

FILE NO.: Z-3371-CCC

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NAME: Lots 7 – 9 Colonel Glenn Tech Centre Revised Long-form PCD

LOCATION: Located on the Northeast corner of South Bowman Road and Colonel Glenn Plaza Drive

DEVELOPER:

CGBRD 1 Holdings, LLC  
P.O. Box 22407  
Little Rock, AR 72221

OWNER/AUTHORIZED AGENT:

Colonel Glenn Bowman Road Development I, (CGBRD I) Holdings LLC –  
Lenard Boen – Owner – John C. (Johnny) Kincaid Contact  
White-Daters and Associates – Agent

SURVEYOR/ENGINEER:

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

AREA: 20.17-acres      NUMBER OF LOTS: 3      FT. NEW STREET: 1,700 LF

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

CURRENT ZONING:      C-2, Shopping Center District

ALLOWED USES:      General Retail

PROPOSED ZONING:      PCD, Planned Commercial Development District

PROPOSED USE: C-2, Shopping Center District uses, Office-showroom warehouse and Office-warehouse

VARIANCE/WAIVERS:

1. A variance from the Land Alteration Ordinance to allow continued grading of the site.
2. A variance from the Boundary Street and Subdivision Ordinance to allow the driveway located on Lot 9 nearer the property line than the typical ordinance standard.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The project contains approximately 20.17-acres and is proposed to develop with three (3) lots. The development is located at the Northeast corner of Bowman Road and Colonel Glenn Plaza Drive. The applicant is proposing to develop the property into a flex space development utilizing C-2, Shopping Center District uses, office warehouse and office showroom warehouse. The lots range in size from 4.03-acres to 8.62-acres. The average lot size proposed is 300-feet by 700-feet.

The three (3) buildings will be located on different lots but will utilize common truck areas for maneuvering. The plan indicates the development of two (2) buildings containing 75,000 square feet and a single building containing 100,000 square feet. The development is proposed in three (3) phase.

The request includes a variance to continue with the advanced grading of this site. The grading will allow the earthwork to be completed at one time in the initial phase, and prevent material to be hauled across public streets.

B. EXISTING CONDITIONS:

Grading on the site is taking place from a previous land alteration variance approval. There are a number of uses in this area including automobile sales, multi-family and the Baptist School of Nursing. The Colonel Glenn/I-430 interchange has developed with a number of automobile sales lots. There is a convenience store located on the southwest corner of David O Dodd Road and Colonel Glenn Road. There is an office warehouse development located on the northwest corner of Colonel Glenn Road and David O Dodd Road. Also located in the area is a manufacture home park.

Street improvements along Bowman Road adjacent to this site has not been completed (curb, gutter and sidewalk). These improvements are however installed to the south of this site adjacent to the newly completed apartment complex and adjacent to the office warehouse development and the Baptist School of Nursing. The street improvements have not been completed adjacent to the manufactured home park.

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. Bowman Road is classified on the Master Street Plan as a minor arterial. A dedication of right-of-way 45-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 improvements to Bowman Road including 5-foot sidewalks with the planned development. The new back of curb should be located 29.5-feet from centerline. Additional paving may be needed at either end of the project to comply with AASHTO standards which may extend beyond the adjacent property to provide lane shifts and tapers for the center turn lane to be relocated to provide a striped five (5) lane street section. Widening should occur south of Colonel Glenn Plaza Drive also to the south property line. Staff is contacting the south property owner whose deferral has expired and requesting boundary street improvements to be constructed.
3. Sidewalks with appropriate handicap ramps are required in accordance with Section 31-175 of the Little Rock Code of Ordinances and the Master Street Plan. Sidewalk on the north and east sides of Colonel Glenn Plaza Drive should be constructed from Bowman Road to the existing sidewalk adjacent to Crain Ford with the first development on Lots 7 – 9. The remaining sidewalk can be constructed with the development of each lot.
4. With the development of each lot, repair or replace any curb and gutter, sidewalk, and access ramp that is damaged and not in compliance with ADA recommendations in the public right-of-way prior to occupancy.
5. A temporary turnaround should be provided at the end of Colonel Glenn Plaza Court with construction of the street.
6. A grading permit in accordance with Section 29-186 I 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 a variance being requested to advance grade the entire development with development of the first lot?
7. Provide a Sketch Grading and Drainage Plan per Section 29-186 I.
8. Stormwater detention ordinance applies to this property. Show the proposed location for stormwater detention facilities on the plan. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer and/or local property owners' association.
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. Street improvement plans shall include signage and striping. Public Works must approve completed plans prior to construction.
11. 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](mailto:gsimmons@littlerock.gov) or 501.379.1813 for more information.

12. Driveway locations and widths do not meet the traffic access and circulation requirements of Sections 30-43 and 31-210. Driveway spacing on commercial streets is 125-feet from side property lines. The north driveway on Colonel Glenn Plaza Court should be shared with the future lot to the north. The width of driveway must not exceed 36-feet.
13. Vegetation must be established on disturbed area within 21-days of completion of harvest activities.
14. Provide a letter prepared by a registered engineer certifying the intersection sight distance at the intersection of Colonel Glenn Plaza Drive and Bowman Road comply with 2004 AASHTO Green Book standards.
15. 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.
16. Prior to construction of retaining walls, an engineer's certification of design and plans must be submitted to Public Works for approval. After construction, an as-built certification is required for construction of the retaining wall.

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

Little Rock Water Reclamation Authority: Existing sewer service on this 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. There is an existing three phase, overhead power line on the west side of Bowman Road at this location. 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 zone back flow preventer shall be required.
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. 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.
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 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.
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: 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](mailto:crichey@littlerock.gov).

Landscape:

1. Site plan must comply with the City's landscape and buffer ordinance requirements.
2. Street buffers will be required at six (6) percent of the average depth of the lot. The minimum dimension shall be one-half ( $\frac{1}{2}$ ) the full width requirement but in no case be required to exceed fifty (50) feet. The street buffer to the south is deficient. The approximate average depth (north/south) of the site is 700 feet. A minimum forty-two (42) foot street buffer is required between the Colonel Glenn Plaza Drive right-of-way and the proposed parking.
3. 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, 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. The east perimeter planting strip is deficient.
5. Landscape areas shall be provided between the vehicular use area used for public parking and the general vicinity of the building, excluding truck loading or service areas not open to public parking. These areas shall be equal to an equivalent planter strip three (3) feet wide along the vehicular use area.
  6. Eight percent (8%) of the vehicular use area must be designated for green space; this green space needs to be evenly distributed throughout the parking area(s). The minimum size of an interior landscape area shall be one hundred fifty (150) square feet for developments with one hundred fifty (150) or fewer parking spaces and three hundred (300) square feet for developments exceeding one hundred fifty (150) parking spaces. Interior islands must be a minimum 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.
  7. 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 property to the north is zoned R-2, Single-family. The land use buffer to the north is deficient. The approximate average depth (north/south) of the site is 700 feet. A minimum forty-two (42) foot buffer is required between the north property line and the proposed vehicular use area. A minimum of seventy (70) percent of the land use buffer shall be undisturbed. Easements cannot count toward fulfilling this requirement. As a component of all land use buffer requirements, opaque screening, whether a fence or other device, six (6) feet in height shall be required upon the property line side of the buffer. In addition to the required screening, buffers are to be at the rate of one (1) tree and three (3) shrubs for every thirty (30) linear feet.
  8. A landscape irrigation system 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. 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 Mixed Office Commercial (MOC) for this property. The Mixed Office Commercial category provides for a mixture of office and commercial uses to occur. Acceptable uses are office or mixed office and commercial. A Planned

Zoning District is required if the use is mixed office and commercial. The applicant has applied for rezoning from C-2 (Shopping Center District) to PCD (Planned Commercial District) to allow for three (3) buildings with the allowance of 'C-2' uses, office warehouse and office showroom warehouse as allowable uses.

Master Street Plan: West of the property is South Bowman Road and it is shown as a Minor Arterial on the Master Street Plan. East of the property is Colonel Glenn Plaza Road and it is shown at a Local Street on the Master Street Plan. A Minor Arterial provides connections to and through an urban area and their primary function is to provide short distance travel within the urbanized area. Entrances and exits should be limited to minimize negative effects of traffic and pedestrians on South Bowman Road since it is a Minor Arterial. The primary function of Local Streets is to provide access to adjacent properties. Local Streets that are abutted by non-residential zoning/use or more intensive zoning than duplexes are considered as "Commercial Streets". 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 South Bowman Road. Bike Lanes provide a portion of the pavement for the sole use of bicycles.

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

Mr. Brian Dale was present representing the request. Staff presented an overview of the item stating there were a few outstanding technical issues in need of addressing related to the site plan. Staff questioned if signage was proposed along the eastern facade of the building located on Lot 8. Staff also questioned if there were dumpsters proposed on the site.

Public Works comments were addressed. Staff stated right of way dedication and street improvements to South Bowman Road were required with the development of the lots. Staff requested a sidewalk extending from South Bowman Road to the east connecting with the existing sidewalk be constructed with the final platting of the lots. Staff stated a temporary turn-around was to be constructed at the end of Colonel Glenn Plaza Court. Staff stated the driveway located on Colonel Glenn Plaza Court would require a variance. Mr. Dale stated the adjacent property was proposed as detention and would not develop with a commercial use.

Landscaping comments were addressed. Staff stated the land use buffer along the northern perimeter did not comply with the typical standards of the buffer ordinance. Staff stated the street buffer along Colonel Glenn Plaza Drive was not adequate to meet the typical minimum standards of the buffer ordinance. Staff stated interior landscaping was required within the paved areas. Staff stated a landscape irrigation system was required to water all landscaped areas on the site.

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 plan to staff addressing most of the technical issues associated with the request. The applicant has provided the proposed signage plan and the location of dumpsters. The applicant has also provided the proposed phasing plan for the street construction.

The applicant is seeking approval of a rezoning from C-2, Shopping Center District to PCD, Planned Commercial Development District to allow the development of 20.17-acres with three (3) lots. The applicant is proposing to develop the property into a flex space development utilizing C-2, Shopping Center District uses, office warehouse and office showroom warehouse. The lots range in size from 4.03-acres to 8.62-acres. The average lot size proposed is 300-feet by 700-feet.

The three (3) buildings will be located on individual lots and will utilize common truck areas for maneuvering. The plan indicates the development of two (2) buildings containing 75,000 square feet and a single building containing 100,000 square feet. The development is proposed in three (3) phase.

The phasing plan for the abutting streets is indicated on the site plan. The applicant notes with Phase 1, the development of Lot 9, the required improvements to Colonel Glenn Plaza Drive and Colonel Glenn Plaza Court will be completed. The site plan indicates a 36-foot street with a 5-foot sidewalk will be installed along each of the roadways. The street improvements to South Bowman Road will be completed with Phase 3, the development of Lot 7. The improvements to South Bowman Road south of Colonel Glenn Plaza Drive will be completed as the lots south of Colonel Glenn Plaza Drive are developed.

The applicant has indicated the portion south of Colonel Glenn Plaza Drive as Phase 4 of the development but this area is not within the proposed rezoning request and cannot be considered as a phase for street construction. Based on City policy street improvements cannot be put off until the final phase. Staff recommends the street improvements adjacent to Lot 7 along South Bowman Road be completed with the development of Lot 8.

The request includes a variance from Section 30-43 and 31-210 to allow the drive on Colonel Glenn Plaza Court nearer the property line than typically allowed. Lot 10 is proposed for development as the regional stormwater detention location and will not develop with a commercial use. Staff is supportive of the driveway as proposed.

The applicant is proposing signage consistent with signage allowed in commercial zones. The maximum height of the proposed signage is 36-feet and the maximum sign area proposed is 160 square feet. Each lot is indicated with a sign along Colonel Glenn Plaza Drive. Lot 9 is proposed with an additional sign location on Colonel Glenn Plaza Court and Lot 7 is proposed with an additional sign location along South Bowman Road.

Building signage is proposed on each of the buildings some locations do not have public street frontage. Building signage on Lot 7 is indicated on the west façade with frontage on South Bowman Road, the south façade with frontage on Colonel Glenn Plaza Drive and the north façade, which does not have public street frontage. Building signage on Lot 8 is indicated on the south façade which has frontage on Colonel Glenn Plaza Drive and on the east and north facades which do not have public street frontage. Building signage on Lot 9 is indicated on the north and east which have public street frontage, Colonel Glenn Plaza Drive and Colonel Glenn Plaza Court and on the north façade which is located without public street frontage. All wall signage is limited to a maximum of ten (10) percent of the total façade area. The developer indicates they do not know how the site will develop and the number of tenants which will occupy the space therefore the request for signage is to allow flexibility for the future development of the site.

Each of the lots are indicated with parking to support the use. The site plan notes the development will incorporate cross access and cross parking within the platting and bill of assurance for the subdivision. Lot 7 is indicated with a building containing 100,000 square feet. There are 281 parking spaces located on Lot 7. Lot 8 is indicated with a building containing 75,000 square feet and 113 parking spaces. Lot 9 is indicated with a 75,000 square foot building and 345 parking spaces. The typical parking requirement for retail developments is based on one (1) parking space per 300 gross square feet of floor area. Parking for warehouse and storage typically requires five (5) spaces plus one (1) space per 2,000 square feet of gross floor area up to 50,000 square feet and then one (1) space per 10,000 square feet above 50,000 square feet or portion thereof. Staff feels the parking indicated on the site plan is adequate to serve the proposed development.

The request includes a variance to continue with the advanced grading of this site. The grading will allow the earthwork to be completed at one time in the initial phase, and prevent material to be hauled across public streets.

Staff is supportive of the applicant's request. The applicant is seeking approval to allow the development of three (3) lots with office and office warehouse buildings. The site plan indicates street construction in phases with the improvements to South Bowman Road being completed as the lots abutting the street are developed. To staff's knowledge there are no remaining outstanding technical issues associated with the request. Staff feels the development 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 Land Alteration Ordinance to allow continued grading of the site.

Staff recommends approval of the variance request from the Boundary Street and Subdivision Ordinance to allow the driveway located on Lot 9 nearer the property line than the typical ordinance standard.

Staff recommends the street improvements adjacent to Lot 7 along South Bowman Road be completed with the development of Lot 8.

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PLANNING COMMISSION ACTION:

(JUNE 28, 2018)

The applicant was present. There were no registered objectors present. Staff stated the applicant had amended the request to include additional commitments with an adjacent property owner regarding building heights, site lighting, grading and signage. Staff stated this commitment would become a part of the approved site and overall development plan. 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 Land Alteration Ordinance to allow continued grading of the site. Staff presented a recommendation of approval of the variance request from the Boundary Street and Subdivision Ordinance to allow the driveway located on Lot 9 nearer the property line than the typical ordinance standard. Staff presented a recommendation the street improvements adjacent to Lot 7 along South Bowman Road be completed with the development of Lot 8 or when the second lot of this development occurred. 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).