



## City leaders hope plan puts growth to work for community

BY ADAM WALLWORTH Northwest Arkansas Times

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City Plan 2025 is still only in draft form, but one alderman is already planning on taking an idea to the Fayetteville City Council. "Now I know why we spent \$250,000," said Ward 4 Alderman Lioneld Jordan during the work-in-progress presentation, given by members of the Dover, Kohl & Partners team.

Jordan was excited by the idea of using a graduated road impact fee, which was introduced by Victor Dover, principal of the firm hired to facilitate the update of the city's General Plan 2020.

The council is considering implementing a road impact fee, which is intended to help pay for the increasing capacity taken up by additional residents moving into the area.

Dover suggested using the road impact fee as an incentive for the type of development residents expressed support for during the public process held over the last week. Just as a reduction or elimination of the fee could be used to increase infill and revitalization of already developed areas, he said, the fee could be raised for development along the city's edges to discourage sprawl.

The graduated road impact fee was one facet of a five-point draft strategy the company has developed after the four hands-on design sessions used to generate public input on how the city should develop. During the sessions, residents were asked for their input on how and where the city should encourage the additional 40,000 people expected to move into the city by 2025 to live, work and shop.

The draft plan is based around the following five points, which Dover said, were worded in a way to remind residents they must continue to be involved in the planning of their community:

- We will make infill & revitalization our highest priorities.
- We will discourage suburban sprawl.
- We will make traditional town form the norm.

- We will grow a livable transportation network.
- We will assemble an enduring green network.

Dover explained that many of the ideas that residents were fond of are evident in the way Fayetteville was built early in its life. Its not to say that people can't have their one-home-per-acre lot, but that there can be more neighborhoods in keeping with the Washington Willow Historic Neighborhood.

One way to encourage developers to build what residents want is to put the ideas into law, Dover said, and then allow developers to build without going to the planning commission as long as they follow the building code.

Increasing density not only improves aesthetics and reduces traffic congestion, but makes good economic sense, said economic analyst, Ed Starkie, of Urban Advisors.

Starkie said that if the city continues on its current development path it will have to expand the city's footprint by 16,000 acres to accommodate the additional 40,000 people. However, by increasing density the city can fit the additional residents into about 5,400, he said.

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