AGENDA

I. Introduction
II. City Plan 2040
III. Future Land Use Map
IV. Master Street Plan
V. Active Transportation Plan Map
VI. Conclusion and Questions
BACKGROUND

Work Plan

Public Input
Update core plan components
Plan integration
Strengthen plan components
Future Land Use Map
Growth Concept Map
Master Street Plan
71B Corridor Plan
CITY PLAN 2040
Approximately 900 participants

Online
- Available from April to December 2018
- Advertised through local media, City website, social media, flyers, invitations to neighborhood groups, off-campus University students, and the development community

In-person
- Fayetteville Farmers’ Market
- First Thursdays
- Gulley Park Concert
- University of Arkansas
- Fayetteville High School
- CDBG in the Park, Walker Park
- Fayetteville Senior Center
- …and more

Mailer
- 1,500 postcards randomly and equally distributed by ward
PUBLIC OUTREACH
Outreach Summary

Introduction

Architectural Preference Survey

Education

Existing City Plan 2030
Future Land Use Map

Goals

Survey

Housing
Infill
Demographics
PUBLIC OUTREACH
Feedback Summary

Most respondents (55%) disagree that there are enough housing options Citywide.

Most respondents (60%) are likely to consider smaller housing if they lived near amenities or in walkable areas.

Those who have experienced infill in their neighborhood have a less positive perception of it than those who have not. (43% versus 66%)

Among homeowners, this is generally more negative than among renters (36% versus 55%)

Among those characteristics assessed by participants with regards to infill, maintaining affordability for existing residents is the primary priority.

Among those characteristics assessed by participants with regards to infill, maintaining a single building type (e.g. only single-family, only apartments) in neighborhoods is the lowest concern.
ACTION STEPS
Goal #1 – We will make appropriate infill and revitalization our highest priority

Short

Infill development protocols

Evaluate existing zoning districts and design standards for context-sensitivity

Evaluate development thresholds

Pre-approved building types

Potential for area versus ‘spot’ rezonings

Long

Implement and utilize both the Growth Concept Map and Infill Scoring Matrix
ACTION STEPS
Goal #6 – We will create opportunities for attainable housing

**Short-term**

Housing gap analysis

Public funds for lowest-income households

Examine regulatory barriers to affordable housing

Community education addressing elements of affordability

Public-private partnerships on publicly-owned land for affordable housing

**Long-term**

Regional dialogues and initiatives

Create database of available housing resources to lower monthly expenses

Promote strategies to distribute affordable housing citywide, both new and existing
ACTION STEPS
Other Goals

Short

Annexation policy

Growth management zoning tools

Utilize Historic District Commission to educate on and propagate best practices and resources

Support development along the A&M Railway line

71B Corridor Plan implementation

Local Housing Trust Fund and Land Bank
ACTION STEPS
Existing and Ongoing Actions Steps

Short

Conservation development ordinance

Proactively discuss rezoning of land that is vacant or prime for redevelopment

Development and implementation of form-based zoning to assure compatibility

Local Housing Trust Fund and Land Bank

Use Enduring Green Network (EGN) in parkland acquisition, tree preservation, and trail network, and develop metrics for prioritization of land for inclusion in EGN

Long

Public transit coordination

Neighborhood/Corridor plans
TOOLS
Growth Concept Map

City Plan 2025
(Adopted 2006)

Sector Map

Areas of Growth
Parks/Protected Land
Slope
Floodplain
Transportation
TOOLS
Growth Concept Map

City Plan 2040
Growth Concept Map
Tiered Growth Areas
Special Districts
Parks
Trails (existing & proposed)
Streets & Transit
TOOLS
Growth Concept Map
TOOLS

Growth Concept Map - Planning Commission Recommendation

- Include the Enduring Green Network
- Include the Mayor’s Box
- Highlight the A&M Railway route running north-south through Fayetteville
- Reclassify Evelyn Hills from a Tier 3 to a Tier 2 center
Staff identified the need for a tool to assist in classifying “appropriate” infill development.

Supplementary

Objective

Dynamic
TOOLS
Infill Development Scoring

Fire Dept. Response
Utilities
Grocery Stores
Public Schools
U of A

Transit
FLUM
Intersections Density
Slopes
Parks & Trails
TOOLS
Infill Development Scoring - Planning Commission Recommendation

Planning Commission criteria weighting (-1.5 to 17)

Substitution of property with 15% or greater slope as a negative modifier with 100-year floodplain

Include Enduring Green Network boundaries in place of slopes greater than 15% and/or the 100-year floodplain

Incorporate Growth Concept Map centers as positive modifiers
FUTURE LAND USE MAP

Multiple Iterations

Different Growth Scenarios

Account for rezoning and annexation activity
FUTURE LAND USE MAP

Alternative #1

Future Land Use Map 2040
Alternative 1

Current Future Land Use Map

Internal revisions for land use consistency
Account for rezoning and annexation activity
FUTURE LAND USE MAP

Alternative #2

Major Expanded Boundaries
Future Land Use Map

Internal revisions for land use consistency

Account for rezoning and annexation activity

Extension of Residential Neighborhood Area into Planning Area

Predicated on adoption of annexation policy and rural zoning districts to manage growth
FUTURE LAND USE MAP

Alternative #3

Moderate Expanded Boundaries Future Land Use Map

Internal revisions for land use consistency

Account for rezoning and annexation activity

Tempered extension of Residential Neighborhood Area in to Planning Area

Predicated on adoption of annexation policy and rural zoning districts to manage growth
FUTURE LAND USE MAP
Planning Commission Recommendation

Adopt Alternative #1 pending development and implementation of annexation and growth management policies and tools.

Revise areas designated as Complete Neighborhood Plan from a solid fill shape to a border with appropriate Future Land Use Map designations of the parcels within.
MASTER STREET PLAN

Notable Changes

New designations for streets to implement recommendations of the Fayetteville Mobility Plan.

- Residential Link (Local)
- Neighborhood Link (Collector)
- Regional Link (Arterial)
- Regional High Activity (Arterial)
- Downtown/Urban

Reduced many street classifications on Master Street Plan Map.

Extension of Downtown/Urban section south and east of Archibald Yell to Martin Luther King, Jr.

Fewer street cross sections.

Ability to modify street cross sections based on land use context.

Sidewalks have been widened for all classifications, and range from 6 feet to 10 feet.

Bicycles accommodated by either sharing the traffic lane with vehicles or in side paths, to better accommodate all ages and abilities.
Master Street Plan Map and Street Cross-sections

Landowners, developers, and city staff should use the Master Street Plan Map to determine the classification of existing roadways and to account for unbuilt alignments of future street connections. Once the street classification is determined, right-of-way widths can be found on the corresponding Street Cross Section. The street sections are shown with the typical minimum right of way. However, developers and property owners should work with staff to discuss any additional right of way elements that may require wider rights of way. Each cross section lists these additions, including: on-street parking, frontage zones where buildings abut right of way, additional width for fire aerial apparatus access, and other features. In instances where lesser right-of-way dedication is appropriate, administrative approval from the Planning and Zoning Administrator shall be required.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City’s Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and transit pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transit providers. The City should consult with the transit providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exist.

Streets in the University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design, construction or re-construction of streets located within the University of Arkansas area. Streets identified on the Master Street Plan located within the University of Arkansas boundary are intended to be reviewed concurrently with the City and University staff prior to planning and design. These streets should be consistent with the policies of the Master Street Plan but may require alternative cross-sections due to physical constraints unique to the University.

International Fire Code: This document recognizes that street cross-sections may be modified to meet the current International Fire Code (IFC) requirements, as adopted by the State of Arkansas.

Utilities: In an effort to minimize the impacts of easements and associated grading, the City encourages utilities to be located within the public right-of-way wherever possible. Further, public utilities, i.e. water and sanitary sewer, should be placed under sidewalks rather than streets to avoid maintenance costs, and located at a sufficient depth to avoid conflicts with street tree plantings.

Corridor Plans: The street cross-sections may be administratively modified to reflect cross-sections proposed within city corridor and neighborhood plans.
**Residential Link Street** - Design Service Volume: <4,000 vpd - Desired Operating Speed: 15-20 mph

The residential link street section is intended to be the standard in neighborhoods and low-volume areas outside of the downtown. Generous greenspace and a comfortable sidewalk are coupled with on-street parking to create a safe environment for all modes and abilities. Most residential link streets will have a design service volume <1,500 vpd allowing bicycles to intermix with traffic safely. On-street protected bike facilities should be considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Residential links should be designed and proposed meeting block length, connectivity, and access management codes. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

As determined by city staff, additional roadway elements may be required and include:
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:
- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Minimum Right-of-Way: 45-feet
Maximum Right-of-Way: 52-feet
**Alternative Residential Link Street** - Desired Operating Speed: 15-20 mph

The alternative residential link street section is intended to reduce the footprint of the residential street scape while keeping a safe environment for all modes and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

The alternative residential link street section shall require Planning Commission approval in areas other than the Hilltop-Hillside Overlay District and the following should be taken into consideration:
- Block lengths less than or equal to 400-feet
- Environmental reasons where no other section is applicable
- Historic streets for small infill projects
- Streets with less than 250 vehicles per day
- Alley-loaded development

As determined by city staff, additional roadway elements may be required and include:
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:
- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

**Figure 12.5 - Alternative Residential Link Street**

Minimum Right-of-Way: 33-feet
Maximum Right-of-Way: 40-feet
Downtown/Urban Street
Design Service Volume: Varies - Desired Operating Speed: 20-25 mph

The downtown (or urban) street section is intended to be used in Fayetteville’s downtown core. Wide sidewalks, with separated furnishing/tree zones will be the standard. On-street parking is desirable and low-speed design should be encouraged to allow for maximum pedestrian comfort and utilization. Sight-lines at intersections should be protected from obstructions. Ideally, bicycles should be able to intermix with traffic safely and on-street protected bike facilities considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

As determined by city staff, additional roadway elements may be required and include:
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.

Alternative design elements may be approved administratively and include:
- Removal of the 8-ft parking lane or lanes to reduce the right-of-way by 16-ft will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Furniture zone may be reduced to 3-ft when determined appropriate by the Zoning and Development Administrator.
- Where bump-outs are used, the 4-ft furniture zone may be removed. Street trees may be planted behind sidewalk to meet requirements.
- Angled parking may be used with an additional amount of right-of-way as determined by the Zoning and Development Administrator. (79-ft Right-of-Way)

Example section (left) with parking on both sides.
Minimum Right-of-Way: 39-feet
Maximum Right-of-Way: 63-feet
**Neighborhood Link Street**  
Design Service Volume: <6,000 vpd - Desired Operating Speed: 25-30 mph

Neighborhood link streets are intended to bridge between local, low-volume streets and larger regional arterial streets. Larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. These streets may have on-street parking, center turn lanes, or wider lanes accommodating truck or transit vehicles where appropriate. Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

As determined by city staff, additional roadway elements may be required and include:
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by reducing greenspaces.
- Where a dedicated turn-lane is warranted, 3-ft additional pavement may be necessary based on intersection design.

Alternative design elements may be approved administratively and include:
- Removal of the 8-ft parking lane will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Minimum Right-of-Way: 55-feet  
Maximum Right-of-Way: 67-feet
Regional Link Street
Design Service volume: 17,600 vpd - Desired Operating Speed: 30-40 mph

Regional link streets carry local and regional multimodal traffic, serving low-density residential areas and open spaces. Similar to neighborhood link streets, larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or offset to avoid conflicts with street tree plantings.

Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

As determined by city staff, additional roadway elements may be required and include:
- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on-street bike facilities as shown on the Active Transportation Plan, shall accommodate 10-ft sidewalks by reducing greenspaces.

Alternative design elements may be approved administratively and include:
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Minimum Right-of-Way: 92-feet
Regional High-Activity Link Street
Design Service volume: 17,600 vpd - Desired Operating Speed: 30-40 mph

Regional high activity link streets carry local and regional multimodal traffic through a variety of densities and land uses. This street may have on-street parking on one or both sides based on adjacent land-use and will have large sidewalks used also as multi-use shared paths for cyclists. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.

Figure 12.9 - Regional High-Activity Link Street

Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

As determined by city staff, additional roadway elements may be required and include:
• An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
• Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.

Alternative design elements may be approved administratively and include:
• Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Streets designated as parkways on the Master Street Plan Map could have larger right-of-way to incorporate wider medians and green spaces.

(NOTE: A corresponding adjustment to zoning code could be required to facilitate a 50-foot setback along streets designated as parkways.)

Minimum Right-of-Way: 96-feet
ACTIVE TRANSPORTATION PLAN UPDATE

All ages and Abilities

Overall plan updates

- Routes upgraded from painted bicycle lanes to a physically separated bicycle facility.
- Most of population is interested in riding but concerned about safety.
- Facilities that accommodate people of all ages and all abilities.
- To create a “Trail Like” experience along the road
**ACTIVE TRANSPORTATION PLAN UPDATE**

On-Street Bicycle Facilities

<table>
<thead>
<tr>
<th>Contextual Guidance for Selecting All Ages &amp; Abilities Bikeways</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roadway Context</strong></td>
</tr>
<tr>
<td>Target Motor Vehicle Speedd (ADT)</td>
</tr>
<tr>
<td>Target Max. Motor Vehicle Volume (ADT)</td>
</tr>
<tr>
<td>Motor Vehicle Lanes</td>
</tr>
<tr>
<td>Key Operational Considerations</td>
</tr>
<tr>
<td>Any</td>
</tr>
<tr>
<td>Less relevant</td>
</tr>
<tr>
<td>≤ 10 mph &lt; 20 mph</td>
</tr>
<tr>
<td>≤ 20 mph ≤ 1,000–2,000</td>
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<tr>
<td>≤ 25 mph ≤ 500–1,500</td>
</tr>
<tr>
<td>≤ 3,000–6,000</td>
</tr>
<tr>
<td>≥ 6,000</td>
</tr>
<tr>
<td>Any</td>
</tr>
<tr>
<td>Single lane each direction, or single lane one-way</td>
</tr>
<tr>
<td>≤ 25 mph &lt; 500 motor vehicles per hour in the peak direction at peak hour</td>
</tr>
<tr>
<td>Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane</td>
</tr>
<tr>
<td>Low curbside activity, or low congestion pressure</td>
</tr>
<tr>
<td>Protected Bicycle Lane</td>
</tr>
<tr>
<td>Protected Bicycle Lane, or Reduce Speed</td>
</tr>
<tr>
<td>Protected Bicycle Lane, or Reduce to Single Lane &amp; Reduce Speed</td>
</tr>
<tr>
<td>Protected Bicycle Lane, or Bicycle Path</td>
</tr>
<tr>
<td>Protected Bicycle Lane, or Bicycle Path</td>
</tr>
<tr>
<td>High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts</td>
</tr>
<tr>
<td>High pedestrian volume</td>
</tr>
<tr>
<td>Low pedestrian volume</td>
</tr>
</tbody>
</table>

- Green Lines represent proposed on-street bicycle facilities.
- Facility type depends on the roadway volume and speeds based on the contextual chart.
- Many of the on-street bicycle facilities will be separated trails to accommodate people of all ages and all abilities.
ACTIVE TRANSPORTATION PLAN UPDATE
Proposed Plan Changes
Northeast Quadrant

Notable Changes

• Realignment:
  • Match Springdale’s Dean’s Trail

• Add side path to:
  • Joyce
  • Steel
  • Drake to Gordon Long Park

• Trail added:
  • Along a power line easement east of Crossover Road
  • Brophy to Sunbridge
  • Buckingham to Masonic
Proposed Plan Changes
Southeast Quadrant

Notable Changes

• Sublett Creek Trail Alignment Study Area

• Realignment:
  • St. Paul Trail
  • Park Meadows
  • 71B Corridor Plan

• Add side path to:
  • Mission to Lafayette
  • Hunstville

• Trail added:
  • Vandergriff Elem.

• Trail removed:
  • Mt. Sequoyah Woods
  • Duplicative Town Branch section
Sublett Creek Trail at Brooks-Hummel

- Sublett Creek Trail has been on the plan since originally adopted in 2003.
- Midtown connection using flattest terrain
- Topography makes alternative routes difficult to navigate.
- Due to public interest in the corridor, an alignment study area has been added to the map for further review of alternative routes in the future.
Notable Changes

- **Realignment:**
  - U of A campus plan
  - Park Meadows
  - Markham Hill

- **Add side path to:**
  - 15th Street with crossing at Duncan
  - Stadium
  - Markham

- **Trail added:**
  - Owl Creek extension

- **Side path removed:**
  - Halsell & Cross
Legend
Proposed Trail Unchanged
Proposed Trail Added
Proposed Trail Removed

Notable Changes

• Add side path to:
  • Mt. Comfort & Lewis
  • Both sides of Wedington
  • Deane
  • Sycamore
  • Garland

• Trail added:
  • North side of Mt. Comfort
  • Drake Trail

• Trail moved:
  • North side of Drake
Thank you!

Questions, input, and critiques are encouraged