

BZA Meeting Tuesday July 21st, 2026

1. Call to order

2. Roll Call

Present (4): Doug Gilmore, Kevin Bailey, Rick Miles, Casey Caples

Absent (1): Matthew Millerd

3. Approval of minutes

MIN-26:066

BZA MINUTES June 16th, 2026 BZA

A motion was made by Rick Miles, seconded by Kevin Bailey, that the minutes be approved, the motion was PASSED with the following vote:

Aye (4): Doug Gilmore, Kevin Bailey, Rick Miles, Casey Caples

Nay (0)

Absent (1): Matthew Millerd

4. Appeal Cases

VR-26-17 **VARIANCE: 2308 S Caraway Rd**

The applicant Willlliam Walker is requesting a variance for a 12 foot mesh fence along the back of the property, the side setback on the south side of the property, and the cross access with the adjoining properties.

Doug Gilmore (Chair): Okay item one, William Walker, this is Tractor Supply, I understand.

Casey Caples (Board): Before we start, I need to excuse myself from this one.

Doug Gilmore: Yes, sir. Thank you. Tractor Supply, come on. Name and all the above.

Jake Butler (Proponent): Jake Butler with Corolla Capital, the developers for Tractor Supply.

Doug Gilmore: Tell us, what you want to do.

Jake Butler: So, I think we have applied for 3 variances, I'll just start with the first, it will be the fence variance for the Hyper Defense and I got some graphics here for you guys to look at. So, Tractor Supply has what they call a fenced outdoor display area which at this is area, it will be the area behind the Subway. The wooded lot behind the Subway, and Tractor Supply store a lot

of their larger items out there. And so, Tractor at their current location has a very small FOD, this one is going to be larger and their concern is, their racks in the FOD go up to 12 feet tall and so what they're worried about is that the hotel next door, when they run what they call a crime index score on all their properties which just gauges the level of crime they expect to have and the average is about 60 to 65 and this one came in right at 600, and they think it's just the call outs from the hotel next door but, their very concerned about crime and people being able to reach over and the racks being taller than the fence and just being able to pull stuff off. It's a problem at their current location and so, they're just trying to remediate that and make sure that doesn't happen here. And what I gave you is just showing you that fence, that area is tucked behind the Subway, so it's hidden. It's not super visible. And that's their request.

Doug Gilmore: Request, number one?

Jake Butler: Yes, sir. Do you want me to go ahead and go through all of them?

Doug Gilmore: Go ahead and go.

Jake Butler: And the second one is for the side setback that you can see on the south side of the property. That's the property adjoining the now, Gina's. So, building's been there obviously for a very long time, but it's not in compliance anymore. The building's built, Derrel may know, but it's built very close to the property line. So, I believe that's just to get that in compliance. There's not any questions on that one. The last one is the cross access. The city requested there be a cross access between the Gina's and the former, Dixie Café building, and the issue that we're having with that is Tractor Supply, they're fine with doing cross access but, they want to have what's called a shared maintenance and insurance agreement and so, Tractor has been on site. They've been to town a lot and, they've seen all the big trucks coming through there that go to the post office and that's a private drive and so there's, if they give cross access there's not going to be anyway for them to have a maintenance agreement with the other property owners who use it, and so Tractor's view on it is if the other property owners are using it a lot more than they would and then, they would be responsible to fix it with no sort of agreement in there for shared cost or if, somebody gets hurt on it and it's a Tractor Supply customer, there's nothing in there about shared insurance that everybody's going to name each other as additional insured. So, it's a big deal for Tractor just because of how many people are utilizing that road. I think it goes all the way out to Race Street now. So, the hotel is using it, the Gina's, the Old Dixie Café, the post office. Lot of through traffic on it and with it being a private drive, it's just a big concern of theirs.

Derrel Smith (City Planner): And we're not requiring them to use that. We just, the ordinance is just that they stub out to the adjacent property. That's up to them, where they wanna put it.

Doug Gilmore: Alright, well let's hit this one at a time. Members, do you have any questions about the fenced-in area? To help protect their racks and the merchandise that's on them?

Kevin Bailey (Board): I don't have a question, I have a statement. I don't think we've ever done a 12-foot fence variance ever. So, that would be not only across the west side, but along the north, then east, and coming all the way back to the northeast corner of the building. Three sides.

Jake Butler: That's right. Yes, sir. And this is, I know it hasn't been granted and these were all built long before that, but it's consistent with what Lowe's has and what Home Depot has. A lot of these retailers share that shame problem in this kind of category of retail, and you know, I see a lot times they have to come for a variance just because it doesn't fit zoning codes but it's extremely problematic for them.

Kevin Bailey: Derrel, what's the city's position on this?

Derrel Smith: Home Depot, Lowe's, and Walmart all have fences greater than 12 feet. Now, they never came for a variance and that was all built before any of this. But there's some out there already.

Doug Gilmore: Before we had the ordinance?

Derrel Smith: I have no doubt that we had the ordinance in place and they were just built.

Rick Miles (Board): Derrel any of the other sites that we're talking about has there, ever been any type of problem that was created by that?

Derrel Smith: Not that we know of.

Doug Gilmore: The placement of this isn't going to impede any traffic vision or really be seen much, especially from Stadium or Red Wolf.

Kevin Bailey: So, if the variance was granted for the 12 foot height, would the new fence have any screening in it?

James Butler: Yes, sir. So, it would and we've shared those with the staff but it would have the black vinyl mesh going through it, as well. Yes, sir.

Doug Gilmore: They had a sample of that in the packet. Do you have a picture of that?

James Butler: While he's looking for that, this would be a high-volume store for Tractor and they're extremely undersized where they're at. So, I think their sales floor is 16, or 17,000 feet. It'll be 23 here, so it's a significantly larger building and quite a bit more parking. I don't know if any of y'all have ever been to the existing one but it's super tight.

Doug Gilmore: But, I know you've seen those Kevin, with the black vinyl on them. Anymore questions about number 1?

Kevin Bailey: Assuming we've had no opposition from any neighbors?

Doug Gilmore: Anyone in opposition out there for the tall fence with the mesh on it? I don't see anyone.

Rick Miles: Mr. Chairman I move that we grant that variance.

Kevin Bailey: Second.

Doug Gilmore: Okay, number 2 please restate that.

Jake Butler: Yeah, of course. So, this is for the side setback on the southside of the property. This building was built long ago, and it's built super close to the property line, and I believe this is just to get it in compliance with the current code, it doesn't meet the 10-foot setback. So, it's nothing that's being added, it's just the existing building right now. That's not in compliance. It'd be the one between Gina's and the former Fred's building.

Doug Gilmore: Questions for number two?

Kevin Bailey: Mr. Chair I move that we grant the setback variance.

Rick Miles: Second.

Doug Gilmore: Number 3.

James Butler: Number 3 is the cross access. In the code it needs to be somewhere between the two property owners, and why that is problematic for Tractor is, as you guys can see, that's a private drive, and it connects all the way out to Race Street, and it has heavy traffic. So, Tractor Supply's position, I understand that the city's position is that we don't have to build that out, but there are positions that if we grant it or show it on a site plan, somebody can utilize it if they need to and if somebody started utilizing it and traffic started flowing through their property, there's nothing in there about maintenance and who's going to take care of the private drive, and the adjoining property owner is not willing to put that in place. So, without shared maintenance and without shared access, if Tractor Supply becomes a party of that drive, they could be responsible and bare the entire cost for maintaining the drive which has post office traffic running through it. I mean, it's such a problem that if you go there now, Gina's has signs up on the other side. This is a private drive, trying to keep people out. I mean, it's a problematic private drive and it's not something Tractor really wants to be a party to without maintenance or insurance. Responsibilities put into place, and Tractor has had many times where they've been sued on private drives where their customers are utilizing the private drive, gets in an accident, there's not shared insurance.

Doug Gilmore: Derrel mentioned, they just have to designate one to that property, is that what you're saying?

Derrel Smith: They have to stub out to the property, we don't require them to stub out to that private drive. They can stub out somewhere else to that property to the south, but that's where they seem to want to put it.

Board: Where would you put it?

James Butler: I'm not sure where else you could put it.

Unable to transcribe

James Butler: But the south property could utilize that anytime they needed to or wanted to.

Doug Gilmore: That's correct.

James Butler: That's Tractor's fear, is that if they do start to utilize that and all that through traffic is now flowing through Tractor's parking lot, they're now a party to this private drive. I understand that we don't have to cut it all the way through right now, but it could be cut through at anytime and these are Fortune 500 attorneys looking at this and it's under a lot of scrutiny. To make them a part of that private driveway. If we could get maintenance and insurance agreements put in place where if the road messes up than everyone shares in the cost of fixing it, it wouldn't be an issue at all.

Doug Gilmore: On this plot plan, there seems to be one cut, or showing one on the plan. Am I looking at that right? Get a pointer.

Kevin Bailey: Derrel, they're doing an addition and they're doing new parking, and additional storage of the wooded area, and all that work kicks in, the landscaping ordinance and the cross access, is that it sir?

James Butler: And we're doing our best to comply with all the new stormwater and covering the ditches and doing the sidewalks and Tractor's willing and trying to satisfy everything, this was just one that they were having a lot of heartburn over, and if it wasn't such a high traffic drive, it probably may not be as huge a deal but it's been problematic for Gina's already, they've put several signs up to try and keep people from using it, but it's constant.

Kevin Bailey: Do they get to keep their two driveways onto Caraway?

James Butler: No, we're losing our southern one and just going to the one on the north.

Kevin Bailey: My opinion on the cross access if you go from two driveways to the front, to one driveway. That it definitely becomes a need. Right, wrong, or indifferent, but the whole point of that ordinance is to keep traffic off of Caraway and to bump along adjacent properties.

Phillip Barr (Owner of Property): Can I approach and make a comment?

Doug Gilmore: Sure.

Phillip Barr: I'm Phillip Barr, one of the owners of this property. I don't know when this became ordinance, but I have property on Southwest Drive right beside Outback, and I know this was less than three years ago, Checkers was built, re-platted and there is no cross access there. So, I don't know if this just became an ordinance or not, and we wanted it there and don't have it.

James Butler: And I certainly understand about keeping traffic off of Caraway and Tractor was concerned with that but I think it's helpful, to try and keep in mind how much traffic is on that private drive and it's a lot. I mean, it's hundreds of cars a day and so, this isn't just giving cross access to Tractor. This is letting a city street run right through them. If it was just a private drive with a dead end and people weren't using it as a cut through, it may not be that big of a deal. When we came here and said that's a private drive, several people in the group didn't even know that. Everybody thought it was a city street. I use it, a bunch of people use it to cut through to the post office. So, to them, you're opening up a city street without anybody taking care of it.

Doug Gilmore: So, what we're talking about is on the Caraway side, they have a larger entrance to facilitate, in and out with people pulling trailers and stuff like that. That seems narrow for the only entrance.

James Butler: We'd be great with that, as long as the city is okay with that. We'd be great with that.

Phillip Barr: It may alter our parking.

Doug Gilmore: I don't know if it would affect your parking.

Phillip Barr: Assuming we can accommodate parking.

Doug Gilmore: I don't think a bigger entrance would affect your parking.

Kevin Bailey: If you wanted to put a right-hand turn lane, I mean, I know y'all are trying to give, we're trying to give here too.

Phillip Barr: Absolutely. If we could work out parking, we can have them look at that.

Doug Gilmore: Then, we'll let you redraw that, and we'll wait on number 3. Or however, you gentlemen want to handle that. Ricky, you look consternated. Is it, are you understanding it?

Rick Miles: Yeah, I understand it, completely.

James Butler: Could we approve it, subject to a larger drive?

Doug Gilmore: I could understand that for certain, but obviously, it would need to be shown to the city and surely.

Rick Miles: I'm not talking city side, I would myself, rather see the drawing of how it's going to be handled, personally. I think, if you will sit back and think about this, it's probably going to be the best solution for what's being talked about. I would prefer to see a drawing before we grant that.

Kevin Bailey: Derrel, I would still like to hear the city's opinion.

Derrel Smith: I mean, we've got the ordinance, that's what, we're saying, is that there's an ordinance that requires it. If y'all want to vary that ordinance, that's why they're here and.

Kevin Bailey: I guess, I haven't had it presented before, I haven't been privy to it, about the liability and exposure and the maintenance agreement. I haven't had that brought up to us before. So, is that something that we should be considering as we require the cross accesses?

Derrel Smith: I mean, they're showing cross access to the north.

Kevin Bailey: I see that one.

Derrel Smith: So, where they're talking about, we're not requiring it to be back there. We just required into that other parking lot. That's where they want to draw it. But it doesn't have to be there.

James Butler: The cars are going from the north entrance to old Dixie Café, out to Race Street. So, it's not just the drive on the east side of the property. They're turning in, I would encourage everybody to go sit there and watch for a few minutes between now and when we come back, and look at how many cars are going through there. They're coming in at this entrance on the south, it would be the southwest side of the Tractor Supply and exiting onto Race Street. So, they're utilizing that entire drive corridor along, between our southern property line and the Dixie Café's northern property line. If we give access, that's now all shared and there's the post office big trucks, going through there and all kinds of through traffic.

Phillip Barr: We will also lose, what, one or two parking spots?

James Butler: Yeah, we'll lose some parking. And you can see, Tractor does some of they're permanent trailer display out there in that area.

Derrel Smith: If y'all would like, I bet we can set a camera up there and give you a count, and tell you how many vehicles are actually using it. It might not be hundreds a day but we can give you a count as to how many vehicles actually use that in a twenty-four, forty-eight hour period.

Doug Gilmore: I don't think that'd be a bad idea.

Kevin Bailey: I would ask that the city would do that. I'm not trying to hinder, we want TSC To expand. We want TSC to move into your building, we really do, but if we keep eliminating cross accesses we're not going to accomplish what we've been trying to do. And you just happen to be one of them.

Phillip Barr: But, when was this passed? I just had two buildings built beside two of my other buildings in the last 2 years and neither one of them have cross access.

Kevin Bailey: The ordinance has been put in place for about 7 to 8 years far as I know.

Derrel Smith: It's not been that long.

Phillip Barr: So, are we picking and choosing what we?

Kevin Bailey: And that's a good point, we're trying not to pick and choose.

Unable to transcribe

Rick Miles: I mean, I agree we're not picking and choosing on, we're trying to make this ordinance work like it's supposed to.

Phillip Barr: And I don't mean y'all, I'm just saying from a city standpoint, because other people re-platted, got permits, built buildings, and never got it in the last two years. Right beside me, two buildings here in Jonesboro. And one of them is a big deal to me, because I would have loved to have cross access. I was actually gonna approach the owner before they built Checkers at Elk Park, because that would have made sense for our land right beside us and then I thought, okay, we'll deal with it.

Rick Miles: Well, that's unfortunate.

Phillip Barr: Yeah, I agree.

Doug Gilmore: But if you put a cross access up on Cooper's Property. Cooper's own that property?

James Butler: Yes sir, they own the Gina's and the Dixie Café.

Unable to transcribe

Doug Gilmore: They could close that down any time they wanted to.

Phillip Bar: It wouldn't surprise me if they end up doing that with Gina's putting up those signs in that back right corner, of the Fred's property, there's one or two signs up right now. This is not a street, it's a private drive, no through traffic. It's just very problematic and with as much traffic as there is coming through there.

James Butler: It doesn't help that TSC has cross access with the gas station at their current property and it's been a nightmare for them. Tons of people driving across their parking lot.

Phillip Barr: Also, I'm not sure if the Cooper's want that cross access.

James Barr: No, they're trying to limit people right now with those signs.

Phillip Barr: We said something to Kim and he didn't act like they were interested in having that.

Doug Gilmore: Who have you talked to with that?

Phillip Barr: Kim Cooper. I'm surprised they haven't closed it, it has to be a nuisance and a headache to them for sure.

James Butler: Absolutely and that's how TSC is looking at it. They see if they give cross access now they've joined the circus. I agree with you. We do these things all over and I agree with you that cross access is needed. I live here. I understand the importance of it. We develop for Tractor and have built them in 7, 8 states. Do 10 to 15 a year, and do cross access in a lot of places. I

know there's a time for it, and a place for it. I just think this one is extraordinarily difficult to make it a positive thing for anybody.

Doug Gilmore: There's already one at Subway, I've used it.

Kevin Bailey: Mr. Chair I move that we place the cross access variance on the floor for a vote.

Doug Gilmore: Second?

Rick Miles: Second.

Item 1: A motion was made by Rick Miles, seconded by Kevin Bailey, that the variance for the 12 foot tall fence with black mesh be approved, the motion was PASSED with the following vote:

Aye (3): Doug Gilmore, Kevin Bailey, Rick Miles

Nay (0)

Absent (2): Casey Caples, Matthew Millerd

Item 2: A motion was made by Kevin Bailey, seconded by Rick Miles, that the variance for the side setback on the southside of the property be approved, the motion was PASSED with the following vote:

Aye (3): Doug Gilmore, Kevin Bailey, Rick Miles

Nay (0)

Absent (2): Casey Caples, Matthew Millerd

Item 3: A motion was made by Kevin Bailey, seconded by Rick Miles, that the variance for the side setback on the cross access for the adjacent property, be approved, the motion was DENIED with the following vote:

Aye (0)

Nay (3): Doug Gilmore, Kevin Bailey, Rick Miles

Absent (2): Casey Caples, Matthew Millerd

VR-26-18 VARIANCE: 3013 Ole Feed House Rd

The applicant Summit Utilities is requesting a variance to allow storage lot to remain a limestone surface

Doug Gilmore (Chair): Okay, Summit Utilities.

Avery Felts (Proponent): I'm Avery Felts with Tralan Engineering, representing Summit Utilities. We produced a set of plan for a 3600 square foot building addition which is over 20% of the existing structure which requires us to meet all the new code. So, we've met all that, but we're asking for a variance on the equipment storage lot, to leave it gravel instead of paving it.

Doug Gilmore: Are you wanting that request indefinitely or a time limit?

Avery Felts: Indefinitely.

Doug Gilmore: We've offered things similar to this, but on a time-limited basis. But tell us about your use of that please.

Avery Felts: It's strictly for equipment storage, it's not open to the public. It's fenced off. They just strictly store equipment back there.

Derrel Smith (City Planner): We have done some for you know, outside storage, when they've got heavy equipment. That kind of stuff out there that's going to tear up the asphalt. That's the reason their here in front of y'all.

Doug Gilmore: Any questions?

Rick Miles (Board): What kind of equipment are you going to be storing back there?

Avery Felts: Just heavy construction equipment.

Rick Miles: Like what?

Travis Fisher (Proponent): There's a gas utility company here in town. Travis Fisher, Tralan Engineering. But they got their materials that they store out there, their pipe, they have their trenching equipment, this heavy equipment that they store back there. It's just an equipment storage yard, material storage yard. All we're doing is adding another storage building out there.

Casey Caples (Board): It's currently got a fence around it correct?

Travis Fisher: Yes, it's completely fenced and solely used for their purposes only.

Casey Caples: Has it got any type of screen on that fence?

Travis Fisher: I don't think they have a screen on the fence.

Casey Caples: Do you think, you guys would be against maybe doing a little screening?

Board: I think if my memory is correct, I think we've done a few of these where we kept it gravel, and as long as it was fenced and had maybe a screen around it, kind of hiding what was in there, just so people weren't visually looking at it or even knowing that it was just a gravel parking lot.

Board: I think the last one we did was because it was fenced and it was screened, but it was a material supply company and then it abutted commercial offices and stuff like that. So, this is out there in the industrial world.

Board: Is that the trailer manufacturing place there? To the west?

Unable to transcribe

Doug Gilmore: Alright, is there any further questions? Is that something that they would consider? Screening that fence?

Proponent: We can ask.

Doug Gilmore: I think it would be to their advantage honestly. I think it would be a better appearance overall. I'd like to see that.

Proponent: Okay, we'll make that happen.

Doug Gilmore: Do we have a motion?

Rick Miles: I make a motion to grant the variance with the understanding that, that whole area needs to be screened, where the fencing is. To close in the equipment so it can't be seen.

Casey Caples: Second.

A motion was made by Rick Miles, seconded by Casey Caples, that the matter be approved, and the motion was PASSED with the following vote:

Aye (3): Rick Miles, Casey Caples, Kevin Bailey

Nay (0)

Absent (1): Matthew Millerd

VR-26-20

VARIANCE: 910 Strawfloor Dr

The applicant Chris Moore is requesting a variance for square footage of proposed storage building.

Doug Gilmore (Chair): Alright, Chris Moore.

Unable to transcribe

Chris Moore (Proponent): Good afternoon, my name is Chris Moore. My variance that I'm asking for, is pretty straightforward. This is approximately a 6 acre lot on Strawfloor Road. It's 256,000 and some odd square feet. You can see it, has a house on it, that faces the road and what I'm wanting to do, there are two existing storage buildings right there between the house and the proposed building site. What I'm wanting to do is, they're pretty dilapidated, I'm wanting to tear those two buildings down, and consolidate into one residential storage building. The side here, the topography on it is, you almost cannot see anything from the road. It's boarded on three sides

with the city of Jonesboro, Oakland Cemetery, Strawfloor Cemetery, and then Jordan Lane's currently constructing a metal building, or remodeling a metal building on the north side. Has no direct neighbor as you can see, there's woods on all three sides, and it'll remain that way because there's an approximately 60 foot deep ravine that surrounds this property on 3 sides. The area you see in the grass is the only area that's flat. All the woods drop down. So, there will always be screening. What I want to do is store our boat, a camper, and then obviously, it's six acres of or close to it of mowing and we'll have lawn, tractor, and stuff like that in there.

Doug Gilmore: Chris are you going to move into this house?

Chris Moore: It's currently occupied. What my wife and I's idea is, there's a woman currently living there and she's 72 years old and she's lived there since 1982. And what she requested when we entered into an offer and an acceptance on there, is that we let her live there for 10 dollars a year for the rest of her life. So, I honored that and we're going to issue a lease with her for that. When she passes away, we intend to build a new home right there, on that exact site.

Doug Gilmore: And tell us about that future home. Will it be bigger than the building?

Chris Moore: Oh yeah. I mean, we'll build a large residential home on that.

Doug Gilmore: You're going to tear down the old house?

Chris Moore: Oh, yeah. We'll tear down the old house, and as a condition of the variance, we would be glad as an additional condition to go ahead and tear down the other two existing storage buildings that are currently on the lot right now. So, like I said, they're kind of dilapidated and an eyesore.

Kevin Bailey (Board): The reason he's here, is because of the square footage of the storage building versus the existing house?

Doug Gilmore: Correct.

Board: How large is the current house?

Chris Moore: We want to build a standard 40 by 60 building.

Board: Okay, how big is the home that's on the site now?

Chris Moore: I don't know. That drawing you have, we had a boundary survey done two weeks ago to prepare for this. That is to scale, so, I'm going to say that the home is almost as big as the proposed building. Like I said, it is to scale.

Board: Derrel, what's the city's thoughts?

Derrel Smith (City Planner): Again, I mean, we've got the ordinance, but it's here for y'all. It's going to be hard to even see this building, when it's built, if you go out there and you can even

look at the street view and it's hard to see down there, it's hard to see back, very far back off that road.

Doug Gilmore: We did deny one on Strawfloor, but he was building the building on Strawfloor. It was literally on it.

Derrel Smith: Like, 10 foot from the edge of pavement.

Chris Moore: I think the important aspect that's out there, is there's no possibility of having any adjoining neighbors. The topography of the land doesn't allow you to build up next to it and the neighbors are all in the cemetery, so it's pretty much.

Doug Gilmore: Quiet, isn't it?

Chris Moore: Yeah, I mean.

Kevin Bailey: You're intent is when the lady passes, you are going to do something with that house?

Unable to transcribe

Kevin Bailey: Mr. Chair with the topography of the land and the future building of the new house, I move that we grant this variance.

Rick Miles (Board): Second.

A motion was made by Kevin Bailey, seconded by Rick Miles, that the matter be approved, and the motion was PASSED with the following vote:

Aye (3): Rick Miles, Kevin Bailey, Casey Caples

Nay (0)

Absent (1): Matthew Millerd

VR-26-19

VARIANCE: 906 Oakland Dr

The applicant Janis S Farley is requesting fence variance

Doug Gilmore (Chair): Ms. Farley? Thank you for being patient. Tell us what you want to do.

Janis Farley (Proponent): I got a permit for a fence that's already built. I didn't know I was supposed to get a permit, but I did after I found out, I got the permit. Well, now I found out that from the eve to the road, it's not supposed to be more than 4 feet. I'm asking for a variance for that. It does kind of taper down closer to the road to 4 feet to make it easier to see backing out.

Doug Gilmore: Yeah, it's supposed to be, 6 feet until it lines up with the side of your home, or the front of your home. And then from there, to the street, it's supposed to be 4 feet. 50% open, right? 4 feet and 50%.

Derrel Smith (City Planner): Yes.

Doug Gilmore: I haven't seen this fence, dear is it 50% open?

Janis Farley: It's just between the two properties, is all it is.

Doug Gilmore: Single face fence or shadow box?

Janis Farley: I don't know what all that is.

Doug Gilmore: Okay so, single face fence is, you just have boards that are lined up.

Janis Farley: Yeah, yes.

Doug Gilmore: Then shadow box, they're kind of offset.

Janis Farley: No, they're just a straight line. That's all I know.

Doug Gilmore: Where is the good side facing?

Janis Farley: The pretty side? Faces me.

Doug Gilmore: That's strike two.

Janis Farley: Pardon?

Doug Gilmore: I said, that's strike number two.

Janis Farley: Oh, is it?

Doug Gilmore: Yes, ma'am. You're supposed to put the good side to your neighbor.

Board: Have y'all seen the fence?

Doug Gilmore: I haven't seen the fence, have y'all seen it?

Board: The good side does face the neighbor.

Janis Farley: Oh it does face the neighbor? Sorry.

Doug Gilmore: Good, so we'll take that strike back. Someone, build this for you?

Janis Farley: Yeah, a friend did.

Doug Gilmore: A friend, not a company?

Janis Farley: No.

Doug Gilmore: Okay.

Rick Miles (Board): Do we know of any opposition to this Mr. Chairman?

Doug Gilmore: I haven't asked, is there any opposition? Seeing none, thank you. Well tell me dear, Ms. Farley how hard would it be to lower that fence to the 4 foot?

Janis Farley: I would have to hire somebody. I've run into so many problems with that house I'm about to run out of money.

Doug Gilmore: I understand. Is your friend still your friend?

Janis Farley: Well, he's gotten so busy. I don't know if he'll have time but I'll look for somebody if I have to.

Doug Gilmore: Well, the thing is we don't want to set a precedent that we don't want to keep allowing to happen. Does that make sense?

Janis Farley: Yeah.

Doug Gilmore: So, I've put in fences that go toward the street and they stop at 6 feet at the edge or front of the home, and then drop down to 4 at 50% open and that's how things, really should be. And I know it's a pain when you have to come up here not being led in the right direction by your friend or whatever, and not getting a permit that would explain that to you. And I'm sorry for that, but we are in a situation where it's out of compliance and for us to give the variance, to something built without a permit, outside the ordinance, that's not a good look, you know?

Janis Farley: Yeah, I just didn't know I was supposed to get one.

Doug Gilmore: I understand, you can always roll the dice up here and see how everybody likes it. I'm not saying no. I can't say no. It's a joint effort here. I'm just stating the facts. So, did you build that fence on both sides of the home?

Janis Farley: No, just the one row.

Board: Is it 900 or 910?

Janis Farley: 906.

Board: Okay, so you're 906, is the fence closer to 900?

Janis Farley: It's closer to the 910.

Board: So, it's close to the 910? Okay, you just ran it all the way up to the road.

Doug Gilmore: Did you go up to the road? Does it touch the road?

Janis Farley: No, no.

Doug Gilmore: So, you stopped before it got it to the road?

Janis Farley: Yes.

Board: I wish I knew how far back, can you come up and tell us please?

Shun Cornes (City Planner): The fence is about 3 feet from the road, it's got a good taper down. She has about 6 or 7 feet from the front edge. I mean, everything is in compliance except for that 6 foot height and tapering down to about 4 feet. Other than that, she has a permit now. When she found out, but we had to go out and inspect it and that's what we saw.

Rick Miles (Board): About how far does the 6 foot height run?

Shun Cornes: About 6 foot, from the front edge and then it goes down. So the front awning of the house, then it goes about another 6 foot and it slides down. But, she's out of the right of way, far as that, and that's about it.

Rick Miles: Nothing stopping the view from either way of the fence?

Shun Cornes: No. No, sir.

Kevin Bailey: To be clear we're talking about 6ft of fence out of the height ordinance for?

Shun Cornes: Yes, sir. About 6 feet of fence out of code ordinance.

Derrel Smith: This came from a complaint from somebody. It wasn't code enforcement.

Doug Gilmore: So, it was a citizen complaint.

Derrel Smith: Yes, sir.

Rick Miles: There was a complaint filed against it?

Derrel Smith: Yes.

Shun Cornes: There was a complaint to code about it, and code informed us. Any other questions?

Kevin Bailey: So, she is asking for a variance not to lower the fence and required to be 50% open.

Shun Cornes: We have quite a few of them out there that are exactly like hers, 4 foot level headed down. I see it every day.

Rick Miles: So, I'm clear. You said there are other fences out there, that are out of compliance?

Shun Cornes: Yes, we have some that are out there on the 4 foot height that aren't 50% open. And that's not shadow box.

Kevin Bailey: Mr. Chair, I move that we place the variance on the floor for a vote.

Doug Gilmore: Alright, do I hear a second?

Rick Miles: Second.

A motion was made by Kevin Bailey, seconded by Rick Miles, that the matter be approved, and the motion was DENIED with the following vote:

Aye (0)

Nay (3): Rick Miles, Casey Caples, Kevin Bailey

Absent (1): Matthew Millerd

The applicant George Hamman is requesting variance for building setback

Reginald Pronte (Proponent): My name is Reginald Pronte.

Doug Gilmore (Chair): Tell us what you want to do.

Reginald Pronte: Well, we want to build a duplex, three bedroom, two full baths, and on that property, I think on the variance that they were doing, the front there off of Labaume, with a 20-foot setback, but if you look down the street where they put a sidewalk, if you took that walking from Jason all the way to Johnson, we would have exactly what we needed. And we did talk about it as to you know what was needed if they needed a right of way or anything like that. The only objection I have with it, I was okay with it when we bought it. It was a 150 by 50 in size. Somewhere along the line it has adjusted to a 150 by 45. Which I guess, we just have to narrow the duplex. We are good with putting the parking in the rear to where the alley is located. I'm okay with that. The only thing that I had a problem with is, the development in Jonesboro across for South Jonesboro versus North, those properties were set up for 150 by 50, which is an extra 100 foot square, if you did it the other way. You could build a nice house that looks good. These lots were designed for shotgun houses if you would. Front door looks straight to the back. So it doesn't look like a very elegant place when you turn it sideways. So, the reason we're here is because when we bought the property, it was in plots. Plots one, two, and three. You know, little squares, and there's concrete slabs where there used to be little houses for people. We got that done with the landscaper. They fixed that. So, where we are now is, the only objection I have, is having sidewalks on Word. Word is going nowhere. Arkansas Glass was built in the middle of the street so they closed the street when I was a child. I grew up in that community. It's a six block stretch, it's never gonna grow, it's never going to have anything happen. We're very comfortable in that community with the one sidewalk that is pretty wide. On this side, you can't put a sidewalk anyway, there's not enough room. The property to the back of us, is a hill about this high, so if we're gonna put a sidewalk down, they gotta cut it down and move over. At the end of the day that's where we are, and I'm wanting to clean the alley up so we can put the parking in the rear.

Doug Gilmore: Reginald, is that alley on the backside of these Labaume properties?

Reginald Pronte: Yes it is.

Doug Gilmore: Okay, and that's a dedicated alley by the city? And can you get access to your property through there? Okay. Please continue.

Reginald Pronte: Well, that's kind of where we are, we have the plat and everything to the size, we had designed the size of the building to the size of the lot when we bought it, 50 by 150. But now it's been reduced to 45, and we've had to slim it down. So, I'm good with that, the plans that we have can roll with it, as when they had the meeting. I don't think I have a lot of objections

really, just basically, that people have to take into account that North Jonesboro was designed a little different from the rest of Jonesboro.

Doug Gilmore: The whole west end and north end were 50 foot lots.

Reginald Prunte: Exactly.

Doug Gilmore: Okay, so as you design these duplexes, which way are the doors facing?

Reginald Prunte: The doors are actually gonna face Labaume.

Doug Gilmore: Okay, both doors?

Reginald Prunte: No, let me rewind that, we're going to have to put the doors facing Word, per se because you would have to go up the side walkway. So, that's how we're going to do that duplex.

Doug Gilmore: The one on the corner?

Reginald Prunte: The one on 218 Labaume. The 220 Labaume has a house sitting on it, which we're gonna get this one built first, then tear the house down and put the other one there.

Doug Gilmore: So, the second one, the one only on Labaume, that's the second one. Where would those doors be?

Reginald Prunte: The entrance would have to be facing Word.

Doug Gilmore: It'll be facing the other building?

Reginald Prunte: Yeah.

Doug Gilmore: And they'll be concrete sidewalk.

Reginald Prunte: Yeah.

Doug Gilmore: And what's going to face Labaume? What's the look?

Reginald Prunte: Well, actually there would be a door there, but it wouldn't be the front door. If that makes sense. Because you got to have two doors.

Doug Gilmore: You're going to put a door on that side and that side? And the front too?

Reginald Prunte: Yeah.

Doug Gilmore: You're going to have, each unit will have two entrances?

Reginald Prunte: Yes, sir.

Doug Gilmore: Okay, well that's the whole problem, we got an issue on Matthews where they built triplexes, sideways. Before we could change the ordinance to say that you can't do that anymore. Because they look bad. So, that's why I'm asking is, what's the side of these Labaume

units are going to look like and facing the alley. So, there will be exits and entrances facing Labaume and facing the alley.

Reginald Prunte: No, no.

Doug Gilmore: Okay, tell me where I'm wrong.

Reginald Prunte: The way it's designed, you got you're parking, you get out the car, and you walk down, here's the front door of this duplex. You walk down this way, and go in this way for that one. Do you have the plan?

Doug Gilmore: I was about to say, do you have a set of plans that you're working off of Reginald?

Reginald Prunte: Oh, yeah.

Doug Gilmore: Thank you.

Reginald Prunte: When we originally worked on them, there was a garage, but we had to take it off because you couldn't bring it off of Labaume.

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Doug Gilmore: Thank you for that, they're looking over that. Anymore questions that you got for Mr. Prunte?

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Kevin Bailey (Board): So, basically is it five feet all around Mr. Derrel?

Derrel Smith: 10 feet on the west building setback, 15 feet on the east building setback.

Casey Caples (Board): Would it not make more sense, just to replat this into one? I mean, can you do that and make on large 4-plex? Is it not zoned for that? Okay.

Kevin Bailey: Derrel, have we done any kind of 4-sided setback, variances in the north end?

Derrel Smith: If you were south of Johnson, this would probably fit without a variance.

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Kevin Bailey: I certainly don't want to discourage redevelopment.

Rick Miles (Board): Have we had any opposition to this at all? That we know of?

Derrel Smith: We haven't had any calls on this, that I'm aware of, have we?

Anik Goula (Senior Planner): No.

Derrel Smith: Not that we're aware of.

Rick Miles: Any other redevelopment happening in this area Reginald?

Reginald Prunte: Yes, there's development on Word, there's duplexes built on Alan.

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Reginald Prunte: If you go up Word to Fisher, there's duplexes that they built. Pretty much everyone has done the same thing. The only question I have, is a lot of time, they're parking in front of the duplexes, but they had no alleys. So, we knew it had to be a variance done. This one just happened to have an alley, where you could actually do in compliance with the new ordinance that they have for south Jonesboro, across Johnson. But we don't have the space over there to make that happen.

Rick Miles: Are any of these under construction now?

Reginald Prunte: No, they're finished.

Rick Miles: Okay, alright.

Doug Gilmore: Anymore questions for Mr. Prunte?

Rick Miles: Derrel, is there anything other than what we discussed, that could throw a red flag into this?

Derrel Smith: Not at this time. Right now, if he can get this, everything can go forward.

Rick Miles: Mr. Chair I don't want to stop progress, so I'm going to move that we grant the variance.

Casey Caples: Second.

A motion was made by Rick Miles, seconded by Casey Caples, that the matter be approved, and the motion was PASSED with the following vote:

Aye (3): Rick Miles, Kevin Bailey, Casey Caples

Nay (0)

Absent (1): Matthew Millerd

VR-26-22

VARIANCE: 317 Southwest Dr

The applicant George Hamman is requesting a variance for building setbacks

Doug Gilmore (Chair): So, this is on Southwest Drive. Tell us what's going on.

Proponent: This building is 20 years old and I think Todd is selling this building, and they recently had it surveyed and found out that it is a little bit close to the property lines. On the side, and on the south back side a few feet. And they just want to get this cleared up and get the variance before they sell it, I believe.

Doug Gilmore: So, it's just for sale purposes, you're not adding on or anything. You're just trying to get it in compliance.

Proponent: Right.

Doug Gilmore: Gotcha.

Rick Miles (Board): Mr. Chair I'd like to make a motion to approve the variance.

Kevin Bailey: Second.

A motion was made by Rick Miles, seconded by Kevin Bailey, that the matter be approved, and the motion was PASSED with the following vote:

Aye (3): Rick Miles, Kevin Bailey, Casey Caples

Nay (0)

Absent (1): Matthew Millerd

5. Staff Comments

6. Adjournment

Meeting was Adjourned.