

FILE NO.: Z-1002-C

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NAME: Cantrell Tunnel Wash Revised Short-form PCD

LOCATION: 7706/7708 Cantrell Road

DEVELOPER:

Rees Commercial Inc.  
11719 Hinson Road, Suite 130  
Little Rock, AR 72212

OWNER/AUTHORIZED AGENT:

Cantrell Tunnel Wash, LLC/Owner  
John A. Rees/Authorized Agent

SURVEYOR/ENGINEER:

Crafton-Tull  
10825 Financial Parkway, Suite 300  
Little Rock, AR 72211

AREA: 42,689 sq. feet      NUMBER OF LOTS: 1      FT. NEW STREET: 0 LF

WARD: 3      PLANNING DISTRICT: 3      CENSUS TRACT: 49

CURRENT ZONING: PCD, Planned Commercial Development

ALLOWED USES: Tunnel-type car wash with vacuums

PROPOSED ZONING: Revised PCD

PROPOSED USE: Tunnel-type car wash with vacuums

VARIANCE/WAIVERS:

1. Width of bench between retaining walls
2. Retaining wall offsets
3. Manney Road right-of-way dedication
4. Cantrell Road right-of-way dedication

BACKGROUND:

On August 9, 2018, the Planning Commission reviewed a proposal to rezone .84 acres of this site from C-3 to PCD to allow for construction of a tunnel-type car wash. The Board of Directors approved the PCD on September 4, 2018 through the adoption of Ordinance No. 21,620. The developer proposed to remove several existing commercial buildings and to replace them with an 85-foot tunnel wash. The building was located 18.5 feet from the north property line and a minimum of 70 feet from the Cantrell Road right of way. A total of 15 vacuum stations were proposed on the south side of the building. The plan indicated 2 entrance lanes and order boards with an escape lane provided prior to entering the tunnel. The dumpster was shown at the front of the site, outside of the required building setback. Staff recommended the dumpster screening be composed of decorative block material and the gate be constructed of metal material. Dumpster service hours were to be limited to 7 am to 6 pm, Monday through Friday. Signage was approved to be consistent with signage allowed in commercial zones. The vacuum stations were approved to have signage limited to the company name and logo. The carwash was to be open seven days a week from 9 am to 7pm. Access to the site would be controlled by means of a swinging gate that would be closed and locked after business hours. A waiver of additional right of way dedication was approved. The Master Street Plan would typically require right-of-way to 55 feet from centerline. Arkansas Department of Transportation has recently completed a street improvement project for this portion of Cantrell Road and purchased right-of-way to 40 feet from centerline.

A revised proposal was submitted for approval by the Planning Commission and Board of Directors in April 2019. This site plan showed an 80-foot tunnel car wash. The setback from the north property line was unchanged at 18.5-feet and the setback from Cantrell Road was no less than 58-feet. The number of vacuum stations remained at 15 and the location was maintained south of the car wash. Two entry lanes were proposed to the east of the structure with the escape lane immediately before the entrance to the car wash tunnel. The dumpster location was toward the front of the site accessed from the entry drive, but behind the 25-foot front setback line. The hours of operation, sign details, and access controls remained unchanged.

A major change in this proposal from the approved PCD was the removal of the existing residential structure on the east side of the property fronting Manney Road. Removing this house would allow for the elimination of a 15-foot high retaining wall along the east side. The property where the house stood would then be fill-sloped.

This application was withdrawn and not considered by the planning commission.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant requests a revised site plan for a tunnel car was with vacuum stations. This plan would remove all the structures on the site, including the residence. A terraced pair of retaining walls would be constructed on the north and east sides of the property. Raising the grade of the lot area where the house

currently stands would allow for the entry drive to swing to the east and for the dumpster to be moved from the front of the site to a location in the east side of the property, rather than the front. A 6-foot wood privacy fence is proposed to largely enclose the site on the north, east and west. The number of vacuum stations would be increased to 18 stations. The length of the tunnel car wash would also be increased to 110 feet.

**B. EXISTING CONDITIONS:**

The property is developed with several commercial buildings and one single-family residential structure. This portion of Cantrell Road is largely commercial in nature. To the north is multifamily-residential apartment community and single-family homes are located to the east of the site, as well as north of the apartments.

**C. NEIGHBORHOOD COMMENTS:**

As of this writing, staff has not received any comments from area property owners or neighborhood associations. Notice of the public hearing was sent to all owners of properties located within 200 feet of the site and the Kingwood, Merriwether, and Leawood neighborhood associations.

**D. ENGINEERING COMMENTS:**

**PUBLIC WORKS CONDITIONS:**

1. Cantrell Road is classified on the Master Street Plan as a principal arterial. Dedication of right-of-way to 55 feet from centerline will be required. A variance was previously granted for the previous application to not dedicate right-of-way along this part of Cantrell Road.
2. Repair or replace any curb and gutter or sidewalk, and access ramps that is damaged and not in compliance with ADA recommendations in the public right-of-way prior to occupancy.
3. Provide a Sketch Grading and Drainage Plan per Sec. 29-186 (e). Show wall dimensions and slopes. A variance from the Land Alteration Regulation is required for retaining walls taller than 15 ft. A variance from the Land Alteration Regulations is also required for retaining walls that exceed 200 ft. in a straight in a line and a minimum of a 10 ft curved section, jog, or offset is required for each additional 200 ft of wall.
4. Obtain permits for improvements within State Highway right-of-way from AHTD, District VI.
5. The existing concrete islands between driveways should be extended across the driveways proposed to be closed.

6. A drainage easement with existing piping shows to extend within the property under the proposed building location. Will the easement and pipe be relocated?
7. Prior to construction of retaining walls, an engineer's certification of design and plans must be submitted to Public Works for approval. After construction, an as-built certification is required for construction of the retaining wall.
8. Damage to public and private property due to hauling operations or operation of construction related equipment from a nearby construction site shall be repaired by the responsible party prior to issuance of a certificate of occupancy.
9. The width of driveway must not exceed 36 feet per CLR code. The proposed driveway width should not exceed 26 ft and be striped for 2 lanes. At this location a 3-lane driveway will create sight distance conflicts for exiting traffic.
10. Due to the proposed use of the property, the Master Street Plan specifies that Manney Street for the frontage of this property must meet commercial street standards. Dedicate right-of-way to 30 feet from centerline.
11. With site development, provide design of street conforming to the Master Street Plan. Construct one-half street improvement to Manney St including 5-foot sidewalks with planned development. The new curb and gutter should connect with the existing curb and gutter to the north and maintain the consistent width.

E. UTILITIES/FIRE DEPARTMENT/PARKS/COUNTY PLANNING:

Little Rock Water Reclamation Authority: Sewer Available to this site. EAD analysis required.

Entergy:

Entergy does not object to this proposal. There does not appear to be any conflicts with existing electrical utilities at this location. Contact Entergy in advance to discuss electrical service requirements, or adjustments to existing facilities (if any) as this project proceeds.

CenterPoint Energy: No comment.

AT & T: No comment received.

Central Arkansas Water:

All Central Arkansas Water requirements in effect at the time of request for water service must be met.

Please submit plans for water facilities and/or fire protection system to Central Arkansas Water for review. Plan revisions may be required after additional review. Contact Central Arkansas Water regarding procedures for installation of water facilities and/or fire service. Approval of plans by the Arkansas Department of Health Engineering Division and Little Rock Fire Department is required.

Due to the nature of this facility, installation of an approved reduced pressure zone backflow preventer assembly (RPZ) is required on the domestic water service. This assembly must be installed prior to the first point of use. Central Arkansas Water (CAW) requires that upon installation of the RPZA, successful tests of the assembly must be completed by a Certified Assembly Tester licensed by the State of Arkansas and approved by CAW. The test results must be sent to CAW's Cross Connection Section within ten days of installation and annually thereafter. Contact the Cross Connection Section at 377-1226 if you would like to discuss backflow prevention requirements for this project.

Fire Department:

**Fire Hydrants.**

Maintain fire apparatus access roads at fire hydrant locations as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D103.1 Access road width with a hydrant.** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.

**Grade**

Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D103.2 Grade.** Fire apparatus access roads shall not exceed 10 percent in grade except as approved by the fire chief.

**Loading**

Maintain fire apparatus access road design as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D102.1 Access and loading.** Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

**Fire Hydrants**

**Locate Fire Hydrants as per Appendix C of the 2012 Arkansas Fire Prevention Code.** Section C101 – C105, in conjunction with Central Arkansas Water (Daniel Tull 501-377-1245) and the Little Rock Fire Marshal's Office (Capt. Tony Rhodes 501-918-3757 or Capt. John Hogue 501-918-3754). Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comment received.

County Planning: No comment received.

F. BUILDING CODES/LANDSCAPE:

Building Code:

Project is a change in occupancy and is therefore subject to current building code requirements. Review and approval is required by Building Codes Division before occupancy takes place. For information on submittal requirements and the review process, contact a commercial plans examiner:

Curtis Richey at 501.371.4724; [crichey@littlerock.org](mailto:crichey@littlerock.org) or  
Steve Crain at 501-371-4875; [scrain@littlerock.gov](mailto:scrain@littlerock.gov)

Landscape:

1. Site plan must comply with the City's minimal landscape and buffer ordinance requirements.
2. Street buffers will be required at six (6) percent of the average depth of the lot. The minimum dimension shall be one-half ( $\frac{1}{2}$ ) the full width requirement but in no case be less than nine (9) feet. **A small portion of the south street buffer is deficient.**
3. Screening requirements will need to be met for the vehicular use areas adjacent to street rights-of-way. Provide screening shrubs with an average linear spacing of not less at three (3) feet within the required landscape area. Provide trees with an average linear spacing of not less than thirty (30) feet.
4. A perimeter planting strip is required along any side of a vehicular use area that abuts adjoining property or the right-of-way of any street, highway or freeway. This strip shall be at least nine (9) feet wide. Provide trees with an average linear spacing of not less than thirty (30) feet within the perimeter planting strip. Provide three (3) shrubs or vines for every thirty (30) linear feet of perimeter planting strip.
5. Landscape areas shall be provided between the vehicular use area used for public parking and the general vicinity of the building, excluding truck loading or service areas not open to public parking. These areas shall be equal to an equivalent planter strip three (3) feet wide along the vehicular use area.
6. Eight percent (8%) of the vehicular use area must be designated for green space; this green space needs to be evenly distributed throughout the parking area(s). The minimum size of an interior landscape area shall be one hundred fifty (150) square feet for developments with one hundred fifty (150) or fewer parking spaces. Interior islands must be a minimum seven and one half ( $7 \frac{1}{2}$ ) feet in width. Trees shall be included in the interior landscape areas at the rate of one (1) tree for every twelve (12) parking spaces.
7. Land use buffers are to be maintained adjacent to the R-5 zoned property to the north and R-2 zoned property to the east. As a component of all land use buffer requirements, opaque screening, whether a fence or other device, a

minimum of six (6) feet in height shall be required upon the property line side of the buffer. A minimum of seventy (70) percent of the land use buffer shall be undisturbed. Easements cannot count toward fulfilling this requirement. In addition to the required screening, buffers are to be landscaped at the rate of one (1) tree and three (3) shrubs for every thirty (30) linear feet.

8. The City Beautiful Commission recommends preserving as many existing trees as feasible on this site. Credit toward fulfilling Landscape Ordinance requirements can be given when preserving trees of six (6) inch caliper or larger.

G. TRANSPORTATION/PLANNING:

Rock Region Metro: No comment received.

Planning Division: The request is in the West Little Rock Planning District. The Land Use Plan shows Commercial (C) and Suburban Office (SO) for the requested area. Commercial category includes a broad range of retail and wholesale sales of products, personal and professional services, and general business activities. Commercial activities vary in type and scale, depending on the trade area that they serve. The Suburban Office category provides for low intensity development of office or office parks in close proximity to lower density residential areas to assure compatibility. A Planned Zoning District is required. The application is a revision and expansion to a PCD (Planned Commercial Development) District to remove the existing structures, include a R-2 (Single-Family District) zoned tract and construct a tunnel carwash on the combined site.

Master Street Plan: To the south is Cantrell Road and it is shown as a Principal Arterial on the Master Street Plan. A Principal Arterial is to serve through traffic and to connect major traffic generators or activity centers within the urbanized area. Entrances and exits should be limited to minimize negative effects of traffic and pedestrians on Cantrell Road since it is a Principal Arterial. This street may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: There are no bike routes shown in the immediate vicinity.

H. SUBDIVISION COMMITTEE COMMENT:

October 30, 2019

The applicant was present. Staff presented the item.

Planning staff requested the employee parking to be clearly shown on the site plan. Planning staff also requested information on proposed signage and for the elevations for the proposed structure facing the abutting residentially-zoned properties to the north and east. Lastly, information was requested on proposed operating hours.

Public Works requested a sketch grading and drainage plan showing the dimensions of retaining walls and slopes. A question was asked regarding the drainage easement and pipe located under the proposed building and whether the easement and pipe would be relocated. It was noted the proposed driveway connection to Cantrell Road exceeded the maximum allowed width of 36-feet and a three-lane driveway at this location would create sight distance conflicts for vehicles exiting the site. The Master Street Plan specifies Manney Street for the frontage of the subject property must meet commercial standards with a dedication of 30-feet of right-of-way from the centerline. Also, one-half street improvements must be made to Manney Street, including a 5-foot sidewalk and new curb and gutter connecting to the existing curb and gutter to the north maintaining a consistent width.

The Landscape comments were similar to the previous submission and were noted for the applicant to review.

Responses to comments and issues with revisions were required no later than November 6, 2019. The committee forwarded the item to the full commission.

I. ANALYSIS:

The applicant submitted written responses and a revised site plan to address the Subdivision Committee comments.

The employee parking was noted on the site plan and the three spaces would be placed south of the building and west of the entry drive just outside of the vacuum station area.

A pylon sign with a height of 16-feet is proposed. The area of the sign would be 72-square feet, half of which would be an electronic reader board. The proposed sign complies with the code.

Elevations were provided for the north and east facades. The north elevation is proposed to be composed of predominately painted or split-face CMU and the east elevation would be a combination of brick, split-face CMU, and potentially some precast and EIFS.

The operating hours are proposed to be from 7:00 am to 8:00 pm.

The applicant provided a sketch grading plan with horizontal terrace widths of 8-feet and vertical heights of 15-feet. This does not conform with the code requiring terrace widths to be a ratio of at least 1-foot or horizontal terrace for every 1-foot of vertical height up to a maximum of 10-feet.

The drainage easement located under where the proposed car wash would be sited and the pipe will be relocated.



Although shown as 39-feet on the site plan, the driveway would be reduced to 36-feet in width. The applicant states the left-turn lane is necessary to keep the traffic patterns on the site workable.

The applicant is requesting a waiver to providing additional right-of-way and half street improvements to Manney Road.

The applicant will comply with the Landscaping comments.

A preliminary landscaping plan for the terraced retaining wall was also submitted. The proposed plan does not provide a sufficient number of trees on the terraces, nor are any trees planned to be placed below the lowest wall. The requirement is for a minimum of two rows of dense evergreen tree plantings with four feet between the tree rows and the trees to be staggered no more than 20-feet on center.

J. STAFF RECOMMENDATION:

Staff recommendation will be forthcoming.

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PLANNING COMMISSION ACTION:

(NOVEMBER 21, 2019)

The applicant was present. There were no registered objectors present. Staff presented the item noting this proposal would amend the approved PCD for the property by removing the residential structure on the site and bringing that portion of the parcel up to grade. This would allow for the tunnel was to be extended and for the entrance drive to be shifted east.

Staff offered a recommendation to approve the revised PCD and to approve variances to allow the bench between the retaining walls to be less than a 1:1 ratio, to not provide offsets on the retaining walls with a length exceeding 200 feet, to limit the boundary street improvements along Manney Road to the dedication of right-of-way and the construction of curbing matching the existing curb on the north side of the property along the west side of Manney Road. Public Works also recommended the east driveway be limited to a width of no more than 28-feet and no left turn lane.

Mr. Frank Riggins of Crafton Tull spoke on behalf of the application. He thanked staff for their work with him and the applicants on this proposal. He supports the staff recommendation, with the exception of the reduced east drive width. There will be occasional semi-truck deliveries to the property and noted other businesses in the vicinity have 36-foot wide drives for the same reason.

Mr. John Rees addressed the commission. He would be the owner of the proposed development. He referenced the Pinnacle Station development requested a similar driveway which was approved and works well. A photograph of the type of truck coming to the site was provided to the commission. Mr. Rees stated the truck would come about every two weeks and needed the width so the truck would be able to get in and out of the site easily. When fully functional, the car wash is anticipated to have about 1150 vehicles

on average every day. It is important to keep traffic moving and to not have a backup in getting vehicles in and out of the car wash.

Mike Hood elaborated on the Public Works request for the east driveway being limited to 28-feet in width. The center turn lane on Cantrell Road was added by the state highway department due to vehicular movements from driveways and crashes. This was done at significant cost to make these safety improvements. It would not be appropriate to allow for vehicles turning left to block visibility. The wider driveway would not move cars more efficiently than a more narrow driveway. A driveway with a 28-foot width would still allow for a semi-truck to access the site.

Chairman Latture asked why would someone using the car wash go through the tunnel and into the vacuum area and then go back out through the west exit, rather than going back to the east.

Mr. Riggins responded that would create a traffic flow conflict with the vehicles coming out of the tunnel.

Commissioner Berry offered his experience with that section of Cantrell Road found it to be "dicey" and he would not support the wider driveway.

Vice Chairman Stebbins agreed with Commissioner Berry stating making a left turn on Cantrell to go toward downtown in the mornings was difficult.

Mr. Riggins reminded the commission the current site had several curb cuts that would be closed with the proposed development and asked if safety were the top concern, why were other three-lane drives approved?

Mr. Rees added a two-lane, 20-foot wide entrance at another shopping center was damaged by a semi trying to enter the property, arguing a narrower entrance may cause a dangerous situation by trucks putting debris onto streets and causing traffic problems by having to make more difficult maneuvers on streets.

Commissioner Thomas inquired about the proposed operating hours for the car wash.

John Rees, Junior answered the hours are planned to be 7am to 8pm.

A follow-up question was addressed to the younger Mr. Rees if the any deliveries were intended outside of operating hour and the answer was no.

Mr. Rees continued explaining to the commission the west drive lacks stacking and if vehicles don't exit the site, cars will back up in the tunnel. Having both drives will allow for the car wash to serve a larger volume of vehicles.

Commissioner Rahman asked staff of other instances where 36-foot drives had been approved on Cantrell Road. Mr. Carney replied it would not be possible to provide that without knowledge of the history. Mr. Hood added much of what existed in this section of Cantrell Road was the result of negotiations between the highway department and

property owners. Neither Public Works staff nor the Planning Commission would have reviewed those driveways. He continued by stating in reviewing this application, Public Works believes it is appropriate to recommend limiting the width of the east driveway to 28-feet.

Commissioner Rahman asked another question of Mr. Hood whether there was a point of there being too many variances to consider making a recommendation to approve a request. Mr. Hood agreed there was such a point; however, not in this case.

Mr. Riggins asked the question if the 36-foot wide driveway width limit was something in the city code or merely a consideration.

Commissioner Hart stated the site currently had more curb cuts and the proposed plan would have fewer; however, he was concerned that narrowing the driveway width might end up trapping customers on the site.

Mr. Hood responded to Mr. Riggins question that a driveway width of up to 36-feet can be approved by the staff or commission. This recommendation was based upon concern for safety knowing the high traffic volume on Cantrell Road and the history of crashes.

There was no further discussion.

Vice-chairman Stebbins made a recommendation to approve the proposal as submitted with all staff comments and conditions, exclusive of the east driveway having a width of 36-feet. The vote was 9 ayes, 0 noes, and 2 absent (Commissioner Bynum had left the meeting).

Vice-chairman Stebbins made a motion to approve the requested 36-foot wide east driveway as submitted by the applicant. The vote was 3 ayes, 6 noes, and 2 absent.