

FILE NO.: Z-1002-D

NAME: Cantrell Tunnel Wash – Revised Short-form PCD

LOCATION: 7706 / 7708 Cantrell Road

DEVELOPER:

Rees Commercial
11719 Hinson Road, Suite 130
Little Rock, AR 72212
501-223-9298

OWNER/AUTHORIZED AGENT:

Holloway Engineering
200 Casey Drive
Maumelle, AR 72113
501-851-3366

SURVEYOR/ENGINEER:

Jess Griffin
Holloway Engineering

AREA: 1.15 acres

NUMBER OF LOTS: 1

FT. NEW STREET: 0 LF

WARD: 3

PLANNING DISTRICT: 3

CENSUS TRACT: 49

CURRENT ZONING: PCD

VARIANCE/WAIVERS:

1. Reduced street buffers.
2. Reduced landscape strips.
3. Increased retaining wall height.
4. Increased length of retaining wall.
5. Reduced right-of-way dedication.
6. Reduced driveway spacing.

BACKGROUND:

On August 9, 2018, the Planning Commission reviewed a proposal to rezone .84 acres of this site from C-3 to PCD to allow for construction of a tunnel-type car wash. The Board of Directors approved the PCD on September 4, 2018 through the adoption of Ordinance No. 21,620. The developer proposed to remove several existing commercial buildings and to replace them with an 85-foot tunnel wash. A total of 15 vacuum stations were proposed on the south side of the building. The plan indicated 2 entrance lanes and order boards with an escape lane provided prior to entering the tunnel.

A revised proposal was submitted for approval by the Planning Commission and Board of Directors in April 2019. This site plan showed an 80-foot tunnel car wash. The number of vacuum stations remained at 15 and the location was maintained south of the car wash. Two entry lanes were proposed to the east of the structure with the escape lane immediately before the entrance to the car wash tunnel. A major change in this proposal from the approved PCD was the removal of the existing residential structure at the northeast corner of the property fronting Manney Road. This application was withdrawn and not considered by the Planning Commission.

On November 21, 2019 the Planning Commission reviewed and unanimously approved revisions to the previously approved PCD. On January 21, 2020 the Board of Directors passed Ordinance No. 21,828 approving the revised PCD. The revised plan would remove all the structures on the site, including the residence at the northeast corner of the site. A terraced pair of retaining walls would be constructed on the north and east sides of the property. Raising the grade of the lot area where the house currently stands would allow for the entry drive to swing to the east and for the dumpster to be moved from the front of the site to a location in the east side of the property, rather than the front. A 6-foot wood privacy fence was proposed to largely enclose the site on the north, east and west. The number of vacuum stations would be increased to 18 stations. The length of the tunnel car wash would also be increased to 110 feet.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant is requesting to make additional revisions to the previously approved PCD. The revisions to the previously approval site plan are as follows:

1. The last residential property along Manney Road (2222 Manney Road) at the southeast corner of the site has been incorporated into the site plan (0.97 acre to 1.25 acres).
2. The carwash building increases in size from 5,355 square feet to 6,076 square feet. A two-bay detail addition has been added at the southwest corner of the carwash building.
3. The area which includes the vacuum stations has been revised slightly, with the number of vacuum stations increasing from 18 to 20.
4. A third access drive from Cantrell Road has been added to the site plan, near the center of the site.

5. The number of retaining walls along the north and east property boundaries has been reduced from two (2) walls to one (1) wall.
6. The pay station area has been moved slightly to the north, with the number of pay station lanes increasing from two (2) to three (3).
7. The total number of parking spaces increases from 21 to 22 spaces.

B. EXISTING CONDITIONS:

The property is developed with several commercial buildings and two single-family residential structures. This portion of Cantrell Road is largely commercial in nature. To the north is multifamily-residential apartment community and single-family homes are located to the east of the site, as well as north of the apartments.

C. NEIGHBORHOOD COMMENTS:

Notice of public hearing was sent to all owners of property located within 200 feet of the site and the Kingwood and Leawood Neighborhood Associations.

D. ENGINEERING COMMENTS:

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. Is a variance being requested from this condition?
2. Repair or replace any curb, gutter, sidewalk and access ramps that are damaged and not in compliance with ADA recommendations in the public right-of-way prior to occupancy.
3. Provide a Sketch Grading and Drainage Plan per Sec. 29-186 (e). A variance from the Land Alteration Regulation is required for retaining walls taller than 15 feet. A variance from the Land Alteration Regulations is required for retaining walls that exceed 200 feet in a straight line, a breakup of the terrace is required for each 200 feet. The break can be achieved by means of a curved section jog, or visual aesthetic as approved by staff.
4. If the slope of the cut of fill is faced with an architectural stone wall, the terrace plantings are to consist of a minimum of two (2) rows of trees four feet between the rows, staggered not more than twenty (20) feet on centers or as approved by the appropriate City Official. Provide the proposed landscaping the terrace.
5. Storm Water Detention Ordinance applies to this property. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer or the landowner.
6. Obtain permits for improvements within State Highway right-of-way from AHTD, District VI.

7. The existing concrete islands between driveways should be extended across the driveways proposed to be closed.
8. A drainage easement with existing piping shows to extend within the property under the proposed building location. Will the easement and pipe be relocated?
9. Prior to construction of retaining walls, an engineer's certification of design and plans must be submitted to Planning and Development for approval. After construction, an as-built certification is required for construction of the retaining wall.
10. 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.
11. The width of driveway must not exceed 36 feet per CLR code. The proposed driveway width should not exceed 26 ft. and be striped for 2 lanes. At this location a 3 lane driveway will create sight distance conflicts for exiting traffic.
12. Cantrell Rd. (Hwy 10) is classified as a Principal Arterial on the City Master Street Plan. Per City Ordinance 31-210. Driveway spacing shall be three hundred (300) feet. Driveway spacing shall be centerline to centerline or centerline to right-of-way of an intersecting collector street or street with a higher classification. Minimum spacing from the property line shall be one hundred fifty (150) feet. A lot will require six hundred (600) feet of frontage for two (2) drives, when a lot is adjacent to another lot. A variance is required to be requested for the proposed driveway locations.
13. Due to the proposed use of the property, the Master Street Plan specifies that Manney Street for the frontage of this property must meet commercial street standards. Dedicate right-of-way to 30 feet from centerline if Right-of-Way is not abandoned.
14. With site development, provide design of street conforming to the Master Street Plan. Construct one-half street improvement to Manney Street including 5-foot sidewalks with planned development, if the ROW is not abandoned. The new curb and gutter should connect with the existing curb and gutter to the north and maintain the consistent width.
15. Show the existing driveway locations on the South side of Cantrell Road.
16. Provide vehicular trip generation numbers expected for this site from existing similar facilities.

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

Little Rock Water Reclamation Authority: Sewer Available to this site. EAD analysis required.

Entergy: No comments received (prior comments apply).

CenterPoint Energy: No comments received.

AT & T: No comments received.

Central Arkansas Water: No comments received.

Fire Department:

Fire Hydrants.

Maintain fire apparatus access roads at fire hydrant locations as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D103.1 Access road width with a hydrant**. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.

Grade

Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D103.2 Grade**. Fire apparatus access roads shall not exceed 10 percent in grade except as approved by the fire chief.

Loading

Maintain fire apparatus access road design as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D102.1 Access and loading**. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

Fire Hydrants

Locate Fire Hydrants as per Appendix C of the 2012 Arkansas Fire Prevention Code. Section C101 – C105, in conjunction with Central Arkansas Water (Daniel Tull 501-377-1245) and the Little Rock Fire Marshal's Office (Capt. Tony Rhodes 501-918-3757 or Capt. John Hogue 501-918-3754). Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comments received.

County Planning: No Comments.

F. **BUILDING CODES/LANDSCAPE:**

Building Code: No Comments.

Landscape:

1. Site plan must comply with the City's minimal 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 be less than nine (9) feet.

The average width of the lot is 230 feet, a fourteen (14) foot street buffer is required adjacent to the Manny St right-of-way. Street buffer is deficient.

3. Screening requirements will need to be met for the vehicular use areas adjacent to street rights-of-way. 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.

Portions of the east, southwest, and northwest perimeter planting strips are 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. 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-5 zoned property to the north and R-2 zoned property to the east. 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.

8. 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.

9. Any landscape code requirements that cannot be met may require a variance from the City Beautiful Commission.

G. TRANSPORTATION/PLANNING:

Rock Region Metro: No Comments.

Planning Division: The request is in the West Little Rock Planning District. The Land Use Plan shows Commercial (C) and Suburban Office (SO) for the requested area. 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 Suburban Office category provides for low intensity development of office or office parks in close proximity to lower density residential areas to assure compatibility. A Planned Zoning District is required. The application is a revision and expansion to a PCD (Planned Commercial Development) District to include an adjacent R-2 Single Family lot and modifying the site plan for the development.

Master Street Plan: To the south is Cantrell Road and it is shown as a Principal Arterial 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 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: There are no bike routes shown in the immediate vicinity.

H. ANALYSIS:

The applicant submitted a revised site plan, grading/drainage plan and additional information to staff as a result of the staff review of the proposed revised PCD plan.

The applicant notes that the maximum building height will be 35 feet.

Signage will conform with the typical commercial sign standards as found in Section 36-555 of the City's Zoning Ordinance.

Hours of operation will be 8:00 a.m. to 8:00 p.m., Monday through Saturday and 9:00 a.m. to 8:00 p.m., Sundays.

The maximum height of the proposed retaining wall will be approximately 24 feet at the northeast corner of the site. The wall will slope downward and return to grade at the west and south ends of the wall. The ordinance allows a maximum wall height of 15 feet. Therefore, the applicant is requesting a variance to allow the increased wall height.

The proposed retaining wall will run approximately 220 feet in a straight line from west to east. The ordinance allows a maximum retaining wall length of 200 feet (in a straight line). The applicant is requesting a variance from this ordinance standard.

The ordinance requires the right-of-way for Cantrell Road to be 55 feet from centerline. The existing right-of-way is 40 feet from centerline. The Highway Department recently acquired additional right-of-way for the new road improvements. The applicant proposes to leave the right-of-way as is, and is requesting a variance for the additional 15 feet of dedication.

The applicant is requesting three (3) driveways from Cantrell Road which range in width from 20 feet to 36 feet. The applicant is requesting a variance to allow the three (3) driveways with reduced spacing (see Engineering Comment #12).

Cantrell Road (Arkansas Highway 10) is controlled, maintained, and permitted by the Arkansas Dept. of Transportation (ARDOT). ARDOT has reviewed the plans and the proposed street improvements and driveways can be permitted as shown on the site plan in conformance with ARDOT standard details. A right-of-way permit application must be submitted to ARDOT for the street improvements and driveways prior to issuance of the building permit. Based on ARDOT's recommendation, staff recommends approval of the variances for the proposed driveway spacing.

The applicant shows making boundary street improvements to Manney Road adjacent to the subject property, which will include curb, gutter, sidewalk and access ramp construction.

The Zoning Ordinance requires a minimum street buffer width of 14 feet along the east (Manney Road) property line. The site plan shows a buffer width of approximately nine (9) feet, with a portion of the pay station structure extending into the buffer. The applicant is requesting a variance to allow the decreased buffer width.

The Landscape Ordinance requires perimeter planting strips with minimum widths of nine (9) feet. A portion of the planting strip along the east property line and portions near the northwest and southwest areas of the site have reduced widths. The applicant is requesting a variance to allow the reduced landscape strip width.

The applicant submitted a landscape plan to staff to show how the landscaped areas on the perimeter of the retaining wall will be treated. The plan shows that trees will be planted every 25 feet along the Manney Road frontage and every

30 feet along the north base of the wall. Vine-like plants (ivy and jasmine) will be planted at the base and the top of the wall, and will be allowed to grow on the face of the wall. Staff is satisfied that the proposed landscape treatment at the base of the wall will help soften the visual impact of the wall on the properties to the north and east.

To staff's knowledge there are no outstanding issues associated with this application. It appears that all technical issues have been addressed. Staff is supportive of the requested revised PCD rezoning. The proposed PCD use and site plan will be compatible with the other commercial uses fronting Cantrell Road in this general area. The proposed PCD represents a continuation of the zoning and use pattern along Cantrell Road.

I. STAFF RECOMMENDATION:

Staff recommends approval of the revised PCD zoning, including variances for retaining wall height/length, additional right-of-way dedication, driveway spacing, street buffer width and perimeter landscape strip widths, subject to the following conditions:

1. Compliance with the comments and conditions as noted in paragraphs D, E and F, and the Staff Analysis, of the agenda staff report.
2. Site lighting must be low-level, shielded and directed away from adjacent properties.
3. The dumpster area located on the site must be screened as per ordinance requirements, and serviced only during daylight hours.

PLANNING COMMISSION ACTION:

(JULY 16, 2020)

The applicant was present. There were no persons present registered in support or opposition. Staff presented the item and a recommendation of approval as outlined in the "staff recommendation" above. There was no further discussion. The item was placed on the consent agenda and approved as recommended by staff, including all staff comments and conditions. The vote was 9 ayes, 0 nays, and 2 absent.