

FILE NO.: Z-9778

NAME: Caliber Collision Auto Body Shop – PD-C

LOCATION: 10302 Colonel Glenn Road

DEVELOPER:

Cross Development CC West Little Rock, LLC
4226 Marsh Ridge Road
Carrollton, TX 75010

OWNER/AUTHORIZED AGENT:

Michael J. Croy – Owner
Cross Development CC Little Rock, LLC – Agent

SURVEYOR/ENGINEER:

Foresite Group, LLC
2101 Magnolia Avenue S., Suite 100
Birmingham, AL 35205

AREA: 4.95 acres NUMBER OF LOTS: 1 FT. NEW STREET: 0 LF

WARD: 6 PLANNING DISTRICT: 11 CENSUS TRACT: 24.05

CURRENT ZONING: R-2

VARIANCE/WAIVERS:

1. Variance to allow reduced driveway spacing.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant is requesting to rezone the property from R-2 to PD-C to allow for the development of an auto body shop facility.

B. EXISTING CONDITIONS:

The site is currently occupied by an older single family residence which is located within the south one-quarter of the property. The north three-quarters of the property is undeveloped. The property is located in an area of mixed commercial and light industrial uses along Colonel Glenn Road.

C. NEIGHBORHOOD NOTIFICATIONS:

All owners of property located within 200 feet of the site and all neighborhood associates registered with the City of Little Rock were notified of the public hearing.

D. ENGINEERING COMMENTS:

1. Any infrastructure within public right of way that is currently damaged or damaged during construction will be repaired or replaced at developer's expense before a final certificate of occupancy can be released for the building. This includes but not limited to the following: noncompliant curb and gutter, asphalt, sidewalk, accessible ramps, storm drainage infrastructure, or concrete driveway aprons. All work within state right-of-way shall conform to ARDOT standards and specifications.
2. Any work involving one (1) or more acres of disturbed area requires a State of Arkansas NPDES permit. Contact the Arkansas Department of Environmental Quality, NPDES branch at 501-682-0744 for applications and information about General Stormwater Discharge Construction Permit #ARR150000.
3. A grading permit must be obtained prior to initiation of work. Grading permits are issued by the Planning and Development Dept. at 723 West Markham Street after approval of sediment and erosion control plans, grading and drainage plans, land survey, drainage study, and soil loss calculations per City's stormwater management and drainage manual. Contact Planning and Development Dept., Engineering Division at 501-371-4817 or at 501-918-5348 or Permits@littlerock.gov to schedule an appointment for issuance or to answer any questions. Permit cost is based on total project area at \$100.00 for the less than ½ acre, \$200.00 for ½ to 1 acre, and \$200.00 for the first acre and \$100.00 for each additional acre for project greater than 1 acre.
4. Colonel Glenn Road is classified as a principal arterial per City's master street plan. Therefore, a dedication of an additional total right of way of 55 feet will be required from the centerline of the street or centerline of the right of way depending on the location of each.
5. Per City Rev. Code 29-99, stormwater detention for developments is required. Provide stormwater detention infrastructure to satisfy this requirement.
6. A drainage study showing all hydrologic calculations for the site and all hydraulic calculations for the proposed storm sewer pipe system, swales and ditches, detention ponds, outlet structures, and inlets is required per City's stormwater management and drainage manual with submission of the street construction plans for the subdivision. For final drainage report, sign, date, and seal the report per AR State Board of Professional Engineers and Professional Surveyors rules Article 12, Section B (1) (a). Provide engineer's

certification statement saying this drainage report was conducted by yourself or directly under your supervision and attesting to the accuracy of the information within this report.

7. The Department requires three (3) phase sediment and erosion control (SEC) plans to be submitted for all construction projects showing best management practices (BMPs) for mitigating sediment runoff and erosion along with vegetation specifications for temporary and permanent soil stabilization. Phase 1 SEC plans shall show SEC BMPs during the stripping, clearing, grubbing, and rough grading of the site. Phase 2 SEC plans shall show SEC BMPs during construction of utilities, buildings, roadway infrastructure and drainage infrastructure. Phase 3 SEC Plans shall show SEC BMPs for final grading, seeding, and landscaping of the site.
8. Sediment and Erosion Control plans shall also show the pertinent information as outlined in ADEQ ARR150000 Permit Part II section A-4-H (1-14) and Part II section A-4-I-2 (A-B).
9. Street stormwater and detention infrastructure design standards shall comply with the City's Stormwater Management and Drainage Manual (2016) including City Code Chapters 29, 30, and 31.
10. Whenever access to State Highways is needed for residential or commercial purposes, an access driveway permit is required. These permits are issued by the Permit officer for the District in which the driveway will be located. Please contact ARDOT District 6 permit officer at 501-569-2266.
11. A special permit is issued for work on the Arkansas Department of Transportation right of way that is not an access driveway. The permit is issued by the Permit officer for the District in which the special permit is requested. Please contact ARDOT District 6 permit officer at 501-569-2266.
12. Provide accessible route from the accessible parking stalls' aisles to proposed buildings' entrances in accordance with Section 402 & 502 of ICC A117.1-2017 and 2012 Arkansas Fire Prevention Code Sections 1104.
13. Accessible parking stalls and aisles shall comply with standards as outlined in ICC A117.1-2017.
14. Per City Code 31-210 (e) (1) for arterial streets, driveway spacing shall be three hundred (300) feet. Driveway spacing shall be centerline to centerline or centerline to right of way of an intersecting collector street or street of higher classification. Minimum spacing from the property line shall be one hundred fifty (150) feet. Maximum driveway width is thirty-six (36) feet. Revise driveways to meet above requirement accordingly or request a variance from these requirements on the application filed with Department of Planning and Development staff for the planning commission's consideration.

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

Little Rock Water Reclamation Authority: No comments.

Entergy: No comments received.

Summit Utilities: No comments received.

AT & T: No comments received.

Central Arkansas Water: All Central Arkansas Water requirements in effect at the time of request for water service must be met.

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.

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 Little Rock Fire Department is required.

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.

Provide a 10-ft utility easement along the road frontage.

Fire Department:

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. If the grade exceeds 10 percent, approval will be denied and the applicant must submit request to be reviewed by Fire Chief for Approval.**

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 Fire Marshal Derek N. Ingram 501-918-3756 Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comments received.

County Planning: No comments received.

F. BUILDING CODES/LANDSCAPE:

Building Code: No comments received.

Landscape:

1. Any new site development must comply with the City's minimal landscape and buffer ordinance requirements. Refer to the Code of Ordinances, Chapter 15 Landscaping and Tree Protection, and Chapter 36, Article IX – Buffers and Screening.
2. A land use buffer equivalent to 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. As a component of all land use buffer requirements, opaque screening, whether a fence or other device, a minimum of six (6) feet in height shall be required upon the property line side of the buffer. A minimum of seventy (70) percent of the land use buffer shall be undisturbed. In addition to the required screening, buffers are to be landscaped at the rate of one (1) tree and three (3) shrubs for every thirty (30) linear feet. Easements cannot count toward fulfilling this requirement. The required screening shall extend the full length of a property where any outside activity is located for ten (10) feet on either side of such activity. The activities to be screened include, but are not limited to, parking lots, drives, sanitation areas, commercial static display of merchandise, loading docks, utility service facilities and heating and air conditioning equipment. Where development which requires screening abuts land use of a more restrictive nature at least eighty (80) percent of the view of the vehicular use area and parked vehicles shall be screened to not be visible when viewed from the adjacent property. A wooden fence may satisfy sixty-five (65) percent of the requirement and evergreen trees may be used to satisfy the balance. Screening standards are intended to apply during all seasons of the year. A minimum of fifty (50) percent of the trees and a minimum of seventy-five (75) percent of the shrubs to be used for screening purposes shall be evergreen varieties. Maximum spacings of fifteen (15) feet for trees and three (3) feet for shrubs should normally be utilized in order to provide continuous full screening of the view. **This will be required along the west residential boundary. It is recommended that undisturbed tree areas be maximized to the greatest extent possible.**
3. Street buffers will be required at six (6) percent of the average depth of the lot. The minimum dimension shall be one-half (½) the full width requirement but in no case be less than nine (9) feet. **This is required along Colonel Glenn Road.**

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. This strip shall be at least nine (9) feet wide. One (1) tree and three (3) shrubs or vines shall be planted for every thirty (30) linear feet of perimeter planting strip. **This is required along all drives and parking areas throughout the site.**
5. Building landscape areas shall be provided at the rate equivalent to planter strip three (3) feet wide along the vehicular use area. One (1) tree and four (4) shrubs shall be planted in the building landscape areas for each forty (40) linear feet of vehicular use area abutting the building. **This is required.**
6. The interior landscape area of the vehicular use area shall, at a minimum, equal eight percent (8%) of the vehicular use area and 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. Please indicate the square footage of the areas considered for the interior landscape area. **This is required.**
7. An automatic irrigation system to water landscaped areas shall be required for developments of one (1) acre or larger. Developments of less than one (1) acre shall have a water source within seventy-five (75) feet of the plants to be irrigated. **This is required.**
8. All lawn areas shall be sodded with a regionally appropriate turfgrass species. There should be no hydroseeding.
9. Evergreen shrubs should be containerized. All shrubs are to be a minimum of 18 inches in height at installation.
10. The development of two (2) acres or more requires the landscape plan to be stamped with the seal of a Registered Landscape Architect.
11. **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 comments received.

Planning Division:

The request is in the I-430 Planning District. The Land Use Plan shows Service Trades District (STD) for the requested area. The Service Trades District (STD)

category provides for a selection of office, warehousing, and industrial park activities that primarily serve other office service or industrial businesses. The district is intended to allow support services to these businesses and to provide for uses with an office component. A Planned Zoning District is required for any development not wholly office. The application is to rezone from R-2 Single Family Residential to PD-C (Planned Development - Commercial) to allow for the development of a body shop.

Surrounding the application area on the north, east and west is STD. To the north is an office-warehouse type of development while to the east and west there is some residential development. Beyond the Service Trades District (STD) to the east and north is an area of Park/Open Space (PK/OS) along the floodplain of Brodie Creek.

To the south is Light Industrial (LI). 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. There is a convenience store, office-warehouse development and heavy commercial-light industrial uses in this area.

West along Colonel Glenn Road to the intersection with I-430 is Commercial (C) and Service Trades District (STD). 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 Commercial area is mostly undeveloped and the STD area is a developed office-warehouse development.

Master Street Plan:

Colonel Glenn Road is shown as a Principal Arterial on the Master Street Plan Map. Principal Arterials are roads designed to serve through traffic and to connect major traffic generators or activity centers within urbanized areas. A right-of-way (ROW) of 110 feet is required. Sidewalks are required on both sides. This roadway may need more ROW and/or paving width.

Bicycle Plan:

Colonel Glenn Road is on the Master Bike Plan with proposed Class 2 bike lanes. A Bike Lane provides a portion of the pavement for the sole use of bicycles.

Historic Preservation Plan:

There are no Historic Sites or Districts in the vicinity.

H. ANALYSIS:

The applicant proposes to rezone the 4.95 acre property located at 10302 Colonel Glenn Road from R-2 to PD-C to allow for the development of an auto body shop facility. The applicant proposes to split the property into two (2) lots, with the west 2.26 acres remaining undeveloped at this time. The east 2.69 acres will contain the auto body shop facility.

The property is currently occupied by an older single family residence which is located within the south one-quarter of the property. The north three-quarters of the property is currently undeveloped. The property is located in an area of mixed commercial, light industrial and residential uses and zoning along Colonel Glenn Road, near the intersection of Colonel Glenn Road and Shackelford Road.

The applicant's description of the proposed auto body shop use is as follows:

“Caliber Collision is an autobody repair shop driven by insurance providers. These stores take cars recommended by 3rd parties and repair them as need in a quick and timely manner. The average turnaround time between intake and repair to leave with owner is 5 days. Cars that are brought to the shop are drivable as to not add extra traffic from tow trucks, etc. The entirety of Caliber Collision's auto body repairs happen in the interior of the building. No work is performed outdoors except auto wash and wax within fenced storage yard. All stores are equipped with garage/bay doors that are closed during business hours except for the transporting of cars returning to storage yard. The storage area will be gated to hide the cars being stored for repair; no cars will be parked out front overnight. Our centers contain paint booths for car exterior painting that are located internally in the shop and have proper discharge protocols as to not contribute any odors, chemicals or waste to the surrounding outdoor or indoor areas. Caliber Collision as a company takes pride in maintaining a cleanly and well-organized store resulting in end of day clean-up and close-up.”

The applicant proposes to construct a one-story 16,109 square foot building within the south half of the property, as noted on the attached site plan. The building's height will be approximately 26 feet – 10 inches. The building will be located over 100 foot back from the front (south) property line, over 200 feet back from the rear (north) property line, 20 feet from the east side property line and over 60 feet from the west side property line.

The applicant is proposing 21 paved parking spaces on the south side of the building to be utilized as customer spaces. An additional 84 parking spaces will be located along the north and west sides of the building behind a gated driveway.

Staff believes the parking will be sufficient to serve the proposed use.

According to the Engineering comments in paragraph D,

“Per City Code 31-210 (e) (1) for arterial streets, driveway spacing shall be three hundred (300) feet. Driveway spacing shall be centerline to centerline or centerline to right of way of an intersecting collector street or street of higher classification. Minimum spacing from the property line shall be one hundred fifty (150) feet. Maximum driveway width is thirty-six (36) feet.”

The applicant has requested a variance for the 300' spacing requirement due to site constraints. The application has been updated to include a request for a variance on the 150' spacing from property line based on the dimensions of the proposed subdivided lot. Staff is supportive of the driveway spacing variance, as the proposed development only has approximately 185 linear feet of street frontage. The property driveway is located approximately 50 feet from the proposed west side property line.

A dumpster area is located near the northeast corner of the proposed building. The applicant has noted that the dumpster will be screened as per ordinance requirements.

All site lighting will be low-level and directed away from adjacent properties.

All signage will comply with Section 36-555 of the City's Zoning Ordinance (signs allowed in commercial zoning).

The applicant has noted that the site will comply with all City of Little Rock landscape requirements.

There are no outstanding issues associated with this application. The applicant has done a good job in addressing issues raised during staff's review of the application.

Staff is supportive of the requested PD-C rezoning. Staff views the request as reasonable. The City's Future Land Use Plan designates this property as "STD" Service Trades District. The proposed development is appropriate for this location. A mixture of commercial and light industrial uses, including auto related uses, is located along this section of Colonel Glenn Road, near Shackelford Road and Interstate 430. Staff believes the proposed development will have no adverse impact on the general area.

I. STAFF RECOMMENDATION:

Staff recommends approval of the requested PD-C zoning subject to compliance with the comments and conditions noted in paragraphs D, E and F, and the staff analysis, of the agenda staff report.

PLANNING COMMISSION ACTION:

(MAY 11, 2023)

The applicant was present. There were no persons registered in opposition. Staff presented the item and a recommendation of approval as outlined in the “staff recommendation” above. The item remained on the consent agenda for approval as recommended by staff, including all staff comments and conditions. The vote was 6 ayes, 0 nays, 4 absent and 1 open position.