

*City of Jonesboro Metropolitan Area Planning Commission*  
**Staff Report – RZ 24-09, 6103 Dalton Farmer Drive**  
**300 S. Church Street/Municipal Center**  
*For Consideration by Planning Commission on May 14, 2024*

**REQUEST:** To consider a rezoning of one tract of land containing 3.88+/- acres

**PURPOSE:** A request to consider recommendation to Council for a rezoning from “R-1”, single family medium density district, to “I-1” limited industrial district.

**APPLICANT:** Associated Engineering, LLC, 103 S. Church, Jonesboro, AR 72401

**OWNER:** Farmer Enterprises, Inc., 2504 Alexander Drive #116, Jonesboro, AR 72403

**LOCATION:** 6103 Dalton Farmer Drive

**SITE DESCRIPTION:** **Tract Size:** Approx. 3.88Acres  
**Street Frontage:** Approx. 640 ft. on Dalton Farmer Drive

**Existing Development:** Vacant

**SURROUNDING CONDITIONS:**

ZONE	LAND USE
North	I-1 – Vacant
South	R-1 – Residential
East	I-2 – Nice-Pak
West	R-1 – Residential

**HISTORY:** This site has been vacant for several years.

## ZONING ANALYSIS:

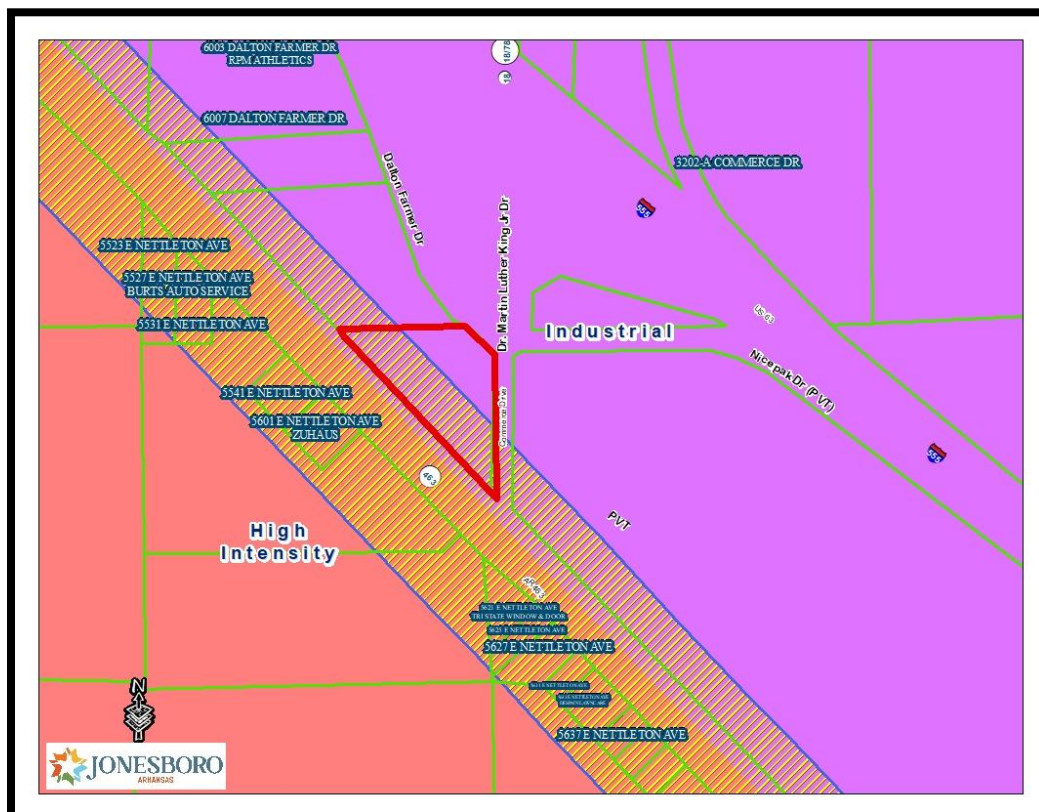
*City Planning Staff has reviewed the proposed Zone Change and offers the following findings:*

### **Comprehensive Plan Land Use Map:**

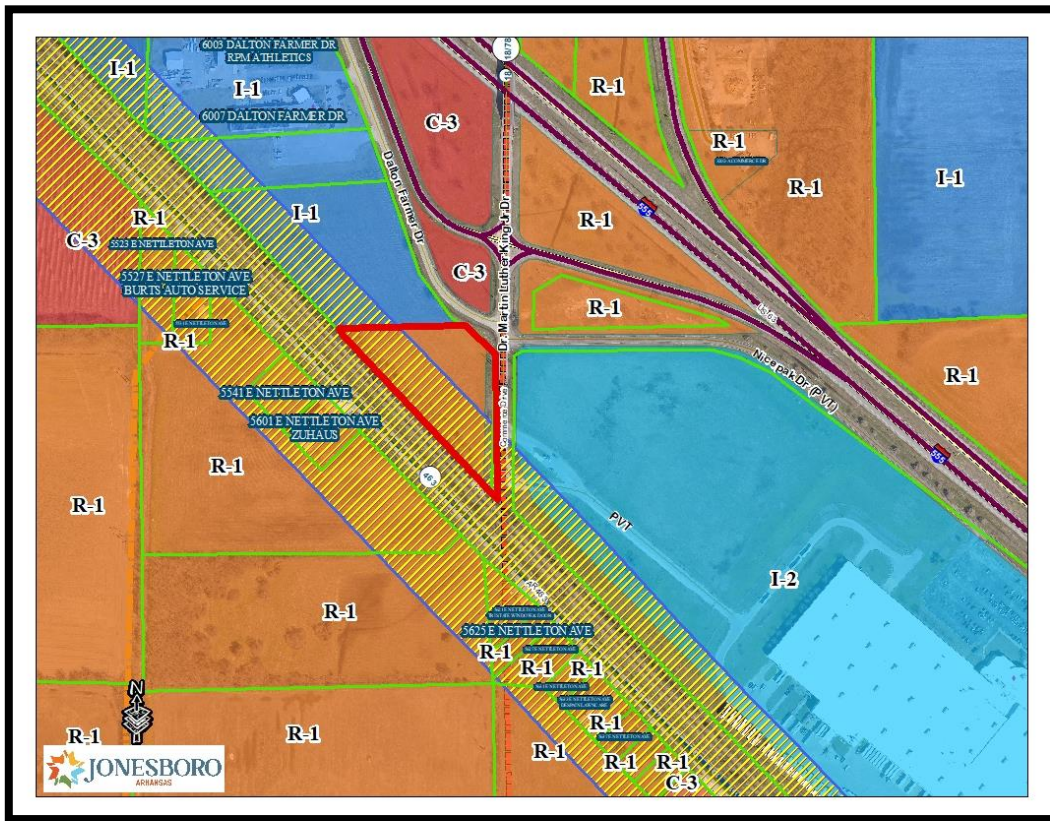
The Current/Future Land Use Map recommends this location as an **Industrial** Growth Sector.

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.

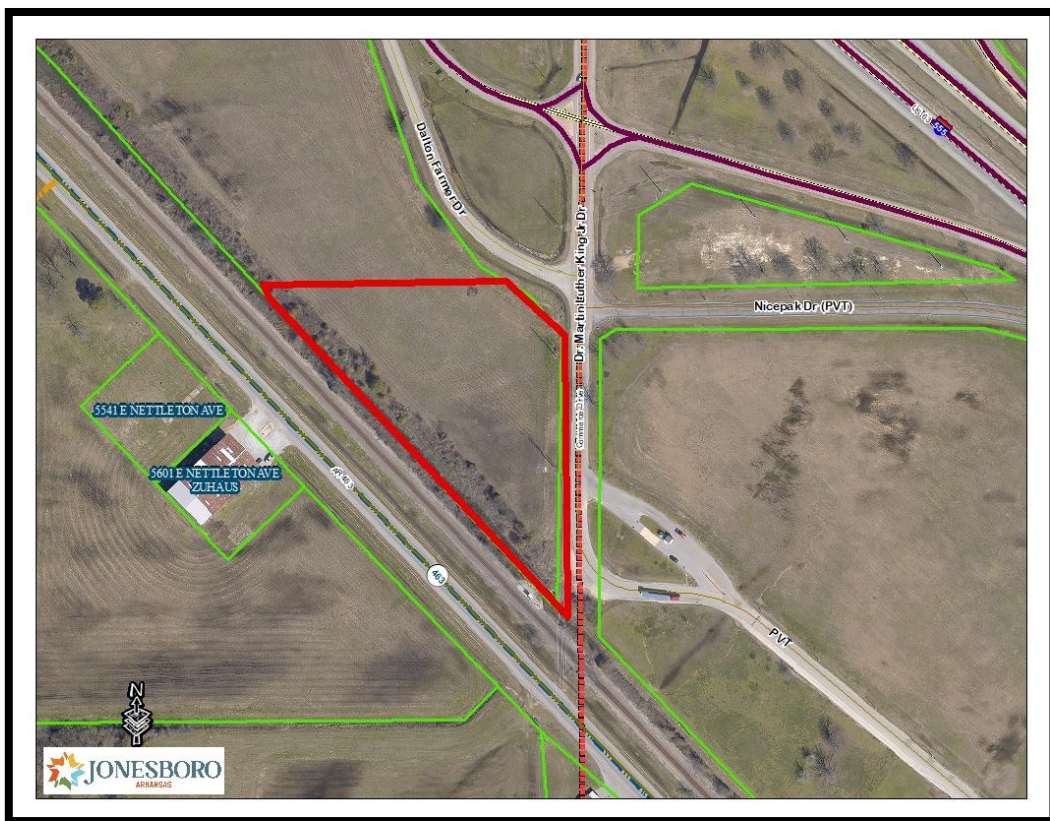
Smaller scale "light" industrial uses include warehousing, storage, limited manufacturing, research and development, laboratories, transportation terminals, and wholesale activities in enclosed facilities without offensive emissions or nuisance.



*Land Use Map*



*Zoning Map*



*Access*



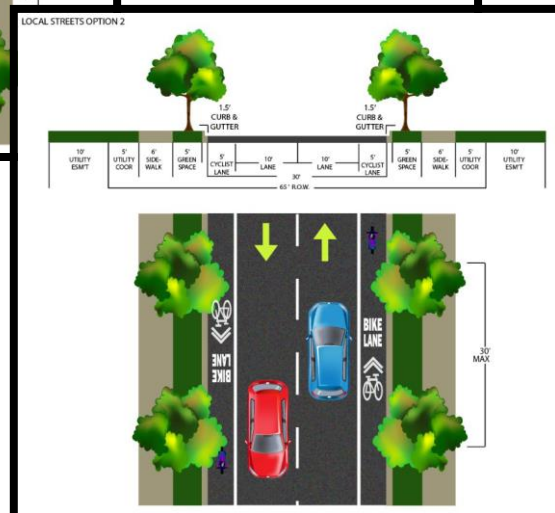
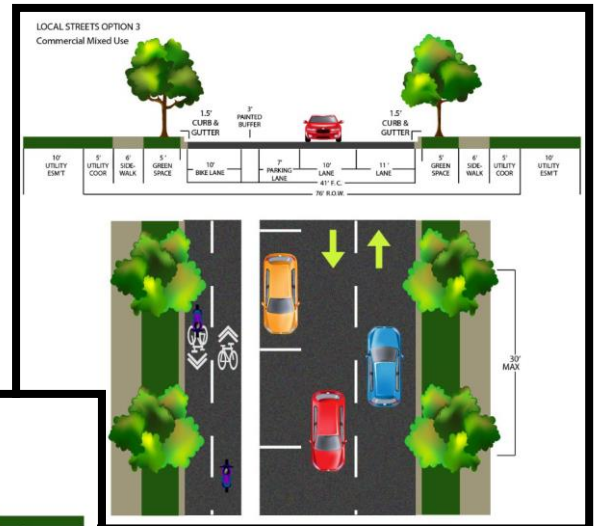
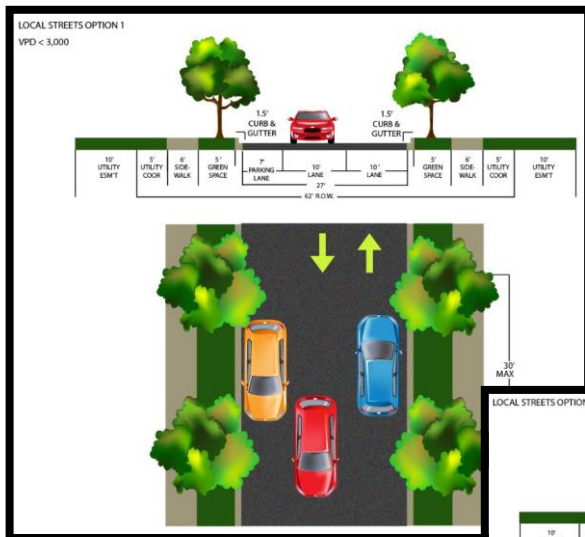
## Master Street Plan/Transportation

The subject property will be served by Dalton Farmer Drive and Dr. Martin Luther King Jr. Drive. The Master Street Plan classifies Dalton Farmer Drive as a local street and Dr. Martin Luther King Jr. Drive as a principal arterial.

**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 primary function of a Principal Arterial is to serve through traffic and to connect major traffic generators or activity centers within an urbanized area. Since these roads are designed for through traffic and are generally located three or more miles apart, dedication of additional right-of-way is required to allow for future expansion to four through lanes plus left and right turn lanes. At intersections with Collector Streets or other Arterials (principal or minor), additional right-of-way may be required if the anticipated turning movements warrant extra lanes.

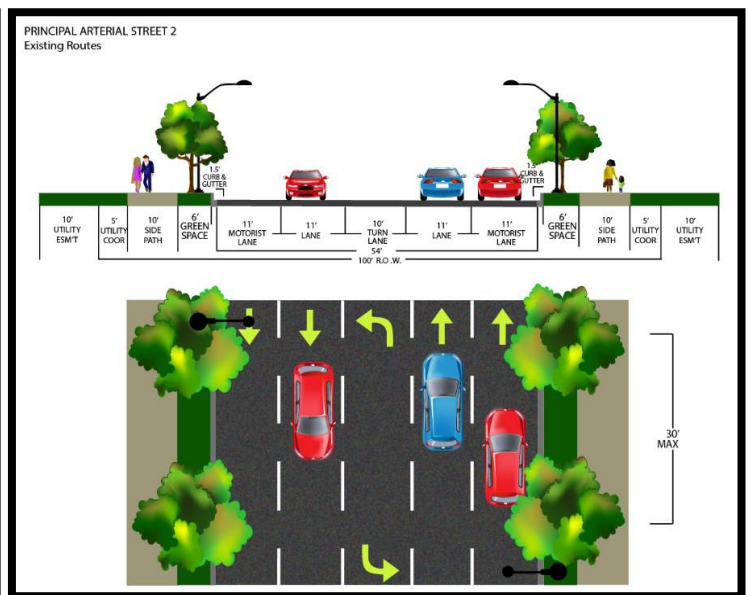
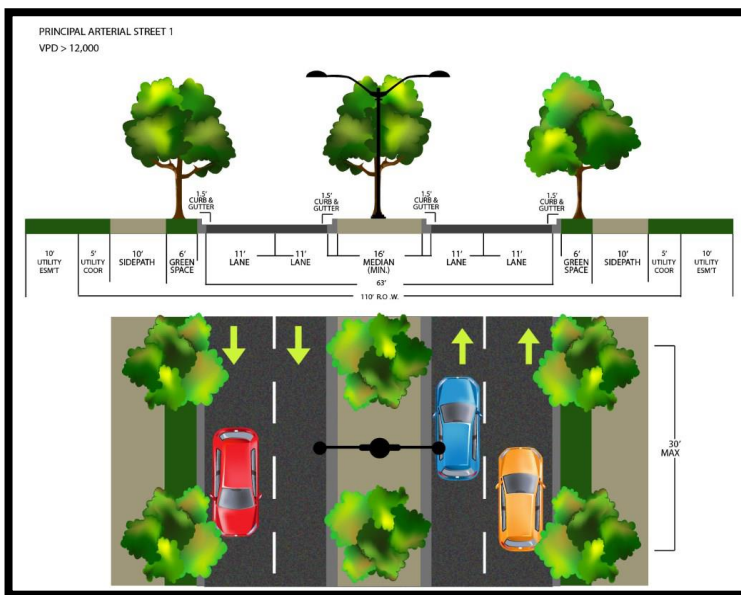
**DESIGN:** The standard Principal Arterial is to be used in all cases except where City Staff and the MAPC find that an unusual condition occurs. In such cases, the Other Principal Arterial Design Option provided in this section may be used. Cross-section selection shall be based on traffic impact analysis. Design in accordance with AASHTO policy on Geometric design of highways and streets (current edition).



**Principal Arterials** provide both long distance connections through the urban area and to major traffic generators within the community. Roadways are designated principal arterials to imply the need to focus more on moving traffic rather than providing direct access to adjacent land. Traffic management techniques used to maintain a high level of traffic capacity on these roadways include the use of medians, restricting curb cuts per some spacing policy, and limiting the use of traffic signals to the intersection with other significant roadways.







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**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 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 industrial 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 an industrial 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 industrial 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 industrial uses at this location.

Rezoning this property is consistent with the *Jonesboro Comprehensive Plan* and the *Future Land Use Plan*.

### Chapter 117 of the City Code of Ordinances/Zoning defines I-1 as follows:

*I-1, limited industrial district.* This district is to accommodate freight terminals, warehousing, wholesaling, packaging, storage, fabrication, display and such limited manufacturing as does not create a nuisance for residential and commercial neighbors. Certain commercial uses are also permitted. Suitable transportation facilities are a necessity to this district.

### 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 24-09 a request to rezone property “R-1”, single family medium density district, to “I-1” limited industrial 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.
4. The site shall comply with all overlay district standards.

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

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**Sample Motion:**

I move that we place Case: RZ 24-09 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 “I-1” limited industrial 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 MAY 14, 2024**  
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**RZ-24-09      Rezoning: 6103 Dalton Farmer Drive**

Associated Engineering, LLC is requesting a rezoning on behalf of Farmer Enterprises, Inc. from R-1, single family medium density, to I-1, limited industrial. This request is for 3.88 acres located at Dalton Farmer Drive and Dr. MLK Jr. Drive.

John Easley (Proponent): John Easley with Associated Engineering on behalf of Farmer Enterprises, the owner has property in the area along Dalton Farmer Drive it's already zoned I-1, this particular 3 acre track was probably rezoned R-1 during the 1998 rezoning we had, we're asking to rezone it to I-1 to make it match everything else.

Lonnie Roberts (Chair): Okay, city planner staff comments?

Derrel Smith (City Planner): Yes sir, we reviewed it and it meets all the criteria for a rezoning so we would recommend approval with the following stipulations:

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.
4. The site shall meet all requirements of the overlay district.

Lonnie Roberts: Is there anyone here to give public opinion on this rezoning tonight? If not I'll open up for commissioner questions or comments for this one, or a motion.

**COMMISSION ACTION:**

Mr. Jim Little made a motion to approve Case RZ: 24-09, as submitted, to the City Council with the stipulations that were read by the Planning Department:

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.
4. The site shall meet all requirements of the overlay district.

The motion was seconded by Mr. Dennis Zolper.

**Roll Call Vote:**

Aye: 6 – Paul Ford, Stephanie Nelson, Jeff Steiling, Kevin Bailey, Jim Little & Dennis Zolper

Nay: 0

Absent: 2 – Monroe Pointer & Jimmy Cooper

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