

2040

# CAVE SPRINGS VISION PLAN



***DRAFT***

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## Chapter One: Introduction

### 1.1 The Plan

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This document contains the Comprehensive Plan for the City of Cave Springs, Arkansas, also known as Cave Springs Vision Plan. The City's Vision Plan (referred to as 'The Plan') includes two primary 'plan elements': the Future Land Use Plan, and the Master Transportation Plan.

The Plan serves as an official policy statement of the City of Cave Springs for directing growth and development within its municipal limits as well as its adopted planning area. With direction and oversight from the Planning Commission, the Plan was prepared through a detailed analysis of the study area. This analysis entailed several key plan components: Cave Springs's history, its demographic composition and projected population changes, physical landscape and topography, utility capacity, transportation systems, existing infrastructure, and surrounding land use.

The Plan will assist both the Planning Commission and City Council in making informed decisions during the Plan's time- period, estimated to be 20 years. The Plan serves all citizens and property owners within the City limits and planning area as well as many others having a vested interest in the future of the City.

The Plan is to be used as broad guidance for enacting orderly growth and development policies. Furthermore, it is not intended to direct property specific land use arrangements nor should it be interpreted as a zoning ordinance. Rather, the Plan serves as a tool to inform how both public and private entities should be engaged in a manner that will best suit the entire community. Citizens and business interests should interpret the plan as a "vision" for the City of Cave Springs. Given the 20-year time-period for the Plan, it is expected that the document will change to meet new and unanticipated growth challenges.

The Plan will serve as a 'living document', remaining flexible by allowing for necessary modification of land uses. Like many municipal policy documents, this Plan delineates land use areas in concert with long-term community needs, and not based on short-term individual gains. Planning should also be based on sound development principles. The Plan addresses pertinent community issues rather than treating isolated problems as they may arise.

### 1.2 Authority

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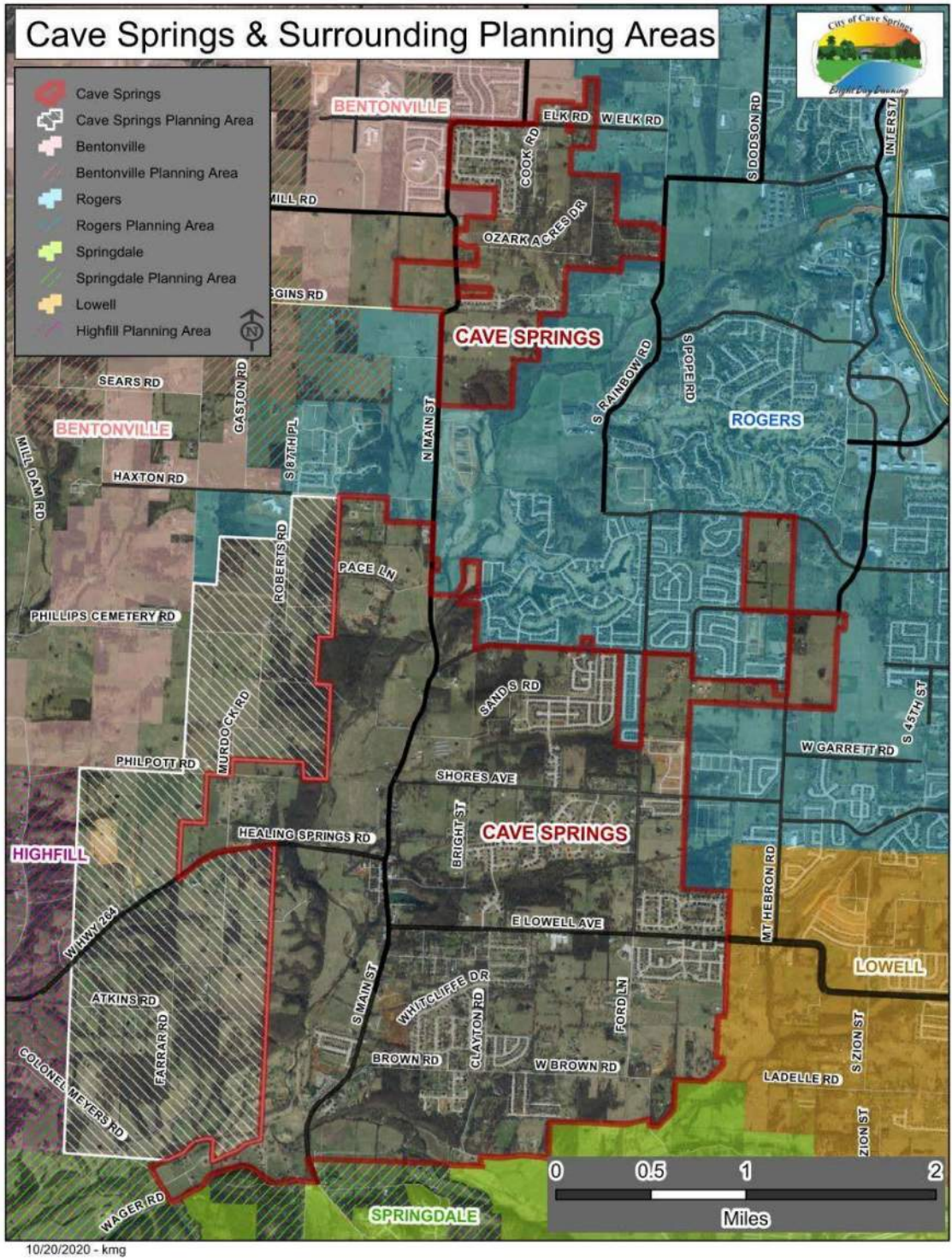
The purpose of the Comprehensive Plan is consistent with the provisions of Arkansas Codes, Annotated (A.C.A.), §14-56-403. This section requires that plans of a municipality be "... prepared in order to promote, in accordance with present and future needs, the safety, morals, order, convenience, and 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 Cave Springs 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 Benton County Recorder.

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



The Planning Area Boundary depicted on the Comprehensive Plan map includes those lands within the territorial jurisdiction of Cave Springs 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 Cave Springs 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 Benton County.

## 1.4 Relationship to the Land Use Regulations

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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 Commission may prepare and shall administer, after approval of the legislative body, regulations controlling the development of land.*

These provisions, along with the modern history of planning since the landmark case of Village of Euclid, Ohio v. Ambler Realty Co., 272 U.S. 365 (1926), signify a strong relationship between the plan and its supporting regulations. In simple terms, a municipality first plans 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 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.

## Chapter Two: Context

### 2.1 History

The City of Cave Springs, nestled in the hills of northwest Arkansas, Benton County, is known more for recreational opportunities than for its role in industry or agriculture. Incorporated in 1910, the second-class city stands on Highways 112 and 264 and is often the first community seen by visitors to Arkansas who arrive at the Northwest Arkansas Regional Airport.

Cave Springs is named for two caves and for the water source that flows from the northernmost of those caves. The north cave, which has been closed to the public since the 1980s, is said to consist of several rooms and to contain two beautiful waterfalls. It is home to many bats and to the largest known population of the rare and threatened Ozark cavefish. The spring emits six million gallons of water per day, which flows from the cave year-round at a constant temperature of fifty-four degrees.

American settlers began to populate the area after Arkansas became a state in 1836. George Robbins built a gristmill around that time and sold it to Elijah Allen in 1852. John Sandusky opened a general store, and James Dickson built a second gristmill north of the incipient settlement, which he later sold to a Mr. Finncannon. His mill is said to be one of the few in the area that operated continuously throughout the Civil War. After the war, in 1888, Finncannon arranged for a post office to be located at his property, naming the settlement Cannon for himself. The post office operated until 1906, when it was closed. The primary crop raised around Cannon in the late nineteenth century was tobacco.

The region remained sparsely settled until 1906, when the Kansas City and Memphis Railroad built a line through the area. A new post office, called Cave Springs, was established in 1908, the same year that the Cave Springs Bank was founded. A hotel, a barbershop, a blacksmith shop, and several stores quickly followed. The city was incorporated in 1910. The Shores Warehouse, now on the National Register of Historic Places, was built in 1911. A sorghum mill was built in 1920 and operated until the Great Depression. Apples were a major crop in the area during the first third of the twentieth century, but the apple industry also failed during the Depression. Following the Depression and World War II, poultry and livestock replaced apples as the principal agriculture of the area. A dam, first built by Allen to operate his gristmill, created a body of water first known as Loch Lono. W. M. Bartlett acquired the property around the time Cave Springs was incorporated and replaced the earthen dam with a concrete structure, also installing dressing rooms for swimmers. In 1947, E. L. Keith purchased the property and made further improvements to the dam and lake, including a skating rink, a restaurant, and a trout hatchery. At this time, the lake was renamed for him, and it is still called Lake Keith. During the 1950s, the city laid pipes from the cave to provide water to its residents.

The first school built in the Cave Springs area was a one-room log house called “Stick in the Mud” because of its materials. This early school was replaced by Cave Springs School District, established in 1879. This was joined in 1884 by Evening Star School between Cave Springs and Bentonville. Both school districts were consolidated into the Bentonville School District in 1948.

In 1951, the movie *Wonder Valley* was filmed in and near Cave Springs. Several area farms and buildings were used in the filming, and local children and adults appeared in the movie as extras. A television miniseries about the Civil War, *The Blue and the Gray*, also had several scenes filmed in the Cave Springs area in 1981.

The Arkansas Natural Heritage Commission purchased nearly sixty acres, including the caves, in 1985 to protect the cavefish and the gray bats living there, as well as rare plants, including Ozark trillium. Northwest Arkansas Regional Airport opened on November 1, 1998, bringing many more people through the area.

Historically the city has celebrated Cave Springs Days annually, which has drawn thousands of visitors to the city.

Adapted from *The Encyclopedia of Arkansas History & Culture*

## 2.2 Regional Setting

Cave Springs is located in south central Benton County, located in northwestern Arkansas. It lies in close proximity to the cities of Springdale, Lowell, Rogers, Bentonville, and Highfill.

Two major highways run through the city. Highway 112 and Hwy 264 intersect in the downtown area of Cave Springs. The nearest airport with commercial service is 3.75 miles away at NWA Regional Airport. Currently, most traffic to the airport connects through Cave Springs on Hwy. 264, Healing Springs Road.

Cave Springs lies within the Illinois River watershed. Osage Creek runs through the city. The Illinois River Watershed Partnership (IRWP) has a 30 acre watershed sanctuary located in Cave Springs that encompasses Lake Keith and the Cave Springs Cave, which is home to two endangered and threatened species and an underground spring producing six-million gallons of water per day.

*Cave Springs hosts the IRWP Watershed Sanctuary centrally in the city. Connecting people to this educational and recreational resource could be a main focus for the city in order to offer respite to those looking for relief from urban life.*

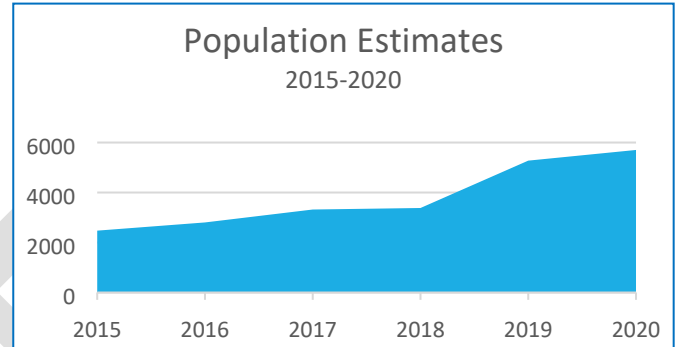
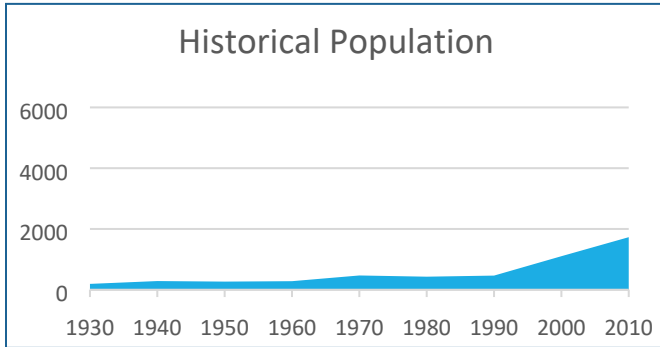


Cave Springs has many beautiful natural features and plays an important role in the protection of “Karst” areas and the endangered and threatened species’ habitats.

## Chapter Three: Demographic Trends

### 3.1 Population

TABLE 3.1.1  
POPULATION HISTORY AND ESTIMATES  
CAVE SPRINGS, ARKANSAS



Historical Population	
1930	192
1940	285
1950	267
1960	281
1970	469
1980	429
1990	465
2000	1103
2010	1729

Population Estimates	
2015	2475
2016	2803
2017	3320
2018	3381
2019	5276
2020	5703

TABLE 3.1.2  
AGE CHARACTERISTICS  
CAVE SPRINGS

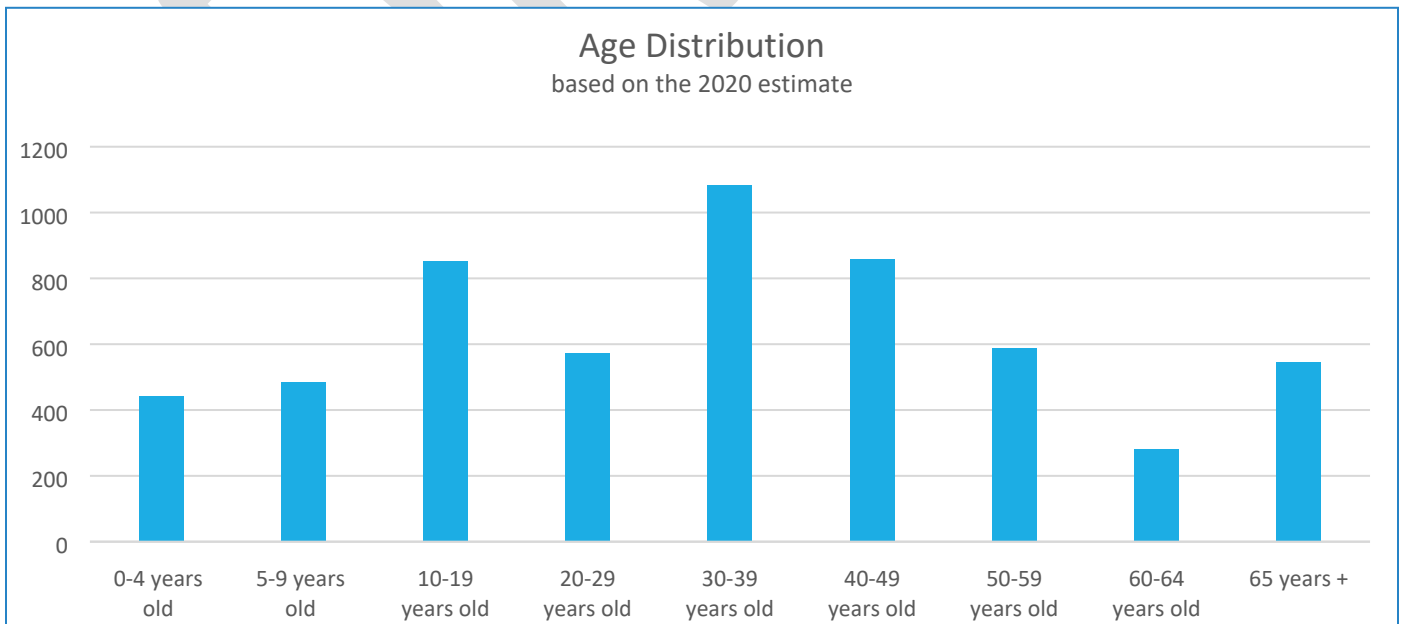




TABLE 3.1.3  
AGE PERCENTAGES  
CAVE SPRINGS

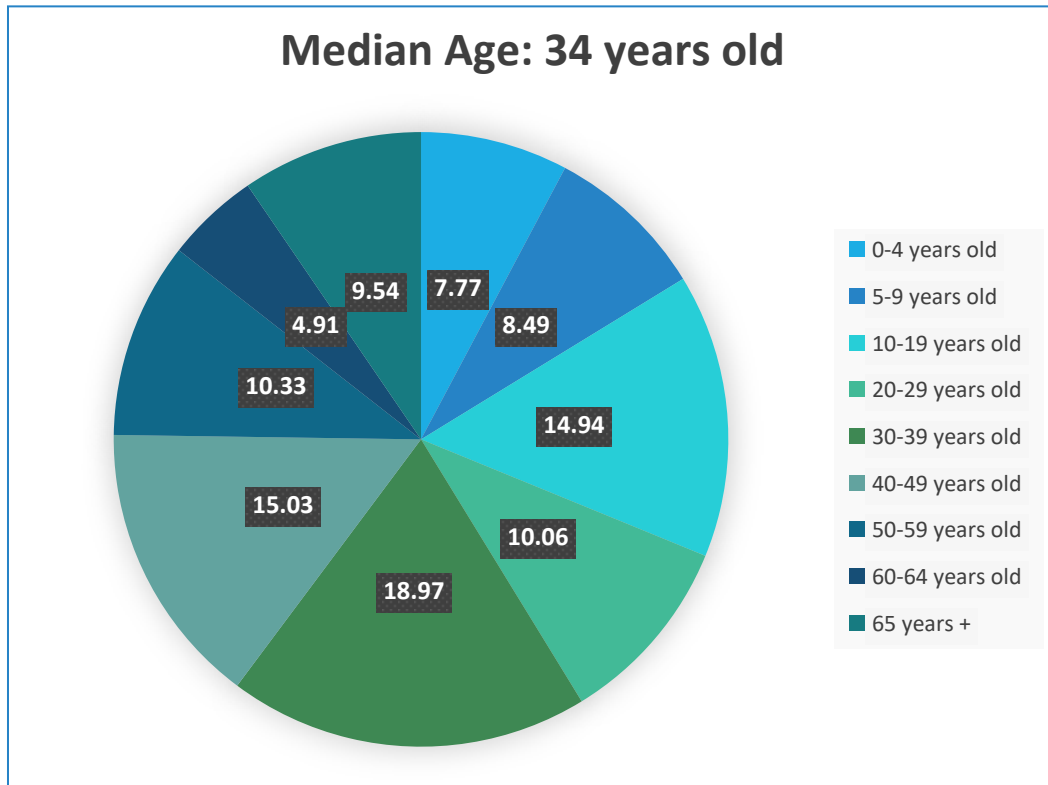
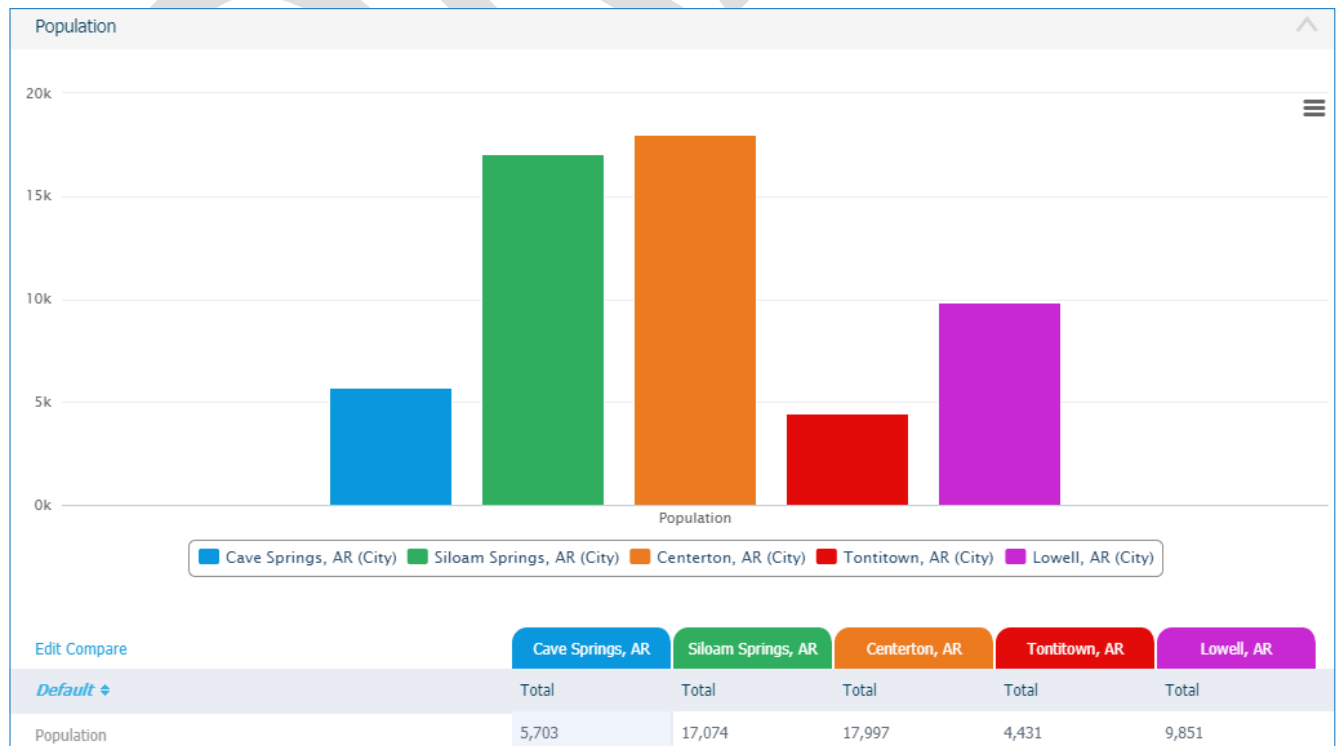
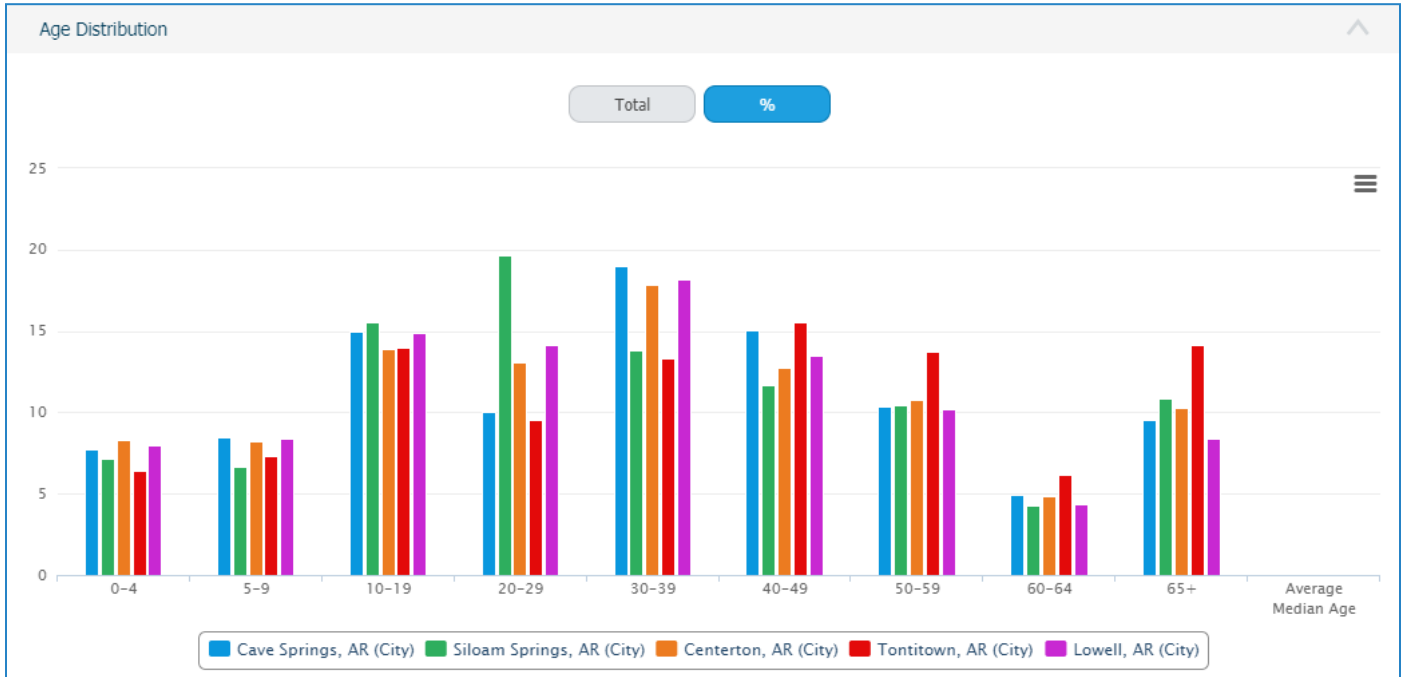


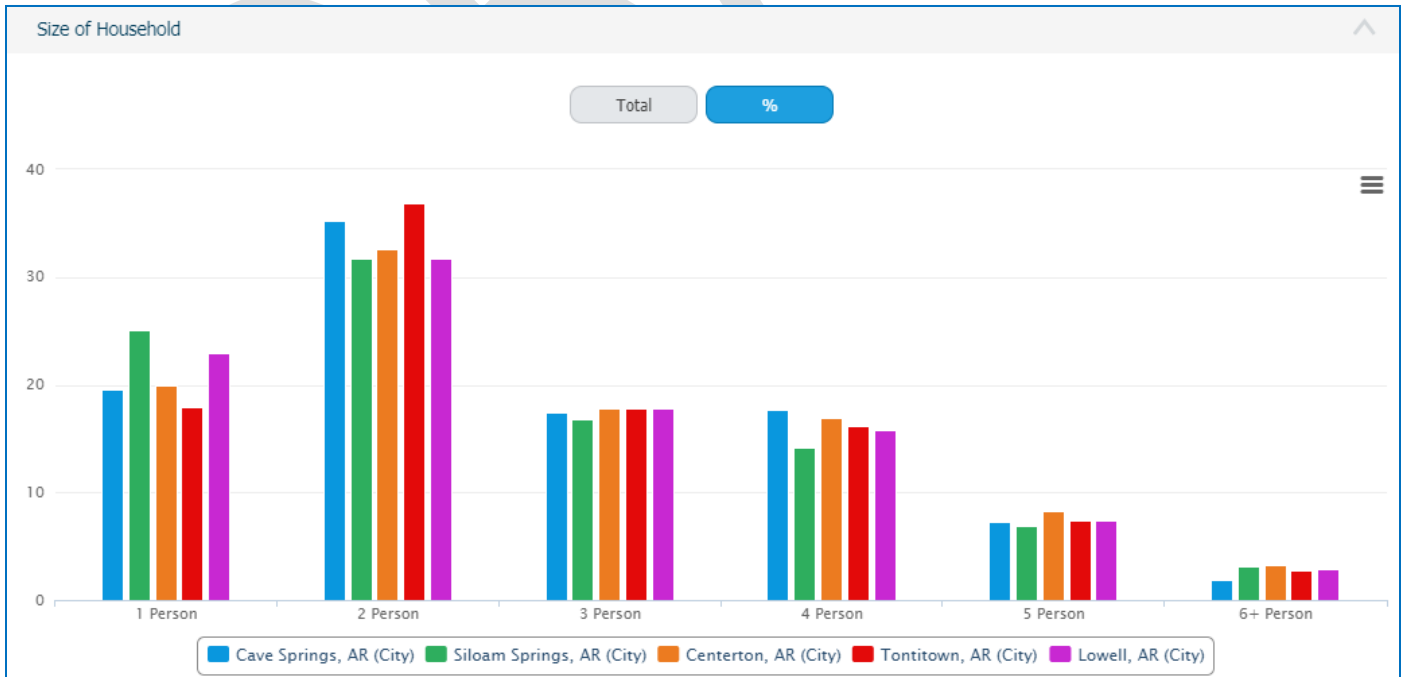
TABLE 3.1.4  
POPULATION COMPARISONS  
CAVE SPRINGS AND SELECTED COMMUNITIES



**TABLE 3.1.5  
AGE DISTRIBUTION COMPARISON  
CAVE SPRINGS AND SELECTED COMMUNITIES**

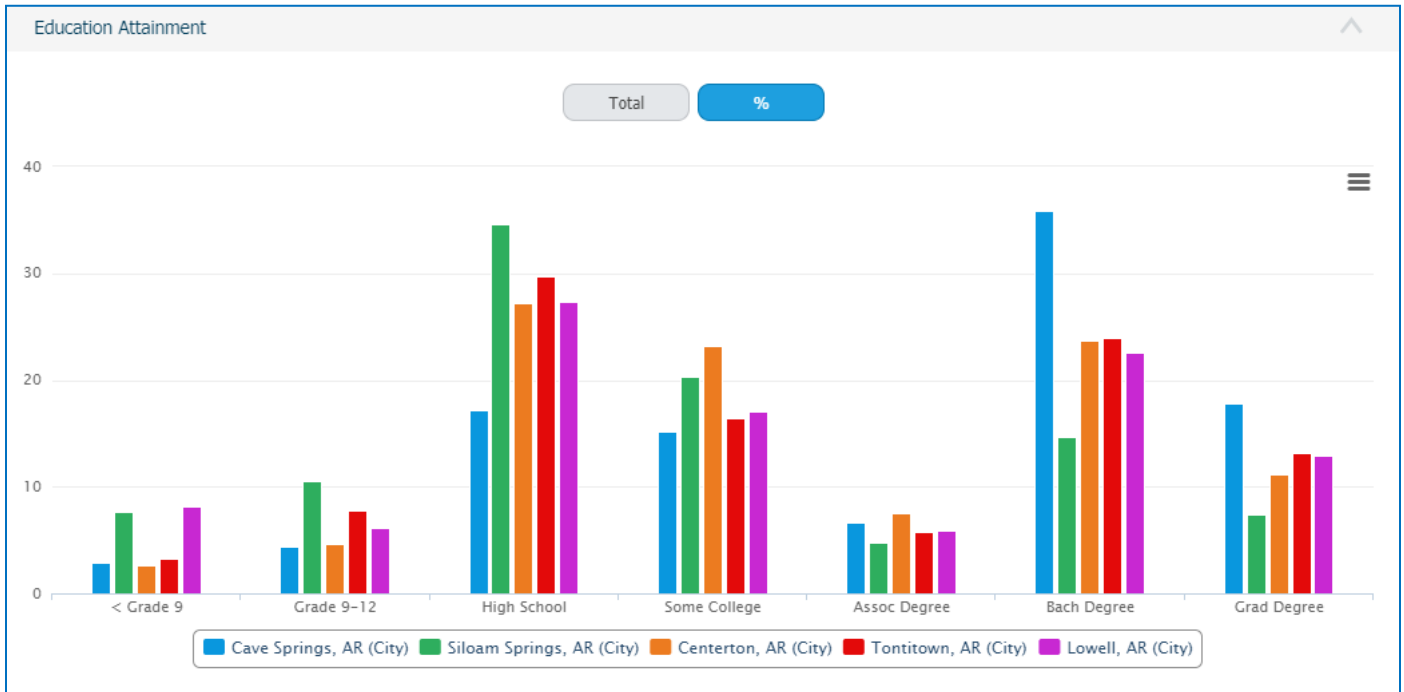


**TABLE 3.1.6  
HOUSEHOLD SIZE  
CAVE SPRINGS AND SELECTED COMMUNITIES**



3.2 Education

TABLE 3.2.1  
EDUCATIONAL ATTAINMENT RATES  
CAVE SPRINGS AND SELECTED ENTITIES

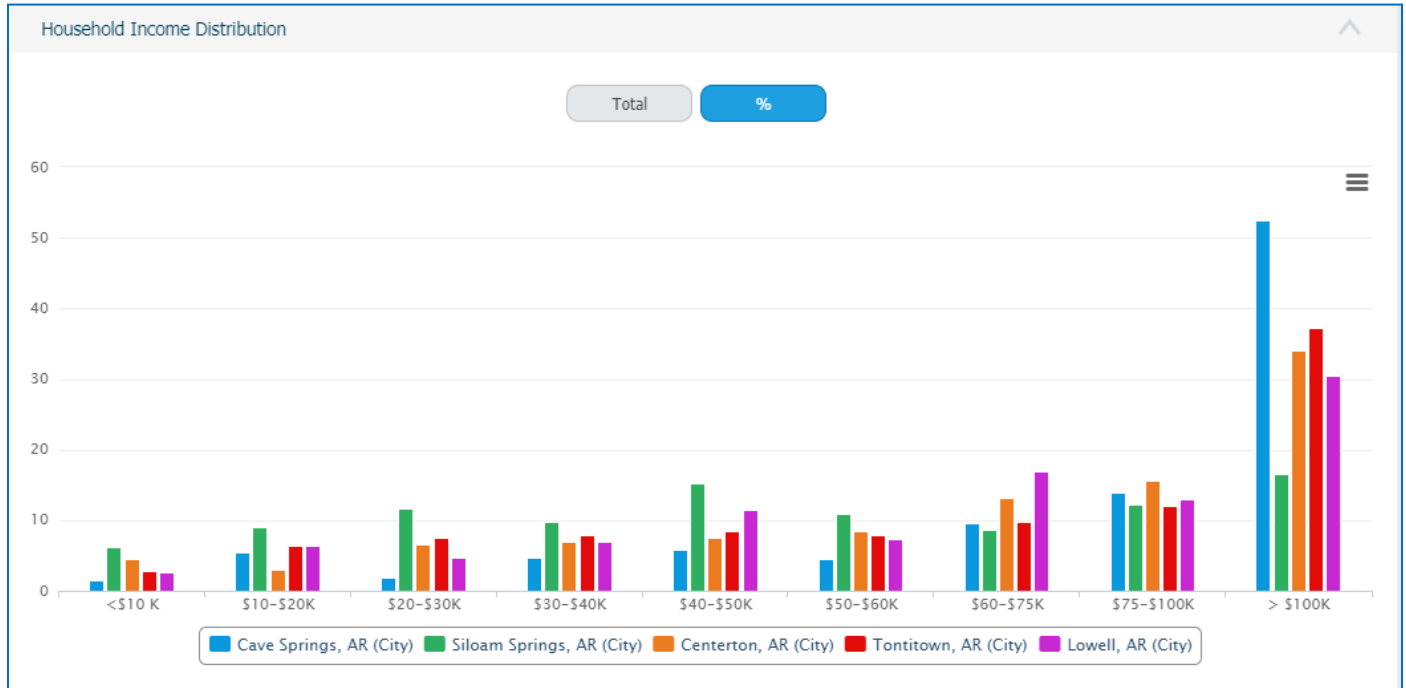


3.3 Income

TABLE 3.3.1  
HOUSEHOLD AVERAGE INCOME  
CAVE SPRINGS AND SELECTED ENTITIES

	Cave Springs, AR	Siloam Springs, AR	Centerton, AR	Tontitown, AR	Lowell, AR
Average Household Income	132,672	61,597	77,363	114,398	89,741

TABLE 3.3.2  
HOUSEHOLD INCOME DISTRIBUTION  
CAVE SPRINGS AND SELECTED ENTITIES



Edit Compare	Cave Springs, AR		Siloam Springs, AR		Centerton, AR		Tontitown, AR		Lowell, AR	
Default	Total	%	Total	%	Total	%	Total	%	Total	%
<\$10 K	32	1.52	378	6.23	291	4.47	45	2.77	96	2.63
\$10-\$20K	116	5.52	542	8.94	191	2.94	103	6.35	235	6.43
\$20-\$30K	41	1.95	707	11.66	429	6.59	121	7.46	175	4.79
\$30-\$40K	98	4.66	588	9.69	454	6.98	127	7.83	253	6.92
\$40-\$50K	124	5.9	923	15.22	493	7.58	138	8.51	417	11.41
\$50-\$60K	96	4.57	658	10.85	553	8.5	128	7.89	269	7.36
\$60-\$75K	201	9.57	523	8.62	863	13.26	160	9.86	621	16.99
\$75-\$100K	293	13.95	744	12.27	1,017	15.63	194	11.96	478	13.07
> \$100K	1,101	52.4	1,004	16.55	2,213	34.01	605	37.3	1,112	30.42

3.4 Housing

TABLE 3.4.1  
 TOAL NUMBER OF HOUSEHOLDS  
 CAVE SPRINGS AND SELECTED ENTITIES



TABLE 3.4.2  
TOAL NUMBER OF DWELLINGS  
CAVE SPRINGS AND SELECTED ENTITIES

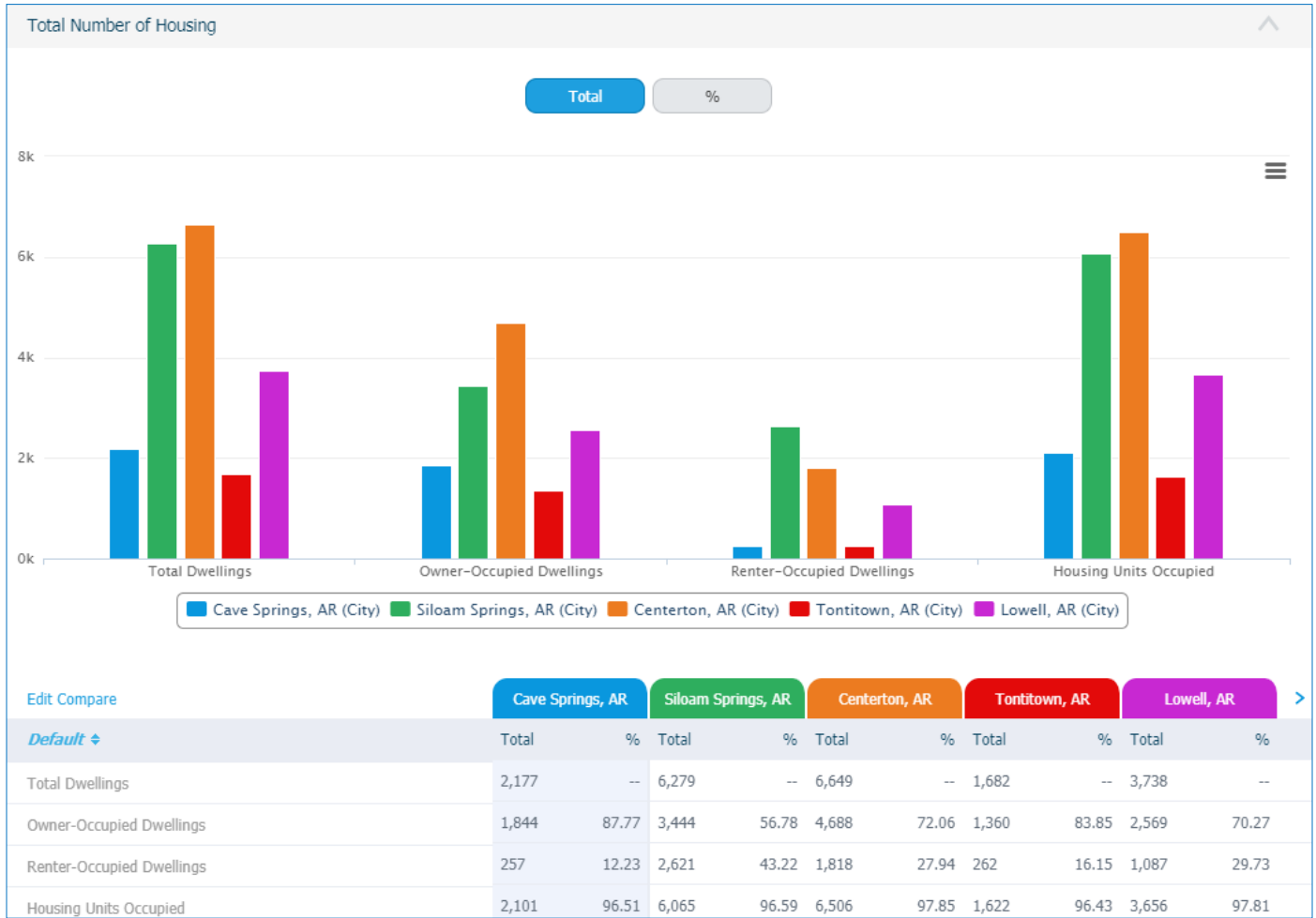


TABLE 3.4.3  
OCCUPATION OF DWELLING TYPES  
CAVE SPRINGS

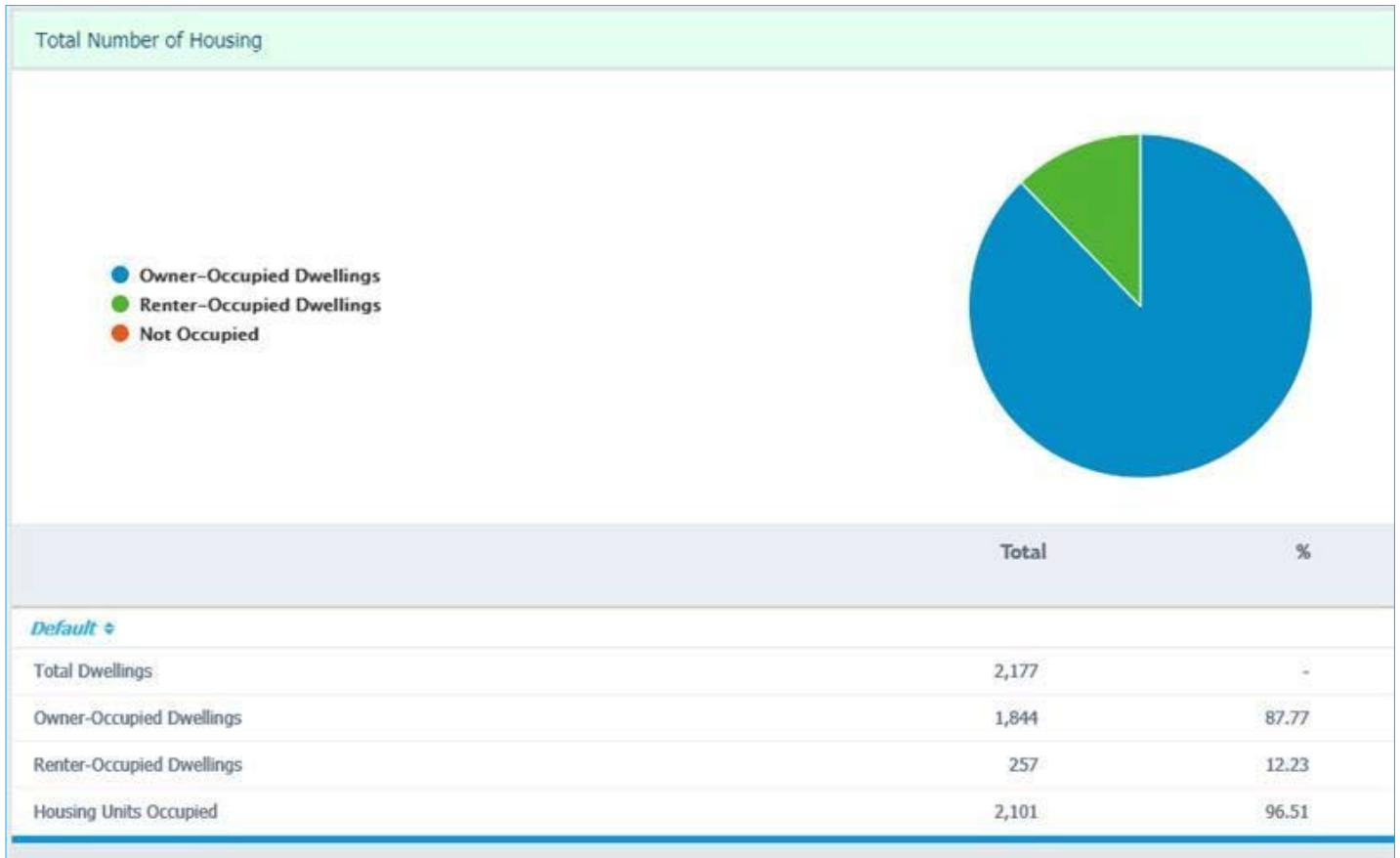
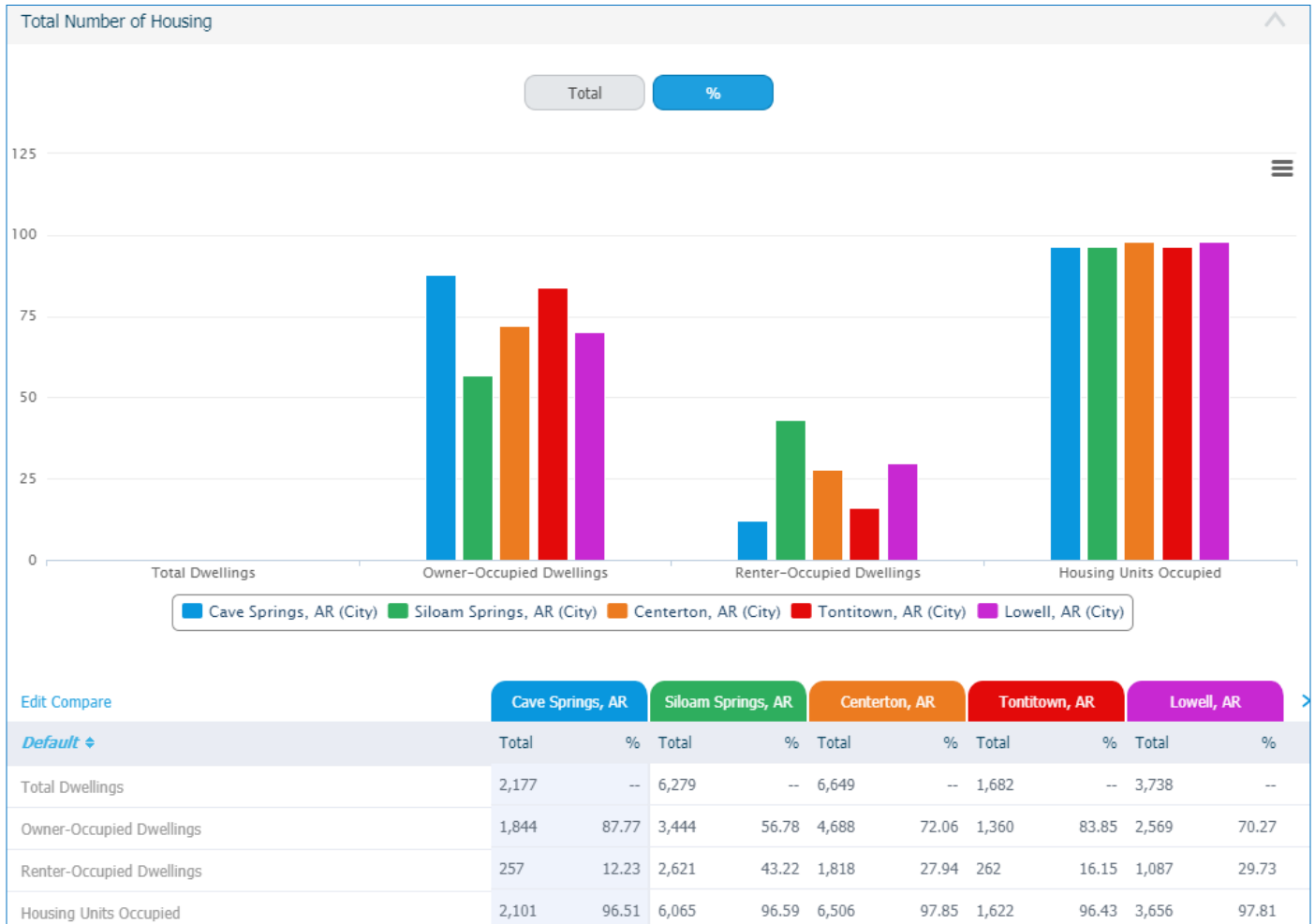


TABLE 3.4.4  
 PERCENT OF DWELLING TYPES  
 CAVE SPRINGS AND SELECTED ENTITIES- PERCENTAGE





### 3.5 Employment

TABLE 3.5.1  
TOTAL NUMBER OF EMPLOYMENT ESTABLISHMENTS  
CAVE SPRINGS AND SELECTED ENTITIES

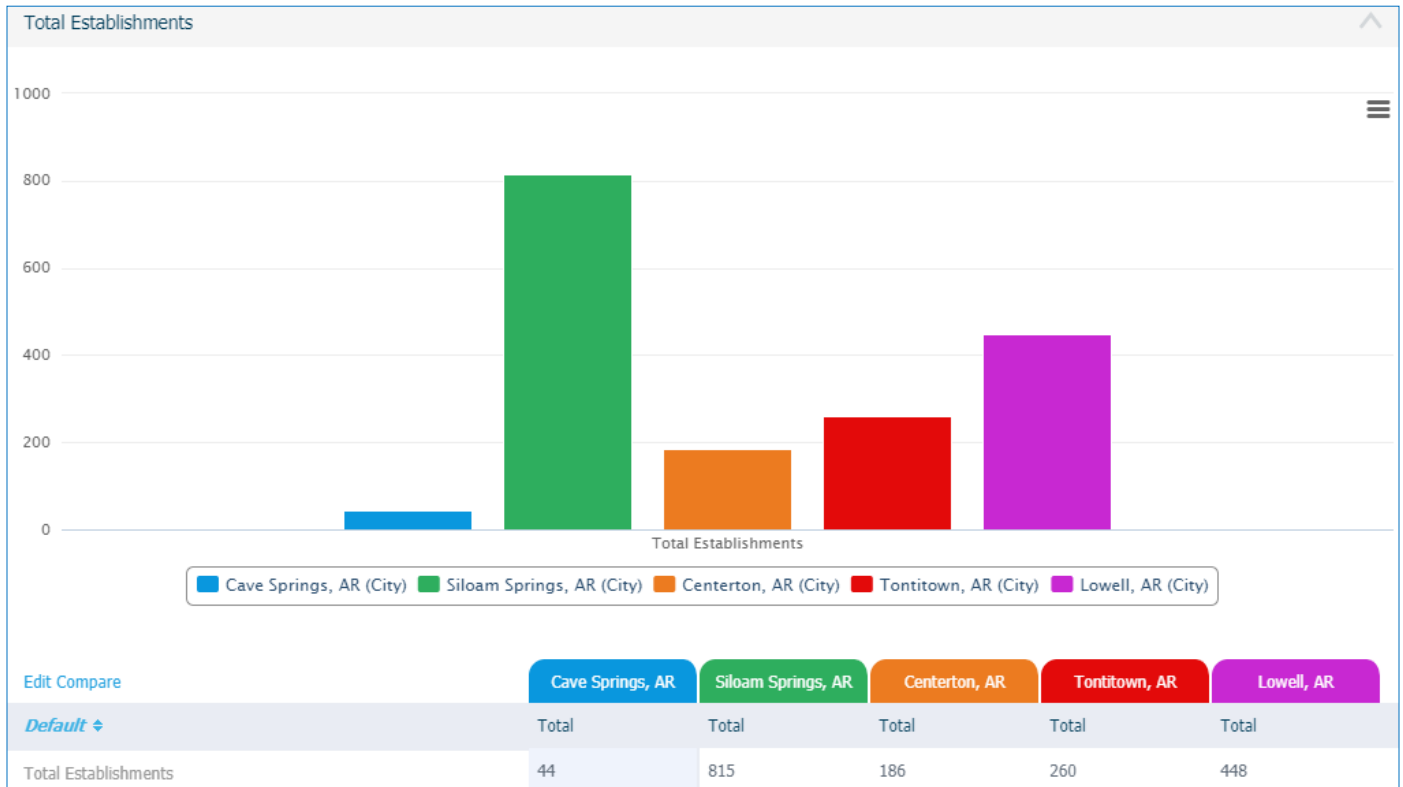


TABLE 3.5.2  
EMPLOYMENT ESTABLISHMENTS BY SIZE  
CAVE SPRINGS AND SELECTED ENTITIES

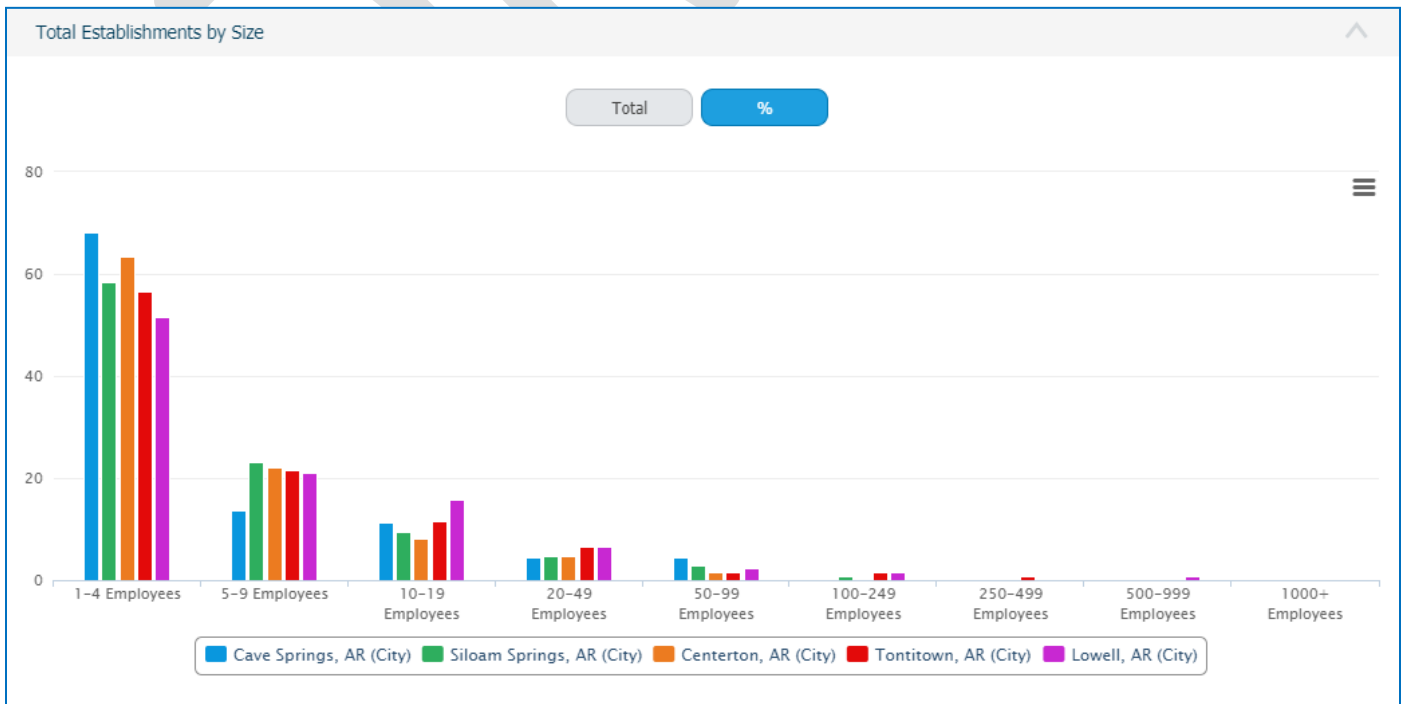
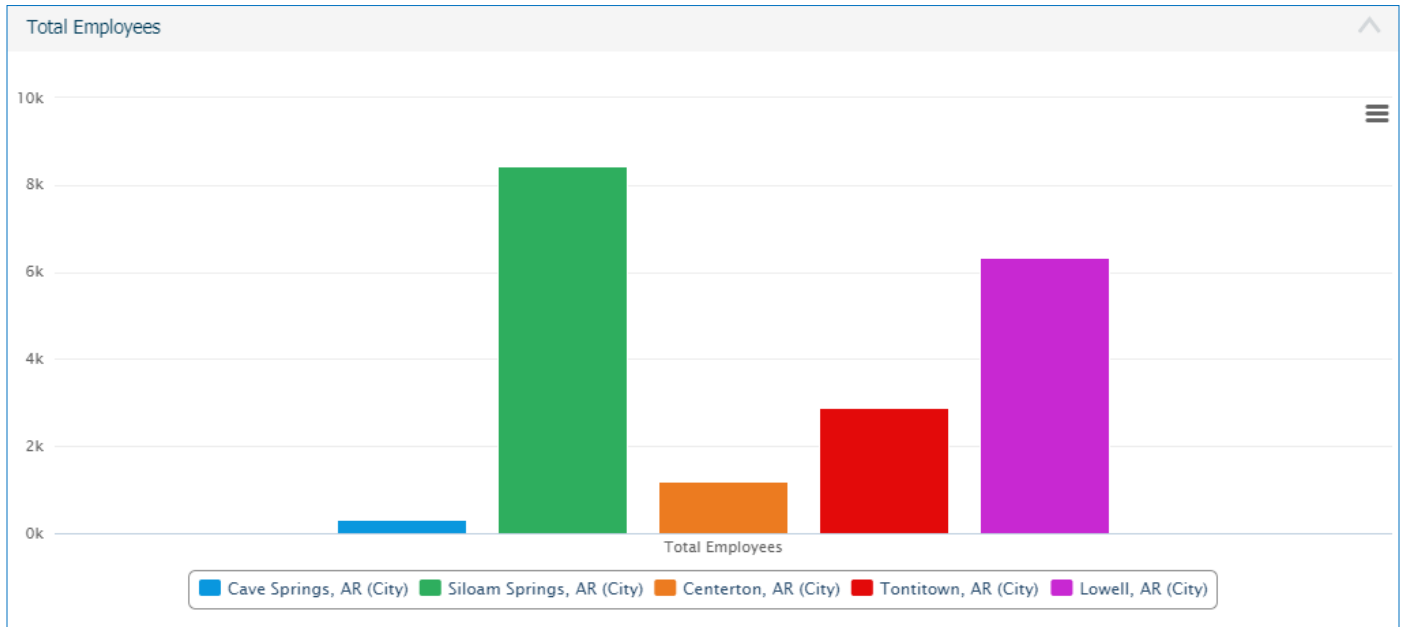
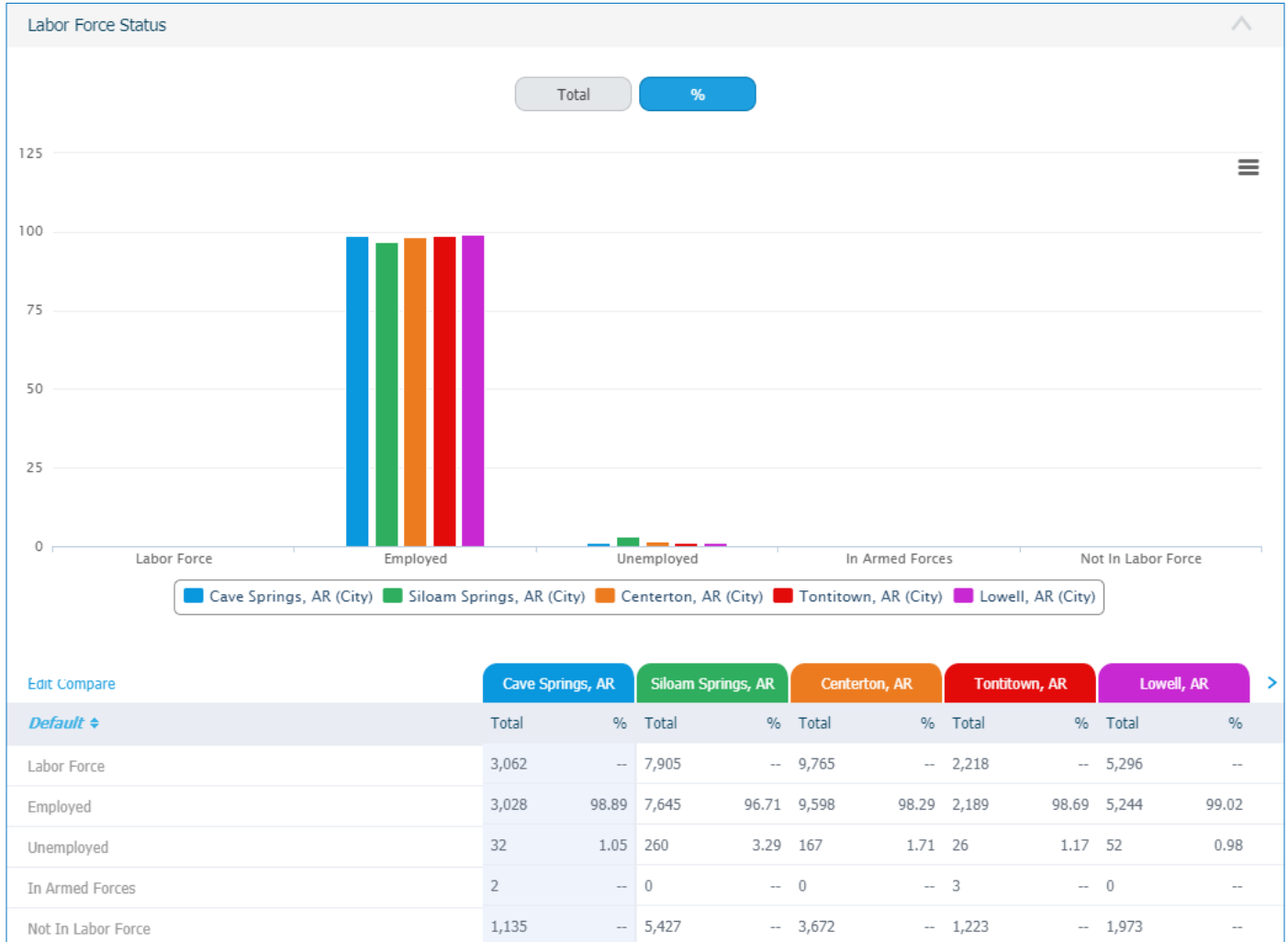


TABLE 3.5.3  
TOTAL EMPLOYEES  
CAVE SPRINGS AND SELECTED ENTITIES



Edit Compare	Cave Springs, AR		Siloam Springs, AR		Centerton, AR		Tontitown, AR		Lowell, AR	
	Total	%	Total	%	Total	%	Total	%	Total	%
<i>Default</i> ↕										
Agricultural, Forestry, Fishing (SIC Range 01-09)	10	3.12	70	0.83	36	3.04	28	0.97	55	0.87
Mining (SIC 10-14)	0	0	0	0	0	0	0	0	1	0.02
Construction (SIC 15-17)	38	11.84	288	3.41	88	7.42	435	15.08	397	6.26
Manufacturing (SIC 20-39)	19	5.92	893	10.58	27	2.28	87	3.02	584	9.22
Transportation and Communications (SIC 40-49)	17	5.3	380	4.5	85	7.17	461	15.98	1,209	19.08
Wholesale Trade (SIC 50-51)	16	4.98	934	11.07	61	5.14	144	4.99	873	13.78
Retail Trade (SIC 52-59)	30	9.35	2,415	28.61	364	30.69	431	14.94	992	15.65
Finance, Insurance And Real Estate (SIC 60-69)	16	4.98	398	4.72	72	6.07	109	3.78	887	14
Services (SIC 70-89)	149	46.42	2,775	32.88	401	33.81	1,164	40.36	1,137	17.94
Public Administration (SIC 90-98)	14	4.36	252	2.99	38	3.2	7	0.24	177	2.79
Unclassified (SIC 99)	9	2.8	36	0.43	15	1.26	19	0.66	24	0.38

TABLE 3.5.4  
LABOR FORCE STATUS  
CAVE SPRINGS AND SELECTED ENTITIES



All data sourced from the U.S. Census Bureau and the Northwest Arkansas Council unless otherwise noted.

**3.6 Demographic Conclusions**

Cave Springs is a rapidly growing community located in a quickly growing region of the state. The City has grown by over 400% in population since 2000.

According to US Census data and estimates, the City grew 130.42% over the past 5 years (2015-2020), this averages out to a rate of 19.51% growth per year over the past 5 years.

<b>Percent Change 2015-2020</b>
130.42%

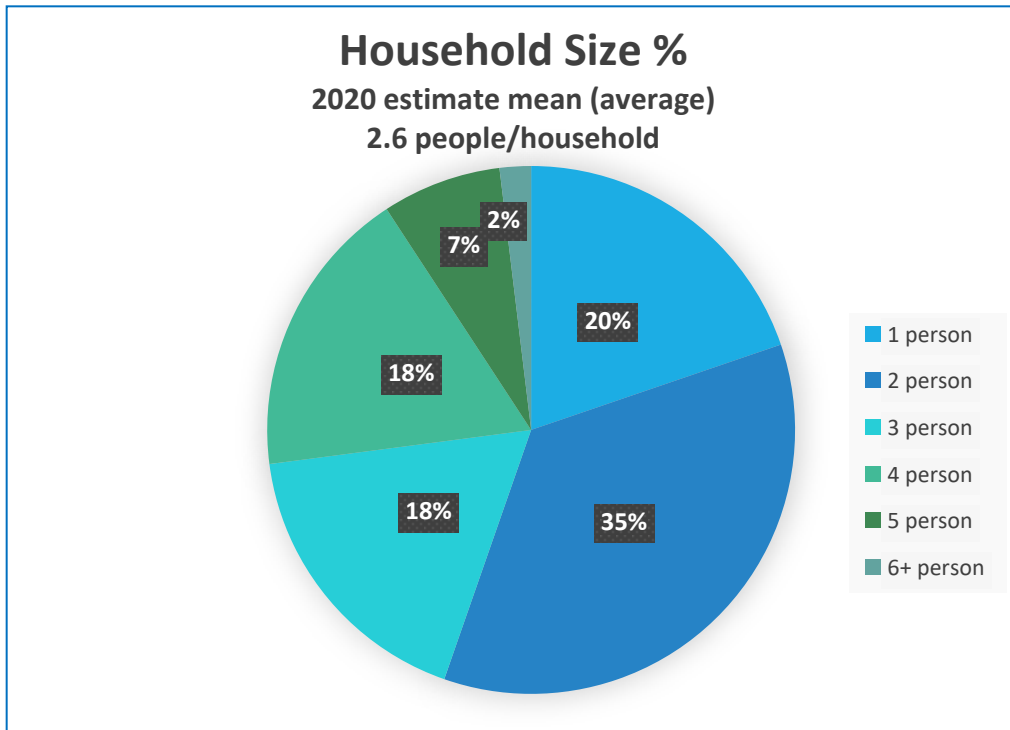
The current US Census estimated population is 5,703.

NWARPC recently issued new projections for 2045, and Cave Springs is estimated to have 14,668 citizens, for a total percent change of 148.6% over the next 25 years.

<b>Average Growth Rate Per Year 2015-2020</b>
19.51%

Building permits decreased in 2018 and 2019 but are trending up in 2020. This data is supportive of the NWARPC projections.

Residential Building Permits				
2017	2018	2019	2020 (January-June)	Total- additional housing units over the last 4 years
162	73	81	70	386



\*source Applied Geographic Solutions, 2020

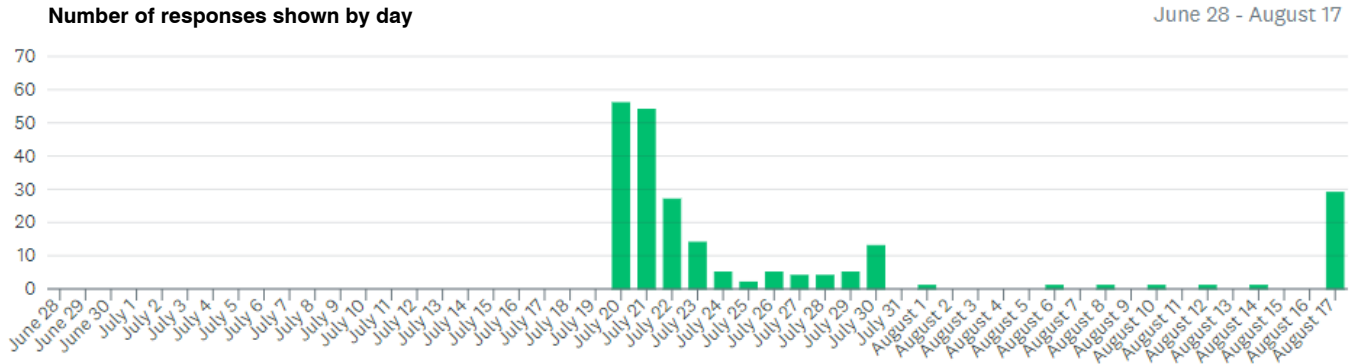
Like much of Northwest Arkansas, the City has a low unemployment rate and a higher educational attainment level than other areas the state of Arkansas. In 2019, Business Insider published that Cave Springs is the “richest town” in the state, with the average household income of \$132,672. Over 50% of the households in Cave Springs have an annual income of greater than \$100,000.

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

### 3.7 Public Survey and Input Session Findings

#### Cave Springs: Public Input- Survey Results

A public input survey was created and posted on the City of Cave Springs’s Facebook page with a link to the Cave Springs Vision Plan website in July 2020.



Two hundred and twenty-four (224) total responses were received from July 20, 2020- August 17, 2020.

The survey consisted of seventeen (17) questions. One (1) question consisted of asking respondents to what level they agreed with the proposed Mission, Goals, and Objectives. Nine (9) questions were open-ended and gave respondents the opportunity to provide additional comments. These questions did not require an answer to be provided. Four (4) questions asked respondents to rank different categories. Three (3) questions asked for the respondents to pick from two (2) pictures to determine their visual preference.

Several topics were covered in this survey, and included: Mission, Goals and Objectives, Community Vision, Future Land Use Map and Categories, Master Street Plan, Active Transportation Plan, and general comments.

The survey data collected was a key component in refining the several components of this plan. See Appendix C for the summary results from the Public Input Survey.

#### July 30, 2020 Public Input Meeting (virtual via zoom)

The city held a virtual public input meeting on July 30, 2020. There were twenty-six (26) attendees who joined the zoom meeting. A brief overview of the Vision Plan process, components of a Vision Plan, and reasons why planning is beneficial to the community was presented. After the introduction, there were several detailed questions, and conversations regarding the proposed vision plan.

At this meeting, people were encouraged to visit the Cave Springs Vision Plan website and take the Public Input Survey mentioned previously in this plan.

#### Public Input Meeting Summary

- Infrastructure Planning is critical.
- More information is needed on the Hwy. 264 connection to Hwy. 112 and the proposed realignment of Hwy. 112.
- More information was provided to define the “MU-N” and “RT” future land use categories
- The existing Comprehensive Plan was adopted 22 years ago, and the new plan will be more relevant to current conditions and trends.
- Some discussion was had on the types of commercial development that is desired.
- Greenspace, and protecting the natural areas is high priority.
- Multi-family residential areas are desired to be in the downtown area, and not spread out within the existing single-family fabric of the city.
- It was discussed that there can be different strategies for “mixed use” when discussing the ratio of Residential and Commercial development.

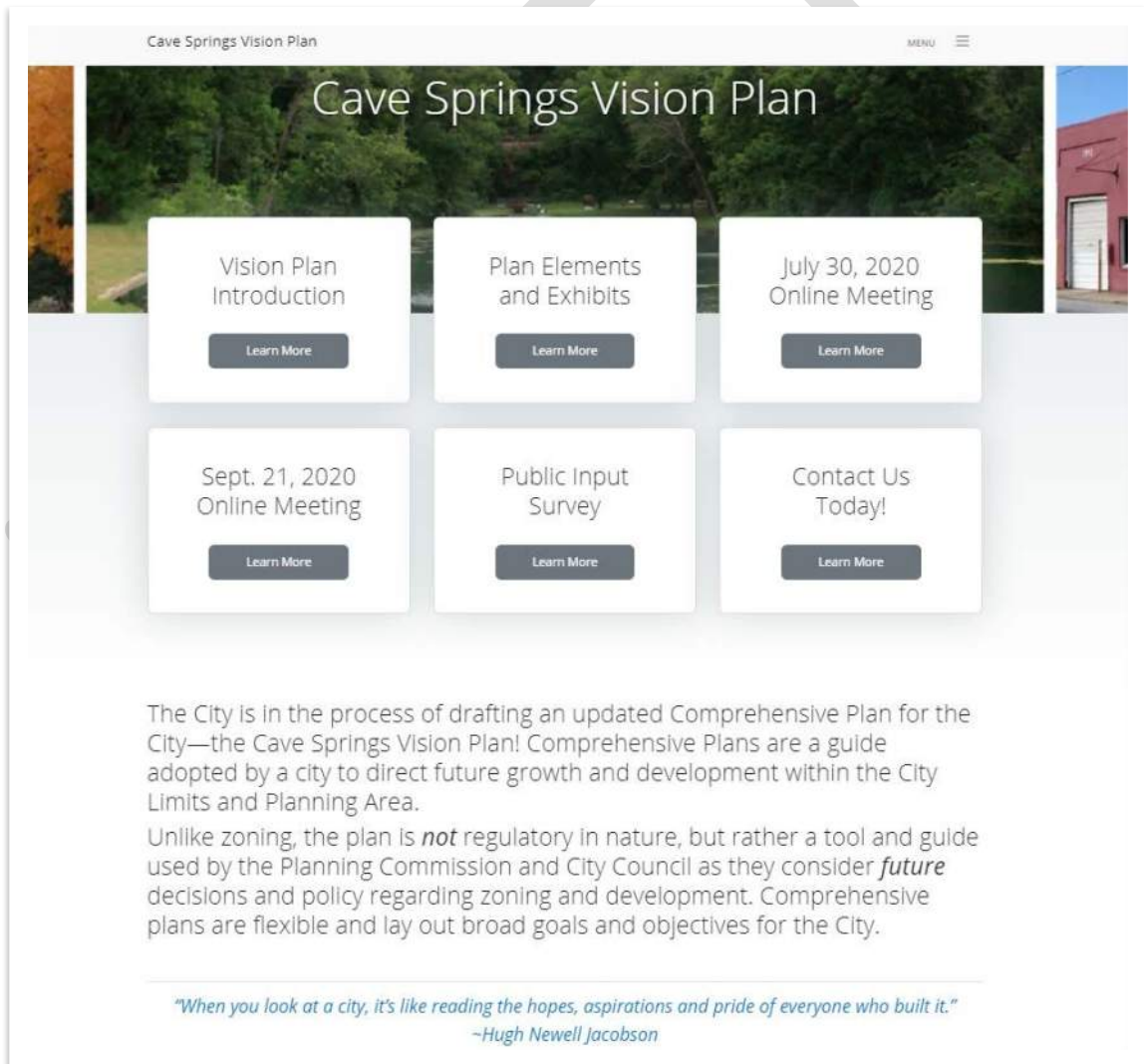
**September 21, 2020 Public Input Meeting (virtual via zoom)**

The second virtual public input meeting was held to review the results and recommendations from the Public Input Survey on September 21, 2020. A brief introduction and overview, as presented at the first meeting, was restated for this meeting. The survey results, and resulting recommendations were reviewed, and then the meeting was opened for comments and questions. There were twenty-eight (28) attendees online, and four (4) call in attendees.

The Public Input Survey was closed prior to this meeting, but opportunities for people to add comments continued to be available.

**Public Input Meeting Summary**

- The growth rate of the city was discussed. Cave Springs is one of the top growing communities in Northwest Arkansas.
- There was discussion about looking at other municipalities successes and how to keep Cave Springs unique character while planning for the future.
- Some specific roads were discussed and will be evaluated as the plans are revised.



**Snapshot of the Cave Springs Vision Plan website**

## Chapter Four: Goals and Objectives

### 4.1 General

This section establishes the mission, goals, and policies which will guide the content of this Plan. They are based upon City history, ongoing development trends, environmental constraints, regional and economic geography, and other relevant issues facing the City. The goals are the outcome toward which the plan is directed and represent the overall vision of the city. The objectives represent means to achieving this outcome.

While the primary purpose of this plan is to effectuate community planning and change, the City focus on several items as it proceeds. First, the City should place a high priority on building upon existing community assets. Second the City should continue its progress maintaining, expanding, and upgrading critical infrastructure. The City should then focus on creating a community of choice with a high quality of life. All three of these areas emphasize the importance of maintaining the quality of a community over simply increasing the municipal population. Quality could be measured in terms of median income levels, educational attainment, employment opportunities, recreational amenities, and well-built / designed neighborhoods. Focusing on these areas first will ensure Cave Springs is a sustainable community that is competitive in a highly dynamic regional growth environment.

#### Mission Statement

To develop a Plan which respects the city's small-town attributes and unique characteristics, while allowing the city to thoughtfully plan for safe and sustainable growth. The Plan shall encourage and manage development and infrastructure, improving quality of life for all residents and businesses and providing a welcoming environment for businesses and citizens.

#### Goal 1

**Preserve the small town feel of Cave Springs while leveraging and integrating its historic core and natural resources into the future fabric of development.**

- **OBJECTIVE 1:** Explore the creation of a City Center zoning or overlay district at the city's core that encompasses existing historical and institutional features of Cave Springs with a focus on walkability and active transportation.
- **OBJECTIVE 2:** Preserve and enhance natural areas in the core of the city.
- **OBJECTIVE 3:** Plan for complete neighborhood service land uses along with residential growth: commercial services, offices, parks, and institutional uses, etc.
- **OBJECTIVE 4:** Revise zoning codes to encourage Adaptive Reuse of existing buildings and to allow mixed uses and varying types of housing within the City Center and other key areas of the city to promote diverse housing opportunities and encourage the growth of appropriate non-residential uses.
- **OBJECTIVE 5:** Explore branding and marketing opportunities for the city that reflect its unique character and key attractions.
- **OBJECTIVE 6:** Explore the creation of entry or gateway features for the city along thoroughfares (Highways 264 and 112).
- **OBJECTIVE 7:** Create sign ordinances and overlay districts to address appropriate signage scale and types in varying districts of the city.
- **OBJECTIVE 8:** Develop a common thread of infrastructure and design standards throughout the city to create continuity



## **Goal 2**

**Focus on creating complete streets** (complete streets include infrastructure for vehicles, bikes, pedestrians, public transit, and other), **walkability, appropriate connections, and physical infrastructure** (infrastructure constitutes a large number of items from streets and sidewalks, to water and sewer utilities) **for existing and future development needs.**

**Connect existing and Identify new potential green spaces, recreational areas, water bodies and other natural resources to act as a network within the City as it grows and develops.**

- **OBJECTIVE 1:** Incorporation of complete streets into the Master Street Plan, subdivision, and development codes.
- **OBJECTIVE 2:** Update the Master Street plan to include planning and sections for streets, sidewalks, trails, and active transportation 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 existing parks and greenspace and how to leverage those spaces efficiently as the City grows.
- **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.
  - POA parks
  - Floodplain
  - Historic farms or significant natural areas
  - Other important cultural areas
- **OBJECTIVE 7:** Identify connections that can be made to the Regional Razorback Greenway Trail in order to connect with the larger Northwest Arkansas active transportation infrastructure.
- **OBJECTIVE 8:** Study Downtown Core specific parking and walkability needs.

## **Goal 3**

**Utilizing both current and future development patterns, plan for the growth of a diversified economic base of residential, commercial, office, restaurant, and retail business development in Cave Springs.**

- **OBJECTIVE 1:** Plan for a series of commercial nodes within the city; specifically, in areas of future growth. Due to the unique topographic and environmental areas within the city explore other areas to build its non-residential development areas without solely relegating commercial development along highway frontage.
  - Specifically encourage mixed use redevelopment of the Downtown Core area with appropriate design standards.
- **OBJECTIVE 2:** Carefully consider surrounding future development, regional transportation projects, land use relationships and opportunities/connections/impacts provided by adjacent cities:
  - Regional HWY 112 improvements
  - Regional Airport Access Road
  - Rogers Impacts
    - Allen's Mill stub out for Rogers City Park
    - Shore's Ave/Rainbow- Rogers traffic impacts due to the school
    - New subdivisions on Wallis Road.
    - Pinnacle – Shadow Valley- road improvements/roundabouts planned to connect to 112.
  - Greenway connections- trail work being completed in neighboring cities that could provide critical connection opportunities for Cave Springs
  - Bentonville, Lowell, and Springdale Street, Trail, and active transportation plans should be considered for their impact and opportunities to the City of Cave Springs
- **OBJECTIVE 3:** Create a friendly, structured 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 4:** Update zoning, subdivision, and development codes to increase clarity, ease of use and review the codes on a regular basis.

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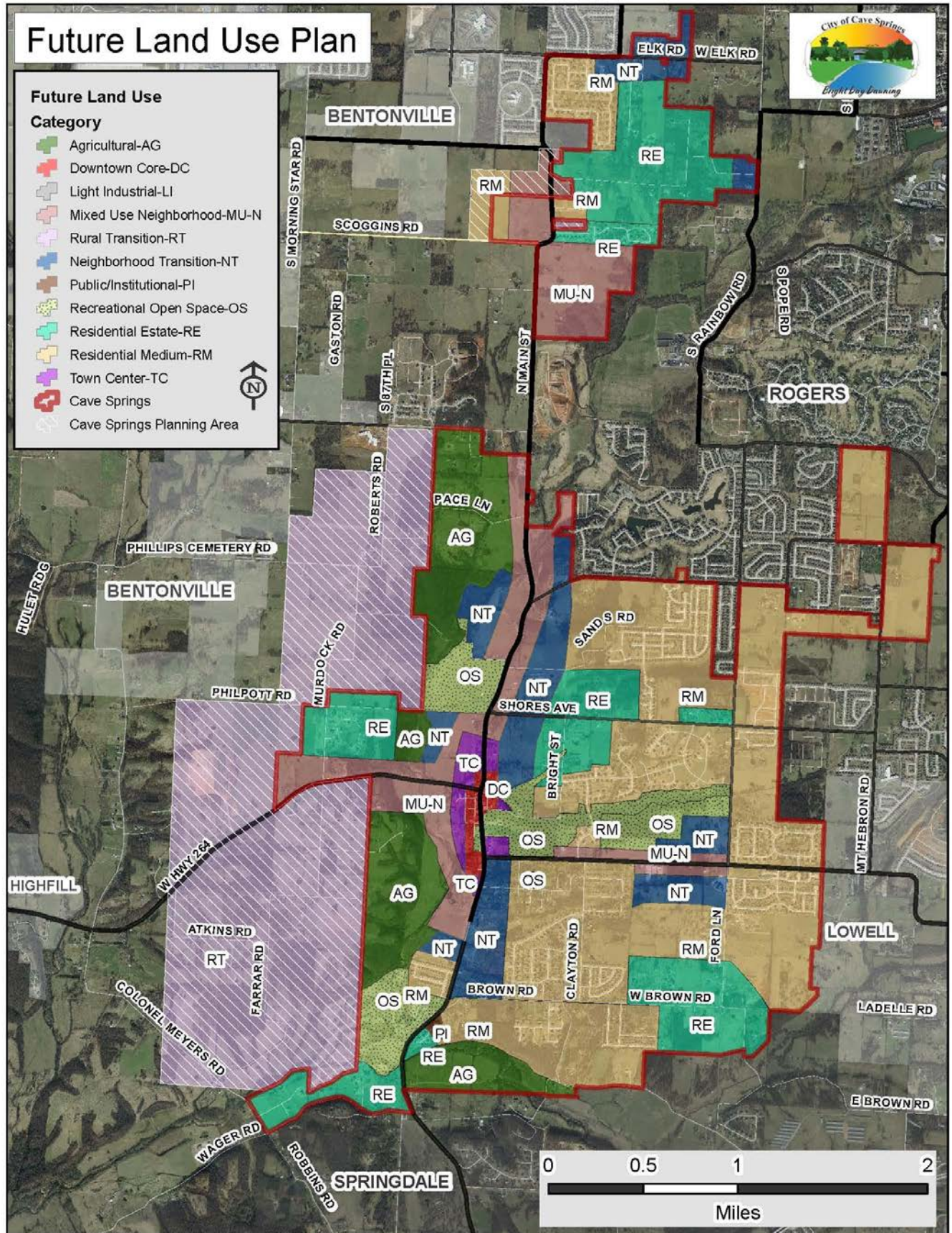
## Chapter Five: Plan Elements

### 5.1 Land Use Standards and Map

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 character of potential land uses and development types. Thus, the size, use intensity, traffic generation, and the overall impacts of a development become as (or more) important than the actual activity conducted on the property. The final product is the future land use map that is meant to inform and guide future zoning in the City based upon the future land use categories contained in this section.

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

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**AGRICULTURAL (AG)**

The purpose of this category is to preserve rural residential character and active agricultural uses.

**Parcels or lots are generally five (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 (1) dwelling unit/acre density minimum; lots will generally be one (1) to five (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. Care shall be taken to assure that the appropriate amount of greenspace and/or active transportation infrastructure is provided with the development.

**Generally, a density of one (1) to five (5) dwelling units/acre.**



**NEIGHBORHOOD TRANSITION (NT)**

Neighborhood 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, townhomes, and lower density apartment buildings. Some neighborhood-scale commercial uses may be included where appropriate access is available. All multifamily, mixed use, or non-residential uses or structures shall be subject to design standards appropriate to assure compatibility of uses. Care shall be taken to assure that the appropriate amount of greenspace and/or active transportation infrastructure is provided with the development.

**For residential uses; a general density range of six (6) to twelve (12) dwelling units/acre.**

**For non -residential uses; structure footprint size is limited to a size that is appropriate for compatibility with the surrounding developments and uses.**



**MIXED USE NEIGHBORHOOD (MU-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.

All multifamily, mixed use, or non-residential uses or structures shall be subject to design standards appropriate to assure compatibility of uses. Care shall be taken to assure that the appropriate amount of greenspace and/or active transportation infrastructure is provided with the development.

**For residential uses; general densities up to 18 multifamily dwelling units/acre.**

**For non -residential uses; structure footprint size *may be* limited to a size that is appropriate for compatibility with the surrounding developments and uses**





**TOWN CENTER (TC) AND DOWNTON CORE (DC)**

Town Center and Downtown Core (which includes the downtown area) contain some of the most pedestrian oriented and traditional development patterns within the City, as well as the greatest variety of development types.

A mix of residential and non-residential development (excluding industrial uses) is permitted. The residential component of these categories will include small to moderately sized multifamily developments (with footprints fitting the existing character of the area). New single-family residential developments would likely be townhome or row house development models. Mixed use structures (consisting of both residential and non-residential uses within one structure) are encouraged in this area. Artisan and “maker space” manufacturing uses should be considered to tie small scale manufacturing and retail spaces together.

The ideal mix of uses will be moderate to higher density residential, office, and commercial uses, with additional open space amenities included within the development site and well connected to the pedestrian network within the area.

These areas will accommodate row houses, apartments, mixed use buildings and local retail. Portions of the Town Center Area will consist of “build-to” lines for development (pulling the development closer to the street congruent with existing historic development in the area). All multifamily, mixed use, or non-residential uses or structures shall be subject to design standards appropriate to assure compatibility of uses.

The Downtown Core (DC) differs from the Town Center (TC) due to its encompassment of the historical downtown area. Development patterns and aesthetics should reflect the historic character of this area.

**For residential uses; A wide range of four (4) to eighteen (18) dwelling units/acre.**

**For non -residential uses; structure footprint size *may be* limited to a size that is appropriate for compatibility with the surrounding developments and uses.**



**LIGHT INDUSTRIAL (LI)**

The principal purpose of the Light Industrial land use is to provide for light 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.



**RURAL TRANSITION (RT)**

The Rural Transition category is to recognize future uses in most of the jurisdictional Planning Area of Cave Springs. Due to a lack of zoning This area has a wide array of potential uses; some of these potential uses which may not be appropriate or desired for the future of Cave Springs.

Potential uses will be informed by the location of the future street corridors and connections. The areas most likely to become commercial uses will be at major street intersections and interchanges.

Uses that are not appropriate or desired within the Rural Transition area are those with excessive impacts such as loud noise and offensive odors. These uses include, but are not limited to mines, dirt pits, quarries, heavy industrial uses, concrete plants, paper mills, racetracks, and shooting ranges.

Uses in this future land use area will be evaluated on a case by case basis, and will need to relate back to the Mission, Goals, and Objectives set out in the Vision Plan. Zoning decisions for these areas will be made as land is annexed into the City.

**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.



**RECREATIONAL/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.



## 5.2 Housing

Cave Springs faces housing issues not unique to other growing communities in Northwest Arkansas (NWA), many of which are transitioning from a traditionally rural and estate uses to urban and suburban residential uses. Data indicate the community is experiencing low homeowner vacancy rates and a low number of available rental housing units. These low vacancy rates, combined with high levels of population growth, increases the demand for a greater range of housing types attainable to a wider range of residents. How the City approaches this matter, and other related housing matters, will be critically important over the short and long term.

### Housing Choice, Community Character, and Multi-Family Development



Multi-family structures with high quality design provide a more compatible alternative, than (sometimes unattractive) traditional multi-family structures. See [missingmiddlehousing.com](http://missingmiddlehousing.com)

One of the ways to address housing is to encourage greater housing choice in the city. Although the current housing market will likely make the addition of new detached single-family housing construction a given, it is likely that other single family residential models (town homes, etc.) and multi-family housing will also be more economically feasible and provide more housing options for a larger demographic of citizens. For example, it could provide a place for a recent college graduate to return home, provide transitional housing for workers moving to Cave Springs until they can purchase or build a home, or provide opportunities for the city's elderly population to age in place without the worry of home and yard maintenance. As such, this plan recommends creating new or revising existing zoning categories to allow for mixed use and multi-family development.

As Cave Springs grows, it will be important to ensure that the community's identity and character are not lost. So, how is it possible to accommodate growth and housing choice while maintaining Cave Springs's identity? New development in the city's existing neighborhoods along the established local and collector type streets should continue in the same patterns as they historically have.

However, if an area becomes negatively impacted by chronic disinvestment or high vacancy, then City policy should adapt to encourage redevelopment. These policies may include reducing minimum building setbacks in exchange for increased community amenities such as open space or active recreations.

Furthermore, policy adaptations could include the promotion of mixed use and multi-family developments targeted in areas along arterials and high traffic roadways that have yet to establish a set development pattern, or, along major corridors where these types of development patterns can be more readily absorbed into the market. By adapting development policies in a timely and appropriate manner, Cave Springs will be able to accommodate growth without sacrificing its own historic identity.

#### Recommendations:

- 1) Encourage a wider range of housing types and affordable housing options by considering amendments to the current zoning code.
- 2) Encourage development of underutilized parcels, already served by public infrastructure, as a means to compliment newly constructed residential housing units.
- 3) Encourage varying types of single family and multi-family residential developments compatible with surrounding neighborhoods in areas of the city planned for such developments.
- 4) Encourage residential infill development that is compatible with existing neighborhoods such as the creation of minimum design standards for duplex and other multi-family residential structures.

### 5.3 Quality of Life

#### Recreation

The City of Cave Springs has several locations that serve as recreation options for its citizens. This first, aptly named 'Cave Springs City Park', is located within an existing, established neighborhood approximately ½ mile south-east of the town core. This facility features a large playground, basketball court, restrooms, picnic / entertainment pavilion, exercise trail, and ample parking. In addition there is also the Thekla R. Wallis Park. Located at the south-west corner of N. Main St. and Chestnut St, this 'pocket park' is positioned immediately to the north of the towns' traditional commercial strip, offering a shaded space with several picnic tables and paved patio with durable street-level amenities including iron benches and pedestrian level lighting. Wayfinding signs to both park areas could benefit from being updated and more prominent to help guide residents and visitors to these facilities.

*Parks and trails are important quality of life drivers that are essential to the continued economic development and growth of the community.*

Another recreation site is the Lake Keith / Cave Springs Natural area. This area is comprised of approximately 85 acres, owned by two entities. The Illinois River Watershed Partnership owns 30 acres of land encompassing Lake Keith, a lake that is frequented by visitors looking to fish, walk the 1.45-mile trail encircling the lake, or simply relax along its wooded edges. The remaining 55 acres is owned by Arkansas Natural Heritage Commission and is immediately east of Lake Keith. This portion of the area is primarily wooded and offers a passive recreational amenity to those visiting the lake and choose to take stroll amongst the trees. Access to this area is from the east side of N. Main St. / Hwy. 112.

Presently, the City has limited connectivity to the regional pedestrian and bicycle network. Similarly, sized cities in the region are connected to the regional trail and Razorback Greenway system, which has enabled those cities to leverage this nationally recognized recreational trail to enhance their own communities' quality of life. Trail connections are highly valued by NWA area residents and can help make your community a choice community within the region. Trail systems are not just for recreation, they have proven to also be substantial economic drivers in the region. As such, Cave Springs should also look to leverage the regional trail system by adopting policies that enable safe and accessible connections.

Further, providing neighborhood parks within walking distance from residential areas is key to a high quality of life. As the City grows, the City should strategically plan its park system to provide neighborhood parks, and depending on how growth patterns mature, perhaps even regional recreation for its citizens. Extensive facilities are not warranted for every park. Rather, creating passive green spaces add substantial value to a community by providing places where people may gather and recreate, but are not intense in terms of physical improvements. Given the City's size and limited opportunities for public land acquisition, the City should consider policies aimed at increased open space / parkland dedication as part of the development process. Such dedication policies should be aligned with the City's growth- especially in residential areas- and may take the form of standardization based on the intensity of a development. This may take the form of a fee-in-lieu structure, which once established, could serve as a funding stream to purchase land for recreation and open space purposes.

#### Neighborhood Reinvestment and Beautification

Encouraging greater levels of neighborhood reinvestment is another way in which a community can enhance the quality of life for its citizens. Similar to recreation opportunities, city-level investments such as street repairs, utility line improvements, additional lighting, and sidewalk projects can show the community that the City is committed to neighborhood level improvement. In turn, this signals to current, and prospective residents that the City is a viable place for them to invest as well. The City can take a lead in this area by making infrastructure improvements. However, reinvestment may not always take the form of hard infrastructure and may well entail soft-scape improvements like landscaping, visual buffering and street level beautification.

*The city should support a 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, street-tree plantings, community garden projects, or other programs.

**Recommendations:**

- 1) Protect and maintain the city's existing parks, and natural areas.
- 2) Update wayfinding signage for existing parks.
- 3) Expand the city park system to accommodate future growth.
- 4) Connect to the regional trail system and improve the local bike/pedestrian network
- 5) Consider adopting a parkland dedication ordinance to help provide both neighborhood parks and possibly a larger regional park in the future.
- 6) Work with community organizations to encourage and develop programs aimed at community beautification.
- 7) Reinvest in the infrastructure of existing neighborhoods including streetscape (curb/gutter and sidewalk) and street tree programs.
- 8) Focus on connection of existing residential areas to recreation facilities and the City's core through small sidewalk or trail connection projects

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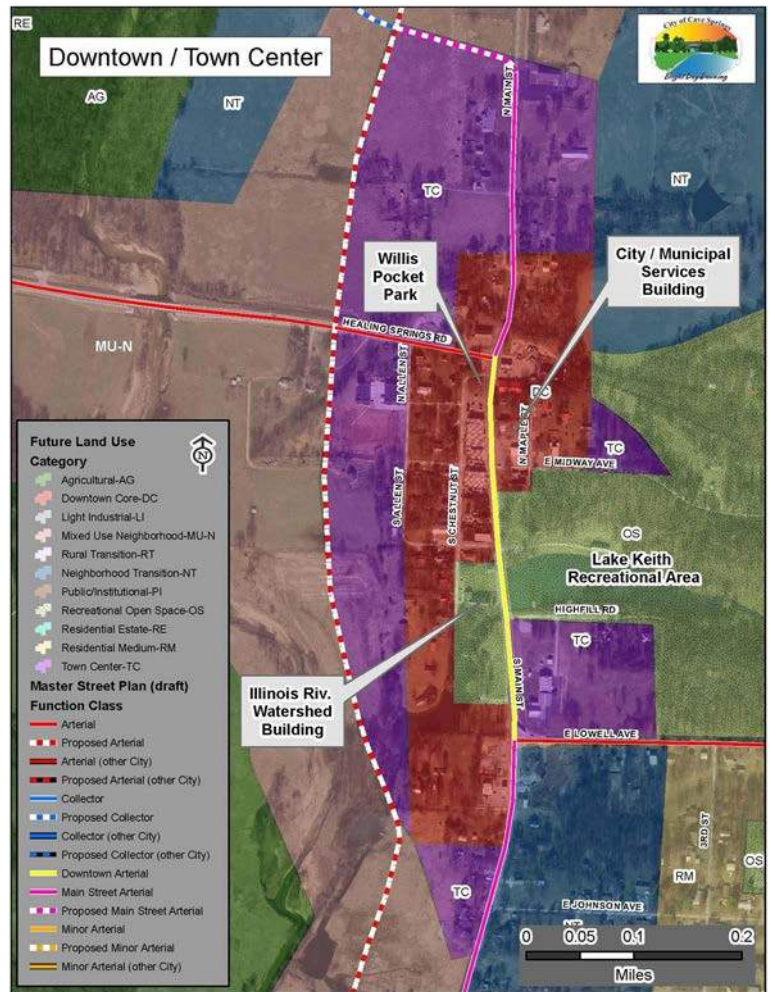
### 5.4 Downtown Core and Town Center Areas

Cities and towns by their very nature are places of continuous change. The community that exists today is not the same community as it was thirty years ago, nor will it be the same thirty years into the future. Like many cities in the region, Cave Springs is dynamic, where economic and cultural shifts have had significant impacts. As such, it is important to carefully and responsibly identify and plan for areas of potential change.

For many the “downtown/town-center” of the community is located along the AR. Hwy. 112 / Main St., between E. Lowell Ave. and Healing Springs Rd.

This area contains several key points-of-interest, including City Municipal Complex (*City Hall, Police Dept., etc*), Lake Keith recreation area, the Illinois River Watershed Partnership (IWRP) sanctuary building and learning center. This general area serves as the governmental, cultural, and institutional center for the community, and is somewhat geographically centered within the municipal boundaries.

The plan encourages the creation of a “downtown core” surrounded by ‘town-center’ land uses. Cave Springs could start to define very specific aesthetics and building patterns for this portion of the City, which could in turn enable a vibrant, mixed use main-street neighborhood that compliments and enhances the existing business, government, and institutional uses. Plan goals and objectives recognize the “downtown core” and “town center” areas as districts of diverse uses. During the plan horizon, the diversity of land uses should include governmental offices, houses of worship, banks, loft apartments, other residential, professional offices, shops, restaurants, and boutiques. Importantly, the common thread that ties these uses together is the cultivation of a neo-traditional, ‘main-street’ fabric complete with unique architecture, and other street level improvements friendly to pedestrians. Future development and redevelopment in the “downtown core” and “town center” areas should



*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 Cave Springs with a much-needed City Center.*

respect the unique heritage of the City by incorporating design elements into their construction and building articulation.

A key to further developing the “downtown core / town center”

area is by way of promoting and cultivating it as the community’s activity hub. Successful implementation will entail business and institutional retention, including banks, offices, other financial institutions, houses of worship, and government offices. These ‘critical uses’ serve as traffic generators to the area and are critical to providing a supportive business environment. In many instances in towns similar in size and character to Cave Springs, retaining ‘critical uses’ stimulates the business economy in a way where other professional offices may follow. Once a targeted area reaches a certain level of both ‘critical’ and ‘supporting’ uses, those uses attributed to neo-traditional ‘downtowns’ or ‘town centers’ become a viable option from a development standpoint. Examples of this can be



seen when a restaurant is opened up for the first time but is soon followed by additional traffic that helps support retail businesses. Creating positive business cycles is vital for stimulating economic growth, where the catalyst can be as simple as encouraging and retaining important community institutions in this targeted “downtown core / town center” area.

As noted above, there are several contiguous City owned properties on the East side of Main Street downtown. Currently these properties house the City Hall and Police Department, the Fire department, public parking area, and the Community Building. In the next few years, the City will be building a new Fire Station at a different location. The current City Hall lacks a Municipal meeting space large enough for many public meetings. As the City continues to grow and the Fire Department is relocated, it is recommended that the City determine its projected facility needs and create a plan for this area that allows for the remodeling of existing structures or addition of new structures that respond appropriately to the City's needs and utilize the space in a way that compliments the City's historic downtown core.

There are currently no library or Senior Center buildings within the City. These uses can be key elements of a thriving community and would be great future elements of the City. Pursuing a library and senior center will be beneficial to the citizens. 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.

### **Developing Character**

Improved zoning and development codes are actions the city can use to help create specific ‘character areas’ within the City’s fabric. Specific to the “downtown core/town-center” character areas, the city should update its zoning code to allow a more diverse mix of uses by right. Typically, when a mixed-use strategy is deployed at the local level, buildings are adapted so that non-residential uses are established at the ground floor. By doing so, structures are energized with uses that were once not able (or not permitted) to operate cohesively in the same space and are simultaneously supported by residential or office uses within. Moreover, the space between the structural uses and the actual roadway, sometimes referred to as the ‘public realm’, is transformed into a place or destination unto itself that is then further leveraged by the very businesses that abut them. Although the scenario described here may be typical, this plan recognizes that ‘mixed-uses’ can take on varying degrees of use-ratios and does not attempt to prescribe specified percentages of uses within a ‘mixed-use’ development strategy.

Along with improved codes, it is vital to compliment the mixed-use environments in the ‘downtown core’ and the ‘town center’ with sufficient residential densities to sustain and patronize businesses that decide to invest in these areas. This is essentially the nexus between the ‘downtown core / town-center’ area and the ‘mixed-use neighborhood’ area, in that the latter should serve as the area dedicated to higher density, multi-family land uses with ready access to a complete-streets public environment. This will enable ‘town-center’ residents to walk and bike to the ‘downtown core’ in a way that is safe and accommodating. Furthermore, establishing linkages to existing natural areas such as the Lake Keith Recreation Area and other strategic community amenities will reinforce the intent of the overall ‘character area’ as a vibrant, community hub.

This plan seeks to leverage the existing built environment as a way to encourage the further development of a “downtown core/town-center” character area. Referred to as ‘adaptive reuse’, this process involves converting buildings that have outlived their original purpose to accommodate new uses. It should be noted that adaptive reuse emphasizes preservation or rehabilitation of building features over extensive remodeling. This emphasis ensures that existing character is respected and maintained regardless of the composition of a buildings internal uses. Well-crafted design standards will prove highly valuable here, in that they bind together elements such as building facades, architectural elements, streetscape amenities, into a cohesive standard that helps to create a desired ‘character area’.

### **Land Use Compatibility**

Through public input, citizens have weighed in on the topic of land use compatibility. This issue should be addressed for projects both within and between defined ‘character area(s)’. Specifically, concerns have been raised how to effectively transition or ‘tier’ between uses of different intensity. If an adaptive reuse project were proposed within the ‘town-center’, but happened to be immediately adjacent to another residential project, how the City will minimize potential negative impacts will be quite important. In particular, issues such as providing trash / loading services to a site, parking lots, lighting scheme, and landscape buffering / screening will be of utmost importance to

address. This plan advocates for implementing land use compatibility standards that are treated on a project-by-project basis, with the goal being maximum flexibility to developers and the City to implement effective land-use transition measures.

### **Regulatory Codes**

Existing zoning and development codes may serve as barriers to implementing a “downtown core/town-center” character area. For example, existing zoning codes may not allow for mixed uses by right in a given zoning district. Conversely, even if mixed-uses were allowed, the codes may require minimum setbacks, on-site parking, or even open space that is simply not feasible for older structures constrained by existing infrastructure or environment. Also, bringing older buildings up to current building codes serve as a different type of regulatory barrier. Alleviating these barriers can be accomplished in a variety of ways. From a zoning code standpoint, a municipality will usually add ‘mixed-use’ to its array of zoning districts, and then assign that district to a targeted area of interest. In tandem with a mix of uses, a municipality has the option of treating adaptive reuse as a *type of development* that is regulated differently than a ‘Site Plan’ or other more structured forms of development review process. If employed, this option could be adopted in lieu of rezoning in order to further reduce regulatory barriers.

Building codes can also serve as regulatory barriers to adaptive reuse by requiring existing buildings that are undergoing renovation to be brought up to new standards for construction. One way to reduce this type of barrier is for a municipality to adopt alternate building codes specific for existing construction. Alternate codes for existing construction should continue to protect health and safety, but can be crafted in a way that keeps renovation costs down by not requiring often costly structural modifications.

As referenced previously, design standards will be key to establishing and/or preserving an identified ‘character area’. In the case of a “downtown core/town-center” character area, design standards would generally govern new construction, but could also be designed specifically for adaptive reuse. To reiterate, adaptive reuse emphasizes preservation of character and rehabilitation over new construction. Therefore, the goal of adaptive reuse design standards would be to ensure architectural compatibility, and, would entail restricting the types of building materials used, requiring build-to-lines, directing parking to either on-street, to the side or rear of a structure, and guiding design of the building’s front façade. Soliciting input from the community on such design standards will be vital to ensuring the ‘downtown/town-center’ character area retains its long-term viability.

### **Creating a Downtown Core / Town-Center Character Area:**

Implementation of targeted projects and programs can serve as catalysts for the creation of a ‘downtown core/town-center’ character area. In turn, these measures should be considered key opportunities to enhance the City’s identity and build stronger connections to the City both internally as well as within the northwest Arkansas region.

#### Streetscape Improvements

Using strategies, in conjunction with ARDOT, street features could be used to strengthen the connection of the east and west sides of Main Street / Hwy. 112 to the Lake Keith Recreation Area. Crosswalks, safety lighting, and better pedestrian connections could help tie these important features together for better access.

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 ‘downtown core’ district should be the preferred 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.

### **Recommended Actions**

- 1) Work to realize Cave Springs’s local retail, character, and destination potential through the development and promotion of a City Downtown Core / Town Center (DC/TC) character area.
- 2) Plan for investment in DC/TC streetscape.
- 3) Improve and enhance the entrance to the DC/TC along Main Street / Hwy. 112 and at the intersections to Lowell Ave. / Healing Springs Road / AR Hwy. 264

- 4) Work to attract/retain service businesses, professional offices, restaurants, and governmental offices in downtown.
- 5) Encourage the location of retail ventures such as antique stores, coffee shops, and boutiques within DC/TC.
- 6) Encourage the location of 'artisan' and 'maker space' small scale manufacturing in conjunction with small retail within DC/TC.
- 7) Draft a zoning code that readily allows mixed-use of multi-story structures within the DC/TC Area. This could be achieved by creating a special overlay district for this area or its own specific zoning category.
- 8) Develop minimum design standards for DC/TC buildings.
- 9) Leverage public resources and infrastructure investments to encourage private investment in the DC/TC.
- 10) Promote and assist in providing regular and seasonal events and programming in the DC/TC.
- 11) Continue to seek grant funding for community projects in the DC/TC.
- 12) Encourage the retention of existing community institutions in the DC/TC and the relocation of new government and community institutions to the area.

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## 5.5 Commercial and Economic Development/Regional Cooperation

### **Economic Development**

In order to realize the type of character areas endorsed by the plan, local officials and community leaders should focus recruiting businesses that fill existing economic services gaps. This will require detailed analysis of the local community and identifying business and service gaps that could be fulfilled within the City. Most importantly, this plan endorses business development that is primarily locally driven.

Cave Springs is currently primarily a residential city at this time and most citizens commute to other cities for work. The City is well located as it is within close proximity to both major employers and major highways. However, as the City is located relatively close to larger municipalities, each with its own populations that they serve, this sets up an economic environment where, given the lack of local services in town, Cave Springs residents spend the majority of their disposable income in surrounding municipalities. While this plan recognizes inherent competitive disadvantages due to the City's size, Cave Springs has an opportunity to cultivate a vibrant retail environment that differentiates itself from surrounding local markets.

### **Recommended Actions**

- 1) Create an economic development subcommittee and discuss a chamber of commerce (or similar organization) in the future.
- 2) Encourage both new investment and redevelopment of the city's existing commercial areas.
- 3) Target locally based, small to medium-scale businesses that meet community needs.
- 4) Develop a resilient local economy by encouraging a diverse mix of local businesses and attractions.
- 5) Market vacant City property via State resources such as 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 the City.
- 7) Retain and support existing City businesses.
- 8) Encourage and incubate local entrepreneurship.
- 9) Partner with local or regionally-based lenders to identify ways to expand capital access to entrepreneurs via micro-lending and similar programs.

## 5.6 Infrastructure and Growth

### Utilities

Reliable water and sewer systems are critical facilities for cities, as they not only serve as essential to sustaining modern, healthy living, but also dictate where future growth occurs. Cave Springs has been working to connect its existing sewer system to the regional wastewater treatment facility (NACA), and partners with neighboring cities for water supply while owning and maintaining its own water system lines.

*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.*

The current sewer system within Cave Springs consists of two smaller wastewater treatment facilities. The city owns and maintains these systems, but connecting to the regional wastewater facility will benefit the community as a whole and allow for more growth within the city. It is anticipated that this connection will be complete within several years.

The City is currently very proactive with the expansion of its water and sewer infrastructure and should continue this trajectory of masterplanning its water and sewer systems to serve the expected growth over the next 20 years.

Utility masterplans 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 systems over the short to midterm.

As a general guideline, growth should be encouraged first where service is already available (or planned for the immediate future) and second where new sewer service will not require the usage of pump stations. This means directly encouraging infill development when possible (new construction that "fills in" existing vacant properties). Infill development doesn't just make sense for developers. It also helps ensure that existing improvements the city has made to its utility systems remain cost-efficient. This is because the city does not have to maintain as many 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.

Recently, another petition method was added to expedite the process when 100% of the real estate owners of any part of a county contiguous to and adjoining any part of the city petition to be annexed. This process must conform to the provisions set forth in A.C.A. § 14-40-609.

*Annexation will be a mid to long-term necessity for the city to continue growing. The city has already seen considerable spill overgrowth 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.

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 some vacant land inside the city limits of Cave Springs, the city will likely over the next 10-15 years need to consider annexation covering areas to the west.

**Recommendations:**

- 1) Encourage infill development as a means to provide utility services in a more cost-effective manner.
- 2) Continue to update the 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 future annexation areas.

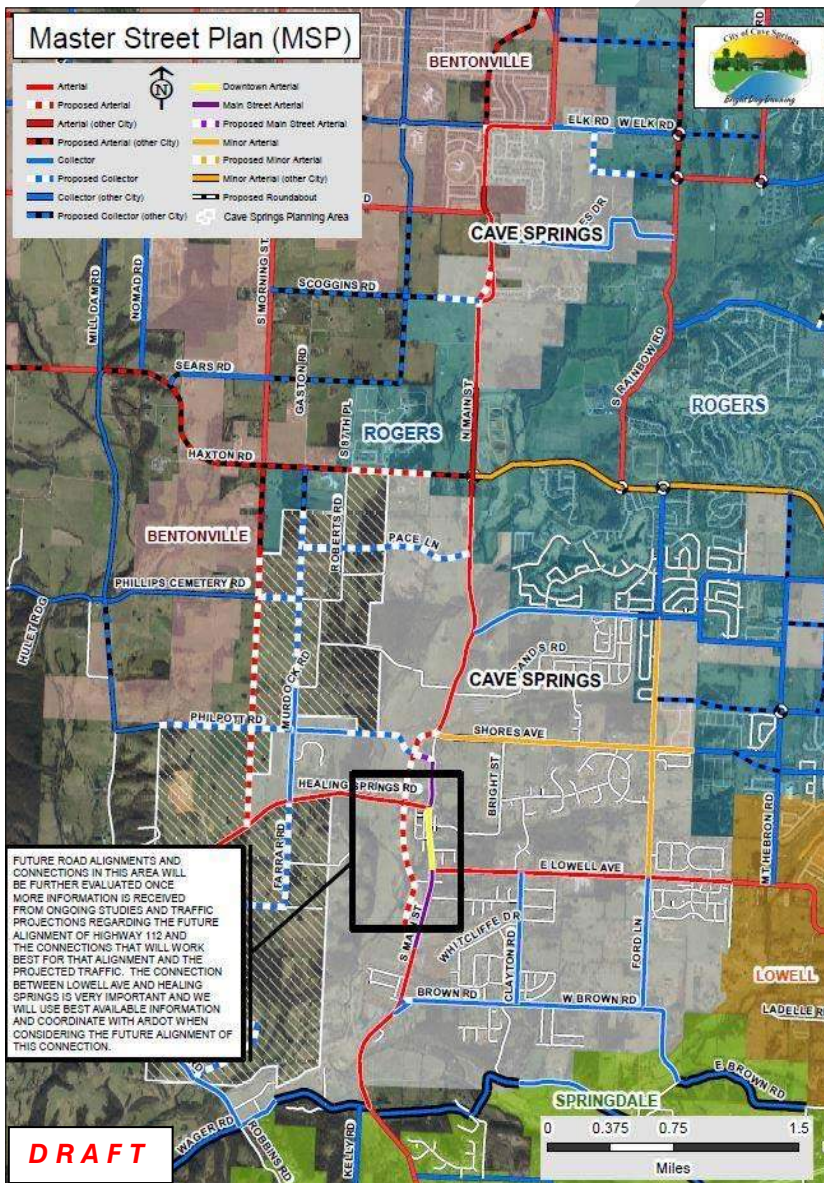
## 5.7 Transportation System

### Master Street Plan

An important element of the Comprehensive Plan is transportation planning. The primary planning document that facilitates the City's transportation planning is the Master Street Plan (MSP), which contains Typical Sections for each of the different types of street classifications identified.

The City has an existing network of City and State roadways. With growth and time, changes are needed to assure the roadway system is efficient, strong, and connected to increase economic opportunities within the city. The MSP accomplishes that by identifying key areas needed for future extensions and other roadway improvements. These improvements will help to relieve congestion and plan for efficient growth and improvement of your roadways system over time.

The following MSP map shows the existing street network, as well as the approximate location of future street connections and improvements.



Flexibility in the exact alignments is allowed based on constraints and practicalities, but the connections indicated are important and will be required as development occurs.

The alignments shown for AR Hwy. 112 are provided here for the purposes of garnering discussion. More information will become available as the Arkansas Department of Transportation (ArDOT) develops plans to upgrade the AR Hwy. 112 corridor. Additionally, those existing connections between Hwy. 112 and Hwy. 264 may also change as improvement plans are refined by ArDOT.

This MSP includes not just vehicle transportation, but bicycle and pedestrian modes of transportation as well. As development occurs, certain streets will be required to be extended, constructed, or improved to accommodate the increased traffic generated from the development itself.

The MSP includes all elements within the Right of Way, where vehicular, bicycle, and pedestrian transportation modes area considered together.

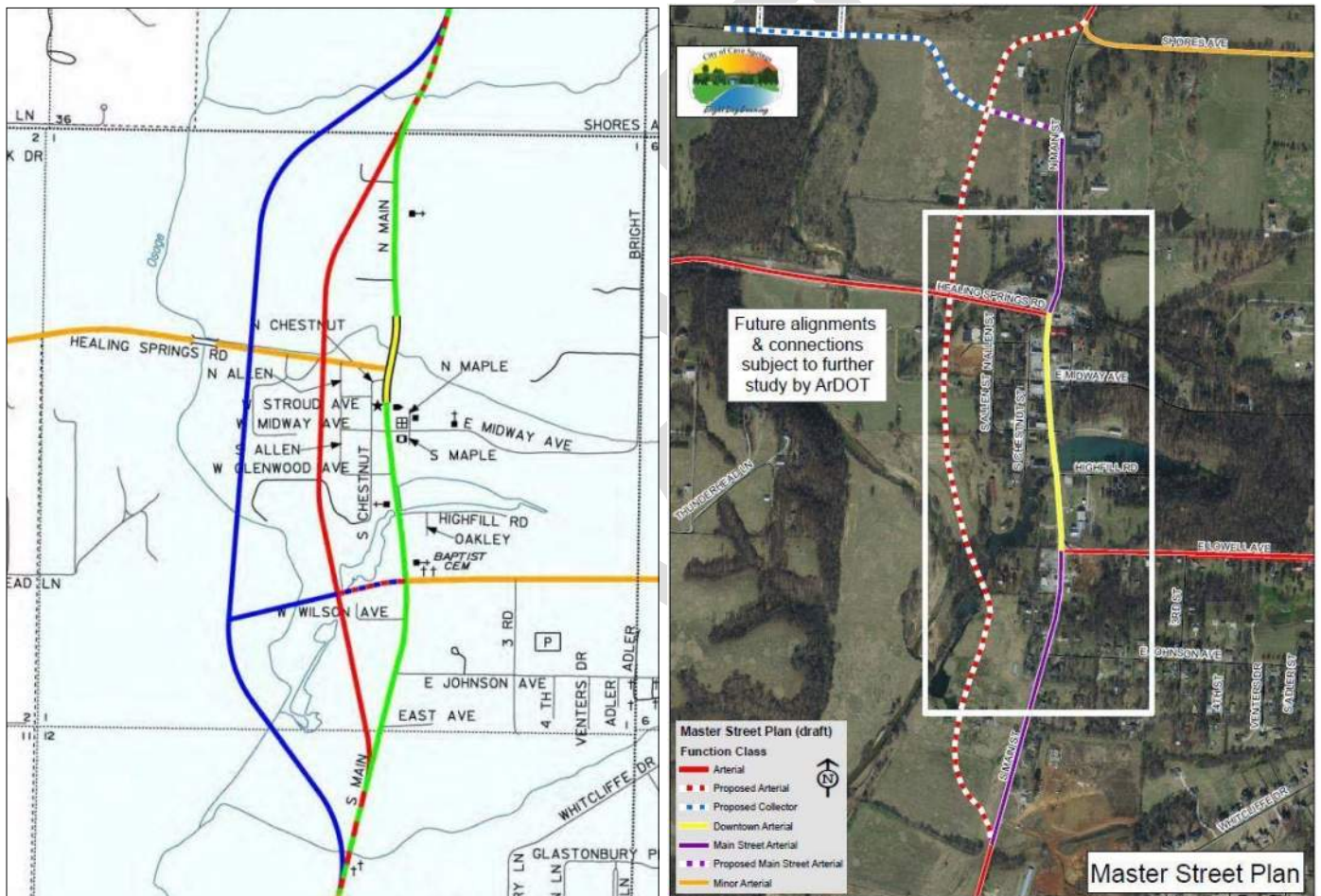
Additional trail connections are shown on the Active Transportation Plan.

## Future Highway 112 Improvements

### Southern Cave Springs

Highway 112 is a State Highway that ArDOT may upgrade in the future. As was eluded to in the previous section, roadway alignments shown on the Draft MSP are subject to change. Specifically, the ‘Highway 112 Corridor Study – Benton and Washington Counties’ was completed by ArDOT in July of 2015 and provides three potential alignments (p. 23 of study) within the area of AR Hwy. 264 in the City’s central core.

- Option A (green) shows improvements to the existing alignment of the street (through downtown).
- Option B (red) runs just to the west of downtown.
- Option C (blue) is aligned further to the west.



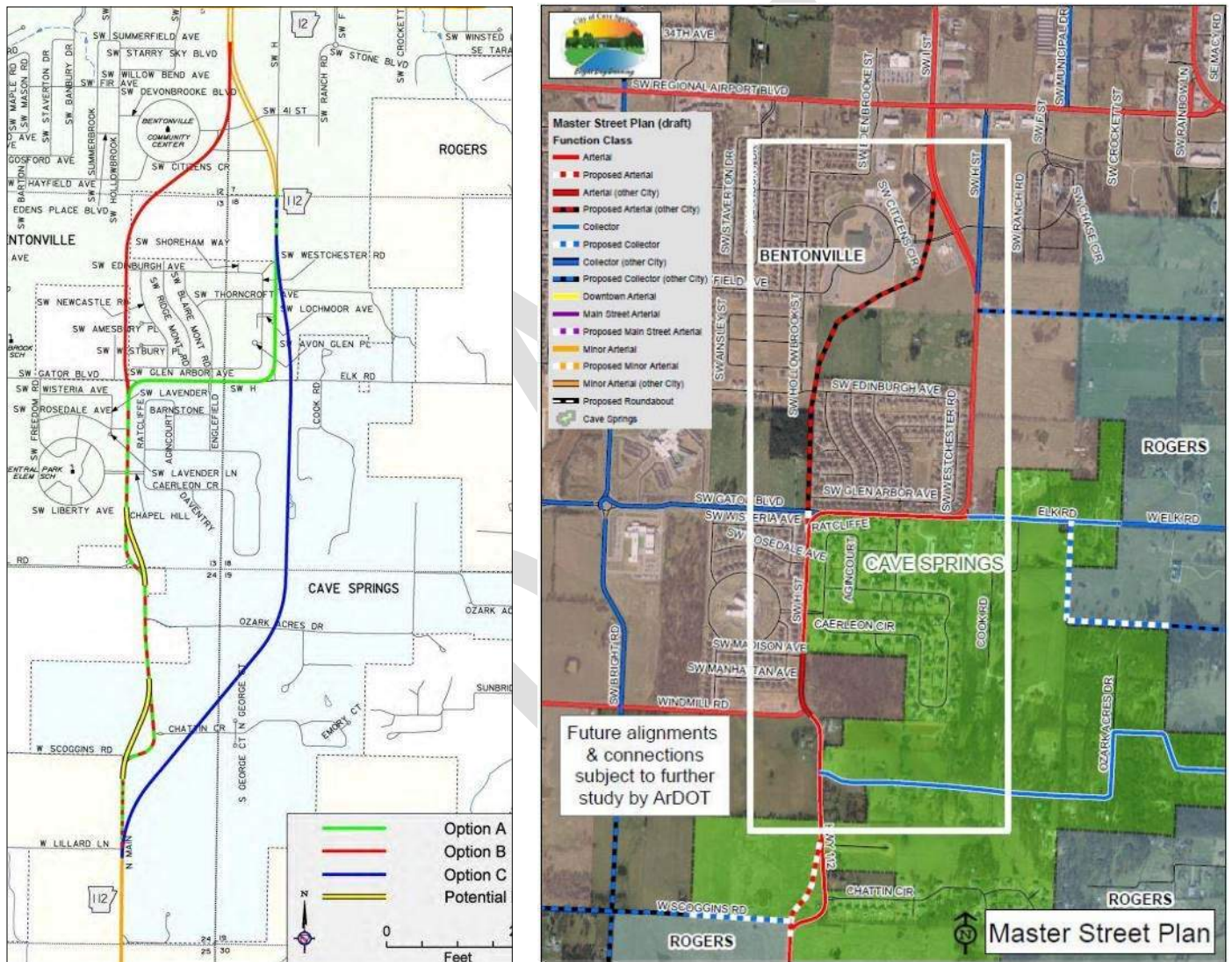
This portion of the HWY 112 alignment proposed in this Master Street Plan (MSP) is preferred by the City of Cave Springs, and is slightly different than the alignments provided in the ARDOT Study

**Future Highway 112 Improvements (cont.)**

Northern Cave Springs

Page 22 of the 'Highway 112 Corridor Study – Benton and Washington Counties' also provides three potential alignments to AR Hwy. 112 as it passes through the northern section of the City adjacent to the City of Bentonville.

- Option A shows improvements to the existing alignment of the street
- Option B runs just to the west of the City and through portions of Bentonville
- Option C is aligned further to the east and would cut through a large portion of the Cities' northern section.



This northern portion of the HWY 112 alignment proposed in this Master Street Plan (MSP) is preferred by the City of Cave Springs, and is essentially in keeping with 'Option B' as provided in the ARDOT Study.

The alignments and connections shown on this MSP will be further evaluated once more information is received from ongoing studies and traffic projections. Moreover, the connection between Lowell Ave. and Healing Springs Rd. (AR Hwy. 264) is critical and will also require additional evaluation based on the latest and most reliable ArDOT information. Requisite amendments to this MSP shall be made upon the best available information and close coordination with ArDOT. Not only will State (ArDOT) evaluation impact the alignments and connections shown, but so too those local Cities immediately adjacent to Cave Springs. Specifically, the cities of Bentonville, Rogers, Lowell,

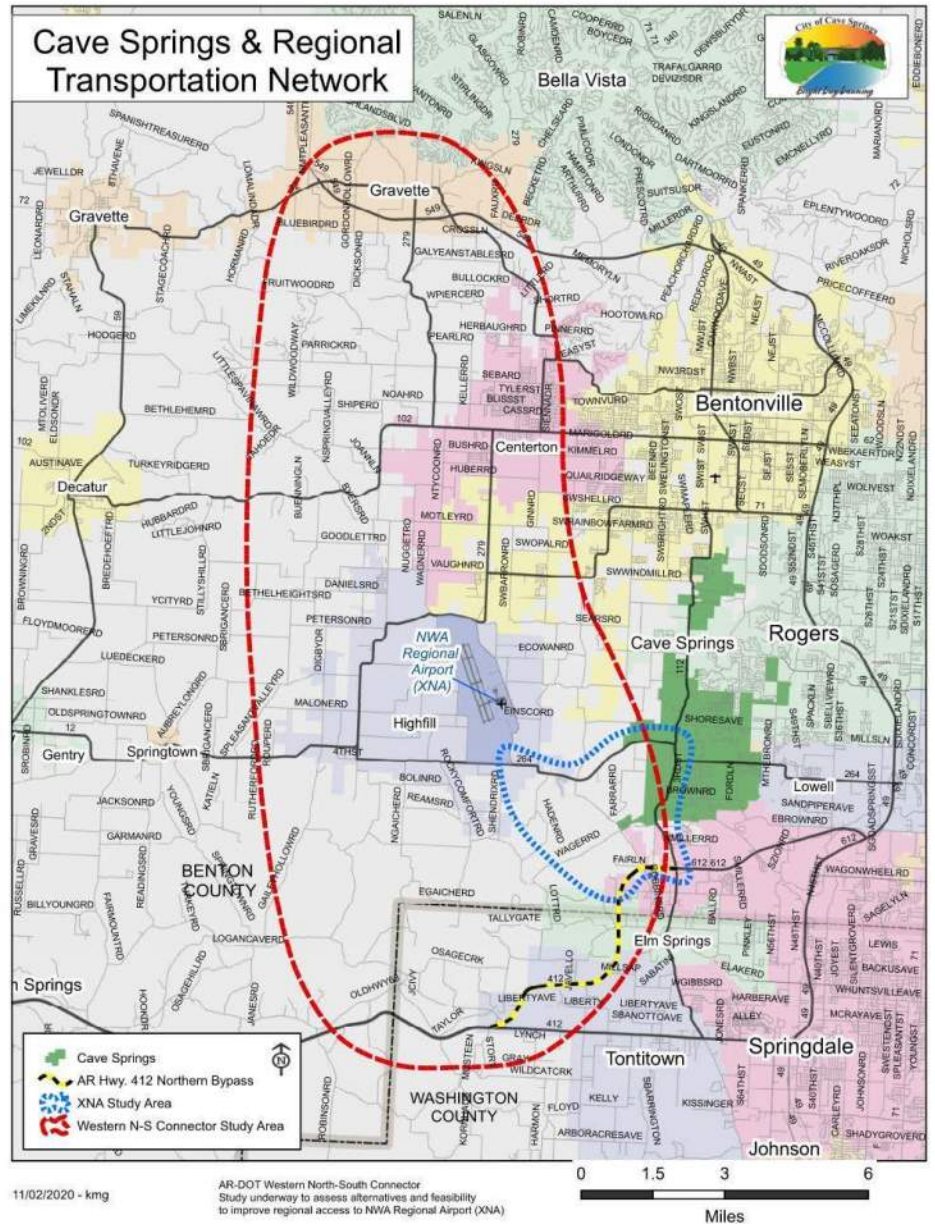


and Springdale each will impact the City of Cave Springs as it relates to implementing their respective Master Street Plans. This underscores the need for an ongoing, coordinated dialogue between these municipalities to ensure that each roadway shown functions in a planned, and uniform way regardless of the jurisdiction each roadway travels through.

**Regional Connections.**

Cave Springs is strategically located within close proximity to several, major roadway networks. In particular, the north-south, Interstate 49 corridor is located less than 3 miles to the east of the City, with the east-west, State Hwy. 412 corridor located less than 5 miles to the south. Noteworthy here, additional access to the 412 corridor in the future will be made even easier, as there is an access ramp from Hwy. 112 to the Hwy. 412 'northern bypass', planned for construction, approximately 1 mile south of the City limits.

In addition to vehicle access, Cave Springs benefits from its location relative to the Northwest Arkansas Regional Airport (XNA). Located approximately 3 miles west of the City, the airport is in the process of assessing alternative means of access, particularly from points south and east. As such, the Arkansas Department of Transportation (ArDOT) has established the 'western, north-south connector' study area. Additionally, a more detailed area of study is being examined (i.e. XNA Study Area). While not complete, these areas of study are located immediately adjacent to Cave Springs' western borders, emphasizing the role XNA plays in impacting the Cities growth patterns. Both study areas show the potential impact of future large regional roadway projects in the City. Progress on these studies should be watched closely by the City.



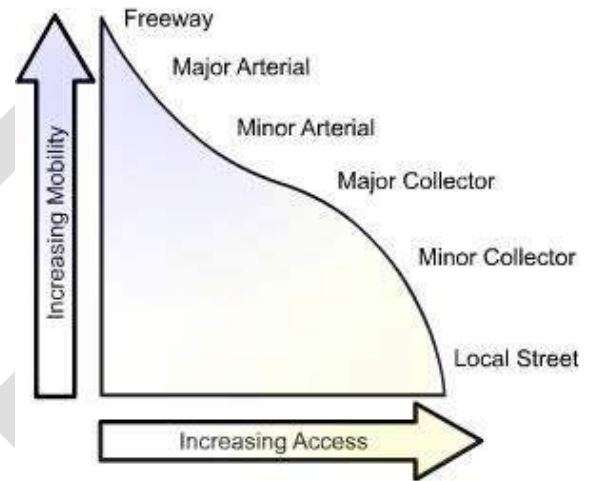
**Street Classification System.**

The street classification system is a hierarchical break down of how roadways function now, and how they are planned to function in the future. This MSP provides for three types of function classifications; Arterials, collectors, and local streets. A street function classification system should represent a well-planned network operating like a circulatory system.

Arterials – Arterials provide for increased mobility by moving traffic. Arterials 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. AR Hwy. 264 and AR Hwy. 112 are examples of arterial roads. In comparison, ‘minor’ arterials provide network connections from within and through the developed area and increase the amount of access to land adjacent to it. Generally speaking, roadway design criteria are typically similar for arterials and minor arterials.

Collector - Collector streets connect the arterial roadway network to the local traffic and provide easy access to adjoining land. Collector streets allow for more traffic and higher speeds and are designed to balance access to abutting property and providing sufficient traffic flow to permit greater mobility within the city. Examples of collector streets area Brown Rd. and Ford Ln.

Local - Local streets are intended to connect traffic with collectors and to the arterial roadway network. They have the lowest capacity and thus are not intended to carry large traffic loads. Local streets are designed for low speeds, and to provide ready access to adjoining land.



Note; While the MSP proposes the construction of numerous roads, it is intended that many of these road projects be built and constructed as property is developed. In this way, existing residents and the taxpayers will not bear all of the burden of the costs for these road projects. Rather, those costs will be borne by the developers/developments that create the necessity for the new roads. 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.

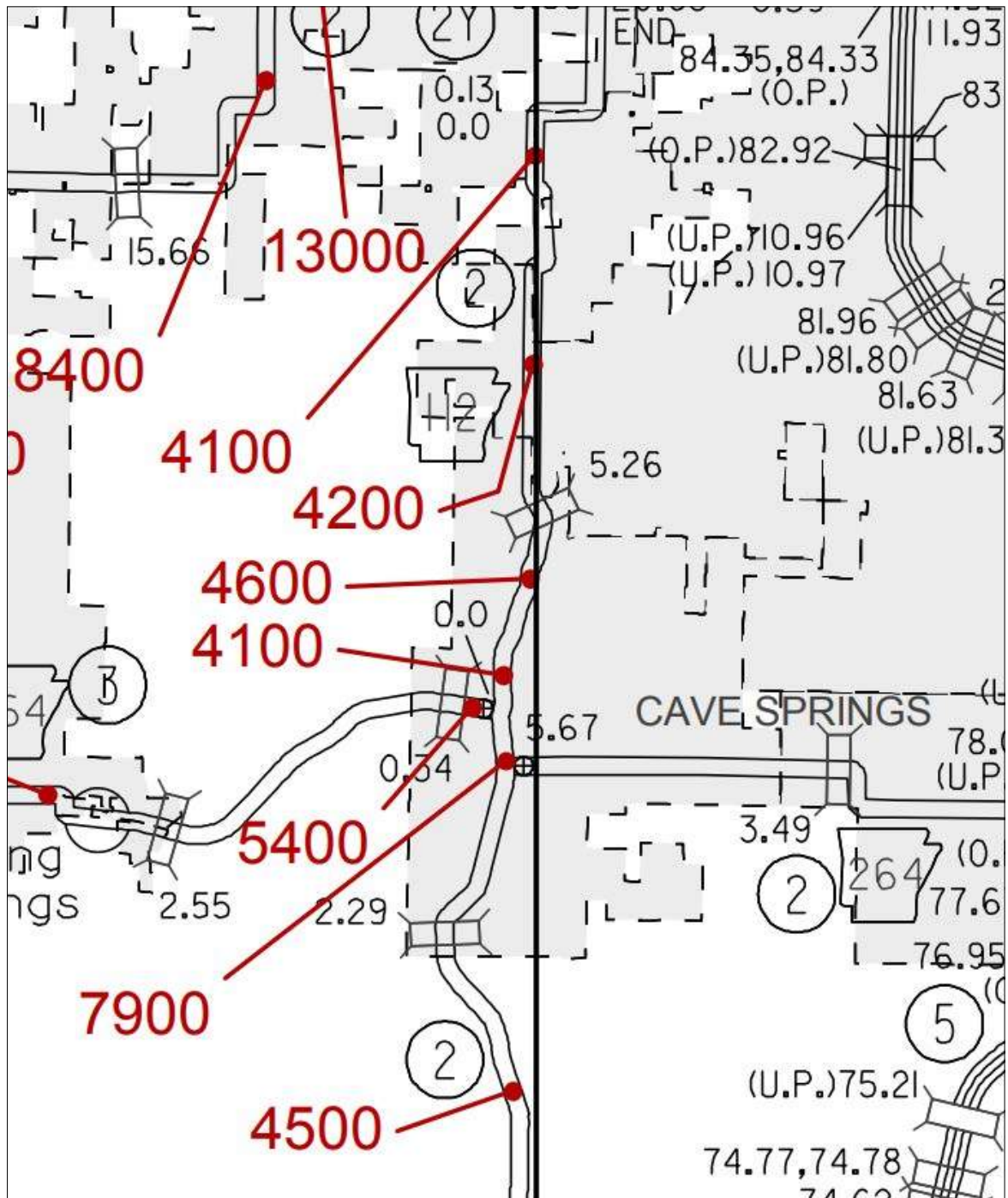
**Typical Cross Sections**

Street classifications described above each have a corresponding cross section. Each of these cross sections shall govern the construction of street and bicycle/pedestrian facilities by the City of Cave Springs as well as through the private development community. Moreover, these cross sections will work in concert with the City’s standard street specifications that further dictate the remaining aspects of roadway design and construction. Street classifications contained in the MSP correspond to the street cross sections shown in this Chapter. These cross sections prescribe and standardize how each new street should be constructed. Furthermore, the cross sections contained herein dictate the standards for how the existing street network should be improved. Typical Cross Sections are shown in Appendix A of this document.

**Growth History and Projections:**

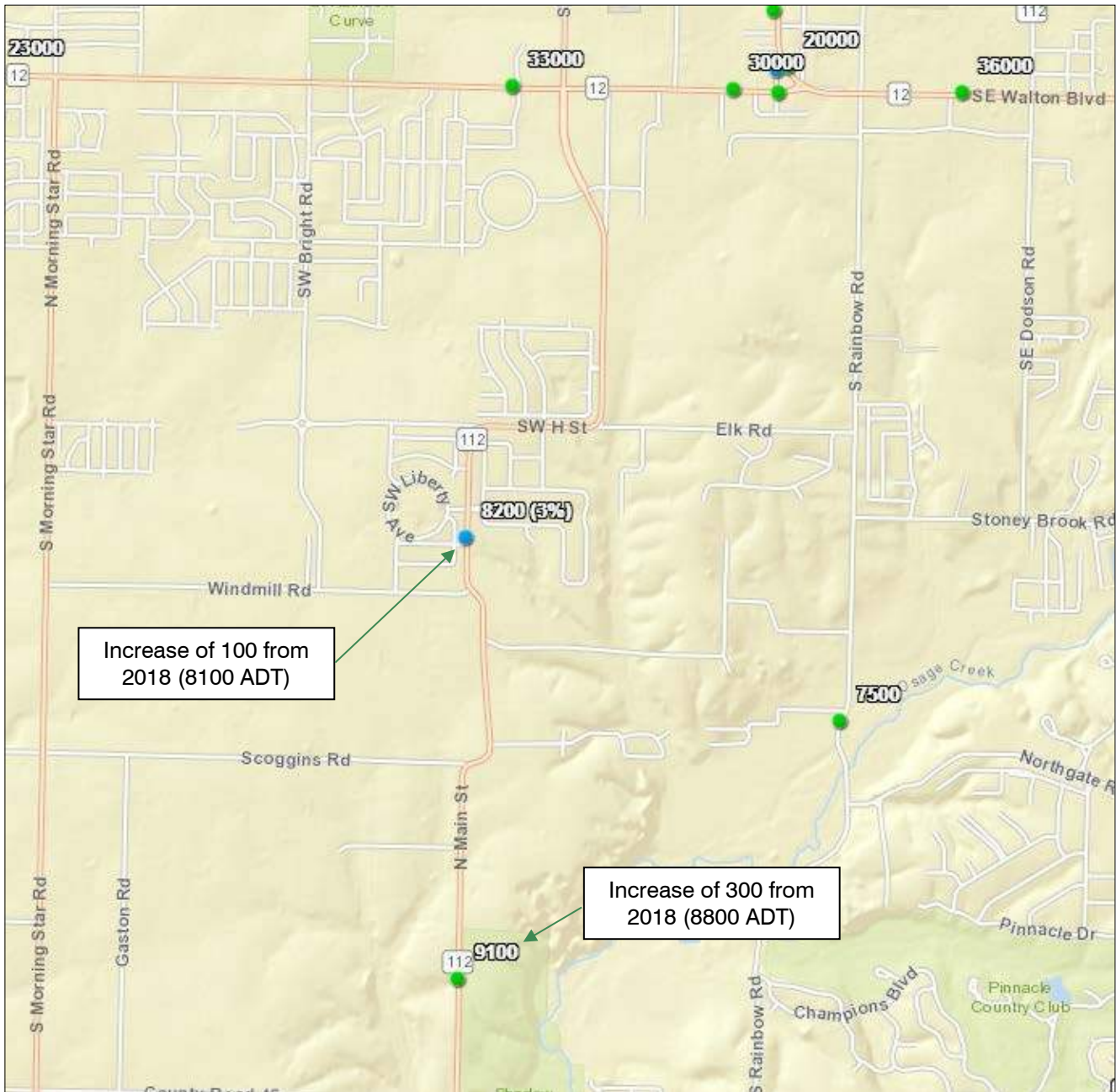
Cave Springs and the surrounding Northwest Arkansas region have experienced significant growth, which has led to significant and continuous pressure on the transportation network. Below graphics show historic traffic data and the most recently tabulated average daily traffic (ADT) volumes within the City.

**2010 Average Daily Traffic Volumes (source: ARDOT)**



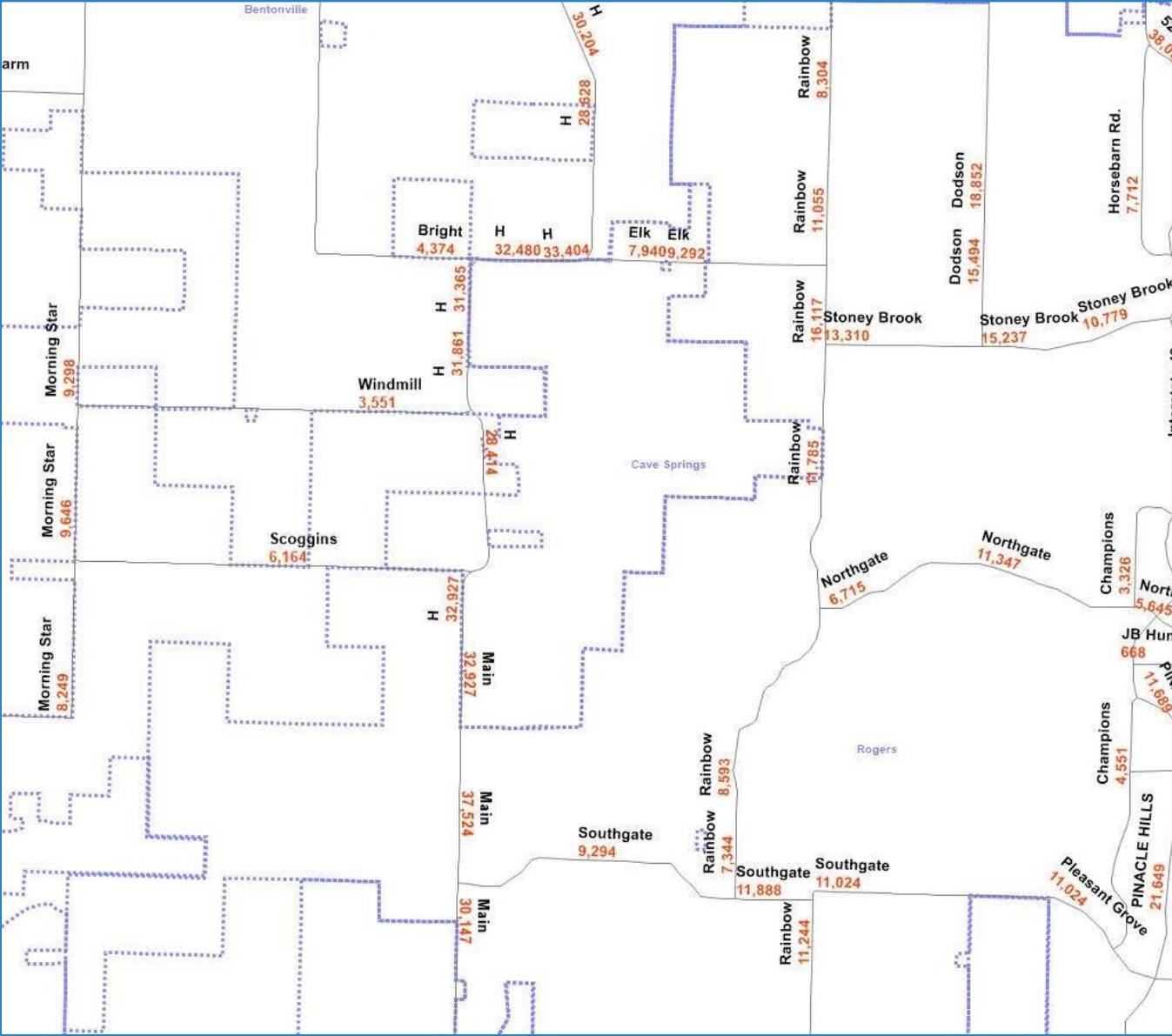
Northern Cave Springs

2019 vs. 2018 Average Daily Traffic Volumes (source: ARDOT)



Northern Cave Springs

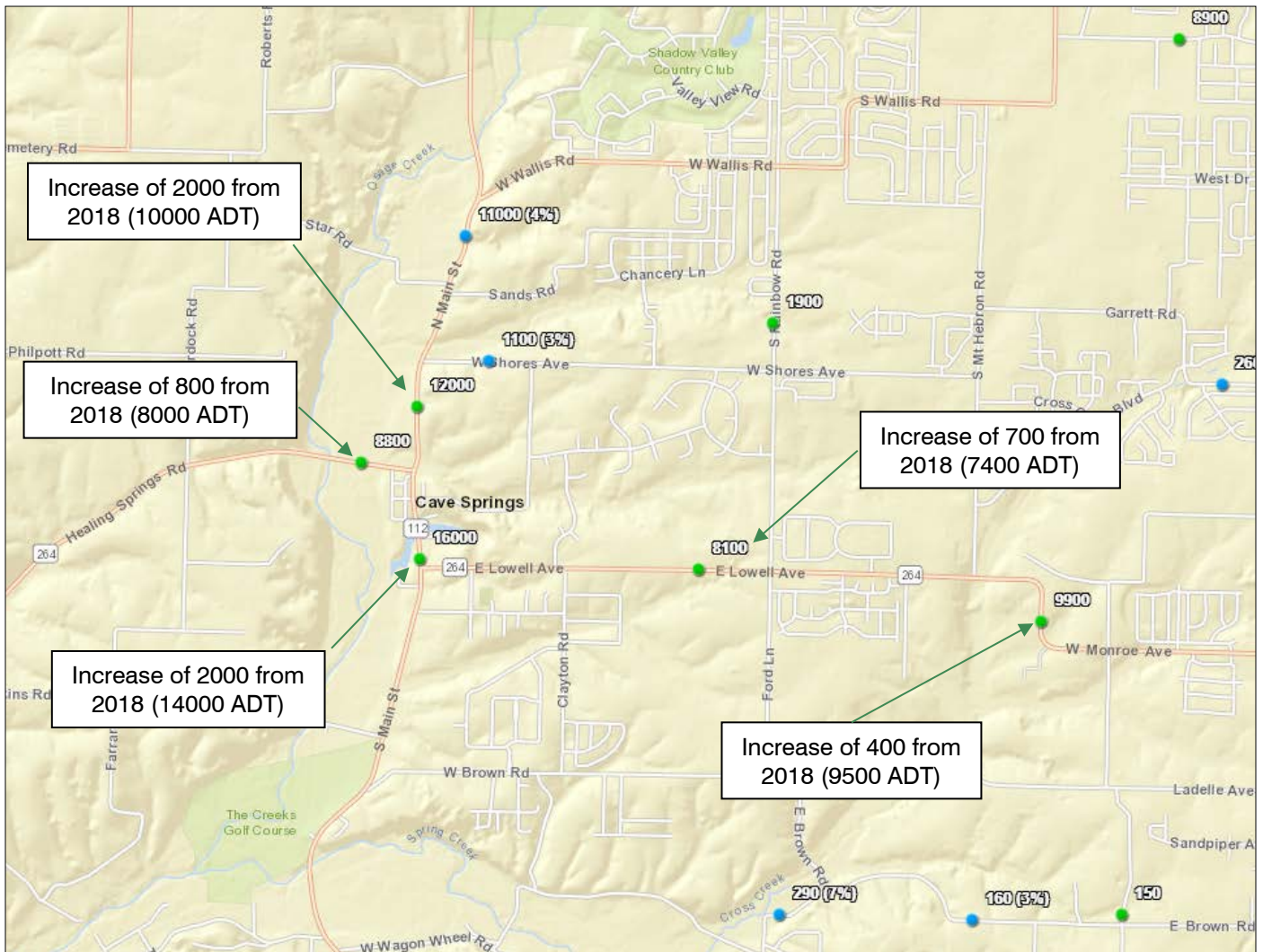
2045 Projected Average Daily Traffic Volumes (Source: NWARPC)



In the northern portion of Cave Springs, the traffic on Main Street (AR Hwy. 112) increased from 4100 to 8200 for the average daily traffic at the same location from 2010-2019. In 2045, that same location is projected to have over 31,000 average daily trips.

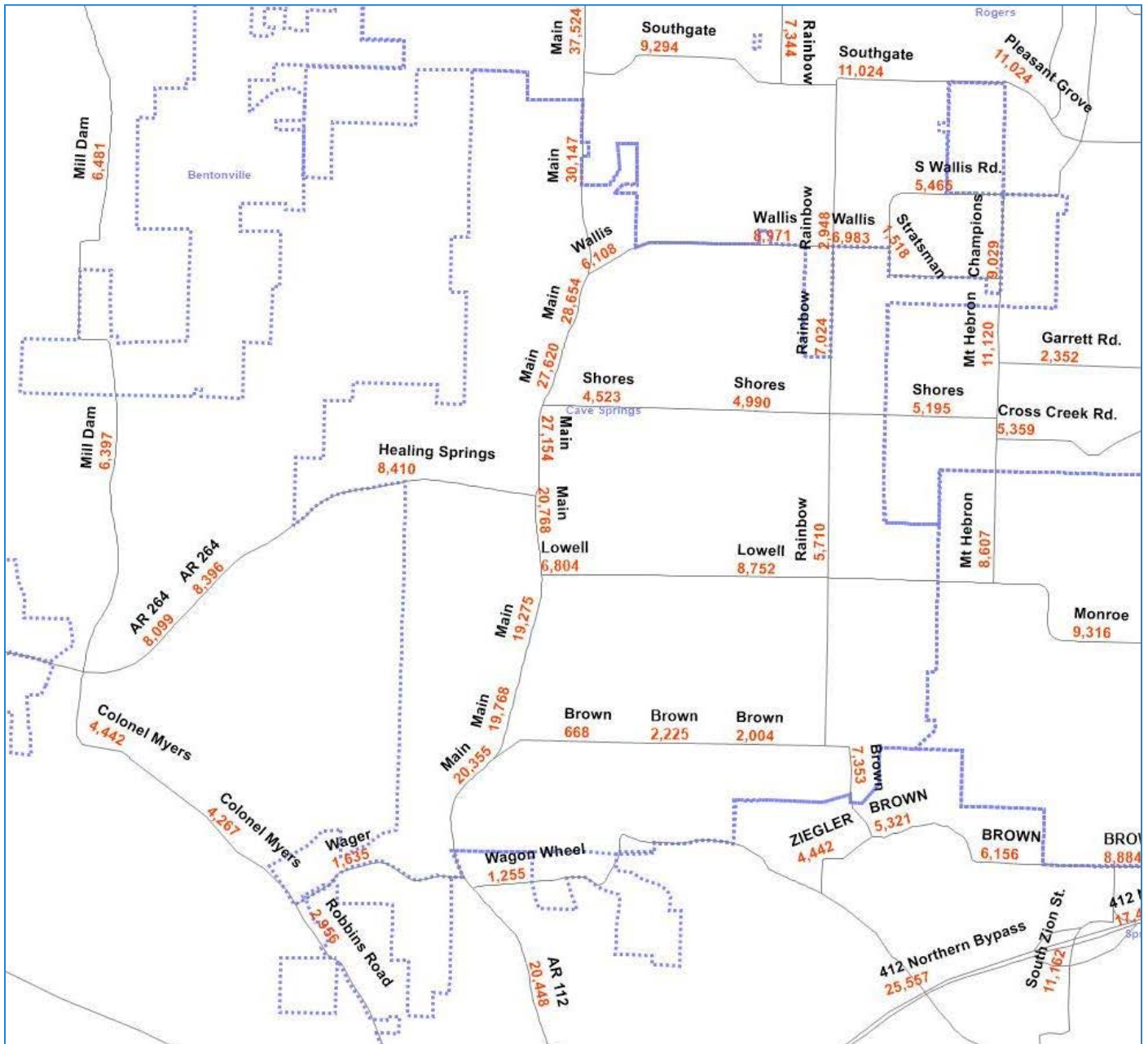
**Southern Cave Springs**

**2019 vs. 2018 Average Daily Traffic Volumes (source: [ARDOT](#))**



**Southern Cave Springs.**

**2045 Projected Average Daily Traffic Volumes (source: NWARPC)**



In the southern portion of Cave Springs, the traffic on Main Street (AR Hwy. 112) at the intersection with Lowell Ave (AR Hwy. 264) increased from 7,900 to 16,000 for the average daily traffic at the same location from 2010 to 2019. In 2045, that same location is projected to have around 20,000 average daily trips.

## Access Management Planning

Arkansas Highways 112 and 264 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 may be realized along AR Hwy. 112 within the city and, as growth continues, are projected to worsen without any intervention.

The Master Street Plan typical section for AR Hwy. 112 (not including the downtown and main street sections) includes pedestrian accommodations showing a twelve-foot (12') trail section and six-foot (6') sidewalk section, four (4) vehicle travel lanes, and a center boulevard median with controlled access breaks. The pedestrian areas and vehicle travel lanes are separated by a minimum six-foot (6'), planted greenspace. 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 along the AR Hwy. 112 corridor. Successful access management plans have been implemented in portions of Central and Northwest Arkansas. For example, in 2009, the City of Fayetteville, in cooperation with NWARPC, and ARDOT, crafted a plan for AR. Hwy. 265 within the Fayetteville City Limits. When properly planned, access management can create outcomes that serve both the States needs to move traffic, while also serving the needs of the City to sustain and serve the citizens and property owners that use the transportation facility.

### Highway 112 Access Management Planning

As ARDOT designs for improvements and widening on Highway 112 are imminent, it is critical that the City of Cave Springs prioritize the access management planning and begin work on a plan as soon as possible. As mentioned above, this planning should be coordinated with ARDOT and NWARPC. In addition, as the corridor functions regionally, the City of Cave Springs should also coordinate discussions with other nearby jurisdictions along the Highway 112 corridor: Springdale, Rogers, Bentonville, and Benton County. Inter-regional cooperation is imperative to creating the most effective plan for the corridor.

Specific access management planning for this corridor is further 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.*

### **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 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. Cave Springs should coordinate with adjacent cities whenever possible to assure connections with the development of roadways across city boundaries.

### **Recommendations:**

- 1) Work with ARDOT, NWARPC and other cities to adopt an access management plan for AR Hwy. 112.
- 2) Adopt the MSP Typical Section standards as part of the Code of Ordinances.
- 3) Utilize the Master Street Plan component of this plan to direct the improvement and construction of streets in the city as development occurs.
- 4) Adopt revised Subdivision and Street Regulations to carry out the provisions of the Master Street Plan component in this plan.
- 5) Use the Comprehensive Plan as a guide in evaluating all development proposals to ensure compliance with the Master Street Plan.
- 6) Use city resources to expand and repair the city's street network.

### **Sidewalks and Trails**

In addition to streets and highways, it is crucial to have a non-motorized alternative for people to get around a city. In the recent decade, and in addition to sidewalks, local, high quality recreation has become a key feature that potential residents look for when decided which community to call home, and even within which to start/move a business. The Northwest Arkansas region hosts many trails and parks that are a large component of local recreation opportunities. In looking to the future, Cave Springs needs a current Active Transportation Plan. This plan establishes connections through the appropriate placement of sidewalks and trails that connect greenspaces, commercial districts, neighborhoods, and subdivisions within the City, as well as aid in planning for connections to surrounding cities for local pedestrians and cyclists.

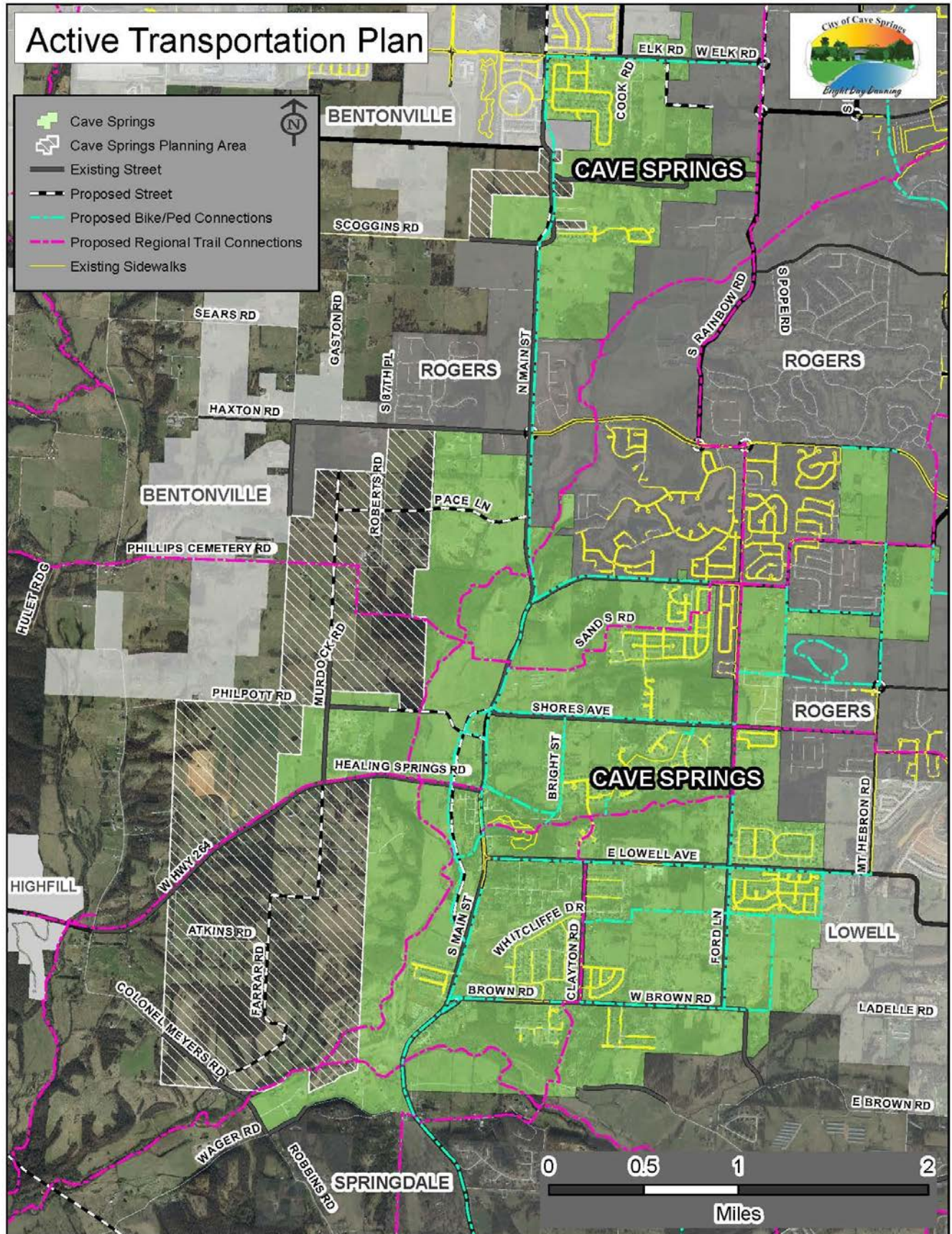
The city currently has few sidewalks throughout many portions of the city. Where sidewalks exist, some are old and beginning to deteriorate and many do not provide substantial connections. Continued maintenance of existing facilities is important, and reinvestment in these sidewalks should continue in addition to the building of new sidewalks.

Northwest Arkansas has a robust system of trails; the Razorback Greenway provides a north/south trail connection running through the region. Providing trails and sidewalks to connect Cave Springs to the Regional Trail System should be a priority.

While the Regional Trails connection is important, it is also important that the city's trail/sidewalk system be expanded further to serve more areas of the city. Doing so would create a trail and sidewalk system that serves to be more than just a recreational resource. It could also become a transportation option for all ages. These internal connections should also be prioritized.

Areas that should be prioritized for internal city connections should include the downtown area, south of AR Hwy. 264, and older neighborhoods that do not have existing sidewalks or have sidewalks in need of repair. The use of signalized intersections should be considered for safe connections across AR Hwy. 112. Typical active transportation sections are included in Appendix A of this document.

Appendix B depicts the NWA Regional Bicycle and Pedestrian Plan and Community Plan adopted in 2015.



## Active Transportation Plan: Trail/Sidepath examples



## Active Transportation Plan: On Street Bike Facility examples



The use of on-street bike facilities should be limited to existing streets and evaluated on a case-by-case basis before being utilized. While this type of connection can fill in important gaps in the infrastructure system, it should not be the

primary focus as this type of facility is generally limited to confident bicyclists, and not as attractive for the majority of citizens as a form of active transportation.

As development occurs, the Typical Street Sections showing the required pedestrian accommodations, and the Active Transportation Plan detailing the proposed regional and local connections, should be used as a guide to determine appropriate pedestrian facilities.

**Recommendations**

- 1) Expand the city's trail system. Determine Trail Prioritizations.
- 2) Invest in infrastructure that will protect and encourage pedestrian activity.
- 3) 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.
- 4) Use the Typical Street Sections and Active Transportation Plan as a guide to determine the appropriate pedestrian facilities to be installed as development occurs.

DRAFT

## Chapter Six Implementation Matrix

### Implementation

Implementing the recommendations made in each section of Cave Springs’ comprehensive plan will require strategic planning, budgeting, and cooperation with state and local departments. The following is a matrix recommending the actions needed to implement the Cave Springs Vision Plan and the approximate timeline for when these items should be addressed. The table is broken down into three varying lengths of time. Not all recommendations can be implemented at once, nor will each recommendation take a long time to achieve. The tables are broken into four sections: Short Term Goals consisting of a timeline of 1-5 years, Medium-Term Goals with a timeline of 5-10 years, Long Term Goals with 10+ years, and Goals that are anticipated to be ongoing projects.

Cave Springs Implementation Matrix					
HOUSING RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Encourage a wider range of housing types and affordable housing options by considering amendments to the current zoning code.	Update zoning code	✓			
Encourage development of underutilized parcels, already served by public infrastructure, as a means to compliment newly constructed residential housing units.	Update zoning code	✓			
Encourage varying types of single family and multi-family residential developments compatible with surrounding neighborhoods in areas of the city planned for such developments.	Update zoning code	✓			
Encourage residential infill development that is compatible with existing, neighborhoods such as the creation of minimum design standards for duplex and other multi-family residential structures.	Update zoning code	✓			
QUALITY OF LIFE RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Protect and maintain the city’s existing parks, and natural areas.	Set aside funding for improvements				✓
Update wayfinding signage for existing parks.	Work with ARDOT on allowable signage on Hwy. 112.	✓			
Expand the city park system to accommodate future growth.	Pursue funding, update development code		✓		
Connect to the regional trail system and improve the local bike/pedestrian network	Pursue funding, update development code		✓		
Adopt a parkland dedication ordinance to help provide both neighborhood parks and possibly a larger regional park in the future.	Update development code	✓			
Work with community organizations to encourage and develop programs aimed at community beautification.	Contact organizations to build relationships.		✓		
Reinvest in the infrastructure of existing neighborhoods including streetscape (curb/gutter and sidewalk) and street tree programs.	Set aside funding for improvements		✓		
Focus on connection of existing residential areas to recreation facilities through small sidewalk or trail connection projects	Set aside funding for improvements	✓			

Cave Springs Vision Plan: Future Land Use and Master Transportation Plans

DOWNTOWN CORE AND TOWN CENTER RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Work to realize Cave Springs's local retail, character, and destination potential through the development and promotion of a City Downtown Core / Town Center (DC/TC) character area.	Create an economic development subcommittee with the possibility of creating chamber of commerce in the future	✓			
Plan for investment in downtown area streetscape.	Set aside funding for improvements		✓		
Improve and enhance the entrance to the downtown area along Main Street / Hwy. 112 and at the intersections to Lowell Ave. / Healing Springs Road / AR Hwy. 264	Set aside funding for improvements		✓		
Work to attract/retain banks, professional offices, restaurants, and governmental offices in downtown.	Continue to invest in streetscape/pedestrian connections and city aesthetics.				✓
Encourage the location of retail ventures such as antique stores, coffee shops, and boutiques within the downtown area.	Update zoning code. Program downtown space to bring customers to the downtown.				✓
Encourage the location of 'artisan' and 'maker space' small scale manufacturing in conjunction with small retail within the downtown area.	Update zoning code. Program downtown space to bring customers to the downtown.	✓			
Draft a zoning code that allows mixed-use of multi-story structures within the downtown area. This could be achieved by creating a special overlay district for this area or its own specific zoning category.	Update zoning code	✓			
Develop minimum design standards for downtown area buildings.	Update zoning code	✓			
Leverage public resources and infrastructure investments to encourage private investment in the downtown area.	Explore downtown parking and wayfinding infrastructure in the downtown area.		✓		
Promote and assist in providing regular and seasonal events and programming in the downtown area.	Program downtown space to bring customers to the downtown.	✓			
Seek grant funding for community projects in the Downtown Area.	Work with Regional Planning to determine what grants are available for downtown projects.				✓
Encourage the retention of existing community institutions in the Downtown Area and the relocation of new government and community institutions to the area.	Assure future zoning changes and infrastructure planning are compatible with existing community institutional uses and future uses that are desired in the downtown.	✓			

COMMERCIAL AND ECONOMIC DEVELOPMENT RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing

COMMERCIAL AND ECONOMIC DEVELOPMENT RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Create an economic development subcommittee and discuss a chamber of commerce in the future	Reach out to key citizens with investment in the community		✓		
Encourage both new investment and redevelopment of the city's existing commercial areas.	Update zoning code. Program downtown space to bring customers to the downtown.	✓			
Target locally based, small to medium-scale businesses that meet community needs.	Create an economic development subcommittee with the possibility of creating chamber of commerce in the future				✓
Develop a resilient local economy by encouraging a diverse mix of local businesses and attractions.	Update zoning code	✓			
Market vacant City property via State resources such as the Arkansas Site Selection Center website.	Train staff to find and manage properties on the AR site selection website.			✓	
Work with the Arkansas Economic Development Commission, Northwest Arkansas Council, and the Northwest Arkansas Planning and Development District to attract potential employers to the City.	Contact organizations to build relationships.				✓
Retain and support existing City businesses.	Program downtown space to bring customers to the downtown	✓			
Encourage and incubate local entrepreneurship.	Program downtown space to bring customers to the downtown	✓			
Partner with locally based lenders to identify ways to expand capital access to entrepreneurs via micro-lending and similar programs.	Contact organizations to build relationships.			✓	





Cave Springs Vision Plan: Future Land Use and Master Transportation Plans

INFRASTRUCTURE RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Encourage infill development as a means to provide utility services in a more cost-effective manner.	Update zoning code	✓			
Continue to update the long-term utility master plan for the development and improvement of the city's utility system.	Update utility master plan as needed.		✓		
Control the extension and provision of utilities as a means of carrying out the provisions and goals of this plan.	Review proposed developments for available utilities	✓			
Explore developing mid to long-term plans for annexing areas to the city's west.	Create an annexation plan			✓	
STREET TRANSPORTATION RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Work with ARDOT, NWARPC and other cities to adopt an access management plan for AR Hwy. 112.	Adopt an access management plan for AR Hwy. 112	✓			
Adopt the MSP Typical Section standards as part of the Code of Ordinances.	Adopt the Typical Sections as code.	✓			
Utilize the Master Street Plan component of this plan to direct the improvement and construction of streets in the city as development occurs.	Review proposed developments for compliance with the MSP.				✓
Adopt revised Subdivision and Street Regulations to carry out the provisions of the Master Street Plan component in this plan.	Update development code	✓			
Use the Comprehensive Plan as a guide in evaluating all development proposals to ensure compliance with the Master Street Plan.	Review proposed developments for compliance with the Comprehensive Plan				✓
Use city resources to expand and repair the city's street network.	Set aside funding for improvements				✓
ACTIVE TRANSPORTATION RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Expand the city's trail system. Determine Trail Prioritizations.	Create a trail prioritization document		✓		
Invest in infrastructure that will protect and encourage pedestrian activity.	Set aside funding for improvements				✓
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.	Work with Regional Planning to secure grant funding for pedestrian infrastructure.	✓			
Use the Typical Street Sections and Active Transportation Plan as a guide to determine the appropriate pedestrian facilities to be installed as development occurs.	Review proposed developments for compliance with the Active Transportation Plan	✓			

Appendix A: Master Transportation Plan Typical Sections

Appendix B: Cave Springs Online Survey Results

Appendix C: NWA Regional Bicycle and Pedestrian Plan and Community Plan

Appendix D: Implementation Matrix

Map A: Future Land Use Plan

Map B: Master Street Plan

Map C: Active Transportation Plan

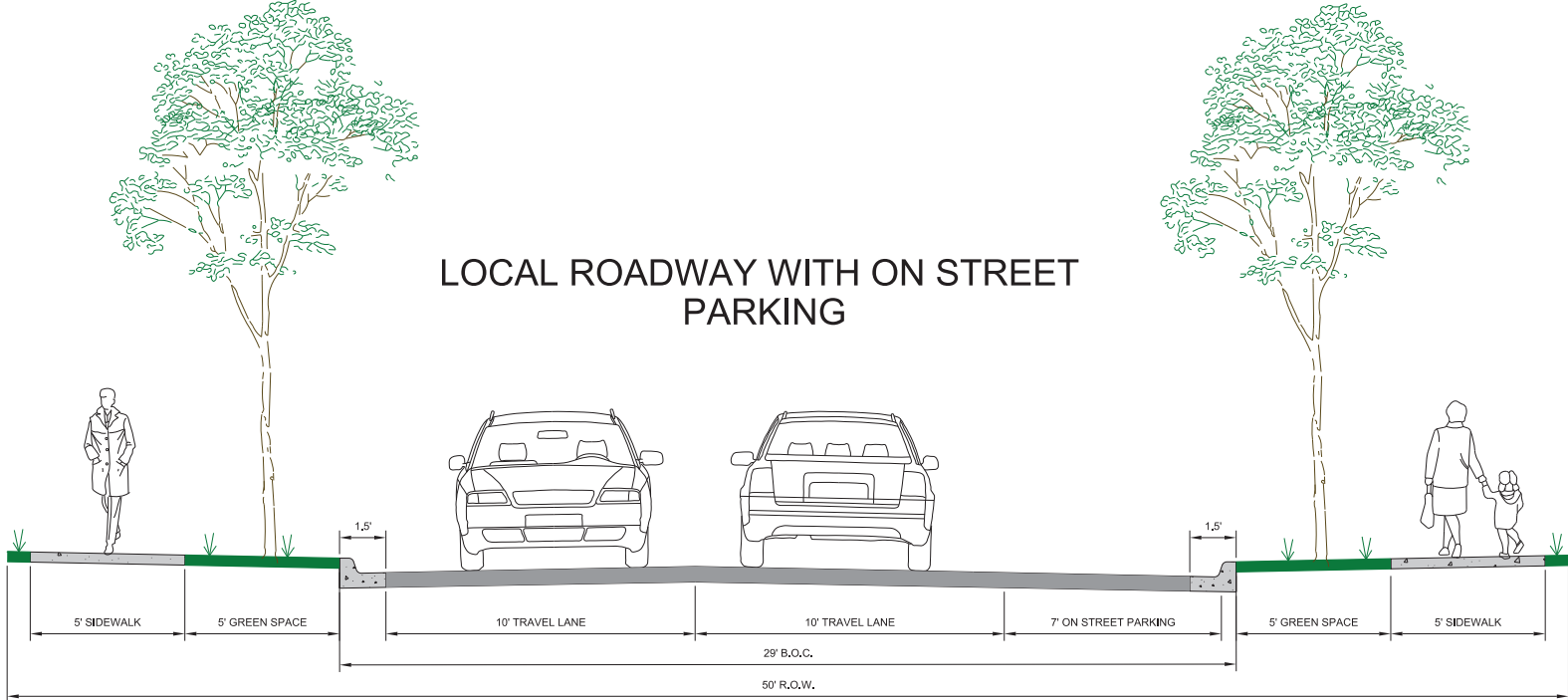
DRAFT

# APPENDIX A

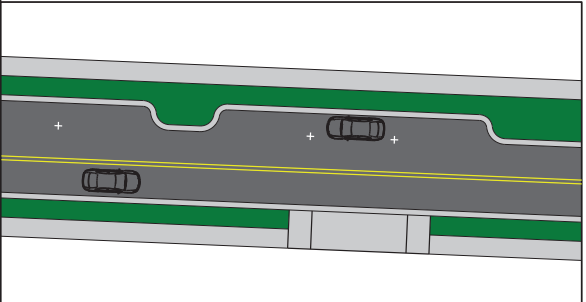
## DRAFT MASTER TRANSPORTATION PLAN

### TYPICAL SECTIONS

# LOCAL ROADWAY WITH ON STREET PARKING



ON STREET PARKING PLAN VIEW

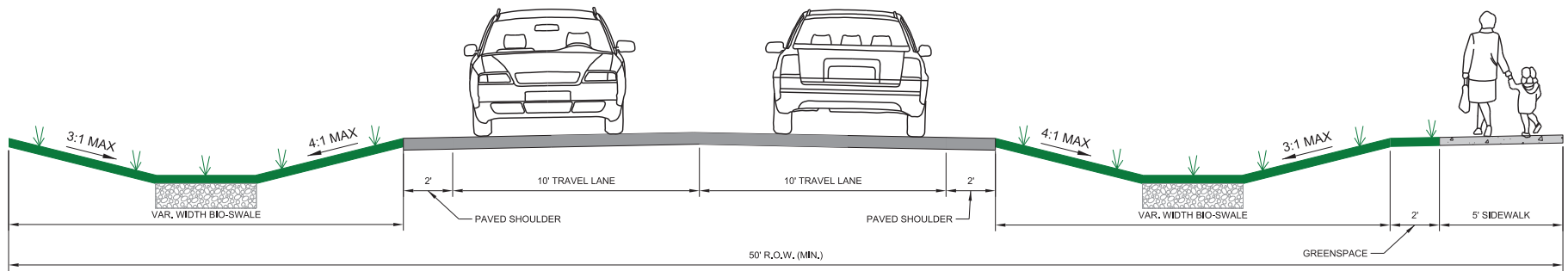


CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

LOCAL ROADWAYS



## LOCAL (LOW-IMPACT DEVELOPMENT)



### NOTES:

1. BIO-SWALES SHALL BE DESIGNED BASED UPON SITE CONDITIONS AND APPROVED BY CITY ENGINEER.
2. LID SECTIONS ARE RECOMMENDED FOR THE KARST OVERLAY DISTRICT.

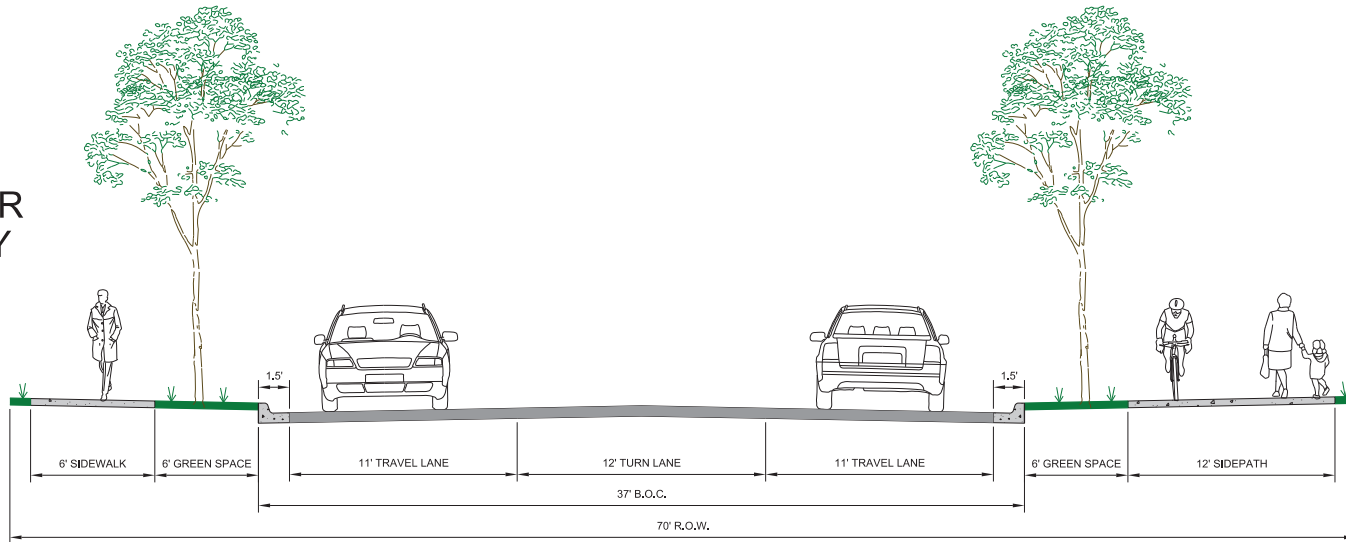


CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

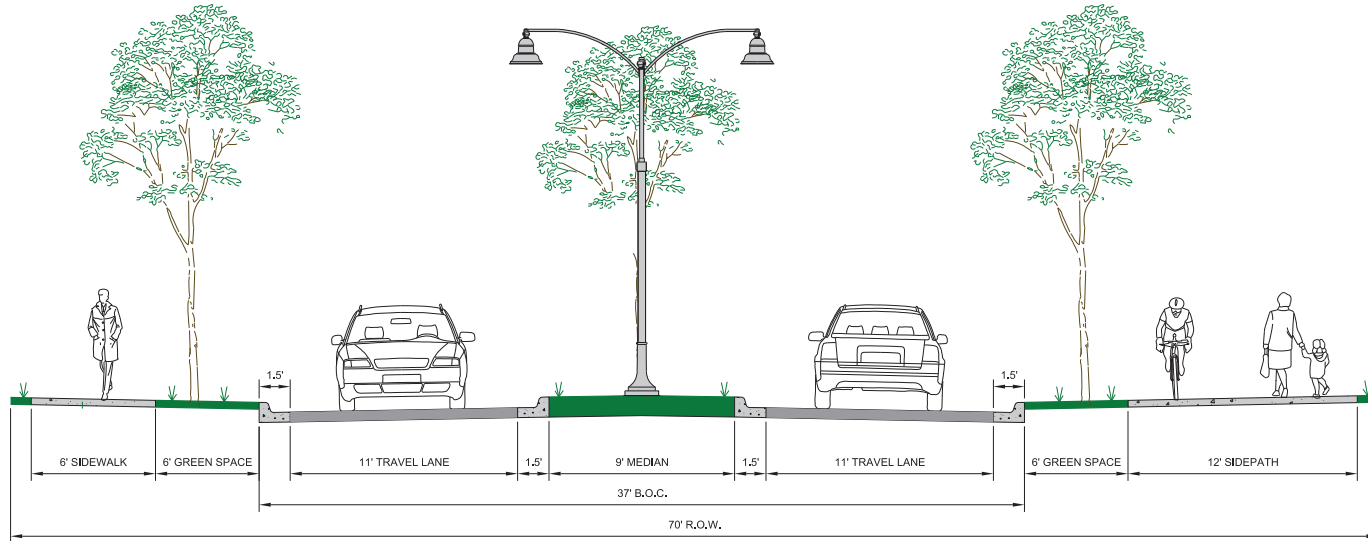
LOCAL ROADWAYS



# COLLECTOR ROADWAY



# COLLECTOR BOULEVARD

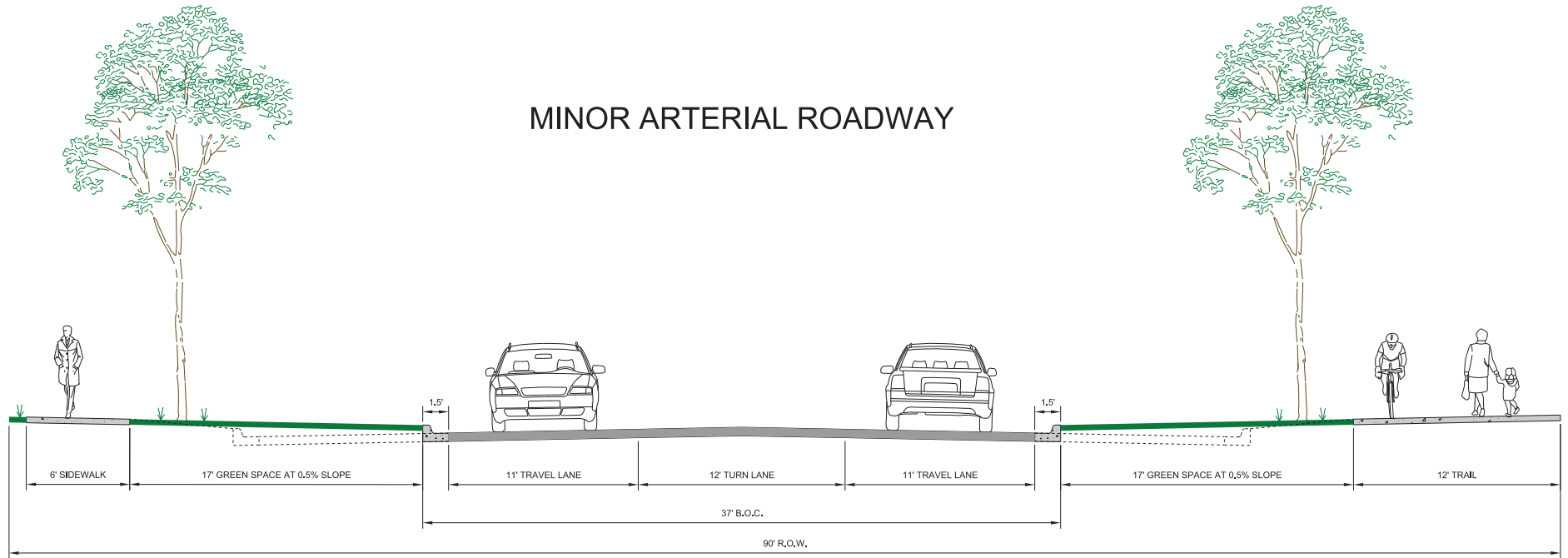


CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

## COLLECTOR ROADWAYS



# MINOR ARTERIAL ROADWAY

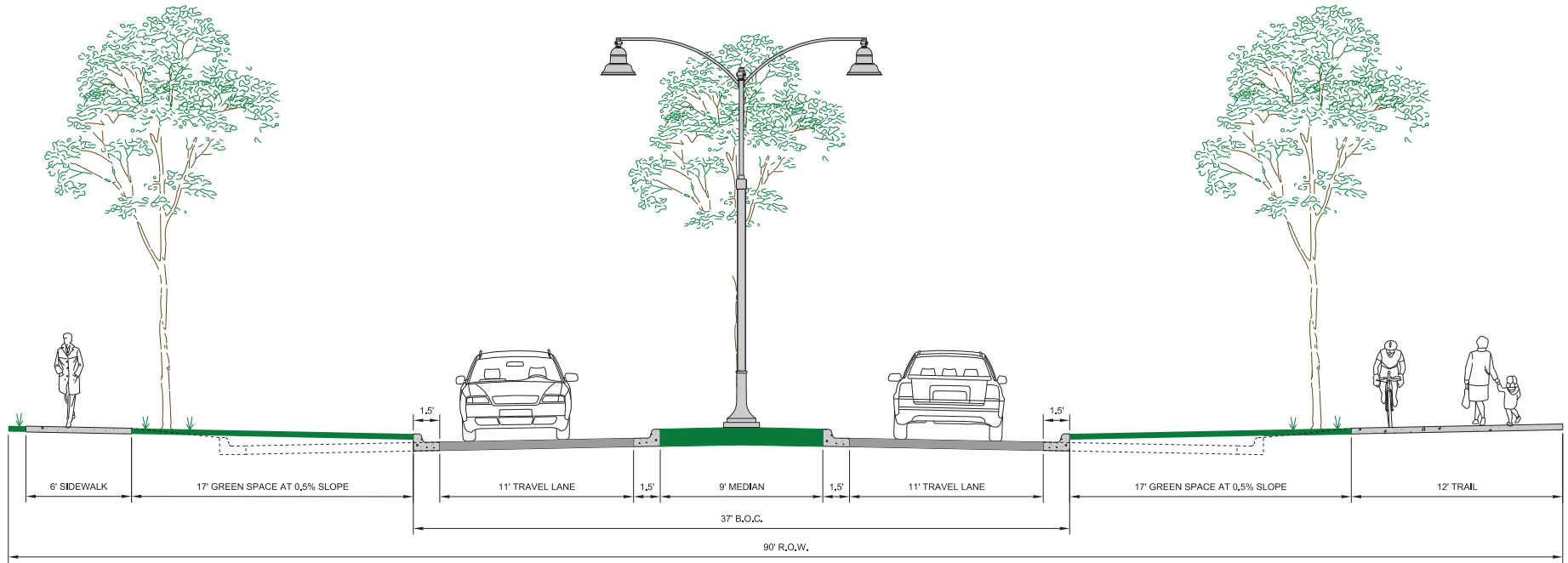


CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

## ARTERIAL ROADWAYS



# MINOR ARTERIAL BOULEVARD



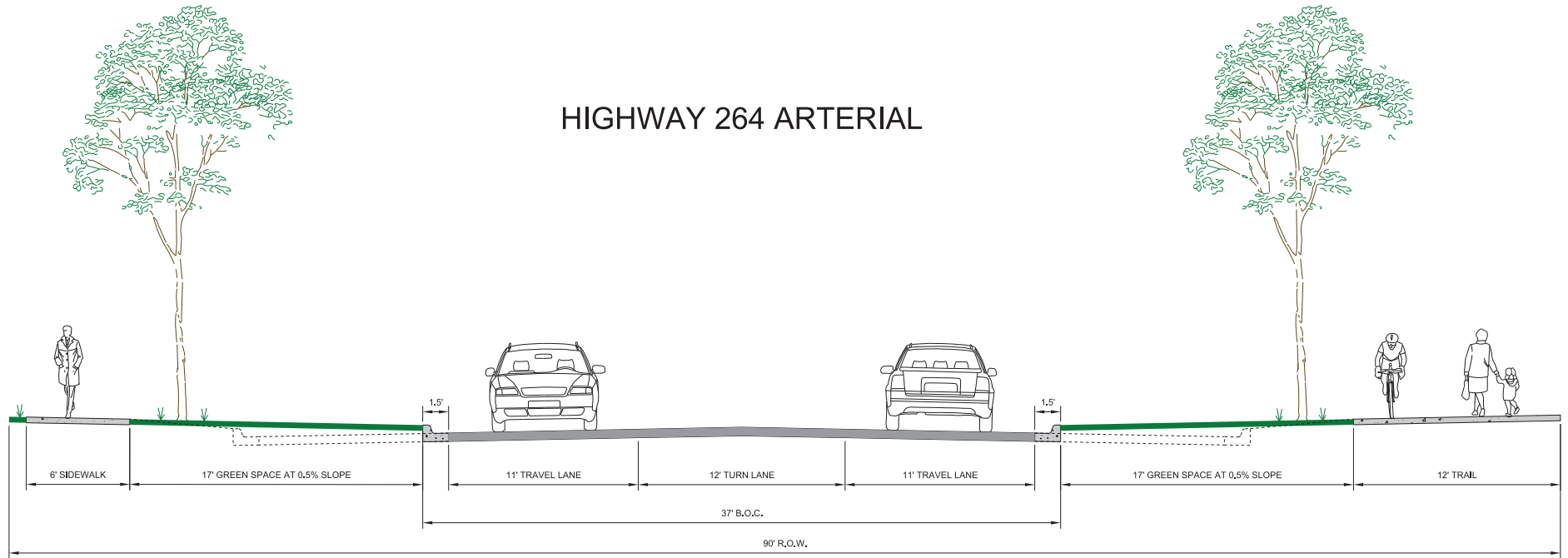
CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

## ARTERIAL ROADWAYS





# HIGHWAY 264 ARTERIAL

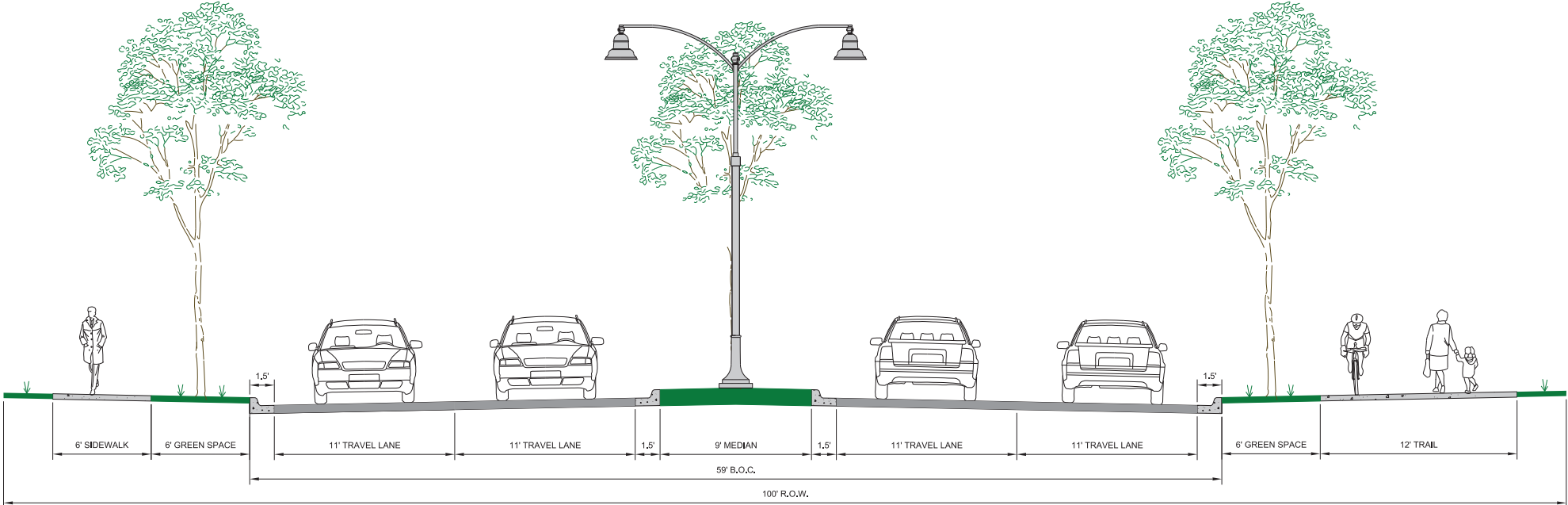


CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

## ARTERIAL ROADWAYS



# HIGHWAY 112 ARTERIAL



NOTE: DOES NOT INCLUDE  
 "DOWNTOWN ARTERIAL" OR  
 "MAIN STREET ARTERIAL"  
 SECTIONS OF HIGHWAY 112.

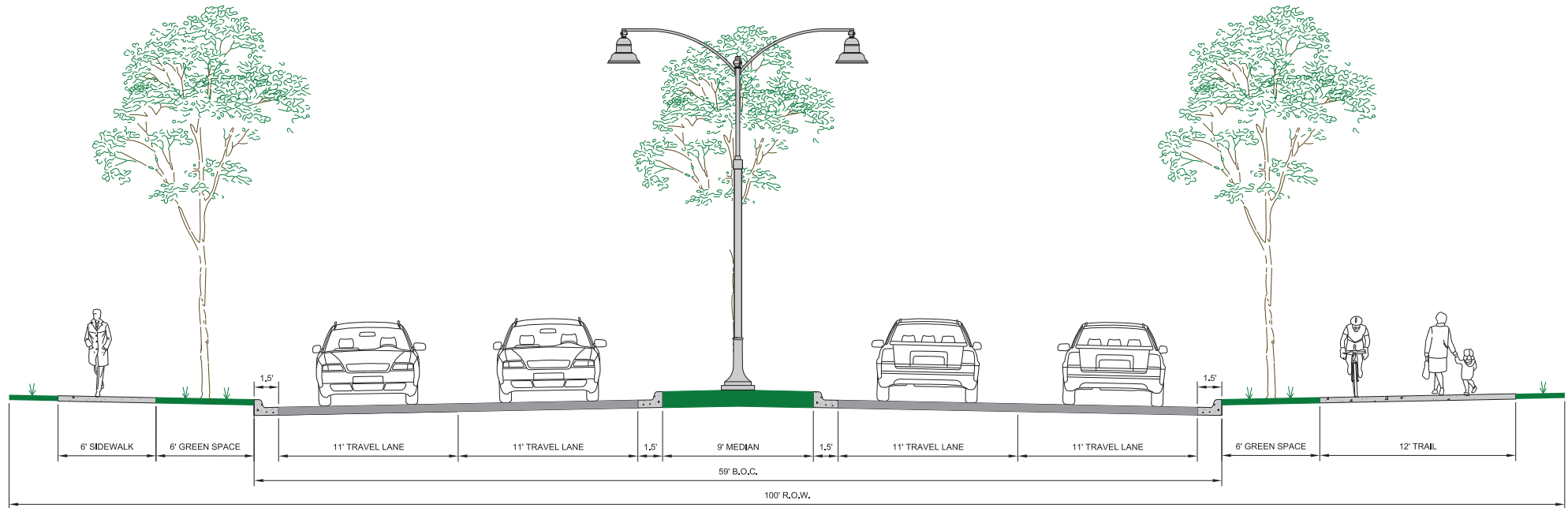


CITY OF CAVE SPRINGS  
 CAVE SPRINGS, ARKANSAS  
 ROADWAY TYPICAL SECTIONS

ARTERIAL ROADWAYS



# HAXTON ROAD ARTERIAL

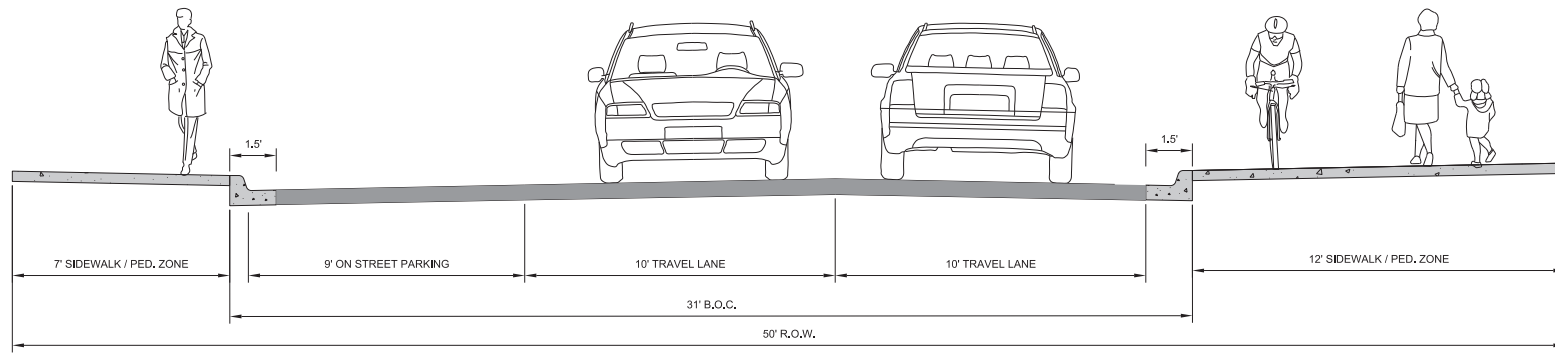


CITY OF CAVE SPRINGS  
 CAVE SPRINGS, ARKANSAS  
 ROADWAY TYPICAL SECTIONS

## ARTERIAL ROADWAYS



## DOWNTOWN ARTERIAL



NOTE: CROSS SECTION MAY BE AMENDED TO REMOVE ON-STREET PARKING, OR PORTIONS THEREOF, TO ACCOMMODATE CENTER TURN LANES WHERE APPROPRIATE.

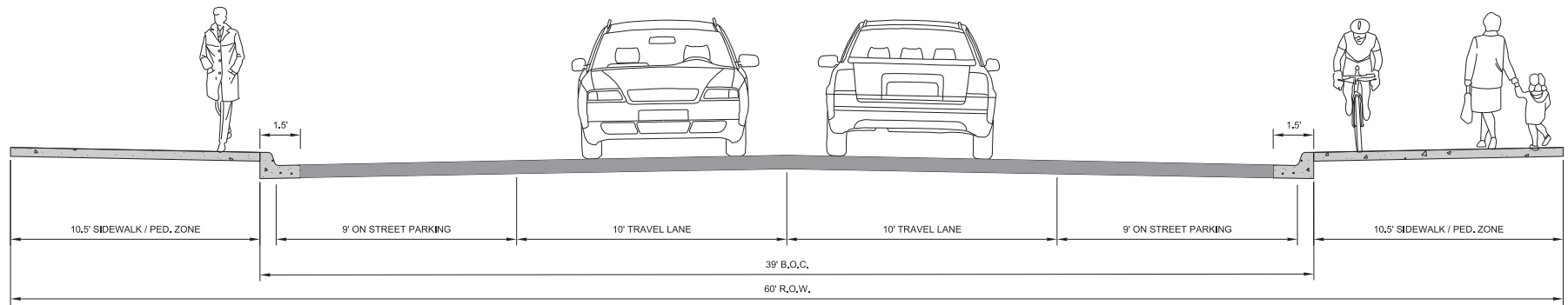


CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

## DOWNTOWN ARTERIAL



## MAIN STREET ARTERIAL



NOTE: CROSS SECTION MAY BE AMENDED TO REMOVE ON-STREET PARKING, OR PORTIONS THEREOF, TO ACCOMMODATE CENTER TURN LANES WHERE APPROPRIATE.



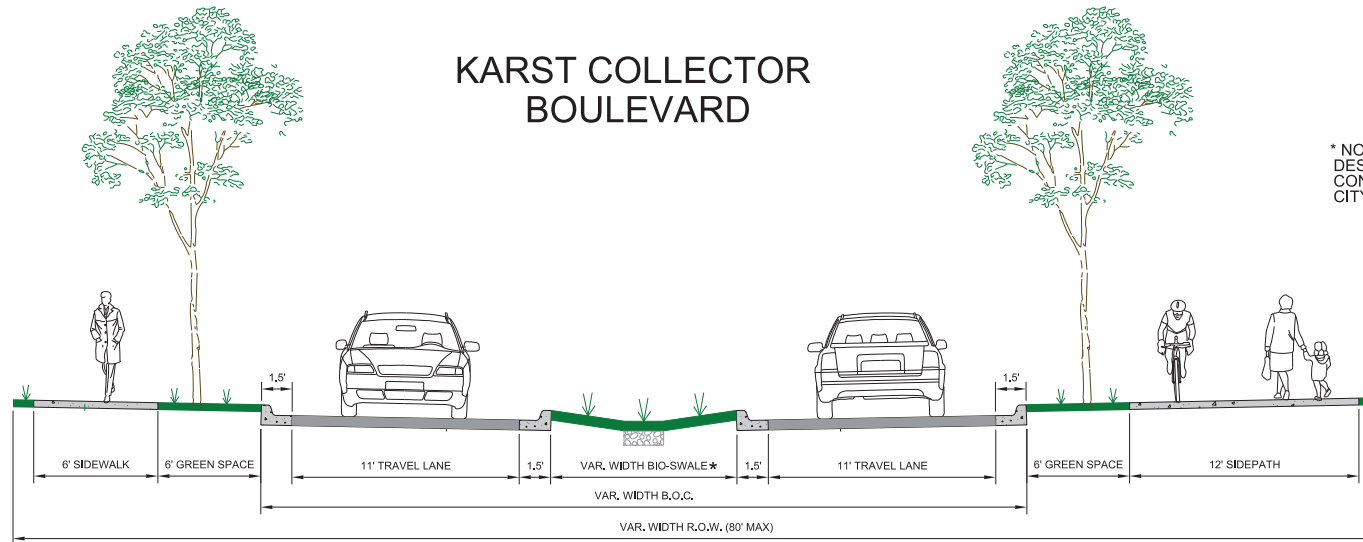
CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

## MAIN STREET ARTERIAL

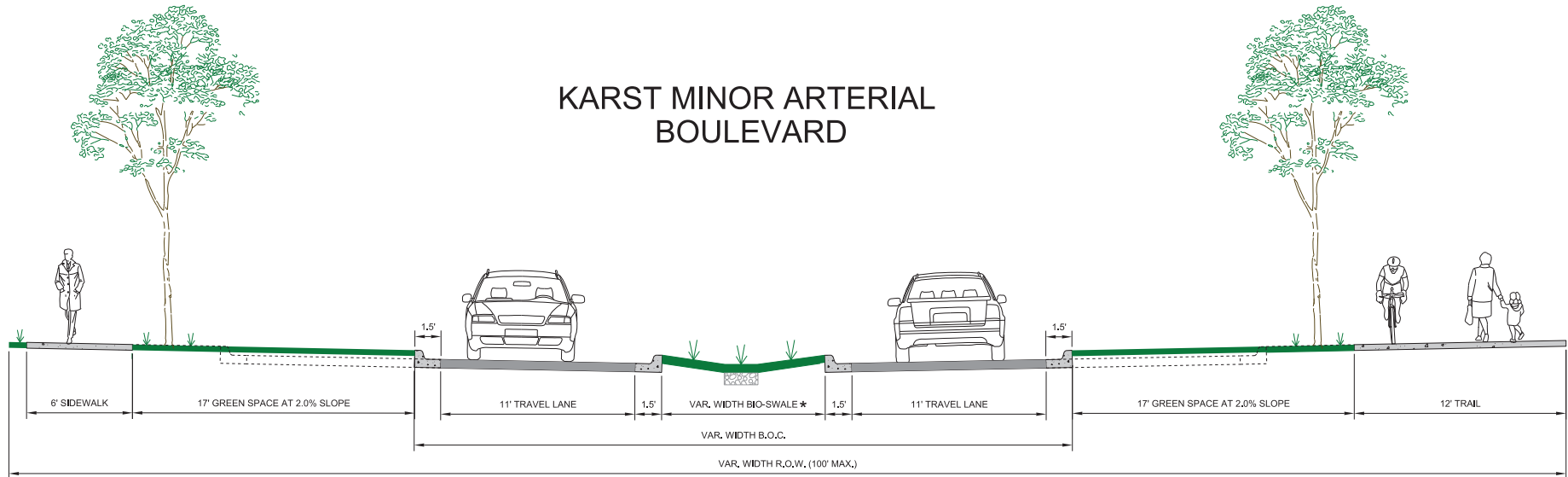


## KARST COLLECTOR BOULEVARD

\* NOTE: BIO-SWALES SHALL BE DESIGNED BASED UPON SITE CONDITIONS AND APPROVED BY CITY ENGINEER.



## KARST MINOR ARTERIAL BOULEVARD

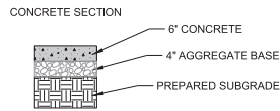
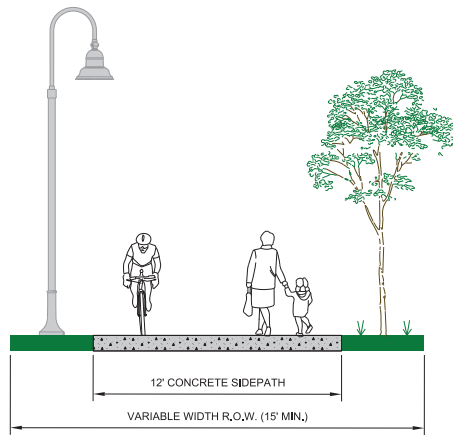


CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

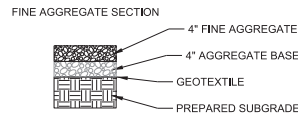
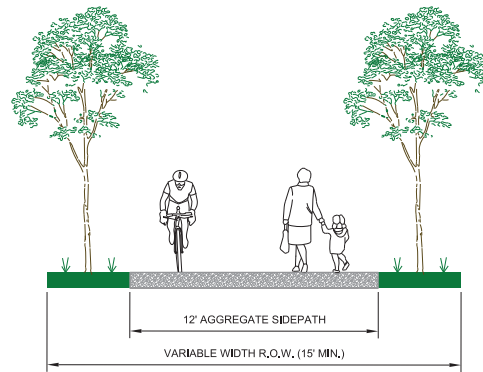
# KARST ROADWAYS



### SIDEPATH (CONCRETE)



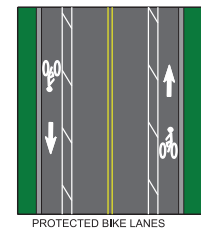
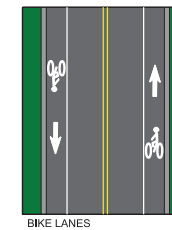
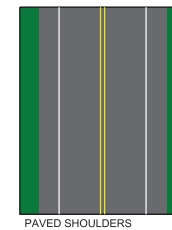
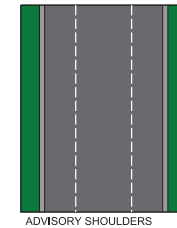
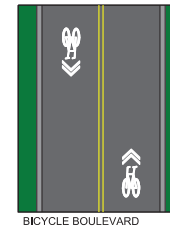
### SIDEPATH (AGGREGATE)



### ON STREET BICYCLE FACILITY OPTIONS

1. LOW VOLUME AND SPEED ROADWAYS - BICYCLE BOULEVARD
2. LOW TO MODERATE VOLUME AND SPEED ROADWAYS - ADVISORY SHOULDERS
3. MODERATE TO HIGH VOLUME AND SPEED ROADWAYS - PAVED SHOULDERS
4. MODERATE VOLUME AND SPEED ROADWAYS - BIKE LANES
5. MODERATE VOLUME AND SPEED ROADWAYS - PROTECTED BIKE LANES

SEE "SMALL TOWN AND RURAL MULTIMODAL NETWORKS" BY USDOT/FHWA FOR MORE INFORMATION. ON STREET BICYCLE FACILITIES ARE TO BE USED ONLY AT THE CITY'S DISCRETION.



CITY OF CAVE SPRINGS  
CAVE SPRINGS, ARKANSAS  
ROADWAY TYPICAL SECTIONS

## PEDESTRIAN AND BICYCLE FACILITIES



# APPENDIX B

## ADOPTED NORTHWEST ARKANSAS (NWA)

## REGIONAL BICYCLE AND PEDESTRIAN PLAN & COMMUNITY PLAN





# CAVE SPRINGS WALK/BIKE ACTION PLAN

## OVERVIEW

Cave Springs is a rural community that has a population of 1,978 and covers 7.93 square miles in Benton County near the urban corridor. Several nearby communities include Elm Springs (four miles to the south), Lowell (six miles to the east), Bentonville (nine miles to the north), Centerton (10 miles to the northwest), Rogers (11 miles to the northeast), and Springdale (11 miles to the southeast). The developing Watershed Sanctuary Park will be a regional destination located near the center of Cave Springs. Key opportunities include thoroughly connecting downtown Cave Springs, the Watershed Sanctuary, and residential areas.

### Regional Destinations

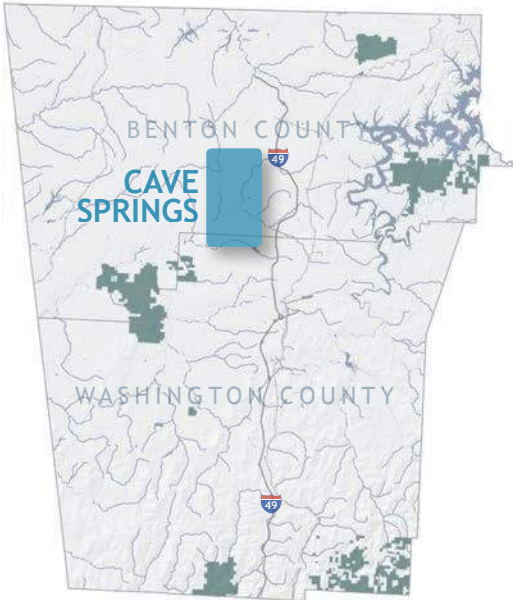
- » The developing Watershed Sanctuary
- » Downtown

### Other Key Destinations

- » Residential areas

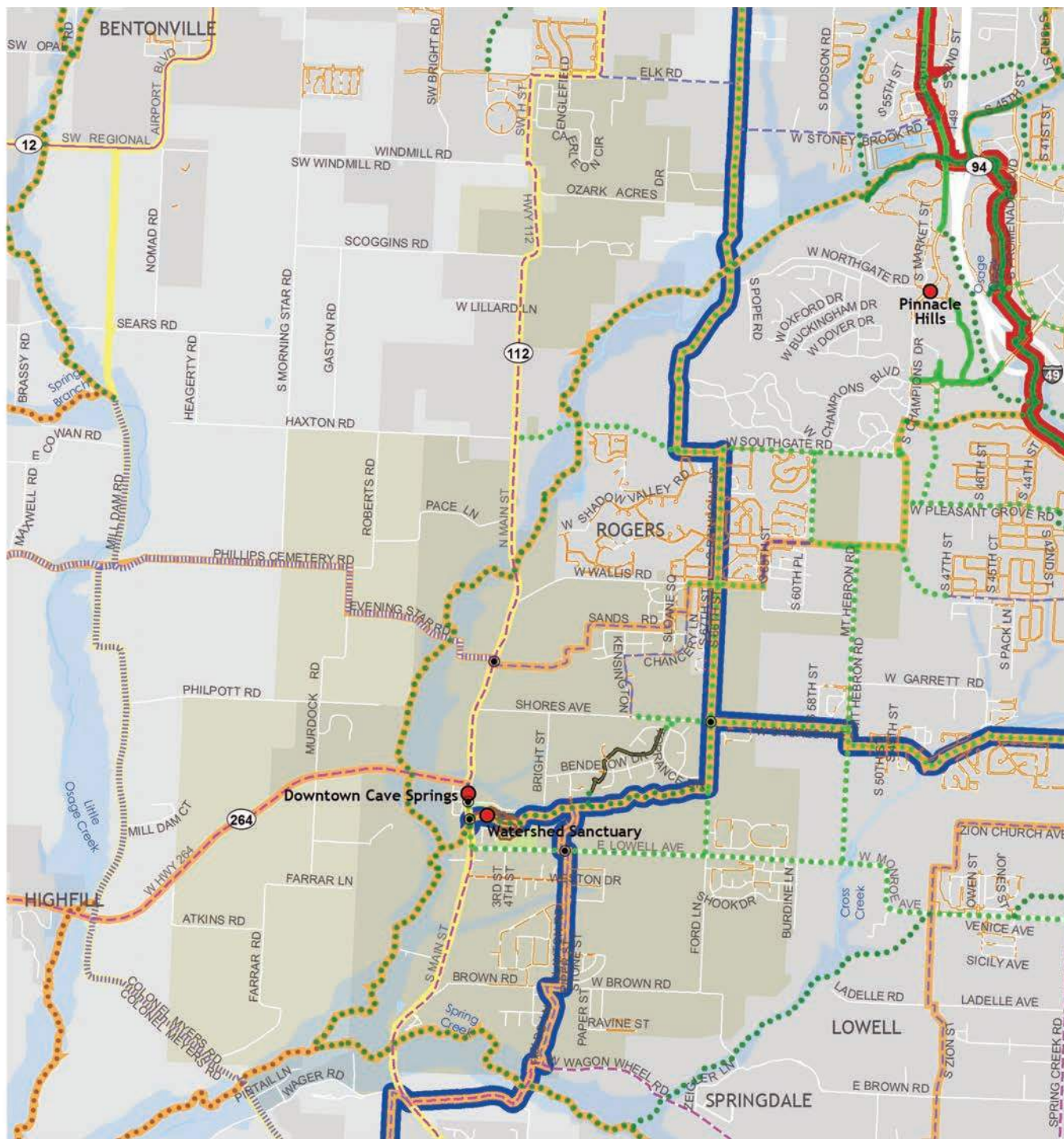


REGIONAL LOCATION MAP



*Clockwise from upper left: Bendelow Drive neighborhood path; Watershed Sanctuary future location; Downtown Cave Springs*

# MAP 6.4 CAVE SPRINGS COMMUNITY PLAN



Razorback Regional Greenway	<b>Shared Use Facilities</b>	<b>Bicycle Facilities</b>	<b>Pedestrian Facilities</b>	City Limits
Regional Network	Proposed Shared Use Paved Trail	Proposed Separated Bikeway	Sidewalk	Planning Area
Heritage Trail	Existing Shared Use Paved Trail	Proposed Shoulder Improvement	Proposed Sidewalk	Floodplain
Catalyst Project	Proposed Sidepath	Existing Shoulder	Neighborhood/Park Trails	Waterbodies
Regional Destination	Existing Sidepath	Proposed Shared Roadway		
	Proposed Natural Surface Trail	Proposed Gravel Grinding (Shared Roadway)		
	Existing Natural Surface Trail			
	Crossing Improvement			





## Key Needs & Recommendations for Cave Springs

Topic	Key Needs & Notes
<i>Regional Needs</i>	» Provide links through the downtown area and developing Watershed Sanctuary. Connect to surrounding communities and XNA Airport.
<i>Other Key Needs</i>	» Improve neighborhood connectivity
Facility Recommendation	Recommendation Detail
<i>Sidewalks</i>	<ul style="list-style-type: none"> <li>» AR 112: Improve sidewalks along Main Street in downtown Cave Springs.</li> <li>» Clayton Road and Gleneagle Drive: Add sidewalks to link several neighborhoods</li> </ul>
<i>Intersections</i>	<ul style="list-style-type: none"> <li>» AR 112 Crossings: Crossing improvements needed along Main Street in downtown/Watershed Sanctuary area.</li> <li>» Other crossing improvements: As network develops, other crossing improvements will be needed across AR 112, AR 164, and Rainbow Road.</li> </ul>
<i>On-Street Bike Facilities</i>	<ul style="list-style-type: none"> <li>» Separated Bikeway through Downtown: Link through downtown utilizing the existing width of Main Street for a separated bikeway.</li> <li>» Shoulder Improvements: Add paved shoulder along AR 112 and AR 264 to provide a safer space for cyclists and cars.</li> <li>» Shared Roadways: Clayton Road, Sands Road, and Elk Road provide lower traffic links in several areas of Cave Springs. Evening Star Road provides a 'gravel grinding' connection toward XNA Airport and additional rural links.</li> </ul>
<i>Shared Use Facilities</i>	<ul style="list-style-type: none"> <li>» Shared Use Paved Trail/Sidepaths – Watershed Sanctuary to Razorback Regional Greenway: Develop shared use paved trail connecting downtown Cave Springs, the developing Watershed Sanctuary, and east toward Janie Darr Elementary School and the Razorback Regional Greenway.</li> <li>» Sidepath – Rainbow Road: Develop a sidepath along Rainbow Road linking neighborhoods of Cave Springs and Rogers to Janie Darr Elementary School, the developing Watershed Sanctuary and Bentonville.</li> </ul>
Other Topics	Notes
<i>Multi-Modal Connections</i>	» Cave Springs is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
<i>Heritage Trail</i>	» The NWA Heritage Trail connects north/south through the heart of Cave Springs along AR 112 toward Bentonville and Elm Springs. Another north/south segment of the Heritage Trail utilizes Mill Dam Road to the west of Cave Springs.

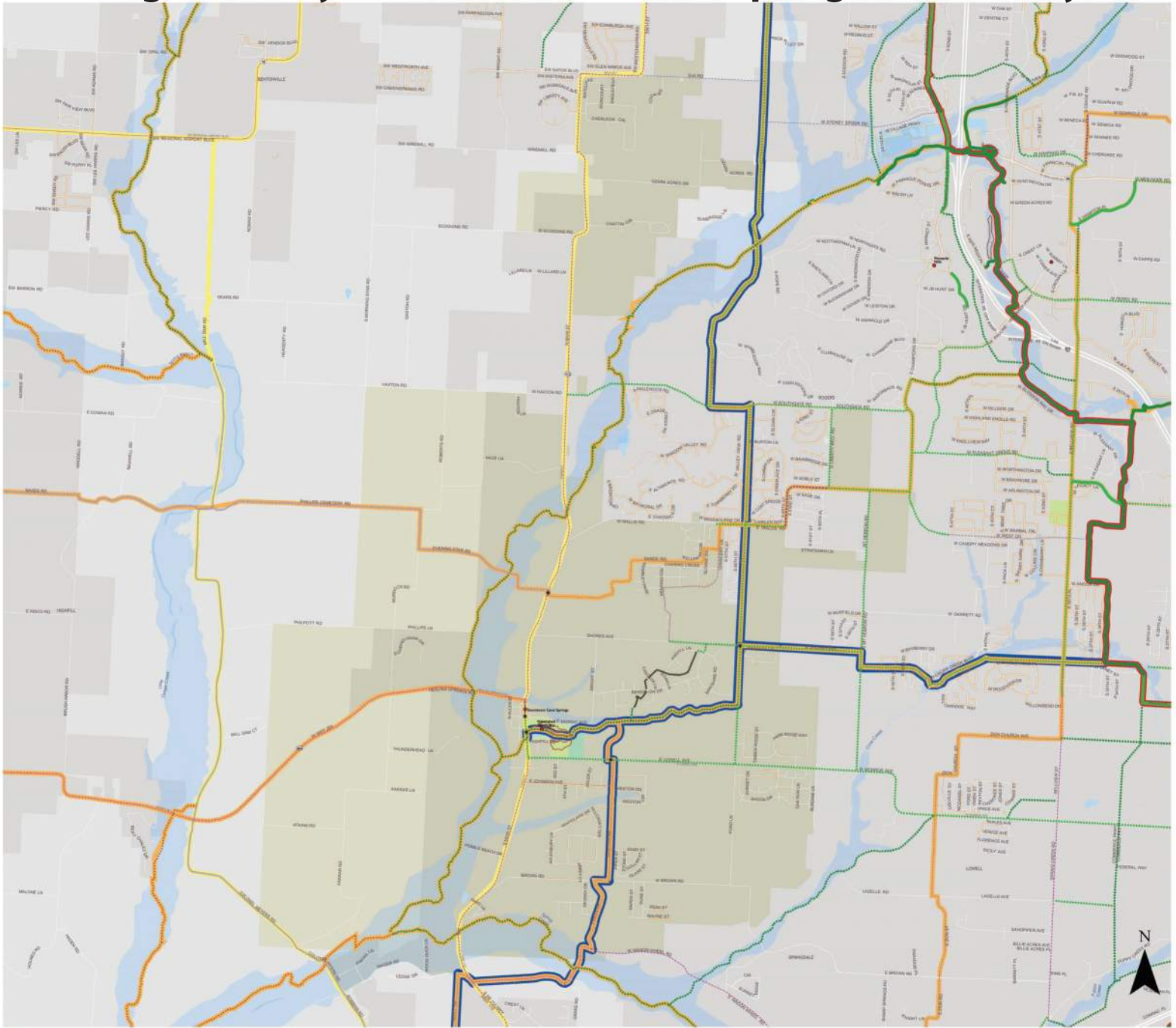
### Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
<b>Engineering</b>		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Cave Springs
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Cave Springs
Complete Streets Policy	Medium	City of Cave Springs
ADA Transition Plans	Medium	City of Cave Springs
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Cave Springs
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Cave Springs
<b>Education</b>		
Network with existing capacity in NWA	Medium	City of Cave Springs City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
<b>Encouragement</b>		
Walking and Biking Promotion Activities	Short	City of Cave Springs
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Cave Springs
Bike and Walk Month	Medium	City of Cave Springs
Group Rides and Walks	Medium	City of Cave Springs
<b>Enforcement</b>		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Cave Springs Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Cave Springs Law Enforcement
Bike and Foot Patrol Units	Medium	City of Cave Springs Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Cave Springs
<b>Evaluation</b>		
Active Transportation Committee	Short	NWARPC, City of Cave Springs
Bicycle, Pedestrian, and Trail Count Program	Short	City of Cave Springs
Walking, Bicycling and Trails Report Card	Medium	City of Cave Springs
<b>Economy</b>		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Cave Springs

# NWA Regional Bicycle & Pedestrian Cave Springs Community Plan



<ul style="list-style-type: none"> <li> Raceback Regional Greenway</li> <li> Regional Network</li> <li> Heritage Trail</li> <li> Catalyst Project</li> <li> Regional Destination</li> </ul>	<b>Shared Use Facilities</b> <ul style="list-style-type: none"> <li> Proposed Shared Use Paved Trail</li> <li> Existing Shared Use Paved Trail</li> <li> Proposed Sidewalk</li> <li> Existing Sidewalk</li> <li> Proposed Natural Surface Trail</li> <li> Existing Natural Surface Trail</li> <li> Crossing Improvement</li> </ul>	<b>Bicycle Facilities</b> <ul style="list-style-type: none"> <li> Proposed Separated Bikeway</li> <li> Proposed Shoulder Improvement</li> <li> Existing Shoulder</li> <li> Proposed Shared Roadway</li> <li> Proposed Gravel Grinding (Shared Roadway)</li> </ul>	<b>Pedestrian Facilities</b> <ul style="list-style-type: none"> <li> Sidewalk</li> <li> Proposed Sidewalk</li> <li> Neighborhood/Park Trails</li> </ul>	<ul style="list-style-type: none"> <li> City Limits</li> <li> Planning Area</li> <li> Floodplain</li> <li> Waterbodies</li> </ul>
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Disclaimer: This map was developed from the best available sources and constitutes a graphic representation of these data sources. No guarantee of accuracy is granted, nor is any responsibility for reliance thereon assumed. In no event shall the NWA/RPC or any other entity be liable for direct, indirect, incidental, consequential or special damages of any kind, including, but not limited to, loss of anticipated profits or benefits arising out of use of or reliance on the data. The NWA/RPC and/or any other entity are in no way responsible for or liable for any misrepresentation or use of this map. Distribution of this map is intended for information purposes only and should not be considered authoritative for engineering, legal and other site-specific uses.

Northwest Arkansas  
Regional Planning  
Commission

BRIDGING DIVIDES AND  
PROMOTING UNITED LIFE

PLANNING + DESIGN

March 4, 2015

# APPENDIX C

VISION PLAN AND MASTER  
STREET PLAN PUBLIC INPUT

SUMMARY SURVEY RESULTS

# Public Input Overview

- **The Public Input Survey was open from July 20, 2020- August 17, 2020.**
- **This survey consisted of seventeen (17) questions, and covered several topics, including:**
  - **Mission, Goals, and Objectives**
  - **Community Vision**
  - **Future Land Use Map and Categories**
  - **Master Street Plan**
  - **Active Transportation Plan**
  - **And General Comments.**
- **There were a total of 224 respondents.**
- **A Public Input Session was held July 30, 2020, and a follow up meeting to present the results of the Public Input Survey was held on September 21, 2020.**

The Cave Springs Vision Plan Website hosts information and exhibits related to this plan.

There have been 390 users, with 1571 page views



Cave Springs Vision Plan  
Virtual Public Meeting Analytics

Jul 20, 2020 - Oct 2, 2020

**Audience Overview**

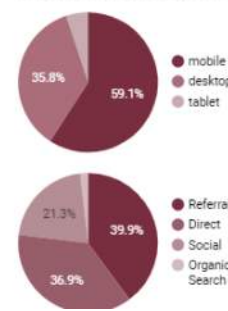
New Users	Pageviews	Sessions	Pages / Session
390	1,571	601	2.61



**Top Pages**

Page Title	Pageviews
1. Home - Cave Springs Vision Plan	633
2. Plan Elements and Exhibits - Cave Springs Vision Plan	402
3. Vision Plan Introduction - Cave Springs Vision Plan	167
4. Public Input Survey - Cave Springs Vision Plan	119
5. Initial Public Meeting - Cave Springs Vision Plan	101
6. Follow-Up Public Meeting - Cave Springs Vision Plan	90
7. Contact Us - Cave Springs Vision Plan	59

**Devices and Sources**



**Engagement by City**

City	New Users	Pageviews
1. Bentonville	100	451
2. (not set)	77	293
3. Rogers	44	112
4. Dallas	27	90
5. Springdale	22	138
6. Fayetteville	17	143
7. Bella Vista	12	37
8. Oklahoma City	8	20
9. Chicago	8	12
10. Ashburn	7	7
Grand total	390	1,571

Grand total 1,571

<https://cavesprings.transportationplanroom.com/>





# Mission, Goals, and Objectives

- Language in the Mission, Goals, and Objectives was clarified based on input received from the public input survey.
  - Clarified that Active Transportation includes bike/ped and other transportation modes that are not vehicular.
  - Noted that Infrastructure includes sidewalks, trails, streets, sewer, water, and any other public maintained system.
  - Updated a definition to explain that Complete Streets include infrastructure for vehicles, bicycles, pedestrians, public transit, and other.
- Several comments stated that more focus was needed in the Goals for the downtown area. Stronger language regarding walkability, parking, Adaptive Reuse, and mixed-use development was added.
- Several comments stated that connecting to surrounding cities and to the Razorback Greenway should be a priority. Additional language has been added to clarify these goals.

## Mission

To develop a plan which respects the city's small-town attributes and unique characteristics, while allowing the city to thoughtfully plan for safe and sustainable growth. The plan shall encourage and manage development and infrastructure, improving quality of life for all residents and businesses and providing a welcoming environment for businesses and citizens.

## Goal 1

Preserve the small town feel of Cave Springs while leveraging and integrating its historic core and natural resources into the future fabric of development.

- **OBJECTIVE 1:** Explore the creation of a City Center zoning or overlay district at the city's core that encompasses existing historical and institutional features of Cave Springs.
- **OBJECTIVE 2:** Plan for complete neighborhood service land uses along with residential growth: commercial services, offices, parks, and institutional uses, etc.
- **OBJECTIVE 3:** Revise zoning codes to allow mixed uses and varying types of housing within the City Center and other key areas of the city to promote diverse housing opportunities and encourage the growth of appropriate non-residential uses.
- **OBJECTIVE 4:** Explore branding and marketing opportunities for the city that reflect its unique character and key attractions.
- **OBJECTIVE 5:** Explore the creation of entry or gateway features for the city along thoroughfares (Highways 264 and 112).
- **OBJECTIVE 6:** Create sign ordinances and overlay districts to address appropriate signage scale and types in varying districts of the city.
- **OBJECTIVE 7:** Develop a common thread of infrastructure and design standards throughout the city to create continuity.

bike connect include commercial bike trails move love will plans  
commercial development infrastructure feel  
Cave Springs parks goals greenway trail city  
connect greenway area streets small town feel sidewalk see want  
businesses needs

# I feel the Mission, Goals, and Objectives reflect my vision for the City of Cave Springs.

I feel the draft Mission and Goals reflect my vision for the City of Cave Springs.

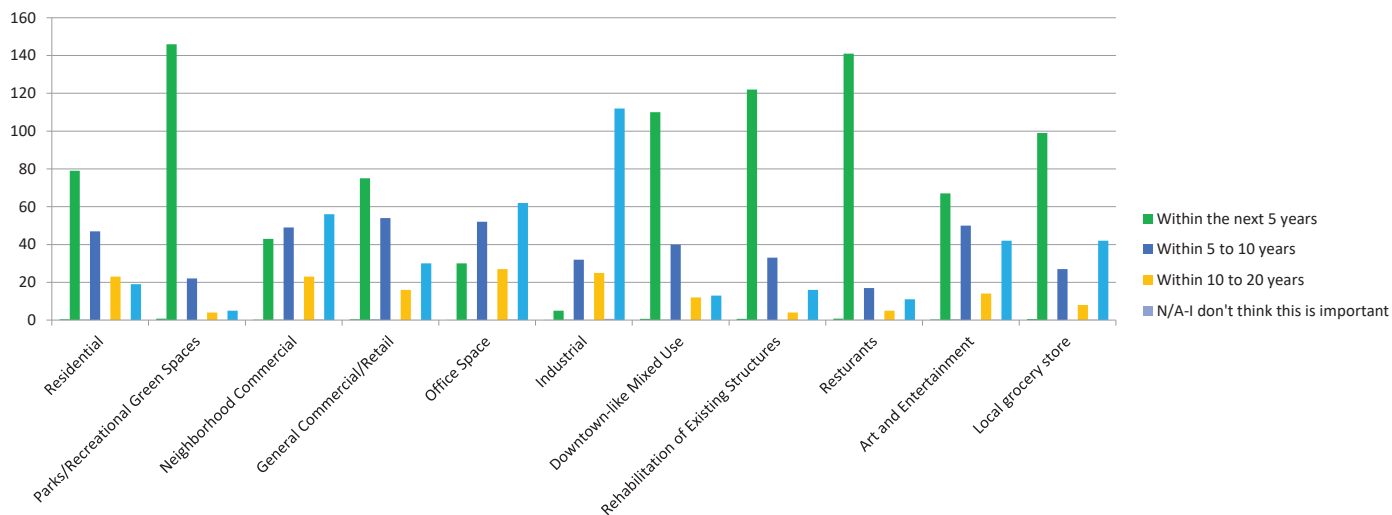


## Community Vision

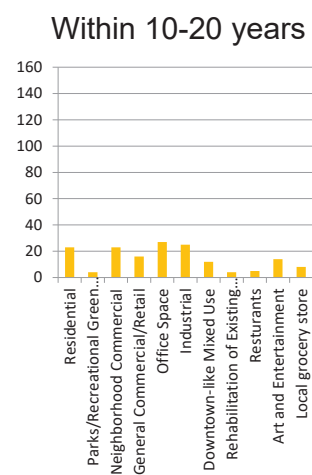
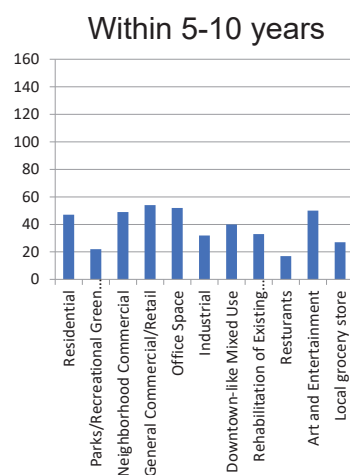
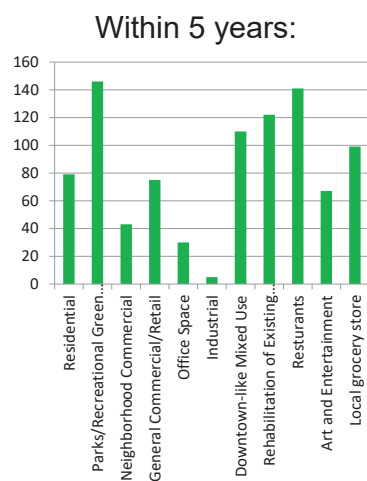
Several questions were asked regarding the vision the community has for Cave Springs. This data was used to evaluate changes that needed to be made to components of the Vision Plan.

# What types of developments would you like to see in Cave Springs?

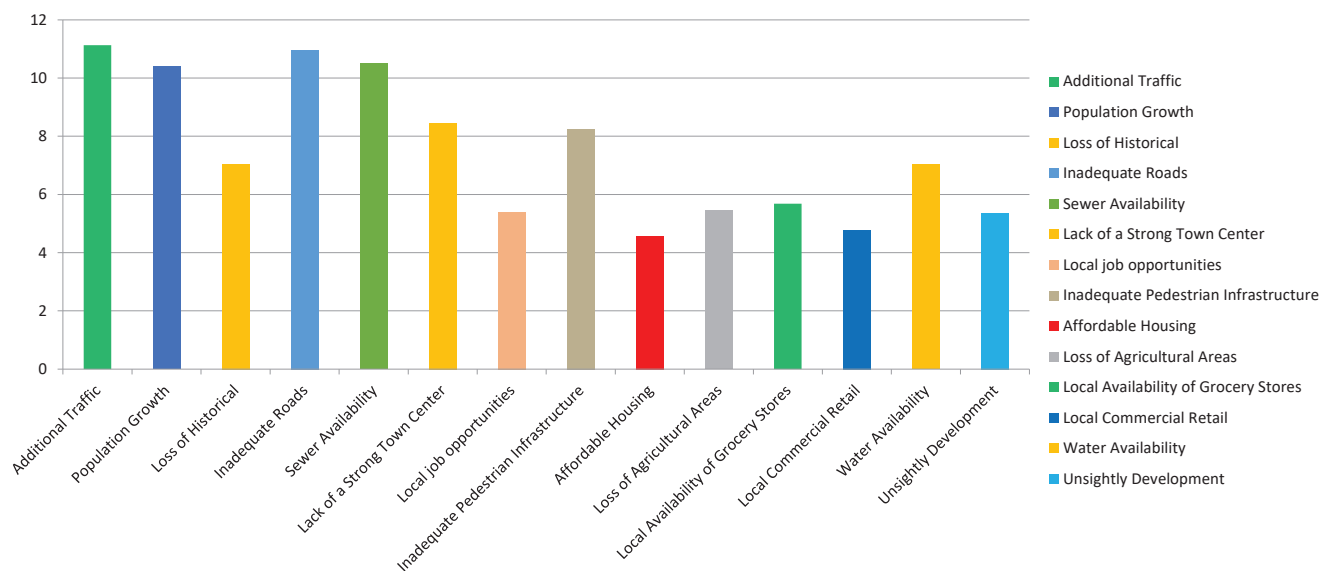
What types of developments would you like to see in Cave Springs?



# What types of developments would you like to see in Cave Springs?



# What do you feel are major challenges facing Cave Springs in the next 20 years?



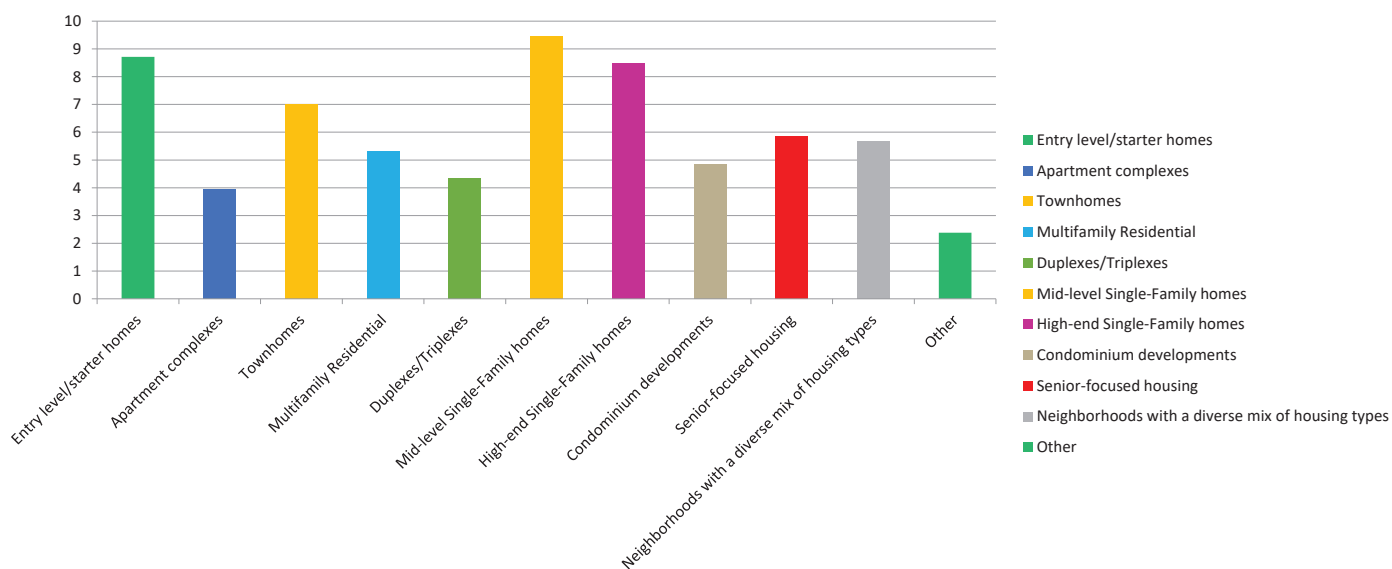


What is your greatest concern for Cave Springs' future?



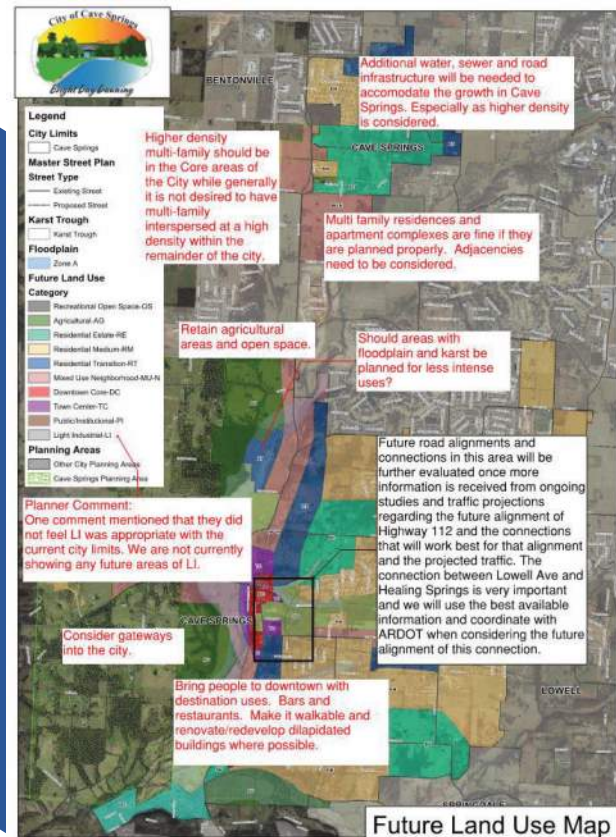


# What types of housing are needed in Cave Springs?



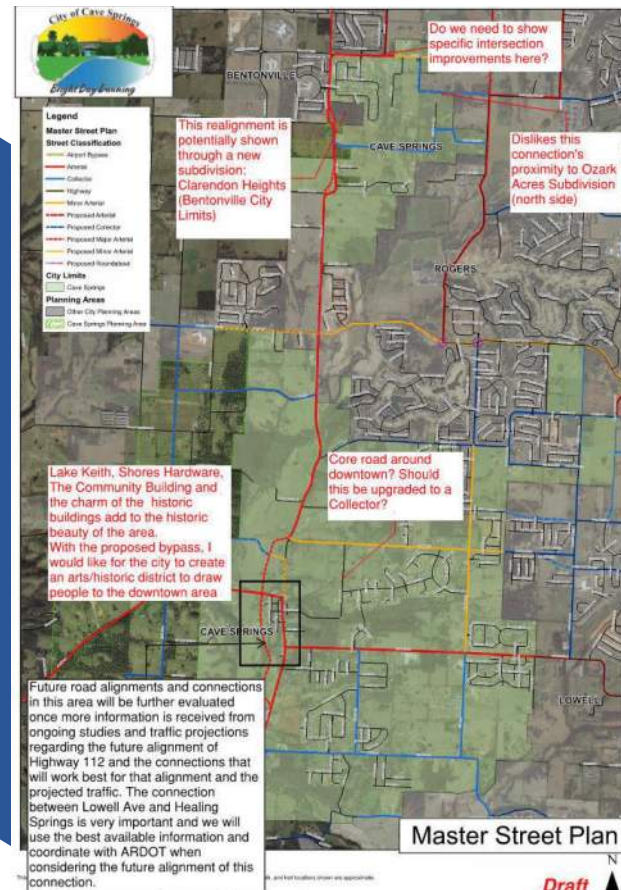
# Future Land Use Plan

- Several comments were received that stated that the preferred housing was single-family residential, however, it was noted that attainable housing is also needed so that those who serve the community can live in the community.
- Many comments were focused on the Downtown Core. It is recommended that Specific goals for the Downtown Core.
  - Creating Adaptive Reuse guidelines can help encourage redevelopment of the downtown area while preserving the historical nature and charm of the existing fabric.
  - The Town Center area should also have specific guidelines for development as it will be an extension of the Downtown Core.



# Master Street Plan

- Overall, comments related to the Master Street Plan were specific comments about the needs for specific street improvements.
- Once a Master Street Plan is adopted, as development occurs, the streets will be improved by the developers to the standards set forth in the Typical Street Sections.
- However, some projects may need to be considered as capital improvement projects that the city completes.
- Due to this, it is recommended that a Street Project Priority List be developed.
  - This includes an analysis of road condition, citizens served, and important connections could be completed in order to help prioritize future city street projects.



Please add any comments you have on the Highway 112 alignment or Lowell Avenue to Healing Springs connection.

planning option bypass west traffic Option B Option C Options B C  
 go needs downtown allow downtown area city  
 Hwy Looks good will Prefer alignment best preserve



# Which do you prefer?

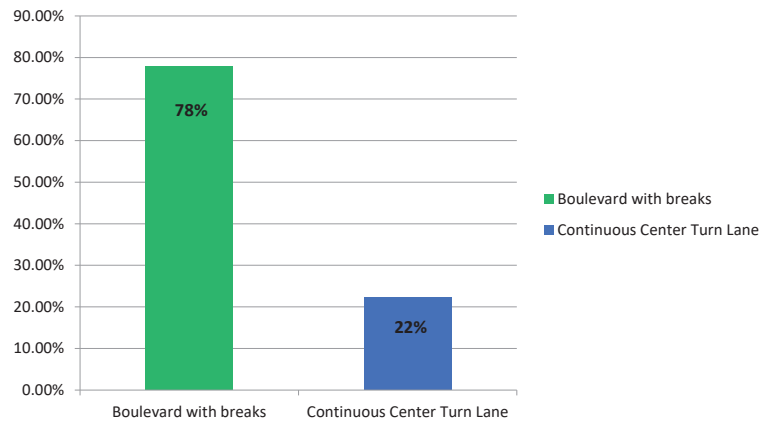


Boulevard with breaks



Continuous Center Turn Lane

## Which do you prefer?



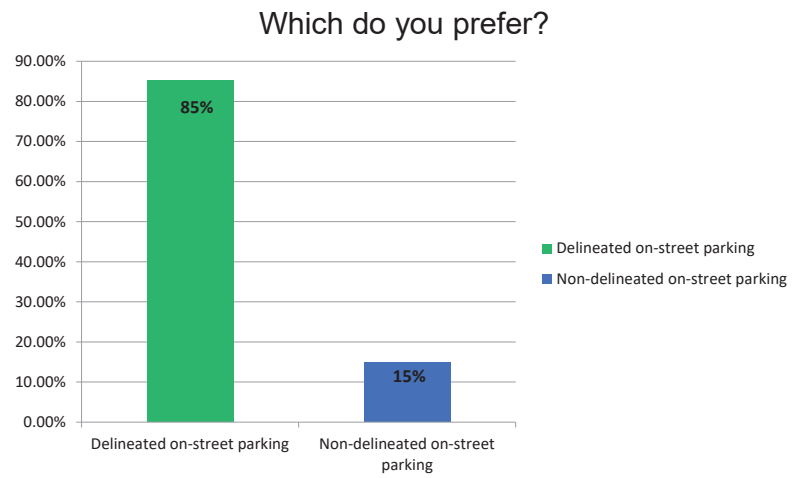
# Which do you prefer?



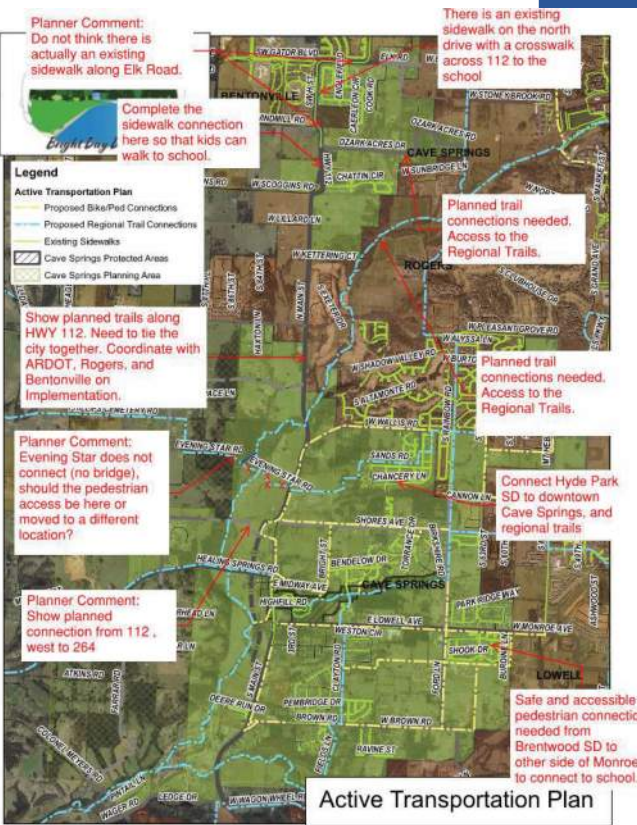
Delineated on-street parking



Non-delineated on-street parking



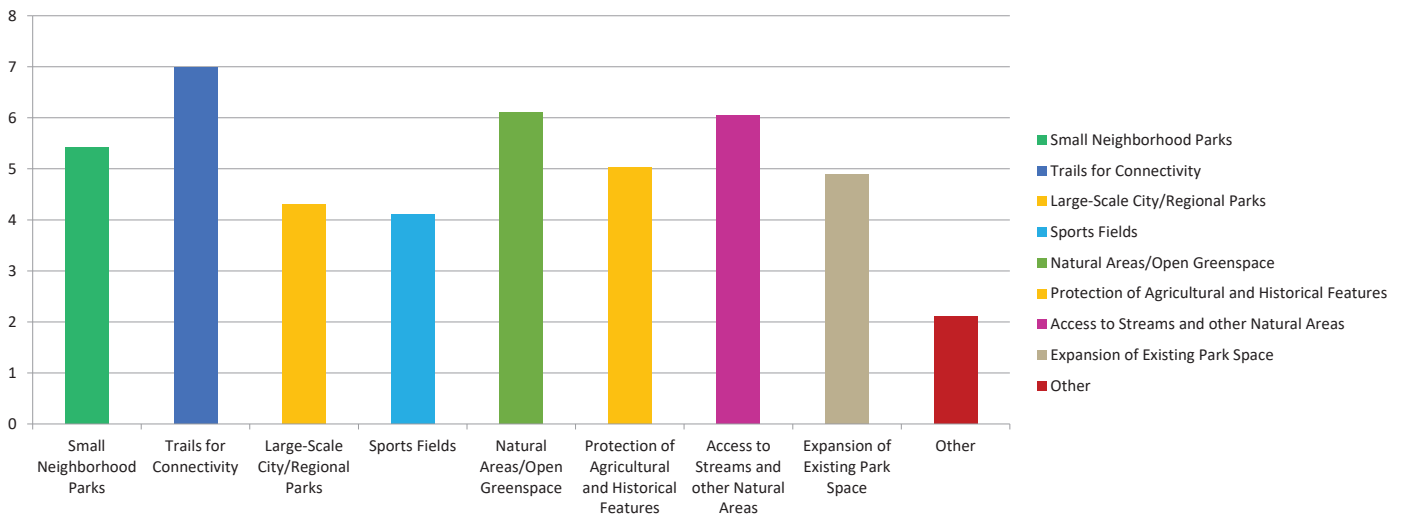
# Active Transportation Plan



- More connections are needed to connect the northern part of Cave Springs to the main part of Cave Springs, and to the Regional Trails.
- As with the Master Street Plan, comments were specific about the needs for individual connections.
- Once the Typical Sections showing trails and sidewalks are adopted, and once the Active Transportation Plan is adopted, these connections will be made as development occurs.
- Some projects may need to be considered as capital improvement projects that the city completes, and it is recommended that an Active Transportation Priority List is developed.
  - This includes an analysis of current conditions of sidewalks/trails, possible connections, and citizens served by projects could be completed in order to help prioritize future active transportation projects.

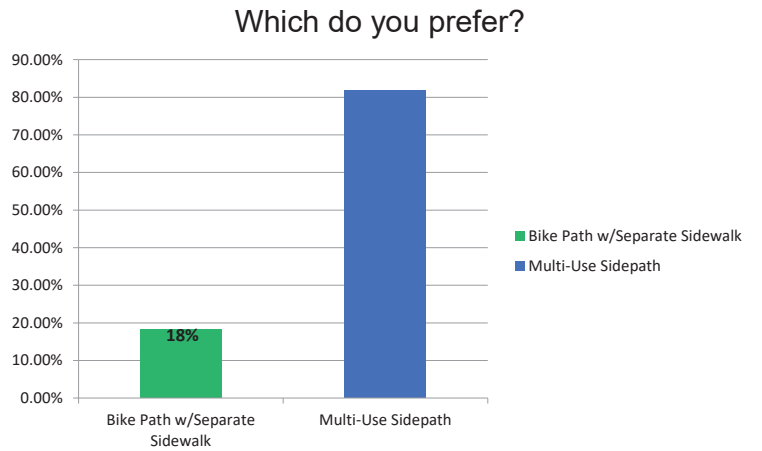
# What type of recreational or open space does Cave Springs need?

What type of recreational or open space does Cave Springs need?





# Which do you prefer?



## Public Input Summary

There was great participation in the survey. Much of the input was used to help clarify goals and make updates to the Draft Maps so they reflect the needs of the City.

A key element to having a usable Vision Plan, is to make sure that there are measurable ways to see that goals are being implemented. An Implementation Matrix with general timeframes was created for each goal and objective that is tied to a measure for success.

It is clear that Cave Springs has unique characteristics that the residents feel strongly about, and based on the input received, this plan can help retain and enhance those features.

# APPENDIX D

## IMPLEMENTATION MATRIX

# DRAFT

Cave Springs Implementation Matrix					
HOUSING RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Encourage a wider range of housing types and affordable housing options by considering amendments to the current zoning code.	Update zoning code	✓			
Encourage development of underutilized parcels, already served by public infrastructure, as a means to compliment newly constructed residential housing units.	Update zoning code	✓			
Encourage varying types of single family and multi-family residential developments compatible with surrounding neighborhoods in areas of the city planned for such developments.	Update zoning code	✓			
Encourage residential infill development that is compatible with existing, neighborhoods such as the creation of minimum design standards for duplex and other multi-family residential structures.	Update zoning code	✓			
QUALITY OF LIFE RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Protect and maintain the city's existing parks, and natural areas.	Set aside funding for improvements				✓
Update wayfinding signage for existing parks.	Work with ARDOT on allowable signage on Hwy. 112.	✓			
Expand the city park system to accommodate future growth.	Pursue funding, update development code		✓		
Connect to the regional trail system and improve the local bike/pedestrian network	Pursue funding, update development code		✓		
Adopt a parkland dedication ordinance to help provide both neighborhood parks and possibly a larger regional park in the future.	Update development code	✓			
Work with community organizations to encourage and develop programs aimed at community beautification.	Contact organizations to build relationships.		✓		
Reinvest in the infrastructure of existing neighborhoods including streetscape (curb/gutter and sidewalk) and street tree programs.	Set aside funding for improvements		✓		
Focus on connection of existing residential areas to recreation facilities through small sidewalk or trail connection projects	Set aside funding for improvements	✓			

DOWNTOWN CORE AND TOWN CENTER RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Work to realize Cave Springs's local retail, character, and destination potential through the development and promotion of a City Downtown Core / Town Center (DC/TC) character area.	Create an economic development subcommittee with the possibility of creating chamber of commerce in the future	✓			
Plan for investment in downtown area streetscape.	Set aside funding for improvements		✓		
Improve and enhance the entrance to the downtown area along Main Street / Hwy. 112 and at the intersections to Lowell Ave. / Healing Springs Road / AR Hwy. 264	Set aside funding for improvements		✓		
Work to attract/retain banks, professional offices, restaurants, and governmental offices in downtown.	Continue to invest in streetscape/pedestrian connections and city aesthetics.				✓
Encourage the location of retail ventures such as antique stores, coffee shops, and boutiques within the downtown area.	Update zoning code. Program downtown space to bring customers to the downtown.				✓
Encourage the location of 'artisan' and 'maker space' small scale manufacturing in conjunction with small retail within the downtown area.	Update zoning code. Program downtown space to bring customers to the downtown.	✓			
Draft a zoning code that allows mixed-use of multi-story structures within the downtown area. This could be achieved by creating a special overlay district for this area or its own specific zoning category.	Update zoning code	✓			
Develop minimum design standards for downtown area buildings.	Update zoning code	✓			
Leverage public resources and infrastructure investments to encourage private investment in the downtown area.	Explore downtown parking and wayfinding infrastructure in the downtown area.		✓		
Promote and assist in providing regular and seasonal events and programming in the downtown area.	Program downtown space to bring customers to the downtown.	✓			
Seek grant funding for community projects in the Downtown Area.	Work with Regional Planning to determine what grants are available for downtown projects.				✓
Encourage the retention of existing community institutions in the Downtown Area and the relocation of new government and community institutions to the area.	Assure future zoning changes and infrastructure planning are compatible with existing community institutional uses and future uses that are desired in the downtown.	✓			

COMMERCIAL AND ECONOMIC DEVELOPMENT RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Create an economic development subcommittee and discuss a chamber of commerce in the future	Reach out to key citizens with investment in the community		✓		
Encourage both new investment and redevelopment of the city's existing commercial areas.	Update zoning code. Program downtown space to bring customers to the downtown.	✓			
Target locally based, small to medium-scale businesses that meet community needs.	Create an economic development subcommittee with the possibility of creating chamber of commerce in the future				✓
Develop a resilient local economy by encouraging a diverse mix of local businesses and attractions.	Update zoning code	✓			
Market vacant City property via State resources such as the Arkansas Site Selection Center website.	Train staff to find and manage properties on the AR site selection website.			✓	
Work with the Arkansas Economic Development Commission, Northwest Arkansas Council, and the Northwest Arkansas Planning and Development District to attract potential employers to the City.	Contact organizations to build relationships.				✓
Retain and support existing City businesses.	Program downtown space to bring customers to the downtown	✓			
Encourage and incubate local entrepreneurship.	Program downtown space to bring customers to the downtown	✓			
Partner with locally based lenders to identify ways to expand capital access to entrepreneurs via micro-lending and similar programs.	Contact organizations to build relationships.			✓	

INFRASTRUCTURE RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Encourage infill development as a means to provide utility services in a more cost-effective manner.	Update zoning code	✓			
Continue to update the long-term utility master plan for the development and improvement of the city's utility system.	Update utility master plan as needed.		✓		
Control the extension and provision of utilities as a means of carrying out the provisions and goals of this plan.	Review proposed developments for available utilities	✓			
Explore developing mid to long-term plans for annexing areas to the city's west.	Create an annexation plan			✓	
STREET TRANSPORTATION RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Work with ARDOT, NWARPC and other cities to adopt an access management plan for AR Hwy. 112.	Adopt an access management plan for AR Hwy. 112	✓			
Adopt the MSP Typical Section standards as part of the Code of Ordinances.	Adopt the Typical Sections as code.	✓			
Utilize the Master Street Plan component of this plan to direct the improvement and construction of streets in the city as development occurs.	Review proposed developments for compliance with the MSP.				✓
Adopt revised Subdivision and Street Regulations to carry out the provisions of the Master Street Plan component in this plan.	Update development code	✓			
Use the Comprehensive Plan as a guide in evaluating all development proposals to ensure compliance with the Master Street Plan.	Review proposed developments for compliance with the Comprehensive Plan				✓
Use city resources to expand and repair the city's street network.	Set aside funding for improvements				✓
ACTIVE TRANSPORTATION RECOMMENDATIONS	ACTION ITEM	Time Frame			
		Short 1-5 yrs.	Medium 5-10 yrs.	Long 10+ yrs.	Ongoing
Expand the city's trail system. Determine Trail Prioritizations.	Create a trail prioritization document		✓		
Invest in infrastructure that will protect and encourage pedestrian activity.	Set aside funding for improvements				✓
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.	Work with Regional Planning to secure grant funding for pedestrian infrastructure.	✓			
Use the Typical Street Sections and Active Transportation Plan as a guide to determine the appropriate pedestrian facilities to be installed as development occurs.	Review proposed developments for compliance with the Active Transportation Plan	✓			

# MAP A

## DRAFT FUTURE LAND USE PLAN
















# Future Land Use Plan



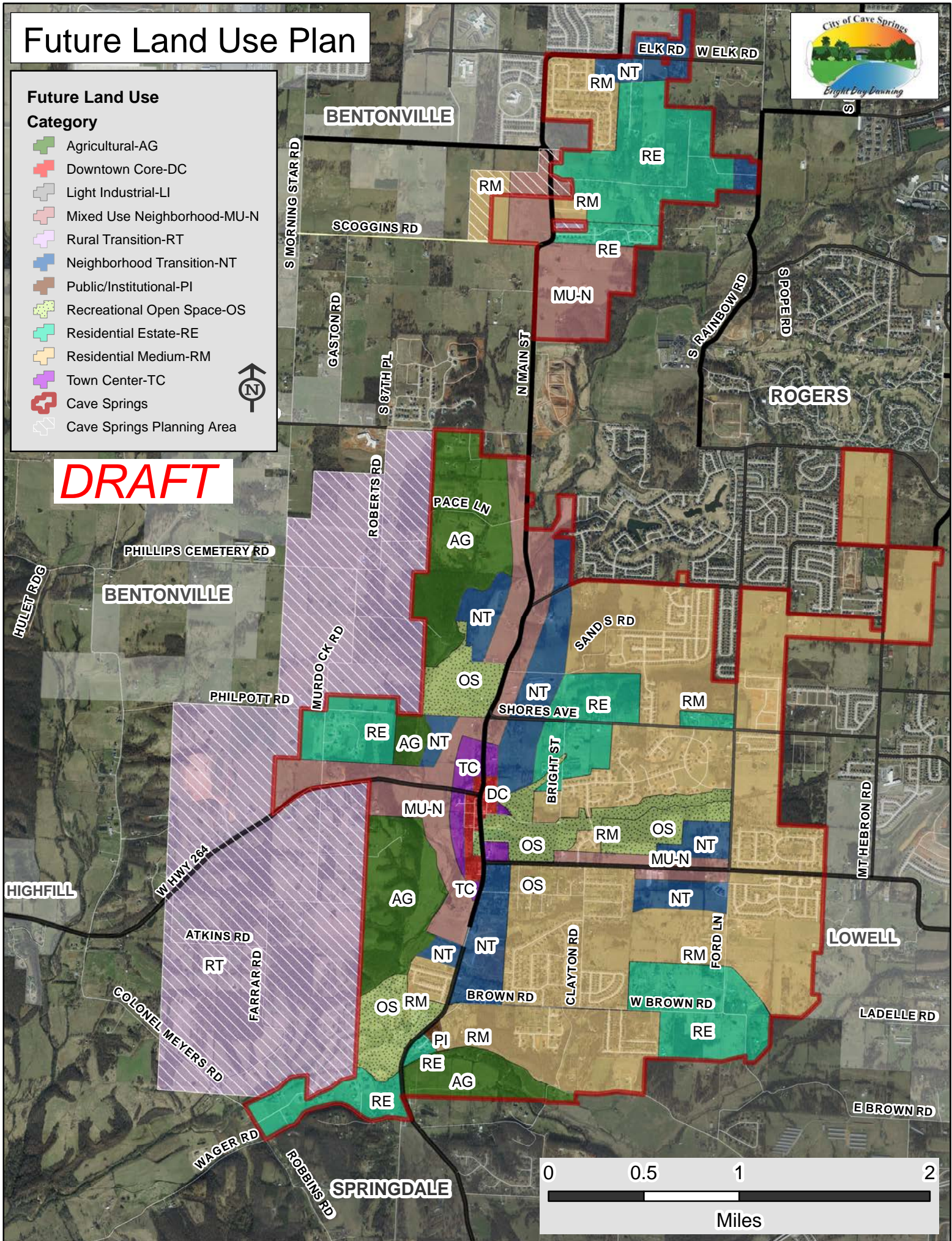
## Future Land Use

### Category

-  Agricultural-AG
-  Downtown Core-DC
-  Light Industrial-LI
-  Mixed Use Neighborhood-MU-N
-  Rural Transition-RT
-  Neighborhood Transition-NT
-  Public/Institutional-PI
-  Recreational Open Space-OS
-  Residential Estate-RE
-  Residential Medium-RM
-  Town Center-TC
-  Cave Springs
-  Cave Springs Planning Area



**DRAFT**



**MAP B**

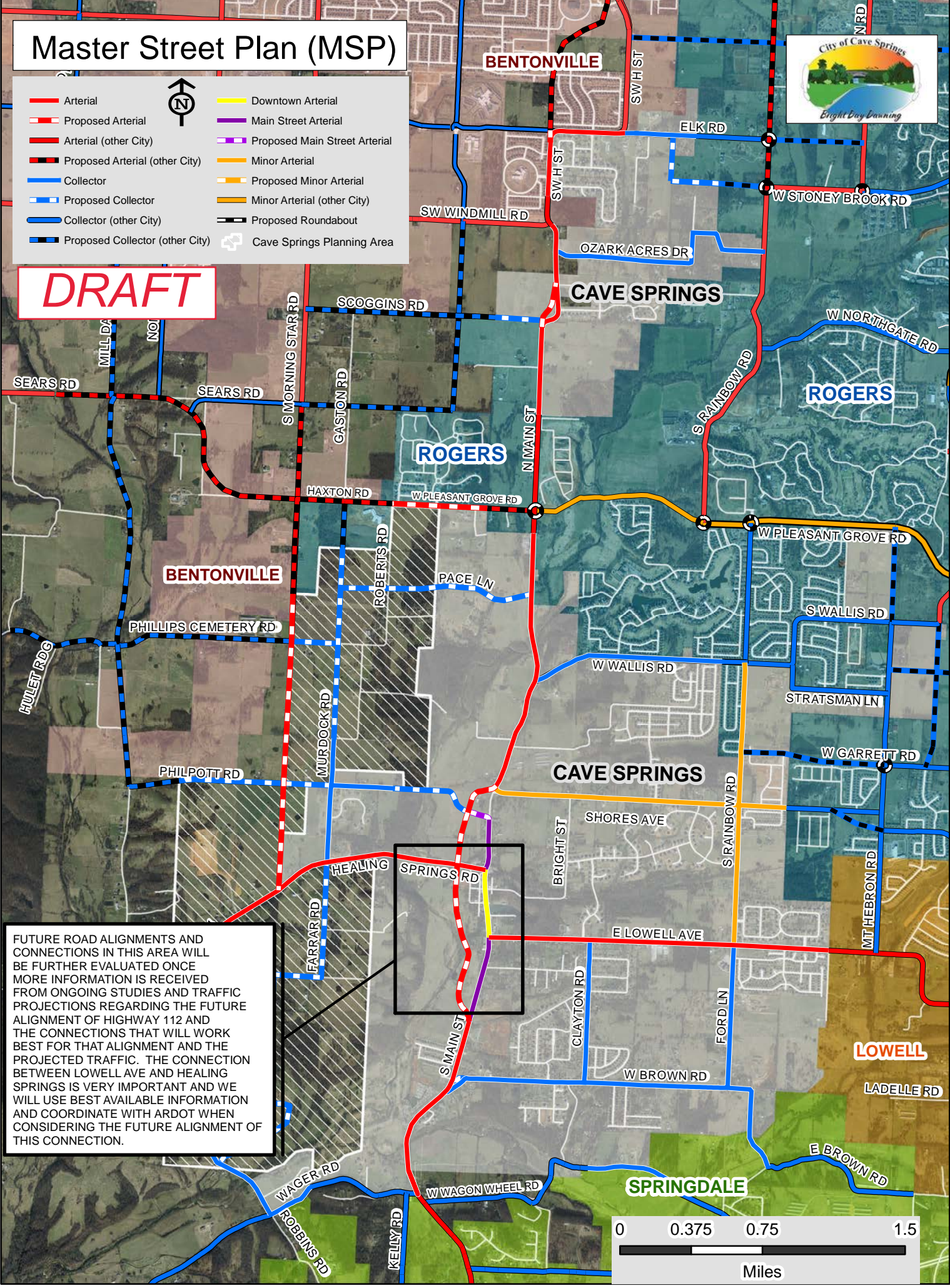
**DRAFT MASTER STREET PLAN**

# Master Street Plan (MSP)

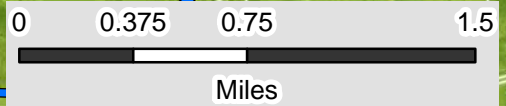
- Arterial
- Proposed Arterial
- Arterial (other City)
- Proposed Arterial (other City)
- Collector
- Proposed Collector
- Collector (other City)
- Proposed Collector (other City)
- Downtown Arterial
- Main Street Arterial
- Proposed Main Street Arterial
- Minor Arterial
- Proposed Minor Arterial
- Minor Arterial (other City)
- Proposed Roundabout
- Cave Springs Planning Area



DRAFT



FUTURE ROAD ALIGNMENTS AND CONNECTIONS IN THIS AREA WILL BE FURTHER EVALUATED ONCE MORE INFORMATION IS RECEIVED FROM ONGOING STUDIES AND TRAFFIC PROJECTIONS REGARDING THE FUTURE ALIGNMENT OF HIGHWAY 112 AND THE CONNECTIONS THAT WILL WORK BEST FOR THAT ALIGNMENT AND THE PROJECTED TRAFFIC. THE CONNECTION BETWEEN LOWELL AVE AND HEALING SPRINGS IS VERY IMPORTANT AND WE WILL USE BEST AVAILABLE INFORMATION AND COORDINATE WITH ARDOT WHEN CONSIDERING THE FUTURE ALIGNMENT OF THIS CONNECTION.



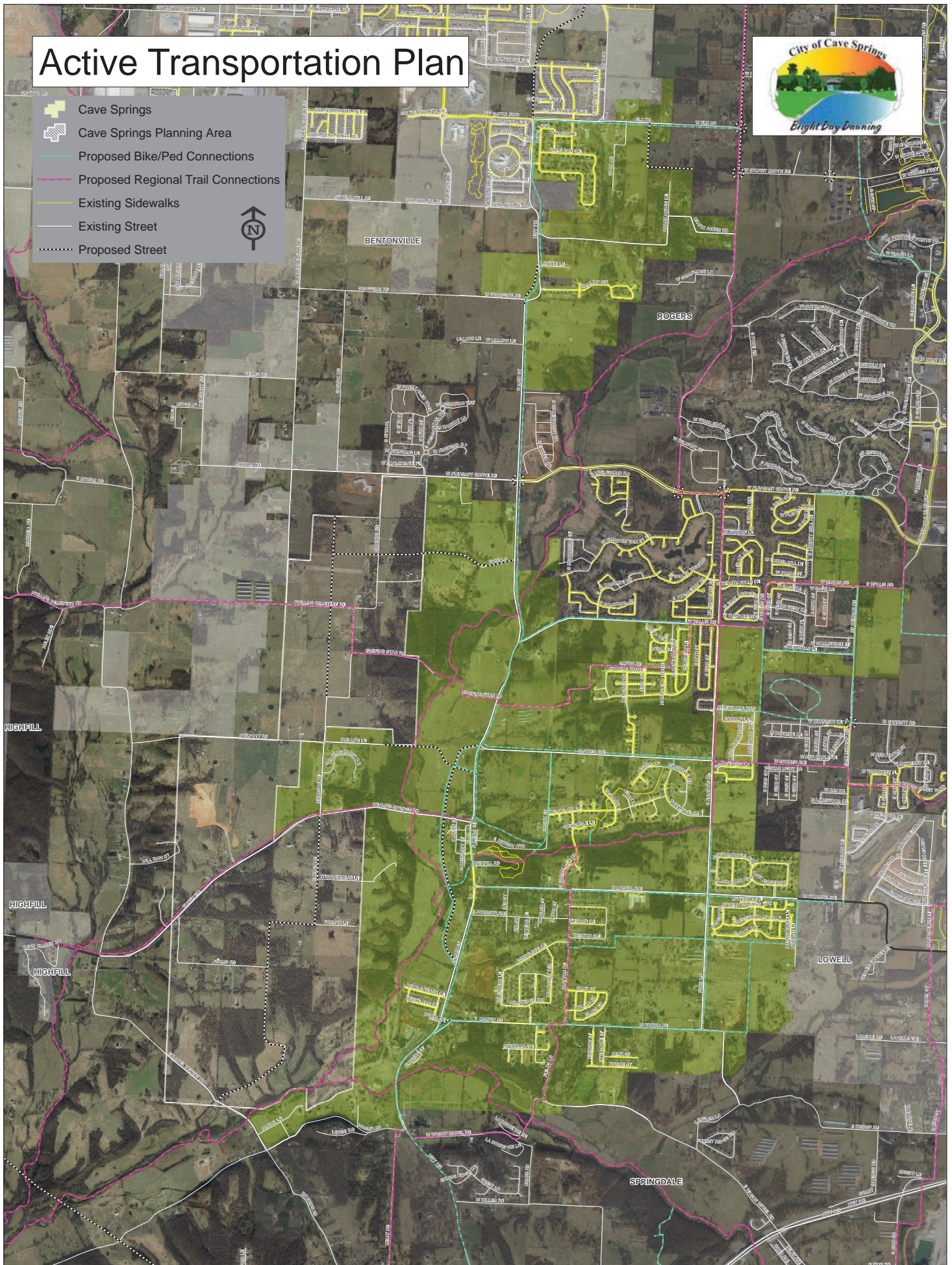
MAP C

DRAFT ACTIVE  
TRANSPORTATION PLAN

# Active Transportation Plan



- Cave Springs
  - Cave Springs Planning Area
  - Proposed Bike/Ped Connections
  - Proposed Regional Trail Connections
  - Existing Sidewalks
  - Existing Street
  - Proposed Street
- 



Prop. Trails are in DRAFT form; alignments are approximate.

1:10,000

