

FILE NO.: Z-9220

NAME: The Parks Long-form PD-R

LOCATION: Located on East side of Mann Road just South of Wilderness Road in the 9500 – 9700 Block of Mann Road

DEVELOPER:

Town Creek LLC
11324 Arcada Drive
Little Rock, AR 72211

ENGINEER:

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

AREA: 120 acres NUMBER OF LOTS: 400 FT. NEW STREET: 15,300 LF

WARD: 7 PLANNING DISTRICT: 15 CENSUS TRACT: 41.05

CURRENT ZONING: R-2, Single-family

ALLOWED USES: Single-family residential

PROPOSED ZONING: PD-R

PROPOSED USE: Single-family residential (mixture of 50 and 60 foot wide lots)

VARIANCE/WAIVERS: A variance request from the City's Land Alteration Ordinance to allow grading of an entire phase of the subdivision with the development of a particular phase.

BACKGROUND:

On August 11, 2016, the Little Rock Planning Commission approved a preliminary plat to allow the development of property located on Mann Road and south of Wilderness Road with single-family lots. The property contained 120-acres with 365 proposed residential lots. The property was to develop in approximately six (6) phases with roughly 60 lots per phase. The lots were proposed 60-feet wide by 120-feet deep. Two (2) access points to Mann Road was provided. An additional emergency access was located connecting to Peace Valley Road to the south via an all-weather drive.

An emergency gate with Knox box was provided. Mann Road improvements to a collector street standard including a 5-foot sidewalk was proposed. The developer proposed to improve Mann Road in two (2) phases as the adjacent property developed.

The developer proposed the use of an internalized pedestrian circulation system in-lieu of sidewalks throughout the subdivision and was proposed to provide access to Morehart Park located to the southwest. Section 31-175 of the Little Rock Code of Ordinances outlines the minimum design requirements for sidewalks. The ordinance states internalized pedestrian circulation systems in the form of paved pathways may be substituted for sidewalks along collector and residential streets upon approval by the Planning Commission.

An Entergy transmission line runs through the property. The easement would allow the pedestrian trail to be easily accessible from all areas of the development. Pedestrian trails were proposed to slow traffic and create connectivity of the trail system throughout the development.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant is now proposing to develop the 120-acres with 400 residential lots with a mix of 50-foot and 60-foot lot widths. The development was submitted and approved in August 2016 to allow the development of the site with 365 single-family residential lots. The current plan has the same street configuration, access to Mann Road and proposes the same improvements to Mann Road.

The developer wishes to resubmit to the Planning Commission to allow the development of a mix of 50-foot along with the original plan which planned for all 60-foot lot widths. This will increase the lot count from 365 up to 400 lots. The homes proposed on the narrower lots will be the same square footages and nature as the original plan, but the additional lots will help the developer fund the Mann Road improvements and possibly reduce the price point of the lots. This will create a more affordable home for the potential buyers with the same amenities.

The development with regard to street layout, green space, walking trails and play fields proposed will remain the same. Phasing will occur in 40 to 60 lots constructed in each phase. The developer proposes to construct the 2nd half of Mann Road with the development of the phase abutting Mann Road as submitted with the original preliminary plat.

B. EXISTING CONDITIONS:

The site is heavily wooded. There are single-family subdivisions located to the east and south of the proposed development area. To the north is Mann Road and a main railroad line. Across Mann Road to the north is a single-family subdivision. Mann Road is a two (2) lane road with no curb and gutter or sidewalk and open ditches for drainage.

C. NEIGHBORHOOD COMMENTS:

All property owners located within 200-feet of the site along with the West Baseline Neighborhood Association and Southwest Little Rock United for Progress were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. Mann 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 Mann Road including 5-foot sidewalks with the planned development. The new back of curb should be located 18-feet from centerline. Additional widening to 24-feet from centerline, tapers, and striping should be provided for lane shifts and west bound left turn lanes. Additional paving maybe required to comply with AASHTO guidelines.
3. 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. Is an advance grading variance requested to advance grade future phases of the subdivision with the issuance of a grading permit for the previous phase?
4. Provide a Sketch Grading and Drainage Plan per Section 29-186 due to the large drainage areas at the rear of lots.
5. Stormwater detention ordinance applies to this property. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer and/or property owners association as detailed in the bill of assurance.
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. 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 Greg Simmons, Traffic Engineering, at 501.379.1813 or gsimmons@littlerock.gov for more information.
8. Provide a letter prepared by a registered engineer certifying the intersection sight distance at the intersection(s) comply with 2004 AASHTO Green Book standards.

9. All public drainage easements must be unobstructed and access provided to the public right-of-way by constructed infrastructure and/or documented on the final plat.
10. All public drainage easements must contain drainage infrastructure approved by the City of Little Rock Public Works Department.
11. Access to detention ponds must be provided to the public right-of-way and/or access easement for future maintenance by the developer and/or local property owner's association.
12. Provide explanation for proposed improvements on north-side of Mann Road.

E. UTILITIES AND FIRE DEPARTMENT/COUNTY PLANNING:

Little Rock Wastewater: Sewer main extension required, with easement, if new sewer service is required for this project. Contact Little Rock Wastewater Utility for additional information.

Entergy: Entergy Distribution does not object to this proposal. A three phase power line exists along the southern edge of Mann Road on the north side of this property. Single phase, Distribution power lines are also in the vicinity serving established residential areas to the east and south. However, the development also involves an existing Entergy Transmission power line and easement as depicted on the drawing. There are three proposed road crossings and multiple pedestrian walking trails traversing Transmission easements. Please contact Entergy Transmission well in advance to discuss the future use of its easements and contact Entergy Distribution in advance to discuss future service requirements, new Distribution facilities locations and adjustments to existing Distribution facilities (if any) as this project proceeds.

Centerpoint Energy: Centerpoint Energy currently owns and operates two natural gas transmission lines in parallel which run diagonally through the property from the southwest to the northeast. There is a "transmission line" indicated on the proposed plat, but it does not indicate if this is a gas, electric, or other type of transmission line. Therefore, please be advised that Centerpoint Energy requires the existing easement containing the Centerpoint Energy gas transmission lines remain in place and not be encroached upon.

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. A water main extension will be needed to provide water service to this property.

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. This development will have minor impact on the existing water distribution system. Proposed water facilities will be sized to provide adequate pressure and fire protection.
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. Additional fire hydrant(s) will be required. Contact the Little Rock Fire Department to obtain information regarding the required placement of the hydrant(s) and contact Central Arkansas Water regarding procedures for installation of the hydrant(s).
7. 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.

Fire Department:

1. Maintain Access:
2. 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.
3. 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.
4. 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.
5. 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.

6. Gates. 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.
7. 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.
8. 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.

Rock Region Metro: Location is served by METRO on route 22. The development of this neighborhood street grid is important for residents to have access to the transit and paratransit services. Dead-end "lollipop" streets and disconnected sidewalk networks will impede resident's access to transit. We recommend along with the neighborhood exits on Mann Road that Peace Valley Road be improved and provided as an access exit out of the neighborhood. This will connect the transit route and provide efficient routing for paratransit services.

F. ISSUES/TECHNICAL/DESIGN:

Building Code: No comment.

Planning Division: This request is located in Geyer Springs West Planning District. The Land Use Plan shows Light Industrial (LI) and Park/Open Space (PK/OS) and Residential Low Density (RL) for the application area. The Light Industrial category provides for light warehouse, distribution or storage uses, and/or other industrial uses that are developed in a well-designed "park like" setting. The Park/Open Space category includes all public parks, recreation facilities, greenbelts, floodplains and other designated open space and recreational land. The Residential Low Density category provides for single family homes at densities not to exceed six (6) units per acre. Such residential development is typically characterized by conventional single family homes, but may include patio or garden homes and cluster homes, provided that the density remain less than six (6) units per acre. The applicant has applied for a rezoning from R-2 (Single Family District) to PDR (Planned Development Residential) to allow for a small lot single family subdivision.

Master Street Plan: North of the application is Mann Street and it is shown as a Collector on the Master Street Plan. 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: A Class II Bike Lane is shown along Mann Road. Bike Lanes provide a portion of the pavement for the sole use of bicycles.

Landscape: No comment.

G. SUBDIVISION COMMITTEE COMMENT: (May 17, 2017)

Mr. Joe White of White-Daters and Associates was present representing the request. Staff presented an overview of the item stating there were additional items necessary to complete the review process. Staff questioned the number of proposed lots. Mr. White stated the development was proposed with 400 lots. He stated the plan included a mix of 50-foot and 60-foot lots. He stated the homes would all be similar in size regardless of the lot size. Staff requested Mr. White provide details of the proposed signage plan and the proposed building setbacks.

Public Works comments were addressed. Staff questioned the proposed phasing plan. Mr. White stated the improvements to Mann Road would be completed with the various phases of the development. Staff stated the City's stormwater detention ordinance would apply to the development of the site. Staff requested Mr. White provide a sketch grading and drainage plan. Staff stated access to the proposed detention facilities was required via a public access easement to allow future maintenance by the developer and/or the property owner's association.

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.

H. ANALYSIS:

The applicant submitted a revised site plan and cover letter to staff addressing most of the technical issues associated with the request. The applicant has provided the proposed signage plan and the proposed building setbacks and indicated the proposed phasing plan for the street improvements to Mann Road.

The request is a rezoning from R-2, Single-family to PD-R, Planned Development Residential to allow the development of 120-acres with 400 residential lots. The lots are proposed with a 25-foot front and rear yard setback. The side yard setbacks are proposed at 5-feet. The homes proposed on the narrower lots will be the same square footages as the homes on the wider lots. Phasing will occur in 40 to 60 lots constructed in each phase.

The current plan has the same street configuration, access to Mann Road and proposes the same improvements to Mann Road. Two (2) access points to Mann Road will be provided. An additional emergency access will be constructed to Peace Valley Road via an all-weather drive. An emergency gate with Knox box

will be provided. Mann Road will be improved to collector street standards with a 5-foot sidewalk. Mann Road at each entrance will be widened to create a left turn lane into the development. The Phase I improvements will include 430-feet of widening to create a left turn lane into the eastern entrance. The improvements with the Phase V portion of the development include completing the improvements to Mann Road and installing an additional 430-feet of widening to create the left turn lane into the second entrance to the subdivision.

The development with regard to street layout, green space, walking trails and play fields proposed will remain the same as with the preliminary plat approval. An Entergy transmission line runs through the property. This easement will allow the pedestrian trail to be easily accessible from all areas of the development. Pedestrian tables will be constructed to slow traffic and create connectivity of the trail system throughout the development. The trail system will be maintained by the Property Owners Association. The internalized pedestrian circulation system will be used in-lieu of the placement of sidewalks throughout the subdivision. Access to Morehart Park, located to the southwest of the subdivision, is indicated on the site plan. Section 31-175 of the Little Rock Code of Ordinances outlines the minimum design requirements for the trail system. The ordinance states internalized pedestrian circulation systems in the form of paved pathways may be substituted for sidewalks along collector and residential streets upon approval by the Planning Commission.

The applicant is seeking a variance from the City's Land Alteration Ordinance to allow advanced grading of the lots as each phase is developed. The applicant has indicated the builder purchasing the lots requires that all trees be removed and the lots graded with pad ready site for the new home construction. The request does not include clearing of the entire site with the first phase of development. As each phase is developed then that particular phase will be cleared.

The site plan includes two (2) sign locations. Each of the signs are indicated with a maximum height of six (6) feet and a maximum sign area of 100 square feet. The signs are indicated at each of the entry drives to the subdivision.

The plan indicates accessory buildings and structures will be allowed as per the R-2, Single-family Zoning District. Fencing is proposed as allowed per the R-2, Single-family Zoning District. The request includes the allowance of home occupations and signage for home occupations as allowed within zoning ordinance.

Staff is supportive of the applicant's request. The applicant is seeking a rezoning of the site from R-2, Single-family to PD-R, Planned Development Residential, to allow the development of 400 single-family residential lots at a density of 3.33 units per acre. To staff's knowledge there are no remaining outstanding technical issues in need of addressing related to the site plan. Staff feels the development of the lots as indicated on the site plan 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 an entire phase of the subdivision with the development of that particular phase.

PLANNING COMMISSION ACTION:

(JUNE 8, 2017)

The applicant was present. There were 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 an entire phase of the subdivision with the development of that particular phase.

Mr. Joe White of White Daters and Associates stated he would yield his time to the opposition.

Ms. Bettye Bryant addressed the Commission in opposition of the request. She stated her home was located south of the proposed development. She stated her family had lived in the area for 25 plus years. She stated the area was a quiet neighborhood. She stated there was no crime in the neighborhood. She stated all the neighbors looked out for each other and watched for any suspicious activity. She stated the new subdivision would be a problem. She stated with the additional homes would come additional people which would then end the quietness of the neighborhood.

Ms. Sharon Forrester addressed the Commission with concerns. She questioned if the 400 homes was a cap on the number of homes which could be built. She stated the previous proposal was to allow 365 units and now the request was for 400 units. She questioned if the mix of 50-foot and 60-foot lots would be mixed through the neighborhood or all located within a specific area. She stated the previous proposal was an acceptable proposal to the area residents. She questioned the need for the additional lots.

Ms. Rowena Hampton addressed the Commission in opposition of the request. She stated her home was located at 9420 Wilderness Road. She stated the notice was not received until last week. She stated a number of her neighbors were concerned and did not recognize the sender of the notice and refused to pick-up or to accept the notice. She stated the neighborhood was a mixed race neighborhood. She stated this area was a quiet neighborhood with little crime. She stated across the railroad tracts there were a number of apartment complexes and there was a high crime rate in the area. She stated the site was home to a family of fox. She stated the area also housed squirrels, rabbits and all other forms of wildlife. She stated the neighborhood was trying to clean up the area.

Mr. White stated the development was for single-family homes. He stated the lot sizes would be mixed through-out the subdivision. He stated the need for the additional lots was due to the street frontage. He stated the additional lots allowed for the developer to install the boundary street ordinance requirements for the frontage of the development on Mann Road. He stated the homes would be three (3) bedroom, two (2) bath homes. He stated two (2) car garages were proposed. He stated based on R-2, Single-family zoning developers could get four (4) to four and one-half (4 ½) units per acre. He stated 120-acres would allow 480 to 540 units if developed at the maximum intensity allowed. He stated this development was limited to 400 units. He stated the developer desired to retain the green spaces and amenities of the subdivision. He stated the area contained two (2) ball parks which he felt would be an asset to the development.

There was a general discussion by the Commission concerning the proposed use of the site and the potential impact of the development. The Commission questioned Mr. White if he had met with the neighborhood. Mr. White stated the initial development was presented to the Neighborhood Association but the current plan had not been presented. He stated he had contacted Mr. Laha and Ms. Adcock and they did not feel the change was significant enough to require the Association to revisit the proposed development.

There was no further discussion. The Chair entertained a motion for approved of the item as recommended by staff. The motion carried by a vote of 11 ayes, 0 noes and 0 absent.