CAPITOL ZONING DISTRICT COMMISSION
STAFF REPORT
8/24/16
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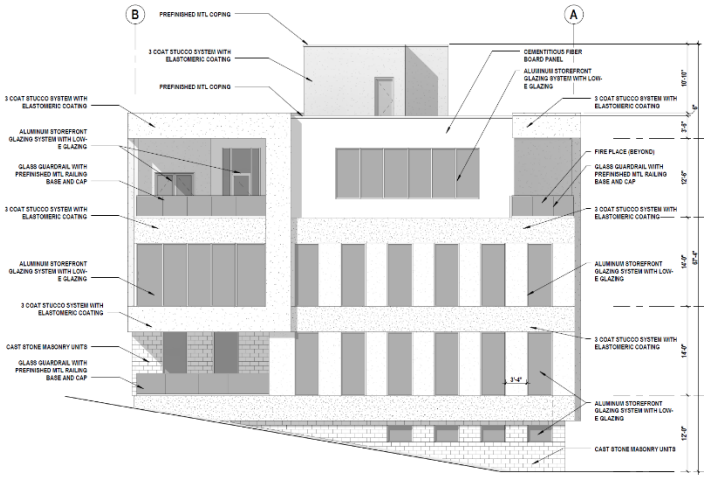


Location: **204 – 206 South Bishop Street and 1706 – 1724 West Third Street**
Applicant: **John Johnson for Mullenix Land Company**
Permit Types: **Certificate of Appropriateness with Height Review and Conditional Use Permit**

Project Description: This application is for a Certificate of Appropriateness to allow for the removal of the Precision Motors building (along with a small ancillary structure) at 204 South Bishop, and the construction of a new four-story mixed-use building and related site improvements. The proposed new building features a contemporary design with walls made of scored concrete stucco and cementatious fiberboard siding, a masonry foundation, and a flat roof. The application also proposes to use the property at 1706 West Third for parking and to develop the wooded parcel at 1724 West Third as a new parking lot. [Note- updated renderings based on feedback from staff and committees are on Pages 31-32 of this report.]

*****UPDATE*** 11/11/2016**: The applicants further refined the proposal after the Commission approve it on September 15. See Pages 33-34 for new renderings and elevations. Staff felt that the changes were too significant to be approved without Commission review. The Design Review Committee considered the proposed changes informally and agreed that they were appropriate and should be approved. Staff recommends **approval** of these changes.

Historic Significance: The area between Union Station and the Arkansas State Penitentiary (later the State Capitol) originally developed as a traditional working-class neighborhood, including a variety of businesses, industry, and a range of housing types. The lots now known as 204 and 206 South Bishop and 1706 West Third first developed as five residential plots (three on Bishop and two on Third), each with a one-story wood frame house. The original house at 204 Bishop disappeared sometime between 1913 and 1939, along with the two houses on Third which were replaced with a small filling station. The Precision Motors building seen today at 204 Bishop was constructed as an auto repair shop sometime in the 1950s. (One story tells of a driver who stopped in to have his Alfa-Romeo repaired. The mechanic found only a minor problem and fixed it free of charge. The driver, actually a scout for the Alfa-Romeo company, was so impressed with the proprietor's honesty, he offered the owner a dealership franchise.) Precision Motors served for decades as the only Alfa Romeo and Saab dealer in the state. The filling station on Third Street and the house at 208 Bishop were replaced around 1965 with a larger Exxon station, still seen today and most recently used as a restaurant. The house at 206 Bishop was removed sometime after 1980. The steep, wooded, triangular parcel at 1724 West Third does not seem to have ever been developed, save for an early outbuilding (now gone) and the billboard seen today.

Previous Action: The small outbuilding seen today behind Precision Motors was constructed around 1979, and the one-story house that formerly stood at 206 South Bishop was removed sometime after 1980, although no permits appear to have been issued for either of these changes. In 1993, the Commission allowed for the relocation of the billboard on Third Street to accommodate an expansion of the viaduct. The building at 1706 West Third has received numerous permits for a series of automobile and, later, restaurant uses, as well as for signage and maintenance work. The sloped lot at 1724 West Third was cleared earlier this year.
Zoning: These properties are located in Zone "C". This mixed-use zone surrounding Union Station allows for the broadest range of commercial uses in the Capitol Zoning District.

Review Criteria for Conditional Use Permits:

Capitol Zoning District Commission Rule, Section 2-105. C.2.The Commission may grant Conditional Use Permits to permit a use of land not permitted by right under the zoning applicable thereto, provided that the conditional use in question is permitted for that land under the Master Plan …
Staff finds the proposal to use the parcels at 1706 and 1724 West Third as parking lots represents a request for a conditional use permit.

Capitol Zoning General Standards, *Zoning Requirements for the Capitol Zoning District*
Zone "C", Union Station Mixed-Use

Permitted uses	**=** single-family, duplex, multifamily, professional office, general office, quiet business, consumer goods & services, lodging & amusement
Conditional Uses	= community facilities, auto-oriented commercial

"Parking as a principle use" is listed in the use group "Auto Oriented Commercial" and can be approved by the Commission as a conditional use for the two lots on Third Street. (The office and residential uses proposed for the new building on Bishop Street are allowed by right.)

Capitol Area Master Plan, *Land Use Recommendations*
The area should develop as a "mixed use village," in which a combination of professional offices, public and private institutions, service business and dining join with residential uses to form an active neighborhood.
Staff finds the proposal to be consistent with this recommendation.

Capitol Area Master Plan, *Land Use Goals*
1. To activate the area with a mix of uses.
Capitol Area Master Plan, *Urban Design Goals*
5. To establish a distinct identity for the neighborhood.
8. To enhance the character of individual neighborhoods within the Capitol Area.
9. To enhance the pedestrian experience throughout.
Staff finds the proposal to be consistent with these goals.

Review Standards for Certificates of Appropriateness (Demolition):

Capitol Zoning District Commission Rule, Section 2-105. C. 1. (b)
A Certificate of Appropriateness shall be required for the total or partial destruction of any structure, accessory structure or site improvement. Applications for demolition which require approval of the Commission, will first be scheduled for a review by the Design Review Committee which will make a recommendation regarding the architectural, historical or cultural significance of the structure or improvement; the impact of its demolition on the character of the neighborhood and the District and on the goals of the Master Plan; the physical and economic possibilities for its rehabilitation, taking into account the source of any alleged deterioration in the condition of the structure or improvement, i.e., whether the condition was caused or contributed to by neglect.
Staff believes that the existing structure at 204 S. Bishop is not architecturally, historically, or culturally significant; staff also believes that its demolition will not negatively impact the character of the neighborhood, the District, or the goals of the Capitol Area Master Plan. The structure is a plain, concrete block, utilitarian building with a metal roof not built during the District's period of significance.

Capitol Zoning District Commission Rule, Section 2-105. C. 1. (e)
When considering an application for a Certificate of Appropriateness, the Commission shall consider any applicable review Standards and Master Plan goals, the recommendations offered by the committees and staff, as well as any public testimony or evidence presented at the public hearing.

Capitol Zoning District Commission Rule, Section 2-105. F.
… All changes in the Capitol Zoning District will be evaluated according to the General Standards and the applicable Area Framework Plan.

Capitol Area Framework Master Plan, *Land Use Goals*

1. **To activate the area with a mix of uses.**
2. **To promote the development of more institutional and professional office uses.**
3. **To promote the development of housing that is compatible with the scale of the neighborhood.**

Staff's opinion is that the proposal is consistent with these goals. The existing building accomplishes none of these goals.

Capitol Area Framework Master Plan, *Urban Design Goals*

5. **To establish a distinct identity for the neighborhood.**
8. **To enhance the character of individual neighborhoods within the Capitol Area.**
9. **To enhance the pedestrian experience throughout.**
10. **To establish a sense of visual continuity within the individual neighborhoods.**

Staff's opinion is that the proposal to demolish the structure is consistent with these goals. Staff believes that the garage-like nature of the block building detracts from the other buildings nearby, does not create a distinct identity, does little to enhance the character of the neighborhood, does not have a sidewalk, and does not create a sense of visual continuity in the neighborhood.

Review Standards for Certificates of Appropriateness (New Construction):

Capitol Zoning District Commission Rule, Section 2-105. C. 1. (c)
A Certificate of Appropriateness shall be required for the total or partial destruction of any structure, accessory structure or site improvement. Applications for demolition which require approval of the Commission, will first be scheduled for a review by the Design Review Committee which will make a recommendation regarding the architectural, historical or cultural significance of the structure or improvement; the impact of its demolition on the character of the neighborhood and the District and on the goals of the Master Plan …

Staff finds the proposal to demolish the structure at 204 South Bishop requires a Certificate of Appropriateness that must be reviewed by the Design Review Committee and approved by the Commission.

Capitol Zoning District Commission Rule, Section 2-105. C. 1. (b)A Certificate of Appropriateness shall … be required for the erection of any new structure ...Applications for new construction requiring Commission approval will first be scheduled for a review by the Design Review Committee which will make a recommendation regarding proposed work's appropriateness in historical style in the context of adjoining or neighboring structures; and its consistency with the goals of the Commission's Master Plan and Standards.

Staff finds the proposal erect a new structure requires a Certificate of Appropriateness that must be reviewed by the Design Review Committee and approved by the Commission.

Capitol Zoning District Commission Rule, Section 2-105. C. 1. (e)When considering an application for a Certificate of Appropriateness, the Commission shall consider any applicable review Standards and Master Plan goals, the recommendations offered by the committees and staff, as well as any public testimony or evidence presented at the public hearing.

Capitol Zoning District Commission Rule, Section 2-105. F.… All changes in the Capitol Zoning District will be evaluated according to the General Standards and the applicable Area Framework Plan … new construction, shall be evaluated according to the applicable Design Standards.

Staff finds the proposal should be evaluated using the General Standards, the Capitol Area Design Standards, and the Capitol Area Master Plan.

Capitol Zoning General Standards, *Zoning Requirements for the Capitol Zoning District*

Zone "C", Union Station Mixed-Use

Minimum front yard setback = 10' residential; build to sidewalk for commercial
Minimum side yard setback = 0', except 4' residential
Minimum rear yard setback = 0', except 25' residential
Maximum floor-to-area ratio = 2.5 : 1
Maximum building height = Lesser of 3 stories or 45 feet; or 5 stories or 75 feet with review

Staff finds the proposal is consistent with each of these requirements. The new building will be built to the sidewalk on the Bishop Street side. The total area of the two lots at 204 & 206 Bishop is 15,962sf, while the gross floor area of the structure is roughly 19,300sf – well below the maximum floor to area ratio. The roof line proposed of the proposed four-story building is 52.5 feet above the lowest grade and can be approved by the Commission with height review.

Capitol Zoning General Standards, *Definitions*

Building Height (Permitted)

A. Permitted Height: The height permitted without review within the Capitol Zoning District shall be forty-five feet ...

1. The height of the building is determined as described hereafter: The highest vertical distance obtained under any roof element. Said vertical distance shall be measured from the highest point of the coping of a flat roof … to the median elevation of a point on the final grade five feet (5') away from the foundation, or to a reference datum of the natural grade prior to site disruption for construction, whichever yields a greater dimension.

2. Exceptions to the permitted height shall only occur as allowed in Conditional Height and as approved by the CZDC using the height review procedures described below. Under no circumstances shall a structure exceed seventy five feet as measured using the procedure defined in section (1) above.

B. Three Story Limit: Buildings which are constructed under the permitted height of the district may have no more than three stories or portions thereof above grade … Buildings allowed, through height review, to exceed the permitted height, may have no more than five stories or portions thereof above grade. Appurtenances which meet the definition and requirements of "Appurtenances" below may exceed the height limit on new structures, with Commission review.

Building Height (Conditional)

A. Thirty Feet of Additional Building Height Permitted: Building height may be increased by up to thirty feet in Zones A1 and C upon a finding by the CZDC that the proposed height is in conformance with the provisions of this section and the Design Standards for the Capitol Area

C. Slopes Greater Than 10 Percent: On slopes greater than 10 percent in Zone C, the building height may exceed the permitted height but under no circumstances shall a structure exceed seventy five feet.

Staff finds the proposed building may exceed the District's permitted height limit because it is: 1) located in Zone C; 2) on a piece of land with a topographical slope greater than 10%; 3) does not exceed five stories or 75 feet; and 4) is substantially in conformance with the Design Standards for the Capitol Area. The applicant has stated that the lot has a slope of 11%. Using the PAGIS elevation map (www.pagis.org/webapps/Flex3.0/index.html?config=Terrianconfig.xml) staff measured the slope of Bishop Street immediately east of the parcel to be 11%.

Building Height (Appurtenances) Appurtenances mean architectural features not used for human occupancy, consisting of spires, belfries, cupolas or dormers; silos; parapet walls, and cornices without windows and necessary mechanical equipment usually carried above the roof level having no more than twenty-five percent roof coverage, including, without limitation, chimneys, ventilators, skylights, antennas, microwave dishes, and solar systems.

A. Appurtenances: Appurtenances may be added under the following circumstances:

1. The addition of an appurtenance to a building is permitted if it does not cause building height to exceed the height allowed in this section, considering, for this purpose only, the uppermost point of the appurtenance to be the uppermost point of the roof.

2. The CZDC may approve additions of appurtenances to buildings causing a building height to exceed the maximum permitted height if ALL the following standards are met:

a. There is a functional need for the appurtenance

b. The functional need cannot be met with an appurtenance at a lesser height; and

c. Visible materials and colors are compatible with the building to which the appurtenance is attached.

d. All appurtenances are consistent with the applicable Design Standards

3. No appurtenance may have usable floor area except for mechanical equipment installations; have more than twenty five percent coverage of the roof area of the building; or be more than sixteen feet in height. For the purposes of this

paragraph, "coverage' means the total area enclosed by the screening and "roof area" means outside top covering of a building which is parallel to the ground.

Staff finds the proposed rooftop mechanical equipment is consistent with these requirements.

4. All mechanical equipment is screened from view, regardless of the height of the building, unless in the opinion of the CZDC such screening conflicts with the function of the mechanical equipment. The CZDC will determine if the screening of the equipment is adequate in form, materials, and color based on the following criteria:

a. Screening is consistent with the building design, colors, and materials

b. Screening placed on the portion of the roof which is least visible from adjacent streets and properties;

c. Screening is consistent with the applicable Design Standards

d. The height of the screen is the minimum appropriate to adequately screen the mechanical equipment; and

e. Screening does not increase the apparent height of the walls of the building. The use of parapet walls to screen mechanical equipment is discouraged. The height of parapet walls should be the minimum necessary to screen mechanical equipment.

The proposed rooftop appurtenance serves to screen mechanical equipment (specifically, an elevator mechanism). Staff finds the proposal is consistent with these requirements.

Capitol Zoning General Standards, *Parking / Loading Requirements for the Capitol Zoning District*

P1. Requirement

There shall be provided for each use in any zone the number of off street parking spaces required for that use …

P15.Required parking spaces by use

4.) Residential – Single Family: 1 space per dwelling unit.

5.) Professional and General Offices: 1 space per 350 gross square feet of floor area.

The proposed building includes 14,937 sf of office space and one single-family dwelling unit, yielding an off-street parking requirement of 43 off-street spaces. ***(14,937sf / 350 + 1du ~ 43)***

P4. Parking Reductions

A parking reduction of up to 20% of the required parking for commercial developments, industrial developments and mixed use developments may be granted by staff if each of the following criteria is met:

(1) The parking needs of the use or uses will be adequately served; …

(4) The applicant provides an acceptable proposal for an alternate modes of transportation program, including a description of existing and proposed facilities and assurances that the use of alternate modes of transportation will continue to reduce the need for on-site parking on an ongoing basis.

The Commission may approve an additional 20% reduction (for a total reduction of 40%) with review. In such reviews, the applicant must demonstrate to the Commission's satisfaction that:

(5) The pattern and character of development in the vicinity is consistent with the request for reduced parking;

(6) The use is intended to attract residents, employees, and/or visitors who are likely to avail themselves of alternate modes of transportation; and

(7) The reduction requested will not cause unreasonable hazard to pedestrian or vehicular traffic in the vicinity.

Staff believes the project should qualify for the full 40% reduction owing to the property's proximity to numerous Rock Region Metro bus routes along Third Street, as well as the proposed bicycle rack. This 40% reduction yields a requirement of 25 parking spaces. ***(43 spaces - 40% ~25)***

P5. Prohibition on Use of Right-of-Way for Provision of Required Parking

No portion of any public right-of-way shall be considered as fulfilling or partially fulfilling the parking requirements of this section, except to accommodate a new use in a block predominantly comprised of historic commercial-style buildings, in which case the Commission may consider street parking adjacent to the location in question.

Staff believes the block in question may be construed as being predominantly comprised of historic commercial-style buildings. The two Bishop Street lots share approximately 100ft of street frontage, yielding 4 additional parallel spaces.

P7. Location of Required Parking All parking spaces provided pursuant to this section shall be on the same lot with the building or within three hundred (300) feet thereof. The distance to any off-site parking area shall be measured between the nearest point of the parking area or facility and the nearest public entrance of the building said parking area or facility is to serve. (No off-site parking spaces shall be counted towards any required parking spaces for the disabled.) Off-site parking shall not comprise more than twenty-five (25) percent of the total number of spaces required in this section. The

Commission may approve an additional 25% (for a total of 50% off-site parking) with review. In such cases, applicants for additional off-site parking must demonstrate to the Commission's satisfaction that:

(1) The right to use the proposed off-site parking area(s) is established by ownership, easement, or similarly executed covenant or agreement;

(2) The proposed off-site parking area(s) is accessible by public sidewalk or other improved pedestrian access-way;

(3) The request will not cause unreasonable hazard to pedestrian or vehicular traffic in the vicinity; and

(4) Adequate signage, in accordance with these Standards, will be provided at the off-site parking area to identify the facility which it serves.

Staff believes the parking area proposed for either of the Third Street parcels (1706 or 1724 W. Third) may be counted toward the full 50% off-site parking allowance provided the lot includes signage to indicate which spaces (not less than 10) serve the building on Bishop Street. See Condition #3 under Staff Recommendation.

(25 required spaces after reduction - 11 on-site - 4 on-street = 10 remaining spaces needed off-site)

Capitol Area Design Standards, *Design Standards for New Construction*

C1. A building should be oriented to reflect the street grid.

• In general, the front of a building should be parallel with the street.

C3. *Medium Density Mixed Use Corridors:* Locating a building front at the sidewalk edge is encouraged.

• A building with a commercial use at the street level should have a minimum of 50% of its facade at the sidewalk edge.

C5. Plan view corridors as a series of vista experiences.

• In many cases, building fronts should align along street edges to frame views, and then provide outdoor areas, such as plazas, to "open up" the view. This will create variety in the view experience.

C9. Orient open space to views of activities, architectural landmarks or natural land forms that are visually interesting.

• View corridors to the Capitol and the depot are particularly appropriate locations.

C11. Connect open spaces to major building activities.

• Consider connections to restaurants or outdoor dining areas and to shop or office entrances, especially where the space can be used for product display.

C14. Provide clear, convenient pedestrian routes through parking lots to building entrances.

• Pedestrians should not be required to cross service drives or areas to gain access to major entrances from principal parking lots.

• Where major pedestrian routes within the parking lot will cross roadways and drives, use textures or colored paving that is distinguishable from the road surface to define these pedestrian routes.

C15. Orient service entrances, waste disposal areas and other similar uses toward service lanes and away from major streets.

• Coordinate the location of service areas with adjacent developments, so that shared service drives may be feasible.

• Avoid placing service areas where they will be visible from adjacent buildings or where they will impact designated view corridors.

C16. Screen service entrances with walls or landscaping.

Staff finds the proposal is consistent with each of these standards.

C17. Develop the street level of a building to provide visual interest to pedestrians.

• For buildings located on other streets [than Capitol Avenue], a minimum of 55% of the first floor street wall should contain the following: display windows or outdoor dining places, wall murals or sculpture. Other alternatives include display cases or decorative architectural screens and plant materials.

Staff finds the proposal is consistent with this standard. The recessed entry at the southeast corner of the building adds some visual interest to the building's street face, as does the recessed basement level. The applicants also propose a landscape strip between the sidewalk and building along Bishop.

C19. Shelter the sidewalk along the street level.

• Use awnings or consider arcades with storefront glass recessed.

Staff finds the proposal is partially consistent with this standard. The slope of Bishop Street makes such an arrangement difficult to execute. The building does include a recessed entry but no traditional storefront glass.

C20. Express facade components in ways that will help to establish building scale.

• Compositions that emphasize floor lines or that express rhythms and patterns of windows, columns, and other architectural features are encouraged.

C21. When feasible, align facade elements with others in the block.

• Where feasible, reinforce the general alignment of building heights.
• When feasible, align first floor window heights with others in the block.
Staff finds the proposal is consistent with each of these standards.

C22. Express the position of each floor in the external skin design of a building.
• Use belt courses or other horizontal trim bands, of contrasting color and materials to define floor lines.
• Also consider articulating structural elements, or changing materials as methods of defining floors.
C23. Align facade elements with others in the block.
• Facades should be articulated to repeat the standard heights of building components, such as floor levels and cornices.
C24. Express the distinction between upper and lower floors in commercial buildings.
• Develop the first floor as primarily transparent.
• On upper floors, consider using windows or other architectural features that will reinforce the typical rhythm of upper story windows found on traditional commercial buildings.
Staff finds the proposal is consistent with each of these standards.

C25. In general, buildings may be no more than 45 feet or three stories in height.
A building in Zone A1 or Zone C may exceed this limit if the following conditions are met:
• In Zone C, if the property slopes greater than 10% and the additional floors are located downhill, such that no more than four stories are above grade at the higher end of the site.
• The building will appear compatible height with other buildings in the block.
• Residential uses will be incorporated into any additional height which exceed the allowable limits within Union Station Neighborhood, Zone C.
• Standards for views listed below are met.
Staff finds the proposal is consistent with this standard. See discussion re: building height on Page 4 of this report.

C26. A building should appear compatible in height with established buildings in the block.
• If a structure would be markedly taller than adjacent buildings, step down the height to establish a transition in scale with the adjacent structure.
Staff finds the proposal is not consistent with this standard. The proposed four-story building is significantly taller than the other one-story structures nearby.

C27. Although a general similarity in building heights at the sidewalk is encouraged, variety in building form is desirable in large building projects.
• For large projects that occupy several lots, variation of building height within the project is encouraged.
• For smaller projects, consider variation of the overall height in relation to its neighbor.
Staff finds the proposal is consistent with this standard. While the overall project encompasses several lots, only one new structure is proposed. Its height varies from that of 1706 W 3rd, and the topography of the site contributes significant height differences from one area to another.

C28. The placement of any new building … should be evaluated for any potential impacts upon existing views.
• Careful consideration regarding the placement of new buildings and major additions to existing buildings should be given particularly upon their impacts to existing views …
Staff finds the proposal is consistent with this standard. Due to the site's slope and location near the U.P. railroad tracks and Rose Creek floodplain, existing views will be impacted minimally by the proposed structure.

C29. The primary building material should be masonry.
• Brick, stone and concrete are appropriate.
• Stucco should only be used as a secondary material.
Staff finds the proposal is not consistent with this standard. The proposed primary material is stucco.

C30. Reserve strongly contrasting materials and colors for accents, such as building entrances.
• Avoid the excessive use of many different façade materials.
Staff finds the proposal is consistent with this standard. While the proposal calls for stucco and cementatious fiberboard to be used, staff finds this use not excessive. Furthermore, their use will serve to differentiate the office use below from the residential use above.

C31. Avoid using highly reflective surfaces that will generate glare, especially at the pedestrian level.

• Limit reflective glass to an outside daylight reflective factor of 30% or less …
• When allowed, limit reflective glass to no more than 15 % of the total surface area of the building.
Staff finds the application materials do not address this standard.

C32. Use building materials that are similar in their dimensions and that can be repeated in traditional modules.
• This helps to establish a sense of scale.
• Brick and stone are preferred.
• Cast or scored concrete that conveys a sense of proportion similar in scale to traditional materials also may be appropriate.
• Expanses of large featureless surfaces are inappropriate.
• In general, large metal, glass or plastic panels or other non-modular materials used in curtain wall construction are inappropriate unless other architectural features can adequately provide a sense of scale.
Staff finds the proposal is partially consistent with this standard. The use of stucco could comply with this standard if details are cast or scored into the surface to break up large expanses of material.

C33. Consider incorporating traditional facade components in new designs.
• Consider the following elements …
-Parapet cap or cornice
-Awning or canopy
-Transom above display window
-First floor display window to expose the activity within
-Recessed entry
Staff finds the proposal is partially consistent with this standard. The recessed entry on the first floor complies, but little else on the building constitutes a traditional façade element.

C34. Simple rectangular forms preferred.
Staff finds the proposal is consistent with this standard.

Relation of Building Exterior to Pedestrians
Facades with a high level of visual interest both at auto and pedestrian viewpoints, are encouraged. The exterior character of each building should enhance pedestrian activity in the immediate vicinity.
C35. Design walkways that encourage pedestrian use.
• Avoid locating walkways where users will be subjected to harsh glare from building materials, or where they will be subjected to harsh environmental conditions.
C36. Design the ground floor exterior of a building to be "pedestrian-friendly."
• Decorative wall surfaces and landscape materials are encouraged at this level.
• Windows that can reveal indoor amenities and activities are encouraged.
• Avoid large expanses of blank walls or mirror glass at this level.
Staff finds the proposal is consistent with these standards. The steep slope of the site makes a traditional ground floor retail face difficult to execute, but the building recesses and various window layouts create interest from the street level. Additionally, the new, wide sidewalk on the Bishop Street side, interior walkways and plazas, narrower curb cuts into the parking lot from Bishop and from 3rd all enhance the pedestrian experience compared to the current situation.

C37. Develop main entrances to be clearly identifiable.
• Design building entrances to contrast with the surrounding wall plane.
• Create a frame around doorways, by changing materials from the primary facade material.
• Entrances should be well-lit.
C39. Provide parking within convenient walking distance of building entrances.
• The maximum recommended walking distance from the farthest parking space to a building is 200 feet for guest parking, and 500 feet for employee parking.
C40. Minimize the negative visual impact of cars parked on site.
• Screen parking areas from view of public ways and designated view corridors with landscaping.
• Divide parking lots into smaller areas with planted buffers between them to minimize the perceived scale of the total field of stalls.
• Locate parking lots behind buildings.
Staff finds the proposal is consistent with these standards.

C41. Use those quantitative standards provided in the [Little Rock Code of Ordinances] for the dimensions of standard and handicapped accessible parking spaces.
Staff finds the proposal to be consistent with this standard.

C43. Design parking lots to discourage high speed driving, especially near building entrances.
• Avoid aligning all travel lanes in parking lots in straight configurations that facilitate speeding.
C44. Design parking lots to avoid dead-end aisles.
• Where feasible, provide continuous access to adjacent parking aisles, lots or roads.
C45. Where parking lots are included in sites with steep slopes, minimize the slope of the paved areas.
• Consider terraced parking lot design solutions incorporating retaining walls with landscaping as the transition between levels.
• Paved parking areas should not exceed 7% in slope.
Staff finds the proposal to be generally consistent with these standards.

C46. Design parking lots to minimize surface runoff.
• Parking lots constitute a major portion of impervious surface area. Runoff from storms should be controlled to reduce impacts on storm drainage systems.
• The use of innovative state of the art porous paving systems which maximize infiltration of storm water into soils is encouraged …
• Drainage from parking areas should be dispersed in a manner that promotes infiltration and reduces erosion.
• Design drainage to sheet flow from paved areas across grass areas into grass swales.
Staff believes the proposal is NOT consistent with this standard. Although the proposal calls for some semi-pervious spaces, they are shown as overflow parking to be used only for periodic special events. The application does not indicate any mechanism to reduce or mitigate parking lot runoff.

C47. Locate special parking spaces for van pool and car pool parking close-in to building entrances to encourage their use.
Staff believes the proposal is NOT consistent with this standard. The proposal does not call for any dedicated carpool parking spaces. See Condition #4 under Staff Recommendation.

C54. Use visual buffers to screen parking lots.
• Where a separation in grade is not possible, or when screening a service area, incorporate a hedge, fence, or wall.
• Trees and shrubs may be used separately or together to form an intensive plant screen.
• Use … shrubs to create hedges or screens …
C55. Construct retaining walls of materials that harmonize with the surroundings in the area where they are built.
• Textured concrete or rock-faced walls are encouraged. Brick may be considered as well.
• Railroad ties and other wood materials are not allowed.
C57. Develop site designs to enhance existing contours.
• Where changes in grade occur, design them as positive enhancements.
• Terrace buildings and parking areas to follow the topographic contours.
• Incorporate landscaping and retaining walls to provide transitions between levels.
Staff finds the proposal to be generally consistent with these standards.

C58. Drought tolerant plant species, native to the region and suitable to the climate in Little Rock, should be used.
• Use only recommended plant materials contained in the [Little Rock Code of Ordinances] to identify preferred species that are best suited in the Little Rock area and require the least maintenance.
C59. The quantitative plant material requirements contained in [the Little Rock Code of Ordinances] should be followed…
The application materials do not provide enough detail to evaluate compliance with these standards. See Condition #5 under Staff Recommendation.

C60. Parking lots should be designed to blend with each building site's character using landscape plantings and grading.
• Parking lots are necessary features of building sites that can, if not designed properly, visually detract from the overall development character.

• Terrace parking lots on steep slopes.
• For parking lots in excess of 40 spaces, provide a minimum of one tree per 10 spaces within the parking lot.
• Landscape a minimum of ten percent (10%) of each total parking lot (excluding the perimeter landscaping).
• Utilize landscaped islands and medians to provide the definition of circulation patterns, provide shading for parked cars and break up continuous rows of parking.
• The use of innovative, state of the art porous paving systems which maximize infiltration of storm water into soils is encouraged, when appropriate maintenance is assured.
The application materials do not provide enough detail to evaluate compliance with this standard. (See Condition #5 under Staff Recommendation.)

Capitol Area Master Plan, *Land Use Goals*

2. To promote the development of more institutional and professional office uses.

Capitol Area Master Plan, *Urban Design Goals*

5. To establish a distinct identity for the neighborhood.
6. To provide an attractive foreground for the Capitol.
8. To enhance the character of individual neighborhoods within the Capitol Area.
9. To enhance the pedestrian experience throughout.
10. To establish a sense of visual continuity within individual neighborhoods.
Staff believes the proposal is generally consistent with these goals.

Capitol Area Master Plan, *Recommendations for "A2"- The South of Capitol Neighborhood*

• This neighborhood should continue to develop as a concentration of governmental offices and commercial uses, including professional offices and support businesses. It should be at a density that is slightly lower than that along Capitol Avenue itself.
• Medium-scale office structures should be the predominant building type.
• Defining street edges with buildings and creating attractive sidewalks should be priorities here as well.
•Defining views from major roadways, including Interstate 630, to the Capitol dome should be special considerations here and pedestrian connections to Capitol Avenue and to the State Capitol should be enhanced. Landscaping of parking lots will be particularly important for this reason.
Staff finds the proposal is generally consistent with these recommendations.

Neighborhood Reaction: None to date.

Proposed Findings of Fact: Based on the Capitol Zoning Master Plan and materials submitted by the applicant, staff finds that:

1) The findings made above are incorporated herein;
2) This application represents a request to demolish an existing structure, construct a new primary structure, and use land along 3rd Street primarily for vehicle storage;
3) The existing building at 204 South Bishop Street was likely built in the 1950s, outside of the District's period of significance;
4) The existing building consists of a concrete block walls, metal framed windows, and a corrugated metal roof;
5) The parcel west of 1706 W 3rd is currently vacant and unimproved;
6) The site is heavily sloped with the grade at the street greater than 10%;
7) The proposed new structure will:
   a. be 3.5 stories tall and generally rectangular in shape with a flat roof;
   b. incorporate a covered, recessed primary entrance;
   c. utilize glass, stucco, and cementatious fiberboard as the primary building materials;
   d. house office uses in the basement and on the first two main floors;
   e. house a private dwelling with covered outdoor areas on the top floor;
   f. contain approximately 19,293 square feet of floor area;
   g. have a footprint of approximately 5,740 square feet;
   h. be sited with proper setbacks for Zone C.

Proposed Conclusions of Law: Based on the findings above, staff concludes:

1) The existing structure at 204 South Bishop Street is not architecturally, historically, or culturally significant;
2) Demolition of the structure would not negatively impact the character of the neighborhood;
3) Demolition would be consistent with the Capitol Area Framework Master Plan;
4) Using the parcel west of 1706 W 3rd would be consistent with the Capitol Area Framework Master Plan;
5) The proposal is substantially consistent with the requirements for approving a Certificate of Appropriateness for demolition and new construction. (cf. CZDC Rule, Sec. 2-105. C.1.e);
6) The proposal is substantially consistent with the requirements for approving a Conditional Use Permit;
7) The proposal is substantially consistent with all other review criteria.

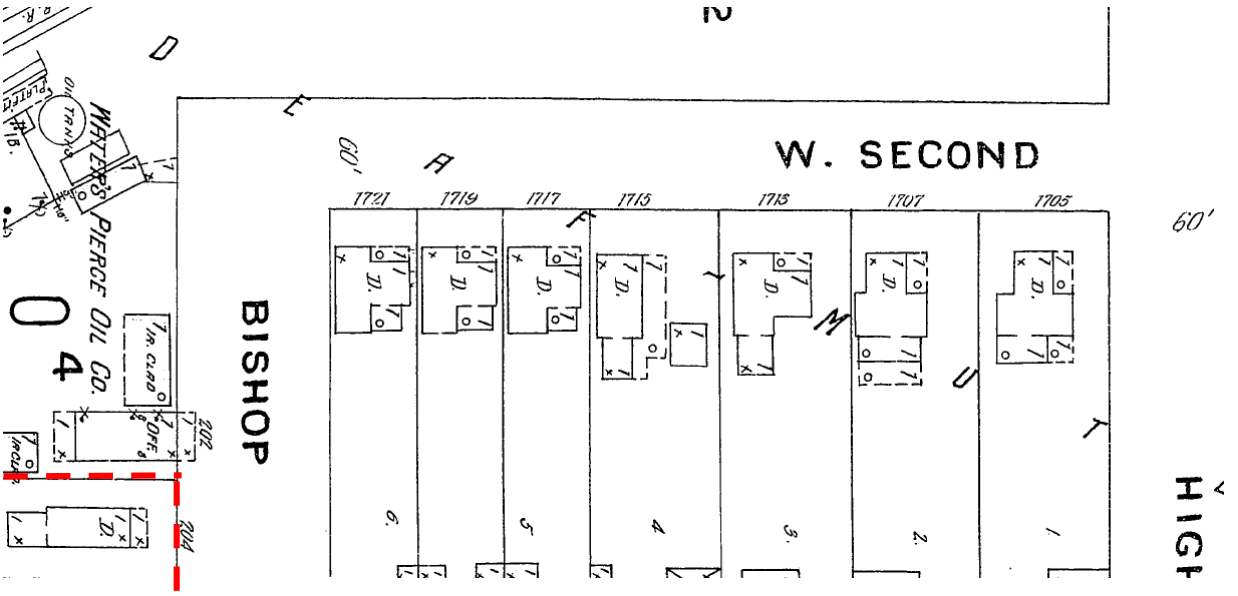
Staff Recommendation: Staff recommends **approval** of the application with the following conditions:

1) That all state and city codes be followed at all times;
2) That the property be maintained in a neat and safe condition at all times;
3) That 10 parking spaces at either of the Third Street parcels be designated with signage to identify their association with the new Bishop Street building;
4) That at least one parking space be designated for carpool use near the back entrance;
5) That the City of Little Rock landscape administrator approve the parking lot landscaping plan prior to Commission staff issuing the permit.

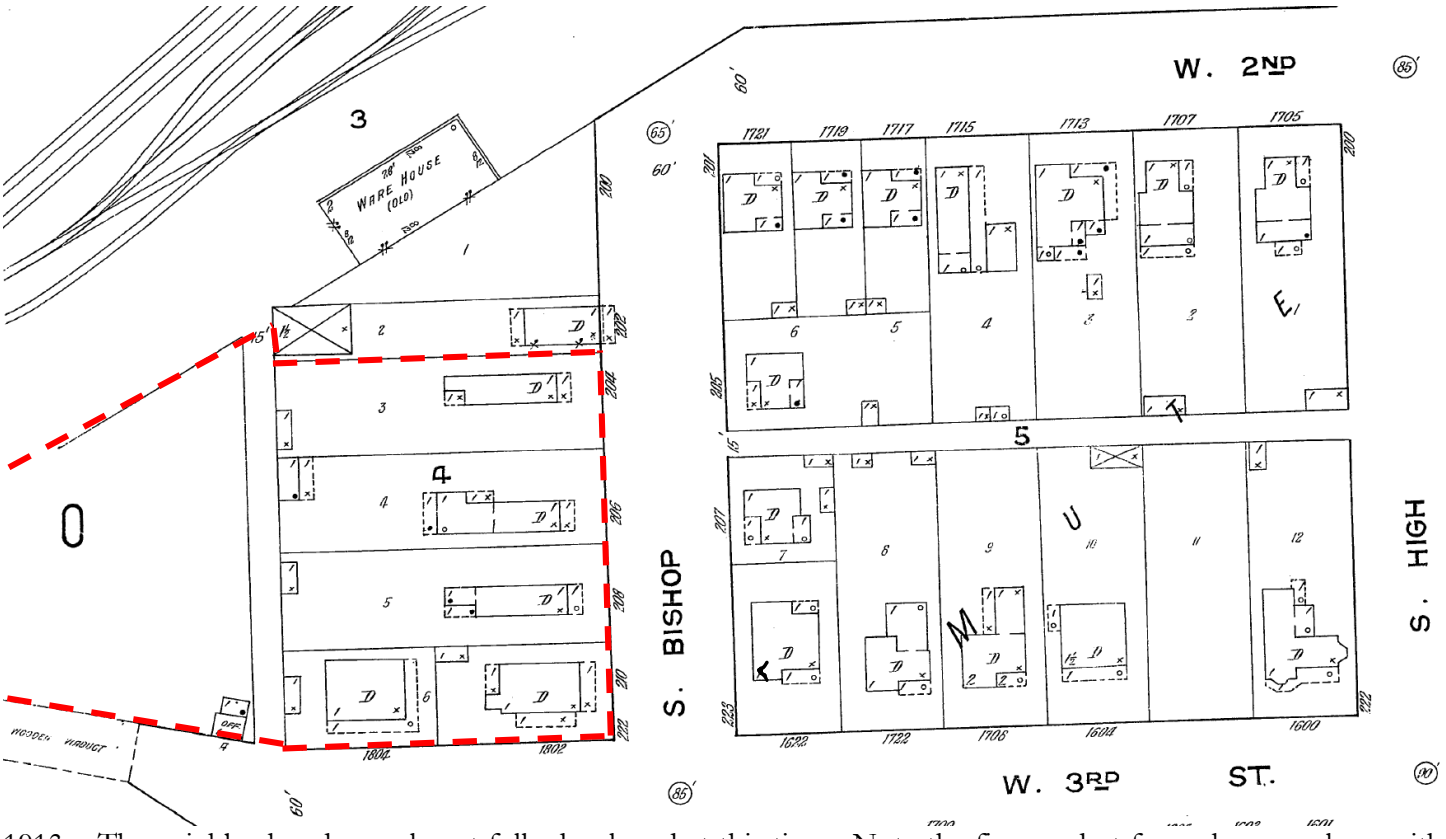
Design Review Committee update: The committee voted unanimously (4-0) to also recommend **approval** of the application with staff's recommendations. Members discussed the importance of incorporating scoring into the walls to break up large expanses of stucco, possible concerns about blocking views from the north, and the need for more detail on re-vegetating the portions of the sloped parcel cleared earlier this year.

Capitol Area Advisory Committee update: The committee voted unanimously to recommend **approval**. Some members agreed with staff and the DRC that the walls should be broken up into smaller blocks, and one member suggested also breaking up the large windows with some horizontal elements. The applicant stated that they were working on incorporating those suggestions into the design. **[Updated renderings are shown on Pages 31-32 of this report.]**

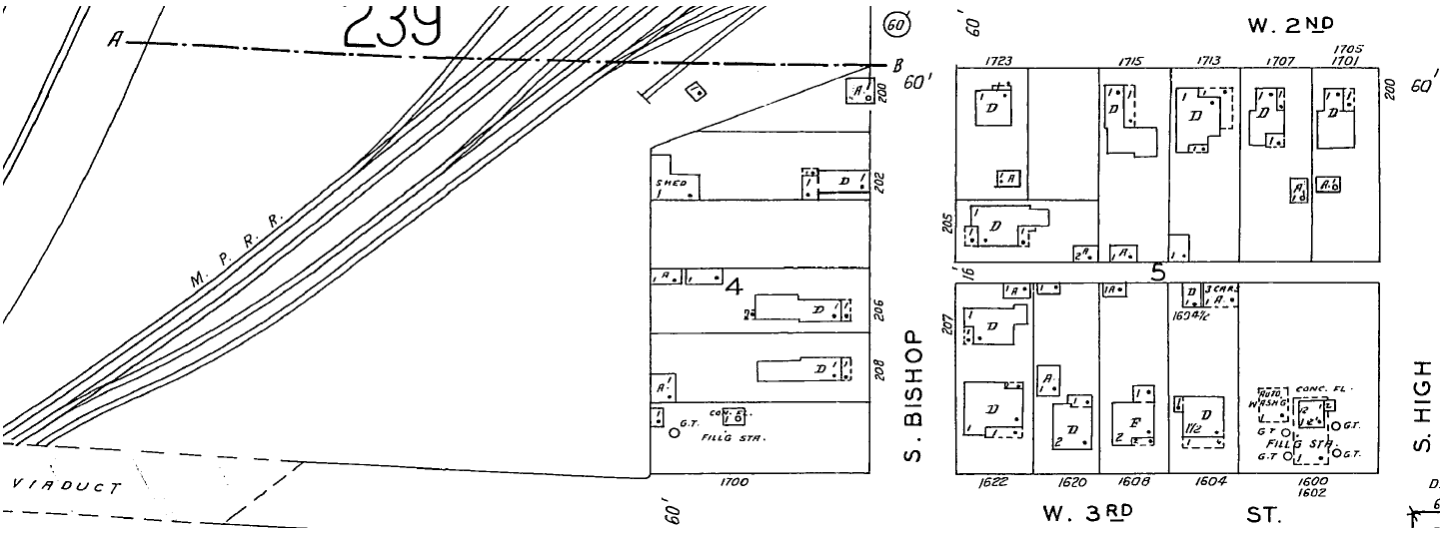
Details from historic Sanborn maps & aerial photographs



1897 - Like much of the neighborhood surrounding the train station, the 200 block of South Bishop Street was originally developed as dense, largely working-class, housing. (The area addressed in this application is only partly shown in this early map, but the character of the neighborhood is already well-established.

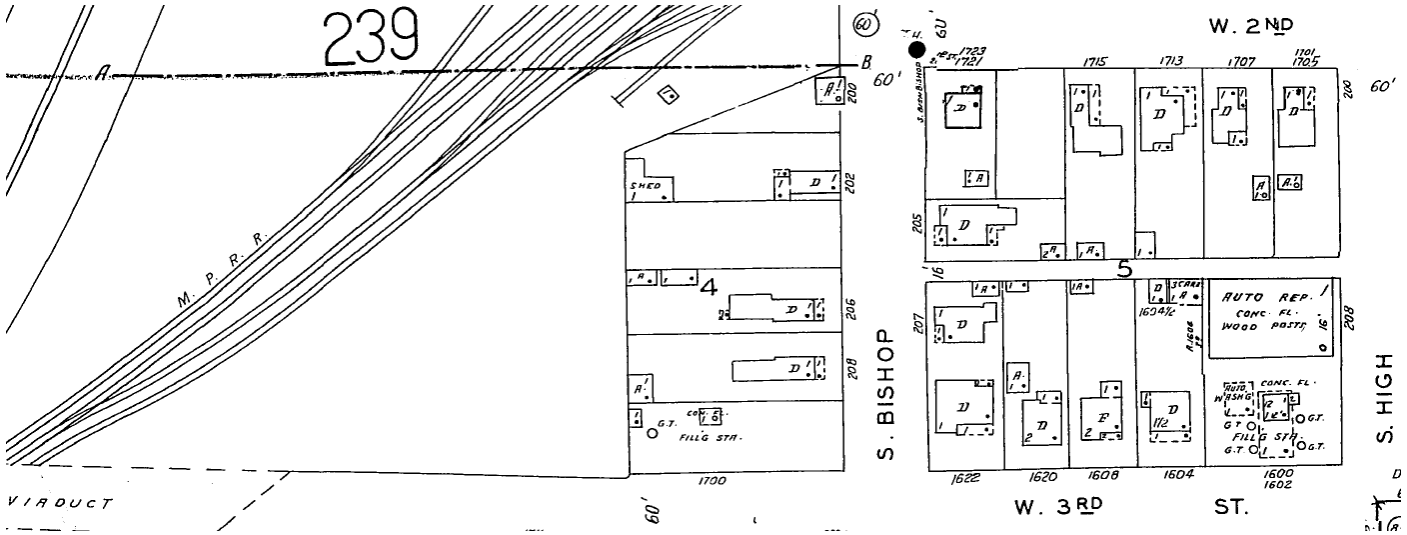


1913 – The neighborhood was almost fully developed at this time. Note the five modest frame houses, along with the small office building, that once stood in the project area.



1939

1943



1950 – The images above show single-family housing beginning to give way to automotive uses. Note the two filling stations, auto repair shop, and numerous backyard garages.

1960 – the first of several parking lots is seen here

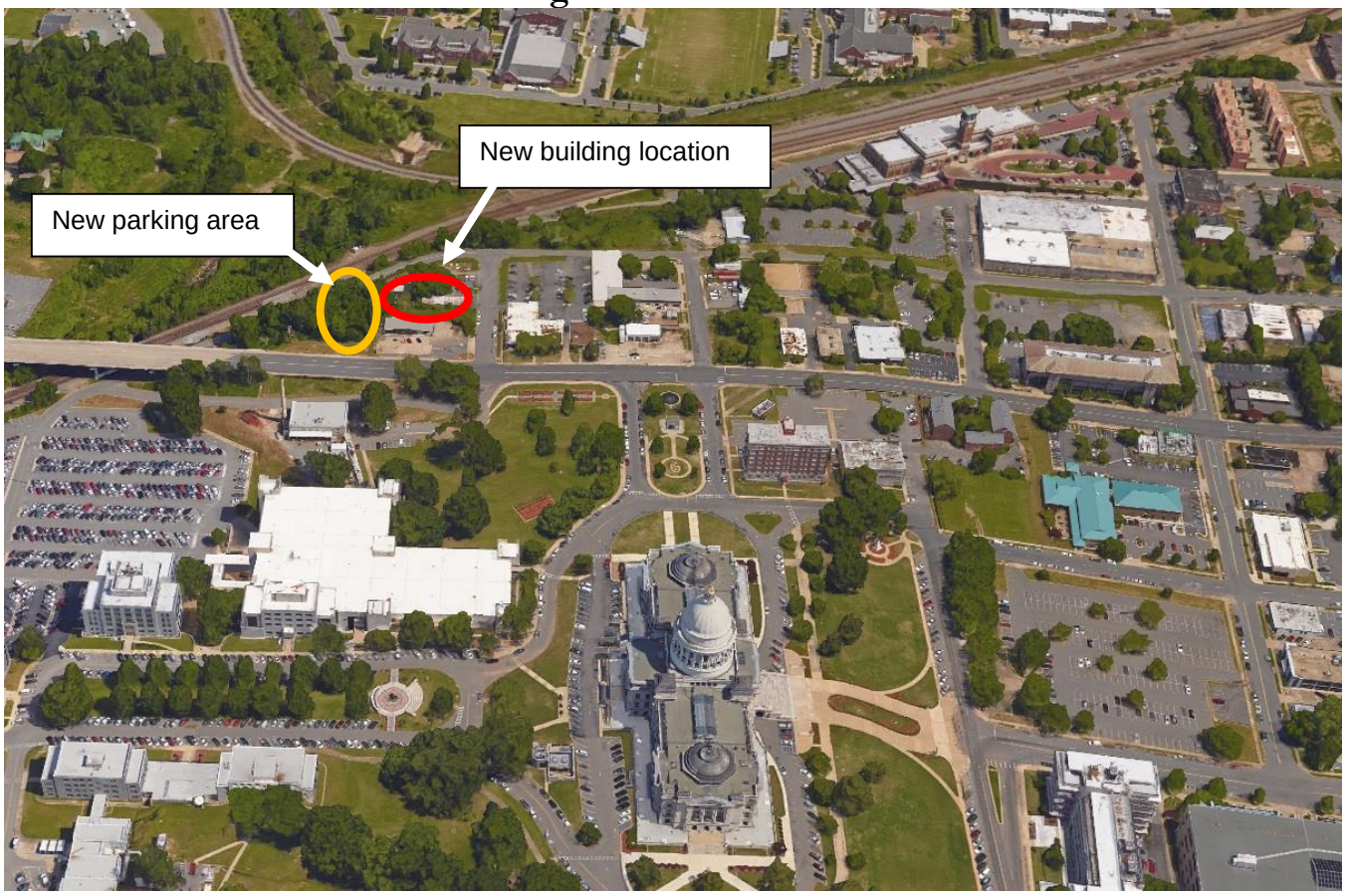
1980 – Only one of the former houses remains in this photo, and it had been removed by 1998. What had been a dense mixed use neighborhood only a generation earlier is now a commercial center with an emphasis on serving and accommodating the automobile.

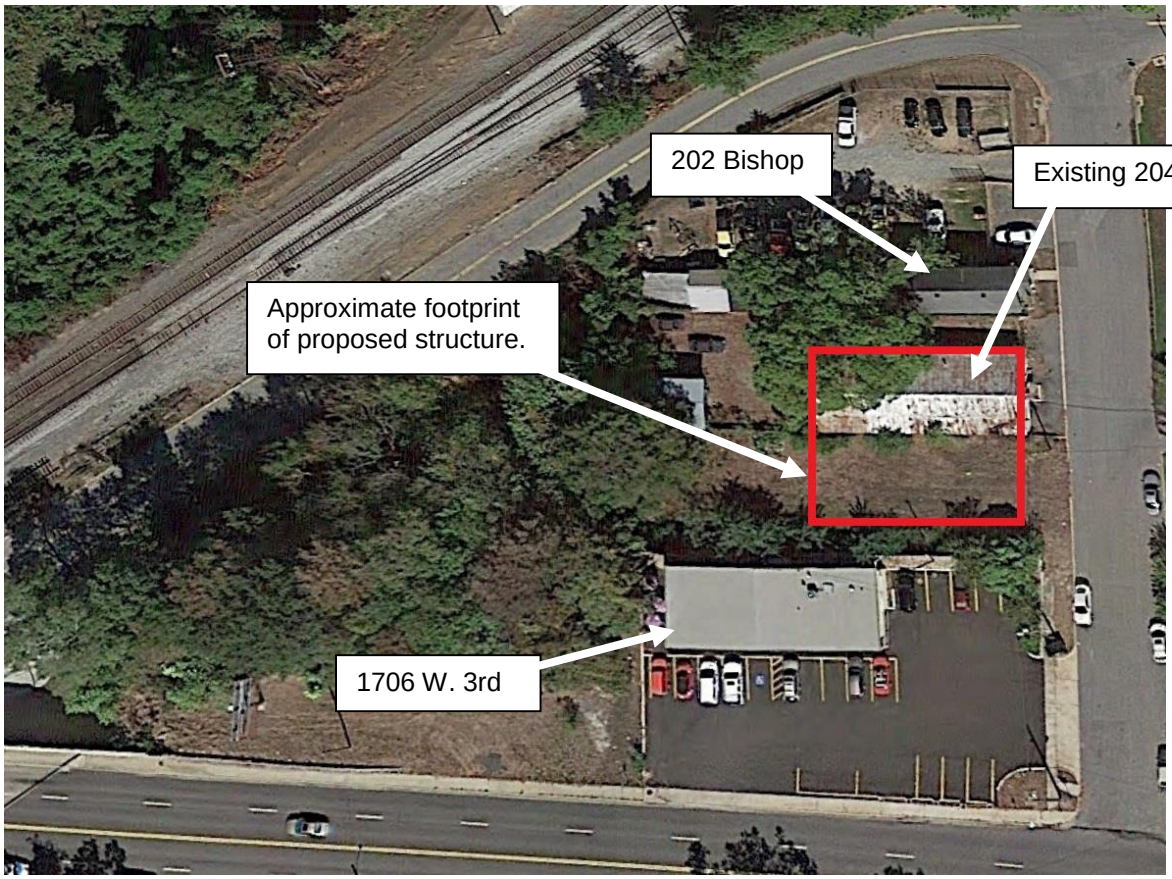
Archive photos of properties

1706 – 1724 West Third Street, ca. 1980

204 South Bishop Street, 2014

Neighborhood Context





Street View of 3rd and Bishop

The proposed structure will be located behind the school bus, but this leased lot and building are part of the development. The curb cut on the right will be shrunk and moved farther to the north. The wide curb cuts on the 3rd Street side will be eliminated and replaced with landscaping. The existing parking lot will be expanded toward the west (left) with a new curb cut closer to the 3rd Street viaduct.

Current Photos of Property

204 S. Bishop. The proposed building will extend from approximately 16' from the retaining wall in the left portion of the photo down the hill to approximately the right edge of the existing building.

204 and 202 Bishop. The proposed building will extend from the left edge of the image to right edge of the lighter building.

Survey stake is visible showing the property line between 204 (left) and 202 (right) Bishop. The tree on the property line is slated for removal. The edge of the new building will be 10' to the left of the property line.

View looking east.

Closer view toward the east. The rear of the proposed building will be in nearly the same location as the back of the existing low concrete block building visible under the tree and will extend up the hill toward the back of 1706 W 3rd visible on the right. Both of the trees visible here are slated for removal.

View west from 1706 W. 3rd parking lot. The paved parking will extend nearly to the base of the billboard with the new driveway/curb cut moved just past the edge of the existing pavement.

1706 W. 3rd parking lot with roof of 204 Bishop behind. The site plan calls for moving these parking spaces south toward the camera location, removing the retaining wall on this east side of 1706 W. 3rd, and creating a plaza connecting the Bishop Street sidewalk off the frame to the right, additional parking areas to the left, and the 2nd floor of the new structure straight ahead. (see "Paved Plaza Area" on the site plan on final page)

View toward Bishop Street from the power pole in the middle of the photo above.

CAPITOL ZONING DISTRICT COMMISSION

APPLICATION FORM

PROPERTY ADDRESS: 204 BISHOP STREET

PROPERTY OWNER: TED & JULIE MULLENIX, MULLENIX LAND COMPANY, LLC

PERSON FILING APPLICATION *if other than owner*: JOHN JOHNSON, AIA

APPLICANT PHONE AND EMAIL: 501.224.1900 jjohnson@williamsdean.com

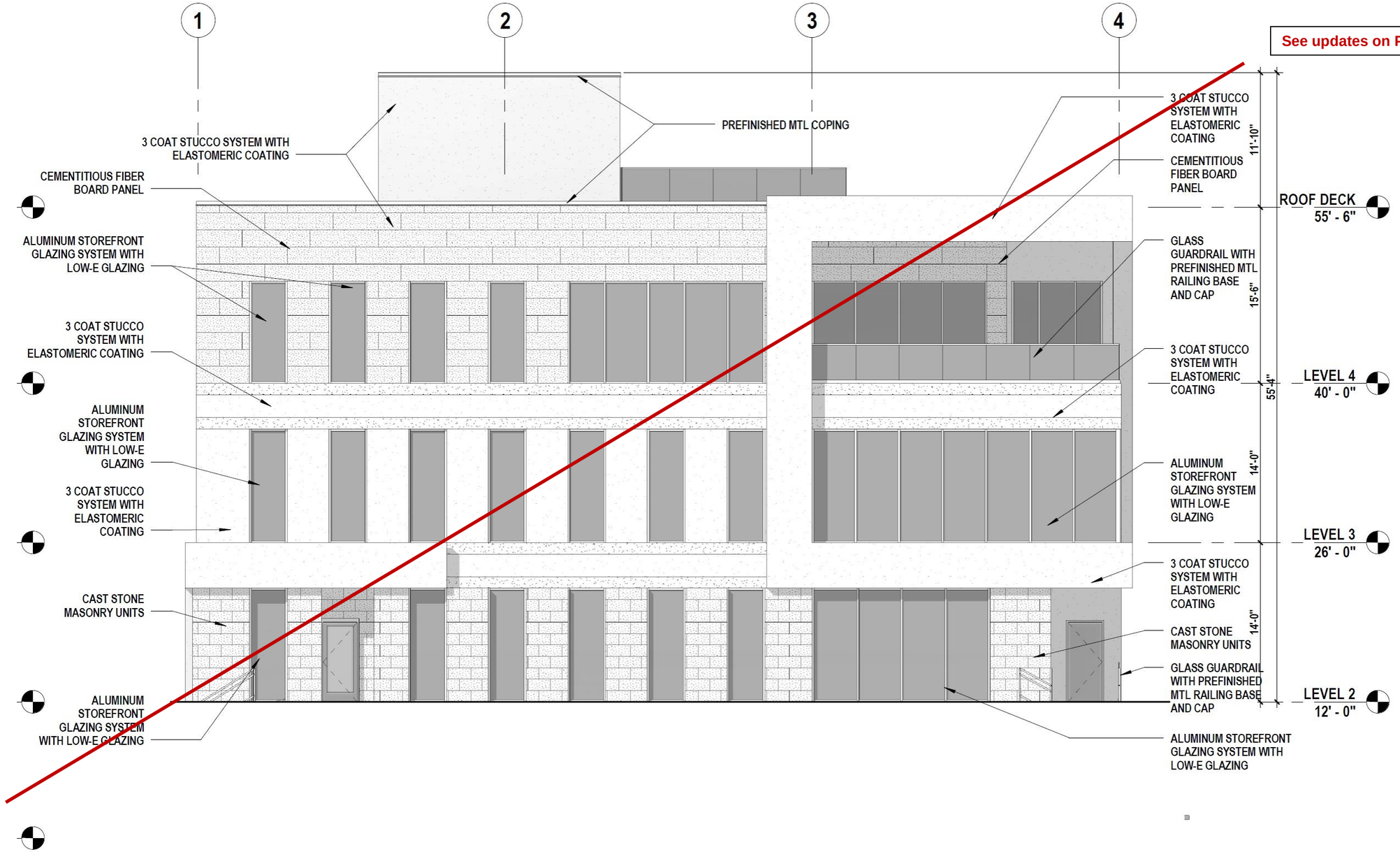
APPLICANT SIGNATURE AND DATE: 15 AUG 16

Signature certifies that applicant is authorized to represent this property, and that all information presented in this application, as well as in any supporting materials, is true and correct to the best of the signatory's knowledge.

DESCRIPTION OF PROPOSED WORK AND / OR USE: DEMOLISH EXISTING PRECISION MOTORS GARAGE BUILDING. BUILD A NEW 19,300 SF 4-STORY OFFICE BUILDING WITH A DWELLING UNIT ON THE 4TH FLOOR AND 2-CAR GARAGE ON THE 1ST FLOOR. LOTS TO THE SOUTH AND WEST ARE LONG-TERM LEASED FOR PARKING AND TO REMODEL THE RESTAURANT INTO OFFICE SPACE.

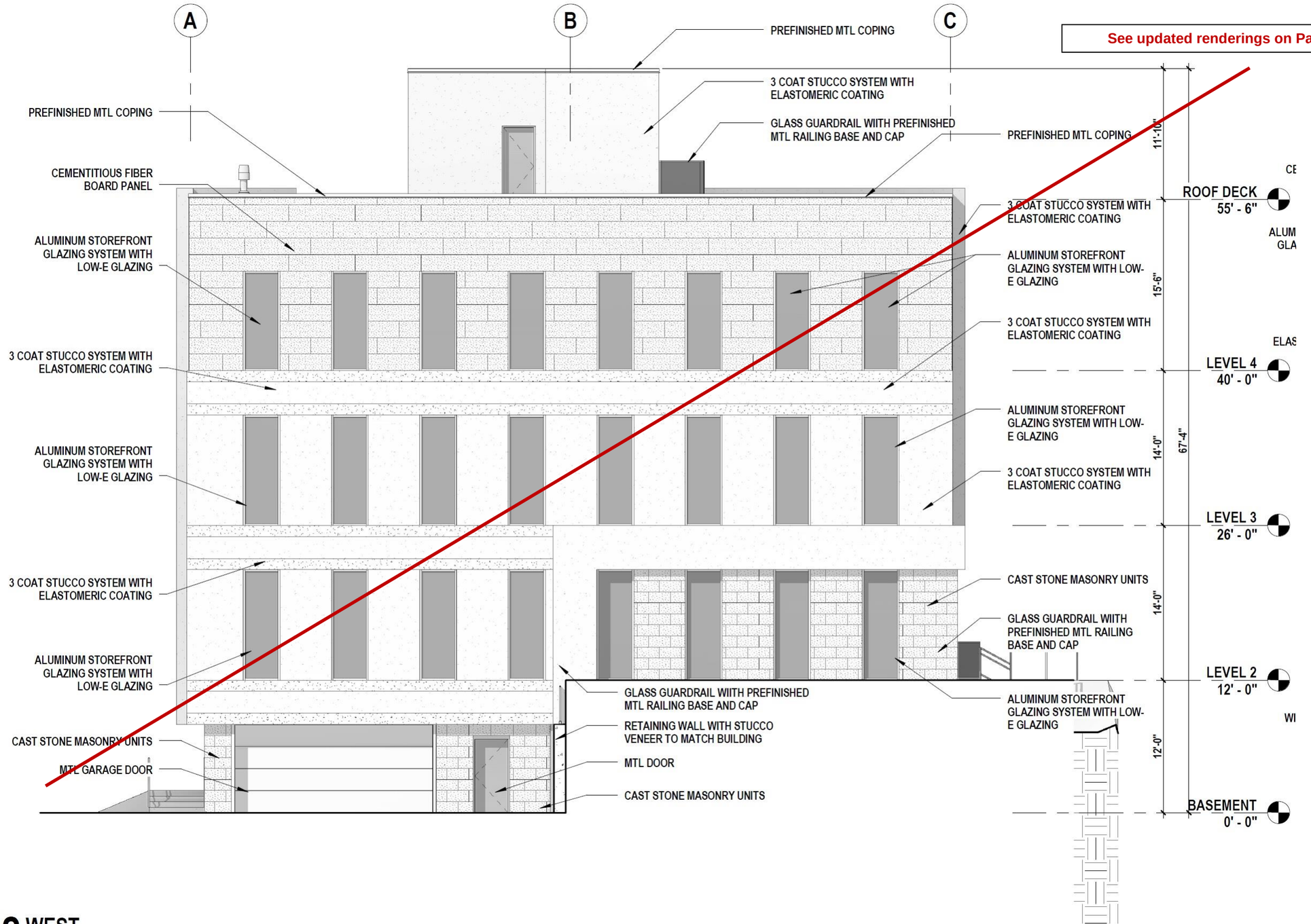
Attach as many pages or supporting materials as necessary. The Commission and its staff cannot make a determination on your application without a complete description of the property's proposed appearance, materials, and/or function. An application is not complete until all applicable supporting materials have been submitted to staff. Electronic submittals (email, scanned documents, PDFs, digital images, etc) are welcome.

See updates on Pages 33-34



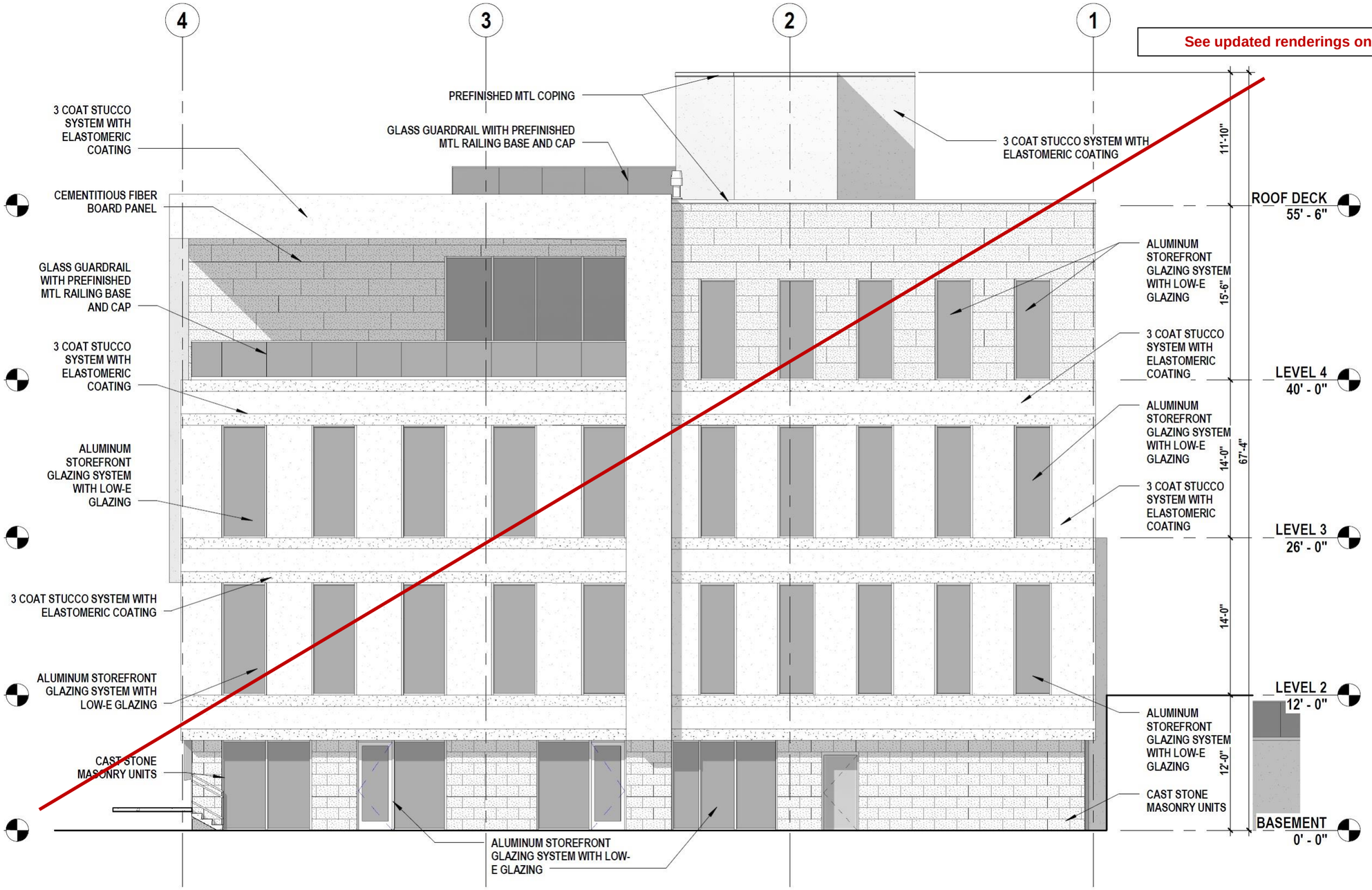
1 SOUTH
1/8" = 1'-0"

See updated renderings on Pages 33-34



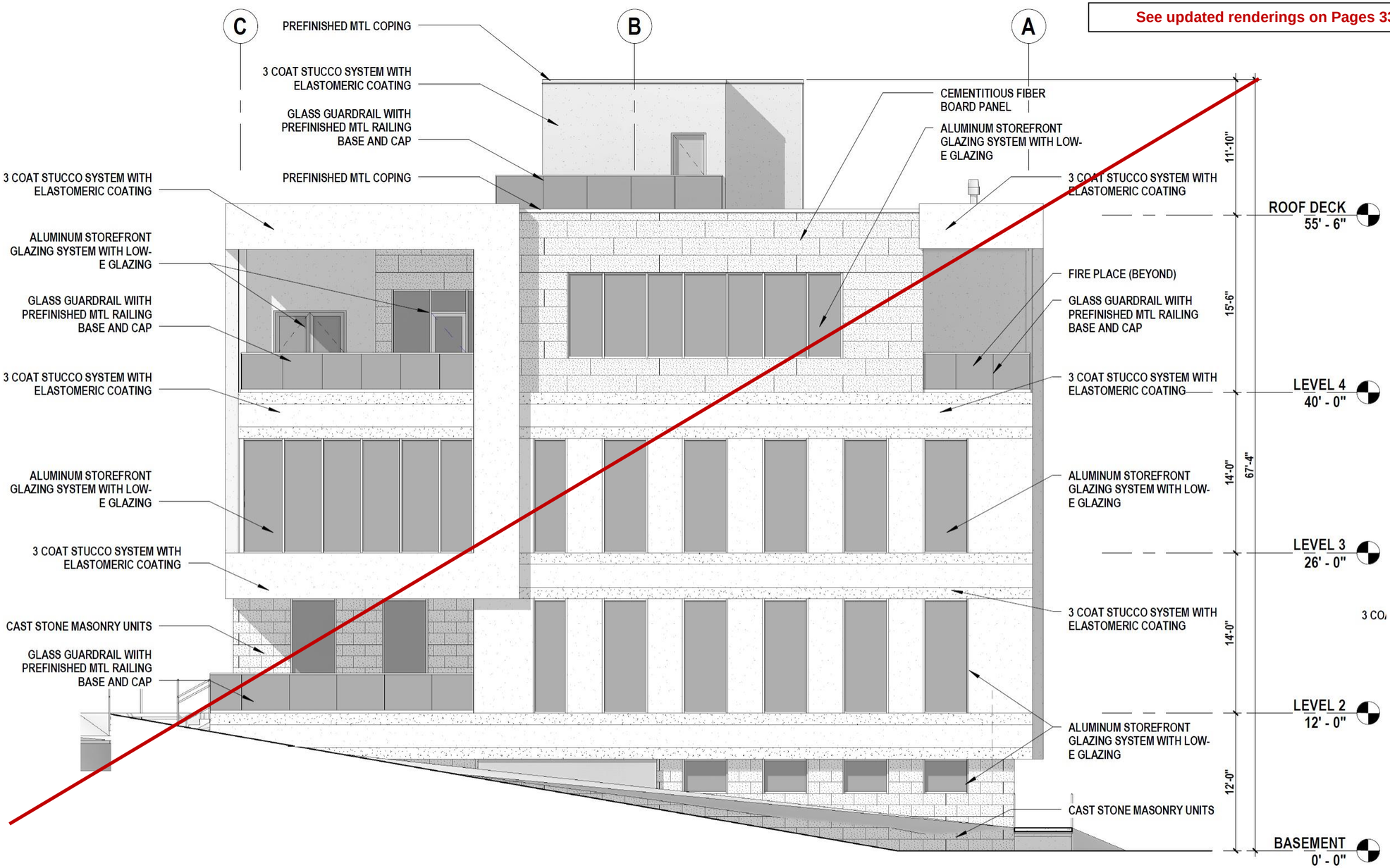
2 WEST
1/8" = 1'-0"

See updated renderings on Pages 33-34



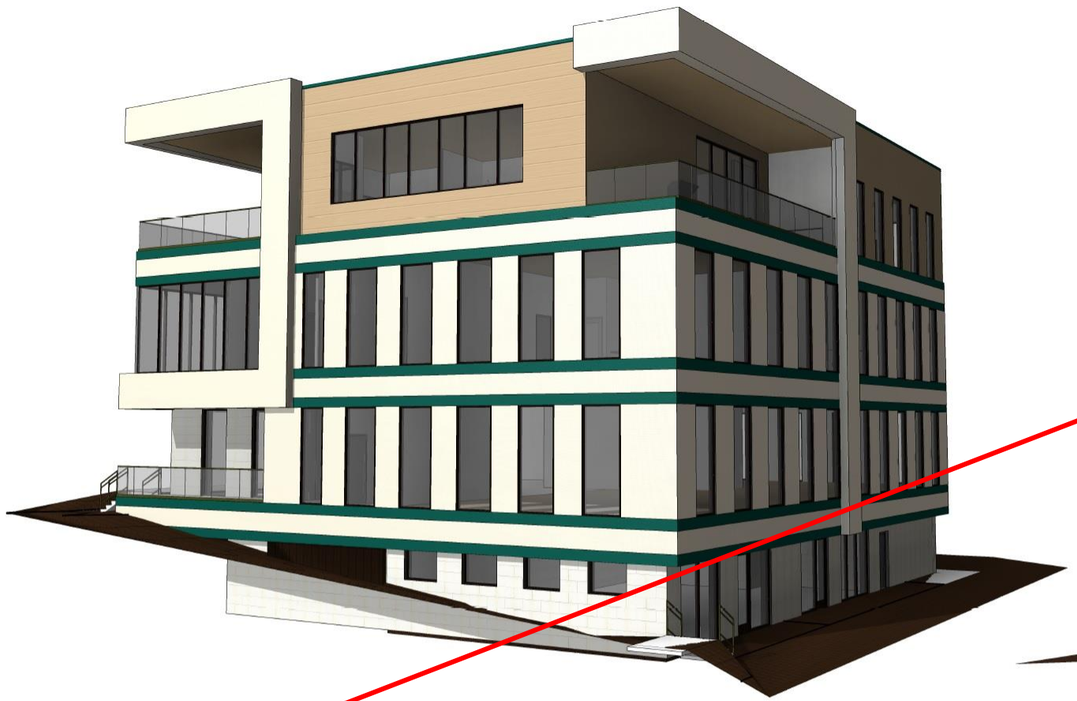
3 NORTH
1/8" = 1'-0"

See updated renderings on Pages 33-34

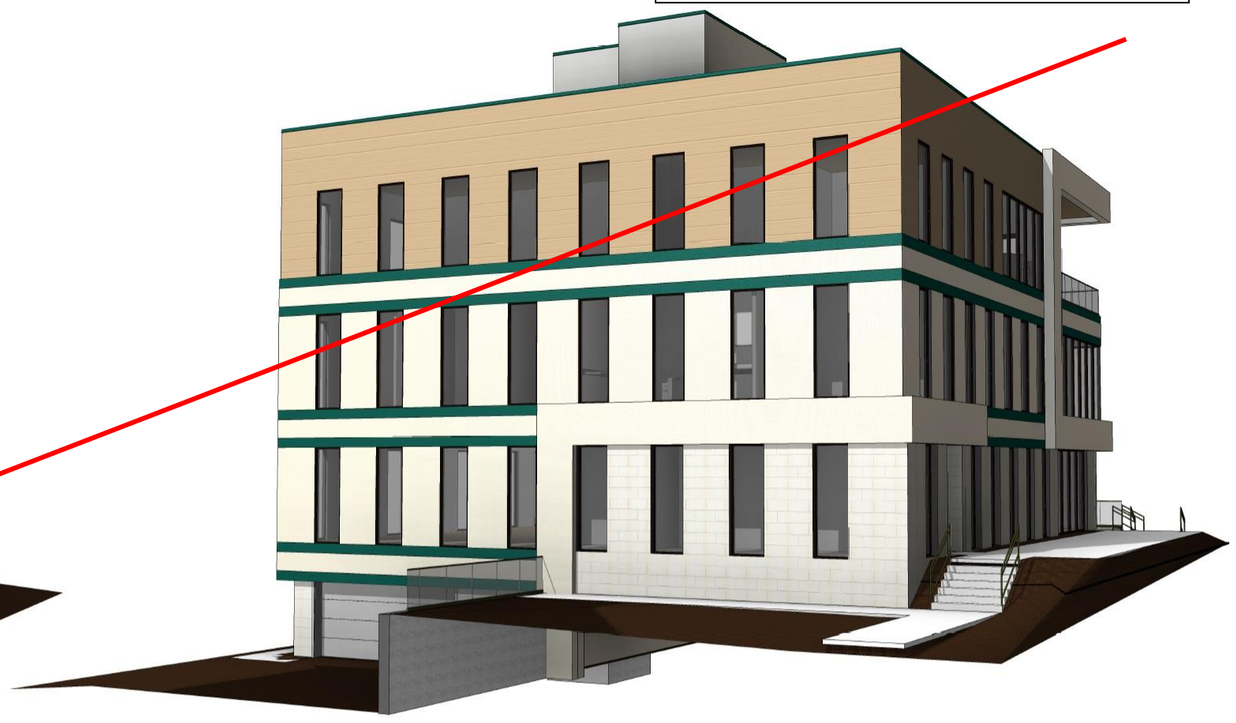


4 EAST
1/8" = 1'-0"

See updated renderings on Pages 33-34



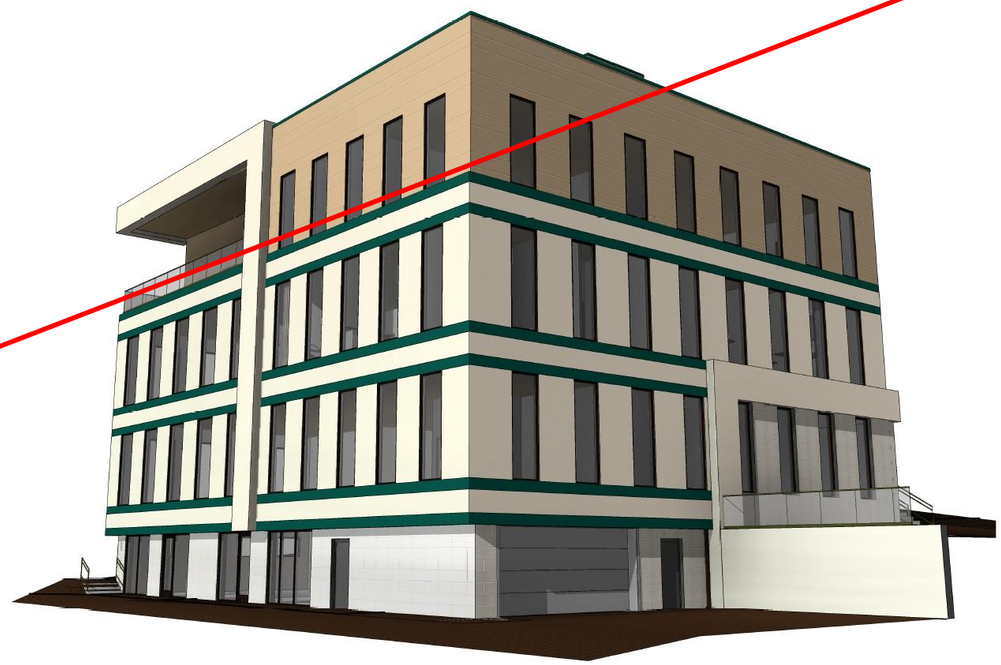
1 NORTHEAST CORNER PERSPECTIVE VIEW



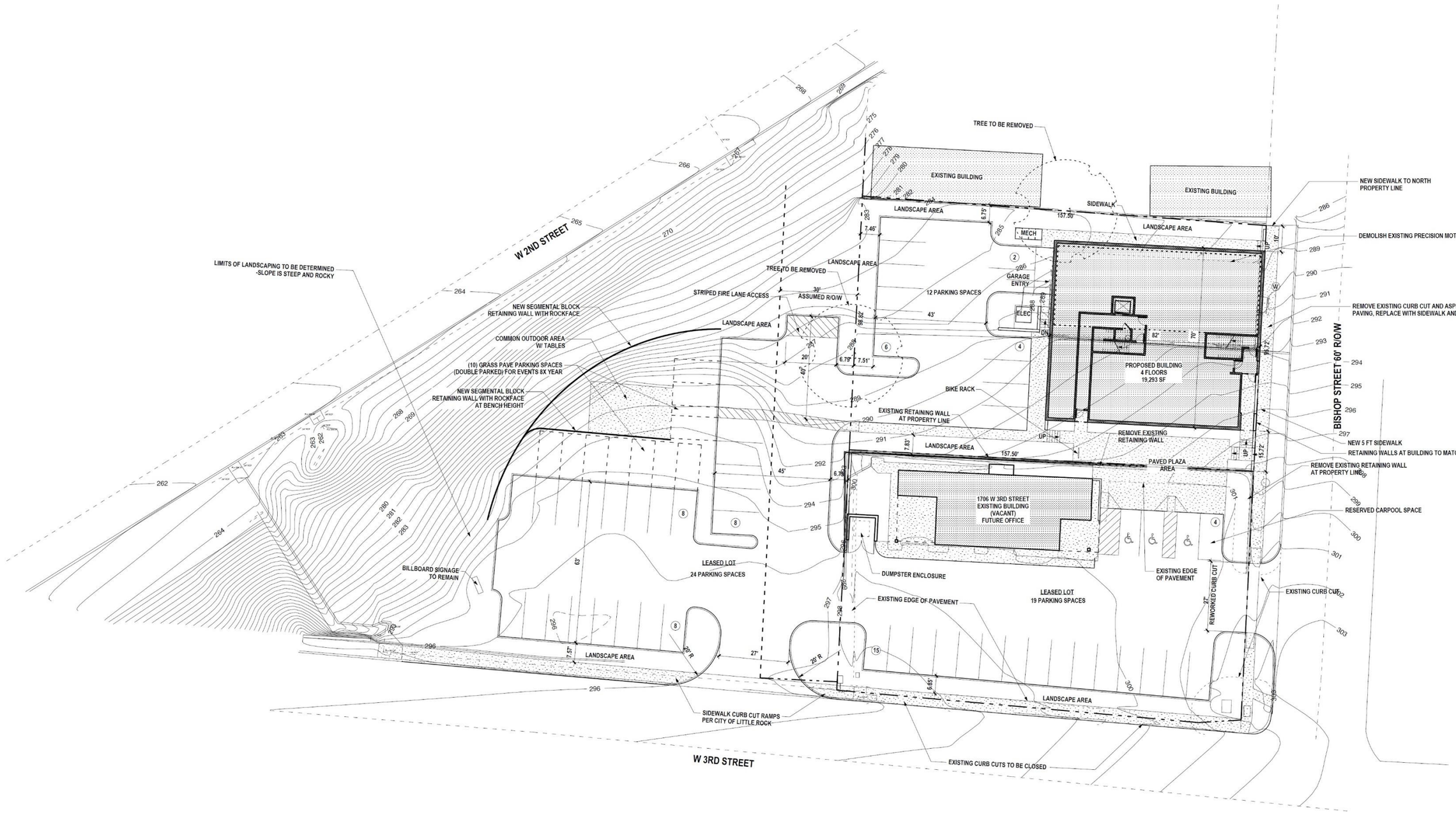
2 SOUTHWEST CORNER PERSPECTIVE VIEW

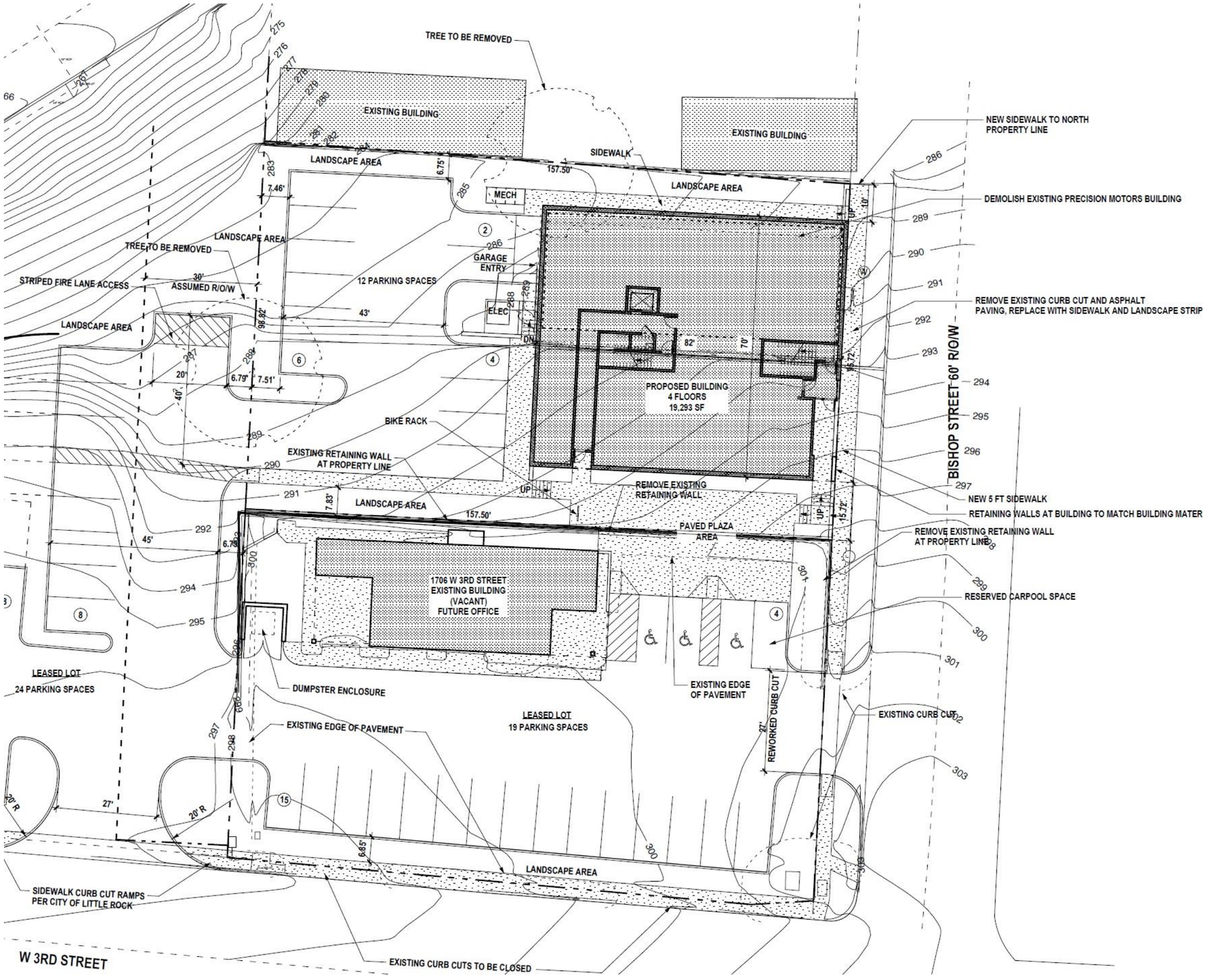
See updated renderings on Pages 33-34

1 SOUTHEAST CORNER PERSPECTIVE VIEW
N.T.S.



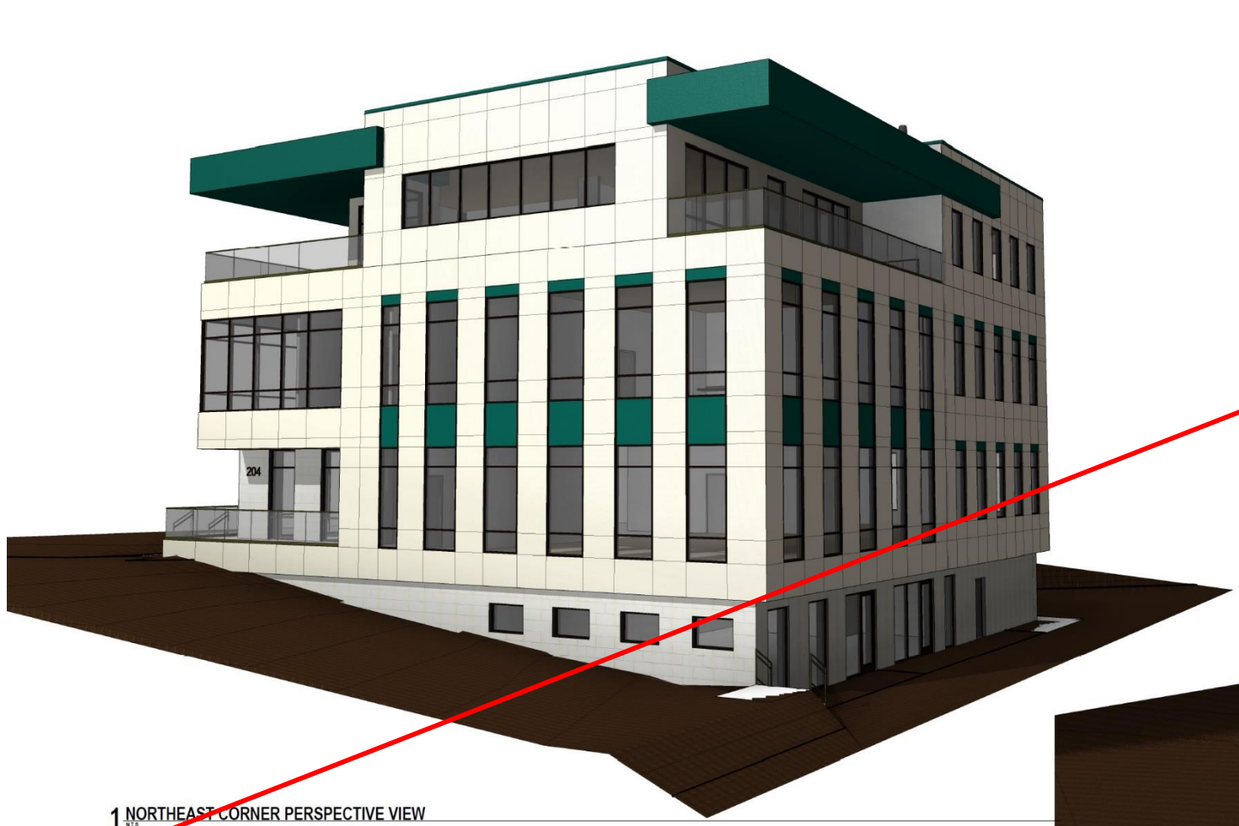
2 NORTHWEST CORNER PERSPECTIVE VIEW
N.T.S.


W 2ND STREET
W 3RD STREET
BISHOP STREET 60' R/O/W
LIMITS OF LANDSCAPING TO BE DETERMINED -SLOPE IS STEEP AND ROCKY
NEW SEGMENTAL BLOCK RETAINING WALL WITH ROCKFACE
COMMON OUTDOOR AREA W/ TABLES
(10) GRASS PAVE PARKING SPACES (DOUBLE PARKED) FOR EVENTS 8X YEAR
NEW SEGMENTAL BLOCK RETAINING WALL WITH ROCKFACE AT BENCH HEIGHT
BILLBOARD SIGNAGE TO REMAIN
LEASED LOT 24 PARKING SPACES
STRIPED FIRE LANE ACCESS
30' ASSUMED R/O/W
TREE TO BE REMOVED
LANDSCAPE AREA
EXISTING BUILDING
12 PARKING SPACES
GARAGE ENTRY
ELEC
MECH
SIDEWALK
157.50'
PROPOSED BUILDING 4 FLOORS 19,293 SF
BIKE RACK
EXISTING RETAINING WALL AT PROPERTY LINE
REMOVE EXISTING RETAINING WALL
PAVED PLAZA AREA
1706 W 3RD STREET EXISTING BUILDING (VACANT) FUTURE OFFICE
DUMPSTER ENCLOSURE
EXISTING EDGE OF PAVEMENT
LEASED LOT 19 PARKING SPACES
REWORKED CURB CUT
EXISTING CURB CUT
EXISTING CURB CUTS TO BE CLOSED
SIDEWALK CURB CUT RAMPS PER CITY OF LITTLE ROCK
NEW SIDEWALK TO NORTH PROPERTY LINE
DEMOLISH EXISTING PRECISION MOTORS BUILDING
REMOVE EXISTING CURB CUT AND ASPHALT PAVING, REPLACE WITH SIDEWALK AND LANDSCAPE STRIP
NEW 5 FT SIDEWALK
RETAINING WALLS AT BUILDING TO MATCH BUILDING MATERIALS
REMOVE EXISTING RETAINING WALL AT PROPERTY LINE
RESERVED CARPOOL SPACE

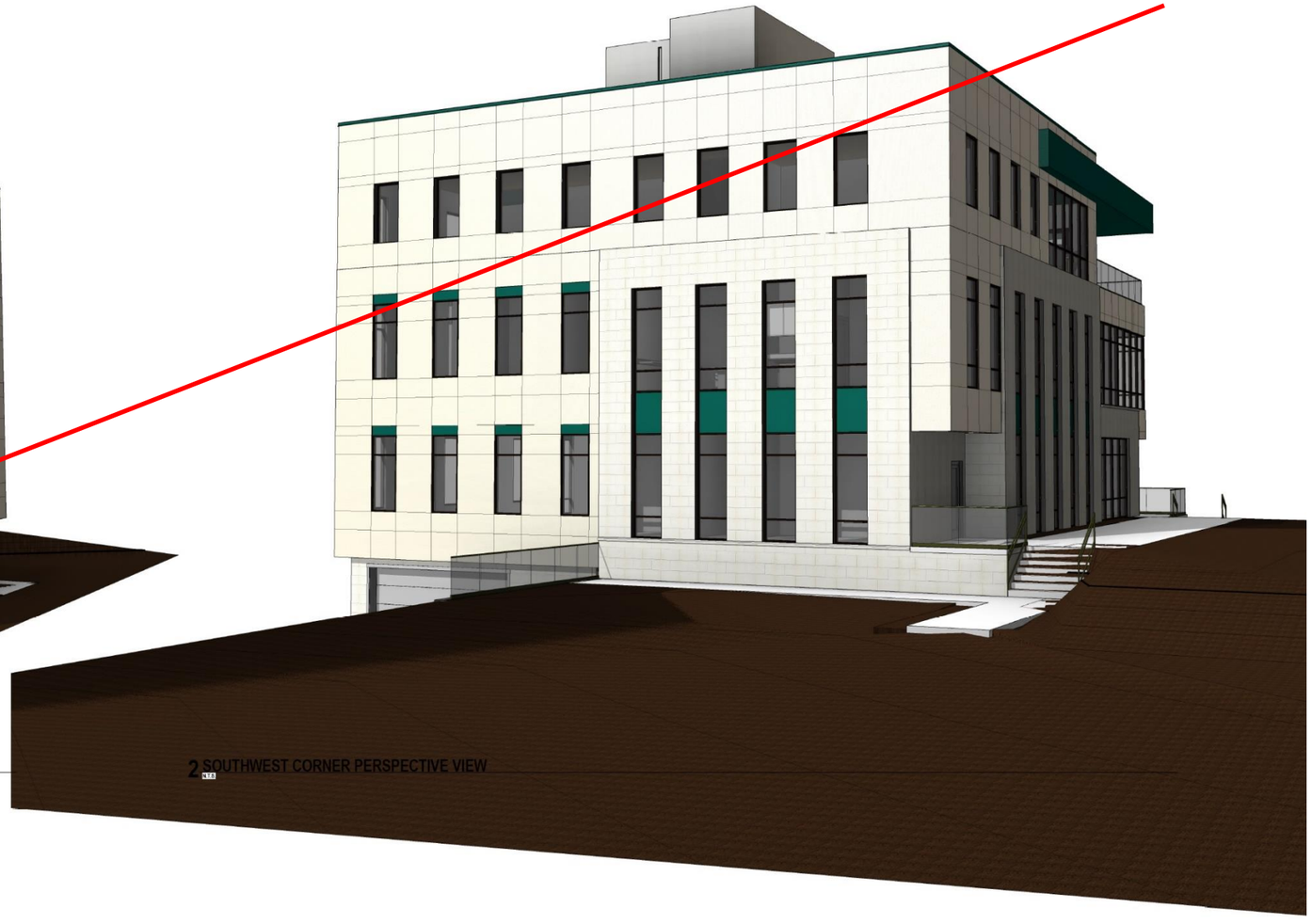

TREE TO BE REMOVED
EXISTING BUILDING
EXISTING BUILDING
NEW SIDEWALK TO NORTH PROPERTY LINE
LANDSCAPE AREA
SIDEWALK
157.50'
6.75'
7.46'
MECH
LANDSCAPE AREA
DEMOLISH EXISTING PRECISION MOTORS BUILDING
TREE TO BE REMOVED
GARAGE ENTRY
STRIPED FIRE LANE ACCESS
30'
ASSUMED R/O/W
12 PARKING SPACES
43'
ELEC
REMOVE EXISTING CURB CUT AND ASPHALT PAVING, REPLACE WITH SIDEWALK AND LANDSCAPE STRIP
LANDSCAPE AREA
98.82'
20'
40'
6.79'
7.51'
82'
70'
PROPOSED BUILDING
4 FLOORS
19,293 SF
BISHOP STREET 60' R/O/W
BIKE RACK
EXISTING RETAINING WALL AT PROPERTY LINE
REMOVE EXISTING RETAINING WALL
NEW 5 FT SIDEWALK
RETAINING WALLS AT BUILDING TO MATCH BUILDING MATER
LANDSCAPE AREA
7.83'
157.50'
PAVED PLAZA AREA
REMOVE EXISTING RETAINING WALL AT PROPERTY LINE
45'
6.79'
1706 W 3RD STREET
EXISTING BUILDING
(VACANT)
FUTURE OFFICE
RESERVED CARPOOL SPACE
LEASED LOT
24 PARKING SPACES
DUMPSTER ENCLOSURE
EXISTING EDGE OF PAVEMENT
LEASED LOT
19 PARKING SPACES
EXISTING EDGE OF PAVEMENT
REWORKED CURB CUT
27'
EXISTING CURB CUT
20' R
27'
20' R
6.65'
LANDSCAPE AREA
SIDEWALK CURB CUT RAMPS PER CITY OF LITTLE ROCK
W 3RD STREET
EXISTING CURB CUTS TO BE CLOSED

Renderings updated based on Design Review and Capitol Area Advisory Committee recommendations

See updated renderings on Pages 33-34



1 NORTHEAST CORNER PERSPECTIVE VIEW



2 SOUTHWEST CORNER PERSPECTIVE VIEW

WILLIAMS & DEAN
ARCHITECTURE | INTERIOR DESIGN

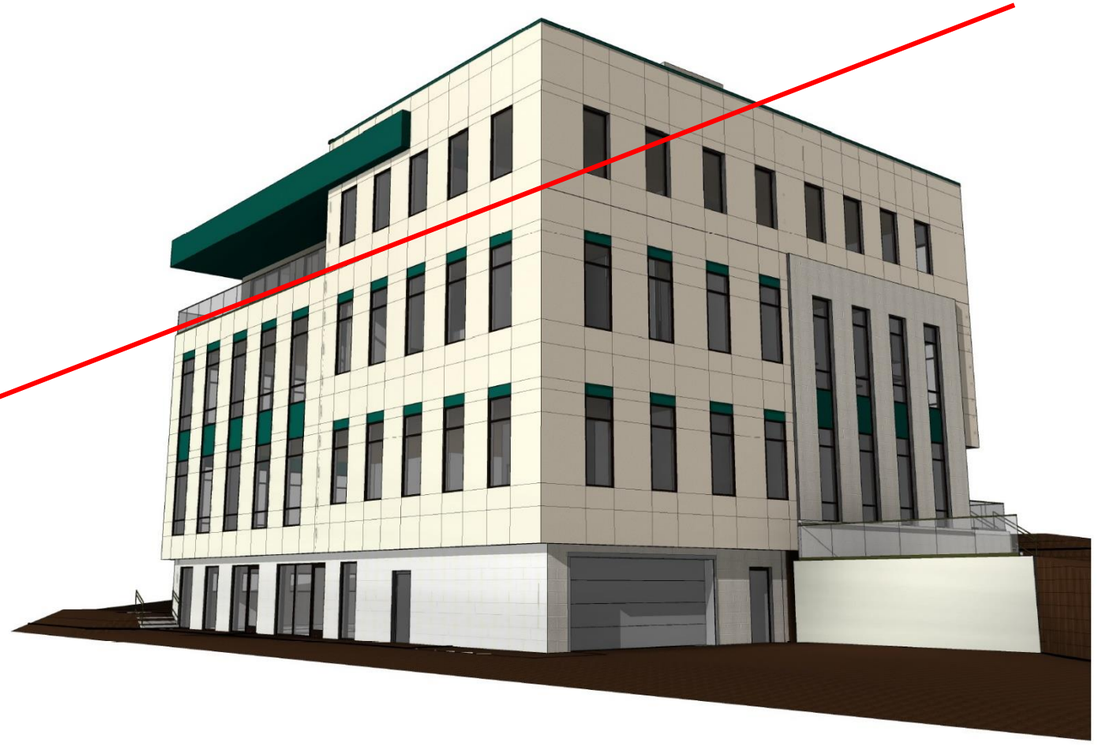
AN OFFICE BUILDING FOR
CAPITOL VIEW PROPERTIES LLC
RENDERED VIEWS

16 SEPT 9

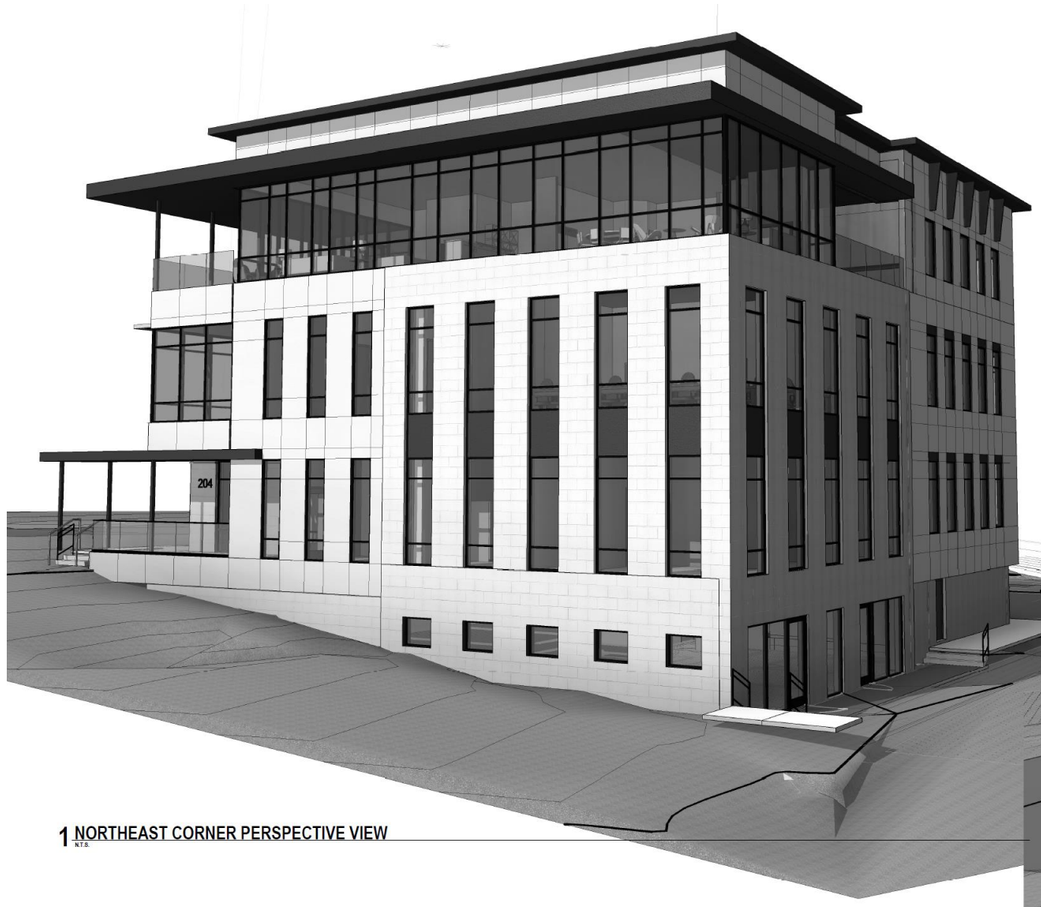
Renderings updated based on Design Review and Capitol Area Advisory Committee recommendations

See updated renderings on Pages 33-34

1 SOUTHEAST CORNER PERSPECTIVE VIEW

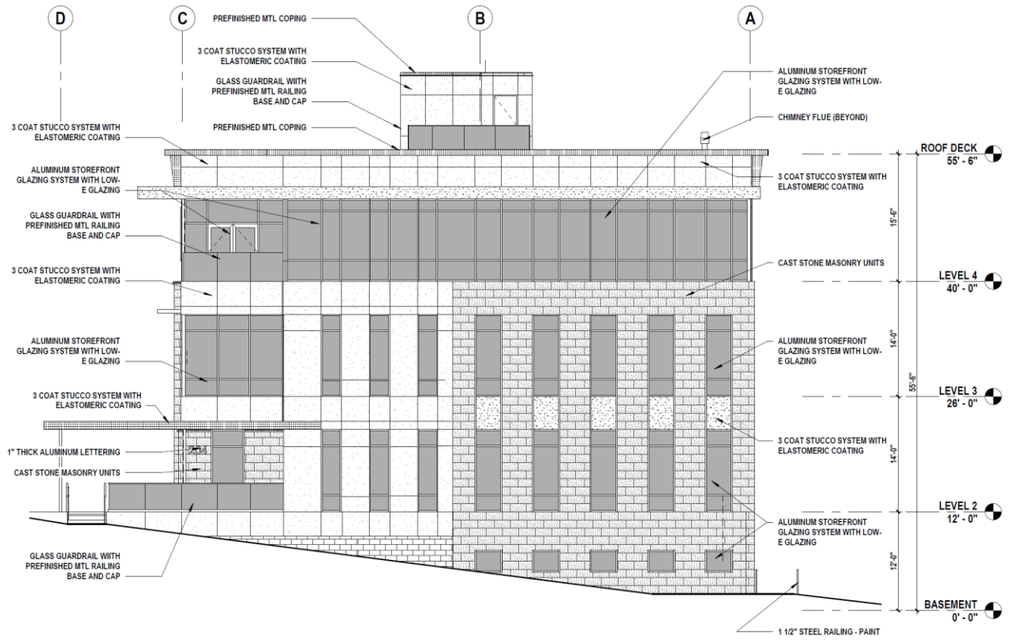


2 NORTHWEST CORNER PERSPECTIVE VIEW

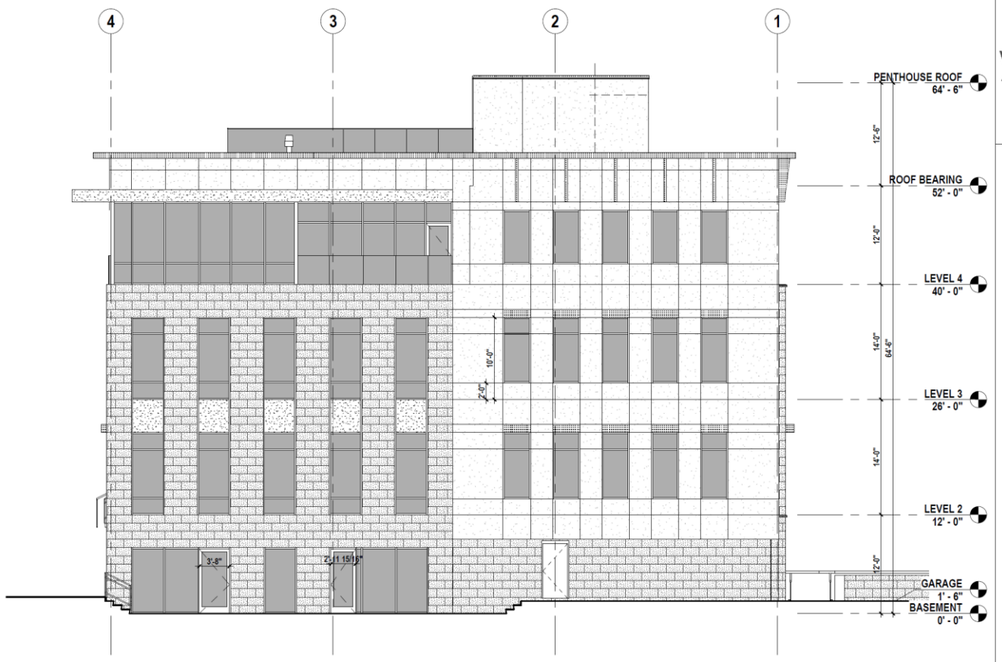


1 NORTHEAST CORNER PERSPECTIVE VIEW
N.T.S.

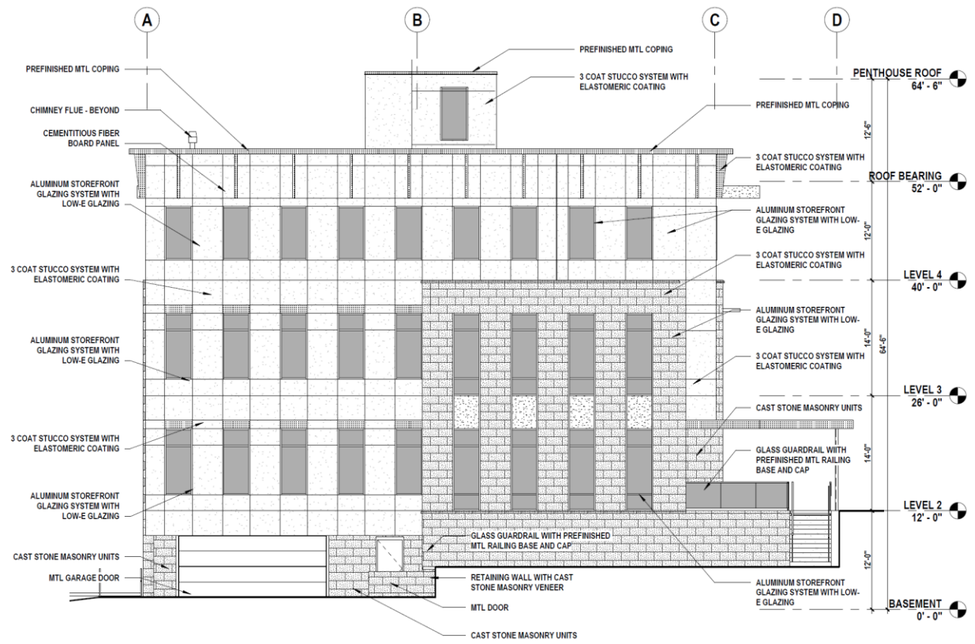
2 SOUTHWEST CORNER PERSPECTIVE VIEW
N.T.S.



4 EAST
1/8" = 1'-0"



3 NORTH
1/8" = 1'-0"



2 WEST
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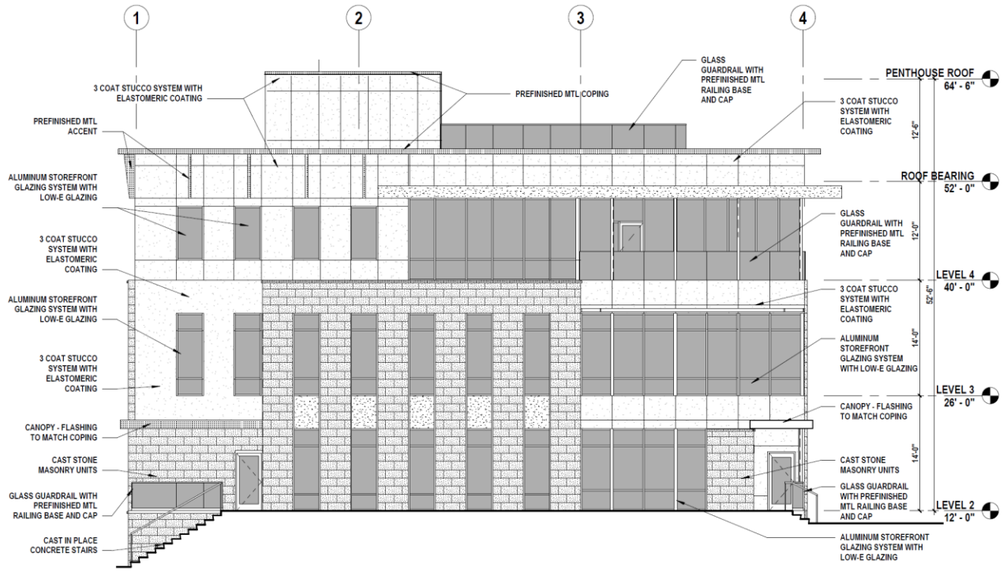

1 SOUTH
1/8" = 1'-0"

WILLIAMS & DEAN
ARCHITECTURE | INTERIOR DESIGN
18 CORPORATE HILL DRIVE, SUITE 210
LITTLE ROCK, AR 72205
P: 501.224.1900
WWW.WILLIAMSDEAN.COM

AN OFFICE BUILDING FOR

CAPITOL VIEW PROPERTIES LLC

204 BISHOP STREET
LITTLE ROCK, AR 72201

:STAMP

NOT FOR CONSTRUCTION

PRELIMINARY

:SHEET TITLE
EXTERIOR ELEVATIONS

:REVISIONS

NO.	DESCRIPTION	DATE

21 OCT 14 :ISSUE DATE

16-074 :PROJECT NUMBER

:SHEET NUMBER
A3.1