



EXISTING CONDITIONS

Bryant is a small, but rapidly growing city in Saline County, Arkansas. Located 15 miles southwest of downtown Little Rock, the City has witnessed a high level of growth as an attractive bedroom suburb for Arkansas' capital city.

Incorporated in 1892, Bryant was originally a sawmill town, home to 132 residents, a general store, and a few small businesses. Due to large natural deposits of aluminum ore, Saline County's economy prospered, especially with the increased demand for aluminum products during World War II. Two major aluminum ore mining corporations settled in Saline County, but their economic success did not have a significant effect on Bryant's economy. Thus Bryant never had the wealth to develop a discernible commercial downtown.*

Today, the aluminum corporations are all but gone, yet Bryant has become one of the fastest-growing cities in Arkansas. This growth

however, has been manifested in the form of strip malls, big box shopping centers, and low density residential subdivisions.

While Bryant is still largely comprised of low-density rural development and significant open space, the current regulatory environment is producing a disjointed set of bedroom communities with little common space and few civic amenities. Accordingly, Bryant's residents are largely required to use automobiles to access their daily needs, places of employment, and social activities.

As an alternative to these suburban growth patterns, Midtown will offer a compact, walkable, mixed-use environment. The Plan, with its market square and government square areas, provides the community with a new town center, effectively fulfilling Bryant's need for the common gathering place it currently lacks. The realization of this plan will provide a variety of services, amenities, and housing opportunities for all residents within the greater Bryant community.

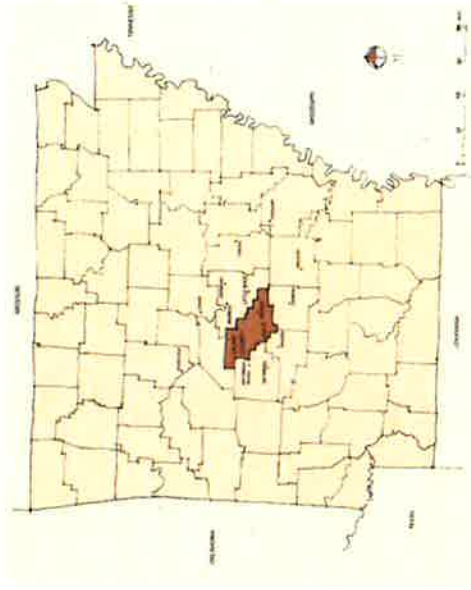
* Information adapted from the Saline County History and Heritage Society.





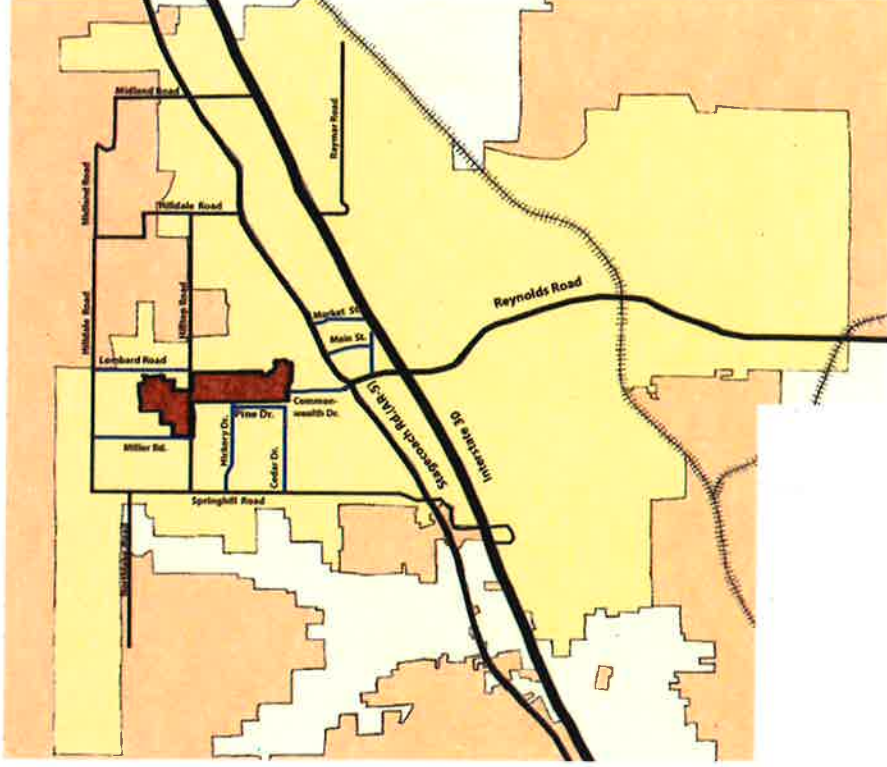
THE STATE OF ARKANSAS

The City of Bryant is located in the state of Arkansas. Arkansas is bordered by Mississippi, Louisiana, Texas, Oklahoma, Missouri and Tennessee. Bryant is located 15 miles southwest of Little Rock, the state capital.



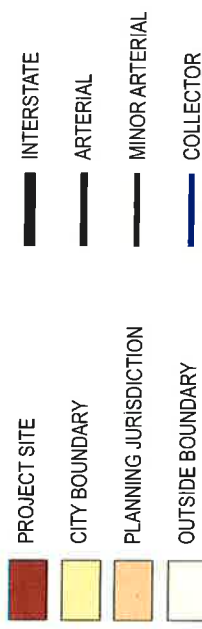
SALINE COUNTY

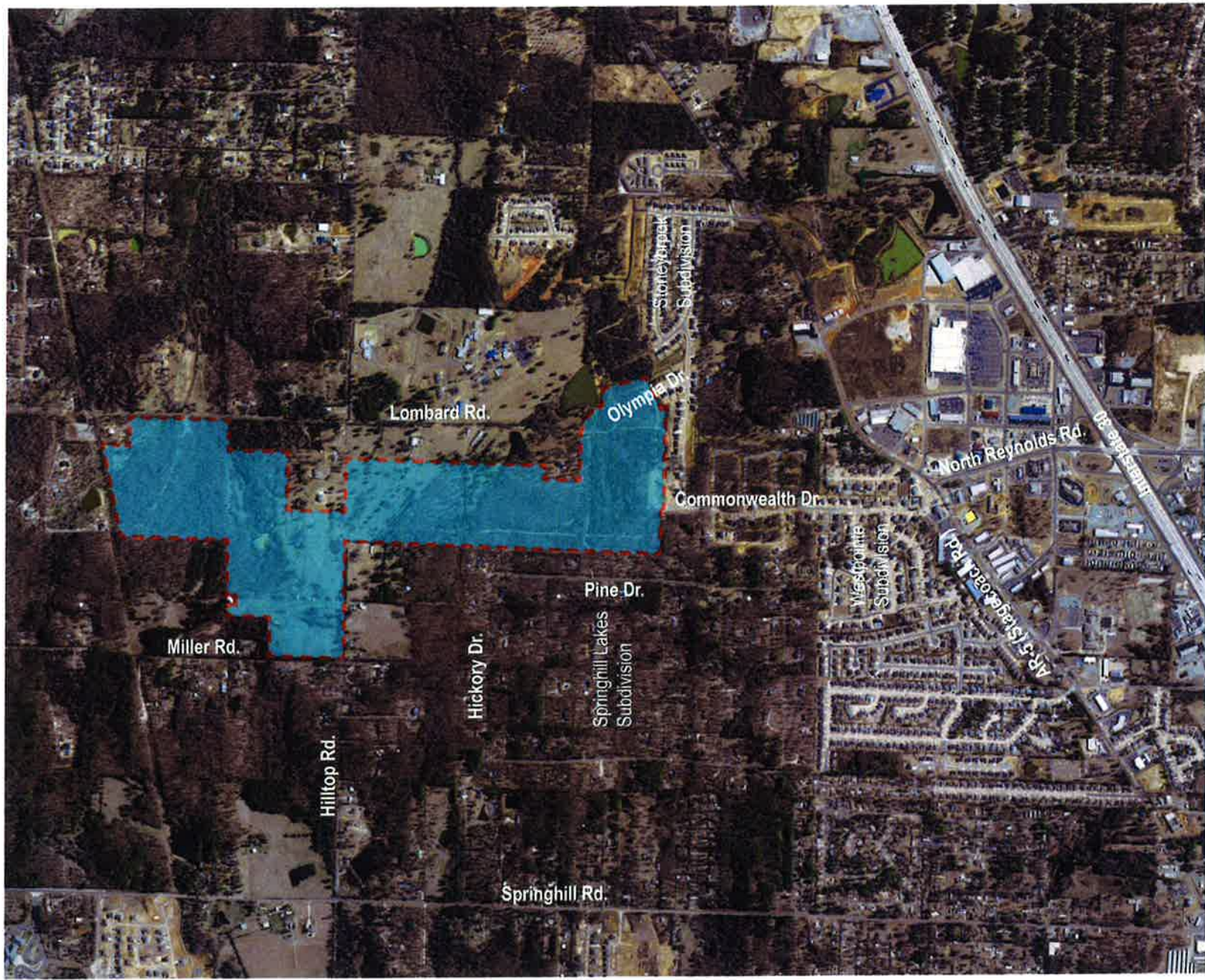
Bryant is located in Saline County. The county seat is Benton. Other notable cities in the county include Bauxite and Haskell.



THE CITY OF BRYANT

Bryant is located along Interstate 30, southwest of Little Rock. The Midtown project site is located one quarter mile north of the Interstate 30/Reynolds Road interchange. Residential neighborhoods border the proposed development site on the south, east, and west. Currently, 80% of the site boundary is bordered by existing suburban development, making it a good location for infill development.





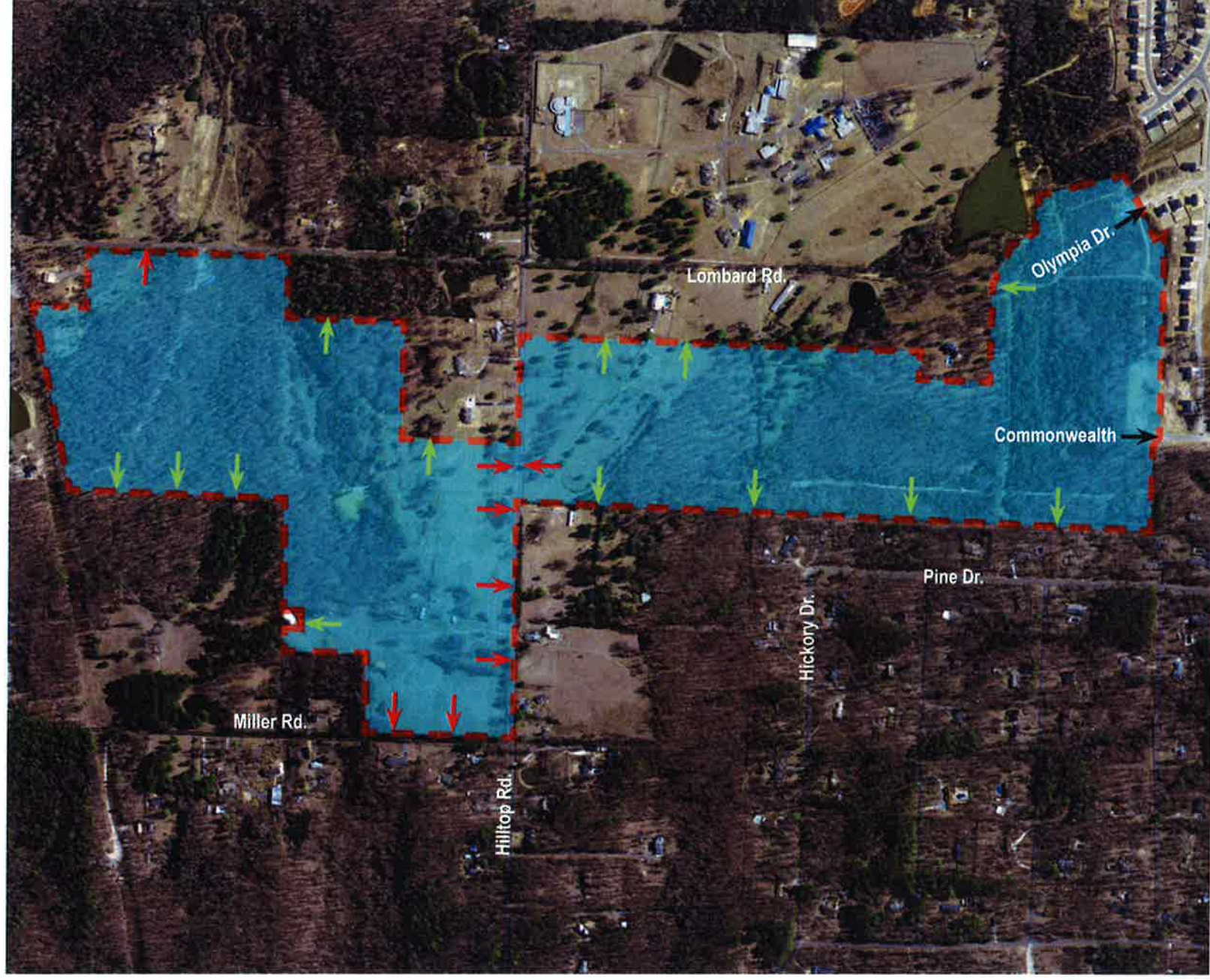
SITE BOUNDARY



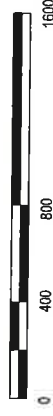
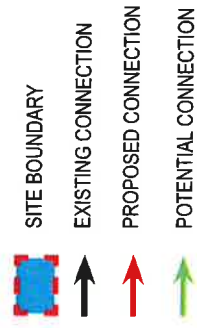
SITE EXTENTS

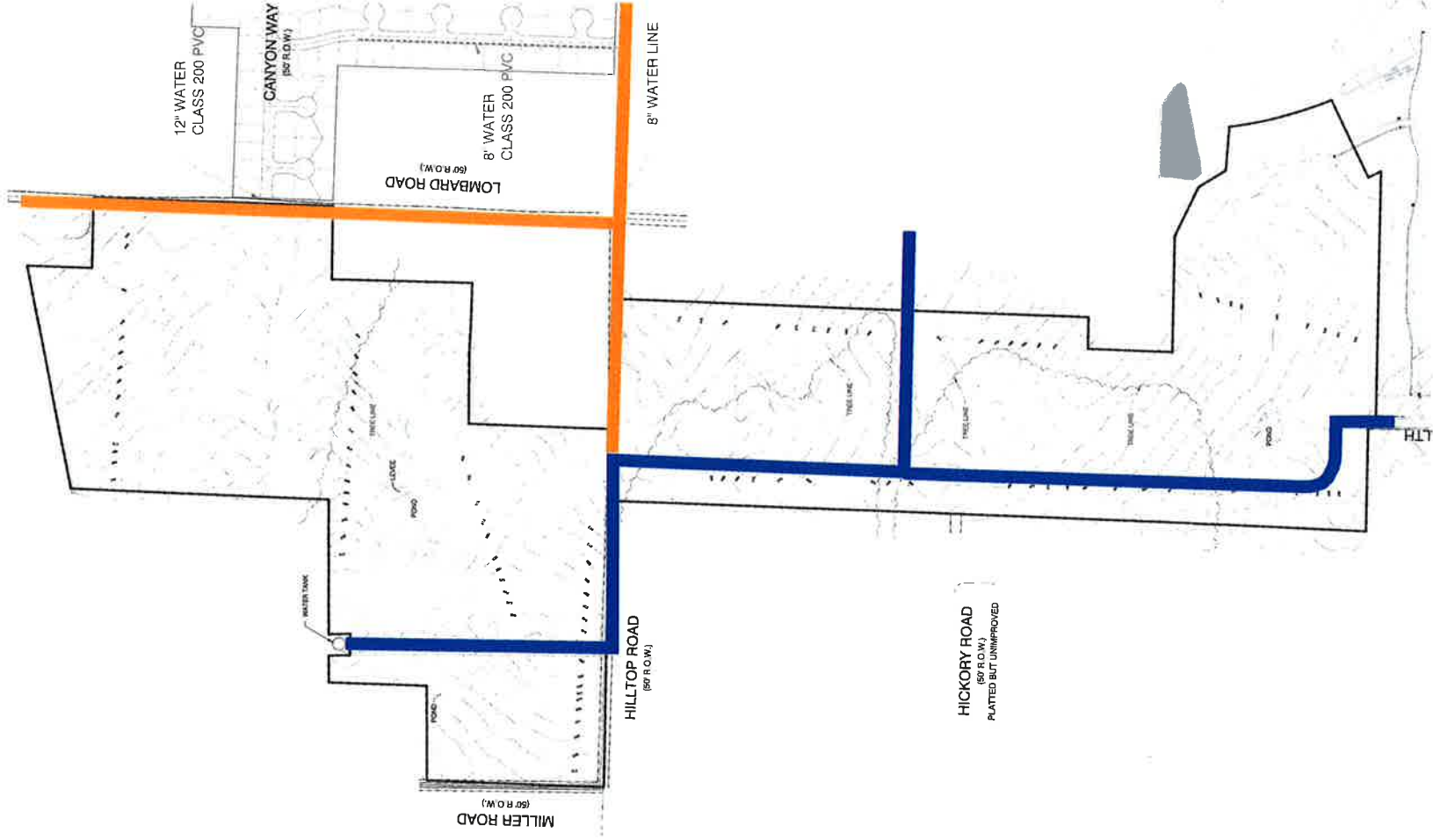


Commercial activity and residential growth in the City of Bryant is focused around the Interstate 30/Reynolds Road interchange, and along Arkansas State Highway 5. The Midtown project site is located north of this existing commercial core. Hilltop Road bisects the site. Hilltop Road is expected to become a more significant thoroughfare in the future as the city continues to develop northward. Midtown will feature convenient access to Interstate 30 via Commonwealth Avenue and North Reynolds Road. Due to its ideal location, the Midtown project will be able to capitalize on Bryant's strong growth and use a more sustainable pattern of development.

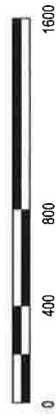
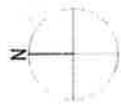


Two vehicular connections to the existing street network at the southern end of the project site are envisioned. Additionally, Hilltop Road bisects the property, and Miller and Lombard Roads also abut the site. Street connectivity within and between Bryant's neighborhoods is encouraged by the City's Comprehensive Plan. As the site is built out, and growth continues along its edges, several additional connections to the surrounding street fabric may become desirable. Future possible connections have therefore been considered in the overall design of the project. These connections may be either vehicular or pedestrian-only, as deemed appropriate.

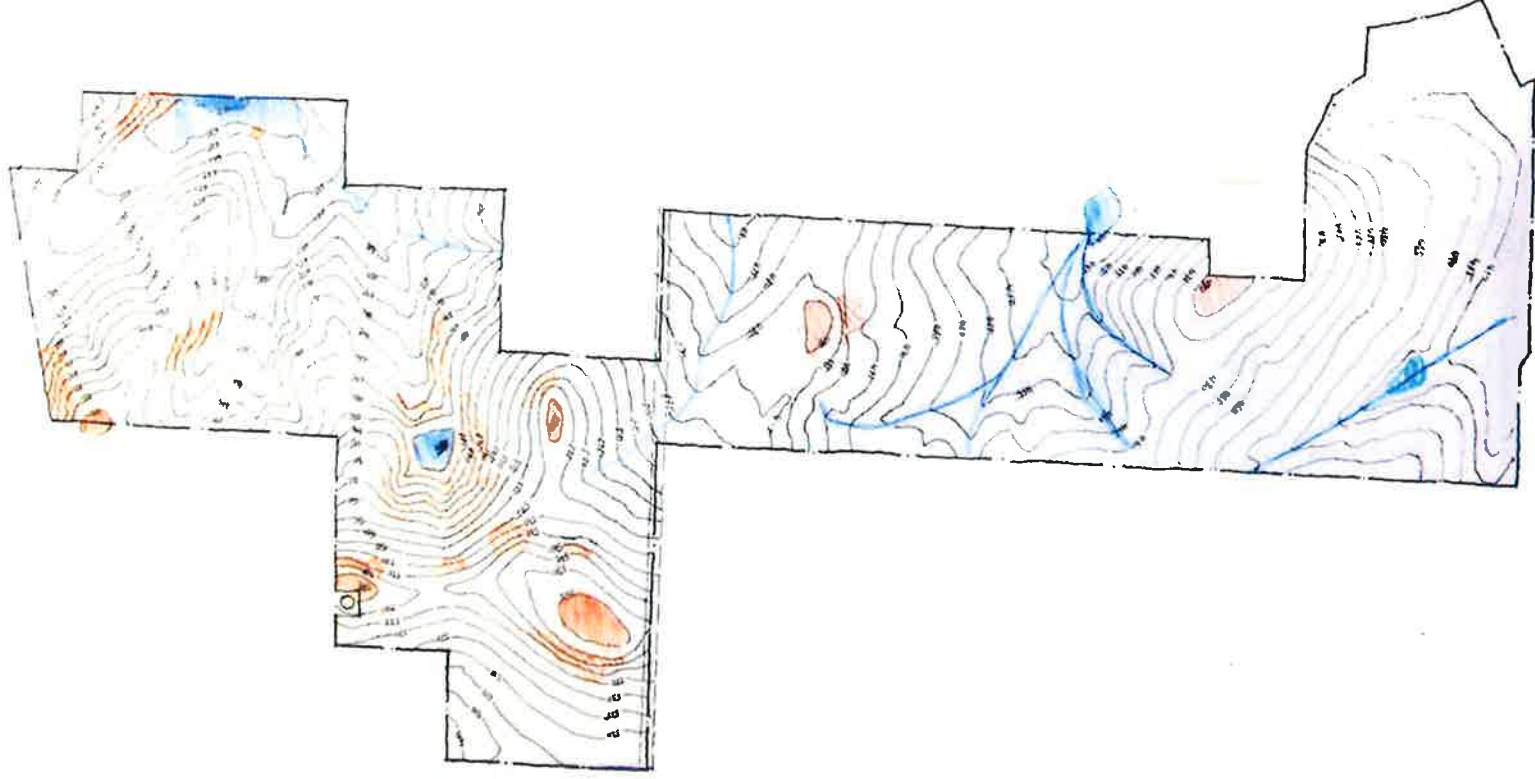




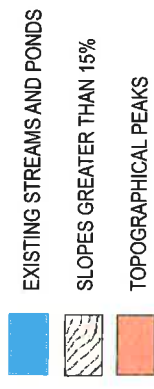
- EXISTING UTILITY EASEMENT
- EXISTING 12" WATER MAIN

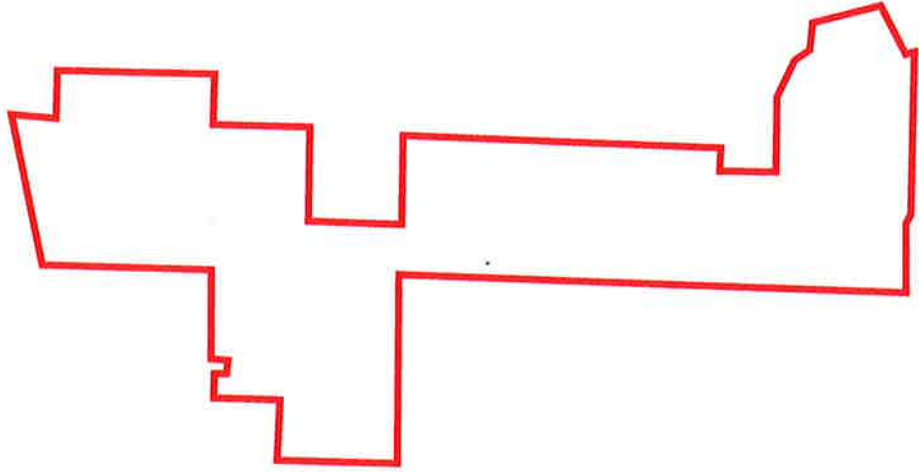


In general, the topography rises in elevation from the southern to northern part of the site. The rise occurs over a series of gently rolling hills that create natural stormwater drainage areas corresponding to the topography. The existing utility easement on the site will be incorporated into the thoroughfare rights-of-way within the proposed masterplan.

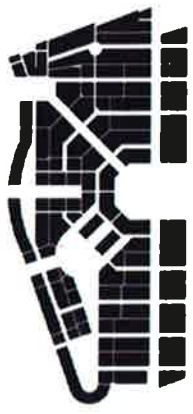


This topographical study depicts the location of all existing low lying, wet areas on the site, as well as areas with slopes that exceed a 15% grade. Streams and ponds naturally manage much of the stormwater run-off on the site. The areas with slopes that exceed 15% have been incorporated into the Midtown masterplan as special places, designated for public uses such as parks, greens and squares. From the highest point of the site, north of Hilltop Road, one can glimpse a view of the downtown Little Rock skyline. The masterplan capitalizes on this dramatic view corridor, and a site at the highpoint will be reserved for a future church facility or other civic function.

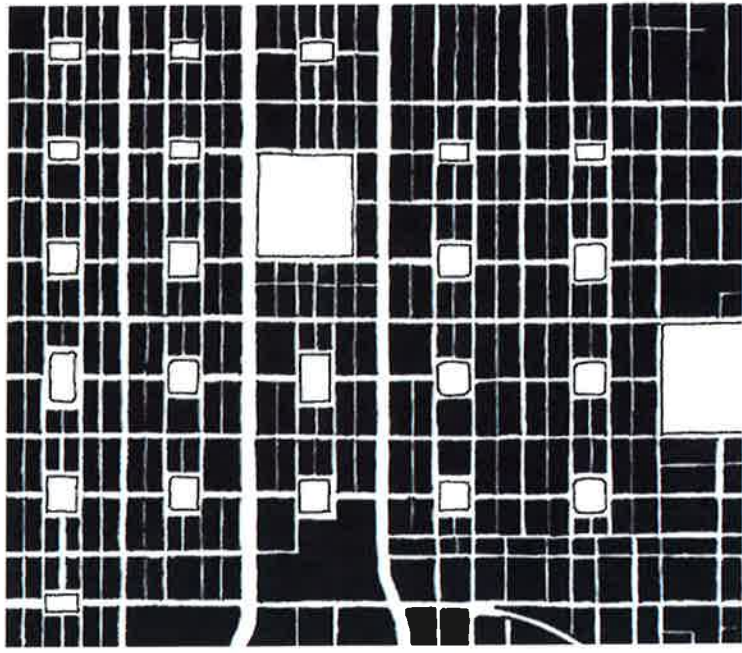




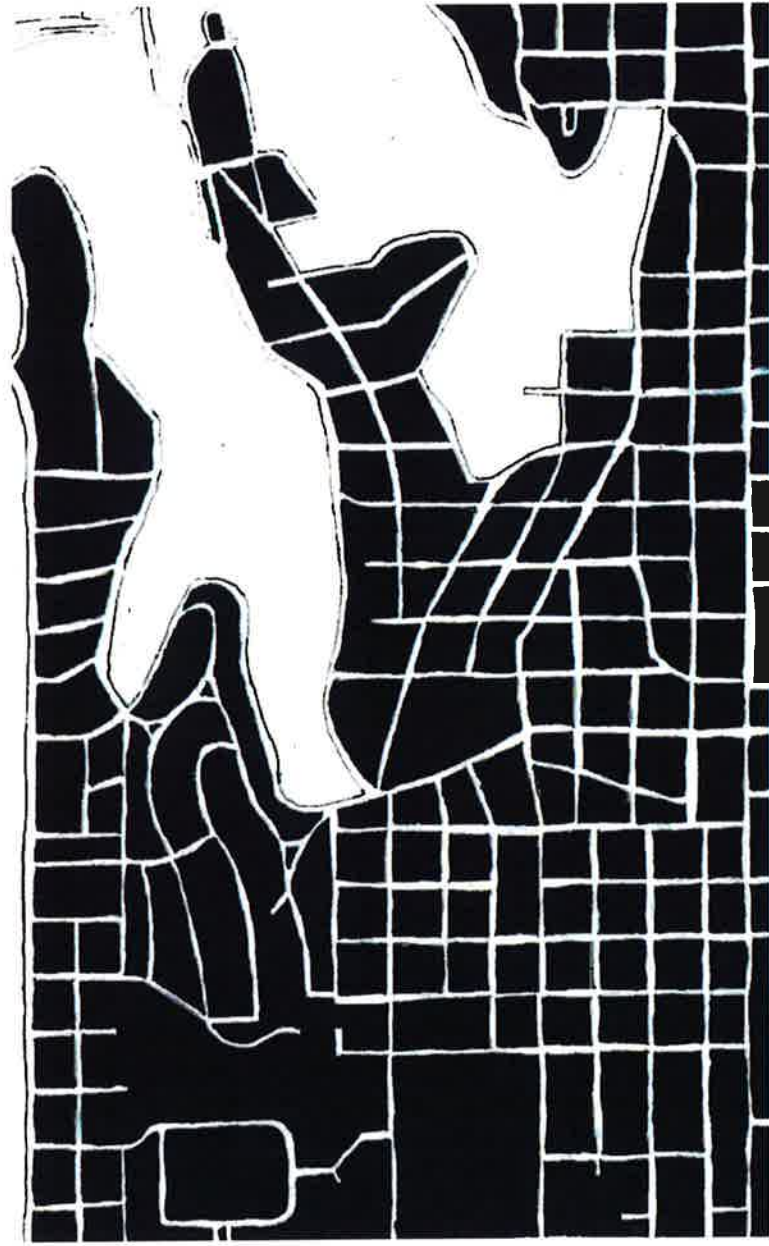
MIDTOWN, BRYANT, ARKANSAS



SEASIDE, FLORIDA



SAVANNAH, GEORGIA



HILLCREST NEIGHBORHOOD, LITTLE ROCK, ARKANSAS



RESIDENTIAL

The City of Bryant is witnessing unprecedented residential and commercial development because of its excellent school system, easy access to Interstate 30, and close proximity to Little Rock. The majority of growth is in the form of big-box retail stores, fast-food restaurants, and conventional residential subdivisions. As a result, Bryant has a lack of coherent civic space, neighborhood structure, and opportunities for those seeking a lifestyle of higher pedestrian quality. Midtown will provide an alternative to the auto-oriented patterns of suburban growth, and will offer a more sustainable model for future development within the City of Bryant.



Above: A house nears completion in one of Bryant's new subdivisions.

Left: A typical house in the Westpointe subdivision. Westpointe is considered one of the most desirable neighborhoods in the City of Bryant.



Left: The Brodrie Creek Subdivision is a pleasant residential neighborhood, but lacks the retail, office, and civic components that are essential to the creation of a walkable community.

COMMERCIAL

Below: North Reynolds Road is designed solely for the automobile, making it a very difficult experience for pedestrians.





COMMERCIAL
Main Street in Bryant, left, is comprised of big-box development and piecemeal strip shopping centers accessible primarily by car. This environment gives little consideration to the pedestrian experience and contradicts the mixed-use vibrancy of traditional main street America.

CIVIC

Bryant's new police and fire station, right, is centrally located, but is hidden behind a retail use off the main arterial and removed from the street by a large parking lot in front of the building. The location does not give the building the visibility that a civic structure deserves.



Right: As a certified LEED Silver building, Bethel Middle School is a great achievement for the City. Due to current development patterns, however, the school is not within easy walking distance for many students.



Photo: www.bryantschools.org

Below: The Bryant Post Office is located along North Reynolds Road, the major north-south arterial in the city. The building's utilitarian appearance does not convey its importance as a civic institution. In addition, its suburban context fails to promote community interaction.





Above: Mature trees flank the site's eastern border.

Right: View of the connection to the Westpointe subdivision, at the southern end of the project site, near the Olympia Drive connection.



Right: The view northeast from Hilltop toward the skyline of downtown Little Rock.



Below: Hilltop view towards the southeast.



From open horse pastures to densely vegetated woods, the Midtown development site features a range of natural conditions. Wherever practical, the rolling topography, viewsheds, and old growth trees have been integrated into the overall master plan.



Above: Hilltop Road runs east-west and bisects the Midtown site. As the city grows northward, it is anticipated that Hilltop Road will be widened to accommodate an increased traffic flow.

Left: Looking north along the existing water main easement, which runs parallel to the western boundary of the southern half of the property.



Left: A manmade detention pond northeast of Hilltop Road.

Below: A small pond along Lombard Road borders the development site on the east.

