



***City of Jonesboro Metropolitan Area Planning Commission
Staff Report – RZ 19-17: 2401 Race Street
Municipal Center - 300 S. Church St.
For Consideration by the Commission on November 12, 2019***

REQUEST: To consider a rezoning of one tract of land containing 12.32 acres +/- more or less.

PURPOSE: A request to consider recommendation to Council by the MAPC a rezoning of 12.32 +/- Acres of land located at 2401 Race Street from C-2 Downtown Fringe Commercial District to C-3 General Commercial District.

APPLICANTS/

OWNER: Fair Park Crossing, 2110 Fair Park Blvd, Suite E, Jonesboro, AR 72401

LOCATION: 2401 Race Street

SITE

DESCRIPTION: **Tract Size:** Approx. 12.32 +/- Acres

STREET FRONTAGE: **Street Frontage:** 59.94 Ft on Caraway Road

658.16 Ft. on Race Street

409.96 Ft. on Fair Park Boulevard

Topography: Flat

Existing Development: Vacant

SURROUNDING CONDITIONS:

ZONE	LAND USE
North	C-3 General Commercial – Businesses
South	C-3 General Commercial – Businesses
East	C-3 General Commercial – Businesses
West	C-2 Downtown Fringe Commercial District

HISTORY: Undeveloped

ZONING ANALYSIS

City Planning Staff has reviewed the proposed Zone Change and offers the following findings:

COMPREHENSIVE PLAN LAND USE MAP

The Current/Future Land Use Map recommends this location as High Intensity Growth Sector. A wider mix of land uses is appropriate in the **High Intensity Sector zone**, from multi-family to fast food to Class A office space to outdoor display/highway oriented businesses like automotive dealerships, because they will be located in area where sewer service is readily available and transportation facilities are equipped to handle the traffic. The Land Use Plan recommends no more than 14 dwelling units per acre for high intensity growth sectors.

Typical Land Uses:

- Regional shopping centers
- Automotive dealerships
- Outdoor display retail
- Fast food restaurants
- Multi-family
- Service stations
- Commercial and office
- Call centers
- Research and development
- Medical
- Banks
- Big box commercial
- Hotel



Fig. 17: Example High Intense Type- Retail Service



Fig. 18: Example High Intense Type- Retail Service



Fig. 19: Example High Intense Type- Small Lot Res.

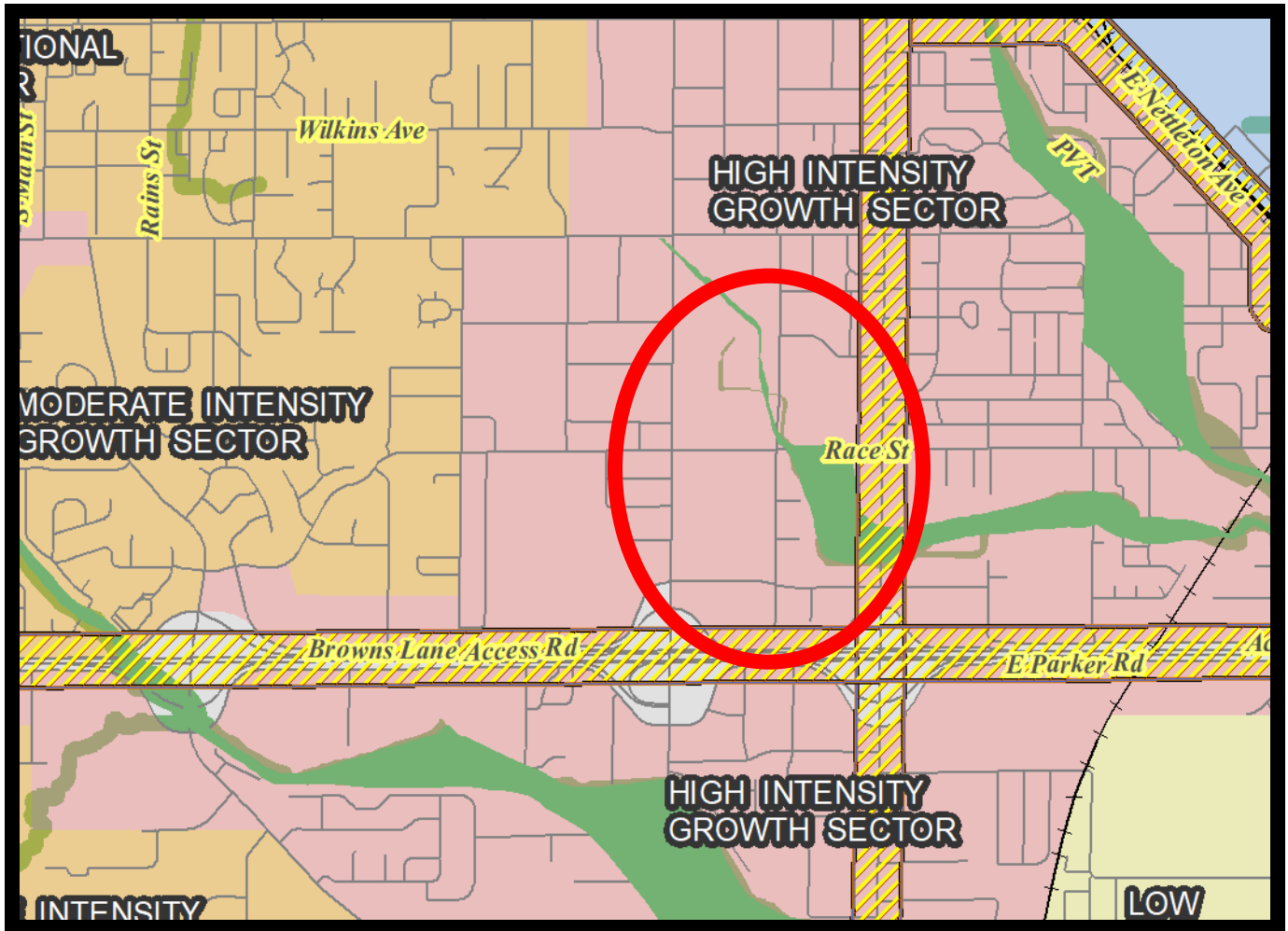


Fig. 20: Example High Intense Type- Retail Service



Fig. 21: Moderate High Type- Retail/Office

LAND USE PLAN



Adopted Land Use Plan

MASTER STREET PLAN/TRANSPORTATION



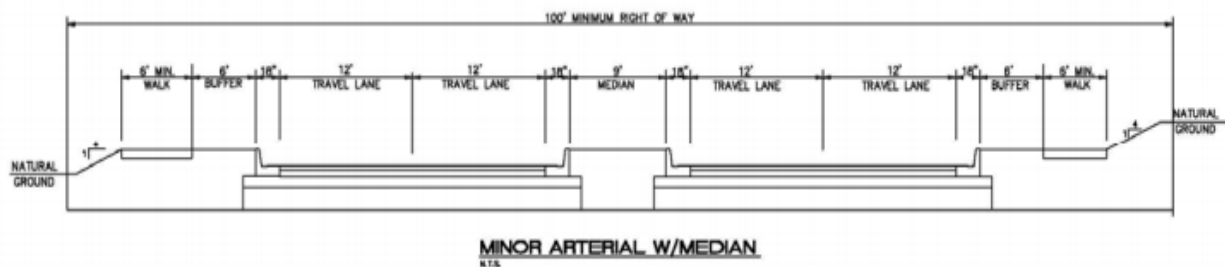
Adopted Master Street Plan

Race Street is considered a Minor Arterial and Fair Park Blvd is a Collector Street.

MINOR ARTERIAL

FUNCTION: Minor Arterials provide the connections to and through an urban area. Their primary function is to provide short distance travel within the urbanized area. Since a Minor Arterial is a high volume road, a minimum of 4 travel lanes is required. At intersections with Collector Streets or other Arterials (principal or minor), additional right-of-way may be required if the anticipated turning movements warrant extra lanes.

DESIGN: The standard Minor Arterial is to be used in all cases except where City Staff and the MAPC find that an unusual condition occurs. In such cases, the Other Minor Arterial



Design Option provided in this section may be used.

DESIGN STANDARDS:

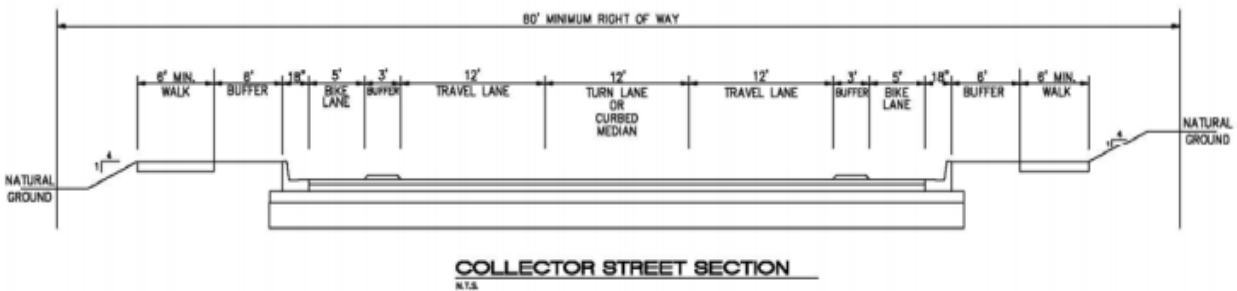
Design Speed	40 mph
¹ Lane Widths	10 - 12 Feet
Maximum Centerline Grade	8%
Minimum Stopping Sight Distance	325' or latest AASHTO Policy on
Geometric	Design Manual
Min. Horizontal Radius at Centerline	700' (normal crown)
Min. Horizontal Radius at Centerline	575' (super-elevated)
Min. Horizontal Tangent Distance between	300'
Reverse Curves	
¹ Service Volumes	3,000 - 14,000 AADT
Standard Right of Way	100'
Intersection Curb Radius	30'
Sidewalks Required	Both Sides
Driveways	Deceleration Lane required

COLLECTOR

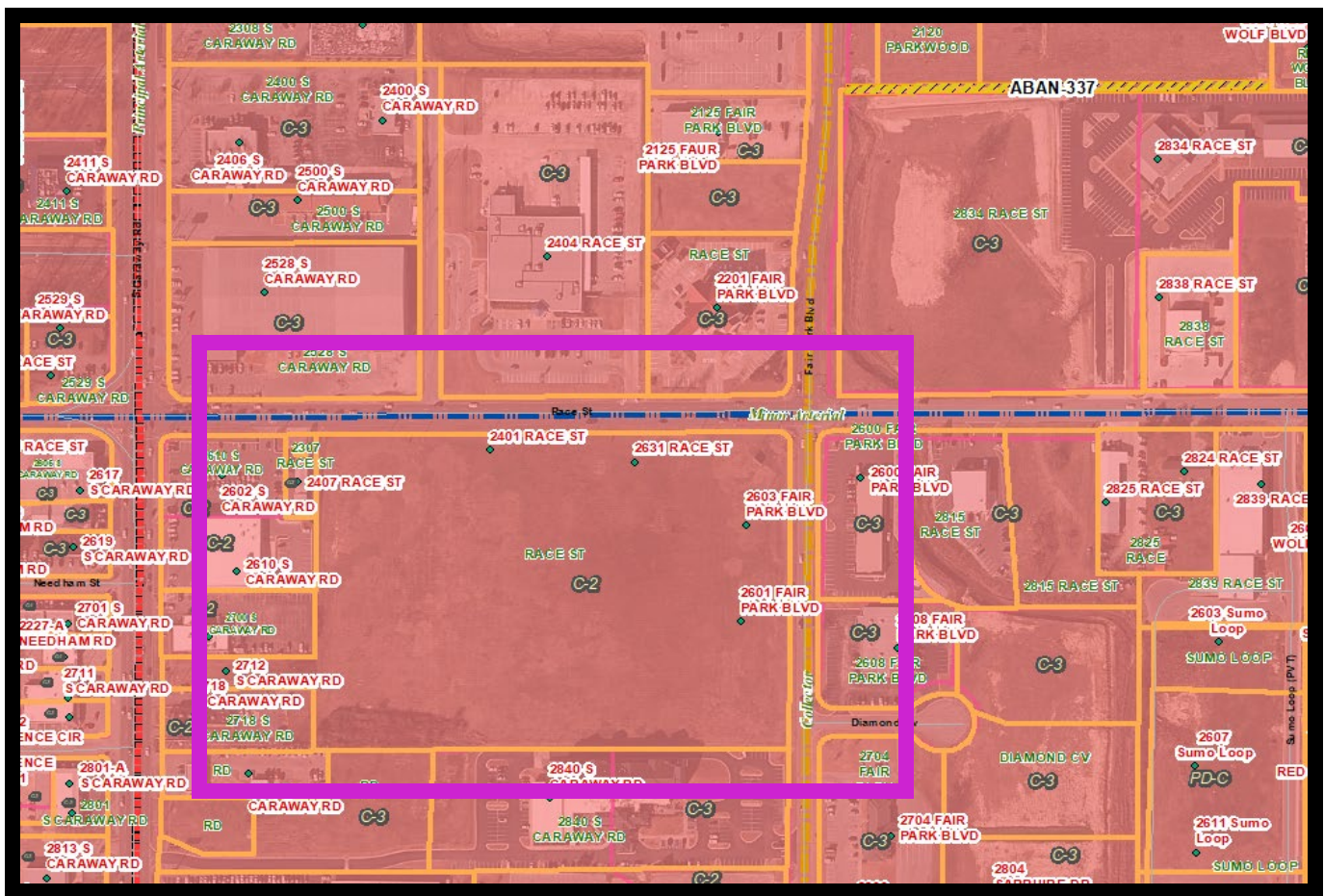
FUNCTION: A Collector Street is the traffic connection from Local Streets to Arterials, with the secondary function of providing access to adjoining property. The Collector system should not be continuous but should direct traffic to Arterials. This class of road is generally at a spacing of a quarter mile. At the time of the subdivision, the exact location and additional need for Collectors will be determined by the MAPC upon advice of the City Staff.

DESIGN: The standard Collector is to be used in all cases except where City Staff and the MAPC find that an unusual condition occurs. In such cases, one of the Other Collector Design Options provided in this section may be used at the discretion of the MAPC upon advice of the City Staff.

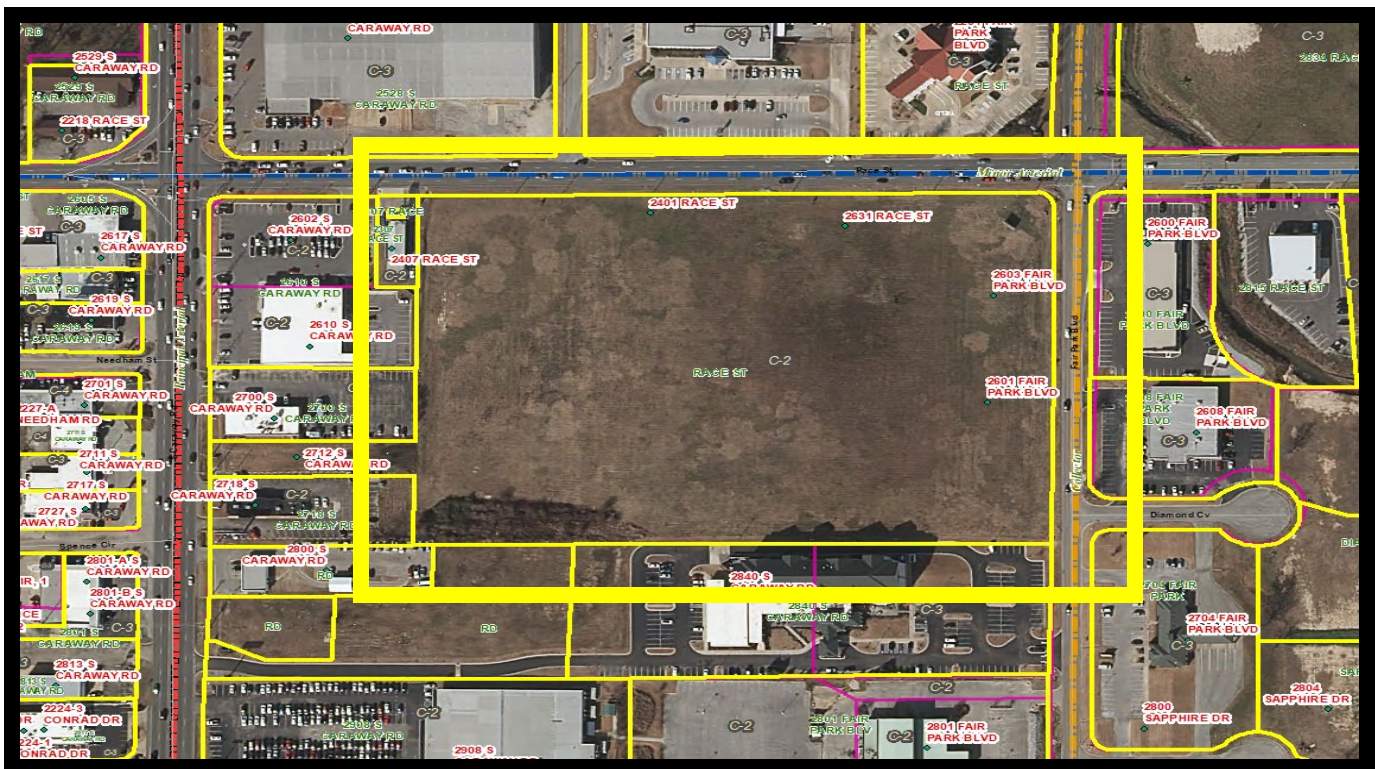
DESIGN STANDARDS:



Design Speed	35 mph
¹ Lane Width	11-12 Feet
Maximum Centerline Grade	10%
Minimum Stopping Sight Distance	250' or latest AASHTO Policy on
Geometric	Design Manual
Min. Horizontal Radius at Centerline	500' (normal crown)
Min. Horizontal Radius at Centerline	320' (super-elevated)
Min. Horizontal Tangent Distance between	200'
Reverse Curves	
¹ Service Volumes	1,100 - 6,300 AADT
Standard Right of Way	80'
Intersection Curb Radius	30'
Sidewalks Required	Both sides



Aerial/Land Use



Aerial View

APPROVAL CRITERIA- CHAPTER 117 – AMENDMENTS

The criteria for approval of a rezoning are set out below. Not all of the criteria must be given equal consideration by the MAPC or City Council in reaching a decision. The criteria to be considered shall include, but not be limited to the following:

Criteria	Explanations and Findings	Comply Y/N
(a) Consistency of the proposal with the Comprehensive Plan/Land Use Map.	This area is classified as High Intensity Growth Sector	
(b) Consistency of the proposal with the purpose of Chapter 117-Zoning.	The proposal will achieve consistency with the purpose of Chapter 117.	
(c) Compatibility of the proposal with the zoning, uses and character of the surrounding area.	The area surrounding already has commercial development. The owner wants a more variety of uses for this property.	
(d) Suitability of the subject property for the uses to which it has been restricted without the proposed zoning map amendment.	The Owner could have developed anything on the site in accordance with the Standards and Specifications of C-2 Zoning Classification and the standards and specifications of the City of Jonesboro.	
(e) Extent to which approval of the proposed rezoning will detrimentally affect nearby property including, but not limited to, any impact on property value, traffic, drainage, visual, odor, noise, light, vibration, hours of use/operation and any restriction to the normal and customary use of the affected property.	Minimal impact if rezoned.	
(f) Impact of the proposed development on community facilities and services, including those related to utilities, streets, drainage, parks, open space, fire, police, and emergency medical services.	Minimal impact if rezoned.	

STAFF FINDINGS

APPLICANT'S PURPOSE

The applicant would like to rezone this property so they can enlarge the list of permitted uses.

Chapter 117 of the City Code of Ordinances/Zoning defines C-3 General Commercial District:

C-3 General Commercial District: The purpose of this district is to provide appropriate locations for Commercial and Retail uses, which are convenient and serve the needs of the traveling public. The district also provides locations for limited amounts of merchandise, equipment and material being offered for retail sale that are more suitable for storage and display outside the confines of an enclosed structure. Appropriate locations for this district are along heavily traveled Arterial Street. Development of groupings of facilities shall be encouraged as opposed to less desirable strip commercial.

DEPARTMENTAL/AGENCY REVIEWS

The following departments and agencies were contacted for review and comments. Note that this table will be updated at the hearing due to reporting information that will be updated in the coming days:

Department/Agency	Reports/ Comments	Status
Engineering	No objections to this rezoning to date.	
Streets/Sanitation	No objections to this rezoning to date.	
Police	No objections to this rezoning to date.	
Fire Department	No objections to this rezoning to date.	
MPO	No objections to this rezoning to date.	
Jets	No objections to this rezoning to date.	
Utility Companies	No objections to this rezoning to date.	

CONCLUSION

The Planning Department Staff finds that the requested Zoning Change submitted for subject parcel, should the MAPC decide to approve based on the above observations and criteria of Case RZ 19-17, a request to rezone property from C-2 Downtown Fringe Commercial District to C-3 General Commercial District, subject to final site plan approval by the MAPC and the following conditions:

1. That the proposed site shall satisfy all requirements of the City Engineer, all requirements of the current Stormwater Drainage Design Manual and Flood Plain Regulations regarding any new construction.
2. Any change of use shall be subject to Planning Commission approval in the future.
3. A final site plan illustrating compliance with site requirements that is required by ordinance for parking, signage, landscaping, fencing, sidewalks, buffering etc. shall be submitted to the Planning Department prior to any redevelopment.

Respectfully Submitted for Planning Commission Consideration,
The Planning Department

Sample Motion

I move that we place Case: RZ 19-17 on the floor for consideration of recommendation by MAPC to the City Council with the noted conditions, and we, the MAPC find that changing the zoning of this property from C-2 Downtown Fringe Commercial District to C-3 General Commercial District, will be compatible and suitable with the zoning, uses, and character of the surrounding area, subject to the Final Site Plan review and approval by the Planning Department in the future.

