



CITY OF PEA RIDGE COMPREHENSIVE LAND USE PLAN 2021

The Comprehensive Land Use Plan is a long-term policy and planning tool to be used as a guide to the future development of the area, and as such, it provides a consistent framework within which individuals and public officials can make their own development decisions, knowing that they are all working toward common, compatible goals.

ADOPTED APRIL 20, 2021
<https://cityofpearidge.com>

SECTION I. INTRODUCTION

The **Pea Ridge Planning Commission** has formulated the Pea Ridge **Comprehensive Land Use Plan (Comprehensive Plan)** to:

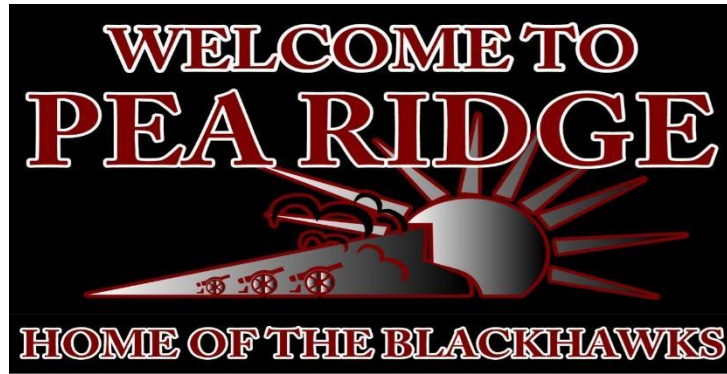
- ✓ **Provide a basis for making decisions concerning the future growth and development in the community and surrounding planning area;**
- ✓ **To coordinate and give direction to public and private development; and**
- ✓ **To protect the public interest in a manner that will not stifle individual initiative and creativity.**

The Planning Commission and the City of Pea Ridge recognize the need to encourage a logical and orderly development of the lands **within the corporate limits and the area within the territorial jurisdiction** for which it has planning authority, the Pea Ridge planning area.

The Comprehensive Plan is a **long-term policy and planning tool to be used as a guide to the future development of the area**, and as such, it provides a consistent framework within which individuals and public officials can make their own development decisions, knowing that they are all working toward common, compatible goals. The Plan sets forth how the physical environment should be developed for the **health, safety, convenience, prosperity and welfare** of all the people in the community. It is the intent of the Plan to provide for each of the respective components that are statutorily required for land use and development controls—a land use plan component for zoning purposes, and a master street plan component for subdivision controls.

The Planning Commission also recognizes that Pea Ridge must be aware of surrounding communities' development plans, and plan and act accordingly.

It is for these purposes that the Comprehensive Plan has been developed and adopted.



SECTION II. SUMMARY OF MAJOR RECOMMENDATIONS

In an effort to attain the type of development desired by community leaders and citizens alike, the **following recommendations** are made:

1. **Retain the relatively low-density residential** nature of the community through proper development regulations.
2. **Grouped commercial services** should be located to provide economical operation of businesses, and be convenient to the community.
3. The City should designate specific **areas for industrial land uses**. This will protect the industries that choose to locate in the City of Pea Ridge, as well as help to ensure that incompatibility with residential uses is minimized.
4. The **preservation of agricultural lands and of historically significant lands**, through the proper use of regulatory mechanisms, is critical to retain the character and integrity of the community.
5. Ensure protection of the community's **natural environment and open space** through careful land use management techniques and controls.
6. **Develop a Master Street Plan that adheres to the Northwest Arkansas Regional Transportation Study and the Federal Functional Classification Guidelines;** that contributes to logical development of the community; ensures the safe and efficient movement of people and goods; and relates to the region's multi-modal transportation system. In addition, the Master Street Plan should strive to support and enhance the character of the City.

7. Plans for **community facilities** should be developed in a coordinated and timely manner. Prompt action should be taken to guarantee that an **adequate amount of land is preserved** to suit the purposes of each of these community facilities.
8. The community leaders should become actively involved in urging the entire community to take action to **improve the over-all appearance of their community**.



SECTION III. PHYSICAL DEVELOPMENT PROPOSALS

A. LAND USE RECOMMENDATIONS

1. RESIDENTIAL

Several goals surface as paramount in the development and **growth of the residential** environment in Pea Ridge. These include:

- a. Provision of a **safe living environment** that offers quietness, privacy, and a neighborly flavor;
- b. Provision of **quality housing of good design at low and medium densities**, developed in a manner accessible by an adequate street system to avoid costly infrastructure extensions;
- c. **Protection** of residential areas **from incompatible adjacent land uses**;
- d. Stabilization of **property values**; and
- e. **Provision of multi-modal access** to residential areas.
 - Multi-modal transportation includes walking, cycling, public transit (most probably bus transit in Pea Ridge), and automobile. Examples of multi-modal access include complete streets with slower speed limits, smaller lane widths, sidewalks, bicycle and pedestrian trails/paths, bus turn-outs with bus stop facilities.

To achieve these objectives, it is important to:

- 1) Develop residential areas at relatively low densities that will preserve the current nature of Pea Ridge;
- 2) Develop residential areas that will accommodate medium density units;
- 3) Develop, adopt and use subdivision and zoning regulations as well as building and housing codes;
- 4) Require development to be connected to utilities and utilize zoning as a means to guide the progression of development;
- 5) Protect the character and integrity of single-family, residential areas;
- 6) Protect residential neighborhoods from inappropriate non-residential influences through the design of streets which discourage through-traffic, and the use of regulatory controls;
- 7) Use land which provides for the most efficient and effective use of available investments in public utilities and services; and
- 8) Adopt a Master Street Plan to guide traffic movement and to develop differing categories of streets.

2. NEIGHBORHOOD COMMERCIAL

In continuing with the primary goal of retaining the existing characteristics of Pea Ridge, the neighborhood commercial district has as its goals:

- a. Provision of an area or areas for offices, and light commercial uses, not incompatible with adjoining residential uses. Together with community facilities and compatible residential uses, this district becomes a buffer between general commercial and strictly residential uses; and
- b. Provision of multi-modal access to neighborhood commercial districts.

To obtain these goals, the following actions must be taken:

- 1) The neighborhood commercial district should be encouraged to locate on major streets on the fringe of residential neighborhoods in convenient proximity to living areas;
- 2) Uses within this district should be limited in size so as to avoid large concentrations of traffic;
- 3) Sufficient off-street parking should be required, however, not to the extent that it will cause high ratios of impervious ground cover; and
- 4) Residential-office uses may encourage adaptive reuse of older residential structures, thereby helping to prevent blight.

3. GENERAL COMMERCIAL

Again, the goal of retaining the current character and aspects of the community remains a priority. Other **goals to be met in general commercial** land use areas:

- a. **Provision of** accessible, convenient and attractive **commercial locations**, while **avoiding over-zoning** of the area for general commercial development;
- b. Location of general **commercial development at the intersection of major streets** for convenient access and to discourage strip commercial development;
- c. Identification of areas within the community for **future general commercial** development;
- d. Encouragement of **attractive, safe and sanitary commercial** development;
- e. **Discouraging** the **indiscriminate mixing of commercial development**; and
- f. **Provision of multi-modal access** to commercial areas.

In order to realize these goals, the City must take the following actions:

- 1) **Adopt a zoning ordinance and subdivision regulations** to guide commercial development to desired locations and provide the standards to which that development will be built;
- 2) Encourage planned, integrated commercial areas by **discouraging spot commercial development** in residential neighborhoods and the stringing out of commercial development along streets;
- 3) **Adopt a future land use plan map**, which identifies potential commercial locations;
- 4) **Adopt codes** to ensure safe and sanitary development;
- 5) Through zoning, restrict the location of **general commercial development to the old downtown area, and at commercial nodes**, generally at the intersection of major streets;
- 6) **Restrict non-commercial uses from** locating in areas zoned **general commercial**;
- 7) **Assure traffic safety** by guaranteeing sufficient off-street parking, off-street loading facilities, and well-located ingress and egress points;
- 8) Provide adequate physical screen and area to serve as a **buffer between the commercial uses and abutting residential** areas; and
- 9) Encourage attractiveness by designing areas to integrate with residential areas through the generous **use of landscaping**.



4. INDUSTRIAL

The chief goals for industrial development are:

- a. **Provision of sites** which are level, well drained and located adjacent to major thoroughfares;
- b. **Allocate land in sufficient quantity** so that industrial growth can continue to the benefit of both industry and the community. This will ensure that industrial land is protected from encroachment by non-industrial uses;
- c. Provide for **ample utilities and services** to support industrial development; and
- d. **Encourage multi-modal access** to industrial areas.

These goals can be achieved through the following operations:

- 1) **Adopt development regulations** to provide for quality development;
- 2) **Provide adequate services**, utilities and accessibility;
- 3) Develop or seek programs that will **provide alternative transportation modes**;
- 4) **Insulate industrial sites** from other activities by location or buffers; and
- 5) **Require** provision of **ample off-street parking and loading** space.

5. AGRICULTURE

Preservation of agricultural lands and the Pea Ridge Military Park, as valuable resources and a critical part of the economic system of Pea Ridge, is of the utmost importance. As a **crucial element in retaining the nature of the community**, it is doubly important to preserve and protect historically significant lands.

This objective can be met by **adhering to the Comprehensive Plan, the Land Use Map**, and all other regulatory mechanisms.



6. OPEN-SPACE SYSTEM AND ENVIRONMENTAL PROTECTION

The challenge of creating a community that is in harmony with its natural surroundings and provides a healthful environment for people cannot be stressed enough. Two overriding principals have emerged with this challenge:

- a. The first is to recognize that the **existing natural systems** that have evolved are not without their own capacities to **serve development**.
- b. The second principal concerns **impacts**. **Some natural systems** are more able than others to **sustain the impact of development** and use.

A series of basic policies to ensure protection of our natural environment and open space have developed from these two principals:

- 1) **Large parks and open spaces** should be established so as to take advantage of, as well as protect, natural processes and unique landscape features and to provide for an **assortment of outdoor recreational and other activities**;
- 2) Environmentally critical areas of land and water, and historically significant lands should be **protected from incompatible uses and from pollutants** generated by urbanization in the area;
- 3) Wooded areas that serve functional purposes in aesthetics and pollution control, should be **preserved as part of an urban forest and open-space** system;
- 4) Vulnerable urban development **should not be located in areas of natural hazards** to life and property such as floods and unstable soils;
- 5) Development using **on-site sewage treatment should be severely restricted** from areas of unsuitable soil and geological conditions, and from floodplains; and
- 6) Present and future **drainage basins** should receive only **urban development compatible with protection of water quality**.



B. CIRCULATION

To establish an effectual manner of **circulation of people and goods throughout the community and to provide access to all pieces of land** an efficient well-balanced system of streets and roads is required. The various streets and the quantity and type of traffic they handle have a substantial impact on the adjoining and surrounding property.

The following are **transportation policy goals** and the actions necessary to achieve them:

1. **Logical development** of the community requires –
 - a. **Easy access** to public facilities from all properties;
 - b. **Protection** of public assembly areas and neighborhood playgrounds **from through traffic**;
 - c. The separation of different or incompatible land use areas through **wide right-of-way**; and

- d. Providing adequate access to commercial areas of the community by way of [routes avoiding residential neighborhoods](#).
- 2. **Safe and efficient movement** of people and goods requires –
 - a. Consider adoption of a [Complete Streets policy](#). Complete Streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work and move actively with assistive devices, and allow buses to run on time. For more information on Complete Streets see: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/what-are-complete-streets/>.
 - b. Provision of [pedestrian walkways and sidewalks](#) within neighborhoods and along major streets where required for public safety;
 - c. That an [assortment of streets](#) be provided, specifically designed to serve the variety of particular traffic needs in the area;
 - d. That each thoroughfare and its parking be designed with adequate capacity to [accommodate anticipated traffic](#); and
 - d. That thoroughfares be planned so that [commercial traffic is](#), to the extent possible, [kept off residential streets](#).
- 3. **Develop a “gateway” into the city on the Highway 72 and Highway 94 corridors.**
 - a. [Base the design](#) of gateways on the arterial cross-section shown on the adopted [master street plan](#) for the city.
 - a. A gateway should [provide a unique sense of identity](#) and should relate to the city’s natural resources, scenic views, and local cultural heritage.
 - b. Identify [streetscape improvements](#) as well as multi-modal transportation improvements throughout the corridors.

Additionally, the circulation system should [relate to the regional multi-modal transportation system](#). It should be located and designed to serve, but not disrupt, existing and future work and living areas and shopping/leisure areas. In return, land use areas, densities, and activity centers should be located in anticipation of transportation service requirements. Consult the [NWARPC Metropolitan Transportation Plan \(MTP\)](#) when making transport decisions:

<https://www.nwarpc.org/transportation/metropolitan-transportation-plan/>.

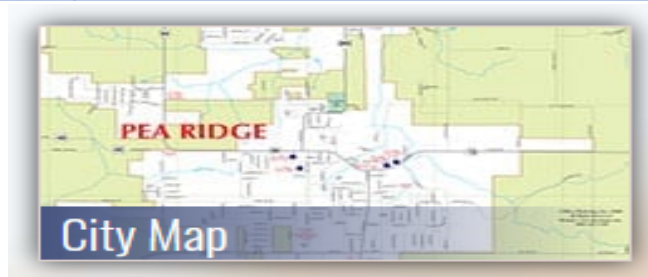
FUNCTIONAL CLASSIFIATION SYSTEM

Since the various streets, and the traffic they handle, have a great impact upon the adjacent and surrounding property, it is recommended that [streets should be classified into the Functional Classification System, and designed in accordance with the functions they perform in the network](#).

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URBANIZED AND SMALL URBAN AREA FUNCTIONAL CLASSIFICATION SYSTEM CHARACTERISTICS

FUNCTIONAL SYSTEM	GENERAL CHARACTERISTICS
Expressway/ Freeway	<ul style="list-style-type: none"> ☑ Serves statewide and interstate travel. ☑ Serves virtually all the urbanized area. ☑ Provides an integrated continuous statewide network.
Principal Arterial	<ul style="list-style-type: none"> ☑ Serves the major traffic movements within urbanized such as between central business districts, and outlying residential areas, between major intercity communities, or between major suburban centers. ☑ Serves a major portion of the trips entering and leaving the urban areas, as well as the majority of the through traffic desiring to bypass the central city. ☑ Provides continuity for all rural arterials which intersect the urban areas.
Minor Arterial	<ul style="list-style-type: none"> ☑ Serves trips of moderate length at a somewhat lower Arterial level of travel mobility than principal arterials. ☑ Provides access to geographic areas smaller than those served by the higher systems. ☑ Provides intra-community continuity but does not penetrate identifiable neighborhoods.
Collector	<ul style="list-style-type: none"> ☑ Collects traffic from local streets and channels it into the arterial system. ☑ Provides both land access and traffic circulation within residential neighborhoods and commercial areas.
Local	<ul style="list-style-type: none"> ☑ Comprises all facilities not on higher systems. ☑ Provides access to land and higher systems. ☐ Through traffic usage is discouraged.



C. COMMUNITY FACILITIES

1. PUBLIC RECREATION FACILITIES

The primary goal of recreation policy is the provision of a recreational program to **serve all residents of the area, while preserving scenic areas and open space** for the public and enjoyment.

This can be achieved by:

- a. Properly **distributing** recreational areas and facilities **throughout the community**;
- b. Situating recreational areas and facilities **on suitable land**;
- c. **Locating** appropriate recreational areas and facilities, whenever possible, **near or adjacent to other public facilities**; and
- d. **Diversifying** recreational areas and facilities in physical character, type, size, and extent of development.

2. FIRE STATIONS

The public fire protection system must afford **maximum security from fire loss while minimizing costs** of service and fire insurance costs.

The community can realize this goal by:

- a. Locating fire stations on adequate sites and directly adjacent to major streets for the utmost **accessibility to development** within its service area and the least amount of friction to adjacent land uses;
- b. **Avoid duplication** of fire station service areas to lower community fire protection costs;
- c. **Work directly and cooperatively with other area fire departments** that also serve the community.



D. CIVIC BEAUTIFICATION

A set of urban **design proposals to improve the image and aesthetic quality** of the community is the primary goal of civic beautification.

This goal can be reached through various regulatory tools, such as:

- a. A [sign/billboard](#) ordinance;
- b. A [historic preservation](#) ordinance;
- c. An [overlay district](#) on the approaches to the community; and
- d. [Preservation of plant and wildlife](#) habitats and species through the zoning codes.



E. UTILITIES PLAN

1. WATER DISTRIBUTION SYSTEM

The primary [goals for the water distribution](#) system include:

- a. Provide [sufficient quantity](#) of high-quality water for the domestic needs of community residents.
- b. Have [available capacity](#) to provide for fire protection purposes.

To realize these goals, the following actions should take place:

- 1) [Developers will be responsible](#) for the construction of water system improvements required to provide the level of service determined by the respective water systems.

- 2) Provide [sufficient capacity in each development](#) for providing adequate fire protection, as well as meeting future area needs.

2. SEWAGE COLLECTION AND TREATMENT SYSTEM

The City of Pea Ridge has a municipal sewage collection and treatment system. As such, [individual on-site systems are discouraged](#), and in some cases may be prohibited, when sanitary facilities are in reasonably close proximity.

Goals are to:

- a. Ensure a healthy and attractive living environment for the community by making every effort to [ensure that municipal sanitary sewer facilities are available](#). And where such facilities are not available, to ensure that on-site wastewater systems are permitted by the State Department of Health.
- b. Assure that [malfunctioning systems](#) that are observed by, or brought to the attention of Pea Ridge, are immediately [referred to the Health Department](#) for prompt repair.
- c. [Discourage](#), through all means possible, the placement of [septic systems](#) in designated floodplain areas.

The City will actively pursue implementation of a [sanitary sewer system in all areas](#) of the municipality. Principal goals with regard thereto are:

- a. Provide the [entire community with wastewater collection and disposal facilities](#) that will insure a healthy and attractive living environment for all citizens;
- b. Assure that the [most effective method of wastewater treatment is provided](#) in Pea Ridge.

To achieve these goals, the City should:

- 1) [Maintain control of the sewage collection and treatment system](#) so as to better monitor and provide for a safe and clean system and living environment.

SECTION IV. DEMOGRAPHICS

Demographic statistics for the community:

PEA RIDGE	POPULATION
1990	1,620
2000	2,346
2010	4,794
2020	6,392*

*NWARPC Estimate

The following information and additional information on NWA demographics can be found in Chapter 3 of the NWARPC 2045 Metropolitan Transportation Plan (MTP) at:

<https://www.nwarpc.org/transportation/metropolitan-transportation-plan/>.

NOTE: At the writing of this Plan, the Census Bureau had not released the 2020 Census figures.

BENTON COUNTY

- Covers 880 square miles.
- Has 846 square miles of land.
- Has 43 square miles of water.
- [153,406 in Census 2000 population.](#)
- [221,339 in Census 2010 population.](#)
- This represents a 43.3 percent increase and an annual growth rate of 3.73 percent.
- On average there were 6,793 people per year moving to Benton County since Census day, April 1, 2000.
- There are nineteen incorporated cities in Benton County.
- [All or part of nine Benton County cities fell within the Census defined Urbanized Area in Census 2010](#), including the cities of Bella Vista, Bethel Heights (incorporated into Springdale, 2020), Bentonville, Cave Springs, Centerton, Little Flock, Lowell, [Pea Ridge](#), and Rogers.
- Siloam Springs meets the Census definition of an Urban Cluster.
- Most of the population of Benton County is located along the I-49 corridor.
- The 2018 American Community Survey 5-year estimates the total population to be at 258,980.

POPULATION GROWTH

In 2010, according to the U.S. Census Bureau, the two-county (Benton and Washington) population was 424,404. The Northwest Arkansas regional population has grown annually at a 3.15 percent rate from Census 2000 to 2010. This represents, on average, an annual population increase of about 11,328 in Northwest Arkansas. By July 2019, the American Community Survey (ACS) one-year population estimate of the two counties was 518,328 (279,141 for Benton County and 239,187 for Washington County). Between the July 2015 ACS

and 2019 ACS period of four years, there was an increase of 55,215 people in the two counties.

POPULATION PROJECTIONS

In summer of 2019, the Arkansas Economic Development Institute (AEDI) developed detailed demographic population projections for Benton and Washington Counties by using an age, gender, births, deaths and migration cohort methodology. Based on the 2019 AEDI projection methodology, AEDI projected that by 2045 the population of Benton and Washington Counties will reach 974,275 people (with 545,893 people in Benton County and 428,382 people in Washington County).

SUMMARY OF DEMOGRAPHIC FACTORS

The population information from Chapter 3, NWARPC 2045 MTP, indicates three major regional growth trends. Additionally, [Pea Ridge](#), being an important part of the Northwest Arkansas region, [will most certainly experience similar trends with respect to population increase and demographic change](#).

First, the [population in Northwest Arkansas continues to steadily increase](#). For over 30 years, the region sustained the highest population growth rate of any two-county region in Arkansas. Population projections through the year 2045 are based upon the region's demonstrated growth from 1990 through 2010 as recorded by the Decennial Census data and by the Census American Community Survey data. There are several factors, such as relocation of major employers, which could very possibly prevent a repeat of the exceptional growth that took place in the past. However, there are no indications that such occurrences should happen soon. Having said that, [regional governments and institutions must be prepared for the possibility of even more growth in the future](#). Should the rate of growth significantly change, new projections will reflect these changes.

Secondly, the building permit figures as translated to a population density map, show that there is a [significant western growth pattern in the two-county area](#). The city boundary change map reveals that cities such as Bentonville, Centerton, Highfill, Springdale, Fayetteville and Tontitown continue to annex land to the west. These annexations, along with the development of water and sewer capacity in these areas, suggest that the western urban development will continue. This rapid growth of population to the west creates demand regarding local finances, infrastructure facilities, and the environment. The region will need to meet these challenges by implementing conventional road improvements as well as planning for alternative transportation. [Future growth will likely require a more connected, reliable and efficient transportation system](#) through the development of alternate modes of transportation, the use of new developments in ITS, and by employing a strategy to address congestion and efficiently use travel demand management.

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A third factor is the [changing demographic makeup](#) of the Northwest Arkansas population. [Aging population](#) may have a growing need for public transit or other forms of transportation to maintain mobility. Another changing demographic is the [growing Hispanic and Marshallese Islander populations](#). These populations may also have different mobility needs, as well as environmental justice concerns.

NWARPC POPULATION PROJECTIONS FOR THE TWO-COUNTY REGION MUNICIPALITIES

City Name	2020 Population Estimate NWARPC	2045 Population Projection NWARPC	2020 to 2045 Difference	Percent Change 2020 to 2045	Annual Average Growth Rate 2020 to 2045
Avoca	520	740	220	42.3%	1.4%
Bella Vista	29,145	48,089	18,944	65.0%	2.0%
Bentonville	57,671	113,658	55,987	97.1%	2.8%
Cave Springs	5,899	14,668	8,769	148.6%	3.7%
Centerton	17,239	38,412	21,173	122.8%	3.3%
Decatur	1,800	2,681	881	48.9%	1.6%
Elkins	3,595	7,431	3,836	106.7%	2.9%
Elm Springs	2,546	6,365	3,819	150.0%	3.7%
Farmington	7,578	15,531	7,953	104.9%	2.9%
Fayetteville	89,303	150,977	61,674	69.1%	2.1%
Garfield	587	790	203	34.5%	1.2%
Gateway	486	987	501	103.2%	2.9%
Gentry	4,093	9,126	5,033	123.0%	3.3%
Goshen	2,074	3,569	1,495	72.1%	2.2%
Gravette	3,564	8,331	4,767	133.8%	3.5%
Greenland	1,416	5,522	4,106	290.1%	5.6%
Highfill	641	3,228	2,587	403.6%	6.7%
Johnson	3,788	6,254	2,466	65.1%	2.0%
Lincoln	2,508	4,007	1,499	59.8%	1.9%
Little Rock	2,809	7,072	4,263	151.7%	3.8%
Lowell	9,828	24,646	14,818	150.8%	3.7%
Pea Ridge	6,392	13,284	6,892	107.8%	3.0%
Prairie Grove	7,062	10,668	3,606	51.1%	1.7%
Rogers	70,248	124,307	54,059	77.0%	2.3%
Siloam Springs	17,347	24,788	7,441	42.9%	1.4%
Springdale*	85,187	154,352	69,165	81.2%	2.4%
Springtown	98	211	113	114.9%	3.1%
Sulphur Springs	531	847	316	59.6%	1.9%
Tontitown	4,644	15,548	10,904	234.8%	5.0%
West Fork	2,695	6,867	4,172	154.8%	3.8%
Winslow	428	565	137	32.1%	1.1%
<i>Arkansas City</i>	<i>4,411,722</i>	<i>10,381,602</i>	<i>5,969,880</i>	<i>135.3%</i>	<i>2.3%</i>
Benton County Population	279,141	545,893	266,752	95.6%	2.7%
Washington County Population	239,187	428,382	189,195	79.1%	2.4%
Unincorporated Areas Population 2045 MTP	76,603	150,753	74,150	96.8%	2.7%
Total Two Counties Population	518,328	974,275	455,947	88.0%	2.6%

Notes:

*Springdale includes the population of Bethel Heights in 2045. 2020 Census Population shows Annual Estimates of the Resident Population for Incorporated Places in Arkansas: April 1, 2010 to July 1, 2019. Forecasted population to 2020 is using city AAGR between 2010 to 2019.

2045 MTP Projection Population Source: State Cohort Component Model, Arkansas Economic Development Institute (AEDI), 2019.

SECTION V. CONCLUSION

A comprehensive plan is a statement of a government's determination as to how its area should be developed and appear at some reasonable future date. In the City of Pea Ridge's case, it puts forth goals for land use such as [retention of the existing character of the community](#), [preservation of agricultural and historically significant lands](#), and [encouragement of urban growth patterns that will protect the community's natural environment and open space](#).

To achieve these goals, governments must be able to plan the future use of land to see that the plan is carried out. In actuality, such a plan must inevitably restrict, provide for, and [guide development where it is appropriate](#). [Land use regulations may perform these functions](#). They provide development guides and standards, establish certain restraints on development, and offer inducements to encourage better design and land use.

[Zoning can provide considerable enforcement of the Comprehensive Plan](#). It is the most common and most powerful land use regulation employed by local governments. [Zoning acts as a guide for development when it designates specific areas for specific uses](#). For example, this allows for all types of income classes in residential areas to occur in appropriate locations within the community. It can also encourage commercial and other development to occur at a time and place that the government deems suitable. In addition, [zoning may be used as a means to prevent urban encroachment by surrounding communities, thereby preserving the existing character of the community](#).

[Subdivision regulations](#) establish the legal and substantial process of subdivision and set forth design standards relating to suitability of land, public access, conformance to plans, streets and easements, utilities, sediment control, and so forth. These regulations may also be employed by local government as a means to achieve Comprehensive Plan goals. [These regulations may be used, in conjunction with the County, in the community's planning area](#) (within its territorial jurisdiction), to control residential development.

While zoning and subdivision regulations give local governments power to regulate land use, governments should also be [open to the use of new urban development tools](#).

The Comprehensive Plan, then, is a forward-looking document, with the power of zoning and subdivision regulations behind it. In addition to these implementation tools, the Plan has the power of human resources behind it, whether they are in the form of the planning commission, elected officials, or the general citizenry. These parties should [consult and use the Plan frequently and diligently](#). [It should be updated routinely to reflect changes in attitudes of those](#)

it is intended to serve. By effective use of the Comprehensive Plan, and its implementing tools, the City of Pea Ridge can continue to encourage a logical and orderly development of land within its corporate limits, and in its planning area. Furthermore, the community can continue to strive for and maintain the high quality of life it enjoys at this moment.