

FILE NO.: Z-8009-A

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NAME: ALR Ark Properties LLC Short-form PD-I

LOCATION: Located at 5000 South Shackelford Road

DEVELOPER:

ITR Construction  
5104 Sarna Drive  
North Little Rock, AR 72118

ENGINEER:

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

AREA: 4.636 acres      NUMBER OF LOTS: 1      FT. NEW STREET: 0 LF

CURRENT ZONING: I-1, Industrial Park District

ALLOWED USES: Industrial Park

PROPOSED ZONING: PD-I

PROPOSED USE: Auto paint or body rebuilding shop

VARIANCE/WAIVERS: A variance from Sections 30-43 and 31-210 to allow the drives located on South Shackelford Road and Clearwater Drive to be located closer to the intersection than the minimum distance required by the Little Rock Code of Ordinances.

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BACKGROUND:

Ordinance no. 19,534 adopted by the Little Rock Board of Directors on May 16, 2006, rezoned the site from R-2, Single-family to I-1, Industrial Park District.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant is requesting a rezoning of the site from I-1, Industrial Park District to PD-I, Planned Development Industrial, to allow the construction of a new auto paint or body rebuilding shop. The site plan includes the construction of a

23,420 square foot body shop with 200 parking spaces. The proposal includes a future building expansion area containing 9,200 square feet. Two (2) drives are proposed. One (1) from South Shackelford Road and the second from Clearwater Drive. The drives require a variance from Sections 30-43 and 31-210 to allow the drives located on South Shackelford Road and Clearwater Drive to be located closer to the intersection than the minimum distance required by the Little Rock Code of Ordinances.

B. EXISTING CONDITIONS:

The property is currently undeveloped and tree covered. All surrounding properties are zoned I-1, Industrial Park District with the exception of the property immediately to the south which is zoned POD and contains an office development, Little Rock Wastewater. Undeveloped property is located across South Shackelford Road to the east. A Little Rock Wastewater and Central Arkansas Water facilities are located across Clearwater Drive to the west. Office-warehouse type developments are located to the north.

C. NEIGHBORHOOD COMMENTS:

As of this writing, staff has received a few informational phone calls from area residents. All owners of property located within 200-feet of the site along with the John Barrow Neighborhood Association and the Tall Timber Property Owners Association were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. With site development, provide the design of street conforming to the Master Street Plan. Construct one-half street improvement to Shackelford Road including 5-foot sidewalks with the planned development. The new back of curb should be located 29.5 feet from centerline.
2. Repair or replace any curb and gutter or sidewalk that is damaged in the public right-of-way prior to occupancy.
3. A grading permit in accordance with Section 29-186 (c) 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.
4. Stormwater detention ordinance applies to this property. Show the proposed location for stormwater detention facilities on the plan.
5. 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.

6. Shackelford 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.
7. Streetlights are required by Section 31-403 of the Little Rock code. Provide plans for approval to Traffic Engineering. Streetlights must be installed prior to platting/certificate of occupancy. Contact Traffic Engineering, Greg Simmons, [gsimmons@littlerock.org](mailto:gsimmons@littlerock.org) or 501.379.1813 for more information.
8. Hauling of fill material on or off site over municipal streets and roads requires approval prior to a grading permit being issued. Contact Traffic Engineering, Travis Herbner, [therbner@littlerock.org](mailto:therbner@littlerock.org) or at 501.379.1805 for additional information.
9. Driveway locations and widths do not meet the traffic access and circulation requirements of Sections 30-43 and 31-210. Driveways should be located 150 feet from side property lines and 300 feet from intersections and other driveways. A variance must be obtained for the proposed driveway locations.
10. If the facility will be accessed by semi-trucks delivering and picking up vehicles, provide a plan with turn movements to show a WB-67 vehicle can maneuver within the site. No loading or offloading is allowed within the public right-of-way.
11. Show location of fencing and gates. The gates should be located at least 20 feet from the proposed back of curb. No obstruction should be placed within the 50 feet sight triangle at all intersections.
12. 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.

E. UTILITIES AND FIRE DEPARTMENT/COUNTY PLANNING:

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

Entergy: Entergy does not object to this proposal. A three phase power line exists on the west side of South Shackelford Road along the eastern edge of the property. The customer should contact Entergy in advance as the project develops so electrical service needs and facilities locations can be discussed and planned.

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 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 area 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:        **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.

**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 places with the approval of the fire code official.

**Gates. Maintain fire apparatus access road gates as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:**

1. Minimum gate width shall be 20 feet.
2. Gates shall be of swinging or sliding type.
3. Construction of gates shall be of material that allow manual operation by one person.
4. Gate components shall be maintained in an operable condition at all times and replaces or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the keys to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates, intended for automatic operation shall be designed, constructed and installed to comply with requirements of ASTM F 2200.

**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 (Captain Tony Rhodes 501-918-3757). Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comment received.

County Planning: No comment.

CATA: The site is not located on a dedicated CATA Bus Route.

F. ISSUES/TECHNICAL/DESIGN:

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, contact a commercial plans examiner:

Curtis Richey at 501.371.4724; [crichey@littlerock.org](mailto:crichey@littlerock.org) or  
Mark Alderfer at 501.371.4875; [malderfer@littlerock.org](mailto:malderfer@littlerock.org).

Planning Division: This request is located in the 65<sup>th</sup> Street West Planning District. The Land Use Plan shows Service Trades District (STD) for this property. This 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 applicant has applied for a rezoning from I-1 (Industrial Park District) to PDI (Planned District Industrial) to allow the development of an auto body shop on the site.

Master Street Plan: Shackleford Road is a Minor Arterial 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 Shackleford Road since it is a Minor Arterial. This street may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: A Class II Bike Lane is shown along Shackleford Road. Bike Lanes provide a portion of the pavement for the sole use of bicycles.

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 less than nine (9) feet. The plantings, existing and proposed, shall be provided within the City's landscape ordinance requirements. One (1) tree and three (3) shrubs or vines shall be planted for every thirty (30) linear feet.
3. The average depth of the lot is approximately four hundred and thirty-seven (437) feet, a twenty-six foot (26) foot buffer is required on the west side of the property adjacent to Clearwater Road.
4. The average width of the lot is approximately four hundred and sixty (460) feet, a twenty-eight foot (28) foot buffer is required on the south side of the property adjacent to Clearwater Road.

5. 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.
6. 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.
7. 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 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.
8. Trees shall be included in the interior landscape areas at the rate of one (1) tree for every twelve (12) parking spaces.
9. 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.
10. An irrigation system shall be required for developments of one (1) acre or larger.
11. The development of two (2) acres or more requires the landscape plan to be stamped with the seal of a Registered Landscape Architect.
12. 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. SUBDIVISION COMMITTEE COMMENT: (June 24, 2015)

Mr. Brian Carney and Mr. Mark Redder were present representing the request. Staff presented an overview of the item stating there were additional items necessary to complete the review process. Staff requested the applicant provide the days and hours of operation, the location of any proposed dumpsters, the maximum building height and details of any proposed fencing.

Public Works comments were addressed. Staff stated South Shacklefrod Road was to be constructed with curb, gutter and sidewalk to 29.5-feet from centerline. Staff stated a grading permit was required prior to any land clearing or grading

activities. Staff stated driveway locations and widths did not meet the traffic access and circulation requirements. Staff requested the applicant provide the location of any fencing and gates. Staff stated no obstruction should be placed within 50 foot sight triangle at all intersections.

Landscaping comments were addressed. Staff stated interior landscaping was required equal to eight (8) percent of the paved area. Staff stated a minimum perimeter planting strip of nine (9) feet was required adjacent to paved areas. Staff stated an irrigation system was required for developments one (1) acre and larger. Staff stated screening of vehicular use areas was required from the street side. Staff stated damaged vehicles required screening from the adjoining properties and street side.

Staff noted the comments from the various other agencies. There were no more issues for discussion. The Committee then forwarded the item to the full Commission for final action.

H. ANALYSIS:

The applicant submitted a revised site plan to staff addressing issues raised at the June 24, 2015, Subdivision Committee meeting. The revised plan has reduced the paved area, located the proposed dumpster and included a note concerning the proposed fencing material.

The applicant is requesting a rezoning of the site from I-1, Industrial Park District to PD-I, Planned Development Industrial, to allow the construction of a new auto paint or body rebuilding shop. The site plan includes the construction of a 23,420 square foot body shop and a future building expansion containing 9,200 square feet. The building is proposed as a single story building with a maximum building height of 29-feet. The site plan indicates 11.6 percent building coverage with a 16.2 percent coverage with the future addition.

Two (2) drives are proposed. One (1) from South Shackelford Road and the second from Clearwater Drive. The drives require a variance from Sections 30-43 and 31-210 to allow the drives located on South Shackelford Road and Clearwater Drive to be located closer to the intersection than the minimum distance required by the Little Rock Code of Ordinances.

The applicant has indicated the stalls within the repair shop will be used for vehicles that are in the repair process. The future expansion area is intended to facilitate the planned growth of the Collision Center operations. It will house the same functions as the current proposed facility. The parking area will be expanded in the northwest quarter of the site to replace the displaced parking and support the increased workflow. This will require a revision of the PD-I for review of the site plan.

The proposed development will be collision repair and glass repair. The primary customer base will be referrals from the nearby dealerships. This facility will not offer wrecker service and will not serve as a dedicated impound lot. Vehicles delivered by retail customers will be inspected onsite and an estimate provided for repairs. The vehicle will then be located behind the opaque barrier to await repairs. Vehicles delivered via tow truck or car hauler will be dropped behind the opaque fence. Very few totaled vehicles will be located on site as these are usually stored at an impound lot prior to resolution of insurance claims. These types of repairs are not the primary market of this repair shop.

The property will not be used for direct sale of vehicles at any time. No sales persons will be employed on site and no customers will be allowed to view cars for the purpose of making a purchase. No dealer license will be secured for this location.

The planned hours of operation are Monday through Friday, 8:00 am to 6:00 pm and Saturday from 8:00 am to noon. Dumpster service hours will be limited to business hours.

Signage will comply the typical standards of the zoning ordinance with regard to industrially zoned property. The sign is proposed with a maximum height of 30-feet and a maximum sign area of 72 square feet. Building signage will not exceed ten (10) percent of the front façade area.

The front façade of the building will be constructed of glass curtain-wall bordered with an aluminum composite panel fascia and accent walls. The north and south elevations will consist primarily of split-faced CMU with an accent color band as well as an EIFS fascia at the top of the wall. The west wall will be constructed entirely of EIFS veneer with an accent stripe and fascia reveals. This will better facilitate the construction of the planned expansion.

The perimeter opaque fencing will be constructed as required consisting of chain link fencing with solid, opaque fabric permanently attached to the exterior side of the fence. The applicant has not indicated the proposed fence height. Staff recommends a minimum fence height of eight (8) feet be installed. No wooded fencing will be used. The east and west drives on the site will be used for delivery trucks. No off-site unloading will occur.

The site plan indicates large areas of trees to be preserved. There is a large area on the north and northeastern portion of the property in which the hardwoods will be retained. The undergrowth in this area will be removed.

Staff is supportive of the request. The site plan as presented indicates a desire to preserve large areas of the mature hardwoods on the site. The site plan notes the vehicle storage area will be screened as required by ordinance. Staff feels the requested rezoning to PD-I to allow an automobile paint and body rebuilding shop as proposed is appropriate for this site.

I. STAFF RECOMMENDATION:

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

Staff recommends a minimum fence height of eight (8) feet be installed around the vehicle storage area.

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PLANNING COMMISSION ACTION:

(JULY 16, 2015)

The applicant was present. There were no registered objectors present. Staff presented the item with a recommendation of approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report. Staff presented a recommendation the applicant provided a minimum fence height of eight (8) feet be installed around the vehicle storage area. Staff presented a recommendation of approval of the variance request from Sections 30-43 and 31-210 to allow the drives on South Shackleford Road and Clearwater Drive to be nearer the intersection than typically allowed per ordinance. There was no further discussion. The item was placed on the consent agenda and approved as recommended by staff by a vote of 11 ayes, 0 noes and 0 absent.