

FILED:
1/25/2011
1:25 PM
Doc: 2011-0266
Pages: 9
Vickie Bishop
Fulton County
Ark

**RESOLUTION NO. 2010-04
A RESOLUTION ADOPTING A MASTER STREET PLAN
FOR THE CHEROKEE VILLAGE ARKANSAS PLANNING AREA**

WHEREAS, cities of first and second class and incorporated towns have the power to adopt and enforce plans for the coordinated, adjusted, and harmonious development of the municipality and its environs; and

WHEREAS, the City Council of the City of Cherokee Village, Arkansas wishes to adopt a plan; and

WHEREAS, the City Council has appointed a Planning Commission and the Planning Commission has undertaken the following:

- (1) Prepared a work program;
- (2) Made studies of the present conditions and the probable future growth of the municipality and its neighboring territory;
- (3) Prepared a Planning Area Map;
- (4) Prepared a Master Street Plan for the city's planning area; and

WHEREAS, the Planning Commission held a duly advertised Public Hearing to allow discussion and citizen comments on the proposed document; and

WHEREAS, the Planning Commission adopted the Master Street Plan and has forwarded it to the City Council for certification.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CHEROKEE VILLAGE, ARKANSAS, THAT:

- 1. The Master Street Plan is hereby adopted.
- 2. The Master Street Plan shall be reviewed annually and updated accordingly.
- 2. The City Clerk is directed to maintain a copy of the plan in her office for public review.

PASSED THIS 24th DAY OF June, 2010

Floyd Hefley
Mayor

ATTEST: Phyllis J. Endriks
City Clerk

FILED
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JAN 25 2011
Pg. 108
TOMMY ESTES, CLERK
BY TE D.C.

AREAWIDE MEDIA

HIGHWAY 62 EAST

P.O. BOX 248

SALEM, ARKANSAS 72576

870-895-3207

FAX: 870-895-4277

TO: City of Cherokee Village

DATE : July 14, 2010

I, Janie Flynn, do solemnly swear that I am General Manager of The Villager Journal and that the advertisement charged for in the attached invoice was published in said publication as follows:

1st insertion	<u>14th</u>	day of	<u>July 2010</u>
2nd insertion	<u> </u>	day of	<u> </u>
3rd insertion	<u> </u>	day of	<u> </u>
4th insertion	<u> </u>	day of	<u> </u>
5th insertion	<u> </u>	day of	<u> </u>

The cost of this publication is computed according to established rates and/or state law, whichever is applicable.

TOTAL PRICE \$ 33.75

Janie Flynn
General Manager

Subscribed and sworn before me this
14th day of July, 2010

Mickey Sue Southard
Notary Public

Notary Public
State of Arkansas
County of Fulton

Mickey Sue Southard

My appointment expires September 13, 2017

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ARKANSAS
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Lloyd Hefley

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City Clerk

MASTER STREET PLAN
CHEROKEE VILLAGE, ARKANSAS

May 2010

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MASTER STREET PLAN - CHEROKEE VILLAGE, ARKANSAS

The City of Cherokee Village, Arkansas was designed and built as a private community in 1954. On April 28, 1998, after much hard work and legal maneuvering, the community became an incorporated community. It now has a planning commission that undertakes the role set forth by Arkansas planning statutes. The 15,000 acre community was completely planned originally and has not seen the necessity of a master street plan until now because there were no planning areas in place.

In 2009, however, the planning commission established a planning area boundary that extended its control over planning and development to areas beyond the city limits. In addition, there were "islands" of undeveloped or sparsely developed land with the corporate boundaries. So there is a strong possibility that development may occur either within the islands or in the so-called "extra-territorial" lands defined as those areas outside the city but within the planning area boundary. This possibility forms the basis for the creation and adoption of a master street plan for the planning area boundary.

The Master Street Plan for the City of Cherokee Village sets forth official policy regarding the overall transportation system within the City's Planning Area Boundary. The transportation element forms a part of the City's overall comprehensive planning process. As such, it is not a legally binding document but rather a statement of policy. It should provide much of the basis for the review of any future development proposals reviewed by the Planning Commission. The plan serves the following purposes, as a minimum.

It establishes a functional classification system for streets and other transportation elements within the City and its planning area boundary.

It classifies both existing and proposed transportation elements according to an established functional classification system.

It sets forth, in graphic form, the location of existing and proposed transportation elements within the City's planning area boundary.

It establishes cross-sections for the various types of transportation elements that may be constructed within the planning area boundary.

It states policies which govern both the creation and implementation of various elements of the Master Street Plan.

It provides the statutory basis for the planning commission to implement the regulations contained in the City's Subdivision Code.

PLANNING AREA BOUNDARY

A city in Arkansas desiring to prepare and implement plans is required to designate the area within the territorial jurisdiction of the city in which it will prepare plans, ordinances and regulations. The territorial jurisdiction includes all land lying within five miles of the corporate limits. If the corporate limits of two or more municipalities of the first or second class are less than ten miles apart, the limits of their respective territorial jurisdictions shall be a line equidistant between them, or as agreed on by the respective municipalities.

The City of Cherokee Village maintains a planning area boundary designating its sphere of influence for planning and for development control. The map and legal description of this planning area boundary, along with the adopting ordinance, are on file with the Sharp and Fulton County Recorders and in the office of the Cherokee Village City Clerk. This Master Street Plan, along with the regulations contained within the City's Land Subdivision and Development Code, encompasses all lands within the planning area boundary of the City of Cherokee Village.

GOALS

The Master Street Plan seeks to achieve the following goals:

TO ESTABLISH A TRANSPORTATION NETWORK TO SERVE THE PLANNING AREA FOR A TWENTY YEAR PLANNING PERIOD.

TO PROMOTE EFFICIENT USE OF RESOURCES COMMITTED TO CONSTRUCTION OF TRAFFIC FACILITIES IN BOTH THE PRIVATE AND PUBLIC SECTORS.

TO ALLOW EQUITABLE METHODS OF FINANCING NECESSARY TRAFFIC FACILITIES.

TO IMPROVE TRAFFIC FLOW AND REDUCE CONFLICT POINTS IN THE PLANNING AREA.

TO EXPAND THE MARKET AREA FOR LOCAL BUSINESSES AND INDUSTRIES BY REDUCING TRAVEL TIMES.

TO ENSURE AN ADEQUATE TRANSPORTATION SYSTEM FOR FUTURE GENERATIONS WITH LIMITED PUBLIC RESOURCES.

POLICIES

The following policies are adopted and made part of this Master Street Plan:

Where appropriate, new developments will facilitate the interconnection of streets throughout the City and its planning area.

No subdivision plat shall be approved by the Planning Commission or City Council that does not comply with the Master Street Plan.

New developments adjacent to or encompassing existing streets shall be responsible for construction of the half-street adjoining their property to the functional classification shown on the Master Street Plan.

Access points for individual properties fronting collector, minor arterial and major arterial streets shall be kept to a minimum to facilitate traffic movement and reduce accidents.

No City utilities will be furnished to properties in developments that have not complied with the provisions of the Cherokee Village Subdivision Code.

The City encourages the use of non-vehicular traffic elements such as pedestrian ways and bike paths in new developments.

It is the City's policy that any new home or business constructed will front on an existing public street in order to provide fire, police, and other emergency services. Exceptions will be made for multi-unit apartment complexes and manufactured home parks.

FUNCTIONAL CLASSIFICATION

Following are highlights of the major physical recommendations indicated on the Master Street Plan Map.

STATE HIGHWAYS

Throughout the urban area, several major highways serve the City of Cherokee Village. They serve as major and minor arterials for the master street plan but are under the control of the Arkansas Highway and Transportation Department.

ARTERIAL STREETS

Other arterial streets were part of the original developer's plans for Cherokee Village. Where necessary, they should be continued into the planning area. The sharing of cost for arterial streets will be negotiated between the Arkansas Highway Transportation Department (if applicable), the developer, and the city.

COLLECTOR STREETS

The primary function of a local collector street is to take traffic from predominantly residential neighborhoods and direct them to an arterial network. As such, collectors serve a useful purpose in collecting, distributing, and dispersing traffic away from residential areas. It is important to design collectors so they will not function as continuous through streets, but will serve to collect traffic and place it onto perimeter arterial type roads.

As new developments occur, developers will be responsible for construction of the collector street system. This will include improving all or a portion of existing streets located within, or adjacent to, the developments.

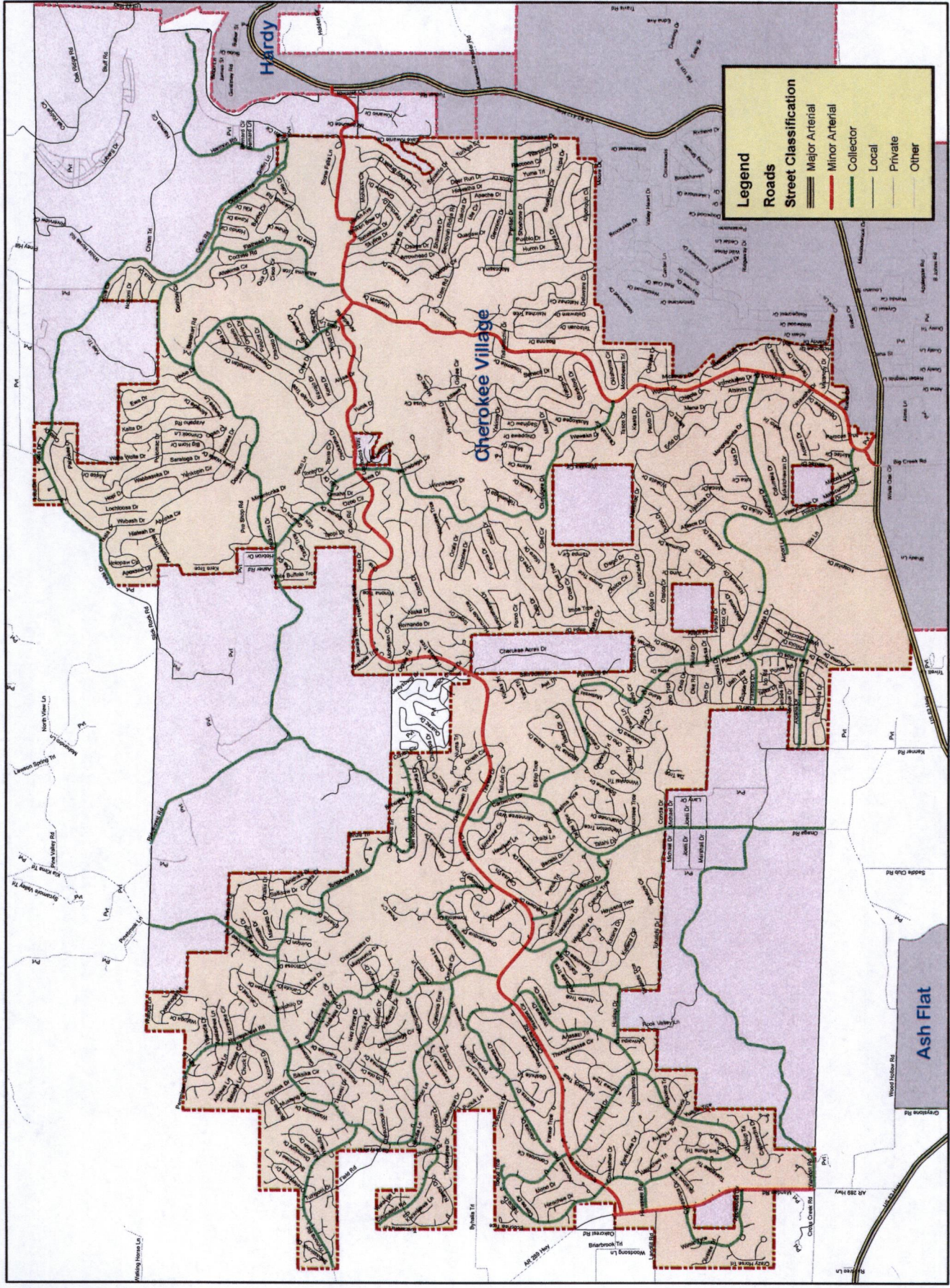
LOCAL STREETS

The purpose of local streets is to provide access to properties fronting on them. As a result, travel speeds are slow and local streets may share the roadway with bicycle and pedestrian traffic. Developers are responsible for all costs associated with local streets.

STANDARDS

The following standards are established for new street construction by functional classification.

Classification	R-O-W Width	Street Width
Major Arterial	80-100 Feet	22-26 Feet
Minor Arterial	70-80 Feet	20-22 Feet
Collector	40-50 Feet	16-18 Feet
Local	40 Feet	16 Feet



Legend

Roads

Street Classification

- Major Arterial
- Minor Arterial
- Collector
- Local
- Private
- Other

Hardy

Cherokee Village

Ash Flat