

FILE NO.: Z-8235-B

NAME: The Village at Bella Tierra Long-form PCD and PD-R

LOCATION: Located on the Northeast corner of Stagecoach Road and Alexander Road

DEVELOPER:

DODA Construction, LLC
P.O. Box 13437
Maumelle, AR 72113

OWNER/AUTHORIZED AGENT:

DODA Construction, LLC
White-Daters and Associates – Agent

SURVEYOR/ENGINEER:

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

AREA: 50.7-acres NUMBER OF LOTS: 6 Commercial FT. NEW STREET: 2,500 LF
17 Residential

WARD: 7 PLANNING DISTRICT: 16 – Otter Creek CENSUS TRACT: 42.20

CURRENT ZONING: PID – Expired

ALLOWED USES: O-3, General Office District, C-3, General Commercial District,
I-2, Light Industrial District uses and Multi-family (192 units)

PROPOSED ZONING: PCD and PD-R

PROPOSED USE: O-3, General Office District, C-3, General Commercial District,
I-2, Light Industrial District uses and Multi-family uses (134 units)

VARIANCE/WAIVERS:

1. A variance from the Land Alteration Ordinance to allow grading of future phases with the development of the first phase.
2. A deferral of the street improvements to the future arterial, Crystal Valley Lateral.

BACKGROUND:

Ordinance No. 19,807 adopted by the Little Rock Board of Directors on August 21, 2007, rezoned an area to the south of the site from I-2, Light Industrial District to PID, Planned Industrial Development District, to allow the development of 11.5-acres with an office and retail development. The developer proposed to subdivide the property into six (6) lots with a mix of various uses including O-3, General Office District and C-3, General Commercial District uses. The street, Hidden Creek Boulevard, was currently under construction.

Ordinance No. 20,022 adopted by the Little Rock Board of Directors on September 2, 2008, allowed an expansion of the previously approved PID, Planned Industrial Development District, zoning. The property was located at the end of the newly constructed Hidden Creek Boulevard off Stagecoach Road. The property was zoned I-2, Light Industrial District and was proposed for rezoning to PID, Planned Industrial Development District. The approval was to allow the immediate construction of 192 multi-family units on a 9.8-acre tract and identify additional lots for future development utilizing I-2, Light Industrial District and C-3, General Commercial District uses as allowable uses along the future Outer Loop roadway. The property was located in the flood plain of the Fourche Creek, but was not located in floodway.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The developer is now proposing a mixed use project with commercial and office uses fronting on Stagecoach Road. This area would be served by a commercial collector street coming off Stagecoach Road with lots on either side. The building and lot sizes would have a variety of depths and sizes to allow for a diverse group of uses to serve the area. The total land area is 11.22-acres with 93,400 square feet of proposed building square footage.

The PRD area contains 39.4-acres with 17 proposed lots each containing six (6) to eight (8) residential units for lease. These units are attached with parking fields between the units providing three (3) spaces per unit throughout the complex. The development will also have garages for lease to residents which can be used for storage. The development will have walking trails connecting the residential development to a floodway area to the northeast that will be used for recreational areas similar to the Otter Creek Park just across Fourche Creek. A ballfield along with walking trails are proposed for this area.

Stagecoach Road was widened by Arkansas Department of Transportation, ARDOT, several years ago and currently meets the Master Street Plan requirements including sidewalk. A 55-foot right of way dedication is proposed along the western property line as required by the Master Street Plan to meet the requirements of the north/south arterial proposed as the Crystal Valley Lateral. The developer is requesting a deferral of the boundary street improvements for construction of this future arterial street.

B. EXISTING CONDITIONS:

The site is located adjacent to the Pulaski/Saline County Line on the north side of Stagecoach Road. There are a number of uses in the area including two large manufactured home parks both located to the south of the site, beverage shops and office and commercial uses. To the west of the site is a cemetery with a wooded area behind the cemetery. Contained on the site is a small baseball field. The area to the north and west of the site is the Fourche Creek. Immediately east of the site is City owned property containing the Otter Creek Park.

C. NEIGHBORHOOD COMMENTS:

All property owners located within 200-feet of the site along with the Otter Creek Homeowners Association and Southwest Little Rock United for Progress were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. A concrete driveway apron should be constructed on the north side of the cul-de-sac. The street north of the cul-de-sac should be platted as a private street and maintained by the owner and/or local property owner's association.
2. In accordance with Section 31-207, private streets must be designed to the same standards as public streets. A minimum access easement width of 45-feet is required and street width of 26-feet from back of curb to back of curb for parking on both sides of the street.
3. 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. Is a variance being requested to advance future phases with construction of the first phase?
4. Stormwater detention ordinance applies to this property. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer and/or local property owners association and detailed in the bill of assurance.
5. 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.
6. Collection services can be provided for the four-plex units. No residential waste collection service will be provided on private streets unless the property owners association provides a waiver of damage claims for operations on private property.

7. The plans does not reference the effective floodplain map. 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.
8. 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.
9. Provide a Sketch Grading and Drainage Plan per Section 29-186 (e).
10. 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 Traffic Engineering, Greg Simmons, gsimmons@littlerock.gov or 501.379.1813 for more information.
11. 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.
12. The owner and/or manager of each multi-family residence of 100 or more dwelling units shall provide recycling and encourage participation by the tenants, renters, or owners of each unit. Contact Melinda Glasgow, mglasgow@littlerock.gov or 501.371.4646 for more information.
13. Show proposed location(s) of USPS cluster box units in conformance with USPS and City of Little Rock policy design standards.
14. 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.
15. A future principal arterial is shown on the Master Street Plan along the west property line. Dedication of right-of-way to 55-feet from west property line will be required.

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. Grease trap analysis required if food service on site. Capacity fee analysis required. Contact Little Rock Water Reclamation Authority for additional information.

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 on the south side of Stagecoach Road 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 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. 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.
3. This development will have minor impact on the existing water distribution system. Proposed water facilities will be sized to provide adequate pressure and fire protection.
4. 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.
5. Additional fire hydrant(s) will be required. Contact the Little Rock Fire Department to obtain information regarding the required placement of the hydrant(s) and contact Central Arkansas Water regarding procedures for installation of the hydrant(s).
6. 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.

Fire Department:

1. Full Plan Review – Maintain Access
2. 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.
3. 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.
4. 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.

5. 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
 - a. 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.
 - b. 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.
 - c. 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.
 - d. 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.
6. 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
 - a. 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.
 - b. 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.
 - c. 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.
 - d. 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.
7. 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.

8. 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.
9. 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.

F. Building Codes/Landscape:

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. This project will require fully developed Architectural,

Structural, Civil and MEP Plans. Contact a commercial plans examiner: Curtis Richey at 501.371.4724; crichey@littlerock.gov.

Landscape:

1. Site plan must comply with the City's 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 less than nine (9) feet. The approximate depth of the Lots 1 and 6 is 235 feet. A minimum fourteen (14) foot street buffer is required between the property line and the proposed parking.
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. 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. The east perimeter planting strip is deficient.

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 and three hundred (300) square feet for developments exceeding one hundred fifty (150) 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-2 zoned property to the south and west. 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. Existing plant material can be used to meet these minimum requirements.

8. A landscape irrigation system shall be required for developments of one (1) acre or larger.
9. The development of two (2) acres or more requires the landscape plan to be stamped with the seal of a Registered Landscape Architect.
10. 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: The site is not located on a dedicated Rock Region Metro route.

Planning Division: This request is located Otter Creek Planning District. District. The Land Use Plan shows Mixed Use (MX) for this property. The Mixed Use category provides for a mixture of residential, office, and commercial uses to occur. A Planned Zoning District is required if the use is entirely office or commercial or if the use is a mixture of the three. The applicant has applied for rezoning from PID, (Planned Industrial District Expired) to PCD (Planned Commercial Development) and PDR (Planned District Residential) to allow for retail use along Stagecoach Road and residential use in the rear.

Master Street Plan: South of the property is Stagecoach Road and it is shown as a 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 Stagecoach 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 Stagecoach Road. Bike Lanes provide a portion of the pavement for the sole use of bicycles.

H. SUBDIVISION COMMITTEE COMMENT: (June 6, 2018)

Mr. Joe White of White-Daters and Associates was present representing the request. Staff presented the item stating there were few outstanding technical issues associated with the request. Staff questioned the placement of dumpsters and the dumpster service hours. Staff also requested the location, total height and construction materials of any proposed fencing. Staff stated the applicant was to work with the US Postal Service on the placement of mail delivery boxes.

Public Works comments were addressed. Staff stated a minimum access easement of 45-feet with a minimum pavement width of 26-feet was required to allow parking on both sides of the proposed street. Mr. White stated the intent was to allow the residential street to be dedicated as a public street. Staff stated there could be no backing of vehicles into the street if the street was dedicated. Staff stated the floodway area was to be indicated as a floodway easement. Staff stated the Parks Department did not desire the area to be dedicated to the City as park lands due to the area being isolated from the adjacent, across the Fourche Creek, Otter Creek Park. Staff stated a grading permit was required prior to construction.

Landscaping comments were addressed. Staff stated street buffers along Stagecoach Road should be a minimum of 14-feet in width. Staff stated vehicular use areas were to be landscaped per the typical minimum standards of the landscape ordinance. Staff stated a landscape irrigation system was required to water landscaped areas. Staff stated developments in excess of two (2) acres required a landscape plan stamped with the seal of a registered landscape architect.

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.

I. ANALYSIS:

The applicant submitted a revised site plan to staff addressing most of the technical issues associated with the request raised at the June 6, 2018, Subdivision Committee meeting. The revised site plan indicates the placement of dumpsters, fencing and indicates the location for the US Postal CBU, Cluster Box Unit.

The request is to rezone the site from PID, Planned Industrial Development District, (Expired) to PCD, Planned Commercial Development District and PD-R, Planned Development Residential, to allow the development of a mixed use project with commercial and office uses fronting on Stagecoach Road and residential on the rear portion of the site. The front portion of the site will be served by a commercial collector street extending from Stagecoach Road with lots on either side. The building and lot sizes vary in depths and sizes to allow for a diverse group of uses to serve the area. The total land area is 11.22-acres with 93,400 square feet of proposed building square footage.

Lot 1 is proposed containing 2.20-acres developed with a 23,258 square foot building and 91 parking spaces. The applicant indicates C-3, General Commercial District uses as allowable uses. Lot 2 is proposed developed with 4.27-acres and a 30,942 square foot building utilizing O-3, General Office District and C-3, General Commercial District uses. There are 171 parking spaces proposed. Lot 3 is indicated with 2.29-acres and a 16,500 square foot building and 83 parking spaces. The plan indicates O-3, General Office District uses as allowable uses. Lot 4 is

proposed containing 0.67-acres developed with a 6,353 square foot building and 34 parking spaces. The request is to allow C-3, General Commercial District uses as allowable uses. Lot 5 is proposed containing C-3, General Commercial District uses with a 6353 square foot building located on 0.72-acres and 36 parking spaces. Lot 6 is proposed containing 1.07-acres, a 10,000 square foot building and 38 parking spaces. C-3, General Commercial District uses are proposed.

The commercial hours of operation are from 6 am to midnight seven (7) days per week. The dumpster service hours are proposed from 7 am to 6 pm Monday through Friday.

The PD-R, Planned Development Residential, area contains 39.4-acres with 17 proposed lots each containing six (6) to eight (8) residential units for lease. The plan indicates 13 buildings containing eight (8) units and five (5) buildings containing six (6) units. These units are attached with parking fields between the units providing three (3) spaces per unit throughout the complex. The development will also have garages for lease to residents which can be used for storage. The development will have walking trails connecting the residential development to a floodway area to the northeast that will be used for recreational areas similar to the Otter Creek Park just across Fourche Creek. A ballfield along with walking trails are proposed for this area.

Stagecoach Road was widened by Arkansas Department of Transportation, ARDOT, several years ago and currently meets the Master Street Plan requirements including sidewalk. A 55-foot right of way dedication is proposed along the western property line as required by the Master Street Plan to meet the requirements of the north/south arterial proposed as the Crystal Valley Lateral. The developer is requesting a deferral of the boundary street improvements for construction of this future arterial street. Staff is supportive of the deferral request until construction of the street occurs on the abutting street section either to the north or south of this site.

The developer has removed from their request an in-lieu payment for stormwater detention fees.

The request includes a variance from the City's Land Alteration Ordinance to allow grading of the entire site with the development of the first phase. The commercial portion of the development will be developed on an individual lot basis depending on market demand. The residential portion of the development will also be developed on an individual lot basis also based on market demand.

The applicant is requesting Bella Terra Boulevard for the entirety be dedicated as a public street. The applicant is also requesting Bella Terra Lane and Bella Terra Cove be dedicated as public streets. Staff is supportive of allowing Bella Terra Boulevard as a public street along the commercial development portion of the site but does not feel the streets within the residential portion of the development should be accepted as public streets.

Staff is generally supportive of the development concept but is not supportive of the full application request. Staff does not support the dedication of the streets within the residential portion of the development as public streets. Staff feels the streets are driveways within a multi-family development and should not be accepted by the public for maintenance. Staff does support the deferral request for the construction of Crystal Valley Lateral and the variance request from the City's Land Alteration Ordinance to allow grading of future phases with the development of the first phase.

J. STAFF RECOMMENDATION:

Staff recommends denial of the application as filed.

PLANNING COMMISSION ACTION:

(JUNE 28, 2018)

The applicant was present representing the request. There was one (1) registered persons requesting additional information. Staff presented an overview of the item stating the applicant had amended the request and was now proposing Bella Terra Lane, Bella Terra Cove and Bella Terra Boulevard within the residential portion of the development as private streets. Staff stated this had been the only remaining outstanding issue with the request and based on the amended request they were now supportive of the applicant's request. Staff presented 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 Land Alteration Ordinance to allow grading of the site with the development of the first phase.

Mr. Joe White of White Daters and Associates addressed the Commission stating he and Ms. Janice Brown had met in the hall and discussed her concerns. He stated Ms. Brown was now satisfied and was not opposed to the request. Ms. Brown stated this was a correct statement.

There was no further discussion. The chair entertained a motion for approval of the item including all staff recommendations and comments. The motion carried by a vote of 9 ayes, 0 noes and 2 absent.