



**Planning Commission
Meeting Agenda
May 20, 2025
Bentonville City Hall
Tech Review: 4:00 PM
Public Hearing: 5:00 PM**

Registration Link: <https://us02web.zoom.us/j/84454107726>

I. Call to Order

II. Approval of Minutes

- | | |
|-----------------------------------|------------------------------------|
| 1. May 6th Meeting Minutes | Approval of Meeting Minutes |
|-----------------------------------|------------------------------------|

III. Consent Agenda

- | | |
|---|-----------------------------------|
| 1. McKissic Springs West
4800 South Vaughn Road (PP23-0007) | Preliminary Plat Extension |
| 2. Walnut Grove Ph III
Along SW Crabapple St, east of Barron Rd (FP25-0007) | Final Plat |
| 3. Thompson Split
707 SW 2nd ST (LS22-0067) | Lot Split |
| 4. Walmart Campus Phase 17
Between Customer and Excellence Drives, midway between SE 8th and SE10th (FP25-0006) | Final Plat |
| 5. Walmart Campus Phase 18
Between MLK Pkwy and Integrity Drive, north of SE 10th (FP25-0005) | Final Plat |
| 6. Woodlands Crossing Ph. II
East of Morning Star south of SW Rosemont Ave (FP24-0017) | Final Plat |

IV. New Business

Advertised Public Hearings

V. Other New Business

VI. Old Business

- | | |
|---|----------------------------------|
| 1. Opal Park's off-site improvements
Regional Airport Road at Barron Road (PP23-0003) | Vote |
| 2. Uncommon Developers
North East Corner of Central and Battlefield (PUD22-0002)
Central and Battlefield PUD amendment | Planned Unit Development* |

- | | | |
|-------|--|----------------------|
| 3. | Review of the Enhanced Review
Criteria for the Future Land Use
alignment policy | Discussion |
| | | |
| 4. | Scope Towers, LLC
1703 SE J ST (RZ25-0020)
Rezoning: R-1, Low-Density Single-Family Residential & A-1, Agriculture to C-3,
Mixed-Use Commercial (Standard Review) | Rezoning* |
| | | |
| VII. | Other Business | |
| 1. | Plan Bentonville Update | Informational |
| | | |
| VIII. | Adjournment | |



**Planning Commission
Meeting Minutes
May 6th, 2025
Bentonville City Hall
Tech Review: 4:00 PM
Public Hearing: 5:00 PM**

Meeting Recording:

<https://bentonvillear.portal.civicclerk.com/event/1577/media>

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

Commissioners Absent: Elaine Kerr

Staff Present: Tyler Overstreet, Tom Adler, Dan Weese, Bonnie Bridges, Casey Hackler, Nathan Izard

I. Call to Order

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

II. Approval of Minutes

1. April 15th Meeting Minutes

Approval of Meeting Minutes

- Motion to approve by Ibekwe, second by Bryant.
- Minutes are approved 6-0.

III. Consent Agenda

Commissioner Davis requests, without objection, that Item 1 with the accompanying waivers under New Business and Item 2 under Other New Business with the condition related to the building of the sidewalk be moved to the consent agenda.

1. Dickson's Addition

Lot Split

801 West Central ([LS24-0052](#))

2. Gateway Park Addition, Lots 6 & 7

Lot Split

5000 SW Regional Airport Blvd. ([LS25-0004](#))

3. Green Acres Subdivision

Property Line Adjustment

1003 NW A ST ([PLA25-0003](#))

4. **Happy Homes Subdivision** **Property Line Adjustment**
1185 Bella Vista Rd. ([PLA25-0008](#))

5. **Walmart Campus Subdivision Phase 14** **Final Plat**
North of SE 8th, West of MLK ([FP24-0022](#))

6. **Will Moore Subdivision Ph 3** **Easement Plat**
SW Journey Lane ([PLA25-0011](#))

7. **Shell Road Subdivision** **Preliminary Plat**
SW Shell Rd, east of N. Rainbow Farm Rd ([PP24-0008](#))
(Originally Item 1 Under New Business)
Waiver #1 Street Trees: to move the street trees along Shell Road north, 25' from the back of the sidewalk instead of 20'.
Waiver #2 Drainage Design: to allow the pipe to be placed to match the flowlines instead of the soffit of the pipes.

8. **2nd St Subdivision Street Waiver**
901 NE 2nd ([LSD25-0017 Waiver](#))
(Originally Item 1 Under Other New Business)
Waiver of half-width street improvements for a Large Scale Development
 - Mr. Adler provides an overview of the items on the Consent Agenda.
 - Consent Agenda is approved 6-0.

IV. New Business

Advertised Public Hearings

1. **Dave Peel Music Venue** **Conditional Use Permit***
Between Central and SE 2nd, west of SE B St ([CU25-0009](#))
Outdoor Music Venue in Downtown Core
 - Mr. Adler provides an overview of the staff report.
 - Chairman Wright opens the public hearing.
 - Rosie Rosales with Ecological Design Group, representing the applicant, is present and available for questions.
 - Chairman Wright closes the public hearing.
 - Chairman Wright opens discussion among commissioners.
 - Planning Commission and staff discuss the Conditional Use Permit request.
 - CUP is approved 6-0.

2. **McAuley Place Childcare Facility** **Conditional Use Permit***
797 SW I Street ([CU25-0014](#))
Licensed Child Care Facility in R-3
 - Mr. Adler provides an overview of the staff report.

- Chairman Wright opens the public hearing.
- Evan McMahon with Crafton Tull, representing the applicant, is present and available for questions.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Chairman Wright makes comment that he likes the addition of the childcare facility added to the project, and thinks it is a great addition and amenity for the families of the housing complex.
- CUP is approved 6-0.

3. S3 Ventures LLC

Rezoning*

Southeast corner of SW Regional Airport Blvd and SW Chickadee St. ([RZ25-0009](#))

Rezoning: A-1, Agriculture and C-2, General Commercial to C-3, Mixed-Use Commercial. (Standard Review)

- Mr. Adler provides an overview of the staff report.
- Chairman Wright opens the public hearing.
- Jeff Ikels who lives at 6200 Chickadee St., voices concern.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Mr. Weese provides an overview of the roundabout that will be going in at the intersection in question.
- Mr. Overstreet states that the property is currently zoned C2 and that C3 zoning type allows for less intensity of development than what is allowed in C2.
- Commissioner Davis suggests asking applicants to write as much as possible in their narrative.
- Rezoning is approved 6-0.

4. Recchia

Rezoning*

301 SE B ST. ([RZ25-0015](#))

Rezoning: R-1, Low-Density Single-Family Residential to DN-2, Downtown Medium Density Residential (Enhanced Review)

- Mr. Adler provides an overview of the staff report.
- Chairman Wright opens the public hearing.
- Bill Watkins, representing the applicant, discusses the rezoning request.
- Celia Swanson who lives at 209 SE 3rd St voices concerns of the neighbors.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Planning Commission and staff discuss the rezoning with the applicant's representative, Bill Watkins.
- Rezoning fails 3-3.

5. VanWell Investments LLC

Rezoning*

1011 Southeast C Street ([RZ25-0019](#))

Rezoning: R-1, Low-Density Single-Family Residential to DN-4, Downtown Mixed-Use Residential (Standard Review)

- Mr. Adler provides an overview of the staff report.
- Chairman Wright opens the public hearing.
- Paul Simons with Swope Consulting, representing the applicant, is present and available for questions.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Rezoning is approved 6-0.

6. Scope Towers, LLC

Rezoning*

1703 SE J ST (RZ25-0020)

Rezoning: R-1, Low-Density Single-Family Residential & A-1, Agriculture to C-3, Mixed-Use Commercial (Standard Review)

- Mr. Adler provides an overview of the staff report.
- Chairman Wright opens the public hearing.
- James Dibble with MCE Engineers, representing the applicant, is present and available for questions.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Commissioner Hipp asks if tobacco products are allowed to be sold around school districts.
- It is suggested to table the item until the city attorney is able to provide clarity of state law regarding the sale of tobacco within proximity to school property.
- Motion by Hipp, second by Ibekwe, to table this item.
- Rezoning is tabled 6-0.

7. 404 GLV LLC Rezoning*

710 NW 7TH ST (RZ25-0022)

Rezoning: R-1, Low-Density Single-Family Residential to R-3, Medium-High Density Multifamily Residential (Enhanced Review)

- Mr. Adler provides an overview of the staff report.
- Chairman Wright opens the public hearing.
- Bill Butler, at 301 SE G St., the applicant, is present and available for questions.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Commissioners ask why staff has recommended disapproval of the rezoning request. Mr. Overstreet states that DN district types better align with future development, R3 zoning type allows for multi family development which would not fit within the surrounding neighborhood context.
- Mr. Overstreet advises that the applicant could have the rezone request amended this evening to DN2 zoning type, which would be standard review.
- Applicant requests that the rezoning request be modified to DN2, a downzone from R-3.
- Rezone to DN2 is approved 6-0.

Commissioner Hipp leaves the meeting.

8. Uncommon Developers Planned Unit Development*

North East Corner of Central and Battlefield ([PUD22-0002](#))

Central and Battlefield PUD amendment

- Mr. Adler provides an overview of the staff report.
- Chairman Wright opens the public hearing.
- Bill Watkins, representing the applicant, provides an overview of the applicants request.
- Leon Fletcher who lives at 8 Jordan invoices concerns.
- Lin Davis who lives at 3 Jordan Ln voices concerns.
- Todd Hood who lives at 2609 SE 6th voices concerns.
- Holly Hood who lives at 2609 SE 6th voices concerns
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Planning Commission and staff discuss the PUD amendment with the applicant's representatives, Chris Baribeau and Bill Watkins.
- Motion by Davis, second by Bryant to table this item until the May 20th Planning Commission meeting.
- PUD Amendment is tabled 5-0.

V. Other New Business

9. Dave Peel Play Park and Event Park

Large Scale Development

North and South of SE 2nd at SE A St. ([LSD25-0013/14](#))

- Mr. Adler provides an overview of the staff report.
- Chairman Wright opens the public hearing.
- Brahm Driver with Ecological Design Group, representing the applicant, is present and available for questions.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Planning Commission and staff discuss the Large Scale Development.
- Large Scale Development is approved 5-0.

VI. Old Business

1. Sage Valley

Planned Residential Development*

Valley Street ([PRD25-0002](#))

Rezoning: Planned Residential Development (PRD) to Planned Residential Development (PRD)

- Mr. Adler provides an overview of the staff report.
- Chairman Wright opens the public hearing.

- Steven Haun with CEI Engineers, representing the applicant, is here for any questions.
- Alyson Jacobs who lives at 12 Filmore St voices concerns about the Planned Residential Development.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Planning Commission and staff discuss the Planned Residential Development.
- Planned Residential Development is approved 5-0.

2. 2. Suen

Rezoning*

515 NW D ST ([RZ25-0017](#))

Rezoning: R-E, Residential Estate to DN-1, Downtown Low Density Residential (Standard Review)

- Mr. Adler provides an overview of the staff report.
- Commissioner Davis asks for an overview of why this rezoning came back from City Council.
- Mr. Overstreet provides an overview of why the rezoning came back, and how staff is reviewing and addressing applicant applications moving forward.
- Chairman Wright opens the public hearing.
- Melanie Curr who lives at 509 NW 9th St, voices concerns about the rezoning.
- Holly Hood who lives at 2609 SE 6th, voices concerns about the rezoning.
- Chairman Wright closes the public hearing.
- Chairman Wright opens discussion among commissioners.
- Planning Commission and staff discuss the rezoning.
- Rezoning is approved 5-0.

VII. Other Business

VIII. Adjournment

Motion to adjourn by Davis, second by Ibewke. Meeting is adjourned.



Consent Agenda Item [PP23-0007](#)

For the Planning Commission meeting on May 20, 2025

Details

Preliminary Plat: McKissic Springs West, Buffington BW LLC, 4800 South Vaughn Road, R-2, Medium Density Two Family and Townhome Residential and R-3, Medium-High Density Multifamily Residential, PP23-0007

The subdivision is within the City of Bentonville but the sewer is being provided by Centerton. The applicant believes that ADH approval of the Centerton sewer is obtainable by summer. (Please see the applicant's attached extension letter request). The Planning Commission approved one 6-month extension for the project on November 4, 2024 (the Development Code section 400.07 allows for one 12-month extension with Commission approval)

The preliminary plat for McKissic Springs West is a 280-lot subdivision, of which 158 will be townhome lots, 116 will be single-family home lots, and 6 will be common or drainage lots. The townhome lots will be located in the area zoned R-3, and the single-family home lots will be located in the area zoned R-2. Amenities are provided with this plat, including some pool spaces as well as walking trails. Sidewalk connections are provided to allow direct access to amenities and connect the different parts of the neighborhood. Improvements are provided to Motley Road as well as to a new designated collector to be called Southwest Hydrangea Street. Significant drainage and flood areas exist between the townhome and single-family sections of the proposed neighborhood, as well as the existing neighborhood to the East that is shown around Juneberry Street.



May 1st, 2025

City of Bentonville
305 SW A Street
Bentonville, AR 72712

RE: McKissic Springs West Subdivision Preliminary Plat Extension Request
CTA Job No. 23302500
Bentonville Job No. PP23-0007

Mr. Tom Adler,

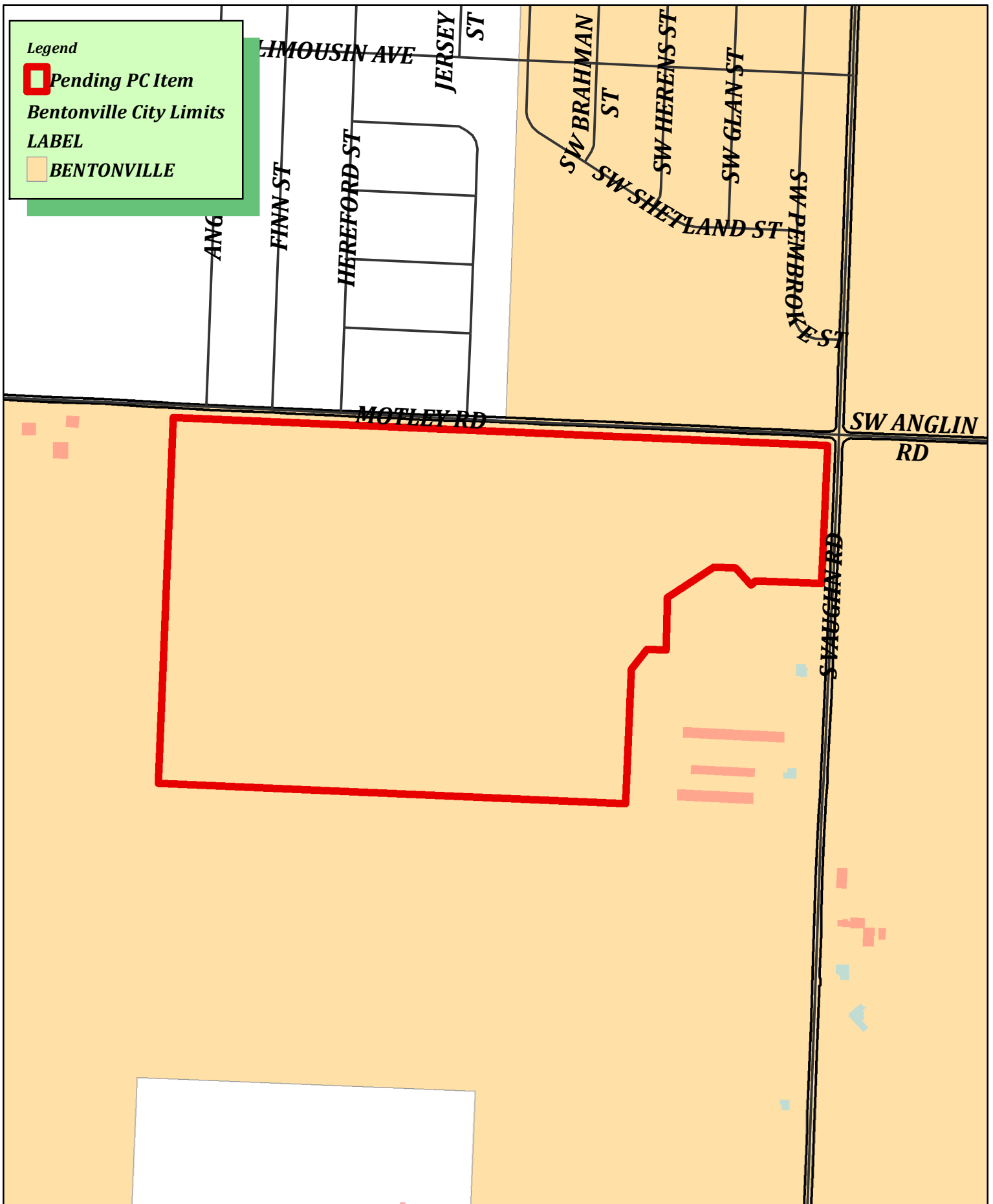
Please let this letter serve as an official request to extend the preliminary plat approval of McKissic West Subdivision which is set to expire on 05/07/2024. The request is for an extension of 6 months.

This request is necessary due to a delay in Arkansas Department of Health (ADH) approval, which in turn is delayed due to concerns on the downstream capacity within the Centerton Water Utilities (CWU) sewer network.

Should you need anything else to process this request, please let me know.

Thank you,

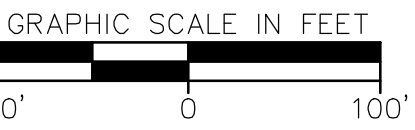
Connor Threet, PE
Project Engineer



PP23-0007
Buffington BW LLC
McKissic Springs West



A circular professional engineer seal for the State of Arkansas. The outer ring contains the text "STATE OF ARKANSAS" at the top and "ENGINEER" at the bottom. Inside the ring, the text "CRAFTON, TULL & ASSOCIATES, INC." is written in a larger font, with "No. 109" below it.



This document, and the ideas and designs incorporated herein, as an instrument of professional service, is the property of Crafton, Tull & Associates, Inc., and is not to be used, in whole or in part, for any other project, without the written authorization of Crafton, Tull & Associates, Inc.

PROJECT NO: 23302500

SITE ZONING MAP (C)

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DESCRIPTION R-2

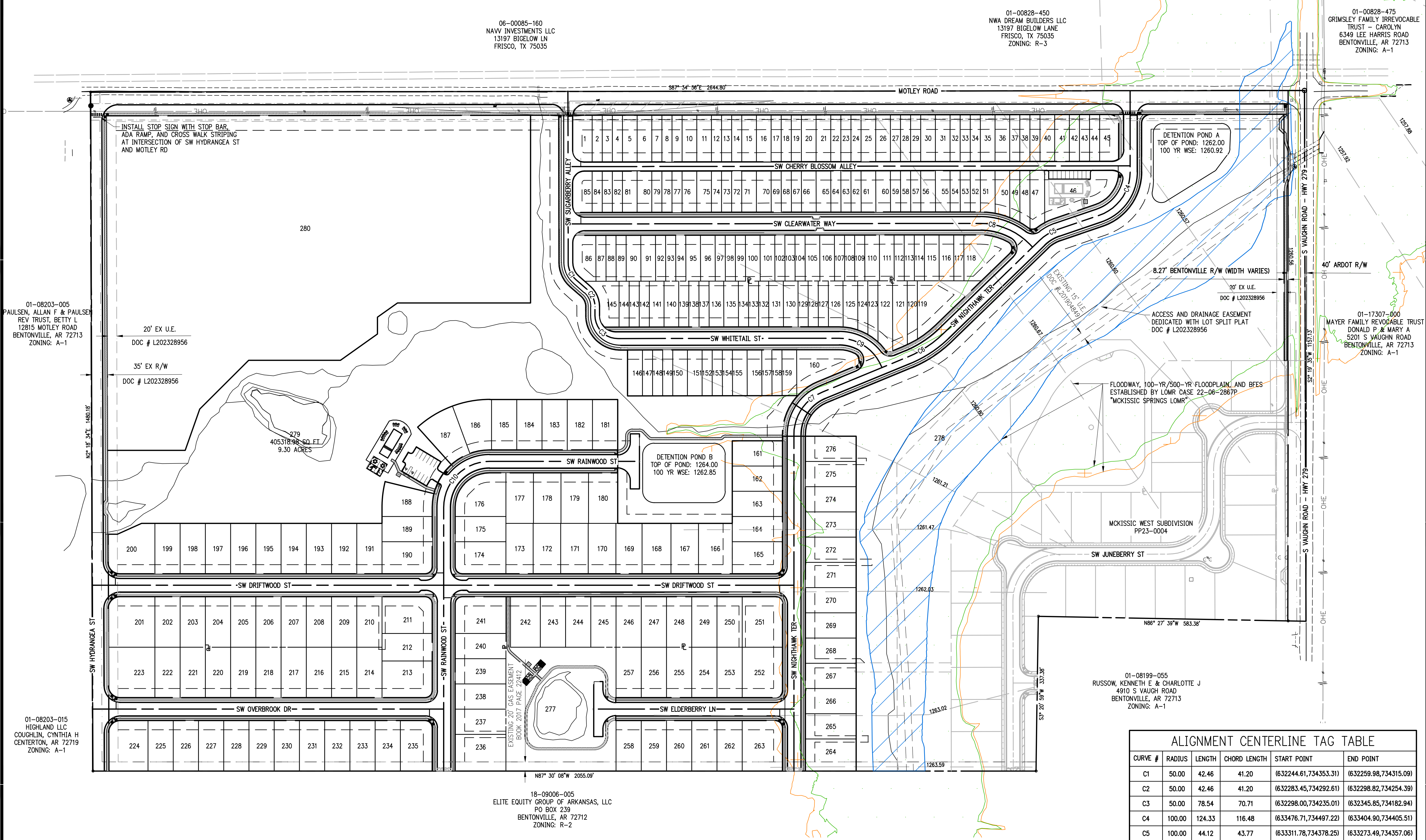
PART OF THE NW 1/4 OF SECTION 17, TOWNSHIP 19 NORTH, RANGE 31 WEST, BENTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NW 1/4 OF SAID SECTION 17, SAID POINT BEING A RAILROAD SPIKE;
THENCE ALONG THE EAST LINE THEREOF S02°19'35"W 160.99 FEET;
THENCE LEAVING SAID EAST LINE N87°40'25"W 40.45 FEET TO THE POINT OF BEGINNING;
THENCE S02°33'45"W 427.68 FEET;
THENCE S87°35'04"W 258.85 FEET;
THENCE S44°20'29"W 24.06 FEET;
THENCE N42°35'04"W 90.02 FEET;
THENCE N87°35'04"W 85.38 FEET;
THENCE S56°57'15"W 216.96 FEET;
THENCE S01°37'35"W 206.69 FEET;
THENCE N87°35'04"W 74.22 FEET;
THENCE S38°17'10"W 99.38 FEET;
THENCE S02°24'56"W 526.72 FEET;
THENCE N87°30'08"W 1835.46 FEET;
THENCE N02°18'34"E 679.20 FEET;
THENCE S87°30'08"E 150.97 FEET;
THENCE N87°29'03"E 242.29 FEET;
THENCE S87°30'08"E 236.10 FEET;
THENCE N63°47'03"E 235.30 FEET;
THENCE S87°30'08"E 270.24 FEET;
THENCE S29°34'57"E 90.94 FEET;
THENCE S40°15'27"E 217.83 FEET;
THENCE S87°30'08"E 272.69 FEET;
THENCE N78°44'59"E 407.80 FEET;
THENCE N62°25'44"E 174.99 FEET;
THENCE N59°12'09"E 173.25 FEET;
THENCE N51°36'22"E 257.06 FEET;
THENCE N62°25'49"E 241.56 FEET TO THE POINT OF BEGINNING, CONTAINING 39.36 ACRES, MORE OR LESS AND SUBJECT TO
ALL EASEMENTS OF RECORD OR FACT.

DESCRIPTION R-3

PART OF THE NW 1/4 OF SECTION 17, TOWNSHIP 19 NORTH, RANGE 31 WEST, BENTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NW 1/4 OF SAID SECTION 17, SAID POINT BEING A RAILROAD SPIKE;
THENCE ALONG THE EAST LINE THEREOF S02°19'35"W 160.39 FEET;
THENCE LEAVING SAID EAST LINE N87°40'25"W 40.45 FEET TO THE POINT OF BEGINNING;
THENCE S62°25'49"W 241.56 FEET;
THENCE S51°36'22"W 257.06 FEET;
THENCE S59°12'09"W 173.25 FEET;
THENCE S62°25'44"W 174.99 FEET;
THENCE S78°44'59"W 407.80 FEET;
THENCE N87°30'08"W 272.69 FEET;
THENCE N40°15'27"W 217.83 FEET;
THENCE N29°34'57"W 90.94 FEET;
THENCE N87°30'08"W 270.24 FEET;
THENCE S63°47'03"W 235.30 FEET;
THENCE N87°30'08"W 236.10 FEET;
THENCE S37°29'03"W 242.29 FEET;
THENCE N87°30'08"W 150.57 FEET;
THENCE N02°18'34"E 756.84 FEET;
THENCE S87°33'24"E 2569.82 FEET;
THENCE S02°33'43"W 115.72 FEET TO THE POINT OF BEGINNING, CONTAINING 31.23 ACRES, MORE OR LESS AND SUBJECT TO ANY AND
ALL EASEMENTS OF RECORD OR FACT.



LEGEND

- FOUND MONUMENT
- FOUND REBAR
- SET 5/8" REBAR & CAP
- UTILITY MARKER
- TELEPHONE PEDESTAL
- POWER POLE
- DOWN GUY
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- SANITARY SEWER MH
- EXISTING 100-YEAR FLOODWAY
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING 500-YEAR FLOODPLAIN
- XXXXXX 100-YR BASE FLOOD ELEVATION

PRELIMINARY PLAT NOTES

1. NO NEW FREESTANDING SIGNAGE IS PROPOSED WITH THIS PRELIMINARY PLAT. ALL NEW SIGNAGE WILL REQUIRE A SEPARATE PERMIT.

2. NO NEW FENCING IS PROPOSED WITH THIS PRELIMINARY PLAT. NEW FENCING WILL REQUIRE A SEPARATE PERMIT.

3. ALL FENCE SEGMENTS ABUTTING A THOROUGHFARE, EXCEPT CORNER LOTS, SHALL PROVIDE ONE GATE OPENING PER LOT TO ALLOW ACCESS TO THE ARE BETWEEN THE FENCE AND THE STREET PAVEMENT FOR MAINTENANCE AND MOWING. AN EXCEPTION MAY BE GRANTED IF THE CITY RECEIVES A LETTER FROM THE HOMEOWNERS' ASSOCIATION STATING THAT THIS AREA IS MAINTAINED BY THE ASSOCIATION AND NOT BY INDIVIDUAL HOMEOWNERS.

4. NO OBJECT BETWEEN 3' AND 8' SHALL BE PLACED WITHIN THE SHADED SIGHT TRIANGLES SHOWN ON THE PRELIMINARY PLAT SHEETS.

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

6. 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.

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

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

9. BUILDING 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.

PROJECT INFORMATION

ZONING: R-2/R-3

BUILDING SETBACK: 116' SINGLE FAMILY LOTS, 158' TOWNHOUSE LOTS (28 PENTAPLEXES, 3 QUADPLEXES, 2 TRIPLEXES), 6' POA LOTS, 280' TOTAL LOTS

PROPERTY DESCRIPTION

LOT 1 DESCRIPTION: PART OF THE NW 1/4 OF SECTION 17, TOWNSHIP 19 NORTH, RANGE 31 WEST, BENTON COUNTY ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NW 1/4 OF SAID SECTION 17, SAID POINT BEING A RAILROAD SPIKE;

THENCE ALONG THE EAST LINE THEREOF S02°19'35"W 588.73 FEET;

THENCE LEAVING SAID EAST LINE N87°35'04"W 42.20 FEET TO THE POINT OF BEGINNING, SAID POINT BEING A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE N87°35'04"W 258.85 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S44°20' 29"W 24.06 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE N42°35'04"W 90.02 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE N87°35'04"W 85.38 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S56°57'15"W 216.96 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S01°37' 36"W 206.69 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE N87°35'04"W 74.27 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S38°17'01"W 99.38 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S02°24'56"W 526.72 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE N87°30'08"W 1835.46 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE N02°18'34"E 1436.04 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S07°33'24"E 2569.82 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S02°33'43"W 543.39 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460 AND THE POINT OF BEGINNING CONTAINING 71.74 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

LOT COUNT

116 SINGLE FAMILY LOTS
158 TOWNHOUSE LOTS (28 PENTAPLEXES, 3 QUADPLEXES, 2 TRIPLEXES)
6 POA LOTS
280 TOTAL LOTS

ALIGNMENT CENTERLINE TAG TABLE

CURVE #	RADIUS	LENGTH	CHORD LENGTH	START POINT	END POINT
C1	50.00	42.46	41.20	(632244.61,734353.31)	(632259.98,734315.09)
C2	50.00	42.46	41.20	(632283.45,734292.61)	(632298.82,734254.39)
C3	50.00	78.54	70.71	(632298.00,734235.01)	(632345.85,734182.94)
C4	100.00	124.33	116.48	(633476.71,734497.22)	(633404.90,734405.51)
C5	100.00	44.12	43.77	(633311.78,734378.25)	(633273.49,734357.06)
C6	250.00	94.76	94.20	(633055.17,734163.23)	(632974.21,734115.08)
C7	100.00	118.02	111.29	(632785.63,734046.89)	(632719.73,733957.21)
C8	150.00	120.38	117.17	(633251.33,734349.10)	(633145.49,734399.38)
C9	100.00	118.16	111.40	(632917.11,734096.70)	(632827.29,734162.60)
C10	100.00	157.08	141.42	(631950.40,733832.07)	(632054.67,733927.61)

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THENCE N02°18'34"E 1436.04 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S07°33'24"E 2569.82 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460;

THENCE S02°33'43"W 543.39 FEET TO A 5/8" IRON PIN EMBOSSED PS 1460 AND THE POINT OF BEGINNING CONTAINING 71.74 ACRES, MORE OR LESS AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

NOTE:

SIDEWALKS ALONG COMMON AREA AND PUBLIC SPACES TO BE CONSTRUCTED IN THIS CONTRACT.

SIDEWALKS ALONG LOT FRONTAGE TO BE CONSTRUCTED LATER WITH INDIVIDUAL HOME CONSTRUCTION.

LEGEND

- SIDEWALK BY LOT
- SIDEWALK BY COMMON AREA TO BE CONSTRUCTED BY DEVELOPER

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

300 N College Ave., Suite 317
Fayetteville, Arkansas 72701

Crafton Tull
architecture | engineering | surveying
479.436.4638
www.craftontull.com

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

GRAPHIC SCALE IN FEET
100' 0 100'

MCKISSIC SPRINGS WEST
BENTONVILLE, AR

Key Plan

No. Description Date

PROJECT NO: 23302500
ISSUE DATE: 09/22/2023
CONTACT: B. MURRAY
DATE: 09/22/2023
CITY: BENTONVILLE, AR
COUNTY: BENTON, AR
STATE: ARKANSAS

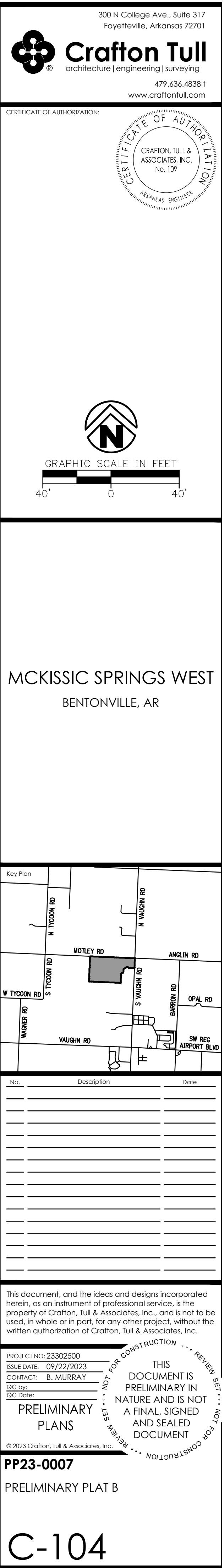
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

PRELIMINARY PLANS

PP23-0007

OVERALL PRELIMINARY PLAT

C-102





1. CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO STARTING ANY WORK BY CONTACTING THE ONE-CALL SYSTEM. ALL UTILITY LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE AND ARE BASED ON SURVEY INFORMATION, SITE DEVELOPMENT PLANS, UTILITY RECORDS, ETC.
2. CONTRACTOR SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF WORK. ANY DAMAGES TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCUR AS A RESULT OF LANDSCAPE CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED AT NO COST TO OWNER.
3. ALL PLANT MATERIALS SHALL BE NURSERY GROWN (CONTAINER OR BALLED & BURLAPPED) AND SHALL MEET OR EXCEED THE SIZE AND GRADING REQUIREMENTS ESTABLISHED BY THE LATEST EDITION OF "AMERICAN STANDARDS FOR NURSERY STOCK" PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
4. ALL PLANT MATERIALS MUST BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND/OR DISEASE.
5. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER CONSTRUCTION.
6. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS PRIOR TO PRICING THE WORK.
7. NOTIFY LANDSCAPE ARCHITECT OR DESIGNATED REPRESENTATIVE OF ANY LAYOUT OR QUANTITY DISCREPANCIES PRIOR TO BEGINNING CONSTRUCTION.
8. MATERIALS TO BE PLANT SODDED ARE ALLOWED WITHIN THE FOLLOWING LANDSCAPE ARCHITECT, AND CITY, APPROVED ALTERNATE MATERIALS SHALL MEET SAME CRITERIA FOR TYPE, SIZE, AND FUNCTION AS THOSE SHOWN ON LANDSCAPE PLAN.
9. PLANTINGS IN EXCESS OF MINIMUM REQUIREMENTS MAY NOT BE REDUCED UNLESS APPROVED BY THE PLANNING COMMISSION.
10. ALL PLANT MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS PROVIDED.
11. ALL LAWN AREAS SHALL RECEIVE 4" OF TOPSOIL TO MEET FINAL GRADE IN ACCORDANCE WITH GRADING PLAN.
12. ALL PLANTING BED AREAS SHALL BE PREPARED BY REMOVING EXISTING SOD AND WEEDS, PLANTING BED AREAS SHALL RECEIVE 6" OF TOPSOIL AMENDED TO ENHANCE FAVORABLE GROWING CONDITIONS. SOIL MIX SHALL BE TILLED INTO BED AREA TO A MINIMUM DEPTH OF 12".
13. PLANTING BEDS SHALL RECEIVE A MINIMUM OF 3" SHREDED HARDWOOD MULCH. ALL TREES NOT LOCATED IN PLANTING BEDS SHALL RECEIVE A MULCH SAUCER PER DETAIL.
14. CONTRACTOR TO FIELD VERIFY THE LIMITS OF DISTURBANCE. ALL DISTURBED AREAS MUST BE STABILIZED PER CITY CODE PRIOR TO PROJECT CLOSE-OUT.
15. TURF AREAS SHALL BE SEED OR SODDED PER PLANTING PLAN. REFER TO PLANT SCHEDULE, LANDSCAPE NOTES, AND HYDROSEEDING NOTES FOR SPECIES AND INSTALLATION REQUIREMENTS.
16. ALL SLOPES 3:1 AND GREATER SHALL RECEIVE SOD. ON SLOPES OF 4:1 OR GREATER, SOD SHALL BE STAPLED IN PLACE.
17. ALL ENTRANCES/EXIT PLANTINGS SHALL BE INSTALLED AND MAINTAINED TO PROVIDE CLEAR SIGHT DISTANCE FROM THE STREETS AND ALL SITE ENTRANCES/EXITS PER CITY CODE.
18. IF A LANDSCAPE IRRIGATION SYSTEM IS TO BE CONSTRUCTED, LANDSCAPE CONTRACTOR SHALL CONFIRM LOCATION OF PLANNED IRRIGATION LINE WITH THE IRRIGATION CONTRACTOR PRIOR TO PLANTING BED CONSTRUCTION AND PLANT INSTALLATION.
19. CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING MATERIAL. (INCLUDING BUT NOT LIMITED TO WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) IN ALL PLANTING AREAS AND LAWN AREAS UNTIL THE WORK IS APPROVED AND ACCEPTED IN TOTAL BY OWNER.

LOT TREES:
1 LOT TREE WILL BE PROVIDED PER LOT AT TIME OF HOME CONSTRUCTION ON LOT.

1. CONTRACTOR SHALL PROVIDE A WARRANTY ON ALL PLANT MATERIALS FOR A MINIMUM OF ONE YEAR FROM PROJECT COMPLETION AND ACCEPTANCE BY OWNER. ANY PLANT MATERIAL THAT DIES, TURNS BROWN, OR DEFLOLIATES PRIOR TO WARRANTY EXPIRATION SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE MEETING ALL PLANT LIST SPECIFICATIONS.
2. AFTER THE REQUIRED WARRANTY PERIOD, LANDSCAPING SHALL BE MAINTAINED IN HEALTHY LIVING CONDITION BY THE OWNER OF THE PROPERTY. ALL PLANTS THAT DIE SHALL BE REPLACED BY THE OWNER OF THE PROPERTY.
3. HEALTHY TREES SHALL NOT BE REMOVED AT ANY TIME.
4. TREES SHALL NOT BE TOPPED AT ANY TIME.
5. WHEN PRUNING IS NECESSARY TO MAINTAIN THE HEALTH OF THE TREE OR FOR PUBLIC SAFETY, PROPER PRUNING TECHNIQUES AS ESTABLISHED BY THE LATEST EDITION OF ANSI A300 "STANDARDS FOR TREE CARE OPERATIONS" SHALL BE UTILIZED.

1. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF UTILITIES PRIOR TO LANDSCAPE INSTALLATION AND NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS.
2. TREES AND LANDSCAPING SHALL NOT BE PLACED WHERE THEY INTERFERE WITH SITE DRAINAGE CHANNELS, LINES, OR STRUCTURES, NOR WHERE THEY IMPEDE DETENTION/RETENTION FUNCTIONS.
3. TREES WITH A MATURE HEIGHT GREATER THAN 25' SHALL NOT BE PLANTED WITHIN 25' OF OVERHEAD UTILITIES.
4. TREES SHALL NOT BE PLACED WITHIN 5' OF UNDERGROUND UTILITIES.
5. TREES SHALL NOT BE PLACED WITHIN 3' OF ANY ABOVEGROUND ELECTRICAL EQUIPMENT, NOR WITHIN 10' FROM DOORS OF ABOVEGROUND ELECTRIC EQUIPMENT.
6. TREES AND LANDSCAPING THAT OBSCURE VISIBILITY SHALL NOT BE PLACED WITHIN 3' OF A FIRE HYDRANT. ALL OTHER LANDSCAPING MUST BE MAINTAINED TO ENSURE VISIBILITY OF FIRE HYDRANT.
7. CITY RESERVES THE RIGHT TO REMOVE LANDSCAPING THAT BLOCKS ACCESS TO UTILITIES OR FAILS TO MEET THE REQUIREMENTS SET FORTH HEREIN.

Page 20 of 121

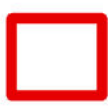


Consent Agenda Item [FP25-0007](#)

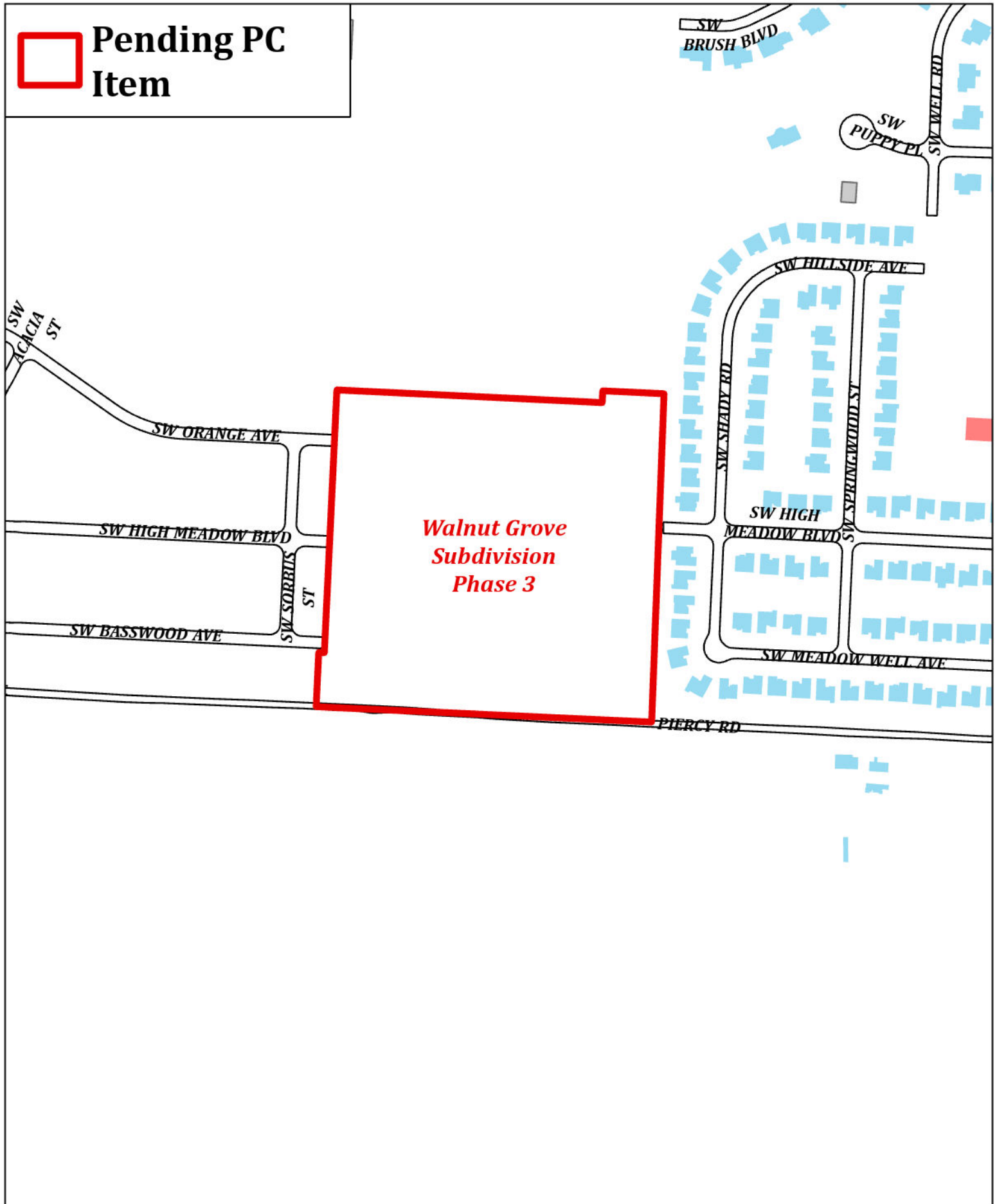
For the Planning Commission meeting on May 20, 2025

Details

Walnut Grove Phase 3 consists of 77 Single Family detached (R-1) lots.



**Pending PC
Item**



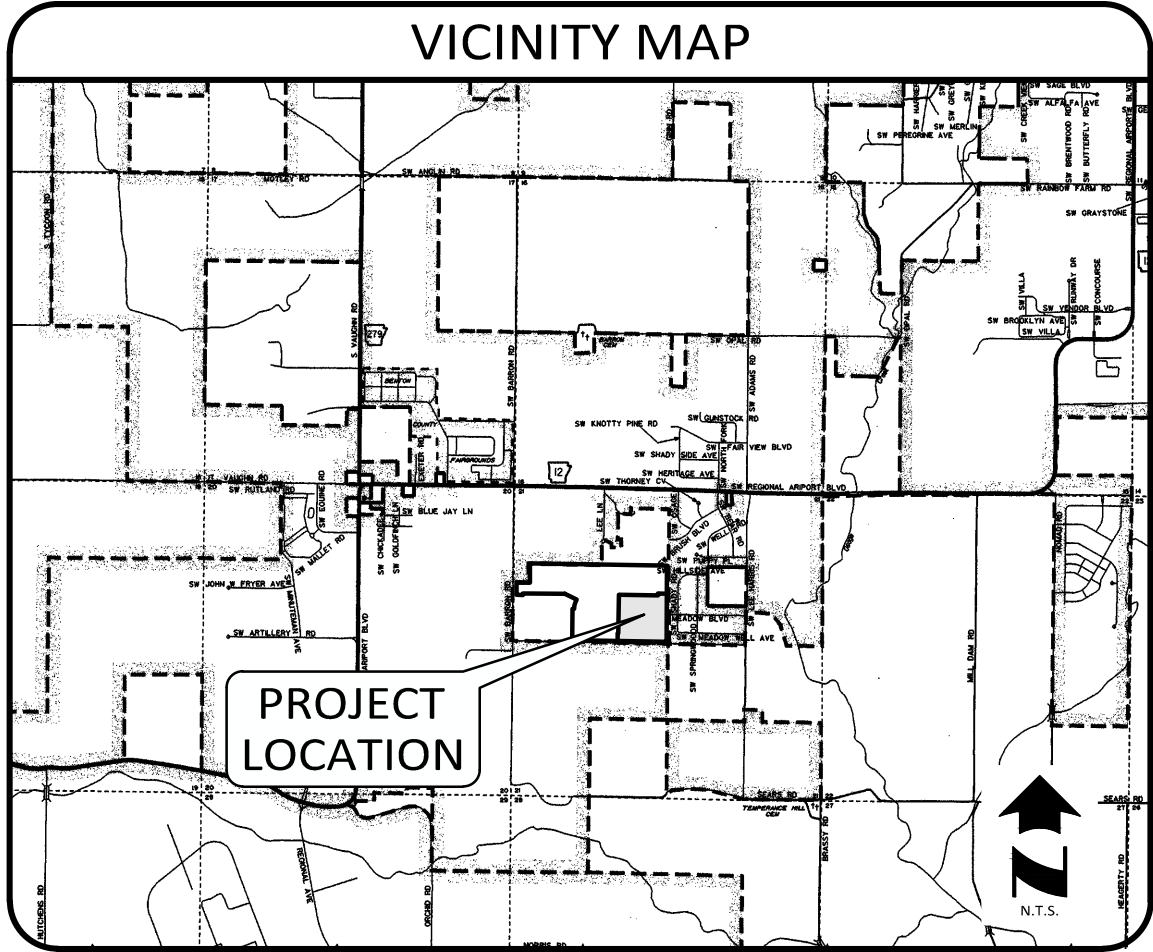
**Walnut Grove
Subdivision
Phase 3**



FP25-0007
Walnut Grove Subdivision Phase III
SW High Meadows Blvd



Drawing Name: A:\51000s\51925\001\BTV\RLP--36 (51925) FINAL PLAT PHASE III.dwg Last Modified: Apr 18, 2025 -- 2:15pm Plotted on: Apr 18, 2025 -- 2:16pm by ah5165



GENERAL NOTES:

- **BASIS OF BEARINGS:** GRID NORTH, STATE PLANE COORDINATE SYSTEM, ARKANSAS NORTH ZONE (0301), NAD 83 (2011)(EPOCH:2010.0000), BASED ON RT KINEMATIC GNSS OBSERVATIONS DERIVED FROM A STATIC GNSS BASE AND OPUS POST-PROCESSED SOLUTION, HAVING PUBLISHED VALUES OF: LATITUDE 36°18'27.8443" N; LONGITUDE 94°17'18.4157" W; AND A COMPUTED COMBINED SCALE FACTOR (GRID TO GROUND) OF 1.0000388257.
- **GRID NORTH CONVERGENCE:** AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER (SW1/4) OF THE NORTHWEST QUARTER (NW1/4) OF SECTION 21, ROTATE FROM GRID NORTH 01°20'07.3" TO THE LEFT FOR TRUE (GEODETIC) NORTH.
- **FLOOD INFORMATION:** BASED UPON REVIEW OF NFIP FIRM, BENTON COUNTY, ARKANSAS, AND INCORPORATED AREAS, MAP NUMBER 05007C0245K, EFFECTIVE DATE JUNE 5, 2012, AND BY GRAPHIC PLOTTING ONLY, THAT PART OF THE SUBJECT PROPERTY LIES WITHIN: ZONE X, OR AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD PLAIN.
- **EVERY RECORDED DOCUMENT REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY IS NOTED HEREON.** SURVEYOR HAS NOT MADE A THOROUGH INVESTIGATION OR INDEPENDENT SEARCH FOR ANY EASEMENTS OR OTHER ENCUMBRANCES OR FACTS THAT AN ACCURATE, COMPLETE AND CURRENT TITLE SEARCH AND/OR TITLE COMMITMENT WOULD DISCLOSE. OTHER DOCUMENTS OF RECORD, RIGHTS, OR FACTS, MAY EXIST AND AFFECT THIS SUBJECT PROPERTY.
- **SUBSURFACE OR ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY.**
- **EXISTING UTILITIES SHOWN HEREON WERE LOCATED BY REASONABLE VISUAL OBSERVED SURFACE IMPROVEMENTS, UNLESS NOTED OTHERWISE.** NO ATTEMPT HAS BEEN MADE TO LOCATE OR DEPICT ANY UNDERGROUND UTILITIES FOR THIS SURVEY. THE ACTUAL LOCATION OF UNDERGROUND UTILITIES MAY NEED TO BE VERIFIED TO DETERMINE WHAT RIGHTS, IF ANY, THAT MAY EXIST.

CITY OF BENTONVILLE DEVELOPMENT NOTES:

- **BEFORE ANY WORK IN THE STREET RIGHT-OF-WAY COMMENCES, CONTRACTOR AND/OR OWNER IS TO CONTACT THE CITY OF BENTONVILLE ENGINEERING AND TRANSPORTATION DEPARTMENTS AND NOTIFY SAID DEPARTMENTS OF THE INTENT AND TYPE OF WORK THAT WILL TAKE PLACE WITHIN THE RIGHT-OF-WAY.**
- **SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT THE TIME OF BUILDING PERMIT ISSUANCE.**
- **THERE MAY NOT BE FENCES OR ANY OTHER STRUCTURES BUILT IN ANY DRAINAGE EASEMENTS.**
- **SETBACKS SHALL BE PER THE CURRENT ZONING DISTRICT AS STATED IN THE MOST RECENT CITY OF BENTONVILLE ZONING CODE. FOR MORE INFO VISIT WWW.BENTONVILLEPLANNING.COM OR CALL THE PLANNING DEPARTMENT @ 479-271-3122.**
- **OWNER/DEVELOPER SHALL COORDINATE WITH ALL LOCAL UTILITIES TO ENSURE THAT EACH LOT HAS WATER, SEWER AND ELECTRIC SERVICE.**
- **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 SUBDIVISION PURSUANT TO MUNICIPAL CODE SECTION 401.13.**
- **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.**
- **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.**
- **ALL SIDEWALKS SHALL BE INSTALLED BY THE TIMEFRAMES SET FORTH IN 900.08 OF THE STREET SPECIFICATIONS**

PARENT TRACT:

A TRACT OF LAND BEING A PART OF LOT 83, WALNUT GROVE SUBDIVISION, PHASE I, BEING FILED FOR RECORD AT DOCUMENT NUMBER L202353286 AND FURTHER BEING SHOWN AS LOT 82, WALNUT GROVE SUBDIVISION, PHASE II, FILED FOR RECORD AT DOCUMENT L202455193 AND BEING A PART OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 19 NORTH, RANGE 31 WEST, BENTON COUNTY ARKANSAS.

BLACK HILL ENERGY: JOSH KNIGHT, 1301 FEDERAL WAY, PO BOX 2129, LOWELL, AR 72745, (479) 721-4543, JOSHUA.KNIGHT@BLACKHILLSCORP.COM

AT&T: BRENT BALDWIN, 1133 E. HAROLD ST., FAYETTEVILLE, AR 72701, (479) 200-9022 OR (479) 571-6609, BB6585@ATT.COM

COX COMMUNICATIONS: TIMOTHY GOSS, 4901 S. 48TH STREET, SPRINGDALE, AR 72762, (479) 651-5583 TIMOTHY.GOSS@COX.COM

FIRE DEPT.: CITY OF BENTONVILLE, JUSTIN SCANTLIN, FIRE CHIEF, 800 SW A STREET, BENTONVILLE, AR 72712, (479) 271-5927 OR (479) 685-1096

STREET DEPT.: CITY OF BENTONVILLE, DANIEL CLARDY, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR 72712, (479) 696-0279

WATER DEPT.: CITY OF BENTONVILLE, BEAU THOMPSON, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR 72712, (479) 271-3140

ELECTRIC DEPT.: CITY OF BENTONVILLE, TRAVIS MATLOCK, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR 72712, (479) 271-3159

WASTEWATER DEPT.: CITY OF BENTONVILLE, CHRIS EARL, 1901 NE A STREET, BENTONVILLE, AR 72712, (479) 271-3161

PLANNING DEPT.: CITY OF BENTONVILLE, TYLER OVERSTREET, 305 SW A STREET, BENTONVILLE, AR, (479) 271-3122

BUILDING AND FIRE SAFETY: CITY OF BENTONVILLE, BRAD ARNOLD, 305 SW A STREET, BENTONVILLE, AR, (479) 271-3108

CITY ENGINEER: CITY OF BENTONVILLE, ELLEN NORVELL, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR, (479) 271-5993

STORMWATER: CITY OF BENTONVILLE, ALISON WEST, 3200 SW MUNICIPAL DRIVE, BENTONVILLE, AR, (479) 271-6719, JWEST@BENTONVILLEAR.COM

WALNUT GROVE SUBDIVISION PHASE III Phase III Lots 1-77

PART OF THE S1/2 OF THE NW1/4 OF SECTION 21,
TOWNSHIP 19 NORTH, RANGE 31 WEST, 5TH PRINCIPAL
MERIDIAN, BENTON COUNTY, ARKANSAS

CERTIFICATE OF OWNERSHIP:

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

DATE OF EXECUTION: _____

SIGNED: _____

NAME & ADDRESS _____

PRINT NAME: _____

STATE OF _____)
COUNTY OF _____) SS

SWORN TO AND SUBSCRIBED BEFORE ME THIS _____ DAY OF
_____, 20____.

NOTARY PUBLIC _____

MY COMMISSION EXPIRES _____

CERTIFICATE OF APPROVAL:

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

DATE OF EXECUTION: _____

SIGNED: _____
CITY CLERK, CITY OF BENTONVILLE

SIGNED: _____
BENTONVILLE PLANNING COMMISSION CHAIRMAN

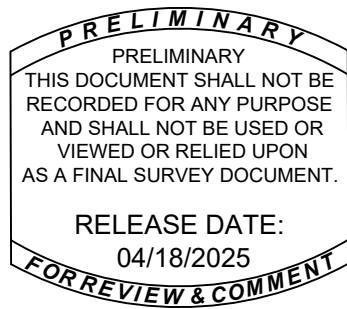
SIGNED: _____
MAYOR, CITY OF BENTONVILLE

CERTIFICATE OF SURVEYING ACCURACY:

I, CLAYTON D. CROTTS, 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: 04-18-2025

SIGNED: _____
CLAYTON D. CROTTS, ARKANSAS PS #1834



ARKANSAS PLAT CODE: 500-19N-31W-0-21-400-04-1834

Filing Block

SURVEYOR

CLAYTON D. CROTTS, P.L.S.
HALFF
1111 N LEE AVENUE, STE 400
OKLAHOMA CITY, OK 73103
TELEPHONE: (405) 546-3822

ENGINEER

PATRICK R. FOY, P.E.
HALFF
2407 SE COTTONWOOD STREET, STE 1
BENTONVILLE, AR 72712
TELEPHONE: (479) 273-2209

OWNER/DEVELOPER

RLP DEVELOPMENTS, LLC
PO BOX 3207
BENTONVILLE, AR 72712
TELEPHONE: (479) 530-2337



HALFF ASSOCIATES, INC.
2407 SE COTTONWOOD ST. STE 1
BENTONVILLE, AR 72712
479.273.2209 - HALFF.COM

WALNUT GROVE SUBDIVISION PHASE III

A Replat of Lot 82, PHASE II

Bentonville, Arkansas

Prepared For: RLP Developments, LLC.
City Project #: FP25-0007
Atlas Page: 563

FINAL PLAT

Revisions

1 04.17.2025 Revised Per City Comments

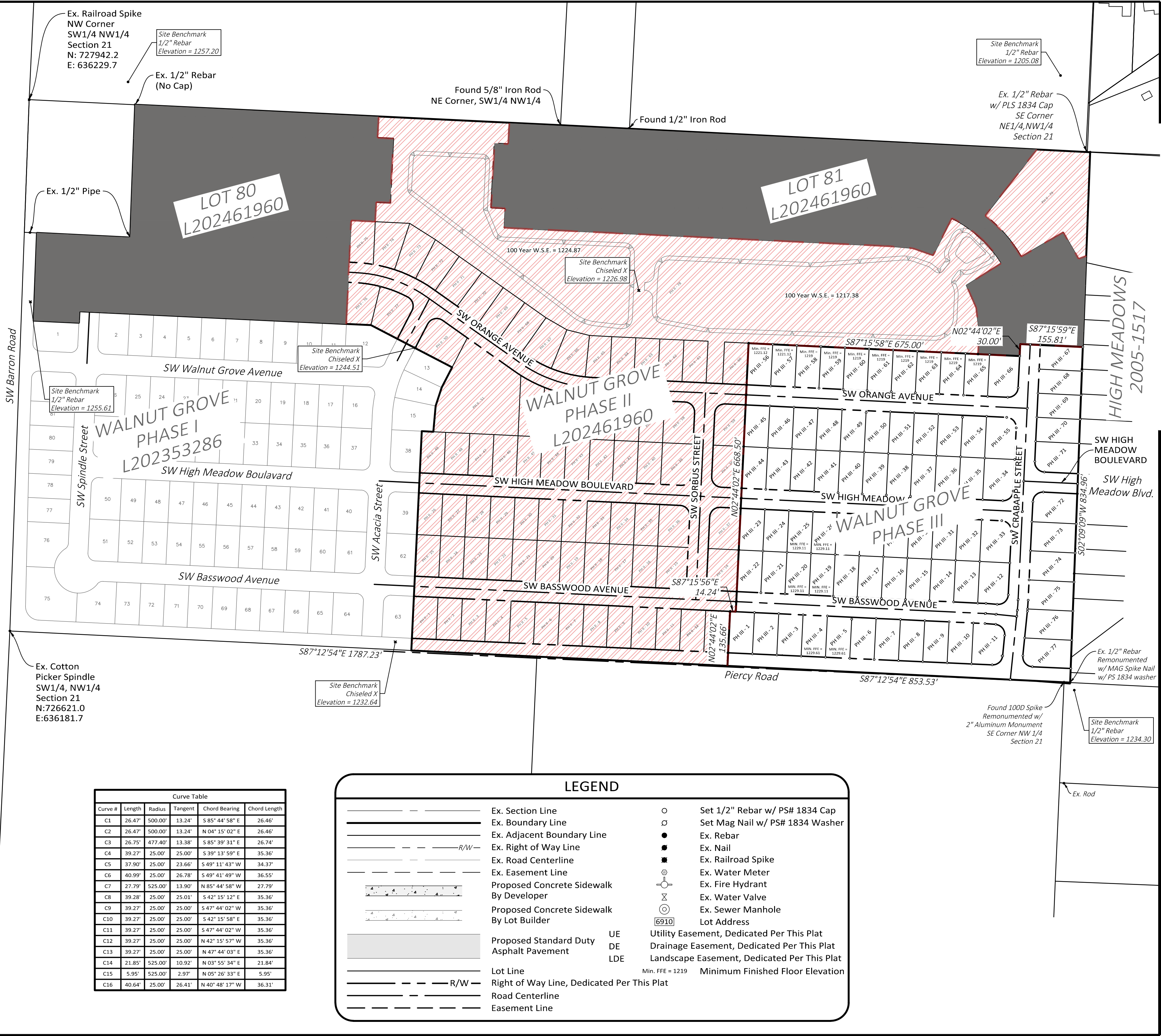
Drawn By: JDS	Vert. Scale: N/A
Approved By: CDC	Horiz. Scale: N/A
Date: 04.18.2025	Plot Scale: 1
Project No.: 51925.001	DWG Name: PLAT

SHEET

1

of 4

Drawing Name: A:\51000s\51925\001\BTV\RLP-36 Walnut Grove\Drafting\RLP-36 (51925) FINAL PLAT PHASE III.dwg Lost Modified: Apr 18, 2025 - 2:15pm Plotted on: Apr 18, 2025 - 2:16pm By: ah5165



Filing Block



1 Inch = 150 Feet

PRELIMINARY
PRELIMINARY
THIS DOCUMENT SHALL NOT BE
RECORDED FOR ANY PURPOSE
AND SHALL NOT BE USED OR
VIEWED OR RELIED UPON
AS A FINAL SURVEY DOCUMENT.

RELEASE DATE:
04/18/2025
FOR REVIEW & COMMENT



HALFF ASSOCIATES, INC.
2407 SE COTTONWOOD ST. STE 1
BENTONVILLE, AR 72712
479.273.2209 - HALFF.COM

WALNUT GROVE SUBDIVISION PHASE III

A Replat of Lot 82, PHASE II

Bentonville, Arkansas

Prepared For: RLP Developments, LLC.
City Project #: FP25-0007
Atlas Page: 563

FINAL PLAT

Revisions

1 04.17.2025 Revised Per City Comments

Drawn By: **JDS**

Vert. Scale: **N/A**

Approved By: **CDC**

Horiz. Scale: **1" = 100'**

Date: **04.18.2025**

Plot Scale: **1**

Project No.: **51925.001**

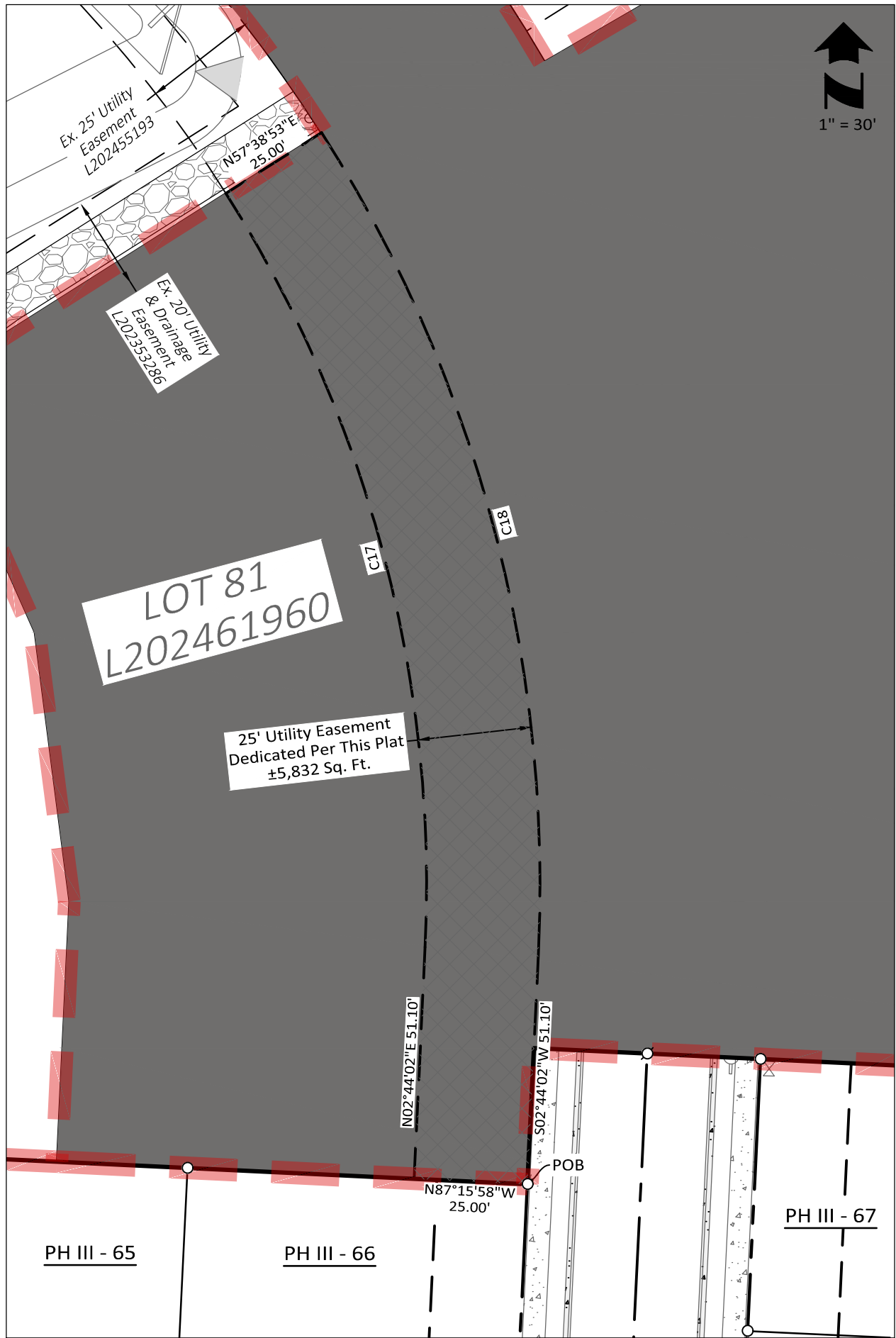
DWG Name: **PLAT**

SHEET

2

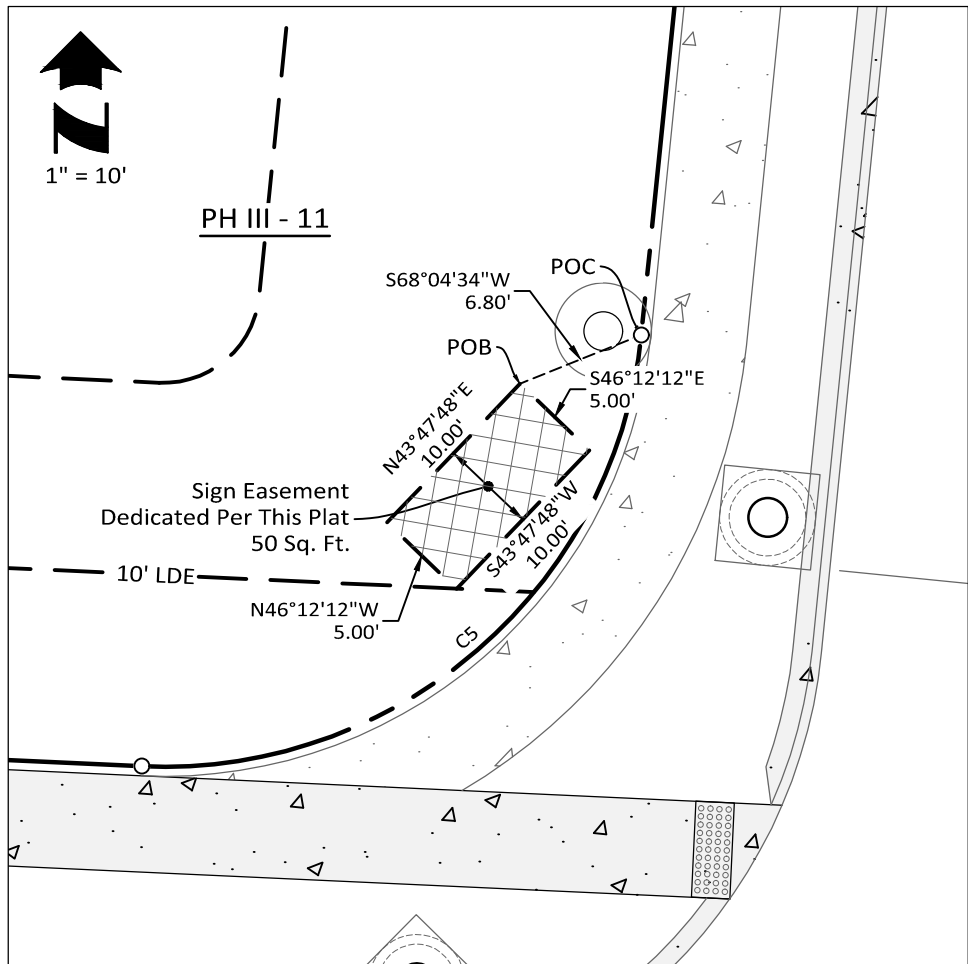
of 4

INSET "A"
UTILITY EASEMENT

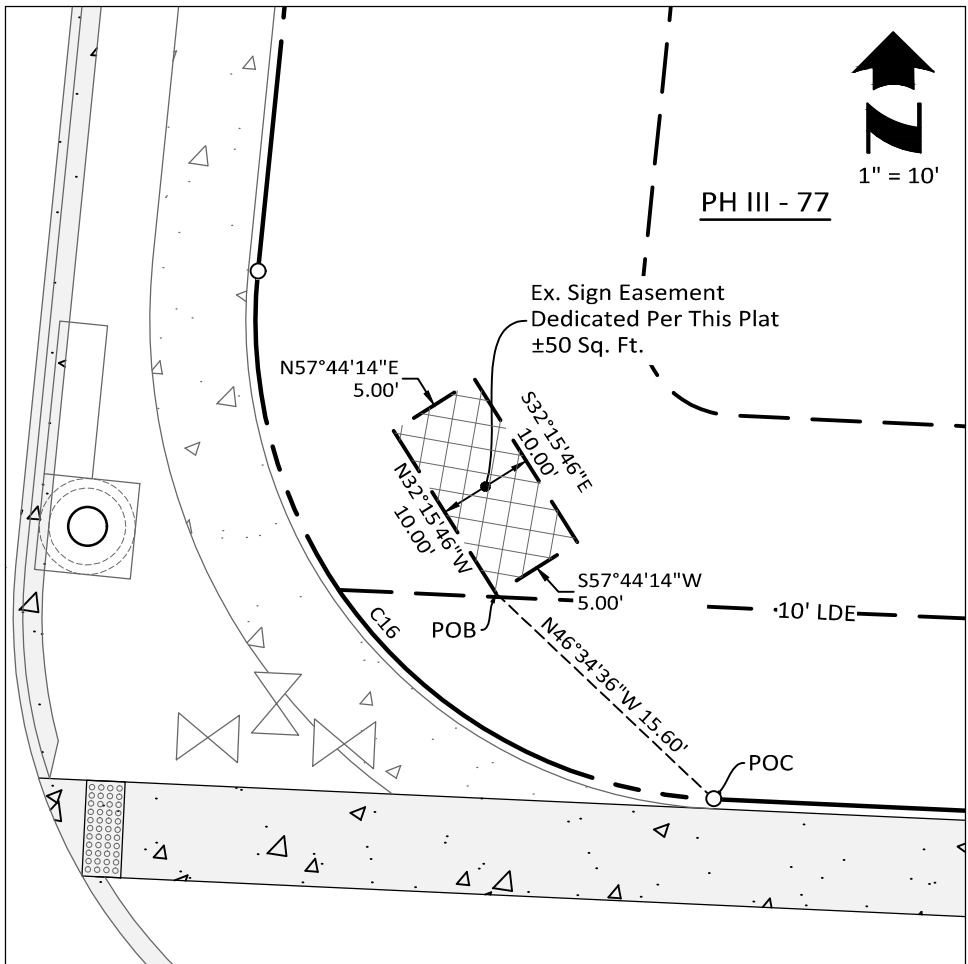


Curve Table					
Curve #	Length	Radius	Tangent	Chord Bearing	Chord Length
C17	174.52'	285.00'	90.10'	N 14° 48' 33" W	171.81'
C18	189.83'	310.00'	98.00'	S 14° 48' 33" E	186.88'

INSET "B"
SIGN EASEMENT



INSET "C"
SIGN EASEMENT



Filing Block

PRELIMINARY
THIS DOCUMENT SHALL NOT BE
RECORDED FOR ANY PURPOSE
AND SHALL NOT BE USED OR
VIEWED OR RELIED UPON
AS A FINAL SURVEY DOCUMENT.
RELEASE DATE:
04/18/2025
FOR REVIEW & COMMENT



HALFF ASSOCIATES, INC.
2407 SE COTTONWOOD ST., STE 1
BENTONVILLE, AR 72712
479.273.2209 - HALFF.COM

WALNUT GROVE
SUBDIVISION PHASE III

A Replat of Lot 82, PHASE II

Bentonville, Arkansas

Prepared For: RLP Developments, LLC.
City Project #: FP25-0007
Atlas Page: 563

FINAL PLAT

Revisions	
1	04.17.2025 Revised Per City Comments

Drawn By:	JDS	Vert. Scale:	N/A
Approved By:	CDC	Horiz. Scale:	N/A
Date:	04.18.2025	Plot Scale:	1
Project No.:	51925.001	DWG Name:	PLAT



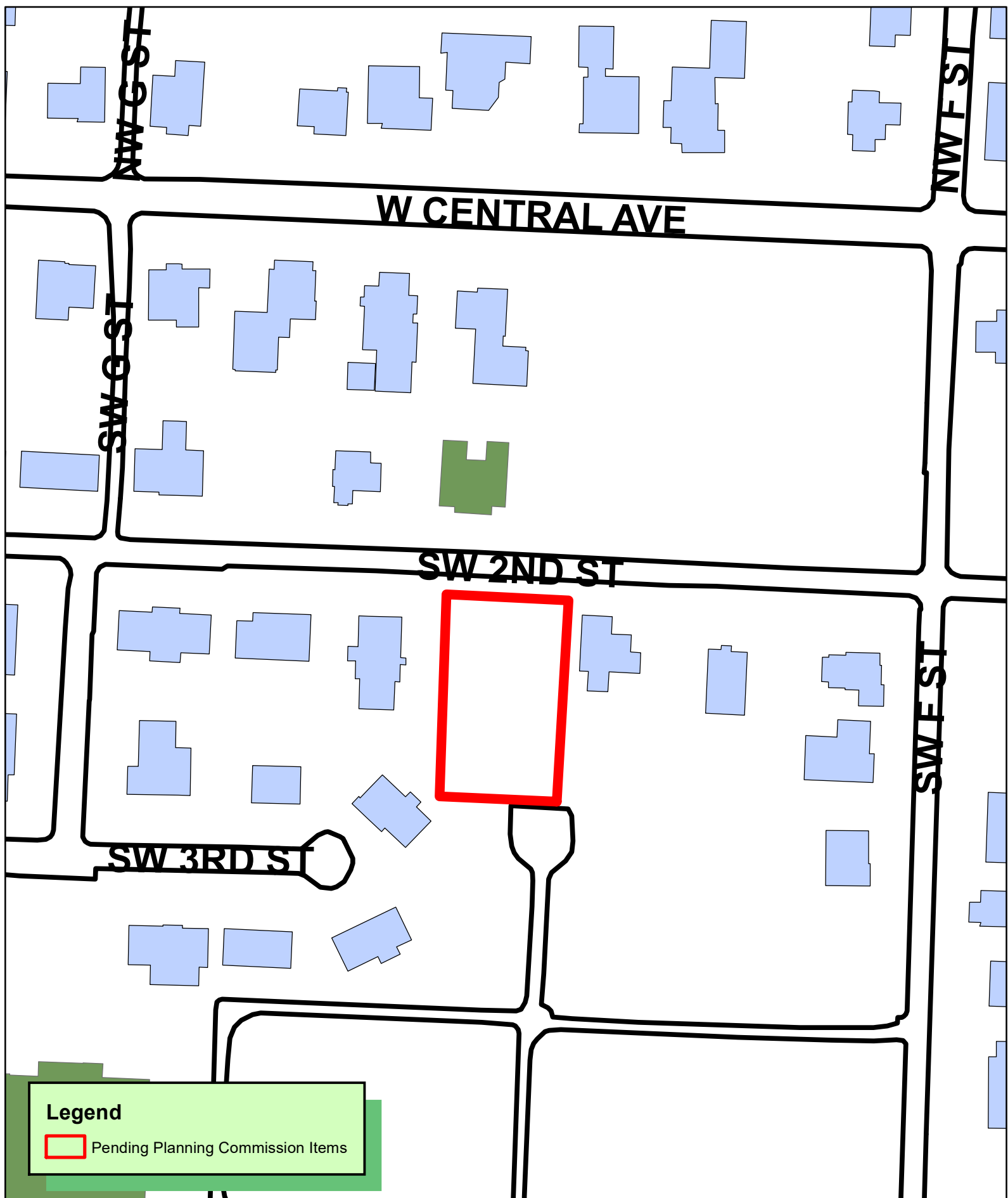
Consent Agenda Item [LS22-0067](#)

For the Planning Commission meeting on May 20, 2025

Details

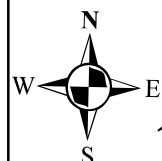
Lot Split For Part Of Lot 2 Of Corleys Addition Creating Lots 22 & 23. 707 SW 2nd St. DN1, Downtown Low Density Residential, LS22-0067.

A lot split for part of lot 2 of Corleys Addition creating lots 22 & 23. The plat is dedicating 564 square feet of street right of way along Southwest 2nd St. The lots have direct access to Southwest 2nd St.



Legend

 Pending Planning Commission Items



1 inch = 100 feet

LS22-0067 2/7/23
LOT SPLIT
CORLEYS ADDITION
WEST HALF OF LOT 2 CREATING LOTS 22-23



CITY NOTES:

- ALL STRUCTURES MUST MAINTAIN MINIMUM OF 20' CLEARANCES FROM ALL ELECTRIC LINES.
- 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.
- 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.
- 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.
- THERE MAY NOT BE FENCES OR ANY OTHER STRUCTURES BUILT IN ANY DRAINAGE EASEMENTS.
- SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT TIME OF BUILDING PERMIT ISSUANCE
- 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.
- 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.
- IT IS THE RESPONSIBILITY OF THE DEVELOPER TO COORDINATE WITH THE NEW SERVICE COORDINATOR @ 479 271-3139 TO DETERMINE IF EQUIPMENT IS IN CONFLICT.
- NO RESIDENTIAL LOT SHALL BE PERMITTED DIRECT ACCESS TO A COLLECTOR, MINOR, OR MAJOR ARTERIAL STREET. ALL RESIDENTIAL SUBDIVISION DEVELOPMENT CONTIGUOUS TO A COLLECTOR, MINOR, OR MAJOR ARTERIAL STREET SHALL ORIENT FRONTAGE TO A LOCAL STREET, AND BACK OF THE PROJECT, WITHOUT ACCESS TO THE SAID MAJOR STREETS.
- THE SEWER MAIN EXTENSION SHALL BE COMPLETED AND IN SERVICE BEFORE THIS PLAT CAN BE FILED TO ENSURE THE NEW LOTS HAVE ACCESS TO PUBLIC SEWER.

CERTIFICATE OF SURVEYING ACCURACY

I, MATTHEW D. JAMES, 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. 1845 STATE OF ARKANSAS

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: _____

BENTONVILLE RE DEVELOPMENT LLC

CERTIFICATE OF APPROVAL

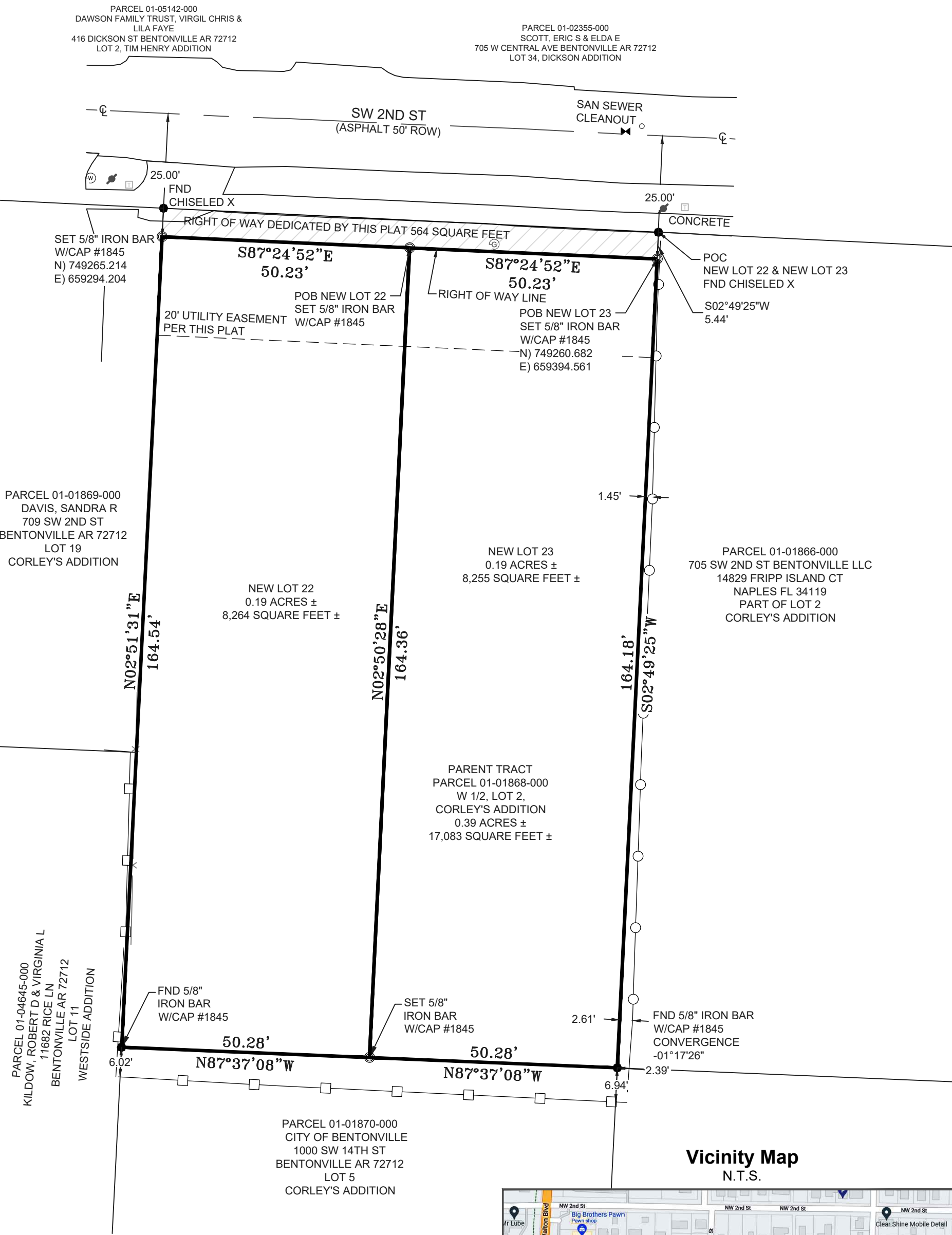
PURSUANT TO THE BENTONVILLE LAND DEVELOPMENT CODE AND ALL OTHER CONDITIONS AND APPROVAL HAVING BEEN COMPLETED, THIS DOCUMENT IS HEREBY ACCEPTED, THIS CERTIFICATE IS HEREBY EXECUTED UNDER THE AUTHORITY OF THE SAID RULES AND REGULATIONS.

DATE OF EXECUTION: _____

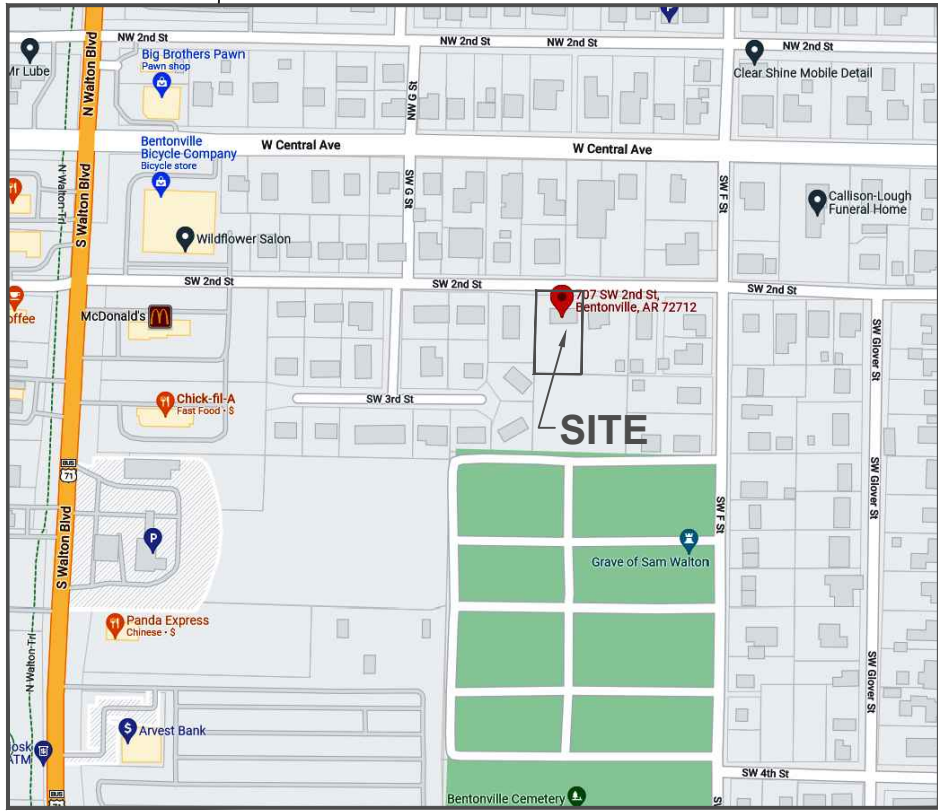
SIGNED _____
MAYOR

SIGNED _____
CITY CLERK

SIGNED _____
PLANNING COMMISSION CHAIRMAN



Vicinity Map
N.T.S.



LOT SPLIT FOR PART OF LOT 2 OF CORLEYS ADDITION CREATING LOTS 22 & 23

DEED DESCRIPTION:
THE WEST ONE-HALF OF LOT 2, CORLEY'S ADDITION, BENTONVILLE, BENTON COUNTY, ARKANSAS AND THE NORTH ONE-HALF OF A VACATED ALLEY ABUTTING SAID LOT 2, CORLEY'S ADDITION, SAID HALF ALLEY BEING A STRIP OF LAND 4 FEET IN WIDTH AND 100.5 FEET IN LENGTH.

NEW LOT 23 DESCRIPTION:
PART OF THE WEST HALF OF LOT 2 AND THE NORTH HALF OF THE VACATED ADJACENT ALLEY, CORLEY'S ADDITION, BENTONVILLE, BENTON COUNTY, ARKANSAS ALL BEING SITUATED IN SECTION 31, TOWNSHIP 20 NORTH, RANGE 30 WEST AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID WEST HALF OF LOT 2; THENCE SOUTH 02°49'25" WEST ALONG THE EAST LINE THEREOF A DISTANCE OF 5.44 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 02°49'25" WEST CONTINUING ALONG SAID EAST LINE A DISTANCE OF 164.18 FEET THENCE NORTH 87°37'08" WEST A DISTANCE OF 50.28 FEET; THENCE NORTH 02°50'28" EAST A DISTANCE OF 164.36 FEET; THENCE SOUTH 87°24'52" EAST A DISTANCE OF 50.23 FEET TO THE POINT OF BEGINNING. CONTAINING 8,255 SQUARE FEET OR 0.19 ACRES MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHTS OF WAY OF RECORD AND FACT IF ANY.

NEW LOT 22 DESCRIPTION:
PART OF THE WEST HALF OF LOT 2 AND THE NORTH HALF OF THE VACATED ADJACENT ALLEY, CORLEY'S ADDITION, BENTONVILLE, BENTON COUNTY, ARKANSAS ALL BEING SITUATED IN SECTION 31, TOWNSHIP 20 NORTH, RANGE 30 WEST AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

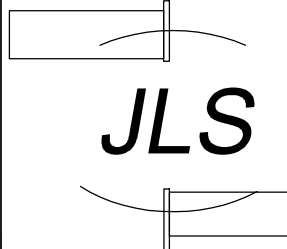
COMMENCING AT THE NORTHEAST CORNER OF SAID WEST HALF OF LOT 2; THENCE SOUTH 02°49'25" WEST ALONG THE EAST LINE THEREOF A DISTANCE OF 5.44 FEET; THENCE NORTH 87°24'52" WEST DEPARTING SAID EAST LINE A DISTANCE OF 50.23 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 02°50'28" WEST A DISTANCE OF 164.36 FEET; THENCE NORTH 87°37'08" WEST A DISTANCE OF 50.28 FEET TO THE WEST LINE OF SAID VACATED ADJACENT ALLEY; THENCE NORTH 02°51'31" EAST ALONG SAID WEST LINE AND ALONG THE WEST LINE OF SAID WEST HALF OF LOT 2 A DISTANCE OF 164.54 FEET; THENCE SOUTH 87°24'52" EAST A DISTANCE OF 50.23 FEET TO THE POINT OF BEGINNING. CONTAINING 8,264 SQUARE FEET OR 0.19 ACRES MORE OR LESS. SUBJECT TO EASEMENTS AND RIGHTS OF WAY OF RECORD AND FACT IF ANY.

- Notes:**
- Except as specifically stated or shown on this plat, the survey does not purport to reflect any of the following which may be applicable to the subject real estate:

Easements, other than possible easements which were visible at the time of making of this survey; building setback lines; restrictive covenants; subdivision restrictions; zoning or other land-use regulations, or any other facts which an accurate and current title search may disclose.
 - Every document of record reviewed and considered as a part of this survey is noted hereon. Only the documents noted hereon were supplied to the surveyor.
 - This plat represents a boundary survey of the parcel recorded in Deed Records, Document Number L202260002 at the Office of the Circuit Clerk Benton County, Arkansas.
 - The contractor must determine that proposed structures are clear of all boundary lines, easements, and meet building setback requirements before construction begins.
 - Basis of Bearings: Arkansas State Plane System North Zone (NAD 83)
 - This survey is valid only if the drawing includes the seal and signature of the surveyor.
 - This survey meets current "Arkansas Minimum Standards for Property Boundary Surveys and Plats."
 - No abstract of title, nor title commitment, nor results of title searches were furnished to the surveyor. There may exist other documents of record which would affect this parcel.
 - Declaration is made to the original purchaser of the survey and is not transferable to any additional institutions or subsequent owners.
 - This property is currently zoned DN-1
 - For the latest building setback check with the City of Bentonville Planning Department at 479-271-3122 or at <http://bentonvillear.com/195/Current-Planning>.
 - No attempt was made to show building setback lines graphically on the survey. Setback dimensions are based on the orientation of the building(s) to be constructed.
 - Subsurface and environmental conditions were not examined nor considered a part of this survey.
 - The locations of underground utilities as shown hereon are based on such above ground structures as were visible at the time of survey, and/or from record drawings provided to the surveyor. The location of underground utilities/structures may vary from locations shown hereon. No excavations were made during the progress of this survey to locate underground utilities/structures.
 - No attempt has been made as a part of this boundary survey to obtain or show data concerning existence, size, depth, condition, capacity, or location of any utility or facilities.
 - (BY GRAPHICAL PLOTTING ONLY)
This property is not located within any presently established 100-year flood plain as determined by the National Flood Insurance Program, flood insurance rate map for Benton County, Arkansas. Map Number 05007C0255K. Revised date June 5, 2012.

OWNER:
PARCEL 01-01868-000
BENTONVILLE RE DEVELOPMENT LLC
1706 CAROLYN ST
BENTONVILLE, AR 72712

CITY OF BENTONVILLE PROJECT NUMBER:
LS22-0067



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

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

Recording Information
Job Number: 22-350SPLIT
Field Work: AS
Drawn By: JWSJR
Checked By: MJ
Certificate of Authorization
Arkansas Land Surveyor
No. 2389
Date: 12/06/2022
Scale: 1"=20'
Basis of Bearings:(NAD83)
Arkansas State Plane
North Zone

GAS LINE
TELEVISION CABLE
PROPERTY LINES
BUILDING SETBACK
UTILITY POLE (WITH GUY WIRE)

TREE LINE
WOOD FENCE
CHAIN LINK FENCE
WIRE FENCE
PAINTED STRIPE
TELEPHONE LINE
EXISTING WATER LINE
OVERHEAD ELECTRIC LINE
UNDERGROUND ELECTRIC LINE

RECORD DISTANCE
RECORD BEARING
SANITARY SEWER MANHOLE
DECIDUOUS TREE
EVERGREEN TREE

CABLE RISER
TRAFFIC SIGNAL
SIGN
WATER METER
WATER VALVE
FIRE HYDRANT
GAS METER
DRAINAGE MANHOLE

LEGEND
MONUMENT FOUND (AS NOTED)
MONUMENT SET (AS NOTED)
AHTD P-O-W MONUMENT
BENCHMARK
GUARD POST
UTILITY POLE
TELEPHONE RISER
FIBER OPTIC TELEPHONE RISER
ELECTRICAL RISER

SHEET NO.
1 OF 1

Page 29 of 121



Consent Agenda Item [FP25-0006](#)

For the Planning Commission meeting on May 20, 2025

Details

Final Plat FP25-0006 of Lot 1, Walmart Campus Subdivision, Phase 17

A final plat of Lot 1 of Walmart Campus Subdivision, Phase 17. No easements or right of way are being dedicated. No waivers or variances are associated with this final plat.

 Pending PC Item



FP25-006
Walmart Campus Subdivision Phase 17
1106 SE 5th St

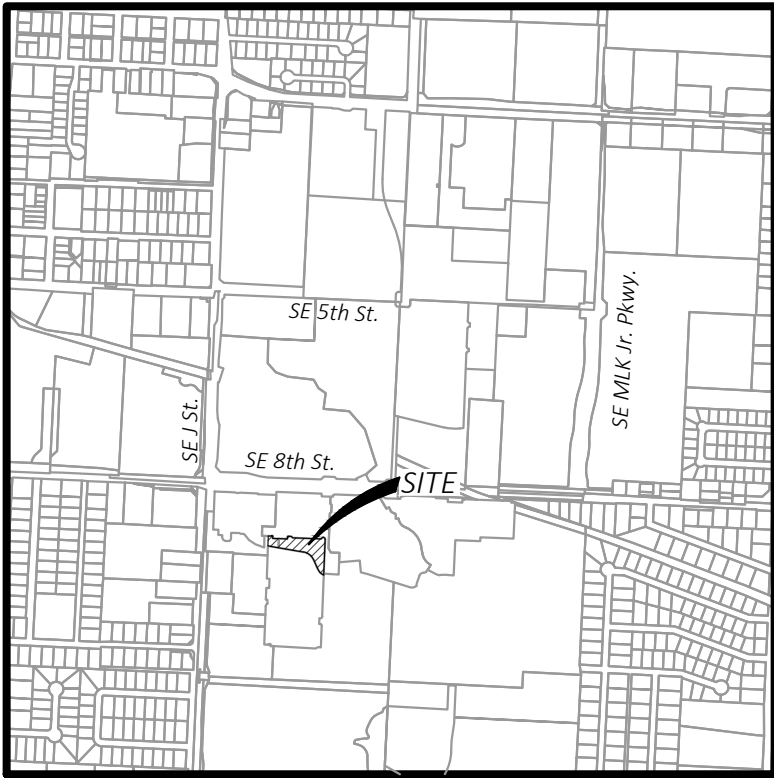


Final Plat of Lot 1, Walmart Campus Subdivision, Phase 17 Walmart Campus

1106 SE 5TH St
Bentonville, Benton County, Arkansas

GENERAL NOTES:

- This plat represents a Final Plat of part of Lot 15, Shady Grove Subdivision per Plat Book 2005, Page 959 & part of Lot 1, Wal-Mart Subdivision No. 1 per Plat Book P2, Page 691 in the public records of Benton County, Arkansas.
- Every document of record reviewed and considered as a part of this survey is noted hereon. Only the documents noted hereon were supplied to the surveyor.
- Declaration is made to the original purchaser of the survey and those listed in the certification for the use of this transaction only and is not transferable to any additional or subsequent owners.
- Basis of Bearings: All bearings shown hereon are grid based on Arkansas State Plane Coordinate System, NAD83, North Zone, as established by a Static observation processed through OPUS.
- This survey is valid only if the drawing includes the seal and signature of the surveyor.
- This survey meets the current Arkansas Standards of Practice for Property Boundary Surveys and Plats.
- The locations of underground utilities as shown hereon are based on above ground structures as were visible at the time of survey, and/or from record drawings provided to the surveyor. The location of underground utilities/structures may vary from locations shown hereon. No excavations were made during the progress of this survey to locate underground utilities/structures.
- The contractor is advised to contract the 811 One-Call Center before any construction begins, depending on the state there is a possibility of a severe penalty for not making this call. Not all utility companies are members of the One-Call Systems. Therefore the contractor is advised to contract all non-members as well as the One-Call System.
- The contractor must determine that proposed structures are clear of all boundary lines, easements, and meet building setback requirements before construction begins.
- By scale map location and graphical plotting only. This property is located n shaded Zone "X" which are areas of 0.2% annual flood chance; areas of 1% annual flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and area protected by levees from 1% annual chance flood as determined by the National Flood Insurance, Flood Insurance Rate Map for Benton County, Arkansas.
Map Number: 05007C0255K
Map Revised: June 5, 2012
- No attempt was made to show the zoned building setback lines graphically on the survey. The assignment, vacation, or orientation of setbacks that impact the usage rights of the property are determined by the local governing jurisdictional agency. Setback dimensions will be based on the orientation of the building(s) to be constructed as approved.
- No current zoning report or letter regarding zoning classification was provided to the Surveyor. Setbacks shall be per the current zoning district as stated in the most recent City of Bentonville Zoning Code. For more info visit www.bentonvilleplanning.com or call the Planning Department @ 479-271-3122.
- Sidewalks shall be the responsibility of the builder/owner at time of building permit issuance.
- There may not be fences or any other structures built in any drainage easements.
- 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 is to contact New Service coordinator (479-271-3139) to discuss electric service prior to beginning any construction. Failure to contact BEUD prior to construction will result in delays to get electric service.
- All structures must maintain minimum of 20' clearance from all electric lines.
- BEUD's standard practice is to place underground equipment (transformers, secondary pedestals, junction boxes, etc.) on the lot line of a development. Any adjustments to the property line that result in our equipment not being on the lot line require the developer to pay for the cost of BEUD to relocate the equipment to the lot line.
- It is the responsibility of the developer to pay for any cost associated with moving of equipment. This includes but is not limited to any costs associated with loss of equipment (wire and elbows) and labor and material to move the equipment to the new lot line.
- Relocation of any existing electrical facilities shall be at the owner's expense.
- Owner/Developer shall coordinate with all local utilities to insure that each lot has water, sewer and electric service.
- Subject areas are subject to public utility, drainage, and emergency access easements as shown at Deed Instrument #L202110326.
- No residential lot shall be permitted direct access to a collector, minor, or major arterial street. All residential subdivision development contiguous to a collector, minor, or major arterial street shall orient frontage to a local street, and back of the project, without access to the said major streets.
- There are no waivers, variances and/or conditional uses at the time of preparing this plat.
- The buildings contained in the area of this final plat fall within Zone C of the Municipal Airport Overlay District pursuant to Bentonville Municipal Code Section 401.12.
- The Platted area falls in Zone 4, Phase 7 of the Walmart Campus PUD at the time of submittal.



VICINITY MAP

NOT TO SCALE
Latitude: 36°21'46"N
Longitude: 94°11'40"W

Owner:
Parcel #'s 01-09122-000
Wal-Mart Stores Inc.
PO BOX 8050 MS 0555
BENTONVILLE AR 72712-8050
Contact: Joe Albright, (479) 273-4000

Owner:
Parcel #01-04106-000
North Arkansas Wholesale Co. Inc.
WAL MART PROPERTY TAX DEPT
PO BOX 8050 MS 0555
BENTONVILLE AR 72712-8050
Contact: Joe Albright, (479) 273-4000

Surveyors:
CEI Engineering Associates, Inc.
2600 NE 11th ST, Suite 300
Bentonville, AR 72712
Phone: (479) 273-9472
Fax: (479) 271-0536
Surveyor: Dustin Riley, Arkansas PLS#1618



CERTIFICATE OF OWNERSHIP:

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

Date of Execution: _____ Signed: _____

Name & Address: Wal-Mart Stores Inc.

Print Name: _____

Source of Title: D.R. 1996, Page 68430

Subscribed and sworn before me, this _____ day of _____, 20____

Notary Public _____ My Commission Expires _____

Name & Address: North Arkansas Wholesale Co. Inc.

Print Name: _____

Source of Title: D.R. 2005, Page 42358

Subscribed and sworn before me, this _____ day of _____, 20____

Notary Public _____ My Commission Expires _____

CERTIFICATE OF APPROVAL:

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

Date of Execution: _____

Signed: _____
Bentonville Community Development Director

CERTIFICATE OF SURVEYING ACCURACY:

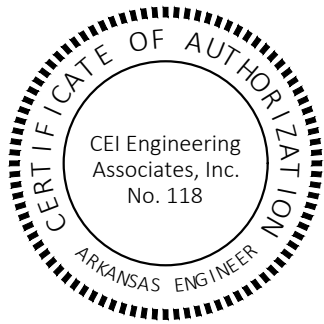
I, Dustin Riley, hereby certify that this plat correctly represents a boundary survey made by me and boundary markers and lot corners shown hereon actually exist and their location, type and material are correctly shown and all minimum requirements of the Arkansas Minimum Standards for Land Surveyors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

Date of Execution: _____

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

ATLAS PAGE: 404

City of Bentonville Project # FP25-0006



REVISION

NO.	DESCRIPTION	DATE
1	1st Sub. Comments	04/21/2025



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

3030 LBJ FREEWAY, SUITE 100
DALLAS, TX 75234
PHONE: (972) 488-3737
FAX: (972) 488-6732

Final Plat of Lot 1, Phase 17
Walmart Campus
1106 SE 5TH St
Bentonville, Benton County, Arkansas

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

PROFESSIONAL OF RECORD	DGR
DESIGNER	WAP
FIELD WORK	CSS
CEI PROJECT NUMBER	31470
DATE	4/21/2025
REVISION	REV-1

Cover Sheet

SHEET TITLE

SHEET NUMBER

1 OF 2

DRAWING LOCATION - S:\31000\31470\DRAWINGS\SURVEY\31470FP TREEHOUSE.DWG -- SAVED BY - WPIERSON

PARENT TRACT DESCRIPTIONS:

Part of Lots 1 and Part of a Vacated Street, Wal-Mart East Subdivision Number 1, per Plat Book P2, Page 691 in the public records of Benton County, Arkansas.

AND

Part of Lot 15, Shady Grove Subdivision per Plat Book 2005, Page 959 in the Public Records of Benton County, Arkansas.

Property Curve Table					
Curve #	Radius	Length	Delta	Chord Bearing	Chord Distance
C1	98.05'	29.20'	17°03'49"	N35°38'40"W	29.09'
C2	95.97'	33.16'	19°47'40"	N53°59'25"W	32.99'
C3	93.11'	27.22'	16°44'53"	N71°21'10"W	27.12'
C4	4.99'	8.54'	97°57'27"	N41°44'43"E	7.54'
C5	15.05'	24.92'	94°53'48"	S55°26'19"E	22.17'

Property Line Table		
Line #	Direction	Length
L1	S01°59'54"W	10.90'
L2	N54°48'43"W	31.80'
L3	N30°47'39"W	30.43'
L4	N24°48'06"W	70.18'
L5	N82°22'57"W	21.94'
L6	S88°38'41"E	21.98'
L7	N06°59'38"E	2.86'
L8	S79°13'58"E	9.60'
L9	S00°41'02"W	17.57'
L10	N02°02'39"E	12.60'
L11	S88°36'12"E	21.08'
L12	S43°14'24"E	12.80'
L13	N44°55'08"E	13.66'

LOT 1 DESCRIPTION:

A part of Lot 1, Part of Vacated Street, Wal-Mart East Subdivision Number 1 per Plat Book P2, Page 691, and Part of Lot 15, Shady Grove Subdivision per Plat Book 2005, Page 959 in the public records of Benton County, Arkansas and being described by metes and bounds as follows:

BEGINNING at a 5/8-inch rebar with cap LS1618 found at the southerly Southwest Corner of Lot 1, Wal-Mart Campus Subdivision, Phase 10, per Plat Instrument #L202503017;
THENCE leaving the South Line of said Lot 1, South 01°59'54" West, 10.90 feet to a 5/8-inch rebar with cap LS1618 found at the Northeast Corner of Lot 1, Wal-Mart Campus Subdivision, Phase 12, per Plat Instrument #L2025_____;
THENCE along the North Line of said Lot 1, the following eight (8) courses:
1. North 54°54'43" West, 31.80 feet to a 5/8-inch rebar with cap LS1618;
2. North 30°47'39" West, 30.43 feet to a 5/8-inch rebar with cap LS1618;
3. North 24°48'06" West, 70.18 feet to a 5/8-inch rebar with cap LS1618;
4. Northwesterly along the arc of a curve to the left 29.20 feet, having a radius of 98.05 feet, through a central angle of 17°03'49", having a chord bearing and distance of North 35°38'40" West, 29.09 feet to a 5/8-inch rebar with cap LS1618;
5. Northwesterly along the arc of a curve to the left 33.16 feet, having a radius of 95.97 feet, through a central angle of 19°47'40", having a chord bearing and distance of North 53°59'25" West, 32.99 feet to a 5/8-inch rebar with cap LS1618;
6. Westerly along the arc of a curve to the left 27.22 feet, having a radius of 93.11 feet, through a central angle of 16°44'53", having a chord bearing and distance of North 71°21'10" West, 27.12 feet to a 5/8-inch rebar with cap LS1618;
7. North 82°22'57" West, 21.94 feet to a 5/8-inch rebar with cap LS1618;
8. North 80°13'04" West, 226.11 feet to a 5/8-inch rebar with cap LS1618;
THENCE departing said North Line, North 01°48'19" East, 69.02 feet to a 5/8-inch rebar with cap LS1618 set on the South Line of Lot 1, Walmart Campus Subdivision, Phase 10, per Plat Instrument #L202503017;
THENCE along said South Line, the following thirteen (13) courses:
1. South 88°38'41" East, 21.98 feet to a 5/8-inch rebar with cap LS1618;
2. North 06°59'38" East, 2.86 feet to a 5/8-inch rebar with cap LS1618;
3. South 79°13'58" East, 9.60 feet to a 5/8-inch rebar with cap LS1618;
4. South 00°41'02" West, 17.57 feet to a 5/8-inch rebar with cap LS1618;
5. South 88°02'24" East, 100.87 feet to a 5/8-inch rebar with cap LS1618;
6. North 02°02'39" East, 12.60 feet to a 5/8-inch rebar with cap LS1618;
7. Northeasterly along the arc of a curve to the right 8.54 feet, having a radius of 4.99 feet, through a central angle of 97°57'27", having a chord bearing and distance of North 41°44'43" East, 7.54 feet to a 5/8-inch rebar with cap LS1618;
8. South 88°36'12" East, 21.08 feet to a 5/8-inch rebar with cap LS1618;
9. South 43°14'24" East, 12.80 feet to a 5/8-inch rebar with cap LS1618;
10. South 87°48'01" East, 196.78 feet to a 5/8-inch rebar with cap LS1618;
11. North 44°55'08" East, 13.66 feet to a 5/8-inch rebar with cap LS1618;
12. Southeasterly along the arc of a curve to the right 24.92 feet, having a radius of 15.05 feet, through a central angle of 94°53'48", having a chord bearing and distance of South 55°26'19" East, 22.17 feet to a 5/8-inch rebar with cap LS1618;
13. South 02°11'07" West, 236.87 feet to the POINT OF BEGINNING containing 42,882 square feet or 0.98 acres, more or less.



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

3030 LBJ FREEWAY, SUITE 100
DALLAS, TX 75234
PHONE: (972) 488-3737
FAX: (972) 488-6732

Final Plat of Lot 1, Phase 17
Walmart Campus
1106 SE 5TH St
Bentonville, Benton County, Arkansas

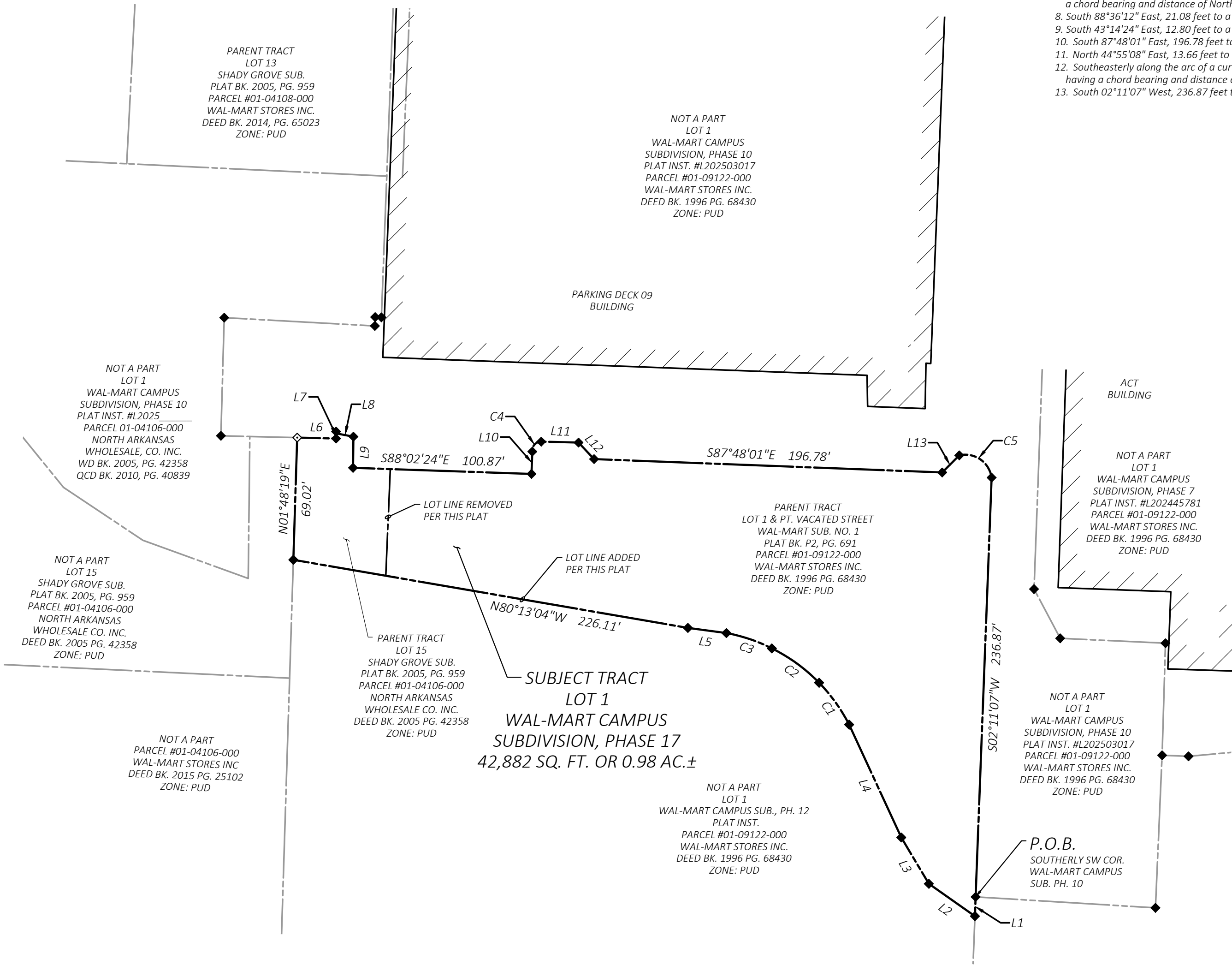
Preliminary
This document shall
not be recorded for any
purpose and shall not
be used or viewed or
relied upon as a final
survey document

PROFESSIONAL OF RECORD	DGR
DESIGNER	WAP
FIELD WORK	CSS
CEI PROJECT NUMBER	31470
DATE	4/21/2025
REVISION	REV-1

Final Plat

SHEET TITLE
SHEET NUMBER

2 OF 2



ATLAS PAGE: 404

City of Bentonville Project # FP25-0006

State Survey Code: 500-20N-30W-0-32-130-04-1618



Consent Agenda Item [FP25-0005](#)

For the Planning Commission meeting on May 20, 2025

Details

Final Plat FP25-0005 of Lot 1, Walmart Campus Subdivision, Phase 18

A final plat of Lot 1 of Walmart Campus Subdivision, Phase 18. This is the area of Parking Deck 5 and 6 as well as office building number 7. All easements were dedicated per separate instrument. No waivers or variances are associated with this final plat.

Pending PC Item



Walmart Campus Phase 18
814 Respect Dr



Final Plat of Lot 1, Walmart Campus Subdivision, Phase 18 Walmart Campus

814 Respect Drive
Bentonville, Benton County, Arkansas

GENERAL NOTES:

- This plat represents a Final Plat of Lot 2, and a vacated street of Wal-Mart East Subdivision Number 1 per Plat Book P2, Page 691, in the public records of Benton County, Arkansas.
- Every document of record reviewed and considered as a part of this survey is noted hereon. Only the documents noted hereon were supplied to the surveyor.
- Declaration is made to the original purchaser of the survey and those listed in the certification for the use of this transaction only and is not transferable to any additional or subsequent owners.
- Basis of Bearings: All bearings shown hereon are grid based on Arkansas State Plane Coordinate System, NAD83, North Zone, as established by a Static observation processed through OPUS.
- This survey is valid only if the drawing includes the seal and signature of the surveyor.
- This survey meets the current Arkansas Standards of Practice for Property Boundary Surveys and Plats.
- The locations of underground utilities as shown hereon are based on above ground structures as were visible at the time of survey, and/or from record drawings provided to the surveyor. The location of underground utilities/structures may vary from locations shown hereon. No excavations were made during the progress of this survey to locate underground utilities/structures.
- The contractor is advised to contract the 811 One-Call Center before any construction begins, depending on the state there is a possibility of a severe penalty for not making this call. Not all utility companies are members of the One-Call Systems. Therefore the contractor is advised to contract all non-members as well as the One-Call System.
- The contractor must determine that proposed structures are clear of all boundary lines, easements, and meet building setback requirements before construction begins.
- By scaled map location and graphical plotting only. This property is located unshaded Zone "X" which are areas determined to be outside the 0.2% annual chance floodplain determined by the National Flood Insurance Program, Flood Insurance Rate Map for Benton County, Arkansas.
Map Number: 05007C0255K
Map Revised: June 5, 2012
- No attempt was made to show the zoned building setback lines graphically on the survey. The assignment, vacation, or orientation of setbacks that impact the usage rights of the property are determined by the local governing jurisdictional agency. Setback dimensions will be based on the orientation of the building(s) to be constructed as approved.
- No current zoning report or letter regarding zoning classification was provided to the Surveyor. Setbacks shall be per the current zoning district as stated in the most recent City of Bentonville Zoning Code. For more info visit www.bentonvilleplanning.com or call the Planning Department @ 479-271-3122.
- Sidewalks shall be the responsibility of the builder/owner at time of building permit issuance. All sidewalks shall be installed by the timeframes set forth in 900.08 of the Street Specifications.
- There may not be fences or any other structures built in any drainage easements.
- 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 is to contact New Service coordinator (479-271-3139) to discuss electric service prior to beginning any construction. Failure to contact BEUD prior to construction will result in delays to get electric service.
- All structures must maintain minimum of 20' clearance from all electric lines.
- BEUD's standard practice is to place underground equipment (transformers, secondary pedestals, junction boxes, etc.) on the lot line of a development. Any adjustments to the property line that result in our equipment not being on the lot line require the developer to pay for the cost of BEUD to relocate the equipment to the lot line.
- It is the responsibility of the developer to pay for any cost associated with moving of equipment. This includes but is not limited to any costs associated with loss of equipment (wire and elbows) and labor and material to move the equipment to the new lot line.
- Relocation of any existing electrical facilities shall be at the owner's expense.
- Owner/Developer shall coordinate with all local utilities to insure that each lot has water, sewer and electric service.
- Subject areas are subject to public utility, drainage, and emergency access easements as shown at Deed Instrument #L202110326.
- No residential lot shall be permitted direct access to a collector, minor, or major arterial street. All residential subdivision development contiguous to a collector, minor, or major arterial street shall orient frontage to a local street, and back of the project, without access to the said major streets.
- There are no waivers, variances and/or conditional uses at the time of preparing this plat.
- The buildings contained in the area of this final plat fall within Zone C of the Municipal Airport Overlay District pursuant to Bentonville Municipal Code Section 401.12
- The platted area falls within Zone 3, Phase 1 of the Walmart Campus PUD at the time of submittal.



VICINITY MAP

NOT TO SCALE
Latitude: 36°21'40"N
Longitude: 94°11'27"W

Owner:

Parcel # 01-09123-000
North Arkansas Wholesale Co. Inc.
PO BOX 8050 MS 0555
BENTONVILLE AR 72712-8050
Contact: Joe Allbright, (479) 273-4000

Surveyors:

CEI Engineering Associates, Inc.
2600 NE 11th ST, Suite 300
Bentonville, AR 72712
Phone: (479) 273-9472
Fax: (479) 271-0536
Surveyor: Dustin Riley, Arkansas PLS#1618



CERTIFICATE OF OWNERSHIP:

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

Date of Execution: _____ Signed: _____

Name & Address: North Arkansas Wholesale Co. Inc.

Print Name: _____

Source of Title: D.R. 2006, Page 2826

Subscribed and sworn before me, this _____ day of _____, 20____.

Notary Public _____ My Commission Expires _____

Name & Address: Wal-Mart Stores Inc.

Print Name: _____

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 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 SURVEYING ACCURACY:

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

Date of Execution: _____

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



REVISION

NO.	DESCRIPTION	DATE
1	1st Sub. Comments	04/21/2025

ATLAS PAGE: 404

City of Bentonville Project # FP25-0005

State Survey Code: 500-20N-30W-0-32-130-04-1618



CEI ENGINEERING ASSOCIATES, INC.

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

3030 LBJ FREEWAY, SUITE 100
DALLAS, TX 75234
PHONE: (972) 488-3737
FAX: (972) 488-6732

Final Plat of Lot 1, Phase 18
Walmart Campus
814 Respect Drive
Bentonville, Benton County, Arkansas

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

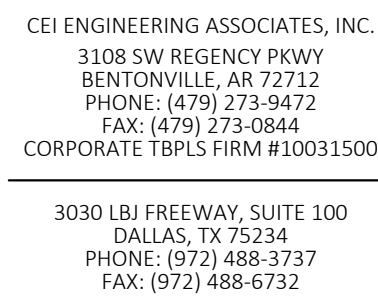
PROFESSIONAL OF RECORD	DGR
DESIGNER	WAP
FIELD WORK	CSS
CEI PROJECT NUMBER	31470
DATE	4/21/2025
REVISION	REV-1

Cover Sheet

SHEET TITLE

SHEET NUMBER

1 OF 2



Final Plat of Lot 1, Phase 18
Walmart Campus
814 Respect Drive
Bentonville, Benton County, Arkansas

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

PROFESSIONAL OF RECORD	DGR
DESIGNER	WAP
FIELD WORK	CSS
CEI PROJECT NUMBER	31470
DATE	4/21/2025
REVISION	REV-1

Final Plat

SHEET TITLE
SHEET NUMBER

2 OF 2

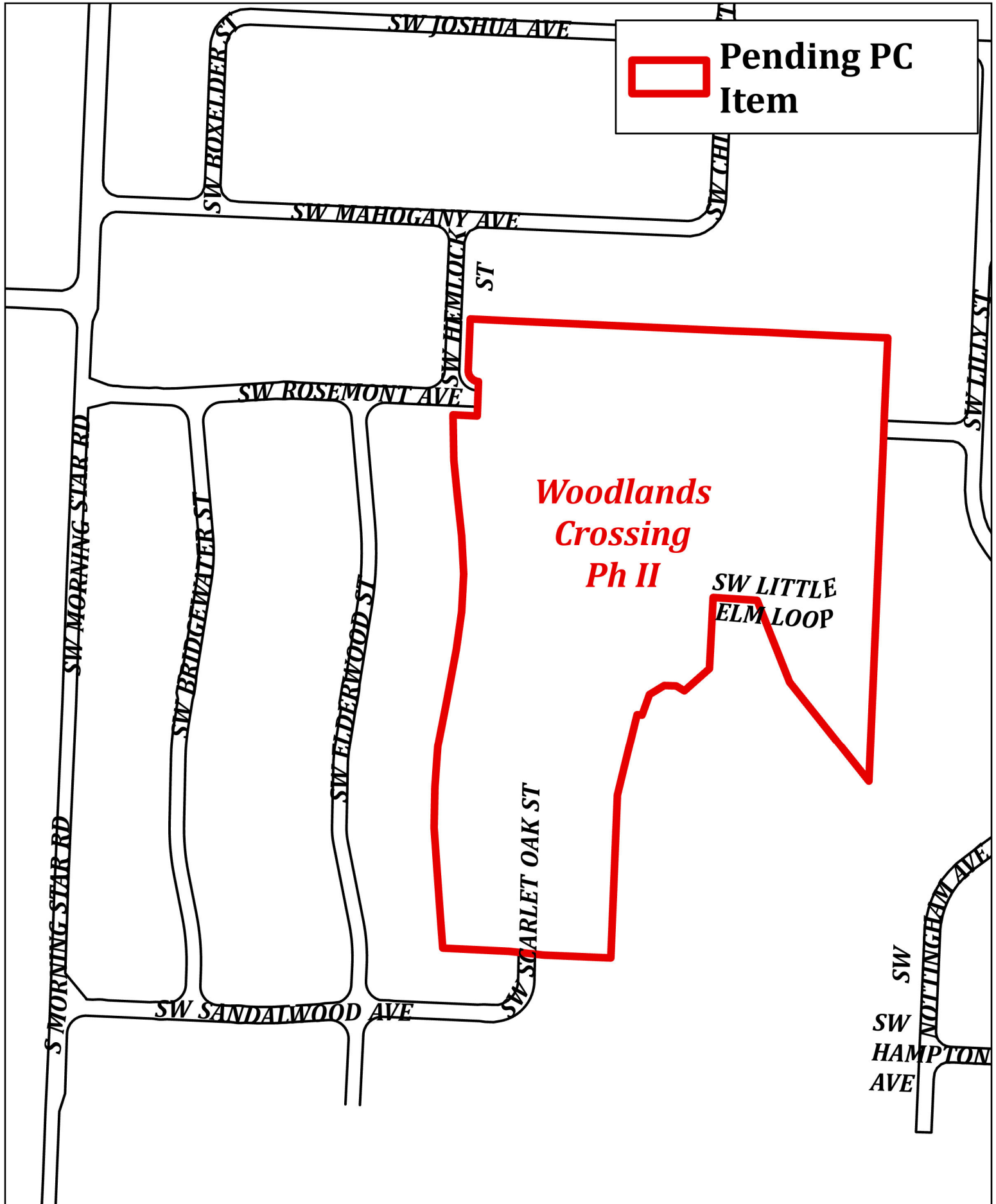


Consent Agenda Item [FP24-0017](#)

For the Planning Commission meeting on May 20, 2025

Details

Woodlands Crossing Subdivision Ph. II consists of 44 single family detached lots, a possible "community lot" which is non-buildable at this time and zoned R-1. There are also POA non-buildable drainage lots.



FP24-0017
Woodlands Crossing PH II
SW Scarlet Oak St



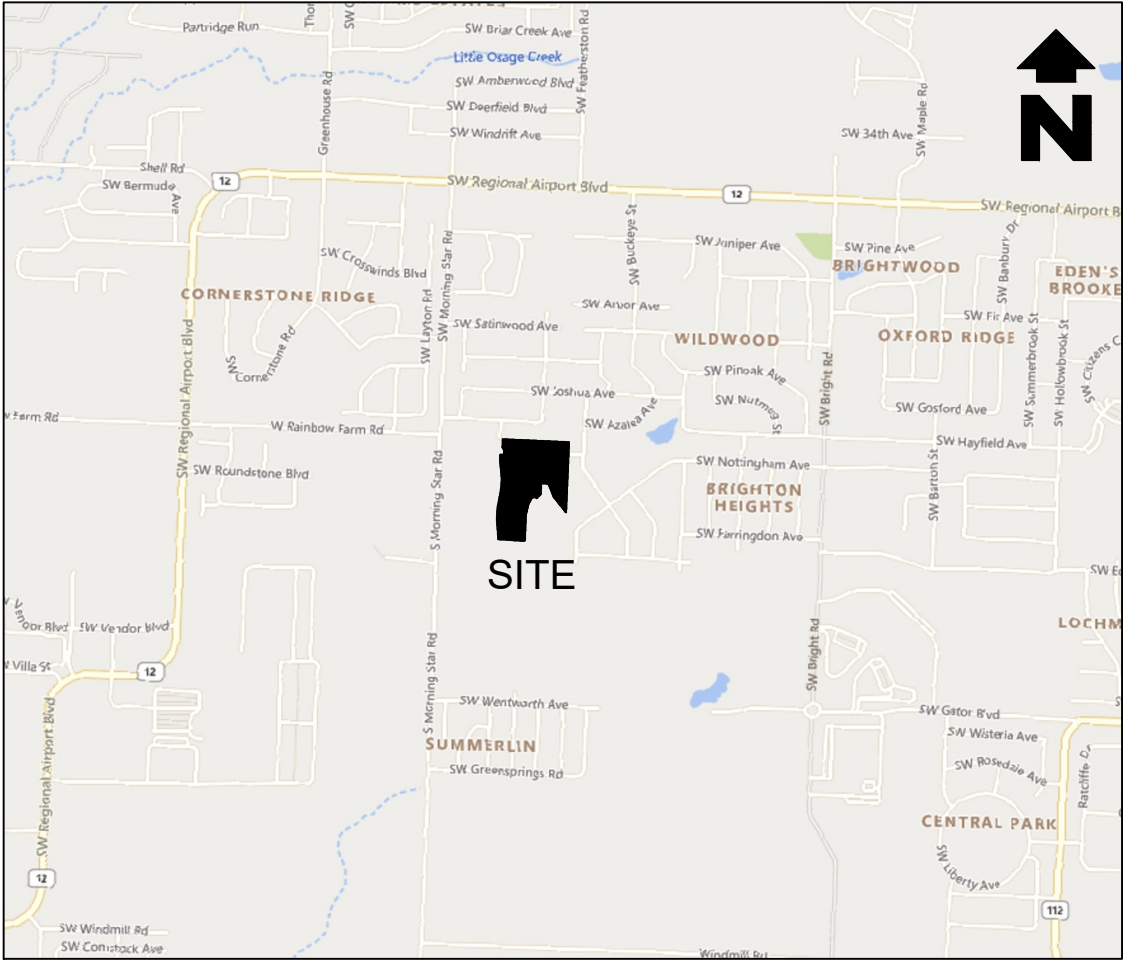
FINAL PLAT
WOODLANDS CROSSING
SUBDIVISION PH II
BENTONVILLE , ARKANSAS

REVISIONS		
NO.	DATE	DESCRIPTION
0	8/23/2024	INITIAL SUBMITTAL
1	11/01/2024	COB COMMENTS ON 10/7/2024
1	01/13/2025	COB COMMENTS ON 11/8/2024

CLIENT:
DREAM STRUCTURES
RESIDENTIAL LLC.
PO BOX 39
LOWELL, AR 72745

SURVEY NOTES:

- THIS PLAT REPRESENTS A FINAL PLAT OF THE PARCEL 01-19664-000 RECORDED ON INSTRUMENT No. L202156266 AT THE CIRCUIT CLERK OFFICE IN BENTON COUNTY, ARKANSAS.
- RECORD BEARINGS AND DISTANCES SHOWN IN THIS PLAT ARE BASED ON INSTRUMENT No. L202156266.
- NO ABSTRACT OF TITLE, NOR TITLE COMMITMENT, NOR RESULTS OF TITLE SEARCHES WERE FURNISHED THE SURVEYOR. THERE MAY EXIST OTHER DOCUMENTS OF RECORD WHICH WOULD AFFECT THIS PARCEL.
- THIS PROPERTY IS ZONED R-1 (SINGLE FAMILY RESIDENTIAL).
- 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 PLANNING DEPARTMENT @ 479-271-3122
- SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED NOR CONSIDERED A PART OF THIS SURVEY.
- THE CONTRACTOR MUST DETERMINE THAT PROPOSED STRUCTURES ARE CLEAR OF ALL BOUNDARY LINES, EASEMENTS, AND MEET BUILDING SETBACK REQUIREMENTS BEFORE CONSTRUCTION BEGINS.
- EVERY DOCUMENT OF RECORD REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY IS NOTED HEREON. ONLY THE DOCUMENTS NOTED HEREON WERE SUPPLIED THE SURVEYOR.
- DECLARATION IS MADE TO THE ORIGINAL PURCHASER OF THE SURVEY AND IS NOT TRANSFERABLE TO ANY ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
- SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED NOR CONSIDERED A PART OF THIS SURVEY.
- BEFORE ANY WORK IN THE RIGHT-OF-WAY COMMENCES, CONTRACTOR AND OR OWNER IS TO CONTACT THE CITY ON THE INTENT AND TYPE OF WORK THAT WILL TAKE PLACE WITH-IN THE RIGHT-OF-WAY.
- OWNER/DEVELOPER SHALL COORDINATE WITH ALL LOCAL UTILITIES TO INSURE THAT EACH LOT HAS WATER, SEWER AND ELECTRIC SERVICE.
- SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE BUILDER/OWNER AT THE TIME OF BUILDING PERMIT ISSUANCE.
- WETLAND GRAPHICALLY SHOWN ARE BASE OF THE U.S. FISH & WILDLIFE SERVICE INVENTORY MAPPER.
- THERE MAY NOT BE BE FENCES OR OTHER STRUCTURES BUILT IN ANY DRAINAGE EASEMENT.
- A SEPARATE PERMIT APPLICATION IS REQUIRED FOR ANY PROPOSED FENCING.
- 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.
- WE HEREBY GRANT TO THE CITY OF BENTONVILLE A BLANKET AVIGATION EASEMENT OVER THE ENTIRETY OF THIS SUBDIVISION PURSUANT TO MUNICIPAL CODE SECTION 401.12.
- THERE ARE NO WAIVERS, VARIANCES AND/OR CONDITIONAL USES AT THE TIME OF PREPARING THIS PLAT OR PLAN."



VICINITY MAP

Scale: 1" = 2,000'

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

CERTIFICATION 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 : _____
DREAM STRUCTURES RESIDENTIAL, LLC
STEVE FISHER, MANAGING MEMBER

CONTACT LIST

OWNER/DEVELOPER
DREAM STRUCTURES RESIDENTIAL LLC
(479) 466-4458
PO BOX 39
LOWELL AR 72745
(479) 466-4458

LAND SURVEYOR
SAND CREEK ENGINEERING & LAND
SURVEYING
1610 NW 12TH, BENTONVILLE, AR 72712

CIVIL ENGINEER
BENJAMIN JOSEPH PETERS, PE
4521 SEQUOIA AVE
SPRINGDALE, AR 72762
ENGINEERING AR. LIC #12174

STORMWATER
CITY OF BENTONVILLE
ALISON WEST
305 SW "A" STREET
BENTONVILLE, AR 72712
(479) 271-6719
jwest@bentonvillear.com

FIRE DEPARTMENT
CITY OF BENTONVILLE
JUSTIN SCANTLIN, FIRE CHIEF
800 SW "A" STREET
BENTONVILLE, AR 72712
(479) 271-5927, (479) 685-1096

PLANNING DEPARTMENT
CITY OF BENTONVILLE
TYLER OVERSTREET
305 SW "A" STREET,
BENTONVILLE, AR,
(480) (479) 271-3122

CITY ENGINEER
CITY OF BENTONVILLE
ELLEN NORVELL
3200 SW MUNICIPAL DRIVE,
BENTONVILLE, AR,
(479) 271-5993

STREET DEPARTMENT
CITY OF BENTONVILLE
TONY DAVIS,
3200 SW MUNICIPAL DRIVE,
BENTONVILLE, AR 72712,
(479) 271-3130

WATER DEPARTMENT
CITY OF BENTONVILLE
BEAU THOMPSON,
3200 SW MUNICIPAL DRIVE,
BENTONVILLE, AR 72712,
(479) 271-3140

ELECTRIC DEPARTMENT
CITY OF BENTONVILLE
CHARLIE BARNES,
3200 SW MUNICIPAL DRIVE,
BENTONVILLE, AR 72712,
(479) 271-3159

BLACK HILL ENERGY
JOSH KNIGHT
1301 FEDERAL WAY
PO BOX 2129
LOWELL, AR 72745
(479) 721-4543
Joshua.knight@blackhillsllc.com

WASTEWATER DEPARTMENT
CITY OF BENTONVILLE
CHRIS EARL
1901 N.E. "A" STREET,
BENTONVILLE, AR 72712,
(479) 271-3160

BUILDING AND FIRE SAFETY
CITY OF BENTONVILLE
BRAD ARNOLD
805 SW "A" STREET,
BENTONVILLE, AR 72712,
(479) 271-3108

GAS COMPANY
BLACK HILLS COOPERATION
JOSH KNIGHT,
1301 FEDERAL WAY, PO BOX 2129
LOWELL, AR 72745
(479) 333-7005
Joshua.knight@blackhillsllc.com

CABLE COMPANY
COX COMMUNICATIONS
TIMOTHY GOSS,
4901 S. 48TH STREET,
SPRINGDALE, AR 72762,
(479) 651-5583

TELEPHONE COMPANY
AT&T
BRENT BALWIN
1133 E. HAROLD STREET,
FAYETTEVILLE , AR. 72756
(479) 200-9022, (479) 571-6609
bb6585@att.com



SAND CREEK
Engineering and Land Surveying
Bentonville, Arkansas (479) 464-9282

SURVEYOR'S CERTIFICATE:

I, GRANT E. NEVILL, 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.

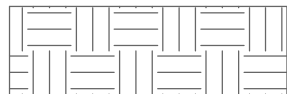
Date of Execution: _____

GRANT E. NEVILL
Registered Land Surveyor
State of Arkansas
Registration No. 1636

COB # FP24-0017
ATLAS PAGE # 524
DATE: 01/13/2025
PAGE: 1 OF 4
State Filing Code:
500-19N-31W-0-14-140-04-1636

SITE LEGEND

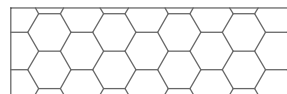
- MONUMENT SET (AS NOTED)
- MONUMENT FOUND (AS NOTED)
- ⊕ BENCH MARK
- SS (STOP SIGN)
- SLOW (SLOW CHILDREN X-ING SIGN)
- SLW-A (SLOW CHILDREN X-ING AHEAD SIGN)
- ST (STREET SIGN)
- PROPERTY LINES (PARENT TRACT)
- PROPERTY LINES (PER THIS PLAT)
- - - ADJOINING PROPERTY LINE
- - - EASEMENT LINE
- - - CENTERLINE OF ROAD
- - - 100 YR WSE (ELV. 1259.42)
- - - FENCE (WOOD)



DRAINAGE EASEMENT
PER PLAT L202156266



DRAINAGE EASEMENT
PER PLAT L202156266



PER PP18-0008, PH II LOTS 45
IS A COMMUNITY LOT OWNED &
MAINTAINED BY THE POA



APPROVED PH I
WOODLANDS CROSSING
PLAT L202156266



WETLANDS AREA

Parcel Line Table

Line #	Direction	Length
L3	S87°38'58"E	8.76
L4	N19°49'43"E	36.27
L5	N59°13'18"E	28.38
L6	S89°18'43"E	19.79
L7	S58°02'19"E	16.19
L8	N48°36'59"E	55.58

PARENT TRACT

PIN: 01-19664-000

A PART OF THE NW 1/4 OF NE 1/4 OF SECTION 14, TOWNSHIP 19 NORTH,
RANGE 31 WEST, BENTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY
DESCRIBED AS FOLLOW:

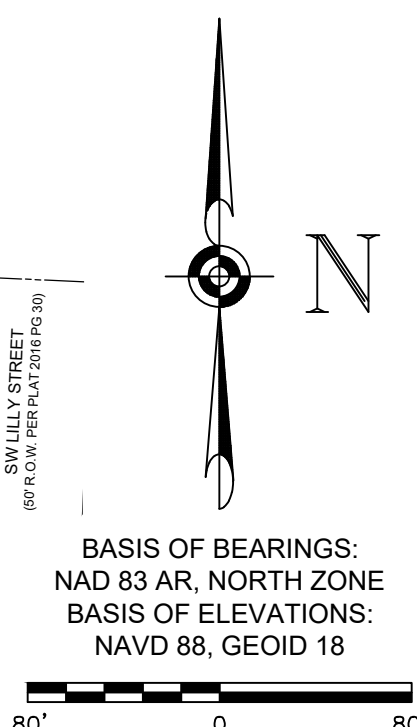
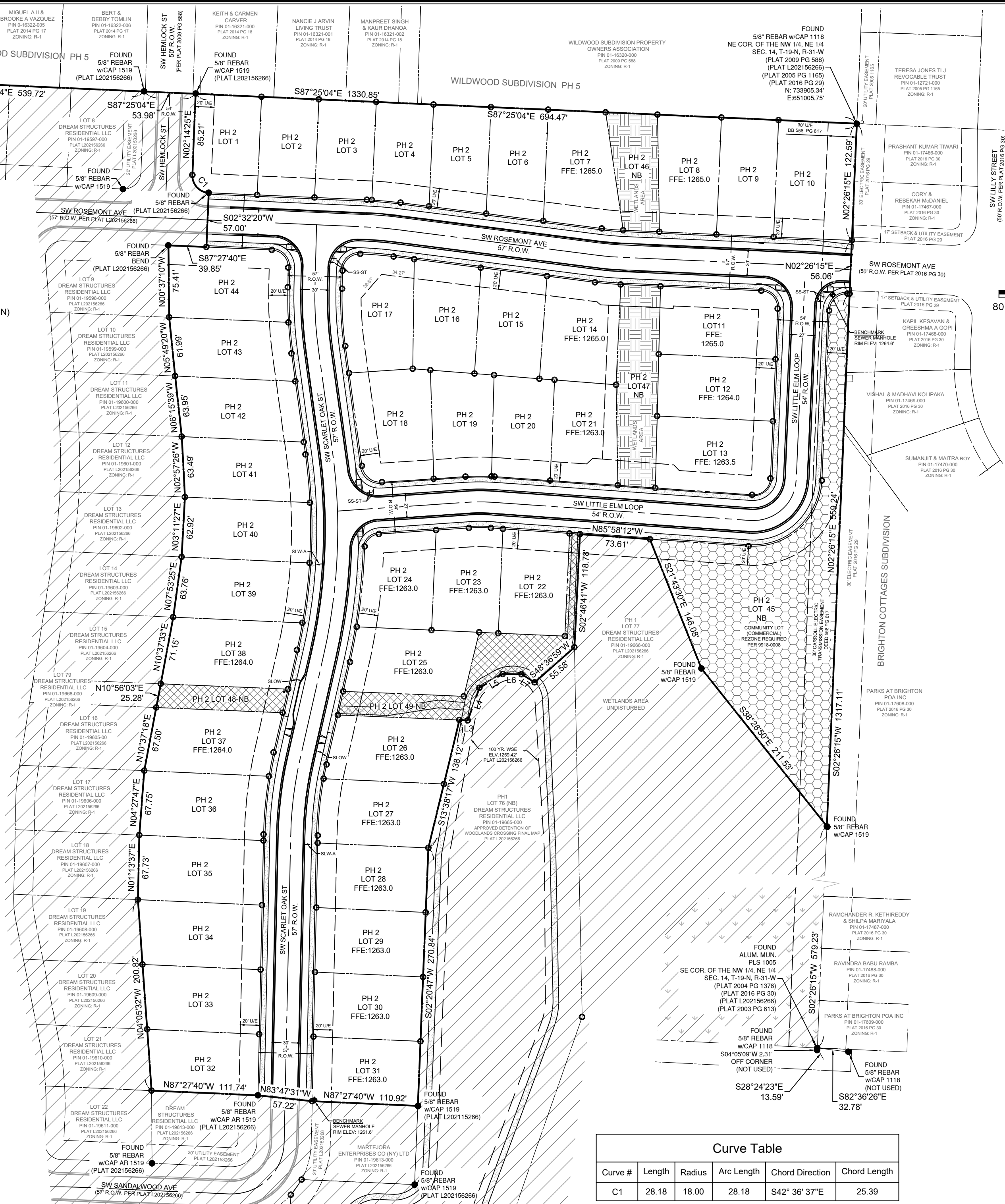
LOT 75 OF WOODLANDS CROSSING PH I SUBDIVISION, RECORDED IN
INSTRUMENT L202156266 IN BENTON COUNTY CLERK OFFICE.

SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, AND COVENANTS OF
RECORD OF FACT, IF ANY.

FLOOD STATEMENT:

(BY GRAPHICAL PLOTTING ONLY)

THIS PROPERTY IS NOT LOCATED WITHIN ANY PRESENTLY
ESTABLISHED 100-YEAR FLOOD PLAIN AS DETERMINED BY THE
NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE
MAP FOR BENTON COUNTY, ARKANSAS. MAP NUMBER 05007C0255K.
REVISED DATE JUNE 5, 2012.

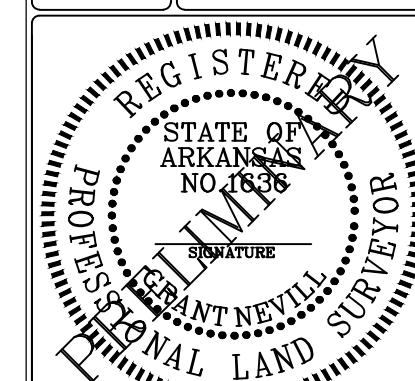


BASIS OF BEARINGS:
NAD 83 AR, NORTH ZONE
BASIS OF ELEVATIONS:
NAVD 88, GEOID 18

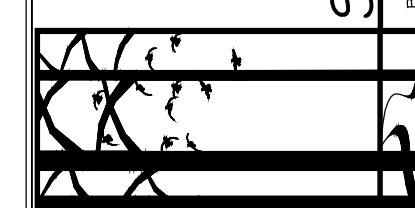
SCALE: 1" = 80'

CLIENT:
DREAM STRUCTURES
RESIDENTIAL LLC.
PO BOX 39
LOWELL, AR 72745

SHEET:
FINAL PLAT
PROJECT:
WOODLANDS CROSSING
SUBDIVISION PH II
BENTONVILLE, ARKANSAS



SAND CREEK
Engineering and Land Surveying
Bentonville, Arkansas (479) 464-9282



PLS: G. NEVILL
CAD: W. PEREIRA
FIELD: W. PEREIRA
SCE PROJECT #: 23055
DATE: 01/13/2025
SHEET: 2 OF 4

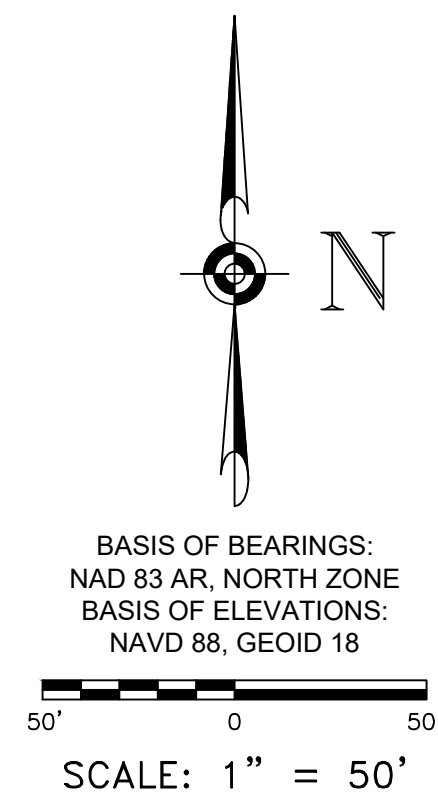
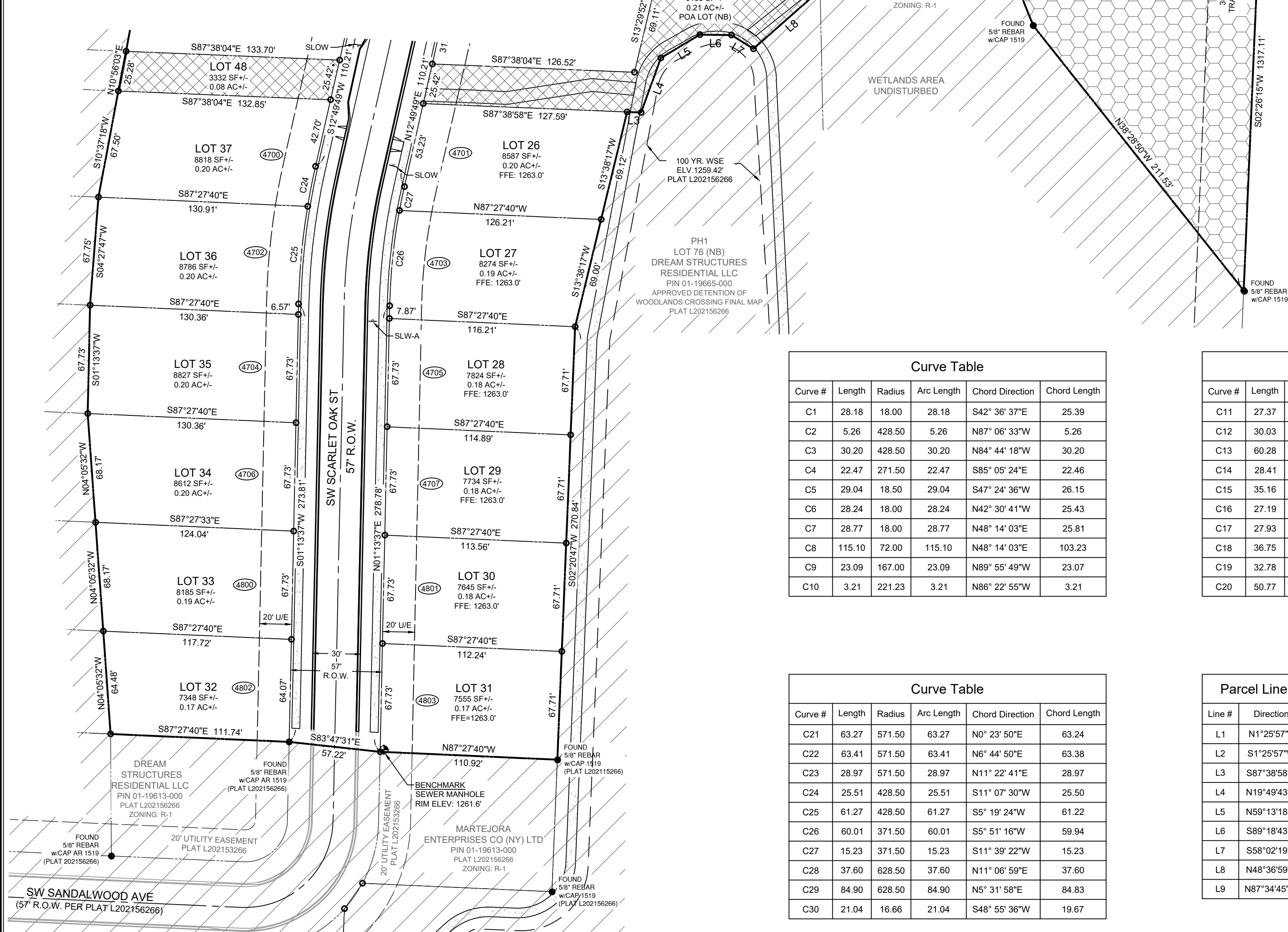
Curve #	Length	Radius	Arc Length	Chord Direction	Chord Length
C1	28.18	18.00	28.18	S42° 36' 37"E	25.39

Surveyor:
Sand Creek Engineering
and Land Surveying
1610 NW 12th St.
Bentonville, AR 72712
(479)-464-9282
COB PROJECT #: FP24-0017
State Filing Code:
500-19N-31W-0-14-140-04-1636

SITE LEGEND

- MONUMENT SET (AS NOTED)
MONUMENT FOUND (AS NOTED)
BENCH MARK
SS (STOP SIGN)
SLOW (SLOW CHILDREN X-ING SIGN)
SLW-A (SLOW CHILDREN X-ING AHEAD SIGN)
ST (STREET SIGN)
PROPERTY LINES (PARENT TRACT)
PROPERTY LINES (PER THIS PLAT)
ADJOINING PROPERTY LINE
EASEMENT LINE
100 YR WSE LINE (ELV. 1259.42)
CENTERLINE OF ROAD
FENCE (WOOD)

- DRAINAGE EASEMENT
PER PLAT L202156266
DRAINAGE EASEMENT
PER PLAT L202156266
PER PP18-0008, PH II LOTS 45
IS A COMMUNITY LOT OWNED &
MAINTAINED BY THE POA
APPROVED PH I
WOODLANDS CROSSING
PLAT L202156266



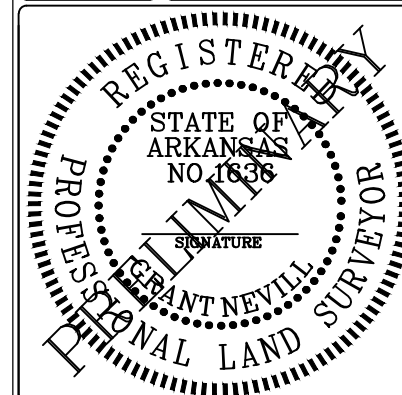
CLIENT:
DREAM STRUCTURES
RESIDENTIAL LLC.
P.O. BOX 39
LOWELL, AR 72745

FINAL PLAT

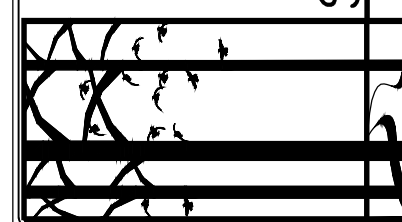
WOODLANDS CROSSING
SUBDIVISION PH II
BENTONVILLE, ARKANSAS

SHEET:

PROJECT:



SAND CREEK
Engineering and Land Surveying
Bentonville, Arkansas (479) 464-9282



PLS: G. NEVILL

CAD: W. PEREIRA

FIELD: W. PEREIRA

SCE PROJECT #: 23055

DATE: 01/13/2025

SHEET: 4 OF 4

Surveyor:
Sand Creek Engineering
and Land Surveying
1610 NW 12th St.
Bentonville, AR 72712
(479)-464-9282

COB PROJECT #: FP24-0017

State Filing Code:
500-19N-31W-0-14-140-04-1636

Curve Table

Curve #	Length	Radius	Arc Length	Chord Direction	Chord Length
C1	28.18	18.00	28.18	S42° 36' 37"E	25.39
C2	5.26	428.50	5.26	N87° 06' 33"W	5.26
C3	30.20	428.50	30.20	N84° 44' 18"W	30.20
C4	22.47	271.50	22.47	S85° 05' 24"E	22.46
C5	29.04	18.50	29.04	S47° 24' 36"W	26.15
C6	28.24	18.00	28.24	N42° 30' 41"W	25.43
C7	28.77	18.00	28.77	N48° 14' 03"E	25.81
C8	115.10	72.00	115.10	N48° 14' 03"E	103.23
C9	23.09	167.00	23.09	N89° 55' 49"W	23.07
C10	3.21	221.23	3.21	N86° 22' 55"W	3.21

Curve Table

Curve #	Length	Radius	Arc Length	Chord Direction	Chord Length
C11	27.37	221.23	27.37	S89° 39' 28"W	27.35
C12	30.03	20.00	30.03	S50° 52' 38"E	27.29
C13	60.28	371.50	60.28	S3° 12' 57"E	60.21
C14	28.41	18.00	28.41	S46° 38' 43"W	25.55
C15	35.16	371.50	35.16	N85° 25' 50"W	35.15
C16	27.19	328.50	27.19	S85° 05' 24"E	27.18
C17	27.93	18.00	27.93	N43° 00' 52"W	25.21
C18	36.75	428.50	36.75	S1° 01' 27"E	36.73
C19	32.78	428.50	32.78	S5° 40' 21"E	32.77
C20	50.77	571.50	50.77	N5° 19' 09"W	50.75

Curve Table

Curve #	Length	Radius	Arc Length	Chord Direction	Chord Length
C21	63.27	571.50	63.27	N0° 23' 50"E	63.24
C22	63.41	571.50	63.41	N6° 44' 50"E	63.38
C23	28.97	571.50	28.97	N11° 22' 41"E	28.97
C24	25.51	428.50	25.51	S11° 07' 30"W	25.50
C25	61.27	428.50	61.27	S5° 19' 24"W	61.22
C26	60.01	371.50	60.01	S5° 51' 16"W	59.94
C27	15.23	371.50	15.23	S11° 39' 22"W	15.23
C28	37.60	628.50	37.60	N11° 06' 59"E	37.60
C29	84.90	628.50	84.90	N5° 31' 58"E	84.83
C30	21.04	16.66	21.04	S48° 55' 36"W	19.67

Parcel Line Table

Line #	Direction	Length
L1	N1°25'57"E	18.92
L2	S1°25'57"W	20.74
L3	S87°38'58"E	8.76
L4	N19°49'43"E	36.27
L5	N59°13'18"E	28.38
L6	S89°18'43"E	19.79
L7	S58°02'19"E	16.19
L8	N48°36'59"E	55.58
L9	N87°34'45"W	2.17

	Opal Park's off-site improvements
	Regional Airport Road at Barron Road
	PC Date: 5/20/2025

Staff Report Details	
Project Number	(PP23-0003)
Applicant / Current Owner	
Site Area	
Current Zoning	PUD
Requested Zoning	
Current Future Land Use Map Designation	
Requested Future Land Use Map Designation	
Development Type / Use	
Related projects	

Property Description
Opal Park Preliminary Plat

Project Details
Preliminary Plat PP23-0003 was approved with the condition that the developer finalize their pro-rata share of two future Traffic Signals prior to submitting Phase 2 of Opal Park: one signal at SW Barron Road at SW Regional Airport Road and the other at Adams Road and Regional Airport Road (see attached Developer Letter). The Planning Commission relaxed the timing of this condition on April 15, 2025 to allow city staff and the developer to finalize the methodology for off-site impacts, as presented tonight.

Relationship to the Community Plan

Public Comment

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

Analysis / Waivers

In the attached analysis (dated April 5, 2025) the cost of the ultimate traffic signal at Barron Road and Regional Adams Rd is estimated to be \$864,000. In the analysis, the total area assumed to benefit from the traffic signal was a rectangle 3/4 mile north and south of the intersection of Barron Road and Regional Airport, 1/4 mi west of and 1/5 mi east of said intersection, as shown as the thick red boundary line in the attached analysis. These lands were further refined to just those areas left to develop, bringing the denominator to 465.17 total acres, of which the Opal Park Development of 97.16 acres, the numerator, gave their pro-rata share of 21%. Finally, 21% of total signal cost of \$864k is that amount attributable to Opal Park or \$181,440.

Conclusion

Staff recommends that the Planning Commission:

1. Approve the methodology for the Opal Park pro-rata share of the off-site impacts associated with the Barron Road traffic signal and,
2. Direct the developer to further study the impacts associated with the near-term impacts (i.e. left turn bays, south to east, for both Barron Rd and Adams Rd) so that once Phase 2 of Opal Park is brought forward for consideration, these near-term impacts will be known (and presumably some conditions of approval attached to the Phase 2 project approval for the two left turn lanes).

Additional Details



April 5th, 2025

City of Bentonville Planning Commission
305 SW A Street
Bentonville, AR 72701

RE: Opal Park Phase 1: Traffic Fee in Lieu
PP23-0003 Condition of Approval
Analysis Letter for Staff Report

Dear Planning Commissioners,

See these 3 attachments to this letter and the narrative below. Both of which describe the analysis that resulted in the \$181,440 price for the offsite traffic improvement fee in lieu.

1. Area-Acreage Map
2. Area-Acreage Table
3. ArDOT's 2024 Cost Per Mile Report

Per City of Bentonville municipal code, Appendix B: Article 1200 for off-site improvements, the area-acreage method was used to determine the owner's proportional share of the off-site traffic improvement. We have coordinated this calculation and price with City Engineer, Dan Weese.

The attached area-acreage calculation map and corresponding table show the agreed upon total area benefitting from traffic improvement. Opal Park's percentage impact is broken down for total, undeveloped, and developed acreage. We agreed that the undeveloped percentage was the most reasonable one to use, 21%. The traffic improvement is a traffic signal at Barron Rd, per the May 2023 Traffic Impact Analysis performed by TEC that was approved with the Phase 1 Preliminary Plat and compliant with the Street Specifications that were applicable at that time. The conservative cost of that signal is \$800,000, per the attached ArDOT 2024 cost per mile report. We included an 8% design fee, which makes the total cost of the off-site improvement \$864,000.

Therefore, 21% of \$864,000 is \$181,440.

We are happy to answer any questions. Thank you for your consideration. If needed, please contact us at 479-878-2475 or trent.woessner@craftontull.com.

Thanks,

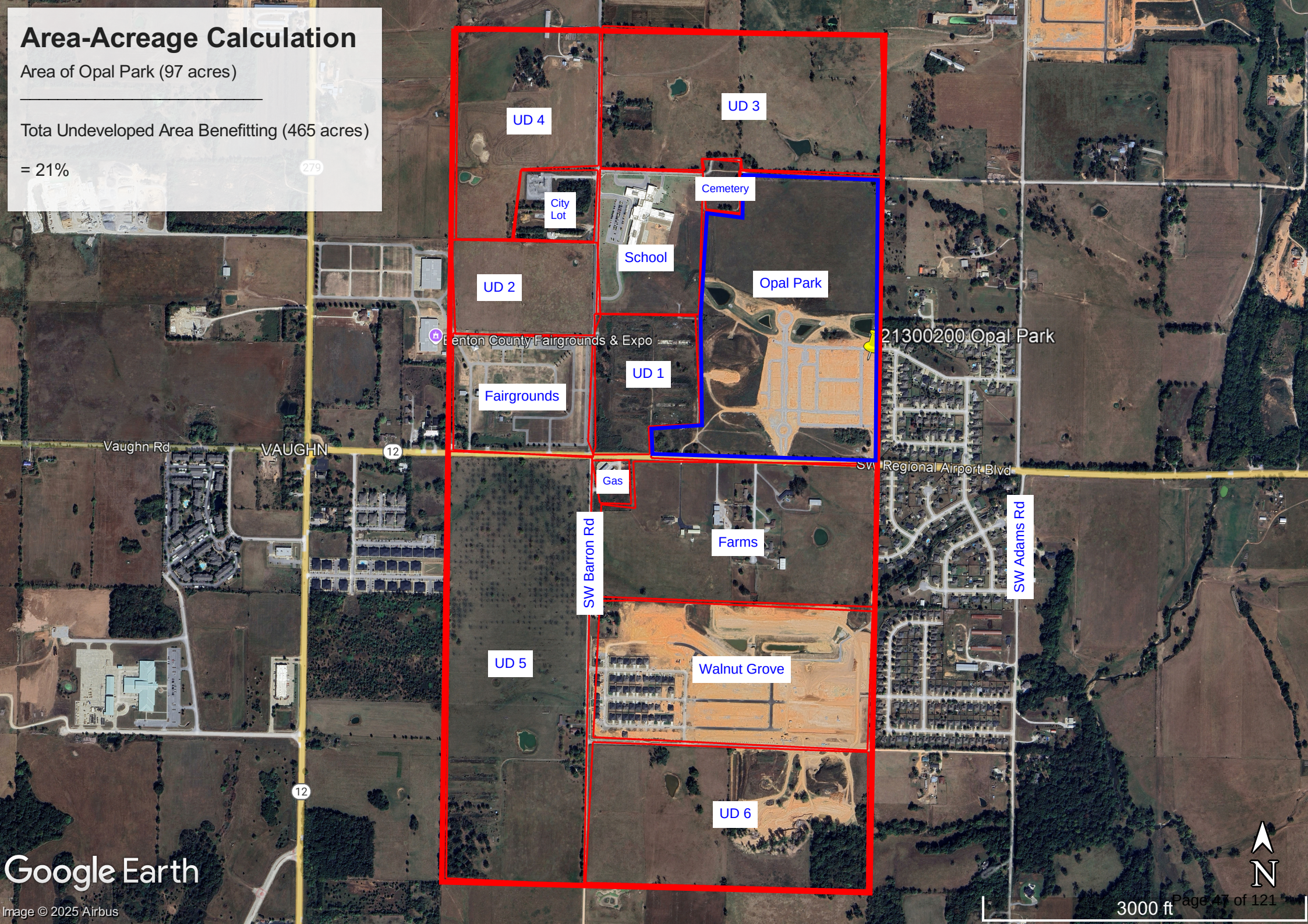

Trent Woessner, P.E.
Civil Project Engineer

Area-Acreage Calculation

Area of Opal Park (97 acres)

Tota Undeveloped Area Benefitting (465 acres)

= 21%



Opal Park Area-Acreage Calculation for Offsite Traffic Improvement's Pro-Rata Share

	Parcel	Developed?	Total		Undeveloped		Developed	
			Acreage	%	Acreage	%	Acreage	%
Opal Park	01-18081-000	No	97.16	14%	97.16	21%	97.16	31%
UD 1	01-07964-060	No	25.4	4%	25.4	5%		0%
County Fairgrounds	01-18628-000	Yes	31.6	5%		0%	31.6	10%
UD 2	01-19264-000	No	26.6	4%	26.6	6%		0%
Barron Cemetery	18-08994-000	Yes	3.37	0%		0%	3.37	1%
School	01-18080-000	Yes	28.06	4%		0%	28.06	9%
UD 3	18-08991-000 & others	No	76.3	11%	76.3	16%		0%
City Lot	01-08200-000	Yes	11.17	2%		0%		0%
UD 4	18-09002-000 & others	No	47.1	7%	47.1	10%		0%
UD 5	01-11494-000	No	115.81	17%	115.81	25%		0%
Gas	01-15228-000	Yes	3.69	1%		0%	3.69	1%
Farms	01-16729-001 & others	Yes	74.42	11%		0%	74.42	23%
Walnut Grove	01-21268-000 & others	Yes	78.5	11%		0%	78.5	25%
UD 6	01-08215-100 & others	No	76.8	11%	76.8	17%		0%
			695.98	100%	465.17	100%	316.8	100%

1. "UD" refers to undeveloped areas/parcels

2. UD 3 other parcels include: 18-08992-000, 18-08993-000, 18-08985-000, 18-08995-000

3. UD 4 other parcels include: portion of 18-09001-000

4. UD 5 other parcels include: 01-08204-025

5. Farms other parcels including but not limited to: 01-07968-013

6. Walnut Grove includes new lot parcels and 01-21269-012

7. UD 6 other parcels include: 01-08215-115

ArDOT's 2024 Cost Per Mile Report

ESTIMATED COSTS PER MILE				
(REVISED DECEMBER 2024)				
THIS SHEET IS INTENDED TO AID PLANNERS IN OBTAINING A ROUGH ESTIMATE FOR PROJECTS IN EARLY PLANNING PHASES. THE FIGURES ARE AVERAGES FOR THE PAST 3 YEARS AND SHOULD BE ADJUSTED IF YOUR JOB IS OUTSIDE THE ORDINARY SCHEME OF WORK. CHECK THE LABEL ON THE FIGURE YOU ARE USING, SOME ARE "PER LANE MILE." CALL ESTIMATING SECTION AT (479) 360-7165 FOR ASSISTANCE.				
NEW ROADS (TURNKEY PROJECTS ON NEW LOCATION WITH "AVERAGE" DRAINAGE WITHOUT BRIDGE QUANTITIES) PER MILE				
ROAD TYPE	URBAN	RURAL-MOUNTAINS		RURAL-OTHER
4 LANE FREEWAY	\$ 16,300,000	\$ 19,400,000		\$ 12,300,000
1 LANE RAMP	N/A	N/A		\$ 5,600,000
5 LANE	\$ 11,500,000	\$ 10,200,000		\$ 9,200,000
4 LANE	\$ 9,500,000	N/A		N/A
4 LANE DIVIDED ARTERIAL	\$ 11,100,000	\$ 11,600,000		\$ 8,700,000
4 LANE DIVIDED ARTERIAL *	N/A	N/A		\$ 17,400,000
2 LANE ARTERIAL	\$ 5,400,000	\$ 5,300,000		\$ 4,900,000
2 LANE COLLECTOR	\$ 4,000,000	\$ 4,100,000		\$ 3,900,000
* IN A FLOODPLAIN WITH BORROW DITCHES - LIMITED RECENT DATA				
APPROACHES FOR STRS. & APPRS. PROJECTS (WITHOUT BRIDGE QUANTITIES) PER MILE				
ROAD TYPE	URBAN	RURAL-MOUNTAINS		RURAL-OTHER
NEW 2 LANE ARTERIAL	\$ 11,000,000	\$ 10,300,000		\$ 8,700,000
NEW 2 LANE COLLECTOR	N/A	\$ 9,000,000		\$ 7,600,000
	URBAN			RURAL
2 LANES TO 4 LANES	\$12,500,000			N/A
2 LANES TO 5 LANES	\$12,900,000			\$ 9,500,000
MINOR WIDENING (INCLUDING 3R WIDENING)	\$5,200,000			\$ 4,100,000
ONSITE DETOUR	N/A			\$ 3,300,000
BRIDGES AND BOX CULVERTS (DOES NOT INCLUDE APPROACH ROADS. USE SQ. FT. OF FINAL STRUCTURE.)				
NEW BRIDGE (ON-NHS)	\$ 340 PER SQ. FT.	DECK AREA (CONTACT BRIDGE DIVISION IN SEISMIC AREAS)		
NEW BRIDGE (OFF-NHS)	\$ 300 PER SQ. FT.	DECK AREA (CONTACT BRIDGE DIVISION IN SEISMIC AREAS)		
WIDEN EXISTING BRIDGE	\$ 325 PER SQ. FT.	OF NEW DECK AREA (OLD DECK RETAINED)		
REPLACE EXISTING DECK	\$ 110 PER SQ. FT.	DECK AREA (NO NEW SUBSTRUCTURE)		
REMOVAL OF BRIDGE	\$ 35 PER SQ. FT.	DECK AREA		
BOX CULVERT	\$ 210 PER SQ. FT.	BOX TOP AREA		
DETOUR BRIDGES	\$ 215 PER SQ. FT.	(MORE IN SEISMIC AREAS)		
HYDRODEMOLITION	\$ 65 PER SQ. FT.	DECK AREA		
POLYMER OVERLAY	\$ 50 PER SQ. FT.	DECK AREA		
WIDENING EXISTING ROADWAY				
		URBAN		RURAL
2 LANES TO 3 LANES	\$ 5,100,000	PER MILE	\$ 3,900,000	PER MILE
2 LANES TO 4 LANES	\$ 8,000,000	PER MILE	\$ 6,700,000	PER MILE
2 LANES TO 4 LANES DIVIDED *	\$ 7,500,000	PER MILE	\$ 6,900,000	PER MILE
2 LANES TO 5 LANES (OPEN SHOULDER)			\$ 6,800,000	PER MILE
2 LANES TO 5 LANES (CURB & GUTTER)	\$ 8,800,000	PER MILE		
2 LANES TO 5 LANES **		N/A	\$ 14,400,000	PER MILE
3 LANES TO 5 LANES	\$ 7,900,000	PER MILE	\$ 6,600,000	PER MILE
4 LANES TO 5 LANES	\$ 5,100,000	PER MILE		N/A
MINOR WIDENING (INCLUDING 3R WIDENING)	\$ 4,500,000	PER MILE	\$ 3,500,000	PER MILE
1 ADD'L. INTERSTATE LANE IN EACH DIRECTION W/ MEDIAN WALL	\$ 8,400,000	PER MILE		
1 ADDITIONAL INTERSTATE AUXILIARY LANE (ONE DIRECTION ONLY)			\$ 2,800,000	PER MILE
LIMITED DATA * 4 LANE DIVIDED HWY. USING EXISTING LANES AS TWO OF THE LANES ** IN A FLOODPLAIN WITH BORROW DITCHES EXISTING				
RECONSTRUCTION (NEW DRAINAGE, BASE , SURFACING, MINOR WIDENING) ***				
		URBAN		RURAL
NON-FREEWAY	\$ 2,600,000	PER LANE MILE	\$ 2,300,000	PER LANE MILE
FREEWAY (BOND ISSUE JOBS) (NO BRIDGES)	\$ 2,300,000	PER LANE MILE	(RUBBLIZE & OVERLAY)	
	\$ 3,500,000	PER LANE MILE	(FULL DEPTH RECONSTRUCTION)	
	\$ 380,000	PER LANE MILE	(2" OVERLAY - NO BRIDGES)	
	\$ 270,000	PER LANE MILE	(2" COLD MILLING & OVERLAY)	
	\$ 600,000	PER LANE MILE	(2" COLDING MILLING & OVERLAY WITH 2" OVERLAY (4" ACHM TOTAL))	
	\$ 1,750,000	PER LANE MILE	(CONCRETE OVERLAY)	
FREEWAY PATCHING & REHABILITATION (FULL DEPTH PATCHING, MINOR DRAINAGE & BASE REPAIRS, SHOULDER REPAIR, CLEAN & FILL JOINTS, ETC.) ***				
	\$ 310,000	PER LANE MILE		
PAVEMENT FRICTION PROJECTS ***				
	\$ 218,000	PER LANE MILE		
SLIDE REPAIRS				
ROCK BUTTRESS	N/A	PER MILE		
SOIL NAIL WALL	\$ 9,500,000	PER MILE		
DRILLED RAIL WALL	\$ 13,200,000	PER MILE		
OVERLAYS (11 - 12 FOOT LANES, AVERAGE ACHM DEPTH = 2")				
ACHM OVERLAYS	(PER LANE MILE)	PG 64-22	PG 70-22	PG 76-22
		\$170,000	\$190,000	\$220,000
COLD MILLING (ADD TO OVERLAY)	(PER LANE MILE)	\$60,000		
ASPHALT SURFACE TREATMENT (CHIP SEAL)	(PER LANE MILE)	SINGLE	DOUBLE	
		\$35,000	\$55,000	
ULTRATHIN BONDED WEARING COURSE (5/8")	(PER LANE MILE)	\$135,000		
HIGH FRICTION SURFACE TREATMENT ***	(PER LANE MILE)	\$240,000		
FOG SEAL	(PER LANE MILE)	\$30,000		
MICROSURFACING	(PER LANE MILE)	\$97,000		
PHASE WORK BREAKOUTS ***				
(USE WHEN PROJECTS WILL BE DONE IN PHASES OR PARTS OF A PROJECT ARE COMPLETE AND ADDITIONAL WORK IS BEING PROGRAMMED: PAVE GRAVEL ROAD, PLACE BASE & SURFACING, ETC.)				
GRADING AND DRAINAGE (NO STRUCTURES, BASE OR SURFACING - NEW LOCATIONS)				
		MOUNTAINOUS AREAS		OTHER AREAS
FREEWAY & PRIMARY	\$ 2,400,000	PER LANE MILE	\$ 1,750,000	PER LANE MILE
OTHER ROADS	\$ 1,625,000	PER LANE MILE	\$ 1,360,000	PER LANE MILE
SURFACING (INCLUDES BASE & SHOULDERS ON NEW LOCATION. INCLUDES BASE PREPARATION, DRAINAGE & MINOR WIDENING ON EXISTING GRAVEL ROADS)				
		PG 64-22	PG 70-22 & PG 76-22 & CONCRETE LANES	
FREEWAY & PRIMARY	\$ 1,090,000	PER LANE MILE	\$ 1,635,000	PER LANE MILE
		PG 64-22	DOUBLE A.S.T.	
OTHER ROADS	\$ 980,000	PER LANE MILE	\$ 870,000	PER LANE MILE
CABLE BARRIER PROJECTS				
	\$ 575,000	PER MILE	SIGNALS	\$ 480,000 PER INTERSECTION
SHOULDER WIDENING (ADDING SHOULDERS IN BOTH DIRECTIONS) ***			SIGNALS WITH RADIUS IMPROVEMENTS (STANDALONE PROJECT)	
2' SHOULDER	\$ 110,000	PER MILE	\$ 800,000 PER INTERSECTION	
4' SHOULDER	\$ 152,000	PER MILE	SIGNALS WITH ADDED CAPACITY IMPROVEMENTS	
			\$ 1,900,000 PER INTERSECTION	
WIDENING FOR GUARDRAIL (SAFETY IMPROVEMENTS ONLY)***			TEMPORARY SIGNALS (FOR MAINTENANCE OF TRAFFIC)	
	\$ 110	PER LIN. FT.	\$ 170,000 PER INTERSECTION	
GUARDRAIL REPLACEMENT (SAFETY IMPROVEMENTS ONLY) ***			ROUNDBABOUTS	
LENGTH INCLUDES TERMINALS AND THRIE BEAMS	\$ 72	PER LIN. FT.	\$ 80 PER SY OF AREA CALCULATED BY RAB DIAMETER	
SIDEPATH (6' BERM, 10' PATH)				
(ADDITIONAL COST ABOVE STANDARD URBAN WALK & BERM	\$ 350,000	PER MILE	INTERCHANGES ***	(DIAMOND LAYOUT)
SHORING (AREA OF EXPOSED FACE)			ADDED TO EXISTING	\$ 14,200,000 EACH
	\$ 120	PER SQ. FT.	NEW ROUTE	\$ 8,700,000 EACH
*** CATEGORY ATYPICAL WITH LIMITED RECENT DATA. PLEASE CONTACT ESTIMATING SECTION REGARDING CATEGORY ESTIMATES				

Cost of improvement \$800,000 p design fee, agreed upon Dan Wees applicant

Cost of improvement to be \$800,000 plus 8% design fee, as agreed upon with Dan Weese and applicant



TRAFFIC IMPACT ANALYSIS

Opal Park Development
Bentonville, Arkansas

Prepared for:
Buffington Barron, LLC
May 2023

Prepared by:
Traffic Engineering Consultants, Inc.





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* - Figure is following page number indicated

1.0 INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained by Buffington Barron, LLC to conduct a traffic impact analysis (TIA) for a proposed residential development to be constructed in Bentonville, Arkansas. The analysis was requested to determine the traffic impact the proposed development will have on the adjacent roadway network, review the available access to the development and provide recommendations for improvements that may be necessary to accommodate the traffic expected to be generated by the proposed development.

2.0 BACKGROUND

2.1 PROPOSED DEVELOPMENT

The site of the proposed development is located north of SW Regional Airport Boulevard between SW Barron Road and SW Adams Road in Bentonville, Arkansas as shown in **Figure 1**. The proposed development consists of multiple phases for a total of 184 single-family detached housing units and 243 single-family attached housing units. All phases are estimated for completion in 2027. Access to the development will be via a new full-access public street connection to SW Regional Airport Boulevard to the south, an existing full-access public street connection to SW Fair View Boulevard to the east, and five new full-access public street connections to SW Opal Road to the north as shown in **Figure 2**.

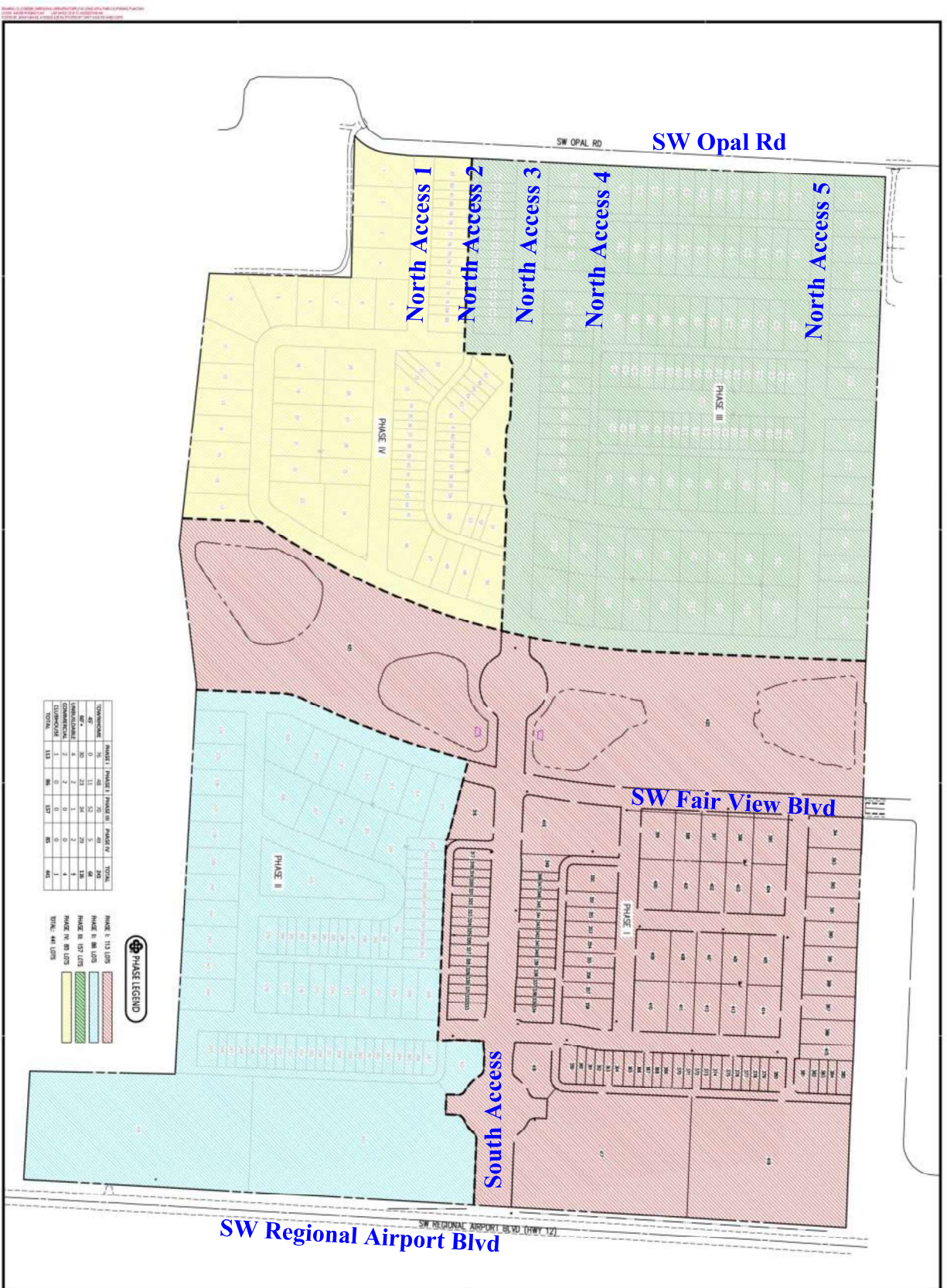
2.2 ADJACENT ROADWAY NETWORK

SW Regional Airport Boulevard (AR-12) is a two-lane, open-shoulder, east/west arterial. It has a posted speed limit of 55 miles per hour (mph) and carries an approximate average daily traffic (ADT) of 7,500 vehicles per day (vpd). SW Fair View Boulevard and SW North Fork Street are local, two-lane streets in a residential zone with sidewalks on both sides. SW Opal Road is a narrow, rural, east/west, gravel collector that is uncontrolled at its intersection with SW Adams Road and has a stop sign at its intersection with SW Barron Road. SW Barron Road is a rural, two-lane, north/south collector, and SW Adams Road is a rural, two-lane, north/south arterial. SW Adams Road and SW Barron Road are both stop-controlled at SW Regional Airport Boulevard (AR-12). The intersections of SW Adams Road and SW Fair View Boulevard as well as SW Regional Airport Boulevard (AR-12) and SW North Fork Street are stop controlled on the minor approach.



FIGURE 1. Site Location Map
Opal Park
Bentonville, Arkansas





	PHASE I	PHASE II	PHASE III	PHASE IV	TOTAL
CONCRETE	75	62	73	40	250
ASPH	30	27	34	29	120
LANDSCAPE	9	2	1	2	14
UTILITIES	1	0	0	0	1
TOTAL	113	91	108	71	383

PHASE I 113 LOTS	PHASE II 91 LOTS
PHASE III 108 LOTS	PHASE IV 71 LOTS
TOTAL 383 LOTS	

PHASE LEGEND

C-004

PRELIMINARY PLANS

PROJECT NO. 12345

DATE: 12/15/2023

BY: [Signature]

CHECKED: [Signature]

APPROVED: [Signature]

OPAL PARK PH I

BRIMFIELD, MA

GRAPHIC SCALE: 1" = 100'

CERTIFICATE OF TITLE

NO. 12345

DATE: 12/15/2023

FIGURE 2. Proposed Site Plan

3.0 BACKGROUND TRAFFIC

3.1 EXISTING TRAFFIC

Existing traffic volume data was collected adjacent to the proposed site in April 2023 when schools were in session. Peak hour turning movement volumes were collected at the intersections of SW Regional Airport Boulevard (AR-12) and SW North Fork Street, SW Adams Road and SW Fair View Boulevard, SW Adams Road and SW Opal Road, and SW Barron Road and SW Opal Road. In addition, 24-hour turning movement volumes were collected at the intersections of SW Regional Airport Boulevard (AR-12) and SW Adams Road, and SW Regional Airport Boulevard (AR-12) and SW Barron Road. Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the weekday peak periods would represent a “worst-case scenario” with regards to traffic impact on the surrounding roadway network. If traffic operations are acceptable during these weekday peak hours, it can be reasoned that conditions would be acceptable throughout the remainder of the day and week. The 2023 existing traffic is summarized in **Figure 3** and detailed printouts of all the traffic count data are included in the appendix.

3.2 FUTURE BACKGROUND TRAFFIC

The 2023 existing traffic volumes were utilized to determine the background traffic for 2027. The year was selected as the future design year the development phases are estimated to be completed. The background traffic was determined for the future design years by applying an average annual growth rate of 6.0% to the 2023 existing traffic volumes. The Arkansas Department of Transportation (ARDOT) annual average daily traffic (AADT) volume counts in the area indicate an approximate average annual vehicular growth of 6% from 2011 to 2022. The annual growth rate represents the assumed traffic growth in addition to the future development and projected site traffic. The 2027 future background traffic is summarized in **Figure 4a**.

As discussed later in this report, the intersection of SW Regional Airport Boulevard (AR-12) and SW Barron Road currently meets signal warrants. When signalized, it is assumed a portion of traffic currently traveling southbound on SW Adams Road would reroute to access the new signal. The rerouted traffic is summarized in **Figure 4b**.

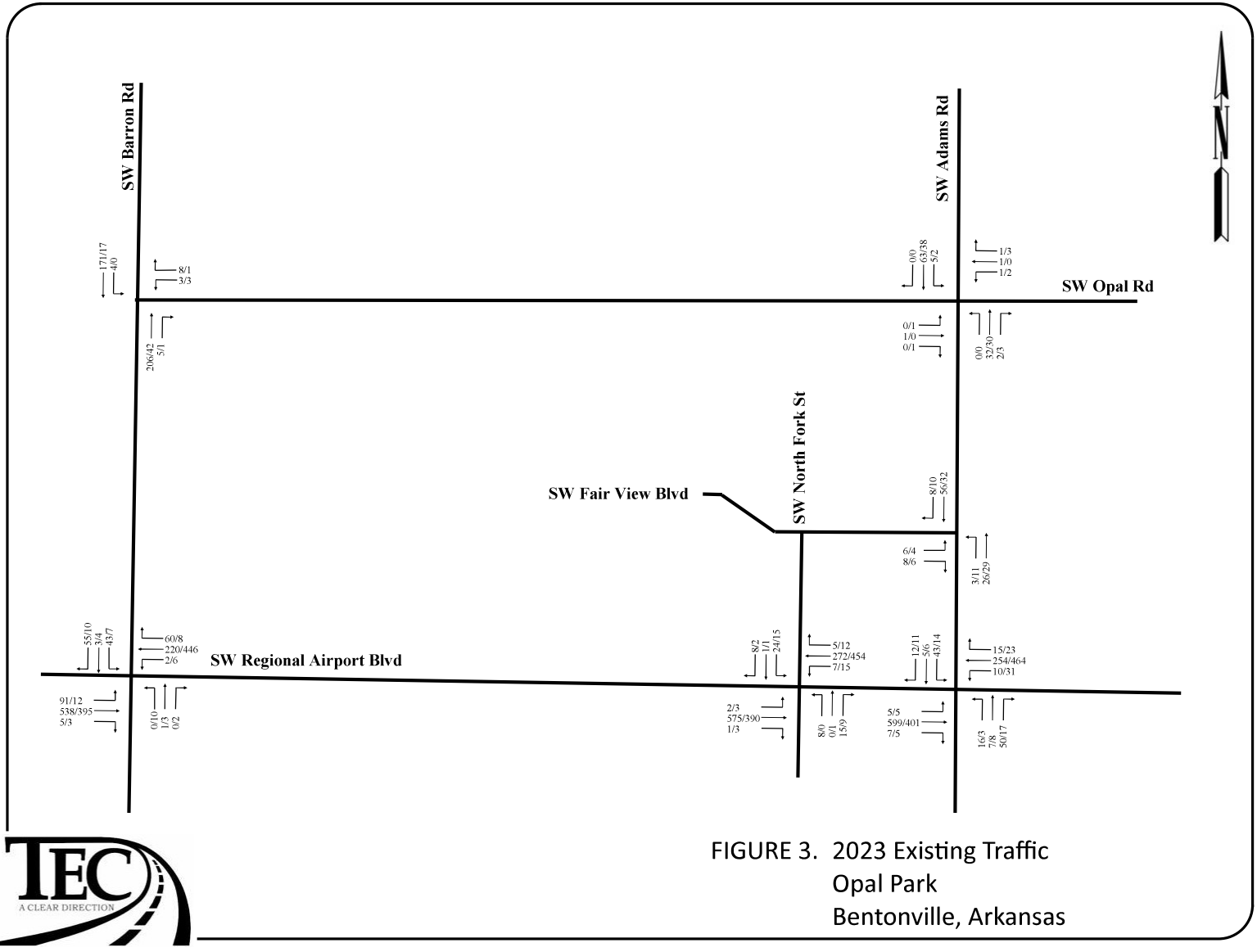


FIGURE 3. 2023 Existing Traffic
Opal Park
Bentonville, Arkansas



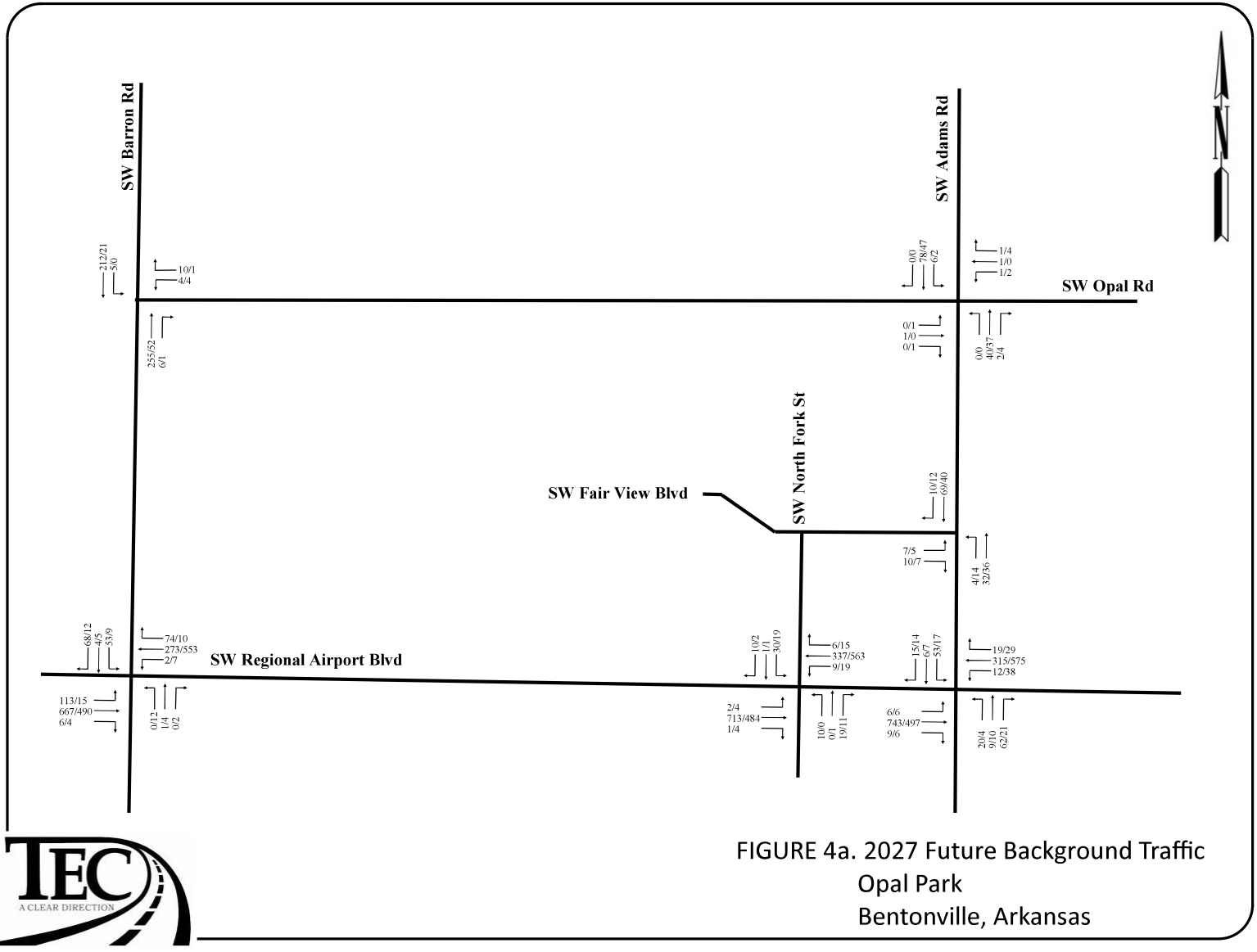


FIGURE 4a. 2027 Future Background Traffic
Opal Park
Bentonville, Arkansas



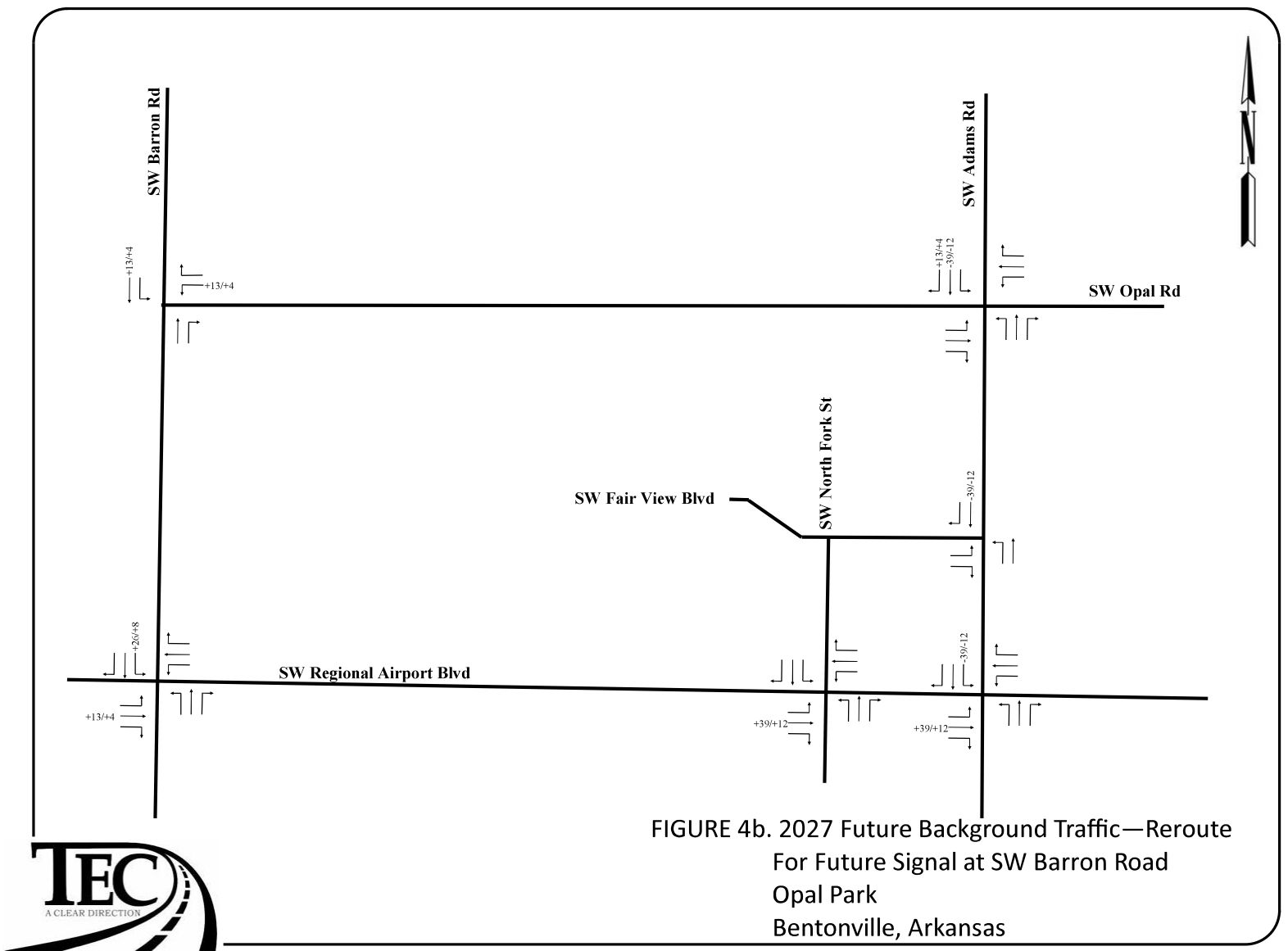


FIGURE 4b. 2027 Future Background Traffic—Reroute
For Future Signal at SW Barron Road
Opal Park
Bentonville, Arkansas

4.0 PROPOSED SITE TRAFFIC

To determine the effects a new development will have on an existing street system, the new or additional traffic must be projected. The latest edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers, was used to determine the amount of traffic the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the traffic expected to be generated by different land use types.

Available information was utilized regarding the anticipated land use to determine the site generated traffic. The *Single-Family Housing – Detached* and *Single-Family Housing – Attached* categories were selected to determine the trip generation for the proposed site. The resulting traffic volumes projected to be generated by the proposed site once fully constructed and occupied are indicated in **Table 1**.

TABLE 1

Trip Generation by Development Area

Building Type (Land Use)	Land Use Code	Approx. Gross Floor Area or Other	Trip Generation by Development Area												
			Average Weekday			Vehicle		AM Peak Hour				PM Peak Hour			
			PER DAY	Trip Ends											
				Per Peak Hour of Adjacent Street Traffic		Average Weekday Directional Distribution		Average Weekday Directional Volume		Average Weekday Directional Distribution		Average Weekday Directional Volume			
														One Hour Between 7am & 9am (vph)	One Hour Between 4pm & 6pm (vph)
(vpd)	(vph)	(vph)		IN	OUT	IN	OUT	IN	OUT	IN	OUT				
PROJECTED DEVELOPMENT PHASE 1 WEEKDAY SITE GENERATED TRAFFIC VOLUMES															
Trip Rate*		(dwelling units)	9.61	0.71	0.96	0.25	0.75	32	98	0.63	0.37	111	65		
Single Family Housing - Detached	210	184	1,768	130	176										
Trip Rate*		(dwelling units)	7.41	0.50	0.58	0.25	0.75	30	91	0.59	0.41	84	58		
Single Family Housing - Attached	215	243	1,801	121	142										
SITE TOTAL			3,569	250	318			62	189			195	123		

* Trip Rates from "TRIP GENERATION MANUAL", 11th Ed., Institute of Transportation Engineers.

4.1 DISTRIBUTION OF PROPOSED SITE TRAFFIC

The traffic expected to be generated by the proposed site was then distributed among the points of access and the adjacent study intersections for the a.m. and p.m. peak hours. The distribution of the proposed site traffic was based on the anticipated destination of the future residents and the traffic patterns in the area which were obtained from the traffic data collected for this study. The directional distribution of the site generated traffic for the proposed site is expected to be:

External to Study Area

- 80% to/from SW Regional Airport Boulevard (AR-12) east of the site
- 10% to/from SW Barron Road north of the site

- 5% to/from SW Regional Airport Boulevard (AR-12) west of the site
- 5% to/from SW Adams Road north of the site

Site Ingress/Egress

- 45% to/from South Access
- 20% to/from North Access 3
- 10% to/from SW Fair View Boulevard
- 10% to/from North Access 5
- 5% to/from SW North Fork St
- 5% to/from North Access 1
- 3% to/from North Access 4
- 2% to/from North Access 2

Due to the close proximity of this site to Vaughn Elementary School on the southeast corner of SW Barron Road and SW Opal Road, it was assumed that 15 percent of outbound trips (or 28 trips) during the a.m. peak hour would travel to the school to drop-off students and then return (which equates to approximately 45 percent of inbound trips). Census data indicates there are approximately 0.33 public school children per household in the U.S., which includes elementary, middle, and high school students. For this proposed site, that would equate to 141 students in all grades. Assuming approximately one-third of them would be in elementary school, there would be 47 students attending Vaughn Elementary. Of these, it is likely that some will walk/bike and carpool.

The traffic expected to be generated from the proposed site to/from Vaughn Elementary and externally to the study area is summarized in **Figure 5a and 5b**, respectively.

4.2 TOTAL TRAFFIC

The proposed site traffic was then added to the future background traffic for the 2027 design year. The 2027 total traffic (2027 future background traffic + rerouted traffic + proposed site traffic) for each access point to the proposed site as well as the adjacent study intersections are summarized in **Figure 6**.



TEC
A CLEAR DIRECTION

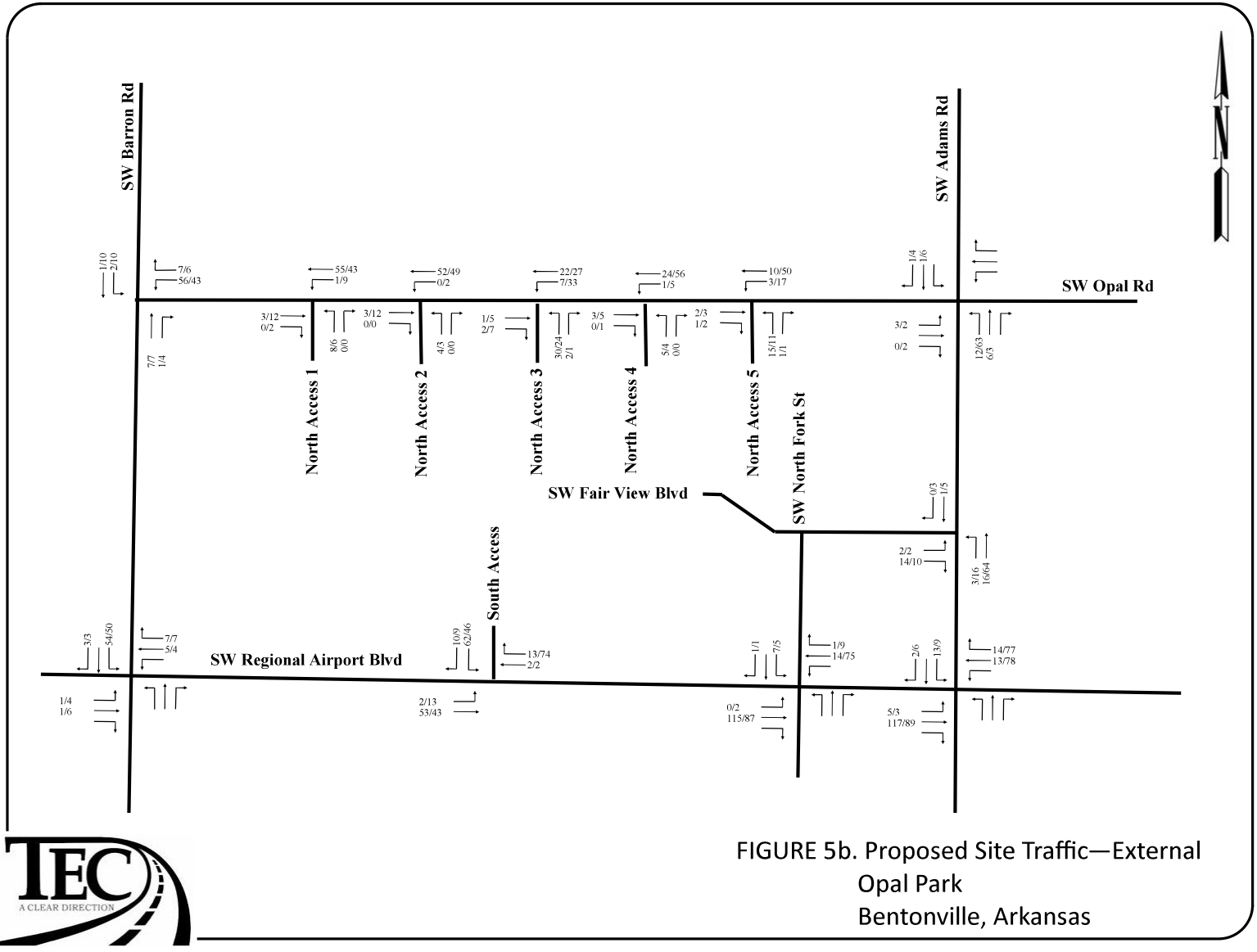
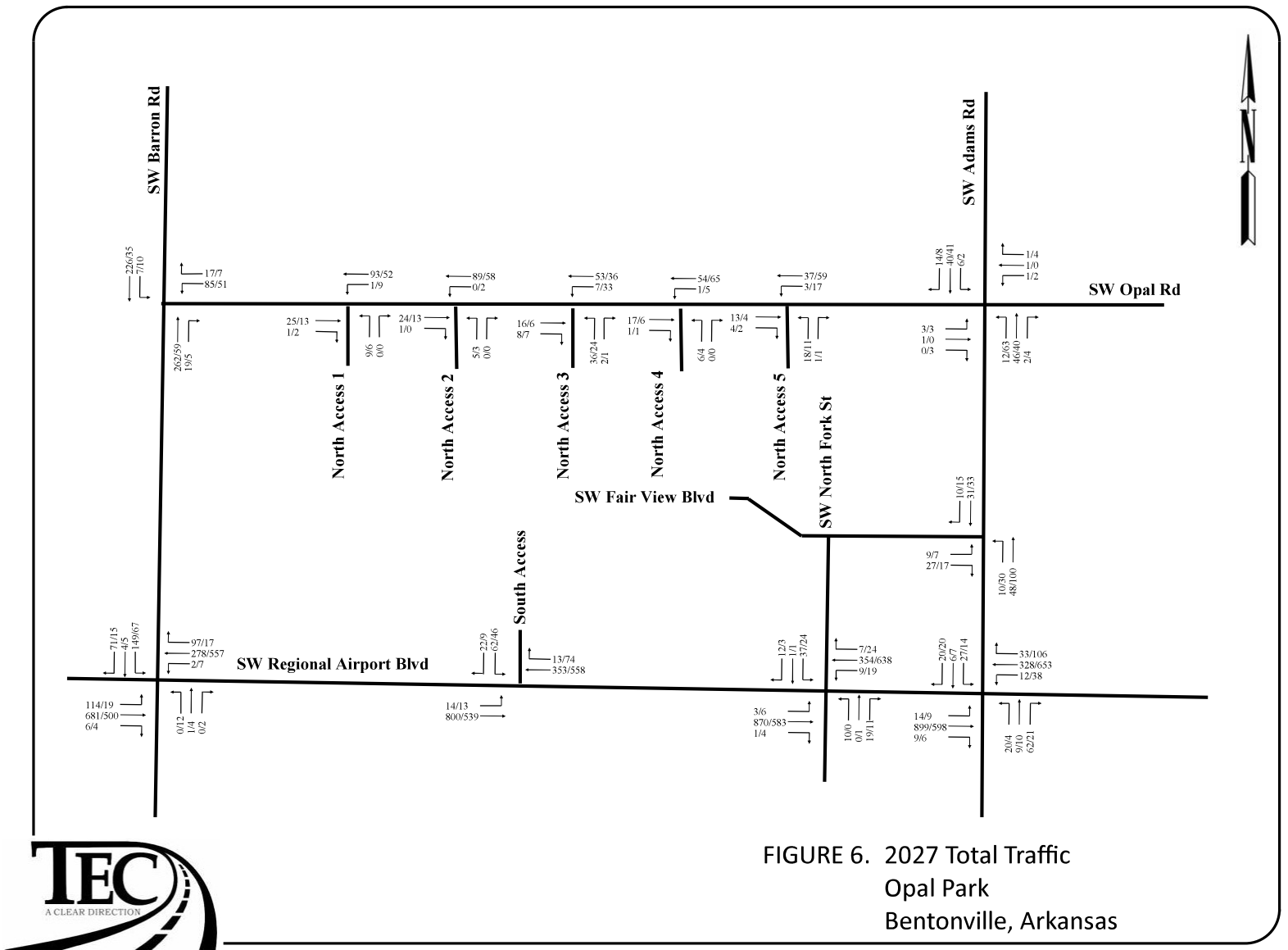


FIGURE 5b. Proposed Site Traffic—External Opal Park
Bentonville, Arkansas





5.0 CAPACITY ANALYSIS

5.1 METHODOLOGY

The capacity analyses were conducted using *Synchro 11*, which is a software package for modeling and optimizing traffic signal timings at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual*. The *Highway Capacity Manual* is published by the Transportation Research Board of the National Research Council, Washington, D.C. The information has been widely accepted throughout the U.S. as a guide for defining and solving transportation challenges. The information is approved and distributed by the U.S. Department of Transportation, Federal Highway Administration.

The capacity analysis provides a measure of the amount of traffic that a given facility can accommodate. Traffic facilities generally operate poorly at or near capacity. The analysis is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining prescribed operational qualities. The definition of operational criteria is accomplished using levels-of-service. The concept of levels-of-service is defined as a qualitative measure and describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from “A” to “F”, with level-of-service “A” representing the best operating conditions and level-of-service “F” the worst.

The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is directly related to the control delay value. The criteria for stop controlled or unsignalized intersections have different threshold values than do those for signalized intersections. A higher level of control delay has been determined to be acceptable at a signalized intersection for the same level-of-service. Longer delays for side streets are generally acceptable if gaps in traffic are prevalent. Generally, a gap acceptance threshold for longer delay values (LOS “E” or “F”) is defined when v/c ratios are less than 0.80. The level-of-service criteria are summarized in **Table 2**. For purposes of this report an overall intersection level-of-service “D” or better and a critical approach (approach with the lowest level-of-service) level-of-service “E” or better was considered an acceptable level-of-service.

TABLE 2
Level of Service Criteria

Level of Service	Average Delay (seconds/vehicle)		Traffic Condition
	Unsignalized	Signalized	
A	≤10	≤10	Free Flow
B	> 10 - 15	> 10 - 20	Stable Flow (slight delays)
C	> 15 - 25	> 20 - 35	Stable Flow (acceptable delays)
D	> 25 - 35	> 35 - 55	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 35 - 50	> 55 - 80	Unstable Flow (intolerable delay)
F	> 50	> 80	Forced Flow (congested and queues fail to clear)

5.2 SCENARIOS

Capacity analyses were conducted for the a.m. and p.m. peak hours at each access point to the proposed site as well as the adjacent study intersections. The intersections were analyzed and reviewed under the 2023 existing traffic, 2027 future background traffic, and 2027 total traffic. The results of the capacity analyses conducted are summarized in **Tables 3, 4, and 5** and the raw data sheets have been included in the appendix.

TABLE 3
Intersection Capacity Analysis Results - Existing & Future Background Traffic

Intersection	Type of Traffic Control	AM Peak Hour						PM Peak Hour					
		Critical Approach				Intersection		Critical Approach				Intersection	
		Approach	Delay (sec/veh)	LOS	v/c Ratio	Delay (sec/veh)	LOS	Approach	Delay (sec/veh)	LOS	v/c Ratio	Delay (sec/veh)	LOS
2023 Existing Traffic													
SW Regional Airport Blvd and SW Barron Rd	Unsignalized	SB	30.9	D		3.9	A	NB	19.9	C		0.9	A
SW Regional Airport Blvd and SW North Fork S	Unsignalized	SB	21.4	C		1.3	A	SB	20.2	C		0.7	A
SW Regional Airport Blvd and SW Adams Rd	Unsignalized	SB	29.7	D		3.3	A	SB	21.3	C		1.4	A
SW Opal Rd and SW Barron Rd	Unsignalized	WB	11.6	B		0.4	A	WB	8.8	A		0.6	A
SW Opal Rd and SW Adams Rd	Unsignalized	EB	9.8	A		0.7	A	EB	8.8	A		1.0	A
SW Fair View Blvd and SW Adams Rd	Unsignalized	EB	8.9	A		1.4	A	EB	8.8	A		1.8	A
2027 Future Background Traffic													
SW Regional Airport Blvd and SW Barron Rd	Unsignalized	SB	110.0	F	0.94	11.7	B	NB	27.8	D		1.1	A
SW Regional Airport Blvd and SW North Fork S	Unsignalized	SB	32.8	D		1.8	A	SB	28.4	D		0.9	A
SW Regional Airport Blvd and SW Adams Rd	Unsignalized	SB	68.1	F	0.62	6.2	A	SB	32.0	D		1.9	A
SW Opal Rd and SW Barron Rd	Unsignalized	WB	13.0	B		0.5	A	WB	8.9	A		0.6	A
SW Opal Rd and SW Adams Rd	Unsignalized	EB	10.0	B		0.6	A	EB	8.9	A		0.9	A
SW Fair View Blvd and SW Adams Rd	Unsignalized	EB	9.1	A		1.4	A	EB	9.0	A		1.9	A

5.2.1 2023 EXISTING TRAFFIC

The analyses conducted under the 2023 existing traffic indicate that the critical approaches at the study intersections currently operate at a level-of-service “D” or better during the a.m. and p.m. peak hours. The intersections currently operate at an overall level-of-service “A” during the peak hours.

5.2.2 2027 FUTURE BACKGROUND TRAFFIC

Under the 2027 future background traffic, the critical approaches at the study intersections would be expected to continue operating at level-of-service “D” or better during the peak hours except at the intersections of SW Regional Airport Boulevard (AR-12) and SW Barron Road and SW Regional Airport Boulevard (AR-12) and SW Adams Road which are expected to operate at level-of-service “F” during the a.m. peak hour. The v/c ratio at SW Regional Airport Boulevard (AR-12) and SW Adams Road is predicted to be less than 0.80, and no improvements are recommended at this location. The study intersections are expected to operate at an overall level-of-service “B” or better during the peak hours.

Improvement Scenario – Traffic Signal at SW Regional Airport Boulevard (AR-12) and SW Barron Road

As discussed later in this report, the intersection of SW Regional Airport Boulevard (AR-12) and SW Barron Road currently meets traffic signal warrants based on 2023 existing traffic. An improvement scenario was analyzed that includes a traffic signal at this location. The traffic signal would likely induce demand at this intersection, therefore the 2027 future background traffic volumes were adjusted with the rerouted traffic shown in Figure 4b. The results of the capacity analyses conducted for the improvement scenario are summarized in **Table 4**.

TABLE 4

Intersection Capacity Analysis Results - Future Background Traffic Improvement Scenario

Intersection	Type of Traffic Control	AM Peak Hour						PM Peak Hour					
		Critical Approach				Intersection		Critical Approach				Intersection	
		Approach	Delay (sec/veh)	LOS	v/c Ratio	Delay (sec/veh)	LOS	Approach	Delay (sec/veh)	LOS	v/c Ratio	Delay (sec/veh)	LOS
2027 Future Background Traffic - Improvement Scenario (Signal at Hwy 12 & SW Barron)													
SW Regional Airport Blvd and SW Barron Rd	Signalized	SB	22.3	C		9.8	A	SB	9.2	A		6.8	A
SW Regional Airport Blvd and SW North Fork S	Unsignalized	SB	35.6	E		1.9	A	SB	29.1	D		0.9	A
SW Regional Airport Blvd and SW Adams Rd	Unsignalized	NB	32.6	D		3.4	A	SB	23.3	C		1.4	A
SW Opal Rd and SW Barron Rd	Unsignalized	WB	16.1	C		0.9	A	WB	9.0	A		0.9	A
SW Opal Rd and SW Adams Rd	Unsignalized	EB	9.7	A		0.8	A	EB	8.9	A		1.0	A
SW Fair View Blvd and SW Adams Rd	Unsignalized	EB	8.8	A		1.9	A	EB	8.9	A		2.1	A

Installing a traffic signal at SW Regional Airport Boulevard (AR-12) and SW Barron Road is predicted to improve operations at all study intersections to critical approach level-of-service “E” or better and overall level-of-service “A”.

5.2.3 2027 TOTAL TRAFFIC

The analyses conducted under the 2027 total traffic on the improved network is shown in **Table 5**.

TABLE 5
Intersection Capacity Analysis Results - Total Traffic

Intersection	Type of Traffic Control	AM Peak Hour						PM Peak Hour					
		Critical Approach				Intersection		Critical Approach				Intersection	
		Approach	Delay (sec/veh)	LOS	v/c Ratio	Delay (sec/veh)	LOS	Approach	Delay (sec/veh)	LOS	v/c Ratio	Delay (sec/veh)	LOS
2027 Total Traffic													
SW Regional Airport Blvd and SW Barron Rd	Signalized	SB	28.0	C		14.5	B	SB	9.8	A		6.9	A
SW Regional Airport Blvd and SW North Fork S	Unsignalized	SB	55.0	F	0.34	2.8	A	SB	39.9	E		1.1	A
SW Regional Airport Blvd and SW Adams Rd	Unsignalized	SB	69.9	F	0.54	5.8	A	SB	43.9	E		2.2	A
SW Opal Rd and SW Barron Rd	Unsignalized	WB	31.2	D		5.3	A	WB	9.5	A		3.7	A
SW Opal Rd and SW Adams Rd	Unsignalized	EB	9.7	A		1.6	A	EB	9.7	A		3.5	A
SW Fair View Blvd and SW Adams Rd	Unsignalized	EB	8.9	A		2.9	A	EB	9.2	A		2.2	A
SW Regional Airport Blvd and South Access	Unsignalized	SB	32.9	D		2.3	A	SB	29.8	D		1.4	A
SW Opal Rd and North Access 1	Unsignalized	NB	9.2	A		0.7	A	NB	9.0	A		1.5	A
SW Opal Rd and North Access 2	Unsignalized	NB	9.2	A		0.4	A	NB	8.9	A		0.5	A
SW Opal Rd and North Access 3	Unsignalized	NB	9.2	A		3.3	A	NB	9.3	A		4.4	A
SW Opal Rd and North Access 4	Unsignalized	NB	8.9	A		0.7	A	NB	9.0	A		0.9	A
SW Opal Rd and North Access 5	Unsignalized	NB	8.9	A		2.5	A	NB	9.1	A		2.5	A

The analyses indicate that the critical approaches at the study intersections would be expected to operate at level-of-service “E” or better during both peak hours except at the intersections of SW Regional Airport Boulevard (AR-12) and SW North Fork Street and SW Regional Airport Boulevard (AR-12) and SW Adams Road which are expected to operate at level-of-service “F” during the a.m. peak hour only. The v/c ratios are predicted to be less than 0.80 and no improvements are recommended. The study intersections are expected to operate at an overall level-of-service “B” or better during the peak hours.

6.0 QUEUING ANALYSIS

The intersection of SW Regional Airport Boulevard (AR-12) and SW Barron Road was evaluated to determine the 95th percentile queues under 2027 future background and total traffic conditions after installation of a traffic signal. This evaluation will assist in determining whether additional turn lanes may be needed in the future along SW Regional Airport Boulevard (AR-12) or SW Barron Road. The 95th percentile queue is defined as the queue length of vehicles which has a five percent (5%) probability of being exceeded during the analysis periods and is commonly used to determine the appropriate storage length for turn lanes. The queuing analyses were conducted in Synchro SimTraffic and the results were based on the average of ten sixty-minute traffic simulation runs. The results of the queuing analyses are provided in **Table 6** and have been included in the appendix.

TABLE 6
Queuing Analysis Results

Study Location	AM Peak Hour		PM Peak Hour	
	Queue (feet)	Queue (# vehicles)	Queue (feet)	Queue (# vehicles)
2027 Future Background Traffic				
SW Barron Rd & SW Regional Airport Blvd				
Eastbound Approach	250	10	168	7
Westbound Approach	74	3	136	6
Northbound Approach	0	0	29	2
Southbound Approach	137	6	47	2
2027 Total Traffic				
SW Barron Rd & SW Regional Airport Blvd				
Eastbound Approach	579	24	149	6
Westbound Approach	106	5	137	6
Northbound Approach	0	0	35	2
Southbound Approach	161	7	74	3

The SimTraffic analysis results indicate significant queuing is not expected at the intersection of SW Regional Airport Boulevard (AR-12) and SW Barron Road after installation of a traffic signal. Therefore, additional turn lanes are not necessary.

7.0 WARRANT ANALYSIS

To determine the need for traffic control modifications at the intersections along SW Regional Airport Boulevard (AR-12) at SW Barron Road and at SW Adams Road, traffic signal warrant analyses were conducted. The analyses were conducted using *PC-Warrants 2*, which is a software package for evaluating intersections to support the installation of a traffic signal in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)*. This publication is a federally approved publication which governs traffic engineering practices across the country. The *MUTCD* has eight sets of thresholds or “warrants” that may be evaluated at an intersection to determine whether a traffic signal should be considered to reduce collisions or delay. If one of the warrants is met, the installation of a traffic signal should be considered.

Warrants 1 through 3, the eight-hour vehicular volume, four-hour volume, and peak hour warrants, were evaluated to determine if the intersections would warrant the installation of a traffic signal. Warrants 4 through 8 were not evaluated at the study intersections. The intersections were evaluated utilizing the 2023 existing traffic, 2027 future background traffic, and 2027 total traffic volumes with existing intersection geometry. Following is a summary of the results which is also compiled in **Table 7**:

TABLE 7
Signal Warrant Results

Study Location	Warrant 1 (Eight Hour)			Warrant 2 (Four Hour)	Warrant 3 (Peak Hour)
	1A	1B	1C		
SW Barron Road and SW Regional Airport Boulevard					
2023 Existing Traffic					X
2027 Future Background Traffic					X
2027 Total Traffic				X	X
SW Adams Road and SW Regional Airport Boulevard					
2023 Existing Traffic					
2027 Future Background Traffic					X
2027 Total Traffic					X

SW Barron Road and SW Regional Airport Boulevard (AR-12)

- **Warrant 1 – Eight Hour Vehicular Volumes – Not Satisfied**
 - Warrant 1A – Minimum Vehicular Volume (8 hours needed) – Not Satisfied
 - 2023 Existing (required volumes reached for 0 hours)
 - 2027 Future Background (1 hour)
 - 2027 Total (1 hour)
 - Warrant 1B – Interruption of Continuous Traffic (8 hours needed) – Not Satisfied
 - 2023 Existing (required volumes reached for 2 hours)
 - 2027 Future Background (4 hours)
 - 2027 Total (5 hours)
 - Warrant 1C – Combination of Warrants (8 hours needed) – Not Satisfied
 - 2023 Existing (1A volumes – 1 hour, 1B volumes – 4 hours)
 - 2027 Future Background (1A volumes – 2 hours, 1B volumes – 4 hours)
 - 2027 Total (1A volumes – 2 hours, 1B volumes – 6 hours)
- **Warrant 2 – Four Hour Volumes (4 hours needed) – Satisfied**
 - 2023 Existing (required volumes reached for 2 hours)
 - 2027 Future Background (3 hours)
 - 2027 Total (4 hours)
- **Warrant 3B – Peak Hour Volumes (1 hour needed) – Satisfied**
 - 2023 Existing (required volumes reached for 2 hours)
 - 2027 Future Background (4 hours)
 - 2027 Total (5 hours)

The results indicate that the intersection of SW Barron Road and SW Regional Airport Boulevard (AR-12) currently satisfies Warrant 3 under the 2023 existing traffic and 2027 future background traffic volumes. Under 2027 total traffic volumes, the intersection is predicted to satisfy Warrants 2 and 3.

SW Adams Road and SW Regional Airport Boulevard (AR-12)

- **Warrant 1 – Eight Hour Vehicular Volumes – Not Satisfied**
 - Warrant 1A – Minimum Vehicular Volume (8 hours needed) – **Not Satisfied**
 - 2023 Existing (required volumes reached for 0 hours)
 - 2027 Future Background (0 hours)
 - 2027 Total (0 hours)
 - Warrant 1B – Interruption of Continuous Traffic (8 hours needed) – **Not Satisfied**
 - 2023 Existing (required volumes reached for 1 hour)
 - 2027 Future Background (4 hours)
 - 2027 Total (5 hours)
 - Warrant 1C – Combination of Warrants (8 hours needed) – **Not Satisfied**
 - 2023 Existing (1A volumes – 0 hours, 1B volumes – 3 hours)
 - 2027 Future Background (1A volumes – 1 hour, 1B volumes – 7 hours)
 - 2027 Total (1A volumes – 1 hour, 1B volumes – 9 hours)
- **Warrant 2 – Four Hour Volumes (4 hours needed) – Not Satisfied**
 - 2023 Existing (required volumes reached for 1 hour)
 - 2027 Future Background (2 hours)
 - 2027 Total (2 hours)
- **Warrant 3B – Peak Hour Volumes (1 hour needed) – Satisfied**
 - 2023 Existing (required volumes reached for 0 hours)
 - 2027 Future Background (4 hours)
 - 2027 Total (4 hours)

The results indicate that the intersection of SW Adams Road and SW Regional Airport Boulevard (AR-12) does not currently satisfy signal warrants under the 2023 existing traffic volumes. Under 2027 future background and total traffic conditions, the intersection is predicted to satisfy Warrant 3. The computer printouts of the warrant analyses have been included in the appendix.

8.0 CONCLUSIONS

8.1 SUMMARY

TEC was requested to conduct a traffic impact analysis on a proposed residential development in Bentonville, Arkansas. Existing traffic volume data was collected adjacent to the proposed site. The existing traffic was utilized to determine the background traffic for 2027 by applying an average annual growth rate of 6.00% to the 2023 existing traffic volumes. The design period was selected as the year the development is estimated to be completed. The proposed site traffic was then determined and added to the future background traffic for conducting the reviews and analyses.

The analyses conducted under the 2023 existing traffic indicate that all study intersections currently operate at acceptable levels-of-service during the a.m. and p.m. peak hours. All study intersections are expected to continue operating at acceptable levels-of-service under 2027 future background traffic except the intersections of SW Regional Airport Boulevard (AR-12) and SW Barron Road and SW Regional Airport Boulevard (AR-12) and SW Adams Road. These intersections are expected to operate at overall level-of-service "B" or better, however, their critical approaches are expected to operate at level-of-service "F" during the a.m. peak hour. The signal warrant analysis indicates that the intersection of SW Barron Road and SW Regional Airport Boulevard (AR-12) currently satisfies Warrant 3 under the 2023 existing traffic and 2027 future background traffic volumes.

If a traffic signal is installed at SW Regional Airport Boulevard (AR-12) and SW Barron Road, it would likely induce demand at this intersection, therefore the 2027 future background traffic volumes were adjusted. The traffic signal is predicted to improve operations under 2027 future background traffic at all study intersections to critical approach level-of-service "E" or better and overall level-of-service "A".

Once the proposed site traffic was added to the 2027 future background traffic, the critical approaches at the study intersections would be expected to operate at a level-of-service "E" or better during both peak hours except at the intersections of SW Regional Airport Boulevard (AR-12) and SW North Fork Street and SW Regional Airport Boulevard (AR-12) and SW Adams Road which are expected to operate at level-of-service "F" during the a.m. peak hour only. The v/c ratios are predicted to be less than 0.80. The study intersections are expected to operate at an overall level-of-service "B" or better during the peak hours.

The queuing analysis under 2027 future background and 2027 total traffic conditions indicates significant queuing is not expected at the intersection of SW Regional Airport Boulevard (AR-12) and SW Barron Road after installation of a traffic signal. Therefore, additional turn lanes are not necessary.

The intersection of SW Adams Road and SW Regional Airport Boulevard (AR-12) does not currently satisfy signal warrants under the 2023 existing traffic volumes. Under 2027 future background and total traffic conditions, the intersection is predicted to satisfy Warrant 3 indicating a signal may be needed in the future.

8.2 RECOMMENDATIONS

Based on the results of the analyses conducted, a traffic signal at the intersection of SW Regional Airport Boulevard (AR-12) and SW Barron Road is necessary as a result of existing traffic volumes that now include the new school traffic. No additional traffic control or geometric roadway improvements are necessary as a result of the proposed site for traffic to operate at an acceptable level-of-service.

With the need for a traffic signal at the intersection of SW Regional Airport Boulevard (AR-12) and SW Barron Road, the percentage of proposed site traffic traveling through the intersection was calculated for relative impact. The proposed site would be expected to add 103 vehicles to the intersection during the a.m. peak hour and 74 vehicles during the p.m. peak hour. This equates to 6.8% of the 2027 total traffic during the peak hours.



City of Bentonville • Planning Department • 305 SW A Street • Bentonville, Arkansas

February 3, 2025

Buffington Barron LLC
2826 East Joyce Boulevard, Suite 1
Fayetteville, AR 72703
RE: Preliminary Plat Request PP23-0003

To whom it may concern:

The City of Bentonville Planning Commission has approved your Preliminary Plat for Opal Park Phase 1 located at Southwest Regional Airport Boulevard. The owner and/or developer must sign a development plan agreement agreeing to develop the property according to the development plan and also agreeing to all contingencies as required at the time of approval. Contingencies are as follows:

1. A digital copy of the plan.
2. Any changes made in the submittal plan must be approved through Community Development.
3. All technical review comments must be addressed before a pre-construction meeting will be held and/or any building permits will be issued.
4. All landscaping, once installed, shall be maintained in a healthy living condition and all plant material that dies shall be replaced. (Refer to Section 1400 of the Land Development Code)
5. The owner/developer will be responsible for any upstream or downstream flooding as a direct result of this development.

The following condition was also approved by the Planning Commission:

Condition #1: The plat was approved by PC, conditioned upon the applicant bringing back to planning commission for their consideration, a proposal for their pro-rata share of the improvement of both the intersections of Adams Road at AR12 and SW Regional Airport Road at Barron Road pursuant to Article 1200 of the Development Code. This condition shall be satisfied the sooner of 1.) the submittal of the Preliminary Plat of Phase 2 of the Project or 2.) the issuance of the last 20 building permits within Phase 1 of this Preliminary Plat.



City of Bentonville • Planning Department • 305 SW A Street • Bentonville, Arkansas

Please sign this letter, upload to your project in Trakit, and return to the Bentonville Planning Department at 305 SW A Street, Bentonville, AR 72712 or via email to planning@bentonvillear.com. You will need to retain at least one copy of this agreement to present at the time of building permit application. If you should have any questions, do not hesitate to call the Planning Office at (479) 271-3122 ext. 2 or email planning@bentonvillear.com.

Sincerely,

Brittany Chue
Planning Technician

As owner/developer of the above referenced project, I/we acknowledge receipt of this letter and agree to the conditions listed above.

Signed by:

Clay Carlton

Member

2/4/2025

By/Title

Date



Uncommon Developers

North East Corner of Central and Battlefield

PC Date: 5/20/2025

Staff Report Details

Project Number	PUD22-0002
Applicant / Current Owner	
Site Area	+/- 8.73 Acres
Current Zoning	PUD Planned Unit Development
Requested Zoning	PUD Planned Unit Development
Current Future Land Use Map Designation	Urban Neighborhood
Requested Future Land Use Map Designation	
Development Type / Use	Mixed use: residential, office, retail, and hotel
Related projects	PP24-0006

Property Description

The project consists of approximately 40k SF of Class "A" office, 9k SF of neighborhood retail, 57k SF (150 room) hotel, 490k SF (500du) multifamily, 940 parking spaces and 20% open space (1.63 ac). Please see the attached PUD with the sheets labeled "updated" for the specific changes.

Project Details

The project was conditionally approved with a proposed roundabout design that has not materialized due to issues associated with a possible cost share with the City. The applicant is now seeking to amend the north / south "new road" from a previously proposed public road to a private road built to public standards. The distance from the 7-story buildings to the existing residential neighborhood to the east is not being modified and the proposed traffic circulation is anticipated to be less than the previously approved configuration per the attached traffic update memo.

Relationship to the Community Plan

Relationship to the Community Plan

Please see the rezone application checklist.

Public Comment

Has Staff received Public Comment at the time of this report? : **Yes**

Analysis / Waivers

The applicant has revised the roadway network previously shared with the Planning Commission on May 6, 2025:

- The private road, built to public standards, along the easterly edge of the project would connect to Battlefield with parallel parking. (Developer funded 100%)
- Keeps the city-designed Battlefield Road project as is and allows for the directionality to be determined by the City prior to the construction of Battlefield Road.
- Installs a new signal on Central for the project (Developer funded 100%)
- Compact spaces within the parking deck limited to 50%.

Conclusion

Staff Recommends approval of the project. A more detailed review of the development will be performed at the time of Large Scale Development or Preliminary Plat submittal once a detailed design has been completed.

Engineering recommends the following conditions of approval:

- At a minimum, Street Improvements shall be required as stated in the Street Specifications Section 550.12 Street Improvements.
- Street improvements shall occur on all streets adjacent to the development and meet the Master Street Plan requirements.
- These improvements shall extend to the property lines of the development and go to the centerline of the street.
- Additional improvements may be required to safely tie in the existing street to the improved street or at the discretion of the City Engineer, Transportation Director, or Planning Commission based on the developments traffic study.
- Also, as stated in the Street Specifications Section 400.01 Traffic Impact Study Introduction - All previous traffic studies relating to the development that are more than two years old will have to be updated, unless the City determines that conditions have not changed significantly."

Additional Details

Additional Details

There are other constraints to development, namely, the sewer basin has reached design capacity. This issue will have to be resolved prior to large scale or preliminary plat approval.

PUD Amendment

May 9, 2025

PUD22-0002



TEAM

Developer: **Uncommon Developers**
16380 Roscoe Boulevard
Van Nuys, California 91406
818.517.5343

Opher Benrimon
opher@uncommondevelopers.com

Architect: **Modus Studio**
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Fayetteville, AR 72701
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Chris Baribeau, AIA
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Civil Engineer: **McClelland Consulting Engineers**
1580 E Stearns St.
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Nathan Streett, PLA
nstreett@mce.us.com

Surveyor: **Anderson Engineering**
5311 Village Pkwy
Rogers, AR 72758

Nikolay Nedkov, PLS
nnedkov@ae-inc.com

drone photo of existing site



Narrative

1 Planned Unit Development Intent.

Uncommon Developers, Modus Studio, and McClelland Consulting Engineers are pleased to submit this mixed-use Planned Unit Development to the City of Bentonville.

This project seeks to address the ongoing housing crisis in Northwest Arkansas by occupying a formerly suburban, but increasingly urban infill site that is bound by robust infrastructure and general connectivity for pedestrians, cyclists and motorists. This project will provide neighborhood retail, class-A office space, high-end hospitality rooms, and much-needed housing within the growing context of Bentonville. The project will enhance the quality of walkable urban life and strike a balance for livable proximity to the major workcenters, schools, trails, and cultural amenities that define the Northwest Arkansas community.

The PUD encompasses an **8.73 acre** site that is bound by Central Avenue on the Northwest and Battlefield Boulevard on the South. The development team and city planning have conceptually agreed to provide the traffic signal during the first phase of construction as the traffic study warrants. Upon dedication of new ROW along adjacent streets, the new resultant site area is approximately **8.15 acres**.

While the site currently has a Walkscore of only 20 and a Bikescore of 47, it is evident this will increase significantly over the next decade as Bentonville becomes increasingly connected and the new Walmart Headquarters is completed.

The amenities are burgeoning and people need quality places to live, work and play. This project will provide new options within the context of Bentonville and the greater Northwest Arkansas community.

2 Description of Land Uses.

This PUD includes the following mixed-use allocations. Please refer to the PUD Concept Plan for layout.

Neighborhood Retail.
Approximately 9,000 sf located at ground level along Central Avenue.

Class A Office.
Approximately 40,000 sf.

Hospitality.
Approximately 57,000 sf and 150 hotel rooms with ample amenities.

Housing + Amenities.
Approximately 490,000 sf and 500 units of multifamily housing.

Parking.
Approximately 940 parking spaces allocated between on-street, surface, and structured parking.

Narrative

3
Structural Design.

The various buildings of the mixed-use project will have a range of construction types all rooted in a placemaking concept inspired by the bluffs, falls, and flora of the Arkansas Ozarks. The buildings are terraced and carved to control scale and massing while weaving the natural flora of the Ozarks into the architecture. Additionally, ground level open space and pocket parks are provided along with elevated open space at multiple courtyards including various amenities such as pools, sport courts, outdoor living, etc. Additionally, the design seeks to save a small grove of existing specimen trees as a point of convergence between the neighborhood commercial and housing.

Neighborhood Retail, Hospitality + Office Building.

The Retail, Hospitality + Office Buildings are proposed as mass timber structures that are purposefully sustainable and beautiful. Layered terracing of the spaces will minimize total height above the street while providing a soft and inviting terminating vista to the long axis of Central Avenue that is experienced when leaving the Bentonville Square.

Modus Studio has completed multiple mass timber projects and the positive effects in the quality of construction and spaces crafted in wood are undeniable for quality living, working, and playing spaces.

Housing.

The multifamily housing units, community amenities, and structured parking are proposed as two-stories of concrete podium with five-stories of light wood frame construction above. The same terracing and layering of space with ample public, semi-public, and private outdoor spaces become the primary reading of the architecture. The goal is to intertwine landscape with built form, creating a generous and comfortable place to live.

Specifically, the height and scale of the housing buffers away from the existing single family homes to the East while also creating new strong urban edges, ultimately a welcoming ensemble as citizens and visitors alike traverse from I-49 to Downtown Bentonville.

Sustainability.

This project will be designed as a sustainable beacon with a focus on carbon sequestration, renewable energy, biophilic principles, and a focus on the tenents of the Urban Land Institute’s Building Healthy Places Initiative.



Ozark bluffs, falls, and flora



Adohi Hall in Fayetteville, expressing the quality of mass timber in community spaces and housing.



Greenway Offices in Bentonville, expressing the quality of mass timber in Class A office space



Narrative

4
Development Criteria.

The proposed mixed-use project seeks to adhere to all materiality and articulation requirements of the city design and approval process.

The development + design team hosted a neighborhood meeting to explain the project and hear any concerns of the nearby dwellers. Traffic and flooding were by far the most prominent issues, which will be clearly addressed by this proposed project.

A traffic report has been completed and a traffic signal is warranted at the Northeast edge of the site at Central Avenue and the new private drive. Uncommon agrees to install the traffic signal as part of the first phase of construction.

drone photo showing the existing treeline buffer along the eastern edge of the proposed project

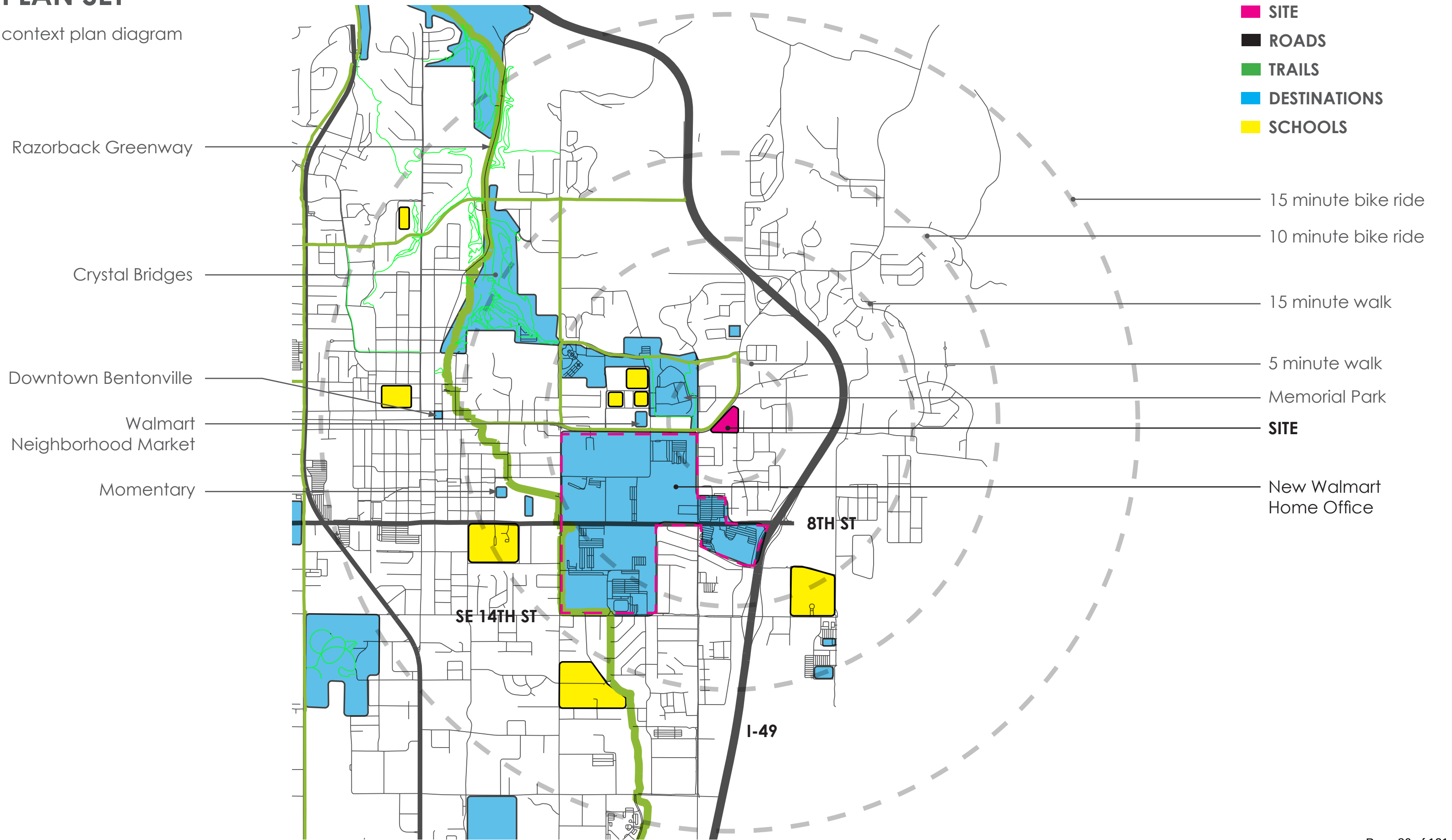


PUD Summary.

Site.	
Site Area:	8.15 acres (remaining after ROW dedication)
Open Space Required:	20% 1.63 acres
Open Space Provided:	20% 1.63 acres
Setbacks + Buffers.	
Central Avenue	20' Setback inclusive of overhead powerlines
Battlefield Boulevard	0' Setback from new edge of ROW
New Road	0' Setback from new edge of ROW
North Side Yard	10' Setback Existing Fencing Existing Trees Type A Screening per Landscape Requirements
Buildings.	
Neighborhood Retail:	9,000 SF
Office:	40,000 SF
Hospitality:	57,000 SF 150 hotel rooms
Housing + Amenities:	490,000 SF 500 units 62 units per acre
Parking Spaces:	940 +/- structured parking to have 25% compact spaces (7.5'X15')

PLAN SET

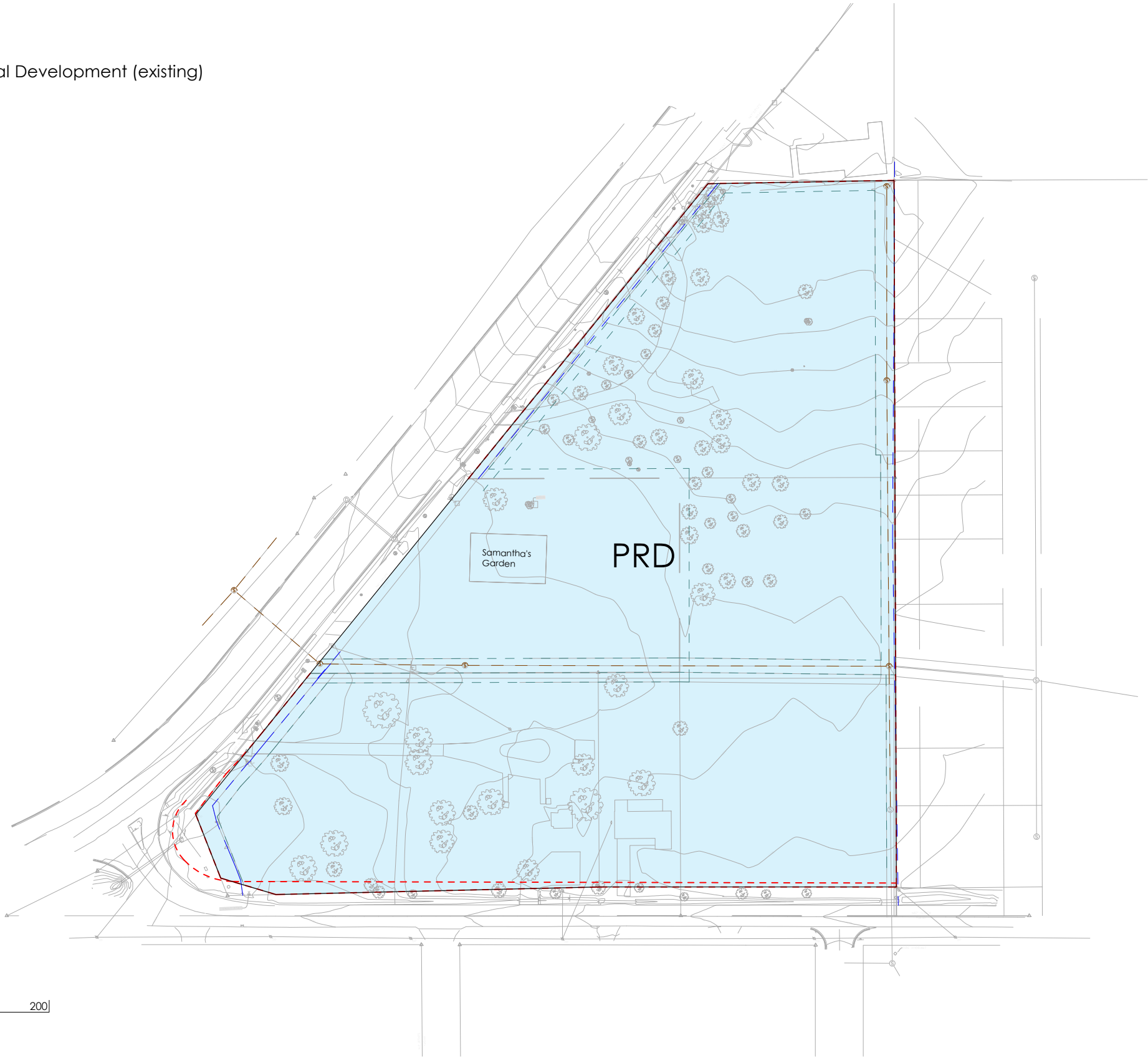
context plan diagram



PLAN SET

current zoning

Planned Residential Development (existing)

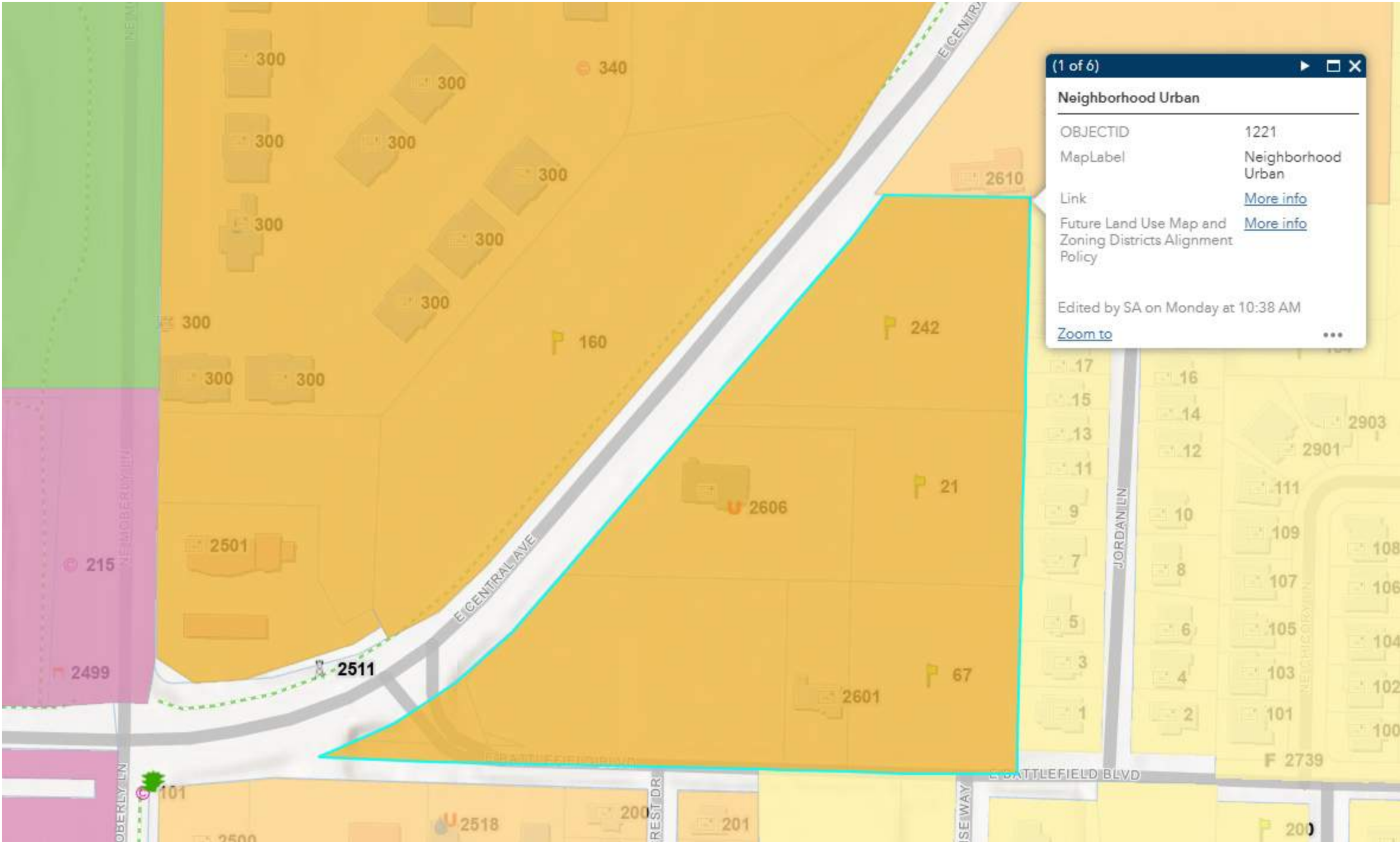


Zoning Intent.

The proposed mixed-use project reabsorbs a mixture of incongruent zoning into a specific, focused development opportunity for balancing the Central Ave and Battlefield Blvd intersection as Bentonville continues to grow and require neighborhood centers supporting housing, retail and existing homes.

PLAN SET

future land use

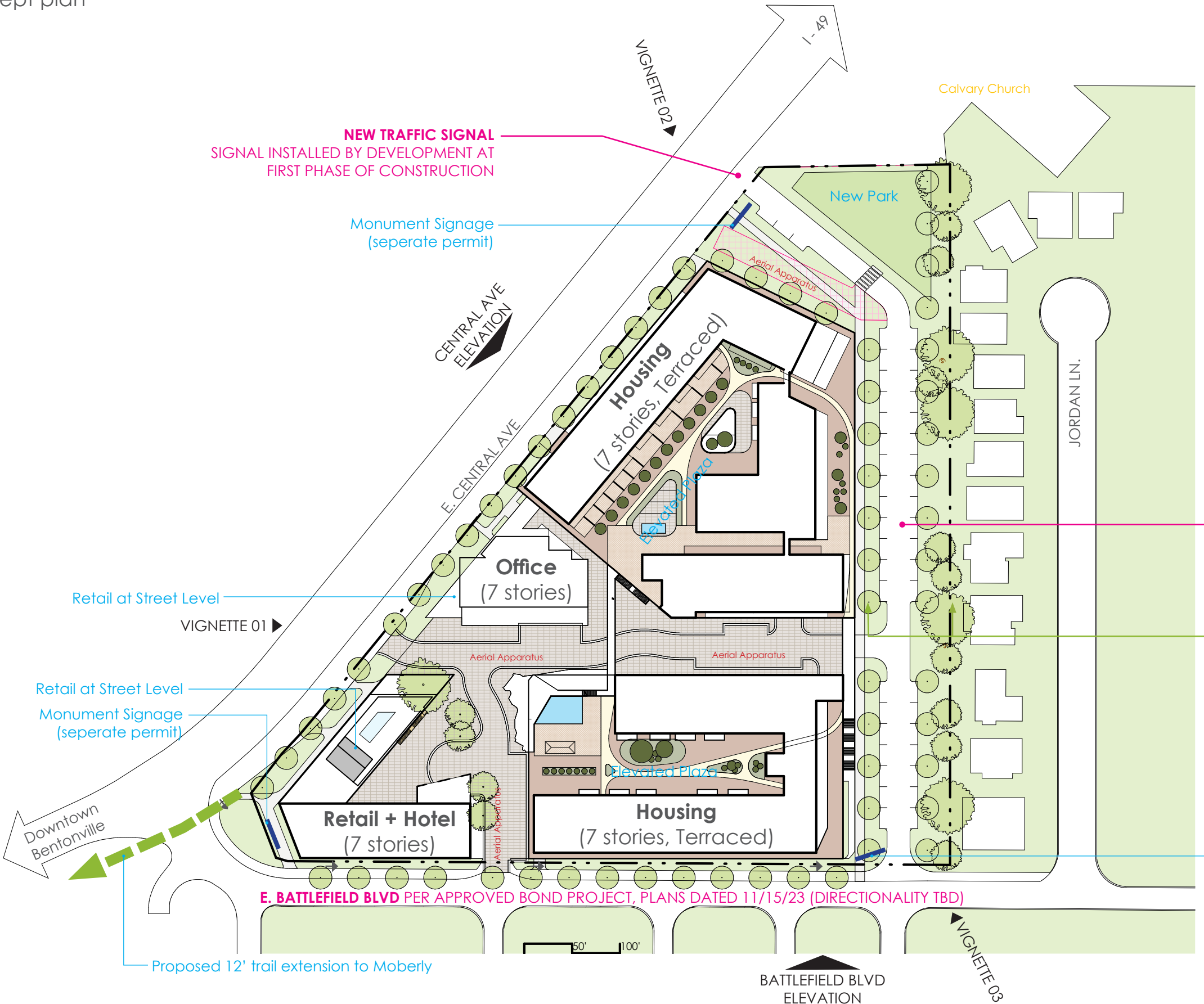


Land Use Intent.

The proposed mixed-use project is in keeping with the future land use plan, but expands the intent of smart growth to address the critical intersection of Central Ave and Battlefield Blvd.

PLAN SET

concept plan



PUD Summary.

Site Area:	8.15 acres
Open Space Required:	20% 1.62 acres
Open Space Provided:	20% 1.62 acres
Neighborhood Retail:	9,000 SF
Office:	40,000 SF
Hospitality:	57,000 SF 150 hotel rooms
Housing + Amenities:	490,000 SF 500 units 66 units per acre
Parking Spaces:	940 +/- structured parking to have 50% compact (7.5'X15')

NEW ROAD
PRIVATE ROAD BUILT TO PUBLIC SPECIFICATIONS
ROAD SECTION INCLUDES PARALLEL PARKING
ALL IMPROVEMENTS ON SITE PAID FOR BY DEVELOPMENT

100' Buffer at tightest buildable location

Monument Signage
(seperate permit)

PLAN SET

street elevations

The buildings are terraced along the eastern edge to further mitigate height along the eastern edge of the property



Battlefield Boulevard Elevation



Central Avenue Elevation

Primary Materials



masonry (brick / brick screen / panelized stone)

Secondary Materials

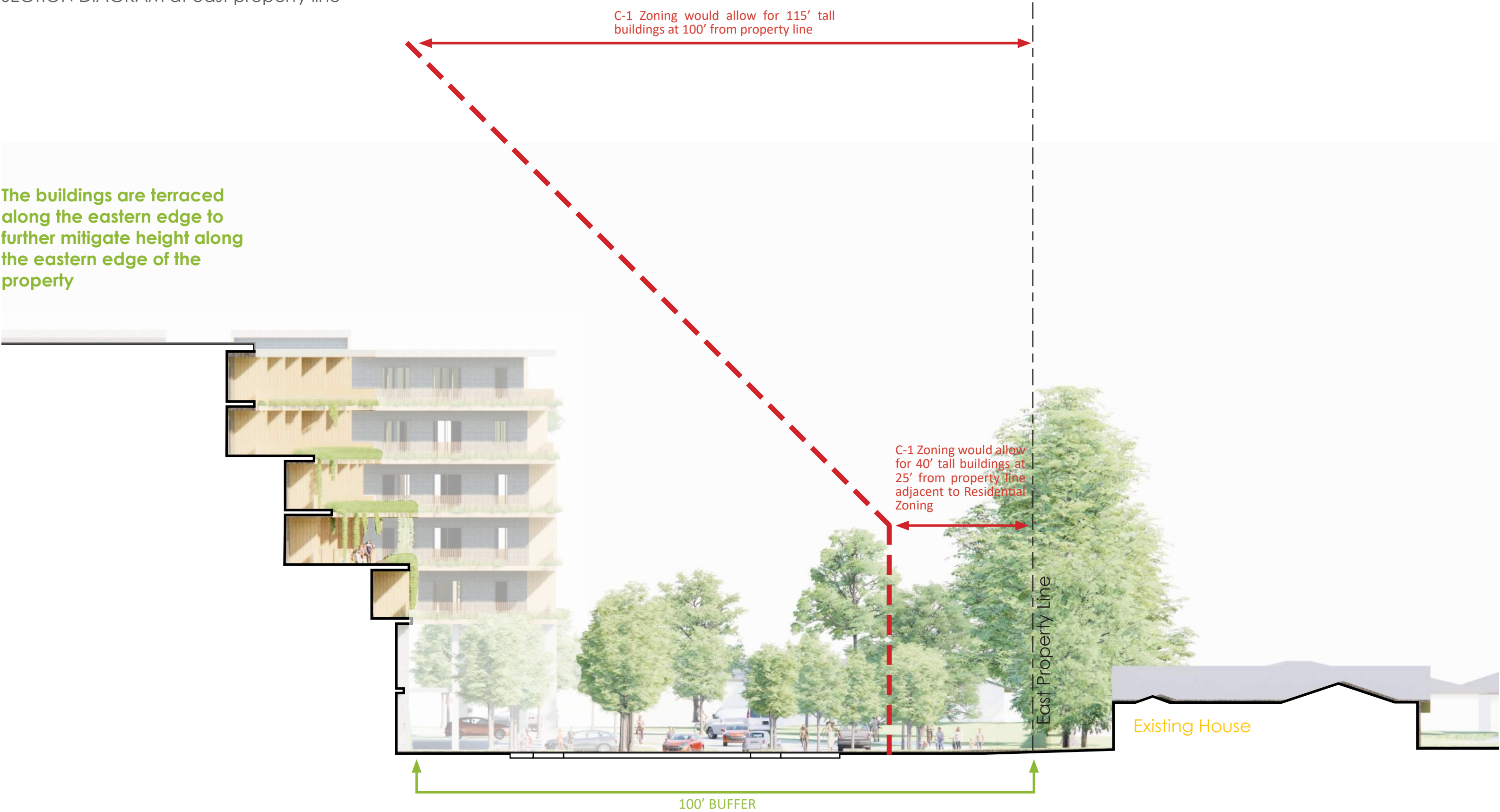


wood rainscreen (vertical / horizontal)

fiber cement board (lap / panel)

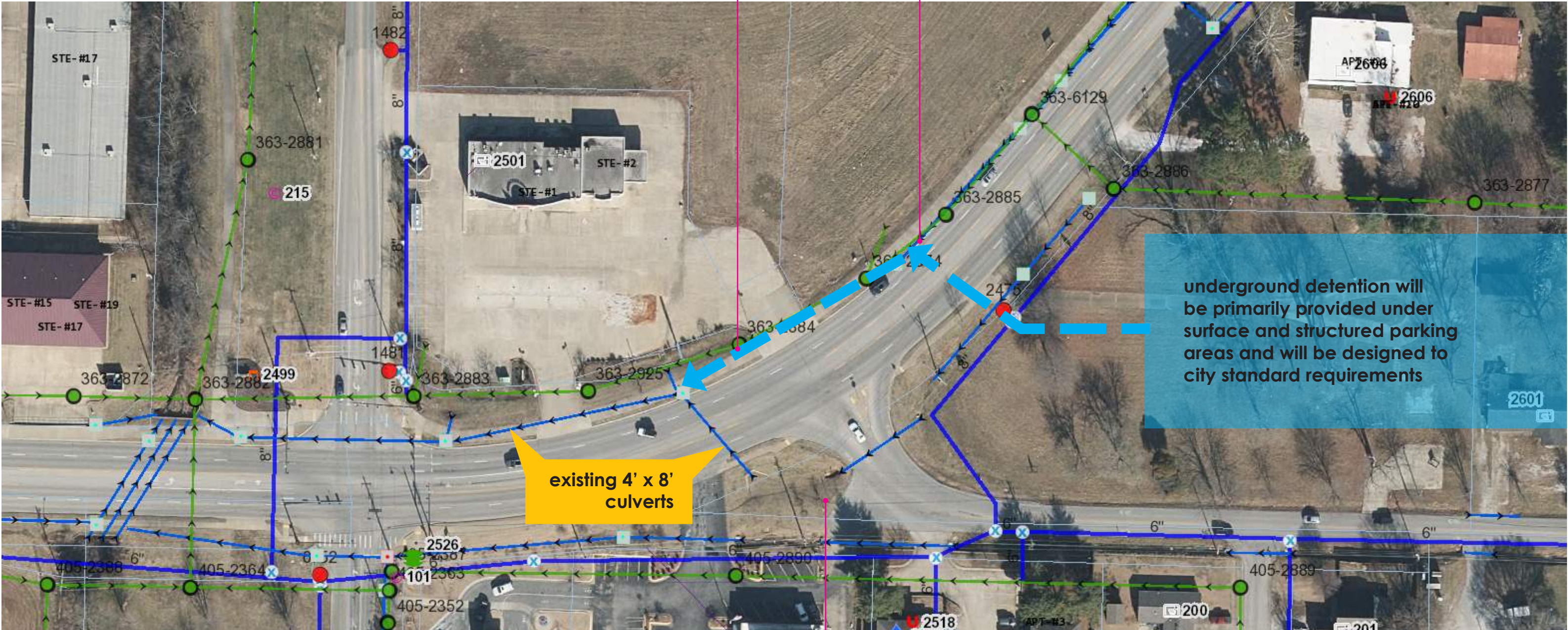
PLAN SET

SECTION DIAGRAM at east property line



PLAN SET

Drainage Diagram (CoB GIS reference image)



The proposed Central + Battlfield project will drastically improve the stormwater and drainage problems that currently exist on this site and in this area. It is anticipated that stormwater will be discharged to the north side of Central Avenue through new underground piping. Along with the City's Battlefield Boulevard Bond project, potential flooding in this area will be heavily resolved. The final system, routing, and sizing will be coordinated and approved by the City of Bentonville through the Large Scale Development process.

THE BATTLEFIELD BOULEVARD BOND PROJECT IS CURRENTLY DESIGNED TO ADD A NEW 4' X 8' CULVERT DISCHARGING AT THIS LOCATION, TO DRAIN STORMWATER TO THE EXISTING 4' X 8' CULVERT UNDER CENTRAL AVENUE

PLAN SET

place-making mixed-use project precedents



Lighting and atmosphere scaled to pedestrians



Building arrangements to control scale



Retail opportunities and integrated plaza space



Building form and landscape terraces



Vibrant retail and seasonal change



Elevated gardens as part of the architecture



Warm materiality and bike/ped friendly design along with community-focused amenities



Mixed-use balance between space and buildings

vignette looking east from Central Ave



vignette looking southeast from Central Ave



vignette looking north from Battlefield Blvd



PLAN SET

Parking Narrative.

Parking is provided for a wide variety of uses directly on the site. This includes structured parking at the multifamily buildings and surface parking at the internal plaza and along internal streets. Please see the diagram and calculations to the right for further explanation.

This is a very walkable and bikable development that will enable tenants and visitors alike to utilize the extensive Bentonville trail and sidewalk system to reach nearby amenities, parks, and the Downtown Square. The project will feature ample onsite, covered, and secure bike parking.

The management of the property will require all tenants to be parking permit-holders and access control will be maintained at the structured parking garages to ensure that shared parking options between residential tenants and office tenants are appropriately managed on site.

Additionally, hotel uses will include valet parking and considerations for ride-sharing accounts for logical reductions in required parking counts.

Note: Other on-street parking spaces may be available in the future along *New Road* and *Battlefield Boulevard*. However, the proposed parking calculations *do not* count on those potential spaces.

Required Parking Per Bentonville Code:

Commercial Office:	40,000 SF	118 spaces
(1 space per 300 SF up to 10,000 SF, 85% reduction for remaining 30,000 SF)		
Commercial Retail:	9,000 SF	36 spaces
(1 space per 250 SF)		
Hotel:	150 Rooms	165 spaces
(1.1 space per hotel room)		
Multifamily Units:	500 Units	750 spaces
(1.5 spaces per unit)		
		1,069 spaces

Proposed Parking:

Commercial Office:	40,000 SF	105 spaces
(1 space per 380 SF, assumes shared parking with multifamily spaces)		
Commercial Retail:	9,000 SF	36 spaces
(1 space per 250 SF)		
Hotel:	150 Rooms	118 spaces
(.79 space per hotel room)		
Multifamily Units:	500 Units	681 spaces
(1.35 spaces per unit)		
		940 spaces*

*The proposed parking assumes a basic shared parking among the uses. Additional elaboration and study will take place in the Large Scale Development Phase.

> Institute of Traffic Engineers (ITE) parking calculations are provided below as a reference. ITE suggests parking counts could be even less than what is proposed.

Projected Site Generated Parking			
Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Average ITE Weekday Parking Demand
Parking Rate* Multifamily Housing (Mid-Rise)	221	(Dwelling Units)	1.32
		500	661
Parking Rate* General Office Building	710	(Sq. Ft. GFA)	3.03
		40,000	121
Parking Rate* Shopping Center	820	(Sq. Ft. GFA)	1.95
		9,000	18
Parking Rate* Hotel	310	(Rooms)	0.79
		150	118
Total			918
* Trip Rates from "PARKING GENERATION MANUAL", 5th Ed., ITE.			

✓ City of Bentonville Rezone Application Review Checklist

Please check all applicable boxes:

📖 Consistency with Planning Documents

Designate the Future Land Use Map Alignment Policy Review Category

[Res-No-02-11-25M Future-Land-Use-Map-and-Zoning-Alignment-Policy](#)

- ☐ Standard Review (SR)
- ☐ Enhance Review (ER)
- ☐ Neither SR nor ER (Staff Recommends denial)
- ✓ PUD Review

- **Consistency with the vision of the Community Plan**

(Is the request supported by the vision and guiding principles of the Community Plan?)

bentonvillear.com/DocumentCenter/View/18161/Bentonville-Community-Plan-As-Amended-2025?bidId=

- ✓ Thoughtful Growth (p.38)
 - Infill Development
 - Existing Infrastructure
- ✓ Robust Economy (p.39)
 - Providing a variety of housing options
 - Access to high quality parks, recreation, schools, and multi-modal transportation opportunities.
- ✓ Welcoming and Diverse (p.39)
 - Welcoming to all
 - Provides a sense of community
- ✓ The Bentonville Experience (p.40)
 - Redevelopment near downtown
 - Providing a variety of housing options
 - New neighborhoods throughout the community
 - Transportation system that supports motorists, cyclists and pedestrians
- ✓ A Great Place to plant Roots (p.40)
 - Housing Options for market entry level
 - The ability to age in place
 - Shopping, employment, and education options
 - New neighborhoods throughout the community





Development Impact, Intensity and location



Impact foreseen in the Future Land Use Map

(Does the proposed rezoning fit within the place type, i.e. SR?)



Intensity and Significant Economic Development criteria (for ER)

- ☐ Is the adjacent zone similar to the requested rezone?
- ☒ Is the proposed rezone near the center of a “Center” or “Corridor” place type?
- ☐ Is the proposed rezone near the edge of a “Neighborhood” place type?
- ☒ Is the proposed rezone necessary to allow economic development of regional significance or a use unique in the region and its impact can be mitigated to preserve the public’s health, safety, and welfare.



Compatibility



Compatibility with Neighboring Development

(Is the rezone compatible with recent development activity in the surrounding area?)

The nearby Walmart Home Office mixed-use development is the catalyst for this mixed-use development.

Name: Chris Baribeau

Date: 2025.04.21

Signature: 



MEMORANDUM

April 9, 2025

TO: Uncommon Developers

FROM: Nathan Becknell, P.E., PTOE, PTP

SUBJECT: Battlefield Mixed-Use Development
Traffic Review – Site Change

LOCATION: E Central Avenue and E Battlefield Boulevard
Bentonville, Arkansas



INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) prepared a Traffic Impact Analysis (TIA) for the Battlefield Mixed-Use Development on March 12, 2023. Since that TIA was submitted the site map has changed as shown in **Figure 1**. The site map from the 2023 TIA is shown in **Figure 2**.

CONSIDERATIONS

The two site maps show the same uses and locations on the site as well as the same access and traffic circulation routes. The proposed eastbound one-way restriction for Battlefield Boulevard is no longer shown. The change from one-way to two-way would provide an additional, less desirable, route for traffic and represents a less conservative plan for traffic impacts. Levels-of-service would be expected to improve at the nearby proposed signalized intersection as a result of the introduction of an additional route. Prohibited left for Battlefield Boulevard at its intersection with Central Avenue may be considered.

SUMMARY

The traffic impact analysis from March 12, 2023 is pertinent for the most recent site map and may be considered current.

Traffic Engineering Consultants, Inc.

6000 S. Western Avenue, Suite 300 | Oklahoma City, Oklahoma 73139 | Ph. 405-720-7721

6931 S. 66th E. Avenue, Suite 100 | Tulsa, Oklahoma 74133 | Ph. 918-481-8484

217 E. Dickson Street, Suite 106 | Fayetteville, Arkansas 72701 | Ph. 479-335-5636

Website: www.tecusa.com

PLAN SET

amended concept plan
2025.02.25

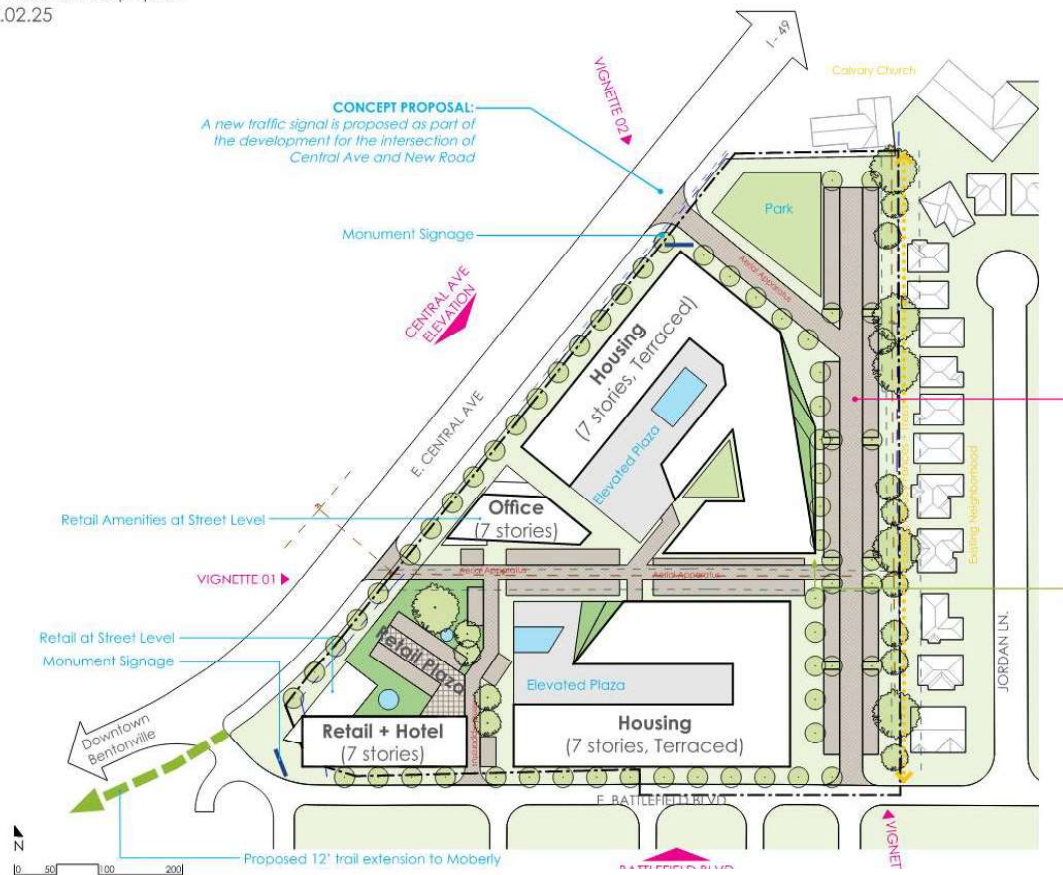


FIGURE 1. Current Site Map
Battlefield Mixed-Use
Bentonville, Arkansas

modus studio

site: 7 acres
mf: 500-600 (400,000 - 480,000 sf)
office: 40,000 - 50,000 sf
retail: 5,000-10,000 sf
hotel: 150 keys
type: 5 over 2

	multifamily:	450,000 sf if: 470 units @ 900 sf per unit overall (requires 1.5 spaces per unit = 705 spaces)
	office:	40,000 sf of levels 1-7 (requires 1 space per 300 sf = 133 spaces)
	retail:	9,000 sf level 1 (requires 1 space per 250 sf = 36 spaces)
	hotel:	150 keys (requires .5 spaces per key = 75 spaces)
	parking:	required: 949 structured: 384 + 432 = 816 surface: 09 parallel 87 standard provided: 941



FIGURE 2. Site Map
Battlefield Mixed-Use
Bentonville, Arkansas

I/We have received notice of the public hearing for the rezoning of the above described property and:

☐ I / we have no objections to the rezoning.

☒ I / we object to the rezoning because:

I strongly object to and oppose this re-zoning.
because the traffic is already congested in this area
day and night and a multi unit development would
only make a bad problem worse.

Jordan Fisher

Signature and Physical Address

14 Jordan Lane

Signature and Physical Address

Before you grant those proposals
you need to have the infra-
structure to support them-
which you well know is your
live in Bentonville!

Henry Weinberger
704 SE Eaton St.
Bentonville, AR, 72712
weinberger.henry@gmail.com
917-734-8282

May 1st, 2025

Subject: Public Comment re. Uncommon Develops at North East Corner of Central and Battlefield for May 6th Public Hearing

To Whom It May Concern,

I am writing to provide a public comment on the proposed update for the **Uncommon Develops** property located at the **North East Corner of Central and Battlefield**

As a community member who regularly uses the Battlefield corridor to commute into Downtown Bentonville, I have concerns that the proposed design does not adequately address the needs of local residents. I respectfully request that the Council seek clarifying information on the current plan and require a more comprehensive safety study that incorporates feedback from those who use this route daily, before making a decision to proceed.

One specific area of concern is the left-turn intersection from Battlefield Road onto Central Avenue. Currently, this is a dangerous maneuver, as it requires drivers to turn left from a stop sign onto a busy thoroughfare. The current proposal from Battlefield Developments does not clearly address how traffic will safely flow from Battlefield onto Central Avenue. Given the ongoing development in this corridor, including the introduction of a new hospital and other key infrastructure, this intersection will only become more critical.

I would appreciate further clarification from the developers on several points:

- Is the proposed alleyway between Battlefield and Central intended as a thoroughfare for vehicles attempting to turn left onto Central Avenue (Figure 1)? If not, what is the expected pathway to maintain a safe connection to the core of Downtown from Battlefield?
- The traffic study suggests that prohibiting left turns from Battlefield Boulevard may be considered (Figure 2). If this decision occurs, and for anyone that drives this corridor, we know this is long overdue, what is the plan to ensure people, cars, and bikes can safely move from this development through to other parts of the city?

- The eastern part of the property includes a private drive with surface parking. This raises questions about how traffic will move safely and effectively through the development, particularly at the intersection in question (Figure 3).

As a next step, I urge the Council to consider this feedback carefully and request that the developers conduct a more thorough safety assessment. It is essential to ensure that access to core Bentonville is not compromised by incomplete traffic planning. As the design currently stands, the eastern lane does not appear to support through-traffic, and no clear plan exists for safely managing eastbound traffic from Battlefield onto Central Avenue.

I believe there are alternative, shared-responsibility solutions between the City and the developers, such as a roundabout or a controlled traffic signal at Central Avenue, that would better ensure public safety and accommodate future traffic volume. I understand the proposed roundabout has not materialized due to issues associated with a possible cost share with the City. However, the current design as proposed does not set the development up for success. I ask the Council to raise the above questions with the developer to gain further clarity, and request a more thorough traffic safety assessment that takes into account the forecasted growth of Battlefield prior to proceeding.

Thank you for your attention to this matter

Henry Weinberger

A handwritten signature in black ink that reads "Henry Weinberger". The signature is written in a cursive style with a long, sweeping underline.

Enclosed: Screenshots from agenda packet highlighted in Memo above.

Figure 1 - Traffic Flow from Battlefield to E. Central Avenue

Central + Battlefield : Bentonville, Arkansas

Updated

UNC

PLAN SET

concept plan

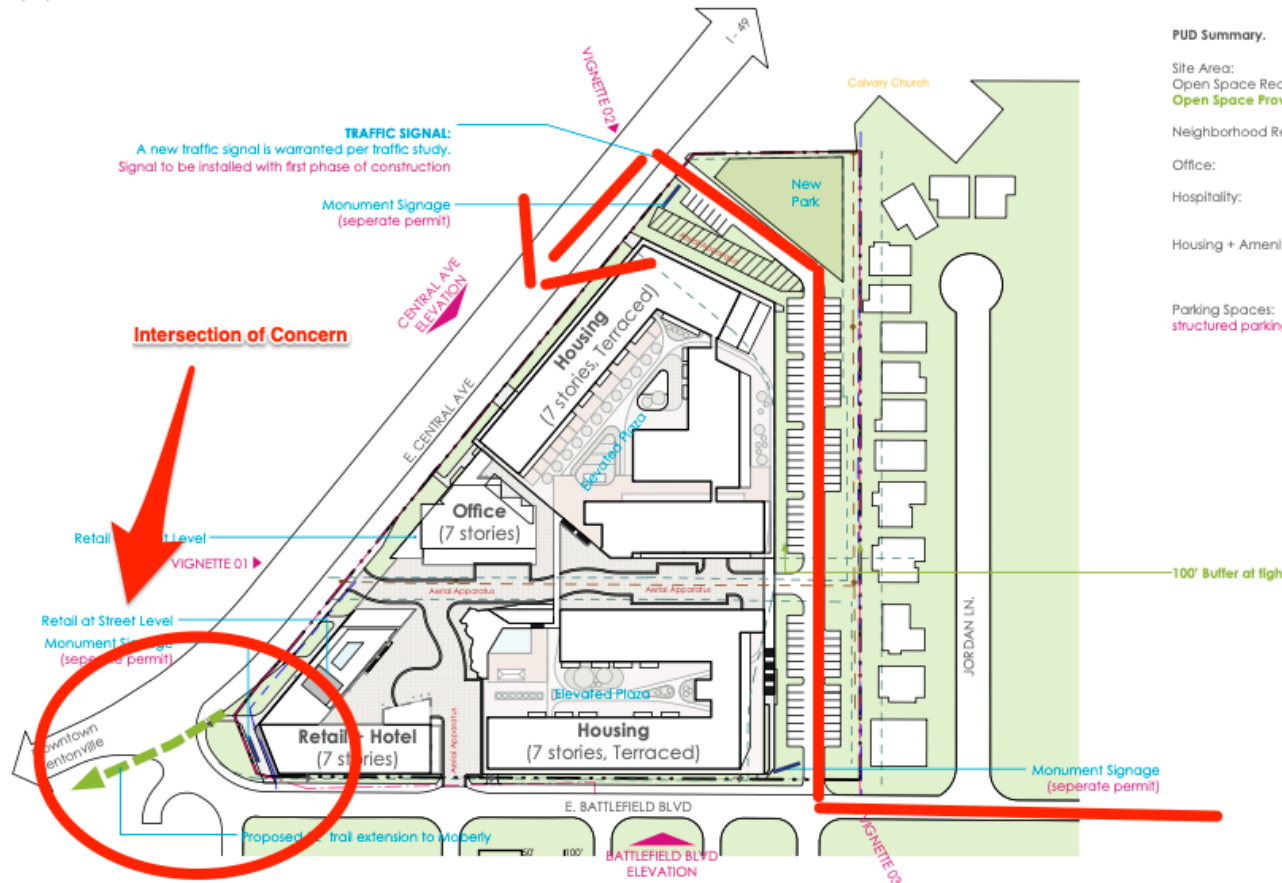


Figure 2 - Memorandum re. Prohibited left from Battlefield onto Central Avenue

	MEMORANDUM	April 9, 2025
TO:	Uncommon Developers	
FROM:	Nathan Becknell, P.E., PTOE, PTP	
SUBJECT:	Battlefield Mixed-Use Development Traffic Review – Site Change	
LOCATION:	E Central Avenue and E Battlefield Boulevard Bentonville, Arkansas	



INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) prepared a Traffic Impact Analysis (TIA) for the Battlefield Mixed-Use Development on March 12, 2023. Since that TIA was submitted the site map has changed as shown in **Figure 1**. The site map from the 2023 TIA is shown in **Figure 2**.

CONSIDERATIONS

The two site maps show the same uses and locations on the site as well as the same access and traffic circulation routes. The proposed eastbound one-way restriction for Battlefield Boulevard is no longer shown. The change from one-way to two-way would provide an additional, less desirable, route for traffic and represents a less conservative plan for traffic impacts. Levels-of-service would be expected to improve at the nearby proposed signalized intersection as a result of the introduction of an additional route. Prohibited left for Battlefield Boulevard at its intersection with Central Avenue may be considered.

SUMMARY

The traffic impact analysis from March 12, 2023 is pertinent for the most recent site map and may be considered current.

Figure 3 - Statement re. Intended Use of Eastern Lane of Property



479.455.5577
modusstudio.com
15 n. church ave. #102
fayetteville, ar 72701
contact@modusstudio.com

PUD22-0002 - REVISED CONCEPT PLAN

Tyler,

Thank you for continuing to work with us on the Central + Battlefield project so we can move this project forward. Per our ongoing discussions, we have submitted a revised concept plan for the project to revert the design to the originally approved Planning Commission submission regarding the eastern portion of the property. The eastern portion is shown as a private drive with surface parking and a traffic signal at the intersection of our northeastern curb cut at Central Avenue.

Our understanding of this process is to revisit this with the Planning Commission and then back to City Council.

Thank you for your time.


Chris Baribeau
modus studio



Review of the Enhanced Review Criteria for the Future Land Use alignment policy

PC Date: 5/20/2025

Staff Report Details

Project Number	(FLUM)
Applicant / Current Owner	
Site Area	
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

Some possible discussion items for a revised "Enhanced Review Criteria"

1. If the rezone in question is on the boundary of a place type, a criteria could be to consider matching the zone on the other side,
2. If there is transit, a four-lane road or trail proximate to pick up the additional mobility needs
3. If there are jobs proximate
4. If there is vacant land adjacent (the rezone in question is setting the stage for future development)
5. If the development pattern in the area is consistent with the rezone request
6. If there are goals in the comprehensive plan that are further advanced by the proposed rezone application.

Relationship to the Community Plan

Public Comment
Has Staff received Public Comment at the time of this report? : <u>No</u>

Analysis / Waivers

Conclusion

Additional Details

Draft Language for the Unified Development Code

(f) Review Criteria

- (1) Standard Review Criteria (SR). For districts labeled “SR” in [Table 2.03.A](#), the proposed district must:
 - a. In the case of Transect Districts:
 1. Establish an orderly transition of intensity from the center to the edge of the place type; and
 2. Be within one transect degree of the zoning of adjacent properties, except where:
 - i. Significant natural barriers separate properties;
 - ii. A street classified as a major arterial separates the sites; or
 - iii. The subject property is less than 600 feet deep, abuts an arterial, and is proposed for T5.1 or T5.2.
 - b. In the case of Special Purpose Districts:
 1. Be supported by adequate infrastructure; and
 2. Demonstrate that the current zoning is unlikely to result in appropriate development.
 - c. If the request applies to a site larger than 40 acres, the proposed zoning mix must comply with [Table 3.05.C Zoning Mix for subdivisions over 40 acres](#).
- (2) Enhanced Review Criteria (ER). For districts labeled “ER” in [Table 2.03.A](#), the proposed district must meet the applicable Standard Review Criteria above and:
 - a. For Transect Districts:
 1. Demonstrate necessity for achieving the intended place type.
 - b. For Special Purpose Districts:
 1. Demonstrate that allowed development will have less impact than any Standard Review district allowed in the same place type; and
 2. Show that the district better protects the public health, safety, and welfare; or
 3. Demonstrate regional significance or unique use that cannot be accommodated in any Standard Review district, with documented mitigation of public impact.



Scope Towers, LLC

1703 SE J ST

PC Date: 5/20/2025

Staff Report Details

Project Number	RZ25-0020
Applicant / Current Owner	Scope Towers LLC
Site Area	+/- [4.72] Acres
Current Zoning	R-1, Low-Density Single-Family Residential & A-1, Agriculture
Requested Zoning	C-3, Mixed-Use Commercial
Current Future Land Use Map Designation	Urban Corridor
Requested Future Land Use Map Designation	N/A
Development Type / Use	Mixed-Use
Related projects	

Property Description

This item was tabled at the May 6th Planning Commission meeting to allow time for a deeper review of state law regarding the sale of tobacco and similar products near school property. Note: The City of Bentonville currently does not have any ordinances prohibiting the sale of tobacco products near school or public property.

The subject property is located at 1703 SE J ST. The property is presently zoned R-1, Low Density Single Family Residential, and A-1, Agriculture with a current Future Land Use designation of Urban Corridor. The property has direct access to SE J ST. Surrounding zoning districts include R-1, Low Density Single Family Residential to the north and east; R-O, Residential Office to the north; A-1 Agriculture to the north, south, and west; C-2, General Commercial further to the north along SE J ST; R-3, Medium-High Density Multi-Family Residential further to the south along SE J ST; and C-3, Mixed-Use Commercial further to the south along SE J ST.

Project Details

The applicant has requested a rezoning of the property from R-1, Low Density Single Family Residential and A-1, Agriculture to C-3, Mixed-Use Commercial. The applicant states in their narrative they would like

Project Details

to rezone in preparation for a Mixed-Use Development, which would include 3-story apartment buildings as well as a 3-story commercial building. The applicant is requesting a zoning type that is considered Standard Review according to the Future Land Use Map and Zoning Districts Alignment Policy.

Relationship to the Community Plan

The property is presently designated as Urban Corridor and is adjacent to Walkable Neighborhood to the east, Suburban Neighborhood to the north, and Other Civic and Institutional to the west and south. Neighborhood Urban is located further to the southwest of the property.

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.

This zoning request aligns with the Future Land Use Map, recommending C-3, Mixed-Use Commercial as an appropriate place type with a Standard Review.

Public Comment

Has Staff received Public Comment at the time of this report? : **Yes**

Analysis / Waivers

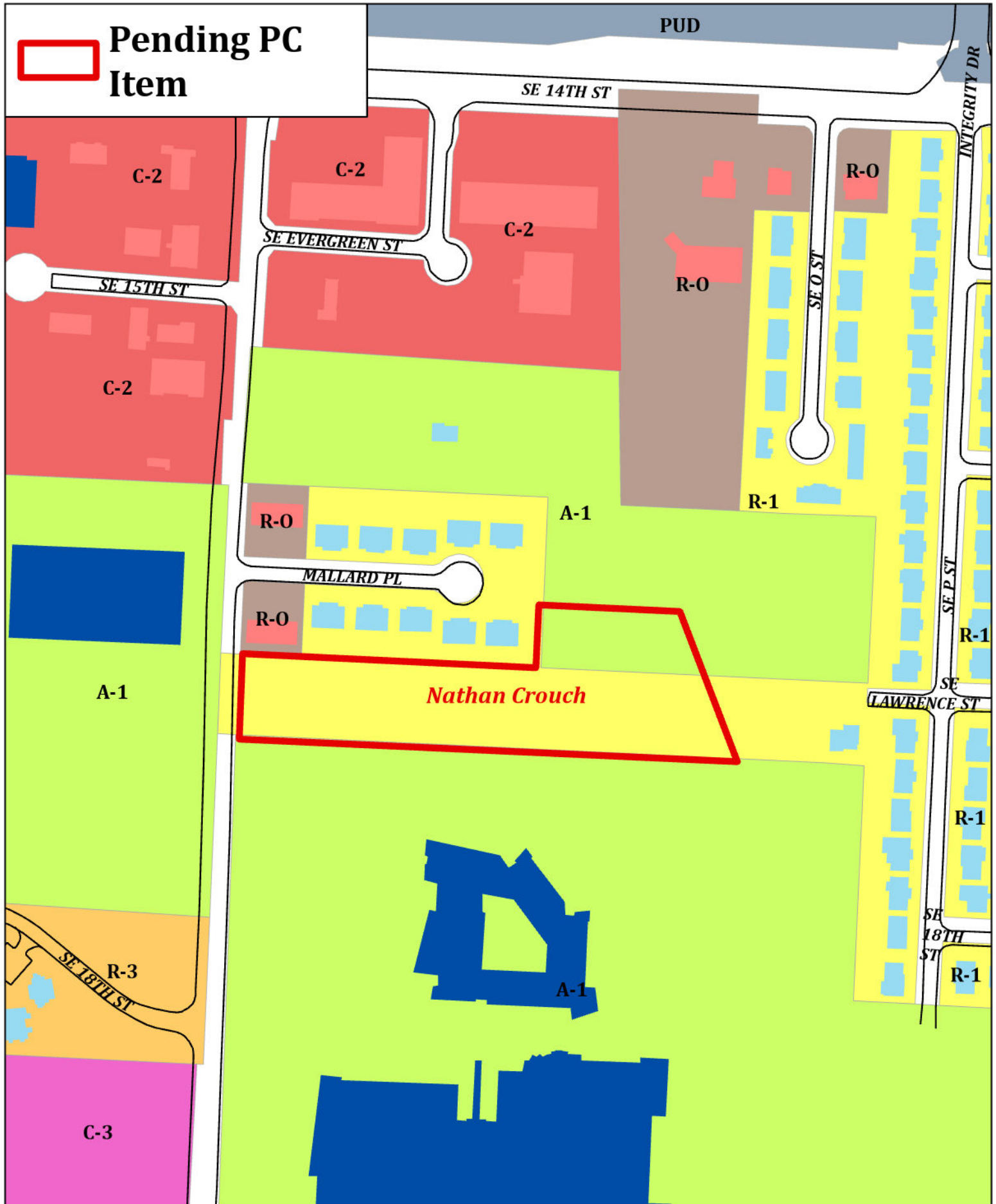
The subject property is surrounded by Walkable Neighborhood to the east, Suburban Neighborhood to the north, and Other Civic and Institutional to the west and south. Neighborhood Urban is located further to the southwest of the property. Moreover, the land use and zoning requests support the goals of the Bentonville Community Plan in supporting higher density and more housing units.

Conclusion

Given this property's location within Urban Corridor land use and a mix of commercial and residential zoning districts, as well as aligning with the Bentonville Community Plan, staff recommends approval of this request.

Additional Details

 Pending PC Item



RZ25-0020
Nathan Crouch
1703 SE J ST



April 24, 2025

To: City of Bentonville Planning Commission and City Council

RE: J-Street Mixed Use – rezoning request

Planning Commission and City Council members,

On behalf of the developer, Scope Towers, LLC, McClelland Consulting Engineers requests rezoning approval of 1703 SE J St, Bentonville, Ar., a 4.72 acre parcel (APN: 01-20429-000), in preparation for a mixed-use development. The subject property is east of the Bentonville High School football field, and north of Bentonville High School, off SE J St.

Traffic from the proposed development will primarily be driven by the proposed apartment complex and commercial space. By the property being near the Razorback Greenway, the development will be promoting pedestrian and bicycle access for both tenants and workers to be able to come and go from the site, beyond the typical use of a motorized vehicle. To discourage putting additional traffic onto SE J Street, parking would be kept to the City's minimum requirements for parking stalls.

Any proposed signage will be designed to meet the planning design standards set by the City of Bentonville.

The property has a mix of wooded area, cleared lawn area, and an agricultural pond in the rear.

There is adequate water to serve the subject property; an existing 12" water main runs along the western property line (parallel to SE J Street), and there is an existing 8" sewer main located onsite.

Requested zoning: C-3 (Mixed-Use Commercial)

Current zoning:

01-20429-000: R-1 & A-1

2025 Land Use Plan

The City's Future Land Use Map and Zoning Districts Alignment Policy indicates this parcel as Urban Corridor. Rezoning this Urban Corridor parcel, from R-1 & A-1, to C-3, will receive Standard Review. The land is currently vacant, and has been for at least the past 5 years, according to Google Earth imagery.

Bordered by Bentonville High School on two sides (south & west), a small mixed-use development to the north with both commercial and residential spaces, and a creek and a subdivision to the east, this rezoning request is in preparation for a mixed-use development, comprised of 3-story apartment buildings, and commercial space with associated parking.

Addressing consistency with the City's Community Plan, we have evaluated five (5) factors:

1. Thoughtful Growth-

Prioritizing development of vacant or underutilized properties within the already developed areas of the City, served by existing utility infrastructure and existing transportation systems, support enhanced walkability and mobility, and provide proximity to goods, service, and activities.

The subject property is un-developed, yet it is accessed by a 5-lane arterial roadway with sidewalks on both sides, it is adjacent to Bentonville High School, and it has access to existing utilities.

2. Robust Economy-

Quality of life factors such as providing an attractive and well-maintained community, availability of a variety of quality housing options, high levels of public safety, efficient and reliable multimodal transportation opportunities, and smoothly running essential infrastructure.

The proposed development proposes 3-story apartment buildings as well as a 3-story commercial building, associated parking and stormwater improvements. In an area with so many single family residences, this development provides variety in quality housing options. And with an adjacent arterial roadway, opportunity for reliable multimodal transportation exists and can easily be made available to this specific development.

3. Welcoming and Diverse-

The community's cultural amenities, recreation, housing, and educational offerings will be among the first components to respond in order to better accommodate the city's increasingly diverse population.

Additional multi-family housing adjacent to the High School can be instrumental in better accommodating the city's increasingly diverse population.

4. The Bentonville Experience-

Redevelopment near the Downtown and new neighborhoods throughout the community provide a safe and attractive range of options for families.

The subject property is not located at the edge of the City, it is closer to downtown, and provides additional multi-family housing in an area where mostly single-family housing exists.

5. A Great Place to plant roots-

Provide entry level housing options, shopping, employment, and education options.

Providing a housing community that citizens are proud of, and will become invested, long-term citizens of Bentonville. Commercial opportunity and the associated jobs will be developed. And the adjacency to Bentonville High School addresses the education option.

Impact foreseen in the Future Land Use Map-

The zoning district is consistent with the characteristics of the Place Type and conforms to the Future Land Use Map. This proposed development should be viewed as Appropriate for the proposed zoning district, and receive Standard Review.

Please let me know if you have any questions.

Sincerely,

McClelland Consulting Engineers, Inc.



Nathan Crouch, Project Coordinator
MCE-Fayetteville
(479) 443.2377
ncrouch@mce.us.com

✓ City of Bentonville Rezone Application Review Checklist

Please check all applicable boxes:

📄 Consistency with Planning Documents

Designate the Future Land Use Map Alignment Policy Review Category

[Res-No-02-11-25M Future-Land-Use-Map-and-Zoning-Alignment-Policy](#)

- ☒ Standard Review (SR)
- ☐ Enhance Review (ER)
- ☐ Neither SR nor ER (Staff Recommends denial)

- **Consistency with the vision of the Community Plan**

(Is the request supported by the vision and guiding principles of the Community Plan?)

bentonvillear.com/DocumentCenter/View/18161/Bentonville-Community-Plan-As-Amended-2025?bidId=

- ☒ Thoughtful Growth (p.38)
 - Infill Development
 - Existing Infrastructure
- ☒ Robust Economy (p.39)
 - Providing a variety of housing options
 - Access to high quality parks, recreation, schools, and multi-modal transportation opportunities.
- ☒ Welcoming and Diverse (p.39)
 - Welcoming to all
 - Provides a sense of community
- ☒ The Bentonville Experience (p.40)
 - Redevelopment near downtown
 - Providing a variety of housing options
 - New neighborhoods throughout the community
 - Transportation system that supports motorists, cyclists and pedestrians
- ☒ A Great Place to plant Roots (p.40)
 - Housing Options for market entry level
 - The ability to age in place
 - Shopping, employment, and education options
 - New neighborhoods throughout the community



 Development Impact, Intensity and location

 Impact foreseen in the Future Land Use Map

(Does the proposed rezoning fit within the place type, i.e. SR?)

☐ **Intensity and Significant Economic Development criteria (for ER)**

- ☐ Is the adjacent zone similar to the requested rezone?
- ☐ Is the proposed rezone near the center of a "Center" or "Corridor" place type?
- ☐ Is the proposed rezone near the edge of a "Neighborhood" place type?
- ☐ Is the proposed rezone necessary to allow economic development of regional significance or a use unique in the region and its impact can be mitigated to preserve the public's health, safety, and welfare.

 Compatibility

 Compatibility with Neighboring Development

(Is the rezone compatible with recent development activity in the surrounding area?)

Name: Nathan Crouch

Date: April 22, 2025

Signature: 

NOTICE OF INTENT TO REZONE

Nathan Crouch, with McClelland Consulting Engineers has requested the Bentonville Planning Commission to set a public hearing date to consider rezoning the following property from

R-1, Low Density Single-Family Residential to C-3, Mixed-Use Commercial

The legal description of the property is as follows:

legal description is attached.

The common description of the property is: 1703 SE J Street

The public hearing will be held May 6, 2025 at 5:00 p.m. It will be held at 305 S.W. "A" Street.

This notification is in response to the requirement that all property owners within 200 feet of said property must be notified. If you wish to express any comments about the requested rezoning, you may respond by the following methods:

1. Attend the public hearing and express your views.
2. Express your opinion in writing to the Planning Commission. You may mail this or deliver it to the City of Bentonville Planning Department, 305 SW A Street, Bentonville, AR 72712.
3. Use the bottom of this form to express your opinion by checking the appropriate box. (This may also be delivered or mailed to the above address.)

For more information, you may call the Planning Department at (479)271-3122.

I/We have received notice of the public hearing for the rezoning of the above described property and:

- ☒ I / we have no objections to the rezoning.
☐ I / we object to the rezoning because: .

Debra Hollman

Signature and Physical Address

16 Turnberry Ln
Plainview, NY 11803

Steven Sadmeier

Signature and Physical Address

16 Turnberry Ln
Plainview, NY 11803

Legal Description taken from WD L2024-58245

Lot 4, Goldmeier Estates Subdivision, Bentonville, Benton County, Arkansas, as shown on Plat record Instrument No. L2022-6593.

