

FILE NO.: Z-4343-GG

NAME: The Ranch Long-form PCD and Right of Way Abandonment for Patrick Country Road

LOCATION: Located at 18020 Cantrell Road

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: R-2, Single-family, O-3, General Office and C-3,
General Commercial

ALLOWED USES: Commercial, Office, Single-family, Church

PROPOSED ZONING: PCD

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

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

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant is requesting a rezoning of 33.5-acres from R-2, Single-family, O-3, General Office and C-3, General Commercial to allow the development of this site as the Bank of the Ozarks corporate headquarters and campus. The project is proposed in multiple phases (7-phases total). The first phase includes the construction of a five (5) level office building and underground parking. The total

building spare footage for Phase 1 is 180,000 square feet of office space. The plan includes 290 parking spaces within the parking deck and 275 surface spaces for a total of 565 parking spaces.

Phase 2 is proposed with a bank containing 2,800 square feet. The building is a one-story building. 34 parking spaces will be constructed with the bank. The bank is to be located on the western side of the development near the existing Patrick Country Road. Also in Phase 2 an office/retail building containing 60,000 square feet of floor area will be constructed. The building is proposed with three (3) levels. Two (2) levels of office and one (1) level of retail. With this construction 155 parking spaces will be provided.

Phase 3 includes the construction of an office building with four (4) levels of office and one (1) level of underground parking. The office spaces totals 56,000 square feet with 36 parking spaces within the deck and 127 surface parking spaces.

Phase 4 is proposed with a four (4) level office building and an area for underground parking. The building is proposed containing 66,000 square feet of office space. The plan includes 36 parking spaces within the deck and 142 surface parking spaces.

Phase 5 is proposed with a four (4) level office building and one (1) level of underground parking. The office building is proposed with 74,000 square feet of floor area. The plan indicates 46 parking spaces within the underground parking deck and 126 surface spaces.

Phase 6 is proposed with a four (4) level office building and an area for underground parking. The building is proposed containing 66,000 square feet of office space. The plan includes 46 parking spaces within the deck and 138 surface parking spaces.

Phase 7 is proposed with 56,000 square feet of office space within a four (4) story building. There are 137 surface parking spaces proposed with this phase.

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

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.

Cantrell Road is a four (4) lane State Highway with a continuous center turn lane. There are no sidewalks in place along the frontage of the proposed development area.

C. NEIGHBORHOOD COMMENTS:

As of this writing, staff has received an informational phone call from an area property owner. All property owners located within 200-feet of the site along with the Aberdeen Court POA, the Bayonne Place POA, the Chevaux POA, the Duquesne Place POA, the Johnson Ranch Neighborhood Association 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. Provide a Sketch Grading and Drainage Plan per Section 29-186 (e).
7. Stormwater detention ordinance applies to this property. How will detention be provided?
8. 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.
9. A special Grading Permit for Flood Hazard Areas will be required per Section 8-283 prior to construction.
10. Provide existing topographic information at maximum five-foot contour interval. Show the limits of the 100-year floodway and floodplain.
11. 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.
12. 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.
13. 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.
14. 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.
15. Obtain permits for improvements within State Highway right-of-way from AHTD, District VI.
16. 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.
17. On plan show driveway locations on the south side of Cantrell Road in relation to the proposed driveways on the north.
18. 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.

19. 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, 621 South Broadway, Travis Herbner, therbner@littlerock.org or 501.379.1805 for more information.
20. 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.org or 501.379.1813 for more information.
21. Provide a letter prepared by a registered engineer certifying the intersection sight distance at the intersection(s) comply with 2004 AASHTO Green Book standards.
22. 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.
23. Easements are required for stormwater drainage within the abandoned right-of-way.

E. UTILITIES AND FIRE DEPARTMENT/COUNTY PLANNING:

Wastewater: Sewer available to this site. Contact Little Rock Wastewater if additional information is required.

Entergy: Entergy is aware of this project already and is currently working with the developer regarding line locations and service requirements. Any ROW abandonment and location of new easements will be coordinated with the developer as the project progresses.

Centerpoint Energy: No comment received.

AT & T: No comment received.

Central Arkansas Water: Central Arkansas Water approves the abandonment of the right of way with a utility easement remaining in the described area.

Fire Department:

1. 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.
 - i. 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.
 - c. 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 placed 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 replaced 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.

Rock Region Metro: Location is served by METRO on Express Route 25 at Cantrell Road and Patrick Country Road. The area is an important location for future transit plans. We request that the pedestrian walk along Cantrell Road be located as close to the road as is allowed by code in order to reduce the grassy area between the sidewalk the access to a transit stop. The grassy verge becomes difficult to negotiate for ADA passengers in frequently muddy and wet conditions. We would like to commend the designers for pedestrian paths to each building for access to jobs by persons with disabilities and transit users.

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.org or
Mark Alderfer at 501.371.4875; malderfer@littlerock.org.

Building will be limited by height requirements of building construction type as per 2012 Arkansas Fire Protection Code.

Planning Division: This request is located in the Pinnacle Planning District. The Land Use Plan shows Public Institution (PI) and Commercial (C) for this property. The Public/Institution category includes public and quasi-public facilities that provide a variety of services to the community such as schools, libraries, fire stations, churches, utility substations, and hospitals. 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 for a rezoning from R-2 (Single Family District) and C-3, General

Commercial District to PCD (Planned Commercial District) to build seven (7) new buildings for a banking-campus. The request is within the Highway 10 Design Overlay District.

Master Street Plan: The south side of the property is Cantrell Road and it is a Principal Arterial, within the development area is Patrick Country Road and it is a Local street 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. 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. 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 I Bike Path is 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 an 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 Design 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. 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 MF-18. 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 proposed, shall be provided within the landscape ordinance of the City, Section 15-81.

5. 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.
6. 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.
7. 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.
8. A landscape irrigation system shall be required as per Highway 10 Site Design and Development Standards.
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 sites. Credit toward fulfilling Landscape Ordinance requirements can be given when preserving trees of six (6) inch caliper or larger.

G. SUBDIVISION COMMITTEE COMMENT: (February 3, 2016)

The applicants were present representing the request. Staff presented an overview of the item stating there were a number of outstanding technical issues associated with the request. Staff stated the site was located within the Highway 10 Design Overlay District which had specific development criteria related to setbacks, landscaped areas and signage. Staff requested the applicant provide the proposed development schedule for the new construction indicating the approximate dates for completion of the various phases.

Public Works comments were addressed. Staff stated a grading permit was required prior to any clearing or grading activities on the site. Staff stated the City's Stormwater Detention Ordinance would apply to the development of the site. Staff noted the request included the abandonment of Patrick Country Road. Staff stated the area should be retained as a utility and drainage easement. Staff

stated streetlights were required to be installed prior to final platting or the issuance of a certificate of occupancy. Staff requested the applicant provide the existing topographic information at a maximum five (5) foot contour intervals. Staff also requested the applicant provide the limits of the floodway and the floodplain.

Landscaping comments were addressed. Staff stated the Highway 10 Design Overlay District required the placement of a 40-foot landscape strip along the Cantrell Road/Highway 10 frontage. Staff stated in addition the Overlay required the placement of a 25-foot landscape strip along the sides and rear perimeters. Staff stated building landscaping and parking lot landscaping would be required at the time of development. Staff stated a screening mechanism such as a fence, wall or dense evergreen plantings was required along the perimeters which abutted residential uses. Staff noted the development of the site would require an automatic irrigation system to water landscaped areas. Staff stated with the submission of the building permit request a landscape plan, stamped with the seal of a registered landscape architect would be required.

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 2016 with building construction beginning in the fall 2016 extending into the spring 2017. The remaining buildings will come on line as market demands.

The request is to rezone 33.5-acres from R-2, Single-family, O-3, General Office and C-3, General Commercial to Planned Commercial Development, PCD, to allow the development of this site as the Bank of the Ozarks corporate headquarters and campus. 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 total building space footage for Phase 1 is 180,000 square feet of office space. The plan includes 290 parking spaces within the parking deck and 275 surface spaces for a total of 565 parking spaces.

Phase 2 is proposed with a bank containing 2,800 square feet. The building is a one-story building. 34 parking spaces will be constructed with the bank. The bank is to be located on the western side of the development near the existing Patrick Country Road. Also in Phase 2 an office/retail building containing 60,000 square feet of floor area will be constructed. The building is proposed with three (3) levels. Two (2) levels of office and one (1) level of retail. With this construction 155 parking spaces will be provided.

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Phase 6 is proposed with a four (4) level office building and an area for underground parking. The building is proposed containing 66,000 square feet of office space. The plan includes 46 parking spaces within the deck and 138 surface parking spaces.

Phase 7 is proposed with 66,000 square feet of office space within a four (4) story building. There are 46 parking spaces within the underground parking deck 138 surface parking spaces proposed with this phase.

The parking within each of the phase is more than adequate to meet the typical parking demand for the site. The site plan indicates the placement of walks to connect each of the buildings on the campus.

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.

Also included in the request is the abandonment of Patrick Country Road extending north from Cantrell Road to the “bridge”. The area north of the bridge was previously abandoned. The abandonment request is a 50-foot wide right of way extending from Cantrell Road north approximately 1,050 linear feet. The right of way is located west of Tract E, The Ranch Subdivision, in the City of Little Rock, Pulaski County, Arkansas. The area will be retained as a utility and drainage easement. The applicant has secured approvals from the various utility companies and from Public Works indicating there is not an issue with the abandonment as long as the area is retained as a utility and drainage easement. 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 rezone the site from the various zoning district to a PCD to allow the development of the future campus for the Bank of the Ozarks Headquarters is appropriate. Staff does not feel the abandonment request for Patrick Country Road will have any adverse impact since this development is incorporating the lands on each side of the abandonment request and the northern portion of the right of way was abandoned a number of years ago. To staff's knowledge there are no remaining outstanding technical issues associated with the request.

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 abandonment request for Patrick Country Road provided the area be retained as a utility and drainage easement.

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

PLANNING COMMISSION ACTION:

(FEBRUARY 25, 2016)

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 abandonment request for Patrick Country Road provided the area be retained as a utility and drainage easement. Staff presented a recommendation of approval of the variance requests 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.