



City of Jonesboro City Council
Staff Report – RZ 10-21: Abernathy-PD-RM
 Huntington Building - 900 W. Monroe
For Consideration by the Council on March 15, 2011

REQUEST: To consider a rezoning a parcel of land containing 4.76 acres more or less (207,245 sq.ft.).

PURPOSE: A request to consider recommendation to Council for a rezoning from R-2 Low Density Multi-family to PDM- Planned District Multi-Family.

APPLICANT/ OWNER: Mr. Wesley Abernathy, P.O. Box 1368, Jonesboro, AR 72403

LOCATION: 1711 Arch Street (Terminus of Arch St. North of Henry St., South of Jonesboro Airport, North of Highway 18/Highland Dr.)

SITE DESCRIPTION: Tract Size: 4.76 Acres: 207,245 S.F.
 Frontage: 385 ft. on Arch St., 60 ft. on Long Street + 15 ft. alley to Henry St.
 Topography: Flat
 Existing Developmt.: Vacant/Undeveloped

SURROUNDING CONDITIONS:	<u>ZONE</u>	<u>LAND USE</u>
North:	I-2	Jonesboro Airport
South:	R-2	Residential
East:	R-2	Vacant
West:	R-2	Residential/Industrial (CWL treatment plant)

HISTORY: None.

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

COMPREHENSIVE PLAN FUTURE LAND USE MAP

The Jonesboro Comprehensive Future Land Use Map which shows the area recommended as Residence Transitional. This designation typically includes low density attached residential uses. The current planning area is configured in such a manner to accommodate a buffer area between less intense uses and a municipal airport.

Approval Criteria- Section 14.44.05, (5a-g) - Amendments:

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

- (a) Consistency of the proposal with the Comprehensive Plan
- (b) Consistency of the proposal with the purpose of the zoning ordinance.
- (c) Compatibility of the proposal with the zoning, uses and character of the surrounding area;
- (d) Suitability of the subject property for the uses to which it has been restricted without the proposed zoning map amendment;
- (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;
- (f) Length of time the subject property has remained vacant as zoned, as well as its zoning at the time of purchase by the applicant; and
- (g) 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.

Master Street Plan

The subject project site is surrounded by all local streets that are served off of Hwy. 18, a major arterial on the Jonesboro Master Street Plan. Staff anticipates that upon future build-out of this development access issues should be addressed. The site also fronts on a Long Street right of way which has been highlighted as a secondary ingress/egress to the site. Staff recognizes also that the Arch Street right of way is 50 ft. as opposed to the minimum 60 ft. wide for local streets; Arch Street is a dead-end street.

Zoning Code/ Analysis

Development Details:

The applicant proposes to create a Planned Development- Residential (PD-RM). There are fifty-six (56) units proposed with no more than four (4) units per building.

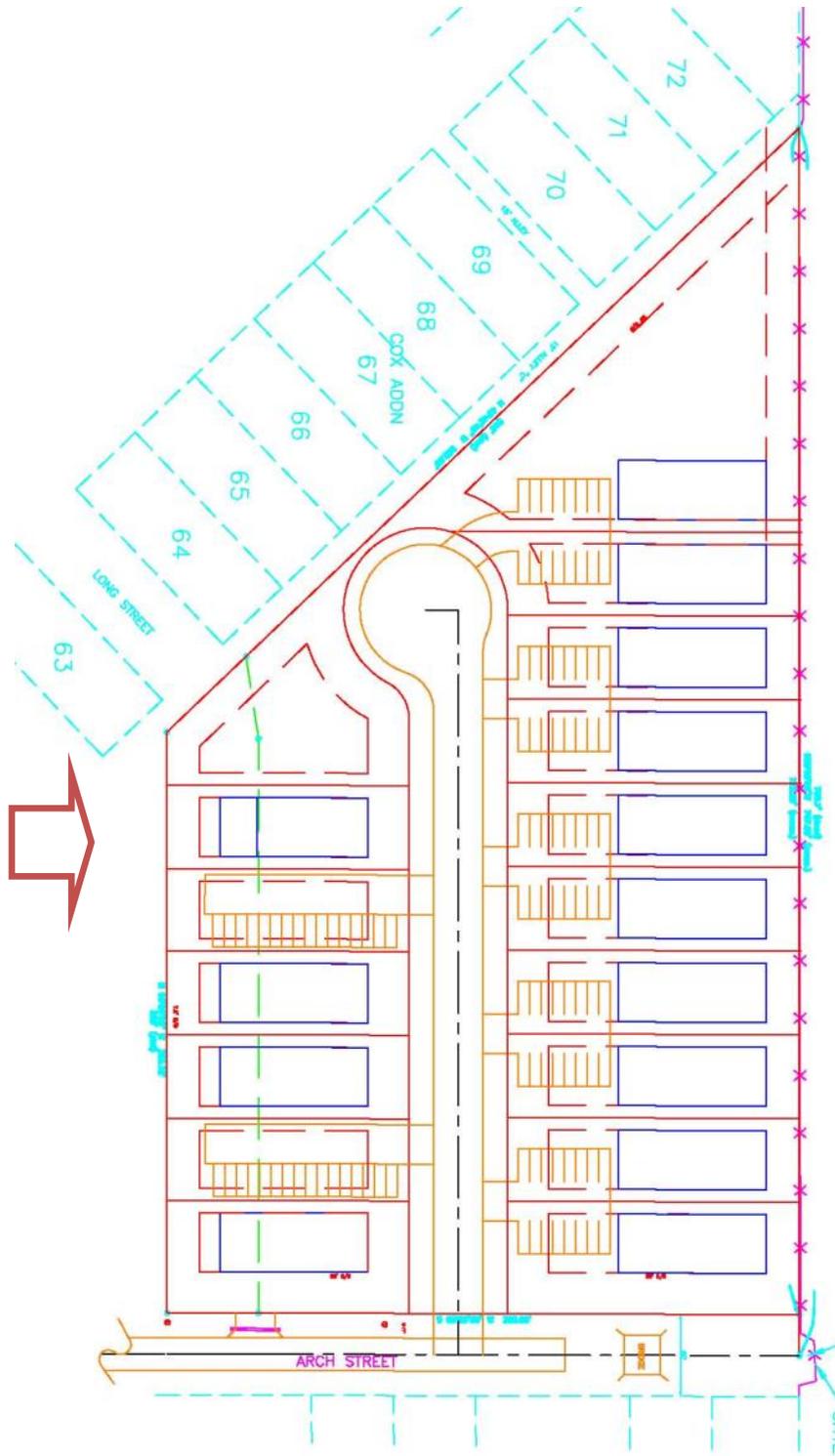
Required Greenspace = 20%

Density: Proposed: 11.7 units/per acre

14 Buildings- 1- Bedroom Units/ single story buildings
1 Bedroom Units- 56

Parking: 130 Parking Spaces

Required= 1.75 spaces per 1 Bedroom Unit
56- 1 Bedrooms – 89 Spaces Required; 114 spaces are provided.



Under the current R-2 Zoning District, the proposed 4.76 acre site could result 57. This calculation would be affected by infrastructure and public street requirements had it been designed under the current R-2 requirements (3,600 sq. ft. lot area required per unit). A typical layout has been provided, to show the if-then scenario, which could submitted under the current zoning. This layout is undesired by staff.

As an incentive, the developer is wishing to group the units into 4-plexes having combined access drives and parking lots with common green/open areas with benches and inner sidewalks. The Planned District code also requires the developer to set aside 20% open space, in which he has proposed to incorporate a walking trail with a multi-purpose use ball field within the detention area. A landscape plan and lighting plan shall be required depicting final landscaping and screening as part of the Final Development Plan process. Privacy fencing along the perimeter and the abutting/existing residential homes should be evaluated and improved where needed to provide some level of screening, as determined by the MAPC.

Layout- Current R-2 Zoning- As of Right Plan



Zoning/Vacinity Map

MAPC Public Hearing- Record of Proceedings for March 8, 2011:

George Hamman, Civilogic appeared before the Commission and stated that he prepared the application for a request for a Planned District (PD-RM) Multi-Family. The property is currently zoned R-2, as it stands. We could currently build 57 apartment units in this development as of right. As it stands, traffic is not the issue of concern. We agree that the streets are not as wide as the existing streets were developed when this was a part of the City of Nettleton. It's not the responsibility of the residents and developer to fix those streets. We are requesting 56 units, where we could do 57 units. We have set aside a recreational area, ball field or walking trails and greenspace.

Staff Report: **Mr. Spriggs** summarized the Staff Report findings. The density of the property is not being changed. However this is an example of the old R-2 District which has been problematic. The most undesirable R-2 Plan was shown in the staff report. Layout 2 was presented showing a secondary access out to Long Street. If Long Street is used, there would need to be improvements that need to be done on Long St. Mr. Hamman noted that the owner will have a second entrance on Arch St.

Privacy fencing/landscape buffering is a concern of staff and should be demonstrated during the Final Development process. The conditions were read.

Ms. Julie Percifull Sartain: Stated that she represents her parents at 1712 Arch St. and the other people from Henry St., Irby St., and Arch St. She presented a petition of names and some pictures showing the issues of concerns. It is a very dense area. All streets dead-end. Hwy. 18 is highly traveled. Bus stops on Arch and Henry St. The railroad tracks causes the traffic to line up and it blocks all 3 exits (pictures shown). Drainage is a problem in the area. The City had to go out last Friday to do some drainage on Henry St. The streets are not wide enough. The water drainage is poor and there is a heavy elderly population with sight and hearing problems. The traffic is a main concern directly across from the Dollar Store on Highway 18, with the railroad crossing. Emergency help is a concern, being a nurse. I have watched and helped with accidents there.

We have lights at the railroad and bars that come down. How long it will take with the traffic problems, if we allow another 100 vehicles. Fire is another concern that I have for getting to an individual in distress. There is one way in and out.

Mr. Halsey: Do you understand that it's already zoned for the use. Sounds like you are saying that you don't want anything built. Not that; I am concerned about the number of apartments that they are asking to be built in that small area. Anytime of the day you will see that exists. Will we create more problems by putting that many residents in this small area?

Mr. Halsey asked Mrs. Sartain, if she knew that it was zoned R-2 and the 57 units could be built today?

They are asking for 56 units and an opportunity to do a better layout. For us as a Commission we try to figure out a better flow. He is proposing a better development.

Ms. Julie Percifull Sartain asked how do we know if he would carry through with this plan fully?

Mr. Spriggs noted that the difference is we are holding him to an extra level of conditions and standards that would be approved by Ordinance. **Mr. Spriggs** made the comparison that each of you could do the same density redevelopment because all of the properties are Zoned R-2, but were built as single family homes. This board is making a recommendation.

Mr. Hoelscher: asked about the Certificate of Occupancy provision? **Mr. Spriggs** noted that sometimes the developer will construct these projects in phases. During the final development site plan review, the developer will present his phasing plan to MAPC for approval if the need arises to do a certain number of units at a time. Mr. Abernathy noted that he will do it in phases.

Micah Harding: I live beside the 7 ½ acres. This property drains on to my land which is low. Will he raise it or get into my shop I just built. **Mr. Hamman:** The Engineering requirements regulate that we won't make your problem any worse that it is.

The preliminary storm drainage findings are that we will drainage it towards the northeast towards the airport, and try to take it away from your site.

Ms. Harding: It will be a dead end street and it has one way in. It's going to be a troubling place like the apartments that have already come in.

Ms. Julie Percifull Sartain asked about the Home Land Security issue of the apartments in terms of the flight path. **Mr. Spriggs:** These are one level units. They will coordinate with the Airport Commission.

Mr. Joe Tomlinson noted concerns on the traffic issue. It puts us at a hard place with the access issues. We are supposed to make things better. This will not make that traffic problem there any better. We can't stop him from developing his property. Can we restrict the number of units based on the infrastructure?

Mr. Spriggs commented on the issues that we face on all of these rezonings where we are behind on our infrastructure improvements. This corridor has some access management challenges. The signage issue of not blocking drives is an enforcement issue. The only legal relief of holding up development would be a moratorium by City Council that would address findings of a study that would be needed to address our housing needs, density and infrastructure needs.

Action: Mr. Kelton made a motion to recommend to Council, approval of the request with the conditions; Motion was 2nd by Mr. Roberts.

Roll Call Vote: Mr. Hoelscher- Aye; Mr. Roberts- Aye; Mr. Kelton- Aye; Mr. Tomlinson- Nay; Ms. Norris- Aye; Mr. Scurlock- Aye. (5 to1)

Conclusion:

The MAPC and the Planning Department Staff find that the requested Zone Change submitted by Wesley Abernathy, should be evaluated based on the above observations and criteria, of Case RZ10-21, a request to rezone property from "R-2" to PD- RM, and is recommended to the Jonesboro City Council with the following conditions:

1. That a Final Development Plan shall be filed and approved by the Planning Commission and no new work shall commence prior to Final Site Plan review and approval by the MAPC.
2. A detailed lighting plan and landscaping plan shall be submitted to the MAPC, including a 20 ft. landscape buffer, including privacy fencing where the site abuts existing residential uses, and shall include 20 ft. open space and amenities.
3. That the proposed development shall satisfy all requirements of the City Engineer, satisfying all requirements of the current Stormwater Drainage Design Manual.
4. That prior to any issuance of Certificate of Occupancy of new uses, all requirements stipulated by all city, state and local agencies shall be satisfied.
5. The development shall be limited to 56 units within the legal boundary of this request.
6. That a Final Subdivision Plat shall be approved by the Planning Commission with the assurance that all public right-of-way improvements are completed in a timely manner.
7. That all building side setbacks be held to a minimum of 10 ft. setback from property lines where rear patios will be located.

Respectfully Submitted for Council Consideration,



Otis T. Spriggs, AICP
Planning & Zoning Director

Site Photographs



View looking northwest at the subject site.



View Looking north along Arch St.



View looking west of along south property line.



View looking northwest.



View looking west.



View looking north, terminus of Arch St. leading to airport property.



View looking south of Arch St.



View looking east along Long St./Henry St. intersection.



View looking north along Henry St.



View Looking west along Long St.



View looking north from Irby St./Henry St. intersection.