

ORDINANCE NO. 2016-30

AN ORDINANCE AMENDING CHAPTER 15, SUBDIVISION CODE TO ESTABLISH DESIGN STANDARDS FOR THE BENTONVILLE MUNICIPAL AIRPORT

WHEREAS, the City of Bentonville owns and maintains the Bentonville Municipal Airport, Louise M. Thaden Field; and,

WHEREAS, the City of Bentonville desires to improve the quality and compatibility of municipal airport development and to enhance airport safety;

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

Section 1: That the Bentonville Municipal Code, Chapter 15, Subdivision Code, Article 1100 Design Standards, Sec. 1100.13 (C) Exemptions, should be and the same is hereby amended by adding the following:

“Development that is subject to the design standards for the Bentonville Municipal Airport, which have specific site and architectural design standards.”

Section 2: That the Bentonville Municipal Code, Chapter 15, Subdivision Code, Article 1400 Landscaping, Screening and Buffering, Sec. 1400.3 Exemptions, should be and the same is hereby amended by adding the following:

***D. Municipal Airport.** Development subject to the design standards for the Bentonville Municipal Airport, which have specific landscape design standards, shall be exempt.*

Section 3: That the Bentonville Municipal Code, Chapter 15, Subdivision Code, Article 1100 Design Standards should be and the same is hereby amended with the following “Attachment A”, an electronic copy and a paper copy of which are on file with the City Clerk, and which is hereby adopted by reference as though it were copied herein fully.

Section 4: This Ordinance shall be in full force and effect 30 days from the date of its passage and approval.

PASSED and APPROVED this 9th day of Feb 2016.

APPROVED:



Mayor Bob McCaslin



ATTEST:



City Clerk

ATTACHMENT A
DESIGN STANDARDS FOR THE BENTONVILLE MUNICIPAL AIRPORT

SEC. 1100. 17DESIGN STANDARDS FOR THE BENTONVILLE MUNICIPAL AIRPORT

- A. Purpose and Intent.** The design standards in this section are intended to implement the city's vision for development on the property of the Bentonville Municipal Airport - Louise M. Thaden Field. The intent of these standards is to improve the overall quality and compatibility of municipal airport development and to enhance airport safety with these guiding principles:
- a. Development and land use must have a strong emphasis on aviation related activities;
 - b. Development and design must emphasize safe movement of aircraft for hangar ingress and egress;
 - c. Development should be located to achieve maximum efficiency of land utilization; and
 - d. Structures and buildings should be clustered with a common appearance using compatible and complimentary design principles.
- B. Applicability.** The provisions of this section shall apply to all large scale developments proposed within the property limits of the Bentonville Municipal Airport – Louis M. Thaden Field.
- C. Exemptions.** These regulations are not applicable to:
- a. Interior construction that does not affect the exterior appearance of buildings; and,
 - b. Exterior repairs or replacements that do not change the original appearance or material of the building.
- D. Review Process.** All applicants must have a pre-application conference with the Airport Advisory Board. Applicants must provide preliminary drawings and concepts sufficient for informal review and discussion. Following the pre-application conference, the applicant may submit an application for Large Scale Developments to the Planning Department and the Airport Advisory Board. The standards in this section shall be applied in the normal review process for large scale developments and shall be approved by the Planning Commission and the Airport Advisory Board.
- E. Building Design.**
- 1. **Compatibility.** All airport buildings and structures shall be designed in a manner compatible with the materials, color, scale, size, proportion, and massing of other structures in the surrounding vicinity. Buildings and structures that directly face SW I Street must provide at least one common element of color or material among all other structures that face SW I Street.

2. **Building Frame.** The frame of the building or structure must be steel, and must meet current Building Code and the minimum standards of the Arkansas State Department of Aeronautics, whichever is more restrictive.
3. **Building Heights.** All buildings and structures shall comply with the maximum height regulation(s) established by FAA standards for regulating airspace in the vicinity of runways and the City of Bentonville zoning regulations for the Municipal Airport District.
4. **Roofs.** Roof pitch of individual or multi-unit hangar buildings shall be a minimum of 2:12 slope (rise/run) up to a maximum of 4:12 slope. Roof shape must be either gable, round, shed or Quonset. The Planning Commission may consider any request to vary a roof pitch from these standards.
5. **Building Size and Shape.** All hangars shall be a minimum of 2,500 square feet per unit. All building and structure footprints must be square or rectangular for maximum space efficiency. All buildings and structures must have vertical walls. Buildings and structures must be consistent in size to preserve sight lines of the airfield from SW "I" street.
6. **Doors.** Doors must be metal and produced by an aviation door manufacturer. Overhead doors are prohibited in facades fronting SW "I" street.
7. **Exterior Materials.** The front, rear, and sides of all buildings and structures shall be constructed with materials approved by the City of Bentonville. Builders are encouraged to use sustainable materials, when possible.
 - a. *Generally:* With the exception of facades facing SW I Street and SW Aviation Street, which are subject to specific requirements in this section, materials may include metal, masonry, aluminum, glass, concrete, hardiboard, translucent panels, synthetic stucco, and steel or a combination thereof. Building glazing shall not cause glare or reflectors that will interfere with airport operations or ground circulation. If synthetic stucco is used on any side of the building, the maximum allowable coverage for that side is 10% and cannot be used below four (4) feet above base of the building or structure. Metal exterior siding must be a minimum of 26 gauge.
 - b. *Facades fronting SW I Street:* Use of a metal material on the façade facing SW I Street may not exceed 25% of the of the wall area facing SW I Street.
 - c. *Facades facing SW Aviation Street:* Use of a metal material on the façade facing SW Aviation Street may not exceed 80% of the wall area facing SW Aviation Street.
 - d. *Compatibility.* The architectural design and style of a building shall be carried throughout the building and shall match on all sides of the building.
8. **Exterior Colors.** Exterior colors shall utilize primarily muted, neutral, or earth tone colors. Builders must choose from a set of four (4) pre-approved color palettes, which will be made available to all prospective builders. The selected color palette shall be provided with all plan submittals.
9. **Floors.** All hangar floors must be constructed with finished concrete that is impermeable to water seepage.

10. Insulation. For all fully enclosed T and Box hangars, interior insulation is required, including hangar doors when applicable.

F. Utility and Mechanical Equipment Screening. All exterior mechanical equipment must be screened from view from SW I Street.

G. Site Planning

- a. Setbacks.** The Owner will determine setback distances for construction based on FAA regulations, airport layout plan and other airport regulations that may be enacted from time to time. No part or portion of any building shall be erected, constructed, or extended into any setback area. No building construction equipment or materials shall be staged, placed, or operated in a manner that impedes the movement of aircraft along taxi lanes or taxiways.
- b. Parking.** Parking spaces may be constructed at Builder's discretion and must be included in the leased ground area.. Parking spaces shall not be placed on the active side of hangar where aircraft movement could be compromised. Parking areas must be developed with a dust proof/all-weather surface.
- c. Landscaping.** Builders will be responsible for the planting trees or contributing to a common landscape fund to be used in further development, based on these standards:
 - a. If building is adjacent to SW I Street, no trees or fees are required.
 - b. If building is not adjacent to SW I Street, trees or equivalent fees are required at 1 tree per 15 feet of building length, measured north/south. Each tree shall be valued at \$350.00.
- d. Barriers to entry.** A "barrier to entry" shall be constructed with each project to provide separation between aircraft movement areas and other areas of airport property. Barriers will be designed on a case by case basis. A fee in lieu of the barrier may be approved for special circumstances in which constructing the barrier is not practical during the building project.