

June 11, 2026

ITEM NO.: 6

FILE NO.: Z-10283

NAME: Common Ground Properties – PD-R

LOCATION: 2219/2223 S. Commerce Street

DEVELOPER:

Common Ground, LLC/ Ennett2Win, LLC (Owners)
1920 Commerce Street
Little Rock, AR 72205

OWNER/AUTHORIZED AGENT:

Common Ground Properties, LLC (Agent)
1920 Commerce Street
Little Rock, AR 72205

AREA: 1.2 acres

NUMBER OF LOTS: 5

FT. NEW STREET: 0 LF

WARD: 1

CURRENT ZONING: R-4

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant requests to rezone the property from R-4 to PD-R to allow for the development of sixteen (16) single-family homes on sixteen (16) individually platted lots. The project will include eleven (11) detached single-family homes and five (5) townhouses in two (2) structures. The proposed site plan shows a buildable area for each of the detached homes and building footprints for the townhomes.

B. EXISTING CONDITIONS:

The property is comprised of five (5) parcels of land. The parcels include all or part of eleven (11) plated lots. The property is currently undeveloped and partially tree covered. The west portion of the property can be accessed via S. Commerce Street, with the east portion having access from E. 23rd Street.

C. NEIGHBORHOOD NOTIFICATIONS:

All owners of property located within 300 feet of the site and all neighborhood associations registered with the City of Little Rock were notified of the public hearing.

D. ENGINEERING COMMENTS (PLANNING DIVISION):

1. All documents shall be prepared based on the current Arkansas Fire Prevention Codes, City of Little Rock Municipal codes and ordinances, and current Stormwater Management and Drainage Manual.
2. All streets to meet the current City of Little Rock Master Street Plan.
3. Any new development shall be reviewed to ensure all codes, specifications, and ordinances are met before issuing any related permits.

ENGINEERING COMMENTS (PUBLIC WORKS):

1. Access is requested from the curvature of E. 23rd St. between two (2) existing residential driveways. Per Sec. 30-43(a)(2), no driveway shall be constructed within 5 ft of a line drawn from the point of intersection of a property line with the right-of-way of a street and perpendicular to the centerline of the street, except where the property abuts an alley the minimum distance shall be ten (10) feet. The 5 ft offset from the property line allows for a 5 ft driveway wing in conformance with City of Little Rock Standard Detail PW-30 for residential driveways.

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

Little Rock Water Reclamation Authority: No comments received.

Entergy: No comments received.

Summit Utilities: No comments.

AT & T: No comments received.

Central Arkansas Water:

1. A water main extension may be required to serve parcel numbers 34L2060006800 and 34L2060007000.
2. All Central Arkansas Water requirements in effect at the time of request for water service must be met.

Fire Department:

Must Comply with Arkansas Fire Prevention Code 2021 edition

All projects submitted for zoning approval must comply with the Arkansas Fire Prevention Code, 2021 Edition, including any comments or

requirements provided by the Little Rock Fire Marshal's Office, prior to acceptance.

Maintain Access:

Fire Hydrants.

Maintain fire apparatus access roads at fire hydrant locations as per Appendix D of the 2021 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 2021 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. If the grade exceeds 10 percent, approval will be denied and the applicant must submit request to be reviewed by Fire Chief for Approval.**

Loading

Maintain fire apparatus access road design as per Appendix D of the 2021 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 asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

F. **BUILDING CODES/LANDSCAPE:**

Building Codes: No comments received.

Landscape: No comments.

G. **TRANSPORTATION/PLANNING:**

Rock Region Metro: No comments received.

Planning Division:

Land Use Plan:

The request is in Planning District 8, the Central City Planning District. The development principles of this district include strengthening the existing development and better define single-family and non-residential use areas by

neighborhood oriented commercial uses. The Land Use Plan shows RL for the application area. The Residential Low Density (RL) 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 remains less than 6 units per acre. The application is for a Planned District-Residential.

Surrounding the application area is area designated for Residential Low Density (RL) uses and is characterized by single-family homes interspersed with duplexes and small apartment buildings. One block to the north is area designated for Park/Open Space (PK/OS) uses and is characterized by Pettaway Park. One block to the south is area designated for Public/Institutional(P/I) uses and is characterized by two single-family homes and two faith-based institutions.

This site is not located in an Overlay District.

Master Street Plan:

S. Commerce Street is a Local Street on the Master Street Plan. Local Streets are roads designed to provide access to adjacent property with the movement of traffic being a secondary purpose. The standard Right-of-way is 50'. Sidewalks are required on one side. This street may require dedication of right-of-way and may require street improvements.

Bicycle Plan:

S. Commerce Street is not shown on the Master Bike Plan with existing or proposed facilities in this area.

Historic Preservation Plan:

The application, as shown, should have no effect on identified historic resources.

H. ANALYSIS:

The applicant requests to rezone the property from R-4 to PD-R to allow for the development of sixteen (16) single-family homes on sixteen (16) individually platted lots. The project will include eleven (11) detached single-family homes and five (5) townhouses in two (2) structures. The proposed site plan shows a buildable area for each of the detached homes and building footprints for the townhomes.

The property is comprised of five (5) parcels of land. The parcels include all or part of eleven (11) platted lots. The property is currently undeveloped and partially tree covered. The west portion of the property can be accessed via S. Commerce Street, with the east portion having access from E. 23rd Street.

The applicant provided the following information regarding the configuration of the property:

“Five (5) of the exiting platted lots within this development area are landlocked as the result of the City authorizing additions to the City that immediately adjoin the platted lots and without requiring direct street access or other provisions for access. Duval's Addition was platted in 1872. Braggs 2nd Addition, which is immediately to the east of the subject property, was platted in 1920. Fulks Subdivision of Rapley's Estate, which is immediately adjacent to the south of Duval's Addition, was platted prior to 1943, and Rapley's Estate was most likely platted prior to 1885. The result of these adjoining additions was that the landlocked lots were rendered undevelopable under modern standards, unless creative solutions are applied. Cottage court developments are not a new concept, and when paired with Little Rock's planned zone development, they present the best possible path to provide for development of the subject property.”

The applicant also provided the following description of the project:

“The residential development will include the construction of eleven (11) detached single family homes and five (5) town homes. Each structure will be on a separate platted lot. The homes will be constructed using an asphalt shingle roof and clad siding or brick veneer.

Two homes will face Commerce Street reflecting the existing development pattern along Commerce. These two homes will have a minimum setback of fifteen (15) feet from the property boundary along Commerce. Between those two homes there will be a celebrated entrance into the courtyard. The celebrated entrance will double as a fire access lane, permitting greater access for fire protection and emergency services from the western extent of the property.

On the eastern edge of the property, there will be a parking lot with thirteen (13) parking stalls on the east, and the drive lane on the west of the paved area. Five (5) town homes will be constructed to the west of the drive lane, and four (4) of the five (5) town homes will have garages that load from the drive lane. The townhomes are to be clustered as one two-unit and one three-unit building. A walk path will cross from the drive lane to the courtyard between the two (2) townhouse buildings, and the curb of the drive lane adjoining the walk path will be designated as a fire lane to provide access for fire protection and emergency services from the eastern extent of the property. The drive lane will have a width of not less than twenty feet (20') and will connect to 23rd Street.

Trash service will be provided via an enclosed dumpster to be accessed via the drive lane from 23rd Street. Mail for the units facing Commerce Street is to be received by mailbox affixed to the structures. Mail for the remaining units is to be received by a cluster mailbox near the parking lot on the eastern end of the subject property.

Upon approval of this PRD, the two (2) owners will convey their interests to a single separate entity for the purpose of site development. The common areas of the development-fire lane adjoining Commerce Street, interior walk paths and shared green, parking area accessed from 23rd Street, and dumpster service will be conveyed upon site completion to a Property Owners Association, Property Owners Improvement District, or similar legal entity for the purpose to perpetual maintenance.”

The fire department typically requires a minimum access driveway width of twenty (20) feet. To accomplish this, the driveway from E. 23rd Street will need to be closer than five (5) feet from the property lines. The applicant will need a variance from Section 30-43, as explained in paragraph D. of the staff report. The variance can be granted by the Planning Director or the Planning Commission. Staff supports the variance request.

Any site lighting must be low-level and directed away from adjacent properties.

Any signage must comply with Section 36-551 of the City's Zoning Ordinance (signs permitted in one- and two-family zones.)

Any fences or walls erected must comply with Section 36-516 of the City's Zoning Ordinance.

Staff is supportive of the requested PD-R zoning. Staff believes that the applicant has done a good job in proposing a development on lots that were platted 100 years or more ago. Within the overall development there are five (5) platted lots that are virtually landlocked. Staff feels that the proposed development will have no adverse impact on surrounding properties.

I. STAFF RECOMMENDATION:

Staff recommends approval of the requested PD-R zoning, subject to compliance with the comments and conditions outlined in paragraphs D and E, and the staff analysis, of the agenda staff report.

PLANNING COMMISSION ACTION:

(April 9, 2026)

The applicant was present. The applicant requested to defer the item to the May 14, 2026 Planning Commission. There was a motion to approve the deferral. The motion passed by a vote of 7 ayes, 0 nays, 3 absent and 1 open position. The application was deferred.

Staff Update:

(June 1, 2026)

The applicant submitted revisions to the PD-R application to staff on May 15, 2026. The revisions change the concept from detached single family residences to a townhouse concept. The applicant proposes a total of 18 townhomes, with two (2) three (3) unit buildings and three (3) four (4) unit buildings. Each Unit will be on a separate platted lot. The applicant submitted the following detailed description of the Revised PD-R request.

“ I am submitting a revised PRD application by email for the referenced residential development that will include the construction of eighteen (18) townhomes. Each unit will be on a separate platted lot. The homes will be constructed using an asphalt shingle roof and clad siding or brick veneer.

Three townhomes (A, B & C) will face Commerce Street reflecting the existing development pattern along Commerce. These three townhomes will have a minimum setback of fifteen (15) feet from the property boundary along Commerce to the building face, and the open porch will extend into the setback area six (6) feet. South of the three townhomes, a shared drive will provide access to a rear drive connecting to a driveway and garage for each townhome. The drive from Commerce will double as a fire access lane, permitting greater access for fire protection and emergency services from the western extent of the property. A sidewalk will extend from the east terminus of the drive to provide pedestrian access to the common lawn at the center of this development. An additional three (3) townhomes (D, E & F) will share the rear drive serving Townhomes A, B & C. Townhomes D, E & F will face east toward the common lawn.

On the eastern edge of the property, there will be a parking lot with six (6) parking stalls and two (2) parallel parking slots on the east, and the drive lane on the west of the parking area. The drive lane extends toward the northern edge of the property and T's. The right arm of the T, will ease turnarounds. The left arm of the T extends as a continued drive land serving to provide vehicular access to eight (8) townhouses (G, H, I, J, K, L, M & N), each having a driveway and single car garage. Four (4) townhomes will be constructed to the west of the drive lane that runs north from 23rd Street. All the townhomes (O, P, Q & R) will have driveways and garages that load from the drive lane. The townhomes are to be clustered as three or four unit buildings. A walk path will cross from the drive lane to the courtyard between two (2) of the townhouse buildings, and the curb of the drive lane adjoining the walk path will be designated as a fire lane to provide access for fire protection and emergency services from the eastern extent of the property. The drive lane will have a width of not less than twenty feet (20') and will connect to 23rd Street.

Each townhome will be required to contain at least a one-car garage, and an additional parking area is available behind each garage. Townhomes A-F each have sixteen (16) foot driveways. All other townhomes are connected to drive lanes by driveways of a length not less than twenty (20) feet in length. Accordingly, the planned development provides on-site parking for forty-two (42) vehicles.

Trash service will be provided via an enclosed dumpster to be accessed via the drive lane from Commerce Street. Mail for the units facing Commerce Street is to be received by mailbox affixed to the structures. Mail for the remaining units is to be received by a cluster mailbox.

Five (5) of the exiting platted lots within this development area are landlocked as the result of the City authorizing additions to the City that immediately adjoin the platted lots and without requiring direct street access or other provisions for access. Duval's Addition was platted in 1872. Braggs 2nd Addition, which is immediately to the east of the subject property, was platted in 1920. Fulks Subdivision of Rapley's Estate, which is immediately adjacent to the south of Duval's Addition, was platted prior to 1943, and Rapley's Estate was most likely platted prior to 1885. The result of these adjoining additions was that the landlocked lots were rendered undevelopable under modern standards, unless creative solutions are applied. Cottage court and cluster developments are not a new concept, and when paired with Little Rock's planned zone development code, they present the best possible path to provide for development of the subject property.

Upon approval of this PRD, the two (2) owners will convey their interests to a single separate entity for the purpose of site development. The common areas of the development – fire lane adjoining Commerce Street, interior walk paths and shared green, parking area and drive lane accessed from 23rd Street, and dumpster service will be conveyed upon site completion to a Property Owners Association, Property Owners Improvement District, or similar legal entity for the purpose to perpetual maintenance.

This revision is being submitted to satisfy the requests of neighboring property owners to provide greater on-site parking and in-unit garages.”

Staff continues to recommend approval of the PD-R zoning as noted in paragraph I, of the agenda staff report.

PLANNING COMMISSION ACTION:

(June 11, 2026)

The applicant was present. There were no objectors present, however the item was moved to Regular Agenda by a Commission member. The applicant and staff answered the commissioner's questions concerning the item. There was a motion to approve the application. The motion passed by a vote of 10 ayes, 1 nay and 0 open positions. The application was approved.