



DPZ
CODESIGN

City Socioeconomics

Regional Growth Strategy For Northwest Arkansas
10/21/25

City Socioeconomics

Executive Summary

Regional Overview

Northwest Arkansas continues to be one of the fastest-growing regions in the country. With strong job creation, population growth, and rising household incomes, the region's success is increasingly shaped by how communities manage the pressures of housing, transportation, land use, and infrastructure demands.

The region is outperforming both the state of Arkansas and the nation in terms of educational attainment, income growth, and economic opportunity. Yet within this regional success, cities are diverging in terms of who benefits, where people live, and what challenges they face.

This document provides a socioeconomic dashboard for each City in 2025, as well as historic trends where available, comparing growth, people, households, fiscal condition, and physical assets.

Population & Migration Patterns

The region's growth is driven by both in-state and out-of-state migration. About 19% of residents moved in the past year—most from within Arkansas, but a notable 4.1% from other states, highlighting increasing national interest. The Big Four cities (Fayetteville, Springdale, Rogers, Bentonville) dominate total in-migration numbers, especially from out of state, while smaller cities like Johnson, Elm Springs, and Gentry show high proportional in-migration due to location advantages or desirable housing.

However, compared to peer regions such as Austin (6.6% out-of-state migration) and Raleigh-Durham (with 31% international in-migration), NWA's national migration share remains modest—though growing.

Employment & Education

The region has a higher jobs-per-capita rate than the national average, on par with Raleigh-Durham. Bentonville leads the region in job density, while Fayetteville has the highest number of total jobs. All Big Four cities have more jobs than households, but ratios vary: Bentonville exceeds 3:1 while Lowell, a smaller city, is highly imbalanced with few homes.

NWA's workforce is predominantly white-collar (62%), with stronger-than-average blue-collar representation—especially in manufacturing and construction—compared to national trends. Education attainment is above the state average and near the national average, but still lags behind peer metros. Fayetteville and Bentonville exceed 50% college degree attainment, while Springdale trails significantly.

Income & Cost of Living

Household income in NWA now exceeds state and national averages. Mid-sized cities in this region show the highest median incomes, followed by the Big Four. Bentonville and smaller cities like Cave Springs and Goshen stand out for high incomes, driven by proximity to job centers and high-end housing. In contrast, many rural cities in the region remain below \$60,000 median income.

Still, income disparities are growing. Cost burden data shows that 35% of homeowners in NWA are housing cost burdened, higher than the national rate (23%). Renter burden is lower than national averages, but low-income households—particularly under \$35,000—face the greatest strain across all city types.

Housing Costs & Absorption

Housing costs have climbed sharply. Median home prices in the Big Four now range from ~\$350,000 to ~\$450,000. Bentonville is the most expensive, while Springdale remains more affordable. Small cities show wide variation: Goshen and Cave Springs exceed even the Big Four, while others remain relatively low.

Rental costs mirror these patterns, with affordability increasingly out of reach for low- and moderate-income households. The region's housing absorption forecast calls for ~50% of new units to be multi-family, but zoning and development patterns heavily favor single-family housing. This mismatch threatens affordability and the ability to accommodate growth without over-extending infrastructure.

Transportation & Affordability

Transportation is the second-largest household expense, closely tied to city size and location. Cities further from the I-49 corridor face higher vehicle miles traveled (VMT) and cost burdens. The Big Four benefit from proximity to jobs and shorter commutes. Cave Springs and Goshen have high overall cost burdens due to expensive housing—not higher transportation costs.

Compared to national and peer regions, NWA offers relatively low housing and transportation costs—especially in its Big Four. However, these costs are rising faster than in similar metros, especially in high-growth suburbs.

City Socioeconomics

Executive Summary

Land Use, Zoning & Housing Capacity

Zoning across the region remains heavily weighted toward low-density residential. In cities like Cave Springs and Bella Vista, large portions of land are still zoned rural or single-family. This limits the ability to meet growing demand for multi-family housing and mixed-use development.

Though multi-family housing represents the highest demand across the region, small cities and rural areas retain a higher demand for single-family homes. Every city, no matter the size or location, shows some demand for housing of all types - more multi-family in the core and single-family towards the periphery, yet all places requiring more.

Housing absorption forecasts across many cities show that projected demand outpaces what is currently zoned. For example, Cave Springs is unlikely to accommodate its projected population doubling unless zoning changes allow higher density and more commercial development.

City Budgets & Infrastructure Spending

City budgets across NWA rely heavily on sales tax revenue. Many cities, including Bentonville and Prairie Grove, face significant gaps between current road spending and long-term infrastructure needs.

- Pea Ridge: Maintains a surplus but spends only 35% of what is needed for roads and infrastructure.
- Centerton: Faces a 78% road and infrastructure funding gap despite strong revenue from suburban multifamily development.
- Bentonville: Despite strong commercial tax value in its core, it runs a 91% shortfall on road and infrastructure maintenance due to high infrastructure costs in low-density areas.

Most cities generate the highest per-acre taxable value from compact, walkable downtowns or suburban multifamily, while suburban commercial and single-family development underperform in revenue generation relative to cost. But those that underperform require more infrastructure per tax dollar to be invested in long-term maintenance, an activity that every city has fallen behind in.

City Budget Considerations

The city budgets presented in this document represent a single year. They were obtained either directly from city websites or from the State of Arkansas office of the auditor, 2023 records. Bonds and other multi-year financial instruments may distort the budget of a single year. For instance, a bond payment may be received in a single year yet paid back over decades. In the year received, that payment may show a sizable budget surplus. Spending for which that bond was secured takes place over many years, which may contribute to an apparent deficit. A multi-year budget analysis is beyond the scope of this study. Rather, the budget information presented is intended to compare the size of city budgets and primary categories of spending, relative to land area and population.

Sources of Data

United States Census and American Community Survey

Population and household demographics, income, employment, and education.

Median home value and median rent. Commuting patterns.

Number of dwellings, ownership ratio, vacancy rate, year built, and dwelling growth.

Zimmerman-Volk Associates (with data from Claritas)

Population origin and migration patterns.

Housing demand and absorption forecast.

Center for Neighborhood Technology (with US Census & ACS data)

Household expenditures. Household vehicle miles traveled and cars per household.

GIS from NWARPC and Individual NWA Cities

Zoning. Lane miles and street length.

DPZ CoDesign (using Google Earth)

Developed acres per city, estimated.

Individual NWA Cities and State Auditor's Office

City budgets and spending, single year budget from 2023 or more recent where available.

Urban3 with Benton and Washington County Tax Assessor records

Property taxes. Sales taxes estimated by Urban3 using county aggregated data.

Note: Numeric totals may not sum due to rounding.

City Socioeconomics

This page organizes cities in the region according to three key dimensions: City Size, Core City Proximity, and Zoning Status. Together, these categories provide a clear framework for understanding how each community relates to regional growth, infrastructure, and planning efforts.

City Size:

- Big Four: 50,000 or more residents
- Mid-Sized: Between 5,000 and 50,000 residents
- Small-Sized: Fewer than 5,000 residents

Core City Proximity

This category describes the physical relationship of each city to the most urbanized centers in the region. Cities may fall within the Core, be Core Adjacent, or function as Satellite communities.

Zoning Status

This dimension highlights where each city stands in updating its zoning code and development procedures to better align with local goals and infrastructure capacity:

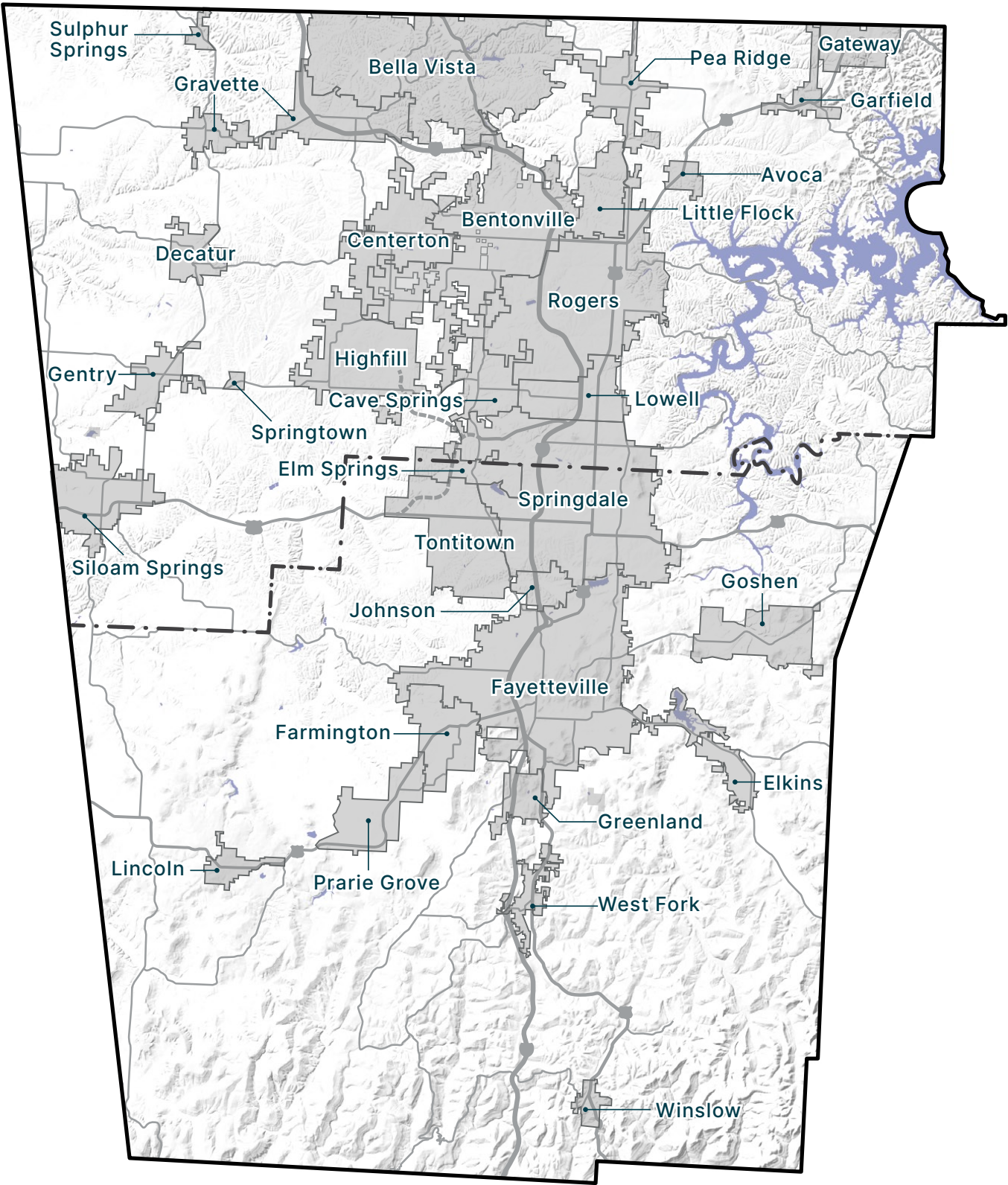
Legacy: Codes have not yet been reformed.

Transitional: Partial reforms have been adopted.

Reforming: Codes and procedures are actively being rewritten to support growth and community goals.

	City Size	Core City Proximity	Zoning Discretion
Bella Vista	Mid-Sized	Core Adjacent	Negotiated
Bentonville	Big Four	Core	By-Right
Cave Springs	Mid-Sized	Core Adjacent	Negotiated
Centerton	Mid-Sized	Core Adjacent	Negotiated
Decatur	Small-Sized	Satellite	Negotiated
Elkins	Small-Sized	Satellite	Negotiated
Elm Springs	Small-Sized	Core Adjacent	Negotiated
Farmington	Mid-Sized	Core Adjacent	Negotiated
Fayetteville	Big Four	Core	By-Right
Gentry	Small-Sized	Satellite	Negotiated
Gravette	Small-Sized	Satellite	Negotiated
Greenland	Small-Sized	Core Adjacent	Negotiated
Highfill	Small-Sized	Satellite	Negotiated
Johnson	Small-Sized	Core	Negotiated
Lincoln	Small-Sized	Satellite	Negotiated
Little Flock	Small-Sized	Core Adjacent	Negotiated
Lowell	Mid-Sized	Core	Negotiated
Pea Ridge	Mid-Sized	Satellite	Negotiated
Prairie Grove	Mid-Sized	Satellite	Negotiated
Rogers	Big Four	Core	By-Right
Siloam Springs	Mid-Sized	Satellite	By-Right
Springdale	Big Four	Core	By-Right
Tontitown	Mid-Sized	Core Adjacent	Negotiated
West Fork	Small-Sized	Satellite	Negotiated

NORTHWEST ARKANSAS CITIES



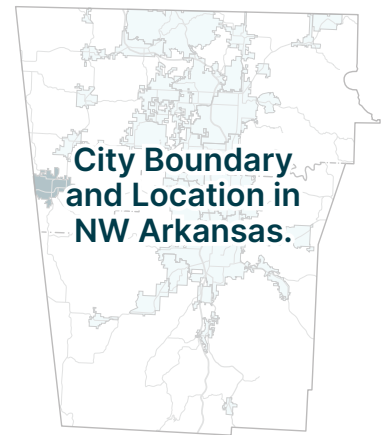
City Name

Incorporated area

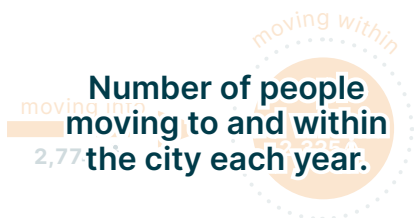
Population Size Category

Proximity to Core Cities

Zoning Discretion



This city infographic page provides information about city demographics, economic conditions, and housing development patterns. The information is consistent across the analyzed cities, however some graphics have necessarily different scales to display the comparative relationships of the data.



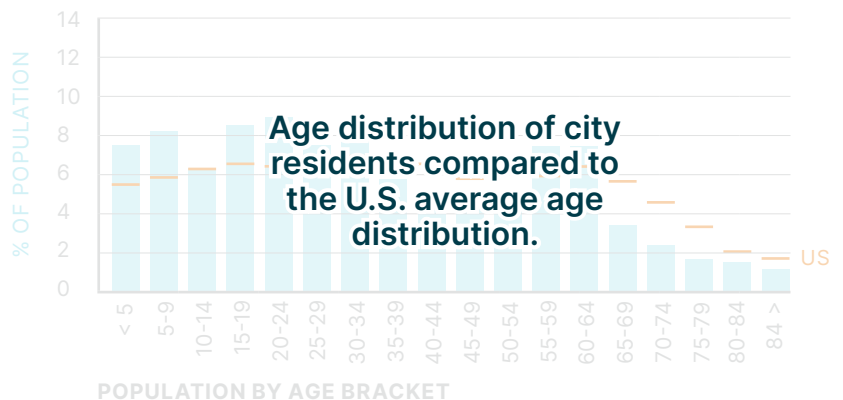
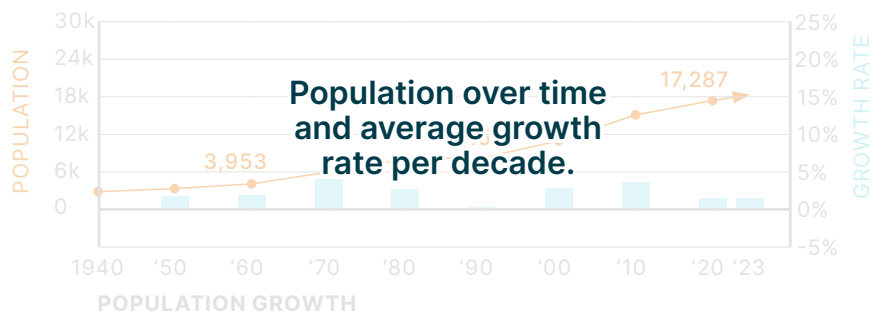
ANNUAL MIGRATION PATTERN



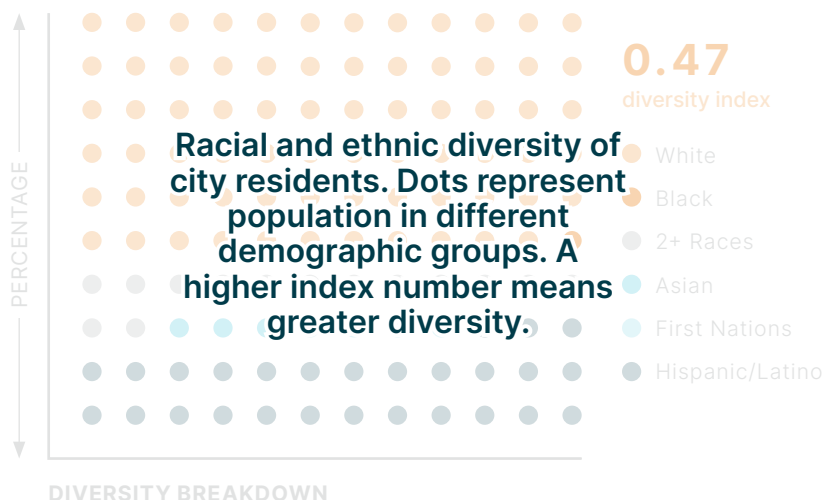
Proportion of residents who speak only English, Spanish, and other languages at home.

A collection of quick facts about city residents, including median household income, poverty rate, median age, and growth statistics.

Category	Value
median income	\$67,238
poverty rate	24.7%

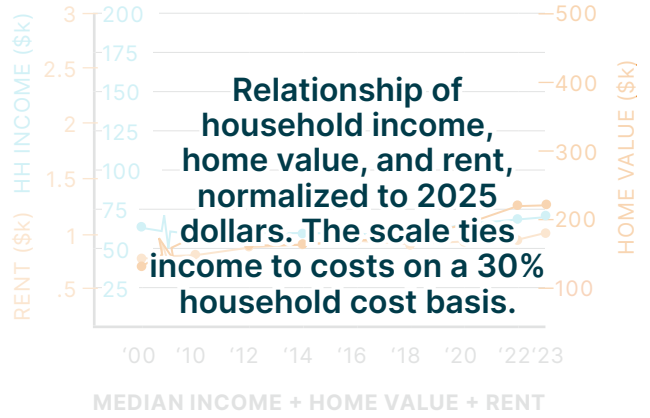
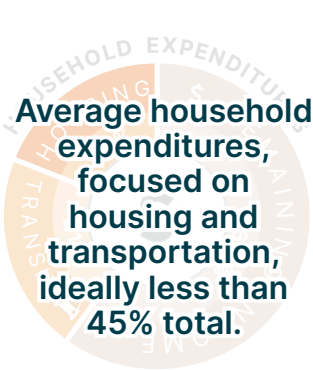


POPULATION BY AGE BRACKET



DIVERSITY BREAKDOWN

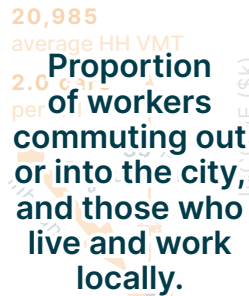
2 HOW PEOPLE LIVE



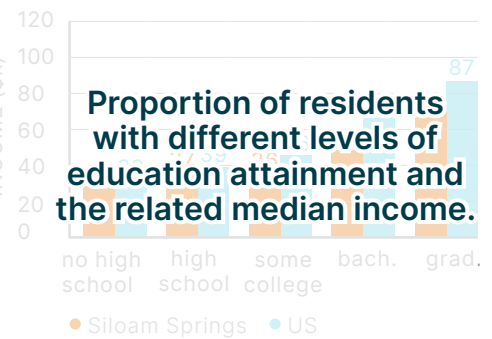
EMPLOYMENT TYPE



RENTERS VS. OWNERS



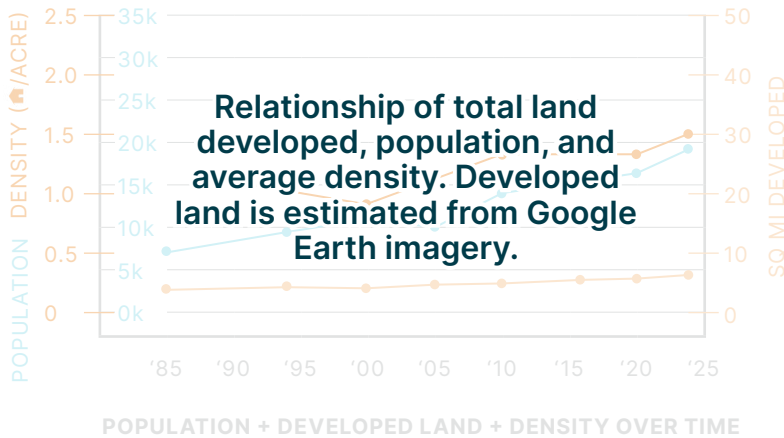
COMMUTING PATTERNS



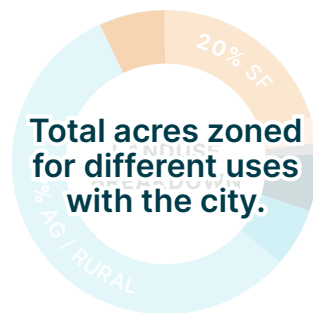
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

3 DEVELOPMENT CHARACTERISTICS



POPULATION + DEVELOPED LAND + DENSITY OVER TIME



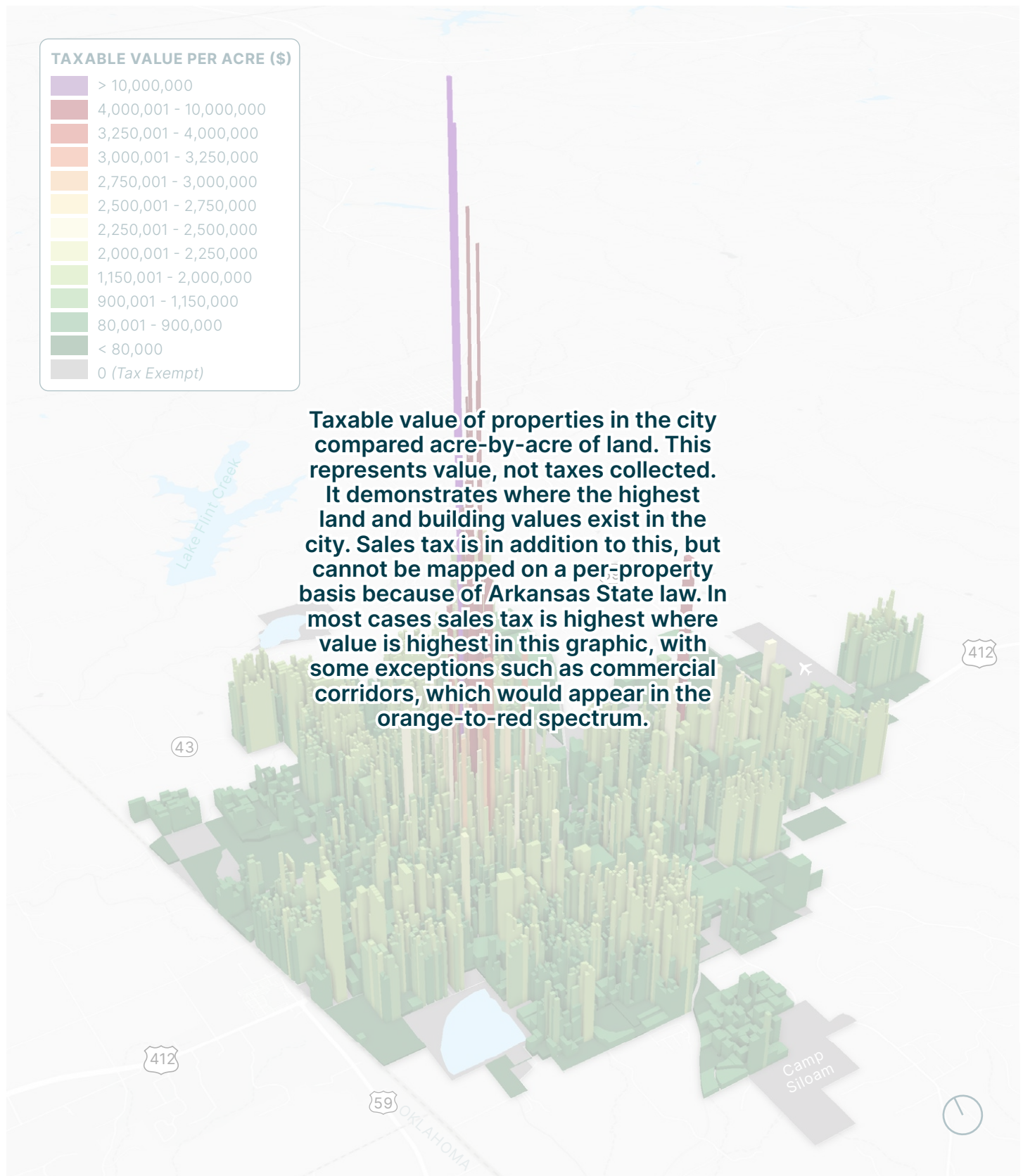
Other Industrial Agriculture / Rural Commercial Mixed-Use MF SF

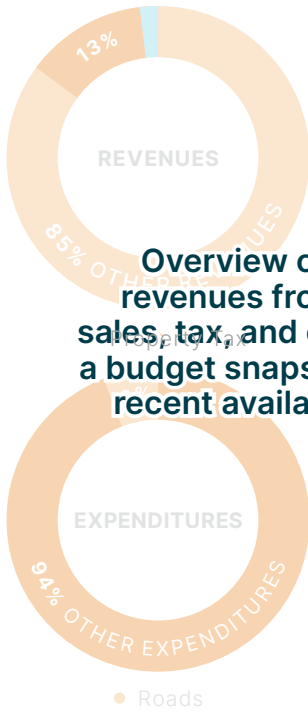


How housing stock, density, and development patterns shape the built environment.

Downtown commercial parcels in Siloam Springs generate \$11.3 million per acre, the highest value per acre citywide. Downtown residential is lower at \$2.1 million per acre for single-family and \$2.4 million for multifamily, but it still outperforms suburban commercial parcels at just \$500,000 per acre, and suburban multifamily

generates \$1.3 million. The city spends \$5.2 million annually on roads but requires \$12.1 million to meet long-term needs, leaving a 63 percent gap. Total tax revenue is \$3,074 per developed acre and \$604 per capita. Despite the gap, Siloam Springs is currently running a \$5.9 million budget surplus.





Overview of the city's tax revenues from property tax, sales tax, and other sources, and a budget snapshot from the most recent available budget year.

TAX COMPARISON

\$2,627
total taxable value / dev. acre

\$105
revenue / capita

\$694
revenue / capita

\$12.1 M

2025 BUDGET

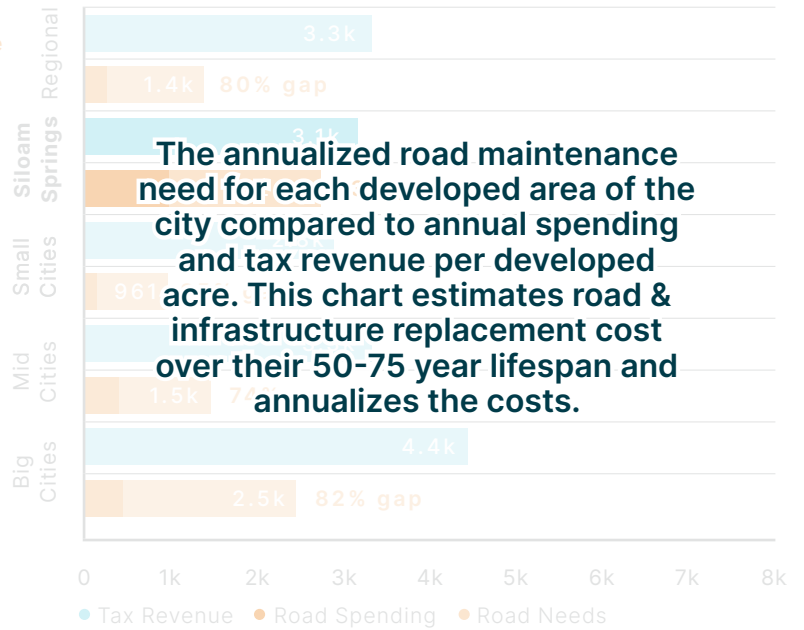
\$5.2 M

road spending / yr

\$5.9 M

budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



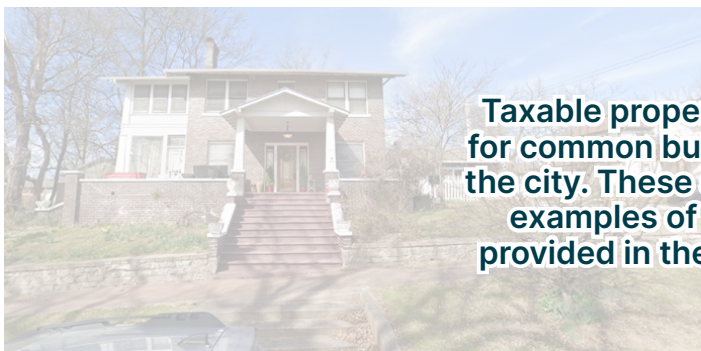
The annualized road maintenance need for each developed area of the city compared to annual spending and tax revenue per developed acre. This chart estimates road & infrastructure replacement cost over their 50-75 year lifespan and annualizes the costs.



\$500k / AC SUBURBAN COMMERCIAL



\$1.3 M / AC SUBURBAN MULTI-FAMILY



\$2.1 M / AC DOWNTOWN SINGLE FAMILY

Taxable property value per acre for common building types within the city. These snapshots provide examples of the information provided in the map to the right.



\$2.4 M / AC DOWNTOWN MULTI-FAMILY



\$5.7 M / AC DOWNTOWN COMMERCIAL

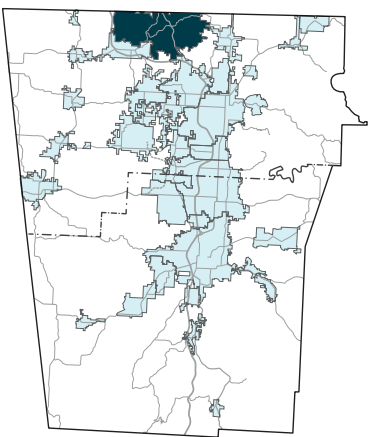


\$11.3 M / AC DOWNTOWN COMMERCIAL

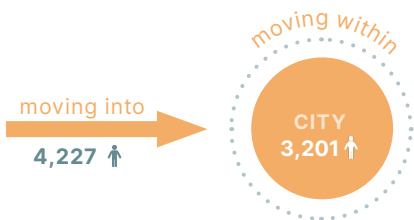
Bella Vista

45.3 square miles

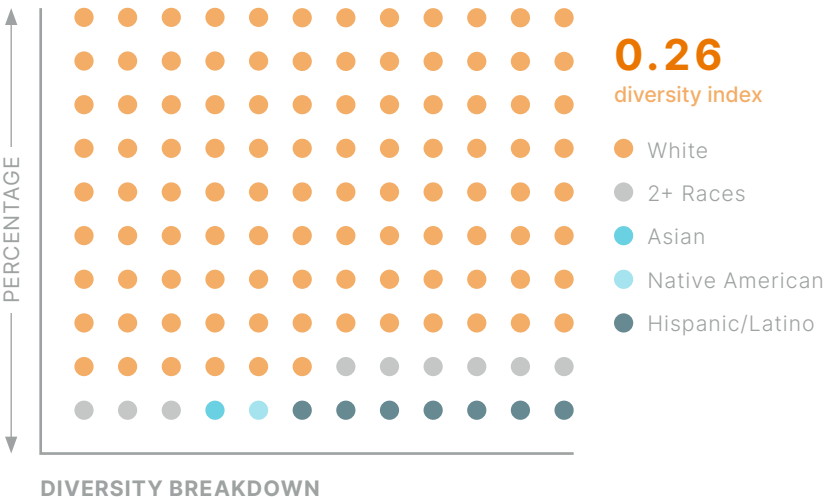
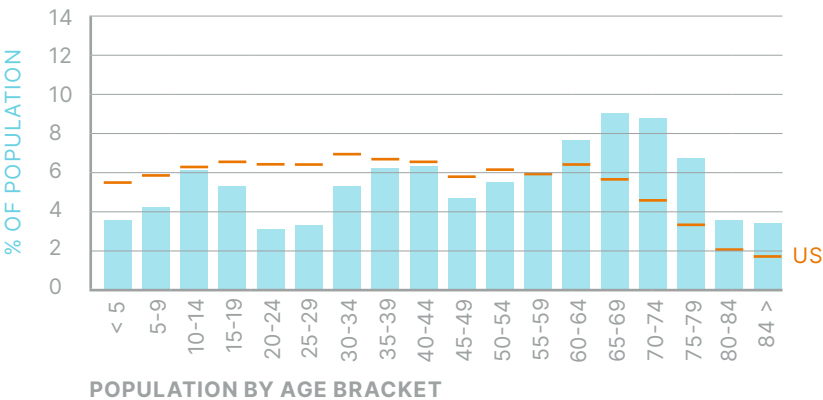
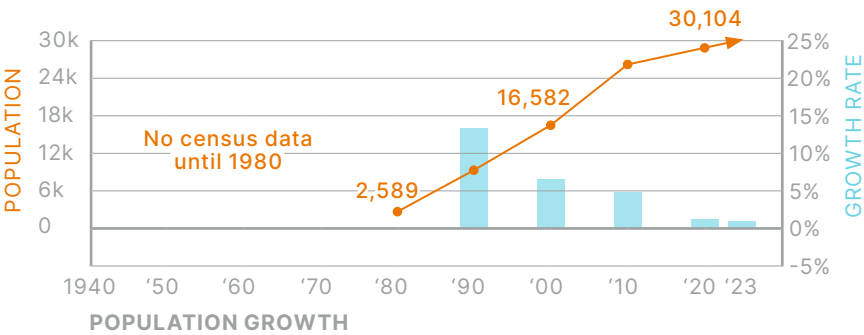
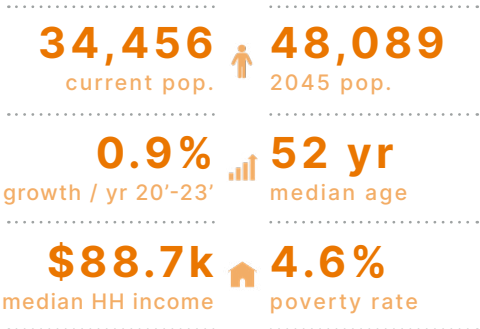
- Mid-Sized
- Core-Adjacent
- Negotiated



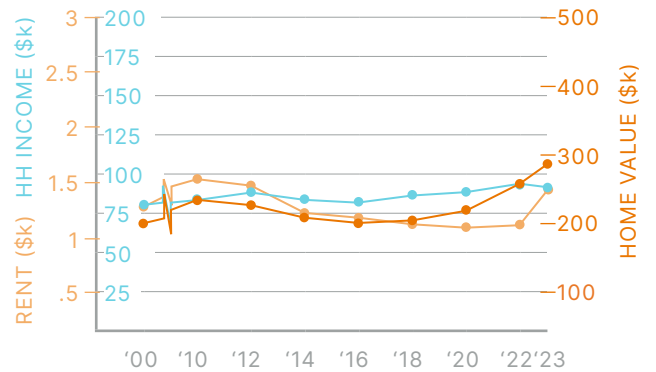
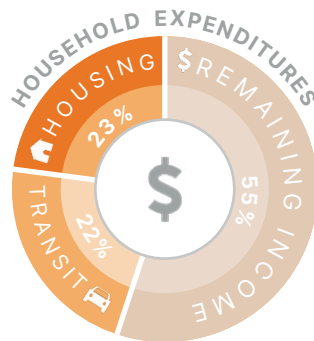
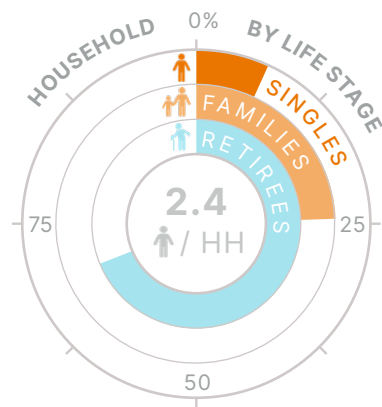
Bella Vista is an anomaly among NWA's cities; a very large private development marketed to primarily retirees, by Cooper Communities, which transitioned from a Property Owners Association to a municipality. Bella Vista follows a common design that Cooper employed throughout the state. For residents this means a feeling of being in nature and a degree of seclusion, with access to the region's employment and entertainment centers. It also brings a number of challenges. Sparse development and thousands of undeveloped yet platted lots raises the cost of infrastructure and maintenance, demonstrated by the street length per household and the very low density at 1 home per 2 acres.



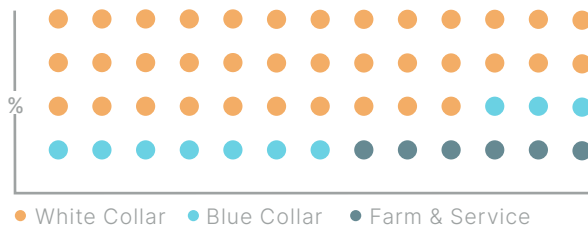
ANNUAL MIGRATION PATTERN



2 HOW PEOPLE LIVE



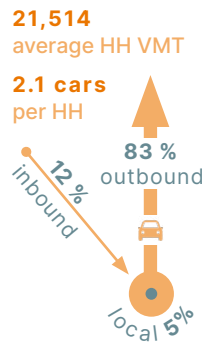
MEDIAN INCOME + HOME VALUE + RENT



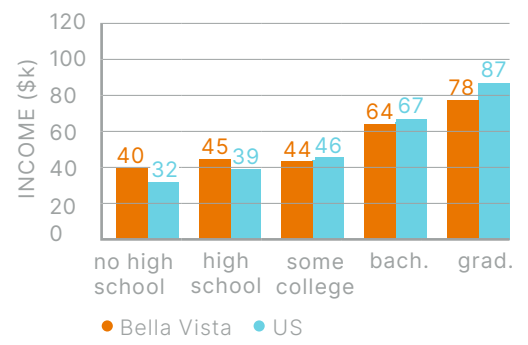
EMPLOYMENT TYPE



RENTERS VS. OWNERS



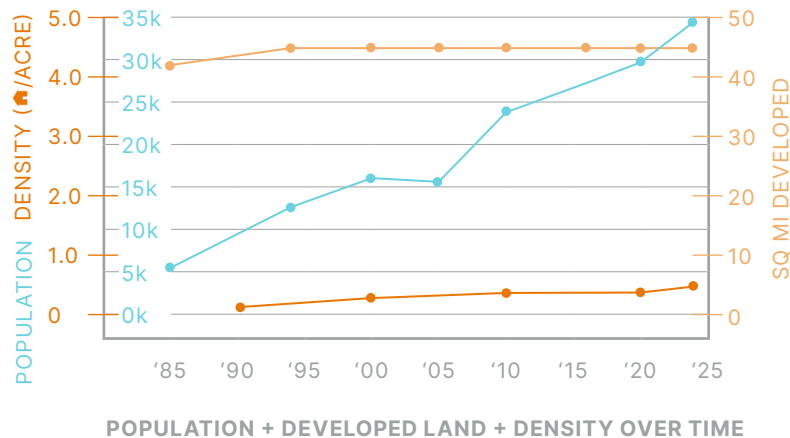
COMMUTING PATTERNS



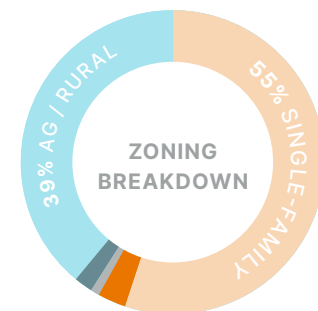
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

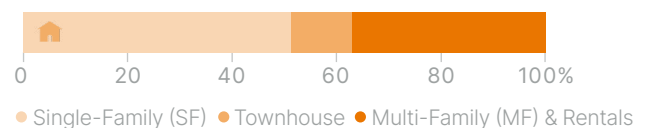
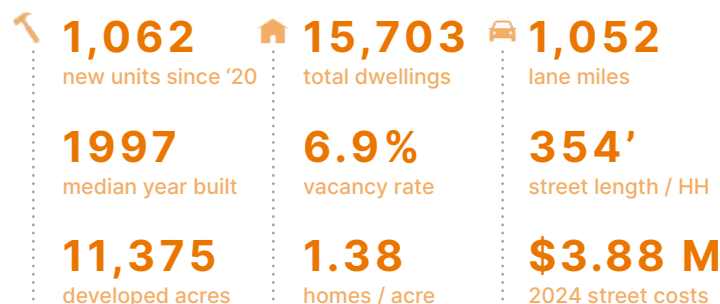
3 DEVELOPMENT CHARACTERISTICS



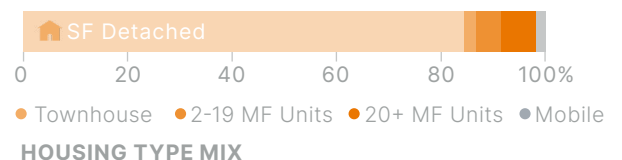
POPULATION + DEVELOPED LAND + DENSITY OVER TIME



- Other Industrial Agriculture / Rural
- Commercial Mixed-Use MF SF



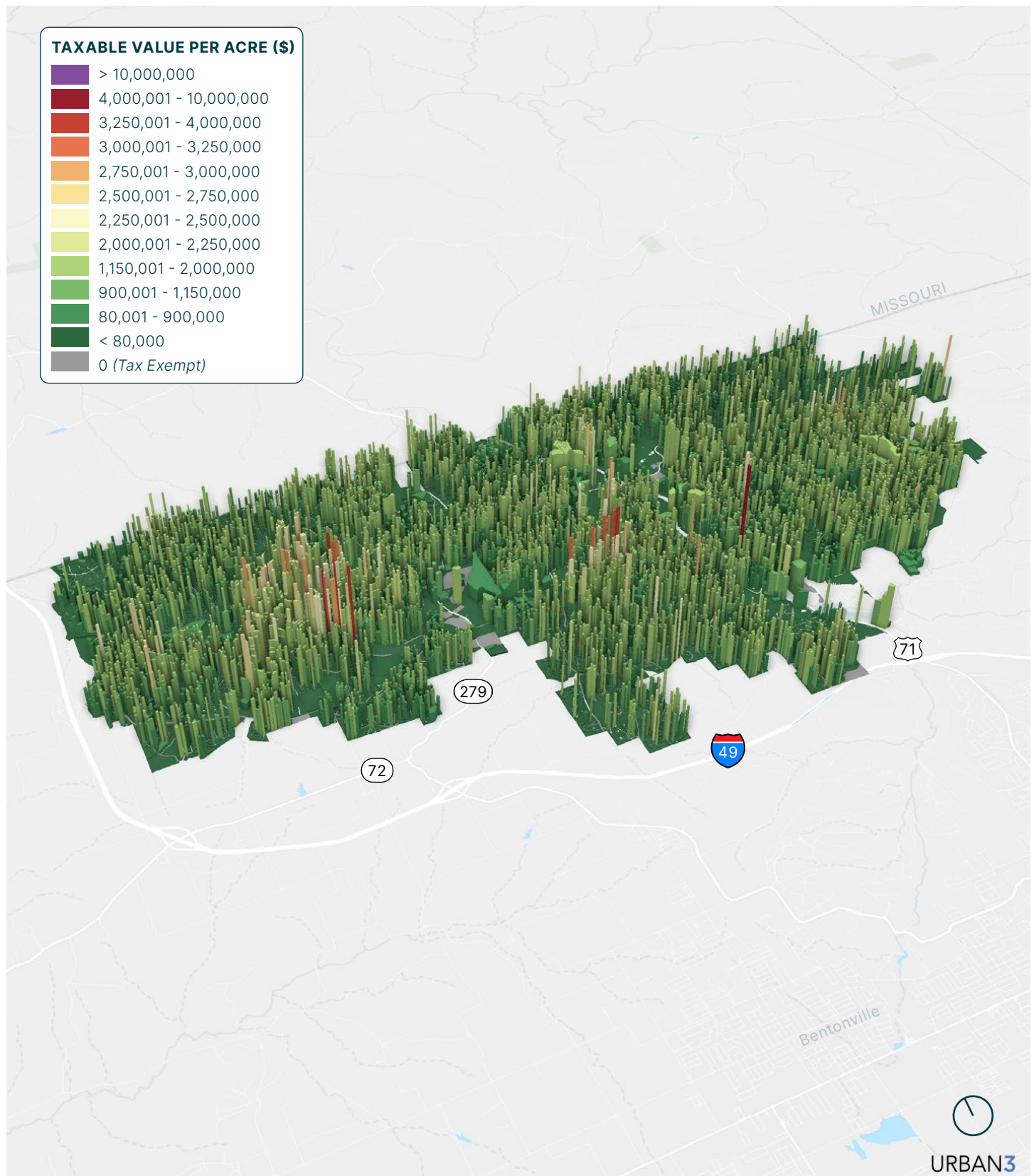
HOUSING ABSORPTION FORECAST

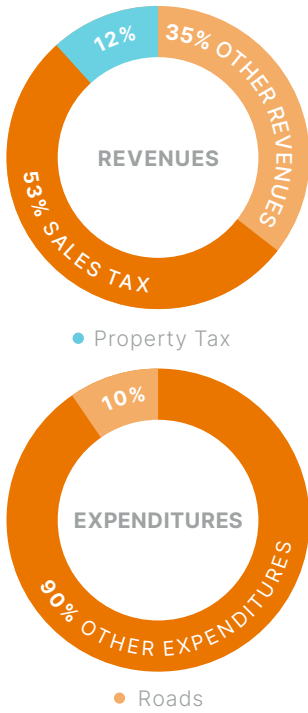


How housing stock, density, and development patterns shape the built environment.

The era of initial development lacked stormwater strategies, which applies to other cities over a smaller land area yet covers the whole of Bella Vista, whose main roadway runs along a stream with high flooding vulnerability. Topography, land use, and recorded plats limit the land available for commercial and mixed-use, constraining tax base, demonstrated by the total tax revenue per square mile. Similarly, residential development is almost entirely constrained

to single family homes, demonstrated in the low property tax revenue compared to cities of a similar size. Projected growth is modest and while the market supports around 35% new multi-family, zoning and development constraints limit this potential. Bella Vista's comprehensive plan aims to address some of these challenges but the physical reality of the city's plan and relationship to topography will remain a challenge.





TAX COMPARISON

\$1,857
total taxable value / dev. acre



\$115
revenue / capita

SALES



\$520
revenue / capita

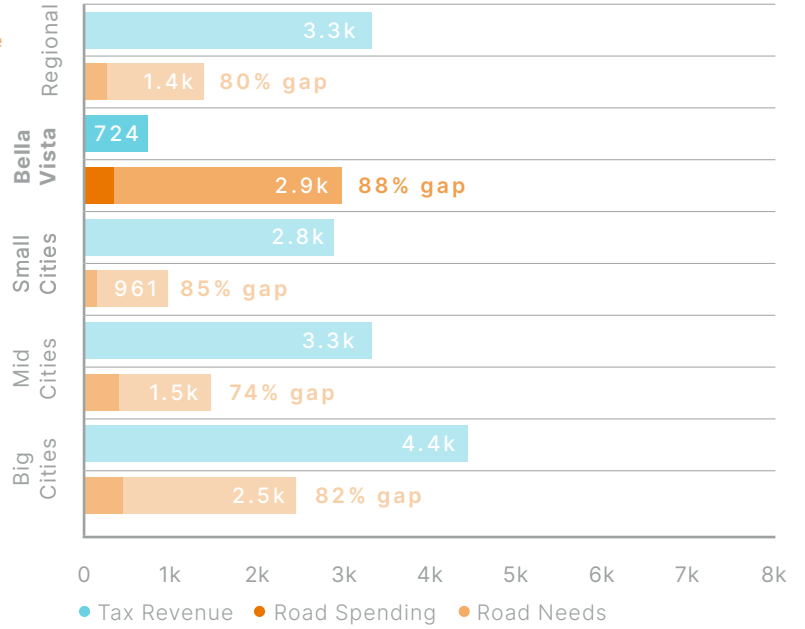
\$17.3M

2025 BUDGET

\$3.9 M
road spending / yr

-\$7.5 M
budget deficit

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$500k / AC SUBURBAN MULTI-FAMILY



\$600k / AC SUBURBAN SINGLE FAMILY



\$1.4 M / AC SUBURBAN DUPLEXES



\$2.0 M / AC SUBURBAN COMMERCIAL



\$2.9 M / AC LAKEFRONT SINGLE FAMILY



\$4.2 M / AC GENERAL COMMERCIAL

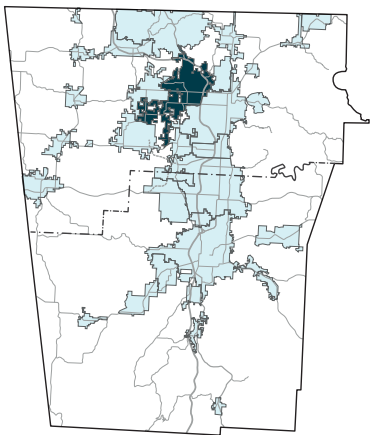
Bentonville

33.8 square miles

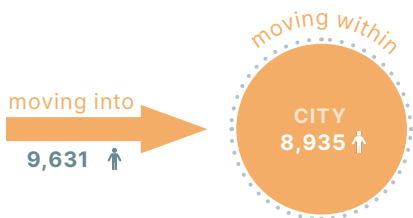
Big Four

Core

By-Right



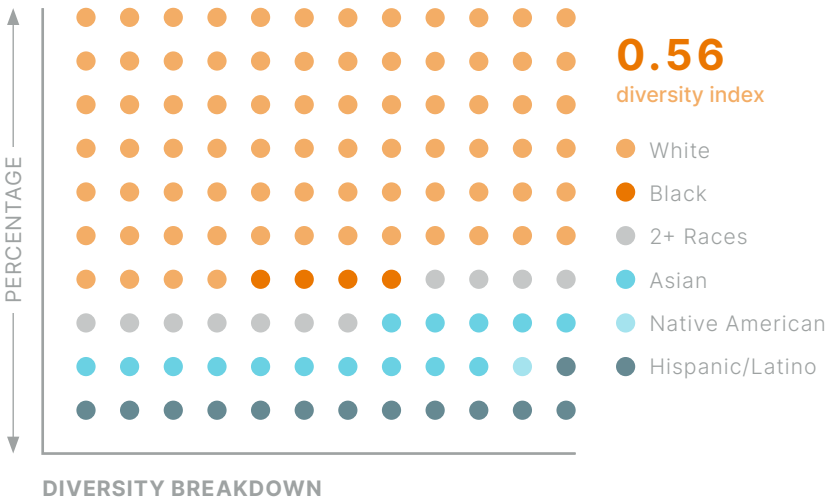
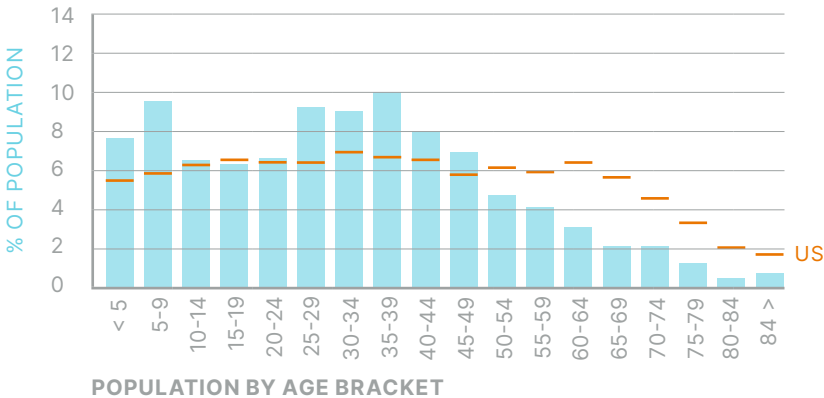
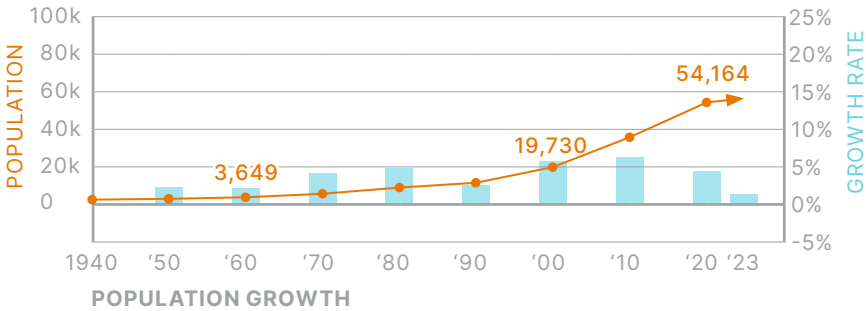
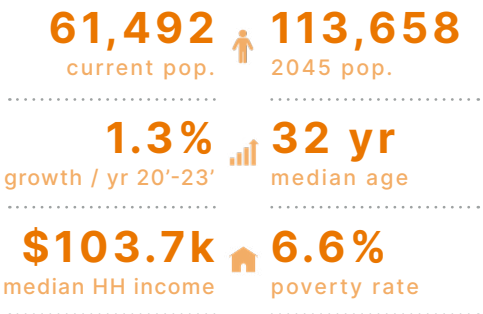
Bentonville is a regional center of gravity, driven by Walmart's headquarters and a global labor force. The city has more than tripled in population since 2000, with a median age of just 32 and a large share of renters. Bentonville's growth is newer, younger, and more diverse than most cities in the region. But high demand and limited infill opportunities have pushed growth into lower-performing areas. Average density is just 1.65 homes per acre, and nearly 35% of land remains zoned for rural or large-lot uses. Even as the city builds new units, infrastructure costs are rising fast: lane miles are increasing, streets per household are growing, and the city is absorbing the cost.



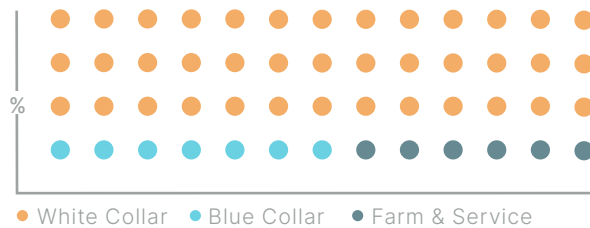
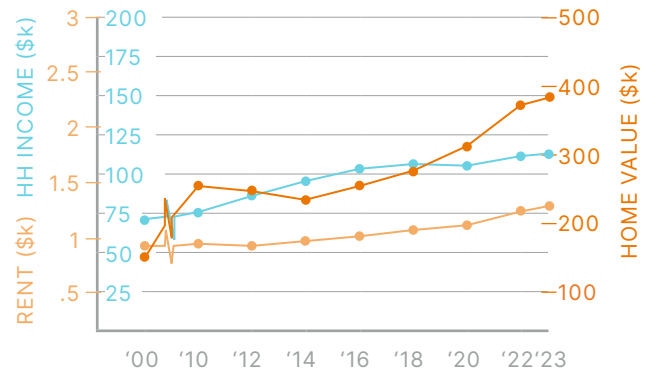
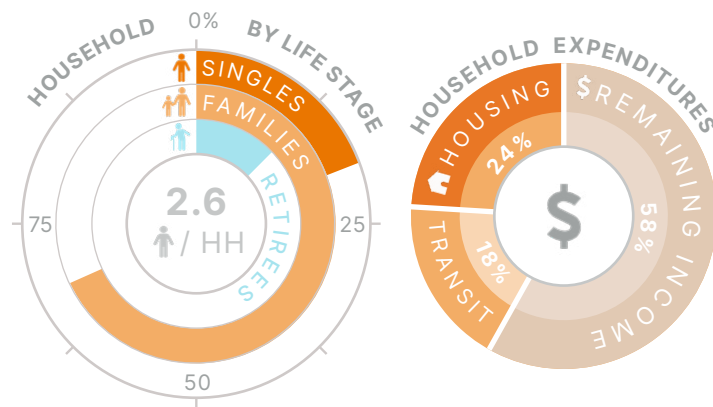
ANNUAL MIGRATION PATTERN



LANGUAGES SPOKEN AT HOME



2 HOW PEOPLE LIVE

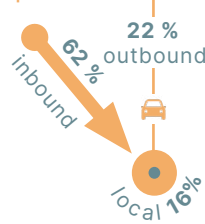


EMPLOYMENT TYPE

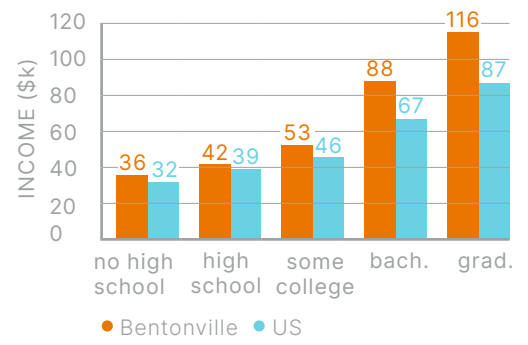


RENTERS VS. OWNERS

15,060
average HH VMT
1.7 cars
per HH



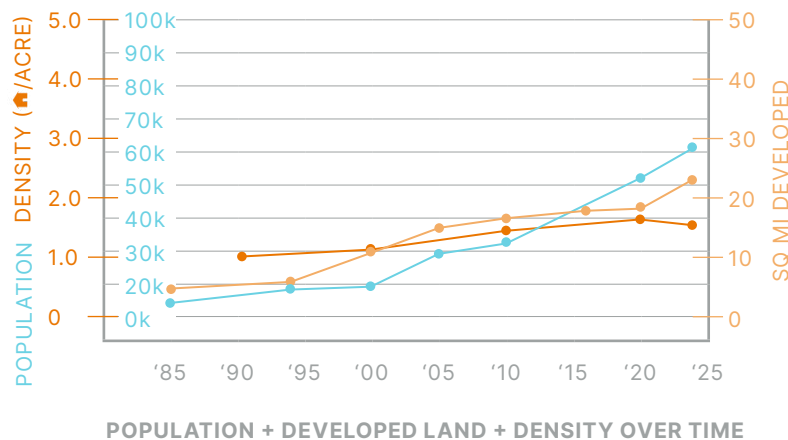
COMMUTING PATTERNS



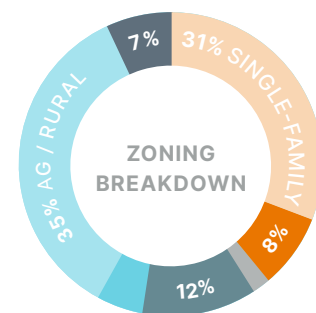
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

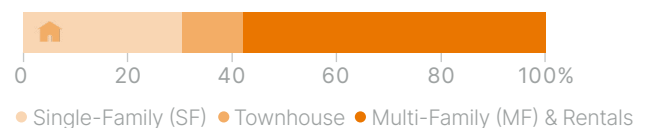
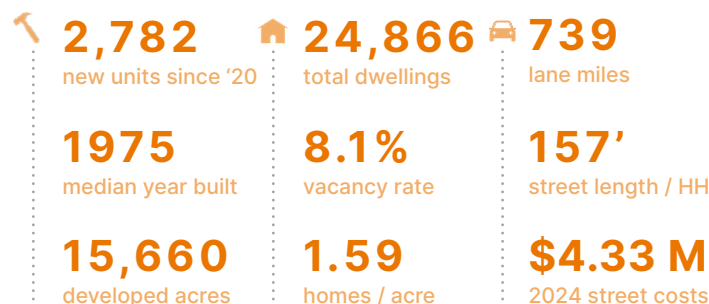
3 DEVELOPMENT CHARACTERISTICS



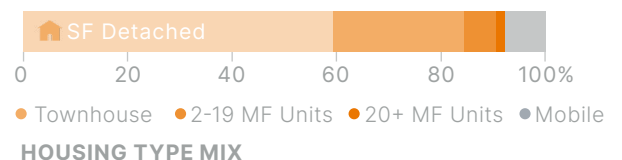
POPULATION + DEVELOPED LAND + DENSITY OVER TIME



Other Industrial Agriculture / Rural
Commercial Mixed-Use MF SF



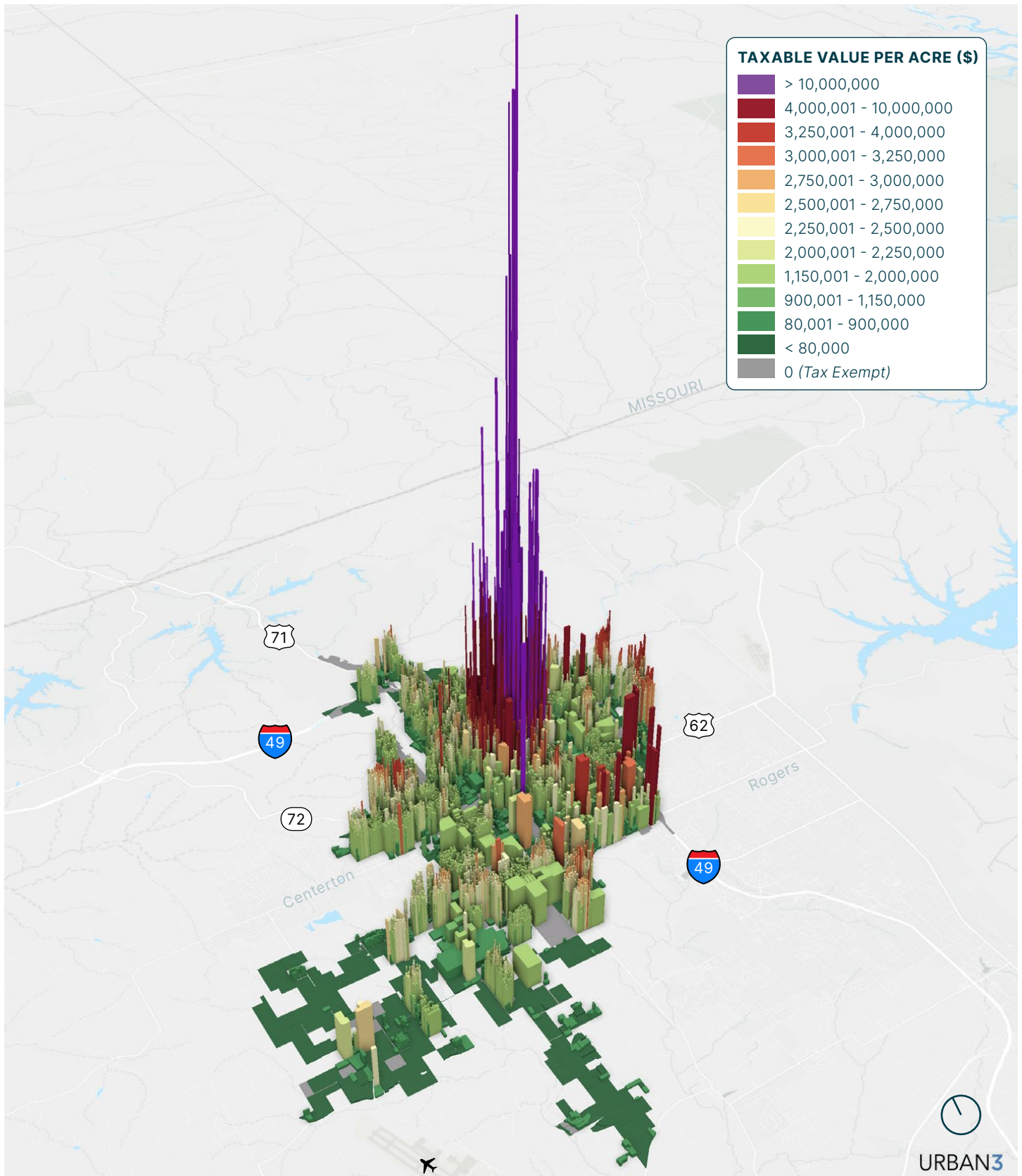
HOUSING ABSORPTION FORECAST

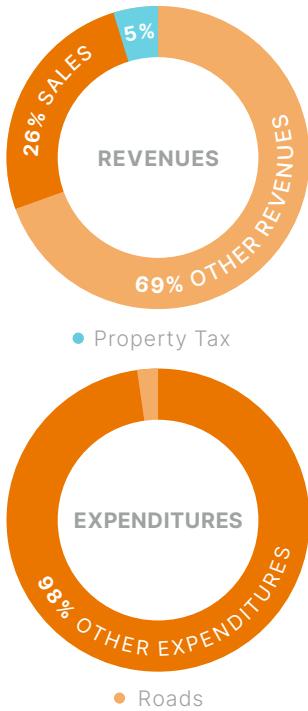


How housing stock, density, and development patterns shape the built environment.

Downtown Bentonville drives extraordinary fiscal performance, with values over \$30 million per acre in commercial areas. But the revenue is unevenly distributed. Most new development yields far less, and the city's cost to serve that growth is high. Street length per household is the second highest in the region, and even with

a strong sales tax base, Bentonville runs a 91% shortfall on road costs. Zoning allows high-yield development in limited locations, while much of the city remains constrained to low-density formats. The result is a tax structure that performs best only in places where walkability and mixed-use are allowed.





TAX COMPARISON

\$5,584
total taxable value / dev. acre



\$223
revenue / capita

SALES



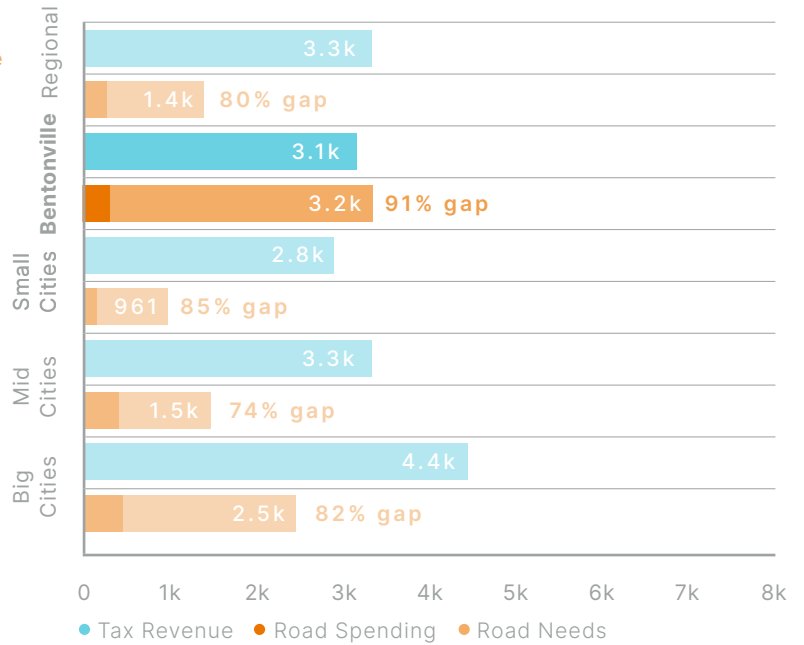
\$1,218
revenue / capita

2025 BUDGET

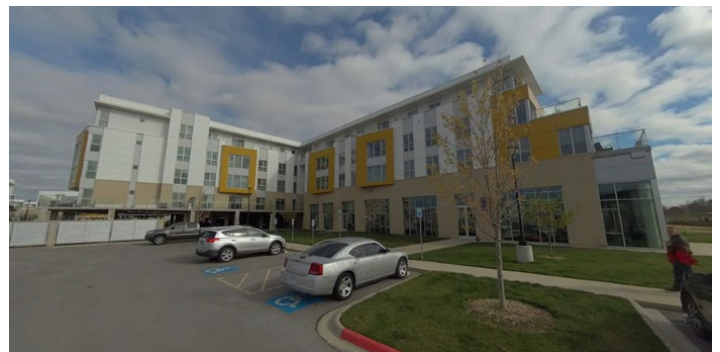
\$4.3 M
road spending / yr

\$64.4 M
budget surplus

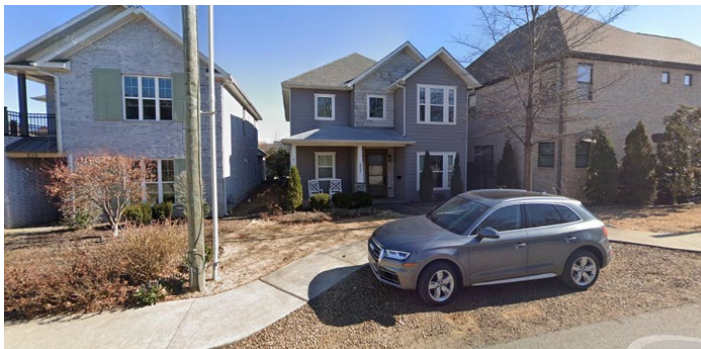
REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



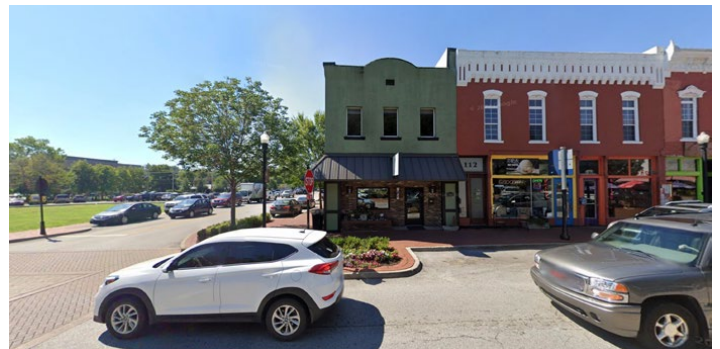
\$800k / AC SUBURBAN COMMERCIAL



\$3.6 M / AC SUBURBAN MULTIFAMILY



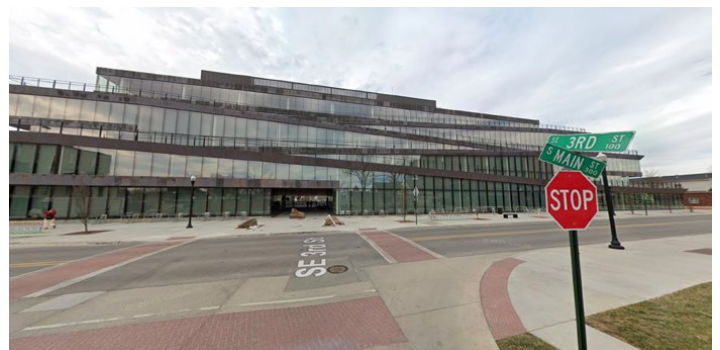
\$9.3 M / AC DOWNTOWN SINGLE FAMILY



\$21.6 M / AC MAIN STREET COMMERCIAL



\$26.0 M / AC DOWNTOWN MULTI-FAMILY

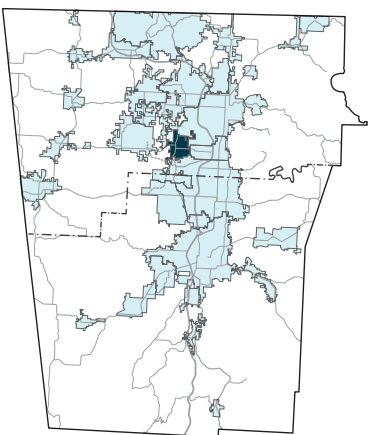


\$32.2 M / AC DOWNTOWN COMMERCIAL

Cave Springs

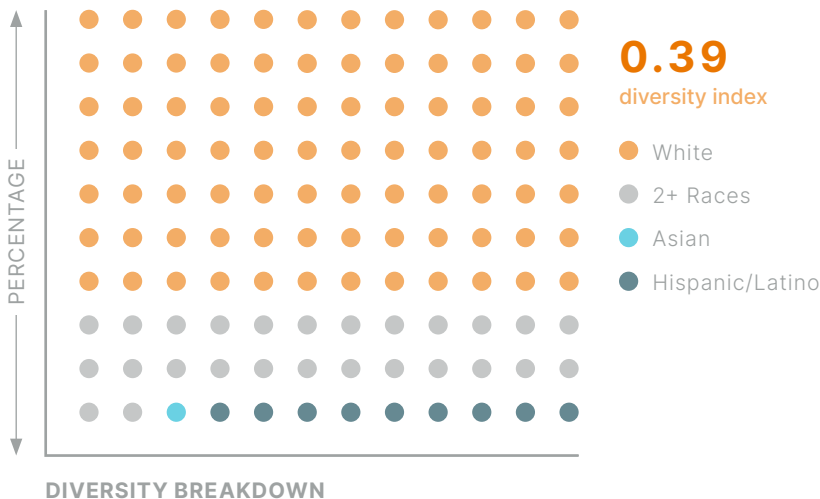
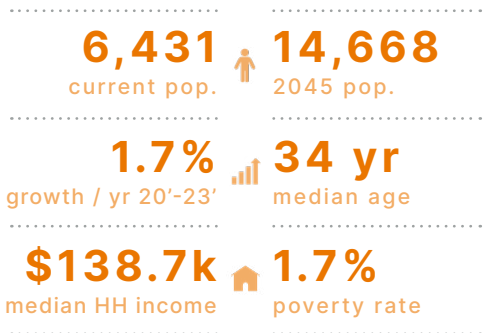
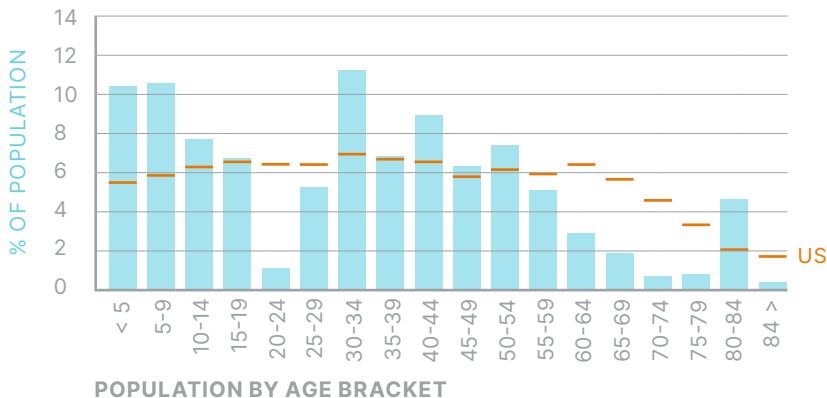
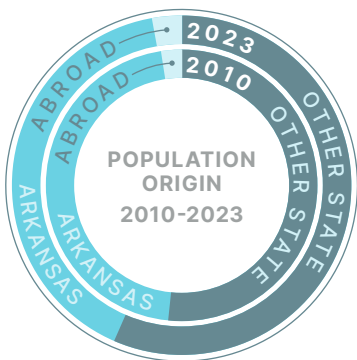
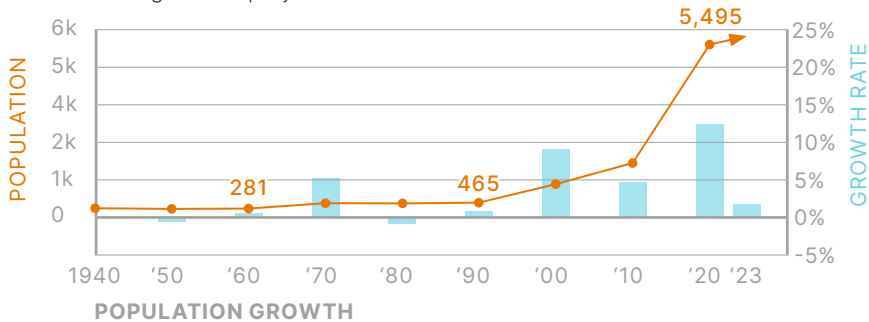
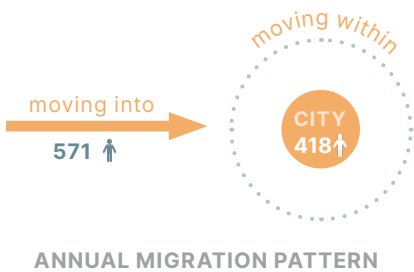
7.8 square miles

- Mid-Sized
- Core-Adjacent
- Negotiated



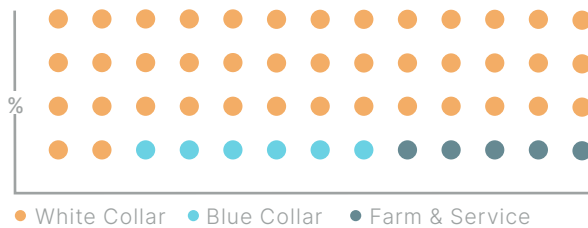
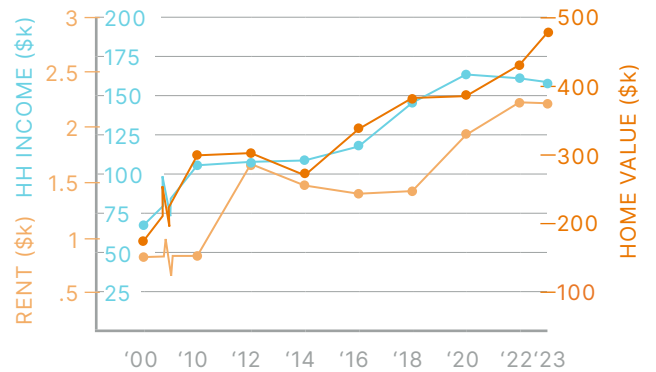
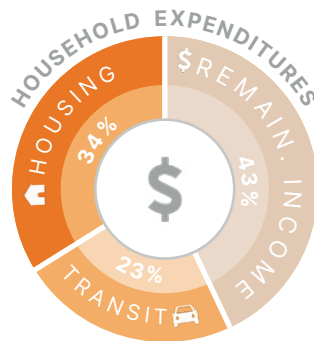
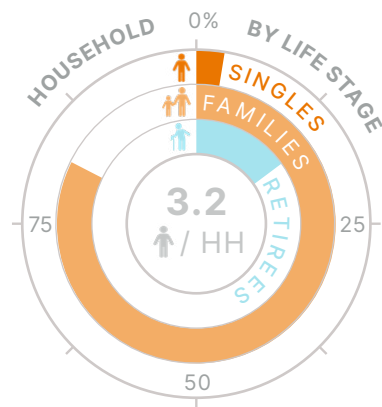
Cave Springs is a small but rapidly growing community in Northwest Arkansas, having undergone significant transformation over the past 25 years. Ideally located near major employment centers and the regional airport, it retains a distinctly rural character that continues to draw residents seeking a quiet, scenic environment.

The city’s historic downtown is compact and charming, though limited in commercial activity. Outside this core, development has been largely suburban and uncoordinated, characterized by large-lot, single-family housing for high-income commuters working in nearby cities. Today, about 33% of the city is developed as single-family residential, while 60% of its land remains zoned rural, offering capacity for growth—but not in a form that aligns with projected needs.



A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



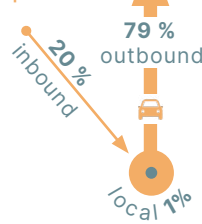
RENTERS VS. OWNERS



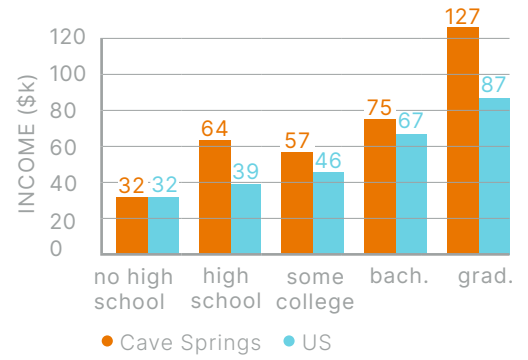
RENTERS VS. OWNERS

21,990 average HH VMT

2.1 cars per HH



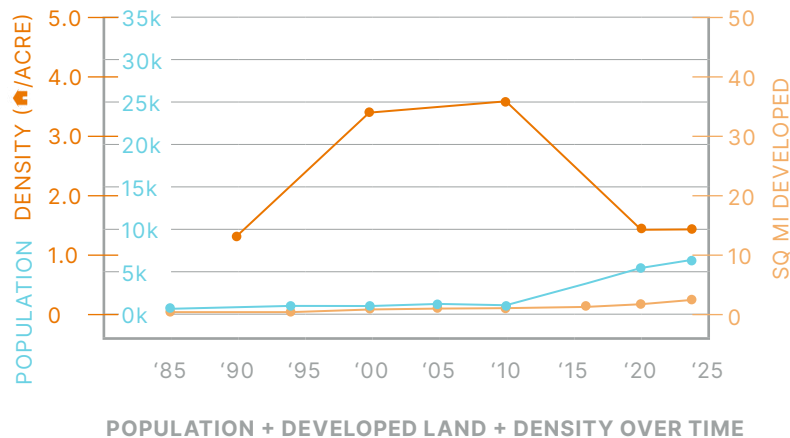
COMMUTING PATTERNS



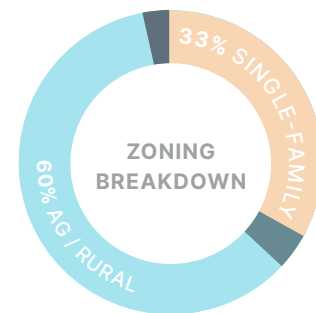
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

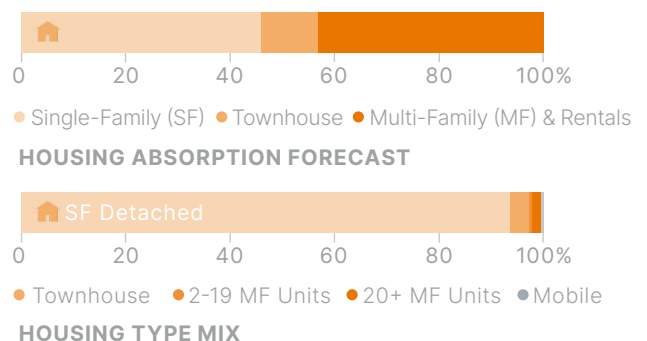
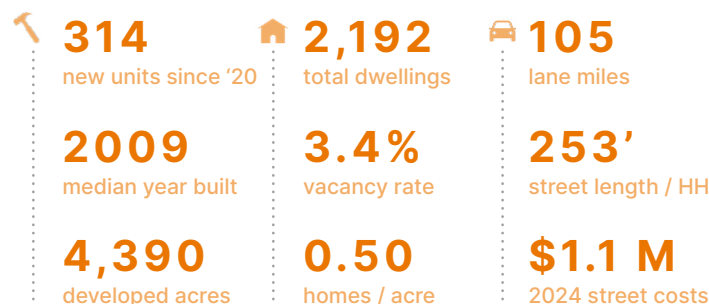
3 DEVELOPMENT CHARACTERISTICS



POPULATION + DEVELOPED LAND + DENSITY OVER TIME



- Other Industrial Agriculture / Rural
- Commercial Mixed-Use MF SF



How housing stock, density, and development patterns shape the built environment.

Housing forecasts indicate that 50% of new units should be multi-family, but current zoning and development patterns are not suited to meet that demand. Without changes, Cave Springs is unlikely to support the mix of housing types or the commercial base required for a growing population.

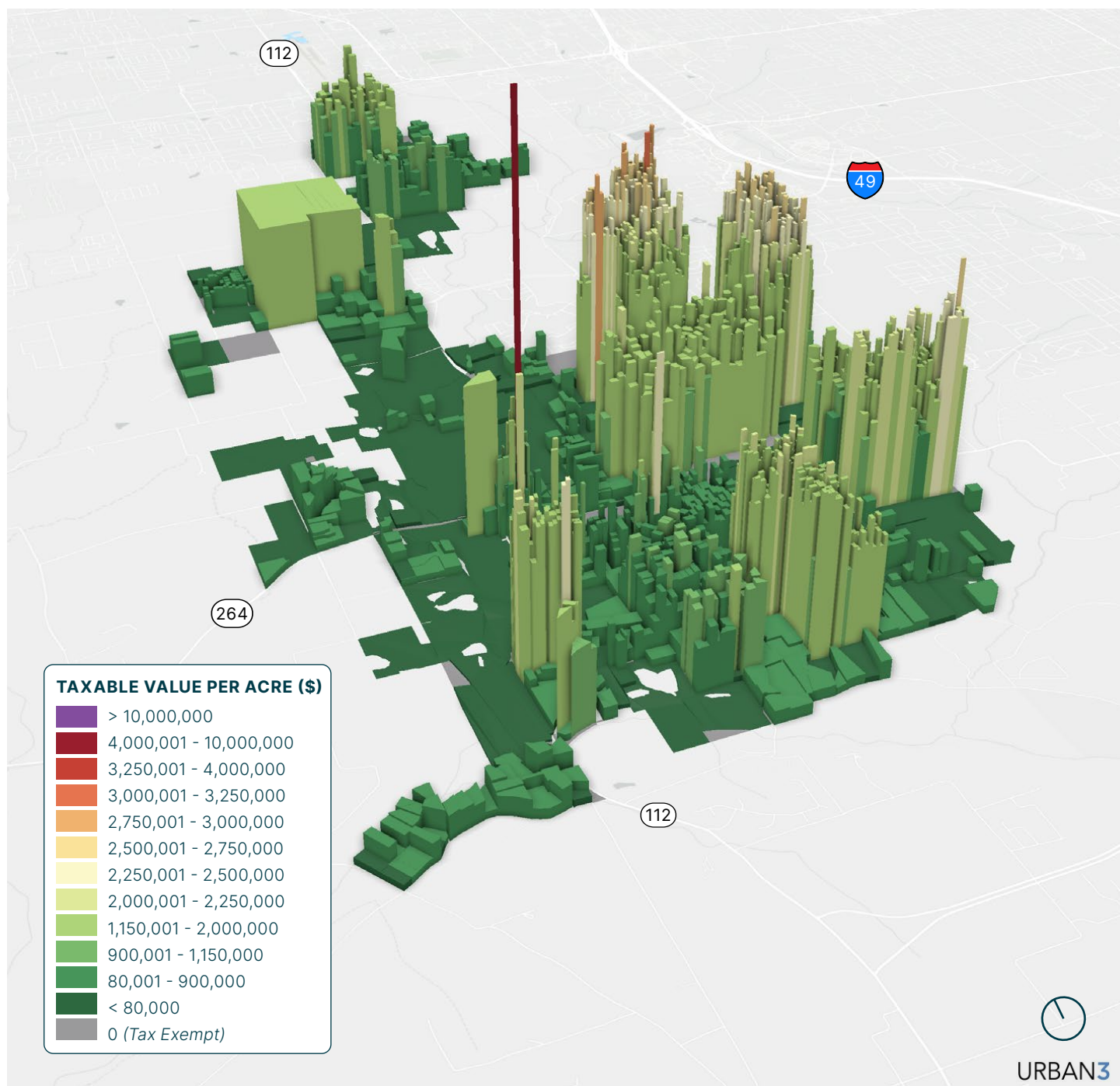
With its population expected to more than double in the next 25 years, the city faces constraints under current zoning and infrastructure levels. The city's budget is heavily reliant on sales tax—despite having only a few businesses—and infrastructure spending remains well below the level needed to support existing and future residents.

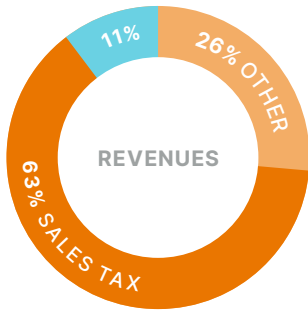
City leaders are exploring strategies to expand and revitalize the downtown area to meet demand for higher-density housing and commercial services. While current plans do not extend north of Highway 264 along Main Street, this area presents a logical

opportunity to accommodate growth near the city center. However, even with expanded downtown development and a commitment to preserving rural character, Cave Springs cannot meet its full housing or tax base needs without broader land use changes.

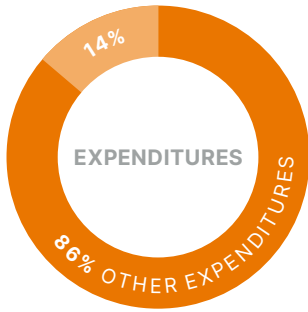
Affordability is also becoming a concern. Although the city has one of the highest median household incomes in the region, housing costs now consume 34% of household spending, rising to 57% when transportation is included. Without greater housing diversity and improved land efficiency, these burdens are likely to grow—potentially limiting access for the very families the city aims to attract.

Cave Springs will need to balance rural preservation with the need for diversified housing, expanded infrastructure, and a stronger commercial base, determining whether the city can grow sustainably while retaining its distinct identity.





● Property Tax



● Roads

TAX COMPARISON

\$966

total taxable value / dev. acre



\$95

revenue / capita

SALES



revenue / capita

\$3.6 M

2025 BUDGET

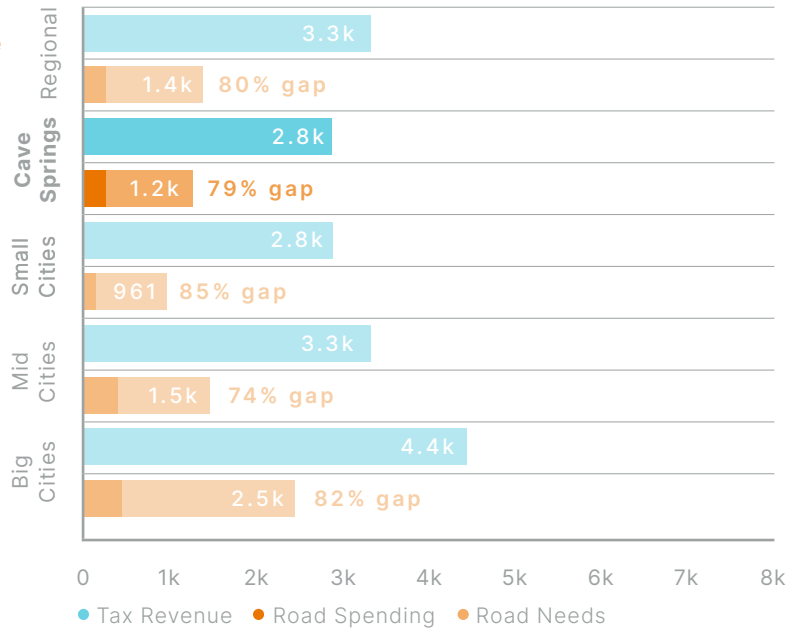
\$1.1 M

road spending / yr

-\$2.5 M

budget deficit

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$900k / AC SUBURBAN COMMERCIAL



\$1.2 M / AC SUBURBAN SINGLE FAMILY



\$1.3 M / AC MAIN STREET COMMERCIAL



\$1.9 M / AC DOWNTOWN MULTI-FAMILY



\$1.9 M / AC SUBURBAN MULTI-FAMILY

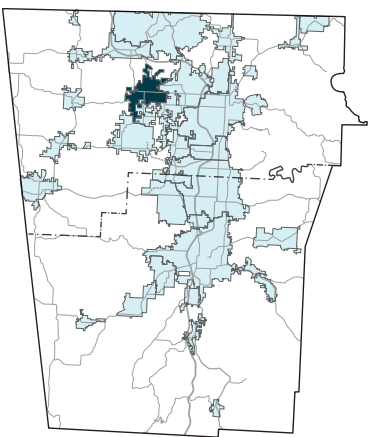


\$5.2 M / AC MAIN STREET COMMERCIAL

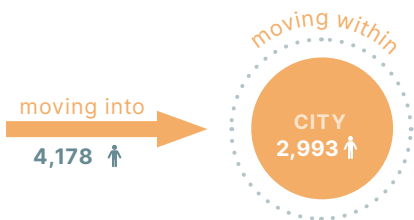
Centerton

13.6 square miles

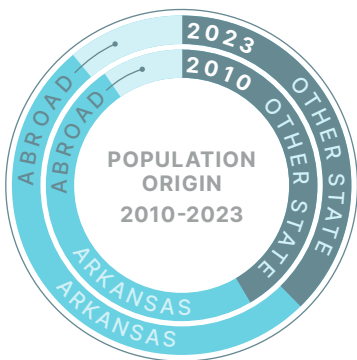
- Mid-Sized
- Core-Adjacent
- Negotiated



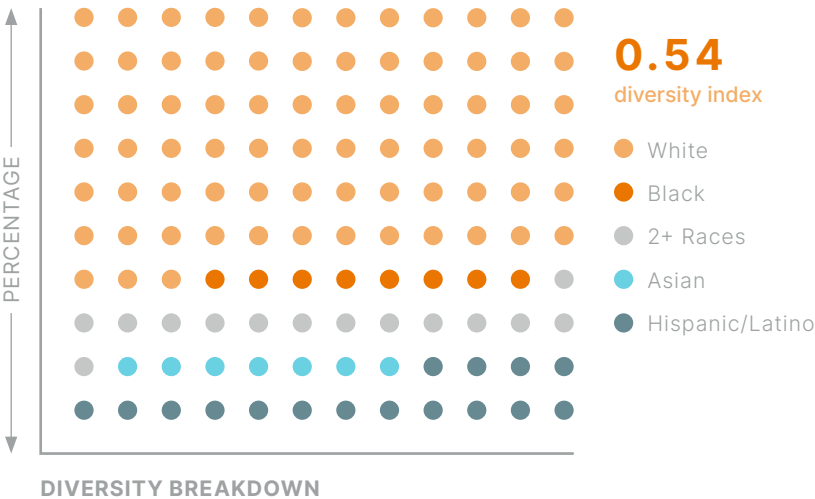
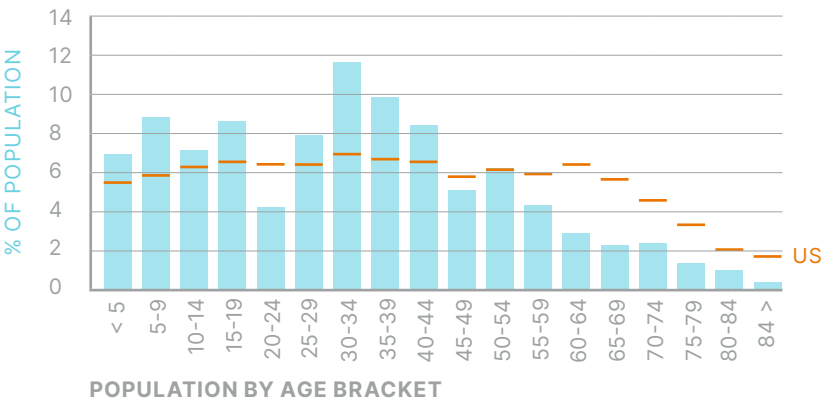
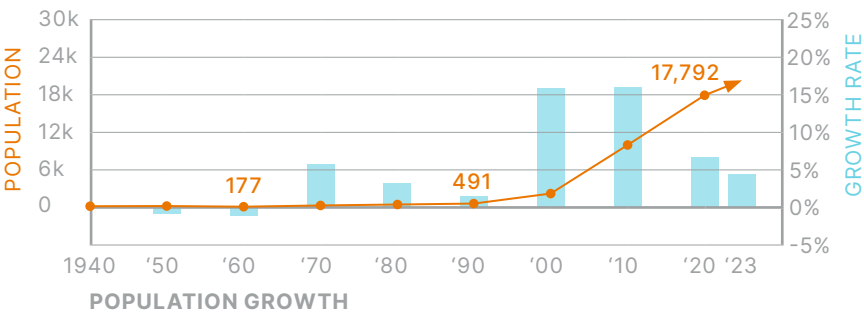
Centerton has transformed from a rural crossroads into one of the region’s fastest-growing suburban cities. Since 2000, it has added more than 20,000 new residents, most of them families, while maintaining a median age of just 32. Though growth was once strictly single-family, zoning now allocates one-fifth of land to multifamily, and development has responded, with nearly three homes per acre on average. But growth has been fast and fiscally thin. Street length per household is among the lowest in the region, but rapid expansion still strains infrastructure, and the city’s tax base remains anchored in low-yield suburban formats.



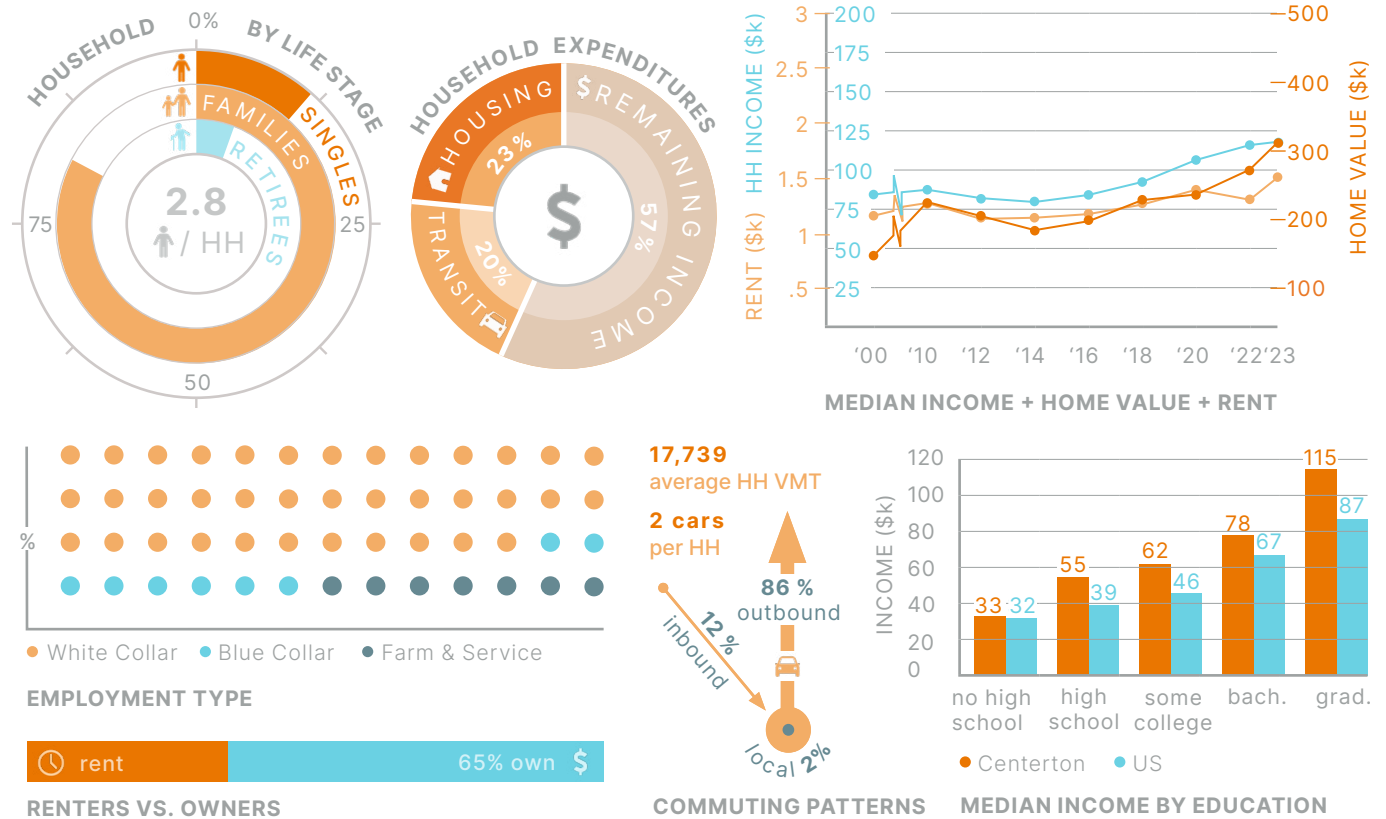
ANNUAL MIGRATION PATTERN



22,914	↑	38,412
current pop.		2045 pop.
4.3%	↑	32 yr
growth / yr 20'-23'		median age
\$110.1k	↑	5.5%
median HH income		poverty rate

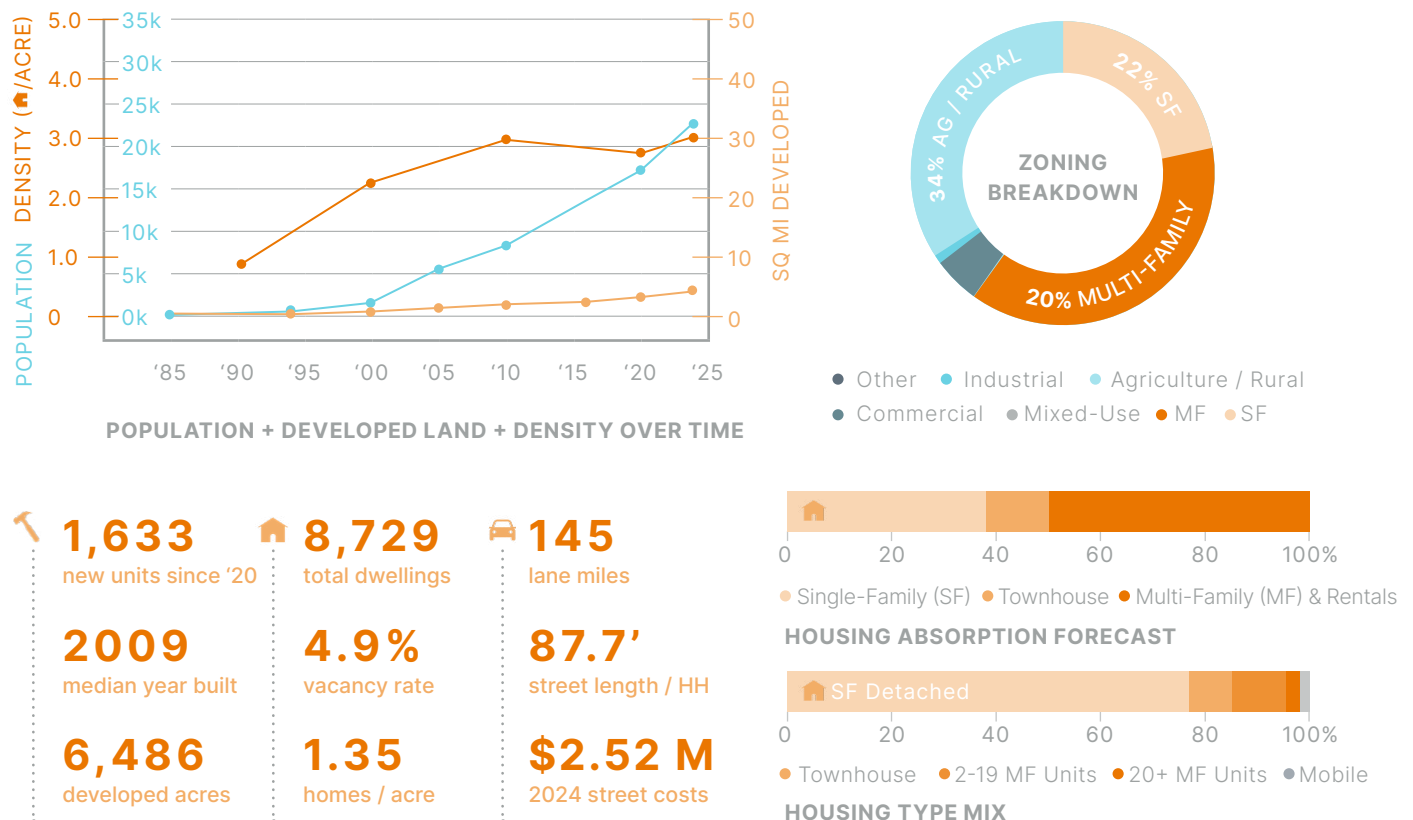


2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

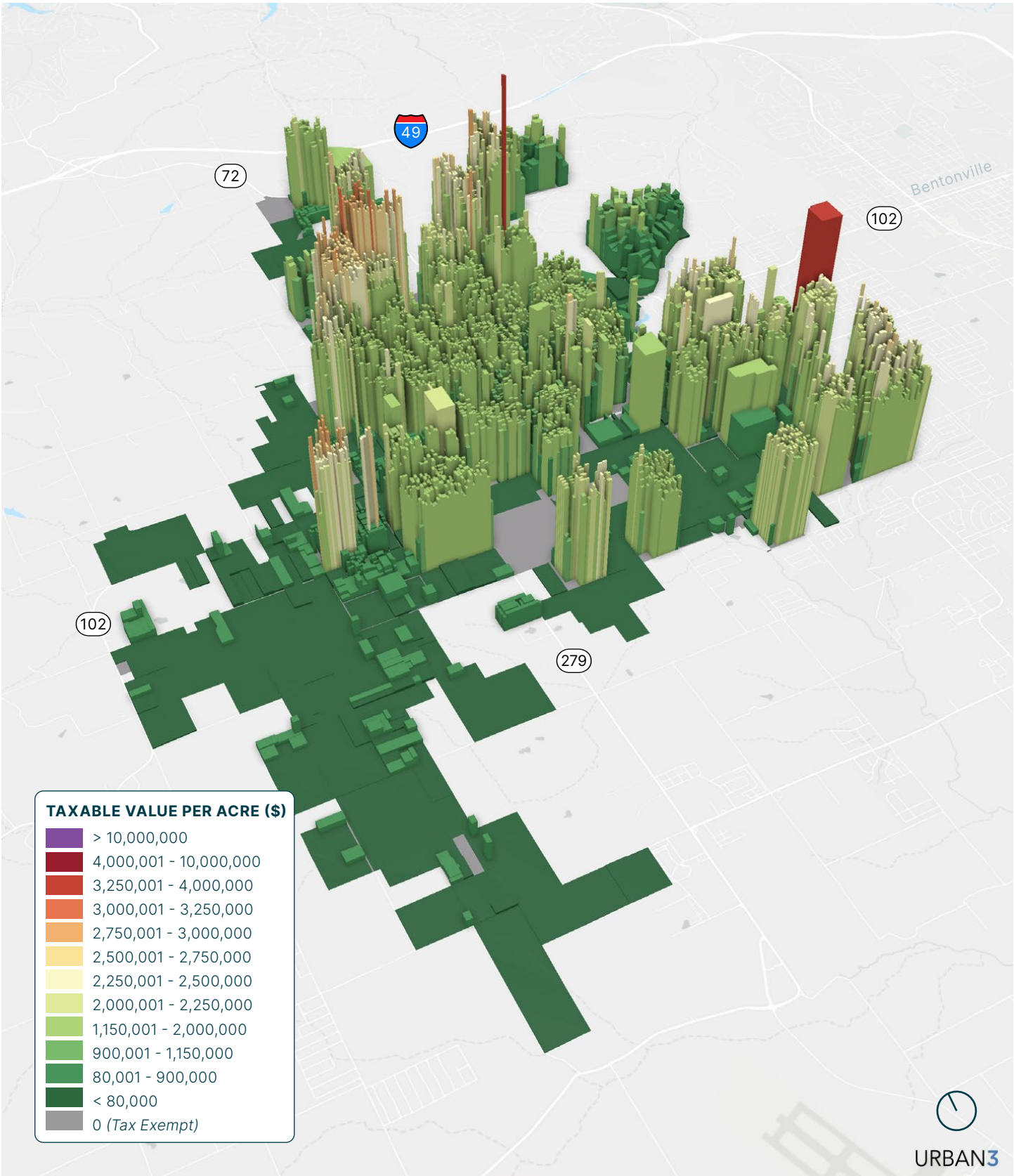
3 DEVELOPMENT CHARACTERISTICS

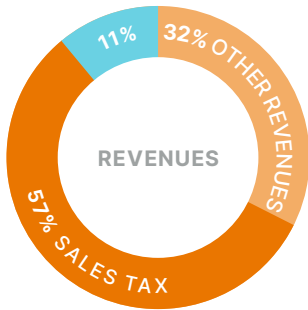


How housing stock, density, and development patterns shape the built environment.

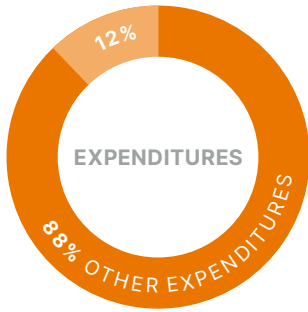
Centerton's fiscal picture is shaped by rapid residential growth and a limited commercial base. The city collects \$4,967 in taxable value per developed acre, and just \$87 per capita in property tax, relying heavily on sales tax to bridge the gap. However, suburban commercial properties generate just \$0.8 million per acre, making them among the lowest-performing uses in the city. Main Street

commercial performs better, at \$2.5 million per acre, though it is limited in footprint. Suburban multifamily is the strongest performer overall at \$3.4 million per acre. Centerton faces an \$11.5 million annual road need, with only \$2.5 million in current spending, leaving a 78% funding gap.





● Property Tax



● Roads

TAX COMPARISON

\$2,123
total taxable value / dev. acre



\$87
revenue / capita

SALES



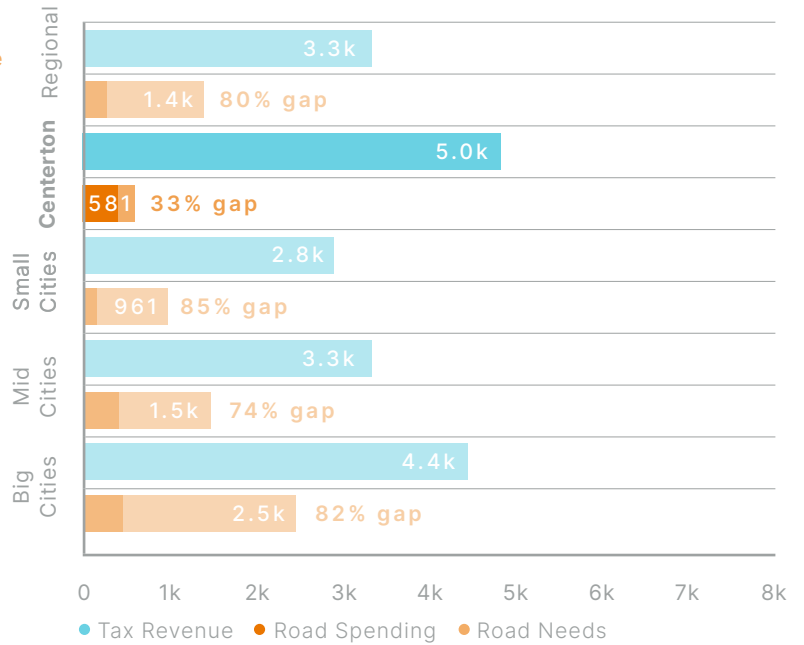
\$448
revenue / capita

2025 BUDGET

\$2.5 M
road spending / yr

-\$310k
budget deficit

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$800k / AC SUBURBAN COMMERCIAL



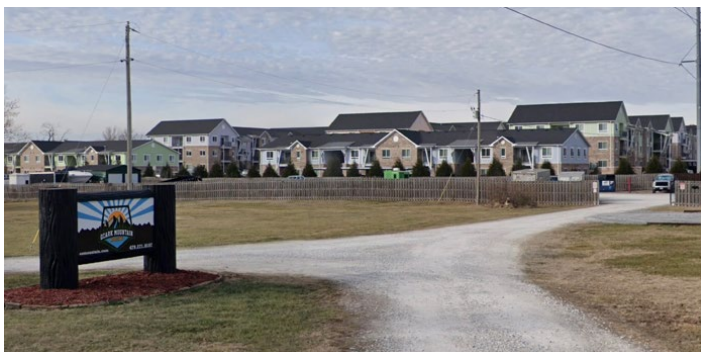
\$900k / AC SUBURBAN SINGLE-FAMILY



\$1.2 M / AC SUBURBAN MISSING MIDDLE



\$2.5 M / AC MAIN STREET COMMERCIAL



\$3.4 M / AC SUBURBAN MULTI-FAMILY

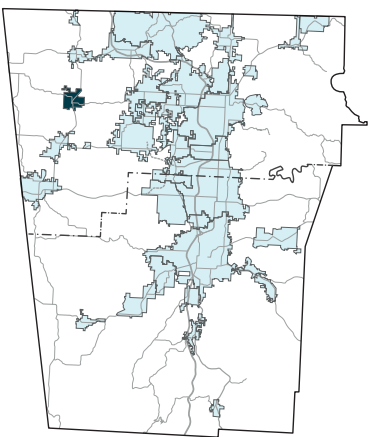


\$3.7 M / AC SUBURBAN SINGLE FAMILY

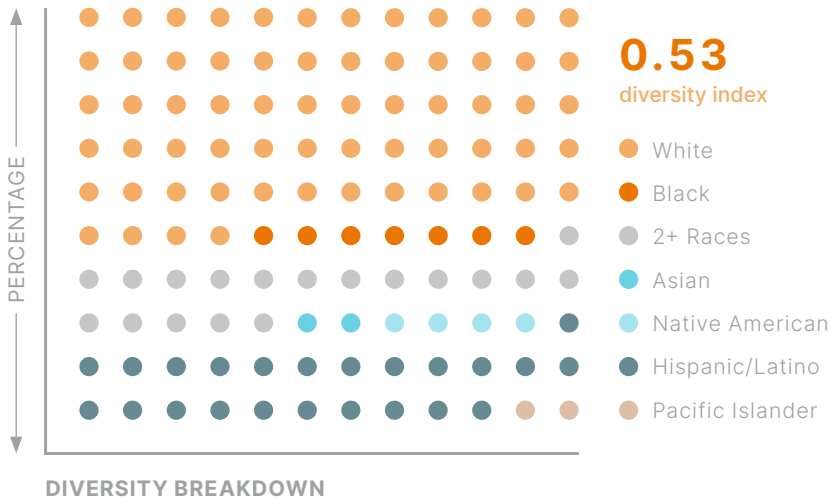
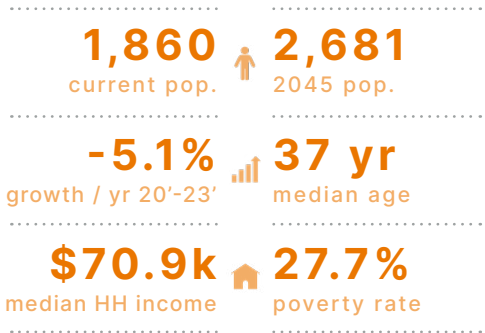
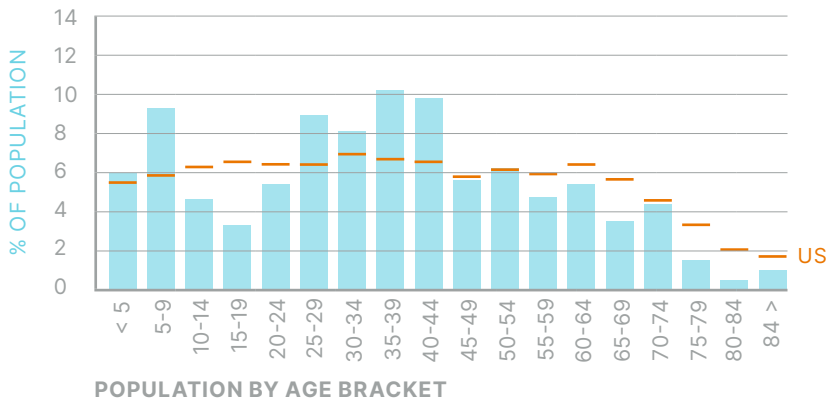
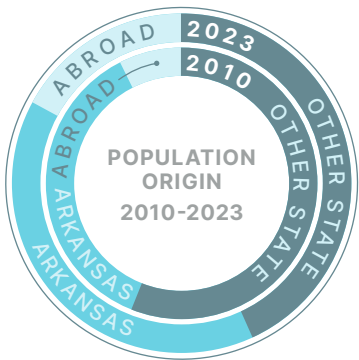
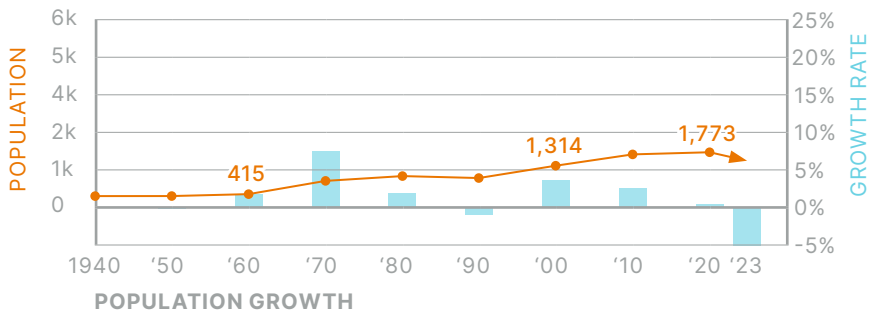
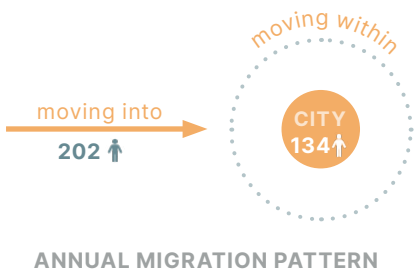
Decatur

4.5 square miles

- Small-Sized
- Satellite
- Negotiated

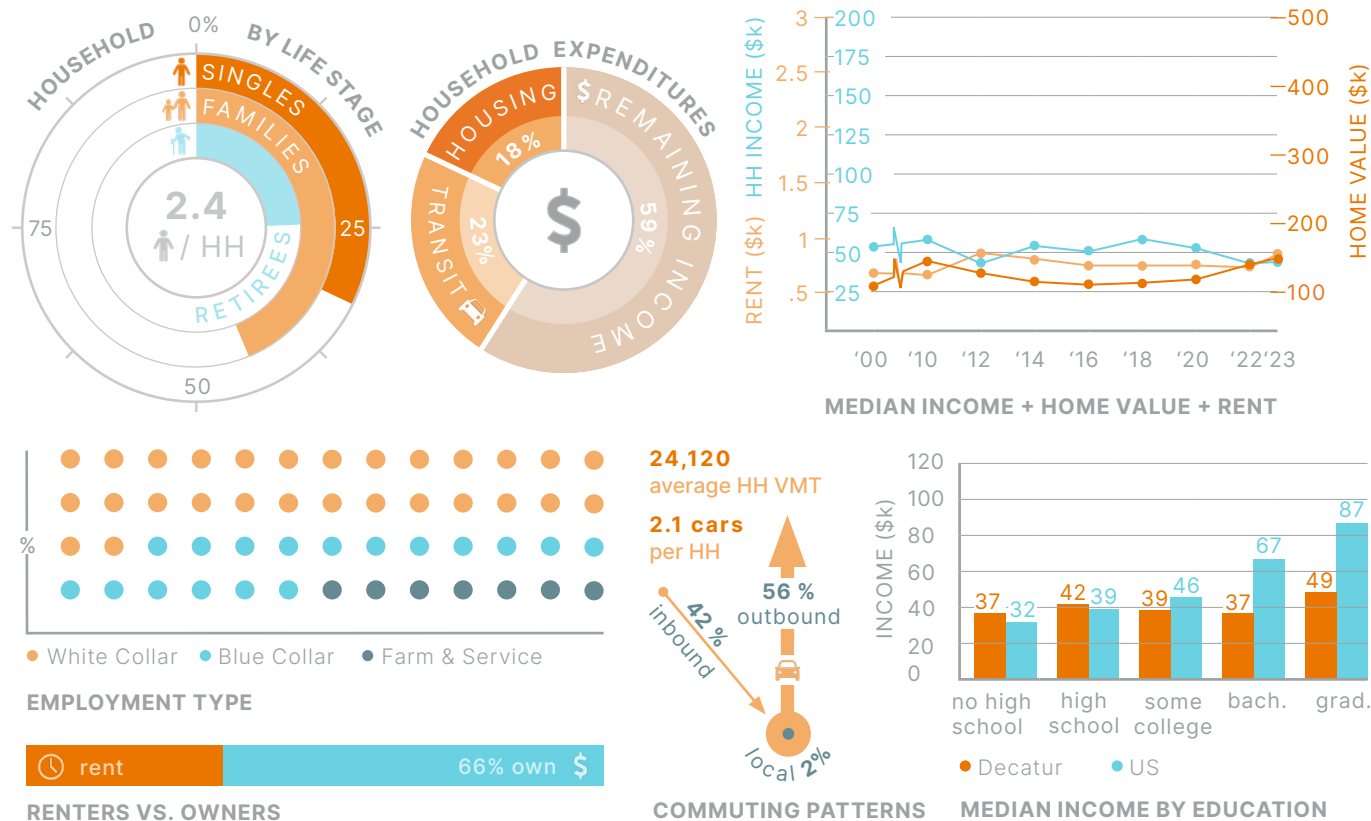


Decatur is one of the region’s oldest communities, with a historic downtown and a legacy of agricultural industry. It sits west of the urban growth corridor and has not experienced the boom seen in nearby cities. Population has declined since 2020, and nearly three-quarters of the land remains zoned rural. The city’s housing stock is aging, vacancy is high, and household incomes are among the lowest in the region. With just over one home per acre and more than 350 feet of street per household, even basic infrastructure becomes difficult to maintain without more residents and stronger land productivity.



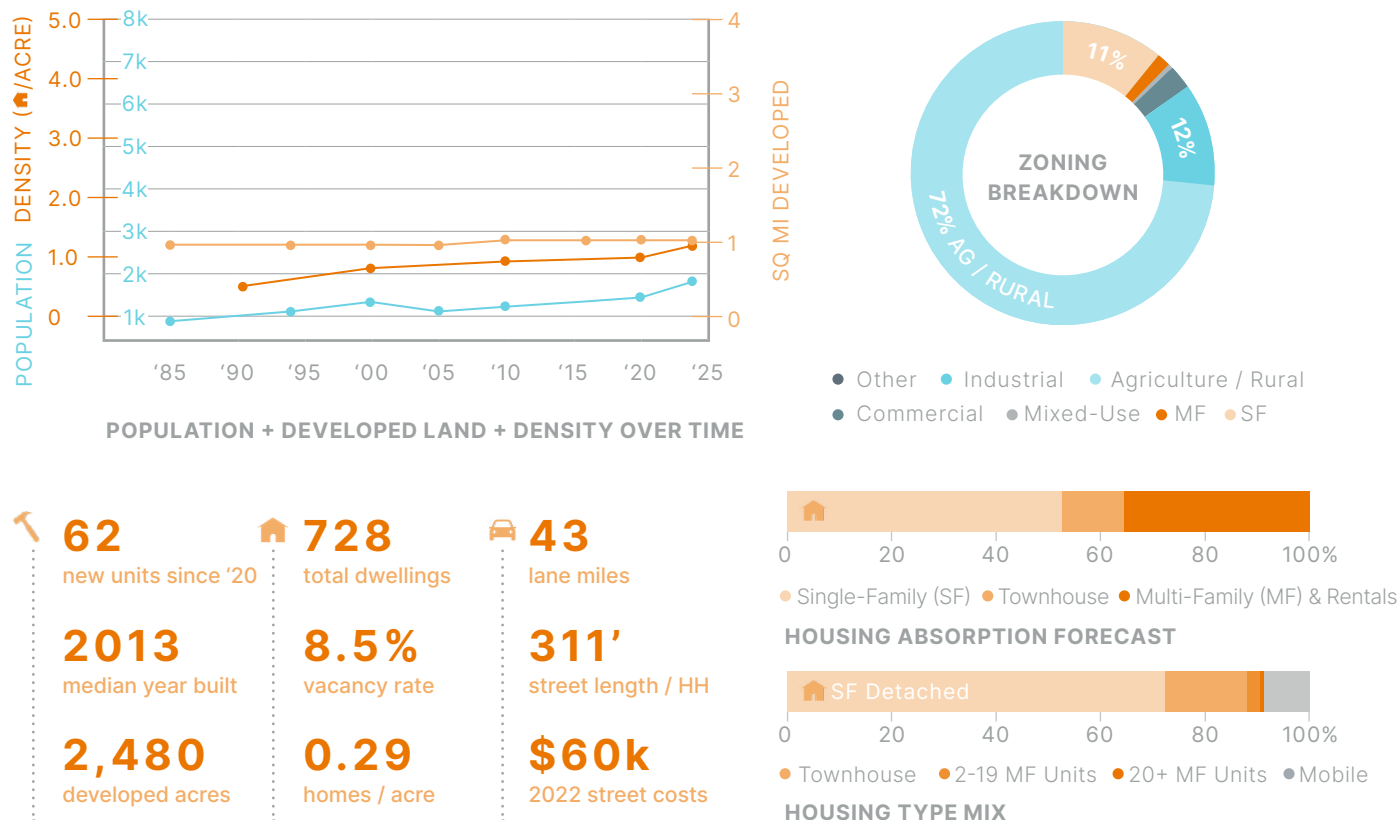
A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

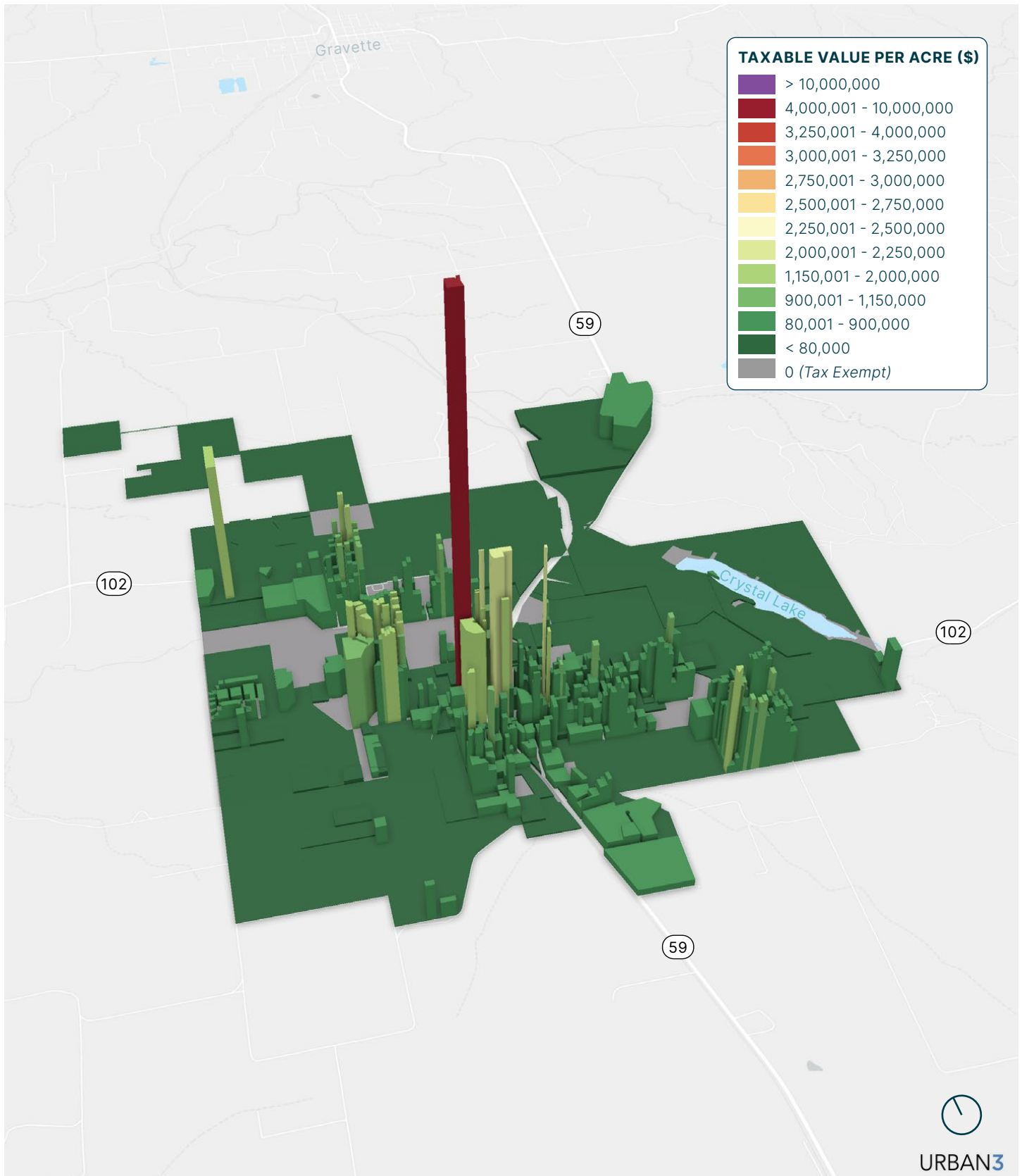
3 DEVELOPMENT CHARACTERISTICS

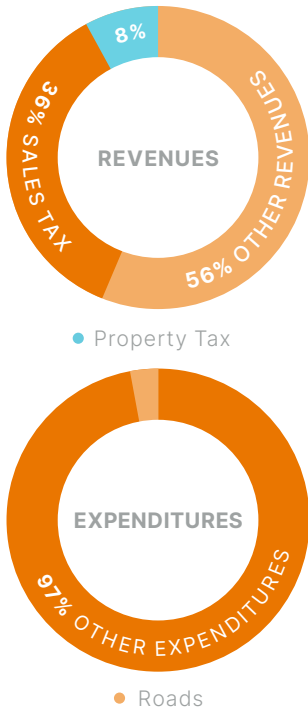


How housing stock, density, and development patterns shape the built environment.

Decatur has a small budget surplus, but this masks a deeper structural gap. The city generates \$1,487 per developed acre in taxable value and just \$523 per capita in total revenue. Property taxes account for only \$114 per capita. With an annual road spending of \$59,000 and an estimated need of \$793,000, the city faces a 92%

funding gap for streets. Suburban commercial is the lowest-performing use at just \$0.2 million per acre. In contrast, main street commercial performs much better at \$2.1 million per acre, followed by suburban missing middle housing at \$1.8 million per acre.





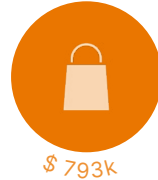
TAX COMPARISON

\$389
total taxable value / dev. acre



\$114
revenue / capita

SALES



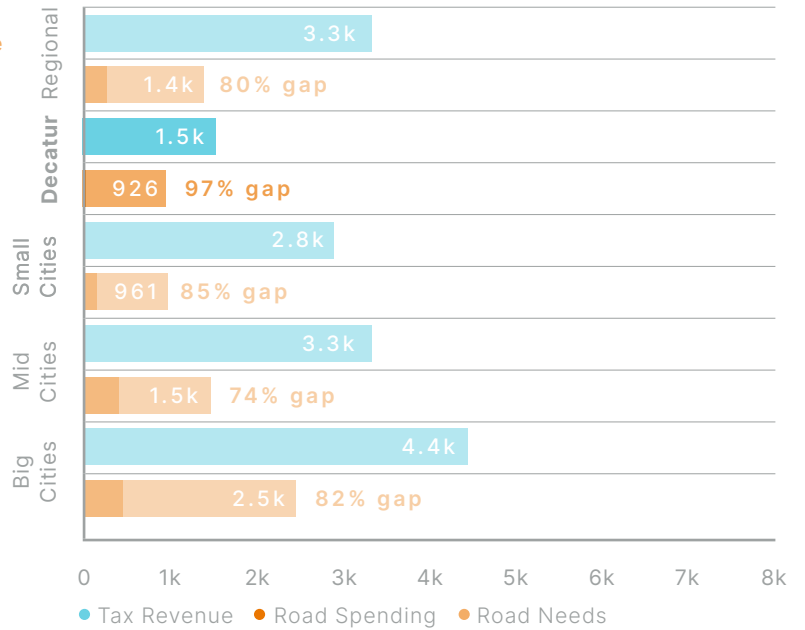
\$523
revenue / capita

2025 BUDGET

\$59k
road spending / yr

\$199k
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$200k / AC SUBURBAN COMMERCIAL



\$600k / AC SUBURBAN SINGLE FAMILY



\$1.1 M / AC DOWNTOWN SINGLE FAMILY



\$1.3 M / AC SUBURBAN MULTI-FAMILY



\$1.8 M / AC SUBURBAN MISSING MIDDLE

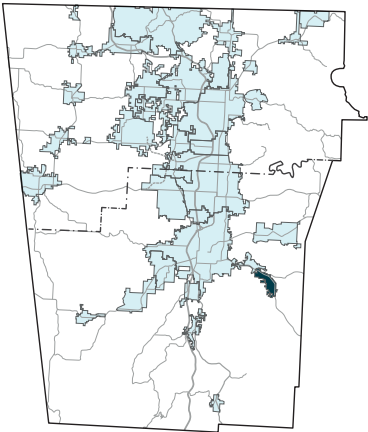


\$2.1 M / AC MAIN STREET COMMERCIAL

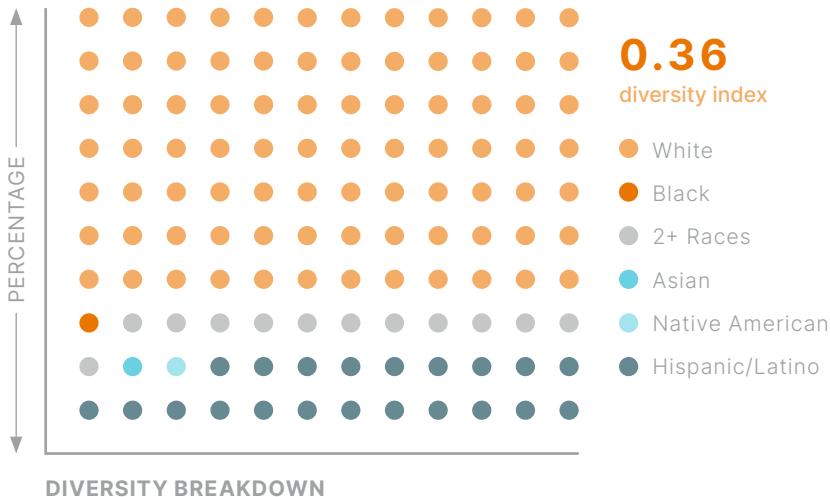
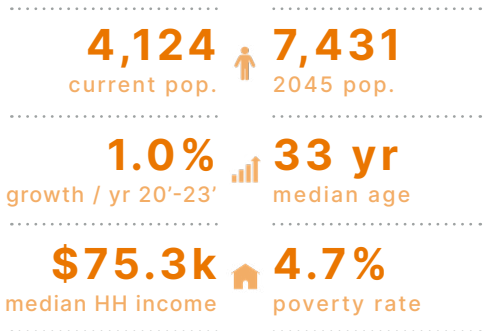
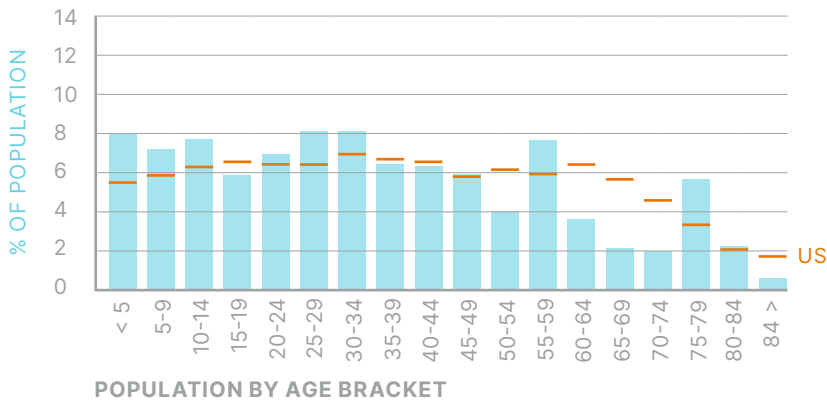
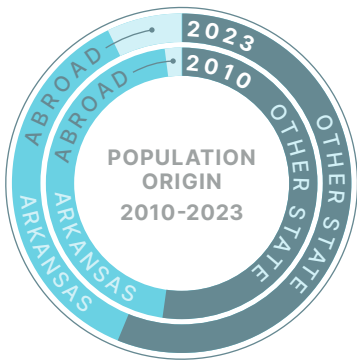
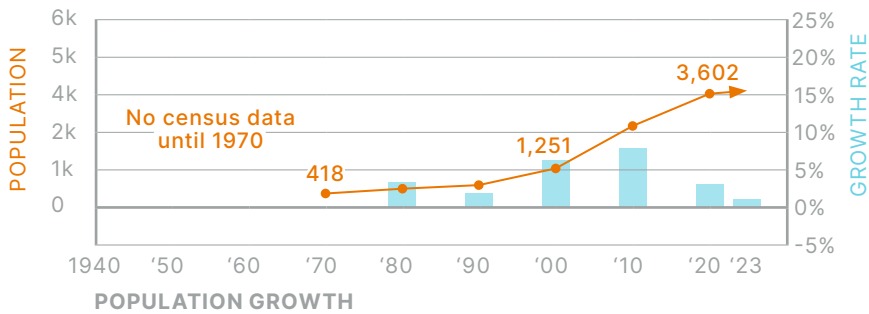
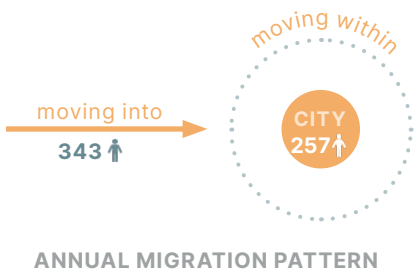
Elkins

3.9 square miles

- Small-Sized
- Satellite
- Negotiated

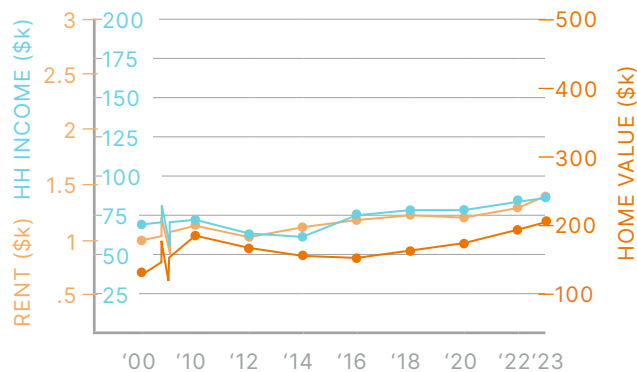
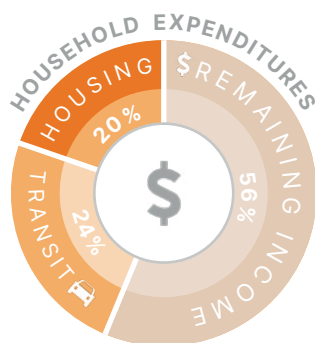
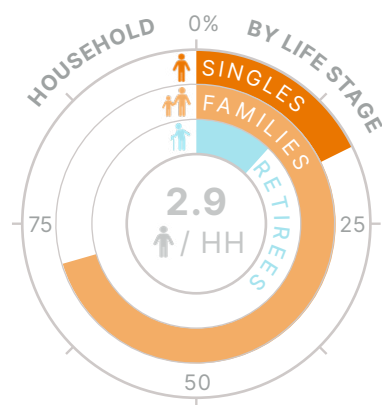


Elkins is a small rural city located southeast of Fayetteville, defined by low-density residential development and a small-town atmosphere. Growth has been modest but steady, with the population rising from 418 in 1970 to 3,602 today, though the rate has slowed in recent years. Most new residents arrive from within Arkansas or neighboring states, and the city remains less racially diverse than regional averages, with a diversity index of 0.36. Its limited land area and transitional role within the region influence both its development potential and infrastructure challenges, especially as demands increase on a relatively sparse street network.

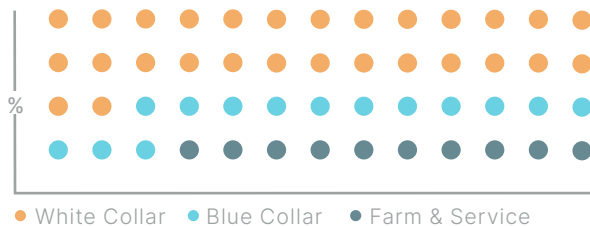


A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



MEDIAN INCOME + HOME VALUE + RENT



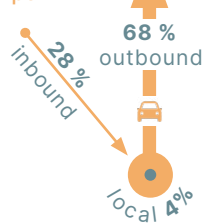
EMPLOYMENT TYPE



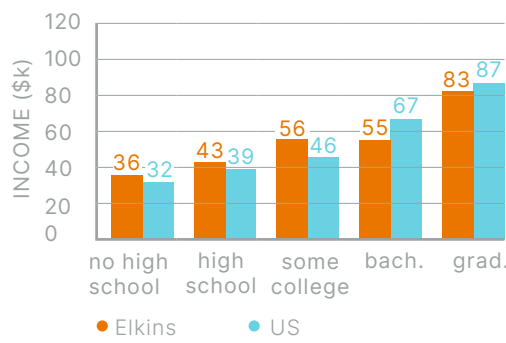
RENTERS VS. OWNERS

25,050 average HH VMT

2.1 cars per HH



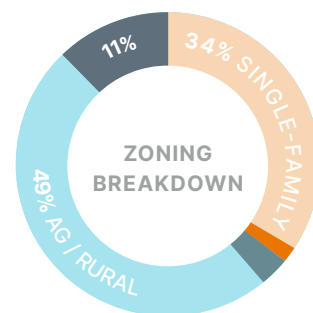
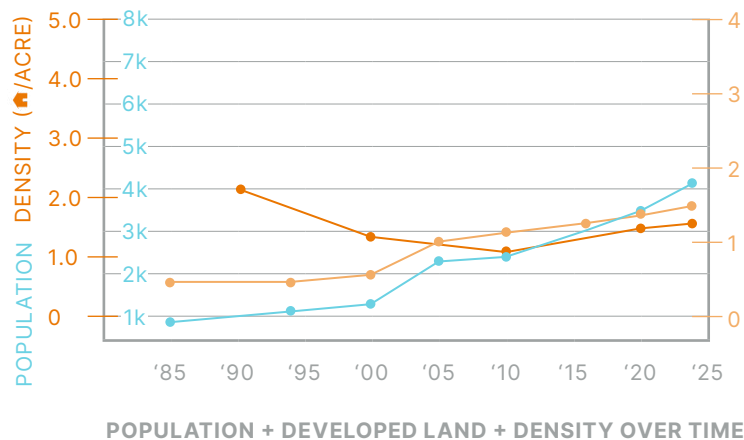
COMMUTING PATTERNS



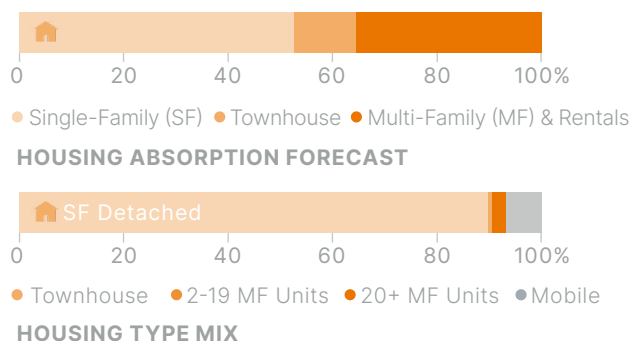
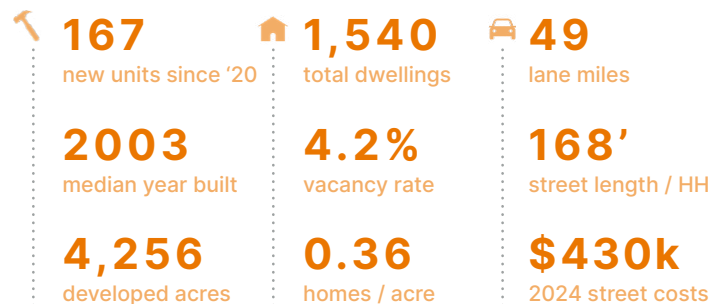
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

3 DEVELOPMENT CHARACTERISTICS



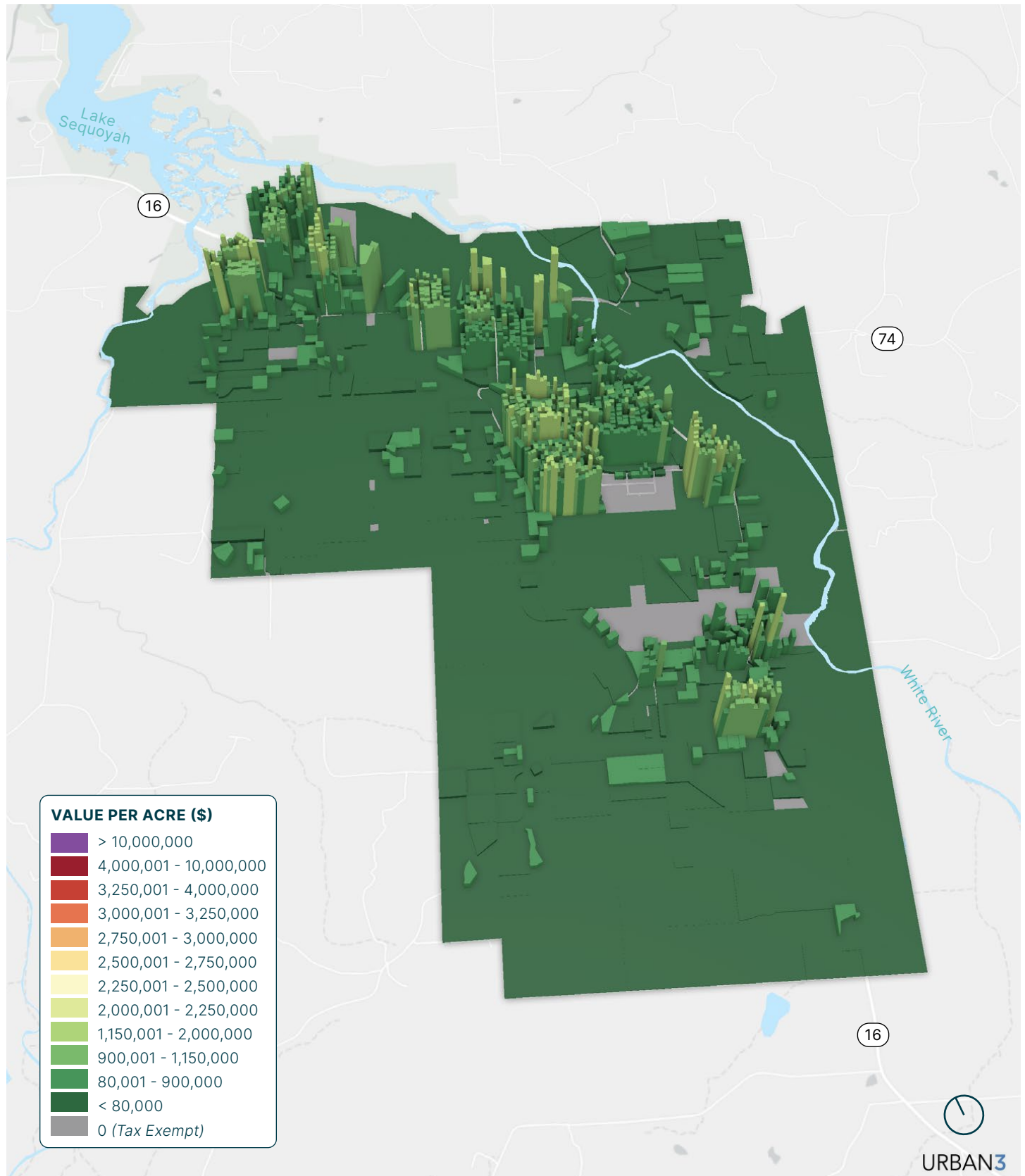
Other Industrial Agriculture / Rural
Commercial Mixed-Use MF SF

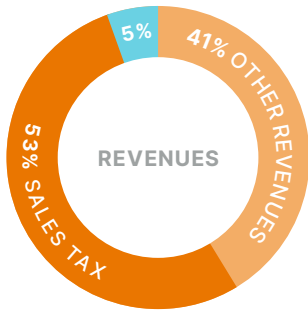


How housing stock, density, and development patterns shape the built environment.

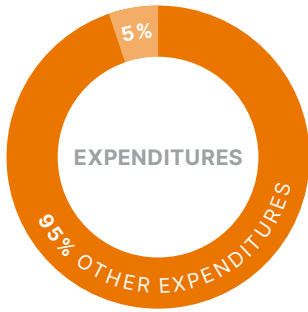
Elkins faces a significant mismatch between its development pattern and its fiscal capacity. The city generates just \$3,405 per developed acre and \$80 per capita in property tax revenue. With \$431,000 in annual road spending against an \$11.5 million need, Elkins is covering just 4% of estimated costs. Its lowest-performing land uses—main street and suburban commercial—each bring in

only \$0.6 million per acre. Even suburban single-family and duplex housing yield just \$1.0 and \$1.1 million per acre, respectively. While suburban commercial technically performs best at \$1.8 million per acre, its footprint is small and not enough to offset the larger budget shortfall of \$2.8 million.





● Property Tax



● Roads

TAX COMPARISON

\$744

total taxable value / dev. acre



\$80

revenue / capita

SALES



\$774

revenue / capita

\$2.9 M

2025 BUDGET

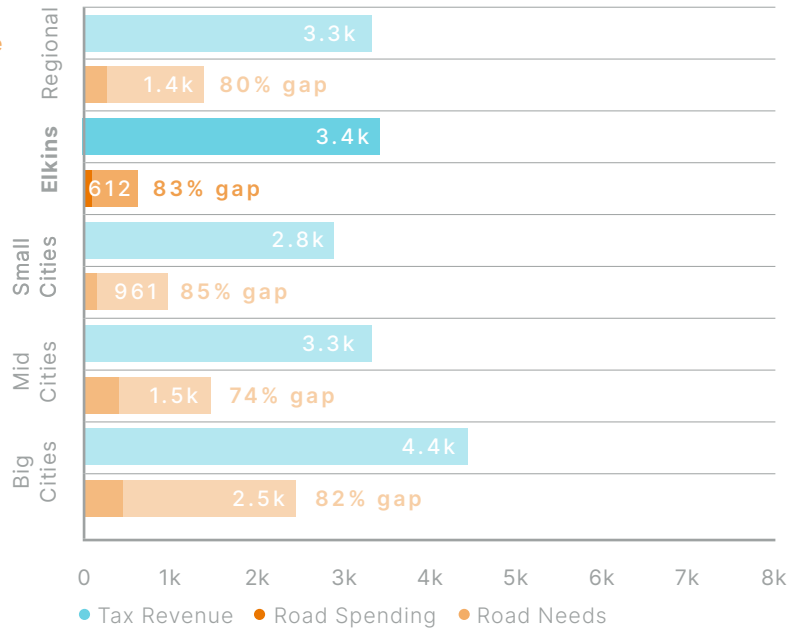
\$431k

road spending / yr

-\$2.8 M

budget deficit

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$600k / AC MAIN STREET COMMERCIAL



\$600k / AC SUBURBAN COMMERCIAL



\$1.0 M / AC SUBURBAN SINGLE FAMILY



\$1.1 M / AC SUBURBAN DUPLEXES

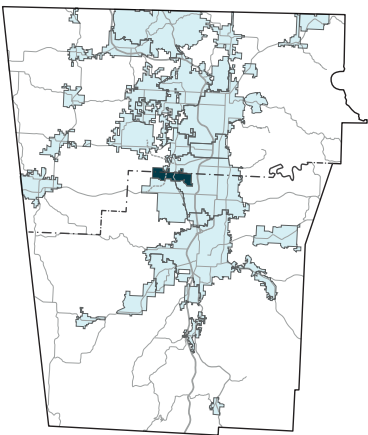


\$1.8 M / AC SUBURBAN COMMERCIAL

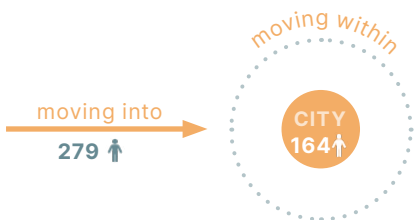
Elm Springs

6 square miles

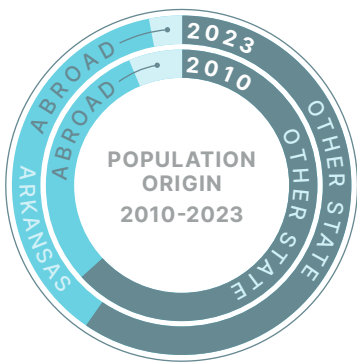
- Small-Sized
- Core-Adjacent
- Negotiated



Elm Springs is a small community located between Tontitown and Cave Springs, adjacent to I-49 but largely buffered from it by rural land. Originally established around a spring-fed creek, the town has retained its rural character despite recent growth. Its size and street network remain small, with only 53 lane miles and just over 1,050 dwellings. Population has increased from 238 in 1970 to 2,361 in 2023, though its diversity index remains low at 0.30. Elm Springs functions more as a bedroom community than a regional destination, shaped by its history, limited commercial base, and largely single-family development pattern.



ANNUAL MIGRATION PATTERN



2,753
current pop.

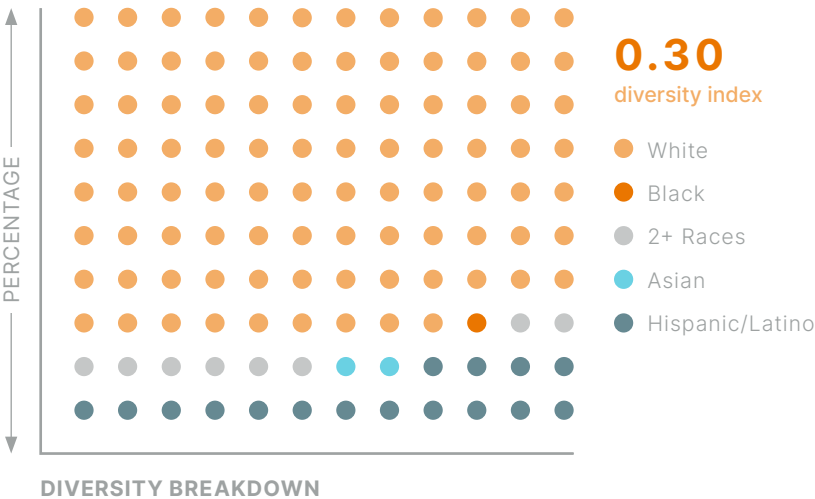
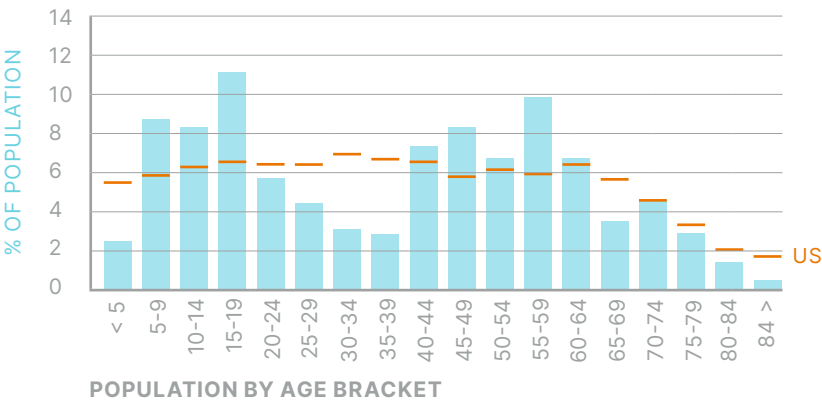
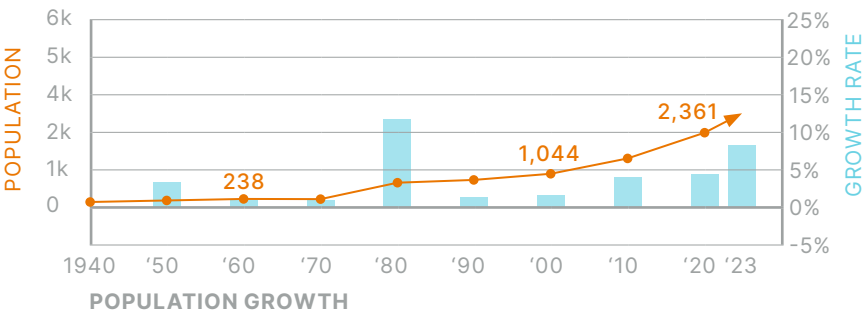
8.3%
growth / yr 20'-23'

\$101.7k
median HH income

6,365
2045 pop.

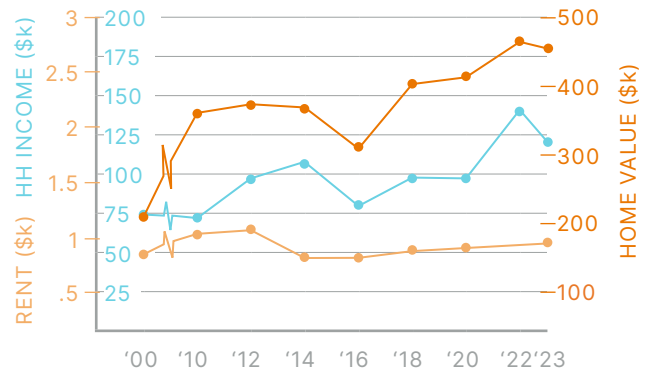
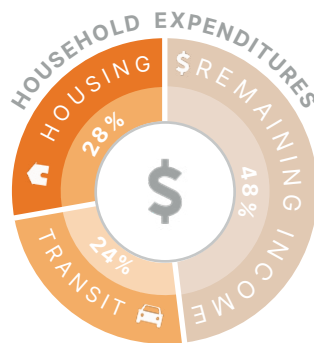
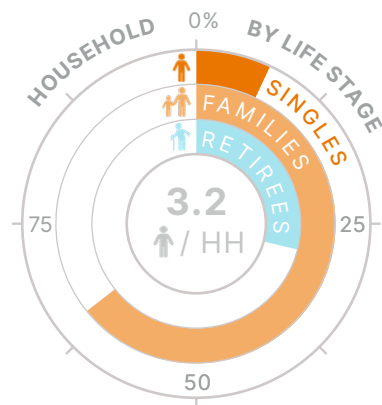
43 yr
median age

12.1%
poverty rate

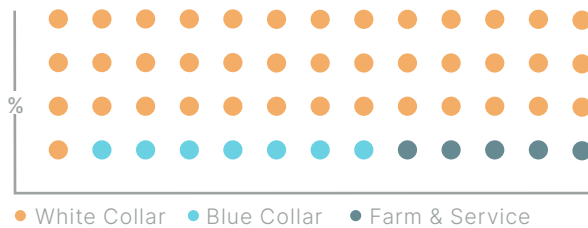


A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



MEDIAN INCOME + HOME VALUE + RENT



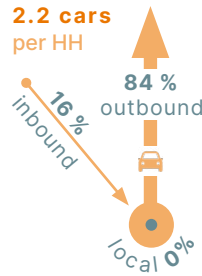
EMPLOYMENT TYPE



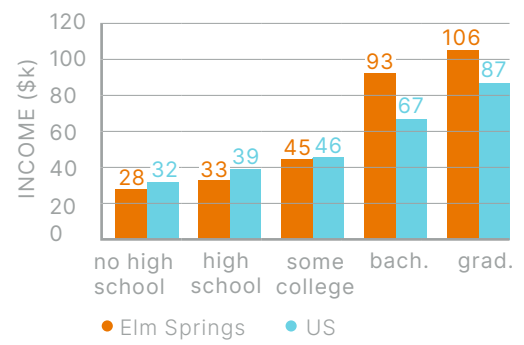
RENTERS VS. OWNERS

23,669
average HH VMT

2.2 cars
per HH



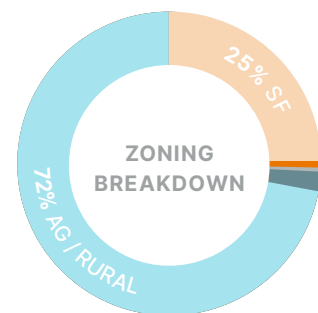
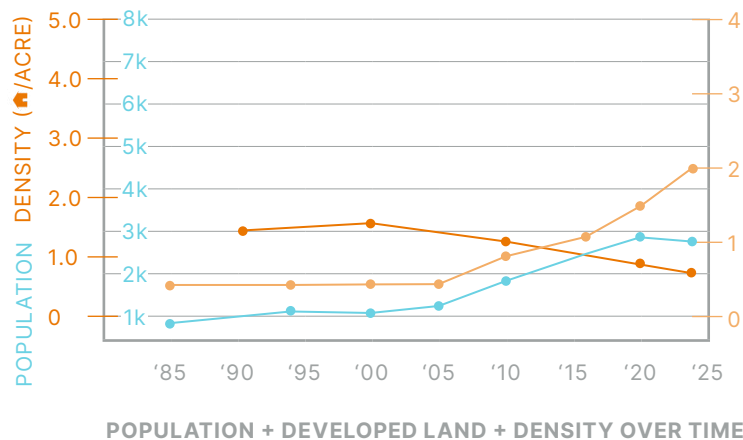
COMMUTING PATTERNS



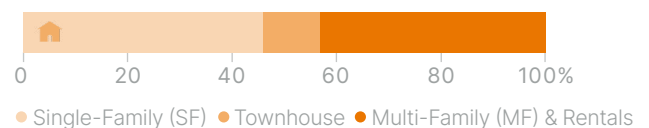
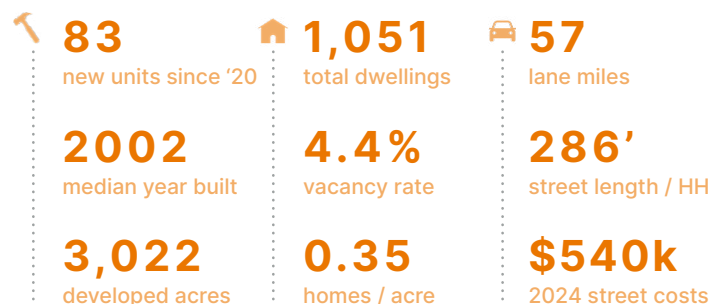
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

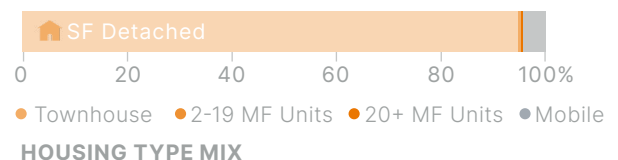
3 DEVELOPMENT CHARACTERISTICS



Other Industrial Agriculture / Rural
Commercial Mixed-Use MF SF



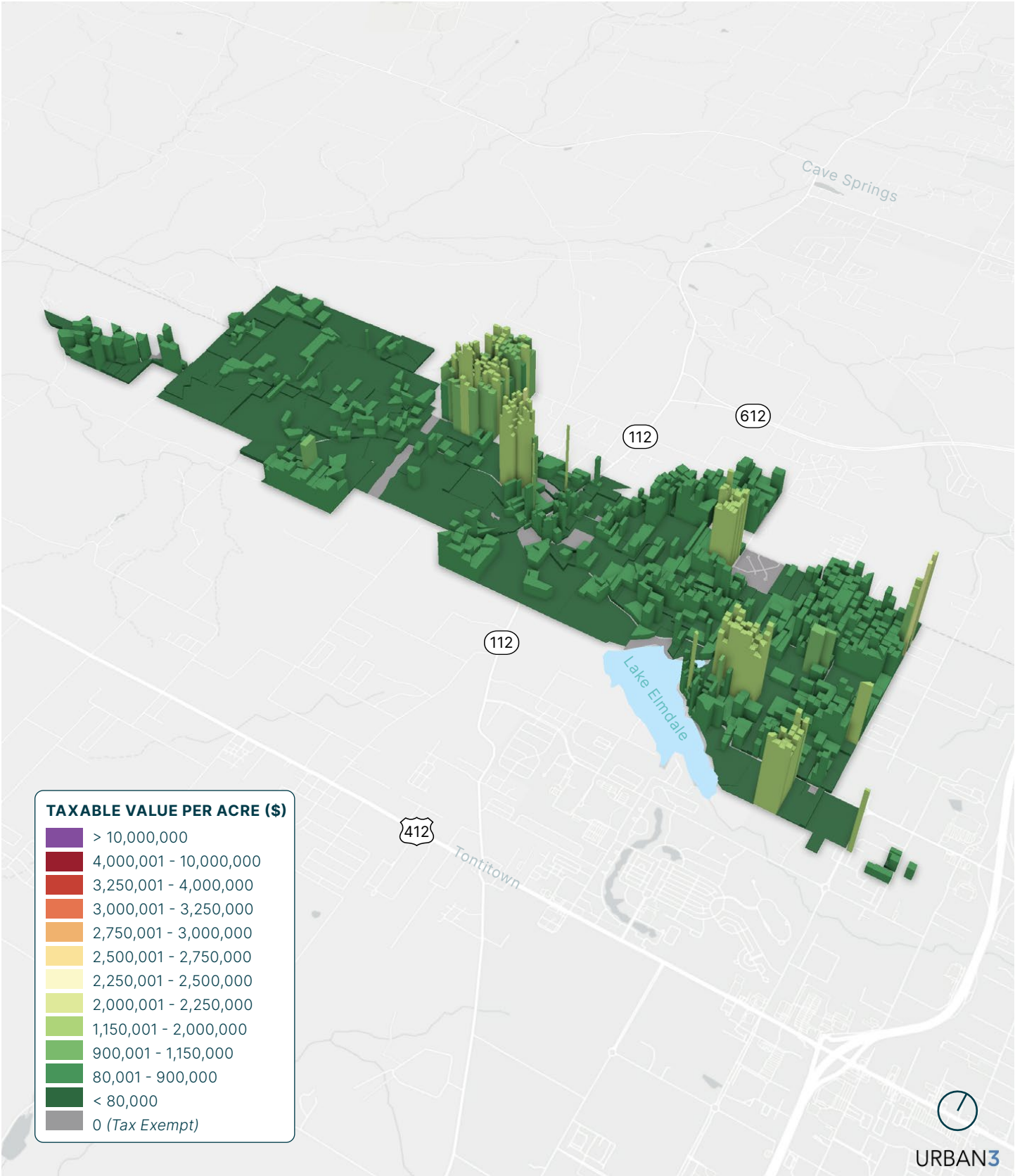
HOUSING ABSORPTION FORECAST

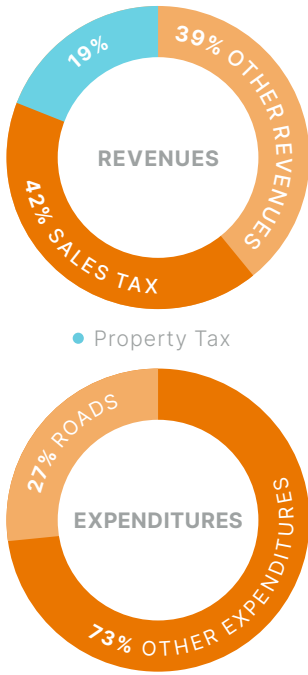


How housing stock, density, and development patterns shape the built environment.

Elm Springs shows a low fiscal return per acre across nearly all development types. Suburban commercial property produces just \$0.3 million per acre, and even main street commercial returns only \$1.0 million. Single-family residential slightly outperforms both at \$2.0 million per acre, but the tax base remains thin. The city

generates \$1,024 per developed acre and \$297 per capita, while spending only \$539,000 on roads annually against a need of approximately \$3.0 million, leaving an 82% gap. Despite this, Elm Springs reports a budget surplus of \$133 million, likely due to reserves or one-time funding not reflected in ongoing infrastructure costs.





TAX COMPARISON

\$429
total taxable value / dev. acre



\$135
revenue / capita

SALES



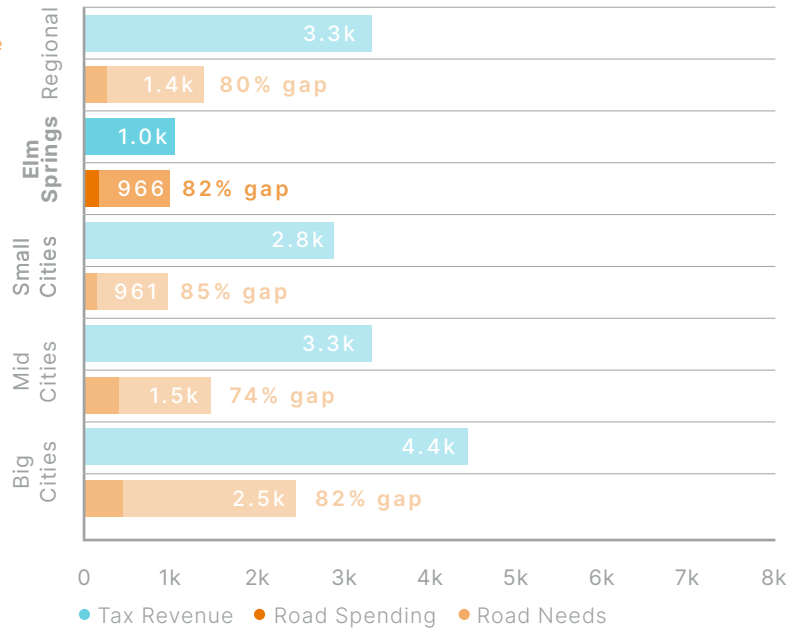
\$297
revenue / capita

2025 BUDGET

\$539k
road spending / yr

\$133k
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$300k / AC SUBURBAN COMMERCIAL



\$1.0 M / AC MAIN STREET COMMERCIAL

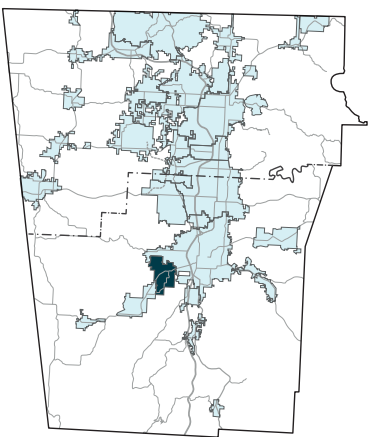


\$2.0 M / AC SUBURBAN SINGLE FAMILY

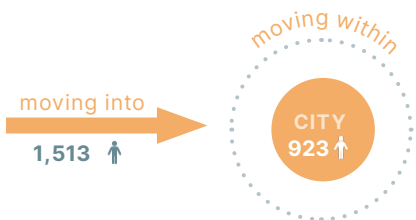
Farmington

9.8 square miles

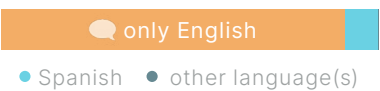
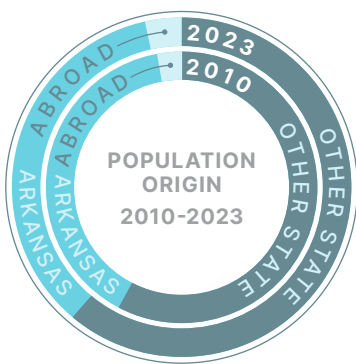
- Mid-Sized
- Core-Adjacent
- Negotiated



Farmington is a mid-sized city immediately west of Fayetteville, shaped by its location on Highway 62 and proximity to I-49. Originally a rural community, it has absorbed regional growth in a suburban format. Its population rose from 216 in 1960 to 9,518 in 2023, and the median age is 33. Though zoned largely for single-family development, its street network remains fairly compact, with 173 feet of street per household and 1.50 homes per acre. A modest diversity index of 0.36 reflects gradual demographic change, and nearly one-third of its households are classified as families with children.



ANNUAL MIGRATION PATTERN



LANGUAGES SPOKEN AT HOME

9,518
current pop.

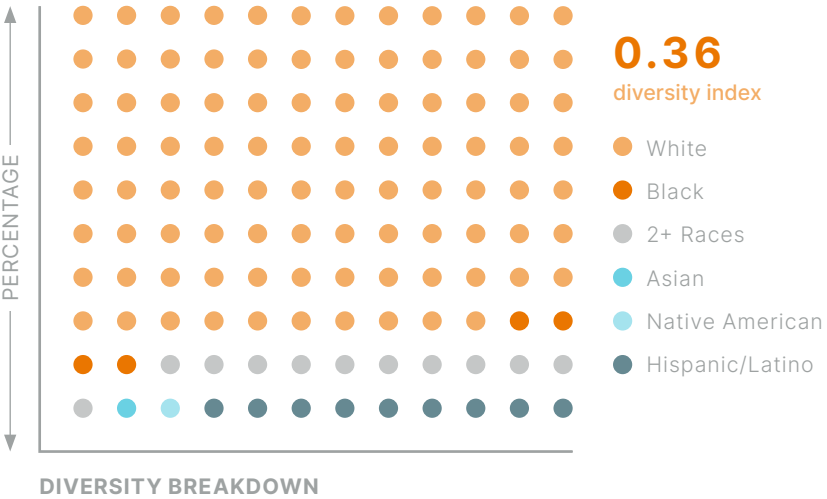
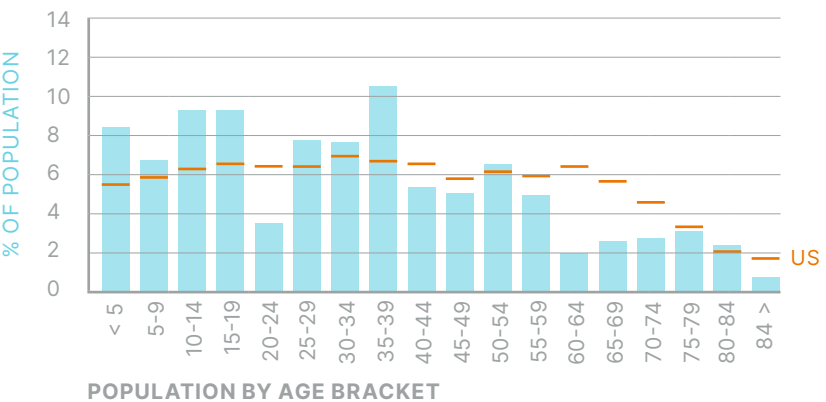
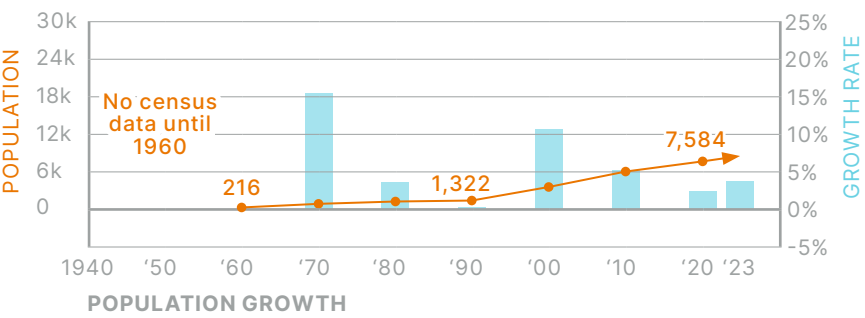
3.7%
growth / yr 20'-23'

\$89k
median HH income

15,531
2045 pop.

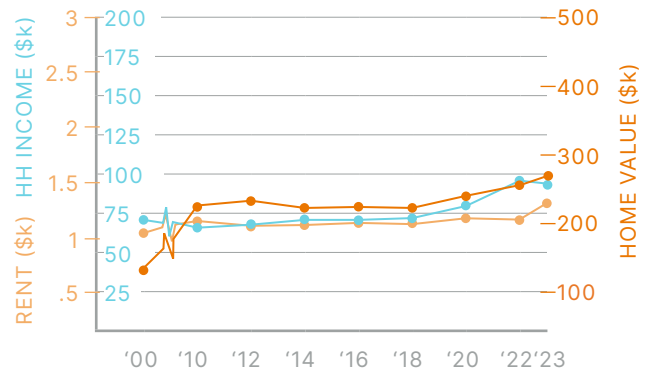
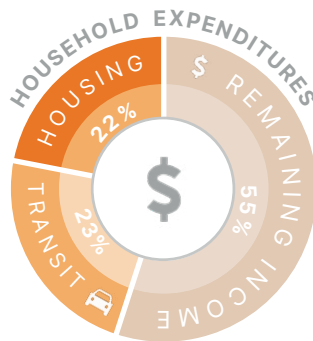
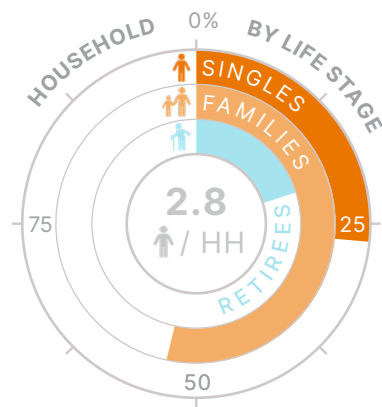
33 yr
median age

6.2%
poverty rate

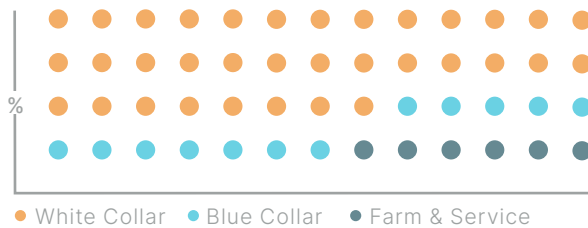


A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



MEDIAN INCOME + HOME VALUE + RENT



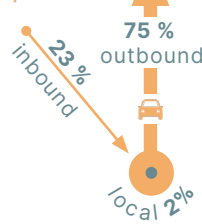
EMPLOYMENT TYPE



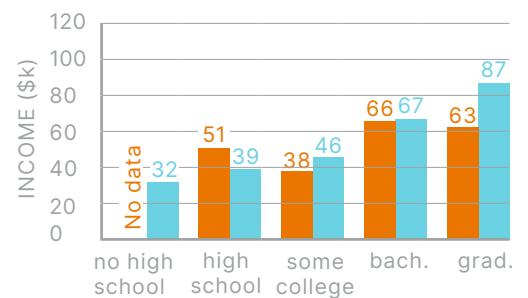
RENTERS VS. OWNERS

23,873 average HH VMT

2.1 cars per HH



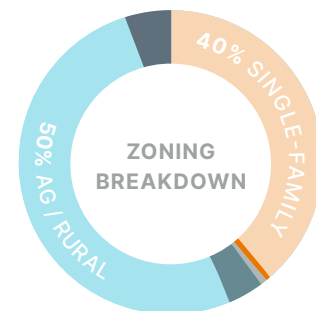
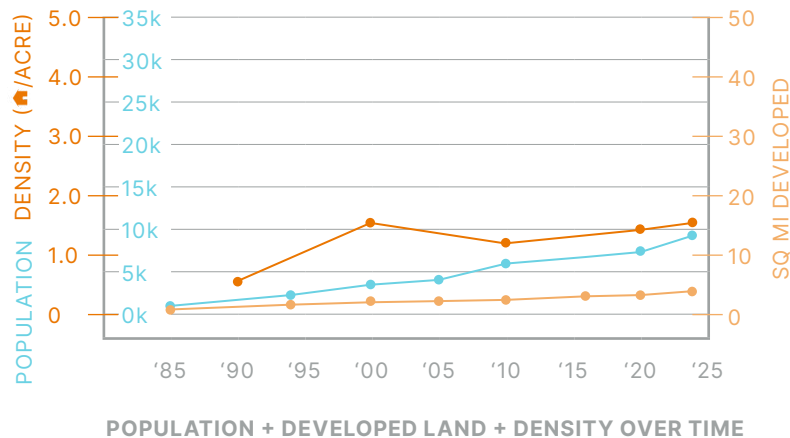
COMMUTING PATTERNS



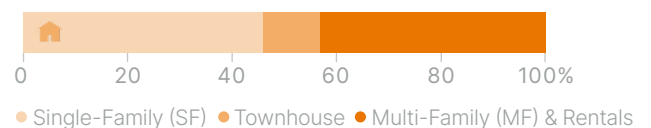
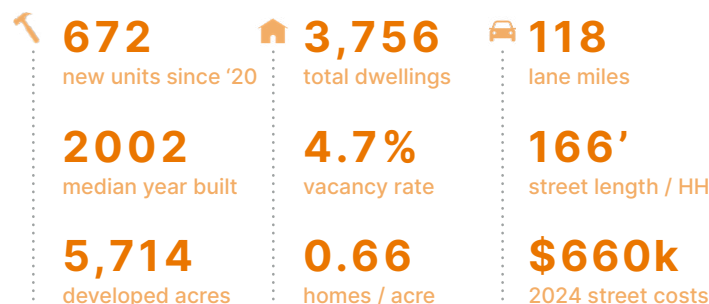
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

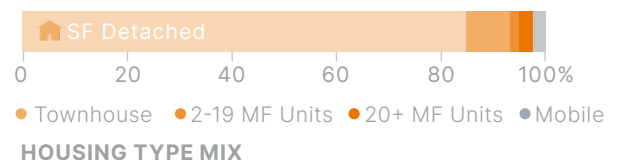
3 DEVELOPMENT CHARACTERISTICS



● Other ● Industrial ● Agriculture / Rural
● Commercial ● Mixed-Use ● MF ● SF



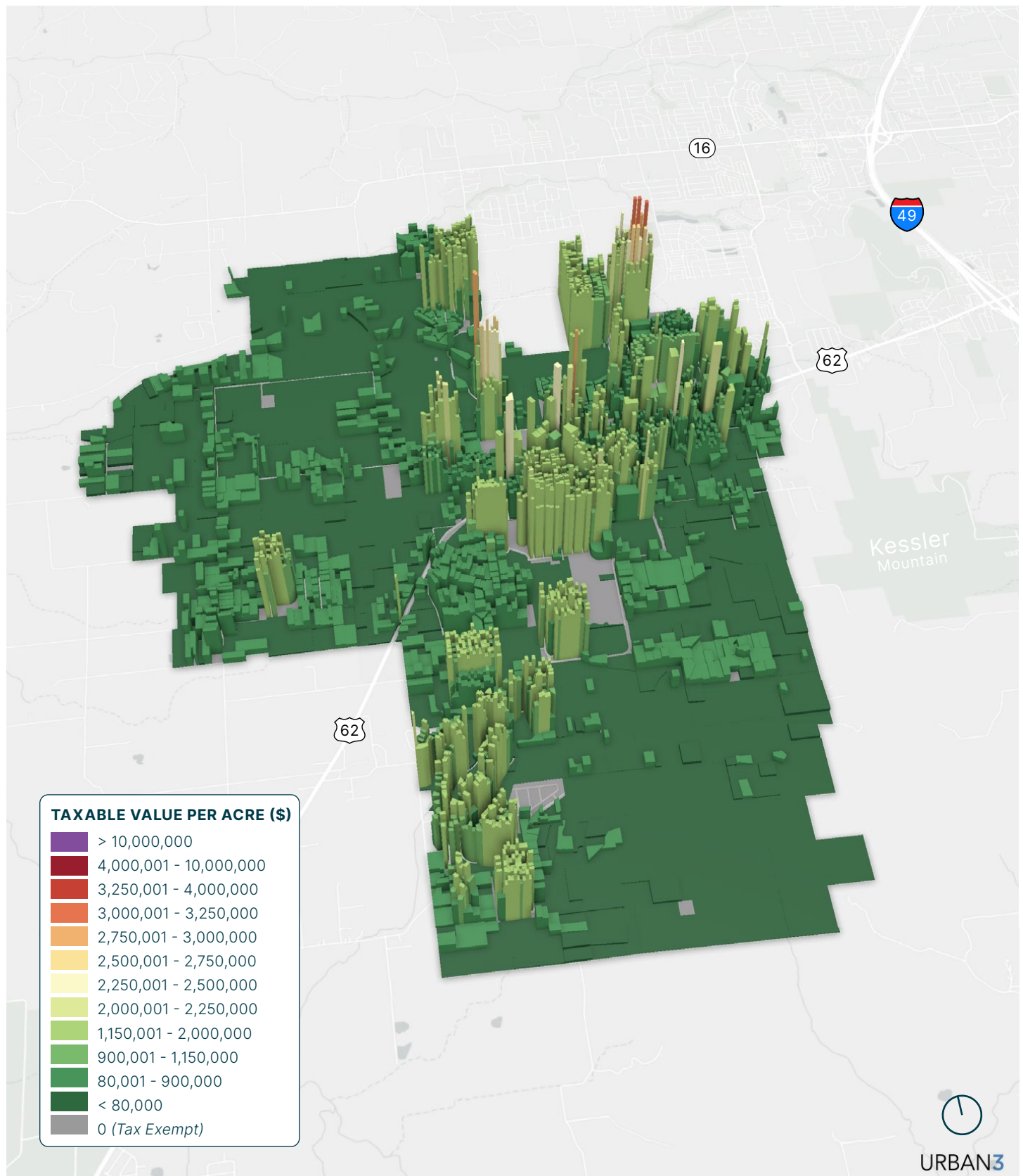
HOUSING ABSORPTION FORECAST

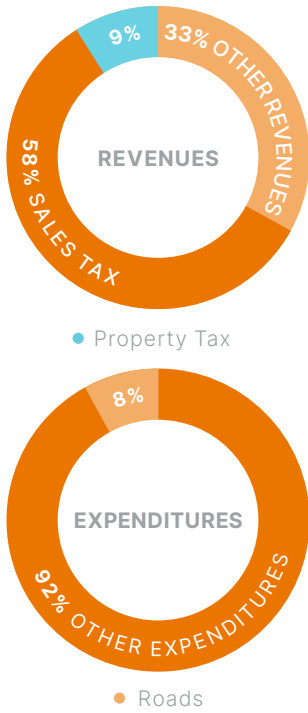


How housing stock, density, and development patterns shape the built environment.

Farmington's tax base generates \$2,561 per developed acre and \$530 per capita, with most revenue derived from sales tax. Like other small cities, its residential development contributes more than its commercial zones: suburban duplexes yield \$2.6 million per acre, compared to \$1.1 million from suburban commercial. Main

street commercial and downtown multi-family outperform other non-residential types, at \$1.9 and \$3.1 million per acre respectively. Road spending covers only \$660,000 of an estimated \$5.5 million need, leaving an 89% gap. Despite that, the city reports a \$1.4 million budget surplus.





TAX COMPARISON

\$1,124
total taxable value / dev. acre



\$83
revenue / capita

SALES



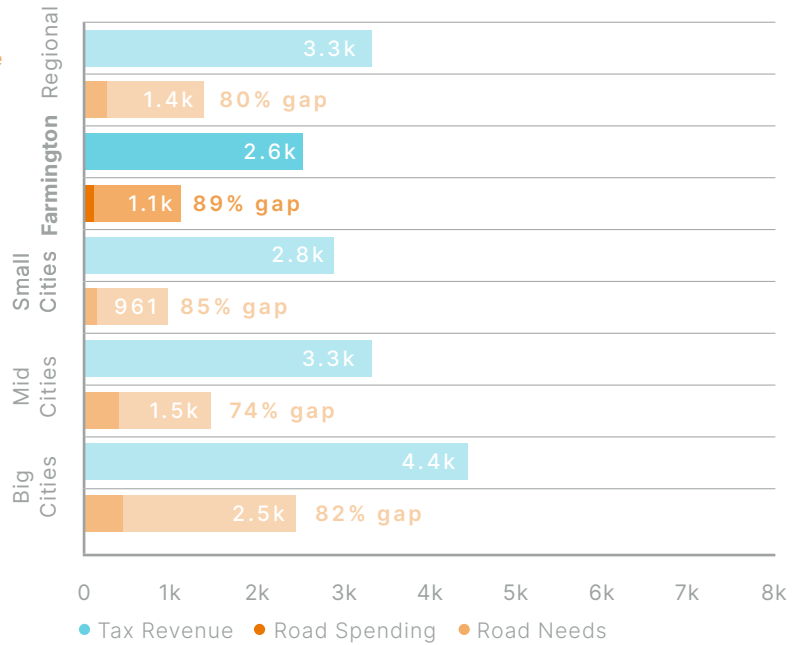
\$530
revenue / capita

2025 BUDGET

\$660k
road spending / yr

\$1.4 M
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$1.1 M / AC DOWNTOWN SINGLE FAMILY



\$1.1 M / AC SUBURBAN COMMERCIAL



\$1.3 M / AC SUBURBAN MULTI-FAMILY



\$1.9 M / AC MAIN STREET COMMERCIAL



\$2.6 M / AC SUBURBAN DUPLEXES

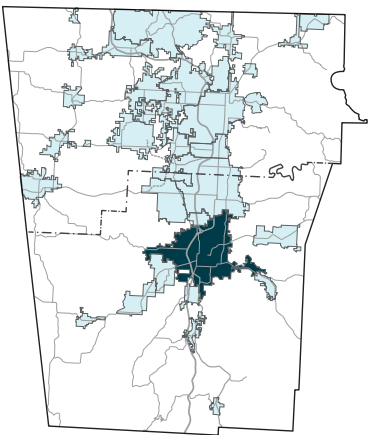


\$3.1 M / AC DOWNTOWN MULTI-FAMILY

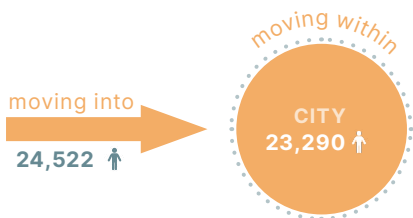
Fayetteville

54.1 square miles

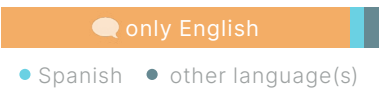
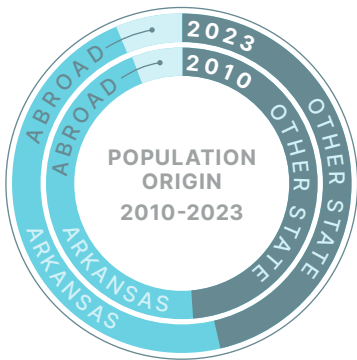
- Big Four
- Core
- By-Right



Fayetteville is a regional anchor built around a historic downtown square, the University of Arkansas, and a network of compact neighborhoods. Growth has remained strong for decades, making it the largest city in Washington County and one of the most diverse in the region. Development patterns range from older walkable neighborhoods near campus to auto-oriented growth along I-49. Street length per household is moderate by regional standards, though road costs remain high due to the city's scale. Density stands at 2.6 homes per acre. The median year built is 1997, reflecting steady reinvestment alongside newer subdivisions.



ANNUAL MIGRATION PATTERN



LANGUAGES SPOKEN AT HOME

103,015
current pop.

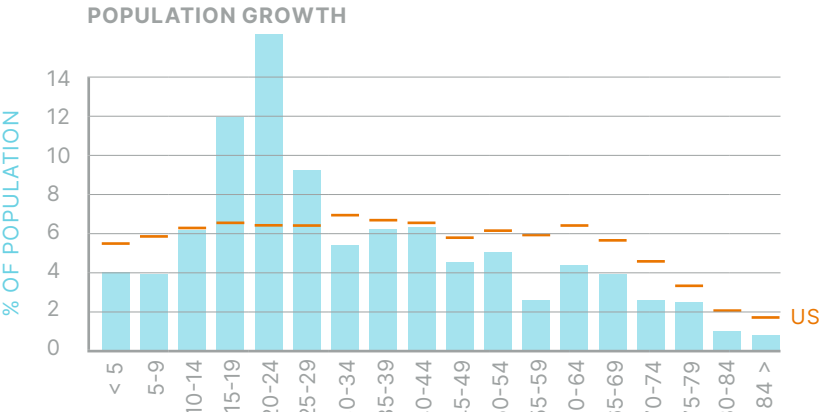
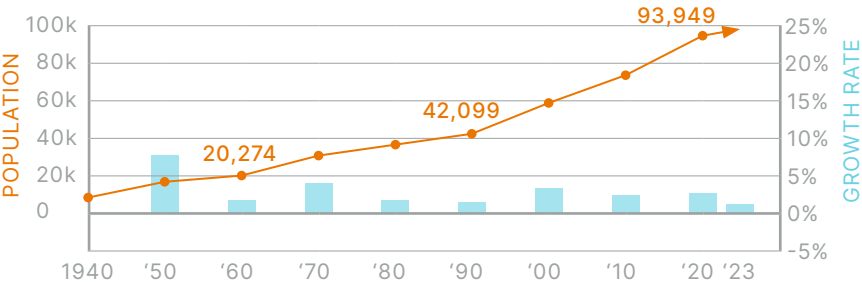
1.3%
growth / yr 20'-23'

\$56.5k
median HH income

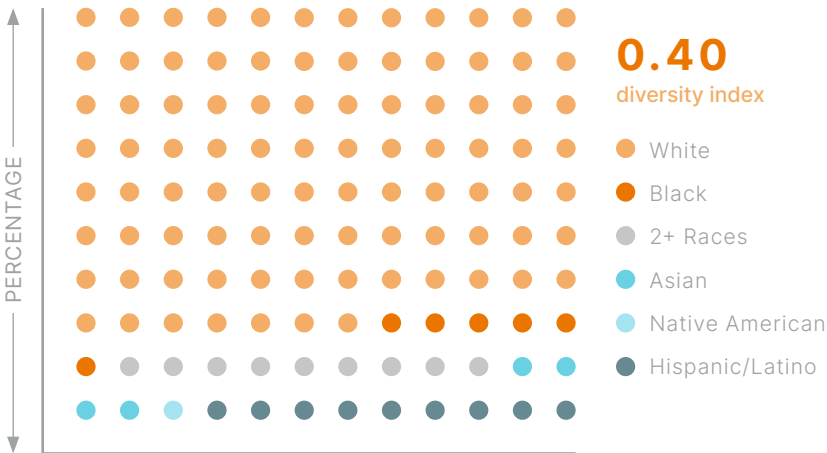
150,977
2045 pop.

29 yr
median age

19.5%
poverty rate



POPULATION BY AGE BRACKET

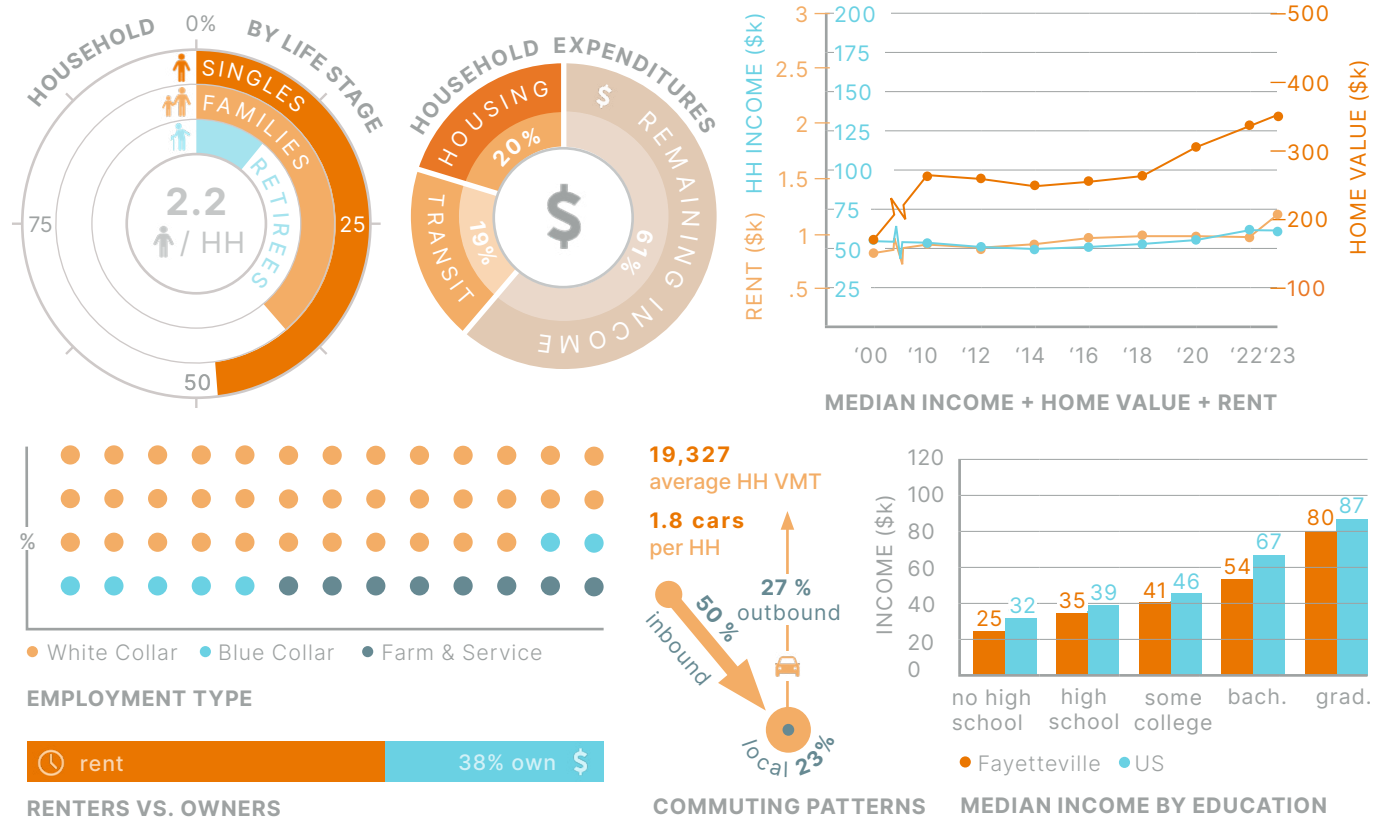


DIVERSITY BREAKDOWN

1 WHO LIVES HERE

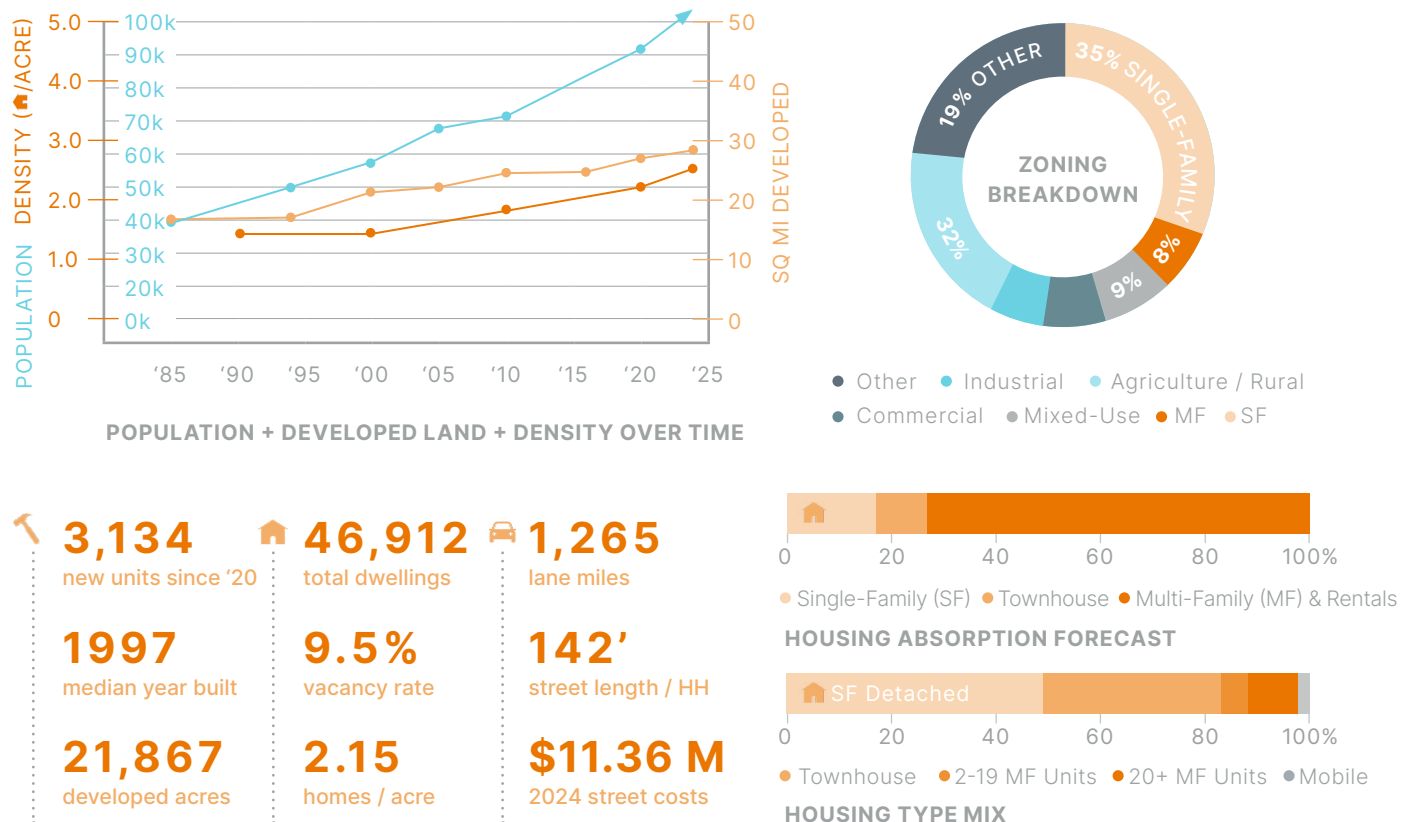
A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

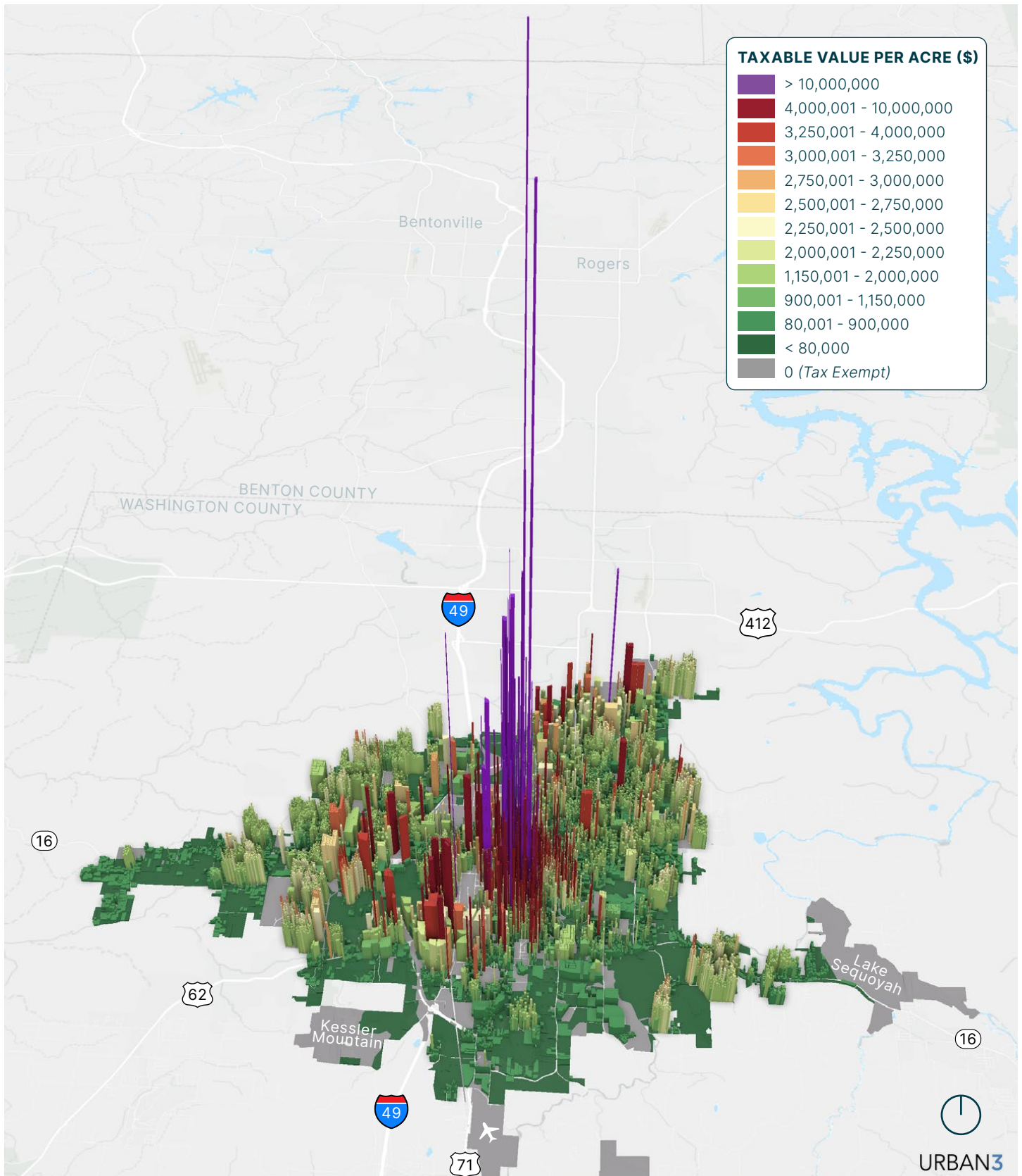
3 DEVELOPMENT CHARACTERISTICS

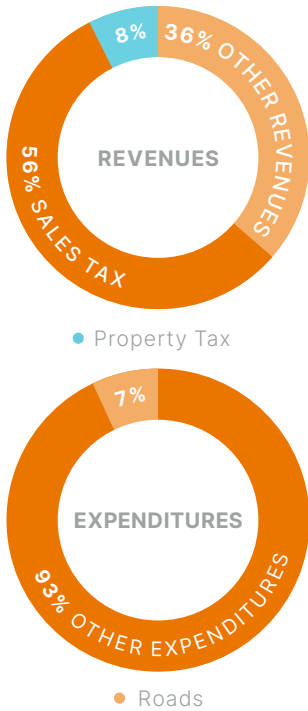


How housing stock, density, and development patterns shape the built environment.

Fayetteville's tax performance is strongest in its historic core. Downtown commercial parcels yield up to \$42 million per acre, with downtown residential and multifamily performing well at \$3.6 million and \$15.5 million respectively. Suburban single-family returns just \$0.8 million per acre, while suburban multifamily yields \$1.5

million. The city collects \$5,591 per developed acre and \$867 per capita in total revenue. Annual road spending covers \$11.4 million, but has a funding gap of 82 percent. Fayetteville currently reports a \$1.7 million budget surplus, driven largely by strong sales and property tax collections.





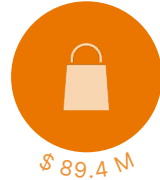
TAX COMPARISON

\$4,634
total taxable value / dev. acre



\$116
revenue / capita

SALES



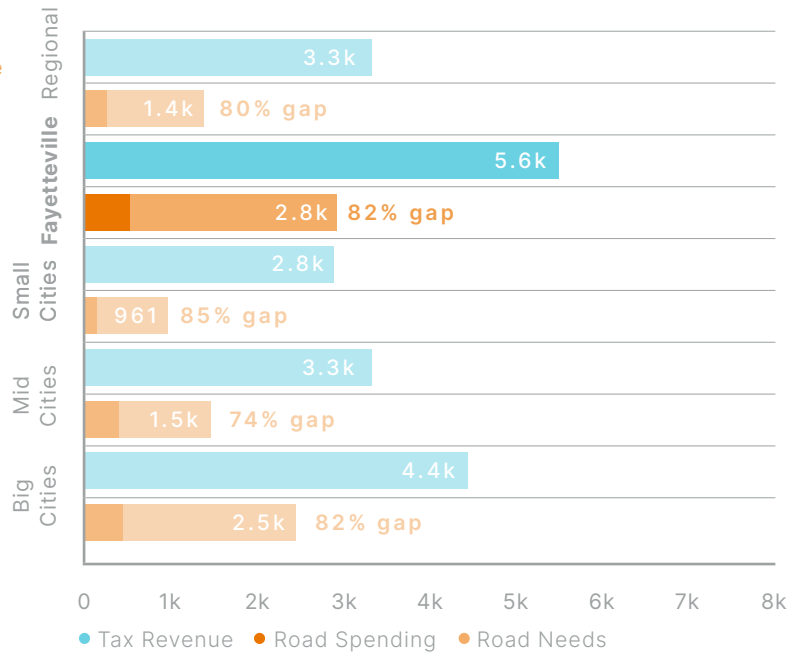
\$867
revenue / capita

2025 BUDGET

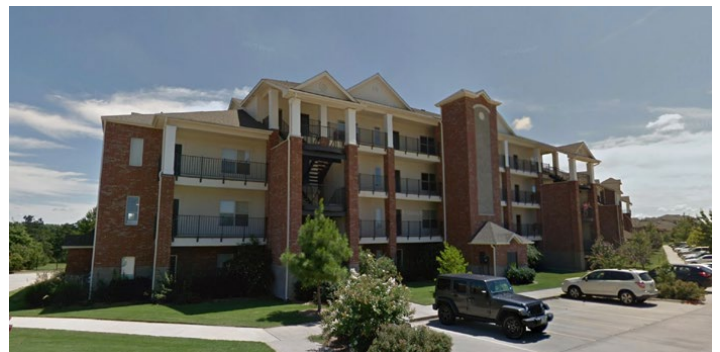
\$11.4 M
road spending / yr

\$1.7 M
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$800k / AC SUBURBAN SINGLE FAMILY



\$1.5 M / AC SUBURBAN MULTI-FAMILY



\$3.6 M / AC DOWNTOWN SINGLE FAMILY



\$15.0 M / AC DOWNTOWN COMMERCIAL



\$15.5 M / AC DOWNTOWN TOWNHOMES

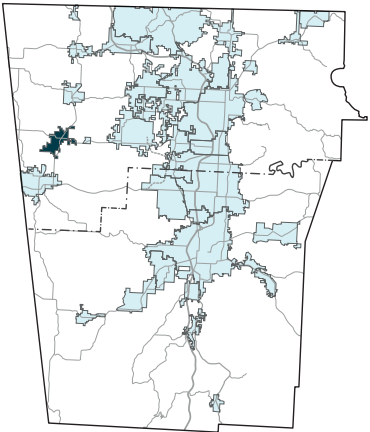


\$42.0 M / AC DOWNTOWN COMMERCIAL

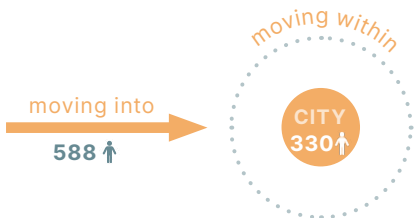
Gentry

5.2 square miles

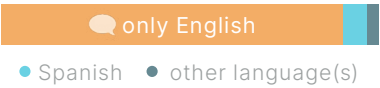
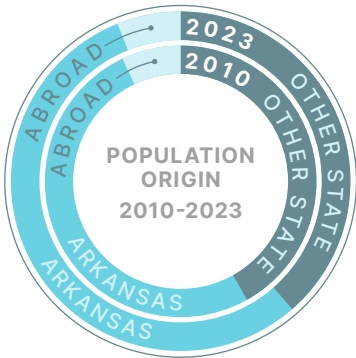
- Small-Sized
- Satellite
- Negotiated



Gentry is a small city of 4,618 residents with a clear and historically intact downtown center, surrounded by a mix of mid-century neighborhoods and rural land. Its street network is compact, totaling only 58 lane miles, and its residential density is 1.28 homes per acre, typical for a small town with limited recent infill. Gentry’s population has nearly doubled since 2000, though growth has slowed slightly since 2020. The city remains majority white with a diversity index of 0.42, below the regional average. Proximity to Highway 59 supports access to jobs, but most households rely on cars and drive long distances each year.



ANNUAL MIGRATION PATTERN



LANGUAGES SPOKEN AT HOME

4,618
current pop.

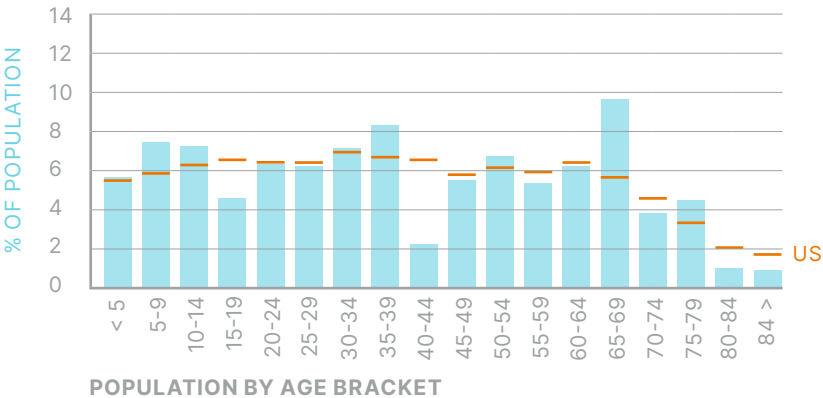
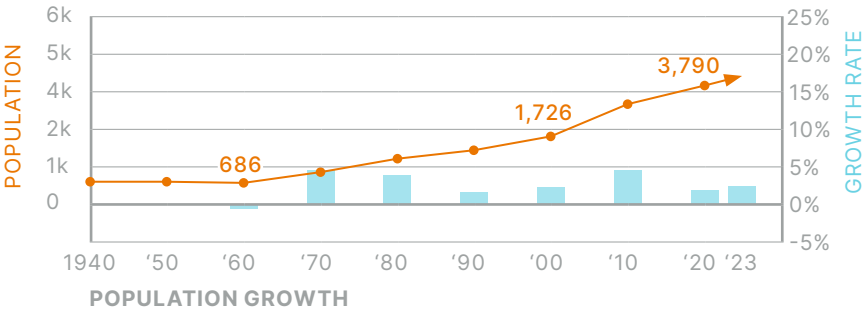
9,126
2045 pop.

2.4%
growth / yr 20'-23'

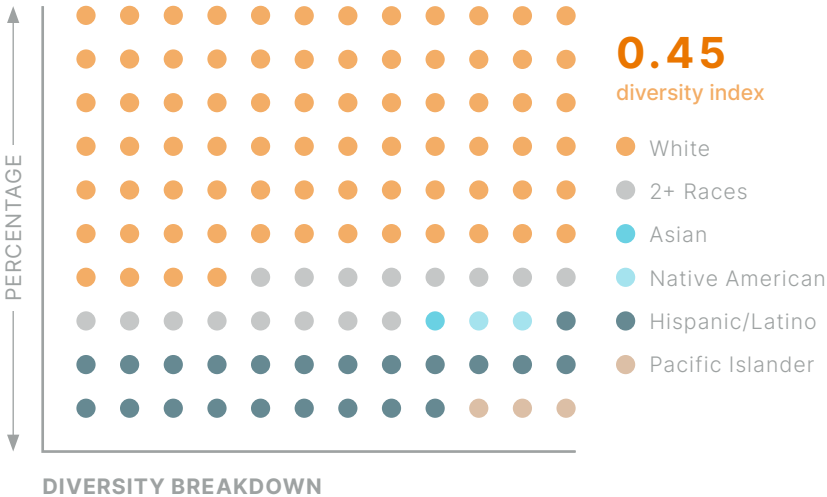
39 yr
median age

\$63.5k
median HH income

13.8%
poverty rate

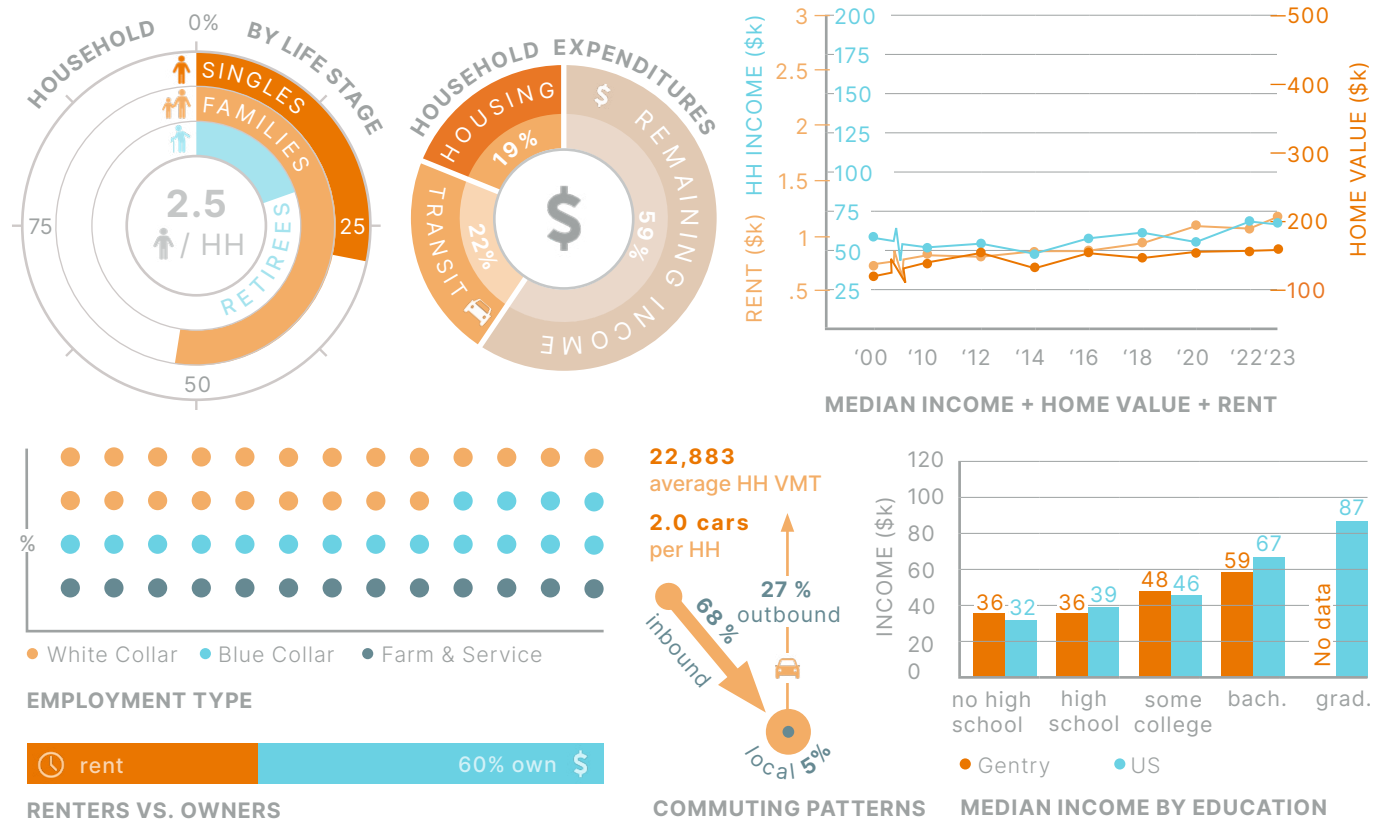


POPULATION BY AGE BRACKET



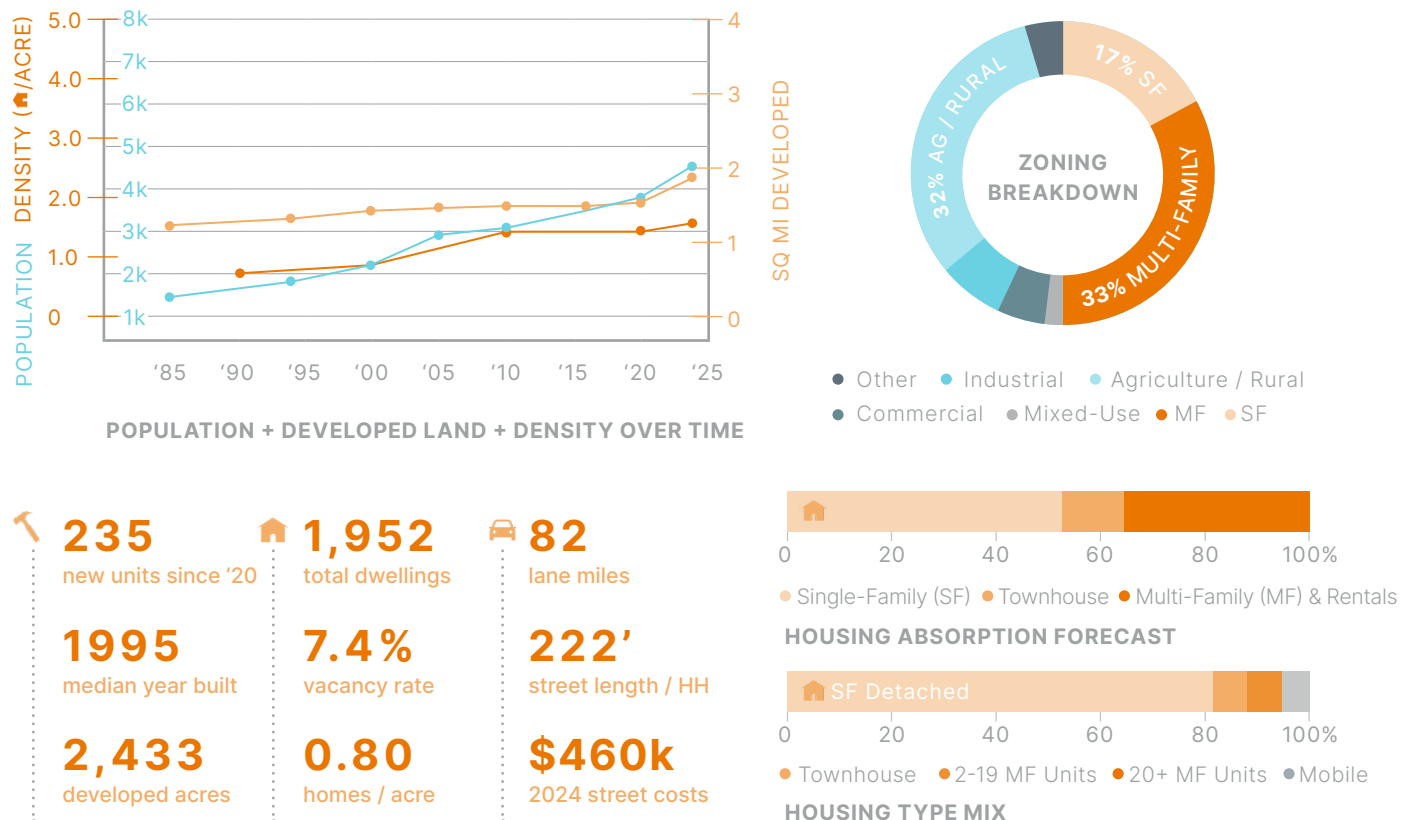
A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

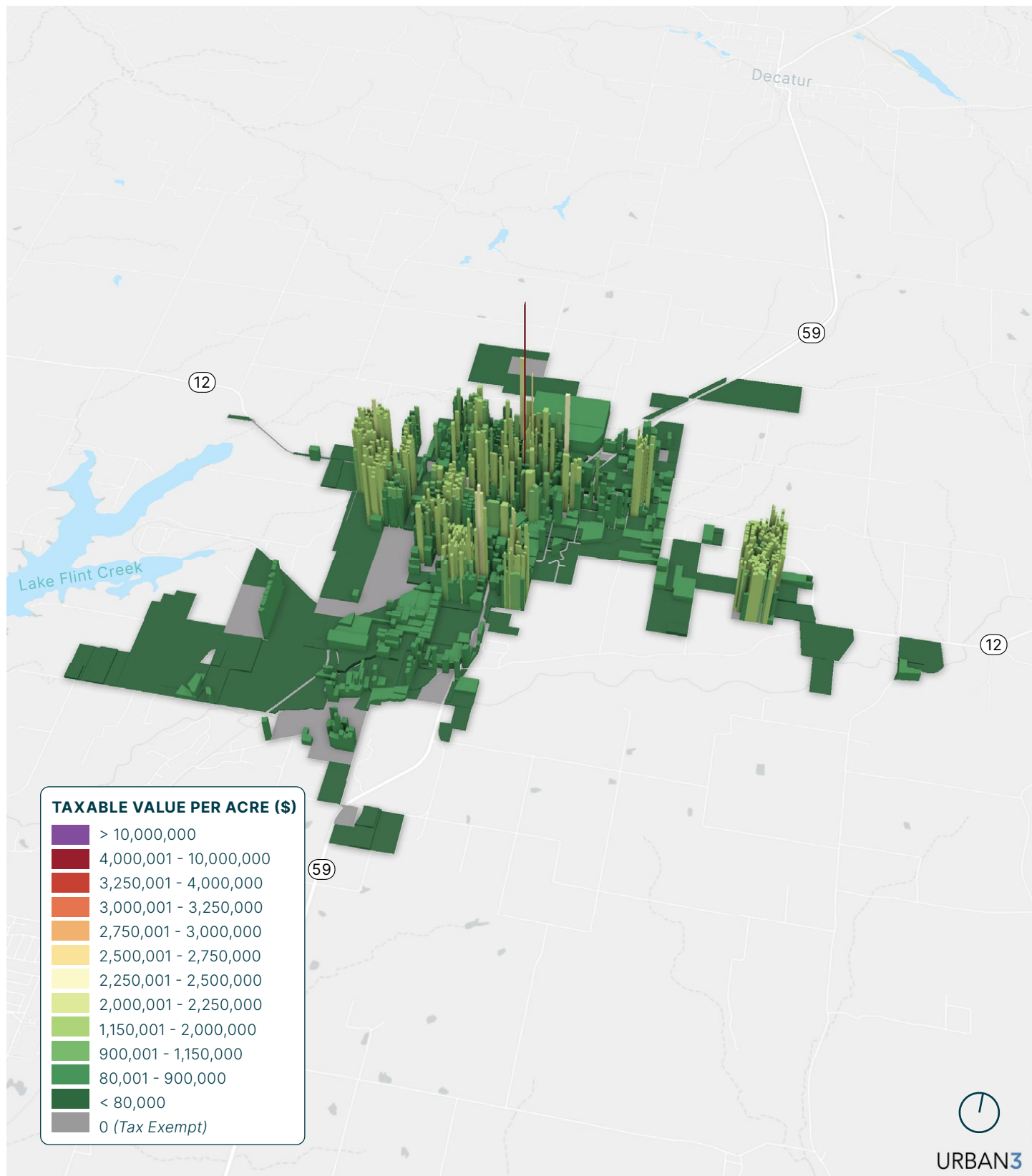
3 DEVELOPMENT CHARACTERISTICS

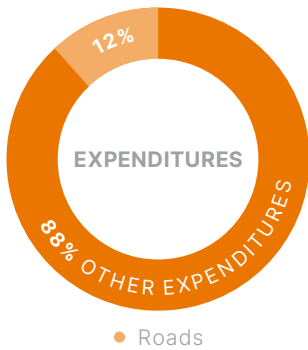
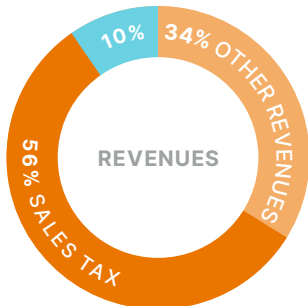


How housing stock, density, and development patterns shape the built environment.

Gentry's fiscal position appears deceptively positive, with a reported \$1.6 million budget surplus and a per capita tax revenue of \$755. Yet the structural gap between revenue and infrastructure cost tells a different story. At \$2,899 in taxable value per developed acre, Gentry generates \$1,800 per acre in revenue—far below the \$3,300 needed, leaving an 89% infrastructure funding gap.

The city spends \$460,000 annually on roads, but needs over \$3.1 million to meet projected demand. Notably, the most productive land use by far is Main Street commercial, generating \$4.2 million per acre, nearly triple the output of the city's suburban commercial parcels at \$0.5 million. Despite its small footprint, Gentry's historic core delivers outsized fiscal returns relative to suburban formats.





TAX COMPARISON

\$1,479
total taxable value / dev. acre



\$129
revenue / capita

SALES



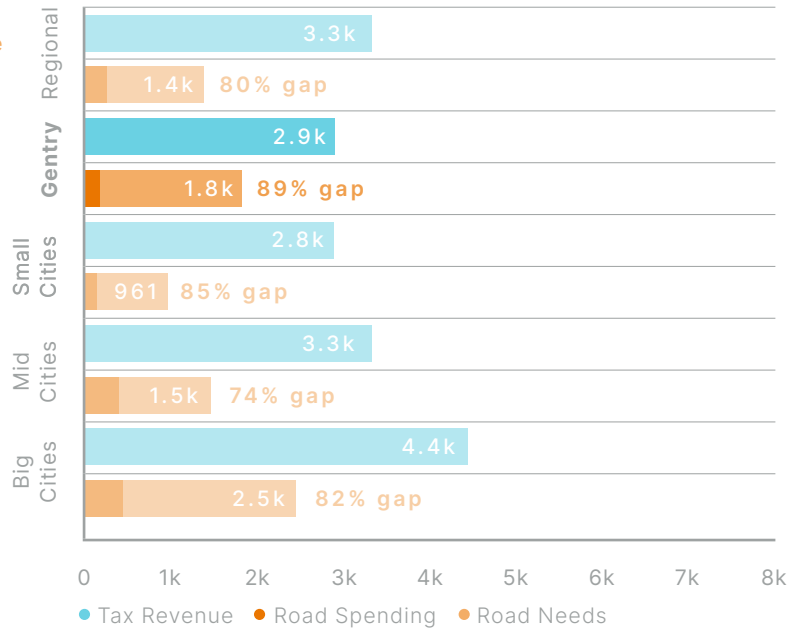
\$755
revenue / capita

2025 BUDGET

\$460k
road spending / yr

\$1.6 M
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$500k / AC SUBURBAN COMMERCIAL



\$800k / AC SUBURBAN MULTI-FAMILY



\$1.4 M / AC DOWNTOWN MULTI-FAMILY



\$1.4 M / AC DOWNTOWN SINGLE FAMILY



\$1.5 M / AC MAIN STREET COMMERCIAL

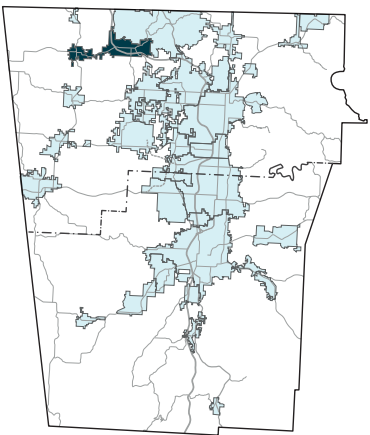


\$4.2 M / AC MAIN STREET COMMERCIAL

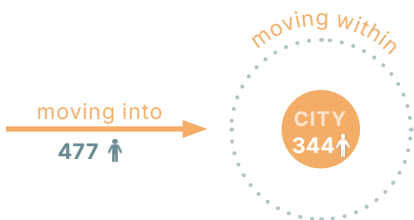
Gravette

15.3 square miles

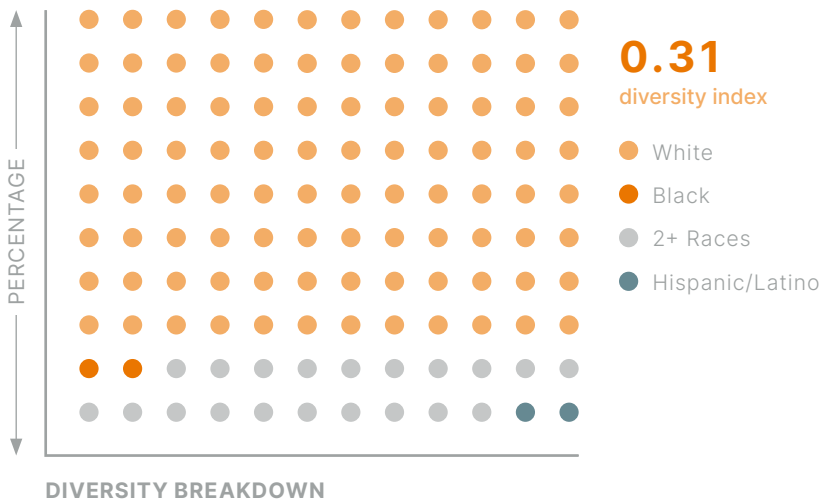
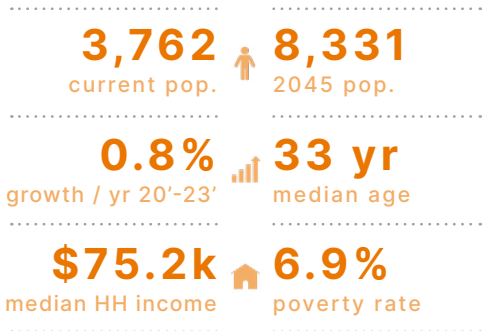
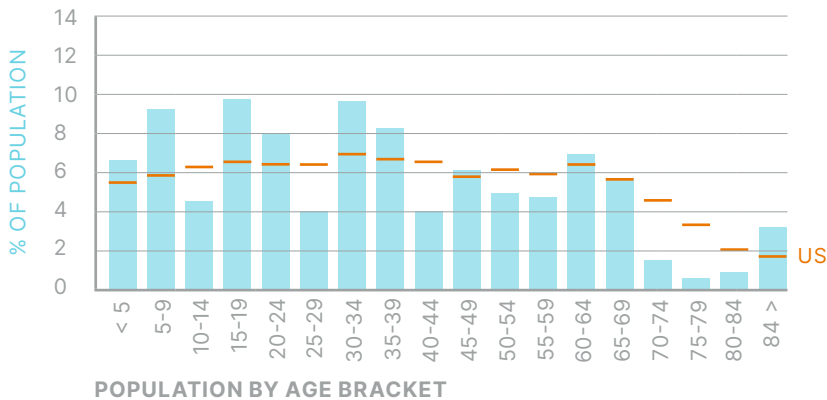
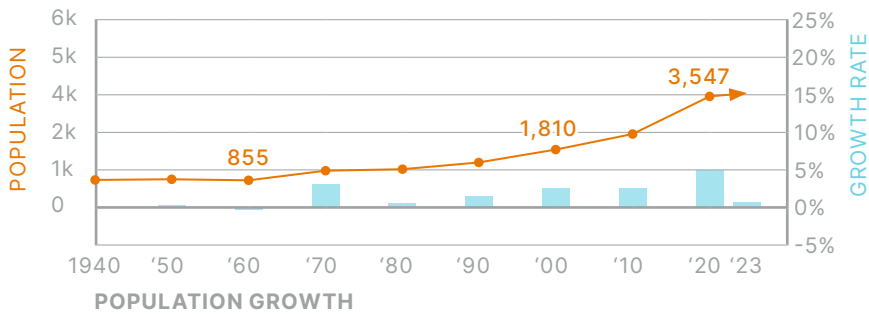
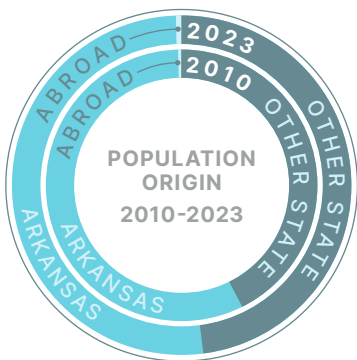
- Small-Sized
- Satellite
- Negotiated



Gravette is a small historic city at the junction of Highways 59 and 72, surrounded by agricultural land and rural development. Its historic center remains intact, but growth has slowed considerably, with only 0.8 percent population increase since 2020. The current population stands at 3,762, and more than 80 percent of land is zoned rural or agricultural. New housing since 2020 totals 172 units, yet vacancy remains elevated at 8.4 percent. The built environment is dispersed, averaging 1.94 homes per acre, with 522 feet of street per household and 137 total lane miles. Most housing is detached single-family, built on low-yield land at high public cost.



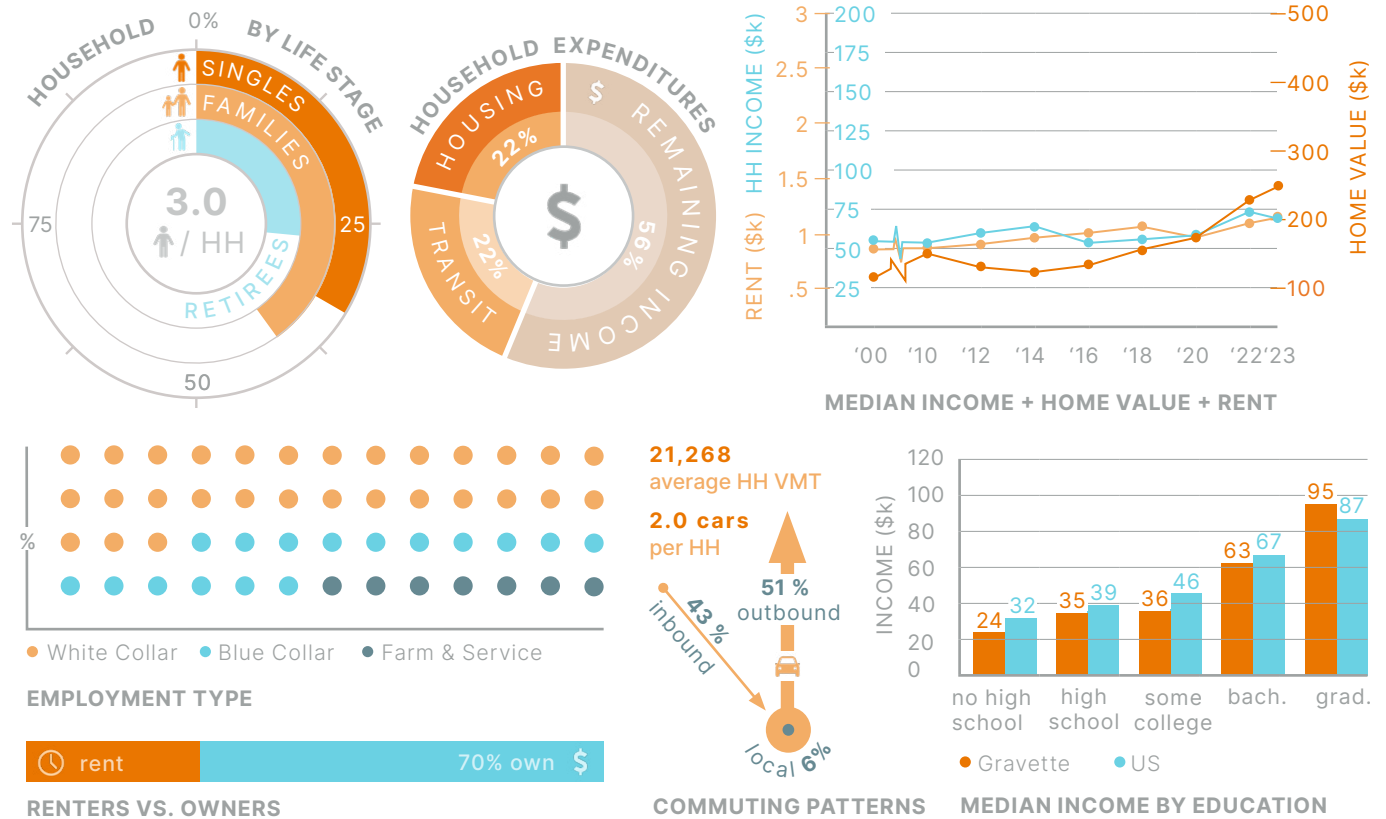
ANNUAL MIGRATION PATTERN



1 WHO LIVES HERE

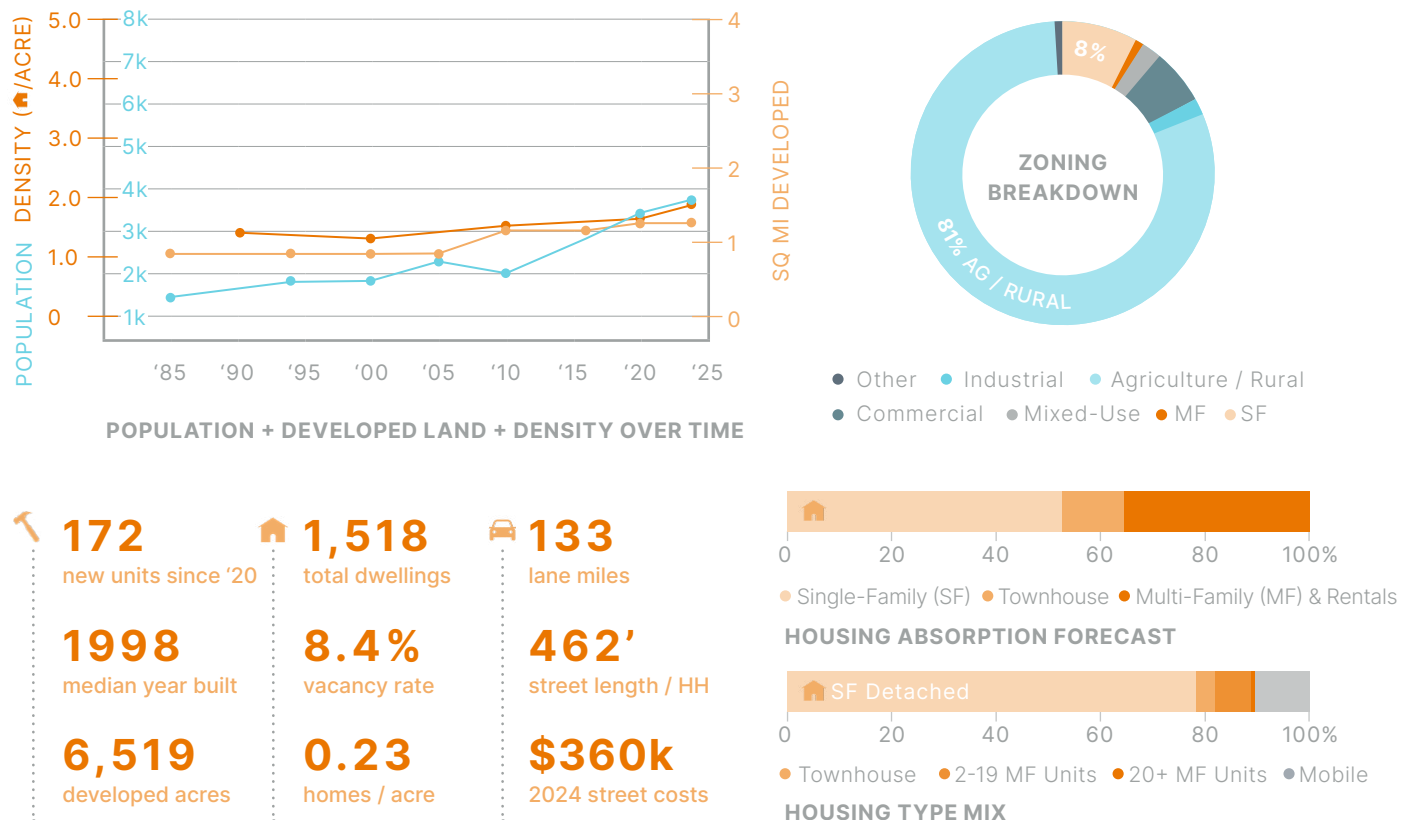
A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

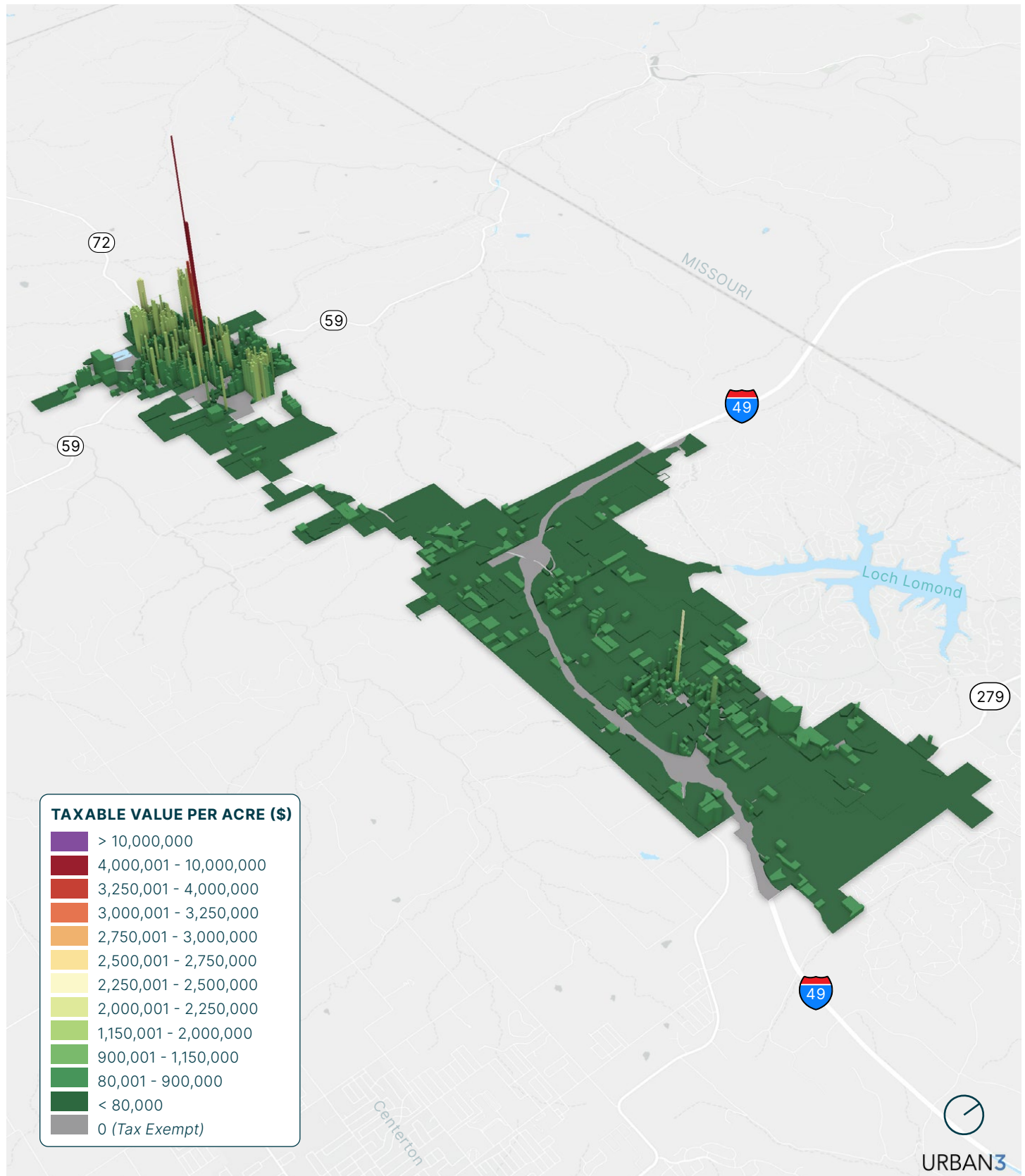
3 DEVELOPMENT CHARACTERISTICS

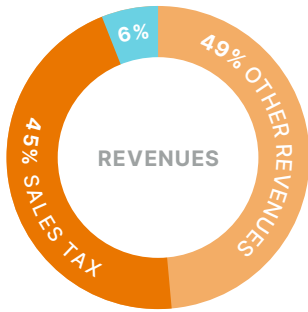


How housing stock, density, and development patterns shape the built environment.

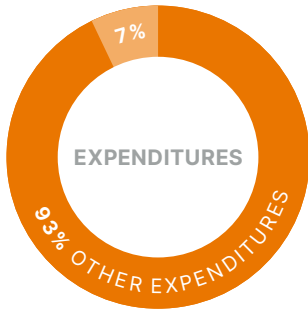
Gravette reports a \$1.5 million budget surplus, but infrastructure cost coverage remains low. The city spends \$358,000 annually on roads, against an estimated need of \$6.6 million, leaving a 95% gap. Taxable value per developed acre is \$4,201, with just \$800 in annual revenue per acre. Suburban commercial produces only \$0.8 million per acre. In contrast, the city's main street commercial

parcels return \$7.1 million per acre, nearly nine times more productive, though limited in total footprint. While downtown single-family parcels yield \$1.7 million per acre, most housing is suburban and contributes far less. Gravette's historic core remains its most fiscally productive asset, but with careful planning the city can also establish another center of productivity near I-49.





● Property Tax



● Roads

TAX COMPARISON

\$505

total taxable value / dev. acre



\$106

revenue / capita

SALES



\$800

revenue / capita

\$2.9 M

2025 BUDGET

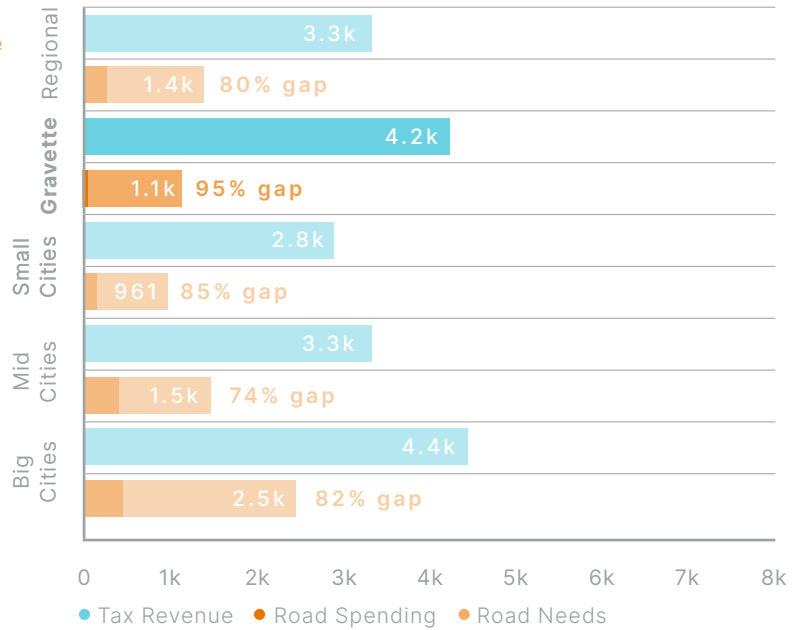
\$358k

road spending / yr

\$1.5 M

budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$600k / AC SUBURBAN SINGLE FAMILY



\$800k / AC SUBURBAN COMMERCIAL



\$900k / AC SUBURBAN MULTI-FAMILY



\$1.7 M / AC DOWNTOWN SINGLE FAMILY



\$3.1 M / AC MAIN STREET COMMERCIAL

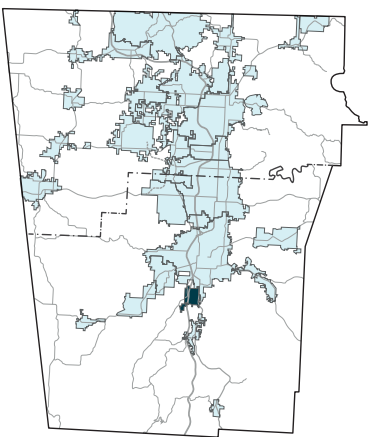


\$7.1 M / AC MAIN STREET COMMERCIAL

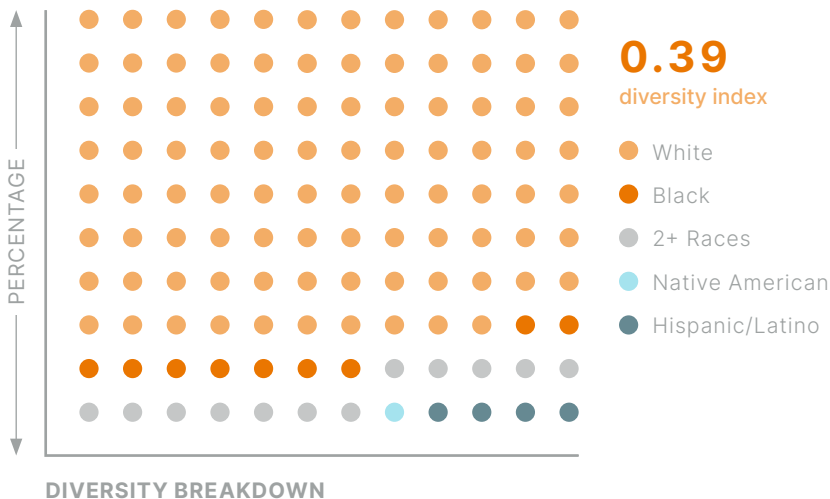
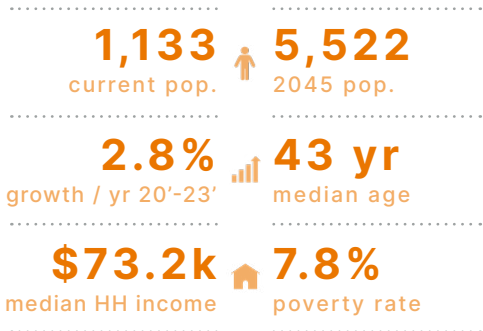
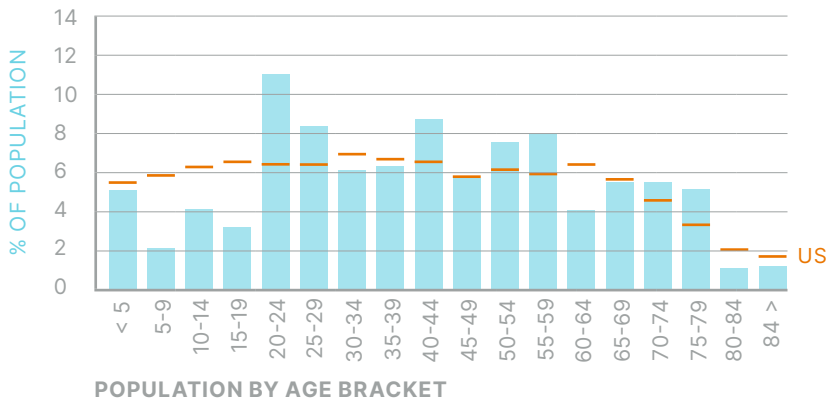
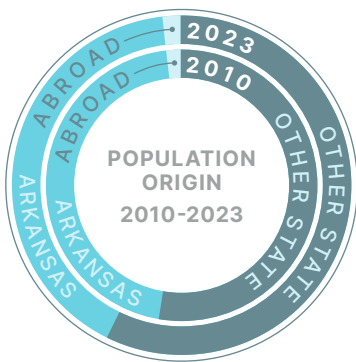
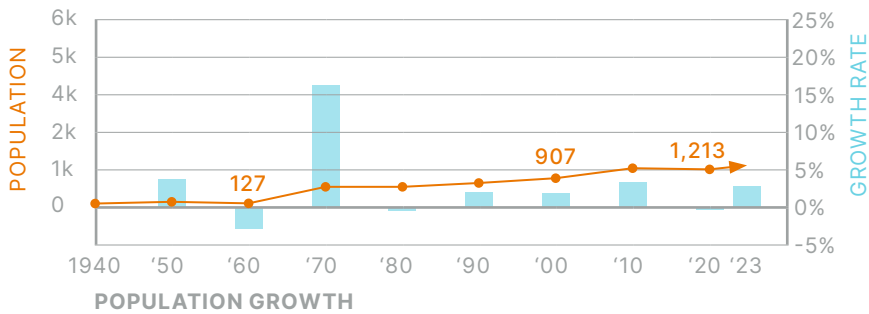
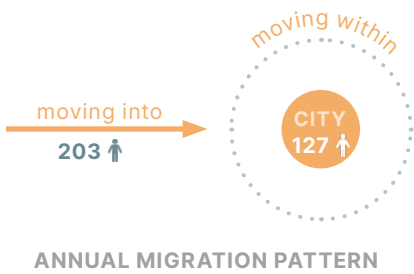
Greenland

4 square miles

- Small-Sized
- Core-Adjacent
- Negotiated

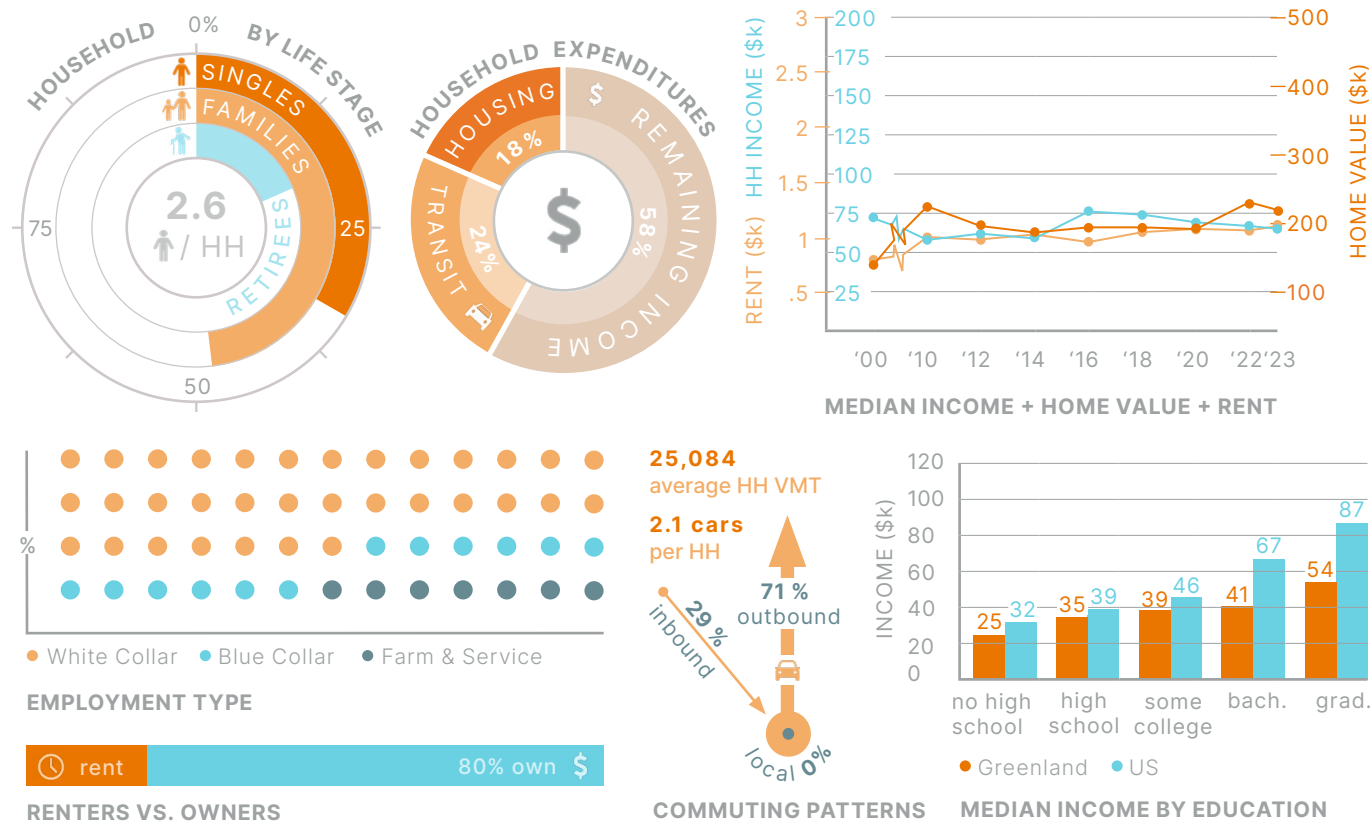


Greenland is a small legacy city of 1,133 residents, located just south of Fayetteville along Highway 71. Though positioned near I-49, most development remains low-scale and auto-oriented. Just 536 acres are developed, while zoning designates 30% of land for single-family, 43% for commercial, and 11% for agricultural use. Density is low at 0.90 homes per acre, and the city maintains 79 total lane miles, equating to 934 feet of street per household—among the highest ratios in the region. Though modest growth has occurred since 2020, the city's layout and infrastructure burden reflect rural land use patterns more than urban form.



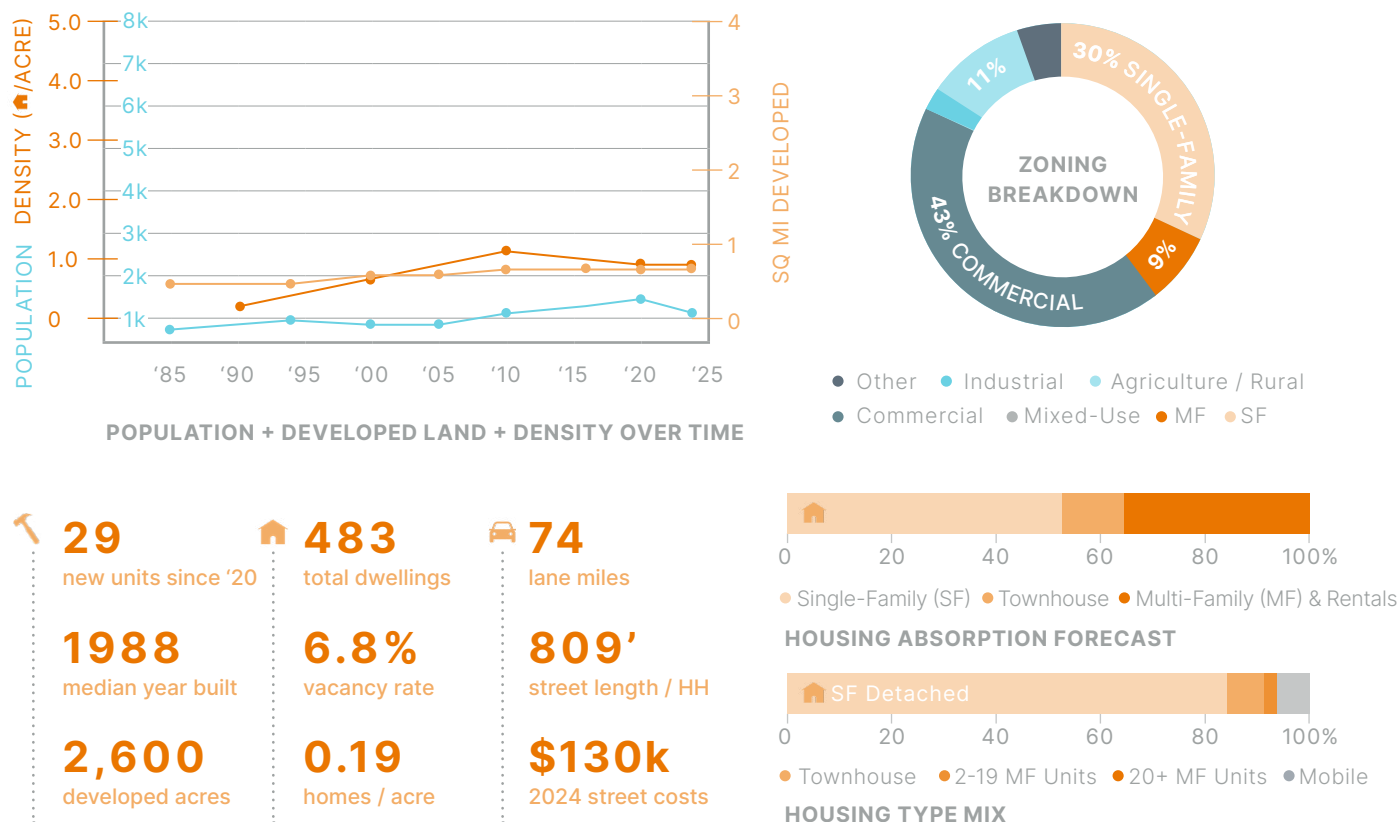
A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

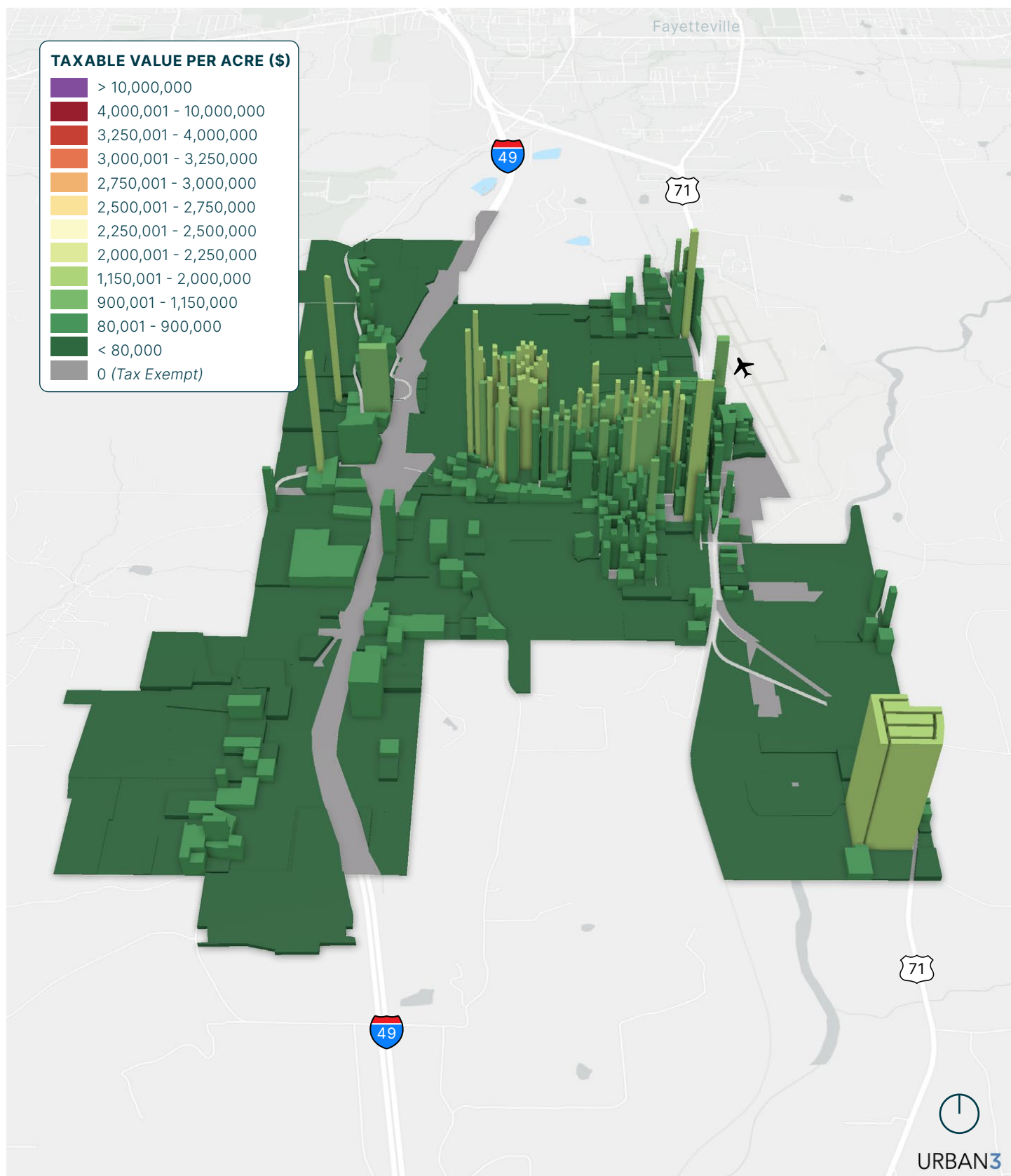
3 DEVELOPMENT CHARACTERISTICS

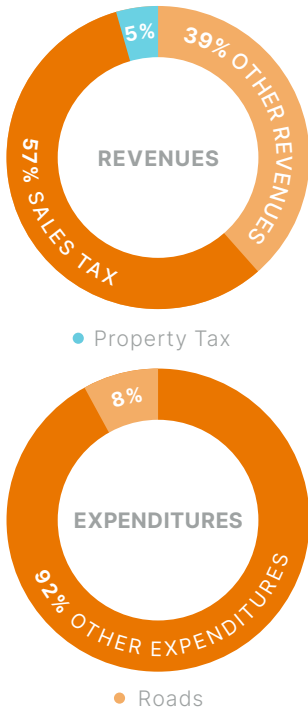


How housing stock, density, and development patterns shape the built environment.

Greenland's revenue performance reflects the challenges of small, low-density cities. The city generates \$755 per capita in revenue, with only \$60 per person from sales tax and a total taxable value of \$1,855 per developed acre. Its \$127,000 in road spending leaves a substantial shortfall compared to needs, with only \$1,100 in revenue per acre against \$2,800 in required infrastructure cost—an

estimated 95% gap. While the city posts a modest \$41,000 surplus, that margin is fragile. Suburban single-family lots outperform all other uses, generating \$1.9 million per acre, while both downtown uses trail behind, suggesting an auto-oriented tax base despite the city's compact scale.





TAX COMPARISON

\$382
total taxable value / dev. acre



\$60
revenue / capita

SALES



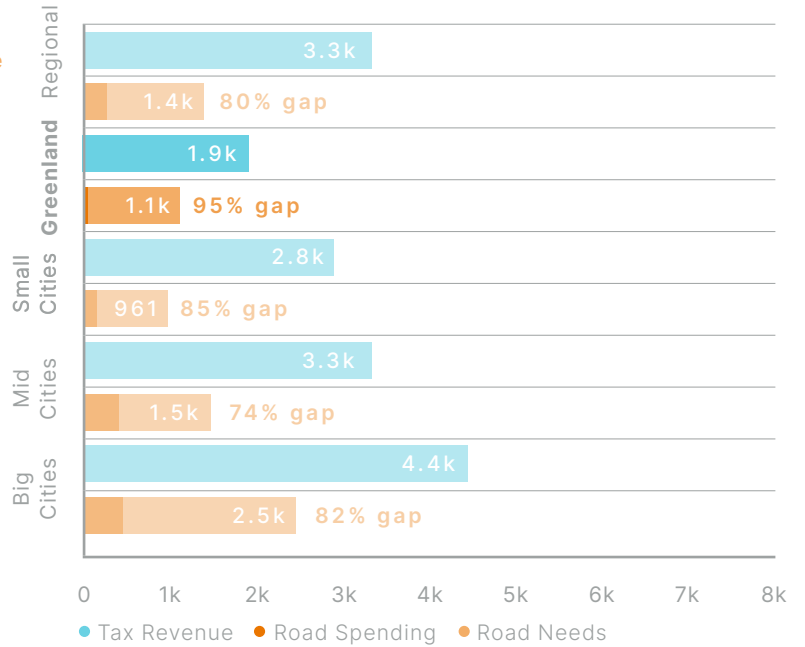
\$755
revenue / capita

2025 BUDGET

\$127k
road spending / yr

\$41k
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$400k / AC DOWNTOWN SINGLE FAMILY



\$500k / AC SUBURBAN MULTI-FAMILY



\$700k / AC DOWNTOWN RESTAURANT



\$1.5 M / AC SUBURBAN RESTAURANT

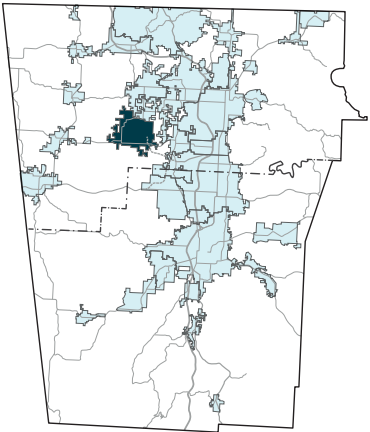


\$1.9 M / AC SUBURBAN SINGLE FAMILY

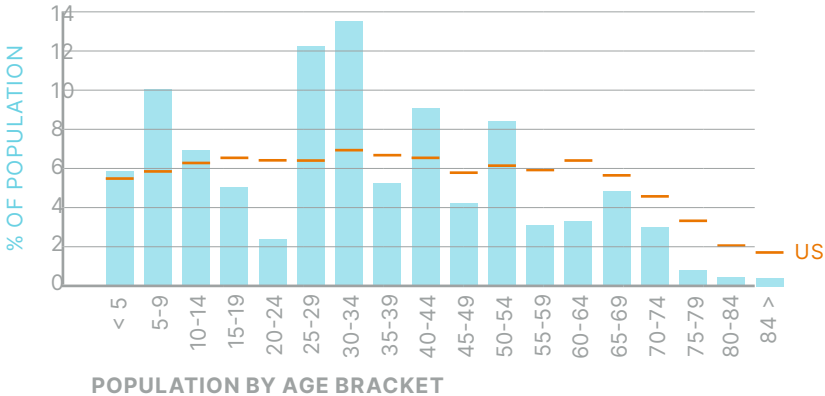
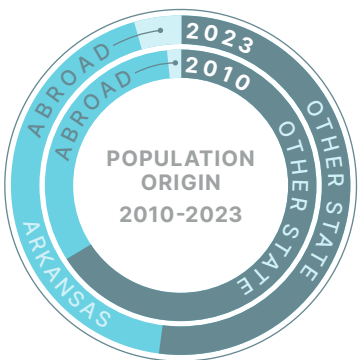
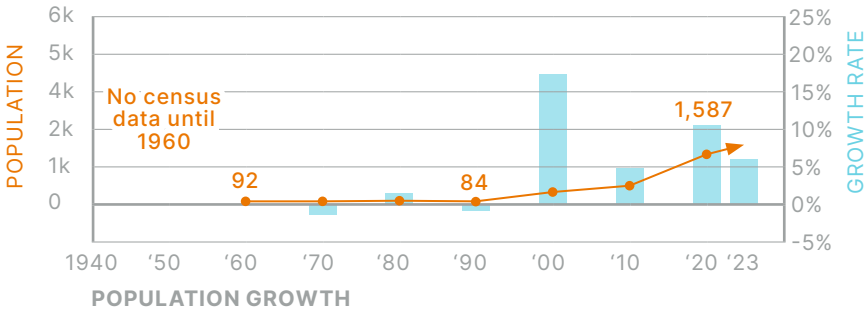
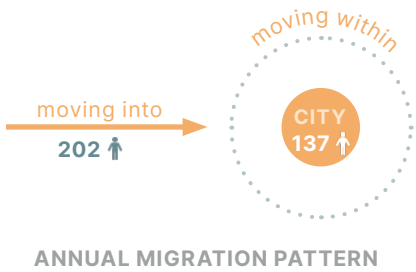
Highfill

18 square miles

- Small-Sized
- Satellite
- Negotiated



Highfill is a rural city of 1,950 residents anchored by the Northwest Arkansas National Airport and a wide footprint of single-family development. Growth since 2020 has been moderate at 6 percent, with 150 new housing units added, bringing total dwellings to 815. Density remains very low at 0.41 homes per acre, and the city maintains 113 lane miles, or 771 feet of street per household. Nearly half of all zoned land is agricultural or rural, and the rest is mostly residential or institutional. While Highfill is auto-dependent, incomes are high and vacancy rates remain relatively low.



1,950

current pop.

3,228

2045 pop.

6.0%

growth / yr 20'-23'

32 yr

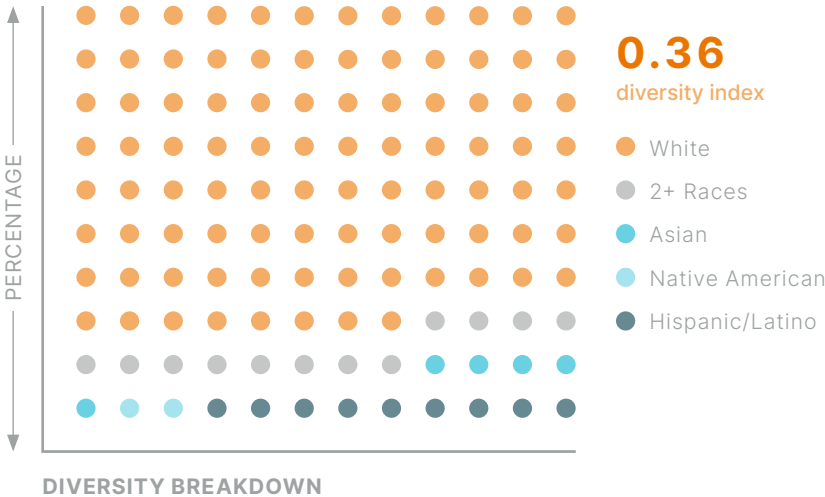
median age

\$81.1k

median HH income

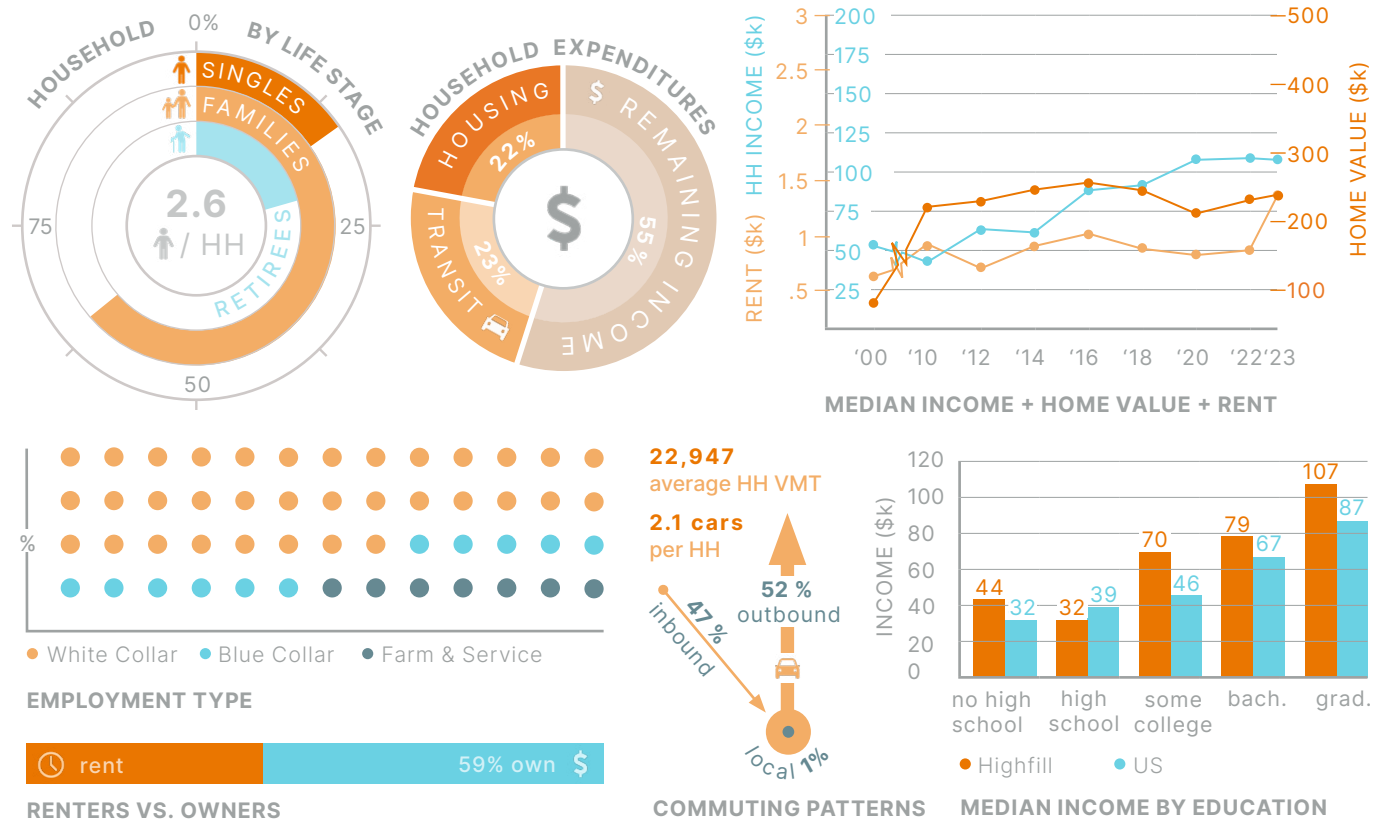
3.6%

poverty rate



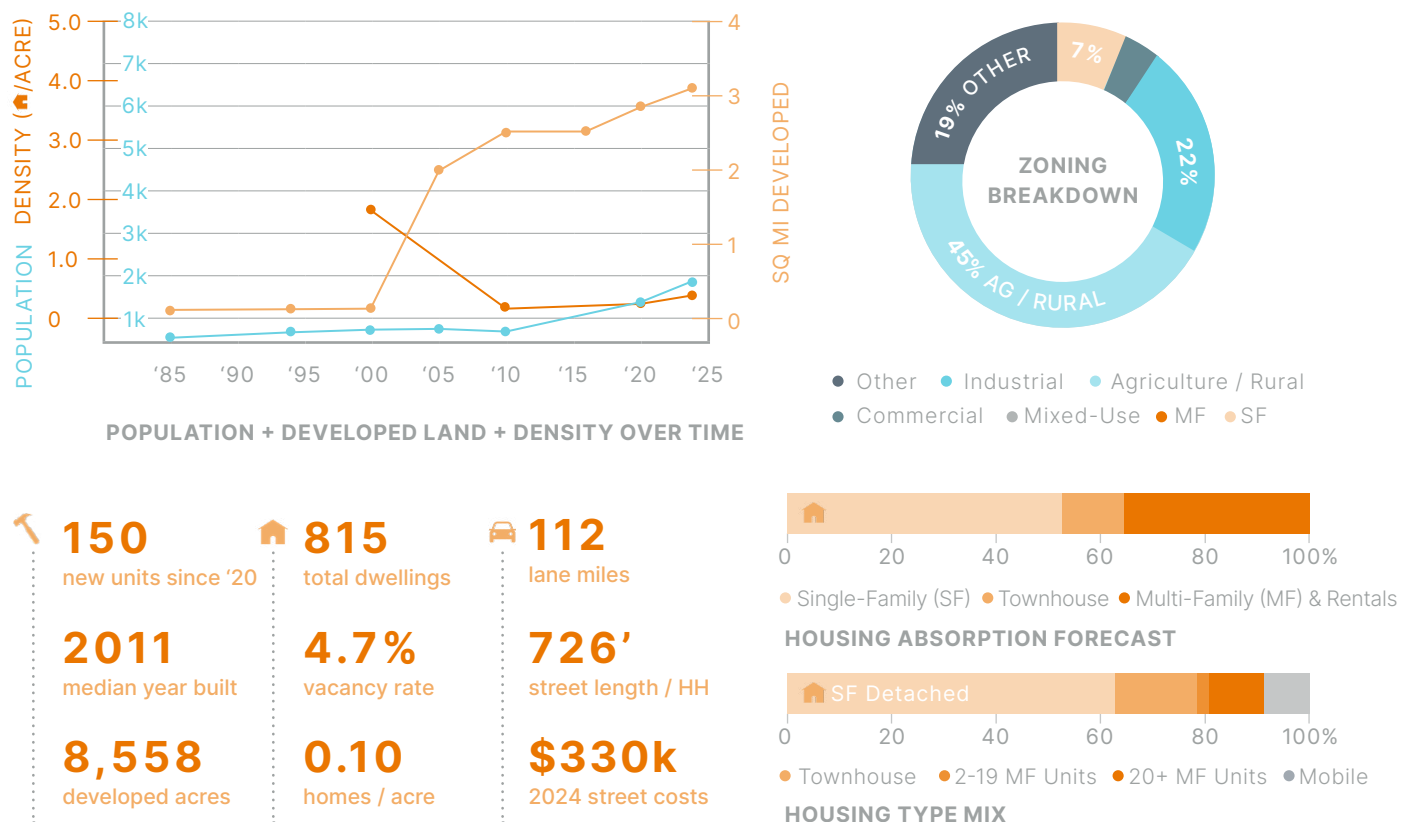
A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

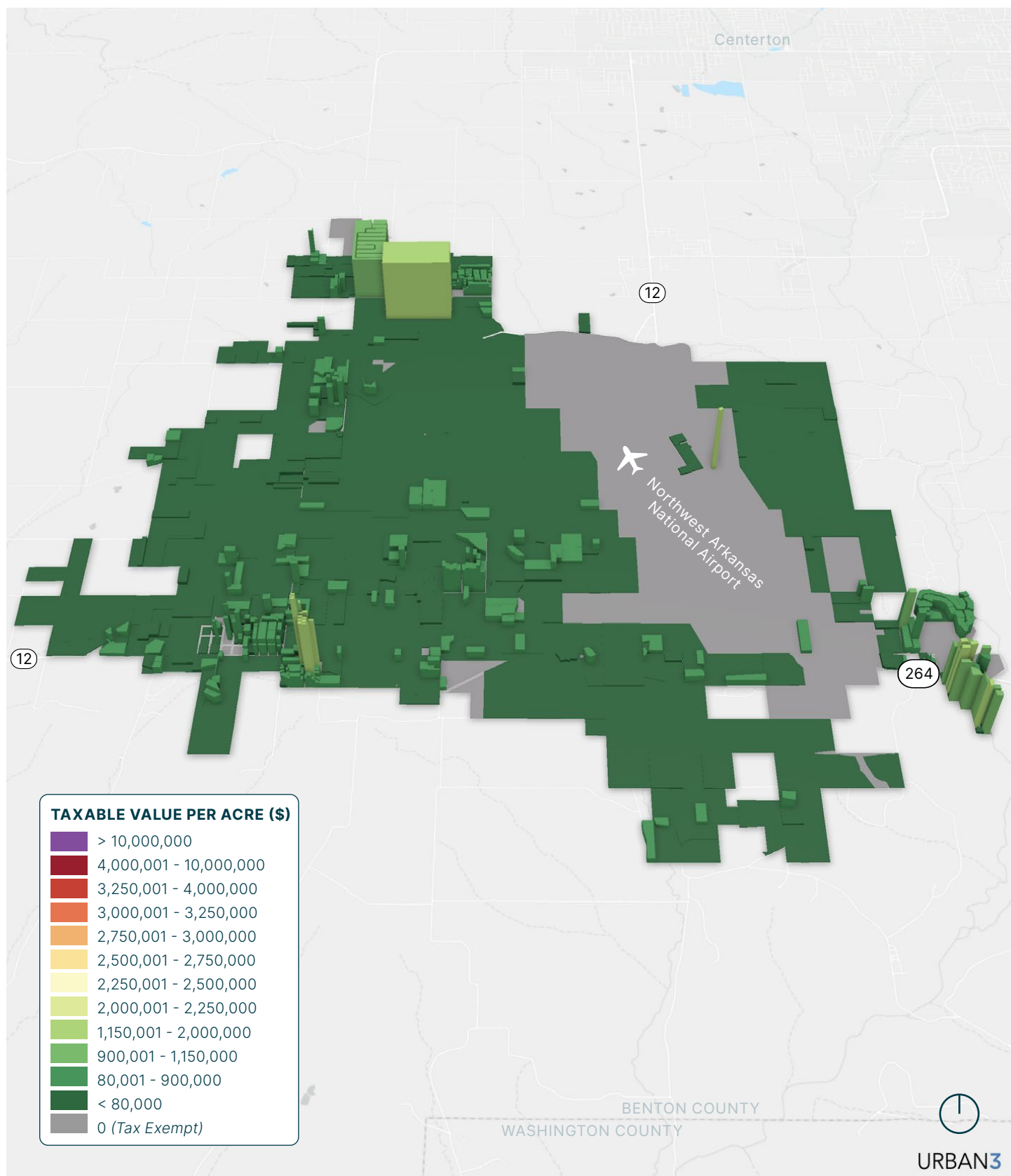
3 DEVELOPMENT CHARACTERISTICS

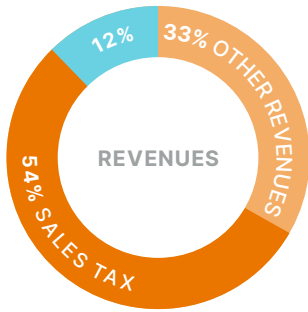


How housing stock, density, and development patterns shape the built environment.

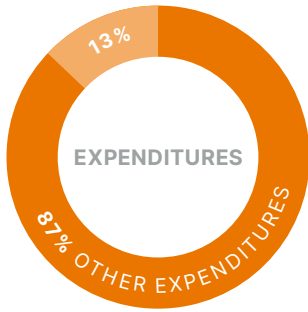
Highfill generates \$1,074 in tax value per developed acre and \$925 per capita in annual revenue. Commercial parcels return \$0.7 million per acre, far lower than the \$1.9 million per acre produced by its suburban single-family parcels. Duplexes generate only \$0.3 million per acre. With \$333,000 in road spending and road needs nearing

\$7 million, the city faces a 95 percent infrastructure funding gap, the largest of any small city in the region. While a current budget surplus of \$667,000 offers short-term breathing room, Highfill's low tax base and large footprint signal long-term fiscal risk.





● Property Tax



● Roads

TAX COMPARISON

\$252

total taxable value / dev. acre



\$211

revenue / capita

SALES



\$925

revenue / capita

\$1.8 M

2025 BUDGET

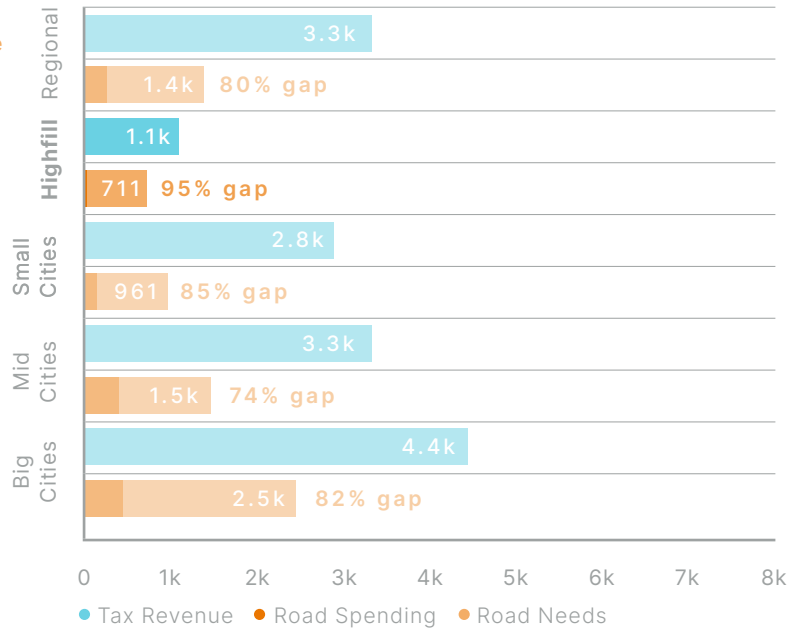
\$333k

road spending / yr

\$667k

budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$700k / AC SUBURBAN COMMERCIAL



\$300k / AC SUBURBAN DUPLEXES

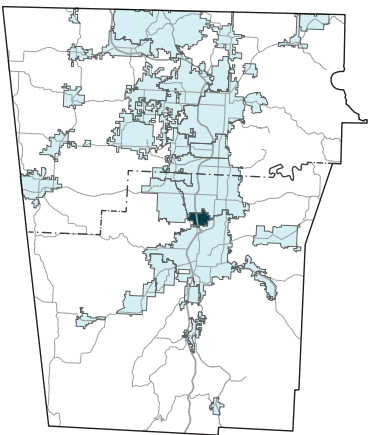


\$1.9 M / AC SUBURBAN SINGLE FAMILY

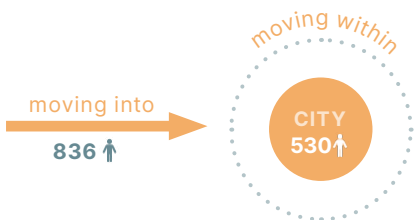
Johnson

3.6 square miles

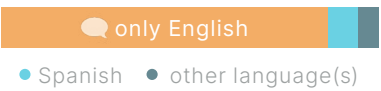
- Small-Sized
- Core
- Negotiated



Johnson is a compact city of 3,950 residents wedged between Fayetteville and Springdale, defined by its location along I-49 and a mostly residential pattern of development. Growth has been steady over the past four decades, with consistent housing production and a rising share of multifamily units. The city maintains 74 lane miles and averages 239 feet of street per household. Density is relatively high at 5.01 homes per acre, with nearly 1,800 dwellings packed into 353 developed acres. Most residents commute out for work, and with less than 10 percent of land zoned commercial, retail options remain limited.



ANNUAL MIGRATION PATTERN



LANGUAGES SPOKEN AT HOME

3.950

current pop.

6,254

2045 pop.

0.2%

growth / yr 20'-23'

33 yr

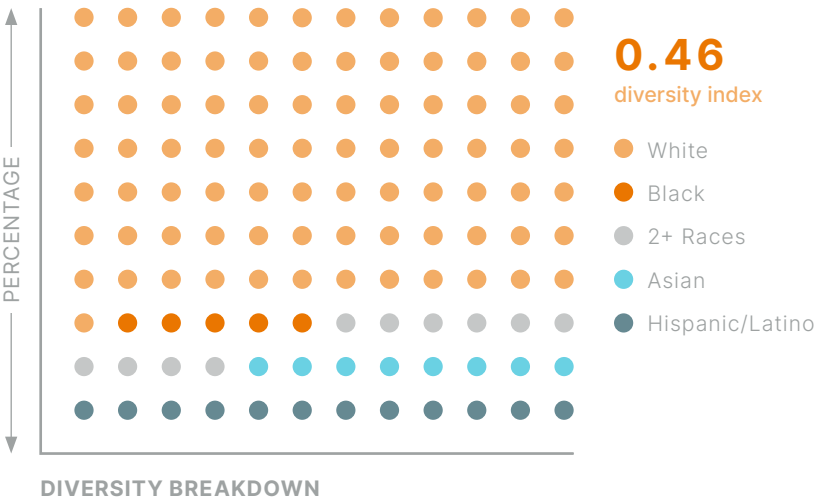
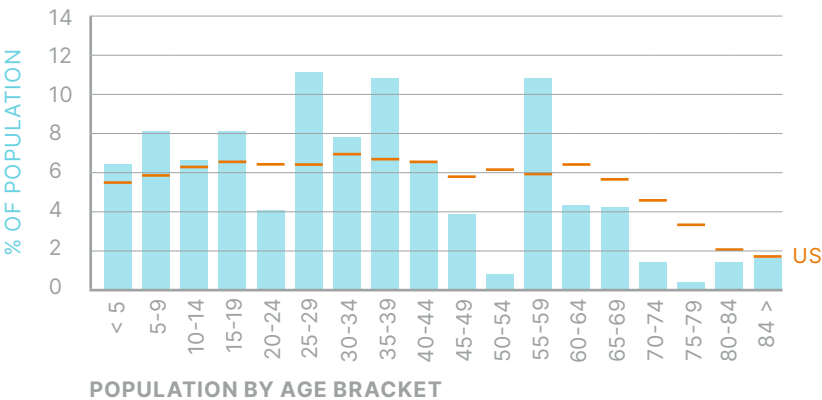
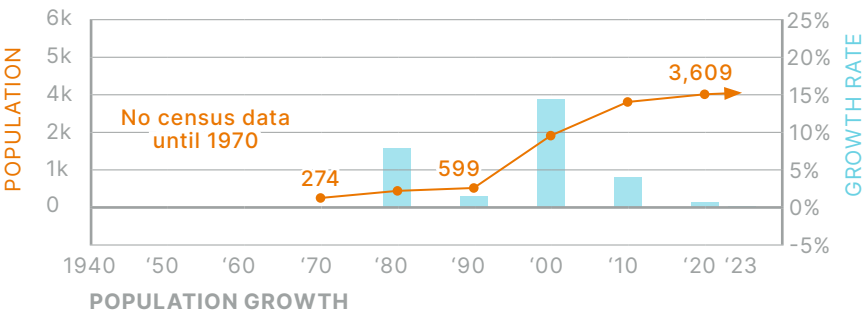
median age

\$87.6k

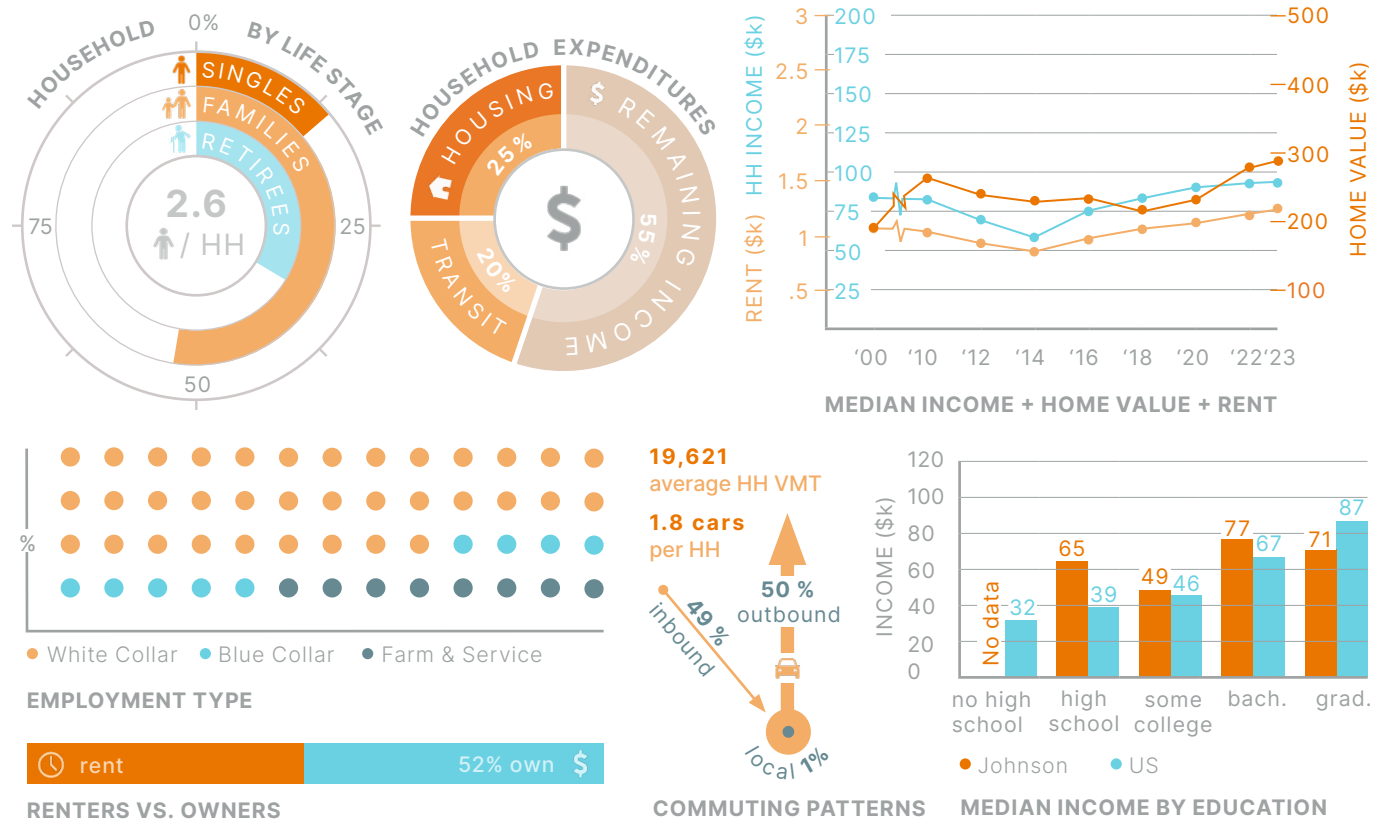
median HH income

1.8%

poverty rate

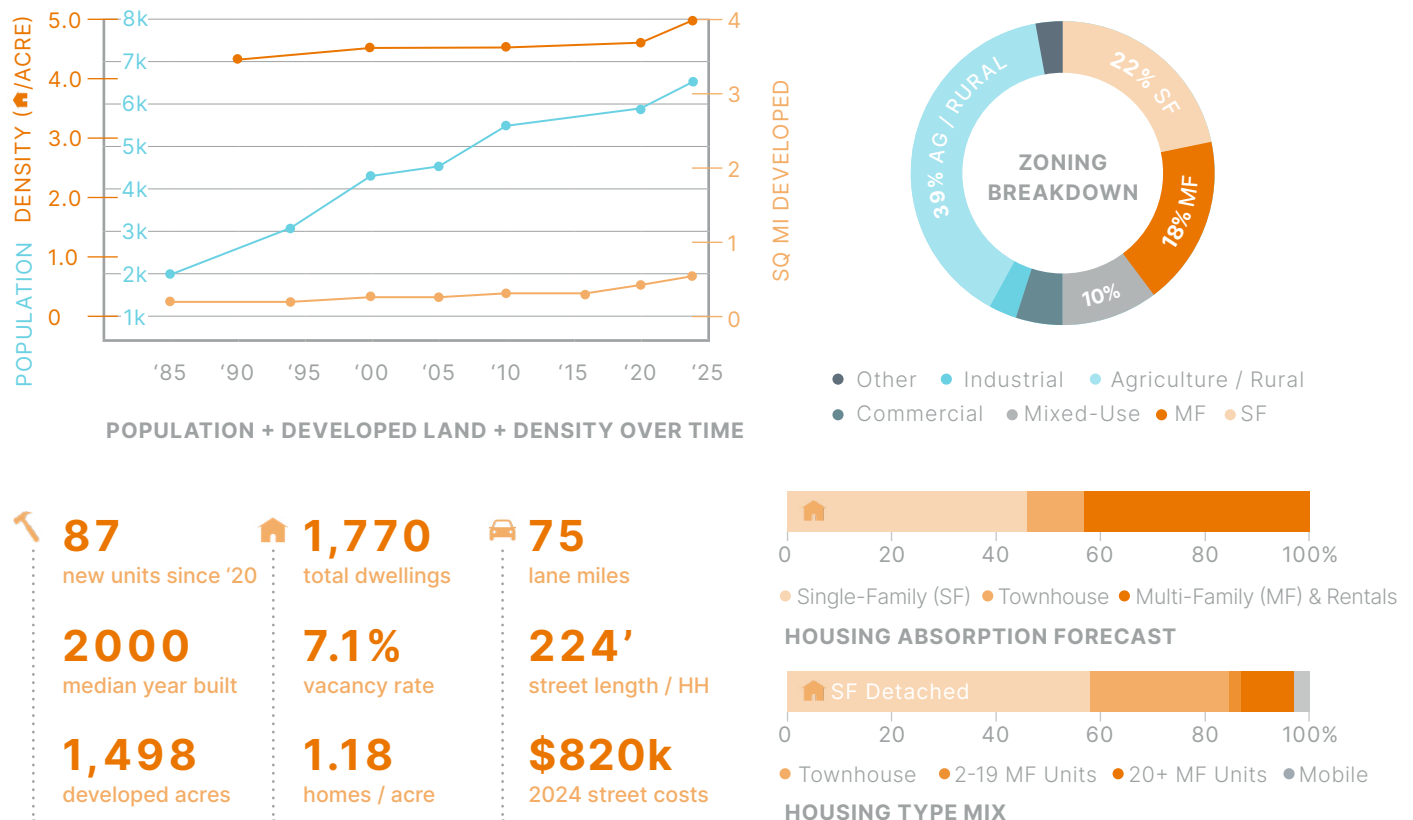


2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

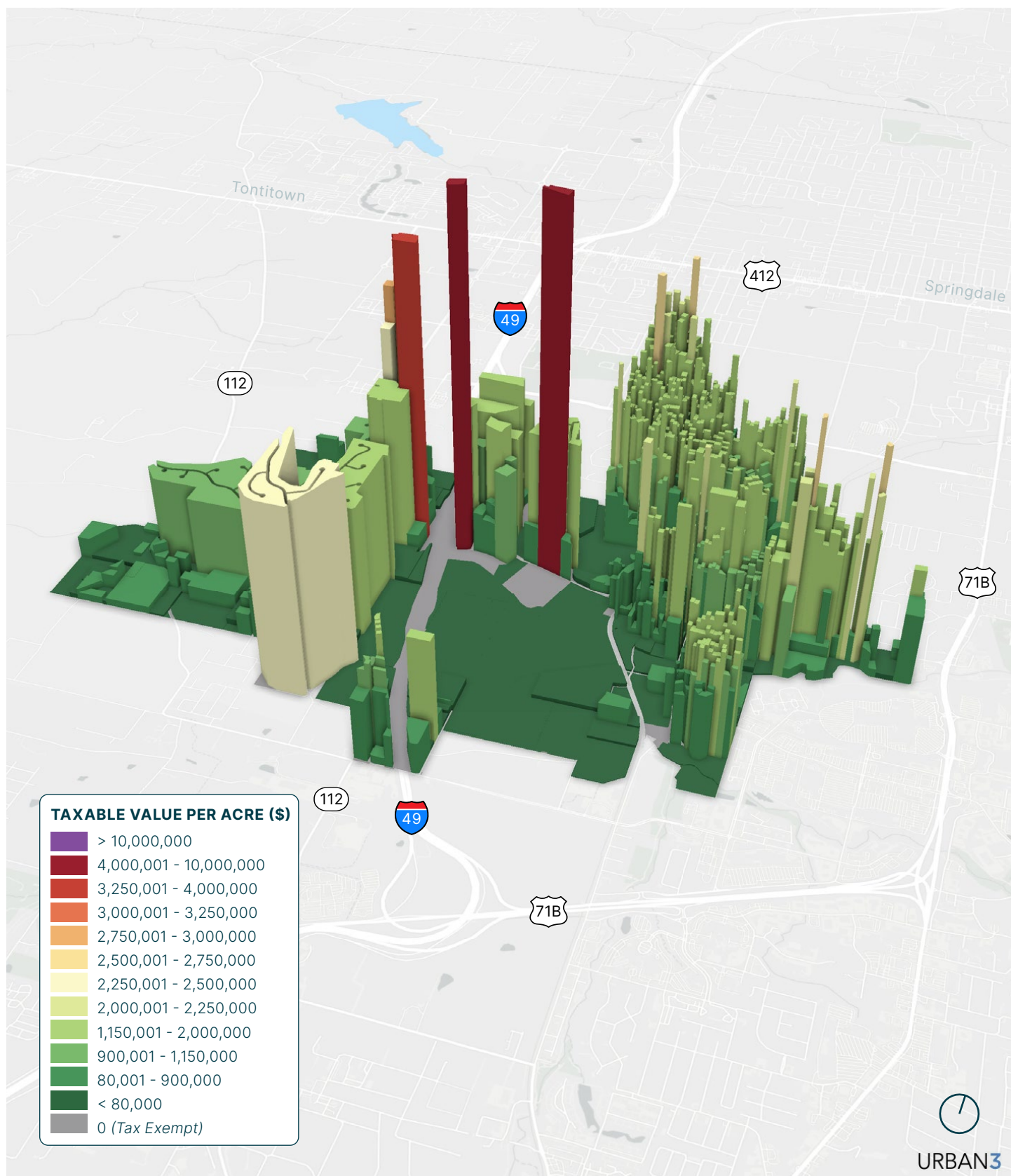
3 DEVELOPMENT CHARACTERISTICS

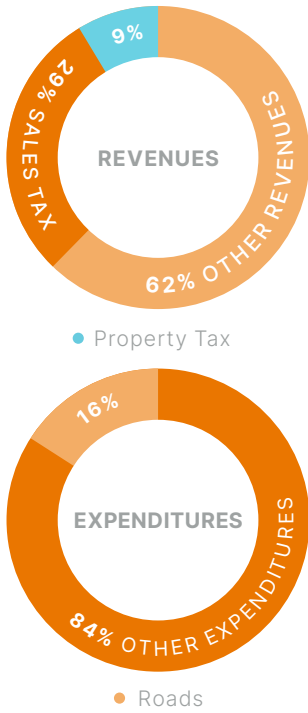


How housing stock, density, and development patterns shape the built environment.

Johnson outperforms peer cities in both per-acre value and revenue per capita, collecting \$630 per person and generating over \$8,400 per developed acre. Commercial performance is particularly strong, with suburban commercial reaching \$4.3 million per acre. Older single-family and multi-family units return far less, with values

under \$1.5 million per acre. Annual road spending is \$820,000, but with high-performing commercial zones and compact housing, the city runs a \$2.7 million budget surplus. Johnson demonstrates the fiscal advantages of density, but future stability depends on protecting its high-value land uses.





TAX COMPARISON

\$1,983
total taxable value / dev. acre



\$189
revenue / capita

SALES



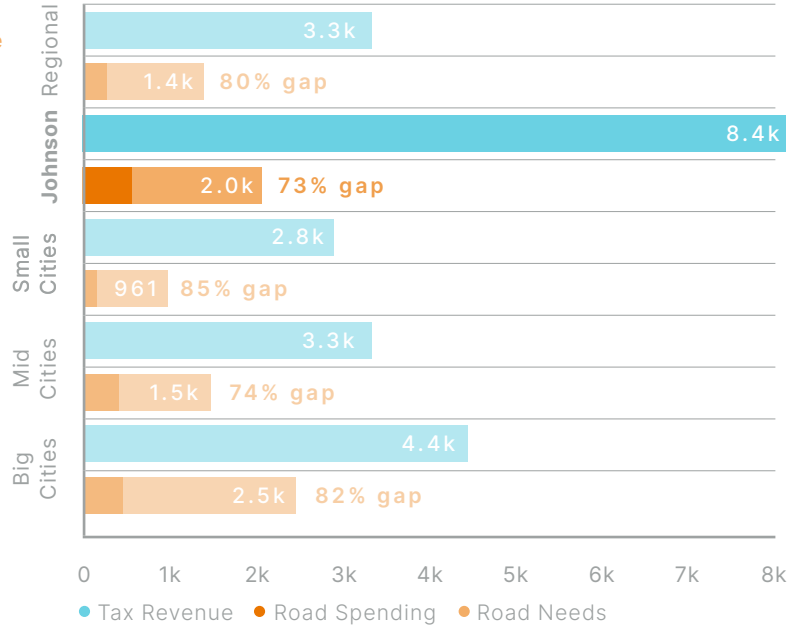
\$630
revenue / capita

2025 BUDGET

\$820k
road spending / yr

\$2.7 M
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$700k / AC SUBURBAN SINGLE FAMILY



\$900k / AC DOWNTOWN MULTI-FAMILY



\$1.3 M / AC DOWNTOWN SINGLE FAMILY



\$2.0 M / AC MAIN STREET COMMERCIAL



\$2.1 M / AC SUBURBAN MULTI-FAMILY

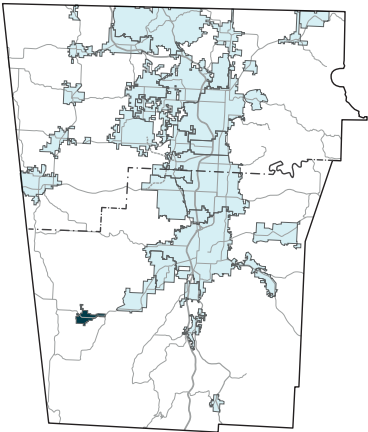


\$4.3 M / AC SUBURBAN COMMERCIAL

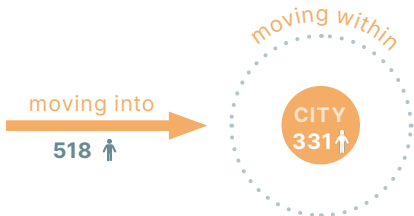
Lincoln

2.9 square miles

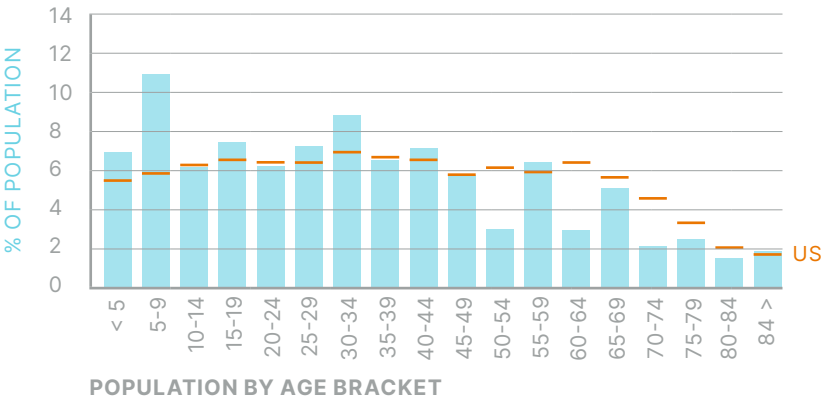
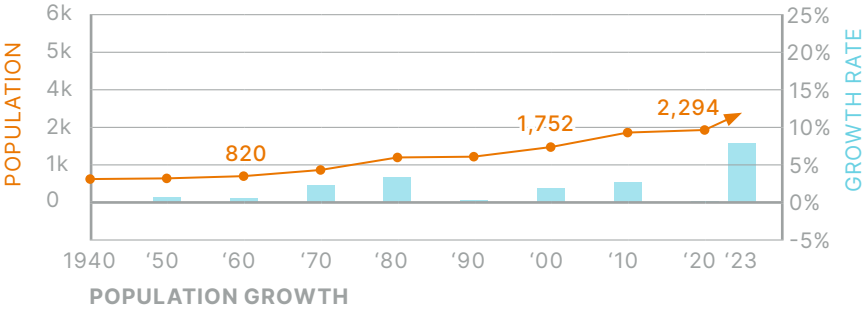
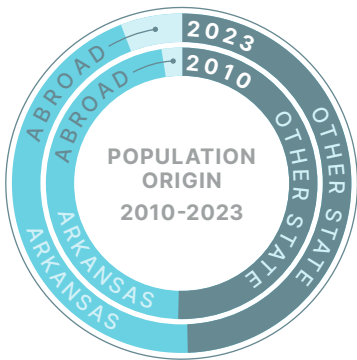
- Small-Sized
- Satellite
- Negotiated



Lincoln is a small satellite city with a sweet downtown square and a quiet residential blocks, located in the southwestern area of Washington County. Population has continues to grow, though at a slower pace in recent years, with 53 new units since 2020. The city's 2.9 square miles are lightly developed, yielding a residential density of 1.28 homes per acre. Nearly half the land is zoned agricultural or rural, and about one-third is single-family residential. Residents average 282 feet of street per household, and most rely on personal vehicles to commute out of town for work.



ANNUAL MIGRATION PATTERN



2,364
current pop.

4,007
2045 pop.

7.8%

growth / yr 20'-23'

33 yr

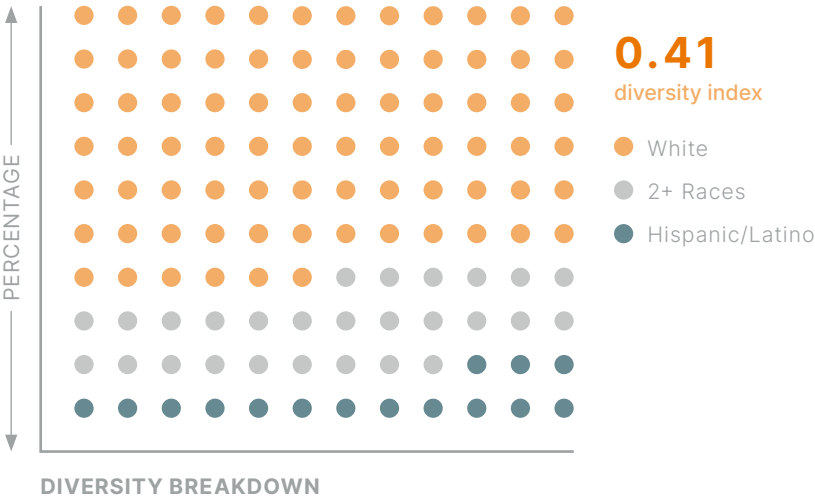
median age

\$56.4k

median HH income

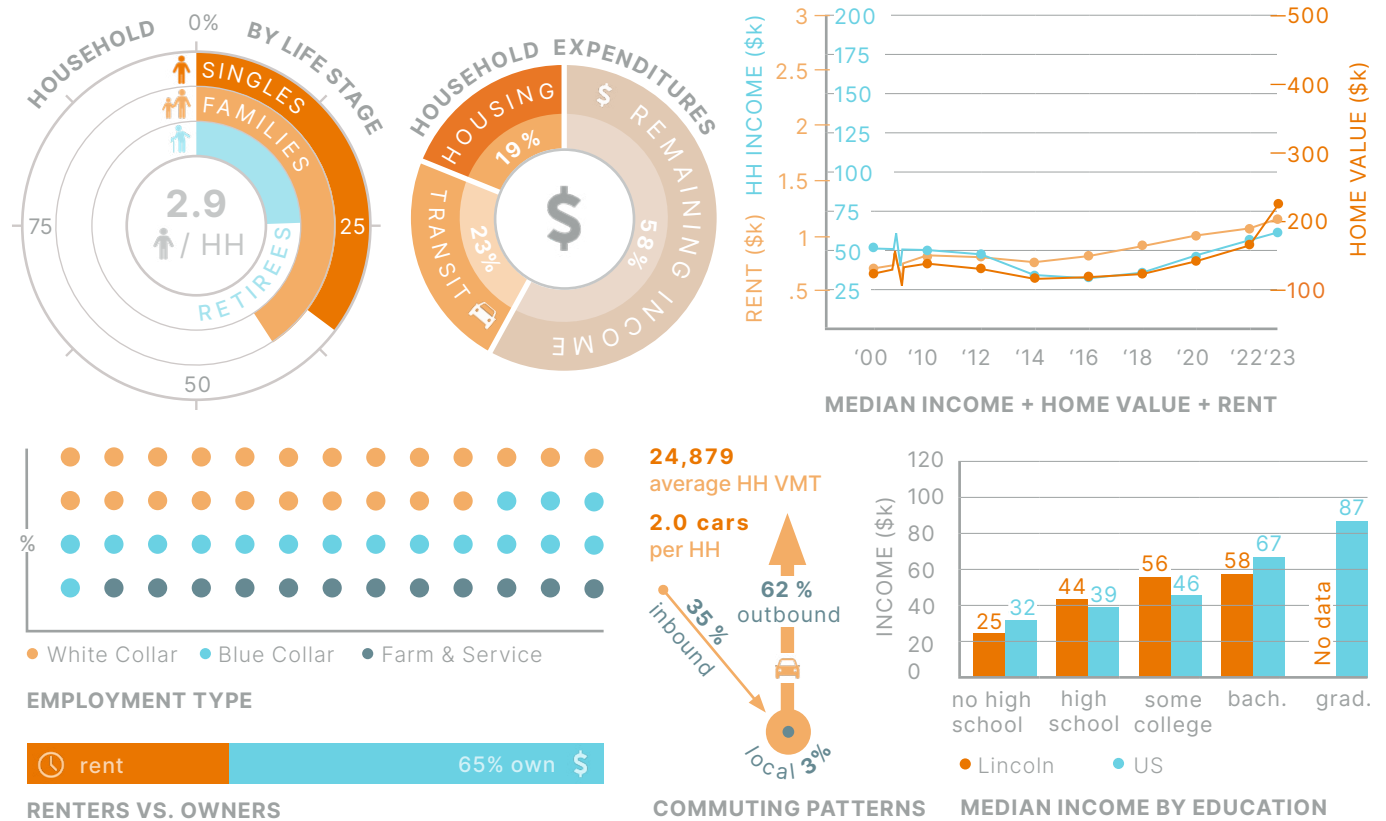
15.5%

poverty rate



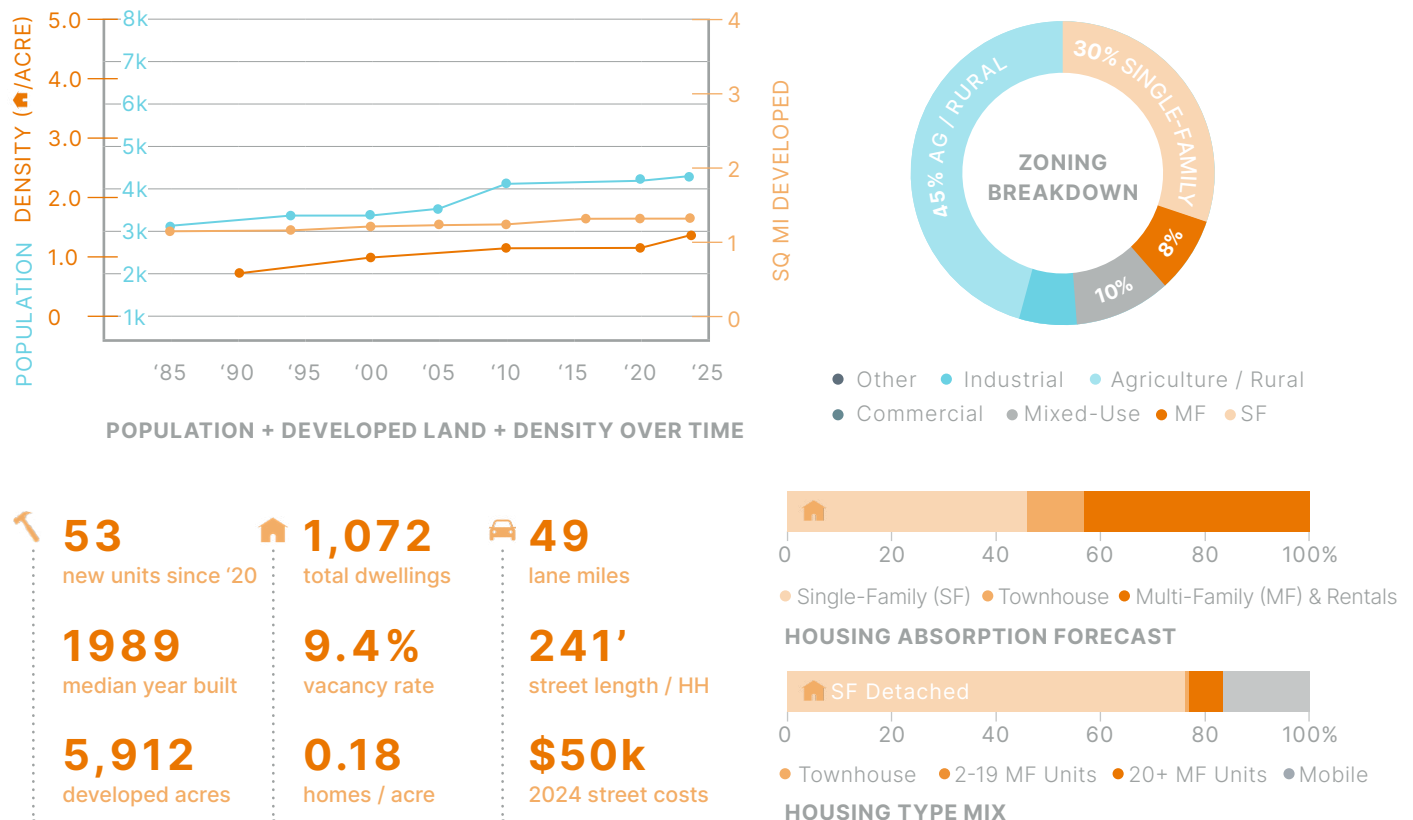
A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

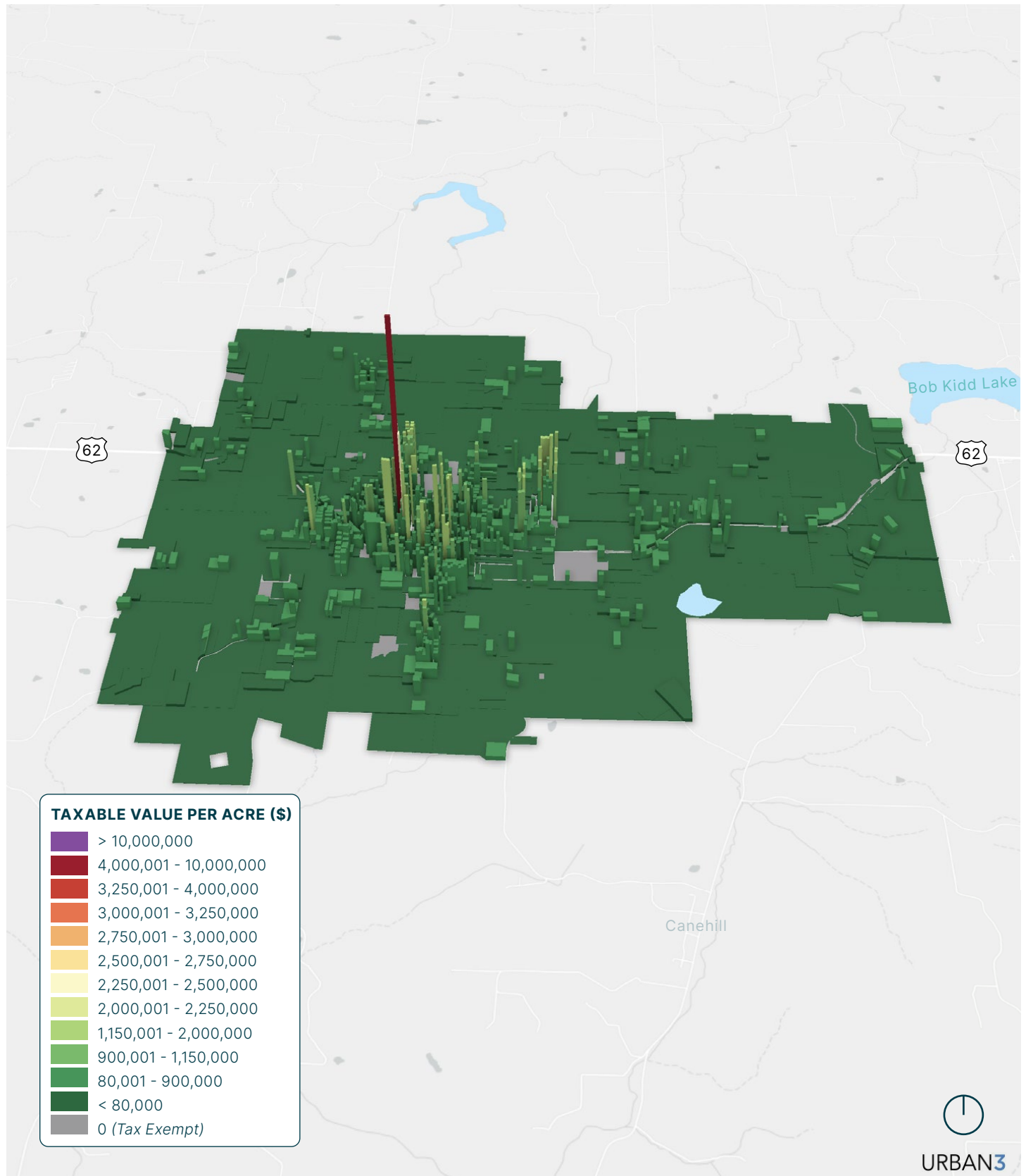
3 DEVELOPMENT CHARACTERISTICS

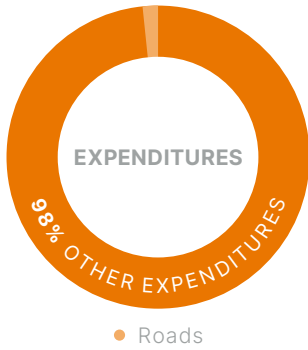
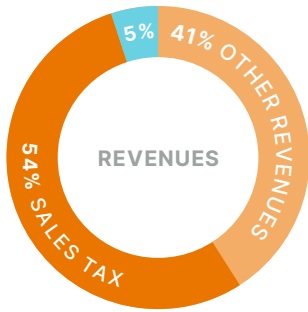


How housing stock, density, and development patterns shape the built environment.

Lincoln collects \$639 in tax revenue per capita and yields \$2,384 per developed acre in total value, with a \$133,000 annual budget surplus. Main Street commercial is the city's top-performing place type at \$4.4 million per acre, outperforming all other land uses by a wide margin. Suburban housing and duplexes fall between

\$800,000 and \$1 million per acre, while a local restaurant parcel returns only \$200,000 per acre. The city spends just \$54,000 annually on roads, but even at that level, faces a 98 percent funding gap when compared to its maintenance needs. The value gap remains Lincoln's core challenge.





TAX COMPARISON

\$338
total taxable value / dev. acre



\$60
revenue / capita

SALES



\$639
revenue / capita

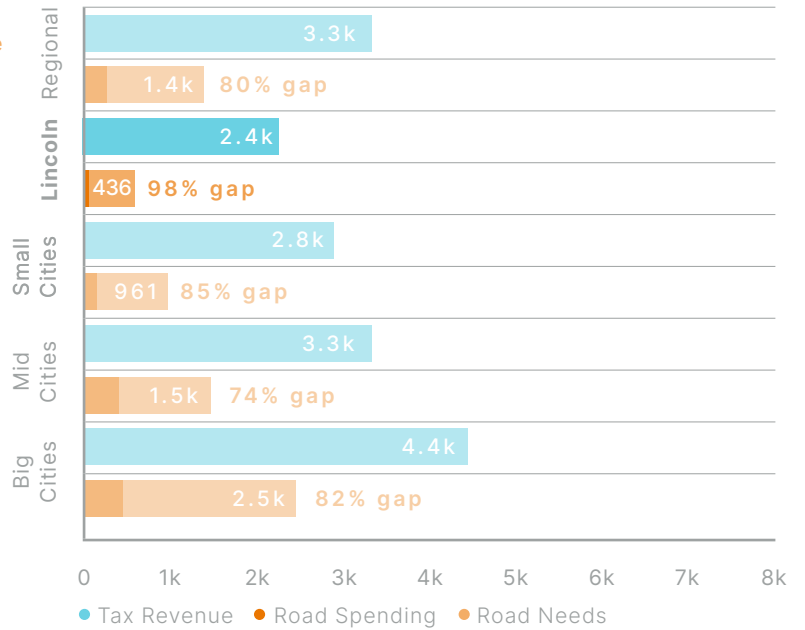
\$1.8 M

2025 BUDGET

\$54k
road spending / yr

\$133k
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$200k / AC LOCAL RESTAURANT



\$800k / AC SUBURBAN SINGLE FAMILY



\$1.0 M / AC SUBURBAN DUPLEX



\$1.3 M / AC DOWNTOWN SINGLE FAMILY



\$1.5 M / AC MAIN STREET COMMERCIAL

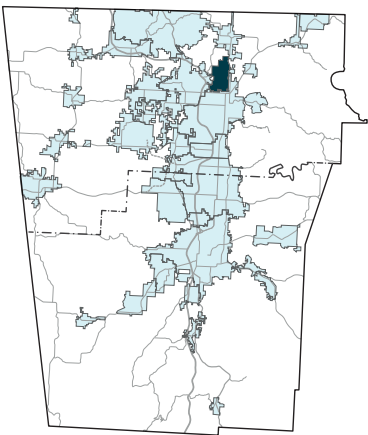


\$4.4 M / AC MAIN STREET COMMERCIAL

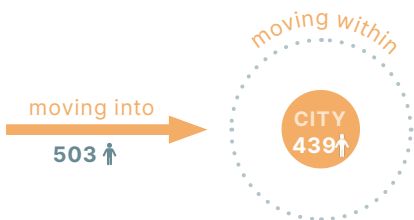
Little Flock

7.5 square miles

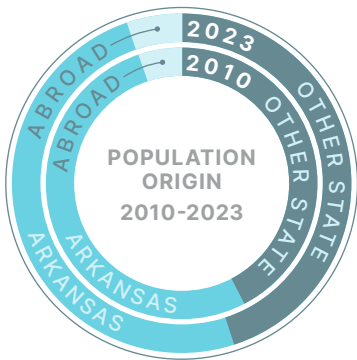
- Small-Sized
- Core-Adjacent
- Negotiated



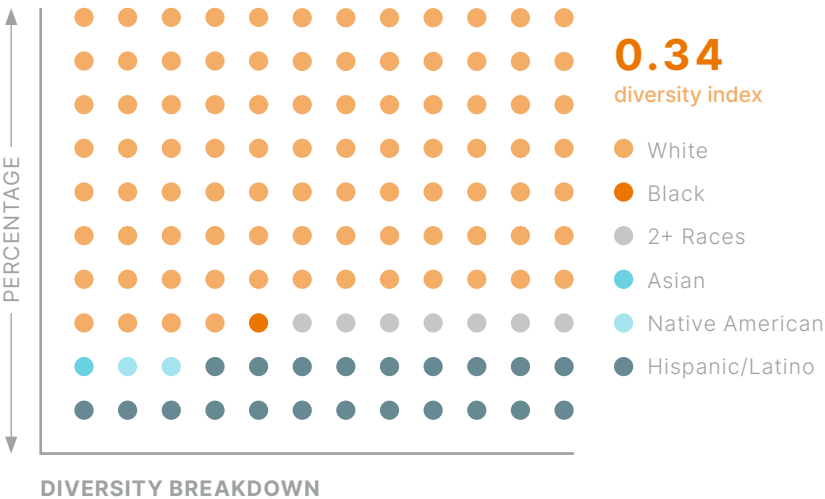
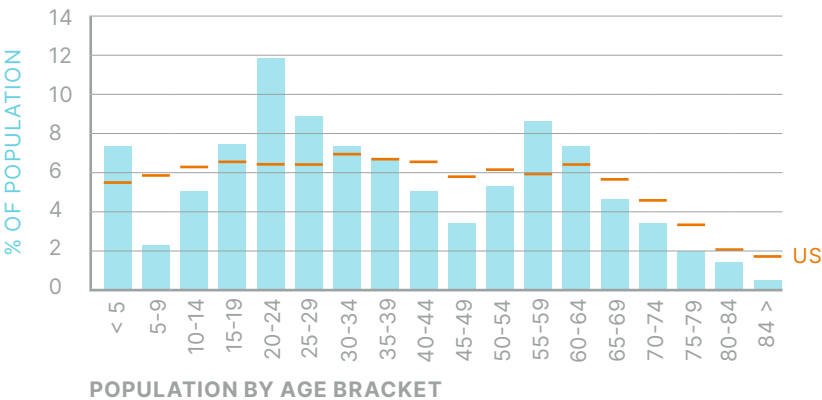
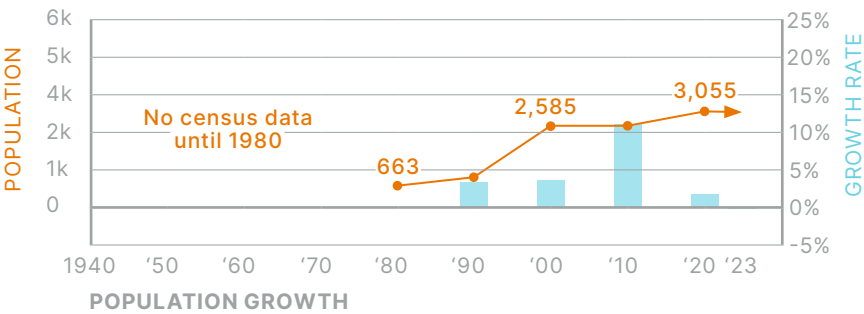
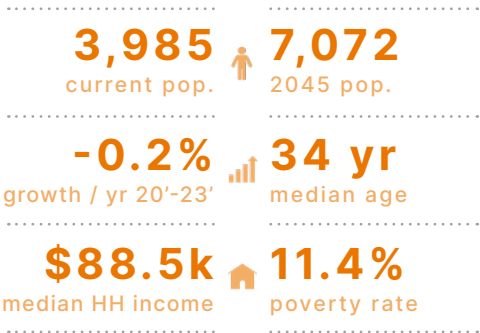
Little Flock is a small, low-density city of just under 4,000 residents, located east of I-49 between Rogers and Pea Ridge. Population has grown steadily since 2020, with 63 new units added and a continued upward trend in housing development. Development remains sparse, averaging under one home per acre, and over 80 percent of land is zoned agricultural or rural. Most households rely on cars, with 1.9 vehicles per home and an average of 18,821 vehicle miles traveled. The city maintains 60 lane miles and averages 222 feet of street per household, creating an infrastructure footprint that exceeds the scale of its housing stock.



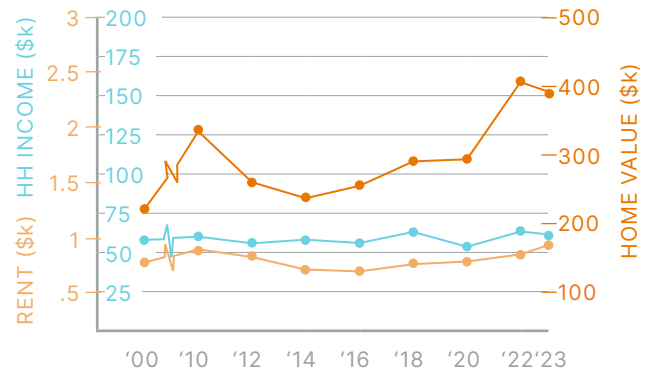
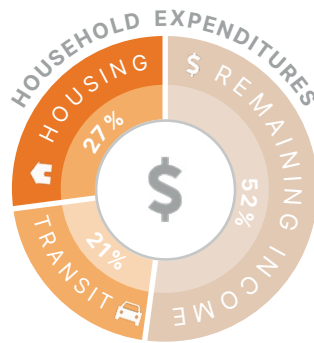
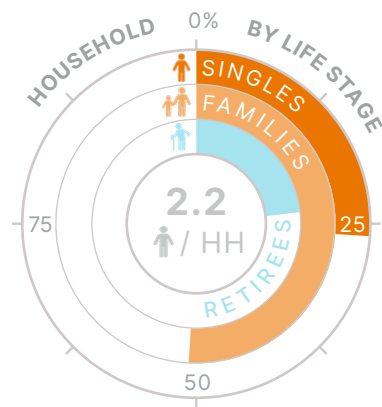
ANNUAL MIGRATION PATTERN



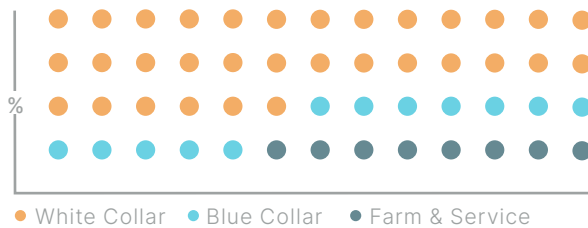
LANGUAGES SPOKEN AT HOME



2 HOW PEOPLE LIVE



MEDIAN INCOME + HOME VALUE + RENT

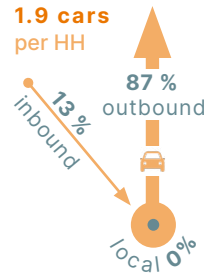


EMPLOYMENT TYPE

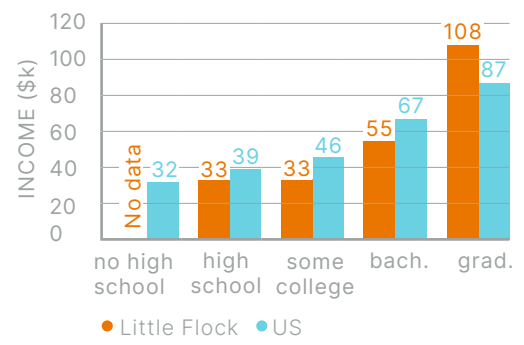


RENTERS VS. OWNERS

18,821 average HH VMT
1.9 cars per HH



COMMUTING PATTERNS



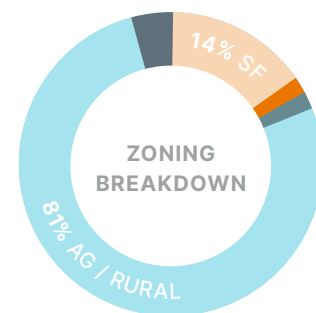
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

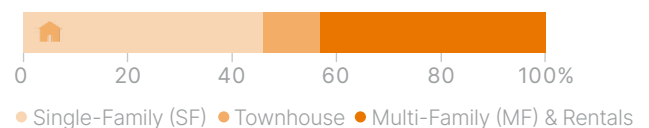
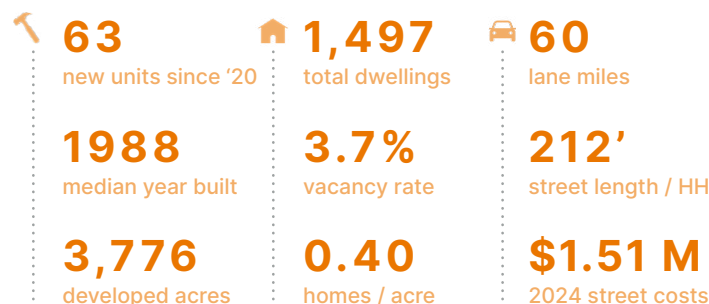
3 DEVELOPMENT CHARACTERISTICS



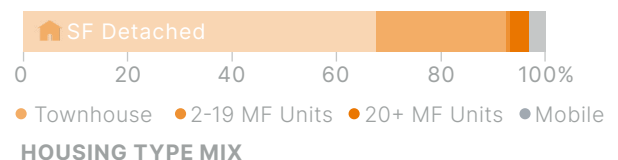
POPULATION + DEVELOPED LAND + DENSITY OVER TIME



Other Industrial Agriculture / Rural
Commercial Mixed-Use MF SF



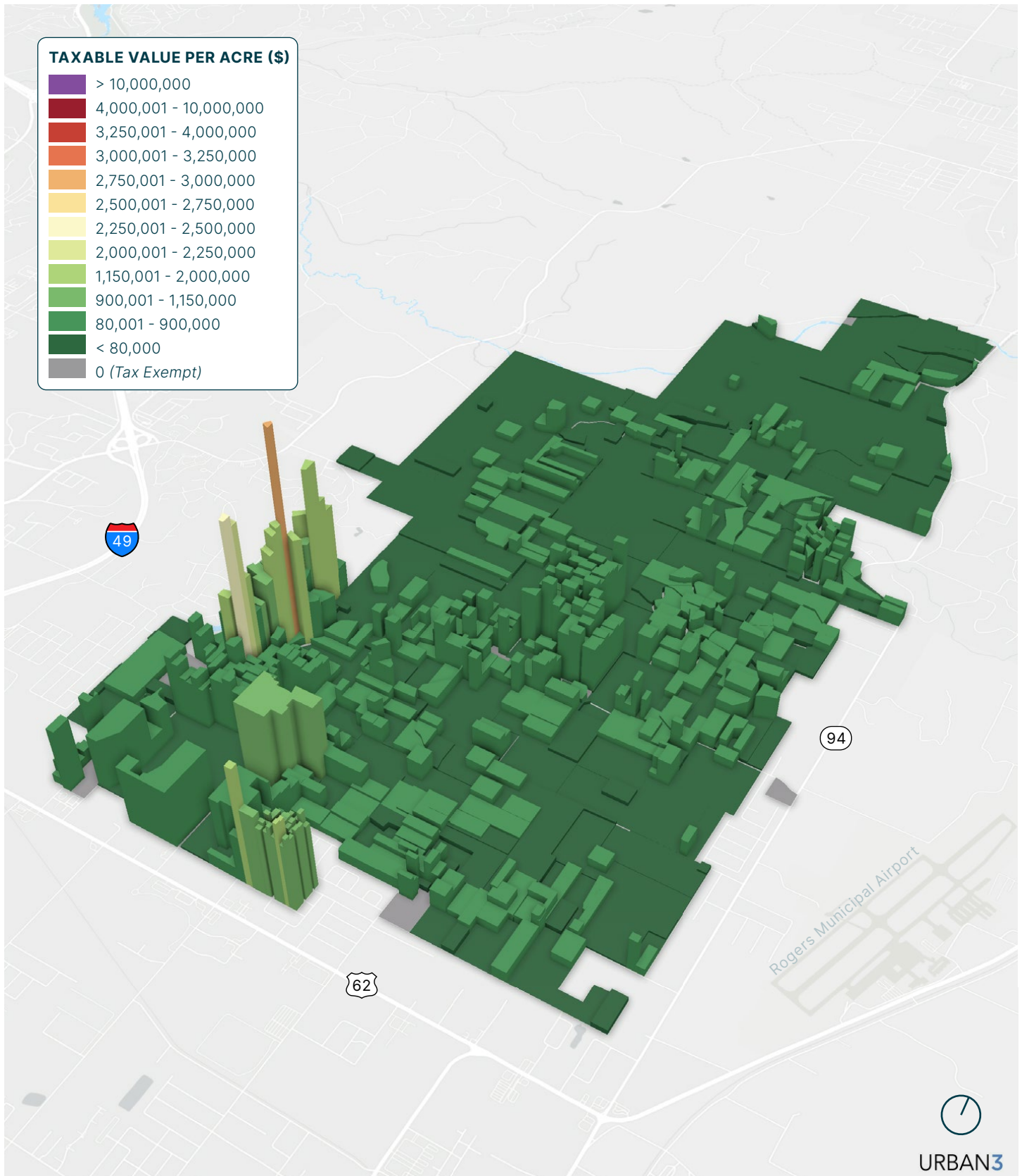
HOUSING ABSORPTION FORECAST

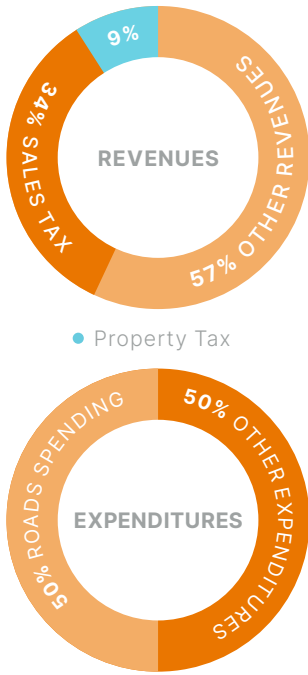


How housing stock, density, and development patterns shape the built environment.

Little Flock collects \$106 in tax revenue per capita, with total developed value averaging just \$977 per acre. Most commercial parcels generate between \$1 million and \$2.3 million per acre, while single-family residential performs better, reaching up to \$2.8 million. Duplexes and multi-family housing yield significantly less, with values below \$1 million per acre. The city spends \$1.5 million

annually on road maintenance, yet current revenue covers only 30 percent of its estimated infrastructure needs. Although the city currently runs a nominal surplus, long-term fiscal performance remains at risk without land use changes that increase yield and reduce infrastructure costs.





TAX COMPARISON

\$405
total taxable value / dev. acre



\$106
revenue / capita

SALES



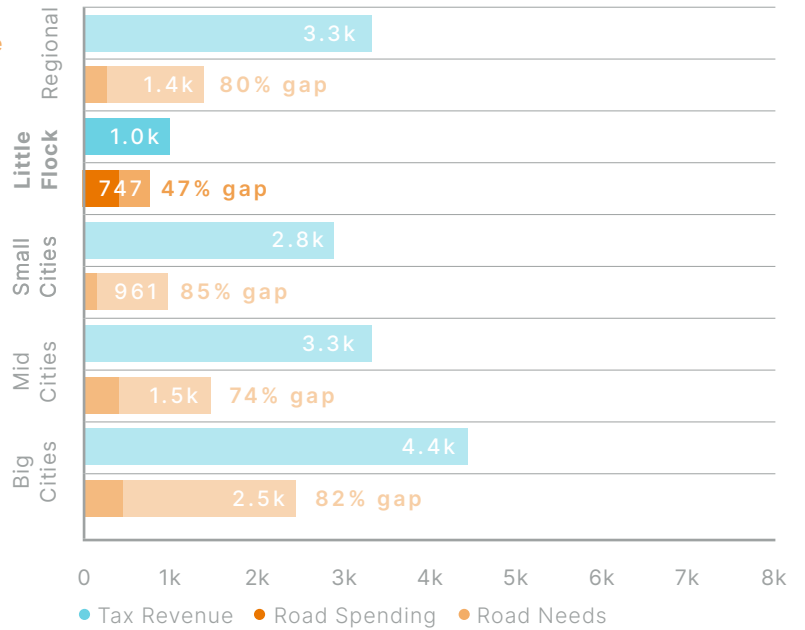
\$397
revenue / capita

2025 BUDGET

\$1.5 M
road spending / yr

\$533k
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$800k / AC SUBURBAN MULTI-FAMILY



\$1.7 M / AC SUBURBAN COMMERCIAL

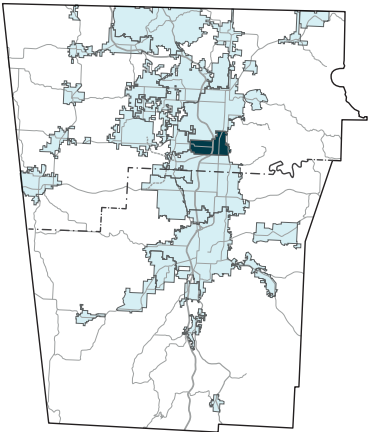


\$2.8 M / AC SUBURBAN SINGLE FAMILY

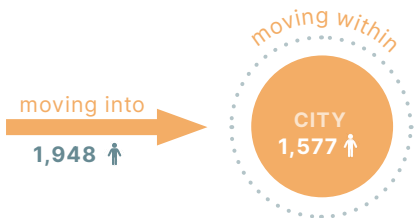
Lowell

9.6 square miles

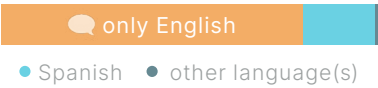
- Mid-Sized
- Core
- Negotiated



Lowell is a mid-sized city with just under 12,000 residents, defined by steady population growth and a blend of single-family and multifamily development. Since 2020, the city has added 414 new units and now contains more than 4,100 dwellings. While most housing remains single-family, over one-quarter of zoned land is multifamily, and the city averages 1.27 homes per acre. With 169 lane miles and 221 feet of street per household, Lowell’s infrastructure load is substantial. The population is relatively young, with a median age of 32 and a high median income of \$95,300, though 24 percent of household income goes to housing.



ANNUAL MIGRATION PATTERN



LANGUAGES SPOKEN AT HOME

11,861

current pop.

24,646

2045 pop.

2.0%

growth / yr 20'-23'

32 yr

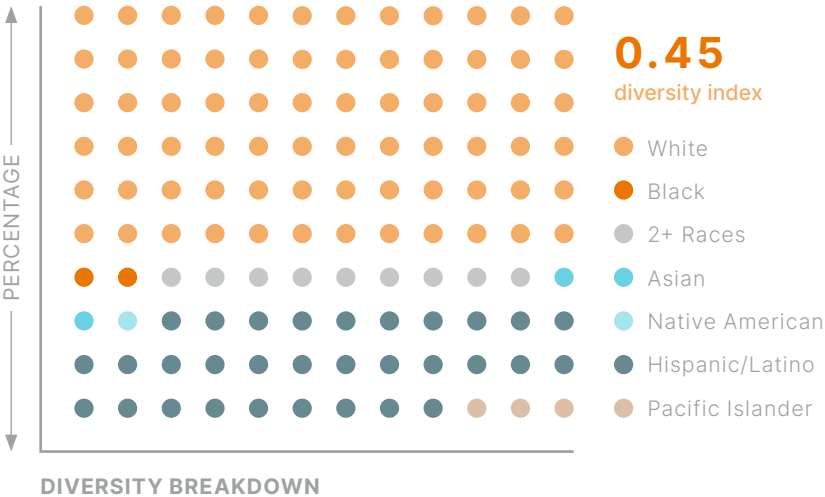
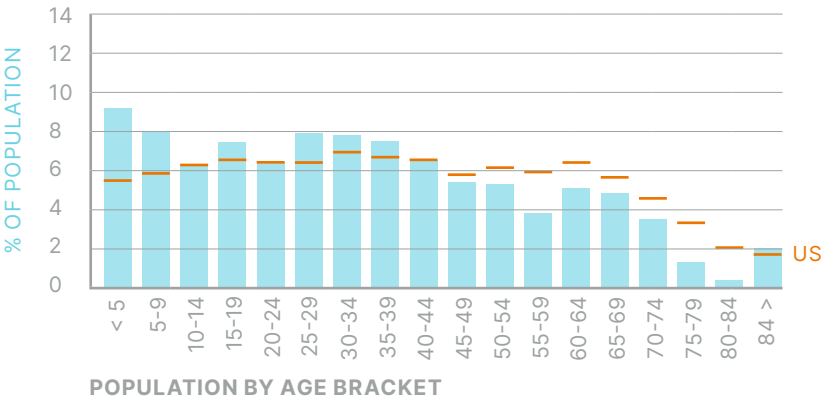
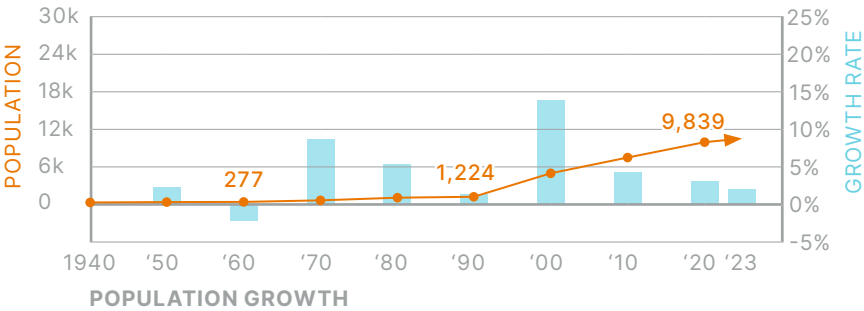
median age

\$95.3k

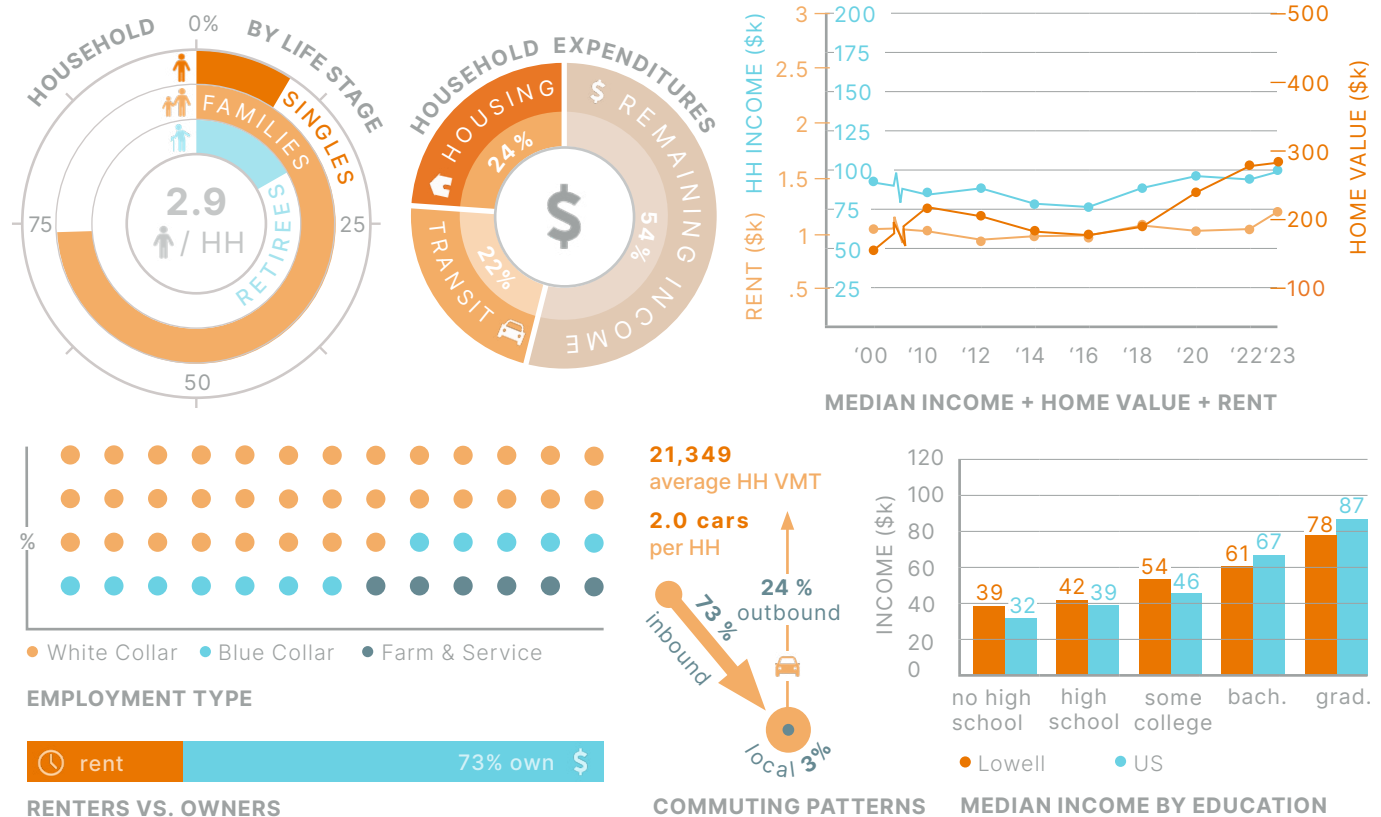
median HH income

7.0%

poverty rate

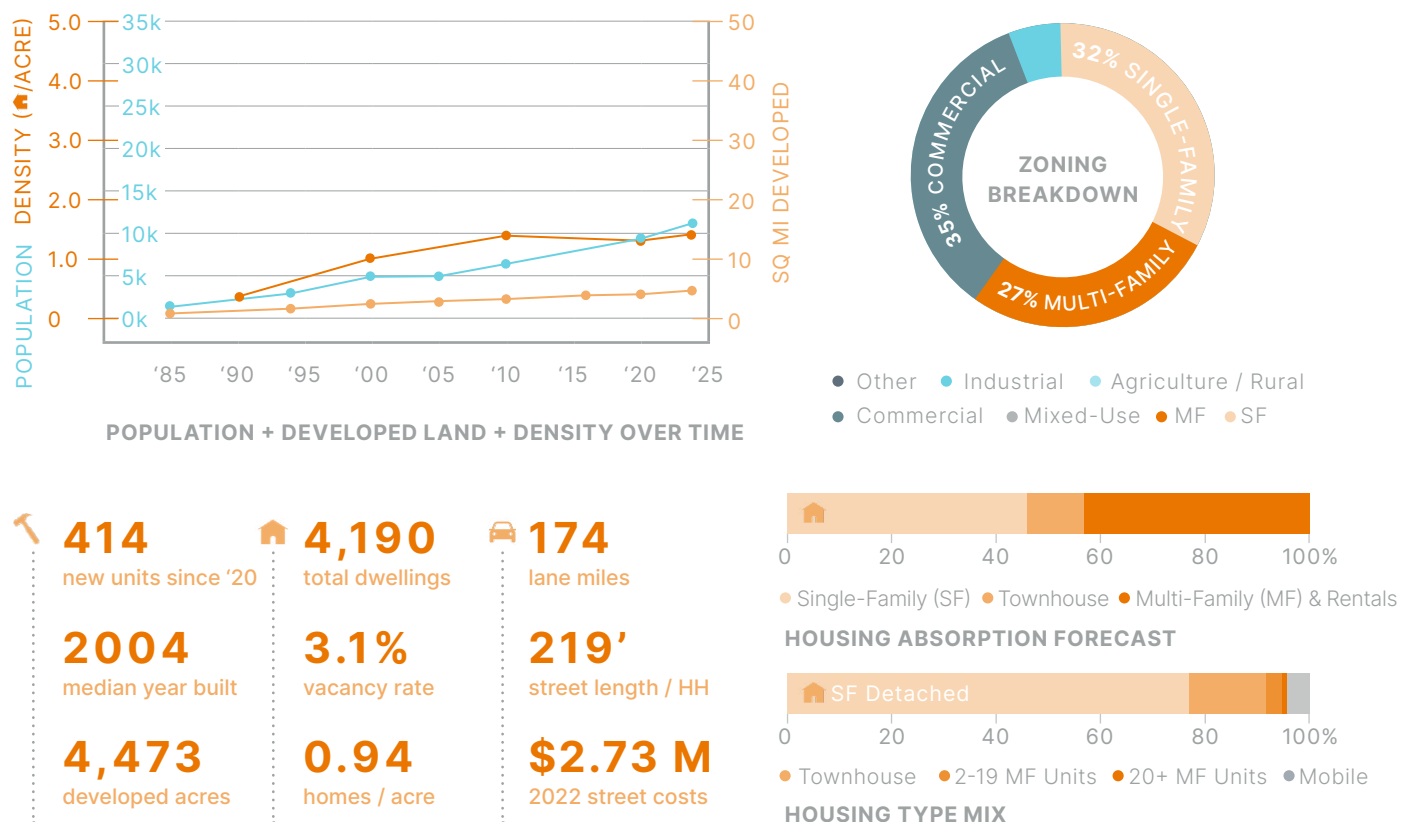


2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

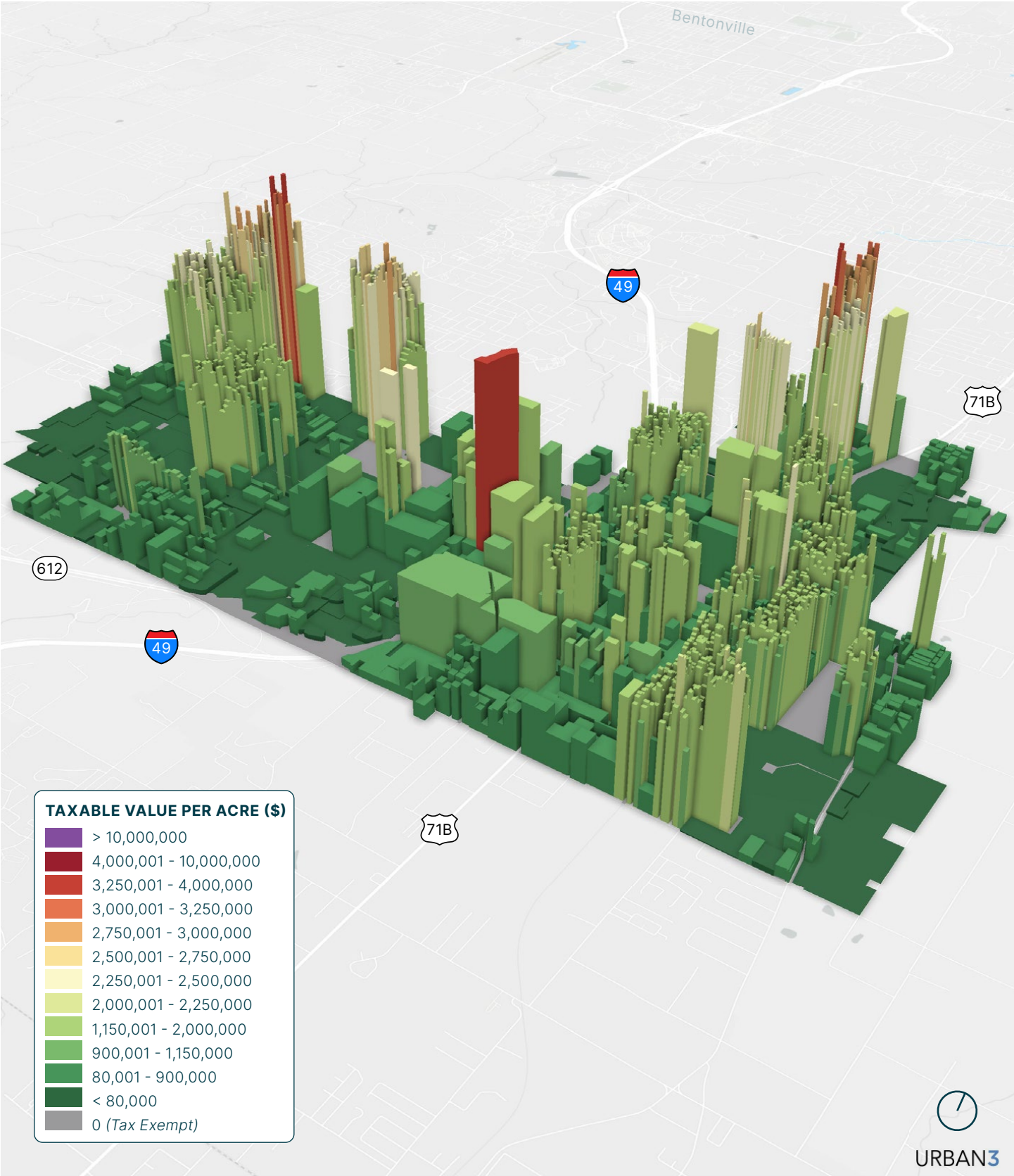
3 DEVELOPMENT CHARACTERISTICS

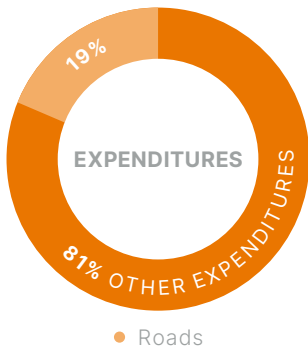
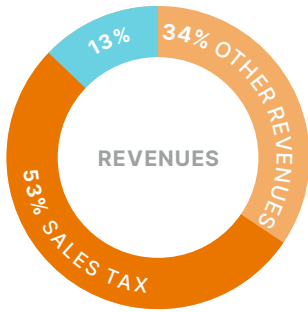


How housing stock, density, and development patterns shape the built environment.

Lowell has a strong fiscal position, with a \$6 million surplus and \$936 in revenue per capita. But the value-per-acre breakdown reveals a wide performance gap. Suburban commercial averages only \$700,000 per acre, while downtown commercial almost doubles that at \$1.1 million. Suburban multifamily and single-family parcels are the strongest performers, exceeding \$3.3 million per

acre. In contrast, older downtown duplexes and single-family lots range from \$1.2 million to \$2.1 million. Despite high-performing residential land, the city collects \$4,032 per developed acre and still faces a 67 percent gap between annual road spending and long-term maintenance needs.





TAX COMPARISON

\$2,985
total taxable value / dev. acre



\$228
revenue / capita

SALES

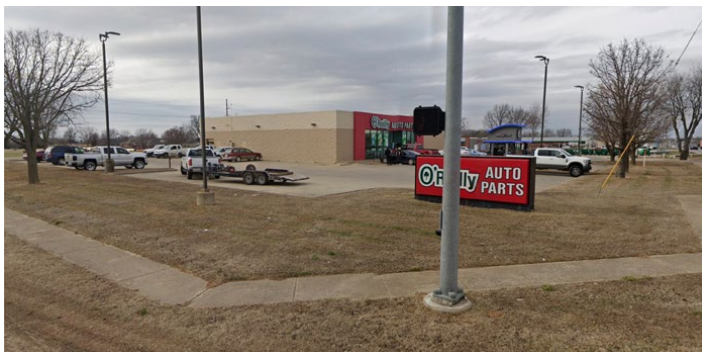
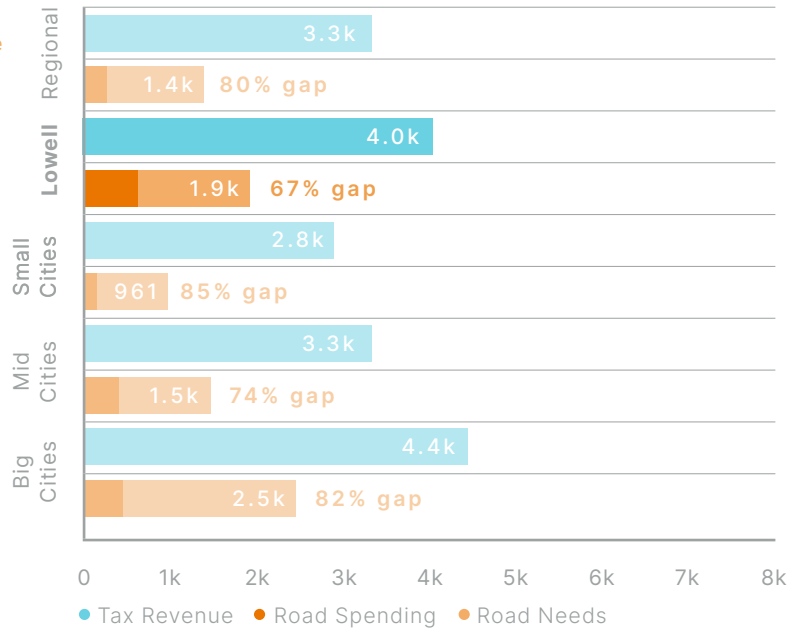


2025 BUDGET

\$2.7 M
road spending / yr

\$6.0 M
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$700k / AC SUBURBAN COMMERCIAL



\$1.1 M / AC DOWNTOWN COMMERCIAL



\$1.2 M / AC DOWNTOWN DUPLEXES



\$2.1 M / AC DOWNTOWN SINGLE FAMILY



\$3.3 M / AC SUBURBAN MULTI-FAMILY

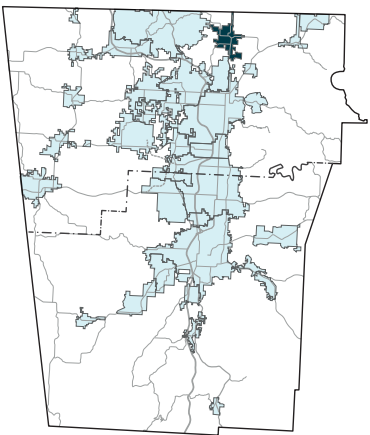


\$3.4 M / AC SUBURBAN SINGLE FAMILY

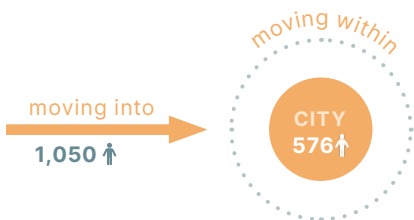
Pea Ridge

7.3 square miles

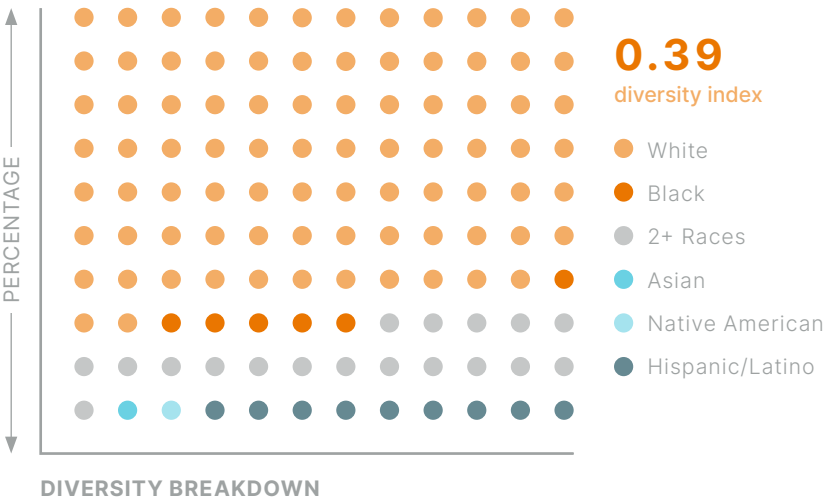
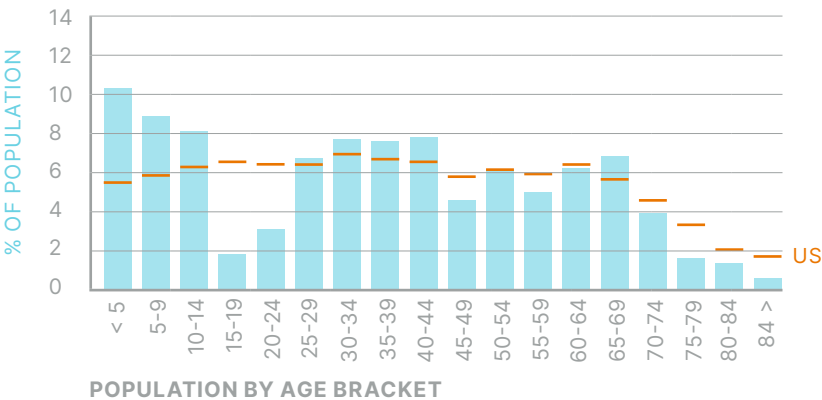
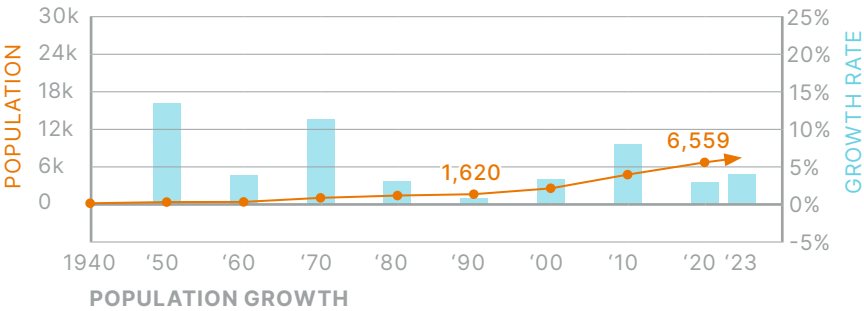
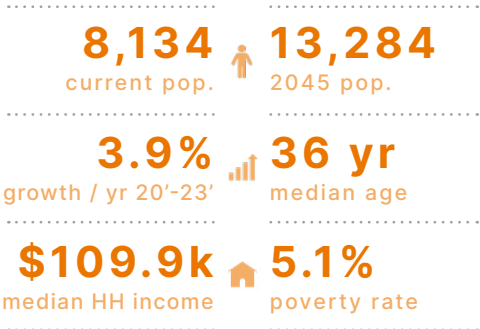
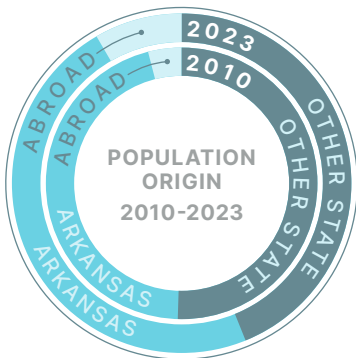
- Mid-Sized
- Satellite
- Negotiated



Pea Ridge is a fast-growing mid-sized city with a current population of just over 8,000 and projected growth to more than 13,000 by 2045. Since 2020, the city has added 748 housing units, increasing total dwellings to more than 3,000. With a net density of 2 homes per acre and nearly half its land zoned single-family, the city maintains a distinctly residential character. Just 1,516 acres are developed, supported by 114 lane miles of road and 204 feet of street per household. Despite moderate density, the average household drives 22,250 miles annually and owns two cars.



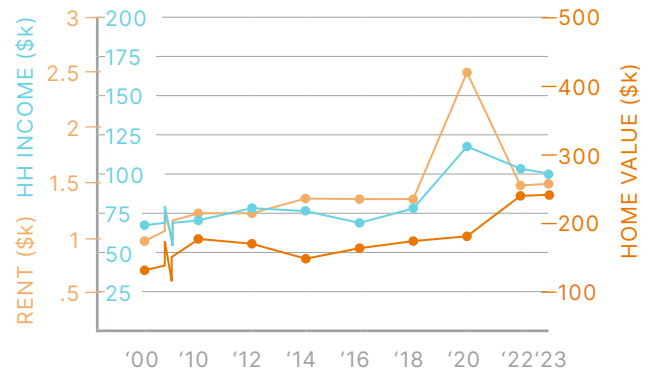
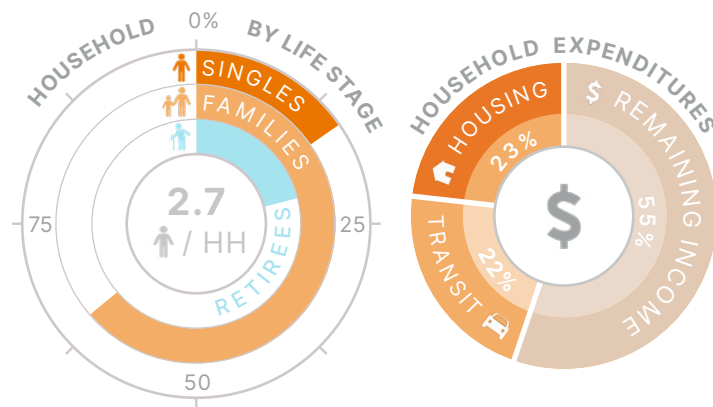
ANNUAL MIGRATION PATTERN



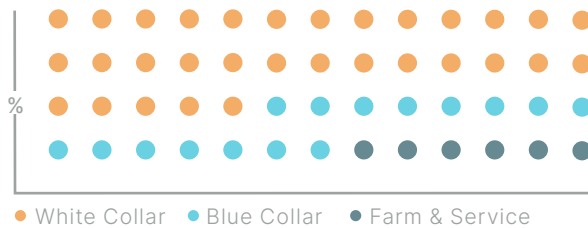
1 WHO LIVES HERE

A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



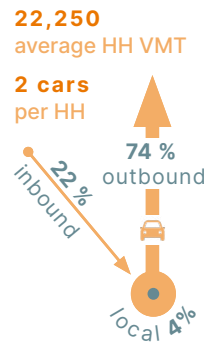
MEDIAN INCOME + HOME VALUE + RENT



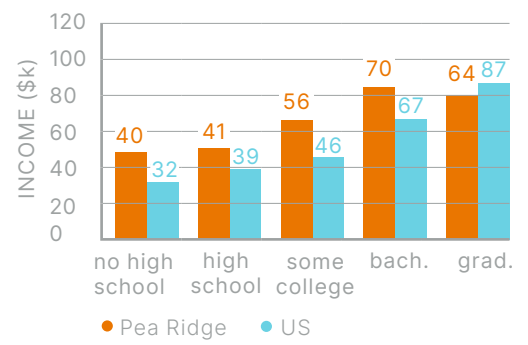
EMPLOYMENT TYPE



RENTERS VS. OWNERS



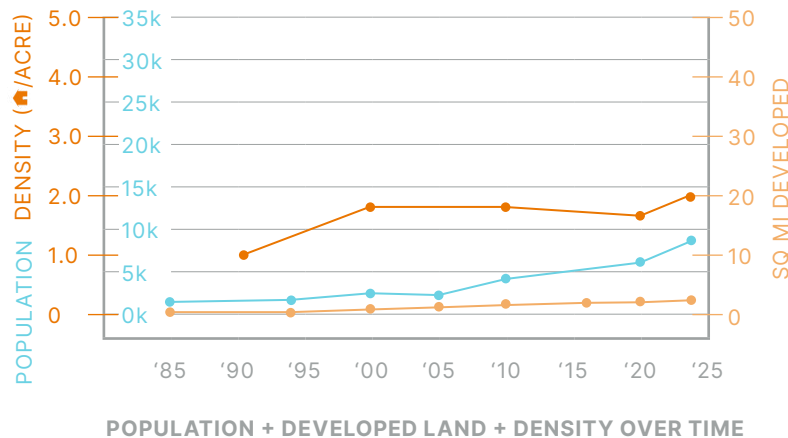
COMMUTING PATTERNS



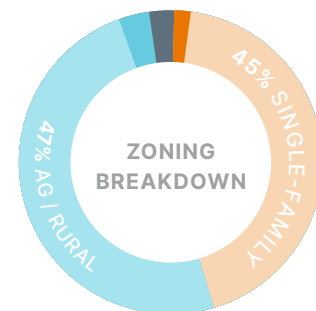
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

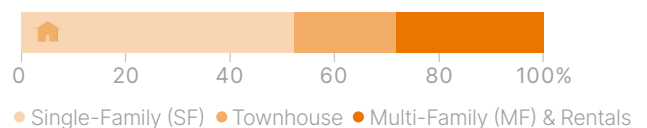
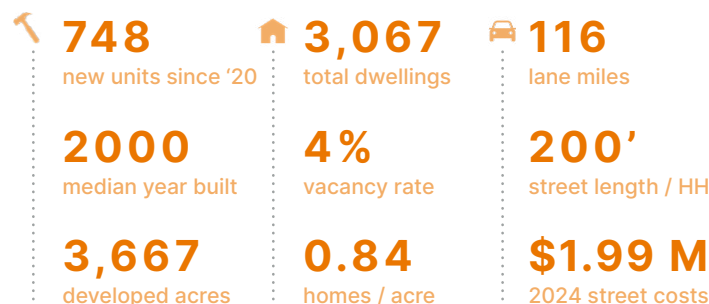
3 DEVELOPMENT CHARACTERISTICS



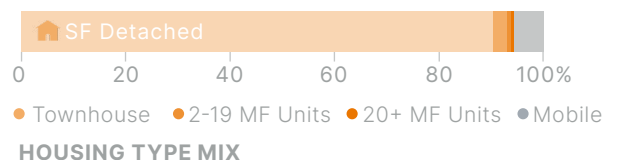
POPULATION + DEVELOPED LAND + DENSITY OVER TIME



Other Industrial Agriculture / Rural Commercial Mixed-Use MF SF



HOUSING ABSORPTION FORECAST

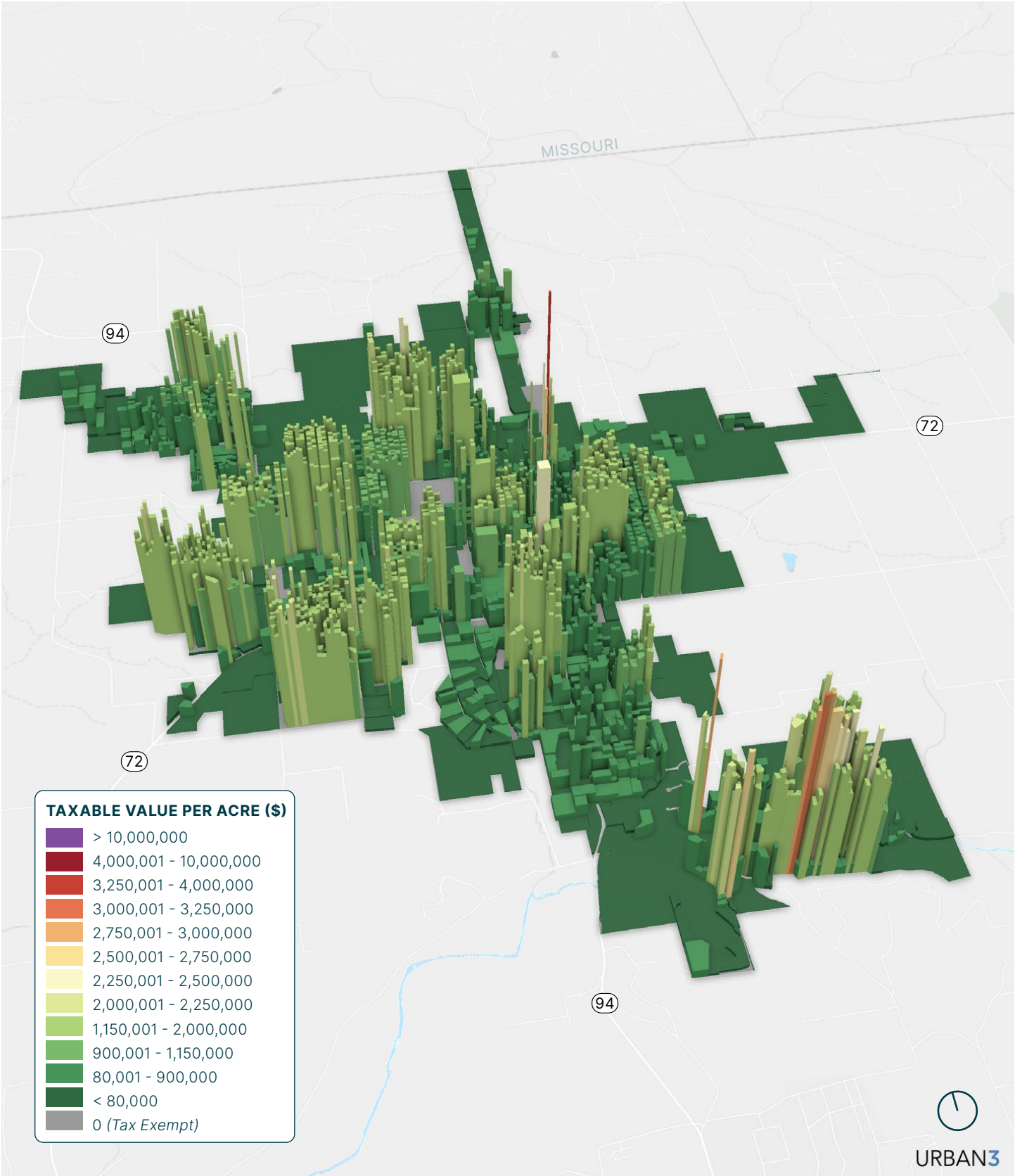


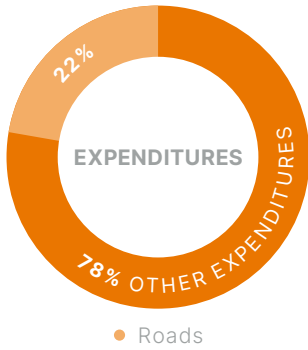
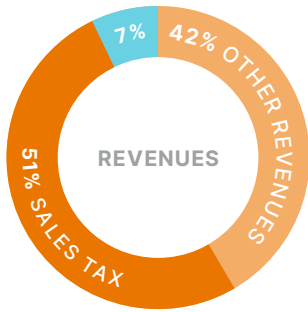
HOUSING TYPE MIX

How housing stock, density, and development patterns shape the built environment.

Pea Ridge outperforms most regional peers, generating \$539 per capita and collecting \$4,132 per developed acre. The city maintains a \$1.8 million surplus, but current road spending of \$2 million covers only an estimated 35 percent of long-term infrastructure needs. Main Street commercial parcels are the standout performers,

generating \$3.4 million per acre, double the revenue of suburban commercial and nearly six times that of suburban single-family. Downtown single-family and suburban multifamily also perform well at \$1.8 million per acre. Older downtown multifamily trails behind, with per-acre values under \$1 million.





TAX COMPARISON

\$1,708
total taxable value / dev. acre



\$75
revenue / capita

SALES



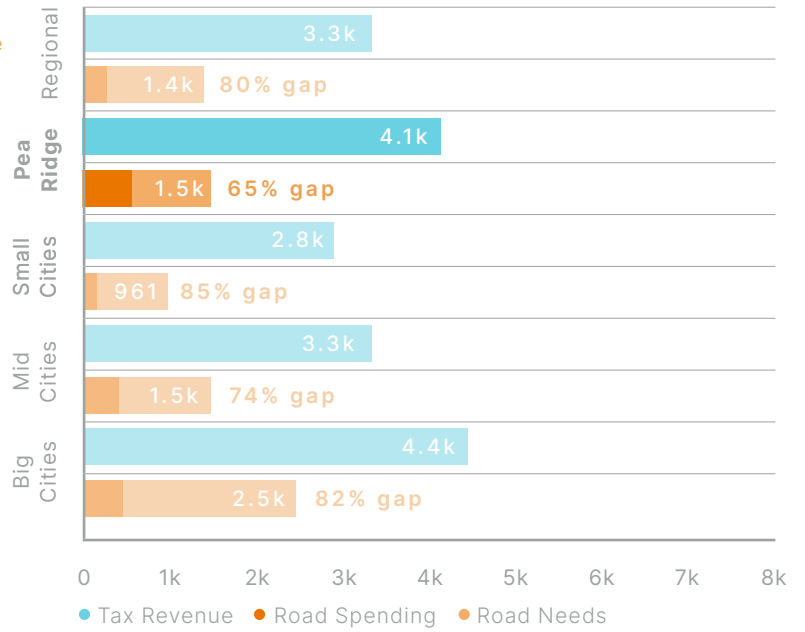
\$539
revenue / capita

2025 BUDGET

\$2.0 M
road spending / yr

\$1.8 M
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$600k / AC SUBURBAN SINGLE FAMILY



\$900k / AC DOWNTOWN MULTI-FAMILY



\$1.8 M / AC DOWNTOWN SINGLE FAMILY



\$1.8 M / AC MAIN STREET COMMERCIAL



\$1.8 M / AC SUBURBAN MULTI-FAMILY

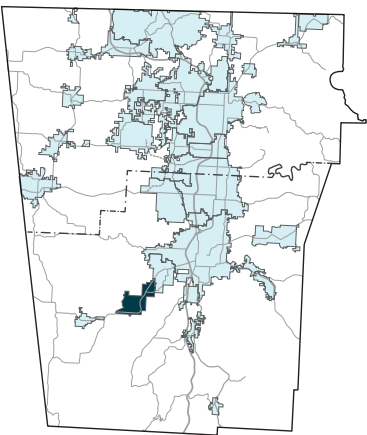


\$3.4 M / AC MAIN STREET COMMERCIAL

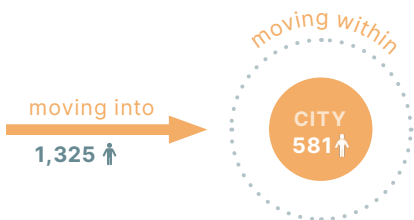
Prairie Grove

9.3 square miles

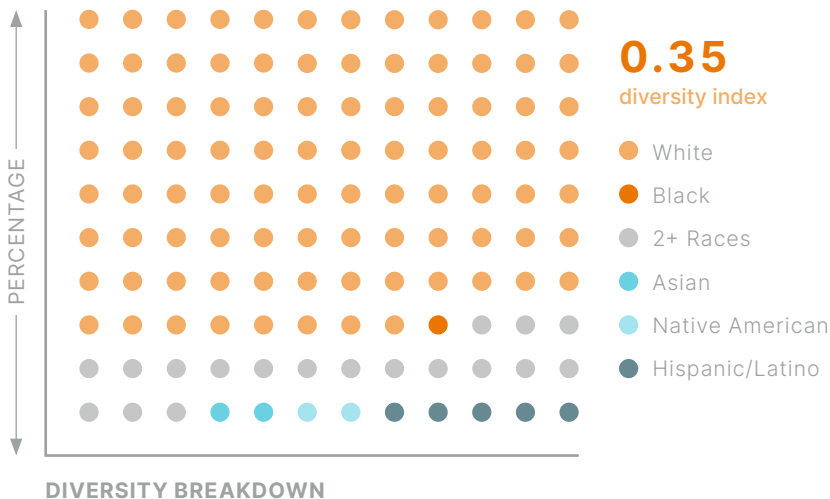
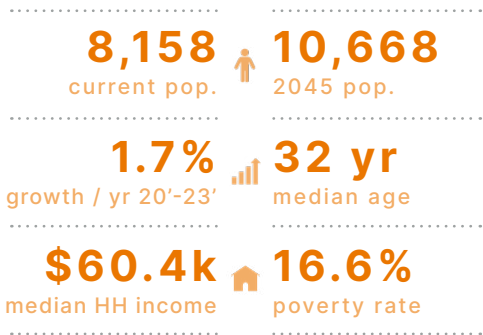
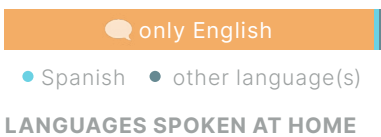
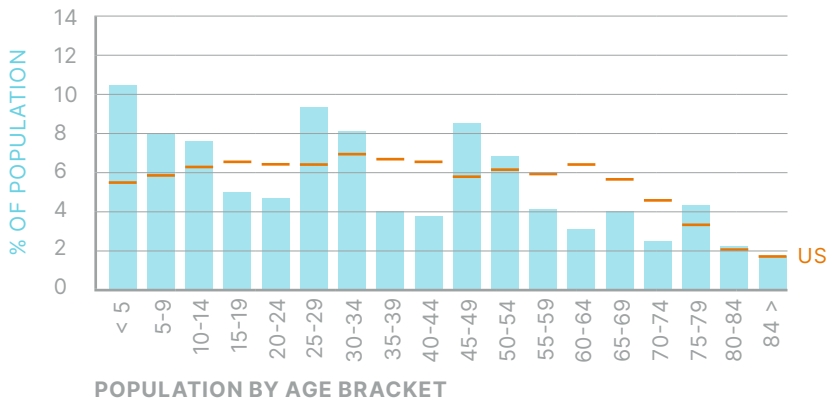
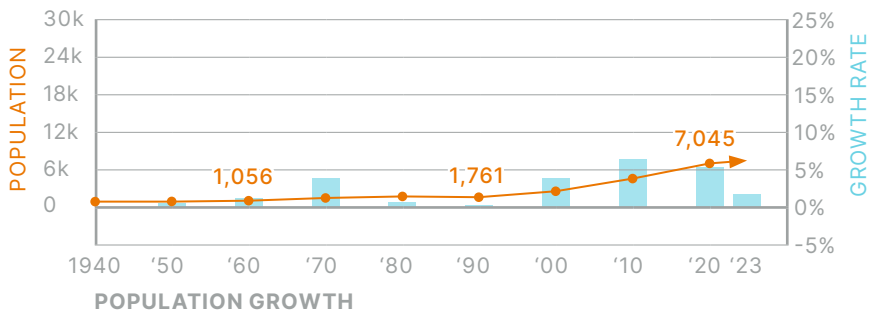
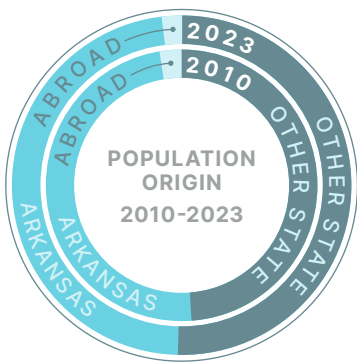
- Mid-Sized
- Satellite
- Negotiated



Prairie Grove is a mid-sized satellite community of just over 8,000 residents, steadily growing but no longer at its early-2000s pace. Since 2020, the city has added 351 homes, bringing the total to over 8,200, at a net density of 2.19 homes per acre. While 55 percent of land is zoned agriculture or rural, the built environment skews suburban, with 132 lane miles and 229 feet of street per household. Median household income is \$60,400, and 72 percent of residents own their homes. Despite a younger median age of 32, one in six residents lives below the poverty line.

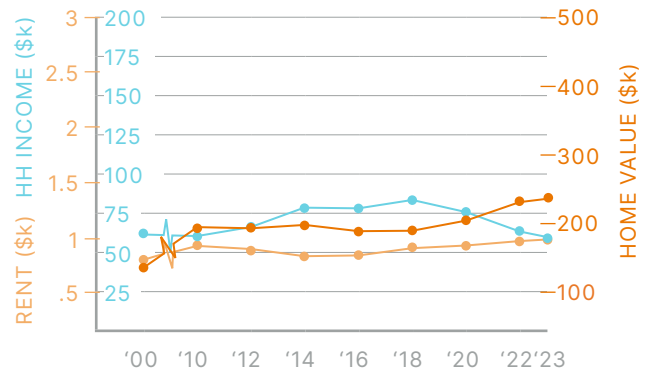
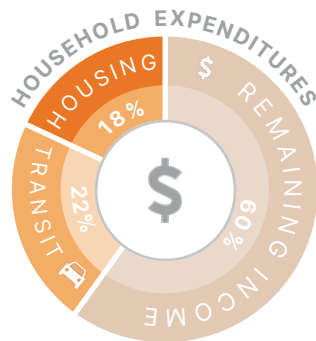
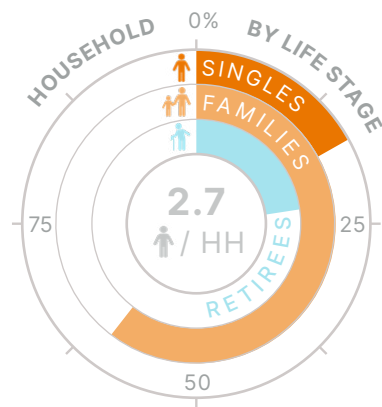


ANNUAL MIGRATION PATTERN

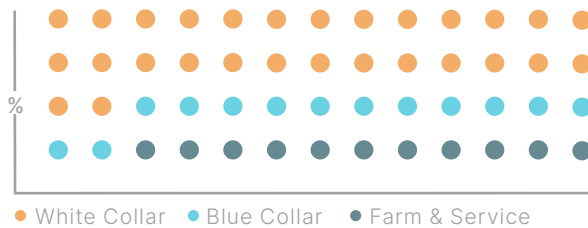


A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



MEDIAN INCOME + HOME VALUE + RENT



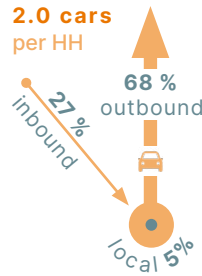
EMPLOYMENT TYPE



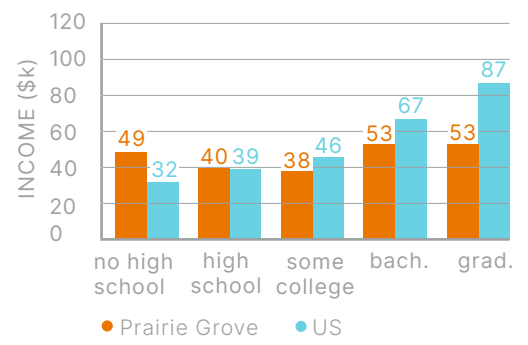
RENTERS VS. OWNERS

23,574
average HH VMT

2.0 cars
per HH



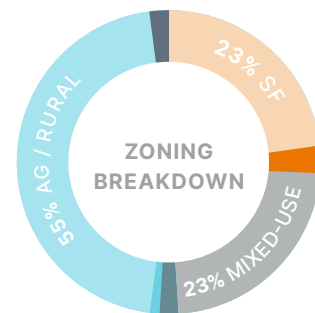
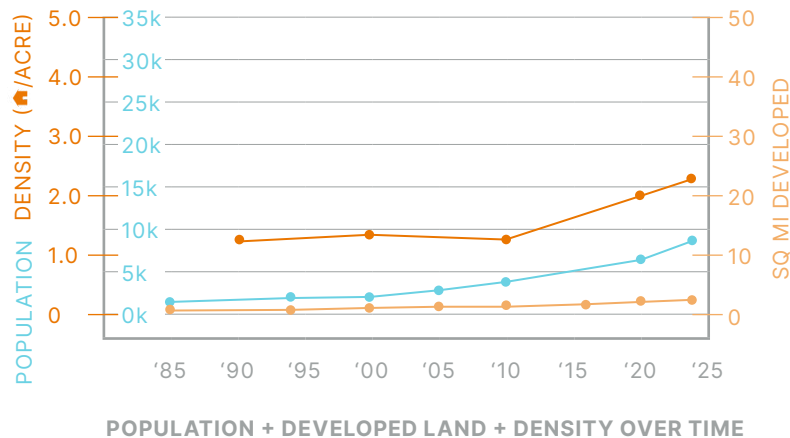
COMMUTING PATTERNS



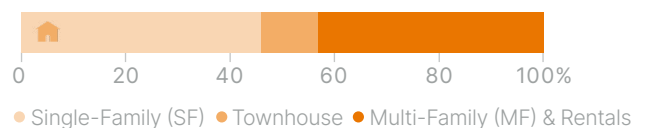
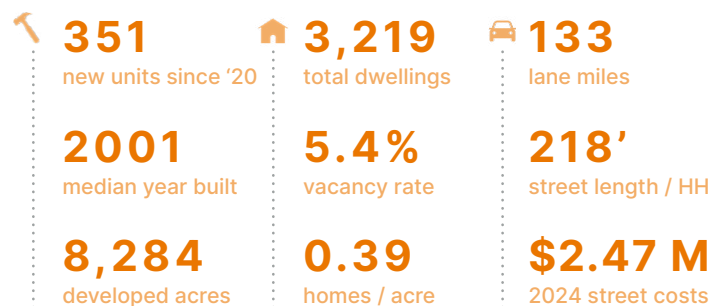
MEDIAN INCOME BY EDUCATION

Economic insights into local opportunity and cost of living.

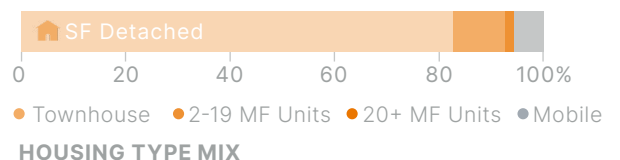
3 DEVELOPMENT CHARACTERISTICS



Other Industrial Agriculture / Rural
Commercial Mixed-Use MF SF



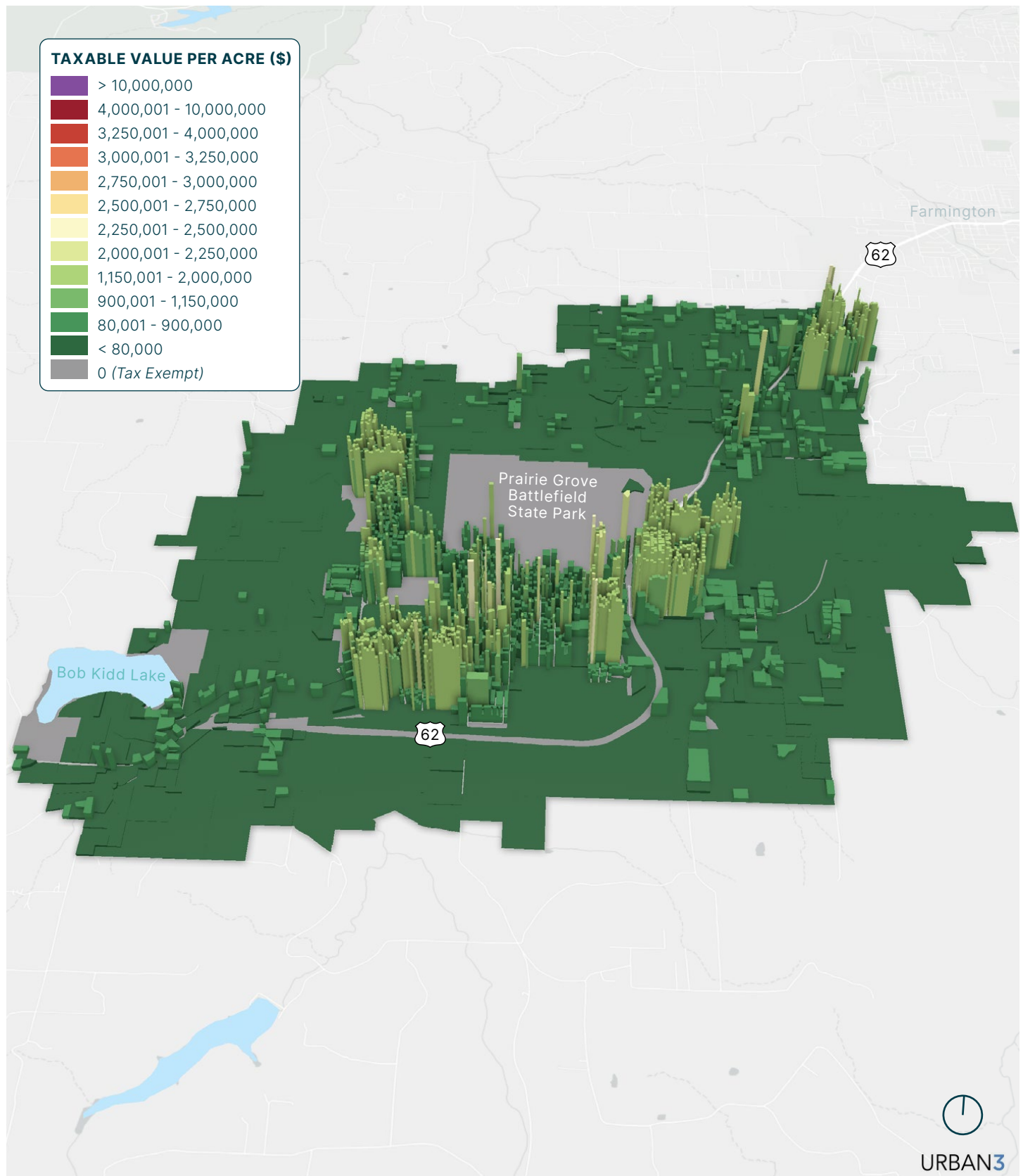
HOUSING ABSORPTION FORECAST

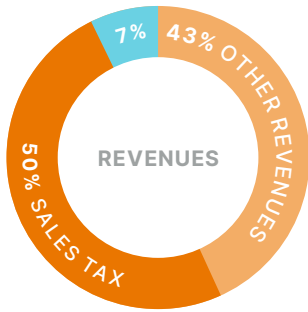


How housing stock, density, and development patterns shape the built environment.

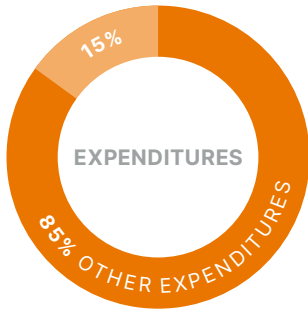
Prairie Grove collects \$555 per capita and \$3,718 per developed acre, but it faces a 65 percent gap between road spending and long-term infrastructure needs. The city spends \$2.5 million annually on roads, well below the \$6.9 million needed to keep up. Downtown multifamily parcels perform best at \$2.5 million per acre, followed

by downtown commercial at \$2 million and downtown single-family at \$1.3 million. In contrast, suburban commercial and suburban single-family lag at \$600,000 and \$1 million per acre, respectively. The overall tax base relies heavily on sales tax, which accounts for half of total revenue.





● Property Tax



● Roads

TAX COMPARISON

\$660

total taxable value / dev. acre



\$81

revenue / capita

SALES



\$555

revenue / capita

2025 BUDGET

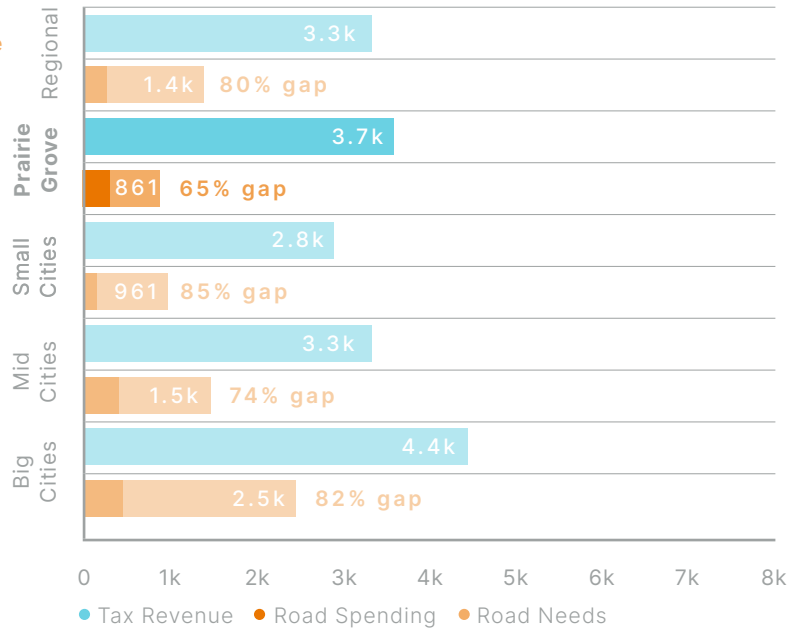
\$2.5 M

road spending / yr

\$3.0 M

budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$600k / AC SUBURBAN COMMERCIAL



\$1.0 M / AC SUBURBAN SINGLE FAMILY



\$1.2 M / AC SUBURBAN MULTI-FAMILY



\$1.3 M / AC DOWNTOWN SINGLE FAMILY



\$2.0 M / AC DOWNTOWN COMMERCIAL



\$2.5 M / AC DOWNTOWN MULTI-FAMILY

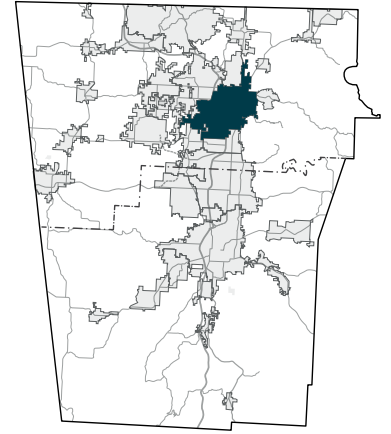
Rogers

38.9 square miles

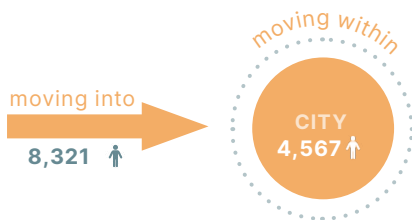
Big Four

Core

By-Right



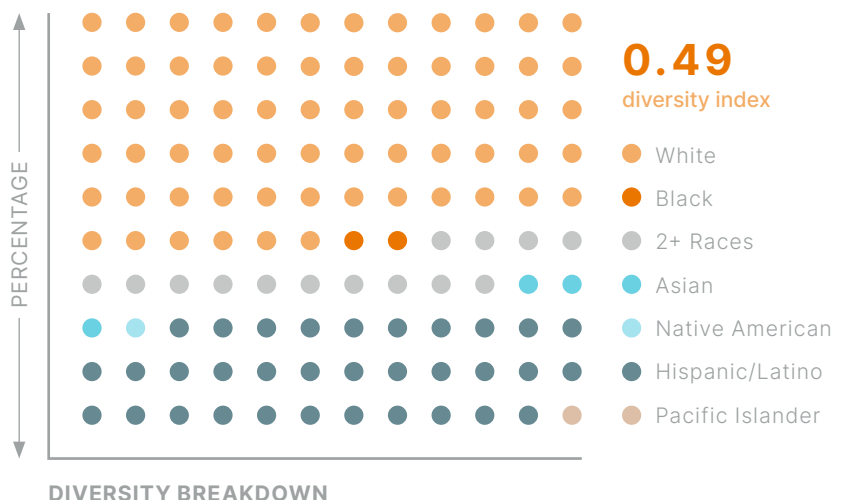
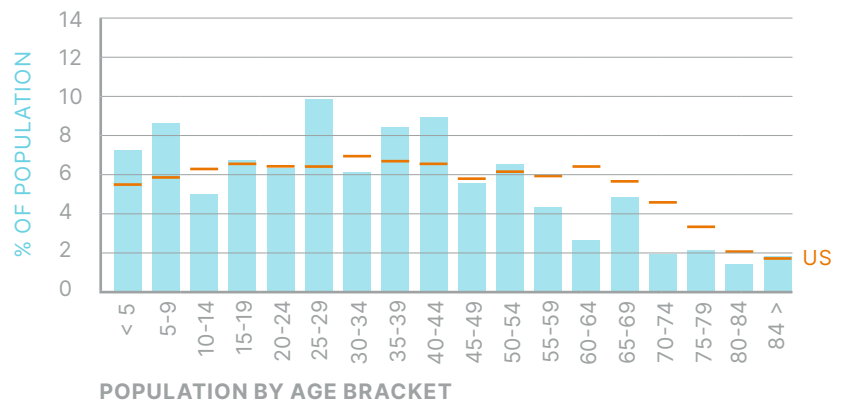
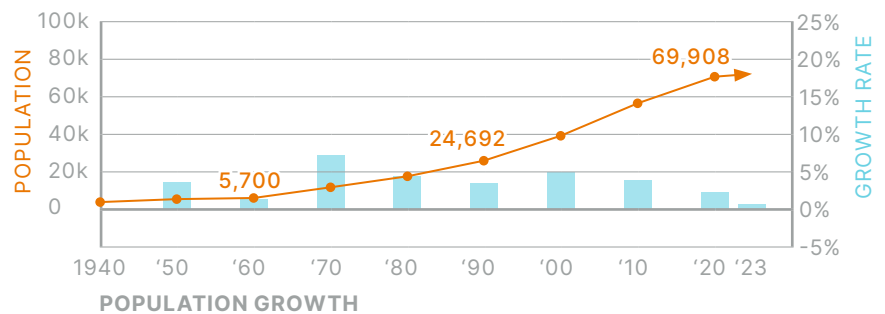
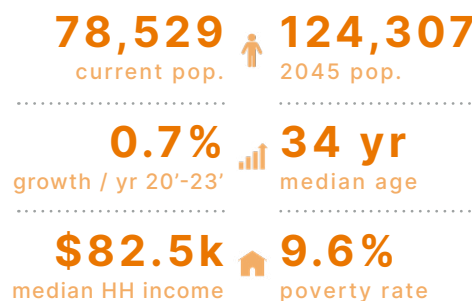
Rogers is a large and economically diverse city of nearly 79,000 residents, with a housing stock that is 58 percent single-family and 39 percent multifamily. Since 2020, almost 3,500 housing units have been added, and the city now maintains 850 lane miles, averaging 159 feet of street per household. The net residential density is approximately 1.9 homes per acre, with particularly high concentrations of housing in central and southern neighborhoods. Rogers is auto-dependent, with an average of 1.9 vehicles per household and over 18,000 vehicle miles traveled per year.



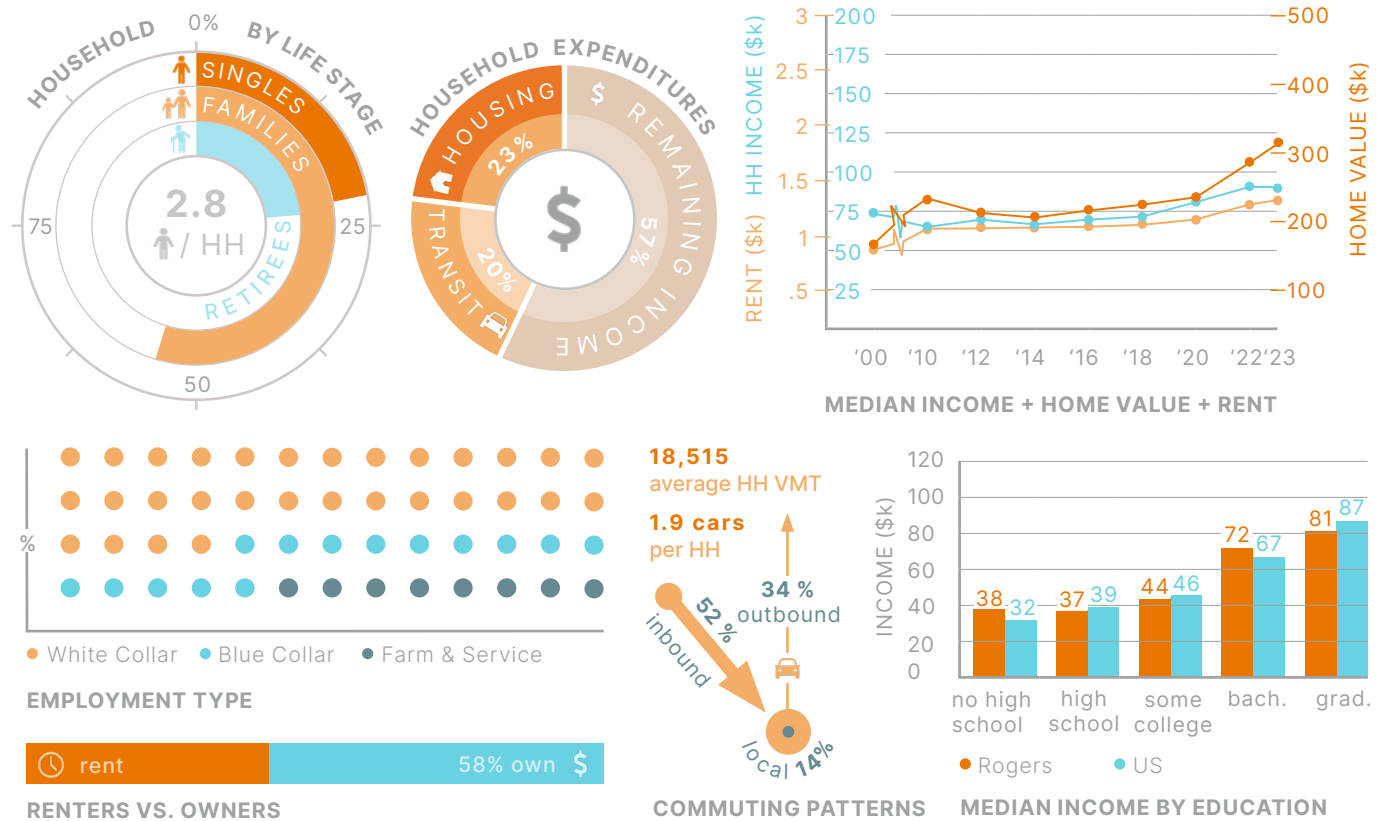
ANNUAL MIGRATION PATTERN



LANGUAGES SPOKEN AT HOME

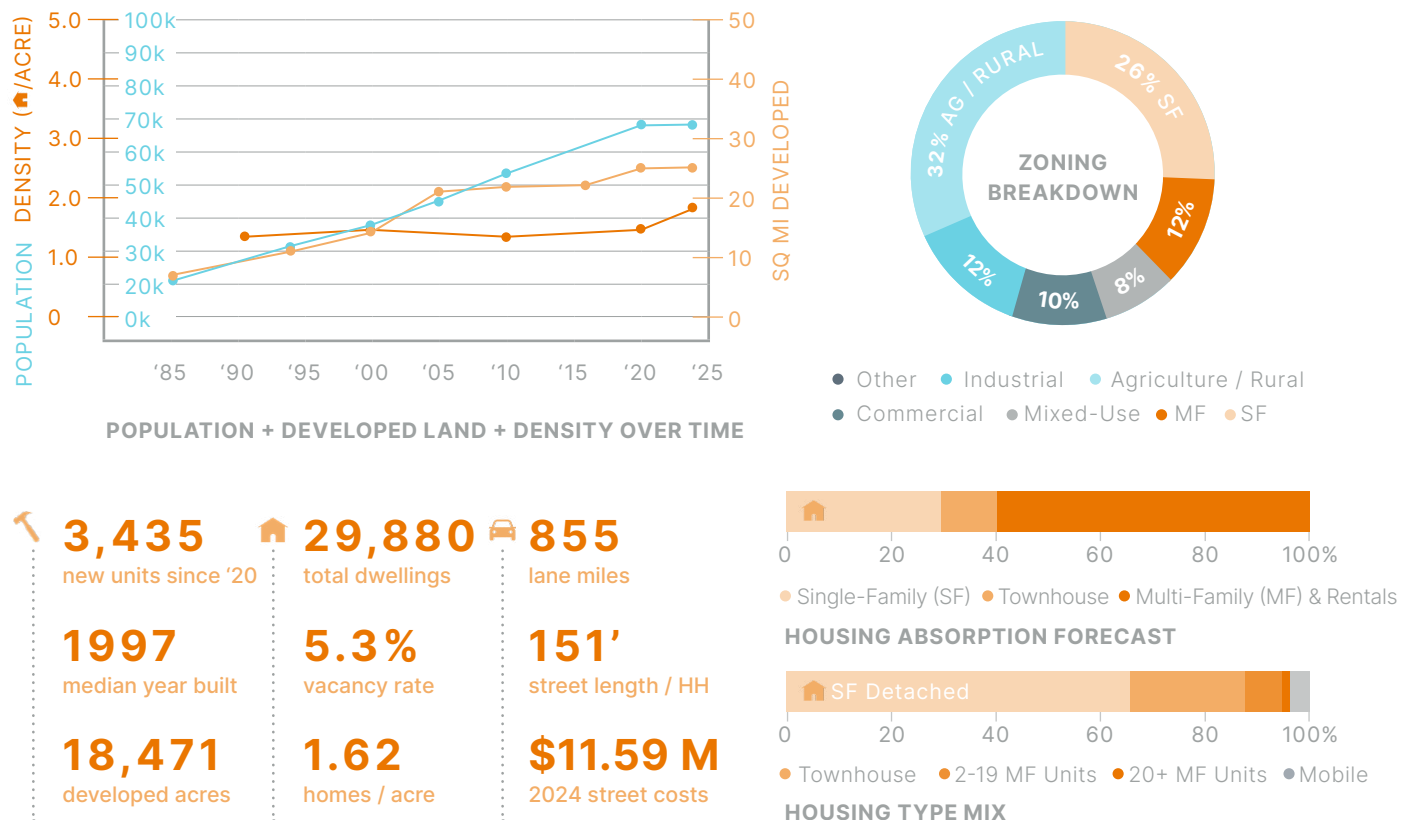


2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

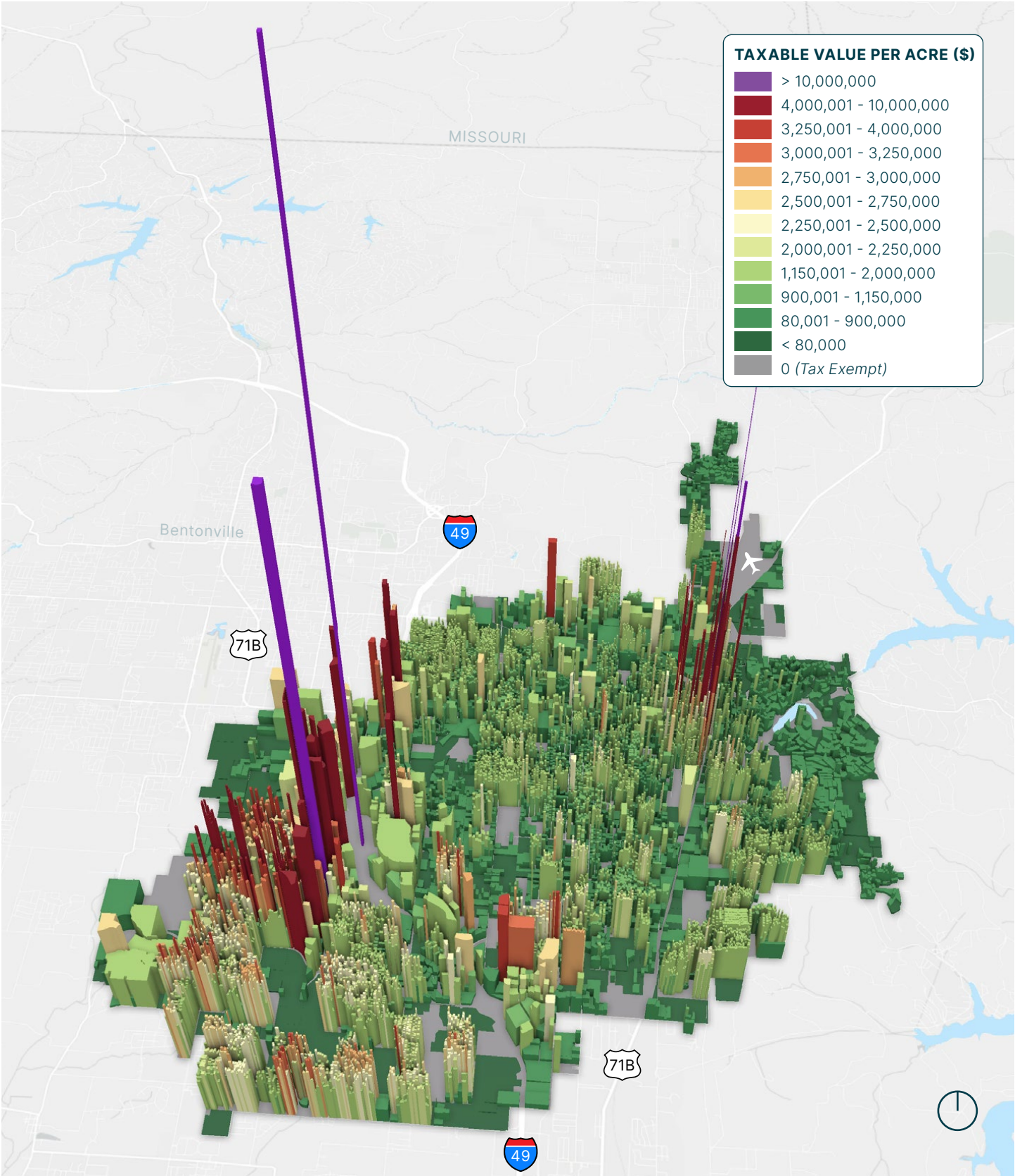
3 DEVELOPMENT CHARACTERISTICS

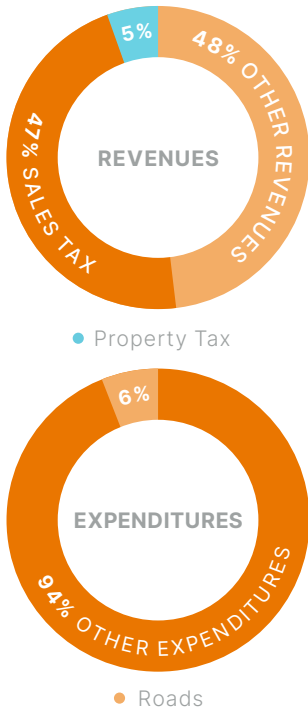


How housing stock, density, and development patterns shape the built environment.

Rogers collects \$1,071 in tax revenue per capita, supported by some of the highest-performing land in the region. Downtown commercial parcels yield \$15.7 million per acre, and townhomes and multifamily units in suburban formats return \$9.5 million and \$5.4 million per acre, respectively. In contrast, suburban commercial and single-family parcels underperform, generating less than

\$1.1 million per acre. Road spending is \$11.6 million annually, but long-term need is more than \$81 million, leaving a 72 percent funding gap. Despite high-value land, the city runs a \$17.5 million deficit, underscoring the need to increase the higher performing building types.





TAX COMPARISON

\$4,899
total taxable value / dev. acre



\$125
revenue / capita

SALES



\$1,071
revenue / capita

2025 BUDGET

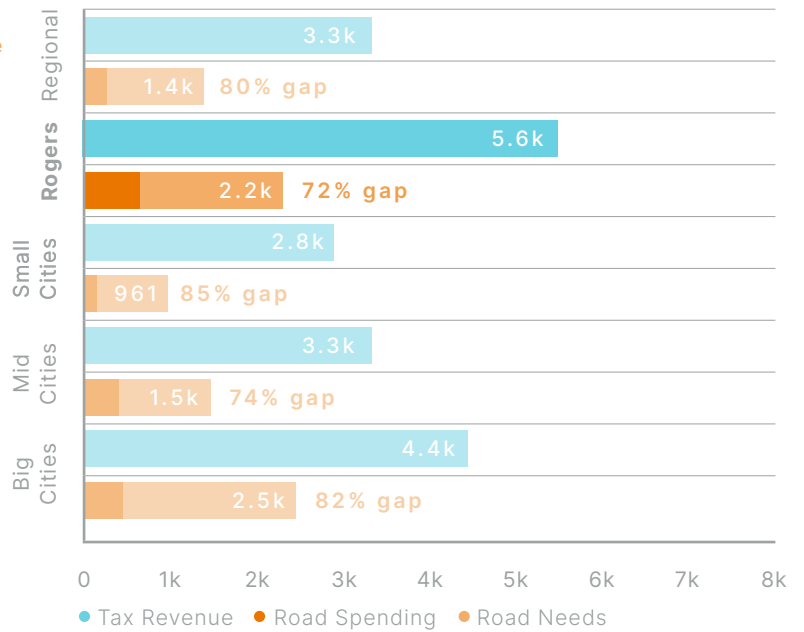
\$11.6 M

road spending / yr

-\$17.5 M

budget deficit

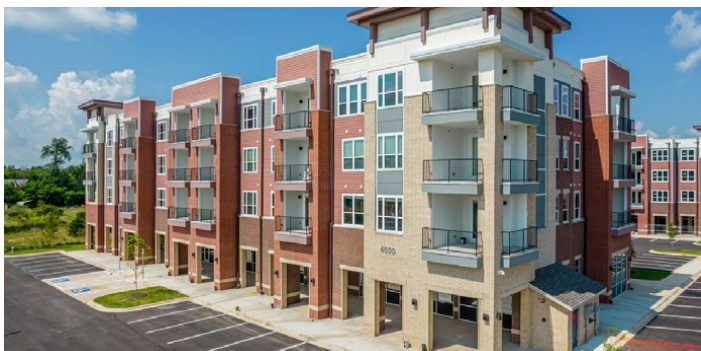
REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$800k / AC SUBURBAN COMMERCIAL



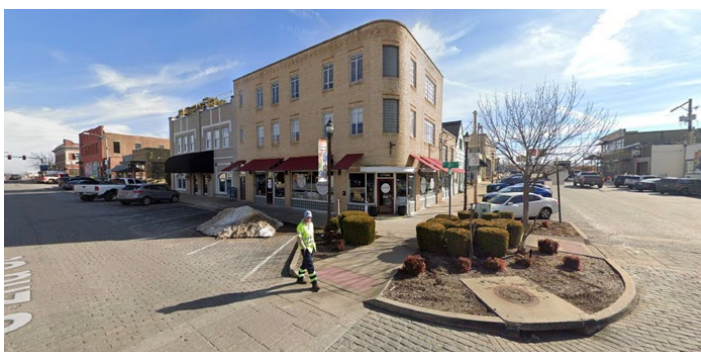
\$1.1 M / AC SUBURBAN SINGLE FAMILY



\$5.4 M / AC SUBURBAN MULTI-FAMILY



\$9.5 M / AC SUBURBAN TOWNHOMES



\$15.7 M / AC DOWNTOWN COMMERCIAL



\$24.8 M / AC HOSPITAL

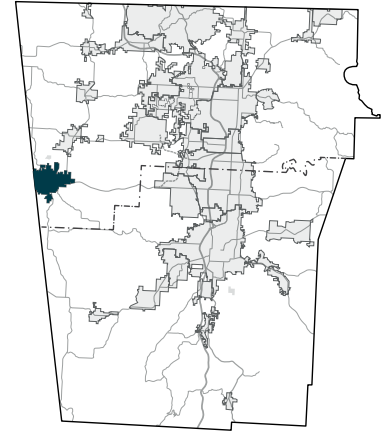
Siloam Springs

11.5 square miles

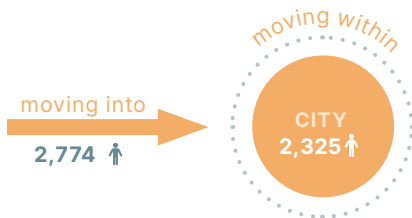
Mid-Sized

Satellite

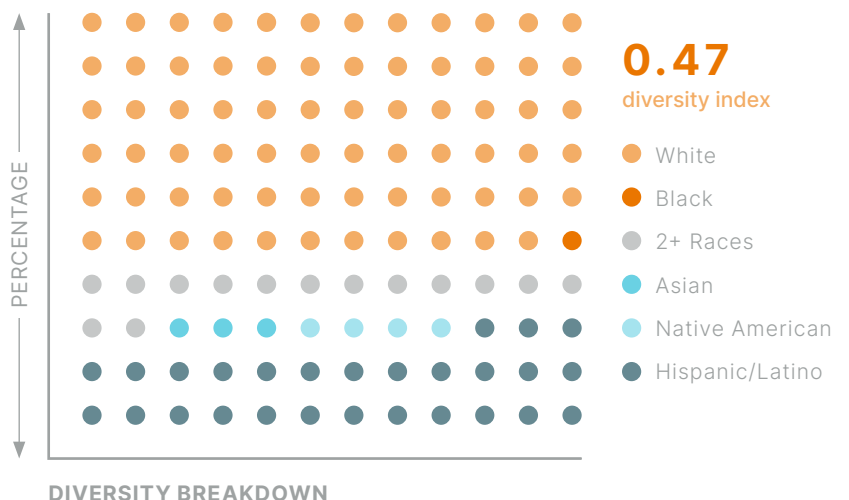
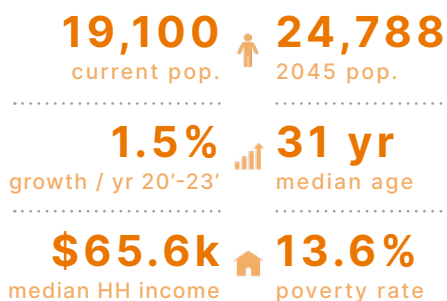
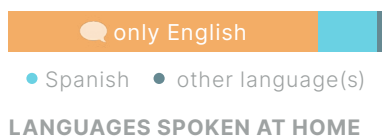
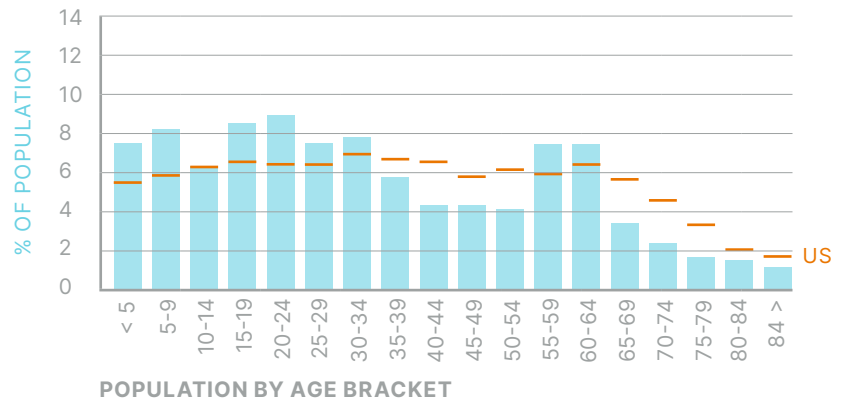
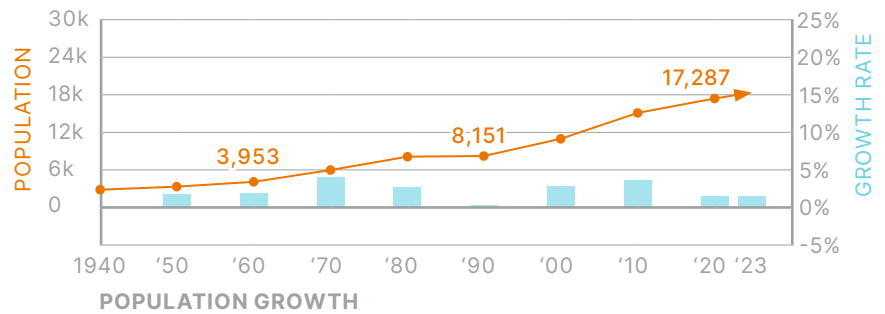
By-Right



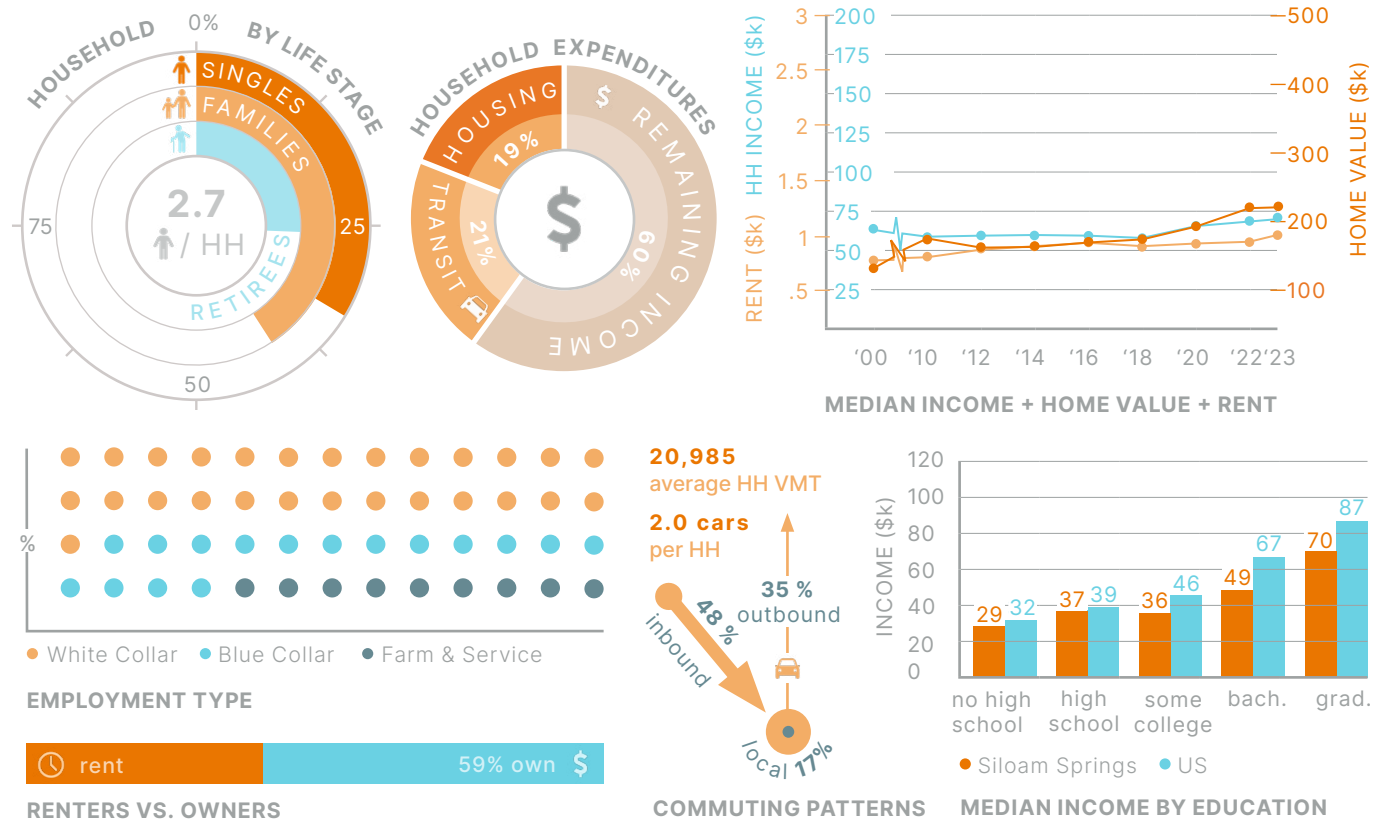
Siloam Springs is a mid-sized city of 19,100 residents near the Oklahoma border. It has grown steadily to more than 17,000 by 2023, with most new development occurring in low-density, auto-dependent formats. The city maintains 247 lane miles and nearly 200 feet of roadway per household. Net residential density is just 1.52 homes per acre, with a median home built in 1994 and an average of 2.0 vehicles per household. The housing stock is 20 percent single-family, with a mix of townhomes, small multifamily, and mobile homes filling out the remainder.



ANNUAL MIGRATION PATTERN

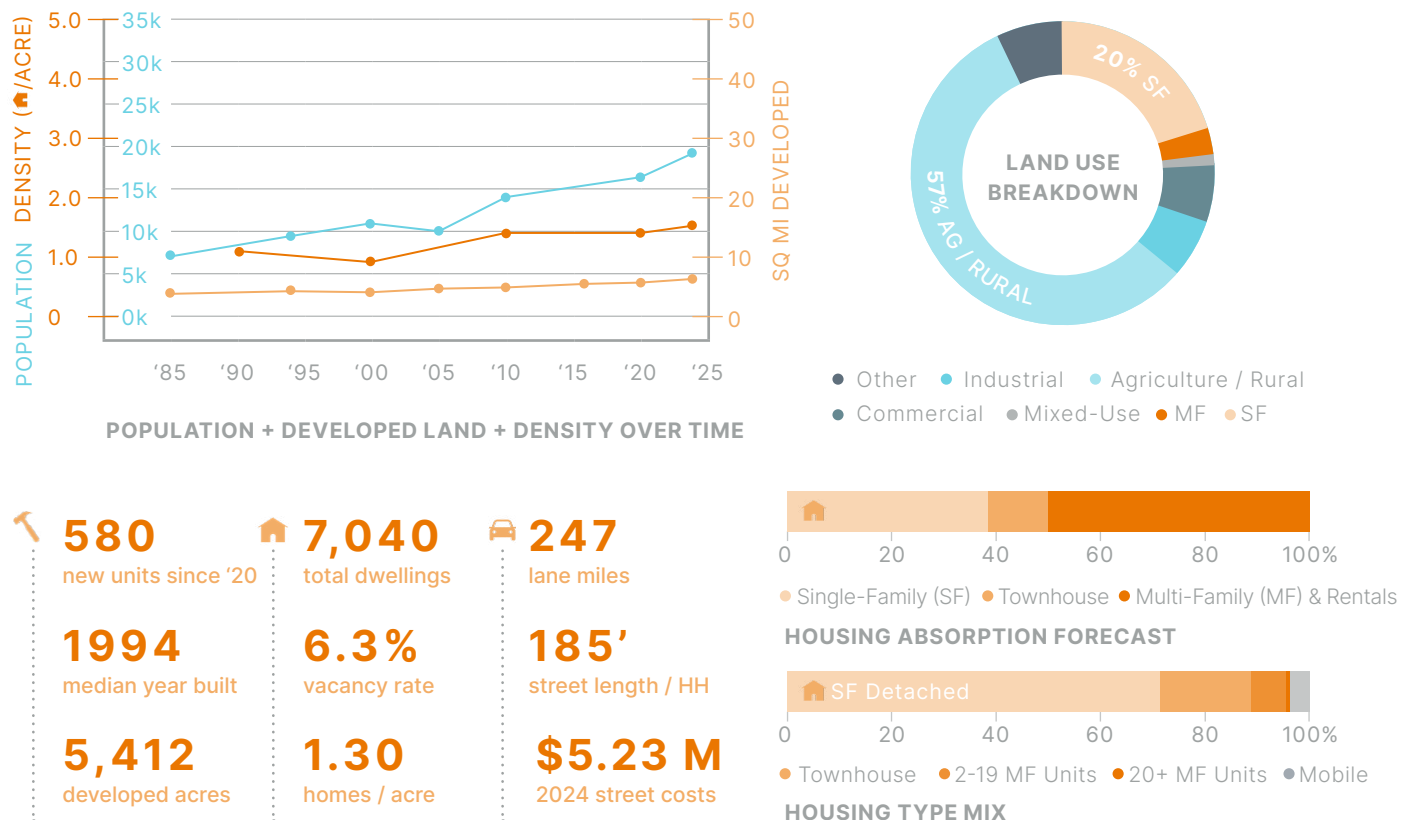


2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

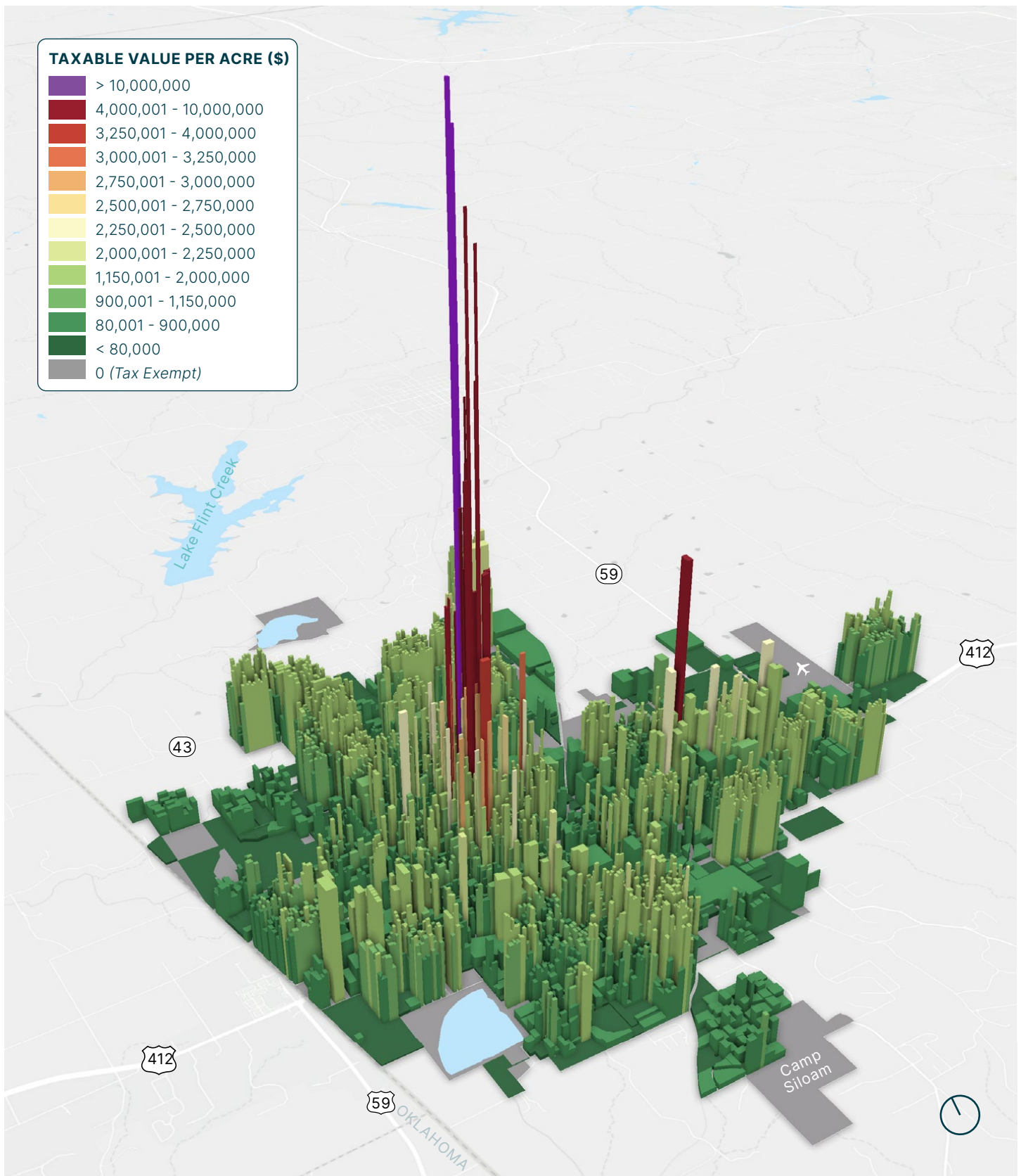
3 DEVELOPMENT CHARACTERISTICS

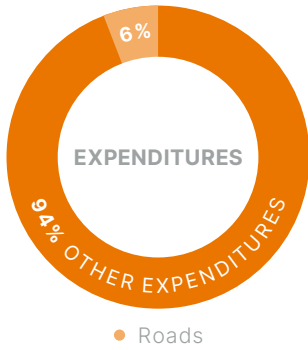
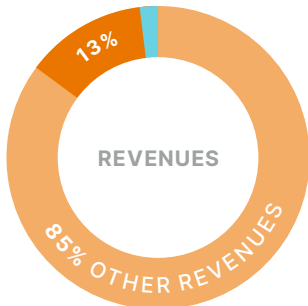


How housing stock, density, and development patterns shape the built environment.

Downtown commercial parcels in Siloam Springs generate \$11.3 million per acre, the highest value per acre citywide. Downtown residential is lower at \$2.1 million per acre for single-family and \$2.4 million for multifamily, but it still outperforms suburban commercial parcels at just \$500,000 per acre, and suburban multifamily

generates \$1.3 million. The city spends \$5.2 million annually on roads but requires \$12.1 million to meet long-term needs, leaving a 63 percent gap. Total tax revenue is \$3,074 per developed acre and \$604 per capita. Despite the gap, Siloam Springs is currently running a \$5.9 million budget surplus.





TAX COMPARISON

\$2,627
total taxable value / dev. acre



\$105
revenue / capita

SALES



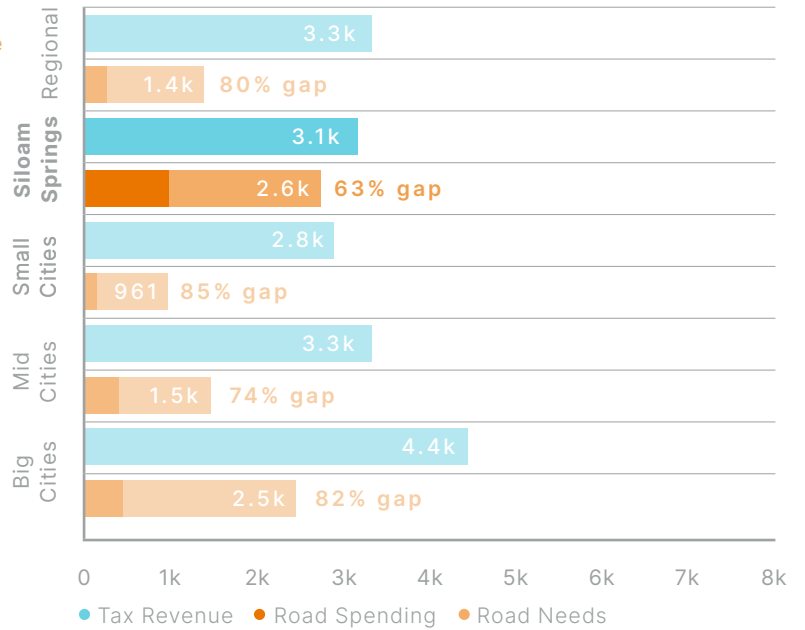
\$604
revenue / capita

2025 BUDGET

\$5.2 M
road spending / yr

\$5.9 M
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$500k / AC SUBURBAN COMMERCIAL



\$1.3 M / AC SUBURBAN MULTI-FAMILY



\$2.1 M / AC DOWNTOWN SINGLE FAMILY



\$2.4 M / AC DOWNTOWN MULTI-FAMILY



\$5.7 M / AC DOWNTOWN COMMERCIAL



\$11.3 M / AC DOWNTOWN COMMERCIAL

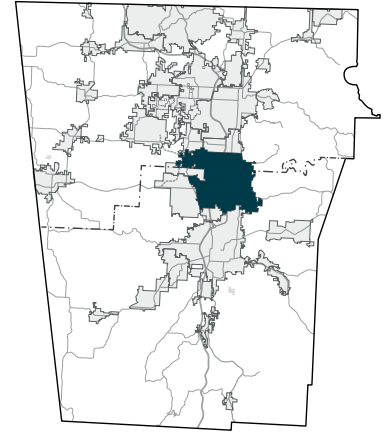
Springdale

47 square miles

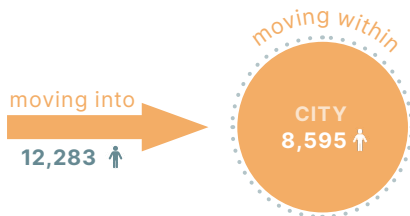
Big Four

Core

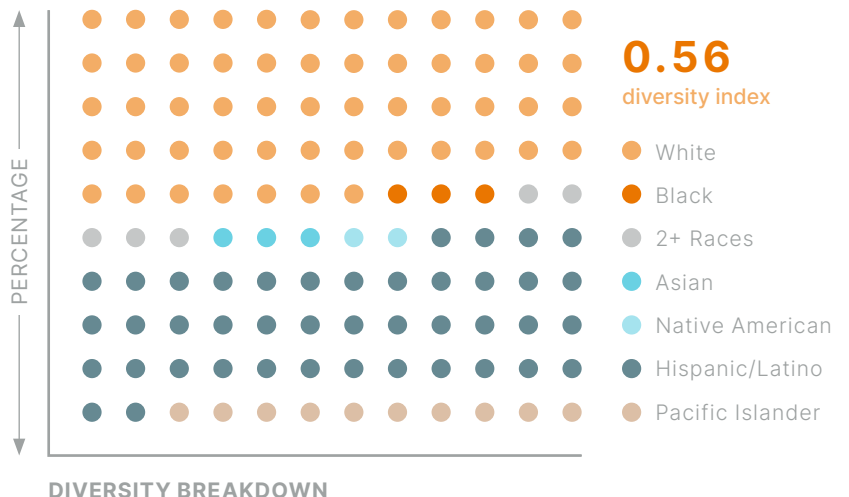
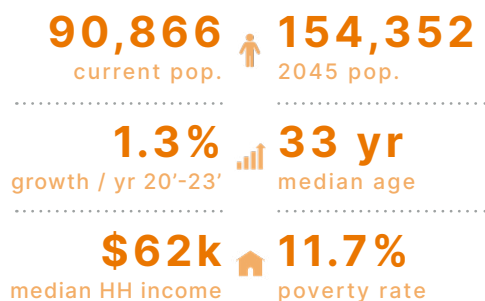
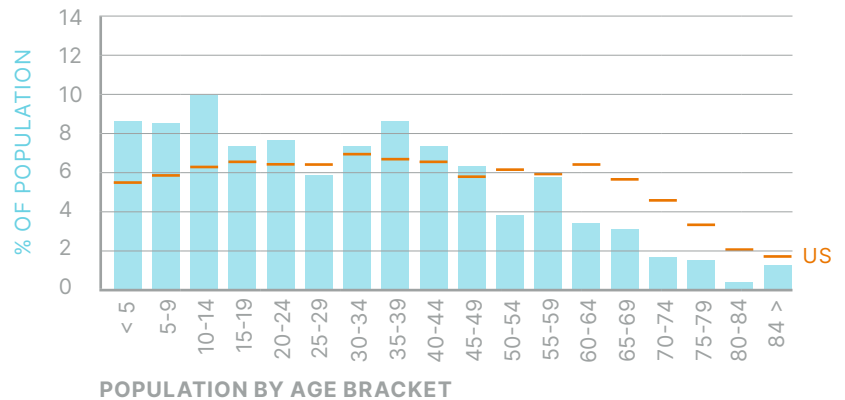
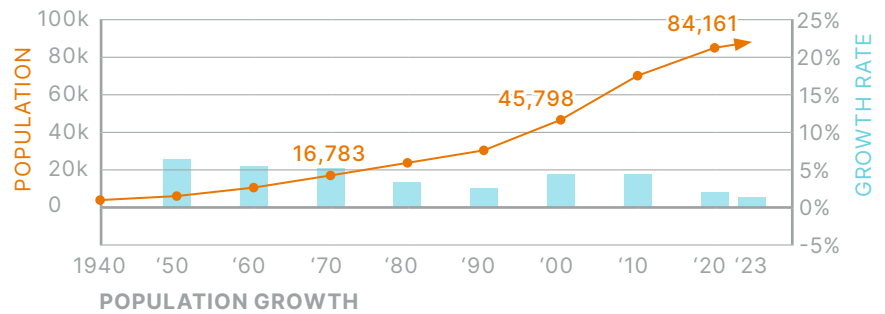
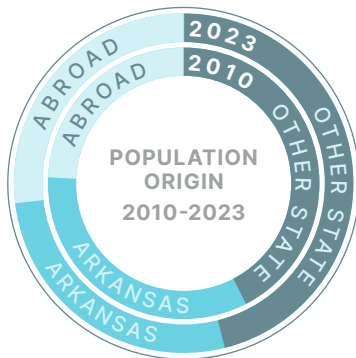
By-Right



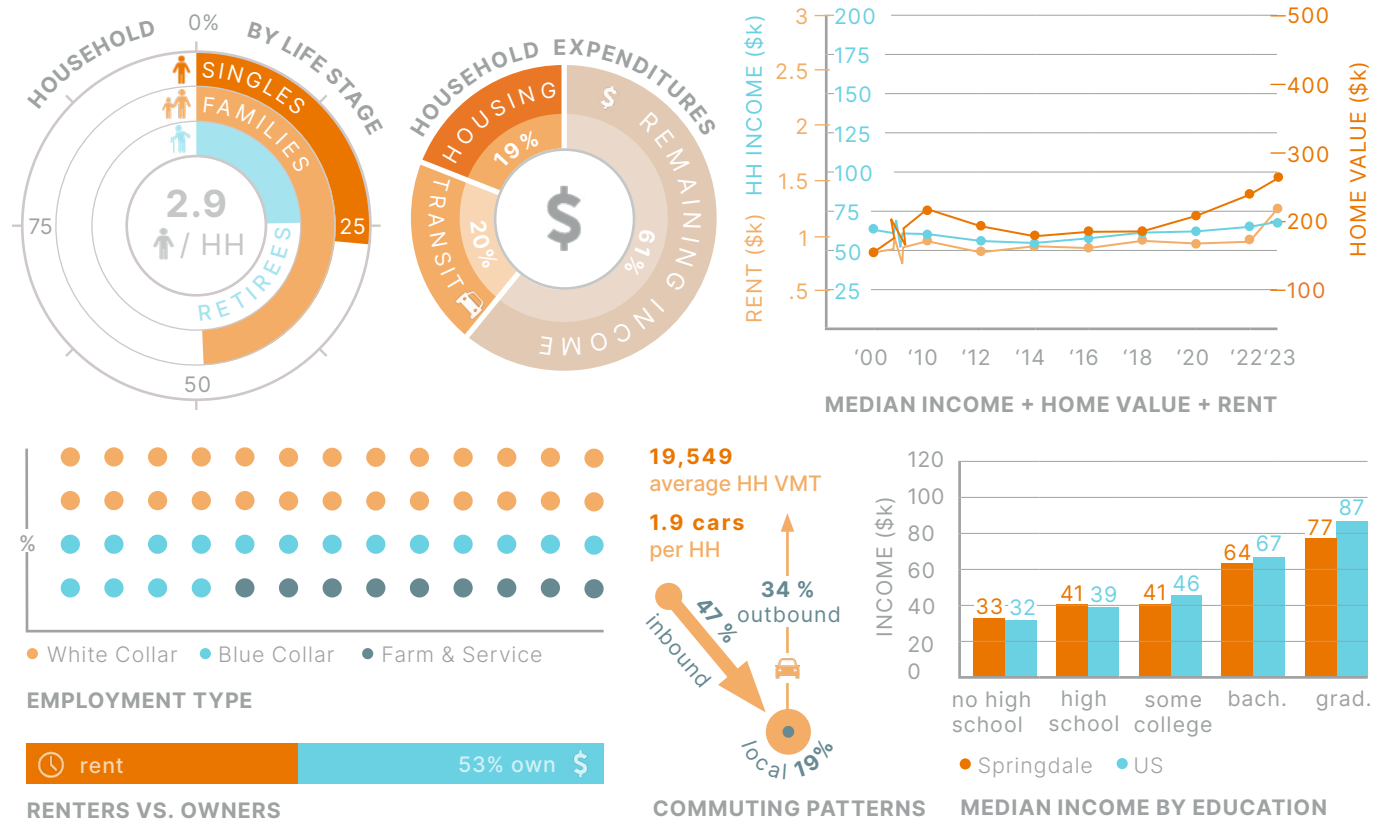
Springdale is one of the four largest cities in Northwest Arkansas, with a population of nearly 91,000 and a projected 2045 population of 154,000. Spread over 47 square miles, the city holds a broad demographic mix and a diversity index of 0.56. It is predominantly auto-oriented, with 1.9 vehicles per household and more than 19,500 vehicle miles traveled annually. Net residential density is low at 1.98 homes per acre. The city has 30,594 dwellings, with 2,169 new units added since 2020. The housing mix is 24 percent single-family, 13 percent multifamily, and the rest rural, industrial, or agricultural.



ANNUAL MIGRATION PATTERN

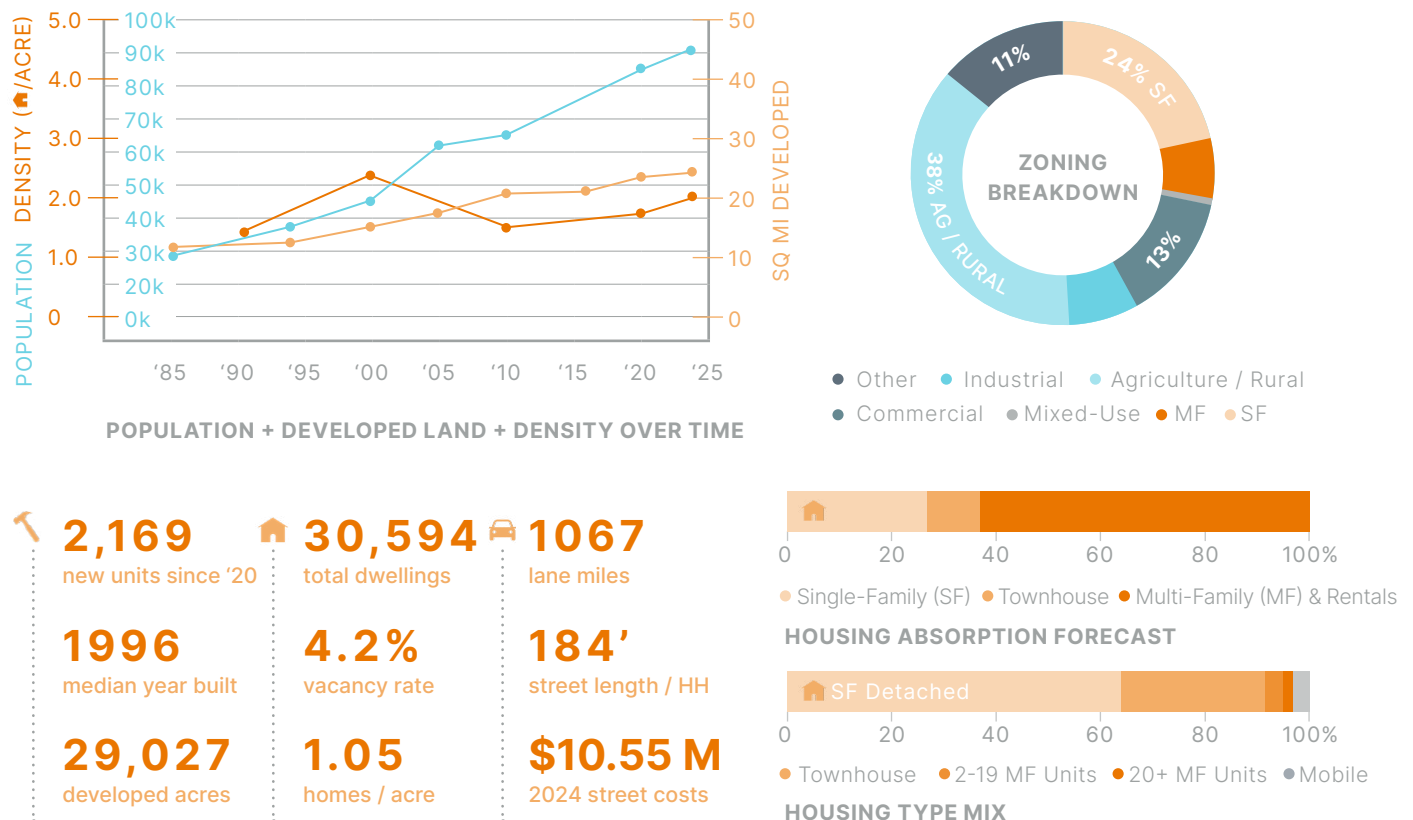


2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

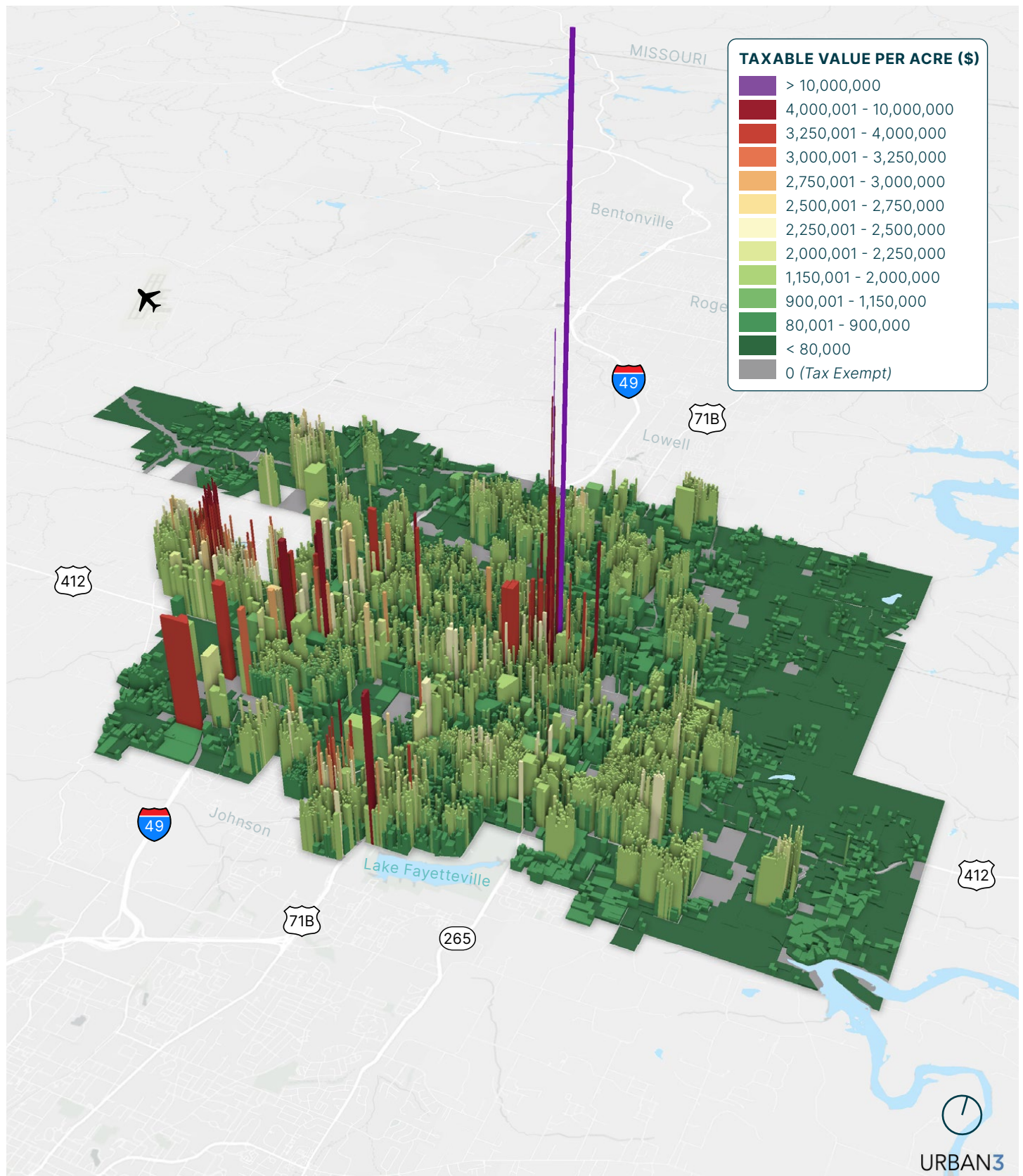
3 DEVELOPMENT CHARACTERISTICS

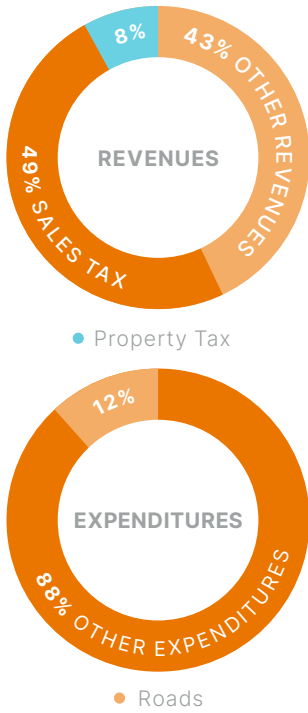


How housing stock, density, and development patterns shape the built environment.

Springdale brings in \$509 in tax revenue per capita and \$3,420 per developed acre. Downtown multifamily parcels produce the highest value, \$19.2 million per acre, followed by downtown commercial at \$7.5 million. Downtown residential parcels yield \$2.1 million per acre, the same as suburban missing middle housing. Suburban commercial generates \$1.1 million, while suburban single-family returns just

\$400,000 per acre. Annual road costs are \$10.3 million, but the long-term need is \$45.5 million, an 81 percent gap. Despite this, Springdale currently shows a \$6.1 million budget surplus, sustained largely by sales tax, which accounts for nearly half of all revenue.





TAX COMPARISON

\$1,825
total taxable value / dev. acre



\$84
revenue / capita

SALES



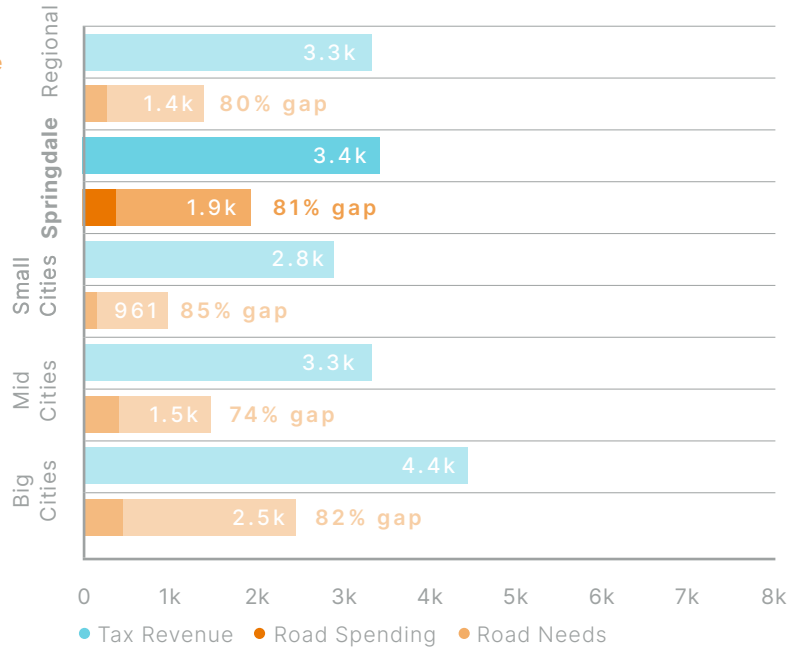
\$509
revenue / capita

2025 BUDGET

\$10.3 M
road spending / yr

\$6.1 M
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$400k / AC SUBURBAN SINGLE FAMILY



\$1.1 M / AC SUBURBAN COMMERCIAL



\$2.1 M / AC DOWNTOWN SINGLE FAMILY



\$2.1 M / AC SUBURBAN MISSING MIDDLE



\$7.5 M / AC DOWNTOWN COMMERCIAL

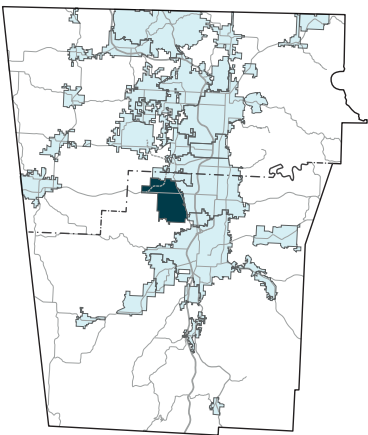


\$19.2 M / AC DOWNTOWN MULTI-FAMILY

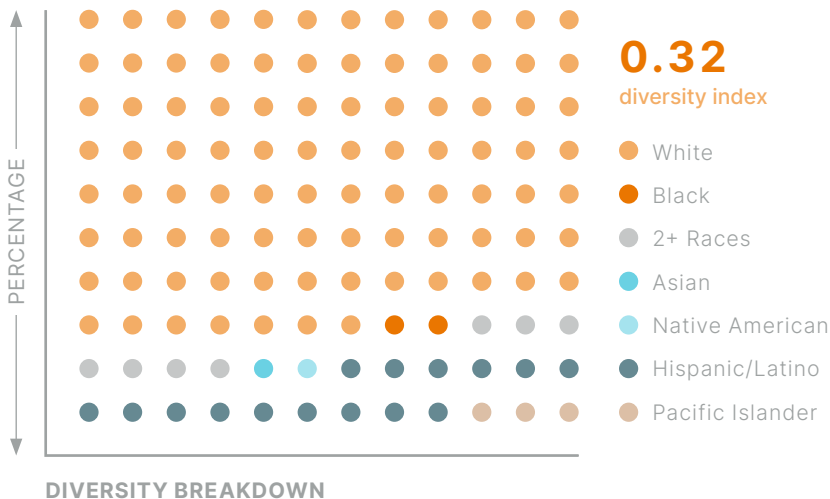
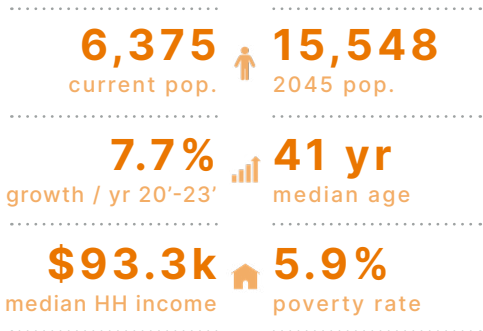
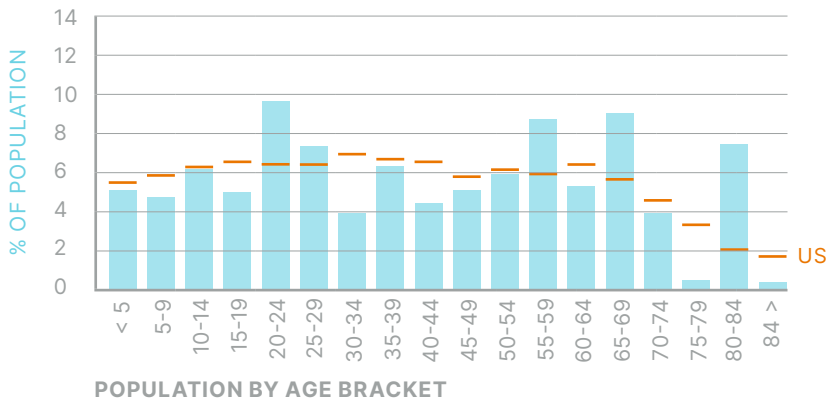
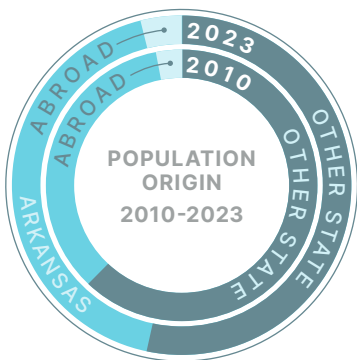
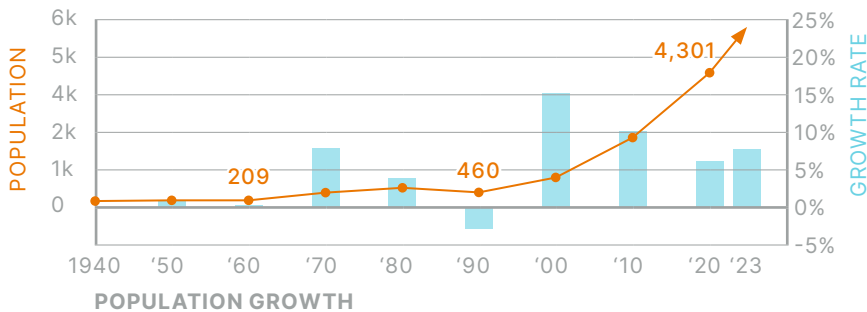
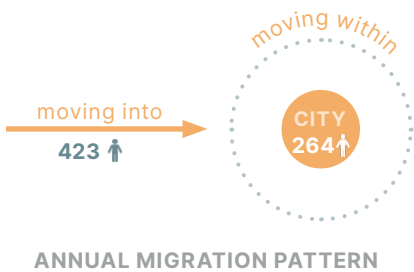
Tontitown

17.9 square miles

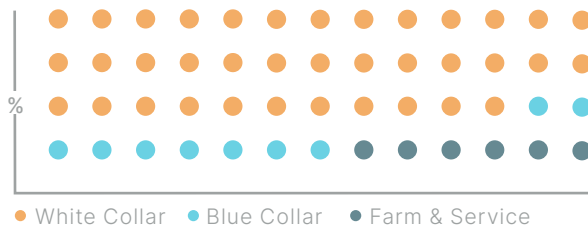
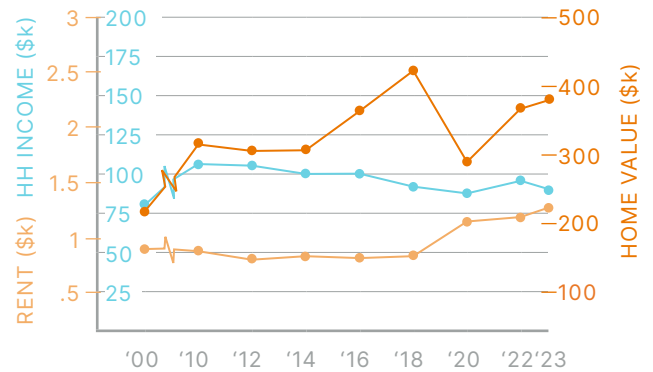
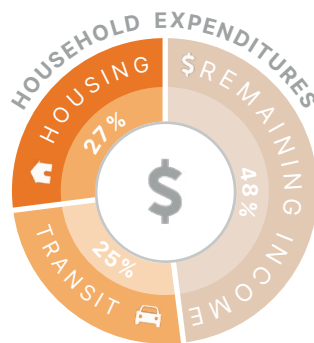
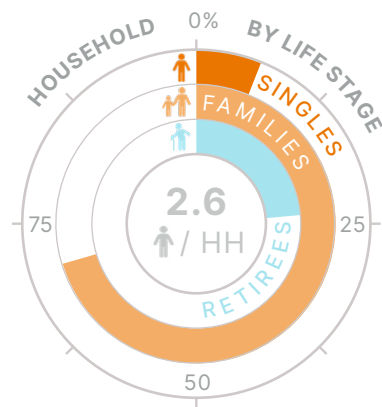
- Mid-Sized
- Core-Adjacent
- Negotiated



Tontitown is a mid-sized city of 6,375 people situated along the I-49 corridor. It has experienced sustained growth since 2000, with a 7.7 percent increase from 2020 to 2023 and a projected population of 15,548 by 2045. Spread across 17.9 square miles, its current residential density is just 1.65 homes per acre, supported by 133 lane miles of streets. The median home was built in 2010, with 694 new units added since 2020. Residents drive an average of 25,366 miles per household annually, with 2.3 vehicles per household and an ownership rate of 82 percent.



2 HOW PEOPLE LIVE



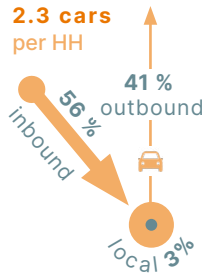
RENTERS VS. OWNERS



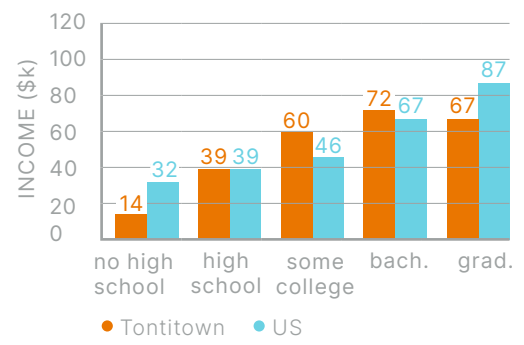
RENTERS VS. OWNERS

25,366
average HH VMT

2.3 cars
per HH

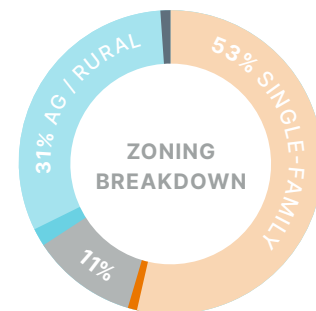
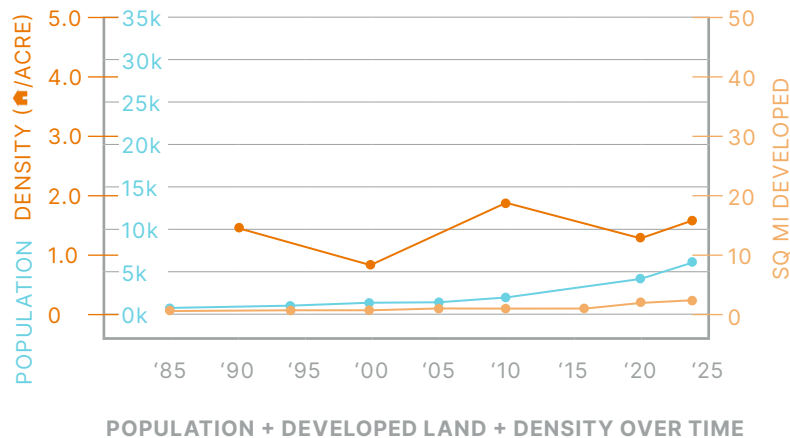


COMMUTING PATTERNS

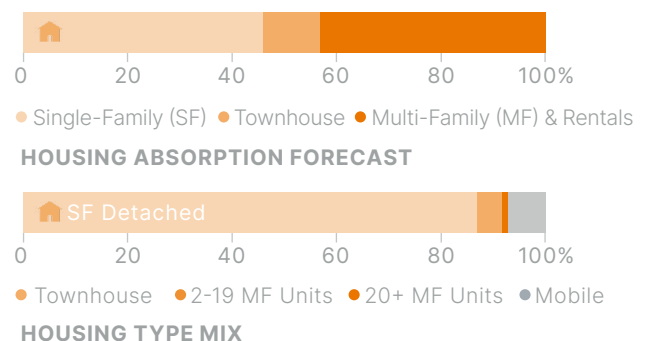
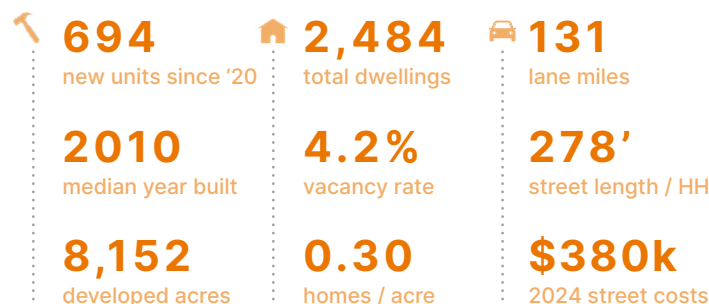


Economic insights into local opportunity and cost of living.

3 DEVELOPMENT CHARACTERISTICS



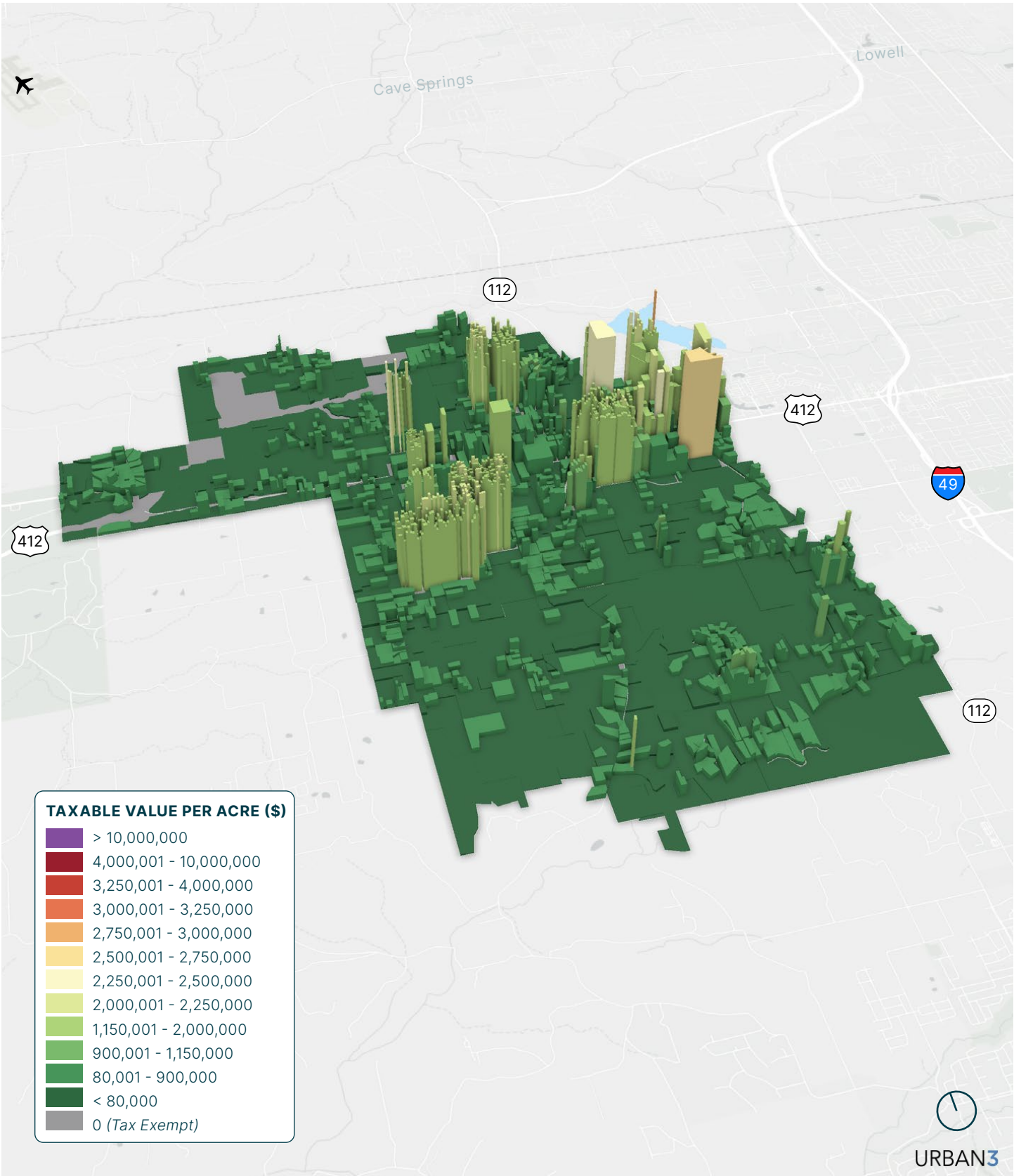
- Other Industrial Agriculture / Rural
- Commercial Mixed-Use MF SF

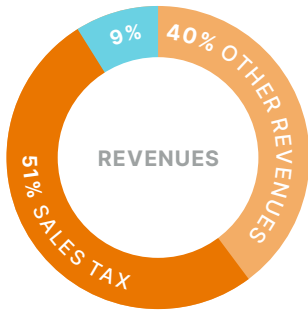


How housing stock, density, and development patterns shape the built environment.

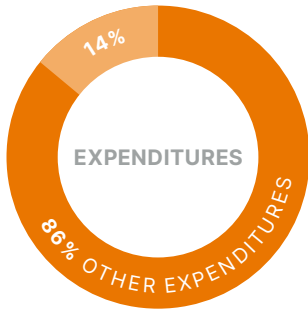
Downtown townhomes in Tontitown generate \$2.3 million per acre, while downtown commercial and single-family lag behind at just \$800,000 and \$700,000 respectively. Newer suburban development performs slightly better, with single-family parcels generating \$2.8 million per acre and multifamily yielding \$1.7 million. Commercial parcels outside downtown contribute \$1.4 million

per acre. The city's total tax revenue averages \$589 per capita and \$3,654 per developed acre. Annual road costs are \$780,000, while long-term needs are estimated at \$7.3 million, creating an 89 percent funding gap. Despite this, Tontitown currently shows a budget surplus of \$3.6 million.





● Property Tax



● Roads

TAX COMPARISON

\$662

total taxable value / dev. acre



\$116

revenue / capita

SALES



\$564

revenue / capita

2025 BUDGET

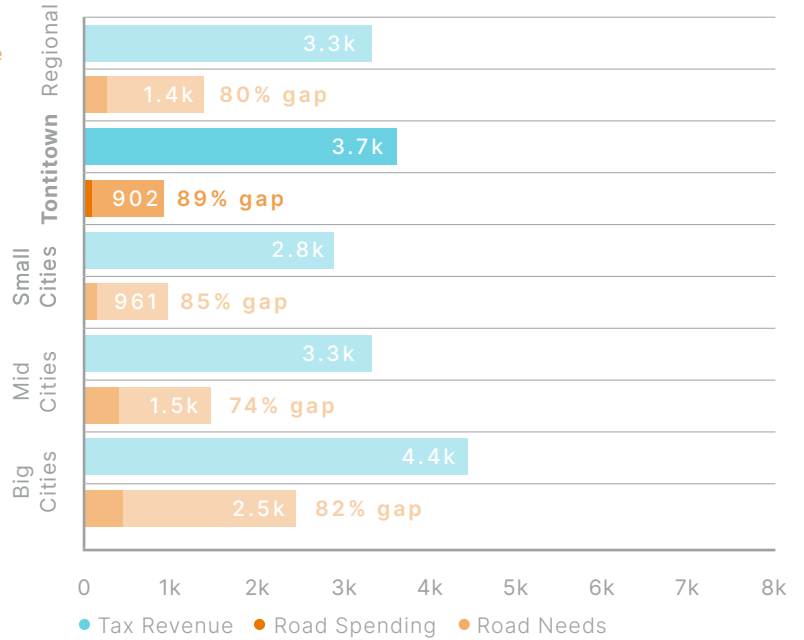
\$377k

road spending / yr

-\$3.4 M

budget deficit

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$700k / AC DOWNTOWN SINGLE FAMILY



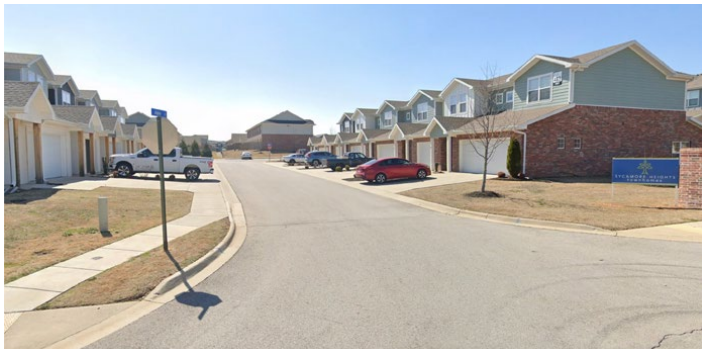
\$800k / AC DOWNTOWN COMMERCIAL



\$1.4 M / AC SUBURBAN COMMERCIAL



\$1.7 M / AC SUBURBAN MULTI-FAMILY



\$2.3 M / AC DOWNTOWN TOWNHOMES

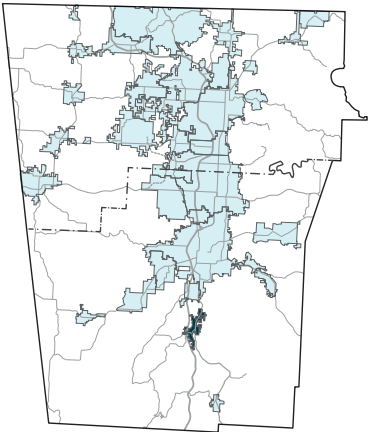


\$2.8 M / AC SUBURBAN SINGLE FAMILY

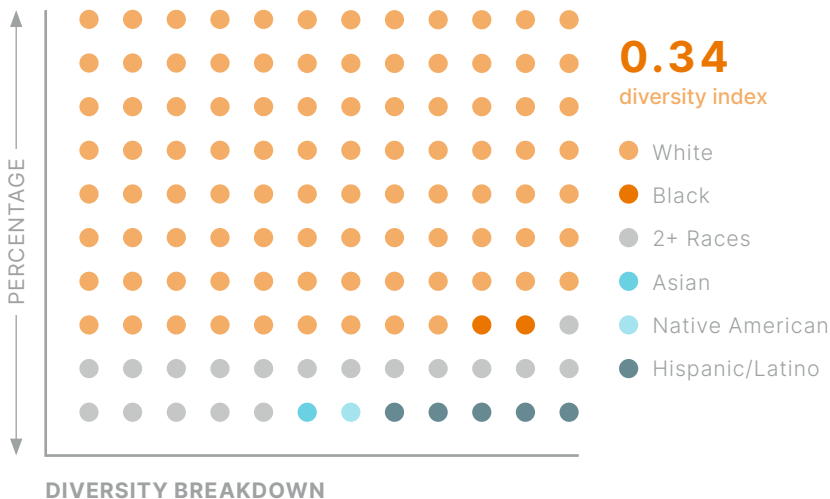
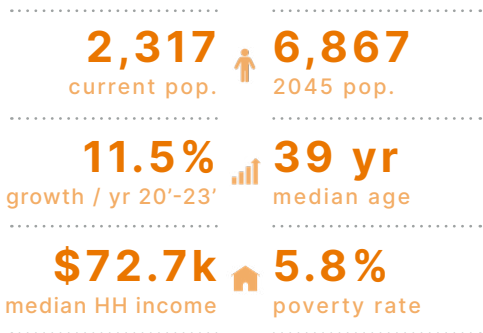
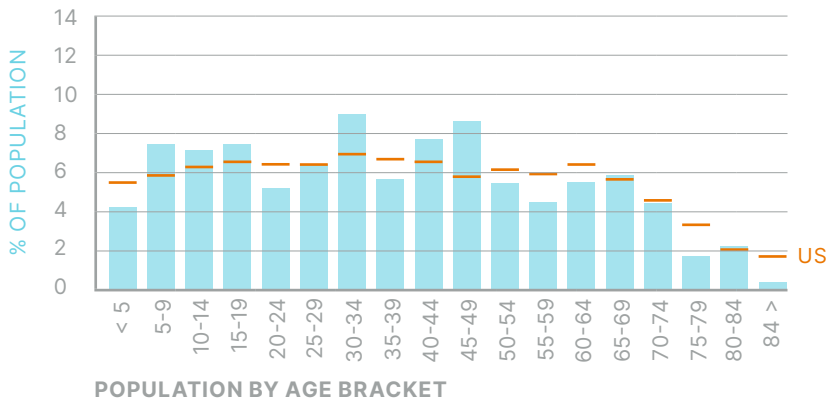
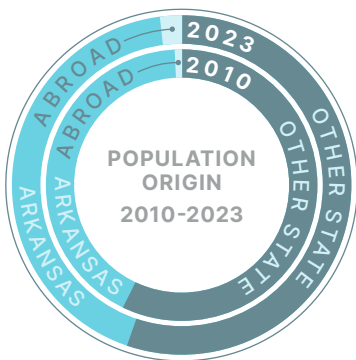
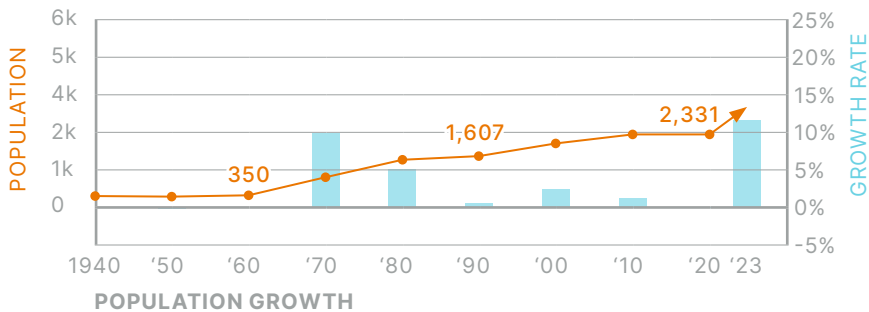
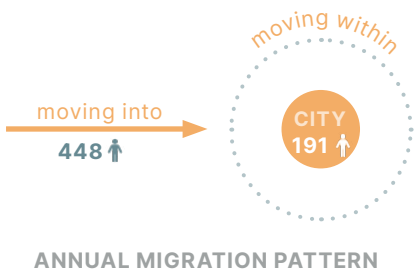
West Fork

3.7 square miles

- Small-Sized
- Satellite
- Negotiated

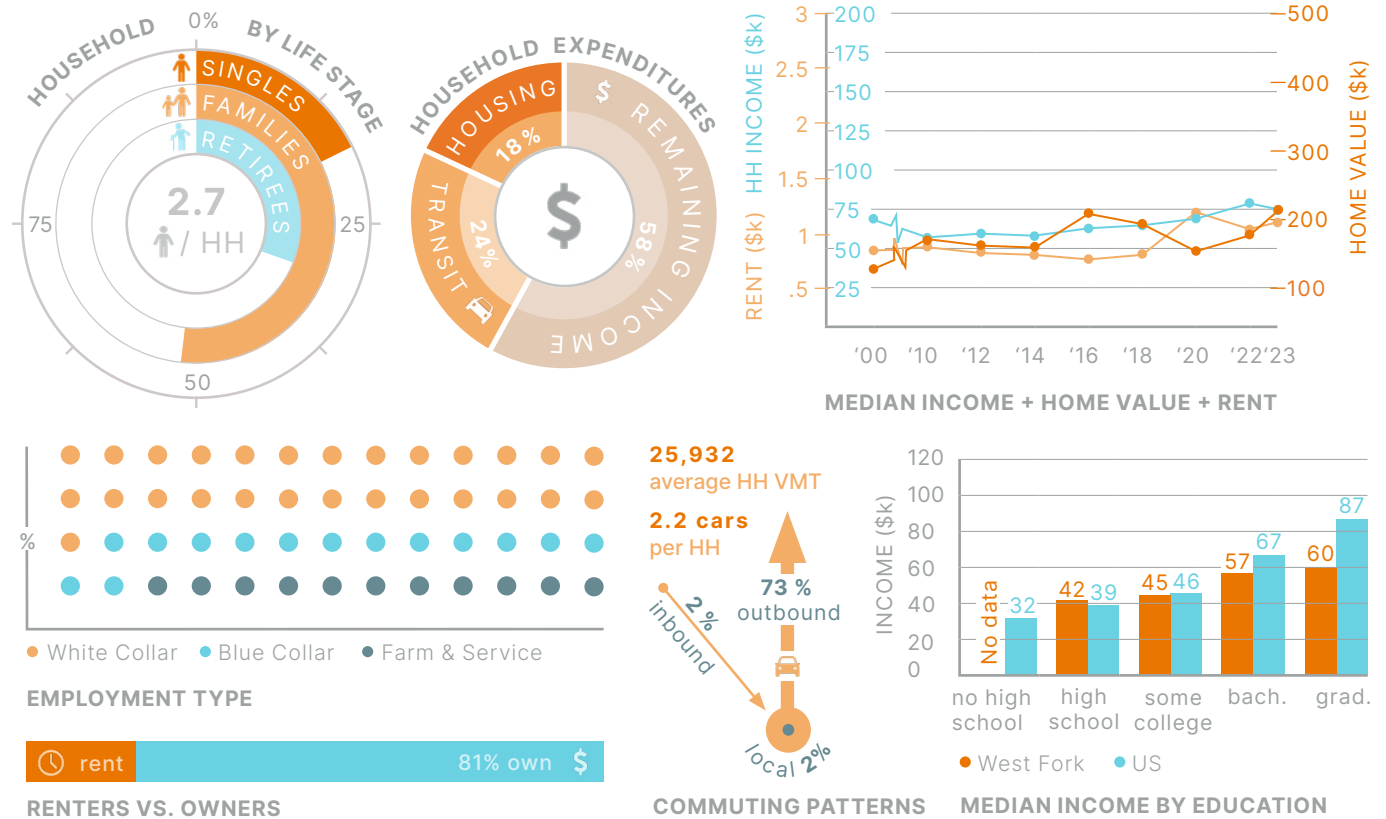


West Fork is a small city of 2,317 residents, located south of Fayetteville and encompassing 3.7 square miles. Its population grew by 11.5 percent between 2020 and 2023, with a projected population of 6,867 by 2045. Median age is 39, and households average 2.7 people with 2.2 vehicles. Residents drive 25,932 miles annually on average. Homeownership is high at 81 percent, and the median income is \$72,700. Density remains low at 1.27 homes per acre, and the housing stock is aging, with a median build year of 1985 and only 44 new units added since 2020.



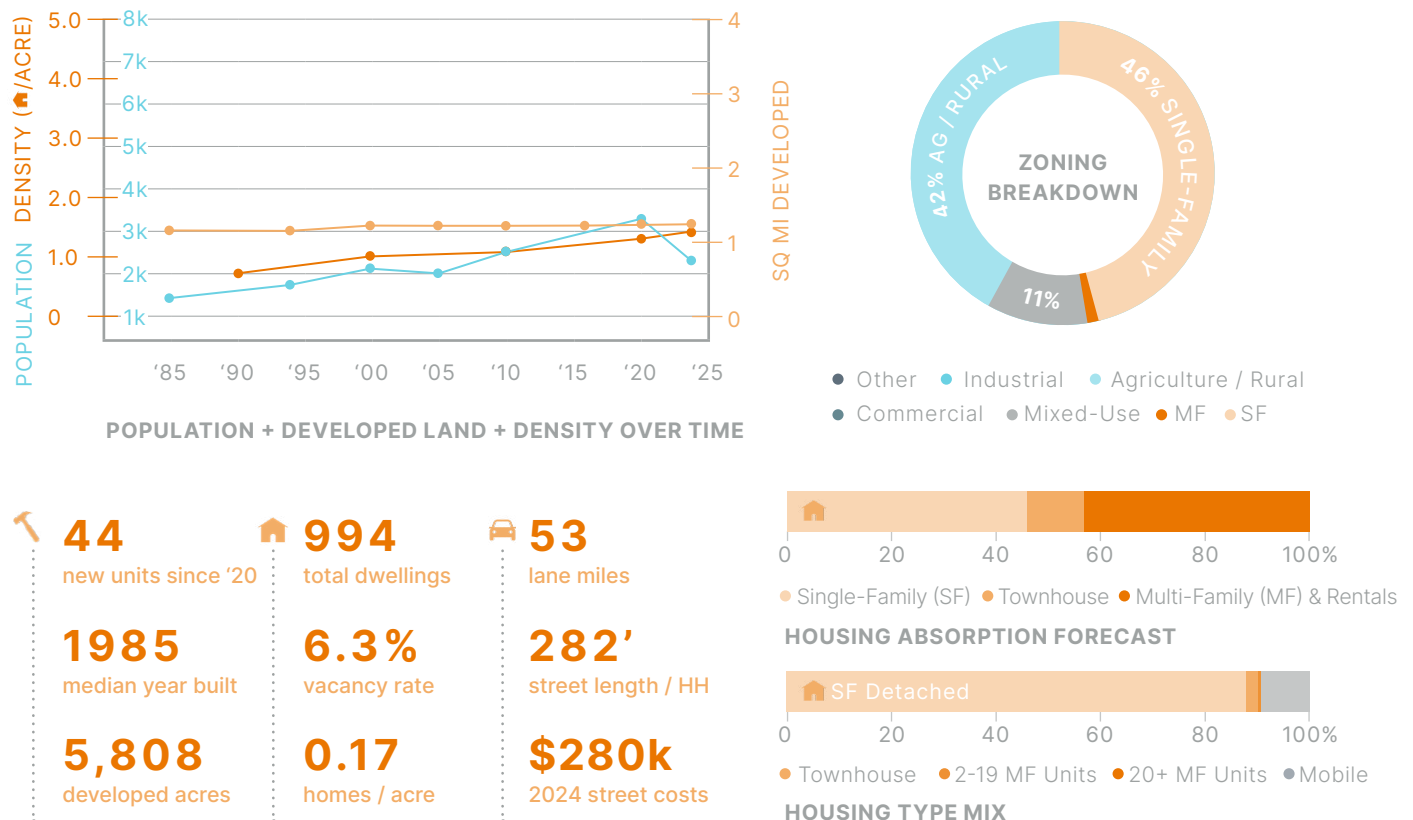
A snapshot of population, household types, cost of living, education, and the changing makeup of the city.

2 HOW PEOPLE LIVE



Economic insights into local opportunity and cost of living.

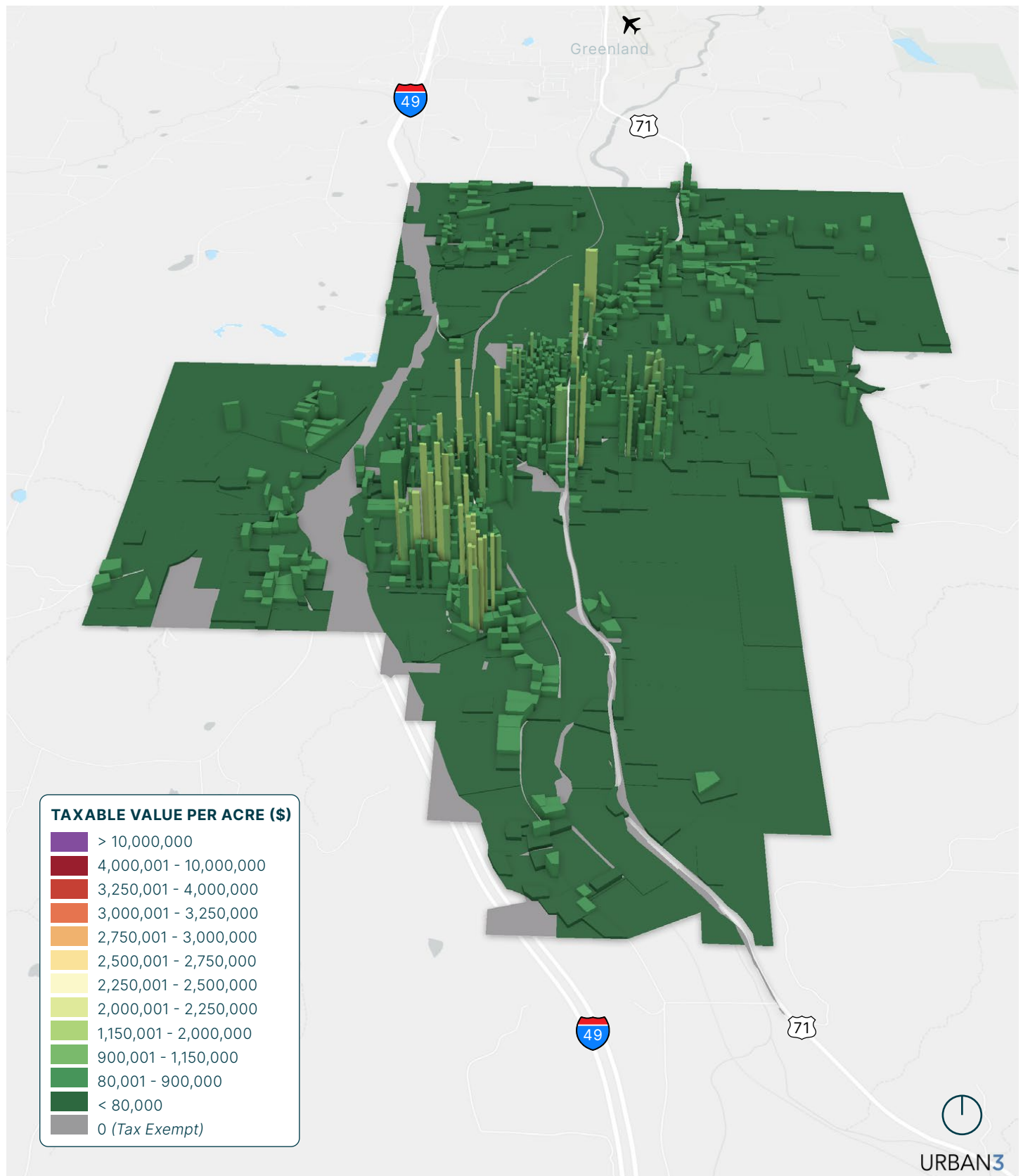
3 DEVELOPMENT CHARACTERISTICS

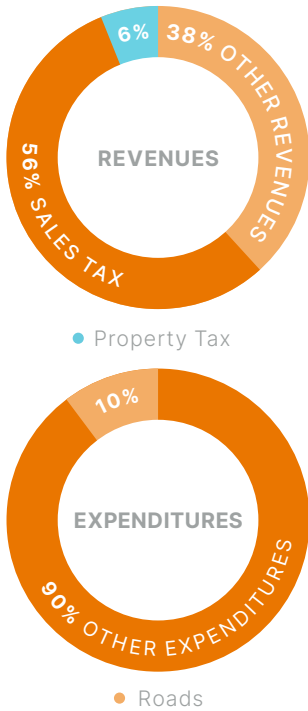


How housing stock, density, and development patterns shape the built environment.

West Fork generates \$526 in tax revenue per capita and \$2,329 per developed acre. Suburban townhomes and downtown single-family homes top the value chart at \$1.9 and \$2.1 million per acre respectively. Downtown commercial yields just \$900,000 per acre, while suburban commercial lags at \$700,000. A small local café brings in

only \$300,000. The city faces a 90 percent infrastructure gap, with \$285,000 in annual road spending compared to long-term needs of \$2.3 million. Despite this, West Fork shows a modest \$207,000 budget surplus, funded primarily by sales tax, which accounts for 56 percent of total revenue.





TAX COMPARISON

\$315
total taxable value / dev. acre



\$58
revenue / capita

SALES



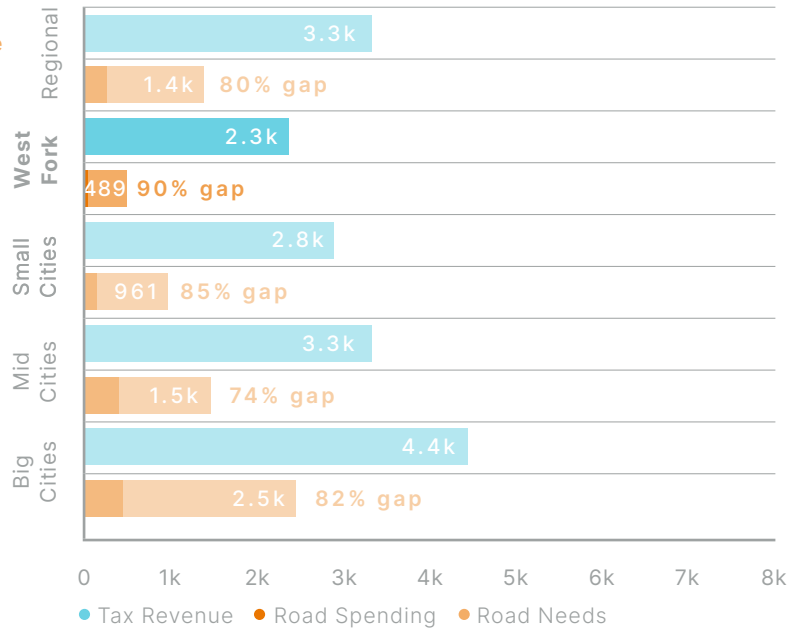
\$526
revenue / capita

2025 BUDGET

\$285k
road spending / yr

\$207k
budget surplus

REVENUE AND ROAD MAINTENANCE / DEVELOPED AC



\$300k / AC LOCAL CAFE



\$700k / AC DOWNTOWN DUPLEX



\$700k / AC SUBURBAN COMMERCIAL



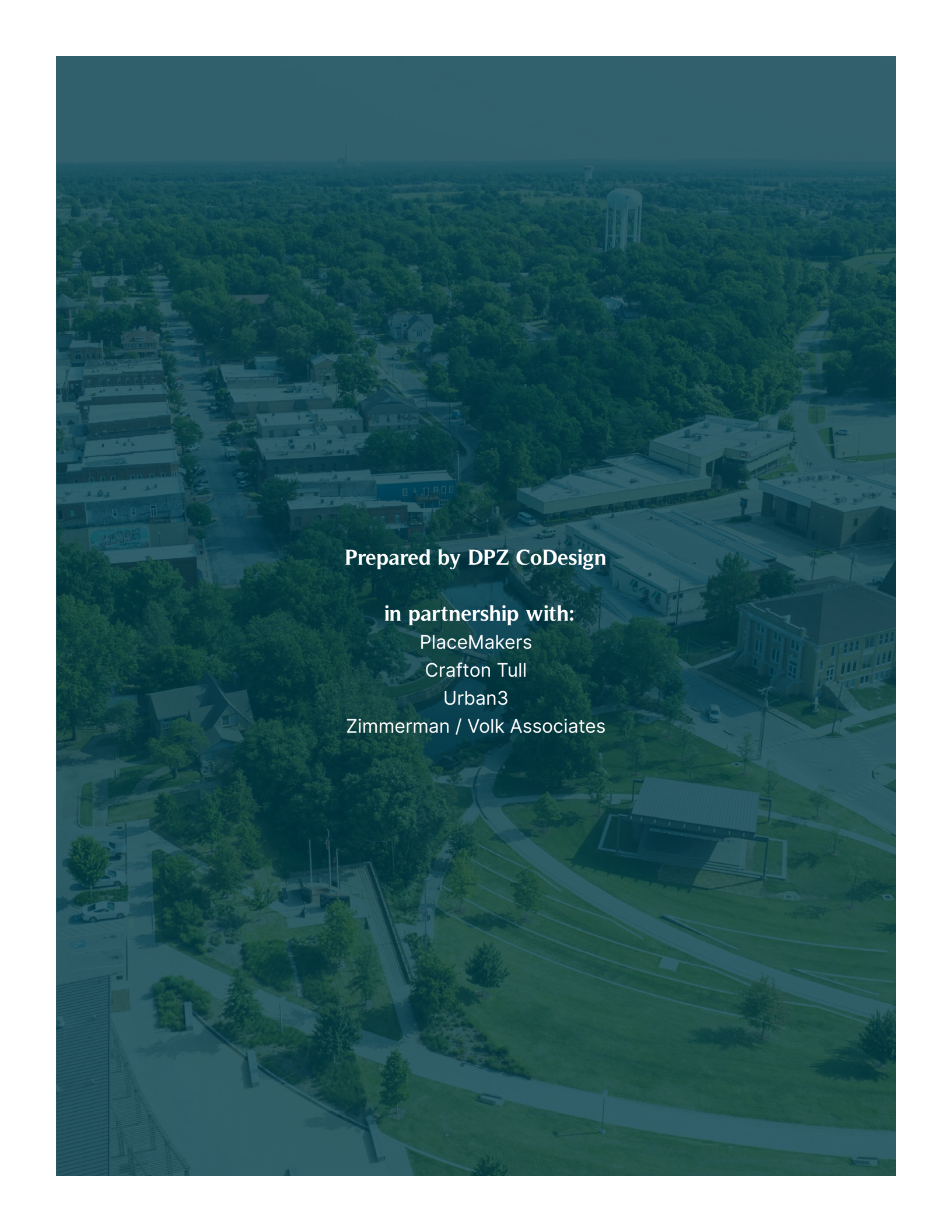
\$900k / AC DOWNTOWN COMMERCIAL



\$1.9 M / AC SUBURBAN TOWNHOMES



\$2.1 M / AC DOWNTOWN SINGLE FAMILY



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