

City of Jonesboro
3911 South Caraway Road
Rezoning Request

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The Purpose of Zoning, § 117-4

“The zoning regulations set forth in this chapter are enacted to aid in the implementation of the land use portion of the comprehensive plan for the city and to promote, in accordance with present and future needs, the safety, order, convenience, prosperity, and general welfare of the citizens of the city. The regulations are intended to provide for orderly growth and development; for protection of the character and stability of residential, commercial, industrial, recreational, and environmentally sensitive areas of the city; for protection of property from blight and undue depreciation; for efficiency and economy in the process of development for the appropriate and best use of land; for the use and occupancy of buildings; for healthful and convenient distribution of population; for good civic design and arrangement; and for adequate public utilities and facilities.”

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§ 117-34 Factors (Traditional Approval Criteria)

1. Consistency of the proposal with the comprehensive plan;
2. Consistency of the proposal with the purpose of this chapter;
3. Compatibility of the proposal with the zoning, uses and character of the surrounding area including adjacent neighbors that have a direct impact to the property;;
4. Suitability of the subject property for the uses to which it has been restricted without the proposed zoning map amendment;
5. Extent to which approval of the proposed rezoning will detrimentally affect nearby property including, but not limited to, any impact on property value, traffic, drainage, visual, odor, noise, light, vibration, hours of use/operation and any restriction to the normal and customary use of the affected property; and
6. Impact of the proposed development on community facilities and services, including those related to utilities, streets, drainage, parks, open space, fire, police, emergency medical services, and schools.

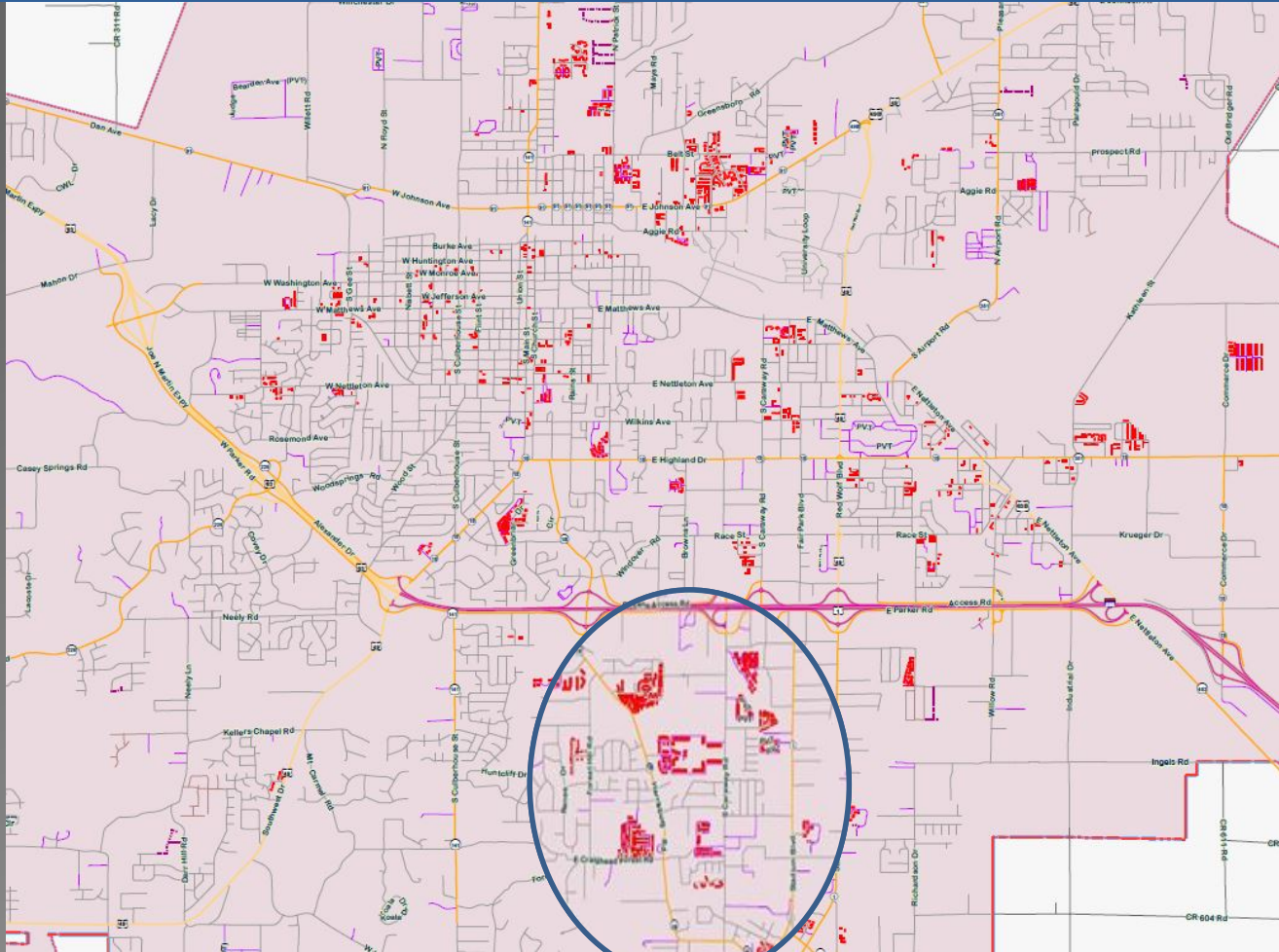
§ 117-175 Factors (PD Approval Criteria)

1. The PD district and preliminary development plan is consistent with the adopted city land use plan and comprehensive plan;
2. The proposed uses will have a beneficial effect on the community;
3. The internal streets and primary and secondary roads that are proposed properly interconnect with the surrounding existing road network;
4. The site will be accessible from public roads that are generally adequate to carry the traffic that will be imposed upon them by the proposed development and the streets and driveways on the site will be adequate to serve the residents or occupants of the proposed development;
5. The minimum common open space areas have been designated and shall be duly transferred to a legally established homeowners association, where applicable, or have been dedicated to city or another public or quasi-public agency as provided in section 117-171.
6. The preliminary development plan is consistent with the intent and purpose of this division.
7. The preliminary development plan has been transmitted to all other agencies and departments charged with responsibility of review.

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- **15,000 vehicles travel on South Caraway each day**
- **50% increase in vehicles using South Caraway since 2003**
- **No major road or infrastructure improvements on Caraway Road south of Latourette Drive since 1993**
- **Over 300 accidents have occurred on South Caraway during the last 5 years**
- **Property damage resulting from accidents is estimated to total \$1,471,785**
- **Current infrastructure is not adequate for existing community**

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Dr. Zahid Hossain

Arkansas State University

Assistant Professor of Civil Engineering

Education:

- Doctor of Philosophy Civil Engineering The University of Oklahoma, Norman
- Master of Science Computer Science The University of Oklahoma, Norman
- Master of Science Civil Engineering The University of Oklahoma, Norman
- Bachelor of Science Civil Engineering Khulna University of Eng. and Tech., Bangladesh

Research Interests:

Asphalt Chemistry, Spectroscopy Analysis, Surface Chemistry, Superpave, Warm Mix Asphalt, Asphalt Recycling, Nanotechnology, Bioasphalt, Asphalt Emulsion, Mechanistic Empirical Pavement Design Guide (MEPDG), Enhanced Integrated Climate Modeling (EICM), Resilient Modulus, Constitutive Modeling, Neural Network Modeling, Data Mining, and Lean Construction.

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- **Problems with Braxton Development Traffic Study**
 - Design of study does not comply with AHTD Traffic Handbook standards or follow Best Practices for Traffic Impact Studies
 - Conducted over 14 hour period instead of the minimum requirement of 24 hours
 - No Annual Average Daily Traffic estimates
 - Does not account the seasonal factor
 - Does not evaluate impact on other modes of transportation
 - Best practices requires additional analysis to be given for 5 years beyond build out

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- **Level of Service Analysis**
 - **P.M. eastbound Glenn Place**
 - **LOS will drop from “E” to “F”**
 - **A.M. westbound on Glenn Place**
 - **LOS will drop from “C” to “D”**
 - **A.M. eastbound Glenn Place**
 - **LOS will remain “E”**
 - **P.M. westbound Glenn Place**
 - **LOS will remain “C”**
 - **P.M. eastbound Main entrance**
 - **LOS shown as “E”**

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- **No Level of Service Analysis between I-555 and proposed development**
 - 90% of traffic from the proposed site is estimated to travel between proposed site and I-555

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“The South Caraway area has been too highly trafficked for a long time now. I can't imagine what putting more multi-family housing will do when it's already VERY dangerous. We need to add the infrastructure of increased lanes before anyone allowed to build. If the City Council votes for this housing they are putting the interest of a few builders ahead of the safety of the entire city of Jonesboro.”

- Allison McArthur, May 27 2017

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“Traffic on S. Caraway is an absolute nightmare. The road needs to be widened, there needs to be a turning lane, and there needs to be sidewalks for the numerous pedestrians who walk this road daily and who have worn a path in the grass from all of their foot traffic.”

- Briley Schoolfield, June 2, 2017

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“During high traffic hours this two lane stretch is incredibly packed and dangerous already. Another 300 plus people driving on it would be terrible.”

- Cory Vaughn, June 3, 2017

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“South Caraway simply cannot handle a higher volume of traffic than it currently does. The road must be widened with sidewalks added before any more apartments are built.”

- Jenniver McCampbell, June 5, 2017

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- **South Caraway Residents Take on Proposed Rezoning and Planned Development**