







**Approval Criteria- Chapter 117 - Amendments:**

The criteria for approval of a rezoning are set out below. Not all of the criteria must be given equal consideration by the MAPC or City Council in reaching a decision. The criteria to be considered shall include, but not be limited to the following:

Criteria	Explanations and Findings	Comply Y/N
(a) Consistency of the proposal with the Comprehensive Plan/Land Use Map.	This area is classified as a Moderate Intensity Growth Sector. There are other Planned Developments in the area.	1. 
(b) Consistency of the proposal with the purpose of Chapter 117-Zoning.	The proposal will achieve consistency with the purpose of Chapter 117.	
(c) Compatibility of the proposal with the zoning, uses and character of the surrounding area.	This area has several multi-family developments.	
(d) Suitability of the subject property for the uses to which it has been restricted without the proposed zoning map amendment.	This property is located on South Caraway Road. There are other commercial developments in the area.	
(e) Extent to which approval of the proposed rezoning will detrimentally affect nearby property including, but not limited to, any impact on property value, traffic, drainage, visual, odor, noise, light, vibration, hours of use/operation and any restriction to the normal and customary use of the affected property.	This site and use should not be a detriment to the area if controls are implemented to screen and buffer the Multi-Family from the Single Family Residential. Traffic may be an issue. This road already has quite a bit of traffic.	
(f) Impact of the proposed development on community facilities and services, including those related to utilities, streets, drainage, parks, open space, fire, police, and emergency medical services.	Minimal impact if rezoned due to the fact that a majority of lots surrounding this address have already been developed. There are already several multifamily developments in the area.	



# LAND USE MAP

Adopted on May 5, 2015, ORDINANCE 15-017

## Legend

roadways  
Greenway, OpenSpace, Floodplain

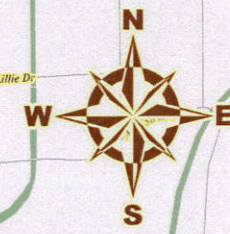
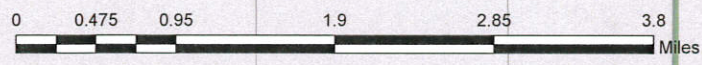
## Proposed Growth Sectors

- Neighborhood Node
- Commercial Node
- Jonesboro City Limits
- One Mile Buffer
- Arts & Entertainment
- Office & Institutional
- Redevelopment & Urban Village District

- Rural (Light Green)
- Low Intensity (Light Beige)
- Moderate Intensity (Orange/Tan)
- High Intensity (Hot Pink)
- Industrial (Light Pink)
- Institutional (Light Blue)
- Medical Center

Res. Neighborhood Comm. Node (RNC)

High Intensity Commercial Node (HIC)





# SOUTH CARAWAY BAPTIST CHURCH

3707 South Caraway  
Jonesboro, AR 72404  
(870) 802-0992

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April 19, 2017

Honorable Planning Commission Members  
Honorable City Council Members  
City of Jonesboro  
300 South Church  
Jonesboro, AR 72401

Reference: New Apartment Community at 3901 South Caraway Road

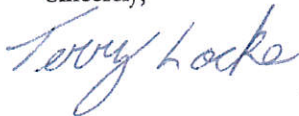
Dear Honorable Members:

On March 14, 2017, the developers of the proposed apartment community to the south of our church met with us to discuss their development plans for their project. After meeting with Will Ralph of the development team, we would offer the following regarding the project:

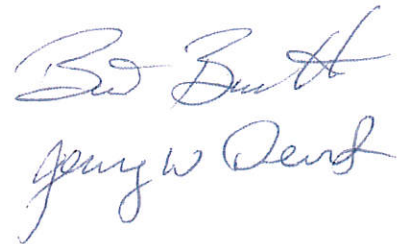
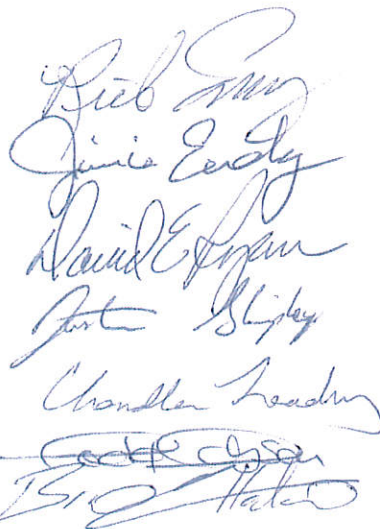
- We offer our support of the project based on the development plans shown to us by Mr. Ralph.
- As part of the development plan presented by Mr. Ralph, it was noted that a fence may be installed on the common property line between our two properties. If such a fence is installed, Mr. Ralph has agreed that an opening or a gate will be provided, if acceptable to the City, to facilitate pedestrian access between the two properties.

We appreciate the opportunity to submit this letter in support of the apartment community development. We look forward to the new apartment community being our neighbor and being a positive part of our neighborhood. If you have any questions, please feel free to contact me anytime.

Sincerely,



Terry Locke  
Deacon Chair  
South Caraway Baptist Church







# JONESBORO MULTI FAMILY PERSPECTIVE

JONESBORO, AR

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# 16212  
04.21.2017  
Braxton Development





STONE  
VENEER

METAL  
AWNINGS

SIDING 3

SIDING 1

SIDING 2

BOARD  
& BATTEN

ASPHALT  
SHINGLES

# JONESBORO MULTI FAMILY SCHEMATIC ELEVATION

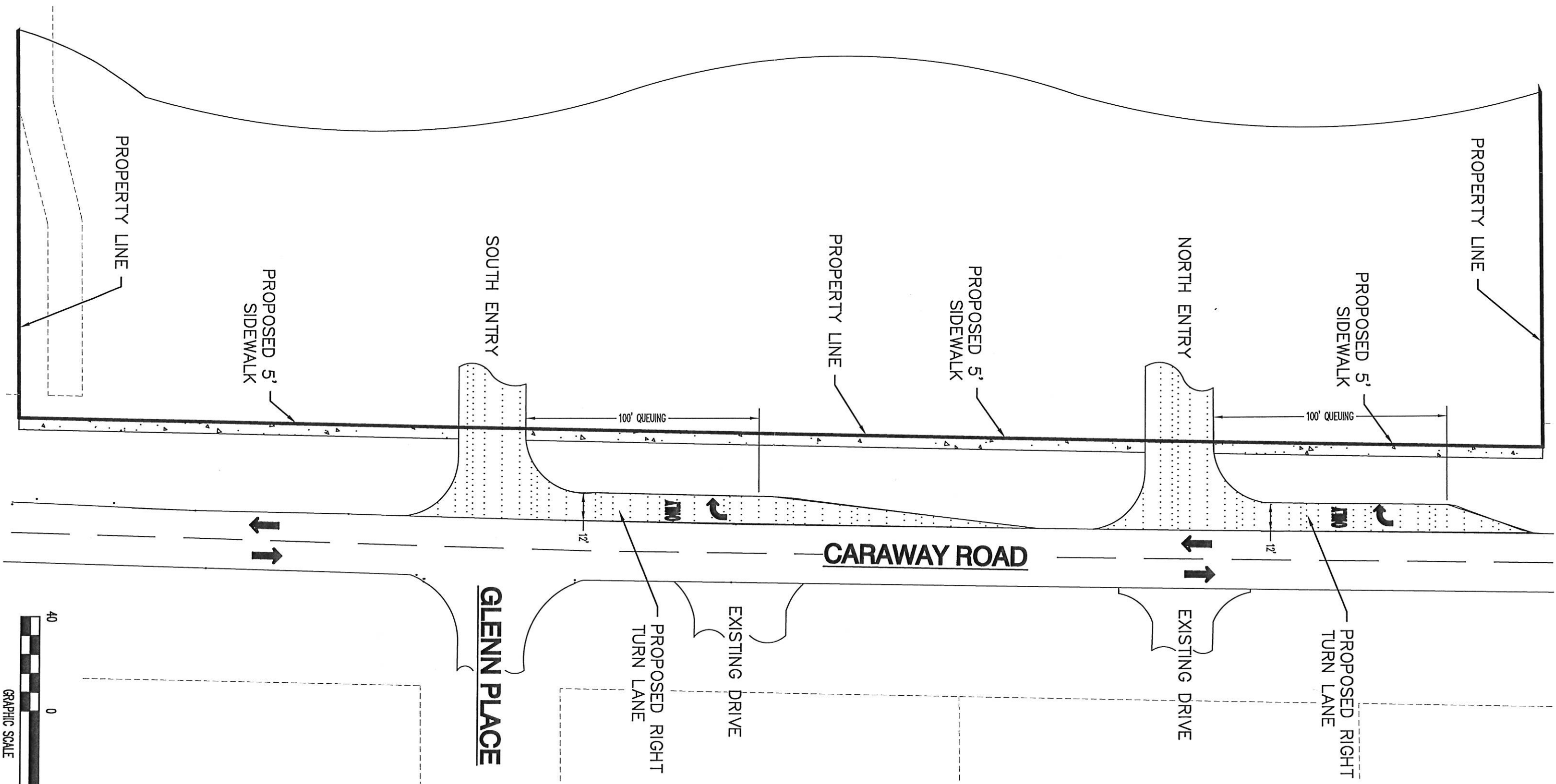
JONESBORO, ARKANSAS

SCALE 3/32"=100'-0"  
0' 10' 20'

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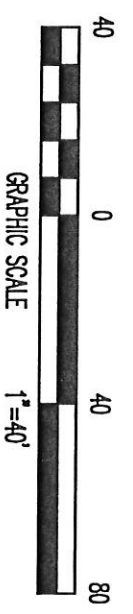


# 14212  
03.01.2017  
Braxton Development



N

BASIS OF BEARING: ARKANSAS STATE PLANE GRID NORTH ZONE (0301)





## TABULATIONS

### PHASE I

SITE AREA: APPROX. 11.97 AC.

#### UNIT TABULATION:

1 BEDROOM: 68 UNITS (36.96%)  
 2 BEDROOM: 88 UNITS (47.83%)  
 3 BEDROOM: 28 UNITS (15.22%)  
**TOTAL: 184 UNITS**  
 @ 15.37 UNITS/NET ACRE

#### PARKING TABULATION:

359 SURFACE PARKING  
 24 DETACHED GARAGES  
 20 TUCK UNDER GARAGES  
**401 PARKING REQUIRED**  
**403 TOTAL PARKING PROVIDED**  
 @ 2.19 PARKING/UNIT  
 @ 1.26 PARKING/BED

#### OPEN SPACE TABULATION:

104,300 SQ FT. REQUIRED  
 +/- 144,000 SQ FT. PROVIDED

### PHASE II

SITE AREA: APPROX. 6.18 AC.

#### UNIT TABULATION:

1 BEDROOM: 42 UNITS (37.50%)  
 2 BEDROOM: 56 UNITS (50.10%)  
 3 BEDROOM: 14 UNITS (12.40%)  
**TOTAL: 112 UNITS**  
 @ 18.12 UNITS/NET ACRE

#### PARKING TABULATION:

241 SURFACE PARKING  
 6 DETACHED GARAGES  
 10 TUCK UNDER GARAGES  
**242 PARKING REQUIRED**  
**257 TOTAL PARKING PROVIDED**  
 @ 2.29 PARKING/UNIT  
 @ 1.31 PARKING/BED

#### OPEN SPACE TABULATION:

53,900 SQ FT. REQUIRED  
 +/- 65,000 SQ FT. PROVIDED

### PHASE I + PHASE II

SITE AREA: APPROX. 18.15 AC.

#### UNIT TABULATION:

1 BEDROOM: 110 UNITS (37.23%)  
 2 BEDROOM: 144 UNITS (48.67%)  
 3 BEDROOM: 42 UNITS (14.10%)  
**TOTAL: 296 UNITS**  
 @ 16.31 UNITS/NET ACRE

#### PARKING TABULATION:

600 SURFACE PARKING  
 30 DETACHED GARAGES  
 30 TUCK UNDER GARAGES  
**643 PARKING REQUIRED**  
**660 TOTAL PARKING PROVIDED**  
 @ 2.23 PARKING/UNIT  
 @ 1.26 PARKING/BED  
 \* SURFACE PARKING INCLUDES  
 14 HANDICAP PARKING

#### OPEN SPACE TABULATION:

158,200 SQ FT. REQUIRED  
 +/- 209,000 SQ FT. PROVIDED



Turn lane - 100 foot stack length + approximately 6:1 taper.

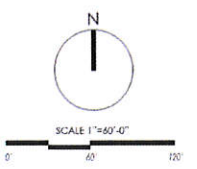
Turn lane - 100 foot stack length + approximately 10:1 taper.

Boulevard Sidewalk

# JONESBORO MULTI FAMILY SCHEMATIC SITE PLAN - # 4

JONESBORO, AR

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# 16212  
 03.01.2017  
 Braxton Development



April 21, 2017

Honorable Planning Commission Members  
Honorable City Council Members  
City of Jonesboro  
300 South Church  
Jonesboro, AR 72401

Reference: Comparison of traffic impacts for current zoning designation (C-3) versus proposed zoning designation (PD-MF) for zone change application at 3911 South Caraway Road

Dear Honorable Members:

As part of the requested analysis on the requested zone change from C-3 to PD-MF on the property located at 3911 South Caraway Drive in Jonesboro, we have evaluated traffic impacts under what would be allowed under the current zoning (C-3) versus what would be constructed as part of the proposed zone change (PD-MF). The following presents results of the analysis:

- The purpose of the current zoning designation (C-3) is defined in the City of Jonesboro Development Code “to provide appropriate locations for commercial and retail uses which are convenient and serve the needs of the traveling public.” Allowed uses under this zoning designation include, but are not limited to, convenience store, general office, restaurants, and retail/service.
- In order to evaluate the trip generation for these types of uses, the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> edition* was used to evaluate trip generation from this development. It was determined that Use #820 (Shopping Center) most closely followed the allowed uses in the City of Jonesboro’s C-3 zoning designation. The basis of determining the trip generation for this use is the square footage of gross leasable area during the PM Peak Hour. The regression curve and data for this land use type is included as Exhibit A to this letter.
- The floor area ratio (i.e. the amount of gross leasable area divided by the total of area of the property) can vary significantly depending on conditions such as topography, height of buildings, etc. According to data provided by the *American Planning Association*, it can be reasonably assumed that the floor area ratio for a site like this would be approximately 0.25, assuming a single story building. In simpler terms, this would mean that 25% of the lot area would be utilized for leasable space, while the remaining 75% would be used for items such as parking, landscaping, drive aisles, etc.

For the purposes of this analysis, it was assumed, conservatively, that 10% of the area of the property would be developed as gross leasable area under existing conditions. Based on the size of the property (18.15 acres or 790,614 square feet), approximately 79,061 SF would be developed as gross leasable space on the property. Based on the regression curve equation provided from the data shown in Exhibit A ( $\ln(T) = 0.67 (\ln(X) + 3.31)$ ), the number of peak hour trips would be **512 total**



**trips.** Industry standard dictates that, generally, the peak hour traffic volumes on a roadway equate to approximately 10% of the total average daily volume. Based on this calculation, under the current zoning designation (C-3), approximately **5,120** vehicle daily trips would be added to the nearby roadway network.

- Again using the *ITE Trip Generation Manual, 9<sup>th</sup> Edition*, the proposed development of the apartment community was evaluated for trip generation. Utilizing the same methodology as above, the site plan for the proposed apartment community was evaluated based on 296 units. It was determined that use #220 (Apartment) was the most appropriate for evaluating the apartment community. The regression curve and data for this land use type is included as Exhibit B to this letter.

Based on 296 units, the PM peak hour trip generation using the regression curve equation provided from the data shown in Exhibit B ( $T = 0.55(X) + 17.65$ ), the number of peak hour trips would be **180 total trips**. Assuming, similar to above, that the peak hour volumes are 10% of the total average daily volume, the number of trips generated from this development under the proposed zoning designation (PD-MF) would be approximately **1,800 daily trips**.

### Conclusion

- Based on the above analysis, even under a very conservative scenario which considers only 10% of the gross property area as gross leasable area, the proposed zoning designation would result in a potential decrease in daily vehicle trips of approximately 284%. Based on this, it can be reasonably assumed that any type of commercial development (as allowed under the current zoning designation) would generate significantly more traffic to the surrounding street network than the proposed apartment community.

If you have any questions, please feel free to contact me anytime at (406) 582-8100.

Sincerely,



Will Ralph, PE, LEED AP  
Director of Development  
Braxton and Klein Capital Partners, LLC