

October 9, 2009

Dear Citizens:

Long range planning is essential for proper business and neighborhood development; and sound development has a direct impact on orderly growth of our community. Your elected and appointed city officials are committed to comprehensive land use planning and overall development of Jonesboro.

For over a century, the cities within this region have contributed to the prosperity of Jonesboro. It manufactures and processes products essential for industry and in the everyday lives of citizens. Over the last three years we have served as the region's retail hub with the recent addition of the Turtle Creek Mall.

Today, opportunities are ripe for revitalizing the Jonesboro area. In a city where large tracts of vacant industrial land are available, the Jonesboro area retains well over 750 acres planned for development and the expansion of manufacturing and other businesses. This industrial land exists side-by-side available rail service with direct access to US Hwy. I-555.

Having over a 57% owner-occupied housing stock totaling approximately 22,219 units, we are dedicated to providing our residents with a large range of housing choices and opportunities. This plan addresses areas of decline, and promotes revitalization and mixed income and mixed use developments that will stand the test of time.

Prompted by enormous opportunities for industrial, retail and residential redevelopment; along with the preservation of openspace/greenspace, your public leaders initiated this important update to our Future Land Use Plan. We commend the exceptional efforts of the Land Use Advisory Committee during the in-depth two-year endeavor.

Today the era of economic decline is improving and we are optimistic of continued growth. With careful planning and growth management, we can bring back Jonesboro's natural beauty and industrial strength.

It is with great hope for the future that I present to you the *Jonesboro Future Land Use Plan*.

Harold Perrin, Mayor
City of Jonesboro, AR



**City of Jonesboro, Arkansas
FUTURE LAND USE PLAN**

Table of Contents

I. Letter from Mayor Harold Perrin 1

II. Acknowledgements..... 5

1.0 Executive Summary..... 6

2.0 Study Area Defined..... 10

3.0 Purpose Goals and Objectives..... 11

4.0 Index of Recommended Land Use Categories..... 14

5.0 List of Strategies and Rationales for Land Use Recommendations 17

6.0 Downtown Redevelopment District 21

7.0 Infrastructure..... 31

8.0 Master Street Plan Component..... 32

9.0 Housing Component..... 35

10.0 Green Space Component 40

 Plan Focus

 Document Organization

 Public Input Process

History of Jonesboro’s Park System41

 Craighead Forest Park

Previous Plans..... 45

Greenspace, Parks, Open Space and Recreation Facilities 46

 Facts at a Glance: Jonesboro’s 2009 Existing Parklands

 Definitions

- Regional Park
- Community Park
- City Wide Sports Complex
- Neighborhood Park
- Pocket Park
- Special Purpose Park
- Natural Areas
- Greenway
- Aquatic Center

Existing Public Parks and Recreation Lands and Public Facilities..... 50

- Regional Parks
- City Wide Parks
- Community Parks
- Neighborhood Parks

Existing Level of Service..... 62

- Community Park Accessibility
- Sports Complex Accessibility
- Neighborhood Park Accessibility

Elements of a Park and Recreation System66

- A New Look at Green Space

The Benefits of Green Space66

- Green Space: A Tool for Generating Economic Activity
- Green Space: A Response to Local Community Values
- Green Space: A Systemic Approach to Addressing Urban Growth Issues
- Green Space: Providing Access to and Appreciation of Nature
- Green Space: A Contributor to Environmental Sustainability
- Green Space: A Deterrent to Criminal Activity
- Green Space: A Contribution to Active Outdoor Recreation and Healthy Lifestyle Choices

Approaches to Green Infrastructure Planning72

- Designed Holistically
- Planned Comprehensively to Address the Needs of Both People and Nature
- Laid Out Strategically
- Planned and Implemented Publicly
- Built on Multiple, Innovative Partnerships That Achieve Creative Solutions
- Grounded in the Principles and Practices of Diverse Professions
- Funded Up-Front

Greenways as a Regional Network 74

- Mississippi River Trail
- Crowley’s Ridge Parkway National Scenic Byway
- Bono Lake
- Trail of Tears National Historic Trail
- What Will Jonesboro Look Like With Greenways?

Peer Community Comparison 75

- Parkland Level of Service Comparison
- Recreational Facilities Level of Service Comparison
- Maintenance Budgets and Staffing Comparisons

Existing Parks and Recreation Department Administrative Structure.....	76
Budget	
Unfunded Activities	
Potential Parks, Open Space and Trails Resources	78
Unique Geological Features	
Land Where There is Winter Range for Wildlife or Federally Protected Species	
Floodplains, Riparian Areas, Waterbodies, and Watersheds	
Slopes and Mines	
Public Lands	
Land Distinctive for Its History, Cultural Significance, or Natural Beauty	
Development Regulations Summary	80
Zoning	
Parks and Recreation	
Subdivision Regulations	
Summary	
Population Growth	81
Jonesboro’s Estimated Population Growth	
Likelihood of Annexation	
National and State Recreational Participation Trends	82
National Recreation Participation Trends	
State of Arkansas Recreation Participation Trends	
Jonesboro Citizen Surveys	85
2004 City of Jonesboro Citizen Survey	
Other Surveys	
Recreation and Sport Program Participation and Needs	85
Community Facility/Use Fees	
Sports Programs	
Classes	
Parks & Open Space Summary of Issues and Needs	88
11.0 Future Amendment Process	93
12.0 Summary Recommendations For Future Actions	94
13.0 Recommended Actions Essential for Plan’s Initial Implementation	95
14.0 Recommended Actions Essential for Comprehensive Implementation of the Plan	95
15.0 Glossary of Terms	97
III. Public Worksession Survey Results.....	104
IV. Appendix Maps(1-10)	120
V. End Notes	

Acknowledgements

This Plan could not be possible without the team efforts of the following persons:

Land Use Advisory Committee Members:

William Hall	Dr. Jim Sanders
Carroll Caldwell	Faye McCall, Former Councilwoman
Todd Burton	Joe Tomlinson, MAPC
Mark Enos	Marvin Day, MAPC Chairman
Pam Alexander	Terry Bare
Eric Ford	Mark Hogue
Betty Shaw	Alec Farmer, Former Councilman

Special Presenters

Jason Wilkie, City Parks Director
Bernie Auld, Engineer with B.A. Engineering
Jennus L. Burton, ASU System Vice-President
Mark Young, Jonesboro Regional Chamber of Commerce
Grant McDaniel, City Water & Light, P.E., Senior Engineer
Randy K. Simpkins, City Water & Light, P.E., Engineering Services Director
Ethan Inlander, Corey Gallipeau & Jerry Hogan, The Nature Conservancy
Julie Luther, Crafton, Tull and Sparks

Ex officio members:

Otis T. Spriggs, AICP, City of Jonesboro Planning Director
Thomas K. White, Jr., Assistant City Planner
Muhammad Amin Ulkarim, MPO Transportation Study Director
Drew Merryman, MPO Planner
Gayle Vickers, Grants Coordinator
Alderman John Street, Council Public Works Committee Chair

City of Jonesboro Administration

Mayor Harold Perrin
Gary Harpole, Chief of Operations
Allison Whitley, Mayors Project Manager

Jonesboro City Council

Charles Frierson, Ward 1, Position 1
Gene Vance, Ward 1, Position 2

Jim Hargis, Ward 2, Position 1
Chris Moore, Ward 2, Position 2

Ann Williams, Ward 3, Position 1
Chris Gibson, Ward 3, Position 2

John Street, Ward 4, Position 1
Mitch Johnson, Position 2

Darrel Dover Ward 5, Position 1
Rennell Woods, Ward 5 Position 2

Tim McCall, Ward 6, Position 1
Mikel Fears, Ward 6, Position 2

Metropolitan Area Planning Commission

Marvin Day, Chairman
Joe Tomlinson
Margaret Norris
Ron Kelton
Jerry Halsey, Jr.

Paul Hoelscher
Brian Dover
Ken Collins
Lonnie Roberts, Jr.

The City of Jonesboro Future Land Use Plan

1.0 Executive Summary

The Future (FLUP) can be regarded as a major component of a Comprehensive Plan. In addition to the Future Land Use Plan, the Comprehensive Plan will eventually include other elements addressing growth-related issues, including the Transportation Plan, Parks and Recreation Plan, Natural and Historic Resources Plan, Housing Plan, Economic Development, and Community Facilities Plan. As these and other plan components are completed or revised, they will be added or referenced to form the Comprehensive Plan for the City of Jonesboro, Arkansas.

This Plan presents the City's declaration of its official policy with regard to the form and pattern of future development. It will be used to direct growth by serving as a reference guide when considering rezonings, annexation, subdivisions, and site plans. It will also be used to direct provision of public infrastructure and aid decisions for private sector investment.

1.01 Background

The Future Land Use Plan (FLUP) is the product of a two year effort by City staff, a Land Use Advisory Committee appointed by the Mayor and City Council, and by elected and appointed officials. The Committee consisted of over 12 citizens representing a wide range of interests and occupations, including two



representatives from City Council, two representatives from the Metropolitan Area Planning Commission, and City Planning, MPO, and Community Development Staff. The Committee met regularly for 18 months on a monthly basis, with Staff to develop the Plan. Their work included evaluating the issues facing the City, agreeing on a common vision for Jonesboro, developing goals and objectives for the Plan, developing the Plan's basic concepts and text, and drafting the Future Land Use Plan Map.

This Plan is the product not only of City staff and the Land Use Advisory Committee, but also of Jonesboro's citizens who over the course of one week, participated in public input work sessions in August, 2009. Over 151 citizens participated in open house meetings, and their input was used to complete the final draft plan.

This Future Land Use Plan is very different from prior plans. The following features make it unique:

1. This Future Land Use Plan has a very strong emphasis on urban design. Meetings with citizens revealed that, more than anything else, Jonesboro's residents care passionately about the appearance, design, and form of their community. Thus, this Plan provides design guidance, clearly defining the vision for future development desired by citizens.
2. This Future Land Use Plan provides a great deal of flexibility in the arrangement of future land uses, while avoiding strip development and promoting a pedestrian-friendly community (See Planned Mixed Use Area, Section 4). Strip development is avoided by encouraging the creation of a number of "village centers," termed *mixed use activity centers*, at certain locations throughout Jonesboro. Activity centers are intended to be mixed-use nodes/campus-style developments, having commercial, office, institutional, and high-density residential uses clustered together in a pedestrian-friendly, village-like manner.

3. This Future Land Use Plan provides very strong guidance for the development of Jonesboro's roads, sidewalks, greenways, and bikeways. Citizen focus groups revealed profound concern among residents for attractive and pedestrian-friendly roads and sidewalks. In response to residents' desires for safe, convenient travel ways that make all points in Jonesboro safely accessible to motorists, pedestrians, and bicyclists, the Plan encourages a higher degree of connectivity for roadways and pedestrian and bicycle paths.
4. The design and landscaping of roadways is also addressed by the Plan, since citizen comments were received on this subject. This Plan recognizes that roadways serve many functions in addition to the movement of traffic. Their design can either promote or impede nonresidential strip development, enhance or degrade local property values, improve or detract from the community's appearance, and either increase or decrease the City's livability.
5. The Future Land Use Plan provides guidance on the preservation and protection of Jonesboro's natural resources, including wetlands, streams, forest areas, and water resources. The Plan also provides guidance for enhancement of the landscape in developed areas.
6. The Future Land Use Plan provides strong support for transit-friendly development encouraging compact development with good walkability to help the city of Jonesboro maximize the efficiency of our municipal transit system.
7. The Future Land Use Plan reserves prime employment areas for future office and industrial development, to ensure Jonesboro's continued economic growth and vitality.



Photo: Windover Road/Neighborhood Commercial

1.02 Definition, Usage, and Standing of the Plan

This Plan is actually the *growth management*, or *land use* component of a larger *Comprehensive Plan* that will ultimately include a number of additional components that address growth-related issues, including elements covering transportation, parks and recreation, housing, public services and community facilities, economic development, and natural and historic resources. The Future Land Use Plan consists of both this Plan document and an accompanying Future Land Use Plan Map. The Map illustrates the location of future land uses and types of development. This Plan document defines the types of land uses specified on the Map, and provides design guidelines for different types of development. The Map and this document must be used together to understand the Future Land Use Plan.

As the other Comprehensive Plan components are completed or revised, they will be inserted with the Growth Management Plan or included by reference to form the Comprehensive Plan for the City of Jonesboro.

Jonesboro's Future Land Use Plan is a *policy* document that describes Jonesboro's official vision of the physical form and appearance desired for the City as it continues to grow over the coming years. That is, the Future Land Use Plan attempts to answer the question "what do we want Jonesboro to be like ten or twenty years from now?" Thus, the Plan provides a long-range vision for:

- the geographic arrangement of various land uses within the City, including the arrangement of commercial, office, industrial, institutional, and residential land uses (at varying intensities and densities of development);
- the desired characteristics and qualities of community form;
- future roadways, pedestrian ways, bicycle paths, and their design;
- the arrangement and layout of buildings, roads, paths, landscaping, parking, and other features within specific types of developments;
- the design, appearance, and aesthetics of the built environment in Jonesboro.

As a *policy* document, the Comprehensive Plan has a different standing -- and serves a different purpose -- than does a City *ordinance*. Both ordinances and policy documents are officially adopted by City Council. However, ordinances and ordinance amendments, codified into the City's Municipal Code of Ordinances, are legally-binding procedural rules and statutes governing the municipal government and its citizens. That is, ordinances set forth *law*. A policy document, on the other hand, is not law. Rather, it is an official statement by the municipal government of its growth management vision, policies, and intentions. The Future Land Use Plan, then, is the City's official declaration of the desired characteristics and pattern of future development in Jonesboro. But beyond being simply a declaration of the City's official vision for Jonesboro, the Future Land Use Plan is actively used to *guide* growth in the following ways:

- ***The Future Land Use Plan guides the application of the City's rezoning, annexation, subdivision, and site plan ordinances.***

The Future Land Use Plan for the City of Jonesboro, as adopted by the City Council and amended from time to time, shall serve as the basic policy guide for the administration of this Ordinance. The Comprehensive Plan serves as the statement of goals and policies to guide new development and redevelopment in the City and its extraterritorial jurisdiction. It is the intent of the City to administer this Plan in accordance with the Comprehensive Plan. All development within the City and its extraterritorial jurisdiction should be in accordance with the applicable provisions of the Comprehensive Plan, as adopted or amended by the City Council.

Thus, all aspects of the City's Code of Ordinances having to do with growth, development, and community appearance are administered in accordance with the Comprehensive Plan. When a new annexation, rezoning, planned development district (PD), subdivision, or site plan request is filed with the City of Jonesboro, the City planning staff reviews and evaluates the application and prepares a formal recommendation regarding the application to the City Council. This report includes an evaluation of the degree to which the proposed action conforms to the adopted Future Land Use Plan and Comprehensive Plan.

This forms a very powerful connection between the Comprehensive Plan and the pattern and character of development that occurs in Jonesboro. The potential exists through this mechanism alone -- namely the requirement for administration of the Plan in conformance with the Comprehensive Plan -- to achieve the community form and vision set forth in the Comprehensive Plan.

Authority is granted to municipalities under Arkansas Code, A.C.A. § 14-56-414 (2009), section 14-56-414: Preparation of plans, which states:

- (a) Studies. The planning commission shall undertake suitable studies related to the plans to be prepared. The studies shall be conducted after the completion of the planning area map and prior to the preparation of the plans.
- (b) (1) Land Use Plan. The commission may prepare and adopt a land use plan which may include, but shall not be limited to:

- (A) The reservation of open spaces;
 - (B) The preservation of natural and historical features, sites, and monuments;
 - (C) The existing uses to be retained without change;
 - (D) The existing uses proposed for change; and
 - (E) The areas proposed for new development.
- (2) The plan may include areas proposed for redevelopment, rehabilitation, renewal, and similar programs.

- ***The Land Use Plan guides growth in Jonesboro by guiding new City infrastructure and public investment.***

The City of Jonesboro’s departments, including Planning & Zoning, Engineering, Streets, Sanitation, Parks & Recreation, Police, Fire, and so on, use the Land Use & Comprehensive Plan to guide planning for their own long-range public facilities, services, and infrastructure needs. For example, the Engineering Department, Streets Department, and the outside utility agencies use the Land Use and Comprehensive Plan to guide the development of plans for water and sewer service expansion and for developing the City’s Thoroughfare Plan and other roadway improvements. The Parks & Recreation Department uses the Land Use and Comprehensive Plan to anticipate where new growth will occur and where new parks will be needed. Similarly, the Police and Fire Departments use the Comprehensive Plan to anticipate where new growth will occur in order to determine staff requirements and the location of new stations.

As a result of this wide-spread internal reliance on the Land Use and Comprehensive Plan, long-range facilities, infrastructure, and services reflect the direction of the Comprehensive Plan. And, since development tends to follow infrastructure and public facilities expansion, new development springs up most readily around new and widened roads, new parks and community centers, and new and expanded water and sewer lines. In this way, the Comprehensive Plan strongly influences the course of private development.

- ***The Land Use Plan guides growth in Jonesboro through private sector and citizen reliance on the Plan in making investment decisions.***

The Land Use and Comprehensive Plan is the City’s strongest official statement of both where growth and development should occur in the future and the types of development that are desired in terms of land use, design, and appearance. As such, considerable reliance is placed on the Future Land Use Plan by landowners, the development community, businesses, and citizens alike. Landowners and property buyers rely on the Future Land Use Plan to inform them of what type of growth may occur around them in the future. Businesses choose site locations and formulate business plans on the basis of the type, nature, and arrangement of future land uses delineated in the Future Land Use Plan. Subdivision developers and home builders select locations for new development that will be convenient to future public facilities and supporting future land uses, such as future grocery stores. Likewise, commercial developers select sites and plan projects on the basis of the location and type of expected future residential development, as identified by the Future Land Use Plan.

In this manner, the vision embodied by the Future Land Use Plan and the Comprehensive Plan becomes "institutionalized" in the assumptions of the community. Reliance on the Future Land Use Plan also helps to avoid or reduce potential conflicts between citizens and developers, since both parties can proceed from a common vision and set of assumptions about future development in Jonesboro.

- ***The Land Use Plan guides growth in Jonesboro through its recommendations for new ordinances, policies, and studies.***

In addition to providing a clear vision for future growth in Jonesboro, the Comprehensive Plan also makes recommendations for actions that will help to make that vision a reality, including recommendations for new

ordinances and revisions to existing ordinances. The Plan also makes recommendations for specific City projects, policies, and initiatives that are not in the direct purview of the City Code of Ordinances. Lastly, the Plan makes recommendations for follow-up studies and projects deemed necessary to effectively implement the Plan.

2.0 Study Area Defined

2.1 Jurisdictional Boundaries, Planning Areas, and Study Areas

In total, the Future Land Use Plan Map encompasses the total MPO area of approximately 245 sq. miles of land. The Land Use Plan is a useful policy document in all areas within Jonesboro's corporate limits and the City's Extra-Territorial Jurisdiction.

Jonesboro's proximity to Interstate Highways I-555/64, 49, State Hwy 67, 226, 1, 63, 63-B, and 55 provide superb access to other urban centers in the southeast and the country as a whole. In addition to high accessibility to the national and regional roadway network, Jonesboro is at a crossroads for the Norfolk-Southern and CSX railways. Jonesboro's Airport, within the North-eastern sector of the City, provides access to other regional urban centers.

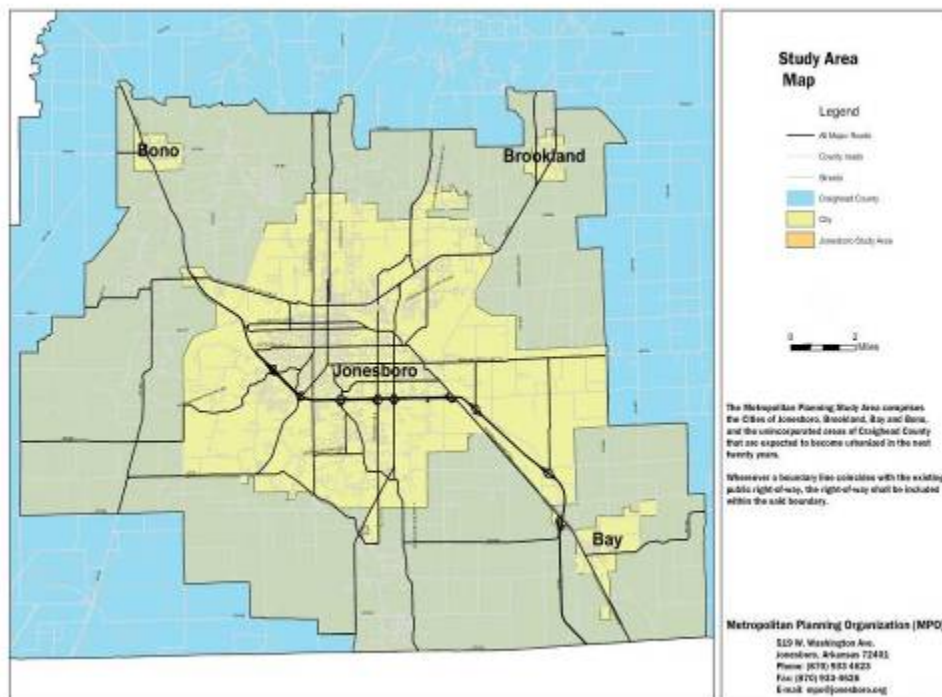
2.2 City Geography

Jonesboro is located at 35°49'41"N 90°41'39"W 35.82806°N 90.69417°W (35.828067, -90.694048) atop Crowley's Ridge in northeastern Arkansas.

According to the United States Census Bureau, the city has a total area of 80.0 square miles (207.2 km²), of which, 79.6 square miles (206.3 km²) of it is land and 0.4 square miles (0.9 km²) of it (0.45%) is water.

2.3 Study Area

The Land Use Committee designated the Study Area delineation by using the same study area utilized by the Metropolitan Planning Organization (MPO) as well as the Master Street Plan Study area. This decision was guided by the most available data. Under City Ordinance ORD-66:2677, the City of Jonesboro has planning jurisdiction over a 5-mile radius outside the city limits/boundary.



Study Area Map

3.0 Purpose Goals and Objectives

3.1 Purpose and Scope of the Future Land Use Plan

The Future Land Use Plan (FLUP), consisting of this executive summary and attached Future Land Use Map, is the primary policy guide for the future development of the City of Jonesboro planning area. The Plan establishes the overall character, extent and location of various land uses and serves as a guide to communicate the policy of the City Council to citizens, the business community, developers and others involved in the development of Jonesboro, AR. In addition, the Future Land Use Plan serves as a guide to the Metropolitan Area Planning Commission and the City Council in making decisions concerning future development. Each land use designation on the MLUP map indicates a range of densities and typical uses for that general location. An approval by the City Council of a development proposal anywhere within this range would be consistent with the

The land use recommendations are for planning purposes and do not represent a change to existing zoning.

City's goals and vision. The recommended land use categories serve as a guide for future growth and development within the Planning Area by outlining recommended uses and densities for each category (see Proposed, Appendix Map 2). The land use recommendations are for planning purposes and do not represent a change to existing zoning. The higher end of that density range may not necessarily represent the vision for a specific location. When a development proposal substantially complies with City's goals and policies, and is consistent with good land use and zoning practice, the MAPC and the City Council may approve that development proposal at the higher end of that density range or above, as provided by the Zoning Ordinance.

The Future Land Use Plan is one of several separate elements of Jonesboro's Comprehensive Plan, which will also be overhauled within the next twelve to sixteen months. Since its original adoption, the Comprehensive Plan in 1996, continually updated and expanded, comprises the Future Land Use Plan; the Master Transportation Plan; the future Park's Master Plan; the Jonesboro Capital Improvement Plan; and the Master Street Plan.

3.2 Land Use Review Policy:

The Future Land Use Plan is developed to guide the orderly growth of the City of Jonesboro. The Land Use Advisory Committee (LUAC) was developed to formulate a comprehensive, yet flexible and dynamic, document that would inspire and guide the future growth of the City. The plan in no way changes the underlying zoning or use of any parcel of land.

The Future Land Use Plan provides a land use framework for future development in the Jonesboro Area. It is not intended to change stable neighborhoods—its primary focus is on places where new development or redevelopment will likely occur in the future. The land use categories allow our future neighborhoods and activity centers to become distinctive, diverse places with a mix of compatible activities. They also provide some flexibility to respond to market conditions.

Before any Future Land Use Plan amendment is approved by City Council, the LUAC will review the amendment focus area and make a recommendation to the Metropolitan Planning Commission. The following are Goals and Objectives of the Land Use Map:

Goal 1: To enhance economic viability.

- Objectives:
- a. Increase tax base and optimal utilization of land.
 - b. Preserve and provide a variety of suitable industrial and commercial sites.
 - c. Increase employment opportunities.
 - d. Improve business climate and community image.
 - e. Maintain highest equitable property values.

Goal 2: To protect and enhance community character.

- Objectives:
- a. Improve visual character of highway commercial corridors.
 - b. Retain and strengthen residential neighborhoods within an environment that is healthy, safe, convenient, and attractive.
 - c. Retain character of existing rural areas.
 - d. Retain desirable mix of housing type and value.
 - e. Improve recreational opportunities.
 - f. Retain and establish retail development that provides convenience to consumers.
 - g. Minimize adverse impacts of landfill areas.
 - h. Minimize adverse impacts of storm water from new development.

Goal 3: To protect natural resources.

- Objectives:
- a. Preserve and effectively utilize historic, archeological or natural amenities.
 - b. Control new development with environmental constraints; flood plain, steep slopes, unstable and landslide prone soils.
 - c. Provide sufficient buffer areas for compatibility between different land uses.
 - d. Provide sufficient open space.

Goal 4: To alleviate traffic impacts.

- Objectives:
- a. Reduce traffic congestion.
 - b. Enhance pedestrian safety.
 - c. Minimize adverse impacts of traffic on adjacent land use.

3.3 Developing in a Fiscally Responsible Way

The Plan aims to guide future growth to promote efficient use of public and private resources and to provide adequate public facilities.

Multiple driveways should be consolidated into a single driveway where possible. All development and redevelopment should provide the minimum number of driveways for the size and type of land use proposed. Driveway interconnections should be provided, where applicable, between adjacent parcels to avoid short trips and conflicts on the main road.

Developers are encouraged to provide a maximum of one driveway for up to 150 feet of frontage, two driveways for 151 to 500 feet of frontage and three driveways for greater than 500 feet of frontage.

3.4 General Plan Framework

3.4a Creating Livable “Hometown” Neighborhoods

As we build new neighborhoods, the City of Jonesboro will strengthen our community by “raising the bar” on the quality of new residential development and ensure that neighborhoods contain a mix of uses and amenities such as parks, integrated trails and open space, schools, convenience retail and personal services, and civic uses.

3.4b Fostering Vital Employment and Activity Centers

Jonesboro’s Future Land Use Plan aims to continue to support a solid economy built on family-wage jobs and a vibrant business community. It promotes on-going partnership efforts among the many economic development organizations and others to selectively recruit and foster business and industrial development.

3.4c Key Land Use Concepts

Jonesboro’s Future Land Use Plan identifies land uses and a pattern for development of the Jonesboro Area in the future. The Future Land Use Plan illustrates the distribution of residential, business and industry, mixed-use, and public or civic land uses. The purpose of the plan is to move towards a community that is healthy, livable, and fiscally balanced, resulting in the development of future places with the following characteristics:



Photo: Turtle Creek Mall

1. A balanced mix of housing and jobs;
2. Neighborhoods with housing choices;
3. A variety of vital “Activity Centers;”
4. Connected and coordinated multi-modal transportation system;
5. System of connected parks throughout our neighborhoods and community;
6. Viable rural/agricultural lands at the City perimeter;
7. Natural/cultural resource conservation;
8. Attractive community gateways and Interstate corridors; and
9. Flexibility in land use categories.

4.0 Index of Recommended Land Use Categories

Rural Residence – “RR”

Low density detached housing and related compatible uses generally associated with rural environment and/or agricultural uses.

Typically active farms, farmsteads, or sparsely developed areas with detached housing in rural settings that seek to preserve natural conditions such as woodlands, steep slopes, or geological conditions that are most suitable for farming or scattered-site housing, but not for more intensive uses.

Residence Single Family – “SF”

Low density detached housing and related compatible uses.

Typically detached dwellings with scale and massing appropriate to protect the character of the surrounding neighborhood and site constraints and density consistent with adopted zoning.

High Density Residence - “HD”

High density housing and related compatible uses.

Typically detached dwellings but includes attached living with scale and massing appropriate to protect the character of the surrounding neighborhood and site constraints and higher density consistent with adopted zoning.

Residence Transitional – “RT”

Low density detached or attached housing and related compatible uses (excluding office, retail and industrial) that provide a transition between single family residential uses and other types of development, where such use will effectively terminate the spread of the higher intensity uses and conserve the adjacent residential neighborhood.

Typically 1 and 2 story clustered single family, zero lot line, attached two and three family, and townhouse dwellings with scale, massing, average density, layout and specifications compatible with site constraints and character of surrounding single family residential development.

Residence Multi-Family – “MF”

Detached or attached housing (apartments or condominiums) and related compatible uses.

Typically 2 and 3 story buildings with scale, massing, density, layout and specifications compatible with site constraints and character of existing residential developments in the surrounding area, and where more than one occupant uses an entranceway for access to individual units.

Mixed Use Transitional - “MU”

Detached or attached housing, low intensity office (such as conversion of single family residence) and related compatible uses (excluding retail and industrial) that provide a transition between residential uses and other types of development.

Typically 1 and 2 story structures with scale, massing, intensity, layout and specifications compatible with site constraints and character of surrounding residential development.

Downtown Core - “DC”

Downtown is currently undergoing changes from the traditional retail center. While the transition is incomplete and several structures are vacant, the presence of additional services is emerging. Business services, financial services, governmental services and medical services are prominent in the area. When the Medical Center is included, the economic base of Downtown is relatively strong, although the absence of certain uses and public activity areas constrains its potential as a 24-hour location and a strong central place.

Typically multiple story structures with a scale, massing, intensity, layout and specifications compatible with site constraints.

Downtown Redevelopment District - “DRD”

The Historical western portion of Downtown is currently undergoing aging of prominent residential structures as well as a decline in the commercial service corridor along Gee Street. This district is intended to encourage historic preservation as well as redevelopment incentives of declining areas.

The Eastern portion of Downtown is transitioning into a medical and financial services campus and lends itself to redevelopment incentives with a mixture of low intense office and housing type options.

Typically infill housing, historic preservation and design guidelines establishment: Multiple story structures with a scale, massing, intensity, layout and specifications compatible with site constraints.

Planned Mixed Use Area - “PMUA”

Developments containing some combination of office, retail, housing, and light industrial or compatible uses developed with a consistent theme and containing architectural, landscape, streetscape, and signage standards.

Typically, PMUA is a campus-style planned development with multiple uses that are created in separate buildings or within single buildings, sharing a common image and circulation system. The Planned Mixed Use Area is typically located on major arterial streets where infrastructure is pre-existing or is planned as part of a proposed development. Access management shall be a major priority; consolidated curb-cuts shall be promoted.

Components: The intent of the PMUA is to promote a mix of uses and to discourage single use, and the composition shall be reviewed on a case by case basis by the Metropolitan Planning Commission. It is suggested that the PMUA comprise of a minimum of 10% of the total planning area to include commercial uses; maximum 25% multi-family. The Single family component can account for the balance in either scenario. Green space and open space is encouraged where PMUA developments abut more restrictive districts, where buffers are necessary.

PMUA promotes innovative neighborhood themes having housing choices that will stand the test of time in terms of construction and architectural standards as well as first-class management and maintenance.

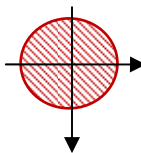
Specific Purposes of the PMUA:

In addition to the general purposes listed above, the Planned Mixed Use Area:

1. Provides the opportunity to accommodate both residential and commercial uses in a well planned, mixed use development.
2. Provide the opportunity for an integrated mixture of residential and commercial employment generating uses within the same structure or site.
3. Allow lower cost live-work opportunities for start-up commercial enterprises and other smaller scale point of sale enterprises that are compatible with the residential and commercial uses within the building or site.

4. Provide the opportunity for upper floor residential over ground floor commercial uses.
5. Encourage mixed-use development that could minimize vehicle use.

Zoning Classifications available to accommodate the PMUA: Planned Districts (PD); Limited Use Overlay, or Village Residential (VR).



Commercial Node - “CN”

It is recommended that most of the new community-scale commercial be associated with nodes. The nodes are characterized by a cluster of mixed commercial uses typically associated with one or more arterial streets. The development scale is recommended at 50,000 to 300,000 square feet total in a node and a maximum of 300,000 square feet in any one building.

Typically uses within a Community Commercial Node that should be more selective than those permitted in Highway-Oriented Commercial (C-3 Zone). The intent is to create a shopping and service center where there is shared attraction involving one trip to two-or-more destinations within a node.

Retail - Neighborhood - “NR”

Low intensity neighborhood oriented retail and service uses that provide a transition between residential uses and other types of development or that achieve compatibility and service appropriate to the adjacent residential neighborhood.

Typically 1 story structures with a scale, massing, intensity, layout and specifications compatible with site constraints and character of surrounding residential developments. These types of developments are will be made possible through the Village Residential process.

Retail - General - “RG”

Community and regional oriented business uses that tend to locate along highways with relatively high traffic volumes. Typically commercial strips or self contained community and regional retail centers.

Industry - Light – “LI”

Smaller scale industrial uses such as warehouses, storage, limited manufacturing, research and development, transit terminals and wholesaling activities in enclosed facilities without offensive emissions or nuisance.

Typically office warehouse uses with convenient access to major roads.

Industry - Heavy - “HI”

Larger scale industrial uses such as intensive manufacturing activities which may contain outside storage. Typically industrial or manufacturing uses with convenient access to primary highways or rail system.

Public - Semi Public and Institutional – “PSI”

Active parks, playgrounds, community centers, schools, churches, country clubs, sports clubs, golf courses, hospitals, and educational, philanthropic, religious or charitable institutions, public properties and buildings with similar uses.

Typically governmental, utility agencies, community, and not-for-profit uses.

Green Space and Agriculture- “GS & AG”

Passive activities, agriculture and related uses - often in flood plain areas - that retain the natural features of the environment. Typically forests, prairie land, meadows or wildlife reservations farms and farm activities, and cemeteries.

5.0 List of Strategies & Rationales for Land Use Recommendations:

Strategy 1: Conserve and retain existing single-family homes, and retain the rural character, while recognizing future alternatives.

Purpose/Rationale:

Single family areas that are part of larger subdivisions or neighborhoods reflect stability and single family character that should be retained. Conservation of these areas will significantly add to the long term residential needs of the City. The City's objective is to retain and strengthen residential neighborhoods within environments that are healthy, safe, convenient, and attractive. But recognizing the continuing and expanding impacts of surrounding development, the feasibility of development of such single family/residential uses must also be re-examined closely for each five year review period or as necessary.

Strategy 2:

Provide for innovative low density housing by encouraging new transitional residential development and redevelopment.

Purpose/Rationale:

Traditional single family subdivisions may not prove to be desirable due to topography or other site constraints. Therefore, innovative low density housing in the form of clusters, zero lot-lines, etc. would provide expanded development opportunities consistent with existing residential densities.

Strategy 3:

Provide for redevelopment of residential areas that hold potential for residential or low intensity/density office or mixed use development.

Purpose/Rationale:

Due in part to lot size, age of housing stock and to provide redevelopment opportunities that reflect the neighborhood character, such areas should be identified for mixed use opportunities.

Strategy 4:

Provide for concentration of neighborhood retail uses at locations that provide accessibility and convenience to the surrounding neighborhood.

Purpose/Rationale:

Existing retail areas that provide convenience type shopping facilities should be protected and encouraged to expand within the areas identified in the plan.

Strategy 5:

Provide for protection of and maintain existing uses that are consistent with the area's character.

Purpose/Rationale:

Many land uses present in the planning area are appropriate and as such should be protected and afforded the opportunity to upgrade and/or expand.

Strategy 6:

Maintain road safety and capacity; and mitigate traffic problems by limiting the number of curb cuts and encouraging internal circulation between parcels.

Purpose/Rationale:

By consolidating the number of curb cuts and providing internal connection of parcels, circulation can be improved. Cross access easements and restricted left turn might be required for new or redeveloped sites.

Strategy 7:

Promote light industrial and/or office development for areas which have amenities that are necessary for the success of such development. These amenities may be in the form of proximity to major thoroughfares and adjacency to uses of higher intensities such as Heavy Industry or Retail uses, or if such areas cannot be redeveloped for residential purposes. Redevelopment should be encouraged through development units for optimum functioning and impact on the area.

Purpose/Rationale: 7

Because of the presence of commercial, office, or warehouse uses already located in or around the area, opportunities may exist for creating an increased tax base along with optimal utilization of land. Redevelopment could enhance community identity and provide community services and facilities which are easily accessible to the expressway and the majority of the City's population as well as the surrounding region. This type of development also provides needed commercial office services to adjacent industrial areas, improving business climate, community image and property value. Office uses may also provide appropriate residential uses, if any, to office/industrial uses should occur in an orderly fashion to provide minimal disruption to remaining homes. This can best be accomplished within the framework of "Development Units" submitted as part of a planned unit development to ensure coordination of access, parking, landscaping, lighting, and signage.

Strategy 8:

Encourage office and mixed use development.

Purpose/Rationale

With its close proximity to major thoroughfares, this area can provide a viable tax base by encouraging office and mixed use developments. They would provide a desirable transition between existing single family and retail/industrial uses. These uses should also be more compatible with the existing residential uses and would not create aesthetic and traffic problems like retail uses do.

Strategy 9:

Encourage highway commercial development in close proximity to major thoroughfares, where residential development is inappropriate.

Propose/Rationale 9:

Some expressway interchanges along I-63 may be distinguished for mixed office/residential use. This will also support the objective of terminating adverse effects from the expansion of commercial strip on nearby desirable single family residential. The office use will serve as a better buffer to the single family residences to the south. The depths of lots should be adequate for retail activity.

Strategy 10:

Concentrate moderate intensity mixed uses (neighborhood retail, multi-family, mixed office/residence) in proximity with higher intensity uses, as well as easy access to thoroughfares.

Purpose/Rationale

Such an area will not be conducive to low intensity residential development, and highways will provide a natural buffer in preserving existing single family development in surrounding areas.

Strategy 11:

Provide for conservation of natural features.

Purpose/Rationale

This will provide for provision of open space and green space, as well as preservation of salient natural features. Topography, waterways, soils, and thick vegetation may make property difficult to develop without adversely affecting and altering the natural settings. Conservation of green space could also act as a buffer to adjacent non-compatible uses.

Strategy 12:

Promote development on large tracts of land, so that it is sensitive to the topography and natural slopes and vegetation.

Purpose/Rationale

Areas with slopes between 15% and 20% which are developable should be considerate of existing natural features and should be sensitive to slopes and topography. Clustering at the underlying density is encouraged, and development should be located on ridge tops.

Strategy 13:

Require the design of new commercial (or non-residential) uses in a manner that will control access and limit impact on residential areas and will be compatible with existing residential uses and adopted plans. Ensure that the site and building design of new non-residential development is sensitive to existing and planned adjacent uses.

Purpose/Rationale:

Often times, the design and layout of a new non-residential use is not compatible with existing or proposed residential uses around it, and this can have severe negative impact, which can lead to deterioration of established neighborhoods. Landscaping, screening, coordinating access, and locating ingress-egress according to adopted plans are some means of making a development more compatible.

Strategy 14:

Large site with development potential.

Purpose/Rationale

Large site is suitable for office use, as well as commercial development, such as a hotel. This strategy is recommended with the condition that the area defined by the natural drainage swale, serve as a physical buffer and unbuildable area to protect adjacent residential properties.

Strategy 15:

Site is owned by a governmental, public/institutional, church, public agency or utility agency. Future parks, recreational uses and educational facilities are recommended for such sites.

Purpose/Rationale

Because churches, parks and schools are typically permitted in most zoning districts, the current development warrants a change to public-semi-public land use which will make the Land Use Map consistent.

Strategy 16:

Community Commercial Nodes: Includes new and existing clusters of a community type and scale. Placement on site includes clusters of uses (as opposed to stripping) with shared parking and design features; Floor area ratios (FAR) are between 0.25 and 0.5; (This classification has no corresponding zone currently).

Purpose/Rationale:

Consolidated developments are encouraged to take advantage of cross access easements and also to take advantage of major arterial access while being sensitive to traffic flow.

Strategy 17:

Areas suitable for active parks, playgrounds, community centers, schools, churches, country clubs, sports clubs, golf courses, hospitals, and educational, philanthropic, religious or charitable institutions, public properties and buildings with similar uses.

Purpose/Rationale:

Typically community or not-for-profit uses. Facilities for gas, electric, water, sewer, cable television or other utility. Typically any use that is controlled by the Public Utilities Commission of Arkansas or government service or that is dedicated for Public use.



Figure D-1a

6.0 Downtown Core District

For the purposes of the Future Land Use Plan the Downtown Redevelopment District is identified as the area bounded by Cherry Street to the South, Puryear Street to the west, and the ASU overpass to the east.



Photo: ASU Overpass- Courtesy of Jacob's Engineering

The Land Use Advisory Committee focused on the various segments of Downtown Jonesboro, and with the influence of the 1999 Hyett-Palma Study, entitled “Jonesboro, Downtown Action Agenda 1999. As seen in figure D-1a above, the downtown area has 4 overlapping themes that shaped the land use recommendations. While recognizing that the downtown area is in transition and is no longer a primary retail center in the community the committee acknowledges such use clusters as: 1. Office & Institutional, Arts & Entertainment, Medical Center, and the Downtown Redevelopment District.

6.1 Development Framework

The following Development Framework should be used to ensure Downtown's future as an economically vibrant commercial area with great appeal to local residents, County residents, area-wide customers, and area-wide visitors.

6.2 Clusters

Downtown Jonesboro should be enhanced to contain four clusters. These clusters should be reinforced and policies to achieve others should be orchestrated such as tax-incentive programs, community block grant opportunities, historic preservation opportunities, etc.

6.3 Existing Clusters to Reinforce

The following three clusters are already in place in Downtown Jonesboro:

Medical Center; Office and Institutional; and Arts & Entertainment.

The existing clusters should be reinforced through the recommendations shown below.

6.4 Medical Center Cluster

With the presence of St. Bernards Regional Medical Center -and the attendant medical facilities that have located near St. Bernards -Downtown is home to a considerable medical center cluster. This is perhaps the strongest cluster within Downtown Jonesboro, at this time, and one that is expanding.

The Medical Center Cluster should be further reinforced through the following:

- St. Bernards is in the process of completing a master plan for the medical center. This effort should be applauded. In part, it is hoped that the master plan will be used to clean-up and enhance the edges of the Medical Center Cluster and to create links between the Medical Center Cluster and the other clusters within Downtown.
- The Medical Center Cluster is composed mostly of "hard materials" -e.g., brick, concrete, and asphalt -and contains little in the way of greenery, at this time. It is hoped that the up-coming master plan will explore and include ways to soften the St. Bernards campus with trees, flowers, landscaping, and open space.
- The Medical Center Cluster comprises roughly half of the project area defined for this Downtown Action Agenda. As such, entities in this area can have a huge impact on the overall visual appeal of Downtown.
- Therefore, it is suggested that the institutions located within this cluster set an example in making Downtown a beautiful, aesthetically pleasing area through attention to building design, landscaping, and signage.
- It is expected that all uses within this cluster will continue to provide adequate parking for their employees and patrons. Parking lots should be paved, landscaped, well-lighted, and well-maintained at all times.
- In the interest of Downtown's economy, institutions within this cluster should not internalize those retail or service businesses which are needed by their employees or patrons -such as cafes, gift shops, florists, etc. Instead, employees and patrons of the Medical Center Cluster should be encouraged to patronize Downtown's retail and service businesses.

- New housing constructed within this cluster should be comprised of market-rate units. Infill market-rate housing should be encouraged on redeveloped lots, at edges of this cluster.

6.5 Office and Institutional Cluster

This cluster is comprised primarily of County government facilities, the attendant, professional service firms that tend to locate near County facilities, and churches.

Downtown Jonesboro is fortunate to have this concentration of uses and the employees and patrons they bring into Downtown on a daily basis.

The Office and Institutional Cluster should be reinforced through the following actions:

- County government, professional offices, and churches should continue to be concentrated in this cluster.
- This is an area of higher density within Downtown, which is appropriate. And, as infill development occurs in this cluster, it should continue the higher density pattern now found here.
- Strong pedestrian links should be maintained between this and other clusters within Downtown - especially with the Arts & Entertainment Cluster described below. This is extremely important since the employees and patrons of the Office and Institutional Cluster are a built-in customer base that can influence the success of the Arts & Entertainment Cluster.
- The visual appeal of the Office and Institutional Cluster should be improved through high quality building design and construction and the paving and landscaping of all parking lots in the cluster.
- All new real estate development projects occurring in this cluster should be required to accommodate the parking needs of their employees and clients.

6.6 Downtown Redevelopment District/ Cluster

This is a very appealing residential area which should be recognized as a valuable asset -one which Downtown and the City are fortunate to have.

Downtown's Urban Village should be reinforced through the following.

- The private and public sectors should do everything possible to encourage families to restore and invest in property within this cluster.
- Financial institutions should become involved in this area's enhancement by offering favorable mortgage terms to those interested in buying and restoring homes here.
- The public and private sectors should recognize the value of this cluster as a close-in residential enclave of great charm -and one that provides Downtown with a customer base of residents who can walk to employment, businesses, and cultural venues within Downtown.
- New Clusters to Orchestrate The Downtown Action Agenda should be implemented to create the following two clusters within Downtown Jonesboro.

6.7 Arts & Entertainment Cluster

This is a very important area within Downtown Jonesboro since:

- It is the area of Downtown that contains the greatest concentration of older commercial buildings;
- It is the area of Downtown about which the community is most concerned; and
- It is the area of Downtown which offers the only possibility of creating the day-to-evening animation so desired by the community.

The Arts & Entertainment Cluster should be orchestrated by:

- Creating a concentration of unique art, entertainment, food, and retail uses in the first floor spaces of this cluster;
- Filling the upper stories of buildings within this cluster with market-rate housing;
- Focusing attention first on Main Street -creating a cluster of recommended uses along this street first-hand; then building out from there; and
- Enhancing the Arts & Entertainment Cluster to be an area that is very pedestrian-oriented.

6.8 Redevelopment Cluster

The enhancement of this area represents a longer-term effort. Investment in the Redevelopment Cluster will increase after values increase in the remainder of Downtown. In other words, enhancement of the Downtown Redevelopment Cluster will become feasible after the balance of Downtown's market has been strengthened.

At that time, enhancement of the Redevelopment Cluster should be orchestrated by:

- Encouraging a mixture of uses to be developed in this area, including housing, offices, services, and government facilities;
- Recognizing that this cluster is not an appropriate location for general retail uses or large high density multi-family housing;
- Encouraging quality real estate development projects; and
- Recognizing the importance of code enforcement in this area.

6.9 Goals for Implementation for Downtown

Three goals are outlined below on creating identity, attraction, and preservation of historic Downtown Jonesboro. Policies and implementation strategies should be further studied by the City officials.

6.9a. Promote public awareness of the importance of downtown to the community.

1. Policy: Recognize and support the public facilities that serve as anchors of the downtown area that includes the Craighead County Court, Federal Building, Jonesboro City Hall/Justice Complex, and Jonesboro City, Water and Light.
2. Policy: Encourage a diversity of activity and use that complements and supports the anchor facilities and use as a critical element for the downtown as an area for entertainment, service and office center and residential development.

3. Policy: Continue the effort of downtown revitalization.
4. Policy: Identify and provide incentives to encourage upkeep of building structures and facades in the central business district.
5. Policy: Ensure that the downtown infrastructure is well maintained and appropriately upgraded to provide adequate levels of service.
6. Policy: Encourage redevelopment of deteriorated or deteriorating properties in the downtown area to eliminate eyesores, safety hazards, and other undesirable conditions.
7. Policy: Continue to hold organized special community activities and festivals to attract people downtown.

6.9b. Promote a pedestrian oriented downtown serving residents as well as tourists and protect the downtown’s historic character (See list of historical sites below).

1. Policy: Streets, parking areas and traffic flow along Main and Union St. should convey an image and feel focusing on downtown as a destination not a place to cut through.
2. Policy: Retain the small town character of the Downtown District utilizing a pedestrian reference for design and development of the area, while strengthening the market attractiveness of the District.
3. Policy: Emphasize pedestrian orientation in the scale and development of commercial areas.
4. Policy: Clearly define the limits of commercial growth and infiltration thus limiting speculation in relation to the potential change of property use from residential to commercial. Direct new retail and service commercial and office development to areas along Huntington and Cate St. through zoning and permitting processes.
5. Policy: Plant trees along street edges to create a more pleasant environment for pedestrians.
6. Policy: Enact design standards for commercial structures in downtown area and along entrances to downtown district that require rear and side parking.
7. Policy: Landscape parking areas to avoid large monotonous expanses of cars. Flexibility in parking requirements, stall size, and landscape requirements should be allowed to limit the amount of land devoted to parking.
8. Policy: Develop public parking that is in convenient locations and accommodate a multiple stay by the customer/visitor in downtown.
9. Policy: Promote the preservation and enhancement of historic features in the downtown area, possibly through incentive programs and similar mechanisms.

6.9c. GOAL: Promote healthy, stable and attractive neighborhoods in the downtown district.

1. Policy: Through design and development guidelines for residential development help define the desirable traits for new housing in the area.

2. Policy: Encourage private and public investment in the surrounding downtown neighborhoods promoting stability and attractiveness in a unique living environment that offers a variety of housing styles and provides for the daily lifestyle needs of neighborhood residents.
3. Policy: Promote stability in adjacent neighborhoods by continuation of public improvements and investment in street and drainage upgrades as well as other facilities to encourage private investment in property upgrade and maintenance.
4. Policy: Use buffers and townhome development to help define the residential neighborhoods and commercial areas.
5. Policy: Increase the diversity and market competitiveness of residential opportunities in the area through the development of a variety of housing types. These housing types to include the development of single family lots at varying densities, townhomes, and the encouragement of residential opportunities in upper floors of commercial buildings.

6.10 Inventory of Arkansas Register of Historic Places-

Jonesboro - Craighead County

U.S. Post Office (Jonesboro - Craighead County)

108 E. Huntington

c. 1900 Former Jonesboro post office

Listed in Arkansas Register of Historic Places on 11/6/2002.



R.L. Wilson Confectionary (Jonesboro - Craighead County)

330 S. Main St.

c. 1900 commercial building

Listed in Arkansas Register of Historic Places on 11/6/2002



Bell House (Jonesboro - Craighead County)

303 W. Cherry

1895 Queen Anne residence

Listed in National Register of Historic Places on 11/7/1976.



Berger House (Jonesboro - Craighead County)

1120 S. Main St.

1896 residence of early Jonesboro businessman

Listed in National Register of Historic Places on 11/7/1996.



Berger-Graham House (Jonesboro - Craighead County)

1327 S. Main St.

1904 house joining Classical Revival, Richardsonian Romanesque styles

Listed in National Register of Historic Places on 10/10/1985.

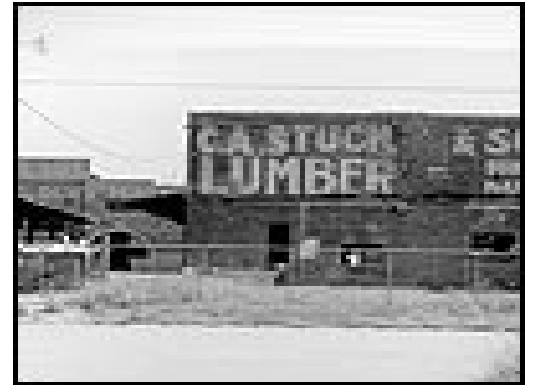


C. A. Stuck and Sons Lumber (Jonesboro - Craighead County)

215 Union St.

1889-1905 complex of lumber company structures

Listed in National Register of Historic Places on 12/27/2002.



Community Center #1 (Jonesboro - Craighead County)

1212 S. Church Street

1936 PWA-built, Art Deco community center.

Listed in National Register of Historic Places on 1/23/2008.



Craighead County Courthouse, Western District (Jonesboro - Craighead County)

511 N. Main St.

1934 Art Deco-style public building

Listed in National Register of Historic Places on 9/11/1998.



Edward L. Westbrooke Building (Jonesboro - Craighead County)

505 Union St.
1899 Romanesque Revival-style commercial structure
Listed in National Register of Historic Places on 1/8/2003.



Frierson House (Jonesboro - Craighead County)

1112 S. Main St.
ca. 1885 house linked to Francis Cherry's successful run
for governor
Listed in National Register of Historic Places on
4/24/1973.



Mercantile Bank Building (Jonesboro - Craighead County)

249 S. Main Street
1890 Neoclassical style bank building
Listed in National Register of Historic Places on 1/20/2005.



Nash-Reid-Hill House (Jonesboro - Craighead County)

418 W. Matthews Ave.
ca. 1898-1902 ornate Queen Anne-style structure. Renovated
around 1934 to present appearance
Listed in National Register of Historic Places on 8/16/1994



**U.S. Senator Hattie Caraway Gravesite (Jonesboro -
Craighead County)**

Oaklawn Cemetery, 2349 W. Matthews Avenue Lane
1950 gravesite of America's first elected woman senator.
Listed in National Register of Historic Places on 9/20/2007.



**West Washington Avenue Historic District
(Jonesboro - Craighead County)**

500-626 W. Washington Ave.
1890-1930 structures including American Foursquare, Queen
Anne Classical Revival, Tudor Revival, and Spanish Revival
styles
Listed in National Register of Historic Places on 10/22/1982.



7.0 Infrastructure Current & Future

With new recruitment, flood plain has been initially a concern, but industries within the Craighead Technology Park, like Alberto Culver and Nordex Inc., realize that over time this community has developed a flood plain management system to address all development concerns.

Since 1986, over 400 million dollars of investment has been made by companies that developed in areas that were originally in the flood plain. Most of the area is one foot below the flood plain and it's not very extreme.

In 1986 there was no railroad serving the Craighead Technology Park. In 1987 Burlington Railroad extended a spur out to the Craighead Technology Park at costs around \$3.5 million to run that rail, this has been essential in economic development recruitment for this region.



Land extending west of the Technology Park is currently used as agriculture and industrial as well. Transportation improvements on Hwy. 18, C.W. Post Rd. and access to Hwy. 63/I-555 are extremely important and key from an economic development aspect. Nestle Road truck traffic goes that way. Trying to replicate that industrial park somewhere else is unreal from a cost standpoint when considering utilities, roads and rail.

The industrial park was originally jump-started with 798 acres and with the additions Jonesboro boasts with approximately 1,700 acres now. This growth in a huge part has been City Water & Light infrastructure, with the issue being mainly that of capacity of waste and water needs. Nestle Foods uses approximately 100 acres including Miller Refrigeration; Alberto Culver is utilizes 80 acres, and Nordex on 36.93 acres.

Food processing industries use water in product manufacturing, such as Alberto. Electric rates are lower in the City of Jonesboro, compared to other regions of the country. With big food processors like Nestle and Frito-Lay, the electricity availability is vitally important, as well as potable and waste water.

From a land use perspective, industry requests have been averaging in size for property is 50 acres to 300 acres. The Chamber of Commerce continues to plan for the next 10 – 20 years out.

The other issue relating to economic development is easy access and the transportation issue. The MPO has considered inter-modal facilities around Highland and US 63, the ASHTD will more than likely improve the Commerce Drive connection, which is being studied to widen Commerce Drive. Nestle "S" curve is why they are thinking of developing Commerce Drive in the near future and in the long future others. The area between Highland Dr. and 63 Hwy is a state highway.

8.0 Master Street & Thoroughfare Plan

Policies need to be adopted by the MAPC and the City Council regarding traffic and speed control; subdivision improvements relating to infrastructure; sidewalk connectivity (especially schools & high density public areas); and accessibility to other areas.

Connectivity and accessibility needs to be considered and should include consideration of emergency accessibility as policy is developed. Major streets should be tied with the various retail areas, hotels and restaurants uses such as those along Race Street and Phillip Drive. Connectivity from ASU to the Turtle Creek Mall region is being implemented.

Coordination of road capacity and drainage capacity are important when determining land uses and proper zoning. Drainage and load capacity will determine how land will be utilize. The LUAC recommends that higher density be encouraged along the already improved infrastructure and road areas.

With the new Master Street Plan, the need to tie our street network together is highly encouraged. As we open particular streets up and change the traffic flow, we need to take into consideration safety measures. Additional right of way may need to be acquired on new developments.

Under the Jonesboro City Code of Ordinances, the city council officially established the master street plan designating streets by functional class. (Code 2006, § 8.56.01; Ord. No. 2504, § 1). The following sections give greater detail:

Sec. 101-47. Classes of streets.

This article establishes six classes of streets. These classes are:

- (1) Collector.
- (2) Minor arterial.
- (3) Principal arterial.
- (4) Expressway.
- (5) Section line.
- (6) Local street.

(Code 2006, § 8.56.02; Ord. No. 2504, § 2)

Sec. 101-48. Reserving rights-of-way.

When land is developing or redeveloping, the Metropolitan Area Planning Commission shall have the authority to reserve the following rights-of-way for each class:

Street type	Distance (in feet)
Collector	80
Minor arterial	100
Principal arterial	120
Expressway	200
Section line	120
Local	60

(Code 2006, § 8.56.03; Ord. No. 2504, § 3)

Sec. 101-49. Functional class of streets.

This article places all current streets into a functional class. These streets shall be designated as shown on the map, "City of Jonesboro by Functional Class," and by the street inventory, all of which accompany the legislation from which this section is derived. (Code 2006, § 8.56.04; Ord. No. 2504, § 4)

Sec. 101-50. Future streets.

(a) The Metropolitan Area Planning Commission shall have the authority to place future streets into a functional class and reserve the appropriate right-of-way.

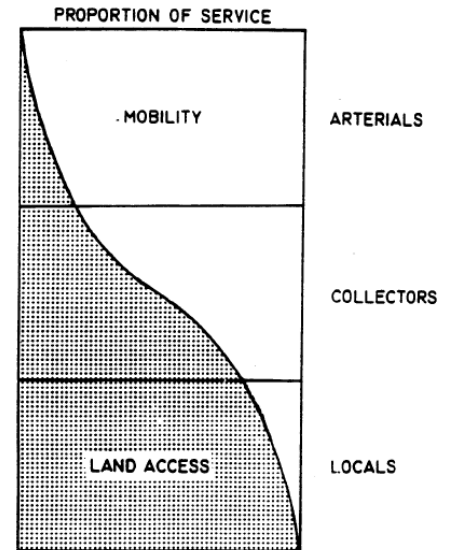
(b) The Metropolitan Area Planning Commission may reserve less than the required right-of-way specified for the various classifications set out in section 101-48 if it deems it appropriate. In making said decision, the MAPC may require the proponent of the change or variation to provide engineering designs covering roadway design, drainage design, location of utilities and a topographic survey of the location of the proposed street. (Code 2006, § 8.56.05; Ord. No. 2764, § 1; Ord. No. 2504, § 5) § 101-46 JONESBORO CODE CD

8.1 Highway Functional Classification

Functional Classification is the process by which streets and highways are grouped into classes according to the service they are intended to provide. The dual role of the highway network is to provide:

- 1: Access to a Property
- 2. Travel Mobility

Local streets emphasize the land access functions.
Arterials emphasize a high level of mobility for through movement.
Collectors offer a compromise between both functions.



8.2 Functional Systems in Urbanized Areas:

The four functional systems for urbanized areas are **Principal Arterial Streets, Minor Arterial Streets, Collector Streets, and Local Streets.**

8.2a. Principal Arterial Street System:

For principal arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. This system of streets and highways should:

- 1. Serve the majors centers of activity of metropolitan area, the highest traffic volume corridors, and the longest trips.
- 2. Carry a high proportion of the total urban area travel on a minimum of mileage.
- 3. Should carry the major portion of trips entering and leaving the urban area.
- 4. Should carry the majority of through movement desiring to bypass the central city.
- 5. Should serve significant intra-area travel, such as between central business districts and outlying residential areas, between major inner city communities, and between major suburban centers.
- 6. Serve local and intercity bus routes.

Because of the nature of travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system.

8.2b. Minor Arterial Street System:

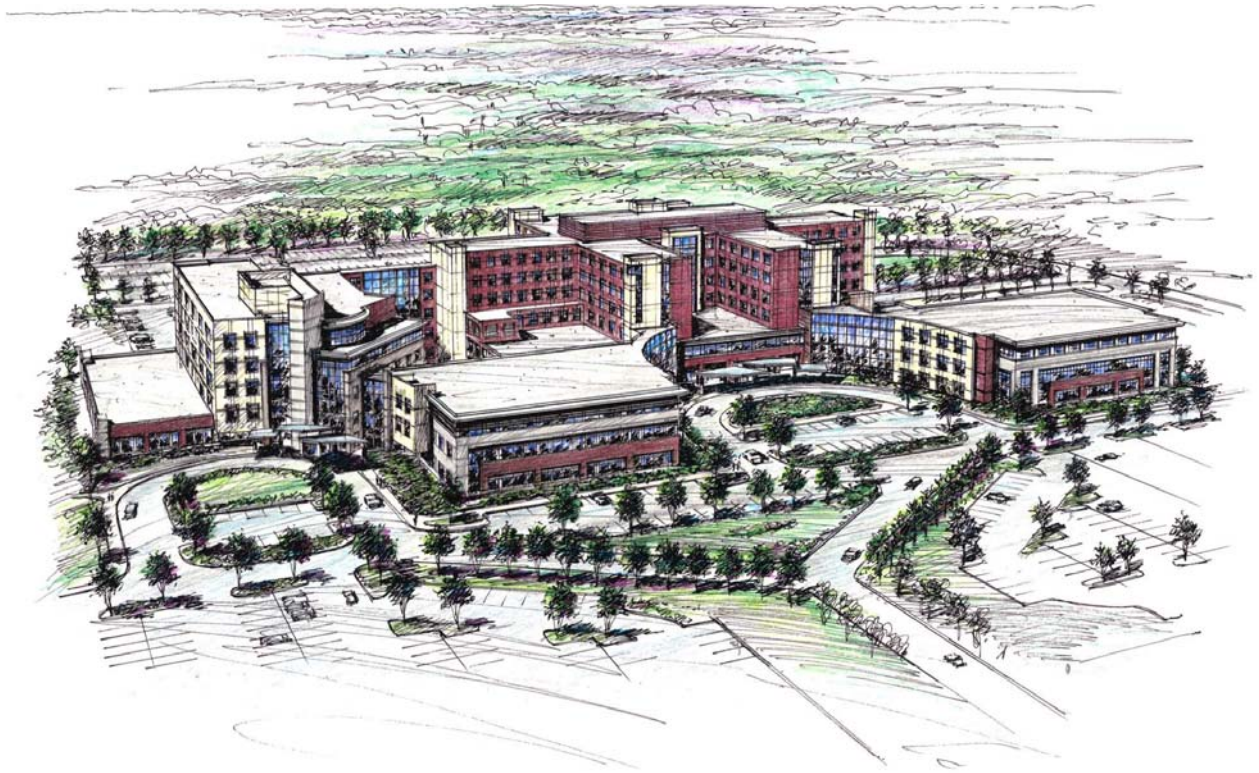
The minor arterial street system should interconnect with and augment the principal arterial system.

8.2c. Collector Street System:

The collector street system should provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.

8.2d. Local Street System:

The local street system comprises all facilities not on one of the higher systems. Local streets serve to provide direct access to abutting land and access to the higher order system.



9.0 Housing Component



9.1 Residential Housing

Housing is important for the City of Jonesboro having such a thriving industrial base. Over two years ago, the city recently approved 40 acres for multi-family housing near the Industrial Park area and along Nestle Way Rd. Typically, housing is usually not recommended when it is mixed with industrial because of the negatives and conflicts.

Transitional zones are thus very important. Where there are extreme covenants and restrictions this can work in industrial parks. The ability to recruit industry can be hindered in the case of larger manufacturers, thus adequate separation should be encouraged. The truck traffic creates safety issues and it is important to provide appropriate buffers, to eliminate a lot noise and dust as well. Companies wanting to locate in Jonesboro want housing information in terms of availability.

The city government struggles daily to deal with property maintenance issues concerning housing. Since November, 2006 the City of Jonesboro has condemned over 174 determined non-fit for dwelling structures, 3 of which were dilapidated multi-family structures; since then, 19 were brought up to code compliance (Source C.O. J. Code Enforcement Files).



9.2 Multifamily housing is a key component of smart growth.

- Well-planned, higher-density housing in areas designated for growth has always been an integral component of smart growth.
- By housing more people on less land, multifamily housing developments make it possible to preserve more open space and natural features than do single-family housing developments.

- Multifamily housing reduces development pressure on the remaining undeveloped land in a region.
- Multifamily housing usually requires less public infrastructure, including roads, sewer and water pipes, and electricity and gas lines.
- Multifamily housing makes it financially feasible to integrate commercial and retail uses into a neighborhood.
- Multifamily housing has a smaller per-housing-unit fiscal impact on local governments than single-family homes because it has a smaller impact on local schools.
- In many cases, apartment and condominium residents effectively subsidize the education of children from single-family homes.

Source: ULI



Example of Mixed Use Development: Rezoning Case: RZ07:35, Johnson Ave.

9.3 Multifamily housing is needed and is preferred by many people today.

- Married couples with children have been declining in number since 1970 and now account for just one-quarter of the American population.
- Nontraditional households have been growing in number every decade and, taken as a whole, make up the new majority.
- For the past five years, households making \$50,000 per year or more have been the fastest-growing segment of the apartment market.
- The population at the traditional age for renting (age 20 to 29)—the echo boomers—is expected to increase 11 percent between 2000 and 2010.
- Some baby boomers will choose to downsize to an apartment or condominium after their children leave the “nest”; others will purchase or lease multifamily homes as second homes.
- Multifamily housing allows seniors to remain in their neighborhoods through the different stages of their lives without the hassle of maintaining single-family housing.
- Over 13 million immigrants came to the United States in the 1990s; most new immigrants lack the capital required for sustaining the demands of homeownership and will remain renters for ten to 15 years before they can afford to become homeowners.

Source: ULI

9.4 Multifamily housing choices are important to the economic vitality of the larger community.

- Access to a large and diverse labor pool has become the most important factor in making corporate decisions on business locations.
- The number one problem facing the labor pool today is housing affordability.
- Failing to provide a balanced range of attractive housing options makes a region less appealing to businesses while also driving up land and housing prices, thus promoting de facto segregation based on household income and type.
- Where alternatives to expensive single-family homes are not available, many households are forced to move farther away from employment centers to find affordable housing, creating traffic and pollution problems as well as a lower quality of life and a decline in worker morale.
- If the affordable housing situation is bad enough, businesses may be forced to relocate to areas with less expensive housing markets.

Source: ULI

9.5 Multifamily housing can help minimize area-wide traffic congestion.

- While it may increase traffic at an individual site, multifamily housing can significantly relieve overall regional traffic congestion.

- When affordable housing choices near job centers are in short supply, workers must live in distant locations where housing is more affordable, resulting in long, frustrating, and expensive commutes and contributing to area-wide traffic congestion.
- Multifamily housing allows more people to live in housing they can afford that is near their work.
- Multifamily housing developments that are clustered along transportation corridors make various kinds of mass transportation feasible.
- Multifamily residents average one motor vehicle per household, while owner-occupied households average two vehicles.
- Single-family housing is likely to generate an average of ten auto trips per weekday while apartments generate only seven; high-rise apartments generate even fewer trips, averaging only four trips per day.
- The availability of recreational facilities—including fitness centers, pools, and picnic areas—within the multifamily community reduces the need for auto trips as most residents can walk to these amenities.
- In parts of the country where economic growth typically is strongest, the labor force critical to sustaining the economy cannot find reasonably priced housing or cannot locate within an appropriate commuting distance of jobs.
- Households depending on a single salary such as that of a teacher or a police officer cannot afford to buy a median-priced home in two-thirds of the metropolitan areas in America.
- Working families with a critical housing need, defined as having to spend more than half their income on housing or living in substandard housing, increased by 60 percent to 4.8 million households.
- Under financial pressures, households typically are forced to move farther out from their jobs, enduring long commutes that aggravate existing traffic problems, or to double up and endure crowded housing conditions.
- Apartments and condominiums play an important role in housing the workforce. They have been providing “workforce housing” for decades, long before the term was coined.

Source: ULI

9.6 Well-designed multifamily housing can be an attractive and compatible addition to the community.

- Multifamily housing has come a long way from the plain brick boxes of the past; the design of today’s apartments and condominiums is much more creative and sensitive to neighborhood context.
- Multifamily structures allow greater flexibility in locating buildings, which makes it possible to preserve open space and distinctive natural features of the site such as hillsides, streams, or stands of trees.
- Visual preference surveys have demonstrated that consumers, when shown well-designed visual images of high-density communities and low-density communities, often prefer the high-density communities.

- Many multifamily housing communities were constructed using principles consistent with the new urbanism movement. Multifamily housing has an important role to play in new urban communities of the future.
- There is no discernible difference in price appreciation of single-family housing located near multifamily buildings and that of homes not located close to multifamily housing.

Source: ULI

As shown in the land use survey results in the appendix section of this document, a large amount of respondents (79%) indicate that the City should encourage single family home type development; 51% support senior housing/independent/skill nursing housing; 34% mixed development housing/commercial developments; 33% condominium type dwellings; 18% duplexes; 17% multi-family dwellings; and 5% pre-manufactured housing.

10.0 Green Space/Parks & Recreation

This section summarizes why the City of Jonesboro has prepared a Parks and Recreation Long Range Plan, key areas of focus for the plan, how the plan is organized and the public input process that occurred.

The City of Jonesboro has more than doubled in population since 1970 and currently has a population of nearly 64,000. The Jonesboro Metropolitan Statistical Area (MSA) made up of Craighead and Poinsett Counties has an estimated population of over 117,000. By 2030, the County alone is projected to increase in size to 162,500.¹ The need for parks, recreational facilities and programs, trails, cemeteries and open space will continue to grow along with the City's and surrounding areas. As Jonesboro grows, the adequacy of the existing system needs to be re-evaluated.

The City last prepared a Parks and Recreation Master Plan in 1996 as part of the Jonesboro Comprehensive Plan published that year. Now, 13 years later, a more detailed plan is needed to define the vision for the growth of the City's parks and recreation areas. This plan will provide a baseline and a means for City leaders, staff and citizens to follow to realize this vision.

Plan Focus

The specific focus of this plan is to:

- Develop a detailed inventory of parklands, including location, service areas and amenities;
- Document resources and needs of the Parks and Recreation Department;
- Identify parks and facilities needed based on existing and future development patterns and growth, the expressed desires of the community, and demand for recreation programs and other Parks and Recreation Department services.

These will form the basis for the City's Comprehensive Plan. Specifically, it will:

- Develop classifications and level-of-service standards that become policies to direct the provision of green space within the urban area for the City and County;
- Identify specific green space, park, and recreation-related projects;
- Document developmental regulations and financial resources, and identify potential funding and acquisition strategies.
- Identify implementation tools, strategies, and actions.

The emphasis of this section of the Future Land Use Plan is on the green space network within the urban area and includes indoor recreational facilities and community centers that fall within the scope, responsibility, and authority of the Jonesboro Parks and Recreation Department. This Master Plan should be revisited and updated periodically, ideally every 5 years, to ensure that it accurately reflects current and future needs, changing conditions, and to adjust priorities within the community as appropriate.

Plan Organization

The City of Jonesboro has organized its Future Land Use Plan for the City and surrounding planning area into a larger document called The Comprehensive Plan that consists of four parts: Snapshot, Design, Policy and Build. The philosophy of this overall process as it relates to Jonesboro's green space is as follows:

Snapshot – The green space portion of the Future Land Use Plan documents the land, facilities and services for which the Parks and Recreation Department is responsible. This document provides a review of programs and facilities the City should be providing based on the opinions of Jonesboro citizens, non-profit recreation providers, and interest groups. It also evaluates the programs and facilities provided by comparable

communities and looks at national standards for levels of service and best management practices. This information is used to estimate land, facilities and programs necessary to serve Jonesboro's anticipated population growth.

The Comprehensive Plan will include the following sections with regards to green space:

Design – This section will identify the visual and physical components that most influence the image and land use patterns of the City of Jonesboro. It will determine the architectural identity for Jonesboro green space, including parklands and their facilities, and describe the elements that will make Jonesboro's them livable and unique.

Policy – This section will outline policies to guide the provision of Parks and Recreation land and facilities for the City of Jonesboro. The section makes up the body of the physical Parks and Recreation Master Plan for the City. The Parks and Recreation Master Plan is based on the preferred land use plan developed by the Land Use Advisory Committee. It also includes descriptions and costs of specific projects. This section will contain the goals, policies, and physical plan directions to guide decisions in the future.

Build – This section contains a summary of existing and potential tools for implementing the Parks and Recreation Master Plan throughout the City and planning area.

Public Input Process

Narrative documents were made available for public review beginning August 17, 2009 at the City of Jonesboro Planning Department. Public meetings were held August 24, 25, and 27, 2009 at the Huntington Building, Parker Park Community Center, and Jonesboro Fire Station #3.

10.1 History of Jonesboro's Park and Recreation System

This section summarizes the evolution of the parks system in Jonesboro and includes information on parks that have deep historic roots in the community or those that are named for prominent Jonesboro residents.

In the past like many communities, Jonesboro has considered open or wooded undeveloped land as an investment: a commodity to be consumed. Any planning for green space has focused almost exclusively on land for parks, which have been viewed as a community amenity. Most open space preservation to date has been site-specific, privately initiated efforts and not undertaken as a result of any land use planning or with the goal of providing connectivity. That being said, park systems often begin with the passion of a few individuals, and the stories of Jonesboro's parks are no exception.

The YMCA has a long history of providing recreation and athletic programs in the City. According to the Jonesboro Tribune, a YMCA was located at the intersection of Jefferson and Main Streets until 1938 when it relocated to the new Community Center on Church Street (now the Earl Bell Center). Although portions of the old facility were razed, and another section was turned into a service station, the gymnasium was leased to the black school for athletic programs.ⁱⁱ

The Parks and Recreation Department hopes to collect a more comprehensive history of Jonesboro's park system with the assistance of the public, historians, and family members of those who have contributed to the creation of the recreational opportunities we enjoy today.

Allen Park and Community Center is comprised of two parcels of land deeded to the City by George W. and Margaret B. Allen in May, 2000. The land, totaling nearly 19 acres, was given to enlarge the existing park in the area.

City Water & Light Park is one of the City’s earliest parks. The land was sold to City Water and Light for \$1,800 by R.S. and Willie Culberhouse in June, 1922. In May, 1967, City Water and Light leased the property to the City of Jonesboro for an indefinite term with the provision that the City take responsibility for its care and upkeep as a public park.

Craighead Forest Park is, without question, our best example of how vision, leadership, and a community coming together have made green space a reality for future generations. Furthermore, it serves as a model for the on-going preservation of green space for Jonesboro into the 21st Century. In 1935, in the heart of the depression, the Young Men’s Civic Club (YMCC) of Jonesboro was formed as a civic-oriented organization for community-minded young men. In 1937, Charles Frierson II, president of the newly-formed club, was on a train trip between New Orleans and Memphis and started a conversation with Ben Berger, president of the newly formed Mercantile Bank. That conversation led to the club taking out a \$3,000 loan to purchase 612 acres from Mrs. Bina West Miller, a resident of Chicago, whose plans for a farm had not materialized. Club fund raisers and enthusiastic supporters paid off the loan 26 months later. Craighead Forest Park was deeded to the City for \$1 with the stipulation that the land would be “for the public benefit and use forever.”ⁱⁱⁱ

Over the years, a number of groups and individuals have contributed to the park’s development and maintenance. One of the first was Senator Hattie Caraway, who helped designate the park a WPA project, ensuring jobs for scores of unemployed in the area. The Civilian Conservation Corp (CCC) worked with the Arkansas Forestry Commission in building a look-out tower for fire protection, which became a center of attraction for people who could climb to its high platform and view the surrounding area for miles around. By February, 1940, a twelve acre lake had been enlarged to 35 acres. Other improvements included an amphitheatre with hand-carved stone seats, roads and trails, a dance pavilion and club house, boat docks, stables, wells, and a playground. Cypress logs for the buildings were floated down the St. Francis River to Lake City and trucked to the park. The CCC planted 30,000 seedlings in one year with a total of 60,000 over the course of the project.^{iv}

The Jonesboro City Council placed the newly improved park under the care of a seven member commission known as the Craighead Forest Commission. By the end of World War II, however, the park had become a victim of the times: rationing and hard times resulted in a lack of use and care. Vandalism became prevalent. Once again, however, citizens stepped forward. In the 1950s, the Parks Commission led by Charles Frierson, III partnered with the Junior Chamber of Commerce and the Jonesboro Boating Club to promote and improve the park. This led to two lake projects, which increased the lake to its current size of 110 acres. In 1974, the park was again a target of vandalism and misuse. Mrs. Joan Stephens, a park advocate and member of a group charged with planning the park’s future, penned a plea to Jonesboro’s citizens in the *Jonesboro Evening Sun*. In it she said,

“It is time once again to spark total community interest to restore the pride of our heritage. It is said that history repeats itself... Let us as a community recall the life once built that we might appreciate what was before and better live what is ahead. This task can restore the pride of our heritage in Craighead Forest Park.”

In 1998, the Arkansas Game and Fish Commission announced that a Nature Center would be built in the Jonesboro area. In February, 2000 the City enlarged the park by acquiring an additional 79 acres on its north side from Mr. James Frierson. The 160-acre Forrest L. Wood Crowley’s Ridge Nature Center opened its doors in 2004 and sees over 60,000 visitors a year. Its mission contributes to our greater understanding of the region’s natural resources the complexity and importance of our relationship with nature.

Deral Burrow Park is a sports complex developed from 17.5 acres of land given to the City by John R. and Allie F. Mays in July, 1977. Additional land for right-of-way was provided to the City by Mr. Murray F. Mitchell.

Earl Bell Community Center and Julian James Memorial Park form a 4.1-acre complex that has been a center for recreation and entertainment in the City for many years.

Julian James, the owner of a men's store next to the Palace Theatre on Main Street, served as a state senator and was a tireless promoter of civic projects in Jonesboro. He was a member of the YMCC and was instrumental in the acquisition of Craighead Forest Park. He was memorialized by *Time* magazine in September, 1943 upon attending the annual Miss America pageant in Atlantic City:

The tedious solemnity so weighed upon ebullient State Senator Julian James of Jonesboro, Ark., who accompanied Miss Arkansas to the finals, that he sought escape by pacing up & down the Boardwalk. Wherever he saw a crowd gathered around a weight-guesser or a salt-water-taffy artist, Politician James would step up and give the crowd a lesson in pronouncing the name of his home state: AR-can-saw, not ar-KANZUSS.^v

The Community Center is an art deco-style building built in 1936 as one of the few federally funded projects of the Public Works Administration (PWA) in Jonesboro. Designed by Elmer Stuck, it was placed on the National Register of Historic Places in 2008.^{vi}

The center was another project of the Young's Men Civic Club. The YMCA at the corner of Jefferson and Main had become dilapidated and was slated for demolition. One section was leased to an oil company and became a service station. The gym was leased to the black school for athletic programs.^{vii} On May 6, 1935, the City Council approved the proposal although funding sources were uncertain. The Council agreed to apply for WPA funding and, in the course of events, a swimming pool and golf course were added to the plan. Records indicate that 45 percent of the funding was provided by the WPA; the balance came in a bond issue which was later supplemented by a two-mill tax increase to pay off the interest on the bonds. The total cost of the Community Center was over \$100,000. The swimming pool was built, but the golf course never materialized. A new pool replaced the original pool in 1979.

The first function held at the Center was the Craighead County Fair on October 30 and 31, 1936. Officials estimated the attendance at over 10,000. Over the years the center has been used for talent shows, minstrel shows, concerts, and performances, including two by Elvis Presley and Roy Orbison. The most popular event that Jonesboro residents still talk about is the wrestling matches that used to be held in the gym. In 1968, the Center served as a temporary morgue when a tornado ripped through downtown Jonesboro on May 15, killing 34 people and injuring over 300.^{viii}

The Community Center has gone through several name changes over the years. It was simply named Community Center #1 when it was built but was later home to the YMCA until a new facility was built in the late 1960s. On October 15, 1984, the City Council passed a resolution naming it after Earl Bell, the bronze-winning Olympic pole vaulter from Jonesboro. Today, the Center is still being used for recreational activities and classes. It is also home to the administrative offices for Jonesboro's Parks and Recreation Department. It is used by over 40,000 patrons each year.

Fairview Park was purchased by the City from Walter A. and Judy A. DeRoeck for \$34,518.82 in February, 1976.

Joe Mack Campbell Park was made possible by a gift to the City in March, 1996 by the Dena Construction Company, whose owners Joe Mack and Dena Campbell,

Miles Park was a 5-acre gift made in two parts by Jerry B. and Lonnie M. Craft in October, 1996 and September, 1997. Their gift expanded recreational opportunities provided by Parker Park Community Center.

North Main Park

In February, 1975 property for North Main Park was leased to the City by the Jonesboro School District for a 25-year lease term. In March, 1979, property was given by Jimmy Doyle and Glenna Hunt to the Jonesboro Urban Renewal and Housing Authority which then turned it over to the City in July of that year. The City deeded City Water and Light .2 acres in March, 2005 for use as a well setback.

Optimist Park began as a gift from Margaret Frierson Cherry to Southwest Church of Christ in June, 1972. In October, 1979 the City began leasing it from the church in five-year terms. The City purchased the property in 2008.

Parker Park and Community Center property was a gift in April, 1994 from Jonesboro Investment Corporation, whose owners Herbert J. and Marie L. Parker wanted to increase recreational opportunities for citizens in the neighborhood. This 4.32 acres was combined with a gift on an adjoining property which became Miles Park.

Ralph “Pop” Stricklin Park was developed from property owned by City Water and Light and leased to the City in January, 1990 under terms that would renew the lease automatically from year to year. It was named in honor of Ralph “Pop” Stricklin, a city alderman during the administration of Mayor Neil Stallings.

Southside Softball Sports Complex (40 acres) was first leased to the City in June, 1981 by the Jonesboro Human Development Center for a 30-year term. This agreement was renegotiated in July, 1997 and an additional 19.25 acres was added to the agreement for a total fee of \$5,925 a year. The lease is set to terminate in December, 2027. The City is currently in negotiations with the State to acquire the property.

I.M. Stotts Park was renamed in honor of Mr. Isaac Manoy Stotts at the suggestion of the community. Mr. Stotts was a veteran, teacher, humanitarian and community advocate. As a resident of the neighborhood, Mr. Stotts oversaw a community garden, worked with neighborhood children and worked to keep the neighborhood clean. He served as President of the Jonesboro NAACP for 23 years and was a frequent attendee of City Council and other meetings.

University Lions Park was a gift to the City in May 1987 by Kent and Jeanne Arnold.

E. Boone Watson Community Center was named in memory of Mrs. E. Boone Watson, a public school teacher in Jonesboro for over 40 years. She taught at the Booker T. Washington School until it was integrated with the Jonesboro School District in the 1960s. After retiring, Mrs. Watson worked with the Jonesboro Headstart Program where she had an influence on hundreds of children and their parents. She was an active member and leader at St. Paul African Methodist Episcopal Church.

The community center sits on the site of the original Booker T. Washington School and was opened in December, 2004. In 1922, D.W. Hughes, an educator and administrator from Marianna, came to Jonesboro to serve as principal of the Cherry Street School, the school for black students. He launched an initiative to erect a new school building and add a high school. Mr. Hughes worked with Superintendent J.P. Womack, the school board, and black citizens of the City to raise money for a site on Patrick Street. Mr. Hughes designed the school and it was built by Stuck and Associates of Jonesboro.^{ix} Mr. Hughes convinced the City Council to allow him to use bricks from a city auditorium that had been destroyed by an ice storm in December, 1917. Men from the black community spent many hours cleaning the bricks so they could be used to build the school while women volunteered their time cooking for the volunteers.

The Jonesboro Craighead County Training School, also known as the Industrial High School, opened in February, 1924 with six teachers. That number soon grew to eleven. It was the first high school for blacks in northeast Arkansas. The two-story building had a full basement for industrial and home economics classes and was a source of great pride in the community.^x In 1935, the name of the school was changed to Booker T.

Washington High School. It served the community until a new Booker T. Washington High School, under the leadership of W. F. Branch, opened in September, 1951 at Houghton and Matthews and served the black community until schools were integrated in 1966. In 1954, the original Booker T. Washington School building was deeded to the City and it eventually became a community center. It was named in honor of Mrs. E. Boone Watson by Mayor Neil Stallings in September, 1984. The current community center was named for her when it was dedicated in 2004.

William Evans Park is named in honor of William “Bill” Evans who managed the community center from 1968 to 1972. He organized basketball leagues, swim teams, Halloween parties, concerts, talent shows, and summer programs for the black community during his tenure. His son, Grover Evans, was the City’s first black city alderman.

Woodrow Avenue Park was created from two parcels of land deeded to the City by the Mercantile Corporation in March 1987.

10.2 Previous Plans

The only Future Land Use Plan known to have been adopted by the City of Jonesboro was the Jonesboro Comprehensive Plan of 1996 prepared by the RM Plan Group of Nashville, Tennessee (See Appendix Map 10). It was adopted by the City Council in August of that year. That plan introduced the concepts of setting aside land for parks, open space and bike paths and of establishing levels of service for parks.

Several attempts to adopt a Future Land Use Plan have been made in the past. A study was completed in the 1940s but was never adopted. The City spent over \$250,000 in federal grant monies in the late 1960s and early 1970s to have a nationally-recognized planning firm develop a master plan. The plan was never adopted by the City Council.^{xi}

A master plan for Craighead Forest Park was done during the Stallings administration by Parks & Recreation Planning Associates, Inc. of Austin, Texas. Most of the elements of that plan were never implemented.

When Jonesboro’s 1996 Comprehensive Plan was adopted, Jonesboro had 725 acres comprised of 20 facilities identified as “Parks and Open Space”. Eighty-four percent of the acreage was Craighead Forest Park; the remaining 16 percent of the acreage was made up of developed park land, from the Southside Softball Complex (40 acres) down to Woodrow Avenue Park (.2 acres). According to the plan, there was a deficit of 169 acres based on the national level of service (LOS) standards in place at the time for developed park land. The report indicated that, based on population projections at the time, a total of 400 to 415 acres of land would be required by the year 2020 to achieve the LOS standard. The report recommended 500 acres be added to the park system by 2020 to overcome the deficit and provide additional improvements to serve projected growth.

The plan also categorized City park facilities into classifications based on type of provisions, size and service area. When LOS was considered by classification, every classification was determined to have a deficit with the exception of regional parks, due to the size of Craighead Forest Park.

The report indicated that a city of Jonesboro’s population should have 280 acres of open space, and acknowledged that the City did not provide any acreage that was exclusively open space. This produced a deficit of 100 acres in open space based on the assumption that portions of Craighead Forest Park qualified as open space. The report indicated that population projections for the year 2020 would create a total deficit of 300 to 400 acres should open space not be added over time. The report recommended 500 acres be added as public open space by 2020 to overcome the deficit and provide additional requirements to service projected growth.

While the intervening years have seen little progress in implementing the goals set out in that document, other advances have been made.

10.3 Green Space and Recreational Facilities

This section defines green space as the term is used in this document. It also defines each category of green space present in Jonesboro and categories that exist elsewhere that may be developed in Jonesboro in the future.

Green Space: Lands in a primarily natural condition that are protected from development.

Jonesboro’s Green Space areas are primarily undeveloped land in the outdoors, at grade, that is unroofed, either minimally landscaped or in natural condition, and free of impervious surfaces. Green space is set aside by a private entity or political subdivision to remain undeveloped with emphasis on

recreation or resource protection. Green Space may include natural resource areas, wildlife habitats, environmentally sensitive areas such as flood-prone areas, cemeteries, parks, cultural features, and historical area buffers. Green Space may be located along streams and lakes, rail lines and other transportation rights-of-way, utility corridors, and irrigation and flood control waterways. Public access may be provided and areas may include multi-purpose trails. Green space planning is implemented with an eye to connectivity so as to provide corridors for urban neighborhood planning, flood control, utilities, transportation, wildlife, and other aspects of urban life.

Green space can be publically or privately owned, and may be the result of public/private partnerships. Green space may separate or surround areas of residential, commercial, or industrial use and may be used as a buffer area or maintained for its aesthetic qualities and recreational enjoyment. Green space connects diverse and incompatible land uses, it allows for the mixed use of land, and it helps overcome the limitations of communities designed exclusively for automobile traffic. Green space may be incorporated into utility and transportation projects as a way to make it possible to produce more services at less cost in one corridor.

Park Categories in Jonesboro

There are numerous types of parkland, open space, and recreational facilities and amenities that are available for public recreational use in Jonesboro. This section provides definitions for five categories of parks and other recreation facilities including cemeteries, and recreation facilities. Most of these categories are currently provided for and managed by the Parks and Recreation Department, but some may be provided by other city departments, by for profit or nonprofit organizations, or are for future reference as the city’s green space system grows and diversifies. Detailed classifications and standards which further explain Parks and Recreation facilities will be provided in the Design section of the Comprehensive Plan.

Park: A constructed public landscape in an urban area that is designed for people to use and enjoy.

Facts at a Glance: Jonesboro’s 2009 Existing Parks

- Jonesboro has 1,077 acres of public parkland, including Craighead Forest Park and two sports complexes.
- Jonesboro has 251 acres of functional park area dedicated to community, neighborhood, and pocket parks.
- Jonesboro has 685 acres of green space concentrated in Craighead Forest Park.

Regional Park. Regional Parks are large park and recreation areas that contain indoor and outdoor facilities that serve users from a region, such as all of Craighead County. Often they are developed in partnerships with other government entities. Jonesboro currently has one regional park, Craighead Forest Park.

Community Park. Community parks are larger parks that serve the entire community. They should be equitably distributed throughout the urban area and easily accessible by all residents, ideally via car, bicycle or by foot. They should be connected via the core commuter off-street trail system to reduce the need to drive to the park. Community parks are ideally 50 to 100 acres in size, and often combine developed parkland for self-directed or programmed activities (festivals, performances, fitness trails, sports fields and courts, picnic shelters, etc.) with natural areas or other interesting elements (water features, forests or gardens). Parker Park, Earl Bell Community Center, Allen Park, and Julian James Memorial park are examples of Community Parks, although all are less than the recommended acreage such parks.

City Wide Sports Complex. Sports Complexes are specialized, more intensively programmed Community Parks, which provide opportunities for community-wide programmed and self-directed sports including: baseball, softball, soccer, football, tennis, and skateboarding. They may be single purpose and will not contain the broad array of amenities and activities that are offered in Community Parks. Often Sport Complexes are needed in addition to Community Parks to fill service gaps for specialized sports facilities. Joe Mack Campbell Park, the Southside Softball Park, and Deral Burrow Memorial Baseball Park are examples of Sports Complexes.

Neighborhood Park. Neighborhood Parks are parks that serve a residential neighborhood. They are located in developed areas and are intended to receive a high level of use. Neighborhood Parks typically have landscaping and walking surfaces that can withstand the impacts of heavy foot traffic. Amenities might include: playgrounds, play fields, backstops, basketball courts, horseshoe pits, etc. As such, neighborhood parks often appear more manicured than the surrounding natural landscape. They are spaces where neighbors can gather, children can play, people can watch other people, and engage in recreational activities. They should be adequately sized to provide space for a variety of activities. Ideally, Neighborhood Parks are between 5 and 20 acres. They should be centrally located within the residential area they serve, which is commonly defined as homes within ½ mile walk of the park. Programmed sports activities in Neighborhood Parks should normally be limited to practices, as the need to be compatible with surrounding residential land uses limits the intensity of use in the park. City Water & Light Park, Stallings Park #1, Fairview Park, and Runway Park are examples of neighborhood parks.

Pocket Park. Pocket Parks are small Neighborhood Parks. This park type is common in Jonesboro. The City's pocket parks average around 1.7 acres in size, which makes them more of an amenity for the immediate neighbors than for the larger neighborhood. Pocket parks are similar to Neighborhood Parks, except that they offer only a few amenities due to their limited size. Amenities might include playgrounds, benches, picnic tables, etc. While Pocket Parks supplement the neighborhood park system and provide visual relief within the urban landscape for the homes within ¼ mile, they are not substitutes for adequately sized Neighborhood Parks. Since the parcels are small, they have limited use for larger neighborhood gatherings, youth sports practices, self-directed activities such as kite-flying, and other activities that require larger open areas. The proliferation of small parks is important to note because it is very expensive for the City to maintain the small parcels on a per-acre basis. As such, the City has determined that it will no longer build Pocket Parks. Existing Pocket Parks are being retained due to the lack of developed parkland in the City. Optimist Park, North Main Park, William Evans Memorial Park, Hope Avenue Park, University Lions Park, and Ralph "Pop" Stricklin Park are examples of Pocket Parks. At the same time, the City encourages developers and home owner associations to make provision for privately maintained parks in subdivisions. An example of such a park is planned for a subdivision on Flemon Road.

Other Facilities

Other natural, recreational and cultural opportunities exist that are not strictly defined as parks although they may have some features in common. It should be noted for the record that many communities with greenways consider them as "linear parks" because of the recreation benefits greenways provide. This term is increasing in common use, particularly as cities demonstrate that the cost/benefit of greenway construction and maintenance is more feasible than some traditional parks and is as popular with the public as are traditional

parks. As Jonesboro’s greenway system grows, future land use plans may wish to consider including greenways as a category of park. For the purposes of this document, a greenway is defined as:

Greenway. Greenways are green space corridors managed for conservation and recreation with improvements such as landscaping, lighting, bike racks, bus stops or other features to accommodate commuting and recreational use. Greenways include trails of pervious or impervious surfaces for pedestrians, bicycles, and other non-motorized forms of transportation. For maximum effectiveness, connectivity with other greenways, green space corridors, bike routes, sidewalks and intermodal transition points (such as parking lots and bus stops) is critical. The best example of a greenway in Jonesboro is the greenway currently under construction near Nettleton School which will connect with Turtle Creek Mall.

Other resources that have some features in common with parks are:

Special Purpose Facilities. Special Purpose Facilities are highly varied in size and character, serving specialized recreational, social, or cultural functions. The City of Jonesboro has one such facility: the E. Boone Watson Community Center, which primarily serves as the E. Boone Watson Museum for African American History. Mrs. E. Boone Watson was a teacher at Booker T. Washington High School before Jonesboro schools were integrated. The Center was built on the site where the school once stood. Other special purpose facilities in the City are owned and operated by nonprofit organizations. These include City Youth Ministries (programs for youth), St. Bernard Senior Life Centers (programs for seniors), the Hispanic Community Center (programs for Hispanics) and the YMCA (programs for youth and adults).

Visual Open Spaces. Visual Open Spaces are intended to be areas of city-wide significance often associated with public road rights of way. In the past, the City has sometimes accepted ownership and maintenance of Visual Open Space that is special purpose and not of city-wide significance, such as neighborhood detention ponds. Other spaces include empty lots owned by the City that are too small and impractical for use as parks. City staff, private businesses, and other volunteers maintain many Visual Open Spaces in medians, cemeteries, and intersections around the city. Parks and Street Department employees and the Arkansas Highway and Transportation Department maintain the grass and trees in some visual open spaces. Jonesboro is fortunate to have a group of businesses that cover the expense of landscaping several major intersections. These spaces can be costly to maintain because of their size, number, and irrigation needs. Examples of visual open spaces include the right-of-ways and interchanges along US Highway 63 Bypass, the intersection of Main and Nettleton, the intersection of Highland and Caraway, and detention ponds around the City.

Visual Open Space: Highly visible natural or manicured lands that typically have little or no public access or recreational purpose.

A strategy to reduce the cost of maintaining these areas is to utilize native trees, plants and grasses that do not require irrigation once established and to design these spaces in such a manner as to reduce the amount of area that requires mowing. Key to this type of treatment is the creation of spaces that have a pleasing line and form and that are maintained with a clean edge delineating the natural portion of the landscape from the “maintained” portion of the landscape. The advantages of this approach are the reduction of maintenance costs, slowing of stormwater runoff, and the creation of wildlife habitat.

Natural Areas. Natural Areas are lands with natural characteristics and emphasis on resource protection. These lands protect natural values and may be located along drainage corridors, such as the creek bank running through the ASU Equine Center and farm property. The largest examples of this category of green space in Jonesboro are the forested areas of Craighead Forest Park and the Forrest L. Woods Crowley’s Ridge Nature Center. The Nature Center also has a prairie that has been reconstructed utilizing a previously abandoned gravel pit. This prairie is an example of how natural areas can be created from previously developed sites.

Cemeteries. Jonesboro has several cemeteries, including Oaklawn Cemetery, City Cemetery, Knights of Pythias Cemetery and Nettleton Cemetery. The cemeteries provide large, open green space in the city, many with mature trees and established landscapes. With proper design, cemeteries can be used for low impact recreation such as walking, bird watching and reflection.

Cemeteries: Areas dedicated to the interment of the remains of the deceased.

Community Centers. Community Centers are facilities that accommodate programs offered by the City. Centers may include indoor recreation facilities such as courts, gyms, pools, and community gathering and meeting rooms and may include some outdoor facilities as well. Outdoor facilities may include courts, pools, skate board parks, walking trails, and play grounds. Many of Jonesboro’s Community Centers are located on or adjacent to City parks. Examples of Community Centers are Parker Park Community Center, Allen Park Community Center and Earl Bell Community Center.

Community Centers: Structures and surrounding grounds that may include sports fields, apparatus, and amenities that accommodate recreational activities and programs provided by the City or nonprofit organizations, or self-directed activities.

Aquatic Center. Jonesboro has a long history of aquatic programming for the City. Jonesboro’s only municipal pool at Earl Bell Community Center opened in 1936, renovated in 1979, and is nearing the end of its life expectancy. As interest and participation in aquatic sports has grown, the demand for use has exceeded the facility’s capacity to serve the public. School and other swim teams from as far away as Mountain Home use the local YMCA pool during available time slots outside the YMCA’s regular programming hours. Schools have interest in introducing other aquatic programming such as learn-to-swim classes, P.E. classes, lifeguard training, and after school programs but implementation has been hindered by the lack of facilities, block programming, transportation and limited financial resources. General comments during community meetings have frequently included the need for an aquatic recreation facility with a central location, the possibility of an indoor short-course pool, and options for more programs like those already at capacity at Earl Bell.

All these factors led the City to contract with Brackett and Krennerich to explore options for a new aquatic facility. In consultation with Councilman Hunsaker, an engineering and design firm specializing in recreation and aquatic facilities, they conducted a feasibility study which was completed in December, 2008. The study provided four options, ranging in budget, size, and facilities provided. This aquatic center will share some similarities to commercial “water park” facilities, as it will include pools and wetted slides for aquatic recreation. However, rather than being an amusement park, it will provide the all the services of a Community Center for the entire City with a focus on aquatic recreation and competitive water sports. Programs will include camps, lessons, and exercise classes. Portions of the facility will also be available for rent for private parties.

Virtually all the types of facilities noted above, with the possible exception of some Special Purpose Facilities, fall under the umbrella term, “green space.”

10.4 Existing Public Parks and Recreation Lands and Public Facilities

This section documents the types of lands and recreational facilities owned and maintained by the City of Jonesboro Parks and Recreation Department, Craighead County and school districts that are used by the City's recreation programs or nonprofit recreation providers. It should be noted that school districts also use City facilities such as Joe Mack Campbell Park and Craighead Forest Park for programs, particularly soccer, picnics, and field trips.

An overview of existing City resources is provided, followed by an inventory of parks, visual open space, green space, greenways, recreational facilities, cemeteries, and community centers. The descriptions of the properties include observations made during site visits, comments from City staff and include ideas that may be considered when the City develops renovation plans for the site or facility. County and school district facilities are discussed at the end of the section.

Jonesboro has over 945 acres of public parkland of which some 324 is functional park space. Most of the other 621 acres is made up of natural, wooded areas inside Craighead Forest Park. Jonesboro has 167 acres of cemetery lands within the study area boundary (see Tables 10.4.a and 10.4.b).

There are approximately 289 acres of visual open space on both public and privately owned land. Currently, there is less than one mile of completed greenway, but there are some 369 miles of utility and drainage easements within the planning area that have already been identified for greenway development or represent areas where greenway development may be possible. Included in this figure are some 320 miles of creeks and drainage areas.

There are approximately 1,043 acres of other public and privately owned recreation opportunities for both indoor and outdoor recreation. Of this acreage, some 73 percent is comprised of area golf courses. In addition, there are four community centers, one lake, one outdoor swimming pool, picnic shelters, a band shelter, public restrooms, and other amenities open to the public.

Appendix Map 3 shows the locations of existing parks, open space, greenway trails, cemeteries, community centers and schools. Tables 10.4.a and 10.4.b provide a detailed inventory of City parks, open space, and other properties, and the facilities and amenities they contain.

Table 10.4.a Existing Green Space Inventory

Category/Name	Acreage and Features							Picnic				Sports										Water			Comments		
	Total Acres	Functional Park Area (acres)	Natural or Other Areas (acres)	Undeveloped in Reserve (acres)	Water Bodies (acres)	Flowerbeds	Irrigation	Grill	Pavilion	Picnic Area	Restrooms	Baseball/Softball	Basketball	Cricket	Football	Playground	Skate Park	Soccer	Tennis	Volleyball	Walking Track	Climbing Wall	Fishing	Pool		Splash Pad	Community Center
Regional Park																											
Craighead Forest	692	72	535	0	85			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	1 Site
City Wide Sports Complex																											
Joe Mack Campbell	110	110	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Southside Softball Complex	59.3	59.3	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Total City Wide Sports Complex Acreage:	169.3	169.3	0	0	0																					2 Sites	
Community Park																											
Allen Park	23	23	0	0	0	Y		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Deral Burrow	17.5	17.5	0	0	0	Y		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Earl Bell/Julian James Park	5.6	5.6	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Parker/Miles Park	11.6	11.6	0	0	0	Y	Y	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Total Community Park Acreage	57.7	57.7	0	0	0																					4 Sites	
Neighborhood Park																											
	* indicates Pocket Park																										
CWL Park/Culberhouse	2.6	2.6	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Fairview Park	4.3	4.3	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
I.M. Stotts Park*	1.0	1.0	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
North Main Park*	1.3	1.3	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Optimist Park*	.5	.5	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
“Pop” Stricklin*	.2	.2	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Runway Park	8.5	8.5	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
University Lions*	.9	.9	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Stallings #1*	2.4	2.4	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	Not City owned.	
Stallings #2*	1.2	1.2	0	0	0			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
William Evans*/E. Boone Watson	2.7	2.7	0	0	0	Y		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
Total Neighborhood Park Acreage	25.6	25.6	0	0	0																						
Total Parks Acreage	944.6	324.6	535	0	85																						

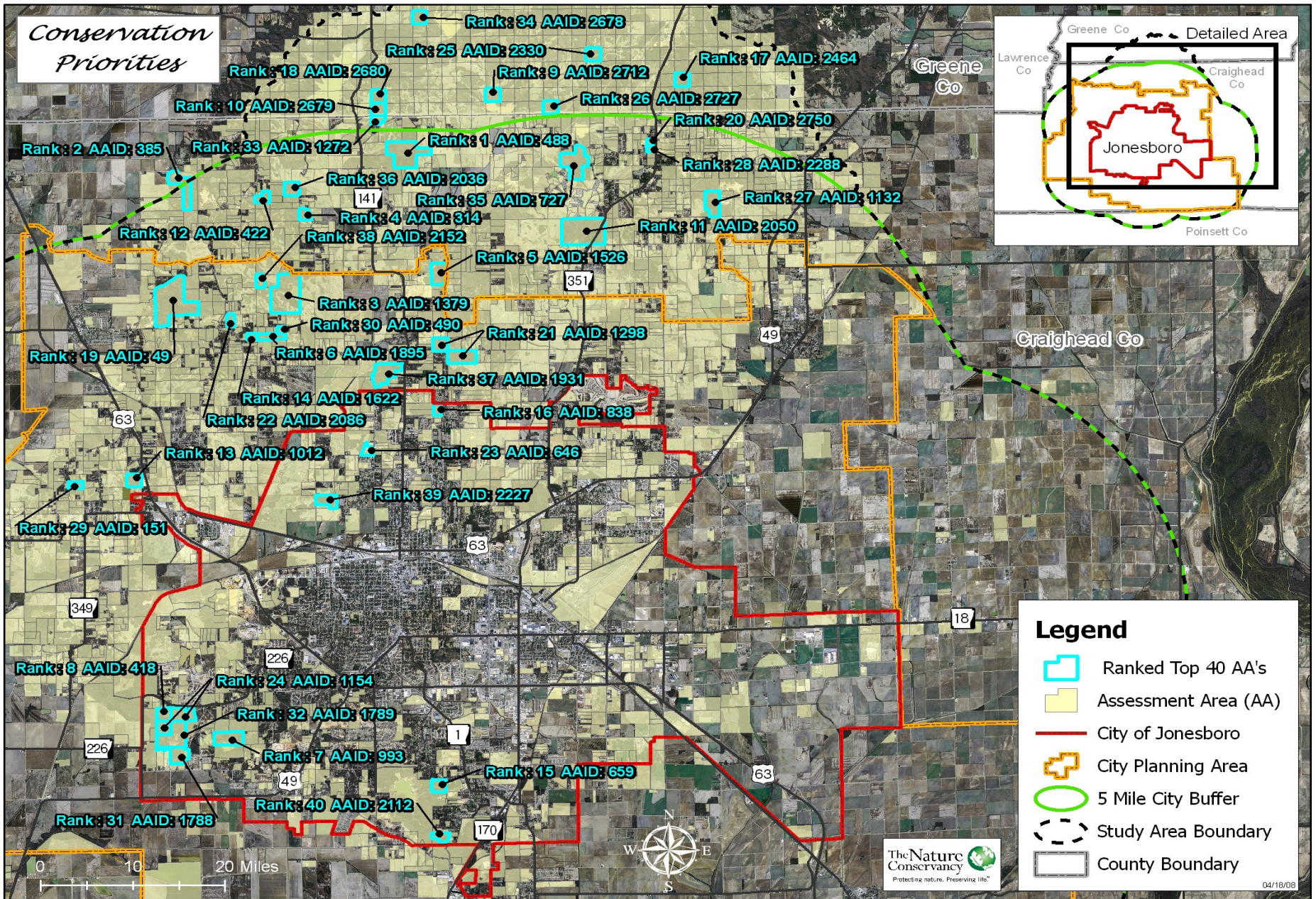
Table 10.4.b Other Green Space Resources

Category/Name	Total Acres	Functional Green Space	Natural/Other Areas	Undeveloped Acreage in Reserve	Water Bodies	Flowerbeds	Irrigation	Comments
Cemeteries								
City Cemetery	14	14	0	0	0			No additional plots available; landlocked; adjacent to commercial areas with potential for development as park-like space
Knights of Pythias	30	30	0	0	0			No additional plots available; historically black cemetery; historical features that could be developed to enhance park-like setting
Nettleton Cemetery	43	43	0	0	0			Currently has plots available; no plans for expansion, although there is land available east of the cemetery.
Oaklawn Cemetery	80	40	0	40	0			Currently has plots available; will expand by 40 acres in 2010 which should last 40 years at present rate of plot sales (65/yr)
Total Cemetery Acreage	167	127	0	40	0			4 Sites
Visual Open Space								
Hwy 63 Interchanges	125	0	0	0	0			
COPPS Station (Hope & Patrick)	.53	0	0	0	0			
139 Miller St. Lot	.23	0	0	0	0			
212 Word St. Lot	.14	0	0	0	0			
Logan Ave. (Logan & Fisher)	.21	0	0	0	0			
Merrywood Lot/ Ditch (Merrywood & Nettleton)	.2	0	0	0	0			
Nettleton & Church	.4	0	0	0	0			
Circle Dr. Ditch (2300 Circle Dr.)	.28	0	0	0	0			
Detention Ponds	58.5	52	0	0	6.5			Of 11 detention ponds, 6 have construction completed, 1 is under construction, 1 is proposed, and 3 have had property acquired. The 6.5 acre pond is near the Turtle Creek/Highland Dr. greenway.
Craighead County Detention Center	77	67	0	0	0			
Downtown Jonesboro	.5	.5	0	0	Y	Y	Y	Includes fish pond at Main/Monroe Streets parking lot
Keller Chapel Cemetery	6	6	0	0	0			
Pine Hill Cemetery	10	10	0	0	0			
McDaniel Cemetery	9.9	9.9	0	0	0			
Total Visual Open Space Acreage	288.9	145.4	0	0	0			

Table 10.4.c Other Green Space Resources

Category/Name	Total Acres	Functional Recreation Area	Natural or Other Areas	Undeveloped Acreage in Reserve	Water Bodies	Flowerbeds	Irrigation	Comments
Natural Areas								
Total Natural Areas	0	0	0	0	0			
Greenway								
	Total Miles	Functional Recreation Area	Natural or Other Areas	Undeveloped Acreage in Reserve	Water Bodies	Flowerbeds	Irrigation	
Phase 1: Nettleton School to Downtown (Main St.)	3.9	0	0	0	0			Less than 1 mile has been completed (Nettleton School to Turtle Creek Mall)
Phase 2: Joe Mack Campbell Park to Nettleton School	8.1	0	0	0	0			Two parallel utility easements offer options to Stadium Blvd.
Phase 3: Bearden Dr. to Stadium/Matthews	22.8	0	0	0	0			Bearden Dr. NE to Greene Co. line – 9 miles; Bearden Dr. NE to H. 351 – 6 miles; Stadium/Matthews N. to Greene Co. Line – 7.8 miles
Phase 4: Neely Rd. to Bearden Dr.	3.4	0	0	0	0			
Phase 5: Southwest Dr. to Valley View School	1.9	0	0	0	0			
Sloan Farms Greenway	5.1	0	0	0	0			
Willett Rd. to Bono Lake	4.1	0	0	0	0			Utility easement
Creeks	320	0	0	0	0			Represents 8 creeks that flow through the city; a feasibility study is necessary to determine those suitable for greenways
Total Greenway Miles	369*	0	0	0	0			*Represents 1,342 acres assuming a 30-foot easement
Other Parks & Recreation Resources*								
	Total Acres	Functional Recreation Area	Natural or Other Areas	Undeveloped Acreage in Reserve	Water Bodies	Flowerbeds	Irrigation	*Estimates are recreational acres only and are based on Google Earth and Jonesboro Parcels Map data
American Legion	6	6	0	0	0			1 baseball, 1 softball field; for Legion use only
Jonesboro Country Club	86	86	0	0	0			Tennis, golf course, pool; private
Brookland Golf Course	120	65	0	55	0			At present, golf course has 9 holes; open to the public
Links Golf & Athletic Club	63	23	21	0	19			9-hole golf course; open to the public
Sage Meadows Country Club	223	211	0	0	12			Tennis, golf course, pool; private

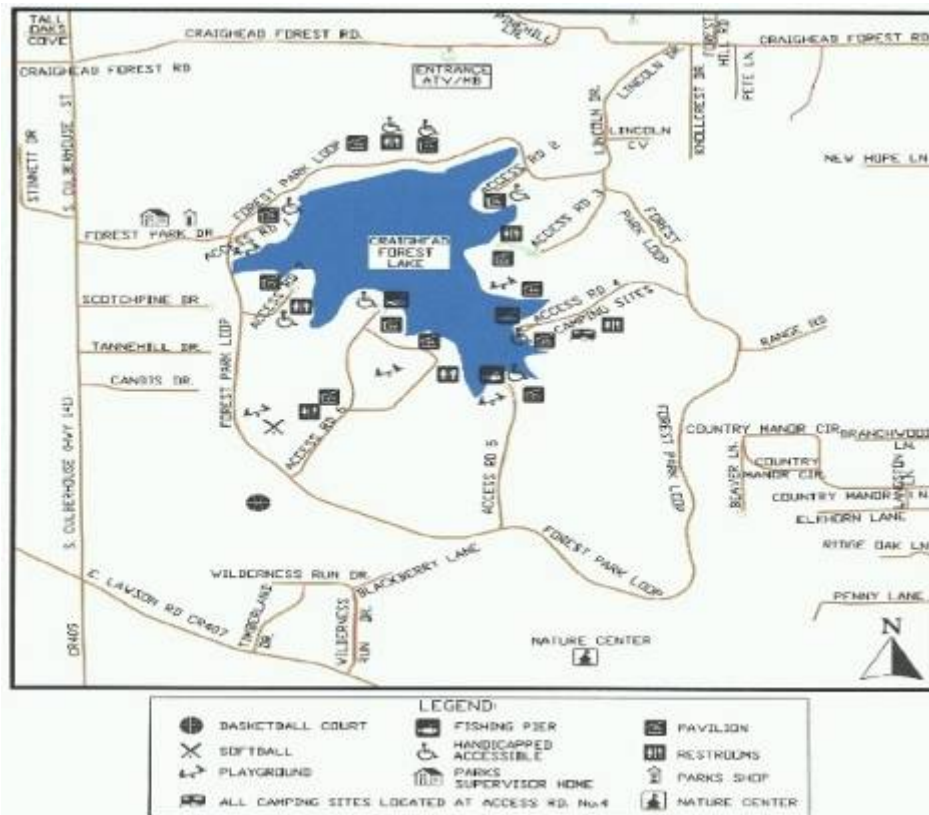
Category/Name	Total Acres	Functional Recreation Area	Natural or Other Areas	Undeveloped Acreage in Reserve	Water Bodies	Flowerbeds	Irrigation	Comments
Ridge Pointe Country Club	214	175	0	0	39			Tennis, golf course, pool; private
Elks Lodge	11	4	7	0	0			Pool; private
Crowleys Ridge Nature Center	160	15	145	0	0			Operated by AGFC, 2 miles of ADA compliant hiking trails, programs
North Point Golf Course	55	55	0	0	0			9-hole, privately owned since 1968; open to the public.
YMCA	4	4	0	0	0			Pool
City Youth Ministries	2.5	2.5	0	0	0			Indoor basketball court
McClellan Drive	70	70	0	0	0			Services Center property owned by ASU; has ball fields
Race Street Property	12.3	12.3	0	0	0			Owned by State of Arkansas
Trim Gym	4	4	0	0	0			Tennis, pool
Divots Driving Range	12	12	0	0	0			Open to the public
Washington St. Community Garden	.25	.25	0	0	0			Private
Total Other Parks & Recreation Resources	1043	745	173	55	70			



Nature Conservancy Priority/Ranked Map 10.4

Regional Parks

Craighead Forest Park, 4910 S. Culberhouse, is classified as a regional park by the City. Eighty-five acres of its parkland have been severely damaged due to unregulated use of the area by ATV riders. While rules are in place for proper use of the ATV trail system, there is no staff to monitor and enforce the rules. As a result, riders leave the designated trails, destroying vegetation and causing further erosion. While fines for violation of ATV rules have been increased to \$250, the rules are very difficult to enforce. The parks department would like to implement a permit system for use of the ATV area but sees little point in doing so unless adequate provision is made for enforcement. A park ranger or park policeman is needed to enforce these and other rules governing the parks and greenway system.





City Wide Parks

Joe Mack Campbell Park, 3021 Dan Avenue, is a 109.6-acre facility for youth and adult league sports, including soccer, baseball, football, and tennis. The facilities include a playground, pavilions and walking track.

Southside Softball Complex, 5003 S. Stadium Boulevard, is a 59-acre youth and adult league softball facility with sports fields, lighting for night games, bleachers, and two building structures.

Community Parks

Allen Park Community Center and Park, at 3609 Race Street, is an 22.8-acre park with an indoor gymnasium, an outdoor basketball court, soccer fields, 12 tennis courts, walking trail, playground, pavilions, splash pad, and skate park. The community center can be rented for private functions and community events.



Deral Burrow Memorial Park, 502 N. Bridge Street, is a 17.5-acre facility with baseball fields. It has lighting for night games, bleachers, and a maintenance/concessions building.



Earl Bell Center/Julian James Park, 1212 S. Church Street, is a 4.1-acre community center and park with an indoor basketball court, three tennis courts, a playground, pavilions, and the City's only pool. An independently operated senior center is also located on the property. The pool is 25 meters long, L-shaped, and has a small slide and one diving board. Safety concerns include the deck, which is uneven and has hollow areas underneath. Lifeguard chairs are in poor condition, the bath house has inadequate fixtures, and there is no HVAC. The unheated pool has leaks. Admission fees do not cover expenses and expenses consistently exceed revenues. Concessions are bread-even. The facility is open from Memorial Day to the third week of August. Pool capacity is 403. In 2007, the pool experienced approximately 12,200 annual visits at about 200 per day. The pool site has good visibility and a 2002 survey concluded that most people drive to the pool. The pool, built in 1979, has exceeded its life span; there is no room for expansion.

The Center is also home to the Parks and Recreation administrative offices. The community center can be rented for private functions and community events.



Parker Park Community Center/Miles Park, 1506 N. Church Street, is a 4.3-acre park and community center with indoor basketball courts, a playground, pavilions, and soccer fields. The community center can be rented for private functions and community events. Miles Park abuts to the back of Parker Park and can be accessed from 1605 N. Bridge Street. It has 7.2 acres of sports fields for soccer and football with lighting for night games.



Neighborhood Parks

City Water and Light Park, 737 W. Cherry Street, is a 2.59-acre park with a playground, general use sports field, pavilion, and basketball court.



Fairview Park, 2212 S. Brazos Street, is a 4.28-acre park with playground, pavilions, softball field, volleyball court and half basketball court.



I.M. Stotts Park, 832 E. Hope Avenue, is a .87-acre park with a playground, basketball court and pavilion. This is an example of a park that is expensive to maintain.



North Main Park, 107 W. Allen Street, is a 1.25-acre park with a playground and basketball courts.



Optimist Park, 1417 W. Nettleton Avenue, is a half-acre park with a playground and walking track. The park has new playground equipment.



“Pop” Stricklin Park, 1220 Medallion Circle, is a .17-acre park with playground and basketball court.



Runway Park, 1910 Shirley Ann Drive, is an 8.5-acre park with a playground, basketball court, pavilion, and cricket field. As a park, it is not well located for wide use by the community. It also has outdated playground equipment. It has seen more regular use by a group of local cricket enthusiasts.



University Lions Park, 502 N. Bridge Street, is a .92-acre park with playground and picnic tables.



William Evans Park/E. Boone Watson Center, 1005 Logan Street, is a 2.73-acre park and community center which is home to the African-American Museum. The park has a playground, basketball court and pavilion. The community center can be rented for private functions and community events.



10.5 Existing Levels of Service

“Level of Service” is a term that is used to measure the level of public accessibility to parks, the quantity of parkland per person, or number of the recreational facilities per person. Level of Service in terms of accessibility is measure by the distance to a developed park. For example, a 1/2-mile walking distance from a home to a Neighborhood Park (7 to 10 minutes) is a common goal for communities. Level of service for quantity of parkland per person is calculated as acres of developed parkland per 1,000 population. For example, 1.7 acres of Neighborhood Parkland per 1,000 population. Level of service for quantity of facilities per person is expressed as numbers of residents served by that specific recreational facility or 1 indoor swimming pool per 25,000 population.

In Jonesboro, the Parks and Recreation Department mapped each park according to its classification and assigned a service radius around each. Community Parks were assigned a 1.5 mile radius, Neighborhood Parks were assigned a .4 mile radius, and Mini Parks were assigned a .2 mile radius.

The resolution passed by the City Council supporting the development of parks wherever new police and fire stations are constructed is an example of how the City can increase the park’s system level of service and do so more economically and with public safety in mind. This is only one strategy in the City’s toolbox that needs to be exercised in increasing the level of service.

Community Park Accessibility

Map 10.5.a. shows the 1.5 mile service area associated with the four existing developed Community Park. The map illustrates the fact that several residential areas of the city, particularly to the northeast and southwest, do not currently have access to a nearby Community Park. Because they are intended to draw users from a variety of neighborhoods, the service areas span arterial roads, railroads, and other barriers. In Allen Park, multiple barriers such as US Highway 63 and the railroad limit access even further. Providing easy pedestrian and bicycle access with greenway trails is recommended and the City is currently working to provide those links to other neighborhoods.

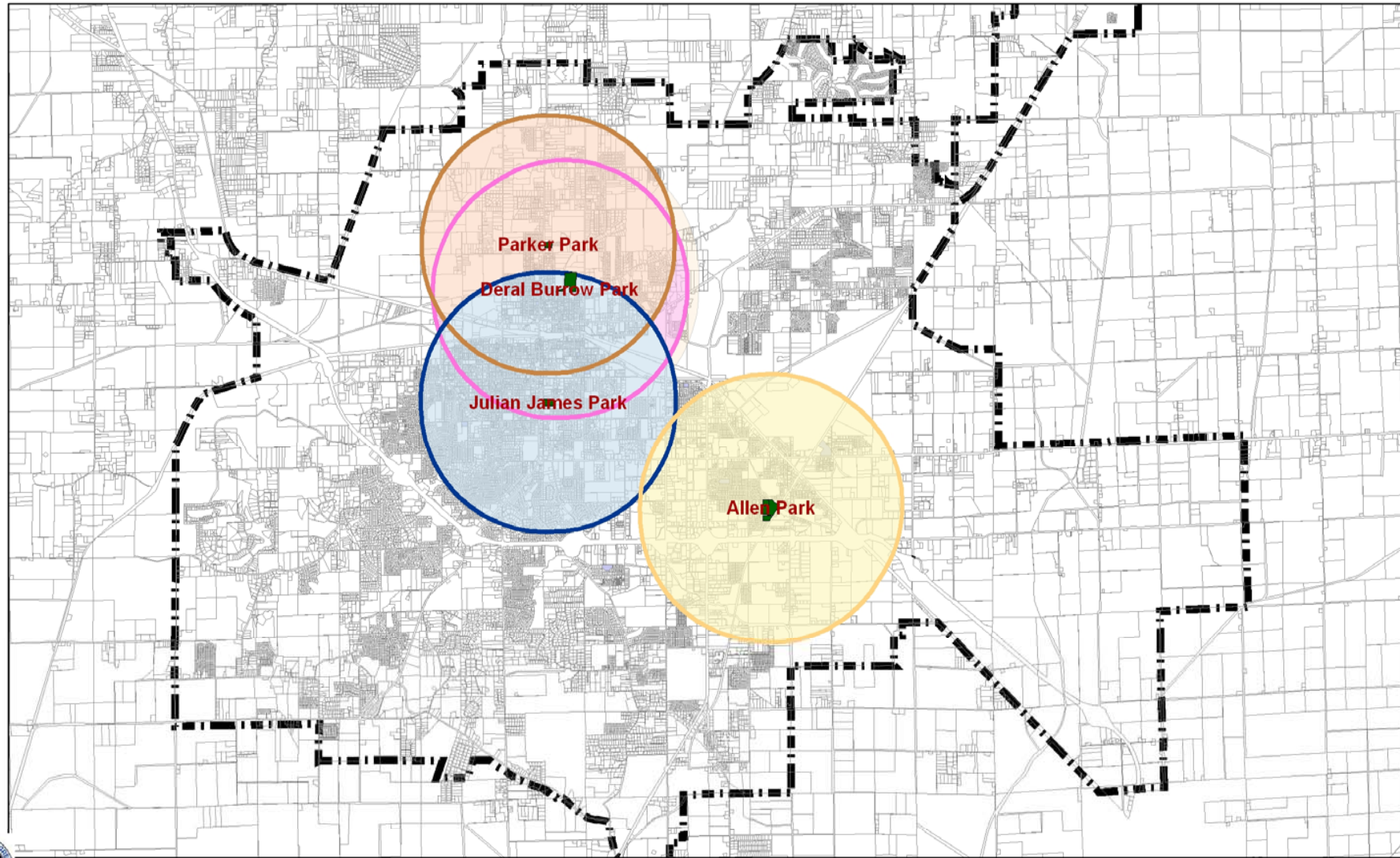
Sports Complex Accessibility

Jonesboro’s two Sports Complexes are considered citywide destinations. Like Community Parks, their service areas span arterial roads and other barriers, such as major highways and railroads, which limit access to the park from surrounding neighborhoods. Here too, it is important to provide alternative access routes for bicycles and pedestrians to overcome these barriers.

Neighborhood Park Accessibility

Maps 10.5.b & c. show the .4 mile and .2 mile service areas associated with each existing developed Neighborhood and Pocket Park (which are small Neighborhood Parks). Also shown are ½-mile service areas around Community Parks that can be considered to function as neighborhood parks for adjacent residences. Services areas on this map represent the immediate neighborhood with access to the park without crossing arterial roadways, active rail lines, or other barriers that prevent easy access via walking or by bicycle. The approximate extent of existing residential development is shown on the map and was determined by City of Jonesboro GIS data. Some areas are served by more than one park and have a higher level of service than homes in other locations in the same neighborhood. The map demonstrates that much of the City is underserved by Neighborhood Parks.

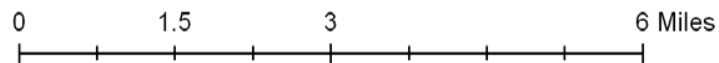
City of Jonesboro -
 COMMUNITY PARKS
 Level of Service Map- (1.5 Mile Radius) - MAP 10.5a



Street Map

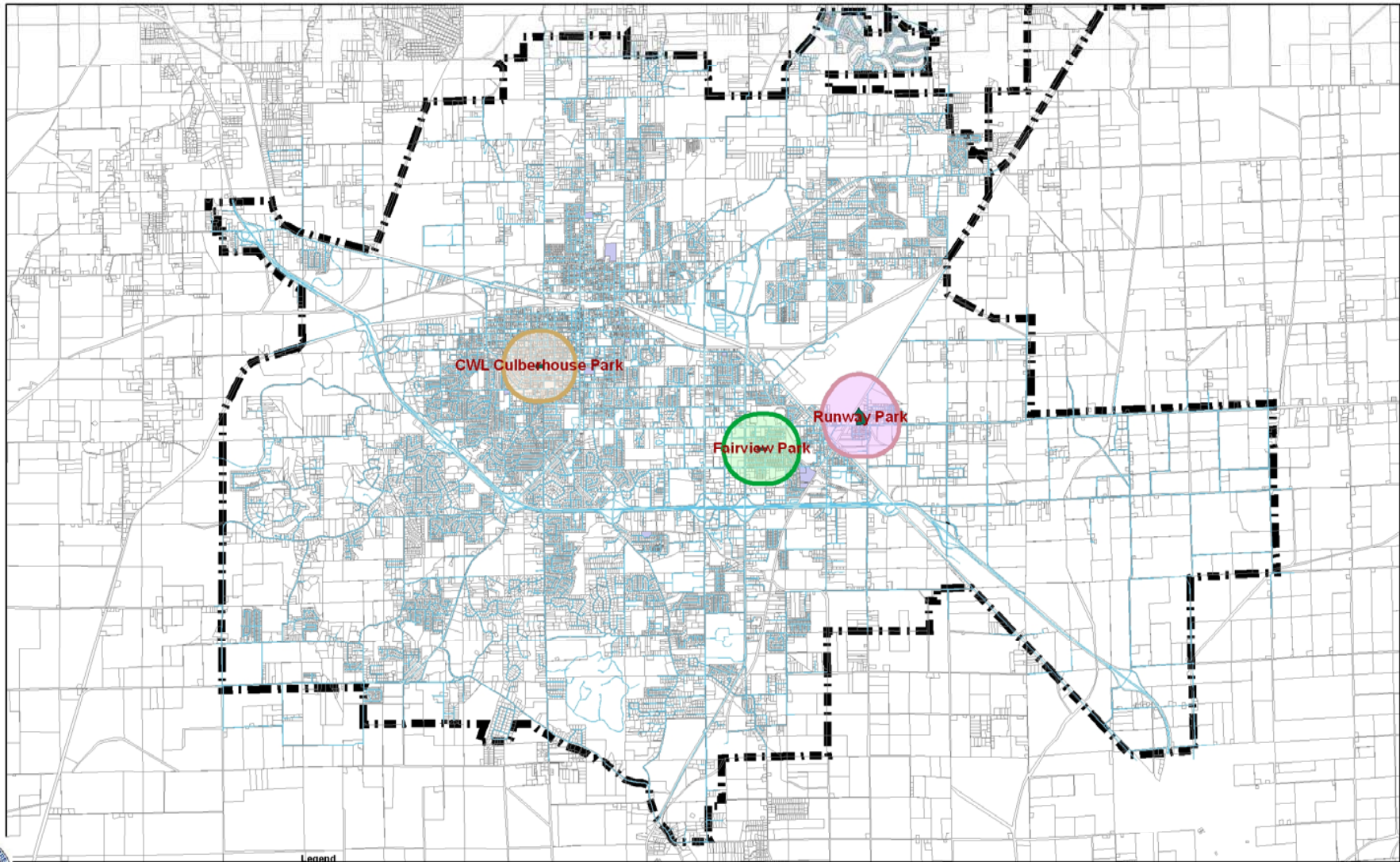
City of Jonesboro
 Planning Department
 307 Vine St.
 Jonesboro, Arkansas 72401
 Phone: (870) 932-0406.
 Website: www.jonesboro.org

- Legend**
- Parks_Level_of_Service_Buffer
 <all other values>
 - Allen Park
 - Deral Burrow Park
 - Julian James Park
 - Parker Park
 - Parks_Level_of_Service selection
 - PARCELS



October 5, 2009

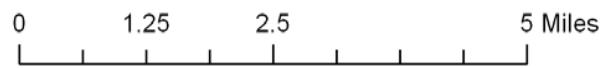
City of Jonesboro -
 NEIGHBORHOOD PARKS
 Level of Service Map- (0.4 Mile Radius) - MAP 10.5b



Street Map

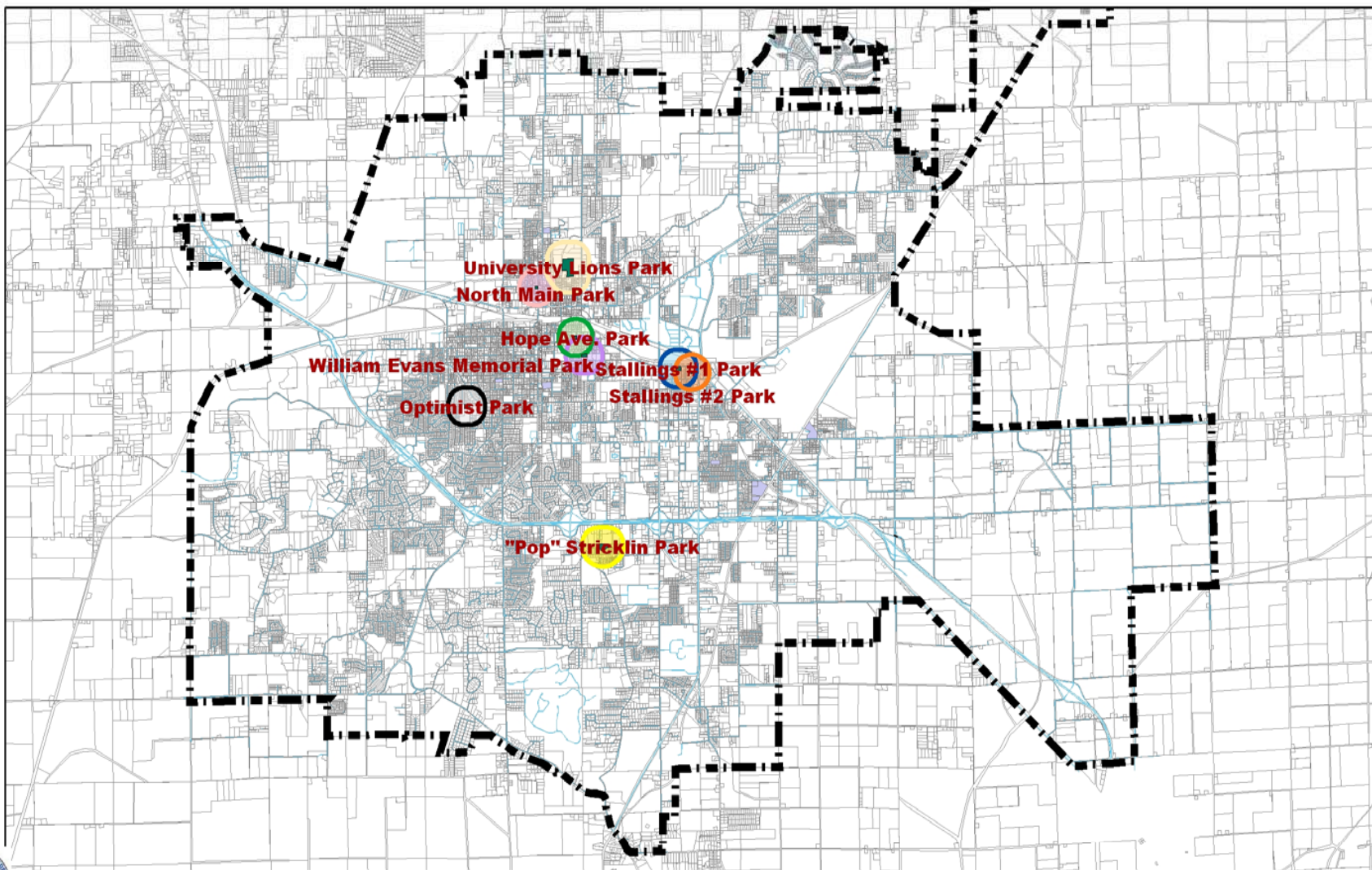
City of Jonesboro
 PLANNING DEPT.
 107 Vine St.
 Jonesboro, Arkansas 72401
 Phone: (870) 932-0406
 Website: www.jonesboro.org

- Legend
- Parks_Level_of_Service selection 2
 - Parks_Level_of_Service_Buffe2
 - <all other values>
 - PARCEL_LGL**
 - CWL Culberhouse Park
 - Fairview Park
 - Runway Park
 - Road_Casings_20090925
 - Street Ctr Lines 12 12 08
 - Parks_Level_of_Service
 - PARCELS



October 5, 2009

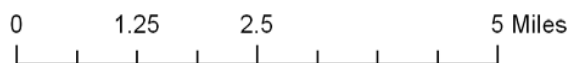
City of Jonesboro -
POCKET PARKS
 Level of Service Map- (0.4 Mile Radius) - MAP 10.5c



Street Map

City of Jonesboro
 PLANNING DEPT.
 307 Vine St.
 Jonesboro, Arkansas 72401
 Phone: (870) 932-0406
 Website: www.jonesboro.org

- Parks_Level_of_Service_Buffe3**
- "Pop" Stricklin Park
 - Hope Ave. Park
 - North Main Park
 - Optimist Park
 - Stallings #1 Park
 - Stallings #2 Park
 - University Lions Park
 - William Evans Memorial Park
 - Parks_Level_of_Service selection



October 5, 2009

10.6 Elements of a Park and Recreation System

A New Look at Green Space

Green space is an area within an urban environment dedicated to nature. Parks are one of the most common forms of green space, but green space can also take the form of urban wetlands and forests. Green space is frequently referred to as green infrastructure. Green infrastructure is used interchangeably in this document with green space but its use repositions green space protection from a community amenity to a community necessity, just as gutters, curbs, storm water drains and other built or gray infrastructure is necessary to urban areas.

Green space in the City of Jonesboro includes a series of undeveloped corridors along utility easements, undeveloped public lands, privately owned conservation areas, the eight major creeks and their riparian areas running through Jonesboro, and their tributaries. This is in addition to the privately owned undeveloped parcels of land throughout the city limits and planning area. Together, they provide an opportunity to integrate multiple management objectives, including:

- Riparian, floodplain & wetland protection and restoration (Habitat)
- Water quality enhancement (Sustainability)
- Storm drainage (Flood Mitigation)
- Alternative transportation routes for pedestrians and bicyclists (Mobility)
- Recreation (Health)
- Protection of cultural resources (Heritage)

10.7 The Benefits of Green Space

Urban green space provides recreation opportunities, visual relief from the urban landscape, reduction of summer temperatures, increased air quality through the absorption of pollutants by plant material, reduction of stormwater runoff, and natural wildlife habitat. It plays an integral role in community and economic development.

Green Space: A Tool for Generating Economic Activity

Just as Jonesboro has changed and grown since its founding 150 years ago, so too have the expectations its citizens have for the opportunities, services, and amenities that enhance quality of life. This rise in expectations represents a vast change that cities and states have come to recognize to ensure continued economic growth. In the past, a vital local economy was based on attracting large companies by offering inexpensive locations and a cheap labor force. The qualities of a particular place mattered little, and people migrated to where the jobs were.

Economic Impacts of Trails & Greenways

- A 1992 study by the National Park Service examined the economic impact of rail trails in various locations, including the Heritage Trail in Iowa. The study found that the average trail user spent between \$4 and \$11 per day, depending on the location of the trail and opportunities to spend. Annual impacts per trail surveyed were in the range of \$1.2 to \$1.8 million.

- The Maryland Northern Central Trail, located near Baltimore, profiled its users and came up with the following data:

- 450,000 annual users,
- annual economic impact of \$3,380,000,
- almost all visitors were from the county itself.

- The Hatfield-McCoy Trail in West Virginia is a 2,000 mile network currently under development. Each area county has been allocated two trailheads, to be located in towns. Annual economic impact is projected at \$107 million, with 3,200 permanent jobs.

Today, the factors that drive economic growth are more complex and have raised the bar for what is considered a desirable community for business location and investment. Communities that have taken the lead leverage their natural assets for economic development purposes. They provide opportunities for trail recreation that connect community destinations and attractions and make them accessible via walking, bicycling, and public transit. These natural assets provide citizens with quality outdoor experiences and contribute to environmental sustainability. Best of all, they contribute to the life of the community and promote health and fitness.

According to Soji Adelaja, Director of the Land Policy Institute (LPI) at Michigan State University, keeping and attracting people in a community is the most important strategy in the economic landscape of the 21st Century. Services, which are inherently local and include everything from doctors' visits to construction projects, now account for a larger share of the economy than goods. A Land Policy Institute study shows that half of total economic losses stemming from drops in population are caused by a loss of service jobs and income. That means when people move they take a piece of the economy with them.^{xii}

The emergence of quality of life as a key economic driver - factors ranging from good health care facilities to cultural institutions, vibrant public spaces to nature recreation opportunities – are all crucial in attracting a skilled labor force and desirable employers. In a sense, Adelaja and other researchers, from German sociologist Gerhard Schulze's (*The Experience Society*) to University of Toronto business professor Richard Florida (*The Creative Class*), follow a long tradition, which included Jane Jacobs, in defending vibrant city and town centers as the single most efficient conveyor of ideas and innovation.^{xiii}

As Richard Florida states in his new book, *Who's Your City?*, "Despite all the hype over globalization and the 'flat world,' place is actually more important to the global economy than ever before."^{xiv} It has been widely assumed that the internet and globalization have leveled everything into a flat condition where location no longer matters. Florida counters that the world is actually "spikey", with the highest spikes being creative cities that attract a larger and larger share of economic advantages. The valleys, meanwhile, are regions that have languished for years and cannot nurture or attract the innovative businesses and workers to improve their situation. In fact, according to Michael Porter of the Harvard Business School, "the more things are mobile, the more decisive location becomes."^{xv}

Adelaja notes that regions that will prosper are those with strategies that make the most of their assets. His definition of "Placemaking" is "the use of strategic assets, talent attractors and sustainable growth levers to

The Effects of Trails on Property Values

A 1995 study by the National Park Service and a 2005 study by the Rails-to-Trails Conservancy cite many examples of how trails have increased values of nearby properties. They include:

- In Boulder, CO, housing prices declined by \$4.20 per additional foot that a property was located from a trail.
- 61 percent of homeowners along the Luce Line Trail in Minnesota believed that the trail increased their property values.
- Homes located near the Burke-Gilman Trail in Seattle were found to sell for six percent more than comparable homes not located near the trail.
- Homes in Worcester, MA next to parks sold for \$2,700 more than similar homes 2,000 feet away from parks.
- The Shepherd's Vineyard housing development in Apex, NC added \$5,000 to the price of 40 homes adjacent to the regional greenway – and those homes were still the first to sell.
- Land adjacent to a greenway in Salem, OR was found to be worth \$1,200 an acre more than land only 1,000 feet away.
- Lots adjacent to the Mountain Bay Trail in Brown County, WI sold faster by an average of 9 percent more than similar property not located next to the trail.

create attractive and sustainable high energy, high amenity, high impact, high income communities that can succeed in the New Economy.”^{xvi}

Green infrastructure such as walking trails and bike paths are some of the strategic assets that distinguish successful, thriving “place making” communities from those who define themselves solely by their cheap locations and cheap labor. Cities and regions that thrive in the 21st Century will be differentiated by their lively neighborhoods and business districts, cultural and recreational attractions, great sense of place, protected natural areas, and deep pride in local character, products and foods. They will achieve this through an open collaborative process with their citizens.

Green Space: A Response to Local Community Values

Trail systems say something significant about how communities can preserve a distinctive and slower paced or "rural" atmosphere. Recognizing this potential and building greenways which are permanent improvements allows developers and property owners to significantly benefit from higher property values.

A 2005 survey of potential home buyers by American Lives, a market research firm, found that:

- 92% want low traffic areas
- 79% want walking and biking paths
- 78% want natural open space
- Only 22% want a golf course within the community.



Homes for sale in Apex, North Carolina

These findings were corroborated in a 2002 survey of recent home buyers by the National Association of Home Builders and the National Association of Realtors. Offering people a place to walk, run or ride is a valuable community amenity that is relatively inexpensive to provide compared to other options.

Some communities report that their trails attract recreational tourist dollars and become opportunities for business development such as bike stores, equestrian centers, and bed and breakfast inns along extended routes. Some greenways, like San Antonio’s Riverwalk, are the focal point not only for community activities but also for economic development.

Greenways can also enhance local culture and protect the City’s many historic resources. Successful greenway projects across the United States have served as new “main streets” where neighbors meet, children play, and community groups gather to celebrate. For cities and towns large and small, greenways have become a cultural asset and focal point for community activities. Some communities sponsor “greenway days” to celebrate the outdoors and local traditions. Various walking and running events are also

held on greenways to support charities or to extend traditional sporting events. Many civic groups adopt segments of greenways for clean-up, litter removal and environmental awareness programs.

Almost without fail, people who initially are resistant to trail development discover after installation what a positive value they offer economically and as a community resource. Around shopping areas or business parks, trails can enhance the way that space is used, integrating recreation and respite opportunities, inviting moments of pause and renewal amid the hectic pace of such urban places.

Green Space: A Systemic Approach to Addressing Urban Growth Issues

One of the greatest challenges for many local governments is revitalizing their cities and attracting people back to city centers from the suburbs. Greenways are valued for their ability to connect people with places and enhance the beauty of urban centers. Greenways such as Boston's Emerald Necklace, Washington, DC's Rock Creek Park, and Little Rock's 14-mile (and growing) Arkansas River Trail are obvious examples of planned greenways that add quality to the lives of those living in these cities.

Other cities, such as Providence, Rhode Island and Chattanooga, Tennessee have turned industrial blight into beautiful and useful greenways and trails along riverfronts. Plans are underway in Birmingham, Alabama to create a 17-mile greenway encompassing Village Creek, which runs through a primarily abandoned brown field industrial site. The greenway will include a multi-use trail. Abandoned railroad right-of-ways are also frequently turned into trails.

Green spaces provide important services such as flood control, storm water management, and the filtration of pollutants. The loss of such natural systems increases the risk of flooding and natural disasters. This, in turn, costs communities millions in mitigation efforts and in disaster relief and recovery.

Over the past several decades, growth has leapfrogged beyond cities and older suburbs into many areas that were once rural. Today development is converting farms and forests to other uses at an increasingly rapid rate. Too often, this is done without firm land-use plans in place to guide development. The result is urban sprawl with increased costs of public services because of large investments in new roads, sewers, and other public infrastructure. A recent study of New Jersey by the Center for Urban Studies at Rutgers University found that the annual operating and maintenance costs for roads, sidewalks, and water and sewer facilities could be reduced by \$400 million a year by developing in a more compact, less land-consuming manner. Human modifications of the land have created fragmented development patterns that threaten native plant and wildlife communities and associated ecological functions and processes. This has led to:

- **Loss of Natural Areas** Developing land for houses, roads and other human needs reduces the amount of natural areas. For example, about 25,000 acres of wetlands continue to be lost each year to sprawl. As natural areas diminish, so does habitat diversity. The result is both a decline in the number of species and fewer individuals of those species that survive.
- **Fragmentation of Natural Spaces** As we convert land, we fragment it into smaller and more isolated patches of open space, which greatly alters the way in which natural systems function. Fragmentation increases edge habitat and the isolation between patches while reducing the number and diversity of natural plant and animal species.
- **Degradation of Water Resources** Developing wetlands and riparian zones reduces their capacity to control floods, trap sediments, filter out toxins and excess nutrients, and support wildlife and plant species, and it threatens the health of the environment.
- **Decreased Ability for Nature to Respond to Change** Development has hindered nature's ability to respond to climatic changes and has reduced population viability for wildlife by reducing genetic diversity and limiting wildlife movement.

What's more, studies by the Brookings Institution and others show that the pace of land development far exceeds the rate of population growth in America. This suggests that the problem is not growth itself, but the pattern of growth; in other words, where we put it, how we arrange it, and how growth impacts natural and cultural resources.

Simply put, some places are better for development than other places. The first principle of better development is figuring out where we should not develop. Green infrastructure planning can help communities figure this out. Taken together, smart growth initiatives and green infrastructure planning are two sides of the same coin. Communities need to make better use of existing infra-structure and to encourage more compact, walkable,

mixed use communities. Residents should have easy access to the community on foot or by bicycle. Motor vehicles should not be needed for every trip. Communities also need a framework for shaping where growth will go. These issues can be effectively addressed by including green infrastructure in the community planning process.

Green Space: Providing Access to and Appreciation of Nature

Convenient access to nature on well conceived trails encourages care for the local environment and for the flora and fauna that might otherwise be lost. Good trails reduce environmental degradation and promote care and appreciation of the natural environment. Urban trails offer convenience and provide for a much larger base of community participation. Urban trails are essentially linear parks, taking parks to people in ways that enhance a sense of community and a connection to nature. Rural trail systems that cross political jurisdictions attract outdoor sports enthusiasts. With long term planning, trails linking communities increase use by people from a wide geographic area who might otherwise not have access to trails. Through signage and educational interpretation, trails provide opportunities to expand awareness of environmental values, wildlife, and geologic features.

Ensuring plenty of open space, agricultural land, and wildlife habitat is important for environmental, recreational, and aesthetic reasons. Culturally, we feel a deep connection to our heritage of “amber waves of grain,” to the vast lands pioneers crossed, and to battlefields where Americans fought.

Green Space: A Contributor to Environmental Sustainability

Green spaces that are well designed are important ecological tools for the protection and enhancement of the natural environment. They improve water quality by establishing buffers along creeks and streams and providing habitat for a diversity of plant and animal species. These buffers serve as natural filters, trapping pollutants from urban runoff, eroding areas and agricultural lands. Additionally, greenways improve air quality by encouraging the use of non-motorized transportation. Well designed trails also preserve the land by limiting traffic to specific areas, and in doing so, controlling erosion. The surrounding landscape and vegetation choices and placement are important components of good design and cannot be overemphasized.

In 2004, the City’s Urban Forestry Council commissioned a study of Jonesboro’s urban forest which measured Jonesboro’s use of land and found that the 17.6 percent of land covered by trees (8,873 acres) contributed an estimated \$13 million in savings per year in storm water management costs. This estimate was made based on a study of local rainfall averages, topographical information (land slope) and costs for the construction of storm water management infrastructure. A concurrent study by Jennifer Worlow at Arkansas State University determined that an increase in tree canopy of 10 percent would contribute a total of \$30 million in saving per year on storm water mitigation costs.^{xvii}

The study determined that the 17.6 percent of land use with trees removed over one million pounds of pollutants from the air each year, representing an estimated \$2.6 million savings per year in health care costs. In addition, the removal and storage of carbon dioxide through tree leaves contributed to some 3,200 tons of CO₂ being sequestered each year. That being said, Jonesboro is located in a region of the country for which scientists recommend a tree canopy of 40 percent. The 1,800 potential planting sites and 100,000 planting spaces on public property identified by the study represent a potential increase in benefit to the City that could become a reality with proper vision-setting and planning. The increase in mature trees alone could increase the three canopy cover by as much as 70 percent.^{xviii} That does not take into account the added benefits in savings on health care costs, storm water management and carbon sequestration.

Green space size, shape, composition, and connectedness to other green space have important implications for its ability to effectively contribute to storm water management, plant diversity, and wildlife habitat. Landscape ecologists typically identify boundaries to demarcate habitat areas. Two key aspects of landscape boundaries, their shape and contrast, influence density and movement of materials, plants, and animals. The boundary between two habitat types may be abrupt, such as the transition between grassland and a parking lot, or more gradual, such as the shift between sequential forest stages.

However the demarcation is characterized, the natural ecosystem is seriously affected for some distance in from this boundary. Boundaries have more open space and provide places for species that thrive where there is more light and where vegetation is close to the ground. The results can have unintended, negative consequences. Where sunlight and wind penetrate such areas, after a clear cutting for example, the interior is prone to drying out and encourages the growth of opportunistic species (both plant and animal) at the edge.

The more boundary, or edge, in relation to a wooded area, the more one bird species over another may take up residence. For example, starlings may be attracted to such a boundary, whereas songbirds will not. Deer also benefit since their principal food source is grass and shrubs which are found on the edges of wooded areas. Dragonflies eat mosquitoes, but dragonflies do not thrive as well as mosquitoes around the edges of human settlements. Poison ivy, Japanese honeysuckle, kudzu and other exotics proliferate along boundaries and can damage natural ecosystems. Air temperature, soil moisture, vapor pressure, light intensity, photosynthesis – all change at the edges. In some cases, the increased understory growth has contributed to forest fires and is carefully monitored in some areas.

The pollutants found in creeks have a negative impact on aquatic systems; however, using science-based approaches, non-point source pollutant levels can be reduced and flow velocity profiles changed so that sedimentation occurs, reducing total suspended solid loads and improving water quality. Often drainage canals in urban environments are not aesthetically pleasing and adopt connotations of dumping grounds and foul waste water sites. By carefully implementing vegetative management plans, not only will in-stream environmental benefits be increased, but the aesthetic quality and function of these systems enhanced. As well, assessment of conditions in typical creeks and ditches around the City can be used to design, demonstrate, and validate reduction in long-term maintenance of problematic vegetation or use of optimal herbicides and their interaction with water quality concerns.^{xix}

Green Space: A Deterrent to Criminal Activity

Many Americans are concerned with crime. Some of the most successful deterrents to criminal activity have involved increased neighborhood awareness by citizens and participation in community watch programs. Greenways have proven to be an effective tool to encourage local residents to participate in neighborhood watch programs. Some greenways have even been developed as part of efforts to deter criminal activity in a neighborhood.

As a recreation resource, alternative transportation corridor, or area where fitness activities can take place, most greenways provide a much safer and more user-friendly resource than other linear corridors, such as local roads. Greenways typically attract local residents who use the facility frequently and create an environment that is virtually self-policing. Crime statistics and reports from law enforcement officials have shown that parks and greenways are typically land uses with the lowest incident of reported criminal activity. According to national crime statistics, on average, a person is more likely to be raped, robbed or assaulted on a street, in a parking lot, or inside their home than in a park (Statistical Abstract of the United States 1988-1992). Furthermore, a Rails-to-Trails Conservancy study found that out of 372 trails studied, only three percent experienced any type of major crime.^{xx} In fact, studies done in several communities comparing crime along greenways to crime in the community at large conclude that people that live along greenways tend to be at less risk for crime.

Greenways also improve the safety of their users by providing off-road facilities for bicyclists and pedestrians that are much safer than roadways. Nationally, over 5,000 pedestrians are killed every year on streets. Sixteen percent of those fatalities are children. Offering safer alternatives for children will allow them to spend more time outdoors with other children in more physically active, healthy activities without the threat of motor vehicles.

Green Space: A Contribution to Active Outdoor Recreation and Healthy Lifestyle Choices

With the emphasis on health and fitness in today's society and fact that northeast Arkansas has high obesity rates, trails have become just as important as streets and sidewalks. A study conducted by Arkansas

State University of Jonesboro residents in 2002 found that, in every age group of those over 18 years of age, the number one activity people would prefer to engage in is walking. Indeed, throughout the country, studies indicate this trend represents an under-tapped mass market rather than a niche market.

Other signs of this trend include mountain bike sales, which have skyrocketed in recent years. The entire bicycling industry has seen a transformation from what it was fifty years ago. Equestrian centers are also thriving. Clearly, trails are a priority item for recreation and leisure area dollars.

Land set aside as green space also provides opportunities for community gardens and small family farms that provide healthy, locally grown food and contribute to the strengthening of neighborhoods and social networks. An example of this is the community garden at the corner of Washington and Olive Streets started by residents of that neighborhood.

10.8 Approaches to Green Infrastructure Planning

Just like our built infrastructure, our green infrastructure should be carefully planned, designed, and invested in far in advance of development. Green infrastructure planning should be the first step in the land-use planning and design process. Green infrastructure planning should also be coordinated with planning for gray infrastructure — roads, water, electric, telecommunication and other essential community support systems. Integrated planning and design should connect the two in a more effective, economic and sustainable network. Green infrastructure initiatives should use approaches similar to those used for the planning, design and financing of built infrastructure. Green space planning and development requires a long term commitment from numerous stakeholders. Green space should be:

Designed Holistically: Like our transportation system, green space should be designed to link diverse plots of land into a system that functions as a whole, rather than as separate, unrelated parts. This network will enhance ecological diversity and functions and provide greater opportunities for use by the public, particularly as greenways are connected to public transportation and pedestrian facilities. To the degree possible, libraries, schools, courthouses, and other public facilities should be connected to greenways to maximize use of and access to these institutions.

Planned Comprehensively to Address the Needs of Both People and Nature: Like our electric power and telecommunication systems, our green space systems need to be planned comprehensively to provide ecological, social and economic benefits, functions, and values. The planning process should identify vital ecological areas and linkages prior to development in suburban and rural landscapes and should identify opportunities for the restoration and enhancement of naturally functioning systems in already developed areas. Some of these include providing wildlife habitat, minimizing storm water runoff, and groundwater infiltration. Planning should also ensure that both green space and development are placed where most needed and most appropriate for residents. Green space design, materials and uses can all reflect elements rooted in community values, history, and cultural linkages and by doing so, offer communities opportunities to define themselves and build community pride.

Laid Out Strategically: Like our roads and water systems, our green space infrastructure needs to be laid out strategically so all residents and visitors have access to quality spaces in their communities. Some green space will meet neighborhood needs; other green space will meet regional needs and will cross jurisdictional boundaries. In each case, citizens should have access to green space that is safe, inviting and accommodating to multiple generations, backgrounds, abilities, and life styles.

Planned and Implemented Publicly: Like our built infrastructure systems, our green infrastructure system should be planned and implemented with input from and involvement of the public, including community organizations and private landowners. It should reflect community values, respond to citizens' needs, and

address broader community goals. The final plan should provide a unifying vision for the future that the community and developers can buy into and will appreciate for its predictability and certainty. Furthermore, it should enable conservation and development to be planned in harmony, not in opposition to one another.

Built on Multiple, Innovative Partnerships That Achieve Creative Solutions: Park professionals, interested community groups, and public officials should seek out creative partnerships and use collaborative processes to carry out innovative strategies for acquiring, funding, and managing open space.

Beyond the utility interests, greenway projects provide an opportunity to involve many other diverse partners. In fact, creating an in-depth partnership may be the only way to solve the complex problems of multiple jurisdictions and interests, as well as dealing with the inevitable web of utility and transportation lines. The opportunity for greenway planners is that funding, support and publicity can be greatly broadened by involving partners with more diverse interests.

Some partnership opportunities may include:

- historic and environmental preservation and interpretation;
- research interests of the ASU Eco-toxicology Center;
- Crowley’s Ridge Nature Center facilities funded by the Arkansas Game & Fish Commission;
- wetlands restoration and enhancement;
- fish and wildlife habitat restoration and enhancement;
- fishing access and education opportunities;
- bridges linking trails along rivers, creeks and other water bodies;
- access for the disabled to trails and other facilities;
- levees restoration and maintenance;
- stormwater drainage mitigation strategies;
- water quality enhancement;
- state and regional trail development;
- targeted populations, such as the elderly;
- MPO initiatives, including highway construction and improvement.

Grounded in the Principles and Practices of Diverse Professions: Like the design and planning

Crowley’s Ridge Parkway National Scenic Byway

of our transportation, water, electrical and phone systems, green space systems should be based on sound science and should build on the knowledge of professional disciplines such as landscape ecology, hydrology, urban and regional planning, and landscape architecture. Use of best practices in the planning and construction will allow green space to function more efficiently as a natural system. While management and funding of green space may continue to respect established political boundaries, planning for green space should address the regional ecosystem and watershed contexts.

Funded Up-Front: Like other infrastructure systems, green space requires investment to reap community benefits. As such, our green space systems need to be funded as primary public investments. In other words, green infrastructure should be funded up front with other essential services, rather than with money that is left over after all other services have been provided. Green infrastructure planning should take place at all scales: from the individual parcel, to the local, regional and statewide scales. At the parcel level this could mean designing homes and businesses around green space. At the community level this could mean creating greenways to link existing parks and commercial with residential areas. And at the statewide level this could mean protecting broad wildlife movement corridors to connect state and national forests. The long-term success of open space also requires long-term commitment and maintenance to protect the quality of the environment and visitor enjoyment.

10.9 Greenways as a Regional Network

There are many opportunities for greenways to form a regional network within the northeast Arkansas area and connect to existing and future cultural and recreational resources.

Mississippi River Trail is being developed through the eastern part of the state. This trail project is a joint venture of ten states and some forty corporations and regional organizations. The trail's route follows America's backbone, the Mississippi River, from its headwaters in Itasca, Minnesota to the Gulf of Mexico and offers approximately 3,000 miles of on-road bicycle trails and pedestrian pathways for the recreational enjoyment, health, conservation and tourism development of river communities, river states, and the nation.

Crowley's Ridge Parkway National Scenic Byway follows Crowley's Ridge, the narrow strip of land rising out of the Arkansas Delta from Clay County to Phillips County. The ridge is the only geological formation of its kind in the United States. A 200-mile route that runs along the ridge was designated in 1998 as Arkansas' first National Scenic Byway. The Byway follows Highway 141 south through Jonesboro and exits the City on Harrisburg Road (Highway 1B).

Plans call for the Byway to include a trail that will connect with Jonesboro's greenway providing access to a host of regional attractions. Along the Byway are Civil War battlefields, African-American heritage sites, galleries, cultural centers and festivals. There are scenic vistas, wild flowers, forests and farms, plus old-fashioned country stores, antique shops and stands for homegrown fruits and vegetables. Recreational opportunities along the route include four state parks (including Lake Frierson and Crowley's Ridge State Parks), St. Francis National Forest, and wildlife management areas--offering everything from fishing, boating, swimming, picnicking, hiking, wildlife and bird watching, to tennis, photography, hunting, camping and golf. Official visitor centers for the parkway include the Hemingway-Pfeiffer Museum and Educational Center in Piggott, the Arkansas State University Museum in Jonesboro, the St. Francis County Museum in Forrest City, and the Delta Cultural Center in Helena.



The Trail of Tears National Historic Trail at Village Creek

Bono Lake with its 275 acres of land and woodland, will offer recreational opportunities to the city, county and all of northeast Arkansas once it is constructed. Access to the lake via a greenway from Jonesboro to the lake will offer citizens a non-motorized means of enjoying this new recreational opportunity.

The Trail of Tears National Historic Trail commemorates the forced relocation of Native Americans from their homelands in the southern Appalachian Mountains beginning in 1831 and the routes 17 detachments followed westward to Indian Territory in what is now Oklahoma. Approximately 60,000 men, women, and children made the journey under adverse conditions accompanied by a high rate of illness and death.

Today the trail includes a web of 2,200 miles of land and water routes, and traverses portions of nine states, including Arkansas. Two routes through east Arkansas passed through Randolph County and along Cross County’s Military Road Trail in Village Creek State Park. The Military Road Trail is a remnant of the early nineteenth century road built to connect Little Rock with the Mississippi River through the swamps of eastern Arkansas. The 1.5-mile segment running through the park is the best surviving stretch of that road and, with its towering earthen borders, one of the most dramatic. It has been added to the National Register of Historic Places because of its role in the opening of eastern Arkansas as a means of westward emigration and because of its association as one of the routes by which Native Americans were relocated.



10.10 Peer Community Comparison

Several states and numerous individual communities have adopted guidelines for green space, and in particular, greenway development. Some have created their own design manuals, some have adopted the AASHTO guidelines (as Arizona did with its bikeway guide).

Parkland Level of Service Comparison

Table 10.10.a Level of Service Comparison with Other Cities

	Parks	Greenways/ Trails	Other Outdoor Recreation	Other
Jonesboro, AR	18 parks over 941 acres	1 mile	1 skateboard park; 1 pool; 2 splash pads; 1 climbing wall; 1 cricket field; 1 85-acre lake	4 cemeteries; 4 community centers
Fayetteville, AR	42 parks over 2,500 acres	17 miles	1 city pool; 3 lakes (739 acres of water); 2 dog parks with a third being planned (325 acres in total)	Has adopt a park/adopt a trail programs; 2009 update to master trails plan calls for a 129 mile network of multi-use trails with 163 miles of on-street linkages
Fort Smith, AR	9 parks over 1759 acres	13 miles	1 pool, 2 splash pads, 2 wading pools; 1 state park with a 1,705-acre lake; 1 county park of 1,300 acres; 1 USCoE park; Janet Huckabee Nature Center; 1 dog park	4 community centers; 1 30-acre cemetery
Tupelo, MS	18 parks over	12 trails	12 professional lighted	8 state parks and

	Parks	Greenways/ Trails	Other Outdoor Recreation	Other
	1400 acres		baseball fields; 16 professionally lighted soccer fields	4 national forests within 1 hour's drive
Jackson, TN	24 parks	3 miles	3 lakes; Cypress Grove Nature Center; 2 pools	Raptor Center; Railroad Museum; 2 tennis facilities; in-line hockey rink; ceramics studio; 2 community centers

Recreational Facilities

Source: Jonesboro Aquatic Feasibility Study, Councilman Hunsaker, December 2008

Level of Service

Comparison

In 1990, the National Recreation and Parks Association published a recommendation for the number of public pools needed in any U.S. community based on population alone: one pool for every 20,000 population. Although this never became the national standard due to variables such as other providers, income, different types of pools, and desired programming by various age groups, the following chart shows the number of public pools from various cities across the U.S. From these cities it was found that, on average, the U.S. has approximately 1.3 public pools for every 44,562 people. By comparison, the City of Jonesboro has one pool for approximately every 59,400 residents.^{xxi}

Table 10.10.b Comparative Levels of Service for Public Pools

City	Population	Municipal Pools	People Served
Independence, MO	109,159	1	109,159
Edmond, OK	68,315	1	68,315
Ellicott City, MD	61,291	1	61,291
Jonesboro, AR	59,400	1	59,400
Rowlett, TX	44,503	1	44,503
Upper Arlington, OH	33,686	3	11,229
Collinsville, IL	24,707	1	24,707
Average	57,294	1.3	44,562

10.11 Existing Parks & Recreation Department Administrative Structure

The Jonesboro Parks and Recreation Department is one of eighteen city departments. It is managed by a director and assistant director who coordinate the operation of the units that comprise the department. The Director reports directly to the Mayor and City Council. The Department has an advisory committee that helps set priorities and oversees policy and planning. There is also a Greenway Advisory Committee, which helps set the priorities and direction for the Parks Department. Members of this committee also serve liaisons with the public and community groups.

Some fundraising strategies are in place to support recreational programs. These include:

- An endowment established through the Craighead County Community Foundation called the Get Out and Play Fund replaces dilapidated playground equipment and keeps sports programs free for children in the City.

- Another endowment through the Craighead County Community Foundation established with \$50,000 by the Jonesboro Rotary Club and is designated for maintenance for Rotary Centennial Park.
- Sponsorships for leagues and special events and fundraising on behalf of the City Stars Booster Club. The Booster Club raises \$10,000 a year that goes into the endowment.

These endowed funds are relatively new and have not had time to accrue much interest. For the time being, the Department is rolling over interest income to help the funds grow.

The total budget for the Department is \$1,500,000 (see Table 10.11.a). Revenue sources and recommendations for the City and the Department are discussed in sections found later in this document.

Table 10.11.a Budget Summary

Jonesboro Parks and Recreation Department Budget Summary, FY 2009	
Personnel	\$ 1,175,615
Operations	\$ 272,467
Fixed Assets	\$ 85,338
Annual Department Budget	\$ 1,533,420

The Parks and Recreation Department is responsible for maintaining 16 city parks, four cemeteries, ten softball fields, 18 baseball fields, four soccer fields, one skate board park, two splash pads, 18 playgrounds, four community centers, one cricket field, 17 tennis courts, and three multi-purpose fields. Vacant properties throughout the City are mowed by the Maintenance Department.

Other areas of responsibility for Parks and Recreation include:

- Oversight of construction of the Jonesboro Greenway;
- Maintenance of public trees that are not street trees. Street trees are maintained by the Streets Department;
- Grant-funded urban forestry programs;
- Maintenance of the public spaces in downtown Jonesboro;
- Oversight of the blackbird control program.

The department has sixteen full-time employees and 39 seasonal and part-time employees. Seasonal employees work May to October and part-time employees work year-round conducting programs and other activities.

Funds for capital improvements have steadily declined over the last five years. One of the largest problems facing the Department is that there is inadequate funding for large-scale projects that will replace or upgrade facilities and no life-cycle replacement system for doing so. It has been estimated that there are over 100,000 public trees, including those along Jonesboro’s streets and rights-of-way. However, there is no staff to oversee their pruning and preventative maintenance. Apart from the capital improvements that are needed, other unfunded initiatives are the programs and camps, the aquatics center development, and the urban forestry program.

10.12 Potential Parks, Open Space and Trails Resources

The Jonesboro area is rich with natural and cultural resources and public and private lands that should be considered when deciding where to locate parks and trails or preserve open lands. Map 10.12.a. shows the locations of the most important natural and cultural resource areas. These include areas where there are:

- Unique geological features
- Winter range for wildlife or federally protected species
- 100-year floodplains
- Riparian areas
- Water bodies and streams
- Slopes greater than 15 percent
- Mined areas
- Public lands
- Land distinctive for its history, cultural significance, or natural beauty

Unique Geological Features

The City of Jonesboro is situated along the unusual geological formation known as Crowley's Ridge. It rises 250 to 550 feet above the alluvia plain of the Mississippi embayment in a 150-mile line from southeastern Missouri to the Mississippi River near Helena. The only similar land form is found in Siberia. It is the most prominent feature in the Mississippi Alluvial Plain between Cape Girardeau, Missouri and the Gulf of Mexico. This narrow rolling hill region rising above the flat plain is the sixth, and smallest, natural division of the state of Arkansas. Most of the major cities of the Arkansas Delta region lie along Crowley's Ridge.

The ridge is primarily composed of windblown sediment known as loess. The area contrasts greatly with the flat table land around it and with the black alluvial soil that makes up the delta. It varies from half a mile to 12 miles wide and reaches an altitude of 550 feet near its northern extremity. The formation is generally thought to have originally been an island between the Mississippi River and Ohio River that became a long, low hilly ridge after the rivers changed course millions of years ago. Recent research, however, questions the fluvial origin. There is evidence that the area's elevation has increased over the years, suggesting that the uplift took place and is still taking place. This alternative explanation posits a link between the ridge and the nearby New Madrid Seismic Zone.

The flora and fauna of the ridge seem more closely related to the Tennessee hills to the east than to the Ozark Mountains to the west. This unique habitat has resulted in the establishment of several state and city parks, a national forest, recreational lakes, and the nation's newest scenic byway, the Crowley's Ridge Parkway. Today it is the home of small farms, extensive pasture lands, orchards, county seats, sand and gravel quarries. The isolation of the ridge made it the refuge of a number of plants that are now identified as endangered.

The soils in this area are moderately fertile and sometimes rich. The land is moderately rugged which does not foster row-crop agriculture. These soils are also easily eroded. There is some commercial agriculture in the loessal plains area of the ridge. The ridge is surrounded by the fertile lands of the delta region. The vegetation is predominantly oak and hickory forests, similar to vegetation found in the Appalachian Mountains. An example is the tulip tree (a yellow poplar) and the American beech. Ferns and flowers abound here, including the American bell flower, crimson catchfly, butterfly weed, cardinal flower, blue lobelia, phlox, verbena, wild hydrangea, hibiscus, aster and yellow jasmine. The low-lying areas around the ridge were once much swamplier, and the ridge provided a natural and more healthful place for settlers to establish homes. The ridge became a natural north-south communications link for the region, since travel along the ridge was much easier than through the swampy lowlands.

The ridge received its name from Benjamin Crowley, the first European settler to reach the area (near present day Paragould, Arkansas) sometime around 1820. The Civil War Battle of Chalk Bluff was fought on

Crowley's Ridge in May 1863. Log and stone structures constructed by the Civilian Conservation Corps (CCC) in the early 1900's are still found along the ridge.

The area surrounding the ridge has historically been an important area for wintering waterfowl and nesting bottomland forest birds in the Lower Mississippi River Ecosystem. While some species are in decline, many other bird and wildlife species make the area their home for all or part of the year. Waterfowl (mallards, snow geese and Canada geese), wading birds (Great and Snowy Egrets and Little Blue Heron), raptors (Mississippi Kites, Red-shouldered Hawks, and Bald Eagles), and songbirds may be seen seasonally while deer, coyote, foxes, and raccoon are found year-round.

Land Where There is Winter Range for Wildlife or Species That are in Decline

Quail hunting has been a cherished winter tradition in Arkansas, but the quail population has been in decline since about 1940.^{xxii} Their habitat has been replaced by pine trees, acres of intensely managed row crops, and exotic grasses (such as fescue and bermuda) that have choked out native grasses and weeds that quail need for food and cover. The lack of plant and animal diversity has created monoculture landscapes which are uninhabitable for quail and many other birds. Many grassland species of songbirds also depend on early successional habitat and their numbers have declined as well. This decline has occurred up and down the food chain; it ultimately reduces the ability of natural systems to thrive and replenish themselves and ultimately places human health and well-being at risk.

Floodplains, Riparian Areas, Water Bodies, and Watersheds

The FEMA floodways throughout the City are shown on Appendix Map 2. These areas are not generally suitable for development without major grading to modify the floodplain and are candidate areas for open space preservation, as well as natural linear corridors that work well for locating trails.

Riparian areas are often associated with the FEMA floodways and are shown on Appendix Map 2. These riparian areas are located along the eight major creeks running through the City: Big Creek, Christian Creek, Lost Creek, Higgenbottom Creek, Whitman's Creek, Turtle Creek, Little Bay Creek, and Moore's Creek. Though most are dry at certain times of year, they handle a significant portion of rain water during storm events. These riparian areas represent an ideal opportunity for the development of green space, including trails. Furthermore, their vegetation plays an important role in cleaning the water of sediments, nutrients, bacteria, and trace metals, all of which cause stream impairment.

Water bodies and creeks themselves function as important habitat and corridors for aquatic species. The most prominent perennial water body in the Jonesboro area is Craighead Forest Lake. The future Bono Lake will be the second prominent perennial water body. Water bodies such as these provide interest to the landscape and create pleasant environments for people to use and observe nature.

The Jonesboro city limits falls into three watersheds: the L'Anguille River Watershed, the Cache River Watershed, and the Lower St. Francis Watershed. The L'Anguille River, a tributary of the St. Francis River, has a watershed covering 973 square miles. Its northernmost point extends into the City of Jonesboro. It is considered an impaired watershed by the Environmental Protection Agency (EPA) and the Arkansas Department of Environmental Quality (ADEQ) due to excessively high turbidity and silt loads carried into streams from row crop agriculture activities, conditions encouraged by the drainage of lowland areas, ditching and channelization of streams to facilitate runoff. The watershed within the city limits is on Crowley's Ridge and is an attractive area for residential development which contributes to increased runoff of sediment from new home construction sites into adjacent streams after storms.

Approximately half of Jonesboro's land mass lies in the Cache River Watershed. This watershed of 1,956 square miles includes the entire western half of Craighead County. Like the L'Anguille River, it is an impaired watershed due to row crop agriculture activities.^{xxiii} The Cache River National Wildlife Refuge along the lower river is the largest remaining tract of contiguous bottomland hardwood forest found in North

America. The refuge is also the most important wintering area for mallard ducks and other migratory waterfowl on the continent.

The eastern half of the city lies in the Lower St. Francis River Watershed. The watershed covers 2,960 square miles as far north as Iron County, Missouri to where it meets the Mississippi River in Phillips County, Arkansas, just north of Helena.

Slopes and Mines

Slopes that are greater than 15 percent are typically associated with ridgelines along Crowley's Ridge. Gravel mining has occurred in some areas along the ridge within the city limits; these areas will eventually be reclaimed.

Public Lands

Three of the largest public landholders in the city are the City of Jonesboro, Arkansas State University, and City Water and Light. Each has land still in natural condition, some along floodways, and some not easily accessible due to the undeveloped nature of the surroundings. Within the city limits, most of the City of Jonesboro property is already developed as parks and cemeteries.

Land Distinctive for Its History, Cultural Significance, or Natural Beauty

The unique natural heritage of Crowley's Ridge and its place in the settlement of northeast Arkansas has already been discussed.

10.13 Development Regulations Summary

Zoning

The Jonesboro Zoning Ordinance (2001) is found in Title 14 of the City of Jonesboro's Code of Ordinances. That document is intended to guide how land uses are developed in the City.

The zoning ordinance does not contain requirements for the amount of green space, including parks, for any of the zoning districts or as a part of an overall development plan, with the exception of Planned Development Districts (PDs). Even in communities where zone districts specify the amount of open space required in developments, the zoning ordinance is typically used to ensure that individual parcels contain adequate landscaped areas.

Requirements for common open space in PDs are between 15 and 20 percent, depending on the type of development proposed. The MAPC and City Council may require additional open space as warranted by the individual development plan. The ordinance stipulates that open space "shall not consist of isolated or fragmented pieces of land that will serve no useful purpose or present maintenance difficulties." Common open space may include clubhouses, golf courses, or other recreational facilities.

The zoning ordinance includes minimal landscaping requirements. It provides no guidelines for proper selection and placement of landscaping or for use of sustainable design elements. The result is that poor choices for vegetation species are made and those plants that are selected are often planted under utility lines or in other places where they will cause problems as they mature. Furthermore, landscaping is often designed in such a way that vegetation cannot grow to maturity or cannot be used to best advantage to provide shade and alleviation of stormwater runoff.

Parks and Recreation

Title 12 of the Jonesboro Zoning Ordinance established the Parks Commission, known as the Jonesboro Parks and Recreation Planning and Advisory Committee and made provision for its members and officers, including their purpose and duties. There is no provision for standards and levels of service for the park system.

Subdivision Regulations

The Jonesboro Code of Ordinances Title 15 addresses subdivision regulations and stipulates:

15.12.06 Public use areas.

A. Due consideration shall be given to the allocation of areas suitably located and of adequate size for the playgrounds and parks.

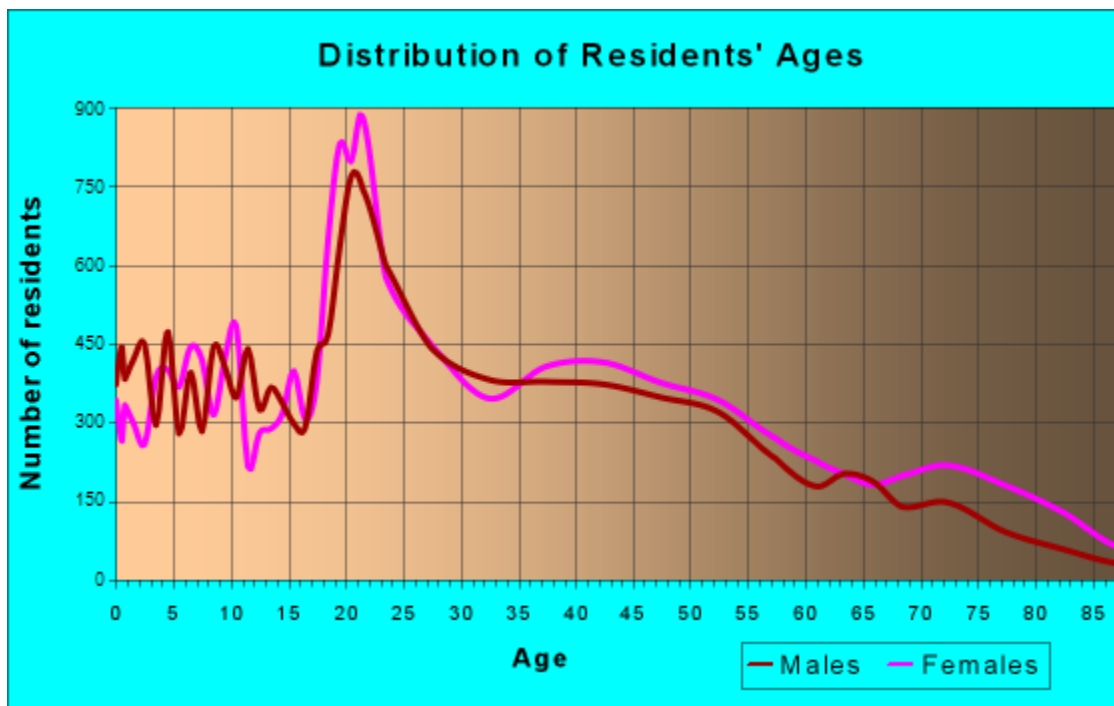
B. The City Planning Commission may require the dedication or the reservation of such open space within the subdivision up to a total of ten percent (10%) of the gross area of the entire subdivided tract. (Sec. 21-31, 1962 Code)

Summary

The City of Jonesboro does not currently have adequate regulatory means to ensure that parklands and trail corridors are planned and provided for, and that important natural and cultural resources are protected in the land development process.

10.14 Population Growth

Jonesboro's estimated population in 2007 was 63,190^{xxiv}. The population in Craighead County for the year 2030 is projected to be over 162,500. If Jonesboro continues to represent the share of the county's population that it does now, its population could reach 112,000.



- Total population: 63,190 (Urban population: 57,233, Rural population: 5,957 (112 farm, 5,844 nonfarm));
- Housing density: 305 houses/condos per square mile;

- Median price asked for vacant for-sale houses and condos in 2007 in this state: \$102,898;
- Median contract rent in 2007: \$452 (lower quartile is \$430, upper quartile is \$578);
- Median rent asked for vacant for-rent units in 2007: \$450;
- Median gross rent in Jonesboro, AR in 2007: \$557;
- Housing units in Jonesboro with a mortgage: 7,760 (760 second mortgage, 424 home equity loan, 0 both second mortgage and home equity loan)
- Houses without a mortgage: 3,682.^{xxv}

The likelihood of land being annexed into the City of Jonesboro in the near future is small given the extent of annexations in previous years. The City continues to operate in a reactive mode in meeting adequate levels of service in some neighborhoods. Were additional annexations to occur in the near term, quality fire and police protection would be at risk, as would the City’s insurance rates.

The amount of undeveloped land within the City limits makes continued growth in population and property tax revenues possible without resorting to annexation. Urban growth without policies in place that curtail the unplanned and uncontrolled spread of urban development will only exacerbate the problems inherent with growth and will contribute to the decline of the City’s quality of life. Any annexation proposal should be carefully considered based on a cost benefit analysis to determine the costs and benefits to the greater community.

10.15 National and State Recreational Participation Trends

National Recreation Participation Trends

In January, 2004 the Sporting Goods Manufacturers Association (SGMA) commissioned a study to determine what sports and fitness activities American households participate in at least once per year. Over 15,000 responses were balanced to reflect Census demographics for age, gender, race, household income, and geographic region. The responses reflect people age six and above. The percent change indicates total change in participation numbers over the period indicated.

Table 10.15.a National Participants by Activity for All Ages

Activity	Percent Change Since 1987	2003 Participants (in Thousands)
Swimming (Recreational)	+2%	96,429 ¹
Walking (Recreational)	+10%	88,799 ¹
Bicycling (Recreational)	-2%	53,710 ¹
Fishing	-9%	52,970
Day Hiking	+6%	39,096 ¹
Fitness Walking	+40%	37,945
Running/Jogging	-3%	36,152
Basketball	-1%	35,439
Golf	+4%	27,314 ¹
Volleyball	-44%	20,286
Inline Skating	+310%	19,233 ²
Football	-4%	17,958 ³
Soccer	+15%	17,679
Tennis	-18%	17,325
Ice Skating	-9%	17,049 ¹

Activity	Percent Change Since 1987	2003 Participants (in Thousands)
Softball	-25%	16,020 ¹
Horseback Riding	+9%	16,009 ¹
Fitness Swimming	-6%	15,899
Skateboarding	+1.9%	11,090
Baseball	-27%	10,885
Paintball	+66%	93,835 ¹
Artificial Wall Climbing	+20%	8,634 ¹
Archery	+17%	7,111
Mountain Biking	+359%	6,940 ¹
Bicycling (BMX)	-10%	3,365 ³
Roller Hockey	+17%	2,718 ⁴
¹ 5-year change		
² 13-year change		
³ 4-year change		
⁴ 10-year change		

Source: Sporting Goods Manufacturers Association, 2004

Table 10.15.a shows that national recreational activity with the most participants is swimming, followed by walking, bicycling, fishing, day hiking, fitness walking, running or jogging, and basketball. Most of these are self-directed, individual activities. Many activities have seen a decline in the last four to 16 years, particularly traditional organized team sports such as volleyball, softball and baseball. In contrast, many alternative activities such as fitness walking, mountain biking, inline skating, paintball, and wall climbing have seen dramatic increases in participation.

An appreciation of the outdoors is central to the American lifestyle, and recent trends in participation support reinforce the value Americans place in outdoor recreation. The National Survey on Recreation and the Environment, conducted by the USDA Forest Service and Interagency National Survey Consortium (2000 – 2002), shows the top outdoor recreation activities for people aged 16 years and older (see Table 10.15.b). Walking ranked as the top activity, with some 193.4 million participants.

A study titled “Promoting Physical Activity in Rural Communities: Walking Trail Access, Use, and Effects” was published in the American Journal of Preventive Medicine in March, 2000. This study showed those individuals using walking trails, increased walking up to 70.0%. Over half of the respondents reported that they had increased their walking time since using a trail.

Table 10.15.b Walking Trail Participation

Respondents Age Group	Used Walking Trails	Increased Walking Since Using Trail
19 – 39	44.3%	60.3%
40 – 59	37.1%	52.5%
60+	34.2%	52.6%
Gender		
Men	29.8%	41.0%
Women	43.6%	59.7%

Source: Promoting Physical Activity in Rural Communities: Walking Trail Access, Use, and Effects

A challenge for the Jonesboro Parks and Recreation Department will be to continue to attract younger ages to activities so as to sustain growth. In particular, children are changing their relationship to outdoor recreation. A distressing statistic from the University of Michigan's Institute for Social Research shows that the average amount of time spent outdoors among 9 to 12-year-olds declined by 60 percent between 1981 and 1997. Children reduced their average daily time outdoors from 1 hour and 58 minutes to 47 minutes and attributed the change to television watching, completing homework, and spending time at school.^{xxvi} There are now studies that suggest the introduction and wide-spread popularity of computer and video games has further contributed to that trend.

Women are increasingly participating in a variety of outdoor activities. In 2004, the Sporting Goods Manufacturers Association said women accounted for more than 50 percent of health club members, and a large percentage of fast-pitch softball, soccer, tennis, day hike, and tent camping participants.^{xxvii} This increased participation is also evident in the emergence of women's-only programming such as the popular "Becoming an Outdoorswoman" series run by state fish and wildlife divisions.

As demographics shift, Jonesboro will be faced with the task of changing recreation facilities and programs to meet participants' needs. Overall, participants will be older, more racially and ethnically diverse and urban, and there will be a greater involvement of women. These factors will shape the face of recreation both locally and nationally in the coming years. Jonesboro's Parks and Recreation Department will need to modify strategies for designing facilities, marketing programs, and hiring staff to deliver recreational opportunities responsive to the changing population.

State of Arkansas Recreation Participation Trends

According to the Arkansas Statewide Comprehensive Outdoor Recreation Plan (SCORP) for 2003, the aging of baby boomers and the fact that people are living longer will continue to boost the popularity of walking, camping, fishing, and wildlife observation in Arkansas. The top outdoor recreation activities in the South are: walking, running/jogging, bird watching, bicycling, camping, and hiking.

Arkansas has 1,100 miles of trails in the state. In 2003, the State Outdoor Recreation database listed 330 nature trails, 106 jogging trails, 55 exercise trails/fitness courses, 29 bicycle trails, 38 multiple use trails, and 26 horse trails in Arkansas. Additional hike/bike trail development projects are in the planning process around the state. Several cities are working on designs that will connect trails with other cities or onto federal or state trail systems.

The benefits of physical activity are known to be a reduction of the risk of heart disease, hypertension, diabetes, colon cancer, osteoarthritis, and osteoporosis. Walking is probably the most common physical activity done. Public health advocates view the development of trails as a relatively low cost method of promoting physical activity. Doctors recommend that adults obtain a daily minimum of 30 minutes of moderate-intensity physical activity.

Many Arkansans are recognizing that exercise is a vital component of a healthy lifestyle. With only modest promotion, the Trails for Life grant program received over 60 applications in a recent grant cycle, indicating Arkansans are more interested in trails and other facilities for walking, jogging, and bicycling than ever before.

The 2003 Arkansas SCORP report identified eight major issues for Arkansas condensed from public input and user concerns. They include:

- Maintenance of parks and recreation facilities;
- Developing support and strategies for dedicated funding of parks, heritage projects, and recreation facilities;
- Development of user fees and sales;
- Emphasizing the importance of good planning and quality construction in park layout and facility design;
- Developing recreational diversity;
- Development of volunteers and private donations;
- Educating the public about the importance of parks and recreation as urban infrastructure;
- Strategies for expanding natural areas and opportunities to enjoy non-game wildlife.

10.16 Jonesboro Parks Citizen Surveys

In 2002, the Parks and Recreation Department, conducted a survey of 1,218 Jonesboro residents with the assistance of the Arkansas State University Department of Psychology and Counseling. The survey included 415 people 17 years of age and under and 803 over 18 years of age. Participants were asked:

If you and /or your family and the chance to participate in the following activities, how often would you participate in them?

A list of 18 activities were provided and ranked according to the given responses. Walking was the highest ranked activity for age groups 18 to 29, 30 to 50, and over 51. Walking was ranked fourth among people 17 years of age and under.

Participants were also asked:

If you and/or your family had the chance to use the following equipment/facilities, how often would you use them?

A list of 12 types of equipment/facilities were provided and ranked. Adults ranked open space first. For children and youth, swimming and water playgrounds ranked one and two; walking ranked number three.

A survey done by the Parks and Recreation Department in 2004 identified Craighead Forest Park, the Earl Bell Center, the greenway, and water recreation as areas the public felt should receive more focused attention.

10.17 Recreation and Sport Program Participation and Needs

The Parks and Recreation Department and private, nonprofit organizations provide recreational programs for people of all ages and abilities in Jonesboro. These programs, which are in demand by City residents, drive the need for construction, operating and maintaining a host of facilities, all of which require planning and funding in order to be successful. This section documents the participation rates of the most popular, facility-intensive programs, issues that Parks and Recreation Department faces in the operation of facilities and programs, and issues of the nonprofit organizations that use City facilities.

The City Parks and Recreation Department provides recreation and leisure time programs for the activities listed in Table 10.17.a. The City also provides facilities that are leased to or rented by nonprofit recreational organizations, such as tournament organizers, Jonesboro Baseball Boosters, Jonesboro/Craighead County Soccer Association, Jonesboro Softball Association, and Northeast Arkansas Men's Adult Baseball League.

City Stars Soccer and Basketball League is operated by the City. The City contracts with the NEA Tennis Association and Ultimate League Frisbee to provide programs. Jonesboro JETS Swim Team rents the YMCA pool.

Nationally, participation in baseball is on the decline and soccer is stagnant. Local participation in these sports does not appear to reflect national trends, however. Bicycling is on rise nationally, as are all lifestyle sports, a trend that is evident locally. Parks and Recreation seeks to capitalize on these interests as the venues for outdoor activities and special events become more numerous, sophisticated, and competitive. The XTERRA Iron Will Triathlon held August 9, 2009 had 75 pre-registered participants. Of these, 74 were from out of state. Another 75 were expected to register on race day. This supports Richard Florida's findings that outdoor lifestyle facilities and activities are in demand and should be viewed as an economic development tool. This kind of participation from outside the community demonstrates how the City's park and recreation resources can generate revenue for the City as athletes and their families and friends lodge, eat and shop in Jonesboro.

That being said, the City does not take enough advantage of its ball field facilities to capitalize on opportunities for hosting tournaments. These facilities are of the size and capacity to qualify as host sites for state, regional and national tournaments. Jonesboro Baseball Boosters has committed to bringing in two such tournaments a year and there is room to increase this number. Parks and Recreation projects that five weekends for tournaments can be programmed in addition to the two hosted by the association. A plan for increasing the number of baseball and soccer tournaments by contracting with organizations that will run the tournaments will be in place by September, 2009.

Community Center/Use Fees

Use of park facilities for private functions is subject to a rental fee with a deposit. These facilities include park pavilions, rooms at community centers, and the rock climbing wall. The department also rents space for classes of various hobbies or interests and charges ten percent of the revenue generated. Examples include martial arts, fencing, dance and Weight Watchers classes. Nonprofit organizations also offer free programs to the public in life skills.

There has been some perception in the public that Community Centers are unsafe. This is perhaps because of their location and the publicity some incidents have received in the local press. As these centers have come to look more like parks, with upgrades and amenities, the perception appears to be changing. The presence of police patrols and police sub stations also ensures more normal park use and the reduction in deviant use. Obviously the presence of park rangers, lighting, and security cameras would also enhance security.

Sports Programs

Sports programs vary with the season and have seen growth and decline over the years reflective of societal trends, fuel prices and the economy. Non-team outdoor sports such as bicycling, running, swimming and other fitness activities are increasingly popular. Senior citizens and baby boomers are driving some of these trends and their activity decisions will have an influence for years to come. Fuel prices will influence these decisions as well.

Positive economic impact on the City will only occur by drawing visitors and participants to the City from out of the region. The national trend in tournaments has been towards shorter, smaller events, due in part to the fact that more cities are organizing them and people are less willing to drive the distances required to participate in state-wide or regional events. This heightens the importance and need for quality local facilities and programs that offer a total community center experience. Events that have had low or stagnant participation have been dropped.

Obviously, the availability or lack of funds for marketing has a significant impact on participation in such events. The cost and benefit of marketing should be factored into any study of economic impact.

Table 10.17.a Youth and Adult Sports Programs

Activity	Age Group	Frequency	Funding Source	Location	Numbers Served
Adult Basketball	Adult	1 Season/yr	Participant Fees	Allen Park	
City Stars Basketball	4 – 18 years	2 seasons/yr	Admission Fees/Park Budget	Allen Park, Parker Park, Earl Bell	1,200/yr
City Stars Soccer	4 – 18 years	2 seasons/yr	Admission Fees, Parks Budget	Nettleton Intermediate Ctr	1,200/yr
Ultimate Frisbee	Adult	Year Round	Participant Fees	Miles Park	35
Swimming	4 – 18 years	Year Round	Participant Fees	YMCA	100
Rock wall climbing	Youth and Adult	1 day/wk and Rentals	Grant	Earl Bell	40/week
Cross Country triathlon	Adult	Annual	Participant Fees & Parks Budget	Craighead Forest Park	100
Fourth in the Forest Freedom Run 5K	Youth and Adult	Annual	Participant Fees	Craighead Forest Park	300
Fergus Snoddy Trail Half Marathon & 5K	Adult	Annual	Participant Fees & Parks Budget	Craighead Forest Park	250 in 2007
Girls Volleyball	Grades 7 th – 9 th			Allen Park	
Junior Olympic Volleyball	Grades 3 - 12			Allen Park	

Classes

Class offerings are less predictable and are subject to the availability of qualified instructors, grant funding, and public interest. All classes are assumed to be available to adults unless otherwise noted. The public's response to date indicates a willingness to pay for quality instruction. The City receives ten percent of revenues from class fees. These are primarily hobby or interest-oriented classes. Classes that provide people with creative outlets have increased in registration; arts-oriented and entertainment program are particularly popular.

Table: 10.17.b Classes Offered by Parks & Recreation Department

Class	Frequency	Funding Source	Location	Numbers Served
Fencing	1/week	Participant Fees	Earl Bell	15
Martial Arts	2/week	Participant Fees	Earl Bell, Parker Park, Allen Park	18
Dance	2/week	Participant	Earl Bell	34

		Fees		
Weight Watchers	1/week	Participant Fees	Earl Bell	12
Life Skills	1/week for 8 weeks	Grants & Donations	Allen Park	
Dog Obedience	1/week	Participant Fees	Earl Bell	15
Clogging	1/week	Participant Fees	Earl Bell	8
Russian Fitness	2/week	Participant Fees	Earl Bell	6

A new program being implemented by the Parks and Recreation Department New Program is an After School/Out of School Program. It is a response to studies showing that youth are most vulnerable to getting into trouble between the hours of three and six in the afternoon, if they are home alone and have little supervision. The program proposes to fill these hours with clubs, camps, and classes related to a variety of interests and activities based on a survey conducted in Jonesboro in 2002. Activities being considered are swimming, diving, softball, baseball, soccer, basketball, drawing and painting.

Programs will be conducted at City community centers, parks, ball fields, and public schools. Parks and Recreation will provide the needed facilities and will partner with organizations such as Craighead County Soccer, Baseball Boosters, Jonesboro Softball Association, Jonesboro Jets, and Foundation of Arts to administer and conduct the programs. The staff is currently seeking seed funds to implement the program. It will be fee-based with the goal of being self-sustaining. It is expected to begin in 2010.

10.18 Parks and Green Space Summary of Issues and Needs

Jonesboro has a growing parks and recreation system that is strongly supported within the community. However, the system is in need of updates, repairs, and additions, especially as the City grows in population and seeks to attract business and industry. The following represents some of the issues that need to be addressed if City government is to effectively provide the services for which they are responsible and have authority to oversee now and into the future.

Parks

- The development of Community and Neighborhood Parks has not kept pace with the growth of the City in recent years. In addition, more practice facilities and multi-use fields are needed to accommodate the demand. The next step of the planning process, the Comprehensive Plan, should establish design standards and a strategy for acquiring and funding these resources.
- Groundwork has been laid for identifying potential parklands in the City and its planning area. These resources, such as the Nature Conservancy Study, need to be used and acted upon in a strategic fashion if Jonesboro is to take advantage of opportunities for acquiring new parkland. Otherwise, Jonesboro will continue to fall behind in park development.
- The City should actively engage in establishing parks wherever police and fire stations are developed by having those departments work closely with Parks and Recreation to plan for the adequate acquisition of land, based on the size of park needed to serve the area. A resolution has already been passed that supports this concept for park development. It must be kept at the forefront in the minds of those responsible for police and fire expansion efforts if this concept is to succeed.
- Parks and Recreation should have the right of first refusal on the sale of City-owned land as some properties may be appropriate for green space.

- Existing small parks currently known as Pocket Parks should be retained, but Parks and Recreation should continue its policy of not acquiring additional properties under three acres due to their high cost of maintenance. That being said, the acquisition of land under three acres in size should be considered if it provides connectivity for greenways or natural areas.
- Southwest and Northeast Jonesboro are two areas of the City that are underserved by Jonesboro’s park system. The old landfill of Strawfloor Road and the 85 acres on that road currently being mined for gravel should be evaluated by Parks and Recreation for possible development as green space for regional parks. A funding mechanism needs to be proposed to fund parks for both areas.
- A marketing strategy for the City’s park resources could increase their use and provide additional revenues for the Parks and Recreation Department. Craighead Forest Park and its many resources are still unknown to members of the public. The City’s sports complexes could be marketed for tournaments and other special events. Funding sources, such as the Advertising and Promotion Commission should be explored as should a re-evaluation of use and entrance fees for park facilities.
- A feasibility study for a community and aquatic center has been conducted and criteria for its establishment have been determined. The Comprehensive Plan should establish implementation and funding strategies for this project and generate a timeline for its completion.
- Senior adult recreation has been neglected in the City. With the aging of the baby boomer generation and the potential for Jonesboro to grow as an attractive option for retirees, steps should be taken to establish recreational options for seniors and to ensure that future parks and other facilities take the needs and interests of seniors into consideration.
- Jonesboro’s parks have benefited in the past when private citizens have come together to advocate and raise funds for park projects. Today, “friends groups” are a common practice across the nation for maintaining and expanding parks and greenway systems. The City should support and encourage the formation of a legally incorporated friends’ 501(c)3 organization by City residents and interested parties and partner with them on behalf of Jonesboro’s green space. To date, Northeast Arkansas Bicycling Coalition has been formed to advocate for the creation and safe use of bike routes throughout the City. It also is a supporter of the development of Jonesboro’s greenway as an alternate form of transportation.

Greenways

- Phase I has 2,000 feet completed from Nettleton School to the edge of the Turtle Creek Mall property. Funding to extend it by 3,000 feet to Nettleton Avenue is in place. The project is currently awaiting installation of a new bridge.
- Eight major drainage creeks in Jonesboro represent 320 miles of potential natural space and trails for the City. Initiatives by City engineers to improve these drainage areas for storm water control present the City with a unique opportunity to also evaluate them for greenway development. Combining goals of storm water management and greenway development will allow the City to achieve dual objectives and conserve resources in doing so. Murray Creek and Bridger Creek are two examples that could be used as pilot projects.
- The Master Street Plan should be used as a tool for planning for and acquiring right-of-way for greenways. All future arterial and connector roads built in the City and its planning area should be designed with an adjacent but separate greenway so that adequate right-of-way can be acquired to improve connectivity along those corridors. Bike routes, either as lanes or as separate paths, should be provided for, at minimum, if greenway is not feasible. Furthermore, county roads along the city limit boundaries or extending into the planning area should have right-of-way acquired for greenways as those roads are upgraded and/or annexed into the City.

Local roads with speed limits of 20 to 30 miles per hour may not have bike lanes, depending on feasibility. Local roads of higher speed limits should have designated bike lanes. Collector roads should have a combination of features to accommodate both pedestrian and bike traffic. Greenways may not be feasible along all collector roads. Arterials should feature greenways wherever possible. Design standards for each category of road should include the following for pedestrian and bike traffic:

Table 10.18.a Recommended Standards for Roadways

	Sidewalks	Bike lane	Bike path/designated pedestrian path	Greenway
Local Roads (20 to 30 mph)	*	*		
Collector Roads	*	*	*	*
Minor & Major Arterial Roads (120' ROW)		*	*	*

- The City should set a long term goal of establishing a greenway corridor between the City of Jonesboro and Bono Lake, Bay, and Brookland.
- The Comprehensive Plan should include design and maintenance standards for the greenway system, a strategy for acquiring and funding each phase, an updated timeline for completing each phase.
- The southernmost part of Crowley’s Ridge Road is a beautiful and historic road and an example of the kind of road that should be preserved for its historic, cultural, and scenic significance. The City should pursue adding this stretch of road as a branch of the existing scenic byway or find another means of preserving it.

Cemeteries

- The City of Jonesboro operates four cemeteries; approximately 65 burial plots are sold each year. The City is approximately two years from running out of plots and has plans for a 40-acre expansion of Oaklawn Cemetery. The expansion will provide 7,000 additional plots and a columbarium for ashes. As this expansion proceeds, planning and design should take potential connectivity with other green space into consideration to provide flexibility for making connections in the future.
- All cemeteries in Jonesboro should be designed and maintained as parks to enhance the natural beauty of the City and allow for passive recreation and reflection.
- A review of the schedule of fees, in place for 70 years, should be conducted. At present, there is a \$400 base rate to open and close the plot which goes into the \$1.2 million fund for perpetual care. An ordinance should be written and approved to establish these funds in a trust and appoint a board of directors to oversee their use. The board should be charged with developing a plan for the use of these funds to provide for maintenance and operating costs of City cemeteries.
- Cemetery information should be added to the City web site. GIS mapping of each cemetery will assist with marketing and sales of cemetery plots and genealogical research.

Recreation Programs

Needs cited by the Parks and Recreation Department and nonprofit organizations for their recreation programs specifically include:

- A new municipal swimming pool for Earl Bell Center;
- Class, tournament, and athletic league development and marketing;
- Recruitment of and contracting with qualified individuals to teach classes;
- Summer day camps and after-school programs.

Urban Forestry

- Jonesboro’s urban forestry efforts are unfunded and unsustainable in their present form. Past projects have been entirely funded through grants, including:

- Fulfillment of the requirements for becoming a TreeCity USA, including the formation of a tree council, the passing of a tree ordinance by the City Council, establishing that the City spends a minimum of \$2 per capita on trees; observance of Arbor Day;
 - Completion of a tree inventory in 2005 and tree management plan by Burditt Associates;
 - Publication of two brochures for educational purposes;
 - Compilation of a list of recommended tree and shrubbery species for use in Jonesboro;
 - Completion of a study of undeveloped parcels by the Nature Conservancy (Map 10.4);
 - Organization of two training workshops for City staff, developers, and landscaping professionals, and
 - The acquisition of tree maintenance equipment for use by City staff.
- The tree inventory of 2005, Hurricanes Gustav and Ike in Fall, 2008, and the January, 2009 ice storm (and its aftermath) quantified the need for tree management in the City as a preventive measure against the types of damage incurred in these storms. Without a tree management program and staff to carry it out, damage from trees that have not been properly maintained over their lifetime will continue to be a liability issue for the City and its residents. Furthermore, the tree canopy of Jonesboro cannot be sustained without a proactive initiative to replace trees that are being cut down and not replaced. Discussions with the Public Works Department have indicated there are enough man-hours committed to tree maintenance in the City on an on-going basis to justify the hiring of a staff person dedicated to full-time tree maintenance. A study to quantify the man-hours and resources expended in tree maintenance is recommended demonstrate the actual need and assist the City in determining where resources should be spent.
 - Urban forestry encompasses not just trees, but all vegetation in the urban environment. It is important that the ASU Vegetative Management Plan being conducted on behalf of the City be implemented and funded in conjunction with plans to develop ditches and creeks for use as regenerated green space and recreational use where possible.
 - The City's 11 existing and/or planned detention ponds should be planted with tree species that can tolerate high levels of moisture. This will enhance these areas as neighborhood green space, will reduce storm water runoff, and will help sustain Jonesboro's tree canopy.
 - Implementation of a "tree bank", whereby trees removed from development sites are replaced elsewhere with trees of equivalent size and value or are compensated for by contribution to a fund for tree planting.
 - Not all utility easements have been studied for use as greenways. Additional rights-of-way, such as those used by Craighead Electric and Southwest Power Association, should be identified and evaluated for their potential use as greenway.
 - The City of Jonesboro does not qualify for a number of urban forestry grants due to its status as a municipality. To maximize funding opportunities and the effectiveness of the urban forestry council, the council should be restructured as a 501(c)3 organization which partners with the City in applying for grants and undertaking projects. The City should support any such efforts.
 - The Jonesboro Urban Forestry Council has developed a list of recommended plant species for landscaping. This list should be formally adopted by the City Council and posted on the Planning Department's web site for use by home owners, business owners, and developers.
 - A page on urban forestry should be added to the City's web site. The educational brochures and list of recommended trees and shrubs should be included on this web page.

Staffing

- Parks and Recreation staff is spread too thin to adequately address maintenance needs and the public's demand for services. As such, management of existing facilities and programs is suffering. For example, the department would like to implement a permit system for use of the ATV area to offset the expense of erosion repair. There is little point in doing so unless adequate provision is made for enforcement. A park ranger or park policeman is needed to enforce these and other rules governing the parks and greenway system.
- The responsibility for implementing all the initiatives that fall under the purview of the parks department (parks, greenways, water parks, urban forestry) require much more attention and staff time

than the department has resources to dedicate at present. The public has already indicated that these initiatives are a priority. However, without additional staff to devote to them, their successful completion is in doubt.

Finance and Budgets

- Parks and Recreation must identify a dedicated stream of revenue to plan and development new green space, sustain its current facilities and levels of service, and support large capital improvements. There are several possible sources, all of which should be considered in combination with one another:
 - Advertising and Promotion Commission funds (for attracting sport, recreational, and other events to the City that fall under the purview of Parks and Recreation);
 - A “hamburger” tax;
 - An “in lieu of” fund to develop new green space;
 - A municipal bond issue by the City.

The City should also investigate creation of a park district, independent of the City, which would generate its own revenues and be governed by its own board. This means of operating and financing park systems is similar to an improvement district and is practiced in other states including Illinois, Minnesota, California, North Dakota, and Ohio.

Zoning Ordinances

- In its current form, Jonesboro’s zoning ordinances are not an adequate tool for preserving tracts of land for park or other green space, an issue which needs to be addressed in the zoning ordinances for the design and platting of any development.

Other Ordinances and Policy Recommendations

- Landscaping ordinances do not reflect current, nationally accepted best practices and are inadequate for a community that wishes to improve and increase its green space and tree canopy and reduce greenhouse gases and storm water runoff. A committee made up of members of the urban forestry council, the Planning Department, and developers should be formed to draft an ordinance.
- Connectivity is a philosophical principal that is foundational to planning green space successfully. It must be at the heart of any ordinance and any planning decision in order for green space development to serve the purpose for which it is intended. At the very least, this means that street widening, new road construction, storm water and utility planning, sidewalk construction and expansion, park planning and construction, bike route creation, greenway planning and construction, land acquisition, and public transit planning must all be coordinated so that the public’s ability to be mobile and inter-modal is maximized and that resources are conserved. It goes without saying that these activities must be highly coordinated by the various City departments responsible for each. Ordinances should cite connectivity as a priority and reflect connectivity requirements that will allow for the future expansion of whatever form of green space and form of transportation (pedestrian, bicycle, or public transit) is deemed appropriate to the site or corridor in question. Unless a staff person is charged with the responsibility of coordinating inter-departmental communication and initiatives with regard to connectivity, there is a high risk that opportunities will be overlooked and progress in green space development will be negligible.
- While the terms open space and parks are used in City ordinances, these terms should be clearly defined.
- Specific provision should be included in ordinances for the preservation of existing features which might add value to the community as a whole, such as trees, water courses, historic spots, and other similarly irreplaceable assets which could be preserved in the design of a development.
- Specific land dedication requirements for green space for the purpose of recreation or connectivity should be specified in the definition of the Planned Mixed Use Area (PMUA) land use category. One of the intended uses of green space is to provide buffer between land use types which may be incompatible. Adding this requirement to this land use category will improve screening and buffering by reducing the obvious transitional nature of the land use. The construction of greenways in these

areas will also give adjacent residential areas and the larger community increased mobility and access to businesses that locate along these greenway corridors.

- A fee structure should be implemented for all development which is based on population density and the percentage of space reserved for green space. The fee will be designated by the City as revenue for the acquisition and development of green space of whatever kind determined appropriate by the MAPC.
- Establish a FireWise program with the assistance of the Arkansas Forestry Commission to make neighborhoods, especially those on Crowley's Ridge and in wooded areas, more fire-safe.

Public Education and Awareness

- Public support will be strengthened for new initiatives recommended here provided the public understands the benefits to be gained and the long term costs inherent in not embracing them. Efforts must be made by the City to explain the concept of green space and its importance in creating a healthy, livable community and the funding mechanisms that will be essential to bringing this vision for Jonesboro's future to bear.

11.0 Future Land Use Map Amendments Process

Once adopted the Future Land Use Plan shall remain current with a 5 year rotational cycle approval for each planning area. The Planning Department shall be responsible for keeping the Future Land Use Map amendments updated as approved by Council in future amendments. Such amendments to map should be made within a 6-month period after the amendment has been adopted. The following two sections lay the parameters by which future land use changes can be made to the map.

Before any land use plan amendment is adopted by the Metropolitan Area Planning Commission and City Council, a specific finding must be made that one or more of the following apply, and such finding shall be recorded in the minutes of such update approval.

Specific Findings for justification of any future map revisions:

- a) That major changes of an economic, physical, or social nature have occurred within the planning area which were not anticipated in the adopted plan which have substantially altered the basic character of the area; or
- b) That new information not available when the plan was adopted substantially altered the basis or rationale for a portion of the plan; or
- c) That major changes have occurred outside the planning area which have rendered parts of the plan unrealistic or unattainable; or
- d) That detailed sub-area plans have revealed the need for a plan amendment; or
- e) That the plan or part thereof was inappropriate or improper when adopted and that a sufficient basis exists for admission of a mistake or need for change in adopted plans or policies.

Rationale for Recommendations:

One of the following rationales is also is also used for justification of any recommended changes.

- a) Existing land use or zoning district allows uses and intensity that would be incompatible with limited lot size or other site constraints

- b) Existing land use or zoning district allows uses and intensity that would be incompatible with and detrimental to adjacent and nearby uses.
- c) Existing land use or zoning district allows uses and intensity that, by itself or through cumulative effects, would be inconsistent with or undermine critical elements of the Future Land Use Plan.
- d) Existing land use or zoning district creates undesirable potential for inappropriate redevelopment (on site) to more intensive uses since the district is more permissive than required for existing other appropriate and reasonable uses.
- e) Existing land use or zoning district creates undesirable land use patterns since the district, being excessively restrictive, would not enable appropriate development alternatives.
- f) Existing land use or zoning district creates undesirable potential for inappropriate zone amendments (off-site) for higher intensity development since the district is excessively permissive compared to adjacent zoning.
- g) Existing land use or zoning district lacks standards or incentive for achieving adequate development coordination with adjacent interrelated sites.
- h) Existing land use or zoning district lacks standards for allowing reasonable alternative land uses and achieving transitional uses that will effectively terminate the spread of higher intensity uses and conserve adjacent desirable land uses.
- i) Existing zoning district is generally appropriate.
- j) Existing land use or intensity is generally appropriate.
- k) Existing land use or intensity is generally inappropriate.

12.0 Summary Recommendations for Future Action

This Future Land Use Plan provides a clear vision for Jonesboro’s future growth and development. It describes where various types of future land uses and development should be located, and provides clear guidance as to the form, characteristics, and appearance that are desired for future development. However, the vision embodied by this Plan is but the first step in making that vision a reality. This section lists specific steps recommended to be taken following adoption of this Plan in order to ensure its implementation. These recommendations were developed jointly with the Land Use Advisory Committee. The actions that are recommended will take effort and commitment on the part of City staff and its leaders.

Of primary concern to the Land Use Advisory Committee, beyond this categorized list, is a commitment by the City to dedicate resources for ongoing review of this Future Land Use Plan. This will enable the Planning Staff to track progress of implementation, while taking the pulse of the community to determine whether the goals are still appropriate and if additional goals should be added. Due to the number of studies and new plan developments proposed, the committee also recommends that, if necessary, the City should hire outside consultants to accomplish some of these implementation objectives.

The recommended actions obviously cannot be addressed all at once, in the immediate future. Therefore, the Citizens’ Advisory Committee has grouped the recommendations into two categories. The first are those that are essential for the Plan’s initial implementation. The second category is a list of recommended actions that are essential for a complete, comprehensive implementation of the Plan. The recommendations are not given in order of priority.

13.0 Recommended Actions Essential for Plan’s Initial Implementation

A. Thoroughfare Plan Conformance

1. Revise/enhance Jonesboro’s engineering and design standards to address roadways, sidewalks, greenways, bikeways, and roadway and median landscaping in support of the Land Use Plan.
2. Continue to revise Jonesboro’s Master Street Plan to support the Land Use Plan. Reflect the Growth Plan’s new thoroughfares on the Master Street Plan.

B. Ordinances and Guidelines

1. Produce a development design guidelines manual to implement Future Land Use Plan concepts.
2. Revise the Code of Ordinances as necessary to implement the Future Land Use Plan, including revisions to zoning, development ordinances.
3. Develop incentives to encourage development in conformance with the Future Land Use Plan.
4. Evaluate Adoption Housing Maintenance Code.
5. Consider Adoption of Architectural Review Committee.
6. Consider Adoption of Historic Preservation District/Code

C. Procedural Changes

1. Increase cooperation and coordination between Planning and Zoning, Engineering, Parks & Recreation, Public Works & Utilities, and other City staff. Master long range planning for Jonesboro’s diverse infrastructure and public facilities should be coordinated among these groups.
2. Revise internal review policies and procedures for rezoning, annexation, subdivision, and site plan review to support the Future Land Use Plan.

D. Other Items

1. Work with the City of Brookland, the City of Bono and the City of Bay to achieve a regional trail system.
2. Work with all adjoining municipalities, plus adjoining Counties, to coordinate master planning in Jonesboro’s border areas.
3. Work with Craighead County to endorse the Jonesboro’s new Land Use Plan.
4. Work the MPO partners to plan joint parks, greenways, and public works facilities in the border areas.
5. Negotiate a precise planning boundary with other cities in the Craighead County area.
6. Work with Jonesboro Area School systems to jointly develop school facility plans, and to address school crowding and facility issues.

14.0 Recommended Actions Essential for Comprehensive Implementation of the Plan

A. Revision and Development of Supplemental Plans

1. Work with the City’s Parks, Recreation Department to continue to update Jonesboro’s Parks and Greenways Plans and policies to support the Future Land Use Plan.
2. Continue to refine the City-wide pedestrian and bicycle pathway plan.
3. Develop *Special Area Plans* for the following areas:
 - Downtown Jonesboro
 - Central Retail Core/Hotel/Shopping/Tourism Corridor
 - Indian Mall
 - Master Hot Spot Detention Implementation
 - older areas with redevelopment potential

4. Develop *Gateway Corridor Studies* for the following corridors:

--Major I-555 Interchanges

--Hwy 91/49N, Highway 18, Highway 1, Hwy. 49S, Hwy. 226.

--ASU Overpass

Complete the development of a true *Comprehensive Plan* for Jonesboro, one element of which is this Future Land Use Plan. Comprehensive Plan elements to be completed include: parks and recreation, transportation, public services, natural and historic resources, economic development, and housing.

B. Studies and Models

1. Prepare a study of the housing needs and demands for Jonesboro’s citizenry and economy, including an analysis of housing supply issues and problems, and policy recommendations.
2. Develop, improve, and use models and techniques to evaluate the transportation, fiscal, public services, economic, and environmental impacts of development.

C. Other

1. Promote the use of the Complete Streets Model.

The Metropolitan Area Planning Commission (MAPC) has been functioning without an adequate Future Land Use Plan for many years. With the adoption of the Future Land Use Plan and the passing of the ordinances and code enforcement measures that follow, the MAPC should exercise its full decision-making authority in a consistent and nonpartisan manner. It is incumbent on the MAPC to communicate with the Land Use Advisory Committee areas of concern and where further recommendations are needed so that the Future Land Use Plan can remain a useful, vibrant tool for improving quality of life issues for the citizens of Jonesboro.

It is furthermore incumbent on the Jonesboro City Council to familiarize itself with the Future Land Use Plan, related ordinances, and code enforcement measures so that the development of land in Jonesboro can take place in a manner that is consistent with City codes and ordinances, is as fair as possible to all concerned, and enhances the beauty, functionality, and appeal of the City for our residents and visitors.

The Green Space/Open Space section was written by Pamela Alexander and the Green Space/Open Space subcommittee of the Land Use Advisory Committee- including Carroll Caldwell, William Hall, and Mark Enos.

15.0 Glossary of Terms

AASHTO – the American Association of State Highway and Transportation Officials advocates transportation-related policies and provides technical services to support states in their efforts to efficiently and safely move people and goods. It seeks to reestablish transportation as a national priority and assist state DOTs with leadership and performance. Its Green Book manual contains the latest design practices in universal use as the standard for highway and street design, including bicycles and pedestrians.

Amenities – features that add to the attractive appearance of a development, such as underground utilities, buffer zones, green space, or landscaping.

Berm – a low earthen ridge constructed as a landscaping feature or to direct runoff or deflect noise.

Best Management Practices (BMPs) – the conservation measures and management practices intended to lessen or avoid a development’s impact on surrounding land and water.

Bike Lane – a paved lane constructed as part of a street that is designed exclusively for use by bicyclists and is separated from lanes for motorized traffic by a painted stripe or median. Such a lane will be no less than X feet in width.

Bike Path – a pathway used exclusively by bicyclists or multiple types of users following the course of a street or roadway but separated from lanes for motorized traffic. Such a path may deviate from the roadway at certain points to circumvent intersections, structures, or geographic features in the landscape, but is designed to supplement traffic along the roadway corridor. It is normally built in conjunction with a surrounding greenway.

Brownfields – lands contaminated by spills or leaks and that are perceived to be unsuitable for future development due to their hazardous nature or owner liability concerns.

Buffer Area – an area separating two incompatible types of development or a development and sensitive natural resources. Buffer Areas are a generalized indication of need for development to include appropriate buffers, setbacks, landscaping, screening, fences or other screening elements to achieve other community goals.

Carrying Capacity Analysis – an assessment of a natural resource’s or system’s ability to accommodate development or use without significant degradation.

Common Open Space – squares, parks, or greenways intended for the common use of residents.

Complete Streets – streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. A complete street may include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, medial islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Connectivity – the measure of how connected or spatially continuous a corridor, network, or matrix is. For example, a forested landscape (matrix) with fewer gaps in forest cover (patches) will have higher connectivity. Similarly, a greenway that intersects with other greenways, sidewalks, bike lanes, bike paths, bus stops, or other pedestrian and bicycling corridors will have higher connectivity than a greenway that has a beginning and ending points (or goes in a circle) and does not provide the user a continuous and contiguous route to multiple destinations.

Conservation Development/Zoning – A type of cluster development zoning that emphasizes a planned unit development for preservation of open space, green space, wetlands, flood plains, landscape history, human culture, topography, and other ecological values that have been deemed as prioritized resources. Using clustered development practices, zoning, covenants, easements, and other design features, it allows for the maximum number of housing units under current community zoning and regulations while allowing at least half of a development to be preserved as open space, farmland, or natural areas. In some cases a greater density (density bonus) may be offered in the local ordinance to encourage this approach to residential development planning.

Conservation Easement – a recorded legal agreement between a landowner and a qualified conservation agency that transfers development rights from the owner to the agency to protect natural or historic features.

Corridors -- strips of a particular type of landscape that differs from adjacent land on both sides.

Development Unit– an area requiring a specific plan for contiguous lots, buildings or tenants to achieve development coordination of access points, timing of phases, design compatibility or other cooperative goals.

Edge – Landscape patches have a boundary between them which can be defined or fuzzy. Edge refers to the perimeter of an ecosystem where influences of the adjacent patches can cause differences between the interior of the patch and its edge. For example, when a forest is adjacent to a grassland, the edge is the location where they two types adjoin. In a landscape where a forest gives way to open woodland, the exact edge is fuzzy and is sometimes determined by on a scale, such as the point where tree cover falls below 35 percent.

Floodplain – land that has been or may be covered by flood water during a ‘regional flood’ as is defined by legislation. The floodplain includes the floodway and floodfringe, and is commonly referred to as the 100-year floodplain.

Floodfringe – that portion outside of the floodway covered by water during a regional flood. This term is generally associated with standing water, but may under local floodplain zoning ordinances, be developed for specified purposes if development is protected from flooding.

Floodway – the channel of a river or stream and those portions of the floodplain adjoining the channel required to discharge a regional flood. This term is generally associated with flowing water and is required by local floodplain zoning ordinances to remain undeveloped and free of obstructions.

Green Infrastructure – A term describing interconnected network of green space, woodlands, airsheds, watersheds, wildlife habitat, parks, farms, greenways, and other natural and pervious areas that sustains clean air, water and natural resources and provides associated benefits to human populations by sustaining life and enriching the quality of life. The concept of green infrastructure repositions green space protection from a community amenity to a community necessity.

Green Space – undeveloped land in the outdoors, at grade, that is unroofed, either landscaped or largely in natural condition, and free of impervious surfaces. Green space is set aside by a private entity or political subdivision to remain undeveloped and may include natural resource areas, wildlife habitats, environmentally sensitive areas such as flood-prone areas, cemeteries, parks, cultural features, and historical area buffers. Green space may be located along streams and lakes, rail lines and other transportation rights-of-way, utility corridors, and irrigation and flood control waterways. Green space planning is implemented with an eye to connectivity so as to provide corridors for transportation, urban wildlife, flood control, utilities, neighborhood planning, and other aspects of urban life.

Green space can be publically or privately owned, and may be the result of public/private partnerships. Green space may separate or surround areas of residential, commercial, or industrial use and may be used as a buffer area or maintained for its aesthetic qualities and recreational enjoyment. Green space connects diverse and

incompatible land uses, it allows for the mixed use of land, and it helps overcome the limitations of communities designed exclusively for automobile traffic. Green space may be incorporated into utility and transportation projects as a way to make it possible to produce more services at less cost in one corridor.

Greenway – A green space corridor managed for conservation and recreation with improvements such as landscaping, lighting, bike racks, bus stops or other features to accommodate commuting and recreational use. Greenways include trails of pervious or impervious surfaces for pedestrians, bicycles, and other non-motorized forms of transportation. For maximum effectiveness, connectivity with other greenways and/or green space corridors is critical.

Impact Fees – cash contributions, contributions of land or interests in land, or any other items of value that are imposed on a developer by a political subdivision to offset the community’s costs resulting from a development.

Impervious Surface – a ground cover such as cement, asphalt, or packed clay or rock through which water cannot penetrate. This leads to increases in the amount and velocity of runoff and corresponds to increases in soil erosion and nutrient transport.

Infill – the development of the last remaining lots in an existing developed area, the new development within an area already served by existing infrastructure and services, or the reuse of already developed, but vacant properties.

Infrastructure – public utilities, facilities, and delivery systems such as sewers, streets, curbing, sidewalks, and other public services.

Land – soil, the ground surface itself, a subdivision, a tract or parcel, a lot, an open space or the physical elements below ground.

Land Trust – a private, nonprofit organization that protects natural and cultural resources through conservation easements, land acquisition, and education.

Future Land Use Plan – the element of a comprehensive plan that designates and justifies the future use or reuse of land.

Level of Service (LOS) – a measurement of the quantity and quality of public facilities. The National Parks and Recreation Association provides LOS standards for parks. The Federal Highway Administration and other organizations have recommendations for levels of service for greenways.

Linear Park – a conceptual description of green space that emphasizes the potential for green space as areas for public recreation.

Metropolitan Planning Organization (MPO) – an organization designated by the state Department of Transportation to oversee federal transportation issues for an urbanized area having a population of 50,000 or more and complying with the requirements of state legislation.

Mosaic – a pattern of patches, corridors and matrix that form an entire landscape.

Network – an interconnected system of green space corridors.

Native Plants – plants that will thrive in northeast Arkansas with minimal care or maintenance.

Open Space - undeveloped land that is protected from development by legislation.

Nature Conservancy – an international nonprofit conservation organization whose mission is to preserve the

plants, animals, and natural communities that represent the diversity of life by protecting the lands and waters it needs to survive.

Patch – a term used by landscape ecologists to describe a relatively homogeneous area that differs from its surroundings. Patches have a definite shape and spatial configuration; a patch can be identified by its vegetation (numbers and species), their size, and other such variables. The primary cover impacts less predominant cover types. Patches in a landscape can contribute to fragmentation, which occurs when connectivity is interrupted.

Pervious Surface – a ground cover through which water can penetrate at a rate comparable to that of water through undisturbed soils.

Planned Unit Development – land under unified control to be developed in a single development or a programmed series of phases. A planned development includes the provisions, operations, maintenance, facilities, and improvements that will be for the common use of the development’s district, but which will not be maintained at general public expense.

Political Subdivision – a city, town, county, solid waste district, school district, levee district, or other special purpose unit of government.

Preservation – leaving a resource undisturbed and free from harm or damage. While ‘preservation’ is often used interchangeably with ‘conservation,’ the latter entails a connotation of prudent resource use.

Prime Agricultural Land – land determined by local governments to be important for sustaining agricultural operations and that are often protected from conversion to other uses.

Right of Way (ROW) – a strip of land occupied by or intended to be occupied by a street, crosswalk, walkway, utility line, or other access. Also, a generalized location of land reserved for railroad lines or other types of inter-modal transportation. Typically linear transportation routes.

Shared Use Trail – any trail intended to accommodate multiple types of users, such as pedestrians, bicyclists, and in-line skaters.

Stormwater Management – the reduction of the quantity of runoff, which affects flooding, or of pollutants generated at a development site and carried in stormwater.

Sustainability – long-term management of ecosystems intended to meet the needs of present human populations without compromising resource availability for future generations.

Sustainable Development – development that meets the needs of the present generation without compromising the needs of future generations.

Trail – a corridor of a pervious or impervious surface for use by multiple types of users that provides a safe and pleasant environment for people to commute to work or a public transit system or to enjoy the outdoors. Trails connect residential areas with retail areas, neighborhoods with schools, and homes with work. Planned properly, trails can provide an alternate route for commuting, reducing air pollution and traffic congestion.

Urban Forest – the sum total of all the plant life, including trees and associated vegetation, in and around a city or concentrated development.

Urban Sprawl – low-density, automobile-dependent, and land-consumptive outward growth of a city; the spread of urban congestion and development into suburban and rural areas adjoining urban areas.

Watershed – the area where precipitation drains to a single body of water such as a river, wetland, or lake.

(APPENDIX SECTION)



Land Use Public Sessions- Survey Results

Executive Summary of Survey Results:

The City of Jonesboro's Master Land Use Plan/ Public Work Sessions were held on three (3) different dates and at three (3) different sector locations around the city, to allow for public input on August 24 - 27, 2009. Approximately 151 persons were in attendance, not including Committee members and staff. While the total surveys received were 78 in number, Staff is confident that the nonscientific sample of 52% of those attending one or more of the sessions gives a good pulse of how the citizenry feels Jonesboro's development and growth should be managed.

Key Concerns of Attendees:

Respondents appeared to enjoy the small town atmosphere of Jonesboro, while being open to some growth in the future. Recreational opportunities and the quality of neighborhoods ranked high on a list of options. Some of the key themes or concerns voiced by attendees centered around topics that the Land Use Advisory Committee have repeatedly been concerned about over the last 2 years such as the following: *traffic concerns, arterials to get people from north Jonesboro to south Jonesboro more efficiently, impact of additional multi-family in areas lacking infrastructure or road capacity, parks, bike lanes, and greenspace, conservation easements, downtown as a destination and not a thoroughfare, lack of sidewalks, lack of service oriented business in North Jonesboro, renewable energy sources, and increasing cost to do development in Jonesboro.*

City Services/Education:

Fifty-nine percent (59%) of respondents felt that the quality of life within our region has improved. This is evident from the responses relating to: School (77% cited excellent); Roads (53% cited neither good or bad, with an even spread of poor to good at 19% and 28%); waste collection (80% cited good to excellent); Fire Services (90% cited good to excellent); and Police services (64% cited good to excellent, with 31% remaining neutral);

City Growth Management:

Judging the responses received concerning City growth, it appears that the citizens would support a moderate growth rate to result as part of comprehensive planning. According to US Census Estimates, the population as of 2006 is approximately 64,849 (City of Jonesboro) with 118,830 in the MSP (Metropolitan Statistical Area). Since the 2000 census, the City of Jonesboro is estimated to have grown approximately 16.8%, resulting in an annual rate of 1.68%. Attendees were asked what annual rate of growth they would like to see for the City within the next 20 years. Respondents indicated at 57% that they agree that the City growth should be maintained at a rate 1%-15%; 34% recommend a rate of 16%-25%, and 9% would like to see Jonesboro grow at a rate of 25% or more. Concern for future annexations to the City of Jonesboro appeared to be neutral concern of residents who participated (31% agreed that the City should not further expand with more annexations, while 25% disagreed, and 41% were neutral on the issue).

Property Maintenance:

It can be gathered from the responses that the citizens value what happens in their individual neighborhoods. This is supported by responses that indicated that 79% would like to see Jonesboro encourage neighborhood association groups. These types of associations have worked perfectly in other cities, where groups have served as a liaison between government and the residents of various areas to keep them informed of changes, services, notices and ways to get involved in programs, studies, and future planning. Additionally, 87% of respondents supported abatement or condemnation of buildings in disrepair; 72% of respondents supported the enactment of a Housing Maintenance Code; others supported architectural design standards for commercial, impact fees, and historic preservation more evenly across the board (from 58% down to 42%).

Parks/Greenspace/Recreation/Arts, Culture, and Entertainment

Respondents gave high ratings to particular types of recreational facilities. Rated high at 64% was Greenspace, including developed or undeveloped openspace, as well as bike/walking trails. Arts, Cultural, and Entertainment followed at 61% of respondents, Multi-use Parks and Recreational Trails for biking and hiking at 57%, with Recreational trail systems for ATV's ranking at 13%. Respondents writing in "other" added water parks or aquatic center, pocket parks, and libraries at 1%, respectively.

New Housing Choices:

A large amount of respondents (79%) indicate that the City should encourage single family home type development; 51% support senior housing/independent/skill nursing housing; 34% mixed development housing/commercial developments; 33% condominium type dwellings; 18% duplexes; 17% multi-family dwellings; and 5% pre-manufactured housing.

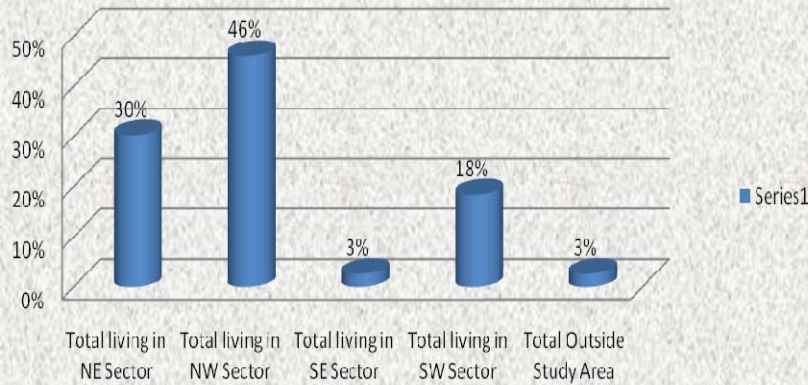
Roads and Infrastructure:

While the master street plan was overlaid as a point of reference, attendees were very interested in the future proposed arterials in the study area. The majority of the concerns were in regard to the local collector road highlighted in the Sage Meadows Subdivision. This will be addressed in the final map that will be presented for adoption at a later date. Additionally, 77% of survey respondents agreed that the City should improve infrastructure (adding lanes/ build new roads) to ease traffic problems; 5% disagreed, while 17% stood neutral on the issue.

The findings included in this summary will be utilized both for the Future Land Use Plan adoption as well as the upcoming update to the Comprehensive Plan for the City of Jonesboro.

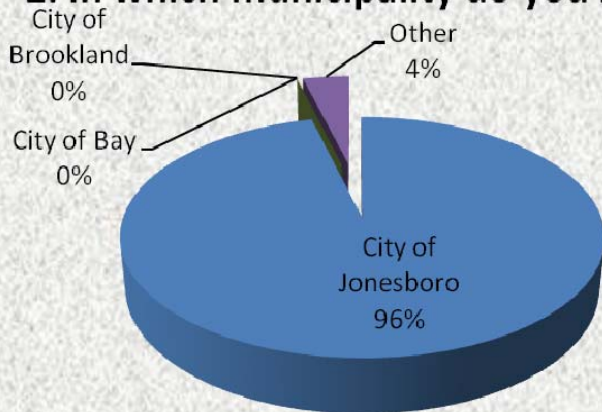
Survey Result Charts:

1. In which Land Use Sector do you live?



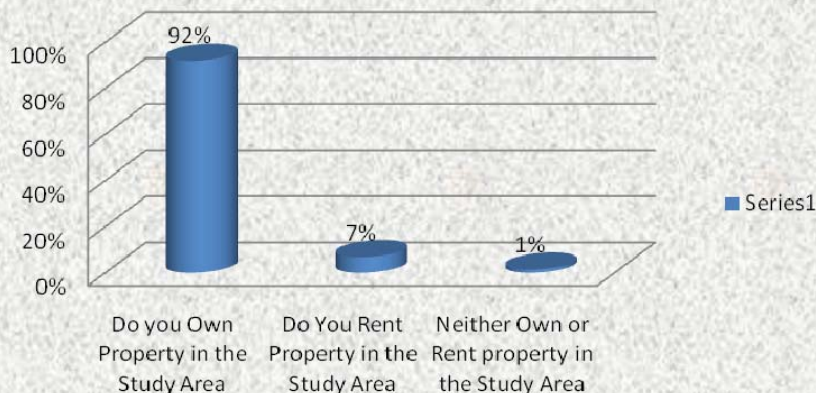
Survey results indicate that the majority of the respondents are residents of the City of Jonesboro (Pie Chart 2), and overwhelmingly a part of Sectors NW and NE (Bar Chart 1).

2. In which municipality do you live?

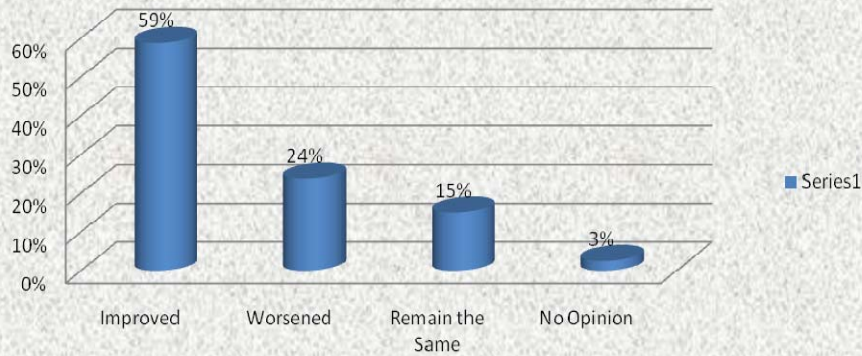


According to Bar Chart 3, 92% of respondents indicated that they currently own property within the study area, while 7% were renters, leaving 1% either.

3. Do you currently own or rent?

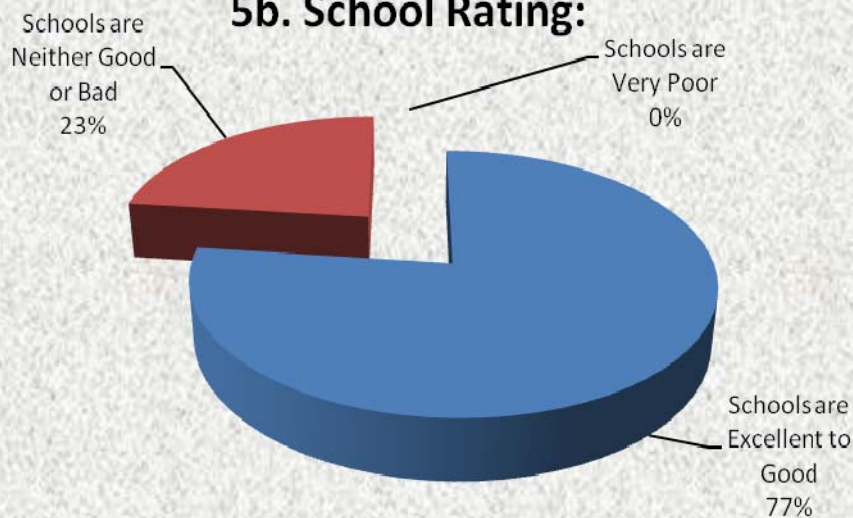


4. The quality of life in the Jonesboro has



59% of respondents feel that the quality of life (Bar Chart 4) within our region has improved; 24% felt that it has worsened; 15% the same; and 3% had no opinion.

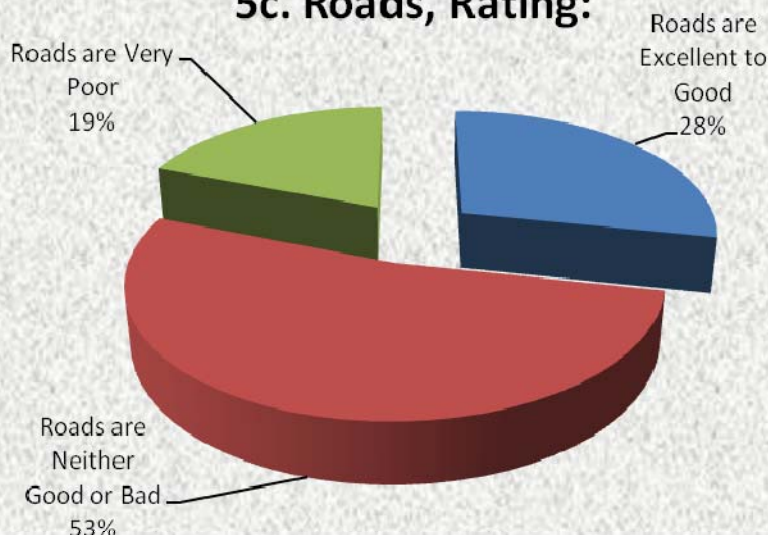
5b. School Rating:



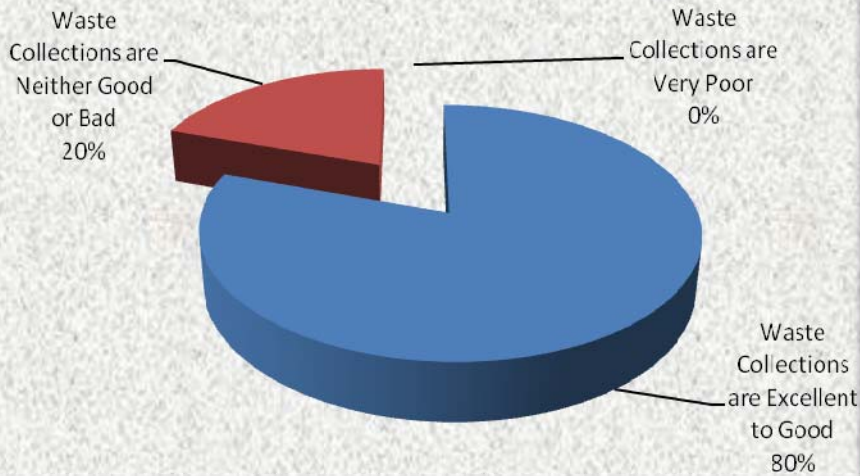
Opinions of the 77% respondents indicated that region's school systems (Pie Chart 5b.) were good to excellent; 23 % remained neutral.

Regarding roads (Pie Chart 5c.), of those responding 28 % felt that the roads are excellent to good, while 19% felt that roads are poor.; 53 % remain neutral on the issue of roads.

5c. Roads, Rating:

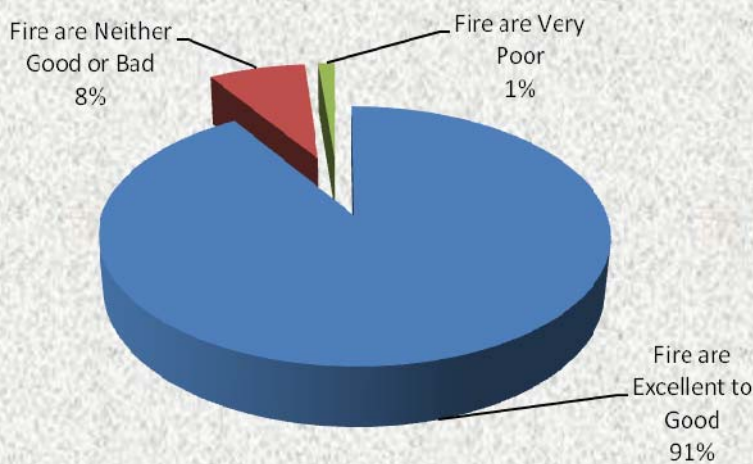


5d. Waste Collections, Rating:



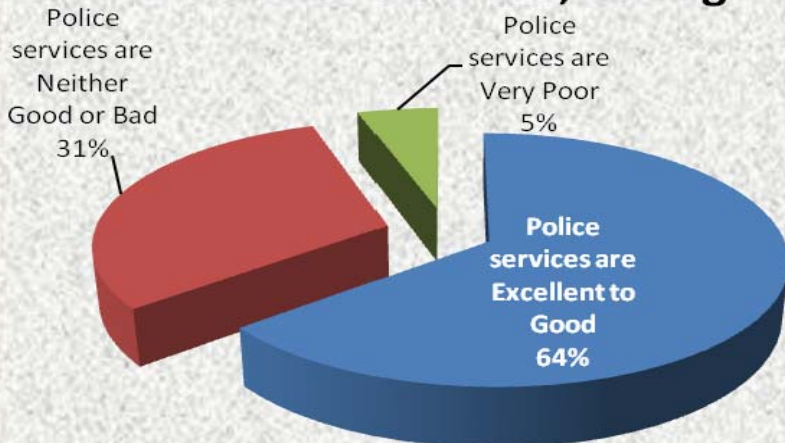
80% of respondents felt that City Waste Collections (Pie Chart 5d.) are Good to Excellent, while 20% felt the services are neither good nor bad.

5e. Fire Service, Rating:



91% of respondents felt that City Fire Services (Pie Chart 5e.) are Good to Excellent, while 8% felt the services are neither good nor bad.

5f. Police Services, Rating:



64% of respondents felt that City Police Services (Pie Chart 5f.) are Good to Excellent, while 31% felt the services are neither good nor bad; and 5% rated police services poor.

5g. Housing Choices, Rating:



50% of respondents felt that City Housing Choices (Pie Chart 5g.) are Good to Excellent, while 46% felt the services are neither good nor bad, while 4% responded that choices are poor.

6. Category	Ranked
List 1:	
a. People:	Highest
b. Location:	Middle
c. Quietness:	Lowest
List 2:	
d. Population Growth:	Middle
e. Small Town Atmosphere:	Highest
f. Rural/Country Atmosphere:	Lowest
List 3:	
g. Quality of Government:	Lower Middle
h. Quality of Services:	Upper Middle
i. Quality of Homes:	Lowest
j. Quality of Neighborhoods:	Highest
List 4:	
k. Recreational Opportunities:	Highest
l. Life Center Shopping Centers:	Middle
m. Cultural/ Tourism Attractions:	Lowest

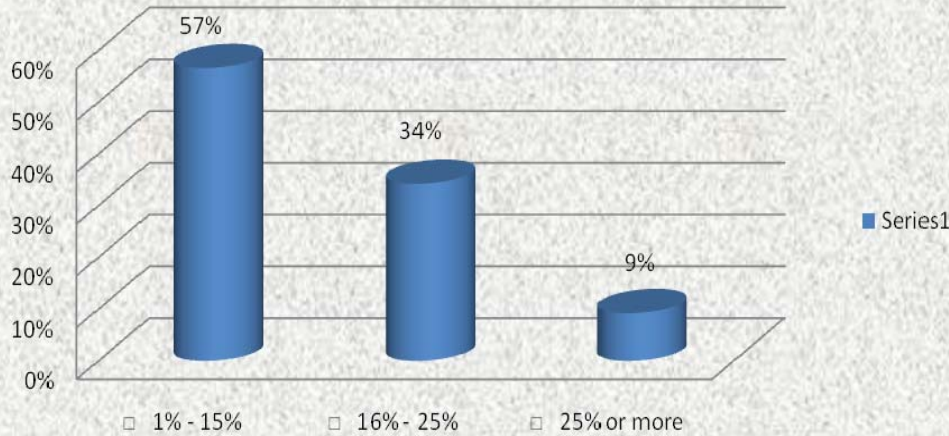
Respondents were given a number of lists and asked to rank a number of variables from high to low. The results indicate that respondents value the “people” of Jonesboro high over “location” and “quietness”.

Small Town Atmosphere was rated high, then next was population growth, and the lowest being “country/rural” atmosphere.

Quality of neighborhood ranked very high over quality of services, government and homes consecutively.

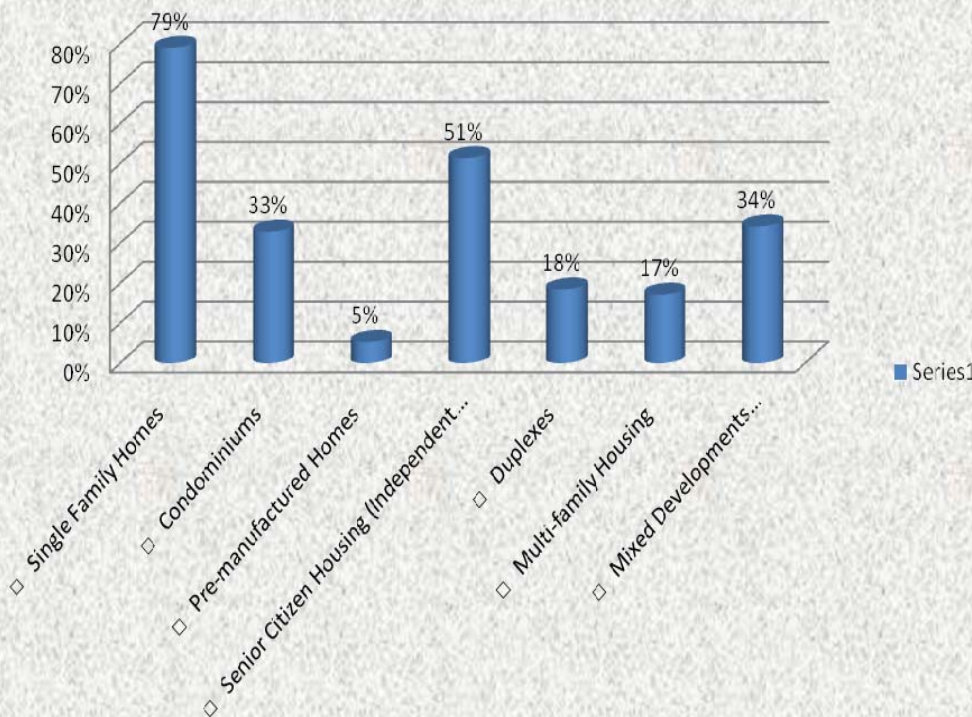
Recreational opportunities were highly valued over Life-style shopping centers, and cultural/tourism, attractions, consecutively.

7. What rate of growth would you like to see for the City within the next 20 years?



Regarding rate of population growth, respondents (Bar Chart 7) indicate 57% agree that the City growth should be maintained at an annual rate 1%-15%; 34% recommend an annual rate of 16%-25%, and 9% would like to see Jonesboro grow at an annual rate of 25% or more.

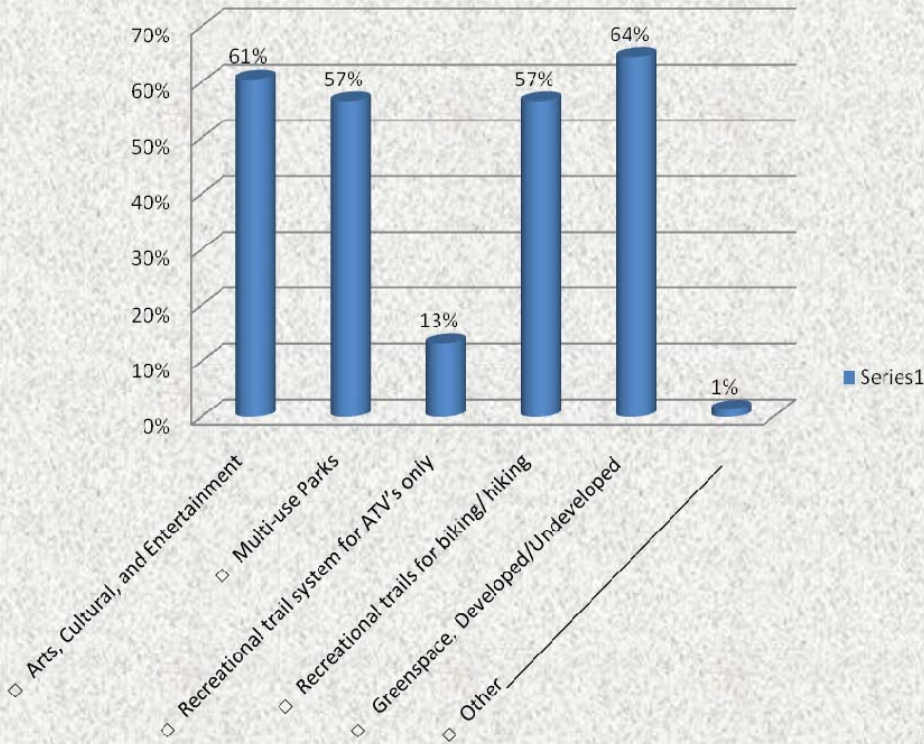
8. What types of new housing development should the City encourage?



A large amount of respondents (79%) indicate that the City should encourage single family home type development; 51% support senior housing/independent/skill nursing housing; 34% mixed development housing/commercial developments; 33% condominium type dwellings; 18% duplexes; 17% multi-family dwellings; 5% pre-manufactured housing.

*respondents were asked to check all that apply; multiple replies are indicated.

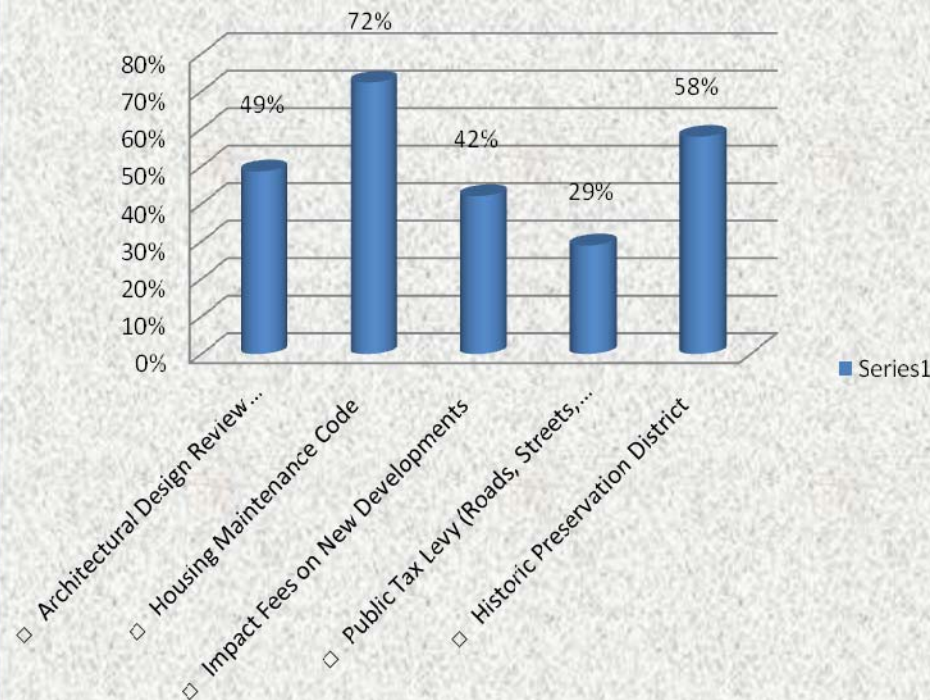
9. What recreational facilities would you like to see developed in the City of Jonesboro?



Respondents gave high ratings to particular types of recreational facilities. Rate high at 64% was Greenspace, including developed or undeveloped openspace, as well as bike/walking trails. Arts, Cultural, and Entertainment followed at 61% of respondents, Multi-use Parks and Recreational Trails for biking and hiking at 57%, with Recreational trail systems for ATV's ranking at 13%. Respondents writing in "other" added water parks or aquatic center, pocket parks, and libraries at 1%, respectively.

*respondents were asked to check all that apply; multiple replies are indicated.

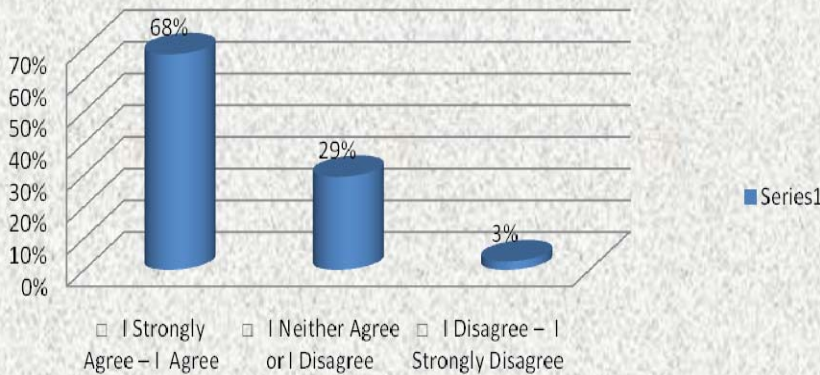
10. The following should be enacted by the City.



72% of respondents felt that the City should enact a housing maintenance code, 58% support establishment of a Historic Preservation District, 49% support Architectural Design Review/Standards, 42% support impact fees on new developments, while 29% support a Public Tax Levy to address roads, streets, parks, fire, and police needs.

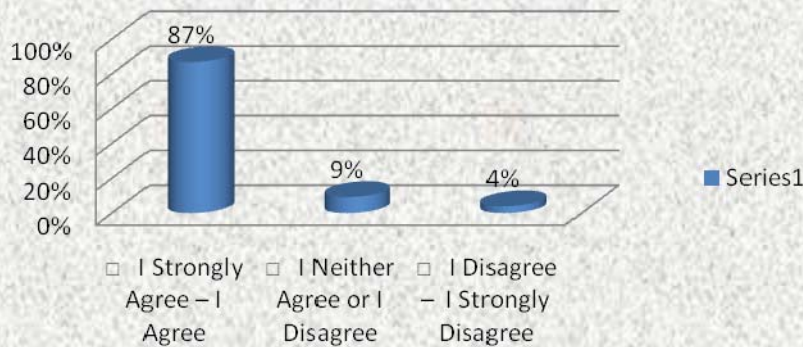
*respondents were asked to check all that apply; multiple replies are indicated.

11. The City should encourage the development of renewable energy sources.



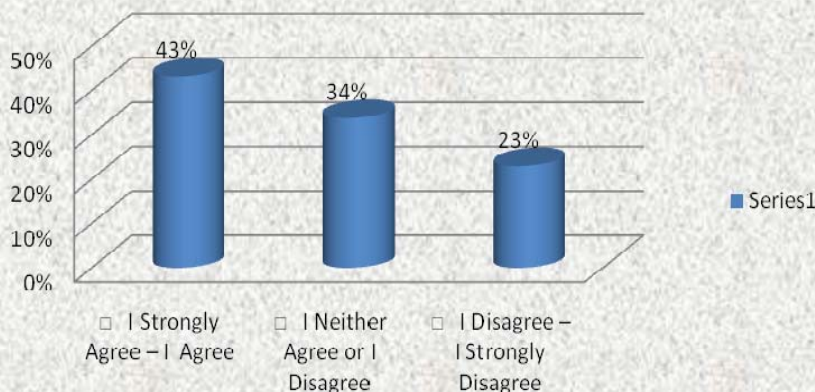
68% of survey respondents indicated that they strongly support and agree that the City should encourage the development of renewable energy sources within the community such as the use of solar panels, wind farms, and other alternative approaches; 29% were neutral, and 3% disagreed.

12. Require owners of buildings that are in state of disrepair to either remove or repair the buildings.



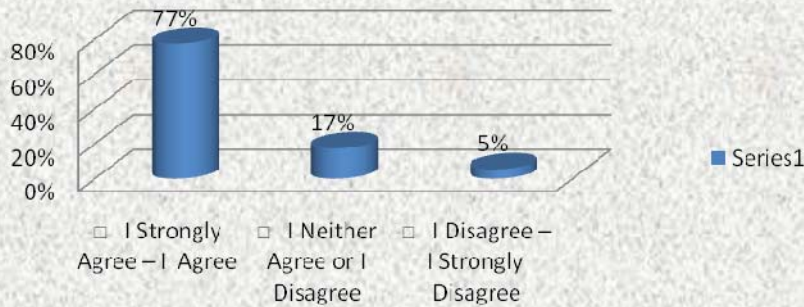
87% of survey respondents felt that City should require owners of buildings that are in a state of disrepair to either remove or repair the buildings; 4% disagreed, while 9% remained neutral.

13. Jonesboro has a range of available housing choices that meet the needs of persons from all income.



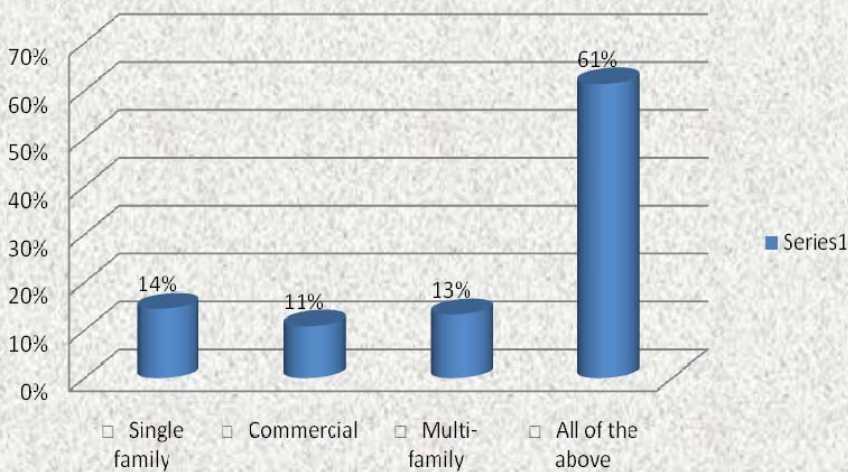
43% of survey respondents agreed that the City of Jonesboro has a range of available housing choices that meet the needs of persons from all income levels; 23% disagreed, while 34% were neutral.

14. Should improve infrastructure (adding lanes/ build new roads) to ease traffic problems.



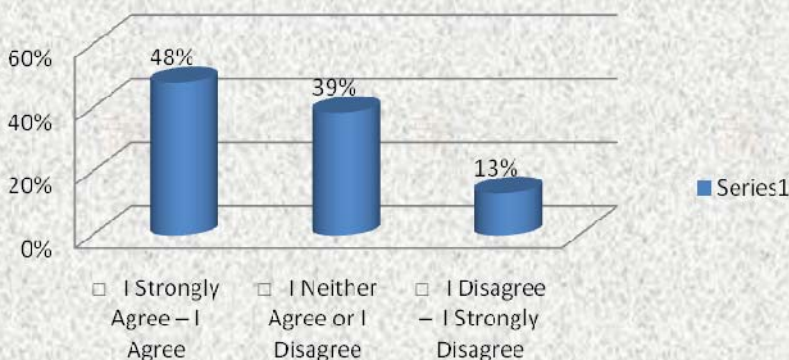
77% of survey respondents agreed that the City should improve infrastructure (adding lanes/ build new roads) to ease traffic problems; 5% disagreed, while 17% stood neutral on the issue.

15. Jonesboro should require sidewalks on all the following new developments:



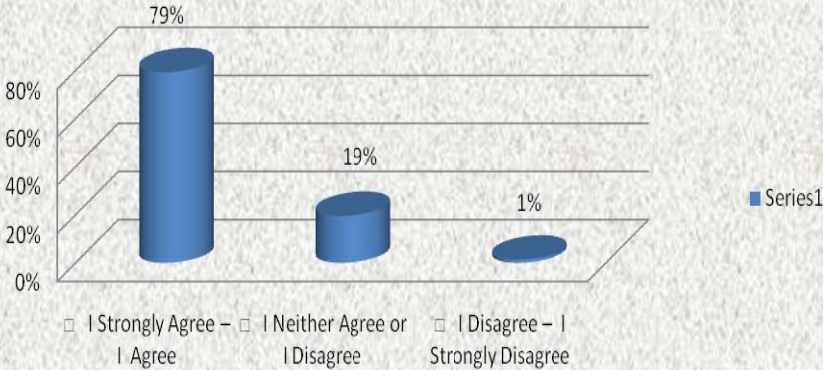
61% of survey respondents agreed that the City should require sidewalks on all the new developments- Single Family, Multi-family, and Commercial; 14% were for single family, 13% for multi-family, while 11% were for commercial in descending order.

16. City should maintain the rural character of the City.



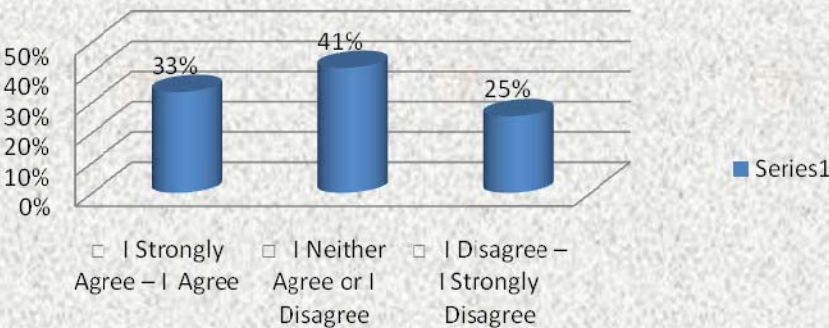
48% of survey respondents agreed that the City should maintain the rural character of the City; 13% disagreed, while 39% were neutral on the issue.

17. Jonesboro should encourage neighborhood association groups



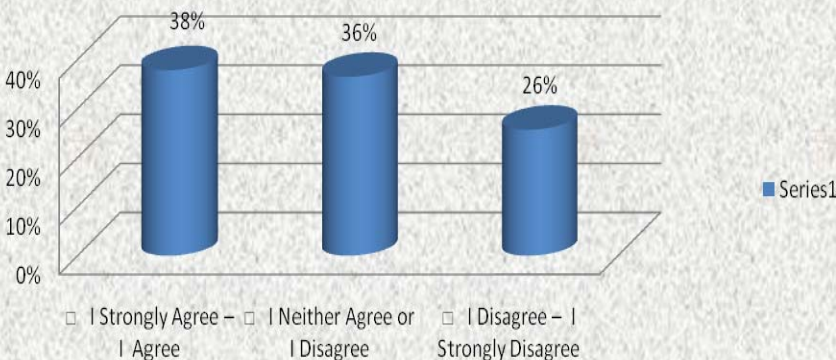
79% of survey respondents agreed that the City should encourage neighborhood association groups throughout the community to promote involvement in the governmental and planning process; 1% disagreed, while 19% remained neutral.

18. Jonesboro should maintain current boundaries and not proceed with more annexations



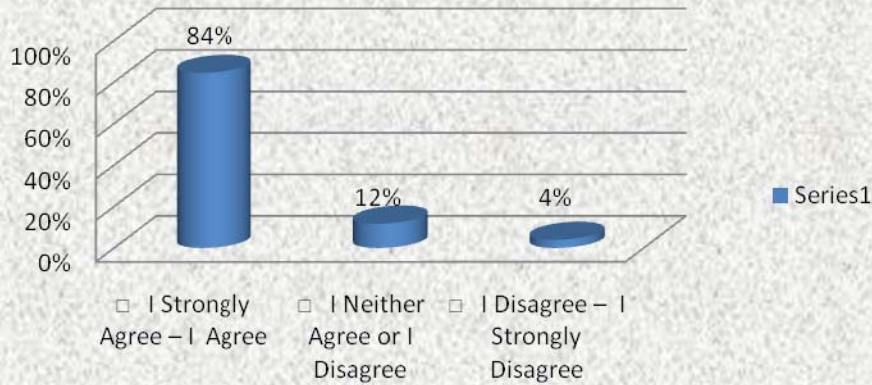
33% of survey respondents agreed that the City of Jonesboro should maintain current boundaries and not proceed with more annexations; 25% disagreed, and 41% stood neutral on the issue.

19. Jonesboro should preserve agricultural lands/farmlands within the city limits.



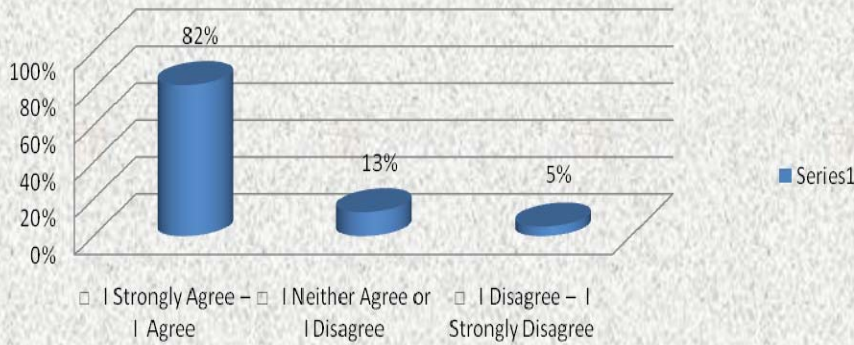
38% of survey respondents agreed that the City should preserve agricultural lands/farmlands within the city limits; 26% disagreed, while 36% of respondents were neutral on the issue.

20. City should encourage open space and green space.



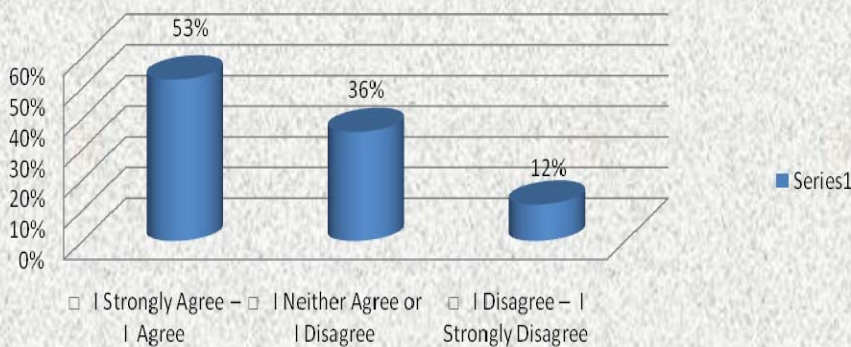
84% of survey respondents agreed that the City should encourage open space and green space; 4% disagreed, while 12% of respondents were neutral on the issue.

21. City should develop new businesses and local employment opportunities.



82% of survey respondents agreed that the City should promote new businesses and local employment opportunities; 5% disagreed, while 13% of respondents were neutral on the issue.

22. The City of Jonesboro should develop conservation easement regulations.



53% of survey respondents agreed that the City of Jonesboro develop conservation easement regulations; 12% disagreed, while 36% of respondents were neutral on the issue.

Respondents were asked to review the future proposed Land Use Plan and provide feedback

<p>Need to address the traffic issues on Harrisburg Rd-Highland-Southwest Dr. Before any new zoning or businesses can be added-this area must be addressed. Also there are 3-4 schools that feed from McArthur Park to the Jonesboro High School. The students walk on the street from Rains to Main; that is of great concern. Highland Drive-except for the building of Blessed Sacrament School-needs no further commercial development.</p>	<p>On the Northwestern Sector, I feel this side of town need better access to the city of Jonesboro, you have only a few roads to get around and access Jonesboro. There are lots of people on this side of town and I personally feel we are looked over and neglected. I would like to see a bypass that would enable us to access the city.</p>	<p>Because I am a woman religious, with a life style governed by a vow of poverty, I am unable to answer some of these adequately. But I am heartily concerned your good efforts to work toward Jonesboro's on-going improvement.</p>
<p>It shows that the city is interested in what the people think.</p>	<p>I like that the area surrounding Casey Springs Road will remain residential.</p>	<p>I would like to see some projects where older citizens could live and not have to do all the yard work that middle income individuals can afford. This project should have grocery stores and other businesses in walking distance.</p>
<p>Good</p>	<p>Sidewalks are often not safe to walk on, why waste some of the money</p>	<p>Don't widen old streets. Stop changing zones-we need small parks for kids unable to enjoy the "drive to parks".</p>
<p>Keep all multifamily developments together</p>	<p>With the amount of land available, why in the world do you run new collector streets through subdivisions??</p>	<p>What is the purpose plan for biking? Wider easement ways from the curb out.</p>
<p>Quit letting businesses along Stadium build up the land so high that it causes major flooding in the Fair view area.</p>	<p>The entry into Jonesboro's downtown should be protected as to what types of structures can be built along main street, no more duplexes or apartments. Any future building, from Highland to Johnson-Main Street should be single family and meet or blend with the historical properties there. If the zoning code if be changed there should be codes or something put into place to resume the historical character and beauty of the entrance to our downtown.</p>	<p>I strongly feel that current residential districts/zones remain as such. I strongly oppose commercial/industrial zones. I believe that Jonesboro's current annexed portions that are commercial or industrial are sufficient.</p>
<p>Would like much more public space development. Need to invest in public space/greenspace</p>	<p>I do not approve of mixing commercial and residential property. We have major traffic issues, flooding problems. We don't want new development on an area that lacks basic fundamental services.</p>	<p>Yield sign back at Main by Wal-green. We need to stop spot zoning!</p>
<p>I am very concerned about R-3 and Multi-Family housing around Sage Meadows</p>	<p>Please save our trees-as many as possible.</p>	<p>Start acquiring/developing small parks/green spaces; understand that "Park" is not synonymous with "ball field".</p>

Respondents were asked to review the future proposed Land Use Plan and provide feedback

<p>Mr. Spriggs cited the example of Sage Meadows having limited services. I draw your attention to the north side of Jonesboro, which has been declining for the 30 + years I've lived here. If the city is concerned about the welfare of Sage Meadows - where residents have the means to get elsewhere to the services they need-then it should be a concern about the north side which has few services and few means to get to those they need. White River EOC was able to obtain federal funds to establish a medical clinic-because north Jonesboro was "undeserved". Imagine that! Is the city the least bit embarrassed? I am! Not only does no medical group in the city establish something there, but no planner did either We have to have an outside agency identify a need which we do not see or refused to see. The north side of town has been ignored long enough!</p>	<p>It seems to me that the land use committee, through questions on this questionnaire has given very little thought of the cost endured by developers in Jonesboro. Developers have been burdened by such great cost that many pieces of land in Jonesboro. These are not cost effective to develop. Many of these areas need to be redeveloped but the city through regulations and under such make it impossible.</p>	<p>I think that the city should leave streets like mine on Parkwood alone and not try to commercial them. Our street was quiet until we were forced to have a fire station at the end of our road and took our park away like you have done in the other parts of the city.</p>
<p>Give Sage Meadows an exit to the North by the Sage Meadows maintenance building</p>	<p>The most consequential decision we will make, which will affect all else, is the location of a proposed north bypass. It should go as far north as possible well to the north of present city limits.</p>	<p>Add some more commercial & retail zoning on Hwy 351 near Sage Meadows.</p>
<p>I would recommend on all major 5 lane roads that commercial zoning be strongly considered. Why have residential development along major entrance & exits?</p>	<p>Preserve scenic byways, save agriculture, we need wider sidewalks,</p>	

Respondents were asked to review the future Master Street Plan and provide feedback

<p>I am very concerned about the collectors in Sage Meadows. The North-South collector and the area West along the Southern boundary of Sage Meadows.</p>	<p>I would like to see Daybreak Drive completed. It has a gap if only a few hundred yards and making it a thru street would provide an alternate route connecting Hwy 351 & N. church Street and would alleviate neighborhood traffic congestion.</p>	<p>I think we need overpasses on Stadium and not red lights. It takes me twice as long as it used to - to travel on Stadium. Jonesboro has way too many red lights. Also. We need more turn lanes at major intersections. I also think we need more businesses in the Northwestern sector. I would like to see a Wal-Mart and more shopping centers.</p>
<p>Is there more to the street plan narrative? Can we see the rest?</p>	<p>Please do not consider any apartments or heavy traffic business on Harrisburg & Highland. The traffic is impossible now.</p>	<p>I think that we should have more parks. If we put this off there will not be any land remaining to use for this purpose.</p>
<p>Good</p>	<p>Master Street needs immediate attention</p>	<p>Overpass on S. Culberhouse-Sidewalks! In multifamily dwellings-access on Hwy. 49 with traffic control (new hospital)</p>
<p>Parkwood should be left like it is just fix the potholes.</p>	<p>I think you are doing a good job.</p>	<p>Relieve traffic flow at Stadium and Highland & around Turtle Creek Mall.</p>
<p>Strongly dislike & disagree with the proposed streets going through Sage Meadows!! City does not need it and cant afford to buy the property needed to complete the proposal!!</p>	<p>1. Reroute State Hwy away from Main Street particularly in the downtown area. We should encourage downtown to become a destination not a thoroughfare. (hang Main Street to a two way street. 2. Get rid of one way streets. 3. Slow down traffic speeds</p>	<p>I guess my vision is not large enough but I am commenting on the condition of some streets in North Jonesboro. Streets like Pine, Cedar, etc. - no sidewalks, open. Ditches, poor drainage. Would Sage Meadows residents tolerate this? No. but residents here must-and have for years. That area is a total embarrassment to the city and should be addressed.</p>
<p>I strongly disagree with the use of W. Matthews and Washington truck route. An outer loop already exists-63-Johnson-Dan-Stadium.</p>	<p>Require sidewalks in all developments; refuse to accept subdivisions until all infrastructure is in place to the city standards.</p>	<p>There are too many 4 & 5 lane highways where only residential can be built. Nobody will buy a house on a 4 lane road and the cost to develop & deal with sound and traffic is a deal breaker.</p>

Respondents were asked to review the future proposed Master Street Plan and provide feedback

<p>Church-Union or Madison something needs to be done regarding traffic. Noise ordinance needs to be enforced; i.e motorcycles coming by rattles the windows.</p>	<p>I strongly support limiting multilane corridors to express ways and walking, biking, busing, etc. I strongly oppose 4 laning other streets. I strongly suggest making church street one way North to connect with the Main Street overpass and compliment Union Street Southbound and closing off Main Street from Oak to Cate/Burke.</p>	<p>I would suggest that you connect Rogers Chapel Road to 63 and leave Commerce drive alone. We like the quietness with a country life.</p>
<p>build overpass at Browns Lane to Access Road not Culberhouse.</p>	<p>Collector Road south of Sage Meadows going east & west and collector road going through Sage Meadows would not be feasible. East, West Road already has dedicated road at Shipley Lane and dedicated road west of Shipley. May not need either if Peach Tree is drastically improved. The land between Peachtree and Sage Meadows should be developed as single family and developer should develop roads in that area.</p>	<p>1. No more spot zoning! Commercial zoning is encroaching in residential areas. 2. We need better sidewalks and new ones put on many of our existing streets that were never added. 3. We need South Main street Historic District- Beautiful entrances to city. 4. No more Multi-families building on Main Street and old downtown streets. 5. No more apartments or multifamily in single family spaces. Developers are tearing down old homes to place apartments, etc.</p>
<p>Concern over primary arteries traveling through green space adjacent to single family dwellings that are now set back with no interference with streets. Buffer area's to homes which are currently "rural like" is imperative.</p>	<p>I am concerned about some of the corridors shown on the map i.e.- corridors running thru the middle of Sage Meadows. The maps should specify where the corridors will be, not just in the general area.</p>	<p>City needs sidewalks from Rains & Highland to Matthews on Union.</p>
<p>I would like to see Hope Street widened</p>	<p>I strongly believe that the Casey Springs/Woodsprings Road area should not be "RT" -there are enough single family residences to indicate it as single family low density. I am in favor of the proposed land use map.</p>	

(APPENDIX MAPS)

End Notes

- ⁱ Institute of Economic Advancement, University of Arkansas at Little Rock, February 2005
- ⁱⁱ *Jonesboro Tribune*, January 21, 1938
- ⁱⁱⁱ Charles Frierson, III, *A Brief History of Craighead Forest Park*, Craighead County Historical Society, Vol 36, No. 3, p. 3.
- ^{iv} “New Life for Craighead Forest is Goal”, *Jonesboro Evening Sun*, 1974
- ^v “Dignity in Atlantic City” *Time*, September 20, 1943
- ^{vi} National Register of Historic Places Continuation Sheet, Section 7, Page 1, provided by Jonesboro Parks & Recreation Department
- ^{vii} *Jonesboro Tribune*, January 21, 1938
- ^{viii} National Register of Historic Places Continuation Sheet, Section 8, Page 1-2, provided by Jonesboro Parks & Recreation Department.
- ^{ix} HIS/BTW Reunion Book, June 18, 1980
- ^x National Register of Historical Places; historical marker outside E. Boone Watson Community Center.
- ^{xi} “Land Use Plan Nearly Complete”, *Jonesboro Sun*, March 1, 1996, No. 89
- ^{xii} Soji, Ph.D., *Regional Placemaking for Prosperity in the New Economy*.
- ^{xiii} *Ibid.*
- ^{xiv} Florida, Richard. *Who's Your City?* New York: Basic Books, 2008. Page 12.
- ^{xv} Michael Porter, quoted in *Business Week*, "Q&A with Michael Porter." August 21, 2006.
- ^{xvi} *Ibid.*
- ^{xvii} “*Using Multispectral Imagery and GIS to Assess the Environmental Benefits of Urban Trees for Jonesboro, Arkansas*”, Jennifer Worlow, 2004
- ^{xviii} *Urban Forest Management Plan, City of Jonesboro, Arkansas*, Burditt Urban Foresters and Natural Resource Consultants, April 2005
- ^{xix} Introduction, 2009 Vegetation Management Agreement with Arkansas State University
- ^{xx} Rail-Trails and Safe Communities: The Experience on 372 Trails, Rails-to-Trails Conservancy, 1998
- ^{xxi} Aquatic Feasibility Study for City of Jonesboro by Councilman Hunsaker, December, 2008
- ^{xxii} Hunter, C. 1954. *The Value of Bicolor and Service a Field Border Plantings to Quail in Arkansas*. *J. Wildl. Manage.* 18:343-347
- ^{xxiii} http://www.adec.state.ar.us/water/reports_data.htm accessed on May 19, 2009
- ^{xxiv} <http://www.city-data.com/housing/houses-Jonesboro-Arkansas.html>
- ^{xxv} *Ibid.*
- ^{xxvi} *Sports and Fitness Participation Report*, Sporting Goods Manufacturers Association, 2002.
- ^{xxvii} *Sports and Fitness Participation Report*, Sporting Goods Manufacturers Association, 2004.