

FILE NO.: Z-9286

NAME: Rainwood Village Short-form PD-R

LOCATION: Located at 12115 Rainwood Road

DEVELOPER:

RPM Group
1501 North University Avenue, Suite 800
Little Rock, AR 72207

SURVEYOR/ENGINEER:

White-Daters and Associates
24 Rahling Circle
Little Rock, AR 72223

AREA: 2.42-acres

NUMBER OF LOTS: 17

FT. NEW STREET: 520 LF

WARD: 5 PLANNING DISTRICT: 2 – Rodney Parham

CENSUS TRACT: 22.06

CURRENT ZONING: R-2, Single-family

ALLOWED USE: Single-family residential

PROPOSED ZONING: PD-R

PROPOSED USE: Single-family attached

VARIANCE/WAIVERS: A variance from the Land Alteration Ordinance to allow grading of the lots with the installation of the basic infrastructure.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The property contains 2.42-acres and is located on Rainwood Road between Napa Valley Drive and Green Mountain Drive. The property is currently zoned R-2, Single-family. The applicant is requesting a rezoning of the property to PD-R, Planned Development Residential, to allow the development of a gated community with 17 attached single-family units. The project will have an entrance gate on the western drive off of Rainwood with keypad and mail kiosk. The private drive will be set up for one-way traffic with the eastern driveway serving

as an exit only drive. The private drive is proposed 24-feet in width. A fire hydrant will be installed along Rainwood Road just north of the entry gate.

Rainwood Road will be widened to a residential standard street width to match the current widening to the west. There is an existing sidewalk along the north side of Rainwood Road from Napa Valley Drive to Green Mountain Drive. No sidewalks exist along the south side of Rainwood Road.

Existing sewer and water facilities are adjacent to the property. Stormwater detention will be provided along the southern portion of the property as the site falls from north to south. A retaining wall may be required along the south property line and portions of the east and west property lines.

B. EXISTING CONDITIONS:

The property contains a single-family home. The property to the east also is a large tract which contains a single-family residence. There are single-family subdivisions located to the north and west of this site. There is a single-family and two-family subdivision located to the south of this site. East and northeast are multi-family developments accessed via Green Mountain Drive. There are a number of non-residential uses located in the area both along Green Mountain Drive and Hinson Loop. There are auto repair related businesses, office, mini-warehouse and commercial uses located in the immediate area.

The portions of Rainwood Drive which have redeveloped have been developed with curb and gutter. Along the north side of Rainwood Drive there is a sidewalk in place. There are no sidewalks in place along the south side of Rainwood Drive.

C. NEIGHBORHOOD COMMENTS:

All property owners located within 200-feet of the site along with the Rainwood Cove Neighborhood Association and the Pleasant Tree Recreation Association were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. Rainwood Road is classified on the Master Street Plan as a collector street. A dedication of right-of-way 30-feet from centerline will be required.
2. With site development, provide the design of street conforming to the Master Street Plan. Construct one-half street improvement to Rainwood Road with the planned development. The new curb should tie into the existing curb located to the west and maintain the existing width across the property frontage.

3. 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 advance grading variance being requested to advance grade the lots with the street construction?
4. Provide a Sketch Grading and Drainage Plan per Section 29-186 (e).
5. Stormwater detention ordinance applies to this property. Maintenance of the detention facility and all private drainage improvements is the responsibility of the developer and/or property owner association to maintain. Access to the detention facility must be provided from the street. The grading plan should consider the required access.
6. 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.
7. Street Improvement plans shall include signage and striping. Public Works must approve completed plans prior to construction. The existing signage and striping to the west should be removed and a striped taper with signage provided on the east end of the street improvements.
8. 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.gov or 501.379.1813 for more information.
9. 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.gov or 501.379.1805 for more information.
10. The fence and gate at the exit should be moved further south to provide sufficient sight distance.
11. No residential waste collection service will be provided on private streets unless the property owners association provides a waiver of damage claims for operations on private property. For City of Little Rock services, all collection canisters should be located to the outside of the loop street. The canister locations should be provided for in the bill of assurance and/or on the plat.
12. It is suggested to make the street one-way with the entrance on the west.
13. Provide a letter prepared by a registered engineer certifying the intersection sight distance at the intersection(s) comply with 2004 AASHTO Green Book standards.
14. The mail kiosk should be moved from the entrance gate and located within the subdivision.

15. Per City code, private streets should be constructed to public street standards. Since the street is proposed to be 24 feet in width, show on the plan the area of street where parking will be restricted to one (1) side.
16. Remove Note #19 on plan.

E. Utilities/Fire Department/Parks/County Planning:

Little Rock Water Reclamation Authority: Sewer main extension required with easements if new sewer service is required for this project. Separate service is required for each lot. Contact Little Rock Water Reclamation Authority for additional information.

Entergy: Entergy does not object to this proposal. There do not appear to be any conflicts with existing electrical utilities based on the information provided. There is an existing three phase, overhead power line running along the south side of Rainwood Drive, and a single phase, overhead power line running along the southern property line. Both of these lines and their easement will need to remain in place with access to both. Contact Entergy in advance to discuss electrical service requirements, or adjustments to existing facilities (if any) as this project proceeds

Centerpoint Energy: No comment received.

AT & T: No comment received.

Central Arkansas Water: No comment received.

Fire Department:

1. 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.
2. 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.
3. 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.

4. 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.
5. 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 replaces 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.
6. One- or Two-Family Residential Developments. As per Appendix D, Section D107.1 of the Arkansas Fire Prevention Code Vol. 1, One- or Two-Family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.
 1. Exceptions: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the Arkansas Fire Code, access from two directions shall not be required.

2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.
7. 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.

F. Building Codes/Landscape:

Building Code: Duplex fire separations are required. Provide a utility plan for review and approval before installations take place. Contact Plans Examiner Curtis Richey at crichey@littlerock.gov or 501.371.4724.

Landscape: No comment.

G. Transportation/Planning:

Rock Region Metro: The site is not located on a Rock Region Metro Route.

Planning Division: This request is located in Rodney Parham Planning District. The Land Use Plan shows Residential Low Density (RL) for this property. The Residential Low Density is for single-family homes at densities no greater than six (6) dwelling units per acre. The applicant has applied for a rezoning from R-2 (Single Family District) to PDR (Planned Development Residential) to allow attached single-family homes.

Master Street Plan: The north side of the property is Rainwood Road and it is shown as a Collector on the Master Street Plan Streets. The primary function of a Collector Road is to provide a connection from Local Streets to Arterials. 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. SUBDIVISION COMMITTEE COMMENT: (December 20, 2017)

Mr. Joe White of White-Daters and Associates was present representing the request. Staff presented an overview of the development stating there were additional items necessary to complete the review process. Staff requested

Mr. White provide the number of stories of new construction. Staff requested details of any proposed fencing and the proposed signage plan.

Public Works comments were addressed. Staff stated a grading permit was required prior to any construction on the site. Staff stated the City's Stormwater Detention ordinance would apply to the development of the lots. Mr. White stated the request included a variance from the City's Land Alteration ordinance to allow grading of the lots with the installation of the basic infrastructure.

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.

I. ANALYSIS:

The applicant submitted a revised site plan to staff addressing most of the technical issues associated with the request raised at the December 20, 2017, Subdivision Committee meeting. The applicant has provided the proposed signage plan, fencing details and noted the buildings will be one and one-half (1 ½) to two (2) story structures.

The applicant is requesting a rezoning from R-2, Single-family Zoning District to Planned Development, Residential (PD-R) to allow the development of a single-family subdivision. The lots are proposed with an average lot size of 3,000 square feet. The development is proposed with 17-lots of owner occupied attached residences. The site plan indicates eight (8) buildings of duplex style homes and one (1) building as a single residence. The units are proposed as one and one-half (1 ½) to two (2) story buildings (maximum building height of 35-feet) with attached garages. The buildings will be constructed in phases as they are sold.

The subdivision is proposed with private streets. The street is proposed as a loop street extending south from Rainwood Road. The development will have a call keypad entrance located at the western intersection with Rainwood Road. The eastern location will have a gated remote exit gate. The development is proposed with a 24-foot wide pavement width. Parking will be restricted on one (1) side of the street.

The development will have a combination of metal and brick fencing along Rainwood Road. The plan indicates a six (6) to eight (8) foot decorative metal fence with eight (8) to ten (10) foot brick columns and a six (6) to eight (8) foot brick fence at the entry drives to the subdivision along Rainwood Road. The remainder of the subdivision will have a maximum fence height of eight (8) feet constructed of wood. The subdivision sign will be incorporated into the brick fence. The sign area will not exceed twenty-four (24) square feet.

The request includes a variance from the City's Land Alteration Ordinance to allow grading of the lots with the installation of the basic infrastructure. The applicant has indicated to balance the site advanced grading is necessary.

Staff is supportive of the request. The applicant is proposing a single-family attached subdivision developed with private streets. Within this general area there is a mixture of uses including single-family and multi-family housing. Staff feels the development of the subdivision as proposed is appropriate.

J. 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 lots with the installation of the basic infrastructure.

PLANNING COMMISSION ACTION:

(JANUARY 11, 2018)

The applicant was present. There was one 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 variance request from the City's Land Alteration Ordinance to allow grading of the lots with the installation of the basic infrastructure.

Mr. Tim Daters of White-Daters and Associates and Ms. Robin Miller of Rector Phillips Morris were present representing the request. Mr. Daters stated the site contained 2.7-acres and was proposed for single-family housing. Ms. Miller stated the developers were proposing to develop the site for future sale of homes to individual property owners.

Ms. Sherry Clawitter addressed the Commission in opposition of the request. She stated she felt she was being forced from her home. She stated she owned the adjoining 2.5-acres and had been provided no information on the proposed project. She stated traffic on Rainwood was already heavy. She stated school busses traveled Rainwood to access the school on Hinson Road. She stated speeds were excessive on Rainwood but she had been successful in getting two (2) speed limit signs installed on Rainwood. She stated the development was gated and questioned where cars would pull-off to not block traffic on the street. She stated the units would look like duplexes which would include at least two (2) cars each which would add a minimum of 34 additional cars to the area. She questioned where the cars would park during construction. She stated if the developers installed curb, gutter and sidewalk along their frontage would she then be required to add the improvements to her property frontage.

Mr. Daters stated there was sufficient area to allow cars to pull off the street to enter the gate. He stated the residents would have a remote gate opening device which would allow them to open the gate as they were coming up to the subdivision. He stated the widening of this section would not require Ms. Clawitter to make improvements to her property frontage. He stated the City was to install two (2) additional speed limit signs in the near future.

Mr. Ernie Peters addressed the Commission stating his firm had conducted a traffic analysis to determine the speeds and the number of cars on Rainwood Road between Green Mountain Drive and Hinson Road. He stated the volume of vehicles was 2,100 vehicles per day and the speed was calculated at an average of 34 mph. He stated the AM peak was 7:00 to 8:00 with 196 vehicles and the PM peak was from 3:00 to 4:00 with 272 vehicles. He stated the volumes were not excessive since the street was classified on the Master Street Plan as a collector street. He stated the daily volume expected on a collector street classification was 5,000 vehicles per day. He stated the speeds were some over the 30 mph posted speed limit.

There was no further discussion. A motion was made to approve the request as recommended by staff. The motion carried by a vote of 11 ayes, 0 noes and 0 absent.