

FILE NO.: Z-9074

NAME: Baseline and Stagecoach Commercial Development Long-form PCD

LOCATION: Located in the 8500 Block of Stagecoach Road and the 12800 Block of Baseline Road

DEVELOPER:

Stephen R. Giles
425 West Capitol Avenue, Suite 1200
Little Rock, AR 72201-3469

ENGINEER:

Nate Bachelor, PE
CEI Engineering Associates, Inc.
3108 SW Regency Parkway
Bentonville, AR 72712

AREA: 20.21 acres NUMBER OF LOTS: 3 FT. NEW STREET: 0 LF

CURRENT ZONING: R-2, Single-family

ALLOWED USES: Single-family residential

PROPOSED ZONING: PCD

PROPOSED USE: C-3, General Commercial District, O-3, General Office District and Mini-warehouse

VARIANCE/WAIVERS:

1. A variance from the City's Land Alteration Ordinance to allow grading of the entire site with the development of the first phase.
2. A variance from Section 30-41 and 31210 to allow the drive on Autumn Road nearer the property line than typically allowed.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant is requesting to rezone the site from R-2, Single-family to Planned Commercial Development to allow the creation of three (3) lots and the development of individual building(s) on each lot. The plan includes

development of Lot 1 with a 40,000 to 50,000 square foot retail building. The lot area of Lot 1 is 6.92 acres. Lot 2 is proposed with development of mini-warehouse and Lot 3 with a future retail center. The lot area for Lot 2 is 9.16 acres and Lot 3 is 4.12 acres. Access to the development is proposed from Stagecoach Road and from Baseline Road. Two (2) drives are proposed from each of the abutting streets. The request includes the allowance of C-3, General Commercial District and O-3, General Office District uses as allowable uses for the site.

There are variances associated with the proposed request. The applicant is seeking a variance from the Subdivision Ordinance and the Master Street Plan to allow driveways nearer the property line than typically allowed. The applicant is also seeking a variance to allow advanced grading of the site with the construction of one (1) of the future buildings on the site. The proposed plat is creating a lot without public street frontage.

B. EXISTING CONDITIONS:

The property is a wooded site located with frontage on Baseline and Stagecoach Roads. There is a large power line easement and overhead utility located along the northern boundary of the property as well as a designated floodway. The property wraps a convenience store and a branch bank. The convenience store has frontage on both streets. The branch bank is located on Stagecoach Road. Along Baseline Road to the south there are a number of single-family homes. There is a manufactured home located on the north side of Baseline Road immediately west of this site. To the west is a church and a multi-family development which was constructed around a golf course. East of the site on Stagecoach Road is a Wal-greens and a site owned by the City of Little Rock which is planned for a fire station. There is also vacant C-3, General Commercial District zoned property located on the southeast corner of Baseline and Stagecoach Roads which was recently approved for a variance to the City's Land Alteration Ordinance to allow grading and clearing without imminent construction.

C. NEIGHBORHOOD COMMENTS:

As of this writing, staff has received several informational phone calls from area property owners. All property owners located within 200 feet of the site along with the Crystal Valley POA, the Otter Creek HOA, the Wedgewood Creek HOA and Southwest Little Rock United for Progress were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. Stagecoach 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. Baseline 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.
3. With site development, provide the design of the street conforming to the Master Street Plan. Construct one-half street improvement to these streets including 5-foot sidewalks with the planned development. The new back of curb on Baseline Road should be located 29.5 feet from the centerline or as shown to be needed by the traffic study. Provide sufficient amount of paving for tapers and striping for a left turn lane on Baseline Road.
4. All driveways and private streets shall be constructed with concrete aprons per City Ordinance.
5. Repair or replace any curb and gutter or sidewalk that is damaged in the public right-of-way prior to occupancy.
6. Obtain permits for improvements within State Highway right-of-way from AHTD, District VI.
7. 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 an advanced grading permit being requested to advance grade future lots with construction on Lot 1?
8. Stormwater detention ordinance applies to this property.
9. 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.
10. A special Grading Permit for Flood Hazard Areas will be required per Section 8-283 prior to construction.
11. The minimum Finish Floor elevation of at least one (1) foot above the base flood elevation is required to be shown on the plat and grading plans for Lots 2 and 3.
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. Street Improvement plans shall include signage and striping. Public Works must approve completed plans prior to construction.
14. 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

15. Driveway locations and widths do not meet the traffic access and circulation requirements of Sections 30-43 and 31-210. The width of driveway must not exceed 36 feet. Driveways on arterial streets are required to be located at least 300 feet from other driveways or intersections and 150 feet from the side property line. Driveway spacing variances must be requested for the three (3) proposed driveways.
16. Submit a Traffic Impact Study for the proposed project. Study should address trip generation and trip distribution for the development and also should take into account existing and projected traffic growth.
17. Provide a letter prepared by a registered engineer certifying the sight distance at the intersection(s) comply with 2004 AASHTO Green Book standards.
18. 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.
19. The private street on the west side of Stagecoach Road should align better with the Walgreen's driveway.
20. Since an additional access is proposed to be provided to the Valero Convenience Store from the subject property, the Valero's driveway on Baseline Road should be closed due to it being less than 300 feet from the Stagecoach/Baseline Road intersection on not in compliance with City code.
21. In accordance with Section 32-8, no obstruction to visibility shall be located within a triangular area 50 feet back from the intersecting right-of-way line (or intersecting tangent lines for radial dedications) at the proposed intersections.

E. UTILITIES AND FIRE DEPARTMENT/COUNTY PLANNING:

Wastewater: Sewer available to this site across Baseline Road. Contact Little Rock Wastewater Utility for additional information.

Entergy: Entergy does not object to this proposal. A three phase power line exists along the north side of Baseline Road on the south side of this proposed development. There do not appear to be any conflicts with existing Entergy facilities unless proposed drives are where poles currently exist. Contact Entergy in advance regarding future service requirements to the development, desired line extensions, and future facilities locations 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. The Little Rock Fire Department needs to evaluate this site to determine whether additional public and/or private fire hydrant(s) will be required. If additional fire hydrant(s) are required, they will be installed at the Developer's expense.
3. 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.
4. 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.
5. 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.
6. Contact Central Arkansas Water regarding the size and location of water meter.
7. Due to the nature of this facility, installation of an approved reduced pressure zone backflow preventer assembly (RPZA) is required on the domestic water service. This assembly must be installed prior to the first point of use. Central Arkansas Water requires that upon installation of the RPZA, successful tests of the assembly must be completed by a Certified Assembly Tester licensed by the State of Arkansas and approved by Central Arkansas Water. The test results must be sent to Central Arkansas Water's Cross Connection Section within ten days of installation and annually thereafter. Contact the Cross Connection Section at 501.377.1226 if you would like to discuss backflow prevention requirements for this project.
8. Fire sprinkler systems which do not contain additives such as antifreeze shall be isolated with a double detector check valve assembly. If additives area used, a reduced pressure zone back flow preventer shall be required.

Fire Department: **Maintain Access:**

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.

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.

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

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.

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.

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.

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.

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 (Captain Tony Rhodes 501.918.3757). Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comment received.

County Planning: No comment.

Rock Region Metro: The area is currently served by METRO on the Route 23. We would like to emphasize maintaining the sidewalk connections to the neighborhood for transit rider access to jobs and shopping. The area is part of our future plans for local service with service enhancements. In order to serve the many requests from riders to access to grocery stores, we would like the developer to provide a bus pull in area with continuous sidewalk connections to the front entrance of the store. The bus pull out location should be on Baseline

Road, near the corner before the entrance to the parking area. We also ask that curb cut into the parking area be reduced to one along Baseline Road. Excessive curb cuts create dangerous conflict situations for pedestrians and vehicles.

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.

Planning Division: This request is located in the Crystal Valley Planning District. The Land Use Plan shows Suburban Office (SO) for this property. 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. The applicant has applied for a rezoning from R-2, Single Family District to PCD (Planned Commercial Development District) to allow for the future development of two (2) retail/commercial areas and a third lot with a mini-storage facility.

Master Street Plan: Both Stagecoach Road and Baseline Road are Principal Arterials 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 along both Stagecoach Road and Baseline Road since they are Principal Arterials. 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 II Bike Lane is shown along Stagecoach Road. Bike Lanes provide a portion of the pavement for the sole use of bicycles.

Landscape:

1. Site plan must comply with the City's landscape and buffer ordinance requirements.
2. 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 minimum dimension shall be nine (9) 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. The plantings, existing and purposed, shall be provided within the landscape ordinance of the City, Section 15-81. The adjacent properties to the west are zoned R-2 or MF-6, a land use buffer and screening will be required.

3. Street buffers will be required at six (6) percent of the average depth of the lot. 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. 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.
5. 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 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.
6. Trees shall be included in the interior landscape areas at the rate of one (1) tree for every twelve (12) parking spaces.
7. 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.
8. An automatic irrigation system to water landscaped areas 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. SUBDIVISION COMMITTEE COMMENT: (September 16, 2015)

Mr. Steve Giles and Mr. Nate Bachelor were present representing the request. Staff presented an overview of the item stating there were additional items necessary to complete the review process. Staff requested additional information concerning the proposed building materials, the days and hours of operation, the location and materials of any proposed fencing and the maximum building height.

Public Works comments were addressed. Staff stated a dedication of right of way to 55-feet was required along both Stagecoach and Baseline Roads. Staff stated with the development of the site the abutting streets would require development to meet the boundary street ordinance requirement. Staff stated streetlights were required on both abutting streets if not currently in place. Staff stated a grading permit was required prior to any grading activities on the site. Staff questioned if advanced grading was being requested. Mr. Giles stated a variance was a part of the requested development plan.

Landscaping comments were addressed. Staff stated the land use buffer appeared to be deficient adjacent to the single-family residence fronting on Baseline Road. Staff stated the minimum landscape strip allowed was nine (9) feet per the landscape ordinance and the buffer should be a minimum of six (6) percent of the depth of the property. Staff stated interior landscaping was required to comply with the minimum standards of the City ordinances. Staff stated screening was required adjacent to the residentially zoned or used properties.

Staff noted the comments from the various other agencies. 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 a number of the technical issues raised at the September 16, 2015, Subdivision Committee meeting. The applicant has provided the proposed building materials, the days and hours of operation, the location and materials of any proposed fencing and the maximum building height. The store is proposed with 24-hour operating hours. The dumpster servicing hours have not been determined by the applicant. Staff recommends the hours of dumpster service be limited to 7:00 am to 6:00 pm Monday through Friday.

The request is to rezone the site from R-2, Single-family to Planned Commercial Development (PCD) to allow the creation of three (3) lots and the development of individual building(s) on each lot. The development is proposed in phases with the building located on Lot 1 constructed in the first phase. The remainder of the development will occur based on market demand. The uses proposed for the lots are the allowable uses within the C-3, General Commercial Zoning District and the O-3, General Office Zoning District. The applicant has indicated the buildings on Lots 2 and 3 are proposed as place holders on the site plan to indicate potential development of the lots.

The plan includes development of Lot 1 with a 40,000 to 50,000 square foot retail building. The lot area of Lot 1 is 6.92 acres. The building coverage is proposed with 17.3 percent, the paved area 66.8 percent and the landscaped area is 15.9 percent. The building materials are proposed as split-face CMU, stone and EIFS. The maximum building height proposed is 30-feet.

The site plan includes the placement of 177 parking spaces. The development is proposed with a 40,000 to 50,000 square foot grocery store. Typically parking for a food store, supermarkets and convenience-type grocery stores, is four (4) spaces plus one (1) space for each three hundred (300) square feet of gross floor area, exclusive of storage area. The request also includes the allowance of C-3, General Commercial District uses as allowable uses for the site. The site plan indicates 177 parking spaces. If a 50,000 square foot retail building is proposed with parking based on one (1) space per 300 gross square feet of floor area the development would typically require 166 parking spaces. Should the site develop or redevelop with a use other than a food store, staff recommends the use match the parking available on the site.

Lot 2 is proposed with development of mini-warehouse. The lot area of Lot 2 is proposed containing 9± acres. The site plan indicates the placement of mini-warehouse units on the lot. The applicant has indicated details for the mini-warehouse will be provided if and when the development occurs as a revision to the PCD zoning.

Lot 3 is proposed with development of a strip retail center. The lot area of Lot 3 is 4.12 acres. The retail center is proposed with C-3, General Commercial District uses and O-3, General Office District uses. The details of this development will also be provided at the time of development through an amendment to the PCD zoning.

The site plan indicates the placement of a tenant identification sign on Baseline Road and on Stagecoach Road for Lot 1. The signage is proposed consistent with signage allowed in commercial zones or a maximum of 36-feet in height and a maximum sign area of 160 square feet. Building signage is proposed on the facades which have public street frontage, along the Baseline Road and Stagecoach Road facades. There will be multiple signs per façade. Signage is limited to a maximum of ten (10) percent of the façade area on each street frontage for the total sign placement. Signage for Lots 2 and 3 will be reviewed at the time of development.

The request includes a reduced land use buffer along the western driveway adjacent to the residentially zoned and used property. The buffer as indicated does not meet the minimum width required in all locations along the western perimeter. Section 36-524 allows up to twenty-five (25) percent of a required land use buffer to be moved from one property line to another for purposes of improving visual esthetics or for other appropriate environmental or design concerns. The trade-off is permitted only when used in concert with trade-offs in the landscape ordinance. The western land use buffer based on the depth of the property should be 34.6-feet. The buffer is indicated has a minimum dimension of 9-feet on the west side of the driveway as the drive extends to the rear of the building. The site plan includes areas to allow a trade-off for the reduced landscape strip in this area. A screening fence will be placed along this perimeter to screen the adjacent residential uses.

Access to the development is proposed from Stagecoach Road and from Baseline Road. Two (2) drives are proposed from each of the abutting streets. The request includes a variance from Sections 30-43 and 31-210. Sections 30-43 and 31-210 direct the placement of drives with regard to property lines and the spacing between drives. The ordinance states driveway spacing on arterial streets is to be three hundred (300) feet. The spacing for drives is measured centerline to centerline or centerline to right-of-way of an intersecting collector street or street with a higher classification. The minimum spacing from the property line is to be one hundred fifty (150) feet. The drive is located 190-feet from the eastern property line and 90-feet from the western property line. The drives are 200 feet apart.

The request also includes a variance from the City's Land Alteration Ordinance to allow advanced grading of the site with the development of one (1) of the future lots. The applicant has stated the grading is necessary to allow the site to balance with cut and fill materials.

The proposed plat is creating a lot without public street frontage, proposed Lot 3. Access is proposed via a shared driveway extending from Stagecoach Road. The lot will also have cross access onto Lot 1 to access Baseline Road.

Staff is supportive of the applicant's request. The site is located at an arterial/arterial intersection. Although the Future Land Use Plan indicates this site as SO, Suburban Office, staff feels the development as proposed is appropriate. The intersection of Stagecoach and Baseline Roads has developed as a commercial node. Staff does not feel expanding the commercial in this area will cause any additional expansion of the commercial node. The site is bordered by a floodway on the north and a large power line easement. The property to the west is developed with a church and a multi-family development developed around a golf course. The area to the east is very shallow and once again there is a floodway limiting the expansion of commercial to the east. To the south, residential subdivisions have developed most of which have developed with the Stagecoach Road frontage designated or zoned for non-residential and the homes located off Stagecoach Road. Staff feels the request is appropriate.

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 variance request from the City's Land Alteration Ordinance to allow grading of the entire site with the development of the first lot.

Staff recommends approval of the variance request from Section 30-43 and 31-210 to allow the drives on Baseline Road as proposed.

Staff recommends the hours of dumpster service be limited to 7:00 am to 6:00 pm Monday through Friday.

PLANNING COMMISSION ACTION:

(OCTOBER 8, 2015)

The applicant was present. There were no registered objectors present. Staff presented the item stating they were not supportive of the applicant's placement of the driveways connecting the convenience store to the proposed grocery store site and the drive located on the access drive from Stagecoach Road into the bank. Staff stated they were in support of all other aspects of the development.

Mr. Steve Giles addressed the Commission on the merits of the request. He stated the bank needed two (2) drives on the access easement due to federal banking laws. He stated the FDIC required the bank to have a drive access to the front of the store. He stated the removal of the drive was not an option. He stated the bank had agreed to remove their existing driveway on Stagecoach Road and only have access from the drive proposed for the new grocery. He stated he felt the drive with the convenience store would allow cross access between the two (2) and lessen the turning movements on Baseline and Stagecoach Roads.

Mr. Ernie Peters addressed the Commission. He stated he was retained by the developers to prepare a traffic report for the potential development of the site with a grocery. He stated the joint connectivity was used by most Cities to limit the amount of conflicting traffic movements on City streets. He stated the convenience store drive would not cause conflicts with motorist in the area. He stated the customers would most likely use the eastern most drive for the grocery and not use the drive nearer the intersection with Baseline currently serving the convenience store which would lessen the impact on the Stagecoach/Baseline intersection. He stated the bank required the second drive to allow customer access to the front door of the bank. He stated the drive located on the bank site was currently a narrow one-way drive which would not allow access to the front of the store. He stated if the bank site was redeveloped then the drive could be removed.

Staff noted there were only eight (8) voting Commissioners present and stated the Commission typically allowed the applicant the choice in hearing the item or allowing for a deferral. Mr. Giles stated he felt there should be more discussion on the item before that decision was made.

There was a general discussion by the Commission concerning the development and the need for a grocery in the area. The Commission also discussed traffic on Baseline Road and Stagecoach Road during the AM and PM peaks. Staff stated cross access was a good practice but typically when providing cross access driveways were reduced.

Staff stated in this case they were adding more driveways. The Commission questioned driveway spacing criteria. Staff stated private drives and private streets had different distances. Staff stated a private parking lot the driveway spacing was 75-feet. Staff stated this was going to function as a private street and not a driveway.

A motion was made to approve the request including all staff recommendations and comments except that of denial of the driveway spacing. The motion carried by a vote of 7 ayes, 1 no, 2 absent and 1 abstention (Commissioner Martinez-Belt).