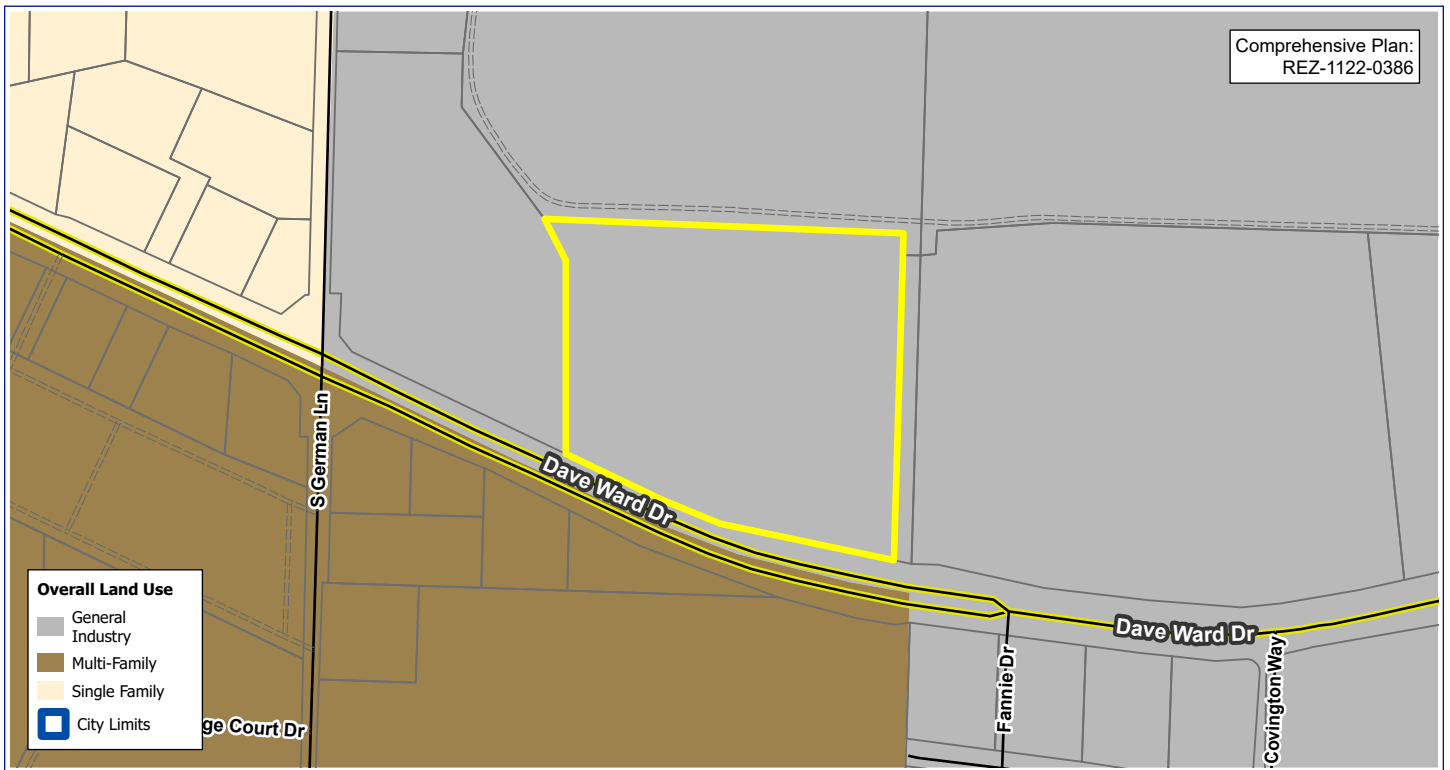
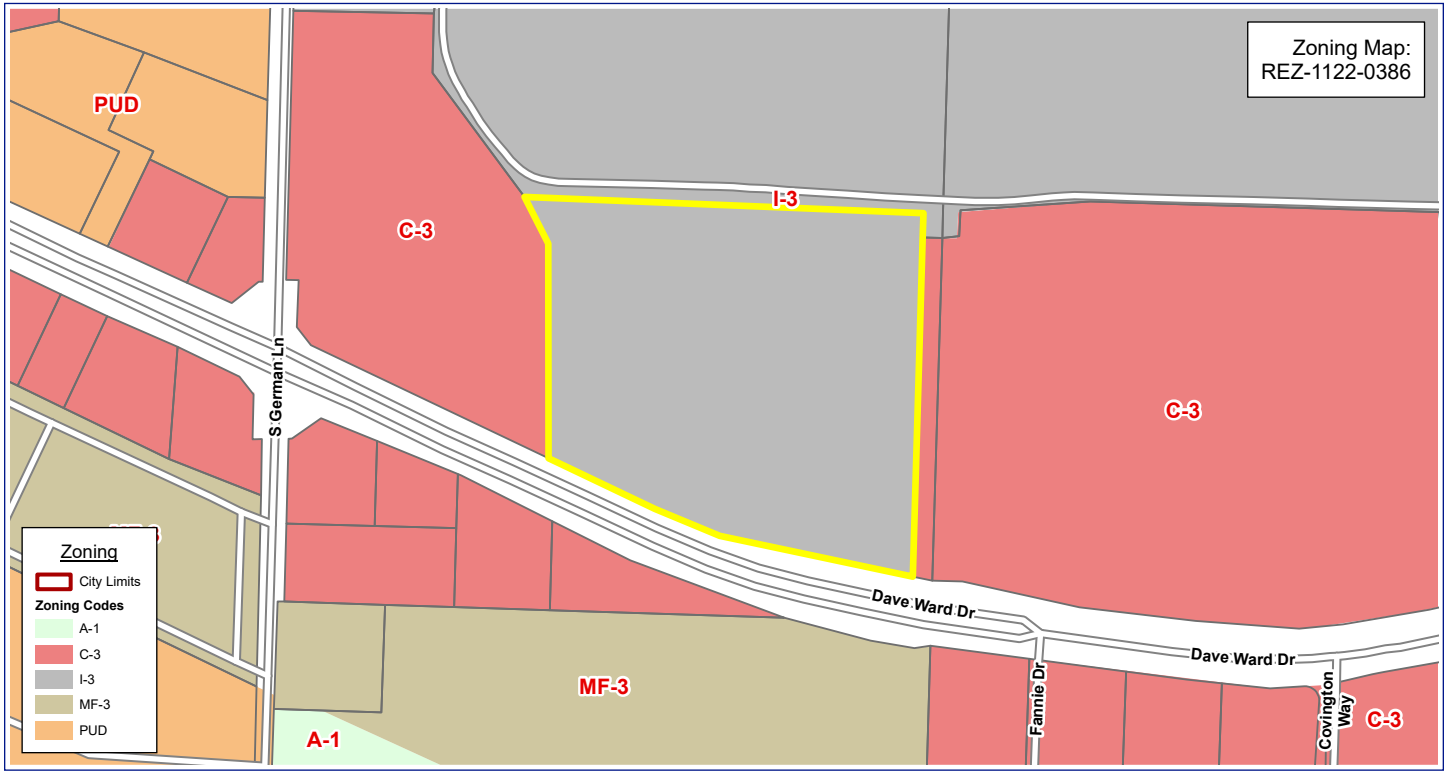
Subarea Plan. Dave Ward Drive Access Management Plan.

Comprehensive Plan. General Industry.

Request to Rezone: I-3 to C-3

10.02 acres ± at 1150 Dave Ward Drive

II.A



Project Traffic Impact. An accurate traffic impact is difficult to estimate for an undeveloped site of this size given the wide range of uses allowed in the proposed zoning district. With a rezoning to C-3 and the site fully developed with the most intense uses, the increase in traffic impact would be significant. The most intense use permitted by-right in the C-3 zoning district is considered to be a drive-through restaurant. A typical size drive-through restaurant can generate up to 1,039 vehicle trips per typical weekday. While the site is large enough to support several such establishments, the applicant has indicated the site will likely be developed with a mixture of dining, office-like, storage, etc uses. Most of these are less intense uses than drive-through dining and would reduce the total traffic impact. Additionally, traffic management will be bolstered by the Dave Ward Drive Access Management Plan.

Current Traffic Counts. 32,000 ADT (Dave Ward Dr, immediately east of site at Fannie Dr intersection).

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

Utilities. The applicant will need to coordinate with Conway Corporation for the extension of utilities.

Master Street Plan. Dave Ward Dr – Major Arterial (100' ROW).

Street Improvement. None planned at this time.

STAFF COMMENTS

- The applicant is proposing to rezone a 10.02 acre ± portion of the 17.53 acre ± property to C-3; the remainder of the property is already zoned C-3.
- The Comprehensive Plan indicates the site as appropriate for General Industry. With the improvement of Dave Ward Dr, making the corridor a major thoroughfare for east-west traffic, the development pattern of the area has shifted away from industrial in recent years. The immediate area has developed/redeveloped primarily with commercial and office uses including multiple restaurants and multi-tenant retail and office buildings.
- The subject property is part of the former IC Bus property and was previously used for staging completed school bus units.
- Though Staff has had a preliminary feasibility meeting with the applicant and developer, no projects/plans have been submitted for review. All development will be subject to development review in accordance with Article 10 of the Conway Zoning Code along with the Dave Ward Drive Access Management Plan.
- The rezoning is appropriate and will not likely negatively impact adjacent properties.

RECOMMENDATION

Staff recommends approval of the request. The rezoning will allow for appropriate redevelopment of the site, given the shift in the area development pattern, and will not likely negatively impact adjacent property.

SAMPLE MOTION

I move to accept the staff recommendation to approve the basis that it will allow for appropriate development of the site, in context with the changing development pattern of the surrounding area, and will not negatively impact adjacent property.

Request to Rezone: I-3 to C-3

10.02 acres ± at 1150 Dave Ward Drive



View of subject property from Dave Ward Dr looking N



Property adjacent to the W



Property adjacent to the E



Property adjacent to the S



Property adjacent to the S

Request for Conditional Use Permit: Automobile Service Station in C-2

6.06 acres ± at the northwest corner of S Country Club Road and Dave Ward Drive

APPLICANT/AUTHORIZED AGENT

Brandon Rush
Engineering Service, Inc.
PO Box 282
Springdale, AR 72765

OWNER

Mark Paladino
Paladino Real Properties, LLC
225 Sturgis Rd
Conway, AR 72032



SITE DATA

Location. 3200 Dave Ward Dr.

Site Area. 6. acres ±.

Current Zoning. C-2 (Neighborhood Commercial District).

Existing Structures. None.

Overlay. None.

Subarea Plan. Dave Ward Drive Access Management Plan.

Requested Conditional Use. Automobile Service Station component to prospective retail food store.

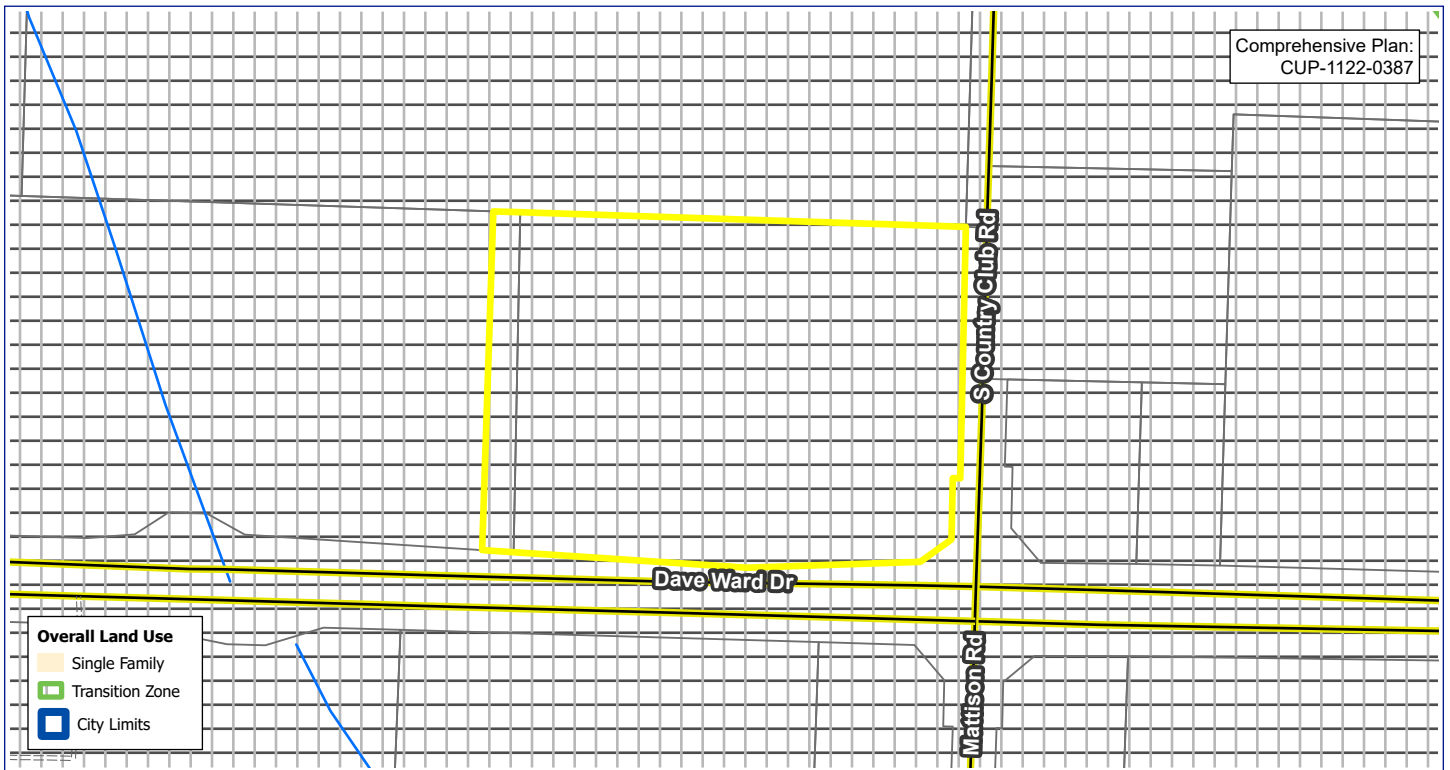
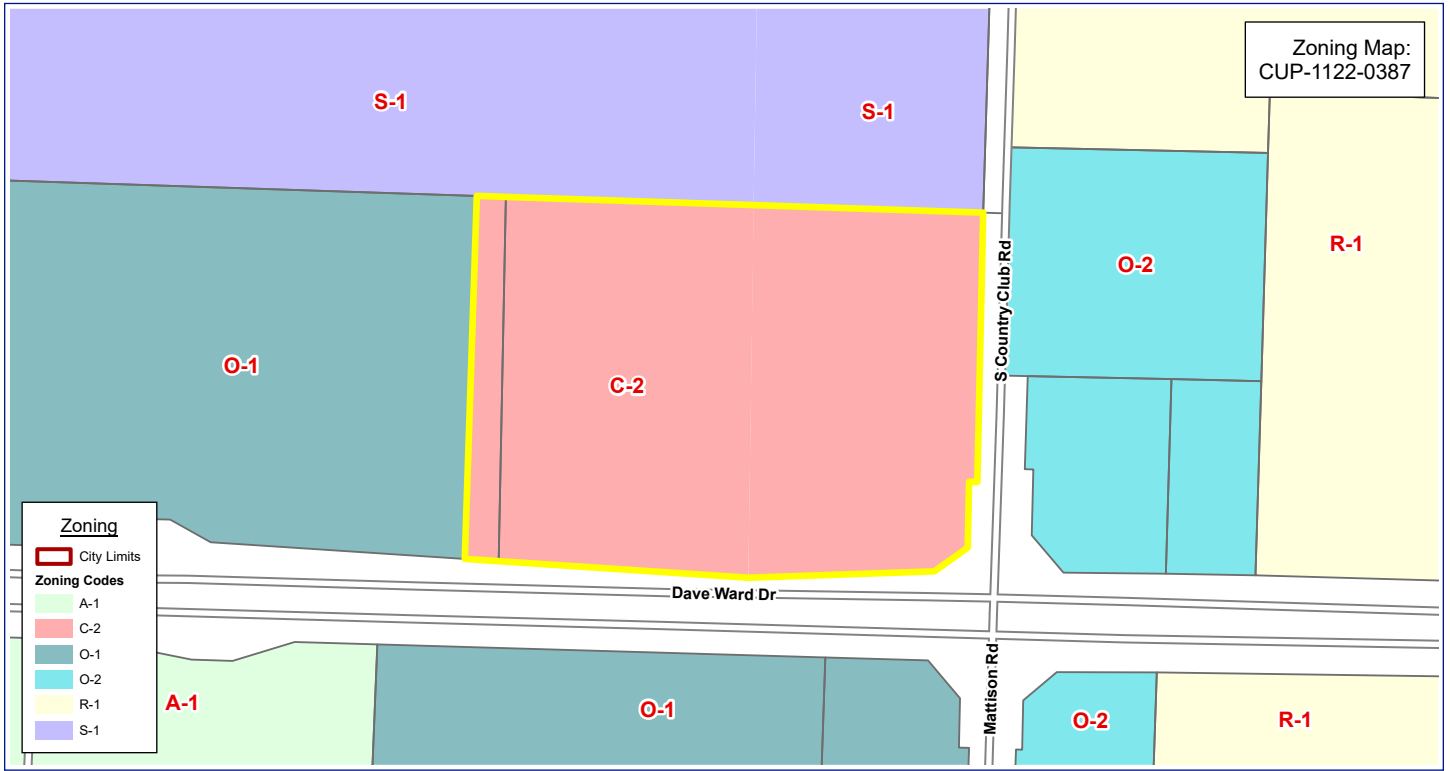
Comprehensive Plan. Transition Zone.

Projected Traffic Impact. It is anticipated that the proposed development could generate up to 3,970 vehicle trips per typical weekday. This includes traffic for both fuel and grocery store components. As such, the use will have a significant traffic impact.

Current Traffic Counts. 31,000 ADT Dave Ward Dr (east of the Farris Rd intersection); 12,000 ADT - Salem Rd (north of the Dave Ward Dr intersection).

Request for Conditional Use Permit: Automobile Service Station in C-2

6.06 acres ± at the northwest corner of S Country Club Road and Dave Ward Drive



Request for Conditional Use Permit: Automobile Service Station in C-2

II.B

6.06 acres ± at the northwest corner of S Country Club Road and Dave Ward Drive

Flood/Drainage. The site is not within any FEMA flood zones.

Utilities. Utilities are available; applicant shall coordinate extension of utilities with Conway Corp.

Master Street Plan. Dave Ward Dr – Major Arterial (100' ROW); Country Club Rd – Minor Arterial (80' ROW).

Street Improvement. No improvements are planned at this time.

STAFF COMMENTS

- The applicant desires to develop a food store with a fueling station in a C-2 zoning district. The fueling component is not permitted by right in the current zoning district but is allowed as a conditional use.
- This is a major intersection within the city and there is a need for this type of use in the area.
- While this intersection does not fall within a commercial node in the Land Use Plan, the area is in the Transitional Zone. This district allows for more intense land uses (multi family, professional offices, limited commercial) when deemed appropriate only when sensitivity to adjoining residential areas is taken into account.
- The development will be subject to the commercial development standards in accordance with Article 10 of the Zoning Code.
- As conditioned, this use would not likely negatively impact adjacent property.
- Staff finds the conditional use permit meets all standards of approval in accordance with §802.5 of the Zoning Code.

STAFF RECOMMENDATIONS

Staff recommends approval of the conditional use permit with the following conditions:

1. Platting of the property in accordance with the Subdivision Regulations shall be required prior to the issuance of building permits.
2. Conditional Use is limited to an Automobile Service Station as part of a food store development.
3. Private drive access off Dave Ward Dr will be subject to an agreement between adjoining property owners.
4. All proposed site improvements shall be subject to development standards in accordance with Article 10 of the Conway Zoning Code, unless otherwise noted in permit conditions.
5. Any new fencing shall comply with Article 10, Development Review Standards, of the Zoning Code. Fencing type and placement shall be approved by Planning Staff prior to installation.
6. Any new lighting shall be inward, downcast, and shrouded to prevent light trespass onto adjacent property and shall comply with Article 10, Development Review Standards, of the Zoning Code.
7. All signage shall be permitted and installed in accordance with Article 1301 of the Conway Zoning Code.
8. No variance of any kind may be subsequently requested.
9. Upon development review approval, any expansions or additions to the fueling structure as well as any changes to the use shall require an amended or new conditional use permit.
10. The conditional use shall automatically expire if the approved use ceases for more than 18 consecutive months.
11. The conditional use shall become null and void if construction for the site is not commenced within 18 months of approval.
12. With the approval of this Conditional Use request, Permit No. 1154 shall be revoked for 3200 Dave Ward Dr and replaced by this new permit.
13. Development of the use shall be arranged in a manner to provide adequate buffering and screening to adjacent uses. The Planning Director shall be empowered to determine, in consultation with the applicant, appropriate screening and buffering requirements.

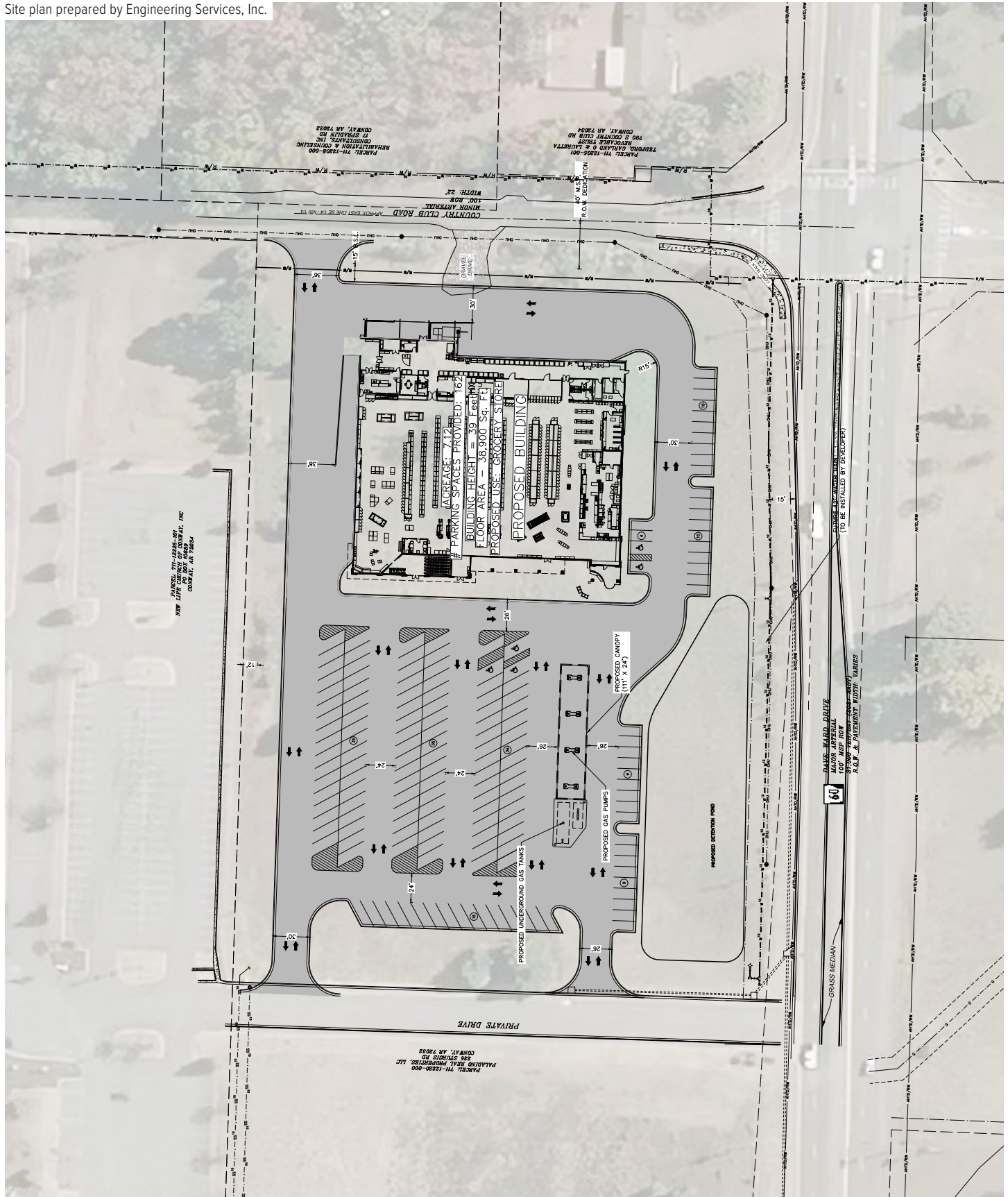
SAMPLE MOTION

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 is found the use will meet all standards of approval in accordance with §802.5 of the Zoning Code.

Request for Conditional Use Permit: Automobile Service Station in C-2

6.06 acres ± at the northwest corner of S Country Club Road and Dave Ward Drive

Site plan prepared by Engineering Services, Inc.



Request for Conditional Use Permit: Automobile Service Station in C-2

6.06 acres ± at the northwest corner of S Country Club Road and Dave Ward Drive

II.B



View from the subject property looking SW



View from the subject property looking NW



View from the subject property looking N



View from the subject property looking E



View of the subject property from the private drive looking E



View from the subject property looking SE

Request to Annex: 6.05 acres as A-1

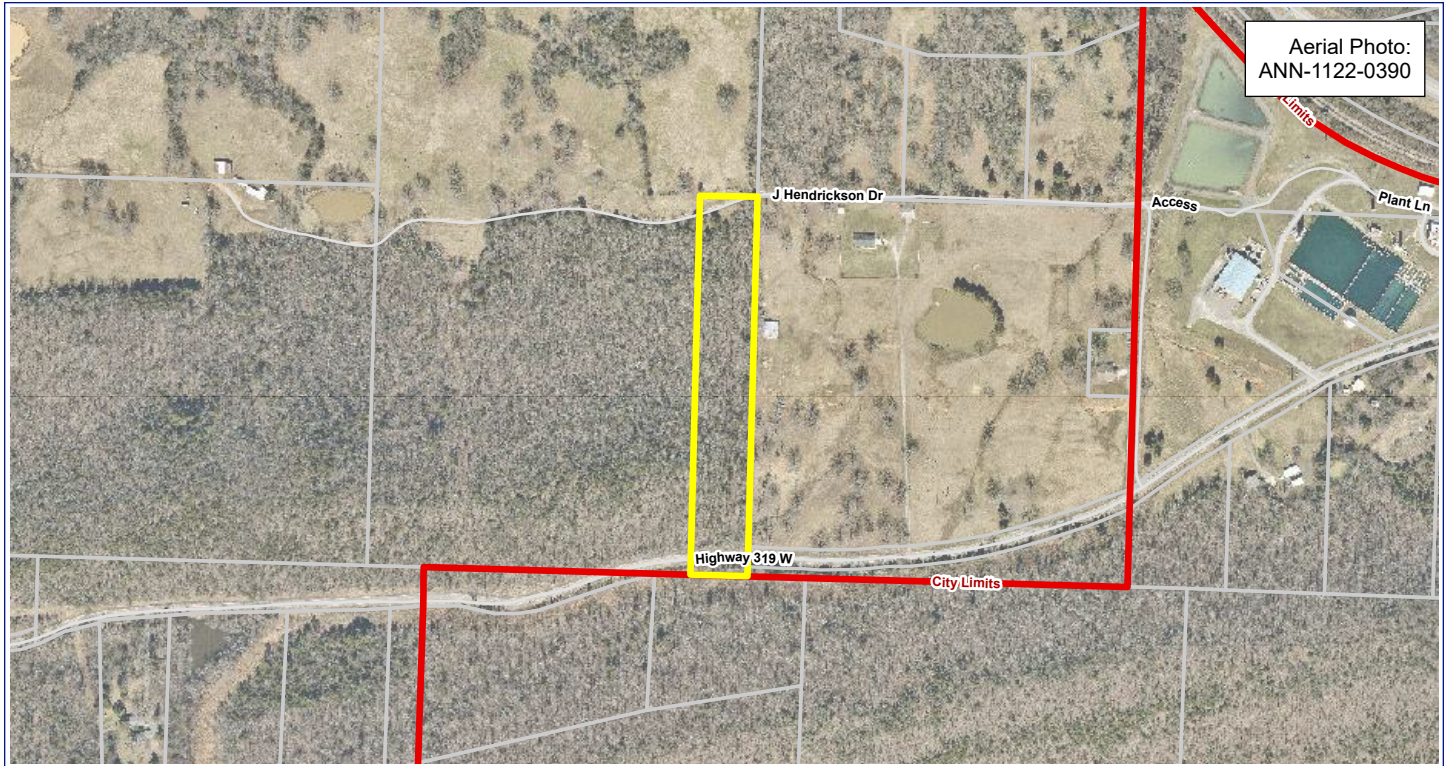
6.05 acres ± west of 5580 Highway 319

APPLICANT/AUTHORIZED AGENT

Luke Ferguson
1201 Front St
Conway, AR 72032

OWNER

James and Terry Hendrickson
Hendrickson Living Trust
352 Pippinpost Dr
Conway, AR 72034



SITE DATA

Location. Hwy 319, West of US Hwy 64 and Conway Corp Water Plant.

Site Area. 6.05 acres ±.

Current Zoning. N/A (Outside City).

Requested Zoning. A-1 (Agricultural); Staff concurs with requested zoning.

Adjacent Zoning. South: A-1 (Agricultural); North/West/East: N/A (Outside City Limits).

Existing Structures. None.

Overlay. None.

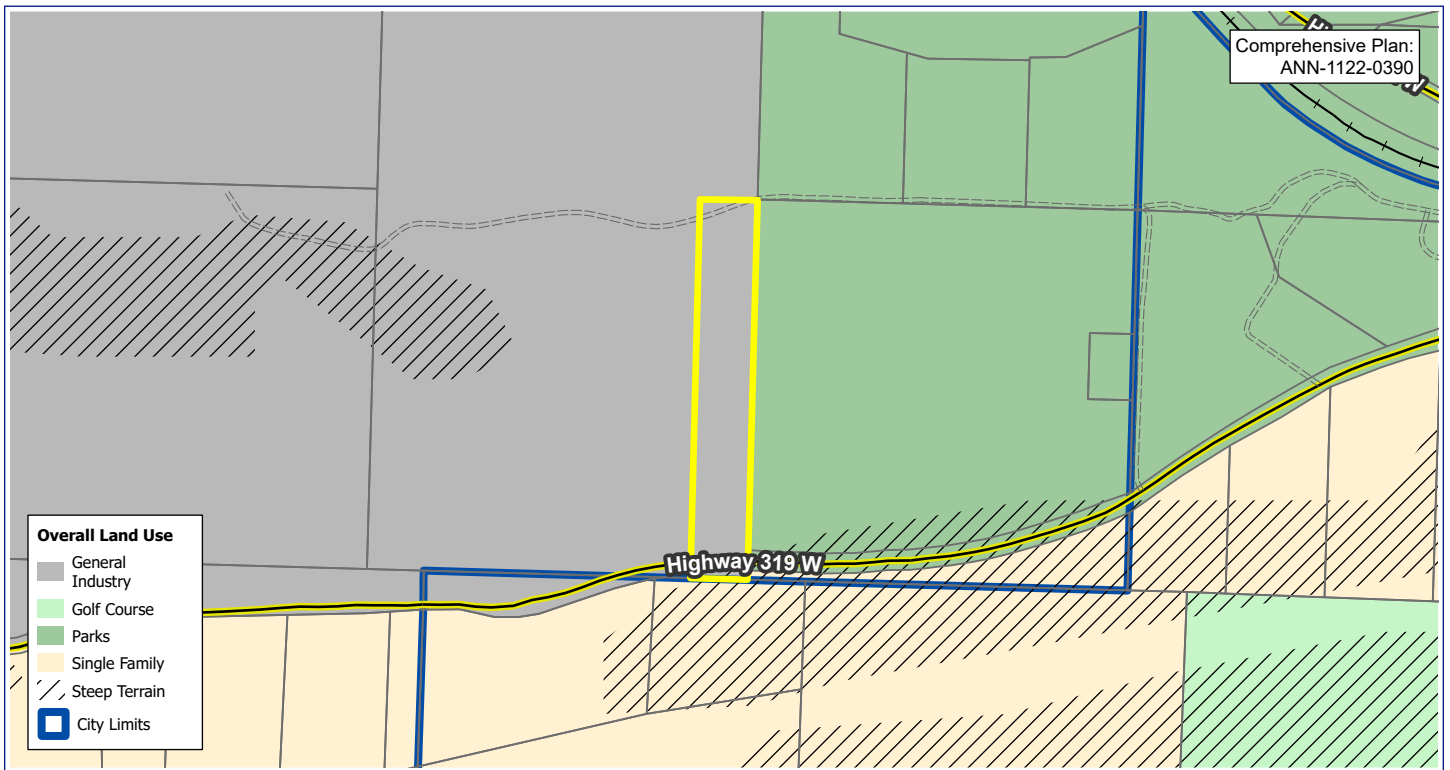
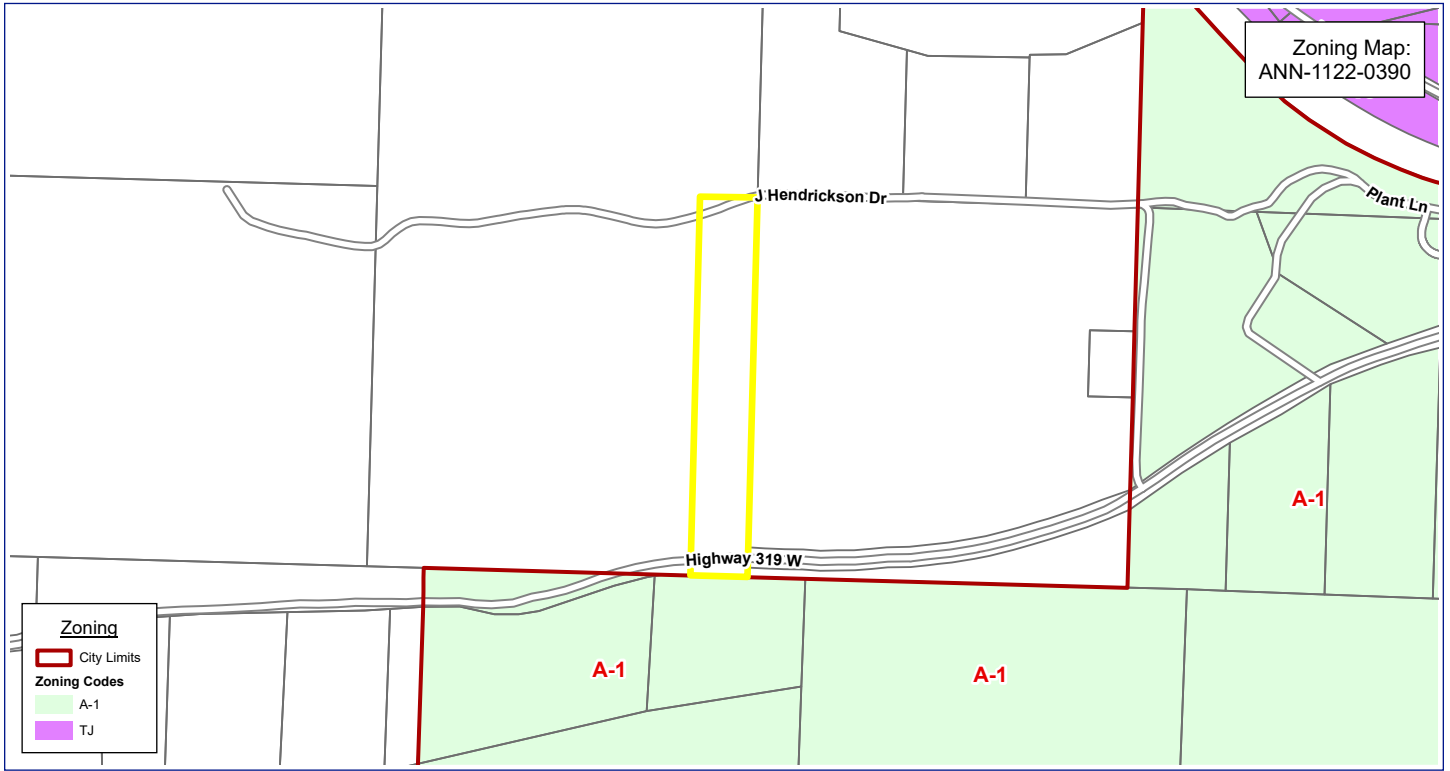
Comprehensive Plan. General Industry.

Projected Traffic Impact. Based on the proposed zoning, the traffic impact of the development will be minimal. No increase in traffic is anticipated.

Flood/Drainage. No portions of the site lie within the 100-year floodplain.

Request to Annex: 6.05 acres as A-1

6.05 acres ± west of 5580 Highway 319



Request to Annex: 6.05 acres as A-1

6.05 acres ± west of 5580 Highway 319

II.C

Utilities. Applicant will need to coordinate with Conway Corporation for any desired utilities not currently in place.

Street Conditions. The property currently accesses off a private drive and has frontage on Hwy 319.

STAFF COMMENTS

- The annexation is being sought to accommodate utility development needs for Conway Corporation. Conway Corporation intends to extend electrical service to the property within 3 years.
- The application for annexation as A-1, while not consistent with the Comprehensive Plan, will preserve the future capacity of the property for industrial use in the future.
- A-1 zoning is appropriate for the property and consistent with other properties in the area.
- The applicant is requesting police protection, fire protection, street maintenance, and the ability to connect to Conway Corp Utilities.
- The annexation request complies with the requirements of ordinance #O-22-77 specifying procedures for annexations. While the annexation does not result in the entirety of the existing parcel, the parent and child parcels will both be over 5 acres in area. The annexation is not being sought to subvert the provisions of the Subdivision Regulations and is being sought to satisfying utility needs of Conway Corporation.
- It does not appear any barriers exist to use of the site for its intended zoning in the City.

STAFF RECOMMENDATIONS

- Fire Department: Recommends Annexation
- Conway Corporation: Recommends Annexation
- Planning and Development Department: Recommends Annexation
- Transportation Department: Recommends Annexation

Staff recommends approval of this request.

SAMPLE MOTION

I move to accept the staff recommendation to approve the request on the basis that it meets all standards of approval in accordance with Ordinance #O-22-77 and would be a valuable addition to the City.

Request to Annex: 6.05 acres as A-1

6.05 acres ± west of 5580 Highway 319

II.C



View of subject property from Hwy 319 looking NW

Request to Rezone: O-3 and R-1 to O-1

1.43 acres ± at 2505 Prince Street and 963 Farris Road

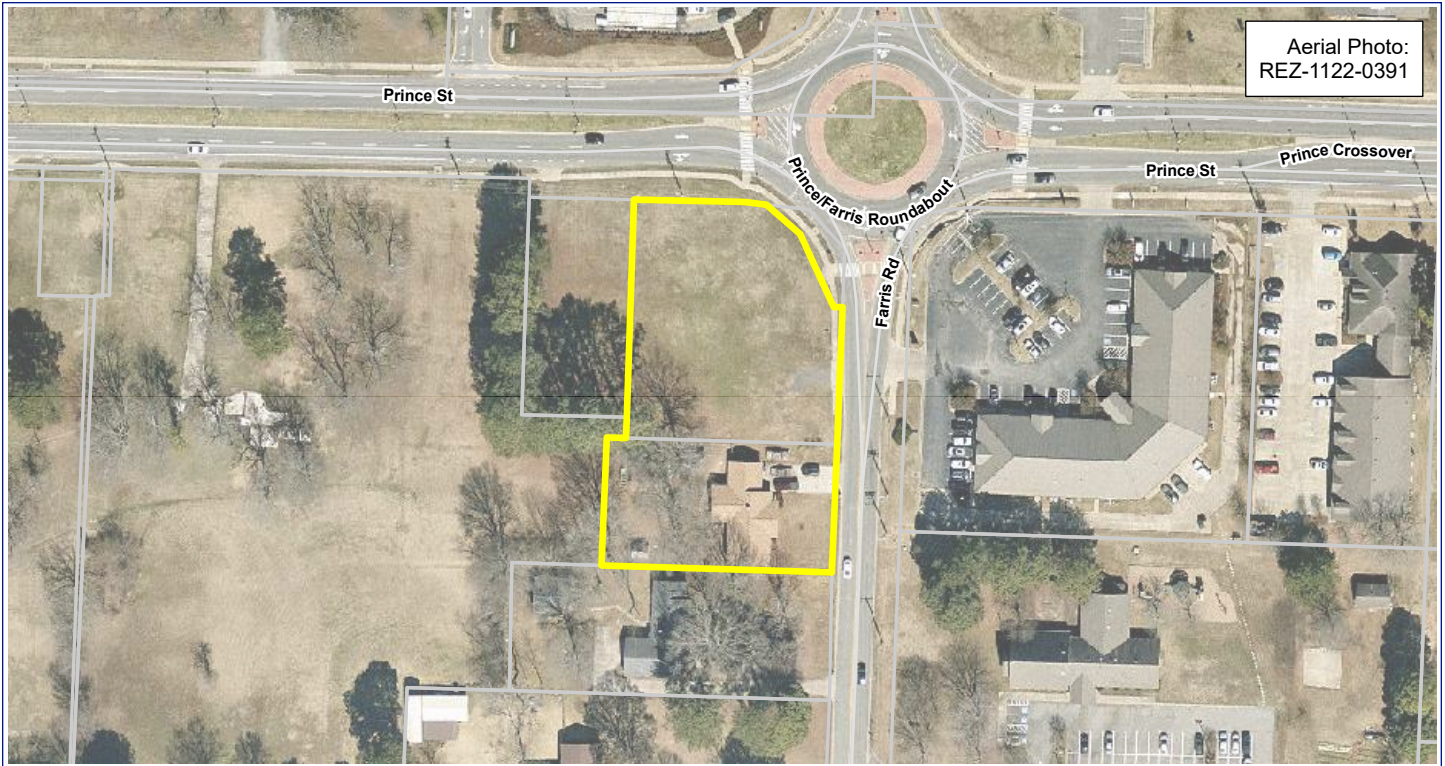
APPLICANT/AUTHORIZED AGENT

Landon Sanders
The Sanders Firm, PLLC
603 Salem Rd, Ste 106
Conway, AR 72034

OWNERS

Eagle Bank and Trust Co.
805 Monroe St, Ste 105
Conway, AR 72032

Sammie Turner Revocable Trust
963 Farris Rd
Conway, AR 72034



SITE DATA

Location. 2505 Prince St and 963 Farris Rd.

Site Area. 1.43 acres ±.

Current Zoning. R-1 (One-Family Residential District) and O-3 (Restricted Office District).

Requested Rezoning. O-1 (General Office District).

Adjacent Zoning. North – PUD (Walmart-Baker Subdivision); South – R-1; West – O-1; and East – O-2 and R-1.

Existing Structures. 1,736 sf single-family dwelling located at 963 Farris Rd and an accessory structure.

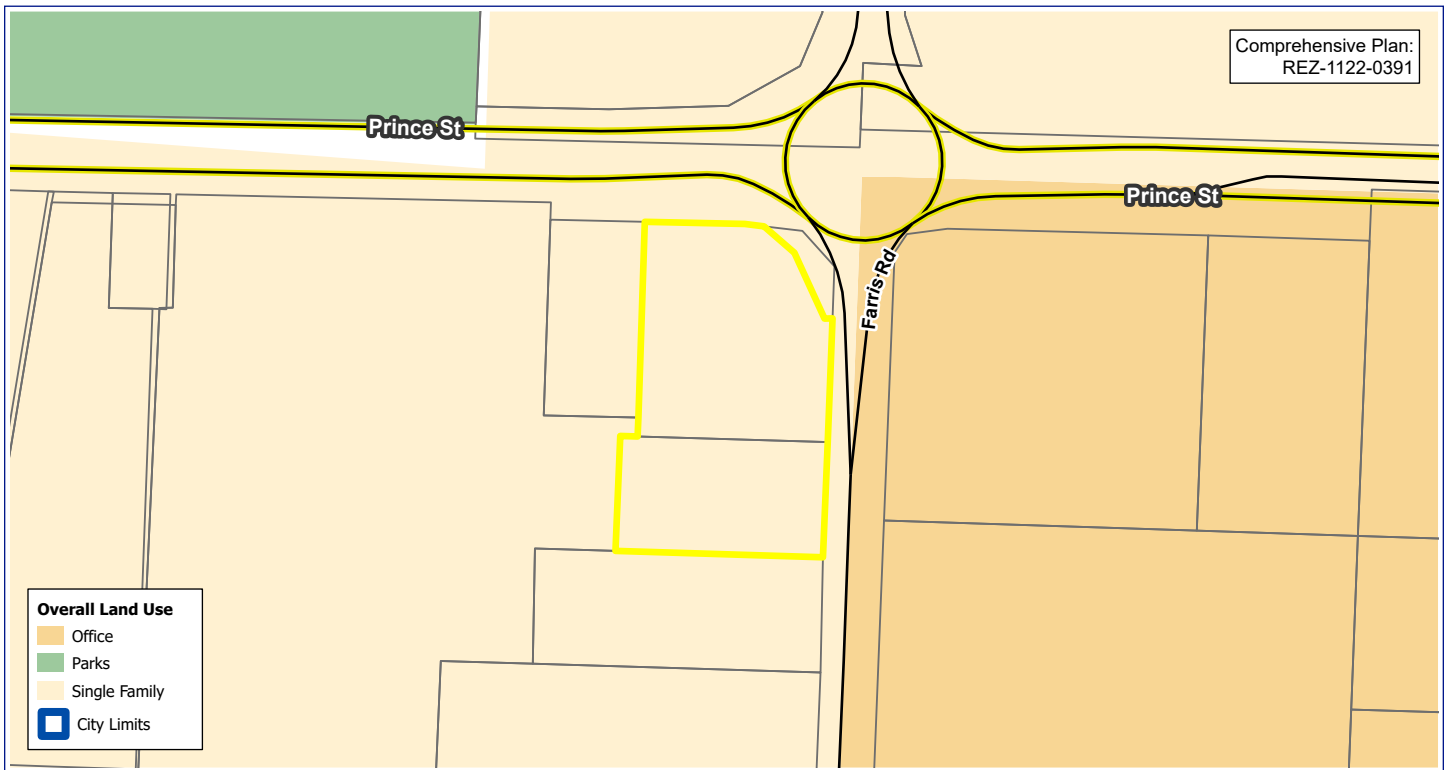
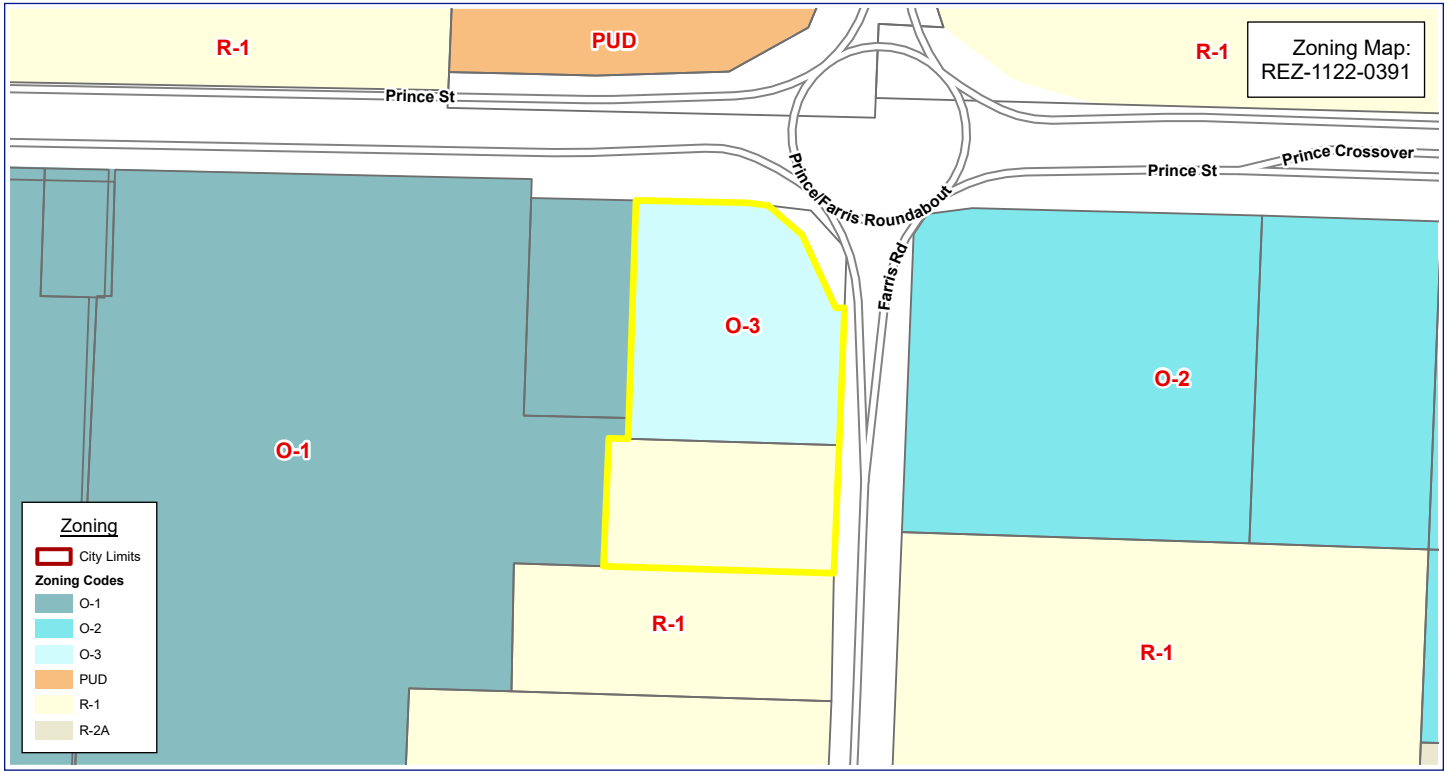
Overlay. None.

Comprehensive Plan. Single Family.

Projected Traffic Impact. With a rezoning to O-1, the traffic impact could be significant. The highest traffic generating uses permitted by right in O-1 are associated with institutional uses such as schools and churches. Depending on the type and level of school, this could yield more than 1,000 vehicle trips per typical weekday. Trips would be distributed onto Farris Rd and Prince St. The applicant is proposing an eating place with drive-through service in a concurrent conditional use permit application. Given this, it is anticipated that the proposed development could generate up to 1,766 vehicle trips per typical weekday.

Request to Rezone: O-3 and R-1 to O-1

1.43 acres ± at 2505 Prince Street and 963 Farris Road



Request to Rezone: O-3 and R-1 to O-1

II.D

1.43 acres ± at 2505 Prince Street and 963 Farris Road

Current Traffic Counts. 20,000 ADT - Prince St (west of the Farris Rd intersection); 7,600 ADT – (Farris Rd south of the Prince St intersection).

Flood/Drainage. The site is not within any FEMA flood zones.

Utilities. Conway Corporation utilities are available at the site.

Master Street Plan. Prince St – Major Arterial (100' ROW); Farris Rd – Collector (60' ROW).

Street Improvement. No improvements are planned at this time.

STAFF COMMENTS

- The applicant is seeking the rezoning for the purpose of developing an eating place with drive-through service (via conditional use permit) though other uses would be permitted by right in the requested zoning district. The most intense of these by-right uses in O-1 is related to education (primary, secondary, community college, university, etc.). *A concurrent application for conditional use permit is included on this agenda as item II.E.*
- This property is surrounded by a mix of office, commercial, institutional, and residential developments with preliminary plans for future commercial growth along Prince St.
- A rezoning to O-1 is less intensive than rezoning to commercial and provides greater protection for neighboring properties.
- The zoning change is not consistent with the land use plan. However, street improvements along Prince St over the past 10+ years have allowed development to shift to more of an office and commercial focus. The next update of the land use plan should reflect this change to prospective growth.
- Platting of the property in accordance with the Subdivision Regulations shall be required.

STAFF RECOMMENDATIONS

Staff recommends approval of the rezoning. The proposed zoning would accommodate uses appropriate to the area and would not negatively impact adjacent property.

SAMPLE MOTION

I move to accept the staff recommendation to approve the request as it allows for appropriate use of the property and would likely not negatively impact adjacent property.

Request to Rezone: O-3 and R-1 to O-1

1.43 acres ± at 2505 & 2515 Prince Street and 963 Farris Road

II.D



View of the subject property from Farris Rd looking W



View of the subject property from Farris Rd looking W



Property adjacent to the S



View of subject property from Prince St, looking S



Property adjacent to the N, across Prince St



Property adjacent to the E, across Farris Rd

Request for Conditional Use Permit: Eating Place with Drive-Through Service in O-1

1.75 acres ± at 2505 & 2515 Prince Street and 963 Farris Road

APPLICANT/AUTHORIZED AGENT

Landon Sanders
The Sanders Firm, PLLC
603 Salem Rd, Ste 106
Conway, AR 72034

OWNERS

Eagle Bank and Trust Co. Sammie Turner Revocable Trust
805 Monroe St, Ste 105 963 Farris Rd
Conway, AR 72032 Conway, AR 72034



SITE DATA

Location. 2505 & 2515 Prince St, 963 Farris Rd.

Site Area. 1.75 acres ±.

Current Zoning. R-1 (One-Family Residential District) and O-3 (Restricted Office District).

Existing Structures. 1,736 sf single-family dwelling located at 963 Farris Rd and an accessory structure.

Overlay. None.

Requested Conditional Use. *Eating Place with Drive-Through* in the O-1 zoning district.

Comprehensive Plan. Single Family.

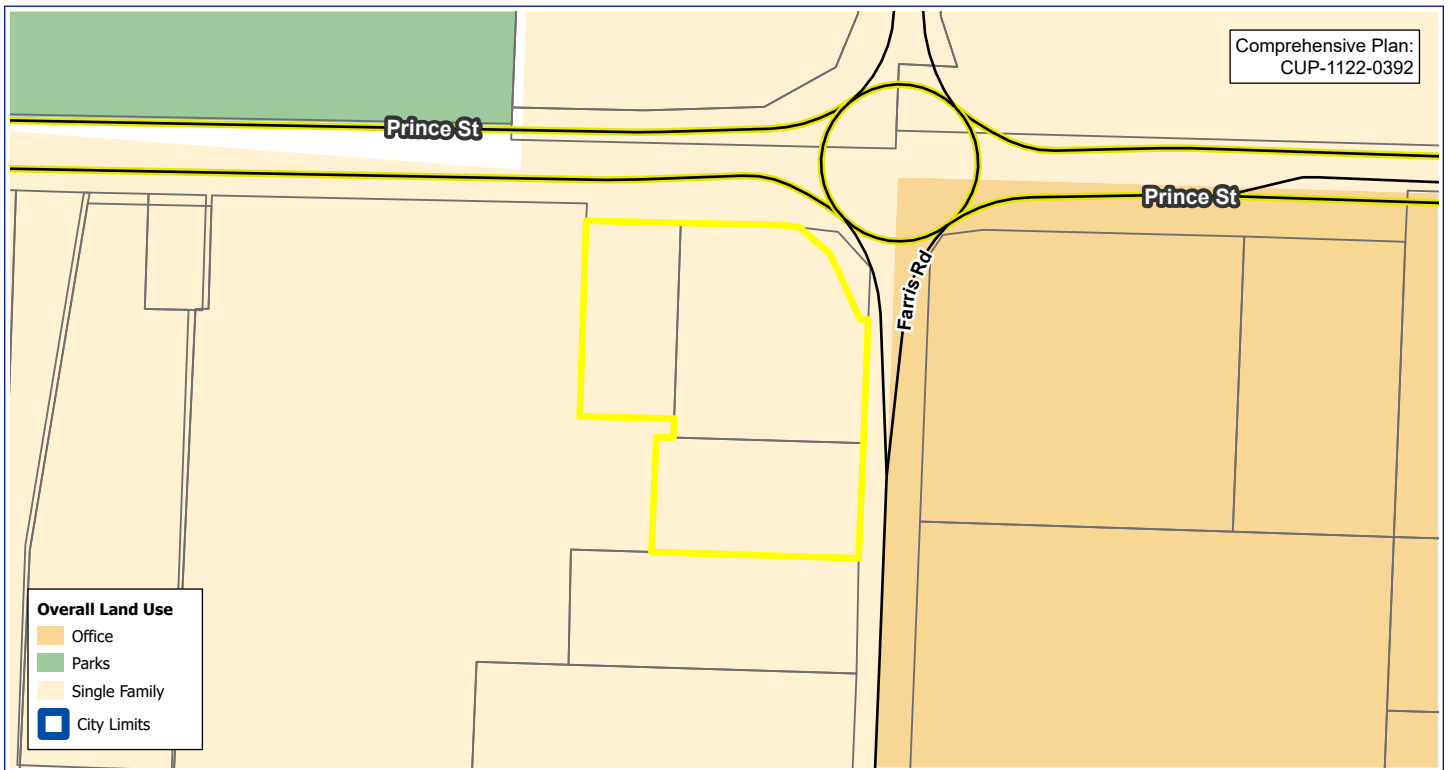
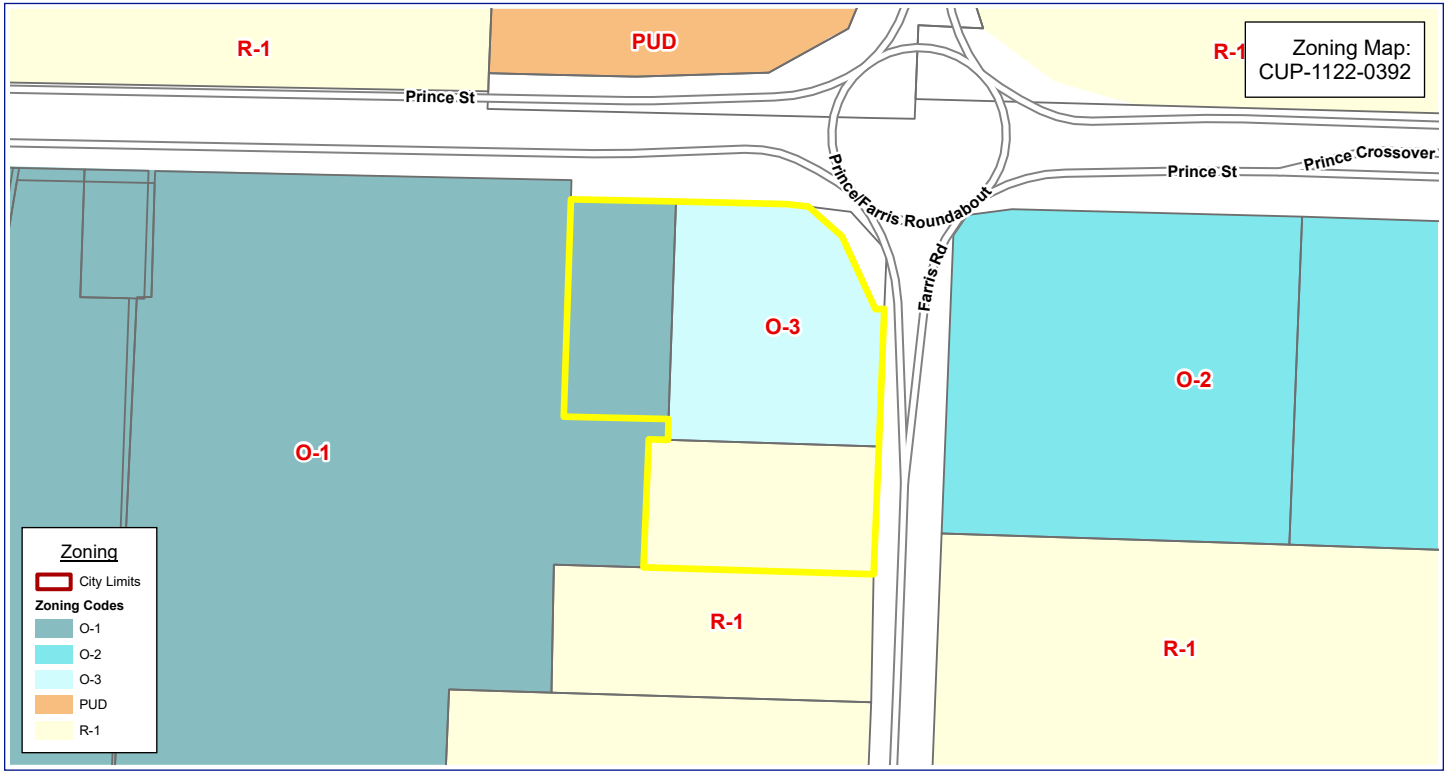
Projected Traffic Impact. This development is projected to yield approximately 1,766 vehicle trips per typical weekday. Trips will be distributed onto Farris Rd via a standard driveway allowing both ingress and egress and Prince St with a right-in/right-out only driveway design.

Current Traffic Counts. 20,000 – ADT - Prince St (west of the Farris Rd intersection); 7,600 ADT – (Farris Rd south of the Prince St intersection).

Request for Conditional Use Permit: Eating Place with Drive-Through Service in O-1

II.E

1.75 acres ± at 2505 & 2515 Prince Street and 963 Farris Road



Request for Conditional Use Permit: Eating Place with Drive-Through Service in O-1

II.E

1.75 acres ± at 2505 & 2515 Prince Street and 963 Farris Road

Flood/Drainage. The site is not within any FEMA flood zones.

Utilities. Utilities are available; applicant shall coordinate extension of utilities with Conway Corp.

Master Street Plan. Prince St – Major Arterial (100' ROW); Farris Rd – Collector (60' ROW).

Street Improvement. No improvements are planned at this time.

STAFF COMMENTS

- The applicant desires to develop an eating place with drive-through service. This use is not permitted by right in the O-1 zoning district but is allowed as a conditional use.
- The applicant has proposed the lobby will close at 11:00 pm daily, but the drive-through will operate 24 hours/day.
- The development will be subject to the commercial development standards in accordance with Article 10 of the Zoning Code.
- As conditioned, the negative impact to adjacent properties will be mitigated through the use of screening and landscaping.
- Staff finds the conditional use permit meets all standards of approval in accordance with §802.5 of the Zoning Code.

STAFF RECOMMENDATIONS

Staff recommends approval of the conditional use permit with the following conditions:

1. Platting of the property in accordance with the Subdivision Regulations shall be required, prior to the issuance of building permits.
2. Conditional Use is limited to an eating place with drive-through service.
3. Lobby hours of operation shall be 6 am.-11 pm.; drive-through hours of operation shall be 6 am-1 am.
4. A perimeter landscape strip of at least 20' in width shall be provided along all property lines adjoining any residential area. Landscaping abutting residential areas should consist of trees, bushes, etc. of evergreen species to provide additional buffering/screening to the neighboring residence. An installation diagram and list of proposed species shall be submitted for approval by the Planning staff prior to installation.
5. An 8' wooden privacy fence shall be constructed on the south residential property line. All fencing shall comply with Article 10, Development Review Standards, of the Zoning Code. Fencing placement shall be approved by Planning Staff prior to installation.
6. Any new lighting shall be inward, downcast, and shrouded to prevent light trespass onto adjacent property and shall comply with Article 10, Development Review Standards, of the Zoning Code.
7. All signage shall be permitted and installed in accordance with Article 1301 of the Conway Zoning Code.
8. No variance of any kind may be subsequently requested.
9. Upon development review approval, any expansions or additions to the drive-through structure as well as any changes to the use shall require an amended or new conditional use permit.
10. The conditional use shall automatically expire if the approved use ceases for more than 18 consecutive months.
11. The conditional use shall become null and void if construction for the site is not commenced within 18 months of approval.
12. With the approval of this Conditional Use request, Permit No. 1364 and any additional prior conditional use permits shall be revoked for 2505 Prince St, 2515 Prince St, and 963 Farris Rd and replaced by this new permit.

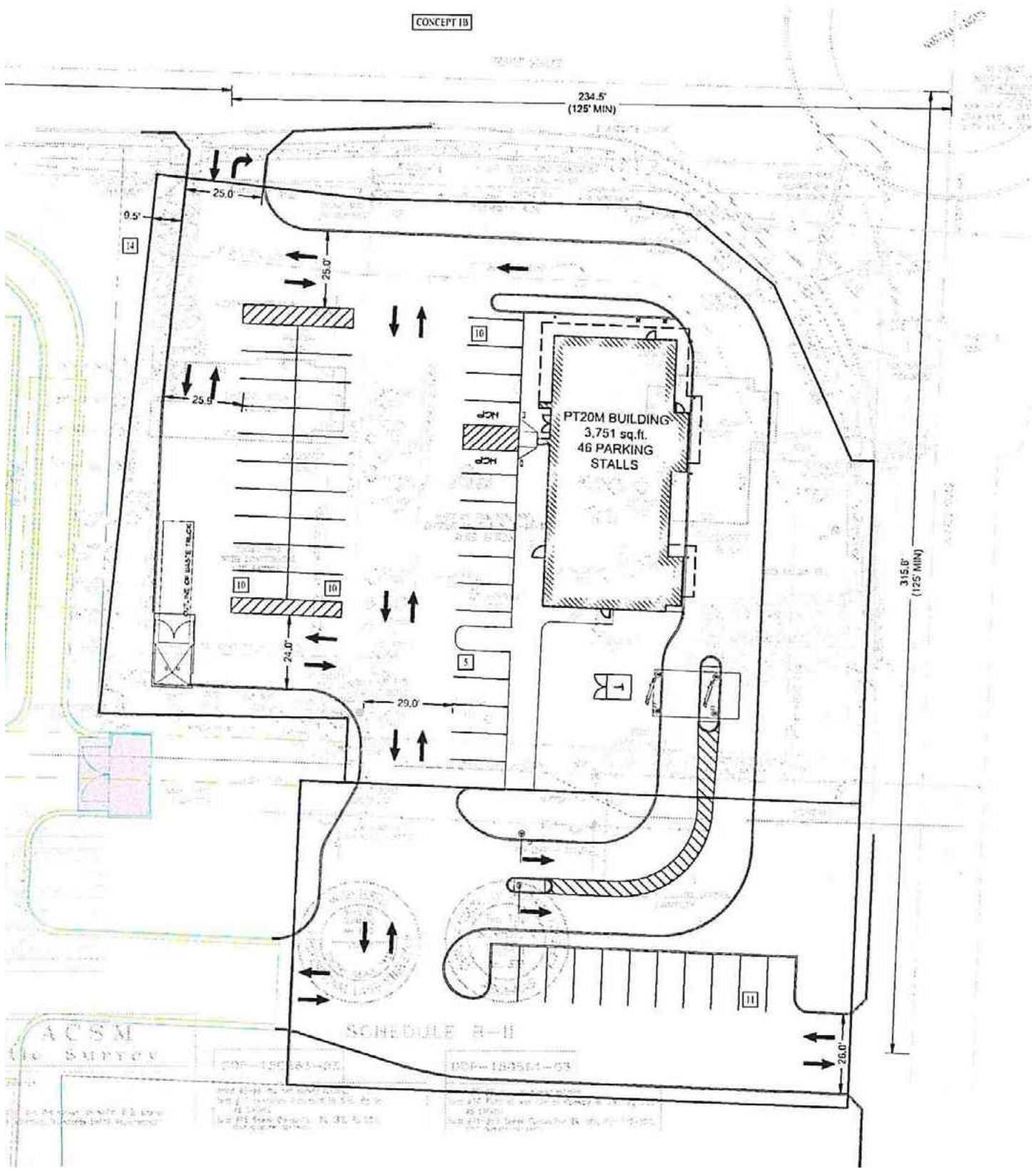
SAMPLE MOTION

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 is found the use will meet all standards of approval in accordance with §802.5 of the Zoning Code.

Request for Conditional Use Permit: Eating Place with Drive-Through Service in O-1

1.75 acres ± at 2505 & 2515 Prince Street and 963 Farris Road

II.E



Request for Conditional Use Permit: Eating Place with Drive-Through Service in O-1

I.E

1.75 acres ± at 2505 & 2515 Prince Street and 963 Farris Road



View of the subject property from Farris Rd looking W



View of the subject property from Farris Rd looking W



Property adjacent to the S



View of subject property from Prince St, looking S



Property adjacent to the NE, ac



Property adjacent to the E, across Farris Rd

The following code revisions are provided to reform current treatment of accessory dwelling units. Current code allows for manager or caretaker residences. This allowance has served as a loophole to allow accessory dwelling units (ADUs) with few restrictions. ADUs are incredibly popular because of the housing affordability crisis nationwide and the silver tsunami. Cities across the US and state have legalized ADUs, as they are way of allowing increased density with minimal impacts on neighborhood character, often being described as “invisible density”. They additionally provide a means for providing long-term care to aging relatives, allow multi-generational housing with less friction, help curb rising rents, and provide important income producing opportunities for homeowners. These provisions would close the current loophole while providing reasonable restrictions on the allowances of ADUs.

SECTION 503 – ACCESSORY DWELLING UNITS

503.1 – GENERAL AND APPROVAL

- A. Allowance: Accessory dwellings units shall only be allowed on conforming platted lots where there is an existing single-family residence locating in a zoning district where it is conditionally permitted or permitted by-right. An existing single-family dwelling may be converted to an accessory dwelling unit.
- B. Approval: Approval shall require zoning review by the Administrative Official in addition to building permitting requirements.
- C. Existing Nonconforming Structures: Existing accessory dwelling units permitted or constructed prior to January 31, 2023, made non-conforming by these regulations shall be considered legal and conforming and may be reconstructed, but not expanded if demolished or destroyed for any reason.

503.2 – STANDARDS

- A. Owner Occupancy: The property owner must maintain permanent residence in either the principal structure or the accessory dwelling unit and shall provide proof of property tax records demonstrating the redemption of an Arkansas Homestead Tax Credit for the property prior to approval of permits for the accessory dwelling unit.
- B. Maximum Occupancy: Occupancy of the accessory dwelling unit shall be limited to one (1) family with no more than one (1) bedroom.
- C. Number Allowed: One (1) accessory dwelling unit per principal structure.
- D. Size Limits: The accessory dwelling unit must be less than forty (40) percent of the size of the principal structure or one thousand (1,000) square feet in gross floor area, whichever is less. It must also be at least three hundred sixty (360) square feet in gross floor area. The area requirements for accessory structures shall additionally apply.
- E. Location: The unit must be placed within the rear yard of the lot, behind the principal structure.
- F. Design: The façade materials of the unit must match or complement the façade materials of the principal structure or meet the requirements of the district, if more stringent. The applicant shall provide a materials list at the time of approval for the structure.
- G. Living Quarters: The accessory dwelling unit shall include its own independent living facilities with provisions for sleeping, cooking, and sanitation which is designed for residential occupancy independent of the primary dwelling unit.
- H. Parking: One (1) paved parking space shall be provided adjacent and abutting the existing required parking area for the principal structure, unless the unit is placed within a structure that includes a garage. Existing parking or on-street parking directly adjacent to the property may be counted to meet this requirement. If the unit is placed along an alley, the required parking may be placed adjacent to the alley.

§503 - Accessory Dwelling Units

- I. Utilities: Separately metered utilities shall be required for the accessory dwelling unit.
- J. Accessory Structure Conversion: An existing accessory structure may be converted in whole or in part to an accessory dwelling unit provided the accessory structure is conforming and the structure or portion of the structure deemed an accessory dwelling unit meets the requirements of this section and all applicable building codes.

Definition

Accessory Dwelling Unit: A smaller, secondary site-built detached dwelling unit on the same lot as an existing single-family dwelling.

Permitted Uses

Permitted Uses	R-1	R-2A	R-2	SR	MF-1	MF-2	MF-3	RMH	HR	C-1	
Manager / Caretaker Residence		C	C		X	X	X	X			
	C-2	C-3	O-1	O-2	O-3	I-1	RU-1	I-3	A-1	S-1	TJ
	X	X				X	X	X		X	

The following language is being considered for removal from the Zoning Code. The language does not appear to have been utilized and would stand as a major impediment to Conway Regional, if enforced. Additionally, the enforcement of the Old Conway Design Overlay District provides protection of neighboring property for much the eastern side of the hospital property.

SECTION 515 A - HOSPITAL SERVICES

Any and all hospitals shall be subject to the following conditions:

- A. No ingress or egress (other than a service entrance on an alley) shall be more than fifty (50) feet from a major or collector street.
- B. No building, work area or recreation area shall be nearer to a zoned lot in an R district than fifty (50) feet.
- C. There shall be a screening wall maintained in good condition adjacent to any zoned lot in an A-1 or R district.

#O-11-97 replaced the Board of Zoning Adjustment with the Planning Commission. Previously, the Board of Zoning Adjustment was separately appointed from the Planning Commission with an independent membership. Arkansas Code Annotated § 14-56-416. Zoning ordinance – requires a board of zoning adjustment, but allows the membership of the Planning Commission to “sit” as the Board of Zoning Adjustment rather than replace it. As such, while the intent of O-11-97 is very much consistent with state law, but likely not fully following state law requirements. The amendments are provided to correct that issue as well allow for small special exceptions and provide enhanced review criteria for variances.

ARTICLE VII. BOARD OF ZONING ADJUSTMENT

SECTION 701 – CREATION, APPOINTMENT, AND MEETINGS

701.1 – CREATION AND APPOINTMENT

The Board of Zoning Adjustment (Board) is established and shall consist of the membership of the Planning Commission. The officers of the Planning Commission shall hold the same offices on the Board.

701.2 – RULES AND MEETINGS

The Board shall hold all meetings in conjunction with regular or special called meeting dates of the Planning Commission. All rules for the conduct of its business, establishment of a quorum, and procedures shall follow such rules established for the Planning Commission unless separate bylaws are formed. Each session of the Board is a public meeting and public notice of the meeting and agenda must be published in a newspaper of general circulation in the City of Conway, at least one (1) time fifteen (15) days prior to the meeting.

SECTION 702 – POWERS AND DUTIES

The Board shall have all the powers and duties prescribed by law and by this ordinance, which are more particularly described as follows:

702.1 – ADMINISTRATIVE REVIEW APPEALS

Hear and decide appeals where it is alleged there is error in any order, requirement, decision or determination made by the Administrative Official in the enforcement of the Zoning Code. The Board may affirm or reverse, in whole or in part, said decision of the Administrative Official.

702.2 – VARIANCES

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.

702.3 – SPECIAL EXCEPTIONS

Hear and decide requests on interpreting zoning district boundaries where uncertainty exists as to the boundaries of the zoning districts or when the street or property lines existing on the ground are at variance with those shown on the Zoning District Map.

SECTION 703 – ADMINISTRATIVE REVIEW APPEALS

Appeals of any decision or determination of the Administrative Official may be made by any person aggrieved by the decision or determination within thirty (30) days of the decision or determination. Appeals shall be made in writing by means provided by the City of Conway. No appeal shall be accepted and processed without all required materials and payment of fees.

703.1 – APPLICATION

The appeal shall include the following information and documents:

- A. Applicant Information. The name and address of the person making the appeal.
- B. Decision. Information detailing the decision or determination made by the Administrative Official which is being appealed. Such information shall include the specific code provision.
- C. Justification. Applicant’s justification for why the decision or determination by the Administrative Official was made in error.
- D. Additional Information. The applicant may include additional information supporting the appeal, as may be desired.
- E. Fee. Payment of the prescribed nonrefundable fee as indicated in the Schedule of Fees adopted by the City Council. The fee shall be at least three hundred twenty-five (\$325) dollars.

703.2 – HEARING AND REVIEW

- A. Application Acceptance. Upon receipt of the application, the appeal shall be placed on the agenda for the next regular meeting of the Board following the Planning Commission calendar.
- B. Administrative Official Report. The Administrative Official shall prepare a written report detailing why the decision or determination was made and the relevant code provisions related to the decision. The written report shall be provided to the appeal applicant at least seven (7) days prior to the hearing at which the appeal shall be heard.
- C. Hearing. At the hearing the applicant shall demonstrate why he/she believes the Administrative Official was incorrect in his/her decision or determination based upon the facts of the case and provisions of the Zoning Code. The Board may question the appeal applicant or Administrative Official to determine additional facts in the case.
- D. Decision. Following the hearing, the Board shall render a decision on the appeal within thirty (30) days of the commencement of the hearing. The Board may uphold, partially uphold, or reverse the decision of the Administrative Official. The Board shall consider all the facts presented in determining whether the Administrative Official was correct in carrying out the provisions of the Zoning Code.
- E. Final Action. The appeal applicant or a member of the City Council may appeal the decision of the Board to the City Council within thirty (30) days of the decision of the Board. If no appeal is made, the action of the Board shall be considered final.

SECTION 704 – VARIANCES AND SPECIAL EXCEPTIONS

704.1 – APPLICATION

An application for a variance or special exception shall be made by the property owner/authorized agent. The application may accompany a rezoning request and shall be made by means provided by the City of Conway in accordance with the Planning Commission calendar. No application shall be accepted and processed without all required materials and payment of fees.

The application shall include the following information and documents:

- A. Applicant Information. The name and address of the applicant.
- B. Property Owner/Authorized Agent Form. Form indicating that the applicant is the owner(s) of the property or the applicant is authorized to apply and act on behalf of the owner(s).

- C. Location Information. Address and accurate legal description of the property.
- D. Variance Request. Information detailing the variance being requested citing the specific code provisions from which variance relief is sought.
- E. Scaled Site Plan. A scaled site plan showing property boundaries, building locations, building outlines, driveways, parking, screening, abutting streets, north arrow, and other pertinent information as may be required by the Administrative Official. The Administrative Official shall have the authority to require plans prepared and stamped by a licensed design professional.
- F. Fee. Payment of the prescribed nonrefundable fee as indicated in the Schedule of Fees adopted by the City Council. The fee shall be at least three hundred twenty-five (\$325) dollars.

704.2 – PUBLIC NOTICE

Public notice for variance and special exception applications shall consist of public notice signs on the property and mailed notice to property owners within two hundred (200) feet. No application may be heard for a public hearing by the Board until all forms of public notice have been made. The following requirements shall satisfy public notice requirements:

A. Public Notice Signs

The applicant shall be responsible for posting a sign or signs of public notice on the property at least fifteen (15) days prior to the public hearing. Sign posting shall meet the following requirements:

1. One (1) sign for each five hundred (500) feet of street frontage with at least one (1) sign per street frontage.
2. Signs shall be placed at the property line nearest the street, and be clearly visible to passing vehicle and pedestrian traffic.

Signs shall be supplied by the City of Conway and the Administrative Official shall determine the number of required signs. The applicant shall pay a nonrefundable fee established by the Schedule of Fees adopted by the City Council. The fee shall be at least ten (\$10) dollars per sign.

Photographic proof of posting of the required public notice signs shall be provided to the Administrative Official at least ten (10) days prior to the public hearing.

B. Letters of Public Notice

The applicant shall mail, by USPS First Class mail with Certificates of Mailing, a notice of the public hearing to all property owners within two hundred (200) feet of the property as well as all school board members and the school superintendent of the school district in which the property is located. Notice must be mailed at least fifteen (15) days prior to the public hearing. The City of Conway shall supply the required mailing list.

Notice shall be made using a completed form provided by the City of Conway which shall at least include a description of the variance being sought, location, and date/time/location of the public hearing. The applicant may include additional information regarding the application..

Proof of mailing, including Certificates of Mailing and a copy of notice letter, shall be provided to the Administrative Official at least ten (10) days prior to the public hearing

704.3 – REVIEW PROCEDURE

A. Staff Review

The Administrative Official shall review the application and may provide a recommendation for action on the item.

Board of Zoning Adjustment Review

The Board shall hold a public hearing on the application and render a decision within at least forty-five (45) days following the closing of the public hearing.

1. If the Board approves the application, this action shall be considered final, and the Administrative Official shall issue the variance or special exception permit.
2. Denial: If a variance or special exception application is denied by the Board, written notice of denial shall be provided to the applicant within fifteen (15) days of the decision being rendered. Such written notice shall include the reasons for denial of the application. The applicant may appeal the denial to the City Council in writing, stating why they consider the Board’s findings and decision to be in error. The appeal must be filed with the Administrative Official within thirty (30) days of receiving the written notice of denial and shall be subject to a public hearing before the City Council. The applicant must complete the public notice requirements indicated in § 704.2 and pay a nonrefundable fee prescribed in a Schedule of Fees adopted by the City Council. The fee shall be at least three hundred twenty-five (\$325) dollars.

If no appeal is filed, the decision of the Board shall be final and no further action on the application shall take place.

704.4 – STANDARDS OF APPROVAL

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.

704.5 – CONDITIONS OF APPROVAL

The Board may require such conditions or restrictions upon the construction, location, and operation of a variance, as deemed necessary to secure the general objectives of this code.

704.6 – LAPSE OF VARIANCE

A variance shall become lapse and void under the following:

- A. The use for which the variance is tied is not commenced within eighteen (18) months.
- B. The building or structure that caused the need for the variance has not begun construction within eighteen (18) months.

SECTION 705 – ADMINISTRATIVE WAIVERS

The Administrative Official shall have the authority to grant administrative waivers with any application administered through this code for the following circumstances:

705.1 – AREA REQUIREMENTS

Administrative waivers may be granted for any area requirements such as setbacks, height, lot size, or lot coverage established within Article III of this code, where such action will not be harmful to the public welfare. No administrative waiver may be granted for more than ten percent (10%) of the numerical standards, and no administrative waiver for a requirement that does not have a numerical standard.

705.2 – EXISTING STRUCTURES

Administrative waivers may be granted where approval of a variance for any area requirements established within Article III of this code, excluding lot size, would be necessary to allow the approval of a minor subdivision. In such cases the waiver shall only apply to the existing structure any not any reconstructed or future structures. No waiver may be approved that would result in a condition which could not meet setbacks required by the Arkansas Fire Prevention Code.

705.3 – REPORTING

Granting of all administrative waivers shall be reported to the Planning Commission within thirty (30) days of being approved.

SECTION 706 – BOARD OF ZONING ADJUSTMENT APPEALS

Decisions of the Board may be appealed to the City Council in accordance with the Arkansas Code Annotated § 14-56-416. Such appeals shall follow the procedures established in this article.

Adoption of the Master Transportation Plan

The following 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.

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

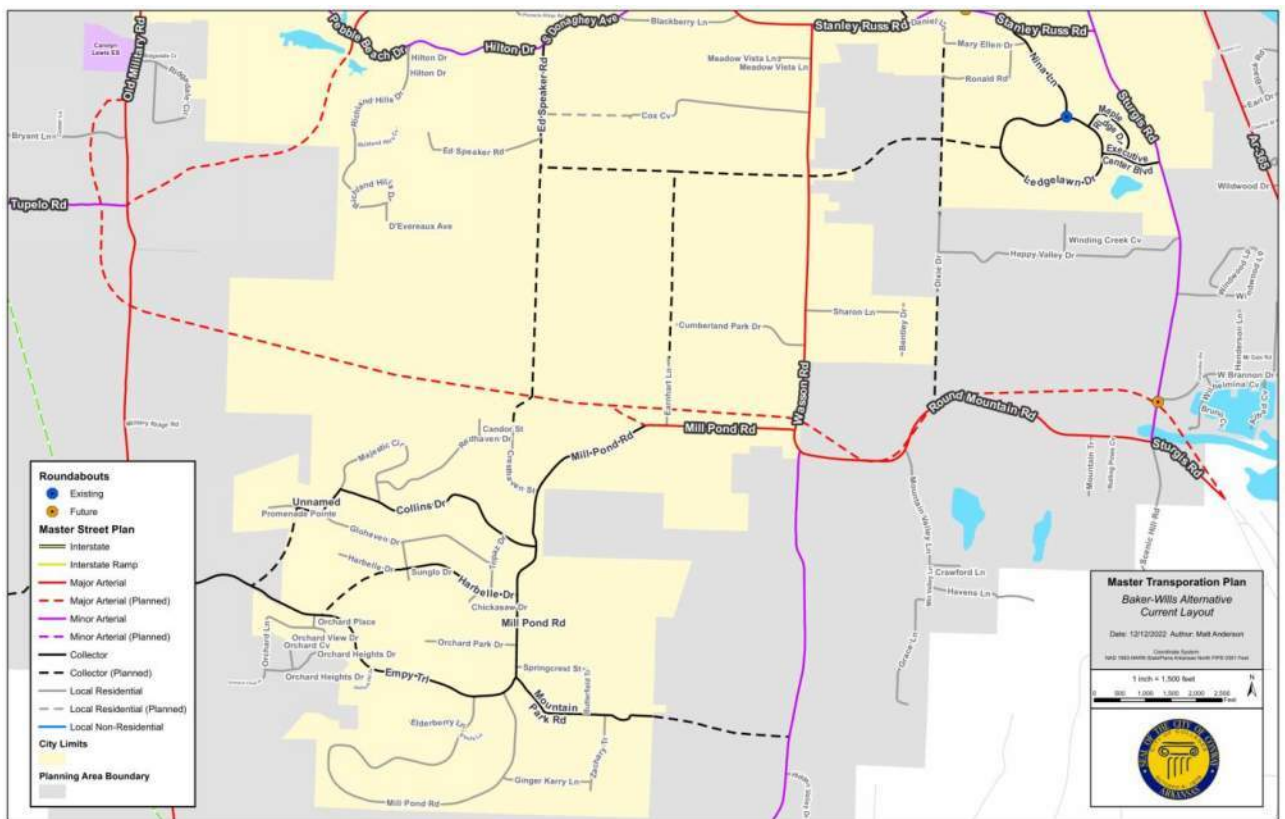
Various corridors in the Planning Area shall have alternative cross sections or unique plans due to unique circumstances, context, design/development challenges, or varying needs. This section describes those in detail:

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.

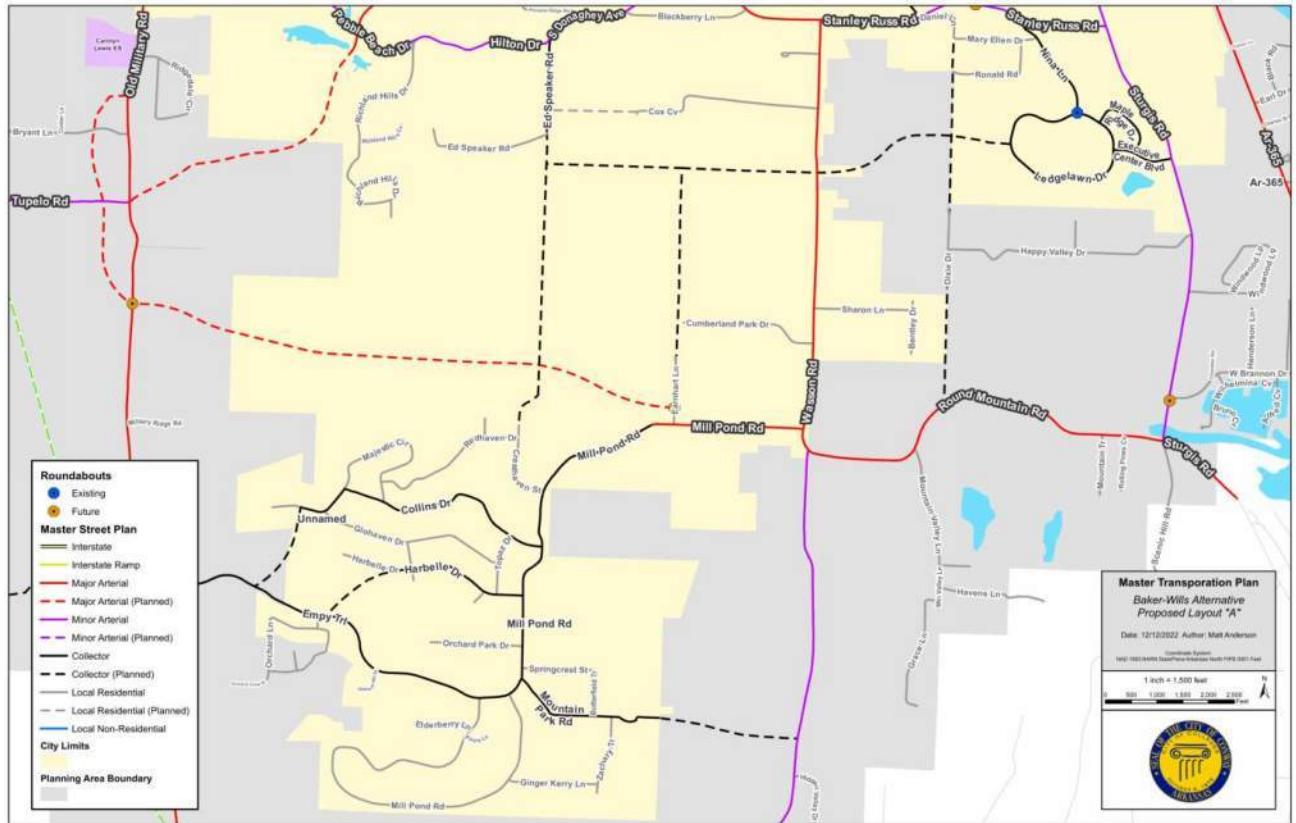
The alternative plans for this route are meant to reflect different alternatives for the project based on construction funding sources.

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.





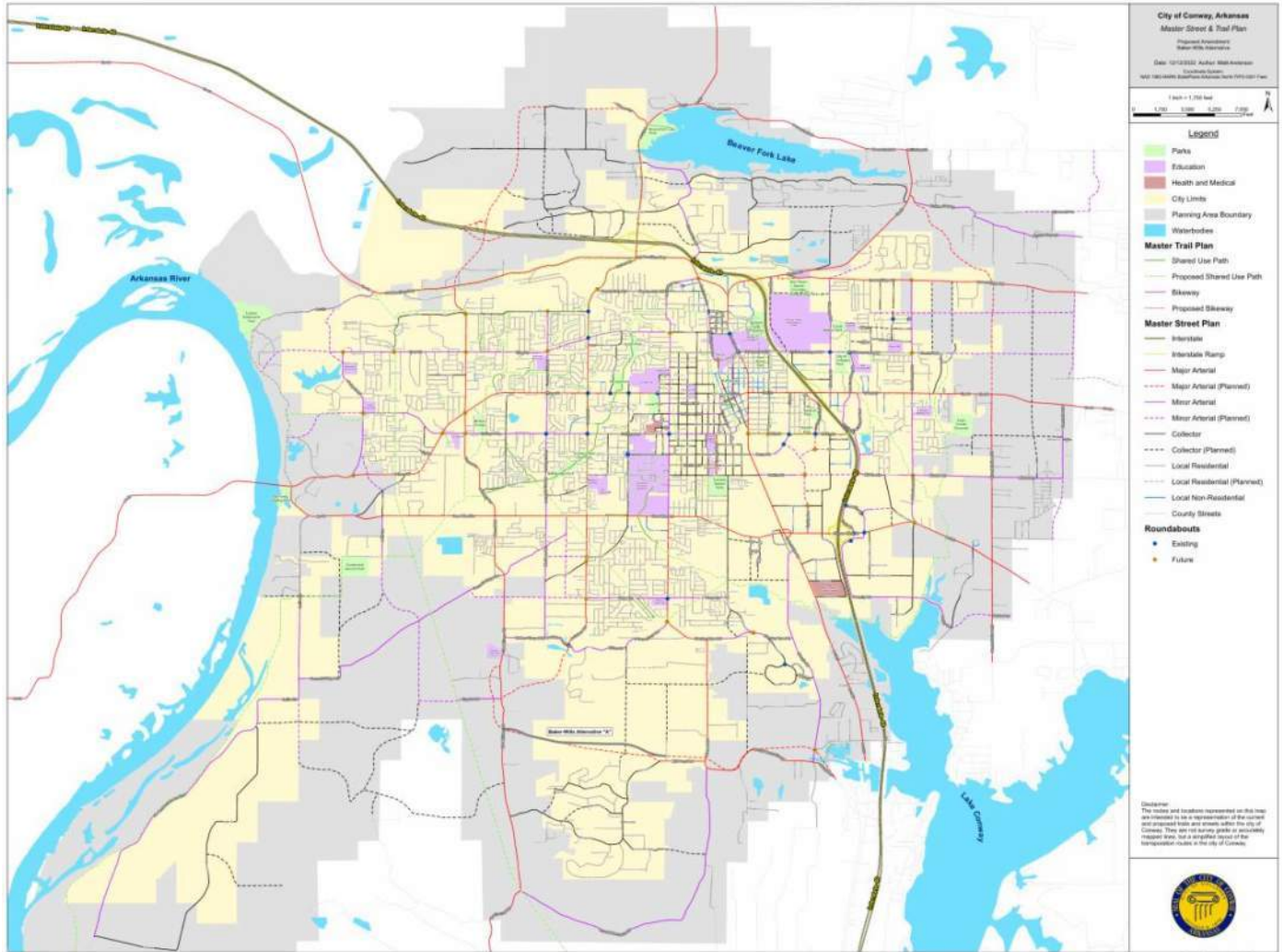
Alternative A: This routing reflects construction of the project by local developers in conjunction with subdivision development. This alternative envisions long-term incremental improvement of the corridor as an eventual four-lane boulevard. However, initial improvements would come in the form of a 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.



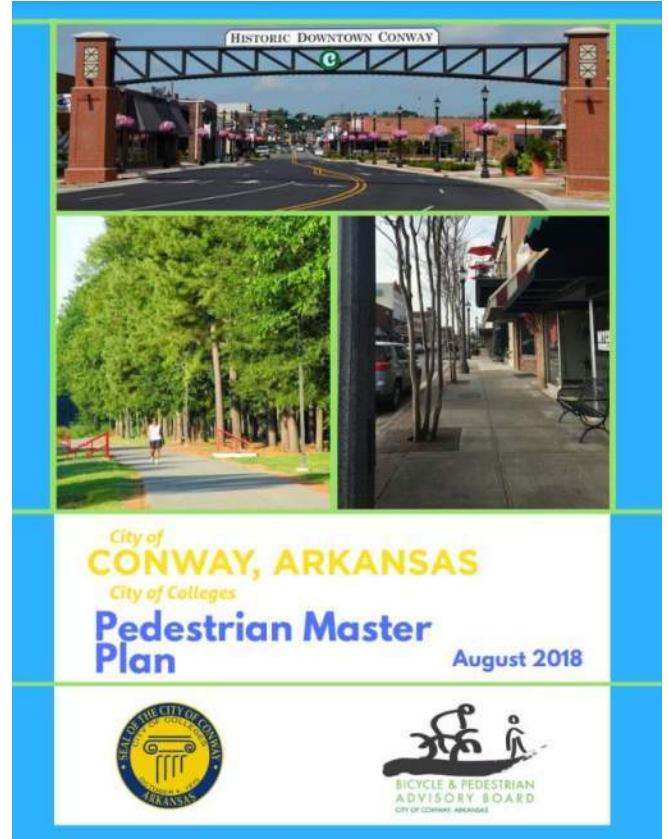
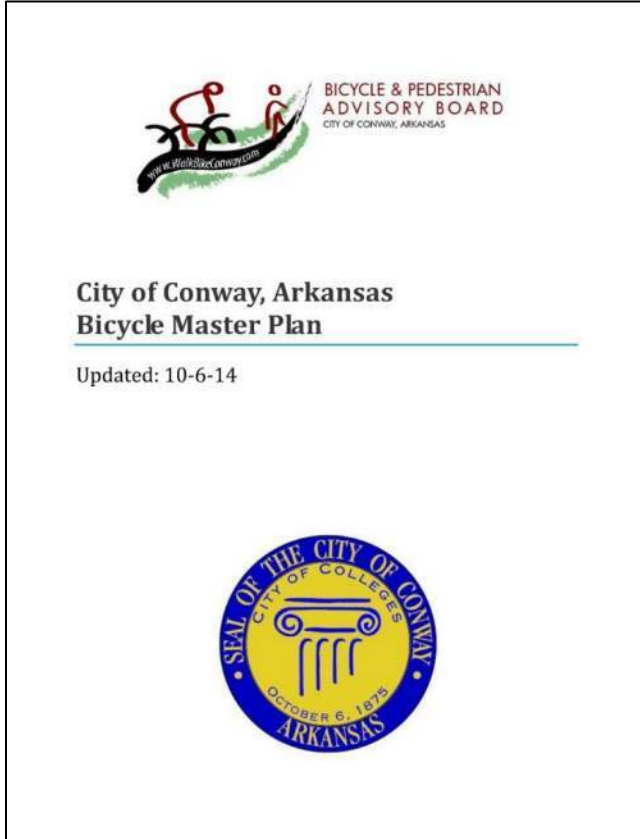
Section Four: Plan Map





Section Five: Supplemental Plans

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



Setting a date and time for 2023 Planning Commissioner Training: 6:30pm on either Thursday, January 5th or Thursday, January 12th.

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

- Goddard School, 300 S Hogan Ln (SDR-1022-0375)

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

- Replat Lot 12A Club Villas PUD (P2022-00082)
- Gainor Lot Merger (P2022-00084)