FAYETTEVILLE GENERAL PLAN 2010

FAYETTEVILLE, ARKANSAS

JULY 1993

prepared by
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Chapter One
COMMUNITY CONTEXT

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CHAPTER ONE - COMMUNITY CONTEXT

LOCATION

SITE. Fayetteville is an attractive and prospering city of 42,000 people. Located in Northwest Arkansas, the city is the economic, political and cultural center of a diverse and growing region. The region contains 284,000 people representing over 12 percent of the state's population.

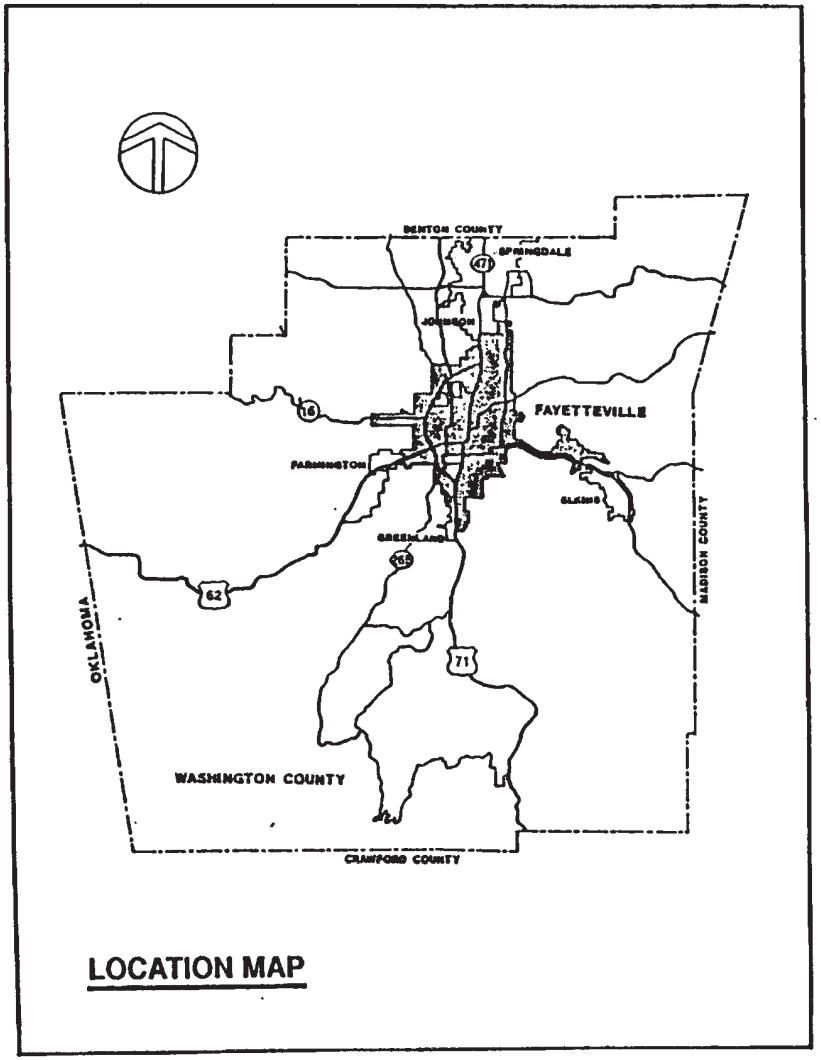
Fayetteville occupies the western edge of the Boston Mountains, an elevated feature of the greater Ozark Plateau extending further west and north. It is this modest mountainous terrain that shapes the more linear north-south development pattern and intense concentration of land uses along the valley floor occupied by Fayetteville and U.S. Highway 71, the traditional gateway.

The nearby White River provided water for settlers, a source which guided much of the city's growth along the western side of the White River drainage basin prior to 1970. The location of the John Paul Hammerschmidt Expressway to the west and north of the city extended more recent growth into the Illinois River drainage basin. The completion of Interstate 71 and the Tulsa Expressway will provide even greater attraction of growth to the west.

The city presently occupies some 42.4 square miles. This is a 21 percent increase in land area from the city's 35 square miles in 1968, and a 150 percent increase from the 17 square miles of incorporated area before 1960.

Fayetteville is home to the main campus of the University of Arkansas and its 14,000 students. The University contributes significantly to the economic and cultural growth of the area.

As the largest city in Northwestern Arkansas, Fayetteville serves as the gateway to the Ozark Mountains. The growing tourist industry is one of the factors associated with the region's rapid economic development.



FAYETTEVILLE GROWTH TRANSITIONS

GROWTH PHASES. Since its establishment in the early 1800's, Fayetteville has experienced four somewhat distinguishable transitions in growth and development, each centering on major economic change. A fifth transition is emerging as a result of the more diverse economic expansion of the region.

EARLY SETTLERS. The original community of Washington, as Fayetteville was first called, was established in 1828. Early settlers were involved in the relocation of the Cherokee Nation to the southwest. Fayetteville, being near the terminal point of the journey, became the new home for the escort party.

Mr. George McGarrah was among Fayetteville's first settlers and laid claim to a large tract of land on the west side of East Mountain. McGarrah's property included the southern part of what is now designated as the Washington-Willow Historic District, north to Maple Street. The McGarrah family sold and gave away small portions of its farm before the onset of the Civil War.

Although the early settlement period appeared to be blessed with prosperity, the community suffered through a particularly disastrous civil war experience. Much of the original Fayetteville community was destroyed by fire during the Battle of Fayetteville on April 18, 1863.

RECONSTRUCTION PERIOD. Following the Civil War, in 1869, the McGarrah farm was bought by the Mason family, subdivided and the lots sold. The following year, 1870, the Masonic Addition became the first platted addition annexed to the original city of Fayetteville. In the 1870's several homes were constructed on the large lots of the subdivision. Portions of the land were subdivided again and built on in the 1880's and thereafter.

The Masonic Addition represented Fayetteville's first reconstruction period following the Civil War. The initial filling in of antebellum homes began in this addition and was significant because of the many students, lawyers, administrators and faculty of the University who would make their homes here. In 1871, Fayetteville was chosen as the site of the land-grant Arkansas Industrial University. A north-south railroad was constructed through town in 1882, confirming the growth of Fayetteville's initial phase.

In the 1890's, Fayetteville established itself as a banking and distribution center and, ultimately, the hub of prosperous tourist, lumber and fruit-processing industries. It was during this period of prosperous growth that two of Fayetteville's current Historic Districts, Mt. Nord and Washington-Willow, became the area of more prestigious residences.

These districts attracted bankers, lawyers, lumber merchants, furniture manufacturers, university professors, railroad men and wholesale grocers. These homes were large and many maintained servants. At the turn of the century, many households rented rooms to both tourists and university students.

Beginning in the 1890's, many of the large lots were again subdivided and the process of infill with smaller homes and student housing initiated.

POST-WAR INDUSTRIAL EXPANSION. Fayetteville's third transition in growth and development followed the second World War. Approximately 60 percent of Fayetteville's residential stock was built following the depression years, with the most of it coming after World War II when building materials were plentiful and inexpensive. At this time, there were few code regulations guiding

the growth and development of the city. Rapid growth during this period resulted in greater demands for housing, community services, space for University of Arkansas expansion and space for parking. During this same period (1945-1958), Fayetteville experienced a rapid growth in commercial uses. New business enterprises were forced to locate along existing traffic arteries due to the lack of available space in the central business district. Some chose to locate on vacant lots between residential areas. Although these businesses were able to purchase land at more reasonable rates and to occupy larger sites, their proximity to downtown and related business enterprises was markedly diminished.

Fayetteville's first industries continued to expand during this period. It was during this phase of growth that a shift from railroad service to truck service was realized. Wholesalers, bakeries, hatcheries, repair services and other traditional commercial enterprises, once located along the railroad but needing space and access to truck routes, were forced to scatter to larger sites.

The transition in industry from non-durable goods to durable goods resulted in a similar need for larger sites and highway frontage versus railroad siding. Thus industries began scattering throughout the southwest quarter of the city.

UNIVERSITY EXPANSION. The fourth major transition in growth and expansion of Fayetteville occurred between 1960 and 1970 and paralleled the expansion experienced by the University of Arkansas. From 1960 to 1965, the University doubled in enrollment, creating an unanticipated demand for dormitories, apartments and small houses near the campus. The initial market reaction to this demand resulted in numerous conversions of older homes and garages near campus into boarding houses and apartments.

When the large-scale multi-family housing boom occurred, much of it located within existing residential areas that were near the University. The growth that accompanied the University's expansion created an even greater demand for commercial services. New commercial establishments, in response to the increased demand, began locating outside the traditional center. Due to the sloping topography on either side, new establishments located in narrow bands along existing major streets, creating the first strip commercial.

NEW ERA. Since 1970, Fayetteville has been growing at a fairly steady rate of 1.6 to 1.9 percent per year. Residential, commercial and industrial uses have all experienced significant increases. Subdivision and large-scale development activity indicate that the area is entering a new era of growth, one based on expansion of the region as a whole. Meanwhile the University of Arkansas continues to have a major impact on attracting residents, students and professionals to the city. The effect on the local economy derived from the University's presence has a supporting and stabilizing effect on the community-at-large. The University has also attracted specialized community activities that enable Fayetteville to remain the cultural center of the region. The most notable of these is the Arts Center which has given new emphasis to the link between the University and downtown and between the region and downtown in general.

Recently, Fayetteville has experienced a more active role on both the public and private level in revitalizing and preserving the character of its past. This effort brings the current development phase full circle as planning for the future builds upon the community's rich heritage. Both new and old play a vital role in the community's success.

REGIONAL GROWTH TRANSITIONS

FAYETTEVILLE-SPRINGDALE TRANSITION. Historically the smaller communities within Washington County and Northwest Arkansas have served as semi-autonomous incorporations providing the basic needs of their mostly residential occupants. Fayetteville, with 40 percent of the County's population and jobs, plus the location of the University of Arkansas, has served as the governmental, economic and cultural center of the area.

This traditional relationship of urban center and surrounding smaller communities began a transition that became somewhat noticeable by 1970 and has now become dramatically evident. It was first marked by the emergence of Springdale as a major employment center with 3,700 new jobs added between 1970 and 1980, compared to 4,600 for the much larger Fayetteville. Population during the same period showed a similar pattern: Springdale, with an increase of 5,994, rose from 18 to 23 percent of the County total, while Fayetteville's increase of 5,430 dropped it from 36 to 35 percent of the total.

What the figures suggest is the emergence of a twin-cities economy between Fayetteville and Springdale. This metamorphosis is even more evident in 1990 when one looks at the healthy 1.8 percent or greater annual growth in employment and population for each city during this decade. Fayetteville is now estimated to have a population of 42,099 when all students are on campus. Springdale has a current population estimate of 29,941. The U.S. Bureau of the Census recognized this conurban status when it identified the two cities as the Fayetteville-Springdale Metropolitan Statistical Area (MSA).

What this newly gained conurban status means is that the two cities are now both competitors and partners in attracting significant economic growth to the area. Having achieved the threshold level of a major economic center due to their joint size and resources, Fayetteville and Springdale are now catalysts for one another's development. Whereas larger industries may have looked at labor force and other production resources of Fayetteville or Springdale as limited previously, the now combined resources are attracting national attention. This new attraction is evidenced by the major growth of Tyson, Campbell Foods and Polar-Beck and the emergence of a national trucking center in the area.

The increasing importance of the area is also attested by the construction of two new expressways. Interstate 71 will link the area north and south, while the Tulsa route will provide east-west access. The interstate will vastly improve the area's transportation system through the linking of Fayetteville, Springdale and Bentonville, while opening all of Northwest Arkansas to new national markets and other economic opportunities.

NORTHWEST ARKANSAS REGION TRANSITION. This emergence of new economic opportunity brings to focus the second metamorphosis of this area - the regionalization of Northwest Arkansas. The entire region is becoming a more diversified and integrated economic unit through the expansion of tourism, Walton enterprises and the proposed regional airport.

Between 1970 and 1990, Washington County's population increased by 36,039, or 46.6 percent. Fayetteville's and Springdale's combined population increase for the same period was 24,978, or 53.1 percent; however, both the County and the Cities were out-distanced by the balance of the region which increased by 97,801, or 135.4 percent. Population increased faster and in greater numbers in the outlying areas than it did in the two urban centers.

Employment in the outlying portions of Washington also showed a similar pattern to population in comparison with the urban areas. In 1970, 37 percent of all Washington County jobs were outside the two urban areas of Fayetteville and Springdale. By 1980, the outside figure rose to 38 percent. By 1990, the outside figure decreased to 35 percent due to annexation by the two cities.

Employment growth in the balance of the region showed an even more dramatic change. Between 1971 and 1986, the four counties contiguous with Washington had an increase in total employment of 23,791, or 130 percent. Washington County, during the same period, had an increase in total employment of 14,750, or 78 percent. The most dramatic change was in manufacturing where employment in the surrounding four counties increased 3 to 1 over Washington County.

Between 1986 and 1990, the four surrounding counties increased in employment by 9,635 compared to 11,397 in Washington. The most recent trend shows an increasing rate of employment in the four counties with Benton generating nearly 77 percent of the growth. Washington County showed an even more impressive growth of 11,397 between 1986 and 1990. Over 41 percent of the growth was in services, apparently regional in nature.

As economic growth and diversification has occurred throughout the region, the areas within have acquired new and changing roles. Benton County has become the leader in manufacturing employment with 42.9 percent of the five-county total and 1,573 more jobs than Washington County. Benton County has also increased its retail employment and now equals the number in Washington County. Washington County has expanded its share of services employment and now provides 58.4 percent of the five-county total. Crawford County has become the third largest source of manufacturing employment in the five-county region.

The economic integration of the region is bringing new challenges for providing adequate governmental services and protecting the area's environmental resources. A host of new water, sewer, street, fire, police, school and recreation facilities and services will be required to meet the expanded growth. The area's unique cultural heritage will need to be carefully preserved as new people and new ideas are accommodated. Environmental protection is essential as areas for new houses, commercial activities and industries are required.

PLANNING AREA

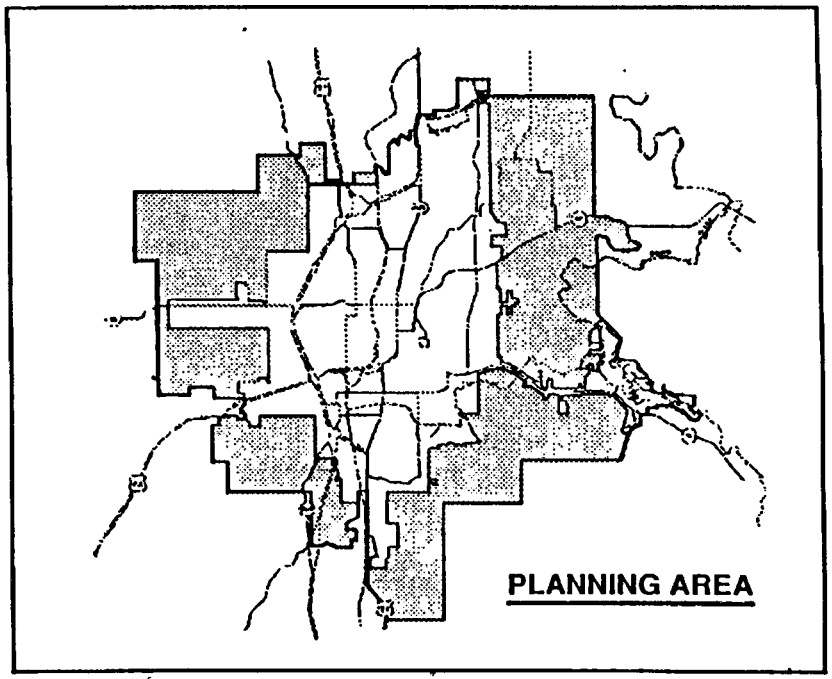
JURISDICTION. The Planning Area encompasses two politically distinct although physically and economically linked jurisdictions. The first jurisdiction is the incorporated boundaries of the City of Fayetteville. Within these boundaries, the City may exercise a full range of development controls and administrative functions. The second jurisdiction is defined by state law as an approximately five-mile distance from Fayetteville's corporate limits or half the distance to any adjoining incorporated area (not to exceed five miles). Within these additional boundaries, the City of Fayetteville may exercise extraterritorial planning powers. The City reviews all subdivisions of land within the Planning Area and issues plumbing permits but has no control over land uses or building regulations. Adjoining incorporated areas may annex portions of the Planning Area with certain provisions.

CHARACTERISTICS. The Planning Area includes an additional 50 square miles or 32,133 acres. Roughly two-thirds of this area is located on the east side of Fayetteville, with the remaining one-third on the west.

The Planning Area is 5,017 acres, or 18.5 percent greater than the present incorporated area. The areas combined total 59,249 acres.

Less than ten percent of the Planning Area is developed. Land use is mostly residential involving approximately 8,500 persons. It is this largely undeveloped area that is the focus of the future land use plan.

The City of Fayetteville's expansion within the Planning Area is restricted by the immediate location of the cities of Springdale and Johnson to the north and Greenland to the south. Fayetteville must look to the east and west for its future expansion.



POPULATION CHARACTERISTICS

TOTAL POPULATION. Fayetteville has a total population of 42,099 as of 1990. Of the total, 10,265 or 24.4 percent are enrolled locally in college.

Compared to 1980, total population increased by 5,491 from the previous census count of 36,608. The 1980 enrollment locally in college was 11,768, indicating that there has been a net gain in "permanent" population over the past ten years.

SEX. An almost equal number of persons of each sex live in Fayetteville. Females represent 50.4 percent of the city's population. In comparison, females represent 50.6 percent of the County's and 51.8 percent of the State's population.

ETHNIC ORIGIN. Fayetteville is a relatively homogenous population based on ethnic origin. Whites represent 93.1 percent of the total population compared to 95.9 percent in Washington County and 82.7 percent in the State. Blacks are the second largest group represented by 3.8 percent in Fayetteville, 1.5 percent in the County and 15.9 percent in the State.

Ethnicity is relatively unchanged since 1980. The number of Blacks increased by 100. Asian or Pacific Islanders increased by 269. Persons of Hispanic origin increased by 159.

SEX
City of Fayetteville, 1990

Sex	Number	Percent of Total
Male	21,029	49.6
Female	21,070	50.4
TOTAL	**42,099**	**100.0**

Source: U.S. Census 1990.

ETHNIC ORIGIN
City of Fayetteville, 1990

	Number	Percent of Total
White	39,206	93.1
Black	1,580	3.8
American Indian, Eskimo or Aleut	481	1.1
Asian or Pacific Islands	657	1.6
Other Ethnic Group	175	0.4
Hispanic Origin (of any group)	(603)	(1.4)

Source: U.S. Census 1990.

AGE. The population age profile for Fayetteville reflects the major impact of the University of Arkansas. Three age categories distinguish Fayetteville from the whole of Washington County and the State: 5-17 years, 18-20 years and 21-24 years. The combined persons 18-24 years represents primarily the University enrollment. As a percent of the total population, the group represents 25.6 percent of Fayetteville's population; whereas, the same group represents 15.2 percent of the County's and 10.1 percent of the State's population. In contrast, persons 5-17 years represent 7.0 percent of Fayetteville's population compared to 17.8 percent of the County's population and 19.4 percent of the State's population. Stated another way, Fayetteville has a disproportionately high number of young adults compared to the overall County and State. The apparent lack of children among these young adults in Fayetteville leads to a disproportionately low number of school age children compared to the overall County and State.

Fayetteville also has a moderately higher share of persons 65 years and over (15.6 percent) compared to the whole of Washington County (11.3 percent). Most of the area's retirement housing is located in Fayetteville. The overall State population has a comparable share with the City of persons 65 years and over (14.8 percent).

BIRTH RATE. Consistent with the higher number of persons of normal college age in Fayetteville, there are fewer children born to women in the ages 15-24 than in the County or State as a whole. In the additional age groups of 25-34 and 35-44, the numbers continue to be noticeably lower in the City.

In comparison with 1980, the current birth rate is slightly higher among women age 15-24 and 25-34. The rate is 22.5 percent lower among women ages 35-44.

POPULATION AGE PROFILE
City of Fayetteville, 1990

Year	Number	Percent of Total
Under 5 years	2,769	6.6
5-17 years	3,339	7.9
18-20 years	5,003	11.9
21-24 years	5,765	13.7
25-44 years	13,272	31.5
45-54 years	3,053	7.2
55-59 years	1,217	2.9
60-64 years	1,138	2.7
65-74 years	4,069	9.7
75-84 years	1,942	4.6
85 years & over	532	1.3
TOTAL	**42,099**	**100.0**

Source: U.S. Census 1990.

CHILDREN BORN PER 1,000 WOMEN
City of Fayetteville, Washington Co. & Arkansas, 1990

Age	Fayetteville	Washington County	Arkansas
Women 15-24	156	263	405
25-34	1,132	1,406	1,598
35-44	1,814	2,001	2,144
TOTAL	**3,102**	**3,670**	**4,147**

Source: U.S. Census 1990.

HOUSEHOLDS. Fayetteville has a total of 16,894 households currently. Married couples comprise 44.3 percent of the total. The percent of married couples has decreased from the 48.6 percent in 1980.

Female-headed households with no husband present comprise 8.8 percent of the total. In 1980, the percent of female-households was lower at 7.4 percent.

Persons living alone comprise 32.2 percent of the total. Most of this disproportionately high figure can be attributed to the University's influence; however, the increase in the number of persons living alone from the 28.6 percent in 1980 reflects the growing number of adults 25 years and over without family.

The noticeable change in households is important for its impact on housing choices. Type, size and price demand is now different from traditional housing market in the City.

HOUSING OCCUPANCY LENGTH. Fayetteville has a transient population. Of the total housing units, 42.8 percent have been occupied for less than 15 months. Another 29.0 percent have occupied the same structure from 2-4 years. Only 19.3 percent have occupied the same structure for over 20 years.

The relatively high transiency is attributable largely to the University's influence. Transiency has also increased over the past ten years and is due to the increase in the number of non-University related persons moving to the general area.

FAMILY & NON-FAMILY HOUSEHOLDS
City of Fayetteville, 1990

	Number	Percent of Total
Married couple family	7,481	44.3
Female-headed family, no husband present	1,493	8.8
All other family	441	2.6
Living alone non-family	5,445	32.2
All other non-family	2,034	12.0
TOTAL	**16,894**	**100.0**

Source: U.S. Census 1990.

LENGTH OF OCCUPANCY
City of Fayetteville, 1990

Year Moved In	Units	Percent of Total
1989 - March 1990	7,223	42.8
1985 - 1988	4,897	29.0
1980 - 1984	1,504	8.9
1970 - 1979	1,762	10.4
1960 - 1969	813	4.8
1959 or earlier	686	4.1
TOTAL	**16,885**	**100.0**

Source: U.S. Census 1990.

CLASS OF WORKER. Total employment of Fayetteville residents 16 years of age and older is currently 21,133. Private wage and salary workers comprise 72.8 percent of the total. Government workers comprise 21.1 percent. Self-employed workers comprise 5.7 percent.

In comparison, 15.0 percent and 15.1 percent respectively in Washington County and the State are government workers. The higher percentage of government workers in Fayetteville is attributable to the presence of the University and Veterans Administration Hospital. The significance of Fayetteville's higher proportion of government workers is a more stable and higher paying employment base.

EDUCATIONAL ATTAINMENT. Educational attainment is relatively high in Fayetteville compared to all of Washington County and the State. Of the "permanent" population, persons 25 years and over, 9,211 or 40.4 percent, have an Associate or higher degree. Within this degreed group, 3,625 have a graduate or professional degree. Many of the persons in this latter group are employed by the University.

In comparison, 16,274 or 23.9 percent, of all persons 25 years and over in the entire County have an associate or higher degree. For the entire State, the same degreed group comprises 17.0 percent.

CLASS OF WORKER
City of Fayetteville, 1990

	Number	Percent of Total
Private wage & salary workers	15,381	72.8
Government workers	4,455	21.1
Local government workers	1,087	5.1
State government workers	2,880	13.6
Federal government workers	488	2.3
Self-employed workers	1,199	5.7
Unpaid family workers	98	.5
TOTAL Employed: (persons 16 & over)	**21,133**	**100.0**

Source: U.S. Census 1990.

EDUCATIONAL ATTAINMENT
City of Fayetteville, 1990

TOTAL PERSONS 25 YEARS AND OVER	**22,789**
Less than 9th grade	1,379
9th to 12th grade, no diploma	2,206
High school graduate	4,690
Some college, no degree	5,303
Associate degree	1,017
Bachelor's degree	4,569
Graduate or professional degree	3,625
Percent high school graduate or higher	84.3
Percent bachelor's degree or higher	36.0

Source: U.S. Census 1990.

Chapter Two

GROWTH DIMENSIONS

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CHAPTER TWO - GROWTH DIMENSIONS

POPULATION

NORTHWEST ARKANSAS TRENDS. The Northwest Arkansas region has followed the national surge in population and economic growth that followed World War II. As of 1990, population has increased by 176,924 over the number of persons in 1940. Annual increase has averaged 3,538 persons for a growth rate of 3.3 percent. The peak growth rate of 3.8 percent annually was reached between 1970 and 1980. The rate has remained steady at 3.8 percent since 1980.

In comparison with the Fayetteville-Springdale Metropolitan Statistical Area and the City of Fayetteville, the balance of the region has made significant gains. In the last decade, the balance of the region grew by 64,340 (60.9 percent) while the Metropolitan Statistical Area (MSA)* grew by 12,915 (12.9 percent) and Fayetteville grew by 5,491 (15.0 percent). At the heart of the growth in the balance of the region is Bentonville-Benton County which has made sufficient gains as to give it a separate urban area status.

Since the region, MSA and Fayetteville have made steady gains in population, there is a net in-migration factor for all. Some shifts are occurring from rural to urban areas; however, there is sufficient new population moving into most areas to compensate for such shifts.

It is evident that there are now three major population centers in the region - Fayetteville, Springdale and Bentonville. The three appear to be increasingly tied together as population growth in one is accompanied by growth in the others.

**A Metropolitan Statistical Area is designated by the U.S. Bureau of Census for areas with 50,000 or more population.*

COMPARISON OF POPULATION TRENDS
Fayetteville, MSA and NW Arkansas Region, 1940-1990

Year	Fayetteville	MSA	NW Arkansas
1940	8,212	41,114	105,516
1950	17,017	49,979	113,033
1960	20,274	55,797	112,326
1970	30,729	77,370	149,600
1980	36,608	100,494	206,185
1990	42,099	113,409[a]	283,440

Source: Bureau of the Census, 1940, 1950, 1960 1970, 1980, 1990.
[a] Benton County was removed from the MSA as of 1990, thus no comparison can be made with 1980 when Benton County was included.

COMPARISON OF AVERAGE ANNUAL GROWTH
Fayetteville, MSA and NW Arkansas Region, 1940-1990

	1940-50	1950-60	1960-70	1970-80	1980-90
Fayetteville	10.8%	1.9%	5.2%	1.9%	1.5%
Fayetteville Springdale MSA	2.2%	1.2%	3.9%	3.0%	[a]
NW Arkansas	0.6%	-1.1%	3.3%	3.8%	3.8%

Source: Compiled by RM Plan Group, Nashville, 1991.
[a] Benton County was removed from the MSA as of 1990, thus no comparison can be made with 1980 when Benton County was included.

FAYETTEVILLE-SPRINGDALE MSA TRENDS. The Fayetteville-Springdale Metropolitan Statistical Area (MSA), although its boundaries have changed, has experienced a steady increase of 169,794 in population for the comparable area since 1940, averaging 3,395 persons or 8.3 percent growth rate annually. The MSA comparable area annual rate reached 3.9 percent between 1960 and 1970, then dropped to 3.0 between 1970 and 1980. The current rate is comparable after Benton County is removed.

PLANNING AREA TRENDS. Fayetteville's Planning Area has a current population estimated at 8,500. The Planning Area is characterized by moderately high growth. More than half of the population has located in the area since 1980. Prior to 1980, the area's population was relatively stable.

CITY OF FAYETTEVILLE TRENDS. The City of Fayetteville, as the traditional center of the MSA, has also experienced significant population growth. The city can attribute almost 25 percent of its current 42,099 population to the presence of the University of Arkansas which has a current enrollment of approximately 14,700 students.

Viewed on a decennial basis, Fayetteville's 50-year population growth has been sporadic, affected in part by major annexation. The greatest period of growth was recorded between 1940 and 1950 with an average annual growth rate of 10.8 percent. Between 1950 and 1960, the growth rate declined to 1.9 percent annually. Between 1960 and 1970, the average growth rate experienced another surge at 5.2 percent annually. Since 1970, the growth rate has appeared relatively steady, varying between 1.5 and 1.9 percent. The most recent trend has averaged 1.5 percent annually between 1980 and 1990.

While Fayetteville's population continues to increase, the rate is slowing due to growth in the surrounding area. The City is also

POPULATION TRENDS
Washington County and
Selected Incorporated Areas Therein, 1960-1990

	POPULATION				% CHANGE		
	1960	1970	1980	1990	1960-70	1970-80	1980-90
Washington Co.	55,797	77,370	100,494	113,409	38.7	29.9	12.9
Fayetteville	20,274	30,279	36,608	42,099	61.7	19.1	15.0
Springdale	10,076	16,783	22,777[a]	29,034[a]	66.7	35.7	27.5
Farmington	216	908	1,283	1,322	320.3	41.3	3.0
Elkins	-	418	579	692	-	38.5	19.5
Greenland	127	650	622	757	411.9	-4.3	21.7
Johnson	-	274	519	599	-	89.4	15.4
Prairie Grove	939	1,056	1,708	1,761	12.5	7.9	3.1
Elm Springs	238	260	781	893	9.2	200.0	14.3

Source: 1960, 1970, 1980, 1990 Census, Bureau of the Census.
[a] Washington County portion only.

decreasing in its share of both the MSA's and the region's population. Factors associated with the changes include the increase in one-person households and the decrease in the number of children ages 5-17 years.

CITY OF FAYETTEVILLE PLANNING AREA POPULATION PROJECTIONS, 1995 - 2010. Several growth indicators point to a steady population increase between 1.3 and 1.5 percent annually through the year 2010. Contributing to the growth is both a natural increase and an in-migration net gain. Not factored into the City's equation is population gain through annexation. It is reasonable to assume that the City will annex some of the Planning Area during the 20-year planning period; however, the number of persons and timing is not currently known.

The City of Fayetteville is projected to grow by 12,901 people, or a total population of 55,000 through the year 2010. Between 1990 and 1995, the 3,201 population increase is the result of an 1.5 percent annual rate.

Between 1995 and 2000, population is projected to increase by 3,400 to a total of 48,700. The second half of this decade's expansion is a continuation of the 1.5 percent annual rate. The annual rate assumes that the current number of children will remain constant through the year 2000.

By the year 2005, population will increase by another 3,200 in reaching a total of 51,900. The annual growth rate for this period is projected to begin a slight decline from 1.5 to 1.3 percent. The decline in rate is based on fewer child-bearing age females being present.

Between 2005 and 2010, population is projected to increase by 3,100 in reaching 55,000. The annual growth rate during this period should remain constant at 1.3 percent.

POPULATION ESTIMATES
Fayetteville Planning Area Including City, 1995-2010

Year	City of Fayetteville	Including Planning Area
1990	42,099	50,620
1995	45,300	54,500
2000	48,700	58,600
2005	51,900	63,000
2010	55,000	67,800

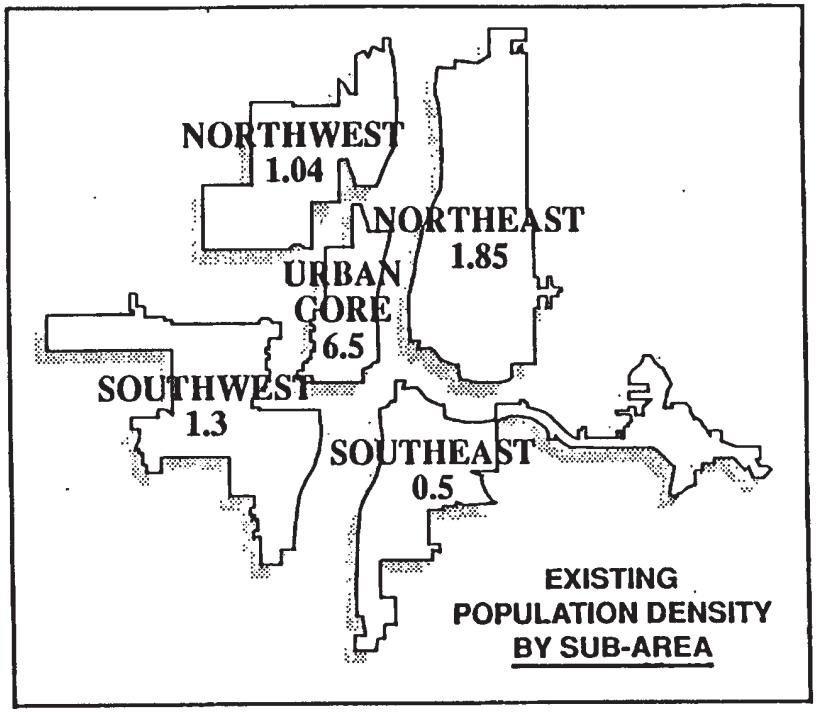
Source: Compiled by RM Plan Group, Nashville, 1993.

Population projections for the Planning Area, including the City of Fayetteville, are projected to increase from 50,620 to 67,800 by the year 2010. An increase of 3,880 is projected by 1995; 4,100 between 1995 and 2000; 4,400 between 2000 and 2005; and, 4,800 between 2005 and 2010. The 20-year increase reflects a constant growth rate of 1.5 percent annually. The difference in the growth rate of the City and the balance of the Planning Area is based on the more married couples with children anticipated in the latter area.

Western portions of the Planning Area will grow at a faster rate than the remainder. Lower land costs and the four-laning of U.S. Hwy. 71 from Alma to Fayetteville are the chief factors in the accelerated growth in the west.

POPULATION DENSITY PROJECTIONS. Population density, or number of persons per acre, is reflective of the way Fayetteville developed: beginning with the original urban core as being the most dense; then the northeasterly expansion becoming the second most dense; and finally the recent expansion to the south and west being characterized as the least dense. The predominately developed area of the City has an overall population density of 6.5 persons per acre, with the University of Arkansas area recording the high of 14. In contrast, the northeast area has a modest density of 1.85 persons per acre. The emerging southwest and northwest areas are lower at 1.3 and 1.04 respectively. The southeast, because of severe environmental restrictions, has a density of only 0.5.

Some shift in population density is expected by the year 2010 through in-filling of the existing urban core and development of the Planning Area. The overall density of the city is projected to increase from 1.6 to 1.9 while the Planning Area increases from 0.25 to 0.80. The western-most portion of the Planning Area will experience the most significant change with density increasing to about 2 persons per acre.



HOUSING

HOUSING TOTALS. As of 1990, the City of Fayetteville had a total of 18,835 housing units. A total of 16,894 were occupied, leaving a vacancy of 1,941 or 10.9 percent. Vacancy rate was 2.5 percent in homeowner units and 10.9 percent in rental units.

The dominant type of housing was single-family at 51.6 percent of the total. Single-family included 1-unit detached at 49.2 percent and 1-unit attached at 2.4 percent. Multi-family comprised the second largest type at 29.3 percent. The 2-4 units grouping comprised 13.7 percent of the total. Mobile homes were the least represented type at 5.4 percent.

HOUSING AGE. Fayetteville's housing can be described as relatively young. As of 1990, 10,421 units or 55.3 percent, were 20 years old or less; 30.5 percent were 10 years old or less; and 18.1 percent were 5 years old or less.

Conversely, 8,414 units or 44.7 percent, were over 20 years of age; 27.4 percent were 30 years or older; 15.5 percent were 40 years or older; and 10.3 percent were 50 years or older.

CONDITION. Consistent with the relatively young age of housing, few housing units were characterized as showing significant deterioration. Most deterioration was found in pockets near transition areas associated with downtown. City rehabilitation and clearance has recently improved the pockets between downtown and the University area. The remaining areas are mostly south of downtown where some commercial transition is occurring.

BEDROOMS. Reflecting, in part, the impact of the University were the disproportionately high number of housing units with two bedrooms or less. Some 3,906, or 20.8 percent, of all units had

HOUSING UNITS IN STRUCTURES
City of Fayetteville, 1990

	Units	% of Total
1-unit detached	9,276	49.2
1-unit attached	460	2.4
2-4 units	2,575	13.7
5-9 units	1,502	8.0
10 or more units	4,010	21.3
Mobile home	1,012	5.4
TOTAL	**18,835**	**100.0**

Source: U.S. Census, 1990.

YEAR STRUCTURE BUILT
City of Fayetteville, 1990

Year	Number	Percent of Total
1989 to March 1990	583	3.1
1985 - 1988	2,824	15.0
1980 - 1984	2,336	12.4
1970 - 1979	4,678	24.8
1960 - 1969	3,257	17.3
1950 - 1959	2,243	11.9
1940 - 1949	984	5.2
1939 or earlier	1,930	10.3
TOTAL	**18,835**	**100.0**

Source: U.S. Census, 1990.

either one bedroom or none; 7,186, or 38.1 percent, had two bedrooms; and the combined total of two bedrooms or less was 11,092 or 58.9 percent.

The relatively few housing units with four or more bedrooms, 1,662 or 8.8 percent, mirrors the low number of families with two or more children. Data does not indicate whether the market is failing to respond to larger family needs or larger families are intentionally seeking housing outside of Fayetteville.

OCCUPANCY BY NUMBER OF PERSONS. Fayetteville averaged 2.49 persons per housing unit in 1990. The rate was slightly lower than the 2.6 persons per housing unit average for all of Washington County.

The City's most recent average occupancy of 2.49 was an increase over the 2.32 average in 1980. The increase apparently reflects a trend toward doubling-up and adult children returning to their parents' home resulting from tightening economic conditions.

OCCUPANCY BY TYPE HOUSEHOLD. Family households comprised 9,415,or 55.7 percent, of the total 16,894 households. Non-family comprised 7,479, or 44.3 percent, of the remaining households in 1990.

Two significant trends are evident when figures from 1990 are compared with 1980:

- The number and percent share of female-headed families rose from 996 (7.4 percent of total in 1980) to 1,493 (8.8 percent of total in 1990); and,
- The number and percent share of persons living alone rose from 3,851 (28.6 percent of total) in 1980, to 5,445 (32.2 percent of total in 1990.

NUMBER OF BEDROOMS IN UNIT
City of Fayetteville, 1990

Number of Bedrooms	Number of Units	Percent of Total
No bedrooms	335	1.8
1 bedroom	3,571	19.0
2 bedrooms	7,186	38.1
3 bedrooms	6,081	32.3
4 bedrooms	1,299	6.9
5 or more bedrooms	363	1.9
TOTAL	**18,835**	**100.0**

Source: U.S. Census, 1990.

FAMILY & NON-FAMILY HOUSEHOLDS
City of Fayetteville, 1980 and 1990

	1980		1990	
	Number	% Total	Number	% Total
Married couple family	6,557	48.6	7,481	44.3
Female-headed family, no husband present	996	7.4	1,493	8.8
All other family	299	2.2	441	2.6
Living alone non-family	3,851	28.6	5,445	32.2
All other non-family	1,779	13.2	2,034	12.1
TOTAL	13,482	100.0	16,894	100.0

Source: U.S. Census, 1980 and 1990.

Both female-headed household and persons living alone are expected to continue their increase, although some leveling effect is possible by the year 2000. Both types of households will probably increase the demand for housing with fewer bedrooms and lower costs.

HOUSING OCCUPANCY & TENURE. Fayetteville has a total of 18,835 housing units of which 16,894 (89.7 percent) are occupied. Owner-occupancy is 43.4 percent, down from 47.9 in 1980.

In comparison, all of Washington County has a current owner-occupancy rate of 61.6 percent, down from 65.6 percent in 1980. The entire State has a current owner-occupancy rate of 69.6 percent.

Fayetteville is increasingly becoming a rental market. The heavy rental demand is due to the presence of the University and the arrival of persons newly employed or seeking employment who need interim housing. The low vacancy rate of 2.5 percent among homeowner units also indicates a restrictive market.

The market responded to the changing demand by building 2,256 multi-family units and 1,796 single-family units between 1980 and 1990. Rental units comprised over 55 percent of housing construction during the past ten years.

VALUE OF OWNER-OCCUPIED HOUSING. The value of owner-occupied housing in Fayetteville is relatively low. Of the total 6,224 owner-occupied units in 1990, 1,694, or 27.2 percent, were valued at less than 50,000. Another 3,371 units, the largest group at 54.2 percent of the total, were valued between $50,000 and $99,999.

In comparison, overall Washington County has 27.9 percent of its units valued under $50,000 and 33.5 percent valued between 50,000 and $99,000. The overall State has 38.0 percent of its units valued under $50,000 and 25.3 percent valued between $50,000 and $99,000.

HOUSING OCCUPANCY & TENURE
City of Fayetteville, 1990

	Number	Percent of Total
Occupied Units		
• Owner-occupied	7,337	43.4
• Renter-occupied	9,557	56.6
Total Units Occupied:	16,894	89.7
Vacant Units	1,941	10.3
TOTAL HOUSING UNITS:	**18,835**	**100.0**

Source: U.S. Census 1990.

VALUE OF OWNER-OCCUPIED HOUSING UNITS
City of Fayetteville, 1990

Value	Number	Percent of Total
Less than 50,000	1,694	27.2
50,000 - 99,999	3,371	54.2
100,000 - 149,999	769	12.4
150,000 - 199,999	226	3.6
200,000 - 299,999	119	1.9
300,000 or more	45	.7
TOTAL	**6,224**	**100.0**

Source: U.S. Census, 1990.

Of the more expensive housing units, those valued at $200,000 or more, about half are located inside the City. Fayetteville has 164 of the units $200,000 or more, representing 2.6 percent of the City's total housing units, compared to all of Washington County with 306 of the more expensive units, representing 11.5 percent of the total housing units.

GROSS RENT. In 1990, median rent in Fayetteville was $351 compared to $352 for all of Washington County and $274 for the entire State. The City's median rent has doubled from the $178 recorded in 1980.

In 1990, 5,162, or 54.4 percent, of the total 9,493 renter-occupied units in Fayetteville had rents in the $300-499 range. Approximately two-thirds of the County's more expensive rental units $500 and over were located in the City.

UNIVERSITY HOUSING. The University of Arkansas provides on-campus housing in dormitories for approximately 3,100 single students and another 324 married student apartments as of December 1988. An additional 360 structures are owned by the University and provide off-campus housing for 1,221 students in fraternities, sororities and other groups. The remaining students are housed off-campus in private units.

Discussions with University of Arkansas officials indicate that University-provided student housing will continue to be limited to the present 4,645 total. The University is relying on the private market to provide off-campus housing for the majority of students. Since University enrollment has leveled at approximately 14,000, student demand for rental housing should not increase significantly in total numbers.

GROSS RENT
City of Fayetteville, 1990

Rent	Number	Percent of Total
Less than $200	591	6.2
$200 to $299	2,159	22.7
$300 to $499	5,162	54.4
$500 to $749	1,032	10.9
$750 to $999	247	2.6
$1,000 or more	44	0.5
No cash rent	258	2.7
TOTAL	**9,493**	**100.0**

MEDIAN = $351

Source: U.S. Census 1990.

COST VARIATIONS BASED ON LOCATION. Sale prices for older housing in the downtown area average $37 - $40 per square foot. These are generally on 5,000 - 8,000 square foot lots and without extras (e.g. garage, second bath, etc.). Newer and slightly larger structures in the downtown area are sale priced at $42 - $44 per square foot.

New homes in outlying areas to the north sell for $46 - $50 per square foot, and to the northeast for $54 - $65 per square foot. Lots are typically in the 10,000 square foot range. Further east toward the Rock Cliff area, the larger new homes sell for $71 - $85 per square foot.

Monthly rental rates for one-and-two bedroom apartments in the University area range from $225 - $350. There are few three-bedroom apartments near the University. Some conversion of condominiums to rental apartments has occurred in the University area and are commanding rents of $350 to $500 per month.

Apartment units east of downtown are typically larger and have more amenities. Rents range from $350 to $750 per month.

FACTORS CONTRIBUTING TO COST AND DEMAND. There appears to be a wide variety of housing (type, size, cost and location); however, current demand is only marginally met. The current market includes construction of single-family, two-family and multi-family units.

Housing in Fayetteville is relatively affordable. Typical single-family construction costs throughout the sun-belt states are $45 - $60 per square foot. Residential construction costs in Fayetteville are consistently at or below $45 per square foot.

Land cost is a major factor in keeping local housing affordable. Raw land is reasonably priced in Fayetteville.

Density is equally important. Allowable densities of four to six single-family dwelling units per acre hold down land costs to the ultimate consumer. The higher densities also allow economy in the provision of streets, water, sewer and other utilities.

Development requirements have been minimal under previous subdivision regulations. This has resulted in too little provision of some improvements (e.g. curbs and gutters, sidewalks, site drainage, etc.). Recently revised subdivision regulations appear to be more appropriate in their requirements. The City has picked up a major share of infrastructure costs in the past, thus lowering the cost to developers.

Construction labor costs are also relatively low in Fayetteville. An adequate supply of construction workers, coupled with limited impact of union wages, are the major factors contributing to lower labor costs.

MIXING OF HOUSING. A unique characteristic of Fayetteville is the significant mixing of housing (and its occupants) by type, cost, age and occupant income/age. This mix has led to an attractive blending of styles and age that provides variety and continuing neighborhood viability.

Few residential areas in the City are blighted. This fact, too, appears to be attributable to the mixing of housing where new structures and renovations are continually replacing older deteriorated housing. New subdivisions have been constructed on tracts that have been left vacant in older areas. Much of this infilling and replacement might not have occurred had not the smaller lots/higher densities been allowed.

The character of housing is also affected by topography. The more severe terrain near downtown has necessitated more individualized character in housing, whereas newer, outlying areas of more level terrain tend to be more uniform in appearance, size and cost.

HOUSING PROJECTIONS. Within the City of Fayetteville, an estimated 6,800 new housing units will be required to meet an additional population of 12,901 by the year 2010. The additional units assume a constant vacancy rate of 11-12 percent for the 20-year planning period.

An additional 400 new housing units will be required to replace units lost to deterioration and displacement. Other factors which may alter total housing need include a change in University housing policy and a shift in number of persons per housing units.

For the Fayetteville Planning Area including the City, an estimated 8,520 new housing units will be required to meet an additional population of 17,180 by the year 2010. The additional units assume a 2-3 percent vacancy rate within the area outside the current City.

HOUSING ESTIMATES
Fayetteville Planning Area Including City, 1995-2010

Year	City of Fayetteville	Including Planning Area
1990	18,835	22,160
1995	20,135	23,735
2000	21,835	25,735
2005	24,235	28,600
2010	25,635	30,680

Source: Compiled by RM Plan Group, Nashville, 1993.

CONSTRUCTION TRENDS

RESIDENTIAL CONSTRUCTION TRENDS. New residential construction trends have shown relatively steady growth over the 12-year period 1981-1992. During this period, a total of 5,571 housing units have been permitted at an annual average of 464 units. In only 4 of the 12 years have permits dropped noticeably below the average, a fifth was slightly below the average.

Even more significant is the increase of 618 and 689 units respectively during 1991 and 1992. The two-year production represents 23.5 percent of all units built over the past 12 years. The current increase is characterized by major gains in single-family, two-family and multi-family.

Single-Family Residential Construction. Single-family detached/ attached represent 2,297, or 41.2 percent, of the total 5,571 units permitted. The low for the 12-year period is 50 units in 1982. The high is 358 units in 1992 followed by the second high of 259 units in 1991.

Two-Family Resident Construction. Two-family represent 464, or 8.3 percent, of the total 5,571 units permitted. The low for the 12-year period is 12 units in 1981. The high is 74 units in 1992.

Multi-Family Residential Construction. Multi-family represent 2,810, or 50.4 percent, of the total 5,571 units permitted. Multi-family has averaged 234 units annually and the past two years, 1991 and 1992, are above the average at 297 and 257 units respectively. The only years where multi-family decreased dramatically are 1981 and 1990, both peak years of a national recession.

TOTAL VALUE OF RESIDENTIAL PERMITS
City of Fayetteville, 1980 - 1992

	Single-Family Structures*		Two-Family Structures		Multi-Family Structures	
Year	No.	Cost	No.	Cost	No.	Cost
1980	132	5,814,058	35	1,313,600	55	4,869,000
1981	80	3,379,719	6	304,125	14	1,694,200
1982	50	2,007,789	11	455,150	41	4,673,358
1983	175	8,661,950	11	575,800	36	4,606,441
1984	164	8,275,724	23	1,135,115	40	4,265,400
1985	171	7,815,150	18	878,900	40	4,397,475
1986	198	9,843,113	28	1,382,630	28	3,837,755
1987	218	11,914,204	17	1,065,330	14	1,953,200
1988	183	9,406,580	32	1,845,000	29	5,572,182
1989	171	10,553,869	10	585,000	18	3,496,342
1990	254	20,093,396	8	825,872	10	2,254,749
1991	259	21,375,180	31	3,046,482	26	7,922,555
1992	358	30,499,480	37	3,508,216	30	8,712,418
TOTAL	**2,413**	**149,640,212**	**267**	**16,919,220**	**381**	**54,417,320**
DU/avg.	**2,413**	**62,014/avg.**	**534**	**31,684/avg.**	**2,810**	**19,366/avg.**

*Detached and attached single-family are grouped together.
Source: City of Fayetteville, 1992.

RESIDENTIAL VALUE TRENDS. The value of new residential construction has shown a significant increase for the 12-year period 1981-1992. Both single-family and multi-family have become more costly. The average cost for single-family has risen by $36,980 during the 12-year period, while the average for multi-family has risen by $13,372 for the same period.

Single-Family Value. When the 12-year period is broken into increments some distinctions in value occur: the five years involving 1981-85 average $47,094 per housing unit, while the five years involving 1986-90 average $60,362 per unit. The last two years, 1991-92, average $84,075. The most recent increase is clearly greater when viewed as a percentage. In only two years, the average cost has risen 72 percent compared to a 78 percent increase for the five years preceding.

Multi-Family Value. When compared for the same breakdown in periods, multi-family value has risen almost as dramatically as single-family. The five years involving 1981-85 average $16,655 per housing unit. The five years involving 1986-90 average $17,148 per unit. The last two years, 1991-92, average $30,027. The most recent increase, involving just two years, is 57 percent, compared to 10 percent increase for the five years preceding. Based on the most recent trends, multi-family is approximately one-third the cost of single-family to construct.

NEW RESIDENTIAL BUILDING PERMITS
City of Fayetteville, 1981-1992

	DWELLING UNITS				
Year	Detached 1-Family	Attached 1-Family	Duplex (2-Family)	Multi-Family	Total
1981	80	0	12	79	171
1982	50	0	22	257	329
1983	175	14	22	274	485
1984	164	0	46	326	536
1985	171	0	36	322	529
1986	198	0	56	235	489
1987	218	0	34	127	379
1988	183	0	64	321	568
1989	170	2	20	224	416
1990	253	2	16	91	362
1991	259	0	62	297	618
1992	356	2	74	257	689
TOTAL	2,277	20	464	2,810	5,571

JANUARY 1981-DECEMBER 1992

Detached Single-Family	Attached Single-Family	Duplex 2-Family	Multi-Family
2,277 (40.9%)	20 (.4%)	464 (8.3%)	2,810 (50.4%)

TOTAL = 5,571 Dwelling Units
41.3% Single Family
58.7% Multi-family

Annual Average Over Twelve (12) Years = 464/Year
Highest Year = 1992 (689 Units)
Lowest Year = 1981 (171 Units)

Source: City of Fayetteville, 1992.

NON-RESIDENTIAL CONSTRUCTION TRENDS. New non-residential construction trends have shown overall growth over the 12-year period 1981-1992. Variations between the years are due primarily to large-scale projects (e.g. Arts Center, Northhills Medical Park). Permits have averaged 33 per year for the 12-year period. Four of the last five years have exceeded the average. The last two years, 1991-92, have shown major growth with 37 and 48 permits respectively. Commercial permits alone accounted for all but five of the combined 85 permits for the past two years. They represent a major expansion of the private market.

NON-RESIDENTIAL VALUE TRENDS. New non-residential values have averaged a total of $7,362,856 for the 12-year period 1981-1992. Over the past three years, new permits have totaled $13.26 million in 1990, $7.79 million in 1991 and $13.56 million in 1992. The three years combined represents the strongest period, in terms of dollars, during the 12-year period.

TOTAL VALUE OF NON-RESIDENTIAL BUILDING PERMITS
City of Fayetteville, 1981 - 1992

Year	Number	Floor Area (square feet)	Cost
1980	18	283,068	9,117,793
1981	19	364,682	4,673,358
1982	32	148,870	2,121,398
1983	57	360,675	5,662,270
1984	31	157,668	4,043,941
1985	25	771,250	20,104,178
1986	25	121,501	4,017,074
1987	26	56,667	2,069,501
1988	34	148,464	4,517,977
1989	36	482,158	6,536,569
1990	26	249,335	13,260,569
1991	37	174,146	7,788,396
1992	48	426,048	13,558,950
TOTAL	**414**	**3,744,522**	**97,472,062**

Source: City of Fayetteville, 1992.

EMPLOYMENT

NORTHWEST ARKANSAS TRENDS. As of 1990, there were 96,892 persons employed within the five-county region. The total was part of an increasing trend in regional employment since 1971. Between 1971 and 1981, total employment increased by 24,528, or an annual rate of 6.6 percent. Between 1981 and 1986, total employment increased by 14,013, or an annual rate of 4.5 percent. Between 1986 and 1990, total employment increased by 21,032, or an annual rate of 6.9 percent.

Washington and Benton Counties combined accounted for 83,569, or 86.2 percent, of the region's total in 1990. Benton County made the most dramatic gain over the past 19 years with an increase of 24,446 or 175 percent. Washington County's gain during the same period was 26,147, or 138 percent.

The industries with the greatest numerical increase between 1971 and 1990 were Retail Trade at 15,762, or 211 percent, and Manufacturing at 15,263, or 98 percent. Benton and Washington Counties were the center for Retail Trade and Manufacturing employment.

The industry with the greatest percent increase during the 19-year period was Services. Services grew from a total of 5,412 in 1971 to 19,328 in 1990. The increase represented a change of 13,916 or 257 percent. Washington County was increasingly the dominant center for Services with 51.1 percent of the region's total in 1971 and 58.4 percent in 1990. Washington County accounted for 8,512 of the 13,916 employment increase within the region. Benton County accounted for 3,930 of the region's increase.

Wholesale Trade employment also made a noticeable gain in Washington County relative to the remainder of the region. The region increased from 1,732 in 1971, to approximately 6,521 in 1990. Of the total increase of 4,789, Washington County accounted for 2,719. In comparison, Benton County lost slightly between 1986 and 1990 after making noticeable gains from 1971.

Construction employment increased slightly during the 19-year period. The trend between 1981 and 1990 was relatively stable in Washington County while increasing by 343 in Benton County.

TOTAL EMPLOYMENT & EMPLOYMENT BY INDUSTRY
ADAIR, BENTON, CRAWFORD, MADISON AND WASHINGTON COUNTIES
1971, 1981, 1986, 1990

	ADAIR CO.				BENTON CO.				CRAWFORD CO.				MADISON CO.				WASHINGTON CO.			
	1971	1981	1986	1990	1971	1981	1986	1990	1971	1981	1986	1990	1971	1981	1986	1990	1971	1981	1986	1990
Agriculture Forestry	NA	NA	NA	NA	328	NA	89	320	47	NA	NA	NA	NA	NA	NA	NA	300	NA	NA	191
Mining	0	0	0	0	NA	NA	6	0	126	NA	NA	NA	0	0	0	0	NA	NA	NA	NA
Construction	108	NA	63	59	531	873	1,197	1,216	189	304	252	378	NA	8	15	NA	1,011	1,809	1,844	1,927
Manufacturing	375	996	1,229	1,451	7,241	10,887	10,792	13,234	865	1,738	3,059	3,783	134	616	631	696	6,947	8,006	9,225	11,661
Transportation Utilities	NA	22	15	18	427	1,040	2,245	2,855	126	435	464	1,267	NA	26	22	52	1,947	2,904	3,193	3,989
Wholesale Trade	85	44	80	NA	454	831	2,444	2,369	191	566	214	331	24	26	32	99	978	2,836	2,571	3,697
Retail Trade	252	355	485	406	2,143	5,289	7,434	10,348	668	1,340	1,333	1,804	176	278	242	270	4,229	7,139	8,084	10,402
Finance, Ins., Real Estate	39	57	72	74	799	1,194	1,568	2,056	71	180	214	250	NA	NA	55	58	612	1,315	1,610	1,848
Services	121	326	687	288	1,951	3,426	4,946	5,881	434	959	1,183	1,602	137	219	349	276	2,769	4,760	6,573	11,281
TOTAL	1,038	1,930	2,651	2,356	13,959	23,828	30,989	38,405	2,780	5,582	6,908	9,473	525	1,256	1,545	1,494	19,017	29,251	33,767	45,164

Source: County Business Patterns, U.S. Bureau of the Census, 1971, 1981, 1986, 1990.

FAYETTEVILLE-SPRINGDALE MSA TRENDS. While Washington County maintained and increased its status as the region's largest employment base, shifts were occurring between the Cities of Fayetteville and Springdale. As a percent of the County's total employment, Springdale increased its share in each of the last three Census years, From 23.3 in 1970, to 24.2 in 1980 and to 26.8 percent in 1990. Fayetteville's overall share of the County's total employment has fluctuated slightly, from 39.7 in 1970, to 37.3 in 1980 and 38.3 in 1990.

The most noticeable shifts between Fayetteville and Springdale are in Manufacturing and Services. Springdale has 31.0 percent of total MSA Manufacturing employment in 1990, compared to 26.9 percent for Fayetteville. Fayetteville had 50.4 percent of Services employment in 1990, compared to 21.8 percent for Springdale. Fayetteville remained the Retail Trade employment center with 43.7 percent of the total County in 1990, compared to 28.4 percent for Springdale.

As an indication of the continuing urbanization pattern, Agriculture-Forestry employment has decreased in each of the three years both in number and share of the MSA total. In 1970, Agriculture-Forestry employment was 2,897, representing 9.8 percent of the total 29,557 employment. In 1980, Agriculture-Forestry employment decreased to 2,778 representing 6.4 percent of the total 43,680 employment. In 1990, Agriculture-Forestry employment decreased to 2,683 representing 4.8 percent of the total 55,567 employment. In 1980, Agriculture-Forestry employment comprised 1.5 percent of Fayetteville's total employment and 2.3 percent of Springdale, indicating that 75.1 percent of Agricultural-Forestry employment was outside the two cities.

TOTAL EMPLOYMENT & EMPLOYMENT BY INDUSTRY
WASHINGTON COUNTY, FAYETTEVILLE AND SPRINGDALE
1970, 1980 & 1990

	WASHINGTON COUNTY			FAYETTEVILLE			SPRINGDALE		
	1970	1980	1990	1970	1980	1990	1970	1980	1990
Agriculture-Forestry	2,897	2,778	2,683	272	259	323	378	209	344
Mining	45	80	73	14	18	25	5	27	20
Construction	1,678	2,635	2,668	461	656	654	367	577	706
Manufacturing	6,381	8,335	11,829	1,724	1,896	3,187	1,837	2,647	3,671
Transportation, Public Utilities	1,987	3,346	4,271	650	973	1,226	634	1,102	1,564
Wholesale Trade	877	1,804	3,039	239	437	569	337	612	718
Retail Trade	5,044	7,678	10,474	2,108	3,264	4,580	1,469	1,945	2,972
Finance, Insurance, Real Estate	802	1,556	2,575	334	680	1,188	272	452	695
Service	9,123	14,327	17,730	5,569	7,687	8,933	1,462	2,783	3,870
Public Administration	723	1,141	1,225	375	458	448	140	230	338
TOTAL EMPLOYED	**29,557**	**43,680**	**55,567**	**11,746**	**16,328**	**21,133**	**6,901**	**10,584**	**14,898**

Source: U.S. Census 1970, 1980, and 1990.

MSA LABOR FORCE. The MSA's labor force in 1991 was 63,225, representing 55.8 percent of the area's total population. Total employment was 60,875. Total unemployment was 2,350, or 3.7 percent. In comparison, the unemployment rate for the same period was higher for the State of Arkansas at 7.3 and the United States at 6.7.

The status in 1991 indicated a long-term gain in labor force. The MSA's total in 1980 was 31,882 or just over half the most recent figure. By 1987, the labor force had increased to 57,475. Average annual increase was 11.5 percent between 1980 and 1987 and 2.5 percent between 1987 and 1991.

There has also been a recent lowering of unemployment. Unemployment was 2,500 in 1987 (4.4 percent) compared to 2,350 in 1991 (3.7 percent).

There was a slight decrease of 875 in the labor force between 1990 and 1991. Since there was a corresponding increase of 125 in unemployment, it is assumed that 750 persons either left the area or failed to report their status. Due to the peaking of the national recession at the time, the change between 1990 and 1991 was assumed to be an adjustment rather than a reversal of the trend.

MSA INCOME. Both household and per capita income rose dramatically in the MSA between 1980 and 1990. Household income was $15,760 in 1980, $27,024 in 1986 and $31,882 in 1990. The average annual rate of increase was 11.9 percent between 1980 and 1986, and 4.5 percent between 1986 and 1990. Per capita income was $6,100 in 1980, $10,093 in 1986 and $12,184 in 1990. The average annual rate of increase was 20.7 percent between 1980 and 1986, and 5.1 percent between 1986 and 1990.

LABOR FORCE AND EMPLOYMENT SUMMARY
Fayetteville-Springdale MSA, 1990 and 1991

LABOR	1991	1990	NET CHANGE
Labor Force	63,225	63,975	-750
Unemployment	2,350	2,225	+125
Unemployment Rate	3.7	3.5	+0.2
Employment, Total	60,875	61,750	-875
Agricultural Employment	2,600	2,600	0
Unemployment Rates			
State of Arkansas	7.3	6.9	+0.4
United States	6.7	5.5	+1.2

Source: Employment Trends, Arkansas Employment Security Division, June 1991.

COMPARISON OF EMPLOYMENT AND HOUSEHOLD/PER CAPITA INCOME
Fayetteville-Springdale MSA, 1980 and 1990

	1980	1990	% INCREASE
Total Employment	31,882	63,975	100.7
Household Median Income	15,760	30,353	92.6
Per Capita Income	6,100	12,184	99.7

Source: U.S. Bureau of Census, 1980 and 1990.

CITY OF FAYETTEVILLE EMPLOYMENT. Total employment within the City of Fayetteville was 21,133 in 1990. The largest employers in the City were the University of Arkansas with 4,496 full- and part-time persons, Campbell Foods with 1,080 and Tyson Foods with 561.

The City had a relatively high percentage of persons employed in management and professional specialty at 12.7 percent and 20.6 percent respectively. This characteristic was reflective of Fayetteville as both the regional service center and the home of UAF. Retail sales employed 14.1 percent which was reflective of Fayetteville's position as the regional retail center. The two occupations associated with manufacturing — precision production and machine operator/assemblers — comprised 7.2 percent and 6.0 percent respectively.

CITY OF FAYETTEVILLE EMPLOYMENT PROJECTIONS. Continued population growth within the City and its planning area will create additional jobs primarily in Retail Trade and Services industries. The continued economic growth of Springdale and Benton County may generate some regional retail trade attraction that could lessen Fayetteville's impact. A range of 2,700 to 4,100 additional employment in Retail Trade and 4,400 to 6,800 additional employment in Services is projected within Fayetteville by the year 2010.

Fayetteville must aggressively compete with Springdale and Benton County for additional Manufacturing employment. Based on the region's continued economic growth, a range of 1,000 to 1,900 additional employment in Manufacturing is projected within Fayetteville by the year 2010.

OCCUPATION
City of Fayetteville, 1990

Employed persons 16 & over	Number	Percent of Total
Executive, administrative & managerial	2,678	12.7
Professional specialty	4,350	20.6
Technical & related support	869	4.1
Sales	2,992	14.1
Administrative Support, including clerical	2,990	14.1
Private household	67	.3
Protective service	185	.9
Service, except protective & household	2,565	12.1
Farming, forestry & fishing	330	1.6
Precision production, craft & repair	1,532	7.2
Machine operators, assemblers & inspectors	1,258	6.0
Transportation & material moving	603	2.9
Handlers, equip. cleaners, helpers & labors	714	3.4
TOTAL	**21,133**	**100.0**

Source: U.S. Bureau of Census, 1990.

CITY OF FAYETTEVILLE INCOME. In comparison with the MSA's household median income of $30,353 in 1990, Fayetteville had a lower income of $21,202. The difference was attributable largely to the presence of students in Fayetteville. Students typically had lower incomes, if any. The City had approximately 35 percent of its households with income higher than the MSA's household median income. The upper incomes within the City were attributable largely to University employees and specialized professionals.

INCOME
City of Fayetteville, 1990

Households	Number	Percent of Total
Less than 5,000	1,941	11.4
5,000 to 9,000	2,124	12.5
10,000 to 14,999	2,139	12.6
15,000 to 24,999	3,446	20.3
25,000 to 34,999	2,499	14.7
35,000 to 49,999	2,272	13.4
50,000 to 74,000	1,669	9.8
75,000 to 99,999	449	2.6
100,000 to 149,000	310	1.8
150,000 or more	160	.9
TOTAL	**17,009**	**100.0**

MEDIAN HOUSEHOLD INCOME = 21,202

Source: U.S. Bureau of Census, 1990.

LAND USE

HISTORICAL DEVELOPMENT PATTERNS. Topography has been the big factor influencing development patterns within Fayetteville. Fayetteville is divided between the White River watershed on the east and the Illinois River on the north and west. The White River watershed provided the largest and most readily available source of water, thus much of the City's early growth occurred along the western side of the White River Drainage Basin.

Early settlers to the Fayetteville area utilized the varying topography and watershed basins to determine how the land would be developed. This had both a positive and negative effect on the evolution and pattern of land use development and cityscape.

Typically, homes were built on the hillsides which provided ready access to water and shelter from inclement weather. Farming operations prevailed along creeksides. Major thoroughfares paralleled stream valleys. Streets that were necessary to traverse major grade changes were and continue to be short and discontinuous. These topographical barriers have led to the lack of good through streets connecting the east and west sides of the community.

EXISTING LAND USE. As of February, 1993, the City of Fayetteville has approximately 27,282.9 acres or 43.2 square miles of land within the corporate boundaries. At present, approximately 14,220 acres, or 52 percent are either developed or committed/ proposed for development. The remaining 48 percent of land is either vacant, agricultural land or open space.

Within the Planning Area, approximately 9.8 percent of land is developed or currently proposed for development, while approximately 90 percent remains agricultural land or open space.

EXISTING LAND USE
City of Fayetteville, 1988 and 1993

	June 1988		February 1993		1988-93 Chng.	
	Acres	% Total	Acres	% Total	No.	%
Residential Total	6,266.5	23.1	6,469.5	23.7	203.0	3.2
One- & Two	5,206.8	19.2	5,416.6	19.9	209.8	4.0
Multi-Family	923.4	3.4	905.3	3.3	18.1	2.0
Mobile Home	136.3	.5	147.6	.5	11.3	8.2
Commercial Total	1,476.9	5.4	1,692.5	6.2	215.6	14.6
Retail & Wholesale	1,094.9	4.0	1,243.1	4.6	148.2	13.5
Services,Offices & Medical	382.0	1.4	449.4	1.6	67.4	17.6
Industrial Total	2,308.6	8.5	2,616.4	9.6	307.8	13.3
Public & Semi-Public Total	1,720.5	6.3	1,780.5	6.5	60.0	3.5
University of Arkansas Total	514.3	1.9	524.2	1.9	9.9	1.9
Airport & Railroad Total	427.5	1.6	427.5	1.6	0	0
SUB-TOTAL	**12,714.3**	**46.8**	**13,510.8**	**49.5**	**796.5**	**6.3**
Open Space & Agricultural Total	12,894.1	47.6	12,182.1	44.7	(712)	(5.5)
Streets, Water, & Misc. Total	1,507.3	5.6	1,590.0	5.8	82.7	5.5
TOTAL	**27,115.7**	**100.0**	**27,282.9**	**100.0**	**167.2**	**0.6**

Source: City of Fayetteville, 1993.

Of the land that is in agricultural use or open space, approximately 60 percent is suitable for future more intense use.

While vacant, agricultural and open space is the largest characteristic of existing land within the City at 50.5 percent, residential is the largest of the more intensive uses occupying 23.7 percent of the total incorporated area. Industrial is the third largest at 9.6 percent, followed by Public/Semi-Public at 6.5 percent, Commercial at 6.2 percent, University of Arkansas at 1.9 percent and Airport/Railroad at 1.6 percent. The above characteristics exclude major thoroughfares and water bodies which constitute 5.8 percent of the total incorporated area. The following breakdown indicates more specific applications under each major land use classification.

Residential. Of the 6,469.5 acres within all Residential uses, One- and Two-Family comprises 19.9 percent, Multi-Family 3.3 percent and Mobile Homes 0.5 percent. One- and Two-Family units are located in a wide band extending east and north of downtown and increasingly more to the west. Multi-Family is scattered throughout the area with the greatest concentration near UAF and extending northward. Mobile Homes are located in small pockets found mostly in the south/southeastern urban fringe.

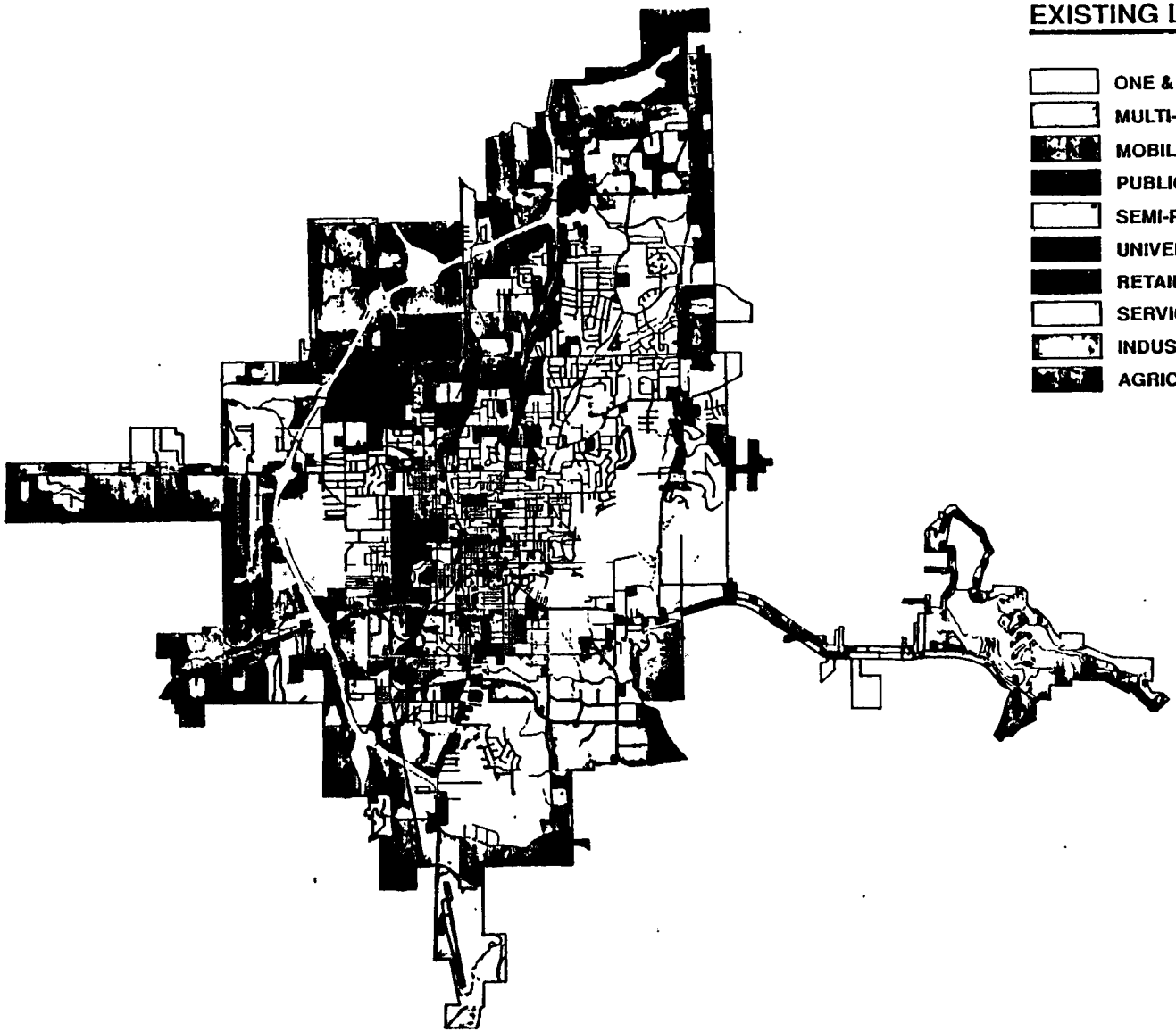
Industrial. Industrial use comprises 2,616.4 acres. No distinction is made between heavy and light uses. There are three general concentrations of Industrial use: southeast including the City's industrial park; immediately south of downtown where Campbell and Tyson Foods are located; and north of downtown in the area along the railroad.

Public and Semi-Public. Public and Semi-Public uses comprise 1,780.5 acres. These uses generally include governmental facilities, schools other than UAF, churches and parks. The government administrative center is located in downtown. All other Public and Semi-Public uses are scattered throughout the City.

Commercial. Of the 1,692.5 acres within all Commercial uses, Retail and Wholesale comprise 4.6 percent and Services/Offices/Medical 1.6 percent. Commercial activities are located in three major activity nodes: Downtown; Regional mall; and, Southwest near the Expressway. Connecting these major centers are commercial corridors associated with Highways 71, 62 and 16.

University of Arkansas. UAF occupies 524.2 acres. The main campus is located immediately west of downtown. An Engineering Branch is located south on Highway 71 and the Agricultural Experimental Farm is located north along Garland Avenue.

Airport and Railroad. Of the total 427.5 acres in this category, the Airport occupies approximately 350 acres on Highway 71 south of the urban area. The Railroad bisects the urban area in a north-south direction passing between downtown and the University area.


EXISTING LAND USE
ONE & TWO FAMILY RESIDENTIAL
MULTI-FAMILY RESIDENTIAL
MOBILE HOME RESIDENTIAL
PUBLIC
SEMI-PUBLIC
UNIVERSITY OF ARKANSAS
RETAIL/WHOLESALE COMMERCIAL
SERVICES/OFFICE COMMERCIAL
INDUSTRIAL
AGRICULTURAL/OPEN SPACE

LAND USE PROJECTIONS. Based on the range of projected population, housing and employment increases, an additional 4,365 to 5,555 acres of land are required for development through the year 2010. There will be a concomitant reduction in vacant, agricultural and open space land. The following is a breakdown by general classification.

Residential. Approximately 2,450 additional acres are required to meet projected population growth and household formation. Assuming a continuation of the current market 1,700 acres are required for One- and Two-Family based on an average of four units per acre. Another 750 acres are required for Multi-Family based on an average of eight units per acre.

Commercial. Between 1,115 and 1,705 additional acres are required to meet residential and employment growth. Retail and Wholesale will require 675 to 1,025 acres based on an average of four employees per acre. Services will require 440 to 680 acres based on an average of ten employees per acre.

Industrial. Between 500 and 950 additional acres are required to meet employment growth. The current ratio is 2 or 3 employees per acre. Ideally, the average for new industries should be 5 to 10 employees per acre.

Public and Semi-Public. Between 200 and 300 additional acres are estimated to meet population growth. The increase is based on typical school needs.

University of Arkansas. Although enrollment has stabilized, between 100 and 150 additional acres are projected to meet UAF expansion. The expansion may encompass commercial office use if it involves a research park.

LAND USE PROJECTIONS
City of Fayetteville And Planning Area, 2010

	No. Additional Acres	
Classification	Low	High
One- & Two-Family Residential	1,700	1,700
Multi-Family Residential	750	750
Sub-Total Residential	2,450	2,450
Retail & Wholesale	675	1,025
Services, Office, Medical	440	680
Sub-Total Commercial	1,115	1,705
Industrial	500	950
Public & Semi-Public	200	300
Univ. of Arkansas	100	150
Airport & Railroad	0	0
TOTAL	4,365	5,555

Source: RM Plan Group, Nashville, June 1993

Chapter Three
VISION

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CHAPTER THREE - VISION

TRANSITIONS

MAP/POLICY ORIENTATION. It is anticipated that recent growth trends will continue with some changing and alternative roles apparent among the various participants. The growth will require large areas of undeveloped land and involve the infilling and redevelopment of some existing areas.

The system for determining land use in the past is based on a map concept that assumes great predictability and precision among a variety of 10-12 finely segregated land uses. In the past, the map system alone has been suitable for the smaller, incremental pattern of traditional development in Fayetteville. But a finely tuned map system is also limited in adequately responding to the often new, more complex and exponential development challenges confronting the City today.

With the challenge of new opportunities and constraints for growth, more effective means are desirable for determining future land use and guiding the transition in community character. In guiding this transition, it is appropriate that the decision-making process evaluate development by its impacts rather than its specific use. A policy orientation is sought that defines the conditions under which various land uses and intensities may occur. In implementing this greater policy orientation, the map system should become more generalized while encompassing fewer land use categories. Concurrently, policy should become more descriptive rather than prescriptive in establishing the objectives and parameters for development.

COMMUNITY BUILDING. The term "community development" has been extensively used over the past 30 years to describe the act of converting undeveloped land for more urbanized use. The emphasis on community development has been increasingly on segmentation, standardization and regulation with the end result too often lacking a true sense of place and interactive purpose.

The real intent is on "community building" and, while the neo-traditional neighborhood movement is not the panacea for all of a community's needs, it has refocused attention on creating a sense of place and connectivity within neighborhood and community.

In further guiding Fayetteville's transition, emphasis should be placed on integration of activities and design. In this regard, many of the earlier "mixed" qualities of Fayetteville, such as the Wilson Park area, offer examples for the future.

MAPPING ISSUES. Emphasis should also be placed on the "mapping of issues" across the community as part of preparing sector or neighborhood plans. Mapping of issues allows the identification of diversities among geographic areas and the targeting of specific responses/resources in a more efficient and effective manner. It also allows the identification of commonalities between areas in seeking the linkages that make a more interconnective community.

ISSUES

EMERGENCE OF MULTIPLE CENTERS. In the early development of Fayetteville, there were two activity centers consisting of downtown and the University. Passing through the centers were the primary access corridors — U.S. Highway 71 and the railroad. Downtown represented the major retail, office, financial, medical and governmental center for the region. Downtown's link with the University created a major housing area for students while the Dickson Street corridor met many of their commercial needs.

By the early 70's, suburban expansion and construction of the Freeway to serve as a by-pass for downtown traffic congestion began to attract commercial development to new centers. A regional mall was constructed at the junction of the Freeway and Hwy. 71 North to serve both Fayetteville and the newly emerging market in Springdale. A second new activity center was created by the Freeway interchange at Hwy. 62 West. The Hwy. 62/6th Street connection provided easier access to the major employment locations at Campbell and Tyson Foods. The combined impact of these two new activity centers ultimately drew away a major part of downtown's retail, office and medical uses.

Through recent public and private efforts, the remaining functions in downtown have been stabilized and a resurgence through physical and economic revitalization of Dickson Street has occurred. Although University expansion has moved toward the west, there remains an important link with downtown.

It is envisioned that the role of the multiple centers will be contained and strengthened within the existing major activity centers — downtown, University, regional mall and Freeway/Hwy. 62 interchange. Through the General Plan, each of these major activity centers will be characterized and developed so that they serve an integral economic unit, distinctive, non-competing and supportive of each other. Corridors connecting these centers shall be designed and protected so that they are kept easily flowing, attractive and economically viable. Where activity centers and corridors are part of primary entries to the City, they shall be provided with more prominent public and private design features in creating gateways.

REVITALIZATION OF OLDER AREAS. While there is recognition of the need to establish areas for new development, there is also a need to economically and physically enhance older urban areas. Just as suburbanization attracted development from downtown, so did it assist in the relocation of residential, commercial and industrial activities from older areas encircling downtown. The residential area between downtown and the University, the former City Hospital area, the mixed use area along the Hwy. 16 and 6th Street connection and, in general, the US Hwy. 71 South corridor are examples of areas in transition.

There are also areas in and near the urban core which are vacant through clearance, reservation, restrictive topography and lack of market interest. It will be challenging to find economically feasible uses that are compatible with the surrounding developed area. In the past, one-family structures on single lots have been replaced by multi-family structures under small area p.u.d. provisions. Such exchanges have led to an irregular development pattern that has inadvertently altered neighborhood character.

Some areas of historical significance representing a vital link with Fayetteville's heritage are in need of conservation and protection actions. Dickson Street and nearby residential areas, town square and Wilson Park area are in need of protection and enhancement.

The City has successfully undertaken two revitalization projects involving the earlier town square improvement and the recent Arts Center area redevelopment. Community Development funds are currently being used by the City to stabilize the residential area between downtown and the University. There are also two historic districts established at present. These and other efforts serve as models for revitalizing older area.

It is envisioned that older areas will be revitalized through a combination of conservation, redevelopment infilling and preservation techniques. The City will serve as the primary agent for revitalization through the strategic use of public planning and funding and working in concert with private sector investment. In encouraging an attractive and economically viable mix, it is envisioned that performance standards will be established for assuring compatibility. Performance standards should be applicable at different levels between areas where there are major socio-economic distinctions and use objectives.

ENHANCING COMMUNITY DESIGN AND CONNECTIVITY. One of the most striking and attractive features of earlier Fayetteville is the mixing of uses and community facilities. This mixing has created a sense of neighborhood involving physical, economic and social interrelationships. Wilson Park and the residential area surrounding is an early example of using community facilities as a focal point for neighborhood activities. A recent example is the private recreation facility associated with the new residential development on the south side of Weddington Road. Several isolated examples still remain where small commercial centers were located within older residential areas. Most newer commercial development is highway oriented and has little use and design relationship with surrounding residential areas.

There are also several public schools that serve as the center for neighborhood activities. Nine school sites are currently utilized by the City for providing neighborhood and community recreational facilities. No system exists for linking these and other public recreational facilities in creating community-wide greenways.

It is envisioned that more intense and dense development patterns and mixed use provisions will be utilized to promote better community design. Land use and design standards will be provided to maintain human scale and interactivity. Greater emphasis will be placed on public spaces and events to promote social activities.

The location of community facilities such as parks and schools will be utilized to attract private residential development in a manner that is physically and psychologically connected so as to create neighborhoods. Community facilities, public open space and cooperating private resources will be linked to create community-wide greenways. Such greenways will incorporate the protection of environmentally sensitive areas including streams, wildlife areas and scenic vistas/features. Additional facilities and staffing will be provided at public parks in increasing their benefit.

INCREASING MOBILITY. Historically, the urban core has been a pedestrian-oriented area. The compactness of the earlier development pattern, plus the nearby presence of the University created convenient pedestrian pathways. Well-established pathways were once found between downtown and the surrounding ring of earlier residences. Connections between the University and downtown/Dickson Street were among the most used.

With residences of the permanent population and students increasingly located in the suburbs, many of the earlier pedestrian pathways have diminished or disappeared. Automobile dependence has become almost exclusive for trips involving suburban locations. UAF now provides a fixed route transit system for students between classes and campus parking and residences. The system has been expanded to include downtown and regional mall destinations. It is

desirable that transit services be further expanded to serve the increasing number of students and general population residing in suburban locations.

Some pedestrian movement has been reestablished within limited areas through revitalization activities. The most notable examples are town square and Dickson Street.

Because of the large employment, shopping and medical centers, plus the university attraction, there is a large commuting pattern involving Fayetteville. There is currently no overall transportation system management (TSM) plan or provider to integrate services and minimize commuting impacts.

Increasing commuting patterns have also exacerbated the need for better east-west street connections. The topography first limited streets running east-west to short distances and without through connections with suburban locations. The built-up character of the urban area now limits east-west improvements.

It is envisioned that mobility will be increased throughout the region through greater intergovernmental cooperation, linking of land use decisions to transportation provisions and integrating and expanding multi-modal opportunities. Transportation systems will be linked among rural, suburban and urban areas so that commuters associated with work, shopping, receiving medical attention and university events can greater utilize van-pooling, car-pooling, park and ride lots, circulators and bus transit operations. East-west street connections will be improved within the northern, mid and eastern sections of the urban area.

Among the local population, greater mixed use will be utilized within newer developments in order to minimize external trips. More intensive activity areas and densely populated residential areas will be located in proximity to transit services. And neighborhoods and the entire community will be greater connected through increased provisions for multi-modal transportation including pedestrian, bicycle and transit.

INCREASING AFFORDABLE HOUSING. Historically, Fayetteville has enjoyed affordable housing. A wide variety of housing types and prices has been available due in part to an active market associated with the University, lower development costs and a good supply of older homes for recycling. Recent population growth pressures and new household formation have restricted the market supply for many types and prices of housing. The result has been increasing housing costs in sales and rentals.

Affordable housing has become an increasingly important issue for the elderly and other persons on fixed incomes and for the growing numbers of female-headed households and persons living alone. It is anticipated that transient and permanent population growth will increase the need for more affordable housing. While mobile/manufactured homes are permitted, their location is restricted. More conventional types of affordable housing are sought by the community.

It is envisioned that additional affordable housing will be scattered in location and integrated with the overall community and neighborhoods in avoiding the social ills of concentration. The private sector will be encouraged to provide an appropriate share of affordable housing in new residential developments in return for certain development incentives. These units will look similar to surrounding units and differ primarily in price/rents and income eligibility of occupants. The public sector will assist in the provision of affordable housing through the permitting of "granny" apartments, conservation of older residential areas and strategic investment in infill areas especially in the area between downtown and the University.

Chapter Four

LAND USE DESIGNATION

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CHAPTER FOUR - LAND USE DESIGNATION

FUTURE LAND USE DESIGNATION SYSTEM

CLASSIFICATIONS. Previous chapters of the General Plan have evaluated existing community context, quantified growth of various segments and characterized the shared vision for future land use. The proposed system for designating future land use includes four general classifications:

- Residential Areas (RA)
- Regional Employment Centers (RE)
- Environmentally Sensitive Areas (ES)
- University Areas (UA)

These four general designations of future land use do not necessarily change the number or nomenclature for specific uses related to the proposed Unified Development Code or Zoning Map. The following is a description of the kinds of uses to be included with each general land use category.

Residential Areas. The Residential Areas category encompasses all residential and supporting commercial uses. Small-scale institutional and public uses such as school, church and small developed park are also included. Zoning districts within the proposed Unified Development Code that are characterized as any of the following would be included:

- Single-family (acre lot) district
- Single-family (large lot) district
- Single-family (moderate lot) district
- Single-family (small lot) district
- Townhouse residential district
- Multi-family (low density) district
- Multi-family (moderate density) district
- Multi-family (high density) district
- Mobile home park district
- Limited office district
- Neighborhood commercial district
- Thoroughfare commercial district
- Planned unit development overlay district

Regional Employment Centers. The Regional Employment Centers category encompasses all regional commercial, large-scale business and industrial uses. Downtown commercial is included along with any residential use associated with downtown. Zoning districts within the proposed Unified Development Code that are characterized as any of the following would be included:

- Shopping center district
- Downtown commercial district
- Research industrial park district
- Light industrial park
- General industrial
- Planned unit development overlay district

Environmentally Sensitive Areas. The Environmentally Sensitive Areas category consists of all uses related to agriculture, open space, large-scale parks, water reservoirs and mineral extractive areas. Residential uses on an estate may also be included. Zoning districts within the proposed Unified Development Code that are characterized as any of the following would be included:

- Agricultural district
- Single-family (estate) district

University Areas. Due to the extensive and exempt character of the University of Arkansas-Fayetteville, all land holdings and uses are categorized separately. Zoning districts within the proposed Unified Development Code that are characterized as any of the following would be included:

- Public/institutional district (provided it is under UAF ownership)

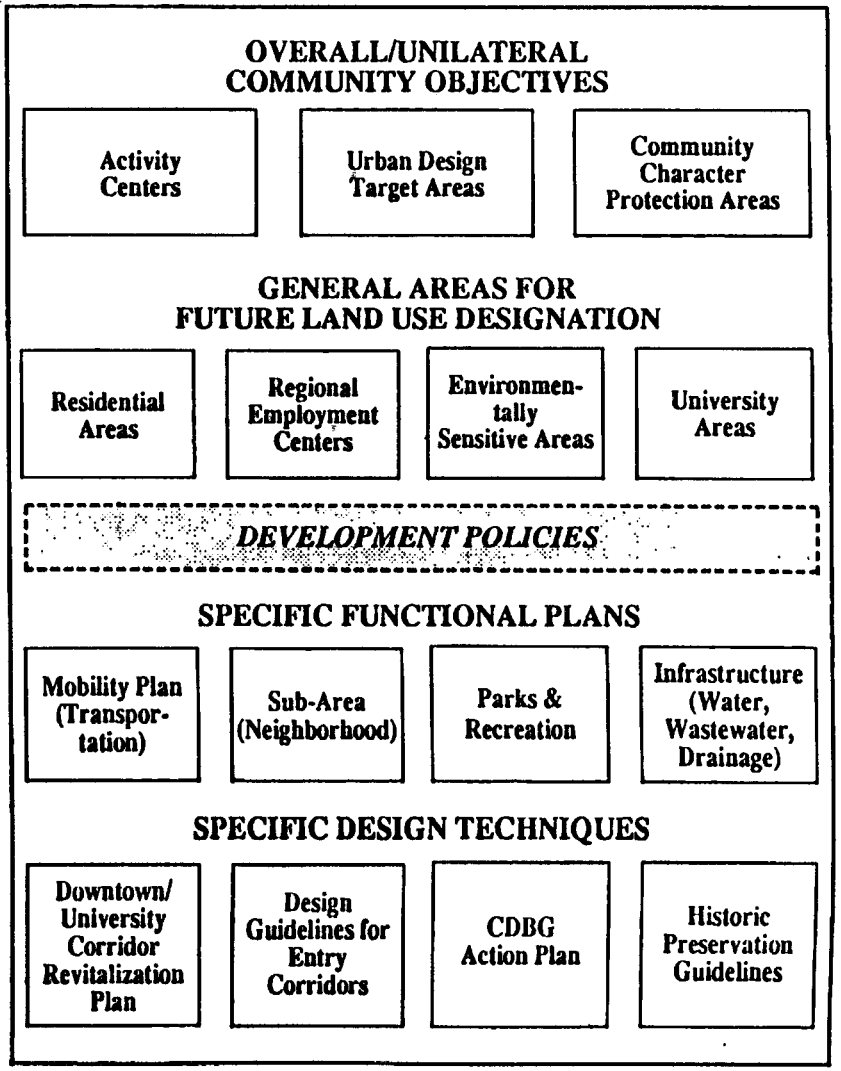
RELATIONSHIP OF CLASSIFICATIONS TO SPECIFIC USE. In reducing the number of classifications, the guide for permitting specific uses within each and the relationship between those uses is defined by a set of *development policies* for each classification. These policies describe the locational, site design and infrastructure adequacy objects in allowing specific uses.

RELATIONSHIP OF CLASSIFICATIONS TO OVERALL USE. Within one or more of the four general land use classifications, there may be overall/unilateral objectives for the formation of activity centers, application of urban design guidelines and protecting community character. When target areas are identified for each of these objectives, additional techniques for their implementation may be applied to *development policies* for specific use.

Activity Centers. Within the Residential Areas, Regional Employment Centers and University Area classifications, there is an overall objective to concentrate use and intensities/densities in identifiable activity centers. These activity centers are to have sufficient mass so as to create (1) greater efficiencies through increased scales of economy; and, (2) a synergism of collective activities that could not be achieved by any part.

Urban Design Target Areas. While there is the intent to improve design within all uses through specific site applications, there are target areas where overall design enhancement is desired. These areas include gateways and corridors currently. Others may be added at the City's discretion.

Community Character Protection Areas. There are areas of distinctly different character within the Planning Area. Due to continuing growth, most or all of these areas may be subject to change involving transition from rural to suburban to urban and undeveloped to developed to conserved/redeveloped. In minimizing impacts from change, there may be transition techniques applied to each area.



ACTIVITY CENTERS

PURPOSE. Activity centers are areas of concentrated uses with significantly higher intensities/densities than generally found throughout the community. These centers typically serve a greater community or regional population/market in addition to any intrinsic population/market.

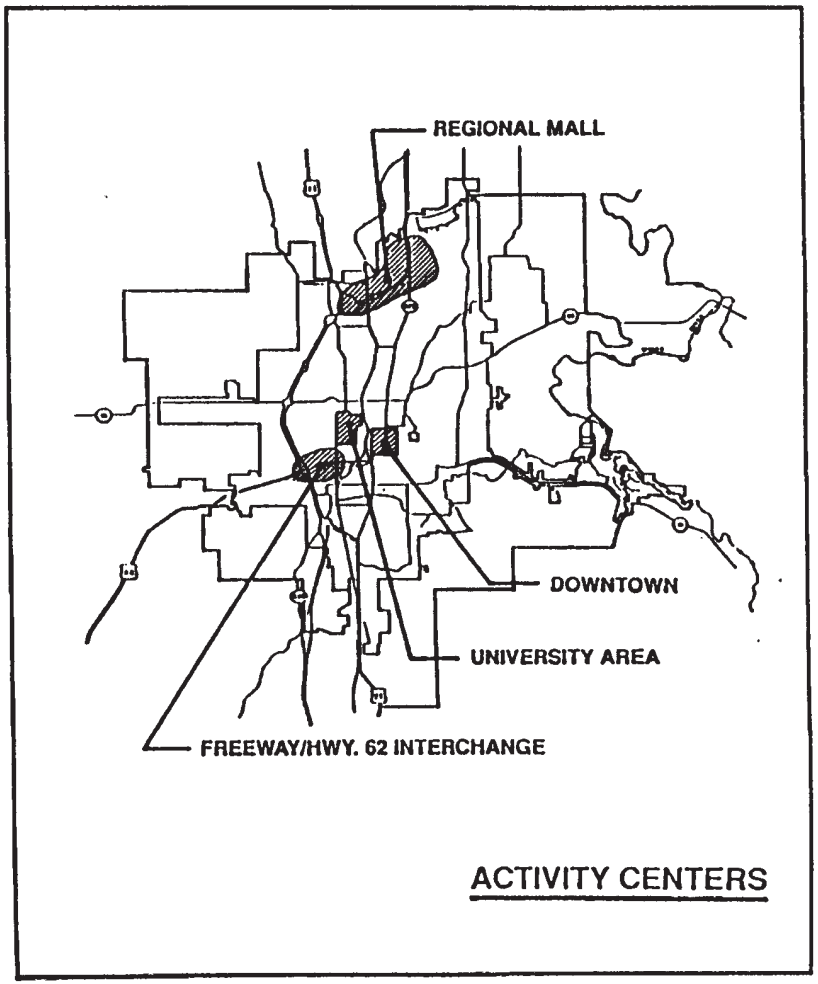
There are four identifiable major activity centers in Fayetteville currently. They include the following areas:

- Downtown
- University area;
- Regional mall; and,
- Freeway/Hwy. 62 interchange.

It is the purpose of the General Plan to recognize the individual and collective roles in the overall development of the community. It is a further purpose of the Plan to guide future activities within these activity centers in creating an integral economic, physical and psychological unit.

DOWNTOWN ACTIVITY CENTER. While downtown has lost its retail trade dominance and medical presence, the area has increasingly become a regional services center. Major financial institutions, hotels, conference center, personal services/business services, offices and governmental centers provide a diversified and stable base. The town square continues to provide major public space and its revitalization has encouraged several retail and entertainment establishments to remain on and near the square.

The continued growth of Fayetteville and the region overall provides opportunities to preserve and enhance downtown's role as a major activity center. The following strategies are recommended.



Preservation of Existing Retail Uses. There is a delicate balance of existing retail uses in downtown. Every effort should be made to protect and enhance these uses through group marketing techniques, management counseling and public-assisted rehabilitation financing. Competing uses should not be permitted in downtown (e.g. fast food establishments, wholesale/discounting establishments). Personal services and business services should be encouraged to locate in downtown.

Access. Automobile access to downtown is limited. Improved east-west access is essential. North Street improvement, Gregg Street extension and 6th Street improvement would individually and collectively improve east-west access downtown.

Parking. Parking is critical to downtown's success and most of the provisions must be publically provided. Too much surface area is dedicated to parking in downtown currently. Parking structures, although significantly more expensive, should be used in order to locate space more convenient to businesses, provide protection from inclement weather and enhance urban form. Remaining surface parking areas should be reused for new office space.

Use and Intensity. Downtown should be the most intensively developed area in the community. Downtown should be the regional services center. The area should serve as a governmental, financial and major office center with a supporting role as convention center. Personal and business services should be encouraged; however, retail trade should be limited. Industrial, wholesale/discount and certain residential uses should be discouraged. Future buildings should be multi-storied with a floor area ratio in excess of 1.0.

Incentive Development Financing. There is an increasing demand for office spaces within the urban area. The City should attract major office development downtown through public write-down of land costs, tax incremental financing and assistance in financing building rehabilitation

Urban Design. Future multi-story buildings and parking structures should require retail or public uses on the ground level. Multiple entries should be required to buildings with long fronts. Building lines should be located along the street so that there are no major setbacks. Where setbacks are necessary, they should be designed as public spaces with a pedestrian orientation. Public spaces, like the town square, should be located so as to create desired pedestrian pathways and gathering areas.

Residential Uses. Residential uses should be encouraged in and adjacent to downtown. High-density multi-family is preferable, although medium - density townhouses are acceptable. Apartments should be permitted above street-level commercial activities in existing buildings.

Relationship to Dickson Street. Dickson Street is an extension of both the downtown and UAF centers. Its primary role should be to serve as the regional entertainment area, a role which is strengthened by the recent opening of the Arts Center. Major restaurant improvements are also occurring in the area. Dickson Street should be conveniently accessed by pedestrian traffic from both the University and town square.

UNIVERSITY AREA ACTIVITY CENTER. In the past, UAF has been oriented toward the east or downtown side of the campus. The opening of the Expressway and availability of land in the direction of the Expressway contributed to the more recent expansion of the campus to the west. The proposed interchange involving the Expressway and Razorback Road will create a new entry to the campus, particularly for visitors attending special events. The decision to construct the newly opened Arts Center, which was jointly funded by UAF, on Dickson Street creates an opportunity to revitalize the area between the campus and downtown. Additional joint projects have been discussed such as a UAF-associated research park. Future joint recreational and parking facilities should also be considered. These and other projects will likely involve

greater use and design interaction between the campus and the surrounding area. The following strategies are recommended to guide this interaction.

Access. The traditional UAF entry along Dickson Street should be preserved and enhanced. A formal entry at the western end of Dickson Street marking the campus beginning should be constructed. Utilizing the Downtown/University Corridor Revitalization Plan as a guide, streetscape improvements should be made along Dickson Street. The streetscape should provide a unified appearance.

A corridor improvement plan has also been prepared for the Razorback Road entry to the campus. Park and Ride lots should be located along the southern portion of this corridor to handle traffic associated with special events at the University and the Arts Center. Transit circulator vehicles should be employed to move people between parking, special event and entertainment areas in downtown.

Parking. Public parking areas that have been and may be built in conjunction with the Arts Center should be jointly shared with the University. Additional parking areas should be located between the campus and the Arts Center.

Student Housing. While the University relies largely on the private market to provide additional student housing, the area between the campus and downtown should be targeted for high-density multi-family housing. Public write-down of land costs and infrastructure improvements utilizing Community Development funds is encouraged.

Retail Uses. No additional retail uses should be constructed in the UAF activity center unless they are located along Dickson Street. The same use restrictions should apply as noted in the downtown activity center.

Relationship to Downtown. A pedestrian-way that links downtown, the Arts Center and the University is recommended. The pedestrian-way should take a somewhat diagonal route across the existing street pattern.

REGIONAL MALL ACTIVITY CENTER. The Northwest Arkansas Regional Mall is the focal point of a major activity center that encompasses the Freeway and Hwy. 71 North interchange. Nearby office developments, the new North Hills Medical Park and multi-family housing make this the most diversified activity center.

The size and strategic location between Fayetteville and Springdale creates a prominent gateway. Interstate 71 ties into the Freeway and Hwy. 71 North in providing regional access. The confluence of the regional highway system, rail system and two growing urban areas will increase the demand for additional development in this area. Mostly large-scale developments are anticipated. The following strategies are recommended to guide this development.

Access. Convenient and free-flowing access is essential to the continued growth of the area. In order to maximize speed and maintain design safety, parallel access roads are recommended for major developments. Smaller developments should have their access grouped.

Use and Intensity. The regional mall activity center should serve as the regional retail center. In addition, the center should serve as the area of greatest diversification in the community including suburban offices/business parks, medical, light industrial and residential. Offices should have a maximum floor area ratio of 1.0. Residential densities should average about 18 dwelling units per acre.

Mixing of uses is encouraged in order to minimize trips, share parking and enhance overall design. Developments involving five

acres or more should be submitted as planned unit developments. Because this center encompasses a major gateway to the City, future uses within the designated area should comply with gateway objectives.

FREEWAY/6TH STREET INTERCHANGE ACTIVITY AREA. This activity center is the latest of the four. Still in a formative stage, more than half of its uses have occurred within the past five years. While the center is not as large or intensely developed as the other three, it gains its importance from the confluence of 6th Street, which leads to Campbell Foods, Hwy. 62 West, which serves the Farmington area, and Razorback Road, which marks the current terminus of the UAF campus. Extension of the Razorback Road corridor to the Expressway will further enhance the center's development. The following strategies are recommended to guide this development.

Expansion of the Center. Major topographic change constricts further westward expansion causing it to change from an open pattern to a more narrow alignment along the road. This change is not conducive to an activity center, and commercial development should be discouraged beyond it present position on the western side of the Freeway.

Expansion should further occur to the east. The extension of Razorback Road will provide added impetus to this direction.

Focal Area. The activity center acts as a corridor currently. Upon completion of the 6th Street/Hwy. 62 connection improvements, the City will have its first suitable east-west corridor. Completion of this corridor will strengthen the center as a gateway to the City. A focal area is needed by the center and intersection of Hwy. 62 and Razorback Road should provide this focus.

Urban Design. Within the focal area, future buildings should set back as much as possible from the road. Large-scale uses should be encouraged nearer the focus.

Use and Intensity. The center already includes lodging and food establishments. These are well suited to the center's character. Some industrial uses are also present; however, additional industrial, transportation services and warehousing should not be permitted within the center. Business park uses are desirable particularly along Razorback Road extended. Additional UAF uses are anticipated along Razorback Road extended. Floor area ratios should be in the .5 range for commercial uses.

URBAN DESIGN TARGET AREAS

PURPOSE. The emergence of major new developments along the periphery of the City/Planning Area provides an opportunity to create attractive and readily recognizable entries to Fayetteville. These entries are comprised of corridors within which focal points, or gateways, mark an area of transition. Within these target areas, urban design guidelines should be established that guide the traveler and provide a sense of place.

GATEWAYS. The following Major Gateways to Fayetteville are identified as subject to urban design guidelines:

- Expressway/Wedington Rd.
- Expressway/Razorback Rd. (Cato Springs)
- Expressway/Hwy. 71 North

In addition, the following Limited Gateways are identified as to subject to a limited number of the urban design guidelines:

- Hwy. 45/Crossover (265)
- Hwy. 16/Crossover (265)
- Expressway/Hwy. 62
- Expressway/Gregg St.

Major Gateways. In each of the three designated locations, the Major Gateways are associated with an interchange involving a limited-access regional thoroughfare. Each Major Gateway should have distinctive design characteristics announcing a more formal and attractive approach to Fayetteville. The following elements should be included:

- Specialized signage, lighting and landscaping announcing the approach;
- Guided placement of buildings, landscaping and signs so that they collectively form the gateway;
- Ingress/egress by individual uses should be limited; and,
- Limiting parking in front of uses to a maximum of 40 percent of the required total. Landscaping should be required in front parking areas as a buffer along the primary access.

Limited Gateways. Each of the Limited Gateways is an approach to a more specific area of Fayetteville and should identify the character of that area. Although at a less intensive scale, design elements should be similar to those under Major Gateways. Buildings should be more clustered in the Limited Gateways in order to maintain the scenic resources that exist in many areas.

CORRIDORS. The following Corridors are identified as subject to enhanced design guidelines:

- Razorback Rd. (Expressway to UAF)
- Dickson Street
- Hwy. 71 South (Airport to 6th Street)
- Hwy. 45 from City limit to Crossover Rd. (265)

Design guidelines for the Razorback Rd., Hwy. 71 South and Hwy. 45 corridors are identified in the City's Corridor Study; Design Guidelines for Entryway Corridors. Design guidelines for Dickson Street are identified in the City's Downtown and University Corridor Revitalization Plan.

COMMUNITY CHARACTER PROTECTION AREAS

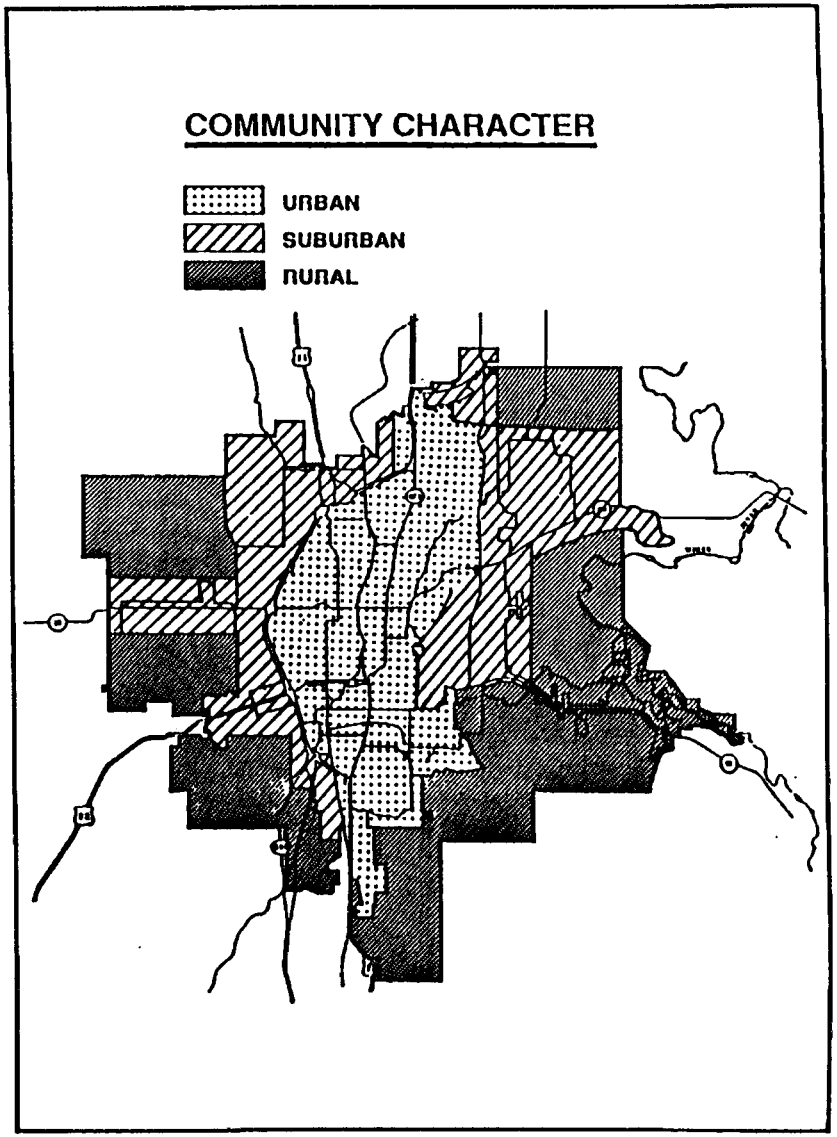
PURPOSE. Fayetteville and its Planning Area encompass large areas that are distinctly different in community character. While some of these areas are in transition, they are generally characterized at this time by the following:

- Urban Areas. Urban areas include highly intense use. They represent the greatest concentration of economic, institutional and residential activities. Economic activities include regional scale employment, shopping and services. Developable land is almost totally in use. Some locations may be subject to economic and physical decline, making them suitable for redevelopment.

- Suburban Areas. Suburban areas include light to medium intensity use. Economic activity is more neighborhood and community scale. Public infrastructure is often limited to primary and trunk line access. Development patterns may be scattered reflecting the transition from agricultural and natural use.

- Rural Areas. Rural areas are predominately natural and agricultural areas that are not currently subject to development pressures. Public infrastructure is usually limited to minimal road and water services. Development is generally limited to small, scattered residential locations.

The assumption is made that most of the present City will become urban/suburban in character ultimately, although pockets of rural character may continue to exist. Because of environmental constraints, major parts of the Planning Area will remain rural in character indefinitely. The General Plan seeks to preserve community character until conditions are more acceptable for a



gradual and less conflicting transition from one state to another may occur.

TRANSITION GUIDELINES. In order to protect the existing character, and, when change is appropriate, to facilitate the transition from one character to another, the following guidelines shall be applied.

Residential Density:
1. Suburban densities shall not exceed five units per acre overall; and,
2. Rural densities shall not exceed one unit per five acres overall.

Nonresidential Floor Area Ratio (FAR):
1. Suburban FAR shall not exceed .5; and
2. Rural areas may not contain nonresidential uses except by Conditional Use Permit. When granted a Conditional Use Permit, nonresidential development shall not exceed a .25 FAR.

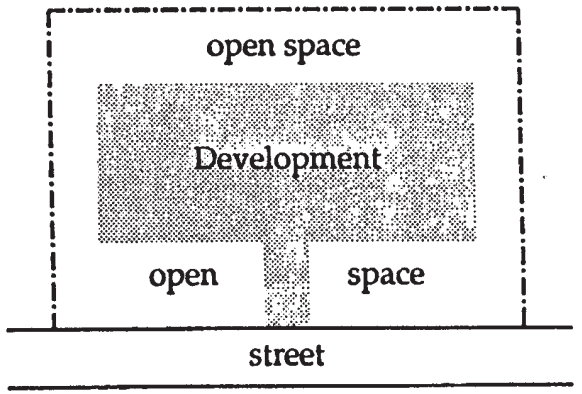
Wastewater Facilities:
1. Suburban development, residential and nonresidential, must access a public wastewater system; and,
2. Rural development, residential and nonresidential with a Conditional Use Permit, must have a public-approved individual disposal system as a minimum.

Open Space Provisions:
1. Suburban development shall meet the City's established open space requirements; and,
2. Rural development shall be encompassed on all sides by open space (except for access) in an amount of land that is at least 10 percent of the total area on each side and a cumulative of 50 percent of the total area. Only pervious areas should be counted as open space. Parking and storage areas should not be counted as open space.

CHANGE IN CHARACTER DESIGNATION The City may redesignate an area to a more intense character when it determines that one or more of the following conditions has occurred.

Suburban to Urban:
- 50 percent of the area's potential population has been reached;
- 35 percent of the area's potential land use is nonresidential; and,
- 35 percent of the potential development area is served by public wastewater facilities.

Rural to Suburban:
- 25 percent of the area's potential population has been reached;
- 18 percent of the area's potential land use is nonresidential; and,
- 18 percent of the potential development area is served by public wastewater facilities.



RESIDENTIAL AREAS LAND USE POLICIES

PURPOSE. Residential Areas (RA) are established for the primary purpose of providing living areas with supporting commercial uses and community facilities. The basic scale is the neighborhood which involves a variety of compatible dwelling unit types ideally centered around one or more of the following: school, community center, recreational facility and communal pedestrian space. Supporting commercial areas may be incorporated when their sales and services are primary to and in scale with adjoining residential neighborhoods. Scale and neighborhood proximity are determined by the "Non-Residential Development Scale Options."

Inherent in permitting any non-residential use in a Residential Area is use compatibility and design integration. The City must develop performance standards as part of its Unified Development Code to ensure compatibility and integration.

POLICIES—LOCATION. The following policies should be considered when locating overall developments and specific uses within, if mixed.

Roadway Accessibility. The more dense the residential use (i.e. dwelling units per acre) the more direct access should be to a proportionately larger roadway. One- and two-family dwelling units located in urban and suburban areas should be accessed by local and collector roadways. Multi-family should be accessed by arterial roadways.

For any permitted non-residential use, the more intense (i.e. floor area ratio) the more direct the access should be to a proportionately larger roadway. Commercial uses should be located typically on arterial roadways as a minimum.

Where a mixed use (residential/commercial) is permitted within a planned unit development, commercial uses should be located so that their access does not impair the integrity and safety of the residential portion. Commercial uses should be located so that their access is oriented to serve the adjacent residential market primarily and any pass-by market secondarily.

Alternative Transportation Mode Accessibility. Developments involving higher densities and intensities, particularly large-scale developments, should be located along common roadways that may accommodate future bus transit services. While bus transit services are currently provided on a limited basis by UAF, expansion of some public system should be anticipated and transit service corridors identified by the City now.

Pedestrian and bicycle travelways should also be identified in an overall community connecting pattern. Residential locations should include access to such travelways in serving both external and internal traffic. Pedestrian and bicycle travelways should link residential areas with nearby community facilities, commercial and institutional areas.

Community Amenities Accessibility. Future residential areas should be located in coordination with one or more community amenities. The higher the density and the larger the scale, the greater the level and diversity of amenities. Residential areas should be located so that they maximize access by number of persons, convenience and safety.

Retail and Services Commercial Accessibility. In order to reduce the number of trips between home and shopping, residential areas should be located in proximity to neighborhood and community

commercial uses. Ideally, commercial uses would be located central to several residential neighborhoods. There should not be major barriers such as regional thoroughfares, large inaccessible open space separating, etc.

POLICIES—DESIGN. The following policies should be considered in the design of overall developments and specific uses within, if mixed.

Village Scale. All residential areas should develop at a village scale. Dwelling units should be placed closer together and nearer the street. Dwelling units should be grouped in relatively small to medium numbers. Common open space areas should be included with groups.

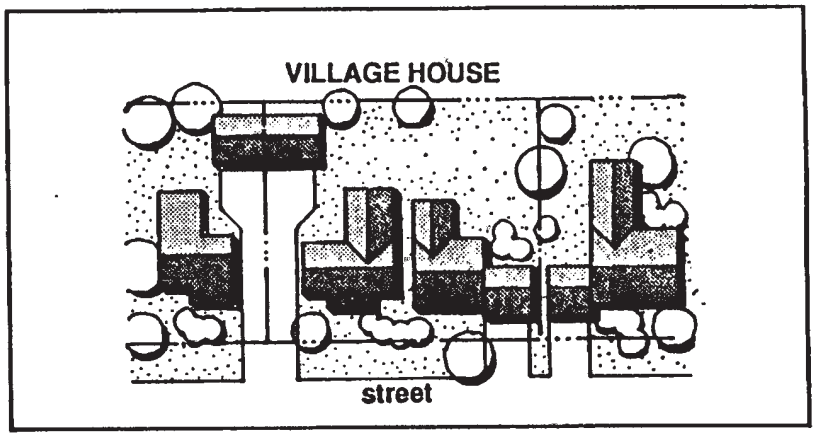
Housing Type Groups. Distinctive types of housing (one-family versus multi-family) should be grouped separately whenever more than one type is included in a development.

Mixed Use. Mixed uses should be encouraged only when they are submitted as a planned unit development.

Community Facilities. Community facilities should be located central to residential developments. Community facilities should be designed so that the village's pedestrian circulation is incorporated.

Architectural Design. While architectural diversity is desirable, the overall blending of construction materials, furnishings, lighting, landscaping and signage is encouraged.

Infrastructure Availability. Adequate public provisions for water, wastewater and roads should be available at the start of and proportional to the demand of new developments.



REGIONAL EMPLOYMENT CENTERS LAND USE POLICIES

PURPOSE. Regional Employment Centers (RE) are established for the primary purpose of providing compatible locations for employment centers involving production, sales and distribution for regional markets. They also involve provision of major services by businesses, institutions (other than UAF) and governments. They represent non-residential areas of high intensity and magnitude. They typically serve as the primary centers for cultural, entertainment and communications.

POLICIES—LOCATION. The following policies should be considered when locating overall development and specific uses within.

Roadway Accessibility. Due to the regional market and the high level of daily vehicular trips, Regional Employment Centers should be located on regional and arterial roadways. The larger/more intensive the commercial use, the greater the need to locate at the intersections of regional/arterial roadways. Larger and more intensive commercial uses should be located nearest the regional/arterial access and special traffic controls should be provided so that vehicles can be quickly and safely integrated with the regular traffic flow.

Alternative Transportation Mode Accessibility. Regional Employment Centers should have associated with them alternative transportation modes. These may include provisions for van-pooling, car-pooling and private shuttle. Off-site parking areas should be located along regional and arterial roadways.

Regional Retail and Services Location. Additional regional retail and services should be located only within the existing Activity Centers as permitted.

Suburban Office Location. Suburban offices should be grouped so that they form business parks. Business parks may be located in proximity to residential areas and may be used to separate residential areas from other high intensity commercial uses.

Industrial Location. Light industries should be grouped so that they form industrial parks. Industrial parks should be located along major arterial roadways that lead to regional roadways without passing though residential areas.

Governmental Location. Governmental uses involving primarily administrative and judicial functions should be located in the Regional Employment Center created by downtown.

POLICIES—DESIGN. The following policies should be considered in the design of overall developments and specific uses within, if mixed.

Building Visibility. Buildings situated along regional and arterial roadways should be placed on their site so that only the primary/front entry is visible from the roadway.

Associated Use Groups. Within shopping centers and business parks, uses that are commonly associated with one another should be grouped so that internal to internal trips may be made conveniently by pedestrians. Well designed pedestrian-ways should link these uses.

Large-Scale Developments. Shopping centers, business parks, medical parks, industrial parks and mixed uses should be approved as planned unit developments in order to assure the overall integration of design and use.

Common Access and Circulation. Individual lots should be encouraged to use common access and circulation. These may take the form of frontage roads and cul-de-sac type roads.

Parking. Specific parking objectives have been identified in Gateway design applications. In additional all parking areas should be encouraged to locate to the side and rear of buildings. Fronts should be left in landscaped and pedestrian-oriented areas in making them more attractive visually. Development incentives should be provided for uses that minimize and/or attractively buffer front parking.

Architectural Design. Within centers, parks and other groupings of buildings, the overall blending of construction materials, furnishings, lighting, landscaping and signage is encouraged.

Because of the scenic beauty of Fayetteville and the many vistas available, the placement of buildings should protect the viewshed. When developments occur within prominent natural features, their design should be integrated with minimum disturbance.

Infrastructure Availability. Adequate public provisions for water, wastewater and roads should be available at the start of and proportional to the demand of new developments.

Drainage. Because nonresidential uses often involve larger areas of impervious surface (e.g. parking areas, buildings) additional stormwater run-off is created. Unless adequate public off-site provisions are available, adequate on-site provisions should be provided for each development's increase and its share of any existing unmanaged uphill source.

ENVIRONMENTALLY SENSITIVE AREAS LAND USE POLICIES

PURPOSE. Environmentally Sensitive Areas (ES) are established for the primary purpose of protecting areas that are essential to the ecosystem and where development would damage their fragile state. Included are such areas as drainageways, water reservoirs, wetlands, areas of unsuitable soils and slope, wildlife habitats, water aquifers, etc. Environmentally Sensitive Areas are also established to protect and provide major open space, parkland, scenic areas and production areas involving crops, livestock and resource extraction. Estate residential and public controlled waste disposal uses may occur with conditional approval.

POLICIES—GENERAL. The location, nature and extent of Environmentally Sensitive Areas are predetermined with the exception of residential estates, resource extraction and future parkland. Changes in designation of predetermined areas should occur only when a Level Two Environmental Impact Statement is provided and approved. Resource extraction uses should be permitted on an annually renewable basis.

Estate Residential. Single-family estate residential may be located on a conditional basis in areas which are determined to be environmentally suitable. Excluded areas involve flood-prone areas/wetlands, designated wildlife areas and areas of unsuitable soils and slope.

Estate residential developments should contain no more than eight dwelling units in one grouping. Groupings should not exceed more than one grouping per 40 acres.

Removal of ground cover and alteration of slopes should not occur beyond 100 feet of any building envelop. Roadways, drives and parking should be constructed at grade to the maximum extent possible.

UNIVERSITY AREAS LAND USE POLICIES

PURPOSE. Areas specifically controlled by UAF are exempt from Fayetteville land development regulations; however, the areas contiguous with the campus(es) are subject to City policies. The University Areas (UA) are established for the primary purpose of integrating land use, access and design with the University's campus. Because of its major impact on the physical, economic and social fabric of the community, the University should be encouraged to cooperate with the City in development decisions. Similarly, the City should endeavor to protect the integrity of the campus access and boundaries and to provide logical areas for expansion.

POLICIES—GENERAL. The following policies should be considered when coordinating University and surrounding area uses.

Campus Boundaries Alignment. With the exception of the western side, existing campus boundaries are irregularly defined. The City and University should work together to realign campus boundaries in a clearer and less interrupted manner. Where possible, streets should be used for campus boundaries.

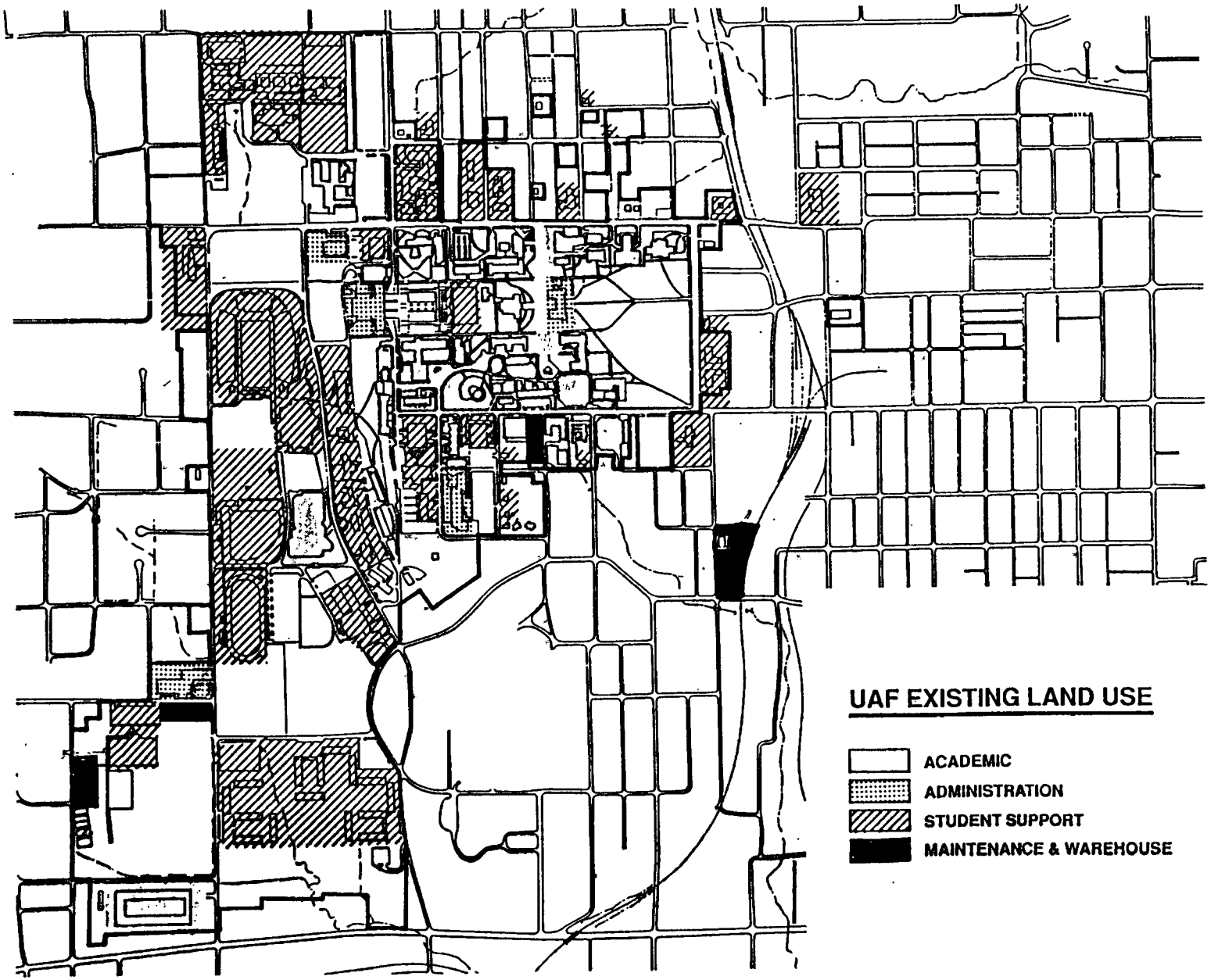
Use Compatibility. Campus land use and adjoining off-campus land use are relatively compatible in most areas. Some blending of residential areas has occurred along the northeastern side. Additional University- and privately-provided multi-family housing should be encouraged along the eastern boundary. This is a change in current policy which is allowing privately-provided housing to expand northward, while recent on-campus married student housing is located to the southwest.

Where incompatibilities between on- and off-campus uses occur, open space and community facilities buffers should be employed. Student parking areas should be minimized in private residential areas.

Deterioration of Older Areas Adjacent to the Campus. Due to age and declining demand/prices, some older areas are deteriorating through disinvestment. The City should reinvest in the area's infrastructure and assist in rehabilitation financing. Rehabilitation standards should be established that encourage occupants to remain.

Vehicular Circulation Improvement. Currently there are no good circulation patterns around the campus, particularly in an east-west direction. The Razorback Road corridor will improve circulation along the western boundary. The City and University should cooperate in improving circulation along the other boundaries. The northern boundary is a priority for both the campus and the entire community.

Fairgrounds Relocation. While the existing Fairgrounds are under separate governmental control, proximity of the site to UAF's campus (experimental farm) makes the site desirable for University-related use. A jointly sponsored research park is one option for the site provided that the Fairgrounds could be relocated.


UAF EXISTING LAND USE
ACADEMIC
ADMINISTRATION
STUDENT SUPPORT
MAINTENANCE & WAREHOUSE

FUTURE LAND USE MAP

AREA ENCOMPASSED. Future land use is mapped for the City and the unincorporated Planning Area. No distinction in boundaries and uses between the two is made. Although Fayetteville does not determine zoning within the unincorporated Planning Area, the City will want to coordinate land use and infrastructure provisions between the two areas.

AREA REQUIRED FOR GROWTH. Of the current 12,182 acres remaining in open space and agricultural use, between 4,400 and 5,600 acres will be required for development purposes by the year 2010. Another 900 to 1,100 acres will be required for additional major roadways. The total land use demand by the planning horizon year will be all but 5,500 to 6,900 acres of the available land. The projected demand means that less than 20 percent of the total area of the combined City and Planning Area will remain undeveloped. This remaining 20 percent approximates the undevelopable portion of the combined area.

The following is a summary of future land use recommendations.

Residential Areas. Virtually all of the area west of the Freeway is recommended for residential and supporting commercial use. The greatest densities are anticipated north of Wedington Road due to the more favorable topography, soils and access. An extensive road system must be developed to serve this area.

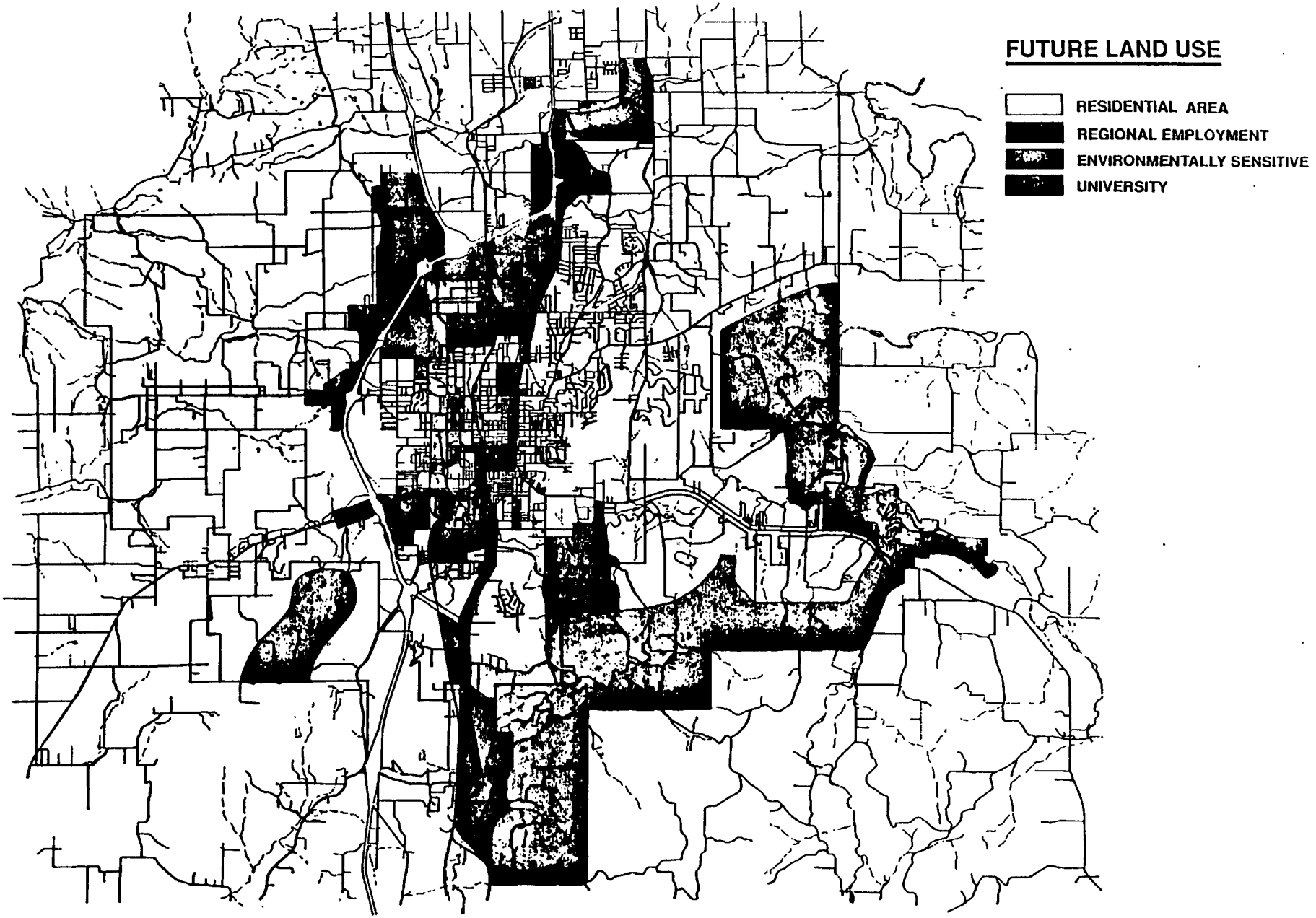
The eastern portion of the combined City and Planning Area is recommended for residential and supporting commercial use. Due to topographic constraints, densities will be lower than the western growth areas.

Regional Employment Centers. Because of the predominately north-south orientation of the regional transportation system, Regional Employment Centers are located mostly along the Freeway and U.S. Hwy. 71. The most intense of the RE Centers is associated with downtown. The combined attraction of Fayetteville and Springdale creates the largest and most diversified RE Center around the confluence of I-71, Freeway and U.S. Hwy. 71 North.

Current industrial activities are largely associated with the 6th/Hwy. 16 corridor. In the future, a major industrial location is anticipated in the northwest area where there is greater access to the regional transportation system.

Environmentally Sensitive Areas. Environmentally Sensitive Areas are located primarily along the eastern and southern margins of the Planning Area. These are the areas with the more severe topographic and flooding constraints. Smaller ES Areas are found in the Southwest and around Lake Fayetteville.

University Areas. There are three general areas where UAF facilities are located. These are predetermined locations.


FUTURE LAND USE
RESIDENTIAL AREA
REGIONAL EMPLOYMENT
ENVIRONMENTALLY SENSITIVE
UNIVERSITY

NONRESIDENTIAL DEVELOPMENT SCALE OPTIONS

PURPOSE. In order to maintain proportionality between nonresidential developments and the residential area which they serve, Fayetteville may impose a Development Scale. The development scale establishes the relative size, in floor area, that any group of buildings in a center or park or any individual building may exhibit. The development scale also establishes an optimum distance (service area) between supporting commercial and residential locations.

APPLICABILITY. The development scale shall apply to the following:

- The development scale shall apply to all nonresidential groups of buildings in centers. A center is defined as a nonresidential development containing more than one building on a single lot.
- The development scale shall apply to all nonresidential groups of buildings in parks. A park is defined as a nonresidential subdivision.
- The development scale shall apply to all nonresidential individual buildings.

LOCATIONAL RELATIONSHIPS. The following standards shall be utilized in calculating the optimum spacing or service area between supporting commercial centers and residential locations.

- Regional = 30,000 population or 5-10 miles
- Community = 10,000 population or 3-5 miles
- Neighborhood = 3,000 population or 1-3 miles*
- Convenience = 500 population or 1 mile*

**May be included within a large-scale residential development as a Condition Use if submitted a s a planned unit development.*

NON-RESIDENTIAL DEVELOPMENT SCALE
City of Fayetteville

DESIGNATION	Max. Area Center/Park	Each Bldg.
Regional	300,000 s.f. or more	N/A
Community	100,000-300,000 s.f.	100,000 s.f.
Neighborhood	15,000-100,000 s.f.	25,000 s.f.
Convenience	less than 15,000 s.f.	6,000 s.f.

USE IMPACT ADJUSTMENTS OPTIONS

PURPOSE. The Future Land Use Designation System integrates the overall community through the appropriate transition of uses and enhanced site design. Where more contrasting change occurs, the following use impact adjustments establish options for mitigating adverse impacts.

APPLICABILITY. The use impact adjustments options mitigate the impact where the four general classifications — Residential Areas, Regional Employment Centers, Environmentally Sensitive Areas and University Areas — are contiguous. The options also apply between specific uses in new areas and between new and existing uses in infill and redevelopment areas.

SPECIFIC USE IMPACT. Within and between the four general classifications, the location of specific uses is guided by use impact adjustments. Where more contrasting uses are contemplated within proximity of one another, they should be characterized according to the following degree of impact:

- Low Impact (LI);
- Medium Impact (MI);
- High Impact (HI); and,
- Not Allowed (NA)

Depending on the degree of impact, three sets of conditions for mitigating the impact to the point of acceptability are established. More than one mitigating action in each of the sets of conditions may be required and some may not be available on a case by case review.

Set 1 Mitigation Conditions. One or more of the following may apply.

- Collector or greater roadway separating.
- Open space between the two uses; Open space must constitute 15 percent or more of the total land area of the adversely impacting use and be in addition to all other open space requirements for the adversely impacting use.
- Minor density landscaped buffer separating.
- Neighborhood-scale office separating.
- Integration of architectural style and massing.
- Neighborhood park separating.
- Integration of site including relocation and screening to rear yard, more pedestrian orientation, landscaping and sign and lighting reduction.

Set 2 Mitigation Conditions. One or more of the following may apply.

- Minor arterial or greater roadway separating.
- Open space between the two uses; Open space must constitute 25 percent or more of the total land area the adversely impacting use and be in addition to all other space requirements for the adversely impacting use.
- Medium density landscaped buffer separating.
- Neighborhood- or community-scale mixed use separating.
- Community park separating.
- Community center or school separating.
- 100 percent opacity decorative wall surrounding.
- Medium trip reduction measures.

Set 3 Mitigation Conditions. One or more of the following may apply.

- Principal arterial or greater roadway separating.
- Open space between the two uses; open space must constitute 50 percent or more of the total land area of the adversely impacting use and be in addition to all other open space requirements for the adversely impacting use.
- Major density landscaped buffer separating.
- Institutional use separating.
- Urban park separating.
- Major trip reduction.

RELATIONSHIP OF USE IMPACT AND MITIGATING CONDITIONS. The following chart identifies the degree of impact between various uses using the symbols LI, MI, HI and NA. The chart also identifies one of the three sets of conditions for mitigating the impact to a point of acceptability.

IDENTIFICATION OF USE IMPACT AND MITIGATION
Fayetteville Planning Area

	Low Density Residential	Medium Density Residential	High Density Residential	Conven./Neighb. Commercial	Community Commercial	Regional Commercial	Business Park	Institutional	Light Industrial	Heavy Industrial
Low Density Residential			LI-1	LI-1	MI-2	HI-3	MI-2	MI-2	HI-3	NA
Medium Density Residential			LI-1	LI-1	LI-1	HI-3	LI-1	MI-2	HI-3	NA
High Density Residential	LI-1	LI-1		LI-1	LI-1	MI-2	LI-1	LI-1	HI-3	NA
Conven/Neighb. Commercial	LI-1	LI-1	LI-1			NA	LI-1		MI-2	LI-1
Community Commercial	MI-2	LI-1	LI-1				LI-1		MI-2	MI-2
Regional Commercial	HI-3	HI-3	MI-2	NA			LI-1	MI-2	MI-2	HI-3
Business Park	MI-2	MI-2	MI-2	LI-1	LI-1	LI-1			MI-2	HI-3
Institutional	MI-2	MI-2	LI-1			MI-2			MI-2	HI-3
Light Industrial	HI-3	HI-3	HI-3	MI-2	MI-2	MI-2	MI-2	MI-2		
Heavy Industrial	NA	NA	NA	LI-1	MI-2	HI-3	HI-3	HI-3		

Source: RM Plan Group

COMMUNITY AMENITIES OPTIONS

PURPOSE. In creating a more livable community, Fayetteville seeks opportunities/provisions that enhance the area's natural aesthetics, recreational and cultural enjoyment and preservation of special resources. For the purpose of the General Plan, these opportunities/provisions are collectively identified as Community Amenities.

Community Amenities are distinguished as available to everyone within Fayetteville and the Planning Area; therefore, they are generally public in nature. Privately held amenities are also an important element in the area's enrichment and the General Plan seeks to integrate the two.

COMMUNITY AMENITIES INCLUDED. Community Amenities for which the City may make special provisions include the following;

- Open space;
- Viewsheds and viewpoints;
- Wildlife and native plant protection areas;
- Landscaped and monumental features;
- Parks and recreational facilities;
- Cultural, educational and entertainment facilities; and,
- Pedestrian trails and bikeways.

COMMUNITY AMENITIES DESIGNATION A system of Community Amenities is designated herein for guiding their location and design character. These amenities represent a compilation of opportunities/provisions identified within the following General Plan elements: (1) Parks, Recreation and Open Space; (2) Schools; and, (3) Environmental.

The system is designed so as to provide overall integration and effect throughout Fayetteville and the Planning Area. It generally includes a greater public provision of amenities to foster a greater sense of community and attract more desirable types of development. Private provision of amenities, either singularly or in public partnership, may occur with City approval. Developments not associated with the Community Amenities system may occur under conventional applications; however, they may be discouraged from the provision of amenities other than approved open space areas and trails.

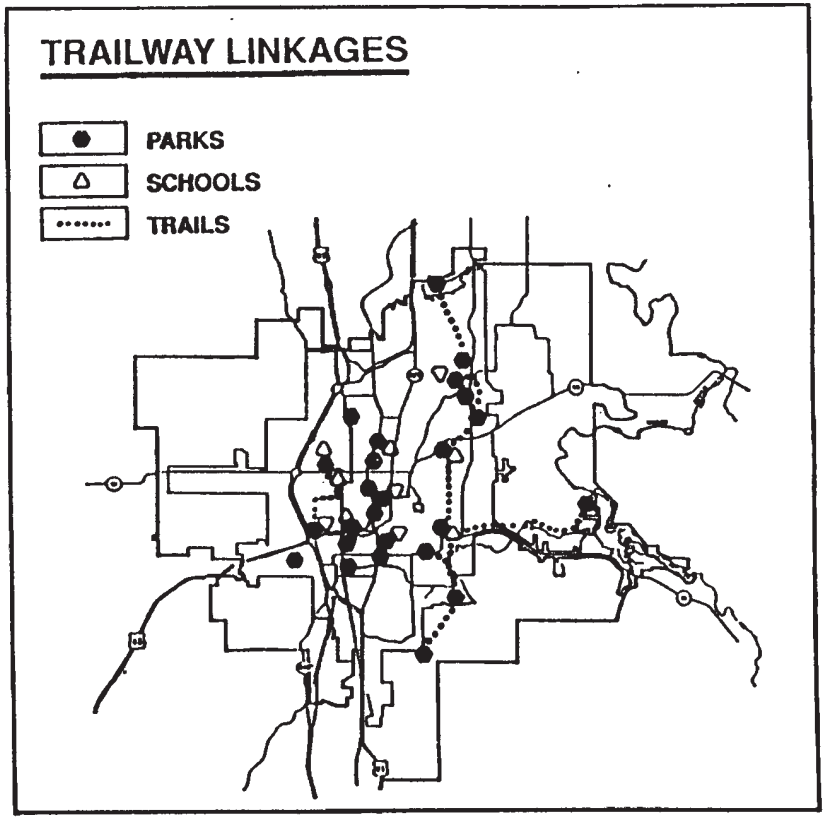
To the extent that private development meets the objectives of the Community Amenities system, the City may grant incentives through higher densities, higher floor area ratios and greater mix of uses. The City may also intensify provisions for public infrastructure when cost/benefit of such provisions is determined to be greater than normal.

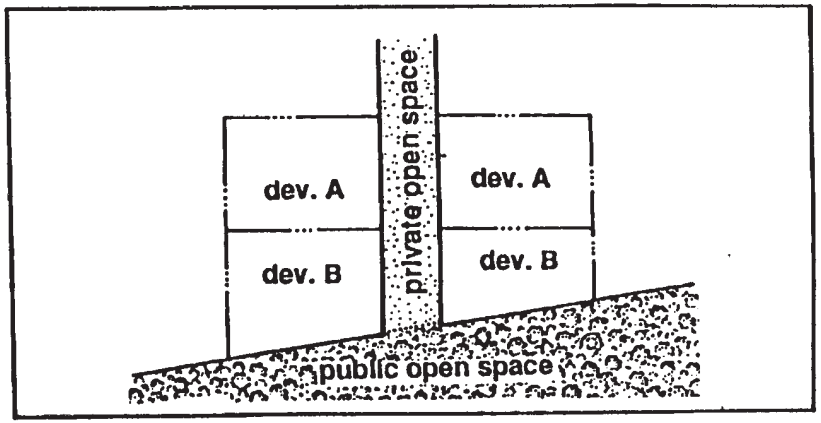
Open Space / Pedestrian Trails & Bikeways Provisions

1. Where approved private open space and other designated amenities are provided, they shall be linked with adjacent public open space and other publicly provided amenities. With City approval, private provisions may connect through one another in linking with public provisions. All private developments cooperating in the open space connections may receive the benefit of any public incentives just as though they were adjacent.

2. The design of all approved private open space connections shall be fully integrated with the public provisions so as to create a continuous physical flow and appearance.

3. Where private development encompasses a ridgetop, the development may occupy 50 percent or less of the ridgetop area when the remaining 50 percent or greater is established as City-approved open space.





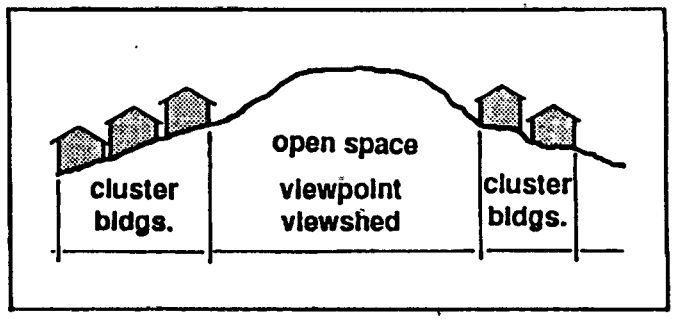
4. When approved private open space is used for drainage purposes, the drainageway may occupy 50 percent or less of the open space, subject to the City's drainage requirements.

Viewsheds and Viewpoints

1. Buildings and other structures shall be placed on the site so as to maximize the open sight line of viewsheds and from viewpoints.

2. Parking areas for more than ten vehicles shall be located so as to maximize the open sight line of viewsheds and viewpoints.

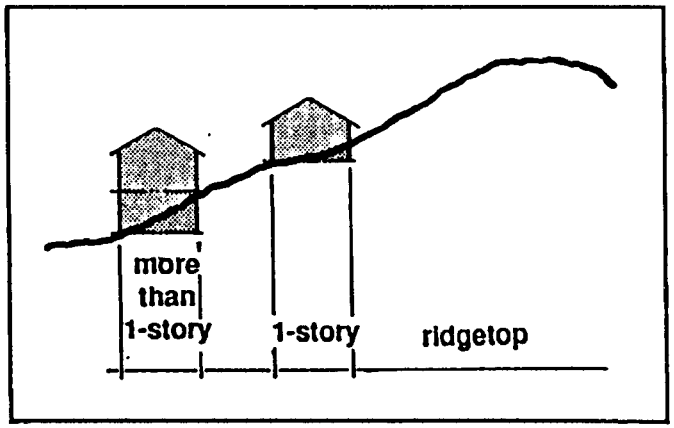
3. Buildings of more than one floor level shall be placed at the lower elevation of the site while buildings of only one floor shall be placed at a higher elevation.



Wildlife and Native Plant Protection Areas

1. Where significant wildlife and native plant habitats are identified by the City, it may designate them as protection areas. Through whatever agreements and/or financial arrangements the City may make to procure the protection of these areas, development may be further restricted of prohibited.

2. Where development may occur adjacent to such protection areas, the City may request that some or all of the required private open space be placed and designed so as to buffer the protection area.



Landscaped and Monumental Features

1. Where public areas of ornamentation, tribute, solace or celebration are identified by the City, it may request that some or all of the required private open space and landscaping be placed and designed so as to buffer the feature and integrate the two.

2. Adjacent developments shall provide access to public features through vehicular and pedestrian circulation in a manner approved by the City.

Parks and Recreational Facilities/Cultural, Educational and Entertainment Facilities.

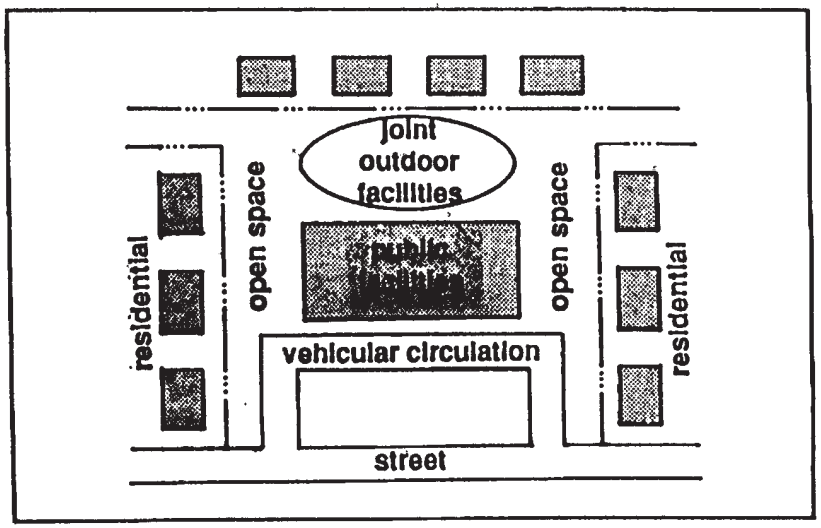
1. Where the City has designated a site for parks and recreational and/or cultural, educational and entertainment facilities, future uses on adjoining sites shall meet the following criteria as applicable:

   a. Within the downtown and University areas, residential and nonresidential adjoining uses are appropriate;

   b. Outside the downtown and University areas, residential uses are appropriate to facilities that serve primarily the residential population; and,

   c. Outside the downtown and University areas, nonresidential uses may be permitted when a facility is intended to be shared with commercial and industrial/business employees or serve as a buffer to such uses.

2. Future residential developments on adjacent sites shall be oriented and designed so as to integrate the two sites in a village fashion. Pedestrian circulation shall be maximized between the two sites. Joint provisions for outdoor activities, child care and meeting space shall be encouraged. Architecture, landscaping, lighting and signage shall be coordinated in a unifying manner.



AFFORDABLE HOUSING BONUS OPTIONS

PURPOSE. Most of Fayetteville's earlier affordable housing was attractive to starter families with modest but potentially growing incomes. Today, the need for affordable housing is also applicable to individuals and families on fixed incomes such as the elderly, the growing number of single, female-head households and persons in public-assisted programs such as Section 8.

Fayetteville seeks to continue the provision of affordable housing within the City and its Planning Area. Provisions are sought that encourage more affordable housing utilizing conventional construction methods and locations within conventional settings. Fayetteville further desires to avoid the detrimental social, economic and physical effects of concentrating affordable housing. A more compatible, integrated approach with the community is desired. In order to minimize the impact on public funding, private incentives are sought.

APPLICABILITY. The City may apply the following conditions for approval and incentive.

1. Any unit that is publicly subsidized may qualify for an on-site bonus of one additional dwelling unit above the permitted density of the zoning district.
2. Any unit that meets the income, age, residency and tenure requirements of the City may qualify for an on-site bonus of one additional dwelling unit above the permitted density of the zoning district.
3. With City approval, affordable housing may be constructed in Urban and Suburban Areas.
4. With City approval, a development may contain up to 25 percent of its total dwelling units as affordable housing.

LOCATIONAL AND DESIGN CRITERIA. Affordable housing units shall be scattered throughout the development in a manner that integrates them with all other units in the development. The exterior design and construction of affordable units shall appear similar to all other units in the development. Affordable units may be smaller in size than all other units in the development provided that their size, arrangement, and number does not violate applicable building and zoning codes.

Subject to City approval, developments of affordable housing exclusively may be permitted. Such developments shall not contain more than ten dwelling units, including any permitted bonus. When constructed separate of other types of residential development, affordable housing shall be compatible in design with other approved affordable housing.

Chapter Five

CAPACITY OF GROWTH

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CHAPTER FIVE - CAPACITY OF GROWTH

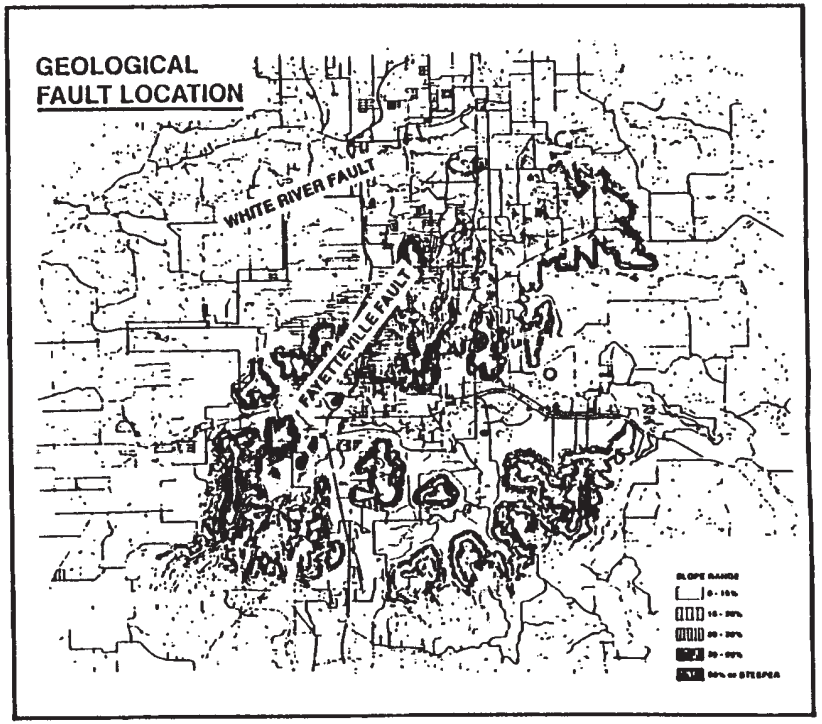
ENVIRONMENTAL RESOURCES

GEOLOGICAL HISTORY. The City of Fayetteville is located on the northwestern edge of the Boston Mountains along the southeastern rim of the Springfield Plateau. Elevations within Fayetteville range between 1100 to 1500 feet above sea level.

The eastern and southern portions of the area are hilly uplands characterized by domelike formations. The portions to the west and north are more level and consist of deep soils.

Most of Fayetteville is underlain by black shale and Boone limestone of Mississippian and Morrowien age. The rock is dense and somewhat resistant to weathering. Where exposed to the surface this rock has created some prominent natural features.

There has been little folding where some sub-surface areas have been pushed up and folded over adjoining areas. There has been faulting wherein sub-surface areas have separated creating a fault line or crack along which one area can move independent of another. Two such faults have been found within the general Fayetteville area. The Fayetteville fault dissects the middle of the city from southwest to northeast. The White River fault runs west-east along the area between Fayetteville and Springdale. No activity has been experienced in either of these faults in recorded history. Major development along these faults should include seismic engineering.



SOILS. Soils with steep slopes or in floodplains would be best utilized in their natural state. Development of these areas should be restricted to open space, passive recreation, conservation and rangeland. If development of a more restrictive area is unavoidable, strict performance standards should be established and adhered to in minimizing deterioration of the environment.

Fayetteville soils are classified in this report based on the Soil Capability Classes identified by the U.S. Soil Conservation Service. These classifications illustrate a soil's suitability for farm and urban uses based on the limitations of the soils, the risk of damage when they are used, and the way they respond to treatment. The soils are further classified according to degree and kind of permanent limitation. There are 8 classes in the system ranging from Class I soils that have few limitations restricting their use, to Class VIII soils that have severe limitations which generally restrict their use to conservation, range, open space or passive recreation. There are no Class I, II, or Class VIII soils within Fayetteville or its Planning Area.

The classes of soils mapped for this analysis include Class III, IV, V, VI, and VII. The soils delineated in each of these 5 classes are characterized by properties that limit their suitability for development due to high seepage rate, shallow bedrock, severe slopes, flood hazard and low permeability.

Soil characteristics are widely varied in Fayetteville and its Planning Area. The variety is due to the contrast of upland topography to the south and east with its uplifted, faulted and eroded conditions and the flatland topography to the north and west where mixed alluvial soils are found.

The most restrictive soils are generally found in association with the more severe slopes and higher elevations. Some restrictive soils are found in areas subject to flooding. The Soils Analysis Map identifies four major areas where soils are more restrictive:

- Southwest quadrant of the Planning Area. Almost the entire quadrant is covered by the most restrictive soils. Moderately restrictive soils occupy the area between Wedington Drive and US Hwy. 62 west of the J.P. Hammerschmidt Expressway.

- Southeast extreme of the Planning Area. Included are pockets of the most restrictive soils around the Country Club and along the West Fork of White River.

- Eastern edge of the existing city limits. A large mass of the most restrictive soils is located between Mission Blvd. and Crossover Road. The area is partially developed with residences.

- Northeast edge of the older city area. Pockets of the most restrictive and moderately restrictive soils are located in the triangle formed by North College Avenue, Old Wire Road and Township Street. The area is partially developed with residences.

Generally the western and northern-most portions of the Planning Area contain soils with few restrictions. Soils are sufficiently permeable to be suitable for septic tank. Perched water table occurrences are more frequent in the extreme west. Some water table restrictions are found in the extreme east as well.

SOIL/SLOPE CHARACTERISTICS
City of Fayetteville

Class III	Soils	Slope Category
AeC	Allegheny gravelly loam (3-8% slopes)	a
AeC2	Allegheny gravelly loam, eroded(3-8% slopes)	a
AlC2	Allen loam, eroded (3-8% slopes)	a
ApC2	Apison loam, eroded (3-8% slopes)	a
AsC2	Apison gravelly loam, eroded (3-8% slopes)	a
BaC	Baxter cherty silt loam (3-8% slopes)	a
CaC	Captina silt loam (3-6% slopes)	a
CaC2	Captina silt loam, eroded (3-6% slopes)	a
Cr	Cleora fine sandy loam (0-3% slopes)	a
FaC2	Fayetteville fine sandy loam, eroded (3-8% slopes)	a
JaC	Jay silt loam (3-8% slopes)	a
Jo	Johnsburg silt loam (0-2% slopes)	a
LkC2	Linker loam, eroded (3-8% slopes)	a
LnC2	Linker gravelly loam, eroded (3-8% slopes)	a
NaC	Nixa cherty silt loam, (3-8% slopes)	a
PeC2	Pembroke silt loam, eroded (3-6% slopes)	a
PgC2	Pembroke gravelly silt loam, eroded (3-8% slopes)	a
PkC2	Pickwick gravelly loam, eroded (3-8% slopes)	a
PsC2	Pickwick silt loam, eroded (3-8% slopes)	a
Sa	Samba silt loam (0-1% slopes)	a
SfC2	Savannah fine sandy loam, eroded (3-8% slopes)	a
Sp	Summit complex, mounded (0-1% slopes)	a
SsA	Summit silty clay (0-1% slopes)	a
SsC2	Summit silty clay, eroded (3-8% slopes)	a
ToA	Taloka silt loam (0-1% slopes)	a

Class IV	Soils	
AeD2	Allegheny gravelly loam, eroded (8-12% slopes)	a
AgD	Allegheny stony loam (8-12% slopes)	a
AlD2	Allen loam, eroded (8-12% slopes)	a
BaD	Baxter cherty silt loam (8-12% slopes)	a
Ch	Cherokee silt loam (0-2% slopes)	a
Ck	Cherokee complex, mounded (0-1% slopes)	a
EnC	Enders gravelly loam (3-8% slopes)	a
EnC2	Enders gravelly loam, eroded (3-8% slopes)	a
FaD2	Fayetteville fine sandy loam, eroded (8-12% slopes)	a
GuC	Guin cherty silt loam (3-8% slopes)	a
HmC	Hector-Mountainburg gravelly fine sandy loam (3-8% slopes)	a
Js	Johnsburg complex, mounded (0-1% slopes)	a
Le	Leaf silt loam (0-1% slopes)	a
Lf	Leaf complex, mounded (0 to 1% slopes)	a
LnD	Linker gravelly loam (8-12% slopes)	a
NaD	Nixa cherty silt loam (8-12% slopes)	a
PkD2	Pickwick gravelly loam, eroded (8-12% slopes)	a
Sb	Samba complex, mounded (0-1% slopes)	a
SsD2	Summit silty clay, eroded (8-12% slopes)	a
Ta	Taloka complex, mounded (0-1% slopes)	a

Class V	Soils	
Ec	Elsah cobbly soils (0-3% slopes)	a
Eg	Elsah gravelly soils (0-3% slopes)	a

Class VI	Soils	
AlE2	Allen loam, eroded (12-20% slopes)	b
AnE	Allen soils (8-20% slopes)	a,b
BaE	Baxter cherty silt loam (12-20% slopes)	b
EnD	Enders gravelly loam (8-12% slopes)	a
EnD2	Enders gravelly loam, eroded (8-12% slopes)	a
EoD	Enders stony loam (3-12% slopes)	a
FaE2	Fayetteville fine sandy loam, eroded (12-20% slopes)	b
HmD	Hector-Mountainburg gravelly fine sandy loam (8-12% slopes)	a
MoD	Montevallo soils (3-12% slopes)	a
StD2	Summit stony silty clay, eroded (3-12% slopes)	a

Class VII	Soils	
AgF	Allegheny stony loam (12-40% slopes)	b,c,d
AhF	Allen-Hector complex (20-40% slopes)	c,d
AhG	Allen-Hector complex (40-50% slopes)	e
AoF	Allen stony loam (12-35% slopes)	b,c,d
BaF	Baxter cherty silt loam (20-45% slopes)	c,d,e
ClG	Clarksville cherty silt loam (12-60% slopes)	b-f
ErE	Enders-Allegheny complex (8-20% slopes)	a,b
ErF	Enders-Allegheny complex (20-40% slopes)	c-e
FeF	Fayetteville stony fine sandy loam (12-35% slopes)	b,c,d
FhF	Fayetteville-Hector complex (20-40% slopes)	c,d,e
HoF	Hector-Mountainburg stony fine sandy loam (3-40% slopes)	a-e
MoE	Montevallo soils (12-25% slopes)	b-d
Ro	Rock land	-
So	Sogn rocky silt loam (3-12% slopes)	a
StE2	Summit stony silty clay, eroded (12-25% slopes)	b-c

Slope classifications

a = 0 - 12% slope
b = 13 - 19% slope
c = 20-30% slope
d = 31-40% slope
e = 41-50% slope
f = 51% slope and greater

CAPABILITY UNIT DESCRIPTIONS
City of Fayetteville

CLASS III

Capability Unit IIIe-1 Soils in this Capability Unit include (CaC) Captina silt loam, 3 to 6 percent slopes; (CaC2) Captina silt loam, 3 to 6 percent slopes, eroded; (JaC) Jay silt loam, 3 to 8 percent slopes; (SfC2) Savannah fine sandy loam, 3 to 8 percent slopes, eroded. They are moderately well-drained and well-drained soils on uplands and stream terraces. Slopes range from 3 to 8 percent. Erosion hazard is severe and permeability is slow.

Capability Unit IIIe-2 Soils in this Capability Unit include (AeC) Allegheny gravelly loam, 3 to 8 percent slopes; (AeC2) Allegheny gravelly loam, 3 to 8 percent slopes, eroded; (AlC2) Allen loam, 3 to 8 percent slopes, eroded; (PeC2) Pembroke silt loam, 3 to 6 percent slopes, eroded; (PgC2) Pembroke gravelly silt loam, 3 to 8 percent slopes, eroded; (PkC2) Pickwick gravelly loam, 3 to 8 percent slopes, eroded; (PsC2) Pickwick silt loam, 3 to 8 percent slopes, eroded. They are characterized by deep, well-drained soils on uplands and stream terraces. The slope range is 3 to 8 percent.

Capability Unit IIIe-3 Soils in this Capability Unit include (BaC) Baxter cherty silt loam, 3 to 8 percent slopes. Erosion hazard is severe and permeability moderate.

Capability Unit IIIe-4 Soils in this Capability Unit include (ApC2) Apison loam, 3 to 8 percent slopes, eroded; (AsC2) Apison gravelly loam, 3 to 8 percent slopes, eroded; (FaC2) Fayetteville fine sandy loam, 3 to 8 percent slopes, eroded; (LkC2) Linker loam, 3 to 8 percent slopes, eroded; (LnC2) Linker gravelly loam, 3 to 8 percent slopes, eroded.The slope range is 3 to 8 percent. Permeability is moderate and erosion hazard is severe.

Capability Unit IIIe-5 Soils in this Capability Unit include (SsC2) Summit silty clay, 3 to 8 percent slopes, eroded. This is a deep, moderately well-drained soil found on uplands. Shrink and swell potential is high. Permeability is very slow due to high clay content. Erosion hazard is severe.

Capability Unit IIIw-1 Soils in this Capability Unit include (Sa) Samba silt loam, 0 to 1 percent slopes; (ToA) Taloka silt loam, 0 to 1 percent slopes. The slope range is 0-1 percent. There are poorly drained soils on uplands and stream terraces. Permeability is slow to very slow, run-off is slow to very slow, and wetness is a severe hazard.

Capability Unit IIIw-2 Soils in this Capability Unit include (Jo) Johnsburg silt loam, 0 to 2 percent slopes. This is a deep, poorly drained soil on uplands and stream terraces. The slope range is 0-2 percent. Permeability is slow and erosion potential only slight.

Capability Unit IIIw-3 Soils in this Capability Unit include (Cr) Cleora fine sandy loam, 0 to 3 percent slopes. The slope range is 0-3 percent. The soil is moderately permeable.

Capability Unit IIIw-4 Soils in this Capability Unit include (Sp) Summit complex, 0 to 1 percent slopes, mounded; (SsA) Summit silty clay, 0 to 1 percent slopes. Most areas are level. Permeability is very slow because of the high clay content. There soils shrink and crack when dry and swell when wet.

Capability Unit IIIs-1 Soils in this Capability Unit include (NaC) Nixa cherty silt loam, 3 to 8 percent slopes. This is a deep moderately well-drained upland soil. Permeability is very slow. Run-off is medium.

CLASS IV

Capability Unit IVe-1 Soils in this Capability Unit include (AeD2) Allegheny gravelly loam, 8 to 12 percent slopes, eroded; (AlD2) Allen loam, 8 to 12 percent slopes, eroded; (FaD2) Fayetteville fine sandy loam, 8 to 12 percent slopes, eroded; (LnD) Linker gravelly loam, 8 to 12 percent slopes; (PkD2) Pickwick gravelly loam, 8 to 12 percent slopes, eroded.

They are deep, well-drained soils on slopes ranging between 8 to 12 percent. Erosion hazard is extremely severe and permeability quite slow.

Capability Unit IVe-2 Soils in this Capability Unit include (BaD) Baxter cherty silt loam, 8 to 12 percent slopes. This is a deep, well-drained soil found on uplands. Permeability is moderate and erosion potential very severe.

Capability Unit IVe-3 Soils in this Capability Unit include (AgD) Allegheny stony loam, 8 to 12 percent slopes. Permeability is moderate. Run-off can be rapid and erosion severity is high.

Capability Unit IVe-4 Soils in this Capability Unit include (HmC) Hector-Mountainburg gravelly fine sandy loam, 3 to 8 percent slopes. These are shallow, well-drained soils ranging in slope from 3 to 8 percent. Permeability is rapid and erosion hazard very severe.

Capability Unit IVe-5 Soils in this Capability Unit include (AlE2) Allen loam, 12 to 20 percent, eroded; (AnE) Allen soils, 8 to 20 percent slopes; (FaE2) Fayetteville fine sandy loam, 12 to 20 percent slopes, eroded. Soils in this Capability Unit include (EnC) Enders gravelly loam, 3 to 8 percent slopes; (EnC2) Enders gravelly loam, 3 to 8 percent slopes, eroded. These soils are deep, moderately drained, gravelly soils on uplands. The slopes range from 3 to 8 percent. Permeability is slow due to plastic clay subsoil which resists percolation of water. Erosion hazard is severe with these soils.

Capability Unit IVe-6 Soils in this Capability Unit include (SsD2) Summit silty clay, 8 to 12 percent slopes, eroded. Erosion hazard is very severe on these soils.

Capability Unit IVw-1 Soils in this Capability Unit include (Ch) Cherokee silt loam, 0 to 2 percent slopes; (Ck) Cherokee complex, 0 to 1 percent slopes, mounded; (Js) Johnsburg complex, 0 to 1 percent slopes, mounded; (Le) Leaf silt loam, 0 to 1 percent slopes; (Lf) Leaf complex, 0 to 1 percent slopes, mounded; (Sb) Samba complex, 0 to 1 percent slopes, mounded; (Ta) Taloka complex, 0 to 1 percent slopes, mounded. There are poorly drained and somewhat poorly drained soils on uplands and stream terraces. Permeability is slow and erosion hazard high.

Capability Unit IVs-1 Soils in this Capability Unit include (NaD) Nixa cherty silt loam, 8 to 12 percent slopes. This is a deep, moderately well-drained soil. Permeability is slow due to the fragipan, which restricts water and root movement.

Capability Unit IVs-2 Soils in this Capability Unit include (GuC) Guin cherty loam, 3 to 8 percent slopes. It is a well-drained soil on alluvial fans and foot slopes. Permeability is fairly rapid and run-off slow.

CLASS V

Capability Unit Vw-1 Soils in this Capability Unit include (Ec) Elsah cobbly soils, 0 to 3 percent slopes; (Eg) Elsah gravelly soils, 0 to 3 percent slopes. There are deep, somewhat excessively drained to excessively drained soils. Permeability is fairly rapid. Run-off is slow, however; a severe overflow hazard is the major limitation.

CLASS VI

Capability Unit VIe-1 Soils in this Capability Unit include (AlE2) Allen loam, 12 to 20 percent, eroded; (AnE) Allen soils, 8 to 20 percent slopes; (FaE2) Fayetteville fine sandy loam, 12 to 20 percent slopes, eroded. There are deep, well-drained soils on uplands slope range is 8 to 12 percent. Erosion hazard is severe and permeability moderate.

Capability Unit VIe-2 Soils in this Capability Unit include (BaE) Baxter cherty silt loam, 12 to 20 percent slopes. This is a deep, well-drained soil. Permeability is moderate; run-off is fairly rapid while erosion hazard is severe.

Capability Unit VIe-3 Soils in this Capability Unit include (HmD) Hector-Mountainburg gravelly fine sandy loams, 8 to 12 percent slopes;

CAPABILITY UNIT DESCRIPTIONS (continued)
City of Fayetteville

(MoD) Montevallo soils, 3 to 12 percent slopes. This unit consists primarily of the soils of the Hector-Mountainburg and Montevallo series. There are shallow, gravelly and stony, well-drained to excessively drained soils on uplands. Slopes range from 3 to 12 percent. Permeability is moderate to rapid, erosion hazard is severe.

Capability Unit VIe-4 Soils in this Capability Unit include (EnD) Enders gravelly loam, 8 to 12 percent slopes; (EnD2) Enders gravelly loam, 8 to 12 percent slopes, eroded; (StD2) Summit stony silty clay, 3 to 12 percent slopes, eroded. This unit consists entirely of soils of the Enders series. These are deep, moderately well- drained gravelly soils on uplands. Due to plastic clay subsoil, permeability is very slow, run-off is rapid and erosion hazard severe.

Capability Unit VIs-1 Soils in this Capability Unit include (EoD) Enders stony loam, 3 to 12 percent slopes; (StD2) Summit stony silty clay, 3 to 12 percent slopes, eroded. These are deep, moderately well-drained, stony soils in uplands. Slopes range from 3 to 12 percent. Permeability is very slow due to clay subsoil.

CLASS VII

Capability Unit VIIe-1 Soils in this Capability Unit include (AgF) Allegheny stony loam, 12 to 40 percent slopes; (AhF) Allen-Hector complex 20 to 40 percent slopes; (AhG) Allen-Hector complex, 40 to 50 percent slopes; (AoF) Allen stony loam, 12 to 35 percent slopes; (ErE) Enders-Allegheny complex, 8 to 20 percent slopes; (ErF) Enders-Allegheny complex, 20 to 40 percent slopes; (FeF) Fayetteville stony fine sandy loam, 12 to 35 percent slopes; (FhF) Fayetteville-Hector complex, 20 to 40 percent slopes. They are deep, well-drained stony soils on uplands. Slopes range from 8 to 55 percent. Permeability is moderate. Run-off is fairly rapid and erosion hazard, severe.

Capability Unit VIIe-2 Soils in this Capability Unit include (BaF) Baxter cherty silt loam, 20 to 45 percent slopes. This is a deep, well-drained soil on uplands. Permeability is only moderate and the erodibility of the soil is very severe.

Capability Unit VIIs-1 Soils in this Capability Unit include (CIG) Clarksville cherty silt loam, 12 to 60 percent slopes. This is an excessively drained soil on uplands. Permeability is rapid. It is 50 to 90 percent chert which limits it water capacity.

Capability Unit VIIs-2 There are shallow, well-drained to somewhat excessively drained stony soils on uplands. slopes range from 3 to 55 percent. Depth to bedrock is 8 to 20 inches and water capacity is low due to shallowness and stoniness. Permeability is moderate to rapid. Soils in this Capability Unit include.

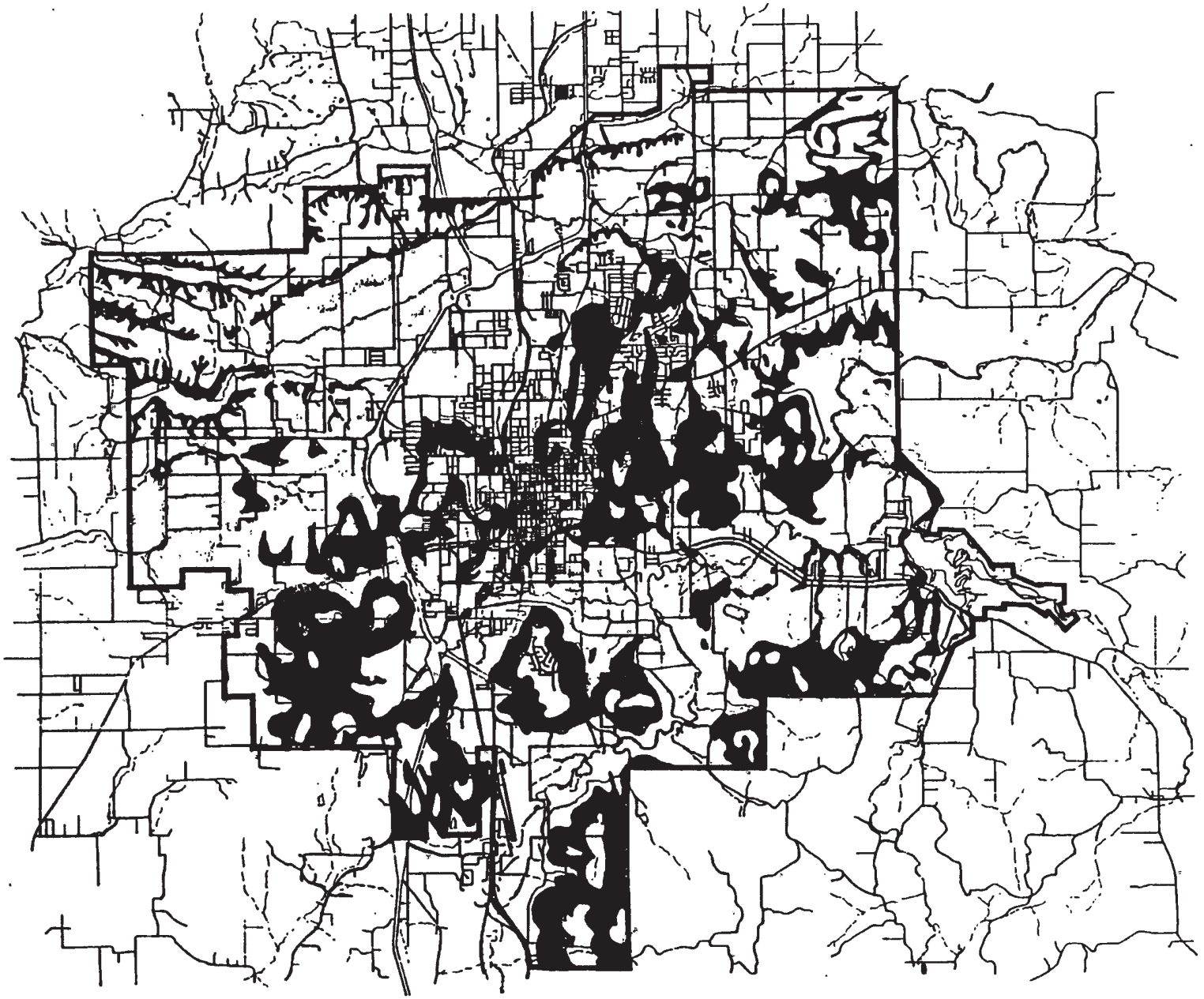
(AhF) Allen-Hector complex, 20 to 40 percent slopes; (AhG) Allen-Hector complex, 40 to 50 percent slopes; (FhF) Fayetteville-Hector complex, 20 to 40 percent slopes; (HoF) Hector-Mountainburg stony fine sand loam, 3 to 40 percent slopes; (MoE) Montevallo soils, 12 to 25 percent slopes. There are shallow, well-drained to somewhat excessively drained stony soils on uplands. Slopes range from 3 to 55 percent. Depth to bedrock is 8 to 20 inches and water capacity is low due to shallowness and stoniness. Permeability is moderate to rapid.

Capability Unit VIIs-3 Soils in this Capability Unit include (Ro) Rock land; Sogn rocky silt loam, 3 to 12 percent slopes. Both are shallow and excessively drained with slopes ranging from 3 to 60 percent. Permeability is moderate to rapid yet water capacity is low due to shallowness and rockiness.

Capability Unit VIIs-4 Soils in this Capability Unit include (ErE) Enders-Allegheny complex, 8 to 20 percent slopes; (ErF) Enders-Allegheny complex, 20 to 40 percent slopes; (StE2) Summit stony silty clay, 12 to 25 percent slopes, eroded. There are deep, moderately well-drained, stony soils on uplands. Slopes range from 8 to 40 percent. Permeability is slow due to clay sub-soil. Run-off can be extremely rapid.

Source: Soil Survey, Washington County, Arkansas
USDA, Soil Conservation Service, March, 1969

SOIL ANALYSIS



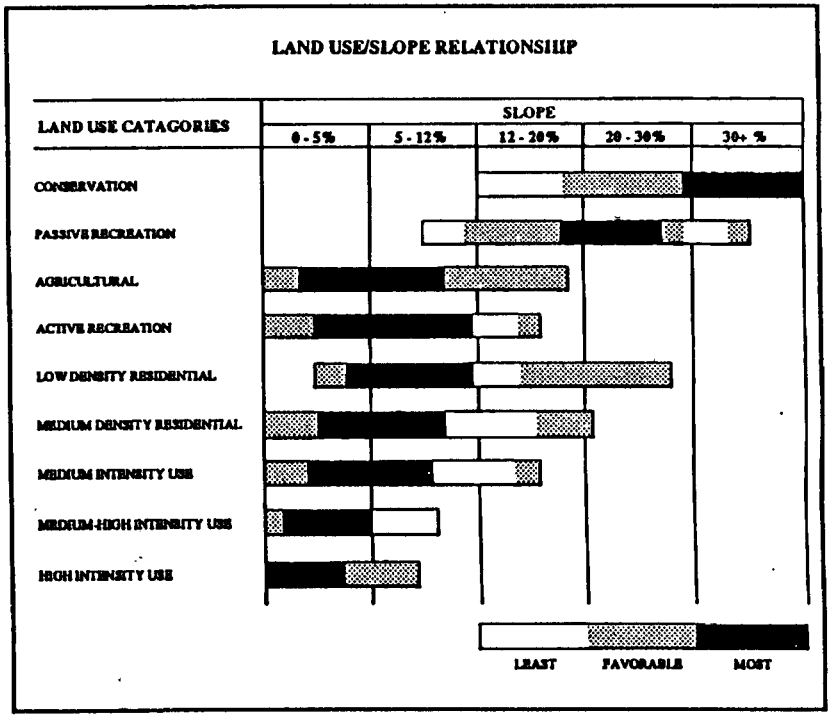
SLOPE. Slope, or gradient, is a critical factor in determining a soil's suitability for supporting development. The development of severe grades and slopes possessing unsuitable soils not capable of providing foundation support can result in extensive cutting and filling in an effort to stabilize them. When compounded by the removal of existing vegetation, excavation and fill of soil can result in severe erosion and run-off, slumping and shearing. Use of more restrictive soils for development is costly, unsafe and best avoided.

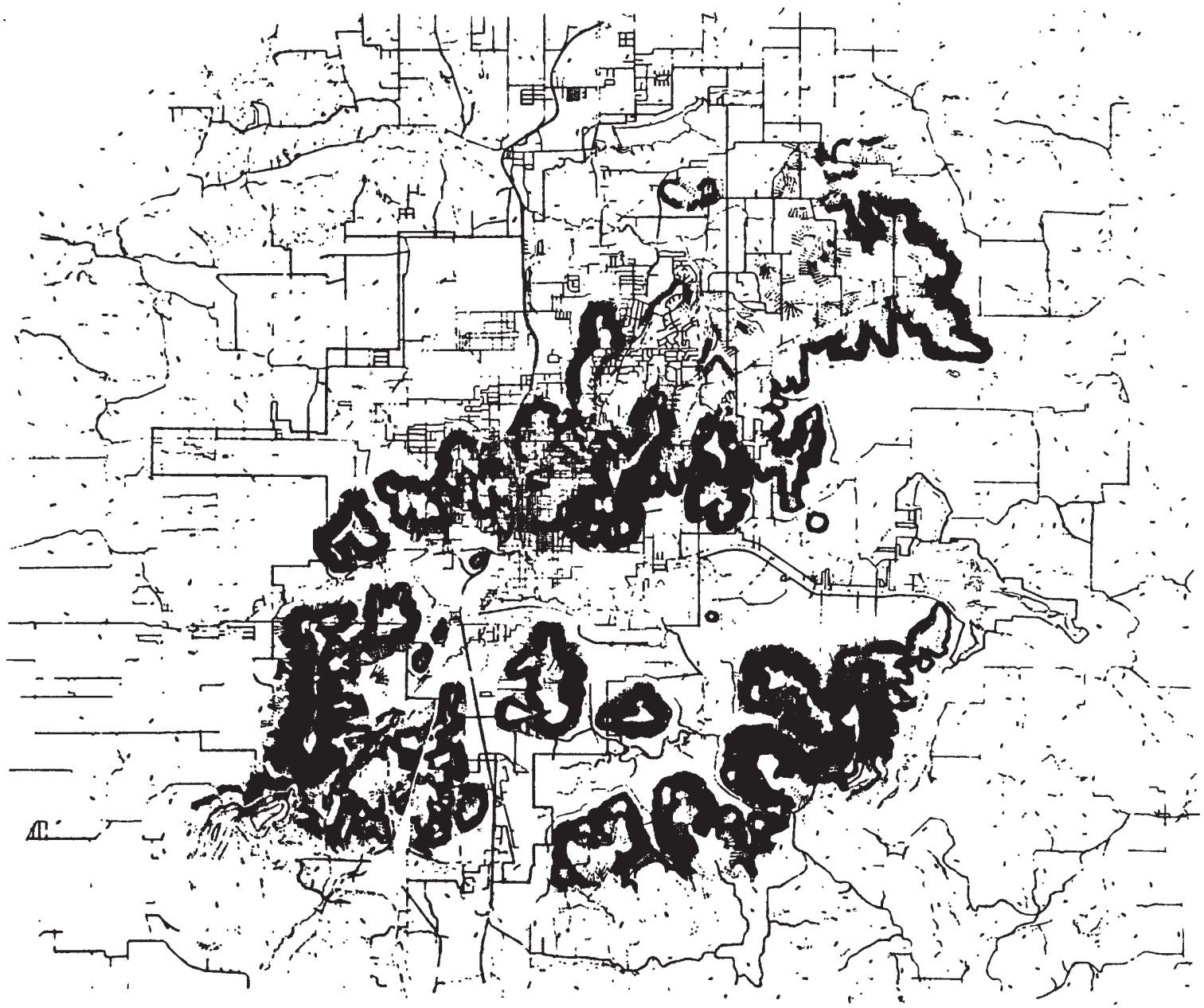
The areas of more severe slope are also characterized by soils less suitable for development. Shallower depth to bedrock conditions compound problems in these areas. There are several identified beds of cherty limestone, acid sandstone, siltstone and shale that have shown some faulting and folding at steeper locations.

Of the 59,249 acres within the City and its Planning Area, some 15 percent, or 8,900 acres, have slopes of 15 percent or greater. These slopes remain largely unused because they are too severe for most types of development.

The Slope Analysis Map identifies three major areas where severe slopes are predominant: (1) Southwest quadrant of the Planning Area paralleling both sides of the route for U.S. 71. Almost the entire quadrant is restricted. Some of the highest elevations in the Planning Area are found here. (2) Southeast extreme of the Planning Area. The area is blocked by a solid line of severe slopes. Pockets are found around the Country Club. (3) Northeast quadrant of the Planning Area paralleling and to the east of Old Wire Road. The steeper slopes are generally confined to a narrow line that terminates on the southern end with Mount Sequoyah.

Generally as one goes north and west of Fayetteville the terrain is both more level and lower in elevation. It is mainly to the west that the City should direct new growth. Conversely, the City should discourage development from the more severe areas to the south and east as identified on the Slope Analysis Map. The following diagram illustrates the relationship between land use and slope. Slopes that are 18 percent and greater should be retained as conservation areas and generally free of development. Some passive recreation and low density residential may be permitted on slopes under 28 percent. As slope is reduced, more dense/intense uses are appropriate. The most intensive uses (i.e. commercial and industrial) should be confined to areas where slopes are generally eight percent or less.





SLOPE ANALYSIS

SLOPE RANGE

- 0 - 15%
- 15 - 20%
- 20 - 30%
- 30 - 50%
- 50% or STEEPER

WATERSHED SYSTEM. The urban area is dissected by two major drainage basins, as shown in the major drainage basin map on the following page. The principal drainage course is the White River, covering approximately 70 percent of the area to the south and southeast. The White River is periodically subjected to storm flow from the Boston Mountains to the Arkansas River. The second principal drainage course is the Illinois River. This drainage basin covers approximately 30 percent of the midwest and northwest portions of the urban area.

The natural drainage system consists of many smaller streams in a dendritic pattern along the upper reaches of the watersheds. All of these streams eventually flow into the White or Illinois Rivers. Tributaries in the vicinity of the city contribute little run-off except during and immediately following periods of rainfall. The sheet run-off that is more characteristic of areas to the north and west is intermittent depending on the seasonal variations in intensity and duration of rainfall.

SURFACE HYDROLOGY. Surface water resulting from storms is a major problem in the built-up area of Fayetteville. Concrete and asphalt in the older parts of the City in particular do not have good permeability. Steep slopes in the northeast, east and southwest are associated with rapid run-off from storms, causing surface water build-up in flatter slopes where permeability is notably poor. Drainage generally flows in a southeasterly direction. Most precipitation falling within Fayetteville collects quickly in the low-lying portions of the city, where the city has a limited storm drainage system. The lack of control combined with the intense urban development creates flooding hazards during major storms.

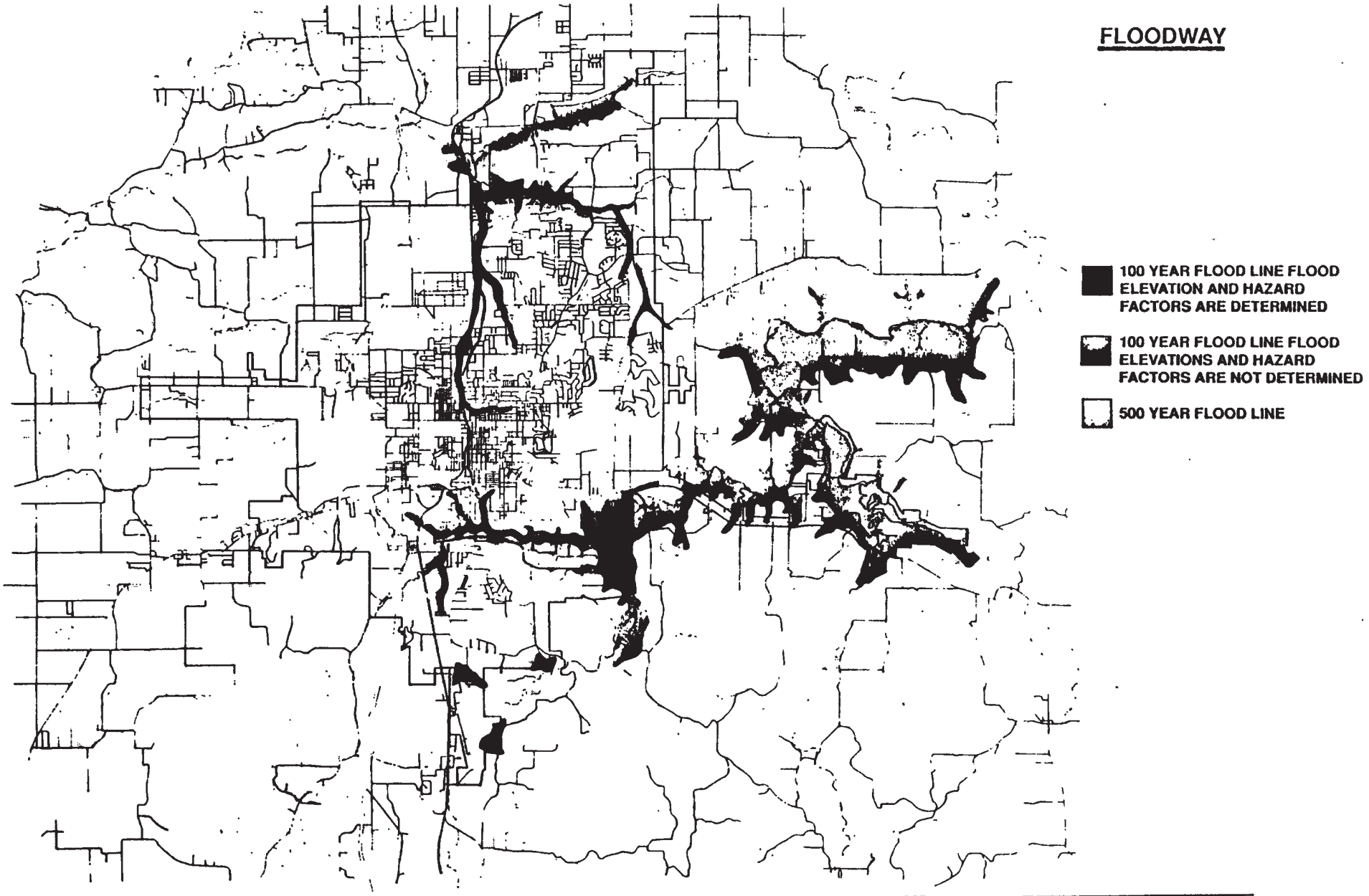
FLOODING. At the request of the Federal Emergency Management Agency (FEMA), the U.S. Army Corps of Engineers conducted a study of the flood hazards posed by the White River and its tributaries. The findings of this study resulted in a determination of the boundaries, depths and elevations of the White River 100 year floodplain limits. As determined by the Corps of Engineers, these limits define the areas which would be flooded in the event of an intermediate regional flood (100 year) and standard project flood (200 year to 500 year).

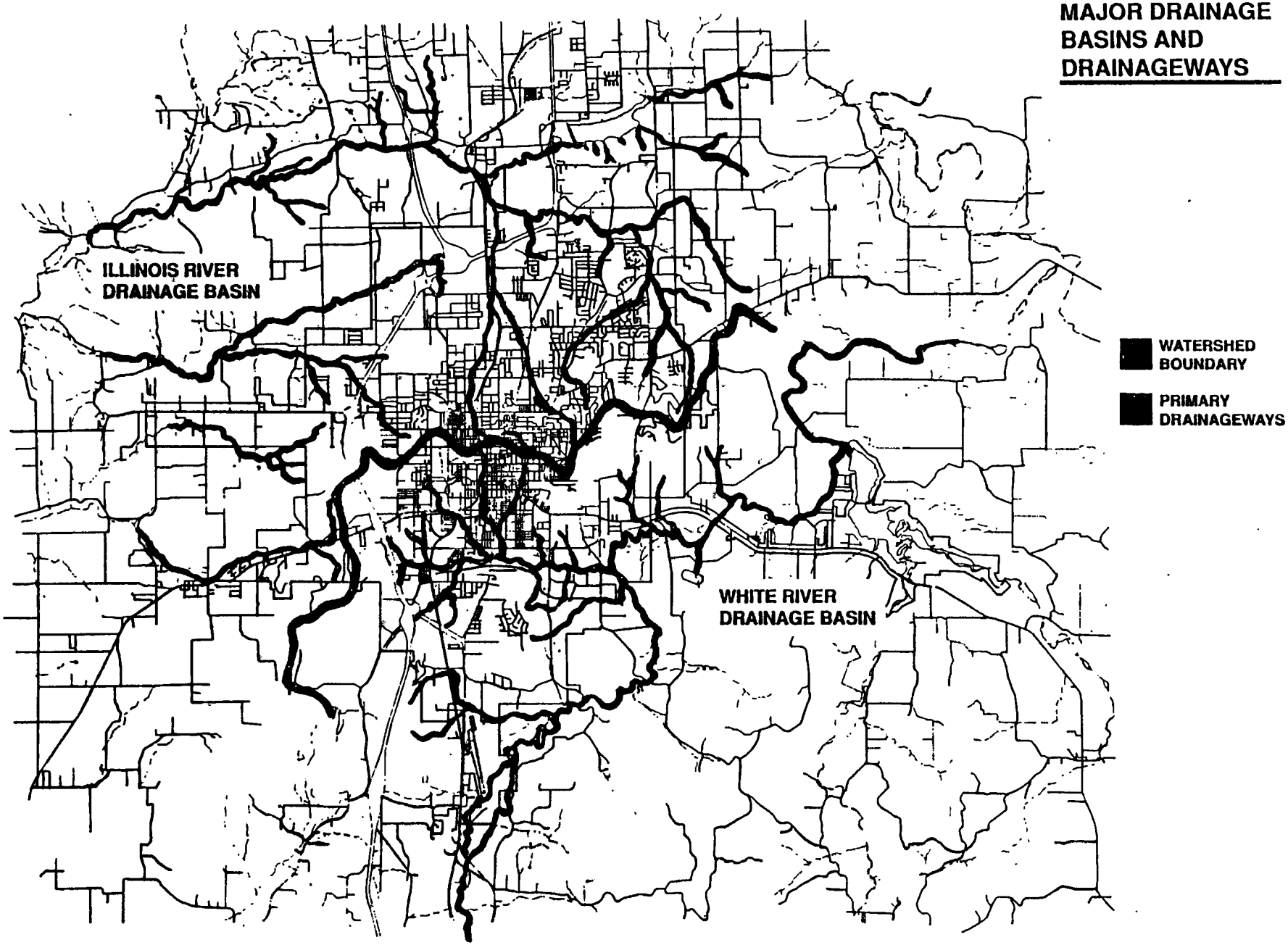
An intermediate regional flood is defined as the largest flood that would probably occur on the order of once every 100 years. The peak discharge used for determining the 100 year floodplain limit is 48,000 cfs (cubic feet/second). The standard flood is defined by the Corps of Engineers as a major flood that can be expected to occur from the most severe combination of meteorologic and hydrologic conditions reasonably characteristic of the geographic region. Although the standard project flood is not assigned a recurrence interval, it is generally considered to approximate a 200 year to 500 year frequency flood.

The Floodway Map indicates two major areas of flooding:

- West Fork of White River along the southern city limits. The floodway is fairly confined until it becomes more widespread near the Industrial Park.
- Scull and Mud Creeks through the northern portions of the city. The floodway is fairly confined until the confluence of the two streams near the Northwest Arkansas Mall. Both sides of Scull Creek are moderately developed.

GROUNDWATER The groundwater level in Fayetteville is approximately 80-200 feet below the ground surface, with some areas as deep as 300 feet below surface level. Groundwater supply is generally dependable and of good quality; however, water is moderately hard and high in iron in some places. There are few, if any, ground wells within the city limits; however, there are numerous such wells in the Planning Area.


FLOODWAY
100 YEAR FLOOD LINE FLOOD ELEVATION AND HAZARD FACTORS ARE DETERMINED
100 YEAR FLOOD LINE FLOOD ELEVATIONS AND HAZARD FACTORS ARE NOT DETERMINED
500 YEAR FLOOD LINE


MAJOR DRAINAGE BASINS AND DRAINAGEWAYS
ILLINOIS RIVER DRAINAGE BASIN
WHITE RIVER DRAINAGE BASIN
WATERSHED BOUNDARY
PRIMARY DRAINAGEWAYS

TREATED WATER RESOURCES

SOURCE. In the late 1960's, Beaver Lake Water District was created as a regional provider of water for Fayetteville, Springdale, Rogers, Bentonville, Mt. Olive, Fayetteville Growth Area and Washington Water Authority. The Water District treats all water before delivery at its Joe M. Steele Treatment Plant located in Lowell, AR just north of Springdale.

Prior to the creation of Beaver Lake Water District, Big Creek and the west fork of the White River served as the direct water source for early residents of Fayetteville. As the city grew, impoundment areas were created at Lakes Wilson and Sequoyah and later at Lake Fayetteville on Clear Creek. These impoundments are now being used for recreation and as flow augmentation in connection with the wastewater treatment plant.

TREATMENT CAPACITY. The Joe M. Steele Water Treatment Plant has a pumping design (tested) capacity of 50 million gpd (gallons per day), but is currently being expanded to a capacity of 80 million gpd. The plant, at completion in 1993, will have a design capacity to meet the estimated water demand to the year 2007.

DELIVERY CAPACITY. At the present time, a 36-inch transmission line extends from the Beaver Treatment Plant south through Springdale to central Fayetteville along Old Wire Road and Mission Boulevard. A 24-inch line taps onto the 36-inch main at Broadview Drive and encircles the inner urban area. At present, Fayetteville provides all water supplies for the cities of Greenland, Farmington, Elkins and West Fork. On a contractual basis, Fayetteville provides water to the Mt. Olive Water Association, Washington Water Authority and parts of Johnson. Water consumption in Greenland and Farmington is accounted for in Fayetteville's total consumption. A second transmission line from the Beaver Lake Water District (a combination 42 and 36 inch line) is under construction to serve anticipated growth west of the J.P. Hammerschmidt Expressway. The northern portion of this transmission line is 42 inches decreasing to 36 inches at its intersection with Joyce Boulevard and Highway 265. The southern portion is 36 inches for its entire length. This new water supply transmission line will double Fayetteville's capacity.

STORAGE CAPACITY. Fayetteville presently has seven water storage tanks with a total capacity of over 15 million gallons located throughout the city. Two additional tanks are planned to store water from the new transmission line.

Water storage tanks are located or planned at the following locations:

Skyline	1	@	250,000 gallons
Township	1	@	75,000 gallons
Rogers Drive	2	@	4,000,000 gallons
Baxter/North St.	1	@	5,000,000 gallons
	1	@	1,000,000 gallons
Markham Hill	1	@	1,000,000 gallons
Total Existing	**7**		**15,325,000 gallons**
Kessler Mountain	2	@	6,000,000 gallons
Total Existing & Planned	**9**	**@**	**27,325,000 gallons**

The additional 12.0 million gallons of storage planned at this time will raise the system's total storage to over 27 million gallons for a 48 to 60 hour reserve capacity.

AREA SERVED. Public water is available throughout the corporate limits of Fayetteville with the exception of a few small pockets. Most existing lines are of sufficient size and condition to provide acceptable levels of service.

The Planning Area is generally well served throughout the southern, eastern and northeastern portions. Construction of the new water

supply transmission line will serve areas to the west and northwest, areas projected to receive most of the city's future growth.

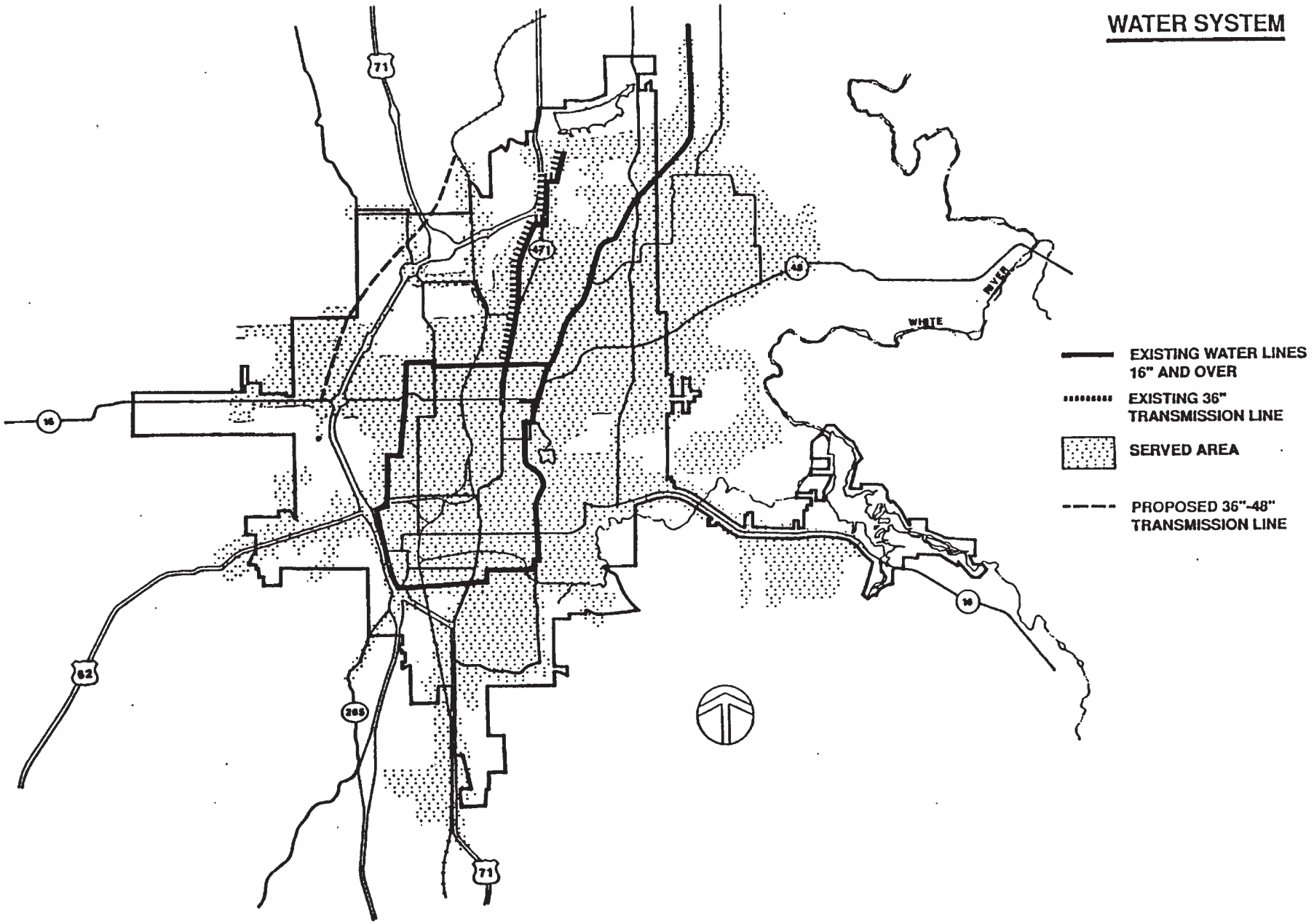
USAGE. Water usage reflects a steady increase between 1980 and 1990. Annual increases of 1.4 to 1.5 percent parallel the growth rate in Fayetteville's population. One of the primary factors influencing the need for construction of new water supply transmission line and a new storage tank is the fact that during the peak usage months of July, August and September the system is currently operating at full capacity with little or no reserve capacity.

Projected water use based on trends in this decade indicates an increase from the current 9.3 mg daily average to 12.1 mg for the year 2010. By comparison, population increase alone would require 11.1 mg daily by year 2010, using the standard factor of 150 gallons per person per day. The 1 million gallons per day difference between the two methods reflects the increasing industrial usage in Fayetteville.

Fayetteville's projected growth over the 20-year planning period will increase the city's share of the Water District's existing pumping capacity from 62 percent to 81 percent. Since increased usage by the other communities on the regional system is likely, a future expansion of the Beaver Lake Treatment Plant will be required.

WATER QUALITY. Apart from moderately heavy concentrations of iron, water quality is generally good. From relatively high water quality at the upper end of the White River and Illinois River watersheds, the quality decreases progressively downstream. Major sources of pollutants include agricultural run-off, livestock wastes and wastewater treatment plant discharges.

Treatment procedures include the use of lime and aluminum sulfate. The use of these chemicals is followed by a process of coagulation, sedimentation, filtration, chlorination and the use of activated carbon for taste and odor control. Fluoridation was discontinued in December 1991; however fluoridation will resume after constructing new fluoridation equipment.


WATER SYSTEM
71
471
45
WHITE
RIVER
16
62
265
71
EXISTING WATER LINES 16" AND OVER
EXISTING 36" TRANSMISSION LINE
SERVED AREA
PROPOSED 36"-48" TRANSMISSION LINE

AVERAGE DAILY WATER USAGE 1980 - 1990
(Gallons x 1,000)
City of Fayetteville

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
1980	7,077	7,255	7,167	7,804	7,528	8,309	10,486	11,117	9,354	8,445	7,637	7,464	8,304
1981	7,551	7,747	7,393	8,022	7,382	7,993	8,427	7,924	8,299	8,099	7,672	7,508	7,835
1982	7,787	8,144	7,579	7,951	7,317	7,560	8,791	8,519	9,146	8,428	7,468	7,101	7,983
1983	7,433	7,606	7,041	7,191	6,880	7,368	8,453	10,390	9,142	8,014	7,542	7,761	7,902
1984	8,614	8,008	7,708	7,879	7,957	8,913	9,179	10,493	9,537	8,670	8,275	7,671	8,575
1985	8,161	8,393	7,977	8,298	8,139	8,724	11,229	9,426	9,331	8,835	8,222	8,006	8,728
1986	8,307	8,299	8,130	8,364	8,381	9,204	11,061	9,394	9,370	9,255	8,469	8,275	8,876
1987	8,555	8,644	8,382	8,914	8,773	10,063	9,917	11,209	9,774	9,318	9,014	8,576	9,261
1988	9,317	9,430	8,852	8,882	10,339	11,958	10,366	12,187	11,216	9,481	8,979	8,561	9,964
1989	9,058	9,589	9,260	9,481	9,346	9,516	9,745	11,175	10,611	10,435	9,765	9,807	9,816
1990	9,712	9,555	9,183	9,444	9,558	9,861	11,709	12,583	11,992	10,324	9,692	8,875	10,207

Source: Beaver Water District

PEAK DAILY WATER USAGE 1980 - 1990
(Gallons x 1,000)
City of Fayetteville

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
1980	9,430	9,510	8,690	9,300	8,950	10,430	12,080	15,380	10,660	10,660	9,270	9,250	10,315
1981	8,890	8,710	8,890	9,390	9,560	9,980	9,900	10,600	11,740	9,120	9,400	9,090	9,606
1982	9,730	10,640	9,330	9,140	9,120	8,960	11,260	10,230	10,750	10,580	9,300	10,150	9,933
1983	9,510	9,220	8,620	8,940	8,330	9,380	10,780	13,140	11,800	9,550	8,660	9,680	9,801
1984	9,950	9,150	10,050	9,040	9,770	10,720	11,100	12,450	11,690	10,180	10,010	9,400	10,293
1985	9,830	9,770	10,210	9,550	9,510	10,720	14,230	12,260	12,310	10,090	9,910	9,530	10,660
1986	10,260	9,640	10,440	10,090	10,430	11,610	14,560	12,980	10,440	11,230	12,680	10,300	11,222
1987	10,250	10,720	9,650	12,210	10,510	12,850	12,110	15,040	12,000	11,320	10,780	10,680	11,510
1988	10,820	10,780	10,280	10,500	13,480	15,250	12,070	14,870	14,560	10,740	12,050	10,380	12,148
1989	10,710	10,810	10,660	11,530	11,270	11,340	13,410	13,500	13,410	11,950	11,230	11,270	11,758
1990	11,020	10,420	10,740	10,620	11,600	12,140	14,550	15,690	15,670	11,350	11,340	11,730	12,239

Source: Beaver Water District

TOTAL MONTH WATER USAGE 1980 - 1990
(Gallons x 1,000)
City of Fayetteville

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
1980	210,832	202,511	213,813	225,561	224,585	241,589	316,303	336,130	272,679	252,856	220,305	222,285	244,954
1981	225,469	209,929	222,946	234,167	222,143	232,828	253,148	237,658	241,627	243,314	223,716	226,378	231,110
1982	234,644	221,192	227,819	231,620	219,533	219,286	264,249	256,949	266,201	255,220	224,030	220,130	236,739
1983	230,430	212,960	218,280	215,201	213,270	221,040	262,030	322,100	274,250	248,440	226,250	240,590	240,403
1984	267,020	232,220	238,940	236,360	246,677	267,380	284,550	325,280	286,120	268,770	248,260	237,790	261,613
1985	252,990	235,010	247,270	248,940	202,320	261,720	348,110	292,210	279,920	273,870	246,650	248,170	265,598
1986	257,510	232,360	252,020	250,930	259,810	276,120	342,880	291,220	281,110	286,900	254,080	256,510	270,121
1987	265,210	242,040	259,830	267,430	271,960	301,880	307,420	347,470	293,210	288,850	270,420	265,840	281,797
1988	288,820	272,738	274,400	266,460	320,500	358,740	321,360	377,810	336,490	293,900	269,380	265,380	303,832
1989	280,810	268,500	287,050	284,450	289,730	285,500	302,100	346,440	318,340	323,490	292,960	304,020	298,616
1990	301,070	267,540	284,680	293,330	296,300	295,830	362,990	390,070	359,750	320,030	290,750	275,130	318,956

Source: Beaver Water District

TREATED WASTEWATER RESOURCES

CAPACITY. Wastewater from the City of Fayetteville is treated at the Fayetteville Sewer Treatment Plant. The plant is operated as a local facility serving all of Fayetteville, and on a contractual basis, the cities of Greenland and Farmington. The treatment plant is located in east Fayetteville and is designed for a maximum flow of 12 million gallons per day which will serve a population of between 70,000 to 80,000, plus industries. The City presently generates approximately 8.0 million gpd.

At present Fayetteville pumps its wastewater from various sewer lines and lift stations located throughout the City to one treatment facility located in the eastern portion of the City. Treatment of wastewater includes bar screen, grease removal, phosphorus removal, primary sedimentation, activated sludge, secondary sedimentation, post-chlorination and re-oxygenation. Sludge is disposed of by land farming, which has proved successful.

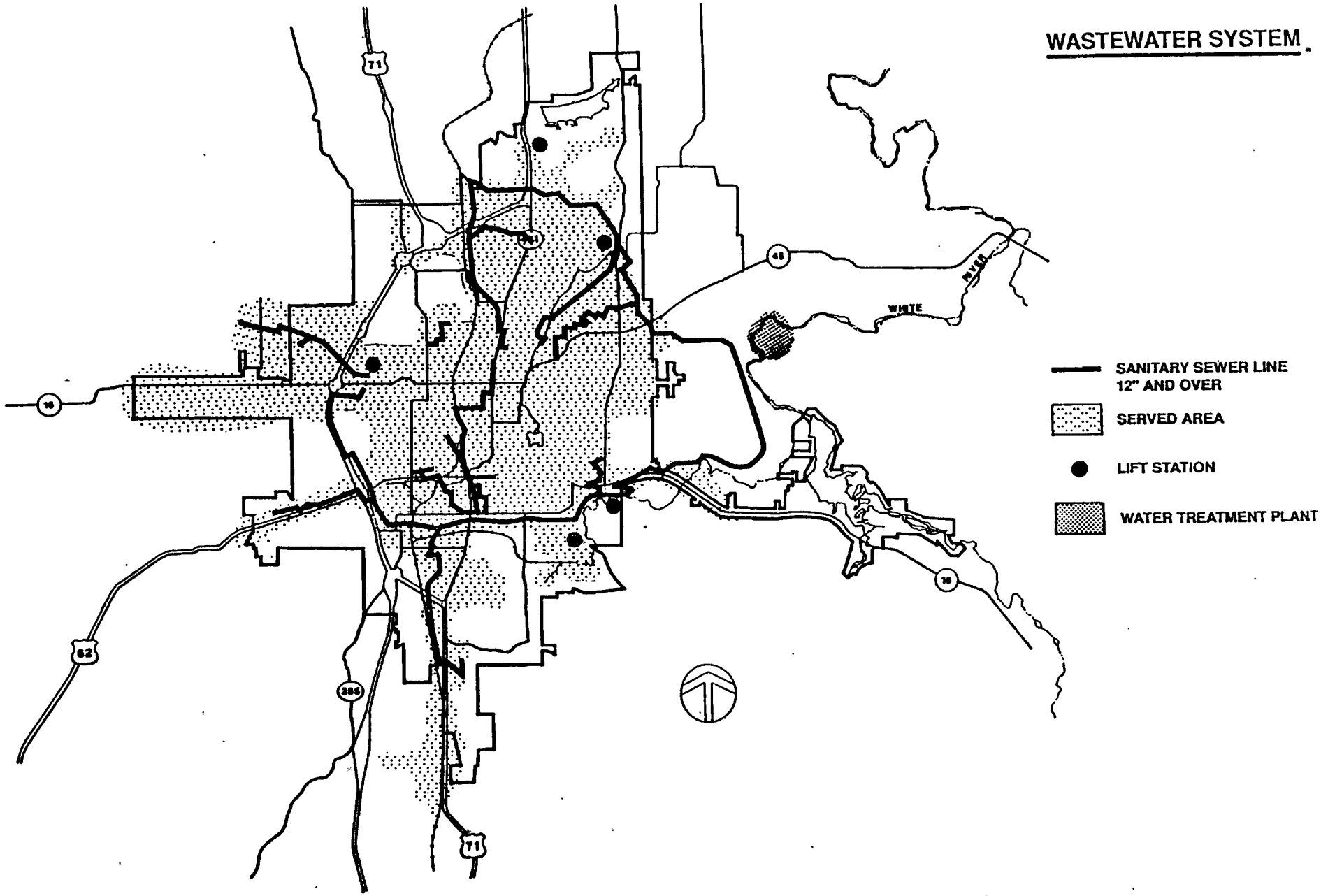
Although the system's capacity is designed to meet wastewater generation needs to the year 2000, there may be a point at which pumping the sewage from locations west of the City becomes increasingly difficult as the number of generators of waste increase over time. This is especially true, if industries which are heavy water users locate within the Fayetteville service area. It is possible that if land development along the western periphery of the City progresses as is anticipated, that a second wastewater treatment facility will be needed on the west side to handle the large volumes of wastewater generated.

Based on population projections provided by the Northwest Arkansas Regional Planning Commission, the plant was constructed with a design capacity based on anticipated growth to the year 2005.

The City of Fayetteville requires all new construction activity and existing commercial and industrial land uses to hook into the City's sewer system. With any kind of sewer service, flow is generated from 24-inch gravity mains to 23 lift stations. The 5 main lift stations are Methodist Assembly, Baxter Lane, Township, Markham Heights or Rogers Drive. From the lift stations the wastewater is pumped via an 18 inch line to the plant site. For the cities of Elkins, Farmington and Greenland, the wastewater is pumped to the nearest lift station utilizing the same method of gravity pull to generate flow. The flow is then pumped from the lift stations through City lines to the plant.

Discharge from the plant flows directly into the west fork of the White River and into the Illinois River via Mud Creek. Concern over discharge to the Illinois River has been an issue. Oklahoma has suggested designation of the Illinois River as a National Scenic River which would severely limit or eliminate any discharge to the Illinois River from any NW Arkansas city.

AREA SERVED. Sewer services are available for residences inside corporate city limits except for a few streets. There is presently no sewer availability for areas not currently within the corporate boundaries. To obtain sewer service in an unincorporated area requires specific approval by the Mayor and City Engineer.


WASTEWATER SYSTEM
71
71B
45
WHITE
RIVER
16
62
265
71
SANITARY SEWER LINE
12" AND OVER
SERVED AREA
LIFT STATION
WATER TREATMENT PLANT

TRANSPORTATION

In order for Fayetteville to function and to grow in an orderly manner, people and goods must move efficiently in and through the area. Transportation systems in Fayetteville include streets and highways, public transportation, aviation, rail , and trails. As the costs and benefits of transportation facilities and services frequently extend beyond local government jurisdiction as a criteria for state and federal assistance, transportation planning and decision-making are coordinated within the urbanized area by the Northwest Arkansas Regional Planning Commission (NWARPC) with assistance from the City of Fayetteville and the State of Arkansas.

One of the critical elements of a land use plan is a consideration in terms of a plan for transportation. In Fayetteville, plans in the areas of transportation for which the city bears the major responsibility for implementation include a Master Street Plan and an additional plan for the provision of pedestrian and bicycle trails. The following is a discussion of the Master Street Plan.

MASTER STREET PLAN

The Master Street Plan is required to adequately address Fayetteville's need to be connected to other population centers and to provide for circulation within the community. New developments must be provided with proper access to alleviate problems associated with congestion and safety. Congestion [illegible] safety are addressed in the Master Street Plan by requiring [illegible] sufficient number and of adequate size to accommodate peak hour traffic volumes. The Master Street Plan is dependent upon the same population projections and the same planning period as other elements of the land use plan.

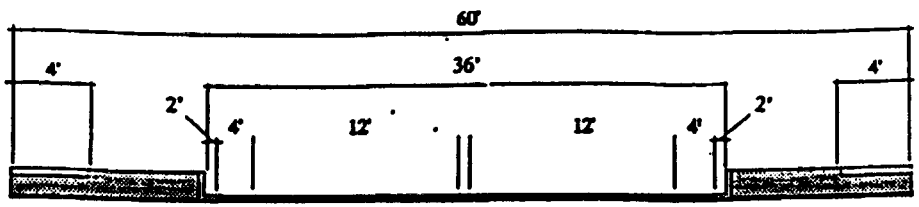
The Master Street Plan is a hierarchy of various street types. All streets within Fayetteville have been functionally classified in accordance with the guidelines set forth in the U. S. Department of Transportation's National Highway Functional Classification Study Manual. Street within Fayetteville are classified as one of the following five types:

LOCAL STREETS provide for the lowest level of traffic flow and service. They provide access to abutting land uses and provide connections to higher order systems. Local streets are not intended to provide for through traffic movements.

Design Service Volume:	Less than 4,000 vpd
Speed:	20-25 mph
Traffic Lanes:	Two 12' travel lanes
Parking Lanes: defined	7' lane provided but not
Paved Width:	31' from back of curb

LOCAL

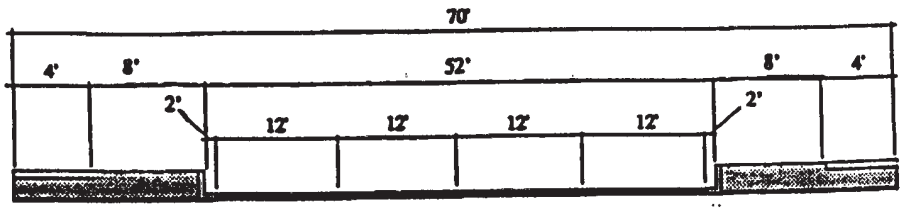
LOW DENSITY



MINOR ARTERIAL STREETS connect higher functional class facilities, activity centers, regions of the area, and major county roads at the edge of the metropolitan area. Traffic is composed predominantly of trips across and within regions of the city and ideally does not penetrate residential areas.

Design Service Volume:	12,200 vpd; 14,800 vpd with left turn bays
Speed:	35-40 mph
Traffic Lanes:	Four 12' travel lanes; 11' turn lane may be necessary at intersections and in areas with high volumes of mid-block turns
Parking Lanes:	None
Paved Width:	52' from back of curb; 63' with turn lanes
Right of Way:	70' minimum; 80' for intersection widening and where possible for 5 lane sections
Sidewalks:	Two 4' minimum sidewalks; 8' clearance from traffic lanes where possible

MINOR ARTERIAL

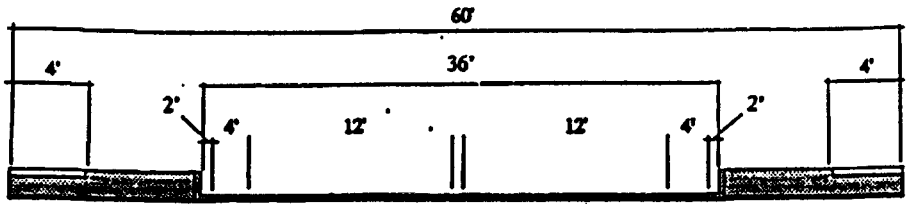


COLLECTOR STREETS provide traffic circulation within neighborhoods commercial, and industrial areas. They collect traffic from local streets in neighborhoods and channel it into the arterial system. Connections between arterials should be indirect or should not be allowed in order to discourage use by traffic from outside the neighborhood.

Design Service Volume:	4,000 vpd; 6,000 with left turn bays
Speed:	25-30 mph
Traffic Lanes:	Two 12' travel lanes; 10' turn bays where warranted
Parking Lanes:	8' lane provided (may not be defined); none when turn bay exists
Paved Width:	36' from back of curb
Right of Way:	60'
Sidewalks:	One side only, minimum 4' width; separated from traffic by 4'

COLLECTOR

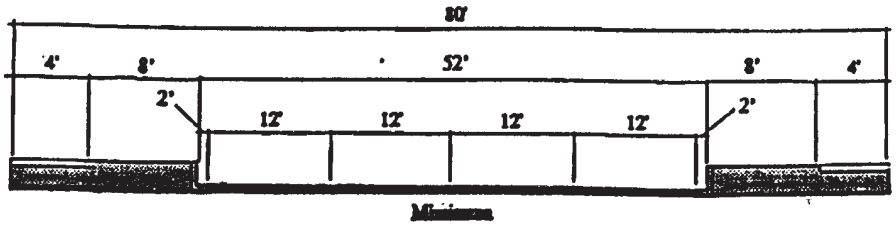
LOW DENSITY



PRINCIPAL ARTERIAL STREETS connect controlled access highways, rural highways to the edge of the metropolitan area, and major urban activity centers within the metropolitan area. Traffic is composed predominantly of traffic across or through the city. Access may be controlled by use of medians, limitation of curb cuts, or by directing access for new developments in intersecting cross streets.

Design Service Volume:	17,600 vpd; 20,600 vpd with left turn lane
Speed:	40-45 mph
Traffic Lanes:	Four 12' travel lanes; 12' left turn bay at intersections where necessary, and a continuous left turn lane where there are high volumes of traffic
Parking Lanes:	None
Paved Width:	52' from back of curb
Right of Way:	80' minimum;90' for intersection widening and where possible for 5 lane sections
Sidewalks:	Two 4' minimum sidewalks; 8' clearance from traffic lanes where possible

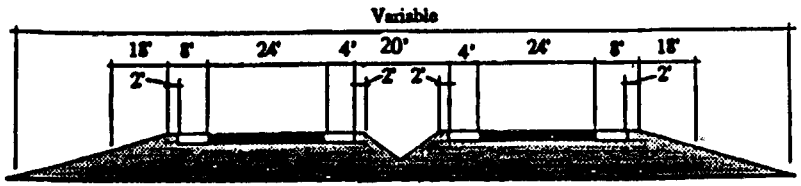
PRINCIPAL ARTERIAL



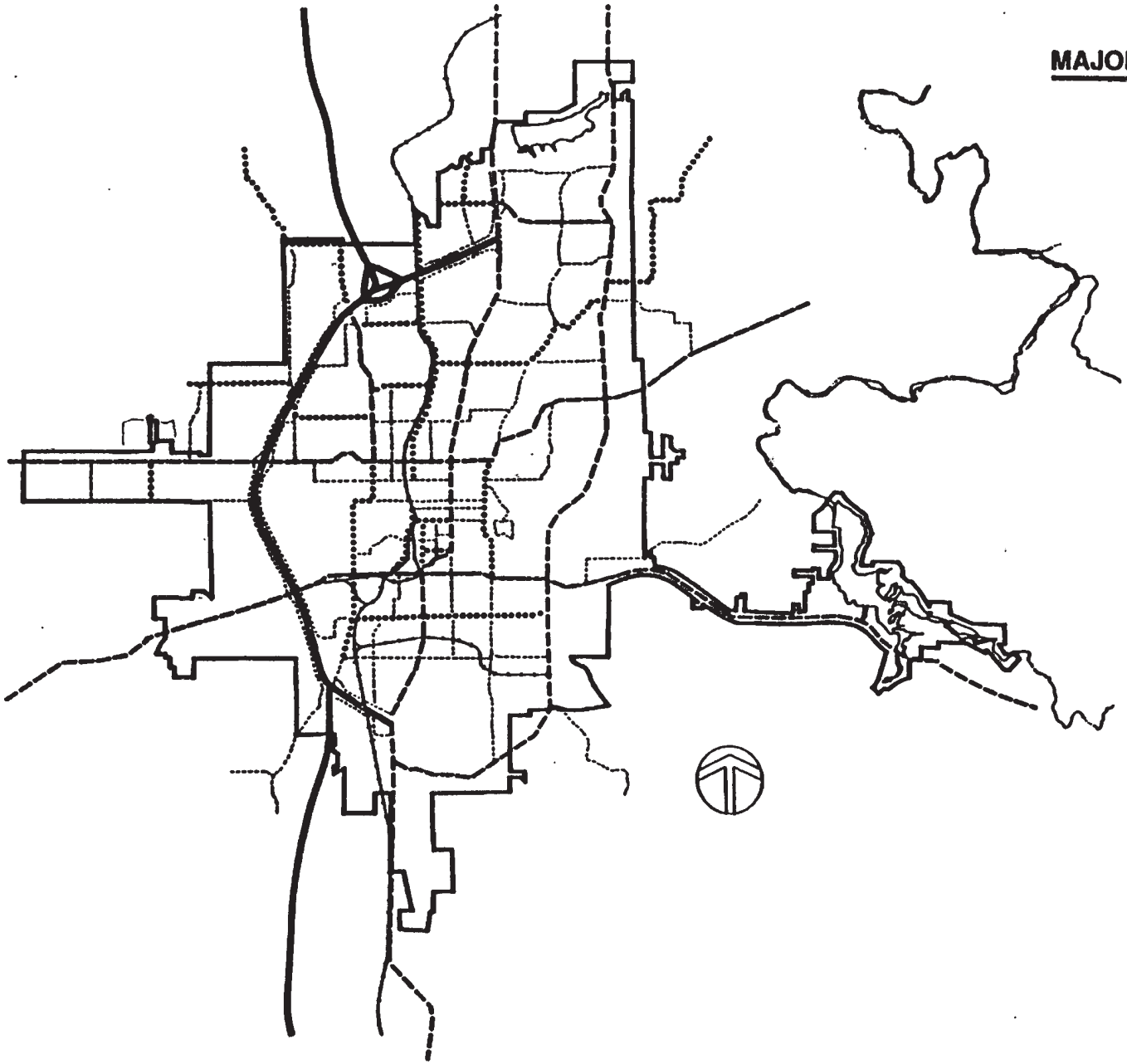
FREEWAY/EXPRESSWAY STREETS are high speed, multi-lane facilities with a high degree of access control. These facilities serve the major centers of activity of a metropolitan area; and are designed for the longest trips by being well integrated with the arterial streets serving the area. They should provide a high level of traffic service for travellers who do not have local destinations and wish to bypass the city.

Design Service Volume:	28,300 vpd expressway; 44,800 vpd freeway
Speed:	45-55 mph
Traffic Lanes:	Four 12' lanes; where at grade intersections occur on expressways right and left turn lanes shall be provided; no grade crossings allowed on freeways
Parking Lanes: on shoulders	None; emergency parking permitted
Paved Width:	80' from edge of paved shoulder
Right of Way:	200'; 300' for State and Federal projects with more at interchanges; Varying median width of 25' - 60' including shoulders
Sidewalks:	None

FREEWAY/EXPRESSWAY



MAJOR THOROUGHFARE MAP



CITY OF
FAYETTEVILLE
ARKANSAS

STREET CLASSIFICATION

The following streets are grouped according to the categories above for planning purposes:

FREEWAY/EXPRESSWAY STREETS

John Paul Hammerschmidt Expressway

MAJOR ARTERIAL STREETS

State Highway 71B (North College Avenue)
Joyce Boulevard
State Highway 471
State Highway 45 (Mission Boulevard)
State Highway 112 (Garland Avenue), Maple Street (from Garland to Razorback)
Razorback Road and Cato Springs Road (from Hammerschmidt Expressway to Cato Springs Road)
State Highway 16 (Wedington Road) to Hammerschmidt Expressway
State Highway 16 (Huntsville Road) to State Highway 180 and U.S.Highway 62
State Highway 265 to Happy Hollow Road

MINOR ARTERIAL STREETS

Joyce Boulevard from State Highway 265 to the east
Gregg Avenue to West Street
Drake Street west from Gregg Avenue to State Highway 112 (Garland Avenue)
Township Street from State Highway 45 west to intersection w/ State Highway 112
Skillern Road west to Old Wire Road to intersection with State Highway 45 (Mission Boulevard)
Mount Comfort Road west from Hammerschmidt Expressway to city limits
Sycamore Street west from Gregg Avenue to intersection with Garland Avenue
Deane Street west to intersection with Porter Road
E. Lafayette Street from State Highway 45 (Mission Boulevard) to State Highway 71B (North College Avenue)
W. Dickson Street from State Highway 71B (North College Avenue) west to West Street
Rock Street from State Highway 71B (Archibald Yell Boulevard) west to intersection with West Street
Happy Hollow Road from State Highway 16E south to Armstrong Avenue
15th Street west to intersection with Razorback Road
Porter Road from Deane Street west to Hammerschmidt Expressway
State Highway 45 (Mission Boulevard) from North Street south to Lafayette Street
State Highway 112 (Wedington Road) and North Street from State Highway 71B (North College Avenue) west to Hammerschmidt Expressway

State Highway 156 (Willoughby Road and Morningside Drive) east to intersection with ArmstrongAvenue

COLLECTOR STREETS

Zion Road from State Highway 265 (Crossover Road) to State Highway 71B
Zion Road from State Highway 265 (Crossover Road) to old Wire Road
Old Missouri Road
Front Street
Millsap Road southwest to Futrall Drive and Gregg Avenue
Appleby Road
Rolling Hills Drive
Drake Street from State Highway 71B (North College Avenue) to Gregg Avenue
Deane Solomon Road
Salem Road
Poplar Street west of Gregg Avenue
Melmar Drive
Leverett Avenue from Poplar Street south to Maple Street
Porter Road from Deane Street south to State Highway 112 (Wedington Road)
Lewis Avenue from Deane Street south to State Highway 112 (Wedington Road)
Sang Avenue south from State Highway 112 (Wedington Road) to Cleveland Street
Ash Street from Old Wire Road to Walnut Avenue
Walnut Avenue from Ash Street south to Sycamore Street
Sycamore Street from Walnut Avenue west to Gregg Avenue
Greenview Drive south from State Highway 45 (Mission Boulevard) to Viewpoint Dr.
Viewpoint Drive south to Ridgeway Drive
Ridgeway Drive south to Pembroke Drive
Pembroke Drive south to Rockwood Trail
Rockwood Trail west from Pembroke Drive to State Highway 45 (Mission Boulevard)
Assembly Road
Skyline Drive
Prospect Street from State Highway 71B (North College Avenue) west to Gregg Ave.
Cleveland Street from Gregg Avenue to Sang Avenue
Maple Street from State Highway 45 (Mission Boulevard) west to State Highway 112 (Garland Avenue)
Lafayette Street west from State Highway 71B (North College Avenue) to West Street
Arkansas Avenue
Fletcher Avenue
Dickson Street west from Fletcher Avenue to State Highway 71B (North College Avenue) and from West Street west to Arkansas Avenue
W. Center Street from Church Avenue to California Boulevard
California Boulevard
Leroy Pond Drive

Rock Street west from Mill Avenue to State Highway 71B (North College Avenue)
Wyman Road
Mill Avenue

Huntsville Road from Mill Avenue to Morningside Drive
Morningside Drive
S. College Avenue
Pump Station Road
Hill Avenue south from State Highway 180 (W. 6th Street) to 11th Street
11th Street west from Hill Avenue to Duncan Avenue
Duncan Avenue south from 11th Street to State Highway 16 (15th Street)
Brooks Avenue
S. Garland Avenue
State Highway 265 (Cato Springs Road) west from State Highway 71B (S.School Avenue) to Ashwood Street
State Highway 16 (15th Street) from Razorback Road to Beechwood Avenue
Beechwood Avenue from State Highway 16 (15th Street) south to 18th Street
18th Street west from Beechwood Avenue to Futrall Drive

LOCAL STREETS

All other Fayetteville Streets not listed above

ACCESS INTO FAYETTEVILLE

Primary vehicular access to Fayetteville is provided by state and federal highways which link this community to others. Fayetteville is accessed by two U.S. Highways and with State Highways.

Service from the north and south is provided by U.S. Highway 71 which ultimately connects to Interstate 44 at Joplin, Missouri and Interstate 40 at Alma/Ft. Smith, Arkansas. This access was improved by construction of a Fayetteville bypass, John Paul Hammerschmidt Expressway, completed to its present four lane width in 1982. Old Highway 71 (71B) is also the primary route for vehicular transportation through Fayetteville as it is the only continuous road way in either a north/south or an east/west direction. Hammerschmidt Expressway provides circulation around Fayetteville to the west. To the east, State Highway 265 provides a similar function; however, due to its not being a controlled access highway, the efficiency of this route is not comparable to Hammerschmidt Expressway. The nearest north/south Interstate connections are Interstate 55 at Memphis, Tennessee or at St. Louis, Missouri to the east; and to the west, Interstate 35 at Oklahoma City, Oklahoma.

Vehicular access from the east is provided by State Highway 45, entering the city approximately at its midpoint and also from State Highway 16 entering the city to the south. Both of these routes intersect and connect with State Highway 265 (Crossover Road). From the west, access is provided by State Highway 16 at approximately the city midpoint and U. S. Highway 62 to the south. Both of these routes intersect and connect with Hammerschmidt Expressway, and U.S. Highway

62 also extends east as State Highway 180 to intersect with Highway 71B. There is no continuous east/west connection through the city. The nearest population center to the east is Jonesboro, Arkansas, and the nearest population center to the west is Tulsa, Oklahoma.

TRAFFIC CIRCULATION WITHIN FAYETTEVILLE

Privately owned motor vehicles represent the primary means of transportation within Fayetteville. In 1980, a total of 67,936 vehicles were registered with Washington County. By 1990, this figure had grown to 79,002 vehicles. Registrations of motor vehicles is significant, because when compared to population increases for the same area and time period, it is apparent that the growth in registrations within Washington County (16%) is at a rate which is faster than the rate of population growth (12.9%). Another significant factor important to planing is that in 1970 the ratio of cars to people was 1:2. By 1990, this ratio had increased to 1:1.4. More cars on city streets increase congestion, contribute to pollution and create expenses for the city in terms of street maintenance. Fayetteville, in conjunction with the University and the State, will need to make conscious decisions related to additional transportation facilities to provide adequately for traffic circulation and to offer choices of other systems which may slow or reverse the trend of increasing numbers of privately owned vehicles.

As U.S. Highway 71B (North College Avenue) is the only continuous route through the city, it necessarily serves as the major route from traffic circulation and residential/business access. At the city center, Highway 71B carries traffic loads equal to the Hammerschmidt Expressway with a 1992 average daily traffic (ADT) count of 22,000. For the projection period, the Expressway is expected to carry greater loads than Highway 71B with ADTs of 30,360 and 28,380, respectively.

Other key north/south routes are State Highway 265 and Gregg Avenue. Neither Highway 265 nor Gregg Avenue are continuous for the length of the city, and, as there presently are none, they do not connect to continuous east/west streets. State Highway 112 also provides north/south circulation within Fayetteville; however, it functions primarily to provide access to the University from the north and west.

Due to better functioning north/south routes for traffic circulation there are fewer key north/south traffic circulation routes than east/west routes. The more numerous east/west routes have been influenced by the same ridge lines which divide Fayetteville into the two (White/Illinois River) watersheds. As the ridge traverses Fayetteville at its center (in terms of development density) circulation routes are more numerous and less direct in this area. An additional factor with impact is the Burlington Northern Railroad line which traverses the city in a north/south direction. Crossings of the line are expensive and present the potential for dangerous situations by mixing the two transportation types. These two factors have resulted in a expensive, circuitous traffic circulation pattern in this east/west direction. East/west routes near Fayetteville's center include Poplar Street, Sycamore Street, North Street (connects to Wedington Road), Maple Street and Dickson Street.

Other key east/west routes are Joyce Boulevard which is rapidly developing and promises to be a major east/west route.

Joyce Boulevard currently connects State Highway 265 and U. S. Highway 71B. In the future, Joyce Boulevard will connect to Gregg Avenue and south to the Hammerschmidt Expressway. State Highway 45 (Mission Boulevard) which connects to U. S. Highway 71B is also a key east/west route. As Highway 45 (Mission Boulevard) enters the developed portions of the city it is constrained by both topography and development, even traversing the Washington Willow historic District. Highway 16E (Huntsville Road) provides the most nearly continuous east/west route which exists in Fayetteville. Like Highway 45 (Mission Boulevard), it experiences topographical and developmental constraints as it enters the developed city. Potential exists for connecting State Highway 16 to U. S. Highway 62 via Huntsville Road. A similar potential exists to connect Highway 45 (Mission Boulevard) to State Highway 16 via North Street.

ACCESS TO THE UNIVERSITY

The University of Arkansas student population of 14,000 accounts for one third of the present population of the City of Fayetteville and will account for approximately one quarter of the 2010 population. Due to the age of the student population (all are of legal driving age) and the fact that the University is the major employer within Fayetteville, the University is a major traffic generator and greatly affects circulation patterns.

Existing access to the University is provided by Hammerschmidt Expressway and then via State Highway 112 Spur (Wedington Road) or State Highway 180 (W. 6th Street). After exiting to Wedington Road (east/west route), State Highway 112 (Garland Avenue - north/south route) provides entrance to the University. The 1992 average daily traffic at the entrance to the University on Garland was 14,000 and this figure is expected to increase to 15,960 by 2010. The majority of the University traffic (46%) approaches the campus from the north.

To the south, after exiting to W. 6th Street (east/west route), State Highway 112 (Razorback Road - north/south route) provides entrance to the University. When compared to the route described above, the Highway 180/Razorback Road route provides the most direct path. The 1992 average daily traffic count for this route was 11,000 vehicles projected to increase to 12,540 by 2010.

Access to the University may also be gained from Highway 71B (North College Avenue) via Dickson Street. As these two streets were original to the city, and traffic patterns once established are difficult to change, this route continues to be the "traditional" entrance to the campus and is heavily travelled. Average daily traffic counts indicate that approximately 9,500 cars used this route daily in 1992. This traffic count is expected to increase to 11,305 by the year 2010.

The three routes described above are among the heaviest travelled within the city. Several improvements are already programmed which will provide the future access needs of the University.. In addition the University recently undertook a study to determine the best means of providing circulation within its boundaries.

The key improvement planned is a direct access from the new four lane U. S. Highway 71 (planned for completion in 1996) via State Highway 265 (Cato Springs Road) and an extension

of the current State Highway 112 (Razorback Road). These improvements have been ranked in the 1993-1995 Transportation Improvement Plan (TIP) and are rated as the number three priority for the planning area, the Fayetteville/Springdale MSA. With improvements to bring Razorback Road to four lanes from this exit to Maple Street, this route will provide relief to existing traffic congestion primarily during football season and has the potential to become the most heavily travelled route to the University. The University is currently designing this entryway and acquiring right-of-way along State Highway 180 (W. 6th Street).

A second street improvement, the North Street widening from Gregg Avenue to State Highway 112 (Garland Avenue) is presently the number one priority in the 1993 Transportation Improvement Plan. Construction of this improvement is scheduled to be complete by the end of 1993. As North Street is consistently utilized as a University access from Highway 71B (North College Avenue) to Highway 112 (Garland Avenue) from areas extending as far north as Springdale, widening of the roadway will improve traffic flow and access to the University.

In order to better address circulation on campus, the University recently complete a traffic study (December, 1992). To reduce conflict between pedestrian and vehicular traffic, the study recommended installation of a traffic signal at Dickson Street and Ozark Avenue to favor pedestrian traffic during peak pedestrian crossing times. The study also recommended modification of the traffic signal at North Street and Highway 112 (Garland Avenue) to provide a westbound left turn arrow; installation of a traffic signal at Maple Street and West Avenue; provision of two turning lanes at Meadow Street and Razorback Road; and striping of two southbound turning lanes at Highway 180 (W. 6th Street) and Highway 112 (Razorback Road). The study concluded that restricting traffic on campus streets should be the ultimate objective of the University.

SYSTEM CAPACITY

In order to assess if streets are functioning at their design level, traffic counts are made and average daily traffic (ADT) volumes are calculated. Fayetteville recently completed an analysis of the street system using the consulting firm of DeShazo, Starek, and Tang. The results of this analysis are detailed and are contained in a two volume report. General conclusions reached by the report are summarized below. This study will form the basis for prioritizing street improvements within Fayetteville.

For most of the street system in Fayetteville, the existing street classification system indicated that the city could accommodate future anticipated growth in accordance with the layout of the Master Street Plan, assuming that improvements which are planned (in the Transportation Improvement Plan and the Capital Improvement Program) are implemented.

Areas of concern are those street which in 1992 were exceeding a volume to capacity level of .89. These streets included portions of State Highway 71B, Gregg Avenue, Township Street, Old Wire Road, State Highway 45 (Mission Boulevard), State Highway 112 (Garland Avenue), State Highway 16W (Wedington Road), North Street, Leverett Avenue, Maple Street, Dickson Street, and State Highway 16E (Huntsville Road). Using projected ADTs for 2010, the volume/capacity analysis was repeated showing increasing congestion on all of

AVERAGE DAILY TRAFFIC VOLUMES (ADT)
City of Fayetteville, 1987 and 1992

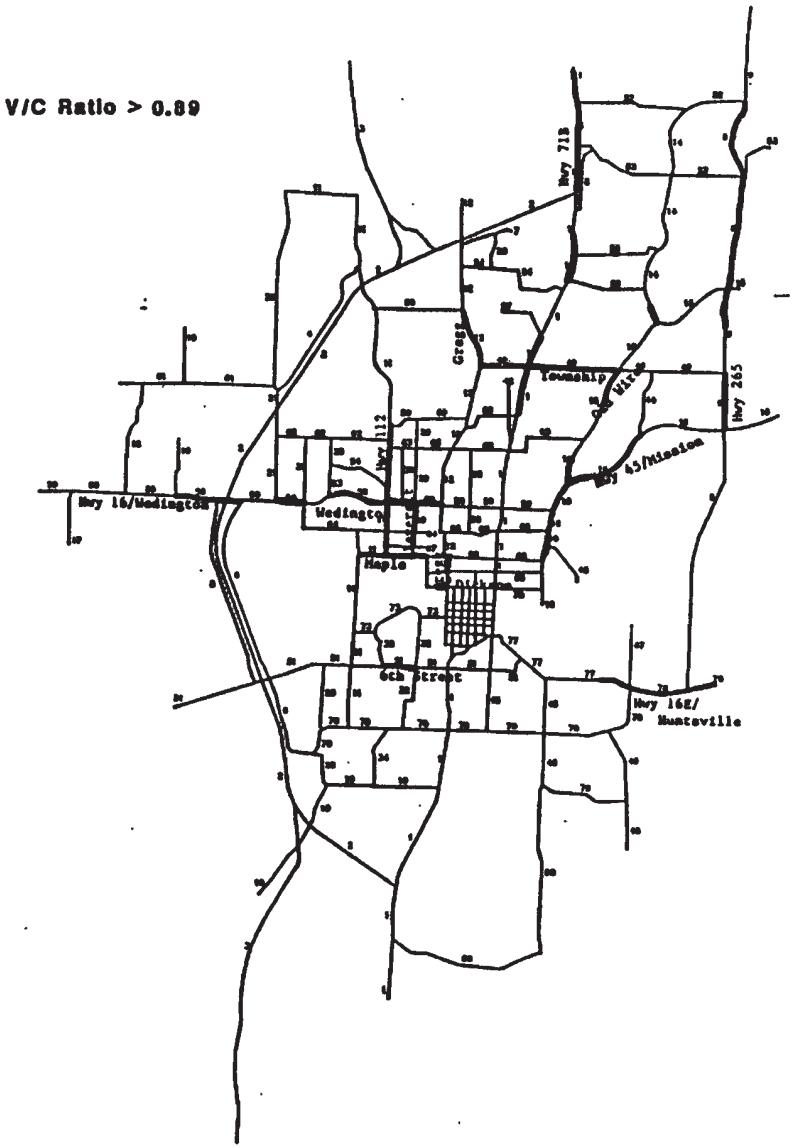
EXISTING STREET CLASSIFICATION	1987 ADT'S	1992 ADT'S	EXISTING FUNCTIONAL CLASS
U.S. Highway 71B			
South of Zion Rd.	28,780	27,850	Principal Arterial
North of Township Rd.	23,500	23,690	Principal Arterial
At E. Lafayette St.	22,860	24,190	Principal Arterial
North of 16	10,820	11,820	Principal Arterial
South of Cato Springs Rd.	9,820	10,320	Principal Arterial
U.S. 71 Expressway			
At intersection of Railroad	10,820	10,380	Expressway
North of U.S. 62	16,980	21,180	Expressway
At intersection of 1125	19,560	23,810	Expressway
North of Drake Ave.	21,510	27,880	Expressway
At intersection of College Ave.	14,470	17,190	Expressway
71/62 North of State Hwy. 112	13,150	19,000	Expressway
State Highway 16			
West of 71B	5,770	7,110	Minor Arterial
East of 71B	9,560	10,700	Minor Arterial
East of Crossover	8,420	8,870	Minor Arterial
State Highway 112			
West of Garland	11,550	10,060	Minor Arterial
At intersection of Sycamore	10,520	12,920	Principal Arterial
South of Maple St.	8,770	8,930	Principal Arterial
North of Drake St.	7,000	9,510	Minor Arterial
State Highway 180			
At intersection of Gregg Ave.	1,340	3,190	Minor Arterial
East of Razorback Ave.	9,600	13,230	Minor Arterial
Intersection of 71B	9,580	11,320	Minor Arterial
U.S. Highway 180			
At intersection of Anderson St.	9,990	10,450	Principal Arterial

EXISTING STREET CLASSIFICATION	1987 ADT'S	1992 ADT'S	EXISTING FUNCTIONAL CLASS
State Highway 265			
North of Huntsville Rd.	5,400	7,030	Principal Arterial
At intersection of U.S. 71B	1,680	1,970	Principal Arterial
State Highway 45			
West of 265	7,030	7,740	Principal Arterial
East of 265	5,010	5,200	Minor Arterial
South of North St.	11,510	10,110	Minor Arterial
North Street			
East of Garland	11,580*	14,550	Collector
Maple Street			
At Railroad Crossing	7,730*	8,520	Collector
West Dickson			
West of School Ave.	8,930*	11,180	Collector
Shady Grove Road			
At intersection of Railroad	2,900*	4,280	Collector
West Center Street			
At intersection of University Ave.	3,450*	4,910	Collector

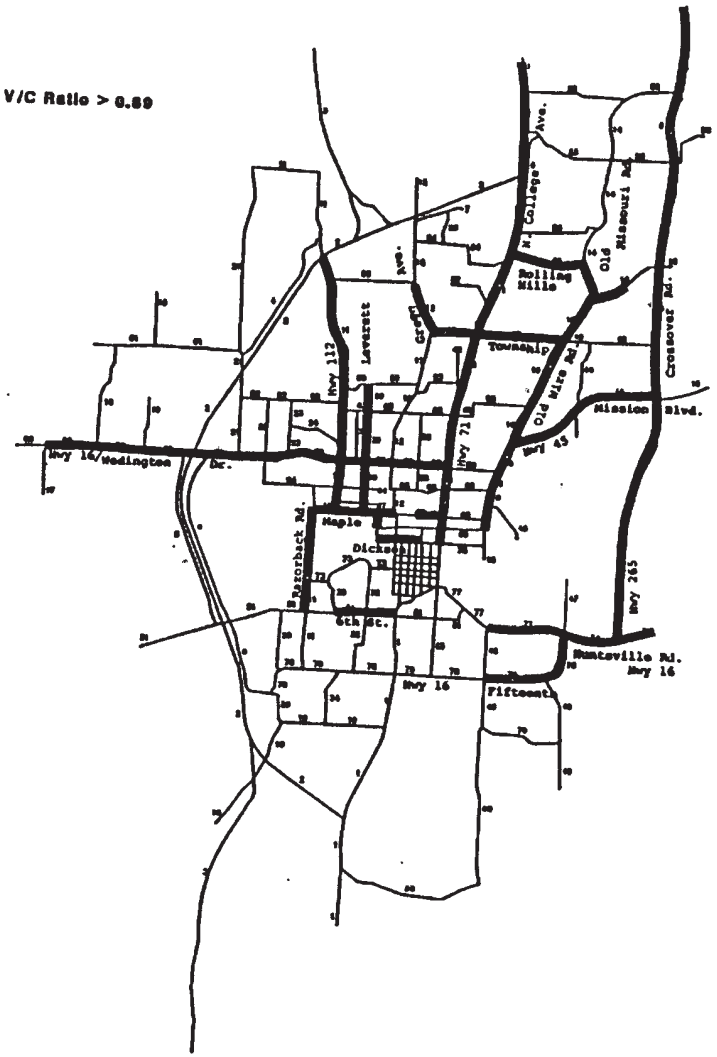
**Based on 1986 ADT's*

Sources: City of Fayetteville, Traffic Volumes, March 1988; 1986 Traffic Volume Map FSATS, Arkansas State Highway & Transportation Dept.

10 Location of Street Segments With High 1992 V/C Ratios



11 Location of Street Segments With High 2010 V/C Ratios



the streets experiencing congestion in 1992, and adding the following segments: Rolling Hills Drive and Happy Hollow Road.

PUBLIC TRANSPORTATION

Fayetteville is served by two public transportation systems. Razorback Transit is a partially federally funded system operated by the University of Arkansas in a proactive effort to reduce traffic congestion and parking problems on the University campus. Their service is free to the public as well as the students of the University. Razorback Transit operates seven bus routes serving the University, the Fayetteville Square, shopping malls, medical and other service areas.

Ozark Public Transit, located in Springdale, Arkansas, serves the Fayetteville/ Springdale MSA; however it is a limited demand service rather than route service like Razorback Transit System. Ozark Public Transit currently operates 22 vehicles, utilizing federal funds for urbanized area transportation of disadvantaged persons. The system is operated in conjunction with local human service agencies, private operators, and local governments.

The area is also served by a private carrier, Jefferson Bus Lines, which provides daily service to destinations outside of Fayetteville.

AVIATION

Drake Field, Fayetteville's airport, is located within the southern city limits adjacent to U.S. Highway 71. The airport provides commuter service to the regional hub airports, principally Memphis, Dallas/Ft. Worth, Kansas City, St. Louis, and Little Rock. Five airlines presently serve Drake Field, including American Eagle, Atlantic Southeast, Eastern Express, Northwest Airlink, and Trans World Express.

Historical analysis indicates an average annual increase for enplanements since 1980 of over eight percent. Actual enplanements in 1980 were 69,382 and in 1990 were 153,093. Enplanements for 1992 were 193,485.

RAIL

Fayetteville is served by an active rail line, the Burlington Northern Railroad which traverses the city in a north/south direction. Various carriers, primarily the Arkansas and Missouri Railroad, lease the right to utilize the line for shipments. In 1992, 2,000 carloads of freight (16,000 tons) were shipped from Fayetteville. Also, in 1992, 6,000 additional carloads of freight (480,000 tons) travelled through Fayetteville.

This rail line also leases time to the Arkansas and Missouri Railroad which operates a tourist passenger train. The train makes day trips originating in Springdale to local areas of interest.

MOTOR FREIGHT

Arkansas Best Freight, J. B. Hunt Trucking and Yellow Freight Systems offer full
carrier service from Fayetteville to destinations both regional and national.

TRAILS

In addition to the transportation system necessary for moving vehicular traffic and transporting people and goods, two additional types of transportation are utilized within the Fayetteville area. These are sidewalks for pedestrians and a system of trails for dual use (hiking and biking). In accordance with the Master Street Plan, sidewalks are provided on both sides of the street for Principal and Minor Arterial Streets and along one side of Collector and Local Streets. The Master Sidewalk Plan is updated with each Large Scale Development or Subdivision. At the time of development, the Plan is consulted and if called for by the Plan, the developer is required to install any sidewalks noted on the Plan and to provide sidewalks in accordance with the Master Street Plan on any new street. Due partially to the hilly terrain of Fayetteville and inconsistent enforcement procedures of the requirements for sidewalks, there are many areas of the city which do not have sidewalks or have discontinuous sidewalks, During the Fayetteville Vision process, the citizens emphasized the need for better enforcement and their desire to have a good system of sidewalks. Fayetteville currently places a priority on developing sidewalks and has designated funds within the Capital Improvement Program to upgrade sidewalks within the city.

Similar in function to sidewalks is the need for additional trails to serve pedestrians and bicyclists. Fayetteville has designated and marked certain routes within the city as bikeways. These routes coexist with the vehicular traffic using the streets and present conflict between the two uses. Consequently, few citizens use the routes due to safety concerns. The Intermodal Surface Transportation Efficiency Act of 1991, provided federal funding for development of bikeways for transportation purposes. Fayetteville has completed a proposal to develop a system of trails to serve the one mile radius of all elementary and junior high schools within Fayetteville as a first priority. The elementary and junior high school age population is targeted, because they are under the legal age to operate a motor vehicle and their major transportation alternatives are walking or biking. The planned system utilizes stream beds and neighborhood streets as corridors to link neighborhoods to schools. The second priority of the system is to link schools to schools and schools to parks. After those linkages are accomplished, linkages could be made to link parks to parks and parks and to provide transportation routes for adult riders. Where compatible, the trail system will supplant the traditional sidewalk. Phase one of the plan is to place trails in the one mile area around schools not served by the bus system operated by the public school system. Twenty five miles of trail will be required to service this area at an estimated cost of $1.25 Million.

GENERAL CONCLUSIONS

Given the relatively steady growth of Fayetteville, it is important that regular maintenance of the existing street system and development of alternative transportation modes occur. Fayetteville should continue to plan for sidewalks and a system of trails and actively fund or seek funding for these alternative transportation modes.

Implementation of the Master Street Plan will be critical to serving the new growth area and to alleviating areas of traffic congestion. The Master Street Plan addresses the key need within Fayetteville by providing for better east/west access. New routes shown on the Master Street Plan include extension of Joyce Boulevard to the west to intersect with Gregg Avenue, extension of Drake Street west to intersect with Gregg Avenue, construction of a left exit from State Highway 71B to connect to State Highway 471 south of Joyce Boulevard, extension and widening of Township Street from State Highway 45 through to State Highway 112 (Garland Avenue), extension of Gregg Street south to intersect with State Highway 180 (W 6th Street), connection to the west of State Highway 265 (Crossover Road) to Happy Hollow Road, and extension of State Highway 112 (Razorback Road) south to connect with State Highway 265S (Cato Springs Road).

Consideration should be given to preserving corridors for roadways expected to need widening within the planning period. These include areas along State Highway 265 (Crossover Road) from State Highway 16E north to the City Limits, overpass areas at the northwest intersection of State Highway 71B and State Highway 471, Joyce Boulevard, State Highway 45 (Mission Boulevard), corridor for extension of Salem Road, State Highway 16W (Wedington Road), corridor for extension of Township Street and along Township Street for widening, corridor for extension of State Highway 265 (Crossover Road) to Happy Hollow Road, state Highway 180 (W. 6th Street) from State Highway 71 B to Stonebridge, corridor for extension of Commerce Drive, and the corridor for extension of Razorback Road.

State Highways form a major part of the transportation network to and within Fayetteville. In several cases, notably, Highway 265, Highway 16 and Highway 180, the routes are not continuous. Every effort should be made to connect or at a minimum, double sign routes so that continuity could be maintained. This may require exchange of right of way with the state as the routes are sometimes widely separated. State Highway 180 for example, is the same as Drake Street (north), Assembly Drive (east central), and W. 6th Street (south).

COMMUNITY FACILITIES

PARKS & RECREATION

- **The Youth Center** - 3 acres. Location: 915 California Drive. Facilities include: 2 Gyms, indoor pool, game rooms, weight room, arts and crafts. Recreation programs are provided for youth, adults and families.

- **The Adult Center** - .25 acre. Location: Hillcrest Towers. Facilities include: Recreation and education programs for people age 55 and above.

- **Lake Fayetteville Recreation Area** - 640 acres total, 20 acres developed. Location: Highway 71 North at Lakeview Road and/or Zion Road. Facilities include: Picnic tables, fishing, small craft boating, nature center, 3 ball diamonds, hiking trails, 2 pavilions, horseshoe pits, restrooms.

- **Wilson Park** - 21 acres. Location: Park and Prospect Street. Facilities include: Lighted ball diamond, picnic tables, city swimming pool, 6 tennis courts (4 lighted), playground equipment, basketball court, barbecue pits, open play area and park benches.

- **Greathouse Park** - 5 acres. Location: Corner of Price Avenue and Boone Street. Facilities include: Playground equipment, picnic tables, barbecue pit, nature area and walk bridge.

- **Industrial Park** - 12 acres. Location: Off Highway 16 east at 2400 Armstrong Avenue. Facilities include: 2 lighted ball diamonds (Babe Ruth League), concession stand, picnic tables, restrooms.

RECOMMENDED RECREATION FACILITIES STANDARDS
City of Fayetteville, 1993

Facility	Standard /Population
Baseball Field	1 per 4,000
Baseball Field Lighted	1 per 5,000
Softball Field	1 per 4,000
Softball Field Lighted	1 per 5,000
Tennis Court	1 per 3,000
Tennis Court Lighted	1 per 4,000
Basketball Court	1 per 4,000
Soccer-Football Field	1 per 4,000
Swimming Pool	1 per 25,000
Swimming Pool Indoor	1 per 35,000
Golf Course - 18 Hole	1 per 35,000
Exercise Trail	1 per 3,000
Outdoor Theater	1 per 25,000
Playground	1 per 4,000
Community Center	1 per 50,000

Source: Compiled by RM Plan Group, Nashville, 1993.

- **Gregory Park** - 18 acres. Location: Sycamore St., 1 block west of College Avenue. Facilities include: Pavilion, picnic tables, nature trails and hiking trails.

- **Hotz Park** - 1 acre. Location: Palmer at Hotz Drive. Facilities include: Playground equipment, picnic tables, barbecue pit and park benches.

- **Walker Park** - 38 acres. Location: South College Avenue at 15th Street. Facilities include: 5 ball diamonds (Little League), pavilion, restrooms, playground equipment, picnic tables, park benches, 3 tennis courts, 3 soccer fields and basketball goals.

- **Jefferson** - 3 acres (school leased). Location: 612 South College Avenue. Facilities include: Pavilion, playground equipment, picnic tables, open play area, park benches.

- **Butterfield** - 3 acres (school leased). Location: 3050 Old Missouri Rd. and Jefferson Elementary School. Facilities include: Pavilion, ball diamond, picnic tables, playground equipment, basketball court, soccer field, open play area, nature area, fishing pier, and walk bridge.

- **Asbell** - 10 acre (school leased). Location: 1500 Sang Avenue at Asbell Elementary School. Facilities include: 2 lighted ball diamonds, gym, 4 soccer fields, playground equipment, basketball courts, open play area, rest rooms, concession stand and park benches.

- **Root** - 2 acres (school leased). Location: 1529 Mission Boulevard at Root Elementary School. Facilities include: Pavilion, ball diamond, picnic tables, playground equipment, basketball courts, multi-purpose field and park benches.

- **Bates** - 7 acres (school leased). Location: 601 Buchanan Street at Bates Elementary School. Facilities include: Playground equipment, 4 tennis courts, picnic tables, basketball courts, open play area, park benches.

- **Happy Hollow** - 5 acres (school leased). Location: 308 Ray Street at Happy Hollow Elementary School. Facilities Include: Pavilion, multi-purpose field, playground equipment, picnic tables, basketball court, nature area, and park benches.

- **Sweetbriar Park** - 4 acres. Location: Sweetbriar Drive, subdivision of Old Missouri Road. Facilities Include: Picnic tables and playground equipment, open play area and barbecue pit.

- **Routh** - 2 acres. Location: Highway 265 and Old Wire Road. Facilities include: Picnic tables, open play area, picnic grills.

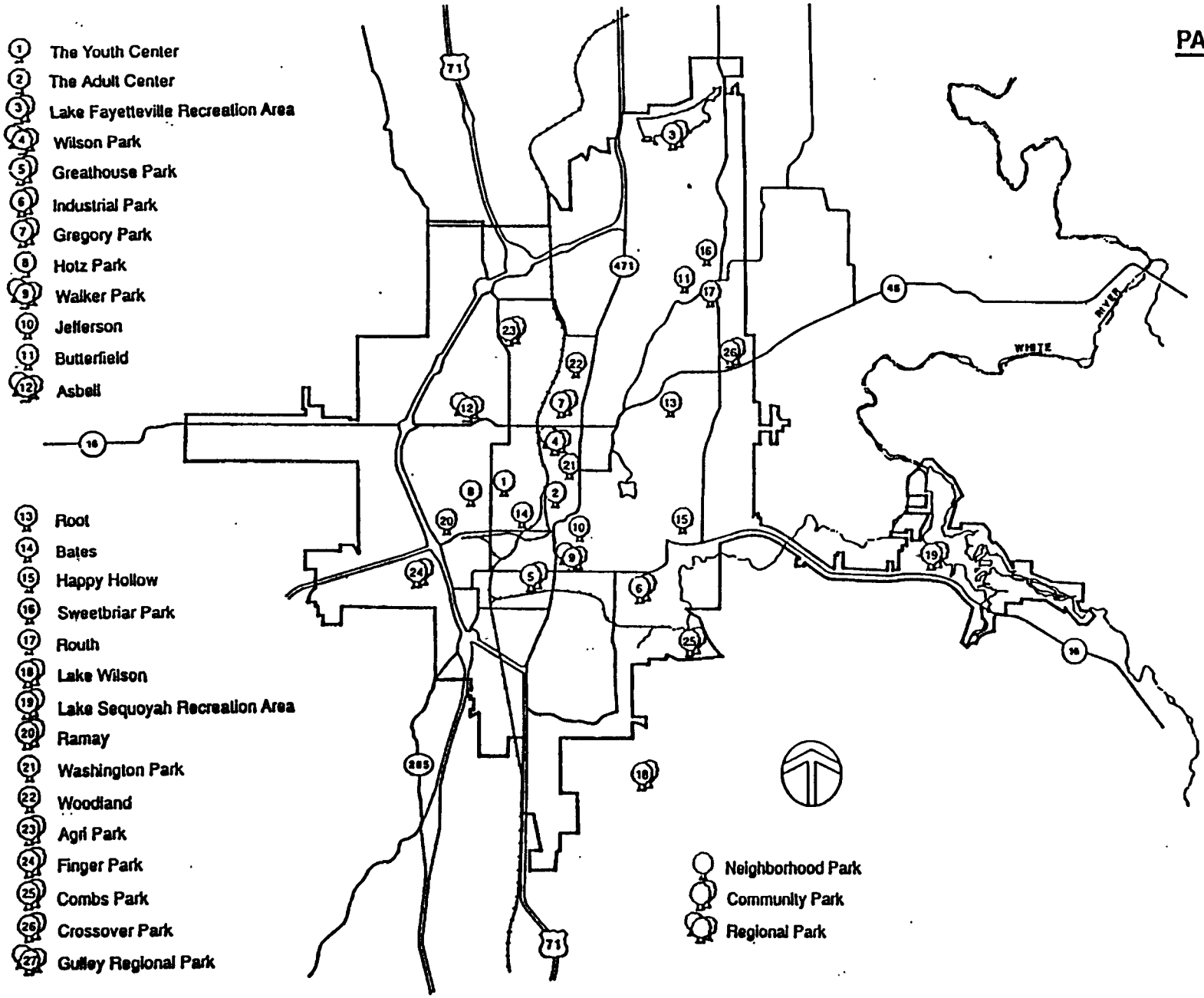
- **Lake Wilson** - 320 acres total, 3 acres developed. Location: Southeast of City on Wilson Hollow Road via City Lake Road. Facilities include: Lake, pavilion, picnic tables, fishing, barbecue pits, archery range, nature area, park benches, hiking trails and horseback trails.

- **Lake Sequoyah Recreation Area** - 1,500 acres total, 2 acres developed. Location: Lake Sequoyah Drive. Facilities include: Fishing, boating, picnic tables, nature area and picnic grills.

- **Ramay** - 5 acres (no lease). Location: Old Farmington Road/Sang Avenue at Ramay Jr. High School. Facilities include: 2 tennis courts, track, soccer field, basketball court.

- **Washington Park** - 1 acre (no lease). Location: Highland Avenue and Lafayette Street at Washington Elementary School. Facilities include: Playground equipment, basketball court, park benches.

PARKS & RECREATION



STANDARDS FOR PUBLIC RECREATION
FACILITIES BY TYPE AND POPULATION UNIT
City of Fayetteville, 1993

OUTDOOR FACILITY	Standard/ Population	Existing Facilities	Reqd. 45,000 Population	Reqd. 50,000 Population	Reqd. 55,000 Population	Reqd. 60,000 Population	Reqd. 70,000 Population	Reqd. 80,000 Population
Baseball Field	1 per 4,000 *(1 per 5,000 if lighted)*	10 regular 5 lighted	0	0	0	0	1	4
Softball Field	1 per 4,000 *(1 per 5,000 if lighted)*	0	9-11	10-12	11-14	12-15	14-17	16-20
Tennis Court	1 per 3,000 *(1 per 4,000 if lighted)*	13 regular 4 lighted	0	0	0	2	4	6
Basketball Court	1 per 4,000	3 outdoor 12 indoor	0	0	0	0	2	5
Football/Soccer Field	1 per 4,000	12 standard 1 practice	0	0	1	2	4	7
Playgrounds	1 per 4,000	15	0	0	0	0	2	5
Swimming Pool (50 Meter)	1 per 25,000 *(1 per 35,000 if indoor)*	1 regular 1 indoor	0	0	0	0	1	1
Amphitheater	1 per 50,000	0	0	1	1	1	1	1
Community Center	1 per 50,000	0	0	1	1	1	1	1
Golf Course (18 Hole)	1 per 35,000	0	1	1	1	1	2	2
Jogging/Exercise Trail	1 per 3,000	8	7	9	10	12	15	19

- **Woodland** - 5 acres (no lease). Location: Green Acres Road at Woodland Jr. High School. Facilities include: 2 tennis courts, soccer field, football practice field.

- **Agri Park** - 5 acres. Location: N. Garland Avenue. Facilities include: University of Arkansas property available for public use, pavilion; reservation for group use made through the University.

- **Finger Park** - 18 acres. Location: Off Highway 62 west at Farmers Street. Facilities include: Playground equipment, basketball court, hiking trails, picnic tables and grills, park benches, open play area, nature area, pavilion.

- **Combs Park** - 80 acres (leased from Industrial Park Commission). Location: Armstrong Avenue. Facilities include: model airplane course and horseback trails.

- **Crossover Park** - 20 acres. Location: Highway 265 and Sanitation Road. Facilities include: Nature area and Hiking Trails.

- **Gulley Park** - 23 acres. Location: Township Rd. at Old Wire. Facilities include: Walking trail, picnic, playground and sand volleyball.

- **Bryce Davis Park** - 9 acres. Location: Hwy. 16 west of By-Pass. Facilities include: walking trail, picnic playground.

SCHOOLS. Fayetteville currently has 13 public schools within its system. The school system covers 113 square miles. The city is broken down into 2 school districts based on boundaries established by Fayetteville Public School District.

Total Enrollment is 6,977 as of April 1991. By comparison, total enrollment in 1987 was 5,634. The four-year increase of 1,343 represents an annual growth rate of 6.0 percent.

Elementary - Fayetteville has 8 Elementary Schools with total enrollment of 4,078 as of April 1991. (3,052 enrollment for 1987.) Elementary School Facilities include:

- Asbell Elementary School; 1500 N. Sang Ave. (514 enrollment)
- Bates Elementary School; 609 Buchanan (473 enrollment)
- Butterfield Elementary School; 3050 Old Missouri Rd. (592 enrollment)
- Happy Hollow Elementary School; Ray Ave., Rt. 10 (484 enrollment)
- Jefferson Elementary School; 612 South College Ave. (436 enrollment)
- Leverett Elementary School; 1124 W. Cleveland (570 enrollment)
- Root Elementary School; 1529 Mission (532 enrollment)
- Washington Elementary School; 425 N. Highland Ave. (477 enrollment)

Junior High Schools - Fayetteville has two Junior High Schools with a total enrollment of 1,511 as of April 1991. (1,379 enrollment for 1987.)

- Ramay; 401 S. Sang Avenue (707 enrollment)
- Woodland; Woodland and Poplar St. (804 enrollment)

High Schools - Two High Schools are located within Fayetteville. These schools have a total enrollment of 1,309 as of April 1991. (1,203 enrollment of 1987.)

- East Campus; 1001 Stone Avenue (1,180 enrollment)
- West Campus; 2350 Old Farmington Rd. (129 vocational enrollment)

Special - Uptown School is the only public school within Fayetteville providing educational opportunities for either the mentally retarded and/or developmentally disabled students. Average attendance is approximately 19.

Higher Education - Fayetteville presently has two institutions providing higher educational opportunities for students seeking career and/or vocational training.

- Northwest Vocational - Technical School. This school occupies approximately 38 acres adjacent to the Springdale Airport on State Highway 265, 3/4 miles north of Highway 68.

  This school provides vocational training in the fields of Auto Mechanics, Business and Office Education, Diesel and Truck Mechanics, Industrial Equipment Mechanics, Machine Shop Practices, Drafting, Truck Driving, Carpentry, Adult Basic Education, GED and Industrial Electronics.

- The University of Arkansas, Fayetteville (UAF). The U.A.F. campus was Arkansas's first university. It was established in January of 1872 as a Federal Land-Grant University. The following colleges make up the University of Arkansas, Fayetteville campus: Agriculture & Economics, Architecture, Business Administration, Education, Engineering, Fulbright College/Arts & Sciences, Law School, Continuing Education, and Nursing.

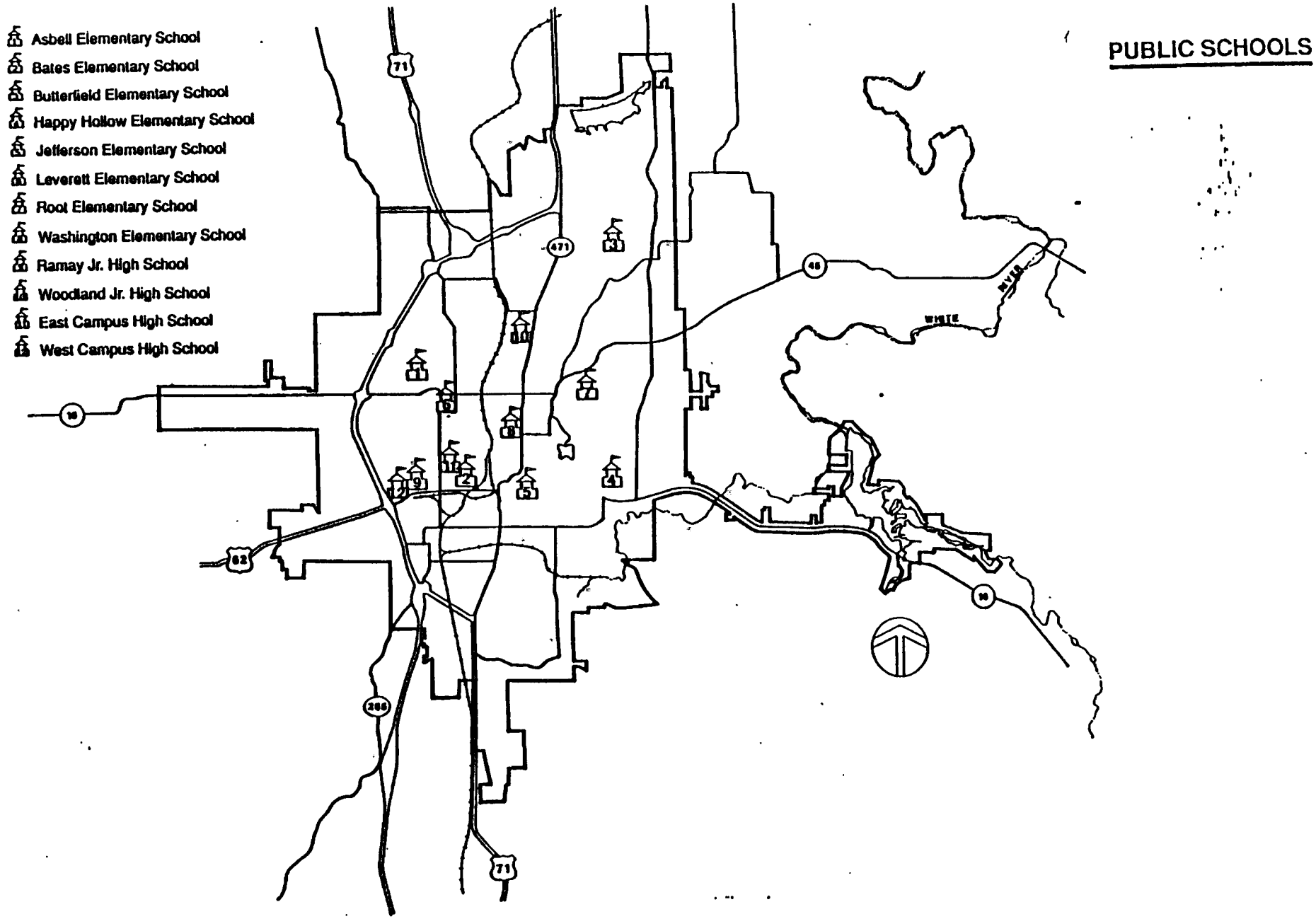
Total enrollment is estimated to be approximately 14,000 students.

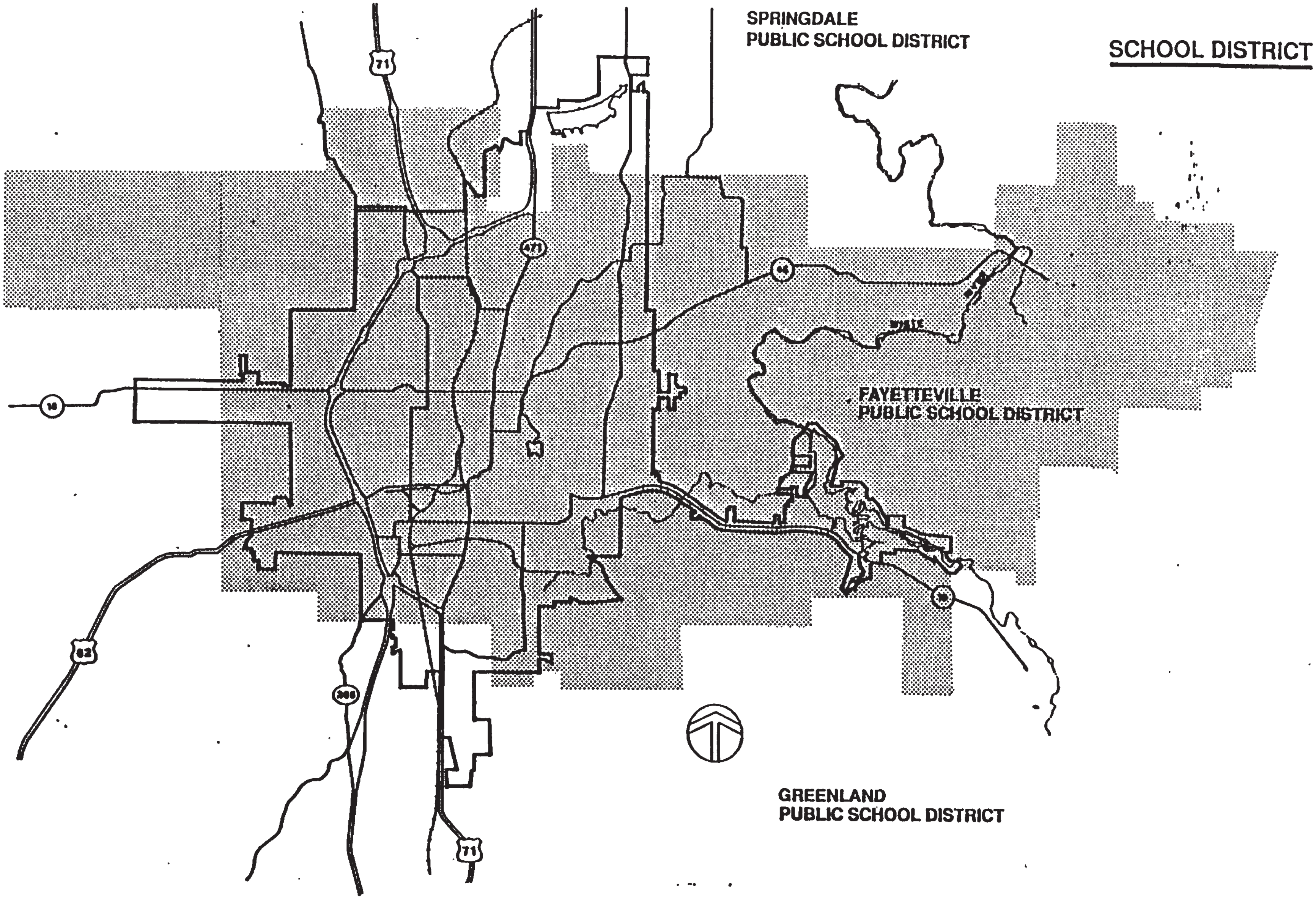
Private Schools

Four private schools provide alternative educational opportunities for students in the Fayetteville area. These include:

- St. Joseph's School; 313 East Lafayette Street. A private Christian religious school, built, maintained and operated by the St. Joseph's Catholic Church. Educational opportunities are provided for grades K through 6. Enrollment is estimated to be approximately 125 students.
- Richardson Center; 1760 Woodland. An educational facility for mentally retarded and/or develop- mentally disabled children from two months to adulthood.
- Montessori Children's House, Inc. Corner of Sycamore & Garland. An educational facility financed through private funds and providing private education for infants through grade 6. Enrollment is estimated at 120.
- Fayetteville Christian Academy; 370 Weddington Drive. This is a private Christian religious school operated and financed by the United Pentecostal Church. Educational opportunities are provided for grades K through 6. Enrollment is approximately 29.

PUBLIC SCHOOLS




SCHOOL DISTRICT
SPRINGDALE
PUBLIC SCHOOL DISTRICT
FAYETTEVILLE
PUBLIC SCHOOL DISTRICT
GREENLAND
PUBLIC SCHOOL DISTRICT
71
471
45
16
62
265

LIBRARIES

- **Fayetteville Public Library**, 217 East Dickson
  - Member Ozarks Regional Library System
  - 233,000 Books in System
  - Collection within Library is approximately 82,000 books; 250 magazines
  - Auditorium available for civic meetings and exhibits.
  - Supported by a one-mil county tax, supplemented by local funds.

HEALTH CARE FACILITIES

- **Washington Regional Medical Center**; 1125 North College Avenue. Established in 1950 as a 50 bed hospital; presently licensed for 294 beds owned by Washington County, operated by a 7 member Board of Governors, offers health services in the following medical areas: Cardio-Pulmonary Services, Emergency Trauma Center, Physical Medicine, Obstetrics, Hospice Care, Laboratory, Radiology & Special Procedures, Dialysis, Special Care (ICU), Coronary Care Unit, Surgical Services, Oncology, Health Promotion

- **Fayetteville City Hospital & Geriatric**; 221 South School. Established in 1912; owned by City of Fayetteville; operated by a ten member board appointed by area churches and City of Fayetteville; total 139 beds, 35 designated for short-term acute medical needs, and 104 for long-term chronic care; offers health services in the following medical areas: After Hours Clinic Care; Physical, Occupational, Respiratory and Speech Therapy, Family Medicine, Home Health Service

- **Veterans Medical Center**; 1100 North College. 187 Bed Medical Center; provides health services in the following medical areas: Acute Medical, Surgical and Psychiatric Care, Primary and Secondary levels of out-patient services to a four state area containing over 127,000 veterans, General Medical and Surgical Clinics, Specialty clinics for Urology, Orthopedics, Diabetics and Mental Hygiene, Dental Care, Cardiopulmonary Function Lab, Ultrasound and Echo Cardiography Services and Ambulatory Surgery Program.

- **Charter Vista Hospital**; 4235 Crossover Road. Established in April 1983; private 65 bed facility, provides for the effective treatment of psychiatric and addictive disease patients; offers patients a psychiatric unit utilizing a therapeutic community designed to meet the specific needs of the particular age group served; serves all ages with its Adolescent and Adult units; three phase treatment program in the addictive disease unit: Primary Care (Detoxification), Intermediate Care, Aftercare (Support and Continuance of treatment program for a period of 1 year.)

- **Washington County Public Health Center**; 1100 North Woolsey. Provides the following health services for all Washington County residents: Immunization Clinics; Family Planning Clinics; Chest Clinics; Child Health Clinics; Maternity Clinics; Venereal Disease Control; Tuberculosis Control; WIC (Women, Infant & Children) Clinics & EPSDT (Early Periodic Screen Diagnosis Testing for (AFDC) Aid for Dependent Children; Food Services Inspections; Sewage Disposal System Inspections; Rabies Control; Environmental Health Hazard Inspections.

- **North Hills Medical Park**; North Hills Blvd. Construction in progress and will offer diverse, independent medical services.

- Nursing Homes
  - City Hospital and Geriatric Center
  - ~~Apple Tree Inn~~
  - Sunrise Manor Care Center

HISTORIC PRESERVATION

RELATIONSHIP TO COMMUNITY. No analysis of Fayetteville would be complete without due recognition and an illustrative representation of its rich and diversified historic resources. Numerous antebellum homesites, buildings and structures provide both architectural and cultural reminders of the historical framework that has contributed to the character of present day Fayetteville.

Fayetteville's citizens have successfully integrated many of the City's historically significant structures into functionally viable uses for present day residential and commercial business activity. This has been accomplished through revitalization, restoration and renovation efforts as well as a community wide commitment to the preservation of Fayetteville's historical past. Downtown Fayetteville, centered around the square, is a striking example of the community's commitment to the integration of its historical past with the social and economic dynamics of its present.

Traditionally city government has taken a laissez faire approach to preservation, leaving such efforts to private initiatives. For example, the Old Post Office, Eason Building and Lewis Hardware Store - all fundamental elements of the downtown square - were privately restored. Yet in the light of present day economics and subsequent development pressures, areas of historical significance require more than recognition and commitment: Fayetteville needs a local preservation ordinance and land use policies to guide, control and protect the future of its historical past.

The City of Fayetteville took its first step toward a proactive stance on preservation in March of 1979, when the Board of Directors created the Fayetteville Historic District Commission and endowed it with all the authority allowed under State Act 484. Lacking leadership and direction, the Commission languished for over a decade. In 1989 and 1990 the City hired its first professional planners, who began to work closely with the Commission. After a goals setting workshop in the fall of 1990, the Commission drafted the following Mission statement:

"We believe that a dynamic perspective of history is fundamental to our community's continued evolution and growth and that the present community must actively affirm the significance of its past for future generations. Our mission is to identify, preserve and protect those buildings, sites, places, artifacts, and districts which are of historic importance and interest to the Community."

The Planning Staff had each Historic District resurveyed in 1992 and has been researching whether the criteria exists to establish a Historic district in the Wilson Park Area. The Commission has also undertaken an extensive public education program.

HISTORIC RESOURCES. Numerous homesites and structures plus two districts have qualified for listing on the National Register of Historic Places beginning in 1970. Designation to the National Register is an honorary status. On the other hand, no property voluntarily placed on the Fayetteville Register of Historic Places could be significantly altered or demolished without approval of the Historic District Commission. The Commission has identified the two existing National Register Districts - Washington-Willow and Mt. Nord - as initial candidates for voluntary designation.

Structures listed on the National Register of Historic Places.

- University of Arkansas, Fayetteville Campus -"Old Main". The University Hall building was built from 1872-74 and modeled after the main building of the University of Illinois. The building itself is a demonstration of architectural ingenuity and perseverance. At the time of construction, there was no railroad within 150 miles of Fayetteville; thus, bricks were made on the campus. Iron and glass were transported via the Arkansas River and hauled over mountains by teams of ox. Lumber and additional building stone came from within the surrounding area. After an extensive renovation, Old Main was rededicated in September 1991. Old Main" was listed in the National Register in 1970.

  Graduates of the University have their names imprinted in concrete along "Senior Walk" beginning from the door of Old Main and extending across the campus. This tradition began in 1876 and continues today.

  Chi Omega Sorority was founded on the campus in 1895. In 1930, the National Chi Omega Foundation erected the Chi Omega Theater as a memorial to the sorority's founding. A bronze plaque on the foundation of the theater's south pylon pays tribute to the University.

  Carnall Hall is located at the northeast corner of campus at Arkansas Avenue and Maple Street. Constructed in 1895 by Charles L. Thompson, as the first women's dorm, the building was named after Professor Ella Carnall. The structure is built of brick with a native stone foundation. Thompson is the architect who built the Washington County Courthouse.

- Headquarters House - 118 E. Dickson. Over 100 years ago, Jonas M. Tebbetts, a Fayetteville lawyer, built what is often referred to as the "most beautiful antebellum house in Arkansas." The house served as the headquarters of the union commander during the Battle of Fayetteville on April 18, 1863. Across the street (corner of College Avenue and Dickson Street) is a bronze marker giving the date of the battle and names of the opposing commanders, Confederate W.L. Cabell and Union Colonel M. Larue Harrison. The site presently houses the Washington County Historical Society. The Headquarters House has been on the National Register since 1971.

- Ridge House - Corner of Center and Locust. Constructed in 1854, the Ridge House is Fayetteville's oldest home site on record. The original log structure was built by John Ridge, a Cherokee leader instrumental in bringing the Cherokee to the southwest. Original logs are encased in the two-story clapboard structure. The Ridge House is presently maintained by the Washington County Historical Society and has been listed on National Register since 1972.

- Walker-Stone House - East Mountain and 207 West Center Street. The Walker-Stone house is two separate brick structures constructed by Judge David Walker, Supreme Court Judge and Chairman of Arkansas Secession Convention. The first home was built on East Mountain and provides a commanding view of Fayetteville. The second home (Center Street) once housed the internationally acclaimed architect, Edward Durrell Stone. The later building has been restored for professional use by the law firm of Kincaid, Horne & Trumbo. The Walker-Stone House obtained National Register status in 1970.

- Gregg House - Southwest corner of Lafayette and Gregg. This house was constructed in 1871 by Arkansas Supreme Court Justice Lafayette Gregg and still functions as a private residence. Justice Lafayette Gregg was responsible for preparation of the

legislative bill that located the University of Arkansas in Fayetteville and supervision of "Old Main's" construction. In 1974 the Gregg house was approved for National Register status.

- **Walker Kneer Williams House** - Kneer Road. Located on the south slope of Mt. Sequoyah. Listed on the National Register as of 1975. T-shaped brick Georgian structure with Victorian trim constructed of brick, stone, and wood between 1870 - 1880. Other than the enclosing of the south gallery and the addition of a back stair, the structure is original and in excellent condition. Built by W. Z. Marges, the red brick was locally produced from the same clay deposits as the Gregg home.

- **Washington County Courthouse** - Located on North College Avenue (State Highway 471) at the east and of Center Street, this building has been the subject of numerous restoration efforts. It has recently been identified as a historic landmark. (Exact date of construction unknown). The County courthouse has been on the National Register since 1972.

- **Washington County Jail** -Located on North College (U.S. 71) at the east end of Mountain Street (Exact date of construction unknown). The County jail has been on the National Register since 1978.

- **Old Post Office** - The Old Post Office is located in the center of Fayetteville Square. This building is listed on the National Register and has been restored to serve as restaurant and private club. Nomination of the old Post Office for listing on the Register was approved in 1974.

- **Waters, Pierce Oil Company Building** - West Street north of Dickson. Designated and built by Charles L. Thompson in 1912 as a warehouse for the oil company. The brick structure has been vacant since 1979 and is in a ruinous state.

- **Frisco Depot** - 550 W. Dickson. Erected in 1887 after the first station burned. The original building was remodeled and enlarged in 1925. The depot was transformed with a Spanish influence. It is the only vintage depot standing on the former Frisco line between Missouri and Van Buren. The last regular passenger train passed through Fayetteville was on September 18, 1965. Today the building is vacant.

- **Wade Heverwagen House** - 338 Washington Avenue. Built in 1873 with an addition in the 1880's wooden 2-story Y-plan house in an early Virginia style. Still occupied and in good shape.

- **Hemingway House and Barn** -Two story wood frame house covered in clapboards and shingles, rests on short stone piers. Built in 1907 for attorney Wilson Elwin Hemingway. Charles L. Thompson designed the house and barn. It is now the residence of the original owners' granddaughter. It was designed as a summer dwelling of Dutch Colonial influence which is in contrast to Thompson's usual strong classical influence within the Colonial Revival styles.

- **Wilson, Pittman, Campbell-Gregory House** - 405 East Dickson. The original two-story brick structure was built in 1866 with an addition in 1913. Built by J. H. Wilson but purchased before completion by James Dittman, a Confederate Colonel during the Civil War. The exterior has had a few cosmetic alterations but the interior of the house is remarkably unaltered.

- **Magnolia Filling Station** - 429 W. LaFayette. Built by Earl Byrd in 1925 it is the only known surviving structure of the Magnolia Company. It is an outstanding example of the drive-in type structure.

- **Troy Gordon House** - 9 East Township Road. Constructed in 1851 in the Greek Revival style. The structure has been recycled and is now used for office space. This is one of the few antebellum houses remaining in the state.

- **Jackson House** - Built in 1972. Bricks made on property.

- **Routh-Bailey House** - Old Wire Road. Constructed in 1848 entirely by slaves. The 20 slaves were owned by Benjamin Routh. They dug and burned clay and limestone on the farm to make bricks and mortar to build the brick structure.

- **Guisinger Building** - Built in 1886 by William Crenshaw, an early Fayetteville hardware merchant. The brick building is typical of late 19th century commercial style buildings. The building was refurbished retaining all the architectural flavor of the interior including the pressed tin ceilings. It currently houses a law firm.

- **Villa Rosa** - 617 W. LaFayette. The Villa Rosa is a two-story frame residence with a beige brick facing built in the Italian Renaissance style in 1932. Named for Rosa Marinoni, a former Arkansas poet laureate and an important figure in the state's cultural history. Rosa designed the home herself, after her father's summer home, Villa Rosa, in Bologna.

- **Johnson Barn** - Cato Springs Road north of Round Top Mountain. A 1933 two-story, balloon frame, gambrel roof agricultural building. It is supported by a fieldstone foundation, sheathed in wood weatherboard siding, and constructed with solid walnut columns on the first floor and long, unspliced truss members that frame the gambrel roof. Designed with a side drive plan by Ben F. Johnson, III, a Harvard University landscape architect graduate, after an extensive study of Northwest Arkansas barn types. He took the best design features and incorporated them into an "ideal" barn structure.

Sites listed on the National Register of Historic Places.

- **National Cemetery** - The National Cemetery is the burial site of over 1,600 U.S. soldiers who fought in both World War I, World War II and Korea. The cemetery is maintained by the U.S. Government and is located at the south end of Government Avenue.

- **Arkansas College** - On College Avenue where the First Christian Church now stands was the site of the Arkansas College, the first chartered college to grant Bachelor degrees (1860-1862). In 1928 when Fayetteville celebrated its centennial birthday, this site became an historical marker and is recognized by the placement of a bronze plaque on the front of the church. The plaque commemorates the old Arkansas College which was destroyed by fire during the Civil War.

- **Fayetteville Female Seminary** - The Female Seminary, built in 1839 was located on Center Street, one block west of Fayetteville Square. It was begun as a school for Indian girls from the Cherokee Nation and became widely renowned as being the best school for girls in the southwest. The seminary was destroyed by fire during the Civil War and is commemorated now by a bronze plaque on a stone pillar on West Mountain Street. This historical marker was sponsored by the Parent Teacher Association of Fayetteville in 1928 when Fayetteville was celebrating its centennial birthday.

- **Confederate Cemetery** - Located at the east end of Rock Street, this cemetery is the burial grounds for Confederate Soldiers from Texas, Missouri, Louisiana and Arkansas.

Districts listed on the National Register of Historic Places.

There are presently two National Register Historic Districts within the City of Fayetteville. The largest district, Washington-Willow, lies mostly within the Masonic Addition, the first addition to the original town. Washington-Willow consists of 105 primary structures sited along two north-south streets and five traversing east-west streets. The district encompasses approximately 37 acres. Nineteen of the buildings possess special significance. Twenty-five do not contribute to the primary character of the district. With the exception of a church, all the buildings are residential. Forty-six of the structures were built between 1890 and 1910. This district is believed to contain the highest concentration of significant structures worthy of preservation in Fayetteville.

Architectural styles within the district range from Greek Revival to ranch style and include various Victorian themes, Classical Revival, bungalow, modern workers cottages and 20th Century period homes.

The Washington-Willow District is renowned for its attractive and prestigious character. The area has never really confronted "hard times". Thus, buildings have been well maintained even during periods of growth and change.

It is believed that the district's cohesiveness stems from visible boundaries, its residential character, well maintained homes, numerous large mature trees lining the streets, and a large concentration of buildings possessing architectural merit.

Although the archaeological potential of this district has not been fully explored, there has been some productive excavation (salvage archeology) behind the Headquarters House revealing evidence of early Indian and white settlers. It is suspected that further archaeological remains exist and that the area is a significant archaeological resource.

The second historic district is Mt. Nord. The district consists of one distinctive block in Fayetteville situated on a hilltop to the north of the City's historic downtown commercial square.

Five residential structures of wood frame and masonry construction built between 1900 and 1925 comprise the Mount Nord Historic District. Each structure contributes to the integrity of the district by virtue of its architectural character, its natural and physical setting and its visual association.

This district was once the City's most prestigious residential area and consequently attracted some of Fayetteville's most prominent and successful citizens. The landscape, atop one of Fayetteville's many rolling hills, reinforces the area's strong physical definition. Although a less eminent residential neighborhood than when constructed, the district is now a focal point for a larger residential area that emerged in the 1920's and 1930's. This residential eminence is what attributes to the successful retainment of the district's original integrity.

HISTORICAL RESOURCES