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FUTURE LAND USE PLAN UPDATE

LAND USE CATEGORIES

DRAFT MAY 4, 2026



RESIDENTIAL

LOW DENSITY RESIDENTIAL

(4 Dwelling Units, or less, per acre)

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.



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.

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.



Conway, AR



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. 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.

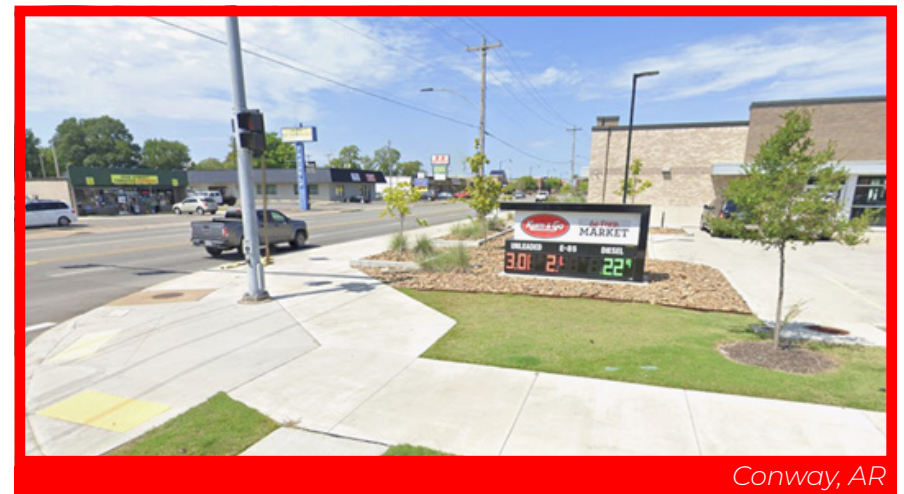
As in the Neighborhood Mixed Use Category, key intersections will increase in intensity and become more of a node of development. These areas will be slightly higher in intensity, and more attention to the transition and adjacent uses will be required to ensure compatibility. Buildings will address the 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.

COMMERCIAL

This land use type is primarily reserved for a range of commercial uses serving area residents and stakeholders, including retail, professional services, larger format offices, and other non-residential uses that are less intense than Light Industrial/Warehouse or Regional Commercial. 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.



Oklahoma City, OK



Conway, AR



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.



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)

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

Spanning from East Apple Blossom Avenue to Backus Avenue/Sanders Avenue, 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.

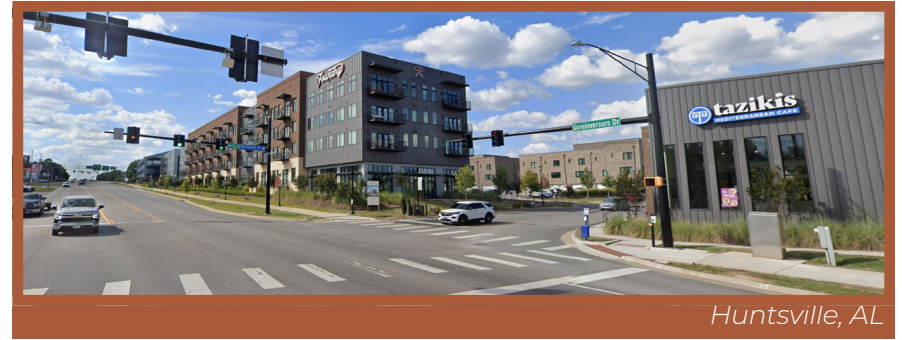


CORRIDORS

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



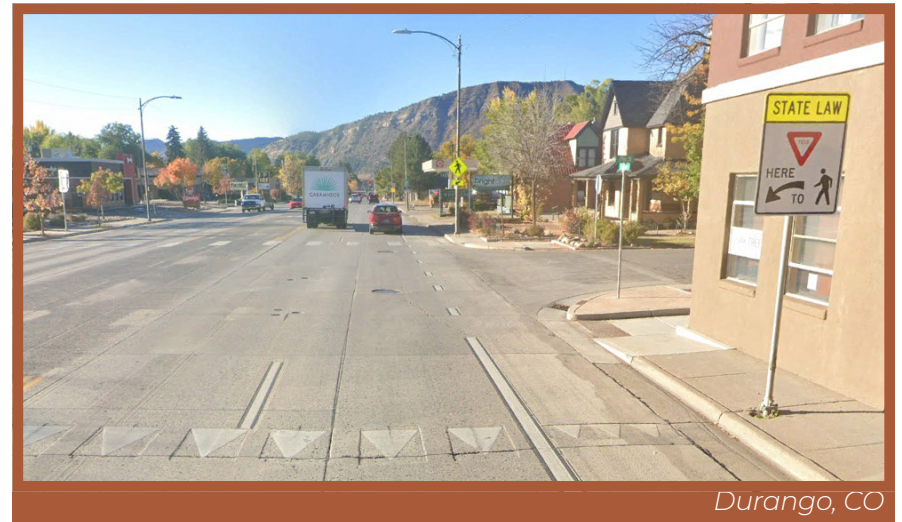
Huntsville, AL



Huntsville, AL



Duluth, GA



Durango, CO



SPECIAL DISTRICTS

PUBLIC AND INSTITUTIONAL

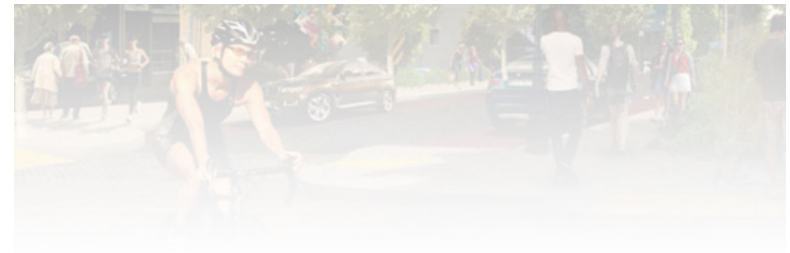
Areas within the Public land use category encompass facilities and land owned or operated by public and quasi-public entities. These uses can include public schools, parks, cemeteries, public facilities, transportation areas, utility infrastructure, places of worship, and other similar uses.



Springdale, AR

DOWNTOWN

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



Downtown Springdale

MASTER PLAN UPDATE

December 2, 2022

Prepared by **H3** Studio

for the

**CITY OF SPRINGDALE &
DOWNTOWN SPRINGDALE ALLIANCE**



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.

