



# City of Jonesboro

Municipal Center  
300 S. Church Street  
Jonesboro, AR 72401

## Meeting Minutes - Final Metropolitan Area Planning Commission

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Tuesday, April 28, 2020

3:00 PM

Municipal Center

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### Call to Order

### 2. Roll Call

**Present** 9 - Lonnie Roberts Jr.; Jerry Reece; Jimmy Cooper; Jim Little; Dennis Zolper; Mary Margaret Jackson; David Handwork; Jim Scurlock and Kevin Bailey

### 3. Approval of minutes

[MIN-20:038](#)

MINUTES: MAPC Minutes - April 14, 2020

**Attachments:** [MAPC Minutes from April 14, 2020](#)

A motion was made by David Handwork, seconded by Jim Little, that this matter be Approved. The motion **PASSED** with the following vote:

**Aye:** 8 - Jerry Reece; Jimmy Cooper; Jim Little; Dennis Zolper; Mary Margaret Jackson; David Handwork; Jim Scurlock and Kevin Bailey

### 4. Miscellaneous Items

[COM-20:020](#)

SITE: 301 and 303 N Bridge Street

George Hamman of Civilogic on behalf of Charles Mabry is requesting MAPC to allow an existing sidewalk to remain in place as is and to request to improve another existing sidewalk in the present location located at 301 and 303 N. Bridge Street.

**Attachments:**

[Letter](#)

[Plans set 301 N. Bridge Street](#)

[Pictures of Sidewalk](#)

[Pictures of Area and Sidewalks](#)

George Hamman of Civilogic on behalf of Charles Mabry is requesting MAPC to allow an existing sidewalk to remain in place as is and to request to improve another existing sidewalk in the present location located at 301 and 303 N. Bridge Street.

**APPLICANT:** George Hamman stated there are existing sidewalks at this site. One is at the intersection of Bridge and Word. Some other photographs show sidewalks down Word Street. Those are fairly new sidewalks. They do not show up on the 2017 aerial photos the city has. He stated he assumes the city has installed those. That one is 5' wide. One of the comments we received was to place a 5' wide sidewalk along Word Street, but it had to be 4' off of the curb. He stated that does not make a lot of sense to tear out a perfectly good, almost new sidewalk just to move it over a few feet. He is making the same request on Bridge Street because there is an existing 4' sidewalk. He stated he would like for the developer to go in there and widen it by two'. Then we would have a 6' sidewalk along Bridge Street.

**COMMISSION:** Lonnie Roberts Jr. asked for staff comments.

**STAFF:** Derrel Smith stated they require the greenspace be between the curb and the sidewalk because that is what the new ordinances requires. A minor street requires 4' of greenspace between the curb and sidewalk and 6' of greenspace on collector streets and above. These are fairly new sidewalks, but they do not meet the new requirements. That is why we had them come to the MAPC to see if buffer requirements would be waived or not.

**COMMISSION:** Lonnie Roberts Jr. asked for commissioner comments.

**COMMISSION:** Jim Scurlock stated that Jonesboro does not need to tear out anything they already have. He stated they should just add onto the sidewalk.

**COMMISSION:** Mary Margaret Jackson asked if it will meet ADA requirements.

**APPLICANT:** George Hamman stated that because they are following the road, they do not have to.

**COMMISSION:** David Handwork stated part of ADA is that if it follows a curb, by default it meets ADA requirements.

**COMMISSION:** Jimmy Cooper asked if there is room between the present

sidewalk and the utility poles to move it back 4'. He stated it does not appear there is enough room at the corner. There is not enough room there to move it and they are not going to move the utility poles.

APPLICANT: George Hamman stated that is a great observation. He stated he did not measure that and he does not have the plan in front of him.

COMMISSION: Jimmy Cooper asked about the section he would be doing on the next street. He asked if he is going to add 2' or tear it out and put in new.

APPLICANT: George Hamman stated he is asking to add 2' to it.

COMMISSION: Jimmy Cooper stated he would never go for that.

COMMISSION: David Handwork stated he was on the new street standards committee. We knew going into it that we might run into things in this type of context. This is a situation where recently there has been a 5' sidewalk put in that is fairly new. He stated, going with Mr. Cooper, he would not go with the adding 2' to the other sidewalk. It is in horrible shape. It needs to be replaced. He stated he does not understand how you could add on to it with the old retaining walls, driveways and make that work. He stated he does feel this is a reasonable request for where there are the newer sidewalk. It does appear that it will interfere with the existing overhead power facilities. He stated he is in favor of keeping the newer sidewalk and opposed to keeping the other.

COMMISSION: Lonnie Roberts Jr. asked staff if there is a way to break up the decision if that is what the commissioners want to do.

STAFF: Derrel Smith stated that they can approve Word with the new sidewalk and Bridge will have to be replaced.

COMMISSION: Lonnie Roberts Jr. asked George Hamman if that was acceptable to him, breaking this into two different decisions.

APPLICANT: George Hamman stated yes, it is absolutely acceptable.

COMMISSION: Mary Margaret Jackson stated looking at the ordinance, would it be possible for them to contribute funding that they would have spent to put in a sidewalk to the sidewalk fund.

STAFF: Derrel Smith stated that is not part of the ordinance.

COMMISSION: Mary Margaret Jackson stated it is because it is new sidewalks, not existing sidewalks.

A motion was made by Jimmy Cooper, seconded by Jim Little, that this matter be Denied. The motion FAILED with the following vote.

Nay: 8 - Jerry Reece; Jimmy Cooper; Jim Little; Dennis Zolper; Mary Margaret Jackson; David Handwork; Jim Scurlock and Kevin Bailey

## **5. Preliminary Subdivisions**

**6. Final Subdivisions**

**7. Conditional Use**

**8. Rezoning**

[RZ-20-04](#)

REZONING: 3006 Rook Road

Michael Daniels, Land Surveyor is requesting MAPC Approval for a Rezoning from R-1 Single Family Medium Density District to C-3 General Commercial Limited Use Overlay. for 15.3 Acres +/- of land located at 3006 Rook Road.

**Attachments:**     [Application](#)  
                              [Rezoning Plat](#)  
                              [Certified Receipts](#)  
                              [Staff Summary](#)  
                              [Pictures of Area](#)

Michael Daniels, Land Surveyor is requesting MAPC Approval for a Rezoning from R-1 Single Family Medium Density District to C-3 General Commercial Limited Use Overlay. for 15.3 Acres +/- of land located at 3006 Rook Road.

**APPLICANT:** Michael Daniels stated they have 15+ acres they want to zone C-3 LUO. He stated if there are any questions, he would be happy to answer.

**COMMISSION:** Lonnie Roberts Jr. asked for staff comments.

**STAFF:** Derrel Smith stated this is going to require a traffic impact analysis before we are going to be able to move forward with this. With over 15 acres of commercial, our new codes that have just passed require that we have at least some types of analysis to know what kind of traffic this site is going to generate. We would like to require a traffic impact analysis before this goes further.

**COMMISSION:** Lonnie Roberts Jr. stated the request by the city is that before we go forward, we get the traffic impact analysis. He asked for commissioner comment.

**COMMISSION:** Kevin Bailey asked if they can table it until they get the analysis.

**COMMISSION:** Lonnie Roberts Jr. asked if everyone wants to table this.

A motion was made by Kevin Bailey, seconded by David Handwork, that this matter be Tabled . The motion **PASSED** with the following vote.

**Aye:** 8 - Jerry Reece; Jimmy Cooper; Jim Little; Dennis Zolper; Mary Margaret Jackson; David Handwork; Jim Scurlock and Kevin Bailey

[RZ-20-05](#)

REZONING: 3506 Southwest Drive

Jeremy Bevill of Fisher & Arnold, Inc. on behalf of Southern Hills Real Estate, LLC and Mr. Carroll Caldwell are requesting MAPC Approval for a Rezoning from C-3 General Commercial District Limited Use Overlay to PD-M for 118.34 Acres +/- of land located at 3506 Southwest Drive.

**Attachments:**     [Application](#)  
                              [Letter](#)  
                              [Staff Summary](#)  
                              [Rezoning Plat](#)  
                              [Outline Plan](#)  
                              [Pictures of Rezoning Signs](#)  
                              [Certified Mail Receipts](#)  
                              [School District Letter](#)  
                              [First Baptist Church Notif. Signed](#)  
                              [Pattern Book](#)  
                              [Property Owner Signature](#)  
                              [Traffic Study](#)  
                              [Pedestrian Circulation Plan](#)  
                              [Email Southern Hills PD](#)  
                              [Email From David Handwork](#)

Jeremy Bevill of Fisher & Arnold, Inc. on behalf of Southern Hills Real Estate, LLC and Mr. Carroll Caldwell are requesting MAPC Approval for a Rezoning from C-3 General Commercial District Limited Use Overlay to PD-M for 118.34 Acres +/- of land located at 3506 Southwest Drive.

**APPLICANT:** Frank Perkins stated he is here on behalf of the proponents. With us from Southern Hills Real Estate is Carroll Caldwell and Matt Miller. Jeremy Bevill is here on behalf of Fisher & Arnold who is the engineer on the project. We have Ernie Peters who is the traffic study engineer that has studied this project. He stated he thinks everyone knows where this project is. It is the old mall project where this property started to develop into a mall before Turtle Creek Mall was built. He stated he will present a general overview of the project with some general points. He stated he will then turn it over to Jeremy where he can talk about some specifics. Then Ernie can discuss the traffic study and what he found with that. He stated they will close with some words from Carroll Caldwell on behalf of the owners. He stated they are proposing a change of zoning from a general C-3. This is roughly 118 acres. This will go from a C-3 zoning down to a more restrictive PD-M classification. He stated this would allow them to have more flexibility with how they develop this property. Specifically, it will allow them to blend in a mix of uses that will contain both residential and more intense commercial and also blend more quiet commercial. A full 20% of this project is dedicated to green space. He asked them to look at a drawing and stated it shows a really good overview of how this property is going to be developed. To the west is Southwest Drive and to the south is Kellers Chapel Road. The property closest to the highway is going to be retail commercial usage. This is designed for more high end retail. Retail will be in small lots. You will see banks, restaurants, that type of thing. Toward

the back you will see the larger commercial tracts will be for big box retail. As you go toward the back of the property there will be townhomes, condominiums, and multi-family. The two blue areas to the north and south are going to be more office/flex type space. The green space is at both the north and the south portions of the property. A lot of thought was put into the design of this property. Not only was it designed to meet some of the city's goals of having mixed use properties, but it also meets future connectivity goals with Culberhouse. He stated they have complied with the sidewalk ordinance and there are walking trails with greenspace features throughout the property. It is designed so the entire property is connected. At the time we submitted this project a traffic study was not a requirement. He stated they went ahead and had one done. He stated this project complies with the master use plan, street plan, and storm water detention plans. This use is consistent with surrounding zonings and current uses. He stated they are required to send out notices 200' from property. They sent it 250' out and had no negative comments. He stated there were several positive comments from it. The Valley View School District board approved of this project. The developers met with the city and the Planning Department. At different points, different ideas or concerns were raised. We have modified our plan book to accommodate those concerns. This is designed to be a high end project in this part of town. Before the meeting we were forwarded a letter from Beverly Parker where she stated development concerns as Jonesboro as a whole. She stated that it looks like there is a lot of pavement on the front and has concerns about some of the greenspace. He stated he would tell her that a lot of thought has been put into those issues. Sometimes you cannot see some of that thought in the plan book, but this project is designed to be totally connected with sidewalks and walking trails which are not required. He stated he thinks it is clear Jonesboro wants to go in that direction. This project is designed to meet and accommodate those goals. He stated he would allow Jeremy Bevill to discuss specifics.

APPLICANT: Jeremy Bevill stated this rezoning is designed to have minimal impact on neighbors. He stated they have incorporated landscape buffer zones throughout the project. Internal roadways are designed to minimize traffic impact and provide connectivity between Southwest Drive and Culberhouse as required by the city's master street plan. The circulation plan shows the trails and sidewalks. He stated they believe this project fits in with the city's master trail plan. There is a 26 mile loop that encircles Jonesboro and that loop actually crosses this property. This project will be an important quality of life and connectivity link for Jonesboro. He stated they have a little over two miles of sidewalks and 1.6 miles of trails. There are three lane and two lane roads that are about 1.2 miles. There is 3400 feet of road frontage along Southwest Drive and 1500 feet on Kellers Chapel Road. They are including two sizeable open spaces at the edges of the community. This will provide opportunity for storm water management. He stated they want to help downstream neighbors and neighborhoods. The peak flows are planned to be reduced by an additional 25% beyond the city's drainage manual requirements. He stated their goals are to provide a unified neighborhood setting, interconnecting pedestrian ways, streets, and consistent landscaping. This creates a pedestrian friendly and family focused community. He stated he would now turn it over to Mr. Peters for the traffic discussion.

APPLICANT: Ernie Peters stated they have completed a traffic impact study for this site. He stated they started by using existing traffic volumes that were

collected roughly three years ago for the previous owner of the site. He stated that data was updated to the current year. He stated they looked at the mix of uses on various tracts and used the standard values to calculate the values shown on Table 1. The magnitude of the values could go up or down depending on the specific use of the tracts. He stated they believe it is representative of what will develop on the tract. When you look at a 24 hour, two day traffic volume we have calculated 18,000 trips per day. He stated their focus was on the a.m. and p.m. peak hours of the adjacent streets. These are typically the highest volume areas to assess. The a.m. peak estimated volume is 787 vehicle trips entering and exiting and almost 1400 entering and exiting combined in the p.m. peak hour. He stated they assumed a collector street connection to Culberhouse through the development. The reason they are not showing a value entering or exiting that way is because they recognized there could be some cut-through traffic from the east wanting to access over to Southwest Drive and conversely there could be some traffic volume generated for this site that might not ever travel on Kellers Chapel or Southwest Drive. They may divert east to Culberhouse. He stated their best guess is that would be a wash. This chart shows the projected 20 year traffic volumes. We took into account full development of this site and background growth of non-site traffic that will likely occur in this corridor. He stated they did assume not only the three collector street connections to Southwest Drive as well as connections down to Kellers Chapel, but also assumed five other individual driveway connections that would occur along Southwest Drive to serve the site. In making that assumption with a little over 3300 lineal feet of frontage on Southwest Drive, the average spacing between access drives is over 400'. He stated they have tried to cite where those driveways and street collector intersections would be and the range anywhere from 320-640' spacing between the drives. He stated they believe that is good spacing and is consistent with the city's access management plan. The next chart shows the p.m. peak volume values. As stated before, the p.m. peak volume is the more critical value. They are what dictated what we found to be necessary for improvements to accommodate this development. The details and calculations are included in the report. He stated they found that each of the driveway and collector street intersections can operate at an acceptable level of service for the 20 year traffic conditions with some mitigation. Some mitigation involves improvements at the intersection of Southwest Drive and Kellers Chapel Road. He stated they have recommended to add a lane eastbound and westbound on Kellers Chapel at this intersection. This will also require the traffic signal to be modified to accommodate that additional width. The will allow for dual left turn lanes and be able to accommodate the full volume traffic. At Collector Street E there will be a need for future traffic signal control on Southwest Drive at that location. They also recommend that Collector E at the intersection be widened to allow for dual left turn lanes westbound out of the site onto Southwest Drive.

COMMISSION: Lonnie Roberts Jr. asked for commissioner comment regarding the traffic study. There was none.

APPLICANT: Ernie Peters stated they have recommended a certain level of mitigation. There will need to be agreement between the developer and the city on when those mitigated improvements will take place. They are not needed immediately, but will be sometime between now and when the project is fully built.

**APPLICANT:** Carroll Caldwell stated they are taking a commercial tract of land and improving it. There will be 20% of green space which is a lot of land to give for common area. He stated they do realize the future. Having 1.6 miles of bike trail is a first for Jonesboro. The common area is in two places. He stated as you all know I have developed a lot of residential areas. If you live in the residential areas you want the greenspace closest to where you live. We put the greenspaces closest to the residential neighborhoods and we think that is a plus. He stated they do realize there is a drainage problem downstream. That is why they have asked engineers to make it better than they have to. He stated there will be a commercial bill of assurance which is called an ECR. There will also be a property owners' association to maintain the bike trail and common areas. He stated that part of Jonesboro does not have a grocery store, gas station, or fast food. They also do not have the hiking trails and bike trails. He asked for any questions.

**COMMISSION:** Lonnie Roberts Jr. asked for public comment to call or email. He then asked for staff comments.

**STAFF:** Derrel Smith stated they have reviewed this and as the engineer stated we have been working with them and the developer for several months trying to get this project going. We do feel that it is going to be a good project for the city of Jonesboro. We have a couple comments that I sent to Ernie earlier on the traffic study that I was still hoping to get some feedback on. You sent me the one drawing showing where the driveways will be in relation to everything off-site. It looked like there could be some conflict across the street on the street in between the access drives.

**APPLICANT:** Ernie Peters stated he has looked at that in more detail. The distance between Drive C and Drive D would be approximately 350'. We are showing Drive D offset from Horn Drive. It can be offset as shown, or it can be aligned with Horn Drive. As we go further north, Drive F would align with the main access drive to the environmental building. The church drive would be located between Drive F and Collector Street G.

**STAFF:** Derrel Smith stated with that in mind, he is going to go ahead and read our recommendations. He stated they may want to take a little more time on the traffic study, but he knows they can work that out before final approval and the last reading at city council. He stated they have reviewed it and it meets our requirements for a rezoning for a planned development. He stated we would recommend approval with the following conditions:

1. That the proposed site shall satisfy all requirements of the City Engineer, all requirements of the current Stormwater Drainage Design Manual and Flood Plain Regulations regarding any new construction.
2. A final site plan subject to all ordinance requirements shall be submitted, reviewed, and approved by the Planning Department, prior to any redevelopment of the property.
3. Any change of use shall be subject to Planning Department approval in the future.



4. A final site plan illustrating compliance with site requirements for parking, signage, landscaping, fencing, buffering, outdoor storage, dumpster enclosure, sidewalks etc. shall be submitted to the Planning Department prior to any redevelopment of this property.

5. The Rezoning will have to comply with all the Planned Development District Standards.

COMMISSION: Lonnie Roberts Jr. asked if there was any public comment. There was not at this time. He read the phone number again and advised the line would be left open for callers. He then opened for commissioner comments.

COMMISSION: Mary Margaret Jackson asked what the acceptable level of service is in Jonesboro, traffic wise. What do we consider acceptable in Jonesboro?

APPLICANT: Ernie Peters stated the normal standard on what is acceptable is normally D level of service for the overall intersection. However, if certain vehicle movements such as a left turn or a right turn experience some additional delay might cause it to be a value that is slightly less than a D level service. If that exists for a short period of time and the delay is not excessive, sometimes and E or even F level of service is tolerable or acceptable. The target is typically a D level service. He stated they have achieved that for each of the intersections.

COMMISSION: Mary Margaret Jackson stated the traffic study includes certain mitigation measures that you outlined earlier. To meet the level of service you have on the tables certain mitigation measures, which means the city has to pay for new improvements to the area to meet those levels of traffic standards, correct?

APPLICANT: Ernie Peters stated he has not said who is going to pay for them. He stated If the city wants to I am sure the developer would be pleased. He stated what he has identified is a certain level of mitigation and improvements that are needed.

COMMISSION: Mary Margaret Jackson stated the pattern plan says the developer will pay for internal streets, but not external. She stated she is trying to determine if that cost has been enumerated in terms of purchasing right-of-way, establishing these new lanes. She stated she believes he also said installing a new traffic signal, modifying another traffic signal, and then widening some other roads outside of the site to alleviate the traffic flow. She stated that she believes the collector will go all the way to Culberhouse. She asked if that was another mitigation measure.

APPLICANT: Ernie Peters stated they do not identify the extension of Collector Street E as a mitigation item, but recognize that it would occur someday. We assumed over that 20 year period that the connection would occur. He stated he would prefer either Derrel or Craig address what the city's position would be in terms of their expectations toward the mitigation improvements.

STAFF: Craig Light stated the traffic impact analysis and access management

requires the developer provide for all the mitigation measures. The city is not participating in those improvements. He stated this would be something the developer would be required to do and we would enter an agreement before the development when those improvements would be made. It would be on the developer's dime.

COMMISSION: Mary Margaret Jackson stated you are estimating it is going to be built out in 20 years. If the development changes hands, the developer is going to be responsible for all of those traffic improvements.

STAFF: Craig Light confirmed that is correct.

APPLICANT: Frank Perkins stated for clarification, they are anticipating the project will be complete before 20 years.

COMMISSION: David Handwork stated he has questions regarding the design of the traffic flow. He stated he sees on the concept design there are three major connectors to Southwest Drive. In the traffic study there are some secondary connectors that are in between D and E and F. He stated there are questions with some of the alignments and connections. He stated Southwest Drive is a very busy, highly trafficked street. He stated that he first wants to state that he believes this is a great type of development for Jonesboro. This type of development when designed well and executed well are great additions to any community and he is supportive of the concept. He stated he really wants to make sure that there is a lot of detailed design discussion about the access points off of Southwest Drive. He stated he knows the traffic study is speaking to that and how to address it, but having intermediate type of access points coming in when you have circulation roads already within a development shown in this concept view will be very important to plan out. He stated he is not highly supportive of a lot of porosity of connection points to a major thoroughfare like Southwest Drive. The concept shows we are going to deal with sidewalks along Southwest Drive. He stated the temptation will be to put that back to curb. He stated he does not know if that is something ARDOT will allow. You see more and more where they require a grass buffer. He stated that would be a preferred option here instead of a sidewalk next to a high speed thoroughfare. He stated he has other questions about the greenspace.

STAFF: Derrel Smith stated we have run out of time. He stated he realizes we have not made a decision on this and it sounds like there are still a lot of questions. We have another committee trying to take over our Zoom meeting location. We are going to have to table everything until the next meeting.

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

Aye: 8 - Jerry Reece; Jimmy Cooper; Jim Little; Dennis Zolper; Mary Margaret Jackson; David Handwork; Jim Scurlock and Kevin Bailey

## **9. Staff Comments**

## **10. Adjournment**