



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes Metropolitan Area Planning Commission

Tuesday, December 10, 2024

5:30 PM

Municipal Center, 300 S. Church

1. Call to order

2. Roll Call

Present 9 - Lonnie Roberts Jr.; Jimmy Cooper; Kevin Bailey; Monroe Pointer; Stephanie Nelson; Jeff Steiling; Paul Ford; Jim Little and Dennis Zolper

3. Approval of minutes

[MIN-24:109](#) MAPC Minutes: November 12, 2024

Attachments: [11.12.24 MAPC Minutes](#)

A motion was made by Jim Little, seconded by Dennis Zolper, that this matter be Approved. The motion PASSED with the following vote.

Aye: 9 - Lonnie Roberts Jr.; Jimmy Cooper; Kevin Bailey; Monroe Pointer; Stephanie Nelson; Jeff Steiling; Paul Ford; Jim Little and Dennis Zolper

4. Miscellaneous Items

5. Preliminary Subdivisions

[PP-24-17](#) Preliminary Subdivision: Gladiolus Business Park

Crafton Tull is requesting preliminary subdivision approval for Gladiolus Business Park; 6 lots on 25.76 acres. This site is located at Elmhurst Drive and Parker Road in the, C-3, general commercial district.

Attachments: [Application](#)
[PRELIM SURV PLAT UPDATED](#)
[Full Set](#)
[Staff Report](#)
[Dec. 6th Update - 23902700_SURV_UPDATE](#)

Lonnie Roberts (Chair): Do I have the proponent for this item?

Jeremy Bevel (Proponent): Jeremy Bevel civil engineer with Crafton Tull. We prepared the preliminary plat and the subdivision plans for this project. We're asking for preliminary approval tonight. We're going to improve Elmhurst Drive to meet city standards and dedicate that right away. We're also dedicating

right of way and building a street connection to Gladiolus Drive on our south end of the property.

Lonnie Roberts: Okay. City Planner, do you have staff comments on this application?

Derrel Smith (City Planner): Yes, sir. We've reviewed it, with their improvements, it will bring Elmhurst up to a city street and meet the city standards should we would recommend approval.

Lonnie Roberts: Okay, so I'm going to open for any commissioners who have a question at this time but I'm not ready for a motion yet, because we have a speaker. Someone's requested to speak. So, anyone have questions yet?

Monroe Pointer (Commission): I have one, I didn't ask it yesterday. That line is going to be striped just like a regular street, or is it going to look like a side road.

Lonnie Roberts: Elmhurst?

Monroe Pointer: Yes, because currently you just drive off there and I know he's saying that it's going to be brought up to city. Is that going to be striped?

Jeremy Bevel: So, Elmhurst is going to remain the same, striping configuration that it has.

Monroe Pointer: It doesn't have any.

Jeremy Bevel: Like, stop bars, or lane stripping where you have a turn lane, arrow striping on the pavement.

Monroe Pointer: I'm more talking about a center line, dividing the north and south.

Jeremy Bevel: So, that's classified as a local street and we typically do not stripe local streets. So, if we have a collector street it'll be a three-lane and we'd have striping that designates the three-lane. But this is a two-lane street.

Monroe Pointer: So, it will not?

Jeremy Bevel: No, sir.

Monroe Pointer: Say that one more time, because I thought you just said he's going to be brought up to a city street and then you said it was going to be a private drive.

Jeremy Bevel: So, Elmhurst is currently a private drive. It will be brought up to code to meet city standards. And it would not be striped, there would not be a center line striping. If there's like a left turn arrow, or right turn arrow, or stop bar, or something like that. Then that would all be freshened up and striped on the road.

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Derrel Smith: Mr. Pointer on local streets there's not usually a center striping that you normally see. It's only at the intersections where you'll see stop bars and turn errors.

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Lonnie Roberts: Okay so, Donna Williams has requested to give comments on this. If you would, come to the mic, introduce yourself, and tell us what's on your mind.

Donna Williams (Public): My name is Donna Williams, I live on Shadow Ridge Drive which is over in this area. I have lived over there for 36 years. I've seen that area grow. Some changes good, some changes bad. I don't have a problem with them putting in any of these businesses. I have a problem with the way they are going to get into the businesses and the way they are going to get of the businesses. I've handed out three sheets of paper to you that show some of the issues I think, are very important to think about. Before you totally allow them to put all these businesses in, from my standing with the traffic report that I read. Anywhere from up to 3000 to 3200 car in a 24 hour time zone

area. So, we're talking 400-500 cars probably, in and out of there on a pretty consistent basis day in, day out. If you look at the first sheet, one of the main problems that I see with, what they're doing all these businesses, is the fact that if you are on Parker and you are going west, there is one lane. There is no turn lane to turn into Elmhurst. There's a sign that says, "No left turns." There is no access into that road going west on Parker. Alright, if you are turning out there, you are crossing four lanes of traffic. There are two turn lanes to get onto Harrisburg Road. There is one to go straight on Parker and there is one to turn right, and go south on Harrisburg Road. So, the conclusions I'm reading on this traffic report are that they're going to clear a lot of traffic out of that area. There's a lot of danger crossing that area with four lanes of traffic when you're adding a lot more cars. I know, this is not totally your issue but you've got to understand the way people drive. People over there and all over Jonesboro do not totally obey the laws. I have multiple times almost been hit because I was in the turning lane to turn north onto Harrisburg Road and someone gets into my turn lane to turn in to Elmhurst.

Lonnie Roberts: On Harrisburg Road?

Donna Williams: No, on Parker. If I'm going east on Parker and I want to turn north onto Harrisburg Road, people will actually either stop in that one lane to try and turn into Elmhurst on Parker or they will get into the turn lanes that are going in the other direction. So, when you add more cars trying to get into these businesses, shopping malls, medical, I mean, you've got listed banks, office buildings, mini storage, retail, you're just creating a bigger problem. If you turn to the next page, this is per ARdot. That is why they made it this way. They have a right turn only onto Harrisburg Road. You're not supposed to turn left onto Harrisburg Road which would take you northbound. So, if they're dumping all this traffic onto this Elmhurst, they can't do anything but turn right. Legally. Okay? And that was set up by Ardot because the traffic backs up at the light on Harrisburg and Parker.

Lonnie Roberts: That's what I was about to say, Harrisburg and Parker are both state roads.

Donna Williams: Okay, well, I didn't realize Parker was, so that may be one of the reasons. I don't know why they did what they did, putting 4 turn lanes and not a turn lane into it, but anyways, so that was a problem there. You cannot turn right even though many people do and again, I've almost been hit multiple times by people turning north out of Elmhurst onto Harrisburg Road. There's a turn lane there to turn in there, and there's a turn lane just up from it, to turn onto Parker going west. So, if you're getting in that turn lane and people are pulling out where they're not supposed to, illegally, it's a hazard. Like, I said, I've been almost hit multiple times there. If you go to the next page, this is one of their solutions, to bring a road down to Gladiola Drive. As most of you are aware, Gladiola Drive is used mostly, there's a few businesses there, but it's mostly apartment complex traffic. They made some comment on their solutions about turning that exit out of Gladiola Drive onto Harrisburg Road into two, a left and a right turn there. They're already doing that, that's not going to solve anything right now by doing that. They're talking about Harrisburg Road being widened to 5 lanes. That's going to help ease the traffic that's already on the east side of Harrisburg Road. It already has two lanes and a turn lane. So, that's not going to change. There's not going to be any easing of traffic by the expansion of one southbound lane, for people getting out either way. So, I have a difference of opinion. I have a couple other questions, this is the conclusion from the traffic impact study. It was on page 31 of the impact study. It talks about Ardot is widening Harrisburg from two lanes to five

lanes this will increase the capacity of Harrisburg Road off Walmart Drive. I'm not sure what they mean by Walmart Drive unless they're talking about the actual road a little bit past, that you actually drive into Walmart. It says that would give it additional gaps for traffic. That's like I just said, there's already two lanes and a turn lane going northbound on Harrisburg Road. They're only adding one lane southbound. So, that's not going to ease or make any additional gaps. They talk about Harrisburg Road, the road at Elmhurst Drive and Harrisburg Road at Walmart have adequate capacity to serve the demand when Harrisburg Road is widened to five lanes. That road basically from the Walmart Drive to the light is already going northbound three lanes. A turn, and two traffic lanes. So, I don't know how that's going to do any good. Then it talks about a connection to Gladiola Drive promotes, internal trip capture which I assume they mean by that, I'm not that updated on traffic studies but that people will start driving through there and maybe go to places in there and then maybe take another exit. Well, where are they going to exit at? I mean, if they go down, you're going to dump more traffic, not only the apartment traffic, you're going to take the people that are at the retail shops and you're going to take them out to Elmhurst at Parker which again, you have to cross four lanes of traffic to go west. And that traffic will back up to that exit multiple times a day. So, I guess, I'm just thinking, I don't have a problem with you guys approving shops and banks and things in this area but the way they are trying to, say that they can get traffic in and out of there, I don't think is, I don't think they're totally addressed the issue in a proper manner. So, I don't know if this is the correct board that takes care of something like that or talks about it or what but I think you should be aware. I live on that road and I drive there daily multiple times a day. One little traffic study will not tell you exactly what's going on. So, I would appreciate you making that consideration when you think about putting this in there. I really think they need to think of a way to get traffic out of there or they're going to have to figure out a way to change the ingress and the egress they have now.

Lonnie Roberts: Thanks, for your comments. Jeremy would you like to speak on the traffic study?

Jeremy Bevel: So, the developer provided traffic study and that's what we're implementing the recommendations of the traffic study and the traffic study is prepared by Mark Nichols and there's been a lot of collaboration and back and forth with the city engineering office.

Lonnie Roberts: Okay, commissioners have any questions of the developer or the city staff? Yes, sir.

Paul Ford (Commission): My question is if we think these traffic concerns have merit? Is she also correct that this isn't really the form that can do anything about that? Or is there if we think that her problems are legitimate, does this board, Ms. Duncan have any legal authority to make a yay or nay vote based on this subdivision which meets the code and the usage? What are our abilities to impact both the need of the development and the need of this traffic? Or is that something because they're not city streets?

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Paul Ford: So, how those get striped and how wide they are is outside the city's input. But if we concur with the concerns is there anything as a planning commission we can do?

Carol Duncan (City Attorney): I mean, anything you can do as far as how you look at the plans and whether our engineering department thinks there's a problem with the way the traffic is going to flow? Yeah, I think that's why we work on plans on subdivision. Anything we can do as far as fixing Parker Road

and Harrisburg Road? No. Or making that the problem of the development, you know? No. We can't fix Parker Road and Harrisburg Road if that's what you're asking, State Highway Department has to do that.

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Paul Ford: Is there any other ingress or egress besides these two entry points, that have been discussed?

Jeremy Bevel: So, existing Elmhurst it makes a connection to Parker Road as well as Harrisburg Road. And then there's the Walmart Drive that makes a connection to Harrisburg Road. The Walmart Drive is located just north of the fuel station, the fuel pumps and then, we're making a connection south of our acreage to Gladiolas Drive. Gladiolas Drive makes a connection to Harrisburg Road.

Lonnie Roberts: So, I think we're at a position where the developer has done everything he can possibly do to provide access to his property. In my opinion but I'm not an engineer.

Carol Duncan: Same, but I think the question becomes you know, how do you control the traffic flow and it's not so much about whether you access those two road cause that's really all you can do as the developer on this property. It's about, do they need a light? Do they need a this or that. And that's going to be under the control of the Highway Department based upon, right? I mean, they would make the decision on lights and on the deacceleration lanes and things like that. We don't get to make those decisions.

Michael Morris (City Engineer): That would be up to ARdot. They're the ones who designed it the way it is now. The developer is at least adding a new connection to this area. So, people can get in and out with another access.

Dennis Zolper (Commission): Mr. Chairman, I live out there too and it is a mess but it's not something that I think the city can get involved in because the state is going to have ultimate say on it.

Carol Duncan: Those two road for sure.

Dennis Zolper: At least the two roads. And it is a problem. It really is a problem.

Jeff Steiling (Commission): Is this an opportunity where this board can make a request to either directly ARdot or through the city to restudy this area and access to these developments?

Derrel Smith: We can contact the district engineer and start there, see what his opinion is and if it, you know, and then if we have to we could go to Little Rock but we'd want to start with the district engineer and get that.

Jeff Steiling: I mean, I hear what Ms. Williams is saying. I live in that area too and it is a difficult area now. I don't know if the developer needs to be penalized for that. I think it's more access to the highway and how that's striped and I mean, I don't have any solutions.

Lonnie Roberts: And what's coming down on Culberhouse as well.

Jeff Steiling: Exactly.

Kevin Bailey (Commission): So ARdot has these improvements, has a project number, ARdot probably already has 75% of design drawings for Harrisburg and Parker Road.

Michael Morris: I think it actually goes to bid in fall of '26 so it's already designed to be beat out.

Jeff Steiling: Do we know if they're addressing any of these issues in that design or?

Michael Morris: They're not addressing any of these issues, they're basically just widening Harrisburg Road to the five lane. Parker stays the same.

Paul Ford: How far south is the five lane?

Michael Morris: I don't remember.

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Derrel Smith: It was going to go further but people in the area opposed it and so they dropped it there.

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Carol Duncan: They had planned for it to go further down.

Lonnie Roberts: At the turn to go to Shadow Ridge, correct?

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A motion was made by Dennis Zolper, seconded by Jeff Steiling, that this matter be Approved . The motion PASSED with the following vote.

Aye: 8 - Lonnie Roberts Jr.;Jimmy Cooper;Kevin Bailey;Monroe Pointer;Jeff Steiling;Paul Ford;Jim Little and Dennis Zolper

Nay: 1 - Stephanie Nelson

[PP-24-18](#)

Preliminary Subdivision: Ponderosa Pointe

Crafton Tull is requesting preliminary subdivision approval for Ponderosa Pointe; 67 lots on 70.05 acres. This site is located at south of Strawfloor Drive and west of Rivera Drive in the, R-1, single family medium density district.

Attachments: [Application](#)
 [Plats Updated](#)
 [Ponderosa Point-Plan Set](#)
 [Staff Report](#)

Lonnie Roberts (Chair): Proponent for this item?

Michael Bogs (Proponent): Good evening, Michael Boggs with Craft and Tool. We're looking to get preliminary plat approval for this subdivision. We had met with the city yesterday and planning. We met with them previously before and addressed some concerns that they had and this is the new design from the meetings that we've had with them. Wanna resubmit it to bring this thing back.

Lonnie Roberts: Okay, city planner, do you have staff comments for this one?

Derrel Smith (City Planner): Yes sir, we reviewed it. It meets all the requirements of the subdivision code. So, we would recommend approval.

Lonnie Roberts: Alright, so now I will open up for commissioner questions or comments on this one please?

Jeff Steiling: I have one question, I was a little confused there's a utility easement on the east side of Ponderosa kind of into, it looks like it subdivides the lots that are off of Sea Island Drive?

Michael Morris (City Engineer): Jeff, just to let you know, most people down on Sea Island bought an additional 100 feet buffer along the back of their properties and the easement was actually what was platted in the original ridge point and then they bought an additional buffer. And that's what you're seeing, that's why it's in the middle of it.

Jeff Steiling: Okay, so we're not land locking-

Michael Morris: We're not, they're owned by the property owners off of Sea Island.

Michael Bogs: Correct. Either one or both or some adjacent properties but there is a strip and then if you go on down, Monica, just a little bit. There's another see, that long strip right there? They're going to keep that buffer to continue all the way down.

A motion was made by Dennis Zolper, seconded by Jim Little, that this matter be Approved . The motion PASSED with the following vote.

Aye: 8 - Jimmy Cooper;Kevin Bailey;Monroe Pointer;Stephanie Nelson;Jeff Steiling;Paul Ford;Jim Little and Dennis Zolper

6. Final Subdivisions

7. Conditional Use

8. Rezoning

RZ-24-19 Rezoning: 5622 S. Caraway Road

Wescott Enterprises, LLC is requesting a rezoning from R-1, single-family medium density district, to C-3 LUO, general commercial district with a limited use overlay. This rezoning request is for 1.15 acres and is located at 5622 S. Caraway Road.

Attachments: Wescott Enterprises LLC - Rezoning Application
Certified Letters
Parcel for 5622 S Caraway Rd
Sign Posted
Staff Summary

Lonnie Roberts (Chair): Our next item on the agenda is a rezoning on 5622 S. Caraway Road, do we have anyone to speak on that? Okay, so we will need to motion to table that until January the 14th. They did let us know they probably would not be here.

A motion was made by Jimmy Cooper, seconded by Dennis Zolper, that this matter be Tabled . The motion PASSED with the following vote.

Aye: 8 - Jimmy Cooper;Kevin Bailey;Monroe Pointer;Stephanie Nelson;Jeff Steiling;Paul Ford;Jim Little and Dennis Zolper

9. Staff Comments

10. Adjournment