Mayor Dan Coody

City Attorney Kit Williams

City Clerk Sondra Smith

Fayetteville
ARKANSAS

Aldermen

Ward 1 Position 1 - Robert Reynolds
Ward 1 Position 2 - Brenda Thiel
Ward 2 Position 1 - Kyle B. Cook
Ward 2 Position 2 - Don Marr
Ward 3 Position 1 - Robert K. Rhoads
Ward 3 Position 2 – Robert Ferrell
Ward 4 Position 1 - Shirley Lucas
Ward 4 Position 2 - Lioneld Jordan

Final Agenda
Special City Council Meeting
July 17, 2006

A **Special** meeting of the Fayetteville City Council will be held on **July 17, 2006 at 5:30 PM in Room 219** of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

Call to Order

Roll Call

Pledge of Allegiance

A. New Business:

1. **City Plan 2025 and Future Land Use Map Adoption:** A resolution adopting City Plan 2025 and the Future Land Use Map as the comprehensive land use plan for the City of Fayetteville.

PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 123-06.

Meeting adjourned at 10:10 p.m.

City Council Meeting Speaker Registration

Date of City Council Meeting 7/17/06

	Speaker's Name (Please Print Clearly)	Phone No.	Agenda Item Speaking On
1	Jason Alex		
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25			

Meeting Adjourned 10:10 PM Special Meeting
Joint City Council Planning Commis

Special City Council Meeting July [illegible], 2006

Subject:	Roll				
Motion To:					
Motion By:					
Seconded:					
	Ferrell	✓			
	Lucas	✓			
	Jordan	✓			
	Reynolds	absent			
	Thiel	✓			
	Cook	✓			
	Marr	✓			
	Rhoads	absent			
	Mayor Coody	✓			

Subject:	Accept Amendments but 2 that were				
Motion To:				Proposed by	
Motion By:		Ferrell		the Planning	
Seconded:		No Second		Commission	
	Ferrell				
	Lucas				
	Jordan	died for lack of a Second.			
	Reynolds				
	Thiel				
	Cook				
	Marr				
	Rhoads				
	Mayor Coody				

Special City Council Meeting July , 2006

Subject:		2025 Plan as Amended by the			
Motion To:		Approve			Planning Comission
Motion By:		Cook			
Seconded:		Thiel			
	Ferrell	✓			
	Lucas	✓			
	Jordan	✓			
	Reynolds	Absent			
	Thiel	✓			
	Cook	✓			
	Marr	✓			
	Rhoads	Absent			
	Mayor Coody				

Passed 6-0

6-0

Subject:		Adopt the Interim 2025 Plan Map			
Motion To:		Adopt			
Motion By:		Thiel			
Seconded:		Ferrell			
	Ferrell	✓			
	Lucas	✓			
	Jordan	✓			
	Reynolds	absent			
	Thiel	✓			
	Cook	✓			
	Marr	✓			
	Rhoads	absent			
	Mayor Coody				

Passed 6-0

123-06

6-0

Mayor Dan Coody

City Attorney Kit Williams

City Clerk Sondra Smith

Fayetteville
ARKANSAS

Aldermen

Ward 1 Position 1 - Robert Reynolds
Ward 1 Position 2 - Brenda Thiel
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Special City Council Meeting
July 17, 2006

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Call to Order

Roll Call

Pledge of Allegiance

A. New Business:

1. **City Plan 2025 and Future Land Use Map Adoption:** A resolution adopting City Plan 2025 and the Future Land Use Map as the comprehensive land use plan for the City of Fayetteville.

Roll Call					
Motion By:					
Seconded:					
	Ostner	**Present**			
	Bryant	**Absent**			
	Myres	**Present**			
	Graves	**Present**			
	Lack	**Absent**			
	Harris	**Present**			
	Clark	**Present**			
	Trumbo	**Present**			
	Anthes	**Present**			

Yes

Amendment	Add 6th Goal Attainable Housing				
Motion By:		Clark			
Seconded:		Ostner			
Passed	Ostner	Yes			
4-3	Bryant	Absent			
	Myres	Yes			
	Graves	No			
	Lack	Absent			
	Harris	No			
	Clark	Yes			
	Trumbo	Yes			
	Anthes	No			

Amendment	Establish an Annexation Strategy for the City				
Motion By:		Graves			
Seconded:		Anthes			
Passed	Ostner	Yes			
7-0	Bryant	Absent			
	Myres	Yes			
	Graves	Yes			
	Lack	Absent			
	Harris	Yes			
	Clark	Yes			
	Trumbo	Yes			
	Anthes	Yes			

Yes

Amendment	Change Goal 1 - Appropriate Infill High Priority				
Motion By:		Ostner			
Seconded:		Clark			
Passed	Ostner	Yes			
7-0	Bryant	Absent			
	Myres	Yes			
	Graves	Yes			
	Lack	Absent			
	Harris	Yes			
	Clark	Yes			
	Trumbo	Yes			
	Anthes	Yes			

Amendment	Forward 2025 Plan to the City Council with the exception of the map				
Motion By:		Anthes			
Seconded:		Ostner			
Passed	Ostner	Yes			
7-0	Bryant	Absent			
	Myres	Yes			
	Graves	Yes			
	Lack	Absent			
	Harris	Yes			
	Clark	Yes			
	Trumbo	Yes			
	Anthes	Yes			

Amendment Table - 2025 Future Land Use Map					
Motion By:		Graves			
Seconded:		Clark			
Passed	Ostner	Yes			
7-0	Bryant	Absent			
	Myres	Yes			
	Graves	Yes			
	Lack	Absent			
	Harris	Yes			
	Clark	Yes			
	Trumbo	Yes			
	Anthes	Yes			

Amendment					
Motion By:					
Seconded:					
	Ostner				
	Bryant				
	Myres				
	Graves				
	Lack				
	Harris				
	Clark				
	Trumbo				
	Anthes				

FAYETTEVILLE

THE CITY OF FAYETTEVILLE, ARKANSAS

KIT WILLIAMS, CITY ATTORNEY
DAVID WHITAKER, ASST. CITY ATTORNEY

LEGAL DEPARTMENT

DEPARTMENTAL CORRESPONDENCE

TO: **Dan Coody**, Mayor

THRU: **Sondra Smith**, City Clerk

FROM: **Kit Williams**, City Attorney

DATE: **July 18, 2006**

RE: **Passed Resolution from Special City Council meeting of July 17, 2006**

1. City Plan 2025: Resolution adopting City Plan 2025 and the future Land Use Map as the Comprehensive Land Use Plan for the City of Fayetteville.

Arkansas Democrat Gazette
NORTHWEST ARKANSAS EDITION
Northwest Arkansas Times
Benton County Daily Record
P. O. BOX 1607
FAYETTEVILLE, AR 72702
PHONE: 479-571-6415

AFFIDAVIT OF PUBLICATION

I, Elizabeth Wax, do solemnly swear that I am Legal Clerk of the Arkansas Democrat Gazette newspaper. Printed and published in Benton County Arkansas, (Lowell) and that from my own personal knowledge and reference to the files of said publication, the advertisement of:

Special Final Agenda

Was inserted in the Regular Editions:

July 17, 2006

Publication Charge: $61.32

Subscribed and sworn to before me
This 17 day of July, 2006.

Notary Public Sharlene D. Williams

RECEIVED
JUL 19 2006
CITY OF FAYETTEVILLE
CITY CLERK'S OFFICE

My Commission Expires:

Sharlene D. Williams
Notary Public
State of Arkansas
My Commission Expires
October 18, 2014

FINAL AGENDA
SPECIAL CITY COUNCIL MEETING
JULY 17, 2006

Fayetteville ARKANSAS

A Special meeting of the Fayetteville City Council will be held on July 17, 2006 at 5:30 PM in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

Call to Order
Roll Call
Pledge of Allegiance

A. New Business:
1. City Plan 2025 and Future Land Use Map Adoption: A resolution adopting City Plan 2025 and the Future Land Use Map as the comprehensive land use plan for the City of Fayetteville.

City Plan 2025 Joint City Council and Planning Commission Meeting
July 17, 2006. 5:30 p.m.
Room 219, City Administration Building

Procedures

Call to Order/Pledge	Mayor
Roll Call	City Clerk
Resolution to Adopt City Plan 2025 and Future Land Use Map as a Policy Document	Mayor
Staff Report	Tim and Karen
Public Comment	Public
Joint Council and Commission Discussion	Mayor
Motions to Amend	Planning Commission
Planning Commission Discussion	Commission Chair
Motion to Recommend	Planning Commission
Roll Call	City Clerk
City Council Discussion	Mayor
Motions to Amend	City Council
Public Comment (for each proposed amendment)	Public
Motion to Adopt	City Council
Roll Call	City Clerk
Adjournment	

City of Fayetteville
Staff Review Form
City Council Agenda Items
or
Contracts

17-Jul-06
City Council Meeting Date

Tim Conklin	Planning & Development Mgmt.	Operations
Submitted By	Division	Department

Action Required:

Approval of a resolution adopting City Plan 2025 and the proposed Future Land Use Map as the comprehensive land use plan.

N/A		
Cost of this request	Category/Project Budget	Program Category / Project Name
N/A	$ -	
Account Number	$ - Funds Used to Date	Program / Project Category Name
	$ -	
Project Number	$ - Remaining Balance	Fund Name

Budgeted Item ☐ Budget Adjustment Attached ☐

Department Director — 7.2.06 Date

Previous Ordinance or Resolution # _____

Original Contract Date: _____

Original Contract Number: _____

City Attorney — 7/5/06 Date

Finance and Internal Service Director — 7/6/06 Date

Mayor — 7/6/06 Date

Received in City Clerk's Office ENTERED 7/5/06

Received in Mayor's Office ENTERED 7/5/06

Comments:

CITY COUNCIL AGENDA MEMO

To: Mayor and City Council

Thru: Gary Dumas, Director of Operations
Tim Conklin, Planning and Development Management Director

From: Karen Minkel, Long Range Planner

Date: June 30, 2006

Subject: Approval of a resolution adopting City Plan 2025 and the proposed Future Land Use Map as the comprehensive land use plan.

RECOMMENDATION

Planning Staff recommends approval of a resolution adopting City Plan 2025 and the proposed Future Land Use Map as the comprehensive land use plan.

BACKGROUND

On December 19, 1995, the City Council passed Resolution No. 147-95, which determined that major revisions to the General Plan should be scheduled every five years. The last major revisions to the General Plan were in 2000. In September 2005, Planning staff began updating content and gathering public input for City Plan 2025. In December 2005, the City Council passed Resolution No. 236-05 to contract with Dover, Kohl and Partners to facilitate the public participation process and to visually depict the community's vision.

Gathering public input for City Plan 2025 and drafting the document has taken place over ten months. Six focus groups were conducted in September 2005, students from Ramay and Woodland Junior High participated in a planning workshops for World Town Planning Day and hundreds of citizens participated in a ten-day intensive charrette held February 10-20. The City Plan 2025 webite, which has had the draft posted and forums for comment, has received 125,171 individual visits, and a Policy Summit attended by members of the City Council, Planning Commission, University of Arkansas, School Board and Quorum Court gave elected and appointed officials a chance to review and comment on the draft document. The extensive public participation served as an opportunity to gather public input as well as provide education on planning principles and urban design.

DISCUSSION

The addition of a policy framework represents the most significant change to the General Plan 2020. The policy framework includes a timeline with specific benchmarks for City staff and elected and appointed officials and is complete with visual images that enable the community to envision change over time.

City Plan 2025 includes the guiding policies for future land use, circulation and annexation but has revised the policies to reflect the completion of recommendations

during the past five years. The guiding policies and Future Land Use map have also been reviewed by Current Planning staff in order to ensure that they are useful tools for guiding current planning and development.

These changes enabled City Plan 2025 to retain and enhance the principles of the General Plan 2020. In addition, City Plan 2025 utilized significant and diverse public input to visually depict a community vision for the next 20 years and includes action steps to help attain that vision.

A summary of the major sections of City Plan 2025 are as follows:

1. **Analysis of Current Circumstances**: Chapters one through eight provide updated statistics and information on Fayetteville's demographics.
2. **Planning Process**: This chapter describes the public participation throughout the process.
3. **Policy Framework**: This chapter provides the main goals and objectives of the plan and includes a timeline of action steps for the next five years. A sector map depicts targeted growth areas, and a trails system map depicts an enduring green network.
4. **Economic Analysis**: Chapter 11 offers a comparison of land comsumption and fiscal impacts projected under the policy framework in the City Plan 2025 and under current patterns of development.
5. **Guiding Policies:** These guidelines are a revised version of the guiding policies in General Plan 2020

BUDGET IMPACT

None

Fayetteville
ARKANSAS

THE CITY OF FAYETTEVILLE, ARKANSAS

INTERDEPARTMENTAL MEMO

To: Mayor
City Council
Planning Commission

Through: Gary Dumas, Director of Operations
Tim Conklin, Planning and Development Management Director

From: Karen Minkel, Long Range Planner K.M.

Date: June 30, 2006

Subject: Guiding Policy Chapter and Future Land Use Map Additions to City Plan 2025

Please find Chapter 12 of the City Plan 2025, changes to the Future Land Use Map and a 24" x 34" Future Land Use Map attached. This chapter addresses the Future Land Use Map, which has been reviewed and revised by Planning staff, Master Street Plan text and Annexation guiding policies. The purpose of this chapter is to ensure that the guiding policies included in the General Plan 2020 are part of City Plan 2025. Most of the guiding policy items in the future land use section are also addressed in City Plan 2025 and have been cross-referenced. However, guiding policies related to circulation and annexation have been retained as they have a higher level of detail and specificity than the goals described in the City Plan 2025 policy framework.

Chapter 12 should be inserted into your draft copy of City Plan 2025, and the attached Future Land Use map should replace the proposed Future Land Use map in your draft copy. The Future Land Use text only includes descriptions of information depicted in the map. The Annexation text has been updated to reflect the island annexation passed in 2004 and has an additional guiding policy that reflects the City Plan 2025 objective of creating a future land use plan for City annexation initiatives.

The Master Street Plan text that describe street designations and cross-sections have not been altered, and guiding policies that were formerly called Circulation guiding policies have been moved to the Master Street Plan section. One of the City Plan 2025 principles states that transportatation should follow community design. Planning staff is currently working on changes to the Master Street Plan, which will be presented first to the Planning Commission and then to City Council.

Future Land Use Map Changes

The majority of these changes reflect planning and development decisions that have been made by the City Council and Planning Commission during the last six years.

1) Office as a Land Type has been removed and areas that were designated as Office have been reclassified.
2) Historic Commercial, a land type only found in the Downtown Area, has been replaced with a Neighborhood Plan Land Type that encompasses all of the Downtown Master Plan area
3) The Commercial nodes in the Planning Area on 45 and E. Gulley Road have been removed and changed to Residential
4) Springwoods PZD has been changed to a combination of Residential, Community Commercial and Private Green Space instead of Industrial
5) The additional 30 acres of Parks has been added to Mt. Sequoyah
6) Wellspring PZD is now shown as Mixed Use instead of Residential
7) Wastewater Treatment Plants have been designated as Industrial instead of Residential
8) Mountain Ranch PZD is shown as a combination of Community Commercial and Residential instead of Residential
9) Southern View II is now shown as Residential instead of Regional Commercial
10) A Mixed Use designation has been extended at Crossover and Joyce
11) Evelyn Hills shopping center has been changed from Regional Commercial to Community Commercial
12) Lowes on 6th Street has been changed to Regional Commercial instead of Mixed Use and Residential
13) The Community Commercial designation that borders Springwoods PZD has been changed to Mixed Use
14) Park West PZD has been changed to Mixed Use
15) Bellafont PZD has been changed to Mixed Use
16) Developments east of Joyce and Vantage have been changed from Regional and Neighborhood Commercial to Mixed Use
17) The development to the southeast of the intersection of 15th Street and S. Morningside Dr. has been changed from Industrial to Mixed Use
18) Fire Station and school locations have been updated

RESOLUTION NO. _____

A RESOLUTION ADOPTING CITY PLAN 2025 AND THE FUTURE LAND USE MAP AS THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF FAYETTEVILLE.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby adopts City Plan 2025 and the Future Land Use Map as the comprehensive land use plan for the City of Fayetteville.

PASSED and **APPROVED** this 18th day of July, 2006.

APPROVED:

By: _____
DAN COODY, Mayor

ATTEST:

By: _____
SONDRA SMITH, City Clerk

DRAFT

Fayetteville
ARKANSAS

THE CITY OF FAYETTEVILLE, ARKANSAS

INTERDEPARTMENTAL MEMO

To: Mayor
City Council
Planning Commission

Through: Gary Dumas, Director of Operations
Tim Conklin, Planning and Development Management Director

From: Karen Minkel, Long Range Planner K.M.

Date: June 30, 2006

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18) Fire Station and school locations have been updated

City Plan 2025

Joint City Council and Planning Commission Meeting

CITY PLAN 2025

July 17, 2006

5:30 p.m.

Fayetteville
ARKANSAS

Room 219,

City Administration Building

Contact Karen Minkel 575-8271 with questions.

Draft available online at http://cityplan2025.accessfayetteville.org

12 Guiding Policies

12.1 Future Land Use Plan
12.2 Master Street Plan
12.3 Annexation

12.1 FUTURE LAND USE PLAN

12.1.1 Purpose

The Future Land Use Plan consists of two parts: (1) the text and (2) the map. This chapter is the text of the Future Land Use Plan which identifies the guiding policies and implementation strategies. The map is the graphic representation of the Future Land Use Plan. The purpose of the Future Land Use Plan is to help local decision makers, developers and citizens determine how the community envisions future development. It helps to ensure compatible land uses and to manage development and growth.

12.1.2 Future Land Use Map

The Future Land Use Map was adopted on December 19, 2000. The map identifies the plan for future land use, based on existing and anticipated development patterns. It is the graphic representation of the city's guiding policies and implementation strategies. The map should help local decision makers determine how the community envisions future development. The map has 9 land use categories, and 2 overlay districts:

Community Commercial
Neighborhood Plan
Industrial
Mixed Use
Neighborhood Commercial
Infill Sector Overlay
Parks
Private Open Space
Regional Commercial
Residential
University
Growth Sector Overlay

AREA BREAKDOWN

City Limits The following table represents the land area within the City of Fayetteville shown on the Future Land Use Map. Residential land use is the largest area designated on the Future Land Use Map and represents approximately 36% of the area. The second largest area shown is the environmental resource areas and parks, which consist of floodplains, hillsides and parks and open space. Commercial areas represent 17% of the total land area and include all types of commercial uses and commercial zoning.

Planning Area Much of the planning area is designated as residential on the future land use plan. Intended growth areas have been added to parts of the Planning Area, anticipating traditional neighborhood development in these areas.

12.1.3 Future Land Use Guiding Policies and Implementation Strategies

In order to create and maintain a sense of place and connectivity within neighborhoods and the community, the City of Fayetteville has adopted these guiding policies and implementation strategies for making land use decisions within the City. Particularly, the General Land Use Plan is the most important document in achieving long range planning and implementing land use controls such as zoning and subdivision regulations. Guiding land use policies and implementation strategies to achieve this goal are grouped into 7 categories as listed below:

A. Residential
B. Regional Commercial
C. Community Commercial
D. Neighborhood Plan
E. Neighborhood Commercial
G. Mixed Use (Includes Infill and Growth Sector Overlays)
H. Industrial

Each land use classification is defined below, and land areas for each classification are designated on the Future Land Use Map. Future land use designations are based on existing land use patterns and needs for these land uses as based on future population projections and policies that the City wishes to implement. The Future Land Use Map and the policies upon which it is based are the official guide to be used when the Planning Commission and City Council consider rezonings, conditional uses, and annexation requests.

12.1.4 Residential Areas

Residential land use represents the largest area designated on the Future Land Use Map. Maintaining and enhancing the residential environment of neighborhoods is an important community goal. Most of the existing zoning districts separate housing types by density, housing type, lot size, and frontage requirements and thus promote uniformity of sizes and density. In a policy shift that began with the General Plan 2010 principles, this land use plan establishes a policy for residential areas to be planned as traditional neighborhoods containing a mix of different densities, housing types, and lot sizes. Preserving existing housing in areas currently zoned for commercial or industrial use will also provide residents of traditional neighborhoods with job opportunities nearby and contribute to transportation goals by reducing dependency on car trips. Density bonuses, combining investment in public facilities with private developments, and other similar types of incentives should be incorporated into the development code and complete neighborhood plans to encourage residential necessities and amenities such as affordable housing, "green" buildings, tree preservation, and open space conservation. Community facilities such as parks and schools should be sited in designated residential areas to better plan for accessibility to neighborhoods.

Residential Areas: *Guiding Policies*

12.1.4.a Utilize principles of traditional residential urban design to create compatible, livable, and accessible neighborhoods. (Goal 3)

12.1.4.b Protect and restore Fayetteville's outstanding residential architecture of all periods and styles. (Goal 1f)

12.1.4.c Minimize through traffic on minor residential streets, while providing connections between neighborhoods to encourage openness and neighborliness. (Goal 4)

12.1.4.d Manage non-residential development within and adjoining residential neighborhoods to minimize nuisances.

12.1.4.e Utilize more intense development patterns within the infill sector and encourage mixed uses in new developments to promote better community design, maintain human scale, and enhance pedestrian activity. (Goal 1)

12.1.4.f Site new residential areas accessible to roadways, alternative transportation modes, community amenities, schools, infrastructure, and retail and commercial goods and services. (Goals 1g and 3)

12.1.4.g Encourage residential dwellings in appropriate specified Mixed Use Areas (Goals 1 and 3)

12.1.4.h Encourage a development scale to maintain compatibility and proportionality between nonresidential development and adjacent residential areas. (Goal 3a)

12.1.4.i Utilize the Master Street Plan and incorporate bike lanes, parkways and landscaped medians to preserve the character of the City and enhance the utilization of alternative modes of transportation. (Goal 4)

12.1.4.j Discourage design elements that prohibit complete, compact, connected neighborhoods such as cul-de-sacs, gated communities, etc. (Goal 3a)

12.1.5 Regional Commercial Areas

Fayetteville functions as the retail and professional services provider for Northwest Arkansas. Businesses providing entertainment for a regional clientele are also located in Fayetteville, including the Walton Arts Center, Razorback athletics, restaurants, theaters, and music clubs. It is vital to Fayetteville's economy that commercial businesses are accessible to their customers, and it is equally vital to maintaining the quality of life in Fayetteville that regional attractions are sited to minimize negative impacts on neighborhoods and the City's transportation network. Appropriate sites for existing and future regional commercial attractions are shown on the Future Land Use Map.

Regional Commercial: ***Guiding Policies***

12.1.5.a Provide enough retail business and service space to enable Fayetteville to realize its full potential as a regional market. (Goal 3c)

12.1.5.b Encourage continuing improvements and expansion of regional shopping and entertainment attractions. (Goal 3c)

12.1.5.c Ensure that the surface transportation network serving regional commercial areas meet acceptable levels of service.

12.1.5.d Require that large commercial sites be designed and landscaped in a manner that preserves the aesthetic character of their surroundings. (Goal 1)

12.1.5.e Direct new regional development into designated regional commercial centers.

12.1.5.f Approve new regional commercial development as Planned Zoning Districts (e.g., shopping centers, business parks, medical parks, industrial parks, and mixed use developments) or complete neighborhood plans in order to assure the overall integration of design and use. (Goal 3d)

12.1.6 Community Commercial Areas

Community Commercial areas are defined as activity areas that primarily serve the residents of the community. These areas shown on the proposed land use plan would include grocery stores, dry cleaners, restaurants, day care, video stores, banks, cafes, gas stations, and other similar types of commercial services that are convenient and serve residents on a daily basis.

Community Commercial: ***Guiding Policies***

12.1.6.a Provide centers that are accessible and compatible with adjacent residential development. (Goal 3a, 4f)

12.1.6.b Limit uses within community commercial areas to those that primarily serve residents of Fayetteville.

12.1.6.c Define appropriate areas and the size of areas for community commercial districts and set standards for maximum floor areas and the type of uses allowed to discourage regional types of commercial uses from locating within these areas.

12.1.7 Neighborhood Plan

Fayetteville's downtown area is one of the oldest mixed-use neighborhoods in the city. In 2004, the Downtown Master Plan was adopted by the City Council, creating a form-based code for approximately 350 acres in the downtown. This area has become an area of entertainment and commercial venues, as well as older houses that have been divided into boarding houses, student apartments, and houses renovated for commercial use. This area is served by public transit and is within walking distance of the university, employment centers, shopping centers, entertainment, and public amenities such as parks. Businesses on the Square are predominantly day businesses, while Dickson Street businesses are day and night spots. A mix of both kinds of businesses in both places allows shared parking, and the presence of people during the day and night increases the vitality of both areas and discourages crime.

Neighborhood Plan: ***Guiding Policies***

12.1.7.a Refer to the specific neighborhood plan (e.g. Downtown Master Plan Res.140-04)

12.1.8 Neighborhood Commercial Areas

Compact neighborhood commercial areas are a convenient way to meet the shopping needs of adjacent residents. New areas should be limited to commercial uses that serve residential neighborhoods. Activities and business hours should be managed to maintain compatibility with residential neighborhoods. Neighborhood commercial areas are desirable because true neighborhoods are not single-use residential subdivisions, but lively areas where all of the residents' daily needs can be met. Neighborhood commercial uses provide job opportunities, goods and services, incubators for beginning businesses, and gathering places for nearby residents. For example, restaurants, banks, day care, video stores, cafes, dry cleaners, and other similar types of uses would be considered appropriate uses within these areas. The City recognizes the importance of regulating the design, size, scale, landscaping, screening, and location of neighborhood commercial uses within and adjacent to residential districts. The neighborhood commercial areas shown on the Future Land Use Map are predominately nodes where commercial uses are currently serving the needs of surrounding residential neighborhoods. Additional nodes should be identified as new residential areas are developed.

Neighborhood Commercial Areas: ***Guiding Policies***

12.1.8.a Enhance and regulate the appearance of neighborhood commercial areas within and adjacent to residential neighborhoods. (Goal 3a, 3c)

12.1.8.b Protect adjoining properties from the potential adverse impacts associated with commercial uses adjacent to and within residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, drainage, and effects on property values.

12.1.8.c Provide areas for off-street parking of motor vehicles that will be appropriate in size, location, and scale within and adjacent to residential areas. (Goal 1h)

12.1.8.d Provide commercial uses that are accessible for the convenience of individuals living in residential districts. (Goal 1c, 3a, 4b)

12.1.8.e Reduce the length and number of trips generated by residential development by enhancing the accessibility to these areas; encourage walkability as part of the street function. (Goal 4b)

12.1.8.g Encourage developers to designate and plan for neighborhood commercial areas at the time of subdivision approval to properly plan for accessibility to these areas.

12.1.9 Mixed Use Areas

The areas indicated as mixed use or traditional neighborhood development on the Future Land Use Map are areas where residential, commercial, office, agricultural, and some industrial uses would be appropriate. Designation of mixed use areas will allow developers a great deal of flexibility in terms of uses, while City regulations will maintain standards for quality mixed development. The infill sector and growth sector overlays indicate areas where mixed use development would be appropriate.

Mixed Use Areas: ***Guiding Policies***

12.1.9.a Allow mixing of uses and integration of design through the planning process.

12.1.9.b Utilize mixed-use development in the infill and growth sector overlays. See Framework Section and Sector map for a description of the growth and infill sectors.

12.1.9.c Continue to implement the I-540 Design Overlay District. The I-540 Design Overlay District regulations should ensure that most of the areas along the 71 Bypass designated for mixed use develop into attractive developments that increase the value of nearby property and encourage further development.

12.1.9.d Concurrently develop strategies with the University of Arkansas to encourage students to live in the area, providing density sufficient to support public transit.

12.1.9.e Encourage pedestrian-friendly mixed-use buildings and neighborhoods through the use of transparent glass for commercial uses at street level and building entrances that address the street.

12.1.9.f Where possible, encourage a block-and-street layout, encouraging walkable, cyclist-friendly road designs with slow design speeds. (Goal 4b)

12.1.9.g Encourage intensive mixed use development within 1/4 mile of public transit routes. (Goal 4f)

12.1.9.h Encourage mixed use development to allow for day and night utilization of available parking.

12.1.10 Industrial Areas

The Fayetteville Industrial Park has attracted some relatively clean industries and should be fully developed to maximize use of the City's investment in infrastructure for the park. Fayetteville's other heavy manufacturing industries are located near the municipal airport (Drake Field) along U.S. 71. In addition to manufacturing, food processing is an important industry in Fayetteville, and some of these processing facilities are located along the railroad spur south of 6th Street. Construction related industries are sited along the railroad parallel to Gregg Avenue. Fayetteville's heavy industries process bulky items and often require rail access. Light industries, some of which have the characteristics of offices, generate more traffic per acre during peak hours. Large scale business parks and industrial areas, such as Fayetteville's south industrial park and research park, are often governed by voluntary restrictive covenants.

Industrial Areas: *Guiding Policies*

12.1.10.a Minimize noise, visual, air and water pollution through performance standards.

12.1.10.b Encourage and recruit new industry to locate within the existing industrial park unless rail access is necessary to the industry.

12.1.10.c Identify and rezone inappropriately zoned industrial areas to more appropriate uses.

12.1.10.d Support development of the Arkansas Research and Technology Park.

12.1.10.e Limit industrial rezoning requests until such time as all current available industrial land is fully utilized.

12.2 MASTER STREET PLAN

Amended September 17, 1996, Street Classifications, Res. No. 97-96
Amended September 6, 2005, Downtown Master Plan Street Classifications, Res. No. 183-05

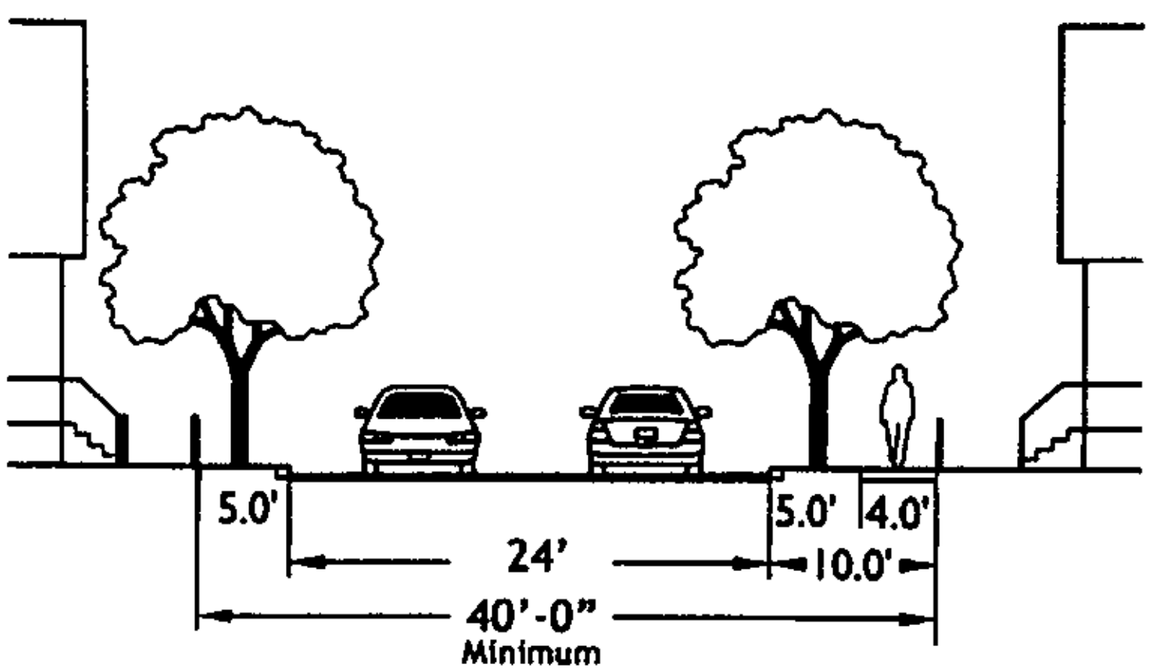
12.2.1 Street Classifications

Planning is required to connect Fayetteville to other population centers and to provide for circulation within the community. New development must be provided with proper access to alleviate problems associated with congestion and safety by requiring streets in sufficient number and of adequate size to accommodate peak traffic volumes.

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. Functional classification is defined by the Northwest Arkansas Regional Transportation Study as: *The grouping of public ways by likeness of service or purpose into classes or systems according to the character of service they are intended to provide. The frame of reference is the sense of service offered to and expected by the road user. Neither ownership nor administrative responsibility is relevant in grouping by function. The hierarchy of functional classes reflects the type of traffic using each facility and how they function in relation to the overall street network.* Streets within Fayetteville are classified as one of the following nine types:

RESIDENTIAL STREETS provide for the lowest level of traffic and service. They provide access to residential property and are intended to be used only by local traffic.

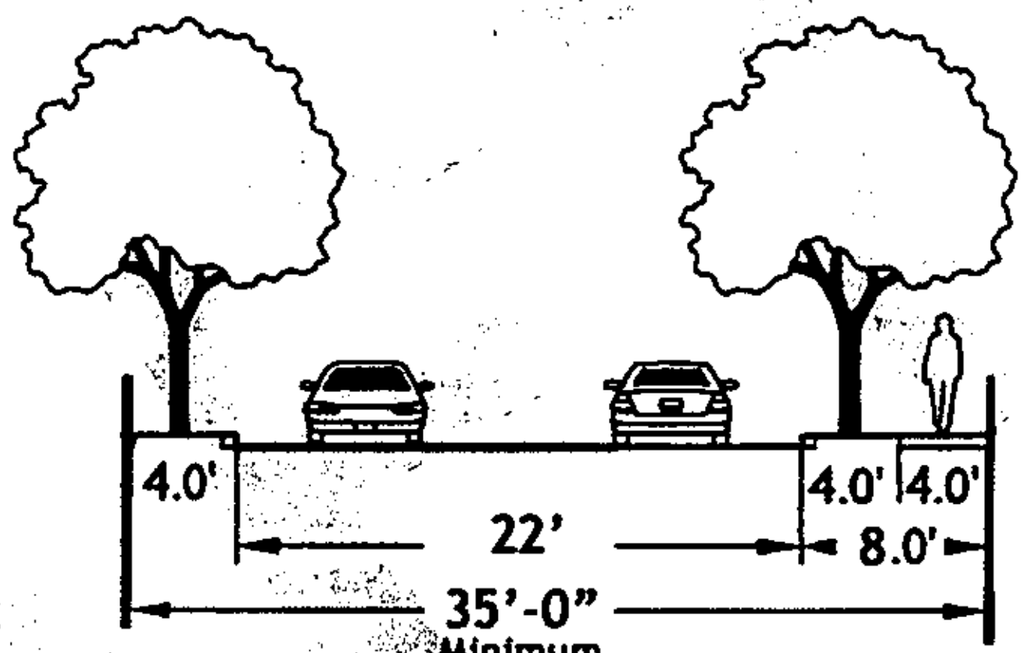
Design Service Volume:	300-500
Speed:	15-20 mph
Traffic Lanes:	Two 10' lanes
Parking:	Allowed
Paved Width:	24' from back of curb
Right of Way:	40'
Sidewalks:	One 4', at least 5' from curb
Tree planting areas:	Two, at least 5' wide



Residential

RESIDENTIAL WITH ALLEY is a street type provided for "traditional neighborhood" development, with access to properties from rear alleys. These streets provide access to residential property and are intended to be used only by local traffic.

Design Service Volume:	100-300
Speed:	10-15 mph
Traffic Lanes:	Two 9' lanes
Parking:	Allowed
Paved Width:	22' from back of curb
Right of Way:	35'
Sidewalks:	One 4', at least 4' from curb
Tree planting areas:	Two, at least 4' wide
Curb cuts	None



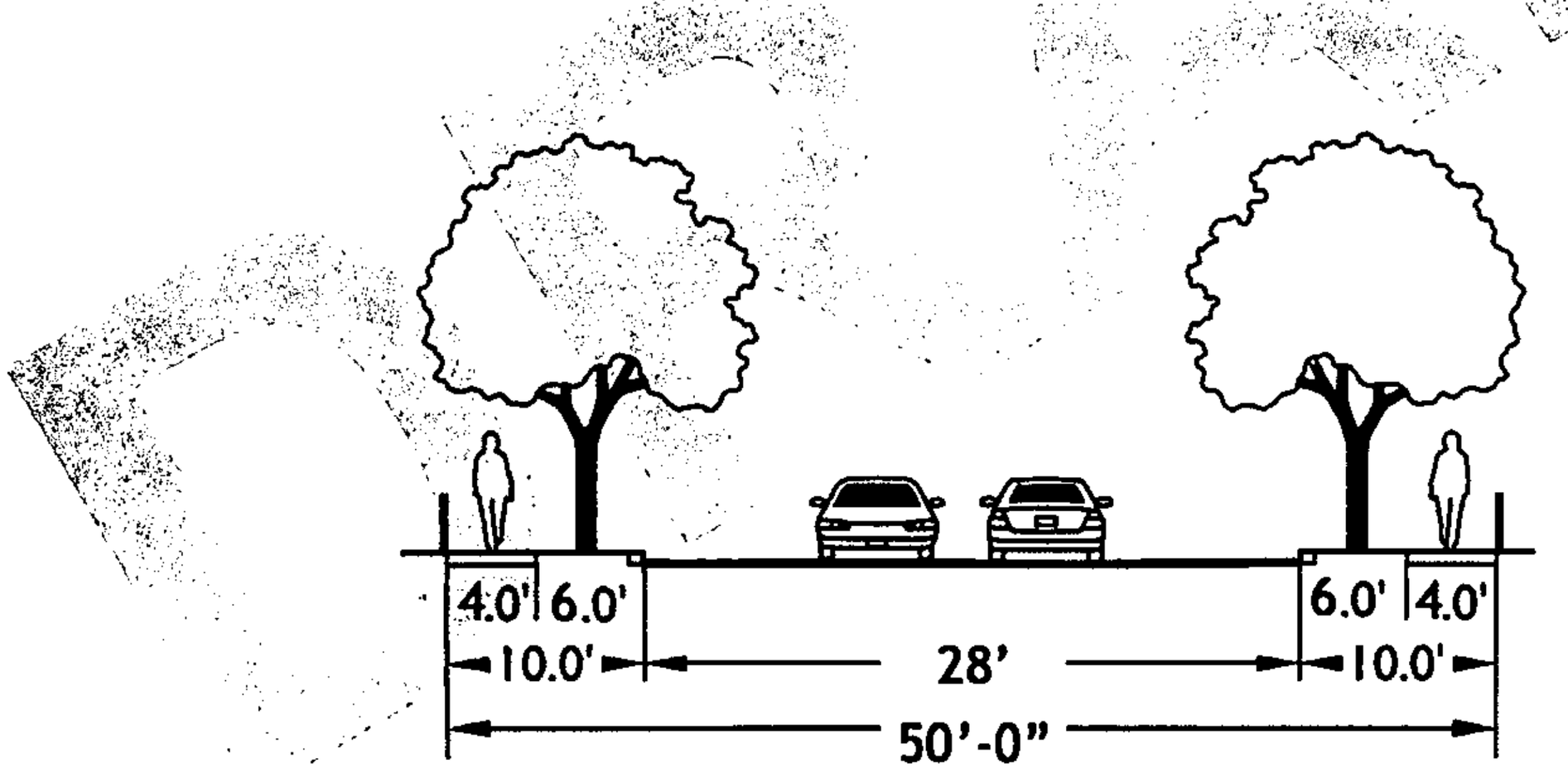
Residential with Alley

ALLEY is used in conjunction with the above residential street to provide rear access to properties, garages, and off-street parking spaces.

Design Service Volume:	<200
Speed:	5-10 mph
Traffic Lanes:	Undefined
Parking:	Not Allowed
Paved Width:	10' (one way) to 16' (two way)
Right of Way:	20'
Sidewalks:	None
Tree planting areas:	None
Curb cuts:	Continuous access possible. No curb required

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

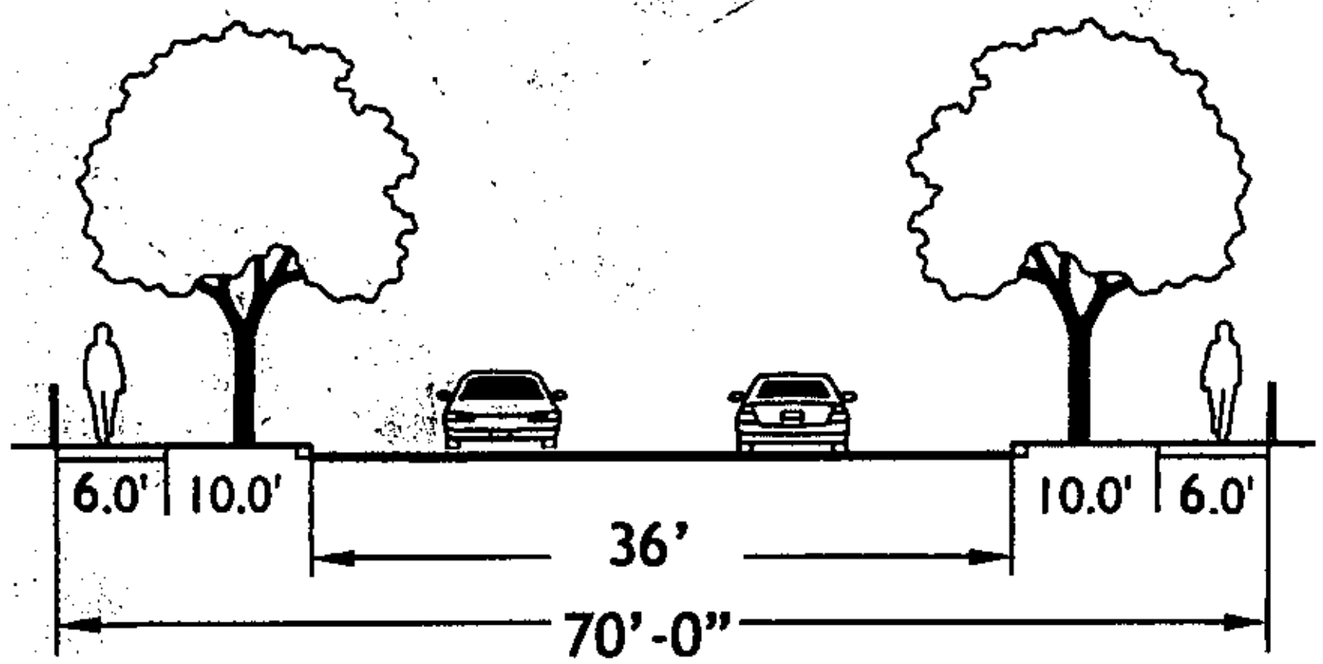
Design Service Volume:	Less than 4,000 vpd
Speed:	20-25 mph
Traffic Lanes:	Two 10' lanes
Parking Lanes:	Provided but not defined
Paved Width:	28' from back of curb
Right of Way:	50'
Sidewalks:	Two 4', at least 6' from curb
Tree planting areas:	Two, at least 6' wide



Local

COLLECTOR STREETS provide traffic circulation within commercial, and industrial areas. They collect traffic from local or residential streets in neighborhoods and channel it into the arterial system. Connections between arterials should be indirect to discourage use by traffic from outside the neighborhood. Frontage along collectors is discouraged; houses should front on local, residential or residential collector streets.

Design Service Volume:	4,000 vpd, 6,000 vpd with left turn bays
Speed:	25-30 mph
Traffic Lanes:	Two 11' travel lanes, 10' turn bays where warranted
Parking Lanes:	Two lanes provided. None when turn bay exists
Paved Width:	36' from back of curb
Right of Way:	At least 70'
Multi-use trail:	Two at least 6' wide, at least 10' from curb
Tree Planting areas:	Two, at least 10' wide



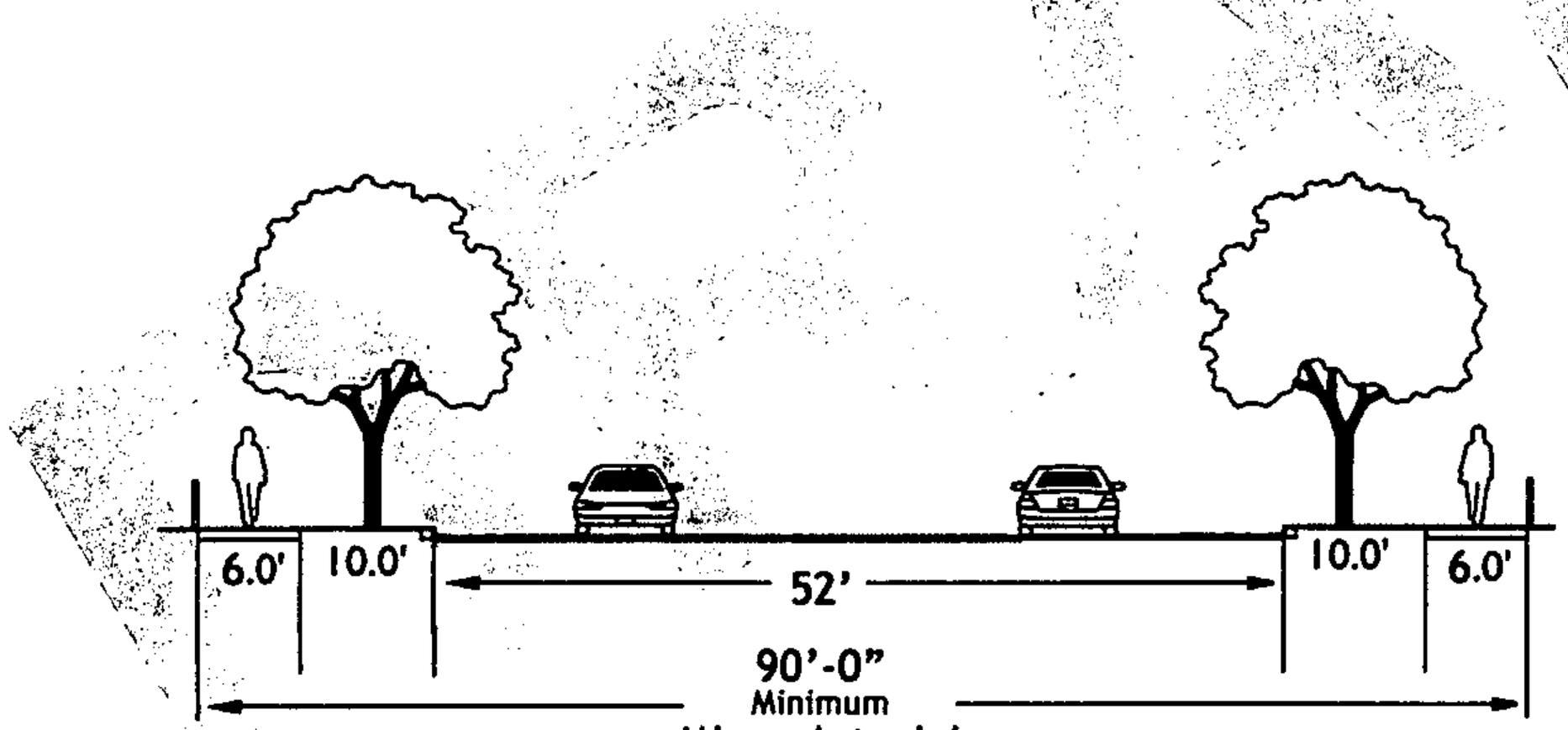
Collector

HISTORIC COLLECTOR provides traffic circulation within the historic and developed parts of central Fayetteville. This type of collector street recognizes the right-of-way limitations associated with developing in "built-out" areas of the city.

Design Service Volume:	4,000 vpd, 6,000 vpd with left turn bays
Speed:	25-30 mph
Traffic Lanes:	Two 11' travel lanes, 10' turn bays where warranted
Parking Lanes:	Two lanes provided. None when turn bay exists
Paved Width:	36' from back of curb
Right of Way:	At least 50'
Sidewalk	6'

MINOR ARTERIAL STREETS connect higher functional class facilities, etc. Residential frontage is strongly discouraged. Access should be from perpendicular local or residential streets.

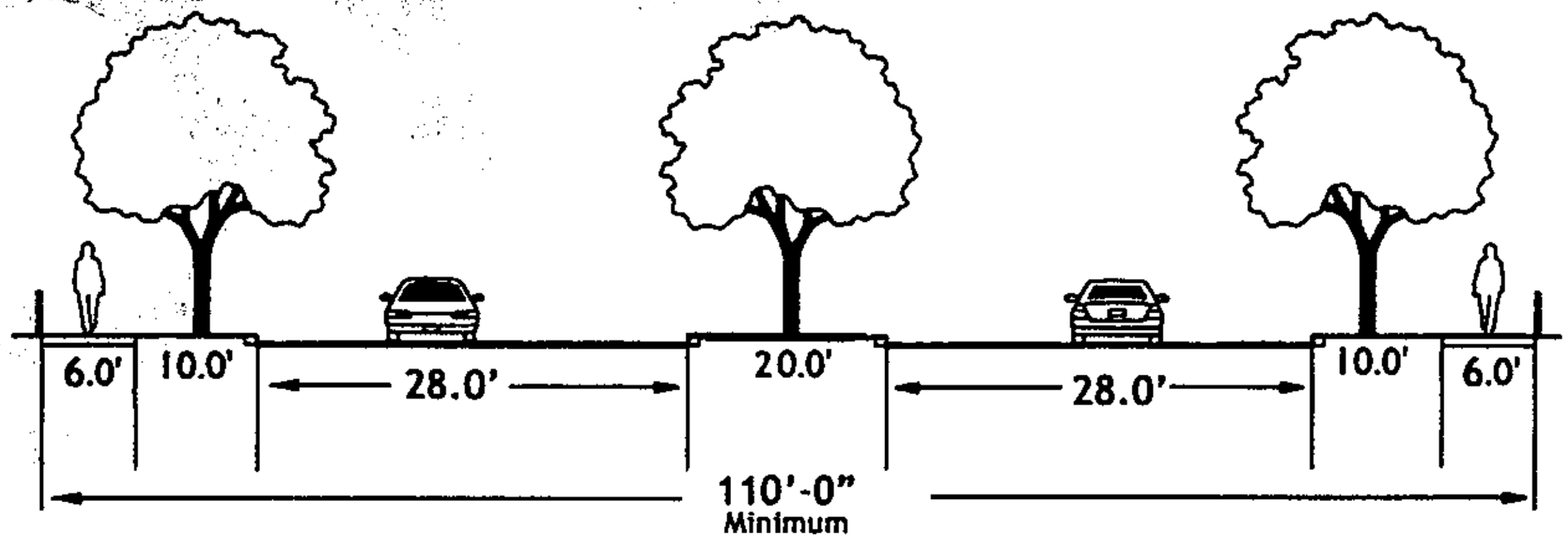
Design Service Volume:	12,200 vpd, 14,800 vpd with left turn bays
Speed:	35-40 mph
Traffic Lanes:	Four 12' travel lanes, 11' turn lanes possible at intersections
Parking Lanes:	None
Paved Width:	52' from back of curb, 59' with turn lane
Right of Way:	At least 90'
Multi-use Trail:	Two at least 6' wide, at least 10' from curb.
Tree Planting Areas	Two, at least 10' wide



Minor Arterial

PRINCIPAL ARTERIAL STREETS carry high volumes of through traffic. They are designed as boulevards for beauty and safety. In areas where sufficient right of way is unobtainable, the minor arterial four lane section can be used.

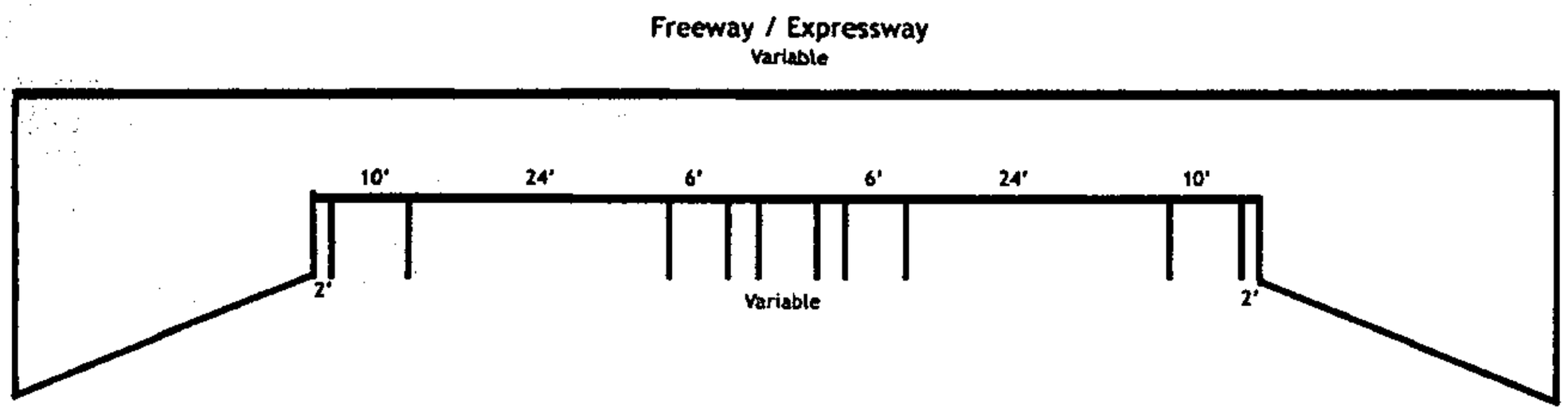
Design Service Volume:	17,600 vpd, 20,600 vpd with left turn bay
Speed:	40-45 mph
Traffic Lanes:	Four 12' travel lanes, 12' turn lanes possible at intersections and at frequent intervals
Parking Lanes:	None
Paved Width:	28' from back of curb each side of median
Right of Way:	At least 110'
Multi-use Trails:	Two at least 6' wide, at least 10' from curb
Median:	20' minimum if no turn bay. May be reduced to 8' to accommodate turn bays
Tree planting areas:	Two, at least 10' wide, in addition to the median



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 travelers 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:	None; emergency parking permitted on shoulders
Shoulders:	10' outside and 6' inside shoulders
Paved Width:	80' from edge of paved shoulder
Right of Way:	200'; 300' for State and Federal projects with more at interchanges; varying including shoulders
Sidewalks:	None

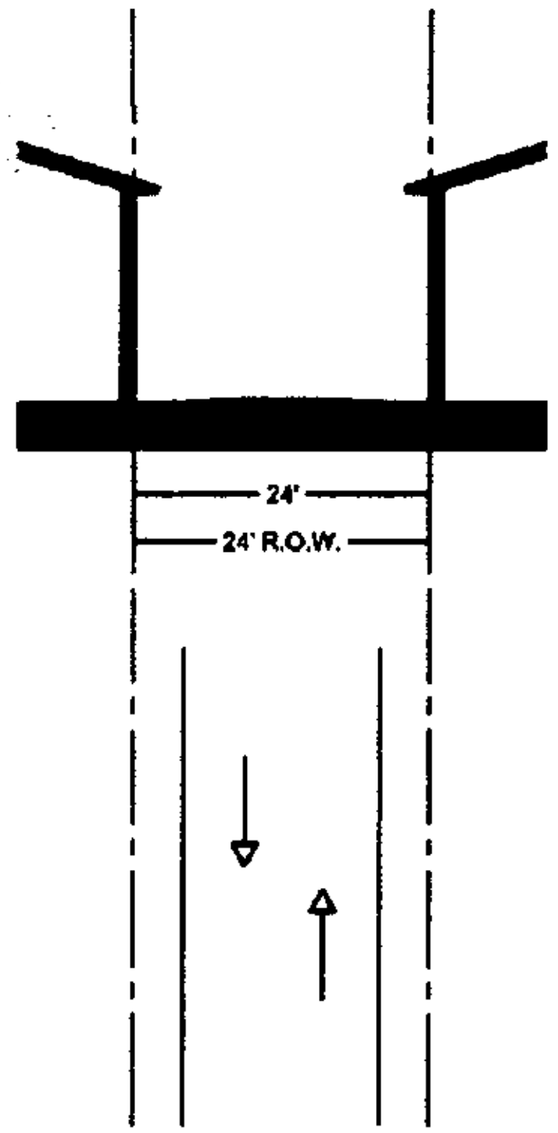


12.2.2 Downtown Master Plan - Street Classifications

The following street sections shall apply to all streets located within the Downtown Master Plan boundary. Accompanying this chapter is a "Master Street Plan Map for the Downtown Master Plan area" which illustrates the locations of the following street cross sections.

ALLEY WITH COMMERCIAL REAR ACCESS is a street type provided for "traditional neighborhood" development, with access to properties from rear alleys. These streets provide rear access to primarily commercial property and are intended to be used for the delivery of goods.

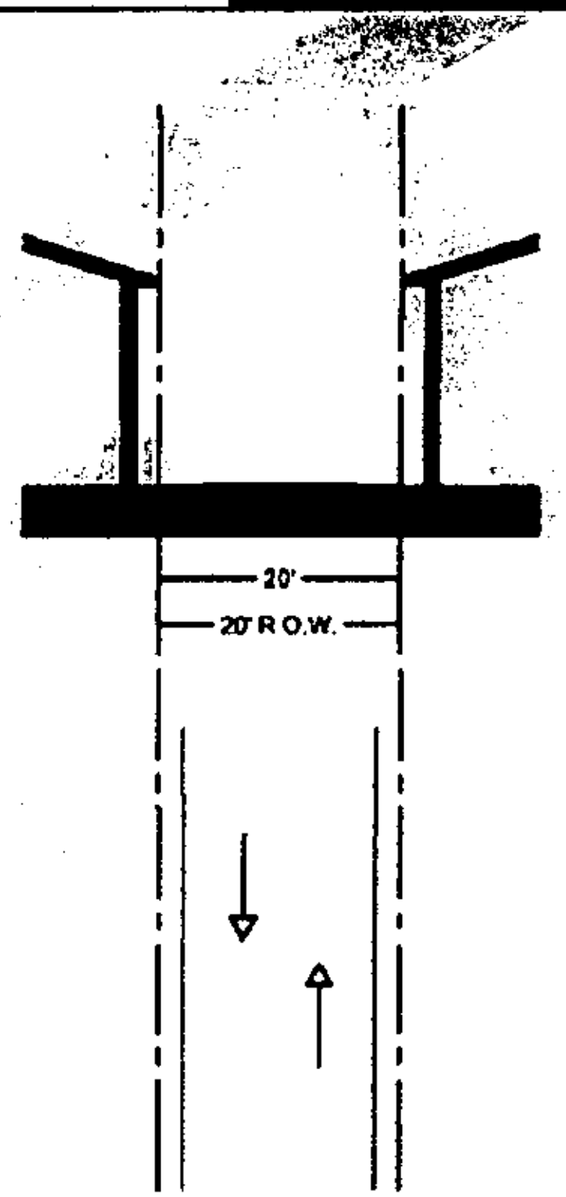
Design Service Volume:	N/A
Speed:	10-15 mph
Traffic Lanes:	Two 10' lanes
Parking:	Allowed
Paved Width:	24' no curb
Right of Way:	24'
Sidewalks:	None
Tree planting areas:	None
Curb cuts	None



ALLEY (A 24)
Alley = Commercial Rear Access

LANE WITH RESIDENTIAL REAR ACCESS is a street type provided for "traditional neighborhood" development, with access to properties from rear alleys. These streets provide rear access to primarily residential property and are intended to be used by property owners to access rear garages and driveways.

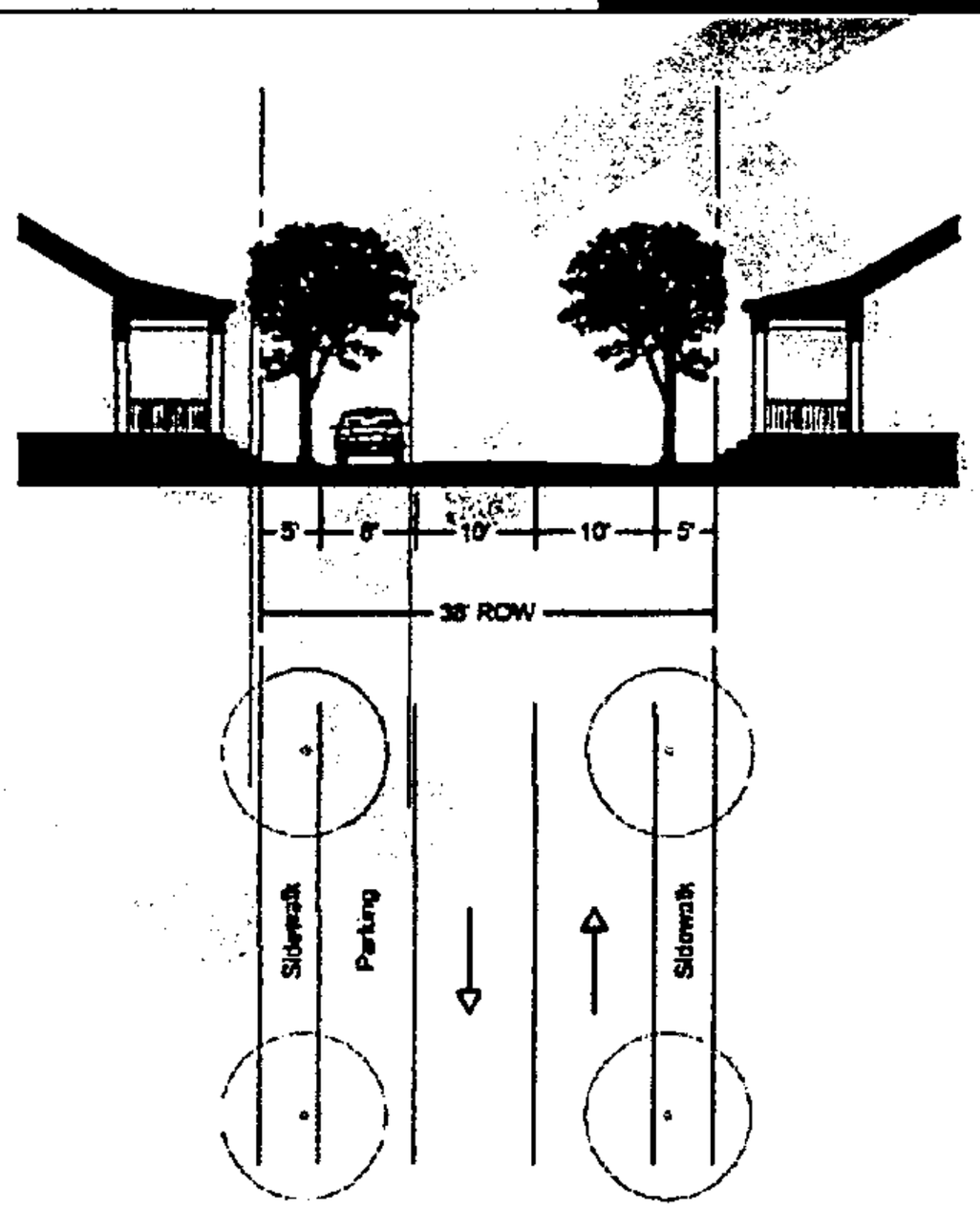
Design Service Volume:	N/A
Speed:	15 mph
Traffic Lanes:	Two 10' lanes
Parking:	Not allowed
Paved Width:	20' no curb
Right of Way:	20'
Sidewalks:	None
Tree planting areas:	None
Curb cuts	None



Lane (LA 20)
Lane = Residential Rear Access

STREET 2 LANE URBAN (ST 38 8/10/10): A general traditional thoroughfare serving pedestrian mobility, with two travel lanes and parking on one side.

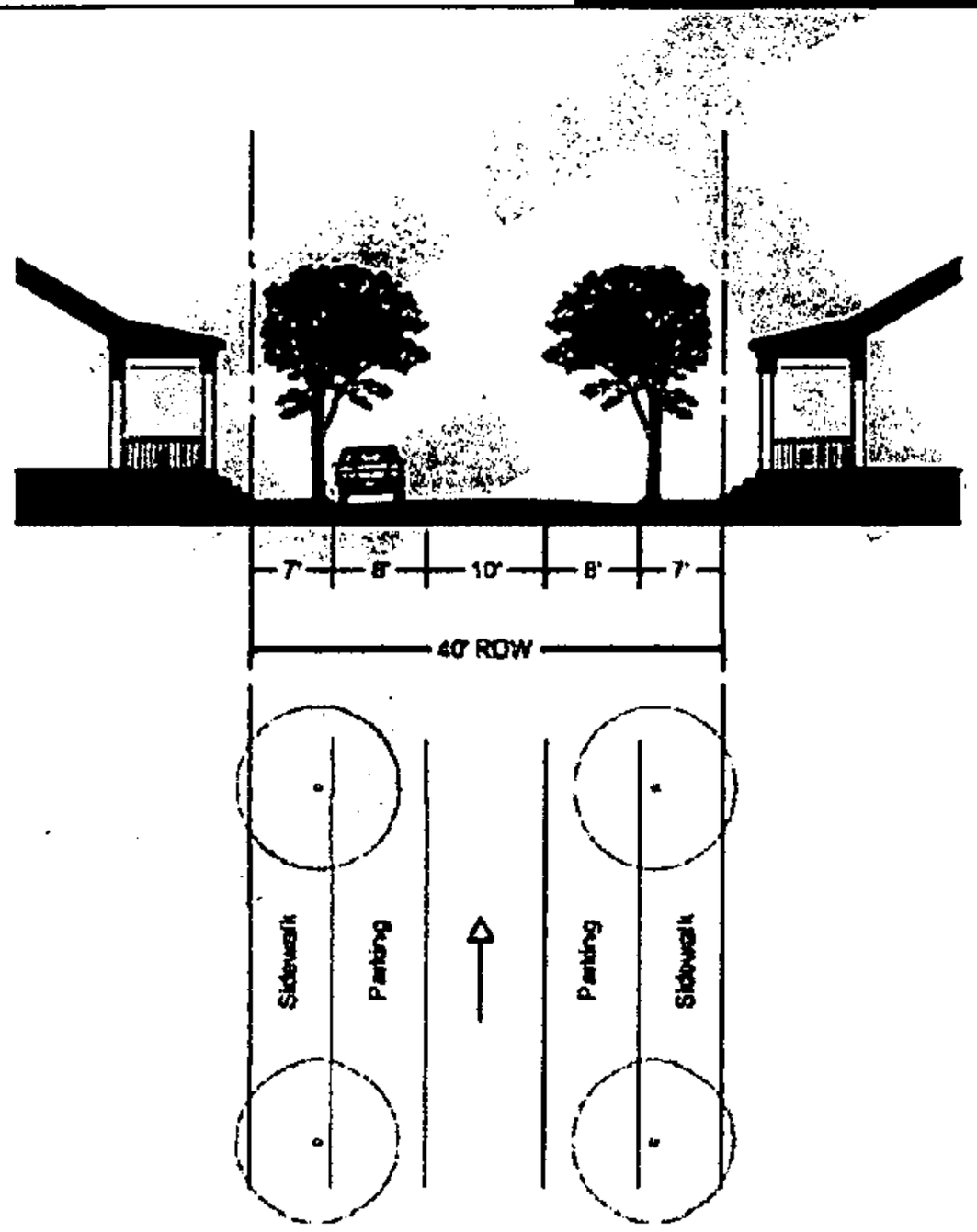
Design Service Volume:	N/A
Speed:	20 mph
Traffic Lanes:	Two 10' lanes
Parking:	8' allowed on one side
Paved Width:	28' from back of curb
Right of Way:	38'
Sidewalks:	4' both sides
Tree planting areas:	5' both sides - tree pits with sidewalk grates



STREET (ST 38 8/10/10)
Street = 2 Lane, Urban (typical)

ONE WAY STREET (ST 40 8/10/8): A general traditional thoroughfare serving pedestrian mobility, with one travel lane and parking on both sides.

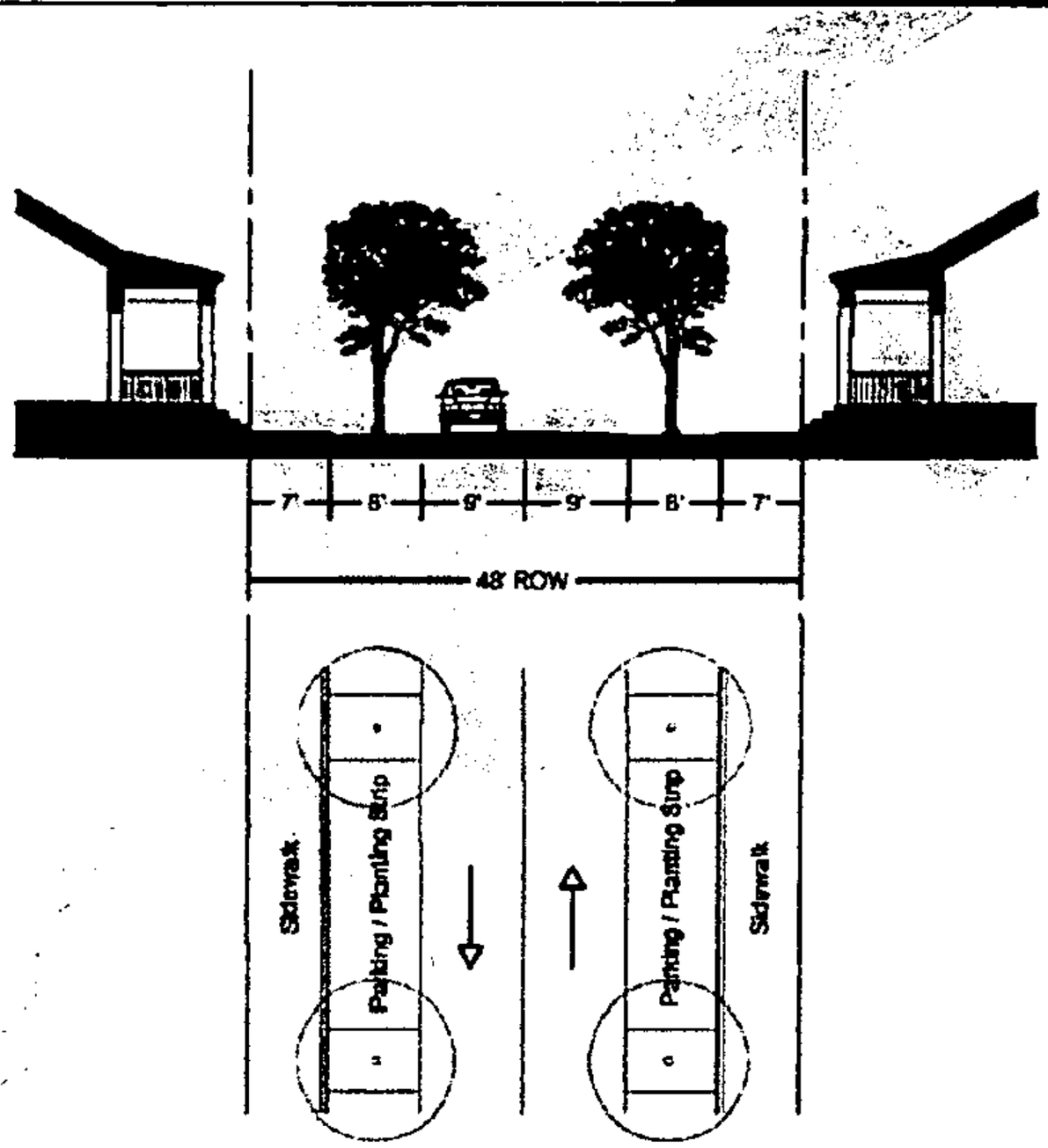
Design Service Volume:	N/A
Speed:	25 mph
Traffic Lanes:	One 10' lane
Parking:	8' required both sides
Paved Width:	26' from back of curb
Right of Way:	40'
Sidewalks:	4' both sides
Tree planting areas:	3' both sides



One-Way STREET (ST 40 8/10/8)
Street = 2 Lane, Urban (typical)

STREET (ST 48 8/9/9/8): A general traditional thoroughfare serving pedestrian mobility, with two travel lanes and parking on both sides.

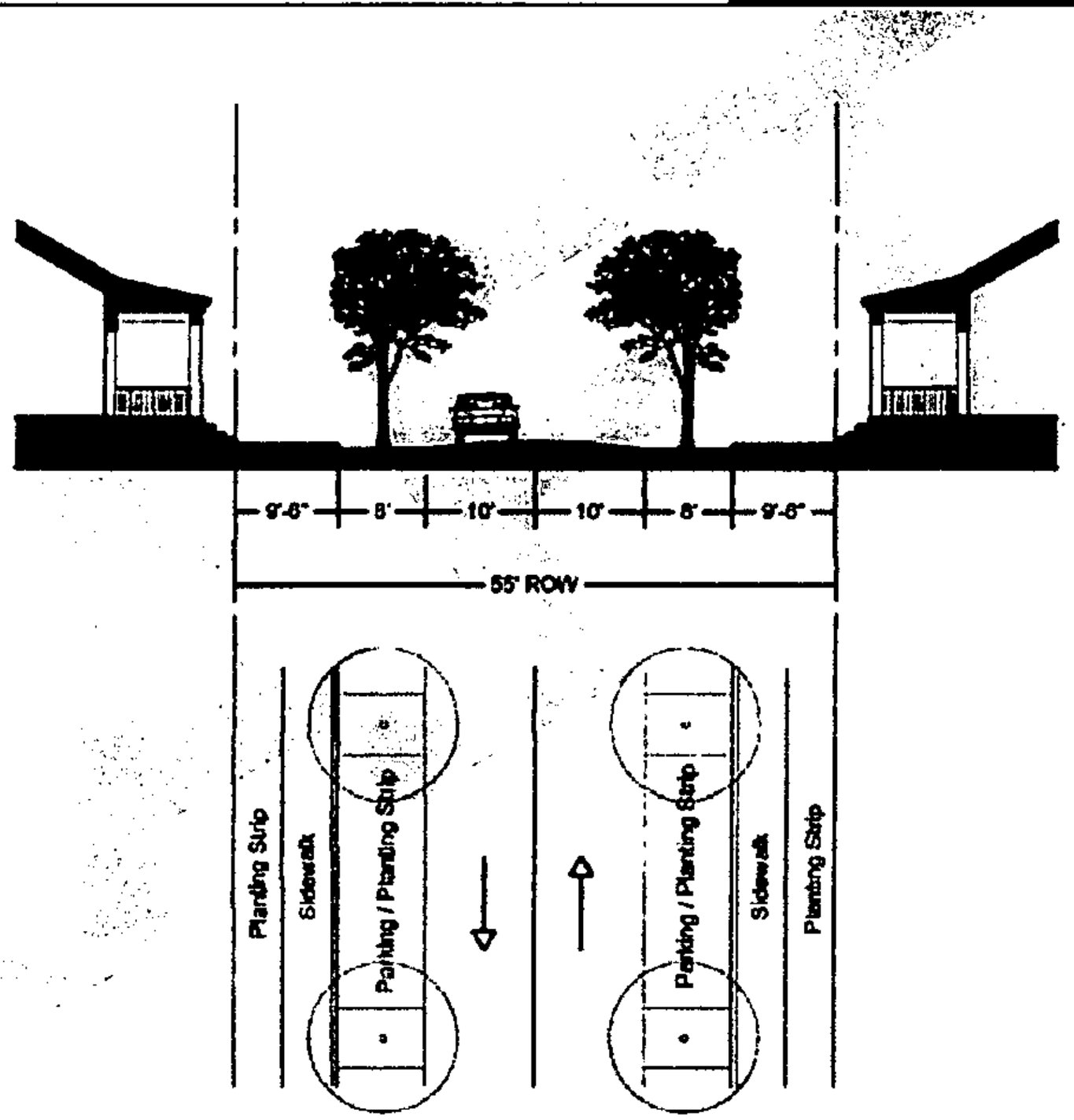
Design Service Volume:	N/A
Speed:	30 mph
Traffic Lanes:	Two 9' lanes
Parking:	None
Paved Width:	18' from back of curb
Right of Way:	40'
Sidewalks:	4' both sides
Tree planting areas:	8' both sides



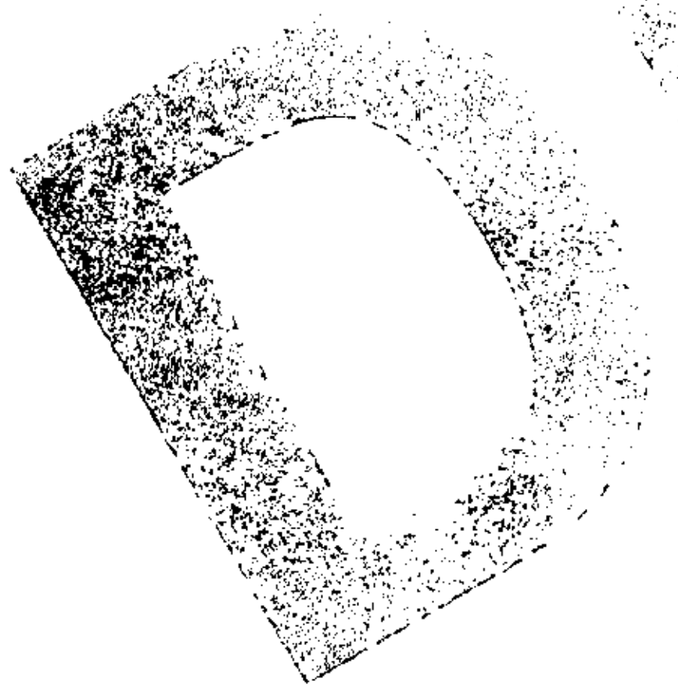
STREET (ST 48 8/9/9/8)
Street = 2 Lane, Urban

STREET (ST 55 8/10/10/8): A general traditional thoroughfare serving pedestrian mobility with two travel lanes.

Design Service Volume:	N/A
Speed:	30 mph
Traffic Lanes:	Two 10' lanes
Parking:	None
Paved Width:	20' from back of curb
Right of Way:	55'
Sidewalks:	4' both sides
Tree planting areas:	8' both sides

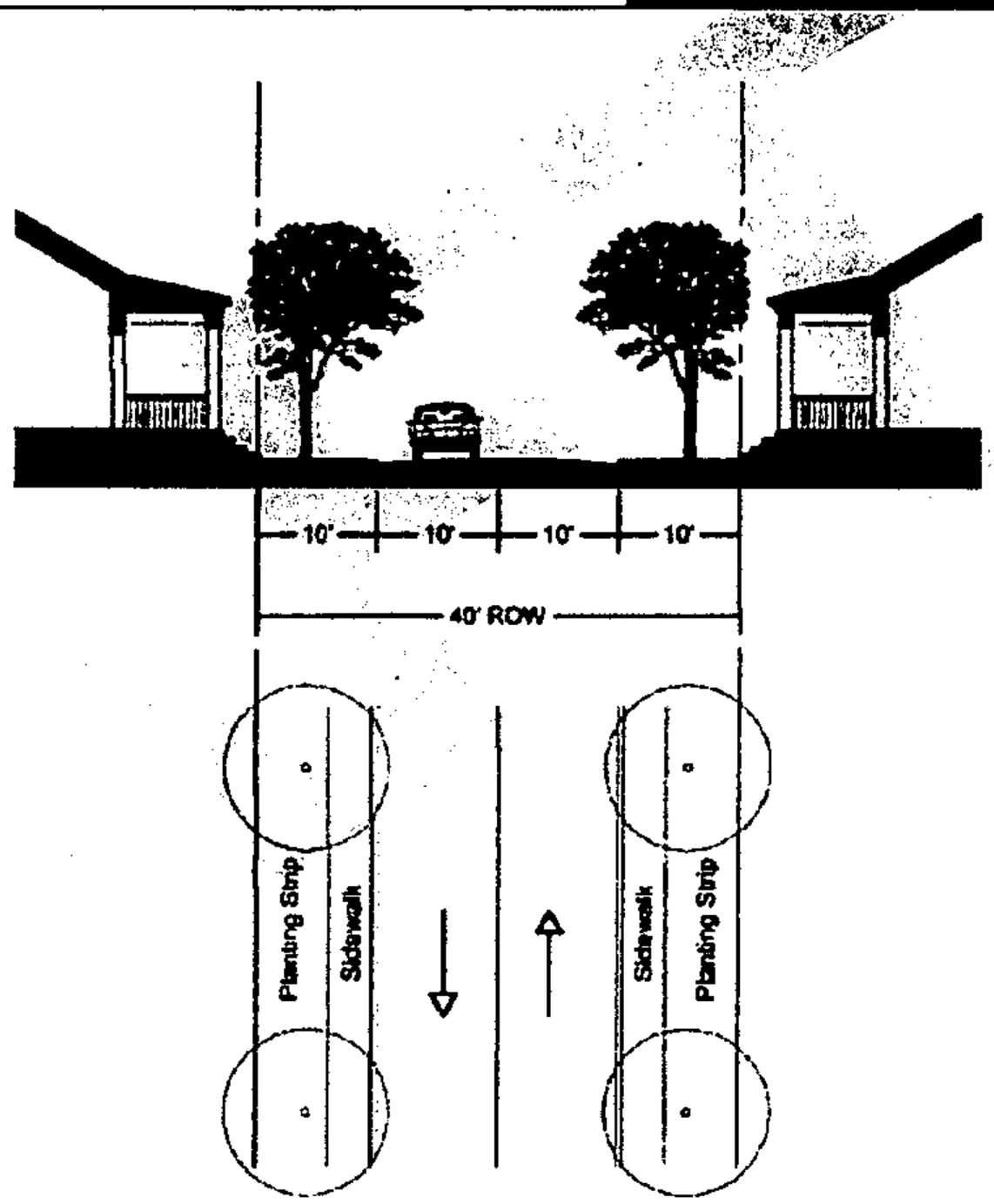


STREET (ST 55 8/10/10/8)
Street = 2 Lane, Urban



ROAD (40 10/10): A general traditional thoroughfare at the edge of a community or in a rural setting. Typically, parking is not adjacent to the travel way and curbs are rare, storm water drains to a swale.

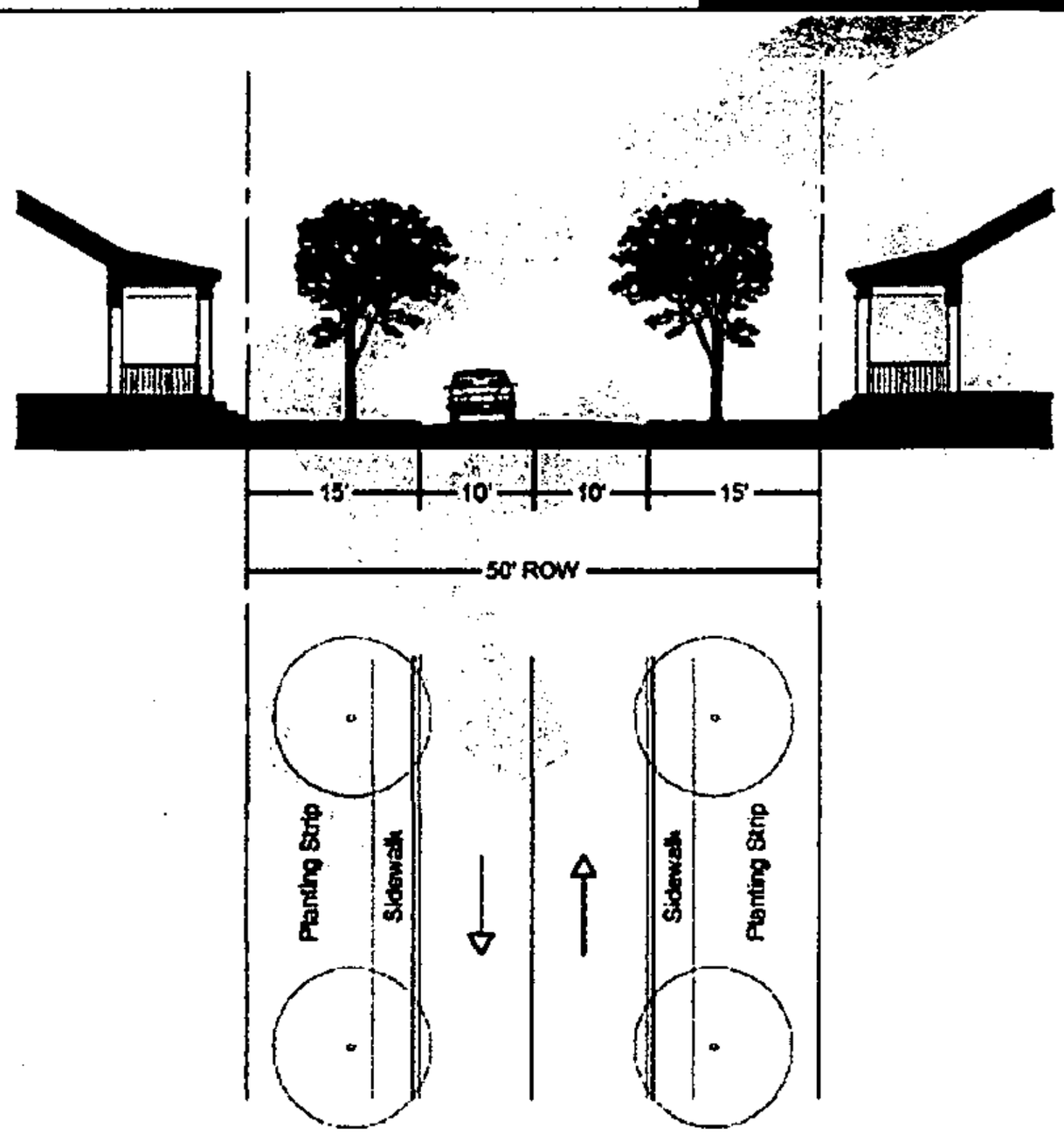
Design Service Volume:	N/A
Speed:	25 mph
Traffic Lanes:	Two 10' lanes
Parking:	None
Paved Width:	20' from back of curb
Right of Way:	40'
Sidewalks:	4' both sides
Tree planting areas:	6' both sides



ROAD (RD 40 10/10)
Road = 2 Lane, Sub-Urban

ROAD (50 10/10): A general traditional thoroughfare at the edge of a community or in a rural setting. Typically, parking is not adjacent to the travel way and curbs are rare, storm water drains to a swale.

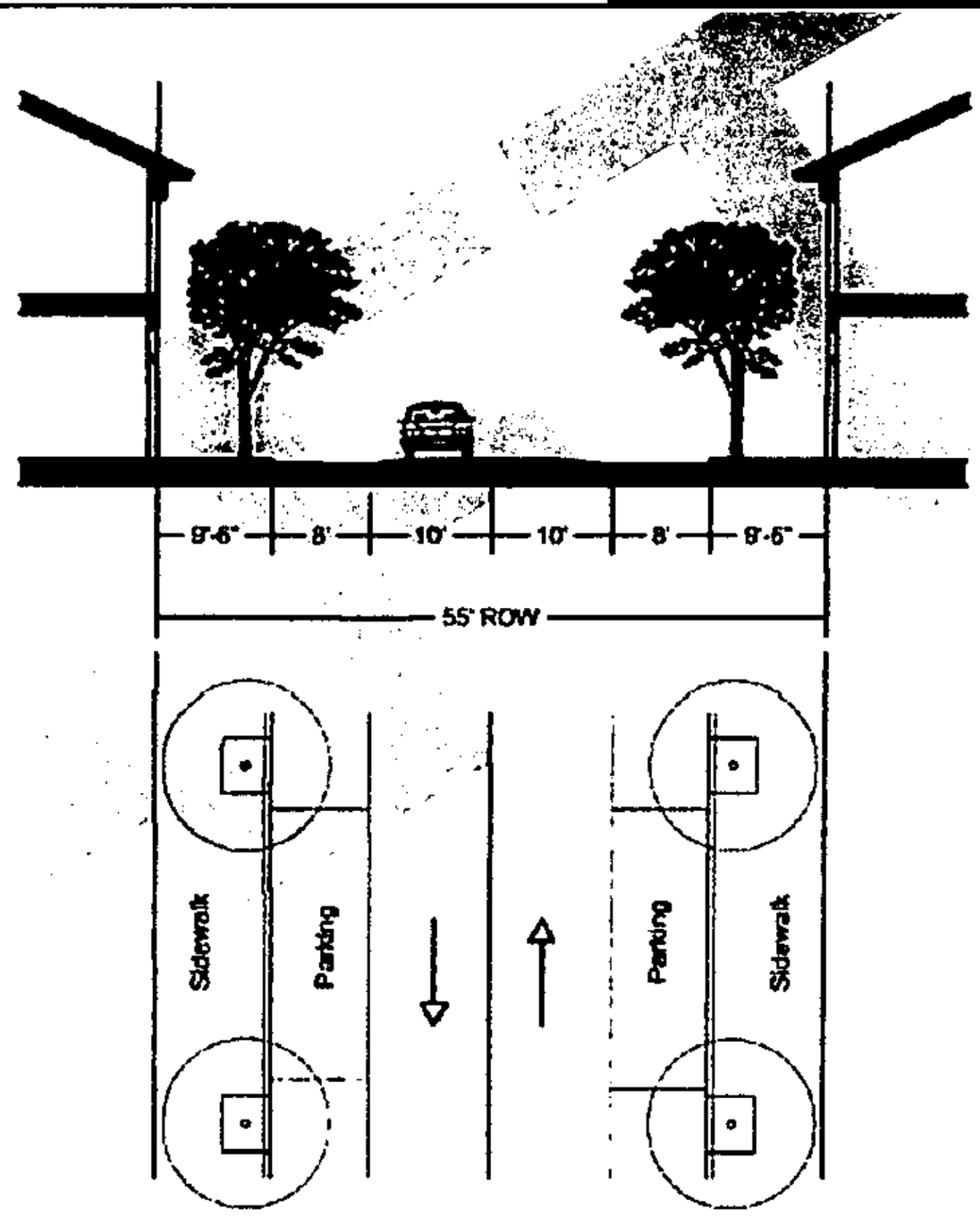
Design Service Volume:	N/A
Speed:	25 mph
Traffic Lanes:	Two 10' lanes
Parking:	None
Paved Width:	20' from back of curb
Right of Way:	50'
Sidewalks:	4' both sides
Tree planting areas:	11' both sides



ROAD (RD 50 10/10)
Road = 2 Lane, Sub-Urban

MAIN STREET (MS 55 8/10/10/8): A traditional thoroughfare with features that encourage pedestrian movement, serving a compact mix of land uses, potentially including retail, office and residential. Main Streets have parallel parking on both sides and, where the uses are more compact and activity is more intense, angle (or diagonal) parking is specified.

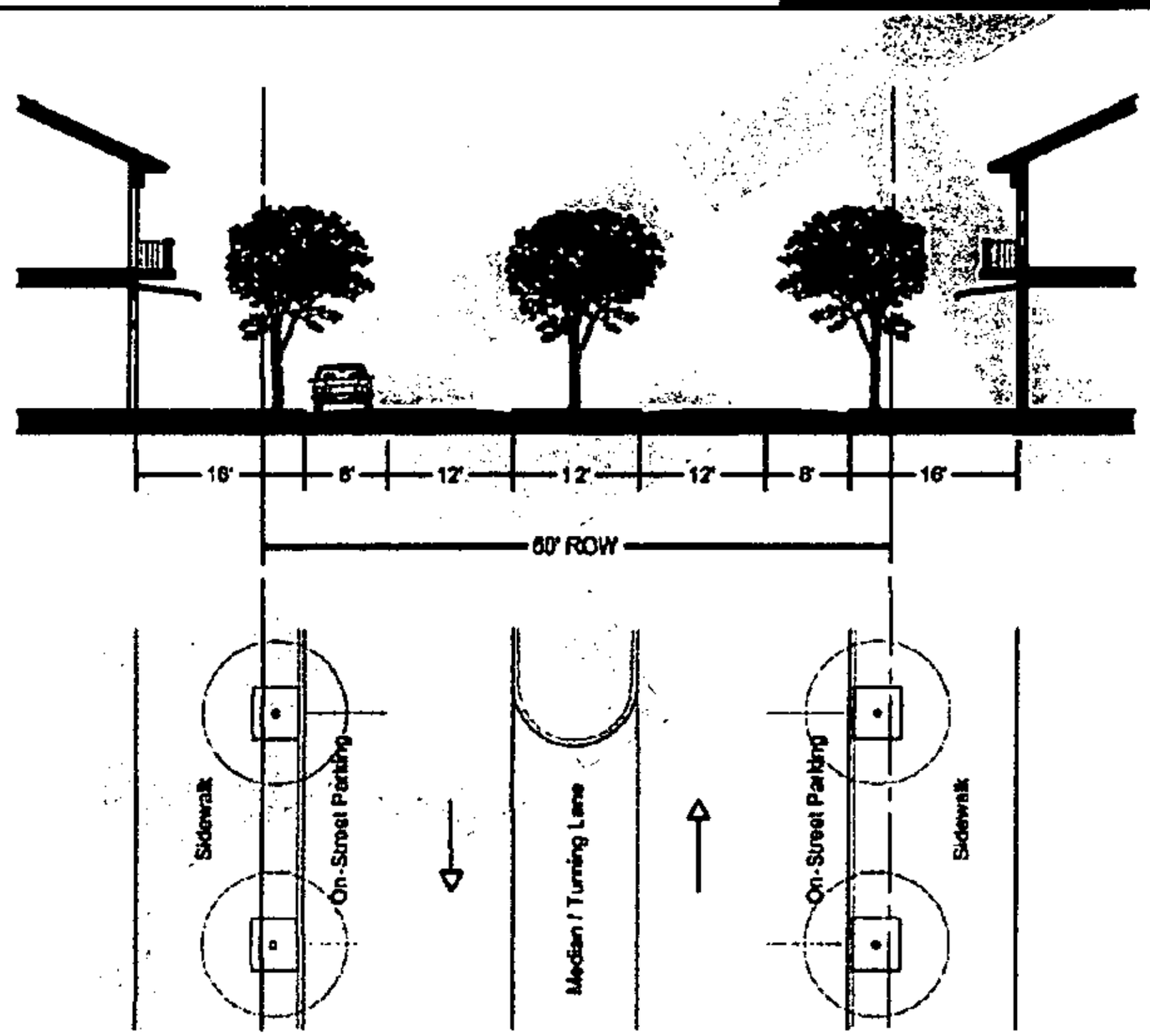
Design Service Volume:	N/A
Speed:	20 mph
Traffic Lanes:	Two 10' lanes
Parking:	8' allowed on one side
Paved Width:	38' from back of curb
Right of Way:	55'
Sidewalks:	9' 6" both sides
Tree planting areas:	Tree pits located in the sidewalk with grate



MAIN STREET (MS 55 8/10/10/8)
Street = 2 Lane, Urban

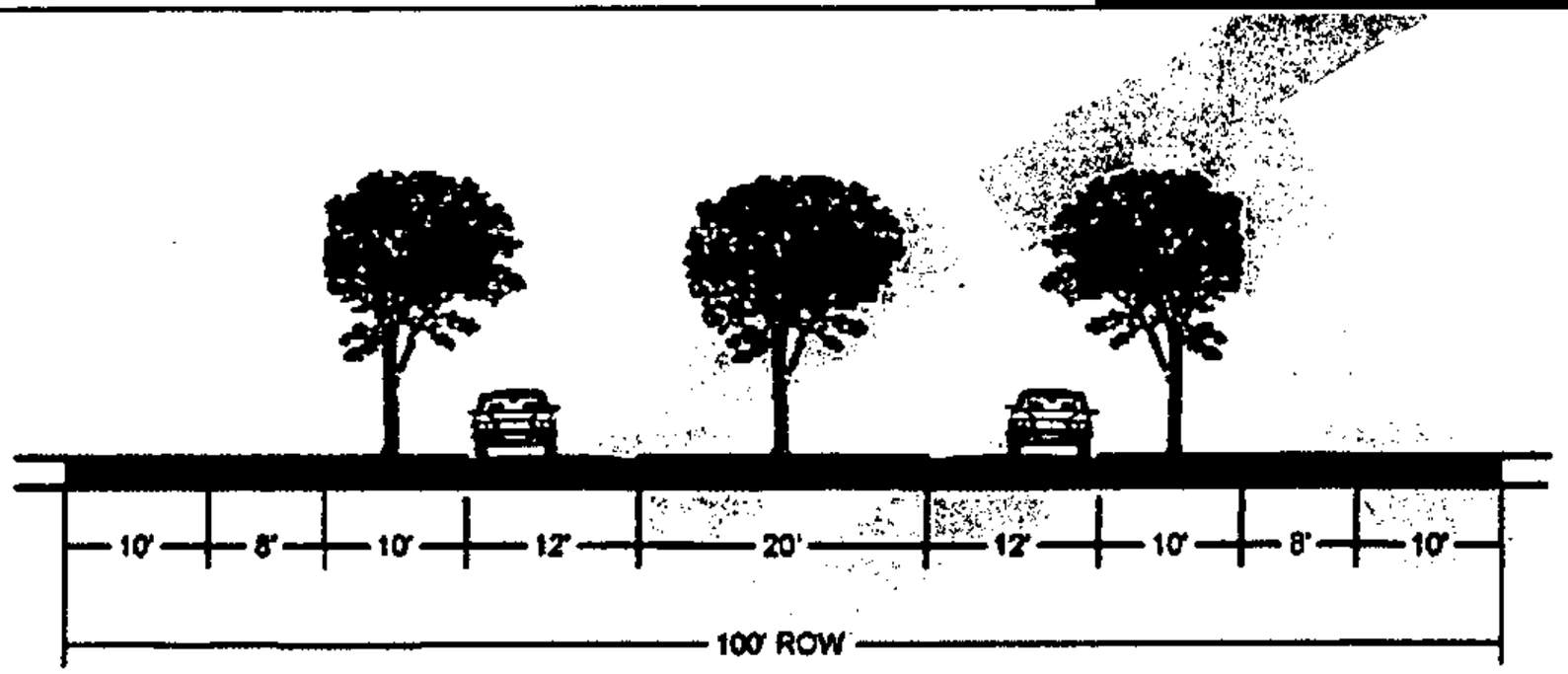
BOULEVARD (60 8/12/12/12/8):
A principle traditional thoroughfare designed to encourage pedestrian mobility while traversing a community. Boulevards have multiple adjacent land uses. They generally have center medians, street trees, sidewalks and parallel parking. Where higher traffic volumes occur, multi-way boulevards are specified with center travel lanes, adjacent medians and lower speed, and outside access lanes. The outer lanes and medians are pedestrian friendly and the center lanes serve motorvehicle mobility.

Design Service Volume:	N/A
Speed:	35 mph
Traffic Lanes:	Two 12' lanes
Parking:	8' required on both sides
Paved Width:	20' from back of curb
Right of Way:	60'
Sidewalks:	8' both sides
Tree planting areas:	4' both sides - 12' center

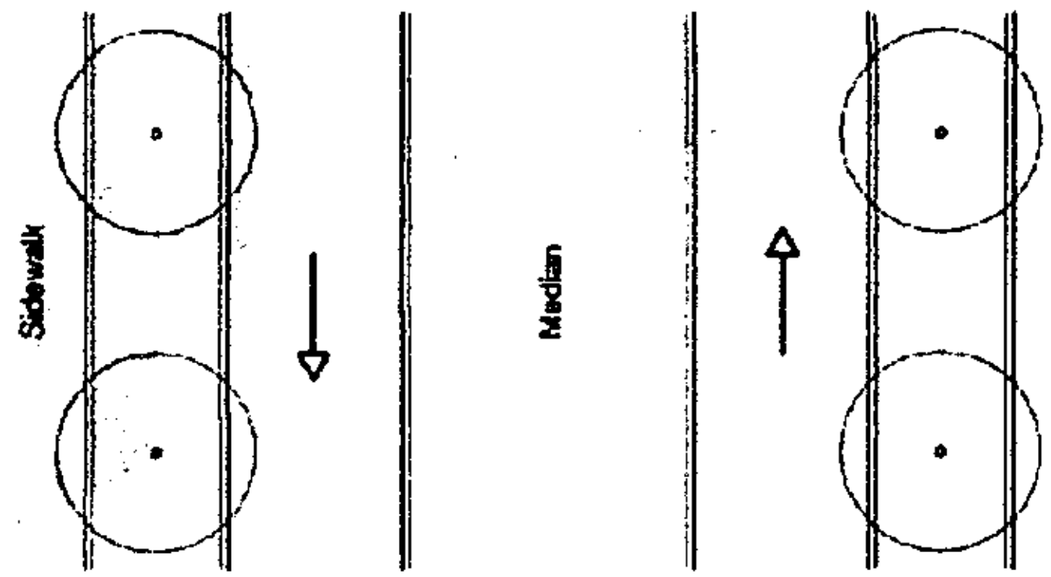


BOULEVARD (BV 60 8/12/12/12/8)
Street = 3 Lane, Urban

BOULEVARD (BV 100 12/20/12):
A principle traditional thoroughfare designed to encourage pedestrian mobility while traversing a community. Boulevards have multiple adjacent land uses. They generally have center medians, street trees, sidewalks and parallel parking.



Design Service Volume:	N/A
Speed:	40 mph
Traffic Lanes:	Two 12' lanes
Parking:	None
Paved Width:	12' from back of curb
Right of Way:	100'
Sidewalks:	6' both sides
Tree planting areas:	10' both sides - 20' center



BOULEVARD (BV 100 12/20/12)
Street = 2 Lane, Urban

Master Street Plan Guiding Policies

Circulation: *Guiding Policies*

In order to guide the formulation of a Master Street Plan and direct the Planning Commission regarding land use decisions which affect transportation issues, the following policies are suggested:

12.2.20.a Promote the coordinated and efficient use of all available and future transportation modes. (Goal 4)

12.2.20.b Meet the diverse transportation needs of the people of the city, including rural and urban populations and the unique mobility needs of the elderly and disability communities.

12.2.20.c Ensure the repair and necessary improvements of roads and bridges throughout the City to provide a safe, efficient and adequate transportation network.

12.2.20.d Minimize the harmful effects of transportation on public health and on air and water quality, land and other natural resources.

12.2.20.e Promote reliance on energy-efficient forms of transportation.

12.2.20.f Incorporate a public participation process in which the public has timely notice and opportunity to identify and comment on transportation concerns.

12.2.20.g Monitor and improve transportation facilities to conveniently serve the intra-city and regional travel needs of Fayetteville residents, businesses and visitors.

12.2.20.h Monitor the incidence of traffic accidents and implement physical and operational measures to improve public safety.

12.2.20.i Support the Razorback Transit service and the Ozark Regional Transit, which offer convenient and reliable alternatives to the automobile. (Goal 4e)

12.2.20.j Establish facilities which accommodate safe and convenient travel for pedestrians and bicyclists. (Goal 4e)

12.2.20.l Promote mixed-use and traditional neighborhood development to reduce roadway demand and change travel patterns. (Goal 3b, Goal 4)

12.2.20.m Encourage that impacts on the transportation network are considered in land use decisions made by the Planning Commission.

12.2.20.n Periodically update the master street plan.

12.2.20.o Encourage the construction of sheltered bus stops and bicycle parking facilities at transit stops, shopping centers and employment centers.

DRAFT

12.3 ANNEXATION

12.3.1 Purpose

Annexation is the inclusion of previously unincorporated lands within the city limits. Annexation has benefits to the residents of the annexed area as well as to the City. The residents gain access to urban services, such as enhanced police and fire protection, and have a voice in city government. The City gains the ability to control development and extend boundaries in a logical manner.

The purpose of this planning element is to take a more active approach toward annexations by identifying potential annexation areas and establishing annexation policies. The annexation policies will guide evaluation of future annexation proposals. The policies are designed to ensure that public services, infrastructure, and utility extension is properly addressed in order to manage growth. The potential annexation areas can become part of the city when annexation policies are met.

12.3.2 History and Trends

The original town was incorporated in 1870 with approximately 1200 acres. Since incorporation, the city has made 115 annexations, totaling 28,903.16 acres. Annexation activity was relatively slow until the 1940s, when over 2,500 acres were annexed with 10 annexations. During the 1950s, almost the same number of annexations took place, however, the total land area annexed was significantly smaller than in the 1940s. By the 1960s, annexation activity increased dramatically, with 42 annexations bringing over 18,000 acres into the city limits. Annexation numbers dropped in 1970 and stayed steady until the 1990s, when the number of annexations tripled from the 1980s. In 2000, the city contained 45 square miles, and in 2005, the city contained 50 square miles.

TABLE 12.3.1
ANNEXATION HISTORY
Fayetteville (1870 - 2006)

Time Period	Number of Annexations	Total Acres
1870	Original Town	1,202.48
1910	1	160.57
1932	1	83.60
1940 - 1949	10	2,572.05
1952 - 1958	9	1,194.66
1960 - 1969	42	18,250.55
1970 - 1978	12	1,347.14
1980 - 1988	9	1,591.87
1990 - 1999	27	2,106.70
2000 - 2005	53	3,559
Total	**164**	**32068.6**

Source: City of Fayetteville,GIS, June 2006

TABLE 12.3.2
SIX LARGEST ANNEXATIONS
Fayetteville (1870-2006)

Ordinance Number	Acres	Year
889	1,765	1946
1258	1,489.24	1961
1274	2,138.61	1961
1479	1,267.69	1966
1556	11,376.66	1967
2857	1,286.45	1982

Source: City of Fayetteville, GIS, June 2006

Approximately 60 percent of the total annexations can be attributed to six single annexations. Each of these annexations included more than 1,000 acres. Four of those six annexation occurred during the 1960s. The most significant annexation was in 1967 that added over 11,000 acres to the city limits. Until 1960, the number of persons per acre remained relatively high, but decreased between 1940 and 1960. The significant drop in persons per acre from 3.9 in 1960 to 1.3 in 1970 is reflective of the significant land area annexed during this time. The trend of decreasing persons per acre reversed in 1980 and increased over the next two and half decades. By 2000, the persons per acre was 2.2.

TABLE 12.3.3
POPULATION VS. LAND AREA
Fayetteville (1940-2000)

Year	Population		Land Area		Persons Per Acre
	Persons	Percent Change	Acres	Percent Change	
1940	8,212	--	1,446.65	--	5.6
1950	17,017	107.2%	4,018.70	177.79%	4.2
1960	20,274	19.1%	5,213.36	29.73%	3.9
1970	30,729	61.7%	23,463.91	350.1%	1.3
1980	36,608	19.1%	24,811.05	5.74%	1.5
1990	42,247	15.0%	26,402.92	6.42%	1.6
2000	58,047	37.9%	26,756.46	7.98%	2.2
2006	67,020	15.5%	32,103.47	20.0%	2.1

Source: City of Fayetteville, GIS, June 2006

12.3.3 State Statutes on Annexation

Arkansas Statutes

Title 14, Chapter 40 of the state statute discusses annexat
Annexations can be initiated by a municipality or by prope wners.

A municipality can annex contiguous lands, lands surrounde by the municipality, unincorporated area that is completely bounded by two or more municipalities if the municipality has the greater distance of city limits adjoining the area, and land contiguous and in adjacent counties. To annex any contiguous lands, the governing body must adopt an ordinance, passed by two-thirds of the governing body and hold an election of the people. Those lands must meet one of the following criteria:

- Platted and held for sale or use as municipal lots;
- Whether platted or not, if the lands are held to be sold as suburban property;
- When the lands furnish the abode for a densely settled community or represent the actual growth of the municipality beyond its legal boundary;
- When the lands are needed for any proper municipal purposes such as for the extension of needed police regulation; or
- When they are valuable by reason of their adaptability for prospective municipal uses.

Contiguous lands must not be annexed if they meet either of the following criteria:

- Have a fair market value at the time of adoption of the ordinance of lands used only for agricultural or horticultural purposes and the highest and best use of the land is for agricultural or horticultural purposes; or
- Are lands upon which a new community is to be constructed with funds guaranteed in whole or in part by the federal government under Title IV of the Housing and Urban Development Act of 1968 or under Title VII of the Housing and Urban Development Act of 1970.

To annex land surrounded by a municipality, the governing body can propose an ordinance to annex the property. Again, the lands must meet the criteria listed above. A public hearing must be held within 60 days of the proposed ordinance. A majority of the governing body must approve the annexation for it to become effective.

Property owners in areas contiguous and adjacent to a municipality may request annexation. They can apply with a petition of the majority of land owners in the area, if the majority of the total number of owners own more than one-half of the acreage affected.

12.3.4 Potential Annexation Areas

The potential annexation areas should be identified by the City using the following criteria.

- Areas that are already urban in character.
- Areas than can be developed at urban densities.
- Immediate areas are those that are peninsulas or islands, where municipal services have already been extended.
- Vacant lands that are subject to development pressure.
- Areas where urban services are already provided.
- Areas where urban services are needed.

12.3.5 Annexation Guiding Policies

Boundaries

12.3.5.a Annex existing islands and peninsulas and do not annex areas that would create an island or peninsula.

12.3.5.b Proposed annexation area must be adjacent, or contiguous, to city limits.

12.3.5.c Areas should either include or exclude entire subdivisions or neighborhoods, not divide.

12.3.5.d Boundaries for annexed areas should follow natural corridors.

12.3.5.e The provision of services should be concurrent with development.

Environmentally Sensitive Areas

12.3.5. f Annex environmentally sensitive areas that could be impacted by development and utilize appropriate development regulations to protect those areas.

Emergency and Public Services

12.3.5.g Public services must be able to be provided efficiently in newly annexed areas.

12.3.5.h Annexed areas should receive the same level of service of areas already in the city limits.

12.3.5.i The ability to provide public services should be evaluated in terms of equipment, training of personnel, number of units and response time.

Infrastructure and Utilities

12.3.5.j Areas currently served by utilities and other public services should be annexed.

12.3.5.k Proposed annexation areas should not require the upgrading of utilities to meet the demands of development unless there is a threat to public safety.

12.3.5.l Phased annexation should be initiated by the City within active annexation areas based on planned service extensions or availability of services.

Intergovernmental Relations

12.3.5.m Promote long-range planning with adjacent jurisdictions.

12.3.5.n Establish agreements to address regional concerns, such as water, stormwater and sewer.

Administration of Annexations

12.3.5.o Develop a land use plan for annexation initiated by the City.

12.3.5.p Designate zoning districts for the property during the annexation process.

12.3.5.q An annexation study should be completed on all annexation proposals.

12.3.5.r Development proposals require a separate review from the annexation proposals.

12.3.5.s Residents should be fully informed of annexation activities.

12.3.5.t Encourage larger annexations to create acceptable boundaries.

12.3.5.u Conduct a fiscal impact assessments on large annexations.