



*City of Jonesboro Metropolitan Area Planning Commission*  
**Staff Report – RZ 20-07 South of West Matthews Trail**  
**Municipal Center - 300 S. Church St.**  
*For Consideration by the Commission on July 14, 2020*

**REQUEST:** To consider a rezoning of one tract of land containing 21.48 acre more or less.

**PURPOSE:** A request to consider recommendation to Council for a rezoning from “R-1” Single-Family Residential District to a “C-3” General Commercial District.

**APPLICANTS/OWNER:** **John Easley, Associated Engineering, 103 S Church, Jonesboro, AR 72401**  
**Bobby W. Riley, 4115 Renee Drive, Jonesboro, AR 72404**

**LOCATION:** South side of West Matthews Trail on the East side of I-555 Washington St Exit

**SITE DESCRIPTION:** **Tract Size:** Approx. 21.48 Acre  
**Street Frontage:** **239.81 along W Matthews Trail** / 1518 feet along I-555  
**Topography:** Hill and flat in back  
**Existing Development:** Empty Lot

**SURROUNDING CONDITIONS:**

ZONE	LAND USE
North	R-1 Single Family Residential District
South	R-1 Single Family Residential District
East	R-1 Single Family Residential District
West	R-1 Single Family Residential District

**HISTORY:** Lot is Empty.

**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 Moderate Intensity Growth Sector, which includes the overlay district since this is coming in off I-555 and hitting W. Washington and W Matthews extended into the Downtown of Jonesboro. If a portion of the property falls within the boundary of the overlay area, the whole property will be held to the requirements of the overlay area. A wider mix of land uses is appropriate in the Moderate **Intensity Growth Sector and Overlay Area**. Good Building Design, use of quality construction materials, and more abundant landscaping are important considerations in what is approved, more so than the particular use. Limits on hours of

operation, lighting standards, screening from residential uses, etc., may be appropriate. The proposed rezoning is consistent with the adopted Land Use Plan for the proposed zoning.

**MODERATE INTENSITY GROWTH SECTORS - RECOMMENDED USE TYPES INCLUDE:**

- Mix of Single Family, Duplexes, Triplexes and Fourplexes
- Neighborhood Retail and Service
- Office Parks
- Smaller Medical Offices
- Libraries, schools, other public facilities
- Senior Living Centers / Nursing Homes
- Community-Serving Retail
- Small Supermarket
- Convenience Store
- Bank
- Barber/Beauty Shop
- Farmers Market
- Pocket Park

**DENSITY:**     *1/5 TO 1/3 Acre Lots for Single Family*

*No More than six dwelling units per acre for Multi-Family. Multi-Family should only be allowed on collector and above streets that have been improved or scheduled to be improved in the next construction cycle of city projects unless the developer is willing to build the roads to Master Street Plan standards that serve the development.*

**HEIGHT:**     *4 Stories*

**TRAFFIC:**     *Approximately 300 peak hour trips (Commercial Only)*

**EXAMPLES:**



The **Overlay Corridors** are the main entryways into the City of Jonesboro. These access points define how people perceive the City of Jonesboro when coming into the City. The Purpose of the Overlay District is to protect and enhance the scenic quality of the City’s highways and primary corridors designated below, create design stands for developments, and provide effective land use planning and facilitate traffic flow.

In the **Overlay Areas**, these overlay areas will run along the listed streets and shall be adjacent to the streets for a distance of 300 feet from the street right-of-way. In addition to the requirements, the property inside the overlay, corridors will be required to add additional landscape. All area will be required to have front, rear, and side buffer yards. Front shall be 25” grass vegetative buffer. Side yards shall be 10’ grass vegetative buffer. Rear yards shall be 10’ grass vegetative buffer, and exterior side yards shall be 15” of vegetative buffer. In addition to the buffer areas, the front and exterior side yards shall have trees planted on 25-foot centers. Tree species to be planted with thin there corridors should be consist of plants that are native to the area. The Landscape Ordinance describes these.

If Signage is required, monument signs shall be the only type of signage allowed off the buildings in the Overlay District. Please refer to the Land Use Plan for regulations on all Sign Requirements.

The Design Requirements within the Overlay District with all new buildings shall be required to have exterior features of at least 80% brick, wood or stone. Please refer to the Land Use Plan for regulations on the Design Requirements.



Fig. 10: Example Moderate Intense Type-Nursing Home

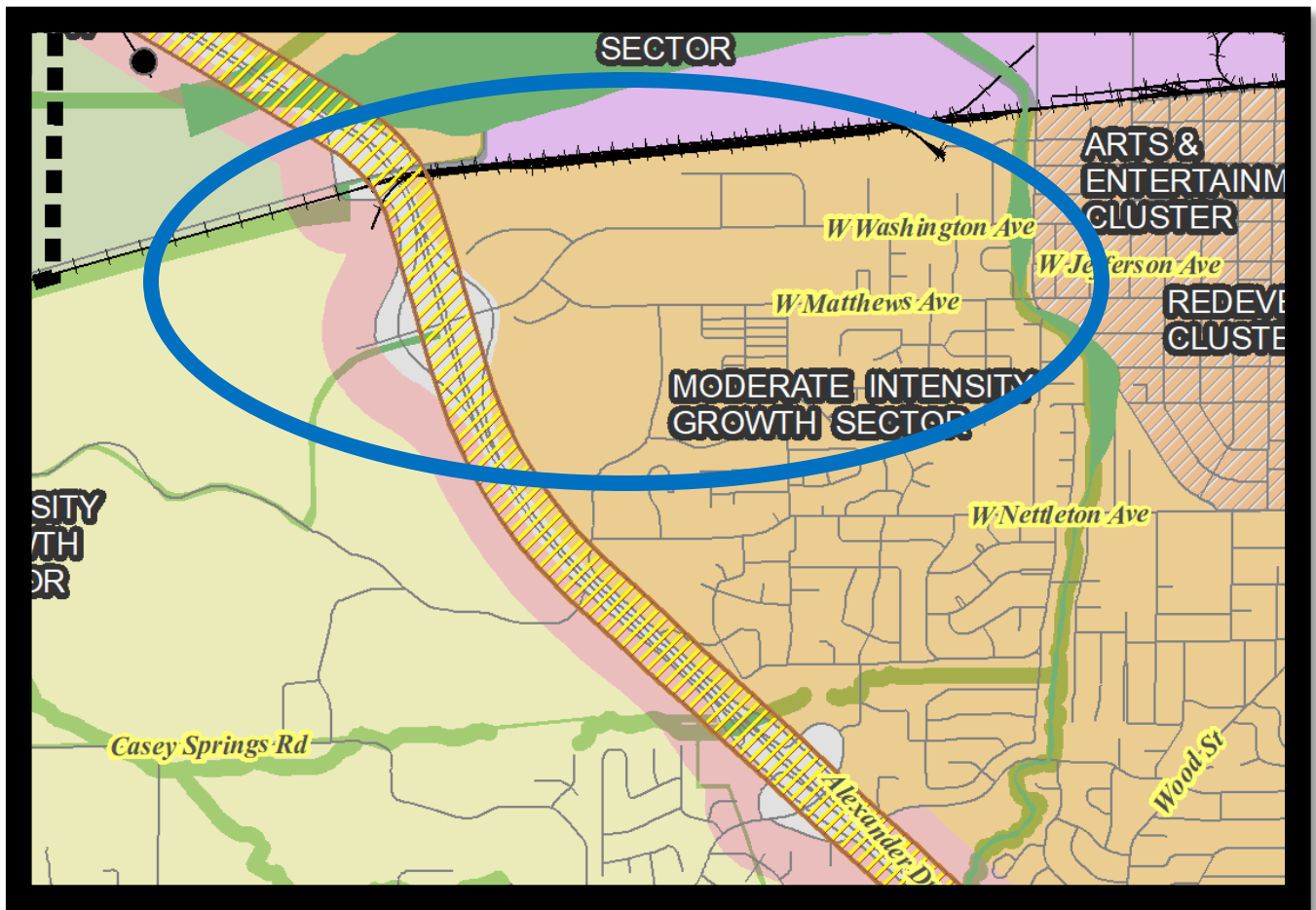


Fig. 11: Example Moderate Intense Type- Retail Service



Fig. 12: Moderate Intense Type- Retail/Office

## **MASTER STREET PLAN/TRANSPORTATION**



*Land Use Map*

### **Master Street Plan/Transportation**

The subject property is served by the off ramp for I-555, which is a Freeway and W. Matthews Trail on the Master Street Plan is classified a Local Street.

Freeways and Expressways provide high-speed travel through the urban area. Freeways maintain this high level of service by limiting access to adjacent land. Access is provided by freeway interchange ramps that provide a transition for movements between the two roadways. Access on expressways is partially controlled and may include signalized intersections and turn-around median breaks.

## **FREEWAY**

FUNCTION: Freeways are generally part of the Interstate Freeway Network, and their design standards are established by the federal government. Because Freeways are intended to serve through long distance trips, they are always designed as full access control roads (no direct access). The spacing of Freeways is variable since they relate to regional transportation needs.

DESIGN: Design considerations for this road class are not included as these are determined by the Federal Highway Administration and the Arkansas Department of Transportation (ARDOT).

## **EXPRESSWAY**

FUNCTION: Expressways are devoted to movement of traffic with little or no access function. This road class is intended to provide a high level of service to through long distance trips within and around the urban areas. Partial access control is used with wide medians and a right of way of 200 feet or more. Future widening to six lanes plus left and right turn lanes are included in the design. Right of way may vary due to topography and connections with other roads. The spacing of Expressways is variable since they relate to regional needs.

Direct access to abutting property is discouraged except for major commercial centers and breaks in the median are allowed only at intersections with collector or higher classification roads. Special engineering studies have or will be performed for these facilities in order to ensure that specific alignments and rights of way are established prior to development.

DESIGN: Expressways should be designed as designated by Federal Highway Administration and ARDOT.

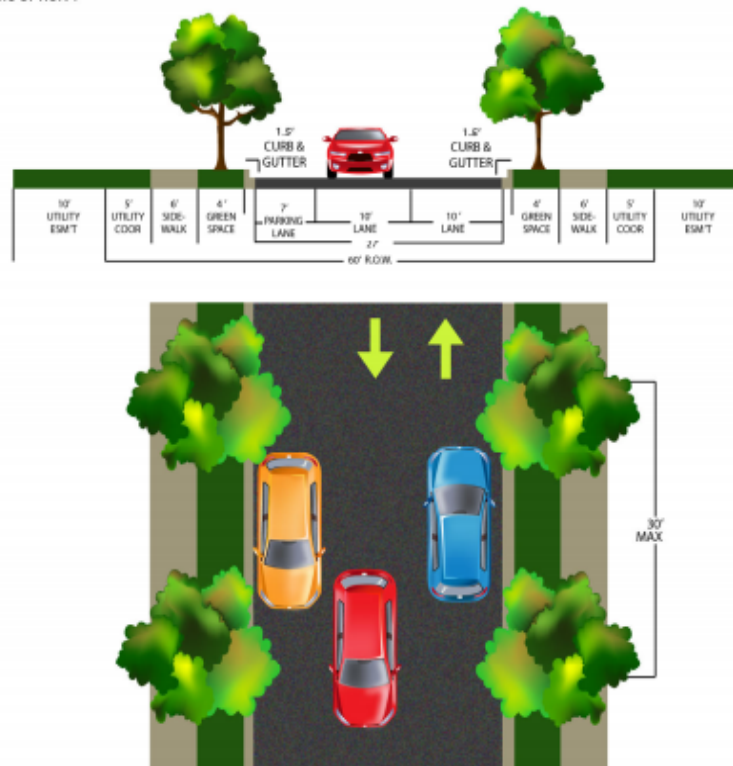


Local Streets serve the lowest traffic volumes. Low traffic volumes combined with slow travel speeds help to create a good residential setting. New developments should be reviewed to avoid creating cut-through streets that become commuter routes that generally lower quality of life for residents.

## LOCAL STREET

**FUNCTION:** The Local Street function is to provide access to adjacent property. The movement of traffic is a secondary purpose. The use of a Local Street in a residential area by heavy trucks and buses should be minimized.

LOCAL STREETS OPTION 1  
VPD < 3,000

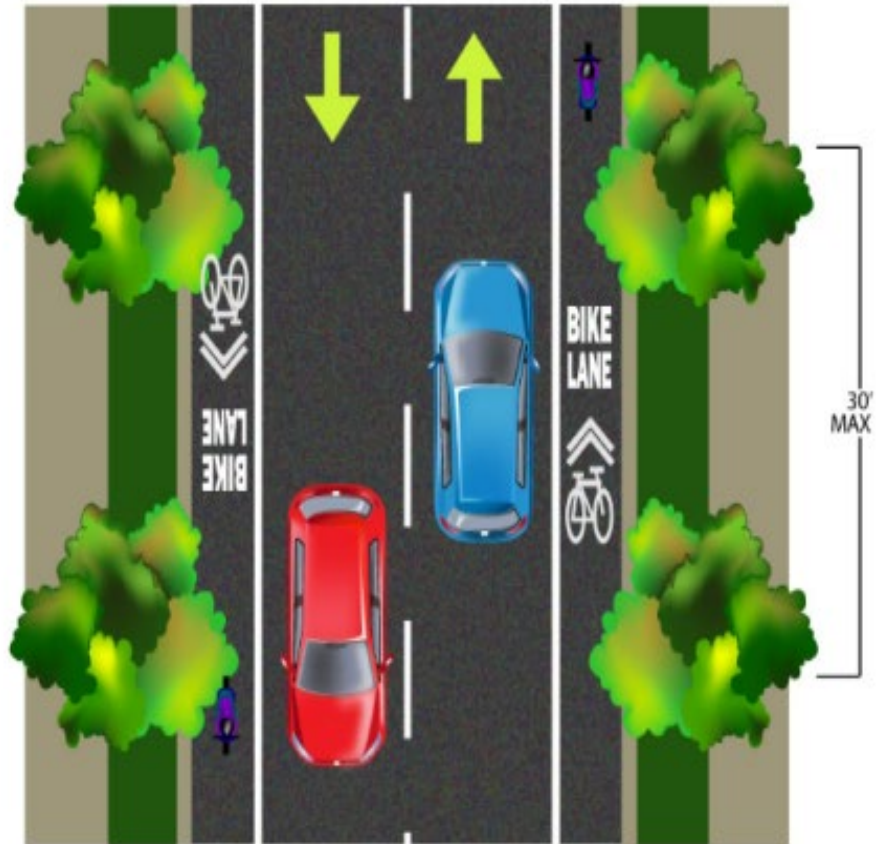
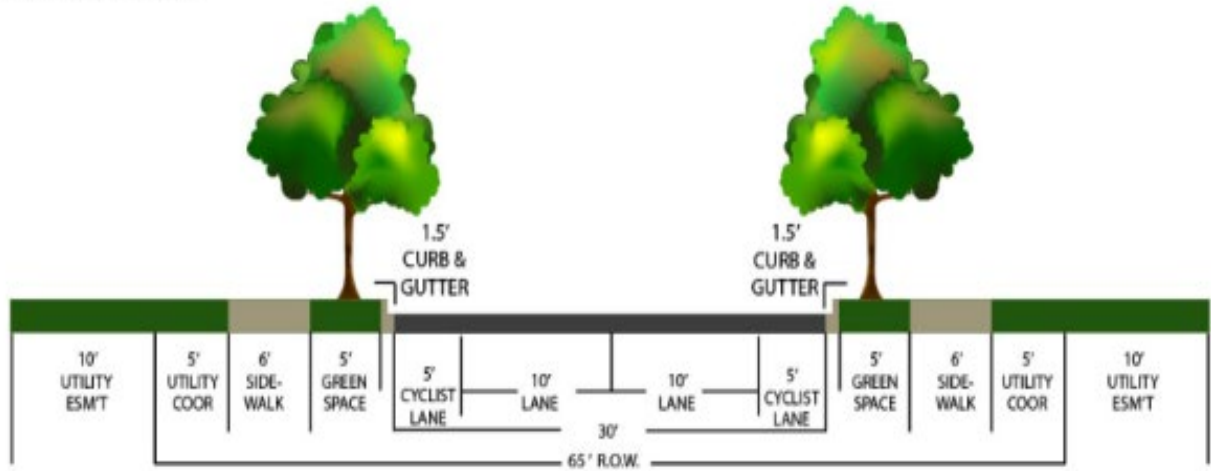


Note: Where VPD is < 3,000 and speed is < 25 mph bikes may share the travel lanes.

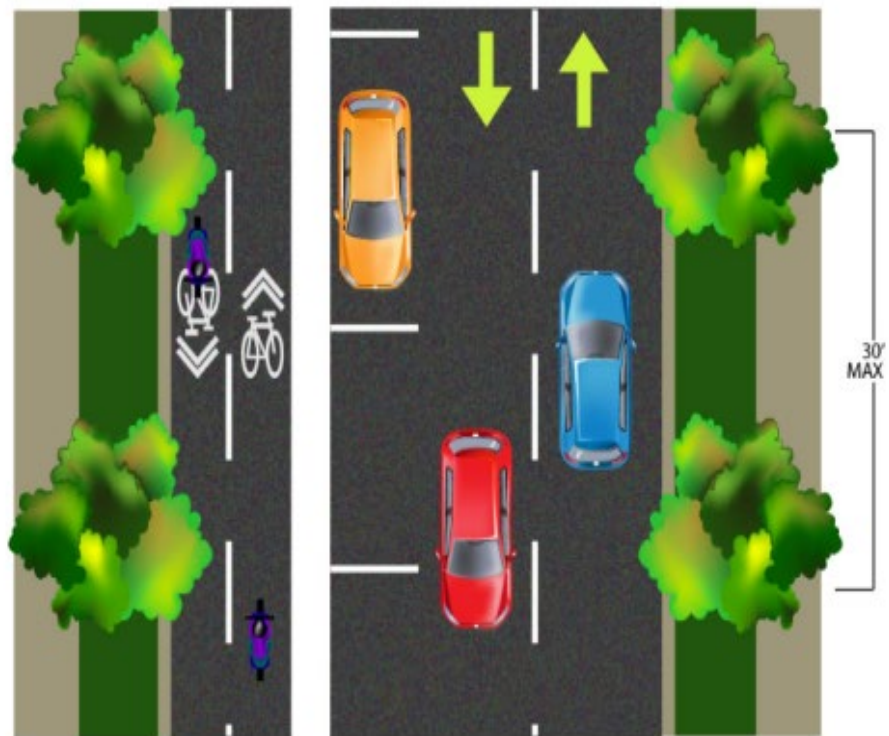
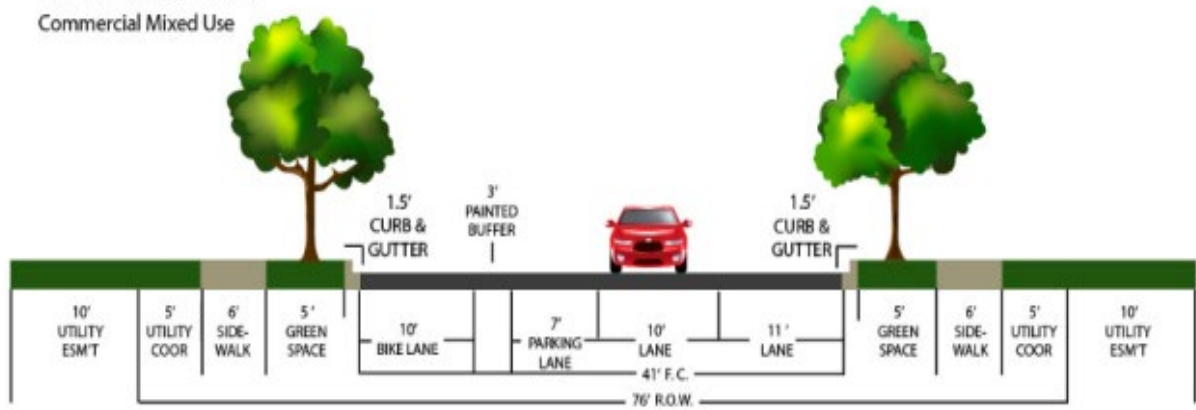
**DESIGN:** Local Street Option 1 is to be used when on-street parking is provided within the development. Option 2 is to be used when on-street parking is not provided within the development. Option 3 is to be used in commercial mixed use areas.

Note: Where VPD is < 3,000 or speed is < 25 mph, bikes may share the travel lanes.

# LOCAL STREETS OPTION 2

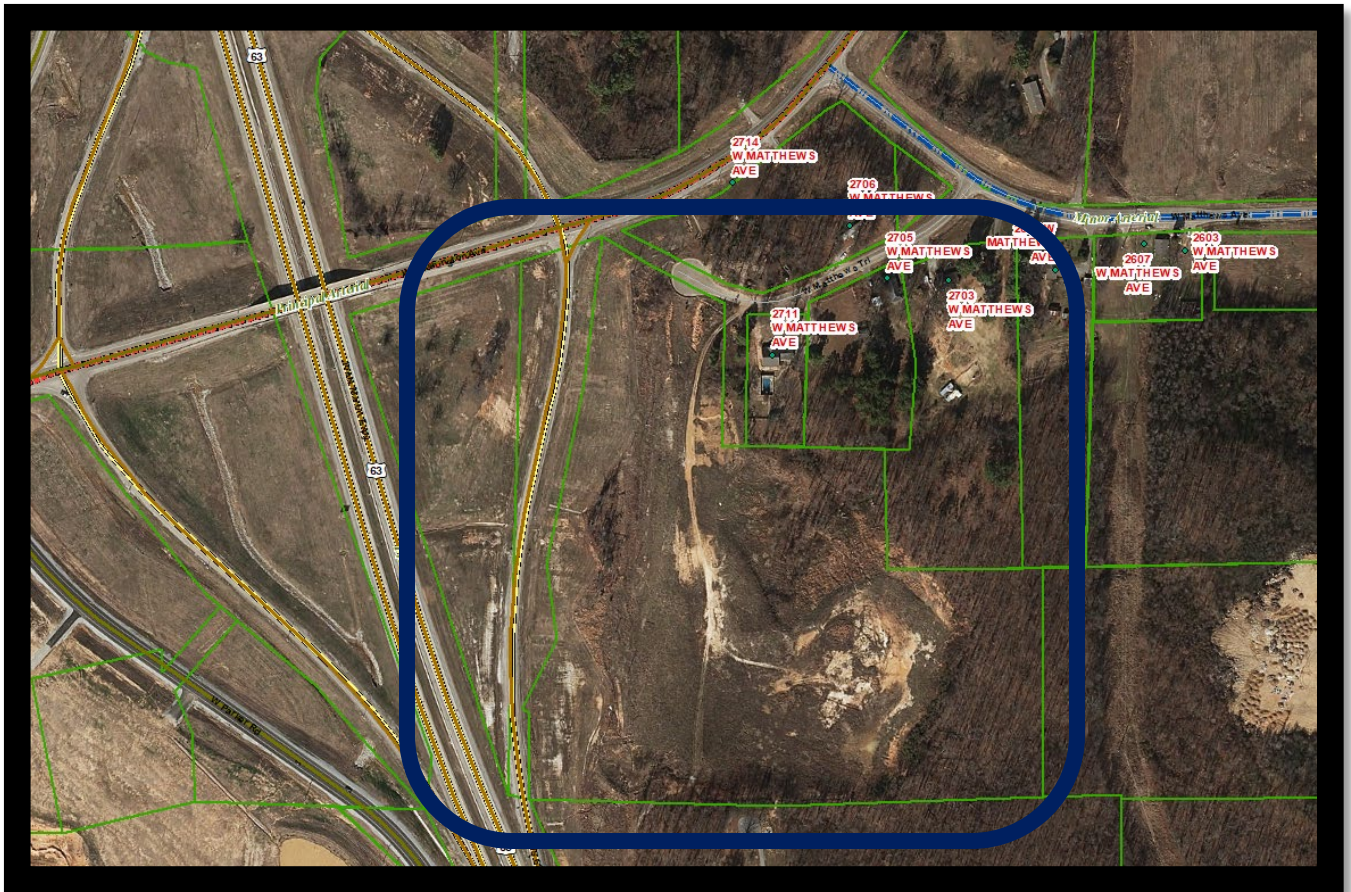


LOCAL STREETS OPTION 3  
Commercial Mixed Use









Note: Where VPD is < 3,000 and speed is < 25 mph, bikes may share the travel lanes.





**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 list on the next page.

Criteria	Explanations and Findings	Comply Y/N
<b>(a) Consistency of the proposal with the Comprehensive Plan/Land Use Map</b>	The proposed district rezoning is consistent with the Adopted Land Use Plan, which was categorized as a Moderate Intensity Growth Sector and lies in the Overlay District.	
<b>(b) Consistency of the proposal with the purpose of Chapter 117-Zoning.</b>	The proposal will achieve consistency with the purpose of Chapter 117, with compliance of all District standards.	
<b>(c) Compatibility of the proposal with the zoning, uses and character of the surrounding area.</b>	Compatibility is achieved with this rezoning considering there are C-3 General Commercial Zoning in this area on W Matthews and W. Washington.	
<b>(d) Suitability of the subject property for the uses to which it has been restricted without the proposed zoning map amendment;</b>	Without the proposed zoning map amendment, this property will not develop as Commercial. The property has been vacant.	
<b>(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;</b>	No detrimental or adverse impacts are predicted, if proper planning is implemented. Commercial and Industrial is on all sides of this property.	
<b>(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</b>	Minimal impact if rezoned due to the fact that businesses and residential currently exist in this area.	

## Staff Findings:

### Applicant's Purpose

The proposed area is currently classified as an R-1 Single-Family Residential Zone. The applicant is wanting to develop and construct a of commercial space and operate a Retail and Repair Service Business.

Rezoning this property is consistent with the *Jonesboro Comprehensive Plan* and the *Future Land Use Plan*.

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

Definition of 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 issues were reported	
Streets/Sanitation	No issues were reported	
Police	No issues were reported	
Fire Department	No issues were reported	
MPO	No issues were reported	
Jets	No issues were reported	
Utility Companies	No issues were reported	CWL
Code Enforcement	No issues were reported	

**Conclusion:**

The Planning Department Staff finds that the requested Zone Change submitted for subject parcel, should be evaluated based on the above observations and criteria of Case RZ 20-09 a request to rezone property from “R-1” Single Family Residential District to “C-3” General Commercial District; the following conditions are recommended:

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. A final site plan subject to all ordinance requirements shall be submitted, reviewed, and approved by the Planning Department, prior to any redevelopment of the property.
3. Any change of use shall be subject to Planning Department approval in the future.
4. A final site plan illustrating compliance with site requirements for parking, signage, landscaping, fencing, buffering, outdoor storage, dumpster enclosure, sidewalks etc. shall be submitted to the Planning Department prior to any redevelopment of this property.
5. This Property lies in the Overlay District and will have to comply with all the rules and regulations for that District.

Respectfully Submitted for Planning Commission Consideration,  
The Planning and Zoning Department

\*\*\*\*\*

**Sample Motion:**

I move that we place Case: RZ 20-09 on the floor for consideration of recommendation by MAPC to the City Council with the noted conditions, and we, the MAPC find that to rezone property from “R-1” Single Family Residential District to “C-3” General Commercial District will be compatible and suitable with the zoning, uses, and character of the surrounding area.



# PICTURES OF LOCATION

