

***City of Jonesboro Metropolitan Area Planning Commission***  
**Staff Report – RZ 24-07, 5500 C.W. Post Rd**  
**300 S. Church Street/Municipal Center**  
***For Consideration by Planning Commission on April 23, 2024***

**REQUEST:** To consider a rezoning of one tract of land containing 33.47+/- acres

**PURPOSE:** A request to consider recommendation to Council for a rezoning from “R-1”, single family medium density district, to “C-3” general commercial district.

**APPLICANT:** R. Scott Troutt, Attorney for Owner, 247 S. Main St. Jonesboro, AR

**OWNER:** Katsina Holdings, LLC, 11 Katsina Cir. Cherokee Village, AR

**LOCATION:** 5500 C.W. Post Rd

**SITE DESCRIPTION:** **Tract Size:** Approx. 33.47Acres  
**Street Frontage:** Approx. 1239 ft. on C.W. Post Road

**Existing Development:** Vacant

**SURROUNDING CONDITIONS:**

<b>ZONE</b>	<b>LAND USE</b>
<b>North</b>	<b>I-2 – Industrial</b>
<b>South</b>	<b>C-3 - Commercial</b>
<b>East</b>	<b>C-3 – Commercial</b>
<b>West</b>	<b>I-1 – Industrial</b>

**HISTORY:** Property has been vacant for several years.

**ZONING ANALYSIS:**

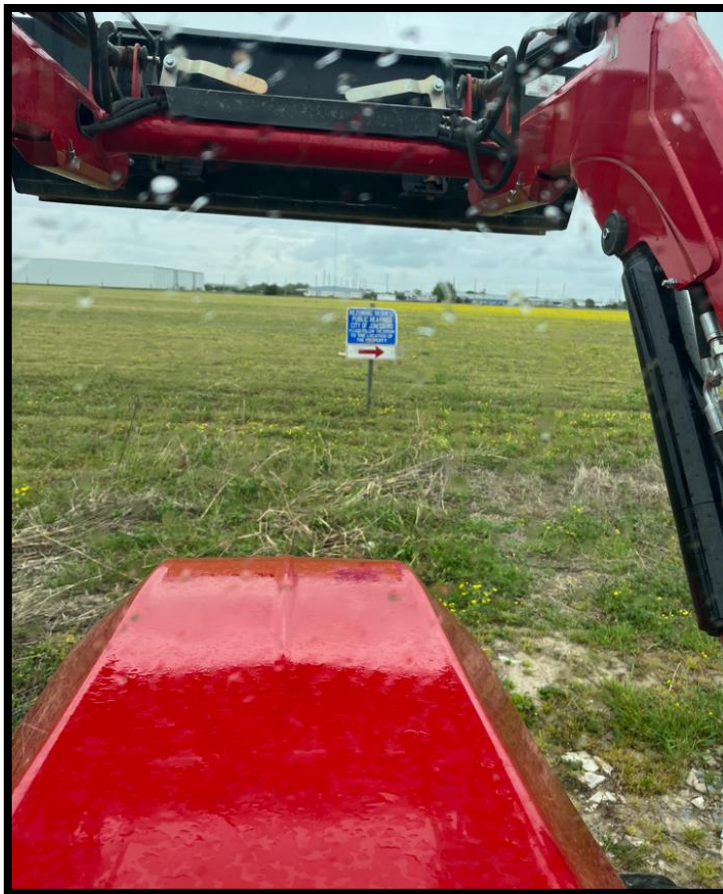
*City Planning Staff has reviewed the proposed Zone Change and offers the following findings:*

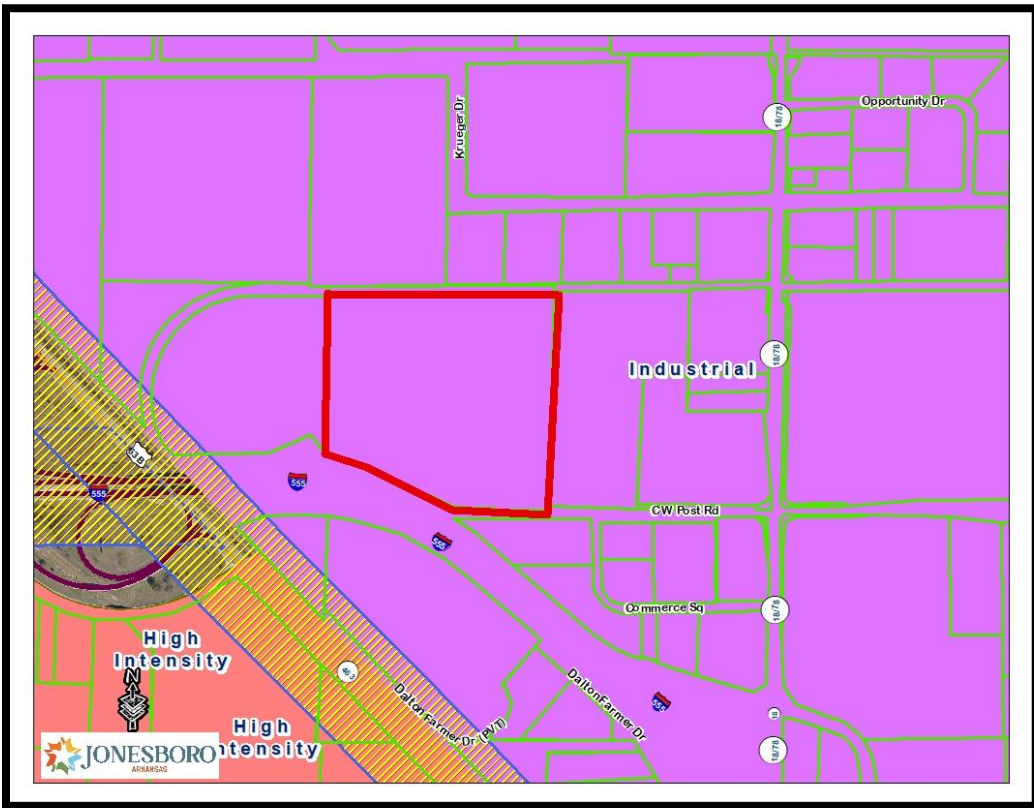
**Comprehensive Plan Land Use Map:**

The Current/Future Land Use Map recommends this location as an **Industrial** Growth Sector.

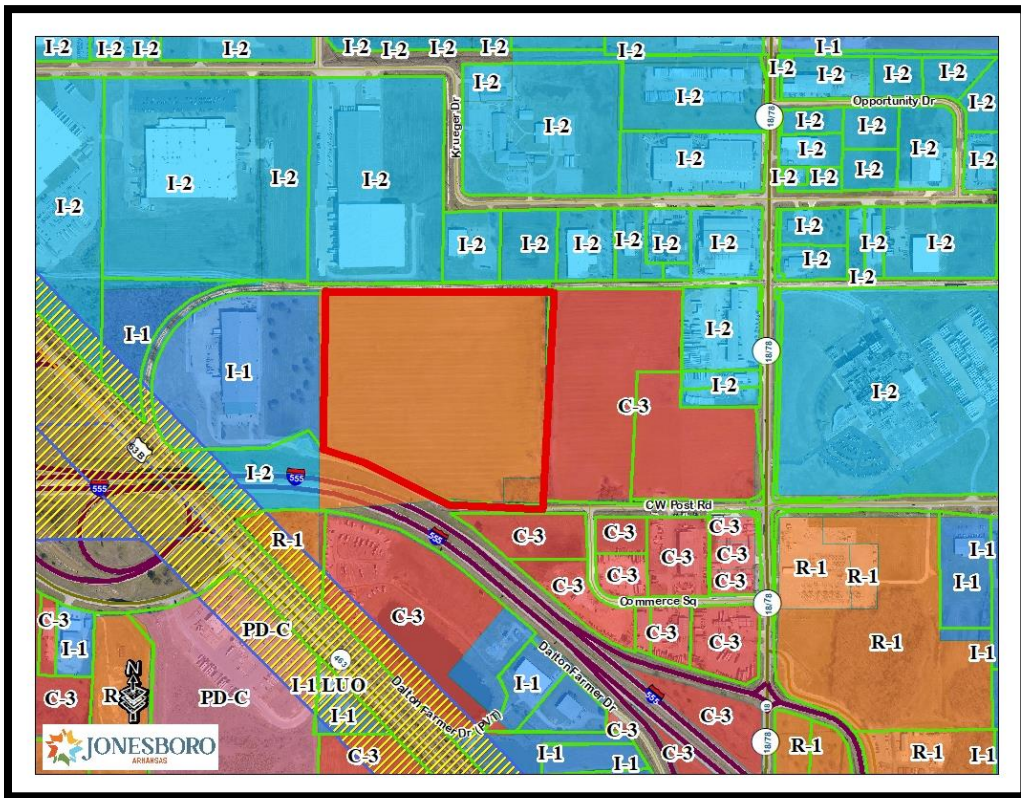
Industrial uses include those considered "heavy," such as large-scale manufacturing and production concerns, including assembly and processing, regional warehousing and distribution, bulk storage and utilities. These areas are located in close proximity to the major transportation corridors, and should generally be buffered from surrounding development by transitional uses or landscape areas that increase in size as development intensity increases. Heavy industrial centers may require larger sites because activities are not confined entirely to buildings. Conveyor belts, holding tanks, smoke stacks, or outdoor storage all may be present in a heavy industrial center.

Smaller scale "light" industrial uses include warehousing, storage, limited manufacturing, research and development, laboratories, transportation terminals, and wholesale activities in enclosed facilities without offensive emissions or nuisance.





*Land Use Map*



*Zoning Map*

## Master Street Plan/Transportation

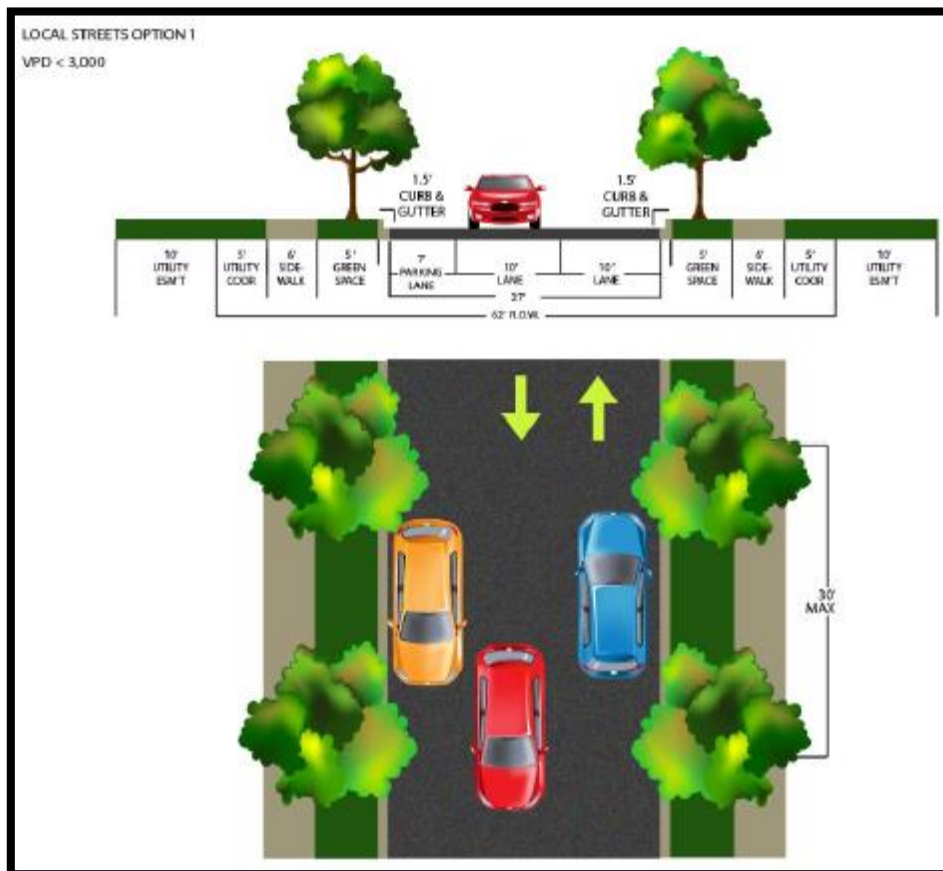
The subject property will be served by C.W. Post Rd. The Master Street Plan classifies this road as a Local Street.

**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.

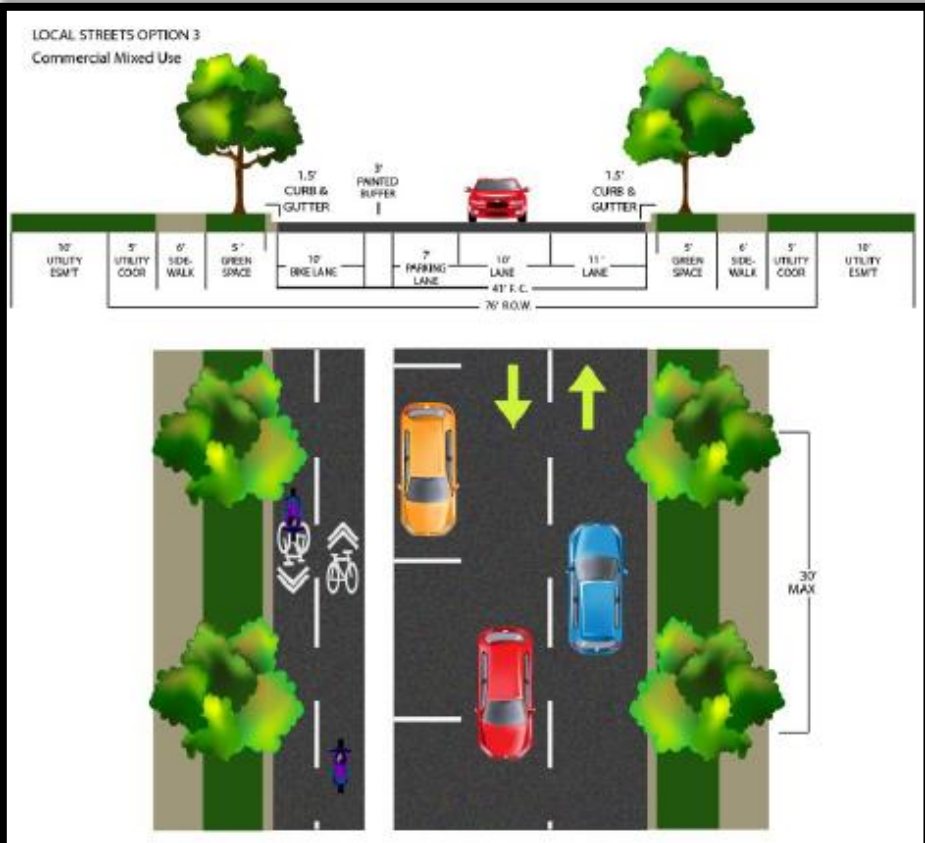
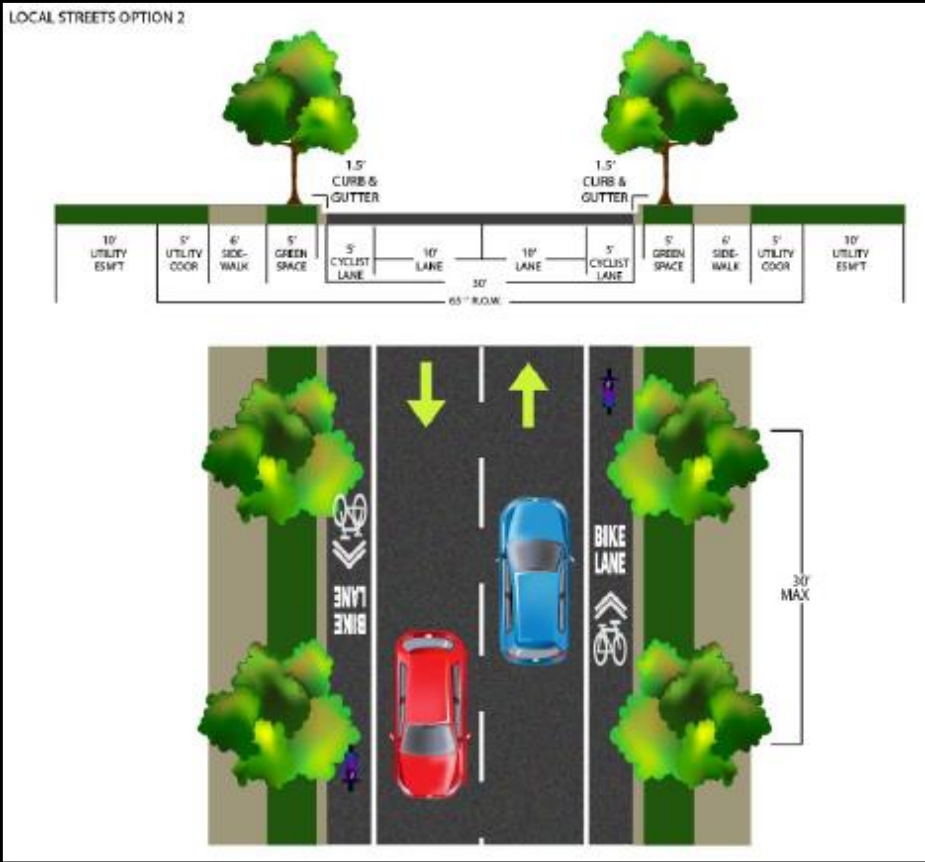
**FUNCTION:** The Local Street function is to provide access to adjacent property. The movement of traffic is a secondary purpose. The use of a Local Street in a residential area by heavy trucks and buses should be minimized.

**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.

## Local Street









# Local Street Cont.



**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
<b>(a) Consistency of the proposal with the Comprehensive Plan/Land Use Map</b>	The proposed district rezoning is not consistent with the Adopted Land Use Plan. The property is located in the industrial growth sector.	
<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 the surrounding area includes commercial zonings and uses.	
<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 cannot develop as a commercial use.	
<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>	With proper planning there should not be any adverse effects caused by the 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 the area is already equipped to handle commercial and other high intensity uses.	

## Staff Findings:

### Applicant's Purpose

The proposed area is currently classified as "R-1" single family medium density district. The applicant is applying for a rezoning to allow commercial uses at this location.

Rezoning this property is not consistent with the *Jonesboro Comprehensive Plan* and the *Future Land Use Plan*.

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

*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 the subject parcel should be evaluated based on the above observations and criteria of Case RZ 24-07 a request to rezone property “R-1”, single family medium density district, to “C-3” general commercial district; the following conditions are recommend:

1. 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.

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

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**Sample Motion:**

I move that we place Case: RZ 24-07 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 medium density district, to “C-3” general commercial district will be compatible and suitable with the zoning, uses, and character of the surrounding area.



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**MAPC RECORD OF PROCEEDINGS: PUBLIC HEARING HELD ON APRIL 23, 2024**  
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**RZ-24-07**

**Rezoning: 5500 C.W. Post Road**

The Troutt Law Firm is requesting a rezoning on behalf of Karma Holdings, LLC, from R-1, single family medium density to C-3, general commercial district. This request is for 33.47 acres located at 5500 C.W. Post Road.

Scott Trout (Proponent): It's Scott Troutt with the Troutt Law Firm, 247 South Main Street, and I am here on behalf of the owner Karma Holdings. Ladies and gentleman of the board let me start by apologizing, I know there was a pre-meeting for this property yesterday. My secretary had put down for today at 3 o' clock, I don't blame her, she has been brutally ill for the last week and a half and for some reason keeps coming into the office, and I can't explain it but is what it is. What we're asking to do, these are the same owners, if you look to the right on this map, to the east, southeast. These are the same owners that have a parcel that is currently being developed into a truck stop, a TA truck shop, we were able to get an agreement with KFC they're working to get another agreement to place a restaurant in there. These same people own the property that is immediately to the northwest and that's the property we're here on today. The entirety of the 17.76 acres that's on the map displayed here has been zoned C-3 as has the 9.78, we're asking to do the same for the subject property which is currently zoned R-1. Now we'll say this does not comply and neither did the other property change, comply with the Master Site Plan but where this property is, first it's R-1 so it's not suitable for that area to begin with. But where this property sits, as close as it is to the highway, as close as it is relatively to the residential districts, and the mandarin which people are going to be coming into the industrial sector, we are confident that, that area can support additional commercial services, for the workers at the surrounding factories that will include restaurants my clients, how been in some degree of talks with a premium hotel company, to possibly put a small hotel there. Obviously we're going to go to the city before we do anything like that but, I believe the use that my clients are putting forward would be a major benefit to that immediate area it would not burden in any real way any of the adjoining property owners. It'll bring a little competition to that area, more so than what we already have with the gas station, and it would buttress the activities at the surrounding commercial properties that are mostly gas stations and a single restaurant, for the better, it would also and I provided an exhibit to my application, that's it, exhibit B. This is the publically available satellite imagery for the property and the surrounding areas from 1994 all the way up to June of 2023. That property for many decades has stood within an otherwise industrial sector as nothing, it's not very usable for crops and it's R-1, so I'm not even sure they could harvest off that even if they wanted to, this is all to say this gives the city an opportunity to take a piece of property that is non-functioning and non-producing in an area that is very valuable to this city, that brings jobs to the city, that brings commerce as a secondary benefit and it allows for development of that property and allows development in a matter that will be productive in relatively short order. So, we're asking for the MAPC to approve our request for changing the zoning and I am very much here for any questions that may be out there, and I apologize for the misunderstanding from yesterday.

Lonnie Roberts (Chair): Okay, I'll open up at this point for any staff comments, Monica do you have those ready?

Monica Percy (Planner): If approved we would recommend the following conditions:

1. The proposed site shall satisfy all requirements of the city engineer, all requirements of the current storm water 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.

Lonnie Roberts: Okay, so with this being a rezoning request, I'm going to open up for public comments, I actually had someone specifically ask to speak, so anyone here who would like to speak? Please state your name for the record.

Linda Wofford (Opposed): Yes, Linda Wofford I'm president of Engines Incorporated, my husband Wood Wofford who is CEO and our son Cameron Wofford who is vice president and general manager of Engines Inc. We happen to be located at the end of CW Post Road, just beyond, where this property is located. For our tenure there it has always been farmed, productive crop farming and then I guess Karma Holdings has gotten a hold of that property and it has been farmed up until just recently. So I was looking in the paper and there was a nice article about what was going to happen at MAPC and we already knew and had been advised that this property was up for rezoning. Engines Incorporated we're a small big company, we're about an 86 million dollar company and our home headquarters is in Jonesboro, at CW Post Road and we have a tech center down on the other side of CW Post, at 6105 CW Post, so that's we're our engineering and tech center is. So the impact of additional traffic on CW Post, not to mention all the traffic that we're going to have from having 3 truck stops, the Exxon, Southern Chef, and now the TA Center, to our area where our employees have to cross, Martin Luther King Highway multiple times a day from CW Post, between the tech center and the main headquarters. We know there is to be a traffic light there and that's helpful but it's also going to be very congested with all the 18 wheelers coming off going into the 3 different truck stops, auto traffic and what have you. I guess, I would probably point to something that council said a moment ago, which was the approval of the property for the TA center, the first and foremost was consistency of the proposal with the Comprehensive Use Map, and that was a big X on the city's amendment, it is also not in character with the surrounding area, on the other side of CW Post which is into the industrial area you have Best Manufacturing you have Post plant right there on the corner, you have multiple different industrial plants involved in that area, so to me it's not consistent to the use that's already out there in that area, most all of the map and you have that too but most everything out there is zoned industrial we're really opposed to and you can see there's not much C-3 out there, and we're really opposed to having any more traffic to that area unless it's industrial traffic, unless someone builds a warehouse there and it could have been Hytrol building their warehouse there instead of a little farther out. Could be any number of businesses coming in, and I'm not sure if that property has ever been promoted by Jonesboro Unlimited or JEDC, as industrial property but definitely it should be. We want our best face forward for Jonesboro we want our visitors to come into Jonesboro to an area where there's safety, restaurants, hotels, and that's what you have on Red Wolf and Caraway, it seems to me that we're building a bypass to alleviate the traffic on Caraway and Red Wolf, and now we're making congestive traffic on the new bypass as it comes into being. And so, if allowed more C-3 building out there it's just going to make that bypass as congested as Caraway and Red Wolf. So it kind of defeats the purpose, this being on CW Post Road, CW Post Road is a dead end, it dead ends at Engines Inc. so, there is a cul-de-sac if you will, down at the bottom at that street right before you enter our property we own the Engines Inc.

property and then we own 7 acres adjacent to that. So we do have a little bit of a buffer but to build a hotel there when you have hotels in town, and you don't really have that captive retail market that you're looking for, you have that on Red Wolf, and then we have the new center that is being built just beyond the state police headquarters, so for me this is something that is detrimental to our employees to people who come to visit. We don't sell retail we're a manufacturer, and a packager. So, we don't have retail traffic, we have our employees, we have trucks, we have you know FedEx and stuff. To make CW Post, a dead end road at that end of it, to be a commercial district is just not in our view, the best interest of Engines Inc. or anyone else in that area. Any questions for me? I think I covered everything let me make sure I covered everything that I wanted to say. I just think that we should subscribe and I know when the TA was being talked about there were people who wrote letters and really expanded the fact that, that is industrial property, it's the beginning of our industrial area and it should be kept as such.

Lonnie Roberts: Thank you for your comments. Anyone else here to give public comments on this particular proposal? If not I'll open up for commissioners, questions? Is there anything from yesterday that we specifically discussed on this? Anyone ready to make a motion?

**COMMISSION ACTION:**

Mr. Dennis Zolper made a motion to approve Case RZ: 24-07 as submitted, to the City Council with the stipulations that were read by the Planning Department:

1. The site shall satisfy all requirements of the city engineer, all requirements of the current storm water drainage design manual and flood plain regulations regarding any new construction.
2. The final site plan is 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 will be submitted to planning department in the future.

The motion was seconded by Mr. Jim Little.

Roll Call Vote:

Aye: 3 – Kevin Bailey, Jeff Steiling, & Jim Little

Nay: 4 – Jimmy Cooper, Monroe Pointer, Stephanie, & Dennis Zolper

Absent: 1 – Paul Ford

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