

FILE NO.: Z-3371-DDD

NAME: Lumber 1 Long-form PCD

LOCATION: Located at 10800 Colonel Glenn Road

DEVELOPER:

John Morton
Lumber 1
682 Highway 365 South
Mayflower, AR 72160

OWNER/AUTHORIZED AGENT:

Lumber 1, John Morton – Owner
McGetrick Engineering – Agent

SURVEYOR:

Holloway Engineering, Surveying and Civil Design, PLLC
200 Casey Drive
Maumelle, AR 72113

ENGINEER:

McGetrick Engineers
11601 Bass Pro Parkway
Little Rock, AR 72210

AREA: 10.465-acres NUMBER OF LOTS: 4 FT. NEW STREET: 0 LF

WARD: 6 PLANNING DISTRICT: 11 – I-430 CENSUS TRACT: 24.05

CURRENT ZONING: C-2, Shopping Center District, with a CUP

ALLOWED USES: General Retail – Occasional auto sales

PROPOSED ZONING: PCD

PROPOSED USE: C-2, Shopping Center District uses and Lumber sales

VARIANCE/WAIVERS: None requested.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant is requesting a rezoning of the site from C-2, Shopping Center District to PCD, Planned Commercial Development. The site currently has one (1) building on approximately 10.5-acres with 570 parking spaces. The applicant is proposing to subdivide the tract into four (4) lots. Two (2) of the lots will be used for fast food/restaurant establishments. Each of the restaurant uses will have a maximum of 3,200 square feet and 42 parking spaces. The third lot is proposed with a retail building containing 20,000 square feet and 112 parking spaces.

The existing building is proposed on the fourth lot. The building will be modified for use as a home improvement center. The building contains approximately 112,000 square feet and 200 parking spaces. The current site has several satellite dishes and communications towers which will temporarily remain in place.

The hours of operation are proposed from 6:00 am to 12:00 midnight seven (7) days per week. Signage is proposed to meet the current signage requirements of the City of Little Rock.

B. EXISTING CONDITIONS:

The site is located within the commercial node around the Colonel Glenn-I-430 interchange. The area is characterized by a variety of commercial and light industrial uses, including office warehouse, automobile sales lots and retail commercial. The building contains a number of radio stations and an events center. The building is a single story building containing 105,328 square feet. There are 600+ parking spaces located on the site. Parking is located along the south side of the building and a large parking field is located on the western portion of the property.

Colonel Glenn Road is four lane roadway with a center turn lane. There is curb, gutter and sidewalk in place along the property frontage.

C. NEIGHBORHOOD COMMENTS:

All property owners located within 200-feet of the site along with the John Barrow Neighborhood Association were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. Repair or replace any curb and gutter or sidewalk, access ramp that is damaged and not in compliance with ADA recommendations in the public right-of-way prior to occupancy. The ramp at the east driveway should be reconstructed on the north side of the inlet in conformance with City of Little Rock standard details.

2. Show the proposed order boards, pick up windows and the amount of stack length.
3. Show proposed pedestrian access within the site.
4. Driveway locations and widths do not meet the traffic access and circulation requirements of Sections 30-43 and 31-210. Driveway spacing on arterial streets is 300-feet from other driveways and intersections and 150-feet from side property lines. A variance must be requested for the proposed west driveway. Staff cannot recommend approval of the new driveway location.
5. All driveways shall be constructed with concrete aprons per City Ordinance.
6. The proposed drive through stack will block the parking spaces.
7. Submit a traffic study providing information on the Trip Generation data for the proposed drive-thru restaurants, maximum estimated queuing during peak business hours and that the available drive-thru lane capacity is adequate to handle the queuing without affecting other traffic movements on City streets.

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 Lot 2. Grease trap analysis required if food service on site. 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 at this location. Service is already being provided to existing building on this property. There is a three phase, overhead power on the north side of Colonel Glenn Road and on the west side of the property. 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:

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 the 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. The facilities on-site will be private. When meters are planned off private lines, private facilities shall be installed to Central Arkansas Water's materials and construction specifications and installation will be inspected by an engineer, licensed to practice in the State of Arkansas. Execution of a Customer Owned Line Agreement is required.
9. Fire sprinkler systems which do not contain additives such as antifreeze shall be isolated with a double detector check valve assembly. If additives are used, a reduced pressure.
10. 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.

Fire Department:

1. Full Plan Review – 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. Commercial and Industrial Developments – 2 means of access. – Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1
 - a. Section D104.1 Buildings exceeding three stories or 30 feet in height. Building or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure.
 - b. Section D104.2 Building exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provide with two separate and approved fire apparatus access roads.
 - c. Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road when all building are equipped throughout with approved automatic sprinkler systems.
 - d. D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.
6. 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
 - a. 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.
 - b. 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.
 - c. 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.

- d. 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.
7. 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.
8. 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 replaced 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.
9. 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: 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. This project will require fully developed Architectural, Structural, Civil and MEP Plans. Contact a commercial plans examiner: Curtis Richey at 501.371.4724; crichey@littlerock.gov.

Landscape:

1. Any new site development must comply with the City's landscape and buffer ordinance requirements.
2. Any existing vehicular use area that does not meet current code requirements may continue as nonconforming until such time a building permit is issued to rehabilitate a structure on the property exceeding fifty (50) percent of the current replacement cost of the structure. At such time fifty (50) percent of the existing vehicular use area shall be brought into compliance with this chapter and shall continue to full compliance on a graduated scale based upon the percentage of rehabilitation cost.
3. 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 street buffers are deficient. Lot 1 street buffer is required to be thirty-six (36) feet in width and the Lots 3 and 4 street buffers are required to be fifteen (15) feet six (6) inches.
4. 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.
5. 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 Lot 2 and Lot 4 are deficient.
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). For developments with more than one hundred fifty (150) parking spaces the minimum size of an interior landscape area shall be three hundred (300) square feet. Interior islands must be a minimum of 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. An automatic irrigation system to water landscaped areas shall be required for developments of one (1) acre or larger.
8. The development of two (2) acres or more requires the landscape plan to be stamped with the seal of a Registered Landscape Architect.

9. 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. Transportation/Planning:

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

Planning Division: This request is located I430 Planning District. The Land Use Plan shows Commercial I for this property. The 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 applicant has applied for rezoning from C-2 (Shopping Center District) CUP (Conditional Use Permit) to PCD (Planned Commercial Development) to allow the creation of four (4) lots to develop with retail uses and a home improvement center on the site.

Master Street Plan: South of the property is Colonel Glenn Road and it is shown as Principal Arterial on the Master Street Plan. East of the property is a proposed Collector on the Master Street Plan. The primary function of a Principal Arterial is to serve through traffic and to connect major traffic generator or activity centers within an urbanized area. Entrances and exits should be limited to minimize negative effects of traffic and pedestrians on Colonel Glenn Road since it is a Principal Arterial. The primary function of a Collector is to provide a connection from Local Streets to 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 Colonel Glenn Road. Bike Lanes provide a portion of the pavement for the sole use of bicycles.

H. SUBDIVISION COMMITTEE COMMENT: (June 6, 2018)

Mr. Pat McGetrick and the owners of Lumber 1 were present representing the request. Staff presented an overview of the item stating there were outstanding technical issues associated with the request. Staff questioned the location of order menu boards of the required screening. Staff questioned the placement of dumpsters and the service hours proposed for dumpsters. Staff requested information concerning the placement of any fences. Staff requested the maximum building height be included in the general notes section of the site plan.

Public Works comments were addressed. Staff requested the applicant provide the location of the proposed order boards, the pick-up windows and the amount of stack length for the proposed drive-through restaurants. Staff stated the new drive on Colonel Glenn Road was a concern. Staff stated the driveway placement would require a variance to allow the driveway as proposed. Mr. McGetrick stated the driveway was located across from the drive to the south which would reduce traffic turning conflicting movements.

Landscaping comments were addressed. Staff stated any existing or proposed vehicular use areas which did not comply with the current landscape ordinance were required to be brought into compliance. Staff stated a perimeter planting strip was required around the site perimeters and adjacent to paved areas. Staff stated an automatic irrigation system was required to water landscaped areas. Staff stated the development of sites in excess of two (2) acres required the landscape plan to be stamped with the seal of a registered landscape architect.

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 and cover letter to staff addressing some of the technical issues associated with the request. The applicant is seeking a rezoning of the site from C-2, Shopping Center District to PCD, Planned Commercial Development to allow the redevelopment of the site with four (4) lots and allow the use of the site with uses as allowed within the C-2, Shopping Center District.

The site currently has one (1) building on approximately 10.5-acres with 570 parking spaces. The applicant is proposing to subdivide the tract into four (4) lots. Two (2) of the lots will be used for fast food/restaurant establishments. Each of the restaurant uses will have a maximum of 3,200 square feet and 42 parking spaces. The third lot is proposed with a retail building containing 20,000 square feet and 112 parking spaces.

The fourth lot will contain the existing building. The building will be modified for use as a home improvement center. The building contains approximately 112,000 square feet and 200 parking spaces.

The current site has several satellite dishes and communications towers which will temporarily remain in place. The satellite dishes and communications tower will be located on proposed Lot 3.

The site plan indicates placement for signage on each of the individual lots. The plan includes an overall development sign. The sign is proposed with a maximum height of 36-feet and a maximum sign area of 160 square feet. Building signage is proposed on the front facades of each of the buildings. Building signage on Lot 2 will be placed on the southern façade of the building. All wall signage will be limited to a maximum of ten (10) percent of the wall area.

Parking for a restaurant is based on one (1) parking space per 100 gross square feet of floor area. The two (2) restaurant parcels are indicated with a building square footage of 3,200 square feet and 32 parking spaces. Parking for general

retail, Lot 2, is typically based on one (1) parking space per 300 square feet of gross floor area. Parking for the general retail building would typically be 66 parking spaces. Parking for the home improvement store can be reduced based on the warehouse space use. The plan indicates 200 parking spaces to serve the 112,000 square foot building.

The applicant is seeking a variance for the street buffer landscaping requirement along Colonel Glenn Road. The required street buffer along Colonel Glenn Road adjacent to Lot 1 is 36 feet and the buffer for Lots 3 and 4 is 15 feet 6 inches. The applicant indicates the street buffer along Colonel Glenn Road will be increased by 50 percent of the requirement or 18-feet. Staff feels the drive aisles should be reduced on all the lots to allow for additional buffer area along Colonel Glenn Road.

The hours of operation are proposed from 6:00 am to 12:00 midnight seven (7) days per week. Signage is proposed to meet the current signage requirements of the City of Little Rock.

The applicant is requesting to add a new drive along Colonel Glenn Road. The driveway is proposed across from Commercial Center Drive to the south of this site. The driveway location does not meet the typical standard for distance from property line or the distance requirement from any adjacent drive. Staff has concerns with the driveway as proposed.

Staff has requested a traffic analysis which the applicant is preparing. The analysis has not been accepted by the City and staff is continuing to review the information provided. Staff will provide a full recommendation at the June 28, 2018, public hearing.

J. STAFF RECOMMENDATION:

Staff recommendation forthcoming.

PLANNING COMMISSION ACTION:

(JUNE 28, 2018)

The applicant was present. There were no registered objectors present. Staff presented the item stating the applicant had removed from the request the allowance of the drive along Colonel Glenn Road located between Lots 3 and 4. Staff stated based on this revision staff was now in support of the request. Staff presented 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 the drive aisles be reduced on all the lots to allow for the additional street buffer area along Colonel Glenn Road. Staff stated the existing parking lot curb was to be maintained allowing the street buffer to be maintained as currently existed. There was no further discussion. The item was placed on the consent agenda and approved as recommended by staff by a vote of 9 ayes, 0 noes, 1 absent and 1 recusal (Commissioner Laha).