

FILE NO.: Z-9535

NAME: Taylor Loop Creek Office – POD

LOCATION: 16100 Cantrell Road

DEVELOPER:

Matt White
400 West Capitol Avenue, Suite 2891
Little Rock, AR 72201

OWNER/AUTHORIZED AGENT:

Joe White
White-Dater & Associates, Inc.
24 Rahling Circle
Little Rock, AR 72223

SURVEYOR/ENGINEER:

AREA: 6.73 acres NUMBER OF LOTS: 2 + 1 tract FT. NEW STREET: 0 LF

WARD: 5 PLANNING DISTRICT: 1 CENSUS TRACT: 42.05

CURRENT ZONING: R-2, Single-Family District

VARIANCE/WAIVERS:

1. Variances from the Highway 10 Design Overlay District to reduce the front and rear building setbacks.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant proposes to replat 6.7 acres located at the northwest corner of Cantrell Road and Tulley Cove. Lot 1 consisting of 1.46 acres will be rezoned to POD, Planned Office Development. Tract A, 3.79 acres, will be rezoned to OS, Open Space. This portion of the property lies within the floodway. Lot 2 consisting of 1.48 acres will remain R-2, Single-Family District, for the future development of a single-family home with access from Tulley Cove at the rear of the property. The plan calls for a three-story office building on the south of side of Taylor Loop Creek fronting Cantrell Road to be developed on Lot 1.

B. EXISTING CONDITIONS:

The property is located at the northwest corner of Cantrell Road and Tulley Cove in the Highway 10 Overlay District; and adjacent to the floodway and within the floodplain. The site is currently undeveloped and partially tree covered.

There are two (2) office buildings east of the property. To the south across Cantrell Road, there are mixed uses consisting of a restaurant, office, and storage located in a strip center. To the west of the property is a green space which buffers one (1) single-family home. Tully Cove, a residential development of five (5) single-family homes, is located to the north of the proposed development.

C. NEIGHBORHOOD COMMENTS:

All owners of property located within 200 feet of the site; and Tulley Cove and Pinnacle Valley Neighborhood Associations were notified of public hearing.

D. ENGINEERING COMMENTS:

1. 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 construction.
2. Sidewalks with appropriate handicap ramps are required in accordance with Sec. 31-175 of the Little Rock Code and the Master Street Plan along Cantrell Road. The new 5 ft. sidewalk should be placed 3 ft. off the back of curb.
3. Obtain permits for improvements within State Highway right-of-way from AHTD, District VI.
4. Storm water detention ordinance applies to this property. Detention should be provided to a depth of 6 inches within the parking lot.
5. 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.
6. A special Grading Permit for Flood Hazard Areas will be required per Sec. 8-283 prior to construction.
7. The minimum Finish Floor elevation of at least 1 ft. above the base flood elevation is required to be shown on plat and site plans on lot 1 and 2.
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 both the north and south sides of the floodway boundary. Rezone floodway to Open Space to

obtain credit towards a reduction in flood insurance premiums in the City of Little Rock.

9. Remove driveway aprons not proposed to be used.
10. With being adjacent to the floodway and within the floodplain, provide a Sketch Grading and Drainage Plan per Sec. 29-186 (e).

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

Little Rock Water Reclamation Authority: No comments received.

Entergy: No comments received.

CenterPoint Energy: No comments.

AT & T: No comments received.

Central Arkansas Water: No comments received.

Fire Department: Full Plan Review.

Parks and Recreation: No comments received.

County Planning: No comments.

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, contact a commercial plans examiner:

Curtis Richey at 501.371.4724; crichey@littlerock.gov or
Steve Crain at 501-371-4875; scrain@littlerock.gov

Landscape:

1. Any new site development must comply with the City's minimal 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. 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. 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.
 4. Eight percent (8%) of the vehicular use area must be designated for green space; this green space needs to be evenly distributed throughout the parking area(s). The minimum size of an interior landscape area shall be one hundred fifty (150) square feet for developments with one hundred fifty (150) or fewer parking spaces. Interior islands must be a minimum seven and one half (7 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.
 5. The City Beautiful Commission recommends preserving as many existing trees as feasible on this site. Credit toward fulfilling Landscape Ordinance requirements can be given when preserving trees of six (6) inch caliper or larger.

G. TRANSPORTATION/PLANNING:

Rock Region Metro: No comments.

Planning Division: The request is in the River Mountain Planning District. The Land Use Plan shows Transition (T), Park/Open space (PK/OS) and Residential Low Density (RL) for the site. Transition is a land use plan designation that provides for an orderly transition between residential uses and other more intense uses. Transition was established to deal with areas which contain zoned residential uses and nonconforming nonresidential uses. A Planned Zoning District is required unless the application conforms to the Design Overlay standards. Uses that may be considered are low-density multi-family residential and office uses if the proposals are compatible with quality of life in nearby residential areas. The Park/Open Space category includes all public parks, recreation facilities, greenbelts, flood plains, and other designated open space and recreational land. The Residential Low-Density category provides for single family homes at densities not to exceed 6 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 application is to change an area from R-2 (Single Family District) to POD (Planned Office Development) District to allow for future development on the site.

Surrounding the application area, the Land Use Plan shows Transition (T) to the east and south (across) Cantrell Road. To the north and northwest is Residential Low Density Residential Low Density (RL). To west of the application is an area of Park/Open Space followed by Transition (T). Transition was established to deal with areas which contain zoned residential uses and nonconforming nonresidential uses. A Planned Zoning District is required unless the application conforms to the Design Overlay standards. Uses that may be considered are low-density multi-family residential and office uses if the proposals are compatible with quality of life in nearby residential areas. The Park/Open Space category includes all public parks, recreation facilities, greenbelts, flood plains, and other designated open space and recreational land. In this case the drainage way of a creek. The Residential Low-Density category provides for single family homes at densities not to exceed 6 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.

Master Street Plan: To the south is Cantrell Road and it is a Principal Arterial on the Master Street Plan. 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. 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 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).

H. ANALYSIS:

The applicant proposes to subdivide the 6.73 acre property located at 16100 Cantrell Road into two (2) lots and one (1) tract. Lot 1 which runs along Cantrell Road will be 1.46 acres in size, with Lot 2 containing 1.48 acres. Tract A will consist of 3.79 acres, all of which lies in the floodway. Lot 2 will gain access from Tulley Cove which runs along its east boundary. The property is located within the Highway 10 Design Overlay District.

The applicant also proposes to rezone Lot 1 from "R-2" Single Family District to "POD" Planned Office District to allow a new office development. The applicant proposes to rezone Tract A from R-2 to "OS" Open Space District, based on the

fact that Tract A represents floodway which runs through the overall property. Lot 2 will remain zoned R-2 for the development of one (1) single family residence.

The proposed POD zoning for Lot 1 includes a three-story office building within the west half of the lot. The proposed office building will be approximately 10,000 square feet in area. It will be located 80 feet back from the front (south) property line, 25 feet from the rear (north) property line and 30 feet from the west side property line. A 30 foot wide driveway from Cantrell Road at the southeast corner of Lot 1 will serve as access to the office development. Paved parking will be located on the east side of the proposed office building. A cul-de-sac will be located at the west end of the parking area.

Section 36-502 (b) (2) g. of the City's Zoning Ordinance would typically require a minimum of 25 parking spaces to serve the proposed office building. The proposed site plan includes 35 parking spaces. Staff believes this will be sufficient to serve the proposed office use. The applicant notes that site lighting will low-level and directed into the site.

A dumpster area is shown at the west end of the parking area. The dumpster area must be screened as per Section 36-523 of the Code.

The applicant notes that all signage will conform with the Highway 10 Design Overlay District requirements. Section 36-346 (f) will allow one (1) monument-type ground sign for Lot 1, with a maximum height of six (6) feet and a maximum area of 72 square feet.

The applicant is requesting variances from the Highway 10 DOD to allow reduced front and rear building setbacks. Section 36-346 (b) requires a minimum front building setback of 100 feet, and Section 36-346 (c) requires a minimum rear setback of 40 feet. As noted previously the proposed building will have a front setback of 80 feet and a rear setback of 25 feet. Staff is supportive of the setback variances, as the lot has a fairly shallow depth, ranging from 100 feet to 179 feet due to the floodway area.

The applicant provided responses and additional information to all issues raised during staff's review of the application. To staff's knowledge there are no outstanding issues.

Staff is supportive of the requested POD and OS rezoning. Staff views the request as reasonable. The property is located in an area of mixed uses and zoning. The City's future Land Use Plan designates this property as "T" Transition. The two (2) properties immediately east of the proposed Lot 1 are zoned PD-O, with a large POD zoning to the west. PCD and POD zonings are located across Cantrell Road to the south. The proposed POD zoning will represent a continuation of the zoning pattern along this section of Cantrell Road, with the POD development be

consistent with the future land use designation. Staff believes the proposed development will have no adverse impact on the general area.

I. STAFF RECOMMENDATION:

Staff recommends approval of the requested POD and OS rezoning and associated building setback variances, subject to compliance with the comments and conditions outlined in Sections D, E and F, and the staff analysis, in the agenda staff report.

PLANNING COMMISSION ACTION:

(OCTOBER 29, 2020)

The applicant was not present. There were no persons present registered in support or opposition. Staff informed the Commission that the applicant submitted a letter to staff on October 28, 2020 requesting this item be deferred to the December 3, 2020 agenda, in order to work out an access issue. Staff supported the deferral. A waiver of the Planning Commission bylaws was needed based on the fact that the request for deferral was made less than five (5) business days prior to the public hearing. With a vote of 11 ayes, 0 nays and 0 absent the bylaws were waived. The item was placed on the Consent Agenda and deferred as recommended by staff. The vote was 11 ayes, 0 nays and 0 absent.

STAFF UPDATE:

Due to complications in accessing Lot 2 from Tulley Cove, the applicant has revised the proposed site plan with respect to driveways and parking. The overall parking area for the proposed office building has been rotated, with the driveway at the west end of the parking area and the cul-de-sac at the east end of the parking area. The number of parking spaces and the dumpster area remain the same. A new driveway at the southeast corner of the overall property will serve Lot 2. The new driveway will traverse the floodway area, with a small bridge over Taylor Loop Creek. The Engineering Division has reviewed the revised site plan and provided the following additional comments:

1. The proposed alteration of the floodway will require flood map revisions. Obtain a conditional letter of map revision (CLOMR) and a "No Rise" certification approval from CLR Public Works and FEMA prior to issuance of a grading permit and commencement of construction. An approved letter of map revision (LOMR) from FEMA must be obtained prior to approval of final plat for Lot 2.
2. 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.
3. Label on the preliminary plat the proposed finished floor elevation of the proposed structure on Lot 2 to be at least 1 ft. above the base flood elevation.

The proposed parking and driveway revisions do not change the overall concept of the proposed development. Staff continues to recommend approval of the proposed POD and OS rezoning, including the additional Engineering comments, as noted in paragraph I. of the agenda staff report.

PLANNING COMMISSION ACTION:

(DECEMBER 3, 2020)

The applicant was present. There were no persons present registered in support and one (1) person registered in opposition. Staff presented the item and a recommendation of approval as outlined in the "staff recommendation" above. The Commission requested comments from the person registered in opposition. However, no person responded to the request. There was a motion to approve the application as recommended by staff. The motion was seconded. The vote was 10 ayes, 0 nays, and 1 absent. The application was approved.