

NAME: Snell Northcut Electric – POD

LOCATION: 13401 Kanis Road

DEVELOPER:

Snell Family Living Trust (Owner)
13401 Kanis Road
Little Rock, AR 72211

OWNER/AUTHORIZED AGENT:

Joe White & Associates (Agent)
25 Rahling Circle, Suite A-2
Little Rock, AR 72223

SURVEYOR/ENGINEER:

Joe White & Associates (Agent)
25 Rahling Circle, Suite A-2
Little Rock, AR 72221

AREA: 1.5 acre

NUMBER OF LOTS: 4

FT. NEW STREET: 0 LF

CURRENT ZONING: POD/R-2

BACKGROUND:

On April 4, 1995, the Planning Commission approved the rezoning of subject property from R-2 to POD to utilize the existing 2-story building as an office for an electrical contracting business. On May 2, 1995, the application was approved by the Board of Directors (Ordinance No. 19,878).

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant proposes to rezone 1.2 acres from POD/R-2 to POD. The development will contain an office/warehouse building in the northern portion of the site and three (3) single-family residential lots located south of the office/warehouse. The office/warehouse will align with the existing development to the west. The residential lots will take frontage along White Road to the east.

B. EXISTING CONDITIONS:

Properties in the general area contain office and residential zoning and uses in all directions.

C. NEIGHBORHOOD NOTIFICATIONS:

All owners of property located within 300 feet of the site and all neighborhood associations registered with The City of Little Rock were notified of the public hearing.

D. ENGINEERING COMMENTS (PLANNING):

1. Any new development shall be permitted and receive all reviews to ensure all codes, specifications, and ordinances are met.
2. ADA Access shall be shown to the Right-of-Way.
3. Handicap Parking shall include one van stall 11ft wide with a 5ft minimum aisle.
4. Boundary street improvements are required per master street plan. Boundary street improvements shall include, but are not limited to, reconstruction of one-half section of the abutting street if the existing street is not up to city standards. Repair, replace, or extend existing damaged, missing, and noncompliant curb and gutter, sidewalk, access ramps or concrete driveway aprons within the public right-of-way adjacent to the site. Remove abandoned driveway cuts and replace with curb, gutter, and sidewalk. All work within the public right-of-way shall conform to City of Little Rock Public Works Standard Details and ADA guidelines.
5. Submit traffic impact study (TIA) showing the additional projected traffic expected to be generated by the proposed development. TIA should show the following:
 1. an evaluation of the existing traffic conditions in the vicinity of the proposed site
 2. an analysis of projected traffic volumes entering and exiting the proposed development at the nearby access drives and intersections used to serve the site
 3. Identify the effects of traffic operations for the existing traffic in combination with site-generated traffic associated with the proposed development
 4. evaluate traffic operations for the study intersections and access drives that will serve the site and make recommendations for mitigative improvements which may be necessary and appropriate for safe and acceptable traffic operations
 5. Assess the adequacy of the site to accommodate projected drive-thru traffic via queueing analysis.
6. Contact Planning and Development Dept., Engineering Division at 501-371-4817 or at 501-918-5348 for inspections of any work in the public right-of-way prior to placement of concrete or asphalt or for on-site clarification of requirements prior to commencing work. Failure to do so can result in removal of any improperly placed concrete or asphalt at the expense of the owner or

- contractor.
7. Hauling of cut and/or fill material on or off project sites over municipal streets require approval prior to a grading permit being issued. Contact Public Works Traffic Engineering at 621 S. Broadway 501-379-1800 with any questions or for more information.
 8. Damage to public and private property due to hauling operations or operations of construction related equipment from a construction site shall be repaired by the responsible party prior to the issuance of a certificate of occupancy.
 9. A drainage study showing all hydrologic calculations for the site and all hydraulic calculations for the proposed storm sewer pipe system, swales and ditches, culverts, detention ponds, outlet structures, and inlets is required per City's stormwater management and drainage manual. 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.
 10. 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.
 11. Provide ADA accessible route from the public right of way to the proposed development in accordance with 36 CFR Part 1191 Section F206.2.1, "... at least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones, **public streets and sidewalks**, and public transportation stops to the accessible building or facility entrance they serve."
 12. 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.
 13. Any work involving one (1) or more acres of disturbed area require 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.

ENGINEERING COMMENTS (PUBLIC WORKS):

1. Kanis Rd is classified on the Master Street Plan as a minor arterial street. A dedication of right-of-way 45 feet from centerline will be required.
2. Due to the proposed use of the property, the Master Street Plan specifies that White Rd for the frontage of this property shall meet commercial street standards adjacent to the office use and residential street standards adjacent to the residential use. Dedicate right-of-way to 30 feet and 25 ft from centerline, respectively.
3. A 20 feet radial dedication of right-of-way is required at the intersection of Kanis Rd and White Rd.
4. With site development, provide design of Kanis Road conforming to the Master Street Plan. Construct one-half street improvement to Kanis Road including 5-foot sidewalks with planned development to a width of 29.5 ft from centerline. A public street project will occur in the future to widen Kanis Rd. at this location. Per Sec. 30-283(e), a payment in-lieu of construction for the cost of boundary street improvements to Kanis Road should be provided prior to approval of the final plat or issuance of the certificate of occupancy.
5. With site development, provide design of White Road conforming to the Master Street Plan. Construct one-half street improvements to White Road including 5-foot sidewalk with planned development to a width of 15.5 ft adjacent to the office use and 13 ft adjacent to the residential use from centerline.
6. Driveway locations and widths do not meet the traffic access and circulation requirements of Sections 30-43 and 31-210 for minor commercial streets. Driveway spacing on a minor commercial street is 200 ft from intersections and other driveways and 100 ft from side property lines. The width of driveway must not exceed 26 feet. A lot is required 500 ft of frontage for two (2) driveways, if the lot is adjacent to an intersecting collector street or street of higher classification (Kanis Rd).
7. Show the proposed location of the stormwater detention pond. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer and/or local property owners' association and detailed in the bill of assurance.
8. 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/FIRE DEPARTMENT/PARKS/COUNTY PLANNING:

Little Rock Water Reclamation Authority: No comments received.

Entergy: No comments received.

Summit Utilities: No comments.

AT & T: No comments received.

Central Arkansas Water:

1. 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.
2. 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
3. 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.
4. Due to the nature of this facility, installation of an approved reduced pressure zone backflow preventer assembly (RPZ) is required on the domestic water service. This assembly must be installed prior to the first point of use. Central Arkansas Water (CAW) 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 CAW. The test results must be sent to CAW's Cross Connection Section within ten days of installation and annually thereafter. Contact the Cross Connection Section at 377-1226 if you would like to discuss backflow prevention requirements for this project.
5. Fire sprinkler systems which do not contain additives such as antifreeze shall be isolated with a double detector check valve assembly. If additives are used, a reduced pressure zone backflow preventer shall be required.

Fire Department:

All projects submitted for zoning approval must comply with the Arkansas Fire Prevention Code, 2021 Edition, including any comments or requirements provided by the Little Rock Fire Marshal's Office, prior to acceptance.

Maintain Access:

Fire Hydrants.

Maintain fire apparatus access roads at fire hydrant locations as per Appendix D of the 2021 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 2021 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 2021 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 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 2021 Arkansas Fire Prevention Code Vol. 1

Section D104.1 Buildings exceeding three stories or 30 feet in height. Buildings 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 provided 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 buildings 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 2021 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 exceeds 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 2021 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 2021 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 replace 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.

Parks and Recreation: 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. Site development plans, with landscape and screening, must be submitted for review, and approval, prior to site clearing and tree removal.

G. TRANSPORTATION/PLANNING:

Rock Region Metro: No comments received.

Planning Division:

The request is in District 18, the Ellis Mountain Planning District. The development principles of the district include balancing market pressures for density and protecting the natural areas. The Land Use Plan shows Suburban Office (SO) use and Residential Low (RL) for the application area. The Suburban Office (SO) category provides for low intensity development of office or office parks in close proximity to lower density residential areas. To ensure compatibility, a Planned Zoning District is required. The application is for a POD for an Office/Warehouse. The Residential Low Density (RL) category provides for single-family homes at densities not to exceed 6 dwelling units per acre. Such residential development is typically characterized by conventional single-family homes but may also include patio or garden homes and cluster homes, provided that the density remains less than 6 units per acre.

To the west of the application area is area designated for Suburban Office (SO) use and is characterized by an office warehouse, an office, and three single-family homes. South of the application area is area designated as Residential Low Density (RL) use and is characterized by single-family homes, twenty multi-unit townhomes, and several single-family homes on large lots. To the east and northeast of the application area is area designated for Residential Medium Density (RM) use and is characterized by a few single-family homes, office spaces, and vacant lots.

This site is not located in an Overlay District.

Master Street Plan:

Kanis Rd. is a minor arterial on the Master Street Plan. Minor Arterials are high volume roads designed to provide connections to and through an urban area. Curb

cuts should be minimized to allow for continuous traffic flow while still allowing some access to adjoining property. Deceleration Lanes are required. Standard Right-of-way (ROW) is 90 feet. Sidewalks are required on both sides. White Rd. is a Commercial Street. Commercial Streets are a Local public street that is abutted by non-residential or residential use which is more intense than duplex or two-unit residential. These streets have the same design standard as a Collector. The standard Right-of-way is 60 feet. These streets may require dedication of right-of-way and may require street improvements.

Bicycle Plan:

Kanis Rd. is not shown on the Master Bike Plan with existing or proposed facilities in this area. White Rd. is not shown on the Master Bike Plan with existing or proposed facilities in this area.

Historic Preservation Plan:

The application, as shown, should have no effect on identified historic resources.

H. ANALYSIS:

The applicant proposes to rezone 1.2 acres from POD/R-2 to POD. The development will contain an office/warehouse building in the northern portion of the site and three (3) single-family residential lots located south of the office/warehouse. The office/warehouse will align with the existing development to the west. The residential lots will take frontage along White Road to the east.

Properties in the general area contain office and residential zoning and uses in all directions.

The developer will construct a new 8,000 square foot, one-story, steel frame building in the north portion of the site, on Lot 1-R. The metal building will contain a brick wainscot and a sixteen (16) foot eave height with a twenty-four (24) foot ridge height. The applicant notes that the building materials and elevation will match the existing building to the west. The proposed building will contain five hundred (500) square feet of office space and 7,500 square feet of warehouse space.

The site plan shows a building setback over twenty-five (25) feet from the front property line, over thirty (30) feet from the side property lines and ten (10) feet from the rear property line.

Access to the office/warehouse will be from a paved driveway extending from White Drive, near the southeast corner of the proposed building. The

office/warehouse will contain shared access with the office/warehouse development to the west.

The site plan shows a total of thirty-one (31) parking spaces. Eleven (11) parking spaces are located on the north side of the building, along Kanis Road. The remaining twenty (20) parking spaces are located on the south side of the building, near the entrance along White Drive. Staff feels the parking is sufficient to serve the proposed use.

The developer is also proposing three (3) single-family residential lots as part of the overall development. Lots 2R-A through 3R-C are shown to be located south of the proposed office/warehouse. All of the residential lots will front White Drive. Lots 2R-A and 2R-B are shown to be 8,400 square feet in area. Lot 3R-C is shown to be 8,680 square feet in area. Lots 2R-A through 3R-C will be developed as per R-2 standards.

Staff is supportive of the POD rezoning. To staff's knowledge there are no outstanding issues associated with this application. The proposed development will match the POD use to the west. Staff feels the development will be similar to the intensity with the existing office and residential zoning and uses in the general area. Although there will be a minor increase in traffic staff feels the proposed development will have no adverse impact on the surrounding properties.

I. STAFF RECOMMENDATION:

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

PLANNING COMMISSION ACTION: (DECEMBER 11, 2025)

The applicant was present. There were (8) persons registered in opposition. The item was taken off the Consent Agenda and opened for discussion. The applicant asked to defer their item until the January 12, 2026 agenda. There was a motion to approve the request. There was a second. The vote was (9) ayes, (0) noes and (2) open positions. The motion passed. The application was deferred until the January 12, 2026 Planning Commission agenda.

PLANNING COMMISSION ACTION: (JANUARY 08, 2026)

The applicant was present. There were five (5) persons registered in opposition and one (1) person registered in support. Staff presented the item, and the item was taken off the Consent Agenda and opened for discussion. Steve Northcutt,

registered in support, voiced concerns that the 3 new residential lots being proposed would completely change the characteristics of the 1-acre lots the neighborhood has and that a clear cutting of all the trees was not wanted. Herr Northcutt, Margie Northcutt, Kathryn Roset, and Helen Lang, all registered in opposition, deferred their time to Peter Tucker to speak on the issue. Peter voiced concerns that White Road is smaller than a regular road width wise and that developing 3 new residential lots would not be compatible with the characteristics with the existing neighborhood and asked that the development be altered to fit with the context of the neighborhood. He also expressed concerns that he hoped no further damage to the lake would be incurred. There was a motion to approve the application. There was a second. The vote was ten (10) ayes, zero (0) noes and one (1) open position. The motion passed. The application was approved.