

FILE NO.: Z-9409

NAME: Fletcher Ridge Long-form PRD

LOCATION: North side of Kanis Road, west of Chenal Downs Blvd.

DEVELOPER:

Potlatch/Deltic
7 Chenal Club Blvd.
Little Rock, AR 72223

OWNER/AUTHORIZED AGENT:

Potlatch/Deltic/Owner
White-Daters and Associates/authorized agent

SURVEYOR/ENGINEER:

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

AREA: 52 acres

NUMBER OF LOTS: 205

FT. NEW STREET: 7,450 LF

WARD: 5

PLANNING DISTRICT: 21

CENSUS TRACT: 42.02

CURRENT ZONING: R-2

ALLOWED USES: Single Family

PROPOSED ZONING: PRD

PROPOSED USE: Single Family

VARIANCE/WAIVERS:

1. Advance grade entire project with 1st Phase development.

BACKGROUND:

This property was zoned R-2 with the extension of the City's extraterritorial zoning to this area in 1990. This property was annexed into the city on August 20, 2018 through the passage of Ordinance NO. 21.615.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicants are requesting approval of PRD zoning for this 52 +/- acre property to allow for the phased development of a single family residential subdivision containing 205 lots, 6 tracts and 6,910 linear feet of new public street. The project will be developed in five phases. A variance is requested to allow for advance grading of the entire site in conjunction with development of the first phase. The average lot size is 50' x 110'. The proposed density is 3.92 lots per acre. The lots are proposed to have front and rear setbacks of 20 feet and side yard setbacks of 5 feet. 15.99 of the 52 acres, or roughly 31%, are proposed to be common open space and buffers.

The applicant proposes to dedicate right-of-way as required for Kanis Road. A roundabout is proposed at Kanis Road/Chenal Downs Blvd. and the planned entrance into the proposed new subdivision. The applicant is proposing to do any required Master Street Plan improvements to Kanis Road. The Master Street Plan establishes an alternative design standard for this portion of Kanis of paving with 22 feet and two 4-foot gravel shoulders east of Chenal Downs Blvd. and two, 10.5' lanes with no shoulders west of Chenal Downs Blvd. . A secondary emergency/Fire Department access road is shown at the north perimeter of the subdivision, tying into Wildwood Place Subdivision which is developing to the north.

B. EXISTING CONDITIONS:

The site is undeveloped and wooded. New subdivisions are developing adjacent to the north. The lot sizes in those subdivisions are similar to those proposed under this application. A development of single family homes on five acre tracts is located across Kanis Road to the south. Undeveloped timberland, also owned by this applicant, extends to the west. Single family homes on larger lots are located to the east.

C. NEIGHBORHOOD COMMENTS:

Notice of the public hearing was sent to all owners of properties located within 200 feet of the site and the Chenal Downs, and Citizens of West Pulaski County Neighborhood associations.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. Kanis Road is classified on the Master Street Plan as a minor arterial with a special design standard. A dedication of right-of-way 45 feet from centerline will be required.
2. With site development, provide design of street conforming to the Master Street Plan. Construct one-half street improvement to Kanis Road with planned development. Per the MSP, one half street improvements to Kanis

Road east of Chenal Downs Blvd consists of a 10.5 ft. travel lane and no shoulder and Kanis Road west of Chenal Downs Blvd consists of an 11ft travel lane with a 4ft gravel shoulder.

3. The MSP defines a minor residential street as: (a) a cul-de-sac street not exceeding 40 lots, or (b) a loop street not exceeding 80 lots, and (c) and in no case generating more than 400 trips per day with the assumption of ten vehicles trips per day per lot. Fletcher Ridge Place, Fletcher Ridge Drive, Fletcher Ridge Lane, and Fletcher Creek Drive do not meet minor residential street standards. Variances are required to be obtained for the minimum right-of-way widths and absence of sidewalks.
4. The Kanis Road round-a-bout should be constructed with exterior class 3 curb and gutter, mountable interior curb, islands, signage, striping, and consideration for future pedestrian crossing capabilities in conformance with AASHTO and MUTCD standards. The proposed entry street design from Fletcher Ridge cannot be approved for a round-a-bout. Contact Nat Banihatti at 379-1818 for additional information. What is proposed in the center of the round-a-bout?
5. Street names and street naming conventions must be approved by Public Works. Fletcher Ridge Lane is the 4th repeat of the same street name with houses located on that street. Typically, no more than 3 streets with the same name with houses located on that street is approved. A different street name should be provided. Will the entrance street off Kanis Road be given a different street name or is it proposed to be Fletcher Ridge Circle or Chenal Downs Blvd.? Contact Glenn Haley at (501) 371-4537 for more information.
6. A grading permit in accordance with section 29-186 (c) & (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 grading activities. An variance is being requested to advance grade the entire subdivision with the issuance of a grading permit for
7. Provide a sketch grading and drainage plan. Determine if strips of tract land should be provided for the installation of drainage improvements.
8. Storm water detention ordinance applies to this property. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer and/or POA. Show on plan the locations of access to the detention ponds from the public right-of-way for future maintenance.
9. If disturbed area is 1 or more acres, obtain a NPDES storm water permit from the Arkansas Department of Environmental Quality prior to the start of construction.
10. Street Improvement plans shall include signage and striping. Public Works must approve completed plans prior to construction.
11. Hauling of fill material on or off site over municipal streets and roads requires approval prior to a grading permit being issued. Contact Public Works Traffic

Engineering at 621 S. Broadway, (501) 379-1805 (Travis Herbner) for more information.

12. Street lights are required by Section 31-403 of the LR code. Provide plans for approval to Traffic Engineering. Street lights must be installed prior to platting/certificate of occupancy. Contact Traffic Engineer 379-1813 (Greg Simmons) for more info.
13. USPS cluster box units should be placed in conformance with USPS and City of Little Rock policy design standards. All mail kiosk must be constructed to be ADA accessible. Sidewalks are not shown adjacent to kiosks on Fletcher Ridge Drive.
14. Obtain a franchise agreement from Public Works (Bennie Nicolo, 371-4818) for the private improvements located in the right-of-way.
15. 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.
16. Traffic calming devices are required for long straight streets to discourage speeding that exceed 900 ft as suggested by MUTCD. Traffic circles, pedestrian tables or round-a-bouts are suggested at regular intervals and at main intersections. Staff suggests pedestrian tables be installed at mail kiosk locations and adjacent to tract land. Contact Travis Herbner, Traffic Engineer at 379-1805 for additional info.
17. 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.
18. A minimum undisturbed strip 25 ft. wide except for reasonable access shall be provided along each side of streams having a 10 yr storm >150 cfs unless approval to vary has been obtained from the USCOE. The undisturbed strip should be measured from the top of the bank.
19. All public drainage easements must be unobstructed and access provided to the public right-of-way by constructed infrastructure and/or documented on the final plat.
20. All public drainage easements must contain drainage infrastructure approved by the City of Little Rock Public Works Department.
21. 100 year overflow swales must be constructed and placed within public drainage easements.

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

Little Rock Water Reclamation Authority:

Sewer main extension required with easements if new sewer service is required for this project. LRWRA Commission Approval and Zero Capacity Fee Required if pumping out of sewer basin.

Entergy:

Entergy does not object to this proposal. There do not appear to be any conflicts with existing electrical utilities at this location. There is an existing three phase, overhead power line along Kanis Road just to the east which may need to be extended to serve this development. Contact Entergy in advance to discuss electrical service requirements, or adjustments to existing facilities (if any) as this project proceeds.

Centerpoint Energy: No comments received.

AT & T: No comments received.

Central Arkansas Water:

Sewer main extension required with easements if new sewer service is required for this project. LRWRA Commission Approval and Zero Capacity Fee Required if pumping out of sewer basin.

Fire Department:

Full Plan Review

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.

Dead Ends.

Maintain fire apparatus access roads at dead end locations as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.4 Dead Ends. Dead-end fire apparatus access roads in excess of 150 feet shall be

provided with width and turnaround provisions in accordance with Table D103.4. Requirements for Dead-end fire apparatus access roads.

Gates

Maintain fire apparatus access road gates as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. Minimum gate width shall be 20 feet.
2. Gates shall be of swinging or sliding type.
3. Construction of gates shall be of material that allow manual operation by one person.
4. Gate components shall be maintained in an operable condition at all times and replaces or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the keys to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval \by the fire code official
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates, intended for automatic operation shall be designed, constructed and installed to comply with requirements of ASTM F 2200.

One- or Two-Family Residential Developments.

As per Appendix D, Section D107.1 of the Arkansas Fire Prevention Code Vol. 1, One- or Two-Family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are **more than 30 dwelling units** on a single public or private fire apparatus access road and al dwelling units are equipped throughout with an approved **automatic sprinkler system** in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the Arkansas Fire Code, access from two directions shall not be required.

2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by 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 (Daniel Tull 501-377-1245) and the Little Rock Fire Marshal's Office (Capt. Tony Rhodes 501-918-3757). Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comments received.

County Planning: No comments received.

F. **BUILDING CODES/LANDSCAPE:**

Building Code:

Second / emergency fire access required before 30th occupancy can take place. Consult with Fire Marshal's Office for further review.

Landscape: No comments.

G. **TRANSPORTATION/PLANNING:**

Rock Region Metro: No comments received.

Planning Division:

This request is located in Burlingame Valley Planning District. The Land Use Plan shows Residential Low Density (RL) for this property. The Residential Low Density is for single-family homes at densities no greater than six dwelling units per acre. Such residential development is typically characterized by conventional single family homes, but may also include patio or garden homes and cluster homes, provided that the density remain less than 6 units per acre. The applicant has applied for rezoning from R-2 (Single Family District) to PRD (Planned Residential District) to allow for future development of a single family subdivision in 5 phases

Master Street Plan: South of the property is Kanis Road are shown as Minor Arterial on the Master Street Plan. A Minor Arterial provides connections to and through an urban area and their primary function is to provide short distance travel within the urbanized area. Entrances and exits should be limited to minimize negative effects of traffic and pedestrians on Kanis Road since it is a Minor Arterial. This street may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: A Class II Bike Lane is shown along Kanis Road. Bike Lanes provide a portion of the pavement for the sole use of bicycles.

Revised plat/plan: Submit responses to staff issues and four (4) copies of a revised preliminary plat/plan (to include the additional information as noted above) to staff on or before April 10, 2019. If you have any questions please contact Dana Carney, dcarney@littlerock.gov or 501.371.6817 or Jamie Collins, gcollins@littlerock.gov or 501.371.6818.

H. SUBDIVISION COMMITTEE COMMENT: (April 3, 2019)

The applicants were present. Staff presented the item and noted some additional information was needed. Staff asked the applicants to confirm the percentage of open space in the general notes as the information appeared to be incorrect. Staff requested the maximum building height and some information on the proposed architectural style of the houses; exterior finish and roofing. Staff asked if fencing would be permitted as per typical residential properties. The applicants were asked to describe the treatment of the proposed landscape easement along Kanis Road and to confirm that the 75' wooded buffer along Kanis Road would remain undisturbed. Staff asked what portions of tract F wrapping around the north, west and east perimeters would remain undisturbed. The applicants were asked to indicate the location and size of any proposed subdivision sign.

Staff noted the requested variances to allow advance grading of the entire site in conjunction with the first phase of construction and to allow a reduced standard of half-street improvements to Kanis Road.

Public Works comments were presented and discussed. Several comments were discussed in detail. Staff commented that several proposed streets were indicated as minor residential although they do not meet the Master Street Plan criteria for a minor residential street. Staff stated variances would have to be requested for those streets, including the absence of sidewalks. Staff requested a sketch grading and drainage plan. Staff stated traffic calming devices were required for long straight streets. Staff suggested pedestrian tables be installed at mail kiosk locations and adjacent to tract land. Staff added the following additional comment:

For the areas of the proposed development suspected to be flood prone and that area is not covered by the flood insurance study prepared by the federal insurance administration for the national flood insurance program, or is not covered by available U. S. Army Corps of Engineers information, provide an engineering analysis to determine to the best of the engineer's ability safe building lines on the preliminary plat.

Staff stated there was an area on the west perimeter of the site where such an analysis was needed.

Staff noted a secondary emergency access to be approved by the Fire Marshall would have to be installed with the first phase since it exceeded 30 dwelling units.

Comments from the other departments and reviewing agencies were noted. The applicants were advised to respond to staff issues by April 10, 2019. The committee forwarded the item to the full commission.

I. ANALYSIS:

The applicant submitted responses to issues raised at subdivision committee. The maximum building height will be 35 feet, as per the R-2 district. Design guidelines will be similar to Wildwood Place located adjacent to the north. That development requires exterior finishes of brick or stone with pitched/shingled roof. Minimum house size will be set by the bill of assurance and design standards will be overseen by an architectural review committee. Fencing will be included in those guidelines but will not exceed the height limits allowed by code for residential districts. The 25 foot landscape easement along Kanis Road will typically remain undisturbed. Its purpose is to allow construction of a fence or other architectural feature generally along Kanis Road. The applicant states a similar easement exists along the south side of Kanis Road in this area. The 75 foot buffer along Kanis will remain undisturbed. While none are planned at present, utility companies may find it necessary to install underground utilities across the buffer. These crossings would be limited as to impact and oriented to minimize the removal of trees and the visual impact of the installation. Only small areas of Tract F which wraps around the north, east and west premiers of the plat will remain undisturbed. A single subdivision identification sign is proposed at the entrance. It will be 6 feet in height and 32 square feet in area.

Staff has the following comments in response to the applicant's resubmittal. A street name must be provided for the entrance street off of Kanis. A Master Street Plan variance is required for a residential street (Fletcher Ridge Circle) to be constructed with a minor residential right-of-way of 45 ft. in width. A Master Street Plan variance is required for a portion of a residential street (Fletcher Ridge Circle) to not be constructed with sidewalks. Kanis Road round-a-bout must be constructed in consideration for future pedestrian access, with curb and gutter, with street lights installed in all four corners, and constructed in conformance with AASHTO and MUTCD standards. The proposed subdivision sign must be located no closer than 30 ft. from the south end of the round-a-bout directional median to not deter sight distance. The engineering analysis has been provided and is being reviewed by staff. Findings will be provided.

J. STAFF RECOMMENDATION:

Staff's recommendation is forthcoming.

PLANNING COMMISSION ACTION:

(APRIL 25, 2019)

The applicants were present. There were no registered objectors present. Staff informed the commission that they had completed their review and there were no outstanding issues. All sidewalks will be 5 ft. in width, where required. There are no Master Street Plan variances required for right-of-way width or street design. The Kanis Road round-a-bout will be constructed in consideration for future pedestrian access, with curb and gutter, with street lights installed in all four corners and constructed in conformance with AASHTO and MUTCD standards. An access easement must be provided for the secondary and emergency access from this subdivision, through the Potlatch/Deltic property, through Tract O of Wildwood Place Phase VII to the Wildcreek Circle right-of-way. The subdivision sign is to be placed no closer than 30 ft. from the south end of the round-a-bout median. The drainage analysis has been reviewed and found to be sufficient.

Staff read into the record a statement from the Citizens of West Pulaski County described as a position statement on Fletcher Ridge PRD. The applicant had stated they did not object to that statement being presented. The statement read as follows:

“The Citizens of West Pulaski County’s expanded steering committee understands the City of Little Rock will grow into the western part of Pulaski County and wishes to see that growth be done in ways that will preserve the character of the area.

The CWPC committee and other community leaders have met several times with representatives of Potlatch/Deltic and its subsidiaries regarding a proposed development on Kanis Road across from Chenal Downs. While this should not be taken as an objection to the plan, there were 3 concerns expressed as follows: the density of the proposal (3.92 lots per acre) as it bears on the expected increase in traffic on Kanis Road; the proposal appears inconsistent with the character of the area; concern about the effect the plan will have on Fletcher’s Hollow (2 miles on Kanis Road from Chenal Downs entry to Walnut Grove Road).

CWPC hopes to constructively work with Potlatch/Deltic in the future to preserve the character of the area, including Fletcher’s Hollow.”

Staff recommended approval of the item subject to compliance with all comments and conditions presented and as outlined in paragraphs D, E and F and the staff analysis in the agenda staff report. There was no further discussion. The item was placed on the consent agenda and approved as recommended by staff. The vote was 10 ayes, 0 noes and 1 absent.