



City of Jonesboro City Council
Staff Report – RZ 13-06: Loves Travel Stop- Hwy. 463
Huntington Building - 900 W. Monroe
For Consideration by the Council on July 1, 2013

REQUEST: To consider a rezoning of a parcel of land containing 46.79 acres more or less.

PURPOSE: The applicant requests MAPC approval of a rezoning from R-1 Single Family to PD-C, Planned Development District- Commercial.

APPLICANT/ Rick Shuffield of Resource Consulting Civil Engineering on behalf of Loves Travel
Stop

OWNER: Charles Davis, Owner, Jonesboro, AR 72401

LOCATION: East side of US 63, Exit 40 @ Hwy. 463, between W. Parker and Ingels Road.

SITE **DESCRIPTION:** **Tract Size:** 46.79 acres
Frontage: Approx. 910 ft. on Hwy. 463/East Nettleton Ave.
Approx. 500 ft. on Parker Road
Topography: Predominately flat.
Existing Development: Agricultural Vacant Residential/Pasturing Lands

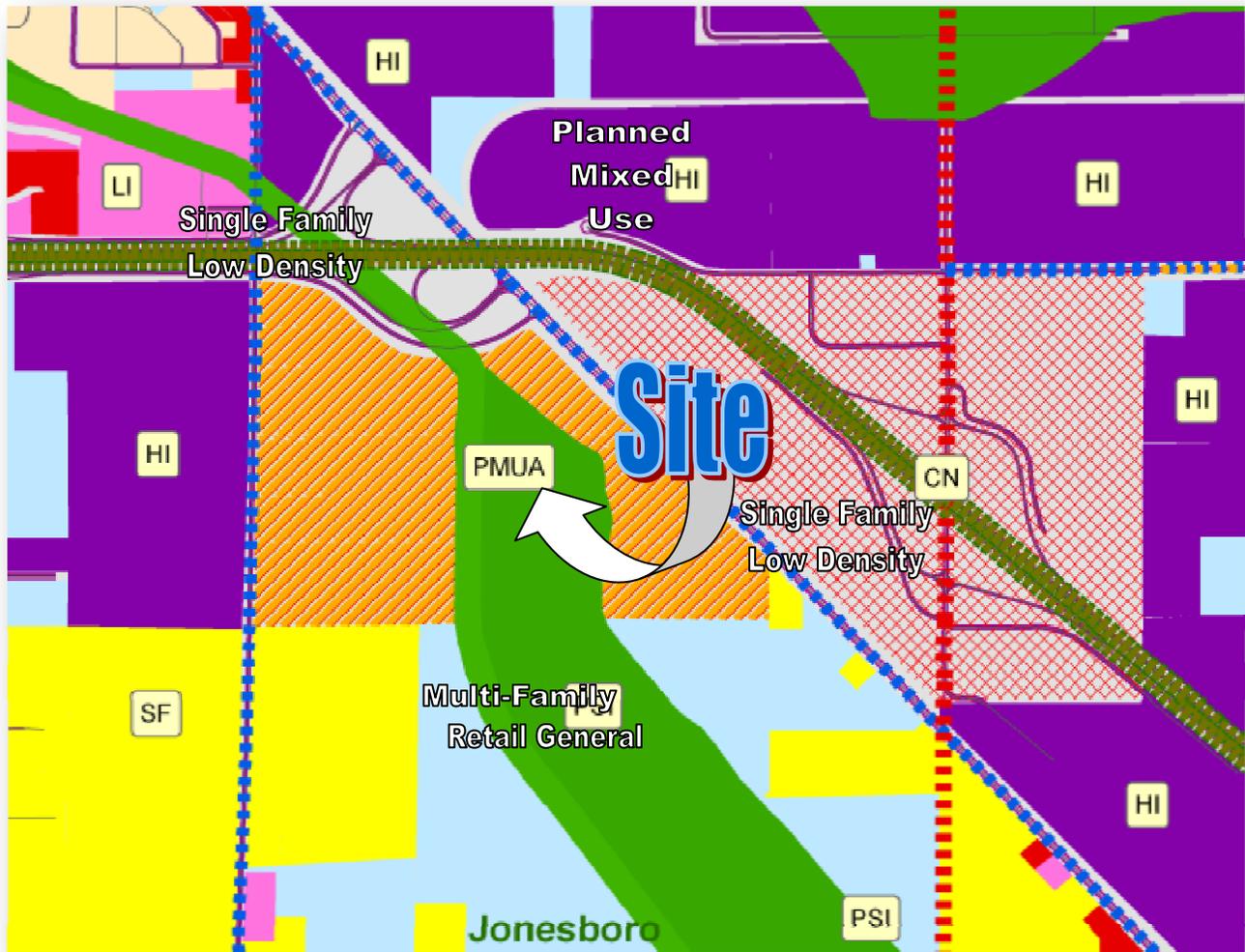
SURROUNDING	<u>ZONING</u>	<u>LAND USE</u>
CONDITIONS: North:	I-1	Industrial/I-63/Parker Road
South:	R-1	Agriculture/Gas Utility
East:	R-1,	Agriculture, Residential
	C-3	Auctioneer Business, Gas Utility
West:	I-1	Building specialties office & storage warehouse
	C-3	Agriculture
	R-1	Agriculture
Northwest:	R-1	Unimproved

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 Current/Future Land Use Map recommends this location as Planned Mixed Use. The proposed rezoning to PD-M – Mixed Use Planned Development District is consistent with the adopted land use map.

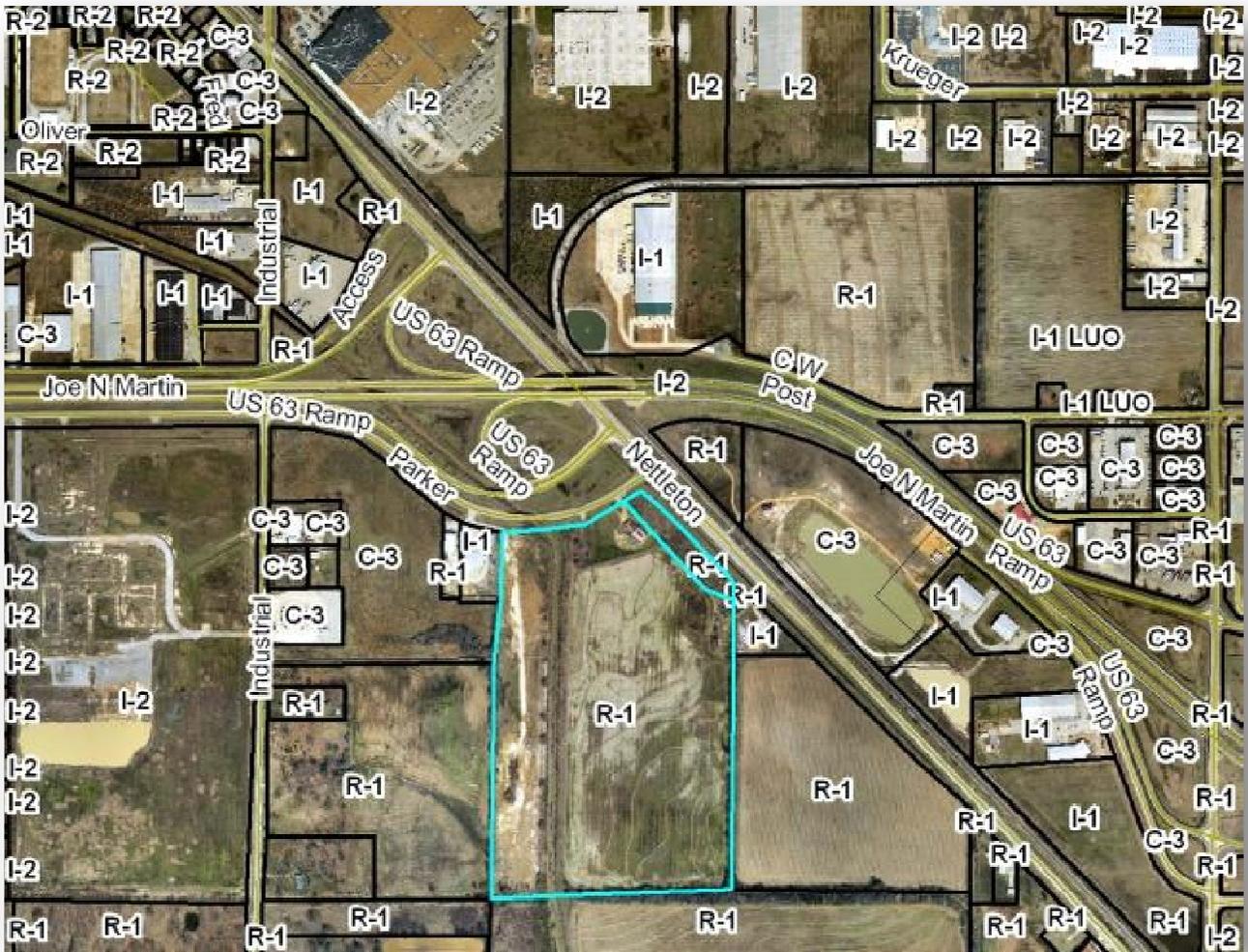


Adopted Land Use Map

Approval Criteria Checklist- Section 117-34- 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 list. Staff has reviewed each and offers explanations and findings as listed in the rezoning checklist below:

Criteria	Consistent (Yes or No)	Explanation
(a) Consistency of the proposal with the Comprehensive Plan	Yes. Plan Update is Pending.	See Land Use Section Above.
(b) Consistency of the proposal with the purpose of the zoning ordinance.	Yes.	Meets the criteria for a Mixed Use Planned Development District
(c) Compatibility of the proposal with the zoning, uses and character of the surrounding area;	Yes.	Commercial, single family residential, and multifamily residential uses currently in the vicinity.
(d) Suitability of the subject property for the uses to which it has been restricted without the proposed zoning map amendment;	Minimal suitability.	Property would yield a maximum of (31) R-1 lots with a cul-de-sac length variance. However, the narrow site and existing topography are restrictive.
(e) Extent to which approval of the proposed rezoning will detrimentally affect nearby property including, but not limited to, any impact on property value, traffic, drainage, visual, odor, noise, light, vibration, hours of use/operation and any restriction to the normal and customary use of the affected property;	Minimal detrimental effects.	Ingress/egress at Southwest Drive is a concern Provisions for shared access may be considered with concern to the commercial portion of the development.
(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	N/A	
(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.	With a few exceptions the associated impacts are minimal	Additional multifamily units (duplexes) stretch the limited public safety resources. Common open space, sidewalks, community building, and picnic/gazebo area is proposed.



Vicinity/Zoning Map

Findings:

Master Street Plan/Transportation

The subject site is served by Hwy. 463/ East Nettleton Ave. and West Parker Road, which on the Master Street Plan are defined as a Minor Arterial and Local respectively. Both street right-of-ways satisfy the Master Street Plan recommendation as illustrated on the Plat.

Zoning Code Compliance Review:

The applicant has proposed a rezoning from R-1 Single Family Residential to a C-3 General Commercial District with no special use or planned development district tools applied in this petition. All allowable uses listed under Chapter 117, C-3 General Commercial could potentially apply here. However, as customary, the Planning Commission may wish to request that a Final Site Plan be subject to MAPC approval at such time the property should redevelop. All other uses stipulated as allowable or as conditional use will apply to this proposed rezoning petition.

Ordinance Compliance Review for Proposed Rezoning to PD-M – Mixed Use Planned Development District:

Per Chapter 117-324, **Parking Requirements** are as follows:

Hotel or motel	1 per guest room, plus 1 per 10 guest rooms
Day care, limited or general	1 per employee and/or attendant, plus 2 spaces
Library	1 per 500 square feet
Medical service	6 per doctor or dentist
Museum	1 per 500 square feet
Office, general	1 per 300 square feet
Recreation/entertainment, indoor	1 per 400 square feet
Recreational vehicle park	1 per camping space
Restaurant, fast-food	1 per 75 square feet of customer service/dining area
Restaurant, general	1 per 150 square feet for first 2,500 square feet, plus 1 per 100 square feet over 2,500 square feet
Retail/service, general	1 per 250 square feet
Retail/service, furniture and bulky items	Spaces to be provided pursuant to schedule B
School, nursery, elementary and middle	1 per staff and employee, plus 1 space per classroom
School, high	1 for each 3 students, plus 1.5 per classroom
Service station	2 per service bay, plus 1 per pump
Vehicle and equipment sales	Spaces to be provided pursuant to schedule B

The application was submitted under the provisions of the Planned District Development requirements. The required 15% open space needs to be delineated on the plan. Perhaps an outdoor relaxation or rest area can be implemented on the site plan. The applicant petitioned for this change to allow the proposed development to be permitted because the current R-1 zoning will not allow for the proposed development. They desire to develop a Love’s Travel Stop and possible future hotel site as depicted on the Preliminary Development Plan. The site will be developed by building a Love’s Travel Stop and Country Store, including a 10,000±SF Retail Sales/Fast Food Restaurant. The applicant has described Love’s as a ‘retail’ facility that will maintain an attractive commercial appearance with 24 hour operation to serve the general public.

The proposed development would result in having utilities brought to the site, as mentioned before, increasing the ability to develop the area. Also, because the current site is in a floodway, the required improvements to the adjacent creek would improve drainage of the site without impacting neighboring sites.

Access/Transportation:

Driveways will be reviewed and permitted by AHTD to best manage the ingress and egress of both automobiles and commercial trucks visiting this facility. However City Staff has reviewed the access management dynamics of the site and offer a few suggestions and recommendations. Please see attached memo from the Metropolitan Planning Office.

Highway 463 currently has a raised median which controls onsite access to this development, and causes a right in right out only along the street frontage (Hwy. 463). Staff recommends that this arrangement remains as designed. Staff also advises that the MAPC requests developer consideration for a turn-lane at the intersection of Parker Rd. & Hwy. 463/E. Nettleton Ave., eastbound.

The applicant has noted cross access to the gas propane utility to the south. This access easement should be platted and recorded. The joint/cross access to the hotel should be clarified and made complete.

On-premise Signage:

The applicant proposes typical onsite commercial signs, which all appear to satisfy the current code.

A major interstate high-rise sign which they are requesting a height to exceed the required 75 ft. maximum, because of a recent signage sight study which justified the need. The applicant proposes 100 ft., which requires a variance of 25 ft.

Other Departmental/Agency Reviews:

Department/Agency	Reports/ Comments	Status
Engineering	Received	Voiced concerns over future access connectivity.
Streets/Sanitation	Received	Noted no objection
Police		No objections noted
Fire Department	Received	Noted no objection
MPO	Received	Voiced concerns over future access connectivity. (1) Removing or reconfiguring the median on AR 463. (2) Improving the connectivity between the travel stop and the hotel. (3) Relocating the Parker Road entrance to the travel stop. (4) Adding a right-turn lane at the intersection of Parker Road and AR 463. (5) Extending both southbound lanes beyond the developed frontage.
Jets	Received	Noted no objection
Utility Companies	Received- CWL	Noted no objection

MAPC RECORD OF PROCEEDINGS: Public Hearing held June 11, 2013

Applicants:

Mr. John ‘Trey’ Savoie, PE., Resource Consultants, appeared before the Commission stating that he is the engineer doing the site design. **Mr. Steve Walters with Loves** stated that he is standing in for Rick Sheffield; and **Mr. Terry Bare, HKB**, appeared as the local assistant working on the project.

Staff:

Mr. Spriggs presented the summary of the Staff Report. Mr. Spriggs stated that staff met with the project team who expressed their hopes of including such uses as the truck stop, convenience store, restaurant, fueling station and the future hotel use. We advised the team that the best approach would be the Planned Unit- Mixed Use Development approach, which will accommodate the range of uses. This will also allow us to deal with the challenges from a long range planning perspective. The proposal is consistent with the adopted Land Use Map for the *Planned Mixed Use Employment Area* category.

Master Street Plan/Land Use Plan Consistency:

In terms of the Master Street Plan, the Preliminary Plan and Plat do meet the proposed right of way requirements along Hwy. 463, as an arterial, as well as Parker Rd. as a local road right-of-way.

Mr. Spriggs noted that staff met with the utility agencies and other departments in the Predevelopment Meeting and had an opportunity to discuss the various issues of site development as it relates to access management. We have listed the minimum requirements for parking and site design within the Staff Report.

Open Space:

Mr. Spriggs mentioned the 15 % open space requirement as part of the Planned District; suggestions were given on possibly providing a park-like resting area for the patrons, or open space provisions that could utilize the natural areas.

Departmental Reviews:

Mr. Spriggs summarized comments that were received from Engineering, MPO, Jets, etc.

1. That the proposed development shall satisfy all requirements of the City Engineer, satisfying all requirements of the current Stormwater Drainage Design Manual.
2. That a future site development plan be submitted and reviewed by the MAPC prior to any future redevelopment of the proposed site.
3. The applicant agrees to comply with the Master Street Plan recommendations for the East Parker Rd. and Hwy. 463 right-of-way(s).
4. The applicant shall submit a Final Development Plan addressing the recommendations of the Metropolitan Planning Organization:
 - Reconfiguring the median on AR 463 should not occur
 - Improve the connectivity between the travel stop and the hotel.
 - Relocating the Parker Road entrance to the travel stop.
 - Adding a right-turn lane at the intersection of Parker Road and AR 463.
 - Extending both southbound lanes beyond the developed frontage.

Traffic/ Access Management Discussion:

Mr. Spriggs introduced Mark Nichols, Traffic Engineer for the City.

Mr. Terry Bare: We have presented a rezoning only. We are still working and negotiating with the Highway Department concerning the question of controlled access and the median on Hwy. 463. They will submit a site plan. This is only a preliminary concept.

Mr. Mark Nichols noted that Staff appreciates that. Our intent is only to bring up these issues to your attention, as soon as possible for consideration. Prepared diagrams were shown by Mr. Nichols: Most of the traffic will be wanting to take a left-turn from Parker Rd. on to Hwy. 463. A single left-turn vehicle blocks all the right-turn traffic. It would be beneficial to have a designated right turn-lane and to have the driveway a little further from the intersection. As Otis Spriggs noted, some type of shared access between the hotel use and the truck stop would be beneficial to avoid having to go back out on Hwy. 463 to shop or eat at the retail use. Illustrations/diagrams were shown.

Mr. Reece: Asked if all of these issues will be worked out, during the site plan review stage?

Mr. Spriggs: That is correct. Mark Nichols makes a good point that we would like to get these issues recognized early in the process. The MAPC has the ability within the Planned District process to negotiate some of these issues. Now that we have a traffic engineer on staff, it saves us a lot of time determining that a traffic study might not have to be performed in large developments like this; in which we could recommend one be done. However, the last condition notes that we would like to see consideration made on these items.

Mr. Reece: Fact is- this is a rezoning and not a site plan and we do not want to design the plan. Is that correct?

Mr. Spriggs: The idea is not to design the site plan. All of these are legitimate concerns that need to be forwarded to City Council in order to make and informed decision.

Mr. Reece: I think that the best use for the property is commercial.

Mr. Spriggs: We do not disagree with that at all.

Action:

Mr. Reece: Made a motion to approve the rezoning and recommend it to City Council with the stipulations that all of the Site Plan development conditions. Motion was seconded by Mr. Scurlock.

Mr. Terry Bare: We do not have a problem with the recommendations. As far as meeting all of those stipulations and meeting them, because the site plan that you see attached is not the site plan that we will be working with because the Highway Department is reviewing the request.

Public Input: None present.

Roll Call Vote: Motion passed with a 6-0 vote recommending approval.

Mr. Dover- Aye; Ms. Nix- Aye; Mrs. Shrantz-Aye; Mr. Reece- Aye; Mr. Tomlinson- Aye; Mr. Scurlock- Aye; Mr. Lonnie Roberts- Chair; Absent were Mr. Kelton, Mr. Hoelscher.

Conclusion:

The MAPC and the Planning Department Staff find that the requested Zone Change submitted by Loves Travel Stop should be evaluated based on the above observations and criteria, of Case RZ 13-06 noted above, a request to rezone property from R-1 Single Family to PD-C, Planned Development District-Commercial. The following conditions apply:

1. That the proposed development shall satisfy all requirements of the City Engineer, satisfying all requirements of the current Stormwater Drainage Design Manual.
2. That a future site development plan be submitted and reviewed by the MAPC prior to any future redevelopment of the proposed site.
3. The applicant agrees to comply with the Master Street Plan recommendations for the East Parker Rd. and Hwy. 463 right-of-way(s).
4. The applicant shall submit a Final Development Plan addressing the recommendations of the Metropolitan Planning Organization:
 - Reconfiguring the median on AR 463 should not occur
 - Improve the connectivity between the travel stop and the hotel.
 - Relocating the Parker Road entrance to the travel stop.
 - Adding a right-turn lane at the intersection of Parker Road and AR 463.
 - Extending both southbound lanes beyond the developed frontage.



Otis T. Spriggs, AICP
Planning & Zoning Director

Site Photographs



View from Parker Road looking on site



View of S&S Door Company looking west along Parker Rd. /Site on Left



View looking South on site from Parker Road



View looking North On Hwy. 463 along Property Frontage from existing drive access.



View looking west toward Site



R-1 property located east of site. Jack's Treasures Flea Market, The Treasure Hunt Flea Market, and a body shop to the rear.



View looking North towards I-63 / I-463 Interchange



View looking South along I-463, Site on right



View from uses south of the site along Hwy. 463



View from uses south of the site along Hwy. 463



View looking northeast at Gas Utility, south of the site along Hwy. 463