

FILE NO.: Z-9150-B

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NAME: East Village Revised Short-form PCD

LOCATION: 1319 East 6<sup>th</sup> Street

DEVELOPER:

Newmark Moses Tucker Partners  
200 River Market Avenue  
Little Rock, AR 72201

OWNER/AUTHORIZED AGENT:

East Sixth Parking LLC/Owner  
Daniel K. Fowler/Agent

SURVEYOR/ENGINEER:

Cromwell Architects and Engineers/Engineer

AREA: 0.38 acres

NUMBER OF LOTS: 1

FT. NEW STREET: 0 LF

WARD: 1

PLANNING DISTRICT: 7

CENSUS TRACT: 2

CURRENT ZONING: I-3, Heavy Industrial

ALLOWED USES: Heavy Industrial

PROPOSED ZONING: PCD

PROPOSED USE: Parking

VARIANCE/WAIVERS:

1. Landscaping buffer along 6<sup>th</sup> Street
2. Specific street tree species along 6<sup>th</sup> Street
3. Internal landscaping in vehicular use areas
4. Surface parking along 6<sup>th</sup> Street

BACKGROUND:

In 2016 the Board of Directors approved the East Village PCD allowing for the redevelopment of properties as a mixed-use development. The intent of the development was to create a walkable community with sidewalks along the street edge, tree wells at regular intervals, and on-street parking along the north side of East Sixth Street. The existing buildings would be renovated for office, commercial and residential uses. The East Village has taken shape over the past few years to become a mixed-use community on the east side of I-30.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

Cromwell Architects Engineers has partnered with adjacent property owners on 6<sup>th</sup> Street to improve and expand an existing parking lot on the south side of 6<sup>th</sup> Street and seeks to include this property in the East Village PCD.

The existing parking lot has been repaved. The subject parcel had an industrial building that was removed in 2017. The slab was left in place and will be striped for parking and the adjacent asphalt apron will be repaved to allow for parking and an exit drive onto 6<sup>th</sup> Street.

B. EXISTING CONDITIONS:

The site contains a parking lot on the western half. The eastern half is largely covered with a building slab from a recently demolished structure.

The general vicinity is transitioning from manufacturing and warehouse uses with the additions the E-stem school, restaurants, and microbreweries and office uses of the property are some scattered Commercial and Office uses. Residential uses are predominant in the area.

Immediately south of the property is a rail spur and additional industrial uses.

C. NEIGHBORHOOD COMMENTS:

As of this writing, staff has not received any comments from area property owners or neighborhood associations. Notice of the public hearing was sent to all owners of properties located within 200 feet of the site, as well as the Hanger Hill neighborhood association.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. All driveways shall be constructed with concrete aprons per City Ordinance.

2. Due to distance from the intersection and the insufficient sight distance, the parking lot should be signed and striped as one-way east bound with the east driveway being exit only.
3. With one-way eastbound traffic flow within the parking lot, the 1 parking space on the west side of the east driveway should be removed.
4. Obtain a franchise agreement from Public Works (Bennie Nicolo, 371-4818) for the private improvements such as trees and landscaping proposed to be located in the right-of-way.
5. Pedestrian crossing signage and striping should be provided across 6th Street at the Shall Street intersection with the construction of the new parking lot.
6. Sidewalks with appropriate handicap ramps are required to be constructed along the property frontage to the pedestrian crossing in accordance with Sec. 31-175 of the Little Rock Code and the Master Street Plan. An access ramp should be installed at the pedestrian crossing.
7. A barricade barrier, or wheel stops should be installed at the parking spaces near the edge of the raised building foundation.

E. UTILITIES/FIRE DEPARTMENT/PARKS/COUNTY PLANNING:

Little Rock Water Reclamation Authority: Sewer Available to this site.

Entergy:

Entergy does not object to this proposal. There does not appear to be any conflicts with existing electrical utilities at this location. A three-phase line is located along the north 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.

AT & T: No comment received.

Central Arkansas Water:

NO OBJECTIONS; All Central Arkansas Water requirements in effect at the time of request for water service must be met.

Fire Department:

**Full Plan Review**

**Maintain Access:**

**Fire Hydrants.**

Maintain fire apparatus access roads at fire hydrant locations as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D103.1 Access road width with a hydrant.** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.

**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.

**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.

**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 (Daniel Tull 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: No comment.

Landscape:

1. Site plan must comply with the City's minimal landscape and buffer ordinance requirements and the Presidential Park Overlay District.
2. In accordance with the Presidential Park Overlay District (Sec. 36-414. - Sidewalks and landscape.) street trees should be Shademaster honey

locust (*Gleditsia triancathos inermis* "Shademaster"), Red sunset maple (*Acer rubrum* "Red Sunset") or Shumard Oak (*Quercus shumardii*).

3. Screening requirements will need to be met for the vehicular use areas adjacent to street rights-of-way. 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. Eight percent (8%) of the vehicular use area must be designated for green space; this green space needs to be evenly distributed throughout the parking area(s). The minimum size of an interior landscape area shall be one hundred fifty (150) square feet for developments with one hundred fifty (150) or fewer parking spaces. Interior islands must be a minimum 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. The property is located in the City's designated mature area. A 25% reduction of the interior parking requirements is acceptable.

**Provide interior landscape areas on the newly developed parking on the east side of the project.**

5. 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: No comment.

Planning Division: This request is located in I-30 Planning District. The Land Use Plan shows Industrial (I) for this property. This category encompasses a wide variety of manufacturing, warehousing research and development, processing, and industry related office and service activities. Industrial development typically occurs on an individual tract basis rather than according to an overall development plan. The applicant has applied for a rezoning from PCD (Planned Commercial Development District) and I-3 (Heavy Industrial District) to PCD (Planned Commercial Development District) to allow for additional off-street parking. The request is in the Presidential Park Overlay District.

Master Street Plan: To the north of the property is 6<sup>th</sup> Street and it is a Local Streets on the Master Street Plan. 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". A Collector design standard is used for Commercial Streets. This street may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: There is a Class III Bike Route shown on 6<sup>th</sup> Street. Bike Routes require no additional right-of-way, but either a sign or pavement marking to identify and direct the route.

H. SUBDIVISION COMMITTEE COMMENT: September 18, 2019

The applicant was present. Staff presented the item to the committee and requested a dimensioned site plan to be able to evaluate for compliance. Public Works suggested the parking lot be signed and striped as one-way eastbound and the east driveway to be exit only. A franchise agreement would be required for private improvements, such as trees and landscaping to be located in the right-of-way. Pedestrian crossing signage and striping should be provided across 6<sup>th</sup> Street at the intersection with Shall Street in conjunction with the construction of the parking lot. A barricade, barrier, or wheel stops should be installed at the parking spaces near the edge of the raised building foundation. Landscape comments were made to set forth the minimum requirements and the specific requirements of the Presidential Park Overlay District. Other comments were noted. The applicant was informed responses and revisions were to be received by September 25, 2019. The committee forwarded the item to the full commission.

I. ANALYSIS:

The applicant submitted a revised plan with dimensions for follow-up review.

The lot would be one-way eastbound with appropriate signage and striping to indicate such. A pedestrian crossing of 6<sup>th</sup> Street with appropriate handicap ramps will be constructed to connect to the sidewalk on the west side of Shall Street. The applicant stated there is an existing structural curb at the edge of the building slab that will function as a barricade. It runs the entire length of the slab and is roughly 8-inches in height and 6-inches in depth. Wheel stops are also shown on the revised plan.

In response to the Landscaping comments, the applicant is requesting a variance to the Presidential Park Overlay requirement and would propose the landscape strip along 6<sup>th</sup> Street be moved into the property due to conflicts with utilities and a planned sidewalk. Another variance is requested from the Presidential Park Overlay regarding street trees. The required species, Shademaster honey locust or Shumard Oak, would conflict with overhead power lines making the installation of these large species due to Entergy maintenance requirements. The applicant proposes to install evergreen ornamentals instead. An additional landscape area was added to the revised plan at the northeast corner of the parking lot. This modification also removed a parking space, as requested by Public Works.

Although the Presidential Park Overlay does not allow parking along 6<sup>th</sup> Street, the re-use of this property as parking is rational and supported by staff. It will contribute to the mixed-use development to the north and will also provide a better pedestrian connection across 6<sup>th</sup> Street.

It appears all technical issues have been addressed.

J. STAFF RECOMMENDATION:

Staff recommends approval of the PCD subject to compliance with the comments and conditions outlined in paragraphs D, E, and F and the staff analysis in the agenda staff report.

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PLANNING COMMISSION ACTION:

(OCTOBER 10, 2019)

The applicant was present. There were no registered objectors present. Staff presented the item and a recommendation of approval as outlined in the "staff recommendation" above. There was no further discussion. The item was placed on the consent agenda and approved as recommended by staff, including all staff comments and conditions. The vote was 9 ayes, 0 noes, and 2 absent.