

**NEA BAPTIST MEMORIAL HEALTH CARE LLC- JONESBORO
PLANNED UNIT DEVELOPMENT
PROJECT NARRATIVE**

Project Overview

The proposed Planned Unit Development will be home of NEA Baptist Hospital. NEA-Baptist will be the anchor medical facility on the 76.24 acre site, located between the intersection of Paragould Street and Highway 49 (East Johnson Road) and the intersection of Disciple Drive and Highway 49 (East Johnson Road). NEA-Baptist will provide 24-hour emergency room service.

This is a replacement hospital for the existing NEA-Baptist Hospital in Jonesboro, and the current NEA-Baptist hospital will be closed. The proposed hospital will be located on approximately 41 acres of land of the planned unit development, as shown on the Conceptual Development Plan. A separate medical office building will be attached to the hospital and serve as a clinic. Other future facilities developed on the property will support healthcare services.

Project Benefits

The development will provide economic benefits to Jonesboro and the surrounding region. These benefits include increased employment opportunities, the location of allied medical businesses, and the capturing of healthcare dollars among others.

The replacement NEA-Baptist hospital will increase overall bed capacity serving Jonesboro and the surrounding region. The project will require substantial financial investment by the owners.

Development Conditions

Development conditions have been created for this project and detailed information can be found on the Conceptual Development Plan. A general, brief overview of these conditions are as follows:

Height.

- The hospital will have a maximum height of 165', with other development buildings be designated with a maximum height of 65' or 35'.

Floor Area Ratio

- Floor Area Ratio standards are in place for Areas A, B, C, and D.

Open Space.

- Common open space requirements comply with Jonesboro Municipal Code by exceeding the 15% open space requirement.
- Areas designated common open space will be landscaped attractively and allow for recreational uses such as jogging, walking, sitting, etc.
- Open space maintenance and ownership and required impervious surface percentages have been established for parking areas and individual lots

Access, Parking, and Circulation

- Access to the property, access to individual lots, public right of way improvements, private drives and street improvements, off-street parking and loading requirements, and circulation are all addressed with requirements.

Landscape, Screening, and Bufferyards, and Lighting

- Landscape requirements for open space, parking areas, and maintenance of public right-of-ways and road medians have been established.
- Screening and bufferyard standards have been developed for properties and lots within the planned unit development and garbage cans, utility meters, transformers, and other utility structures.

Site Lighting

- Site lighting standards for safety has been established
- Maximum heights for lighting standards have been established.

Signs

- Permitted and prohibited signs for each area of the development are outlined within the development conditions.
- Gateway signage regulations, including number, size, height, and location have been established.
- Monument signage regulations, including number, size, height, and location have been established.

Miscellaneous

- Miscellaneous items such as outdoor storage areas, underground utility lines, storm drainage, and open space property owners associations are discussed with specific requirements pertaining to each item.

Procedural Conditions

- Requirements for review and approval as well as future requests for modifications to the planned unit development are outlined.

Project Concerns

Initial project concerns included the future development's affect on the nearby airport's flight take offs/landings (glide paths) and the area's road capacities and transportation patterns.

Because the site is within close proximity to the Jonesboro Municipal Airport, action was taken to confirm that future development on the proposed site would not be in conflict with airport operations. The findings were as follows:

- The airport layout plan was reviewed and conical surfaces in relation to the proposed hospital were checked. This review yielded no apparent problems or

concerns with future site development because the proposed hospital will be perpendicular to the Runway where the imaginary surfaces rise the quickest.

- A Form 7460-1 to the FAA (Federal Aviation Administration) will be submitted for approval of the hospital once the exact location and proposed height of the hospital has been determined.

A meeting with Arkansas Highway Department officials was held to determine the potential impacts of the hospital and how these impacts might be mitigated. The meeting yielded the following results:

- Required improvements will not be necessary along the frontage for turning lanes because a 5 lane section along Jackson Avenue currently exists.
- Driveway permits will be required and issued to City of Jonesboro based on design plans.
- Three (3) drives will be permitted along Hwy 49/Johnson Ave.
- 30' wide driveways (max is 40') separated by a minimum of 10' island are acceptable for our main entrance
- No drives allowed within 10' of side property lines.
- The state does not require curbed frontage. 6' away from the shoulder all site curbing shall be terminated.
- Traffic Signal plans need to be sent to AHTD Paragould first for review then they will send to Little Rock AHTD for approval.

An additional meeting with the City of Jonesboro engineer, Craig Light. Items addressed included:

- The proposed traffic signal at the NEA-Baptist entrance would preferably be "video" triggered.
- An emergency signal at the ambulance entrance of the development is acceptable
- All signals must meet traffic warrants.