



**Planning Commission
Meeting Agenda
December 3, 2024
Bentonville City Hall
Tech Review: 4:30 PM
Public Hearing: 5:00 PM**

Registration Link: <https://us06web.zoom.us/j/89170871094>

I. Call to Order

II. Approval of Minutes

- | | |
|---|------------------------------------|
| 1. November 19th Meeting Minutes | Approval of Meeting Minutes |
|---|------------------------------------|

III. Consent Agenda

- | | |
|--|---------------------------------|
| 1. Lot 28, Block 17 Deming's Second Addition | Lot Split |
| 414 Northwest 5th Street (LS24-0042) | |
| 2. Lots 57 & 58 of Skyview Acres Subdivision | Lot Split |
| 1204 Lockheed Street (LS24-0041) | |
| 3. Lot 14, Block 3 of Railroad Addition Creating Lot 28 | Property Line Adjustment |
| 311 South Main Street (PLA24-0029) | |

IV. New Business

Advertised Public Hearings

- | | |
|---|---------------------|
| 1. Kelley | Rezoning* |
| 716 West Central Avenue (RZ24-0047) | |
| Rezoning: R-1, Low-Density Single-Family Residential to DN-1, Downtown Low Density Residential | |
| 2. Plan Bentonville | Resolution * |

V. Other New Business

- | | |
|--|--------------------------------|
| 1. Walmart Welcome Center Street Naming | Waiver |
| 1301 Southeast 8th Street (WAV24-0014) | |
| A waiver from Article 1600 Addressing. | |
| 2. J Street Apartments | Large Scale Development |
| 3110 Southeast J Street (LSD24-0012) | |

Waiver 1: Sidewalk and width waiver from Local Street Standards

Waiver 2: Off-Street parking requirements

Waiver 3: Compact parking spaces

VI. Old Business

1. **GREENHOUSE-HIGHWAY 12 LLC** **Rezoning***

Greenhouse Road ([RZ24-0042](#))

Future Land Use Map Amendment: Open Space to General Commercial

Rezoning: A-1, Agriculture to C-1, Neighborhood Commercial and C-2, General Commercial

VII. Other Business

1. **Central and Battlefield - Planned Unit Development Amendment***
WITHDRAWN

2516 East Central Avenue ([PUD22-0002](#))

Rezoning: Planned Unit Development (PUD) to Planned Unit Development (PUD)

THIS ITEM HAS BEEN WITHDRAWN BY THE APPLICANT. NO VOTE WILL BE HELD ON THIS ITEM.

2. **Setting of the 2025 Calendar** **Discussion**

VIII. Adjournment



**Planning Commission
Meeting Minutes
November 19th, 2024
Bentonville City Hall
Tech Review: 4:00 PM
Public Hearing: 5:00 PM**

Meeting Recording:

https://us06web.zoom.us/rec/share/eheBozD2qz1g7IcXMB6T33M7U-KrrNval6uZDFZJWqv24dEGM-Rxi2GsKcsP1O7F._8PM-Eu7pmyXEc7D?startTime=1732057061000

Commissioners Present: Reginald Wright (Chair), Elaine Kerr, Ifeoma Ibekwe, Danny Bennett, Dana Davis, Eric Hipp, Doug Bryant

Commissioners Absent:

Staff Present: Tyler Overstreet, Tom Adler, Sophie McAdara, Brittany Chue, Dan Weese, Bonnie Bridges, Keegan Stanton via Zoom, Jon Stanley via Zoom

I. Call to Order

- Commissioner Wright calls the meeting to order at 5:00 pm.

II. Approval of Minutes

1. November 5th, 2024, Meeting Minutes Approval of Meeting Minutes

- Motion to approve by Ibekwe, second by Hipp.
- Minutes are approved 7-0

Commissioner Kerr requests that Item number 2, with the accompanying waivers, under Other New Business be moved to the Consent Agenda.

No Objections heard.

III. Consent Agenda

- 1. Cottages at Simpson Farms Large Scale Development Extension**
Arkansas Highway 112 ([LSD23-0041](#))
- 2. JB Townhomes RW Dedication and Property Line Adjustment**
Easement Plat
823 Northwest 14th Street ([PLA24-0027](#))
- 3. Lot 1, Walmart Campus Sub Phase 10 (Zone 4 Zone 6) Final Plat**
1500 Southeast 8th Street ([FP24-0015](#))

4. **Bentenwoods Subdivision**
South Vaughn Road ([PP21-0026](#))

Preliminary Plat Extension

5. **Thaden Elementary School**
1000 Benton Street ([LSD24-0045](#))

Large Scale Development

Waiver 1: A waiver from the minimum ground-floor glazing percentage in downtown zoning districts.

Waiver 2: A waiver from the building placement provision at the maximum setback for downtown zoning districts.

IV. New Business

Advertised Public Hearings

1. **GreenHouse Highway 12 LLC**

Rezoning*

Greenhouse Road ([RZ24-0042](#))

*Future Land Use Map Amendment: Open Space to General Commercial
Rezoning: A-1, Agriculture to C-2, General Commercial*

- Mr. Adler provides an overview of the staff report.
- Commissioner Wright opens the public hearing.
- Dillon Bently, representative of the applicant, is here for any questions.
- Commissioner Wright closes the public hearing.
- Commissioner Davis states that he is not comfortable with approving this rezoning as there is a single-family subdivision directly to the east. Commissioner Davis states that he would be more comfortable if there was a buffer of C-1 where the lot is adjacent to the single-family subdivision.
- Applicant requests to table the item.
- Motion to table by Davis, second by Ibekwe
- Vote to Table is approved 7-0.

2. **Stelte**

Rezoning*

312 Northwest 7th Street ([RZ24-0043](#))

*Rezoning: R-1, Low Density Single Family Residential to DN-2, Downtown
Neighborhood Medium Density Residential*

- Mr. Adler provides an overview of the staff report.
- Commissioner Wright opens the public hearing.
- Lee Anne Stelte, the applicant, is here for any questions.
- Sue-Ann Overstreet states that this lot is adjacent to her lot, and that she wishes for the neighborhood to stay single-family. She has concern over the street only being 17 feet wide long and not handling the capacity.
- Steve Lockwood objects to the rezoning, as he has concern that citizens do not have the opportunity to comment on developments after the rezoning process.
- Commissioner Wright closes the public hearing.
- The Commissioners discuss what types of development would be possible on this lot with its size dimensions.
- Mr. Overstreet responds that it would be impossible to build a townhouse structure on this lot, and difficult to build a duplex.
- The applicant states that they are looking to obtain a rezoning in order to gain more building area for a single-family home. Due to the narrow lot also being a corner lot, in

R-1, the exterior side setback is 20'. With the DN-2 designation, the side setback would only be 12', greatly improving the ability to build on the lot.

- Rezoning is approved 7-0.

3. **Walmart Stores, INC**

Rezoning *

East Central Avenue ([RZ24-0044](#))

Rezoning: RO, Residential Office to C-2, General Commercial

- Mr. Adler provides an overview of the staff report.
- Commissioner Wright opens the public hearing.
- Brittany from CEI Engineering, a representative of the applicant, is here for any questions.
- Commissioner Wright closes the public hearing.
- Rezoning is approved 7-0.

4. **Paulson Revocable Trust**

Rezoning*

12815 Motley Road ([RZ24-0046](#))

Land Use Map Amendment: Agricultural to Low Density Residential

Rezoning: A-1, Agriculture to R-1, Low-Density Single-Family Residential

- Mr. Adler provides an overview of the staff report.
- Kylie Sawyer, with Halff and Associates, representing the applicant, is here for any questions.
- Commissioner Wright opens the public hearing.
- Commissioner Wright closes the public hearing.
- Commissioners ask questions regarding road improvements.
- Rezoning is approved 7-0.

5. **Plan Bentonville***

- Commissioner Wright opens the public hearing.
- Mr. Overstreet gives an overview of updates to the Plan Bentonville Future Land Use Plan, including revisions made after the last public hearings and the online comment received.
- Jon Terlow, 207 SE 3rd Street, asks the Planning Commission to listen to the majority of the SE 3rd Traditional neighborhood and not the one neighbor who is in disagreement with this zoning designation.
- Steve Lockwood, 704 NW 3rd Street, asks that his property be kept as a traditional neighborhood designation.
- Rinkey Singh, 411 NE Cadbury Avenue, expresses concern that comments given regarding land along central avenue in person and online were not addressed with the updated plan.
- Bonnie Kupillas, 1506 W Bluff Spring Avenue, also expresses concern over the proposed land use along Central Avenue, stating that this is not where growth should occur until the state fixes this road, as there are already traffic and safety issues. She also states that she used to own property along this area and was told by planning commission that they did not want to see anything but R-1, A-1, and R-O on this corridor.
- Lucas Vinzi, 1700 NE Steinbeck, opposes any densification along Central Avenue. Mr. Vinzi cited accident statistics.

- Michelle Pinson, states that she believes some of the projects passed recently overlook safety and traffic concerns, including the project and land use along central avenue. Ms. Pinson requests that the state update this road.
- Jared Stewart, 9 Stonebridge Way, read from his statement uploaded in the public comment section of the packet. Mr. Stewart requests a suburban land use along central.
- Steve Hunter, has the same concerns regarding the land use along central. Mr. Hunter states concern about the density.
- Elisa Gans, 40001 NE Cadbury, states concern about the land use along central as it would increase safety concerns. Does not feel that the current designation is appropriate.
- Steve Thompson, 11 Stonebridge way, echoes Jared Stewart's comments and opposes the proposed land use along central.
- Steve Burtin, 3909, Northeast Cadbury avenue, states concern about the land use along E Central and safety/traffic concerns due to more development on this corridor.
- Chairman Wright closes the public hearing.
- Christy Witt, states that she feels that it is unjust to allow developers to build higher-intensity uses next to single-family residential. She asks planning commission to reconsider the current land use for this property
- Dennis Cherry, 40009 Kensington Avenue, echoes previous sentiments regarding the land use along central.
- Kevin Witt, 3803 SW Hanson Loop, opposes the planned land use along E Central avenue that would allow a large apartment building to be built.
- Mayor Stephanie Orman, spoke on conversations with ARDOT regarding this area.
- Jason Frizell, 3 Stonebridge Way, supports this area being reclassified as suburban on the future land use plan.
- Kailey Stweart, 9 Stonebridge Way, read from a letter addressing safety concerns regarding development along E Central and her love for her backyard. She states that she is concerned that she will no longer be able to enjoy where she lives if this area is developed into anything other than suburban neighborhood.
- Bethany Stewart, 9 Stoneridge way, reads from a letter prepared, and cites concern over safety and supports the reclassification of the parcel along E Central to suburban.
- Kirsten Halverson, 505 NE Green Creek Road, speaks on how while diversity of neighborhoods and housing is good, she had an expectation when moving into Woods Creek that she was getting a suburban neighborhood and would be living in a suburban neighborhood. She states that she thinks it is important that cities honor the type of community that citizens choose.
- Todd Petersen, 318 SW 4th Street asks a clarifying question regarding the land use divide along B street and is concerned by some downtown commercial development that would be allowed.
- Curtis Longfellow, 424, SW B Street states concern over the same area as Mr. Petersen.
- Mr. Overstreet clarifies that the current land use allows downtown commercial, so the change on the land use map would essentially allow the same uses as are currently allowed.
- Mandy Starr, 321 SW C, echoes the same concerns regarding having commercial uses along B street.

- Heidi Stewart, 9 Stonebridge Way, supports reclassifying the land along E Central to suburban neighborhood.
- Commissioners discuss traffic along E Central, future development and Infrastructure, and the concerns voiced this evening.

V. Other New Business

McAuley Place

Large Scale Development

1106 Northwest 10th Street ([LSD22-0066](#))

- Mr. Adler provides an overview of the staff report.
- , representing the applicant, is here for any questions.
- Condition of approval: Developer is required to add a first story window and trim between first and second story for Type "B" cottage as a condition of approval.

VI. Old Business

6. Echelon

Rezoning*

1602 Northwest 3rd Street ([PRD24-0004](#))

Future Land Use Map Amendment: Open Space to Low Density Residential(LDR)
Rezoning: R-1, Low-Density Single-Family Residential and R-E, Residential Estate to Planned Residential Development (PRD)

Mr. Adler provides an overview of the staff report.

- Kyle Smith with Leadership Properties, representing the applicant, is here for any questions. Mr. Smith gives an overview of the changes made to the PRD since the last meeting, including a parking exhibition, sample covenants, different building elevations, and a reduced unit count.
- Chairman Wright opens the public hearing.
- Beth Keck, 207 NW O Street, opens the public comment with a presentation in opposition of this project developed by the neighbors surrounding the proposed PRD. Each neighbor reads 3-minute sections of the presentation. The neighbors speak as follows:
 - Ken Leonard, 277 NW O street
 - Randy Green, 302 NW O Street
 - Kelly Crossland, 1308 Sanford Drive
 - Lynne Dinas, 406 NW O Street
 - Ben Nice, 300 NW O Street
 - Trudy Hill, 1601 NW 3rd Street
 - Racel Pfeging, 500 NW O Street
 - James Dockery, 401 NW O Street
 - Brad Anderson, 403 NW Saddlebrook
 - Tim Harrell, 210 NW O Street
- Art Guillen, 1603 NW Appaloosa speaks against this PRD
- Lisa Hostetler, 1703 Carolyn Street speaks against this PRD
- Donna Duncan, 1301, NW 3rd Street speaks against this PRD
- Cindy Acree, 307 Cross Creek Drive, council representative of the neighbors speaking tonight, asks Planning Commission to consider the traffic impacts tis development will have, as well as the concerns of the neighbor, asking the commission to vote no.
- Laura Cooper, 174 NW3rd Street, speaks against this PRD

- Simon Keough, 1214, NE Buckingham BLVD, is looking to move to the area and speaks against this PRD.
- Nick Lindberg, speaks in favor of the PRD, citing the need for more housing and infill development to support the residents who live and work here.
- Chairman Wright closes the public hearing.
- Lyle Clapper, 1505 Sanford Drive, speaks against this PRD
- Tom Vytlačil, 315 NW O Street, speaks against this PRD
- Ron Bolena, spoke against this project, via zoom.
- Ashley Adams, 402 NW O street, via zoom, speaks against this PRD
- Jeff Goings, 308 Old Forge Drive, via zoom, speaks against this PRD
- Joeseph Dinas, via zoom, speaks against this PRD
- Julie Rowan, 502 NW O Street, via zoom, speaks against this PRD
- Chairman Wright closes the public hearing.
- The applicant, Kyle Smith, addresses many of the neighbor concerns about safety, privacy, covenant enforcement, trash, and parking.
- Commissioners discuss the trash pickup options outlined by Mr. Smith, the context of the development, the need for more housing in Bentonville, and traffic impacts.
- Future Land Use Map Amendment is approved 4-3.
- Rezoning is approved 5-2 with the following conditions:
 - Show all setbacks on site plan
 - Provide enhanced materials at LSD
 - Install a sidewalk along all private streets

VII. Other Business

VIII. Adjournment

- Motion to adjourn by Hipp, second by Bennett.
- Meeting is adjourned.



Consent Agenda Item [LS24-0042](#)

For the Planning Commission meeting on December 3, 2024

Details

Lot Split: Existing Lot 11, Block 17 of Deming's Second Addition Creating New Lot 28 of Deming's Second Addition, 414 Northwest 5th Street, R-1, Low-Density Single-Family Residential, *LS24-0042*

A lot split of existing Lot 11, Block 17 of Deming's Second Addition Creating New Lot 28 of Deming's Second Addition. The plat is dedicating 685 square feet of right-of way per the requirements of the Master Street Plan along Northwest D Street and Northwest 5th Street. Additionally, the plat will dedicate a 10-foot utility easement along the south and west sides of new Lot 28.



**Pending PC
Item**

NW 6TH ST

NW D ST

NW 5TH ST



LS24-0042
Demings 2nd Addition Lot 27 BK 17
414 NW 5TH ST



Survey Description

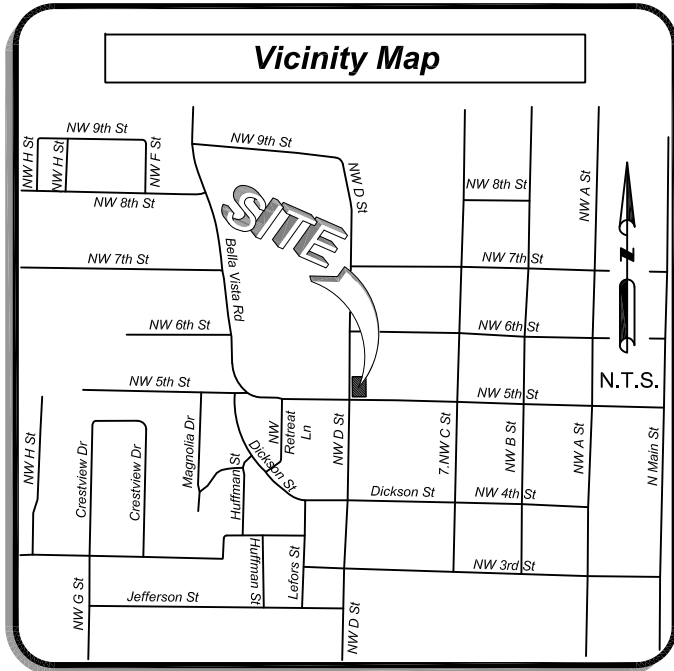
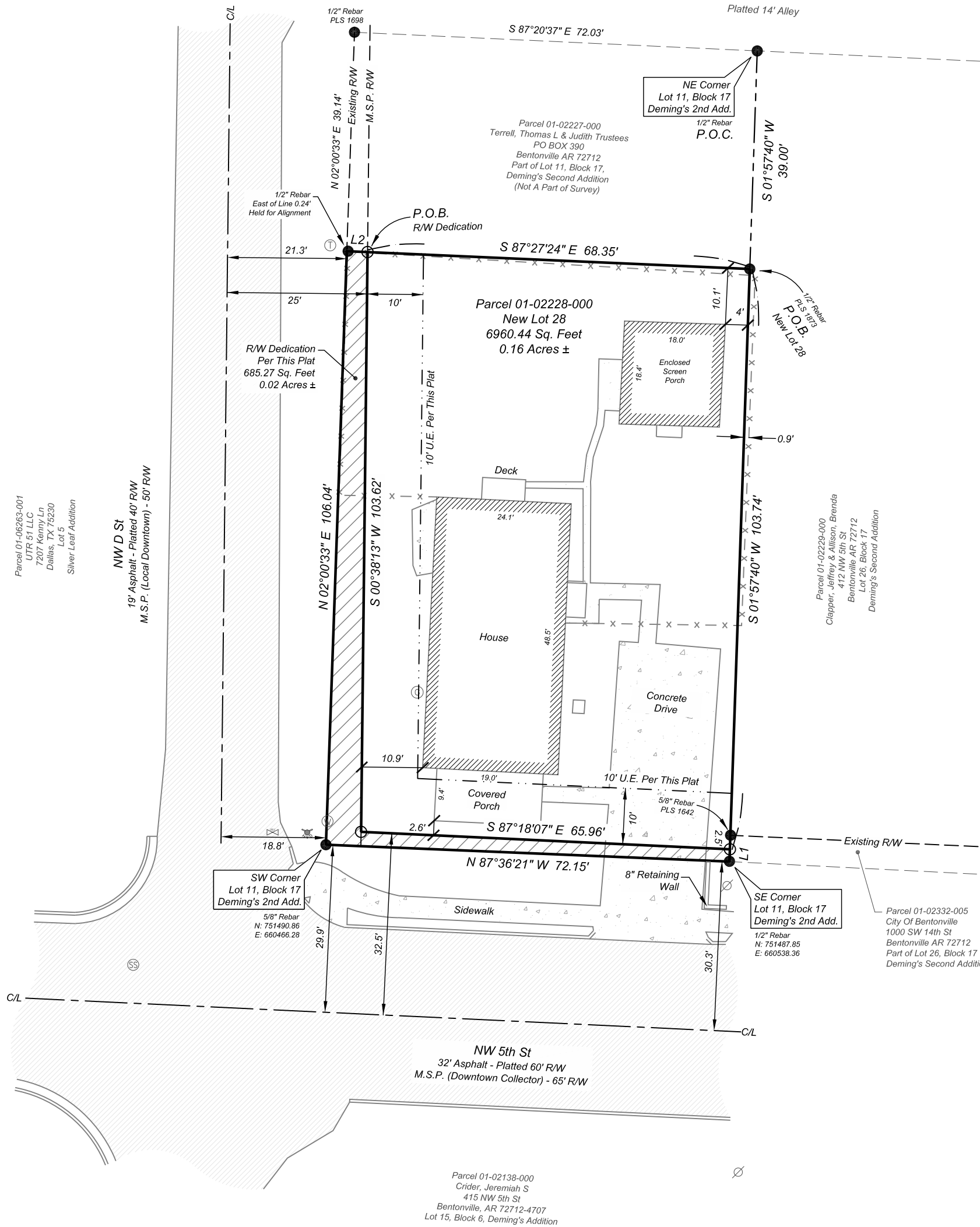
NEW LOT 28
A PART OF LOT 11, BLOCK 17, DEMING'S SECOND ADDITION, TO THE CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: COMMENCING AT AN EXISTING 1/2" REBAR FOR THE NORTHEAST CORNER OF SAID LOT 11, AND RUNNING THENCE S01°57'40"W 39.00' TO AN EXISTING 1/2" REBAR FOR THE POINT OF BEGINNING, THENCE CONTINUING S01°57'40"W 103.74' TO A SET 1/2" REBAR ON THE NORTHERLY RIGHT-OF-WAY OF NW 5TH STREET, THENCE ALONG SAID RIGHT-OF-WAY N87°18'07"W 65.96' TO A SET 1/2" REBAR ON THE EASTERLY RIGHT-OF-WAY OF NW D STREET, THENCE LEAVING SAID NW 5TH STREET RIGHT-OF-WAY AND ALONG SAID NW D STREET RIGHT-OF-WAY N00°38'13"E 103.62' TO A SET 1/2" REBAR, THENCE LEAVING SAID RIGHT-OF-WAY S87°27'24"E 68.25' TO THE POINT OF BEGINNING. CONTAINING 0.16 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

RIGHT-OF-WAY DEDICATION
A PART OF LOT 11, BLOCK 17, DEMING'S SECOND ADDITION, TO THE CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 11, AND RUNNING THENCE S01°57'40"W 39.00', THENCE N87°27'24"W 68.35' TO THE POINT OF BEGINNING, THENCE S00°38'13"W 103.62', THENCE S87°18'07"E 65.96', THENCE S01°57'40"W 2.20', THENCE N87°36'21"W 72.15', THENCE N02°00'37"E 106.13', THENCE S87°27'24"E 3.71' TO THE POINT OF BEGINNING. CONTAINING 0.02 ACRES OR 685.27 SQ. FEET, MORE OR LESS.

Legend of Symbols & Abbreviations

- BOUNDARY LINE
CENTERLINE OF ROAD (C/L)
RIGHT-OF-WAY (R/W)
UTILITY EASEMENT (U.E.)
FENCE
FIRE HYDRANT
POWER POLE
TELEPHONE PEDESTAL
GAS METER
WATER METER
WATER VALVE
SANITARY SEWER MANHOLE
EXISTING MONUMENT AS NOTED
P.O.B. POINT OF BEGINNING
P.O.C. POINT OF COMMENCEMENT
M.S.P. MASTER STREET PLAN

LINE	BEARING	DISTANCE
L1	S 01°57'40" W	2.20'
L2	S 87°27'24" E	3.71'



Miscellaneous Notes

STATE RECORDING NUMBER:
500-20N-30W-0-30-240-04-1873

COMPLETED FIELD WORK:
OCTOBER 08, 2024

REFERENCE DOCUMENTS:
1. WARRANTY DEED FILED AS INSTRUMENT NO. L202135472.
2. SUBDIVISION PLAT FILED IN PLAT RECORD B AT PAGE 24.

ATLAS PAGE 361.

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 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.

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

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

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

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

ALL SIDEWALKS SHALL BE INSTALLED BY THE TIME FRAMES SET FORTH IN 900.08 OF THE STREET SPECIFICATIONS.

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

THE EXISTING USE IS SINGLE-FAMILY RESIDENTIAL.

THERE ARE NO WAIVERS, VARIANCES AND/OR CONDITIONAL USES AT THE TIME OF PREPARING THIS PLAT OR PLAN.

WE HEREBY GRANT TO THE CITY OF BENTONVILLE A BLANKET AVIGATION EASEMENT OVER THE ENTIRETY OF THIS LOT SPLIT PURSUANT TO MUNICIPAL CODE SECTION 401.12.

NO RESIDENTIAL LOT SHALL BE PERMITTED DIRECT ACCESS TO A COLLECTOR OR ARTERIAL STREET. ALL RESIDENTIAL SUBDIVISION DEVELOPMENT CONTIGUOUS TO A COLLECTOR OR ARTERIAL STREET SHALL ORIENT FRONTAGE TO A LOCAL STREET, AND BACK OF THE PROJECT, WITHOUT ACCESS TO THE SAID MAJOR STREETS. ANY REDEVELOPMENT OF THIS PROPERTY SHALL REMOVE THE CURRENT DRIVE AND ACCESS SHALL BE OFF OF NW D STREET.

LOT SPLIT

Lot 11, Block 17

Deming's Second Addition

Creating New Lot 28

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

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 AND ADDRESS: _____

PRINT NAME: _____

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 PROPERTY BOUNDARY SURVEYS AND PLANS HAVE BEEN MET.

DATE OF EXECUTION: _____

SIGNED: _____

REGISTERED LAND SURVEYOR
NO. _____
STATE OF ARKANSAS

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, NO PORTION OF THIS PROPERTY IS IN ZONE "A" OR "AE" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 05007C0090J, WHICH BEARS AN EFFECTIVE DATE OF 09/28/2007 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Utility Notes

THE LOCATION 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.



Owner/Developer

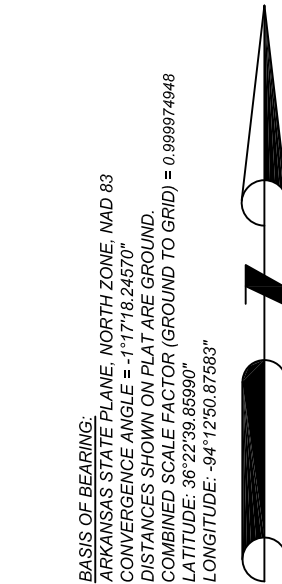
INVICTUS ASSET HOLDINGS LLC
2602 CEDARVIEW DR
AUSTIN TX 78704
MICHAEL NGUYEN: (409) 939-5199

Zoning & Setbacks

CURRENT ZONING: R-1, LOW DENSITY SINGLE FAMILY RESIDENTIAL

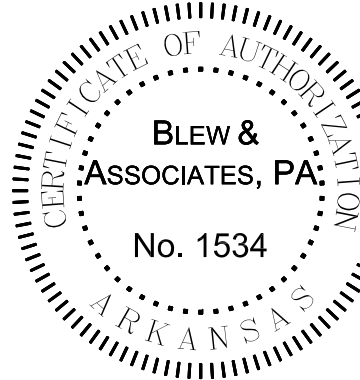
BUILDING SETBACKS NOTE:
SETBACKS SHALL BE PER THE CURRENT ZONING DISTRICT AS STATED IN THE MOST RECENT CITY OF BENTONVILLE ZONING CODE. FOR MORE INFO VISIT www.bentonvilleplanning.com OR CALL THE PLANNING DEPARTMENT @ 479-271-3122.

DATE	REVISION
10/29/24	PER PLANNING COMMENTS
11/14/24	PER PLANNING COMMENTS



0' 20' 40'
1 INCH = 20 FEET

I HEREBY CERTIFY THIS TO BE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF ON THIS THE _____ DAY OF _____, 20____.



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 No 1534

DRAWN BY & DATE: J.C. - 10/08/2024	REVIEWED BY: W.L.	SURVEYED BY: R.S.
COUNTY & STATE: BENTON COUNTY, ARKANSAS	JOB NUMBER: 24-7372	
LOCATION: LOT 11, BLOCK 17, DEMING'S SECOND ADDITION		

FOR THE USE AND BENEFIT OF:

INVICTUS ASSET HOLDINGS LLC

LS24-0042

ORDINANCE NO. _____

**AN ORDINANCE ACCEPTING A LOT SPLIT OF LOT 11, BLOCK 17 OF DEMING’S
SECOND ADDITION CREATING NEW LOT 28 OF DEMING’S SECOND ADDITION
TO THE CITY OF BENTONVILLE, ARKANSAS; AND FOR OTHER PURPOSES.
(PROJECT NUMBER: LS24-0042)**

WHEREAS, pursuant to the provisions of the Land Development Code of the Bentonville Municipal Code, the lot split of LOT 11, BLOCK 17 OF DEMING’S SECOND ADDITION creating new LOT 28 OF DEMING’S SECOND ADDITION, Benton County, Arkansas, was submitted to the Bentonville Planning Commission on November 5, 2024;

WHEREAS, said lot split is attached hereto as Exhibit “A”;

WHEREAS, the Bentonville Planning Commission considered said lot split on the date stated, and at other times, and voted to recommend the approval of said lot split to the City Council; and

WHEREAS, the lot split of real property as described herein has been submitted to the City Council of the City of Bentonville and, after consideration and deliberation, said Council is of the opinion that said lot split should be approved.

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

Section 1: That the lot split of LOT 11, BLOCK 17 OF DEMING’S SECOND ADDITION creating new LOT 28 OF DEMING’S SECOND ADDITION to the City of Bentonville, Arkansas, should be and the same is hereby accepted and approved for all purposes;

Section 2: That the Mayor and City Clerk be and are hereby authorized and directed to evidence the acceptance of said lot split by certifying said acceptance on the approved lot split;

Section 3 - Severability Provision: If any part of this Ordinance is held invalid, the remainder of this Ordinance shall continue in effect as if such invalid portion never existed; and

Section 4 - Repeal of Conflicting Provisions: All Ordinances, Resolutions, or Orders of the City Council, or parts of the same, in conflict with this Ordinance are repealed to the extent of such conflict.

PASSED AND APPROVED this _____ day of _____, 2024.

APPROVED:

ATTEST:

Stephanie Orman, Mayor



Consent Agenda Item [LS24-0041](#)

For the Planning Commission meeting on December 3, 2024

Details

Lot Split: Existing Lot 32 of Skyview Acres Subdivision, creating new Lots 57 & 58 of Skyview Acres Subdivision, 1204 Lockheed Street, R-2, Medium Density Two Family and Townhome Residential, *LS24-0041*

A lot split of existing Lot 32 of Skyview Acres Subdivision, creating new Lots 57 & 58 of Skyview Acres Subdivision. The plat dedicates two utility easements, one along the front lot line and one along the rear lot line, both 15' wide. No other dedications, waivers, or variances are associated with this plat.



**Pending PC
Item**



LS24-0041
Skyview Acres Sub Lot 32
1204 LOCKHEED ST



MISCELLANEOUS NOTES

COMPLETED FIELD WORK:
MAY 19, 2023

REFERENCE DOCUMENTS:
1. WARRANTY DEED FILED UNDER L202233137.
2. SURVEY PLAT FILED IN PLAT BOOK E AT PAGE 38.
3. SURVEY PLAT FILED IN PLAT BOOK 25 AT PAGE 132.

BASIS OF BEARING:
THE BASIS OF BEARING OF THIS SURVEY IS GRID NORTH, BASED ON ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE NAD83.

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.

APPROVAL OF THE PLAT DOES NOT CARRY ANY ASSURANCES THAT THE TRACT OR TRACTS WILL QUALIFY FOR A SEPTIC SYSTEM PERMIT FROM THE ARKANSAS HEALTH DEPARTMENT.

APPROVAL OF THIS PLAN DOES NOT IN ANY WAY INDICATE THAT ANY OF THE LOTS ON THIS PLAN ARE BUILDABLE ACCORDING TO THE PLANNING REGULATIONS OF BENTON COUNTY, ARKANSAS, NOR AN ENDORSEMENT BY THE PLANNING BOARD OF SAID BUILDABILITY OF SAID LOTS.

AT THE TIME OF THE SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF EXISTING OR ABANDONED WATER WELLS, SUMPS, CESSPOOLS, SPRINGS, WATER IMPOUNDMENTS OR UNDERGROUND STRUCTURES.

AT THE TIME OF THE SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF EXISTING EROSION PROBLEMS ON-SITE OR WITHIN 100' DOWNSTREAM OF THE THE PROPERTY.

THERE IS NO KNOWN OCCURRENCE OF ANY OVERFLOW PROBLEMS OF SEWER OR SEPTIC SYSTEMS AT THE TIME OF THE SUBJECT SURVEY.

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

THERE ARE NO WAIVERS, VARIANCES AND/OR CONDITIONAL USES AT THE TIME OF PREPARING THIS PLAT.

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

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

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

ALL SIDEWALKS SHALL BE INSTALLED BY THE TIME FRAMES SET FORTH IN 900.08 OF THE STREET SPECIFICATIONS.

THE TERM "CERTIFY" OR "CERTIFICATION" AND "CORRECT" AS NOTED HEREON AND AS IT PERTAINS TO LAND SURVEYING SERVICES AS SHOWN ON THIS DOCUMENT SHALL MEAN, "A STATEMENT SIGNED BY THE PROFESSIONAL LAND SURVEYOR BASED ON THE FACTS AND KNOWLEDGE KNOWN TO THE PROFESSIONAL LAND SURVEYOR AT THE TIME OF THE SURVEY AND IS NOT A GUARANTEE OR WARRANTY, EITHER IMPLIED OR EXPRESSED."

STATE RECORDING NUMBER: 500-20N-30W-0-33-330-04-1826.

WE HEREBY GRANT TO THE CITY OF BENTONVILLE A BLANKET AVIGATION EASEMENT OVER THE ENTIRETY OF THIS LOT SPLIT PURSUANT TO MUNICIPAL CODE SECTION 401.12.

NO RESIDENTIAL LOT SHALL BE PERMITTED DIRECT ACCESS TO A COLLECTOR OR ARTERIAL STREET. ALL RESIDENTIAL SUBDIVISION DEVELOPMENT CONTIGUOUS TO A COLLECTOR OR ARTERIAL STREET SHALL ORIENT FRONTAGE TO A LOCAL STREET, AND BACK OF THE PROJECT, WITHOUT ACCESS TO THE SAID MAJOR STREETS.

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

LOTS HAVE DIRECT ACCESS TO WATER/SEWER.

ATLAS PAGE: 405.

LAND AREA

PARENT PARCEL
14,005 SQ. FEET ±
0.322 ACRES ±

LOT 57
7,001 SQ. FEET ±
0.161 ACRES ±

LOT 58
7,004 SQ. FEET ±
0.161 ACRES ±

FLOOD ZONE INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 05007C0260K, WHICH BEARS AN EFFECTIVE DATE OF 06/05/2012 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

SURVEY DESCRIPTION

PARENT PARCEL (PARCEL NO. 01-04198-000):

LOT 32, SKYVIEW ACRES SUBDIVISION, BENTONVILLE, BENTON COUNTY, ARKANSAS AS DESIGNATED IN PLAT BOOK E, AT PAGE 38.

LOT 57:

BEING THE NORTH HALF OF LOT 32, SKYVIEW ACRES SUBDIVISION, BENTONVILLE, BENTON COUNTY, ARKANSAS AS DESIGNATED IN PLAT BOOK E, AT PAGE 38, BEING DESCRIBED AS FOLLOWS:

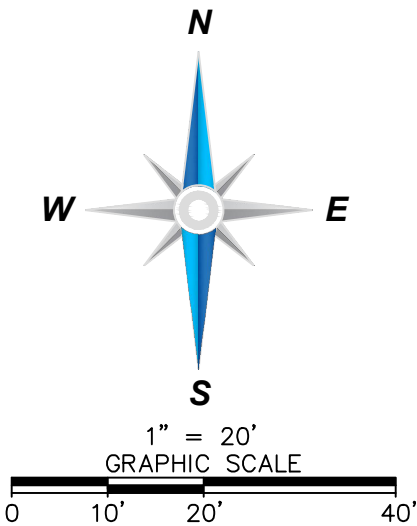
BEGINNING AT A FOUND 1/2" REBAR MARKING THE NORTHWEST CORNER OF SAID LOT 32, THENCE ALONG THE NORTH LINE OF SAID LOT 32, S87°16'43"E A DISTANCE OF 140.00' TO A FOUND 1/2" REBAR LOCATED ON THE WEST RIGHT-OF-WAY OF LOCKHEED STREET; THENCE ALONG SAID RIGHT-OF-WAY S02°40'23"W A DISTANCE OF 50.00' TO A SET CAPPED 5/8" REBAR MARKED "AR 1826"; THENCE LEAVING SAID RIGHT-OF-WAY N87°16'43"W A DISTANCE OF 140.05' TO A SET CAPPED 5/8" REBAR MARKED "AR 1826"; THENCE N02°43'50"E A DISTANCE OF 50.00' RETURNING TO THE POINT OF BEGINNING, CONTAINING 7,001 SQ. FEET OR 0.161 ACRES MORE OR LESS AND SUBJECT TO ALL EASEMENTS AND RIGHT-OF-WAYS OF RECORD.

LOT 58:

BEING THE SOUTH HALF OF LOT 32, SKYVIEW ACRES SUBDIVISION, BENTONVILLE, BENTON COUNTY, ARKANSAS AS DESIGNATED IN PLAT BOOK E, AT PAGE 38, BEING DESCRIBED AS FOLLOWS:

COMMENCING FROM A FOUND 1/2" REBAR MARKING THE NORTHWEST CORNER OF SAID LOT 32, THENCE ALONG THE WEST LINE OF SAID LOT 32, S02°43'50"W A DISTANCE OF 50.00' TO A SET CAPPED 5/8" REBAR MARKED "AR 1826", MARKING THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID WEST LINE S87°16'43"E A DISTANCE OF 140.05' TO A SET CAPPED 5/8" REBAR MARKED "AR 1826" LOCATED ON THE WEST RIGHT-OF-WAY OF LOCKHEED STREET; THENCE ALONG SAID RIGHT-OF-WAY S02°40'23"W A DISTANCE OF 50.00' TO A SET MAG-NAIL; THENCE LEAVING SAID RIGHT-OF-WAY N87°16'43"W A DISTANCE OF 140.10' TO A FOUND 1/2" REBAR; THENCE N02°43'50"E A DISTANCE OF 50.00' RETURNING TO THE POINT OF BEGINNING, CONTAINING 7,004 SQ. FEET OR 0.161 ACRES MORE OR LESS AND SUBJECT TO ALL EASEMENTS AND RIGHT-OF-WAYS OF RECORD.

LOT SPLIT
OF LOT 32 SKYVIEW ACRES SUBDIVISION
CREATING LOTS 57 & 58
1204 LOCKHEED STREET, BENTONVILLE, AR 72712
BENTON COUNTY



OWNER/DEVELOPER

RJM PROPERTY MANAGEMENT LLC
RONALD.MCGEATH@GMAIL.COM
3003 SW WOODRUFF ST BENTONVILLE AR 72713

ZONING INFORMATION

CURRENT ZONING: R-2, MEDIUM DENSITY TWO FAMILY AND TOWNHOME

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.

SIGNATURE BLOCKS

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 AND ADDRESS: _____

PRINT NAME: _____

SOURCE OF TITLE: D.R. _____

PAGE _____

CERTIFICATE OF SURVEYING ACCURACY
I, HEATH A. MYERS, 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. 1826
STATE OF ARKANSAS

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

STATE OF ARKANSAS
COUNTY OF
SUBSCRIBED AND SWORN BEFORE ME THIS ____ DAY OF
_____, 2024.

NOTARY PUBLIC

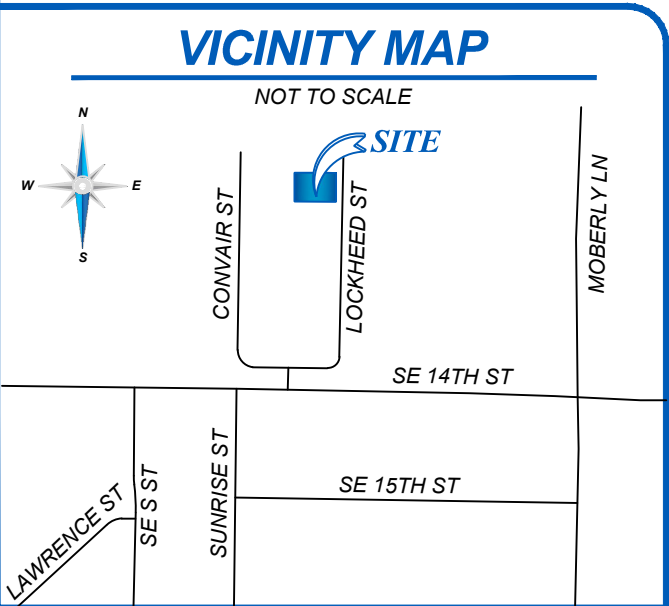
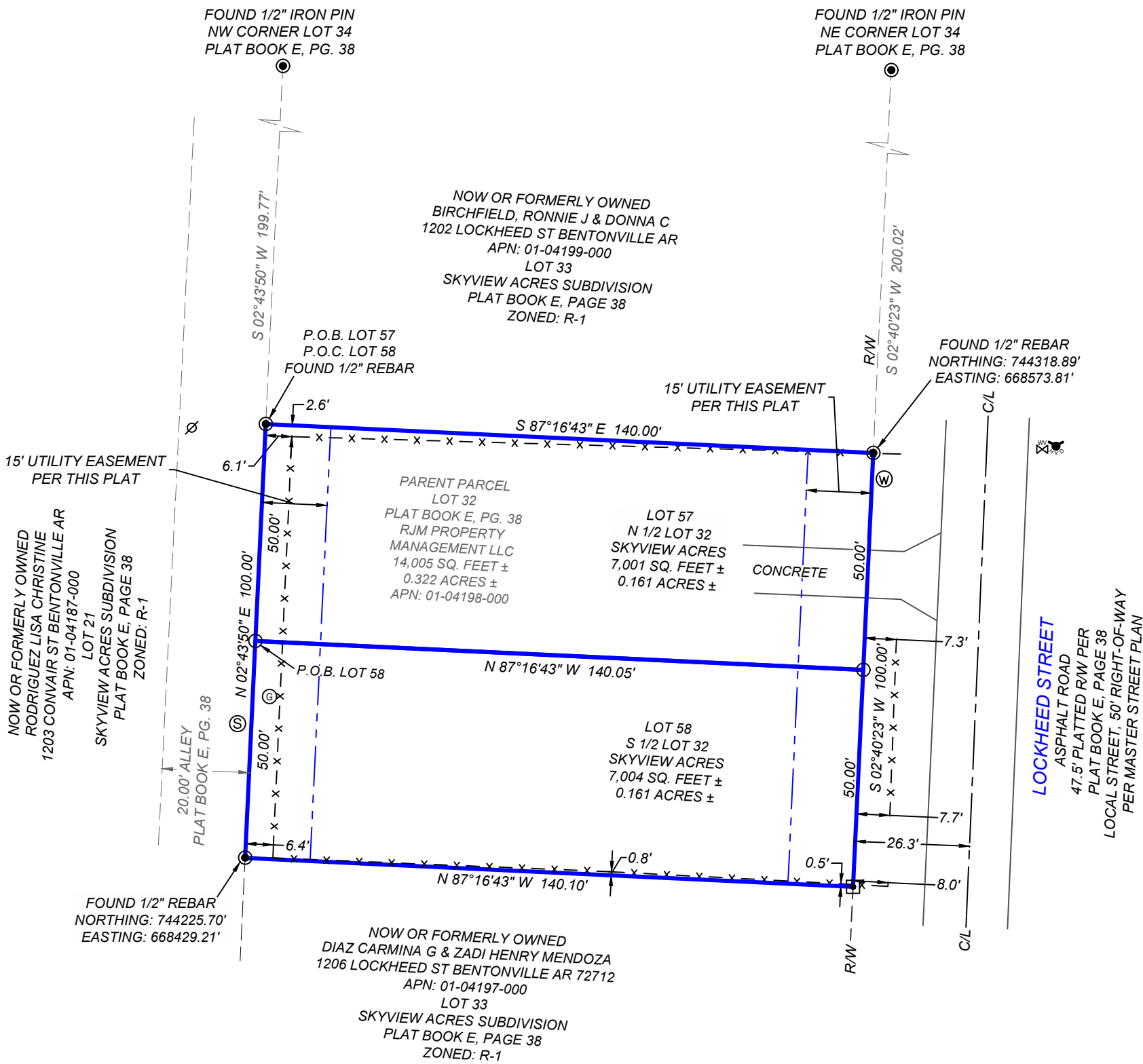
MY COMMISSION EXPIRES

DATE	REVISION HISTORY	BY
06/20/23	PLANNING COMMENTS	TPN
10/31/24	PLANNING COMMENTS	TPN
11/13/24	PLANNING COMMENTS	TPN

**Surveying
Engineering
Mapping**

3825 N. SHILOH DRIVE - FAYETTEVILLE, AR 72703
EMAIL: SURVEY@BLEWINC.COM
OFFICE: 479.443.4506 · FAX: 479.582.1883
EMAIL: SURVEY@BLEWINC.COM-WWW.BLEWINC.COM

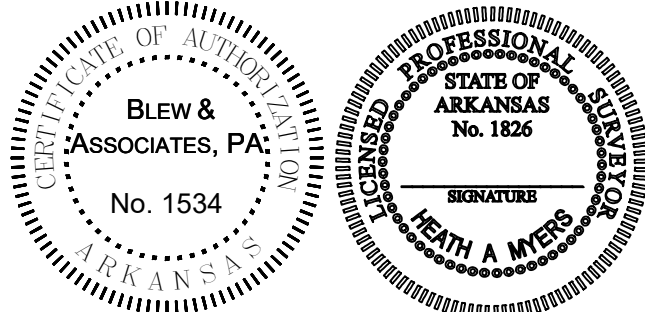
SURVEYOR JOB NUMBER: 23-3183	SURVEY DRAWN BY: BDM - 05/24/2023
SURVEY REVIEWED BY: TPN	SCALE: 1" = 20'
FOR THE USE AND BENEFIT OF: RONALD MCGEATH	COB PROJECT NO: LS24-0041



LEGEND & SYMBOLS

- FOUND MONUMENT (AS NOTED)
- SET 5/8" REBAR WITH CAP "AR 1826"
- SET MAG NAIL IN CONCRETE
- ✕ WATER VALVE
- ✕ FIRE HYDRANT
- ⊙ WATER METER
- ⊙ SANITARY MANHOLE
- ⊙ GAS METER
- ⊘ POWER POLE
- R/W RIGHT-OF-WAY
- C/L CENTERLINE
- P.O.C. POINT OF COMMENCEMENT
- P.O.B. POINT OF BEGINNING
- BOUNDARY LINE
- - - EASEMENT LINE
- - - RIGHT-OF-WAY LINE
- - - CENTERLINE
- x - x - x - FENCE LINE

I, HEATH A. MYERS, PROFESSIONAL SURVEYOR NO. 1826, IN THE STATE OF ARKANSAS, HEREBY CERTIFY THIS TO BE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF ON THIS THE 3RD DAY OF OCTOBER, 2024.



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.

ORDINANCE NO. _____

**AN ORDINANCE ACCEPTING A LOT SPLIT OF LOT 32 OF SKYVIEW ACRES
SUBDIVISION CREATING NEW LOTS 57 AND 58 OF SKYVIEW ACRES
SUBDIVISION TO THE CITY OF BENTONVILLE, ARKANSAS; AND FOR OTHER
PURPOSES.
(PROJECT NUMBER: LS24-0041)**

WHEREAS, pursuant to the provisions of the Land Development Code of the Bentonville Municipal Code, the lot split of LOT 32 OF SKYVIEW ACRES SUBDIVISION creating new LOTS 57 AND 58 OF SKYVIEW ACRES SUBDIVISION, Benton County, Arkansas, was submitted to the Bentonville Planning Commission on November 5, 2024;

WHEREAS, said lot split is attached hereto as Exhibit “A”;

WHEREAS, the Bentonville Planning Commission considered said lot split on the date stated, and at other times, and voted to recommend the approval of said lot split to the City Council; and

WHEREAS, the lot split of real property as described herein has been submitted to the City Council of the City of Bentonville and, after consideration and deliberation, said Council is of the opinion that said lot split should be approved.

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

Section 1: That the lot split of LOT 32 OF SKYVIEW ACRES SUBDIVISION creating new LOTS 57 AND 58 OF SKYVIEW ACRES SUBDIVISION to the City of Bentonville, Arkansas, should be and the same is hereby accepted and approved for all purposes;

Section 2: That the Mayor and City Clerk be and are hereby authorized and directed to evidence the acceptance of said lot split by certifying said acceptance on the approved lot split;

Section 3 - Severability Provision: If any part of this Ordinance is held invalid, the remainder of this Ordinance shall continue in effect as if such invalid portion never existed; and

Section 4 - Repeal of Conflicting Provisions: All Ordinances, Resolutions, or Orders of the City Council, or parts of the same, in conflict with this Ordinance are repealed to the extent of such conflict.

PASSED AND APPROVED this _____ day of _____, 2024.

APPROVED:

ATTEST:

Stephanie Orman, Mayor

Malorie Marrs, City Clerk



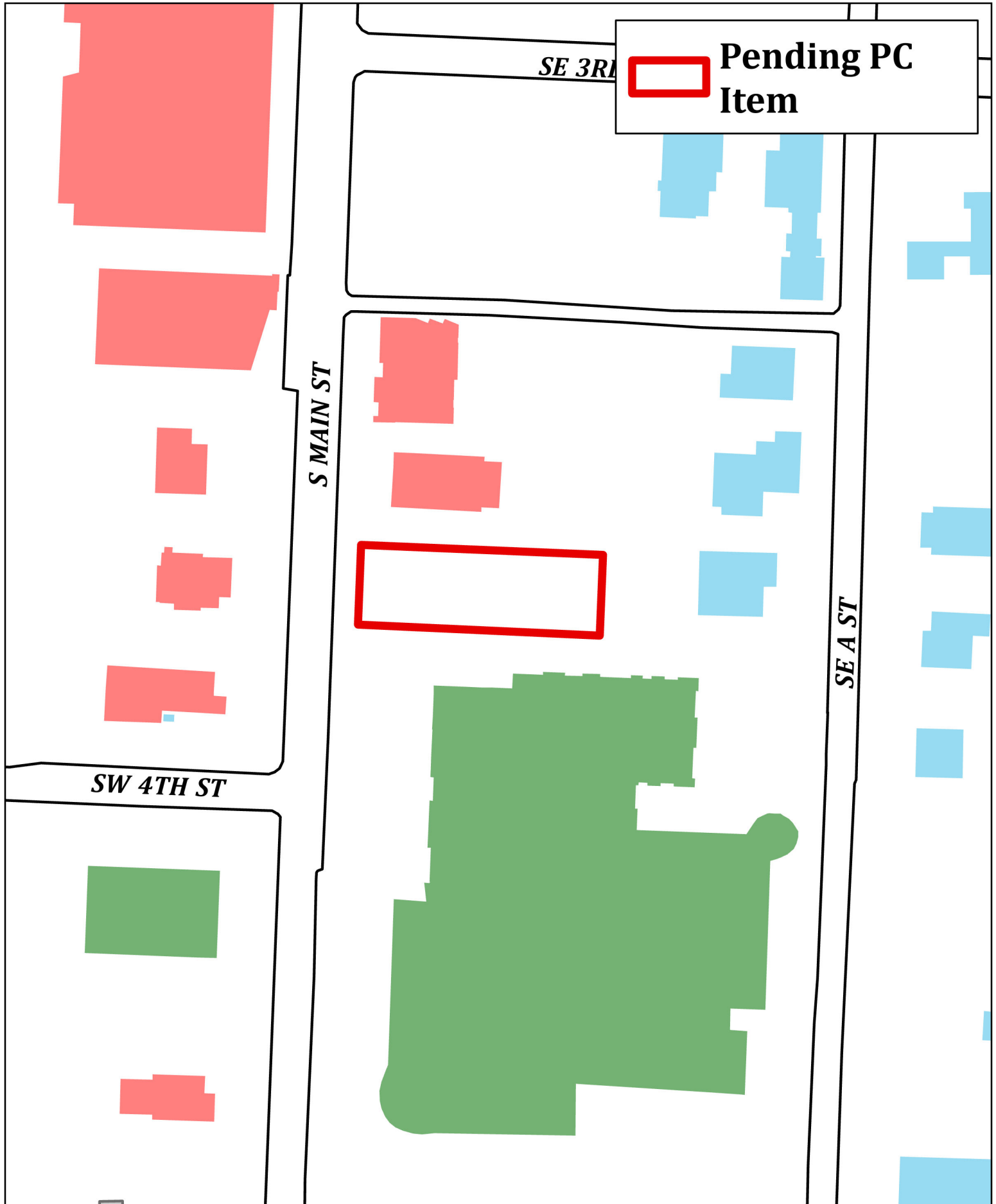
Consent Agenda Item [PLA24-0029](#)

For the Planning Commission meeting on December 3, 2024

Details

Property Line Adjustment: Lot 14, Block 3 of Railroad Addition Creating New Lot 28, Block 3 of Railroad Addition, 311 South Main Street, D-E, Downtown Edge, *PLA24-0029*

A Property Line Adjustment of Lot 14, Block 3 of Railroad Addition Creating New Lot 28, Block 3 of Railroad Addition. The plat is dedicating 343 square feet of right-of-way along South Main Street to meet the requirements of the Master Street Plan for a Collector Downtown Street. The plat is also dedicating a 5-foot utility easement along the front of the lot adjacent to South Main Street. Additionally, the plat dedicates a blanket avigation easement over the entirety of the lot.



 Pending PC Item

S MAIN ST

SE A ST

SW 4TH ST

SE 3RD ST



PLA24-0029
Lot 14, Block 3 of Railroad Addition Creating Lot 28
311 S MAIN ST



1) IMAGE MASTERS INC
309 S MAIN ST
BENTONVILLE, AR
PARCEL #01-03788-000
LOT 13, BLOCK 3 RAILROAD ADDITION
ZONED: D-E

2) IMAGE MASTERS INC
310 SE A ST
BENTONVILLE, AR
PARCEL #01-03791-000
LOT 25, BLOCK 3 RAILROAD ADDITION
ZONED: D-E

3) CITY OF BENTONVILLE
405 S MAIN ST
BENTONVILLE, AR
PARCEL #01-20998-000
LOT 1, LIBRARY ADDITION PHASE 2
ZONED: D-E

4) EMMA PARTNERS LLC
312 S MAIN ST
BENTONVILLE, AR
PARCEL #01-03765-000
LOT 26, BLOCK 1 RAILROAD ADDITION
ZONED: D-C

BASIS OF BEARING:
GPS OBSERVATION - AR NORTH ZONE
NAD83(2011) HORIZONTAL DATUM

BUILDING SETBACK NOTE:
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

FLOOD CERTIFICATION:
NO PORTION OF THIS PROPERTY IS LOCATED WITHIN FLOOD
ZONE "A" OR "AE" AS DETERMINED BY THE NATIONAL
FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP
FOR BENTON COUNTY, ARKANSAS.
(FIRM PANEL #05007C0255K. DATED 6/5/2012)

- 1) PLAT OF SURVEY FILED IN BOOK 2010 AT PAGE 178
- 2) PLAT OF SURVEY FILED IN BOOK 2012 AT PAGE 105
- 3) PLAT OF SURVEY FILED IN BOOK 2015 AT PAGE 46
- 4) PLAT OF SURVEY PREPARED BY SAND CREEK, JOB #18065; DATED 10/01/2018
- 5) PLAT OF SURVEY FILED AS STATE DOCUMENT #1202349392
- 6) FINAL PLAT OF RAILROAD ADDITION FILED IN BOOK A AT PAGE 38
- 7) REPORT OF SURVEY FILED IN BOOK 2015 AT PAGE 7779
- 8) WARRANTY DEED FILED AS STATE DOCUMENT #1202432871
- 9) WARRANTY DEED FILED IN BOOK 2007 AT PAGE 31308
- 10) UTLICLAIM DEED FILED IN BOOK 2016 AT PAGE 17959

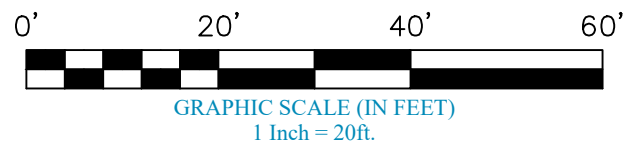
PARENT TRACT PARCEL #01-03789-000 EXISTING WARRANTY DEED DESCRIPTION (L2024-32871):
A PART OF LOT 14, BLOCK 3, RAILROAD ADDITION TO THE CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, DESCRIBED AS FOLLOWS: BEGINNING AT AN EXISTING REBAR WHICH IS N02°14'02" E 55.29' FROM THE SOUTHWEST CORNER OF SAID LOT 14, BLOCK 3 AND RUNNING THENCE N02°14'02" E 54.30' TO AN EXISTING REBAR, THENCE S87°38'08" E 165.02', THENCE S02°19'31" W 55.00', THENCE N87°23'29" W 164.94' TO THE POINT OF BEGINNING, CONTAINING 0.21 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENT AND RIGHTS-OF-WAY OF RECORD.

A PART OF LOT 14, BLOCK 3 OF RAILROAD ADDITION SUBDIVISION TO THE CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: BEGINNING AT AN EXISTING REBAR IN THE EAST RIGHT-OF-WAY OF SOUTH MAIN STREET WHICH IS N02°14'02"E 55.29' AND S87°23'29"E 5.28' FROM THE SOUTHWEST CORNER OF SAID LOT 14, BLOCK 3 AND RUNNING THENCE ALONG SAID RIGHT-OF-WAY N05°10'28"E 27.01', THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N02°11'43"E 27.34', THENCE LEAVING SAID RIGHT-OF-WAY S87°38'08"E 158.37', THENCE S02°19'31"W 55.00', THENCE N87°23'29"W 159.66' TO THE POINT OF BEGINNING, CONTAINING 0.20 ACRES, MORE OR LESS, SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

A PART OF LOT 14, BLOCK 3 OF RAILROAD ADDITION SUBDIVISION TO THE CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: BEGINNING AT AN EXISTING REBAR WHICH IS N02°14'02"E 55.29' FROM THE SOUTHWEST CORNER OF SAID LOT 14, BLOCK 3 AND RUNNING THENCE N02°14'02"E 54.30' TO AN EXISTING REBAR, THENCE S87°38'08"E 6.65', THENCE S02°11'43"W 27.34', THENCE S05°10'28"W 27.01', THENCE N87°23'29"W 5.28' TO THE POINT OF BEGINNING, CONTAINING 343.00 SQUARE FEET, MORE OR LESS.

- 2) RECORD (R) BEARINGS AND DISTANCES ARE SHOWN PER WARRANTY DEED L2024-32871 WHERE POSSIBLE.
- 3) SOME FEATURES AND/OR SYMBOLS ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR VISUAL CLARITY.
- 4) THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES, GIS, AND/OR UTILITY MAPS PROVIDED BY LOCAL UTILITY COMPANIES. NOT ALL UTILITY COMPANIES MAY HAVE RESPONDED TO OUR REQUEST FOR MAPS AND/OR INFORMATION. ALL UTILITY LINES APPEARING ON THIS PLAT, AS WELL AS THOSE THAT MAY EXIST UNDERGROUND NEED TO BE VERIFIED PRIOR TO DOING ANY TYPE OF EXCAVATION OR DESIGN. SOME UTILITY LINES MAY ALSO EXIST THAT WERE NOT SHOWN ON THIS PLAT.
- 5) SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT TIME OF BUILDING PERMIT ISSUANCE.
- 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 THE CITY OF BENTONVILLE TRANSPORTATION DEPARTMENT.
- 8) THERE MAY NOT BE ANY FENCES OR ANY OTHER STRUCTURES BUILT IN ANY DRAINAGE EASEMENTS.
- 9) THERE ARE NO WAIVERS, VARIANCES, OR CONDITIONAL USES BEING REQUESTED WITH THIS PROJECT.
- 10) NO RESIDENTIAL LOT SHALL BE PERMITTED DIRECT ACCESS TO A COLLECTOR OR ARTERIAL STREET. ALL RESIDENTIAL SUBDIVISION DEVELOPMENT CONTIGUOUS TO A COLLECTOR OR ARTERIAL STREET SHALL ORIENT FRONTAGE TO A LOCAL STREET, AND BACK OF THE PROJECT, WITHOUT ACCESS TO THE SAID MAJOR STREETS.
- 11) THIS PROPERTY IS LOCATED IN ZONE C (3) OUTER SAFETY ZONE (OSZ) - CITY OF BENTONVILLE MUNICIPAL AIRPORT.
- 12) ALL SIDEWALKS SHALL BE INSTALLED BY THE TIMEFRAMES SET FORTH IN 900.08 OF THE STREET SPECIFICATIONS.

1. 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.
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. ALL STRUCTURES MUST MAINTAIN MINIMUM OF 20' CLEARANCES FROM ALL ELECTRIC LINES.
4. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO COORDINATE WITH THE NEW SERVICE COORDINATOR @ 479-271-3139 TO DETERMINE IF EQUIPMENT IS IN CONFLICT.
5. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO PAY FOR ANY COSTS 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.



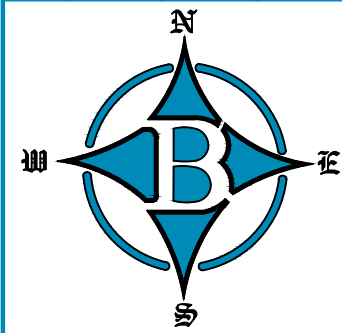
I HEREBY CERTIFY THIS TO BE TRUE AND CORRECT
TO THE BEST OF MY KNOWLEDGE AND BELIEF
ON THIS THE 26TH DAY OF SEPTEMBER, 2024.



DATE:
ON THIS SEAL IS NOT AN
BLUE IN COLOR
BE ASSUMED THAT THIS PLAT MAY
D. THE ABOVE CERTIFICATION
TO ANY COPY THAT DOES NOT
SEAL AND SIGNATURE.

BENTONVILLE PROJECT #PLA24-0029

RECORDING NUMBER/DATE			
REVISION	DATE		
REVISED PER IST SUBMITTAL COMMENTS	11/13/24		



LEGEND:

THESE STANDARD SYMBOLS WILL BE FOUND IN THE DRAWING.

(R) RECORD BEARING & DISTANCE

M (MEASURED BEARING & DISTANCE)

●	FOUND 5/8" REBAR	—————	BOUNDARY LINE (MEASURED)
○	SET 5/8" REBAR CAP	—————	PACCEL LINE
✕	FOUND 1/2" REBAR	—————	TI LINE
○	COMPUTED POINT	—————	CENTERLINE OF ROAD
⊗	CABLE PEDestal	—————	FENCE
⊗	WATER METER	— X —	UTILITY PLACEMENT
⊗	ELECTRICAL METER	— . . —	
⊗	ELECTRICAL BOX	— . . —	
⊗	ADD LAND OWNER		



Engineers - Survivors

7330 S. Pleasant Ridge Dr. • Fayetteville, Arkansas 72704 • 479.442.9350

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This survey was conducted for the person or persons whose name(s) appear on this plat. This plat is not a warranty, representation, or contract. No one including the person(s) named may make independent express written consent of Bates & Associates, Inc. Surveyor has made no independent investigation for any alleged or suspected fraud, misstatements, omissions, or other legal claims. Any flood statement provided on this plat which is a complete and true statement of the facts and circumstances known to the person or persons who prepared the statement and is not a warranty, representation, or contract. Bates & Associates, Inc. assumes no liability for the correctness of the herein cited maps, furthermore the above statement does not represent the opinion of Bates & Associates, Inc., or the probability of flooding.

FOR USE AND BENEFIT OF:	
BOOTH BUILDING AND DESIGN	
ADDRESS: 371 SOUTH MAIN STREET BENTONVILLE, ARKANSAS	
DATE: 11/19/24	SCALE: 1"=20'
LOCATION: LOCK 3 RAILROAD ADDITION	SURVEYED: DRAFTED: JRICH BA
	DRAFT DATE: 11/13/24
	REVIEWED: DT
	COA. #1335
DRAWING #24-248	

ORDINANCE NO. _____

**AN ORDINANCE ACCEPTING A PROPERTY LINE ADJUSTMENT OF LOT 14,
BLOCK 3 OF RAILROAD ADDITION CREATING NEW LOT 28, BLOCK 3 OF
RAILROAD ADDITION TO THE CITY OF BENTONVILLE, ARKANSAS; AND FOR
OTHER PURPOSES.**

(PROJECT NUMBER: PLA24-0029)

WHEREAS, pursuant to the provisions of the Land Development Code of the Bentonville Municipal Code, the property line dedication of LOT 14, BLOCK 3 OF RAILROAD ADDITION CREATING NEW LOT 28, BLOCK 3 OF RAILROAD ADDITION the City of Bentonville, Benton County, Arkansas was submitted to the Bentonville Planning Commission on December 3, 2024;

WHEREAS, said property line adjustment is attached hereto as Exhibit “A”;

WHEREAS, the Bentonville Planning Commission considered said property line adjustment on the date stated and at other times, and voted to recommend the approval of said property line adjustment to the City Council; and

WHEREAS, the property line adjustment of real property as described herein has been submitted to the City Council for the City of Bentonville, and after consideration and deliberation, said Council is of the opinion that said property line adjustment should be approved.

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

Section 1: That the right of way and easement dedication of LOT 14, BLOCK 3 OF RAILROAD ADDITION CREATING NEW LOT 28, BLOCK 3 OF RAILROAD ADDITION to the City of Bentonville, Arkansas, should be and the same is hereby accepted and approved for all purposes;

Section 2: That the Mayor and City Clerk be and are hereby authorized and directed to evidence the acceptance of said property line adjustment by certifying said acceptance on the approved property line adjustment;

Section 3 - Severability Provision: If any part of this Ordinance is held invalid, the remainder of this Ordinance shall continue in effect as if such invalid portion never existed; and

Section 4 - Repeal of Conflicting Provisions: All Ordinances, Resolutions, or Orders of the City Council, or parts of the same, in conflict with this Ordinance are repealed to the extent of such conflict.

PASSED AND APPROVED this _____ day of _____, 2024.

APPROVED:

Stephanie Orman, Mayor

ATTEST:

Malorie Marrs, City Clerk



Kelley

716 West Central Avenue

PC Date: 12/3/2024

Staff Report Details

Project Number	RZ24-0047
Applicant / Current Owner	Mark Kelley
Site Area	+/- [Site_Area] Acres
Current Zoning	R-1, Low-Density Single-Family Residential
Requested Zoning	DN-1, Downtown Low Density Residential
Current Future Land Use Map Designation	Low Density Residential (LDR)
Requested Future Land Use Map Designation	NA
Development Type / Use	Single-family
Related projects	

Property Description

The subject property is located at 716 W Central Avenue. The property is presently zoned R-1, Low Density Single Family Residential, with a land use designation of Low Density Residential. The property has direct access to Northwest 2nd Street and West Central Avenue. Surrounding zoning districts include R-1, Low Density Single Family Residential to the east, west, and south, as well as some RO, Residential Office to the north.

Project Details

The applicant has requested a rezoning of the property from R-1, Low Density Single Family Residential to DN-1, Downtown Neighborhood Low Density Residential. The applicant states in their narrative they are requesting the rezoning in order to develop a downtown-style single-family home.

Relationship to the General Plan / Projected Traffic Impact

The property is presently designated as Low Density Residential and is surrounded by Low Density residential to the south, east, north, and west.

Relationship to the General Plan / Projected Traffic Impact

Low-density residential areas include detached single-family residential properties with a typical density of 3-8 units per acre. While lot size and overall density may vary from one part of the city to another, these areas represent the predominant form of residential development in Bentonville. These areas may also include local amenities for residents, including neighborhood parks, places of worship, etc

This zoning request aligns with the Future Land Use Map, recommending DN-1, Downtown Neighborhood Low Density Residential as an appropriate zoning designation. This location is within Priority Area 1 of the Community Plan, Downtown Intensification, which highlights reinvestment in urban neighborhoods in and around Downtown Bentonville.

From a built environment lens, DN-1 and its supported housing types fits within the surrounding development.

The applicant states there is no anticipated increase in traffic from the zoning change.

Public Comment

Has Staff received Public Comment at the time of this report? : **No**

Analysis / Waivers

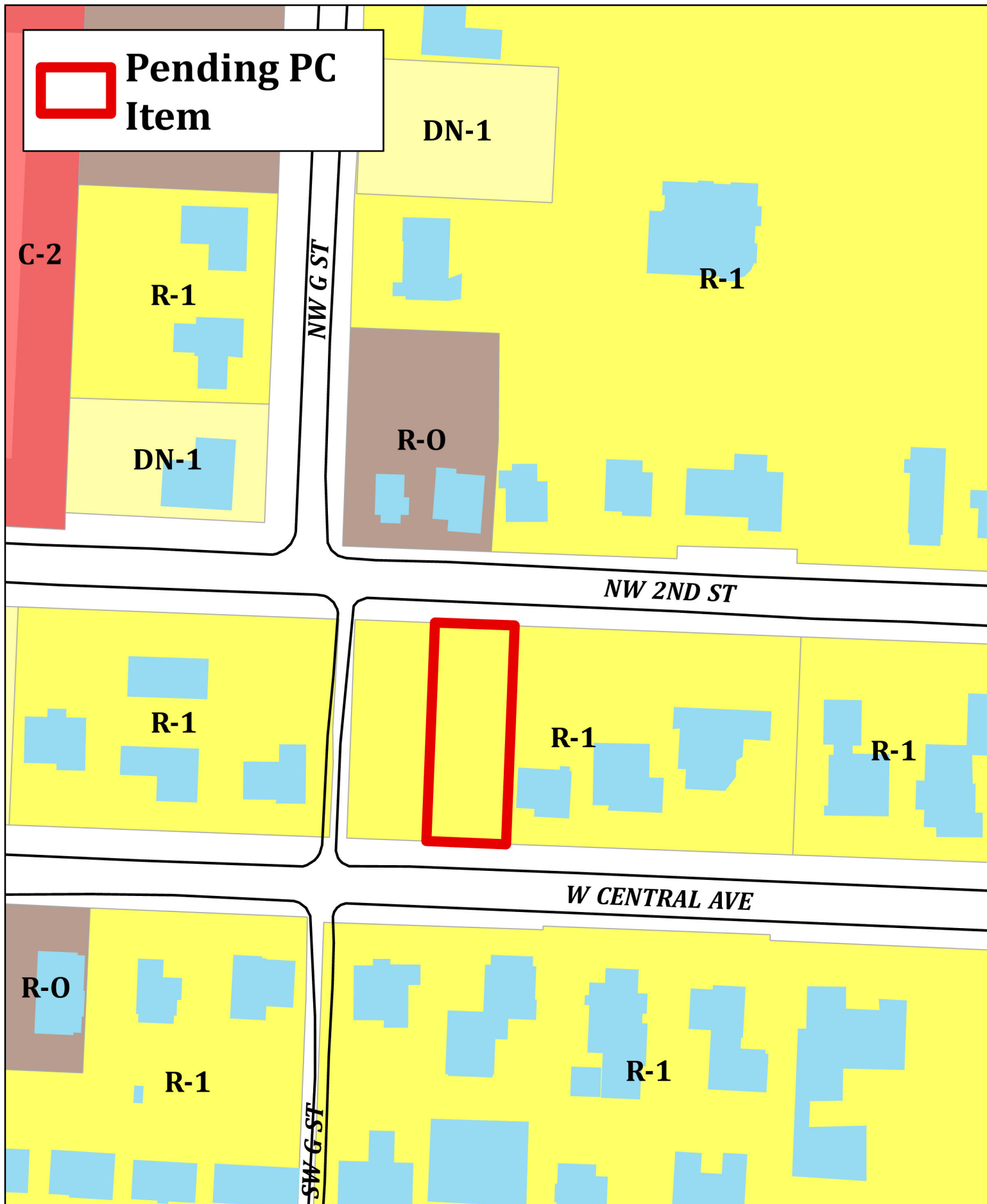
Conclusion

This rezoning is consistent with the future land use plan. Given this property's location within low density housing types, as well as the Community Plan's call for Downtown Intensification, staff recommends approval of this request.

Additional Details



**Pending PC
Item**



RZ24-0047
Mark Kelley
R-1 to DN-1





October 23rd, 2024

City of Bentonville
305 SW A Street
Bentonville, AR 72712

RE: Rezoning Narrative, 716 & 718 W Central Ave
Zoning from R-1 to DN-1

To whom it may concern:

Please accept this rezoning of the subject land. The developer intends to develop downtown-style homes at the subject address. This rezoning will accompany a proposed lot line adjustment, which will include dedication of G Street right-of-way. After the dedication, only enough land remains to split into 50'-wide lots, thus requiring DN-1 zoning.

The newly zoned property will fit in well with surrounding properties, as those range from R-1 to R-O.

The Future Land Use Plan calls for low-density residential in this area, and DN-1 zoning is an acceptable classification.

The following bullet points apply.

Intended use of this property will be single-family residential.

- The change in traffic for this area will not change beyond its current zoning. No new/extra lots are proposed with this rezoning or the proposed lot-line adjustment.
- No signage is proposed.
- The appearance of these homes will be in-keeping with the surrounding area and the desired look for downtown homes.
- Public water is available on both Central and SW 2nd Streets. Sewer is available on Central and SW G Street.

Please accept this summary narrative, as directed by the city's rezoning application, in support of rezoning approval. Please let me know if you have any questions or concerns, so we can address those before and at the public hearing.

Sincerely,


Phil Swope, PE
Project Engineer

**AN ORDINANCE CHANGING REAL ESTATE IN THE CITY OF BENTONVILLE,
ARKANSAS, FROM ITS PRESENT ZONING CLASSIFICATION OF R-1, LOW
DENSITY SINGLE FAMILY RESIDENTIAL TO DN-1, DOWNTOWN LOW-DENSITY
RESIDENTIAL; AND FOR OTHER PURPOSES.
(PROJECT NUMBER: RZ24-0047)**

WHEREAS, Mark Kelley duly filed a petition with the Planning Commission requesting that the hereinafter described property situated in Benton County, Arkansas, be changed from its present zoning classification of R-1, LOW DENSITY SINGLE FAMILY RESIDENTIAL to DN-1, DOWNTOWN LOW-DENSITY RESIDENTIAL to be used in accordance with city zoning laws and state laws, which property is described as follows:

PLAT 6/30/1872 Q-22 PART OF LOT 12, DICKSON ADDITION, TO THE CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, AS SHOWN ON PLAT RECORD "Q" AT PAGE 22, DESCRIBED AS BEGINNING AT A POINT 60 FEET EAST OF THE SW CORNER OF SAID LOT 12 AND RUN THENCE EAST 60 FEET; THENCE NORTH 165 FEET, MORE OR LESS TO SECOND STREET N.W.; THENCE WEST 60 FEET; THENCE SOUTH 165 FEET, MORE OR LESS, TO WEST CENTRAL AVENUE TO THE POINT OF BEGINNING. SURVEYS: 9/28/2016 2016-725;

WHEREAS, the Planning Commission duly met and considered the application and duly set the petition for public hearing to be held December 3, 2024 in the Council Chambers of the City of Bentonville;

WHEREAS, public notice of said hearing having been published in the Northwest Arkansas Democrat-Gazette for the time and in the manner required by law; and

WHEREAS, the Planning Commission voted to recommend to the City Council that the petition be approved and that said property be rezoned from its present classification of R-1, LOW DENSITY SINGLE FAMILY RESIDENTIAL to DN-1, DOWNTOWN LOW-DENSITY RESIDENTIAL.

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

Section 1: That the above described real property is hereby changed from its present zoning classification of R-1, LOW DENSITY SINGLE FAMILY RESIDENTIAL to DN-1, DOWNTOWN LOW-DENSITY RESIDENTIAL to be used in accordance with the city zoning laws and state laws;

Section 2 - Severability Provision: If any part of this Ordinance is held invalid, the remainder of this Ordinance shall continue in effect as if such invalid portion never existed; and

Section 3 - Repeal of Conflicting Provisions: All Ordinances, Resolutions, or Orders of the City Council, or parts of the same, in conflict with this Ordinance are repealed to the extent of such conflict.

PASSED AND APPROVED this _____ day of _____, 2024.

APPROVED:

Stephanie Orman, Mayor

ATTEST:

Malorie Marrs, City Clerk

2

AT A GLANCE

Bentonville's Regional Role

Population Growth

People

Housing

Jobs

Community Outreach

Past Plans and Studies

COMMUNITY PROFILE

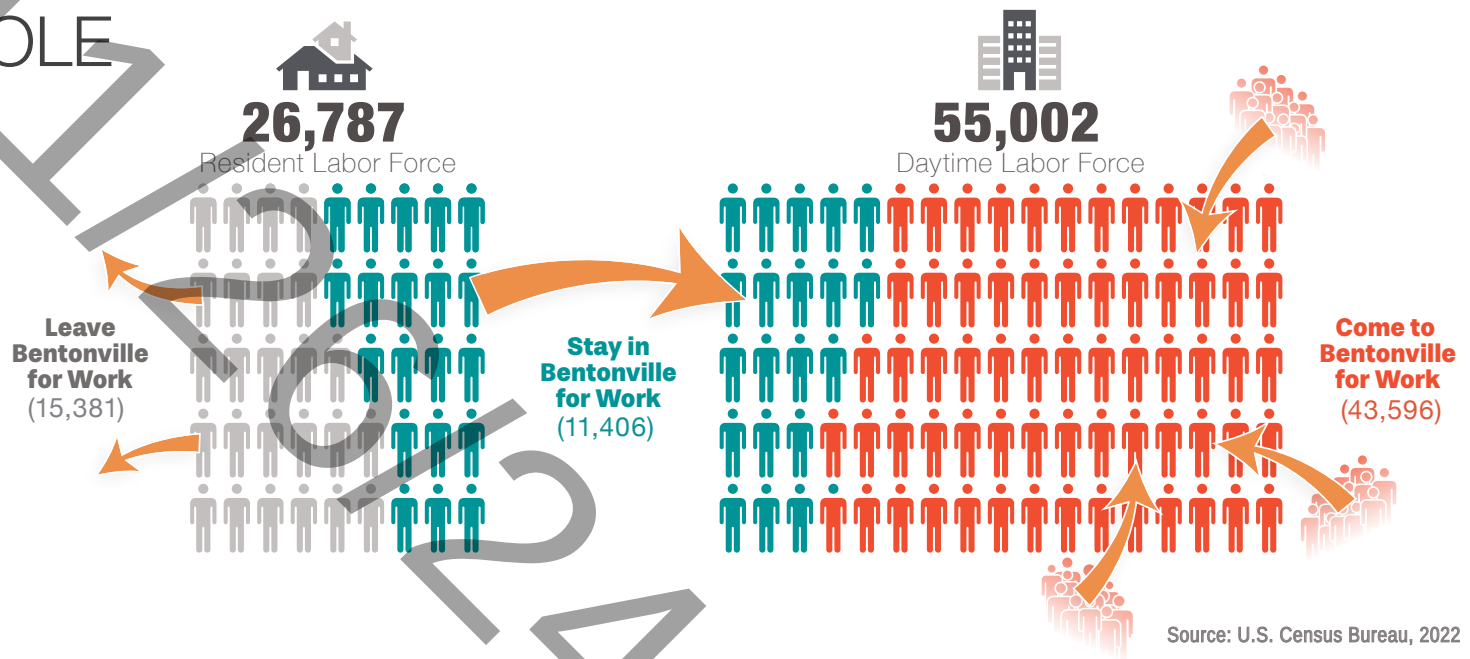
2024 UPDATE

Over the past decade, Bentonville has seen an unprecedented rate of growth, transforming the city and positioning it for further expansion and economic diversification. This concentrated growth in Bentonville—within a rapidly expanding Northwest Arkansas—has outpaced the development of housing, transportation, and essential infrastructure, leading to challenges such as traffic congestion, limited sewer capacity, and escalating housing costs. Bentonville's unique small-town charm remains an important community value, and preserving this quality amid urbanization requires new residential and commercial developments that relieve pressure on the city center while supporting fiscally responsible growth.

At this pivotal moment, the Community Plan has been updated to better address Bentonville's evolving needs and capitalize on the opportunities presented by regional growth. The updated plan takes into account Bentonville's current demographic trends, housing needs, job market, and community feedback to guide strategic land use and transportation decisions. This growth trajectory presents a significant opportunity to diversify the regional economy, broaden housing choices, and improve quality of life through thoughtful placemaking initiatives and the conservation of nearby rural and natural areas.

This chapter outlines the key factors influencing the Community Plan, including a detailed analysis of demographics, employment, housing, and input from Bentonville residents. Together, these components serve as a foundation for the plan's strategic recommendations—found in the following chapters—that aim to support Bentonville's development in a way that aligns with the city's values, meets the needs of a diverse and growing population, and ensures a vibrant future for the community.

BENTONVILLE'S REGIONAL ROLE



A CHANGING REGION

Over the past two decades, Northwest Arkansas has transformed from a largely rural area into a dynamic, economically diverse region with increasing national recognition. Bentonville, in particular, has evolved from a quiet town centered around Walmart's headquarters to a vibrant economic, cultural, and social hub. This evolution has brought numerous benefits, including a strong job market, world-class recreational and cultural facilities, and a growing selection of diverse dining and entertainment options. Regionally, Bentonville serves as a destination for both employment and entertainment and is gaining recognition as a national hotspot for recreation and culture.

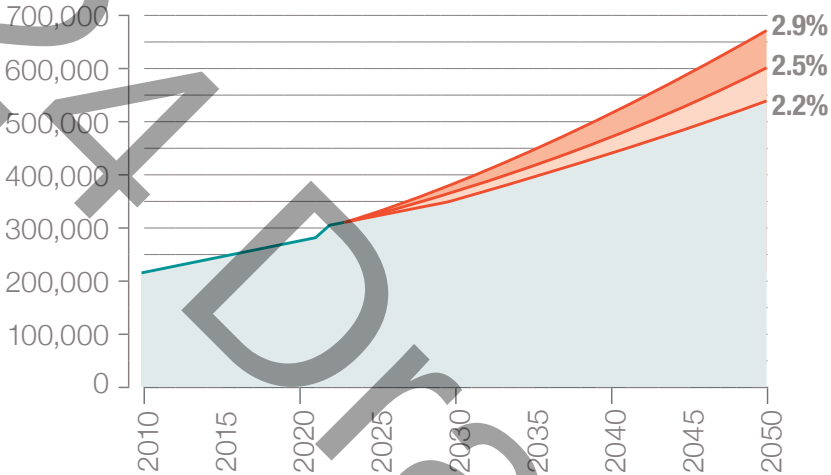
Bentonville's position as a regional employment leader has created significant transportation pressures, with 80% of the city's workforce commuting daily from surrounding areas, leading to congestion on city streets. The pace and spread of regional growth have outpaced transportation infrastructure, with future facilities needing better regional coordination. As Bentonville continues to expand, addressing transportation challenges will be critical to maintaining the city's quality of life.

As a center for entertainment, recreation, and culture, Bentonville attracts visitors from far and wide. It's common to hear various languages around the town square and to see mountain bike riders throughout downtown. While the tourist sector has been bolstered by high-quality attractions, an expanding food scene, and increasing flight options, there remains a shortage of lodging and transportation resources. The resulting rise in short-term rentals has added pressure to the already high-demand housing market.

Bentonville's growth is part of a broader regional trend. Nearby cities like Rogers have developed housing, retail, and office spaces that are deeply connected to Bentonville's economy and weekday population. The surrounding cities of Centerton, Bella Vista, and Pea Ridge have also expanded, offering residential options to support the Bentonville-Rogers economic hub. To the south, Springdale and Fayetteville form another economic and cultural pairing, driven by the University of Arkansas and a mix of office, retail, and housing developments. Together, this regional growth, along with strong economies and emerging cultural assets, is accelerating overall expansion, as reflected in optimistic growth projections.

The Community Plan is designed to meet Bentonville's unprecedented growth and increasingly diverse population and economy. As the region continues to develop beyond previous expectations, Bentonville must actively manage this growth to preserve its unique character, reduce strain on downtown and surrounding neighborhoods, and foster an environment that supports long-term economic resilience and vitality.

POPULATION (BENTON COUNTY, AR)



Source: U.S. Census, LandUse USA

POPULATION GROWTH

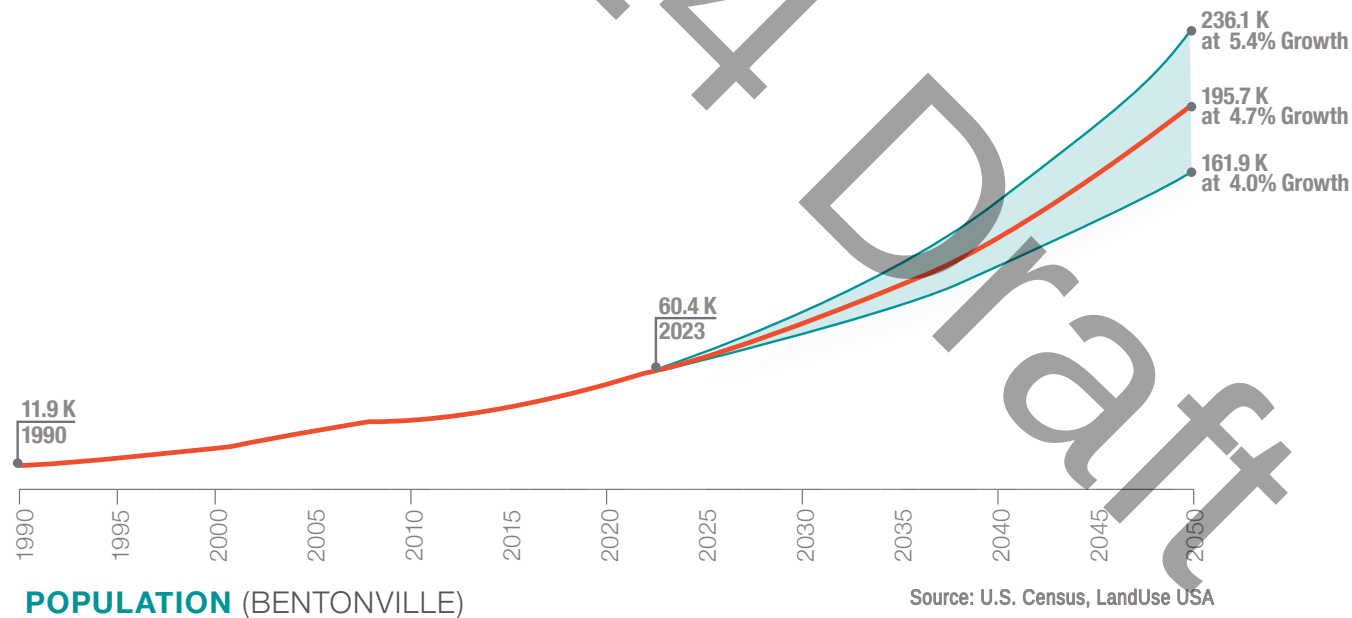
BENTONVILLE'S SCALE

Recent unprecedented growth has raised a central question: just how much will Bentonville expand in the coming decades?

To guide planning, three growth scenarios have been developed, each offering a long-term population forecast. In a moderate growth scenario, current rates would slow to about 4.0% annually, with the population reaching approximately 161,900 by 2050. If recent growth trends hold steady at 4.7%, Bentonville's population could approach 195,700 by 2050. In an accelerated scenario of

5.4% annual growth, a rate that Bentonville has recently experienced, the population could surge to nearly 236,100 by 2050. Even at the conservative 4% growth rate, projections suggest a population over 230,000 by 2060, indicating that Bentonville may quadruple in size within the next few decades. The Community Plan outlines strategies to accommodate a city four times its current size. Limiting growth within Bentonville would likely shift demand to surrounding communities, worsening traffic congestion and straining resources.

To meet these challenges, Bentonville must proactively manage its expansion, directing growth to meet the city's fiscal needs while enhancing quality of life for its residents. The city should align its policies to enable a fast pace of development to accommodate a diversity of demand for housing and for economic expansion. Both should consider cost and the growing lack of affordability - for places to live and for new businesses to establish.



PEOPLE

EVOLVING POPULATION

Bentonville's demographic profile is shifting rapidly, with a notable increase in foreign-born residents, especially from India, and an influx of newcomers from other states like Texas, Missouri, and Oklahoma. These trends are diversifying the community and driving demand for housing, varied recreational facilities, and culturally relevant services. Bentonville also has a relatively young, affluent, and well-educated population. With a median household income projected to reach \$105,600 by 2028 and over half of residents holding a bachelor's degree or higher, the city stands out as an attractive hub for economic activity and skilled labor.

The following actions represent some of many ways the city can advance its programs, policies, and partnerships to support an evolving population.

Culturally Inclusive Community Services: Develop parks, libraries, and community centers that reflect the city's diverse population, with multilingual materials, cultural programming, and event spaces that celebrate different backgrounds.

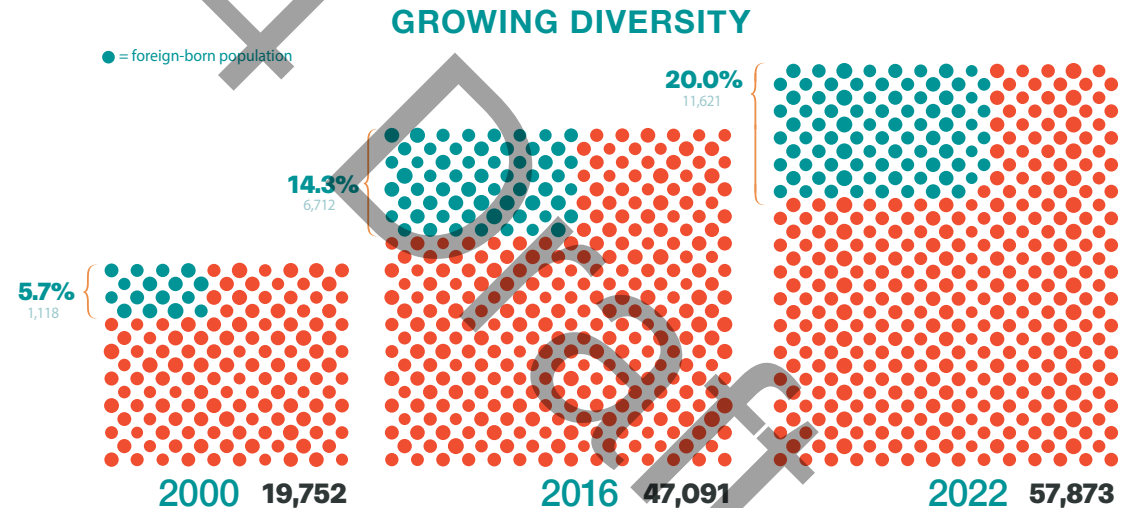
Housing Diversity: Create policies to promote a range of housing types, from affordable homes for young professionals to larger residences for families, meeting the varied needs of a multicultural population.

Support for New Residents: Enhance orientation programs and support services tailored for newcomers, including international residents, to ease integration into the community and familiarize them with local services.

Youth and Senior Programs: Expand resources for both younger families and the city's slowly aging population by developing programs that address intergenerational needs, including family-friendly facilities, as well as age-friendly infrastructure and services.

Education and Workforce Development: Strengthen ties with local educational institutions and employers to attract and retain a skilled workforce, focusing on programs that bolster lifelong learning and career development.

Economic Opportunity and Small Business Support: To harness the city's affluence and professional talent, encourage entrepreneurial activity through small business incentives and culturally inclusive economic programs, supporting Bentonville's growth as a diverse, prosperous community.



Source: American Community Survey

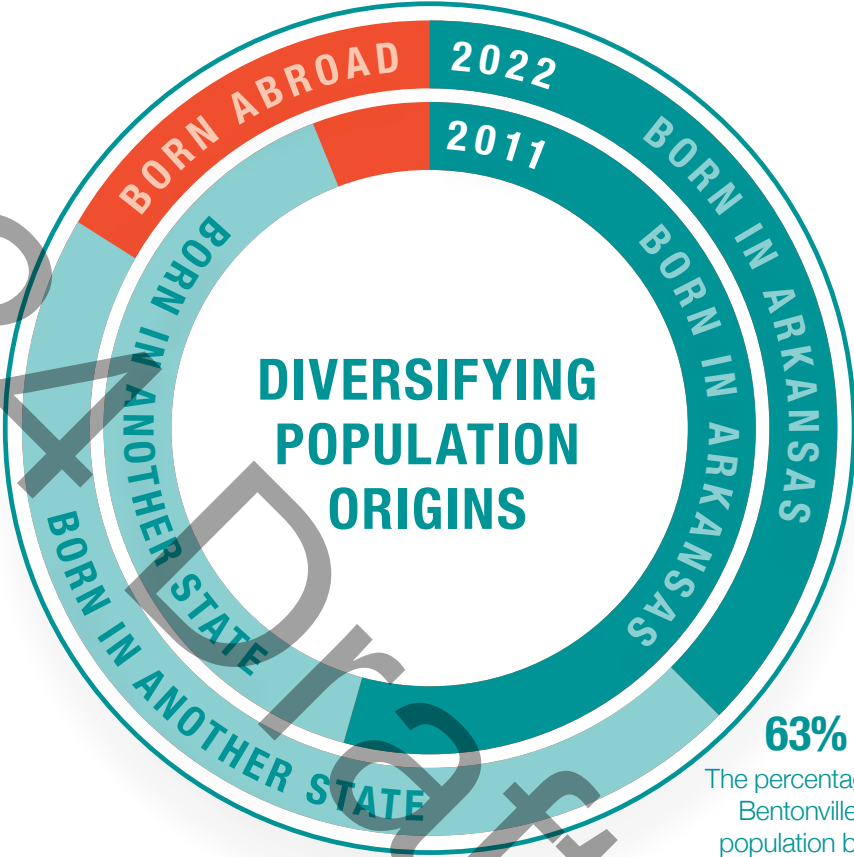
Origins of Foreign Born. According to the American Community Survey, the majority of foreign-born residents moving to Bentonville are from India, a proportion that has increased significantly over the past decade, rising from 38.7% in 2010 to 53.2% in 2021. In contrast, immigrants from Mexico represent a much smaller share and have been declining over time, dropping from 28.2% in 2010 to 11.9% in 2021. Other notable groups include immigrants from South and Central America (17.0% combined) and East Asia (11.7% combined), reflecting a growing diversity in Bentonville's population.

This increased diversity includes both foreign-born individuals and those relocating from other U.S. states, collectively contributing to rising housing demand, shifting lifestyle preferences, and influencing city services such as parks and libraries. Together, these demographic changes are

reshaping Bentonville's cultural and social landscape, underscoring the city's need for responsive planning and community services.

Movement. According to IRS tax filing data, most new households migrating into Benton County each year are relocating from neighboring Washington County, with over 3,500 people moving annually between 2016 and 2020. When residents leave Benton County, they are just as likely to move back to Washington County as they are to other counties within Arkansas. Additionally, new residents

are arriving from neighboring states, particularly Texas, Missouri, and Oklahoma, each contributing approximately 1,000 to 1,500 people annually. International migration is also notable, with around 1,400 households moving from abroad. This influx of foreign-born residents has significantly enriched Bentonville's diversity, adding to the area's multi-cultural fabric.



Source: U.S. Census, LandUse USA

Race. Bentonville is more racially and ethnically diverse than the surrounding region. According to the 2022 American Community Survey, 67% of Bentonville's population identifies as exclusively White or Caucasian, which is lower than the figures for Benton County (72%) and the State of Arkansas (73%). Additionally, just 5% of Bentonville's residents report being Black, African American, or identifying as two races with one being White. While this is higher than Benton County's average of 3%, it remains significantly below the state average of 16%.

In contrast, Bentonville has a notable Asian population, with 10% of residents identifying as Asian Indian and another 3% identifying with other Asian nationalities, totaling 15%. This combined percentage is particularly high compared to Benton County (5%) and the state average (3%).

Regarding ethnicity, 10% of Bentonville's population identifies as Hispanic, Latino, or Latina, which is lower than Benton County's rate of 17% but slightly higher than the state average of 8%. These statistics highlight Bentonville's unique position within the broader demographic landscape of the region, showcasing its growing diversity.

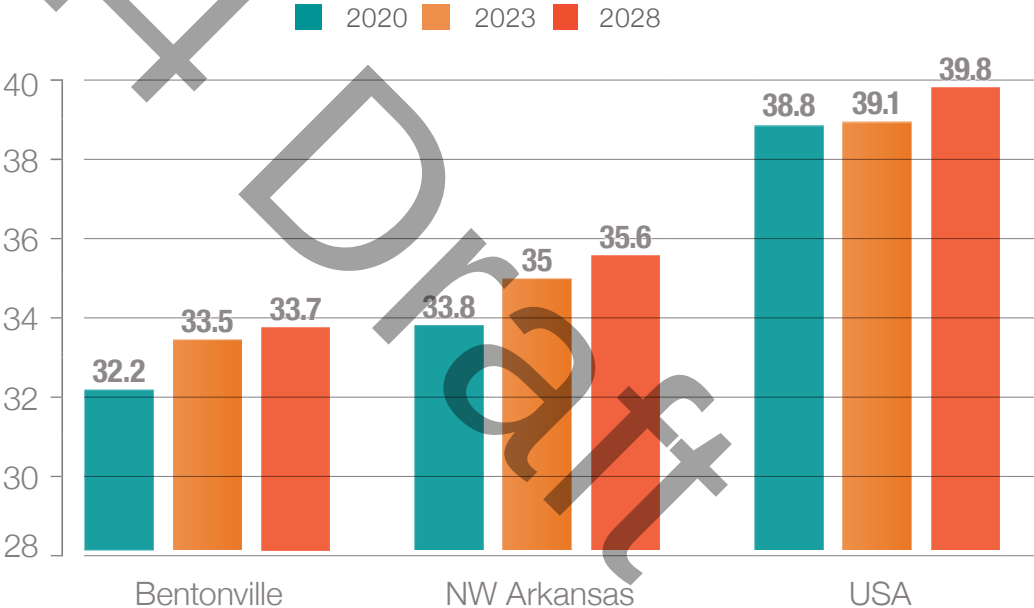
Age. Bentonville's population is aging, yet it remains relatively young, with a median age of 33.5 in 2023, projected to rise only slightly to 33.7 by 2028. Compared to the broader region and the country, Bentonville is experiencing a slower aging process, indicating an increasing proportion of younger residents relative to both the region and the nation.

This demographic profile suggests a vibrant, working-age population with the potential for continued growth and economic development. However, it also highlights the need to address the demands of an aging population while catering to the preferences of young professionals and balancing housing services effectively. This dual focus can help ensure that Bentonville remains a dynamic community capable of meeting the diverse needs of its residents.

RACIAL DISTRIBUTION
(2017, 2020, 2023, 2028)



MEDIAN AGE OVER TIME

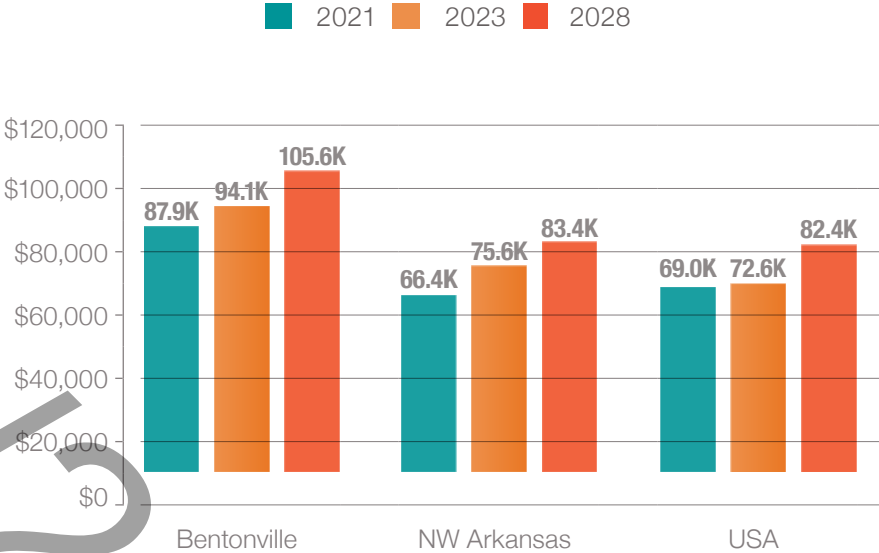


Source: U.S. Census, ESRI Business Analyst

Income. Incomes in Bentonville are on the rise, with households in the city demonstrating greater affluence compared to those in the surrounding region. As of 2023, the median household income in Bentonville is estimated to be \$94,100. By 2028, this figure is expected to increase by nearly \$11,500, reaching approximately \$105,600. This projected growth surpasses that of the region, where median household incomes are anticipated to rise from \$75,600 in 2023 to \$83,400 in 2028. In comparison, the national median household income was estimated at around \$74,580 in 2023, with projections suggesting an increase to approximately \$81,000 by 2028. This indicates that Bentonville's growth rate not only reflects local economic strength but also positions it as an attractive area relative to national trends.

Overall, these income trends underscore Bentonville's appeal as a desirable place to live and work, contributing to its growing reputation as a hub for economic activity and quality of life.

MEDIAN HOUSEHOLD INCOME



Source: U.S. Census, ESRI Business Analyst

GROWING AFFLUENCE (2017-2022)



Actual increase in the median household income

GROWING AFFLUENCE (2022-2030)



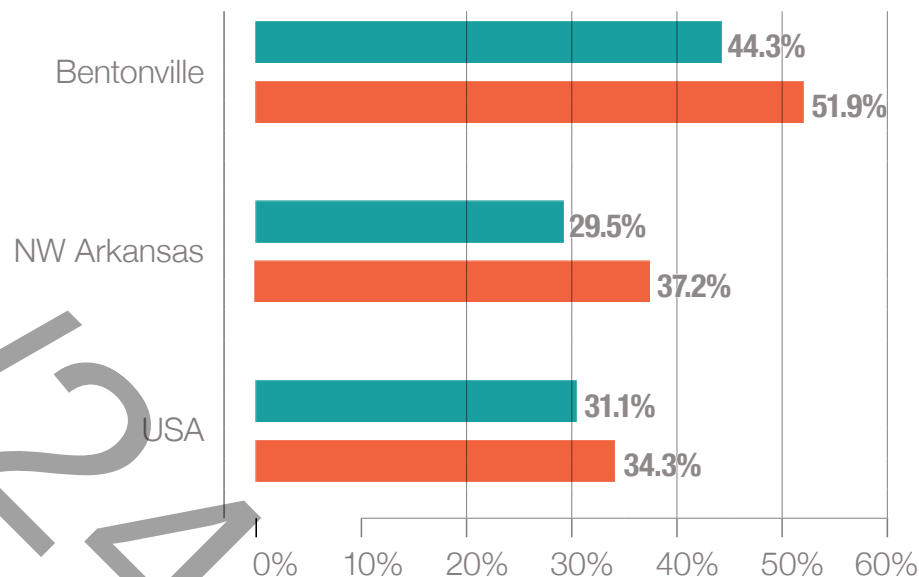
Projected increase in the median household income

Source: American Community Survey

Education. Bentonville residents are notably well-educated. As of 2022, 51.9% of individuals over the age of 25 hold a bachelor's degree or higher, significantly surpassing both the regional average of 37.2% and the national average of 34.3%. This emphasis on education contributes to Bentonville's competitive edge, as it attracts affluent households and skilled professionals, further bolstering local businesses and services. Overall, Bentonville outpaces the broader Northwest Arkansas region in both income and educational attainment. This demographic advantage plays a critical role in driving economic growth and establishing the city as a desirable location for businesses and a skilled workforce.

PERCENTAGE OF POPULATION (25 YEARS.+) WITH A BACHELORS DEGREE OR HIGHER

■ 2017 ■ 2022



Source: Houseal Lavigne Associates, ACS

HOUSING

CRITICAL HOUSING NEEDS

Bentonville's housing landscape, characterized by a modern stock mostly built between 1990 and 2019, currently reflects a strong emphasis on single-family homes, which make up 70% of all units. Multi-family housing constitutes only 27%, with duplexes at just 2%, which falls below the national average for multi-family units and may limit options for young residents or those seeking more affordable living arrangements. Additionally, the city has experienced rapid home value appreciation, with the median home price soaring from \$170,000 in 2010 to \$570,000 by 2024. This rapid price escalation indicates a housing market under high demand, with values projected to rise even further by 2028, potentially reaching \$750,000. With Bentonville's growth expected to surpass 30,000 housing units by 2030, there is an urgent need to expand housing diversity to meet the evolving preferences and needs of its growing population.

Addressing these conditions requires programs and policies encouraging change such as the following:

Diversify Housing Types

- **Expand Multi-Family Housing:** Encourage multi-family developments and townhomes to increase affordable housing options. This can support younger residents, those seeking rental options, and first-time homebuyers.
- **Incentivize Duplex and Townhome Construction:** Offering incentives for developers to build duplexes and townhomes will diversify the housing stock and provide affordable entry points in a competitive market.

Adopt Affordable Housing Policies

- **Through City Council or an Affordability Task Force** explore ways to counter rapid price growth and keep homeownership accessible, establishing and adopting policies to incentivize affordable housing.

Public-Private Partnerships

- **Partner with Developers for Mixed-Income Housing:** Collaborate with developers on

mixed-income housing projects to ensure affordable units are available within larger developments.

- **Leverage Nonprofits for Affordable Housing Solutions:** Partner with nonprofit housing organizations to create affordable rental and ownership opportunities, especially for essential workers.

Sustainable Growth:

- **Promote Walkable, High-Density Developments:** Align housing growth with broader city goals by focusing on transit-oriented, walkable developments, especially near employment centers and public amenities.

Data-Driven Approach to Short-Term Rentals

- **Implement a Short-Term Rental Monitoring Program:** Collect accurate data on short-term rentals and assess their impact on housing affordability and availability. This data can inform policies to regulate and manage these units without reducing long-term rental options.

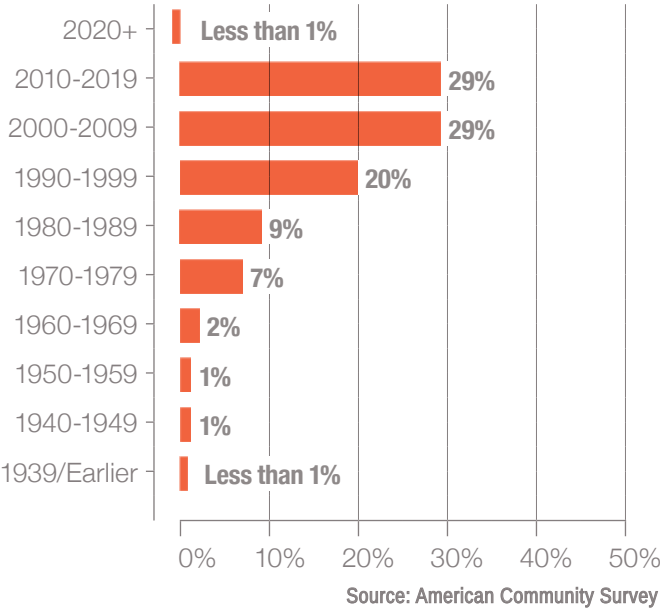
Units by Age. The majority of housing units in Bentonville were constructed between 1990 and 2019, with less than 20% built prior to 1980 and fewer than 1% added after 2020. This age distribution reflects a relatively modern housing stock, yet to accommodate projected population and household growth, Bentonville may need to focus on developing new housing options. This is particularly important given the rapid pace of growth in the region, which necessitates a proactive approach to housing development.

Units by Type. In Bentonville, 70% of housing units are single-family detached homes, 27% consist of multi-family units or townhomes, and only 2% are classified as duplexes. Nationally, the high share of single-family homes is also prominent but varies significantly by region. According to the U.S. Census Bureau, approximately 61% of all housing units in the United States are single-family homes, while multi-family units account for about 29% of the housing stock. Bentonville's ratio of single-family

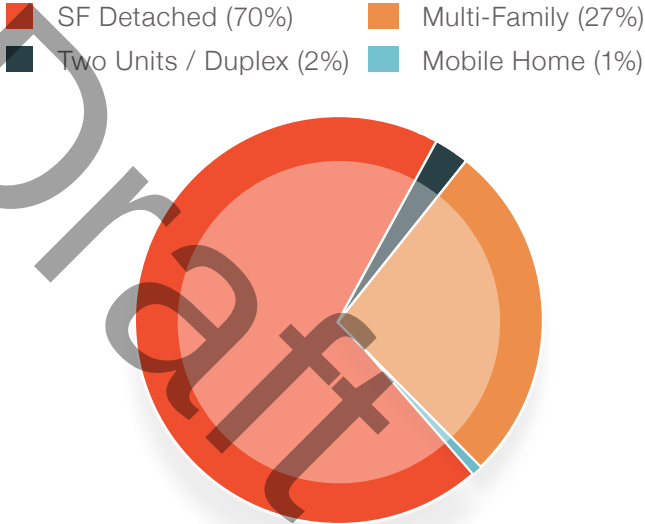
homes is slightly above the national average. In contrast, many small and mid-sized cities across the country tend to have a higher percentage of multi-family housing, which is increasing in response to a growing demand for more affordable housing options.

The shift towards more multi-family units and townhomes in many cities reflects broader trends in housing preferences, particularly among younger generations who prioritize walkability and proximity to amenities. In Bentonville, however, the relatively lower percentage of multi-family units suggests that while the city remains attractive for families, there may be a missed opportunity to accommodate younger residents and those looking for more affordable living arrangements. This imbalance underscores the need for Bentonville to diversify its housing options to meet the evolving demands of its growing population, aligning with national trends that increasingly favor a mix of housing types to support various lifestyles and economic backgrounds.

HOUSING UNITS BY AGE (1939-2021)



HOUSING TYPE (2019-2022 AVG.)



Source: American Community Survey

Units by Tenure. In Bentonville, approximately 47% of housing units are owner-occupied, while 45% are renter-occupied, and only 8% remain vacant. These figures indicate a relatively balanced housing market, with a slight preference for homeownership. Notably, the data does not account for short-term rentals, for which accurate local measurements are currently unavailable.

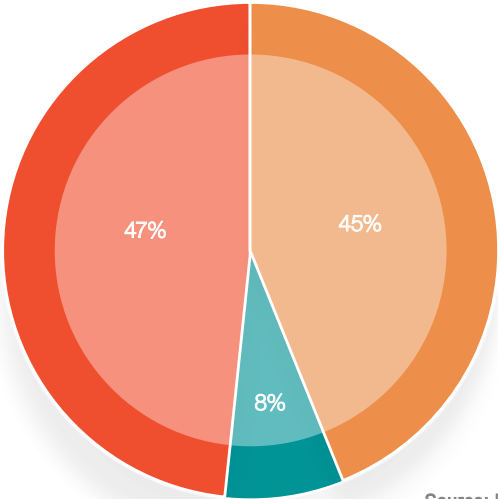
Comparatively, national trends reflect a different landscape in residential occupancy. According to the U.S. Census Bureau, the national average for owner-occupied housing units stands at around 65.4%, while rental occupancy accounts for approximately 34.6% of housing units. This suggests that Bentonville’s rental market is

more pronounced than the national average, potentially indicating a greater demand for rental options, particularly among younger populations and those seeking flexible living arrangements. The lower vacancy rate in Bentonville may also reflect a strong demand for housing, further emphasizing the need for continued development to accommodate growth.

Overall, Bentonville’s occupancy statistics highlight the city’s appeal to both homeowners and renters, but they also suggest a potential opportunity for expanding housing diversity to meet evolving demographic needs, consistent with broader trends observed across the country.

HOUSING BY TENURE (2021)

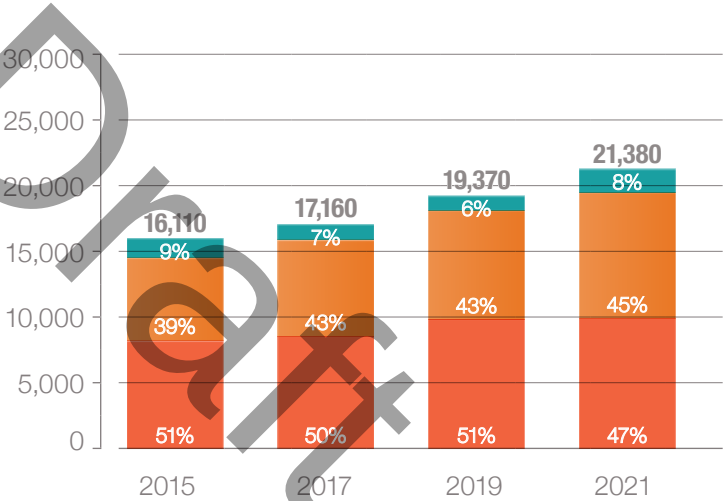
Owner Occupied Renter Occupied Vacant



Source: US Census

HOUSING UNITS BY OCCUPANCY

Vacant Renter Occupied Owner Occupied

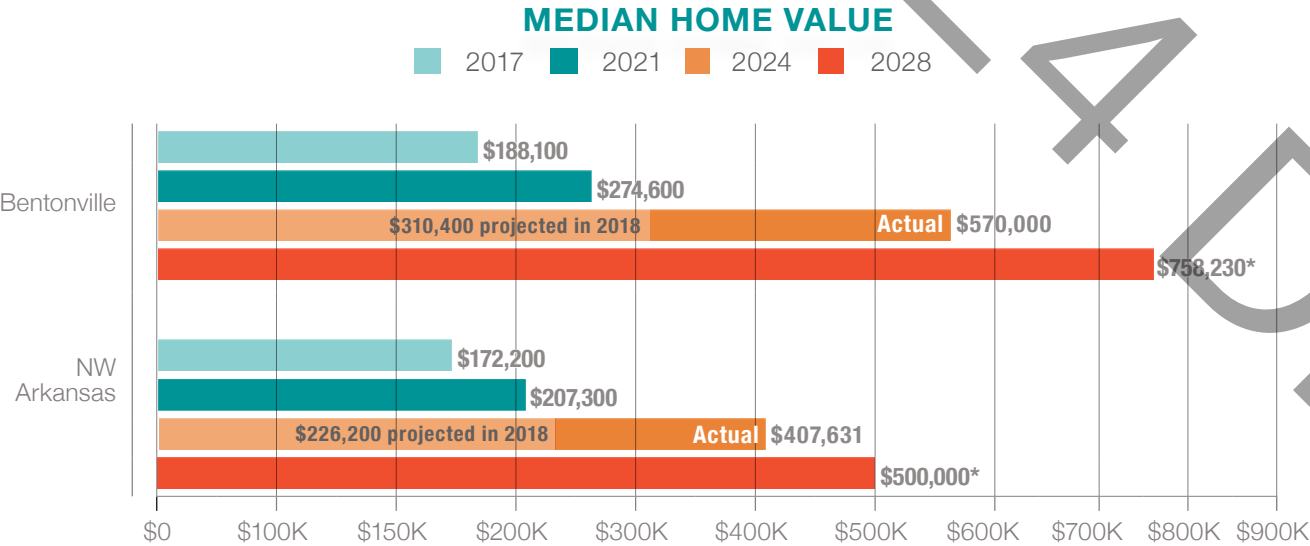


Source: US Census

Median Home Value.

In Bentonville, the median home value for owner-occupied housing units surged from around \$170,000 in 2010 to \$274,600 by 2021. This rapid growth reflects Bentonville’s booming market, with property values climbing much faster than previously anticipated. By 2024, the median home value had reached \$570,000, significantly exceeding earlier estimates and underscoring the city’s high demand. Based on current trends, projections suggest that by 2028, the median home value in Bentonville could exceed \$750,000, driven by ongoing population growth, economic expansion, and limited housing supply.

Nationally, median home values have also seen consistent growth, although at a slower rate compared to Bentonville. As of early 2024, the U.S. median home price hovered around \$417,000, with markets in smaller cities and high-growth areas like Bentonville showing sharper increases due to demand outpacing supply . Many markets nationwide are responding to the dual pressures of limited housing inventory and heightened demand, particularly in regions experiencing economic and job growth. However, Bentonville’s accelerated price growth stands out, highlighting its appeal as an attractive, economically vibrant destination while reflecting broader national trends of appreciating home values.



Source: Houseal Lavigne Associates, ACS, ESRI Business Analyst
*Most optimistic scenario

Total Housing Units.

Bentonville’s housing stock expanded significantly from over 13,000 units in 2010 to more than 20,000 units by 2020. With population and economic growth driving further demand, the city is on track to exceed 30,000 housing units by 2030 if growth continues at a similar pace. This trend reflects broader national housing dynamics where rising demand is fueling growth in both single-family and multi-family housing. Nationally, the percentage of multi-family units has been growing in response to

a shift in housing preferences, especially among younger generations seeking affordability, urban amenities, and more flexible living arrangements. Bentonville’s multi-family housing share, while traditionally stable, has also seen recent increases as local demand adapts to these broader lifestyle trends. This shift aligns with many U.S. markets, where multi-family developments are a key part of meeting diverse housing needs in growing cities.



Source: U.S. Census, LandUse USA

DEVELOPMENT REPORT

Bentonville's housing market increasingly favors multi-family and townhomes, reflecting national trends driven by rising home prices and remote work. The commercial market also follows national patterns, focused on completing existing projects over initiating new development.

Residential Development.

Bentonville's housing market has shifted, with multi-family and townhome construction outpacing single-family development. In 2016, 549 single-family homes were permitted compared to 314 multi-family units. By 2018, single-family permits stayed steady at 487, while multi-family surged to 1,032. Although the pace slowed during the pandemic, multi-family permits rebounded to 585 in 2023. That year, total lots platted declined, with final plats down 12.5% and preliminary plats down 48.8%. Still, multi-family construction rose 67.4%, totaling 914 planned units, including 168 townhomes and 746 multi-family residences, compared to 322 single-family units. Bentonville's housing production continues prioritizing townhomes and multi-family housing, reflecting market demand.

Comparison to National Trends: Nationally, multi-family housing demand is growing, fueled by rising home prices, preferences for apartments, and the remote work trend. Bentonville reflects this shift to diversify housing options and address affordability challenges.

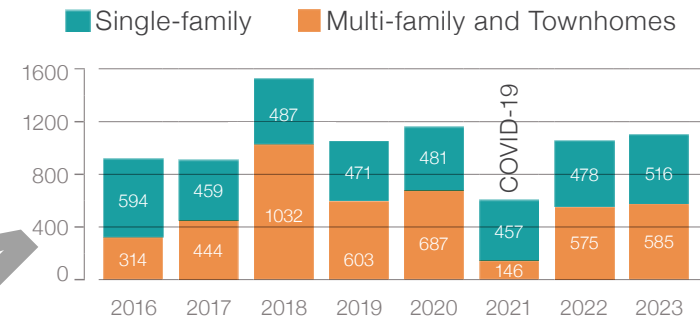
Commercial Development.

Bentonville's commercial sector showed mixed results in 2023. The city issued 156 commercial permits, a slight decline from 2022, but permit values dropped 41.9%, from \$493 million to \$286 million. Despite this, completed commercial projects rose 19%, showing a focus on finalizing developments. This shift underscores a move away from initiating large projects toward completing and upgrading existing spaces to meet demand.

Comparison to National Trends: Nationwide, commercial real estate saw similar patterns, with reduced new permit values due to economic uncertainties, rising interest rates, and declining demand for office spaces. Like other cities,

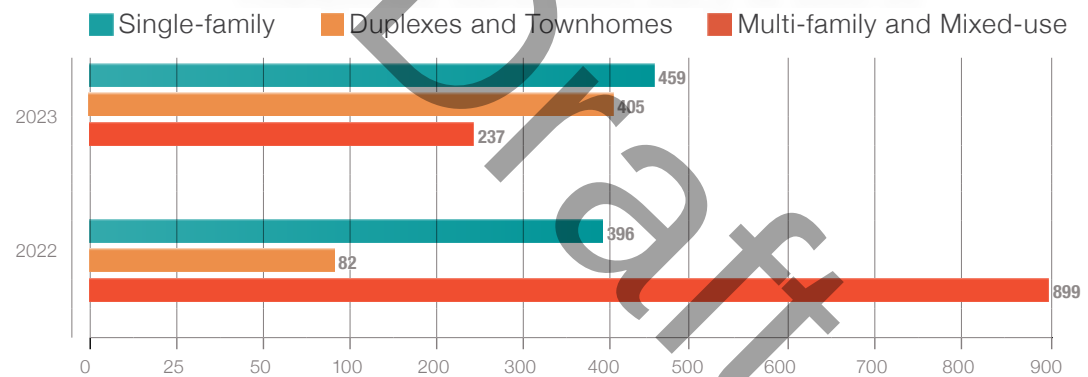
Bentonville's market emphasizes completing projects and enhancing infrastructure, reflecting a broader trend toward adaptable, efficient commercial development.

RESIDENTIAL UNITS BUILT



Source: City of Bentonville

TOWNHOME DATA AVAILABLE IN 2022-23



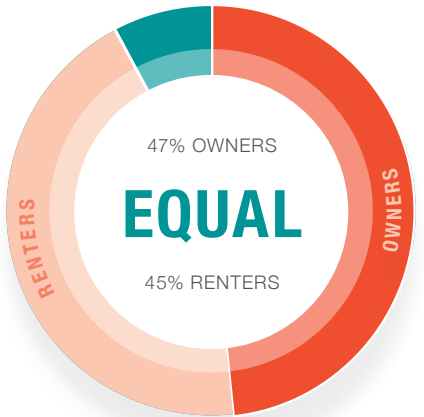
Source: City of Bentonville

BALANCING SUPPLY AND DEMAND

Bentonville’s housing demand remains robust, with especially high interest in both single-family homes and apartments or condos from prospective renters and buyers. This demand reflects a diverse spectrum of housing needs in the community: some residents are attracted to the rural tranquility outside the city center, while others prefer the vibrancy of downtown. Similarly, some residents seek large homes with spacious yards, while others prioritize smaller, low-maintenance options. This range of preferences highlights the importance of a variety of housing options—both ownership and rental opportunities—to meet different lifestyle needs, economic circumstances, and personal preferences.

Providing a broad selection of housing supports a dynamic and inclusive economy that benefits from a mix of residents across backgrounds and life stages. However, Bentonville’s housing supply has not kept pace with this growing demand, resulting in gaps that affect both renters and owners. The city’s current housing mix, dominated by single-family homes, does not fully align with demand: many renters occupy single-family homes due to limited apartment options, and prospective homeowners often face a shortage of townhomes and condos.

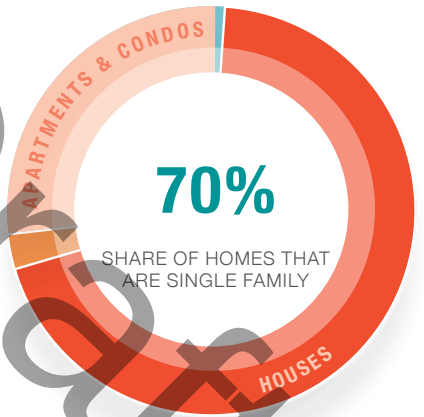
To better match demand, the city could benefit from increasing the supply of diverse housing types, including single-family homes, townhomes, apartments, and condos. This approach would promote a balanced market, allowing smaller households to avoid occupying larger homes and helping families find affordable space, which could help moderate housing costs across the city.



HOME OWNERSHIP RATE



NEW HOME POTENTIAL



EXISTING HOME SUPPLY

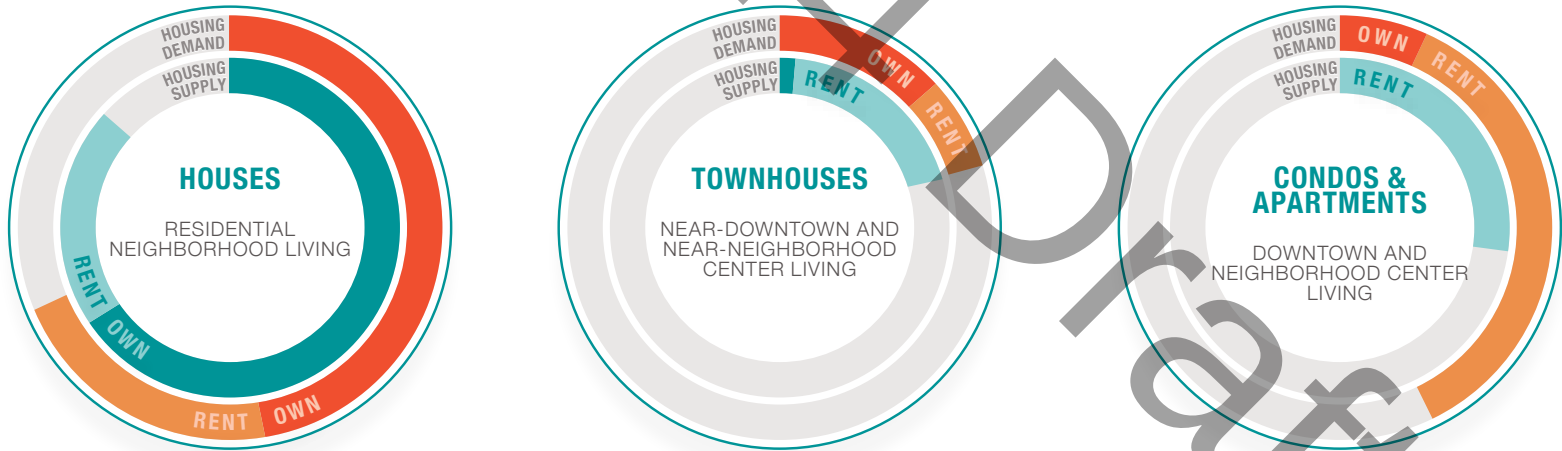
Source: LandUse USA

Single-Family Homes: Demand for all types of single-family homes is strong in Bentonville, and in a variety of settings. However, current housing production may over-saturate this segment over time. Adjusting new construction to include more condos, townhomes, and small homes near urban areas would help address shifting demands and support a broader mix of residents.

Townhomes: Townhome construction has largely kept up with demand, and demand for this type of housing is expected to remain steady. However, there are more townhomes available for rent than for sale, highlighting a gap in options for buyers. To sustain this demand, additional areas suited to townhome living—close to, but not in the middle of, vibrant activity centers—would enhance Bentonville’s offerings.

Apartments and Condos: Apartment availability is limited, with a high unmet demand for condo living as well. Increased construction of both apartments and condos is necessary to meet lifestyle preferences, especially for those who seek an active, low-maintenance urban environment. Along with new construction, developing more areas with a downtown-like atmosphere outside of the current downtown would support demand for apartment and condo living and provide more options for residents seeking a lively, connected community.

Community Plan. The plan guides housing growth toward a diverse mix of types and settings, from bustling urban areas to quiet neighborhoods. This balanced approach will help align the city’s housing market with demand, contributing to a vibrant, sustainable local economy and a well-served, thriving population.



SUPPLY AND DEMAND FOR HOMES BY TYPE AND OWNERSHIP

Source: LandUse USA

JOBS

Bentonville is a Regional Employment Hub

Bentonville is an anchor for Northwest Arkansas's economy, supported by major corporations like Walmart, J.B. Hunt, and Tyson Foods. These companies attract talent and supplier networks, driving regional growth and fostering economic development. Building on this success, Bentonville aims to diversify its role as an employment hub by fostering new industries and reducing reliance on corporate anchors.

Economic Diversification and Workforce Growth

Bentonville is focused on attracting high-tech, advanced manufacturing, and logistics companies. The I-Street Corridor exemplifies this effort, creating opportunities to establish regional corporations that enhance long-term stability. Encouraging entrepreneurship and small business growth in tourism, retail, and hospitality bolsters economic resilience.

Partnerships with educational institutions and technical training programs will prepare residents for jobs in emerging industries. Supporting incubators, expanding workforce training, and investing in technology infrastructure strengthen Bentonville's ability to attract forward-thinking companies and a skilled workforce.

Placemaking to Attract and Retain Talent

Placemaking is central to attracting and retaining talent. Cultural and recreational assets like Crystal Bridges Museum, a dynamic culinary scene, and world-class biking trails create an appealing urban lifestyle. Expanded parks, plazas, and public spaces enhance livability and foster community connection. Bentonville's ability to offer vibrant cultural experiences recruits top talent and builds long-term commitment among residents and workers.

Housing and Infrastructure for Growth

Expanding diverse and affordable housing options encourages workers to live near their jobs, reducing congestion, improving environmental outcomes, and fostering stronger community ties. Investing in transit, bike networks, and road improvements ensures accessibility for residents and visitors, supporting sustainable growth and reducing strain on infrastructure.

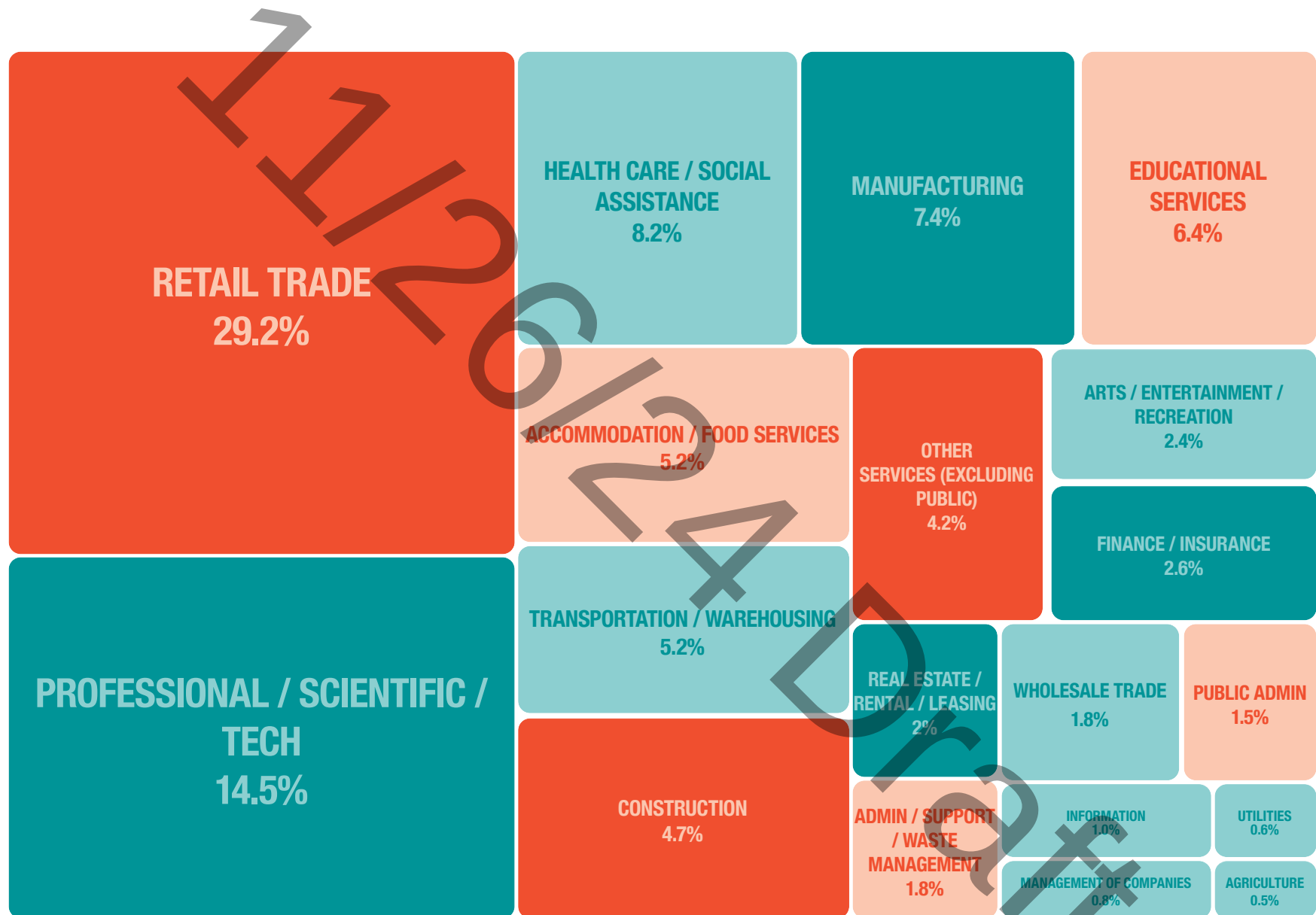
Leadership and Innovation

Bentonville drives business growth by supporting startups, public-private partnerships, and incentives for emerging industries. Balancing its corporate strengths with new industries enables a dynamic, sustainable, and inclusive economic future for Bentonville and the Northwest Arkansas region.

EMPLOYMENT BY INDUSTRY (2023)

Industry	30,966	100%
Retail Trade	9,044	29.2%
Professional/Scientific/Tech	4,495	14.5%
Health Care/Social Assistance	2,552	8.2%
Manufacturing	2,279	7.4%
Educational Services	1,982	6.4%
Transportation/Warehousing	1,616	5.2%
Accommodation/Food Services	1,605	5.2%
Construction	1,465	4.7%
Other Services (Excluding Public)	1,293	4.2%
Finance/Insurance	800	2.6%
Arts/Entertainment/Recreation	754	2.4%
Real Estate/Rental/Leasing	630	2.0%
Wholesale Trade	548	1.8%
Admin/Support/Waste Management	556	1.8%
Public Administration	468	1.5%
Information	295	1.0%
Management of Companies	261	0.8%
Utilities	171	0.6%
Agriculture/Forestry/Fishing	151	0.5%
Mining/Quarrying/Oil & Gas	1	0.0%

Source: ESRI Business Analyst



COMMUNITY OUTREACH

2024 UPDATE

In 2024, the City of Bentonville embarked on Plan Bentonville, an expansive process to reaffirm and fine-tune the community input received during development of 2018's Community Plan, and to leverage those contributions in the creation of a Future Land Use Map (FLUM).

Launch of www.planbentonville.com in the fall of 2023 marked the start of what's become the most extensive community planning process in Bentonville history, with over 11,000 unique visitors to the project website viewing nearly 36,000

pages of news and information.

Throughout the process, the Bentonville community was tasked with sharing input and insights, assessing ideas, and providing feedback to help fine-tune emerging proposals.

Opportunities were promoted across all city communications channels, including banners, flyers and posters, emails, newsletters, press releases, promotional give-aways, and tens of thousands of views on social media.

Along the way, residents and other community stakeholders engaged directly with the process through:

- Project website
- City department head meetings
- City Council and Planning Commission presentations and updates
- Technical Advisory Committee meetings
- Open houses



- Surveys
- Stakeholder interviews
- Pop-up sessions
- One-on-one interactions with city staff
- Online review of work-in-progress

During 15 hours of community meetings, 22 hours of pop-ups, and 33 hours on one-on-one interviews and conversations, nearly 1,300 people turned out to contribute. 2,100 more completed surveys. And nearly 1,200 people helped fine-tune the draft Future Land Use Map with nuanced perspectives on individual parcels.

The first phase of outreach and community engagement occurred leading up to and including Design Week — six days of growth-related community input, February 24-29, with an on-site design team making real-time revisions to their work-in-progress.

That input fueled a subsequent round of recommendations and proposals subjected to community review and comment a second time in July and August. Over the course of two weeks, residents and other stakeholders were engaged through a series of open houses, pop-up booths, and one-on-one conversations with city staff.

Finally, recommendations on how to better regulate land development, together with a draft of the Future Land Use map, were posted online in an interactive Story Map. Over 9,700 visitors reviewed the materials with nearly 1,200 parcel-level comments

provided.

Participation throughout the process reflected a wide diversity of Bentonville residents sharing all manner of viewpoints: lifelong residents, new residents, elected officials, Planning Commission, State Representatives, county judges, Board of Adjustments, affordable housing advocates and providers, schools administration, Walmart Active Mobility, small entrepreneurs, builders/developers, banks, grassroots conservatives, social services providers, the local Indian community, accessibility advocates, and Downtown area neighbors.

The Plan Bentonville process was an illuminating exercise in what's possible when the community takes an active role in determining its future. Taken collectively, the contributions made were instrumental in shaping the Bentonville Future Land Use Plan and setting the foundation for a future zoning code update to align with and entitle its vision.



1,272

residents engaged in-person via open houses, pop-up events, and staff office hours

33

hours of
1-on-1 conversations
expressing a wide range of
perspectives on growth

22

hours of
pop-up events
in popular destinations
spread across town

2,095

community surveys completed

15

hours of
in-person meetings
Public open houses and
topic-specific discussions
with local officials in
infrastructure, utilities, land
use, transportation and
economic development

11,428

unique website visitors
viewing 35,780 pages

9,767

views of place type StoryMap overview

Viewpoints represented:

Lifelong residents, new residents, elected officials, Planning Commission, State Representatives, County Judge, Board of Adjustments, affordable housing advocates and providers, schools administration, Walmart Active Mobility, small entrepreneurs, builders/developers, banks, grassroots conservatives, social services, Indian community, accessibility advocates, and downtown area neighbors

1,169

parcel-level comments on interactive Future Land Use Map

Social media advertising



332,446 impressions, 100,577 viewers reached, 53,422 engagements, 265 likes, 287 comments, and 87 shares

BENTONVILLE SPEAKS

Throughout the engagement for Plan Bentonville, several key themes have resonated deeply with the community:

1. Mixed-Use and Walkability

Strong support emerged for walkable, mixed-use neighborhoods that blend residential, commercial, and recreational spaces. The community values places where people can live, work, and play within walking or biking distance, reducing car dependency.

2. Compact Development for Economic and Environmental Benefits Participants emphasized the need for compact, higher-density development to preserve natural lands, support local businesses, and optimize infrastructure. This approach aligns with economic benefits of walkability and environmental sustainability.

3. Preservation of Natural and Rural Areas

The community expressed a strong desire to preserve Bentonville's natural and rural areas, especially around its outskirts, while focusing development inward. Limit lower density, dispersed development patterns to protect green spaces and agricultural land.

4. Preservation of Current Single Family

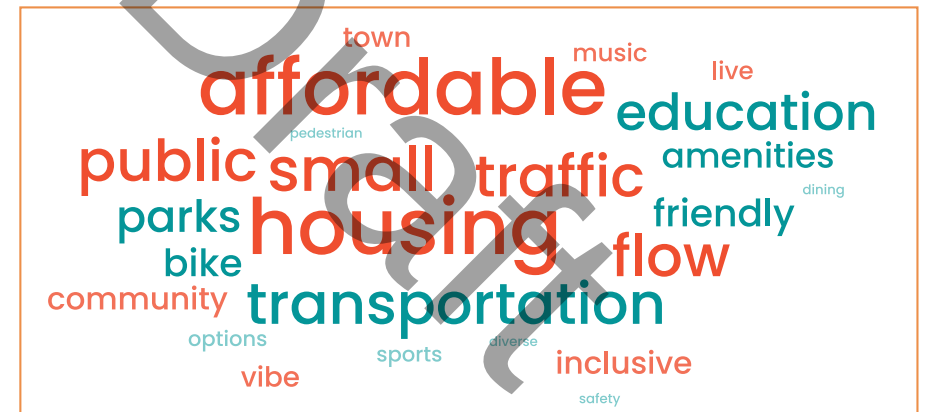
Many residents wish to protect existing single-family neighborhoods while supporting diverse housing growth in new parts of the city.



WHAT DO YOU LOVE ABOUT BENTONVILLE?



WHAT WOULD MAKE BENTONVILLE EVEN BETTER?



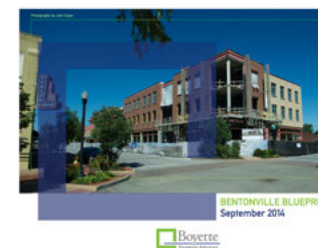
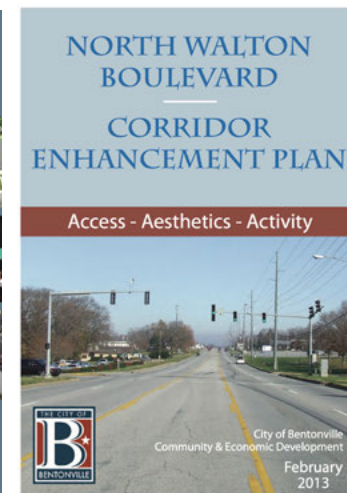
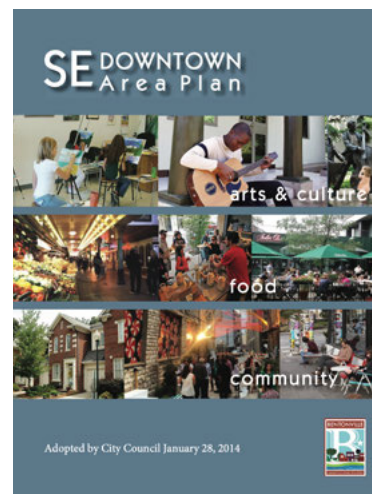
PAST PLANS AND STUDIES

As the Community Plan was developed, a review process took place to analyze a series of plans and studies covering multiple aspects of community life including: Downtown Development, Parks and Recreation, Greenways and Natural Resources, Economic Development and Land Use, Infrastructure and Transportation, and Bicycle and Pedestrian Mobility. Additional one-on-one interviews were conducted with key staff from various city departments, further informing the city's current programs and initiatives, as well as emerging needs and opportunities.

The plan studies reviewed include:

- City of Bentonville - Downtown Bentonville Master Plan (2004)
- City of Bentonville - General Plan (2007)
- City of Bentonville - Parks and Recreation Master Plan (2007)
- City of Bentonville - Master Street Plan (2021)
- Walton Family Foundation - Northwest Arkansas Greenway Design Study (2010)
- City of Bentonville - North Walton Boulevard Corridor Enhancement Plan (2013)

- City of Bentonville - Bentonville Blueprint (2014)
- City of Bentonville - SE Downtown Area Plan (2014)
- Bentonville Schools 10-Year Plan (2022)
- Connecting Bentonville - Bentonville Bike and Pedestrian Master Plan (2021)
- Northwest Arkansas Regional Planning Commission - Transportation Alternatives Analysis Study (2015)
- Northwest Arkansas Open Space Plan (2016)
- City Wide Traffic Study (2014)
- ARDOT - Arkansas Department of Transportation - Annual Report (2023)
- Bentonville Community Plan - Public Input (2018)



PUBLIC INPUT TO THE 2018 COMMUNITY PLAN

Public outreach and community engagement is part of the foundation for comprehensive planning. It is essential. Throughout the planning process, the Bentonville community was asked to provide important input, feedback, and insight into the community, regarding the issues, opportunities, priorities, and aspirations for the next several years. This input and community stewardship helped shape the Bentonville Community Plan. Community residents and stakeholders were engaged throughout the process and given several opportunities to let their voice be heard.

In total, over 1,700 participants (4% of population) generated thousands of comments, ideas, and insights for consideration. Accounting for unique visits to the project website, roughly 25% of the population had awareness or involvement in the planning

process. Outreach included face-to-face engagement as well as extensive online engagement, and included small group, one-on-one, and large group settings.

A detailed list and summary of all outreach activities and feedback is included in the Existing Conditions Report, on file with the Community and Economic Development Department. This level of interest and involvement was pivotal in creating a responsive, detailed, and effective plan for the Bentonville community.

Outreach activities undertaken as part of the planning process included:

- City department head meetings
- City Council workshops and updates
- Planning Commission workshops and updates
- Comprehensive Plan Advisory

Committee (CPAC) meetings and workshops

- Community workshops
- Business workshops
- Public comment cards
- Stakeholder interviews
- Student workshops
- Developer and property owner workshop
- Community visioning workshop
- An interactive project website that included online questionnaires for residents and businesses, a student/teacher portal, and map, social, an online community mapping tool.



Collectively, the community outreach and feedback identified a wide range of issues considered most important to residents and stakeholders. While thousands of issues, concerns, priorities, and aspirations were identified by participants throughout the process, several areas/categories of concern rose to the top as being the issues most frequently identified by stakeholders.

Land Use Development.

- There are barriers preventing the development of affordable housing, which is becoming a bigger need in Bentonville. There is also a need for senior housing and workforce housing, and there ought to be more neighborhoods with a mix of housing types.
- Neighborhoods around the Downtown should be allowed to transform into denser areas.
- Zoning regulations and procedures need to be aligned with development and more flexible.

- There is concern over rapid growth and sprawling development. Growth ought to be more sustainable, including natural preservation, solar farms on vacant land, and awareness of open space and environmental issues.
- Infrastructure is aging, especially in the city's older neighborhoods and downtown, where drainage is an issue.
- The Bella Vista Lake represents an opportunity for new recreation. The dam ought to be made safer.
- Downtown lacks affordable retail space.
- There is a need for additional entertainment and recreation venues.

Transportation and Mobility.

- Downtown connectivity, congestion, and parking is an issue. Parking decks are needed to support businesses.
- Walmart employee traffic creates congestion in the southern portion

of Downtown, employee schedules ought to be staggered.

- Traffic signals should use technology to manage traffic better.
- Better public transportation is needed, including an expanded bus system and a shuttle to Downtown.
- Pedestrian improvements or roundabouts should be installed at key intersections.
- The bike network should be expanded and cyclists should have access to education and awareness programs.
- Neighborhoods need better infrastructure, including curb and gutter, lights, and sidewalks.
- Airfare to XNA is not affordable.



Economic Development.

- The economy needs to be more diverse and not rely on one employer or sector.
- We need to work to retain existing businesses and not just worry about new businesses.
- The City should have a low-cost business registration program as a way of having better information about what types of activities are going on.
- There ought to be a regional training program for small businesses.
- Tourism and hospitality are important aspects of the future economy.

Image and Identity.

- Bentonville needs a strong and distinctive identity to distinguish it from other parts of the region.
- There is a need for incentives to get the Arts District fully developed.
- We need to preserve historic buildings and balance the small-town past with a bigger future.
- Preserve Central Avenue as a historic corridor.
- Walton Boulevard needs to be beautified through streetscaping and new development.
- Bentonville should continue to be a very welcoming and diverse community.
- Zoning should not over-regulate design, but rather allow appropriate flexibility to

Health, Safety, and Education.

- There is concern over the disparity in the quality of schools in different parts of the community.
- The Library is running out of space as the population grows and demand for meeting spaces increases.
- The City should offer better recycling systems and provide greater awareness for residents, businesses, and students.
- There are certain groups in Bentonville, such as seniors with disabilities, who need better services.
- Residents need better local health care services and preventative health information



4

LAND USE and STRATEGIC GROWTH

AT A GLANCE

Existing Land Use

Municipal Budget

The Cost of Growth

Strategic Growth Areas

Future Land Use Plan

Future Land Use and Zoning

Place Types

Getting Around Bentonville

Bentonville's projected population growth and land needs will drive demands for transportation, infrastructure, open space, and community services.

This chapter outlines a vision for responsible growth, building on Bentonville's history of growth and charting the course to be both a great place to live and be fiscally responsible.

The Future Land Use Plan aims to create a more livable, desirable, and fiscally sustainable community with the following key objectives:

- Optimize for market-based development.
- Grow in a fiscally responsive manner
- Enhance community character and cohesion.
- Guide strategic investment.
- Strengthen a sense of place.

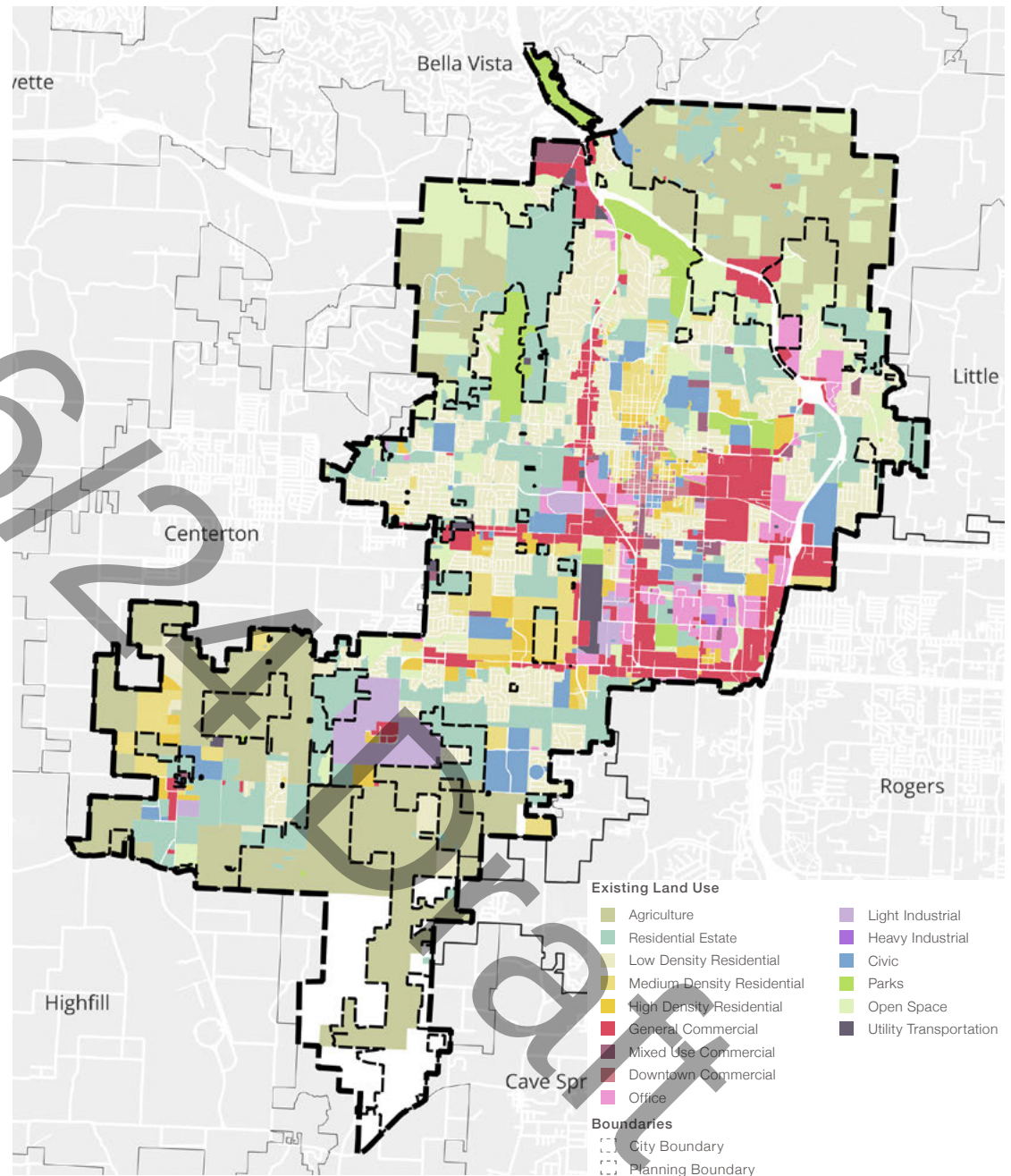
Through Place Types, the Plan focuses on how the character of future growth can create places - neighborhoods, centers of activity, and the connections between - distributed in a manner that provides opportunity throughout the city. Most existing areas are not planned for growth, rather to preserve their current character. A balance between growth and preservation is necessary to achieve the Plan's key objectives.

EXISTING LAND USE

Bentonville's land use represents a blend of planned initiatives and organic growth, creating a vibrant yet uneven urban environment. The city's commercial development is largely concentrated along major arterial roads, resulting in vehicle-dependent corridors with limited walkability. Meanwhile, residential growth has been fragmented, with suburban neighborhoods often isolated due to insufficient street connectivity. This disconnection challenges cohesive community development and makes it difficult for the city to accommodate future growth effectively.

Downtown Bentonville has evolved into a thriving cultural and economic hub, attracting visitors with its diverse dining, arts, and entertainment options. While this revitalization has bolstered the city's core, it has also led to an over-concentration of activity downtown compared to other parts of the city. Combined with a lack of housing options to meet growing demand, many workers are forced to live farther from their jobs, increasing traffic congestion and placing strain on infrastructure and quality of life.

To sustain growth, Bentonville must prioritize balanced land use policies that promote housing availability across all income levels, enhance neighborhood connectivity, and diversify economic and cultural activity beyond the downtown core. These measures are crucial to alleviating congestion, supporting the growing workforce, and fostering a more integrated



urban environment. The completion of Walmart's new headquarters highlights Bentonville's role as a corporate center, while ongoing efforts to attract additional industries to the I-Street Corridor further enhance the city's economic prospects.

However, development has spread beyond downtown, particularly in the southwestern quadrant, where growth is outpacing infrastructure capacities such as roads and sewer systems. While philanthropic investments in parks, trails, and cultural sites have increased Bentonville's recreational and social appeal, the concentration of these amenities around downtown has resulted in a lack of similar resources in newer, outlying neighborhoods. This has led to heightened demand for the city center as Bentonville's primary social and entertainment hub.

Expanding peripheral areas and improving connectivity are essential to alleviating pressure on the downtown core. Increased traffic congestion, particularly along routes like 14th Street from Centerton, can be mitigated by improving infrastructure and addressing low-density commercial and industrial areas through redevelopment. While the 2018 Community Plan prioritized infill development, Bentonville's expansion has encompassed both infill and peripheral growth. The updated Community Plan aims to balance residential and commercial development across the city, address connectivity challenges, and support expansion that relieves pressure on the downtown area, creating a more sustainable and accessible Bentonville for all residents.

MUNICIPAL BUDGET

Managing Growth for Fiscal Sustainability

Operating Bentonville in 2024 costs approximately \$16,824 per developed acre, a figure that will rise with continued growth. The \$209 million budget funds critical services like public safety, infrastructure, parks, and utilities. However, existing revenue streams—sales taxes, property taxes, utility fees, and impact fees—are insufficient to address current and future demands, such as:

- Expanding water, sewer, and power capacity.
- Alleviating traffic congestion and supporting active transportation.
- Addressing regional stormwater challenges.
- Funding additional parks and community amenities.

Bentonville's long-term fiscal sustainability hinges on managing growth and land use efficiently to support services without overburdening the budget. Historically, subsidizing low-density residential growth with infrastructure investments—roads, sewers, parks, and schools—has stretched resources thin. These patterns assume residential developments cannot pay their way and rely on sales tax contributions. In contrast, townhomes, mixed-use, multi-family housing, and commercial developments typically contribute more

than they consume in resources, offering a path to bridge funding gaps.

As the city prepares for substantial population growth, the current trajectory of subsidized low-density expansion is unsustainable. To ensure a fiscally resilient future, Bentonville must adopt strategies to balance land uses, support self-sustaining growth, and generate surplus revenue to fund unmet needs.



Source: City of Bentonville

Fiscal Strategies for Sustainable Growth

1. Prioritize Balanced Land Use

Encourage diverse development types that contribute positively to the budget. Mixed-use, commercial, and denser residential developments offer higher returns per acre and reduce per capita service costs compared to traditional suburban growth patterns.

2. Ensure Growth Pays Its Way

Rather than burdening new developments with excessive fees that could deter growth, focus on policies that align development with its fiscal contributions. Growth within existing infrastructure areas should be prioritized, as it minimizes costs compared to expanding into undeveloped areas. Development fees may be necessary but they are secondary to both the location and net contributions of new growth.

3. Align Housing Policies With Fiscal Needs

Promote denser housing forms like multi-family units and townhomes to reduce infrastructure costs while increasing property tax revenues. Addressing the housing shortage will also reduce traffic congestion by enabling workers to live closer to jobs, lowering strain on roads and utilities.

4. Invest in Cost-Effective Transportation

Expand active transportation networks, including bike paths and sidewalks, to lower road maintenance costs and reduce reliance on single-occupancy vehicles. Transit-oriented development can enhance accessibility while improving fiscal performance.

5. Leverage Parks and Recreation as Economic Drivers

Strategically invest in parks and trails to boost property values in underutilized areas and attract tourism. Recreation amenities can stimulate

secondary economic activity, contributing to the city's budget.

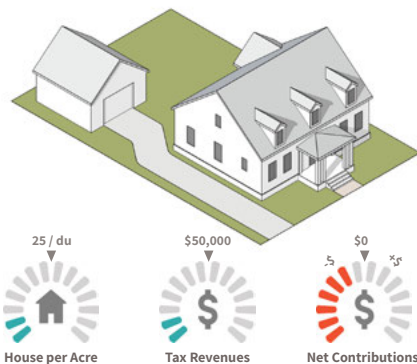
6. Embrace Economic Diversification

Attract high-value industries like technology, advanced manufacturing, and logistics to increase commercial tax revenues. Supporting small businesses further diversifies the tax base, enhancing economic resilience.

By focusing on fiscally sustainable growth and land use practices, Bentonville can address the financial challenges of expansion, reduce reliance on inefficient development patterns, and invest in services that enhance the quality of life for residents. This approach will position Bentonville to remain a thriving, well-resourced community.

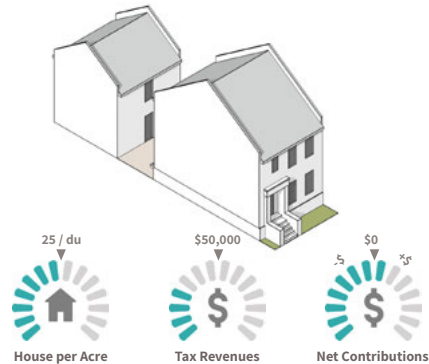
DETACHED HOUSE ON A MEDIUM PROPERTY

Average property size of 6,000 sq. ft.



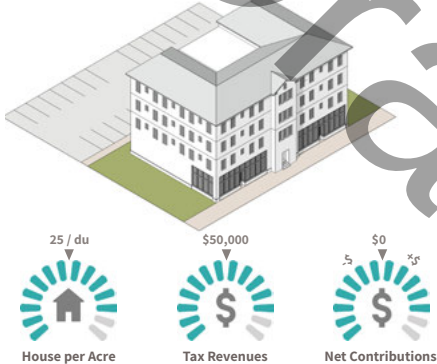
TOWNHOUSE ON A SMALL PROPERTY

Average property size of 2,000 sq. ft.



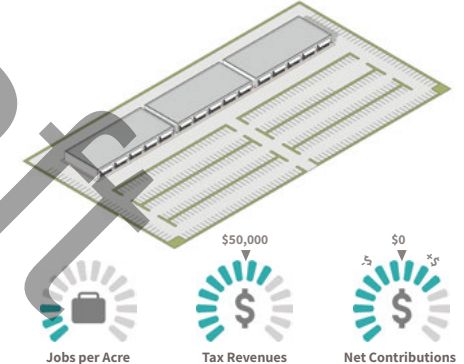
MIXED-USE RESIDENTIAL (4 STORIES)

Average property size of 22,000 sq. ft.



STRIP COMMERCIAL

Average property size of 260,000 sq. ft.



THE COST OF GROWTH

Bentonville's growth strategy must weigh the cost implications of various densities, balancing community character, fiscal sustainability, and land use efficiency. Growth patterns will significantly influence infrastructure costs, land consumption, and the city's long-term financial health. A thoughtful approach is essential to manage the trade-offs between outward expansion and higher-density development while preserving Bentonville's quality of life.

Infrastructure Costs and Land Consumption

Bentonville's current average density of 2.5 homes per acre is financially unsustainable for future growth. Expanding at nearly double this density at 4 homes per acre would require \$1.6 billion to develop 1,896 miles of infrastructure, consuming all available land and an additional 16,413 acres beyond the city's limits. This outward growth drives up infrastructure costs, disrupts rural character, and exacerbates traffic congestion as people commute longer distances.

By contrast:

- **16 Homes per Acre:** Requires \$407 million for 474 miles of infrastructure, leaving 2,329 acres undeveloped.
- **12 Homes per Acre:** Costs \$543 million for 632 miles of infrastructure, leaving 246 acres undeveloped.

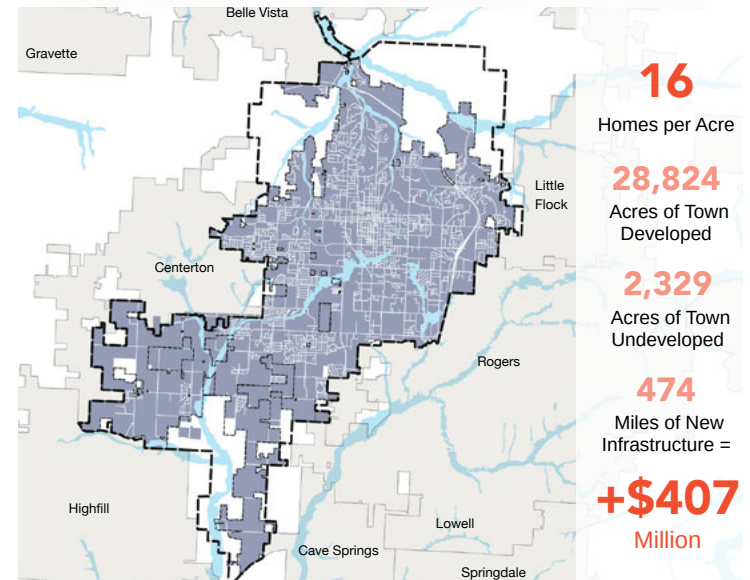
• **8 Homes per Acre:** Increases costs to \$815 million for 948 miles of infrastructure, requiring an additional 3,919 acres beyond current city limits.

Moderate densities—such as 8-12 homes per acre—balance infrastructure efficiency with housing diversity, offering a path to accommodate growth while reducing land consumption and fiscal strain.

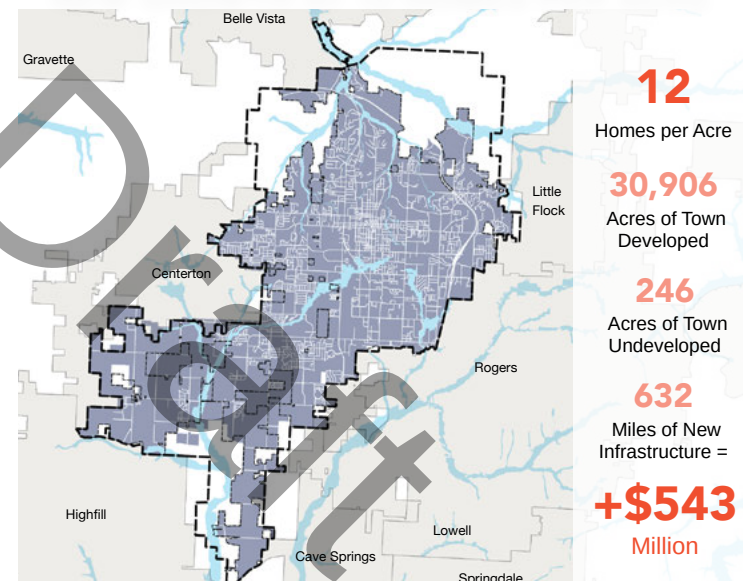
The Fiscal and Land Use Case for Moderate Density

Moderate-density development provides a fiscally responsible approach, reducing infrastructure costs per household while preserving rural land and character. Higher-density housing options like townhomes, duplexes, and apartments typically contribute more in property tax revenue relative to their infrastructure demands. This supports the city's long-term financial stability while meeting diverse housing needs. Accommodating moderate densities also includes single family homes on small, moderate, and large lots alongside townhomes and other higher-density options. This moderate, blended density can meet the demand present in the housing market and also provide a solid fiscal foundation for city finances.

NEW GROWTH AT 16 HOMES PER ACRE



NEW GROWTH AT 12 HOMES PER ACRE



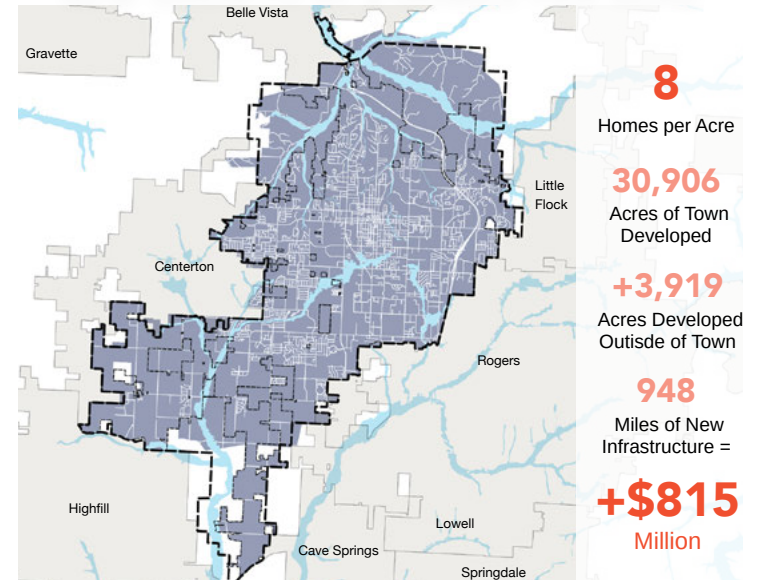
Growth and Fiscal Sustainability Strategies

- 1. Optimize Land Use for Cost Efficiency:** Encourage densities that balance housing supply and infrastructure costs, reducing the need for extensive outward growth.
- 2. Preserve Rural and Natural Areas:** Limit low-density growth to protect rural land and agricultural spaces, conserving the character of Bentonville's surrounding areas.
- 3. Grow Compactly:** Promote walkable, connected neighborhoods with a mix of housing types that require less extensive infrastructure.
- 4. Support Active Transportation and Connectivity:** Invest in bike paths, sidewalks, and transit-supportive designs to reduce traffic congestion and lower road maintenance costs.
- 5. Expand the Tax Base Strategically:** Encourage mixed-use and commercial developments throughout the community to generate surplus revenues that offset the costs of low-density growth.
- 6. Plan for Resilient Infrastructure:** Integrate infrastructure costs into land-use decisions to ensure that future development contributes positively to the city's budget.

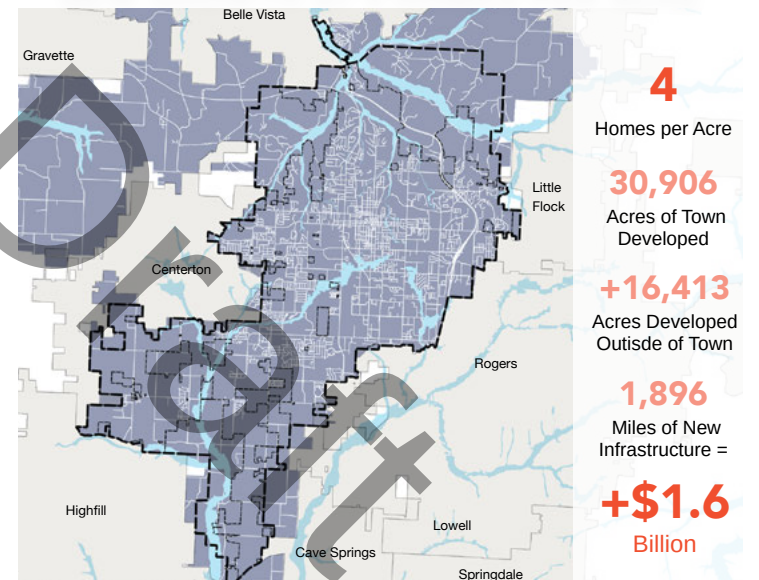
Balancing Density, Community Character, and Costs

While overly dense development could challenge Bentonville's small-town character, moderate-density growth represents a fiscally and socially balanced solution. By avoiding excessive outward growth, Bentonville can preserve open spaces and rural character while managing costs effectively. This approach supports a thriving, inclusive, and financially resilient city capable of meeting future demands without compromising its identity.

NEW GROWTH AT 8 HOMES PER ACRE



NEW GROWTH AT 4 HOMES PER ACRE

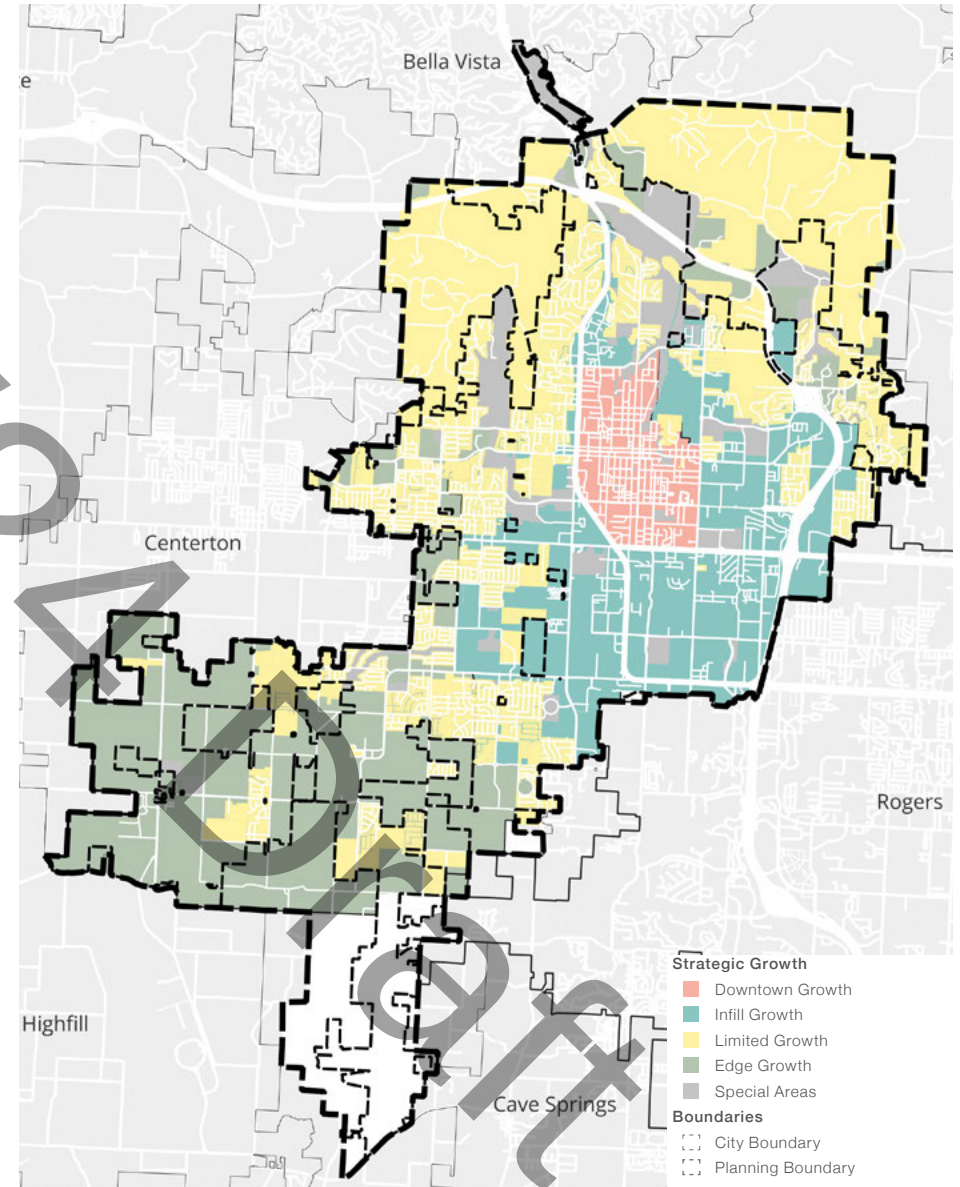


STRATEGIC GROWTH AREAS

As Bentonville's growth continues, the form and approach to development vary significantly across the city, with different areas needing tailored strategies. Recent growth has shown that multiple areas will continue to see development concurrently: redevelopment within the core downtown area, infill within less developed areas near downtown, and growth at the city's periphery.

Downtown Growth.

Bentonville's downtown has seen remarkable growth over the past decade, evolving into the city's central hub for business, dining, and entertainment. As it continues to grow, following existing plans and policies, the area will remain the focal point for economic and cultural activities. However, infrastructure limitations—particularly for parking, transportation, and utilities—pose ongoing challenges. Enhanced pedestrian and cycling options aim to ease parking demand and traffic, making downtown more accessible and reducing reliance on cars. Supporting development in other parts of Bentonville will help to ease the intensity of growth downtown, distributing housing and commercial expansion more evenly across the city. This strategic approach will allow downtown to sustain balanced growth while maintaining its character as the city's vibrant core, accommodating new residential and business needs without overburdening infrastructure.



Infill Growth.

The areas surrounding Bentonville's downtown include both nearby residential neighborhoods and opportunities for redevelopment along commercial corridors and former light-industrial zones. Growth in these infill areas needs to be carefully scaled to transition smoothly into adjacent low-intensity neighborhoods, maintaining a balance between development and existing community character. Expanding and preserving street connectivity is essential to improve access and manage traffic flow, even as these areas contend with limited infrastructure for utilities like power, sewer, and transportation. In underdeveloped commercial and light-industrial zones, there is potential for more intensive redevelopment, which can absorb significant demand for growth, thereby reducing pressure on the downtown core. By thoughtfully concentrating higher-density growth in these areas, Bentonville can better accommodate its expanding population while supporting infrastructure and transportation needs across the city.

Limited Growth.

These areas are characterized by relatively low-density development and typically have limited street connectivity. Because of their established character, they are more sensitive to further infill or densification than other parts of Bentonville. Additionally, many of these neighborhoods are newly built, making significant change or redevelopment less likely. The growth occurring in other parts of the city can serve to support these established areas, but substantial changes within

these limited-growth zones should be minimized to preserve their existing qualities and avoid overburdening the infrastructure.

Edge Growth.

The city's outer areas are anticipated to see growing demand for walkable, mixed-use neighborhoods that blend diverse housing options—such as single-family homes of various sizes, townhomes, and apartments—with accessible commercial spaces. This approach fosters a balanced housing market that bolsters Bentonville's fiscal sustainability while creating vibrant, interconnected communities. New developments in these peripheral areas should prioritize street connectivity, safe biking routes, and pedestrian-friendly pathways to ease traffic congestion and encourage active transportation. Strategically placing larger commercial centers and neighborhood-focused retail within these zones can help reduce downtown congestion and make walking and biking viable options for nearby residents. Thoughtfully planned growth should enhance accessibility, support community cohesion, and contribute to Bentonville's long-term economic and social resilience.

Special Areas.

These are locations where growth is expected to occur in nontraditional or highly specialized ways. Many of these areas, such as parks and recreational spaces, are intentionally preserved and are not intended for further development. Other uses may evolve in unique formats, such as educational campuses and research institutions, which follow tailored growth trajectories aligned with their specialized functions. These areas enhance Bentonville's character and provide essential services, recreational opportunities, and cultural amenities, adding diversity to the city's built fabric. Their preservation and careful, purpose-driven development are integral to Bentonville's balanced growth and community identity.

Together, these growth strategies aim to balance Bentonville's expansion with infrastructure capacity, connectivity, and preservation of community character. By addressing each area's unique needs, the city can foster a cohesive yet diverse built landscape that supports quality of life and economic resilience.

FUTURE LAND USE PLAN

The Future Land Use Plan envisions Bentonville's growth through 2050 and beyond by employing "Place Types" to delineate the purpose and character of different city zones.

The Place Types guide development in several main categories:

Center Place Types

Designed as mixed-use hubs, Centers incorporate retail, business, and residential spaces. These range from high-activity Regional Centers—featuring the tallest buildings and lively public areas—to more localized Neighborhood Centers that offer essential services and smaller-scale amenities for nearby residents.

Neighborhood Place Types

Primarily residential, Neighborhoods are characterized by a mix of housing densities to meet diverse community needs. They include Suburban neighborhoods with low-density housing, Traditional neighborhoods with a mix of historic homes and new development, Walkable neighborhoods with moderate-density housing, and Urban neighborhoods with higher densities, fostering a varied residential landscape.

Corridor Place Types

Major thoroughfares such as 14th Street and Regional Airport Boulevard primarily serve commercial functions today but are envisioned to evolve. Some Suburban Corridors will retain their

low-scale, car-oriented character due to existing constraints, while Walkable and Urban Corridors will incorporate mixed-use, higher-density developments to improve walkability and connectivity.

Recreational Place Types

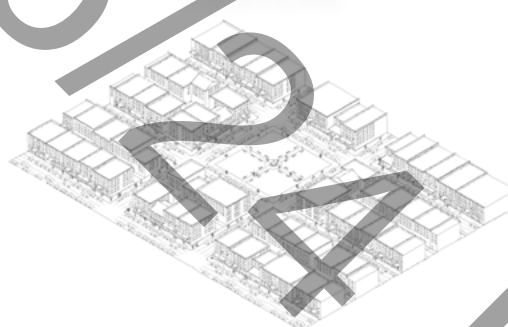
Encompassing parks, open spaces, and outdoor venues, these areas provide recreational opportunities for both residents and

visitors. Recreation areas may be publicly or privately managed and are designed to enhance the city's livability and offer varied amenities.

Specialized Place Types

Additional Place Types include rural and industrial areas and institutional campuses that serve specialized functions within the city's overall land use framework.

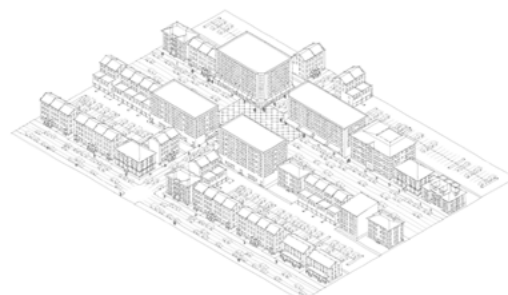
CENTERS



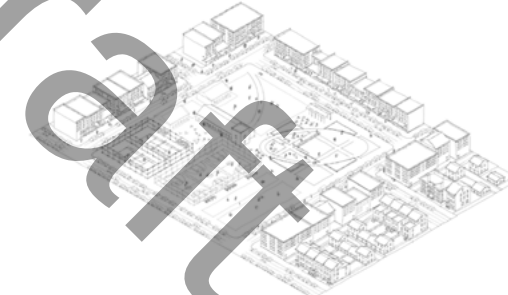
NEIGHBORHOODS



CORRIDORS



RECREATION



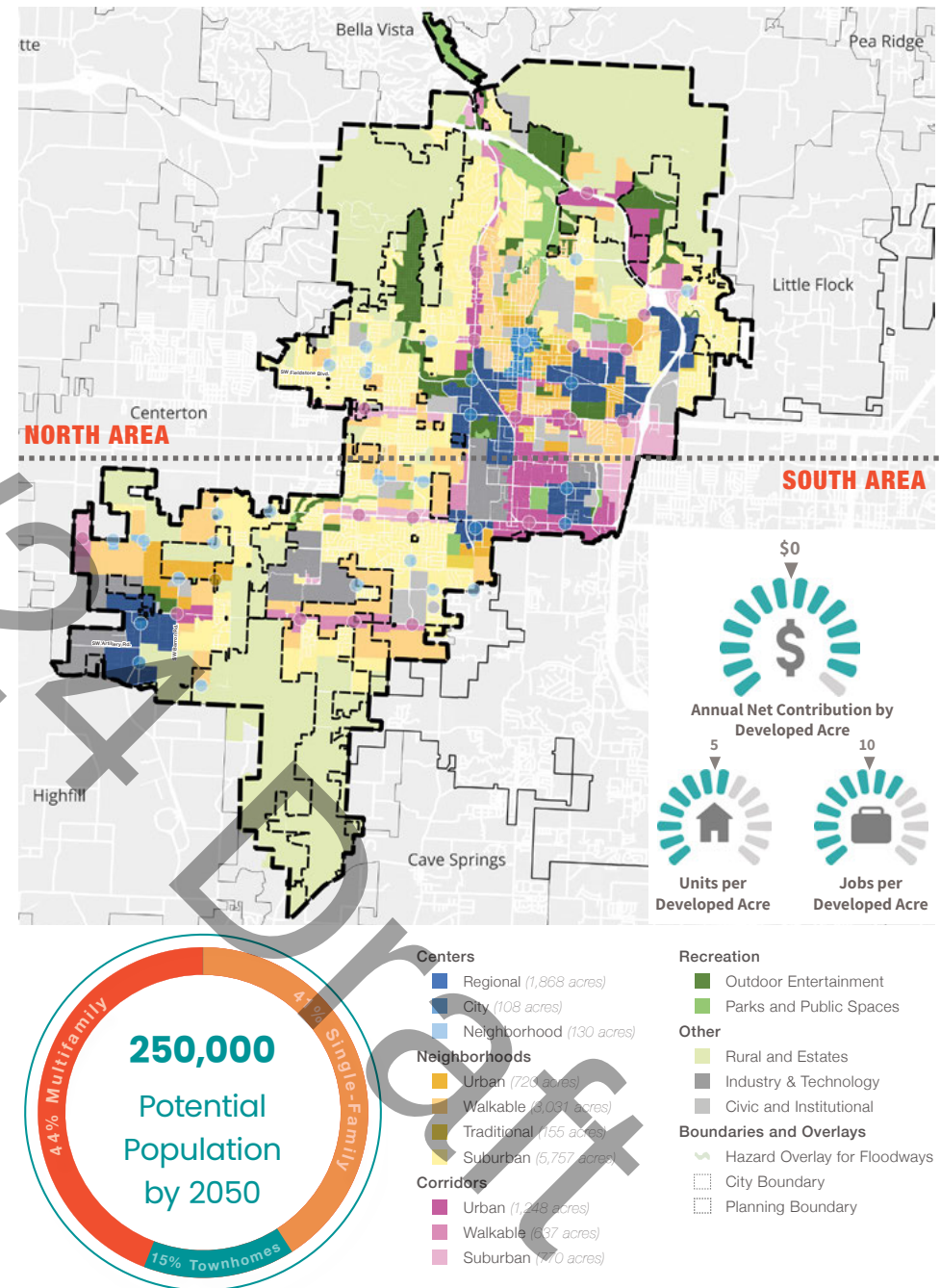
Strategic and Balanced Growth

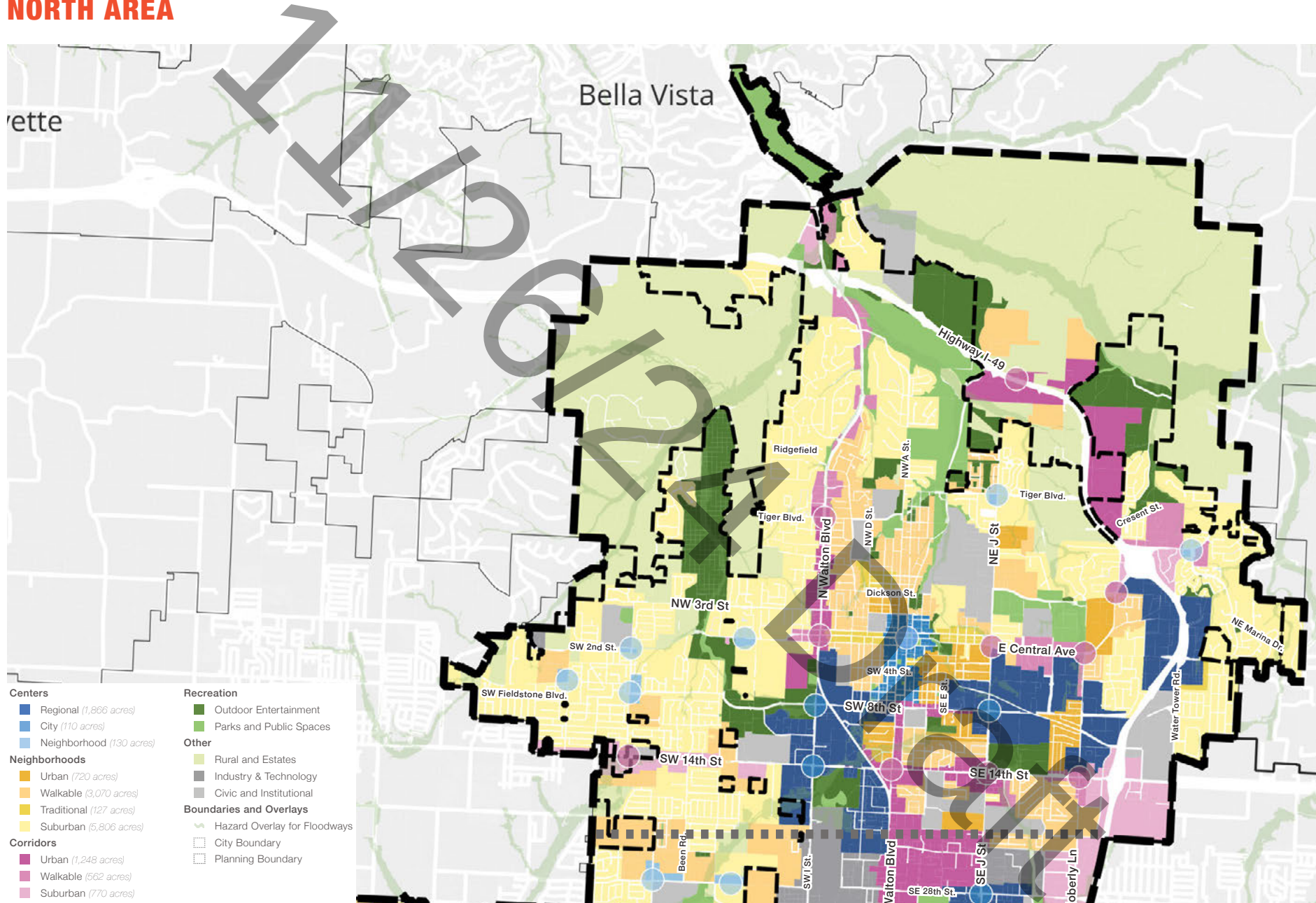
To ease pressure on downtown and encourage walking and biking, the plan establishes multiple activity hubs, including a major future employment center near Northwest Arkansas National Airport. These Regional Centers will boost the city's economic base with spaces for cultural venues, entertainment, diverse jobs, and higher-density housing in areas away from the airports. Within residential zones, smaller Neighborhood Centers provide convenient retail and gathering spots, fostering a network of community-focused amenities within easy walking, biking, and driving distance for most residents.

Strategically planned infill and compact growth in new areas aim to enhance Bentonville's fiscal health by minimizing infrastructure costs and creating a budget surplus to reinvest in city services, infrastructure, and recreation. With projected growth exceeding 230,000 residents, the Future Land Use Plan addresses fiscal sustainability by balancing growth density and housing diversity.

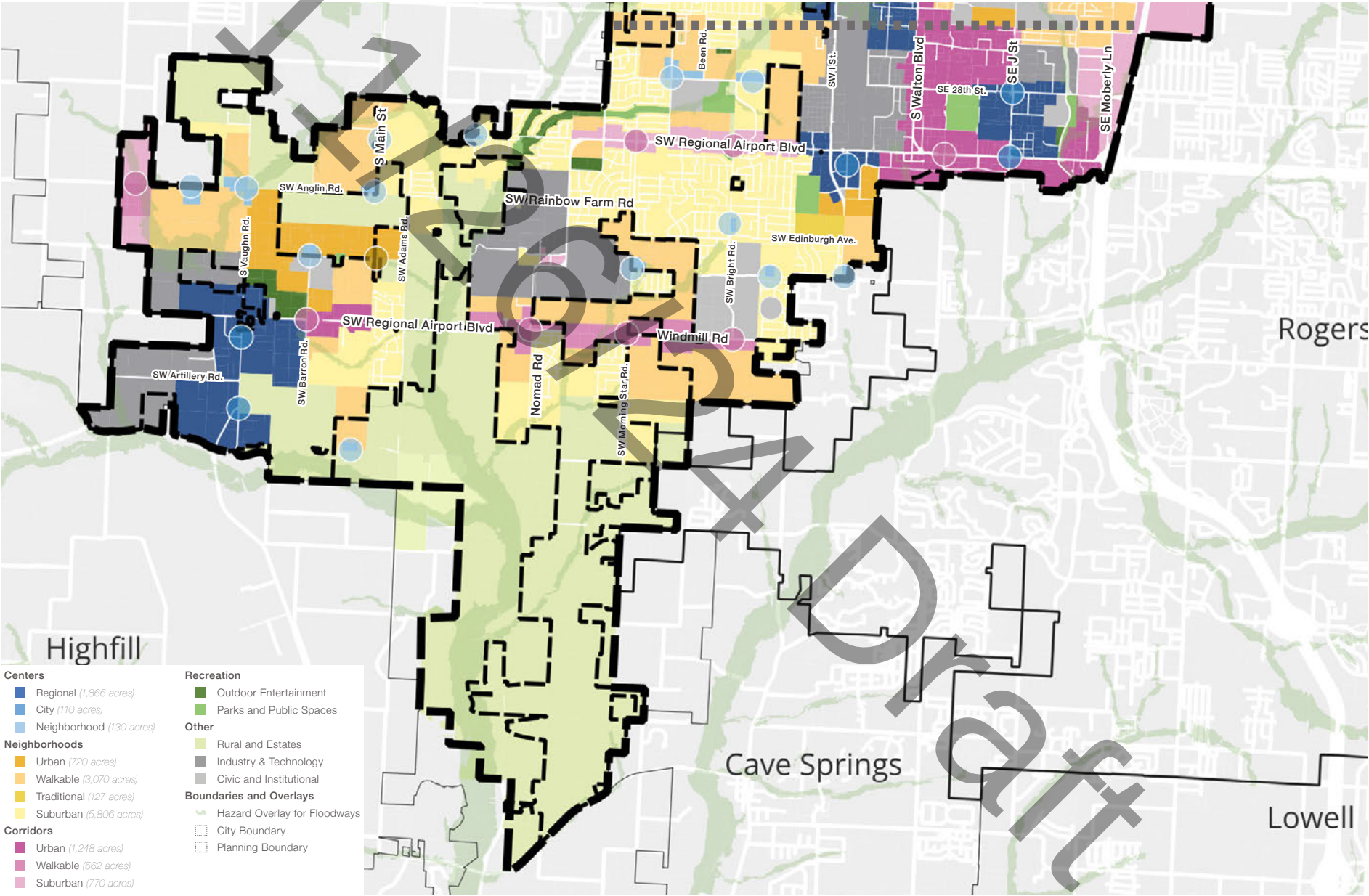
Balanced growth, as outlined in the plan, supports a sustainable fiscal outlook, reduces downtown congestion, promotes alternative travel options, and diversifies housing to meet demand. The Community Plan targets an average new growth of about 13 units per acre, blended between new, high-density places like Regional Centers, medium-density places like Urban Corridors, and low-density places like Walkable Neighborhoods, while discouraging growth in Suburban and Traditional Neighborhoods and Rural areas. Each Place Type contributes to the city's economy, housing, and character, underscoring the need for comprehensive, balanced growth and a diversity of environments for residents, providing a high quality of life and accessibility to housing, jobs, and mobility for future generations.

Preserving rural character remains a key priority. The plan encourages relatively higher-density development within the city's core and hubs, reducing the need for outward expansion. While the plan can accommodate population growth beyond current projections, compact, fiscally responsible growth ensures Bentonville retains its rural surroundings and strong fiscal outlook, meeting population demands while staying adaptable to future challenges.





SOUTH AREA



FUTURE LAND USE AND ZONING

Future Land Use and zoning are interconnected yet distinct components of city planning. While the Community Plan does not directly change zoning, it provides a vision for the city’s development by defining Place Types—a set of intended characteristics for each area of the city, including land uses like residential, commercial, or mixed-use, typical activities, and building scale. Each Place Type can incorporate several zoning districts, and property owners may request rezoning as needed. These requests are assessed in light of the Community Plan to ensure they align with the Place Type’s objectives. The Future Land Use Plan provides a structured framework that guides zoning decisions by outlining the intended characteristics and uses within each designated Place Type and by suggesting compatible zoning categories. Decision-makers use this framework in conjunction with the Zoning Alignment Table, which identifies existing Zoning Districts compatible with each Place Type. For

example, the Suburban Neighborhood Place Type might align with R-1 and R-3 zoning, while Parks and Public Spaces may allow for broader zoning compatibility. However, all developments should meet the specific character and functional goals set forth for each Place Type to maintain the area’s intended purpose and appearance.

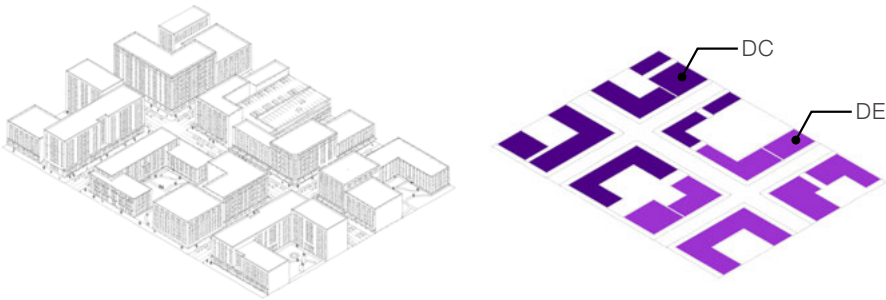
Future Land Use assignments can be changed by request of the property owner. Such requests are evaluated once each year, holistically, to ensure they support the goals of the Community Plan and other city goals and policies.

Note: The Zoning Alignment Table refers to zones that exist as of fall, 2024. See the zoning code for information about existing Zoning Districts. Changes to the zoning code may result in changes Zoning Districts specified here.

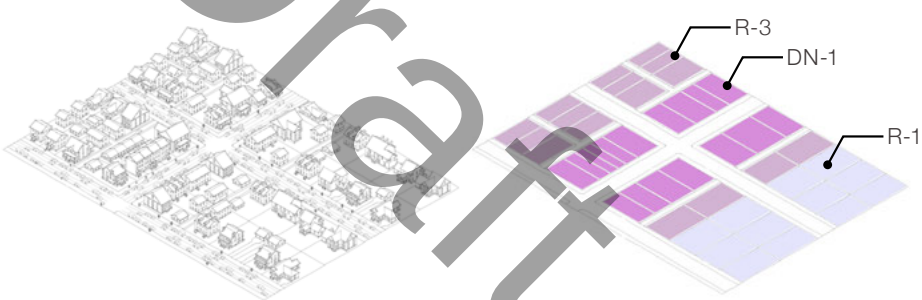
Zoning Alignment Table

Place Type	Zoning
Regional Center	DC, DE, DN-4
City Center	DC, DE, DN-1, DN-4
Neighborhood Center	DE, DN-4, C-3
Urban Neighborhood	DN-2, DN-4, C-3
Walkable Neighborhood	DN-1, DN-4
Traditional Neighborhood	DN-1, R-3, R-1
Suburban Neighborhood	R-1, R-3
Urban Corridor	DE, C-E
Walkable Corridor	DN-4, C-3, C-1
Suburban Corridor	C-1, C-2
Industry & Technology	C-2, I-1, I-2
Rural and Estates	A-1, RE
Civic and Institutional	Any
Parks and Public Space	Any
Outdoor Entertainment	A-1, C-3
Open Space	Hazard Overlay

REGIONAL CENTER

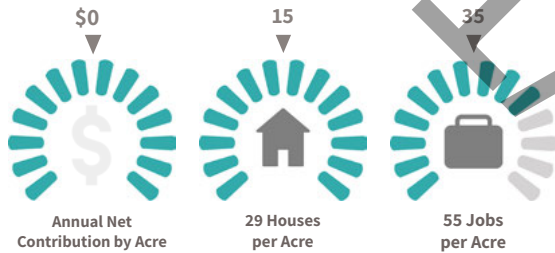


TRADITIONAL NEIGHBORHOOD



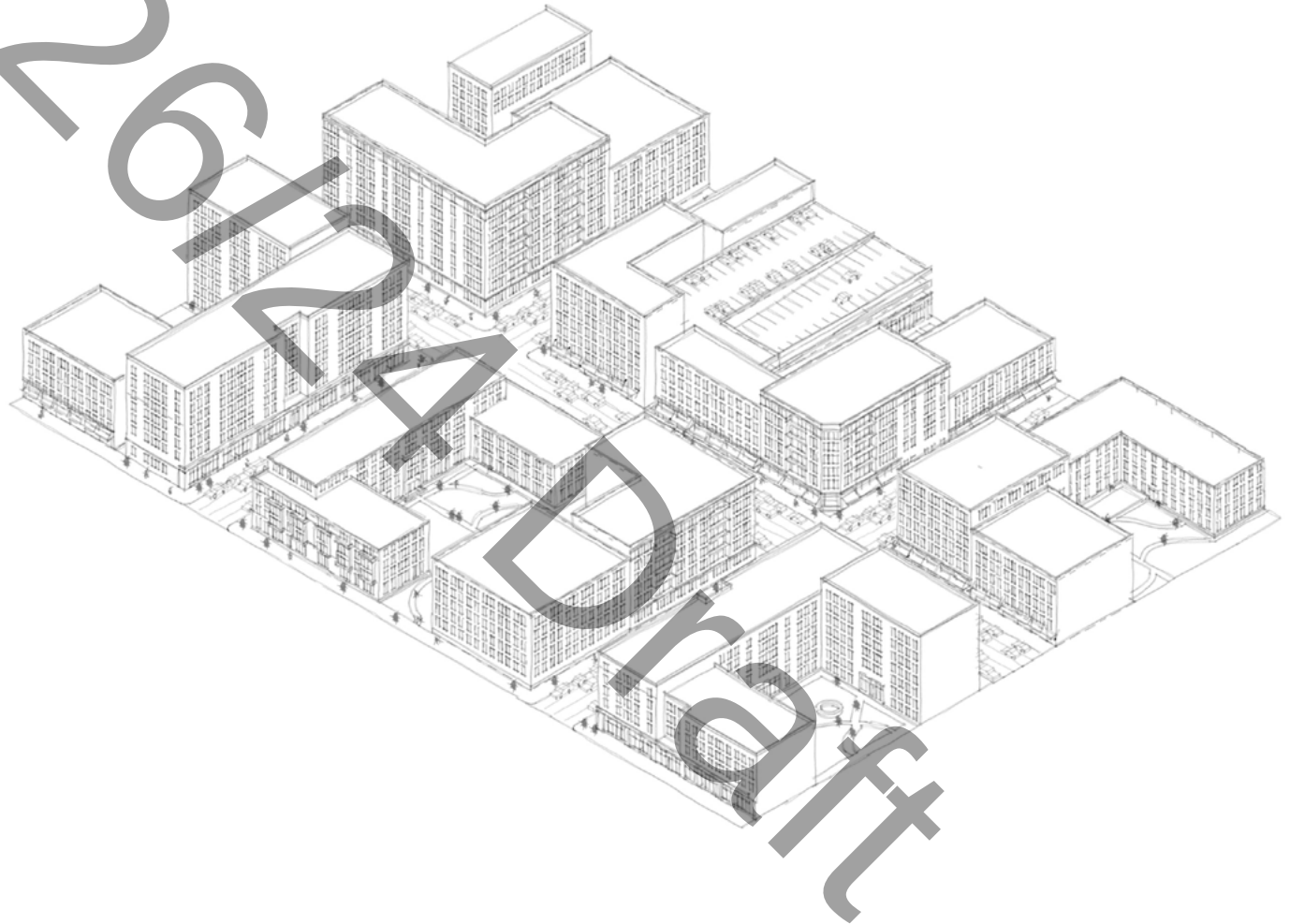
PLACE TYPES

REGIONAL CENTER

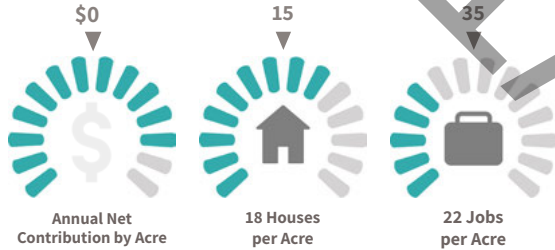


Anticipated building height: 6-8 stories

Regional Centers are typically hubs of concentrated white collar employment, together with the smaller businesses — like restaurants, office supplies, and other services — that support them. They are also a good place for more concentrated housing in close proximity to abundant jobs. Walmart's emerging corporate campus is one example, Uptown Rogers is another. Delivering the city's highest financial performance, these areas play an important role in generating the money that local residents use to pay for housing and goods, and also support a robust economy of complementary businesses.

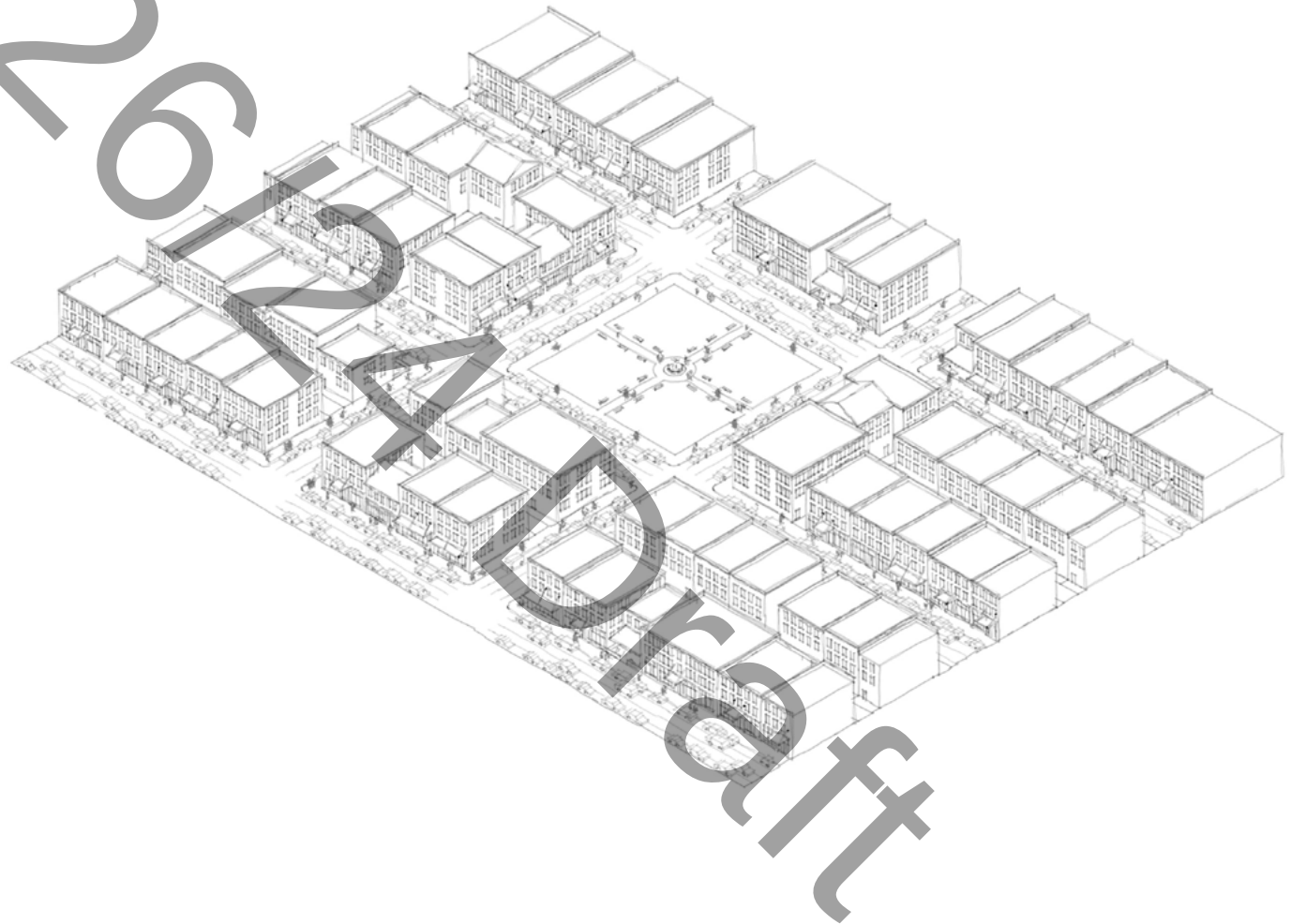


CITY CENTER

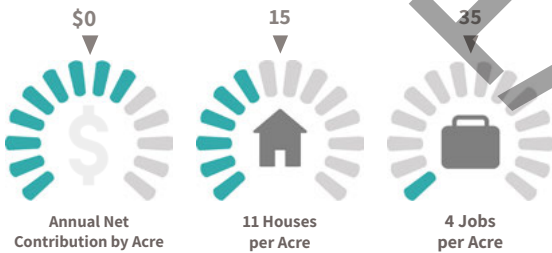


Anticipated building height: 4-6 stories

City Centers are places like the Downtown Bentonville Square and its surrounding blocks, consisting of jobs, entertainment, convenience retail, daily services, and housing at a variety of scales — from single story shops to office and residential buildings. This combination of types and uses, from sidewalk-lining buildings to civic institutions like churches and city hall, to apartments, condos, and townhomes, makes for the city's most active, compact and walkable space. In the future there may be more than one City Center providing convenient access to additional amenities, particularly in the southwest, and reducing the growth pressure around the city's beloved heart. With a high concentration of commercial along with housing, City Centers contribute substantially to the city's budget.

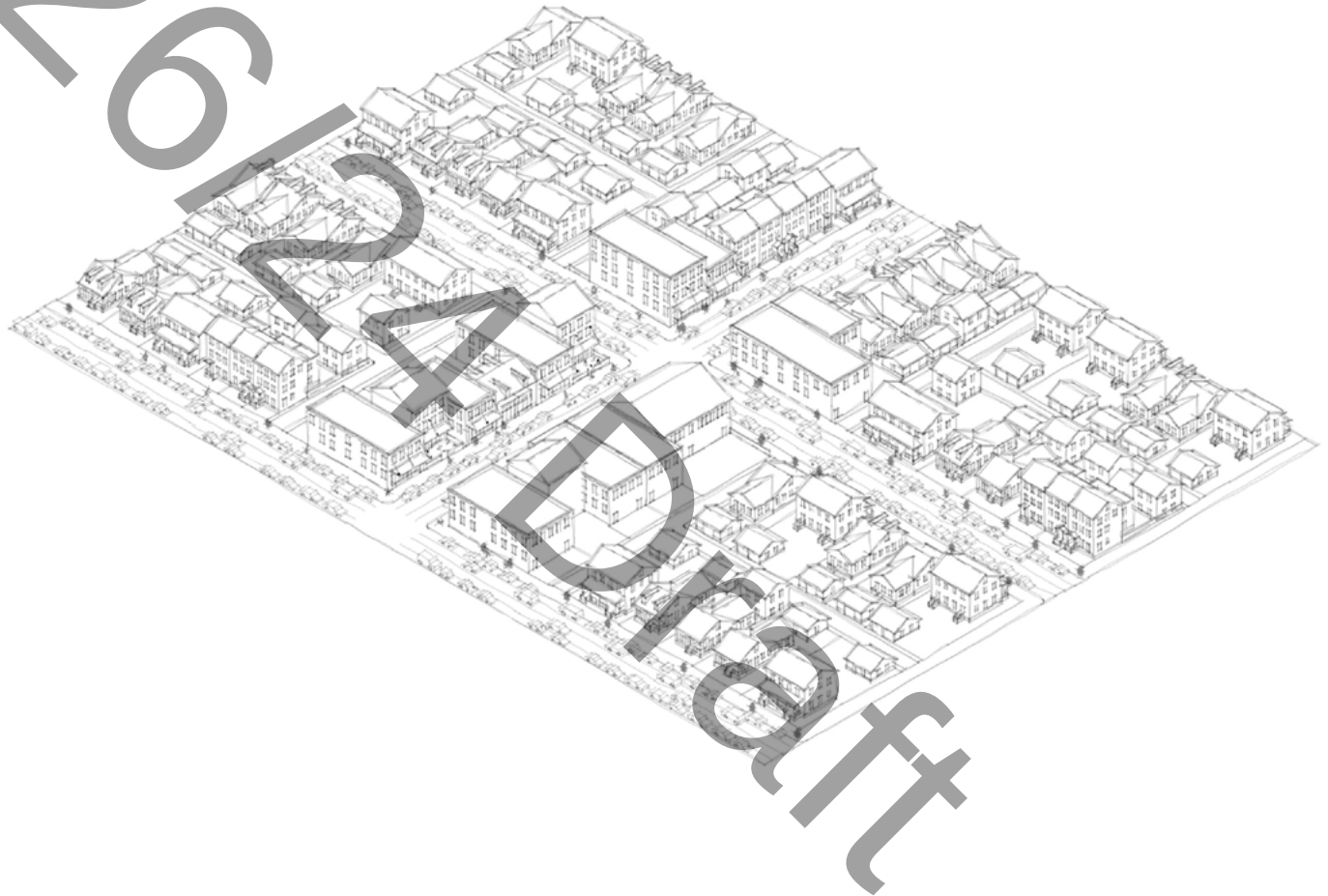


NEIGHBORHOOD CENTER

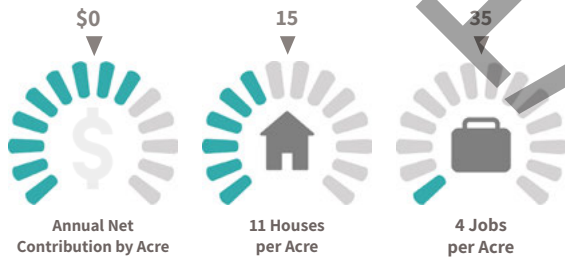


Anticipated building height: 3-5 stories

Neighborhood Centers serve as the physical glue between neighborhoods — providing a human-scaled destination where surrounding neighbors can walk or bike, gather in fellowship, dine out, or pick up basic daily needs. Small, local businesses typically provide a variety of entry-level jobs, a sense of increasing independence for area youth, and an opportunity to support more home-grown businesses. They usually also include nearby townhomes, small apartment buildings, and small homes transitioning in scale and activity to less concentrated surrounding neighborhoods. Neighborhood Centers contribute sales tax and concentrated property tax to the city's budget, balancing nearby neighborhoods.

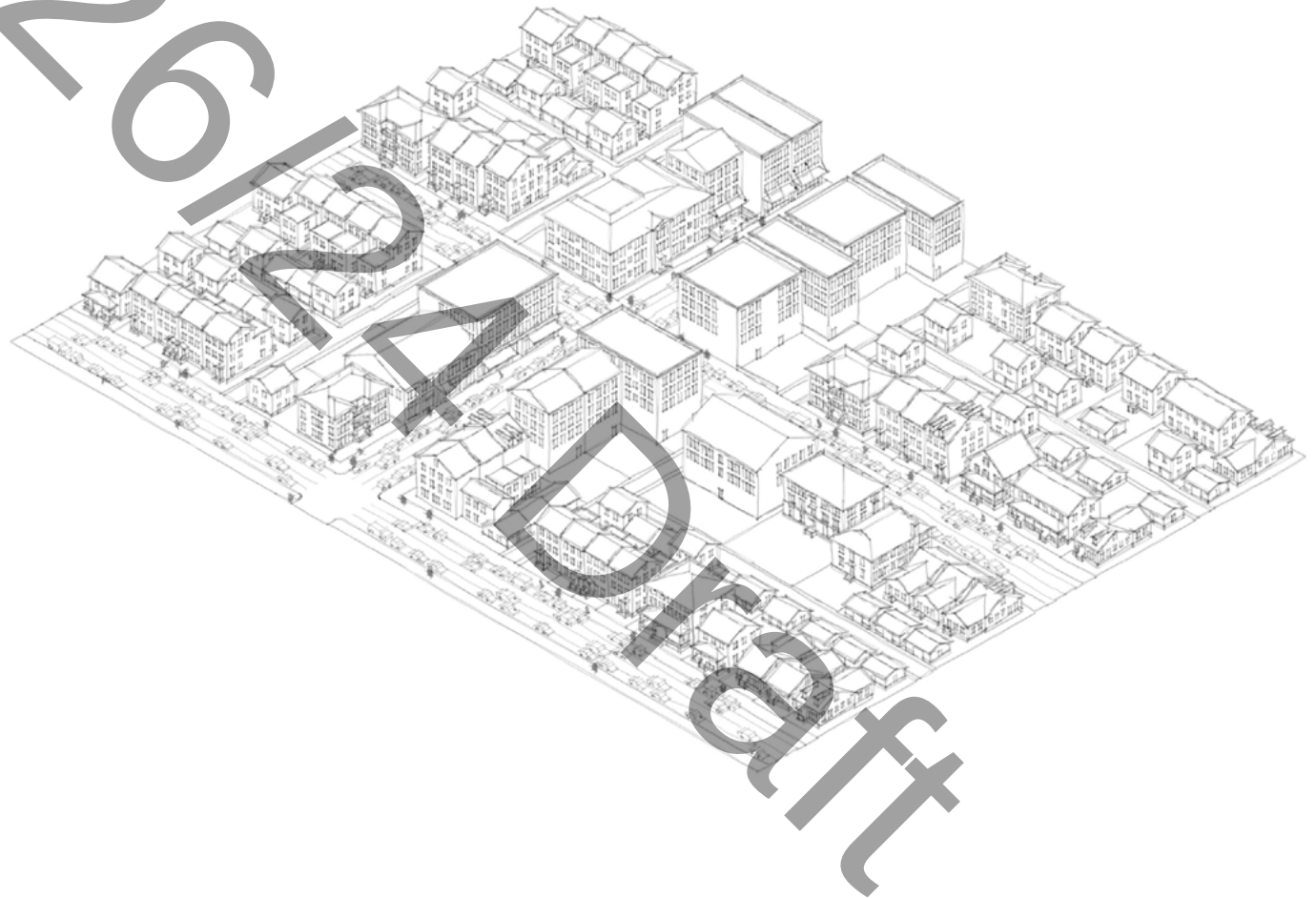


URBAN NEIGHBORHOOD

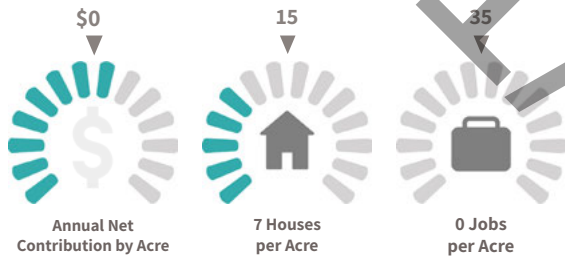


Anticipated building height: 3-5 stories

Urban Neighborhoods are the city's highest intensity neighborhoods, defined primarily by multi-family buildings and townhomes but with some single family and smaller commercial uses mixed in. Catering to those seeking more flexible, lower maintenance lifestyles, they provide considerable housing in a relatively small footprint and support walking and biking as viable transportation alternatives. Financially, Urban Neighborhoods are net positive and significantly reduce the amount of land needed for growth.



WALKABLE NEIGHBORHOOD

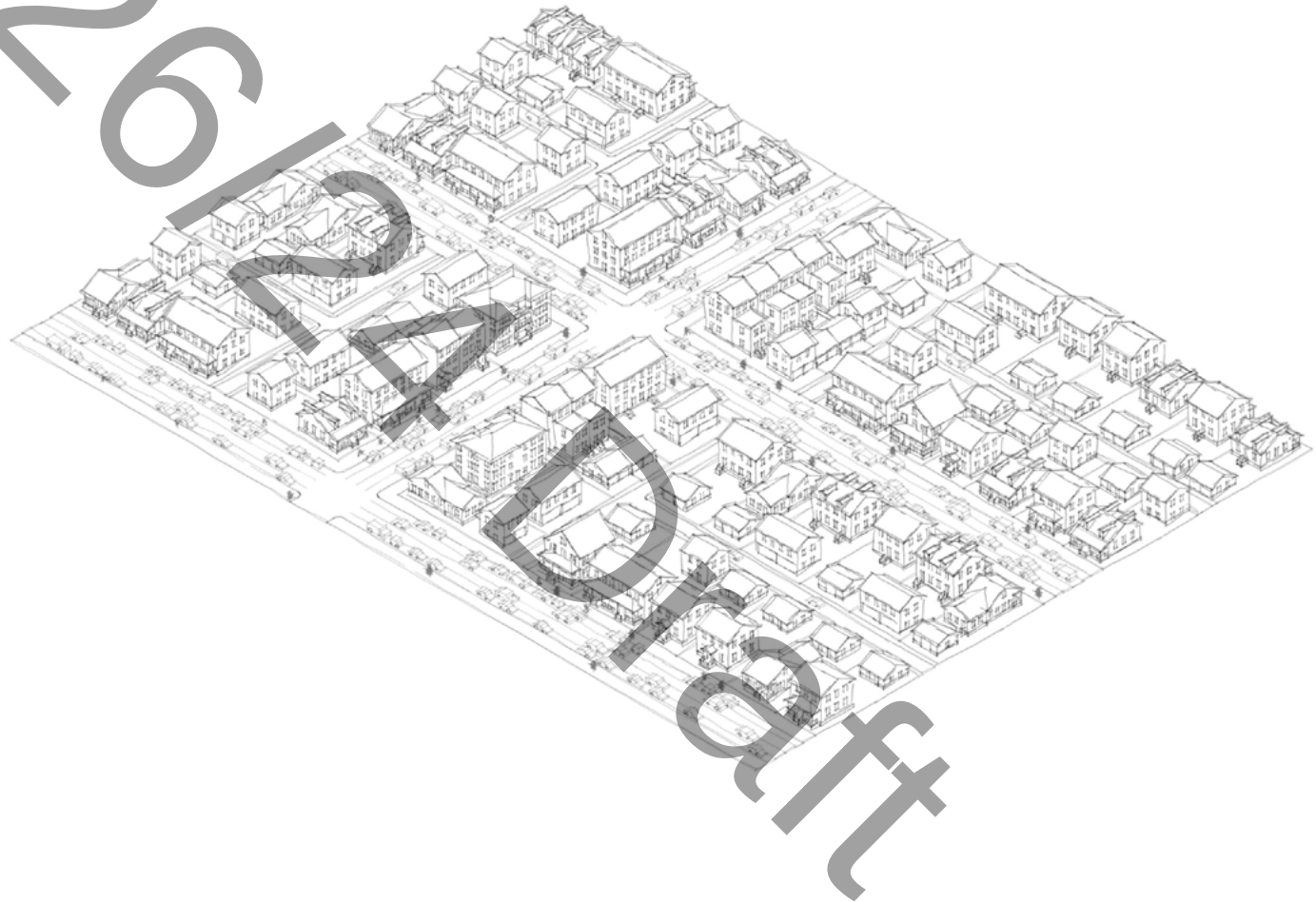


Anticipated building height: 3 stories

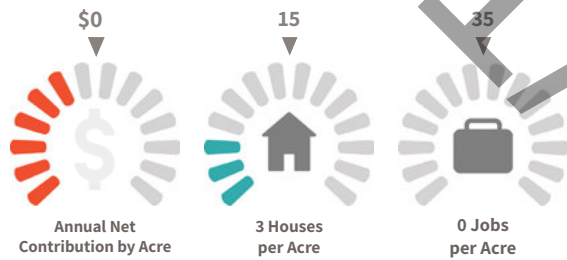
Walkable Neighborhoods combine compatibly-scaled single family homes, townhomes, and apartment buildings in a neighborhood setting.

They provide a high degree of housing diversity, allowing for more people of different circumstances to share the same neighborhood. They also support some small neighborhood shops and are often near Neighborhood Centers and parks, making it easy to walk and bike for frequent trips.

Financially, mixed neighborhoods don't fully cover their costs, but by providing housing in a compact footprint, they reduce the amount of land needed for growth.



TRADITIONAL NEIGHBORHOOD

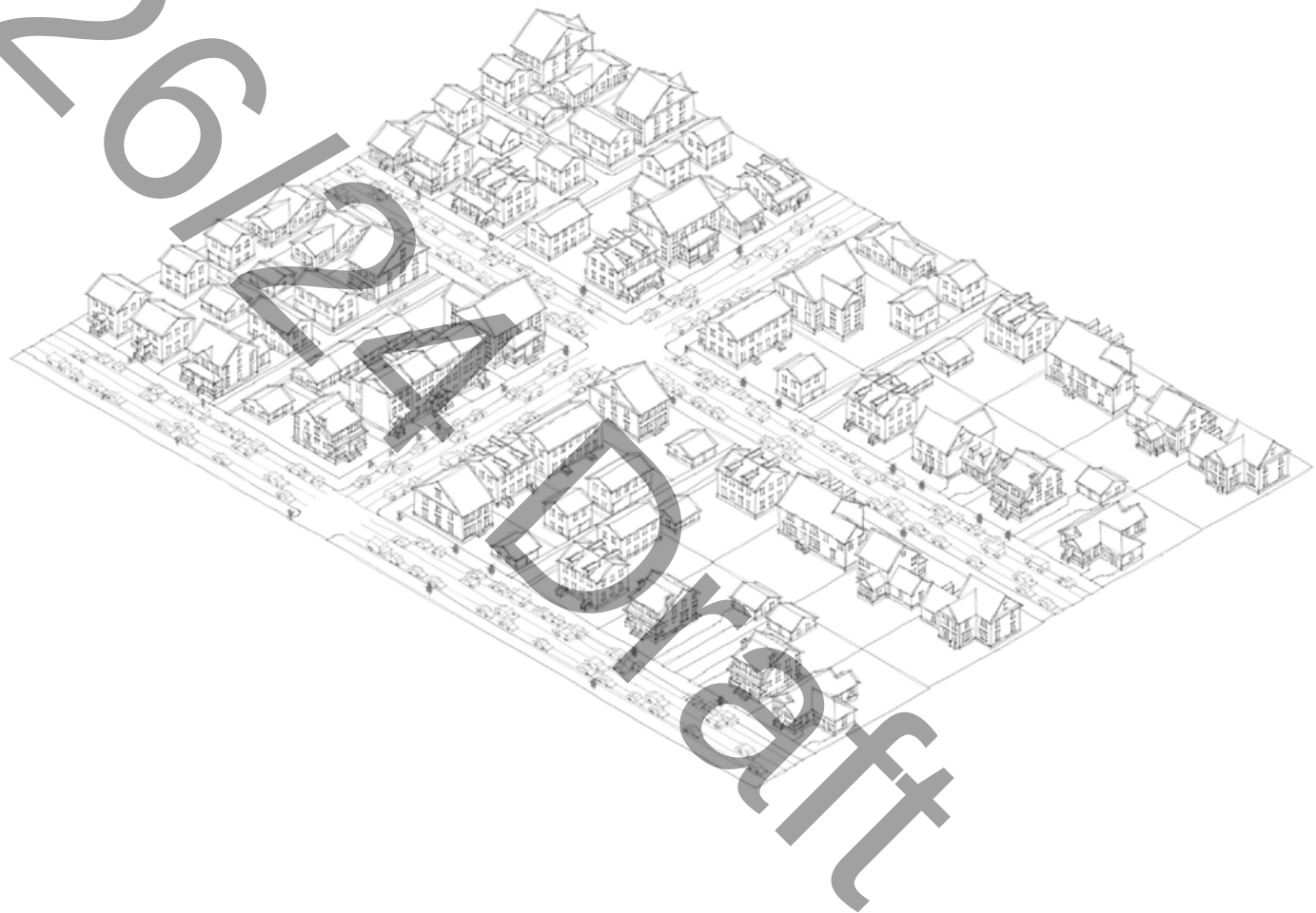


Anticipated building height: 2.5-3 stories

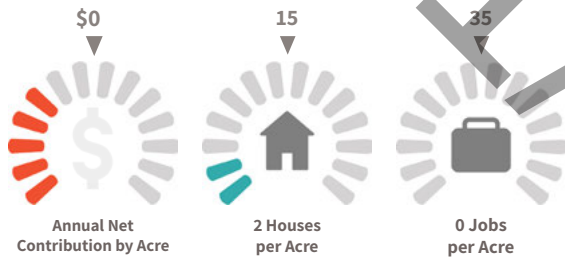
Traditional Neighborhoods serve as a bridge between denser, more mixed-use Walkable Neighborhoods and more dispersed and automobile-oriented Suburban Neighborhoods. As such, they merge features of both.

Characterized by gridded, walkable blocks of single family homes, townhomes, and small-scaled apartment buildings, they provide diverse housing opportunities while easing the way towards areas of single family homes only.

Lots are formally structured but grow incrementally larger as you move outward, maintaining the viability of walking and biking for many trips while contributing to a more relaxed residential character.



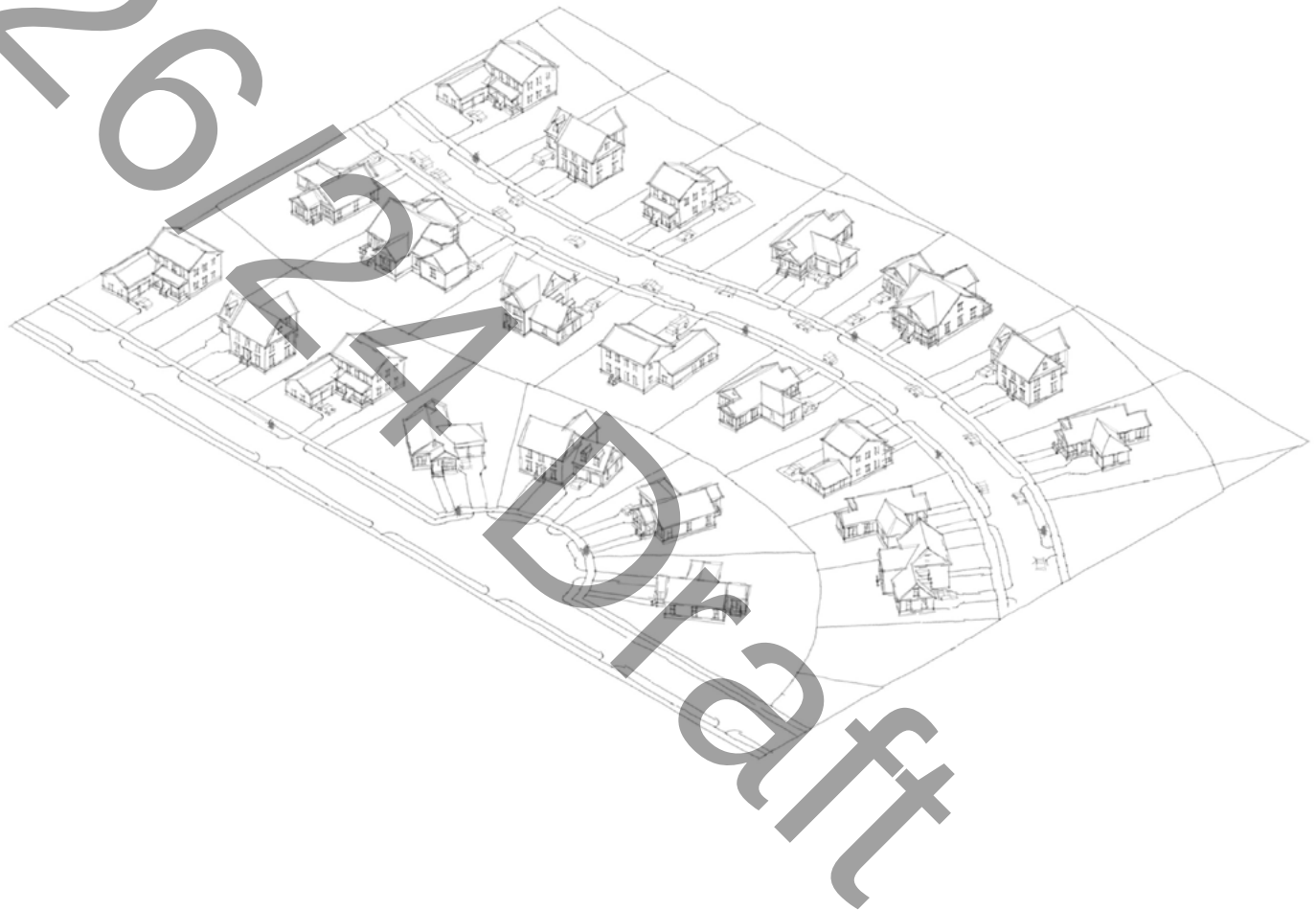
SUBURBAN NEIGHBORHOOD



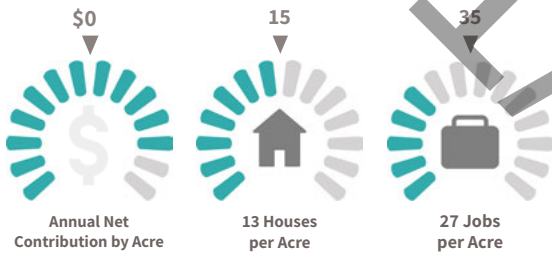
Anticipated building height: 2.5-3 stories

Suburban Neighborhoods, often referred to as subdivisions, consist mainly of single family homes on comparatively larger lots, some including accessory dwellings within the main house volume or in a detached building. They are generally quiet areas more removed from most commercial amenities. Family-oriented, often with large concentrations of children, suburban neighborhoods are often preferred by growing families. Because houses are on larger properties, buildings are more spread out and car trips are required for most needs.

Suburban Neighborhoods don't cover their own costs, but they provide housing needed for a large segment of the community, including families raising the next generation of Bentonville residents.

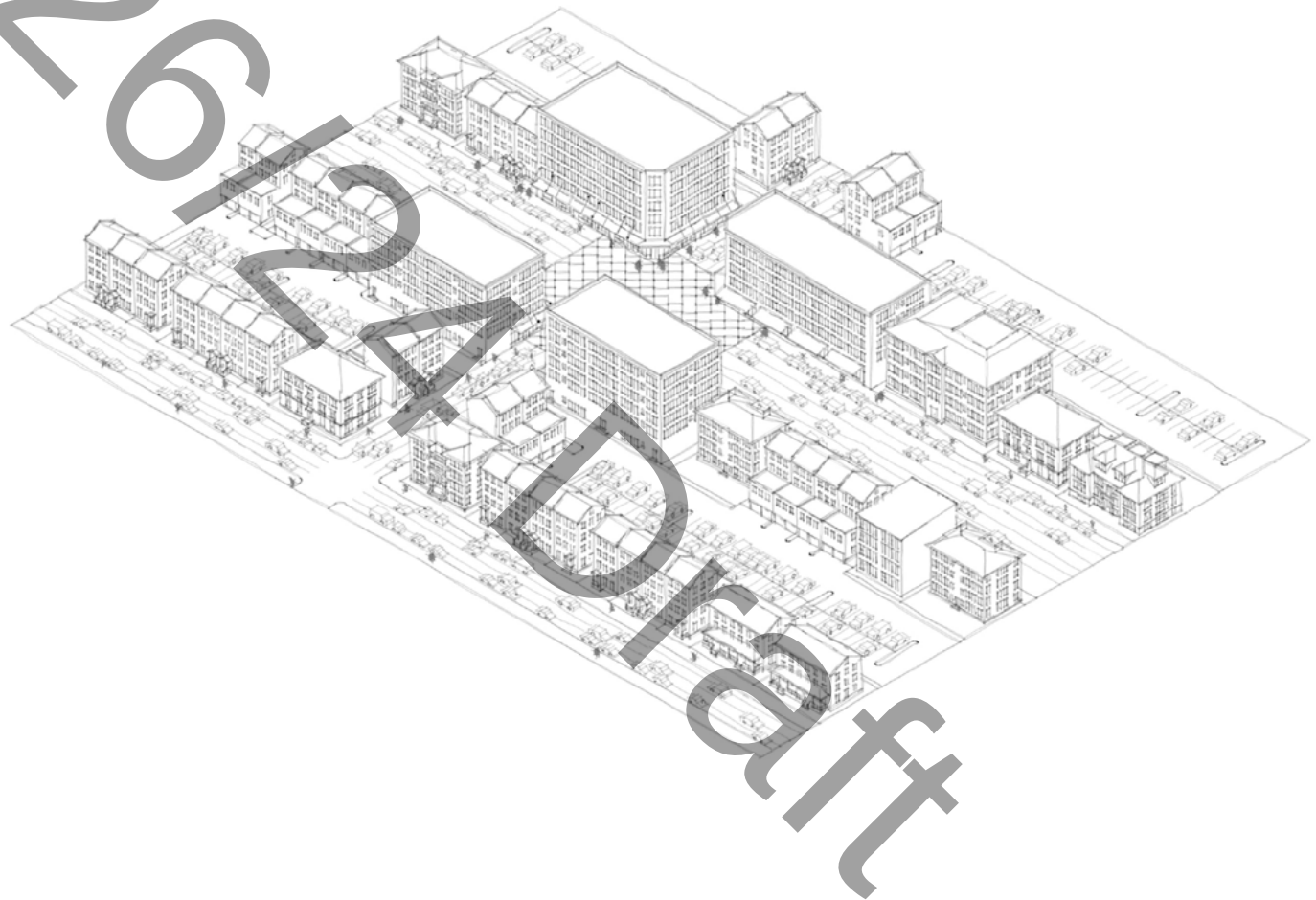


URBAN CORRIDOR

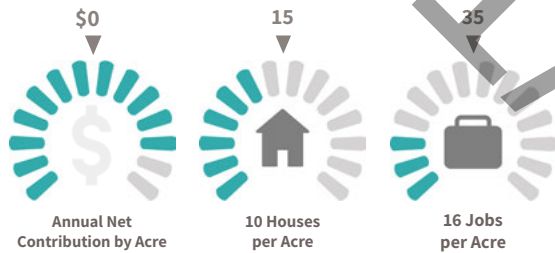


Anticipated building height: 3-6 stories

Urban Corridors are primary thoroughfares fronted by larger multi-family and office buildings interspersed with neighborhood-serving commercial uses. They feature development on unbuilt properties as well as new uses added to properties only partially built out. Comparable to but more intense than Walkable Corridors, they allow for large numbers of people to safely walk or bike to jobs and daily needs. Urban Corridors are strong tax contributors, outperforming all other place types except Regional and City Centers.



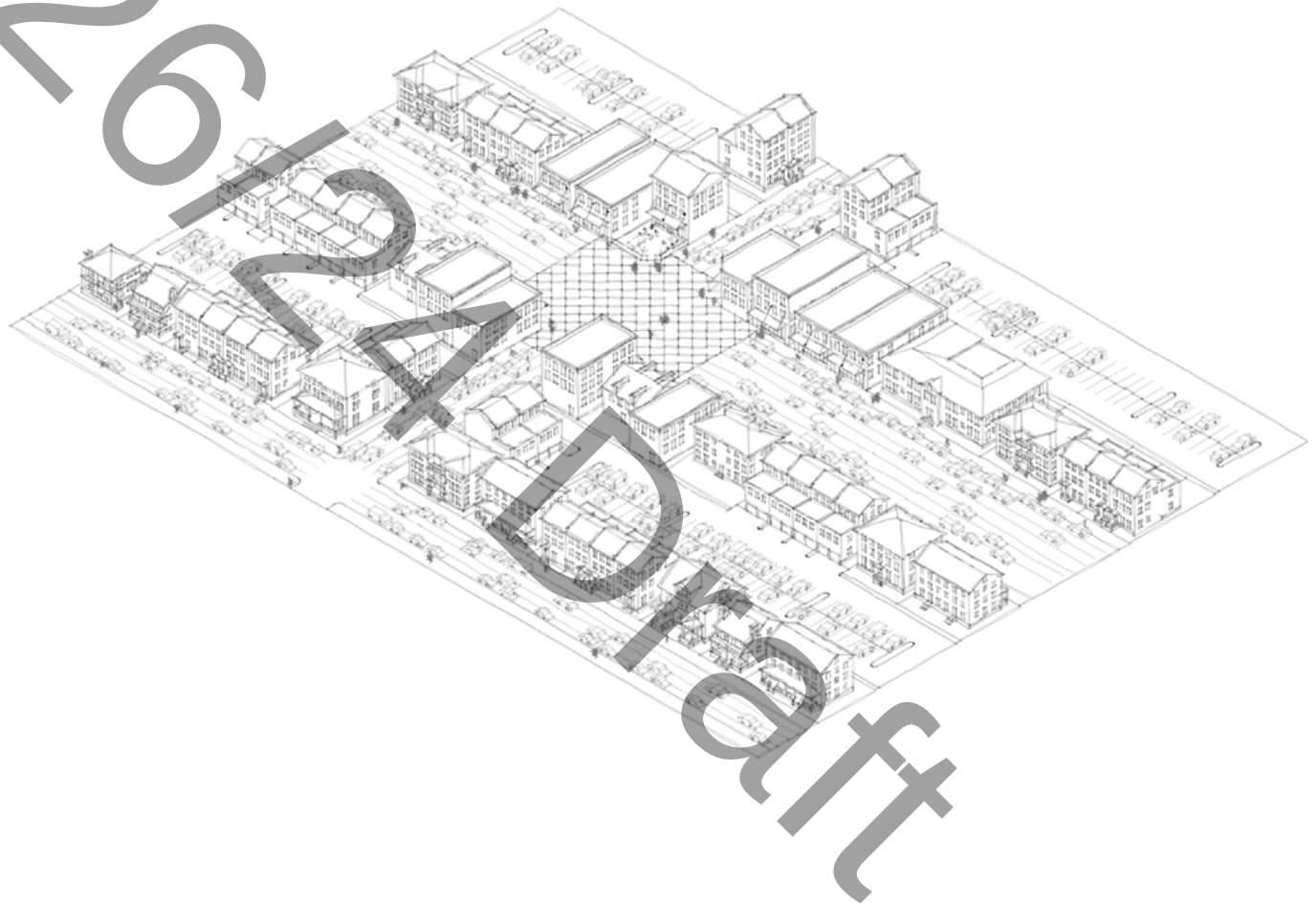
WALKABLE CORRIDOR



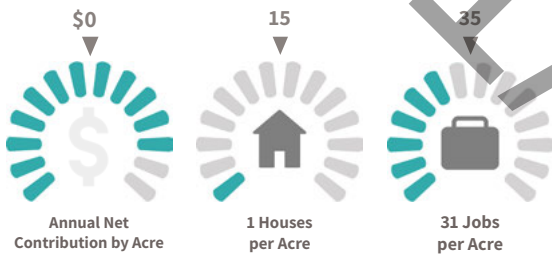
Anticipated building height: 3-5 stories

Walkable Corridor refers to areas that once were large arterial roadways lined by strip-commercial uses but maintain the potential to become a sort of Neighborhood Center in linear form; a more human-scaled, connected destination where adjacent neighbors can safely walk or bike to retail and services. They consist of mixed-use developments, apartments, and townhomes on unbuilt properties and new uses added to properties only partially built upon. Together they support more businesses and residents in close proximity.

Financially, Walkable Corridors perform better than Suburban Corridors as an alternative land use along arterial roadways.

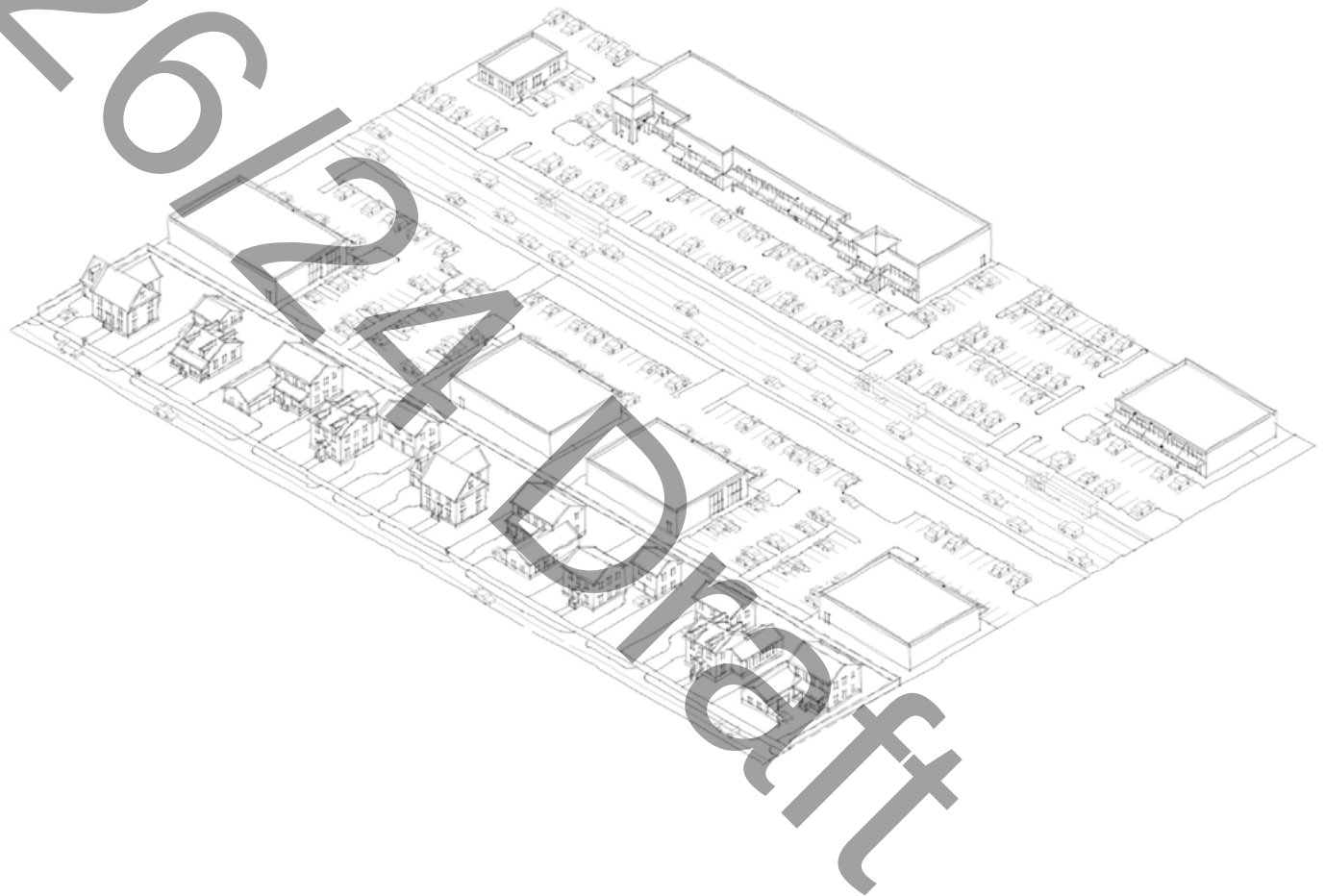


SUBURBAN CORRIDOR



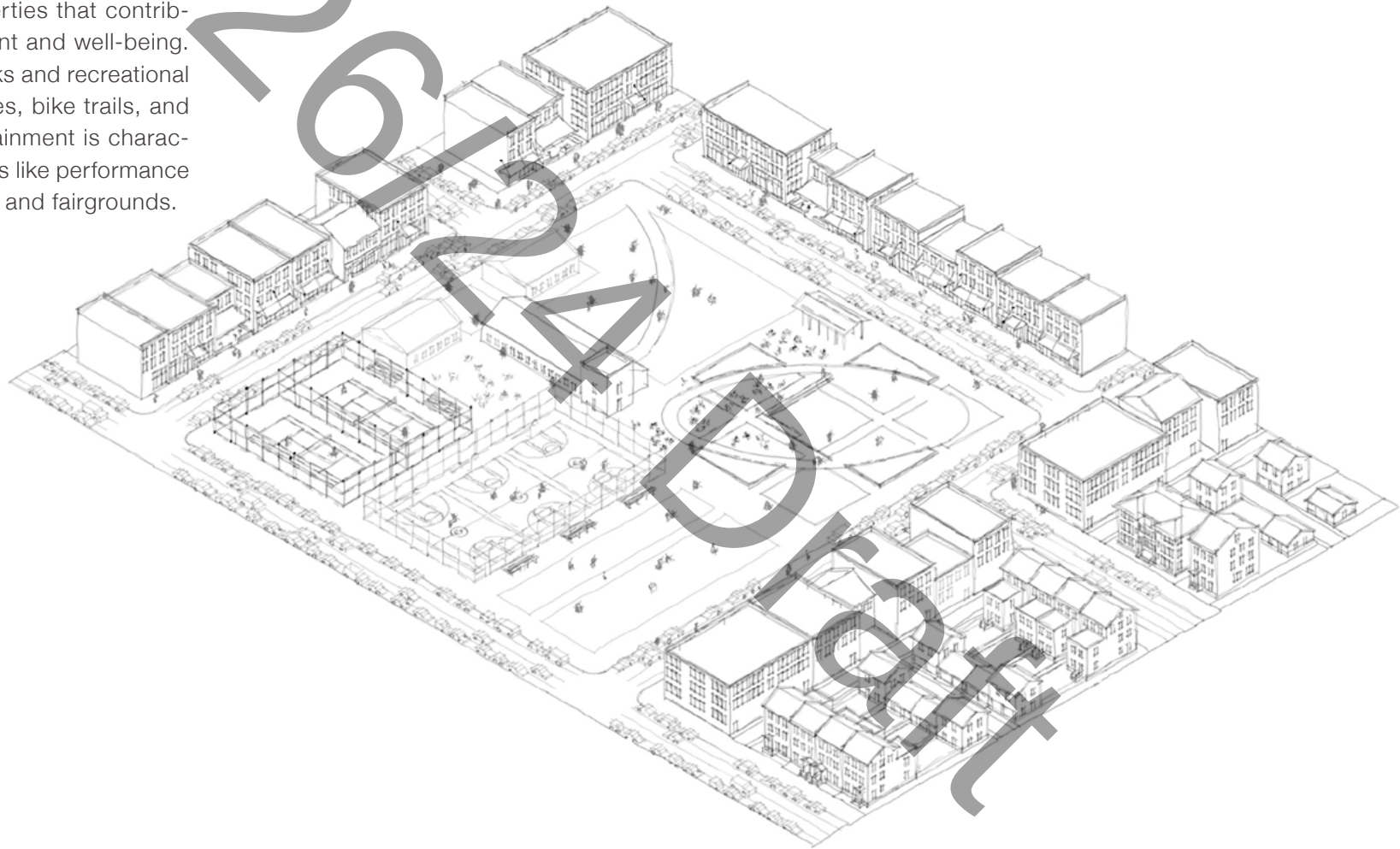
Anticipated building height: 2-4 stories

Suburban Corridors are areas comprised of large format retail environments like big box stores, shopping malls, car sales, and large industrial facilities, as well as residential developments serving regional commuters. Because these areas cater to those traveling primarily by car, they feature large parking areas and related drainage which limits their financial performance. Nonetheless, largely through sales tax revenue, Suburban Corridors generate more than their associated costs.

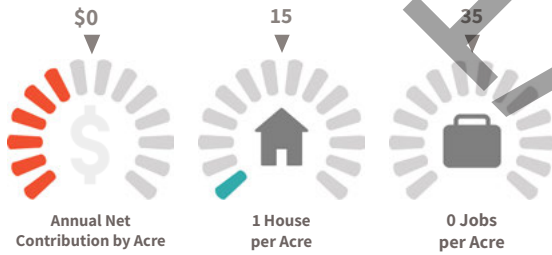


RECREATION

Recreation is defined by two categories: Parks and Public Space and Outdoor Entertainment. Parks and Public Space refers to both public and privately owned properties that contribute to community enjoyment and well-being. This includes the city's parks and recreational amenities, gathering spaces, bike trails, and museums. Outdoor Entertainment is characterized by larger format uses like performance venues, amusement parks, and fairgrounds.

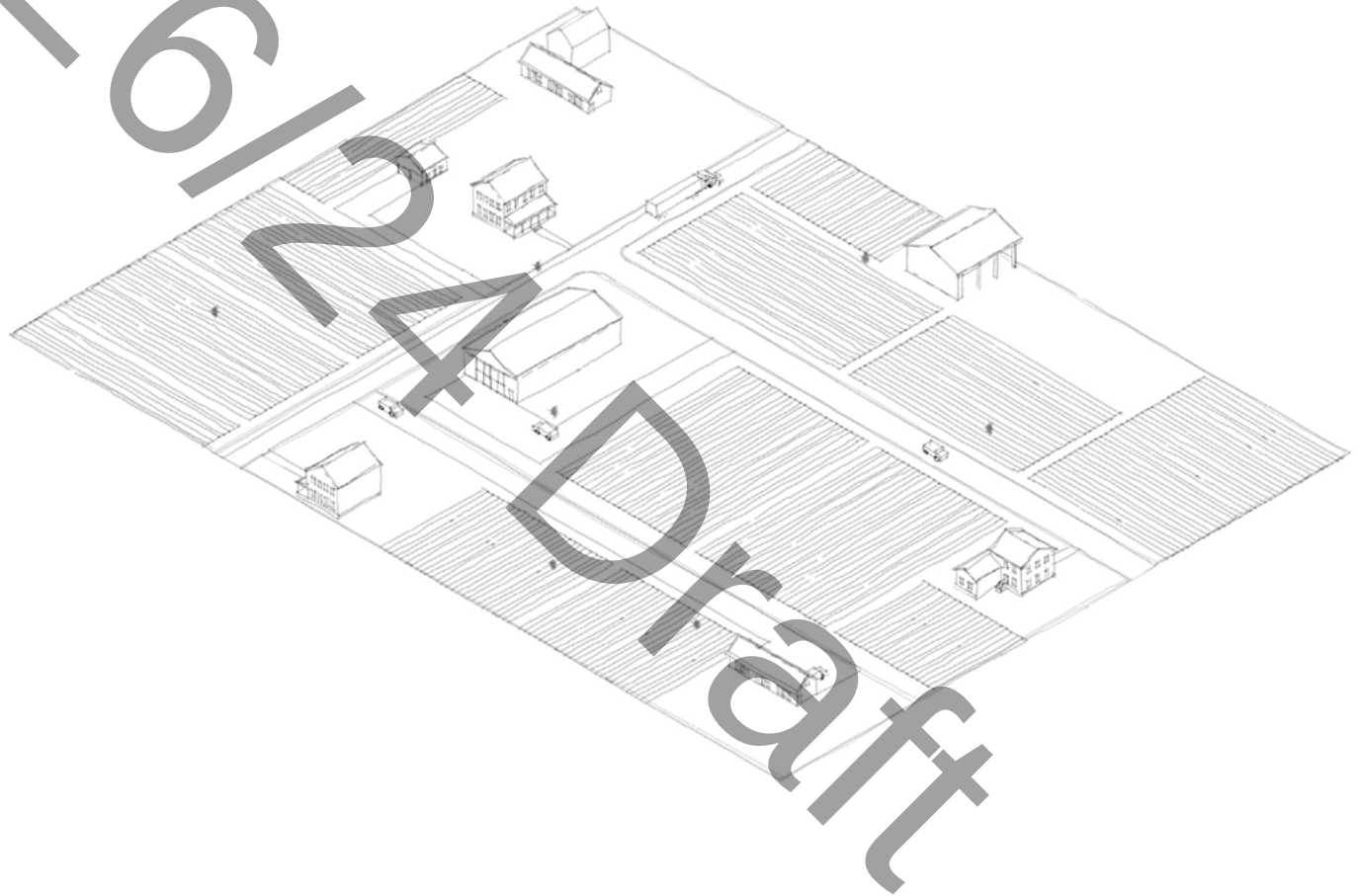


RURAL AND ESTATES

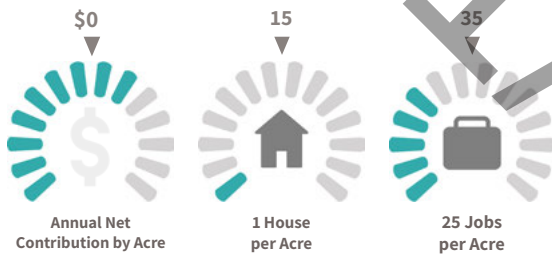


Anticipated building height: 2.5 stories; and taller structures for agricultural operations

Rural and Estates areas, with their low population densities and wide open spaces, put the country in “town and country.” Characterized by agricultural uses, natural landscapes, and dispersed residential on large lots, they offer a tranquil sense of retreat from more vibrant place types but also require driving for most needs. Economically, these areas come very close to covering their own costs, largely due to their limited infrastructure and public amenities.



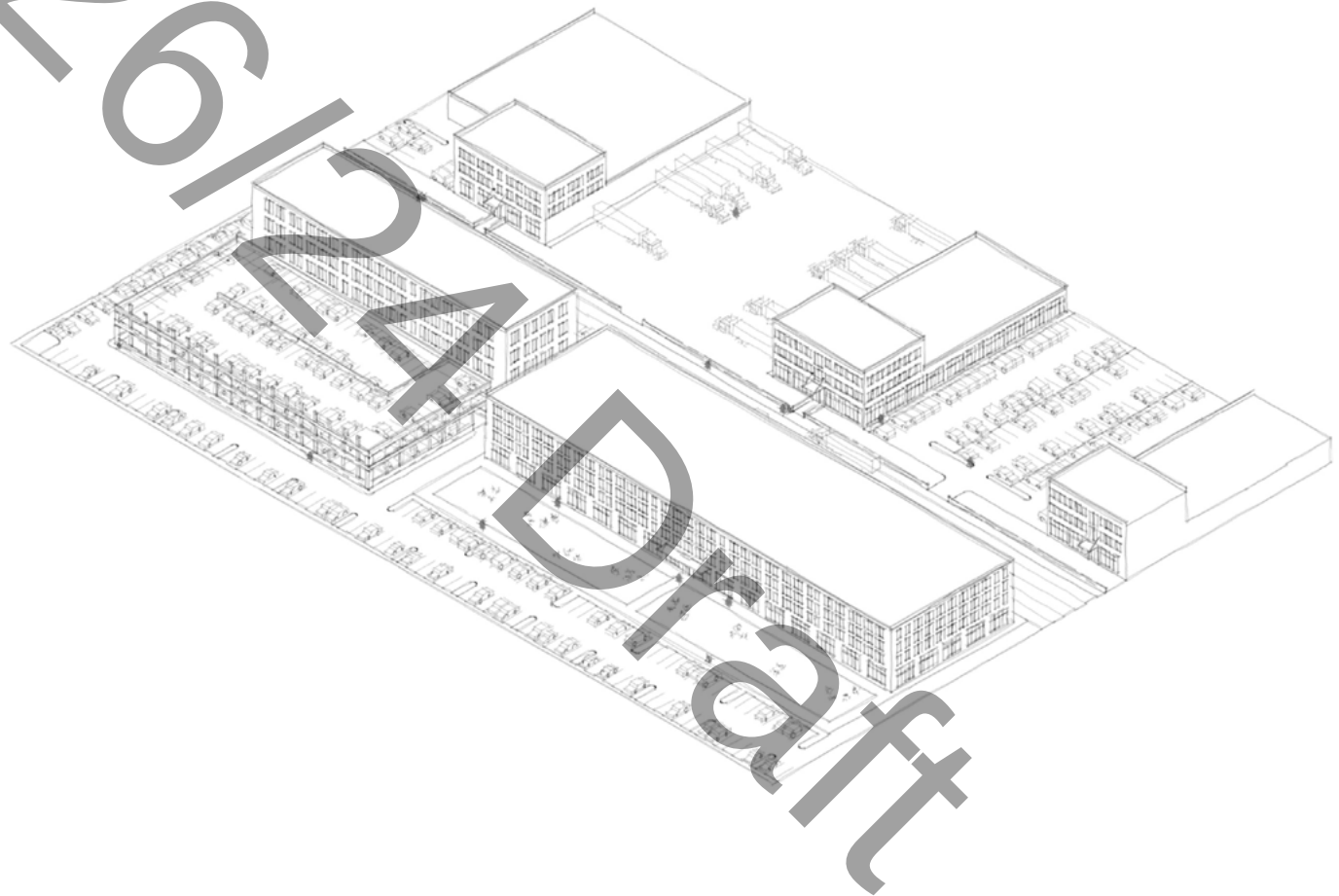
INDUSTRY AND TECHNOLOGY



Anticipated building height: up to 5 stories or 60 feet

Industrial and Technology refers to areas that, in earlier times, were characterized as light industrial. Today these areas feature all aspects of the maker economy — technology startups, light manufacturing, warehousing and distribution, art galleries, artisans, craftspeople, and other made-by-hand enterprises. Such areas play an important role in accommodating and concentrating non-corporate employment, providing space for start-up businesses and businesses that support the larger local and regional economy. Because of the format of buildings and general lack of housing, they don't cover their costs.

However Industrial and Technology place types play an important role in the employment ecosystem which indirectly contributes to sales and property taxes.



CIVIC AND INSTITUTIONAL



Civic and Institutional areas are typically designed with a campus-like layout, which distinguishes them from other Place Types structured around a traditional street and block system. These areas may vary widely, encompassing uses such as hospital campuses, research institutions, and cultural centers, each with unique features that support their primary function, like housing and services for students or employees. Some Civic and Institutional areas may be dense, with few open spaces, while others, particularly cultural sites, may include substantial green spaces or natural areas. Civic and Institutional areas serve an essential role in the local economy, driving tourism,

fostering new businesses, attracting research initiatives, and providing educational opportunities. The campus format means that building design, green space, and circulation within each area are highly specialized to its purpose, resulting in unique layouts. Although many Civic and Institutional campuses are nonprofit and don't directly cover municipal costs, they support the employment landscape and stimulate the local economy, indirectly contributing to property and sales tax revenue.

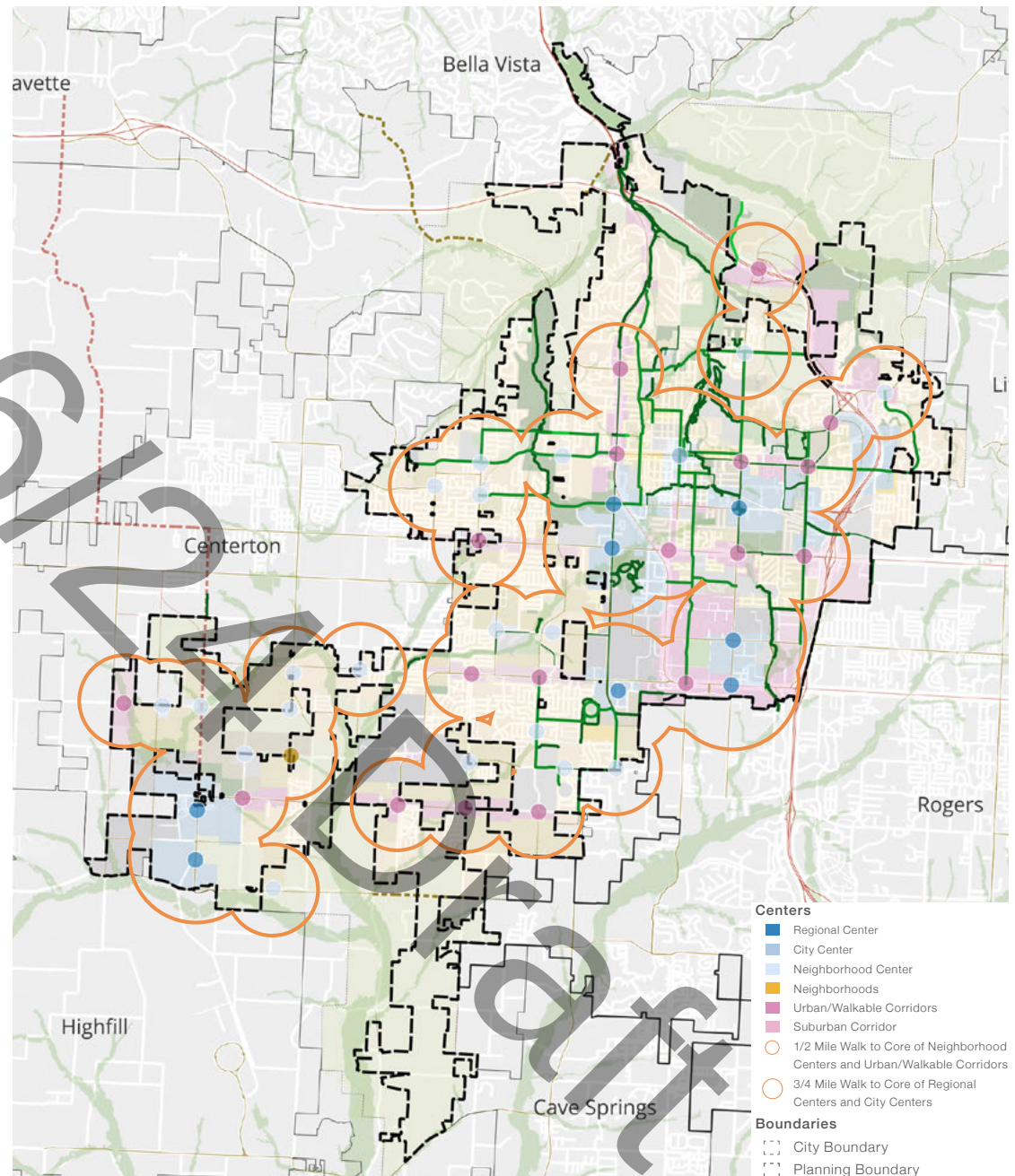


GETTING AROUND BENTONVILLE

Bentonville's rapid growth and increasing population necessitate a mobility strategy that provides practical, efficient, and accessible options for all residents and visitors. The city's current transportation network, shaped by car dependency, faces challenges such as congestion, limited connectivity, and unequal access to alternative travel modes. The Community Plan focuses on land use strategies designed to support enhanced mobility choices across cycling, walking, and public transit while optimizing road systems to ensure seamless travel for all users. By diversifying transportation options and improving infrastructure, Bentonville can create a balanced, user-friendly network that serves a dynamic, growing community.

Future policies and mobility investments should:

1. **Expand mobility options:** Develop infrastructure that prioritizes walking, biking, and supports current and future transit alongside road networks.
2. **Improve connectivity:** Create well-connected networks for all modes of transportation, connecting more streets, bicycle ways, and sidewalks, enabling direct and convenient travel.
3. **Ensure equity:** Provide access to multiple mobility options for all community members.
4. **Foster economic growth:** Support businesses, employment hubs, and recreational areas through strategic mobility planning by providing convenient access for customers and employees across all modes.



Cycling Infrastructure: Expanding Options for Riders

Create a citywide cycling network that serves commuters, recreational riders, and visitors.

Bentonville has become a national leader in cycling, yet significant opportunities exist to further develop its infrastructure. Expanding protected bike lanes, integrating cycling with land use planning, and enhancing connections to major destinations will encourage more people to choose biking as a primary travel option. Strengthening programs like bike-sharing and providing wayfinding signage can make cycling more accessible for casual users and tourists.

Pedestrian Connectivity: Supporting Walkable Neighborhoods and Districts

Build a pedestrian-friendly city with safe, direct, and comfortable walking routes to essential services and amenities.

Walking offers a practical, low-cost mode of transportation for short trips. However, Bentonville's pedestrian network is concentrated in downtown areas, leaving many neighborhoods underserved and connections between districts difficult. Expanding sidewalks, ensuring safe crossings, and connecting walking paths and trails to schools, parks, and commercial centers will allow residents to travel safely and conveniently without a car.

Commuting Solutions: Diversifying Travel Modes

Reduce peak-hour congestion by promoting alternative commuting options and optimizing traffic flow.

Nearly 45,000 daily commuters travel to Bentonville, approaching the city's entire population. Expanding housing options near employment centers can shorten commutes and reduce dependency on cars. A multimodal approach—including cycling, walking, and carpooling—can distribute traffic and alleviate pressure on main corridors. Adding secondary routes and improving road efficiency will provide drivers with more options and smoother travel.

Future Transit: Planning for Regional Access and Future Transit Routes

Lay the foundation for future public transit systems by clustering development and creating natural transit hubs.

While Bentonville lacks a robust public transit network, thoughtful land use planning today can set the stage for future systems. Locating higher-density housing and employment centers near potential transit corridors ensures efficient service when transit becomes viable. Transit-ready development, paired with active transportation options, can provide residents with choices beyond driving.

Street Network Connectivity: Enhancing Mobility Through Direct Routes

Develop an interconnected street network that improves access for all transportation modes.

Fragmented street layouts force reliance on major roads, leading to congestion and limited mobility. By prioritizing a grid-style network in new developments and retrofitting connections in existing neighborhoods, Bentonville can create more travel options, reducing traffic concentration along the city's more significant roadways. A connected street system also supports active transportation by offering direct, safe routes for pedestrians and cyclists.

Complete Streets: Balancing Street Design to Serve All Users

Design streets that balance the needs of drivers, cyclists, pedestrians, and transit users.

Complete Streets principles ensure that streets cater to diverse travel needs, balanced according to differing user demands across the community. Adding bike lanes, pedestrian amenities, and safe transit stops makes streets accessible for all while reducing conflicts between modes. Designing streets to suit their surrounding Place Types ensures each area receives appropriate features, whether for busy commercial corridors or quiet residential zones.

Biking and Walking Integration: Enabling Mobility Modes Other Than Driving

Make biking and walking practical alternatives for everyday travel.

Walking and biking are essential to reducing congestion and broadening mobility options. Investments in mixed-use developments, pedestrian-friendly streets, and enhanced biking infrastructure encourage active transportation as a daily habit. Major projects like the Walmart Home Office's goal for bike commuting demonstrate how private initiatives can align with city goals, reducing overall traffic while increasing transportation equity.

Equitable Mobility: Meeting Diverse Needs

Ensure transportation options accommodate all community members, regardless of age, ability, or income.

A successful transportation network addresses the needs of all users, including children, seniors, and those without access to a car. Adding accessible pathways, affordable bike-share programs, and safe pedestrian crossings can ensure mobility equity across Bentonville's neighborhoods. Targeting underserved areas with improved infrastructure builds a more inclusive and resilient community.

Key Priorities for Bentonville's Mobility Future

- **Accessibility:** Ensure all transportation modes are available and convenient for every resident.
- **Efficiency:** Reduce travel times through well-designed routes and integration of multiple transportation options.
- **Safety:** Minimize vehicle speed and accident severity through placemaking, complete street design strategies, improved connectivity, and traffic-calming measures.
- **Community-Centered Design:** Align mobility strategies with the needs of Bentonville's growing population and local businesses by prioritizing pedestrians and cyclists, especially within hubs of community and commercial activity.

By focusing on expanding mobility options and improving connectivity, Bentonville can address its transportation challenges while enabling growth and supporting successful business and cultural communities.

[illegible]

- Regional (1,868 acres)
- City (108 acres)
- Neighborhood (130 acres)

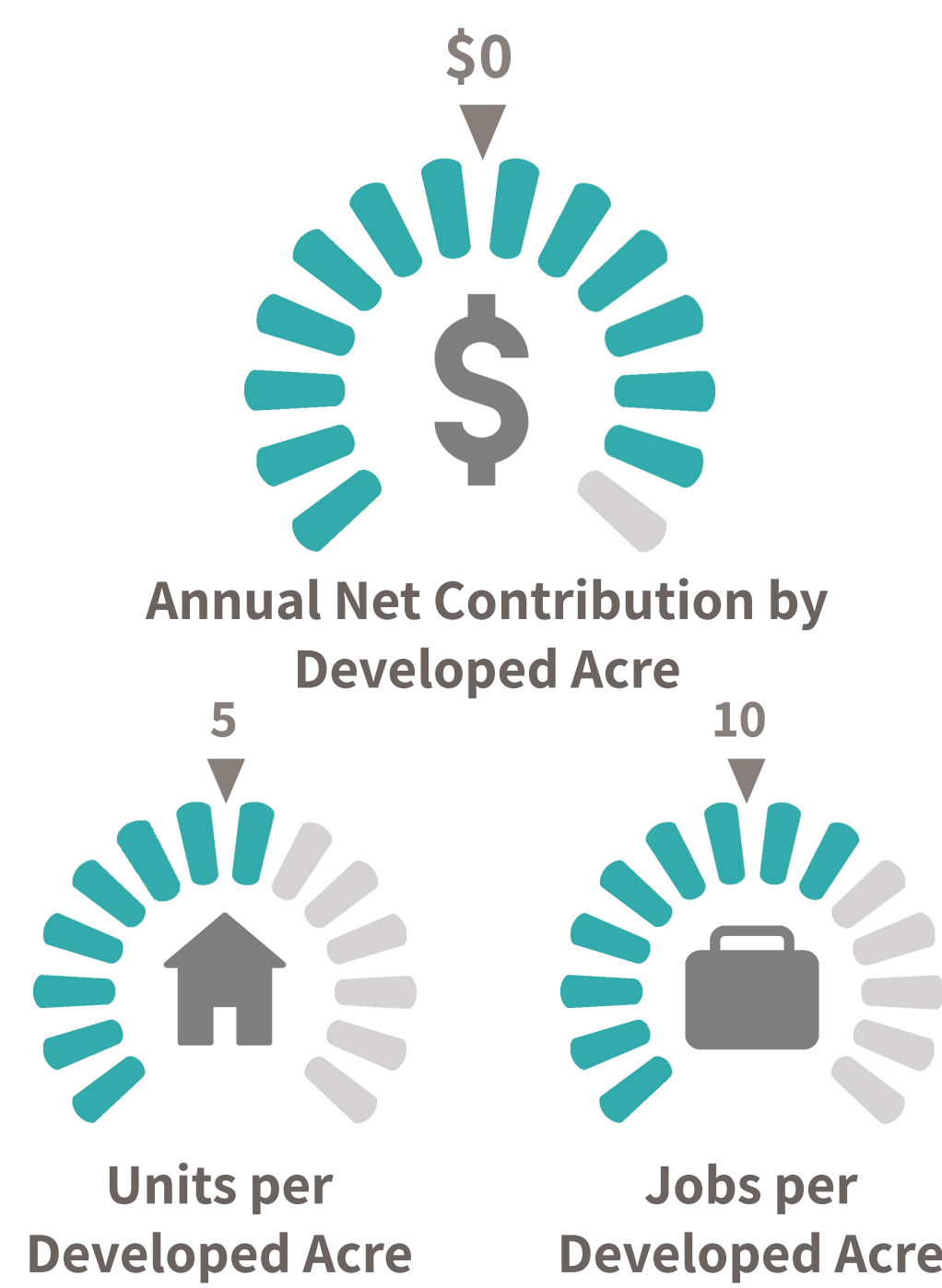
- Urban (720 acres)
- Walkable (3,031 acres)
- Traditional (155 acres)
- Suburban (5,757 acres)

- Urban (1,248 acres)
- Walkable (637 acres)
- Suburban (770 acres)

- Outdoor Entertainment
- Parks and Public Spaces

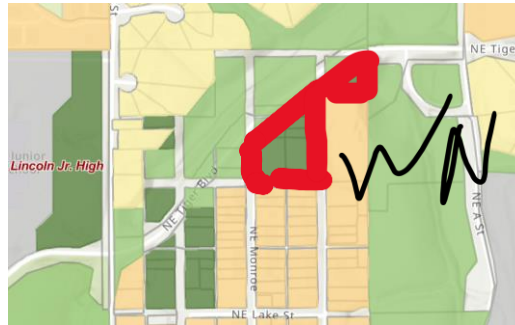
- Rural and Estates
- Industry & Technology
- Civic and Institutional

- Hazard Overlay for Floodways
- City Boundary
- Planning Boundary



Final FLUM Adjustments as of 11/22/2024

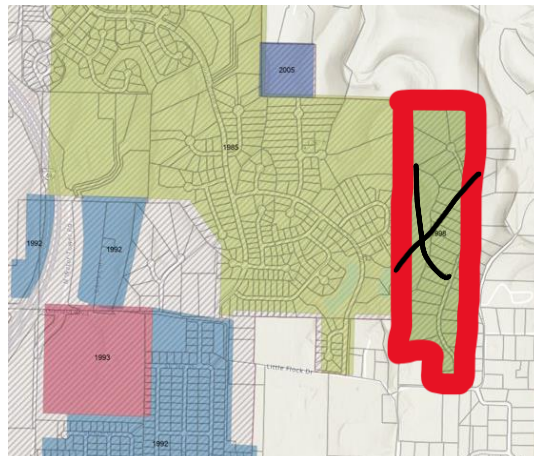
- **Parcel 01-04609-000** – Change to **Walkable Neighborhood**. Property owner did ask about Urban Neighborhood, but staff feels this is not an appropriate location for an Urban Neighborhood since it is surrounded by Walkable Neighborhood.



- **901 SW Arrowhead & 829 SW Arrowhead Dr.** – Change from Recreation to **Suburban Neighborhood**.



- **Planning Area Boundary** – Copper Ridge annexed into Little Flock in 1998 but showing in planning area boundary. Remove this section from the planning area boundary.



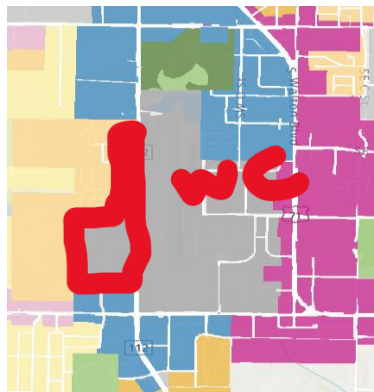
- **SW 4th and SW D St** – Neighbors asked for the west side of B to be changed to **Walkable Neighborhood**, which is consistent with current conditions.



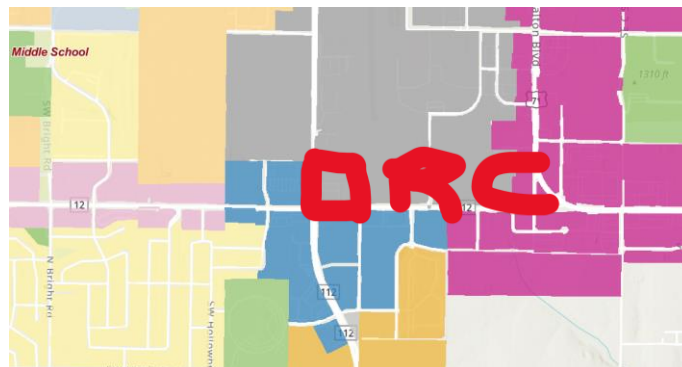
- **Jonathan Drive** – change from Walkable Neighborhood to **Traditional Neighborhood**



- **SW I St** – west side – Shown as industrial – change to **Walkable Corridor** – currently zoned C2.

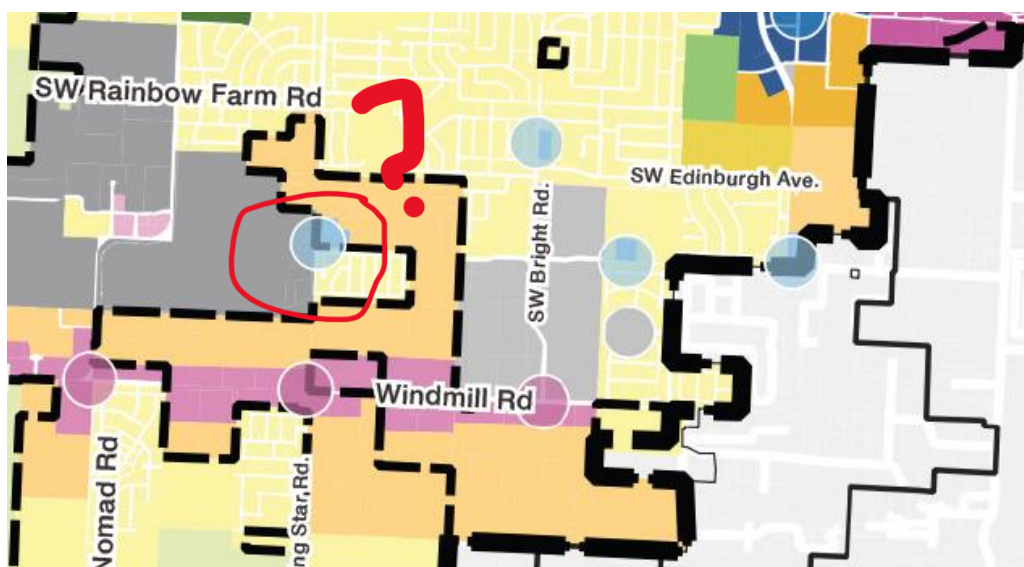


- **Sw I St and SW Regional Airport** – Change northeast corner from industrial to Regional Center – currently Zoned C-2.



For further consideration:

- **SW Morningstar and Gator Rd** - Would it make sense to enlarge this neighborhood center? [SK1]



- **Windmill Rd** – We change from urban neighborhood to suburban neighborhood, but had a request to keep it as urban neighborhood. We heard from a number of residents in that area requesting to keep it suburban, so staff is suggesting it remain Suburban Neighborhood.
- **3509 E Central** – Receiving mixed messages from surrounding property owners. Some prefer to keep it a mix of Walkable Neighborhood/Walkable Corridor but others want to see Suburban Neighborhood.



- **New J St. Interchange** -Consider more commercial related land uses on north side, depending on interchange alignment.



2

AT A GLANCE

Bentonville's Regional Role

Population Growth

People

Housing

Jobs

Community Outreach

Past Plans and Studies

COMMUNITY PROFILE

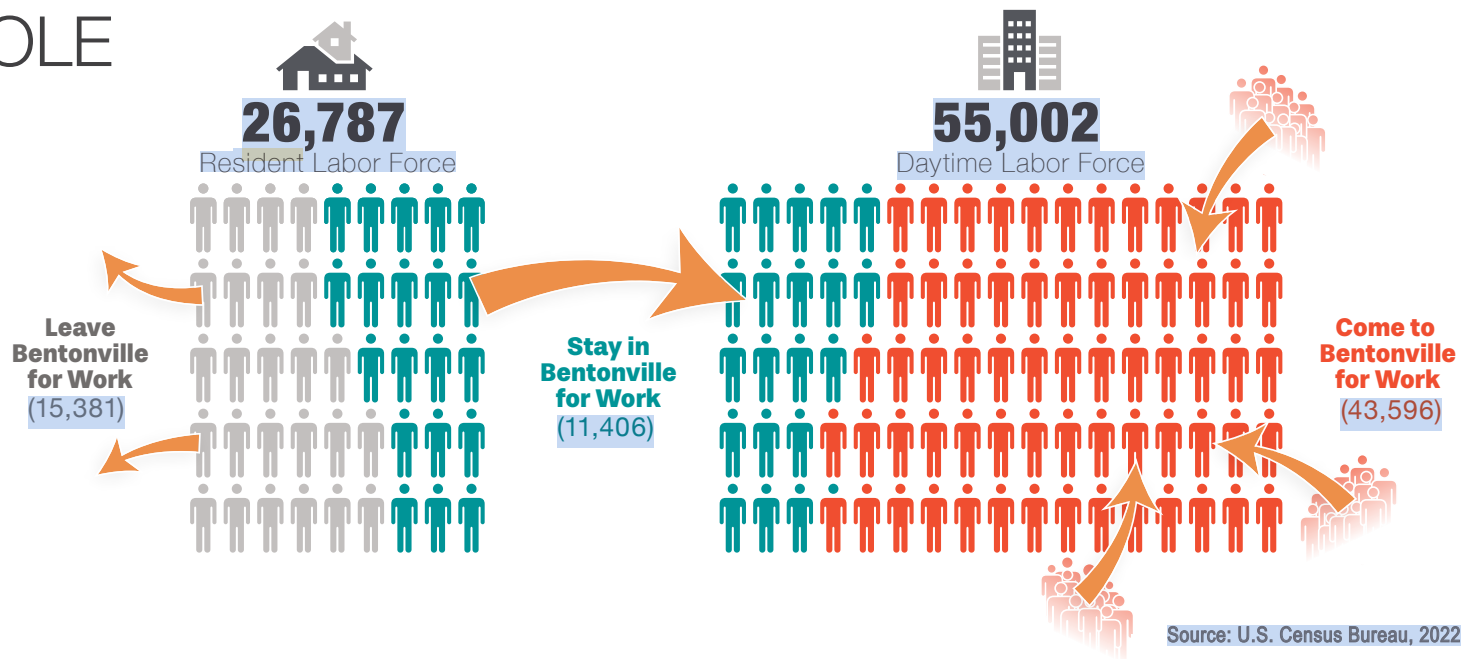
2024 UPDATE

Over the past decade, Bentonville has seen an unprecedented rate of growth, transforming the city and positioning it for further expansion and economic diversification. This concentrated growth in Bentonville—within a rapidly expanding Northwest Arkansas—has outpaced the development of housing, transportation, and essential infrastructure, leading to challenges such as traffic congestion, limited sewer capacity, and escalating housing costs. Bentonville's unique small-town charm remains an important community value, and preserving this quality amid urbanization requires new residential and commercial developments that relieve pressure on the city center while supporting fiscally responsible growth.

At this pivotal moment, the Community Plan has been updated to better address Bentonville's evolving needs and capitalize on the opportunities presented by regional growth. The updated plan takes into account Bentonville's current demographic trends, housing needs, job market, and community feedback to guide strategic land use and transportation decisions. This growth trajectory presents a significant opportunity to diversify the regional economy, broaden housing choices, and improve quality of life through thoughtful placemaking initiatives and the conservation of nearby rural and natural areas.

This chapter outlines the key factors influencing the Community Plan, including a detailed analysis of demographics, employment, housing, and input from Bentonville residents. Together, these components serve as a foundation for the plan's strategic recommendations—found in the following chapters—that aim to support Bentonville's development in a way that aligns with the city's values, meets the needs of a diverse and growing population, and ensures a vibrant future for the community.

BENTONVILLE'S REGIONAL ROLE



A CHANGING REGION

Over the past two decades, Northwest Arkansas has transformed from a largely rural area into a dynamic, economically diverse region with increasing national recognition. Bentonville, in particular, has evolved from a quiet town centered around Walmart's headquarters to a vibrant economic, cultural, and social hub. This evolution has brought numerous benefits, including a strong job market, world-class recreational and cultural facilities, and a growing selection of diverse dining and entertainment options. Regionally, Bentonville serves as a destination for both employment and entertainment and is gaining recognition as a national hotspot for recreation and culture.

Bentonville's position as a regional employment leader has created significant transportation pressures, with 80% of the city's workforce commuting daily from surrounding areas, leading to congestion on city streets. The pace and spread of regional growth have outpaced transportation infrastructure, with future facilities needing better regional coordination. As Bentonville continues to expand, addressing transportation challenges will be critical to maintaining the city's quality of life.

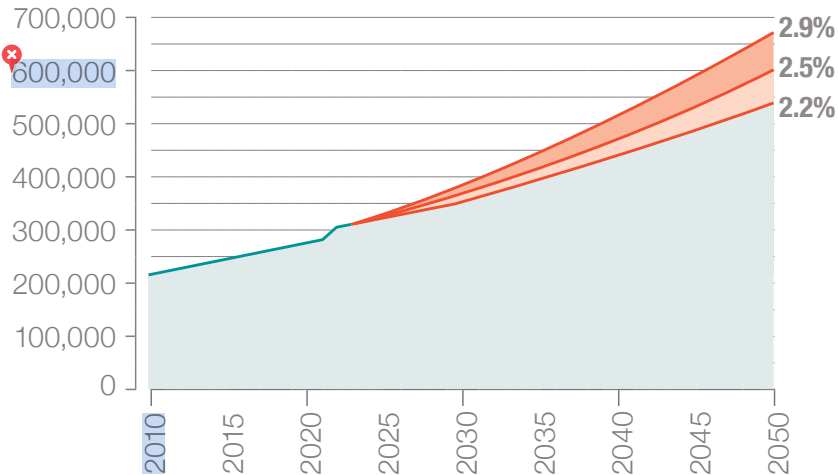


As a center for entertainment, recreation, and culture, Bentonville attracts visitors from far and wide. It's common to hear various languages around the town square and to see mountain bike riders throughout downtown. While the tourist sector has been bolstered by high-quality attractions, an expanding food scene, and increasing flight options, there remains a shortage of lodging and transportation resources. The resulting rise in short-term rentals has added pressure to the already high-demand housing market.

Bentonville's growth is part of a broader regional trend. Nearby cities like Rogers have developed housing, retail, and office spaces that are deeply connected to Bentonville's economy and weekday population. The surrounding cities of Centerton, Bella Vista, and Pea Ridge have also expanded, offering residential options to support the Bentonville-Rogers economic hub. To the south, Springdale and Fayetteville form another economic and cultural pairing, driven by the University of Arkansas and a mix of office, retail, and housing developments. Together, this regional growth, along with strong economies and emerging cultural assets, is accelerating overall expansion, as reflected in optimistic growth projections.

The Community Plan is designed to meet Bentonville's unprecedented growth and increasingly diverse population and economy. As the region continues to develop beyond previous expectations, Bentonville must actively manage this growth to preserve its unique character, reduce strain on downtown and surrounding neighborhoods, and foster an environment that supports long-term economic resilience and vitality.

POPULATION (BENTON COUNTY, AR)



Source: U.S. Census, LandUse USA

POPULATION GROWTH

BENTONVILLE'S SCALE

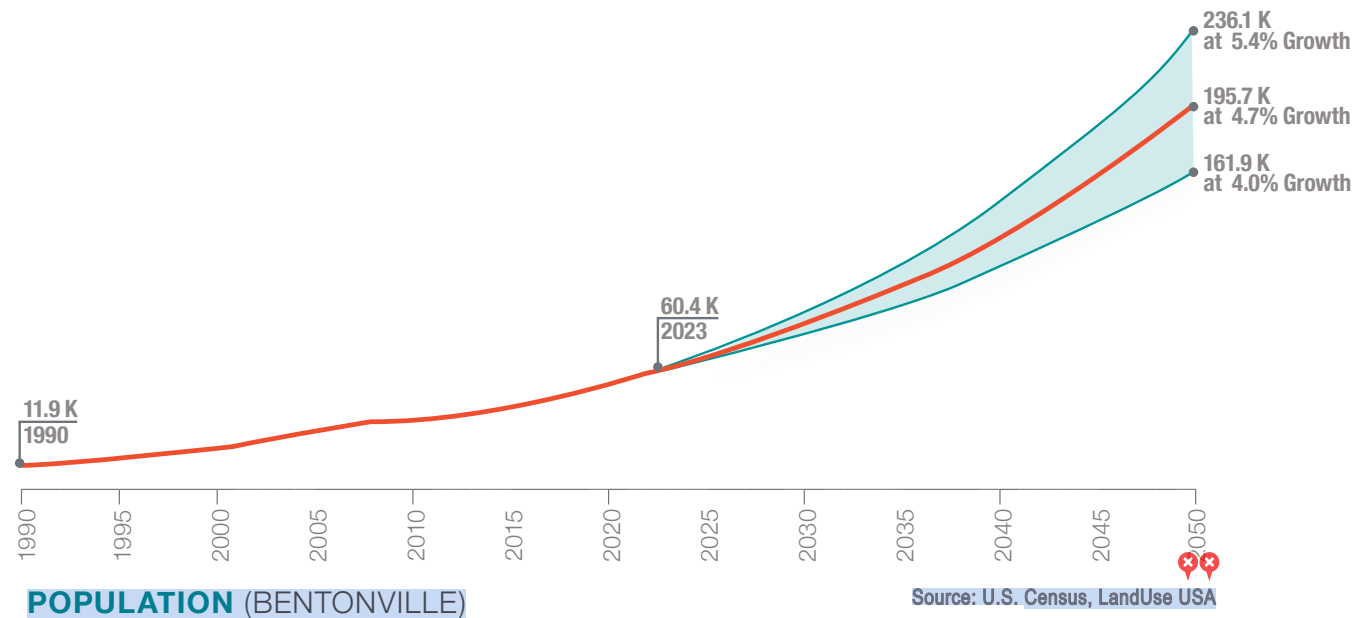
Recent unprecedented growth has raised a central question: just how much will Bentonville expand in the coming decades?

To guide planning, three growth scenarios have been developed, each offering a long-term population forecast. In a moderate growth scenario, current rates would slow to about 4.0% annually, with the population reaching approximately 161,900 by 2050. If recent growth trends hold steady at 4.7%, Bentonville's population could approach 195,700 by 2050. In an accelerated scenario of

5.4% annual growth, a rate that Bentonville has recently experienced, the population could surge to nearly 236,100 by 2050. Even at the conservative 4% growth rate, projections suggest a population over 230,000 by 2060, indicating that Bentonville may quadruple in size within the next few decades.

The Community Plan outlines strategies to accommodate a city four times its current size. Limiting growth within Bentonville would likely shift demand to surrounding communities, worsening traffic congestion and straining resources.

To meet these challenges, Bentonville must proactively manage its expansion, directing growth to meet the city's fiscal needs while enhancing quality of life for its residents. The city should align its policies to enable a fast pace of development to accommodate a diversity of demand for housing and for economic expansion. Both should consider cost and the growing lack of affordability - for places to live and for new businesses to establish.



PEOPLE

EVOLVING POPULATION

Bentonville's demographic profile is shifting rapidly, with a notable increase in foreign-born residents, especially from India, and an influx of newcomers from other states like Texas, Missouri, and Oklahoma. These trends are diversifying the community and driving demand for housing, varied recreational facilities, and culturally relevant services. Bentonville also has a relatively young, affluent, and well-educated population. With a median household income projected to reach \$105,600 by 2028 and over half of residents holding a bachelor's degree or higher, the city stands out as an attractive hub for economic activity and skilled labor.

The following actions represent some of many ways the city can advance its programs, policies, and partnerships to support an evolving population.

Culturally Inclusive Community Services: Develop parks, libraries, and community centers that reflect the city's diverse population, with multilingual materials, cultural programming, and event spaces that celebrate different backgrounds.

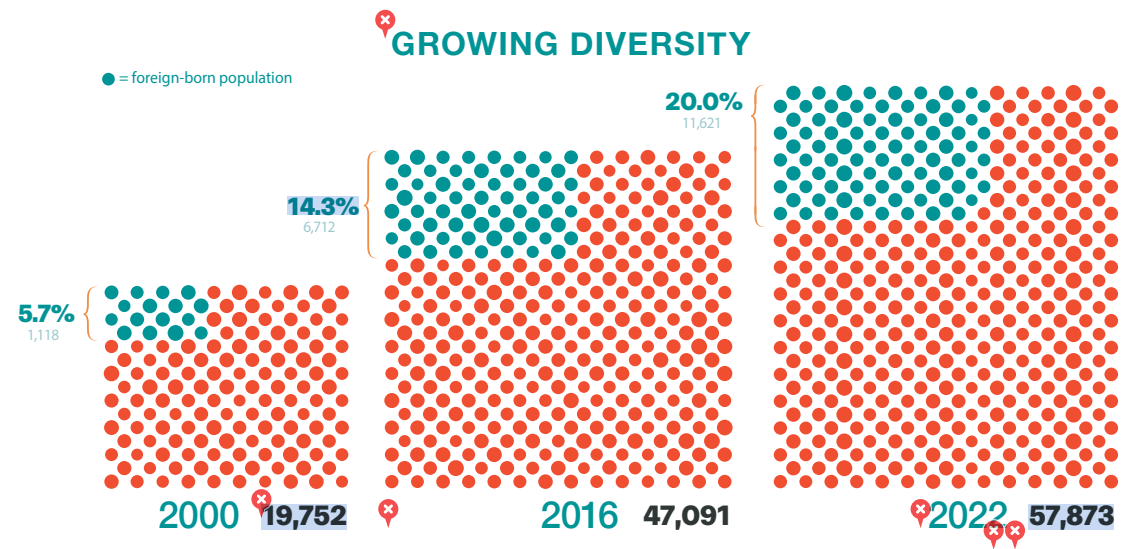
Housing Diversity: Create policies to promote a range of housing types, from affordable homes for young professionals to larger residences for families, meeting the varied needs of a multicultural population.

Support for New Residents: Enhance orientation programs and support services tailored for newcomers, including international residents, to ease integration into the community and familiarize them with local services.

Youth and Senior Programs: Expand resources for both younger families and the city's slowly aging population by developing programs that address intergenerational needs, including family-friendly facilities, as well as age-friendly infrastructure and services.

Education and Workforce Development: Strengthen ties with local educational institutions and employers to attract and retain a skilled workforce, focusing on programs that bolster lifelong learning and career development.

Economic Opportunity and Small Business Support: To harness the city's affluence and professional talent, encourage entrepreneurial activity through small business incentives and culturally inclusive economic programs, supporting Bentonville's growth as a diverse, prosperous community.



Source: American Community Survey

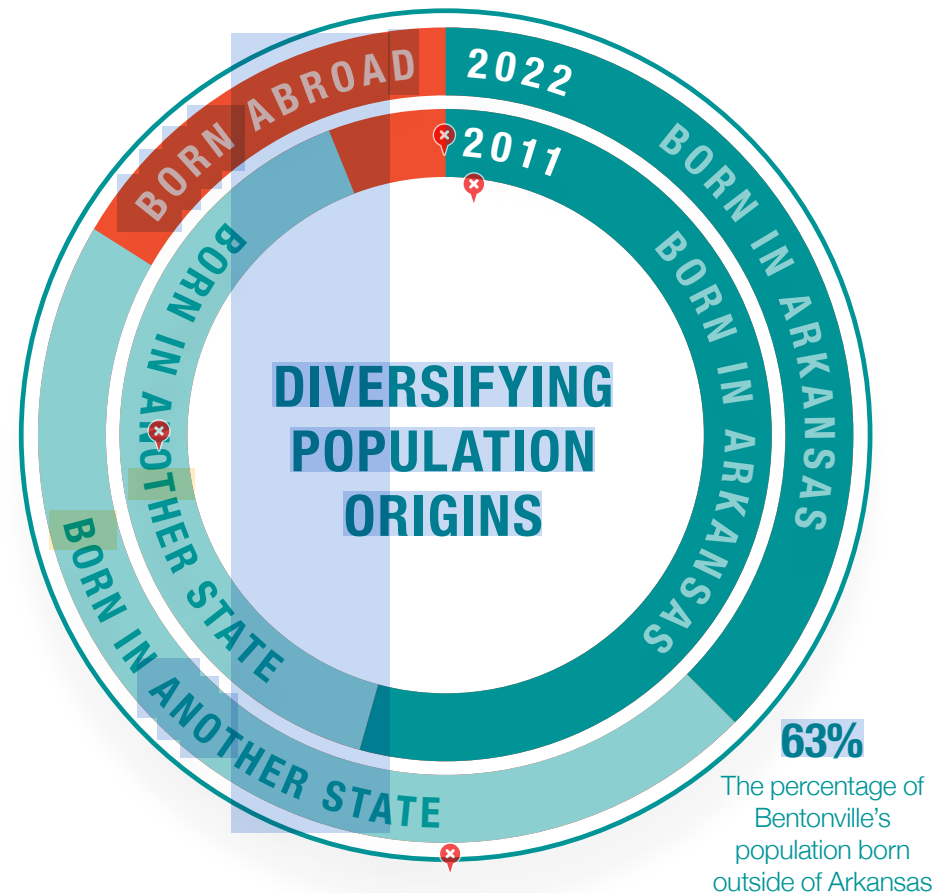
Origins of Foreign Born. According to the American Community Survey, the majority of foreign-born residents moving to Bentonville are from India, a proportion that has increased significantly over the past decade, rising from 38.7% in 2010 to 53.2% in 2021. In contrast, immigrants from Mexico represent a much smaller share and have been declining over time, dropping from 28.2% in 2010 to 11.9% in 2021. Other notable groups include immigrants from South and Central America (17.0% combined) and East Asia (11.7% combined), reflecting a growing diversity in Bentonville's population.

This increased diversity includes both foreign-born individuals and those relocating from other U.S. states, collectively contributing to rising housing demand, shifting lifestyle preferences, and influencing city services such as parks and libraries. Together, these demographic changes are

reshaping Bentonville's cultural and social landscape, underscoring the city's need for responsive planning and community services.

Movement. According to IRS tax filing data, most new households migrating into Benton County each year are relocating from neighboring Washington County, with over 3,500 people moving annually between 2016 and 2020. When residents leave Benton County, they are just as likely to move back to Washington County as they are to other counties within Arkansas. Additionally, new residents

are arriving from neighboring states, particularly Texas, Missouri, and Oklahoma, each contributing approximately 1,000 to 1,500 people annually. International migration is also notable, with around 1,400 households moving from abroad. This influx of foreign-born residents has significantly enriched Bentonville's diversity, adding to the area's multi-cultural fabric.



Source: U.S. Census, LandUse USA

Race. Bentonville is more racially and ethnically diverse than the surrounding region. According to the 2022 American Community Survey, 67% of Bentonville’s population identifies as exclusively White or Caucasian, which is lower than the figures for Benton County (72%) and the State of Arkansas (73%). Additionally, just 5% of Bentonville’s residents report being Black, African American, or identifying as two races with one being White. While this is higher than Benton County’s average of 3%, it remains significantly below the state average of 16%.

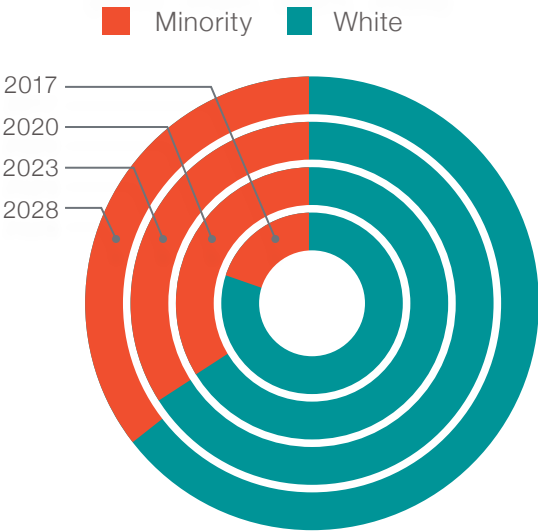
In contrast, Bentonville has a notable Asian population, with 10% of residents identifying as Asian Indian and another 3% identifying with other Asian nationalities, totaling 15%. This combined percentage is particularly high compared to Benton County (5%) and the state average (3%).

Regarding ethnicity, 10% of Bentonville’s population identifies as Hispanic, Latino, or Latina, which is lower than Benton County’s rate of 17% but slightly higher than the state average of 8%. These statistics highlight Bentonville’s unique position within the broader demographic landscape of the region, showcasing its growing diversity.

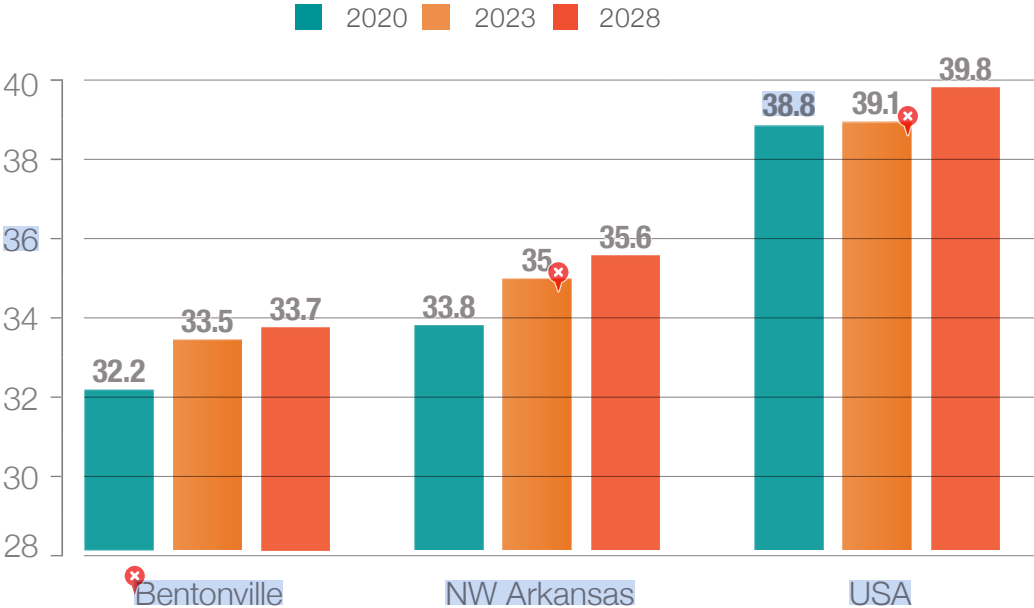
Age. Bentonville’s population is aging, yet it remains relatively young, with a median age of 33.5 in 2023, projected to rise only slightly to 33.7 by 2028. Compared to the broader region and the country, Bentonville is experiencing a slower aging process, indicating an increasing proportion of younger residents relative to both the region and the nation.

This demographic profile suggests a vibrant, **working-age** population with the potential for continued growth and economic development. However, it also highlights the need to address the demands of an aging population while catering to the preferences of young professionals and balancing housing services effectively. This dual focus can help ensure that Bentonville remains a dynamic community capable of meeting the diverse needs of its residents.

RACIAL DISTRIBUTION
(2017, 2020, 2023, 2028)



MEDIAN AGE OVER TIME

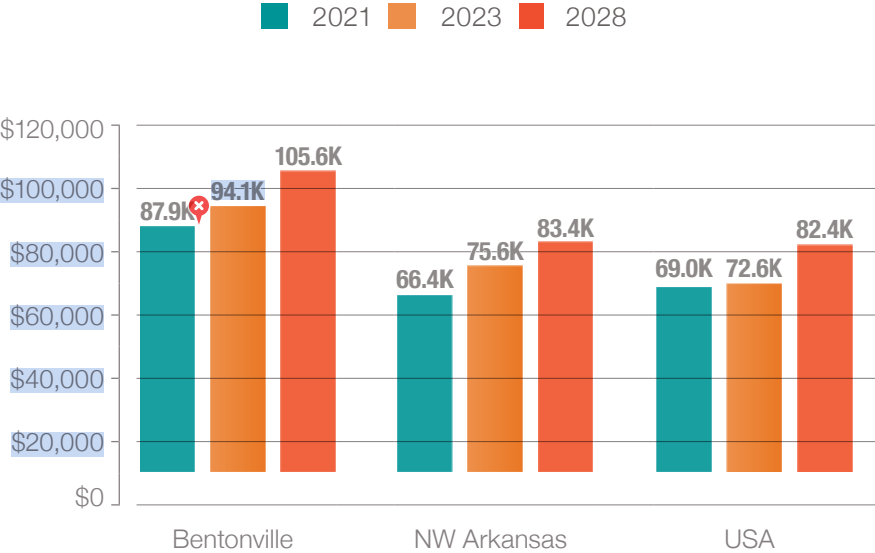


Source: U.S. Census, ESRI Business Analyst

Income. Incomes in Bentonville are on the rise, with households in the city demonstrating greater affluence compared to those in the surrounding region. As of 2023, the median household income in Bentonville is estimated to be \$94,100. By 2028, this figure is expected to increase by nearly \$11,500, reaching approximately \$105,600. This projected growth surpasses that of the region, where median household incomes are anticipated to rise from \$75,600 in 2023 to \$83,400 in 2028. In comparison, the national median household income was estimated at around \$74,580 in 2023, with projections suggesting an increase to approximately \$81,000 by 2028. This indicates that Bentonville's growth rate not only reflects local economic strength but also positions it as an attractive area relative to national trends.

Overall, these income trends underscore Bentonville's appeal as a desirable place to live and work, contributing to its growing reputation as a hub for economic activity and quality of life.

MEDIAN HOUSEHOLD INCOME

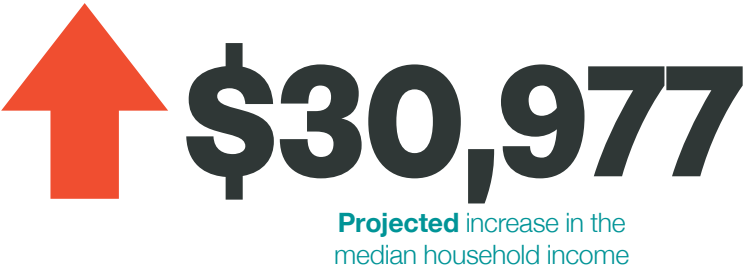


Source: U.S. Census, ESRI Business Analyst

GROWING AFFLUENCE (2017-2022)



GROWING AFFLUENCE (2022-2030)

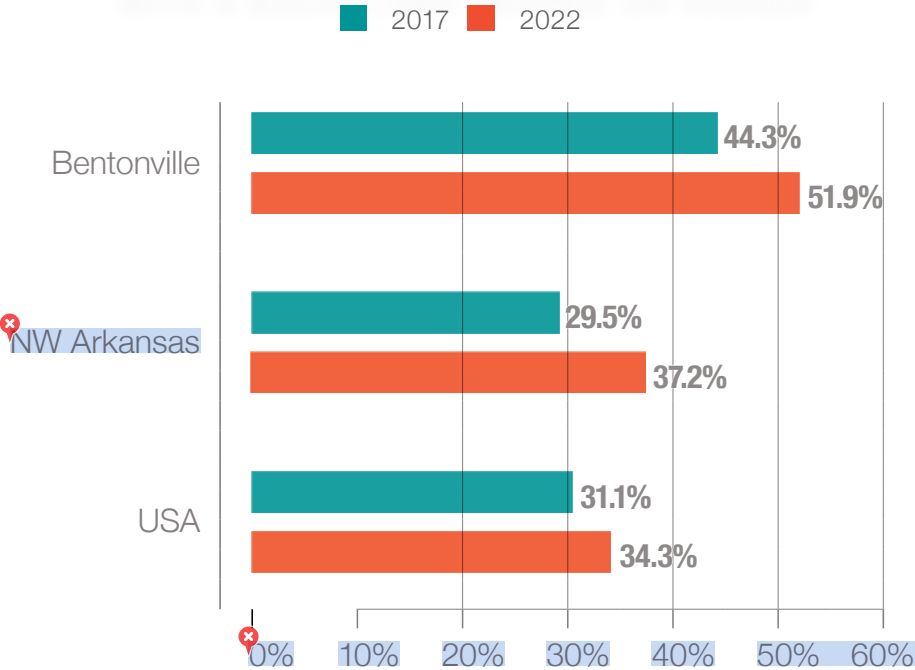


Source: American Community Survey



Education. Bentonville residents are notably well-educated. As of 2022, 51.9% of individuals over the age of 25 hold a bachelor's degree or higher, significantly surpassing both the regional average of 37.2% and the national average of 34.3%. This emphasis on education contributes to Bentonville's competitive edge, as it attracts affluent households and skilled professionals, further bolstering local businesses and services. Overall, Bentonville outpaces the broader Northwest Arkansas region in both income and educational attainment. This demographic advantage plays a critical role in driving economic growth and establishing the city as a desirable location for businesses and a skilled workforce.

PERCENTAGE OF POPULATION (25 YEARS.+) WITH A BACHELORS DEGREE OR HIGHER



Source: Houseal Lavigne Associates, ACS



HOUSING

CRITICAL HOUSING NEEDS

Bentonville's housing landscape, characterized by a modern stock mostly built between 1990 and 2019, currently reflects a strong emphasis on single-family homes, which make up 70% of all units. Multi-family housing constitutes only 27%, with duplexes at just 2%, which falls below the national average for multi-family units and may limit options for young residents or those seeking more affordable living arrangements. Additionally, the city has experienced rapid home value appreciation, with the median home price soaring from \$170,000 in 2010 to \$570,000 by 2024. This rapid price escalation indicates a housing market under high demand, with values projected to rise even further by 2028, potentially reaching \$750,000. With Bentonville's growth expected to surpass 30,000 housing units by 2030, there is an urgent need to expand housing diversity to meet the evolving preferences and needs of its growing population.

Addressing these conditions requires programs and policies encouraging change such as the following:

Diversify Housing Types

- **Expand Multi-Family Housing:** Encourage multi-family developments and townhomes to increase affordable housing options. This can support younger residents, those seeking rental options, and first-time homebuyers.
- **Incentivize Duplex and Townhome Construction:** Offering incentives for developers to build duplexes and townhomes will diversify the housing stock and provide affordable entry points in a competitive market.

Adopt Affordable Housing Policies

- **Through City Council or an Affordability Task Force** explore ways to counter rapid price growth and keep homeownership accessible, establishing and adopting policies to incentivize affordable housing.

Public-Private Partnerships

- **Partner with Developers for Mixed-Income Housing:** Collaborate with developers on

mixed-income housing projects to ensure affordable units are available within larger developments.

- **Leverage Nonprofits for Affordable Housing Solutions:** Partner with nonprofit housing organizations to create affordable rental and ownership opportunities, especially for essential workers.

Sustainable Growth:

- **Promote Walkable, High-Density Developments:** Align housing growth with broader city goals by focusing on transit-oriented, walkable developments, especially near employment centers and public amenities.

Data-Driven Approach to Short-Term Rentals

- **Implement a Short-Term Rental Monitoring Program:** Collect accurate data on short-term rentals and assess their impact on housing affordability and availability. This data can inform policies to regulate and manage these units without reducing long-term rental options.

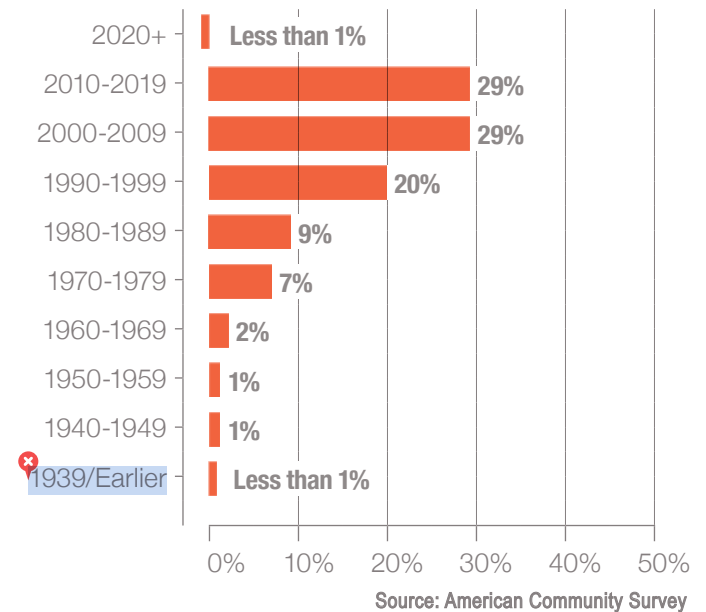
Units by Age. The majority of housing units in Bentonville were constructed between 1990 and 2019, with less than 20% built prior to 1980 and fewer than 1% added after 2020. This age distribution reflects a relatively modern housing stock, yet to accommodate projected population and household growth, Bentonville may need to focus on developing new housing options. This is particularly important given the rapid pace of growth in the region, which necessitates a proactive approach to housing development.

Units by Type. In Bentonville, 70% of housing units are single-family detached homes, 27% consist of multi-family units or townhomes, and only 2% are classified as duplexes. Nationally, the high share of single-family homes is also prominent but varies significantly by region. According to the U.S. Census Bureau, approximately 61% of all housing units in the United States are single-family homes, while multi-family units account for about 29% of the housing stock. Bentonville's ratio of single-family

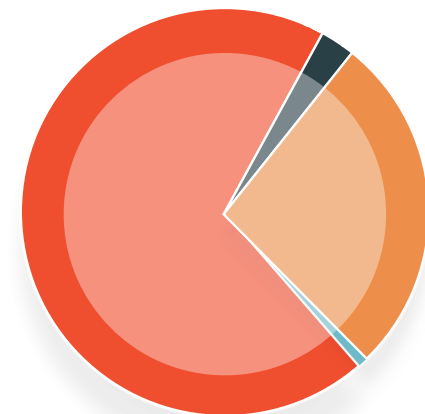
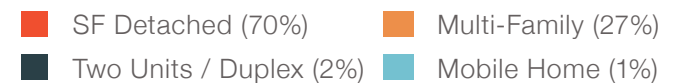
homes is slightly above the national average. In contrast, many small and mid-sized cities across the country tend to have a higher percentage of multi-family housing, which is increasing in response to a growing demand for more affordable housing options.

The shift towards more multi-family units and townhomes in many cities reflects broader trends in housing preferences, particularly among younger generations who prioritize walkability and proximity to amenities. In Bentonville, however, the relatively lower percentage of multi-family units suggests that while the city remains attractive for families, there may be a missed opportunity to accommodate younger residents and those looking for more affordable living arrangements. This imbalance underscores the need for Bentonville to diversify its housing options to meet the evolving demands of its growing population, aligning with national trends that increasingly favor a mix of housing types to support various lifestyles and economic backgrounds.

HOUSING UNITS BY AGE (1939-2021)



HOUSING TYPE (2019-2022 AVG.)



Source: American Community Survey

Units by Tenure. In Bentonville, approximately 47% of housing units are owner-occupied, while 45% are renter-occupied, and only 8% remain vacant. These figures indicate a relatively balanced housing market, with a slight preference for homeownership. Notably, the data does not account for short-term rentals, for which accurate local measurements are currently unavailable.

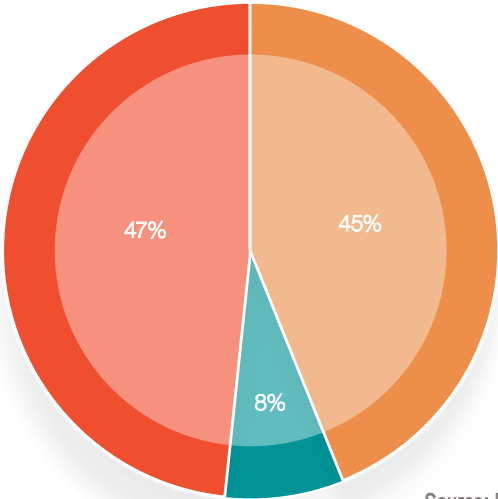
Comparatively, national trends reflect a different landscape in residential occupancy. According to the U.S. Census Bureau, the national average for owner-occupied housing units stands at around 65.4%, while rental occupancy accounts for approximately 34.6% of housing units. This suggests that Bentonville’s rental market is

more pronounced than the national average, potentially indicating a greater demand for rental options, particularly among younger populations and those seeking flexible living arrangements. The lower vacancy rate in Bentonville may also reflect a strong demand for housing, further emphasizing the need for continued development to accommodate growth.

Overall, Bentonville’s occupancy statistics highlight the city’s appeal to both homeowners and renters, but they also suggest a potential opportunity for expanding housing diversity to meet evolving demographic needs, consistent with broader trends observed across the country.

HOUSING BY TENURE (2021)

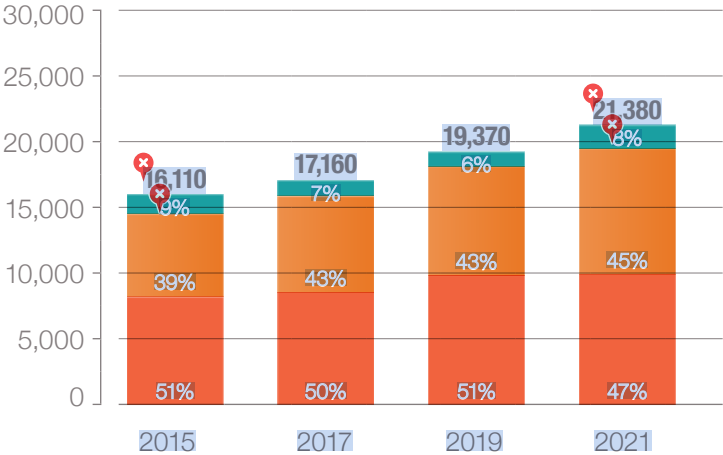
Owner Occupied Renter Occupied Vacant



Source: US Census

HOUSING UNITS BY OCCUPANCY

Vacant Renter Occupied Owner Occupied



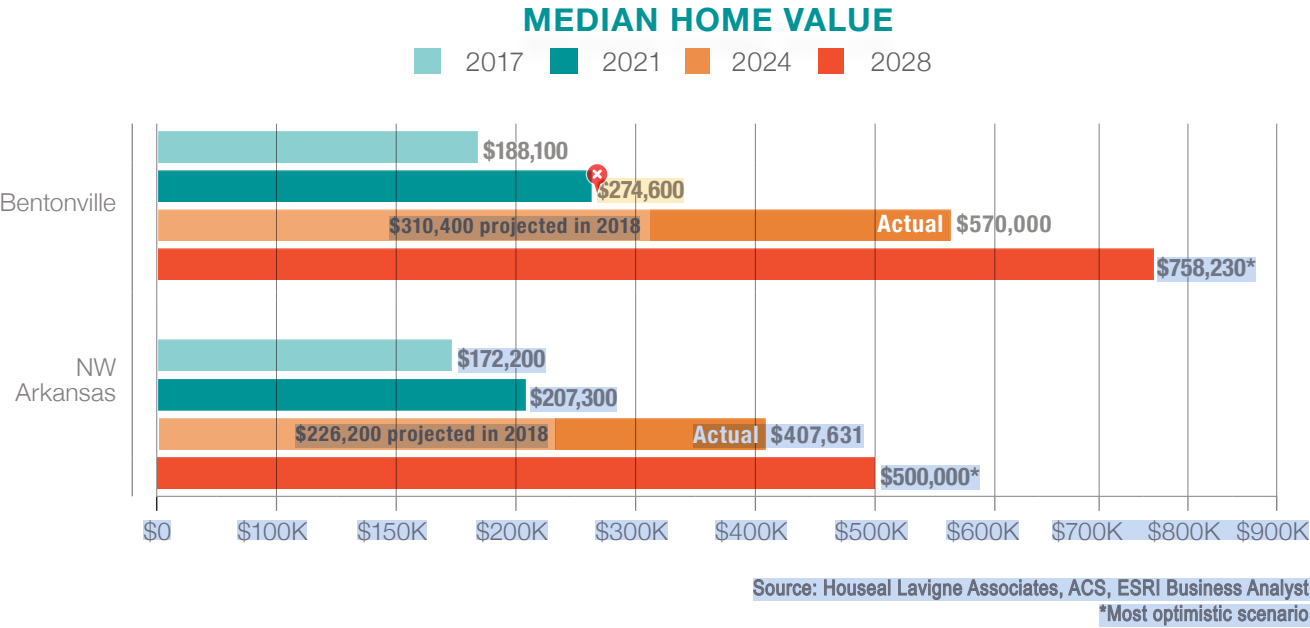
Source: US Census



Median Home Value.

In Bentonville, the median home value for owner-occupied housing units surged from around \$170,000 in 2010 to \$274,600 by 2021. This rapid growth reflects Bentonville’s booming market, with property values climbing much faster than previously anticipated. By 2024, the median home value had reached \$570,000, significantly exceeding earlier estimates and underscoring the city’s high demand. Based on current trends, projections suggest that by 2028, the median home value in Bentonville could exceed \$750,000, driven by ongoing population growth, economic expansion, and limited housing supply.

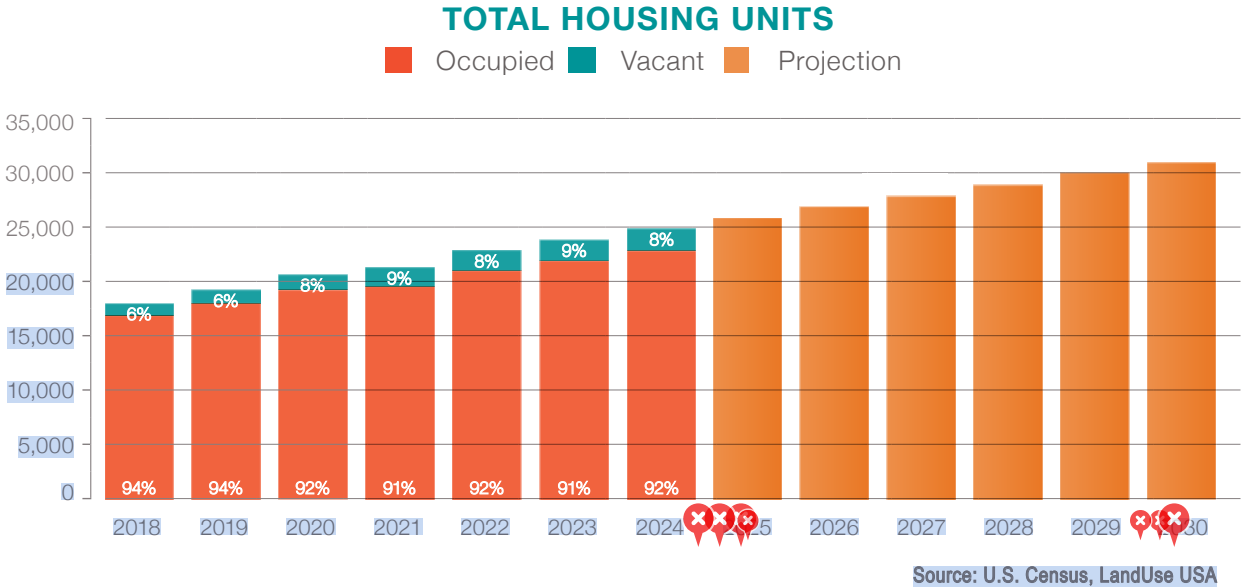
Nationally, median home values have also seen consistent growth, although at a slower rate compared to Bentonville. As of early 2024, the U.S. median home price hovered around \$417,000, with markets in smaller cities and high-growth areas like Bentonville showing sharper increases due to demand outpacing supply . Many markets nationwide are responding to the dual pressures of limited housing inventory and heightened demand, particularly in regions experiencing economic and job growth. However, Bentonville’s accelerated price growth stands out, highlighting its appeal as an attractive, economically vibrant destination while reflecting broader national trends of appreciating home values.



Total Housing Units.

Bentonville’s housing stock expanded significantly from over 13,000 units in 2010 to more than 20,000 units by 2020. With population and economic growth driving further demand, the city is on track to exceed 30,000 housing units by 2030 if growth continues at a similar pace. This trend reflects broader national housing dynamics where rising demand is fueling growth in both single-family and multi-family housing. Nationally, the percentage of multi-family units has been growing in response to

a shift in housing preferences, especially among younger generations seeking affordability, urban amenities, and more flexible living arrangements. Bentonville’s multi-family housing share, while traditionally stable, has also seen recent increases as local demand adapts to these broader lifestyle trends. This shift aligns with many U.S. markets, where multi-family developments are a key part of meeting diverse housing needs in growing cities.



DEVELOPMENT REPORT

Bentonville's housing market increasingly favors multi-family and townhomes, reflecting national trends driven by rising home prices and remote work. The commercial market also follows national patterns, focused on completing existing projects over initiating new development.

Residential Development.

Bentonville's housing market has shifted, with multi-family and townhome construction outpacing single-family development. In 2016, 549 single-family homes were permitted compared to 314 multi-family units. By 2018, single-family permits stayed steady at 487, while multi-family surged to 1,032. Although the pace slowed during the pandemic, multi-family permits rebounded to 585 in 2023. That year, total lots platted declined, with final plats down 12.5% and preliminary plats down 48.8%. Still, multi-family construction rose 67.4%, totaling 914 planned units, including 168 townhomes and 746 multi-family residences, compared to 322 single-family units. Bentonville's housing production continues prioritizing townhomes and multi-family housing, reflecting market demand.

Comparison to National Trends: Nationally, multi-family housing demand is growing, fueled by rising home prices, preferences for apartments, and the remote work trend. Bentonville reflects this shift to diversify housing options and address affordability challenges.

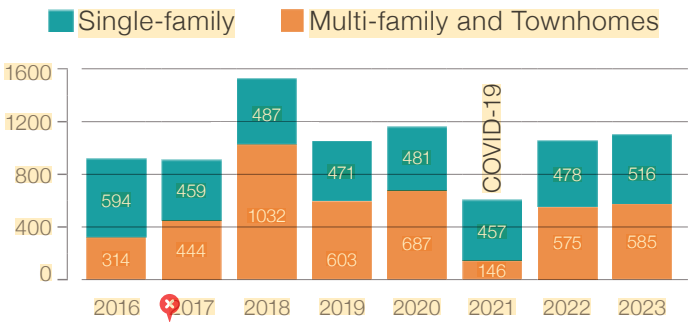
Commercial Development.

Bentonville's commercial sector showed mixed results in 2023. The city issued 156 commercial permits, a slight decline from 2022, but permit values dropped 41.9%, from \$493 million to \$286 million. Despite this, completed commercial projects rose 19%, showing a focus on finalizing developments. This shift underscores a move away from initiating large projects toward completing and upgrading existing spaces to meet demand.

Comparison to National Trends: Nationwide, commercial real estate saw similar patterns, with reduced new permit values due to economic uncertainties, rising interest rates, and declining demand for office spaces. Like other cities,

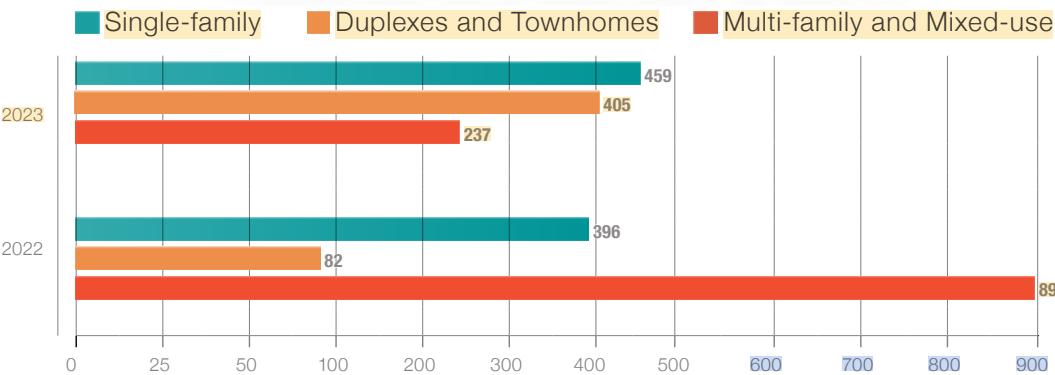
Bentonville's market emphasizes completing projects and enhancing infrastructure, reflecting a broader trend toward adaptable, efficient commercial development.

RESIDENTIAL UNITS BUILT



Source: City of Bentonville

TOWNHOME DATA AVAILABLE IN 2022-23



Source: City of Bentonville

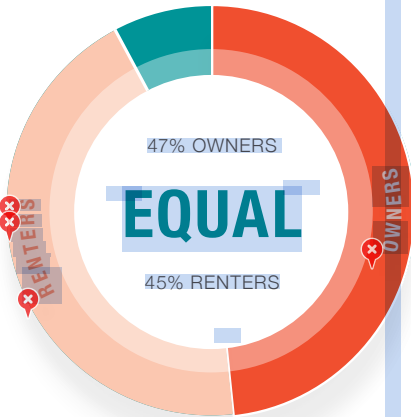
BALANCING SUPPLY AND DEMAND

Bentonville’s housing demand remains robust, with especially high interest in both single-family homes and apartments or condos from prospective renters and buyers. This demand reflects a diverse spectrum of housing needs in the community: some residents are attracted to the rural tranquility outside the city center, while others prefer the vibrancy of downtown. Similarly, some residents seek large homes with spacious yards, while others prioritize smaller, low-maintenance options. This range of preferences highlights the importance of a variety of housing options—both ownership and rental opportunities—to meet different lifestyle needs, economic circumstances, and personal preferences.

Providing a broad selection of housing supports a dynamic and inclusive economy that benefits from a mix of residents across backgrounds and life stages.

However, Bentonville’s housing supply has not kept pace with this growing demand, resulting in gaps that affect both renters and owners. The city’s current housing mix, dominated by single-family homes, does not fully align with demand: many renters occupy single-family homes due to limited apartment options, and prospective homeowners often face a shortage of townhomes and condos.

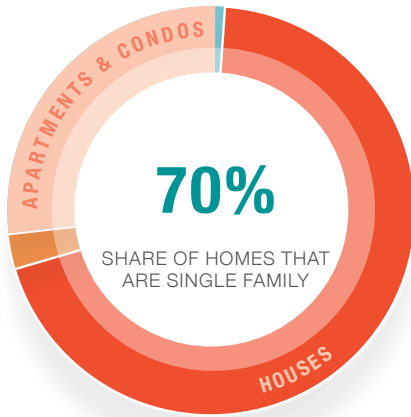
To better match demand, the city could benefit from increasing the supply of diverse housing types, including single-family homes, townhomes, apartments, and condos. This approach would promote a balanced market, allowing smaller households to avoid occupying larger homes and helping families find affordable space, which could help moderate housing costs across the city.



HOME OWNERSHIP RATE



NEW HOME POTENTIAL



EXISTING HOME SUPPLY

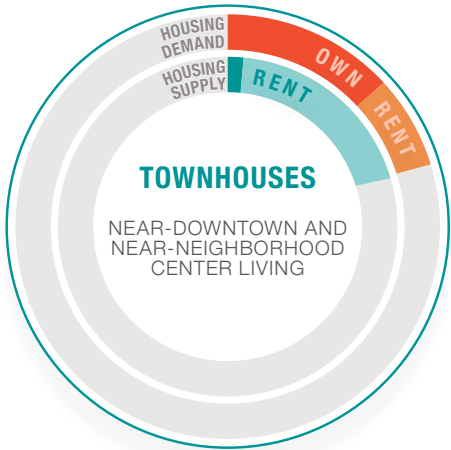
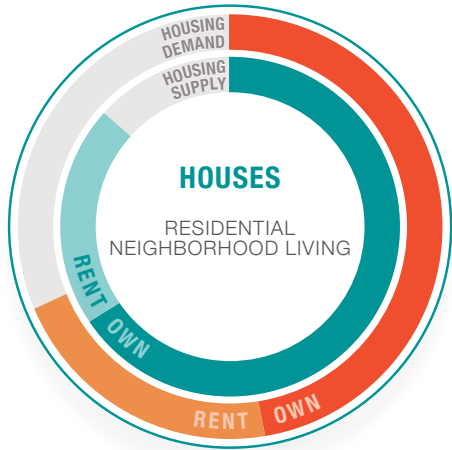
Source: LandUse USA

Single-Family Homes: Demand for all types of single-family homes is strong in Bentonville, and in a variety of settings. However, current housing production may over-saturate this segment over time. Adjusting new construction to include more condos, townhomes, and small homes near urban areas would help address shifting demands and support a broader mix of residents.

Townhomes: Townhome construction has largely kept up with demand, and demand for this type of housing is expected to remain steady. However, there are more townhomes available for rent than for sale, highlighting a gap in options for buyers. To sustain this demand, additional areas suited to townhome living—close to, but not in the middle of, vibrant activity centers—would enhance Bentonville’s offerings.

Apartments and Condos: Apartment availability is limited, with a high unmet demand for condo living as well. Increased construction of both apartments and condos is necessary to meet lifestyle preferences, especially for those who seek an active, low-maintenance urban environment. Along with new construction, developing more areas with a downtown-like atmosphere outside of the current downtown would support demand for apartment and condo living and provide more options for residents seeking a lively, connected community.

Community Plan. The plan guides housing growth toward a diverse mix of types and settings, from bustling urban areas to quiet neighborhoods. This balanced approach will help align the city’s housing market with demand, contributing to a vibrant, sustainable local economy and a well-served, thriving population.



SUPPLY AND DEMAND FOR HOMES BY TYPE AND OWNERSHIP

Source: LandUse USA

JOBS

Bentonville is a Regional Employment Hub

Bentonville is an anchor for Northwest Arkansas's economy, supported by major corporations like Walmart, J.B. Hunt, and Tyson Foods. These companies attract talent and supplier networks, driving regional growth and fostering economic development. Building on this success, Bentonville aims to diversify its role as an employment hub by fostering new industries and reducing reliance on corporate anchors.

Economic Diversification and Workforce Growth

Bentonville is focused on attracting high-tech, advanced manufacturing, and logistics companies. The I-Street Corridor exemplifies this effort, creating opportunities to establish regional corporations that enhance long-term stability. Encouraging entrepreneurship and small business growth in tourism, retail, and hospitality bolsters economic resilience.

Partnerships with educational institutions and technical training programs will prepare residents for jobs in emerging industries. Supporting incubators, expanding workforce training, and investing in technology infrastructure strengthen Bentonville's ability to attract forward-thinking companies and a skilled workforce.

Placemaking to Attract and Retain Talent

Placemaking is central to attracting and retaining talent. Cultural and recreational assets like Crystal Bridges Museum, a dynamic culinary scene, and world-class biking trails create an appealing urban lifestyle. Expanded parks, plazas, and public spaces enhance livability and foster community connection. Bentonville's ability to offer vibrant cultural experiences recruits top talent and builds long-term commitment among residents and workers.

Housing and Infrastructure for Growth

Expanding diverse and affordable housing options encourages workers to live near their jobs, reducing congestion, improving environmental outcomes, and fostering stronger community ties. Investing in transit, bike networks, and road improvements ensures accessibility for residents and visitors, supporting sustainable growth and reducing strain on infrastructure.

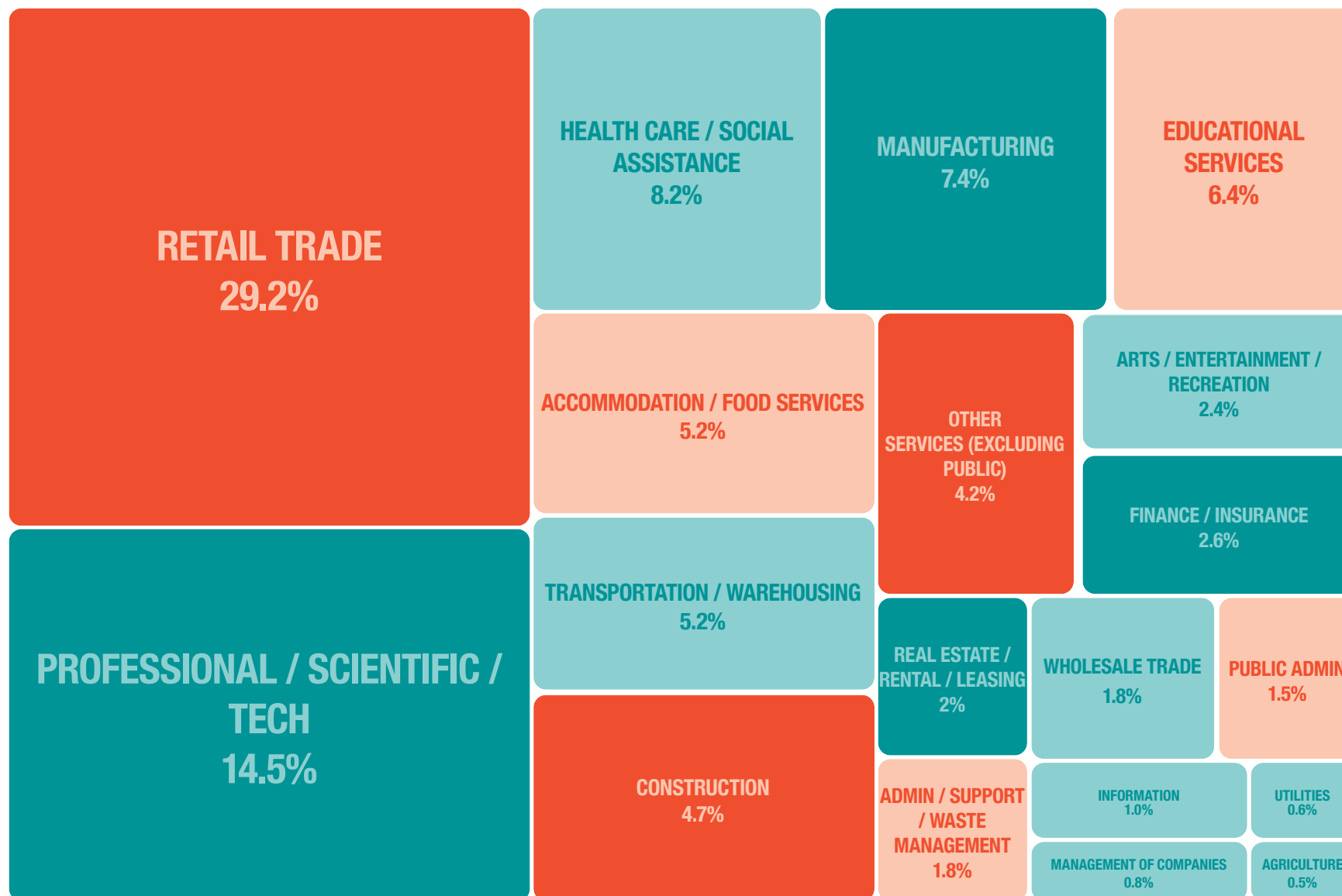
Leadership and Innovation

Bentonville drives business growth by supporting startups, public-private partnerships, and incentives for emerging industries. Balancing its corporate strengths with new industries enables a dynamic, sustainable, and inclusive economic future for Bentonville and the Northwest Arkansas region.

EMPLOYMENT BY INDUSTRY (2023)

Industry	30,966	100%
Retail Trade	9,044	29.2%
Professional/Scientific/Tech	4,495	14.5%
Health Care/Social Assistance	2,552	8.2%
Manufacturing	2,279	7.4%
Educational Services	1,982	6.4%
Transportation/Warehousing	1,616	5.2%
Accommodation/Food Services	1,605	5.2%
Construction	1,465	4.7%
Other Services (Excluding Public)	1,293	4.2%
Finance/Insurance	800	2.6%
Arts/Entertainment/Recreation	754	2.4%
Real Estate/Rental/Leasing	630	2.0%
Wholesale Trade	548	1.8%
Admin/Support/Waste Management	556	1.8%
Public Administration	468	1.5%
Information	295	1.0%
Management of Companies	261	0.8%
Utilities	171	0.6%
Agriculture/Forestry/Fishing	151	0.5%
Mining/Quarrying/Oil & Gas	1	0.0%

Source: ESRI Business Analyst 



COMMUNITY OUTREACH

2024 UPDATE

In 2024, the City of Bentonville embarked on Plan Bentonville, an expansive process to reaffirm and fine-tune the community input received during development of 2018's Community Plan, and to leverage those contributions in the creation of a Future Land Use Map (FLUM).

Launch of www.planbentonville.com in the fall of 2023 marked the start of what's become the most extensive community planning process in Bentonville history, with over 11,000 unique visitors to the project website viewing nearly 36,000

pages of news and information.

Throughout the process, the Bentonville community was tasked with sharing input and insights, assessing ideas, and providing feedback to help fine-tune emerging proposals.

Opportunities were promoted  across all city communications channels, including banners, flyers and posters, emails, newsletters, press releases, promotional give-aways, and tens of thousands of views on social media.

Along the way, residents and other community stakeholders engaged directly with the process through:

- Project website
- City department head meetings
- City Council and Planning Commission presentations and updates
- Technical Advisory Committee meetings
- Open houses



- Surveys
- Stakeholder interviews
- Pop-up sessions
- One-on-one interactions with city staff
- Online review of work-in-progress

During 15 hours of community meetings, 22 hours of pop-ups, and 33 hours on one-on-one interviews and conversations, nearly 1,300 people turned out to contribute. 2,100 more completed surveys. And nearly 1,200 people helped fine-tune the draft Future Land Use Map with nuanced perspectives on individual parcels.

The first phase of outreach and community engagement occurred leading up to and including Design Week — six days of growth-related community input, February 24-29, with an on-site design team making real-time revisions to their work-in-progress.

That input fueled a subsequent round of recommendations and proposals subjected to community review and comment a second time in July and August. Over the course of two weeks, residents and other stakeholders were engaged through a series of open houses, pop-up booths, and one-on-one conversations with city staff.

Finally, recommendations on how to better regulate land development, together with a draft of the Future Land Use map, were posted online in an interactive Story Map. Over 9,700 visitors reviewed the materials with nearly 1,200 parcel-level comments

provided.

Participation throughout the process reflected a wide diversity of Bentonville residents sharing all manner of viewpoints: lifelong residents, new residents, elected officials, Planning Commission, State Representatives, county judges, Board of Adjustments, affordable housing advocates and providers, schools administration, Walmart Active Mobility, small entrepreneurs, builders/developers, banks, grassroots conservatives, social services providers, the local Indian community, accessibility advocates, and Downtown area neighbors.

The Plan Bentonville process was an illuminating exercise in what's possible when the community takes an active role in determining its future. Taken collectively, the contributions made were instrumental in shaping the Bentonville Future Land Use Plan and setting the foundation for a future zoning code update to align with and entitle its vision.



1,272

residents engaged in-person via open houses, pop-up events, and staff office hours

33

hours of
1-on-1 conversations
expressing a wide range of
perspectives on growth

22

hours of
pop-up events
in popular destinations
spread across town

2,095

community surveys completed

15

hours of
in-person meetings
Public open houses and
topic-specific discussions
with local officials in
infrastructure, utilities, land
use, transportation and
economic development

11,428

unique website visitors
viewing 35,780 pages

9,767

views of place type StoryMap overview

Viewpoints represented:

Lifelong residents, new residents, elected officials, Planning Commission, State Representatives, County Judge, Board of Adjustments, affordable housing advocates and providers, schools administration, Walmart Active Mobility, small entrepreneurs, builders/developers, banks, grassroots conservatives, social services, Indian community, accessibility advocates, and downtown area neighbors

1,169

parcel-level comments on interactive Future Land Use Map

Social media advertising



332,446 impressions, 100,577 viewers reached, 53,422 engagements, 265 likes, 287 comments, and 87 shares

📍 BENTONVILLE SPEAKS

Throughout the engagement for Plan Bentonville, several key themes have resonated deeply with the community:

1. Mixed-Use and Walkability

Strong support emerged for walkable, mixed-use neighborhoods that blend residential, commercial, and recreational spaces. The community values places where people can live, work, and play within walking or biking distance, reducing car dependency.

2. Compact Development for Economic and Environmental Benefits Participants emphasized the need for compact, higher-density development to preserve natural lands, support local businesses, and optimize infrastructure. This approach aligns with economic benefits of walkability and environmental sustainability.

3. Preservation of Natural and Rural Areas

The community expressed a strong desire to preserve Bentonville's natural and rural areas, especially around its outskirts, while focusing development inward. Limit lower density, dispersed development patterns to protect green spaces and agricultural land.

4. Preservation of Current Single Family

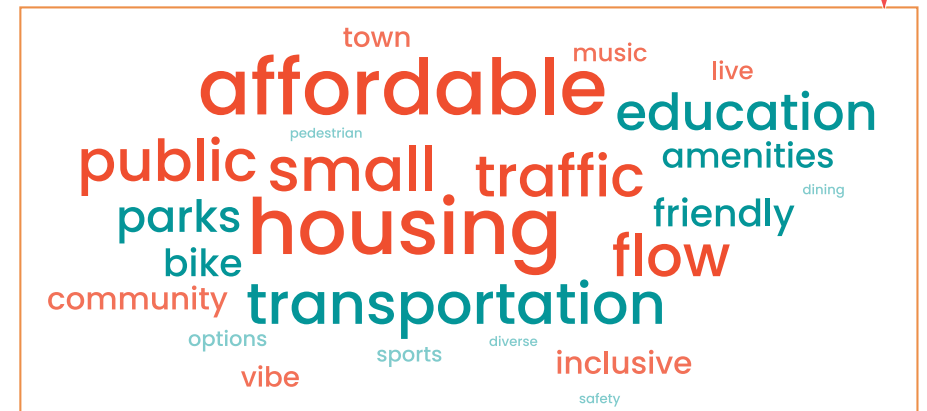
Many residents wish to protect existing single-family neighborhoods while supporting diverse housing growth in new parts of the city.



WHAT DO YOU LOVE ABOUT BENTONVILLE?



WHAT WOULD MAKE BENTONVILLE EVEN BETTER?



Affordable housing and a range of housing options were top concerns, with participants urging more diverse housing types (like townhomes, apartments, and small lot single-family homes) to meet the needs of a growing population across different income levels and life stages.

Feedback consistently highlighted the need for a more connected transportation network that supports various modes—walking, biking, transit, and cars — and emphasizes multi-modal corridors and connecting neighborhoods to key destinations.

7. Support for Local Character and Community Identity

Bentonville residents value the town's unique character, and they want new development to

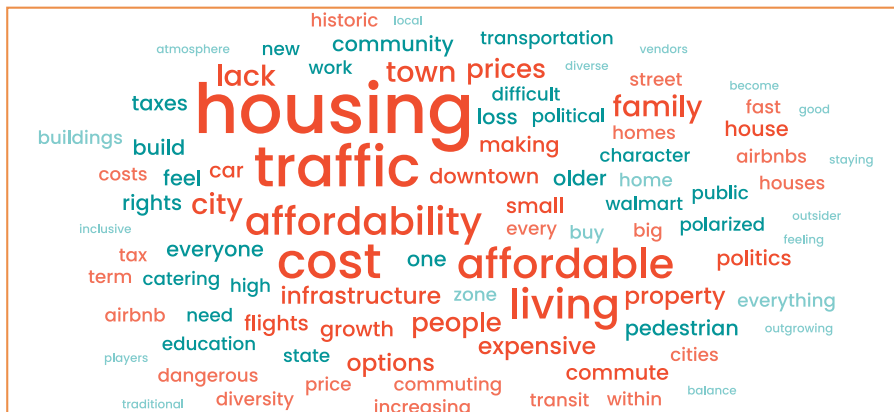
respect and enhance this identity. Maintain local architectural and landscape styles, with codes that will encourage distinctive and contextual development.

Community members expressed a forward-thinking perspective on resilience, advocating for infrastructure that supports sustainable water and energy use, stormwater management, and resilient building practices.

In making itself heard, the Bentonville community is ensuring that its future growth aligns with a collective vision for a balanced, vibrant, and sustainable city.



WHAT ARE THE HURDLES TO MAKING A HOME HERE?



WHAT WORRIES YOU ABOUT BENTONVILLE'S FUTURE?



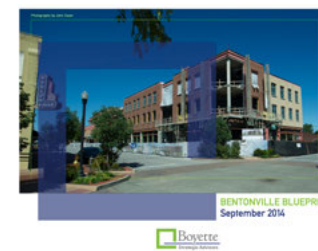
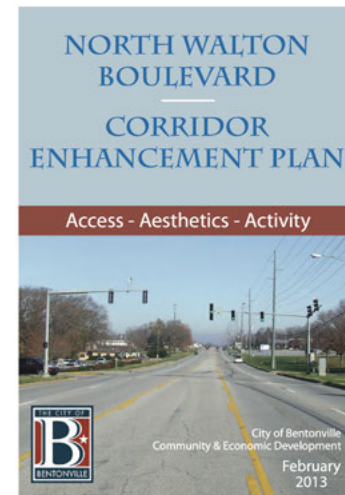
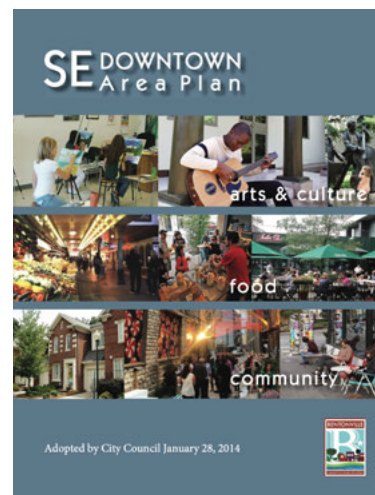
PAST PLANS AND STUDIES

As the Community Plan was developed, a review process took place to analyze a series of plans and studies covering multiple aspects of community life including: Downtown Development, Parks and Recreation, Greenways and Natural Resources, Economic Development and Land Use, Infrastructure and Transportation, and Bicycle and Pedestrian Mobility. Additional one-on-one interviews were conducted with key staff from various city departments, further informing the city's current programs and initiatives, as well as emerging needs and opportunities.

The plan studies reviewed include:

- City of Bentonville - **Downtown** Bentonville Master Plan (2004)
- City of Bentonville - General Plan (2007)
- City of Bentonville - Parks and Recreation Master Plan (2007)
- City of Bentonville - **Master** Street Plan (2021)
- Walton Family Foundation - Northwest Arkansas Greenway Design Study (2010)
- City of Bentonville - North Walton Boulevard Corridor Enhancement Plan (2013)

- City of Bentonville - **Bentonville** Blueprint (2014)
- City of Bentonville - SE Downtown Area Plan (2014)
- Bentonville Schools 10-Year Plan (2022)
- Connecting Bentonville - Bentonville Bike and Pedestrian Master Plan (2021)
- Northwest Arkansas Regional Planning Commission - Transportation Alternatives Analysis Study (2015)
- Northwest Arkansas Open Space Plan (2016)
- City Wide Traffic Study (2014)
- ARDOT - Arkansas Department of Transportation - Annual Report (2023)
- Bentonville Community Plan - Public Input (2018)



PUBLIC INPUT TO THE 2018 COMMUNITY PLAN

Public outreach and community engagement is part of  collaboration for comprehensive planning. It is essential. Throughout the planning  process, the Bentonville community was asked to provide important input, feedback, and insight into the community, regarding the issues, opportunities, priorities, and aspirations for the next several years. This input and community stewardship helped shape the Bentonville Community Plan. Community residents and stakeholders were engaged throughout the process and given several opportunities to let their voice be heard.

In total, over 1,700 participants (4% of population) generated thousands of comments, ideas, and insights for consideration. Accounting for unique visits to the project website, roughly 25% of the population had awareness or involvement in the planning

process. Outreach included face-to-face engagement as well as extensive online engagement, and included small group, one-on-one, and large group settings.

A detailed list and summary of all outreach activities and feedback is included in the Existing Conditions Report, on file with the Community and Economic Development Department. This level of interest and involvement was pivotal in creating a responsive, detailed, and effective plan for the Bentonville community.

Outreach activities undertaken as part of the planning process included:

- City department head meetings
- City Council workshops and updates
- Planning Commission workshops and updates
- Comprehensive Plan Advisory

- Committee (CPAC) meetings and workshops
- Community workshops
- Business workshops
- Public comment cards
- Stakeholder interviews
- Student workshops
- Developer and property owner workshop
- Community visioning workshop
- An interactive project website that included online questionnaires for residents and businesses, a student/teacher portal, and map, social, an online community mapping tool.



Collectively, the community outreach and feedback identified a wide range of issues considered most important to residents and stakeholders. While thousands of issues, concerns, priorities, and aspirations were identified by participants throughout the process, several areas/categories of concern rose to the top as being the issues most frequently identified by stakeholders.

Land Use Development.

- There are barriers preventing the development of affordable housing, which is becoming a bigger need in Bentonville. There is also a need for senior housing and workforce housing, and there ought to be more neighborhoods with a mix of housing types. ❌
- Neighborhoods around the Downtown should be allowed to transform into denser areas.
- Zoning regulations and procedures need to be aligned with development and more flexible.

- There is concern over rapid growth and sprawling development. Growth ought to be more sustainable, including natural preservation, solar farms on vacant land, and awareness of open space and environmental issues.
- Infrastructure is aging, especially in the city's older neighborhoods and downtown, where drainage is an issue.
- The Bella Vista Lake represents an opportunity for new recreation. The dam ought to be made safer.
- Downtown lacks affordable retail space.
- There is a need for additional entertainment and recreation venues.

Transportation and Mobility.

- Downtown connectivity, congestion, and parking is an issue. Parking decks are needed to support businesses. ❌❌❌
- Walmart employee traffic creates congestion in the southern portion

of Downtown, employee schedules ought to be staggered.

- Traffic signals should use technology to manage traffic better.
- Better public transportation is needed, including an expanded bus system and a shuttle to Downtown.
- Pedestrian improvements or roundabouts should be installed at key intersections.
- The bike network should be expanded and cyclists should have access to education and awareness programs.
- Neighborhoods need better infrastructure, including curb and gutter, lights, and sidewalks.
- Airfare to XNA is not affordable.



Economic Development.

- The economy needs to be more diverse and not rely on one employer or sector.
- We need to work to retain existing businesses and not just worry about new businesses.
- The City should have a low-cost business registration program as a way of having better information about what types of activities are going on.
- There ought to be a regional training program for small businesses.
- Tourism and hospitality are important aspects of the future economy.

Image and Identity.

- Bentonville needs a strong and distinctive identity to distinguish it from other parts of the region.
- There is a need for incentives to get the Arts District fully developed.
- We need to preserve historic buildings and balance the small-town past with a bigger future.
- Preserve Central Avenue as a historic corridor.
- Walton Boulevard needs to be beautified through streetscaping and new development.
- Bentonville should continue to be a very welcoming and diverse community.
- Zoning should not over-regulate design, but rather allow appropriate flexibility to

Health, Safety, and Education.

- There is concern over the disparity in the quality of schools in different parts of the community.
- The Library is running out of space as the population grows and demand for meeting spaces increases.
- The City should offer better recycling systems and provide greater awareness for residents, businesses, and students.
- There are certain groups in Bentonville, such as seniors with disabilities, who need better services.
- Residents need better local health care services and preventative health information



4

AT A GLANCE

Existing Land Use

Municipal Budget

The Cost of Growth

Strategic Growth Areas

Future Land Use Plan

Future Land Use and Zoning

Place Types

Getting Around Bentonville

LAND USE and STRATEGIC GROWTH

Bentonville's projected population growth and land needs will drive demands for transportation, infrastructure, open space, and community services.

This chapter outlines a vision for responsible growth, building on Bentonville's history of growth and charting the course to be both a great place to live and be fiscally responsible.

The Future Land Use Plan aims to create a more livable, desirable, and fiscally sustainable community with the following key objectives:

- Optimize for market-based development.
- Grow in a fiscally responsive manner
- Enhance community character and cohesion.
- Guide strategic investment.
- Strengthen a sense of place.

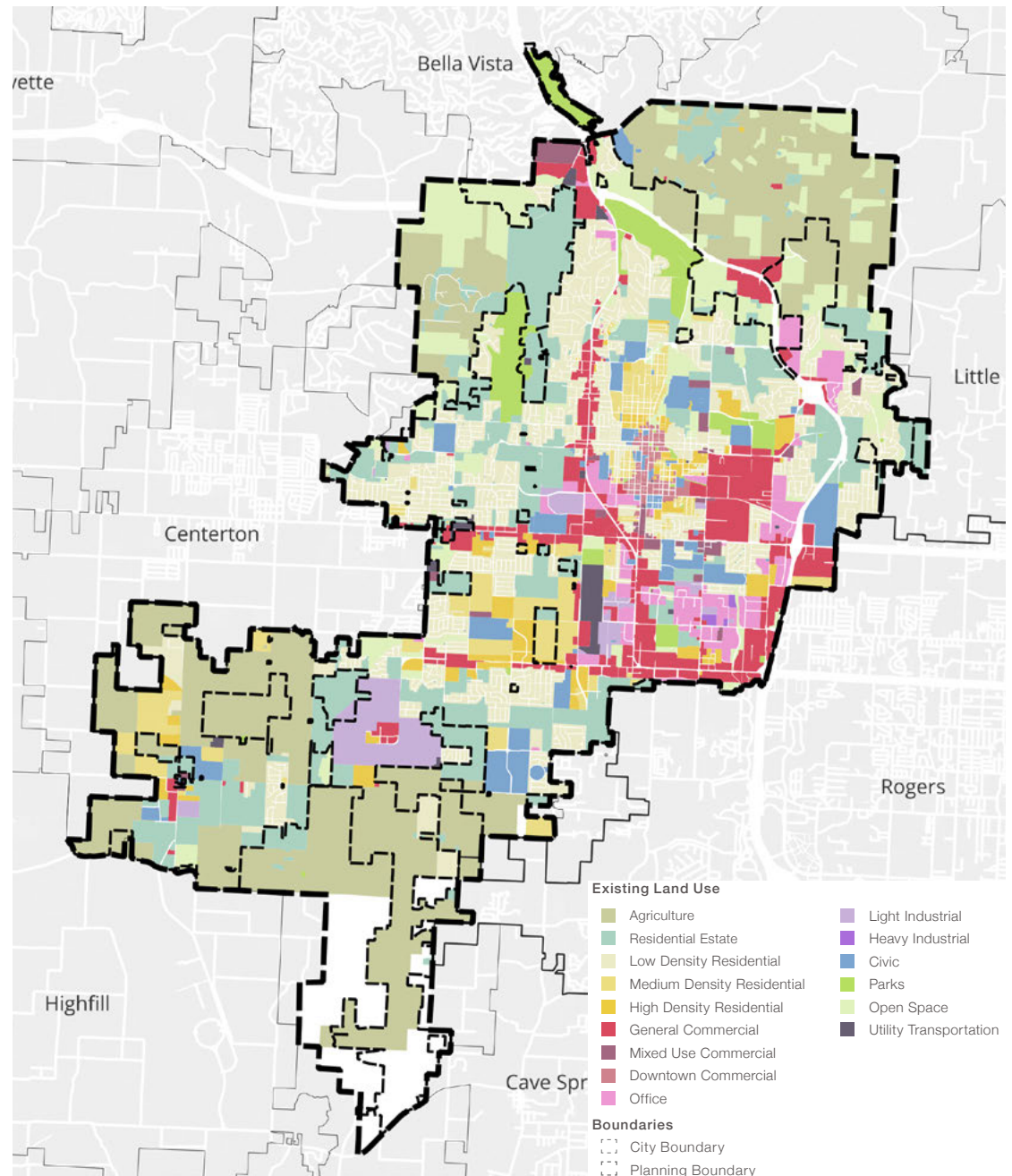
Through Place Types, the Plan focuses on how the character of future growth can create places - neighborhoods, centers of activity, and the connections between - distributed in a manner that provides opportunity throughout the city. Most existing areas are not planned for growth, rather to preserve their current character. A balance between growth and preservation is necessary to achieve the Plan's key objectives.

EXISTING LAND USE

Bentonville's land use represents a blend of planned initiatives and organic growth, creating a vibrant yet uneven urban environment. The city's commercial development is largely concentrated along major arterial roads, resulting in vehicle-dependent corridors with limited walkability. Meanwhile, residential growth has been fragmented, with suburban neighborhoods often isolated due to insufficient street connectivity. This disconnection challenges cohesive community development and makes it difficult for the city to accommodate future growth effectively.

Downtown Bentonville has evolved into a thriving cultural and economic hub, attracting visitors with its diverse dining, arts, and entertainment options. While this revitalization has bolstered the city's core, it has also led to an over-concentration of activity downtown compared to other parts of the city. Combined with a lack of housing options to meet growing demand, many workers are forced to live farther from their jobs, increasing traffic congestion and placing strain on infrastructure and quality of life.

To sustain growth, Bentonville must prioritize balanced land use policies that promote housing availability across all income levels, enhance neighborhood connectivity, and diversify economic and cultural activity beyond the downtown core. These measures are crucial to alleviating congestion, supporting the growing workforce, and fostering a more integrated



urban environment. The completion of Walmart’s new headquarters highlights Bentonville’s role as a corporate center, while ongoing efforts to attract additional industries to the I-Street Corridor further enhance the city’s economic prospects.

However, development has spread beyond downtown, particularly in the southwestern quadrant, where growth is outpacing infrastructure capacities such as roads and sewer systems. While philanthropic investments in parks, trails, and cultural sites have increased Bentonville’s recreational and social appeal, the concentration of these amenities around downtown has resulted in a lack of similar resources in newer, outlying neighborhoods. This has led to heightened demand for the city center as Bentonville’s primary social and entertainment hub.

Expanding peripheral areas and improving connectivity are essential to alleviating pressure on the downtown core. Increased traffic congestion, particularly along routes like 14th Street from Centerton, can be mitigated by improving infrastructure and addressing low-density commercial and industrial areas through redevelopment. While the 2018 Community Plan prioritized infill development, Bentonville’s expansion has encompassed both infill and peripheral growth. The updated Community Plan aims to balance residential and commercial development across the city, address connectivity challenges, and support expansion that relieves pressure on the downtown area, creating a more sustainable and accessible Bentonville for all residents.

MUNICIPAL BUDGET

Managing Growth for Fiscal Sustainability

Operating Bentonville in 2024 costs approximately \$16,824 per developed acre, a figure that will rise with continued growth. The \$209 million budget funds critical services like public safety, infrastructure, parks, and utilities. However, existing revenue streams—sales taxes, property taxes, utility fees, and impact fees—are insufficient to address current and future demands, such as:

- Expanding water, sewer, and power capacity.
- Alleviating traffic congestion and supporting active transportation.
- Addressing regional stormwater challenges.
- Funding additional parks and community amenities.

Bentonville’s long-term fiscal sustainability hinges on managing growth and land use efficiently to support services without overburdening the budget. Historically, subsidizing low-density residential growth with infrastructure investments—roads, sewers, parks, and schools—has stretched resources thin. These patterns assume residential developments cannot pay their way and rely on sales tax contributions. In contrast, townhomes, mixed-use, multi-family housing, and commercial developments typically contribute more

than they consume in resources, offering a path to bridge funding gaps.

As the city prepares for substantial population growth, the current trajectory of subsidized low-density expansion is unsustainable. To ensure a fiscally resilient future, Bentonville must adopt strategies to balance land uses, support self-sustaining growth, and generate surplus revenue to fund unmet needs.



Source: City of Bentonville

Fiscal Strategies for Sustainable Growth

1. Prioritize Balanced Land Use

Encourage diverse development types that contribute positively to the budget. Mixed-use, commercial, and denser residential developments offer higher returns per acre and reduce per capita service costs compared to traditional suburban growth patterns.

2. Ensure Growth Pays Its Way

Rather than burdening new developments with excessive fees that could deter growth, focus on policies that align development with its fiscal contributions. Growth within existing infrastructure areas should be prioritized, as it minimizes costs compared to expanding into undeveloped areas. Development fees may be necessary but they are secondary to both the location and net contributions of new growth.

3. Align Housing Policies With Fiscal Needs

Promote denser housing forms like multi-family units and townhomes to reduce infrastructure costs while increasing property tax revenues. Addressing the housing shortage will also reduce traffic congestion by enabling workers to live closer to jobs, lowering strain on roads and utilities.

4. Invest in Cost-Effective Transportation

Expand active transportation networks, including bike paths and sidewalks, to lower road maintenance costs and reduce reliance on single-occupancy vehicles. Transit-oriented development can enhance accessibility while improving fiscal performance.

5. Leverage Parks and Recreation as Economic Drivers

Strategically invest in parks and trails to boost property values in underutilized areas and attract tourism. Recreation amenities can stimulate

secondary economic activity, contributing to the city's budget.

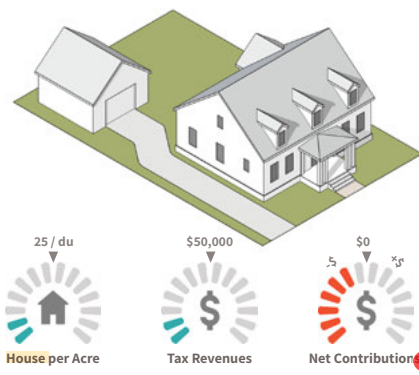
6. Embrace Economic Diversification

Attract high-value industries like technology, advanced manufacturing, and logistics to increase commercial tax revenues. Supporting small businesses further diversifies the tax base, enhancing economic resilience.

By focusing on fiscally sustainable growth and land use practices, Bentonville can address the financial challenges of expansion, reduce reliance on inefficient development patterns, and invest in services that enhance the quality of life for residents. This approach will position Bentonville to remain a thriving, well-resourced community.

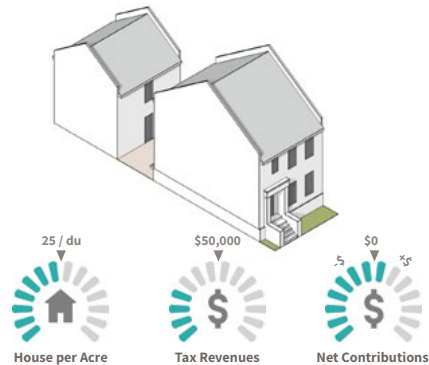
DETACHED HOUSE ON A MEDIUM PROPERTY

Average property size of 6,000 sq. ft.



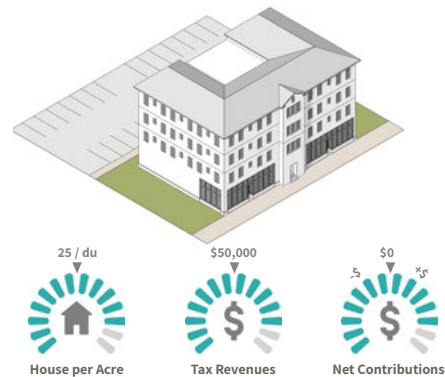
TOWNHOUSE ON A SMALL PROPERTY

Average property size of 2,000 sq. ft.



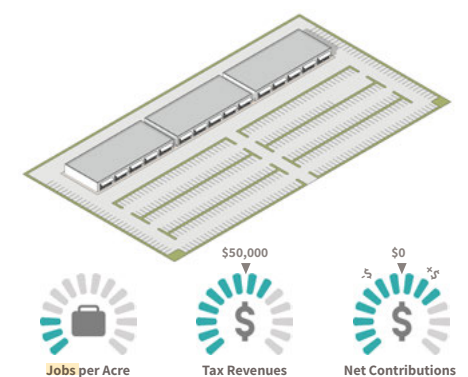
MIXED-USE RESIDENTIAL (4 STORIES)

Average property size of 22,000 sq. ft.



STRIP COMMERCIAL

Average property size of 260,000 sq. ft.



THE COST OF GROWTH

Bentonville's growth strategy must weigh the cost implications of various densities, balancing community character, fiscal sustainability, and land use efficiency. Growth patterns will significantly influence infrastructure costs, land consumption, and the city's long-term financial health. A thoughtful approach is essential to manage the trade-offs between outward expansion and higher-density development while preserving Bentonville's quality of life.

Infrastructure Costs and Land Consumption

Bentonville's current average density of 2.5 homes per acre is financially unsustainable for future growth. Expanding at nearly double this density at 4 homes per acre would require \$1.6 billion to develop 1,896 miles of infrastructure, consuming all available land and an additional 16,413 acres beyond the city's limits. This outward growth drives up infrastructure costs, disrupts rural character, and exacerbates traffic congestion as people commute longer distances.

By contrast:

- **16 Homes per Acre:** Requires \$407 million for 474 miles of infrastructure, leaving 2,329 acres undeveloped.

- **12 Homes per Acre:** Costs \$543 million for 632 miles of infrastructure, leaving 246 acres undeveloped.

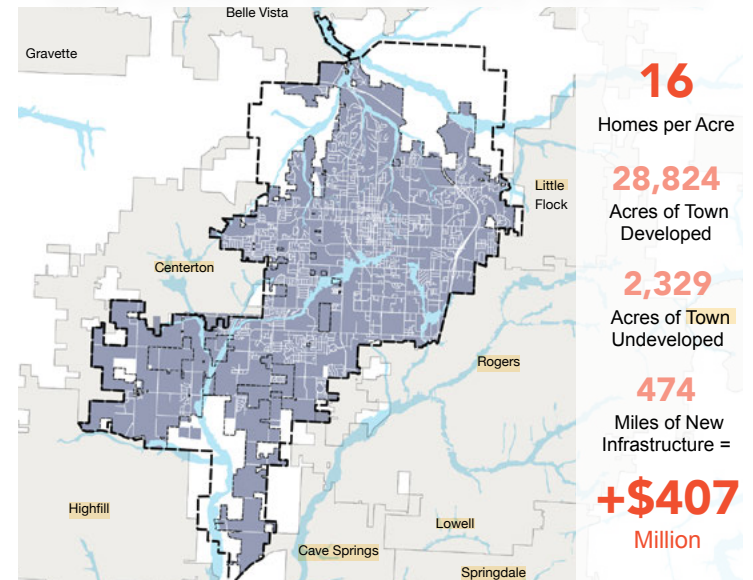
- **8 Homes per Acre:** Increases costs to \$815 million for 948 miles of infrastructure, requiring an additional 3,919 acres beyond current city limits.

Moderate densities—such as 8-12 homes per acre—balance infrastructure efficiency with housing diversity, offering a path to accommodate growth while reducing land consumption and fiscal strain.

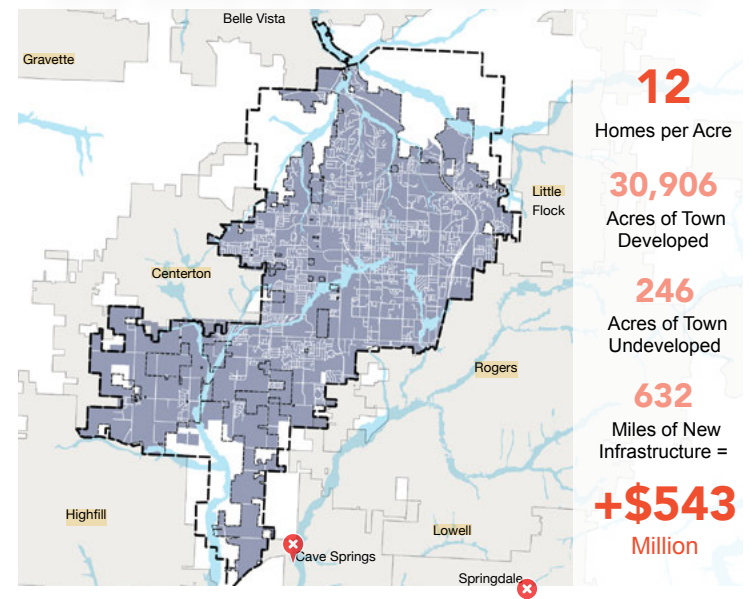
The Fiscal and Land Use Case for Moderate Density

Moderate-density development provides a fiscally responsible approach, reducing infrastructure costs per household while preserving rural land and character. Higher-density housing options like townhomes, duplexes, and apartments typically contribute more in property tax revenue relative to their infrastructure demands. This supports the city's long-term financial stability while meeting diverse housing needs. Accommodating moderate densities also includes single family homes on small, moderate, and large lots alongside townhomes and other higher-density options. This moderate, blended density can meet the demand present in the housing market and also provide a solid fiscal foundation for city finances.

NEW GROWTH AT 16 HOMES PER ACRE



NEW GROWTH AT 12 HOMES PER ACRE



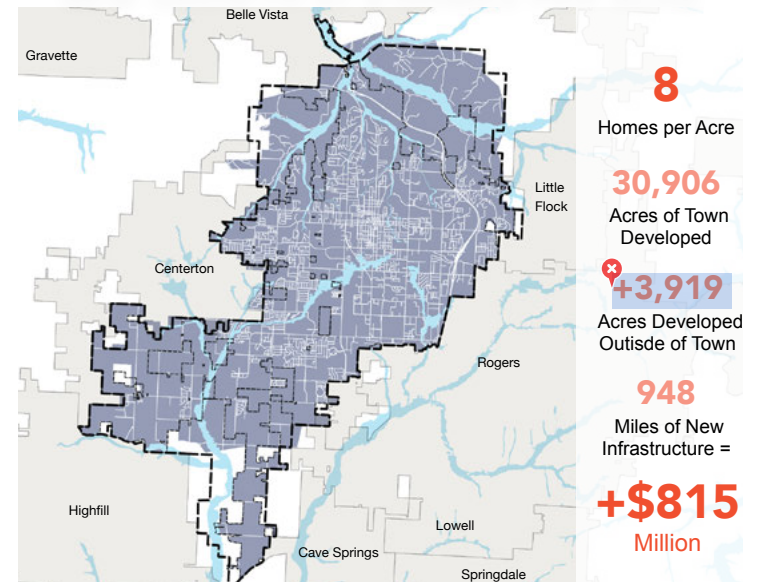
Growth and Fiscal Sustainability Strategies

- 1. Optimize Land Use for Cost Efficiency:** Encourage densities that balance housing supply and infrastructure costs, reducing the need for extensive outward growth.
- 2. Preserve Rural and Natural Areas:** Limit low-density growth to protect rural land and agricultural spaces, conserving the character of Bentonville's surrounding areas.
- 3. Grow Compactly:** Promote walkable, connected neighborhoods with a mix of housing types that require less extensive infrastructure.
- 4. Support Active Transportation and Connectivity:** Invest in bike paths, sidewalks, and transit-supportive designs to reduce traffic congestion and lower road maintenance costs.
- 5. Expand the Tax Base Strategically:** Encourage mixed-use and commercial developments throughout the community to generate surplus revenues that offset the costs of low-density growth.
- 6. Plan for Resilient Infrastructure:** Integrate infrastructure costs into land-use decisions to ensure that future development contributes positively to the city's budget.

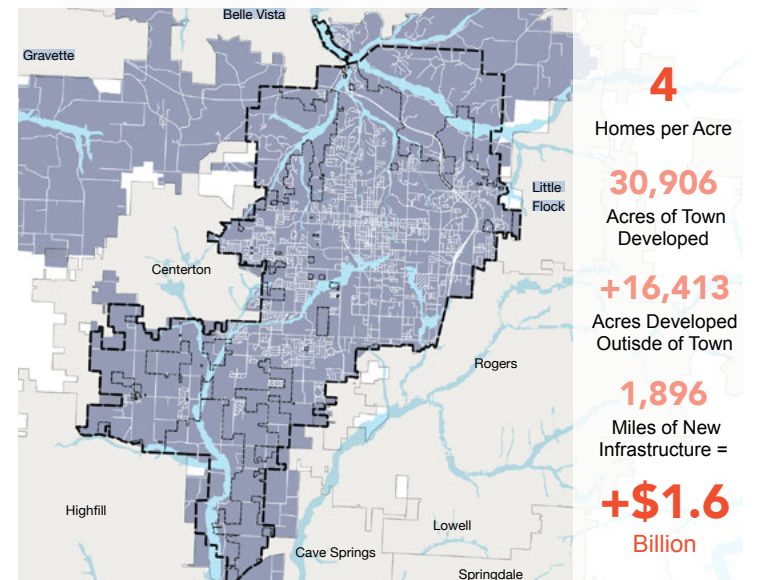
Balancing Density, Community Character, and Costs

While overly dense development could challenge Bentonville's small-town character, moderate-density growth represents a fiscally and socially balanced solution. By avoiding excessive outward growth, Bentonville can preserve open spaces and rural character while managing costs effectively. This approach supports a thriving, inclusive, and financially resilient city capable of meeting future demands without compromising its identity.

NEW GROWTH AT 8 HOMES PER ACRE



NEW GROWTH AT 4 HOMES PER ACRE

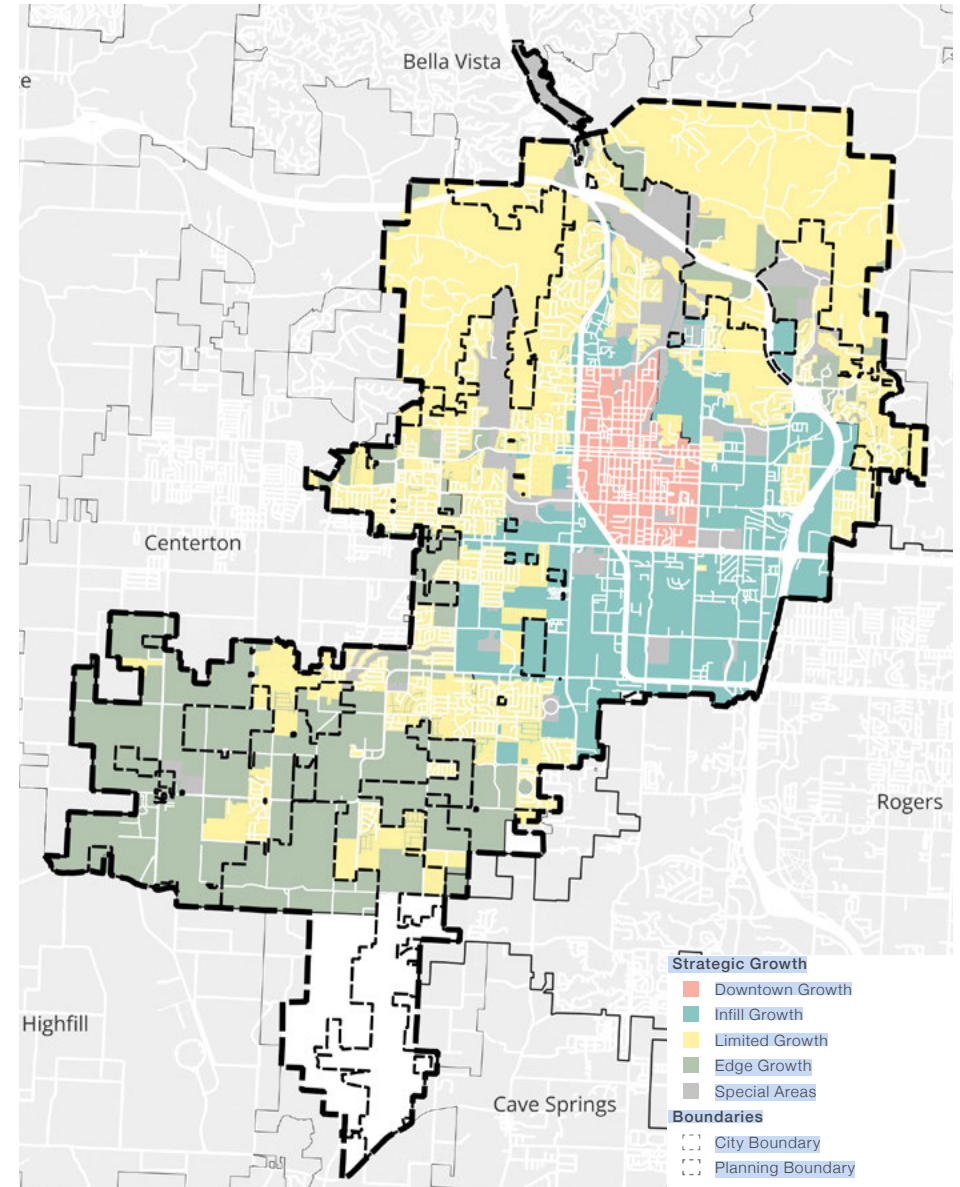


STRATEGIC GROWTH AREAS

As Bentonville's growth continues, the form and approach to development vary significantly across the city, with different areas needing tailored strategies. Recent growth has shown that multiple areas will continue to see development concurrently: redevelopment within the core downtown area, infill within less developed areas near downtown, and growth at the city's periphery.

Downtown Growth.

Bentonville's downtown has seen remarkable growth over the past decade, evolving into the city's central hub for business, dining, and entertainment. As it continues to grow, following existing plans and policies, the area will remain the focal point for economic and cultural activities. However, infrastructure limitations—particularly for parking, transportation, and utilities—pose ongoing challenges. Enhanced pedestrian and cycling options aim to ease parking demand and traffic, making downtown more accessible and reducing reliance on cars. Supporting development in other parts of Bentonville will help to ease the intensity of growth downtown, distributing housing and commercial expansion more evenly across the city. This strategic approach will allow downtown to sustain balanced growth while maintaining its character as the city's vibrant core, accommodating new residential and business needs without overburdening infrastructure.



Infill Growth.

The areas surrounding Bentonville's downtown include both nearby residential neighborhoods and opportunities for redevelopment along commercial corridors and former light-industrial zones. Growth in these infill areas needs to be carefully scaled to transition smoothly into adjacent low-intensity neighborhoods, maintaining a balance between development and existing community character. Expanding and preserving street connectivity is essential to improve access and manage traffic flow, even as these areas contend with limited infrastructure for utilities like power, sewer, and transportation. In underdeveloped commercial and light-industrial zones, there is potential for more intensive redevelopment, which can absorb significant demand for growth, thereby reducing pressure on the downtown core. By thoughtfully concentrating higher-density growth in these areas, Bentonville can better accommodate its expanding population while supporting infrastructure and transportation needs across the city.



Limited Growth.

These areas are characterized by relatively low-density development and typically have limited street connectivity. Because of their established character, they are more sensitive to further infill or densification than other parts of Bentonville. Additionally, many of these neighborhoods are newly built, making significant change or redevelopment less likely. The growth occurring in other parts of the city can serve to support these established areas, but substantial changes within

these **limited-growth** zones should be minimized to preserve their existing qualities and avoid overburdening the infrastructure.

Edge Growth.

The city's outer areas are anticipated to see growing demand for walkable, mixed-use neighborhoods that blend diverse housing **options—such** as single-family homes of various sizes, townhomes, and apartments—with accessible commercial spaces. This approach fosters a balanced housing market that bolsters Bentonville's fiscal sustainability while creating vibrant, interconnected communities. New developments in these peripheral areas should prioritize street connectivity, safe biking routes, and pedestrian-friendly pathways to ease traffic congestion and encourage active transportation. Strategically placing larger commercial centers and neighborhood-focused retail within these zones can help reduce downtown congestion and make walking and biking viable options for nearby residents. Thoughtfully planned growth should enhance accessibility, support community cohesion, and contribute to Bentonville's long-term economic and social resilience.

Special Areas.

These are locations where growth is expected to occur in nontraditional or highly specialized ways. Many of these areas, such as parks and recreational spaces, are intentionally preserved and are not intended for further development. Other uses may evolve in unique formats, such as educational campuses and research institutions, which follow tailored growth trajectories aligned with their specialized functions. These areas enhance Bentonville's character and provide essential services, recreational opportunities, and cultural amenities, adding diversity to the city's built fabric. Their preservation and careful, purpose-driven development are integral to Bentonville's balanced growth and community identity.

Together, these growth strategies aim to balance Bentonville's expansion with infrastructure capacity, connectivity, and preservation of community character. By addressing each area's unique needs, the city can foster a cohesive yet diverse built landscape that supports quality of life and economic resilience.

FUTURE LAND USE PLAN

The Future Land Use Plan envisions Bentonville's growth through 2050 and beyond by employing "Place Types" to delineate the purpose and character of different city zones.

The Place Types guide development in several main categories:

Center Place Types

Designed as mixed-use hubs, Centers incorporate retail, business, and residential spaces. These range from high-activity Regional Centers—featuring the tallest buildings and lively public areas—to more localized Neighborhood Centers that offer essential services and smaller-scale amenities for nearby residents.

Neighborhood Place Types

Primarily residential, Neighborhoods are characterized by a mix of housing densities to meet diverse community needs. They include Suburban neighborhoods with low-density housing, Traditional neighborhoods with a mix of historic homes and new development, Walkable neighborhoods with moderate-density housing, and Urban neighborhoods with higher densities, fostering a varied residential landscape.

Corridor Place Types

Major thoroughfares such as 14th Street and Regional Airport Boulevard primarily serve commercial functions today but are envisioned to evolve. Some Suburban Corridors will retain their

low-scale, car-oriented character due to existing constraints, while Walkable and Urban Corridors will incorporate mixed-use, higher-density developments to improve walkability and connectivity.

Recreational Place Types

Encompassing parks, open spaces, and outdoor venues, these areas provide recreational opportunities for both residents and

visitors. Recreation areas may be publicly or privately managed and are designed to enhance the city's livability and offer varied amenities.

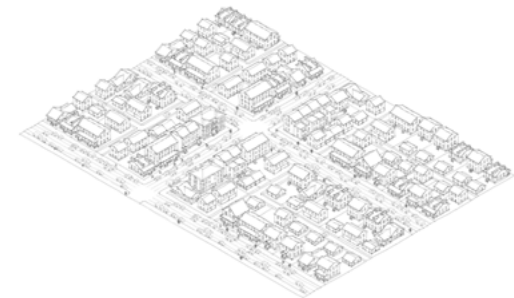
Specialized Place Types

Additional Place Types include rural and industrial areas and institutional campuses that serve specialized functions within the city's overall land use framework.

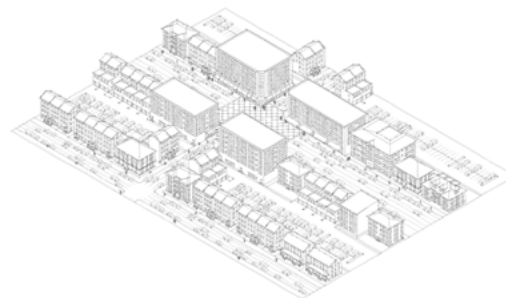
CENTERS



NEIGHBORHOODS



CORRIDORS



RECREATION



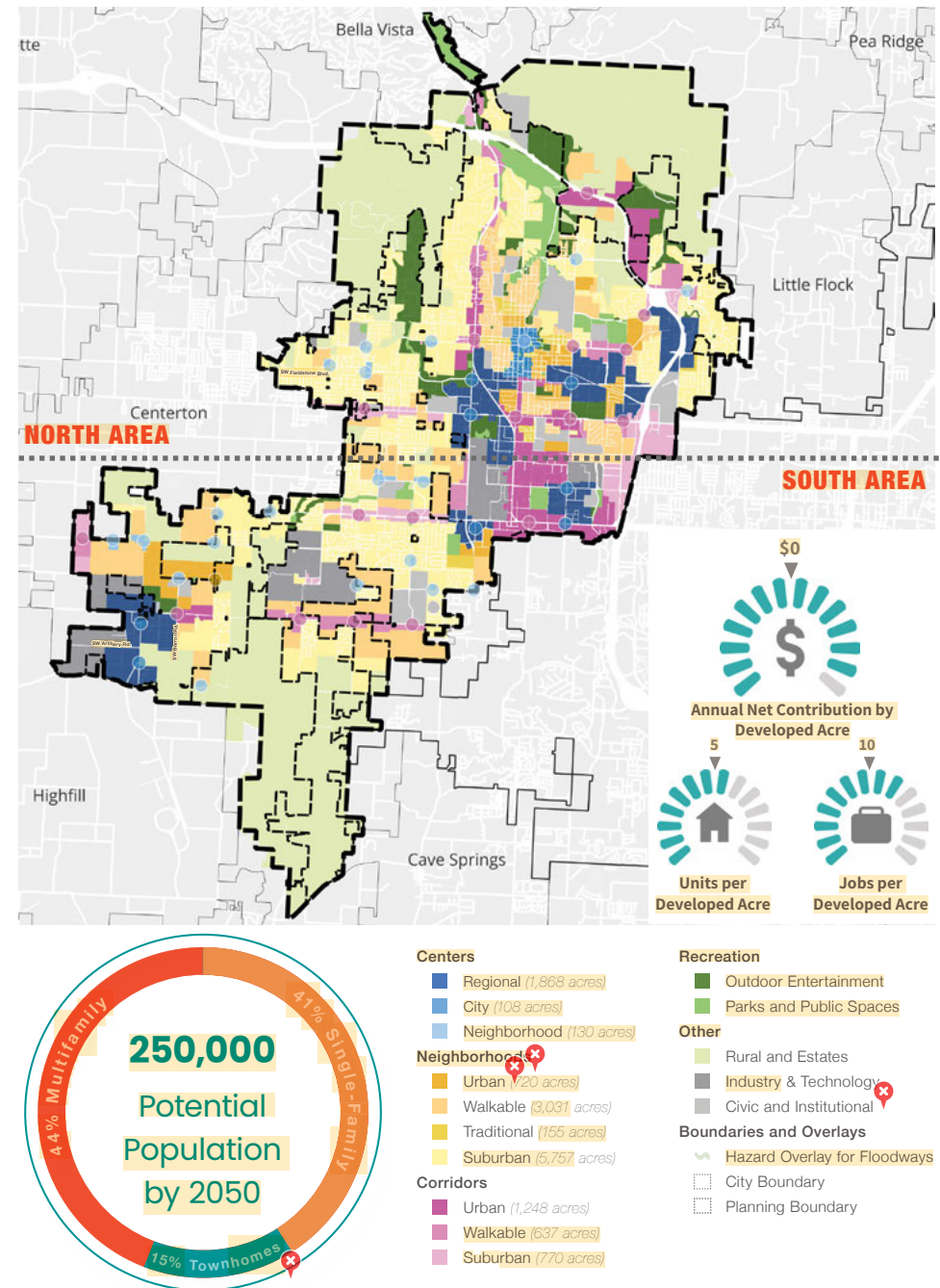
Strategic and Balanced Growth

To ease pressure on downtown and encourage walking and biking, the plan establishes multiple activity hubs, including a major future employment center near Northwest Arkansas National Airport. These Regional Centers will boost the city's economic base with spaces for cultural venues, entertainment, diverse jobs, and higher-density housing in areas away from the airports. Within residential zones, smaller Neighborhood Centers provide convenient retail and gathering spots, fostering a network of community-focused amenities within easy walking, biking, and driving distance for most residents.

Strategically planned infill and compact growth in new areas aim to enhance Bentonville's fiscal health by minimizing infrastructure costs and creating a budget surplus to reinvest in city services, infrastructure, and recreation. With projected growth exceeding 230,000 residents, the Future Land Use Plan addresses fiscal sustainability by balancing growth density and housing diversity.

Balanced growth, as outlined in the plan, supports a sustainable fiscal outlook, reduces downtown congestion, promotes alternative travel options, and diversifies housing to meet demand. The Community Plan targets an average new growth of about 13 units per acre, blended between new, high-density places like Regional Centers, medium-density places like Urban Corridors, and low-density places like Walkable Neighborhoods, while discouraging growth in Suburban and Traditional Neighborhoods and Rural areas. Each Place Type contributes to the city's economy, housing, and character, underscoring the need for comprehensive, balanced growth and a diversity of environments for residents, providing a high quality of life and accessibility to housing, jobs, and mobility for future generations.

Preserving rural character remains a key priority. The plan encourages relatively higher-density development within the city's core and hubs, reducing the need for outward expansion. While the plan can accommodate population growth beyond current projections, compact, fiscally responsible growth ensures Bentonville retains its rural surroundings and strong fiscal outlook, meeting population demands while staying adaptable to future challenges.



Centers

- Regional (1,966 acres)
- City (110 acres)
- Neighborhood (130 acres)

Neighborhoods

- Urban (720 acres)
- Walkable (3,070 acres)
- Traditional (127 acres)
- Suburban (5,806 acres)

Corridors

- Urban (1,248 acres)
- Walkable (562 acres)
- Suburban (770 acres)

Recreation

- Outdoor Entertainment
- Parks and Public Spaces

Other

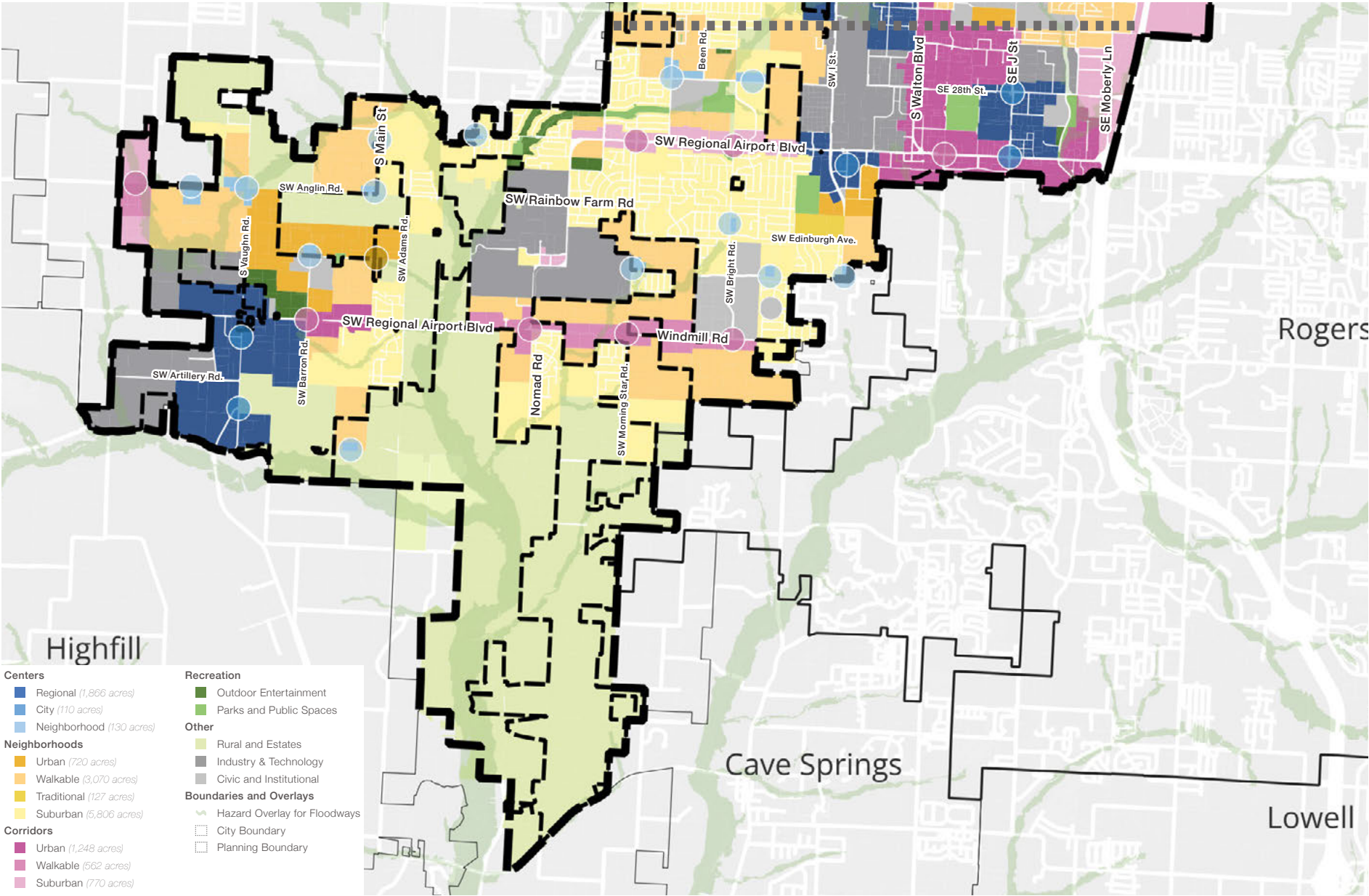
- Rural and Estates
- Industry & Technology
- Civic and Institutional

Boundaries and Overlays

- Hazard Overlay for Floodways
- City Boundary
- Planning Boundary

Map Labels: Bella Vista, Tigard River, Highway I-49, Ridgefield, Tiger Blvd., NW 3rd St, NW 4th St, NW 5th St, NW 6th St, NW 7th St, NW 8th St, NW 9th St, NW 10th St, NW 11th St, NW 12th St, NW 13th St, NW 14th St, NW 15th St, NW 16th St, NW 17th St, NW 18th St, NW 19th St, NW 20th St, NW 21st St, NW 22nd St, NW 23rd St, NW 24th St, NW 25th St, NW 26th St, NW 27th St, NW 28th St, NW 29th St, NW 30th St, NW 31st St, NW 32nd St, NW 33rd St, NW 34th St, NW 35th St, NW 36th St, NW 37th St, NW 38th St, NW 39th St, NW 40th St, NW 41st St, NW 42nd St, NW 43rd St, NW 44th St, NW 45th St, NW 46th St, NW 47th St, NW 48th St, NW 49th St, NW 50th St, NW 51st St, NW 52nd St, NW 53rd St, NW 54th St, NW 55th St, NW 56th St, NW 57th St, NW 58th St, NW 59th St, NW 60th St, NW 61st St, NW 62nd St, NW 63rd St, NW 64th St, NW 65th St, NW 66th St, NW 67th St, NW 68th St, NW 69th St, NW 70th St, NW 71st St, NW 72nd St, NW 73rd St, NW 74th St, NW 75th St, NW 76th St, NW 77th St, NW 78th St, NW 79th St, NW 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SOUTH AREA



FUTURE LAND USE AND ZONING

Future Land Use and zoning are interconnected yet distinct components of city planning. While the Community Plan does not directly change zoning, it provides a vision for the city’s development by defining Place Types—a set of intended characteristics for each area of the city, including land uses like residential, commercial, or mixed-use, typical activities, and building scale. Each Place Type can incorporate several zoning districts, and property owners may request rezoning as needed. These requests are assessed in light of the Community Plan to ensure they align with the Place Type’s objectives. The Future Land Use Plan provides a structured framework that guides zoning decisions by outlining the intended characteristics and uses within each designated Place Type and by suggesting compatible zoning categories. Decision-makers use this framework in conjunction with the Zoning Alignment Table, which identifies existing Zoning Districts compatible with each Place Type. For

example, the Suburban Neighborhood Place Type might align with R-1 and R-3 zoning, while Parks and Public Spaces may allow for broader zoning compatibility. However, all developments should meet the specific character and functional goals set forth for each Place Type to maintain the area’s intended purpose and appearance.

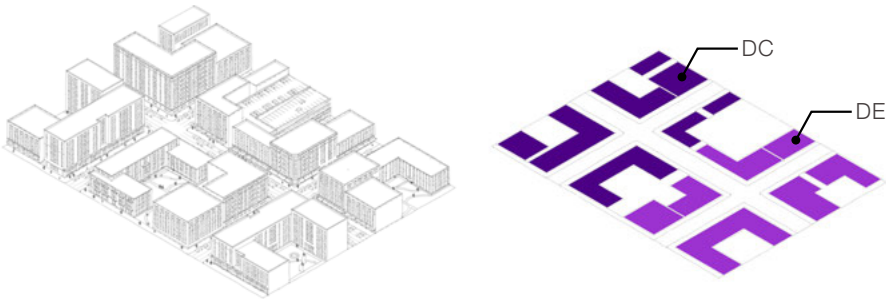
Future Land Use assignments can be changed by request of the property owner. Such requests are evaluated once each year, holistically, to ensure they support the goals of the Community Plan and other city goals and policies.

Note: The Zoning Alignment Table refers to zones that exist as of fall, 2024. See the zoning code for information about existing Zoning Districts. Changes to the zoning code may result in changes Zoning Districts specified here.

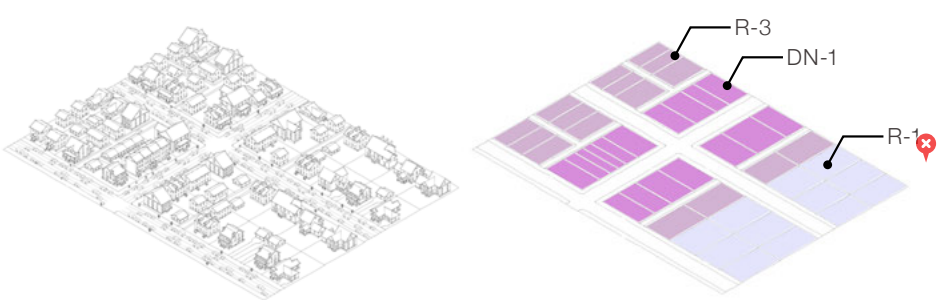
Zoning Alignment Table

Place Type	Zoning
Regional Center	DC, DE, DN-4
City Center	DC, DE, DN-1, DN-4
Neighborhood Center	DE, DN-4, C-3
Urban Neighborhood	DN-2, DN-4, C-3
Walkable Neighborhood	DN-1, DN-4
Traditional Neighborhood	DN-1, R-3, R-1
Suburban Neighborhood	R-1, R-3
Urban Corridor	DE, C-E
Walkable Corridor	DN-4, C-3, C-1
Suburban Corridor	C-1, C-2
Industry & Technology	C-2, I-1, I-2
Rural and Estates	A-1, RE
Civic and Institutional	Any
Parks and Public Space	Any
Outdoor Entertainment	A-1, C-3
Open Space	Hazard Overlay

REGIONAL CENTER

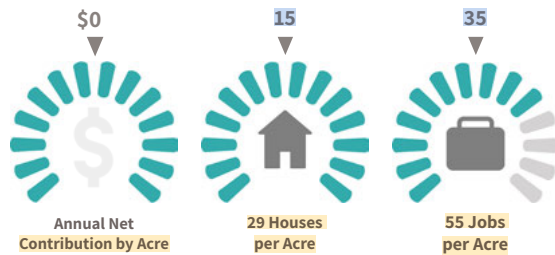


TRADITIONAL NEIGHBORHOOD



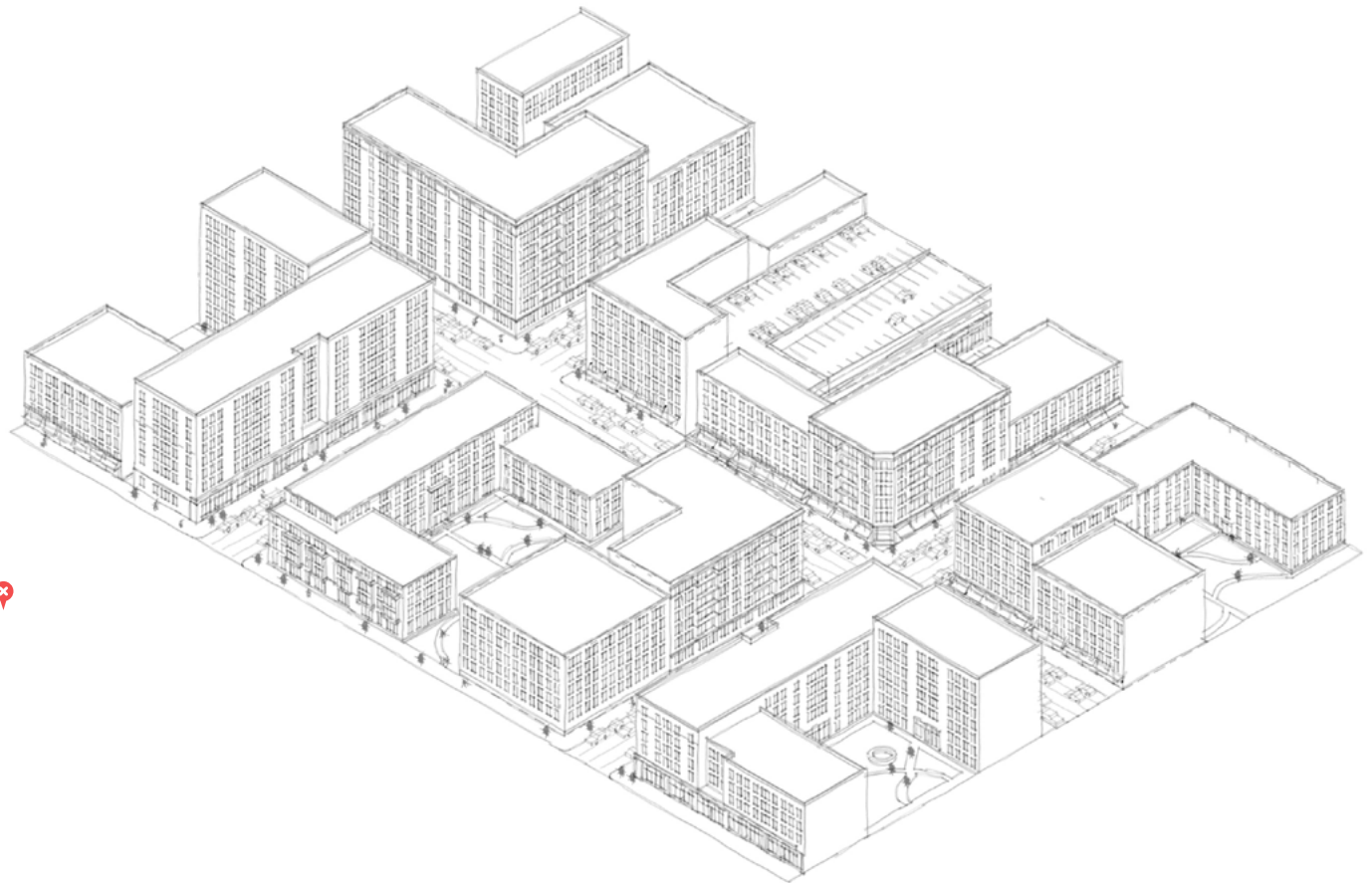
PLACE TYPES

REGIONAL CENTER

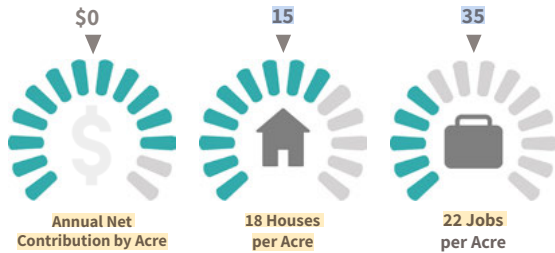


Anticipated building height: 6-8 stories

Regional Centers are typically hubs of **concentrated** white collar employment, together with the smaller businesses — like restaurants, office supplies, and other services — that support them. They are also a good place for more concentrated housing in close proximity to abundant jobs. Walmart's emerging corporate campus is one example, Uptown Rogers is another. Delivering the city's highest financial performance, these areas play an important role in generating the money that local residents use to pay for housing and goods, and also support a robust economy of complementary businesses.

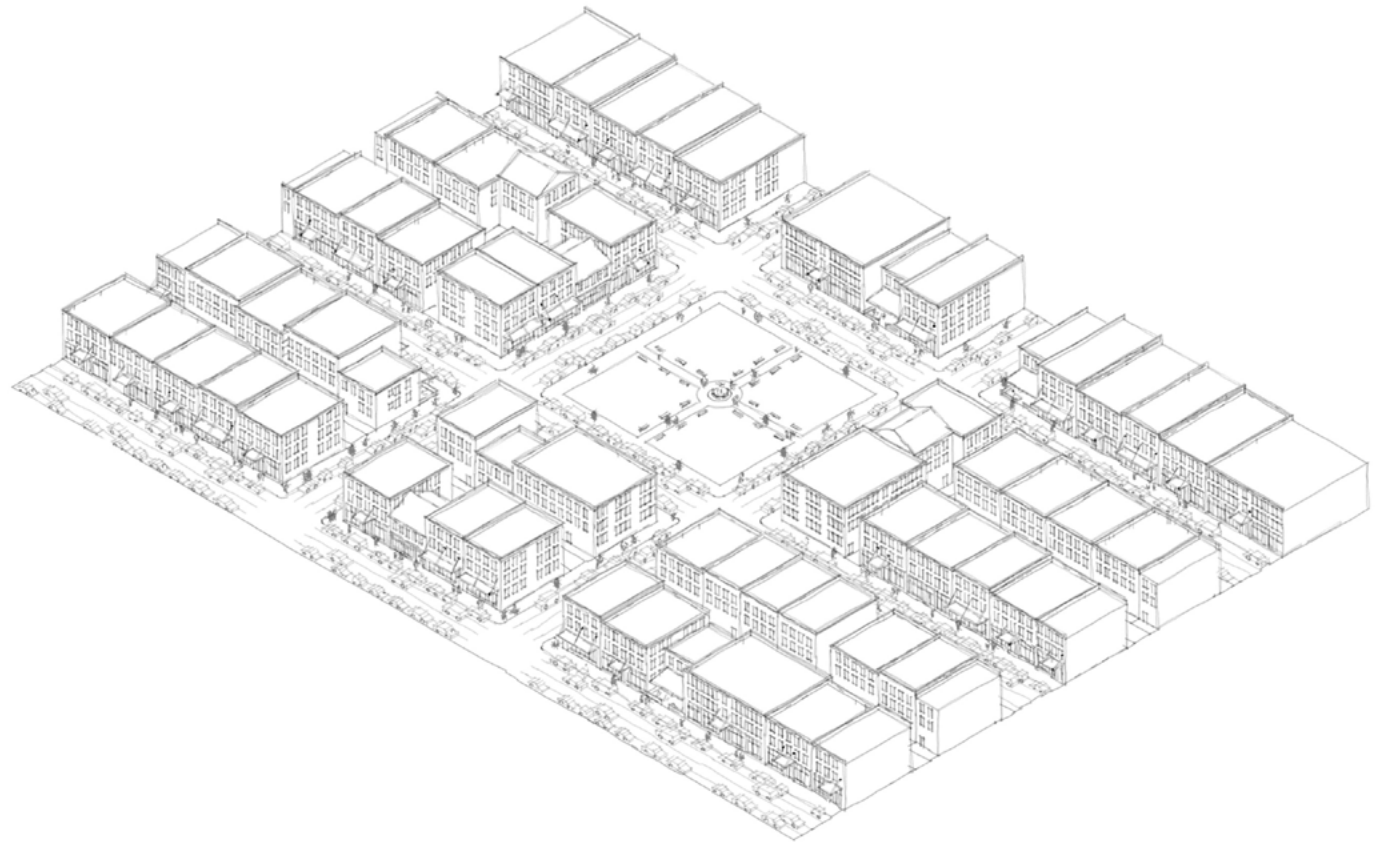


CITY CENTER

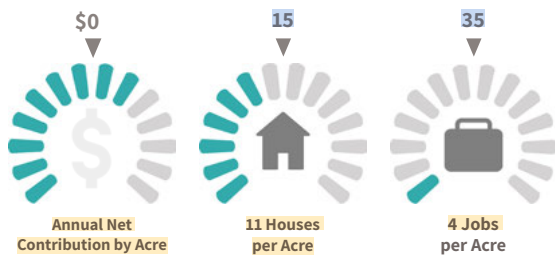


Anticipated building height: 4-6 stories

City Centers are places like the Downtown Bentonville Square and its surrounding blocks, consisting of jobs, entertainment, convenience retail, daily services, and housing at a variety of scales — from single story shops to office and residential buildings. This combination of **types** and uses, from sidewalk-lining **buildings** to civic institutions like churches and city hall, to apartments, condos, and townhomes, makes for the **city's** most active, compact and walkable space. In the future there may be more than one City Center providing convenient access to additional amenities, particularly in the southwest, and reducing the growth **pressure** around the city's beloved heart. With a high concentration of commercial along with housing, City Centers contribute substantially to the city's budget.

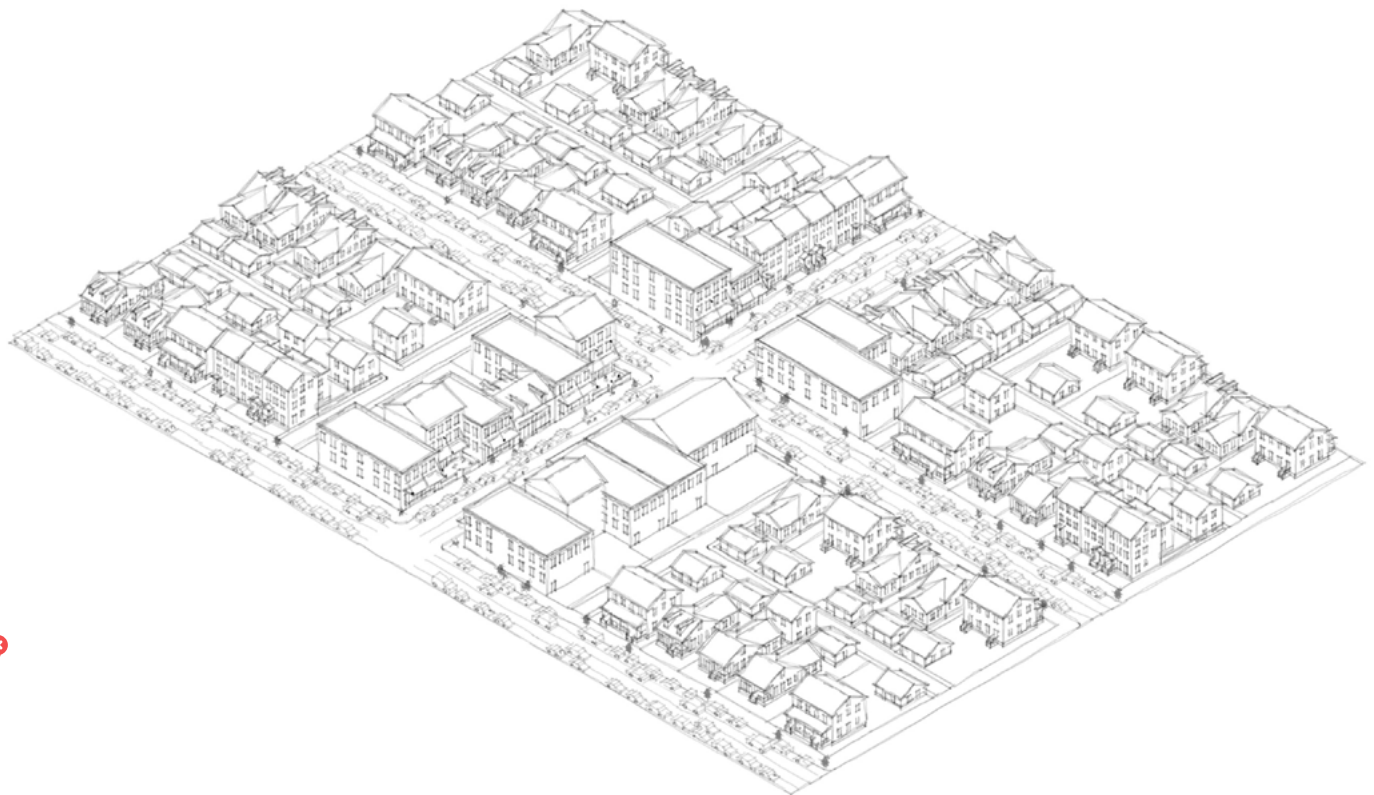


NEIGHBORHOOD CENTER

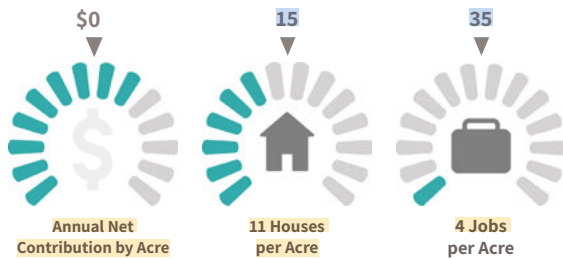


Anticipated building height: 3-5 stories

Neighborhood Centers serve as the physical glue between neighborhoods — providing a human-scaled destination where surrounding neighbors can walk or bike, gather in fellowship, dine out, or pick up basic daily needs. Small, local businesses typically provide a variety of entry-level jobs, a sense of increasing independence for area youth, and an opportunity to support more home-grown businesses. They usually also include nearby townhomes, small apartment buildings, and small homes transitioning in scale and activity to less concentrated surrounding neighborhoods. Neighborhood Centers contribute sales tax and concentrated property tax to the city's budget, balancing nearby neighborhoods.

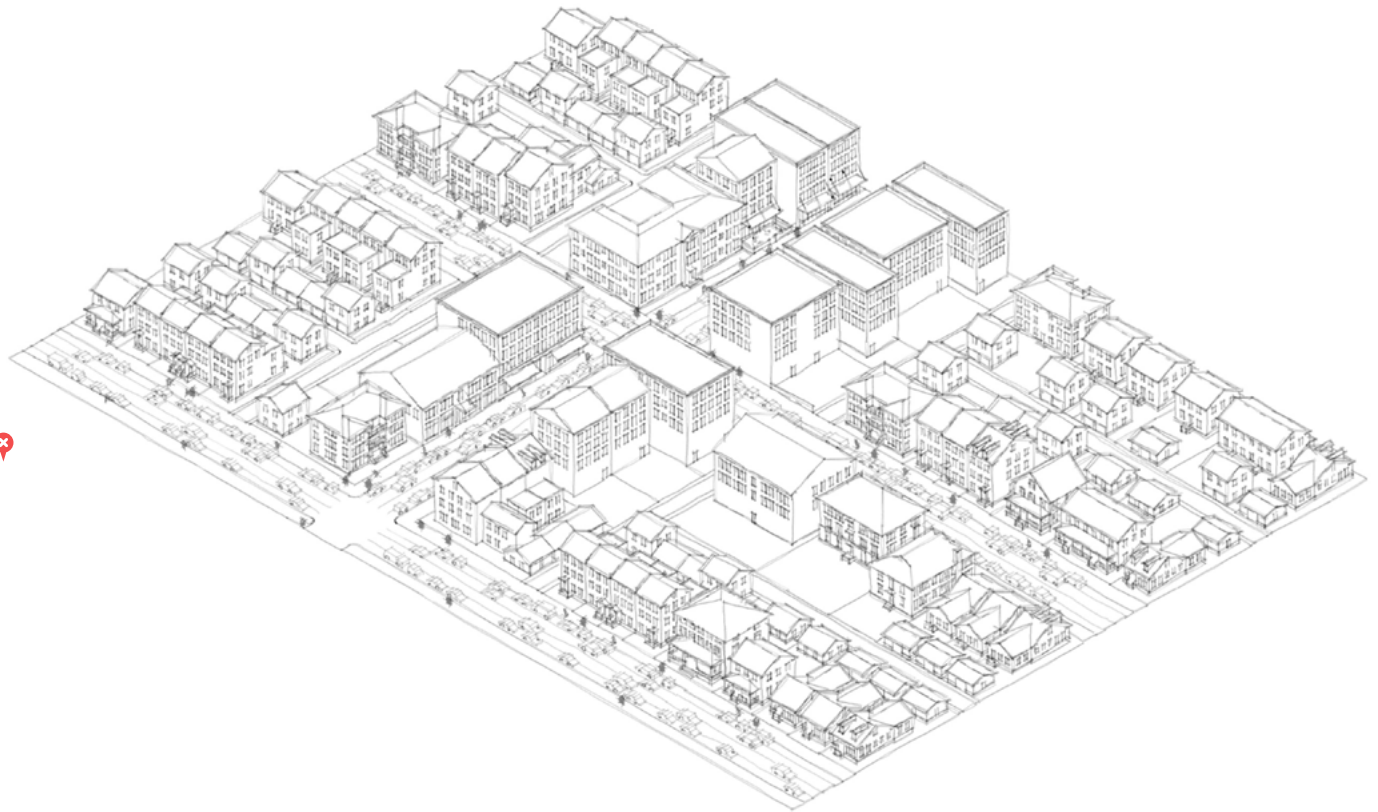


URBAN NEIGHBORHOOD

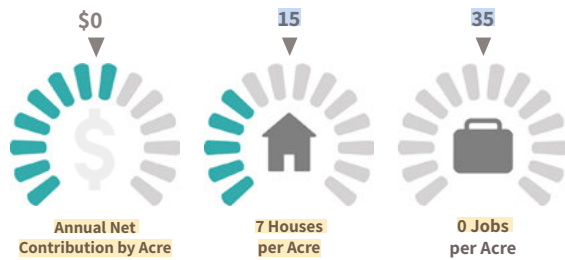


Anticipated building height: 3-5 stories

Urban Neighborhoods are the city's highest intensity neighborhoods, defined primarily by multi-family buildings and townhomes but with some single family and smaller commercial uses mixed in. Catering to those seeking more flexible, lower maintenance lifestyles, they provide considerable housing in a relatively small footprint and support walking and biking as viable transportation alternatives. Financially, Urban Neighborhoods are net positive and significantly reduce the amount of land needed for growth.



WALKABLE NEIGHBORHOOD

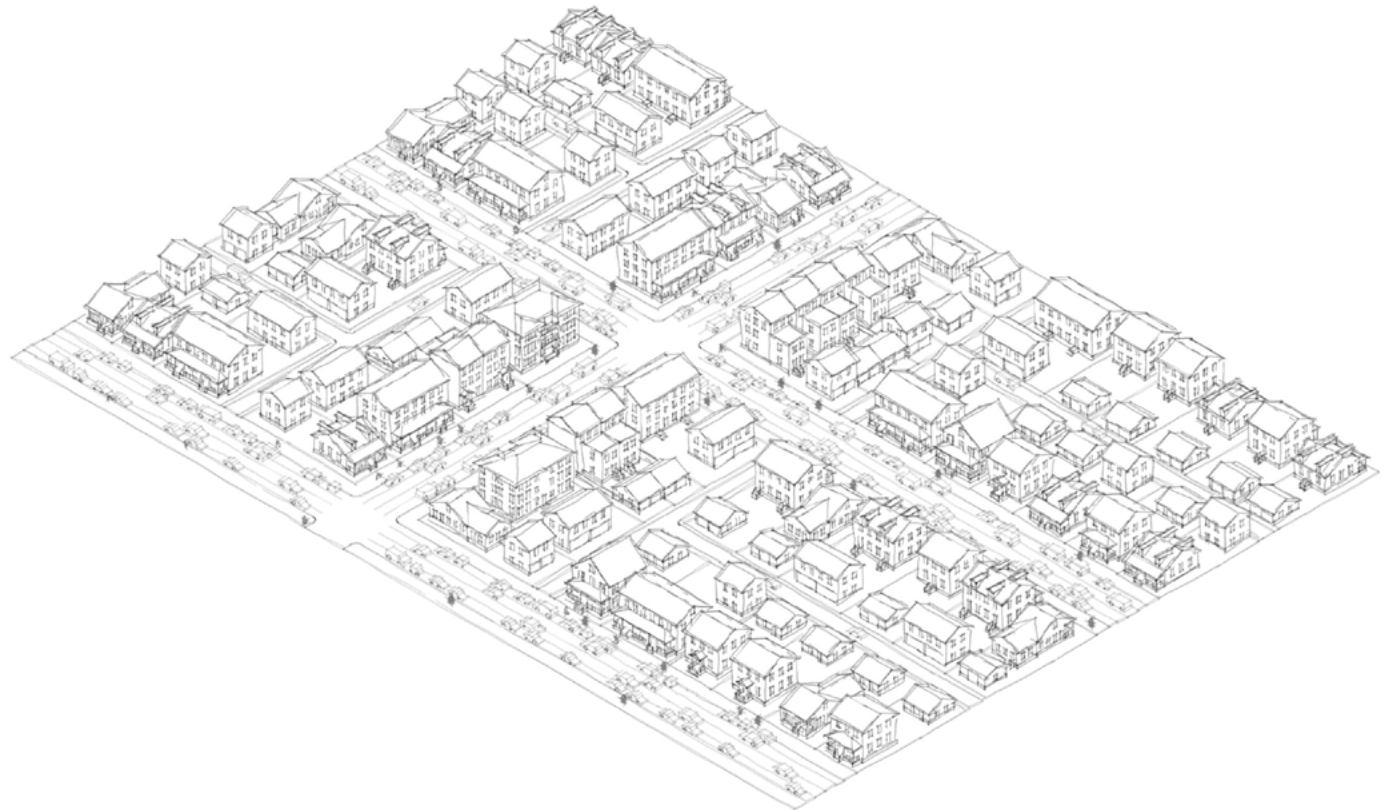


Anticipated building height: 3 stories

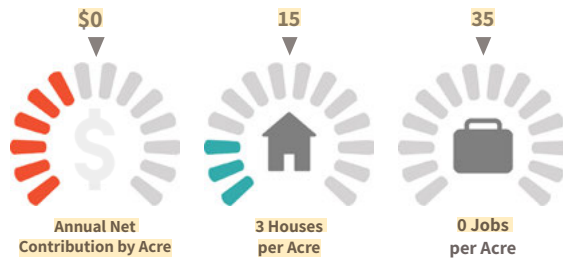
Walkable Neighborhoods combine **compatibly-scaled** single family homes, townhomes, and apartment buildings in a neighborhood **setting**.

They provide a high degree of housing diversity, allowing for more people of different **circumstances** to share the same neighborhood. They **also support** some small neighborhood shops and are often near Neighborhood Centers and parks, making it easy to walk and bike for frequent trips.

Financially, mixed neighborhoods don't fully cover their costs, but by providing housing in a compact footprint, they reduce the amount of **land needed for growth**.



TRADITIONAL NEIGHBORHOOD

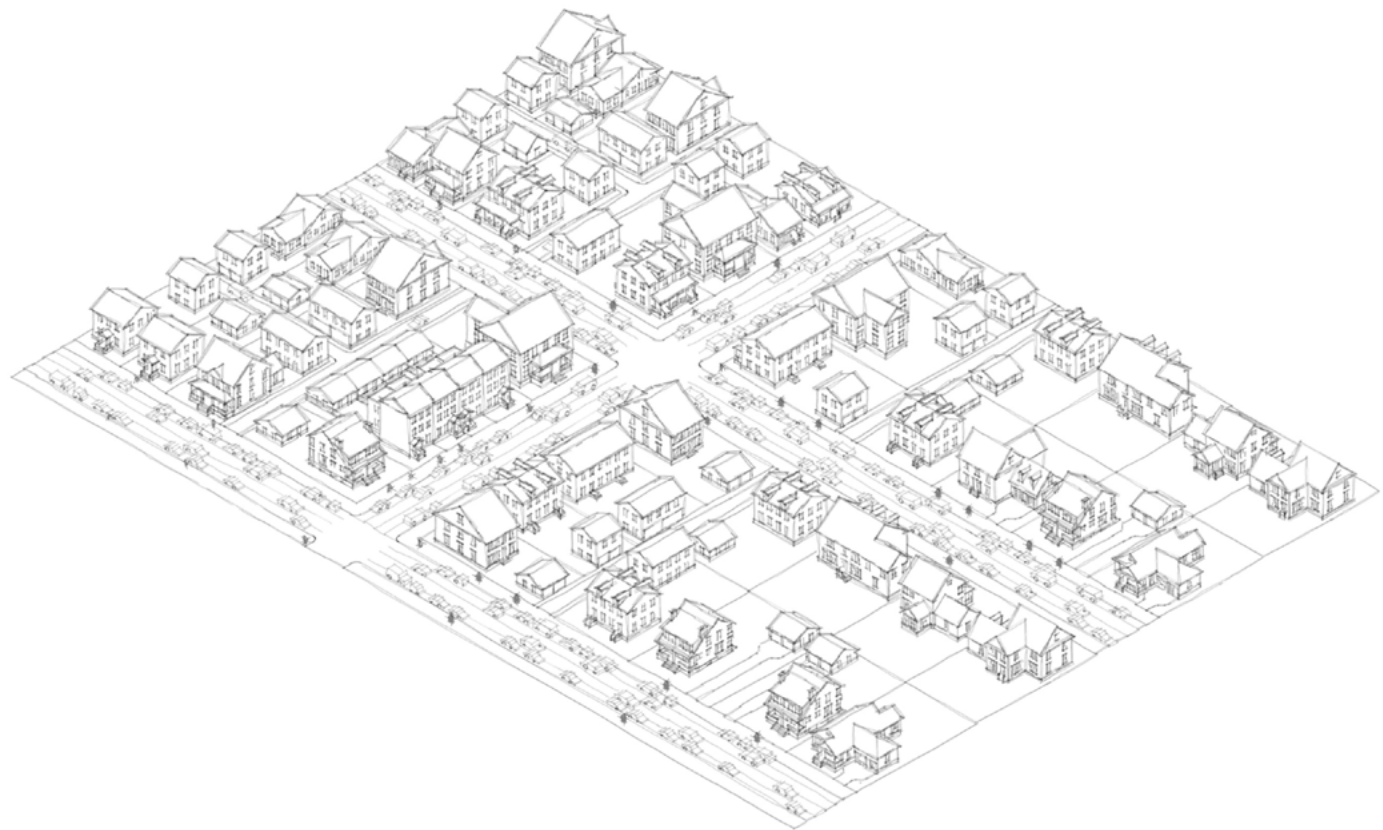


Anticipated building height: 2.5-3 stories

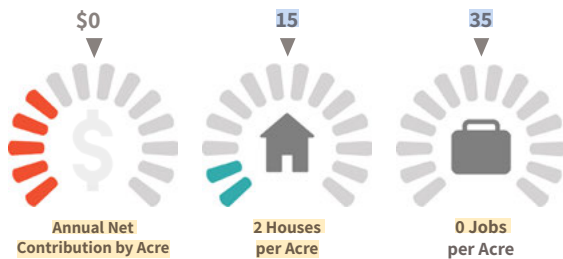
Traditional Neighborhoods serve as a bridge between denser, more mixed-use Walkable Neighborhoods and more dispersed and **auto-mobile-oriented Suburban Neighborhoods**. As such, they merge features of both.

Characterized by gridded, walkable blocks of single family homes, townhomes, and small-scaled apartment buildings, they provide diverse housing opportunities while easing the way towards areas of single family homes only.

Lots are formally structured but grow incrementally larger as you move outward, maintaining the viability of walking and biking for many trips while contributing to a more relaxed residential character.



SUBURBAN NEIGHBORHOOD

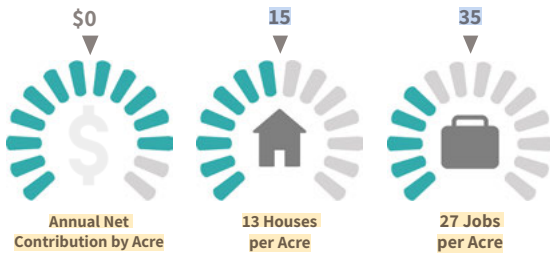


Anticipated building height: 2.5-3 stories

Suburban Neighborhoods, often referred to as **subdivisions**, consist mainly of single family homes on comparatively larger **lots**, **some including accessory dwellings within the main house volume or in a detached building**. They are generally quiet areas more removed from most commercial amenities. Family-oriented, often with large concentrations of children, suburban neighborhoods are often preferred by growing families. Because houses are on larger properties, buildings are more spread out and car trips are required for most needs. Suburban Neighborhoods don't cover their own costs, but they provide housing needed for a large segment of the community, including families raising the next generation of Bentonville residents.

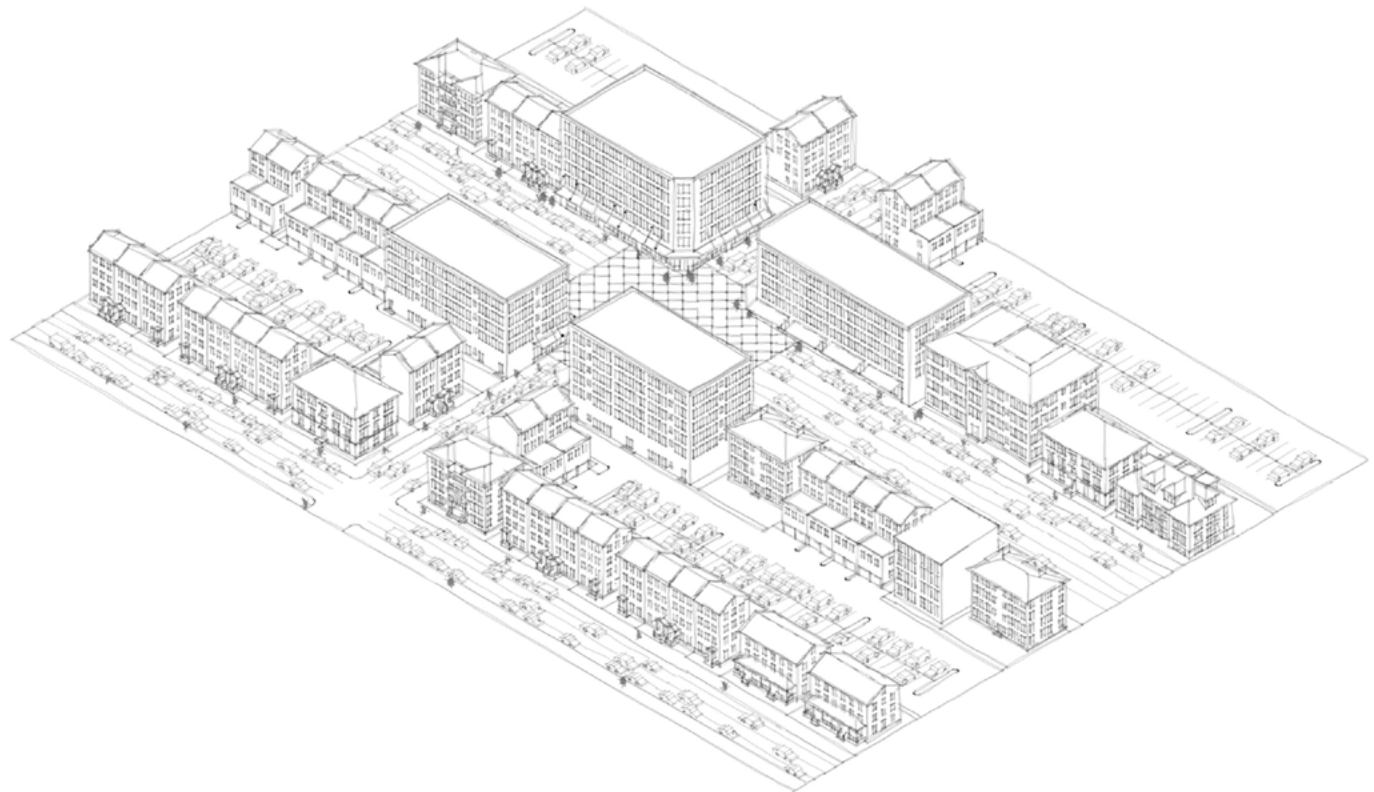


URBAN CORRIDOR

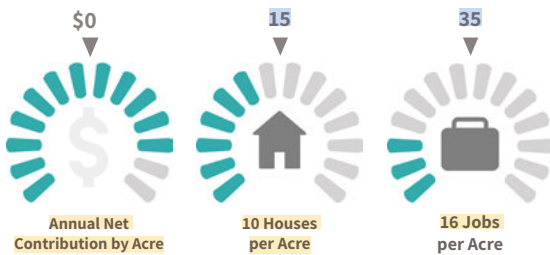


Anticipated building height: 3-6 stories

Urban Corridors are primary thoroughfares fronted by larger multi-family and office **buildings** interspersed with **neighborhood-serving commercial uses**. They feature development on unbuilt properties as well as new uses added to properties only partially built out. Comparable to but more intense than Walkable Corridors, they allow for large numbers of people to safely walk or bike to jobs and daily needs. Urban Corridors are strong tax contributors, **outperforming** all other place types except Regional and City Centers.



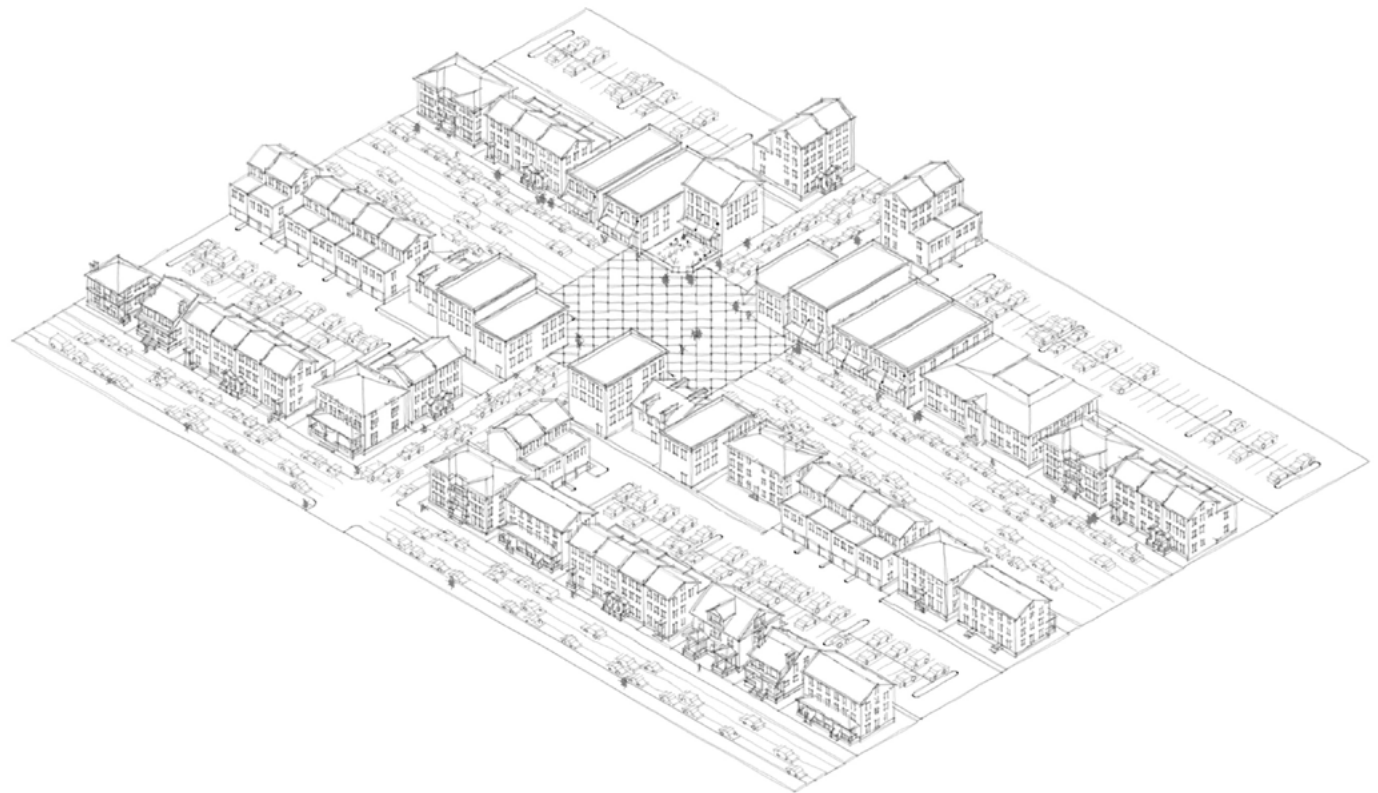
WALKABLE CORRIDOR



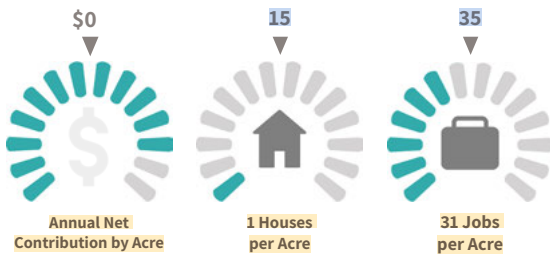
Anticipated building height: 3-5 stories

Walkable Corridor refers to areas that once were large arterial roadways lined by **strip-commercial uses** but **maintain the** potential to become a sort of Neighborhood Center in linear form; a more human-scaled, connected destination where adjacent neighbors can safely walk or bike to retail and services. They consist of mixed-use developments, apartments, and townhomes on unbuilt properties and new uses added to properties only partially built upon. Together they support more businesses and residents in close proximity.

Financially, Walkable Corridors perform better than Suburban Corridors as an alternative land use along **arterial** roadways.

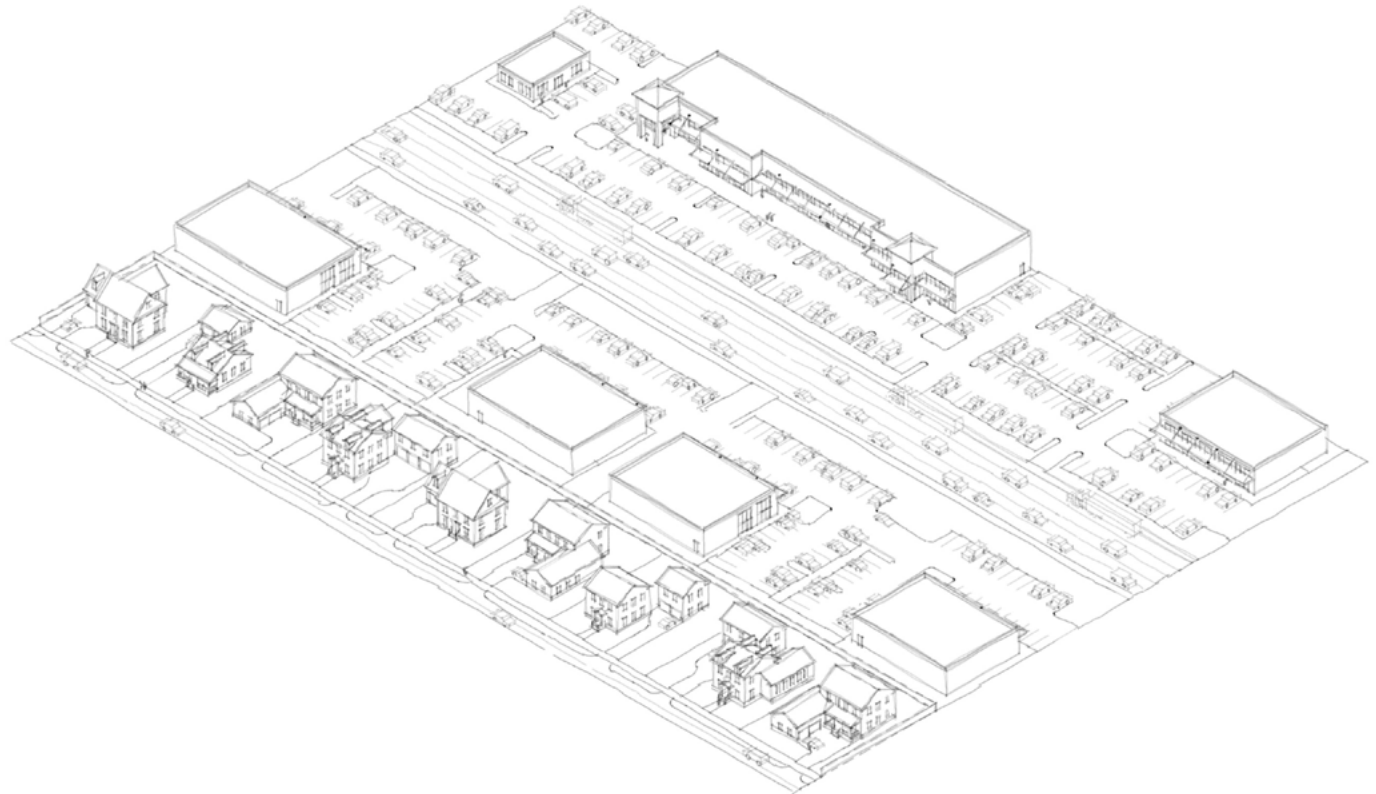


SUBURBAN CORRIDOR



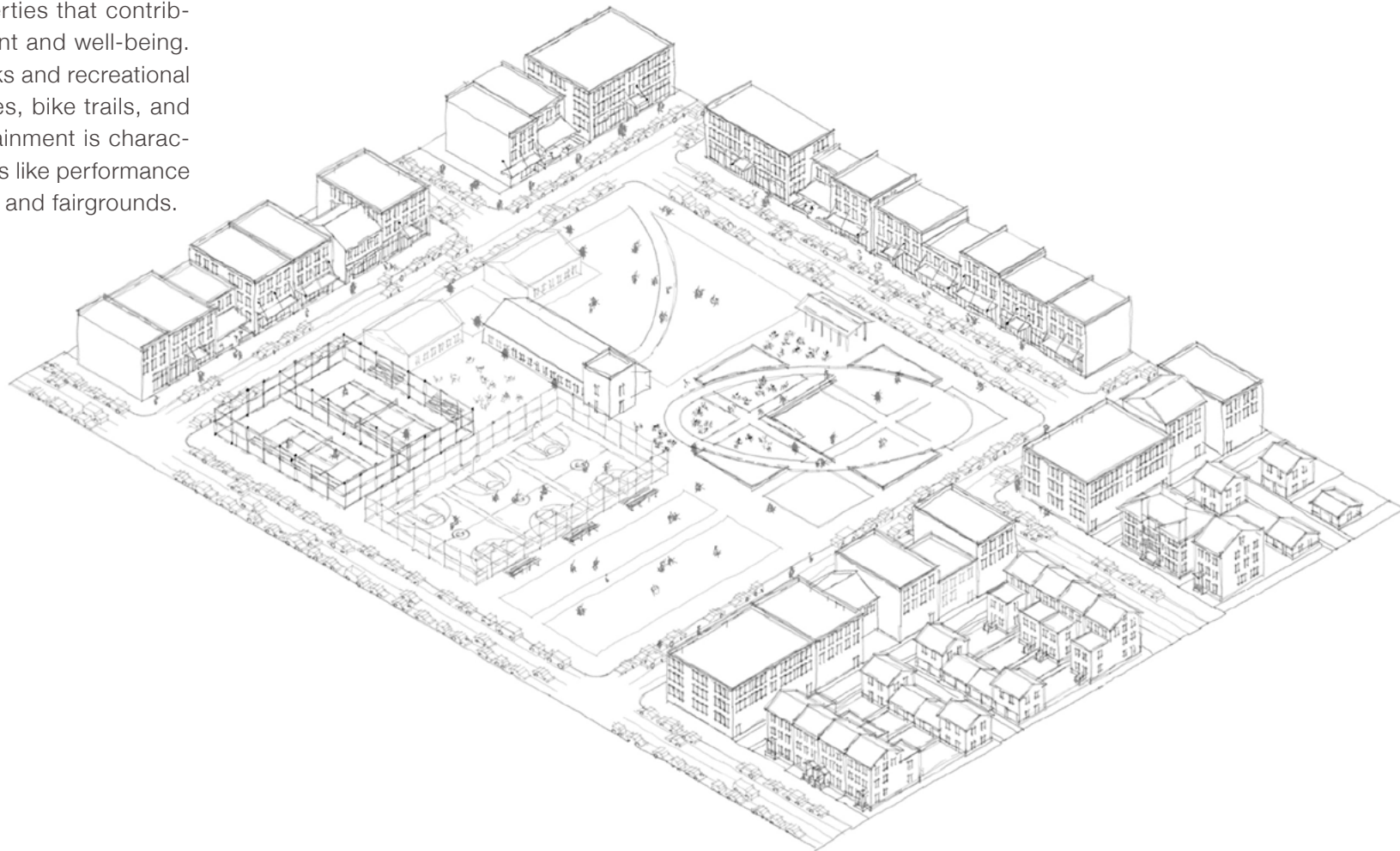
Anticipated building height: 2-4 stories

Suburban Corridors are areas comprised of large format retail environments like big box stores, shopping malls, car sales, and large industrial facilities, as well as residential **developments** serving regional commuters. Because these areas cater to those traveling primarily by car, they feature large parking areas and related drainage which limits their financial performance. Nonetheless, largely through sales tax revenue, Suburban Corridors **generate** more than their associated cost.

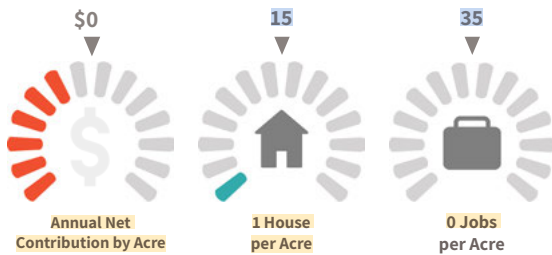


RECREATION

Recreation is defined by two categories: Parks and Public Space and Outdoor Entertainment. Parks and Public Space refers to both public and privately owned properties that contribute to community enjoyment and well-being. This includes the city's parks and recreational amenities, gathering spaces, bike trails, and museums. Outdoor Entertainment is characterized by larger format uses like performance venues, amusement parks, and fairgrounds.

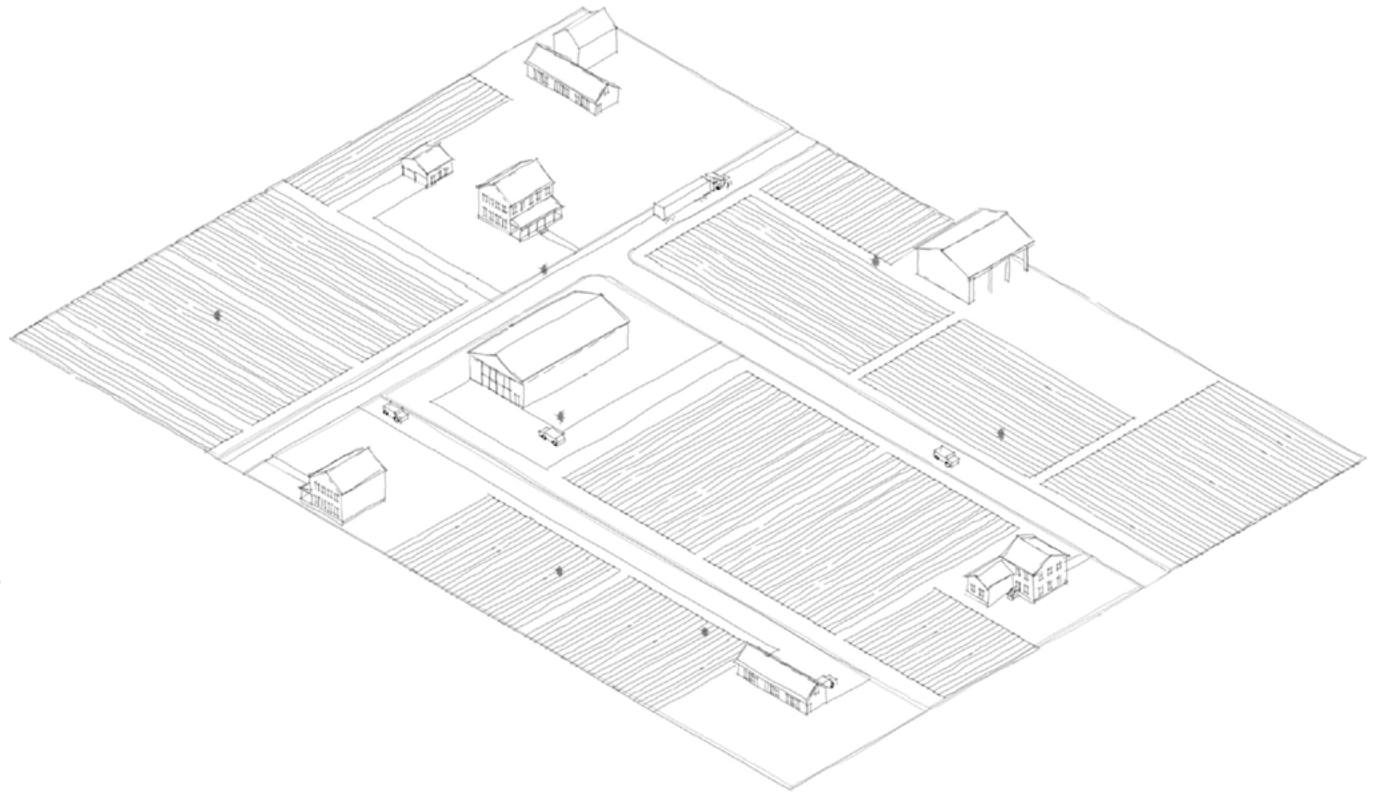


RURAL AND ESTATES

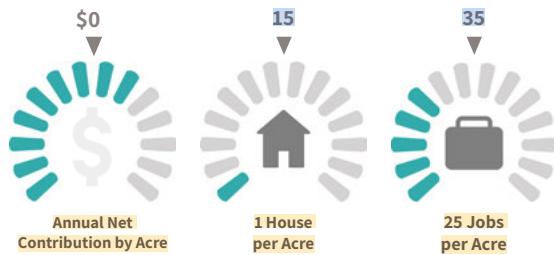


Anticipated building height: 2.5 stories; and taller structures for agricultural operations

Rural and Estates areas, with their low population densities and wide open spaces, put the country in “town and country.” Characterized by agricultural uses, natural landscapes, and dispersed residential on large lots, they offer a tranquil sense of retreat from more vibrant place types but also require driving for most needs. Economically, these areas come very close to covering their own costs, largely due to their limited infrastructure and public amenities.



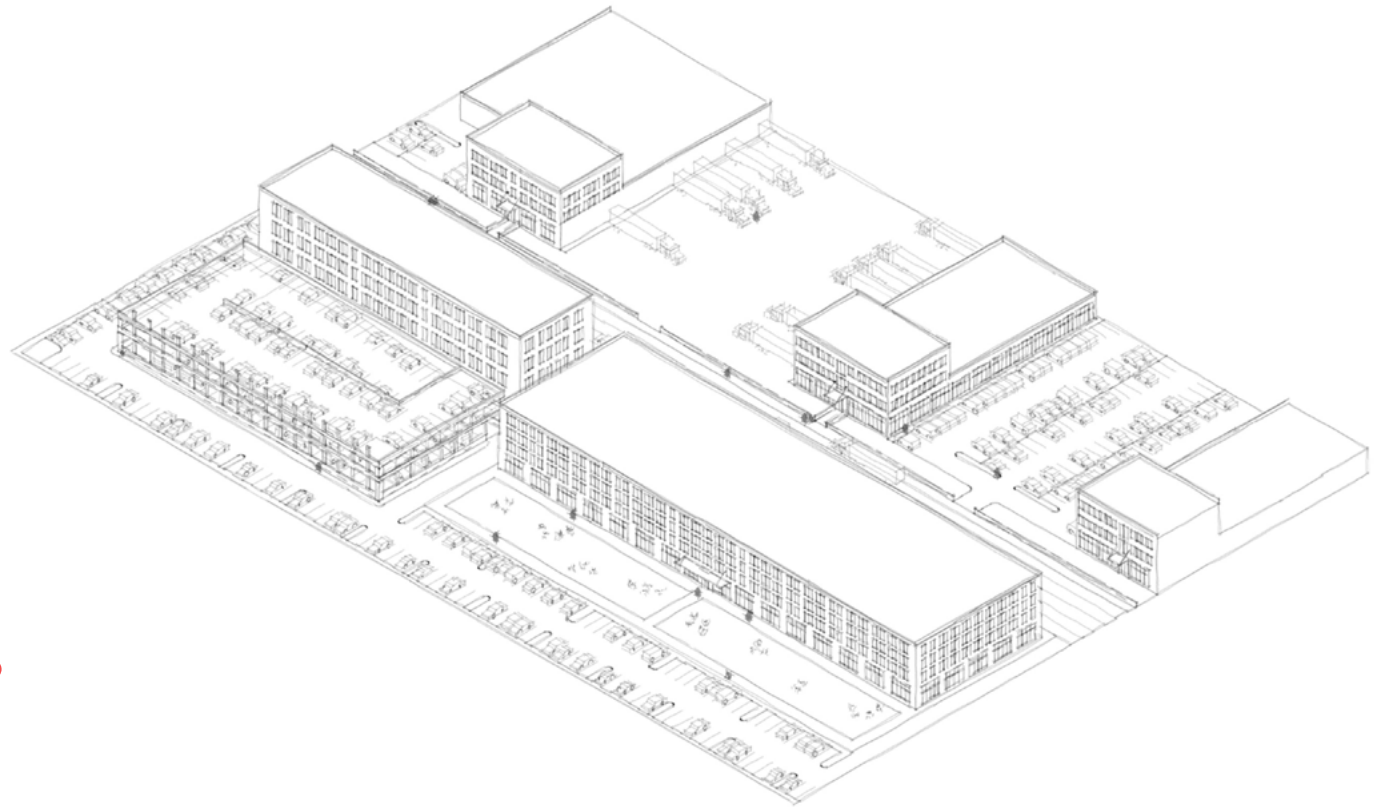
INDUSTRY AND TECHNOLOGY



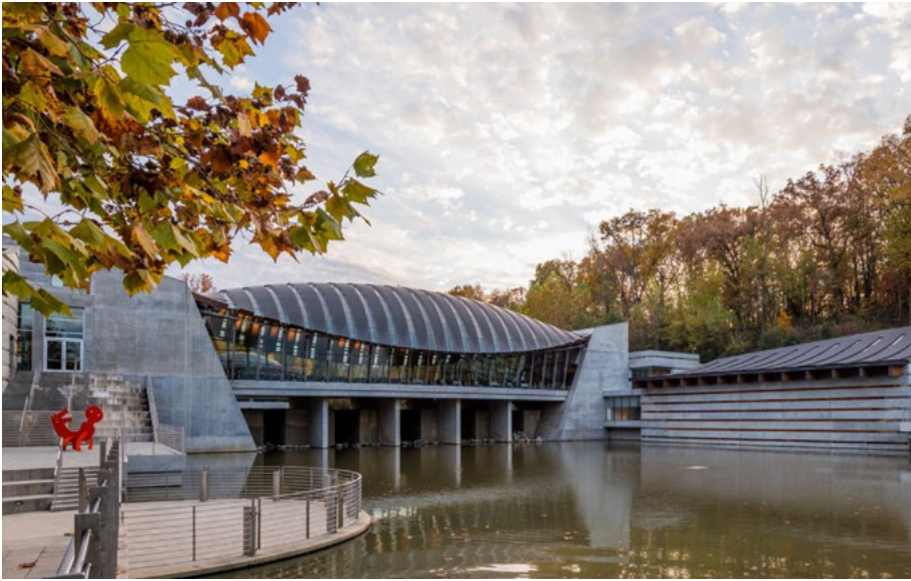
Anticipated building height: up to 5 stories or 60 feet

Industrial and Technology refers to areas that, in earlier times, were characterized as light industrial. Today these areas feature all aspects of the maker economy — technology startups, light manufacturing, warehousing and distribution, art galleries, artisans, craftspeople, and other made-by-hand enterprises. Such areas play an important role in accommodating and concentrating non-corporate employment, providing space for start-up businesses and businesses that support the larger local and regional economy. Because of the format of buildings and general lack of housing, they don't cover their costs.

However Industrial and Technology place types play an important role in the employment ecosystem which indirectly contributes to sales and property taxes.



CIVIC AND INSTITUTIONAL



Civic and Institutional areas are typically designed with a campus-like layout, which distinguishes them from other Place Types structured around a traditional street and block system. These areas may vary widely, encompassing uses such as hospital campuses, research institutions, and cultural centers, each with unique features that support their primary function, like housing and services for students or employees. Some Civic and Institutional areas may be dense, with few open spaces, while others, particularly cultural sites, may include substantial green spaces or natural areas. Civic and Institutional areas serve an essential role in the local economy, driving tourism,

fostering new businesses, attracting research initiatives, and providing educational opportunities. The campus format means that building design, green space, and circulation within each area are highly specialized to its purpose, resulting in unique layouts. Although many Civic and Institutional campuses are nonprofit and don't directly cover municipal costs, they support the employment landscape and stimulate the local economy, indirectly contributing to property and sales tax revenue.

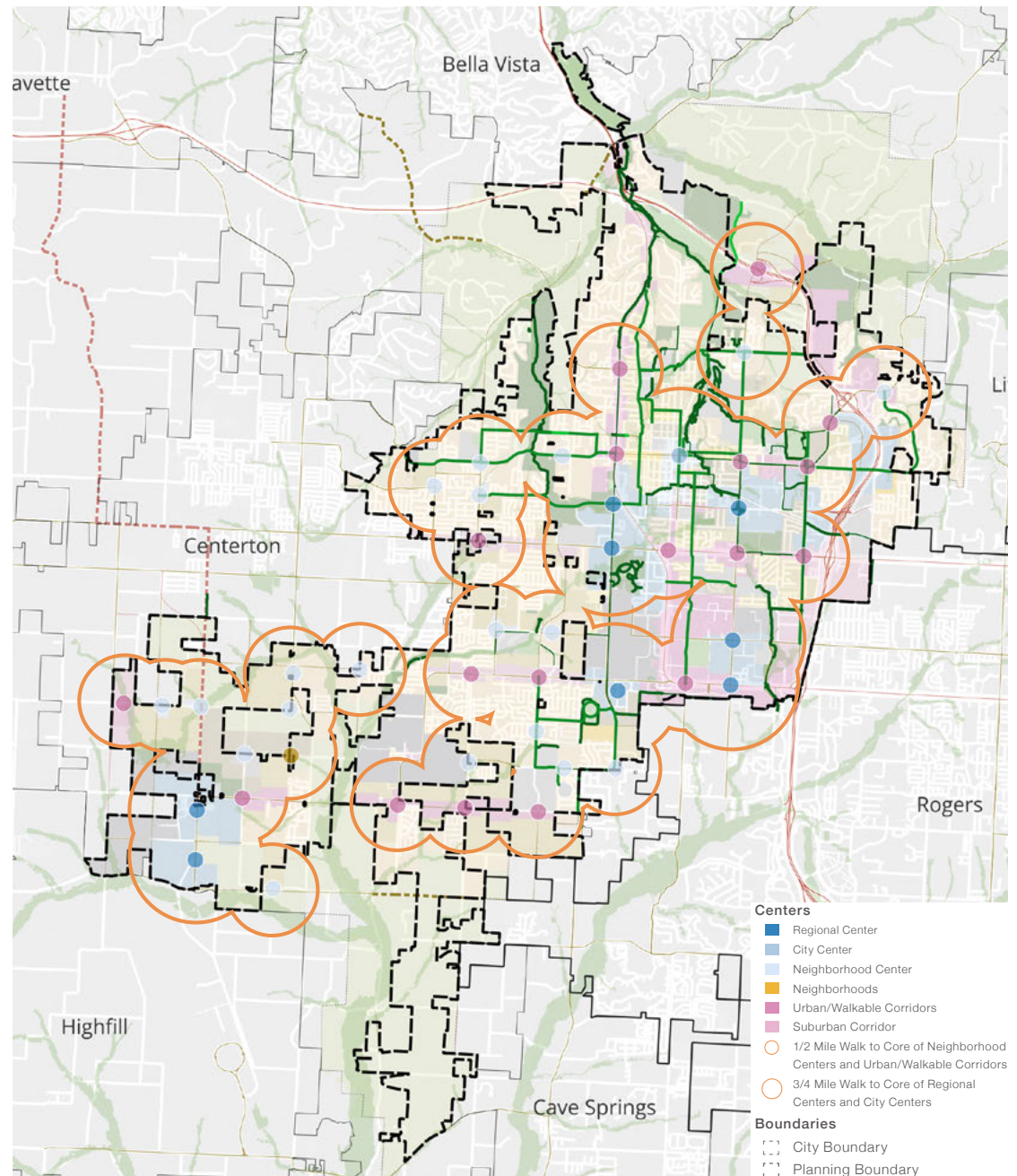


GETTING AROUND BENTONVILLE

Bentonville's rapid growth and increasing population necessitate a mobility strategy that provides practical, efficient, and accessible options for all residents and visitors. The city's current transportation network, shaped by car dependency, faces challenges such as congestion, limited connectivity, and unequal access to alternative travel modes. The Community Plan focuses on land use strategies designed to support enhanced mobility choices across cycling, walking, and public transit while optimizing road systems to ensure seamless travel for all users. By diversifying transportation options and improving infrastructure, Bentonville can create a balanced, user-friendly network that serves a dynamic, growing community.

Future policies and mobility investments should:

1. **Expand mobility options:** Develop infrastructure that prioritizes walking, biking, and supports current and future transit alongside road networks.
2. **Improve connectivity:** Create well-connected networks for all modes of transportation, connecting more streets, bicycle ways, and sidewalks, enabling direct and convenient travel.
3. **Ensure equity:** Provide access to multiple mobility options for all community members.
4. **Foster economic growth:** Support businesses, employment hubs, and recreational areas through strategic mobility planning by providing convenient access for customers and employees across all modes.



Cycling Infrastructure: Expanding Options for Riders

Create a citywide cycling network that serves commuters, recreational riders, and visitors.

Bentonville has become a national leader in cycling, yet significant opportunities exist to further develop its infrastructure. Expanding protected bike lanes, integrating cycling with land use planning, and enhancing connections to major destinations will encourage more people to choose biking as a primary travel option. Strengthening programs like bike-sharing and providing wayfinding signage can make cycling more accessible for casual users and tourists.

Pedestrian Connectivity: Supporting Walkable Neighborhoods and Districts

Build a pedestrian-friendly city with safe, direct, and comfortable walking routes to essential services and amenities.

Walking offers a practical, low-cost mode of transportation for short trips. However, Bentonville's pedestrian network is concentrated in downtown areas, leaving many neighborhoods underserved and connections between districts difficult. Expanding sidewalks, ensuring safe crossings, and connecting walking paths and trails to schools, parks, and commercial centers will allow residents to travel safely and conveniently without a car.

Commuting Solutions: Diversifying Travel Modes

Reduce peak-hour congestion by promoting alternative commuting options and optimizing traffic flow.

Nearly 45,000 daily commuters travel to Bentonville, approaching the city's entire population. Expanding housing options near employment centers can shorten commutes and reduce dependency on cars. A multimodal approach—including cycling, walking, and carpooling—can distribute traffic and alleviate pressure on main corridors. Adding secondary routes and improving road efficiency will provide drivers with more options and smoother travel.

Future Transit: Planning for Regional Access and Future Transit Routes

Lay the foundation for future public transit systems by clustering development and creating natural transit hubs.

While Bentonville lacks a robust public transit network, thoughtful land use planning today can set the stage for future systems. Locating higher-density housing and employment centers near potential transit corridors ensures efficient service when transit becomes viable. Transit-ready development, paired with active transportation options, can provide residents with choices beyond driving.

Street Network Connectivity: Enhancing Mobility Through Direct Routes

Develop an interconnected street network that improves access for all transportation modes.

Fragmented street layouts force reliance on major roads, leading to congestion and limited mobility. By prioritizing a grid-style network in new developments and retrofitting connections in existing neighborhoods, Bentonville can create more travel options, reducing traffic concentration along the city's more significant roadways. A connected street system also supports active transportation by offering direct, safe routes for pedestrians and cyclists.

Complete Streets: Balancing Street Design to Serve All Users

Design streets that balance the needs of drivers, cyclists, pedestrians, and transit users.

Complete Streets principles ensure that streets cater to diverse travel needs, balanced according to differing user demands across the community. Adding bike lanes, pedestrian amenities, and safe transit stops makes streets accessible for all while reducing conflicts between modes. Designing streets to suit their surrounding Place Types ensures each area receives appropriate features, whether for busy commercial corridors or quiet residential zones.

Biking and Walking Integration: Enabling Mobility Modes Other Than Driving

Make biking and walking practical alternatives for everyday travel.

Walking and biking are essential to reducing congestion and broadening mobility options. Investments in mixed-use developments, pedestrian-friendly streets, and enhanced biking infrastructure encourage active transportation as a daily habit. Major projects like the Walmart Home Office's goal for bike commuting demonstrate how private initiatives can align with city goals, reducing overall traffic while increasing transportation equity.

Equitable Mobility: Meeting Diverse Needs

Ensure transportation options accommodate all community members, regardless of age, ability, or income.

A successful transportation network addresses the needs of all users, including children, seniors, and those without access to a car. Adding accessible pathways, affordable bike-share programs, and safe pedestrian crossings can ensure mobility equity across Bentonville's neighborhoods. Targeting underserved areas with improved infrastructure builds a more inclusive and resilient community.

Key Priorities for Bentonville's Mobility Future

- **Accessibility:** Ensure all transportation modes are available and convenient for every resident.
- **Efficiency:** Reduce travel times through well-designed routes and integration of multiple transportation options.
- **Safety:** Minimize vehicle speed and accident severity through placemaking, complete street design strategies, improved connectivity, and traffic-calming measures.
- **Community-Centered Design:** Align mobility strategies with the needs of Bentonville's growing population and local businesses by prioritizing pedestrians and cyclists, especially within hubs of community and commercial activity.

By focusing on expanding mobility options and improving connectivity, Bentonville can address its transportation challenges while enabling growth and supporting successful business and cultural communities.



Walmart Welcome Center Street Naming

1301 Southeast 8th Street

PC Date: 12/3/2024

Staff Report Details

Project Number	WAV24-0014
Applicant / Current Owner	Walmart
Site Area	
Current Zoning	Planned Unit Development (PUD)
Requested Zoning	
Current Future Land Use Map Designation	General Commercial
Requested Future Land Use Map Designation	
Development Type / Use	Walmart Campus Welcome Center
Related projects	PUD20-0002

Property Description

The subject property is located within the new Walmart Campus along 8th Street and various private streets. The site contains a parking lot that accompanies the Welcome Center for the Walmart Campus.

Project Details

The applicant is requesting a waiver from Article 1600 Addressing in order to address their Welcome Center as '1 Customer Drive.' This proposal would constitute waivers from several sections of this Article as summarized below:

1600.07.b Address grid centroid: The applicant is requesting the building number be '1,' whereas if the building were addressed per the Grid Centroid, the building number would be '1401,' and would be addressed off of 8th Street.

1600.09.j Prefix (directional) abbreviations: The applicant is requesting to forgo a prefix with the proposal. Per the Grid Centroid in Sec. 1600.07, a 'Southeast' prefix would typically be required.

1600.09.k Suffix: The applicant is requesting to use the 'Drive' suffix as opposed to the 'Road or Street'

Project Details

suffix that would typically be required for a North - South road.

Relationship to the General Plan / Projected Traffic Impact

Public Comment

Has Staff received Public Comment at the time of this report? : **No**

Analysis / Waivers

Conclusion

Additional Details



November 19, 2024

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

Subject: Walmart Campus
LSD Zone 1 Project # LSD20-0052
LSD Zone 2S Project # LSD22-0036
LSD Zone 4 Project # LSD21-0006

Dear Bentonville Planning Commission:

On behalf of Walmart, Gensler requests an address standards waiver request to permit the Welcome Center building in Zone 2S to be addressed as **1 CUSTOMER Dr.** The City of Bentonville Land Development Code, Article 1600 Addressing, Sec 1600.11, Addressing Standards provides:

“(a) Numbers only. Only numbers shall be used to address streets. Fractions, alphabets and/or decimals shall not be used for main addresses, apartments, or suites.”

The City GIS staff previously approved a swap of street names between SE CUSTOMER BLVD and SE RESPECT AVE in Zone 4 and to continue north across SE 8TH STREET in Zone 2S with SE CUSTOMER WAY back on May 12, 2023, during a meeting with Toni Forester and Jim Wheelless. We are now requesting removal of SE prefix, changes to suffix, flip private streets noted below, and add Associate Dr.

<u>Private Road (West to East)</u>	<u>Previously</u>	<u>Requested</u>
1	SE Customer Blvd	Excellence Dr
2	SE Respect Ave	Customer Dr
3	SE Excellence Way	Integrity Dr
4	SE Integrity Dr	Respect Dr
5	SE P Street	Associate Dr

As has become the practice across the county, Corporate Headquarters campuses across like Meta Headquarters (1 Hacker Way, Menlo Park, CA), Coca-Cola Company Headquarters (1 Coca Cola Plaza, Atlanta, GA), and Apple Park (One Apple Park Way, Cupertino, CA) share similar addressing. Walmart wishes to be consistent with national practice.

Thank you for your consideration of this request and please let us know if you need additional information.

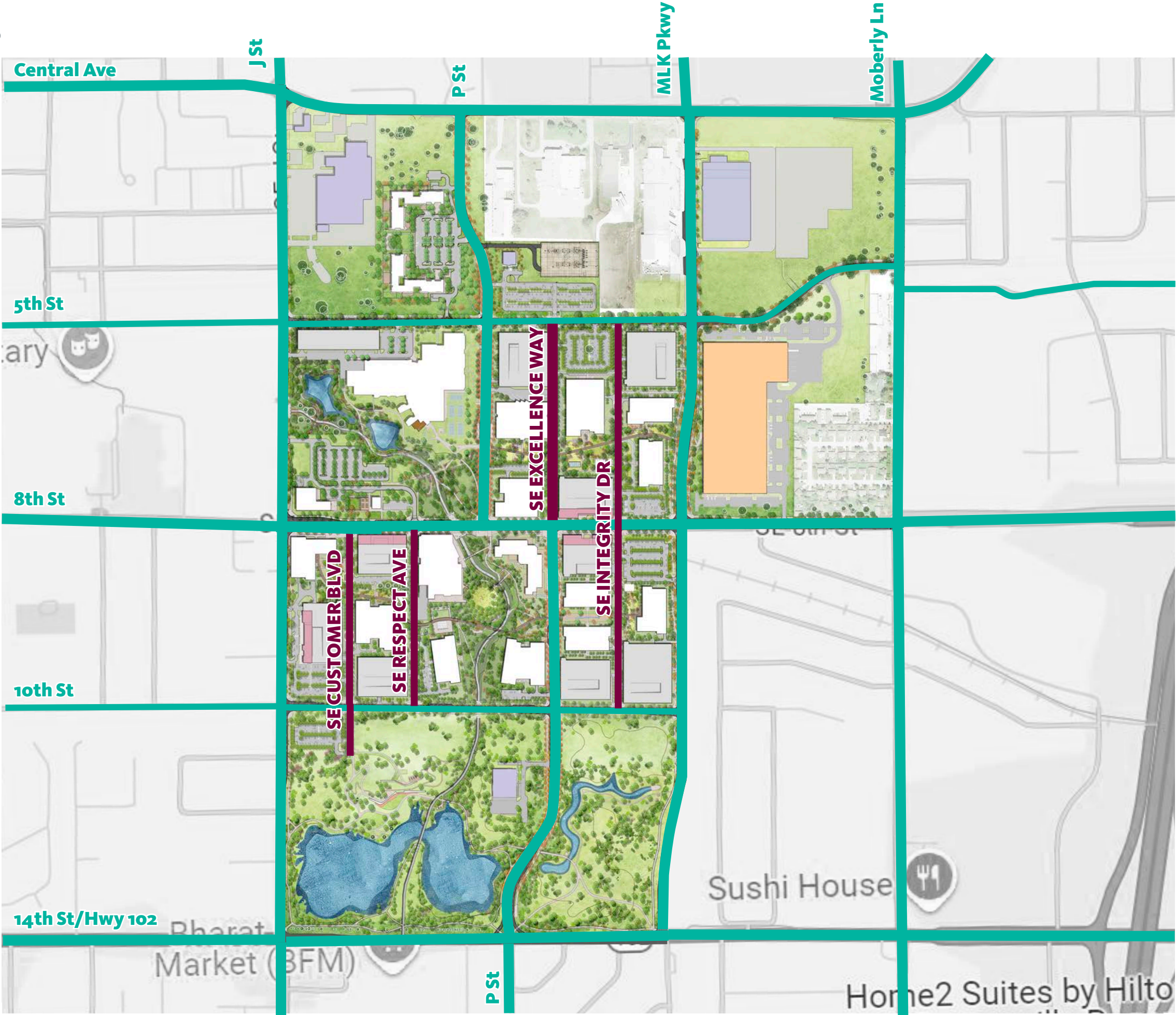
Sincerely,

A handwritten signature in black ink, appearing to be "CK", written over a horizontal line.

Christy Kim, Assoc. AIA, RID, LEED AP BD+C
Principal | Project Director | Studio Director

CURRENT STREET NAMES

- STREET NAME CONTINUOUS OUTSIDE CAMPUS BOUNDARY
- STREET NAME CHOSEN BY WM



PROPOSED

- Maintain continuity for E/W Streets
- WM to name N/S Streets within campus boundary
 - P St removed; former P (S) to be part of SE Excellence Blvd, former P (N) to be new street

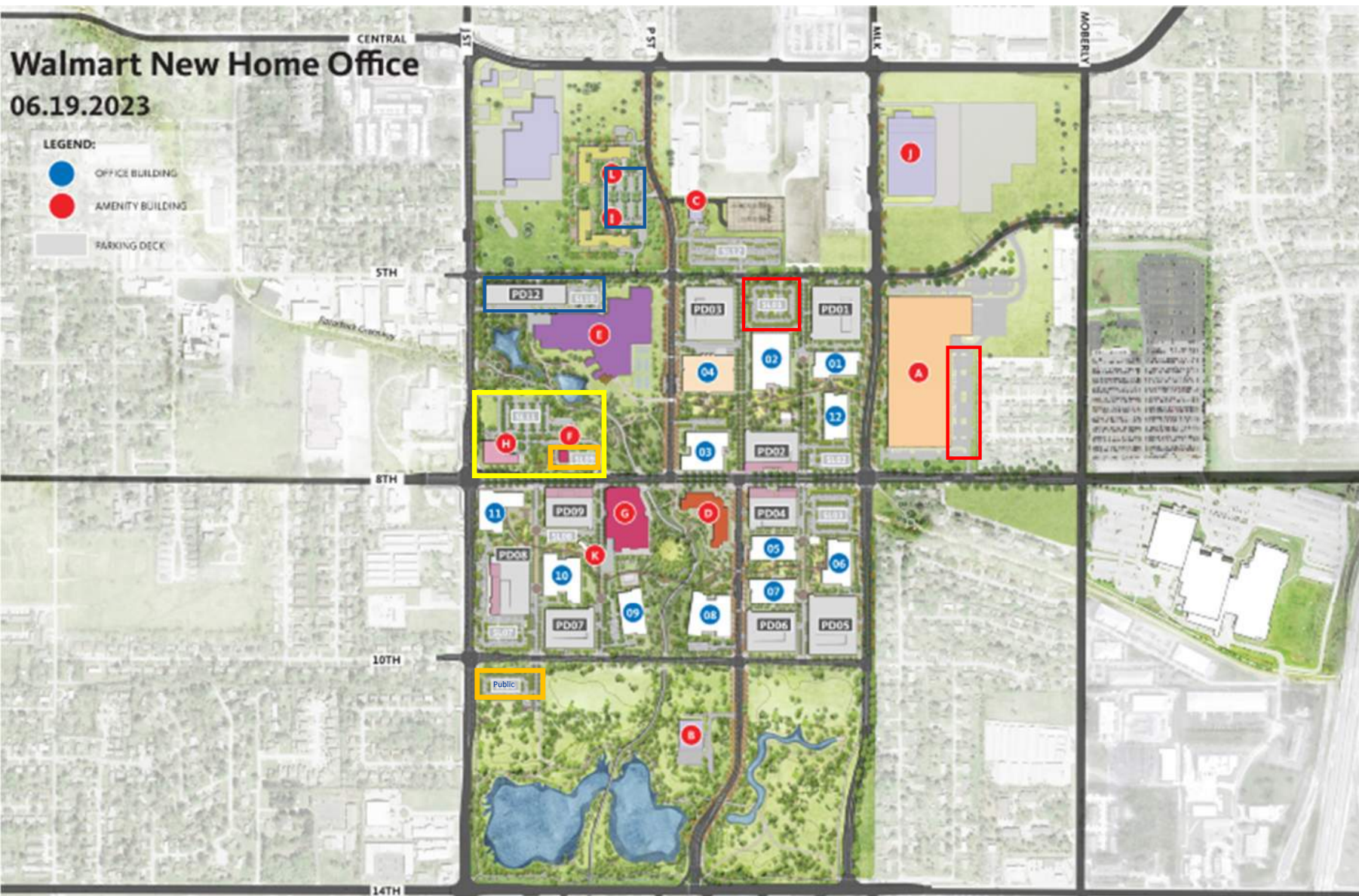
STREET NAME CONTINUOUS OUTSIDE CAMPUS BOUNDARY

STREET NAME CHOSEN BY WM

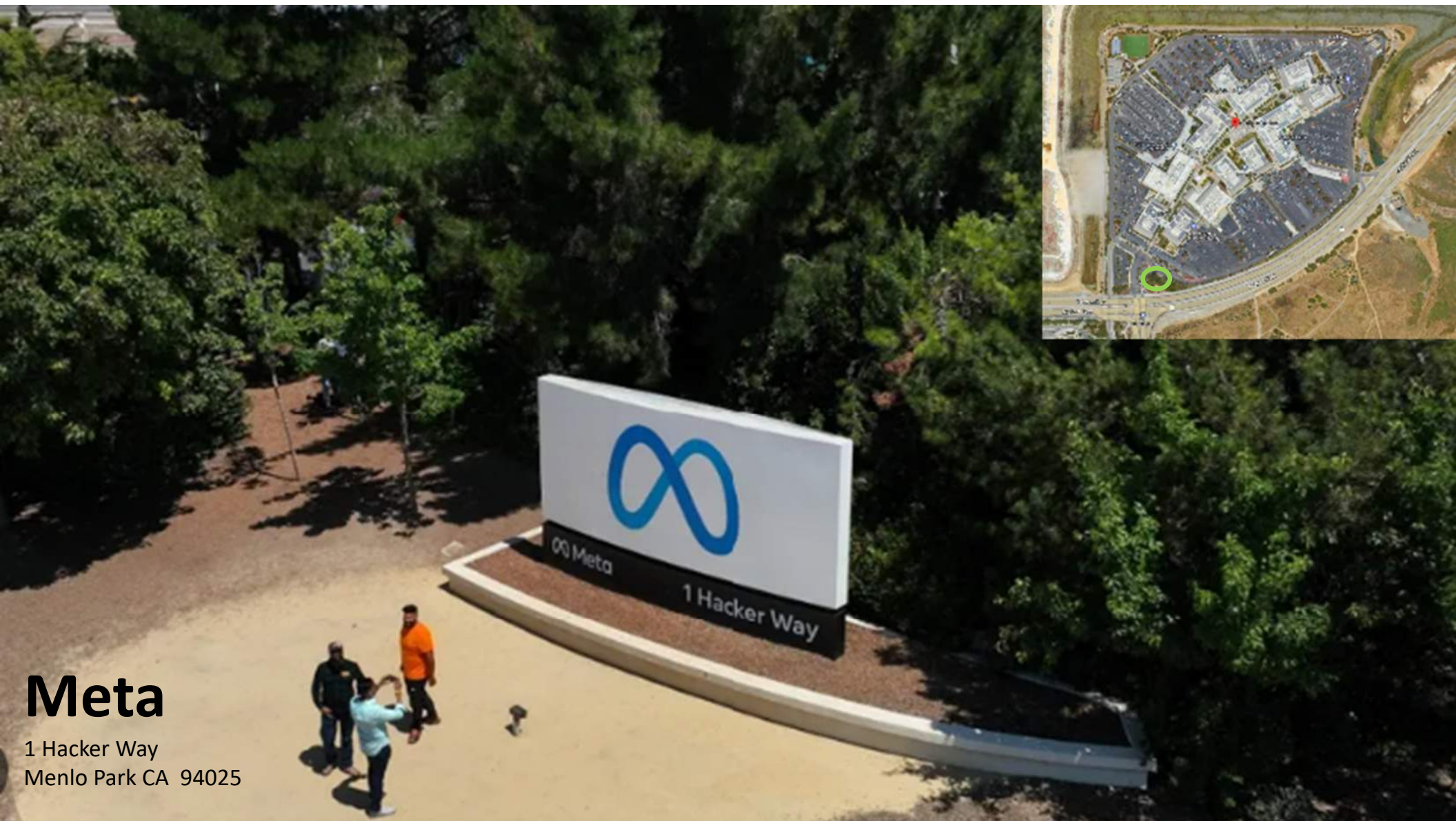
NEW STREET NAME CHOSEN BY WM

UPGRADED PRIVATE STREET SIGN TO MATCH CAMPUS WAYFINDING STANDARD



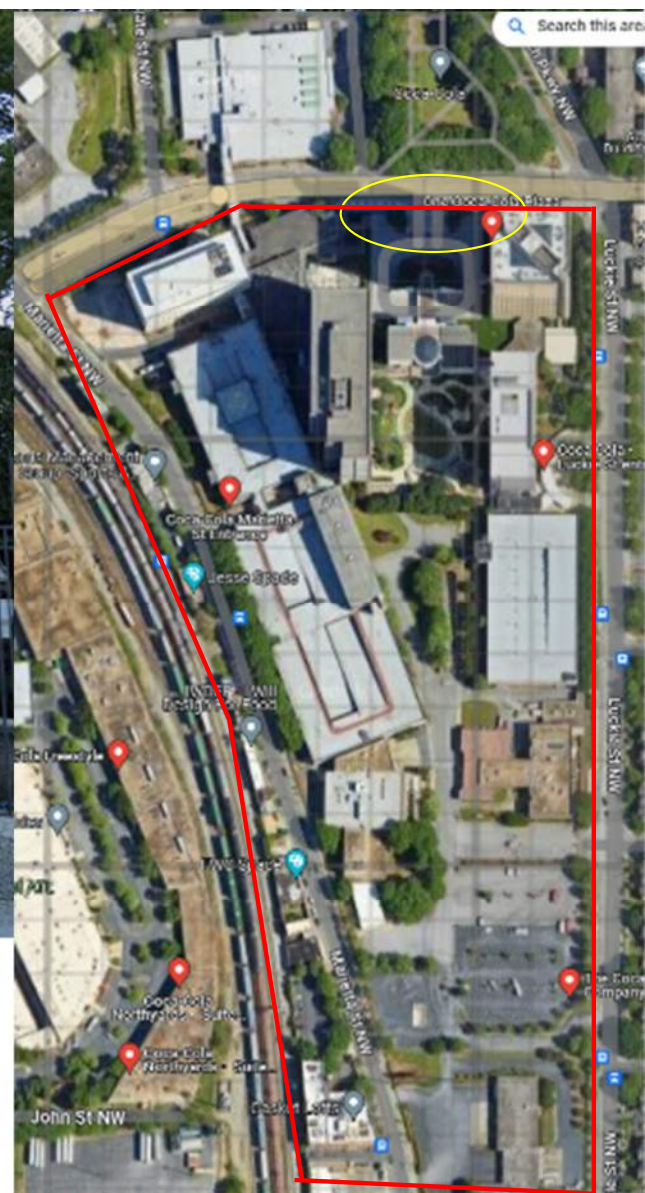


- Business Visitors
- WMT Family
- WMT Guests + Public
- Public



Meta

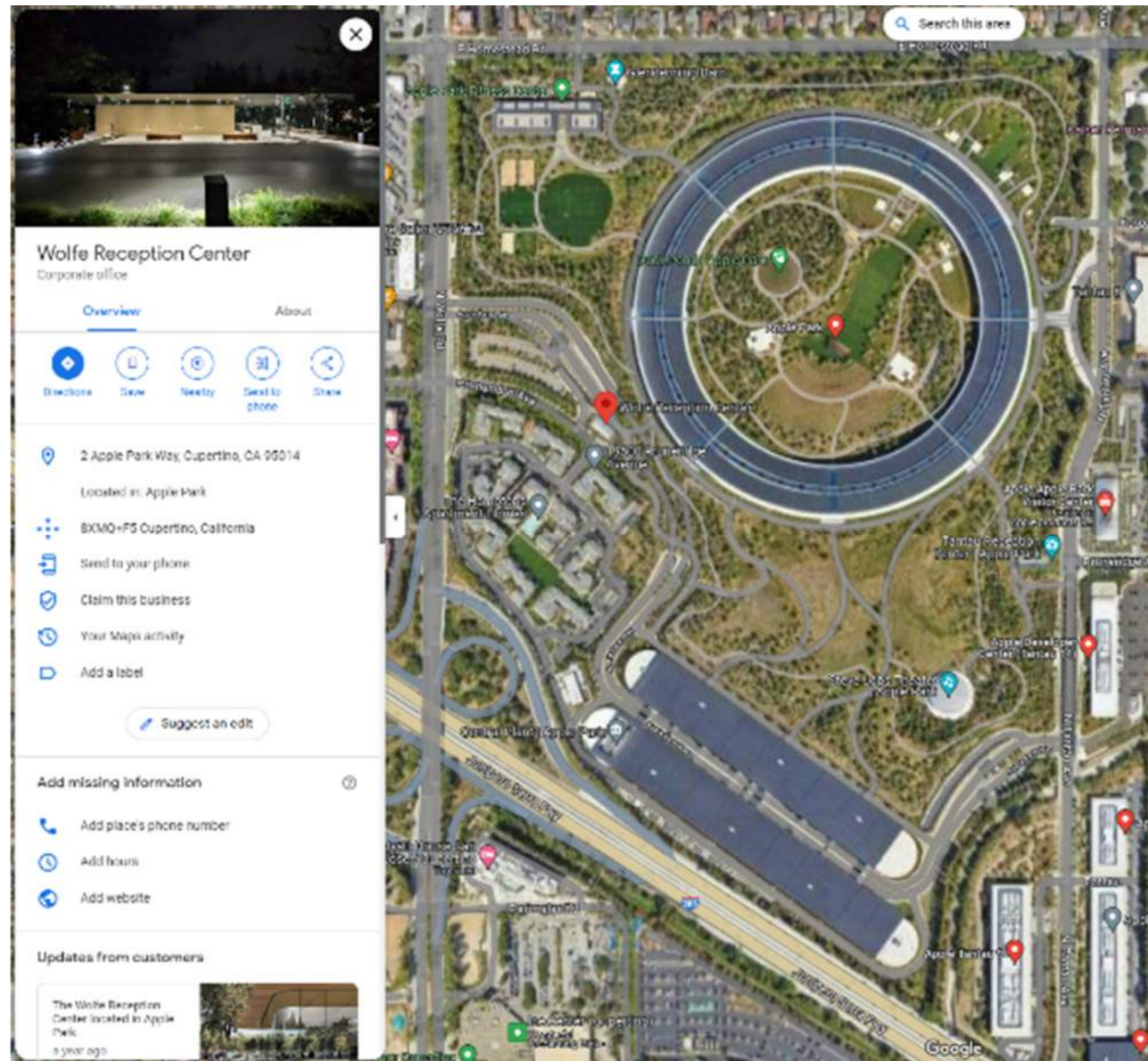
1 Hacker Way
Menlo Park CA 94025



One Coca-Cola Plaza
Atlanta, GA 30313

Apple

1 Apple Park Way
Cupertino CA 95014





J Street Apartments

3110 Southeast J Street

PC Date: 12/3/2024

Staff Report Details

Project Number	LSD24-0012
Applicant / Current Owner	Blew Inc / J STREET OF BENTONVILLE
Site Area	+/- 20 Acres
Current Zoning	R-4, High Density Multifamily Residential
Requested Zoning	N/A
Current Future Land Use Map Designation	High Density Residential (HDR)
Requested Future Land Use Map Designation	N/A
Development Type / Use	Multifamily
Related projects	RZ19-0019, LS21-0014

Property Description

The property is located at 3110 Southeast J Street. It is presently zoned R-4, High Density Multifamily Residential with a future land use designation of High Density Residential (HDR). Surrounding zoning districts include a majority of C-2, General Commercial with one A-1, Agriculture and one R-1, Low-Density Single-Family Residential zone properties nearby. The property has direct access to Southeast J Street.

Project Details

The applicant is proposing a multifamily development consisting of 26 three-story structures including 618 dwelling units and a one-story structure to serve as a clubhouse. The development does not meet the minimum parking requirements, providing 879 parking stalls including 26 ADA stalls, 729 standard stalls, and 124 compact stalls. The units are articulated along the entire façade. The grading and drainage for the building meets the requirements of the Land Development Code.

Relationship to the General Plan / Projected Traffic Impact

As this property develops from a vacant tract to a multi-family development, traffic will increase. The street

Relationship to the General Plan / Projected Traffic Impact

network will help to disperse the traffic onto Southeast J Street. This development is in Priority Area 2 Infill Development of the Bentonville Community Plan, which supports the development of vacant properties served by infrastructure within the context of existing development. The proposed development is in alignment with the community plan.

Public Comment

Has Staff received Public Comment at the time of this report? : **No**

Analysis / Waivers

Waiver 1: A waiver from the local street standards to waive the requirements for sidewalk within the right of way and allow it to be located on one side of the street along public property and reduce the width of a local street.

The northwest street connection uses a platted right of way section that is only 35 feet in width instead of the typical 50' width. The applicant is working with the Parks department to utilize a portion of land on Phillips Park to install sidewalk.

Waiver 2: A waiver from section 501.06 Number Of Off-Street Parking Spaces Required to provide 879 parking stalls instead of the required 932 (124 of those being proposed as compact parking spaces). The applicant has studied their parking needs for existing projects and determined that a parking ratio of 1.35 is too low and a ratio of 1.5 is too high. This project is proposed to be parked at a parking ratio of 1.41 and the City standard is 1.5.

Waiver 3: A waiver from section 501.02 Parking Dimensions to allow substandard parking stalls of 7'6" wide and 15' deep.

Conclusion

The proposed large-scale development does not meet the minimum requirements of the Land Development Code and Zoning Code. The applicant is requesting to utilize special use primary materials on a majority of the building facades. Fiber cement siding is a common material utilized in residential development and the applicant has supplied warranty information for the material.

The applicant is requesting a waiver from the required parking stall count and is also requesting to utilize compact spaces. While the development code does not specifically state that compact spaces are allowed, they can be beneficial in some instances. Staff supports the parking waiver request given the extensive parking management experience the applicant has in managing apartments.

Finally, the applicant is proposing to modify the local street standard for the placement of sidewalk and to provide 3 feet less width for the north westerly access point to meet existing conditions. The applicant is in the process of obtaining permission from the Parks Department to install a sidewalk on Phillips Park property that may or may not materialize. This waiver would allow the project to be approved without sidewalk along this access road. The ROW width that is currently platted is only 35ft wide due to previous actions to use it as a preservation buffer.

If the Planning Commission approves of the requested waivers, Staff recommends approval of this large scale. If the Planning Commission denies any of the waivers, Staff recommend the applicant table the project.

Additional Details

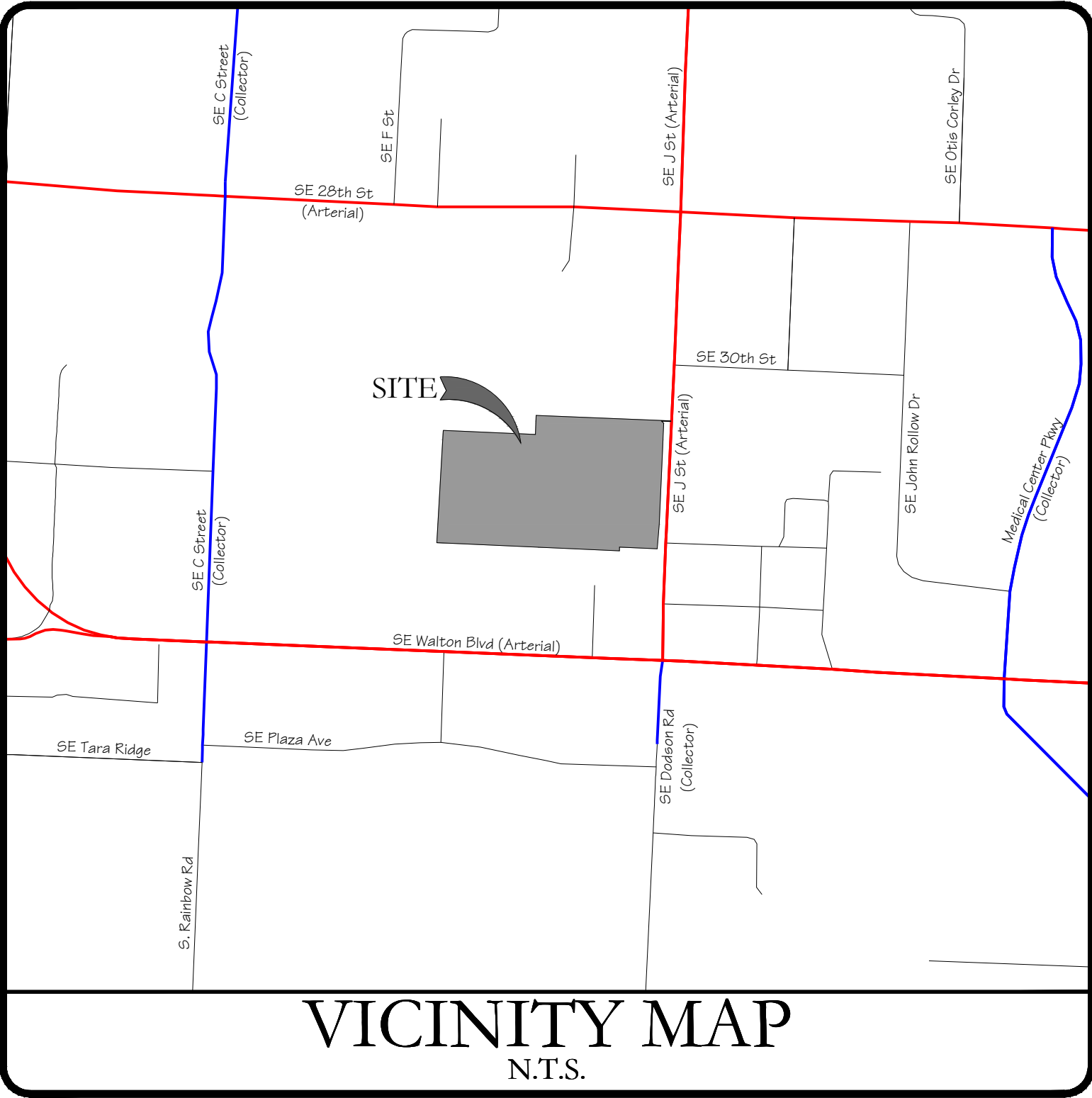
 **PENDING PC Items**



LSD24-0012
J Street of Bentonville
Large Scale Development



p:\2014-1889\j street apartments (civil drawings)\2014-1889 civil 017.dwg - Plotted on 11/21/2024 5:00:15 PM @ a scale of 1:1 to autocad pdf (smallest file) pc3 by Jorge Du Quesne



General Notes:

- ✖ A minimum of forty eight (48) hours prior to any excavation or grading, Contractor shall contact the State One-Call system at 811 to locate all underground utilities. The Contractor shall notify the Engineer of Record immediately in the event that underground utilities are not shown on plan and / or conflict with proposed civil works.
- ✖ The Engineer of record shall not be held responsible for survey inaccuracies, survey omissions, or for design errors or omissions resulting from an inaccurate survey.
- ✖ Construction Contractor and his Subcontractors agree that in accordance with generally accepted construction practices and OSHA safety standards, Construction Contractor and his Subcontractors will be required to assume sole and complete responsibility for job site conditions during the course of construction of the project, including safety of all persons and property; that this requirement shall be made to apply continuously and not limited to normal working hours, and construction Contractor and his Subcontractors further agree to defend, indemnify and hold Design Professional harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except liability arising from the sole negligence of design professional.
- ✖ It is the responsibility of the Contractor to maintain all erosion and sediment control devices through all phases of construction. Erosion and sediment control devices may only be removed upon 70% stabilization of the site as defined by the State's Department of Environmental Quality's General Permit for Construction.
- ✖ The Contractor is to be solely responsible for any damage to neighboring properties during construction of this project.
- ✖ This project was designed in accordance with currently accepted industry design standards. The Engineer of Record does not warrant any work completed on site unless direct inspection by the Engineer of Record & proper testing by a state certified qualified inspection lab occurs during all phases of construction.
- ✖ The Contractor shall review the construction documents prior to any construction, and notify the Engineer of Record immediately upon discovery of any discrepancies that may occur on the drawings. All work shall discontinue until such time that the Engineer of Record has resolved said discrepancy.
- ✖ The Contractor shall be responsible for disposal of construction waste materials including but not limited to demolition materials, debris, contaminated soils / materials, etc. in a lawful manner, at state and federally accepted disposal sites.
- ✖ The Contractor is responsible for obtaining and constructing in accordance with the stricter of: these construction documents and any associated details & specifications; and all municipalities / governing agencies' standards and specifications for construction.
- ✖ This drawing set and associated site, grading, utility, etc. plans are representations of the construction design and shall not be scaled to determine dimensions.

Survey Description

PARCEL 01-00157-000

A part of the northeast quarter of the northwest quarter of Section 8, Township 19 North, Range 30 West, Benton County, Arkansas, being more particularly described as follows, to-wit: beginning at a point which is S87°41'26"E 542.70' from the southwest corner of said forty acre tract, and running thence N02°20'38"E 110.00' to a set iron pin, thence S87°42'28"E 792.00' to a point on the east line of said forty acre tract, thence with said east line S02°28'06"W 3.92', thence leaving said east line N87°35'11"W 53.89' to a found Arkansas Highway and Transportation Department monument on the westerly Right-of-Way of Southeast J Street, thence with said westerly Right-of-Way S42°44'51"E 17.97' to a found Arkansas Highway and Transportation Department monument, thence continuing with said westerly Right-of-Way S02°33'50"W 93.72' to a point on the south line of said forty acre tract, from which a found cotton picker spindle for the southeast corner of said forty acre tract bears S87°41'26"E 41.29', thence leaving said westerly right-of-way N87°41'26"W 750.47' to the point of beginning. Containing 1.90 acres more or less. Subject to easements and rights-of-way of record.

PARCEL 01-00177-000

A part of the southeast quarter of the northwest quarter of Section 8, Township 19 North, Range 30 West, Benton County, Arkansas, being more particularly described as follows, to-wit: beginning at the northwest corner of said forty-acre tract, and running thence S87°31'50"E 1293.17' to a found Arkansas Highway and Transportation Department monument on the westerly Right-of-Way of Southeast J Street, thence with said westerly Right-of-Way S02°31'35"W 495.05' to a found Arkansas Highway and Transportation Department monument, thence continuing with said westerly Right-of-Way S04°35'27"W 146.19' to a found Arkansas Highway and Transportation Department monument, thence leaving said westerly Right-of-Way N87°25'12"W 221.05' to a found iron pin, thence S02°00'41"W 21.68' to a found iron pin, thence N87°25'07"W 1075.03' to a found iron pin, thence N03°13'10"E 660.34' to the point of beginning, from which a found iron pin bears N01°56'19"E 3.50'. Containing 19.58 acres more or less. Subject to easements and rights-of-way of record.

Waiver Request:

PARKING WAIVER

Required Parking (3 spaces per 2 dwelling units) currently sits at 932 spaces.

COMPACT PARKING SPACES WAIVER

The developer is requesting that 124 (14%) of the provided spaces be "compact" or 7'-0" wide x 15' deep with the understanding that there are multiple compact vehicles / motorcycles that will occupy less space and thereby reduce the amount of pavement required for said vehicle / motorcycle.

BUILDING MATERIAL WAIVER

We request that the primary building materials be allowed to be less than the 75% required by code. We are asking that the Planning Commission approve the percentages shown in the Architectural Elevations.

Army Corp of Engineers:

The U.S. Army Corps of Engineers, Little Rock District Issued Nationwide Permit No. SW1-2021-00113 dated September 11, 2024. The permit authorizes the placement of fill material within 229 linear feet of Intermittent Stream, the piping of 67 linear feet of Intermittent Stream, and the placement of 0.21 acre of fill within onsite wetlands for the construction of a multi-family residential development. See the Permit for More Information.

Applicable Specifications:

- ✖ 2021 Arkansas Fire Prevention Code Volumes I - III
- ✖ 2018 Arkansas Plumbing Code
- ✖ Arkansas State Board of Health's Department of Health Center for Local Public Health Environmental Health Branch Engineering Section's Rules Pertaining to Public Water Systems, Effective January 27, 2020.
- ✖ Recommended Standards for Wastewater Facilities 2014 Edition
- ✖ 2022 Edition of Recommended Standards for Water Works
- ✖ Bentonville's Electric Department's BEUD Electric Specifications, Revision 4, Revised April 2019
- ✖ Bentonville's Stormwater and Drainage Manual, Dated October 2008
- ✖ Bentonville's Minimum Standard Specifications for Streets (Street Specifications) Amended May 14, 2024
- ✖ Bentonville's Water Utilities Department Specifications 2021, Council Approved - June 22, 2021, Approved by Arkansas Department of Health - April 1, 2021.

Contact Information:

OWNER / DEVELOPER
J Street of Bentonville, ALP
Hugh Jarrett
1200 E. Joyce Street, 6th fl.
Fayetteville, AR 72703
Ph: (479) 521-6686

CIVIL ENGINEER:
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5102 S. Pinnacle Hills Pkwy
Rogers, AR 72758
Ph: (479) 443-4506
Fax: (479) 582-1883

LAND SURVEYOR:
Blew & Associates, PA
Buckley Blew, P.L.S.
3825 N. Shiloh Dr.
Fayetteville, AR 72703
Ph: (479) 443-4506

BLACK HILLS ENERGY:
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1301 Federal Way
PO Box 2129
Lowell, AR 72745
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Fayetteville, AR 72701
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bb6585@att.com

COX COMMUNICATIONS
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Springdale, AR 72762
Ph: (479) 263-7057
Cell: (479) 871-0174
chad.hodge@cox.com
CITY OF BENTONVILLE:
Building and Fire Safety
Brad Arnold
305 SW "A" St.
Bentonville, AR 72712
Ph: (479) 271-3108

Planning Department
Tyler Overstreet
Planning And Community
Development Director
305 SW "A" St.
Bentonville, AR 72712
Ph: (479) 271-3122
Fax: (479) 271-5906

Engineering Department
Ellen Norvell
City Engineer
3200 SW Municipal Dr.
Bentonville, AR 72712
Ph: (479) 271-5993
Fax: (479) 271-5906

Water Department
Beau Thompson
3200 SW Municipal Dr.
Bentonville, AR 72712
Ph: (479) 271-3140

Wastewater Department
Chris Earl
1901 NE "A" St.
Bentonville, AR 72712
Ph: (479) 271-3161
Fax: (479) 271-3137

Stormwater Department
Alison West
3200 SW Municipal Dr.
Bentonville, AR 72712
Ph: (479) 271-6719
jwest@bentonvillear.com

Electric Department
Charlie Barnes
Electric Utility Manager
3200 SW Municipal Dr.
Bentonville, AR 72712
Ph: (479) 271-3159

Street Department
Stacy Davis
3200 SW Municipal Dr.
Bentonville, AR 72712
Ph: (479) 271-3130

Fire Department
Justin Scantlin - Fire Chief
800 SW "A" St.
Bentonville, AR 72712
Ph: (479) 271-5927

Bentonville Standard Notes:

- The City of Bentonville street standards, drainage criteria manual, subdivision ordinance, water, sewer, electric utility specifications, and state code shall govern these plans. If there are discrepancies in the plans or information contained within, City of Bentonville ordinances, standards, and specifications shall rule, unless, approved in writing by the City Engineer.
- To schedule an inspection or test with the City of Bentonville engineering department, inspections must be called in (479-271-3168) by the Engineer of Record 24 HOURS IN ADVANCE before 10am for an inspection the following day.
- The Engineer of Record must certify the site and the project must pass a development final site inspection before requesting a building final inspection.
- Pre-pave preconc will be required before any paving of streets. All test results and inspections to be verified and in file before requesting pre-pave preconc. Tracer wire to be inspected before paving.
- Boring of streets is required when the existing utility resides outside of the road way.

FEMA Flood Certification:

By graphic plotting only, no portion of this property is in Zone "A" or "AE" of the Flood Insurance Rate Map, Community Panel No. 05007c0255k, which bears an Effective Date of 06/05/2012 and is not in a Special Flood Hazard Area.

Sheet Index

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1	Electric Details	04/2019
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1	Survey (by Blew & Associates, PA)	05/03/2023
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Typical Abbreviation List:

Abbrev.	Description	Abbrev.	Description
RCP	Reinforced Concrete Pipe	TC	Top of Back of Curb (Spot Elevation)
CMP	Corrugated Metal Pipe	G	Gutter / Bottom of Sidewalk (Spot Elevation)
HDPE	High Density Polyethylene Pipe	TW	Top of Wall (Spot Elevation)
SLMP	Smooth Line Metal Pipe	BW	Bottom of Wall at Grade (Spot Elevation)
PVC	Polyvinyl Chloride Pipe	HP	High Point (Spot Elevation)
DI	Ductile Iron Pipe	LP	Low Point (Spot Elevation)
J-Box	Junction Box	TB	Top of Box (Spot Elevation)
FES	Flared End Section	BC	Back of Curb
RW	Retaining Wall	FC	Face of Curb
HW	Head Wall	FH	Fire Hydrant Assembly
WW	Wing Wall	GV	Gate Valve
AE	Access Easement	MJ	Mechanical Joint
DE	Drainage Easement	N	North
TCE	Temporary Construction Easement	E	East
UE	Utility Easement	W	West
BS	Building Setback	S	South

LSD 24-0012

CERTIFICATE OF AUTHORIZATION

ENGINEERING BUSINESS REGISTERED

BLEW & ASSOCIATES, PA

No. 1534

ARKANSAS

* Engineers Notice *

The existence and location of any underground utility pipes or structures shown on these drawings are obtained by a search of the available records. To the best of our knowledge, these are correct and complete. However, we assume no responsibility for the accuracy of these drawings if the existing conditions are not as shown. The Contractor is required to take the precautionary measures to protect the utility lines shown, and all other lines not of record or not shown on these drawings by verification of their location in the field prior to the initiation of the actual portion of the their work.

* Document Ownership *

This document, and the ideas and designs incorporated herein as and instrument of professional services, is the property of Blew & Associates, P.A. and is not to be used, in whole or part, for any other project without the written authorization of Blew & Associates, P.A.

Cover Sheet

Large Scale Development For:

J Street of Bentonville
Southeast J Street Bentonville, Arkansas
J Street of Bentonville, ALP
PO Box 13000
Fayetteville, AR 72703
(479) 521-6686

SEAL

NOT FOR CONSTRUCTION FOR REVIEW ONLY!!!

BLEW

Surveying | Engineering
Environmental

5102 S. Pinnacle Hills Pkwy
Rogers, Arkansas 72758

Office: (479) 443-4506
www.BLEWINC.com

Certificate of Authorization No. 1534

DATE: 2024-10-08

JOB NUMBER: 20-1889

DRAWN BY: J. Du Quesne

REVIEWED BY: J. Du Quesne

DRAWING NAME: 20-1889 Civil 017.dwg

SHEET NUMBER: C1

- ✗ 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 Strip.
- ✗ All radii shall be 4 foot at Face of Curb unless otherwise specified.
- ✗ Layout of Site Plan is based on and limited to survey information.
- ✗ All Curb & Gutter shall be 24" wide per detail sheets.
- ✗ 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' shall, shall follow the guidelines of the MUTCD.
- ✗ The Contractor shall refer to the Architectural drawings for Building Footprints 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 construction 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 street sheet.
- ✗ Each building planned to be occupied upon receiving valid Certificate of Occupancy and completion of construction.
- ✗ Sidewalk access is to be maintained at all times unless an appropriate detour is provided.

- × DIMENSIONS ARE MEASURED FROM THE FACE OF CURB, 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 SOED WITH BERMUODA GRASS OR A SUITABLE SUBSTITUTE OR HYDROSEEDED PER MANUFACTURER'S INSTRUCTIONS. WITH A MIXTURE OF 70% BERMUODA AND 30% BLUEGRASS AT A RATE OF 204LBS/1000 S.F.
- × IF GRASSED AREA IS HYDROSEEDED, A MULCH EMULSIFIER SHALL BE ADDED (NOT CONTAINING ASPHALT) AND APPLIED PER MANUFACTURER'S INSTRUCTIONS.
- × 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 EQUIVALENT SUBSTITUTE), PEAT MOSS AND CLEAN TOP SOIL. ALL LANDSCAPE BEDS ARE TO HAVE SOIL REMOVED BEFORE INSTALLATION OF PLANT MATERIAL.
- × IRRIGATION WATER MAINS 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.
- × ONCE INSTALLED, LANDSCAPING SHALL BE MAINTAINED IN HEALTHY LIVING CONDITION AND ALL PLANT MATERIAL THAT DIES SHALL BE REPLACED.
- × 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.
- × 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.

Contractor shall be responsible for removal of the Existing Structures, Related Utilities, Paving, Underground Storage Tanks and any other existing improvements as noted. Contractor is to remove and dispose of all debris, rubbish, and other materials resulting from previous and current construction operations. Disposal shall be in accordance with Local, State and/or Federal Regulations Governing such operations.

X The General Contractor shall take all precautions necessary to avoid property damage to adjacent properties during the construction phases of this project. The contractor will be held solely responsible for any damages to the adjacent properties occurring during the construction phases of this project.

X The Contractor is specifically cautioned that the location and/or elevation of existing utilities as shown on these plans is based on records and/or utility company information and is not to be relied upon if not taken in the field. The information is not to be relied upon as being exact or complete. The contractor must call the appropriate utility company at least 48 hours prior to any excavation to request exact field location of utilities. It shall be the contractor's responsibility locate all existing utilities which conflict with the proposed improvements shown on the plans, whether shown or not shown at no additional cost to the owner.

X Contractor shall remove all buildings, pavement, curbs, trees, light poles, utility poles and lines from the site up to the limits of construction or the property line unless otherwise noted. Contractor shall cap/any any water, gas, sanitary sewer or storm sewer at the property line. Electrical and Telephone lines whether overhead or underground shall be terminated at the closest utility pole or pedestal to the property line per the Designated Utility Company's Requirements.

X It is the Contractor's responsibility to remove any and all asbestos or any other hazardous materials from the site per government guidelines and shall dispose of the hazardous materials in strict accordance to the guidelines.

X Contractor shall ensure that adequate measures are taken prior to the removal of any existing storm water / sanitary sewer systems so that the discharge of water remains uninterrupted both on and off the site.

X Contractor shall ensure that any utility service to the site that shall be removed will not interrupt service to the neighboring property owners. It is the contractors responsibility to coordinate with the neighboring property owners if service will be interrupted.

The Storm Water Pollution Prevention Plan (SWPPP) is comprised of the Erosion Phase I & II construction drawings, the standard details and any related documents including City Ordinance.

Contractor shall implement best management practices as required by the SWPPP.

Additional best management practices shall be implemented as dictated by conditions at no additional cost of owner throughout all phases of construction.

Best Management Practices (BMPs) and controls shall conform to federal, state, or local requirements or manual of practice, as applicable. Contractor shall implement additional controls as directed by permitting agency or owner.

Site access to adjacent property shall be minimized. Fertilize for any construction activity impacting state waters or regulated wetlands must be maintained on site at all times.

Contractor shall minimize clearing to the maximum extent practical or as required by the permit.

General Contractor shall demote on plot the temporary parking and storage area which shall also be used as the equipment maintenance and cleaning area, employee parking area, and site material storage area.

All wash water (concrete trucks, vehicle cleaning, equipment cleaning, etc.) shall be detained and properly treated or disposed.

Sufficient oil and grease absorbing materials and flotation booms shall be readily available on site to contain any oil or grease clean-up plan for oil chemicals spills and leaks.

Dust on the site shall be controlled. The use of motor oils and other petroleum based or toxic liquids for dust suppression operations is prohibited.

Construction trash, debris, and materials shall be properly disposed in sealed containers. Materials shall be prevented from leaving the premises through the action of wind or storm water discharge into drainage ditches or Waters of the State or U.S. Waters.

All water meter installation and water service connection shall be done in the Storm Water Pollution Prevention Plan, shall be initiated as soon as practicable.

Disturbed portions of the site where construction activity has stopped shall be temporarily seeded no later than 14 days after the last construction activity occurring in these areas. Disturbed portions of the site where construction activity has been planned, but is not permanently seeded. These areas shall be seeded no later than 14 days after the last construction activity occurring in these areas. Refer to the grading plan and/or landscape plan.

If the action of vehicles traveling over the gravel construction entrance is not sufficient to remove the majority of dirt or mud, then the tires must be washed before the vehicles enter the site. A concrete wash rack shall be provided to be made to intercept the wash water and trap the sediment before it is carried off the site.

All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately.

Contractor or subcontractor shall be responsible for removing sediment in the detention pond and any sediment that may have collected in the storm sewer drainage systems in conjunction with the stabilization of the site.

A silt fence or silt barrier shall be installed and shall be protected from erosion and sedimentation through implementation of best management practices. Stockpile and borrow area locations shall be noted on the site map and permitted in accordance with general requirements.

Slopes shall be left in a roughened condition during the grading phase to reduce runoff velocities and erosion.

Due to the large changes during the development of the project, the Contractor shall be responsible for reducing erosion control measures (grass, straw, straw bales, etc.) to prevent erosion.

All construction shall be stabilized at the end of each working day, this includes backfilling of trenches for utility construction and placement of gravel or bituminous paving for road construction.

measures stated on this erosion and sediment control plan, and in the storm water pollution prevention plan, shall be maintained in fully functional condition until no longer required for a completed phase of work or final stabilization of the site. All erosion and sedimentation control measures shall be checked by a qualified person in accordance with the contract documents, or the applicable permit, whichever is more stringent, and repaired in accordance with the following:

1. Inlet protection devices and barriers shall be repaired or replaced if they show signs of undermining, or deterioration.
2. All seeded areas shall be checked regularly to see that a good stand is maintained. Areas should be fertilized, watered, and reseeded as needed. Silts fences to be kept in good original condition if damaged.
3. Sediment shall be removed from the silts fences when it reaches one-half the height of the silt fence.
4. The construction entrances shall be maintained in a condition which will prevent tracking or flow of mud onto public rights-of-way. This may require periodic top dressing of the construction entrances as conditions demand.
5. The temporary parking and storage areas shall be kept in good condition (suitable for parking and storage). This may require periodic top dressing of the temporary parking areas as conditions demand.
6. Outlet structures in the sedimentation basins shall be maintained in operational conditions at all times. Sediment shall be removed from sediment basins or traps when the design capacity has been reduced by 50%.

1. Pre-construction meeting.
2. Install stabilized construction exit(s) and concrete wash area(s).
3. Prepare temporary parking and storage area. Upon implementation and installation of the following areas:
 - a. Trailer
 - b. Parking & storage areas
 - c. Lay down
 - d. Porta potty
 - e. Wheel wash &/or concrete washout
 - f. Masons area
 - g. Fuel and material storage containers
 - h. Solid waste containers, etc.
4. The following shall be shown on the erosion control site map upon implementation and installation:
 - a. Construction trailer(s)
 - b. Parking & storage areas
 - c. Lay down
 - d. Porta-potty
 - e. Wheel wash &/or concrete washout
 - f. Fuel and material storage containers
 - g. Solid waste containers, etc.
5. Construct the silt fences on the site.
6. Contractor shall hold all ground disturbance activities and contact the civil engineer of record to perform inspection and certification of bmps. General contractor shall schedule and conduct storm water pre-construction meeting with engineer and all ground-disturbing contractors before proceeding with construction.
7. Construct the sediment basin(s) with outfall structure as shown on plan.
8. Clear and grub the site.
9. Start construction of building pad and structures, if any.
10. Begin grading the site.

1. Temporarily seed denuded areas.
2. Install utilities, underdrains, storm sewers, curbs and gutters.
3. Install rip rap around outlet structures where noted on plans.
4. Install inlet protection around all storm sewer structures.
5. Prepare site for paving.
6. Pave site.
7. Install inlet protection devices.
8. Complete grading and install permanent seeding and planting.
9. Remove all temporary erosion and sediment control devices (only if site is stabilized).

PRE-CONSTRUCTION GRADING:

- ✗ Prior to start of site grading, erosion control measures shall be installed in accordance to the erosion control plan. These erosion control measures, as a minimum, shall include all silt fencing, temporary sediment ponds, temporary construction entrance, and any other measures necessary to ensure that sediment does not leave the site.
- ✗ Contractor shall notify the appropriate Utility Companies and the State of New York's Department of Environmental Conservation at least 48 hours prior to any excavation for the location of all underground utility lines that will be affected by this development. Please note that existing utilities noted on plan have been located with all available information and that exact location of utility lines may not be accurate.
- ✗ A pre-construction meeting shall be held on site once ALL Erosion Control Measures have been installed and prior to any site grading / construction / demolition.

- ✗ Contractor shall install/use all required equipment so as to comply with all safety standards dictated by OSHA, Federal, State, and Local Regulations.
- ✗ Contractor shall coordinate with appropriate Utility Company as listed on the specification sheet for adjustment of utility lines affected by cut and fill.
- ✗ Areas to be graded shall be cleared and grubbed so as to remove all organic material including but not limited to vegetation, trees, roots, debris or other materials that would affect the stability of the fill. If uncertainty exists as to the suitability of any material, the contractor shall have a Registered Geotechnical Engineer make the final determination.
- ✗ Contractor shall ensure that the fill material be free of organic materials, frozen materials, mud, highly compressible materials, rocks, rubbish, timber, brush, stumps, building debris, and other materials that would negatively affect the fill material.
- ✗ Contractor shall stock pile and maintain all good top soil removed from areas to be graded and filled for use in final grading all critical / unpaved areas.
- ✗ Contractor shall proof roll subgrade of all areas to be paved prior to installation of paving materials. Any soft/ areas shall be removed and replaced with select fill and compacted as noted in the pavement section shown on the detail sheet.
- ✗ Contractor shall employ a Geotechnical Engineering / Inspection Firm registered with the State of Arkansas for inspection and testing of subgrade for proper compaction (95% standard proctor).

- ✗ All drainage structures under paved areas and / or areas expecting heavy duty traffic loading shall be designed to meet AASHTO Heavy Duty (H20) traffic loading.
- ✗ Storm pipe / box shall be bedded in accordance with the bedding detail and in accordance with the specifications of ASTM D2321 (latest edition available at <http://www.astm.org>).
- ✗ The drainage system is measured from the center of the box and from the end of the fall and end sections.
- ✗ Drainage structures shall be constructed so that the appropriate section of the box, such as the gutter for curb inlets, the grate for drop inlets, is at an elevation that will allow for the maximum drainage into the box in accordance with proposed grades and spot elevation shown on the plan. The contractor shall notify the engineer of record in the event of a discrepancy.
- ✗ All drainage structures located within the State or Local Right of Way shall be constructed in accordance with the specifications and details of the Appropriate Governing Agency.

- ✗ Contractor shall scarify any area to receive top soil to a min. depth of 3".
- ✗ All unpaved disturbed areas shall be graded smooth and receive a minimum of 4" of topsoil. The area shall be seeded and / or sodded in accordance with the landscape plan. The area shall be watered until a hardy cover of grass has been established and 80% of the site has been stabilized in accordance with ADEQ's Construction General Permit. (ARR150000).
- ✗ Once the site has reached final stabilization in accordance to the requirements set forth in ADEQ's Construction General Permit, the contractor shall file a notice of termination.

- **ELECTRIC DEPARTMENT:**
 - Relocation of any existing electrical facilities shall be at the owner's expense.
 - Any change to the electric feed or service size after the PRECON could result in a delay of the development receiving power AND a charge to the developer for the change.
 - Streetlight locations will be designed by BEUD. Owner required to pay for lights prior to approving PRECON.
 - 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.
- **ELECTRIC DEPARTMENT WILL REQUIRE THE SUPPLY FIRE PUMP SIZE IN KW. COORDINATE THE LOCATION OF DISCONNECT WITH FIRE MARSHAL.**

- Condensate and any un-metered water are addressed as a prohibited discharge and is not approved to discharge into the Bentonville Sanitary Sewer System.
- Swimming pool drainage is addressed as a prohibited discharge and is not approved to discharge into the Bentonville Sanitary Sewer System.

The City of Bentonville Pretreatment Specifications Ordinance No. 2019-185 under the specific prohibitions states that no person shall discharge or cause to be discharged into the POTW or other water course within the City any of the following described substances, materials, waters, or wastes:

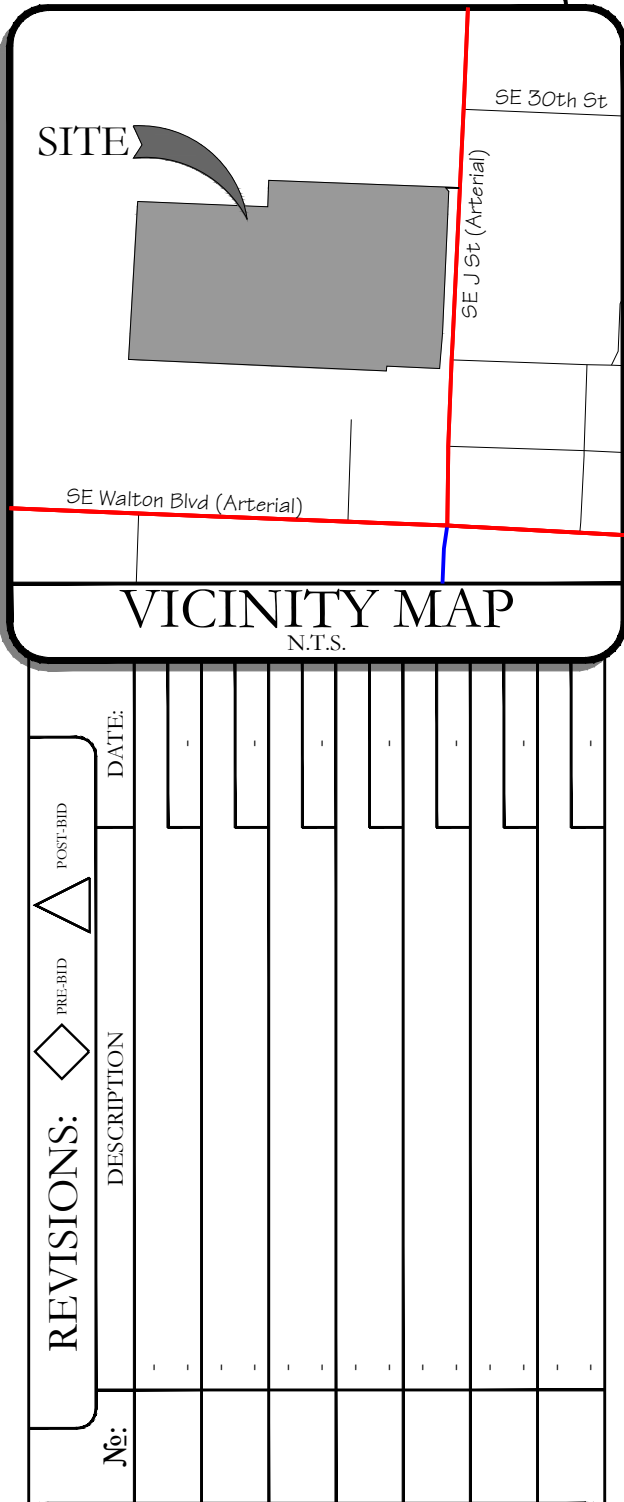
Section 2.2.16 - Stormwater, surface water, ground water, artesian well water, roof runoff, subsurface drainage, swimming pool drainage, condensate, deionized water, Noncontact Cooling Water, and unpolluted wastewater, unless specifically authorized by the Control Authority.

The preferred method for discharging swimming pool drainage is to utilize the stormwater system. Under the City's Stormwater NPDES permit (ARR040009) MS4s are authorized to discharge the following non-stormwater sources, provided that DEQ has not determined and notified the MS4 in writing that these sources are substantial contributors of pollutants to the MS4:

- Dechlorinated swimming pool discharges

If the stormwater system cannot be utilized it is recommended that the Arkansas Department of Health be contacted for a suitable alternative location.

1. Provide Maintenance Guarantee Letter of Credit or Cashiers Check for 25% of total estimated cost for public utilities must be submitted to approve Site Final Inspection. Engineers Estimate to be submitted to BWU for review and approval before ordering the Letter of Credit. The estimate must include all cost associated with replacing or installing new off-site easements must be dedicated and recorded prior to Pre-Construction meeting. Add all the proposed easements to the construction drawings. Record information shall be shown on the A/C plans.
2. The Material Submittal must be approved by BWU before any material is placed in the ground. The submittal must be reviewed by the EOR and stamped as reviewed and/or accepted prior to sending it to BWU. Approval prior to Pre-Construction meeting is recommended and preferred.
3. ADH1 approval is required prior to A/C plans and the Pre-Construction meeting. After all BWU comments have been addressed, submit a full plan set for BWU approval and stamp prior to submitting for last ADH1 review. Depending on severity, subsequent ADH1 submittals also require BWU review of revisions and the comment responses prior to re-submitting to ADH1. The ADH1 submittal may be emailed directly to the technician for stamping.
4. The On-site easements must be dedicated and recorded prior to the Site Final Inspection



Standard Specifications & Notes

Bentonville LSD 24-0012

Large Scale Development For:

J Street of Bentonville
Southeast J Street Bentonville, Arkansas

PO Box 13000

Fayetteville, AR 72
(479) 521-6686

SEARCH

**NOT FOR
CONSTRUCTION
FOR REVIEW
ONLY!!!**

5102 S. Pinnacle Hills Pkwy
Rogers, Arkansas 72758

Office: (479) 443-4506
www.BLEWINC.com

Certificate of Authorization № 1534

DATE: 2024-10-08	JOB NUMBER: 20-1889
DRAWN BY: J. Du Quesne	REVIEWED BY: J. Du Quesne

DRAWING NAME: 20-1889 Civil 017.dwg

SHEET NUMBER

C1-1

Landscape Legend					
Symbol	Qty	Key	Botanical	Common	Size Comments
TREES:					
	78-RO	Quercus rubra	Northern Red Oak	2" Cal	Balled & Burlapped Limbed 6 ft. from the ground
	50-SO	Quercus shumardii	Shumard Oak	2" Cal	Balled & Burlapped Limbed 6 ft. from the ground
	10-WO	Quercus phellos	Willow "Hightower" Oak	2" Cal	Balled & Burlapped Limbed 6 ft. from the ground
	33-SP	Pinus taeda	Loblolly Pine	2" Cal	Balled & Burlapped Limbed 6 ft. from the ground
	48-BC	Taxodium distichum var. distichum	Bald "Shawnee" Brace Cypress	2" Cal	Balled & Burlapped Limbed 6 ft. from the ground
GRASS:					343,721 Sq. Ft.
SOD (Disturbed Areas)					

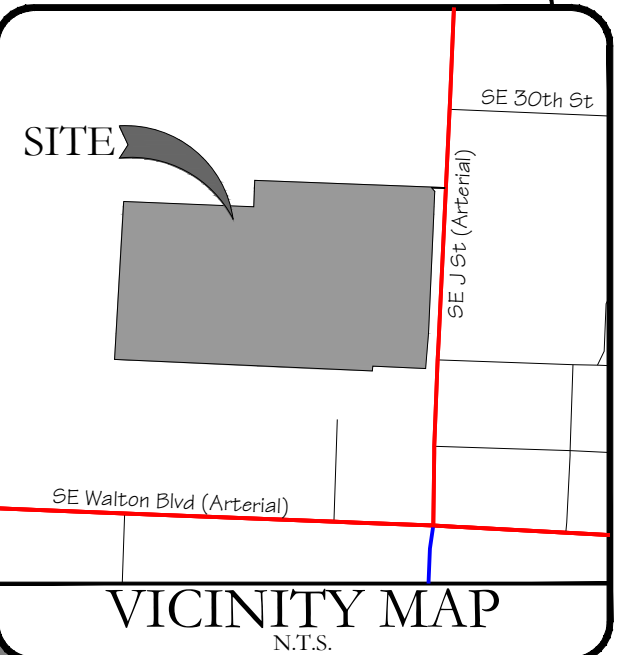
Landscape Information:			
PROPERTY INFORMATION			
Gross Site Area:	935,603.68 sf	21.48 acres	
Proposed Dedicated R.O.W:	3,282.05 sf	0.08 acres	
Net Site Area:	932,321.63 sf	21.40 acres	
Zoning:	District R-4, High Density Residential		
SITE INFORMATION			
Total Paved / Gravel Area:	304,182.90 sf	6.98 acres	
Total Sidewalk Area:	45,140.64 sf	1.04 acres	
Total Building Area:	249,382.87 sf	5.73 acres	
Total Impervious Area:	598,706.41 sf	64.2%	
Total Pervious Area:	333,615.22 sf	35.8%	
LANDSCAPING REQUIREMENTS			
Required Street Frontage:	1 Trees / 20 ft		
Length of Frontage:	718 ft		
Required:	36 Trees		
Provided:	36 Trees		
Perimeter Landscaping:	1 Trees / 50 ft		
Length of Perimeter:	3340 ft		
Required:	67 Trees		
Provided:	67 Trees		
Area of Interior Parking Lot:	267,527.00 sf		
Interior Planting Area Required (15%):	40,129.05 sf		
Provided:	45,503.00 sf	17%	

- Landscape Notes:**
- × DIMENSIONS ARE MEASURED FROM THE FACE OF CURB, 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 OR A SUITABLE SUBSTITUTE OR HYDROSEEDED PER MANUFACTURER'S INSTRUCTIONS, WITH A MIXTURE OF 70% BERMUDA AND 30% BLUEGRASS AT A RATE OF 204LBS/1000 S.F.
 - × IF GRASSED AREA IS HYDROSEEDED, A MULCH EMULSIFIER SHALL BE ADDED (NOT CONTAINING ASPHALT) AND APPLIED PER MANUFACTURER'S INSTRUCTIONS.
 - × 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.
- GRAPHIC SCALE**
- 30' 0" 10' 0" 0' 0" 10' 0" 30' 0"
- (IN FEET)
- 1 inch = 50 ft

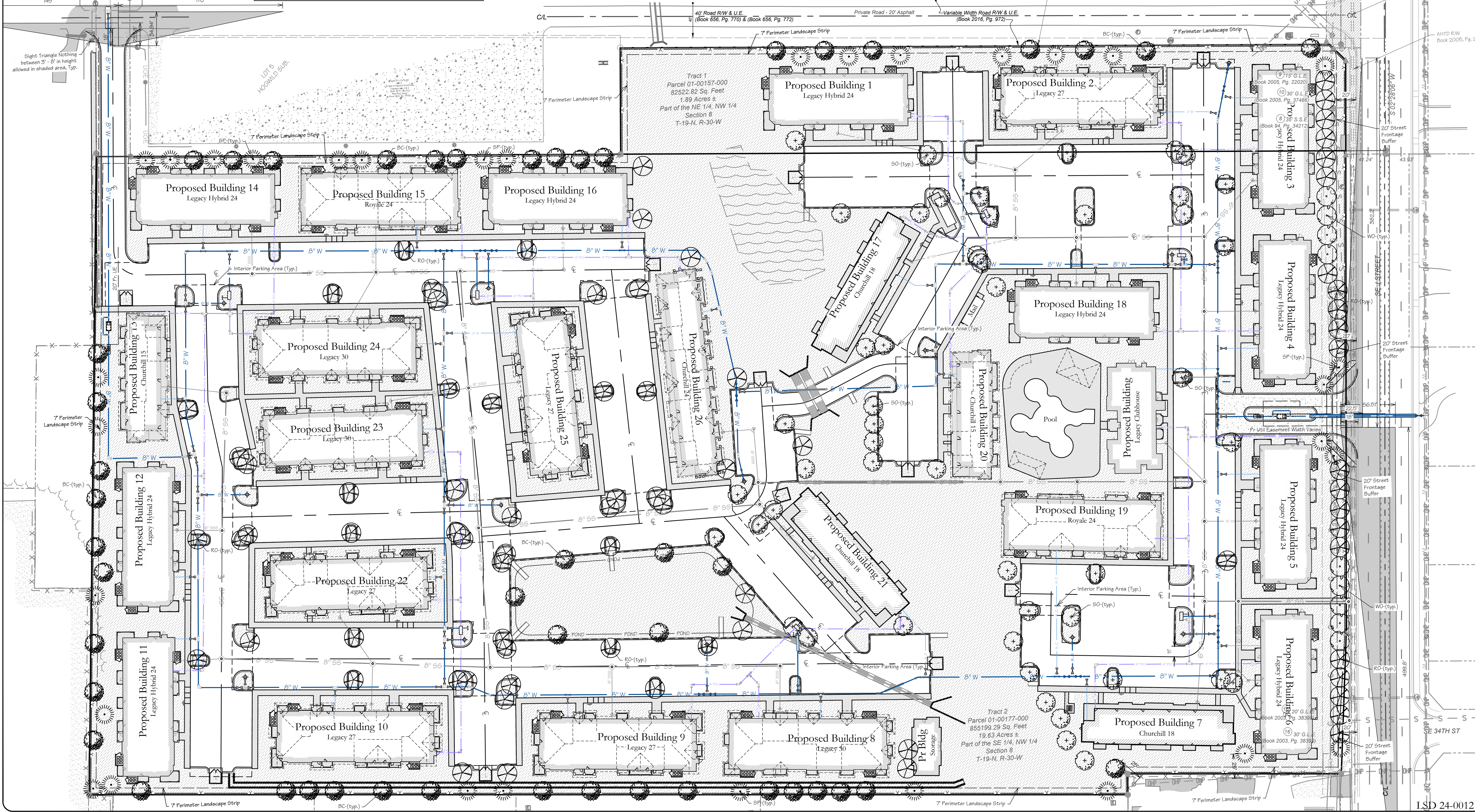
- BENTONVILLE LANDSCAPE NOTES:**
- × ONCE INSTALLED, LANDSCAPING SHALL BE MAINTAINED IN HEALTHY LIVING CONDITION AND ALL PLANT MATERIAL THAT DIES SHALL BE REPLACED.
 - × TREE TOPPING GUARANTEE STATEMENT: TREES SHALL NOT BE TOPPED AT ANY TIME AND PROPER TREE PRUNING TECHNIQUES AS ESTABLISHED BY THE LATEST EDITION OF ANSI A300 "STANDARDS FOR TREE CARE" SHALL BE UTILIZED FOR MAINTENANCE PURPOSES.
 - × 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.
 - × LIVING MATERIALS, SUCH AS LAWN, GRASS, OR HERBACEOUS GROUNDCOVERS LIKE JUNIPER OR LIRIOPE, ETC., SHALL COVER A MINIMUM OF 80% OF THE PLANTING ISLANDS. 100% OF LIVING MATERIALS IS STRONGLY ENCOURAGED.
 - × WILL PROVIDE INTERIOR PARKING GREENSPACE REQUIREMENT 15% OF IMPERVIOUS MATERIAL, AND AT LEAST 80% WILL BE LIVING MATERIAL FOR PARKING ISLANDS.
 - × WHERE POTENTIAL UTILITY CONFLICTS WITH LANDSCAPING, UTILITY LOCATIONS SHALL BE FIELD VERIFIED.
 - × ALL PROPOSED TREES SHALL BE A MINIMUM OF 5' FROM ALL PUBLIC UTILITIES.

- Proposed Features:**
- | Feature | Description |
|---------|--|
| | Property Line |
| | Onsite Property Line |
| | Easement Line |
| | Street / Drive Centerline |
| | Curb And Gutter |
| | Thickened Edge Of Pavement |
| | Edge Of Gravel |
| | Heavy Duty Concrete (See Detail Sheet For Pavement Sections) |
| | Concrete Pavement (See Detail Sheet For Pavement Sections) |
| | Concrete Sidewalk (See Site Plan For Dimensions) |
| | 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 |
- 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.

- Proposed Features:**
- | Feature | Description |
|---------|---|
| | See Utility Plan For Line Sizes |
| | Water Line |
| | Tee, Cross, Bends, Gate Valve & Reducer |
| | Fire Hydrant & Assembly |
| | Water Meter - Single |
| | Water Meter - Double |
| | Sanitary Sewer Force Main |
| | Sanitary Sewer Line |
| | Sanitary Sewer Service |
| | Sanitary Sewer Manhole |
| | Gas Line |
| | Overhead Electric Line |
| | Underground Electric Line |
| | Cable Television Line |
| | Fiber Optic Line |
| | Overhead Telephone Line |
| | Underground Telephone Line |
| | Utility Pole |
| | Light Pole |



VICINITY MAP	
N.T.S.	
DATE:	
REVISIONS:	
NO:	



Landscape Plan

Large Scale Development For:

J Street of Bentonville
Southeast J Street Bentonville, Arkansas

J Street of Bentonville, ALP
PO Box 13000
Fayetteville, AR 72703
(479) 521-6686

NOT FOR CONSTRUCTION FOR REVIEW ONLY!!!

BLEW
Surveying | Engineering
Environmental

5102 S. Pinnacle Hills Pkwy
Rogers, Arkansas 72758

Office: (479) 443-4506
www.BLEWINC.com

Certificate of Authorization #1534

DATE:	2024-08-13	JOB NUMBER:	20-1889
DRAWN BY:	L. Stewart	REVIEWED BY:	J. Du Quesne
DRAWING NAME:	20-1889 Civil 017 - LSCP.dwg		
SHEET NUMBER:	C2-1		

LSD 24-0012

Proposed Features:

Feature	Description
---	Property Line
---	Onsite Property Line
---	Offsite Property Line
---	Right-of-way Line
---	Easement Line
---	Street / Drive Centerline
---	Curb And Gutter (See Site Plan For Size)
---	Thickened Edge Of Pavement
---	Edge Of Gravel
---	Heavy Duty Concrete (see Detail Sheet For Pavement Sections)
---	Concrete Pavement (see Detail Sheet For Pavement Sections)
---	Concrete Sidewalk (See Site Plan For Dimensions)
---	General Fence Line (See Plan For Type)
---	Chain Link Fence Line
---	Board Fence Line

Note:

- See Survey For Existing Features Legend.
- See Cover Sheet For Abbreviation List.

Proposed Features:

Feature	Description
---	Storm Catch Basin(s)
---	Ditch Line
---	Fault Line / Grade Change
---	Storm Pipe (See Grading Plan For Type And Size)
---	Retaining Wall
---	See Utility Plan For Line Sizes
---	Water Line
---	Gas, Cross, Bends, Gate Valve & Reducer
---	Fire Hydrant & Assembly
---	Single Water Meter
---	Double Water Meter
---	Sanitary Sewer Force Main
---	Sanitary Sewer Line
---	Sanitary Sewer Manhole
---	Utility Pole
---	Light Pole

Note:

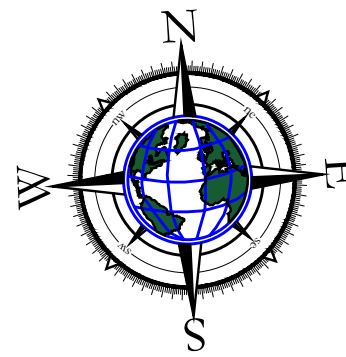
- See Survey For Existing Features Legend.
- See Cover Sheet For Abbreviation List.

Storm Sewer Schedule 1,2

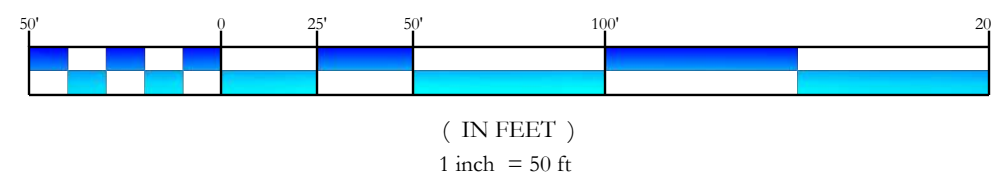
Inlet Up	Top Elev.	Inv. Up	Length	Size	Type	Slope	Inv. Dn	Inlet Dn
STORM LINE "A"								
A-2	FE5	1282.59	215 LF	(1) 24 in & (1) 30 in	RCP	@ 0.50%	1281.52	A-1
STORM LINE "B"								
B-2	FE5	1283.38	49 LF	(2) 96 in x 36 in	RCB	@ 0.77%	1283.00	B-1

1 - Storm Sewer Pipes shall be Reinforced Concrete Pipe, Class III per ASTM C-76, with flexible plastic bitumen gaskets at joints.

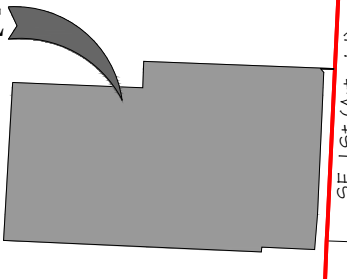
2 - Pipes not located under pavement areas or within public Right-of-Way are permitted to be High Density Poly Ethylene Pipe (HDPE) or Smooth Lined Metal Pipe (SLMP). Both types of pipes shall have a minimum Manning's "n" value of 0.013 to be verified by the Engineer of Record.



GRAPHIC SCALE



SITE



VICINITY MAP

REVISIONS:

DATE:

DESCRIPTION:

BY:

NO:

Grading and Drainage Plan
Bentonville LSD 24-0012

Large Scale Development For:
J Street of Bentonville
Southeast J Street Bentonville, Arkansas
J Street of Bentonville, ALP
PO Box 13000
Fayetteville, AR 72703
(479) 521-6686

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FOR REVIEW
ONLY!!!

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Surveying | Engineering

Environmental

5102 S. Pinnacle Hills Pkwy Rogers, Arkansas 72758 Office: (479) 443-4506
www.BLEWINC.com

Certificate of Authorization #1534

DATE: 2024-10-08 JOB NUMBER: 20-1889

DRAWN BY: J. Du Quesne REVIEWED BY: J. Du Quesne

DRAWING NAME: 20-1889 Civil 017.dwg

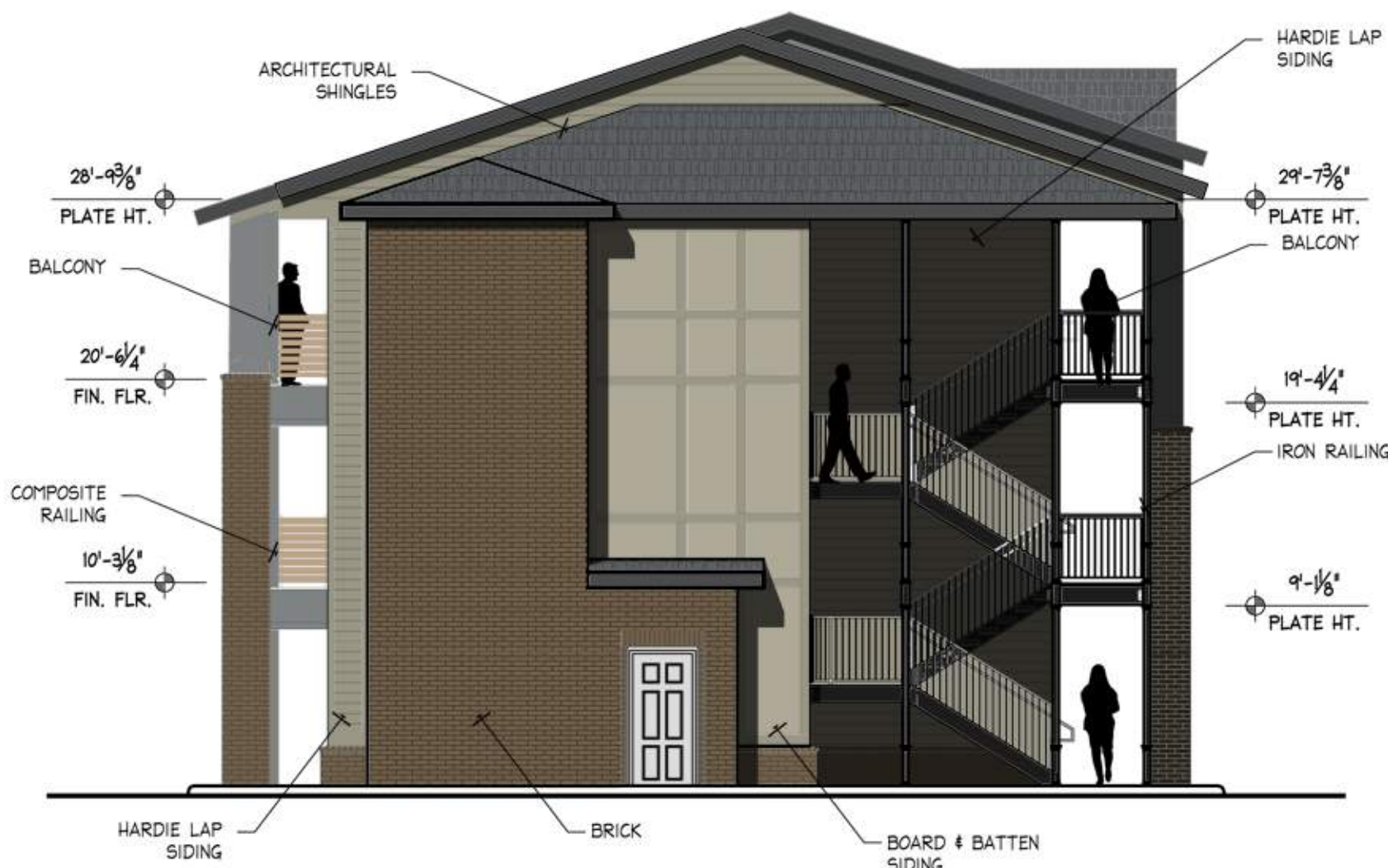
SHEET NUMBER:

C4

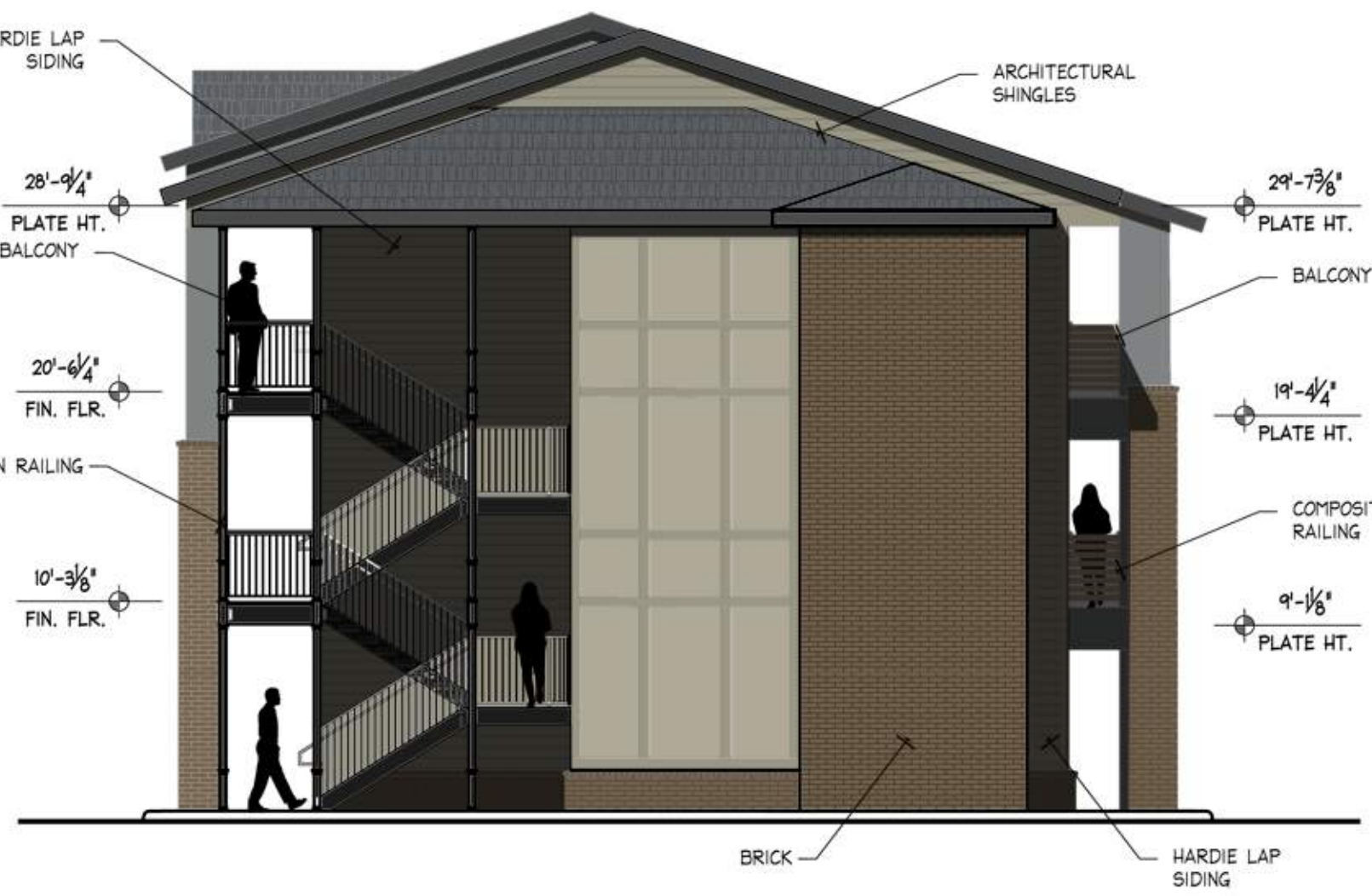
LSD 24-0012

GENERAL FLASHING NOTE:
G.C. TO PROVIDE FLASHING REQUIRED TO MAKE BUILDING WATER TIGHT. USE APPROPRIATE MEANS, METHODS, AND MATERIALS TO FLASH AND COUNTER FLASH ANY AND ALL AREAS WHERE DISSIMILAR MATERIALS MEET OR EXTERIOR SURFACES CHANGE DIRECTION OR PLANE. FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE FROM ENTERING THE WALL AND ROOF OR TO REDIRECT IT TO THE EXTERIOR. FLASHING SHALL BE INSTALLED AT JOINTS IN COPINGS, PERIMETERS OF EXTERIOR DOOR AND WINDOW ASSEMBLIES, PENETRATIONS, INTERSECTIONS WITH PARAPET WALLS, TERMINATIONS OF EXTERIOR WALL ASSEMBLIES, EXTERIOR WALL INTERSECTIONS WITH ROOFS, CHIMNEYS, PORCHES, DECKS, BALCONIES, SIMILAR PROJECTIONS, BUILT-IN GUTTERS AND SIMILAR LOCATIONS WHERE MOISTURE COULD ENTER THE BUILDING. FLASHING WITH PROJECTING FLANGES SHALL BE INSTALLED ON BOTH SIDES AND THE ENDS OF COPINGS, UNDER SILLS AND CONTINUOUSLY ABOVE PROJECTING TRIM. IF A FLASHING DETAIL IS NOT APPARENT IT IS THE CONTRACTOR'S RESPONSIBILITY TO REQUEST INFORMATION FROM THE ARCHITECT IN WRITTEN FORM (RFI) REGARDING THE PROCEDURE IN QUESTION. IF THE CONTRACTOR PROCEEDS WITH THE WORK WITHOUT RECEIVING A WRITTEN RESPONSE FROM THE ARCHITECT IT IS IMPLIED IN DOING SO THAT THE CONTRACTOR HAS TAKEN FULL RESPONSIBILITY FOR THE MEANS AND METHODS OF THE WORK, ITS FUNCTION AND AESTHETIC QUALITY. IF THE WORK SHOULD FAIL TO MEET THE OWNER'S APPROVAL IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR/RECONSTRUCT TO THE OWNER'S SATISFACTION.

Building Type	CHURCHILL 24			
Building Area	22,392			
Slab Perimeter	500			
Roof Area	10,420			
Wall Surface Ht.	29'-8"			
Wall Area	14330	100%	12870	100%
	14330	100%	12870	100%
Door Area	1460	10.19%		
	1460	10.19%		
Window Area	1470	10.26%	1470	11.42%
	1470	10.26%	1470	11.42%
Material Breakdown				
Brick	5178	36.13%	5178	40.23%
	5178	36.13%	5178	40.23%
Stone	0	0.00%	0	0.00%
	0	0.00%	0	0.00%
Siding	6222	43.42%	6222	48.34%
	6222	43.42%	6222	48.34%



EXTERIOR ELEVATION at SIDE
Scale : 1/8"=1'-0"



EXTERIOR ELEVATION at SIDE
Scale : 1/8"=1'-0"



EXTERIOR ELEVATION at FRONT
Scale : 1/8"=1'-0"



EXTERIOR ELEVATION at REVERSE
Scale : 1/8"=1'-0"

REV	DATE	DESCRIPTION
1	03/08/2019	Arch D (landscape)

Arch D (landscape)

FUGITT AND ASSOCIATES ARCHITECT
WILLIAM KIM FUGITT AIA
1200 E. JOYCE BLVD.
FAYETTEVILLE AR 72703
479.521.6686
KIM.FUGITT@FUGITTARC.COM

24 UNIT CHURCHILL BUILDING

24 UNIT CHURCHILL BUILDING
Location:
Sheet: **ELEV**
March 8, 2019



1
ELEV. EXTERIOR ELEVATION (A)
Scale : 1/8"=1'-0"

Building Type	24 UNIT HYBRID			
Building Area	22,512			
Slab Perimeter	402			
Roof Area	9,923			
Wall Surface Ht.	29'-8			
Wall Area	16717	100%	15417	100%
	16717	100%	15417	100%
Door Area	1300	7.78%		
	1300	7.78%		
Window Area	2056	12.30%	2056	13.34%
	2056	12.30%	2056	13.34%
Material Breakdown				
Brick	3012	18.02%	3012	19.54%
	3012	18.02%	3012	19.54%
Stone	2950	17.65%	2950	19.13%
	2950	17.65%	2950	19.13%
Siding	7399	44.26%	7399	47.99%
	7399	44.26%	7399	47.99%

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

Arch D (landscape)

WILLIAM KIM FUGITT
ARCHITECT
ARKANSAS

FUGITT AND ASSOCIATES ARCHITECT
WILLIAM KIM FUGITT AIA

1200 E. JOYCE BLVD.
FAYETTEVILLE, AR 72703
479.521.6686
KIM.FUGITT@FUGITTARC.COM

24 UNIT HYBRID LEGACY BUILDING

Submission Date

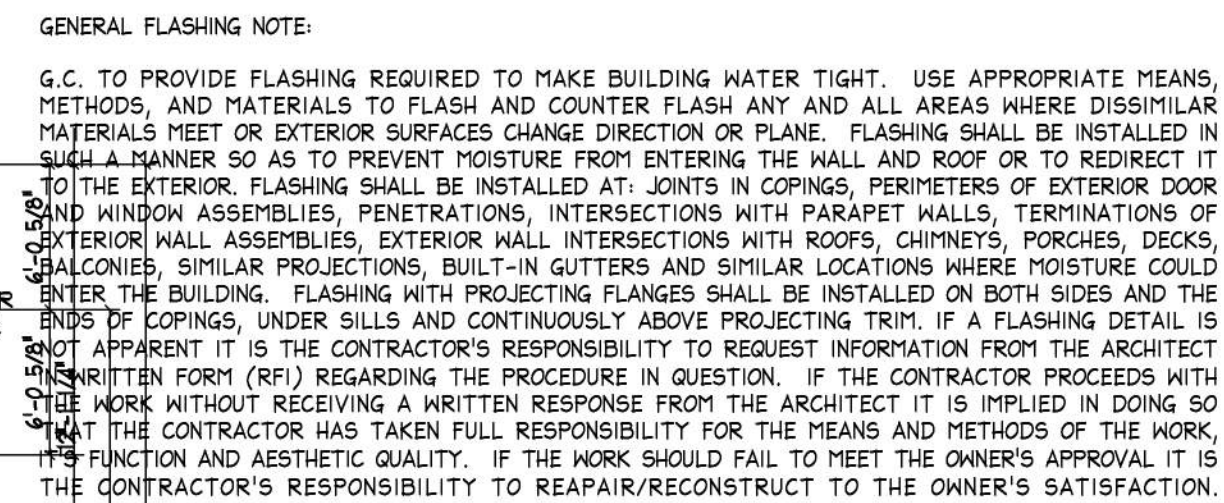
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24 UNIT HYBRID LEGACY BUILDING

Location:
FAYETTEVILLE, AR

Sheet Content:

Sheet:
ELEV.

Document Date:
April 12, 2022

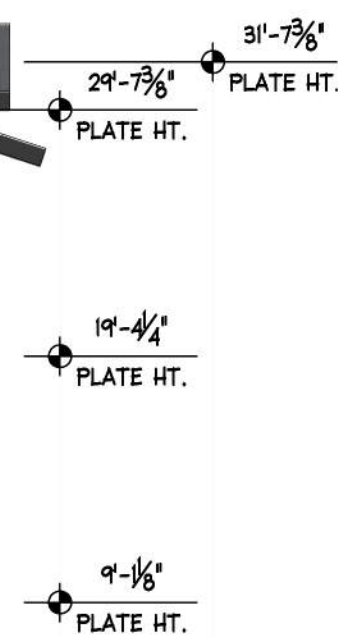


Scale : $1/8'' = 1' - 0''$



Scale : $1/8'' = 1' - 0''$

Scale : $1/8" = 1' - 0$



Scale : $1/8'' = 1' - 0''$

Material Breakdown					
		1250	9.36%	1250	10.44%
Brick	(A)	771	15.45%	771	16.80%
	(B)	405	8.30%	405	9.46%
	(C)	74	4.17%	74	4.53%
	(D)	0		0	
Stone		2967	22.22%	2967	24.78%
	(A)	1375	27.56%	1375	29.96%
	(B)	837	17.15%	837	19.56%
	(C)	455	25.65%	455	27.85%
Siding	(D)	300	17.54%	300	20.41%
		5671	42.47%	5671	47.36%
	(A)	1524	30.54%	1524	33.20%
	(B)	2217	45.43%	2217	51.80%
	(C)	910	51.30%	910	55.69%
	(D)	1020	59.65%	1020	69.39%

rch D (landscape



FUGITT AND
ASSOCIATES
ARCHITECT
WILLIAM KIM FUGITT AIA

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FAYETTEVILLE AR 72703
479.521.6686
KIM-FUGITT@FUGITTARC.COM

27 UNIT LEGACY BUILDING

THE UNIVERSITY OF CHICAGO

Description:
7 UNIT LEGACY
BUILDING

Sheet Content:

Sheet:

Sheet: **ELEV**

Document Date:

November 26, 2019 $\triangle$



1
ELEV
EXTERIOR ELEVATION (A)
Scale : 1/8"=1'-0"



2
ELEV
EXTERIOR ELEVATION (B)
Scale : 1/8"=1'-0"



3
ELEV
EXTERIOR ELEVATION (C)
Scale : 1/8"=1'-0"



4
ELEV
EXTERIOR ELEVATION (D)
Scale : 1/8"=1'-0"

GENERAL FLASHING NOTE:

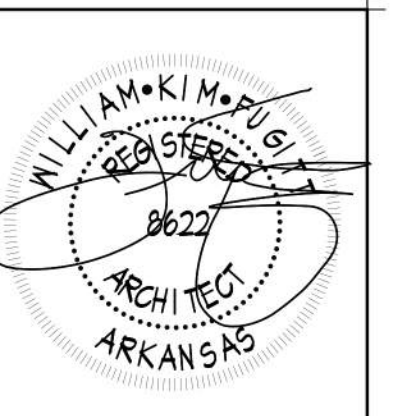
G.C. TO PROVIDE FLASHING REQUIRED TO MAKE BUILDING WATER TIGHT. USE APPROPRIATE MEANS, METHODS, AND MATERIALS TO FLASH AND COUNTER FLASH ANY AND ALL AREAS WHERE DISSIMILAR MATERIALS MEET OR EXTERIOR SURFACES CHANGE DIRECTION OR PLANE. FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE FROM ENTERING THE WALL AND ROOF OR TO REDIRECT IT TO THE EXTERIOR. FLASHING SHALL BE INSTALLED AT JOINTS IN COPINGS, PERIMETERS OF EXTERIOR DOOR AND WINDOW ASSEMBLIES, PENETRATIONS, INTERSECTIONS WITH PARAPET WALLS, TERMINATIONS OF EXTERIOR WALL ASSEMBLIES, EXTERIOR WALL INTERSECTIONS WITH ROOFS, CHIMNEYS, PORCHES, DECKS, BALCONIES, SIMILAR PROJECTIONS, BUILT-IN GUTTERS AND SIMILAR LOCATIONS WHERE MOISTURE COULD ENTER THE BUILDING. FLASHING WITH PROJECTING FLANGES SHALL BE INSTALLED ON BOTH SIDES AND THE ENDS OF COPINGS, UNDER SILLS AND CONTINUOUSLY ABOVE PROJECTING TRIM. IF A FLASHING DETAIL IS NOT APPARENT IT IS THE CONTRACTOR'S RESPONSIBILITY TO REQUEST INFORMATION FROM THE ARCHITECT IN WRITTEN FORM (RFI) REGARDING THE PROCEDURE IN QUESTION. IF THE CONTRACTOR PROCEEDS WITH THE WORK WITHOUT RECEIVING A WRITTEN RESPONSE FROM THE ARCHITECT IT IS IMPLIED IN DOING SO THAT THE CONTRACTOR HAS TAKEN FULL RESPONSIBILITY FOR THE MEANS AND METHODS OF THE WORK, ITS FUNCTION AND AESTHETIC QUALITY. IF THE WORK SHOULD FAIL TO MEET THE OWNER'S APPROVAL IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR/RECONSTRUCT TO THE OWNER'S SATISFACTION.

Building Type	30 UNIT LEGACY			
Building Area	25,764			
Slab Perimeter	446			
Roof Area	10,984			
Wall Surface Ht.	29'-8			
Wall Area	13409	100%	12249	100%
(A)	5183	100%	4793	100%
(B)	4980	100%	4590	100%
(C)	1752	100%	1492	100%
(D)	1494	100%	1374	100%
Door Area	1160	8.65%		
(A)	390	7.52%		
(B)	390	7.83%		
(C)	260	14.84%		
(D)	120	8.03%		
Window Area	2335	17.41%	2086	17.03%
(A)	982	18.95%	920	19.19%
(B)	959	19.26%	821	17.89%
(C)	169	9.65%	195	13.07%
(D)	225	15.06%	150	10.92%

Material Breakdown

Brick	1000	7.46%	1000	8.16%
(A)	662	12.77%	662	13.81%
(B)	0	0.00%	0	0.00%
(C)	78	4.45%	78	5.23%
(D)	260	17.40%	260	18.92%
Stone	2753	20.53%	2753	22.48%
(A)	1209	23.33%	1209	25.22%
(B)	933	18.73%	933	20.33%
(C)	313	17.87%	313	20.98%
(D)	298	19.95%	298	21.69%
Siding	6161	45.95%	6161	50.30%
(A)	1940	37.43%	1940	40.48%
(B)	2698	54.18%	2698	58.78%
(C)	932	53.20%	932	62.47%
(D)	591	39.56%	591	43.01%

REV	DATE	DESCRIPTION	DRAWN
1	04/13/20	Arch D (landscape)	



FUGITT AND ASSOCIATES ARCHITECT
WILLIAM KIM FUGITT AIA
1200 E. JOYCE BLVD.
FAYETTEVILLE AR 72703
479.521.6686
KIM.FUGITT@FUGITTARC.COM

30 UNIT LEGACY BUILDING

Description:
30 UNIT LEGACY BUILDING
Location:
FAYETTEVILLE, AR
Sheet Content:
ELEV
Document Date:
April 13, 2020



1
ELEV. EXTERIOR ELEVATION (A)
Scale : 1/8"=1'-0"



-
ELEV. EXTERIOR ELEVATION (B)
Scale : 1/8"=1'-0"



-
ELEV. EXTERIOR ELEVATION (C)
Scale : 1/8"=1'-0"



2
ELEV. EXTERIOR ELEVATION (D)
Scale : 1/8"=1'-0"

Building Type		24 UNIT ROYALE	
Building Area		25,623	
Slab Perimeter		445	
Roof Area		10,718	
Wall Surface Ht.		29'-8	
Wall Area		13354	100%
(A)		5000	100%
(B)		4870	100%
(C)		1774	100%
(D)		1710	100%
Door Area		1380	10.33%
(A)		400	8.00%
(B)		600	12.32%
(C)		140	7.89%
(D)		240	14.04%
Window Area		2086	15.62%
(A)		920	18.40%
(B)		821	16.86%
(C)		195	10.99%
(D)		150	8.77%
Material Breakdown			
Brick		1260	9.44%
(A)		781	15.62%
(B)		405	8.32%
(C)		74	4.17%
(D)		0	
Stone		2867	21.47%
(A)		1275	25.50%
(B)		837	17.19%
(C)		455	25.65%
(D)		300	17.54%
Siding		5761	43.14%
(A)		1624	32.48%
(B)		2207	45.32%
(C)		910	51.30%
(D)		1020	59.65%

REV	DATE	DESCRIPTION	DRAWN
1	12/20/2023	Arch D (landscape)	

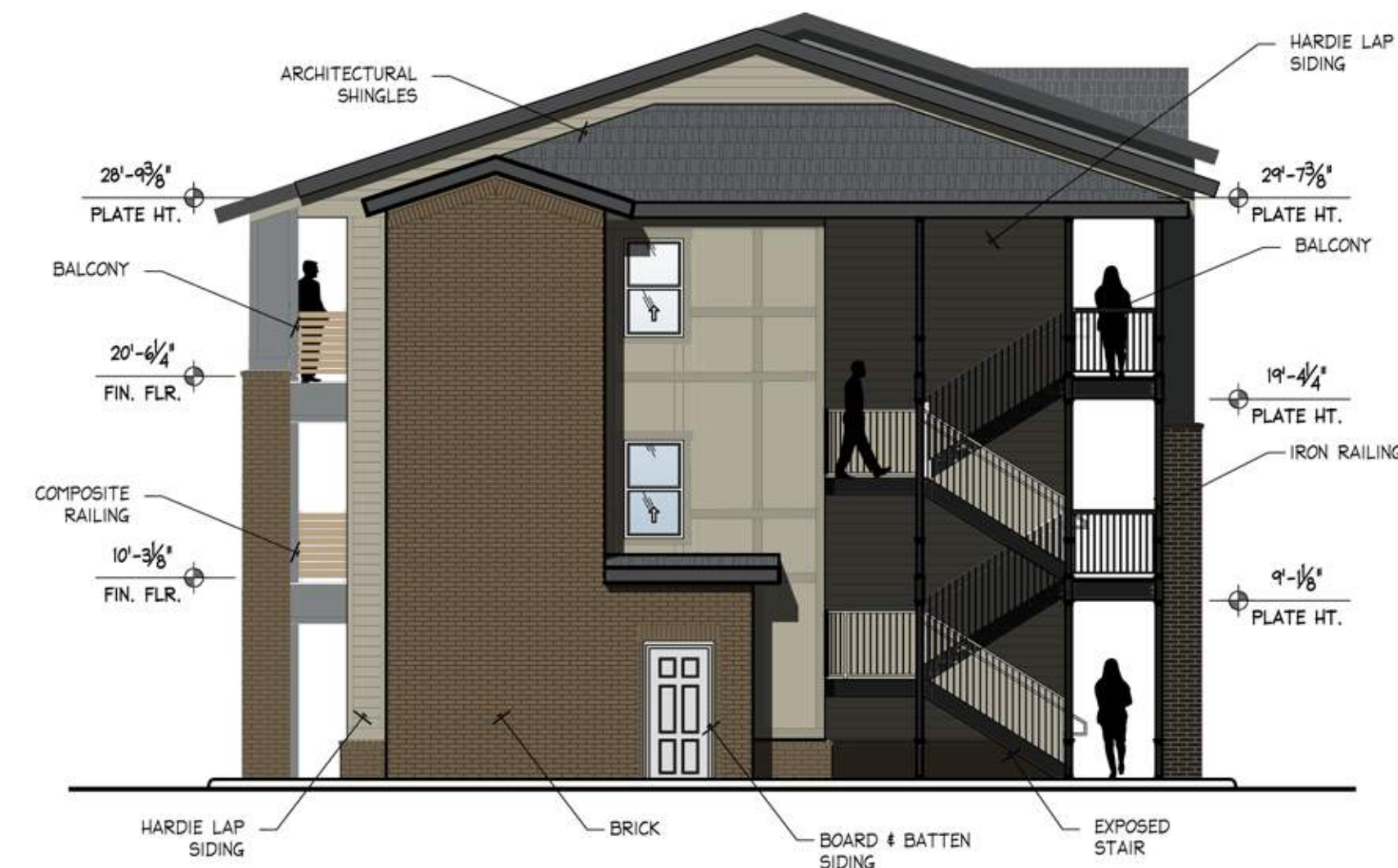


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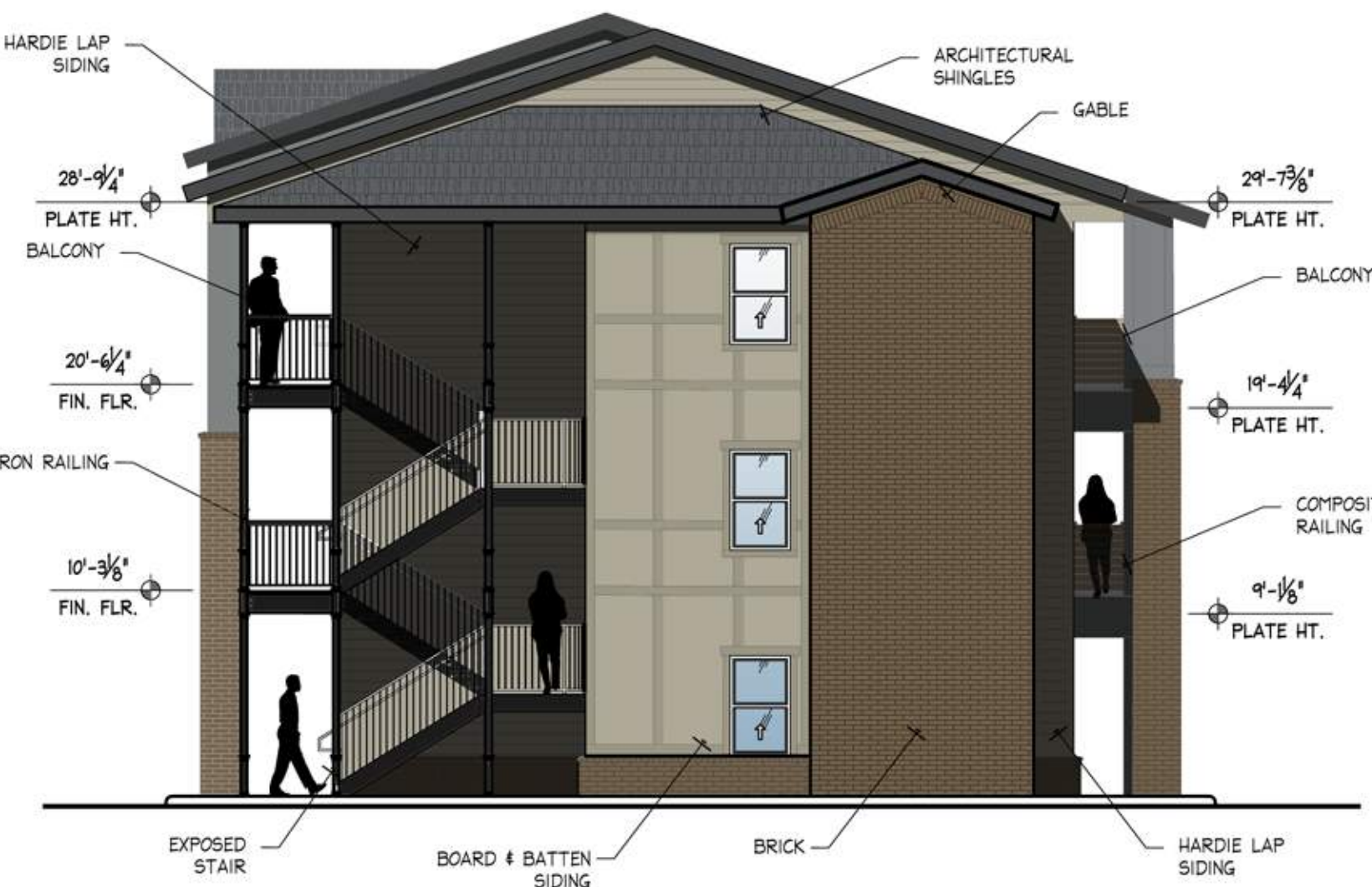
24 UNIT ROYALE BUILDING
VANTAGE CENTER NORTH APARTMENTS
FAYETTEVILLE, AR

Description:
24 UNIT ROYALE BUILDING
Location:
FAYETTEVILLE, AR
Sheet Content:

Sheet:
ELEV.



EXTERIOR ELEVATION at SIDE
Scale : 1/8"=1'-0"



EXTERIOR ELEVATION at SIDE
Scale : 1/8"=1'-0"



EXTERIOR ELEVATION at FRONT
Scale : 1/8"=1'-0"



EXTERIOR ELEVATION at REVERSE
Scale : 1/8"=1'-0"

GENERAL FLASHING NOTE:
G.C. TO PROVIDE FLASHING REQUIRED TO MAKE BUILDING WATER TIGHT. USE APPROPRIATE MEANS, METHODS, AND MATERIALS TO FLASH AND COUNTER FLASH ANY AND ALL AREAS WHERE DISSIMILAR MATERIALS MEET OR EXTERIOR SURFACES CHANGE DIRECTION OR PLANE. FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE FROM ENTERING THE WALL AND ROOF OR TO REDIRECT IT TO THE EXTERIOR. FLASHING SHALL BE INSTALLED AT JOINTS IN COPINGS, PERIMETERS OF EXTERIOR DOOR AND WINDOW ASSEMBLIES, PENETRATIONS, INTERSECTIONS WITH PARAPET WALLS, TERMINATIONS OF EXTERIOR WALL ASSEMBLIES, EXTERIOR WALL INTERSECTIONS WITH ROOFS, CHIMNEYS, PORCHES, DECKS, BALCONIES, SIMILAR PROJECTIONS, BUILT-IN GUTTERS AND SIMILAR LOCATIONS WHERE MOISTURE COULD ENTER THE BUILDING. FLASHING WITH PROJECTING FLANGES SHALL BE INSTALLED ON BOTH SIDES AND THE ENDS OF COPINGS, UNDER SILLS AND CONTINUOUSLY ABOVE PROJECTING TRIM. IF A FLASHING DETAIL IS NOT APPARENT IT IS THE CONTRACTOR'S RESPONSIBILITY TO REQUEST INFORMATION FROM THE ARCHITECT IN WRITTEN FORM (RFI) REGARDING THE PROCEDURE IN QUESTION. IF THE CONTRACTOR PROCEEDS WITH THE WORK WITHOUT RECEIVING A WRITTEN RESPONSE FROM THE ARCHITECT IT IS IMPLIED IN DOING SO THAT THE CONTRACTOR HAS TAKEN FULL RESPONSIBILITY FOR THE MEANS AND METHODS OF THE WORK, ITS FUNCTION AND AESTHETIC QUALITY. IF THE WORK SHOULD FAIL TO MEET THE OWNER'S APPROVAL IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR/RECONSTRUCT TO THE OWNER'S SATISFACTION.

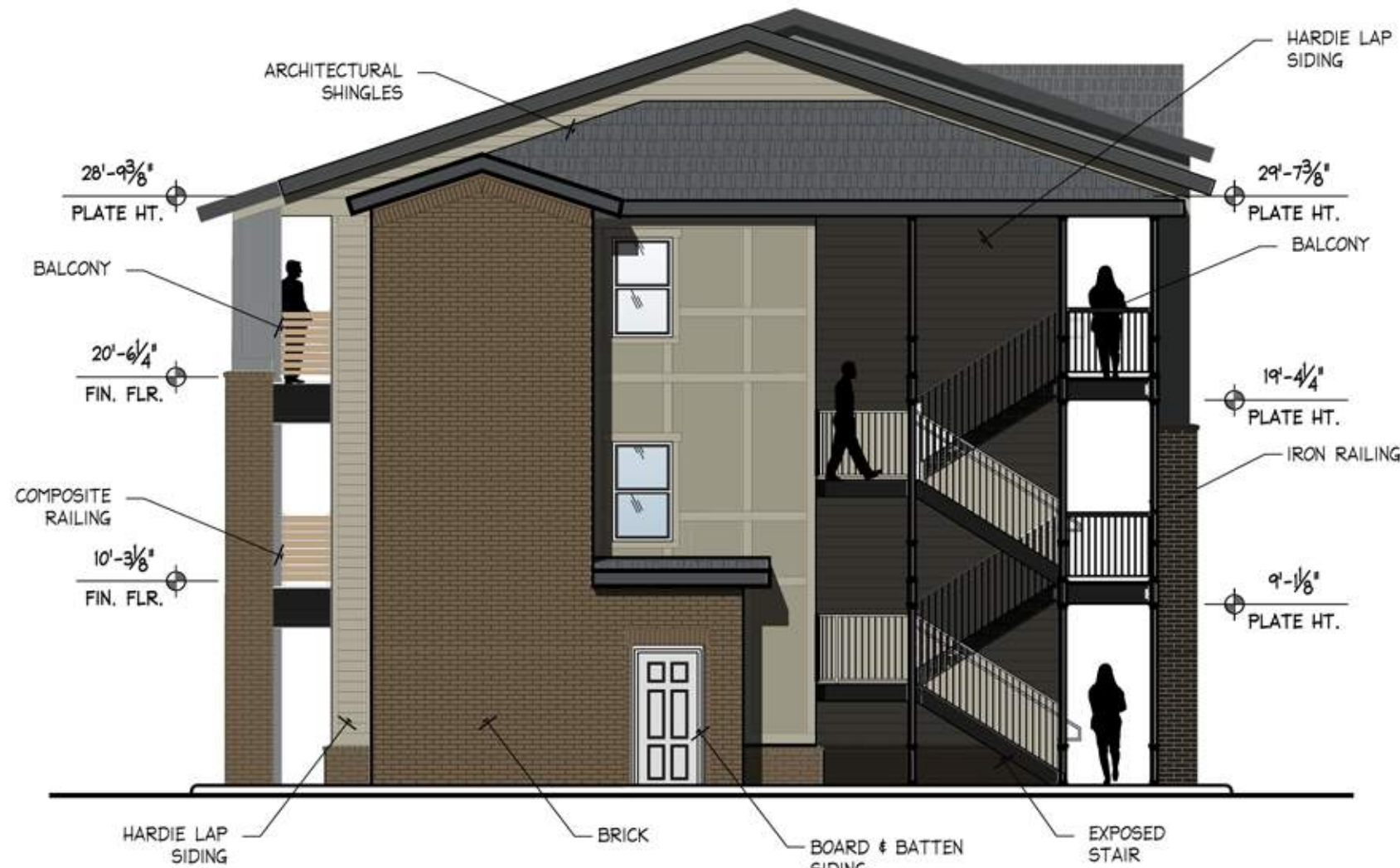
Building Type		CHURCHILL 15			
Building Area	13,398				
Slab Perimeter	338				
2nd Flr. Area	4466				
3rd Flr. Area	4466				
Roof Area	6,385				
Wall Surface Ht.	28'-8"				
		Less Doors			
Wall Area	9687	100%	9007	100%	
	9687	100%	9007	100%	
Door Area	680	7.02%			
	680	7.02%			
Window Area	900	9.29%	1275	14.16%	
	900	9.29%	1275	14.16%	
		Material Breakdown			
Brick	3699	38.19%	3699	41.07%	
	3699	38.19%	3699	41.07%	
Stone	0	0.00%	0	0.00%	
	0	0.00%	0	0.00%	
Siding	4408	45.50%	4408	48.94%	
	4408	45.50%	4408	48.94%	

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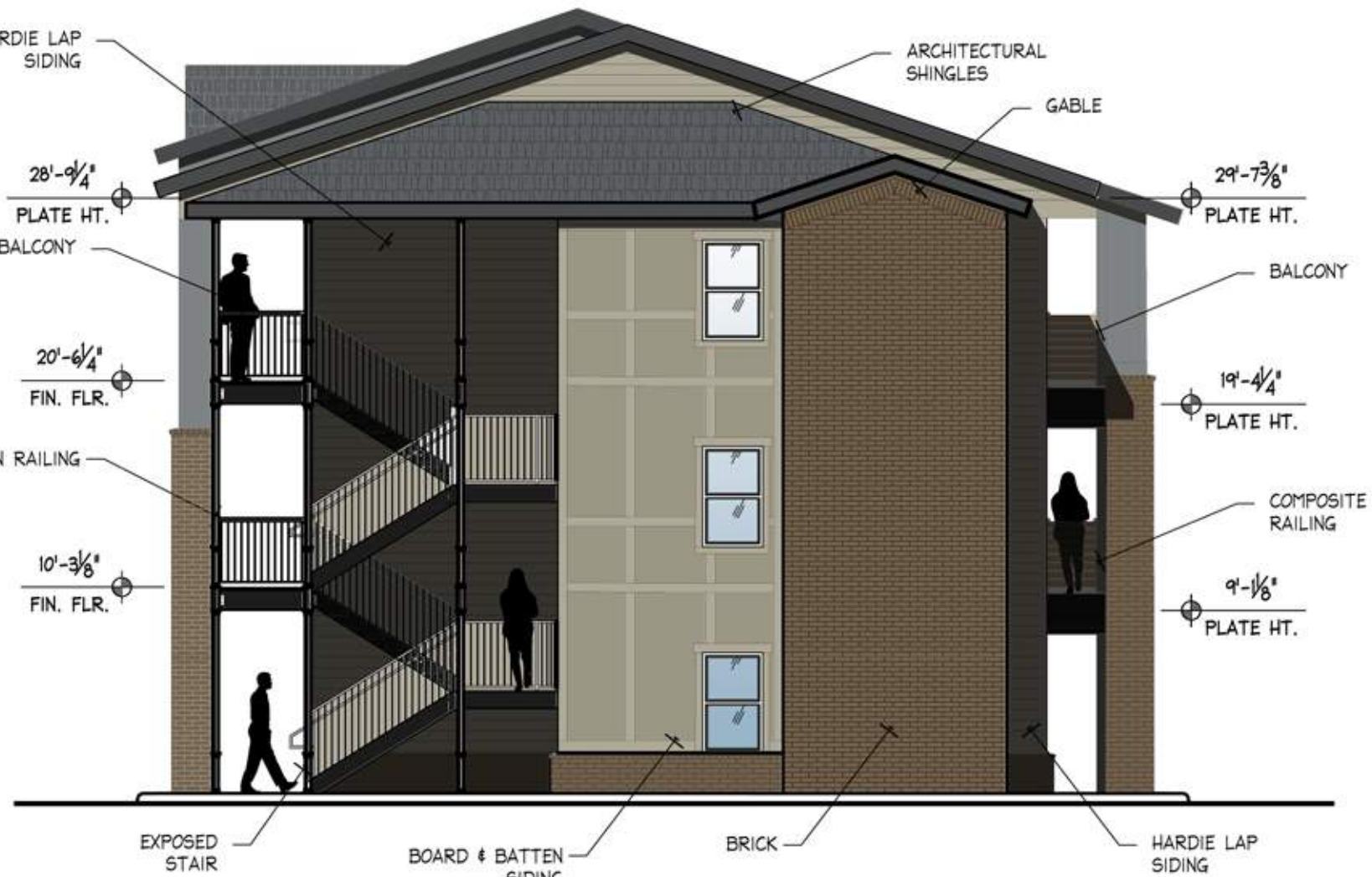
15 UNIT CHURCHILL BUILDING

Description:
15 UNIT CUSTOM BUILDING
Location:
Sheet Contents:
Sheet:
ELEV
Document Date:
April 2, 2019

GENERAL FLASHING NOTE:
G.C. TO PROVIDE FLASHING REQUIRED TO MAKE BUILDING WATER TIGHT. USE APPROPRIATE MEANS, METHODS, AND MATERIALS TO FLASH AND COUNTER FLASH ANY AND ALL AREAS WHERE DISSIMILAR MATERIALS MEET OR EXTERIOR SURFACES CHANGE DIRECTION OR PLANE. FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE FROM ENTERING THE WALL AND ROOF OR TO REDIRECT IT TO THE EXTERIOR. FLASHING SHALL BE INSTALLED AT: JOINTS IN COPINGS, PERIMETERS OF EXTERIOR DOOR AND WINDOW ASSEMBLIES, PENETRATIONS, INTERSECTIONS WITH PARAPET WALLS, TERMINATIONS OF EXTERIOR WALL ASSEMBLIES, EXTERIOR WALL INTERSECTIONS WITH ROOFS, CHIMNEYS, PORCHES, DECKS, BALCONIES, SIMILAR PROJECTIONS, BUILT-IN GUTTERS AND SIMILAR LOCATIONS WHERE MOISTURE COULD ENTER THE BUILDING. FLASHING WITH PROJECTING FLANGES SHALL BE INSTALLED ON BOTH SIDES AND THE ENDS OF COPINGS, UNDER SILLS AND CONTINUOUSLY ABOVE PROJECTING TRIM. IF A FLASHING DETAIL IS NOT APPARENT IT IS THE CONTRACTOR'S RESPONSIBILITY TO REQUEST INFORMATION FROM THE ARCHITECT IN WRITTEN FORM (RFI) REGARDING THE PROCEDURE IN QUESTION. IF THE CONTRACTOR PROCEEDS WITH THE WORK WITHOUT RECEIVING A WRITTEN RESPONSE FROM THE ARCHITECT IT IS IMPLIED IN DOING SO THAT THE CONTRACTOR HAS TAKEN FULL RESPONSIBILITY FOR THE MEANS AND METHODS OF THE WORK, ITS FUNCTION AND AESTHETIC QUALITY. IF THE WORK SHOULD FAIL TO MEET THE OWNER'S APPROVAL IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR/RECONSTRUCT TO THE OWNER'S SATISFACTION.



EXTERIOR ELEVATION at SIDE
Scale : 1/8"=1'-0"



EXTERIOR ELEVATION at SIDE
Scale : 1/8"=1'-0"

Building Type	CHURCHILL 18			
Building Area	16,395			
Slab Perimeter	392			
Roof Area	7,710			
Wall Surface Ht.	28'-8"	Less Doors		
Wall Area	11235	100%	10135	100%
	11235	100%	10135	100%
Door Area	1100	9.79%		
	1100	9.79%		
Window Area	990	8.81%	990	9.77%
	990	8.81%	990	9.77%
Material Breakdown				
Brick	4243	37.77%	4243	41.86%
	4243	37.77%	4243	41.86%
Stone	0	0.00%	0	0.00%
	0	0.00%	0	0.00%
Siding	4902	43.63%	4902	48.37%
	4902	43.63%	4902	48.37%



EXTERIOR ELEVATION at FRONT
Scale : 1/8"=1'-0"



EXTERIOR ELEVATION at REVERSE
Scale : 1/8"=1'-0"

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18 UNIT CHURCHILL BUILDING

Description:
18 UNIT CHURCHILL BUILDING
Location:
Sheet Contents:
Sheet:
ELEV

Building Type		CHURCHILL 15			
Building Area		13,398			
Slab Perimeter		338			
2nd Flr. Area		4466			
3rd Flr. Area		4466			
Roof Area		6,385			
Wall Surface Ht.		28'-8			
Wall Area		9922	100%	8956	100%
	(A)	2899	100%	2584	100%
	(B)	1073	100%	1052	100%
	(C)	4857	100%	4227	100%
	(D)	1093	100%	1093	100%
Door Area		966	9.74%		
	(A)	315	10.87%		
	(B)	21	1.96%		
	(C)	630	12.97%		
	(D)	0	0.00%		
Window Area		840	8.47%	840	9.38%
	(A)	390	13.45%	390	15.09%
	(B)	0	0.00%	0	0.00%
	(C)	450	9.26%	450	10.65%
	(D)	0	0.00%	0	0.00%
Total Less Doors		8956			
Total Less Windows		9082			
Total Less Doors and Windows		8116			
Material Breakdown					
Brick		3067	30.91%	3067	34.25%
	(A)	786	27.11%	786	30.42%
	(B)	437	40.73%	437	41.54%
	(C)	1437	29.59%	1437	34.00%
	(D)	407	37.24%	407	
Stone		0	0.00%	0	0.00%
	(A)	0	0.00%	0	0.00%
	(B)	0	0.00%	0	0.00%
	(C)	0	0.00%	0	0.00%
	(D)	0	0.00%	0	0.00%
Special Use Primary Fiber Cement		5049	50.89%	5049	56.38%
	(A)	1408	48.57%	1408	54.49%
	(B)	615	57.32%	615	58.46%
	(C)	2340	48.18%	2340	55.36%
	(D)	686	62.76%	686	62.76%

Building Type		CHURCHILL 18			
Building Area		16,395			
Slab Perimeter		392			
2nd Flr. Area		5465			
3rd Flr. Area		5465			
Roof Area		7,710			
Wall Surface Ht.	28'-8			Less Doors	
Wall Area		11262	100%	10107	100%
	(A)	4547	100%	4169	100%
	(B)	1073	100%	1052	100%
	(C)	4549	100%	3793	100%
	(D)	1093	100%	1093	100%
Door Area		1155	10.26%		
	(A)	378	8.31%		
	(B)	21	1.96%		
	(C)	756	16.62%		
	(D)	0	0.00%		
Window Area		1080	9.59%	1080	10.69%
	(A)	540	11.88%	540	12.95%
	(B)	0	0.00%	0	0.00%
	(C)	540	11.87%	540	14.24%
	(D)	0	0.00%	0	0.00%
Total Less Doors		10107			
Total Less Windows		10182			
Total Less Doors and Windows		9027			
Material Breakdown					
Brick		3401	30.20%	3401	33.65%
	(A)	898	19.75%	898	21.54%
	(B)	437	40.73%	437	41.54%
	(C)	1659	36.47%	1659	43.74%
	(D)	407	37.24%	407	37.24%
Stone		0	0.00%	0	0.00%
	(A)	0	0.00%	0	0.00%
	(B)	0	0.00%	0	0.00%
	(C)	0	0.00%	0	0.00%
	(D)	0	0.00%	0	0.00%
Special Use Primary Fiber Cement		5626	49.96%	5626	55.66%
	(A)	2731	60.06%	2731	65.51%
	(B)	615	57.32%	615	58.46%
	(C)	1594	35.04%	1594	42.02%
	(D)	686	62.76%	686	62.76%

Building Type		CHURCHILL 24			
Building Area		22,392			
Slab Perimeter		500			
2nd Flr. Area		7464		14330	
3rd Flr. Area		7464			
Roof Area		10,420			
Wall Surface Ht.	29'-8				
Wall Area		14330	100%	13553	100%
(A)		6160	100%	5908	100%
(B)		1073	100%	1052	100%
(C)		6004	100%	5500	100%
(D)		1093	100%	1093	100%
Door Area		777	5.42%		
(A)		252	4.09%		
(B)		21	1.96%		
(C)		504	8.39%		
(D)		0	0.00%		
Window Area		1470	10.26%	1470	10.85%
(A)		750	12.18%	750	12.69%
(B)		0	0.00%	0	0.00%
(C)		720	11.99%	720	13.09%
(D)		0	0.00%	0	0.00%
Total Less Doors		13553			
Total Less Windows		12860			
Total Less Doors and Windows		12083			
Material Breakdown					
Brick		4208	29.36%	4208	31.05%
(A)		1151	18.69%	1151	19.48%
(B)		437	40.73%	437	41.54%
(C)		2213	36.86%	2213	40.24%
(D)		407	37.24%	407	37.24%
Stone		0	0.00%	0	0.00%
(A)		0	0.00%	0	0.00%
(B)		0	0.00%	0	0.00%
(C)		0	0.00%	0	0.00%
(D)		0	0.00%	0	0.00%
Special Use Primary Fiber Cement		7875	54.95%	7875	58.11%
(A)		4007	65.05%	4007	67.82%
(B)		615	57.32%	615	58.46%
(C)		2567	42.75%	2567	46.67%
(D)		686	62.76%	686	62.76%

Building Type		24 UNIT HYBRID			
Building Area		22,512			
Slab Perimeter		402			
2nd Flr. Area		7504			
3rd Flr. Area		7504			
Roof Area		9,923			
Wall Surface Ht.		29'-8			
Wall Area		13354	100%	11974	100%
	(A)	4920	100%	4520	100%
	(B)	4950	100%	4350	100%
	(C)	1774	100%	1634	100%
	(D)	1710	100%	1470	100%
Door Area		1380	10.33%		
	(A)	400	8.13%		
	(B)	600	12.12%		
	(C)	140	7.89%		
	(D)	240	14.04%		
Window Area		2086	15.62%	2086	17.42%
	(A)	920	18.70%	920	20.35%
	(B)	821	16.59%	821	18.87%
	(C)	195	10.99%	195	11.93%
	(D)	150	8.77%	150	10.20%
Total Less Doors		11974			
Total Less Windows		11268			
Total Less Doors and Windows		9888			
Material Breakdown					
Brick		1180	8.84%	1180	9.85%
	(A)	701	14.25%	701	15.51%
	(B)	405	8.18%	405	9.31%
	(C)	74	4.17%	74	4.53%
	(D)	0		0	
Stone		2567	19.22%	2567	21.44%
	(A)	975	19.82%	975	21.57%
	(B)	837	16.91%	837	19.24%
	(C)	455	25.65%	455	27.85%
	(D)	300	17.54%	300	20.41%
Special Use Primary Fiber Cement		6141	45.99%	6141	51.29%
	(A)	1924	39.11%	1924	42.57%
	(B)	2287	46.20%	2287	52.57%
	(C)	910	51.30%	910	55.69%
	(D)	1020	59.65%	1020	69.39%

Building Type		27 UNIT LEGACY			
Building Area		25,623			
Slab Perimeter		445			
2nd Flr. Area		8541			
3rd Flr. Area		8541			
Roof Area		10,718			
Wall Surface Ht.		29'-8			
Wall Area		13354	100%	11974	100%
	(A)	4920	100%	4520	100%
	(B)	4950	100%	4350	100%
	(C)	1774	100%	1634	100%
	(D)	1710	100%	1470	100%
Door Area		1380	10.33%		
	(A)	400	8.13%		
	(B)	600	12.12%		
	(C)	140	7.89%		
	(D)	240	14.04%		
Window Area		2086	15.62%	2086	17.42%
	(A)	920	18.70%	920	20.35%
	(B)	821	16.59%	821	18.87%
	(C)	195	10.99%	195	11.93%
	(D)	150	8.77%	150	10.20%
Total Less Doors		11974			
Total Less Windows		11268			
Total Less Doors and Windows		9888			
Material Breakdown					
Brick		1180	8.84%	1180	9.85%
	(A)	701	14.25%	701	15.51%
	(B)	405	8.18%	405	9.31%
	(C)	74	4.17%	74	4.53%
	(D)	0		0	
Stone		2567	19.22%	2567	21.44%
	(A)	975	19.82%	975	21.57%
	(B)	837	16.91%	837	19.24%
	(C)	455	25.65%	455	27.85%
	(D)	300	17.54%	300	20.41%
Special Use Primary Fiber Cement		6141	45.99%	6141	51.29%
	(A)	1924	39.11%	1924	42.57%
	(B)	2287	46.20%	2287	52.57%
	(C)	910	51.30%	910	55.69%
	(D)	1020	59.65%	1020	69.39%

Building Type		30 UNIT LEGACY			
Building Area		25,764			
Slab Perimeter		446			
2nd Flr. Area		8588			
3rd Flr. Area		8588			
Roof Area		10,984			
Wall Surface Ht.	29'-8			Less Doors	
Wall Area		13409	100%	12249	100%
	(A)	5183	100%	4793	100%
	(B)	4980	100%	4590	100%
	(C)	1752	100%	1492	100%
	(D)	1494	100%	1374	100%
Door Area		1160	8.65%		
	(A)	390	7.52%		
	(B)	390	7.83%		
	(C)	260	14.84%		
	(D)	120	8.03%		
Window Area		2335	17.41%	2086	17.03%
	(A)	982	18.95%	920	19.19%
	(B)	959	19.26%	821	17.89%
	(C)	169	9.65%	195	13.07%
	(D)	225	15.06%	150	10.92%
Total Less Doors		12249			
Total Less Windows		11074			
Total Less Doors and Windows		9914			
Material Breakdown					
Brick		1000	7.46%	1000	8.16%
	(A)	662	12.77%	662	13.81%
	(B)	0	0.00%	0	0.00%
	(C)	78	4.45%	78	5.23%
	(D)	260	17.40%	260	18.92%
Stone		2753	20.53%	2753	22.48%
	(A)	1209	23.33%	1209	25.22%
	(B)	933	18.73%	933	20.33%
	(C)	313	17.87%	313	20.98%
	(D)	298	19.95%	298	21.69%
Special Use Primary Fiber Cement		6161	45.95%	6161	50.30%
	(A)	1940	37.43%	1940	40.48%
	(B)	2698	54.18%	2698	58.78%
	(C)	932	53.20%	932	62.47%
	(D)	591	39.56%	591	43.01%

Building Type		24 UNIT ROYALE			
Building Area		25,623			
Slab Perimeter		445			
2nd Flr. Area		8541			
3rd Flr. Area		8541			
Roof Area		10,718			
Wall Surface Ht.		29'-8			
Wall Area		13354	100%	11974	100%
	(A)	4920	100%	4520	100%
	(B)	4950	100%	4350	100%
	(C)	1774	100%	1634	100%
	(D)	1710	100%	1470	100%
Door Area		1380	10.33%		
	(A)	400	8.13%		
	(B)	600	12.12%		
	(C)	140	7.89%		
	(D)	240	14.04%		
Window Area		2086	15.62%	2086	17.42%
	(A)	920	18.70%	920	20.35%
	(B)	821	16.59%	821	18.87%
	(C)	195	10.99%	195	11.93%
	(D)	150	8.77%	150	10.20%
Total Less Doors		11974			
Total Less Windows		11268			
Total Less Doors and Windows		9888			
Material Breakdown					
Brick		1180	8.84%	1180	9.85%
	(A)	701	14.25%	701	15.51%
	(B)	405	8.18%	405	9.31%
	(C)	74	4.17%	74	4.53%
	(D)	0		0	
Stone		2567	19.22%	2567	21.44%
	(A)	975	19.82%	975	21.57%
	(B)	837	16.91%	837	19.24%
	(C)	455	25.65%	455	27.85%
	(D)	300	17.54%	300	20.41%
Special Use Primary Fiber Cement		6141	45.99%	6141	51.29%
	(A)	1924	39.11%	1924	42.57%
	(B)	2287	46.20%	2287	52.57%
	(C)	910	51.30%	910	55.69%
	(D)	1020	59.65%	1020	69.39%





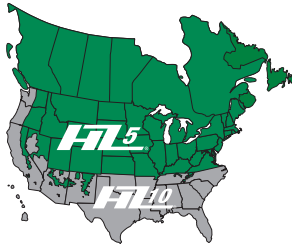




Hardie® **H7.5** siding

Includes HardiePlank® HZ5® Lap Siding, HardiePanel® HZ5® Vertical Siding, HardieShingle® HZ5® Siding and HardieSoffit® HZ5® Panels

Effective April 2021



1. LIMITED WARRANTY. James Hardie Building Products Inc. ("Hardie") warrants, for a period of thirty (30) years (the "Limited Warranty Period") from the date of purchase of Hardie Fiber-Cement HARDIEPLANK® HZ5®, HARDIEPANEL® HZ5®, HARDIESHINGLE® HZ5® and HARDIESOFFIT® HZ5® Products (each, the "Product") for installation within the U.S. (except Alaska), Puerto Rico and Canada (except Yukon Territory, Northwest Territories, and Nunavut) that such purchased Product, when manufactured complies with ASTM C1186, will resist damage caused by hail or termite attacks, and is free from manufacturing defects in material and workmanship. This Limited Warranty extends only to (i) the first retail purchaser of the Product; (ii) the first owner of the structure to which the Product is applied and (iii) the first transferee (each a "Covered Person").

2. WHAT WE WILL DO. If, during the Limited Warranty Period, the Product is defective in material or workmanship, Hardie will, in its sole discretion, either refund or replace the defective portion of the Product, or, during the first (1st) through the thirtieth (30th) year, reimburse the Covered Person for up to twice the original retail cost of the defective portion of the Product. After the 30th year, this Limited Warranty will expire and shall no longer be applicable. If the original retail cost cannot be established by the Covered Person to Hardie's reasonable satisfaction, the cost shall be determined by Hardie in its sole and reasonable discretion. Hardie's replacement of the defective portion of the Product or reimbursement pursuant to Section 2 of this Limited Warranty is the exclusive remedy for the Covered Person for any defect in materials or workmanship. HARDIE WILL NOT REFUND OR PAY ANY COSTS IN CONNECTION WITH LABOR OR ACCESSORY MATERIALS.

3. WHAT YOU MUST DO/CONDITIONS OF LIMITED WARRANTY. Warranty coverage under this Limited Warranty shall be subject to the following terms and conditions:

- (A) A Covered Person must provide written notice to Hardie within thirty (30) days after discovery of any claimed defect covered by this Limited Warranty and before beginning any permanent repair. The notice must describe the location and details of the claimed defect and any additional information necessary for Hardie to investigate the claim. Photos of the Product, showing the claimed defect must accompany the notice. A claimant under this Limited Warranty must provide proof to Hardie that such claimant is a Covered Person as defined in Section 1 above.
- (B) The Product must be installed according to Hardie's printed installation requirements and must comply with all building codes adopted by federal, state or local governments or government agencies applicable to the installation.
- (C) Upon discovery of a claimed defect, a Covered Person must immediately, and at a Covered Person's own expense, provide for protection of all property that could be affected until the claimed defect is remedied if applicable. Before any permanent repair to the Product, a Covered Person must allow Hardie or Hardie's authorized agent to enter the property and structure where the Product is installed, if applicable, and examine, photograph and take samples of the Product. Any repairs initiated by or on behalf of a Covered person without prior authorization from Hardie may void the warranty.

4. WHAT IS NOT COVERED. This Limited Warranty does not cover damage or defects resulting from or in any way attributable to: (a) The improper storage, shipping, handling or installation of the Product, including, without limitation, failure of the Product to be installed in strict compliance with the Conditions of Limited Warranty set forth in Section 3 of this Limited Warranty and/or improper installation of studs or other accessories; (b) Further processing,

Homeowner Care and Maintenance Tips

PATCHING

Fill dents, chips and cracks using a good quality cement patching compound (acrylic mortar patch), which can be found at your local Home Center or Hardware Store.

PRODUCT REPLACEMENT

Replace siding and trim Products in accordance with James Hardie's written installation instructions.

CAULK REPLACEMENT

When caulk is in need of replacing, carefully remove existing caulk and replace with a high quality, paintable latex caulk. For best results, use a latex caulk that complies with ASTM C834 or better. Caulking should be applied in accordance with the caulking manufacturer's written application instructions.

PAINT MAINTENANCE

Remove any damaged, chipped or cracked paint. Prior to repainting, make sure that the surface area is properly cleaned. Repaint immediately using a good quality 100% acrylic paint. For best results, please refer to your paint manufacturer's written specifications for application rates and required topcoats.

Call 1-800-9-HARDIE or visit www.JamesHardiePros.com to obtain written installation requirements or for more detailed technical information.

modification or alteration of the Product after shipping from Hardie; (c) Neglect, abuse, or misuse; (d) Repair or alteration; (e) Settlement or structural movement and/or movement of materials to which the Product is attached; (f) Damage from incorrect design of the structure; (g) Damage resulting from water infiltration; (h) Exceeding the maximum designed wind loads; (i) Acts of God including, but not limited to, tornados, hurricanes, floods, earthquakes, severe weather or other natural phenomena, (including, but not limited to, unusual climate conditions); (j) Efflorescence, peeling or performance of any third party paints, stains and/or coatings; (k) Growth of mold, mildew, fungi, bacteria, or any organism on any surface of the Product (whether on the exposed or unexposed surfaces); (l) Lack of proper maintenance; and/or (m) Any cause other than material or manufacturing defects attributable to Hardie.

5. NO WAIVER. Hardie may, in its sole discretion, extend benefits beyond what is covered under this Limited Warranty. Any such extension shall apply only to the specific instance in which it is granted, and shall not constitute a waiver of Hardie's right to strictly enforce the exclusions, disclaimers, and limitations set forth herein for any or all other circumstances.

6. LIMITATION OF LIABILITY. IN NO EVENT SHALL HARDIE BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES, INCLUDING BUT NOT LIMITED TO, ANY CLAIMS OF PROPERTY DAMAGE, BASED UPON BREACH OF WARRANTY, BREACH OF CONTRACT, TORT, OR ANY OTHER LEGAL THEORY. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation may not apply to you.

7. LIMITATION OF WARRANTY. THE ABOVE LIMITED WARRANTY IS THE EXCLUSIVE WARRANTY FOR THE PRODUCT. HARDIE DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING

ANY IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR PARTICULAR PURPOSE OR OTHERWISE. In the event that applicable consumer law prohibits the disclaimer of an implied warranty, the above Limited Warranty shall not extend the time period of any such implied warranty. Some states do not allow limitations for consumers on how long an implied warranty lasts, so the above limitation may not apply to you. This Limited Warranty gives you specific legal rights, and you may have additional rights, which vary from state to state.

8. ENTIRE AGREEMENT. This Limited Warranty contains and represents the only warranty extended by Hardie for the Product. No employee or agent of Hardie or any other party is authorized to make any other warranty in addition to those made in this Limited Warranty.

9. MODIFICATION OR DISCONTINUATION OF PRODUCTS. Hardie reserves the right to discontinue or modify the Product at any time without notice. In the event that replacement of the Product pursuant to this Limited Warranty is not possible, Hardie will fulfill any refund or replacement obligation under this Limited Warranty with a Hardie Product of equal or greater value.

10. HOW TO OBTAIN LIMITED WARRANTY SERVICE.

- (a) Call 866-375-8603; or
- (b) Write Warranty Department, James Hardie Building Products, Inc., 10901 Elm Avenue, Fontana, California 92337; or
- (c) Visit: <http://claims.jameshardie.com>

COMPLETE AND SAVE FOR YOUR OWN RECORDS

Name of Owner _____

Installation Address _____

Name of Installing Contractor _____

Date Installed _____ Contractor Phone Number _____



GREENHOUSE-HIGHWAY 12 LLC

Greenhouse Road

PC Date: 12/3/2024

Staff Report Details

Project Number	RZ24-0042
Applicant / Current Owner	Hope Consulting / Greenhouse-Highway 12 LLC
Site Area	+/- 7.99 Acres
Current Zoning	A-1, Agriculture
Requested Zoning	C-1, Neighborhood Commercial and C-2, General Commercial
Current Future Land Use Map Designation	Open Space
Requested Future Land Use Map Designation	General Commercial
Development Type / Use	Restaurants, gas stations, and similar commercial businesses
Related projects	LS24-0031, LSD24-0036

Property Description

The subject property is located at the corner of Greenhouse Road and Southwest Regional Airport Boulevard. The property is presently zoned A-1, Agriculture, with a land use designation of Open Space. The property has direct access to both Greenhouse Road and Southwest Regional Airport Boulevard. Surrounding zoning districts include R-1, Low Density Single Family Residential to the west and Planned Residential Development (PRD) to the North.

Project Details

The applicant has requested a rezoning of the property from A-1, Agriculture to C-1, Neighborhood Commercial and C-2, General Commercial. The applicant states in their narrative they are requesting the rezoning in order to develop the property into restaurants and other commercial uses.

Relationship to the General Plan / Projected Traffic Impact

The property is presently designated as Open Space and is surrounded by a mix of uses such as Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), and

Relationship to the General Plan / Projected Traffic Impact

General Commercial.

Open spaces include undeveloped areas that are either actively preserved or have significant challenges to development, such as floodplains or wetlands, steep slopes, or other unique environmental characteristics.

This zoning request does not align with the Future Land Use Map., but may fit into the development style of the area.

The C-1 District is designed primarily to provide convenience goods and personal services for persons living in the surrounding residential areas while maintaining a character in harmony with residential development.

The C-2 District represents the least restrictive of the commercial districts and is designed to serve the planning area and highway travelers. This district shall congregate on local arterial streets in such a manner as to minimize disruptions of through traffic and shall be interspersed within the corporate boundaries.

This location is within Priority Area 3 of the Community Plan, Edge growth, which focuses on development in areas proximate to existing infrastructure in order to capitalize on municipal investment that has already taken place.

There is a portion of the lot to the east that has already been rezoned to C-2.

Public Comment

Has Staff received Public Comment at the time of this report? : **No**

Analysis / Waivers

The applicant currently has a lot split in review that would split the lot into multiple smaller lots. The applicant states in their narrative that cross access will be platted to prevent unnecessary ingress/egress onto Southwest Regional Airport Boulevard. The applicant also states that there is a 12" water main and an 8" sewer main on the site. The applicant is also required to provide a sewer extension to give access to all new lots in the lot split.

Conclusion

This rezoning is not consistent with the future land use plan, but there is evidence that the rezone is in harmony with the surrounding development. Given this property's proximity to many low, medium, and high density housing types, it may be well suited as a commercial space. The applicant is requesting a part of the western side of the lot be rezoned to C-1 to create a buffer between the C-2 zone and the R-1 zone as requested by the commission.

Staff recommends approval of both the future land use map amendment and the rezone request.

Additional Details

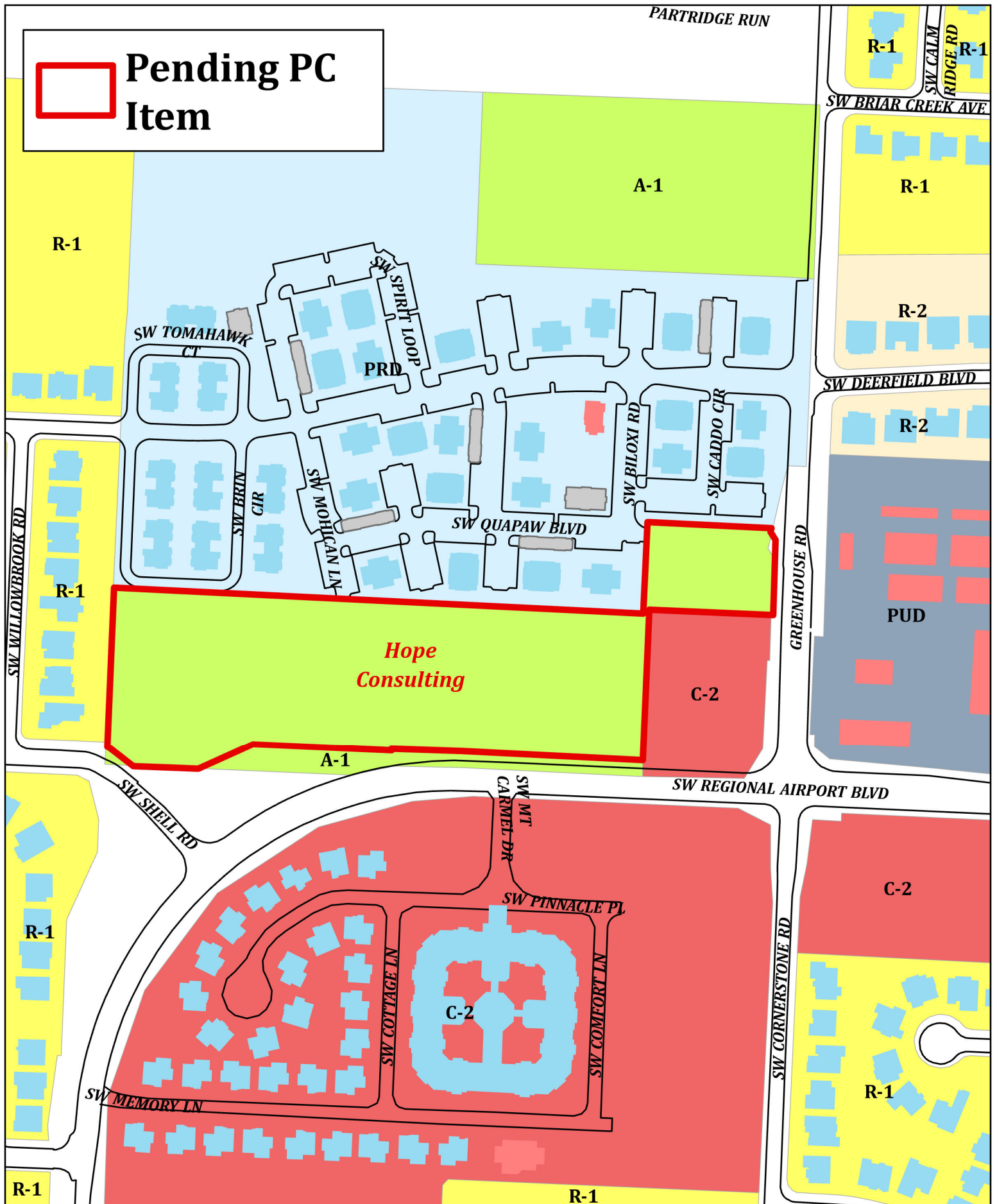
This item was noticed for the November 19, 2024 Planning Commission meeting. The Commission tabled

Additional Details

the item at the applicant's request to modify the application to lower the intensity of the westerly portion of the property.



**Pending PC
Item**



RZ24-0042
Casey's General Store
3700 SW Regional Airport Blvd



November 26, 2024

City of Bentonville - Planning Department
305 SW A Street
Bentonville, AR 72712

RZ24-0042 - The Reserve Bentonville – Lot 1 Rezone Re-Submission Narrative

Dear Mr. Gavrielides,

Please let this letter serve as a narrative for the re-submission of The Reserve Bentonville – Lot 1 Rezoning, assigned City of Bentonville project number RZ24-0042. This rezone was heard at the November 19th Planning Commission Meeting and was tabled due to the request of a non-conforming zoning adjacent to a residential neighborhood zoned R-1, Low Density Single Family Residential on the West side of the subject property.

After receiving the Planning Commission's input and discussing with City of Bentonville Planning Staff, we've revised the rezoning request to include a second zoning classification in this conflict area to provide a more suitable zoning to transition from the previously requested C-2, General Commercial rezoning. 3.30 Acres of the Western portion of the subject property is now being requested to be rezoning to C-1, Neighborhood Commercial, which is a more viable zoning classification next to a R-1, Low Density Single Family Residential. This also aligns with the City of Bentonville's Future Land Use Plan for the area.

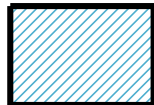
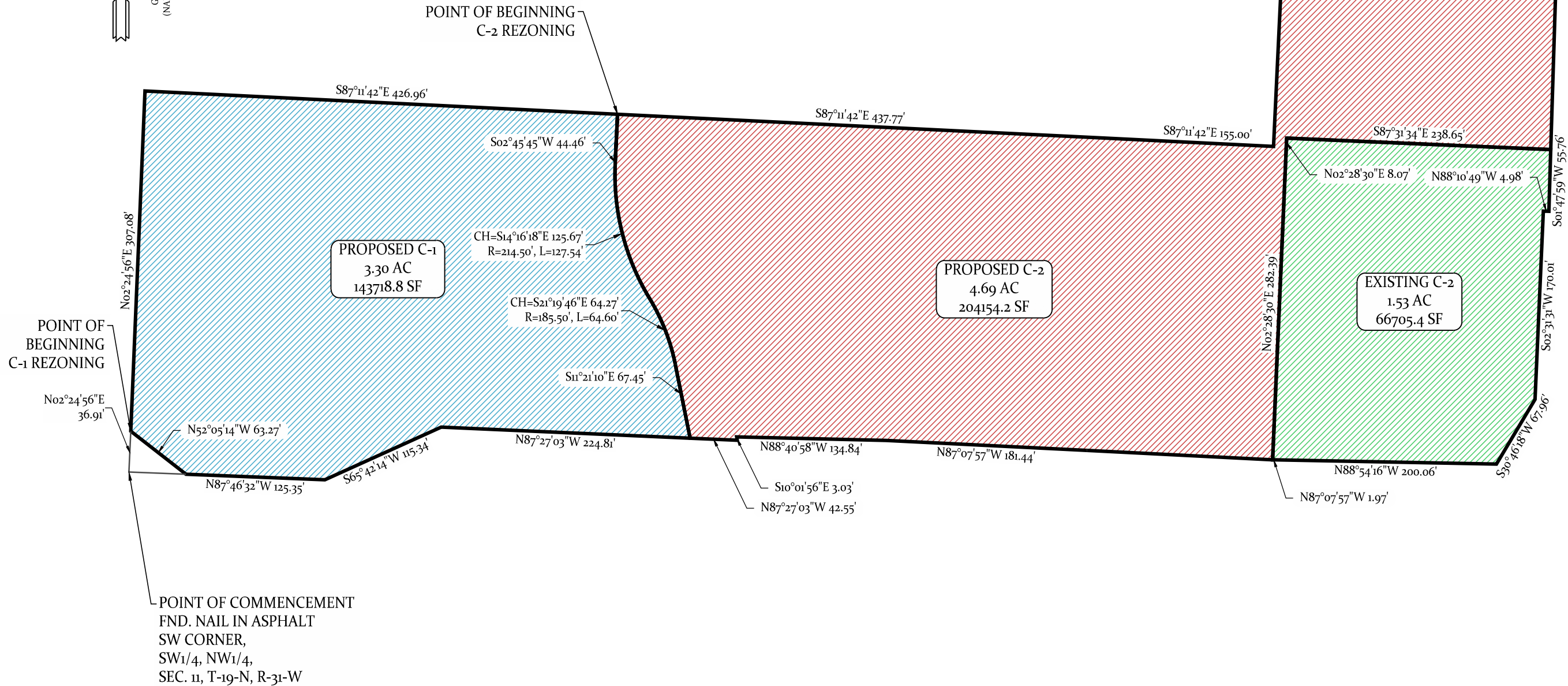
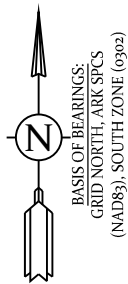
A rezoning exhibit has been included with this re-submission narrative to better depict the rezoning request being made for Lot 1 of The Reserve Bentonville.

Please feel free to contact me if you have any questions or concerns with the revised rezoning request being made.

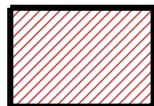
Sincerely,



Dillon Bentley, P.E.
NWA Lead Engineer
Hope Consulting



PROPOSED REZONING FROM A-1 TO C-1



PROPOSED REZONING FROM A-1 TO C-2



EXISTING C-2 ZONING

HOPE
CONSULTING
ENGINEERS • SURVEYORS
129 North Main Street
Benton, Arkansas 72015
Office: (501) 315-2626 | Fax: (501) 315-0024
www.HopeConsulting.com

REZONING EXHIBIT

FOR USE AND BENEFIT OF:
iSQUARE MANAGEMENT
PO BOX 56260, LITTLE ROCK, AR 72215

DATE: 11/20/2024	CAD BY: OV	PROJECT NUMBER:
REVISED:	CHECKED BY:	24-0177
SHEET: 1 OF 1	SCALE: NTS	
AR STATE LAND SURVEY FILING CODE: 500 - 19N - 31W - 0 - 11 - 430 - 04 - 1664		

RESOLUTION NO. _____

**A RESOLUTION AMENDING THE CITY OF BENTONVILLE FUTURE LAND USE
MAP FOR A SPECIFIC AREA FROM AGRICULTURE TO GENERAL
COMMERCIAL; AND FOR OTHER PURPOSES.
(PROJECT NUMBER: RZ24-0042)**

WHEREAS, Greenhouse Highway 12 LLC duly filed a petition with the Planning Commission requesting that the hereinafter described property situated in Benton County, Arkansas, be changed from its present land use classification of AGRICULTURE to GENERAL COMMERCIAL, which property is described as follows:

A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 19 NORTH, RANGE 31 WEST, CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A FND. NAIL IN ASPHALT AND THE SW CORNER OF SAID SW1/4, NW1/4, OF SECTION 11;THENCE ALONG THE WEST LINE THEREOF NORTH 02°24'56" EAST A DISTANCE OF 36.91 FEET TO A SET 1/2" REBAR & CAP (PS 1664) AND THE POINT OF BEGINNING;THENCE NORTH 02°24'56" EAST A DISTANCE OF 307.08 FEET TO A FND. 1/2" REBAR & CAP (PS 1374);THENCE SOUTH 87°11'42" EAST A DISTANCE OF 864.73 FEET TO A SET 1/2" REBAR & CAP (PS 1664);THENCE SOUTH 87°11'42" EAST A DISTANCE OF 155.00 FEET TO A SET 1/2" REBAR & CAP (PS 1664);THENCE NORTH 02°41'48" EAST A DISTANCE OF 176.07 FEET TO A SET 1/2" REBAR & CAP (PS 1664);THENCE SOUTH 87°11'41" EAST A DISTANCE OF 238.94 FEET TO A FND. 5/8" REBAR ON THE WESTERLY RIGHT-OF-WAY OF GREENHOUSE ROAD;THENCE ALONG SAID WESTERLY RIGHT-OF-WAY SOUTH 13°09'51" WEST A DISTANCE OF 7.62 FEET TO A SET 1/2" REBAR & CAP (PS 1664);THENCE ALONG SAID WESTERLY RIGHT-OF-WAY SOUTH 32°01'33" EAST A DISTANCE OF 18.02 FEET TO A FND. 5/8" REBAR & CAP (PS 1392);THENCE ALONG SAID WESTERLY RIGHT-OF-WAY SOUTH 01°47'59" WEST A DISTANCE OF 144.36 FEET TO A SET 1/2" REBAR & CAP (PS 1664);THENCE LEAVING SAID WESTERLY RIGHT-OF-WAY NORTH 87°31'34" WEST A DISTANCE OF 238.65 FEET TO A FND. 5/8" REBAR & CAP (PS 1374);THENCE SOUTH 02°28'30" WEST A DISTANCE OF 8.07 FEET TO A SET 1/2" REBAR & CAP (PS 1664);THENCE SOUTH 02°28'30" WEST A DISTANCE OF 282.39 FEET TO A SET 1/2" REBAR & CAP (PS 1664) ON THE NORTHERLY RIGHT-OF-WAY OF ARKANSAS HIGHWAY 12 (SW REGIONAL AIRPORT BOULEVARD);THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY NORTH 87°07'57" WEST A DISTANCE OF 168.03 FEET

TO A SET 1/2" REBAR & CAP (PS 1664);THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY NORTH 87°07'57" WEST A DISTANCE OF 181.44 FEET TO A FND. ARDOT ALUMINUM CAP MONUMENT IN CONCRETE (PS 1392);THENCE NORTH 88°40'58" WEST A DISTANCE OF 134.84 FEET TO A FND. ARDOT ALUMINUM CAP MONUMENT IN CONCRETE (PS 1392);THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY SOUTH 10°01'56" EAST A DISTANCE OF 3.03 FEET TO A FND. ARDOT ALUMINUM CAP MONUMENT IN CONCRETE (PS 1392);THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY NORTH 87°27'03" WEST A DISTANCE OF 267.36 FEET TO A FND. 5/8" REBAR & CAP (PS 1374);THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY SOUTH 65°42'14" WEST A DISTANCE OF 115.34 FEET TO A FND. 5/8" REBAR & CAP (PS 1374) ON THE SOUTH LINE OF SAID SW1/4, NW1/4 OF SECTION 11;THENCE ALONG SAID SOUTH LINE OF SAID SW1/4, NW1/4 AND LEAVING SAID NORTHERLY RIGHT-OF-WAY NORTH 87°46'32" WEST A DISTANCE OF 125.35 FEET TO A SET 1/2" REBAR & CAP (PS 1664);THENCE NORTH 52°05'14" WEST A DISTANCE OF 63.27 FEET TO THE POINT OF BEGINNING; CONTAINING 347,873.02 SQUARE FEET, OR 7.99 ACRES, MORE OR LESS;

WHEREAS, the Planning Commission duly met and considered the application and duly set the petition for public hearing to be held November 19, 2024 at the Council Chambers of the City of Bentonville;

WHEREAS, public notice of said hearing having been published in the Northwest Arkansas Democrat Gazette for the time and in the manner required by law; and

WHEREAS, the Planning Commission voted to recommend to the City Council that the petition be approved and that said future land use classification as presented on the property be changed.

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

Section 1: That the above described real property is hereby changed from its present land use classification of AGRICULTURE to GENERAL COMMERCIAL on the City of Bentonville Future Land Use Map;

Section 2 - Severability Provision: If any part of this Resolution is held invalid, the remainder of this Resolution shall continue in effect as if such invalid portion never existed; and

Section 3 - Repeal of Conflicting Provisions: All Ordinances, Resolutions, or Orders of the City Council, or parts of the same, in conflict with this Resolution are repealed to the extent of such conflict.

PASSED AND APPROVED this ____ day of _____, 2024.

APPROVED:

ATTEST:

Stephanie Orman, Mayor

Malorie Marrs, City Clerk

ORDINANCE NO. _____

**AN ORDINANCE CHANGING REAL ESTATE IN THE CITY OF BENTONVILLE,
ARKANSAS, FROM ITS PRESENT ZONING CLASSIFICATION OF A-1,
AGRICULTURAL TO C-1, NEIGHBORHOOD COMMERCIAL; AND FOR OTHER
PURPOSES.**

(PROJECT NUMBER: RZ24-0042)

WHEREAS, Greenhouse Highway 12 LLC duly filed a petition with the Planning Commission requesting that the hereinafter described property situated in Benton County, Arkansas, be changed from its present zoning classification of A-1, AGRICULTURAL to C-1, NEIGHBORHOOD COMMERCIAL to be used in accordance with city zoning laws and state laws, which property is described as follows:

A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 19 NORTH, RANGE 31 WEST, CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SW CORNER OF SAID SW1/4, NW1/4, OF SECTION 11;THENCE ALONG THE WEST LINE THEREOF NORTH 02°24'56" EAST A DISTANCE OF 36.91 FEET TO THE POINT OF BEGINNING;THENCE NORTH 02°24'56" EAST A DISTANCE OF 307.08 FEET TO A POINT;THENCE SOUTH 87°11'42" EAST A DISTANCE OF 426.96 FEET TO A POINT;THENCE SOUTH 02°45'45" WEST A DISTANCE OF 44.46 FEET TO A POINT;SAID POINT BEING THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 214.50 FEET, AND A CHORD BEARING OF SOUTH 14°16'18" EAST A DISTANCE OF 125.67 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 127.54 FEET TO A POINT;THENCE IN A SOUTHERLY DIRECTION WITH A REVERSE TANGENT CURVE TURNING TO THE RIGHT WITH A RADIUS OF 185.50 FEET, HAVING A CHORD BEARING OF SOUTH 21°19'46" EAST AND A CHORD DISTANCE OF 64.27, HAVING A CENTRAL ANGLE OF 19°57'07" AND AN ARC LENGTH OF 64.60 TO A POINT;THENCE SOUTH 11°21'10" EAST A DISTANCE OF 67.45 FEET TO A POINT;THENCE NORTH 87°27'03" WEST A DISTANCE OF 224.81 FEET TO A POINT;THENCE SOUTH 65°42'14" WEST A DISTANCE OF 115.34 FEET TO A POINT;THENCE NORTH 87°46'32" WEST A DISTANCE OF 125.35 FEET TO A POINT;THENCE NORTH 52°05'14" WEST A DISTANCE OF 63.27 FEET TO THE POINT OF BEGINNING; CONTAINING 143,718.84 SQUARE FEET, OR 3.30 ACRES, MORE OR LESS.;

WHEREAS, the Planning Commission duly met and considered the application and duly set the petition for public hearing to be held November 19, 2024 in the Council Chambers of the City of Bentonville;

WHEREAS, public notice of said hearing having been published in the Northwest Arkansas Democrat-Gazette for the time and in the manner required by law; and

WHEREAS, the Planning Commission voted to recommend to the City Council that the petition be approved and that said property be rezoned from its present classification of A-1, AGRICULTURAL to C-1, NEIGHBORHOOD COMMERCIAL.

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

Section 1: That the above described real property is hereby changed from its present zoning classification of A-1, AGRICULTURAL to C-1, NEIGHBORHOOD COMMERCIAL to be used in accordance with the city zoning laws and state laws;

Section 2 - Severability Provision: If any part of this Ordinance is held invalid, the remainder of this Ordinance shall continue in effect as if such invalid portion never existed; and

Section 3 - Repeal of Conflicting Provisions: All Ordinances, Resolutions, or Orders of the City Council, or parts of the same, in conflict with this Ordinance are repealed to the extent of such conflict.

PASSED AND APPROVED this _____ day of _____, 2024.

APPROVED:

ATTEST:

Stephanie Orman, Mayor

Malorie Marrs, City Clerk

ORDINANCE NO. _____

**AN ORDINANCE CHANGING REAL ESTATE IN THE CITY OF BENTONVILLE,
ARKANSAS, FROM ITS PRESENT ZONING CLASSIFICATION OF A-1,
AGRICULTURAL TO C-2, GENERAL COMMERCIAL; AND FOR OTHER
PURPOSES.**

(PROJECT NUMBER: RZ24-0042)

WHEREAS, Greenhouse Highway 12 LLC duly filed a petition with the Planning Commission requesting that the hereinafter described property situated in Benton County, Arkansas, be changed from its present zoning classification of A-1, AGRICULTURAL to C-2, GENERAL COMMERCIAL to be used in accordance with city zoning laws and state laws, which property is described as follows:

A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 19 NORTH, RANGE 31 WEST, CITY OF BENTONVILLE, BENTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SW CORNER OF SAID SW1/4, NW1/4, OF SECTION 11; THENCE NORTH 02°24'56" EAST A DISTANCE OF 36.91 FEET TO THE POINT OF BEGINNING; THENCE NORTH 02°24'56" EAST A DISTANCE OF 307.08 FEET TO A POINT; THENCE SOUTH 87°11'42" EAST A DISTANCE OF 426.96 FEET TO A POINT; THENCE SOUTH 87°11'42" EAST A DISTANCE OF 437.77 FEET TO A POINT; THENCE SOUTH 87°11'42" EAST A DISTANCE OF 155.00 FEET TO A POINT; THENCE NORTH 02°41'48" EAST A DISTANCE OF 176.07 FEET TO A POINT; THENCE SOUTH 87°11'41" EAST A DISTANCE OF 238.94 FEET TO A POINT; THENCE SOUTH 13°09'51" WEST A DISTANCE OF 7.62 FEET TO A POINT; THENCE SOUTH 32°01'33" EAST A DISTANCE OF 18.02 FEET TO A POINT; THENCE SOUTH 01°47'59" WEST A DISTANCE OF 144.36 FEET TO A POINT; THENCE NORTH 87°31'34" WEST A DISTANCE OF 238.65 FEET TO A POINT; THENCE SOUTH 02°28'30" WEST A DISTANCE OF 8.07 FEET TO A POINT; THENCE SOUTH 02°28'30" WEST A DISTANCE OF 282.39 FEET TO A POINT; THENCE NORTH 87°07'57" WEST A DISTANCE OF 168.03 FEET TO A POINT; THENCE NORTH 87°07'57" WEST A DISTANCE OF 181.44 FEET TO A POINT; THENCE NORTH 88°40'58" WEST A DISTANCE OF 134.84 FEET TO A POINT; THENCE SOUTH 10°01'56" EAST A DISTANCE OF 3.03 FEET TO A POINT; THENCE NORTH 87°27'03" WEST A DISTANCE OF 42.55 FEET TO A POINT; THENCE NORTH 11°21'10" WEST A DISTANCE OF 67.45 FEET TO A POINT; SAID POINT BEING THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 185.50 FEET, AND A CHORD BEARING OF NORTH 21°19'46" WEST A DISTANCE OF 64.27 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 64.60 FEET TO A POINT; THENCE IN A NORTHERLY DIRECTION WITH A REVERSE TANGENT CURVE TURNING TO THE RIGHT WITH A RADIUS OF 214.50 FEET, HAVING A CHORD BEARING OF NORTH 14°16'18" WEST AND A CHORD DISTANCE OF 125.67, HAVING A CENTRAL ANGLE OF 34°04'04" AND AN ARC

LENGTH OF 127.54 TO A POINT;THENCE NORTH 02°45'45" EAST A DISTANCE OF 44.46 FEET TO THE POINT OF BEGINNING; CONTAINING 204,154.18 SQUARE FEET, OR 4.69 ACRES, MORE OR LESS;

WHEREAS, the Planning Commission duly met and considered the application and duly set the petition for public hearing to be held November 19, 2024 in the Council Chambers of the City of Bentonville;

WHEREAS, public notice of said hearing having been published in the Northwest Arkansas Democrat-Gazette for the time and in the manner required by law; and

WHEREAS, the Planning Commission voted to recommend to the City Council that the petition be approved and that said property be rezoned from its present classification of A-1, AGRICULTURAL to C-2, GENERAL COMMERCIAL.

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

Section 1: That the above described real property is hereby changed from its present zoning classification of A-1, AGRICULTURAL to C-2, GENERAL COMMERCIAL to be used in accordance with the city zoning laws and state laws;

Section 2 - Severability Provision: If any part of this Ordinance is held invalid, the remainder of this Ordinance shall continue in effect as if such invalid portion never existed; and

Section 3 - Repeal of Conflicting Provisions: All Ordinances, Resolutions, or Orders of the City Council, or parts of the same, in conflict with this Ordinance are repealed to the extent of such conflict.

PASSED AND APPROVED this _____ day of _____, 2024.

APPROVED:

ATTEST:

Stephanie Orman, Mayor

Malorie Marrs, City Clerk



Central and Battlefield - **WITHDRAWN**

2516 East Central Avenue

PC Date: 12/3/2024

Staff Report Details

Project Number	PUD22-0002
Applicant / Current Owner	
Site Area	+/- [Site_Area] Acres
Current Zoning	
Requested Zoning	
Current Future Land Use Map Designation	
Requested Future Land Use Map Designation	
Development Type / Use	
Related projects	

Property Description

Project Details

Relationship to the General Plan / Projected Traffic Impact

Public Comment

Has Staff received Public Comment at the time of this report? : **No**

Analysis / Waivers

Conclusion

Additional Details

2025

January						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

March						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

April						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

May						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

August						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

September						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

October						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

BOA

PC

Off

2026

January

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

March

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				