



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes Metropolitan Area Planning Commission

Tuesday, October 24, 2023

5:30 PM

Municipal Center, 300 S. Church

1. Call to order

2. Roll Call

Present 8 - Lonnie Roberts Jr.; Jimmy Cooper; Monroe Pointer; Stephanie Nelson; Jeff Steiling; Paul Ford; Jim Little and Dennis Zolper

Absent 1 - Kevin Bailey

3. Approval of minutes

[MIN-23:104](#)

MINUTES: October 10th, 2023 MAPC Minutes

Attachments: [10.10.23 MAPC Minutes](#)

A motion was made by Jimmy Cooper, seconded by Monroe Pointer, that this matter be Approved . The motion PASSED with the following vote.

Aye: 7 - Jimmy Cooper; Monroe Pointer; Stephanie Nelson; Jeff Steiling; Paul Ford; Jim Little and Dennis Zolper

Absent: 1 - Kevin Bailey

4. Miscellaneous Items

5. Preliminary Subdivisions

[PP-23-09](#)

PRELIMINARY SUBDIVISION: Savannah Hills Phase 6 & 7

SSP Investments, LLC is requesting preliminary subdivision approval for Savannah Hills Phase 6 & 7; 65 lots on 26.18 acres. This property is zoned R-2, multifamily low density district, and located at Dena Jo Drive.

Attachments: [Savannah Hills ph 6 Record Plat](#)
[Savannah Hills ph 7 Record Plat](#)
[Savannah Hills, Ph - VI & VII Application](#)
[Letter from Nettleton Public Schools](#)
[Staff Report](#)

A motion was made by Jimmy Cooper, seconded by Dennis Zolper, that this matter be Untabled . The motion PASSED with no objections.

Don Parker (Proponent): Good afternoon ladies and gentleman my name is Don Parker and I represent SSP Investments led by Sid Pickle. As commissioner Roberts indicated we are here on a preliminary subdivision approval, for Savannah Hills phases 6 and 7, and you'll see on your screen, that those are there for review. This 2 phases consist of 26.18 acres composed of 65 total lots, and the plan is to build 198 apartment units on this property. You will recall this being a tabled approval, that the application was originally filed on August 17th with all the required documents including the traffic study. You all originally heard this on September the 12th and at the pre-MAPC meeting on September the 11th the day before there were no questions raised, subsequently at your meeting on the 12th there were questions raised about the traffic study, there were a few issues that were addressed by Mr. Nipples and has been resubmitted and according to the pre-planning committee meeting yesterday we understand that all of those issues have been adequately addressed, and from engineering I assume all I's are dotted and T's are crossed. Savannah Hills is located on the old Craig Hills golf course, I know some of you are new the MAPC now and probably do not realize that the golf course was originally zoned R-2. It was brought into the city annex as R-2 property. That allows a development of 12 units per unit of acre, the closest thing we have in our zoning laws is RM-12 would be the most similar zoning. But this is preliminary site approval not rezoning. Currently there are 403 units in the Savannah Hills with 66 under construction with a yielding 469 units, that are already out there. There 198 proposed units in phases 6 and 7, there will be a total of 667 apartment units when this project is fully developed. Under R-2 that could have been 936 units, so Mr. Pickle has reduced the density to begin with on his r-2 property by almost 270 units. Also, there was a letter that was presented and I want to address a couple of things in it as well. Currently there are 18 school age children that reside in Savannah Hills with these additional 198 units if you exacerbate that number out, there should be another 9 or 10 school children that live out there. So, you're looking at 27-28 school children in all of these apartment units. For informational purposes only as I understand 80% of the real estate taxes go to the Nettleton School District that are collected. This past year Savannah Hills donated 260,000 dollars in real estate taxes, when this project is fully developed they will pay approximately 415,000, 80% of which will go the Nettleton School district. When you look at the number of kids verses the money the school district gets it is significantly offset by the real estate taxes. Welcome to take any questions any the commissioners may have.

Lonnie Roberts (Commission): Have a question for Mr. Parker?

Paul Ford (Commission): What is the source of information for the number of kids that are going school? Is that just based on what the applicants place on their applications?

Don Parker (Proponent): Based on their application the number of students that are required ages, that's anywhere from, unless their home schooled, Pre-K thru 12.

Lonnie Roberts: Anything else?

Don Parker: We would appreciate your approval of the preliminary site plan. Thank you.

Lonnie Roberts: Monica will you be representing the City's Staff comments?

Monica Percy (City Planner): Yes, so we have reviewed this item and it does meet all of our requirements for preliminary subdivision approval, we also have received that revised traffic study, so we would recommend approval.

Lonnie Roberts: I'm going to open up for commissioner discussion, I don't

want to motion just yet, I do have one request from the public to ask a question so take it away, questions, comments?

Paul Ford: When we did this last time, one of the questions I had was whether or not the school buses could turn around in the circles in the cul-de-sacs, and more importantly could they turn around in the cul-de-sac if people parked in the cul-de-sac which I find that is pretty consistent with human behavior to not always be in their carport or their driveway, but in the cul-de-sac, so can the school bus turn around? Or a firetruck?

Michael Bogs (Proponent Engineer): Michael Bogs with Trailer and Engineering, this development when it's in its final design all the parking is designed to be off-street parking, the developments will have their own parking lots, everything inside for them to park inside, so there will be no parking on the streets. Right now the school bus drives down Craighead forest road, it drops off at Bekah, right there on Craighead forest road it never drives up into the development to start with. They drop everybody off at the intersection of Bekah and Craighead forest road. But if they did drive up in here, if they just drive up and down the cul-de-sacs and stay on the main part of road, the longest distance a kid would have to walk is about 330 feet cause that's the longest cul-de-sac and that's the one that runs north up in phase 7. But the cul-de-sacs are designed to meet the fire code, so they're there for the school buses to be able to make the same turns, the streets are designed per city requirements to meet all those standards. They are more than adequate to handle the bus traffic.

Lonnie Roberts: While Mr. Bog is up there does anybody have any other questions? Commissioners? Comments, discussion? Okay, I had a request for the public, anyone in the public would you like to come up? Ms. Patti? And what we're trying to do you know we're deciding on this plan tonight so we're trying to keep our comments specifically related to-

Patti Lack (Opposed): Absolutely, and I know that yesterday you said that as long as we maintain it to different comments, we have 3 people that would like to speak on that and make it 5 minutes, so I hope we have that opportunity to-

Lonnie Roberts: Can you keep it specifically to the site plan though?

Patti Lack: Correct, correct.

Lonnie Roberts: Alright, who wants to go first? Please state your name for the record sir.

Tony McCloy (Opposed): My name is Tony McCloy I live on 1010 Russel Hill. In regards to the traffic flow. My concern is the traffic study is saying something different than what's actually happening there, because our little road has become a major thoroughfare from all the traffic leaving and coming from those apartments in and out of our road so my concern is they may be skewed in some way or another because they're already saying that the traffic flow is acceptable but it's really not and second of all the amount of traffic and the amount of the added apartments that have already occurred has caused numerous issues with crime and so with the increased density of the people in the area, my concern is the denser the population the crime goes up. So, as a landowner near these apartments this is my biggest concern.

Lonnie Roberts: Alright, thank you would anyone like to speak regarding the traffic study? I know it's been approved by the city and we have the traffic engineer here to prepare the report.

Mark Nichols (Proponent Traffic): Yes sir, Mark Nichols, I'm the associate engineer of Peter's Associates. We take detailed traffic counts from the site. We know exactly how many vehicles with the existing units that travel north on Makala (?) about 70% of those actually take Brownstone, 30% take Russell hill, the capacity at Brownstone is really about 50% after the total full build out, so

there's really not a capacity at the intersection of Harrisburg and Brownstone, as far as traffic pulling out and delays, they're within acceptable ranges. Will more traffic travel north with these units? Yes, around 60% actually end up going north through Brownstone and Russel Hill with the new units because it's the shortest distance. And they really experience very little delay at Brownstone right now.

Lonnie Roberts: Okay, thanks for your response. Yes sir?

Monroe Pointer (Commission): While he's standing there.

Lonnie Roberts: We have a question for you Mark.

Monroe Pointer: Does your traffic study show any stop lights or anything additional going in or?

Mark Nichols: No we looked at a four way stop at Craighead forest road and Harrisburg, it does not meet the warrants for that, even lowered for the speed limit and that was within a 5 year projected number, so we're really not anticipating, it's nowhere close to needing warrants for stop signs or a traffic signal at this time or within 5 years expiating the growth rate of 1.6% on Harrisburg Road. No more traffic control was recommended, than what was out there.

Monroe Pointer: This is a follow-up question to that, was your traffic study done according to existing traffic, or was it anticipating the traffic that was going in with that property?

Mark Nichols: Absolutely, we looked at the existing conditions and the projected conditions we also added in 5 years of growth. We looked at the growth rate on Harrisburg road added that to those numbers as well, and that's really our final analysis based on that. So it's really a worst case scenario and again we're showing just over 50% capacity at Brownstone, so there's still 48% capacity for new cars even after full build out, so there's sufficient capacity on the existing roadway network.

Lonnie Roberts: Thanks for your comments, yes sir would you like to ask a question next? Please state your name for the record sir.

Courtney Orsby (Opposed): Courtney Orsby (inaudible) at Russel Hill 1014, our street is very narrow and we talked about this about 2 years about something getting done about it. With the traffic coming in and out, you normally have to get on the side of the road for the traffic. With the traffic study that I heard, I believe to my knowledge is not true, because I live on that street, there is a lot of traffic that comes in and out of Savannah Hills, with that being said they came out and repaved the road. That was done in July and the agreement was to re-pave the road and put down speed tables, we have not seen speed tables. And with that being said the traffic is still coming through, and with adding more apartments that's going to be more traffic. So, if somebody would come out there and do a real traffic study, you will see for yourself, that traffic that comes through Russet hill. There's a ton of traffic and with kids being out there, you got people coming through doing 50 and over they don't care. There's no respect for the small neighborhood or the small street.

Lonnie Roberts: Thanks for your comments, yes ma'am

Patti Lack: It's Patti Lack, 4108 Forest Hill road, and that picture right there is one that we took and it is true what Courtney just said that the city council said back in 2018 realized that there was a problem with the traffic in the street and traffic coming out of the apartment building at that time. That was in 2018, these people in the neighborhood spoke a couple years ago, and all they got was a paved street. Now they're requesting to have more apartments compound even more so, that being said, several years ago, I knew that there was gonna have to be another exit entrance on this property for fire and safety, so I got ahead of the game and we had petitions signed, these petitions were

for people saying that they didn't want to have an exit onto Foresthill road from these apartments. I have 511 of them, will the petitions matter? I don't know. Yesterday I asked at the MAPC meeting, how many exit entrances is there needed? I was told that there's two required, but that doesn't mean they can't have a 3rd one. I am going to assume that there is going to be an exit on Foresthill road one of these days after these complexes are done. My situation is that they have really ruined Russell drive, and what they're gonna do is they're gonna hit Foresthill road and we're gonna become just like them, and get all that traffic. So when we think of it, is that Foresthill road and Harrisburg road is gonna get a traffic signal, when you start putting together all the piece of the puzzle of how we're developing this area, there must have been a reason for it, and I don't know whether Craig Light is in this room right now, but I remember Craig a couple years ago he said, I sold my house out there Patti because I knew what was happening to that neighborhood, I wish I would have done the same thing. I wish I would have sold my house when he did. Right now in this room I'd like that the people who are here who are opposed, right now to the road coming through Foresthill road and for temporarily the 260 apartments not to be built right now, I would like them to stand, to show you the opposition. Thank you

Lonnie Roberts: Thanks for your comments.

Pattie Lack: I'm going to go through this really quick, this is packet, that I want to talk about real quick with you, and I'm going to talk about what we're concerned about too, are the trees on that property, I don't know if you all went out there, I sent an email, but you have to look at all those trees that are remaining on that property, if these 260 units are built, all those trees will be no longer existing, in that packet that I have for you, it says the tree facts, what are the benefits of having trees in our world these days, it talks about health, energy, reducing crime, and increase of property too. The next one is from the Jonesboro Sun on September 15th they said that the federal government is spending 1 Billion dollars to plant new trees. What are we gonna do on this property out on Savannah Hills? They're gonna tear every single one of those down. I was sent this tree ordinance we do have a tree ordinance in Jonesboro, this is Savannah, Georgia this is their tree ordinance that they have it's amazing. But what I want to show you, this right here, the bottom picture is that on this property there was two significant trees that the developer decided to put dirt around them and it actually killed the trees, I took a picture of this before, right now they are no longer standing cause they got torn down. The top picture there those are the trees, and you have to look at those trees some of those trees over 100 years old and in order to do this project, he's going to tear down every single one of those trees and that's on Crowley's ridge. The next sheet in your packet, I know developers are required to do a tree survey and report. From what I understand it cost a lot of money because they have to go out there and count every single tree on that piece of property, measure the size of it and what kind of tree it is. I have asked for years to get that copy of the tree survey, I have never gotten it. Until, 2 weeks ago. This sheet of paper you have right here, this is what they call Savannah Hills tree report, this doesn't tell how many trees have been taken down and how many trees have to be put up. So, when they say all the T's have been crossed and I's have been dotted. They haven't, they haven't followed the tree ordinance. We don't know how many trees have been taken down, but we know if they get all these properties, every single one of those trees on Crowley's Ridge is gonna be torn down. On September 25th there's an organization in Jonesboro called Keep Jonesboro Beautiful, I called them and I wrote them a letter to come out and support us to keep some of those trees on that property. I heard silence from

them, but the chairman of that committee Beverley Parker back in 2019 spoke about how Crowley's Ridge needed the trees the beautification, it was going out to the park, but I have heard nothing from her.

Lonnie Roberts: Ms. Pattie you got about 1 more minute.

Patti Lack: Okay, my understanding is that they're trying to push 40% of the property should be green space, but if this property is developed than it will probably be about 2% green space. That last page, I copied and pasted what this will look like. Look how many units are on there and they say that's going to be two to one entrances and that one entrance that they have up at Makala and Russel we know, is a bad entrance. So, 30 seconds what we are asking all of you, as citizens is that we know that we can't ask Mr. Pickle or Mr. Parker to stop any of this development. What we're requesting for you all to do is to vote no today on the preliminary plan for phase 6 and 7. Let them go ahead and complete phase 5 which they're doing right now. Let ARDot go ahead and fix the intersections of Harrisburg and Parker, Southwest drive, and Parker which they're going to do at the same time early next year from my understanding. Let the street that's going to go through Southern Hills come through. We talked about that yesterday, which way the traffic is going to go? Is it going to go left or right because they're not going to improve Parker road. There's actually going to be condos right across the street on Craighead Forest Road. We don't know how many but there's going to be condos right across the street from the entrance of these apartments. Rix the road on Russell drive because we know there's a problem now and if we keep on compounding that problem, then it's going to get worse. The letter that you guys got from Nettleton Schools. I have to tell you,

Lonnie Roberts: Patti your time is about up.

Patti Lack: Well, I hope you guys vote no to doing this because we're talking about the safety and the welfare of our kids right now and we need to fix the area first and then let them build it. That's our request. So, thank you very much.

Lonnie Roberts: Thank you for your comment. Is there someone else who wanted to talk? I got time for about one more comment. Yes sir, please state your name for the record.

Harry Pottyfatt (Opposed): I'm Harry Pottyfatt. I've leased the pasture directly south of the entrance to this subdivision for over 10 years. From Harrisburg Road past the cemetery that Craighead forest road meets the city's minimum standards of width. It has somewhere between no shoulders on the south side to maybe a foot and a half. Over the 10 years that I was there, if you have a flat tire, you cannot get off of the road on either side. Maybe now in the driveway where they're going in, but there's no shoulder on either side of that road, from the only egress in and out. To Harrisburg Road and I think that is a safety factor because things like a flat tire are minimum of what you could have and when you do, there's nobody that can move but one way and if it's more than that, it's a real problem and I thank you for your time.

Lonnie Roberts: Thanks for your comments. Yes sir, would you like to speak to some of these questions?

Michael Bogs (Proponent Engineer): Can you pull up the plats for, this here is these plats represent the final design, of how we're wanting to go with this. After these are approved to go to construction, there was talk at one time, of there being a road to Forest hill road, but with the development, there is no road to Forest Hill Road. What is shown is what it will be. There's two entrances to the south of Craighead Forest Road and one entrance to the top. So, there's three access points to this development. As far as the trees are concerned, you got the tree plan up there, I forget what page it is but it's after

the Plats after the notes section.

Lonnie Roberts: While we're looking for that Commissioner, do you have any specific questions at this point?

Off-screen: What's your response to they're going to take down significant trees and replace them?

Michael Bogs: That's what I'm working on.

Monica Percy (City Planner): I don't know if I have the full set of plans.

Michael Bogs: Okay well, we had a survey done. Our surveyor went out and surveyed the trees and measured the trees. You have to measure the diameter of the tree four foot off for a significant tree, a significant tree is 18 inches or more. Of those, when you develop, if you remove more than five trees, in the construction area or within the limits of that you have to replace with one tree. No matter how significant you have to replace it with one. So, I think there's like somewhere around a 160 to 180 trees somewhere near up and I got the number up there. It should be on the top of the screen. At the top of the page where it says how many trees have been removed, and how many trees are being replaced but that's just the dealing with the trees that is going to be taken out to build a subdivision. Once we get to the site plan phase of this, each site plan going to be going. You'll have to add a tree and shrub for every thousand square foot of property space, so were adding trees back to it. So if the lot's 14,400 square feet, there's 14 trees or shrubs that's going to be added back. For the 25% off, 25% of those plants have to be trees. There's going to be four trees or so that's going to be added back on top of that. For each lot that's going to be out there. If it's 14,000 whatever it may be, if someone's 7,000 it'll be 7 trees and shrubs. There will be trees that's planted back. Yes, they will be smaller trees but they will be growing back in a development. What was the other comment?

Lonnie Roberts (Commission): While you're thinking about that. Michael, did the engineering department look at the tree plan? Have you reviewed the tree plan?

Michael Morris (City Engineer): I didn't look at that plan, I don't look at the tree plans.

Lonnie Roberts: Go ahead

Michael Bogs (Proponent Engineer): I think that's pretty much covers most of our comments that she had on that but there will be some landscaping. This will not be just a site that's just ran wild, that's taken off and there will be trees-

Lonnie Roberts: You have the detail on the site plan level as opposed to-

Michael Bogs: There will be details as far as the trees and how things are to be planned out there, but we'll have to add the trees back during the site plan phase, to make all that work.

Lonnie Roberts: Okay, Commissioner have any questions while he's up here?

Ms. Patty did you need to elaborate on something?

Patti Lack: I do, I just want to say two things on that. I asked for years to see that tree study, and the plan, and the survey. I called Michael and Craig Light and I called Derrel on a regular basis because I heard those trees were coming down. I asked for that study. I asked for that report and you can see what I finally got after all that time. I have not seen anything and I don't understand why. What Michael is saying is that you're going to tear down all those trees that have been there for years. You're going to take away the wildlife home of all those deer and everything from there and that's Crowley Ridge that we pride ourselves as Jonesboro having and they're going to cut down those trees. There has to be a certain amount of green space that they keep on that and they're going to cut down those tree and to put a little 29.99 plant from Home Depot and it's not even going to be the size, when our grandkids grow up. I

think that is completely misleading to the citizens of what is happening and I never got that report, never.

Lonnie Roberts: Did you have a question?

Selena Rithmeyer (Opposed): Selena Rithmeyer, 4102 Forest Hill Road. All I'm asking is that you wait to make the decision, I don't why it has to be made tonight based on a traffic study that's projected into the future. Why can't we let everything that's already approved, be built, and then do a new traffic study to see if our roads can handle it. Because I promise you, the inner section of Harrisburg road in Forest Hill is a nightmare and wait until we get the traffic light put up to see if it helps. That's all I'm asking.

Lonnie Roberts: Thanks for your comments. Do you have a question Mr. Pointer?

Monroe Pointer (Commission): I guess you see me over just antsing in my seat. This is, it's a little than our pre-meeting. To say the least. Traffic could you come up for a second? I just listen to everybody else and their comments. I'm just curious, cause I don't think any of the traffic study is doing any work on Forest Hill Road or any other road.

Mark Nichols (Proponent Traffic): Right

Monroe Pointer: Did the traffic study even look at some of the concerns that everybody had?

Mark Nichols: Right, so the scope of the study is set. We contacted the engineering and planning department initially, when we're about to conduct the study, and the ordinance establishes a radius around the development based on the number of trips is expected to generate. What I'm getting at, the scope doesn't include Forest Hill and Harrisburg. That's just completely out of the scope of this traffic study. That's too far north, it has a radius around the development. So, the report has the study intersections in it. And that wasn't within the scope.

Monroe Pointer: Other than it's their only way out? They have to travel that road.

Mark Nichols: They go to Brownstone or Russell Hill or Craighead Forest and Harrisburg, and so yes, the percentage actually goes up for us. The majority of people don't go that direction. When there's a signal there, there will be some that move that direction, but the majority won't since there's really very little delay. I spent a morning out there just driving around the circle for an hour during the peak hour and there was really very little delay for people to turn left off of Craighead Forest onto Harrisburg or Brownstone. There's no reason for someone to take a slower route right now, when they can just jump on Harrisburg Road and they'll have the right away. So there's really not an issue as far as that at the time, or is there a prediction within 5 years after the full build out.

Lonnie Roberts: Commissioners have any more questions?

Selena Rithmeyer (Opposed): I'd like to comment on that. He spent time at Brownstone and Harrisburg. He needs to spend time at Forest Hill and Harrisburg because I guarantee you, you cannot get out before 8 o' clock in the morning. Now I can provide videos of the traffic backup s if you would like at a later time but I assume that his traffic study would consider this major intersection that we already have problems with. Why add to it until, this is fixed? We need a light there and then do a traffic study but make sure you include where these people have to go. Because I guarantee you they go down Harrisburg road towards Forest hill they're not going south. They are going right down Harrisburg road and crossing Forest hill, Thank you

Lonnie Roberts (Commission): Michael I have a question or Engineering. So did the traffic study, you studied the traffic study, did it meet the standards of

the city for this type of development and this site plan?

Michael Morris (City Engineer): Yes, the study like Mark said is based on the number of trips and your radius around there is based on, so if you had to start at 100 and I was trying to figure it up, and there's another break and you go half a mile and then you go three quarters of a mile, and then you go a mile, is what the breakdown is for every number of trips and this one has met with the study required.

Lonnie Roberts: Alright Commissioner you have any other questions? Okay, one more public comment and then I'll have to shut down the public comments.

Sherry Ray (Opposed): My name is Sherry Ray, I'm at 810 East Craighead Forest road and when they take all the trees out this is, in my back yard, right off my porch, so when they plant one tree-

(Unable to transcribe)

Lonnie Roberts: Alright, thanks for your comments. Any other discussion Commissioners? Are we ready with a motion?

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

Aye: 4 - Jimmy Cooper;Jeff Steiling;Jim Little and Dennis Zolper

Nay: 3 - Monroe Pointer;Stephanie Nelson and Paul Ford

Absent: 1 - Kevin Bailey

6. Final Subdivisions

7. Conditional Use

8. Rezoning

RZ-23-12 REZONING: 3703 South Culberhouse Street

Michael Daniels is requesting a rezoning from RS-7, single family residential, and C-4, neighborhood commercial, to C-3 LUO, general commercial with a limited use overlay, and C-4, neighborhood commercial. This request is for 17.6 acres located at 3703 South Culberhouse Street.

Attachments:

- Rezoning App
- Updated Plat C-4 & C-3 LUO
- Certified Mail
- Deed
- Sign Photos
- Staff Summary

Lonnie Roberts (Commission): Do we have the proponent for this item?

Brant Perkins (Proponent): Yes, chairman Brant Perkins for Chris Futrell.

Lonnie Roberts: If you would please take the comments outside. I'm sorry. Alright then. Mr. Perkins.

Brant Perkins: My name is Brant Perkins and I'm here on behalf of Chris Futrell

for a rezoning of approximately 17 acres. It's located right off of Culberhouse road. The current zoning on the property is mixed. You'll see above in the yellow is right now, RS-7 and below that is C-4. Now Mr. Frutrell owns if you're looking at the exhibit he own what is in the yellow and then the red on the right, he does not own the back portion of it that is owned by another owner. This rezoning is part, in the request by the way, I'm sorry, is to make, if you'll see the proposed extension in southern Ridge boulevard is to make the top part that track 1 to be a C-4 and then to have the bottom portion of it to be a C-3. This rezoning is made in conjunction with the ability to link up the Southern Ridge boulevard, which currently travels from Southwest drive crosses the Southern Hills development and now dead ends at the property line. This will allow a connection all the way to Culberhouse drive. It's one of our designated city connectors. It will be a three-lane connector street that will be going through. The zoning request along what would be Southern Hills boulevard coming through this property is matching the zoning on the east or on the west side along the road. There is C-3 along the road, there is residential north and south of that but it will match what is coming in, except that part on the north will actually be a C-4. As y'all are aware and I believe it was at the last city council meeting. The city council approved unanimously a resolution to authorize the mayor to enter into negotiations with Mr. Futrell to contribute toward the cost of the building of Southern Ridge across this property. The city in the minutes agreed to I believe its 450,000 which is about a third of the cost of Southern Hill that the construction of the road itself and part of that is done in order to have the project expedited. As everyone is aware I believe the highway department will begin construction pretty soon on the Southwest drive, Parker road intersection and it's going to begin construction as was discussed before in the previous request the Harrisburg road intersection. The purpose of extending, Southern Ridge all the way through to Culberhouse is to provide a connector, number 1 to relieve that congestion but also to allow for the things like fire truck emergency services to be able to avoid that intersection. If it is to my understanding and the city may have to comment on this more, that if the road is not completed through there, it could jeopardize part of the city's fire rating. It may necessitate the requirement of building a new fire station. Those are the reasons why the city approved that and why they wanted to contribute, is to get the project expedited, the city approached Mr. Futrell about having the road extended and the layout of the project itself comes out of that city's request and in other words, this is not necessarily something Mr. Futrell had designed and planned on doing himself. The zoning if you'll look it is compatible with what is currently along the boulevard and is designed to allow for that type of development, being a connector the zoning classification along the connector does have to be commercial settings. So, the main plan is to have those lots be a C-3 or south of the boulevard and then the one on the track 1 be a C-4. I'll entertain any questions that you may have.

Lonnie Roberts (Commission): Any questions at this point?

Dennis Zolper (Commission): I have a question, is there any connection between the city as to the city's desire or either pro or con on the rezoning request? Was that part of the negotiations for do you know?

Brant Perkins (Proponent): I do not know but I do not believe so.

Monroe Pointer (Commission): I have a question as well. What the road from Culberhouse, you said that it was part of the negotiations to have the road. Can the road not still be placed there even if this was a C-4? Than having to rezone it?

Brant Perkins: The road could be there, what it is, is the developer said the

project won't be financially feasible if it's not built up to C-3. C-3 lots are a lot easier to sell than a C-4. Of course you will have, C-4 up against the residential as transition but the other lots along the boulevard on the connector we feel need to be a C-3 because of that.

Lonnie Roberts: Any other questions at this point?

Paul Ford (Commission): I don't know if I have a question, but a comment. I know that a month ago we had a project here that we saw as a spot zoning and we should be against spot zoning. If you drive out there, this old Sarton property appears to be a spot zone because there's residential everywhere, all the way up and down that road on both sides all around. It was a spot zone. I wasn't around when that happened but that appears to be, what it is because there's nothing else but residential development out that road and now, it appears as if we were to do this, I'm worrying aren't we now taking a spot zoning that maybe shouldn't have been approved and doubling down on it and making it even more likely to develop in a commercial fashion and decide what is a spot zone.

Brant Perkins: If I could address those comments, I don't know Paul but my guess is that before that property was actually a gravel pit and my gut is that existed way before zoning and city limits went out that far, and like I said I don't know this, I'm just thinking from other projects that I've worked on that a lot of times, people would have those rezoned in a compatible use to what was actually happening on that property, because you're right, the certain project was out there for years and the zoning that it came in as was more compatible with what was actually there. In a sense you talk about spot zoning but it really wasn't that way. I can tell you my office where it is, it was there before the city had zoning and when it came in, in came in as R-1, that property have never been used as R-1, maybe back in the 1930s but it has never been a R-1 and so we got it rezoned-

Paul Ford: I understand that, I just know that sometimes when that happens, they'll say that it is a non-conforming use that has been grandfathered in because it was non-conforming before we adopted the regulations.

Carol Caldwell (Proponent): I can answer that, Carol Caldwell, I've attended every meeting with the city officials for over two years about this. Futrell's property was zoned C-4 for years, already zoned. Part of it is already zoned C-4 right now. So it's not spot zoning. He rezoned from C-4 to put the residential part to residential. So it's been C-4 for years, that's why it's like that and then, this development the city doesn't have to do the fire station, if this goes through but if you can't get the zoning for it, you can't make the numbers work to do that. So, if half of it's already zoned C-4 now, the other parts residential. The owner's here, I'm not the owner but I think he'll compromise on some of that. It maybe do some C-3 back to C-4 that joins that other neighborhood and if you will, I don't why you wouldn't do it, it's going to be developed. It'll end up looking like Windover but the difference is Windover is developed parallel, this is vertical. He's only got three lots, it would be C-3 on Culberhouse and there will be a stoplight there one day. The Traffic count if you'll look it up, I did today is 5900 cars on the highway department website on South Caraway Road right there. Southwest drive has 22,000 when they shut down Southwest Drive to one lane, and Harrisburg road one lane, and Parker Road to one lane, Craig Light told me it'll be the biggest traffic jam, Jonesboro has ever had. This solves the problems. It keeps the city from building an additional fire station, 7 and half million dollar. That's when we got 12 votes for yes. So, I know some of y'all didn't know that. Maybe there's a lack of communication. City attorney was there, is that right?

City Attorney: I don't know if I heard them talking about building a fire station. I

did hear about emergency response times for sure. I don't recall that we have to build a fire station.

Carol Caldwell: I met with the fire chief three different times at the mayor's office, they don't have to build that fire station and they still meet the IOSO rating because of the speed. The time frame from Neely Road Fire Station to that part of town. They cut through there, and you can't do that. Windover is zone C-3 even though it looks like its developed C-4. But I've been doing this for 50 years. If you zone it C-3 you'll get all these C-4 people to look at it cause they know they can do what they want to. You zone it C-4 you don't get those prospects. It's difficult, you control it with a bill of assurance. There's no telling how many bill of assurances have been written on commercial. You control what goes in a zoning with a bill of assurance and he'll do a bill of assurance. Any questions for me before I sit down?

Jeff Steiling (Commission): I would just make one comment that I agree with part of what you're saying, but a bill of assurance is not part of this proposal today. So if we approve this as it is today, we may never see that. There's no obligation for that owner to come back. You're asking for a C-3, the proposal is to go with more aggressive commercial in the middle of this residential neighborhood, than what it has previously been. I've got no trouble with the C-4, I've got no trouble with returning the R-7 to C-4 as it was originally. But I do have a problem going C-3 limited use, on limited use listed and no bill of assurance, no guarantee that anything will ever be controlled.

Chris Futrell (Proponent): I got a question I wanna ask them directly, my name is Chris Futrell I live at 2429 Eby Lane. I've lived here in Jonesboro since 2001 I bought this property, in '16, to be honest it's been so long, I can't remember. I really don't have any desire to develop this property, interest is 9%. The city approached me in 2021, I rezone that property to residential to build a sleepy neighborhood that matches the other two phases of the neighborhood. There is commercial property down at Culberhouse, Adam Sarton which is commercial the mini storage is commercial. There is a tree trimming service on Culberhouse. Can you give me that map that shows high density for that area? My engineer didn't have it. And I'm saying all this to say I like Jonesboro, I live here, my family's here, all my family lives here, I rezoned it residential for a residential road and this committee, this planning committee said we don't want residential road, we want a collector street. You can still build your houses, but what they didn't say it's illegal and the engineer will tell me if I'm lying, to back out onto a collector street. So, the city wants a commercial road, I have to have commercial property. We're going to call Culberhouse east at the back of property which is west. It is commercial all the way to Highway 49. Does that make sense? It's commercial property from the back of my property, to the west of property, all the way to Highway 49. Now why would we not continue with commercial for a commercial road to the end of the road? We're connecting state Highway 49 with Highway 141, this is something that the city wanted. When I bought this property, I'll tell y'all a little bit of history. It was 468,000 dollars, to pave the road, do the utilities, and be completely done, I'm ready to start selling lots. Now the utilities are over, and that was a two-lane road, 30-foot wide, 60-foot easement. The utilities are over 500,000 dollars, so my question is if I call this off right now, how long does it take for us to be heard again or if y'all table it, how long does it take?

Lonnie Roberts (Commission): It'll be heard at the next meeting if you want to table it.

Chris Futrell (Proponent): I think at this time, Can I table it?

Lonnie Roberts: Can you request a motion to table it?-

Christ Futrell: Because you know, the city wanted this. I didn't want it. It's cost

me coming on 8 years of my life here. And like I said, when I stood here before, y'all tied my hands, and this lady the attorney said, there's been litigation. I think we should not hear this matter, and we have a real problem in Jonesboro. We need growth, if growth in this city goes negative. It's going to take 20 year to reverse it. I mean, we're basically looking at another Pine Bluff, Arkansas if we can't get together and do some building. I don't know why we wouldn't want a commercial road to commercial property. I'm willing to give a little bit. These are some of the people that live out here, he doesn't live out here. They've already put speed bumps, speed tables in that neighborhood. I built that, my daughter's name is on that street. I don't want kids getting run over up there, but I'm telling you, 6,000 cars a day to a sleepy neighborhood, Jonesboro need to wake up. I am past the point of just, I'm disgusted. I'm not mad at any of y'all. But, we need to get our act together as a city. We need real leadership and we need people that are able to make decisions and move forward with progress in this city and we don't start making progress, everybody that has the ability to make progress, goes out here to the airport, gets on the airplane, and they leave and go do business elsewhere. There's easier ways for me to make money than save the city 8 million dollars. It's 7 and a half million dollars that they don't have to spend on a fire station. It's a million and a half dollars they don't have to spend manning it. I spent 3 hours of my life today meeting with attorney, Mr. Caroline, and an engineer. I'm willing to make those properties that join my residential property to the south. There's three lots there, I'm willing to make them C-4 but that property along that three-lane road, I want it to be C-3. It's a million 6 to develop property. It's costing me 4,000 dollars a month right now just to pay the interest on it. Nobody cares about the money but I'm not in the business of losing money. If the city, if they want to table it, y'all want to get with the mayor department, the city council members, whatever you want to do but they're trying to hold this to a timeline. There's not going to be a timeline. The goal is going to be to get the road built, before the state highway department starts. Nobody in this city can tell me when that's even going to be lit. That means when it's even going up for bid. So, mister chairman y'all can work it out.

Dennis Zolper (Commission): I'd like to make a comment.

Lonnie Roberts: Yes sir.

Dennis Zolper: I appreciate your position, Mr. Frutrell, this is a situation, and you know we just on a rezoning, we make a recommendation to the city council, this is a good time to kick this one up to the city council, and you know, we've heard that they want this. They want to do a little swapping and trading. And so, my suggestion is this we approve this rezoning, and let the city council say, okay, that's fine. Look, you're good or nope. We want A, B, C, and D because that's all we're doing tonight is recommending it. That doesn't mean they're going to pass it.

Jeff Steiling (Commission): I think I would propose, just the opposite, that we decline this and let the city council overturn it. If they want it so bad. Because I think it's bad for this neighborhood. I think, it's bad for the residential areas around it to have this C-3 along these roads. Now if the cities made this great deal that they're saving 7 million to spend 400,000, that sounds like a pretty good deal. I would think most people would jump on that pretty quick but today is the first we've ever heard of that. I don't know how the city is coming out roughly 5 and a half, 6 million ahead on that trade and putting Mr. Futrell with the extra expense. I'm not sure how that played out. Don't know that it's our business, but I think the C-3 is not good for along that road.

Paul Ford (Commission): My question is, that the city, I mean, is imminent domain not an option that if the city needs to build a road through there, the

city can't just say we'll buy this piece of property and we'll build a road right where we want it.

Lonnie Roberts: I don't think the road is the issue as much as it is, the degree of commercial development. I think the C-4 if I'm hearing you correctly, Jeff that addresses all your concerns.

Jeff Steiling: I probably should correct what I said. I'm not necessarily opposed to the C-3 if there were more limited uses put with it or if there was a bill of assurance proposed with this and a plot that was provided but just to turn it over and say, all this C-3, I don't know if I can do that.

(Unable to transcribe)

Brant Perkins (Proponent): The whole thing is not requested in C-3, it's just the track one up there is going to be C-4, it'll be along the road that is requested C-3 and-

Off-screen: Isn't everything south of that the same color? As you get closer to Culberhouse?

Brant Perkins: Can we switch the maps that, okay that one right there, so if you see the tract one, on the west side of the property, that right there, is requested to be returned to C-4, you'll see if you go to the right north where it says proposed extension of Southern Ridge boulevard, This lot right here is requested to be changed from RS-7 to which was C-4 but have that to C-3.

Below the dotted line where it says proposed extension, along that road, and that dotted line is the center line of the road, is requested C-3. And you heard Chris, the lights that will be south, if you'll move the pointer south to the south boundary, right in there, those lots would be C-4 and just by mention Chris' parents live right below that, right in that vicinity and Chris owns a lot there.

Lonnie Roberts: Are you saying only the lots that immediately touch the extension would be C-3, so everything even to the south of that is going to be C-4? The ones that are residential?

Brant Perkins: Yes

Chris Futrell: It didn't show up in color on this screen but we have it, I believe I've got it on my phone-

(Unable to transcribe)

Chris Futrell: I'd be willing to make these lots C-4 but we're on a timetable here. If we're going to do-

Jeff Steiling: That's pretty much what I'm looking at, it looks the same as this to me. I just, for me, C-3 is too broad with the one limited use that has been purposed. That's just too broad.

Chris Futrell: We didn't want any adult entertainment,

Jeff Steiling: Well, it's not on your list.

Brant Perkins: And we don't mind amending that list to meet objections to that.

Lonnie Roberts (Commission): Are you open to tabling this to the next meeting, and have a meeting in between to go through that list and decide what would be and what wouldn't be added-

Brant Perkins (Proponent): Yes we would do that. And understand that the time urgency is not ours. It's the city's urgency.

Lonnie Roberts: I know there's a neighboring property owner here tonight, would you like to speak tonight Ms. Spanos? Or do you want to wait, we may table it. Would you like to leave any comments?

Wendy Spanos (Opposed): My name is Wendy Spanos,

Lonnie Roberts: and your property is-

Wendy Spanos: it's in that little block that's yellow. That's where our Orthodox Church is built. Now when we bought this land from the Sartans, many years ago and built the church, now in its 12th year, it was 14 years ago, when we bought the land, I think. But this land has a road that we access the church to

and runs to the south side. We have no access to Culberhouse. We're blocked into residential on the backside and then we have a property line that is at this point, I don't know how that's going to end up, because it look like, we're going to be in a lost land between. What's going to become, what they want to do C-3 in and even C-4 and it's going to be an awkward, I'm at a loss. Somebody needs to tell me what that looks like because I feel landlocked there. How does it back up to me when the road is running at an angle now rather than what we originally thought was going to go straight through. That's how we planned it. We were going to build another community center, we own that land all the way back. That's my concern. And I'm concerned about the traffic, I live off of Culberhouse and the traffic is insane. You try to go to Culberhouse to Parker Road and go up to Southwest Drive, it's backed up all the way to Culberhouse road. At all lights at many times and you can't even take a right off of Parker road because you only have a right turn lane for about four cars. And we have a narrow road. Like they were saying earlier for whatever road they we're talking about there is no shoulder but my biggest concern is what's going to happen to my property is the road is changed to an angle. So, if they can help me understand that, I need to know.

Lonnie Roberts: I don't know how we would address that Mr. Park and Jimmy, thoughts on that? Mr. Perkins you have any thought on that? I know you have a lot to discuss now with the owner obviously so,

Brant Perkins: As I said mister chairman that's the first I was aware of that issue and so I'm really not quite sure how that would be addressed and not really prepared to comment on that right now. So when we table it, I'll visit with the cities.

(Unable to transcribe)

Wendy Spanos (Opposed): I understand that. Okay but once again whatever you build between the road and my line of property. Well, I mean if it's C-3-

Lonnie Roberts (Commission): Hold on just a second. Mr. Futrell could you, we need this in record so could you come to the mic?

Chris Futrell (Proponent): I know this lady, so I feel, there's a 30 foot easement that's recorded all the way down her property.

Lonnie Roberts: From Culberhouse?

Chris Futrell: Yes. That's how she enters, her driveway is at the end of our property, see the green line? See where the asphalt comes out, but she has easement along there to access, here property. It was done when they sold or bought it-

(Unable to transcribe)

Adam Sarton (Resident): I am not the Sartan y'all are talking about by the way. My name is Adam Sarton and I own the land down south. Hi Wendy. And y'all are talking about my dad and so when they sold this land to Chris, he had approached them about doing the residential neighborhood on Sadie Lane there on the top and then he needed to loop it because there was fire codes, so he came back and actually bought that top half from Tommy Williams. When he bought that lower half from my parents, it was so he could loop Sadie down to Jackson and bring it around. And then build out, because I think you can only do 33 homes on a dead-end street per fire code and I thought that's great. So, I bought the little 3.47 acres there and the road would come down and it'd be a subdivision. Well, the city came and said, you can't do that. You're going to have a collector road, and he said well I don't want to do a collector road because that's unsafe for citizens. That you know, if you could imagine Sadie lane with the collector road on it, like pulling out on Windover. So, he sued the city and fought and I kind of was, I wanted the road selfishly cause that's my land, so there for a while I'm turning right out of my shop, driving down two

Sarton lane, coming out there potholes, you know you could bury a truck in, and so I met with 5 people with the city kind enough to meet with me. And Craig Light told me, he said, we don't build roads. And I said what? He goes look, if you and Chris want this. Chris pays for the 700 feet and you pay for the 300 feet, and we get this collector road that we want. It was on the master plan and you should've looked and he should've look at the master plan before he bought that land. And this road is coming in. It took me like 9 months to wrap my head around that. I was mad. I was like, look, there's like 80,000 people here. I'm on guy. I'm not paying for a 300-foot road. So, after I get my little pee brain around that for nine months, I realized the city doesn't build roads because the city doesn't know where people are going to go. Developers build roads and so the city in I think '15, was when they did that first tax plan, did say we need a road through here and then I remembered when the mall was going to go in, in '06, the original mall, it was going to go in the land that Carol's developing and they had approached my dad about a road coming right behind Farm Creek to get through there, and that fell through when Bales got his mall out there. And so it all went away. Now we are almost 20 years later and we're still talking about this collector road that needs to come through. So, I agree, I live on Culberhouse, I live right by Craighead Forest, so am I crazy about having this collector road come through? Maybe not but the truth is the development happens whether I like it or not and if we don't do the road, we're going to be up in arms on Parker road, and there's really no good way to cut through and of course, right now, there's a study going on to try to figure out how to connect where you at Highway 1 because right now you, gotta come up to Seductions turn left, come on Lawson, so trying to figure out how to connect that through. I think that this is an artery we need to connect. Would I have preferred this to be a residential neighborhood? Yes. But the truth is that's not what the city needs. And as for your statement on spot zoning, we love St. Louis, we go quite often, I wouldn't want to live there but I like to travel there, and I love the aspect of that and now do I want a Dollar General? I don't know. Maybe. Might get out and just go down there and get me a gallon of milk. So I thought through it a long time and I think that it's a win for the city to do it. I think it is a win for the neighborhood to have access to that. Maybe we get a dry cleaner, an ice cream place. Anyway whether there's a bill of assurance to kind of control yeah, we don't want a dual entertainment and that sort of thing. I get that so maybe it can be tweaked, I really didn't want to say anything but it was C-4 originally and that's my comment.

Lonnie Roberts (Commission): Thanks for your comments. I think moving along is,

Dennis Zolper (Commission): Are we talking about now, a motion to table till the next meeting? If that what we're discussing at this point?

Carol Duncan (City Attorney): No one's made a motion to,

Dennis Zolper: Let's make a motion then.

Lonnie Roberts: Hold on we have someone who showed up to the meeting, do you have one more quick comment? But we are going to table it so we're not going to make a decision tonight.

Kimberly Hogue (Resident): My name is Kimberly Hogue and we live on Sadie Lane right now, the traffic that is coming from 49 to Culberhouse is ridiculous through our neighborhood, and we requested some speed tables to slow people down, 40, 50 miles an hour on that road is ridiculous, but it's happening every day and right on the corner, of Sadie and Jackson is our house with our security camera and we have caught so much, nobody ever sees that, there's a stop sign there. We have little kids that live in all those houses riding their scooters and there's people, flying from there. They stop at the two-speed

table up there in the new subdivision over there which is fantastic because there was racing through there at first. Now, they're racing down Jackson, not even paying attention to the stop signs and speeding down Sadie lane and putting our kids- We've had parents throw bottles at people driving through there at 40, 50 miles an hour because they're little kid, two year kids riding tricycles, and you know? It's ridiculous and I have video of Valley View School Bus stopped right there at Jackson Lane right on my corner and a little boy, I don't know where he came from, but the reason it caught my attention is because the bus driving was yelling stop, and here comes the car flying through there, 40 miles an hour, that little boy was just about to step over onto Jackson because he thought it was safe to get on the bus. We have to have this road to get the traffic and mess out of our neighborhood. I don't know about the C-3, C-4 whatever it is, but that road has to go from 49 to Culberhouse to keep traffic out of this neighborhood. I'm getting ready to call the police and have them sit there up on that corner just to catch these people who don't realize that a stop sign means stop and 25 miles an hour speed limit doesn't mean 45. So, whatever happens, we just need that road to come through.

Lonnie Roberts (Commission): Thank you for your comments we appreciate it. Okay, I'll open up to set a motion to table this matter.

A motion was made by Dennis Zolper, seconded by Jim Little, that this matter be Tabled until November 14th . The motion PASSED with the following vote.

Aye: 7 - Jimmy Cooper; Monroe Pointer; Stephanie Nelson; Jeff Steiling; Paul Ford; Jim Little and Dennis Zolper

Absent: 1 - Kevin Bailey

9. Staff Comments

10. Adjournment