

City of Jonesboro City Council
Staff Report – RZ 11-14: G&P Stadium Commercial Development

Huntington Building - 900 W. Monroe

For Consideration by the Council on September 20, 2011

- REQUEST:** To consider a rezoning of a parcel of land containing 9.7 acres more or less
- PURPOSE:** A request to consider recommendation by Council for a rezoning from “C-3” Low General Commercial to “PD-C”- Planned District- Commercial as recommended by MAPC.
- APPLICANT OWNER:** G&P Development, LLC, P.O. Box 17426, Jonesboro, AR. 72403
SAME
- LOCATION:** 2807 Stadium Blvd. /2833 Race Street, Jonesboro, AR
- SITE DESCRIPTION:** Tract Size: Approx. +/- 9.7 Acres
Frontage: Approx. 173’ +/- Stadium Blvd.; 175’ +/- on Race Street
Topography: Gently Sloping
Existing Dvlpmt: Vacant Lot
- | | | |
|--------------------------------|-------------|-------------------------------------|
| SURROUNDING CONDITIONS: | <u>ZONE</u> | <u>LAND USE</u> |
| North: | R-1/C-3 | Church/Bank |
| South: | C-3 | Hotels |
| East: | C-3 | Retail/Restaurants |
| West: | C-3 | Vacant Commercial Subdivision Lots. |
- 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 General Commercial. The proposed rezoning is consistent with the land use map.

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.



HKB
Haywood, Kenward, Bare
AND ASSOCIATES, INC.
 CIVIL Engineering, Surveying & Planning Services
 1801 Johnsons Drive, Jacksonville, AR, 72404
 P. 501.922.2018 F. 571.322.1076

PRELIMINARY CONCEPT
 A PART OF THE PRELIMINARY CONCEPT FOR THE DEVELOPMENT OF THE SITE OF THE PROPOSED COMMUNITY CENTER OF ANDERSON, CLAYTON COUNTY, MISSISSIPPI

SCALE: AS SHOWN - SEE DRAWING FOR DETAILS - SEE

PROJECT NO.	1801
DATE	11/21/17
BY	JK
CHECKED	JK
DATE	11/21/17
PROJECT	COMMUNITY CENTER OF ANDERSON, CLAYTON COUNTY, MISSISSIPPI
DATE	11/21/17
BY	JK
CHECKED	JK
DATE	11/21/17

Findings:

Master Street Plan/Transportation

The subject site is bordered by Stadium Blvd. (State highway route), a principal arterial, and Race Street which is a Collector road. The rezoning plat shows Stadium Blvd. right of way at 120 ft. and Race Street at 38ft. to 39.7 ft. along Race Street (fraction less than the 40 ft. from centerline recommended). Driveway access drives shall be submitted and coordinated with the appropriate reviewing agency for approval.

Land Use Plan

The proposed site falls within a recommended General Commercial Area on the future land use map. Consistency is achieved with the submitted petition.

Zoning compliance:

The applicant is requesting a change to a Planned District- Commercial District (PD-C) which will allow the development to be developed in a more private manner with private access drives serving six (6) individual commercial restaurants and retailers. The preliminary plan reflects this as well as the conceptual layout of greenspace and walkways throughout the site. Details on greenspace percentage are lacking and should be quantified by the applicant. Maximum building square-footages should also be demonstrated by the applicant.

Landscaping/Lighting/Dumpster Location/Screening/ Signage:

The preliminary conceptual plan should be enhanced to illustrate location and details on Landscaping, Lighting, Dumpster Location and Screening for MAPC consideration in the Final Development Plan process. Signage details will be required during the Final Development Plan process as well. Parking lot calculations shall meet the minimum requirements of the C-3 Commercial District standards.

Record of Proceedings- MAPC Public Hearing Held on July 12, 2011.

Applicant: Mr. Michael Daniels, HKB appeared before the Commission and welcomed any questions or comments. Mr. Spriggs gave staff input summarizing the case details. The developer is proposing 6 commercial buildings served by private drive/access from the mentioned right of ways. Zoning compliance would need to be met by each commercial use planned, regarding building setbacks, maximum lot coverage, etc. Since the staff report was posted, we have before the Commission a revised preliminary plan that was submitted by the applicant that addresses those issues. The Engineering Dept. and Planning Dept. Staff also reviewed the plan in terms of the site layout in reference to our access management ordinances; as it relates to the number and location of access drives in proximity to other drives. And there were some questions raised by Engineering in terms of the alignment of the access drives to assure that there are no conflicts with what occurs on the opposite side of Race Street, and what is coordinated along Stadium Blvd.

The Planning Department has listed the following five (5) conditions:

1. Race Street right of way should be shown at 40 ft. from centerline. Driveway access drives shall be submitted and coordinated with the appropriate reviewing agency for approval. (This item is no longer an issue and can be removed).
2. Details on maximum building sizes and percentage of open/greenspace shall be submitted for MAPC consideration in the Final Development Plan process.
3. Signage details shall be required during the Final Development Plan process as well.
4. Parking lot calculations shall meet the minimum requirements of the C-3 Commercial District standards.
5. A final development plan shall be required to be reviewed and approved by the MAPC and shall include final details on drainage, grading, access management, signage, lighting photometrics, landscaping and all site improvements approved by this petition.

The greenspace/openspace for Phase I, we plan for 34% of phase I to be open space on the 2 lots on the southern end. We will continue that drive to Race Street. As far as parking we have 131 spaces

and we are required 120. We do not have an exact plan/time for the other easement. Mr. Spriggs asked if the applicant had coordinated with CWL concerning easements under the Planned Development District. Mr. Daniels: our planned 25 ft. wide utility corridor is shown on the east end (runs east of the North/south road).

Engineering Department:

Michael Morris: Have you had a chance to look at the access driveway and the one to the north? Yes, it is over 80 ft.: Mr. Daniels replied. We would like this drive align with the church drive across the street. Michael Daniel stated that it won't be exactly lined up; it will be an offset because of the requirement to offset the drive 20 ft. from the line. Mr. Morris: Even though this is labeled private drive, it will operate like a City street, because you are serving multiple buildings. If the bank develops, which is east, we will restrict their driveway location, because we would want them further spaced.

Terry Bare: HKB, Our driveway along Race comes half way between the bank and the church. We feel that is the best and safest entrance to the property. Last month we had a commercial subdivision before you in which the driveway was a little less than the 80 ft. and Engineering asked that we dead-end the street with a cul-de-sac because it did not align with the driveway of a residence. If we move it to the south we will not match that driveway ; We will ask the owner if they would like to do that, but we do not want to make it a stipulation of approval. Mr. Morris: We feel once the bank is developed there will be a congestion between them and the bank. The church will be accessing the property on Sunday and Wednesday night . Mr. Daniels noted consideration of the automotive business to the west and to move it closer to the west, there is a residence that we will be jamming it against when there is a 20 ft. setback requirement off the line.

Mr. White: Do you know with certainty that the bank will develop the drive at that location. Mr. Morris noted that it was a temporary facility previously approved and that is probably where they wanted the final drive. Mr. White: The way I see is that they are requesting a rezoning and those things will come later. Mr. Halsey concurred. Joe Tomlinson: If you do this in phases will this come back as a final plan? Mr. Spriggs noted that this submittal is a conceptual plan attached to the rezoning. Afterwards it will following similar to a subdivision. Mr. Spriggs noted that consistency is achieved with the land use plan.

Opposition: NONE.

Commission Action: A motion was made by Jim Scurlock, seconded by Margaret Norris, that this matter be approved and Recommended to Council . The motion carried by the following vote.

Aye: 6: Ms. Margaret Norris; Mr. Joe Tomlinson; Mr. Paul Hoelscher; Mr. Ron Kelton; Mr. John White, and Mr. Jim Scurlock. **Case Approved Unanimously- 6-0.**

Absent: 2 - Lonnie Roberts Jr. and Brian Dover

Conclusion:

The MAPC and the Planning Department Staff find that the requested Zone Change submitted by G&P Development, should be evaluated based on the above observations and criteria, of Case RZ 11-14, a request to rezone property from "C-3" to PD-C, and is hereby recommended for approval to the Jonesboro City Council.

The conditions for recommendation of approval shall include the following:

1. Race Street right of way should be shown at 40 ft. from centerline. Driveway access drives shall be submitted and coordinated with the appropriate reviewing agency for approval.
2. Details on maximum building sizes and percentage of open/greenspace shall be submitted for MAPC consideration in the Final Development Plan process.
3. Signage details shall be required during the Final Development Plan process as well.
4. Parking lot calculations shall meet the minimum requirements of the C-3 Commercial District standards.
5. A final development plan shall be required to be reviewed and approved by the MAPC and shall include final details on drainage, grading, access management, signage, lighting photometrics, landscaping and all site improvements approved by this petition.

Respectfully Submitted for Council Consideration,

Otis T. Spriggs, AICP
Planning & Zoning Director

Site Photographs



View looking South towards site.



View looking East towards site.



View looking West across from the site.



View looking South of site.



View looking North across from site entrance along Race Street.



View looking East towards Stadium/Race intersection.



View looking West of abutting residence.



View looking West of abutting residence's rear property.



View looking South of site.



View looking North along Stadium Blvd. (of site frontage).



View looking East of ingress/egress for site from Stadium Blvd.