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Fee Amt: $310.00 Page 1 of 60
Washington County, AR
Kyle Sylvester Circuit Clerk
File 2023-00017328

RESOLUTION NO. 2023-06-1058R

ITOWN, WASHINGTON COUNTY, ARKANSAS

A RESOLUTION TO APPROVE AND ADOPT THE TONTITOWN VISION PLAN 2023 FOR THE CITY OF TONTITOWN, ARKANSAS.

WHEREAS, on or about November 18, 2018, the City Council for the City of Tontitown adopted Resolution No. 2018-11-185R, which has been amended thereafter, providing for the Future Land Use and Master Transportation Plan a/k/a the Vision Plan for the City of Tontitown; and

WHEREAS, it has come to the attention of the City Council of Tonitown that Resolution No. 2018-11-185R needs to be amended in order to adopt the Tontitown Vision Plan 2023 and to provide for the continued orderly growth and development of the City of Tontitown; and

WHEREAS, after due notice as required by law, the Tontitown Planning Commission has heard all persons desiring to be heard regarding the adoption of a comprehensive plan that includes a planning area map, a land use plan, and a master street plan; and

WHEREAS, after thorough review and consideration of comments and views expressed by all interested persons, the Planning Commission has voted to recommend the adoption of the Tontitown Vision Plan 2023, attached hereto as Exhibit "A"; and

WHEREAS, the City Council has determined that it is in the best interest and benefit of the community to amend Resolution 2018-11-185R and to approve and adopt the Tontitown Vision Plan 2023 in order to provide for continued orderly growth and development in the City of Tontitown.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Tontitown, Arkansas:

Section 1. Resolution No. 2018-11-185R is hereby amended, and the Tontitown Vision Plan 2023 is hereby approved and adopted by the City Council, as set forth in the attached Exhibit "A".

Section 2. That the Tontitown Vision Plan 2023 shall replace, in all respects, the previous Vision Plan, and/or land use and master street plans previously adopted by the City; and shall provide the basis, in general, for future land use and development of the City and its environs.

TONTITOWN, ARKANSAS
INCORPORATED 1909
SEAL

Section 3. That City Clerk-Treasurer shall file a duly certified copy of the City of Tontitown Vision Plan 2023 with the Washington County Circuit Clerk, the Washington County Planning Office, and the Northwest Arkansas Regional Planning Commission.

PASSED AND APPROVED this 20 day of June 2023.

APPROVED:

Angela Russell

Angela Russell, Mayor

ATTEST:

Rhonda Ardemagni

Rhonda Ardemagni, City Clerk-Treasurer

(SEAL)

CITY OF TONTITOWN VISION PLAN 2023



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Chapter One: Introduction

1.1 The Plan

This document contains the officially adopted Future Land Use and Master Transportation Plan for Tontitown, Arkansas.

The plan serves as an official policy statement of the City of Tontitown for directing orderly growth and development within its city limits and planning area. The Planning Commission directed the preparation of the plan during a process which included careful study of the area. Areas of analysis include Tontitown's history, demographics and projected population, topography, utility capacity, transportation systems, existing infrastructure, and surrounding land use.

The plan will help guide the decisions of both the Planning Commission and City Council during the planning period, estimated to be 20 years. The Plan serves all citizens and property owners within the planning area as well as others having a stake in the future of the city.

The plan provides a broad guideline for orderly growth and development. It is not meant to direct land use arrangement precisely nor is it a zoning ordinance. It serves as an instrument to blend public and private interests in a manner that will best suit the entire community. Citizens and business interests may look at the plan as a "vision" for the City of Tontitown. This is a living document and may change to meet new challenges and growth issues.

The plan will remain flexible, allowing for necessary modification of land uses. It plots land usage areas according to long-term community needs not short-term individual gains. Planning should also be based on sound development principles. The plan addresses pertinent community issues as a whole rather than treating isolated problems as they may arise.

1.2 Authority

The City of Tontitown is granted "the power to adopt and enforce plans for the coordinated, adjusted, and harmonious development of the municipality" per Arkansas Codes, Annotated (A.C.A) §14-56-402. The purpose of the Comprehensive Plan is consistent with the provisions of Arkansas Codes, Annotated (A.C.A.), §14-56-403. This section requires that plans of a municipality be "... prepared in order to promote, in accordance with present and future needs, the safety, morals, order, convenience, and general welfare of the citizens." The statutes further state that plans may provide for, among other things, the following:

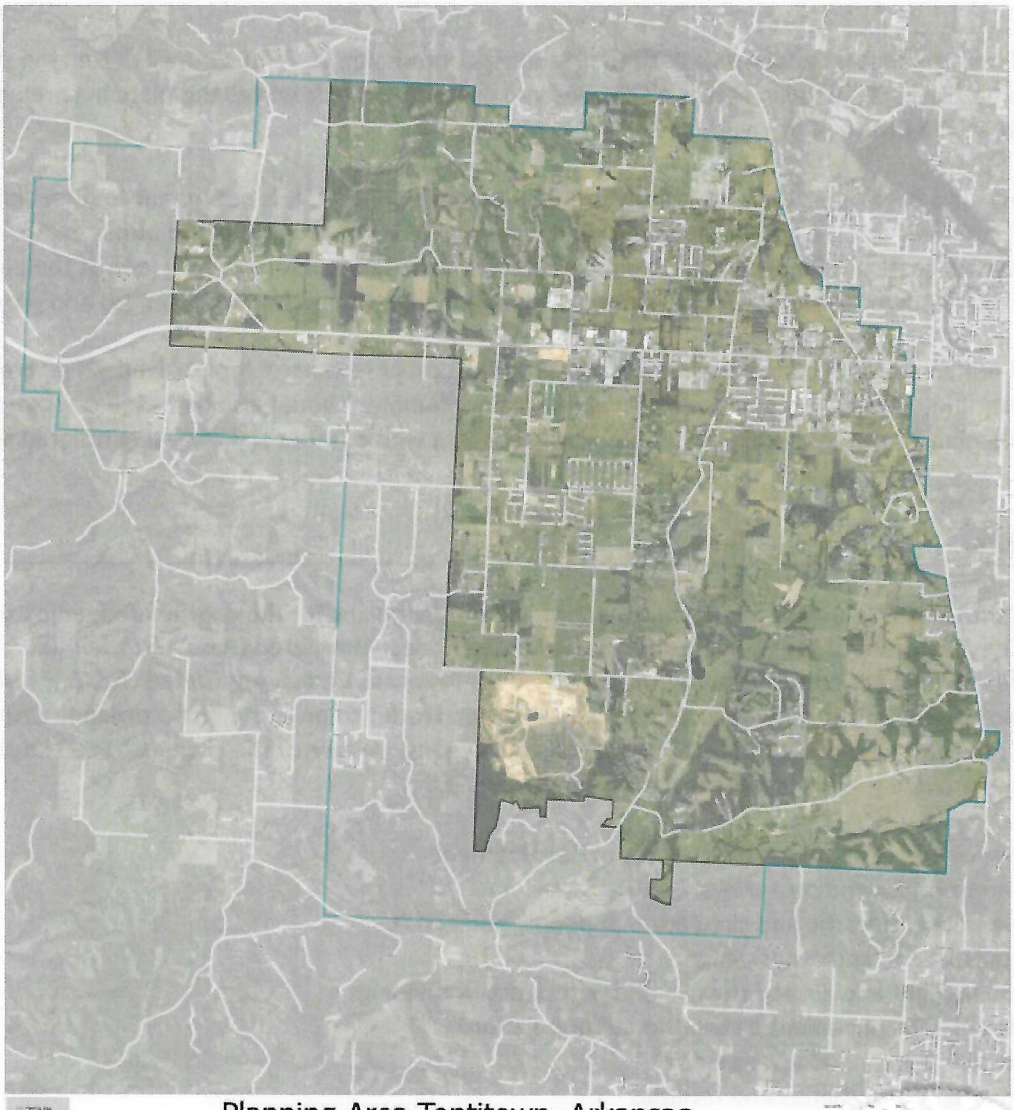
- Efficiency and economy in the process of development
- The appropriate and best use of land
- Convenience of traffic and circulation of people and goods
- Safety from fire and other dangers
- Adequate light and air and the use and occupancy of buildings
- Healthful and convenient distribution of population
- Good civic design and arrangement
- Adequate public utilities and facilities
- Wise and efficient expenditure of funds

1.3 The Planning Area

The Tontitown Planning Area Boundary comprises those areas surrounding the city that may likely grow to become part of Tontitown in the future.

The Tontitown Planning Area Boundary appears in graphic form on the plan map, planning area boundary map, and other maps used with this document. The Planning Area Map was prepared in accordance with statutes found in the Arkansas Codes, Annotated § 14-56-413. A copy is on file with the City Clerk and the Washington County Recorder.

The Planning Area Boundary depicted on the Comprehensive Plan map includes those lands within the territorial jurisdiction of Tontitown for which it may prepare plans, ordinances, and regulations. This area extends beyond the city limits to include those areas most likely to become a part of the city within a period of twenty-five years. The City of Tontitown 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 Washington County.



Planning Area-Tontitown, Arkansas

1.4 Relationship to the Land Use Regulations

The Arkansas planning statutes, in A.C.A. § 14-56-416 (a)(1) provide:

> *Following adoption and filing of the land use plan, the commission may prepare for submission to the legislative body a recommended zoning ordinance for the entire area of the municipality.*

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

> *Following adoption and filing of a master street plan, the Planning Board 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 and 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):

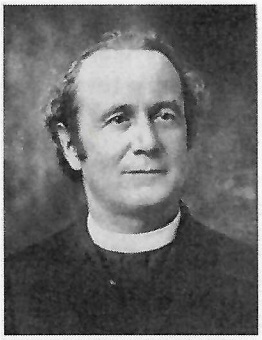
> *In order to promote, regulate, and control development and to protect the various elements of the plans, the commission, after adoption of appropriate plans as provided, may prepare and transmit to the legislative body such ordinances and regulations as are deemed necessary to carry out the intent 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. In order to reconcile these considerations, the Planning Commission will first determine if a proposal deviates from the spirit and intent of the plan. If it does, the Commission will then consider an amendment to the general plan before considering the proposal.

1.5 History

Tontitown was founded in 1898 by a group of Italian Catholic immigrants led by their priest, Father Pietro Bandini. The town is named in honor of Henri de Tonti, the Italian who helped René-Robert Cavelier and Sieur de La Salle explore the Mississippi River and later founded Arkansas Post in 1686.

The Tontitown Italians began their lives in America as tenant farmers on the south Arkansas plantation of Sunnyside (Chicot County). Groups from northern and central Italy arrived there in 1895 and 1897 and soon found themselves battling poor sanitation, disease, unfamiliar farming methods, language barriers, and contract disputes. In early 1898, some forty families chose to follow Father Bandini, the plantation's resident priest, to the Arkansas Ozarks—where the climate, terrain, and small-scale agriculture were more similar to northern and central Italy. They settled on a parcel of rocky land west of Springdale (Washington County). Abandoned cabins and outbuildings provided shelter until homes could be built. Horses and plows were bought on credit; land was cleared; and vegetable gardens, vineyards, apple and peach orchards, and fields of strawberries were planted.



Pietro Bandini, founder of Tontitown; 1898. (Courtesy of Special Collections, University of Arkansas Libraries, Fayetteville)

At the end of June 1898, Tontitown settlers held a picnic in observance of the Feast of St. Peter, Father Bandini's patron saint. This annual picnic (which was moved to August in 1913 to coincide with the grape harvest) was the forerunner of today's Tontitown Grape Festival, one of the longest-running annual community celebrations in Arkansas.

Early on, a group of thugs tried to burn down Tontitown's schoolhouse, which also served as the church and residence of Father Bandini. According to local tradition, a picture of St. Joseph hanging in the schoolhouse was untouched by the fire, and so the parish was named for this saint. A new church building was dedicated in 1900, a post office was established the same year, and the first town mercantile was opened by John Pozza.

In Tontitown, Father Bandini hoped to create a model of successful immigration. Tontitown's hardworking Italian families, promoted tirelessly by Bandini, garnered the attention of Italian ambassador Baron Edmundo des Planches, who visited Tontitown in May 1905. St. Mary's Academy, a boarding and day school operated by the Sisters of Mercy from Fort Smith (Sebastian County), opened in 1906.

Tontitown was incorporated in 1909, and Father Bandini was elected the town's first mayor in 1910. The Kansas City and Memphis Railroad finished construction on a new line from Cave Springs (Benton County) to Fayetteville (Washington County) via Tontitown in 1912, opening up new markets for the established Tontitown farmers and also offering a chance to entice new settlers and investors to the community.

Father Bandini died of a stroke on January 2, 1917. He is buried in the town's St. Joseph Cemetery.

Tontitown men, many of whom were by now American citizens, served their adopted country during World War I. Among them was James Zulpo, who was killed by mortar fire in France in 1918.

Albina Mantegani was crowned the first queen of the annual Tontitown Grape Festival in 1932. St. Joseph's Church, the symbolic heart of Tontitown, was destroyed by a tornado in 1934. In 1938, parishioners went to work to build a new church, which was completed in 1942 and dedicated in 1944.

Grapes had become Tontitown's signature crop, especially with the arrival of a Welch's grape juice factory in nearby Springdale in the early 1920s. Tontitown's vineyards often produced three to five tons of grapes per acre. The Mantegani and Granata family wineries produced some of Tontitown's most popular wines.

World War II saw Tontitown's men and women going to war and to work. Tontitown native Virgil Fiori died while serving with the U.S. Army in Italy in 1944. Tontitown's school was consolidated with Springdale's in 1949; elementary grades continued being taught there through 1987. In 1956, Tontitown received its second visit from an Italian ambassador, Manlio Brasio. In a speech to the community, Brasio noted that Tontitown Italians "are Americans, but Americans whose ties with Italy are still strong." In 1965, Southwestern Bell installed Tontitown's first telephone exchange.

Robert Sabatini became the third Tontitown resident to perish while serving in the U.S. military when he died in Vietnam in 1971. A city water system was completed in 1972, the same year CBS aired a documentary on Italian Americans, part of which was filmed in Tontitown. To address the needs of a growing community, the first city-planning commission was formed in 1975. The Tontitown Area Volunteer Fire Department was organized in 1979. The Tontitown Historical Museum was founded in 1986, housed in the former home of original Tontitown settlers Mary and Zelinda Bastianelli. A new St. Joseph's Church was dedicated in 1994. Tontitown City Hall, which was first built in 1974, was expanded in 2001. It lies on the edge of the town's City Park, which includes a paved walking trail, picnic area, playground, pavilions, and, true to the Italian heritage, a bocce court.



Tontitown Grape Festival Attendees; circa early twentieth century *(Courtesy of the Tontitown Grape Festival Committee)*

Historically, Tontitown's economic engine has been driven by agriculture: grapes, apples, strawberries, beans, tomatoes, and, later, poultry being the major cash crops. Today, only a handful of families make their living solely by farming, and much of Tontitown's agricultural land is giving way to residential and commercial development. The city of Tontitown bills itself as a "business-friendly community" whose proximity to interstates and airports makes it a desirable location both as a business center and a bedroom community. Even so, Tontitown remains best known for its annual grape festival, family-owned Italian restaurants, and rich Italian heritage.

1.6 Regional Setting

Tontitown is located in northwestern Washington County, located in northwestern Arkansas. It lies in close proximity to the cities of Springdale, Johnson, Fayetteville, and Elm Springs. The unincorporated communities of Savoy, Harmon, and Wheeler are nearby.

Tontitown lies in the heart of the Northwest Arkansas Region, well positioned for strong growth and development.

Two major highways run through the city. It is situated at the crossroads of U.S. Highway 412 and AR Highway 112. The nearest airport with commercial service is 9.8 miles away at NWA National Airport.

Tontitown lies within the Illinois River watershed. Three major creeks: Clear Creek, Little Wildcat Creek, and Brush Creek (and their tributaries) are located within the City limits. In addition Lake Hinshaw Lake (or Arbor Acres Lake) is a private lake located within the City.

The Waste Management Eco-Vista Landfill also lies in the southern part of the City. This landfill site houses both a Class 1 and Class 4 landfill.

The Logan Cave National Wildlife Refuge, Wedington Wildlife Management Area, and portions of the Ozark- St. Francis National Forest lie nearby.



A scenic view of Hinshaw Lake.

Chapter Two: Trends

2.1 Demographics

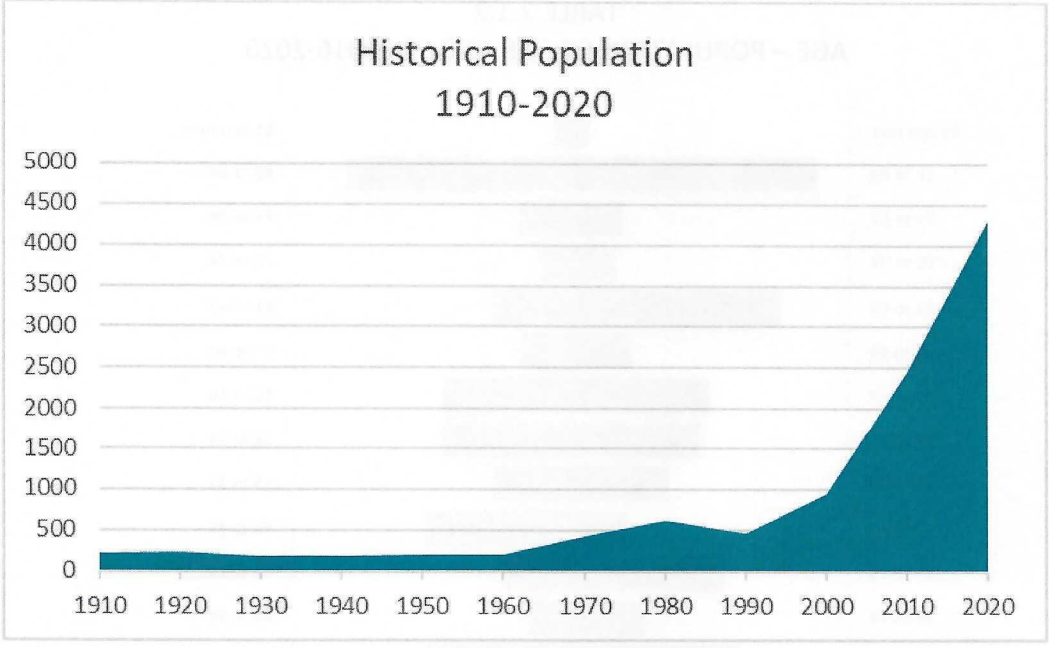
Tontitown is a rapidly-growing community located in a quickly growing region of the state. The City has grown by over 300% in population since 2000.

According to US Census data and estimates, the City grew 53% over the past 5 years (2016-2020), this averages out to a rate of 11% growth per year over the past 5 years.

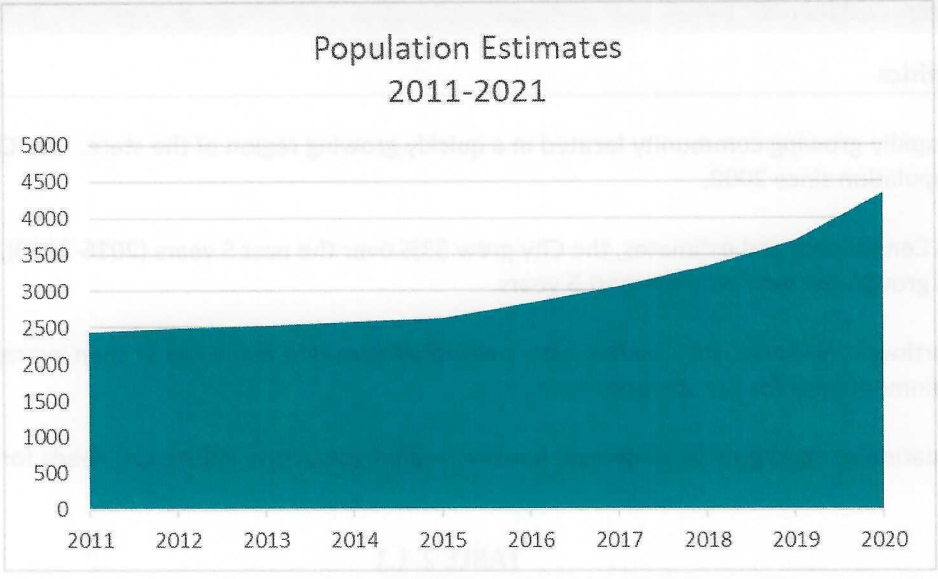
Like much of Northwest Arkansas, the City has a low unemployment rate and a higher than average income and educational attainment level for the state of Arkansas.

With the continuation of rapid growth projected, housing and infrastructure will be key needs for the city in the coming years.

TABLE 2.1.1
POPULATION HISTORY AND ESTIMATES
TONTITOWN, ARKANSAS

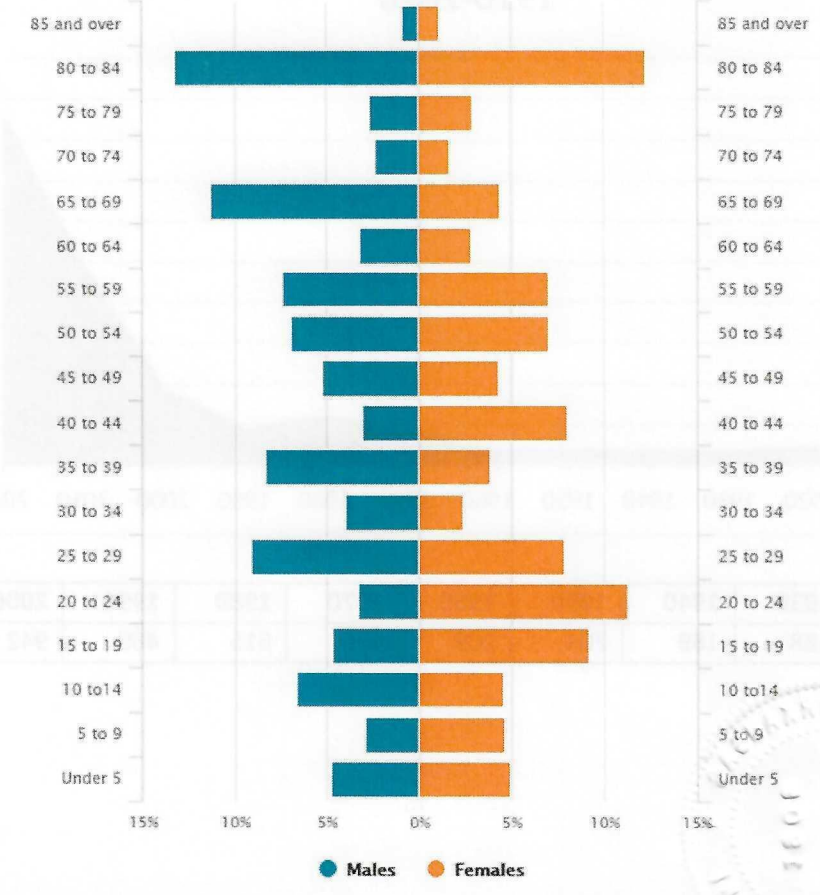


1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
222	235	188	189	203	209	426	615	460	942	2,460	4,301



2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
2440	2,480	2,517	2,577	2,625	2,828	3,062	3,329	3,677	4,341

TABLE 2.1.2
AGE – POPULATION BY AGE AND SEX 2016-2020



In 2016-2020, Tontitown had an estimated total population of **4,341 – of which 2,265 (52.2 percent) females and 2,076 (47.8 percent) males**. The median age was **41.8 years**. An estimated **19.1 percent** of the population was under 18 years, **33.0 percent** was 18 to 44 years, **21.9 percent** was 45 to 64 years, and **26.2 percent** was 65 years and older.

TABLE 2.1.3
RACE AND HISPANIC ORIGIN

Race and Hispanic origin

For people reporting one race alone, **80.1 percent** were White; **0.8 percent** were Black or African American; **0.4 percent** were American Indian and Alaska Native; **0.5 percent** were Asian; **3.3 percent** were Native Hawaiian and Other Pacific Islander, and **3.8 percent** were Some other race. An estimated **11.2 percent** reported Two or more races. An estimated **12.1 percent** of the people in Tontitown were Hispanic or Latino. An estimated **74.8 percent** of the people in Tontitown were White alone, non-Hispanic. People of Hispanic origin may be of any race.

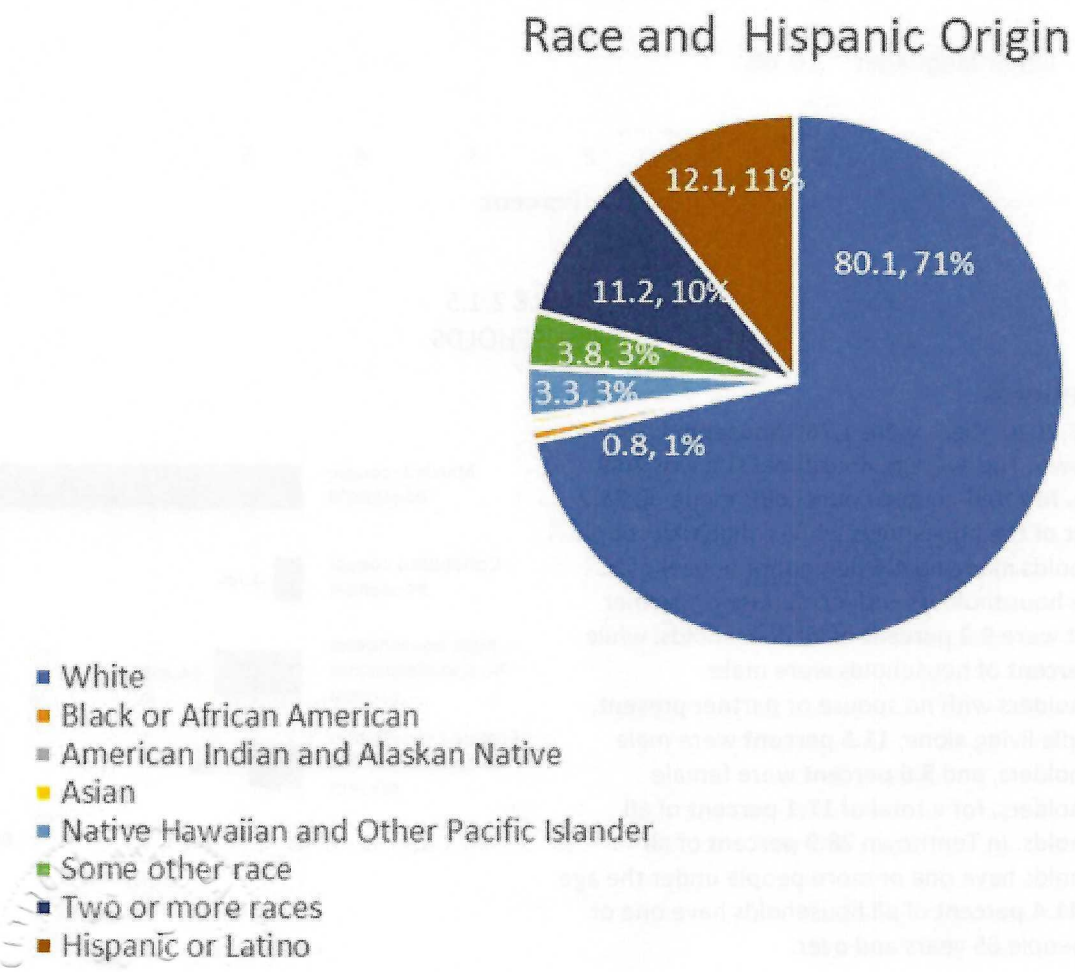


TABLE 2.1.4
LANGUAGE

Language

Among people at least five years old living in Tontitown in 2016-2020, **7.2 percent** spoke a language other than English at home. Spanish was spoken by **4.3 percen**t of people at least five years old; **3.0 percent** reported that they did not speak English "very well."

Percent of the population 5 years and over who speak a language other than English – 2016-2020

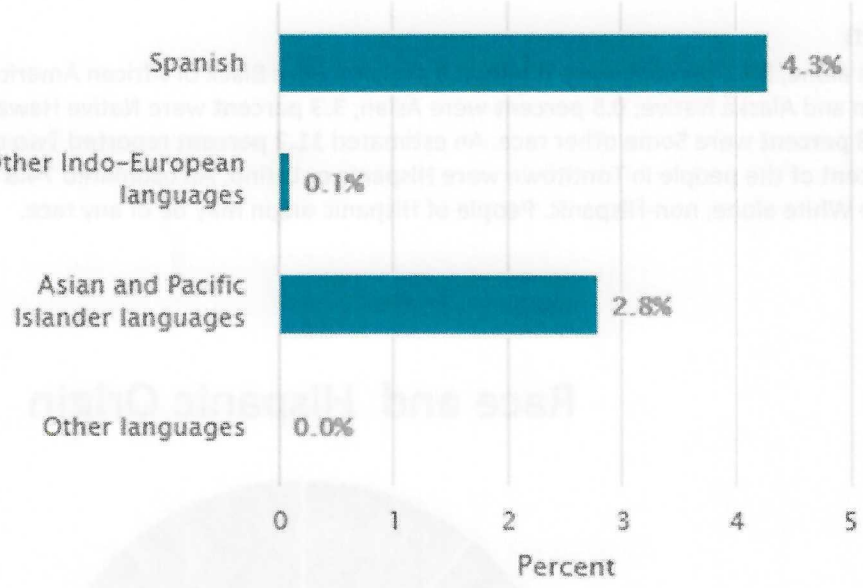


TABLE 2.1.5
HOUSEHOLDS

Households

In 2016-2020, there were **1,746 households** in Tontitown. The average household size was **2.49 people.** Married-couple households made up **71.2 percent** of the households while cohabiting couple households made up **4.6 percent** of households. Female householders with no spouse or partner present were **9.3 percent** of all households, while **14.8 percent** of households were male householders with no spouse or partner present. Of people living alone, **11.5 percent** were male householders, and **5.6 percent** were female householders, for a total of **17.1 percent** of all households. In Tontitown **28.9 percent** of all households have one or more people under the age of 18; **41.4 percent** of all households have one or more people 65 years and over.

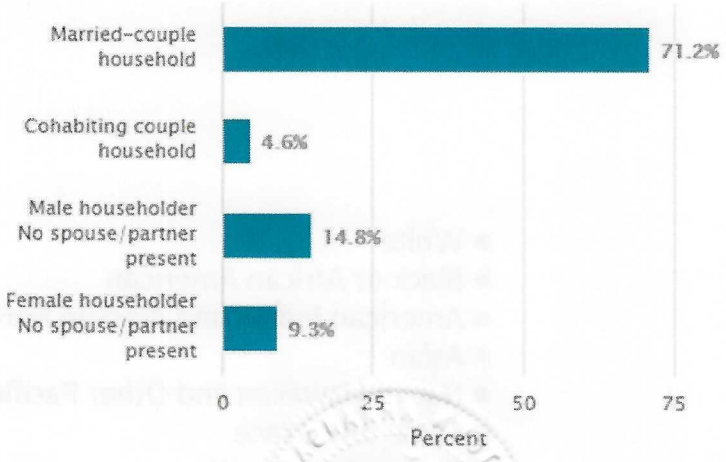


TABLE 2.1.6
EDUCATION

Education

In 2016-2020, **87.1 percent** of people 25 years and over had at least graduated from high school and **32.5 percent** had a bachelor's degree or higher. An estimated **12.8 percent** did not complete high school.

The total school enrollment in Tontitown was 904 in 2016-2020. Nursery school enrollment was 63 and kindergarten through 12th grade enrollment was 616. College or graduate school enrollment was 225.

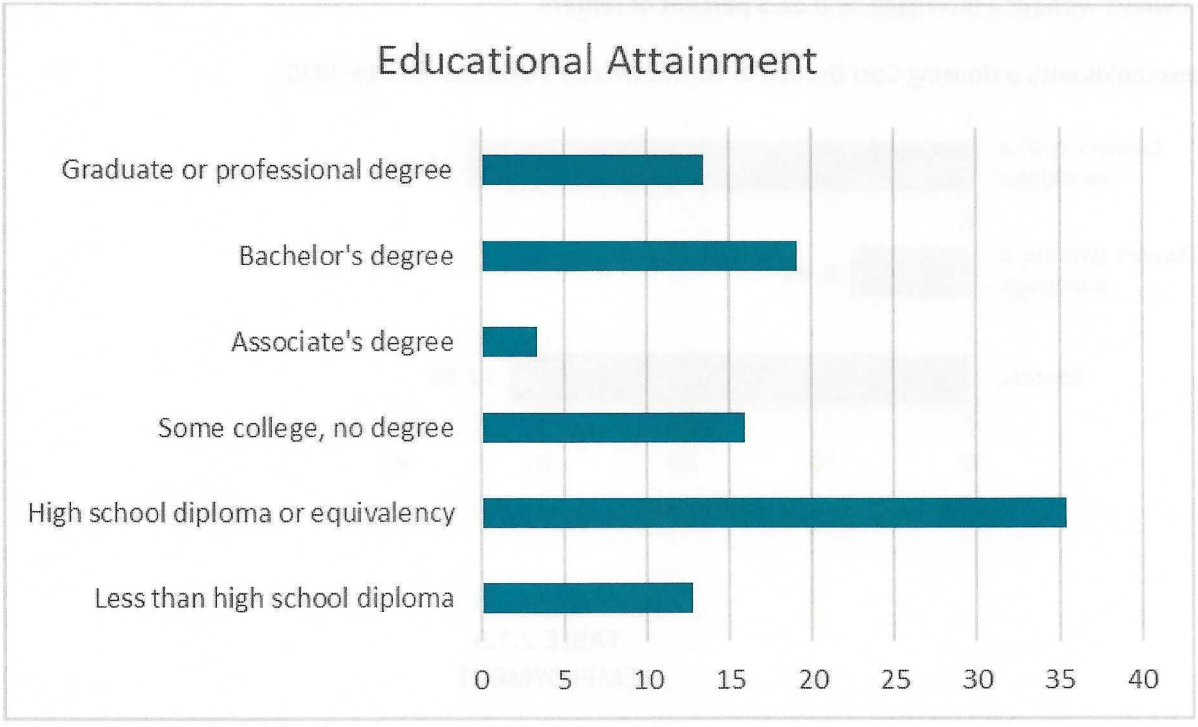


TABLE 2.1.7
HOUSING

Housing

In 2016-2020, Tontitown had a total of **1,804 housing units.** Of these housing units, **83.7 percent** were single-family houses either not attached to any other structure or attached to one or more structures (commonly referred to as "townhouses" or "row houses"). **9.8 percent** of the housing units were located in multi-unit structures, or those buildings that contained two or more apartments. **6.4 percent** were mobile homes, while any remaining housing units were classified as "other," which included boats, recreational vehicles, vans, etc.

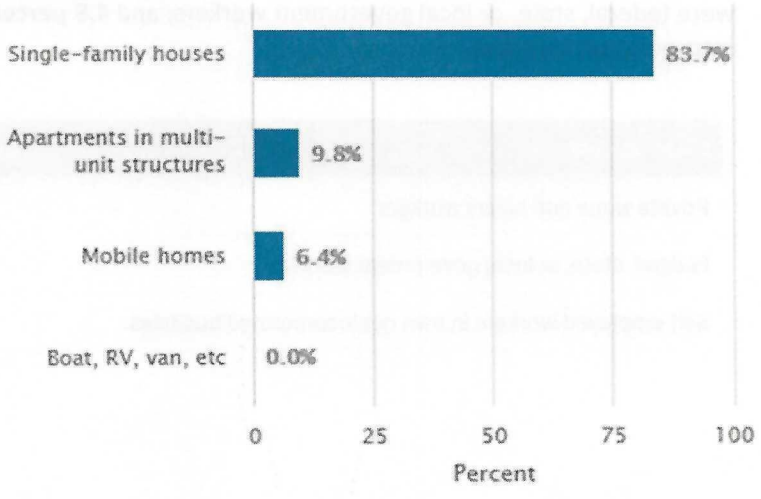


TABLE 2.1.8
FINANCIAL CHARACTERISTCS AND HOUSING COSTS

Financial Characteristics and Housing Costs

In 2016-2020, the median property value for owner-occupied houses in Tontitown was **$248,200.** For renter-occupied houses, the median gross rent for Tontitown was **$1,025.** Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water and sewer, and any other fuels to heat the house. Households that pay thirty percent or more of their income on housing costs are considered cost-burdened. In 2016-2020, cost-burdened households in Tontitown s accounted for **35.2 percent** of owners with a mortgage, **8.4 percent** of owners without a mortgage, and 3**2.3 percent** of renters.

Households with a Housing Cost Burden in Tontitown city, Arkansas in 2016-2020

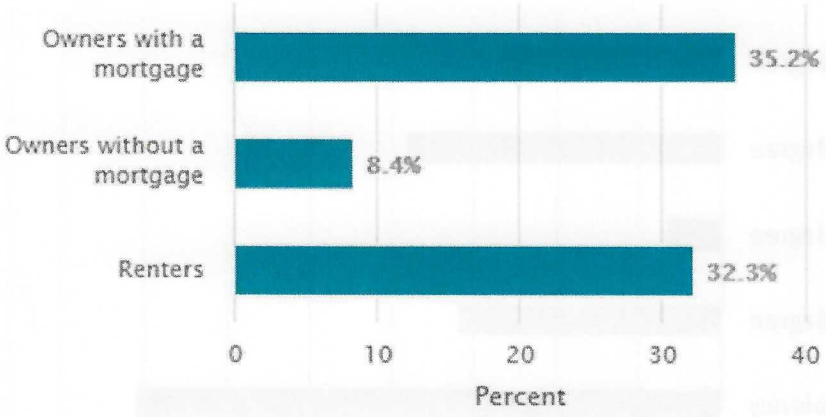


TABLE 2.1.9
EMPLOYMENT

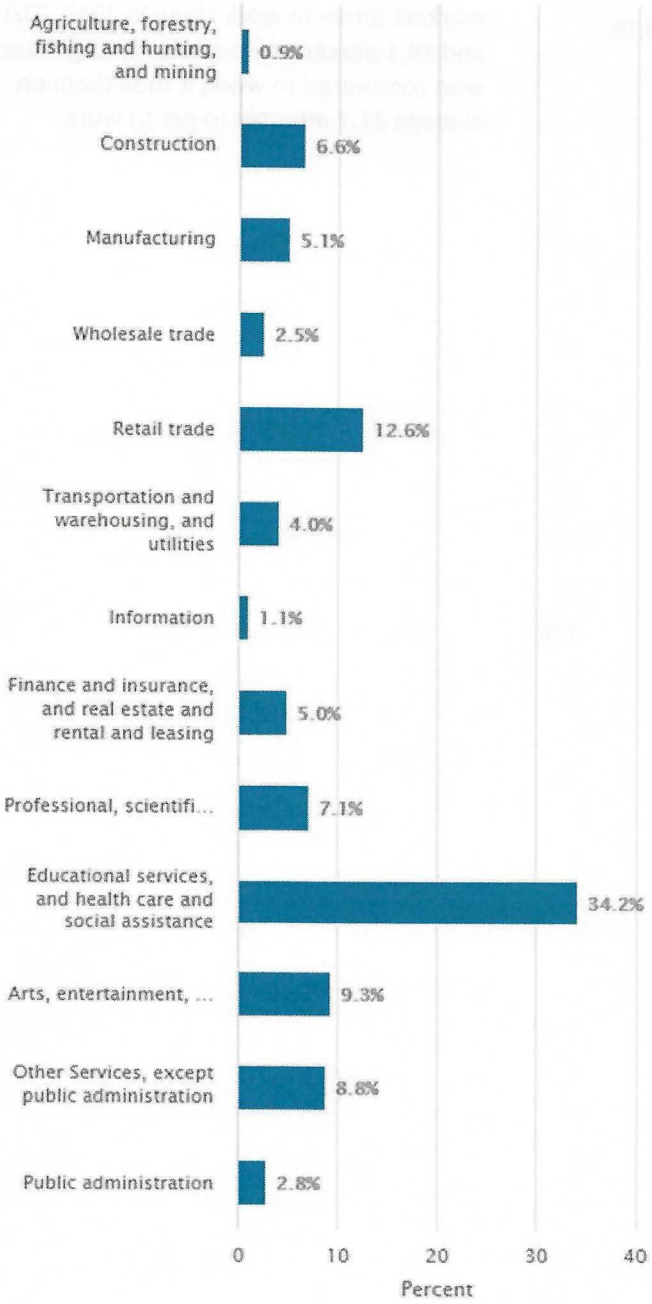
Employment

In Tontitown **64.7 percent** of the population 16 and over were employed; **33.8 percent** were not currently in the labor force. An estimated **74.2 percent** of the people employed were private wage and salary workers; **20.9 percent** were federal, state, or local government workers; and **4.9 percent** were self-employed in their own (not incorporated) business.

Class of worker	Number	Percent
Private wage and salary workers	1,781	74.2
Federal, state, or local government workers	501	20.9
Self-employed workers in own not incorporated business	118	4.9

TABLE 2.1.10
INDUSTRIES

In 2016-2020, the civilian employed population 16 years and older in Tontitown worked in the following industries:

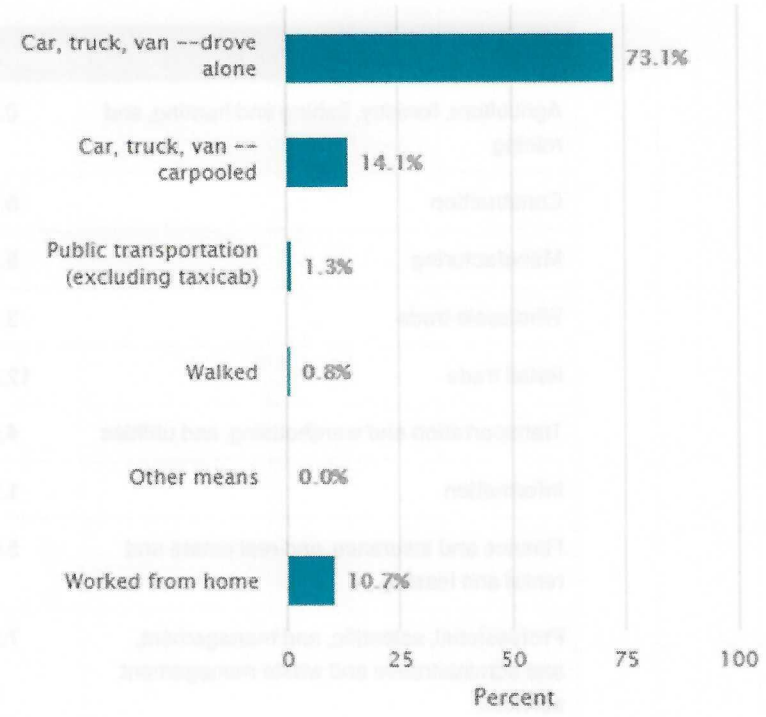


	Percent
Agriculture, forestry, fishing and hunting, and mining	0.9
Construction	6.6
Manufacturing	5.1
Wholesale trade	2.5
Retail trade	12.6
Transportation and warehousing, and utilities	4.0
Information	1.1
Finance and insurance, and real estate and rental and leasing	5.0
Professional, scientific, and management, and administrative and waste management services	7.1
Educational services, and health care and social assistance	34.2
Arts, entertainment, and recreation, and accommodation, and food services	9.3
Other Services, except public administration	8.8
Public administration	2.8

TABLE 2.1.11
COMMUTING TO WORK

Commuting to Work

Percent of Workers 16 and over Commuting by Mode



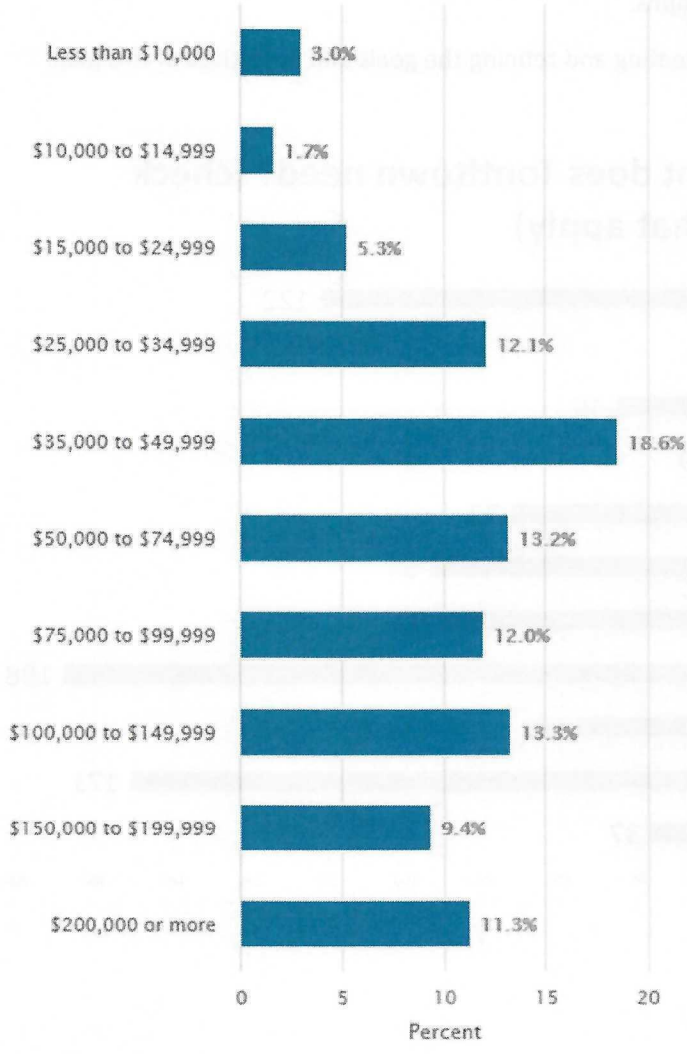
An estimated **73.1 percent** of Tontitown workers drove to work alone in 2016-2020, and **14.1 percent** carpooled. Among those who commuted to work, it took them on average **21.7 minutes** to get to work.

TABLE 2.1.12
INCOME

Income

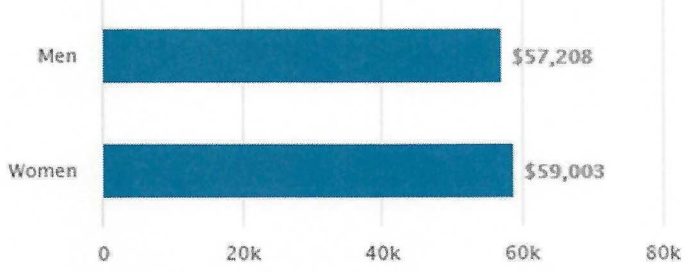
The median income of households in Tontitown was **$69,310**. An estimated **3.0 percent of households had income below $10,000** a year and **11.3 percent had income over $200,000** or more.

Household income



Median Earnings fir Full-Time Year-Round Workers by Sex

Median earnings for full-time year-round workers was **$58,830.** Male full-time year-round workers had median earnings of **$57,208.** Female full-time year-round workers had median earnings of **$59,003.**



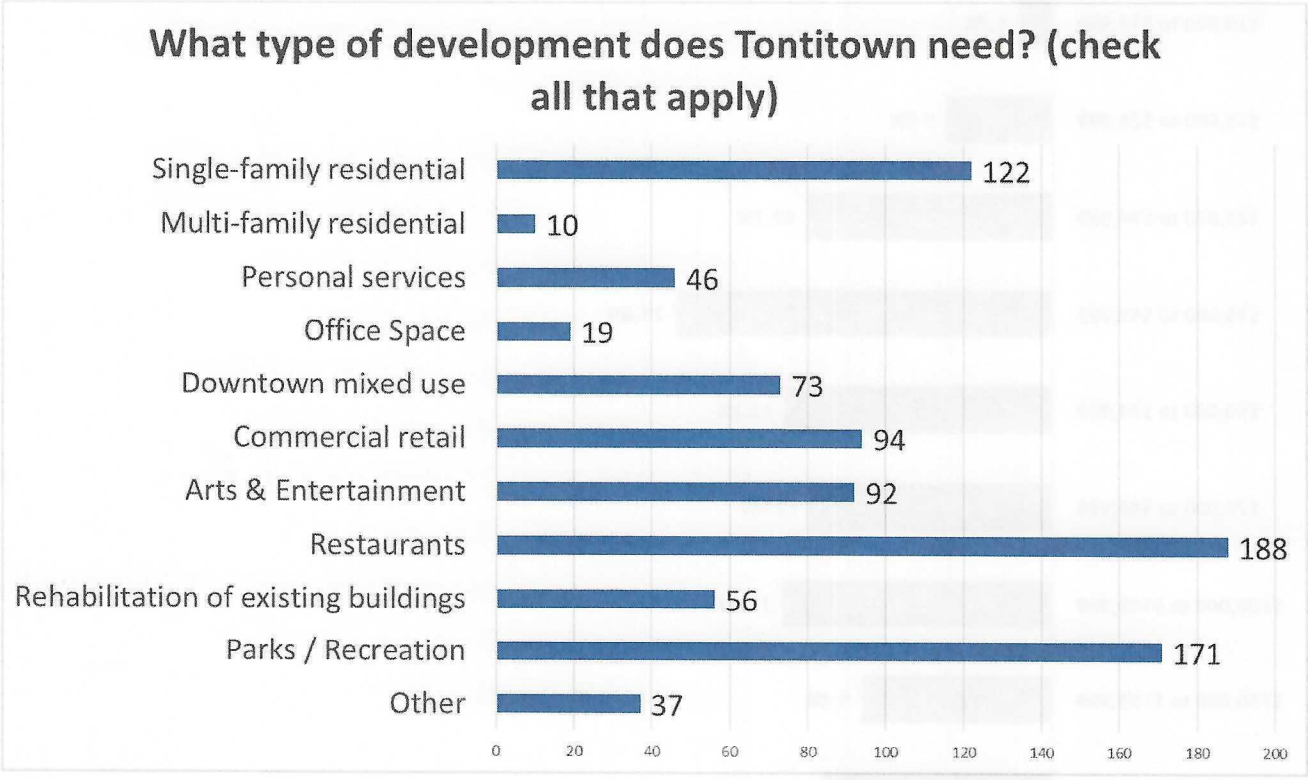
2.2 Public Survey and Input Session Findings

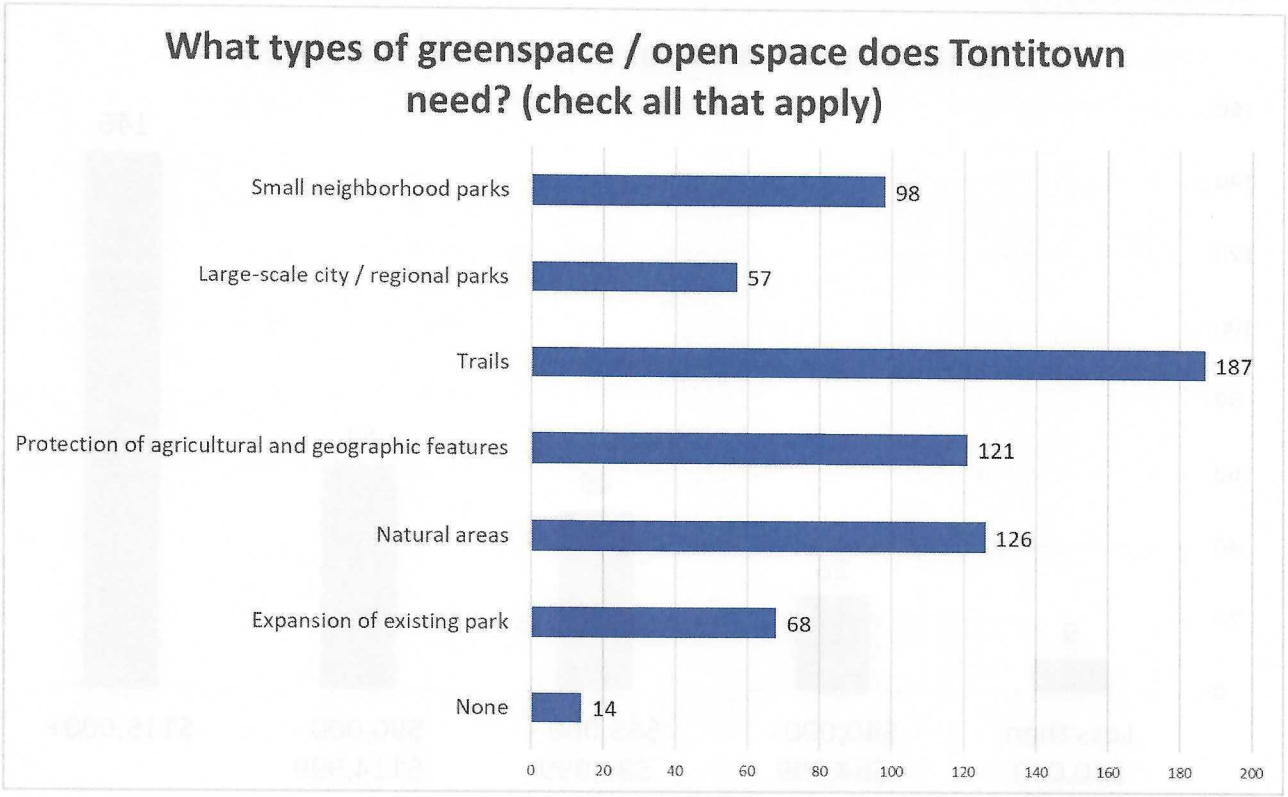
Tontitown: Public Input- Survey Results
A formal survey was created and posted on the City of Tontitown's webpage in November 2022.

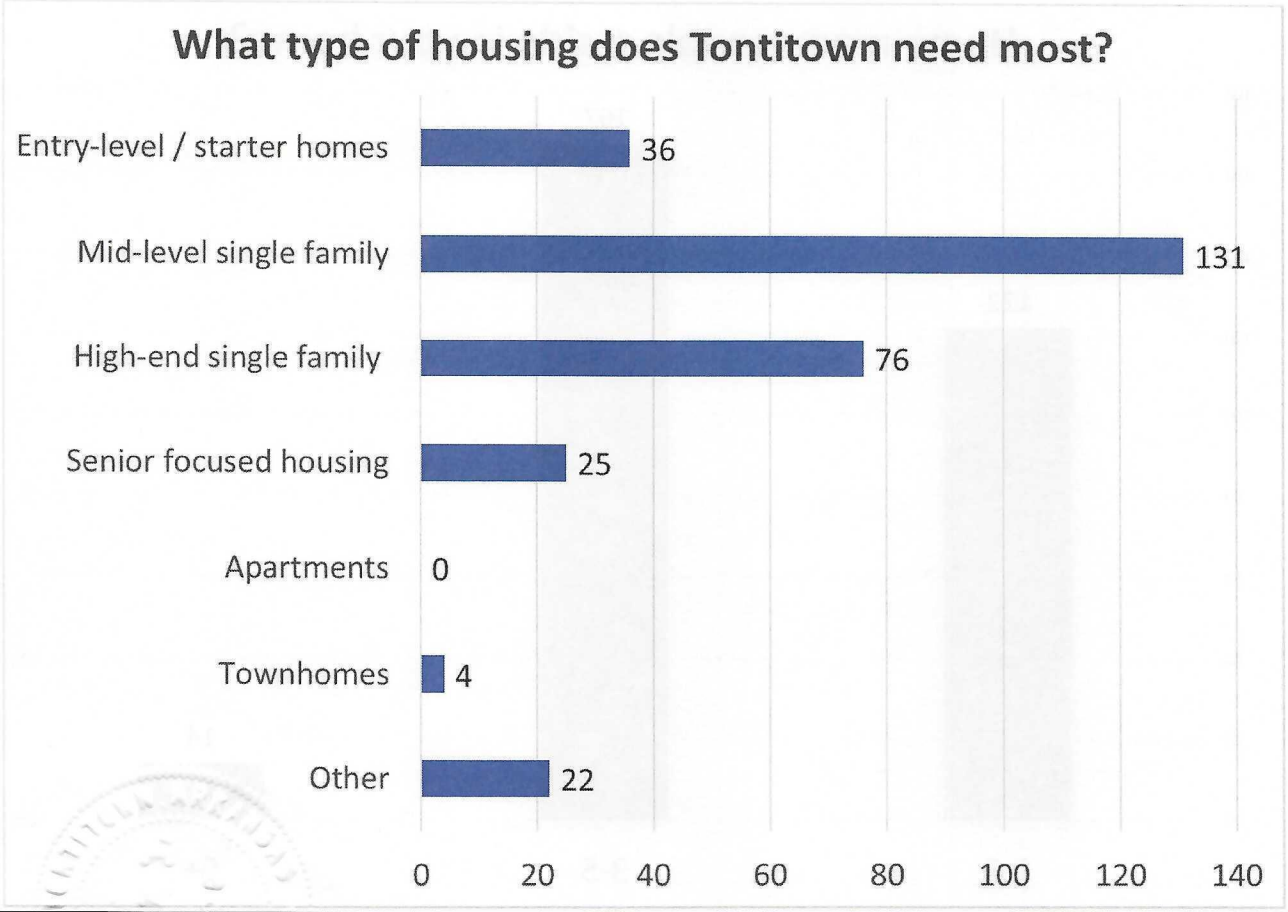
Public participation in the online survey was excellent. Three hundred and five (305) total responses were received over a two-month period.

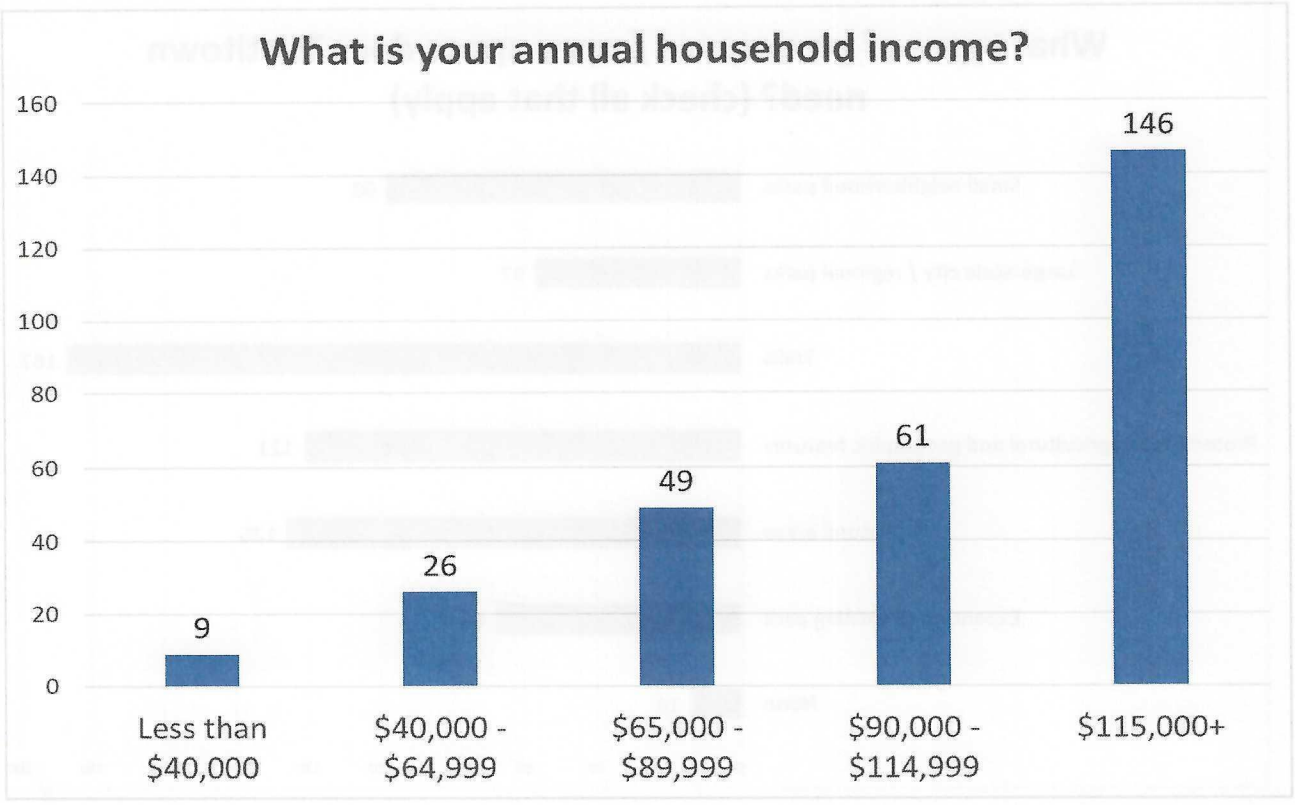
The survey posed a series of multiple-choice questions. The results of these questions are shown in the following-colored graphs. In addition, open ended questions were asked to respondents. Key responses to the open ended questions are shown in this sections following the graphs.

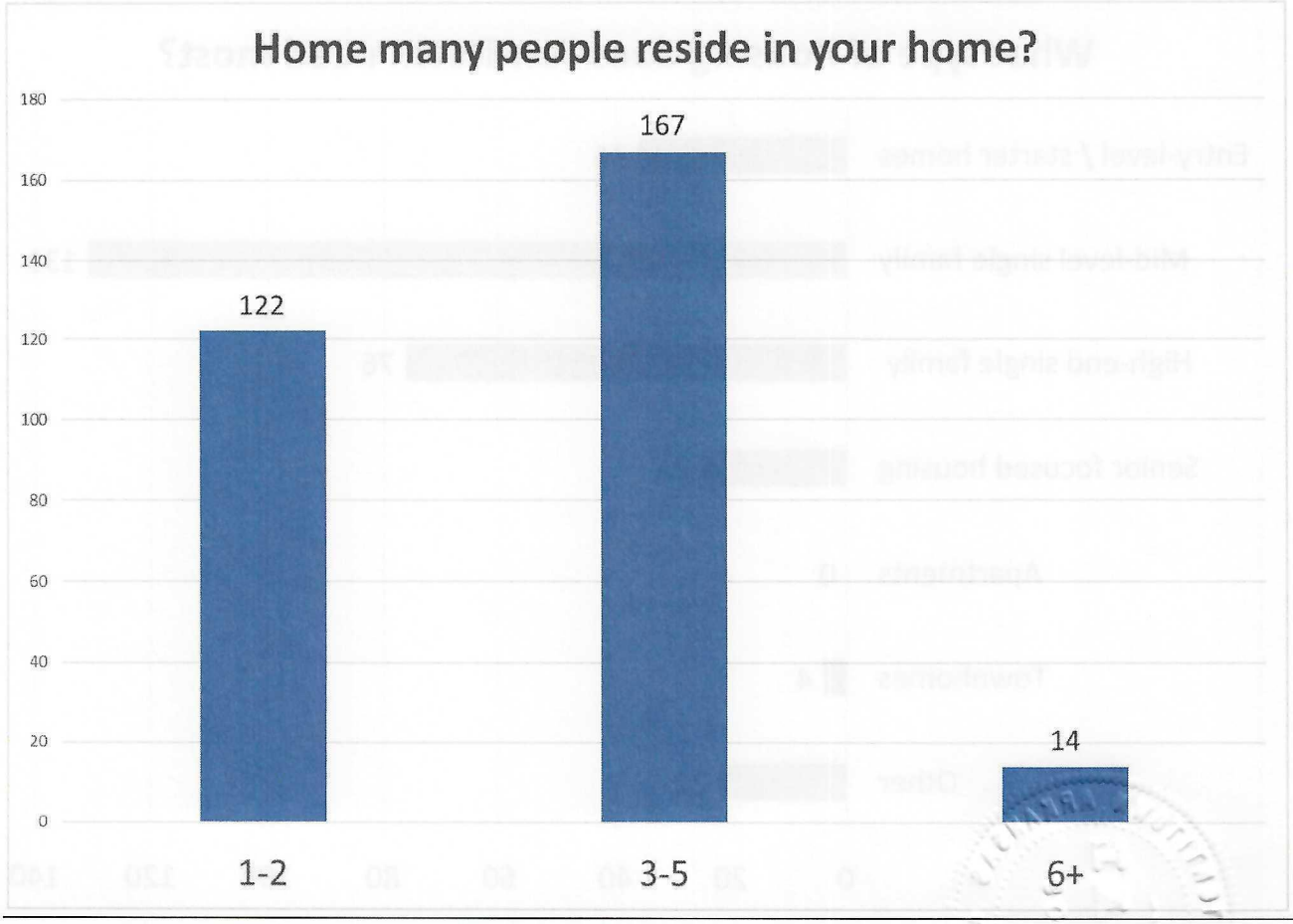
The survey data collected was a key component in creating and refining the goals and objectives of this plan.

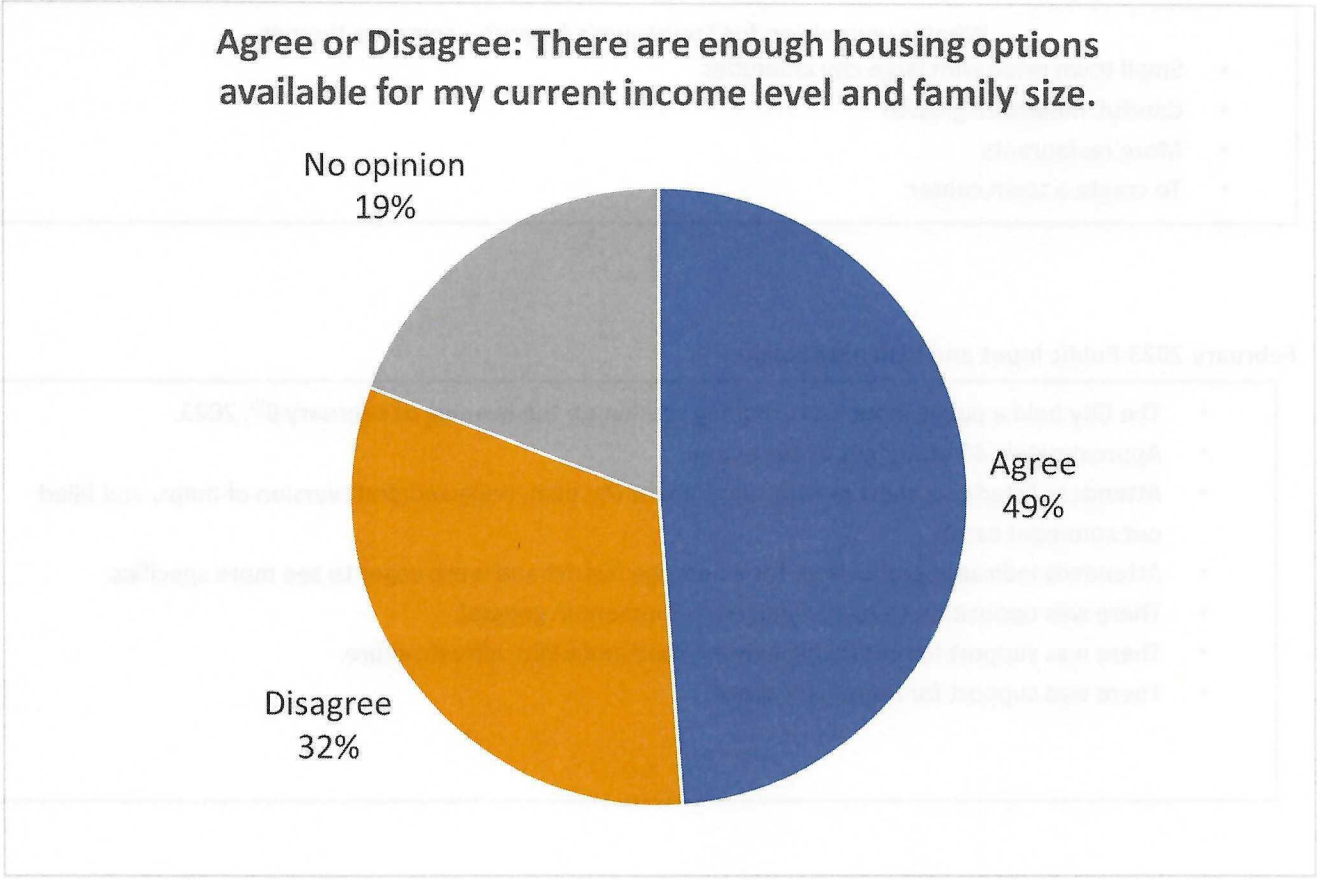



What types of greenspace / open space does Tontitown need? (check all that apply)
Small neighborhood parks
98
Large-scale city / regional parks
57
Trails
187
Protection of agricultural and geographic features
121
Natural areas
126
Expansion of existing park
68
None
14
0
20
40
60
80
100
120
140
160
180
200


What type of housing does Tontitown need most?
Entry-level / starter homes
36
Mid-level single family
131
High-end single family
76
Senior focused housing
25
Apartments
0
Townhomes
4
Other
22
0
20
40
60
80
100
120
140


What is your annual household income?
160
140
120
100
80
60
40
20
0
9
26
49
61
146
Less than $40,000
$40,000 - $64,999
$65,000 - $89,999
$90,000 - $114,999
$115,000+


Home many people reside in your home?
180
160
140
120
100
80
60
40
20
0
122
167
14
1-2
3-5
6+



What do you see as Tontitown's biggest strength? – common themes

- A great small-town feel
- Proximity to large scale developments in the greater Northwest Arkansas area
- Sense of community
- A comfortable residential community with deep historic roots
- Great area to raise a family
- Natural Beauty

What is your biggest concern for Tontitown's future? – common themes

- Additional traffic – particularly on Highway 412
- Lack of a downtown area
- Aging infrastructure
- Affordability
- The landfill's effect on the city
- Growing too fast without a plan

What is your vision for Tontitown's future? – common themes

- Small town pride with large city amenities
- Careful, measured growth
- More restaurants
- To create a town center

February 2023 Public Input and Visioning Session

- The City held a public input and visioning session on the evening of February 9th, 2023.
- Approximately 40 attendees at the event.
- Attendees listed to a short presentation about the plan, reviewed draft version of maps, and filled out comment cards.
- Attendees indicated enthusiasm for a heritage district and were eager to see more specifics.
- There was opposition to multi-family development in general.
- There was support for improving existing road and utility infrastructure.
- There was support for more park space.

Chapter Three: Goals and Strategies

3.1 General

This section sets forth the mission, goals, and objectives, which will guide the development of the comprehensive plan. They are based on the history, trends, geography, and issues facing the city. The goals are the end toward which the plan is directed and represent the overall vision of the city. The objectives are the means to achieving this end.

The main purpose of this plan is to influence community change; however, there are several other issues the city should address before tackling growth issues. First, the city should focus on fixing the basics, such as infrastructure needs. Next, the city should focus on building on assets that already exist in the community. Then, the city should focus on creating a community of choice with a high quality of life. These areas stress that a city which is growing in population may not be as important as a city which is growing in quality. Such quality can be measured in terms such as median income levels, educational outcomes, employment opportunities, recreational opportunities, and quality neighborhoods. Addressing these areas first will help ensure Tontitown is a sustaining community that is competitive in the 21st Century.

Mission

To develop a Plan which allows the city to thoughtfully plan, encourage, and manage growth and development while integrating the city's rich heritage and improving quality of life for all citizens and business owners.

Goal 1

Preserve the small town feel of Tontitown while leveraging and integrating its rich history into the future fabric of development to create a regionally significant destination city within Northwest Arkansas.

- OBJECTIVE 1: Explore the creation of a Heritage zoning district at the city's core that encompasses existing historical and institutional features of Tontitown.
- OBJECTIVE 2: Explore branding opportunities for the city that reflect its heritage and key attractions.
- OBJECTIVE 3: Create sign ordinances and overlay districts to address appropriate signage scale and types in varying districts of the city.
- OBJECTIVE 4: Develop a common thread of infrastructure and design standards throughout the city to create continuity

Goal 2

Focus on creating complete streets, walkability, appropriate connections and physical infrastructure for existing and future development needs.

Identify potential green spaces, recreational areas, water bodies and other natural resources that could potentially act as green infrastructure within the City as it grows and develops.

- OBJECTIVE 1: Consider adopting a complete streets resolution and incorporating complete streets into the Master Street Plan, subdivision, and development codes.
- OBJECTIVE 2: Update the Master Street plan including sections for sidewalks, trails, and green infrastructure.
- OBJECTIVE 3: Develop a regular update interval for the Master Street, Water and Sewer plans.
- OBJECTIVE 4: Consider drafting a Capital Improvements plan to prioritize and financially plan for large infrastructure projects that could have significant growth and economic development impact on the city's future.
- OBJECTIVE 5: Examine the role of Harry Sbanotto Park within the community, and future connections or expansions to this important greenspace and the city's municipal core.
- OBJECTIVE 6: Examine areas within the city to determine if important greenspace and open space areas exist and plan for their future role within the community as development occurs.
    - Little Wildcat Creek and tributaries
    - Brush Creek and tributaries
    - Historic farms or significant natural areas
    - Other important cultural areas

Goal 3

Utilizing both current and future development patterns, plan for the growth of a diversified economic base of residential, commercial, industrial, and retail business development in Tontitown.

- OBJECTIVE 1: Plan appropriately for the land use relationships and opportunities provided by adjacent cities and development.
- OBJECTIVE 2: Plan for a series of commercial nodes within the city; do not relegate commercial uses to areas solely along thoroughfares.
- OBJECTIVE 3: Carefully consider surrounding future development and its connections and impacts on the City:
  - Don Tyson extension; Arkansas Children's Hospital- 56th Street connection and development
  - 412 Northern by-pass
  - Future connection with regional airport
- OBJECTIVE 4: Create a friendly and customer service oriented development environment which effectively manages development to provide for appropriate design, protect quality of life, and ensure safe and quality construction.
- OBJECTIVE 5: Update subdivision and development codes to increase clarity and ease of use, and review the codes on a regular basis.

Goal 4

Assure all residential development types are integrated appropriately into the existing fabric of the City.

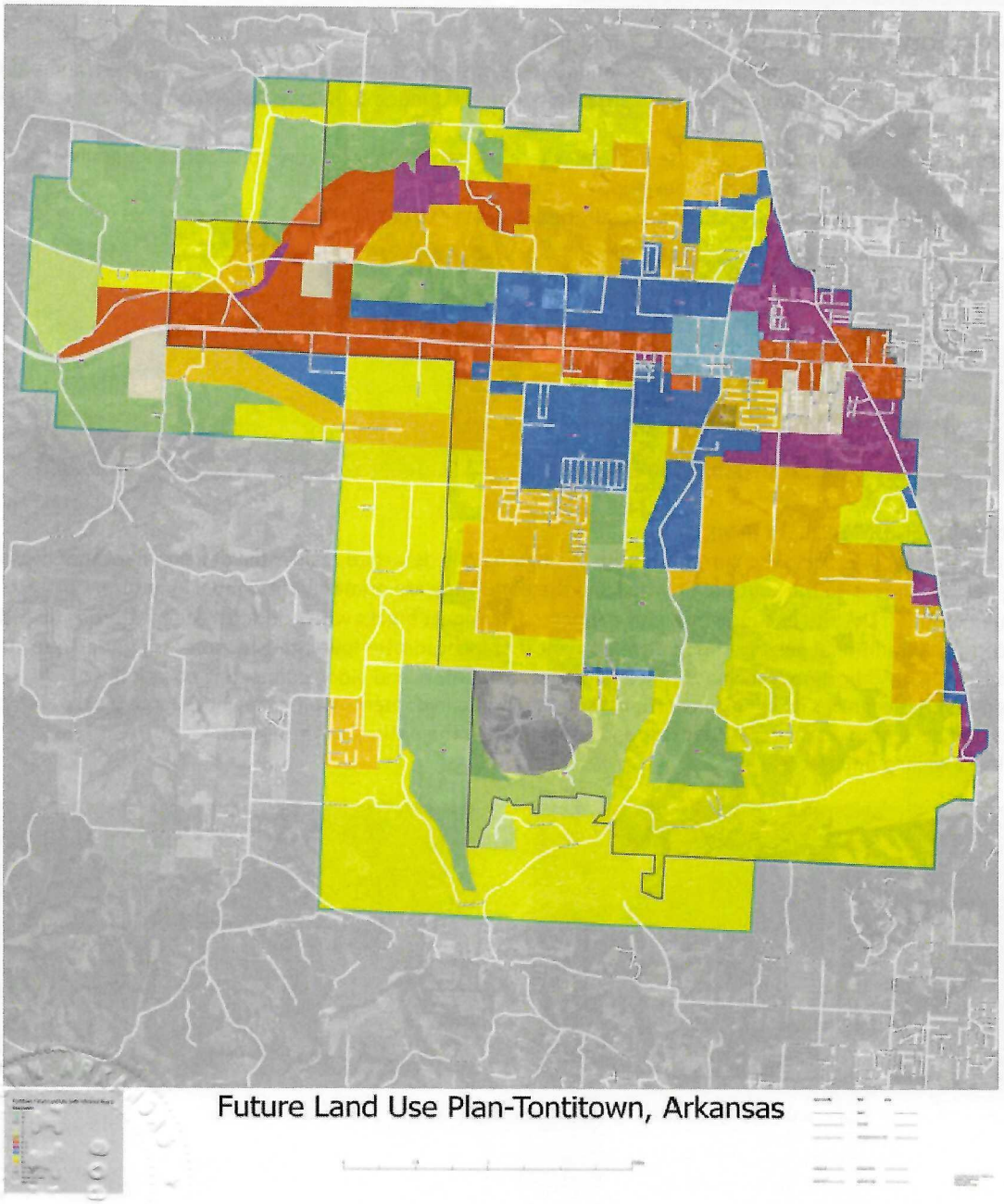
- OBJECTIVE 1: Plan for complete neighborhood service land uses along with residential growth: commercial services, offices, parks, and institutional uses, etc.
- OBJECTIVE 2: Review zoning codes for allowability of all housing types in light of this plan's goals.
- OBJECTIVE 3: Consider allowing cluster developments in more rural areas of the city allowing for the retention of undeveloped land available for potential growth and infill as the city grows.

Chapter Four: Plan Elements

4.1 Land Use Standards and Map

The land use standards in this sections directly correspond to the Future Land Use Categories depicted on the Map and describe the intended future character for each area.

Many land use plans focus on the separation of different types of land uses. This approach often fails to take into account whether or not proposed land uses actually create any adverse influence on one another. In other words, the strict separation of land use types becomes an end in itself and not an element of the urban design process. In departure from this approach, this plan emphasizes the nature of land uses. Thus, the size, use intensity, traffic generation, and the overall impacts of a development become more important than the actual activity conducted on the property.



Future Land Use Plan-Tontitown, Arkansas

AGRICULTURAL (AG)

The purpose of this category is to preserve rural residential character and active agricultural uses.
Parcels generally 5 acres or greater in size.





RESIDENTIAL LOW DENSITY/ RESIDENTIAL ESTATES (RE)

The purpose of this land use category is to provide for areas of single-family detached residential development on large estate type lots, or cluster developments in the rural area. This zone is intended to help establish and preserve rural/estate character in certain areas of the city.

It can also serve as an appropriate land use in areas where the terrain may be very steep, or other geological or environmental features lend themselves to low density development types.

One dwelling unit/acre minimum; lots will generally be 1-5 acres in size.





RESIDENTIAL MEDIUM DENSITY (RM)

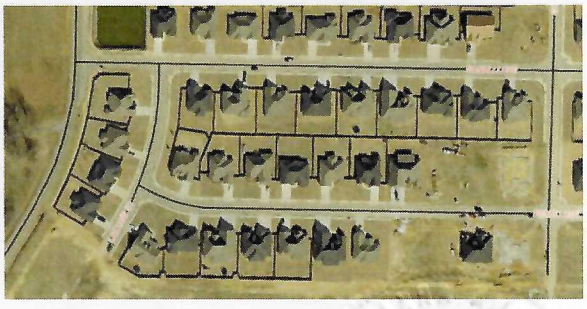
This land use category reflects the current density of single-family detached residential development that is prominent in the existing neighborhoods to the south of City Hall and the park. They are primarily residential in nature.

Residential Medium Density encourages highly connected, compact blocks with gridded street patterns and reduced setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhood, such as retail and offices, on corners and along connecting corridors.

This designation recognizes existing conventional subdivision developments which may have large blocks with conventional setbacks and development patterns that respond to features in the natural environment.

One to five dwelling units/acre.





RESIDENTIAL COMMERCIAL NEIGHBORHOOD (RC-N)

Neighborhood Mixed Use Areas are more densely developed than the residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation allows a wide spectrum of uses and encourages density in all housing types, from single family to multifamily.

A mix of residential and non-residential development (excluding industrial uses) is permitted; the ideal mix of uses will be moderate density residential, office, and commercial uses, with additional open space amenities included within the development site.

Nonresidential uses range in size, variety and intensity from grocery stores and offices to churches, and are typically located at corners and along connecting corridors. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

Neighborhood Mixed Use Areas encourage complete, compact and connected neighborhoods. While they encourage more dense development patterns, they do recognize existing conventional strip commercial developments and their potential for future redevelopment in a more efficient layout.

Up to 12 multifamily dwelling units/acre.



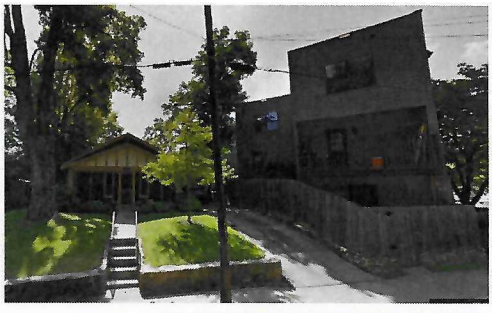


RESIDENTIAL TRANSITION COMMERCIAL (RC-T)

Residential Transition areas plan for moderate-density residential development serving as a transition between commercial/mixed use and residential low-density land uses. Housing types are varied, single-family, duplexes, and townhomes. Some neighborhood-scale commercial uses may be included where appropriate access is available.

Six - eight dwelling units/acre.









RESIDENTIAL AND COMMERCIAL CORE (RC-C)

Town Center Areas contain some of the most intense and dense development patterns within the City, as well as the tallest and greatest variety of buildings.

This is a higher intensity mixed use category, allowing for larger stores and more intense traffic patterns.

A mix of residential and non-residential development (excluding HEAVY industrial uses) is permitted. The residential component of this category will include higher intensity multifamily developments, and single family residential would likely be townhome or row house development models. The ideal mix of uses will be moderate to high density residential, office, and commercial uses, with additional open space amenities included within the development site.

These areas will accommodate row houses, apartments, local and regional retail, including large-scale stores, hotels, industry and entertainment uses. These areas are typified by their location **adjacent to major thoroughfares** with high visibility, usually automobile-dependent customers and large areas dedicated to parking. Although Urban Center Areas recognize the conventional big-box and strip retail centers developed along major arterials, it is expected that vacant properties will be developed into traditional mixed-use centers, allowing people to live, work and shop in the same areas.

Up to 20 multifamily dwelling units/acre.





LIGHT INDUSTRIAL (LI)

The principal purpose of the Light Industrial land use is to provide for industrial uses in locations which are suitable and appropriate, taking into consideration the land uses on adjacent or nearby properties, access to major streets, highways, air or other means of transportation, and the availability of public utilities.

Principal uses include light manufacturing, distribution of goods; and other uses that will not be detrimental to adjacent commercial or residential properties by reason of, but not limited to, excessive noise, dust, odor, smoke, vibrations, fumes or glare.

All assembly and/or manufacturing should be primarily confined within the building. All outdoor storage should be screened from public view by opaque fencing, screening, or landscaping, limited to rear and side of the principal building, and must be on the premises of the business. No adverse impacts such as noise, groundwater, air pollution, and vibrations may be created by the proposed use beyond the lot boundaries of the use. The district shall be located adjacent to and/or with direct access to thoroughfare roads or streets.

Examples of Light Industrial uses include the following: Bakeries for production of baked goods to be sold off-premises, commercial greenhouses, ice and cold storage plants, monument cutting and engraving, product development and testing, and public utility facilities.

Light Industrial uses may generally also fit within the RC-C category, but if integrated into those areas it should adhere to the appropriate architectural standards.





HEAVY INDUSTRIAL (HI)

The Heavy Industrial District is designed to provide areas for manufacturing and industrial activities which may consist of uses which cause the greatest adverse environmental effects because of odor, noise, unsightliness, air pollution and explosions.

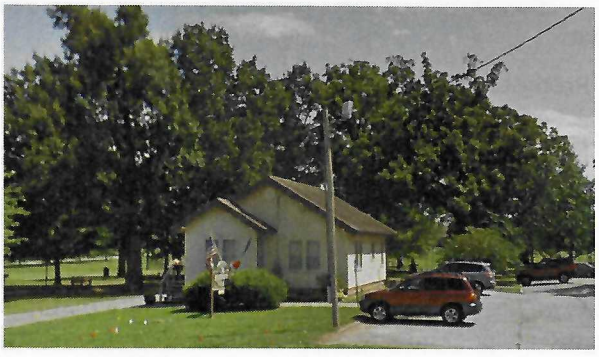




PUBLIC/ INSTITUTIONAL (PI)

Public uses include government buildings and services, schools, churches, educational institutions, and cultural facilities. These are generally uses that can (and should) be folded into the fabric of every zoning district within the city (as long as the roadway and utility infrastructure can support the use). These uses are integral to the community and its citizens; providing both essential services and areas of social communion for the City.





OPEN SPACE (OS)

Parks, recreation areas, floodways, wetlands, and environmentally sensitive lands. Similar to the Public/Institutional category, these uses should be within every zoning district within the City. Having an array of both public and private natural and recreation areas benefits the City's citizens, employers, and visitors immeasurably.





Landfill Exclusive (LE)

This area is reserved exclusively for a landfill.

4.2 Housing

High-Quality Housing

Tontitown faces housing issues not uncommon to the growing communities in NWA that are currently transitioning from a traditionally rural demographic to a more urban and suburban nature. Over the last 5 years, Tontitown has focused on policies that provide a greater range of housing choice. The policies included amending the zoning code to allow for a greater range of housing types in more areas of the city. This policy was a success in that much needed apartments and multi-family housing units were constructed. Tontitown has seen an increase in the construction of work-force housing to support families of all sizes and income levels. This, coupled with the quick pace of growth, calls for the city to focus on the creation of an environment encouraging the construction of high-quality housing that will last far into the future.



Objective:

1. **Promote high quality housing in order to:**
   a. Improve citizens' personal and social wellbeing.
   b. Attract jobs.
   c. Attract neighborhood investment

Community Character

As Tontitown grows, it will be important to ensure that the community's identity and character are not lost to new large-scale poor quality developments. Tontitown supports policies that preserve and protect the quality of residential character within the Town while taking care to perpetuate the natural scenic beauty of Northwest Arkansas. New development in the city's existing neighborhoods should continue in the same patterns as they historically have. If a neighborhood has historically been single-family residential, it should remain as such. Multi-family developments should be directed to areas along major corridors in order to access the existing high-quality infrastructure required for high density development and to encourage a mix of uses throughout the city.

Recommended Actions:

1) Amend the current zoning codes & zoning map to clarify where single family and multi-family development should occur.
2) Amend zoning codes to support high quality housing that will attract neighborhood investment.
3) Work to encourage infill development of existing neighborhoods in order to take advantage of existing infrastructure.
4) Explore the creation of minimum design standards for duplex and other multi-family residential structures in order to maintain the community's character.



High-quality housing will attract neighborhood investment

4.3 Quality of Life

Recreation

The City of Tontitown has an excellent park with facilities that create a regional draw for recreational users. The City's park facility, Harry Sbanotta Park, features tennis courts, playgrounds, open space, several pavilions, a gazebo, a walking trail, bocce ball courts, picnic areas, and a ball field. Some newer residential developments include private recreation facilities for residents of that neighborhood. In general, the City has a smaller parks system than other cities its size in the region.



Objectives:

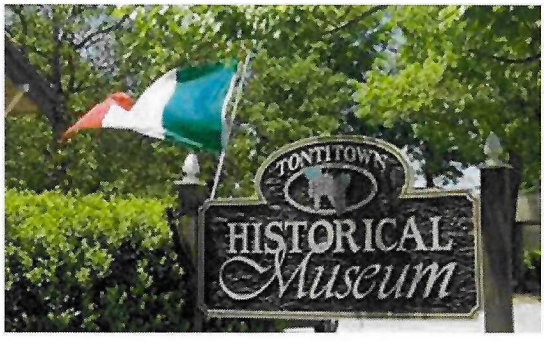
1. **Expand the City's park system in order to:**
   a. Improve residents' physical and psychological health.
   b. Make Tontitown a more attractive place to live.
   c. Provide accessible recreation space.
2. **Create public open space in order to:**
   a. Provide a place for outdoor festivals and concerts.
   b. Boost Tourism.
   c. Make Tontitown an attractive location for new businesses



This neighborhood park was included as part of a single-family subdivision

Public Buildings

Tontitown does not have a community center or a senior center. The city's administration building, police station, museum, and park are in close proximity to one another and serve as a de facto "city campus". In 2021 Tontitown voters approved a measure to refinance bonds at a lower rate to finance a new fire station. Construction began on a property along Bandini Ave for the new station in 2022.



Objectives:

1. **Construct a multi-use community center in order to:**
   a. Enhance the social and recreational experience of community members.
   b. Create a shared facility supported by several partners that has an economies of scale advantage in both development and operational costs.
   c. Provide a gathering place for the municipality, school district, business enterprises, faith-based groups, and cultural events.
2. **Construct a Public Library in order to:**
   a. Offer educational and recreational materials.
   b. Offer literacy programs.
   c. Provide a gathering place.

Neighborhood Reinvestment and Beautification

Another way to increase quality of life is to encourage greater neighborhood reinvestment. The City can take a lead in this area by improving infrastructure in existing neighborhoods. This may come in the form of street repairs, utility line improvements, the addition of lighting, sidewalk projects, etc. These types of investment are a sign to the community that the city is committed to neighborhood improvement and encourages residents to also reinvest. However, reinvestment may not always take the form of hard infrastructure. It might include soft-scape improvements like landscaping and beautification.

The city should continue to support its beautification program and work to enhance additional areas throughout town.

City beautification can instill community pride and make a community more attractive to visitors. However, beautification projects often enjoy more success when the community is engaged and committed. In order to gain community support for beautification projects, the city should work to get the community involved in the effort. If residents have invested their time in beautification projects, they are more likely to support continued efforts by the city. The plan recommends that the city support and help organize community beautification projects to get residents involved. These might include neighborhood clean-up days, Adopt-a-Street programs, a community garden project, or other programs.

Objective:

1. **Engage in City Beautification practices in order to:**
   a. Instill community pride.
   b. Make Tontitown more attractive to visitors.

Recommended Actions:

1. Maintain and enhance the city's existing park.
2. Expand the City's park system to provide neighborhood parks and recreation facilities.
3. Adopt a parkland dedication ordinance to facilitate the dedication of land congruent with the City's growth-especially in residential areas.
4. Incorporate a community center as an allowable use in the planned heritage zoning district.
5. Work with community organizations to encourage and develop programs aimed at community beautification.
6. Maintain a capital improvements plan to prioritize community facility projects.

4.4 Town Center- Heritage District

Like all cities, Tontitown is a dynamic place where, among other elements, economic and cultural changes greatly affect the community. The community that exists today is not the same community that existed thirty years ago or the one that will exist thirty years from now. As such, it is important to carefully and responsibly identify and plan for areas of potential change.



This area serves as the cultural, governmental, and institutional hub of the community. Further defining this area by the addition of retail, entertainment, more dense housing types, and additional institutional programming could help provide Tontitown with a much needed City Center.

Tontitown is currently lacking a true downtown or town center. However, for many the "heart" of the community revolves around the St. Joseph church grounds (and Grape Festival area) and the governmental hub directly across 412 containing the new City Hall, Fire Department, Historical Museum, and City Park. The Tontitown Winery and US Post Office lie north of the St. Joseph church/school campus and the site of a future elementary school lies to the south of the Park area. This general area serves as the governmental, cultural, and institutional hub for the community. In a literal sense, it is also the heart of Tontitown, being centrally located in the community.

The plan encourages the creation of a "Heritage District" within this area of the City. Tontitown could begin to define very specific aesthetics and building patterns for this portion of the City that could be very effective in building a strong mixed use neighborhood and city core. Plan goals and objectives recognize the role of the Heritage District as becoming a district of diverse uses. This diversity should include a wide array of uses, including governmental offices, churches, banks, loft apartments, professional offices, shops, restaurants, and boutiques.
What ties these uses together is creating the urban fabric of a downtown- like area, the uniqueness of its building patterns, and its pedestrian friendly scale. Future development and redevelopment in the Heritage District should carry forward the unique heritage of the City and create a much needed City core.

A key in creating the Heritage District within Tontitown is nurturing its status as the hub of the community. This will involve working to keep and encourage additional community institutions such as banks, churches, and government offices in the

Heritage District area. These institutions drive traffic to the area and are critical to providing a foundation for supporting businesses to thrive. For example, keeping government offices in the district means other supporting professional offices may follow. With a critical mass of government uses and offices, other downtown-like uses are more viable. For example, a restaurant can bring additional traffic that helps support retail businesses. As you can see, a virtuous cycle of economic growth can result from encouraging and retaining important community institutions in the heritage district.

There is currently no library, community center, or Senior Center within the City. All of these uses can be key elements of a thriving community and would be great future elements of the Heritage District. Once the City becomes a City of the First Class, a library may be pursued. Community Centers and Senior Centers might be partially funded through grants. The City could even co-house one or more of these uses within a shared space for a length of time.

Zoning and Development Codes

Improved zoning and building codes are actions the city can use to help create specific character types within the City's fabric. Within the Heritage District the city should use its zoning code to allow and encourage mixed-use occupancy. Often this means commercial retail uses on the bottom floor of a structure where street activity can support business and residential or office uses on the floors above.

The plan proposes the creation of minimum design standards for Heritage District buildings. These standards would generally govern new construction, but could also be designed to guide rehabilitation of existing structures. The goal would be to ensure new buildings are designed such that they are compatible with the charming form and character of downtown-like structures. This would mean restricting the types of building materials used, requiring structures be built up to the back edge of the sidewalk, directing parking to the side or rear of a structure, and guiding design of the building's front façade. While possibly controversial, these regulations will be critical to ensuring the Heritage District remains viable in the long term.

Identity and Heritage District Projects

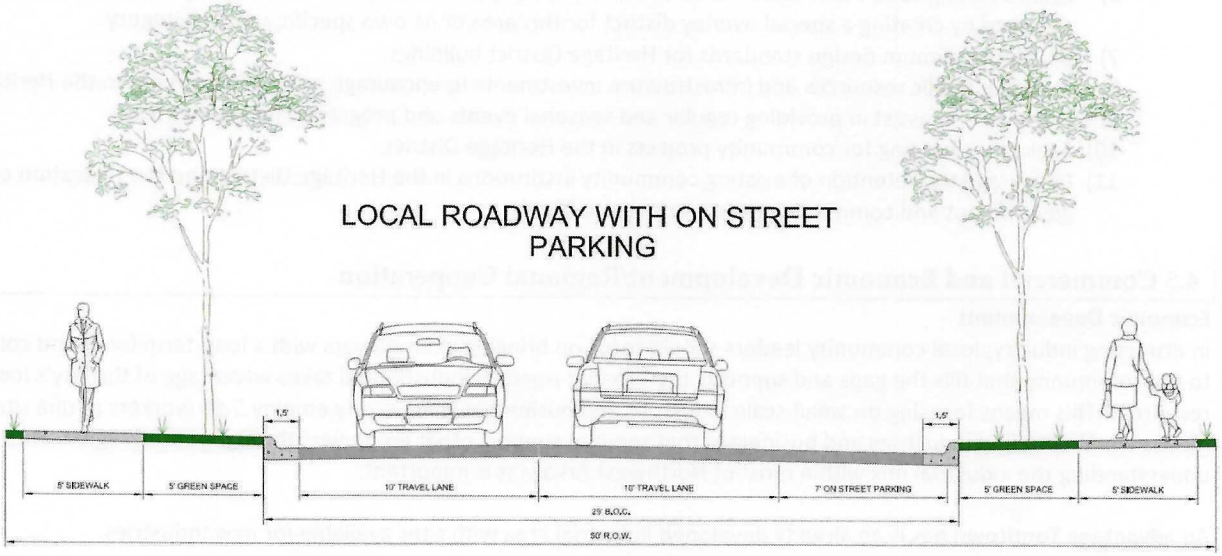
Listed below are several projects and programs that could be used to build a stronger City identity, City Core, and Heritage District:

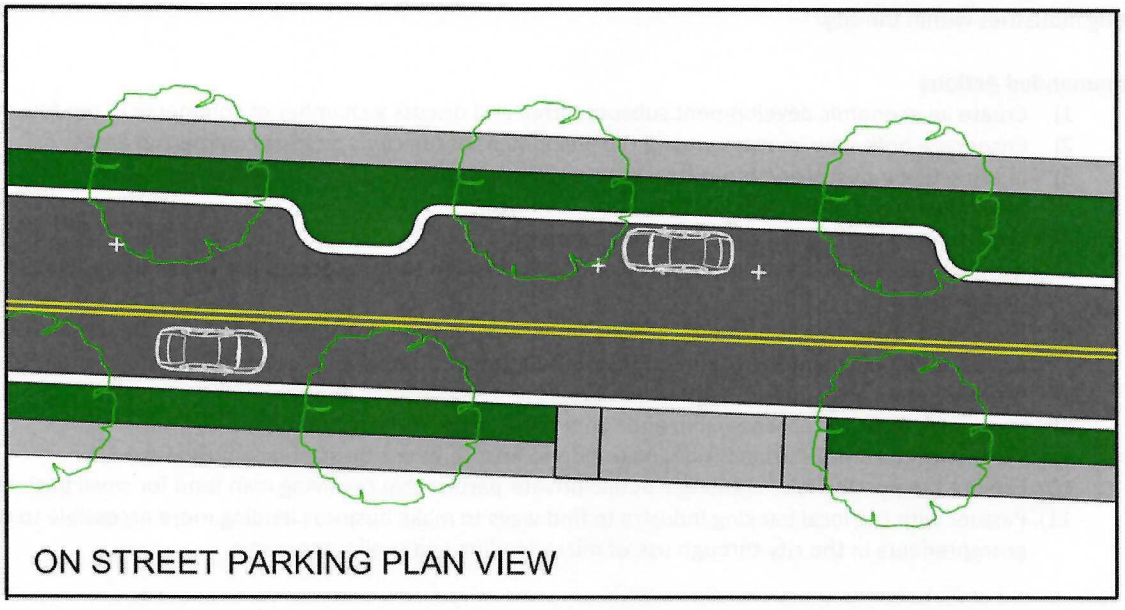
Streetscape Improvements Creating a specific Aesthetic for the District –



The Heritage District should specify on-street parking within the district and provide for pedestrian movement throughout the area; including a safe and comfortable crossing of HWY 412 at Barrington to connect the northern and southern portions of the District and City.

Streetscape fixtures such as decorative benches, light fixtures, and even banner displays can help create a cohesive feel for the district.





Programming and Events – The Heritage District should be the de facto location for community events and festivals. Holding regular events and programming is key to having a successful city core. They generate pedestrian traffic, which creates the vibrancy and activity that is the lifeblood of a city's center. Regular events such as a Farmer's Market, seasonal celebrations, festivals, and monthly or weekly special events are recommended by this plan to keep area healthy. Events that are held elsewhere should be encouraged to relocate to within the City's Heritage District.

Recommended Actions

1) Work to realize Tontitown's local retail, character, and destination potential through the development and promotion of a City Heritage District.
2) Plan for investment in Heritage District streetscape.
3) Improve and enhance the entrance to the Heritage District at U.S. Highway 412 and Barrington.
4) Work to attract/retain banks, professional offices, restaurants, and governmental offices in downtown.

5) Encourage the location of retail ventures such as antique stores, coffee shops, and boutiques within Heritage District.
6) Draft a zoning code that allows mixed-use of multi-story structures within the Heritage District Area. This could be achieved by creating a special overlay district for this area or its own specific zoning category.
7) Develop minimum design standards for Heritage District buildings.
8) Leverage public resources and infrastructure investments to encourage private investment in the Heritage District.
9) Promote and assist in providing regular and seasonal events and programming in downtown.
10) Seek grant funding for community projects in the Heritage District.
11) Encourage the retention of existing community institutions in the Heritage District and the relocation of new government and community institutions to the District.

4.5 Commercial and Economic Development/Regional Cooperation

Economic Development

In attracting industry, local community leaders should focus on bringing in employers with a long-term focus and commitment to the community that fills the gaps and supports the broader regional industry and takes advantage of the city's local resources. This means focusing on small-scale industries and businesses that usually employ 5-50 workers at one site. It also means working to find industries and businesses that serve to support other employers throughout the region. Thus, understanding the industrial mix within most of Northwest Arkansas is important.

An advantage Tontitown has is an already developed industrial area with sites available for new industries.

While seeking new commercial and industrial development is important, it will also remain important to work toward retaining existing industries within the city.

Recommended Actions

1) Create an economic development subcommittee and discuss a chamber of commerce in the future
2) Encourage both new investment and redevelopment of the city's existing commercial areas.
3) In attracting industry and business, target small-scale employers and industries that will complement the skill sets and industry mix of the regional area.
4) Work toward developing a resilient local economy.
5) Advertise available industrial property in the city through state resources like the Arkansas Site Selection Center website.
6) Work with the Arkansas Economic Development Commission, Northwest Arkansas Council, and the Northwest Arkansas Planning and Development District to attract potential employers to Tontitown and the regional area.
7) Work to retain and support existing businesses and industries in Tontitown.
8) Encourage local entrepreneurship and "bootstrap" economic development.
9) Work with the Small Business Administration to host seminars on starting a business.
10) Explore the possibility of creating a public-private-partnership revolving loan fund for small business investment.
11) Partner with the local banking industry to find ways to make business lending more accessible to would be entrepreneurs in the city through use of micro-lending and similar programs.

4.6 Infrastructure and Growth

Utilities

Good water and sewer treatment systems are foundational city services. They control the possibility for future growth, and are essential to public health. City utility systems were identified as areas of concern in the public input session due to concerns over improvements and expansion needed with the city's water and sewer systems.

As a financial win-win for residents, developers, and the city, infill development should be encouraged. It works to stabilize neighborhoods, costs less for developers, and increases the efficiency and economy of the city's utility system.

Due to these concerns, the city should consider developing a master plan for its water and sewer utility systems. These plans forecast the areas anticipated to be served by city utilities in the future, aligning with the city's land use plan as the community builds out. Necessary improvements are planned based upon these forecasts. Such plans also often assess the city's existing service areas to determine where reinvestment and repair is necessary. These improvements can often improve capacity or forestall more expensive improvements to the city's water or sewer treatment plants over the short to midterm.

Because utilities are a concern, growth should be encouraged first where service is already available and second where new sewer service will not require the usage of pump stations. This means directly encouraging infill development, new construction that "fills in" existing vacant properties. Infill development doesn't just make sense for developers, however. It also helps ensure that existing improvements the city has made to its utility systems remain cost-efficient and in turn maintain low rates for users. This is because the city does not have to maintain new lines or pump stations over a greater area. This also means that as the city reinvests in the infrastructure of existing neighborhoods, it will be getting a greater return for the tax dollars spent.

Annexation

Municipalities in Arkansas may annex adjacent land by several methods. A summary of the most common annexation methods are as follows:

The first method is by direct election determined by a majority of the qualified electors voting on the issue, i.e. the voters of the municipality and the voters of the area proposed for annexation. Section 14-40-302 of the Arkansas Code, Annotated, sets forth the authority.

The second method of annexation deals with land surrounded by a city's boundaries. These "islands" may be annexed by the passage of an ordinance calling for the annexation of the surrounded land in accordance with A.C.A. § 14-40-501 et. seq.

The third method of annexation is by the petition of a majority of the real estate owners of any part of a county contiguous to and adjoining any part of the city. The process must conform to the provisions set forth in A.C.A. § 14-40-601 et. seq.

Annexation will be a mid to long-term necessity for the city to continue growing. The city has already seen considerable spill over growth just beyond its borders.

Of these methods, annexation by petition is the most common and generally the least controversial. Continued reliance on this method tends to produce irregular corporate limits. Such irregularity can, in turn, cause problems providing public safety and other municipal services. A common misunderstanding is that annexation by petition is done by one property owner. In reality, a majority of owners of the majority of a given area may secure a petition for annexation without the agreement of other property owners in the given area.

Annexation by election allows the municipality to select the configuration it feels is suitable for urbanization. It gives the city the greatest control in deciding which lands should be annexed for which the city can provide effective and efficient delivery of public services. Furthermore, strategic use of this annexation method enables the city to grow in a rational manner in terms of land area.

The city should carefully examine all annexation requests using cost-benefit analyses and only accept those that may strategically benefit the city. These analyses should consider both those economic considerations that can be measured and political considerations which cannot be as easily measured. Such examinations should provide cost outlays for additional city

service provision and/or potential sales tax revenue increases as well as acknowledge the long-term political ramifications for an annexation. Using these types of analyses would allow the city to see the impacts of annexation in a more transparent way.

While there is a great deal of vacant land inside the city limits of Tontitown, some of it is not suitable for development. The city will likely over the next 10-15 years need to consider annexation, probably in the form of an annexation election covering areas to the city's west. The city is already seeing spill over growth occur outside its city limits in that area.

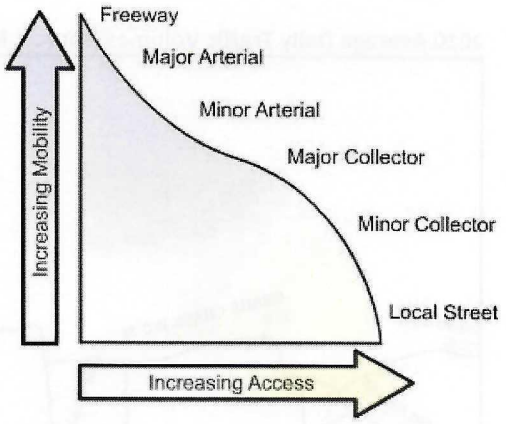
Recommended Actions

1) Encourage infill development as a means to provide utility services in a more cost-effective manner.
2) Develop a long-term utility master plan for the development and improvement of the city's utility system.
3) Control the extension and provision of utilities as a means of carrying out the provisions and goals of this plan.
4) Explore developing mid to long-term plans for annexing areas to the city's west.

4.7 Transportation System

Master Street Plan and Typical Sections

The City's Master Street Plan is a component of this plan. This plan indicates the location of proposed new roads as well as those streets that should be widened in the future. The street classification system is broken down into three types: local, collector, and arterial streets. Overall, a street system should represent a well-planned network operating like a circulatory system.



Local - Local streets have the lowest speed and carrying capacity, and filter traffic to collector streets. Local streets also are primarily designed to permit access to abutting property

Collector - Collector streets allow for more traffic and higher speeds, and serve as primary connections to arterial streets. Collector streets are designed to balance access to abutting property and providing sufficient traffic flow to permit greater mobility within the city.

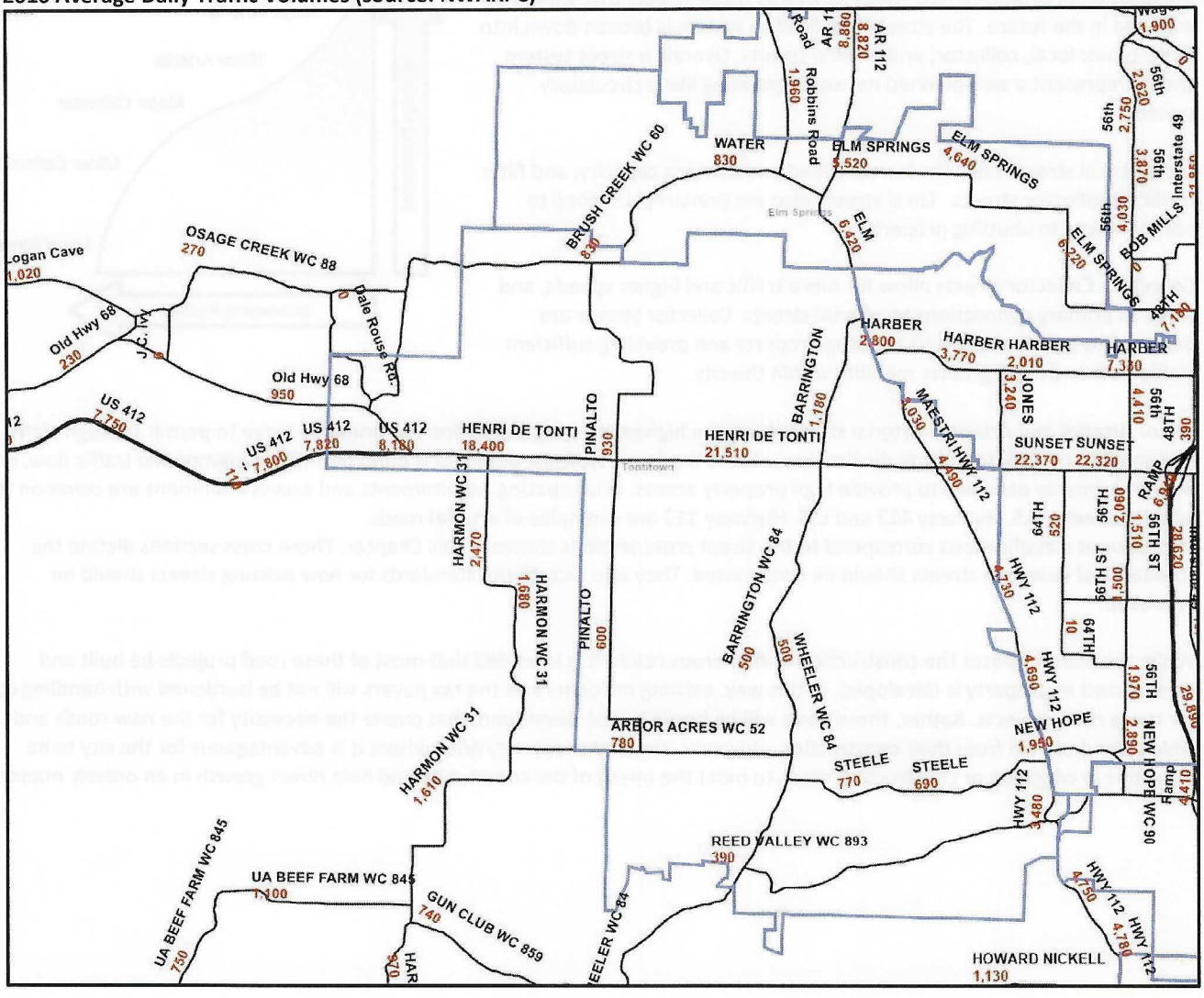
Minor Arterial and Arterial - Arterial streets have the highest carrying capacities and primarily serve to permit through traffic and connect the city to outside destinations. These roads are typically designed around permitting unimpeded traffic flow, and are not primarily designed to provide high property access. Drive spacing requirements and access limitations are common to arterial streets. U.S. Highway 412 and U.S. Highway 112 are examples of arterial roads.
These street classifications correspond to the street cross sections shown in this Chapter. These cross sections dictate the standards of how new streets should be constructed. They also dictate the standards for how existing streets should be improved.

While the plan proposes the construction of numerous roads, it is intended that most of these road projects be built and constructed as property is developed. In this way, existing residents and the tax payers will not be burdened with handling costs for these road projects. Rather, those costs will be borne by the developers that create the necessity for the new roads and which stand to gain from their construction. However, circumstances may arise where it is advantageous for the city to be proactive in widening or constructing roads to meet the needs of the community and help direct growth in an orderly manner.

Growth History and Projections:

As the City and Region have experienced rapid growth, the transportation network continues to feel the strain of additional vehicles.

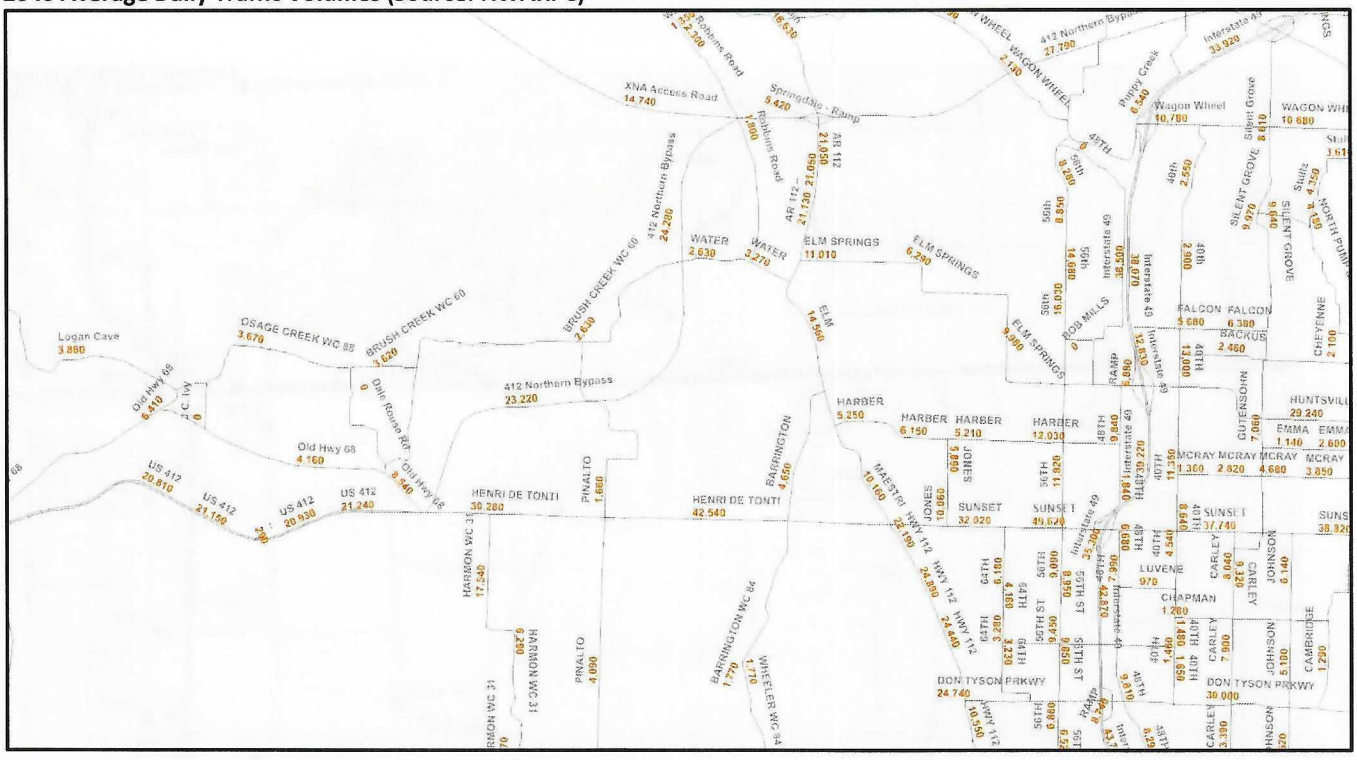
2010 Average Daily Traffic Volumes (source: NWARPC)



2022 Average Daily Traffic Volumes (source: ARDOT)

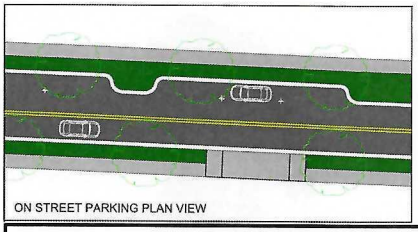


2040 Average Daily Traffic Volumes (Source: NWARPC)

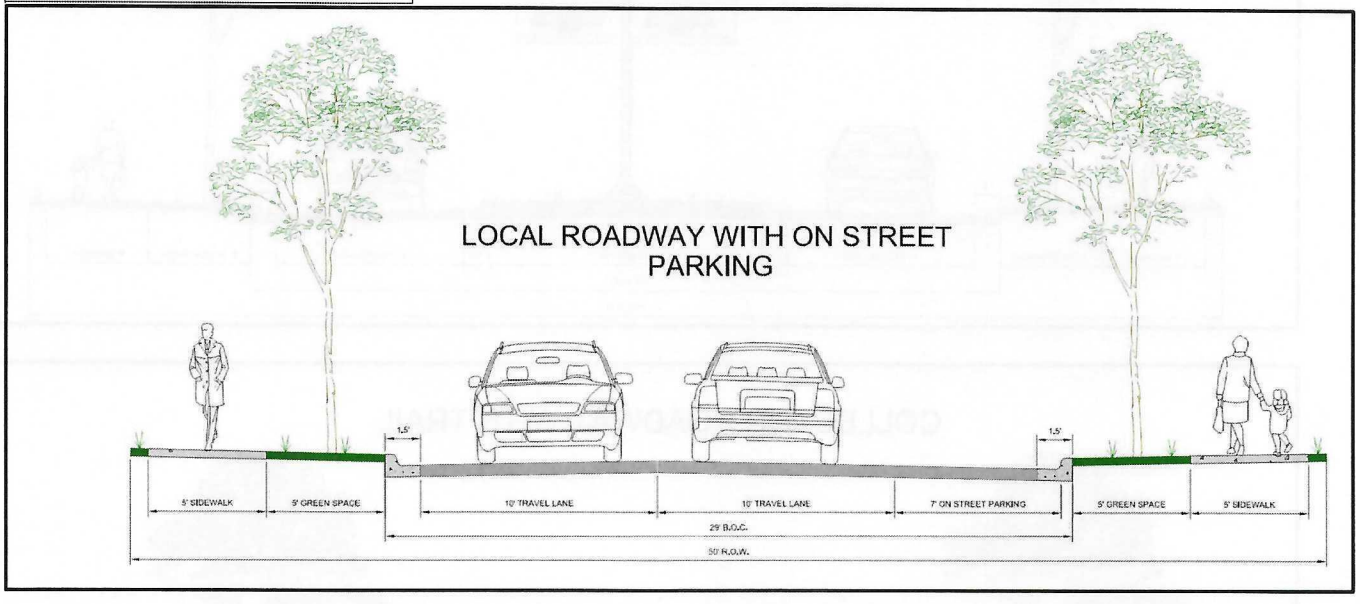


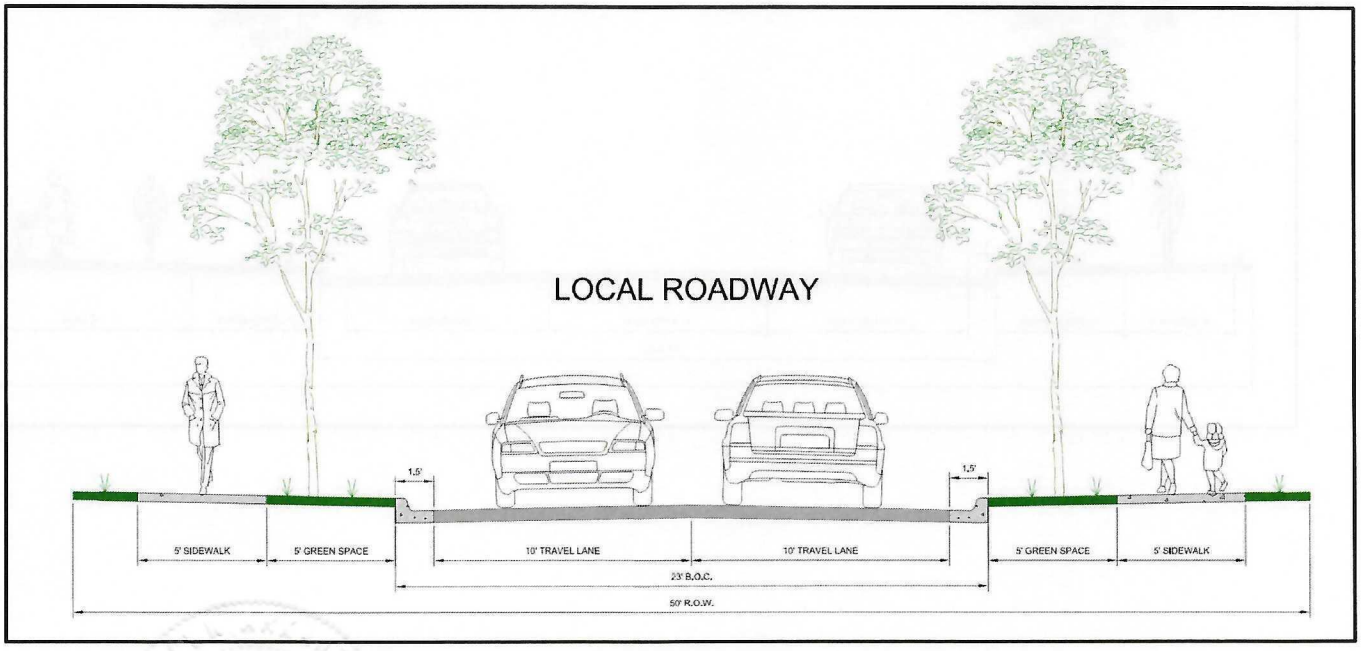
Master Street Plan Typical Sections

Street sections in a larger format are located in Appendix A of this document.

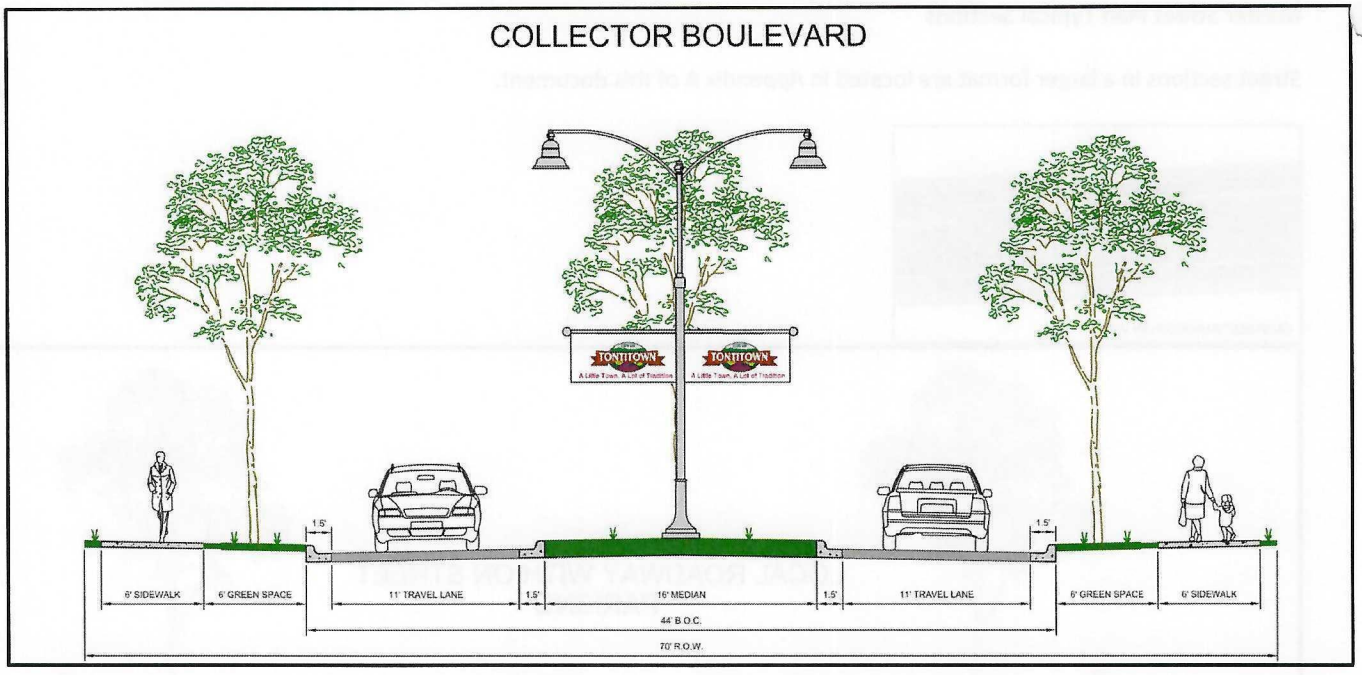


ON STREET PARKING PLAN VIEW

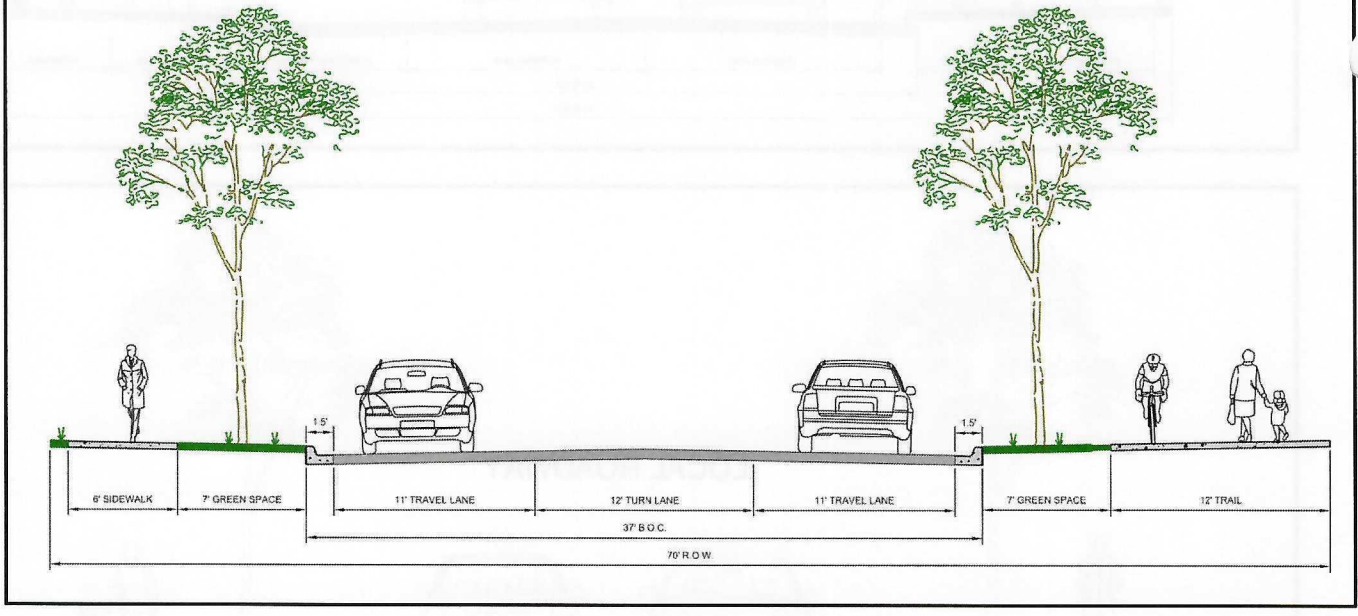




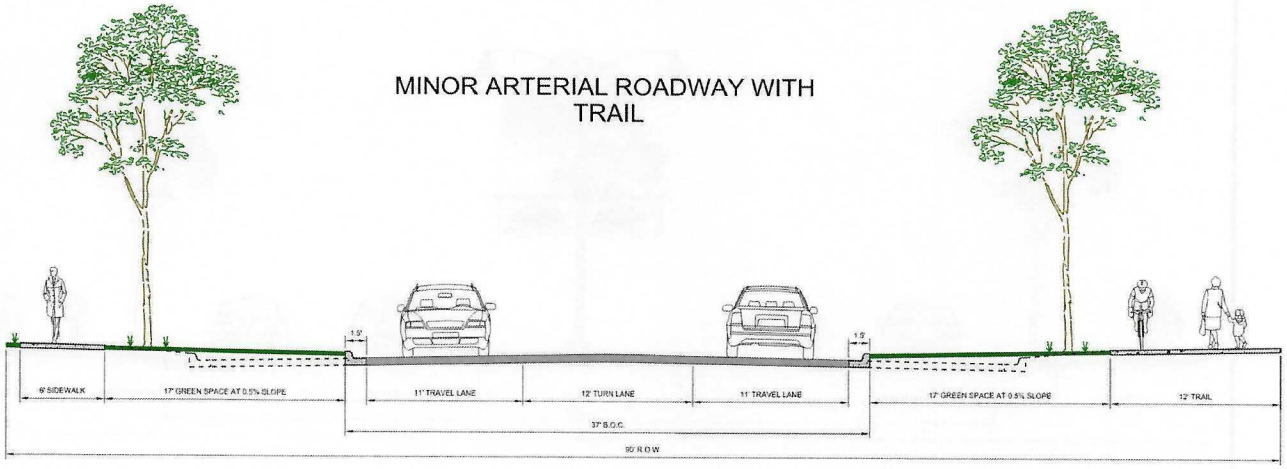
COLLECTOR BOULEVARD



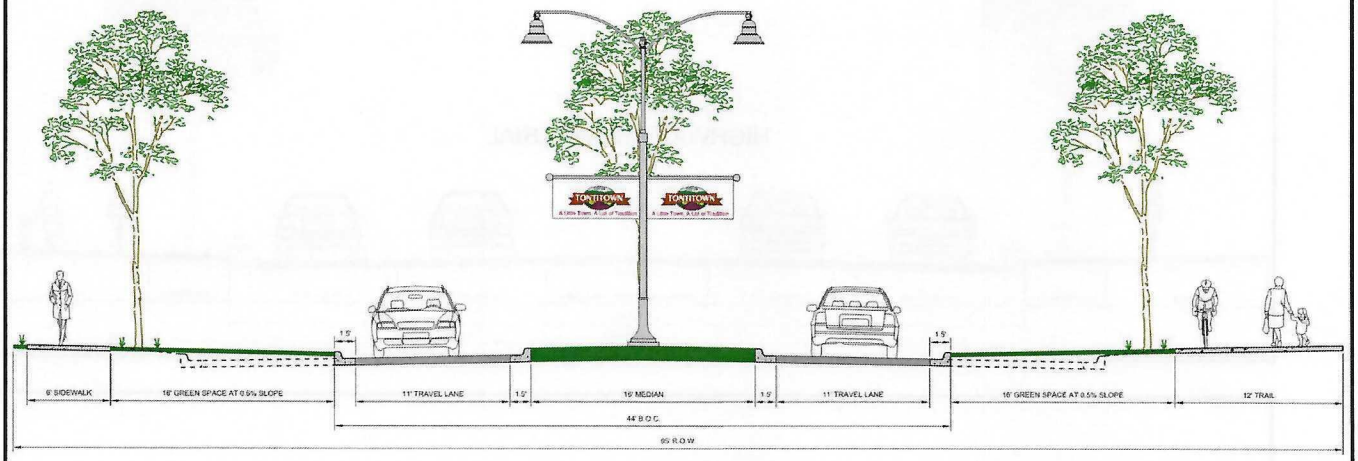
COLLECTOR ROADWAY WITH TRAIL



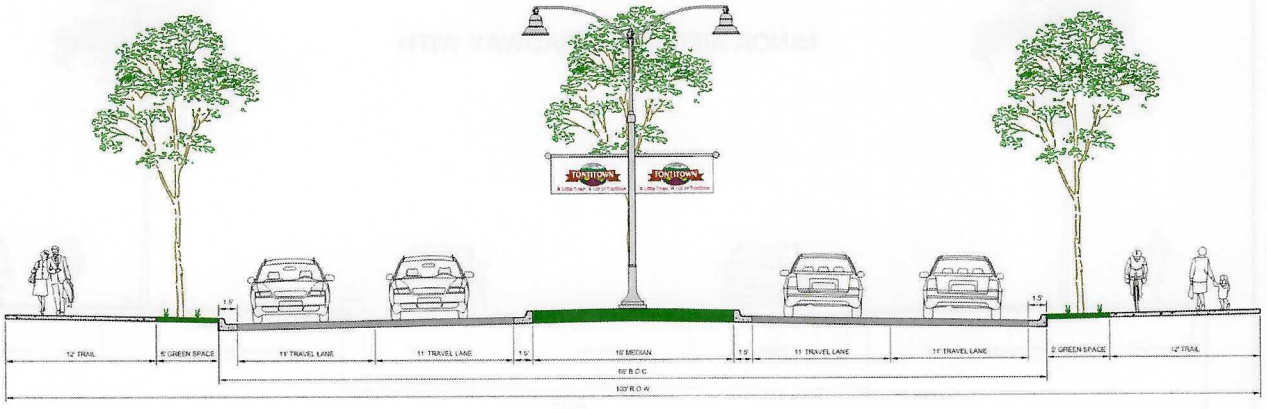
MINOR ARTERIAL ROADWAY WITH TRAIL



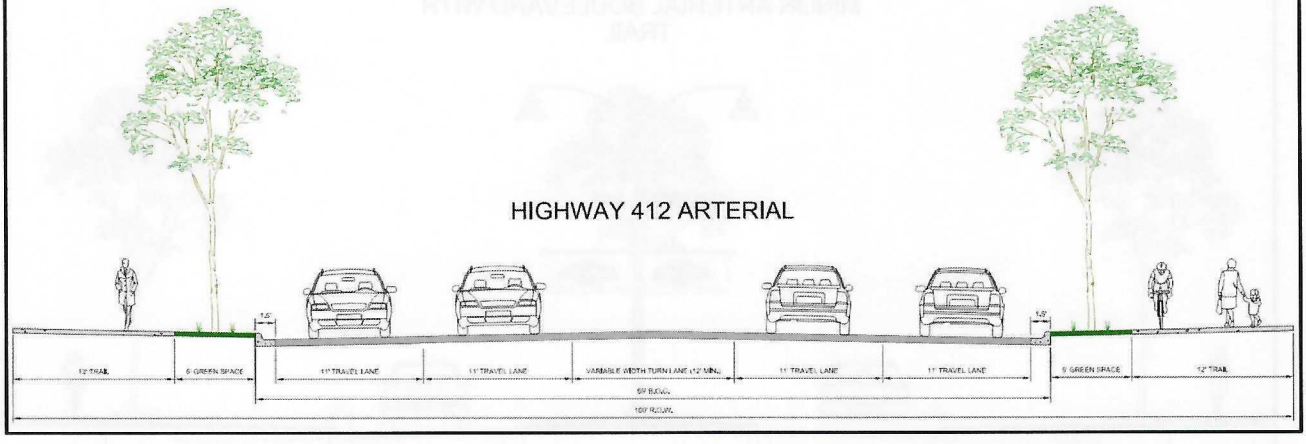
MINOR ARTERIAL BOULEVARD WITH TRAIL



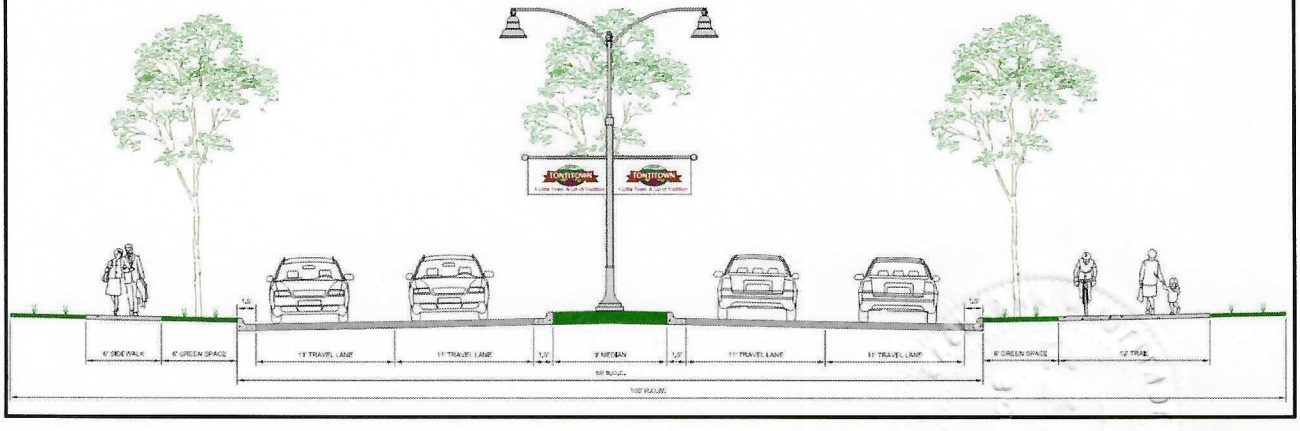
HIGHWAY 412 ARTERIAL BOULEVARD



HIGHWAY 412 ARTERIAL



HIGHWAY 112 ARTERIAL BOULEVARD



Access Management Planning

Highways 112 and 412 carry a high amount of local and regional traffic resulting in large average daily traffic (ADT) counts for both highways within the city limits.

Access management planning can be approached from several different aspects and is an important tool for resolving current and foreseen issues such as congestion, safety, and overall maximization of road system efficiency. All of these issues are now problems on both Highways 112 and 412 within the city and, as growth continues, are projected to worsen if there is no intervention.

The Master Street Plan typical sections for both Highway 412 includes both a 5-lane section and a divided 4-lane boulevard section for these arterials. It is recommended that the city, in conjunction with the local MPO (NWARPC), and ARDOT collaborate to develop a customized access management plan for the future development of the corridor within the city. Similar access management plans have been created in Central Arkansas. In Northwest Arkansas, the City of Fayetteville, NWARPC, and ARDOT created a plan for Highway 265 within the Fayetteville City Limits in 2009. This proven access management model leads to successful planning and positive outcomes that serve the specific needs of each unique transportation corridor and city.

Highway 112 Access Management Planning

As ARDOT continues to design the widening, improvement, and realignment plans for Highway 112, it is critical that the City of Tontitown prioritize access management planning. Specific access management planning for this corridor is supported by the ARDOT Highway 112 Corridor Study completed in 2015. The study recommends the use of access management planning and policies in several areas of the report, as shown below:

Page 1, Intro

Highway 112, part of the Arkansas Primary Highway Network (APHN), is a two-lane highway that parallels Interstate 49 on the west in the Northwest Arkansas Regional Transportations Study (NARTS) area. It traverses through or near several environmentally sensitive areas, including the Cave Springs Recharge Area. The posted speed limit ranges from 30 to 55 miles per hour, with several areas of reduced advisory speeds located throughout the corridor. It is the only continuous north-south route west of Interstate 49 in the NARTS area, serving local and regional traffic between Fayetteville and Bentonville.
Due to the rapid growth in the Northwest Arkansas region, concerns have been raised by local officials that existing Highway 112 may not adequately handle increased traffic volumes. Highway 112 serves as the only major north-south route west of Interstate 49, making it crucial for regional mobility. At the request of the Northwest Arkansas Regional Planning Commission (NWARPC), the Arkansas State Highway Commission passed Minute Order 2012-027 which authorized a study of Highway 112 from Fayetteville to Bentonville, a total length of approximately 20 miles.

Access Management - page 29

The 2035 Northwest Arkansas Regional Transportation Plan identifies access management as one of its primary objectives. Access management policies along Highway 112 will be critical to minimize access points and control left-turn movements through the use of a divided median. These policies, if properly executed, will protect the investments by creating a safe and efficient highway corridor.

Improvement Alternative Page 18

The Improvement Alternative would widen Highway 112 to four travel lanes, improve geometry, and provide access management. Strategies to manage access such as adequate driveway spacing, a raised median, and deceleration lanes will be necessary to maximize operations and safety through this corridor.

Page 32

Due to the potential impacts to the Cave Springs Recharge Area, any potential improvement projects along Highway 112 should consider recommendations from the CSAKRC study once it is complete. In addition, consideration should be given for implementing access management strategies along Highway 112 in order to preserve corridor capacity and protect transportation investments.
Furthermore, due to the high costs associated with improving Highway 112, cost sharing arrangements with local jurisdictions should be explored. At a minimum, possible removal of existing highways from the State Highway System should be considered.

Highway 412 Access Management Planning

Access management planning along Highway 412 will also be critical to the future of the city. As discussed in the following section of this plan (Future Roads and Projects), once the western leg of Highway 612 is complete, the city should examine the possibility of implementing areas of boulevard sections within the city limits of Highway 412. As mentioned earlier in this access management section, a customized approach in order to respond to the needs of the locality is imperative for this plan to be effective. This is even more critical along the highly developed portions of Highway 412 within the city. Planning should again be coordinated with ARDOT, NWARPC, and adjacent entities (Springdale and Washington County).

The 2040 projected average daily traffic numbers for Highway 412 continue to be extremely high, even with the addition of Highway 612. Therefore, the City's approach to access management becomes even more critical for the operation and safety of the Highway 412 corridor.

Access management also plays a critical role in economic development. The City plans to continue to grow its commercial base along the Highway 412 corridor and the City's handling of the access management will be critical to its success in retaining and encouraging new enterprise in this area.

ARDOT and their consultant, HNTB, are performing a study of HWY 412 within Washington County. A portion of this study includes the Highway 412 corridor within the city limits of Tontitown. The preliminary documents were released by ARDOT in October 2018. These documents show the following in support of access management along Highway 412:

Study Goals:

1. *Mobility and Recurring Congestion*
2. *Reliability and Non-Recurring Congestion*
3. *Safety*
4. *Non-Motorized Considerations*
5. *Freight Accessibility*
6. *Access Management*
7. *Infrastructure Condition*
8. *Environmental Sustainability*

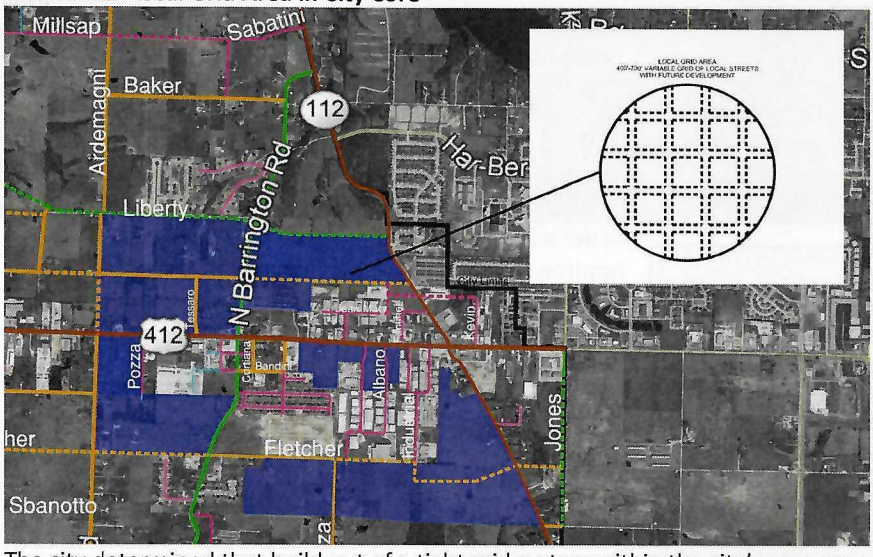
Access Management is specifically mentioned in the study to be a key needed element within the Corridor segment in the City of Tontitown.

Future Roads and Projects

Overall, a street system should represent a well-planned network operating like a circulatory system. To achieve this, a number of road projects are proposed as a part of this plan. These projects include street widening and the construction of new streets. As has been stated previously, it is anticipated that some, if not most, of these projects are intended to occur and be paid for by developers as new development is built where these projects are proposed.

As a general policy, the city plans to extend its existing street grid into undeveloped areas of the city. The grid street system has numerous inherent advantages including the dispersion of traffic, reduced need for wider streets, and increased mobility. However, one of the primary reasons is to allow for orderly future growth. As the city grows, extending streets will allow for long-spanning corridors that will open land to development and move traffic across the city without funneling it to major corridors.

Creation of Local Grid Area in City Core



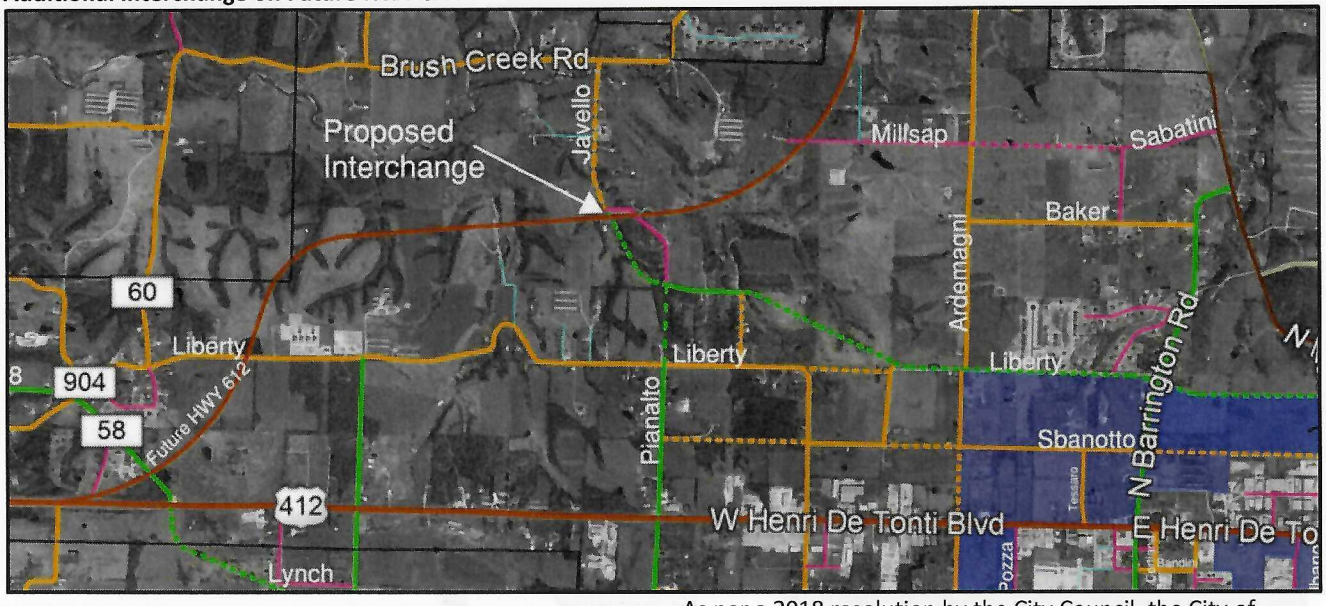
The city determined that build out of a tight grid system within the city's core area is critical to the continued commercial and residential growth of the city.

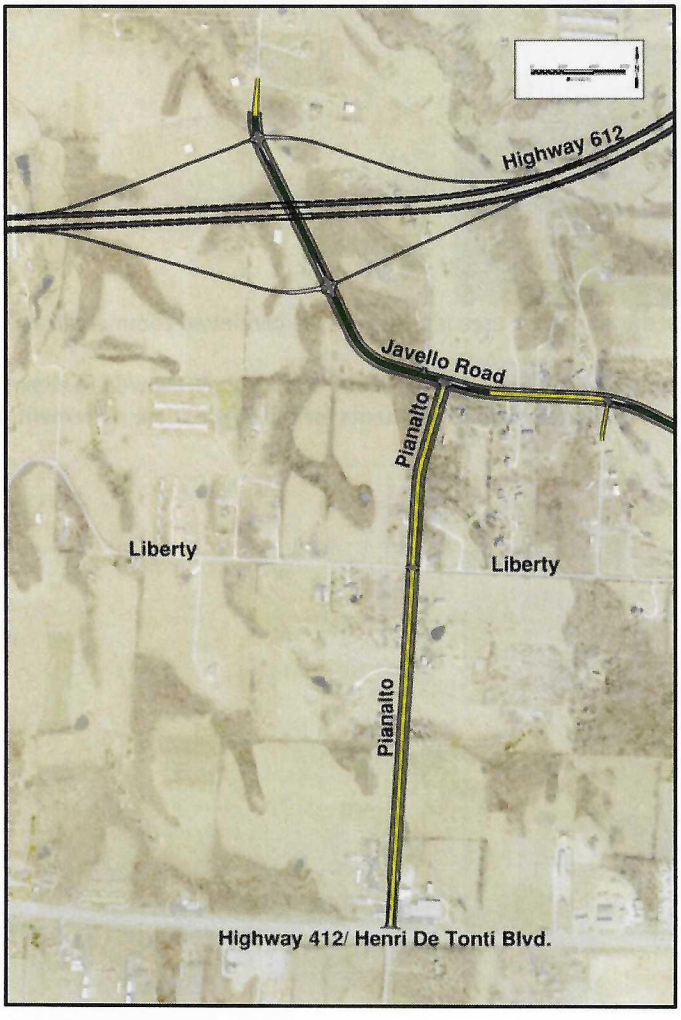
Local grid streets shall be built in with block lengths/intersections required between 400'-700'. Variability is allowed to allow accommodation for existing buildings, streets, etc. The City shall evaluate new developments for the appropriate placement of grid system streets in accordance with the Master Street Plan.

Additional Road and Intersection Projects have been identified:

1. **Install a traffic signal at Klenc & Hwy 412**
2. **Extension of Fletcher to the west to Klenc**
3. **Hwy 412 and Barrington intersection improvements**
4. **Extend Kissinger from Hwy 112 to Klenc**
5. **Extension of Har-Ber Ave to Liberty**

Additional Interchange on Future HWY 612





Conceptual Interchange Exhibit

As per a 2018 resolution by the City Council, the City of Tontitown desires to place an additional interchange in at Javello Road and HWY 412. The concept includes the realignment of Javello Road and Liberty Avenue to create a minor arterial connection with HWY 112.

RESOLUTION NO. 2018-04-185R

CITY OF TONTITOWN, WASHINGTON COUNTY, ARKANSAS

A RESOLUTION REQUESTING CONSIDERATION OF A U.S. 412 BYPASS INTERCHANGE TO BE LOCATED AT JAVELLO/N. PIANALTO ROAD IN TONTITOWN, ARKANSAS; AND EXPRESSING THE CITY'S WILLINGNESS TO MAKE NECESSARY LOCAL STREET CONNECTIONS TO SAID INTERCHANGE

WHEREAS, the annexation of certain lands to the City of Tontitown, approved by the electorate in 2006, was confirmed by the Washington County Circuit Court on April 16, 2007; and

WHEREAS, with said annexation, the westernmost 3 ½ + miles of the U.S. 412 Bypass is now entirely within the city limits of Tontitown; and

WHEREAS, since the 2010 Decennial Census, the U.S. Census Bureau has identified Tontitown as one of the fastest growing cities in the State of Arkansas; and

WHEREAS, with the assistance of the MPO, the City of Tontitown has updated its Master Street Plan in an effort to meet the future needs, convenience, and safety of the traveling public; and

WHEREAS, said Plan includes future street extensions, as well as a proposed U.S. 412 Bypass interchange at Javello (CR 946)/N. Pianalto Road; and

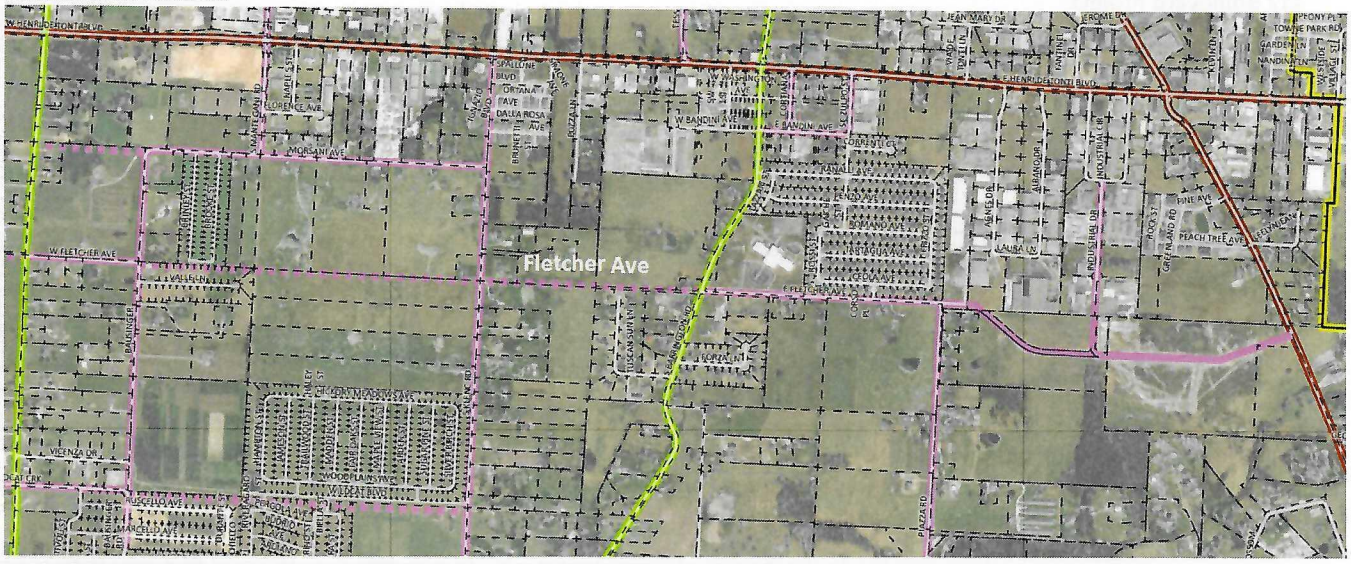
WHEREAS, it is the desire of the Mayor and City Council that favorable consideration be given to the inclusion of said interchange in final plans for the U.S. 412 Bypass project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TONTITOWN, ARKANSAS:

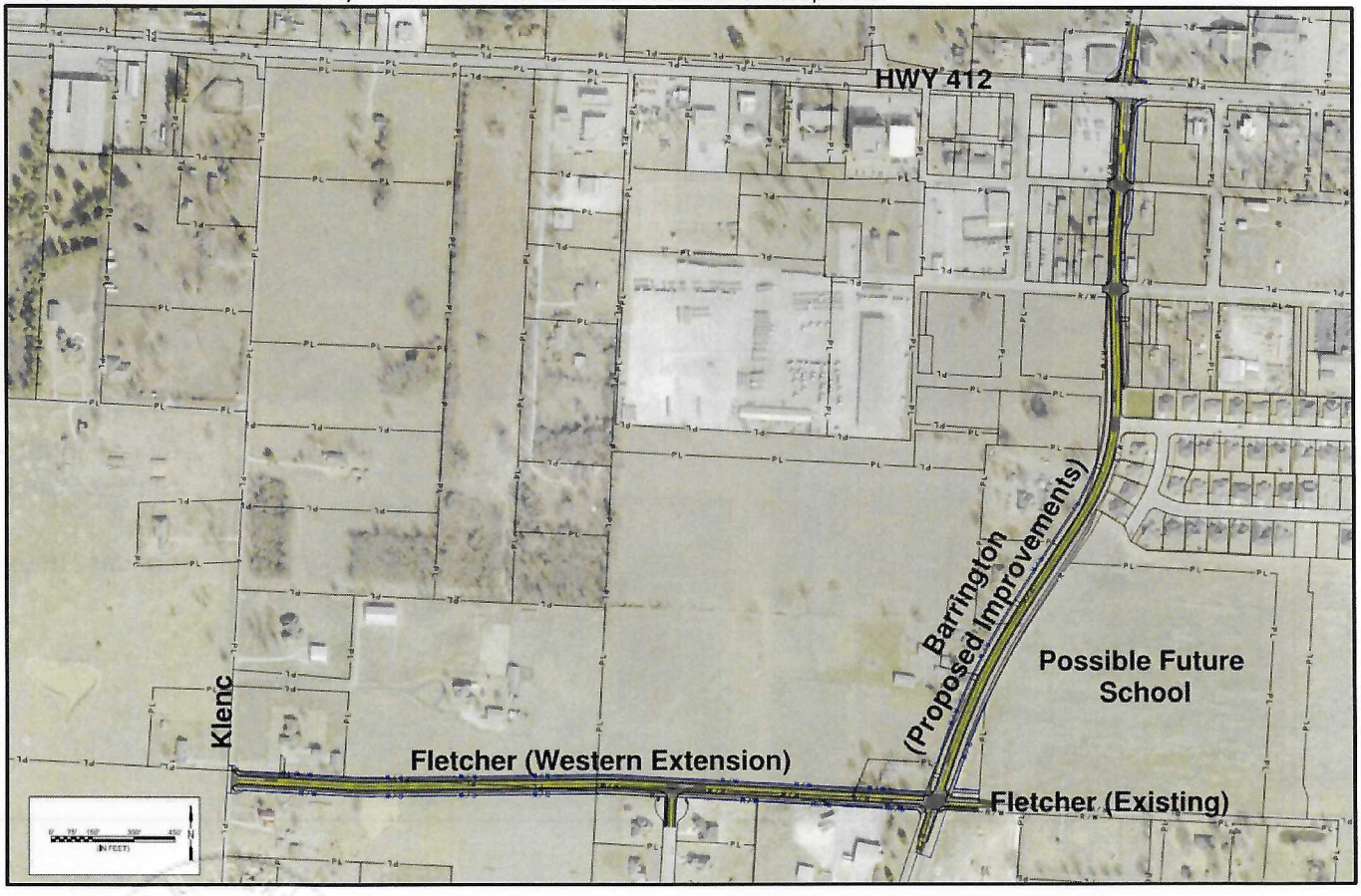
SECTION 1. The City respectfully requests that the Arkansas Department of Transportation consider the inclusion of a U.S. 412 Bypass interchange at Javello (CR 946)/N. Pianalto Road.

SECTION 2. The City, subject to the availability of funds, hereby formally commits to the construction of street extensions and improvements to connect with said U.S. 412 Bypass interchange at Javello Road.

Extension of Fletcher



With the completion of a new school at the northeast corner of Fletcher Avenue and Barrington Road and the completion of an extension of Fletcher to the east to connect to Highway 112, an extension of Fletcher to the west to Klenc will provide a critical East/West connection for the City for both commercial and residential development.



412 Boulevard Project



Following the completion of the final leg of the 412 Bypass (Highway 612), The City should give serious consideration to a project to boulevard key sections of Highway 412 in the core of town and add a comprehensive network of pedestrian and trail crossings to help bridge the divided feel and function of the City.



City of Tontitown
Master Street
Plan
Concept Images









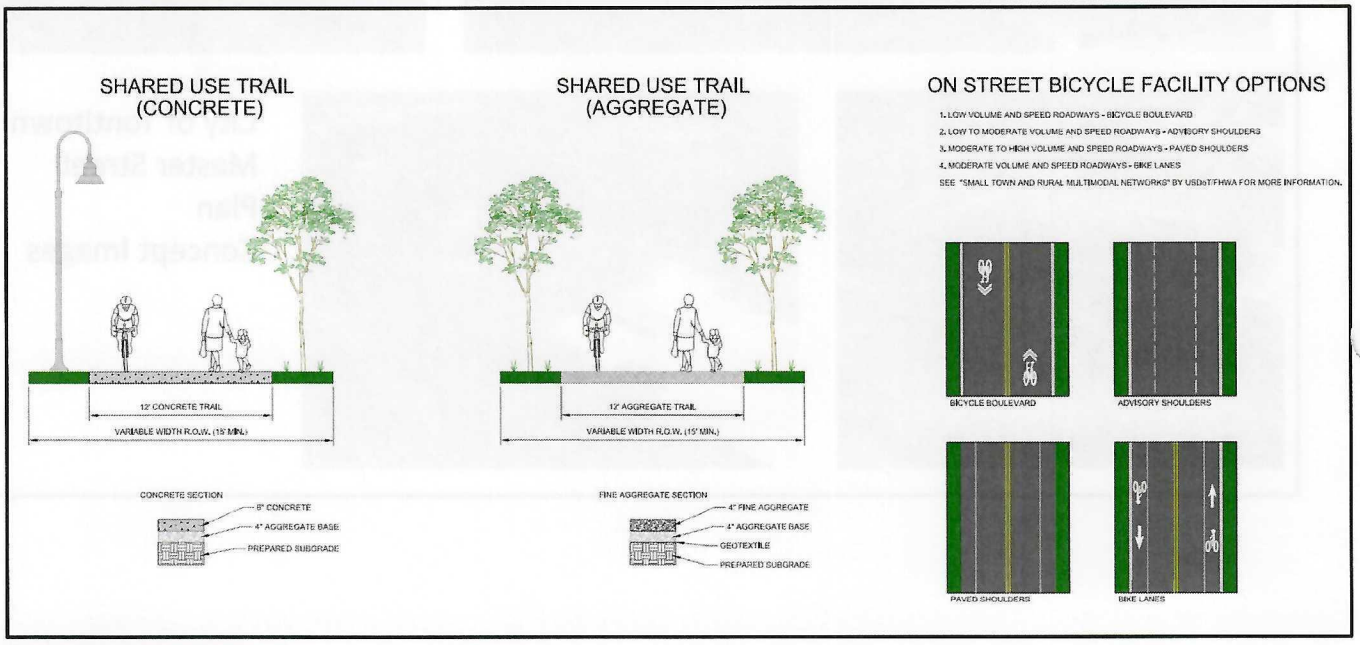
City of Tontitown
Master Street
Plan
Concept Images

Sidewalks and Trails

Although providing adequate roadways for automobiles is very important, it is also necessary to adequately provide for the needs of pedestrians. Sidewalks and trails are often overlooked within many cities' transportation systems. This can leave many people in the city without safe means of getting from their homes to school, to work, or to shop. As such, this plan recommends further development of the city's sidewalk system.

The city currently has few sidewalks throughout many portions of the city. Where sidewalks exist, some are old and beginning to deteriorate and many do not provide substantial connections. Continued maintenance of existing facilities is important, and reinvestment in these sidewalks should continue in addition to the building of new sidewalks. This type of reinvestment also sends a positive message to property owners that older neighborhoods remain an important part of the city's fabric and can lead to further private investment.

The city's trail/sidewalk system should be expanded further to serve more areas of the city. Doing so would create a trail system that served to be more than just a recreational resource. It could also become a transportation option for the young, elderly, and those who are unable to drive.



Recommended Actions

1) Utilize the Master Street Plan component of this plan to direct the improvement and construction of streets in the city.
2) Adopt revised Subdivision and Street Regulations to carry out the provisions of the Master Street Plan component in this plan.
3) Use the Comprehensive Plan as a guide in evaluating all development proposals to ensure compliance with the Master Street Plan.
4) Use city resources to expand and repair the city's street network.
5) Expand the city's trail system.
6) Invest in infrastructure that will protect and encourage pedestrian activity.
7) Seek funding for trail/sidewalk projects via the Safe Routes to Schools and Recreational Trails grants programs managed by ARDOT or other local grants to achieve a better bicycle and pedestrian network.

Active Transportation Plan: Trail/Sidepath examples













Active Transportation Plan: On Street Bike Facility examples













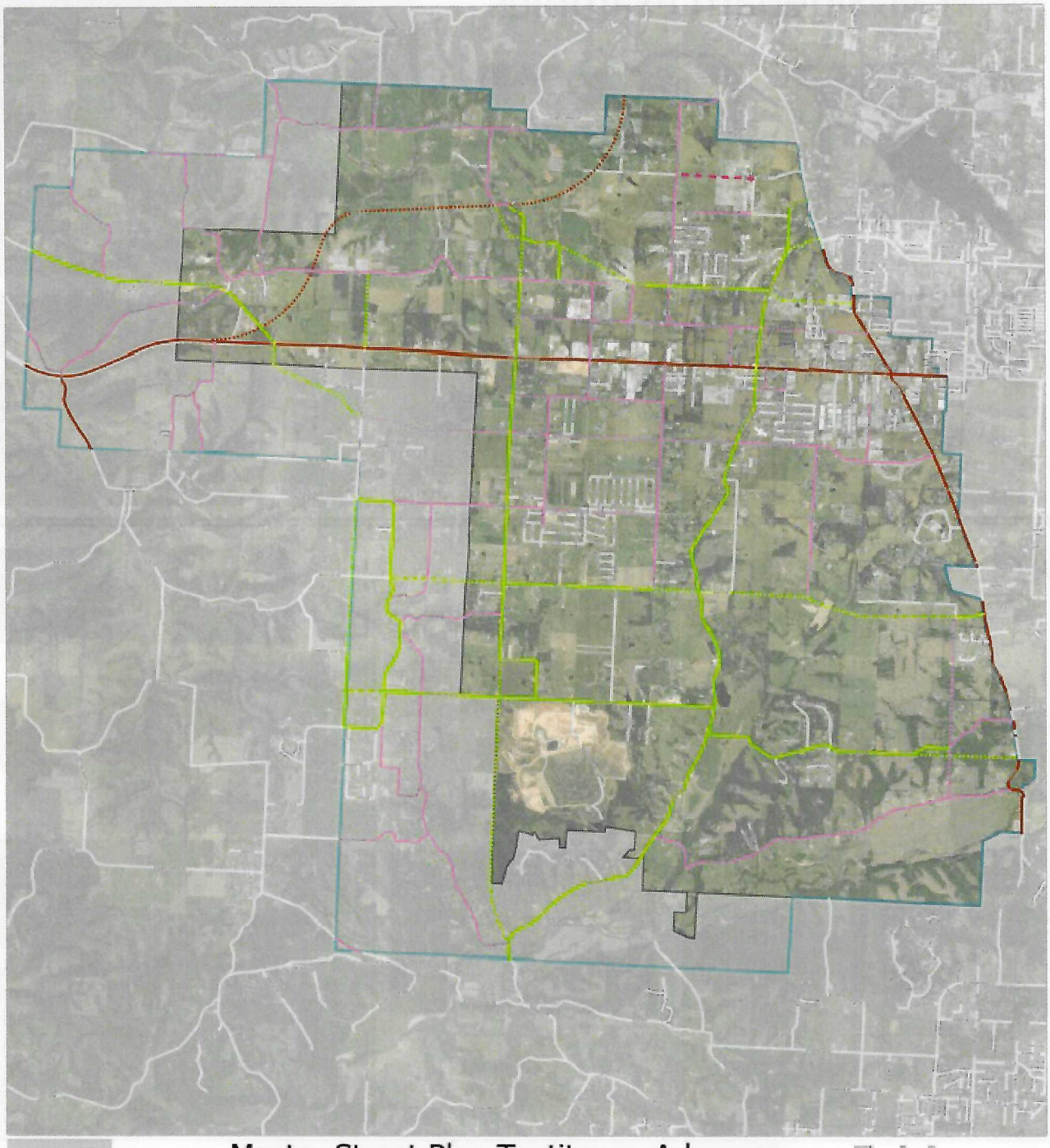




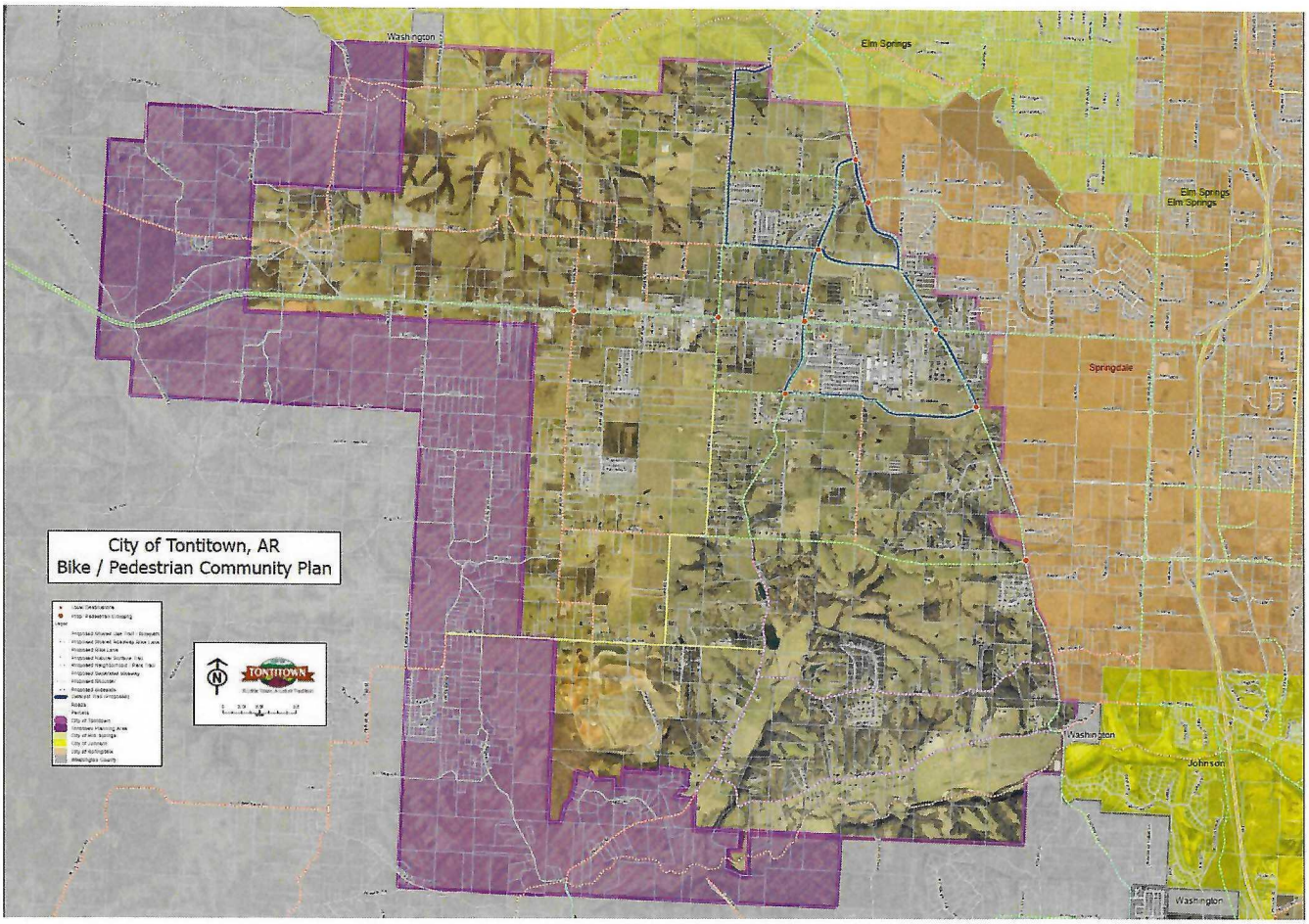




Chapter Five: Master Street and Active Transportation Plan Maps



Master Street Plan-Tontitown, Arkansas


City of Tontitown, AR
Bike / Pedestrian Community Plan
Washington
Elm Springs
Springdale
Johnson

Washington County, AR
I certify this instrument was filed on
07/07/2023 09:25:18 AM
and recorded in Real Estate
File Number 2023-00017328
Kyle Sylvester - Circuit Clerk

by