

FILE NO.: Z-4343-II

NAME: Bank of the Ozarks Revised Long-form PCD

LOCATION: Located on the Northwest corner of Cantrell Road and Chenonceau Boulevard

DEVELOPER:

Bank of the Ozarks
P.O. Box 8811
Little Rock, AR 72231

SURVEYOR:

White-Daters and Associates
24 Rahling Circle
Little Rock, AR 72223

AREA: 33.5 acres NUMBER OF LOTS: 1 FT. NEW STREET: 0 LF

WARD: 5 PLANNING DISTRICT: 20 CENSUS TRACT: 42.05

CURRENT ZONING: PCD

ALLOWED USES: Bank of the Ozarks Headquarters – Office and Commercial - O-3, General Office District uses and C-3, General Commercial District uses

PROPOSED ZONING: Revised PCD

PROPOSED USE: Revise site plan to include bank headquarters, a hotel, a convention center, retail, office and restaurant space

VARIANCE/WAIVERS: A variance from the City's Land Alteration Ordinance to allow grading of the entire site with the construction of the first phase.

BACKGROUND:

Ordinance No. 21,199 adopted by the Little Rock Board of Directors on April 5, 2016, rezoned 33.5-acres from R-2, Single-family, O-3, General Office and C-3, General Commercial to PCD, Planned Commercial Development, to allow the development of this site as the Bank of the Ozarks corporate headquarters and campus. The project was proposed in multiple phases (7-phases total). The first phase included the construction

of a five (5) level office building and underground parking. The total building square footage for Phase 1 was 180,000 square feet of office space. The plan included 290 parking spaces within the parking deck and 275 surface spaces for a total of 565 parking spaces.

Phases 2 through 7 included the construction of additional buildings and associated parking. The uses approved were uses as allowed in the C-3, General Commercial District and the O-3, General Office District zoning districts.

Also included in the request was the abandonment of Patrick Country Road extending north from Cantrell Road to the "bridge". The area north of the bridge had previously been abandoned. The abandonment request was a 50-foot wide right of way extending from Cantrell Road north approximately 1,050 linear feet. The right of way was located west of Tract E, The Ranch Subdivision, in the City of Little Rock, Pulaski County, Arkansas. The area was to be retained as a utility and drainage easement.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant is now proposing to amend the previously approved PCD, Planned Commercial Development, to make changes to the plan and add several uses, but the overall area remains at 33.5-acres. The revised site plan for the Bank's headquarters has moved the main building into the center of the site. This initial phase contains 230,000 square feet. A 25,000 square foot conference center has been added and will be attached to the headquarters building and be constructed as part of the initial phase. A hotel with restaurants has been added to the plan and is contemplated in Phase 2 along with a parking deck in the northwest corner of the property that will contain 120 parking spaces.

The remaining phases are outlined and will be constructed as the future needs of the bank evolve.

Phase 1:

- Bank headquarters: 230,000 total square feet
 - 5 levels office space
 - 1 level parking deck (underground)
- Conference center: 25,000 total square feet
 - 1 level conference center (14,000 square feet)
 - 1 level parking deck and support (underground)
- Parking counts:
 - 335 deck (under headquarters)
 - 73 (upper headquarters deck)
 - 78 surface486 total parking spaces provided

Phase 2:

- Hotel: 125,000 total square feet
 - 5 levels
 - 1 level service (underground)
 - 100 rooms
- Restaurant: 5,000 square feet
 - 1 level
- Parking counts:
 - 13 deck (under conference center)
 - 104 surface
 - 120 (Phase 2 parking deck)237 parking spaces provided

Phase 3:

- Retail and office building: 45,900 total square feet
 - 1 level retail, 2 levels office = 3 levels
- Parking counts:
 - 163 total parking spaces provided

Phase 4:

- Retail and office building: 69,000 total square feet
 - 1 level retail, 2 levels office = 3 levels
- Parking counts
 - 163 total parking spaces provided

Phase 5:

- Office building: 54,000 total square feet
 - 3 levels total
- Parking counts:
 - 114 parking spaces provided

Phase 6:

- Office building: 72,000 square feet
 - 4 levels office, 1 level parking deck
- Parking counts:
 - 48 deck
 - 99 surface147 total parking spaces provided

Phase 7:

- Office buildings: 92,000 square feet
 - 4 levels office, 1 level parking deck
- Parking counts:
 - 58 deck
 - 157 surface215 total parking spaces provided

The driveway locations are similar to the original plan with a future traffic signal proposed at the western driveway on Highway 10 once warrants are met.

Construction is planned to begin in early summer with the site work. The initial building construction will begin this fall. The projected completion time for Phase 1 is 2019. As with the original submittal, the developer is requesting a variance to advance grade the entire site with the Phase 1 construction. This will allow completion of the major site work this summer prior to the headquarters building opening and eliminate major site work for the adjacent neighborhoods in the future.

B. EXISTING CONDITIONS:

The site is located within the Ranch Development, north of Cantrell Road/Highway 10. The eastern portion of the development site is grass covered with few trees. The western portion of the development site, across Patrick Country Road, contains a church. The area north of the church is wooded. There is a creek running along the northern boundary of the site. North of the creek on the eastern portion of the development is a multi-family development and north of the western portion of the development is a single-family subdivision. Across Cantrell Road are single-family homes built on acreage. East of the site there are two (2) single-family subdivisions accessed from Cantrell Road, the Johnson Ranch Subdivision and the Chevaux Court Subdivision. Other uses in the area include commercial and office businesses located east of this site within the Ranch Development and on the southeast corner of Chenonceau Boulevard and Cantrell Road.

C. NEIGHBORHOOD COMMENTS:

All property owners located within 200-feet of the site along with the Aberdeen Court POA, the Duquesne Place POA and the Maywood Manor Neighborhood Association were notified of the public hearing.

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.
2. Sidewalks with appropriate handicap ramps are required adjacent to Chenonceau Boulevard and Cantrell Road in accordance with Section 31-175 of the Little Rock Code and the Master Street Plan.
3. 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.
4. Repair or replace any curb and gutter or sidewalk that is damaged in the public right-of-way prior to occupancy.
5. A grading permit in accordance with Section 29-186 (c) and (d) will be required prior to any land clearing or grading activities at the site. Other than residential subdivisions, site grading and drainage plans must be submitted

- and approved prior to the start of construction. Will an advance grading permit be requested to clear and grade future phases with construction of Phase 1?
6. Stormwater detention ordinance applies to this property. Show where detention will be provided?
 7. If disturbed area is one (1) or more acres, obtain a NPDES stormwater permit from the Arkansas Department of Environmental Quality prior to the start of construction.
 8. A special Grading Permit for Flood Hazard Areas will be required per Section 8-283 prior to construction.
 9. Provide existing topographic information at maximum five-foot contour interval. Show the limits of the 100-year floodway and floodplain.
 10. The minimum Finish Floor elevation of at least one (1) foot above the base flood elevation is required to be shown on plat and grading plans.
 11. In accordance with Section 31-176, floodway areas must be shown as floodway easements or be dedicated to the public. In addition, a 25 foot wide drainage and access easement is required adjacent to the floodway boundary.
 12. Alteration of the water course will require approval from the Little Rock District of the US Army Corps of Engineers prior to start of work. The proposed alteration of the floodway will require flood map revisions. Obtain a conditional letter of map revision and no rise certification approval from Public Works and the Federal Emergency Management Agency prior to issuance of a grading permit and/or a building permit. An approved letter of map revision must be obtained prior to issuance of a certificate of occupancy.
 13. Obtain permits for improvements within State Highway right-of-way from AHTD, District VI.
 14. The end of the proposed island in the driveway at the Cantrell Road intersection should be located 22 feet from the back of curb on Cantrell Road and Chenonceau Boulevard.
 15. On plan show driveway locations on the south side of Cantrell Road in relation to the proposed driveways on the north. A possible left turn conflict could exist with the west driveway location.
 16. The signal location is not approved by this application. At the time the development is constructed and signal warrants are believed to be met, submit a Traffic Study for the proposed signal. Study should address trip generation, turn movements, and trip distribution for the development and also should take into account existing and projected traffic growth and future phases of development.

17. Hauling of fill material on or off site over municipal streets and roads requires approval prior to a grading permit being issued. Contact Traffic Engineering, Travis Herbner, 501.379.1805 or therbner@littlerock.gov for additional information.
18. Streetlights are required by Section 31-403 of the Little Rock code. Provide plans for approval to Traffic Engineering. Streetlights must be installed prior to platting/certificate of occupancy. Contact Greg Simmons, 501.379.1813 or gssimmons@littlerock.gov for more information.
19. Provide a letter prepared by a registered engineer certifying the intersection sight distance at the intersection(s) comply with 2004 AASHTO Green Book standards.
20. A minimum undisturbed strip 25 feet wide except for reasonable access shall be provided along each side of streams having a 10 year storm >150 cfs. The undisturbed strip should be measured from the top of the bank.
21. New driveway locations are proposed. Driveway locations and widths do not meet the traffic access and circulation requirements of Sections 30-43 and 31-210. Driveway spacing on Cantrell Road is 300 feet from other driveways and intersections and 150 feet from side property lines.
22. The approved plan showed pedestrian access to and within the site. The current plans shows no pedestrian access to the site and within the site.
23. In accordance with Section 32-8, no obstruction to visibility including signage shall be located within a triangular area 50 foot back from the intersecting right-of-way line (or intersecting tangent lines for radial dedications) at the Chenonceau Boulevard and Cantrell Road driveway intersections.

E. UTILITIES AND FIRE DEPARTMENT/COUNTY PLANNING:

Little Rock Wastewater: Sewer main extension required, with easements, if new sewer service is required for this project. Capacity fee analysis required. EAD, Environmental Assessment Division, approval required. Contact Little Rock Wastewater Utility for additional information.

Entergy: Entergy does not object to this proposal and has already been in contact with the developer about potential future service needs and facilities locations.

Centerpoint Energy: No comment received.

AT & T: No comment received.

Central Arkansas Water:

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

2. The Little Rock Fire Department needs to evaluate this site to determine whether additional public and/or private fire hydrant(s) will be required. If additional fire hydrant(s) are required, they will be installed at the Developer's expense.
3. 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 the Little Rock Fire Department is required.
4. A Capital Investment Charge based on the size of meter connection(s) will apply to this project in addition to normal charges. This fee will apply to all connections including metered connections off the private fire system.
5. If there are facilities that need to be adjusted and/or relocated, contact Central Arkansas Water. That work would be done at the expense of the developer.
6. Contact Central Arkansas Water regarding the size and location of the water meter.
7. The facilities on-site will be private. When meters are planned off private lines, private facilities shall be installed to Central Arkansas Water's materials and construction specifications and installation will be inspected by an engineer, licensed to practice in the State of Arkansas. Execution of a Customer Owned Line Agreement is required.
8. Due to the nature of this facility, installation of an approved reduced pressure zone backflow preventer assembly (RPZA) is required on the domestic water service. This assembly must be installed prior to the first point of use. Central Arkansas Water 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 Central Arkansas Water. The test results must be sent to Central Arkansas Water's Cross Connection Section within ten days of installation and annually thereafter. Contact the Cross Connection Section at 501.377.1226 if you would like to discuss backflow prevention requirements for this project.
9. Fire sprinkler systems which do not contain additives such as antifreeze shall be isolated with a double detector check valve assembly. If additives are used, a reduced pressure zone back flow preventer shall be required.

Fire Department: **Maintain Access:**

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.

Commercial and Industrial Developments – 2 means of access. - Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1.

Section D104.1 Buildings exceeding three stories or 30 feet in height. Building or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure.

Section D104.2 Building exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provide with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road when all building are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

30' Tall Buildings - Maintain aerial fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D105.1 – D105.4

D105.1 Where Required. Where the vertical distance between the grade plane and the highest roof surface exceed 30', approved aerial fire apparatus access roads shall be provided. For the purposes of this section the highest roof surfaces shall be determined by measurement to the eave of a pitched roof, the intersection of a roof to the exterior wall, or the top of the parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26', exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of

the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be places with the approval of the fire code official.

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 (Jason Lowder 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.

Rock Region Metro: Location is served by METRO on route 25 Pinnacle Mountain; previous comments regarding pedestrian access to the development from the transit route apply. We no objection to the additional uses for this development. Maintain pedestrian way to the interior of the site from the transit route for access to services and jobs.

F. ISSUES/TECHNICAL/DESIGN:

Building Code: Project is subject to full commercial plan review and approval prior to issuance of a building permit. For information on submittal requirements and the review process, contact a commercial plans examiner:

Curtis Richey at 501.371.4724; crichey@littlerock.gov or
Mark Alderfer at 501.371.4875; malderfer@littlerock.gov.

Planning Division: This request is located in Pinnacle Planning District. The Land Use Plan shows Commercial (C) for this property. The 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 applicant has applied to revise a Planned Commercial District adding a hotel and convention center. The request is within the Highway 10 Overlay District.

Master Street Plan: The east side of the property is Chenonceau Boulevard and it is shown as a Local Street on the Master Street Plan. To the south of the property is Cantrell Road and it is shown as a Principal Arterial on the Master Street Plan. The primary function of a Local Street is to provide access to adjacent properties. Local Streets that are abutted by non-residential zoning/use or more intensive zoning than duplexes are considered as "Commercial Streets". A Collector design standard is used for Commercial Streets. The primary function of a Principal Arterial Street is to serve through traffic and to connect major traffic generator or

activity centers within an 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. These streets may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: A Class III Bike Lanes is shown along Chenonceau Boulevard. These Bike Lanes provide a portion of the pavement for the sole use of bicycles. There is a Class I Bike Path shown along Cantrell Road. A Bike Path is to be a paved path physically separate for the use of bicycles. Additional right-of-way or/and easement is recommended. Nine-foot paths are recommended to allow for pedestrian use as well (replacing the sidewalk).

Landscape:

1. Site plan must comply with the City's landscape and buffer ordinance requirements and the Highway 10 Scenic Corridor Overlay District.
2. The Highway 10 frontage (front yard) shall consist of a minimum of forty (40) feet of landscaped area exclusive of right-of-way. The landscaped area shall contain organic and/or combined man-made/organic features such as berms, brick walls and dense plantings such that vehicular use areas are screened when viewed from an elevation of forty-two (42) inches above the elevation of the adjacent street. Trees shall be planted or be existing at least every twenty (20) feet and have a minimum of two (2) inches in diameter when measured twelve (12) inches from the ground at time of planting. Provide screening shrubs no less than thirty (30) inches in height at installation with an average linear spacing of not less at three (3) feet within the required landscape area.
3. Screening requirements will need to be met for the vehicular use areas adjacent to street right-of-ways. 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. Street buffers will be required adjacent to Chenonceau Boulevard 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 less than nine (9) feet. The maximum dimension required shall be fifty (50) feet.
5. A land use buffer six (6) percent of the average width / depth of the lot will be required when an adjacent property has a dissimilar use of a more restrictive nature. The property to the north is zoned MF18. The maximum dimension shall be fifty (50) feet. 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. The plantings, existing and purposed, shall be provided within the Landscape Ordinance of the City, Section 15-81.

6. 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. This strip shall be at least nine (9) feet wide. One (1) tree and three (3) shrubs or vines shall be planted for every thirty (30) linear feet of perimeter planting strip.
7. Building landscape areas shall be provided at the rate equivalent to planter strip three (3) feet wide along the vehicular use area. One (1) tree and four (4) shrubs shall be planted in the building landscape areas for each forty (40) linear feet of vehicular use area abutting the building.
8. 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). For developments with more than one hundred fifty (150) parking spaces the minimum size of an interior landscape area shall be three hundred (300) square feet. Interior islands must be a minimum of seven and one half (7 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.
9. A landscape irrigation system shall be required as per Highway 10 Design Overlay District.
10. The development of two (2) acres or more requires the landscape plan to be stamped with the seal of a Registered Landscape Architect.
11. 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. SUBDIVISION COMMITTEE COMMENT: (February 22, 2017)

Mr. Joe White of White-Daters and Associates was present representing the request. Staff presented an overview of the item stating there were additional items necessary to complete the review process. Staff questioned if there were any changes to the previously approved signage plan or landscape features. Staff requested information concerning any proposed fences or walls. Staff requested the applicant provide details of the proposed construction materials of fences, location and height.

Public Works comments were addressed. Staff stated the comments were similar to the comments made with the original request. Staff stated a grading permit was required prior to any grading activities on the site. Staff questioned if a variance request to allow grading of future phases with the development of the first phase was being requested. Staff stated the City's Stormwater Detention Ordinance would apply to the development of the site. Staff requested Mr. White provide the location for the proposed detention facilities.

Landscaping comments were addressed. Staff stated the site was located within the Highway 10 Design Overlay District. Staff stated a minimum street buffer of 40-feet along Cantrell Road was required. Staff stated interior landscaping of

parking areas was required. Staff stated a land use buffer was required along the sites northern and western perimeters, where adjacent to residentially zoned and/or used property.

Rock Region Metro comments were addressed. Staff stated the site was located on a bus route, the Pinnacle Mountain Route. Staff stated pedestrian access to and though the site was important to allow transit riders access to services and jobs.

Staff noted the comments from the various other departments and agencies. Staff suggested the applicant contact the departments or agencies directly with any questions or concerns. There were no more issues for discussion. The Committee then forwarded the item to the full Commission for final action.

H. ANALYSIS:

The applicant submitted a revised site plan to staff addressing most of the technical issues associated with the request. The applicant has provided the proposed development schedule for the new construction. The applicant has also indicated screening will be provided along the northern perimeter where adjacent to residentially zoned and/or used property either with plantings or with a screening fence or wall. The site work will begin in the spring-summer of 2017 with building construction beginning in the fall of 2017 extending into the spring of 2019. The remaining buildings will come on line as market demands. The maximum building height proposed is 85-feet.

The request revises the previously approved PCD, Planned Commercial Development, for this 33.5-acres to allow the development of this site as the Bank of the Ozarks corporate headquarters and campus and includes additional retail space, convention center and a hotel. The project is proposed in multiple phases (7-phases total). The applicant has indicated there are no lots proposed, only phase lines within the development area. The first phase includes the construction of a five (5) level office building and underground parking, the conference center and a one (1) level parking deck and support underground parking. The total office building space footage for Phase 1 is 230,000 square feet. The conference center contains 25,000 square feet. The plan includes 335 parking spaces within the parking deck under the headquarters building and 73 parking spaces on the upper headquarters deck. There are 78 surface parking spaces proposed. The plan indicates 360 spaces in the Phase 2 parking deck, behind the hotel and adjacent to the conference center. A hotel and restaurant is also proposed within the Phase 2 portion of the development. The hotel is proposed with 110 rooms. The restaurant is proposed with 5,000 square feet.

Additional phases of office and commercial uses are proposed on the site. The parking within each of the phase is more than adequate to meet the typical parking demand for the proposed use. The site plan indicates the placement of walks to connect each of the buildings on the campus and connect the campus to the public right of ways.

The plan indicates the placement of three (3) monument style signs; one (1) with a maximum height of ten (10) feet and a maximum sign area of 100 square feet and two (2) with a maximum height of six (6) feet and a maximum sign area of 72 square feet along Cantrell Road. Two (2) sign locations are proposed on Chenonceau Boulevard. The signs are proposed as a monument style sign with a maximum height of six (6) feet and a maximum sign area of 72 square feet. Building signage will be allowed as per Section 36-557, (all on-premises wall signs must face required street frontage except in complexes where a sign without street frontage would be the only means of identification for a tenant) and as allowed per Section 36-555 or on the wall facades which have public street frontage.

All setbacks are indicated more than adequate to meet the minimum standards of the Highway 10 Design Overlay District. The buildings have more than the minimum 100-foot setback from the Cantrell Road frontage, more than the 40-foot setback from the rear property line and well over the 30-foot setback from the side property lines. The plan indicates more than adequate landscape strips for the front (40-feet is required along the Cantrell Road frontage) and side and rear yard buffer areas (side and rear is to average 25-feet).

The Highway 10 Design Overlay District states berming is encouraged along the Cantrell Road frontage. The applicant has indicated landscaping will be provided along the Cantrell Road frontage with a combination of berming and plant materials. Within the landscape area trees with a minimum of two (2) inch caliper diameter will be planted at least every 20-feet on center or as required per the Overlay and the City's Landscape Ordinances.

The Overlay limits curb cuts to a maximum of one (1) curb cut per 300 linear feet of street frontage and no curb cut is allowed closer to an intersection than 100 feet. The curb cuts as indicated comply with the typical ordinance standards. The applicant has indicated on the site plan the placement of a traffic signal. As noted in Public Works comments at the time the development is constructed and the signal warrants are believed to be met, the applicant is to submit a traffic study for the development and the proposed signal. The traffic study should address trip generation, turn movements, and trip distribution for the development and also should take into account existing and projected traffic growth and future phases of development. The applicant will work with the City and the Arkansas State Highway and Transportation Department for the timing of the installation of the traffic signal.

The Overlay states parking lot lighting is to be designed and located in such a manner so as not to disturb the scenic appearance preserved along the Highway 10 corridor. Lighting must be directed to the parking area and not reflected into the adjacent neighborhoods. The applicant has indicated all site lighting will be shoebox LED down lighting directed into the site to limit the over spilling of light. The applicant has indicated the maximum pole height for the parking lot lighting will be 25-feet.

The applicant is requesting approval of a variance from the City's Land Alteration Ordinance to allow grading of future phases with the initial grading request. The applicant has indicated site work will take place on the entire development site with the first phase of grading to allow the cuts and fills to balance on the site.

Staff is supportive of the applicant's request. Staff feels the request to revise the previously approved PCD, Planned Commercial Development, to add a conference center and hotel to the future campus for the Bank of the Ozarks Headquarters is appropriate. To staff's knowledge there are no remaining outstanding technical issues associated with the request. Staff feels the request to add the additional uses to the previous approval will not have a significant impact on the development or the area.

I. STAFF RECOMMENDATION:

Staff recommends approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report.

Staff recommends approval of the variance request from the City's Land Alteration Ordinance to allow grading of future phases with the construction/grading of the first phase.

PLANNING COMMISSION ACTION:

(MARCH 16, 2017)

The applicant was present. There were no registered objectors present. Staff presented the item with a recommendation of approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report. Staff presented a recommendation of approval of the variance request from the City's Land Alteration Ordinance to allow grading of future phases with the construction/grading of the first phase. There was no further discussion. The item was placed on the consent agenda and approved as recommended by staff by a vote of 10 ayes, 0 noes and 1 absent.