***Note** – Some of the members of the Planning Commission, as well as City staff members, may attend this meeting virtually. For public health reasons, those who attend in person should consider personal hygiene, the use of facial coverings, and social distancing.*

Planning Commission
Meeting Agenda
December 7, 2021

Registration Link: https://us06web.zoom.us/webinar/register/WN_Od-wGpggTDO42pbA0lnlPw

I. Call to Order

II. Approval of the November 16 Meeting Minutes

III. Old Business

1. **Eyaal Investment Group, LLC** **Future Land Use Map Amendment***
   1a. Agriculture to Medium Density Residential
   SW Barron Road *(RZ21-0073)*

   1b. A-1, Agricultural to R-2, Medium Density Two Family and Townhome & R-ZL, Zero Lot Line Residential **Rezoning***
   SW Barron Road *(RZ21-0073)*

2. **Hunter Wright Development Group LLC** **Future Land Use Map Amendment***
   2a. Low Density Residential to High Density Residential
   908 SE 3rd Street *(RZ21-0074)*

   2b. R-1, Low Density Single Family Residential to DN-3, Downtown High Density Residential **Rezoning***
   908 SE 3rd Street *(RZ21-0074)*

IV. Consent Agenda

1. **Lots 1 and 2 of Westwood Subdivision** **Property Line Adjustment**
   307 S Walton Boulevard *(PLA21-0036)*

2. **Lots 7 & 8 of Riverwalk Farms Commercial Subdivision Phase 1** **Property Line Adjustment**
   3400 SW Regional Airport Boulevard *(PLA21-0049)*

3. **Lot 32 of Dunn & Davis Addition** **Property Line Adjustment**
   603, 605 and 609 SW C Street *(PLA21-0051)*

4. **Lot 21 of 2nd Eastside Addition** **Property Line Adjustment**
   SE 4th Street *(PLA21-0052)*

To see a full list of all pending Planning Commission items, please visit: https://arcg.is/08HvK8

5. **Lot 8 of Enfield Park Subdivision** — **Property Line Adjustment**
   602, 605, 606 & 609 Enfield Road *(PLA21-0054)*

6. **Walmart Supercenter #100 Expansion Phasing Plan** — **Large-Scale Development**
   406 S Walton Boulevard *(LSD20-0062)*

7. **Hawthorne Heights Phase 2** — **Final Plat**
   903 NE Heights Lane *(FP21-0004)*

8. **Artspace** — **Large-Scale Development**
   701 SE 8th Street *(LSD21-0063)*

V. New Business

1. **Master Street Plan** — **Resolution***

2. **Pubside Holdings, LLC** — **Future Land Use Map Amendment***
   1a. Medium-Density Residential to Downtown Commercial
   203 A & B SW 4th Street *(RZ21-0077)*

   1b. R-1, Low Density Single Family Residential and R-O Residential Office to DC, Downtown Core — **Rezoning***
   203 A & B SW 4th Street *(RZ21-0077)*

3. **SW A Street Food Truck Court** — **Conditional Use***
   Outdoor Vendor Park
   405 SW A Street *(CU21-0024)*

4. **The Haven** — **Conditional Use***
   Retail and Office Uses (≤ 4,000 gsf)
   SE 4th Street *(CU21-0025)*

5. **Dollar General** — **Large-Scale Development**
   8100 SW Regional Airport Boulevard *(LSD21-0060)*

6. **7C Townhomes** — **Large-Scale Development**
   SW C Street and SW 7th Street *(LSD21-0064)*

7. **Robert Sanders** — **Waiver**
   307 SE Street *(RADD21-0083) & (LS21-0069)*

To see a full list of all pending Planning Commission items, please visit: https://arcg.is/08HvK8

Planning Commission Meeting
Minutes
November 16, 2021

Meeting called to order at 4:00 p.m. by Dana Davis, Chairman. Meeting was held at City Hall and via Zoom video conference.

Present: Dana Davis, Eric Hipp, Elaine Kerr, Reggie Wright, Joe Haynie, Rod Sanders, Richard Binns
Absent: N/A
Staff: Tyler Overstreet, Elizabeth Johnson, Luke Aitken, Ellen Norvell

Motion by Mr. Haynie, seconded by Mr. Wright to approve the minutes of November 2nd, 2021.

Approved 7-0

Consent Agenda

Item #1
The Warren, Large Scale Development, 527 SE 6th Street (LSD21-0057)

Approved 7-0

Old Business

Item #1
Lumen, Large Scale Development, 307 S Walton Blvd, LSD21-0058
Tyler Overstreet reads the updated staff report
Daniel Ellis, representing the applicant, is available for questions
There is discussion amongst Commissioners and Staff regarding six waiver requests for the item.
Motion by Mr. Wright, seconded by Mr. Hipp to approve the first waiver, from Article 1400, Sec. 1400.06 Street Frontage Buffer Landscaping Required
Approved 7-0
Motion by Mr. Hipp, seconded by Mr. Haynie to approve the second waiver, from Article 1400, Sec. 1400.08 Interior Parking Lot Landscaping Required, (e)(2) Minimum size
Approved 7-0
Motion by Mr. Haynie, seconded by Mr. Wright to approve the third waiver, from Article 1400, Sec. 1400.07 Perimeter landscape strip required, (c) Minimum width
Approved 7-0
Motion by Mr. Hipp, seconded by Mrs. Kerr to approve the fourth waiver, from Article 501, Sec. 501.07 Surfacing of Parking Lots
Approved 7-0
Motion by Mr. Haynie, seconded by Mr. Wright to approve the fifth waiver, from Article 501, Sec. 501.10 Off-Street Loading
Approved 7-0
Motion by Mr. Wright, seconded by Mr. Haynie to approve the sixth waiver, from Article 501, Sec. 501.06 Number of Off-Street Parking Spaces Required
Approved 7-0

Motion by Mr. Sanders, seconded by Mr. Binns to approve the large scale development
Approved 6-1

New Business

Item #1a
Eyaal Investment Group LLC, Future Land Use Map Amendment, Agriculture to Medium Density Residential, SW Barron Road, RZ21-0073
Tyler Overstreet reads the staff report.
Opened public hearing
Closed public hearing
There is discussion amongst Commissioners and Staff.
Motion by Mr. Wright seconded by Mrs. Kerr to table the item
Tabled 7-0

Item #1b
Eyaal Investment Group LLC, Rezoning, A-1, Agricultural to R-2, Medium Density Two Family Residential, SW Barron Road, RZ21-0073
Tyler Overstreet reads the staff report.
Tyler Overstreet reads the staff report.
Opened public hearing
Susan Kohler, representing the Benton County Fairgrounds, at 7640 SW Regional Airport Blvd, speaks on her concerns around the rezoning request
Closed public hearing
There is discussion amongst Commissioners and Staff.
Motion by Mr. Wright seconded by Mrs. Kerr to table the item
Tabled 7-0

Item #2a
Hunter Wright Development Group LLC, Future Land Use Map Amendment, Low Density Residential to High Density Residential, 908 SE 3rd Street, RZ21-0074
Tyler Overstreet reads the staff report.
Opened public hearing
Closed public hearing
There is discussion amongst Commissioners and Staff.
Motion by Mr. Haynie, seconded by Mr. Binns to table the item
Tabled 7-0

Item #2b
Hunter Wright Development Group LLC, R-1, Rezoning, Low Density Single Family Residential to DN-3, Downtown High Density Residential, 908 SE 3rd Street, RZ21-0074
Tyler Overstreet reads the staff report.
Opened public hearing
Closed public hearing
There is discussion amongst Commissioners and Staff.
Motion by Mr. Haynie, seconded by Mr. Binns to table the item
Tabled 7-0

Motion by Mr. Haynie, seconded by Mr. Sanders to adjourn.
Meeting adjourned

**A copy of this recording can be obtained from the Bentonville Planning Department.
Luke Aitken

Eyaal Investment Group LLC

SW Barron Road

PC Date: 11/16/2021

Reviewer: Elizabeth Johnson, Senior Planner, AICP

Project Number	RZ21-0073
Applicant / Current Owner	Eyaal Investment Group LLC
Site Area	+/- 24.84 acres
Current Zoning	A-1, Agricultural
Requested Zoning	R-2, Medium Density Two Family and Townhome Residential and R-ZL, Zero Lot Line Residential
Future Land Use Map Designation	Agriculture (A)
Requested Future Land Use Map Designation	Medium-Density Residential (MDR)

https://arcg.is/08HvK8

Location Map

Property Description

This property is located at SW Barron Road, directly north of the Benton County Fair Grounds. The property is surrounded by A-1, Agricultural to the north, south, east, and west.

Relationship to the Bentonville Community Plan

The Future Land Use Plan currently depicts this property as Agriculture. Agriculture areas include larger properties used primarily for the raising of crops or livestock. These properties may also include residences and farm-related structures. The applicant is requesting a change in the Future Land Use Plan to Medium Density Residential. Medium-density residential areas include townhouse or duplex residential properties with a typical density of 8-12 units per acre. These areas are found both near Downtown and in some recent growth areas. These areas may also include local amenities for residents, including neighborhood parks, places of worship, etc.

This property is located within Priority Area 3, Edge Growth, as identified in Chapter 4 of the Bentonville Community Plan. This area focuses on development in areas proximate to existing infrastructure to capitalize on municipal investment that has already taken place (pg. 44).

Public Comment

At the time of writing this staff report, staff has not received public comment on this item

Analysis

The R-2 District allows for a slightly higher density than the R-1 District, with residential uses separated from commercial and industrial activity. It encourages duplex and patio home development at appropriate locations. The district may be located in developed areas or undeveloped areas of the City compatible with moderate density residential development.

The R-ZL District is a moderate density residential district designed to encourage the development of a variety of dwelling types including "zero lot line" units. Developments must be efficient in the use of land and utilities. It should be considered compatible with other residential use and may be used to create a transition from purely residential zones to medium and high-density residential zones.

Conclusion

This rezoning request is consistent and compatible with existing land use patterns. Staff recommends approval of the Future Land Use Map amendment and the rezoning request.

RZ21-0073
REZONING A-1 TO R-2 & RZL
DONALD ADDITION
LOT 2

Civil Engineering, Landscape Architecture,
Survey, Planning & Program Management

3108 SW Regency Parkway
Bentonville, AR 72712
Office: 479.273.9472
Toll-free: 1.800.433.4173
ceieng.com

October 11, 2021

City of Bentonville
Planning Dept.
305 SW A St.
Bentonville, AR 72712

RE: Eyaal Investment Group, LLC Rezoning Application

Dear Planning Commission:

Please accept this narrative letter to accompany a formal request by Eyaal Investment Group, LLC owner of real property located in the City of Bentonville, for consideration of a rezoning for Benton County parcel 01-08200-026 from A-1, Agricultural District to R-ZL Residential Zero Lot Line and R-2 Medium Density Two Family and Townhome. The property is approximately 25 acres located on SW Barron Rd. between SW Opal Rd and SW Regional Airport Blvd. The property is planned for development by the current owner as a Medium Density Residential subdivision.

Pending approval of this rezoning request, a proposed development plan will be submitted later addressing details of construction. It will be consistent with the allowable uses under the current city of Bentonville zoning code for the proposed district. Zoning of the subject tract as R-ZL Residential Zero Lot Line and R-2 Medium Density Two Family Townhome use will be compatible with the surrounding agricultural lands, school location, and a future single-family and townhome subdivision.

Access to this development has been provided by the extension of public streets from the adjacent collector and arterial streets in the surrounding areas. An imminent increase of traffic can be expected from the development of a future single-family subdivision, townhomes, and an adjacent school, since the land is currently being developed. All necessary utilities for the proposed development will be available on or by adjacent easement to the subject tract. The main water utility connection will take place on the eastern side of Barron St., to a proposed 12" water main constructed by the Bentonville School District. Access to sewer will be provided by an established easement to the east which will connect to the Bentonville School project nearing construction.

Thank you for your time and consideration in this matter.

Respectfully submitted,
CEI Engineering Associates, Inc.

Nate Bachelor, PE
Project Manager

Civil Engineering, Landscape Architecture,
Survey, Planning & Program Management

3108 SW Regency Parkway
Bentonville, AR 72712
Office: 479.273.9472
Toll-free: 1.800.433.4173
ceieng.com

October 11, 2021

City of Bentonville
Planning Dept.
305 SW A St.
Bentonville, AR 72712

RE: Eyaal Investment Group, LLC General Plan Amendment

Dear Planning Commission:

Please accept this narrative letter to satisfy the requirements of Ordinance 2021-94 regarding rezoning requests when such request is inconsistent with the future land use plan map. On behalf of Eyaal Investment Group, LLC, CEI has submitted a request for rezoning of one parcel of 01-08200-026 requesting R-2 & RZL zoning (Medium Density Residential) where the future land use plan map shows agricultural use. If the commission finds the rezoning request in keeping with the highest and best use of the land, we also ask for the land use plan to be amended to reflect medium density residential use for consistency with that zoning.

Thank you for your time and consideration in this matter.

Respectfully submitted,
CEI Engineering Associates, Inc.

Nate Bachelor, PE
Project Manager

Hunter Wright Development Group LLC

908 SE 3rd Street
PC Date: 12/7/2021
Reviewer: Elizabeth Johnson, Senior Planner, AICP

Project Number	RZ21-0074
Applicant / Current Owner	Hunter Wright Development Group LLC
Site Area	+/- 0.33 acres
Current Zoning	R-1, Low Density Single Family Residential
Requested Zoning	DN-3, Downtown High Density Residential
Future Land Use Map Designation	Low-Density Residential (LDR)
Requested Future Land Use Map Designation	High-Density Residential (HDR)

https://arcg.is/08HvK8

Location Map

Property Description
This property is located at 908 SE 3rd Street. The property is surrounded by PUD, Planned Unit Development to the north, R-1 to the east, west, and south, and DN-3, Downtown High-Density Residential within the same block.

Relationship to the Bentonville Community Plan
The Future Land Use Plan currently depicts this property as Low-Density Residential. The applicant requests a change in the Future Land Use Plan to High-Density Residential. These areas vary greatly in terms of density but typically have at least 12 units per acre. These areas include apartments, condominium buildings, senior housing, and special types of group living. These areas may also have integrated amenities for residents, including local parks, community centers, and resident-oriented commercial uses.

The property is located within Priority Area 1, Downtown Intensification, as identified in Chapter 4 of the Bentonville Community Plan. This area highlights reinvestment in urban neighborhoods in and around downtown Bentonville (pg. 44).

Public Comment
At the time of writing this staff report, staff has not received public comment on this item.

Analysis
The DN-3 district is established to allow for an increased neighborhood density through the development of small-lot single-family housing and townhouses throughout the district. These areas tend to be adjacent to downtown commercial uses. At the ends of blocks, multifamily apartment buildings may be an appropriate use in this district.

Conclusion
This rezoning request is consistent and compatible with existing land use patterns. Staff recommends approval of the Future Land Use Map amendment and the rezoning request.

RZ21-0074
REZONING R-1 TO DN-3
2ND EAST SIDE ADDITION
LOT 19

October 11, 2021

Bentonville Planning Department
305 SW A Street
Bentonville, AR 72712

RE: Rezoning Parcel No. 01-02487-001 from R-1 to DN-3 (908 SE 3rd Street)

Dear Planning Staff:
I'm requesting a rezone of the above-mentioned property from R-1 to DN-3 zoning. This request is to bring the property more in compatibility with current and recent zonings as we consider a higher density for this property. Thank you for your consideration of this request. If you have any questions, please feel free to contact me at 501-960-1296.

Sincerely,

Reginald Wright.

November

Bentonville Planning Department
305 SW A Street
Bentonville, AR 72712

RE: Change in Future Land Use Plan- Parcel No. 01-02487-001

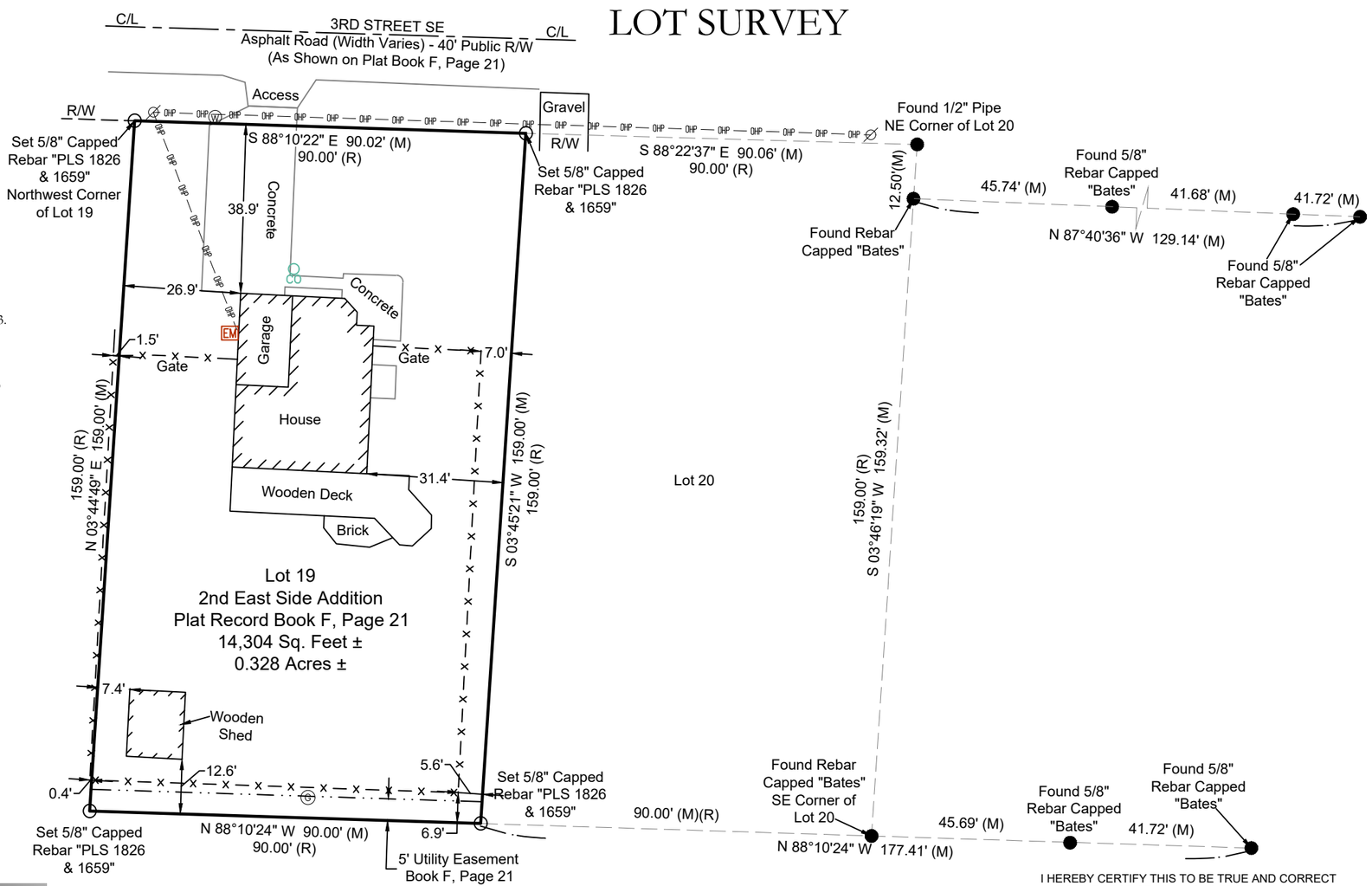
Dear Planning Staff:
I'm requesting a change in the Future Land Use Plan Low Density Residential to Downtown High Density Residential. A request of this type is appropriate in this area base on high density development in this area. Thank you for your consideration of this request. If you have any questions, please feel free to contact me at 501-960-1296.

Sincerely,

Reginald Wright.

LOT SURVEY

BASIS OF BEARING:
BEARINGS SHOWN ARE BASED ON GRID NORTH FOR ARKANSAS COORDINATE SYSTEM, NORTH ZONE, NAD83.
LATITUDE = 36°22'10.2382"
LONGITUDE = -94°11'54.7219"
CONVERGENCE ANGLE = -01°16'45.5698"
DISTANCES SHOWN ON PLAT ARE GROUND



1 INCH = 30 FEET

0 30 60 90

Legend of Symbols & Abbreviations

- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- CENTERLINE OF ROAD (C/L)
- RIGHT-OF-WAY (R/W)
- FENCE
- BUILDING SET BACK (B.S.B.)
- UTILITY EASEMENT (U.E.)
- OVERHEAD POWER LINE
- FOUND MONUMENT (AS NOTED)
- SET MONUMENT (AS NOTED)
- COMPUTED POINT
- N.T.S. NOT TO SCALE
- O.V.H. OVERHANG
- (M) MEASURED/CALCULATED
- (R) RECORD
- G GAS METER
- POWER POLE
- W WATER METER
- EM ELECTRIC METER
- CO CLEAN OUT

Miscellaneous Notes

COMPLETED FIELD WORK: JULY 1, 2021

SOME FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY.

DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED.

MONUMENTS WERE FOUND AT POINTS WHERE INDICATED.

EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT OF ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT PROPERTY: EASEMENTS, OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF SURVEY; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS OR OTHER LAND USE REGULATIONS; AND ANY OTHER FACTS WHICH AN ACCURATE TITLE SEARCH MAY DISCLOSE.

REFERENCE DOCUMENTS:
1. WARRANTY DEED FILED IN DEED BOOK 2007 AT PAGE 30160.
2. SURVEY PLAT FILED IN PLAT BOOK "F" AT PAGE 21.

Survey Description

LOT 19, IN 2ND EAST SIDE ADDITION, TO THE CITY BENTONVILLE, BENTON COUNTY, ARKANSAS, AS SHOWN IN PLAT RECORD BOOK "F" AT PAGE 21. SUBJECT TO EASEMENTS, RIGHT-OF-WAYS, AND PROTECTIVE COVENANTS OF RECORD, IF ANY.

Utility Notes

THE LOCATIONS OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES.

BEFORE DIGGING IN THIS AREA, CALL "ONE CALL" 811 FOR FIELD LOCATIONS (REQUEST FOR GROUND MARKINGS) OF UNDERGROUND UTILITY LINES

I HEREBY CERTIFY THIS TO BE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF ON THIS THE 9TH DAY OF JULY, 2021.

REGISTERED PROFESSIONAL LAND SURVEYOR
STATE OF ARKANSAS
NO.1659
SIGNATURE
W. GAGNER

IF THE SIGNATURE ON THIS SEAL IS NOT AN ORIGINAL AND NOT BLUE IN COLOR THEN IT SHOULD BE ASSUMED THAT THIS PLAT MAY HAVE BEEN ALTERED. THE ABOVE CERTIFICATION SHALL NOT APPLY TO ANY COPY THAT DOES NOT BEAR AN ORIGINAL SEAL AND SIGNATURE.

FIRM:

BLEW & ASSOCIATES, PA

CIVIL ENGINEERS & LAND SURVEYORS

3825 N. SHILOH DRIVE
FAYETTEVILLE, ARKANSAS 72703
OFFICE: 479.443.4506
FAX: 479.582.1883
www.BLEWINC.com

Certificate of Authorization № 1534

DRAWN BY & DATE:	REVIEWED BY:	SURVEYED BY:
ANS, 7/8/2021	HM	TC

COUNTY & STATE:	JOB NUMBER:
BENTON COUNTY, ARKANSAS	21-4610

LOCATION: 908 SE 3RD STREET, BENTONVILLE, AR 72712

FOR THE USE AND BENEFIT OF:

HUNTER WRIGHT DEV GROUP

Consent Agenda Items

For the Planning Commission meeting of December 7, 2021

Reviewer: Elizabeth Johnson, Senior Planner, AICP

- At the Technical Review meeting held on November 30, 2021 the Planning Commission requested these items be placed on the consent agenda. The descriptions below shall serve as the staff report for each of the consent agenda items.

Property Line Adjustment: Lot 1 and 2, Westwood Subdivision, Westwood Development Lot B, LLC, Westwood/Burrwood Lot C, LLC, and Westwood Development Lot A, LLC, 307 S Walton Boulevard, C-3, Mixed-Use Commercial, C-2, General Commercial, R-3, Medium-High Density Multifamily Residential, and R-1, Low Density Single-Family Residential, *PLA21-0036*

The property is currently zoned C-3, Mixed-Use Commercial, C-2, General Commercial, R-3, Medium-High Density Multifamily Residential, and R-1, Low Density Single-Family Residential. A property line adjustment of Lot 1 of Cherng Addition, Lots 15, 16, and 17 of West Side Addition, and un-platted land, creating new Lot 1 (+/- 8.30 acres) and Lot 2 (+/- 1.01 acres) of Westwood Subdivision. The plat dedicates an access easement along S Walton Boulevard to allow for cross access and a utility easement. The plat also dedicates right-of-way along S Walton Boulevard and SW 3rd Street per the Master Street Plan requirements.

(Please click on this link to access the vicinity map for this item: https://arcg.is/08HvK8)

Property Line Adjustment: Lot 7 and 8, Riverwalk Fams Commercial Subdivision, Lykins Leasing, LLC and DT Real Estate, LLC, 3400 SW Regional Airport Boulevard, PUD, Planned Unit Development, *PLA21-0049*

The property is currently zoned PUD, Planned Unit Development. A property line adjustment of Lots 3 and 6 of Riverwalk Farms Commercial Subdivision Phase 1, creating new Lot 7 (+/- 6.79 acres) and new Lot 8 (+/- 2.45 acres) of Riverwalk Farms Commercial Subdivision Phase 1. The plat dedicates a 43.2-foot sewer easement and a 25-foot access easement.

(Please click on this link to access the vicinity map for this item: https://arcg.is/08HvK8)

Property Line Adjustment: Lot 13, Dunn & Davis Addition, NFD, LLC and Brian L. Larson and Patricia K. Lrson, Trustees of 'The Larson Family Trust', 603, 605 and 609 SW C Street, DE, Downtown Edge, *PLA21-0051*

The property is currently zoned DE, Downtown Edge. A property line adjustment of Lots 3, 6, 7, Part 10 & 13, Block 5, of Dunn & Davis Addition, creating new Lot 32 (+/- 0.87 acres), Block 5, of Dunn & Davis Addition. The plat dedicates a 15-foot utility easement and also dedicates right-of-way along SW 7th Street per the Master Street Plan requirements.

(Please click on this link to access the vicinity map for this item: https://arcg.is/08HvK8)

Property Line Adjustment: Lot 21, 2nd Eastside Addition, Market District LLC, SE 4th Street, DN-3, Downtown High Density Residential, *PLA21-0052*

The property is currently zoned DN-2, Downtown High Density Residential. A property line adjustment of existing Lots 13, 14 & 15 creating new Lot 21 (+/- 0.97 acres) of 2nd Eastside Addition. The plat dedicates a small piece of right-of-way in the southeast corner of the property along SW 4th Street per the Master Street Plan requirements.

(Please click on this link to access the vicinity map for this item: https://arcg.is/08HvK8)

Property Line Adjustment: Lot 8, Enfield Park Subdivision, Crystal Lands, LLC and Fay Properties, LLC, 602. 605, 606 & 609 Enfield Road, R-1, Low Density Single Family Residential, *PLA21-0054*

The property is currently zoned R-1, Low Density Single Family Residential. A property line adjustment of existing Lots 1 through 7 creating new Lot 8 (+/- 4.24 acres) of Enfield Park Subdivision. The right of way for NE F Street and Enfield Road will be vacated by a separate process. The plat dedicates utility easements over portions of the vacated right-of-way for what used to be NE F Street and Enfield Road.

(Please click on this link to access the vicinity map for this item: https://arcg.is/08HvK8)

Large-Scale Development: Walmart Supercenter #100 Expansion Phasing Plan, Wal-Mart Real Estate Business Trust, 406 S Walton Boulevard, C-2, General Commercial, *LSD20-0062*

The subject property is currently zoned C-2, General Commercial. Planning Commission approved a large-scale development to construct an approximately 45,000 square foot addition to the existing Walmart Store 100 on December 1, 2020. The development also included the construction of a new parking area north of the addition and Walmart's new droneUp building. The applicant would like the ability via construction phasing to gain a temporary certificate of occupancy for the droneUp project, upon completion, so they can begin operating under their conditional use permit.

(Please click on this link to access the vicinity map for this item: https://arcg.is/08HvK8)

Final Plat: Hawthorne Heights Phase 2, Blue Lake Shanti, LLC and Shanti Bentonville, LLC, 903 NE Heights Lane, PRD, Planned Residential Development, *FP21-0004*

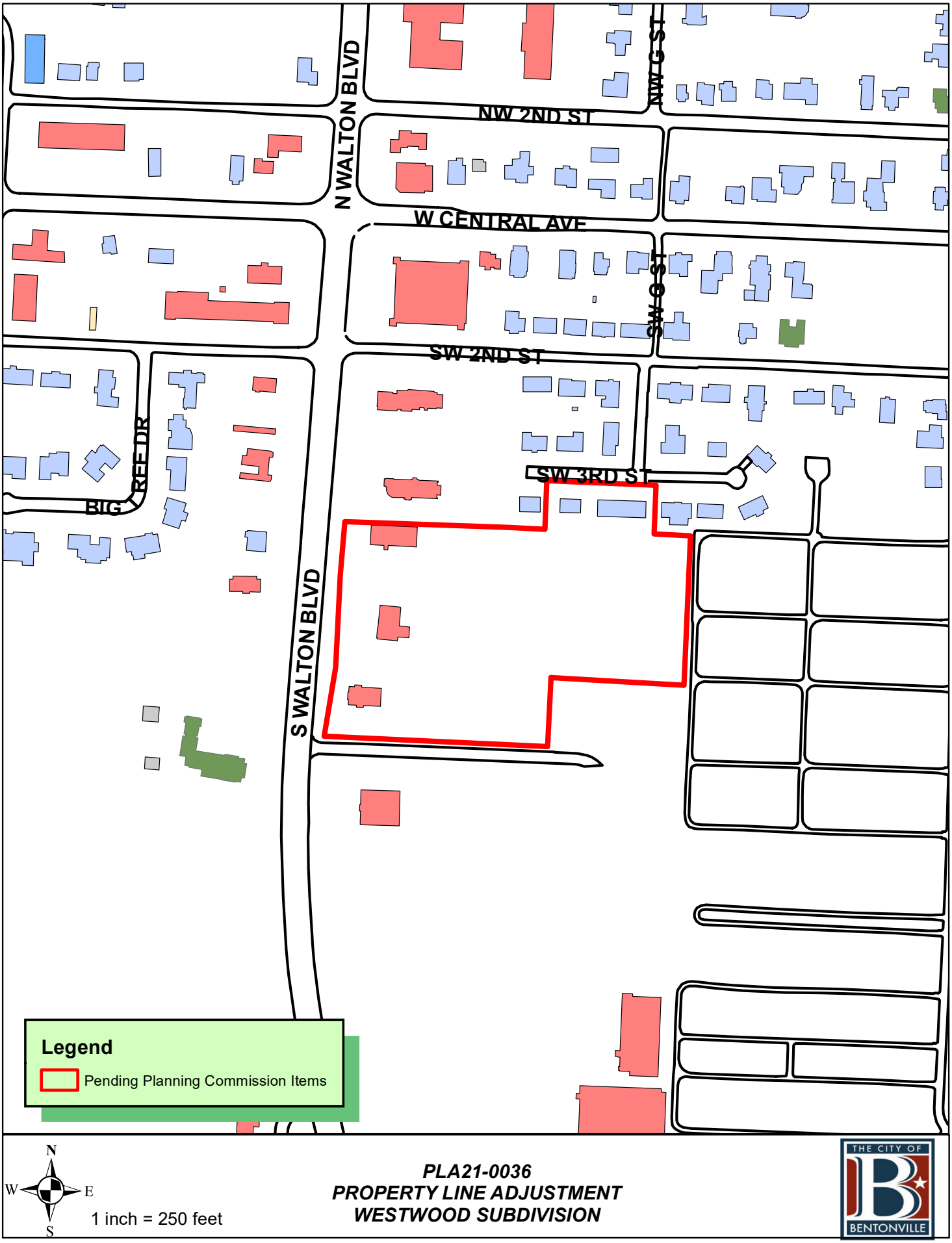
The property is currently zoned PRD, Planned Residential Development. Phase 2 consist of 33 total lots. 32 are single-family lots and one lot will be utilized as a common lot. The final plat dedicates right-of-way for the extension of NE Benjamin Green to the north as well as right-of-way for the extension of NE Heights Lane to the west. The final plat dedicates utility drainage easements in various locations to serve the subdivision.

(Please click on this link to access the vicinity map for this item: https://arcg.is/08HvK8)

Large-Scale Development: Artspace, Crystal Bridges-Museum of American Art, Inc., 701 SE 8th Street, PUD, Planned Unit Development, *LSD21-0063*

The subject property is currently zoned PUD, Planned Unit Development. A Large-Scale Development proposing the development of 50 residential units. Seventy-five (75) parking spaces are required and seventy-five (75) are provided. Sidewalks, landscaping, grading/drainage, and site amenities are in accordance with the requirements of the Land Development Code. Access to the project will be achieved through a two ingress/egress point onto SE G Street. The primary materials on the exterior of the building include metal panel and cementitious panel.

(Please click on this link to access the vicinity map for this item: https://arcg.is/08HvK8)



PLA21-0036
PROPERTY LINE ADJUSTMENT
WESTWOOD SUBDIVISION

PROPERTY LINE ADJUSTMENT OF LOTS 15-17 OF WEST SIDE ADDITION, LOT 1 OF CHERNG ADDITION AND PARCELS 01-00569-000 & 01-00568-000 CREATING WESTWOOD SUBDIVISION LOTS 1 AND 2

CERTIFICATE OF OWNERSHIP PARCEL 01-00569-000

WE THE UNDERSIGNED, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLATTED, AND SUBDIVIDED AND DO HEREBY LAY OFF, PLAT, SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC THE STREETS, ALLEYS, DRIVES, EASEMENTS, ETC. AS SHOWN ON SAID PLAT.

DATE OF EXECUTION:_____

BY:_____
WESTWOOD DEVELOPMENT LOT A, LLC

_____
(PRINT)

SOURCE OF TITLE: DEED RECORD L202041719

STATE OF ARKANSAS)
) SS
COUNTY OF BENTON)
SUBSCRIBED AND SWORN BEFORE ME THIS ____ DAY OF _____, 2021
MY COMMISSION EXPIRES:

NOTARY PUBLIC_____

CERTIFICATE OF OWNERSHIP PARCELS 01-04649-000 AND 01-04650-000

WE THE UNDERSIGNED, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLATTED, AND SUBDIVIDED AND DO HEREBY LAY OFF, PLAT, SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC THE STREETS, ALLEYS, DRIVES, EASEMENTS, ETC. AS SHOWN ON SAID PLAT.

DATE OF EXECUTION:_____

BY:_____
WESTWOOD DEVELOPMENT LOT B, LLC

_____
(PRINT)

SOURCE OF TITLE: DEED RECORDS L202041718 AND L202041720

STATE OF ARKANSAS)
) SS
COUNTY OF BENTON)
SUBSCRIBED AND SWORN BEFORE ME THIS ____ DAY OF _____, 2021
MY COMMISSION EXPIRES:

NOTARY PUBLIC_____

CERTIFICATE OF OWNERSHIP PARCEL 01-00568-000

WE THE UNDERSIGNED, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLATTED, AND SUBDIVIDED AND DO HEREBY LAY OFF, PLAT, SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC THE STREETS, ALLEYS, DRIVES, EASEMENTS, ETC. AS SHOWN ON SAID PLAT.

DATE OF EXECUTION:_____

BY:_____
WESTWOOD/BURRWOOD LOT C, LLC

_____
(PRINT)

SOURCE OF TITLE: DEED RECORD L202108965

STATE OF ARKANSAS)
) SS
COUNTY OF BENTON)
SUBSCRIBED AND SWORN BEFORE ME THIS ____ DAY OF _____, 2021
MY COMMISSION EXPIRES:

NOTARY PUBLIC_____

OWNERS:

WESTWOOD DEVELOPMENT LOT A LLC
PO BOX 271068
FORT COLLINS CO 80527

WESTWOOD DEVELOPMENT LOT B LLC
PO BOX 271068
FORT COLLINS CO 80527

WESTWOOD/BURRWOOD LOT C LLC
PO BOX 271068
FORT COLLINS CO 80527

CFT NV DEVELOPMENTS LLC
%CT CORPORATION SYSTEM
818 W 7TH ST 2ND FLOOR
LOS ANGELES CA 90017

CERTIFICATE OF OWNERSHIP PARCEL 01-16671-000

WE THE UNDERSIGNED, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLATTED, AND SUBDIVIDED AND DO HEREBY LAY OFF, PLAT, SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC THE STREETS, ALLEYS, DRIVES, EASEMENTS, ETC. AS SHOWN ON SAID PLAT.

DATE OF EXECUTION:_____

BY:_____
CFT NV DEVELOPMENTS, LLC

_____
(PRINT)

SOURCE OF TITLE: AFFIDAVIT L202035902

STATE OF ARKANSAS)
) SS
COUNTY OF BENTON)
SUBSCRIBED AND SWORN BEFORE ME THIS ____ DAY OF _____, 2021
MY COMMISSION EXPIRES:

NOTARY PUBLIC_____

CERTIFICATE OF APPROVAL

PURSUANT TO THE BENTONVILLE LAND DEVELOPMENT CODE AND ALL OTHER CONDITIONS AND APPROVAL HAVING BEEN COMPLETED, THIS DOCUMENT IS HEREBY ACCEPTED. THIS CERTIFICATE IS HEREBY EXECUTED UNDER THE AUTHORITY OF THE SAID RULES AND REGULATIONS.

DATE OF EXECUTION:_____

SIGNED _____
BENTONVILLE PLANNING COMMISSION CHAIRMAN

SIGNED _____
MAYOR CITY OF BENTONVILLE

SIGNED _____
CITY CLERK, CITY OF BENTONVILLE

NOTES:

THE SURVEY SHOWN HEREON IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THIS SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

THIS PROPERTY LIES WITHIN THE MUNICIPAL LIMITS OF BENTONVILLE, ARKANSAS.

ACCORDING TO THE CITY OF BENTONVILLE GIS WEB SITE, PARCEL 01-16671-000 IS ZONED C-2, PARCEL 01-00569-000 IS ZONED C-3, PARCEL 01-04649-000 IS ZONED R-3 AND PARCEL 01-04650-000 IS ZONED R-1.

THE RIGHT OF WAY WIDTH SHOWN ON THIS PLAT IS BASED ON THE CITY MASTER STREET PLAN REQUIRED RIGHT OF WAY WIDTH FOR ARTERIAL STREETS AND IS SHOWN FOR INFORMATION ONLY. NO STREET RIGHT OF WAY IS DEDICATED BY THIS PLAT.

THE ADJACENT PROPERTY OWNERS NAMES SHOWN ON THIS PLAT WERE OBTAINED FROM THE BENTON COUNTY GIS WEB SITE, AND REPRESENT THE OWNER'S LISTED NAME AT THE TIME OF THIS SURVEY.

THE BOUNDARY DETERMINATION SHOWN HEREON WAS BASED UPON THE FOLLOWING DOCUMENTS AND NO OTHERS: DEED RECORD L202035902, DEED RECORD L202041718, DEED RECORD L202041719, DEED RECORD L202041720, PLAT RECORD K-50, PLAT RECORD T-208, PLAT RECORD 4-148, PLAT RECORD 19-153, PLAT RECORD 2007-847, PLAT RECORD, PLAT RECORD 2011-269, ALTA/NSPS LAND TITL SURVEY BY BATES & ASSOCIATESDATED 06/12/2020, SIGNED BY DERRICK L THOMAS, PS 1642 AND AN ALTA/NSPS LAND TITL SURVEY BY BATES & ASSOCIATESDATED 11/19/2020, SIGNED BY DERRICK L THOMAS, PS 1642.

FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE FILE NO. 19-5495, DATED OCTOBER 29, 2019, WAS ENTIRELY RELIED UPON FOR RECORD INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.

THE SURVEYOR HAS NOT MADE A SEPARATE INVESTIGATION OR SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, OR RESTRICTIVE COVENANTS OR ANY OTHER FACTS WHICH MIGHT AFFECT THE PROPERTY. ANY EASEMENTS SHOWN HEREON CAME TO THE ATTENTION OF THE SURVEYOR FROM EXAMINATION OF FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE FILE NO. 19-5495, DATED OCTOBER 29, 2019.

SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT CONSIDERED A PART OF THIS SURVEY AND NO INVESTIGATION OF THESE CONDITIONS WAS MADE.

ANY UTILITY LINES, STRUCTURES OR APPURTENANCES SHOWN HEREON ARE FROM A FIELD INVESTIGATION LIMITED TO THE VISIBLE SURFACE OF THE PROPERTY SURVEYED. OTHER UTILITY LINES, STRUCTURES AND APPURTENANCES MAY BE PRESENT ON THE PROPERTY. FOR INFORMATION REGARDING SUCH ITEMS, CONTACT THE APPROPRIATE AGENCIES.

THIS PROPERTY IS NOT IN FLOOD ZONE "A" OR "AE", AND IS OUTSIDE THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBER 05007C0255K, EFFECTIVE DATE JUNE 05, 2012.

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, NO INDEPENDENT STUDY OF THE LIKELIHOOD OF FLOODING OF THE SURVEYED PROPERTY HAS BEEN DONE BY THE SURVEYOR AND NO OPINION OF FLOOD HAZARDS IS INCLUDED IN THIS SURVEY. THE FLOOD HAZARD ZONE BOUNDARIES SHOWN HEREON WERE SCALED FROM THE MAPS CITED AND ARE NOT THE RESULT OF INDEPENDENT COMPUTATION OR ANALYSIS.

OWNER/DEVELOPER SHALL COORDINATE WITH ALL LOCAL UTILITIES TO INSURE THAT EACH LOT HAS WATER, SEWER AND ELECTRIC SERVICE.

ALL STRUCTURES MUST MAINTAIN MINIMUM OF 20 FEET CLEARANCES FROM ALL ELECTRIC LINES.

THERE MAY NOT BE FENCES OR ANY OTHER STRUCTURES BUILT IN ANY DRAINAGE EASEMENTS.

SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT TIME OF BUILDING PERMIT ISSUANCE.

BEFORE ANY WORK IN THE RIGHT-OF-WAY COMMENCES, CONTRACTOR AND OR OWNER IS TO OBTAIN RIGHT-OF-WAY PERMIT FROM THE CITY OF BENTONVILLE TRANSPORTATION DEPARTMENT.

BUILDING SETBACK NOTE:

SETBACKS SHALL BE PER THE CURRENT ZONING DISTRICT AS STATED IN THE MOST RECENT CITY OF BENTONVILLE ZONING CODE. FOR MORE INFORMATION, VISIT WWW.BENTONVILLEPLANNING.COM OR CALL THE PLANNING DEPARTMENT AT 479-271-3122.

CERTIFICATE OF SURVEYING ACCURACY

I, KEVIN J. MONTGOMERY, HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A BOUNDARY SURVEY MADE BY ME AND BOUNDARY MARKERS AND LOT CORNERS SHOWN HEREON ACTUALLY EXIST AND THEIR LOCATION, TYPE AND MATERIAL ARE CORRECTLY SHOWN AND ALL MINIMUM REQUIREMENTS OF THE ARKANSAS MINIMUM STANDARDS FOR LAND SURVEYORS HAVE BEEN MET.

DATE OF EXECUTION:_____

CRAFTON, TULL & ASSOCIATES, INC.
BY KEVIN J. MONTGOMERY (AGENT)

SIGNED:_____
KEVIN J. MONTGOMERY (AGENT)
REGISTERED LAND SURVEYOR
NO. 1460
STATE OF ARKANSAS

ALL COPIES THAT DO NOT BEAR AN ORIGINAL SEAL AND SIGNATURE MAY HAVE BEEN ALTERED. THE ABOVE DECLARATION SHALL NOT APPLY TO ANY COPY THAT DOES NOT BEAR AN ORIGINAL SEAL AND SIGNATURE.

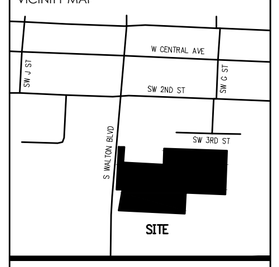
REGISTERED STATE OF ARKANSAS NO. 1460 SIGNATURE KEVIN J. MONTGOMERY PROFESSIONAL LAND SURVEYOR

ATLAS PAGE: 403B

CITY OF BENTONVILLE PROJECT NUMBER: PLA21-0036

RECORD INFORMATION

VICINITY MAP



PROP LINE ADJ PLAT CREATING LOTS 1 AND 2 OF WESTWOOD SUBDIVISION

PREPARED FOR:
CHASEN B GARRETT ARCHITECTS

STATE PLAT CODE:
500-20N-30W-0-31-440-04-1460

DATE: 10/19/2021
PROJECT NO: 2018200
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
architecture | engineering | surveying
479.636.4838 t 479.631.6224 f
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION CRAFTON, TULL & ASSOCIATES, INC. No. 109 ARKANSAS ENGINEER

© 2021 Crafton, Tull & Associates, Inc.

DELTA	DESCRIPTION	DATE
1	REV PER COMMENTS	10/19/2021

SHEET NO.: 1 OF 3

DRAWING: G:\2018200_WWOODVILLVINFRASTRUCTURE\SURVEY\DWG\2018200_TRACT COMBO.DWG
LAYOUT: LAYOUT1 , LAST SAVED: KMAY6, 10/19/2021 7:27:50 AM
LAST PLOTTED BY: KEVIN MONTGOMERY, 10/19/2021 8:44:58 AM [PLOTTED BY:"VALID ON HARD COPY ONLY"]

DESCRIPTION PARENT PARCEL 01-16671-000:

LOT 1 OF CHERNG ADDITION, AS PER PLAT RECORD 2011-269 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF BENTON COUNTY, ARKANSAS.

DESCRIPTION PARENT PARCEL 01-00568-000: (FROM DEED L202108965)

PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 31, TOWNSHIP 20 NORTH, RANGE 30 WEST, BENTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS COMMENCING AT THE NW CORNER OF SAID SECTION 31; THENCE SOUTH 379.13 FEET AND EAST 62.80 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE EAST RIGHT-OF-WAY OF WALTON BOULEVARD;
THENCE EAST 287.20 FEET TO AN IRON PIN;
THENCE SOUTH 116.80 FEET TO AN IRON PIN;
THENCE WEST 292.80 FEET TO AN IRON PIN, SAID POINT BEING ON THE EAST RIGHT-OF-WAY OF WALTON BOULEVARD;
THENCE ALONG SAID RIGHT-OF-WAY, NORTH 02°45'50" EAST 116.80 FEET TO THE POINT OF BEGINNING. SUBJECT TO THE RIGHT-OF-WAY OF WALTON BOULEVARD.
TOGETHER WITH A PERMANENT EASEMENT TO A DRIVEWAY IMMEDIATELY SOUTH OF THE ABOVE DESCRIBED PROPERTY AND TO PARKING SPACES ON THE CONCRETE LOCATED IMMEDIATELY SOUTH OF THE ABOVE DESCRIBED PROPERTY. SUBJECT TO EASEMENTS, RIGHTS-OF-WAY, AND PROTECTIVE COVENANTS OF RECORD, IF ANY. SURVEY G-59

DESCRIPTION PARENT PARCEL 01-00569-000: (FROM DEED L202041719)

PART OF THE FRACTIONAL N1/2 OF THE NORTHWEST 1\4 OF SECTION 31, TOWNSHIP 20 NORTH, RANGE 30 WEST, BENTON COUNTY, ARKANSAS, DESCRIBED AS BEGINNING 379.13 FEET SOUTH OF THE NORTHWEST CORNER OF THE SAID FRACTIONAL NORTH 1/2 OF THE NORTHWEST 1\4, THENCE SOUTH 316 4/5 FEET, THENCE EAST 50 RODS, THENCE NORTH 316 4/5 FEET, THENCE WEST 50 RODS TO THE PLACE OF BEGINNING. SUBJECT TO THE RIGHT-OF-WAY OF HIGHWAY NO. 71 ACROSS THE WEST SIDE THEREOF, AND WATER AND SEWER EASEMENTS OF RECORD.

LESS AND EXCEPT THE FOLLOWING; TO-WIT: A PART OF THE NW 1\4 OF THE NW 1\4 OF SECTION 31, T-20-N, R-30-W, MORE PARTICULARLY DESCRIBED AS COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 31; THENCE CONTINUE SOUTH 379.13 FEET AND EAST 62.80 FEET TO THE POINT OF BEGINNING; SAID POINT BEING ON THE EAST RIGHT-OF-WAY OF WALTON BOULEVARD; THENCE EAST 287.20 FEET TO A SET IRON PIN; THENCE SOUTH 116.80 FEET TO A SET IRON PIN; THENCE WEST 292.80 FEET TO A SET IRON PIN; SAID POINT BEING ON THE EAST RIGHT-OF-WAY OF WALTON BOULEVARD; THENCE ALONG SAID RIGHT-OF-WAY N 02-45-50 E 116.80 FEET TO THE POINT OF BEGINNING, CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS.

SAID PROPERTY ALSO BEING DESCRIBED IN ALTA/NSPS LAND TITLE SURVEY MADE BY DERRICK L. THOMAS, PLS NO. 1642, OF BATES & ASSOCIATES, INC., DATED JUNE 12, 2020, AND DESIGNATED JOB NO. 14-253, AS FOLLOWS: A PART OF THE FRACTIONAL NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 20 NORTH, RANGE 30 WEST, BENTON COUNTY, ARKANSAS, BEING DESCRIBED AS FOLLOWS, TO-WIT: BEGINNING AT A POINT WHICH IS S 03°01'32" W 379.13 FEET FROM THE NORTHWEST CORNER OF SAID FORTY ACRE TRACT AND RUNNING THENCE S 87°45'54" E 62.80 FEET TO AN EXISTING REBAR ON THE EAST RIGHT OF WAY OF SOUTH WALTON BOULEVARD (US HIGHWAY #71 BUSINESS), THENCE ALONG SAID RIGHT OF WAY S 04°34'10" W 116.91 FEET TO AN EXISTING NAIL IN A CHISELED "X' IN CONCRETE, THENCE LEAVING SAID RIGHT OF WAY S 87°45'54" E 292.25 FEET TO AN EXISTING REBAR, THENCE N 02°05'45" E 116.82 FEET TO AN EXISTING REBAR, THENCE S 87°45'54" E 474.88 FEET TO AN EXISTING REBAR, THENCE S 00°53'56" W 316.86 FEET TO AN EXISTING REBAR, THENCE N 87°45'54" W 836.64 FEET TO THE WEST LINE OF SAID FORTY ACRE TRACT, THENCE ALONG SAID WEST LINE N 03°01'32" E 316.80 FEET TO THE POINT OF BEGINNING, CONTAINING 5.26 ACRES, MORE OR LESS.
SUBJECT TO THAT PORTION IN S. WALTON BOULEVARD (US HIGHWAY #71 BUSINESS) RIGHT OF WAY ON THE WEST SIDE OF HEREIN DESCRIBED TRACT AND SUBJECT TO ALL OTHER EASEMENTS AND RIGHTS OF WAY OF RECORD.

DESCRIPTION PARENT PARCEL 01-04650-000:

LOT 17 OF WEST SIDE ADDITION, AS PER PLAT RECORD K-50 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF BENTON COUNTY, ARKANSAS.

DESCRIPTION PARENT PARCEL 01-04649-000:

LOT 15 AND LOT 16 OF WEST SIDE ADDITION, AS PER PLAT RECORD K-50 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF BENTON COUNTY, ARKANSAS.

DESCRIPTION WESTWOOD SUBDIVISION:

LOT 1 OF CHERNG ADDITION, AS PER PLAT RECORD 2011-269 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF BENTON COUNTY, ARKANSAS, LOT 15, LOT 16 AND LOT 17 OF WEST SIDE ADDITION, AS PER PLAT RECORD K-50 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF BENTON COUNTY, ARKANSAS AND PART OF THE FRACTIONAL NW 1/4 OF THE NW 1/4 OF SECTION 31, TOWNSHIP 20 NORTH, RANGE 30 WEST, BENTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

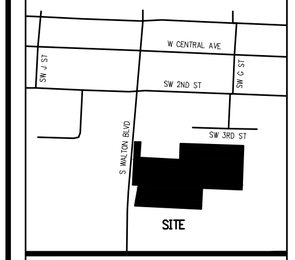
COMMENCING AT THE NORTHEAST CORNER OF THE FRACTIONAL NW 1/4 OF THE NW 1/4 OF SAID SECTION 31;
THENCE S3°01'21"W 379.13 FEET TO THE POINT OF BEGINNING;
THENCE S87°46'05"E 508.72 FEET TO THE SOUTHWEST CORNER OF LOT 17 OF SAID WEST SIDE ADDITION;
THENCE ALONG THE EAST LINE THEREOF N01°55'11"E 105.13 FEET TO THE NORTHWEST CORNER OF SAID LOT 17;
THENCE ALONG THE NORTH LINE THEREOF S87°47'17"E 79.18 FEET TO THE NORTHWEST CORNER OF LOT 16 OF SAID WEST SIDE ADDITION;
THENCE ALONG THE NORTH LINE OF LOT 15 AND LOT 16 OF SAID WEST SIDE ADDITION S87°56'17"E 158.35 FEET TO THE NORTHEAST CORNER OF SAID LOT 15;
THENCE ALONG THE EAST LINE THEREOF S01°55'11"W 105.63 FEET;
THENCE LEAVING SAID EAST LINE S87°46'05"E 78.46 FEET;
THENCE S00°54'25"W 316.70 FEET;
THENCE N87°46'11"W 302.85 FEET TO THE NORTHEAST CORNER OF DEED RECORD _____;
THENCE ALONG THE EAST LINE OF SAID DEED RECORD _____ S02°44'34"W 3.18 FEET TO THE NORTHEAST CORNER OF LOT 1 OF SAID CHERNG ADDITION
THENCE ALONG THE EAST LINE THEREOF S02°44'34"W 149.64 FEET TO THE SOUTHEAST CORNER OF LOT 1 OF SAID CHERNG ADDITION;
THENCE ALONG THE SOUTH LINE THEREOF N87°46'17"W 484.77 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1;
THENCE ALONG THE WEST LINE THEREOF N04°32'17"E 150.10 FEET TO THE SOUTHWEST CORNER OF DEED RECORD _____;
THENCE ALONG THE WEST LINE OF SAID DEED RECORD _____ N04°32'17"E 2.85 FEET;
THENCE LEAVING SAID WEST LINE N87°46'11"W 53.81 FEET;
THENCE N03°04'01"E 316.68 FEET TO THE POINT OF BEGINNING, CONTAINING 8.30 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

ATLAS PAGE: 403B

CITY OF BENTONVILLE PROJECT NUMBER: PLA21-0036

RECORD INFORMATION

VICINITY MAP



PROP LINE ADJ PLAT CREATING LOTS 1 AND 2 OF WESTWOOD SUBDIVISION

PREPARED FOR:
CHASEN B GARRETT ARCHITECTS

STATE PLAT CODE:
500-20N-30W-0-31-440-04-1460

DATE: 10/19/2021
PROJECT NO: 2018200
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
architecture | engineering | surveying
479.636.4838 t 479.631.6224 f
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:

CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS ENGINEER

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DELTA	DESCRIPTION	DATE
1	REV PER COMMENTS	10/19/2021

SHEET NO.:
2 OF 3

DRAWING: G:\2018200_WWOODVILLE\INFRASTRUCTURE\SURVEY\DWG\2018200_TRACT COMBO.DWG
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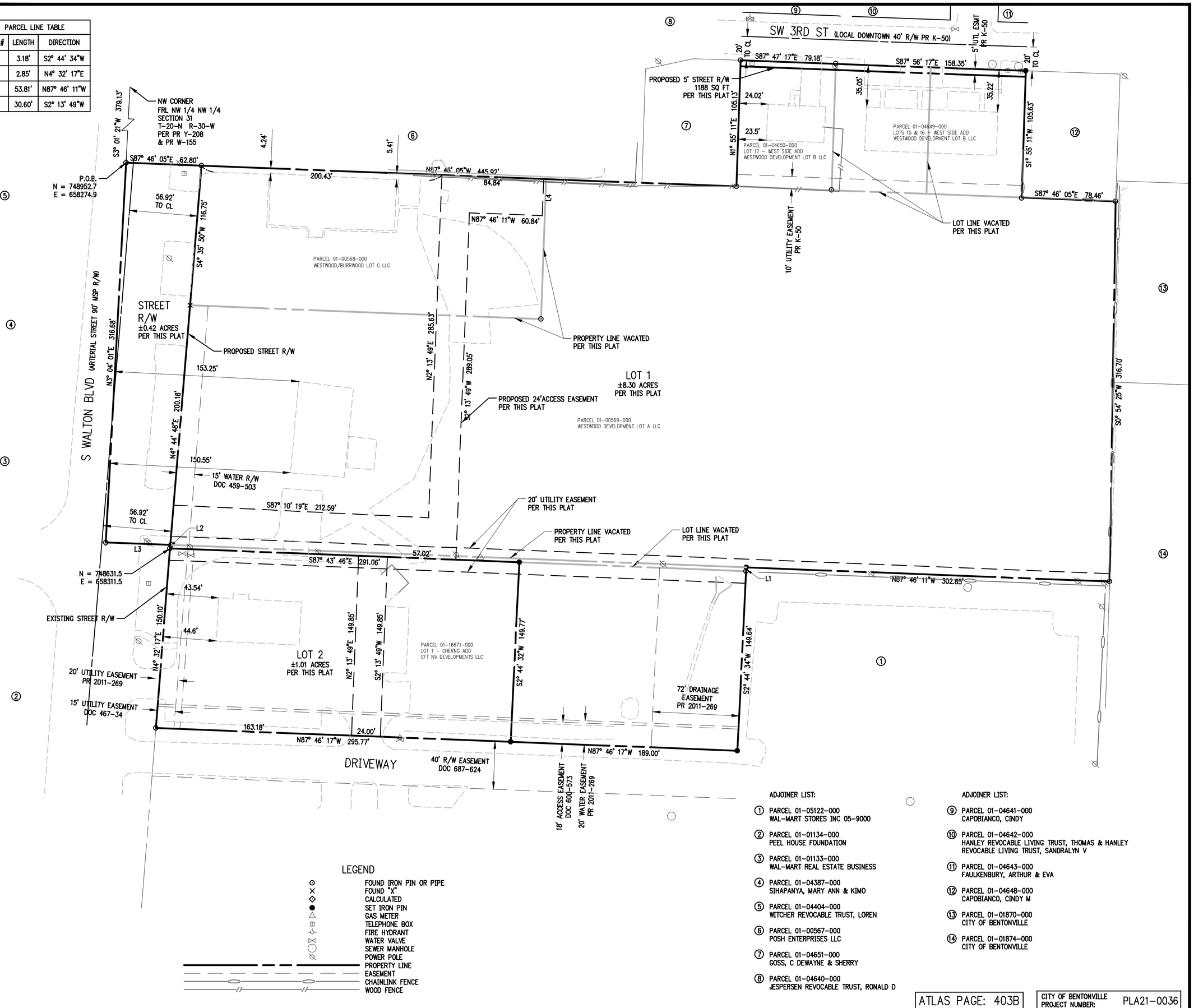
LAST PLOTTED BY: KEVIN MONTGOMERY, 10/19/2021 8:45:52 AM [PLOTTED BY:" VALID ON HARD COPY ONLY]

PARCEL LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	3.18'	S2° 44' 34"W
L2	2.85'	N4° 32' 17"E
L3	53.81'	N87° 46' 11"W
L4	30.60'	S2° 13' 49"W



LEGEND

- FOUND IRON PIN OR PIPE
- FOUND "X"
- CALCULATED
- SET IRON PIN
- GAS METER
- TELEPHONE BOX
- FIRE HYDRANT
- WATER VALVE
- SEWER MANHOLE
- POWER POLE
- PROPERTY LINE
- EASEMENT
- CHAINLINK FENCE
- WOOD FENCE

ADJOINER LIST:

① PARCEL 01-05122-000
WAL-MART STORES INC 05-9000

② PARCEL 01-01134-000
PEEL HOUSE FOUNDATION

③ PARCEL 01-01133-000
WAL-MART REAL ESTATE BUSINESS

④ PARCEL 01-04387-000
SIHAPANYA, MARY ANN & KIMO

⑤ PARCEL 01-04404-000
WITCHER REVOCABLE TRUST, LOREN

⑥ PARCEL 01-00567-000
POSH ENTERPRISES LLC

⑦ PARCEL 01-04651-000
GOSS, C DEWAYNE & SHERRY

⑧ PARCEL 01-04640-000
JESPERSEN REVOCABLE TRUST, RONALD D

ADJOINER LIST:

⑨ PARCEL 01-04641-000
CAPOBIANCO, CINDY

⑩ PARCEL 01-04642-000
HANLEY REVOCABLE LIVING TRUST, THOMAS & HANLEY REVOCABLE LIVING TRUST, SANDRALYN V

⑪ PARCEL 01-04643-000
FAULKENBURY, ARTHUR & EVA

⑫ PARCEL 01-04648-000
CAPOBIANCO, CINDY M

⑬ PARCEL 01-01870-000
CITY OF BENTONVILLE

⑭ PARCEL 01-01874-000
CITY OF BENTONVILLE

ATLAS PAGE: 403B

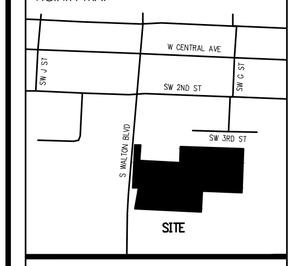
CITY OF BENTONVILLE PROJECT NUMBER: PLA21-0036

RECORD INFORMATION

GRAPHIC SCALE IN FEET
50' 0 50'

BASIS OF BEARING: GRID NORTH, ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NAVD 88 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF BENTONVILLE CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.

VICINITY MAP



PROP LINE ADJ PLAT CREATING LOTS 1 AND 2 OF WESTWOOD SUBDIVISION

PREPARED FOR:
CHASEN B GARRETT ARCHITECTS

STATE PLAT CODE:
500-20N-30W-0-31-440-04-1460

DATE: 10/19/2021
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DELTA	DESCRIPTION	DATE
1	REV PER COMMENTS	10/19/2021

SHEET NO.:
2 OF 3

DRAWING: G:\2018200_WWOODVILL\INFRASTRUCTURE\SURVEY\DWG\20180200_1RACT COMBO.DWG
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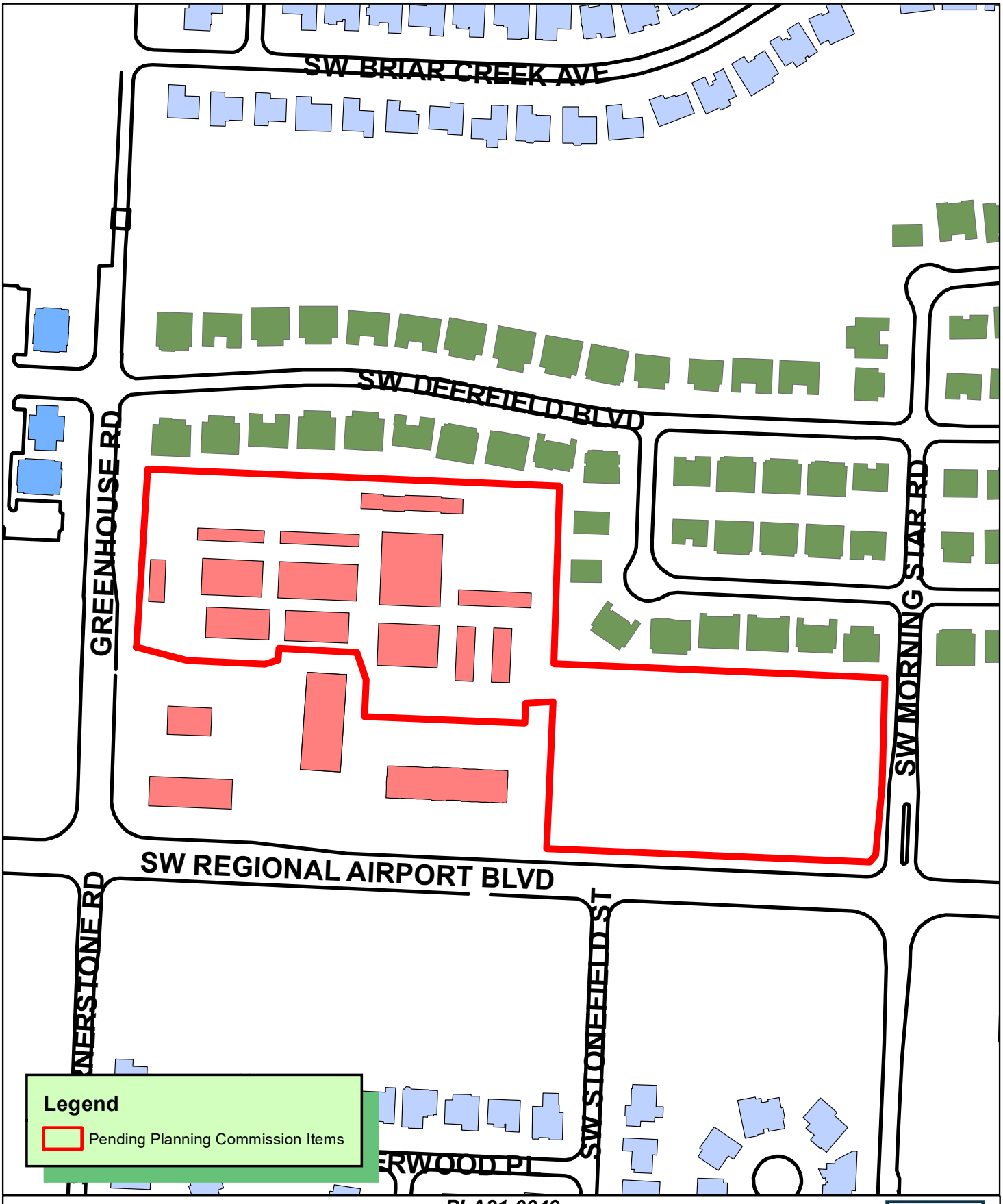
LAST PLOTTED BY: CHELSEA MONTGOMERY, 10/19/2021 8:45:49 AM - PLOTTED BY: VALID ON HARD COPY ONLY!



PLA21-0049
PROPERTY LINE ADJUSTMENT
RIVERWALK FARMS COMMERCIAL SUBDIVISION PHASE 1
LOTS 6 & 3 CREATING LOTS 7 & 8

THE CITY OF BENTONVILLE

PROPERTY LINE ADJUSTMENT

For Lots 6 & 3 In Riverwalk Farms Commercial Subdivision Phase 1
Creating Lots 7 & 8

THIS PROPERTY IS LOCATED IN FLOOD PLANE "X"
PER FEMA FIRM MAP 05007C0255K. EFFECTIVE 06/05/2012.

BASIS OF BEARING:

ARKANSAS STATE PLANE SYSTEM NORTH ZONE
HORIZONTAL NAD 83
VERTICAL NAVD 88

ZONING:

PUD

USAGE:

COMMERCIAL

Legend

- Added Property Line
- Removed Property Line
- Property Line
- Adjacent Property Line
- Proposed Easement
- Existing Easement
- OHE — Existing Overhead Electric
- X — Barbwire Fence
- Valve
- Water Meter
- Fire Hydrant
- Drainage Manhole,
- Sewer Manhole
- Cleanout
- Found and Set Iron Pin
- T E — Existing Telephone Pedestal, Existing Electric Pedestal, Existing Power Pole

NOTES:

1. EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THE SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE:

   EASEMENTS, OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF MAKING OF THIS SURVEY; BUILDING SETBACK LINES; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS, OR ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

2. EVERY DOCUMENT OF RECORD REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY IS NOTED HEREON. ONLY THE DOCUMENTS NOTED HEREON WERE SUPPLIED TO THE SURVEYOR.

3. THIS PLAT REPRESENTS A BOUNDARY SURVEY OF THE PARCEL RECORDED IN DEED RECORDS, BOOK L202058812 AT THE OFFICE OF THE CIRCUIT CLERK BENTON COUNTY, ARKANSAS.

4. THE CONTRACTOR MUST DETERMINE THAT PROPOSED STRUCTURES ARE CLEAR OF ALL BOUNDARY LINES, EASEMENTS, AND MEET BUILDING SETBACK REQUIREMENTS BEFORE CONSTRUCTION BEGINS.

5. BASIS OF BEARINGS: ARKANSAS STATE PLANE SYSTEM NORTH ZONE (NAD83).

6. THIS SURVEY IS VALID ONLY IF THE DRAWING INCLUDES THE SEAL AND SIGNATURE OF THE SURVEYOR.

7. THIS SURVEY MEETS CURRENT "ARKANSAS MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS AND PLATS."

8. NO ABSTRACT OF TITLE, NOR TITLE COMMITMENT, NOR RESULTS OF TITLE SEARCHES WERE FURNISHED TO THE SURVEYOR. THERE MAY EXIST OTHER DOCUMENTS OF RECORD WHICH WOULD AFFECT THIS PARCEL.

9. DECLARATION IS MADE TO THE ORIGINAL PURCHASER OF THE SURVEY AND IS NOT TRANSFERABLE TO ANY ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

10. THIS PROPERTY IS ZONED PUD.

11. SETBACKS SHALL BE PER THE CURRENT ZONING DISTRICT AS STATED IN THE MOST RECENT "CITY OF BENTONVILLE ZONING CODE".

12. NO ATTEMPT WAS MADE TO SHOW BUILDING SETBACK LINES GRAPHICALLY ON THE SURVEY.

13. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED NOR CONSIDERED A PART OF THIS SURVEY.

14. NO ATTEMPT HAS BEEN MADE AS A PART OF THIS BOUNDARY SURVEY TO OBTAIN OR SHOW DATA CONCERNING EXISTENCE, SIZE, DEPTH, CONDITION, CAPACITY, OR LOCATION OF ANY UTILITY OR FACILITIES.

CITY NOTES:

1. ALL STRUCTURES MUST MAINTAIN MINIMUM OF 20' CLEARANCES FROM ALL ELECTRIC LINES.

2. BEUD'S STANDARD PRACTICE IS TO PLACE UNDERGROUND EQUIPMENT (TRANSFORMERS, SECONDARY PEDESTALS, JUNCTION BOXES, ETC) ON THE LOT LINE OF A DEVELOPMENT. ANY ADJUSTMENTS TO THE PROPERTY LINE THAT RESULT IN OUR EQUIPMENT NOT BEING ON THE LOT LINE WILL REQUIRE THE DEVELOPER TO PAY FOR THE COST OF BEUD TO RELOCATE THE EQUIPMENT TO THE LOT LINE.

3. OWNER TO CONTACT NEW SERVICE COORDINATOR (271-3139) TO DISCUSS ELECTRIC SERVICE PRIOR TO BEGINNING ANY CONSTRUCTION. FAILURE TO CONTACT BEUD PRIOR TO CONSTRUCTION WILL RESULT IN DELAYS TO GET ELECTRIC SERVICE.

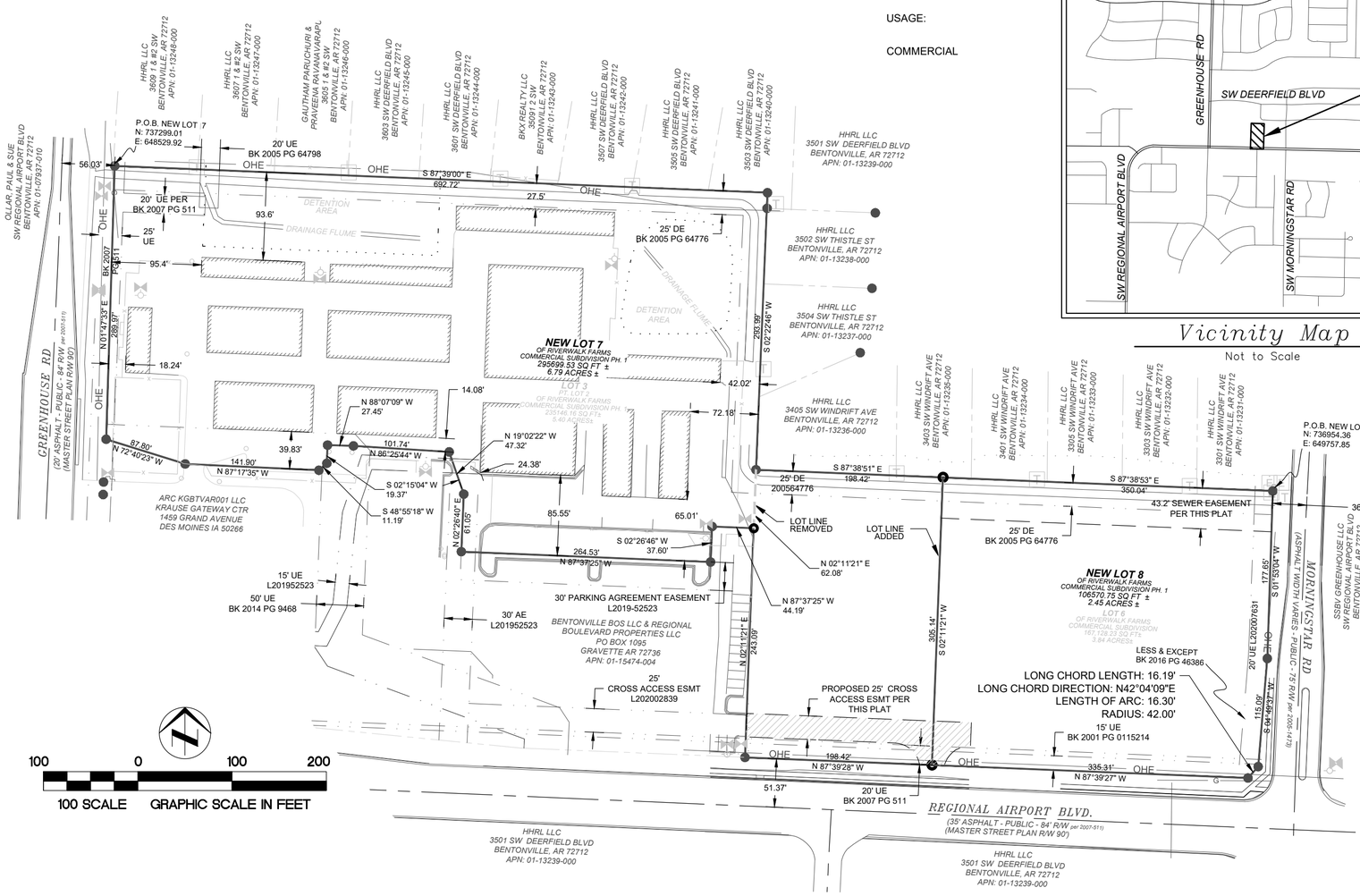
4. AT THE TIME OF PLATTING, THIS PROPERTY DOES NOT HAVE DIRECT ACCESS TO THE CITY OF BENTONVILLE SANITARY SEWER.

6. OWNER/DEVELOPER SHALL COORDINATE WITH ALL LOCAL UTILITIES TO ENSURE THAT EACH LOT HAS WATER, SEWER AND ELECTRIC SERVICE.

7. BEFORE ANY WORK IN THE RIGHT-OF-WAY COMMENCES, CONTRACTOR AND OR OWNER IS TO OBTAIN RIGHT-OF-WAY PERMIT FROM CITY OF BENTONVILLE TRANSPORTATION DIVISION

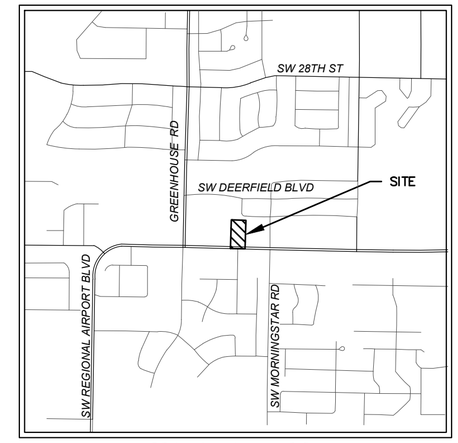
8. SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT TIME OF BUILDING PERMIT ISSUANCE.

9. THERE MAY NOT BE FENCES OR ANY OTHER STRUCTURES BUILT IN ANY DRAINAGE EASMENT



Vicinity Map

Not to Scale



NEW LOT 7
PART OF LOT 2, RIVERWALK FARMS COMMERCIAL SUBDIVISION, PHASE 1 IN THE CITY OF BENTONVILLE, LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 19 NORTH, RANGE 31 WEST, BENTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND 5/8" REBAR CAPPED, THE POINT OF BEGINNING, WHICH IS THE NORTHWEST CORNER OF LOT 2 OF RIVERWALK FARMS COMMERCIAL SUBDIVISION ; THENCE S87°39'00"E 692.72' TO A POINT; THENCE S2°22'46"W 293.99' TO A FOUND 5/8" REBAR; THENCE S87°38'51"E A DISTANCE OF 198.42' TO A SET IRON PIN; THENCE S02°11'21"W A DISTANCE OF 305.14' TO A SET IRON PIN; THENCE N87°39'28"W A DISTANCE OF 198.42' TO A FOUND IRON PIN; THENCE N02°11'21"E A DISTANCE OF 243.10' TO A POINT; THENCE N87°37'25"W A DISTANCE OF 44.19' TO A FOUND IRON PIN; THENCE S02°26'46"W A DISTANCE OF 37.60' TO A FOUND IRON PIN; THENCE N87°37'25"W A DISTANCE OF 264.53' TO A FOUND IRON PIN; THENCE N02°26'40"E A DISTANCE OF 61.05' TO A FOUND 1/2" REBAR; THENCE N19°02'22"W A DISTANCE OF 47.32' TO A FOUND IRON PIN; THENCE N86°25'44"W A DISTANCE OF 101.74' TO A FOUND IRON PIN; THENCE S02°15'04"W, A DISTANCE OF 19.37' TO A FOUND IRON PIN; THENCE S48°55'18"W A DISTANCE OF 11.19' TO A FOUND IRON PIN; THENCE N87°17'35"W A DISTANCE OF 141.90' TO A FOUND IRON PIN; THENCE N72°40'23"W A DISTANCE OF 87.80' TO A FOUND IRON PIN; THENCE N01°47'33"E A DISTANCE OF 289.97' TO THE POINT OF BEGINNING. HAVING AN AREA OF 295,699.532 SQUARE FEET, 6.79 ACRES MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHTS OF WAY OF RECORD.

NEW LOT 8
PART OF LOT 2, RIVERWALK FARMS COMMERCIAL SUBDIVISION, PHASE 1 IN THE CITY OF BENTONVILLE, LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 19 NORTH, RANGE 31 WEST, BENTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND IRON PIN, THE POINT OF BEGINNING, WHICH IS THE NORTHEAST CORNER OF LOT 2 OF RIVERWALK FARMS COMMERCIAL SUBDIVISION ; THENCE N01°53'04"E 177.65' TO A FOUND IRON PIN; THENCE S04°49'37"E 115.09' TO A FOUND IRON PIN; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 42.00' WITH A CHORD BEARING OF S42°04'09"W, AND AN ARC DISTANCE OF 16.30' TO A FOUND IRON PIN; THENCE N87°39'27"W A DISTANCE OF 335.31' TO A SET IRON PIN; THENCE N02°11'21"E A DISTANCE OF 305.14' TO A SET IRON PIN; THENCE S87°38'53"E A DISTANCE OF 350.04' TO THE POINT OF BEGINNING. HAVING AN AREA OF 106570.752 SQUARE FEET, 2.45 ACRES MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHTS OF WAY OF RECORD.

PARENT TRACT DESCRIPTION:
LOT 6, RIVERWALK FARMS COMMERCIAL SUBDIVISION TO THE CITY OF BENTON ARKANSAS AS SHOWN IN PLAT RECORD L202007631 OF THE BENTON COUNTY RECORDS.

PARENT TRACT DESCRIPTION:
LOT 3, RIVERWALK FARMS COMMERCIAL SUBDIVISION TO THE CITY OF BENTON ARKANSAS AS SHOWN IN PLAT RECORD L201952523 OF THE BENTON COUNTY RECORDS.

CERTIFICATE OF OWNERSHIP

WE THE UNDERSIGNED, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLATTED, AND SUBDIVIDED AND DO HEREBY LAY OFF, PLAT, SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC THE STREETS, ALLEYS, DRIVES, EASEMENTS, ETC. AS SHOWN ON SAID PLAT.

DATE OF EXECUTION: _____

SIGNED: _____

DT REAL ESTATE LLC:

_____

LYKINS LEASING LLC:

_____

STATE OF ARKANSAS

COUNTY OF _____

SWORN TO AND SUBSCRIBED BEFORE ME THIS DAY

OF 2021.

_____

CERTIFICATE OF SURVEYING ACCURACY

I, _____, HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A BOUNDARY SURVEY MADE BY ME AND BOUNDARY MARKERS AND LOT CORNERS SHOWN HEREON ACTUALLY EXIST AND THEIR LOCATION, TYPE AND MATERIAL ARE CORRECTLY SHOWN AND ALL MINIMUM REQUIREMENTS OF THE ARKANSAS MINIMUM STANDARDS FOR LAND SURVEYORS HAVE BEEN MET.

DATE OF EXECUTION: _____

SIGNED: _____

REGISTERED LAND SURVEYOR

NO. _____

STATE OF ARKANSAS

OWNERS:

DT REAL ESTATE LLC
ATTN: RORY THOMPSON
831 FAULKNER ST
CONWAY AR 72034

LYKINS LEASING LLC
PO BOX 1095
GRAVETTE AR 72736

CERTIFICATE OF APPROVAL

PURSUANT TO THE BENTONVILLE LAND DEVELOPMENT CODE AND ALL OTHER CONDITIONS AND APPROVAL HAVING BEEN COMPLETED, THIS DOCUMENT IS HEREBY ACCEPTED, THIS CERTIFICATE IS HEREBY EXECUTED UNDER THE AUTHORITY OF THE SAID RULES AND REGULATIONS.

SIGNED:

_____
COMMUNITY DEVELOPMENT DIRECTOR

_____
CITY CLERK

_____
PC CHAIR

_____
MAYOR

DATE OF EXECUTION: _____

CERTIFICATE OF AUTHORIZATION · ARKANSAS SURVEYOR ·
JAMES LAYOUT SERVICES, LLC
NO. 2389

REGISTERED PROFESSIONAL LAND SURVEYOR
STATE OF ARKANSAS
NO. 1845
_____
SIGNATURE
MATTHEW D. JAMES

STATE SURVEYOR FILING CODE:
500-XXX-XXX-X-XX-XXX-XX-XXXX

CITY OF BENTONVILLE PROJECT NUMBER: PLA21-0049
EDA JOB NO. 2329

Property Line Adjustment
For Lots 6 & 3 In Riverwalk Farms Commercial Subdivision Phase 1
Creating Lots 7 & 8

James Layout Services, LLC
P.O. Box 611
Farmington, Arkansas 72730
Telephone: (479) 439-9929
survey@jlsnwa.com
JLS

Earthplan Design Alternatives, PA
civil engineering / landscape architecture
(479) 756-1566
www.edaark.com
134 West Emma Avenue
Springdale, Arkansas 72764
EDA

PROP LINE ADJ

COMMON OPEN SPACE TABULATION

TOTAL PROJECT AREA = 12.26 Ac.
REQUIRED OPEN SPACE = 20% x 12.26 = 2.45 Ac.

TOTAL VEGETATED AREA PROVIDED (POST-DEVELOPMENT) = 2.70 Ac.
STREET FRONTAGE BUFFERS ARE OUTSIDE PROPERTY LINES (N/A)
DETENTION POND AREA = 0.75 Ac. (ESTIMATE)
PERIMETER LANDSCAPE STRIPS = 1950 L.F. x 7' = 0.31 Ac.
INTERIOR PARKING LOT LANDSCAPING = 10% x 1.60 Ac. = 0.16 Ac.

COMMON OPEN SPACE PROVIDED = 2.70 - 0.16 = 2.54 Ac.

PHASE 1

BLDG. A	BUS. OFFICES C.C. LOCKERS CONTRACTOR LEASE	153' x 40' = 167' x 40' = 40' x 80' =	8,120 s.f. 6,680 s.f. 3,200 s.f.	40' DEEP 10' x 10's 40' DEEP
BLDG. B	RETAIL / OFFICE	200' x 50' =	10,000 s.f.	20' X 50's
BLDG. C	COV'D. PARKING N.C.C. LOCKERS	180' x 50' = 180' x 10' =	9,000 s.f. 1,800 s.f.	15' x 50's 10' x 10's
BLDG. D	N.C.C. LOCKERS	90' x 30' =	2,700 s.f.	10' x 10's / 10' x 20's
BLDG. E	N.C.C. LOCKERS	90' x 30' =	2,700 s.f.	10' x 10's / 10' x 20's
BLDG. F	N.C.C. LOCKERS	120' x 25' =	3,000 s.f.	12' x 25's
BLDG. G	N.C.C. LOCKERS	220' x 30' =	6,600 s.f.	10' x 10's / 10' x 20's
BLDG. H	N.C.C. LOCKERS	220' x 30' =	6,600 s.f.	10' x 10's / 10' x 20's
BLDG. I	N.C.C. LOCKERS	168' x 25' =	4,200 s.f.	12' x 25's
BLDG. J	N.C.C. LOCKERS	240' x 20' =	4,840 s.f.	10' x 20's
BLDG. K	COV'D. PARKING	50' x 45' =	2,250 s.f.	15' x 50's
BLDG. L	N.C.C. LOCKERS	120' x 20' =	2,400 s.f.	10' x 20's
BLDG. M	N.C.C. LOCKERS	210' x 20' =	4,200 s.f.	10' x 10's
BLDG. N	N.C.C. LOCKERS CONTR. W'HSE	145' x 45' = 120' x 30' =	6,525 s.f. 3,600 s.f.	15' x 15's / 15' x 30's 15' x 30's
BLDG. P	CONTR. W'HSE	135' x 30' =	4,050 s.f.	15' x 30's

TOTAL = 94,250 s.f.

PHASE 2

BLDG. Q	N.C.C. LOCKERS	100' x 20' =	2,000 s.f.	10' x 20's
BLDG. R	N.C.C. LOCKERS	100' x 20' =	2,000 s.f.	10' x 20's
BLDG. S	CONTR. W'HSE	90' x 20' =	1,800 s.f.	10' x 20's
BLDG. T	VENDOR LEASE	90' x 50' =	4,500 s.f.	15' x 50's
BLDG. U	COV'D. PARKING N.C.C. LOCKERS	170' x 50' = 170' x 10' =	8,500 s.f. 1,700 s.f.	15' x 50's 10' x 10's
BLDG. V	VENDOR MOCK-UPS N.C.C. LOCKERS	180' x 50' = 180' x 10' =	9,000 s.f. 1,800 s.f.	15' x 50's 10' x 10's
BLDG. W	RETAIL / OFFICE	200' x 50' =	10,000 s.f.	20' x 50's
BLDG. X	RETAIL / OFFICE	205' x 50' =	10,250 s.f.	20' x 50's

TOTAL = 51,550 s.f.

AREA PER OCCUPANCY

OFFICES	24,070 s.f.
RETAIL	30,250 s.f.
WAREHOUSE	97,945 s.f.
TOTAL =	142,015 s.f.

PHASE 1 PARKING = 102 SPA.

PUBLIC ACCESS = 119 SPA.

IBC PARKING

47 spa. req'd., (54 provided)

115 spa. req'd., (117 provided)

35 spa. req'd., (41 provided)

TOTAL REQUIRED = 197 spa.
TOTAL PROVIDED = 212 spa.

PHASE 2 PARKING = 110 SPA.

CONTROLLED ACCESS = 93 SPA.

CURRENT ZONING = C1
PROPOSED ZONING = PUD

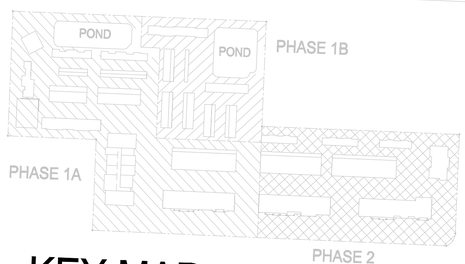
MASTER SITE PLAN

SCALE: 1"=50'-0"

LEGEND

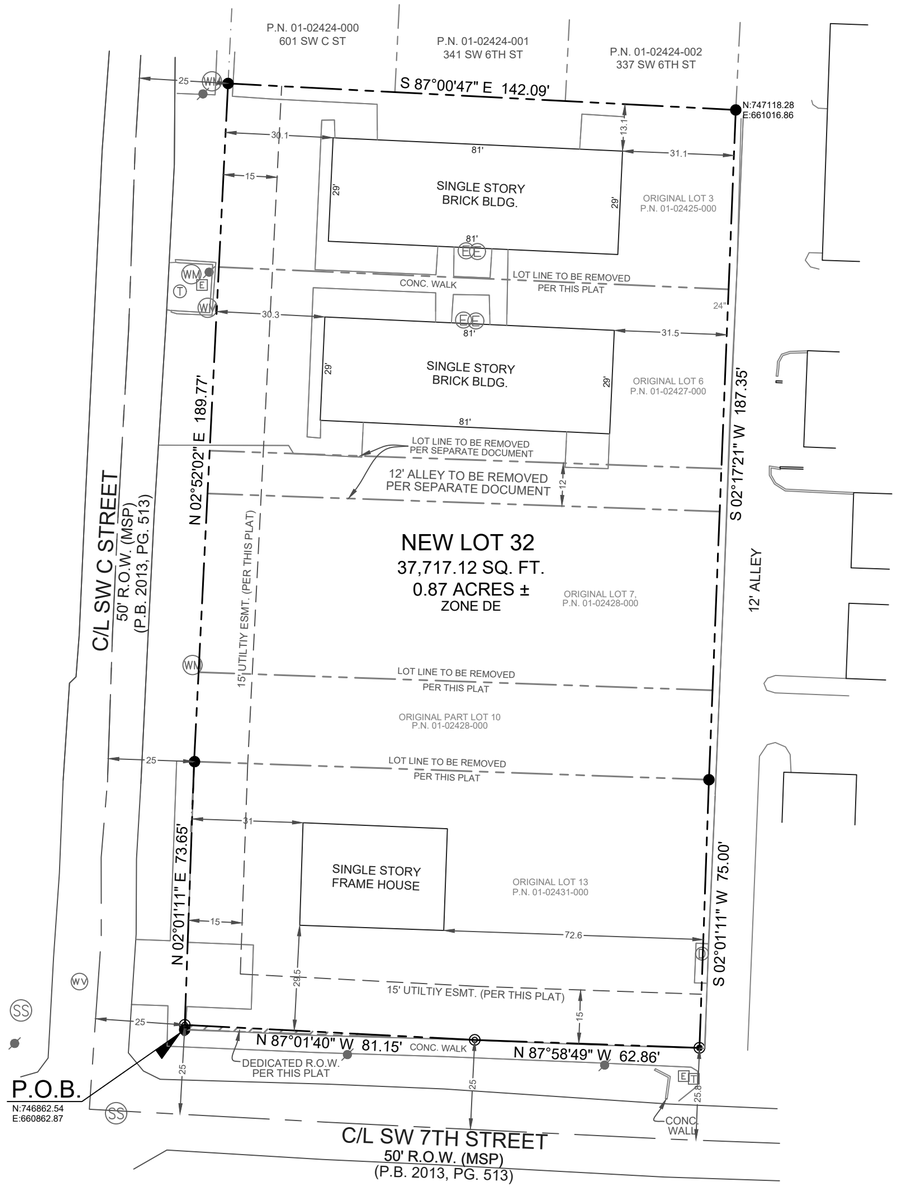
OVERHEAD ELECTRIC LINE
SANITARY SEWER
MANHOLE
TELEPHONE LINE
WATER LINE
NATURAL GAS LINE
EXISTING GRADE CONTOUR
PROPERTY LINE
BUILDING SETBACK
EASEMENT
CHAIN LINK FENCE
SCREEN FENCE
SECURITY FENCE
SHADE TREE
GROUNDCOVER

OWNER :	DEVELOPER :	CIVIL ENGINEER :	REPRESENTATIVE :
Mr. Terry Carson First Bank, 2925 Alma Highway, Ste. A Van Buren, AR 72956 (479) 262-2915 (Phone) (479) 262-2980 (Fax)	Mr. Charles Palmer BOS Park LLC, 6301 Cliff Drive Fort Smith, AR 72903 (479) 494-5682 (Phone) (479) 783-1766 (Fax)	Ms. Sammi May Morrison Shipley 2407 S.E. Cottonwood St., Bentonville, AR 72712 (479) 273-2209 (Phone) (479) 273-2553 (Fax)	Mr. Tim Risley Tim A. Risley and Associates, #1 Con/Arc Place, 6101 Phoenix Avenue Fort Smith, AR 72903 (479) 452-2636 (Phone) (479) 452-3925 (Fax)



KEY MAP

PLA21-0051
PROPERTY LINE ADJUSTMENT
DUNN & DAVIS ADDITION
LOTS 3-6-7-10 & 13 BLOCK 5 CREATING LOT 32



NOTES:

1. EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: EASEMENTS, OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF MAKING OF THIS SURVEY; BUILDING SETBACK LINES; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS, AND ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE COMMITMENT MAY DISCLOSE.

2. BASIS OF BEARINGS: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE.

3. DECLARATION IS MADE TO ORIGINAL PURCHASER OF THE SURVEY. IT IS NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

4. THIS SURVEY IS VALID ONLY IF THE DRAWING INCLUDES THE SEAL AND SIGNATURE OF THE SURVEYOR.

5. SETBACKS SHALL BE PER THE CURRENT ZONING DISTRICT AS STATED IN THE MOST RECENT CITY OF BENTONVILLE ZONING CODE. FOR MORE INFO VISIT WWW.BENTONVILLEPLANNING.COM OR CALL THE PLANNING DEPARTMENT AT (479) 271-3122.

7. SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP, TITLE EVIDENCE, OR ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE COMMITMENT MAY DISCLOSE.

8. SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT TIME OF BUILDING PERMIT ISSUANCE.

9. THERE MAY NOT BE FENCES OR ANY OTHER STRUCTURES BUILT IN ANY DRAINAGE EASEMENTS.

10. OWNER/DEVELOPER SHALL COORDINATE WITH ALL LOCAL UTILITIES TO INSURE THAT EACH LOT HAS WATER, SEWER AND ELECTRIC SERVICE.

11. BEFORE ANY WORK IN THE RIGHT-OF-WAY COMMENCES, CONTRACTOR AND/OR OWNER IS TO OBTAIN RIGHT-OF-WAY PERMIT FROM THE CITY OF BENTONVILLE TRANSPORTATION DEPARTMENT.

12. ALL STRUCTURES MUST MAINTAIN MINIMUM OF 20' CLEARANCES FROM ALL ELECTRIC LINES.

LEGEND

- FOUND REBAR
- FND. PIPE
- SET 1/2" IRON PIN W/CAP
- UTILITY POLE
- TELEPHONE VAULT
- TELEPHONE RISER
- ELECTRIC RISER
- ELECTRIC METER
- WATER VALVE
- WATER METER
- SAN. SEWER MANHOLE
- STORM DRAINAGE MANHOLE
- PROPERTY LINE
- CENTERLINE

CERTIFICATE OF OWNERSHIP AND DEDICATION:

WE THE UNDERSIGNED, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLATTED, AND SUBDIVIDED AND DO HEREBY LAY OFF, PLAT, SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC THE STREETS, ALLEYS, DRIVES, EASEMENTS, ETC. AS SHOWN ON SAID PLAT.

DATE OF EXECUTION: _____

PRINT NAME: _____

SIGNATURE: _____

STATE OF ARKANSAS, COUNTY OF BENTON, SUBSCRIBED AND SWORN BEFORE ME THIS _____ DAY OF _____, 20__.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

CERTIFICATE OF APPROVAL:

PURSUANT TO THE BENTONVILLE LAND DEVELOPMENT CODE AND ALL OTHER CONDITIONS AND APPROVAL HAVING BEEN COMPLETED, THIS DOCUMENT IS HEREBY ACCEPTED. THIS CERTIFICATE IS HEREBY EXECUTED UNDER THE AUTHORITY OF THE SAID RULES AND REGULATIONS.

DATE OF EXECUTION: _____

SIGNED _____
PLANNING COMMISSION CHAIRPERSON

DATE OF EXECUTION: _____

SIGNED _____
MAYOR, CITY OF BENTONVILLE

SIGNED _____
CITY CLERK, CITY OF BENTONVILLE

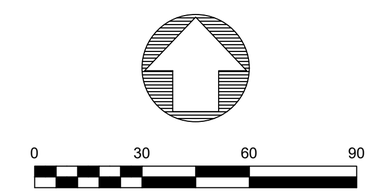
PARENT TRACT (P.N. 01-02425-000, 01-02427-000, 01-02428-000 & 01-02431-000):

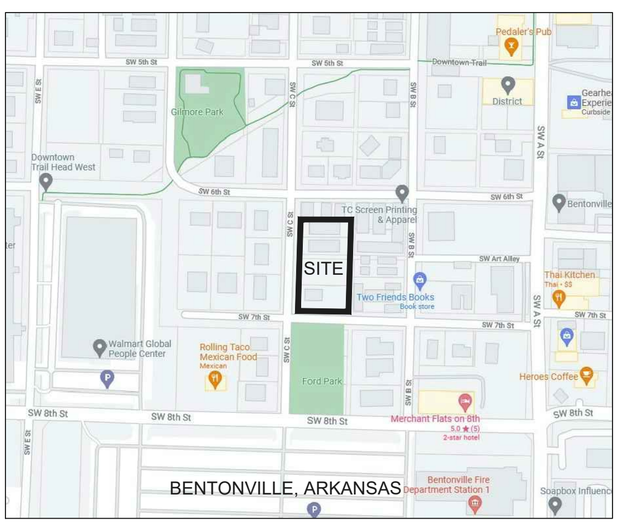
LOTS 3, 6, 7, PART 10 AND 13, BLOCK 5 OF DUNN & DAVIS ADDITION, CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, AS RECORDED IN THE BENTON COUNTY RECORDS.

LOT 32 SURVEY DESCRIPTION:

LOTS 3, 6, 7, PART 10 AND 13, BLOCK 5 OF DUNN & DAVIS ADDITION, CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, AS RECORDED IN THE BENTON COUNTY RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT THE SW CORNER OF SAID LOT 13; THENCE ALONG THE EAST RIGHT-OF-WAY LINE OF SW "C" STREET N 02°01'11" E A DISTANCE OF 73.65 FEET; THENCE CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE N 02°52'02" E A DISTANCE OF 189.77 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE S 87°00'47" E A DISTANCE OF 142.09 FEET; THENCE
S 02°17'21" W A DISTANCE OF 187.35 FEET; THENCE S 02°01'11" W A DISTANCE OF 75.00 FEET TO THE NORTH RIGHT-OF-WAY LINE OF SW 7TH STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE N 87°58'49" W A DISTANCE OF 62.46 FEET; THENCE CONTINUING ALONG SAID NORTH RIGHT-OF-WAY LINE N 87°01'40" W 81.15 FEET TO THE POINT OF BEGINNING, WITH AN AREA OF 37,717.12 SQUARE FEET, OR 0.87 ACRES, MORE OR LESS, AND SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS AND RESTRICTIVE COVENANTS OF RECORD OR FACT.





VICINITY MAP
(N.T.S.)

FLOOD CERTIFICATION:

I CERTIFY THAT I HAVE EXAMINED THE OFFICIAL FLOOD INSURANCE HAZARD RATE MAP PANEL NO. 05007C0255K (EFFECTIVE DATE 06/05/2012) AND FOUND IN THE DESCRIBED PROPERTY HEREON LIES IN ZONE "X", AN AREA HAVING NO SPECIAL FLOOD HAZARDS.

CERTIFICATE OF SURVEY ACCURACY:

I, ROBERT J. CASTER HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A BOUNDARY SURVEY MADE BY ME AND BOUNDARY MARKERS AND LOT CORNERS SHOWN HEREON ACTUALLY EXIST AND THEIR LOCATION, SIZE, TYPE AND MATERIAL ARE CORRECTLY SHOWN AND ALL MINIMUM REQUIREMENTS OF THE ARKANSAS MINIMUM STANDARDS FOR LAND SURVEYORS HAVE BEEN MET.

DATE OF EXECUTION _____

SIGNED: _____
REGISTERED LAND SURVEYOR
NO. 1370
STATE OF ARKANSAS

CERTIFICATE OF AUTHORIZATION
COA CERTIFICATE NUMBER: 3049

OWNER/DEVELOPER INFORMATION
NFD LLC P.O. BOX 808 BENTONVILLE, AR 72712

CITY OF BENTONVILLE PROJECT #PLA21-051

CASTER & ASSOCIATES
LAND SURVEYING, INC.
2715 SE "I" Street, Suit 5
Bentonville, AR 72712
(479) 268-4464

REGISTERED
STATE OF ARKANSAS
NO.1370
SIGNATURE
ROBERT J. CASTER
PROFESSIONAL LAND SURVEYOR

SCALE: 1" = 30'	DATE: 11-19-21

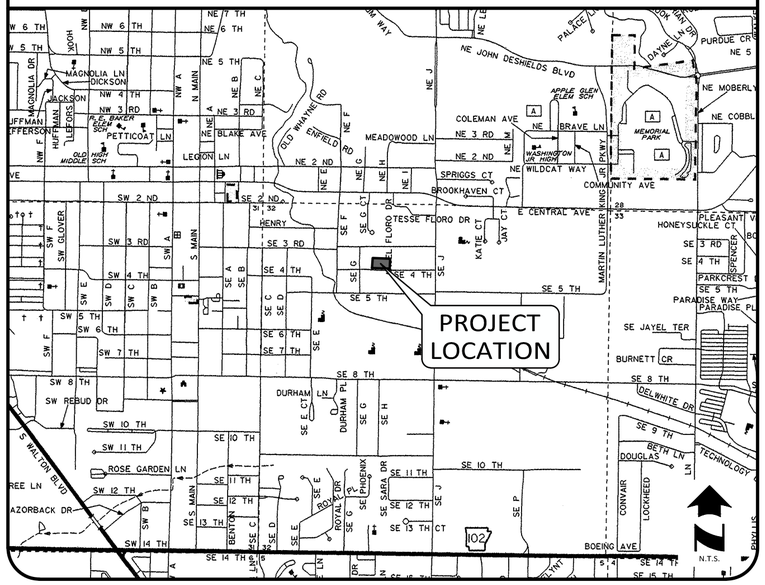
LOT LINE ADJUSTMENT
LOTS 3, 6, 7, PART 10 & 13, BLOCK 5
DUNN & DAVIS ADDITION
CREATING LOT 32

603, 605 & 609 SW C STREET
CITY OF BENTONVILLE
BENTON COUNTY, ARKANSAS

JOB #	DRAWN BY:	CHK'D BY:	PAGE
21-154LLA	ASD	RJC	1 OF 1

PLA21-0051
PROPERTY LINE ADJUSTMENT
2ND EAST SIDE ADDITION
LOTS 13-15 CREATING LOT 21

VICINITY MAP



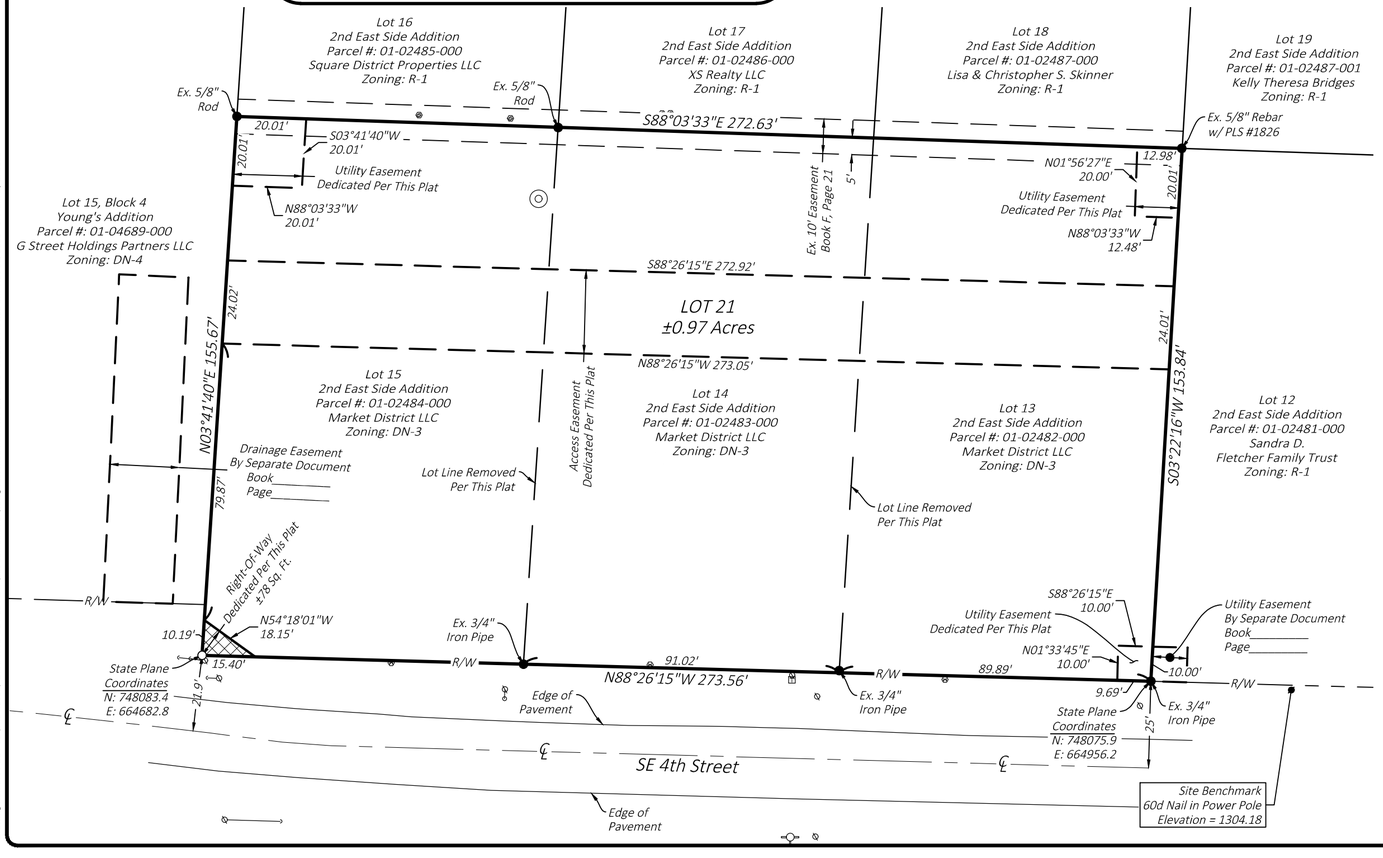
LEGEND

- Ex. Boundary Line
- Ex. Adjacent Boundary Line
- Boundary Line Being Removed
- Ex. Right of Way Line (R/W)
- Ex. Road Centerline (℄)
- Ex. Easement Line
- Ex. Rebar, As Noted
- Ex. Nail, As Noted
- Set 1/2" Rebar w/ PS# 1834 Cap
- Ex. Sewer Manhole

Grid North

30 0 30

Scale in Feet
1" = 30 Feet



GENERAL NOTES:

- Basis of Bearing - Grid North, Arkansas State Plane Coordinate System, North Zone (0301) from City of Bentonville Geodetic Control Monument Number 7 having the following coordinates: 746381.99 Northing, 665600.54 Easting, Convergence Angle of -1°16'41", Combined Scale Factor of 0.9999970364.
- Vertical Datum - NAVD 88 (2011) Geoid 18 Based on City of Bentonville Monument 7 having an elevation of 1306.69 USFT.
- The following documents were reviewed as a part of this survey. Surveyor has not made a thorough investigation or independent search for easements or encumbrances or facts that an accurate, complete, and current title search or commitment would disclose.
  - Final Plat of the 2nd East Side Addition as filed for record at Plat Book F Page 21.
  - Boundary Survey by Donald Phillips PS 992 of Lot 15, of the 2nd East Side Addition, filed for record at Plat Book 27 Page 198.
  - Lot Split Survey by Thomas Copelin PS 944 and filed for record at Plat Book 14 Page 339.

CITY OF BENTONVILLE DEVELOPMENT NOTES:

- Before any work in the street right-of-way commences, contractor and/or owner is to contact the City of Bentonville Engineering and Transportation Departments and notify said departments of the intent and type of work that will take place within the right-of-way.
- Sidewalks shall be the responsibility of the builder/owner at the time of building permit issuance.
- There may not be fences or any other structures built in any drainage easements.
- Setbacks shall be per the current zoning district as stated in the most recent City of Bentonville Zoning Code. For more info visit www.bentonvilleplanning.com or call the Planning Department @ 479-271-3122.
- Current Zoning: DN-3, Downtown High Density Residential
- Owner/Developer shall coordinate with all local utilities to ensure that each lot has water, sewer and electric service.

LEGAL DESCRIPTION:

Lots 13, 14, and 15 of the 2nd Eastside Addition to the City of Bentonville, Arkansas as record at Plat Book F Page 21 on July 16, 1963 at the office of the Circuit Clerk of Benton County.

SURVEYOR

Morrison Shipley I Halff
2407 SE Cottonwood St.
Bentonville, AR 72712
Contact: Clayton D. Crotts
Telephone: (479) 273-2209

OWNER / DEVELOPER

Market District, LLC
20 Dorman Avenue
San Francisco, CA 94124
Contact: Bill Butler
Telephone: (310) 463-0555

CERTIFICATE OF OWNERSHIP:

We the undersigned, owners of the real estate shown and described herein, do hereby certify that we have laid off, platted, and subdivided and do hereby lay off, plat, subdivide said real estate in accordance with this plat and do hereby dedicate to the use of the public the streets, alleys, drives, easements, etc. as shown on said plat.

Date of Execution: _____

Signed: _____
Market District, LLC, Managing Member, Bill Butler

Source of Title:

State Of Arkansas)
) SS
County Of Benton)

Sworn And Subscribed Before Me This Day _____Of _____, 2021.

Notary Public: _____

My Commission Expires: _____

CERTIFICATE OF APPROVAL:

Pursuant to the Bentonville Land Development Regulations and all other conditions and approval having been completed, this document is hereby accepted. This Certificate is hereby executed under the authority of the said rules and regulations.

Date Of Execution: _____

Signed _____
Bentonville Planning Commission Chairman

Signed _____
Mayor, City Of Bentonville

Signed _____
City Clerk, City Of Bentonville

CERTIFICATE OF SURVEY ACCURACY

I, Clayton D. Crotts, Hereby Certify That This Plat Correctly Represents A Boundary Survey made By Me Or Under My Supervision, And Boundary Markers And Lot Corners Shown Hereon Actually Exist And Their Location, Type And Material Are Correctly Shown And To The Best Of My Knowledge, All Minimum Requirements Of The Arkansas Standard of Boundary Survey's and Plats Have Been Met.

Date of Execution: November 22, 2021

FOR REVIEW

HALFF ASSOCIATES, INC. CERTIFICATE OF AUTHORIZATION No. 1470 ARKANSAS

Arkansas Professional Surveyor, #1834

Filing Block

MORRISON-SHIPLEY | HALFF
2407 SE Cottonwood St., Suite 1
Bentonville, AR 72712

PROPERTY LINE ADJUSTMENT for Lots 13-14, & 15 of 2nd East Side Addition CREATING Lot 21 Bentonville, Arkansas

Prepared For: Market Distric LLC

PLAT

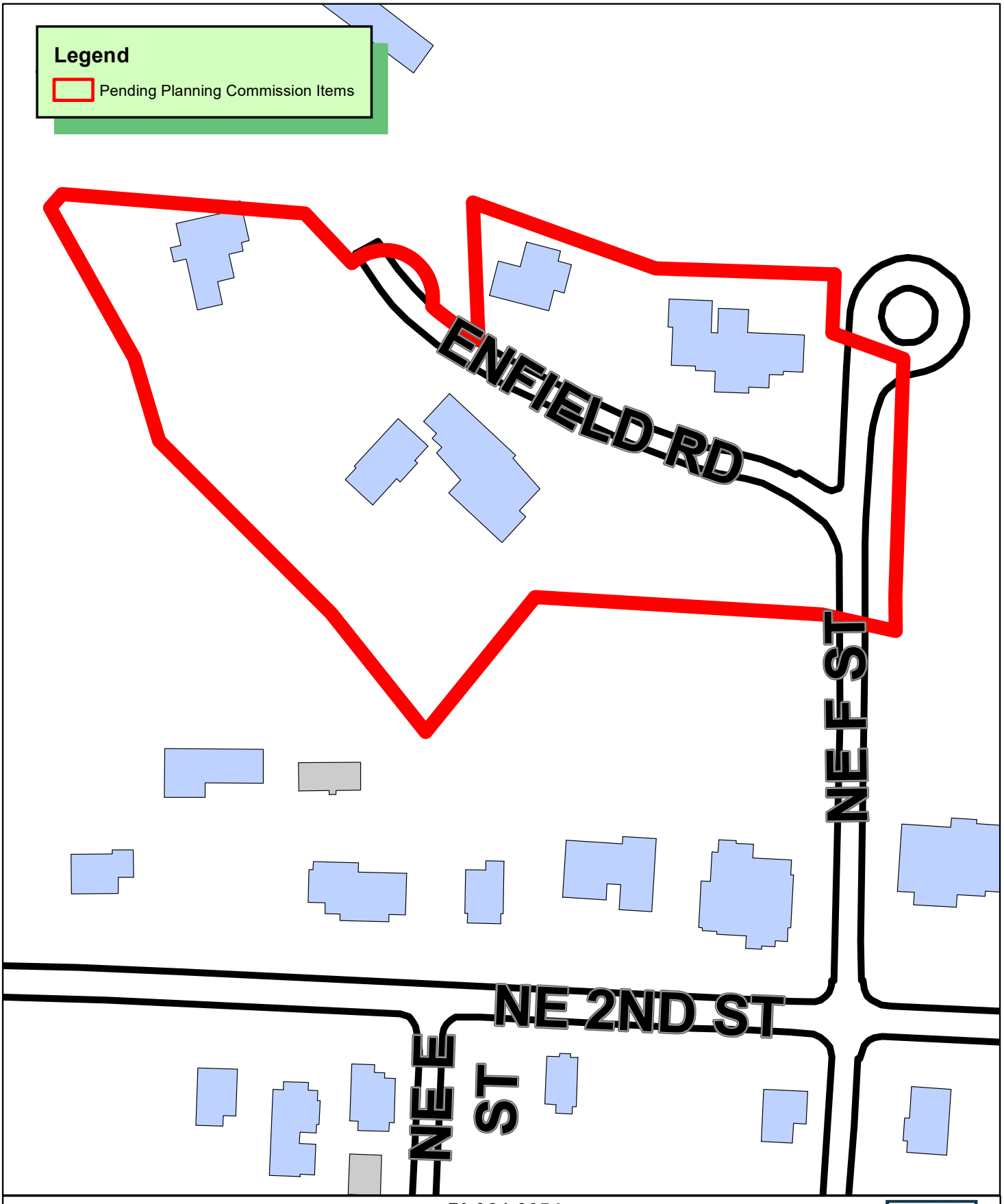
City of Bentonville Project # PLA21-0052

Revisions

Drawn By:	**JDS**	Vert. Scale:	**N/A**
Approved By:	**CDC**	Horiz. Scale:	**1"=30'**
Date:	**11.22.2021**	Plot Scale:	**1**
Project No.:	**BUT-02**	DWG Name:	**BASE**

SHEET **1** of 1

Drawing Name: P:\BUT-02 (The Haven)\DRAFTING\BUT-02 PLAT (Lot Combination).dwg Last Modified: Nov 22, 2021 - 9:10am Plotted on: Nov 22, 2021 - 9:44am by ah5165



PLA21-0054
PROPERTY LINE ADJUSTMENT
ENFIELD PARK SUBDIVISION
LOTS 1-7 CREATING LOT 8

Property Line Adjustment of Lots 1 thru 7 of Enfield Park Subdivision Creating Lot 8

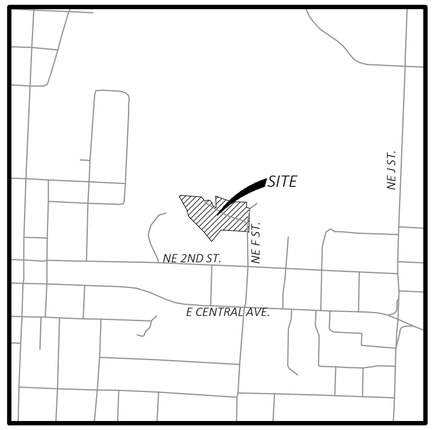
Crystal Lands, LLC

Enfield Road

Bentonville, Benton County, Arkansas

GENERAL NOTES:

1. *Except as specifically stated or shown on this plat, the survey does not purport to reflect any of the following which may be applicable to the subject real estate: Easements, other than possible easements which were visible at the time of making of this survey; building setback lines; restrictive covenants; subdivision restrictions; zoning or other land-use regulations, or any other facts which an accurate and current title search may disclose.*
2. *Every document of record reviewed and considered as a part of this survey is noted hereon. Only the documents noted hereon were supplied to the surveyor.*
3. *This plat represents an Lot Combination Plat of the parcel's recorded in Deed Records,*
   Book 2012, Page 5925
   Instrument # L202169659
   Instrument # L201938062
   Book 2015, Page 4674
   in the public records of Benton County, Arkansas.
4. *The contractor must determine that proposed structures are clear of all boundary lines, easements, and meet building setback requirements before construction begins.*
5. *Basis of Bearings: All bearings and distances shown hereon are grid based on Arkansas State Plane Coordinate System, NAD83, North Zone.*
6. *This survey is valid only if the drawing includes the seal and signature of the surveyor.*
7. *This survey meets current Arkansas State Standards of Practice for Property Boundary Surveys and Plats.*
8. *A title search was not conducted by a certified title company. All documents were provided by the client/clients and/or researched by CEI Engineering Associates, Inc., and may be subject to record/unrecorded: easements, rights of way, covenants, building setback lines, subdivision restrictions, zoning, land regulations or other facts which an accurate and current title search may reveal.*
9. *Declaration is made to the original purchaser of the survey and those listed in the certification for the use of this transaction only and is not transferable to any additional institutions or subsequent owners.*
10. *No attempt was made to show building setback lines graphically on the survey. The assignment, vacation, or orientation of setbacks that impact the usage rights of the property are determined by the local governing jurisdictional agency. Setback dimensions will be based on the orientation of the building(s) to be constructed as approved.*
11. *Subsurface and environmental conditions were not examined nor considered a part of this survey.*
12. *Multiple utility services are located within easements abutting or within the bounds of subject tract.*
13. *The locations of underground utilities as shown hereon are based on above ground structures as were visible at the time of survey, and/or from record drawings provided to the surveyor. The location of underground utilities/structures may vary from locations shown hereon. No excavations were made during the progress of this survey to locate underground utilities/structures.*
14. *The contractor is advised to contact the 811 One-Call Center before any construction begins, depending on the state there is a possibility of a severe penalty for not making this call. Not all utility companies are members of the One-Call Systems. Therefore the contractor is advised to contact all non-members as well as the One-Call System.*
15. *By scaled map location and graphical plotting only. A portion of this property is located within Flood Zone "AE" as determined by the National Flood Insurance Program which is subject to inundation by the 1% annual chance flood (100-year flood) shown on the Flood Insurance Rate Map for Benton County, Arkansas.*
    Map Number: 05007C0255K
    Map Revised: June 5, 2012
16. *No current zoning report or letter regarding zoning classification was provided to the Surveyor. Setbacks shall be per the current zoning district as stated in the most recent City of Bentonville Zoning Code. Property is currently zoned as R-1, Low Density Single-Family Residential. For more info visit www.bentonvilleplanning.com or call the Planning Department @ 479-271-3122.*
17. *Sidewalks shall be the responsibility of the builder/owner at time of building permit issuance.*
18. *There may not be fences or any other structures built in any drainage easements.*
19. *Before any work in the right-of-way commences, contractor and or owner is to obtain right-of-way permit from the City of Bentonville Transportation Department.*
20. *Owner is to contact New Service coordinator (271-3139) to discuss electric service prior to beginning any construction. Failure to contact BEUD prior to construction will result in delays to electric service.*
21. *All structures must maintain minimum of 20' clearance from all electric lines.*
22. *BEUD's standard practice is to place underground equipment (transformers, secondary pedestals, junction boxes, etc.) on the lot line of a development. Any adjustments to the property line that result in our equipment not being on the lot line require the developer to pay for the cost of BEUD to relocate the equipment to the lot line.*
23. *It is the responsibility of the developer to pay for any cost associated with moving of equipment. This includes but is not limited to any costs associated with loss of equipment (wire and elbows) and labor and material to move the equipment to the new lot line.*
24. *Relocation of any existing electrical facilities shall be at the owner's expense.*
25. *Owner/Developer shall coordinate with all local utilities to insure that each lot has water, sewer and electric service.*



VICINITY MAP

NOT TO SCALE

Latitude: 36°37'43"N
Longitude: 94°20'25"W

Owner

Parcel #'s 01-02503-000 & 01-02506-000
Crystal Lands, LLC
P.O. Box 1860
Bentonville, AR 72712

Owner

Parcel #'s 01-02507-000 & 01-02505-000
Fay Properties, LLC
P.O. Box 1860
Bentonville, AR 72712

Engineers/Surveyors:

CEI Engineering Associates, Inc.
3108 SW Regency Parkway
Bentonville, AR 72712
Phone: (479) 273-9472
Fax:(479) 271-0536
Engineering Contact: Nate Bachelor
Surveyor: Dustin Riley

Certificate of Ownership:

We the undersigned, owners of the real estate shown and described herein, do hereby certify that we have laid off, platted, and subdivided and do hereby lay off, plat, subdivide said real estate in accordance with this plat and do hereby dedicate to the use of the public the streets, alleys, drives, easements, etc. as shown on said plat.

Date of Execution: _____

Signed:_____

Name & Address:_____

Print Name:_____

Source of Title: _____

Subscribed and sworn before me, this _____ day of _____, 2021.

_____ _____
Notary Public *My Commission Expires*

Certificate of Ownership:

We the undersigned, owners of the real estate shown and described herein, do hereby certify that we have laid off, platted, and subdivided and do hereby lay off, plat, subdivide said real estate in accordance with this plat and do hereby dedicate to the use of the public the streets, alleys, drives, easements, etc. as shown on said plat.

Date of Execution: _____

Signed:_____

Name & Address:_____

Print Name:_____

Source of Title: _____

Subscribed and sworn before me, this _____ day of _____, 2021.

_____ _____
Notary Public *My Commission Expires*

Certificate of Approval

Pursuant to the Bentonville Land Development Regulations and all other conditions and approval having been completed, this document is hereby accepted. This Certificate is hereby executed under the authority of said rules and regulations.

Signed: _____
Bentonville Planning Commission Chairman

Signed: _____
Mayor, City of Bentonville

Signed: _____
City Clerk, City of Bentonville

CERTIFICATE OF AUTHORIZATION
CEI Engineering Associates, Inc. No. 118
ARKANSAS ENGINEER

Certificate of Surveying Accuracy

I Dustin Riley, hereby certify that this plat correctly represents a boundary survey made by me and boundary markers and lot corners shown hereon actually exist and their location, type and material are correctly shown and all minimum requirements of the Arkansas Minimum Standards for Land Surveyors have been met.

Date of Execution: _____

Signed: _____
Registered Land Surveyor
No.1618
State of Arkansas

City of Bentonville Project # PLA21-0054

State Survey Code: 500-20N-30W-0-29-330-04-1618

CIVIL ENGINEERING ▪ LANDSCAPE ARCHITECTURE ▪ LAND SURVEYING ▪ PLANNING

BENTONVILLE | DALLAS | FRESNO | HOUSTON | JACKSONVILLE | MINNEAPOLIS | PHILADELPHIA | PHOENIX

CEI ENGINEERING ASSOCIATES, INC.
3108 SW REGENCY PKWY
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844
CORPORATE TBPLS FIRM #10031500

3030 LBJ FREEWAY, SUITE 100
DALLAS, TX 75234
PHONE: (972) 488-3737
FAX: (972) 488-6732
BRANCH TBPLS FIRM #10194234

Property Line Adjustment
Crystal Lands, LLC
Enfield Road
Bentonville, Benton County, Arkansas

Preliminary
This document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document

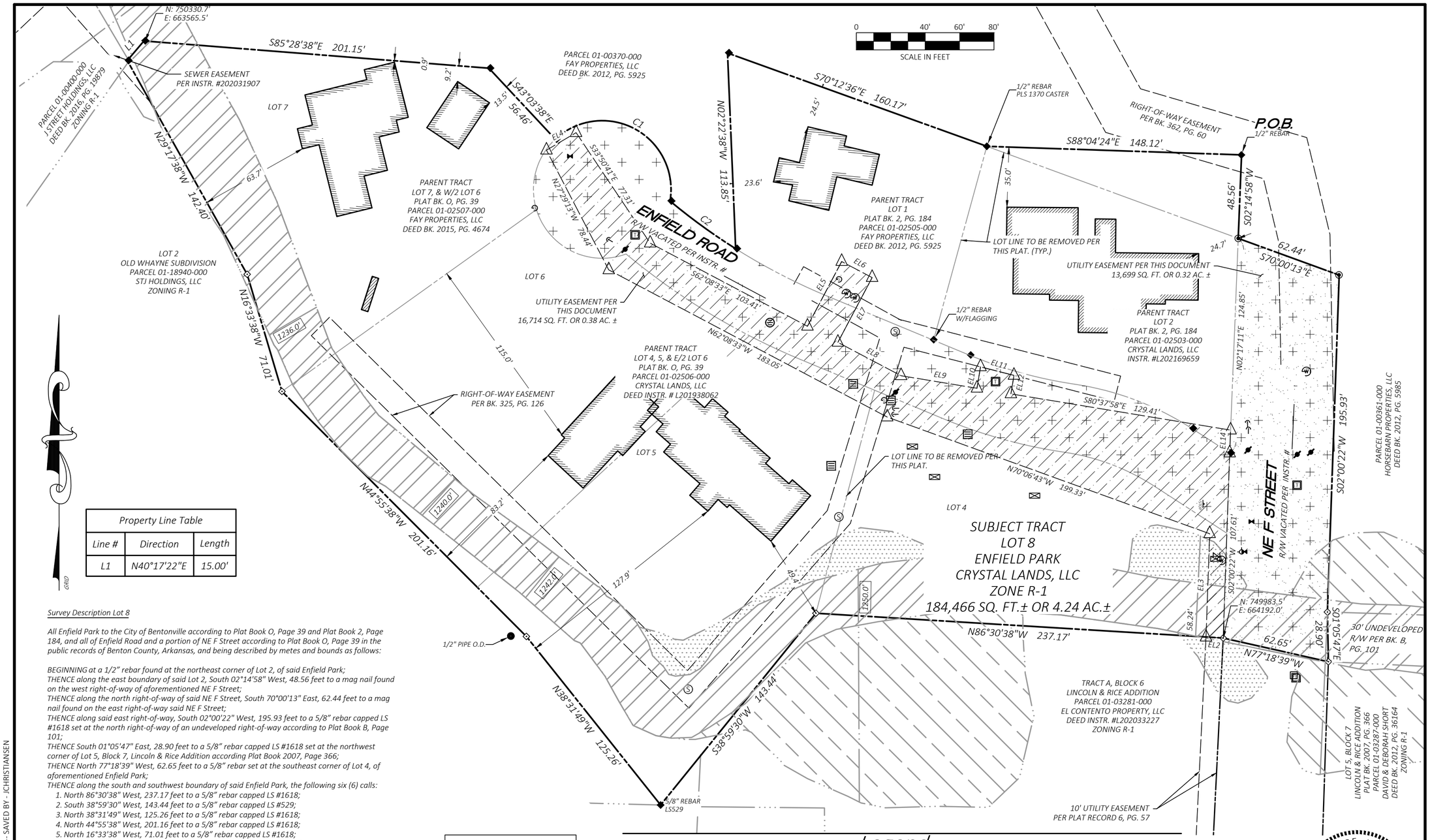
PROFESSIONAL OF RECORD	DGR
DESIGNER	JDS
FIELD WORK	KDM
CEI PROJECT NUMBER	32403
DATE	11/19/2021
REVISION	REV-1

COVER
SHEET TITLE

SHEET NUMBER
1 OF 2

DRAWING LOCATION - S:\32000\32403\DRAWINGS SURVEY\SURVEY\WORKING\32403LC.DWG -- SAVED BY - JCHRISTIANSEN

© 2021 CEI ENGINEERING ASSOCIATES, INC.



Property Line Table		
Line #	Direction	Length
L1	N40°17'22"E	15.00'

Easement Line Table		
LINE	BEARING	DISTANCE
EL2	N86°30'38"W	10.00'
EL3	N02°01'31"E	60.06'
EL4	N59°23'55"E	20.00'
EL5	N27°51'27"E	42.57'
EL6	S62°08'33"E	20.00'
EL7	S27°51'27"W	42.57'
EL8	S62°08'33"E	41.56'
EL9	S80°37'51"E	44.69'
EL10	N09°22'09"E	12.62'
EL11	S75°39'02"E	20.08'
EL12	S09°22'09"W	10.88'
EL14	S02°17'11"W	13.31'

Property Curve Table					
Curve #	Radius	Length	Delta	Chord Bearing	Chord Distance
C1	39.99'	99.64'	142°46'13"	S61°39'38"E	75.79'
C2	357.55'	47.16'	7°33'25"	S54°01'28"E	47.12'

Legend

- Boundary Line
- Lot Line to be removed per this plat
- Adjoining Boundary Line
- Easement Line
- FEMA Boundary Line
- Right-of-Way Line
- Found Monument
- Set 5/8" Rebar "LS#1618"
- Found Nail (As Noted)
- Found Pipe
- Gas Meter
- Sewer Manhole (SMH)
- Utility Pole
- Electric Riser
- Electric Vault
- Telephone Vault
- XXXX.X. Base Flood Elevation

- FEMA Floodway
- FEMA Zone "AE"
- FEMA Zone "X" Shaded
- Right-of-way vacated per Instr. #
- Utility Easement per this document
- Utility Easement per this document

Survey Description Lot 8

All Enfield Park to the City of Bentonville according to Plat Book O, Page 39 and Plat Book 2, Page 184, and all of Enfield Road and a portion of NE F Street according to Plat Book O, Page 39 in the public records of Benton County, Arkansas, and being described by metes and bounds as follows:

BEGINNING at a 1/2" rebar found at the northeast corner of Lot 2, of said Enfield Park;
THENCE along the east boundary of said Lot 2, South 02°14'58" West, 48.56 feet to a mag nail found on the west right-of-way of aforementioned NE F Street;
THENCE along the north right-of-way of said NE F Street, South 70°00'13" East, 62.44 feet to a mag nail found on the east right-of-way said NE F Street;
THENCE along said east right-of-way, South 02°00'22" West, 195.93 feet to a 5/8" rebar capped LS #1618 set at the north right-of-way of an undeveloped right-of-way according to Plat Book B, Page 101;
THENCE South 01°05'47" East, 28.90 feet to a 5/8" rebar capped LS #1618 set at the northwest corner of Lot 5, Block 7, Lincoln & Rice Addition according Plat Book 2007, Page 366;
THENCE North 77°18'39" West, 62.65 feet to a 5/8" rebar set at the southeast corner of Lot 4, of aforementioned Enfield Park;
THENCE along the south and southwest boundary of said Enfield Park, the following six (6) calls:
1. *North 86°30'38" West, 237.17 feet to a 5/8" rebar capped LS #1618;*
2. *South 38°59'30" West, 143.44 feet to a 5/8" rebar capped LS #529;*
3. *North 38°31'49" West, 125.26 feet to a 5/8" rebar capped LS #1618;*
4. *North 44°55'38" West, 201.16 feet to a 5/8" rebar capped LS #1618;*
5. *North 16°33'38" West, 71.01 feet to a 5/8" rebar capped LS #1618;*
6. *North 29°17'38" West, 142.40 feet to a 5/8" rebar found at the southernmost northwest corner of Lot 7, of said Enfield Park;*

THENCE along the north boundary of said Lot 7, North 40°17'22" East, 15.00 feet to a 5/8" rebar;
THENCE continuing along said north boundary, South 85°28'38" East, 201.15 feet to a 5/8" rebar;
THENCE along the northeasterly boundary of said Lot 7, South 43°03'38" East, 56.46 feet to a 5/8" rebar found on the north right-of-way of aforementioned Enfield Road;
THENCE Southeasterly along the arc of a curve to the right 99.64 feet having a central angle of 142°46'13", a radius of 39.99 feet, and a chord that bears South 61°39'38" East with a chord distance of 75.79 feet to a 5/8" rebar;
THENCE Southeasterly along the arc of a curve to the left 47.16 feet having a central angle of 07°33'25", a radius of 357.55 feet, and a chord that bears South 54°01'28" East with a chord distance of 47.12 feet to a 5/8" rebar found at the southwest corner of Lot 1, of said Enfield Park;
THENCE along the west boundary of said Lot 1, North 02°22'38" West, 113.85 feet to a 5/8" rebar found at the northwest corner of said Lot 1;
THENCE along the north boundary of said South 70°12'36" East, 160.17 feet;
THENCE South 88°04'24" East, 148.12 feet to the POINT OF BEGINNING containing 184,866 square feet or 4.24 acres, more or less.

State Survey Code: 500-20N-30W-0-29-330-04-1618

City of Bentonville Project # PLA21-0054

CERTIFICATE OF AUTHORIZATION
CEI Engineering Associates, Inc. No. 118
ARKANSAS ENGINEER

CEI Solutions for Land and Life

CEI ENGINEERING ASSOCIATES, INC.
3108 SW REGENCY PKWY
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844
CORPORATE TBPLS FIRM #10031500

3030 LBJ FREEWAY, SUITE 100
DALLAS, TX 75234
PHONE: (972) 488-3737
FAX: (972) 488-6732
BRANCH TBPLS FIRM #10194234

Property Line Adjustment
Crystal Lands, LLC
Enfield Road
Bentonville, Benton County, Arkansas

Preliminary
This document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document

PROFESSIONAL OF RECORD	DGR
DESIGNER	JDS
FIELD WORK	KDM
CEI PROJECT NUMBER	32403
DATE	11/19/2021
REVISION	REV-1

Lot Combination Plat
SHEET TITLE

SHEET NUMBER
2 OF 2

DRAWING LOCATION - S:\32000\32403\DRAWINGS SURVEY\SURVEY\WORKING\32403LC.DWG -- SAVED BY - JCHRISTIANSEN

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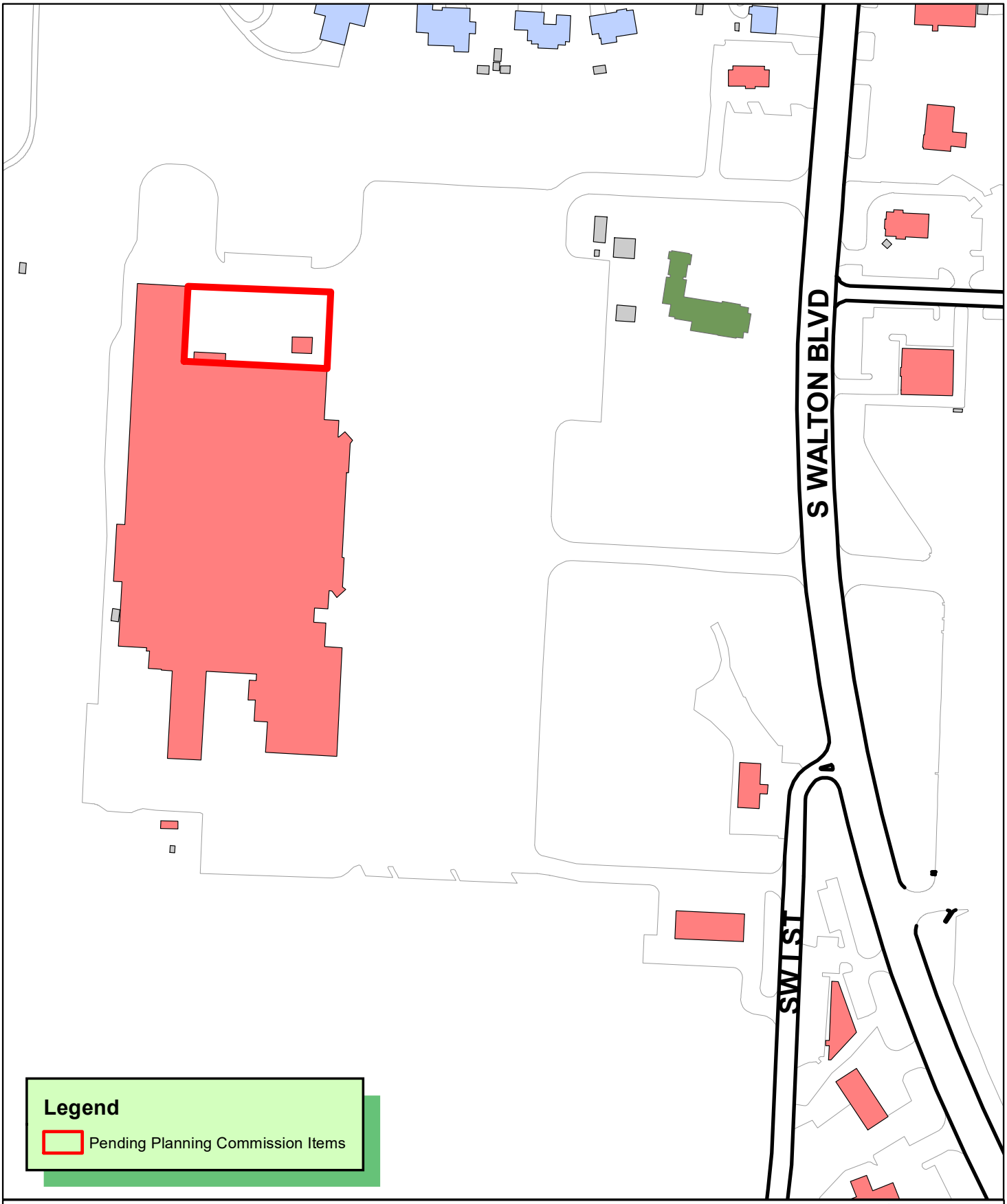
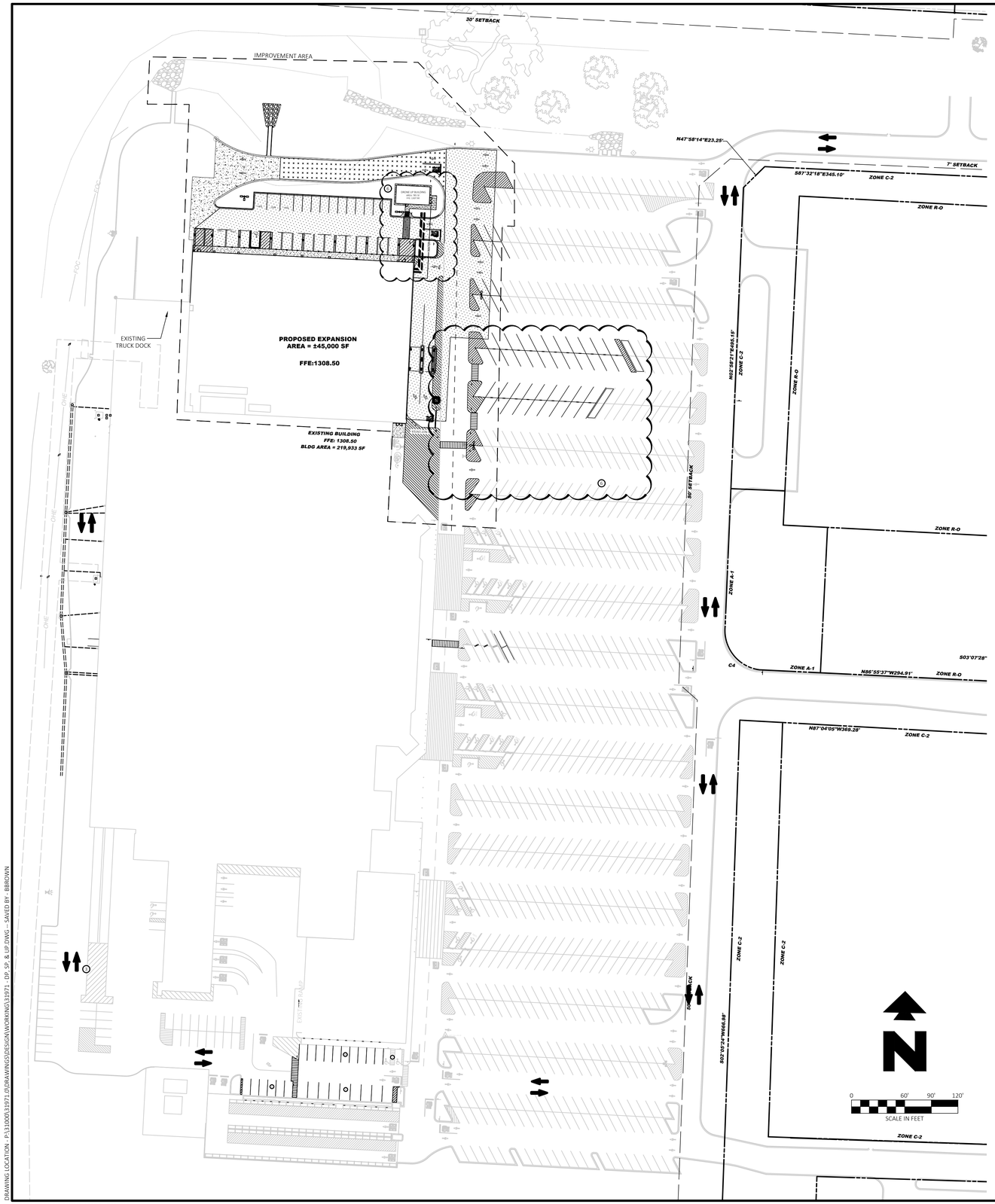


N
W E
S

1 inch = 200 feet

LSD20-0062
LARGE SCALE DEVELOPMENT
WALMART STORE 100 EXPLANSION

THE CITY OF BENTONVILLE



PARKING DATA

EXISTING PARKING COUNT		PROPOSED PARKING COUNT		REQUIRED BY CITY	
REGULAR SPACES	- 928	REGULAR SPACES	- 875	REGULAR SPACES	- 790
PICKUP SPACES	- 13	PICKUP SPACES	- 19	PICKUP SPACES	- 00
ACCESSIBLE SPACES	- 41	ACCESSIBLE SPACES	- 35	ACCESSIBLE SPACES	- 16
ADA VAN SPACES[a]	- 10	ADA VAN SPACES[a]	- 09		
TOTAL SPACES[b]	- 969	TOTAL SPACES[b]	- 910	TOTAL SPACES[b]	- 790
ADA REQUIRED:	19	ADA REQUIRED:	19	ADA REQUIRED:	16
ADA VAN REQUIRED:	4	ADA VAN REQUIRED:	4		
NET BLDG AREA: 208,530 ± . S.F.		NET BLDG AREA: 240,530 ± . S.F.		NET BLDG AREA: 240,530 ± . S.F.	
GROSS BLDG AREA: 219,933± . S.F.		GROSS BLDG AREA: 264,933± . S.F.		GROSS BLDG AREA: 264,933± . S.F.	
PARKING RATIO (PER CITY)[cd]: 4.65		PARKING RATIO (PER CITY)[cd]: 3.78			
PARKING RATIO (PER WALMART)[ce]: 4.41		PARKING RATIO (PER WALMART)[ce]: 3.43			

a INCLUDED IN ACCESSIBLE SPACES COUNT
b TOTAL SPACES DOES NOT INCLUDE PICKUP SPACES
c INCLUDES ADA COUNT AND SPACES USED FOR CART CORRALS
d USES NET BUILDING AREA
e USES GROSS BUILDING AREA

EXISTING LEGEND

- e — EAST OR ELECTRIC
- n — NORTH
- oh — OVERHEAD
- s — SOUTH OR SEWER
- t — TELEPHONE
- ug — UNDERGROUND
- w — WEST OR WATER
- PROPERTY LINE
- RIGHT OF WAY LINE
- STORM DRAIN
- X"G — GAS
- OHE — OVERHEAD ELECTRIC
- OHE&T — OVERHEAD ELECTRIC AND TELEPHONE
- OHT — OVERHEAD TELEPHONE
- OHTV — OVERHEAD TV
- X"SS — SANITARY SEWER
- UGE — UNDERGROUND ELECTRIC
- UGE&T — UNDERGROUND ELECTRIC & TELEPHONE
- UGT — UNDERGROUND TELEPHONE
- UGTV — UNDERGROUND TV
- X"W — WATER
- .5-10-11 50.5 — TREE INFO
  .5 = DIAMETER OF TRUNK IN FEET
  10 = HEIGHT OF TREE IN FEET
  11 = CANOPY DIAMETER IN FEET
  50.5 = ELEVATION AT BASE OF TREE

PROPOSED LEGEND

- CONCRETE CURB AND GUTTER
- CURB INLET
- FLARED END SECTION
- FIRE HYDRANT
- BUILDING CONTROL POINT
- # — PROPOSED PARKING SPACES SYSL/4"
- PROPOSED LIGHTING (SEE PHOTOMETRIC PLAN)
- LIMITS OF ARCHITECTURAL SIDEWALKS AND CONCRETE APRONS (PER ARCHITECTURAL PLANS)
- LIMITS OF STANDARD DUTY ASPHALT PAVING
- LIMITS OF HEAVY DUTY ASPHALT PAVING
- LIMITS OF HEAVY DUTY CONCRETE PAVING
- TEMPORARY TRUCK ROUTE FLOW PATH.

NOTE:
SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.

ALERT TO CONTRACTOR:
ALL WM GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

Know what's **below.**
Call before you dig.

LSD PROJECT NUMBER: LSD20-0062

CEI ENGINEERING ASSOCIATES, INC.
3108 SW REGENCY PKWY
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

⓪ REFERENCE REV 6 NARRITIVE.

WALMART
STORE #100-264 BUILDING EXPANSION
406 SOUTH WALTON BOULEVARD
BENTONVILLE, ARKANSAS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14925
NATHAN A. HIGHFILL
06/23/2021

PROFESSIONAL OF RECORD	POR
PROJECT MANAGER	JDY
DESIGNER	MMLR
CEI PROJECT NUMBER	31971
DATE	6/22/2021
REVISION	REV-6

OVERALL SITE PLAN
SHEET TITLE
SHEET NUMBER
C-2.0

DRAWING LOCATION - P:\31900\31971.00\DRAWINGS\DESIGN\WORKING\31971 - DP, SP, & DP DWG - SAVED BY - BBROWN

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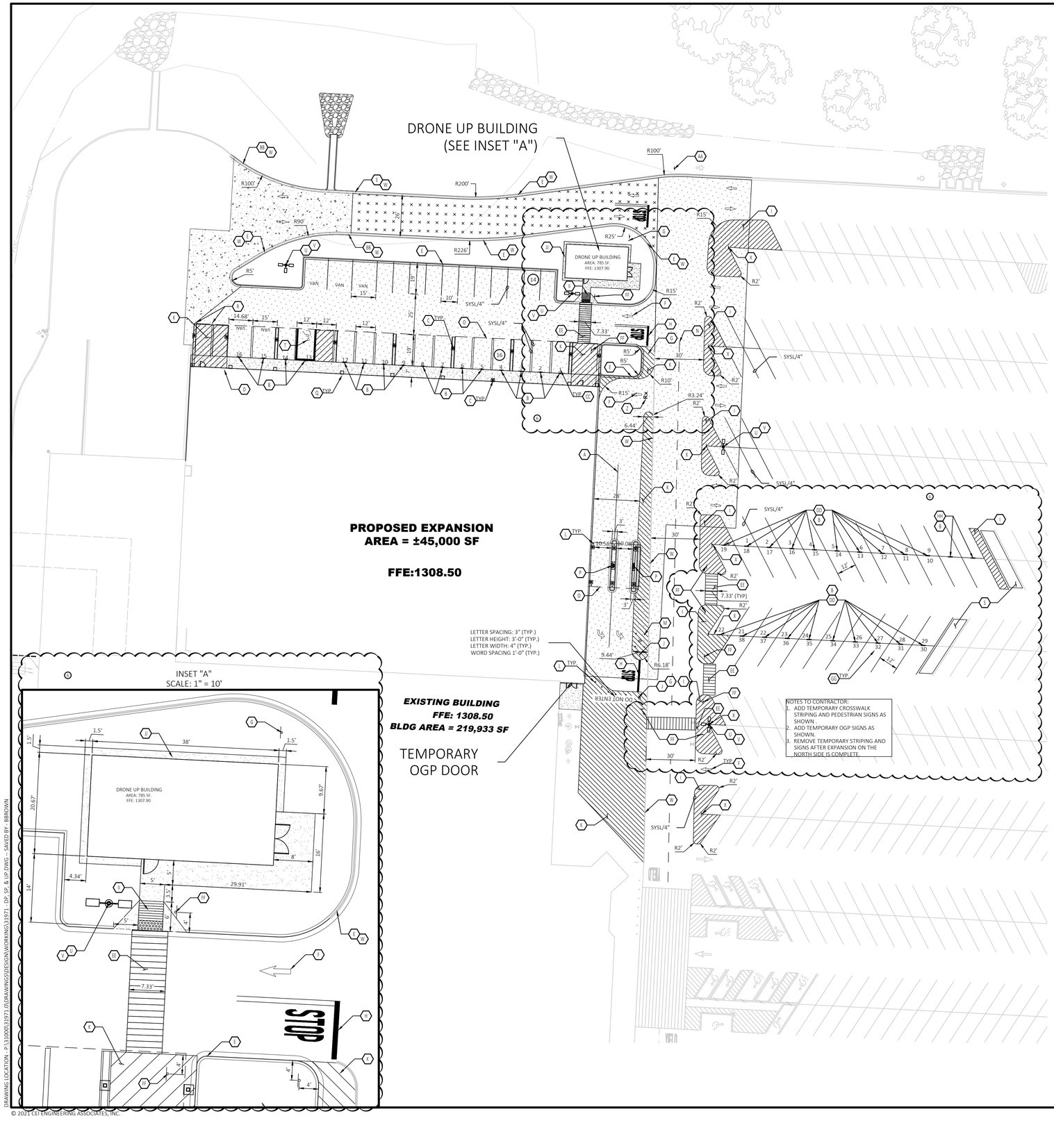

EXISTING LEGEND

E	EAST OR ELECTRIC
n	NORTH
oh	OVERHEAD
s	SOUTH OR SEWER
t	TELEPHONE
ug	UNDERGROUND
w	WEST OR WATER
	PROPERTY LINE
	RIGHT OF WAY LINE
	STORM DRAIN
X'G	GAS
OHE	OVERHEAD ELECTRIC
OHE&T	OVERHEAD ELECTRIC AND TELEPHONE
OHT	OVERHEAD TELEPHONE
OHTV	OVERHEAD TV
X'SS	SANITARY SEWER
UGE	UNDERGROUND ELECTRIC
UGE&T	UNDERGROUND ELECTRIC & TELEPHONE
UGT	UNDERGROUND TELEPHONE
UGTV	UNDERGROUND TV
X'W	WATER
.5-10-11 50.5	TREE INFO .5 = DIAMETER OF TRUNK IN FEET 10 = HEIGHT OF TREE IN FEET 11 = CANOPY DIAMETER IN FEET 50.5 = ELEVATION AT BASE OF TREE

SITE LEGEND

A	SYSL/4" (SEE LENGTH INDICATED AT SYMBOL).
B	OGP SINGLE POST WITH 4" PIPE BOLLARD. SEE DETAIL SHEET
C	COLUMNS (PER ARCH. PLANS).
D	DELIVERY DOOR (PER ARCH. PLANS).
E	18" CONCRETE CURB AND GUTTER TYPICAL.
F	ARROW PAVEMENT MARKING. SEE DETAIL SHEET.
G	"STOP" SIGN. SEE DETAIL SHEET.
H	STOP BAR. SEE DETAIL SHEET.
I	PAINTED ISLAND TYPICAL UNLESS NOTED OTHERWISE. STRIPES SHALL BE PAINTED SYSL/4" AT 2'-0" O.C. 45 DEGREES TO THE DRIVE AISLE.
J	"DO NOT ENTER" SIGN. SEE DETAIL SHEET.
K	STRIPED AREA PAINTED SYSL/4" AT 45° @ 4'-0" O.C.
L	6" PIPE BOLLARD. TYPICAL UNLESS NOTED OTHERWISE. SEE DETAIL SHEET.
M	GUARD POST (GROUP/FIRE HYDRANT PROTECTION.)
N	6' LONG STRIPE WITH 6' GAPS – TYPICAL.
O	OVERHEAD CANOPY – TYP. (PER ARCH. PLANS).
P	PHARMACY PNEUMATIC TUBE.
Q	PICKUP KIOSKS.
R	HAND RAIL. SEE DETAIL SHEET.
S	RELOCATED CART CORRAL TYPICAL. RETURN CART CORRAL TO ORIGINAL LOCATION WHEN EXPANSION IS FINISHED.
T	ACCESSIBLE PARKING SPACE. SEE DETAIL SHEET.
U	RELOCATED LIGHT POLE AND FIXTURE.
V	LIGHT POLE BASE.
W	FIRE LANE STRIPING. SEE DETAIL SHEET.
X	RELOCATED ROW NUMBER SIGN. NEW SINGLE POST WITH 4" BOLLARD. SEE DETAIL SHEET.
Y	RELOCATED BUS STOP SIGN, SEE DETAIL SHEET.
Z	PICKUP RX PAVEMENT MARKING. SEE DETAIL SHEET.
AA	TRUCK DRIVE SIGN. SEE DETAIL SHEET.
BB	TYPE "B" INTEGRAL CURB AND GUTTER, SEE DETAIL SHEET.
CC	PARKING STALL SIGN DESIGNATION, INSTALL SIGNS FROM TOP TO BOTTOM IN THIS ORDER: STALL DESIGNATION SIGN, CALL IN SIGN, LOGO SIGN. SEE DETAIL SHEET.
DD	TEMPORARY OGP PARKING SIGNS. INSTALL ON BOLLARD PER NOTE B. INSTALL FROM TOP TO BOTTOM IN THIS ORDER: LOGO SIGN (SMALL), STALL DESIGNATION SIGN, AND CALL IN SIGN. SEE DETAIL SHEET.
EE	CROSSWALK MARKING. SEE DETAIL SHEET.
FF	PEDESTRIAN CROSSING SIGN. SEE DETAIL SHEET.
GG	PARKING STALL DESIGNATION (TYP).
HH	TEMPORARY IN HOME PARKING SIGNS. INSTALL ON BOLLARD PER NOTE B. INSTALL FROM TOP TO BOTTOM IN THIS ORDER: LOGO SIGN (SMALL), STALL DESIGNATION SIGN, AND CALL IN SIGN. SEE DETAIL SHEET.
(B) II	ADA RAMP IN SIDEWALK. SEE DETAIL SHEET.
(B) JJ	18' WIDE VEGETATION FREE ZONE. SEE DETAIL SHEET.

GENERAL SITE NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY OF BENTONVILLE REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL CURBED RADII ARE TO BE 2 FEET OR 10 FEET UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5 FEET UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
5. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
7. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY A LAND SURVEYOR.
8. TOTAL LAND AREA IS 2.20± ACRES.
9. THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED "THE SITE SPECIFIC SPECIFICATIONS".
10. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING ELECTRICAL PLAN.

PROPOSED LEGEND

#	PROPOSED PARKING SPACES SYSL/4"
	PROPOSED LIGHTING (SEE ELECTRICAL SITE PLAN)
	LIMITS OF CONCRETE SIDEWALKS (PER ARCHITECTURAL PLANS)
	LIMITS OF STANDARD DUTY ASPHALT PAVING
	LIMITS OF HEAVY DUTY ASPHALT PAVING
	LIMITS OF HEAVY DUTY CONCRETE PAVING

STRIPE LEGEND

SWSL/4"	SINGLE WHITE SOLID LINE, 4" WIDE
SYSL/4"	SINGLE YELLOW SOLID LINE, 4" WIDE
DYSL/4"	DOUBLE YELLOW SOLID LINE, 4" WIDE
SYSL/10"	SINGLE YELLOW SOLID LINE, 10" WIDE
SWDL/4"	SINGLE WHITE BROKEN LINE, 4" WIDE
SYBL/4"	SINGLE YELLOW BROKEN LINE, 4" WIDE
SWSL/24"	SINGLE WHITE SOLID LINE, 24" WIDE

0 30' 45' 60'
SCALE IN FEET

NOTE:
SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.

ALERT TO CONTRACTOR:
CONTRACTOR TO VERIFY EXISTING FINISHED FLOOR ELEVATION PRIOR TO START OF CONSTRUCTION. COORDINATE INFORMATION WITH ARCHITECT AND EOR.

ALERT TO CONTRACTOR:
ALL WM GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

Know what's **below.**
Call before you dig.

LSD PROJECT NUMBER: LSD20-0062

CEI ENGINEERING ASSOCIATES, INC.
3108 SW REGENCY PKWY
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

(6) REFERENCE REV 6 NARRITIVE.

WALMART
STORE #100-264 BUILDING EXPANSION
406 SOUTH WALTON BOULEVARD
BENTONVILLE, ARKANSAS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14925
JONATHAN A. HIGHFILL
06/23/2021

PROFESSIONAL OF RECORD	POR
PROJECT MANAGER	JDY
DESIGNER	MMLR
CEI PROJECT NUMBER	31971
DATE	6/22/2021
REVISION	REV-6

SITE PLAN
SHEET TITLE

SHEET NUMBER
C-4.0

DRAWING LOCATION: P:\31000\31971.00\DRAWINGS\DESIGN\WORKING\31971 - DP, SP, & UP.DWG - SAVED BY - BBROWN
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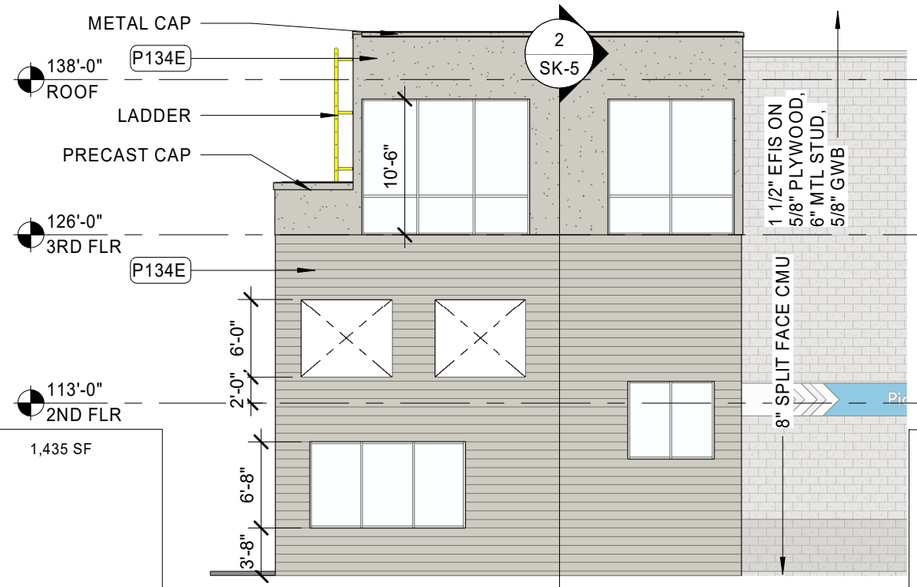


TOTAL SF ELEVATION 1,435 SF

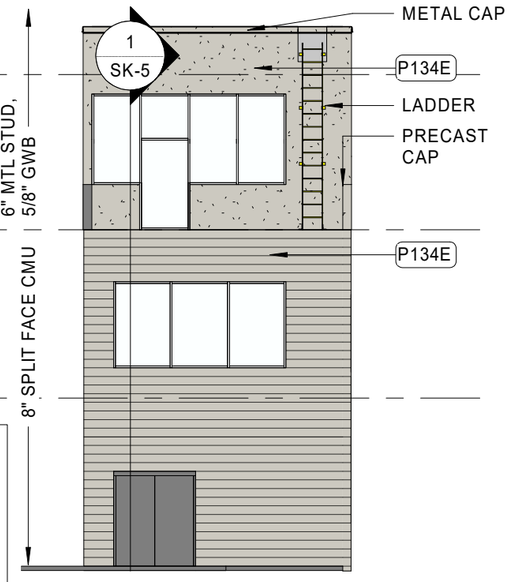
PRIMARY MATERIALS:
CMU 746 SF = 52%
GLASS 359 SF = 25%

TRIM MATERIALS
EIFS 246 SF

OPENINGS
84 SF

4 NORTH ELEV

3/32" = 1'-0"



TOTAL SF ELEVATION 866 SF

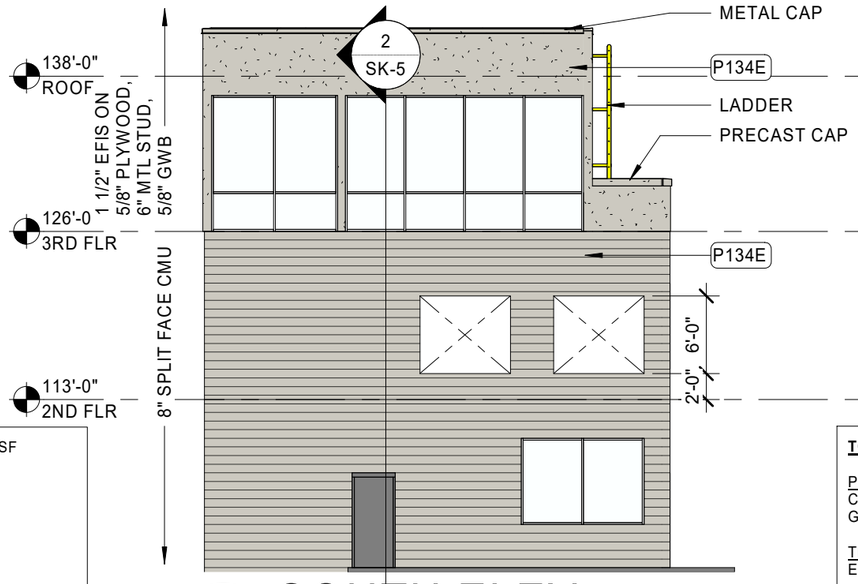
PRIMARY MATERIALS:
CMU 492 SF = 57%
GLASS 220 SF = 25%

TRIM MATERIALS
EIFS 108 SF

OPENINGS
46 SF

3 EAST ELEV

3/32" = 1'-0"



TOTAL SF ELEVATION 1,435 SF

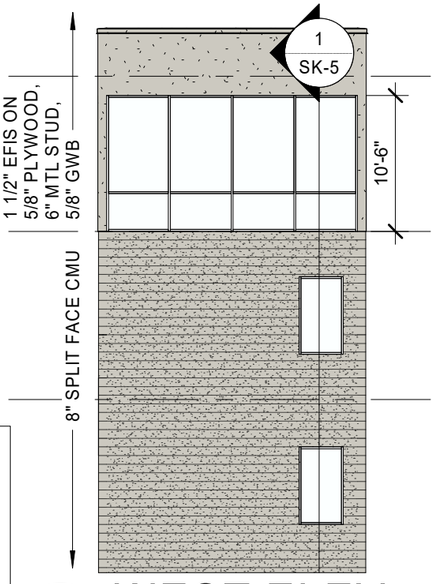
PRIMARY MATERIALS:
CMU 759 SF = 53%
GLASS 359 SF = 25%

TRIM MATERIALS
EIFS 208 SF

OPENINGS
109 SF

2 SOUTH ELEV

3/32" = 1'-0"



TOTAL SF ELEVATION 873 SF

PRIMARY MATERIALS:
CMU 507 SF = 58%
GLASS 245 SF = 28%

TRIM MATERIALS
EIFS 121 SF

1 WEST ELEV

3/32" = 1'-0"

HFA
ARCHITECTS
ENGINEERS
INTERIORS

HARRISON FRENCH
& ASSOCIATES, LTD

1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ae.com

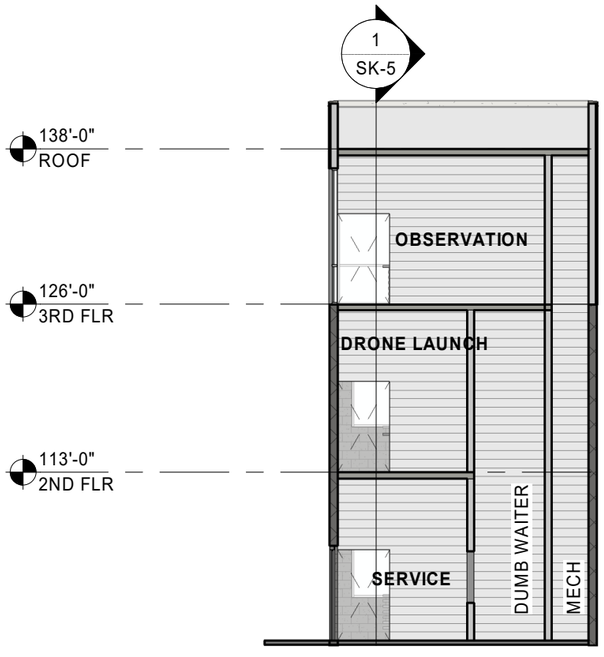
Walmart

BENTONVILLE, AR

STORE NO: 100

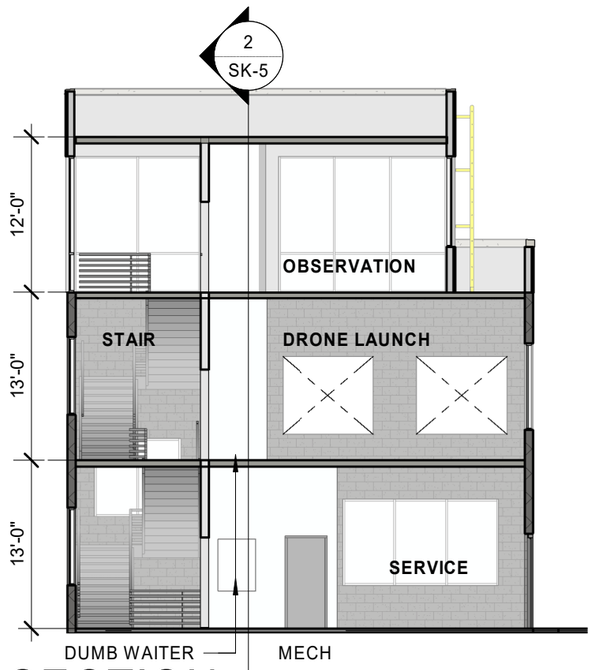
DOCUMENT DATE: 06/23/21

SKA-4



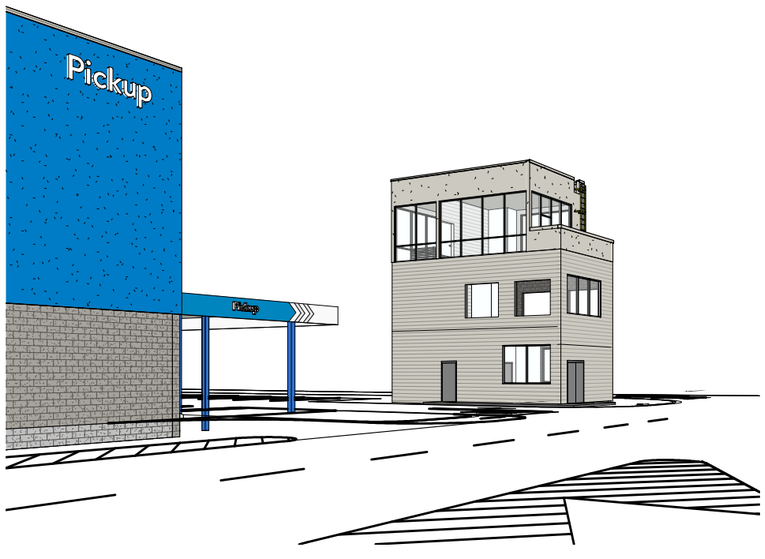
2 SECTION

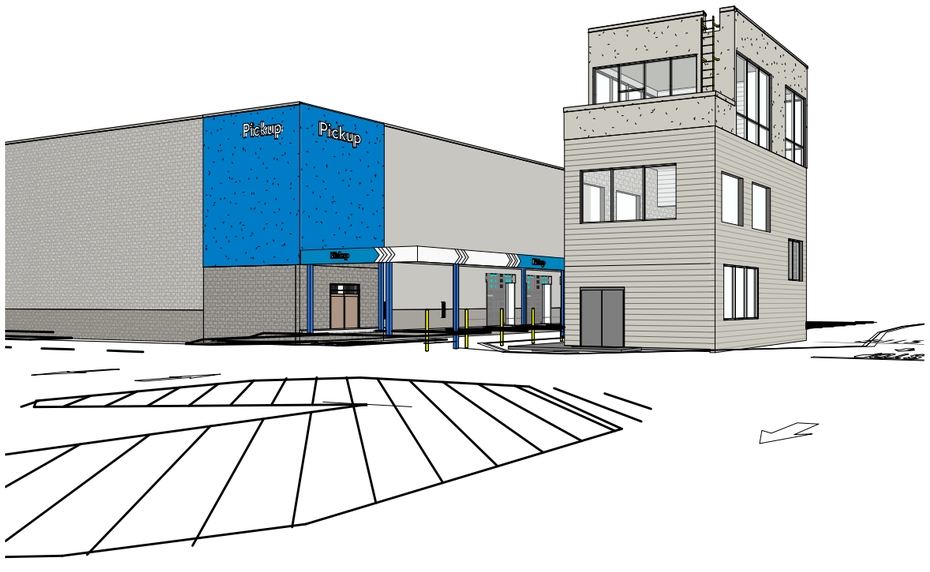
3/32" = 1'-0"



1 SECTION

3/32" = 1'-0"





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www.hfa-ae.com

Walmart

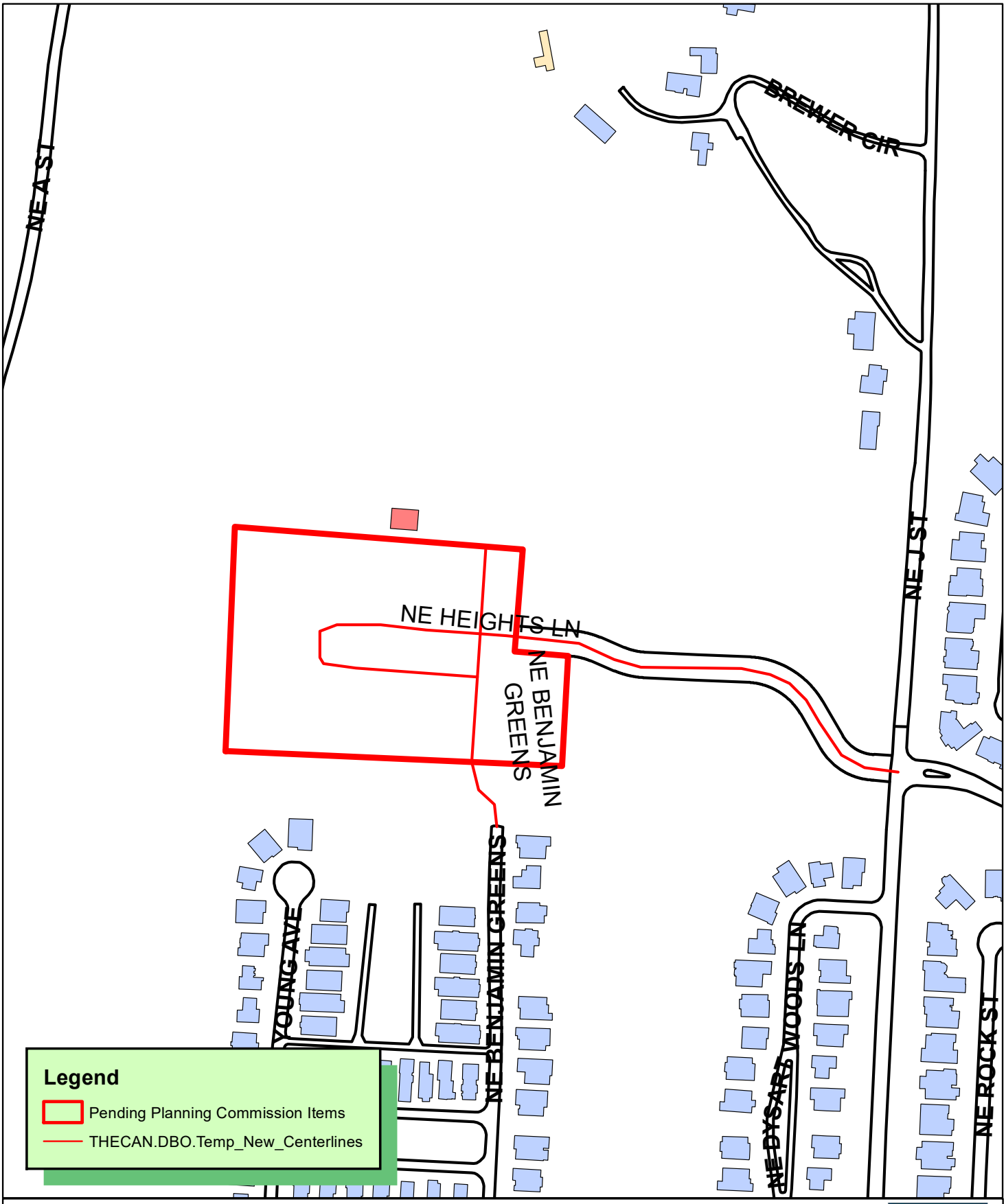
BENTONVILLE, AR

STORE NO: 100

DOCUMENT DATE: 06/23/21

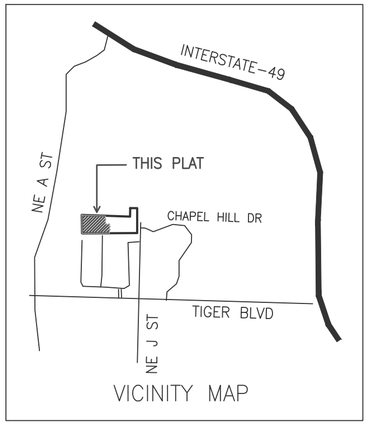
DRONE
UP
SECTIONS

SKA-5



FP21-0004
FINAL PLAT
HAWTHORNE HEIGHTS SUBDIVISION PHASE 2

HAWTHORNE HEIGHTS - PHASE II



VICINITY MAP

LEGAL DESCRIPTION - PARENT TRACT

PART OF THE SE1/4 NW1/4 OF SECTION 20, T-20-N, R-30-W, BENTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING A POINT LOCATED N03°06'08"E-100.00' FROM THE SOUTHEAST CORNER OF THE SAID SE1/4 NW1/4; SAID POINT ALSO BEING THE POINT OF BEGINNING. THENCE N87°27'30"W-660.59'; THENCE N87°26'11"W-663.10'; THENCE N01°57'11"E-439.50'; THENCE S85°27'28"E-1163.09'; THENCE N00°55'12"E-200.00'; THENCE S86°34'38"E-177.34'; THENCE S03°06'08"W-596.35' BACK TO THE POINT OF BEGINNING, CONTAINING 13.496 ACRES (MORE OR LESS)

LEGAL DESCRIPTION - PHASE 2

LOT 59, HAWTHORN HEIGHTS, AN ADDITION TO THE CITY OF BENTONVILLE, ARKANSAS

CONTACT INFORMATION:

1. BLACK HILL ENERGY: JOSH KNIGHT, 1301 FEDERAL WAY, PO BOX 2129, LOWELL, AR 72745, (479) 333-7005, JOSHUA.KNIGHT@BLACKHILLSCORP.COM
2. AT&T: BRENT BALDWIN, 1133 EAST HAROLD ST. FAYETTEVILLE, AR 72703, OFFICE: (479) 571-6609 CELL: (479) 200-9022
3. COX COMMUNICATIONS: KIP SMITH, 4901 S. 48TH STREET, SPRINGDALE, AR, 72762, (479) 717-3796. KIP.SMITH@COX.COM
4. FIRE DEPT.: CITY OF BENTONVILLE, BRENT BOYDSTON, FIRE CHIEF, 800 SW A STREET, BENTONVILLE, AR 72712, (479) 271-3130
5. STREET DEPT.: CITY OF BENTONVILLE, TONY DAVIS, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR 72712 (479) 271-3130
6. WATER DEPT.: CITY OF BENTONVILLE, BEAU THOMPSON, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR 72712 (479) 271-3140
7. ELECTRIC DEPT.: CITY OF BENTONVILLE, CHARLIE BARNES, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR 72712 (479) 271-3159
8. WASTEWATER DEPT.: CITY OF BENTONVILLE, NANCY BUSEN, 1901 NE A STREET, BENTONVILLE, AR 72712 (479) 271-3160
9. PLANNING DEPT.: CITY OF BENTONVILLE, ELLEN NORVELL, 305 SW A STREET, BENTONVILLE, AR 72712 (479) 271-3122
10. BUILDING AND FIRE SAFETY: CITY OF BENTONVILLE, JAKE FEEMSTER, 305 SW A STREET, BENTONVILLE, AR 72712 (479) 271-3108
11. CITY ENGINEER: CITY OF BENTONVILLE, DAN WEESE, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR 72712 (479) 271-5993
12. STORMWATER: CITY OF BENTONVILLE, JANET PAITH, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR 72712 (479) 271-5002, JPAITH@BENTONVILLEAR.COM

CERTIFICATE OF APPROVAL

PURSUANT TO THE BENTONVILLE LAND DEVELOPMENT REGULATIONS AND ALL OTHER CONDITIONS AND APPROVAL HAVING BEEN COMPLETED, THIS DOCUMENT IS HEREBY ACCEPTED. THIS CERTIFICATE IS HEREBY EXECUTED UNDER THE AUTHORITY OF THE SAID RULES AND REGULATIONS.

DATE OF EXECUTION: _____

SIGNED: _____
BENTONVILLE PLANNING COMMISSION CHAIRMAN

SIGNED: _____
MAYOR CITY OF BENTONVILLE

SIGNED: _____
CITY CLERK, CITY OF BENTONVILLEY

CERTIFICATE OF OWNERSHIP

WE, THE UNDERSIGNED, OWNERS OF THE REAL ESTATE, SHOWN AND DESCRIBED HEREIN, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLATTED, AND SUBDIVIDED, AND DO HEREBY LAY OFF, PLAT, AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC THE STREETS AND EASEMENTS AS SHOWN ON SAID PLAT.

DATE OF EXECUTION: _____

SIGNED: _____
BLUE LAKE SHANTI, LLC. & SHANTI BENTONVILLE, LLC.
2200 N. RODNEY PARHAM #206
LITTLE ROCK, AR 72212

SOURCE OF TITLE: D.R. 2019
PAGE 00813

GENERAL NOTES:

1. 1/2" IRON PINS TO BE SET AT ALL LOT CORNERS.
2. ALL EASEMENTS SHOWN ⊐⊐⊐⊐ MAY BE USED FOR DRAINAGE AND/OR UTILITIES AS NOTED.
3. DISTANCES SHOWN ALONG CURVES ARE CHORD DISTANCES.
4. ERROR OF CLOSURE: EXCEEDS 1:50,000
5. ALL LOTS HAVE AT LEAST A 20 FT. WIDE UTILITY EASEMENT ACROSS THE FRONT. THIS EASEMENT MAY BE USED BY ALL UTILITIES.
6. ALL FRONT BUILDING SET-BACK LINES ARE 20.00 FT. UNLESS NOTED
7. BEFORE ANY WORK IN THE RIGHT-OF-WAY COMMENCES, CONTRACTOR AND/OR OWNER IS TO OBTAIN RIGHT-OF-WAY PERMIT FROM THE CITY OF BENTONVILLE TRANSPORTATION DEPARTMENT.
8. OWNER/DEVELOPER SHALL COORDINATE WITH ALL LOCAL UTILITIES TO ENSURE THAT EACH LOT HAS WATER, SEWER AND ELECTRICAL SERVICE.
9. SIDEWALKS ON LOTS 1, 2, 26 & 29, SHALL BE THE RESPONSIBILITY OF DEVELOPER. SIDEWALKS ON LOTS 3-25, 27, 28, & 30-32, SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT THE TIMES OF BUILDING PERMIT ISSUANCE.
10. THERE MAY NOT BE FENCES OR ANY OTHER STRUCTURES BUILT IN ANY DRAINAGE EASEMENTS.
11. THE PROPERTY IS ZONED PLANNED RESIDENTIAL DEVELOPMENT (PRD), SETBACKS SHALL BE PER THE CURRENT ZONING DISTRICT AS STATED IN THE MOST RECENT CITY OF BENTONVILLE ZONING CODE. FOR MORE INFO VISIT WWW.BENTONVILLEPLANNING.COM OR CALL THE PLANNING DEPARTMENT @ 479-271-3122.

CERTIFICATE OF SURVEYING ACCURACY

I, MARION SCOTT FOSTER, HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A BOUNDARY SURVEY MADE BY ME AND BOUNDARY MARKERS AND LOT CORNERS SHOWN HEREON ACTUALLY EXIST AND THEIR LOCATION, TYPE AND MATERIAL AREA CORRECTLY SHOWN AND ALL MINIMUM REQUIREMENTS OF THE ARKANSAS MINIMUM STANDARDS FOR LAND SURVEYORS HAVE BEEN MET.

DATE OF EXECUTION: _____

SIGNED: _____
REGISTERED LAND SURVEYOR
NO. 1467
STATE OF ARKANSAS

CERTIFICATE OF AUTHORIZATION
WHITE-DATERS & ASSOCIATES, INC.
#538
ARKANSAS - ENGINEER

NO PORTION OF THIS PROPERTY IS LOCATED WITHIN THE 100 YEAR FLOOD BOUNDARY, AS SHOWN ON THE FLOODWAY, FLOOD BOUNDARY AND FLOOD INSURANCE WORK MAP FOR BENTON COUNTY, ARKANSAS. THIS PROPERTY IS IN ZONE X. (FIRM COMMUNITY PANEL # 05007C0090J, SEPT. 28, 2007)

WDA WHITE-DATERS & ASSOCIATES, INC.
CIVIL ENGINEERING, LAND PLANNING & DEVELOPMENT, SURVEYING
24 RAHLING CIRCLE LITTLE ROCK, ARKANSAS 72223

Survey By:	Drawn By:	Checked By:	Approved By:

FINAL PLAT

LOTS 1-33

HAWTHORNE HEIGHTS PHASE II

AN ADDITION TO THE CITY OF BENTONVILLE, ARKANSAS

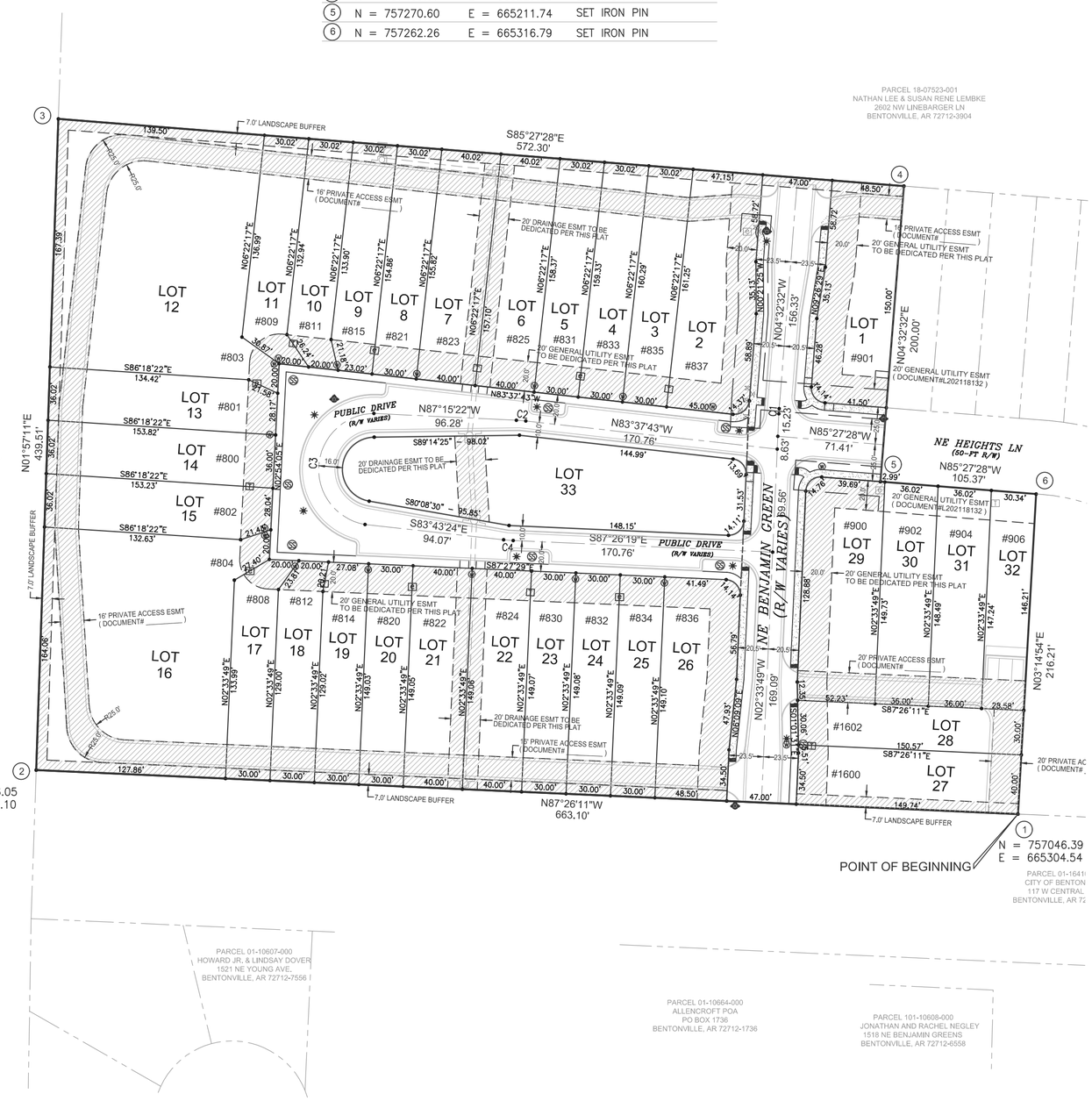
Revised		
Date	08-23-21	
Scale	Hor.	Vert.
Sheet	1 of 3	
FP21-0004		

ARKANSAS STATE PLANE
COORDINATES (NAD83 NORTH ZONE)

1	N = 757046.39	E = 665304.54	FND. 1/2" REBAR
2	N = 757076.05	E = 664642.10	FND. 1/2" REBAR
3	N = 757515.30	E = 664657.08	FND. IRON PIN
4	N = 757469.97	E = 665227.58	SET IRON PIN
5	N = 757270.60	E = 665211.74	SET IRON PIN
6	N = 757262.26	E = 665316.79	SET IRON PIN

LEGEND

- water valve
- fire hydrant
- water meter
- street light
- electric transformer
- electric box
- power pole
- guy wire
- sanitary sewer manhole
- junction box–drainage
- surface inlet–drainage
- curb inlet–drainage
- curb and gutter
- concrete
- straight headwall–drainage
- L–type headwall–drainage
- flared end section–drainage



60 0 60

Scale 1" = 60 ft

LOT AREA

	SQ.FT.	ACRE
LOT 1	7,475	0.172
LOT 2	8,295	0.190
LOT 3	4,823	0.111
LOT 4	4,794	0.110
LOT 5	4,766	0.109
LOT 6	6,309	0.145
LOT 7	6,258	0.144
LOT 8	4,660	0.107
LOT 9	4,562	0.105
LOT 10	4,503	0.103
LOT 11	4,541	0.104
LOT 12	22,760	0.522
LOT 13	5,470	0.126
LOT 14	5,527	0.127
LOT 15	5,426	0.125
LOT 16	21,486	0.493
LOT 17	4,427	0.102
LOT 18	4,370	0.100
LOT 19	4,441	0.102
LOT 20	4,471	0.103
LOT 21	5,962	0.137
LOT 22	5,962	0.137
LOT 23	4,472	0.103
LOT 24	4,473	0.103
LOT 25	4,473	0.103
LOT 26	7,482	0.172
LOT 27	6,000	0.138
LOT 28	4,551	0.104
LOT 29	7,956	0.183
LOT 30	5,368	0.123
LOT 31	5,323	0.122
LOT 32	4,322	0.099
LOT 33	14,416	0.331

PRD ZONING BUILDING SETBACK

FRONT	20-FT
SIDE	3-FT
REAR	20-FT
GARAGE	25-FT

CENTERLINE CURVE DATA

CURVE	LENGTH	DELTA	TANGENT	RADIUS
C1	3.45'	1°58'43"	1.73'	100.00'
C2	6.33'	3°37'39"	3.17'	100.00'
C3	111.60'	10°37'05"	1124.42'	37.75'
C4	6.48'	3°42'56"	3.24'	100.00'

LEGAL DESCRIPTION - PHASE 2

LOT 59, HAWTHORN HEIGHTS, AN ADDITION TO THE CITY OF BENTONVILLE, ARKANSAS

WDA WHITE-DATERS & ASSOCIATES, INC.
CIVIL ENGINEERING, LAND PLANNING & DEVELOPMENT, SURVEYING
24 RAHLING CIRCLE LITTLE ROCK, ARKANSAS 72223

Survey By:	Drawn By:	Checked By:	Approved By:

FINAL PLAT

LOTS 1–33

HAWTHORNE HEIGHTS PHASE II

AN ADDITION TO THE CITY OF BENTONVILLE, ARKANSAS

Revised		
Date	08–23–21	
Scale	Hor. 1"=60'	Vert.
Sheet	2 of 3	
	FP21–0004	

CENTERLINE CURVE DATA				
CURVE	LENGTH	DELTA	TANGENT	RADIUS
C1	3.45'	1°58'43"	1.73'	100.00'
C2	6.33'	3°37'39"	3.17'	100.00'
C3	111.60'	10°37'05"	1124.42'	37.75'
C4	6.48'	3°42'56"	3.24'	100.00'

PRD ZONING BUILDING SETBACK

FRONT	20-FT
SIDE	3-FT
REAR	20-FT
GARAGE	25-FT

LEGEND

- water valve
- fire hydrant
- water meter
- street light
- electric transformer
- electric box
- power pole
- guy wire
- sanitary sewer manhole
- junction box–drainage
- surface inlet–drainage
- curb inlet–drainage
- curb and gutter
- concrete
- straight headwall–drainage
- L–type headwall–drainage
- flared end section–drainage

PARCEL 18-07523-001
NATHAN LEE & SUSAN RENE LEMBKE
2602 NW LINEBARGER LN
BENTONVILLE, AR 72712-3904

PARCEL 18-07523-000
PAULA K. HENRY
2101 NE J ST.,
BENTONVILLE, AR 72712-8542

PARCEL 01-11774-000
PAUL K & LORI L HATCH
1115 NE ST IVES RD.
BENTONVILLE, AR 72712-8448

PARCEL 01-11773-000
NATHAN A I & TRACEY M MCCLURE
1113 STIVES RD.
BENTONVILLE, AR 72712-8448

PARCEL 01-11772-000
MICHELLE S HOFFMAN
1111 NE ST. IVES RD.
BENTONVILLE, AR 72712-8448

PARCEL 01-11771-000
CLINTON AND KELSEY WEBSTER
1109 NE ST. IVES RD.
BENTONVILLE, AR 72712-8448

PARCEL 01-11770-000
ANDREW J. NEWTON
1107 NE ST. IVES RD.
BENTONVILLE, AR 72712-8448

PARCEL 01-11769-000
DANIEL J. & EMUEJEVOKE E. ELSTEIN
1105 ST IVES RD.
BENTONVILLE, AR 72712

PARCEL 01-11768-000
BEN J. & AMENDA A. LACY
1103 NE ST. IVES RD.
BENTONVILLE, AR 72712

PARCEL 01-11767-000
SCOTT & STEPHANIE MCAULEY
1101 NS ST IVES RD.
BENTONVILLE, AR 72712

PARCEL 01-11797-000
CHAPEL HILL ASSOCIATES LLC
1805 NE CHAPEL HILL DR.
BENTONVILLE, AR 72712

PARCEL 01 11727-000
KERRY L KOTOUC TRUST
1625 NE ROCK ST.,
BENTONVILLE, AR 72712-8444

LOTS 1-23, 56 & 59
HAWTHORNE HEIGHTS
PHASE I
(DOCUMENT#L202118132)

NE J STREET

NE HEIGHTS LN
(50-FT R/W)

NE CHAPEL HILL DR

NE BENJAMIN GREEN
(R/W VARIES)

LOT 1 #901 — 150.00' — N04°32'32"E 200.00'
LOT 2 #837
LOT 3 #835
LOT 26 #836
LOT 27 #1600
LOT 28 #1602
LOT 29 #900
LOT 30 #902
LOT 31 #904
LOT 32 #906

10' PRIVATE ACCESS ESMT (DOCUMENT#)
20' GENERAL UTILITY ESMT TO BE DEDICATED PER THIS PLAT
20' GENERAL UTILITY ESMT (DOCUMENT#L202118132)
20' PRIVATE ACCESS ESMT (DOCUMENT#)
7.0' LANDSCAPE BUFFER

N85°27'28"W 71.41'
N85°27'28"W 105.37'
N03°14'54"E 216.21'
N02°33'49"W 169.09'
S87°26'11"E 150.57'
S87°26'11"E 149.74'

1 POINT OF BEGINNING
N = 757046.39
E = 665304.54

2 N = 757076.05 E = 664642.10 FND. 1/2" REBAR
3 N = 757515.30 E = 664657.08 FND. IRON PIN
4 N = 757469.97 E = 665227.58 SET IRON PIN
5 N = 757270.60 E = 665211.74 SET IRON PIN
6 N = 757262.26 E = 665316.79 SET IRON PIN

PARCEL 01-16410-001
CITY OF BENTONVILLE
117 W CENTRAL AVE.
BENTONVILLE, AR 72712-5256

BENCHMARK
SAN. SEWER MANHOLE LID
N - 756928.33
E - 665564.37
ELEV - 1214.83

SE CORNER
SE 1/4 NW 1/4
SECTION 20
T-20-N, R-30-W

PARCEL 01-10664-000
ALLENCROFT POA
PO BOX 1736
BENTONVILLE, AR 72712-1736

PARCEL 101-10608-000
JONATHAN AND RACHEL NEGLEY
1518 NE BENJAMIN GREENS
BENTONVILLE, AR 72712-6558

PARCEL 01-10609-000
MITCHELL TAYLOR ROSS
& ALISHA ANN STAGGS
1516 NE BENJAMIN GREENS
BENTONVILLE, AR 72712-8588

PARCEL 01-10562-000
TERESA WREN & THOMAS WREN
1519 NE DYSART WOODS LANE
BENTONVILLE, AR 72712-8594

PARCEL 01-10563-000
MATTHEW AND ASHLEY HOLDAWAY
1521 NE DYSART WOODS LANE
BENTONVILLE, AR 72712-8594

PARCEL 01-10564-000
TERRY AND JILL PIKE
1523 NE DYSART WOODS LANE
BENTONVILLE, AR 72712-8594

ARKANSAS STATE PLANE
COORDINATES (NAD83 NORTH ZONE)

HAWTHORNE HEIGHTS PHASE - 1:

INSTUMENT NO. L202118132

60 0 60
Scale 1" = 60 ft

WHITE-DATERS & ASSOCIATES, INC.
CIVIL ENGINEERING, LAND PLANNING & DEVELOPMENT, SURVEYING
24 RAHLING CIRCLE LITTLE ROCK, ARKANSAS 72223

Survey By:	Drawn By:	Checked By:	Approved By:

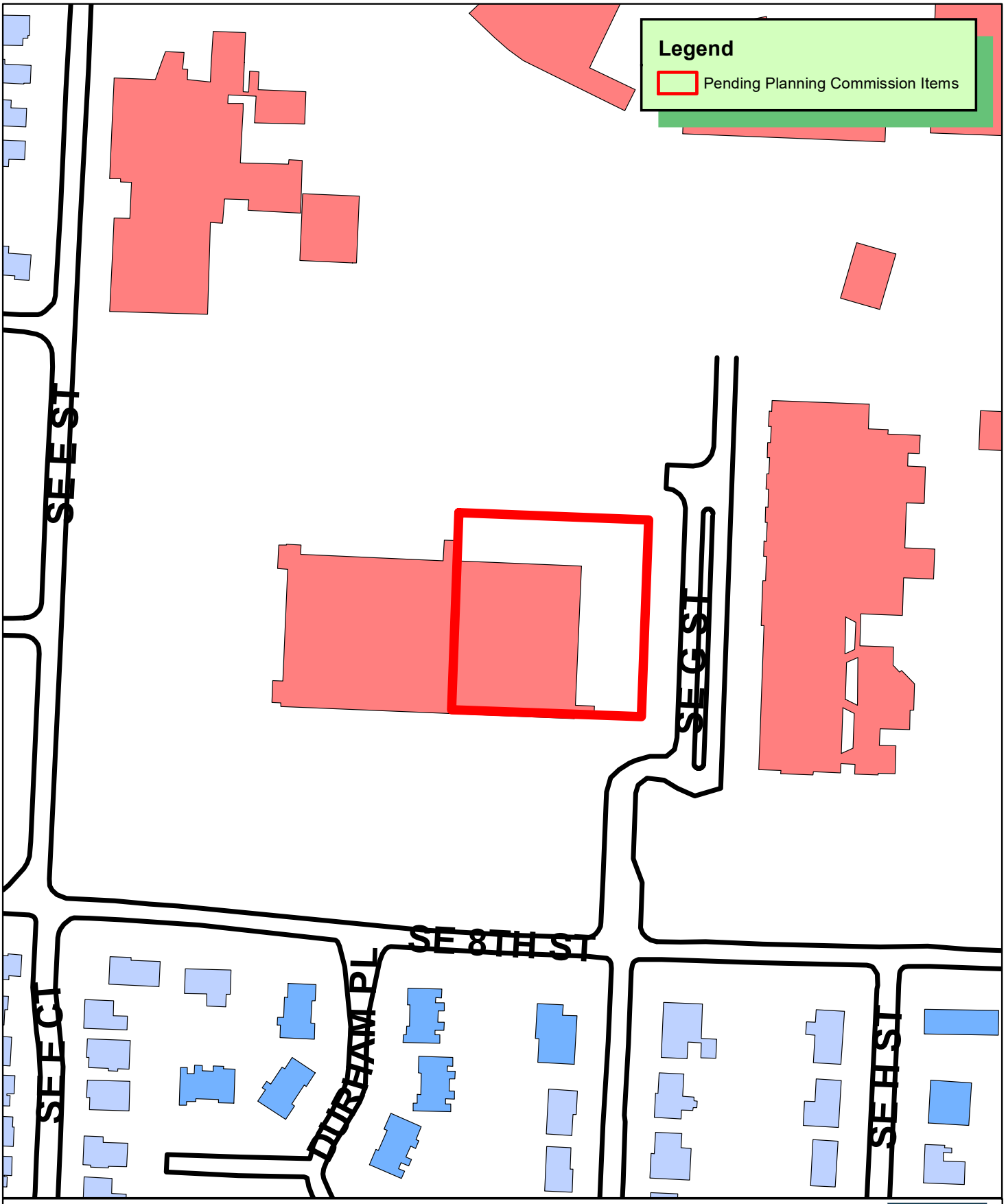
FINAL PLAT

LOTS 1–33

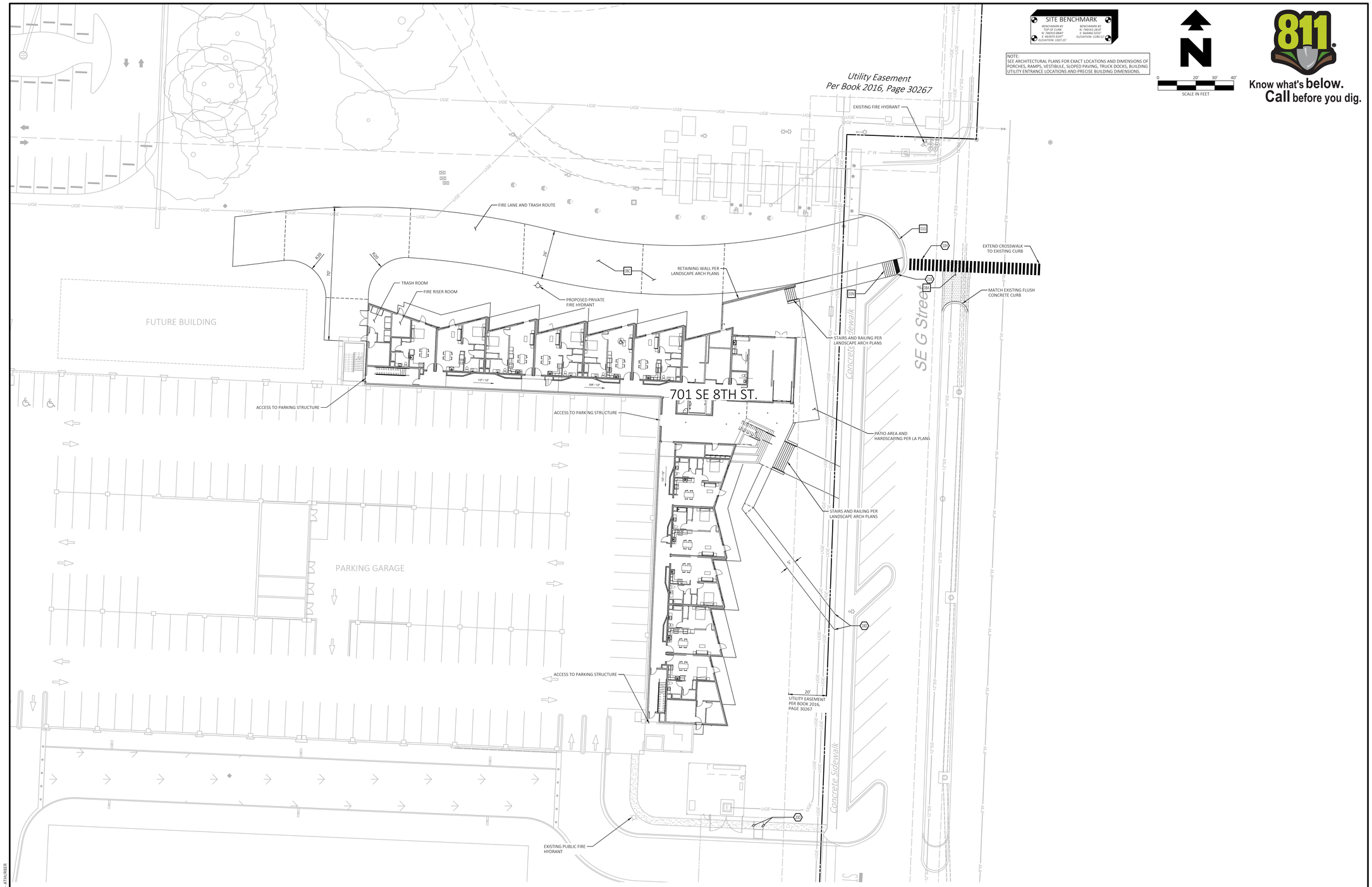
HAWTHORNE HEIGHTS PHASE II

AN ADDITION TO THE CITY OF BENTONVILLE, ARKANSAS

Revised		
Date	08–23–21	
Scale	Hor. 1"=60'	Vert.
Sheet	3 of 3	
FP21–0004		



LSD21-0063
LARGE SCALE DEVELOPMENT
ARTSPACE SOMO LOFTS
701 SE 8TH ST



EXISTING LEGEND

e	EAST OR ELECTRIC	X"SS	SANITARY SEWER
n	NORTH	UGE	UNDERGROUND ELECTRIC
oh	OVERHEAD	OHE	OVERHEAD ELECTRIC
s	SOUTH OR SEWER	UGT	UNDERGROUND TELEPHONE
t	TELEPHONE	X"G	GAS
ug	UNDERGROUND	X"W	WATER
w	WEST OR WATER		
	PROPERTY LINE		
	RIGHT OF WAY LINE	5-10-11.5 0.5	TREE INFO .5 = DIAMETER OF TRUNK IN FEET 10 = HEIGHT OF TREE IN FEET 11 = CANOPY DIAMETER IN FEET 50.5 = ELEVATION AT BASE OF TREE
	STORM DRAIN		

PROPOSED LEGEND

- PROPERTY LINE/RIGHT OF WAY LINE
- CONCRETE CURB AND GUTTER, SEE DETAIL 01A/01B.
- BUILDING CONTROL POINT
- (#) PROPOSED PARKING SPACES
- LIMITS OF SIDEWALKS AND CONCRETE APRONS (PER ARCH. PLANS)
- LIMITS OF STANDARD DUTY ASPHALT PAVING
- CURB INLET

GENERAL SITE NOTES

A. ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

B. ALL CURB RETURN RADII SHALL BE 3' OR 10', AS SHOWN TYPICAL ON THIS PLAN, UNLESS OTHERWISE NOTED.

C. UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON OR WITHIN THE SPECIFICATIONS: ALL CURB AND GUTTER ADJACENT TO ASPHALT PAVING SHALL BE INSTALLED PER DETAIL 01A. ALL CURBING ADJACENT TO CONCRETE PAVING SHALL BE INSTALLED PER DETAIL 01B.

SITE NOTES

18D MATCH EXISTING PAVEMENT ELEVATIONS.
20D REPLACE/RESTORE SIDEWALK TO MATCH EXISTING.
21B TAPER CURB FROM 6 INCHES TO 0 INCHES OVER 2 FEET.

SITE DETAILS

01A TYPE A CONCRETE CURB AND GUTTER
01G TYPE G CURB (MOUNTABLE)
03N WHEELCHAIR RAMP IN SIDEWALK (TYPICAL AT EACH DRIVEWAY CURB RETURN)
08A STANDARD DUTY ASPHALT PAVING
08C HEAVY DUTY CONCRETE PAVING

LSD21-0063

32009	11/22/2021	NLB	NLB	RJC	SAH
CEI PROJECT NO.	INITIAL DATE	DPOR	PM	DES	DRW

Engineering Associates, Inc.
ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS • ENVIRONMENTAL SCIENTISTS
3108 SW REGENCY PKWY
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

ARTSPACE
701 SE 8TH STREET
BENTONVILLE, ARKANSAS

SITE PLAN

REV DATE	SHEET NO.
11/22/21 REV.0	C2.0

© 2021 CEI ENGINEERING ASSOCIATES, INC.

DRAWING LOCATION: P:\32009\32009.ISD\DRAWINGS\ISD\SIGNIVORDWG\32009 SP.DWG - SAVED BY - ATHUMBER

ARTSPACE SOMO LOFTS

ADDRESS:
701 SE 8TH STREET, BENTONVILLE, AR 72712

CLIENT:
ARTSPACE

250 Third Avenue North, Suite 400
Minneapolis, MN 55401

ARCHITECT:
kdA
KEVIN DALY ARCHITECTS
3617 EXPOSITION BLVD.
LOS ANGELES, CA 90016

T: 310.656.3180
E: INFO@KEVINDALYARCHITECTS.COM

CONSULTANTS:

LOCAL ARCHITECT:
HIGHT JACKSON ASSOCIATES
5201 W. Village Parkway,300
Rogers, AR 72758

Structure:
ENGINEERING CONSULTANTS
101 Parkwood Street, Suite B
Lowell, AR 72745

Civil:
CEI ENGINEERING ASSOCIATES
3108 SW Regency Pkwy #2
Bentonville, AR 72712

MEPIT:
HP ENGINEERING
5214 W. Village Parkway,
Suite 120
Rogers, AR 72758

Landscape:
HOWELL & VANCUREN
123 N. Martin Luther King Jr. Blvd.
Tulsa OK 74103

SEAL & SIGNATURE:

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 14021 NATHANIEL L. BACHELOR

11/22/2021

ISSUED FOR:

ISSUE	DESCRIPTION	DATE
1	100% SD	12.08.20

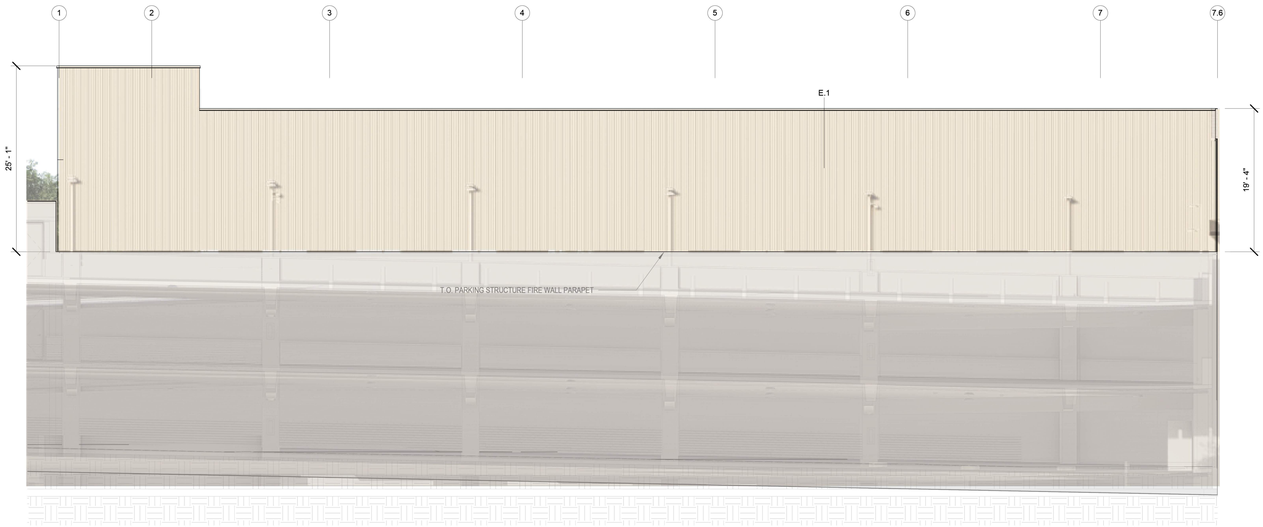
KEY PLAN:

TITLE: SITE PLAN

PLOT: 10/13/2021

SHEET: C2.0

© 2021 CEI ENGINEERING ASSOCIATES, INC.



4 SOUTH ELEVATION - PARKING STRUCTURE
1/8" = 1'-0"

CLADDING MATERIAL LEGEND

E.1	24 GA. / 0.040" CORRUGATED METAL PANEL, CONCEALED FASTENER, PTD. TYP.
E.2	24 GA. / 0.040" CORRUGATED METAL PANEL, CONCEALED FASTENER, ACCENT PTD. TYP.
E.3	24 GA. / 0.040" PERFORATED CORRUGATED METAL PANEL SCREEN ON HSS FRAME, CONCEALED FASTENER, ACCENT PTD. TYP.
E.4	FIBER CEMENT PANELS ON PAPER, PTD. TYP.
E.5	FACE BRICK RAINSCREEN OVER PAPER

BUILDING MATERIALS

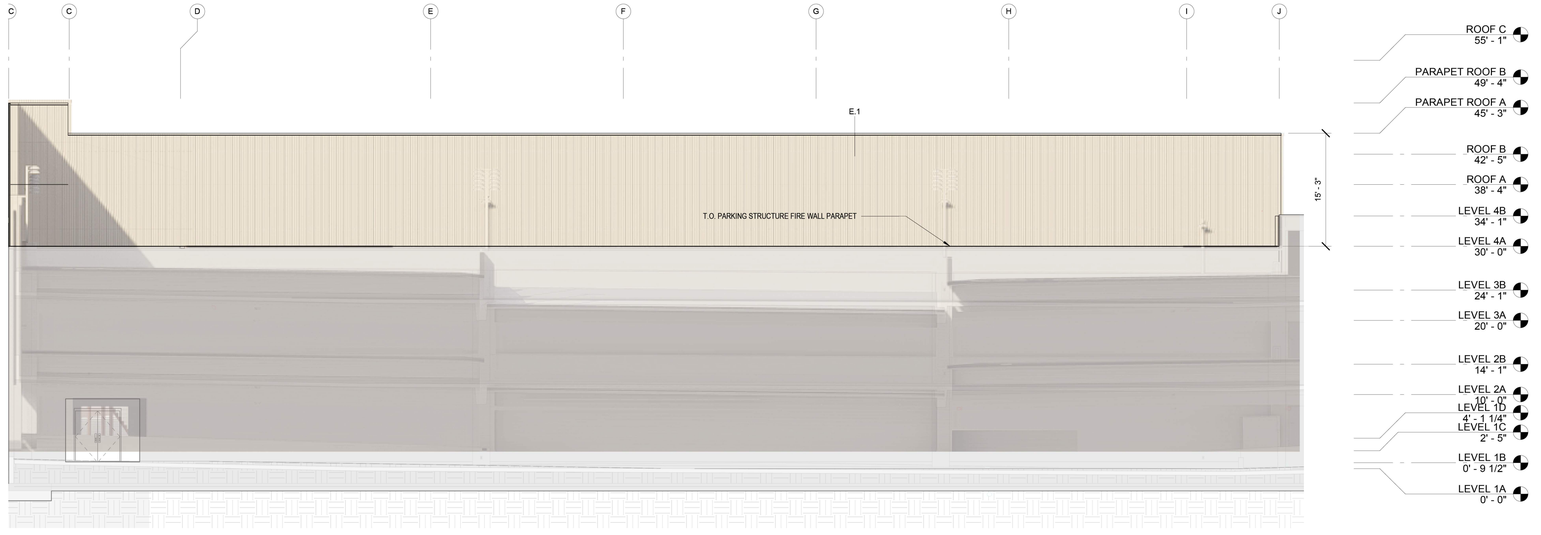
EAST ELEVATION	METAL PANEL (E.1, E.2, E.3)	CEMENTITIOUS PANEL (E.4)	BRICK (E.5)	GLAZING	TOTAL
SF	9,837	5,679	2,650	3,018	21,184
%CLADDING	46%	27%	13%	14%	

NORTH ELEVATION	METAL PANEL (E.1, E.2, E.3)	CEMENTITIOUS PANEL (E.4)	BRICK (E.5)	GLAZING	TOTAL
SF	8,402	0	2,227	3,041	13,670
%CLADDING	62%	0%	16%	22%	

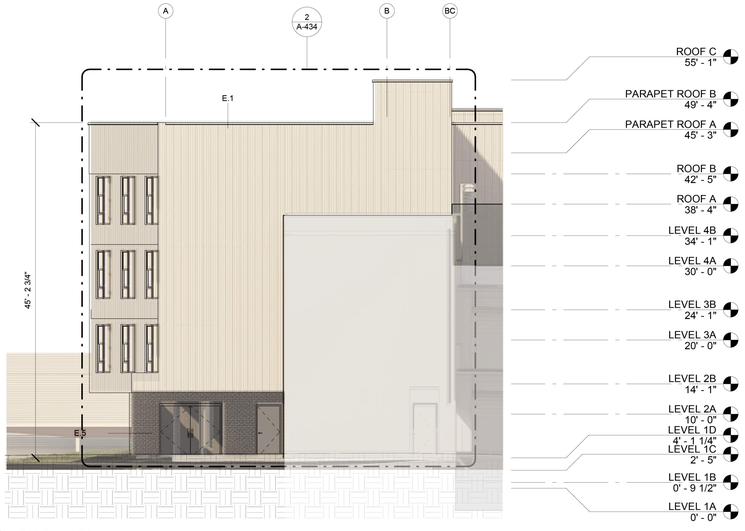
WEST ELEVATION	METAL PANEL (E.1, E.2, E.3)	CEMENTITIOUS PANEL (E.4)	BRICK (E.5)	GLAZING	TOTAL
SF	3,609	0	182	0	3,791
%CLADDING	95%	0%	5%	0%	

SOUTH ELEVATION	METAL PANEL (E.1, E.2, E.3)	CEMENTITIOUS PANEL (E.4)	BRICK (E.5)	GLAZING	TOTAL
SF	3,987	0	159	0	4,146
%CLADDING	96%	0%	4%	0%	

TOTAL CLADDING	METAL PANEL (E.1, E.2, E.3)	CEMENTITIOUS PANEL (E.4)	BRICK (E.5)	GLAZING	TOTAL
SF	25,835	5,679	5,218	6,059	42,791
%CLADDING	60%	13%	12%	14%	



3 WEST ELEVATION - PARKING STRUCTURE
1/8" = 1'-0"



2 WEST ELEVATION
1/8" = 1'-0"

1 SOUTH ELEVATION
1/8" = 1'-0"

ARTSPACE SOMO LOFTS

ADDRESS:
701 SE 8TH STREET, BENTONVILLE, AR 72712

CLIENT:

BENTONVILLE ARTSPACE LOFTS, LLC
250 Third Avenue North, Suite 400
Minneapolis, MN 55401

ARCHITECT:

kdA
KEVIN DALY ARCHITECTS
3617 EXPOSITION BLVD.
LOS ANGELES, CA 90016

T: 310.656.3180
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Civil:
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3108 SW Regency Pkwy #2
Bentonville, AR 72712

MEPT:
HP ENGINEERING
5214 W. Village Parkway, Suite 120
Rogers, AR 72758

Landscape:
WALLACE DESIGN COLLECTIVE
123 N. Martin Luther King Jr. Blvd.
Tulsa OK 74103

SEAL & SIGNATURE:

ISSUED FOR:

ISSUE	DESCRIPTION	DATE
1	100% SD	12/8/20
2	100% DD	07/16/21

KEY PLAN:

TITLE: BLDG ELEVATIONS

PLOT: 7/16/21

SHEET: A-202

BUILDING MATERIALS

EAST ELEVATION	METAL PANEL (E.1, E.2, E.3)	CEMENTITIOUS PANEL (E.4)	BRICK (E.5)	GLAZING	TOTAL
SF	9,837	5,679	2,650	3,018	21,184
%CLADDING	46%	27%	13%	14%	

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CLADDING MATERIAL LEGEND

- E.1 24 GA. / 0.040" CORRUGATED METAL PANEL, CONCEALED FASTENER, PTD. TYP.
- E.2 24 GA. / 0.040" CORRUGATED METAL PANEL, CONCEALED FASTENER, ACCENT PTD. TYP.
- E.3 24 GA. / 0.040" PERFORATED CORRUGATED METAL PANEL SCREEN ON HSS FRAME, CONCEALED FASTENER, ACCENT PTD. TYP.
- E.4 FIBER CEMENT PANELS ON PAPER, PTD. TYP.
- E.5 FACE BRICK RAINSCREEN OVER PAPER

2 NORTH ELEVATION
1/8" = 1'-0"

1 EAST ELEVATION
1/8" = 1'-0"

ARTSPACE SOMO LOFTS

ADDRESS:
701 SE 8TH STREET, BENTONVILLE, AR 72712

CLIENT:

BENTONVILLE ARTSPACE LOFTS, LLC

250 Third Avenue North, Suite 400
Minneapolis, MN 55401

ARCHITECT:

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Tulsa OK 74103

SEAL & SIGNATURE:

ISSUED FOR:

ISSUE	DESCRIPTION	DATE
1	100% SD	12/8/20
2	100% DD	07/16/21

KEY PLAN:

TITLE: BLDG ELEVATIONS

PLOT: 7/16/21

SHEET: A-201

Master Street Plan Update

PC Date: 12/7/2021

Dennis Birge, PE, Transportation Director

Type	Amendment
Plan Impacted	Master Street Plan

Background

The Bentonville Master Street Plan, consisting of the Master Street Plan Map and Typical Cross Sections, was adopted on January 21, 2021 with Resolution No. 1-12-21B. Staff has since revised one of the typical cross sections and prepared additional materials for the plan.

Relationship to the Community Plan

Staff and consultants referenced and used the recommendations and policies suggested in Chapter 7 Transportation and Mobility of the Bentonville Community Plan as well as the Bicycle and Pedestrian Master Plan to update the Master Street Plan. Most of the potential projects identified include improving pedestrian and bicycle facilities that will meet the goal of increasing access to active transportation infrastructure. The Community Plan states that the key is to focus on improving the transportation network already in place. Most of the projects in the Master Street Plan are improvements to existing roadways and includes very few new roadway construction projects, except those needed to complete gaps in existing facilities.

Proposed Changes

The amendment includes the following revisions and additions to the Master Street Plan adopted on January 21, 2021:

- Remove the NW 5th Street connection on the Master Street Plan Map. (*Pg. 6 and 62*)
- Revise typical cross section for Downtown Local to allow for a 5’ or 8’ sidewalk option. (*Pg. 20*)
- Add a list of potential transportation projects. (*Pg. 21-25*)
- Add summary sheets for potential transportation projects. (*Pg. 26-58*)
- Add a summary of amendments to the 2008 Master Street Plan. (*Pg. 60-61*)
- Add the Bentonville Local Transit Plan. (*Pg. 63-73*)

Recommendation

Staff recommends approval of the amendments to the Master Street Plan.

RESOLUTION NO. _____

A RESOLUTION AMENDING THE MASTER STREET PLAN OF THE CITY OF BENTONVILLE, ARKANSAS ADOPTED BY RESOLUTION NO. 1-12-21B ON JANUARY 21, 2021, PURSUANT TO ARKANSAS CODE ANNOTATED §14-56-414.

WHEREAS, the Master Street Plan, consisting of the Master Street Plan Map and Typical Cross Sections, was adopted on January 21, 2021 with Resolution No. 1-12-21B; and,

WHEREAS, staff has revised the typical cross section for a Downtown Local; removed the extension of NW 5th St.; added a list of potential transportation projects with project summary sheets, and included the Bentonville Local Transit Plan; and,

WHEREAS, a public hearing was held at Planning Commission on December 7, 2021 to provide the public with the opportunity to view and comment on the plan; and,

WHEREAS, Planning Commission recommended approval of the amended Master Street Plan on December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BENTONVILLE, ARKANSAS:

Section 1: That the Master Street Plan of the City of Bentonville, Arkansas should be and is hereby amended by replacing the Master Street Plan Map and Downtown Local Street Section with the following *Attachment A: Master Street Plan Amendments* by the Planning Commission and City Council pursuant to Ark. Code Ann. 14-56-414, an electronic copy and paper copy of which are on file with the City Clerk, is hereby referred to, adopted and made a part hereof as through it were copied herein fully.

Section 2: That the Master Street Plan of the City of Bentonville, Arkansas should be and is hereby amended by adding ~~Downtown Local street section~~ a list of potential transportation projects, summary sheets for potential transportation projects, a summary of amendments from the 2008 Master Street Plan and the Bentonville Local Transit Plan with the following *Attachment B: Master Street Plan Additions*, by the Planning Commission and City Council pursuant to Ark. Code Ann. 14-56-414, an electronic copy and paper copy of which are on file with the City Clerk, is hereby referred to, adopted and made a part hereof as through it were copied herein fully.

Section 3: That a copy of this resolution shall be filed with the City Clerk and the County Recorder.

Section 4. That this resolution shall be in full force and effect from and after the date of its passage.

PASSED and APPROVED this ___ day of _____, 2021.

APPROVED

_____

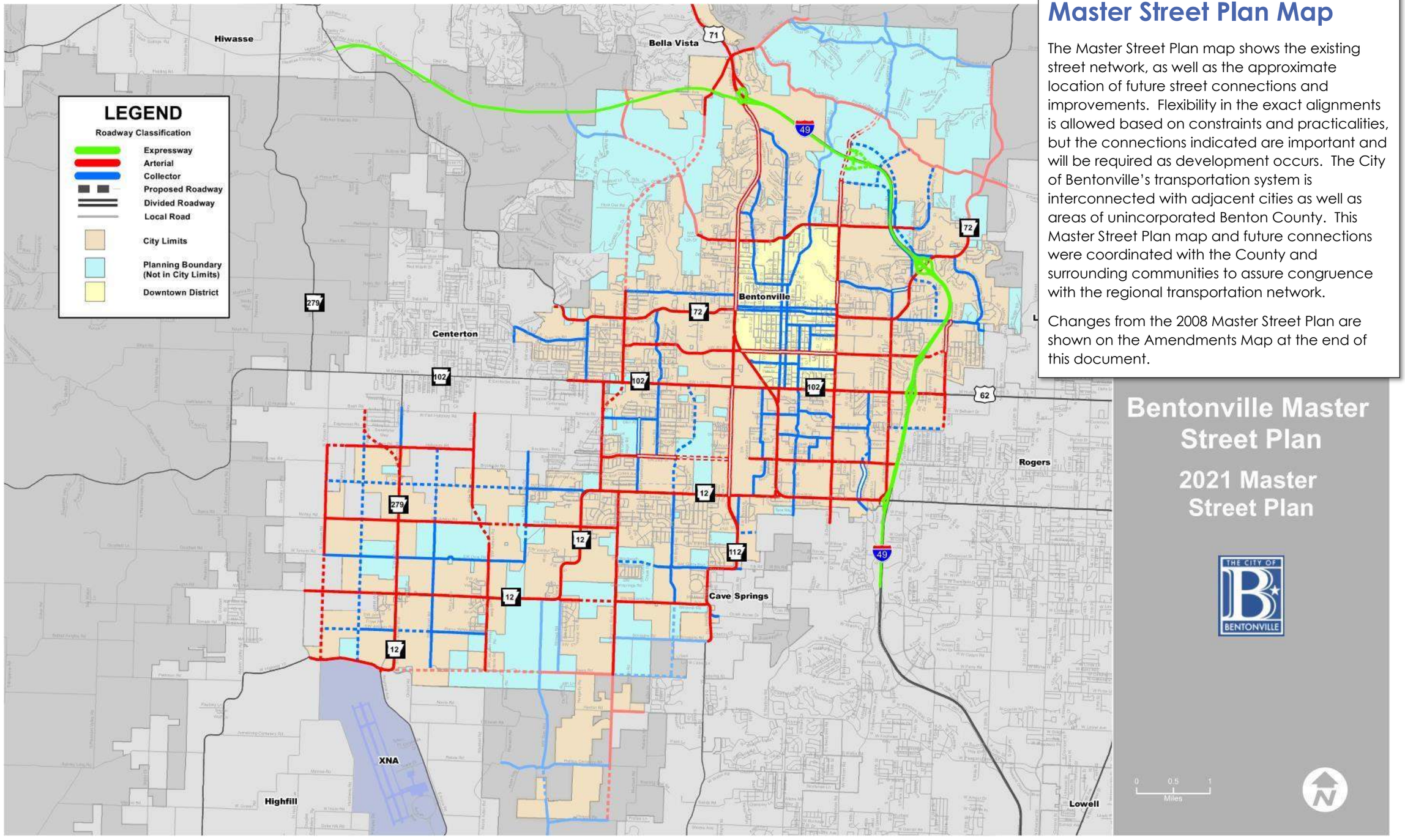
Stephanie Orman, Mayor

ATTEST:

_____

City Clerk

ATTACHMENT A: Master Street Plan Amendments

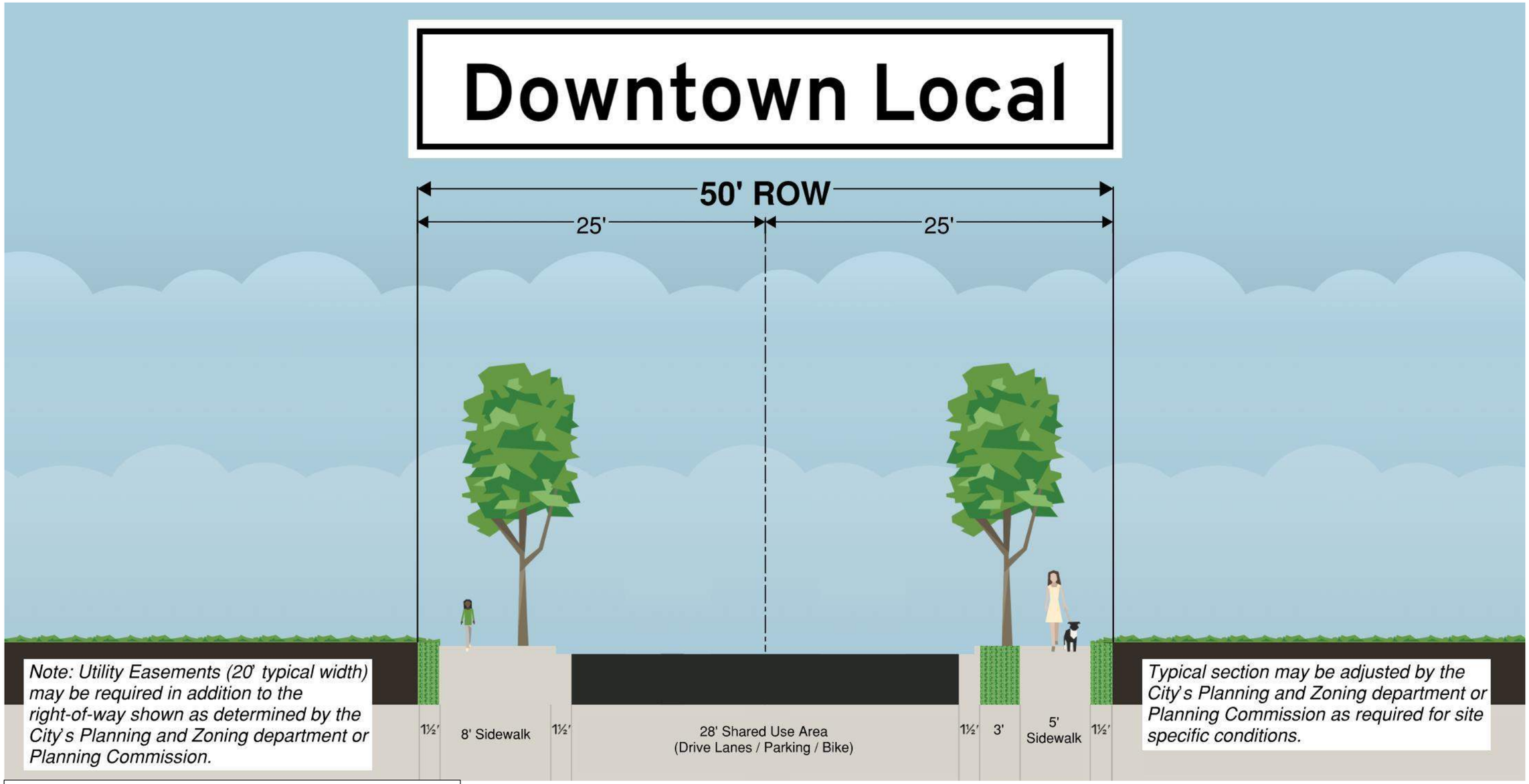


Master Street Plan Map

The Master Street Plan map shows the existing street network, as well as the approximate location of future street connections and improvements. Flexibility in the exact alignments is allowed based on constraints and practicalities, but the connections indicated are important and will be required as development occurs. The City of Bentonville's transportation system is interconnected with adjacent cities as well as areas of unincorporated Benton County. This Master Street Plan map and future connections were coordinated with the County and surrounding communities to assure congruence with the regional transportation network.

Changes from the 2008 Master Street Plan are shown on the Amendments Map at the end of this document.

Downtown Local



Typical Street Section 11-Downtown Local

ATTACHMENT B: Master Street Plan Additions

POTENTIAL TRANSPORTATION PROJECTS

Summary List of Potential Transportation Projects

A project scoring matrix was developed to rank potential capital improvement projects. Six scoring indicators were selected and weighted with varying degrees of significance as determined by the Steering Committee. For example, the indicators "Congestion Reduction" and "Safety" were weighted high with weights of four (4) while the "Construction Duration" indicator was weighted low with a weight of one (1). For each potential project, the raw score for each indicator was multiplied by the indicator weight and the weighted indicator scores were summed together to get a composite score. Potential projects were divided between arterial roadways, collector roadways, and intersections and then ranked within each category by their composite score. The top scoring projects from each category are shown on this page. The scoring matrices with all projects that were scored are shown on the following three pages for each project category. Potential projects that were known to be incorporated into ongoing or future projects by ARDOT or private developments were excluded from the scoring matrices.

Capital Improvement Projects - Top 10 Arterial Roadways

Project #	Roadway	Description	Composite Score	Rank
1	SW A Street	SW 8th to Walton Blvd.	37	1
2	SE Moberly Lane	SE 28th Street to SE Walton Blvd.	35	2
3	Water Tower Road	SE 6th Street to E. Battlefield Boulevard	33	3
4	SE Moberly Lane	SE 14th to SE 8th Street	30	4
5	J Street Interchange on I-49	NE J Street (where curves east) to Price Coffee Road	28	5
6	SW 28th Street	SW Featherston Road to SW I Street	28	5
7	Greenhouse Road	SW Regional Airport Blvd to SW 28th Street	28	5
8	Tiger Blvd. Overpass	McCollum Drive to NE Grammercy Road	28	5
9	Greenhouse Road	28th Street to Glen Road	27	9
10	Greenhouse Road	Glen Road to 14th Street at Elm Tree Intersection	26	10

Capital Improvement Projects - Top 10 Collector Roadways

Project #	Roadway	Description	Composite Score	Rank
1	O Street	SW 14th Street to SW 28th Street	26	1
2	SW Bright Road	SW Regional Airport Blvd to 28th Street	23	2
3	SW A Street	SW A Street - W. Central Avenue to 8th Street	23	2
4	McCollum Drive	End of McCollum Drive to NE J Street	22	4
5	SW Gator Blvd.	S Morningstar Road to SW Gator Blvd.	20	5
6	Red Bud	S. Walton Blvd. to SW A Street	20	5
7	Medical Center Pkwy	SE 28th Street to SE S Street	20	5
8	E. Battlefield Blvd.	E. Central Ave. to Water Tower Road	19	8
9	McCollum Drive	Ivy Circle to End of McCollum Drive	18	9
10	Town Vu Road	City Limits (~Gower Ct) to SW Tater Black Rd	16	10

Capital Improvement Projects - Top 13 Intersections

Project #	Intersection	Composite Score	Rank
1	SE Walton Blvd. and SE C Street	31	1
2	S Walton Blvd. and SE 28th Street	30	2
3	SE Walton Blvd. and SW Regional Airport Blvd. (Flyover)	30	2
4	SE Walton Blvd. and SE Medical Center Parkway	28	4
5	SW Regional Airport Blvd. and SW I Street	26	5
6	S. Walton Blvd. and Wal-Mart Entrance	26	5
7	SW Regional Airport Blvd. and S. Vaughn Road	26	5
8	SW 14th and S. Walton Blvd.	25	8
9	SW 14th Street and Been Rd./Turnbridge Drive	24	9
10	Walton Blvd. and Central Ave.	23	10
11	SE 28th St at SE J St	23	10
12	SE Walton Blvd. and SE J Street	22	12
13	SW I Street and SW 41st Street	22	12

Scoring Summary Table-Arterials

Capital Improvement Projects - Arterial									
Category		Congestion Reduction	Safety	Bike & Pedestrian	Economic Development Impact	Cost	Construction Duration		Composite Score
Weights		4	4	2	2	3	1		
Roadway	Description								
J Street Interchange on I-49	NE J Street (where curves east) to Price Coffee Road	3	1	3	3	0	0		28
SW 28th Street	SW Featherston Road to SW I Street	3	1	3	1	1	1		28
Water Tower Road	SE 6th Street to E. Battlefield Boulevard	3	0	2	3	3	2		33
Greenhouse Road	SW Regional Airport Blvd to SW 28th Street	3	0	2	0	3	3		28
Greenhouse Road	28th Street to Glen Road	3	0	2	0	3	2		27
Greenhouse Road	Glen Road to 14th Street at Elm Tree Intersection	3	0	2	1	2	2		26
SW I Street	S. Walton Blvd. To SW 14th Street	2	2	0	0	2	2		24
NE J Street	Tiger Blvd. to NE J Street (where curves east)	1	1	1	0	3	2		21
Tiger Blvd. Overpass	McCollum Drive to NE Grammercy Road	2	0	3	3	2	2		28
SW A Street	SW 8th to Walton Blvd.	3	2	3	0	3	2		37
SW Windmill Road	Nomad Road to S. Morningstar Road	1	0	2	2	2	2		20
Haxton Road	S. Morning Star Road to Mill Dam Road	1	0	1	2	0	1		11
SW Elm Tree Road	SW 14th Street to SW Coler Creek Ave.	3	0	1	0	3	2		25
SE Moberly Lane	SE 28th Street to SE Walton Blvd.	3	2	2	0	3	2		35
SE Moberly Lane	SE 28th Street to SE 14th Street	2	2	1	0	2	1		25
SE Moberly Lane	SE 14th to SE 8th Street	2	2	1	0	3	3		30
SE Moberly Lane	SE 8th Street to E. Central Ave.								0
S Morning Star Road	SW Regional Airport Blvd. to Windmill Road	3	0	2	2	0	1		21
S Morning Star Road	Windmill Road to Haxton Road	2	0	2	2	1	1		20
SW Windmill Road	S. Morningstar Road to HWY 112	0	3	2	2	1	1		24
NE J Street	E. Central Avenue to Tiger Blvd.	2	1	2	1	1	1		22

Improvements through private development or others

Scoring Summary Table-Collectors

Capital Improvement Projects - Collector									
Category		Congestion Reduction	Safety	Bike & Pedestrian	Economic Development Impact	Cost	Construction Duration		Composite Score
Weights		4	4	2	2	3	1		
Roadway	Description								
SW Bright Road	SW Regional Airport Blvd to 28th Street	1	0	3	2	2	3		23
O Street	W. Central Ave. to SW 8th Street	0	0	2	1	2	2		14
O Street	SW 14th Street to SW 28th Street	2	1	3	2	1	1		26
Rice Lane	NE 11th Street to NE J Street								0
Rice Lane	NE J Street to NE A Street								0
SW A Street	SW A Street - W. Central Avenue to 8th Street	0	2	2	0	3	2		23
SW Gator Blvd.	S Morningstar Road to SW Gator Blvd.	1	0	3	1	2	2		20
SW Tater Black Road	SW 2nd Street to SW 14th Street	0	0	1	0	2	2		10
Town Vu Road	City Limits (~Gower Ct) to SW Tater Black Rd	0	0	3	1	2	2		16
Red Bud	S. Walton Blvd. to SW A Street	1	0	2	0	3	3		20
E. Battlefield Blvd.	E. Central Ave. to Water Tower Road	0	0	3	3	2	1		19
McCollum Drive	E. Central Ave. to E. Battlefield Road								0
McCollum Drive	Ivy Circle to End of McCollum Drive	0	1	3	0	2	2		18
McCollum Drive	End of McCollum Drive to NE J Street	1	0	2	1	3	3		22
Medical Center Pkwy	SE 28th Street to SE S Street	1	0	2	0	3	3		20
Ford Springs Road	W. McNelly Road to Slaughter Pen Road	0	2	2	1	0	1		15

Improvements through private development or others

Scoring Summary Table-Intersections

Capital Improvement Projects - Intersections								
Category	Congestion Reduction	Safety	Bike & Pedestrian	Economic Development Impact	Cost	Construction Duration		Composite Score
Weights	4	4	2	2	3	1		
Intersection								
SW 14th and S. Walton Blvd.	3	3	0	0	0	1		25
Walton Blvd. and Central Ave.	2	3	1	0	0	1		23
SE Walton Blvd. and SE C Street	3	2	1	0	3	0		31
SE C Street and SE 28th Street	0	0	2	1	3	3		18
SW Regional Airport Blvd. and SW I Street	3	3	0	1	0	0		26
SE Walton Blvd. and SE Medical Center Parkway	3	3	0	0	1	1		28
SE 28th St at SE J St	3	2	1	0	0	1		23
SE J Street and SE 18th Street	0	0	0	0	0	0		0
SE 14th Street and SE J Street								0
SE Walton Blvd. and SE J Street	1	3	1	0	1	1		22
S. Walton Blvd. and Wal-Mart Entrance	1	2	1	0	3	3		26
SW I Street and SW 41st Street	0	0	3	2	3	3		22
SE 8th St at SE J St								0
SE J Street and E Central Avenue								0
E. Central Avenue and E Battlefield Blvd.								0
SE 14th Street and SE P Street								0
S Walton Blvd. and SE 28th Street	2	2	1	0	3	3		30
S Walton Blvd. and Red Bud	0	0	0	0	0	0		0
S Walton Blvd. and SE 18th Street	0	0	0	0	0	0		0
SW 14th Street and Been Rd./Turnbridge Drive	0	2	2	0	3	3		24
SW Regional Airport Blvd. and Greenhouse Road	0	1	0	1	3	3		18
SW Regional Airport Blvd. and S. Vaughn Road	3	0	1	2	2	2		26
E. Central Avenue and MLK JR Parkway								0
NW Elm Tree Road and NW 3rd Street	0	0	2	0	2	2		12
SW Gator Blvd. and SW H Street (HWY 112)								0
SW 14th Street and SW Elm Tree Road	0	0	2	1	3	2		17
SE 14th Street and SE C Street	0	0	0	0	0	0		0
SW Elm Street Road and SW 2nd Street	3	1	1	0	0	1		19
SW H Street (HWY 112) and Elk Rd								0
SE Walton Blvd. and SW Regional Airport Blvd. (Flyover)	3	3	2	1	0	0		30

Analysis shows no need for improvement
No data available to evaluate
Improvements through private development or others

Photo By: Garver

PROJECT SUMMARY SHEETS

Project Summary Sheets

Project summary sheets were developed for the top scoring potential capital improvement projects for arterial roadways, collector roadways, and intersections. The project summary sheets include a brief description of the project, a schematic exhibit, a project timeline, and estimated costs. The estimated costs include costs for design fees, right-of-way acquisition, utility relocation, and construction. The following project summary sheets are ordered by the project scoring results for each project category.

The following Project Summary Sheets are conceptual, and not considered final designs.

10.07.2021

SW A Street - SW 8th St. to Walton Blvd.

The project consists of improving approximately 0.70 miles of SW A Street between Walton Boulevard and SW 8th Street to a four-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. The project also includes intersection improvements where SW A Street intersects both SW 14th Street and Walton Boulevard. SW A Street is a vital north-south corridor into the heart of the downtown district, and the existing road along this section is a two-lane, open-shoulder roadway with minimal pedestrian facilities. This project will bring this section of SW A Street to current arterial street standards and provide the pedestrian/bicycle facilities that are much needed for this downtown entry corridor.

Project Exhibit

Arterial Project 1: SW A Street – SW 8th Street to Walton Blvd.

10.07.2021

SE Moberly Lane - SE 28th St. to SE Walton Blvd.

The project consists of improving SE Moberly Lane for approximately 0.52 miles between SE 28th Street and SE Walton Boulevard to a five-lane road with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. SE Moberly Lane serves as a north-south arterial roadway across most of the city, and this section is currently only a two-lane section with minimal pedestrian facilities along this commercial corridor. This project improves this section of the vital corridor to arterial street standards while also better accommodating the intersection improvements at SE Walton Boulevard and SE Moberly Lane that are occurring with the Walton/ Walnut Interchange project.

Project Exhibit

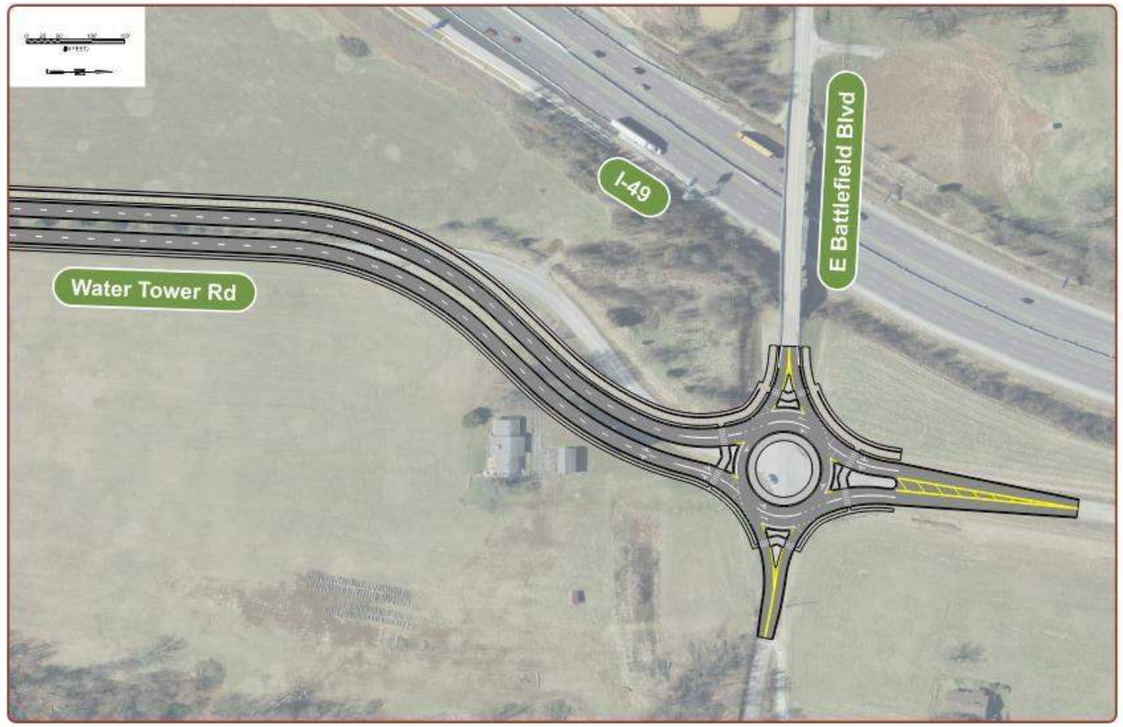
Arterial Project 2: SE Moberly Lane – SE 28th Street to SE Walton Blvd.

10.07.2021

Water Tower Road - SE 6th St. to E Battlefield Blvd.

The project consists of improving Water Tower Road for approximately 0.51 miles between SE 6th Street and Battlefield Boulevard. The proposed roadway will be a four-lane road with a raised center median and a roundabout at the intersection of Water Tower Road with Battlefield Boulevard. The project will include pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Water Tower Road serves as a north-south frontage road along I-49 that will connect to the 8th Street interchange and will provide access from I-49 to NWACC and residential neighborhoods. During the public input process, several public comments requested that Water Tower Road be improved. This project will bring Water Tower Road up to arterial street standards and improve the intersection with Battlefield Boulevard in order to meet the anticipated traffic demands.

Project Exhibit



Arterial Project 3: Water Tower Road – SE 6th Street to E Battlefield Blvd.

10.07.2021

SE Moberly Lane - SE 14th St. to SE 8th St.

The project consists of improving SE Moberly Lane between SE 14th Street and SE 8th Street to a five-lane road with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. This section of SE Moberly Lane is currently a three-lane road with a sidepath on the north side and no pedestrian facilities on the south side. This project will provide additional travel lanes and pedestrian/bicycle facilities to accommodate the high traffic volumes this corridor currently receives and is anticipated to receive in the future.

Project Exhibit

Arterial Project 4: SE Moberly Lane – SE 14th Street to SE 8th

10.07.2021

J Street Interchange - Tiger Blvd. to Interstate 49

The project consists of constructing a new interchange on I-49 and extending NE J Street northward from Tiger Boulevard across Interstate 49 for approximately 1.10 miles. This will require construction of two bridges, one across Shewmaker Creek and one across I-49. The proposed NE J Street will be four lanes with a raised center median and pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. This project will provide access from I-49 directly to NE J Street, which currently serves as a major north-south arterial street throughout the entire city. This will result in a more direct route from I-49 to major attractions such as Crystal Bridges Museum of American Art, Scott Family Amazeum, and the downtown district.

Project Exhibit

Arterial Project 5: J Street Interchange – Tiger Blvd. to Interstate

10.07.2021

SW 28th Street - SW Featherston Rd. to SW I St.

The project consists of improving approximately 1.28 miles of SW 28th Street between SW Featherston Road and SW I Street by widening existing portions and constructing new portions to provide four lanes with a raised center median. The project will include pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Several public comments were received during the public input process requesting improved connectivity of SW 28th Street to I Street. This project would provide this connectivity, completing the connection between Greenhouse Road and SW I Street for many residential neighborhoods and schools along this corridor. Additionally, this proposed connection would improve traffic on congested east-west corridors such as SW Regional Airport Boulevard and SW 14th Street.

Project Exhibit

Arterial Project 6: SW 28th Street – SW Featherston Road to SW I Street

10.07.2021

Greenhouse Road - SW Regional Airport Blvd. to SW 28th St.

The project consists of improving approximately 0.38 miles of Greenhouse Road between SW Regional Airport Boulevard and SW 28th Street to a five-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Greenhouse Road is a vital north-south corridor between SW Regional Airport Boulevard and SW 14th Street. The existing Greenhouse Road is a narrow two-lane road with minimal existing pedestrian facilities. Numerous public comments were received during the public input process requesting Greenhouse Road be improved. This project improves this section of Greenhouse Road to arterial street standards while also bringing much needed bicycle and pedestrian facilities to this vital corridor along the west side of the city.

Project Exhibit

Arterial Project 7: Greenhouse Road – SW Regional Airport Blvd. to SW 28th Street

10.07.2021

Tiger Boulevard Overpass - McCollum Dr. to NE Grammercy Rd.

The project consists of extending Tiger Boulevard approximately 0.61 miles from McCollum Drive eastward over I-49 via a bridge overpass to tie into NE Grammercy Road. The proposed Tiger Boulevard will be four lanes with a raised center median and pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Several public comments were received during the public input process requesting improved connectivity of Tiger Boulevard across I-49. This project would remove the barrier of I-49 and provide a continuous east-west arterial route for vehicles, pedestrians, and bicyclists across the entire width of the city, resulting in reduced traffic congestion for other east-west routes.

Project Exhibit

Arterial Project 8: Tiger Blvd. Overpass – McCollum Dr. to NE Grammercy Road

10.07.2021

Greenhouse Road - 28th St. to Glen Rd.

The project consists of improving approximately 0.61 miles of Greenhouse Road between SE 28th Street and Glen Road to a five-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Greenhouse Road is a vital north-south corridor between SW Regional Airport Boulevard and SW 14th Street. The existing Greenhouse Road is a narrow two-lane road with minimal existing pedestrian facilities. Numerous public comments were received during the public input process requesting Greenhouse Road be improved. This project improves this section of Greenhouse Road to arterial street standards while also bringing much needed bicycle and pedestrian facilities to this vital corridor along the west side of the city.

Project Exhibit

Arterial Project 9: Greenhouse Road – 28th Street to Glen Road

10.07.2021

Greenhouse Road - Glen Rd. to SW Elm Tree Rd.

This project consists of realigning approximately 0.59 miles of Greenhouse Road north of Glen Road to align with SW Elm Tree Road. The proposed section of Greenhouse Road would be five lanes with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Several public comments were received during the public input process requesting improved connectivity at SW Elm Tree Road with SW 14th Street. Additionally, public comments requested an improved signal at the current Greenhouse Road and SW 14th Street intersection. This project addresses both comments by aligning the two arterial roadways (SW Elm Tree Road and Greenhouse Road) to provide a continuous arterial corridor with a new signalized intersection at SW 14th Street.

Project Exhibit

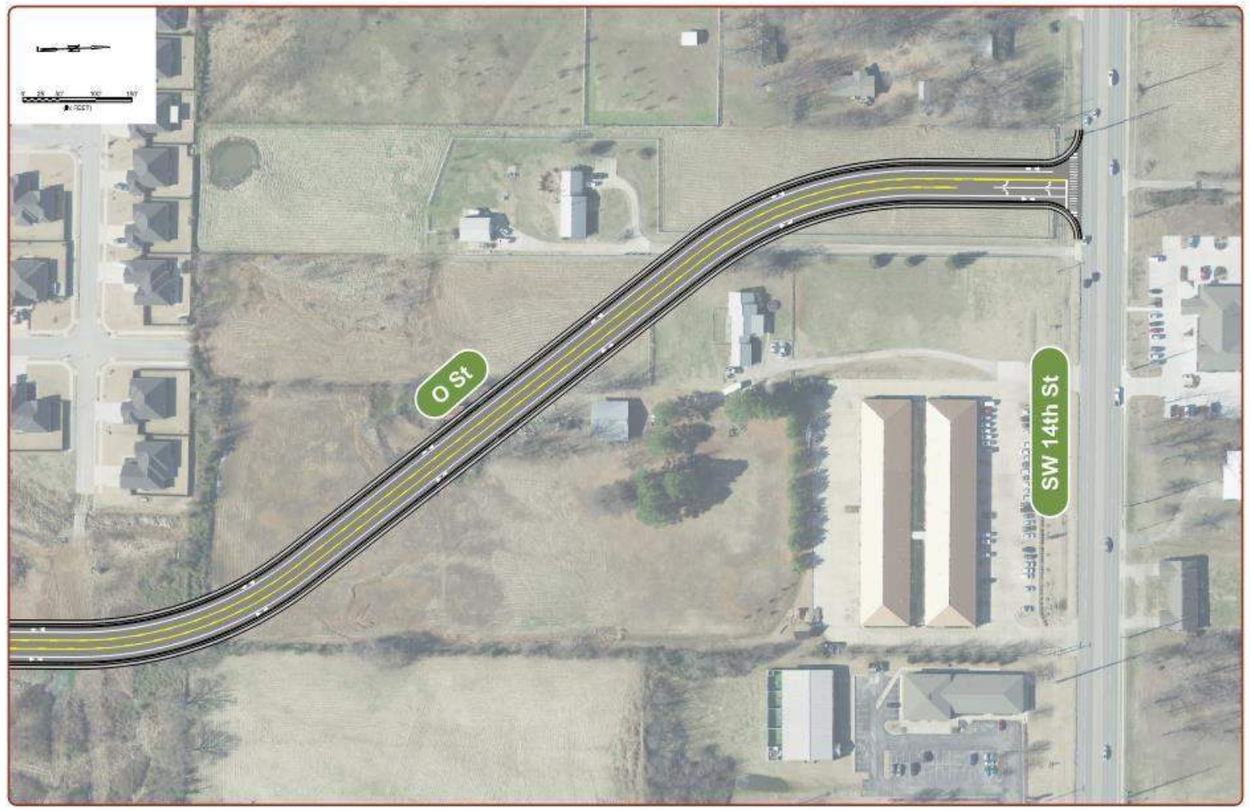
Arterial Project 10: Greenhouse Road – Glen Road to SW Elm Tree Road

10.07.2021

O Street - SW 28th St. to SW 14th St.

The project consists of constructing approximately 1.12 miles of O Street between SW 28th Street and SW 14th Street into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. This project, in conjunction with the Bright Road project, will extend the existing Bright Road corridor northward from SW Regional Airport Boulevard, thus providing a continuous north-south corridor from SW Windmill Road to SW 14th Street. The O Street project will provide traffic congestion relief on the adjacent north-south corridors such as SW I Street and Greenhouse Road.

Project Exhibit



Collector Project 1: O Street – SW 28th Street to SW 14th Street

10.07.2021

SW Bright Road - SW Regional Airport Blvd. to 28th St.

The project consists of constructing approximately 0.55 miles of Bright Road between SW Regional Airport Boulevard and SW 28th Street into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. The project will also include improvements to the existing traffic signal at the SW Regional Airport Boulevard and Bright Road intersection. This project would extend northward the existing Bright Road corridor and provide an important connection between two arterial roadways, SW Regional Airport Boulevard and SW 28th Street. This connection will result in an improvement to traffic congestion on the adjacent north-south corridors such as SW I Street and Greenhouse Road.

Project Exhibit

Collector Project 2: SW Bright Road – SW Regional Airport Blvd. to 28th Street

10.07.2021

SW A Street - W. Central Ave. to 8th St.

The project consists of improving approximately 0.57 miles of SW A Street between E Central Avenue and 8th Street into a two-lane roadway with on-street parking and pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. SW A Street is a vital north-south corridor into the heart of the downtown district. The existing roadway has gaps in the pedestrian/bicycle facilities in an area with a high volume of pedestrian and bicyclist traffic. Additionally, portions of the existing roadway have failing pavement, no curb and gutter, and disorganized on-street parking. This project will bring this section of roadway up to downtown collector standards by adding or improving pedestrian/bicycle facilities and providing a uniform roadway with organized on-street parking.

Project Exhibit

Collector Project 3: SW A Street – W. Central Ave. to 8th

10.07.2021

McCollum Drive - End of McCollum Dr. to NE J St.

The project consists of constructing approximately 0.84 miles of McCollum Drive into a three-lane roadway with pedestrian/bicycle facilities between the end of the existing McCollum Drive and NE J Street where it turns sharply east. This project will provide connectivity to NE J Street, thereby creating a continuous north-south frontage road along I-49 from E Central Avenue to the proposed J Street interchange. This project will also serve to remove local traffic from the interstate and provide much needed pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan along this corridor.

Project Exhibit

Collector Project 4: McCollum Drive – End of McCollum Drive to NE J Street

10.07.2021

SW Gator Boulevard - S Morningstar Rd. to SW Gator Blvd.

The project consists of constructing approximately 0.57 miles of SW Gator Boulevard between S Morningstar Road and the existing end of SW Gator Boulevard into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Public comments were received during the public input process requesting connectivity of SW Gator Boulevard to S Morningstar Road. This project will complete the corridor by providing a continuous east-west connection from SW H Street (Highway. 112) to S Morningstar Road. This connection will provide much needed pedestrian facilities between residential neighborhoods and schools and will improve traffic congestion on adjacent east-west corridors such as SW Regional Airport Boulevard.

Project Exhibit

Collector Project 5: SW Gator Blvd. – Morningstar Road to SW Gator Blvd.

10.07.2021

Redbud Street - SW E St. to SW A St.

The project consists of improving approximately 0.28 miles of SW Redbud/SW 10th Street between SW E Street and SW A Street into a two-lane roadway with a raised center median and pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. During the public input process, several public comments requested improved connectivity between SW Redbud Street and SW 10th Street. This project provides that connectivity by constructing the roadway connection between the two roads, resulting in one collector roadway corridor from S Walton Boulevard to SE J Street for vehicles, bicyclists, and pedestrians.

Project Exhibit

Collector Project 6: Redbud Street – SW E Street to SW A Street

10.07.2021

Medical Center Parkway - SE 28th St. to SE S St.

The project consists of constructing approximately 0.29 miles of Medical Center Parkway from the existing pedestrian/bicycle facilities intersection with SE 28th Street to a connection with SE S Street using a three-lane roadway section with that are consistent with the City's Bicycle and Pedestrian Master Plan. This project will remove the offset intersections of SE S Street/SE 28th Street and Medical Center Parkway/SE 28th Street by aligning Medical Center Parkway and SE S Street. This will create a single intersection with SE 28th Street thereby creating a continuous north-south corridor from the Uptown District in Rogers to SW 14th Street near the new Walmart Home Office campus. The project would require signal improvements at the SE 28th Street intersection and a multi-barrel box culvert to accommodate drainage and a tunnel for the Razorback Greenway to pass under the road.

Project Exhibit

Collector Project 7: Medical Center Parkway – SE 28th Street to SE S Street

10.07.2021

E Battlefield Boulevard - E Central Ave. to Water Tower Rd.

The project consists of improving approximately 0.71 miles of E Battlefield Boulevard between E Central Avenue and Water Tower Road into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Numerous public comments were received during the public input process requesting intersection improvements at E Battlefield Boulevard and E Central Avenue. This project would improve the intersection geometry and potentially signalize the intersection if further analysis showed it would warrant a traffic signal. The existing E Battlefield Boulevard is a narrow two-lane road with open shoulders and minimal pedestrian facilities. This project would bring the roadway up to current collector roadway standards and provide much needed pedestrian facilities along this corridor. Additionally, the existing bridge across I-49 would be widened on both sides to provide pedestrian sidepaths on both sides of the bridge.

Project Exhibit

Collector Project 8: E Battlefield Blvd. – E Central Ave. to Water Tower Road

10.07.2021

McCollum Drive - Ivy Cr. to End of McCollum Dr.

The project consists of improving approximately 1.12 miles of McCollum Drive between Ivy Circle and the end of the existing McCollum Drive into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. The existing McCollum Drive is a two-lane road with open shoulders and minimal pedestrian facilities. This project improves this section of McCollum Drive to collector street standards while also bringing much needed bicycle and pedestrian facilities to this corridor. McCollum Drive currently serves as a frontage road paralleling I-49 and will become an even more significant north-south corridor with the construction of the proposed Tiger Boulevard overpass and the J Street interchange.

Project Exhibit

Collector Project 9: McCollum Drive – Ivy Cr. To End of McCollum Drive

10.07.2021

Town Vu Road - City Limits (~Gower Ct.) to SW Tater Black Rd.

The project consists of improving approximately 0.74 miles of Town Vu Road between Gower Court and SW Tater Black Road into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. The existing Town Vu Road is a narrow two-lane road with open shoulders and minimal pedestrian facilities. This project improves this section of Town Vu Road to collector street standards while also bringing much needed bicycle and pedestrian facilities to this corridor that provides access to Bentonville West High School.

Project Exhibit

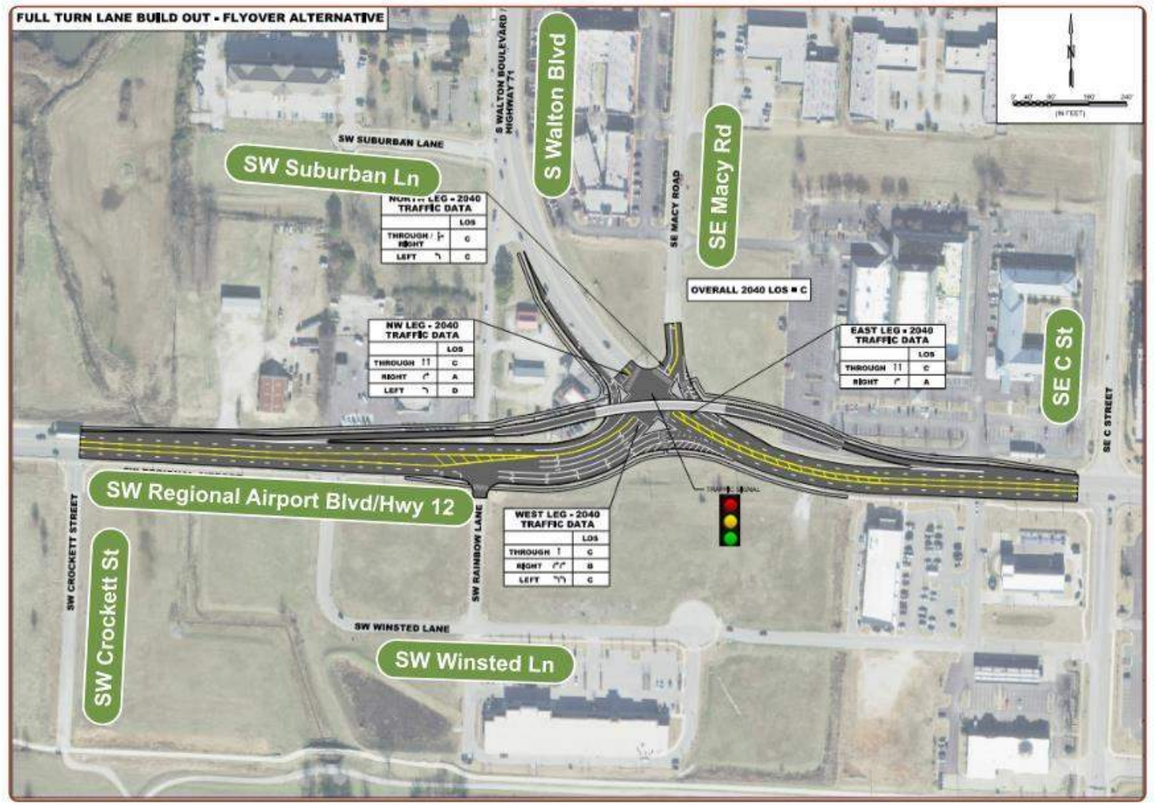
Collector Project 10: Town Vu Road – City Limits (Gower Ct.) to SW Tater Black Road

10.07.2021

Rainbow Curve Improvements

The existing intersection of Walton Boulevard and Highway 12, commonly known as Rainbow Curve, currently has an overall intersection LOS E, which will continue to deteriorate to an LOS F prior to the 2040 Design Year. The recommended improvements primarily consist of installing a flyover bridge to remove the westbound, left-turning traffic from the intersection. With the recommended improvements, an LOS C will be achieved for the projected 2040 traffic.

Project Exhibit



Intersection Project 1 & 3: Rainbow Curve Improvements

10.07.2021

S Walton Blvd. and SE 28th St. Intersection

The existing intersection of Walton Boulevard and SE 28th Street currently operates at an overall intersection LOS E, which will deteriorate to an LOS F by the 2040 design year. Crash rates on 28th Street are more than four times higher than the statewide average on the eastern leg, and queues over 1,000 feet are currently observed. Additional westbound lanes will help reduce queuing, a major contributor to rear-end collisions and risky behavior. Dual westbound left-turn lanes and a dedicated westbound right-turn lane are recommended. These improvements stand to reduce queues on the westbound leg by 50 percent, extending the service life of the signal and improving the overall safety of the intersection.

Project Exhibit

Intersection Project 2: S Walton Blvd. and SE 28th Street Intersection

10.07.2021

SE Walton Blvd. and SE Medical Center Pkwy. Intersection

The existing intersection of Walton Boulevard and SE Medical Center Parkway already operates at an overall intersection LOS F. Queues extending over 2,000 feet currently exist and only stand to inhibit traffic flow further without action. To reduce queues on the north and south legs of the intersection, dual turn lanes onto Walton Boulevard are recommended. A dedicated northbound right-turn lane is also recommended. These improvements reduce delay at the intersection by more than 55 percent. Additionally, the southbound queue is reduced by more than 80 percent.

Project Exhibit

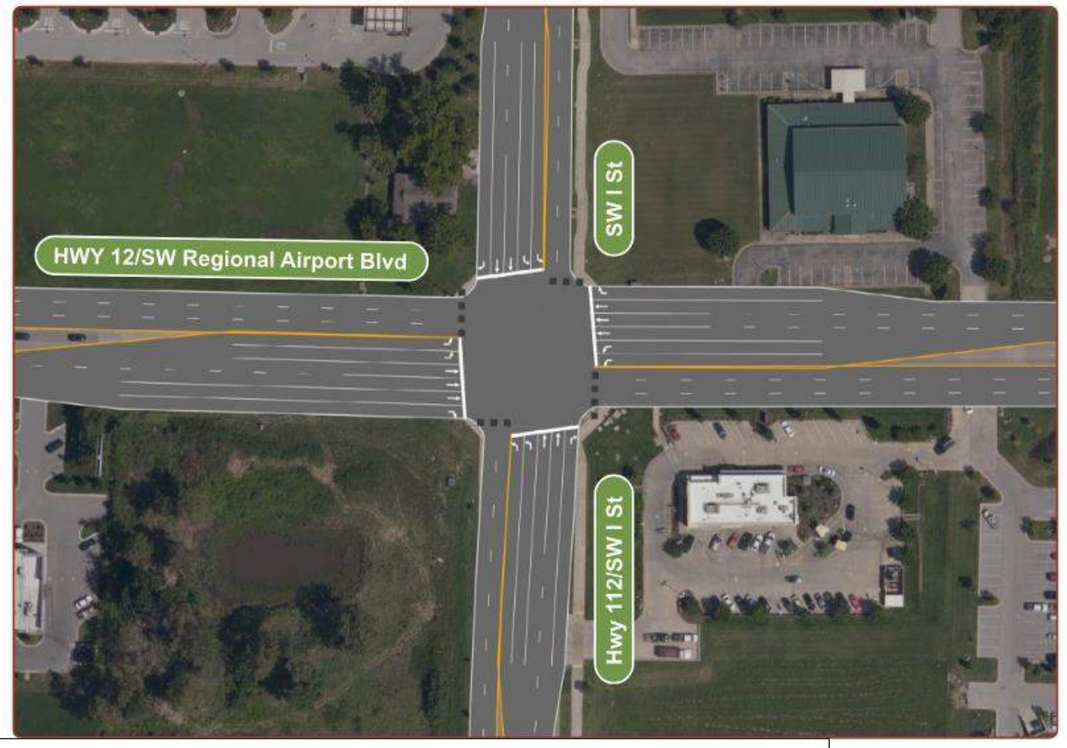
Intersection Project 4: SE Walton Blvd. and SE Medical Center Parkway Intersection

10.07.2021

SW Regional Airport Blvd. and SW I St. Intersection

The existing intersection of SW Regional Airport Boulevard and SW I Street already operates at an overall intersection LOS F. Queues currently extend past 1,500 feet, and crash rates are higher than the statewide average on the northern leg. Improvements are recommended on every leg of the intersection. It is recommended that dual lefts and dedicated right-turn bays be constructed on each approach. It is also recommended that a six-lane cross section along Highway 12/SW Regional Airport Boulevard begin west of the intersection with SW I Street and continue east to the intersection with Walton Boulevard. These improvements reduce delay at the intersection by 70 percent and reduce queues more than 75 percent.

Project Exhibit



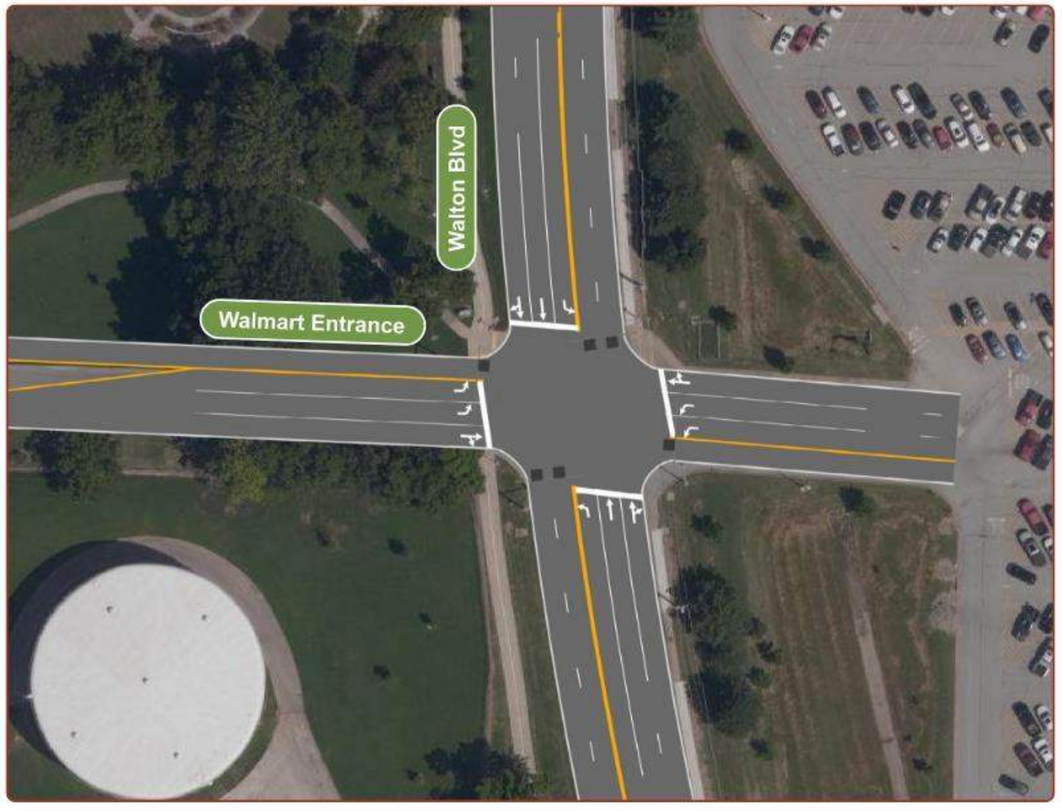
Intersection Project 5: SW Regional Airport Blvd. and SW I Street Intersection

10.07.2021

S Walton Blvd. and Walmart Entrance Intersection

The existing intersection of Walton Boulevard and Walmart Entrance already operates at an overall intersection LOS F. It ranks in the top 10 for both existing delay and queues, with queues extending beyond 2,000 feet. It is recommended that dual left-turn lanes be added on the eastbound and westbound approaches for vehicles turning onto Walton Boulevard. The added capacity is expected to improve traffic operations and safety at the intersection.

Project Exhibit



Intersection Project 6: S Walton Blvd. and Walmart Entrance Intersection

10.07.2021

SW Regional Airport Blvd. and S Vaughn Rd. Intersection

The existing intersection of SW Regional Airport Boulevard and S Vaughn Road received the 11th most traffic-related comments out of all locations in the city. The existing geometry does not meet current standards and traffic operations will only deteriorate with expected volume increases. With the Northwest Arkansas National Airport nearby and new developments in the area, changing the geometry of the intersection to improve safety and operations is a priority. The preferred intersection control type is a roundabout, which has proven effective at improving safety and traffic operations at similar intersections.

Project Exhibit

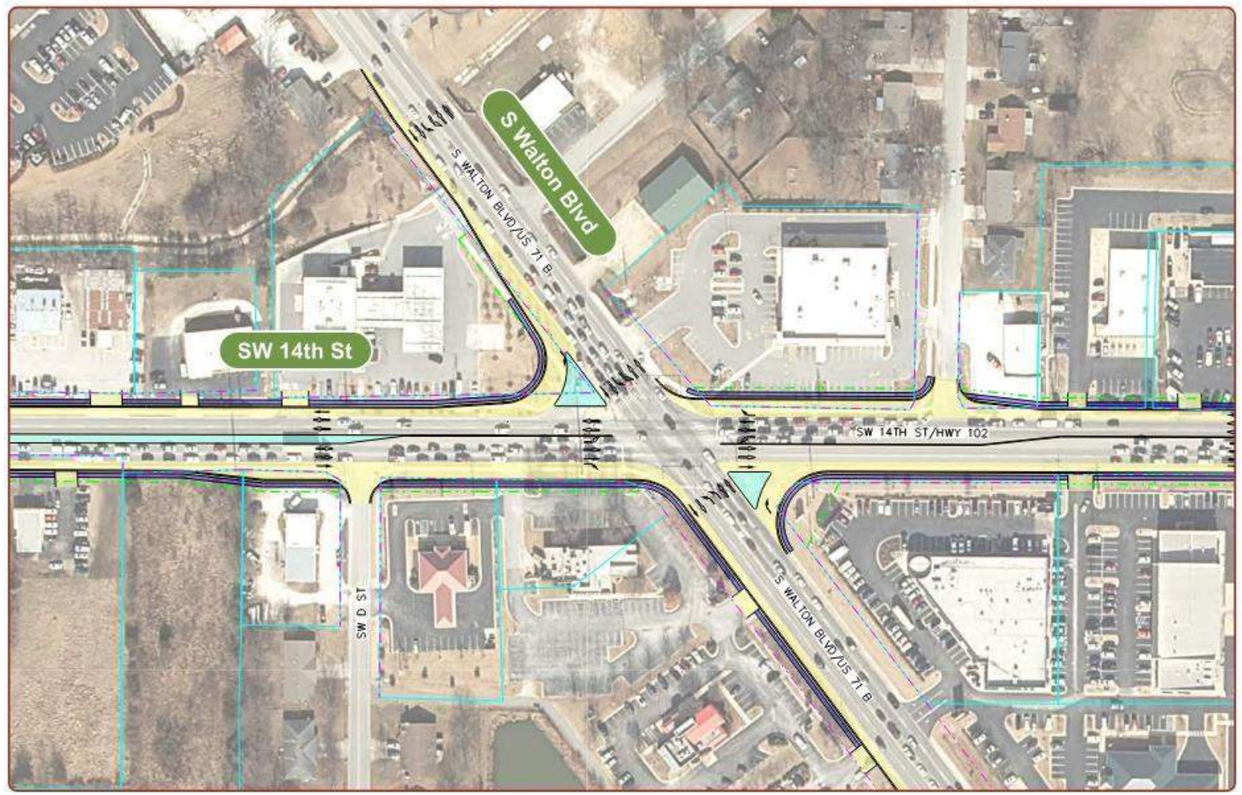
Intersection Project 7: SW Regional Airport Blvd. and S Vaughn Road Intersection

10.07.2021

SW 14th St. and S Walton Blvd. Intersection

The existing intersection of SW 14th Street and Walton Boulevard already operates at an overall intersection LOS F. As part of ARDOT's Highway 102 Study, improvements are taken from the publicly available preliminary designs. The improvements include an additional through lane along Highway 102 in each direction, dual northbound and southbound left-turn lanes, dedicated right-turn bays for southbound, eastbound, and westbound, and a channelized right-turn northbound.

Project Exhibit



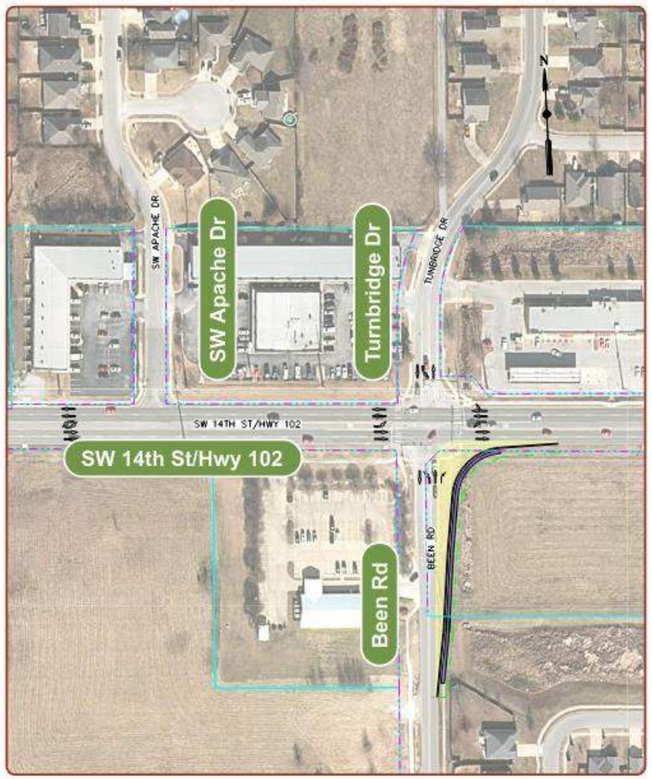
Intersection Project 8: SW 14th Street and S Walton Blvd. Intersection

10.07.2021

SW 14th St. and Been Rd./Turnbridge Dr. Intersection

The existing intersection of SW 14th Street and Been Road/Turnbridge Drive already operates at an overall intersection LOS F. As part of ARDOT's Highway 102 Study, improvements are taken from the publicly available preliminary designs. The improvements include a new dedicated northbound right-turn bay.

Project Exhibit



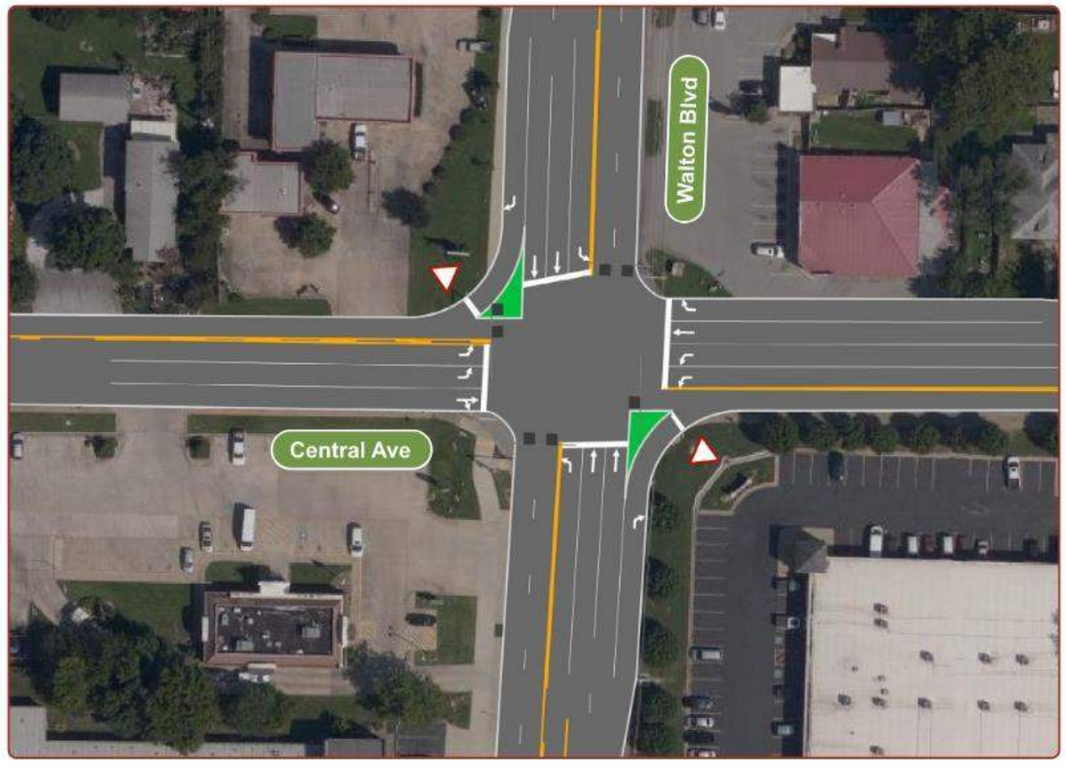
Intersection Project 9: SW 14 Street and Been Road/Turnbridge Drive Intersection

10.07.2021

Walton Blvd. and Central Ave. Intersection

The existing intersection of Walton Boulevard and Central Avenue already operates at an overall intersection LOS F. It currently ranks in the top 10 for existing delay, number of crashes, and existing queues, with queues extending past 2,000 feet. To improve operations and safety at the intersection, it is recommended to construct dual eastbound and westbound left turns, longer storage bays eastbound and westbound, and dedicated northbound and southbound right-turn bays. These improvements reduce delay by 50 percent, and reduce queues by more than 65 percent.

Project Exhibit



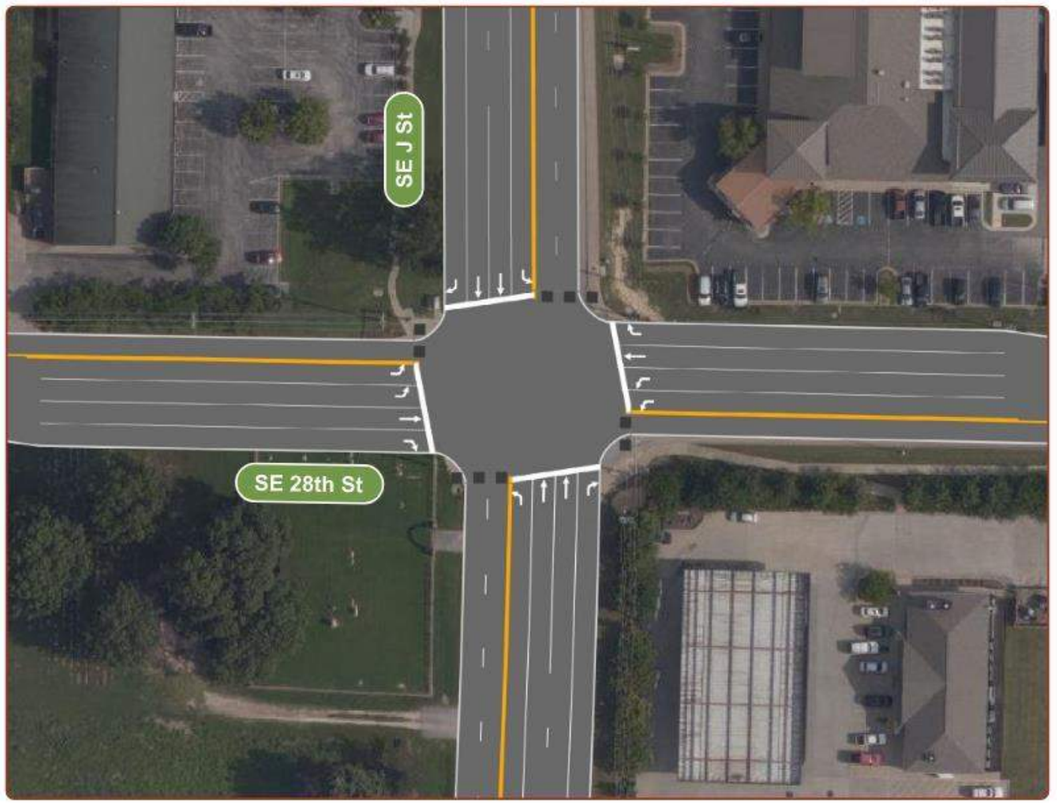
Intersection Project 10: Walton Blvd. and Central Ave. Intersection

10.07.2021

SE 28th St. and SE J St. Intersection

The existing intersection of SE 28th Street and SE J Street already operates at an overall intersection LOS F. The intersection ranks in the top 10 for existing delay, queues extend to nearly 2,000 feet, and it is one of only seven signalized intersections with a serious or fatal crash at the intersection. To improve operations and safety at the intersection, it is recommended that new dedicated right-turn bays be constructed in all four directions, as well as dual left-turn lanes along 28th Street for vehicles turning onto SE J Street. These improvements reduce both delay and queues by more than 60 percent.

Project Exhibit



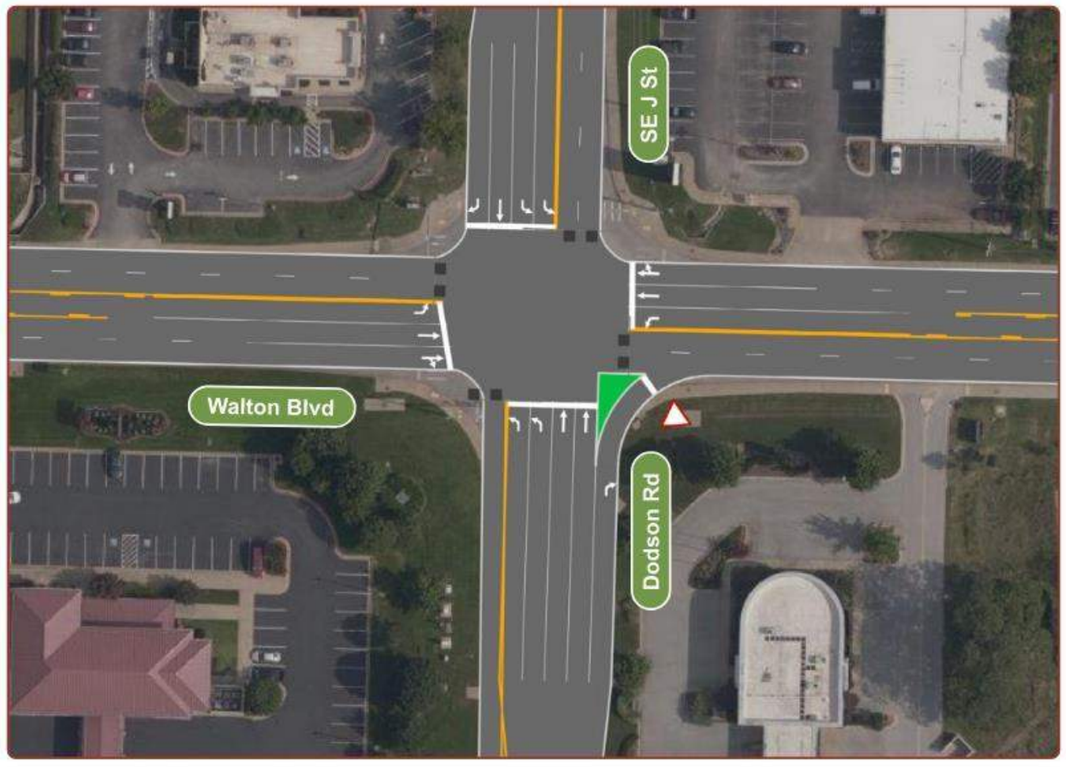
Intersection Project 11: SE 28th Street and SE J Street Intersection

10.07.2021

SE Walton Blvd. and SE J St. Intersection

The existing intersection of Walton Boulevard and SE J Street already operates at an overall intersection LOS F. Existing queues are the 5th worst in the city, extending beyond 2,000 feet. Additionally, the intersection is in the top 10 for number of crashes. To improve safety and operations at the intersection, it is recommended that dual left-turn lanes be added for northbound and southbound vehicles turning onto Walton Boulevard, and an additional through lane with a dedicated right-turn lane be constructed on the northbound approach. The added capacity is expected to reduce queues and delay by more than 50 percent.

Project Exhibit



Intersection Project 12: SE Walton Blvd. and SE J Street Intersection

10.07.2021

SW I St. and SW 41st St. Intersection

The existing intersection of SW I Street and SW 41st Street currently operates at an overall intersection LOS A, which will deteriorate to an LOS F by the 2040 design year. The intersection received the 10th most traffic-related comments of any location in the city. The main concerns are with bicycle and pedestrian safety and side street delay at the unsignalized location. With increasing volumes due to nearby community attractions and new residential development, additional intersection control is recommended. While adding a signal is one option, a roundabout is the preferred alternative for intersection control to improve safety and traffic operations.

Project Exhibit

Intersection Project 13: SW I Street and SW 41st Street Intersection

Photo By: Alison Nation

SUMMARY OF AMENDMENTS

Summary of Amendments to the 2008 Master Street Plan

Revised Master Street Plan Map (See MSP Amendment Map)

- Updated the map to incorporate roadways within the current city limits and planning boundary areas.
- Proposed roads from 2008 MSP that have since been completed were updated accordingly on the current map.
- Removed proposed roads from 2008 MSP that are no longer feasible to construct due to development, parks, terrain, or various other reasons.
- Added proposed roads to provide connectivity and maintain grid network.
- Adjusted road classifications where required to be consistent with the master street plans of adjacent jurisdictions.
- Identified a Downtown District on the map.
- Upgraded or downgraded road classifications per traffic analysis results.

Revised Master Street Plans Typical Sections

- Removed Residential Roadway Classification
- Added Alley Roadway Classification.
- Added Downtown Collector and Downtown Local Roadway classifications.
- Curb and gutter width is reduced from 2-ft. in the previous Master Street Plan to 1.5-ft for all sections.
- Four arterial sections are provided versus three arterial sections in previous Master Street Plan. A couple of the updated arterial sections increase the right-of-way width to 95-ft. from the 90-ft. that was previously provided for all arterial sections.
- Six collector sections are provided versus the three collector sections in previous Master Street Plan. The new collector sections provide various alternatives for on-street bike facilities, sidepaths, boulevards, and on-street parking. The previous Master Street Plan utilized 70-ft. of right-of-way for each collector sections. The new collector sections have varying right-of-way widths from 75-ft. to 65 ft.
- Two local sections are provided similar to the previous Master Street Plan. The back of curb to back of curb widths increased from 30-ft. in the previous Master Street Plans to 31-ft for all local sections. The right-of-way widths reduced from either 55-ft. or 52-ft. to 50-ft. for all local sections.
- Average Daily Traffic (ADT) ranges were updated for each typical section.
- Design Speeds for each typical section were updated. Additionally, a new parameter was added providing a desired operating speed for each typical section. The desired operating speeds were developed with consideration for the type of pedestrian or bicycle facility the typical section provides.

List of Proposed Projects

- The list of eighteen (18) projects for the ten-year improvement program provided in the previous Master Street Plan were updated with a list of thirty-two (32) priority projects. The thirty-two (32) projects are divided into arterial, collector, and intersection projects and ranked in order of priority as described previously in this report.

Local Transit Plan

- Alliance Transportation Group authored a Local Transit Plan consisting of four parts: Existing Conditions, Service Standards, Recommendations, and Transit Oriented Development. The Plan provides a detailed study of the current public transit system and recommendations for improved transit in the coming years. The plan provides for transit-related development guidance and needed standards for the continued growth of local transit infrastructure. Included in this volume is a summary of the Local Transit Plan.

Local Transit Plan and Multimodal Analysis and Recommendations (MSP Report Volume 2)

- In addition to the Local Transit Plan, Alliance Transportation Group performed a comprehensive multi-modal analysis and technical memorandum as part of this plan. The analysis covers availability of bicycle parking, a review of city codes regarding bicycle accommodation, multimodal integration and an analysis of specific areas for bicycle and pedestrian safety consideration throughout the City.

Stakeholder Engagement, Public Input, and Traffic Analysis (MSP Report Volume 3)

- The 2021 Master Street Plan process included extensive stakeholder engagement and public input. At the commencement of the project a Steering Committee of city and community stakeholders was formed to provide guidance and feedback throughout the process. The Steering Committee held three formal meetings in conjunction with various communications throughout the project along with multiple digital updates and communications with steering committee members throughout the process.
- Public input was gathered over a 13-month period via online surveys, a project website, multiple public input meetings, and online interactive map. Over 3,700 comments were received from public throughout the plan process.
- As part of the update process, updated traffic volumes from multiple sources were gathered. Several areas were evaluated, including turning movement counts, ADT, regional growth rates, and updated crash data from ARDOT. This data was analyzed for updated level of service, which was then used to determine areas of highest need.

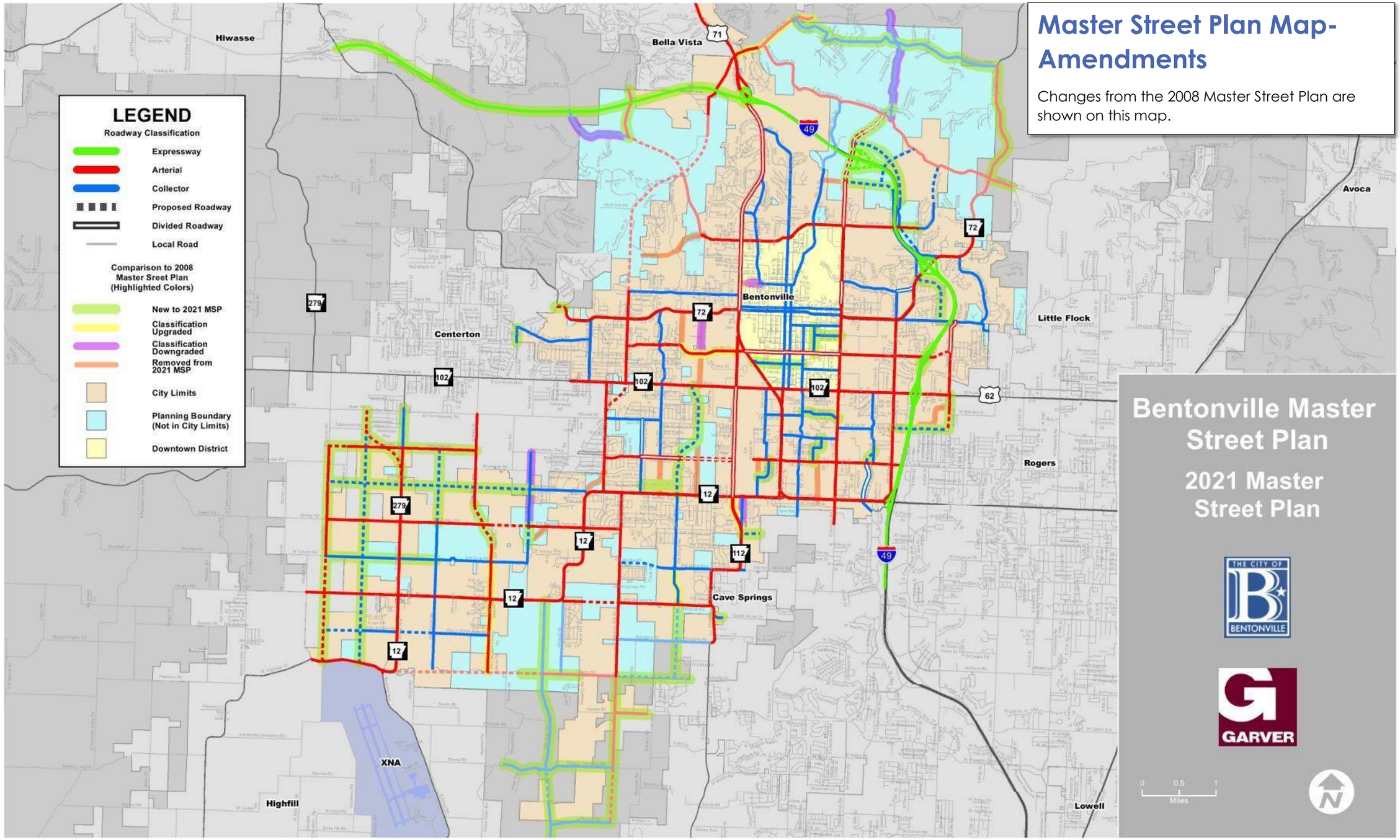
Minimum Standard Specifications for Street and Standard Drawings (MSP Report Volume 4)

- The City of Bentonville Minimum Standard Specifications for Streets was completely restructured and updated to include the following:
    - Construction plan submittal requirements that provide minimum standards for the submittal content and formatting for plans and design reports that are submitted to the City.
    - Traffic Impact Study requirements that provide acceptable standards and methodologies for the traffic impact study. This includes items such as allowable study parameters, determination of traffic volumes and associated project impacts, level of service (LOS) standards, and required mitigation measures.
    - Street design and technical criteria that provided minimum technical design standards for the layout of streets and general design elements for the various street classifications provided.
    - Intersection design criteria for various elements of intersections including roundabout intersections.
    - Pavement design methods and minimum pavement material properties and thicknesses for each street classification. Also, includes required information to be provided in the pavement design report.
    - Traffic control devices design criteria, signal plan requirements, and signing and striping standards.
    - Bicycle and pedestrian design standards and technical requirements.
    - Neighborhood traffic safety including traffic calming devices and methods.
    - Minimum street inspections and testing procedures for various materials included in street construction.
    - Acceptance and warranty procedures for project closeouts.
    - Record Drawings requirements and submittal procedures.

- Standard drawings were developed for the following items:
    - Sidewalks and various types of sidewalk ramps and configurations.
    - Erosion control devices
    - Residential and commercial driveways
    - Curb and gutter

Master Street Plan Map-Amendments

Changes from the 2008 Master Street Plan are shown on this map.



Bentonville Master Street Plan

2021 Master Street Plan

Photo By: Alison Nation

BENTONVILLE LOCAL TRANSIT PLAN

Prepared by Alliance Transportation Group (ATG)

Bentonville Local Transit Plan

The following report is a summary of the Local Transit Plan. The full Transit Plan with recommendations and appendices can be found in Volume 2 of the Bentonville Master Street Plan report.

Existing Conditions

Introduction

The City of Bentonville anchors the northern end of a rapidly growing region known as Northwest Arkansas (NWA). As the region grows and develops, the transportation system must also develop to provide service necessary for supporting local economic activity and mobility demands. Public transit acts as one mode option in the transportation system to move people safely and efficiently to accomplish their daily needs. Today, transit service in Bentonville is provided by Ozark Regional Transit (ORT), along with a taxi voucher program. ORT operates fixed route service Route 11, along with express Route 490 connecting the region along I-49. Complementary paratransit service is provided for qualified individuals by ORT within ¾ mile from Route 11. Demand response service is also operated for those who live outside of the ¾ mile from Route 11.

Market Analysis

Composite Transit Score

The following methodology describes how the project team identified transit-supportive areas within the City of Bentonville. The final product provides individual transit scores for each Transportation Analysis Zone (TAZ) within the city, that help the team understand which areas support or need transit. Final transit scores aggregated individual scores provided to demographic subgroups (e.g. disabled, poverty, minority populations) which represent areas needing new and/or improved public transportation. All data in the analysis came from the 2018 American Community Survey (ACS) database and the 2017 Longitudinal Employer-Household Dynamics (LEHD) data for employment. Analysis of each demographic subgroup used density per square mile to create a standardized scale for scoring in each block group. Block group scores were then transferred into study area TAZs through a geographic information system (GIS) analysis. The following subsections discuss key findings and methods used to generate final transit scores.

Findings

Figure 10 shows TAZs with high transit need, primarily between Tiger Boulevard to the north, and Walton Boulevard to the south. Walmart Headquarters resides in an area of need near the center of Bentonville, as does the mixture of commercial, industrial, and educational facilities just to the south east. The high score area in west Bentonville, north of 14th St. contains recent residential development, in addition to commercial facilities along the roadway. To the east, the high composite score contains NWACC along with residential areas to the north. Disbursed between these high scoring east and west areas, are middle scoring area's creating a "belt" of transit supportive land uses in the central part of Bentonville. The development of the new Walmart Headquarters will add to this supportive land use in the central city and create a key opportunity to serve a major regional employer.

Transit Potential

This measure helps define areas with existing markets primed for public transportation. Population, and employment densities represent areas with potential for immediate success (higher density areas), highlighting existing areas that have the potential to generate high ridership. People need to travel - in no specific order - between places they live, work, shop, and conduct any other recreational activities. Accordingly, population and employment densities provide a general picture of where these activities are happening in the City of Bentonville.

Transit Dependent Population

Transit dependent population represents community members with a high demand for public transportation services due to a lack of personal automobile access, or inability to operate a motor vehicle (i.e. too young or too old to drive). Transit demand was represented through the densities of youth population (18 years or younger), elderly population (65 years or older), and households with no personal automobiles.

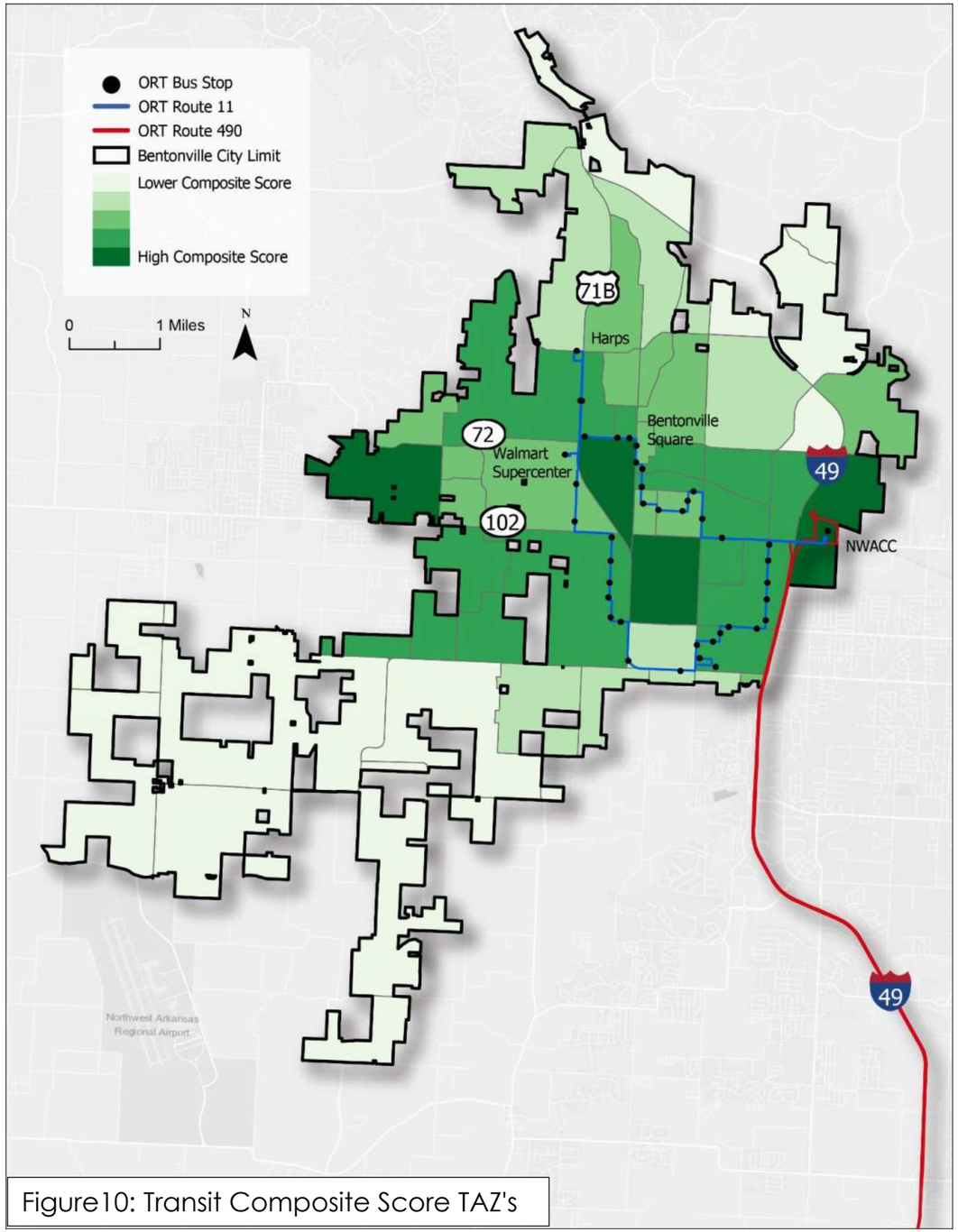


Figure10: Transit Composite Score TAZ's

Transit Need

Transit need represents the remaining citizen groups who may require special accommodations when it comes to transportation. This includes measuring population densities of those with limited English-speaking proficiency (LEP), people representing minority populations, people with disabilities, and those with low income/under the poverty line.

Methods

In order to generate final transit scores per block group, 9 demographic subgroups were first analyzed and scored separately. Each subgroup's density was calculated per square mile and set into bins based on natural breaks. Natural breaks were then smoothed to create finalized breaks used to allocate scores. Scores from 0 (lowest density) to 4 (highest density) were then assigned to each block group based on where they fell within the finalized breaks. Figure 11 presents the breaks and scores for each demographic subgroup. Using Figure 11 as an example, any block group containing a population density between 0 and 360 was given a score of 0, therefore displaying low population density and in turn a lack of existing transit market conditions within the block group.

Scores

	0		1		2		3		4	
	Low	High	Low	High	Low	High	Low	High	Low	High
Pop	0	360	3(			1840	1841	3130	3131	5449.815144
Emp	0	380	3(			3310	3311	8460	8461	42465.185502
Elderly	0	80	8			330	331	550	551	985.453299
Youth	0	180	1(			690	691	990	991	2179.926058
LEP	0	50	51	160	161	320	321	610	611	1144.007017
Minority	0	80	81	260	261	550	551	1000	1001	1511.707517
Disabled	0	50	51	130	131	250	251	420	421	795.099477
Poverty	0	110	111	260	261	470	471	870	871	1484.321512
No Vehicle HH	0	0.017910	0.017920	0.054834	0.054835	0.102804	0.102805	0.156504	0.156505	0.380165

If a block group's population falls between 0 and 360, it receives a score of 0.

Figure 11: Composite Scoring

Sums of the individual subgroup scores created final transit scores for each block group. Therefore, higher scoring totals equate to block groups with high densities of demographic subgroups related to transit need.

For example, a block group with a final score of 36 would mean each demographic subgroup density fell within the highest density break (i.e. all 9 subgroups receiving a score of 4). This suggests there to be a substantial number of citizens with one or several traits that places them within the subgroup(s), helping the project team better identify where transit need exists in Bentonville.

While double counting inevitably occurs, it remains acceptable for this analysis as it is indicative of a block group containing a population with several of the characteristics critical for understanding the region's transit needs. This in turn allows for efficient, feasible alternatives that serves those in most need of mobility or the most willing to make a mode shift.

Travel Pattern Analysis

The NWARPC Transportation Demand Model (TDM) was used to determine which area's in Bentonville account for the highest trip production. A better understanding of trip patterns and where people travel to and from can help shape transit to provide the best service to its citizens. Trips are measured by the average number of trips taken by a person, regardless of mode, per day. Figure 12 shows distinctly that the TAZ with Walmart Headquarters receives a significant number of trips. The highest trip TAZ's are near the Bentonville Senior Center and Northwest Medical Center, as well as east of I-49 in the TAZ where NWACC is located. Other high trip TAZ's are on the west side of Bentonville, where newer residential developments are located. Overall, the trips analysis shows a clear pattern of travel to the downtown Bentonville area, which may be attributed to the social and economic factors present near the urban center of the City. It should be noted, with the expansion of the new Walmart campus, this could significantly change travel the patterns, and shift the demand of the transportation system.

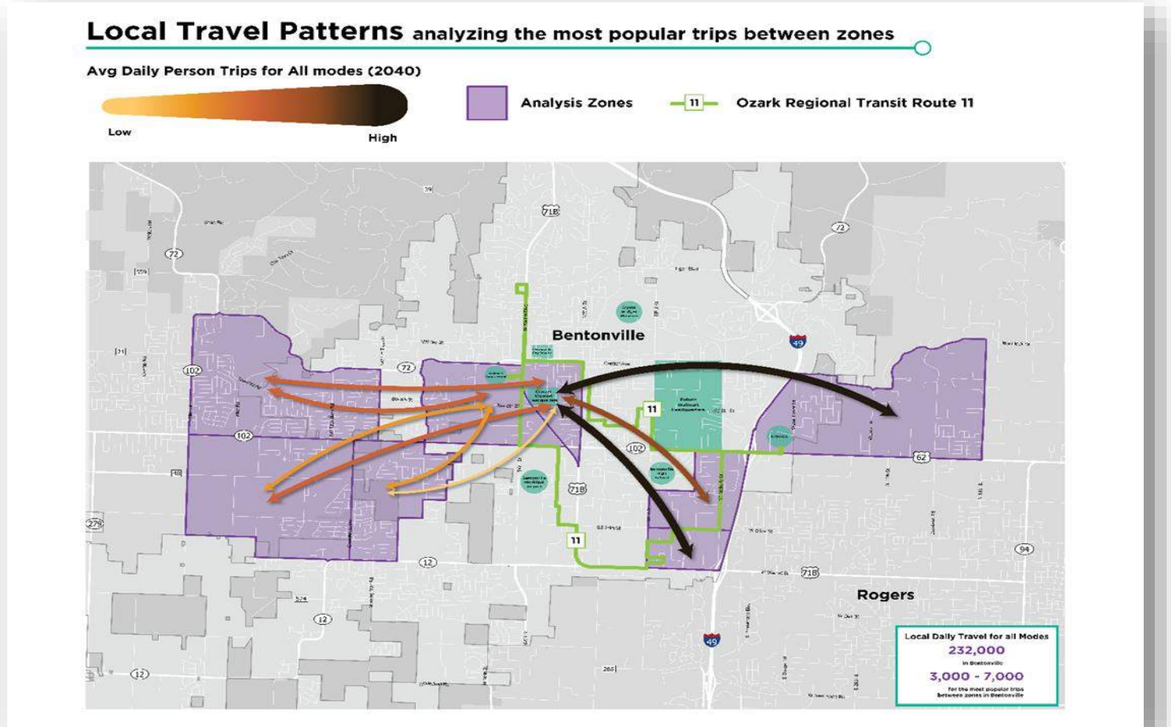


Figure 12: Local Travel Patterns

Public Engagement

All questions presented in Table 8 informed the project team about the perception of transit and shaped the recommendations of this Local Transit System Plan. One overarching take away was the large number of participants that unfamiliar with public transit options in Bentonville. Any recommendations or improvements to service, while valued by the riding public, will not stand on their own and generate new ridership. Bentonville must assess high priority to incorporating a strategic marketing campaign into its implementation actions as part of a multifaceted approach to communicating transit convenience and accessibility. Below, Figure 13 shows a selection of survey questions that were presented during a virtual public meeting.

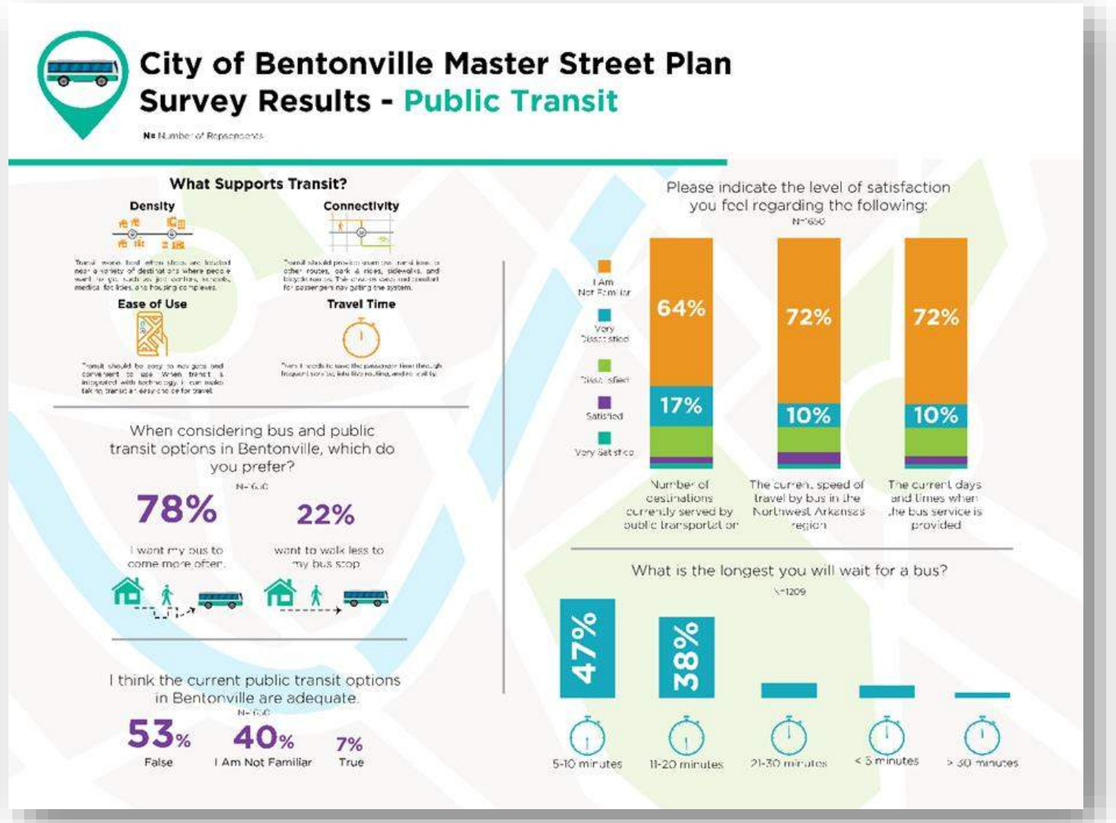


Figure 13: Public Survey Results

Multimodal Connectivity

All transit users begin their transit trip by traveling to a bus stop and end their trip traveling from the bus stop to their destination. Multimodal connectivity considers all the ways transit users travel to get to and from a transit stop. Ensuring these modes of travel, such as walking and biking, are safe and comfortable to and from bus stops is key to having a well-connected transit system. Bentonville's transit system should leverage the existing pedestrian and bicycle facilities and plan for future facilities around bus stops to best support the transit user's "first and last mile" connections. This ensures transit users can easily travel from their trip origin to the bus stop and from the bus stop to their destination.

Pedestrian Considerations

Sidewalks to and from transit stops are considered a minimum for encouraging multimodal connectivity for people walking or wheeling to transit stops. People are generally willing to walk about ¼ mile or ten minutes to their transit stop. This distance may increase if the walking environment is more pleasant and the transit stop contains more amenities. A connected and well-maintained sidewalk network is critical for transit riders that are mobility impaired and/or use mobility devices to travel.

The following are recommended pedestrian considerations that should be present within at least ¼ mile of the transit stop:

- Sidewalks,
- Safe crossings,
- Shaded walking paths,
- Street lighting, and
- Navigational support (i.e., maps, signage, clearly marked transit stops).

Figure 24 - Pedestrian Considerations

Highly visible crosswalks and pedestrian hybrid beacons can greatly increase the user's feelings of safety along the corridor as shown in Figure 24. High visibility crosswalks can be used at all corners of the intersection to eliminate unneeded crossing by people walking. Similarly, adding amenities such as shaded walking paths, benches, and a shelter at the stop can encourage users to engage with pedestrian facilities and increase their level of comfort. Please refer to the multimodal component of the Master Streets Plan for further pedestrian design guidance.

Bicycle Considerations

Similar to pedestrian considerations, bicycle facilities aim to increase the safety, comfort, and space designated for bicyclists as they make first and last mile connections to transit. Adding bicycle infrastructure that leads to transit stops can increase connectivity by providing users other mode options for traveling longer distances that are safe and convenient. As shown in Figure 25, infrastructure and amenities for people biking typically include:

- Safe and considerate bus/bike interactions,
- Safe and comfortable, bike infrastructure leading to transit stops,
- Bike share facilities integrated at key transit locations (mobility hubs, etc.),
- Transit vehicles equipped with bike carrying racks, and

Secure bike parking near transit stops.

Figure 25 - Bicycle Considerations

Key bicycle connectivity improvements include the addition of secure long-term and short-term bike racks at bus stops. Long-term bike parking is a secure place for people to leave their bike while they ride transit and is ideal for people who have a short last mile trip. Secure bike parking establishes clear and designated areas for bicyclists to store their bikes and relieves the user of having to bring the bike with them. In addition, all transit vehicles should provide a standard bike rack capable of holding three bicycles. This ensures transit riders that need to ride for their first and last mile connections can do so with ease by being able to bring their bike on the bus. Lastly, integrating a public bike share program with the transit system encourages users without bicycles and tourists to use the bicycle and transit infrastructure. More details about bicycle design guidance can be found in the multimodal component of the Master Streets Plan.

Accessibility

Accessibility is an integral component of connectivity and aims to provide user-friendly transit service to all people. Accessibility extends beyond physical accessibility and should include information accessibility and financial accessibility. Having clear and legible information both online and in print regarding stop locations, service times, and departures contribute greatly to transit accessibility and user experience. Financial accessibility refers to the cost of using the transit system and access to payment methods (i.e., bus passes, electronic bus passes, ticket vending stations). Optimizing routes and connecting users to major activity centers can reduce the need for multiple connections and overall trip costs. This form of accessibility also considers how and where users can pay for these trips. Maintaining ticket vending machines and recharge stations in areas with high demand is key to providing service to all customers. Similarly, providing various payment methods and programs allows users to choose an option that works best for their needs and budget. Physical accessibility has been outlined by the American with Disabilities Act (ADA).

Notable provisions highlighted in the 2006 Department of Transportation ADA Standards for Transportation Facilities include the location of accessible routes (206.3), detectable warnings on curb ramps (406.8), and bus boarding and alighting areas (810.2.2).

Recommendations

Introduction

A successful transit network is one that takes people where they want to go, when they want to go there. The Market Analysis revealed many opportunities for improvements in Bentonville's current transit system. When asking the public their thoughts on Bentonville's current transit service, most people feel that the service is in inadequate (53 percent of respondents) or they are simply not familiar with the service (40 percent of respondents). Bentonville's low transit ridership reflects the feedback from the public, however there is unmet transit potential in the community. The analysis suggests that the demand for transit is not being met and establishing a set of service delivery standards could help make riding transit easier and more intuitive.

A key takeaway from the analysis, greatly shaping the recommendations outlined below, is that Bentonville will be best supported by a transit network of multiple routes as opposed to one fixed route. A transit network can more effectively utilize resources and provide better service to the community. A transit service depending only on one route may spread the service too thin trying to meet multiple demands. Ultimately, this leads to long travel times and infrequent service; rendering transit unusable for those who might consider it and cumbersome for those that must use it. A transit network focuses on specific areas with high transit demand and is flexible to meet needs as the transit market develops in key areas. This allows for shorter travel times, more frequent buses, and reliable service. It also allows the City to be more strategic and adaptive with resources as the transit market develops and demand changes.

The following recommendations build from the analysis performed for the Market Analysis. The recommendations apply best transit practices grounded within the context of Bentonville to provide a transit service that supports the community's needs, encourages new transit riders, and continues to support Bentonville's prosperity.

Transit Network vs Circulator Route

The following recommendations are built around the conclusion that a transit network will be the most effective strategy for the future of transit in Bentonville.

While a service relying on one circulator route provides good physical coverage and access to opportunities, it can foster out-of-direction travel. The passenger must first travel away from their desired destination in order to eventually reach their end destination. This has compounding negative effects; not only does it increase travel time, but the perception of the inconvenient travel pattern can serve as an impediment to transit use. Figure 1 illustrates how a bi-directional route network can solve travel time issues that persist with a circulator route and makes the routes more desirable to use.

Although a circulator service may initially help provide physical coverage and access, the service is limited in its ability to respond to changing demand and other potential context changes. For instance, if a specific section of a circulator route starts to experience higher ridership, the circulator can only increase frequency for the entire route and not simply increase service on the section experiencing higher ridership. Whereas, if the area experiencing higher ridership was serviced by a bi-directional route network, the frequency can be increased along that section of the route (as illustrated in Figure 2). The bi-directional network allows service to be adaptive to transit demand and better allocate resources.

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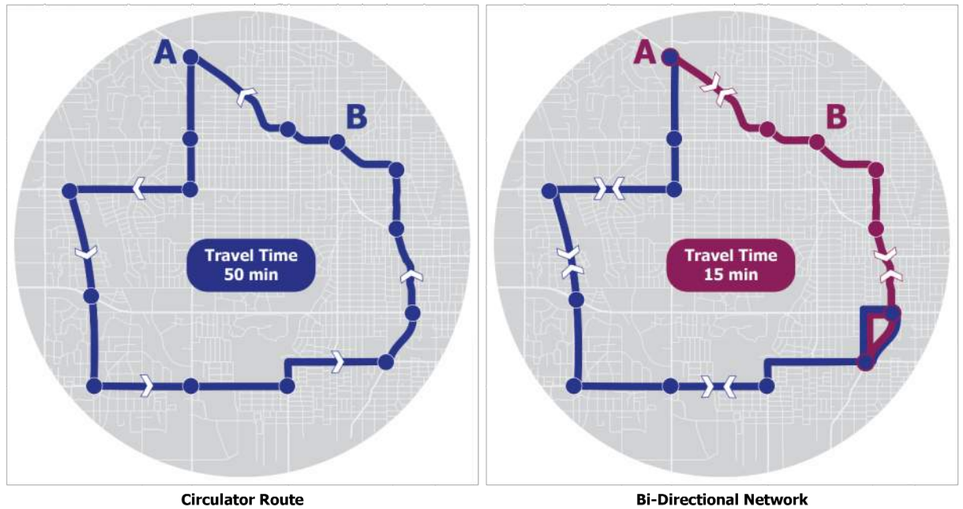
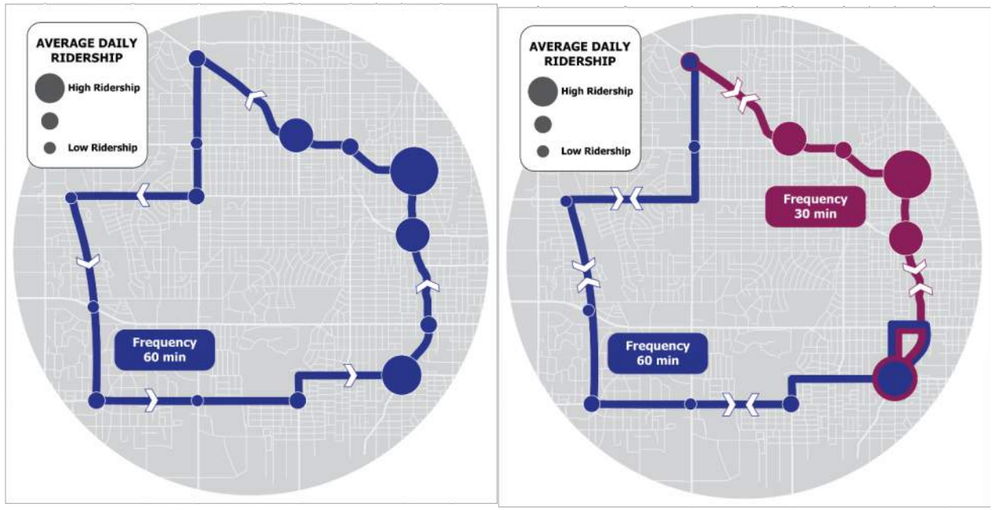


Figure 1 – Bi-Directional Network Travel Time Savings



Circulator Route

Bi-Directional Network

Figure 2- Bi-Directional Network Adaptability

Recommended Transit Network

A recommended transit network consisting of seven routes is the ultimate recommendation for the future of transit service in Bentonville. These routes were determined based on analysis of current and future conditions. The recommended network covers all areas of current and future transit need along with major population and employment centers. Additionally, these routes establish a connection to the regional transit network giving transit riders the ability to seamlessly travel outside of Bentonville.

This recommended transit network in tandem with the recommended Service Standards should be the ultimate goal guiding all future transit investments. However, the implementation of this network must be grounded in a realistic timeline and financial investment constraints. The approach below details the recommended incremental improvements, a route prioritization tool, and guiding principles to best determine future transit improvements that lead to building out the recommended network.

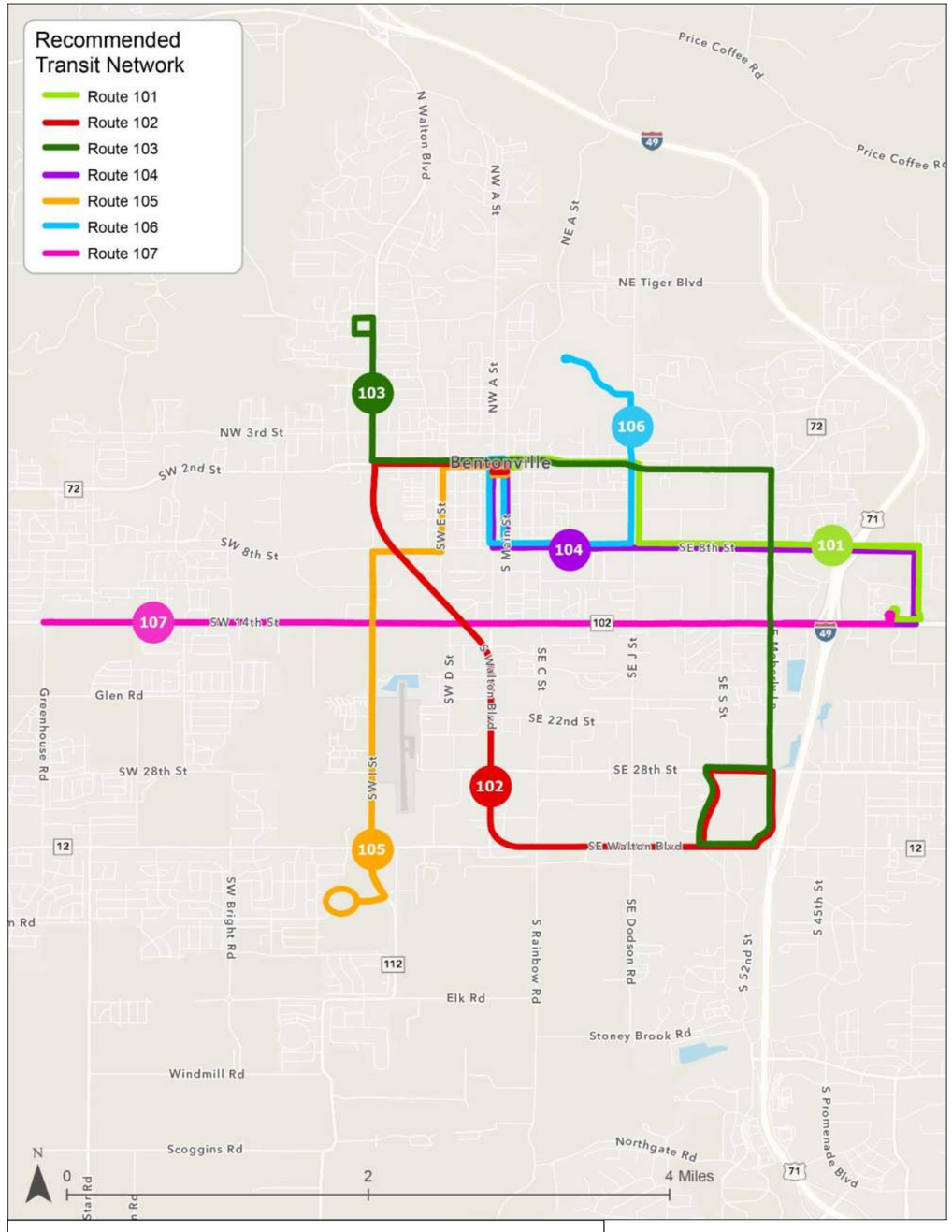


Figure 3 - Recommended Transit Network

Phased Implementation Plan

The recommended seven fixed-route transit system presented above is the ultimate long-term goal for transit in Bentonville. The recommended network fully covers areas of current transit need and future demand. However, the full-fledged network is ambitious and requires a phased implementation plan to foster a supportive transit market and allocate the necessary resources over time.

Phase II initiates the roll-out of the transit network recommendations. The three routes 102, 103, and 104 are the priority for implementation in this phase. Implementing the transit network, as opposed to continuing ORT Route 11, would best meet the City's transit needs, improve rider satisfaction, and allow the City to effectively apply resources where they would have the biggest impact. Phase III builds on the three-route core transit network by improving the frequency of service as soon as financially feasible.

Long-term recommendations include improving the existing system by expanding the span of service, improving frequency, and implementing additional routes using the prioritization tool as the transit market develops over time.

Lastly, alternative transit services are considered. If transit demand is not fully met by the fixed-route system, there are specific opportunities to supplement transit such as providing shuttle services for key destinations in Bentonville.

Phase I

Phase I offers immediate actions that improve upon the existing transit service in Bentonville. Phase I features include expanding service coverage by implementing an on-demand service zone and extending the existing span of service further into the evening.
For Phase I, it is recommended to maintain the ORT 11 route alignment the same as it is currently and upgrade bus stops along the route. Three bus stops have been identified for improvement.

The phased approach below describes incremental steps to take toward deliberately building Bentonville's transit network in a financially responsible way. The prioritization tool guides the phasing recommendations and is a tool for future transit decisions and resource allocation. Phase I recommends low-cost improvements that can be implemented in the short-term. For this phase, a realignment of ORT Route 11 was considered as a possibility. However, the realignment resulted only in minimal time savings, and some of existing bus stops would need to be eliminated. Given these results, any benefit from the minimal time savings was not enough to offset the negative consequences of removing existing bus stops. Instead of a realignment, this phase recommends improving existing bus stops and establishing an on-demand transit service zone.

The existing stops at the Walmart Supercenter on Walton Boulevard, the Touchstone Apartments on D Street, and the Bentonville Public Library were identified as potential stops for improvement due to their higher ridership. These stops are recommended to be improved to a Level II bus stop design which includes adding a bench at each stop. The upgraded amenities will provide riders an elevated experience while waiting for their bus.
The proposed on-demand service zone would provide on-demand service within the specified area by ORT. This service supplements the ORT 11 route by expanding the service area not within walking distance of ORT 11 and provides an additional on-demand bus in areas where ORT 11 currently serves. The on-demand service allows riders to schedule a bus trip within the zone by using the On-Demand Transit application on a smart phone, desktop computer, or by calling a direct number. This service overlaps with the existing taxi voucher program but provides a more user-friendly experience. Therefore, it is recommended to drop the taxi voucher program and reallocate those program funds towards the on-demand service.
ORT 11 currently runs during the week starting at 7:05 AM and ending at 4:05 PM with a frequency of 60 minutes. Extending service hours from 7:05 AM to 6:05 PM is recommended for this phase). The extended service hours in the evening better cover the time many working people would use transit for traveling home from work. The extended hours would therefore remove a potential barrier for people to choose transit as a travel mode to work and make the system easier to use for those that currently rely on transit to get to work. The same service hours for the on-demand service are recommended. The current service frequency for ORT 11 (60 minutes) will be maintained in Phase I.

Service Type	Span of Service	Frequency
Fixed Route	Monday – Friday 7:05AM – 6:05PM	60 Min
On-Demand	Monday – Friday 7:05AM – 6:05PM	N/A

Table 11 - Phase I Span of Service & Frequency

A high-level cost estimation for Phase I was calculated to provide a basis for the financial investment needed for Phase I implementation. Costs for the fixed route service (ORT 11) were estimated using the current service hourly rate ($75.50) multiplied by the annual service hours (2,805) which equals to total annual cost of $211,777.50. Costs for the on-demand service were estimated similarly to the fixed route service but include the addition of a one-time software fee ($25,000) and an annual connection fee ($6,000). The total cost for the first year of on-demand service is $242, 777.50. After the first year, the on-demand service is estimated to cost $217,777.50. Please note, these cost estimations do not include the cost savings from the taxi voucher program elimination, nor do they include new bus stop amenity costs.

Service Type	Service Days	Service Hours	Service Rate per Hour	Software Fee	Annual Fee	Frequency	Buses per Hour	First Year Cost	Total Annual Cost
Fixed Route	255	2,805	$75.5	N/A	N/A	60 min	1	$211,777.50	$211,777.50
On-Demand Service	255	2,805	$75.5	$25,000	$6,000	N/A	1	$242,777.50	$217,777.50
							Total Service Cost:	**$454,555.00**	**$429,555.00**

Table 12- Phase I Cost Estimation

Phase II

Phase II establishes the beginning features of the recommended transit network. The proposed fixed routes and upgraded bus stops will provide an almost entirely new and greatly enhanced transit experience (Figure 10).

Phase II recommends implementing three new fixed routes in Bentonville. Proposed routes 102, 103, and 104 are recommended based off the prioritization process. While the prioritization scores were very close for Route 104 and Route 107, Route 104 is recommended in this phase as it serves downtown and NWACC. NWACC is Bentonville's connection to the regional transit network. The three fixed routes provide transit service that replaces the service for ORT 11 and the on-demand service. Therefore, ORT 11 and the on-demand service are eliminated in Phase II. The proposed transit network better serves transit riders by streamlining service in key areas rather than spread thinly across the city as with ORT 11 and will greatly improve average travel times for riders.

Phase II incorporates many existing ORT 11 bus stops, but also requires many additional stops to serve Routes 102, 103, and 104. The recommended bus stops for Phase II have been categorized by Bus Stop Design Levels I, II, and III. Bus Stop Design Levels have been attributed to proposed bus stops based on existing ridership, potential ridership, and the Transit Oriented Development analysis. Bus stops should follow guidelines established in the Service Standards. Bus Stop Level III amenity upgrades are recommended for stops serving the NWA Medical Center, NWACC, and Downtown Bentonville as they have been identified as Mobility Hubs in the Transit Oriented

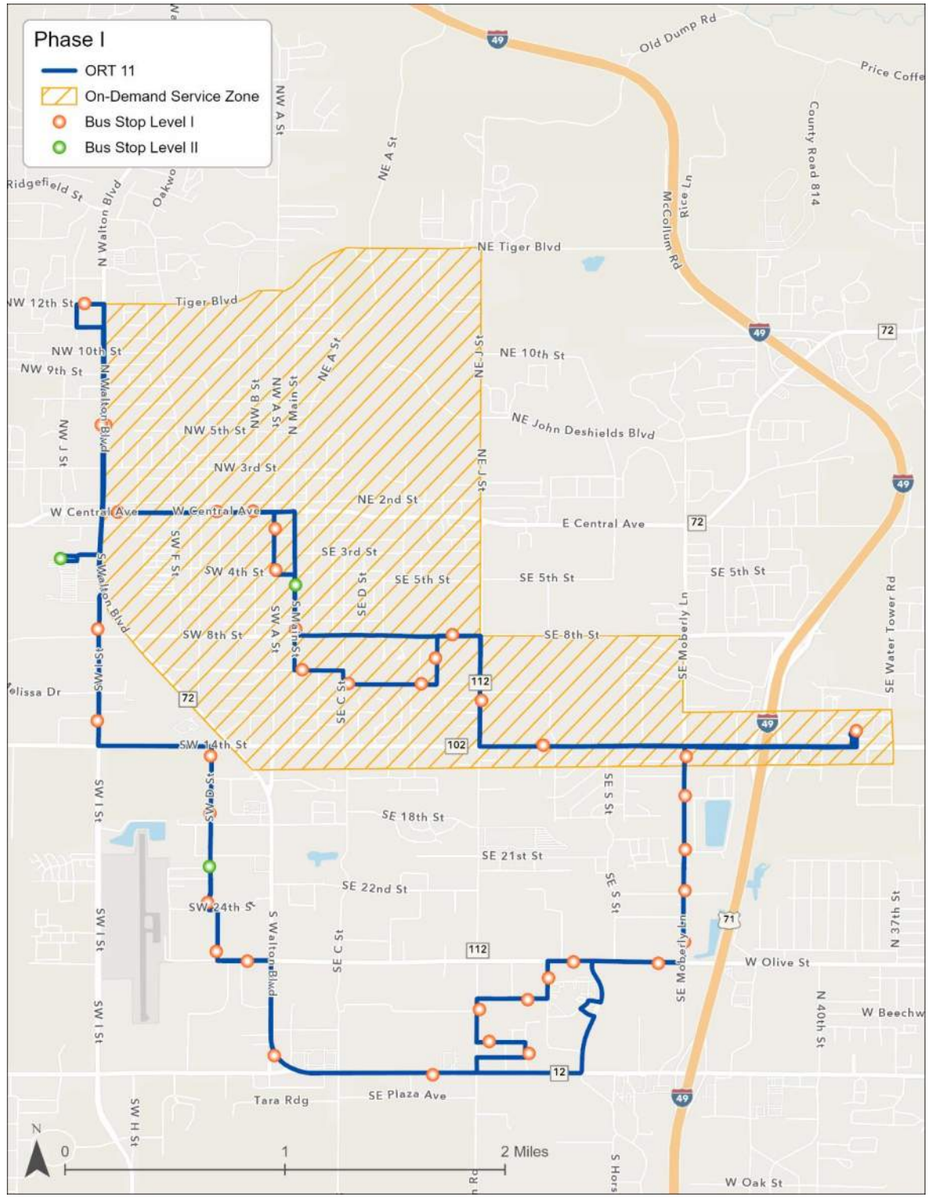


Figure 9 -Phase I

Development analysis. The bus stops recommended for Bus Stop Level II have been designated as such due to their existing and/or future ridership potential.
The span of service and frequency from Phase I is maintained for Phase II. However, Service in Phase II is recommended to run at a 60 min frequency across all three routes, Monday – Friday, 7:05 a.m. to 6:05 PM.
A high-level cost estimation for Phase II was calculated to provide a basis for the financial investment needed for Phase II implementation (Table 14). Costs for the fixed route service (ORT 11) were estimated using the current service hourly rate ($75.50) multiplied by the annual service hours (2,805) multiplied by the daily number of buses in service (3). This equals to a total annual cost of $635,332.50. Please note, these cost estimations do not include the cost savings from the on-demand and ORT 11 service elimination, nor do they include paratransit, bus acquisition and bus stop amenity costs.

Service Type	Span of Service	Frequency
102, 103, & 104 – Fixed Route	Monday – Friday 7:05AM – 6:05PM	60 Min

Table 13 - Phase II Span of Service & Frequency

Service Type	Service Days	Span of Service	Service Hours	Service Rate per Hour	Frequency	Buses per Hour	Total Annual Cost
Route 102	255	Monday – Friday 7:05AM – 6:05PM	2,805	$75.5	60 min	1	$211,777.50
Route 103	255	Monday – Friday 7:05AM – 6:05PM	2,805	$75.5	60 min	1	$211,777.50
Route 104	255	Monday – Friday 7:05AM – 6:05PM	2,805	$75.5	60 min	1	$211,777.50
						Total Annual Service Cost:	**$635,332.50**

Table 14 - Phase II Cost Estimation

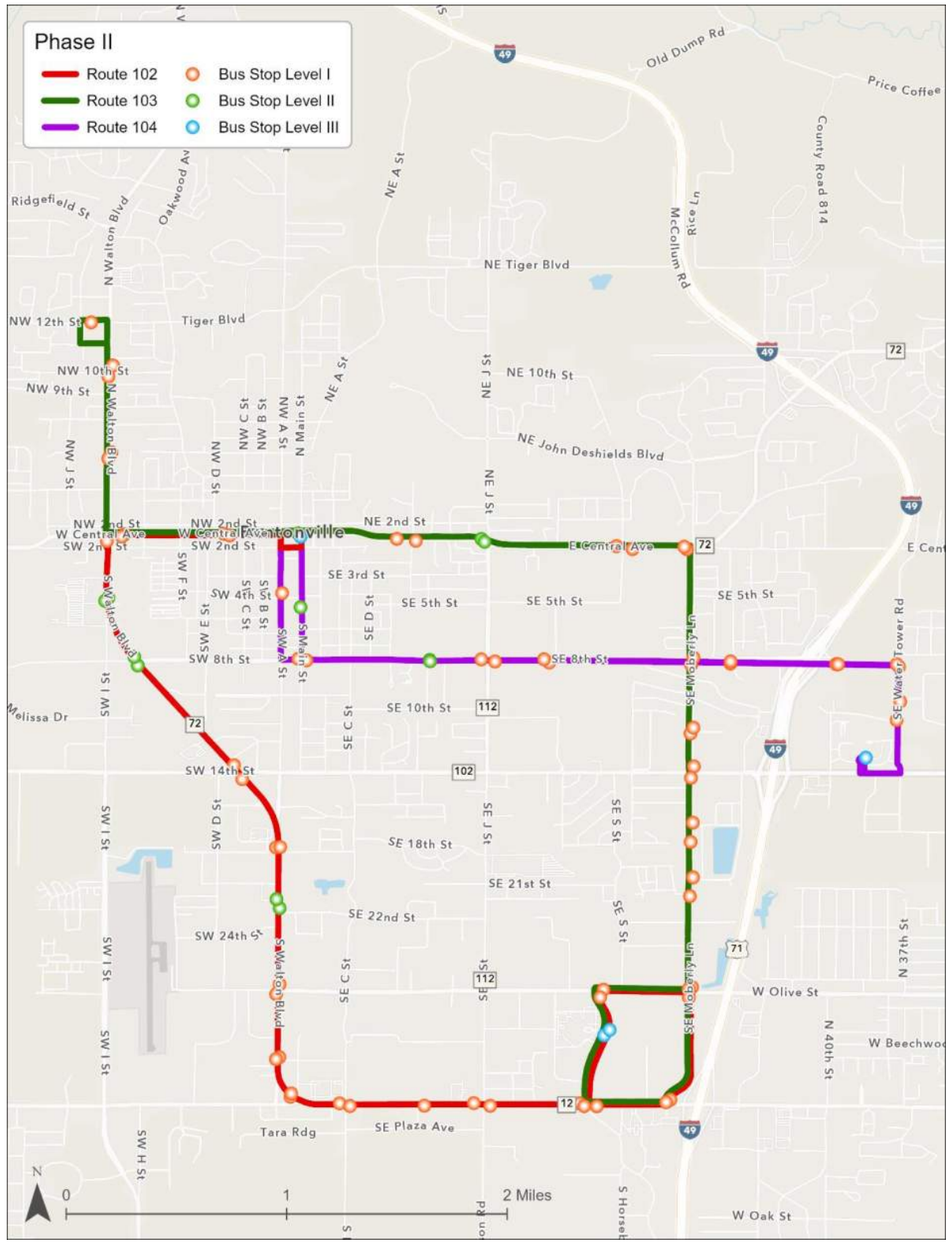


Figure 10 - Phase II

Phase III

Phase III recommendations improve upon on the three-route network implemented in Phase II. As transit demand builds across Routes 102,103, and 104, frequency should be improved accordingly.
This phase recommends improving frequency where demand is building and to do so whenever financially feasible. When the public was asked what is the longest time they would wait for a bus, 38 percent of respondents answered 11-20 minutes and almost half (48 percent) answered 5-10 minutes. Given that the public's willingness to wait for a bus caps at 20 minutes, a frequency of 30 minutes (at most) is highly recommended to be implemented as soon as feasibly possible across all three routes. Average daily ridership for each route should be diligently assessed and improved frequencies should be implemented first across the routes showing the highest demand. Given this phase provides no new route alignments, an image of the network has not been provided as it is the same as Phase II.
A high-level cost estimation for Phase III was calculated to provide a basis for the financial investment needed for Phase III implementation (Table 15). The cost estimation reflects a 30-minute frequency across all three routes. Costs for each fixed route were estimated using the current service hourly rate ($75.50) multiplied by the annual service hours (2,805) multiplied by the daily number of buses in service (2). This equals to a total annual cost service cost of $1,270,665.00. Please note, these cost estimations do not include paratransit or bus acquisition costs.

Service Type	Service Days	Span of Service	Service Hours	Service Rate per Hour	Frequency	Buses per Hour	Total Annual Cost
Route 102	255	Monday – Friday 7:05AM – 6:05PM	5,610	$75.5	30 minutes	2	$ 423,555.00
Route 103	255	Monday – Friday 7:05AM – 6:05PM	5,610	$75.5	30 minutes	2	$ 423,555.00
Route 104	255	Monday – Friday 7:05AM – 6:05PM	5,610	$75.5	30 minutes	2	$ 423,555.00
						Total Annual Service Cost:	**$ 1,270,665.00**

Table 15- Phase III Cost Estimation

Long-Term Actions

The benefit of a transit network is the ability to dynamically respond to the changing transit market. This allows the City to be more strategic with resources and the resources invested produce more impactful outcomes. As the transit market in Bentonville responds to the improvements made in Phase II and Phase III, long term improvements should move toward expanding service. Expanding service can be in the form of extending the span of service, increasing frequency, and implementing additional routes.
The long-term goal for transit in Bentonville is to implement the seven-route transit network that fully covers areas of transit need and demand (Figure 3). The prioritization tool should be used to help guide decisions and resources concerning new route implementation.
To ensure the system takes people where they want to go and when they want to arrive, expanding the span of service to run throughout the week (including weekends) and starting service earlier in the morning (6:00AM) and extending service later in the evening (10:00PM or later) should be a long-term action that the City works towards implementing. In the same vein, increasing frequency to under 30 minutes on higher demand routes will alleviate another barrier for potential transit riders.
It is also important to consider bus stop improvements to bring all stops up to the Service Standards recommended Bus Stop Design Levels according to their ridership. Average Daily Ridership for all stops should be evaluated on a consistent basis to determine bus stop amenities. Pedestrian access should be prioritized above all other improvements. This includes ensuring sidewalk connectivity within a ¼ mile of the bus stop. Additionally, Mobility Hubs identified in the Transit Oriented Development analysis should be prioritized for amenity upgrades as these areas are likely to be supporting the highest transit demand and are important intersections in the transit system.

Lastly, performance metrics identified in the Bentonville Service Standards should be set in the context of the transit system's performance and evaluated on a consistent basis. The performance metrics should be used as an additional guide for transit service decisions and resource allocation.

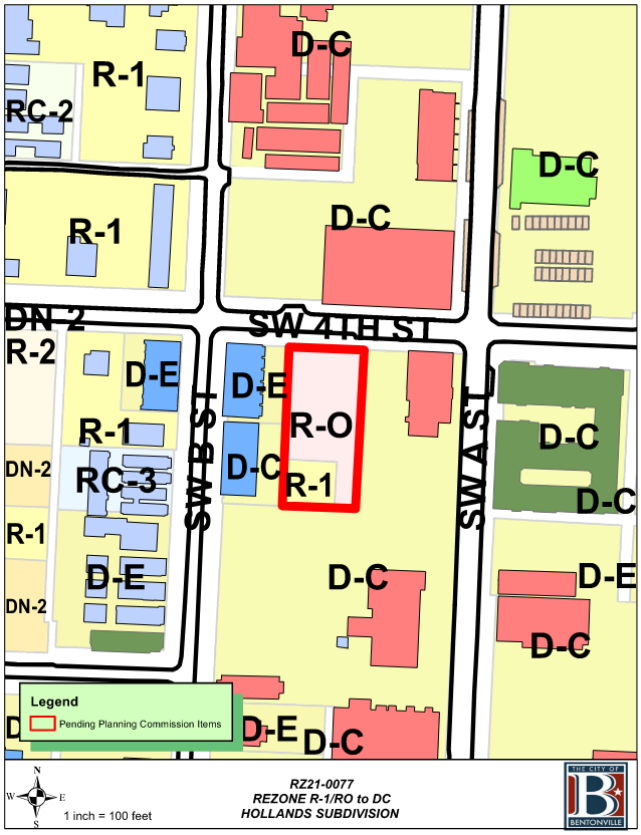
Pubside Holdings, LLC

203 A & B SW 4th Street
PC Date: 12/7/2021
Reviewer: Elizabeth Johnson, Senior Planner, AICP

Project Number	RZ21-0077
Applicant / Current Owner	Pubside Holdings, LLC
Site Area	+/- 0.46 acres
Current Zoning	R-1, Low Density Single Family Residential and R-O, Residential Office
Requested Zoning	DC, Downtown Core
Future Land Use Map Designation	Medium-Density Residential (MDR)
Requested Future Land Use Map Designation	Downtown Commercial (DC)

https://arcg.is/08HvK8

Location Map



Property Description
This property is located at 203 A & B SW 4th Street. The property is surrounded by DC, Downtown Core to the north, south, east, and west, and one DE, Downtown Edge to the west.

Relationship to the Bentonville Community Plan
The Future Land Use Plan currently depicts this property as Medium-Density Residential. The applicant requests a change in the Future Land Use Plan to Downtown Commercial. These areas include traditional mixed-use developments with a focus on design character and pedestrian access. Ground-floor uses should include activities that capitalize on pedestrian traffic and support street life. Upper-floor uses could include offices, services not reliant on ground-floor visibility, and residential units. Parking could be provided in Downtown Commercial areas, but only where it is not detrimental to the character of the area and is secondary to an active use.

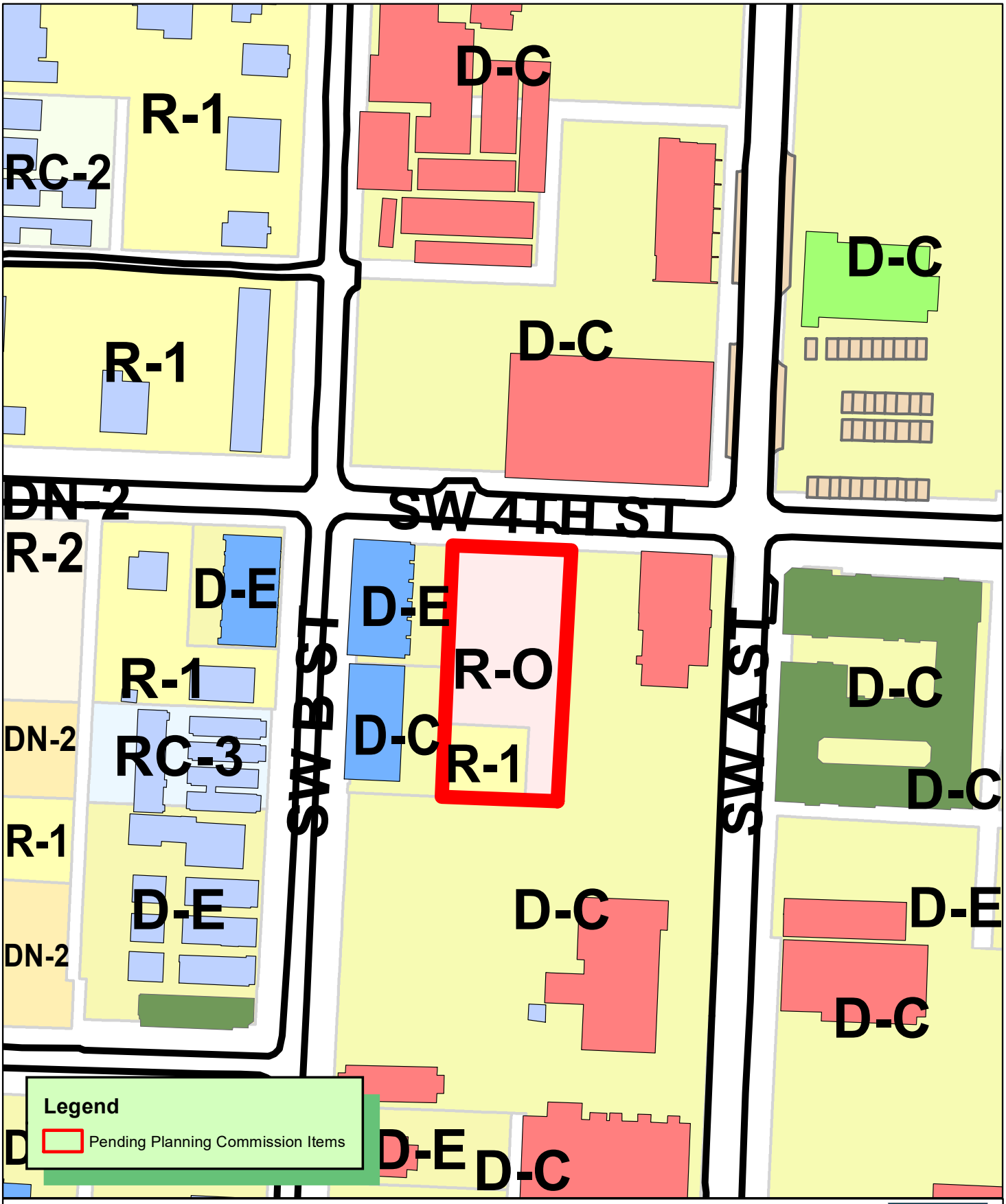
The property is located within Priority Area 1, Downtown Intensification, as identified in Chapter 4 of the Bentonville Community Plan. This area highlights reinvestment in urban neighborhoods in and around downtown Bentonville (pg. 44).

Public Comment
At the time of writing this staff report, staff has not received public comment on this item.

Analysis
The DC district was established to maintain and expand the pedestrian oriented character of the town square. The physical form is of an urban character with uses that promote retail and entertainment venues with upper story residential uses permitted. Mixed use is defined as vertical mixed use with commercial and retail on the first floor and office and residential on the upper floors. Buildings are spaced closely or attached.

This proposed zoning district meets the intent of the Future Land Use Plan and is consistent with surrounding land uses.

Conclusion
This rezoning request is consistent and compatible with existing land use patterns. Staff recommends approval of the Future Land Use Map amendment and the rezoning request.



RZ21-0077
REZONE R-1/RO to DC
HOLLANDS SUBDIVISION

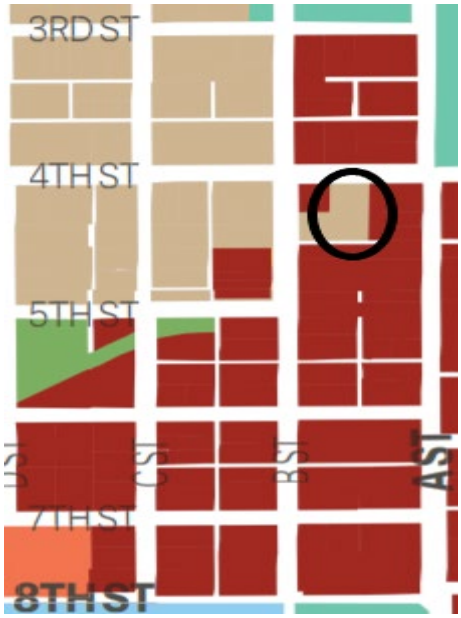
203 A & B SW 4th Street, Rezone Narrative

Current Zoning Designation: R1-Single Family Residential & RO- Residential Office
Proposed Zoning Designation: DC- Downtown Core

Explanation: Newell Development proposes to rezone the property located at 203 A&B SW 4th Street (parcel ID 01-03124-000) from R1/RO to DC, in order to develop a future project in compliance with the DC development standards of the Bentonville Zoning Code.

Reason to Rezone: The rezone from R1/RO to DC would allow for a future development consistent with Downtown Core development standards.

Statement of how the property will relate to surrounding properties: The majority of the adjacent properties are zoned Downtown Core and one to the west Downtown Edge. The future land use map designates this parcel as medium density residential. In addition to the rezone request, Newell Development is requesting an amendment to the Future Land Use Plan to include this parcel as DC to be in line with the rest of the block: SW A - SW B from SW 3rd to SW 8th.



Use: There are no current development plans at this time however the following will be used in determining development direction during the schematic design phase: "The intent of this zone is to maintain and expand the pedestrian oriented character of the town square. The physical form is of an urban character with uses that promote retail and entertainment venues with upper story residential uses permitted. Mixed use is defined as vertical mixed use with commercial and retail on the first floor and office and residential on the upper floors. Buildings are spaced closely or attached."- COB Downtown Core Zoning Code

Traffic: The additional units should not impact current traffic patterns on the existing infrastructure and could potentially encourage more pedestrian and cycling activity with its proximity to Downtown Bentonville.

Signage: None proposed at this time.

Appearance: Modern design standards in line with the City of Bentonville development code will be used during the design process.

Water/ Sewer/ Electric: On-site.

Downtown Commercial

Future Land Use Plan Category Description

Res. No. 10-23-18A

Description

Downtown commercial areas include traditional mixed-use developments with a focus on design character and pedestrian access. Ground-floor uses should include activities that capitalize on pedestrian traffic and support street life, such as restaurants, retail, and services that create frequent patron traffic. Upper-floor uses could include offices, services not reliant on ground-floor visibility, and residential units. Parking could be provided in Downtown commercial areas, but only where it is not detrimental to the character of the area and is secondary to an active use.

Disclaimer: FOR INFORMATIONAL PURPOSES ONLY.
In cases of discrepancy between the information presented here and a city ordinance, the city ordinance will prevail.

DC, Downtown Core

The Downtown Core comprises that area of the Bentonville Square and extends those urban characteristics along the primary downtown street of SW A Street to Highway 102. The intent of this zone is to maintain and expand the pedestrian oriented character of the town square. The physical form is of an urban character with uses that promote retail and entertainment venues with upper story residential uses permitted. Mixed use is defined as vertical mixed use with commercial and retail on the first floor and office and residential on the upper floors. Buildings are spaced closely or attached.

Minimum Height Required: 20 feet

Maximum Height Allowed: 80 feet

Lot and Area Standards:

District	Building type	Lot area		Min. land area/dwelling unit (sq. ft.)	Lot width		Min. lot depth	Lot coverage	
		Min.	Max.		Min. lot width	Max. lot width		Min.	Max.
DC	All	None	None	-	None	None	-	None	100%

Setback Standards:

District	Building type	Front Yard		Side Yard		Rear			
						Adjacent to Residential		Adjacent to Non-residential	
		Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
DC	Residential	-	20’	0’	-	0’	-	0’	-
	Nonresidential	-	0’	0’	-	0’	-	0’	-

Encroachment Standards:

District	Min. height clearance	Min. setback adjacent to an arterial or collector street	Min. setback adjacent to a downtown local street
DC	8’	2’	2’

Applicable to encroachments such as canopies, awnings and balconies.

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DC, Downtown Core

ALLOWED BY RIGHT

Agriculture and Animals
Animal - domestic or household
Community garden

Residential
Dwelling - condominium
Dwelling - multi-family
Dwelling - townhouse or rowhouse
Home occupation - type b

Recreation, Education & Assembly
Aquarium
Commercial recreation facility - indoor
Community Center
Conference / convention center
Cultural studio
Event center
Library
Museum
Park - mini
Park - neighborhood

Services
Adult day care
ATM machine
Auction house
Child care – licensed center
Child care – registered family home (5 children)
Copy services
Financial institution
Governmental services facility
Lodging - hotel / motel
Medical services - doctor office
Medical services - laboratory
Medical services - urgent care clinic
Office
Personal services
Postal services
Repair services - household

Retail
Artisan shop
Bakery
Bar, lounge or tavern
Convenience store
Medical marijuana dispensary
Outdoor vending - private property
Outdoor vending - public right-of-way
Pharmacy
Restaurant
Retail
Sidewalk café in public right-of-way

Industrial and Warehousing
Medical marijuana cultivation facility

Transportation / Utilities
Broadcasting studio
Parking facility (as principal use)

CONDITIONAL

Agriculture and Animals
Urban farm

Recreation, Education & Assembly
Arena / auditorium
Educational facility
Outdoor music venue
Religious facilities

Services
Lodging - bed & breakfast
Office/warehouse
Public safety services

Retail
Outdoor vendor park
Packaged sale of beer and/or light wine
Restaurant, microbrewery

Transportation / Utilities
Transportation facilities excluding airports
Utility facility
Wireless communication facility (cell tower)

Other
Temporary uses

ACCESSORY

Residential
Dwelling - accessory
Home occupation - type a

Transportation / Utilities
Solar energy system
Wind energy system, small

Other
Building, accessory – nonresidential
Donation box

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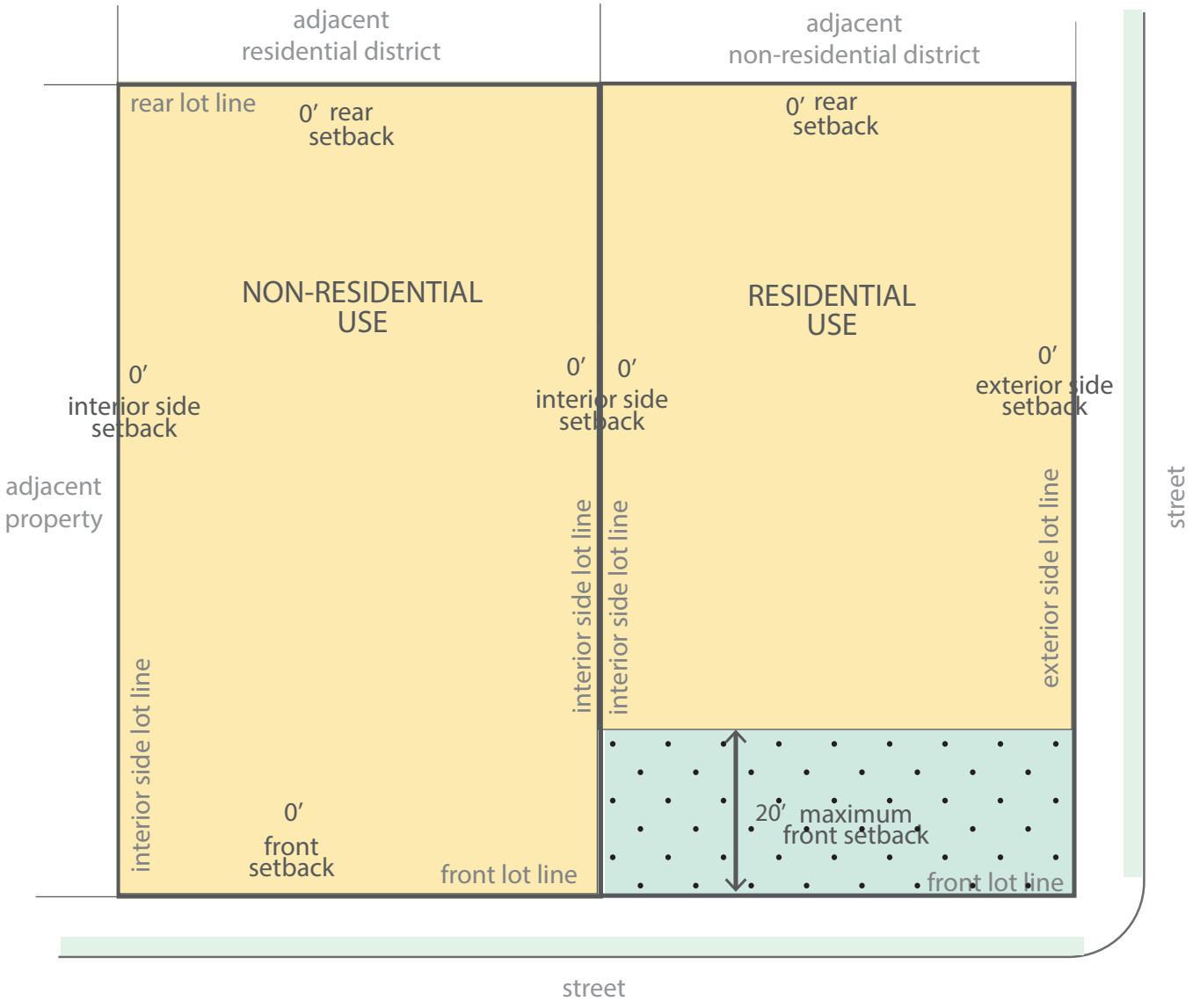
DC, Downtown Core



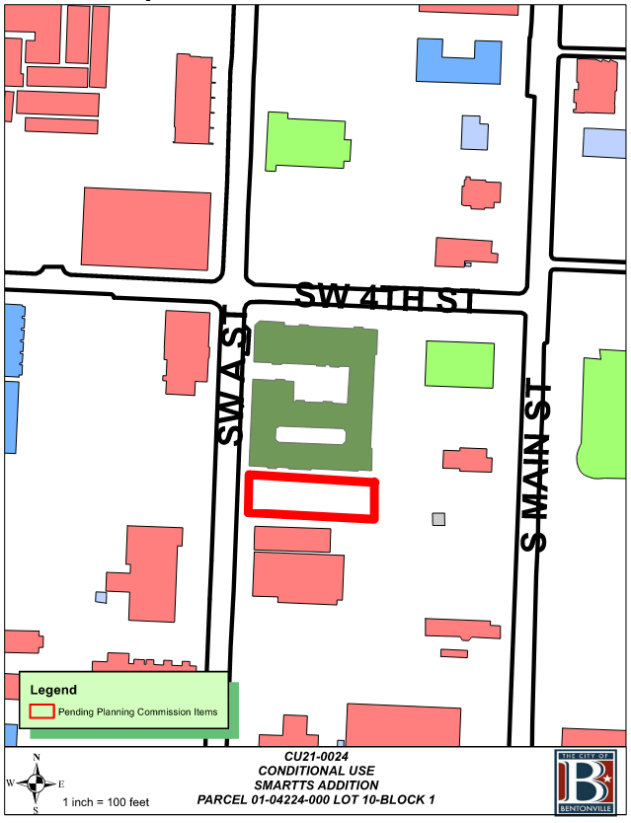
SW A Street Food Truck Court

405 SW A Street
PC Date: 12/7/2021
Reviewer: Elizabeth Johnson, Senior Planner, AICP

Project Number	CU21-0024
Applicant / Current Owner	Dalwarr, LLC
Site Area	+/- 0.19 acres
Current Zoning	DC, Downtown Core
Future Land Use Map Designation	Downtown Commercial (DC)
Requested Use	Outdoor Vendor Park
Protective Covenants	N/A

https://arcg.is/08HvK8

Location Map



Property Description
The subject property is located at 405 SW A Street and is zoned DC, Downtown Core. Outdoor Vendor Parks require a Conditional Use Permit and shall only be allowed on private property in commercial, DC, Downtown Core, and industrial zoning districts.

Proposed Use Description
According to the applicant's narrative, the applicant currently has one food truck on their property. The applicant wishes to expand the existing food truck's current occupied space to 2,000 square feet and to add additional food trucks in the future.

The hours of operation would be from 7 AM to 12 AM, seven days a week. Each food truck is expected to have around 5 employees and around 100 patrons per day.

Public Notice
At the time of writing this staff report, staff has not received public comment on this item.

Conditions of Approval
1. This Conditional Use Permit shall be valid for a period of time determined by the Planning Commission.
2. A sidewalk must be built per the Master Street Plan requirements before the expansion of the food truck space and additional food trucks.
3. Street frontage landscaping must be built per the Downtown Zoning Districts Landscaping requirements before the expansion of the food truck space and additional food trucks.
4. No food trucks or any other vehicles may be parked on gravel.
5. All structures built must obtain a building permit.
6. Any changes in scope, use, or ownership, may require a new Conditional Use Permit. In addition, the Planning Commission has the ability to hold a public hearing on or revoke the Conditional Use at any time.

CU21-0024
CONDITIONAL USE
SMARTTS ADDITION
PARCEL 01-04224-000 LOT 10-BLOCK 1

WATKINS, BOYER, GRAY & CURRY, PLLC

ATTORNEYS AT LAW

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JENNIFER E. GRAY, P.A.*
ANDREW T. CURRY, P.A.
WILLIAM A. KELLSTROM
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DELYNN HALE, SECRETARY
AMY BENSON, PARALEGAL
WHITNEY DUCKER, OFFICE MANAGER

October 25, 2021

City of Bentonville
Planning Department
305 SW A St.
Bentonville, AR 72712

RE: Condition Use Permit for Outdoor Mobile Food Vendor on SW A. St.

Dear Planning Staff:

My name is Will Kellstrom and I represent the applicant, Casey Roberts, with respect to a proposed food truck park on SW A St. in the parking lot adjacent to the North of the building which currently houses Ropehounds (hereinafter "the Property").

The proposed use of the Property is an Outdoor Mobile Food Vendor Park. The applicant would like to re-purpose the Property for a food truck park and public outdoor space. As of right now, there is only one food truck on the lot. A proposed site plan for the food truck currently located on the Property has been submitted herewith. The applicant wishes to expand the existing food truck's current occupied space for the purpose of placing covered picnic tables around it. The total occupied space would be around 2000 square feet.

In the future, the applicant wishes to utilize the entire parking lot for further expansion of the food truck lot and outdoor space concept. A site plan of the potential future layout has been submitted herewith.

The hours of operation for the food truck lot would be from 7am to 12am, seven days a week. No structural changes are contemplated, with the exception that further expansion would likely require paving, concrete pads, landscaping and or similar surface improvements. No parking is anticipated for this us, the food truck park is located downtown, receives heavy pedestrian traffic, and is adjacent to the bike trail. As for lighting, the applicant plans to install rope lights in the future. The food truck park is expected to generate somewhere around 100 patrons per day on average per food truck or vendor. As stated above, there is currently only one food truck. It is expected that each food truck or vendor would have around five (5) employees. Photos of the existing food truck, the abovementioned covered picnic tables, and the Property have been submitted herewith.

The overall plan for the entire property has not yet been finalized. The purpose of this application is to expand the current space, but also to work with the City Staff to determine what is

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CRIMINAL LAW, FAMILY LAW, GUARDIANSHIPS, LANDLORD-TENANT
ESTATE PLANNING, ELDER LAW, PROBATE, TRUST LITIGATION
CIVIL LITIGATION, COMMERCIAL & CONSUMER DEBT COLLECTION

feasible in the future. It is anticipated that this will be an evolving concept, and the applicant is looking forward to working with the Planning Commission and City Staff to help realize this idea to its full potential.

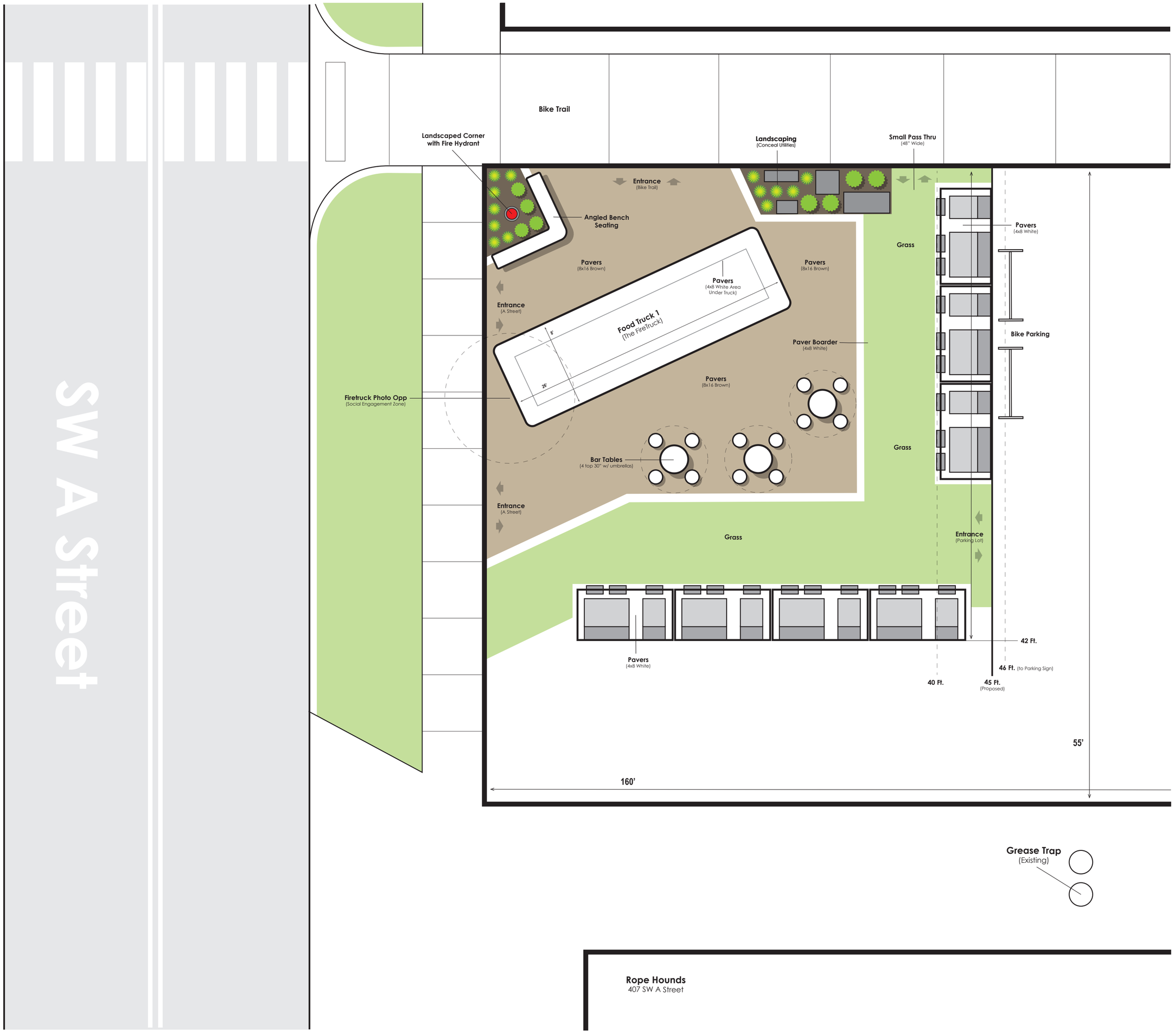
Thank you for considering this application for conditional use permit. If you have any questions please contact me at 479-636-2168 or wkellstrom@watkinslawoffice.com

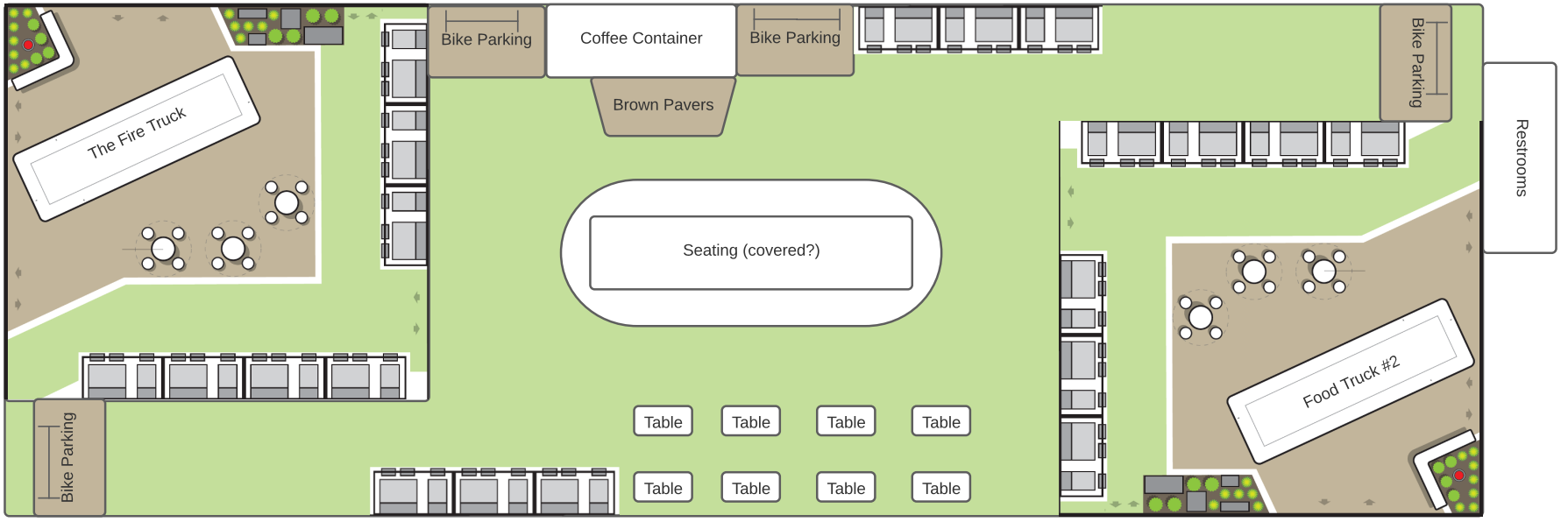
Sincerely,

WATKINS, BOYER,
GRAY & CURRY, PLLC

Will A. Kellstrom

WK:
pc:


SW A Street
Bike Trail
Landscaped Corner with Fire Hydrant
Landscaping
(Conceal Utilities)
Small Pass Thru
(48" Wide)
Entrance
(Bike Trail)
Angled Bench Seating
Pavers
(8x16 Brown)
Pavers
(8x16 Brown)
Pavers
(4x8 White)
Grass
Pavers
(4x8 White Area Under Truck)
Food Truck 1
(The FireTruck)
8'
26'
Entrance
(A Street)
Paver Boarder
(4x8 White)
Bike Parking
Firetruck Photo Opp
(Social Engagement Zone)
Pavers
(8x16 Brown)
Bar Tables
(4 top 30" w/ umbrellas)
Grass
Entrance
(A Street)
Entrance
(Parking Lot)
Grass
Pavers
(4x8 White)
42 Ft.
46 Ft. (to Parking Sign)
40 Ft.
45 Ft.
(Proposed)
55'
160'
Grease Trap
(Existing)
Rope Hounds
407 SW A Street


Bike Parking
Coffee Container
Bike Parking
Brown Pavers
Bike Parking
Restrooms
The Fire Truck
Seating (covered?)
Food Truck #2
Table
Table
Table
Table
Table
Table
Table
Table
Bike Parking

THE BRIQ
ON 4TH STREET
FORD
thefiretruckiwa.com
405

ARTS
District
NIGHT OWL TAVERN
THE BRIQ
FORD
405

THE BRIQ «ON 4TH STREET»
FORD
405

CONDITIONAL USE STAFF REPORT

The Haven

SE 4th Street

PC Date: 12/7/2021

Reviewer: Jon Stanley, Senior Planner, ASLA, APA

Project Number	CU21-0025
Applicant / Current Owner	Market District, LLC
Site Area	+/- 0.97 acres
Current Zoning	DN-3, Downtown High Density Residential
Future Land Use Map Designation	High-Density Residential (HDR)
Requested Use	Office/Retail Use in DN-3
Protective Covenants	N/A

https://arcg.is/08HvK8

Location Map

Property Description

The subject property is located on SE 4th Street and is zoned DN-3, Downtown High Density Residential. Retail and Office uses ≤ 4,000 gsf, require a Conditional Use Permit in this zoning district.

Proposed Use Description

According to the applicant's narrative, the applicant is proposing four (4) retail/office spaces totaling less than 4,000 gsf to encourage a live/work atmosphere within the proposed Large Scale Development known as The Haven which is also included within this Planning Commission Agenda. The spaces will be leased out to small retail and or office establishments to serve the needs of the surrounding neighborhood.

Public Notice

At the time of writing this staff report, staff has not received public comment on this item.

Conditions of Approval

1. This Conditional Use Permit shall be valid for perpetuity.
2. The project must receive Large Scale Development approval.
3. All structures built must obtain a building permit.
4. Any changes in scope, use, or ownership, may require a new Conditional Use Permit. In addition, the Planning Commission has the ability to hold a public hearing on or revoke the Conditional Use at any time.

N
W E
S

1 inch = 150 feet

CU21-0025
CONDITIONAL USE
2ND EAST SIDE ADDITION LOTS-13-15
901, 903 & 905 SE 4TH ST

THE CITY OF BENTONVILLE

MORRISON-SHIPLEY | HALFF

November 1, 2021

Planning Commission
City of Bentonville
305 SW A St
Bentonville, AR 72712

RE: ***The Haven***
Condition Use Permit

Dear Planning Commission,

Morrison-Shipley Engineers I Halff, on behalf of Market District, is respectfully requesting the City of Bentonville's approval for a conditional use permit to allow the office and retail use within the proposed development known as the Haven. Currently, The Haven, is proposed four (4) commercial spaces totaling less than 4000 sq.ft. to encourage a live/work atmosphere within the development. With the approval of this condition use permit, the spaces will be leased out to small office and/or retail to serve the needs of the surrounding neighborhood.

Please let me know if you have any questions or concerns.

Sincerely,
Morrison-Shipley Engineers I Halff

Patrick Foy, P.E.
Project Manager

LARGE-SCALE DEVELOPMENT STAFF REPORT

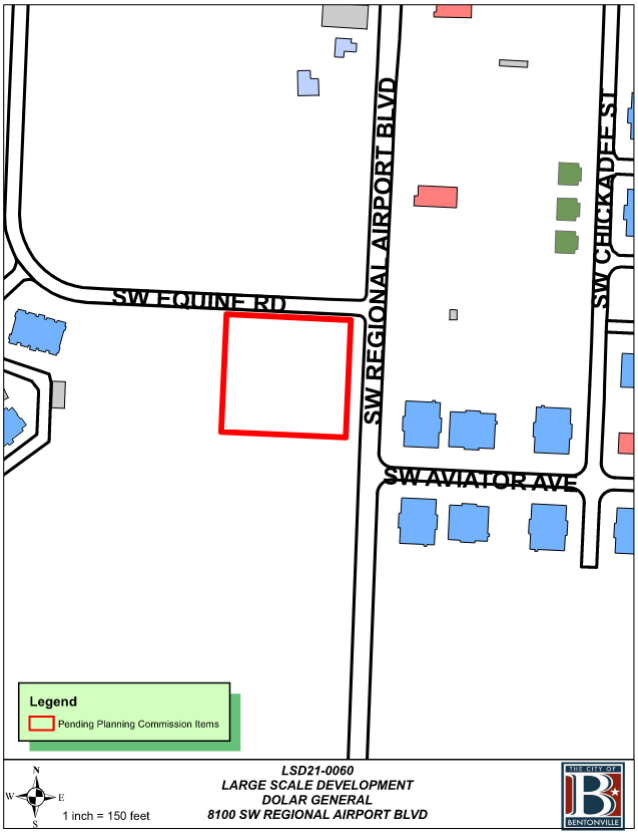
Dollar General

8100 SW Regional Airport Boulevard
PC Date: 12/7/2021
Reviewer: Elizabeth Johnson, Senior Planner, AICP

Project Number	LSD21-0060
Applicant / Current Owner	PB General Holdings, LLC
Site Area	+/- 1.68 acres
Current Zoning	C-2, General Commercial
Future Land Use Map Designation	General Commercial (C)
Development Type / Use	Retail Store

https://arcg.is/08HvK8

Location Map



Property Description
This property is located at 8100 SW Regional Airport Boulevard. It is currently zoned C-2, General Commercial with a Future Land Use Classification of General Commercial.

Project Details
The project consists of a large-scale development proposing the development of a 10,948-square foot retail building. Thirty-five (35) parking spaces are provided and thirty-four (34) are required. Sidewalks, landscaping, grading/drainage, and site amenities are in accordance with the requirements of the Land Development Code. Access to the project will be achieved through a single, shared ingress/egress point onto SW Regional Airport Boulevard. The primary materials on the exterior of the building include 24-gauge architectural metal panels and painted split face block.

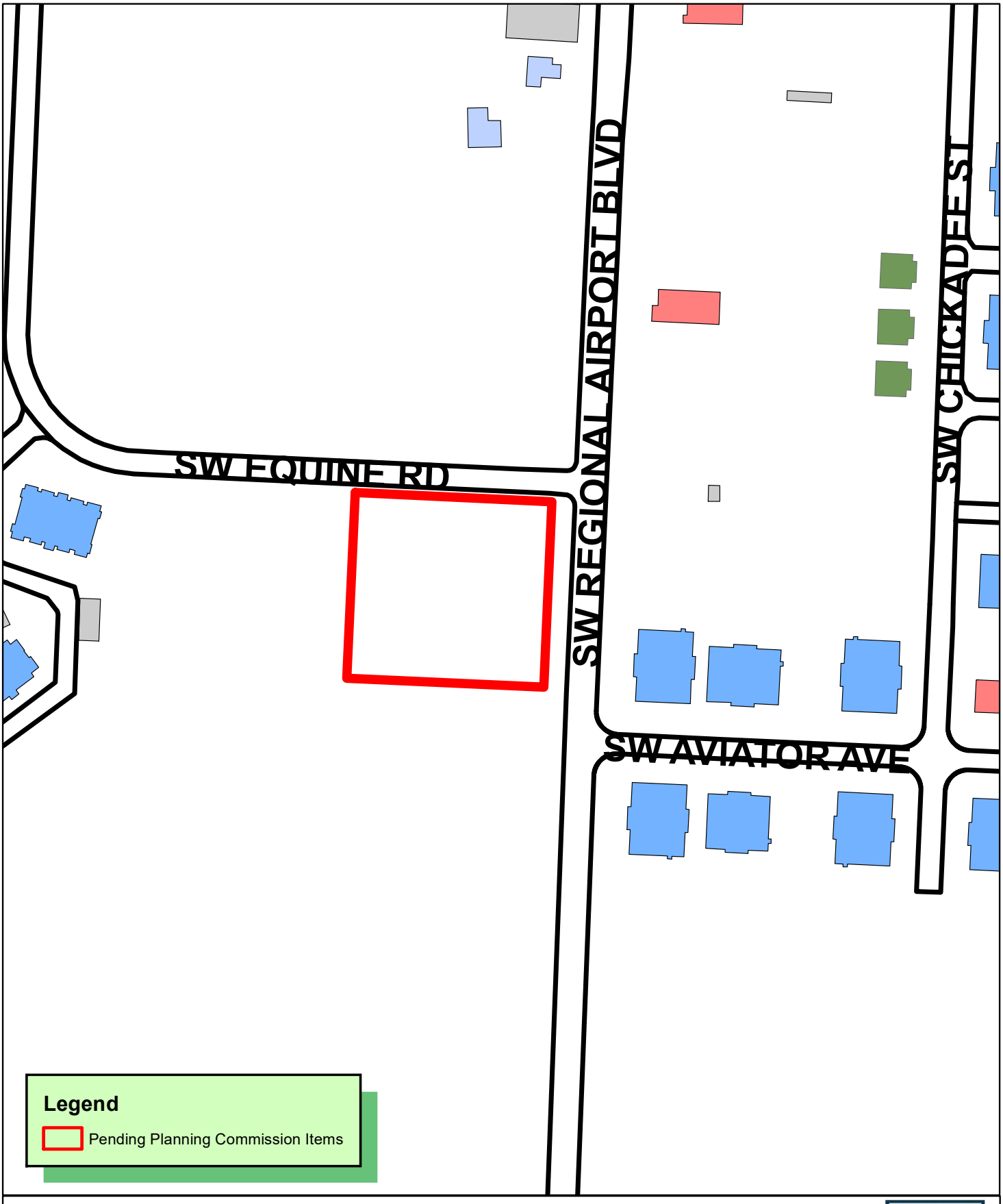
Projected Traffic Impact
This project has the potential to impact traffic in the area. However, the dedication of cross-access easements should help alleviate potential impacts.

Waivers
Three waivers requested:

- A waiver from Sec. 1100.02(e)(1) from the requirement that major traffic generators provide a cross access drive and pedestrian access to allow circulation between sites.
- A waiver from Sec. 1100.02(a)(3) from the requirement that curb cuts be no closer than 250 feet from an intersection involving a major or minor arterial.
- A waiver from Sec. 1100.21(o) which requires the building to be placed at the front of the lot as much as possible to maximizer front façade exposure to the public and that corner lots place as much building mass near the intersection as possible to help anchor the lot and take advantage of high visibility.

Conclusion
The proposed large-scale development does not meet the minimum requirements of the Land Development Code because of the requested waivers.

If the Planning Commission approves the requested waivers, staff recommends approval of the large-scale development. If the commission denies the requested waivers, staff recommends the applicant table their large-scale development until the proposal is brought into compliance with the Land Development Code.



N
W E
S

1 inch = 150 feet

LSD21-0060
LARGE SCALE DEVELOPMENT
DOLAR GENERAL
8100 SW REGIONAL AIRPORT BLVD

THE CITY OF BENTONVILLE

BLEW & ASSOCIATES, PA
CIVIL ENGINEERS & LAND SURVEYORS

November 22, 2021

City of Bentonville
Planning Department
305 SW A St, Bentonville, AR 72712

SUBJECT: Waiver Letter – **LSD 21-0060**
Dollar General of Bentonville (Vaughn) 21-8159

To Whom It May Concern:

The following is a list of requested waivers and their corresponding need:

Sec. 1100.02(e)
"Joint and cross access."

(1) "Major traffic generators. Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites"

Sec. 1100.02(a)(3)
"Distance from intersections. Curb cuts or access points shall be no closer than one hundred (100) feet measured from the right-of-way of intersecting collector streets to the center line of the drive, and no closer than two hundred fifty (250) feet measured from the right-of-way of an intersection involving a major or minor arterial to the center line of the drive."

Sec. 1100.21(o)
"Building placement. Place as much of the building width at the front of the lot as possible to maximize front façade exposure to the public. The front façade shall be kept parallel with the street. On corner lots, place as much building mass near the intersection as possible to help anchor the lot and take advantage of high visibility."

We are unable to access the site from SW Equine due to existing site conditions and access management requirements. SW Equine is not wide enough to access the site while maintaining the other site layout requirements (detention, limiting parking at front of site, etc.).

Sincerely

Catey Atchley
Blew & Associates, PA

Proposed Features:

Feature	Description
	Property Line
	Onsite Property Line
	Offsite Property Line
	Right-Of-Way Line
	Setback Line
	Easement Line
	Zoning Limits
	Street / Drive Centerline
	Curb And Gutter (See Site Plan For Size)
	Thickened Edge Of Pavement
	Edge Of Gravel
	Firelane Striping
	Asphalt Pavement (See Detail Sheet For Pavement Sections)
	Concrete Pavement (See Detail Sheet For Pavement Sections)
	Concrete Sidewalk (See Site Plan For Dimensions)
X	General Fence Line (see Plan For Type)
	Chain Link Fence Line
	Board Fence Line
00 SPACES	Parking Counter
	Storm Catch Basin(s)
	Retaining Wall
	See Utility Plan For Line Sizes
	Gate Valve
	Fire Hydrant & Assembly
	Water Meter - Single
	Water Meter - Double
	Sanitary Sewer Manhole
	Utility Pole
	Light Pole

Note:
- Only Symbols That Appear On This Sheet Are Shown In This Legend.
- See Survey For Existing Features Legend.
- See Cover Sheet For Abbreviation List.

Ownership Information

1 **Vacant**
Parcel #: 01-11086-000
Owner: Vaughn, LLC
(Street Address)
SW Regional Airport Blvd.
Bentonville, AR
(Mailing Address)
6959 Lebanon Road, Ste. 212
Frisco, TX 75034
Warranty Deed - Book 2000 Page 109900
Zoned: C-2 (General Commercial)

2 Vacant
Parcel #: 01-11085-002
Owner: Vaughn, LLC
(Street Address)
SW Equine Road
Bentonville, AR
(Mailing Address)
6959 Lebanon Road, Ste. 212
Frisco, AR 75034
Warranty Deed - Book 2000 Page 109900
Zoned: C-2 (General Commercial)

3 **Vacant**
Parcel #: 01-11087-000
Owner: Ozark Commercial, LLC
(Street Address)
SW Regional Airport Blvd.
Bentonville, AR
(Mailing Address)
2609 Summit Ridge Drive
Southlake, TX 76092
Redemption Deed - Book 2017 Page 31215
Zoned: C-2 (General Commercial)

Site Information

PROPERTY INFORMATION		
Gross Site Area:	73,130.76 sf	1.68 acres
Proposed Dedicated R.O.W.:	1,833.69 sf	0.04 acres
Net Site Area:	71,297.07 sf	1.64 acres
SITE INFORMATION		
Total Paved Area:	23,113.88 sf	0.53 acres
Total Sidewalk Area:	3,045.00 sf	0.07 acres
Total Building Area:	10,948.00 sf	0.25 acres
Lot Coverage:		15.4%
Total Impervious Area:	37,106.88 sf	52.0%
Total Pervious Area:	34,190.19 sf	48.0%
PARKING INFORMATION		
Parking Spaces Required (1/250 sf-floor area):		34
Provided Spaces (Total):		35
Required Accesible Spaces:		2
Provided Accessible Spaces:		2
ZONING INFORMATION		
Current Zoning:		C-2: General Commercial
Front	Parking in Front	50'
	No Parking in Front	20'
Side	By Non-Residential	7'
	By Residential	30'
Rear	By Non-Residential	20'
	By Residential	30'
Proposed Use:		General Retail Store

Flood Note:

By graphic plotting only, this property is in Zone X (Other Areas - Unshaded) of the Flood Insurance Rate Map, Community Panel Nos. 05007C-0225-K & 05007C-0245-K, which both bear an effective date of June 5th, 2015 and is not in a Special Flood Hazard Area.

Wetlands Note:

There was no evidence of any delineated wetland areas, per the U.S. Fish and Wildlife service National Wetlands Inventory website. No markers from a field delineation of wetlands conducted by a qualified specialist were observed during the course of the survey conducted for this project.

Bentonville Notes:

- Contact BEUD at 479-271-3135 before performing any grading within 5' of existing or proposed power poles.
- BEUD Design Layout Drawing takes precedence over any electric information shown on the Site & Utility Plan.
- Electric facilities shall be installed in accordance with the latest revision of the electric specifications found on the website. Contractor is responsible for compliance with this document.
- The dumpster enclosure shall be constructed with similar materials as the building. Minimum inside dimensions of the dumpster enclosure shall be 9' depth by 11' width.
- All proposed signage will require a separate permit.
- No Fencing is known at this time. Fencing will require a separate permit.
- Any new lighting will require that it be cut-off or B-U-G (with a U rating of 0) and approved by the Planning Department.
- All Mechanical Equipment (roof and ground mounted) will be screened on all sides by similar materials as the building.
- Benches shall be a minimum of 6' length and be Victor Stanley "Classic" (Model #C-10) or approved equal.
- Bike Rack shall be Single Hoop, Dero Swerve Rack, Black 24" x 21.5" or approved equal

Striping Specifications

YELLOW CURBING & BOLLARDS PARKING LOT	SURFACES SHOULD BE CLEAN & DRY. METAL SURFACES SHALL BE FREE OF HEAVY RUST. SURFACES SHALL RECEIVE 2 COATS OF SHERWIN WILLIAMS - KEM 4000 ACRYLIC ALKYD ENAMEL SAFETY YELLOW B55Y300
STRIPING PARKING LOT	SURFACES SHOULD BE CLEAN & DRY. TOP COAT SHERWIN WILLIAMS - PRO MAR TRAFFIC MARKING PAINT YELLOW TM5495
HANDICAP STRIPING PARKING LOT	SURFACES SHOULD BE CLEAN & DRY. TOP COAT SHERWIN WILLIAMS - PRO MAR TRAFFIC MARKING PAINT "H.C." BLUE.

Sign Legend

Symbol	Code	Description	Size	Post Type
	-	Handicap Sign	12 x 18	U-Channel

Site Plan Notes:

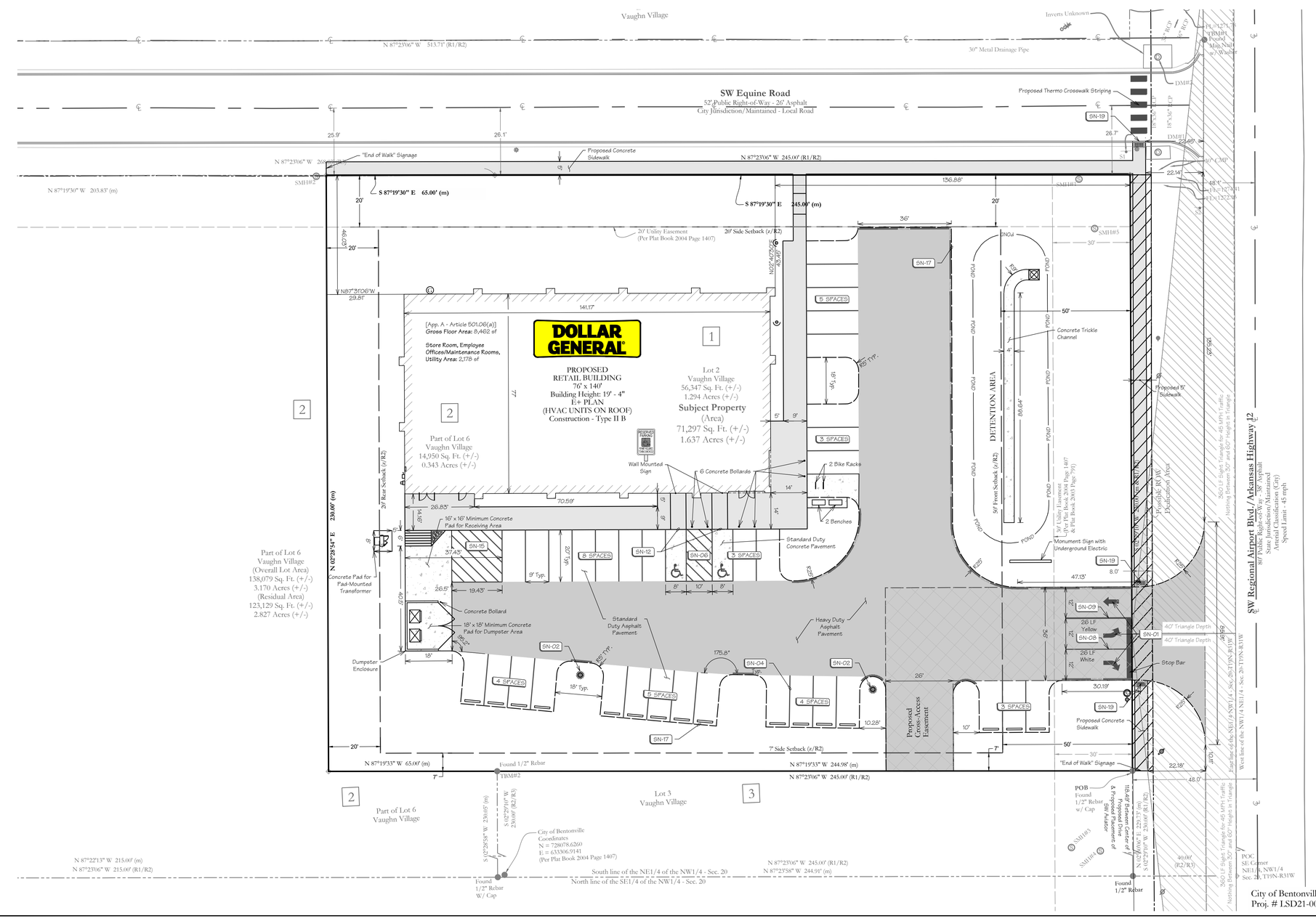
SN-01	Painted Traffic Markings
SN-02	Light Pole per Municipal Standards.
SN-04	4" Painted White / Yellow Striping
SN-06	4" Wide Painted Stripes, 2'-0" o.c. @ 45°
SN-08	4" Wide Single Lane Striping - Per M.U.T.C.D. (See Plan for Length and Color)
SN-09	4" Wide Double Lane Striping - Per M.U.T.C.D. (See Plan for Length and Color)
SN-12	Accessible Ramp in Sidewalk
SN-15	Painted Yellow "Loading Zone" @ 100' o.c. 24" High Max.
SN-17	Thickened Edge of Pavement
SN-19	Curb / Sidewalk Ramp per City / Highway Department Standards (Whichever is More Stringent)

Site General Notes:

- Dimensions are measured from the Face of Curb, the Edge of Pavement, the Edge of Sidewalk the Face/Corner of the Building(s) or the Center/End of Stripe.
- All radii shall be 5 foot at Edge of Pavement unless otherwise specified.
- Layout of Site Plan is based on and limited to survey information.
- All Curb & Gutter shall be 24" wide per detail sheet.
- All Pavement Marking shall be applied in accordance with the requirements outlined in the most current edition of the "Manual on Uniform Traffic Control Devices" (MUTCD).
- All Signs, Traffic Control Devices, etc. shall follow the guidelines of the MUTCD.
- The Contractor shall refer to the Architectural drawings for Building Floor plans and Dimensions, Wall Sections, Door Openings, Building Utility Entrance Points, etc. The Contractor shall immediately notify the Architect and Engineer in the event that the Civil Site Plans Building Layout does not match the Architectural drawings.
- All handicap spaces shall be striped / marked in accordance with the handicap striping detail.
- All pavement indicated shall be standard duty bituminous pavement unless otherwise noted on plan. The pavement shall be constructed in accordance with the pavement section detail.
- It is the Contractor's responsibility to calculate construction staking coordinates according to the dimensions shown on these plans. The Contractor shall verify the accuracy of the coordinates shown on the plans and notify the Engineer of any irregularities before construction starts.
- All ramps shall have detectable truncated dome panels per A.D.A. and city standards and the detail sheet

811 Know what's below. Call before you dig.

GRAPHIC SCALE
20' 0 10' 20' 40' 80'
(IN FEET)
1 inch = 20 ft


Vaughn Village
N 87°23'06" W 513.71' (R1/R2)
30" Metal Drainage Pipe
Inverts Unknown
SW Equine Road
52' Public Right-of-Way - 20' Asphalt
City Jurisdiction/Maintained - Local Road
Proposed Thermo Crosswalk Striping
SN-19
"End of Walk" Signage
Proposed Concrete Sidewalk
N 87°23'06" W 245.00' (R1/R2)
S 87°19'30" E 65.00' (m)
S 87°19'30" E 245.00' (m)
N 87°19'30" W 203.83' (m)
136.88'
20' Utility Easement (Per Plat Book 2004 Page 1407)
20' Side Setback (x/R2)
N87°31'06"W 29.91'
141.17'
[App. A - Article 501.06(a)] Gross Floor Area: 8,462 sf
Store Room, Employee Offices/Maintenance Rooms, Utility Area: 2,178 sf
DOLLAR GENERAL
PROPOSED RETAIL BUILDING
76' x 140'
Building Height: 19' - 4"
E+ PLAN
(HVAC UNITS ON ROOF)
Construction - Type II B
Lot 2
Vaughn Village
56,347 Sq. Ft. (+/-)
1.294 Acres (+/-)
Subject Property
(Area)
71,297 Sq. Ft. (+/-)
1.637 Acres (+/-)
Part of Lot 6
Vaughn Village
14,950 Sq. Ft. (+/-)
0.343 Acres (+/-)
Wall Mounted Sign
6 Concrete Bollards
5 SPACES
2 Bike Racks
2 Benches
Standard Duty Concrete Pavement
16' x 16' Minimum Concrete Pad for Receiving Area
Concrete Pad for Pad-Mounted Transformer
Concrete Bollard
18' x 18' Minimum Concrete Pad for Dumpster Area
Dumpster Enclosure
Standard Duty Asphalt Pavement
Heavy Duty Asphalt Pavement
Part of Lot 6
Vaughn Village
(Overall Lot Area)
138,079 Sq. Ft. (+/-)
3.170 Acres (+/-)
(Residual Area)
123,129 Sq. Ft. (+/-)
2.827 Acres (+/-)
N 0°29'54" E 230.00' (m)
20' Rear Setback (x/R2)
7' Side Setback (x/R2)
N 87°19'33" W 65.00' (m)
N 87°19'33" W 244.98' (m)
N 87°23'06" W 245.00' (R1/R2)
Found 1/2" Rebar
TBM#2
City of Bentonville Coordinates N = 728078.6260 E = 633306.9141 (Per Plat Book 2004 Page 1407)
S 0°29'58" W 230.00' (m)
S 0°29'54" W 230.00' (R2/R3)
N 87°22'13" W 215.00' (m)
N 87°23'06" W 215.00' (R1/R2)
South line of the NE1/4 of the NW1/4 - Sec. 20
North line of the SE1/4 of the NW1/4 - Sec. 20
N 87°23'06" W 245.00' (R1/R2)
N 87°23'58" W 244.91' (m)
Found 1/2" Rebar W/ Cap
Lot 3
Vaughn Village
Part of Lot 6
Vaughn Village
Proposed Cross-Access Easement
SMH#3
SMH#4
SMH#5
SMH#6
SMH#7
SMH#8
DMH#1
DMH#2
DMH#3
DMH#4
DMH#5
DMH#6
DMH#7
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DMH#30
DMH#31
DMH#32
DMH#33
DMH#34
DMH#35
DMH#36
DMH#37
DMH#38
DMH#39
DMH#40

Proposed Features:

Feature	Description
	Property Line
	Onsite Property Line
	Offsite Property Line
	Right-Of-Way Line
	Setback Line
	Easement Line
	Zoning Limits
	Street / Drive Centerline
	Curb And Gutter (See Site Plan For Size)
	Thickened Edge Of Pavement
	Edge Of Gravel
	Firelane Striping
	Asphalt Pavement (See Detail Sheet For Pavement Sections)
	Concrete Pavement (See Detail Sheet For Pavement Sections)
	Concrete Sidewalk (See Site Plan For Dimensions)
X	General Fence Line (See Plan For Type)
	Chain Link Fence Line
	Board Fence Line
	Storm Catch Basin(s)
	Storm Pipe (See Grading Plan For Type and Size)
	Retaining Wall
	See Utility Plan For Line Sizes
X"W	Water Line
	Tee, Cross, Bends, Gate Vale & Reducer
	Fire Hydrant & Assembly
	Water Meter - Single
	Water Meter - Double
X"FM	Sanitary Sewer Force Main
X"SS	Sanitary Sewer Line
	Sanitary Sewer Service
	Sanitary Sewer Manhole
GAS	Gas Line
OHE	Overhead Electric Line
UGE	Underground Electric Line
C-TV	Cable Television Line
FO	Fiber Optic Line
OHT	Overhead Telephone Line
UGT	Underground Telephone Line
	Utility Pole
	Light Pole

Note:

- Only Symbols That Appear On This Sheet Are Shown In This Legend.
- See Survey For Existing Features Legend.
- See Cover Sheet For Abbreviation List.

Landscape Information:

PROPERTY INFORMATION		
Gross Site Area:	73,130.76 sf	1.68 acres
Proposed Dedicated R.O.W:	1,833.69 sf	0.04 acres
Net Site Area:	71,297.07 sf	1.64 acres
Current Zoning:	C-2: General Commercial	
Proposed Zoning:	C-2: General Commercial	
FRONTAGE (CITY) BUFFER		
Frontage Width (ROW):		310 ft
Req'd (1 Tree per 20 LF):		16 Trees
Provided:		16 Trees
FRONTAGE (ARDOT) BUFFER*		
Frontage Width (ROW):		194 ft
Req'd (1 Tree per 20 LF):		10 Trees
Provided:		10 Trees
PERIMETER BUFFER**		
Commercial Use Buffer (7' Wide):		514 ft
Req'd (1 Tree per 50 LF):		10 Trees
Provided:		10 Trees
INTERIOR PARKING LOT LANDSCAPING***		
Proposed Parking Spaces:		35 ps
Total Parking Area:		21,162.22 sf
Req'd (8% of Total Parking Area):		1,692.98 sf
Provided:	4 Islands	1,707.00 sf

* Trees Relocated due to Significant Utility Conflicts, Landscaping Waiver Requested
** Both Shade and Ornamental Trees Allowed, Minimum of 50% Shade Trees Required
***Provide Interior Parking Greenspace Requirement 8% of impervious material, and at least 80% will be living material for parking islands

Landscape Notes:

- DIMENSIONS ARE MEASURED FROM THE EDGE OF PAVEMENT, THE FACE/CORNER OF THE BUILDING(S) OR THE CENTER OF STRIPE.
- LANDSCAPE CONTRACTOR SHALL CONTACT ARKANSAS ONE CALL FOR UTILITY LOCATIONS PRIOR TO BEGINNING LANDSCAPE WORK.
- GRASS AREAS SHALL BE SODDED WITH BERMUDA GRASS SOD.
- ALL LANDSCAPE BEDS ARE TO BE MULCHED WITH EITHER TANNED HARDWOOD BARK OR REDWOOD MULCH, WITH A THICKNESS OF 3" OVER ENTIRE BED.
- SOIL WITHIN LANDSCAPE BEDS IS TO BE AMENDED WITH EQUAL PARTS OF PERLITE (OR EQUITABLE SUBSTITUTE), PEAT MOSS AND CLEAN TOP SOIL. ALL LANDSCAPE BEDS ARE TO HAVE SOD REMOVED BEFORE INSTALLATION OF PLANT MATERIAL.
- IRRIGATION WATER METERS HAVE BEEN PROVIDED. DEVELOPER TO CONTACT IRRIGATION CONTRACTOR TO DESIGN AND INSTALL AUTOMATIC IRRIGATION SYSTEM.
- ALL PLANT MATERIALS SHALL MEET REQUIREMENTS ESTABLISHED BY THE AMERICAN STANDARD OF NURSERY STOCK.
- ALL PLANT AND LANDSCAPE MATERIALS SHALL BE INSTALLED PER CITY'S LANDSCAPE MANUAL (IF AVAILABLE).

Landscape Legend:

Symbol	Qty.	Botanical/Common		Caliper	Comments
TREES:					
	7	Carpinus caroliniana	American Hornbeam	2.5" Cal	Balled & Burlapped Limbed 6 ft. from the ground
	15	Quercus phellos	Willow Oak	2.5" Cal	Balled & Burlapped Limbed 6 ft. from the ground
	15	Carya ovata	Shagbark Hickory	2.5" Cal	Balled & Burlapped Limbed 6 ft. from the ground
	5	Prunus x yedoensis	Yoshino Cherry	2" Cal	Balled & Burlapped Limbed 6 ft. from the ground
SHRUBS:					
	5	Hypericum prolificum	St. John's Wort	1 Gal	18" in height at time of planting
	6	Itea virginica	Sweetspire	1 Gal	18" in height at time of planting
	6	Ilex galbra	Inkberry	1 Gal	18" in height at time of planting
PERENNIAL FLOWERS:					
	5	Baptisia australis	Wild Blue Indigo	1 Gal	
GRASS:					
			Sod		38,150 sf
			Bermuda		1,750 sf

*Tree Labels:
S- Street Tree
P- Perimeter Tree
I- Interior Tree

Bentonville Landscape Notes:

LDC, Section 1400.05 (B)-12 :
Maintenance Guarantee Statement. Once installed, landscaping shall be maintained in healthy living condition and all plant material that dies shall be replaced.

LDC, Section 1400.05 (B)-13:
Tree Topping Guarantee Statement. Trees shall not be topped at any time and proper tree pruning techniques as established by the latest edition of ANSI A300 "Standards for Tree Care" shall be utilized for maintenance purposes.

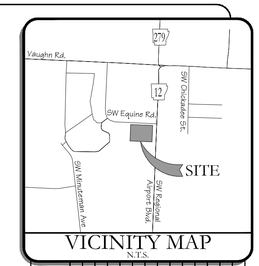
LDC, Section 1400.05 (B)-14:
Tree Removal Guarantee Statement. Healthy trees shall not be removed at any time and proper tree pruning techniques as established by the latest edition of ANSI A300 "Standards for Tree Care" shall be utilized for maintenance purposes.

LDC, Section 1400.8.a:
Living materials, such as lawn, grass or herbaceous groundcovers like juniper or liriope, etc. shall cover a minimum of eighty percent (80%) of the planting islands. One Hundred percent (100%) of living materials is strongly encouraged.

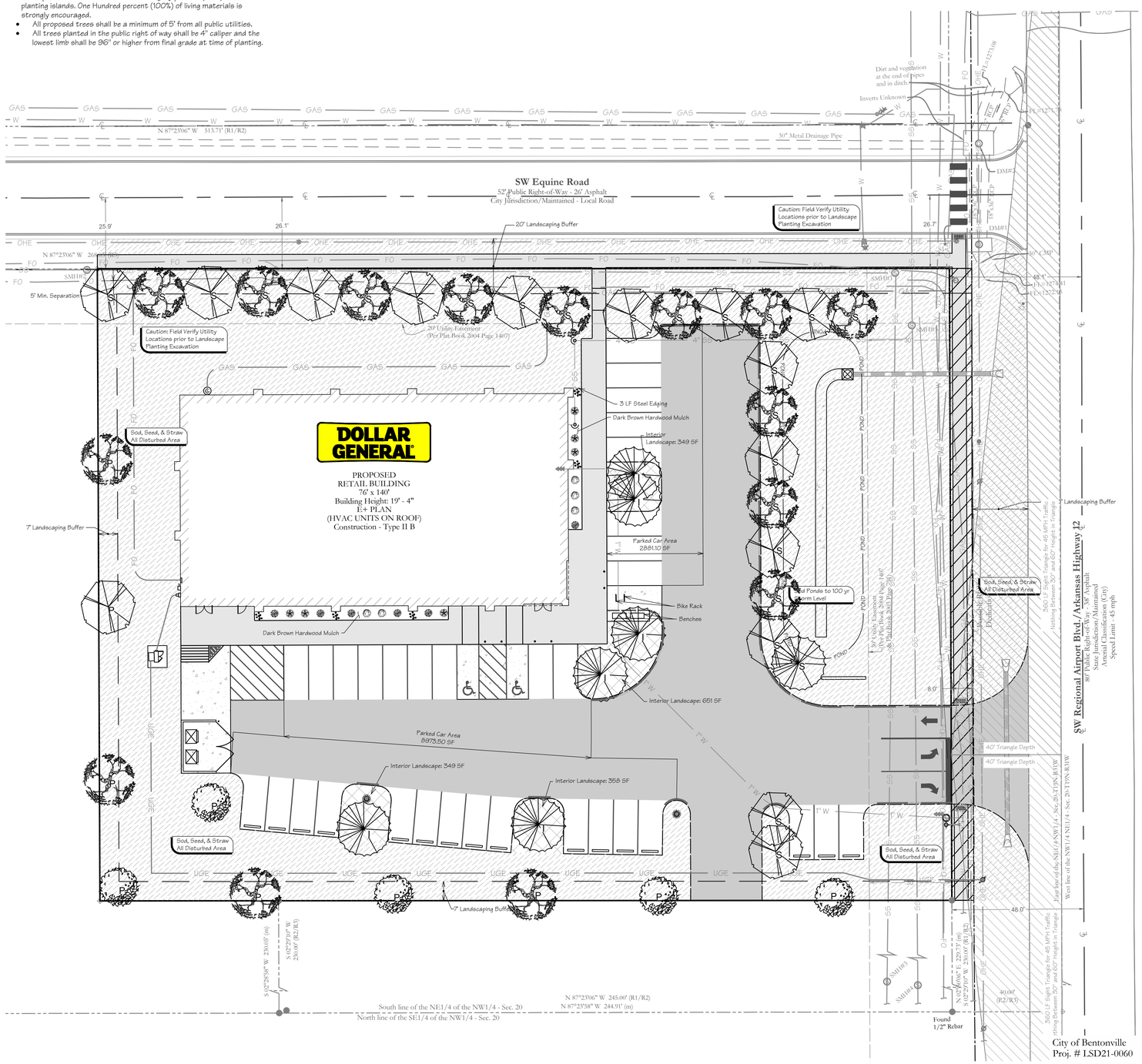
- All proposed trees shall be a minimum of 5' from all public utilities.
- All trees planted in the public right of way shall be 4" caliper and the lowest limb shall be 96" or higher from final grade at time of planting.

811 Know what's below. Call before you dig.

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft



VICINITY MAP
N.T.S.



REVISIONS:

No:	DESCRIPTION	DATE:

Landscape Plan
LSD 21-0060, Bentonville Atlas Page: 562

Large-Scale Development Plans For:
Dollar General of Bentonville (Vaughn)
8100 SW Regional Airport Blvd. Bentonville, AR
PB General Holdings, LLC
5110 Talley Road
Little Rock, AR 72204
(501) 219-8899

SEAL:
NOT FOR CONSTRUCTION FOR REVIEW ONLY!!!

PREPARED BY:
BLEW & ASSOCIATES, PA
CIVIL ENGINEERS & LAND SURVEYORS
3825 NORTH SHILOH DRIVE
FAYETTEVILLE, ARKANSAS 72703
OFFICE: 479.443.4506
FAX: 479.582.1883
www.BLEWINC.com
Certificate of Authorization № 1534

DATE:	JOB NUMBER:
2021-11-22	21-8159
DRAWN BY: A. Pope	REVIEWED BY: W. Cody Sexton
DRAWING NAME: 21-8159 Civil 004.dwg	
SHEET NUMBER: C6	

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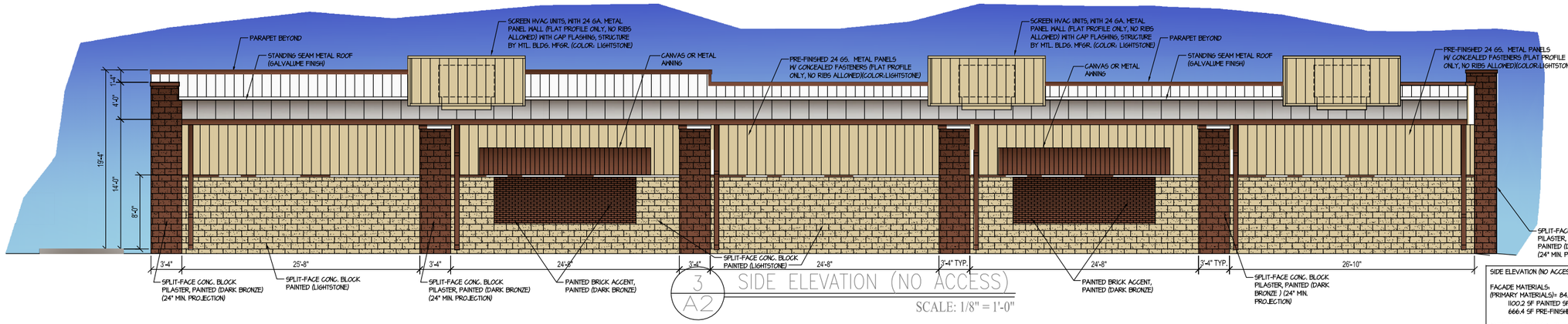


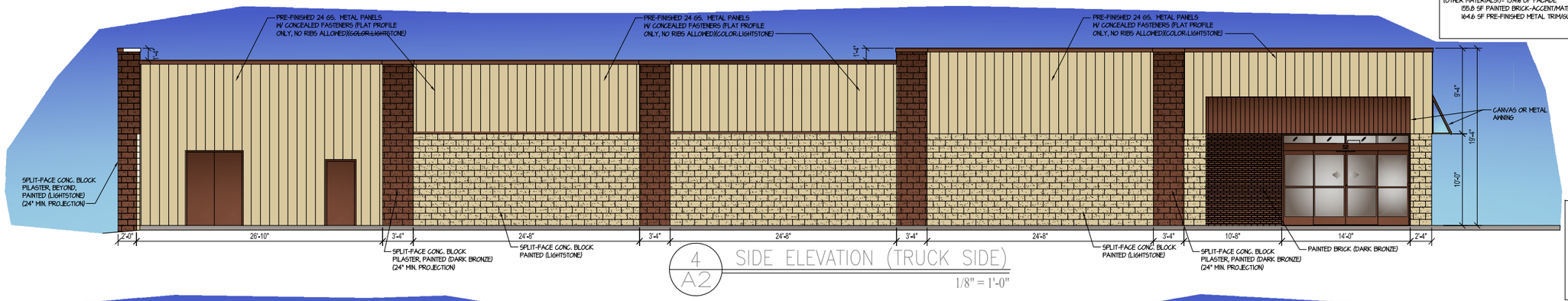
3 / A2 SIDE ELEVATION (NO ACCESS)

SCALE: 1/8" = 1'-0"

SIDE ELEVATION (NO ACCESS) - 2081 SF FACADE AREA

FACADE MATERIALS:
(PRIMARY MATERIALS)= 84.6% OF FACADE
1100.2 SF PAINTED SPLIT FACE BLOCK (52.7% OF FACADE)
666.4 SF PRE-FINISHED 24 GA. ARCH. METAL PANELS (NO RIBS) (31.9% OF FACADE)

(OTHER MATERIALS.)= 15.4% OF FACADE
155.8 SF PAINTED BRICK-ACCENT/MATERIAL CHANGE 7.5% OF FACADE)
164.6 SF PRE-FINISHED METAL TRIM/GUTTERS (7.9 % OF FACADE)



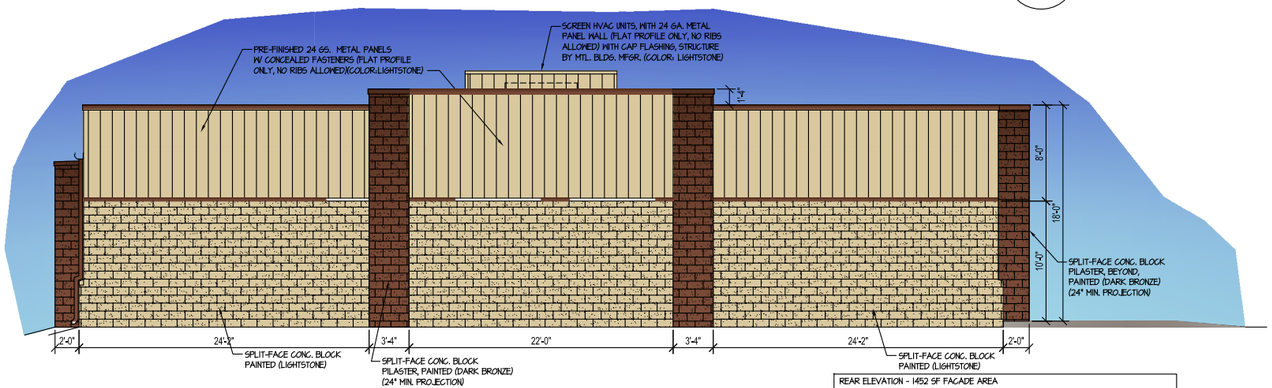
4 / A2 SIDE ELEVATION (TRUCK SIDE)

1/8" = 1'-0"

SIDE ELEVATION (TRUCK DELIVERY SIDE) - 2617 SF FACADE AREA

FACADE MATERIALS:
(PRIMARY MATERIALS)= 85.7% OF FACADE
1091 SF PAINTED SPLIT FACE BLOCK (41.5% OF FACADE)
1212.5 SF PRE-FINISHED 24 GA. ARCH. METAL PANELS (NO RIBS) (34.8% OF FACADE)

(OTHER MATERIALS.)= 14.3% OF FACADE
140 SF STOREFRONT GLAZING (5.3% OF FACADE)
82.5 SF PAINTED BRICK-ENTRANCE ACCENT/MATERIAL CHANGE (3.2% OF FACADE)
75.9 SF PAINTED METAL DOORS/FRAME (2.9% OF FACADE)
75.1 SF PRE-FINISHED METAL TRIM (2.9 % OF FACADE)



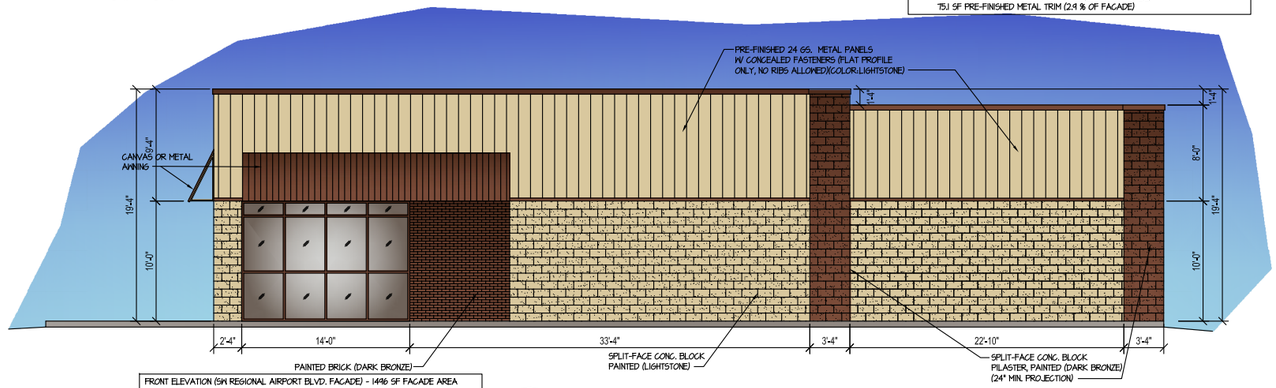
2 / A2 REAR ELEVATION

1/8" = 1'-0"

REAR ELEVATION - 1452 SF FACADE AREA

FACADE MATERIALS:
(PRIMARY MATERIALS)= 96.6% OF FACADE
863 SF PAINTED SPLIT FACE BLOCK (59.4% OF FACADE)
534.1 SF PRE-FINISHED 24 GA. ARCH. METAL PANELS (NO RIBS) (37.2% OF FACADE)

(OTHER MATERIALS.)= 3.4% OF FACADE
49.3 SF PRE-FINISHED METAL TRIM (3.4 % OF FACADE)



1 / A2 FRONT ELEVATION

1/8" = 1'-0"

FRONT ELEVATION (SH REGIONAL AIRPORT BLVD. FACADE) - 1496 SF FACADE AREA

FACADE MATERIALS:
(PRIMARY MATERIALS)= 81.3% OF FACADE
621.4 SF PAINTED SPLIT FACE BLOCK (41.5% OF FACADE)
546.1 SF PRE-FINISHED 24 GA. ARCH. METAL PANELS (NO RIBS) (34.8% OF FACADE)

(OTHER MATERIALS.)= 18.7% OF FACADE
140 SF STOREFRONT GLAZING (9.4% OF FACADE)
83.3 SF PAINTED BRICK-ENTRANCE ACCENT/MATERIAL CHANGE (5.6% OF FACADE)
55.2 SF PRE-FINISHED METAL TRIM (3.7 % OF FACADE)

LARGE-SCALE DEVELOPMENT STAFF REPORT

7C Townhomes

SW C Street and SW 7th Street
PC Date: 12/7/2021
Reviewer: Jon Stanley, Senior Planner, ASLA, APA

Project Number	LSD21-0064
Applicant / Current Owner	NFD, LLC
Site Area	+/- 0.84 acres
Current Zoning	DE, Downtown Edge
Future Land Use Map Designation	Downtown Commercial
Development Type / Use	Residential

https://arcg.is/08HvK8

Location Map

Property Description
This property is located on the Northeast corner of the intersection of SW C Street and SW 7th Street. It is currently zoned DE, Downtown Edge and adjacent zonings are DE, Downtown Edge to the north, east and west and DC, Downtown Core to the south.

Project Details

The project consist of a Large-Scale Development proposing the development of seven, 3-story townhome structures totaling 24 units. Twenty-four (24) parking spaces are required and 47 are being provide by providing two car gages for most units. Sidewalks, landscaping, grading/drainage, and site amenities are all in accordance with the requirements of the Land Development Code. Access to the project will be achieved through two ingress/egress point off the existing alley to the east. The primary materials on the exterior of the building include full depth brick, thin brick, CMU Thin Veneer, architectural metal panel and glass.

Projected Traffic Impact

This development has the potential to impact traffic in the area. However, the site's compliance with the parking standards, the use of the existing alley and downtown street grid network should help alleviate potential impacts.

Waivers
One waiver is being requested:

- A waiver from Article 1100, Section 1100.21.e, Building Materials, of the Land Development Code. The Code requires that a minimum of two primary materials be utilized per façade, constituting a minimum of 75% of the wall area. No single material shall constitute less than 25% of wall area. The applicant requests to not meet the 25% requirement for the interior facing facades. See the applicant's narrative for additional information.

Conclusion
The proposed large-scale development does not meet the minimum requirements of the Land Development Code because of the waiver request.

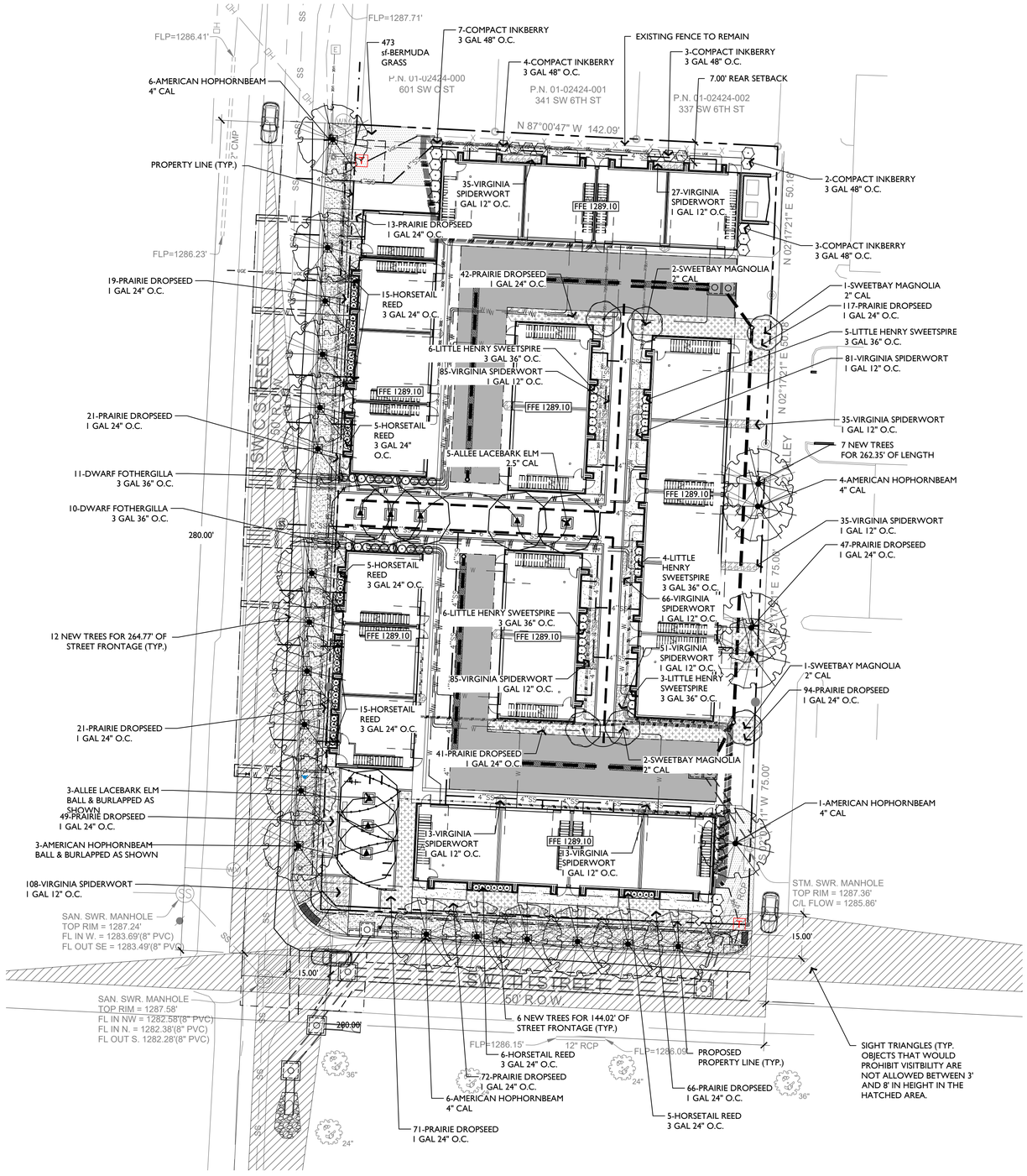
If the Planning Commission approves the requested waiver, staff recommends approval of the large-scale development. If the Commission denies the requested waiver, staff recommends the applicant table their large-scale development until the proposal is brought into compliance with the Land Development Code.

N
W E
S

1 inch = 100 feet

LSD21-0064
LARGE SCALE DEVELOPMENT
7C TOWNHOMES

THE CITY OF BENTONVILLE



1 LANDSCAPE PLAN

SCALE: 1" = 20'-0"

NORTH

0' 20' 40' 80'

CITY OF BENTONVILLE LANDSCAPE REQUIREMENTS			
		REQUIRED	PROVIDED
STREET FRONTAGE			
SW C STREET	MIN. 20 FT BUFFER	NO	NO
	ONE (1) TREE PER 25 LF. OF STREET FRONTAGE: 264.77 LF / 25 = 10.60 ~ 11 TREES REQUIRED	11 TREES	12 TREES
SW 7TH STREET	MIN. 20 FT BUFFER	NO	NO
	ONE (1) TREE PER 25 LF. OF STREET FRONTAGE: 144.02 LF / 25 = 5.76 ~ 6 TREES REQUIRED	6 TREES	7 TREES
PERIMETER LANDSCAPE STRIP			
NORTHERN LOT LINE	ONE (1) TREE PER 50 LF OF LENGTH: 142.09 / 50 = 2.84 ~ 3 TREES REQUIRED	3 TREES	7 TREES
EASTERN LOT LINE	ONE (1) TREE PER 50 LF OF LENGTH: 262.35 / 50 = 5.25 ~ 5 TREES REQUIRED	5 TREES	7 TREES
INTERIOR PARKING LOT LANDSCAPING			
	REQUIRED INTERIOR LANDSCAPE AREA	N/A	N/A
	ONE (1) TREE PER 125 SF OF REQUIRED LANDSCAPE AREA	N/A	N/A
PLANTING ISLANDS	MAX. SPACING OF 15 SPACES APART	N/A	N/A
	AT ENDS OF ALL PARKING ROWS	N/A	N/A
INTERNAL PLANTING ISLANDS	MIN. SIZE OF 18' X 18'	N/A	N/A
	MIN. 2 TREES EACH	N/A	N/A
EXTERNAL PLANTING ISLANDS	MIN. SIZE OF 9' X 19'	N/A	N/A
	MIN. OF 1 TREE EACH	N/A	N/A
CONTINUOUS PLANTING ISLAND	REQ'D WHEN TWO OR MORE DOUBLE ROWS	N/A	N/A
	MIN. LENGTH OF PARKING ROW AND WIDTH OF 9 FT.	N/A	N/A
	ONE (1) SHADE TREE PER 6 SPACES	N/A	N/A
SCREENING REQUIREMENTS			
NORTHERN LOT LINE	SINGLE FAMILY / TOWNHOUSE USES: TYPE B SCREEN REQUIRED MIN. LANDSCAPE SCREEN 20' HEIGHT + SOLID SCREEN MIN. 3' HEIGHT	YES	NEW FENCE + 7 NEW TREES
EASTERN LOT LINE	SINGLE FAMILY / TOWNHOUSE USES: TYPE B SCREEN REQUIRED MIN. LANDSCAPE SCREEN 20' HEIGHT + SOLID SCREEN MIN. 3' HEIGHT	N/A	EASTERN LOT LINE ADJACENT TO ACCESS ALLEY
LANDSCAPE AND UTILITY REQUIREMENTS			
	TREES PLANTED UNDER OVERHEAD UTILITIES SHALL NOT EXCEED A MATURE HEIGHT OF 25'	YES	YES
	TREES SHALL NOT BE WITHIN 5' OF UNDERGROUND UTILITIES	YES	YES
	TREES AND LANDSCAPING SHALL NOT BE WITHIN 10' FROM THE DOOR SIDE OF TRANSFORMER; AND 3' FROM OTHER SIDES.	YES	YES
	TREES AND LANDSCAPING SHALL NOT BE WITHIN 3' OF A FIRE HYDRANT	YES	YES

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CALIPER	CONTAINER	SPACING
	6	MAGNOLIA VIRGINIANA SWEETBAY MAGNOLIA	2" CAL	BALL & BURLAPPED	AS SHOWN
	23	OSTRYA VIRGINIANA AMERICAN HOPHORNBEAM	4" CAL	BALL & BURLAPPED	AS SHOWN
	8	ULMUS PARVIFOLIA 'ALLEE' TM ALLEE LACEBARK ELM	2.5" CAL	BALL & BURLAPPED	AS SHOWN
SHRUBS	QTY	BOTANICAL / COMMON NAME	CALIPER	CONTAINER	SPACING
	21	FOTHERGILLA GARDENII DWARF FOTHERGILLA	---	3 GAL	36" O.C.
	27	ILEX GLABRA 'COMPACTA' COMPACT INKBERRY	---	3 GAL	48" O.C.
	24	ITEA VIRGINICA 'SPRICH' TM LITTLE HENRY SWEETSPIRE	---	3 GAL	36" O.C.
PERENNIALS	QTY	BOTANICAL / COMMON NAME	CALIPER	CONTAINER	SPACING
	51	EQUISETUM HYEMALE HORSETAIL REED	---	3 GAL	24" O.C.
SHRUB AREAS	QTY	BOTANICAL / COMMON NAME	CALIPER	CONTAINER	SPACING
	694	SPOROBOLUS HETEROLEPIS PRAIRIE DROPSEED	---	1 GAL	24" O.C.
	671	TRADESCANTIA VIRGINIANA VIRGINIA SPIDERWORT	---	1 GAL	12" O.C.
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	HEIGHT X SPREAD
	837 SF	CYNODON DACTYLON BERMUDA GRASS	SOLID SOD		

EXISTING LEGEND

- FOUND REBAR
- FND. PIPE
- SET 1/2" IRON PIN W/CAP
- UTILITY POLE
- TELEPHONE VAULT
- TELEPHONE RISER
- ELECTRIC RISER
- ELECTRIC METER
- WATER VALVE
- WATER METER
- SAN. SEWER MANHOLE
- STORM DRAINAGE MANHOLE
- SS SEWER LINE
- PROPERTY LINE
- RIGHT OF WAY
- CENTERLINE
- SETBACK
- X X FENCE LINE
- OH OVERHEAD LINE
- DECIDUOUS TREE

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Ecological Design Group, Inc
www.ecologicaldg.com
phone: 501 378 0200
LITTLE ROCK | ROGERS | WYNNE

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811 Know what's below. Call before you dig.

7C TOWNHOMES

SW C Street and SW 7th Street
Bentonville, Arkansas

EDG PROJECT NO. 21-037
DATE 2021.11.22

REVISIONS

Number	Date

PHASE Construction Documents

TITLE Landscape Plan

SHEET NO. L1.00
LSD21-0064

copyright EDG, Inc. 2020

Waiver Request

To:	City of Bentonville
From:	BUF Studio
Date:	November 1, 2021
Re:	7th & C Townhomes

On behalf our client for the above referenced project, BUF Studio is submitting this Waiver Request as part of the Large-Scale Development Submittal. Specifically the waiver request is for the second primary material being minimum 25% per Article 1100.21 Large-Scale Development Design standards.

1. All facades facing the right-of-way, alleyway, or adjacent property are in compliance with the minimum 25% for the second primary material.
2. Several of the facades facing the internal vehicular and pedestrian circulation/amenity spaces also comply with the minimum 25%.
3. For the elevations that do not meet the minimum 25% for the second primary material they are internal facing to the property or have overhead doors that lower the CMU-1 below the 25%. The design team feels that the datum for the transition between CMU-1 and BK-1/BK-2 should not change to make these certain interior facing facades comply since the architectural language would then be inconsistent throughout the development.
4. The majority of the entire façade is made of masonry materials between BK-1, BK-2, and CMU-1. This generally meets with the intent of the code to utilize products that are sustainable and durable for the longevity of the development.
5. BK-1 and BK-2 is the same material, but used in different patterns to provide additional articulation along the façade for a visually appealing design.
6. Headers and sills around all the glazing on the project also provides additional articulation along the façade to create a visually appealing design.

If you have any further questions or concerns, please contact me at faustr@bufstudio.co or by phone at (479) 321-0478.

Sincerely,

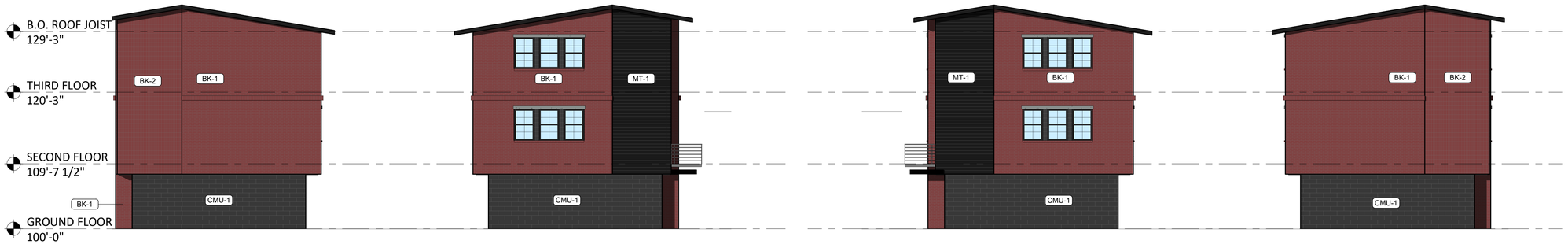
BUF Studio

Ryan Faust, AIA
Partner + Managing Principal

1 A4.00 **WEST ELEVATION, BUILDINGS A, B, F & G (FACING C STREET)**
1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	48%	2,389SF (1,722SF+667SF)
CMU-1:	29%	1,477SF
MT-1:	5%	262SF
GLASS:	18%	904SF
TOTAL:	100%	5,032SF



3 A4.00 **SOUTH ELEVATION, BUILDINGS A & C (FACING INTERNAL COURTYARD)**
1/8" = 1'-0"

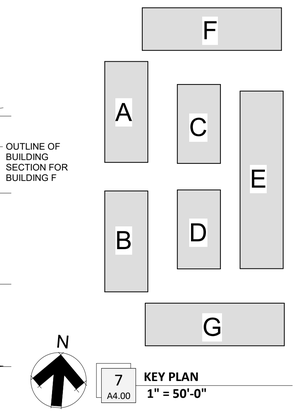
COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	66%	1,225SF (773SF+452SF)
CMU-1:	25%	471SF
MT-1:	0%	0SF
GLASS:	9%	168SF
TOTAL:	100%	1,864SF

4 A4.00 **NORTH ELEVATION BUILDINGS B & D (FACING INTERNAL COURTYARD**
1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	66%	1,225SF (773SF+452SF)
CMU-1:	25%	471SF
MT-1:	0%	0SF
GLASS:	9%	168SF
TOTAL:	100%	1,864SF



7 A4.00 **KEY PLAN**
1" = 50'-0"

6 A4.00 **EAST ELEVATION, BUILDINGS A & B (FACING INTERNAL DRIVE)**
1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	60%	2,174SF (2,174SF+0SF)
CMU-1:	16%	596SF
MT-1:	0%	0SF
GLASS:	24%	870SF
TOTAL:	100%	3,640SF

EXTERIOR MATERIAL SCHEDULE

NO.	Material	COLOR/STYLE	MANUFACTURER	COMMENTS
BK-1	FULL DEPTH BRICK	RED, RUNNING BOND	TBA	
BK-2	THIN BRICK	RED, REPEATING SOLDIER COURSE	TBA	
CMU-1	CMU THIN VENEER	MIDNIGHT, CHISELFACE	ECHELON MASONRY	
MT-1	ARCHITECTURAL METAL PANEL	BLACK, HORIZONTAL SEAMS	TBA	
MT-2	METAL PLANTER	BLACK, METAL PLATE	TBA	

b·u·f STUDIO
702 SE 5TH ST. SUITE 30
BENTONVILLE, AR 72712
TEL: 479.321.0478

Drawings & Specifications as instruments of service are & shall remain the property of the Architect. They are not to be used on other projects or extensions to this project except by agreement in writing & with appropriate compensation to the Architect.

Contractor is responsible for confirming and correlating dimensions at job site; the Architect will not be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the project.

CLIENT NAME
NEWELL DEVELOPMENT

TENANT

7C TOWNHOMES

SW C STREET AND SW 7TH STREET
BENTONVILLE, ARKANSAS

NOT FOR CONSTRUCTION

11/02/2021

Architect Name -
Architect Number -

THE SEAL & SIGNATURE APPLY ONLY TO THE DOCUMENT TO WHICH THEY ARE AFFIXED & WE EXPRESSLY DISCLAIM ANY RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS OR OTHER DOCUMENTS OR INSTRUMENTS RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT.

REVISIONS

NO.	DATE	DESCRIPTION

Drawing Size: 24 x 36
Project #: 21053
Drawn By: JMA
Checked By: KB

Title:
EXTERIOR ELEVATIONS

Sheet Number:
A4.00

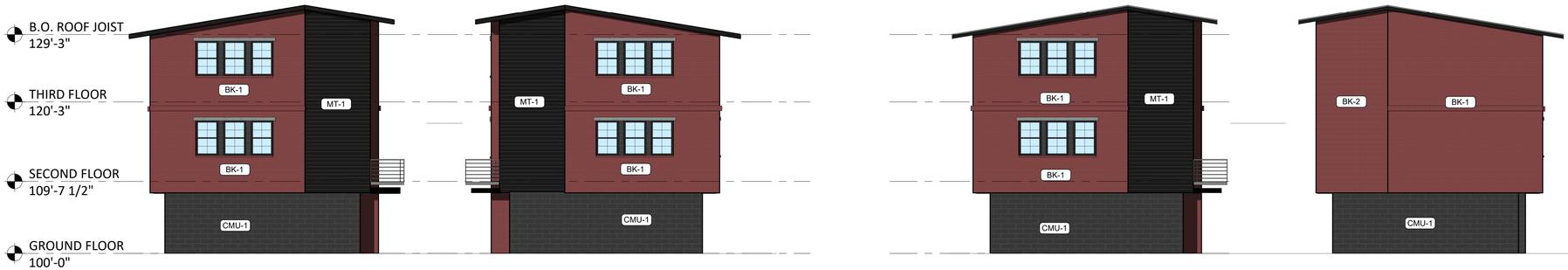
Date: 11/02/2021 *LSD #:* LSD21-0064

C:\Users\Akins\Documents\21053_Multi-Family_SW C & 6th_Bentonville_AR_2021_0826_akinsJPA6HD.rvt

1 A4.01 **WEST ELEVATION, BUILDINGS C & D (FACING INTERNAL DRIVE)**
1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	60%	1,586 (1,586SF+0SF)
CMU-1:	15%	412SF
MT-1:	0%	0SF
GLASS:	25%	676SF
TOTAL:	100%	2,674SF



2 A4.01 **NORTH ELEVATION, BUILDINGS C & E (FACING INTERNAL DRIVE)**
1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	66%	1,225SF (773SF+452SF)
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MT-1:	0%	0SF
GLASS:	9%	168SF
TOTAL:	100%	1,864SF

5 A4.01 **SOUTH ELEVATION, BUILDINGS D & E (FACING INTERNAL DRIVE)**
1/8" = 1'-0"

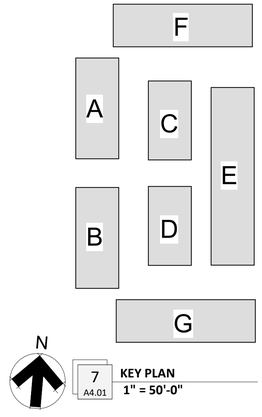
COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	68%	1,267SF (815SF+452SF)
CMU-1:	25%	471SF
MT-1:	0%	0SF
GLASS:	7%	126SF
TOTAL:	100%	1,864SF

6 A4.01 **EAST ELEVATION, BUILDINGS C & D (FACING INTERNAL COURTYARD)**
1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	62%	2,656SF (1,176SF+740SF)
CMU-1:	20%	830SF
MT-1:	6%	274SF
GLASS:	12%	498SF
TOTAL:	100%	4,258SF



7 A4.01 **KEY PLAN**
1" = 50'-0"

EXTERIOR MATERIAL SCHEDULE

NO.	Material	COLOR/STYLE	MANUFACTURER	COMMENTS
BK-1	FULL DEPTH BRICK	RED, RUNNING BOND	TBA	
BK-2	THIN BRICK	RED, REPEATING SOLDIER COURSE	TBA	
CMU-1	CMU THIN VENEER	MIDNIGHT, CHISELFACE	ECHELON MASONRY	
MT-1	ARCHITECTURAL METAL PANEL	BLACK, HORIZONTAL SEAMS	TBA	
MT-2	METAL PLANTER	BLACK, METAL PLATE	TBA	

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702 SE 5TH ST. SUITE 30
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TEL: 479.321.0478

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CLIENT NAME
NEWELL DEVELOPMENT

TENANT

7C TOWNHOMES

SW C STREET AND SW 7TH STREET
BENTONVILLE, ARKANSAS

NOT FOR CONSTRUCTION

11/02/2021

Architect Name -
Architect Number -

THE SEAL & SIGNATURE APPLY ONLY TO THE DOCUMENT TO WHICH THEY ARE AFFIXED & WE EXPRESSLY DISCLAIM ANY RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS OR OTHER DOCUMENTS OR INSTRUMENTS RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT.

REVISIONS

NO.	DATE	DESCRIPTION

Drawing Size:	*Project #:*
24 x 36	21053
Drawn By:	*Checked By:*
JMA	KB

Title:
EXTERIOR ELEVATIONS

Sheet Number:
A4.01

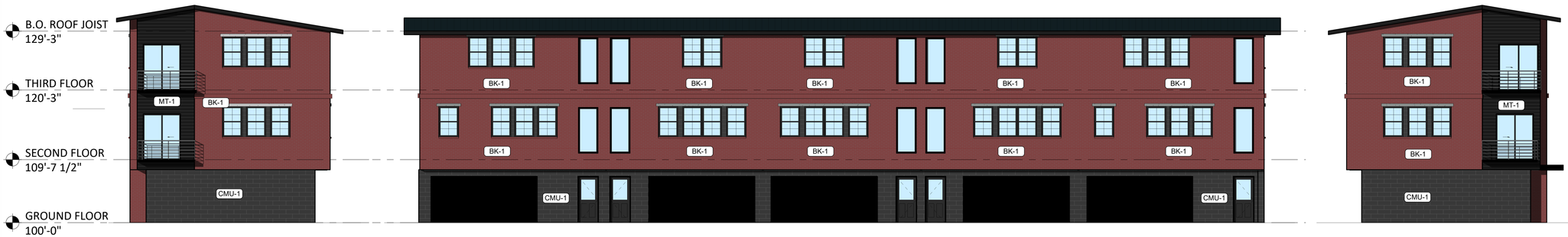
Date: 11/02/2021 *LSD #:* LSD21-0064

C:\Users\Akins\Documents\21053_Multi-Family_SW C & 6th_Bentonville_AR_2021_0826_akinsJPA6HD.rvt

1 A4.02 **WEST ELEVATION, BUILDING E (FACING INTERNAL COURTYARD)**
1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

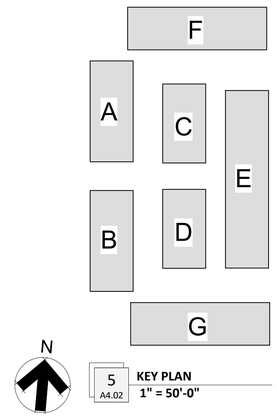
MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	65%	3,265SF (1,339SF+653SF)
CMU-1:	20%	930SF
MT-1:	3%	193SF
GLASS:	12%	598SF
TOTAL:	100%	4,986SF



4 A4.02 **EAST ELEVATION, BUILDINGS E, F & G (FACING ALLEWAY)**
1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	55%	2,945SF (2,945SF+0SF)
CMU-1:	18%	966SF
MT-1:	7%	352SF
GLASS:	20%	1,055SF
TOTAL:	100%	5,318SF



5 A4.02 **KEY PLAN**
1" = 50'-0"

EXTERIOR MATERIAL SCHEDULE

NO.	Material	COLOR/STYLE	MANUFACTURER	COMMENTS
BK-1	FULL DEPTH BRICK	RED, RUNNING BOND	TBA	
BK-2	THIN BRICK	RED, REPEATING SOLDIER COURSE	TBA	
CMU-1	CMU THIN VENEER	MIDNIGHT, CHISELFACE	ECHELON MASONRY	
MT-1	ARCHITECTURAL METAL PANEL	BLACK, HORIZONTAL SEAMS	TBA	
MT-2	METAL PLANTER	BLACK, METAL PLATE	TBA	

b·u·f STUDIO
702 SE 5TH ST. SUITE 30
BENTONVILLE, AR 72712
TEL: 479.321.0478

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Contractor is responsible for confirming and correlating dimensions at job site; the Architect will not be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the project.

CLIENT NAME
NEWELL DEVELOPMENT

TENANT

7C TOWNHOMES

SW C STREET AND SW 7TH STREET
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REVISIONS

NO.	DATE	DESCRIPTION

Drawing Size: 24 x 36
Project #: 21053
Drawn By: JMA
Checked By: KB

Title:
EXTERIOR ELEVATIONS

Sheet Number:
A4.02

Date: 11/02/2021 *LSD #:* LSD21-0064

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1 A4.03 **NORTH ELEVATION, BUILDING F (FACING TO NORTH ADJACENT PROPERTY)**

1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	46%	1,852SF (1,326F+526SF)
CMU-1:	32%	1,272SF
MT-1:	8%	323SF
GLASS:	14%	560SF
TOTAL:	100%	4,007SF

4 A4.03 **SOUTH ELEVATION, BUILDING F (FACING INTERNAL DRIVE)**

1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

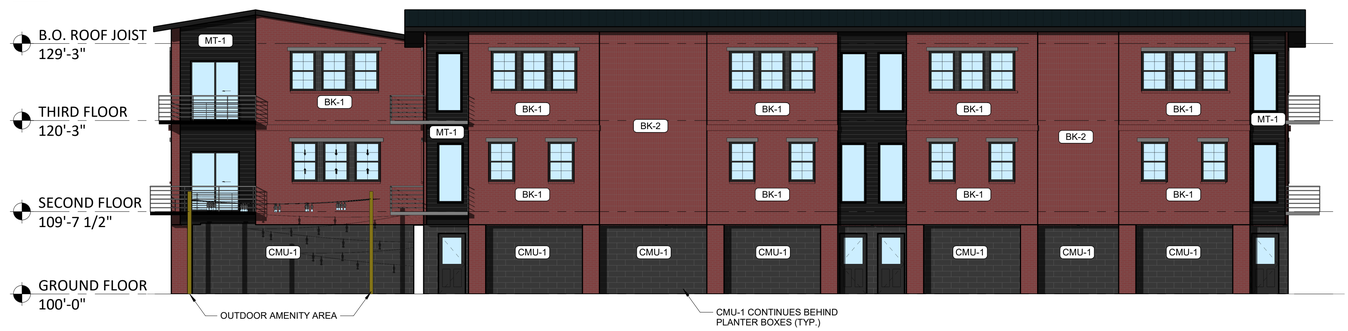
MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	60%	1,519SF (1,519F+0SF)
CMU-1:	16%	405SF
MT-1:	0%	0SF
GLASS:	24%	590SF
TOTAL:	100%	2,514SF

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	60%	1,519SF (1,519F+0SF)
CMU-1:	16%	405SF
MT-1:	0%	0SF
GLASS:	24%	590SF
TOTAL:	100%	2,974SF

2 A4.03 **NORTH ELEVATION, BUILDING G (FACING INTERNAL DRIVE)**

1/8" = 1'-0"

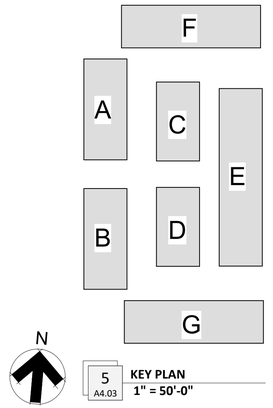


3 A4.03 **SOUTH ELEVATION, BUILDING G (FACING 7TH STREET)**

1/8" = 1'-0"

COB LDC 1100.21 COMPLIANCE CALCULATIONS

MATERIAL	%	CALCULATED AREA
BK-1+BK-2:	45%	1,660SF (1,149F+511SF)
CMU-1:	30%	1,100SF
MT-1:	7%	240SF
GLASS:	18%	638SF
TOTAL:	100%	3,638SF



5 A4.03 **KEY PLAN**

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EXTERIOR MATERIAL SCHEDULE

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BK-2	THIN BRICK	RED, REPEATING SOLDIER COURSE	TBA	
CMU-1	CMU THIN VENEER	MIDNIGHT, CHISELFACE	ECHELON MASONRY	
MT-1	ARCHITECTURAL METAL PANEL	BLACK, HORIZONTAL SEAMS	TBA	
MT-2	METAL PLANTER	BLACK, METAL PLATE	TBA	

b·u·f STUDIO

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WAIVER REQUEST STAFF REPORT

Robert Sanders

307 SE Henry Street
PC Date: 12/7/2021
Reviewer: Elizabeth Johnson, Senior Planner, AICP

Project Number	RADD21-0083 & LS21-0069
Applicant / Current Owner	Robert & Michelle Sanders
Site Area	+/- 0.18 acres
Current Zoning	R-1, Low Density Single Family Residential
Future Land Use Map Designation	High-Density Residential
Waiver Request	Sec. 1100.16(b) Right-of-Way Dedication

https://arcg.is/08HvK8

Property Description
This property is located at 307 SE Henry Street. It is currently zoned R-1, Low Density Single Family Residential.

Waiver Request
The applicant requests a waiver from Section 1100.16(b) which requires right-of-way to be dedicated per the Master Street Plan.

Analysis
The applicant is in the processes of getting a building permit to construct a covered patio. Per Sec. 300.02(a), not building permits may be issued for lots that have not been recorded. The applicant applied for a lot split to plat their lot and it was determined that additional right-of-way would need to be dedicated to meet the requirements of the Master Street Plan. The dedication of right-of-way would place the proposed covered patio in the setback. Per Sec. 1100.16(b)(3), the Planning Commission shall determine whether the proposed subdivision creates a need for the right-of-way dedication, using the following review criteria:

- Current or proposed zoning.
- Proposed land use.
- Number and size of the resulting properties.
- Future Land Use Map classification.
- Location of property in an urban or suburban setting.
- Right-of-way dedications on adjacent properties.
- Anticipated impact to existing street infrastructure.

CASTER & ASSOCIATES LAND SURVEYING, INC.
2715 SE 'I' STREET SUITE 5, BENTONVILLE, ARKANSAS 72712
PH.(479) 268-4464

December 3, 2021

RE: 307 SE Henry St.
Bentonville, AR 72712
Robert Sanders – Owner

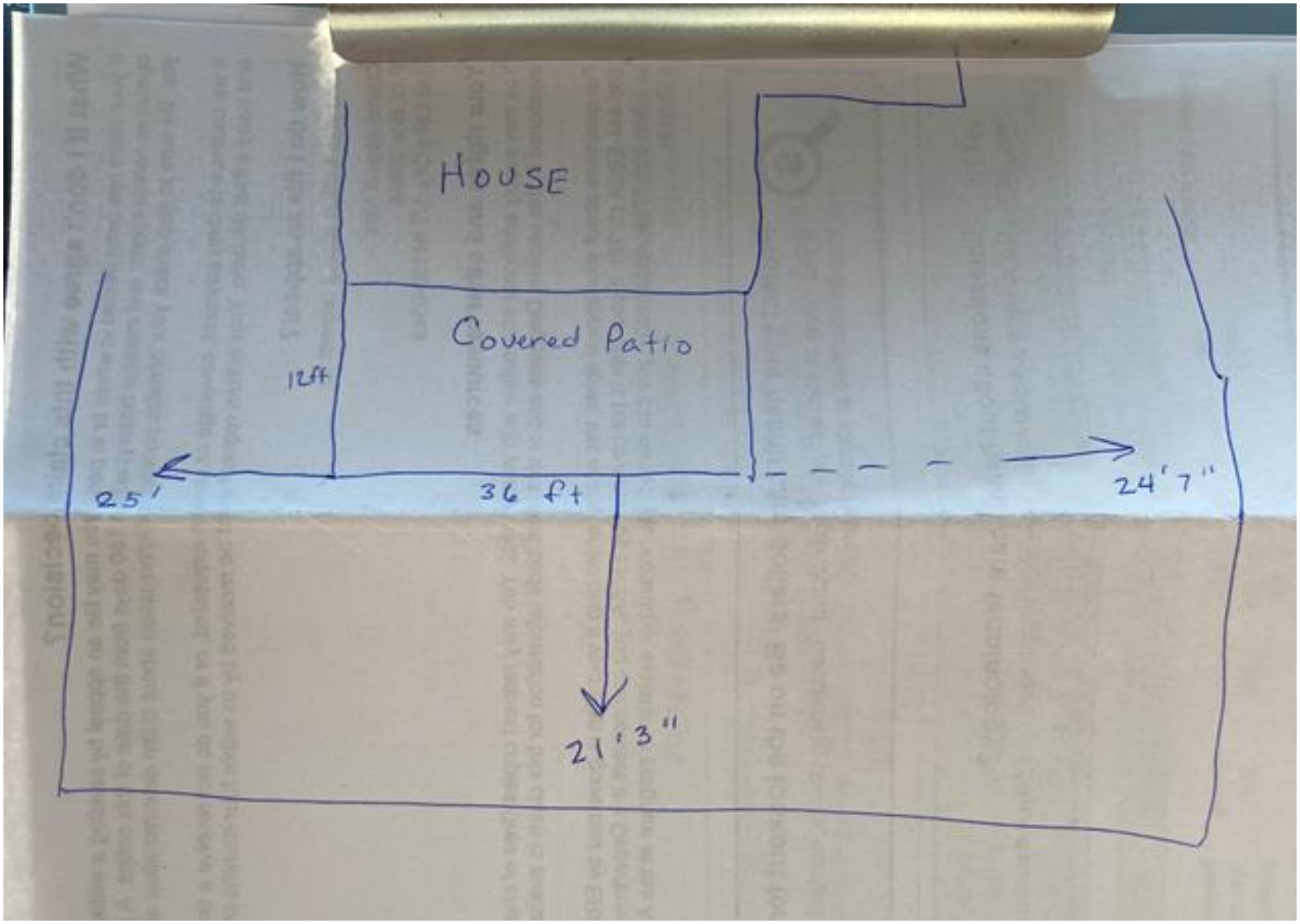
We are requesting a waiver to Sec. 1100.16 regarding the Right-of-Way requirement per the Master Street Plan.

The waiver request is needed as the proposed dedicated Right-of-Way would move the required front setback into the exsiting. house.

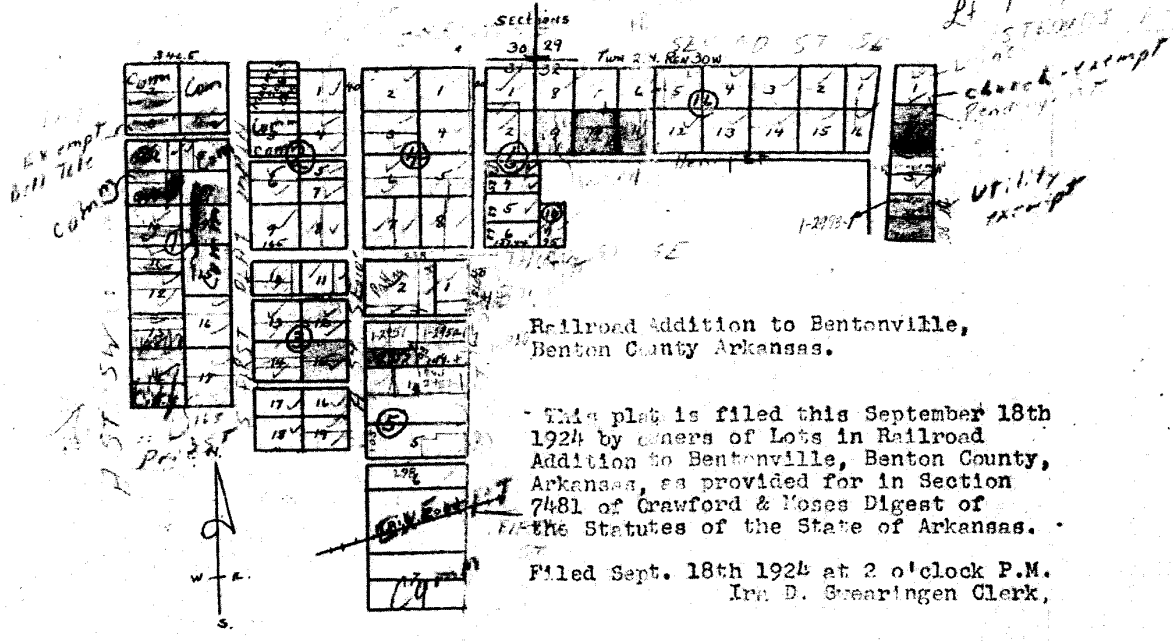
Thank you for your time and consideration.

Sincerely,

Robert J. Caster, PLS


HOUSE
Covered Patio
12ft
25'
36 ft
24'7"
21'3"

Sheet No. 29 Plat Record "A" Page 38



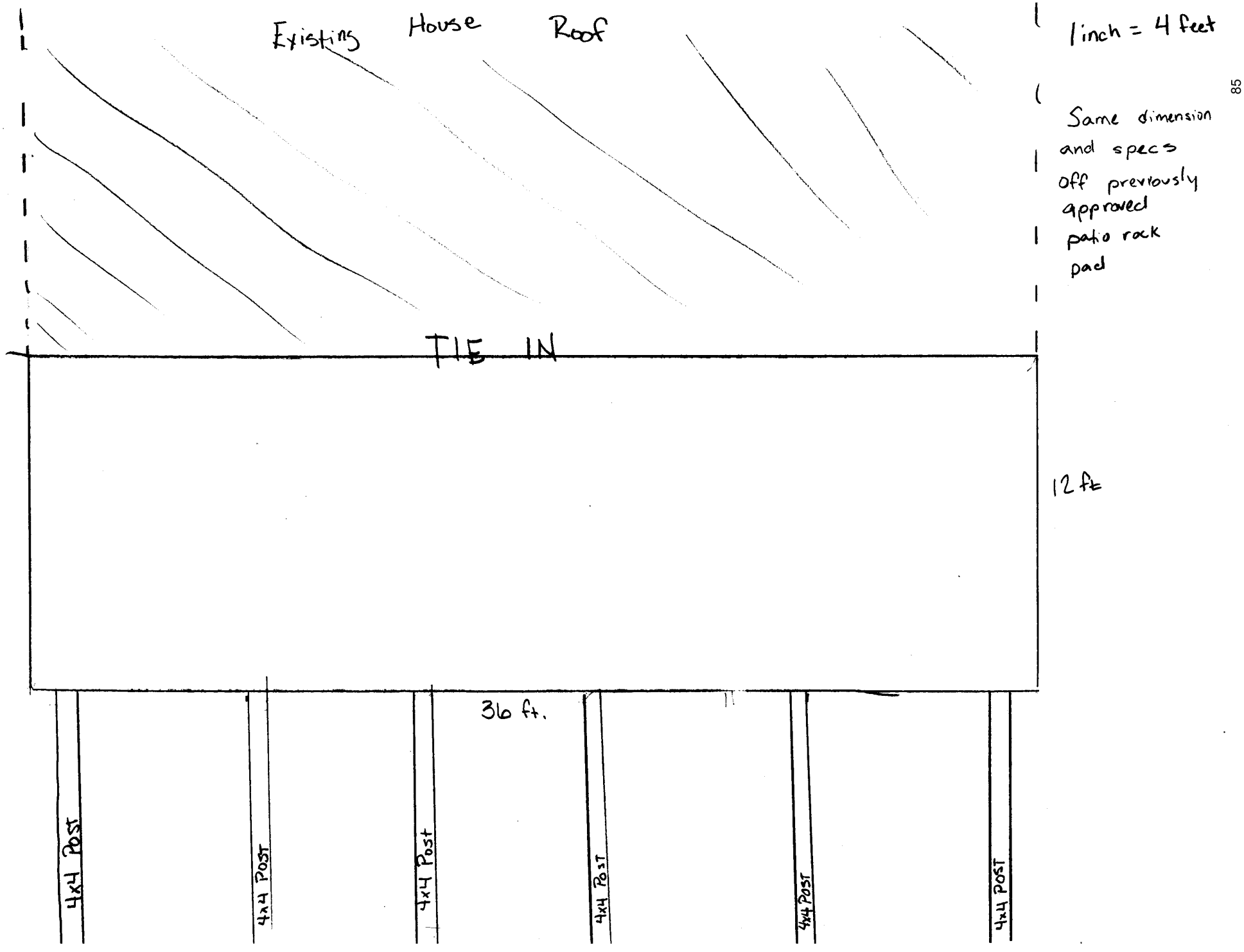
Railroad Addition to Bentonville, Benton County Arkansas.

This plat is filed this September 18th 1924 by owners of Lots in Railroad Addition to Bentonville, Benton County, Arkansas, as provided for in Section 7481 of Crawford & Moses Digest of the Statutes of the State of Arkansas.

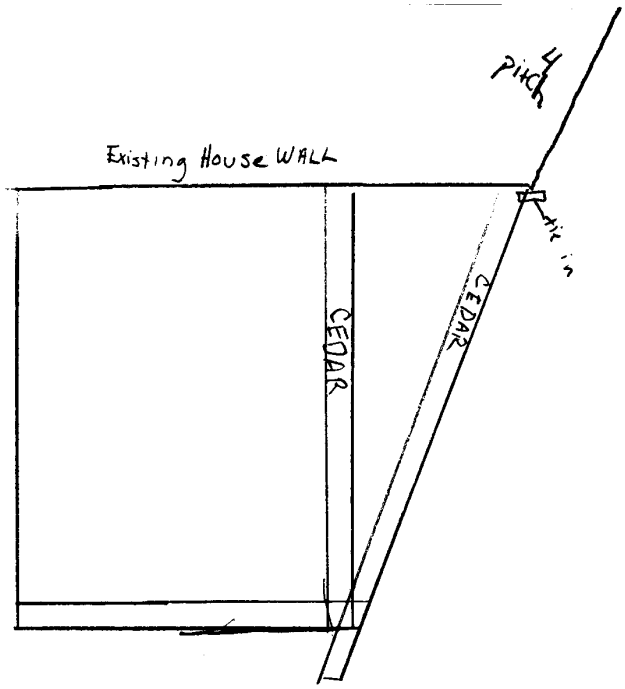
Filed Sept. 18th 1924 at 2 o'clock P.M.
Ira D. Grearingen Clerk,

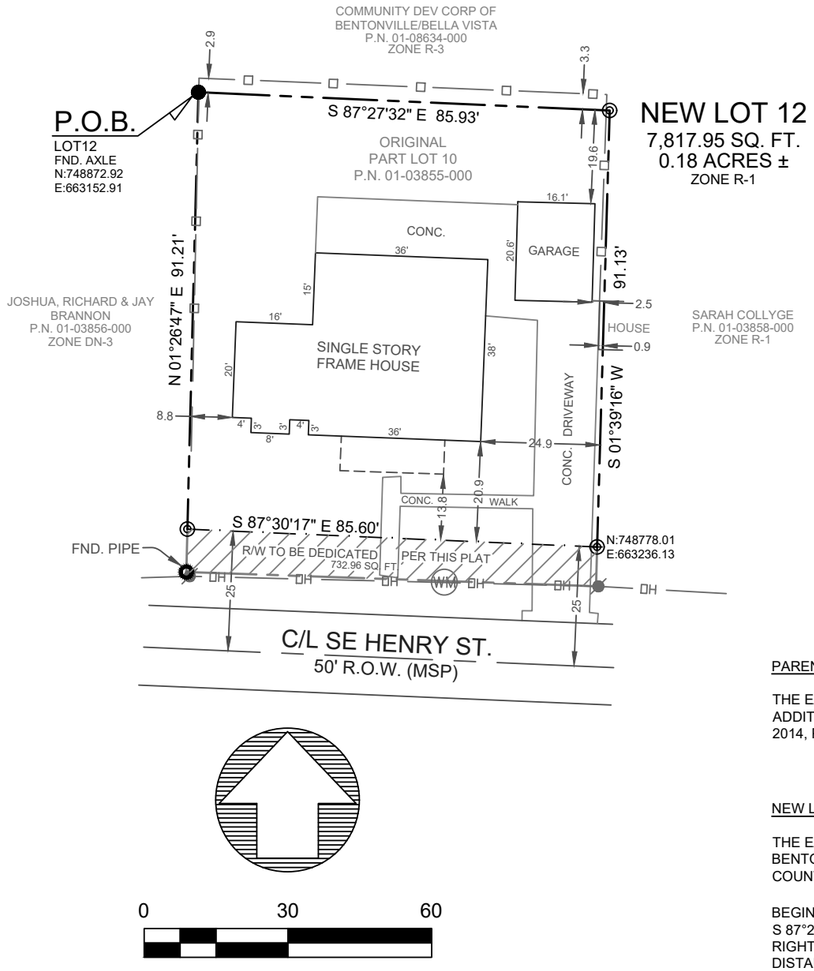
City of Bentonville Master Map

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.


Existing House Roof
1 inch = 4 feet
Same dimension and specs off previously approved patio rock pad
TIE IN
12 ft
36 ft.
4x4 Post
4x4 Post
4x4 Post
4x4 Post
4x4 Post
4x4 Post

1 inch = 4 feet





LEGEND

- SET 1/2" REBAR W/CAP (LS #1370)
- UTILITY POLE
- WM WATER METER
- GM GAS METER
- T TELEPHONE RISER
- PROPERTY LINE
- RIGHT-OF-WAY
- CENTERLINE
- WOOD FENCE
- OVERHEAD LINE

NOTES:

1. EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: EASEMENTS, OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF MAKING OF THIS SURVEY; BUILDING SETBACK LINES; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS, AND ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE COMMITMENT MAY DISCLOSE.

2. BASIS OF BEARINGS: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE.

3. THIS SURVEY IS VALID ONLY IF THE DRAWING INCLUDES THE SEAL AND SIGNATURE OF THE SURVEYOR.

4. SETBACKS SHALL BE PER THE CURRENT ZONING DISTRICT AS STATED IN THE MOST RECENT CITY OF BENTONVILLE ZONING CODE. FOR MORE INFO VISIT WWW.BENTONVILLEPLANNING.COM OR CALL THE PLANNING DEPARTMENT AT (479) 271-3122.

5. SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP, TITLE EVIDENCE, OR ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE COMMITMENT MAY DISCLOSE.

6. SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT TIME OF BUILDING PERMIT ISSUANCE.

7. THERE MAY NOT BE FENCES OR ANY OTHER STRUCTURES BUILT IN ANY DRAINAGE EASEMENTS.

8. OWNER/DEVELOPER SHALL COORDINATE WITH ALL LOCAL UTILITIES TO INSURE THAT EACH LOT HAS WATER, SEWER AND ELECTRIC SERVICE.

9. BEFORE ANY WORK IN THE RIGHT-OF-WAY COMMENCES, CONTRACTOR AND/OR OWNER IS TO OBTAIN RIGHT-OF-WAY PERMIT FROM THE CITY OF BENTONVILLE TRANSPORTATION DEPARTMENT.

10. ALL STRUCTURES MUST MAINTAIN MINIMUM OF 20' CLEARANCES FROM ALL ELECTRIC LINES.

PARENT TRACT:

THE EAST HALF (E1/2) OF THE SOUTH 108 FEET OF LOT 10, BLOCK 16 OF RAILROAD ADDITION, CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, AS SHOWN ON PLAT BOOK 2014, PAGE 218 OF THE BENTON COUNTY RECORDS.

NEW LOT 12 SURVEY DESCRIPTION:

THE EAST HALF (E1/2) OF THE SOUTH 108 FEET OF LOT 10, BLOCK 16 OF RAILROAD ADDITION, CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, AS SHOWN ON PLAT BOOK 2014, PAGE 218 OF THE BENTON COUNTY RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT THE NW CORNER OF SAID E½ OF THE SOUTH 108 FEET OF LOT 10; THENCE S 87°27'32" E A DISTANCE OF 85.93 FEET; THENCE S 01°39'16" W A DISTANCE OF 91.13 FEET TO THE NORTH RIGHT-OF-WAY LINE OF SE HENRY STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE N 87°30'17" W A DISTANCE OF 85.60 FEET; THENCE LEAVING SAID NORTH RIGHT-OF-WAY LINE N 01°26'47" E A DISTANCE OF 91.21 FEET; TO THE POINT OF BEGINNING, WITH AN AREA OF 7817.95 SQUARE FEET, OR 0.18 ACRES, MORE OR LESS, AND SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS AND RESTRICTIVE COVENANTS OF RECORD OR FACT.

FLOOD CERTIFICATION:

I CERTIFY THAT I HAVE EXAMINED THE OFFICIAL FLOOD INSURANCE HAZARD RATE MAP PANEL NO. 05007C0255K (EFFECTIVE DATE JUNE 5, 2012) AND FOUND IN THE DESCRIBED PROPERTY HEREON LIES IN ZONE "X", AN AREA HAVING NO SPECIAL FLOOD HAZARDS.

CERTIFICATE OF SURVEY ACCURACY:

I, ROBERT J. CASTER HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A BOUNDARY SURVEY MADE BY ME AND BOUNDARY MARKERS AND LOT CORNERS SHOWN HEREON ACTUALLY EXIST AND THEIR LOCATION, SIZE, TYPE AND MATERIAL ARE CORRECTLY SHOWN AND ALL MINIMUM REQUIREMENTS OF THE ARKANSAS MINIMUM STANDARDS FOR LAND SURVEYORS HAVE BEEN MET.

DATE OF EXECUTION _____

SIGNED: _____
REGISTERED LAND SURVEYOR
NO. 1370 STATE OF ARKANSAS

CERTIFICATE OF AUTHORIZATION
COA CERTIFICATE NUMBER: 3049

CERTIFICATE OF OWNERSHIP AND DEDICATION:

WE THE UNDERSIGNED, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY CERTIFY THAT WE HAVE LAID OFF, PLATTED, AND SUBDIVIDED AND DO HEREBY LAY OFF, PLAT, SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC THE STREETS, ALLEYS, DRIVES, EASEMENTS, ETC. AS SHOWN ON SAID PLAT.

DATE OF EXECUTION: _____

PRINT NAME: _____

SIGNATURE: _____

STATE OF ARKANSAS, COUNTY OF BENTON, SUBSCRIBED AND SWORN BEFORE ME THIS _____ DAY OF _____, 20__.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

CERTIFICATE OF APPROVAL:

PURSUANT TO THE BENTONVILLE LAND DEVELOPMENT CODE AND ALL OTHER CONDITIONS AND APPROVAL HAVING BEEN COMPLETED, THIS DOCUMENT IS HEREBY ACCEPTED. THIS CERTIFICATE IS HEREBY EXECUTED UNDER THE AUTHORITY OF THE SAID RULES AND REGULATIONS.

DATE OF EXECUTION: _____

SIGNED _____
PLANNING COMMISSION CHAIRPERSON

DATE OF EXECUTION: _____

SIGNED _____
MAYOR, CITY OF BENTONVILLE

SIGNED _____
CITY CLERK, CITY OF BENTONVILLE

CASTER & ASSOCIATES
LAND SURVEYING, INC.
2715 SE "I" Street, Suit 5
Bentonville, AR 72712
(479) 268-4464

REGISTERED
STATE OF ARKANSAS
NO.1370
SIGNATURE
ROBERT J. CASTER
PROFESSIONAL LAND SURVEYOR

SCALE: 1" = 30' | DATE: 11-29-21

LOT SPLIT
PART LOT 10, BLOCK 16 RAILROAD ADDITION CREATING LOT 12

307 SE HENRY STREET BENTONVILLE, BENTON COUNTY, ARKANSAS

JOB #	DRAWN BY:	CHK'D BY:	PAGE
21-309	ASD	RJC	1 OF 1