



SPRINGDALE™
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FUTURE LAND USE PLAN UPDATE

Land Use Categories and Goals & Policies

DRAFT JULY 30, 2026

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INTRODUCTION

WHAT IS A FUTURE LAND USE PLAN?

An official guide for future development, the Future Land Use Plan translates a vision into a long-range community roadmap for how land should be used and how the community should grow over time. It is a PLAN that serves as a resource for community members and stakeholders as well as Planning Commission, City Staff, and elected officials. It doesn't regulate development directly, but rather acts as a guide for where residences, businesses, and industry should be developed, as well as where parks, roads, and other key elements of community life should be located. This is achieved through a series of land use categories that encompass the types of uses that are appropriate in a given area. The FLU helps local leadership make informed decisions about development, infrastructure, and public investment so that growth happens in a thoughtful, coordinated way to support long-term goals.

WHY DOES THE PLAN NEED TO BE UPDATED?

Over time, needs increase and priorities shift. These may be in the form of pressure for new or different types of housing, changes in transportation patterns, how the local economy is evolving, and ultimately new ideas for what you want Springdale to be. An update is basically revisiting the vision initially cast for our City, acknowledging current challenges and how to respond to them, and making sure the FLU still reflects our community values.

HOW IS IT BEING UPDATED?

Grounded in the City's past and focused on its future, this 2026 Land Use Plan effort is a collaborative endeavor informed by existing plans and policies, existing land uses/conditions, existing/planned infrastructure, recent investments and efforts, contextual compatibility and transitions, future needs and opportunities, as well as community and stakeholder input. This 2026 update aims to add additional land use categories with greater nuance to better reflect the character and growth of the community. It recognizes and celebrates the City's unique culture, sense of place, and economic resilience as it incrementally helps the City move forward in a thoughtful and proactive way.





FUTURE LAND USE PLAN MAP

FUTURE LAND USE PLAN MAP

LEGEND

RESIDENTIAL

- Low Density Residential (R-L)
- Medium Density Residential (R-M)
- High Density Residential (R-H)

MIXED-USE and COMMERCIAL

- Neighborhood Mixed-Use (MU-N)
- Community Mixed-Use (MU-CO)
- Commercial Mixed-Use (MU-C)
- Regional Commercial (C-REG)

INDUSTRY and TECHNOLOGY

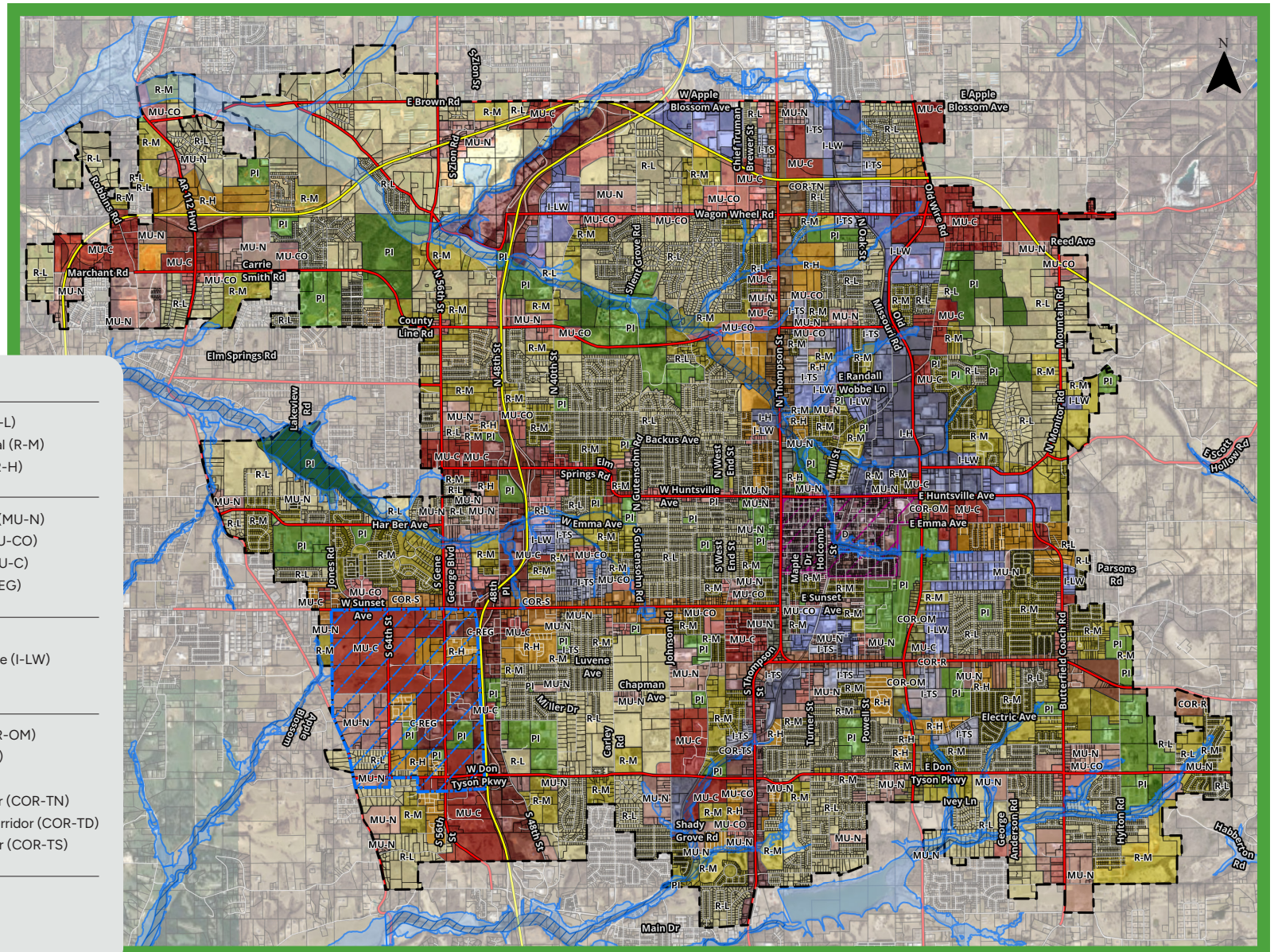
- Trades and Services (I-TS)
- Light Industrial / Warehouse (I-LW)
- Heavy Industrial (I-H)

CORRIDORS

- Old Missouri Corridor (COR-OM)
- Robinson Corridor (COR-R)
- Sunset Corridor (COR-S)
- Thompson [North] Corridor (COR-TN)
- Thompson [Downtown] Corridor (COR-TD)
- Thompson [South] Corridor (COR-TS)

SPECIAL DISTRICTS

- Public / Institutional (PI)
- Downtown (D)
- Southwest Overlay District





FUTURE LAND USE CATEGORIES



RESIDENTIAL

LOW DENSITY RESIDENTIAL

(4 Dwelling Units per acre, or fewer)

Low-density residential areas act to preserve the scale and character of low-density residential neighborhoods while encouraging reinvestment through rehabilitation, infill on vacant lots, and modest density options that are compatible with surrounding development. This category seeks to limit non-residential encroachment through appropriate transitions, buffering, and design requirements. Pedestrian infrastructure with sidewalk connections, and connections to the larger trail network should be considered when new developments are proposed.



Leavenworth, KS

MEDIUM DENSITY RESIDENTIAL

(2 - 16 Dwelling Units per acre)

Medium density residential areas will have a similar character to low density residential areas; however, they feature a greater variety of housing types, smaller lots, increased small-scale non-single-family residential, and traditional apartment style housing may also be found in this district. As emphasized in higher intensity categories, walkability and connections to workplaces, commercial areas, educational facilities and recreation should be considered priority with walkability strongly encouraged.



North Little Rock, AR



RESIDENTIAL

HIGH DENSITY RESIDENTIAL

(12 Dwelling Units per acre, or more)

This category is intended to provide the largest diversity of housing options for a variety of income, household size, and lifestyle. High Density Residential uses should be located near corridors and commercial or mixed-use areas that will serve the residents in these areas. Conversely, it is envisioned that the housing in this category will support such nearby accessible businesses. Connections to workplaces, commercial areas, educational facilities, and recreation should be prioritized with walkability acting as a critical component.



Huntsville, AL

MIXED-USE & COMMERCIAL

NEIGHBORHOOD MIXED-USE

Representing the lowest intensity mixed-use land use category, Neighborhood Mixed-Use features a variety of housing types that include single family and neighborhood-scale multi-unit residential, with non-residential amenities integrated within.

This land use category is designed to cohesively address the natural mixed-use buildout that often occurs at intersections and along Collector and higher classification streets as structures transition from single family residential uses to small multifamily, office, and other light commercial uses.

Further, this category may serve as a transition between lower and higher intensity areas. Pedestrian connectivity is prioritized throughout, and non-residential uses should complement the existing residential uses, address the street, support local sense of place, and be designed in a way to support the existing neighborhood fabric.

Near key intersections the intensity will change and become more of a node of development. These areas will be slightly higher in intensity, and more attention to the transition and adjacent uses will be required to ensure compatibility.



Conway, AR

COMMUNITY MIXED-USE

This land use type supports small-scale commercial uses and small-scale multi-unit residential uses. These areas provide amenities to surrounding neighborhoods. As this land use type is often adjacent to lower intensity residential areas, pedestrian connectivity is prioritized with future development in these areas.

Similar to the Neighborhood Mixed Use category, this area is intended to help transition from higher intensity uses to less intense uses.



Little Rock, AR

MIXED-USE & COMMERCIAL

COMMERCIAL MIXED-USE

Found in several areas across the city, this land use type provides a multitude of amenities and facilitates commercial and higher density residential in a combined development, a single structure, or independently. The intent is to blend living, working, and recreational activities into a pedestrian friendly area that supports multi-modal transportation infrastructure. Trail Oriented Development is encouraged in this category and should be integrated with other development types. Development should address the street, and less desirable strip development shall be discouraged. Cross access, shared parking, and ample pedestrian connections should be required through regulations to assist with traffic flow and accessibility in these areas.

As in the Neighborhood Mixed Use Category, key intersections will increase in intensity and become more of a node of development. These areas will be slightly higher in intensity, and more attention to the transition and adjacent uses will be required to ensure compatibility. Buildings will address the street and provide an anchor for the Commercial Mixed-Use Areas. Pedestrian infrastructure and protected street crossings will be prevalent in the Commercial Mixed-Use Nodes.



Oklahoma City, OK



MIXED-USE & COMMERCIAL

REGIONAL COMMERCIAL

Typically located along regional arterials including I-49, this land use type promotes amenities and services serving the regional population as well as interstate travelers. Hospital campuses, lodging, supercenters, box store retail, vehicle dealerships, and large-scale mixed-use commercial centers are common development types. Heavy and increasing vehicular traffic is projected in these areas, but care should be taken to address pedestrian accessibility and provide multi-modal transportation options, connections to the Greenway will be critical in these areas to make sure that multimodal transportation continues to connect regional commercial services to the community.



Durham, NC



CORRIDORS

OLD MISSOURI CORRIDOR

This corridor includes large, undeveloped parcels at and south of the Huntsville Commercial node. The area between E. Huntsville Road and Don Tyson Parkway contains several large civic and institutional uses. It is anticipated that this corridor will have less intensity of use than some of the other corridors, and will support a mix of housing types with associated community mixed-use and public uses. As residential uses increase along this corridor, a commitment to multi modal transportation, pedestrian accommodations, and services is critical. Care should be taken to avoid creating a strong dependency on car-oriented housing without providing the necessary amenities. In order to achieve this balance, it is recommended that:

- Nodes are developed at Robinson and Don Tyson Parkway that support commercial mixed uses with connections for residents.
- Strong pedestrian connections are required when developments are planned and that bike/pedestrian and other appropriate multi-modal transportation infrastructure are incorporated with development.
- A majority of the parking is placed at the side or rear of developments to increase the human scale.
- Enhancements for the streetscape and safety for all users by reducing open curb / curb cuts is emphasized with development.
- Commercial structures face and address the public street.

ROBINSON CORRIDOR

A primary transportation route spanning the eastern half of the City, the Robinson Corridor is a mixed-use area serving as a critical section of US Hwy 412 and providing a diverse set of resources in a vehicle dominated environment. While the proposed 412 Bypass is anticipated to direct through-traffic and some truck traffic across the north edge of Springdale, this place type is focused on thoughtful development and re-development of properties now, in a way that supports multi-modal transportation and further strengthens economic development in the core of Springdale. Representing a prominent entry point into central Springdale from the east, site design and the architectural and overall development should be of high quality, supporting the overall fabric of the City. The corridor has a multi-faceted character that can be organized into the following sub-sections with recommendations:

- *Robinson Corridor (Thompson to 265):* Currently characterized primarily by heavy commercial land uses and virtually devoid of sidewalks, goals include promoting larger and taller mixed-use (residential and non-residential) buildings along the street and bringing pedestrian infrastructure improvements to the corridor, to bring new and beneficial resources back to the center of the city.
- *Robinson Corridor (265 to Butterfield Coach):* With smaller footprint businesses, general highway commercial, and mixed density residential along the edges, goals include encouraging infill development and requiring design standards that improve the corridor for all users.
- *Robinson Corridor (east of Butterfield Coach):* On the eastern fringe of town and with higher posted vehicular speeds, goals include focusing on mixed-use node development and continuing pedestrian and multi-modal infrastructure improvements.



CORRIDORS

SUNSET CORRIDOR

Characterized primarily by highway/strip commercial with uncoordinated curb cuts and streetscapes lacking pedestrian infrastructure, the establishment of this corridor recognizes the adopted plan's vision to incrementally and thoughtfully transition this area into a more multi-modal friendly corridor that enhances the aesthetic and function of the area. This land use type supports a variety of uses to continue the long-running economic development benefits of this corridor while requiring new development to holistically support the corridor vision by:

- placing the majority of parking at the side or rear of developments;
- incorporating bike/pedestrian and other appropriate multi-modal transportation infrastructure;
- enhancing the streetscape and safety for all users by reducing open curb / curb cuts;
- building structures that front and address the public street
- designing sites to accommodate business needs while also implementing win-win improvements through site design and landscape architecture.

THOMPSON CORRIDOR (NORTH)

Spanning from East Apple Blossum Avenue to Backus Avenue/Sanders Avenue

This corridor is less developed than other sections of Thompson Street and features more open greenfield development opportunities along the road.

This land use type and corridor is a primary northern gateway into central Springdale. As discussed with the Old Missouri corridor, special attention should be given when this area develops to achieve a balance of residential, commercial, services and amenities for residents. Specifically, the following should be considered:

- Nodes should be developed at Wagon Wheel Road, Morris Avenue, and Backus Avenue, that support commercial mixed uses with connections for residents.
- Strong pedestrian connections should be provided when developments are planned, including incorporation of bike/pedestrian and other appropriate multi-modal transportation infrastructure.
- A majority of the parking should be placed at the side or rear of developments to increase the human scale.
- Enhancements for the streetscape and safety for all users by reducing open curb / curb cuts should be incorporated.
- Commercial structures should face and address the public street.



CORRIDORS

THOMPSON CORRIDOR (DOWNTOWN)

This land use type accommodates the primary north/south transportation corridor of the greater downtown area from Backus Avenue to Porter Avenue. Just as the Highway 71 road footprint has evolved significantly over the last 100 years, the streetscape and future development in this area should continue to evolve to holistically support this critical region. As a primary downtown infrastructure area, development and redevelopment in this area should advance multi-modal infrastructure and urban forms that will incrementally work toward transforming this corridor into a more pedestrian-friendly area. Some ways to help achieve this goal is to:

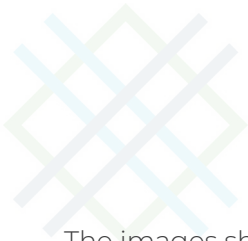
- Pull buildings to the street.
- The area has many small and local businesses, so the footprint and building style should encourage this type of development.
- Commercial Design standards to address the consistent street frontage that is desired to accompany the extension of downtown to this corridor.

THOMPSON CORRIDOR (SOUTH)

Spanning from Porter Ave to the City limits

This portion of the corridor is dominated by larger commercial with developments setback from the street and large parking lots located along the frontage. There are a few developing nodes, notably at the intersection of Don Tyson Parkway and South Thompson Street, and at West Robinson Avenue and South Thompson Street. Advancing additional building form and residential infill uses along this portion of the corridor could bridge the connection between Springdale and the Northwest Arkansas Region. Policies to encourage this corridor to develop should include:

- Allow appropriate infill and include a mix of uses.
- Increase the pedestrian and multimodal connections. Limit large parking lots adjacent to the street corridor, but continue to allow larger format commercial structures as well as larger multi-family residential complexes.



CORRIDORS

The images shown are examples of how corridors can develop into connected spaces while still serving the primary roles of transportation and economy.



Duluth, GA



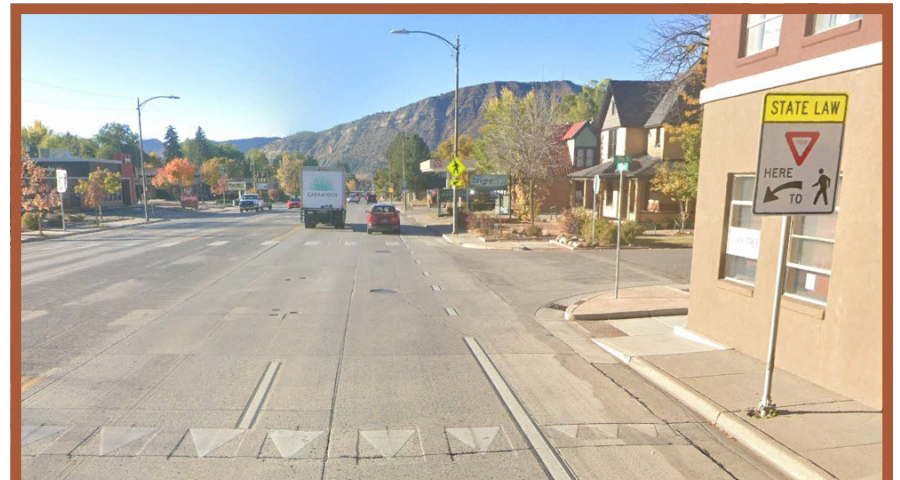
Huntsville, AL



Huntsville, AL



Duluth, GA



Durango, CO

SPECIAL DISTRICTS

PUBLIC AND INSTITUTIONAL

Areas within the Public land use category encompass facilities and land owned or operated by public and quasi-public entities. These uses can include public schools, parks, cemeteries, public facilities, transportation areas, utility infrastructure, places of worship, and other similar uses.

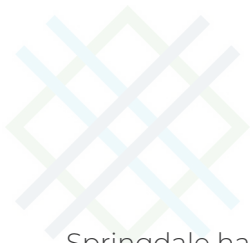


Springdale, AR

DOWNTOWN

Land use guidance in this core central district defers to the adopted Downtown Springdale Master Plan and its updates and amendments.





INDUSTRY & TECHNOLOGY

Springdale has a significant industrial land use sector, anchored by both historic industries and growing modern industrial parks and facilities. The city's industrial footprint reflects its role in manufacturing, processing, distribution, and related employment within Northwest Arkansas.

TRADES AND SERVICES

These areas are intended for very light industrial uses, low impact technology industry, small scale warehousing and trades and services commercial uses that do not require high visibility, and therefore do not need frontage along highly trafficked streets. They may be placed behind other commercial areas that depend on visibility for their customer base. Some uses in this zone may have small storefronts, and this land use type also encourages maker spaces and other smaller scale creative entrepreneurs.



Springdale, AR

LIGHT INDUSTRIAL / WAREHOUSE

These areas include light industrial uses such as limited manufacturing, automotive repair, light fabrication work, technology industry, and for warehousing uses that may require a larger footprint but do not produce significant noise, odors, and do not generate significant customer traffic.



Springdale, AR



INDUSTRY & TECHNOLOGY

HEAVY INDUSTRIAL

This land use type is designed to provide areas for manufacturing and industrial activities which may give rise to substantial environmental nuisances, which are objectionable to residential or business use. Example uses and scale of facilities include poultry processing and other food-related processing/manufacturing; waste transfer and recycling facilities; industrial parks; heavy industry and manufacturing.





GOALS & POLICIES

GOALS & POLICIES

RESIDENTIAL	
GOAL	POLICIES
The residential land use categories are intended to promote and protect the health, safety, convenience, and general welfare of the community while providing housing opportunities that support Springdale's continued growth. Residential development should preserve neighborhood character where appropriate, encourage reinvestment and infill, provide a variety of housing choices, and ensure that development occurs in a manner that is compatible with surrounding land uses and supported by adequate infrastructure.	1. Protect and enhance the character, stability, and long-term viability of existing residential neighborhoods while encouraging appropriate reinvestment and redevelopment. 2. Ensure an adequate supply of land designated for residential development that accommodates a range of housing types, densities, and household sizes. 3. Promote compatible transitions between residential neighborhoods and adjacent commercial, industrial, mixed-use, or higher-intensity residential development through site design, buffering, landscaping, building orientation, and other context-sensitive design techniques. 4. Encourage neighborhood design that promotes safety, connectivity, and accessibility through an interconnected street network, sidewalks, trails, and transportation options while discouraging unnecessary cut-through traffic in residential neighborhoods. 5. Support a diverse housing stock that provides opportunities for residents throughout all stages of life and varying household needs while reinforcing neighborhood compatibility. 6. Encourage residential densities that are consistent with the Future Land Use Plan and appropriate to surrounding development, available infrastructure, and public facilities. 7. Direct medium and high-density residential development toward areas with convenient access to arterial or collector streets, employment centers, commercial services, schools, parks, transit opportunities, and other community amenities. 8. Encourage quality site design in residential developments through open space, landscaping, pedestrian connectivity, and recreational amenities appropriate to the scale and intensity of development.

GOALS & POLICIES

MIXED-USE & COMMERCIAL	
GOAL	POLICIES
The Mixed-Use and Commercial land use categories are intended to promote economic vitality, expand employment opportunities, and provide convenient access to goods, services, housing, and community destinations. Development should occur in locations that support orderly growth, efficient infrastructure investment, multimodal transportation, and compatibility with surrounding neighborhoods while creating attractive, connected, and resilient places.	1. Promote orderly and efficient commercial and mixed-use development that is consistent with the Future Land Use Plan and reinforces the City's long-term growth strategy. 2. Support commercial and mixed-use development that strengthens Springdale's economic base, expands employment opportunities, broadens the tax base, and serves the daily and regional needs of residents, businesses, and visitors. 3. Ensure commercial and mixed-use development is compatible with adjacent neighborhoods through appropriate transitions in land use intensity, building scale, site design, buffering, landscaping, lighting, and access management. 4. Promote higher-intensity mixed-use areas that integrate residential, commercial, office, entertainment, and civic uses in pedestrian-oriented environments with multimodal transportation, shared parking, and interconnected development patterns. 5. Direct commercial and mixed-use development to locations where adequate utilities, roadway capacity, drainage, and public services exist or can be efficiently provided. 6. Encourage coordinated, master-planned developments that utilize shared access, cross access, shared parking, and internal circulation while discouraging fragmented or isolated development patterns. 7. Encourage the adaptive reuse, redevelopment, and modernization of existing commercial areas to improve long-term economic viability and community appearance. 8. Encourage neighborhood-scale mixed-use development that complements surrounding residential areas by providing small-scale commercial, office, civic, and residential uses connected by sidewalks and designed to reinforce neighborhood character. 9. Support mixed-use centers that provide neighborhood-serving commercial uses, housing, employment, and community amenities while serving as appropriate transitions between lower- and higher-intensity development. 10. Direct large-scale commercial development to locations with regional transportation access and infrastructure capacity while encouraging coordinated site planning, multimodal access, and compatibility with adjacent land uses.

GOALS & POLICIES

CORRIDORS	
GOAL	POLICIES
The Corridor land use categories are intended to support Springdale's primary commercial corridors as centers for commerce, employment, services, and transportation. These corridors should accommodate a broad range of commercial, employment, institutional, and mixed-use development while improving mobility, access management, safety, and overall corridor appearance. Development should reinforce each corridor as a functional transportation route, an economic asset, and a recognizable gateway into the community.	1. Promote commercial, employment, trade, service, institutional, hospitality, and mixed-use development that strengthens Springdale's economy, expands employment opportunities, and supports long-term investment. 2. Encourage development that creates recognizable, attractive corridor environments through quality architecture, coordinated signage, landscaping, streetscape improvements, and gateway features. 3. Preserve the mobility and carrying capacity of arterial corridors through coordinated site design, access management, and transportation improvements. 4. Improve the function and capacity of major corridors through coordinated access management, including shared driveways, cross-access, consolidated access points, and interconnected parking areas, while enhancing safe and convenient travel for motorists, pedestrians, bicyclists, transit users, and freight. 5. Support a broad range of commercial uses, including retail, offices, restaurants, hospitality, entertainment, trade services, contractor services, automotive businesses, and employment-generating uses appropriate to each corridor. 6. Encourage reinvestment and redevelopment of aging commercial properties to improve economic performance, property appearance, transportation efficiency, and long-term viability. 7. Require development that contributes to an attractive public realm by emphasizing building orientation, coordinated parking, landscaping, pedestrian amenities, and quality site planning. 8. Direct higher-intensity commercial development to corridors with adequate transportation capacity, utilities, drainage, and public services. 9. Where corridors adjoin residential neighborhoods, encourage appropriate transitions through landscaping, buffering, building design, access management, and compatible site planning.

GOALS & POLICIES

INDUSTRIAL	
GOAL	POLICIES
The Industry and Technology land use categories are intended to support Springdale's long-term economic vitality by providing locations for manufacturing, technology, logistics, warehousing, trades, services, research, and industrial employment. Industrial development should be located where transportation infrastructure, utilities, and public services can efficiently support business operations while ensuring compatibility with adjacent land uses through appropriate site design, buffering, and transitions.	1. Promote industrial and technology development that expands employment opportunities, strengthens the City's economic base, supports business investment, and encourages long-term economic resilience. 2. Maintain an adequate supply of land designated for trades and services, light industrial, warehousing, technology, manufacturing, logistics, and heavy industrial uses to meet current and future economic needs. 3. Preserve industrial land for employment-generating uses by discouraging incompatible encroachment and maintaining appropriate transitions between industrial and non-industrial development. 4. Direct industrial development to areas served by adequate transportation facilities, utilities, rail access where available, freight corridors, and other infrastructure necessary to support industrial operations. 5. Promote site planning, buffering, landscaping, building orientation, and operational design that minimizes impacts on adjacent residential, commercial, and mixed-use development while supporting industrial productivity. 6. Encourage coordinated industrial parks, business campuses, and employment centers that efficiently utilize infrastructure, internal circulation, shared access, and compatible industrial uses. 7. Support technology industries, research and development, maker spaces, creative industries, advanced manufacturing, and entrepreneurial business environments that diversify Springdale's employment base. 8. Recognize the varying operational needs of trades, services, warehousing, manufacturing, and heavy industry by providing opportunities for a broad range of employment-generating uses appropriate to each industrial category. 9. Encourage trades, contractor services, maker spaces, small-scale warehousing, technology businesses, and flex industrial uses in locations that support business operations while minimizing impacts on surrounding development.

GOALS & POLICIES

PUBLIC LAND USE	
GOAL	POLICIES
The Public land use category is intended to provide accessible, well-located public, civic, educational, recreational, cultural, religious, and utility facilities that support the health, safety, welfare, and quality of life of Springdale residents. These institutional uses should be integrated into the community in a manner that promotes accessibility, efficient public service delivery, neighborhood compatibility, and long-term community investment.	1. Provide opportunities for public and institutional facilities that serve the educational, recreational, civic, cultural, public safety, utility, and community service needs of existing and future residents. 2. Encourage public and institutional facilities to be located where they are accessible to the populations they serve through convenient roadway access, sidewalks, trails, bicycle facilities, and other multimodal transportation connections. 3. Promote the thoughtful integration of public and institutional uses into surrounding neighborhoods through compatible site design, landscaping, buffering, building orientation, and appropriate transitions. 4. Support the strategic location of police, fire, emergency services, utilities, and other essential public facilities to maximize operational efficiency, response times, and community resilience. 5. Encourage the equitable distribution of parks, trails, open spaces, and recreational facilities throughout the community to serve residents of all ages while enhancing environmental quality and neighborhood livability. 6. Support schools and educational campuses that are appropriately located, safely accessible, and integrated with surrounding neighborhoods while considering transportation, enrollment, and community needs. 7. Coordinate public and institutional development with available infrastructure, utilities, transportation networks, and long-range capital improvement planning. 8. Recognize public and institutional facilities as important civic assets that contribute to neighborhood identity, community gathering, cultural enrichment, and overall quality of life. 9. Encourage public and institutional facilities to serve as destinations within the City's multimodal transportation network by providing safe connections to adjacent neighborhoods, parks, schools, trails, transit, and other community facilities.