

PRESENTATION OF REQUESTED INFORMATION

JONESBORO CITY COUNCIL

OCTOBER 9, 2014

1. Traffic impact study performed by an independent firm approved by the city council prior to final reading.

Response: Done and impact summary provided to council.

Traffic Impact Studies provide a wealth of information pertinent to infrastructure development, signalization, traffic flow patterns, and pressure on capacity.

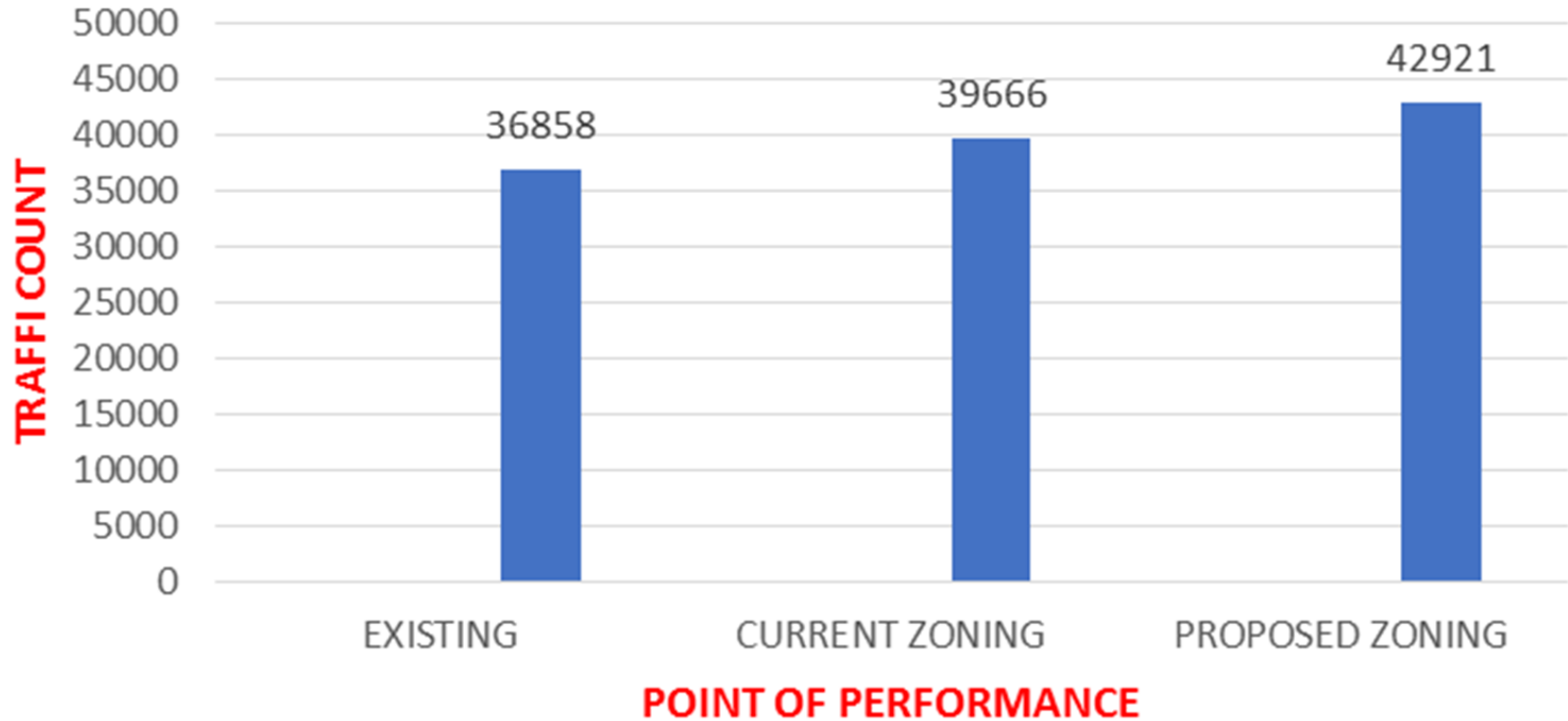
Most notably, in lay terms, the underlying data sets that best express the impact of a particular development or action are found in two key areas: Total number of Vehicle Trips and the Level Of Service that roadways and intersections perform at during peak hours.

Vehicle Trips are measured in 24 hour counts.

The Level of Service is measured by how those counts perform against the designed capacity. These results are given in a “letter grade” (A, B, C, D, E and F).

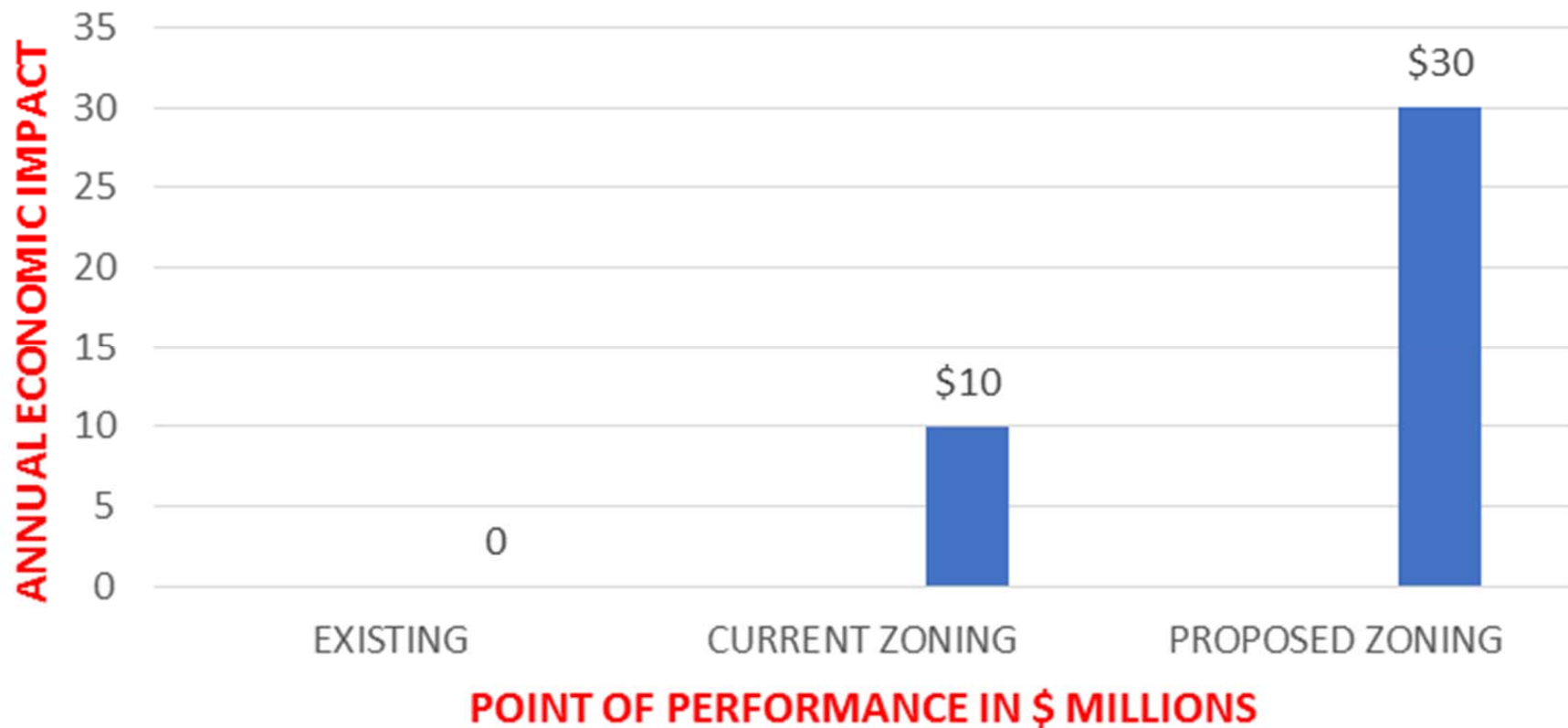
The standard for handling increases in traffic is much like the standard for handling stormwater runoff; it is the developers responsibility to make sure they can mitigate and manage their increase so that the impact is not negative. In other words, your burden is to make sure that whatever you do, the existing Level of Service is not diminished.

GREENSBOROUGH VILLAGE

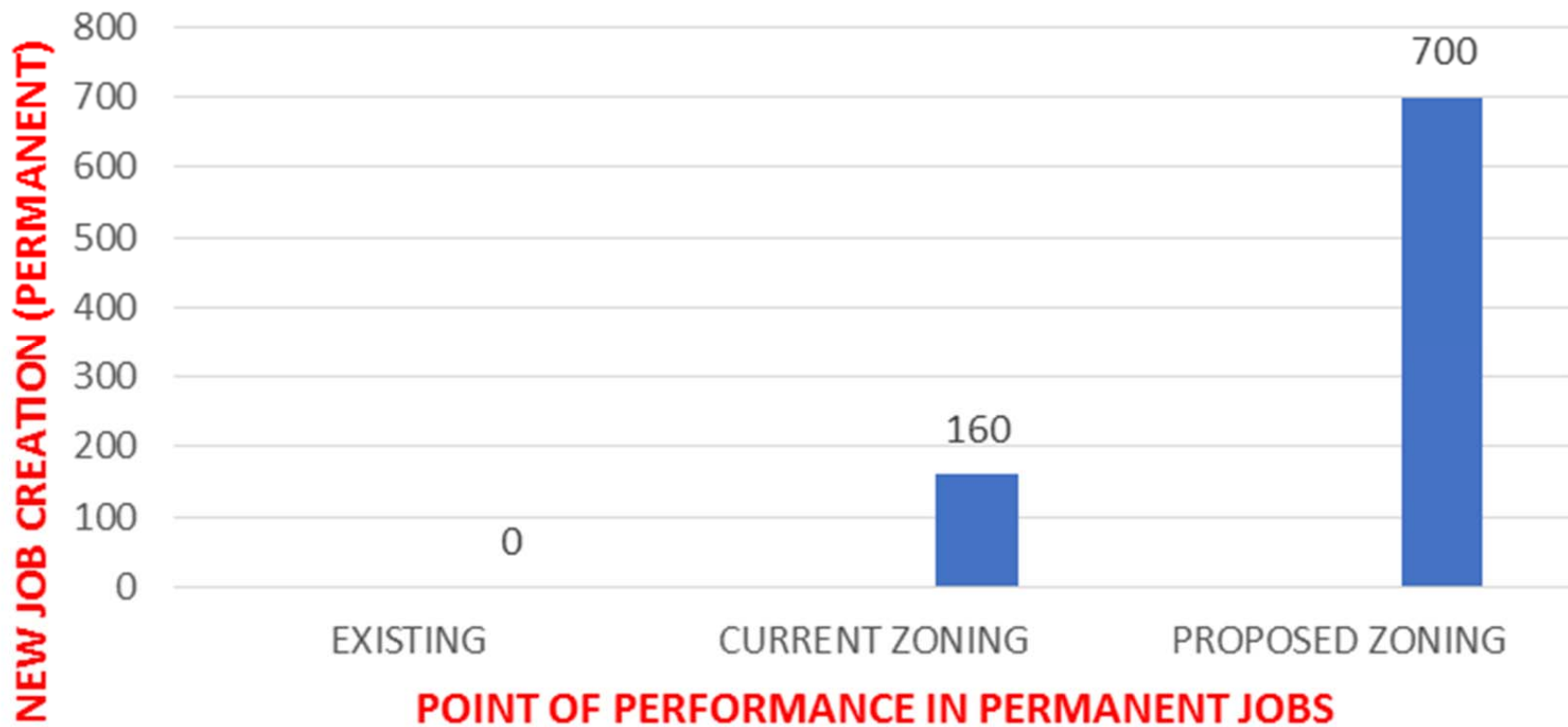


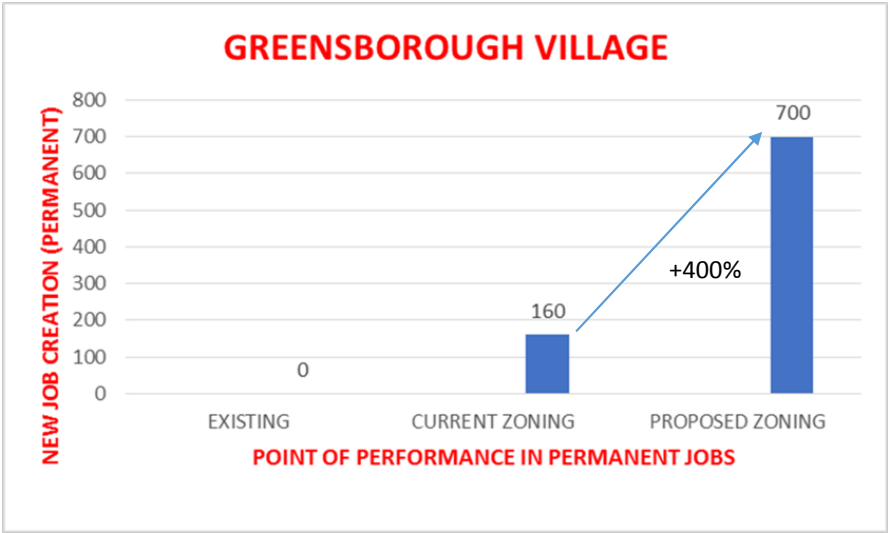
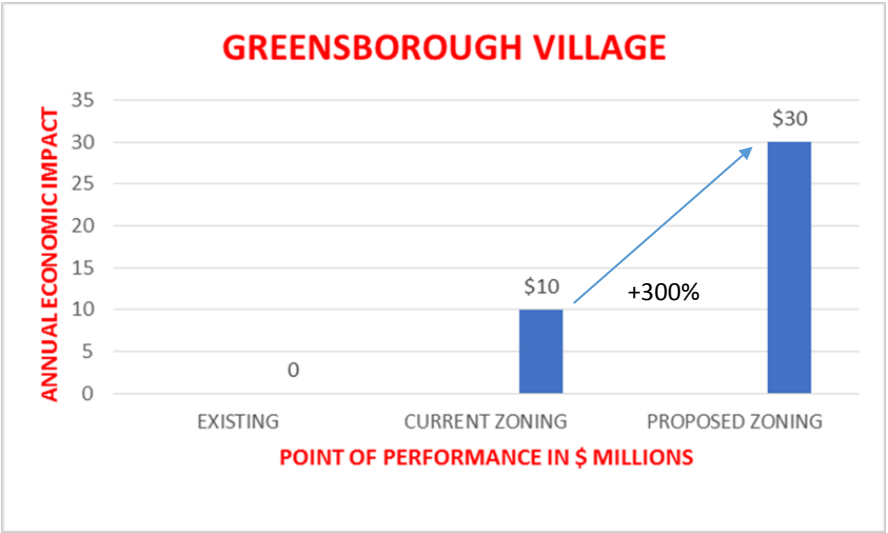
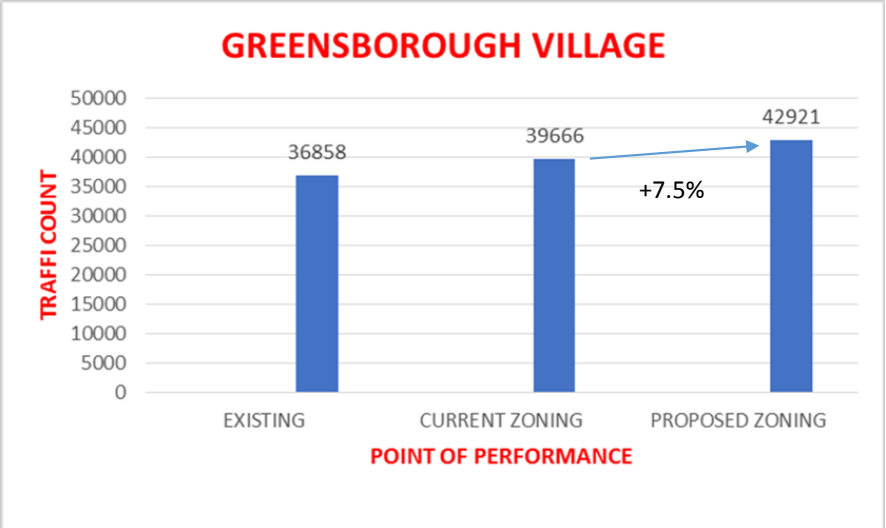
Roadways and Intersections as existing perform at a Level Of Service A, B, C or D. Roadways and intersections continue to perform at a Level of Service A, B, C or D in both the current and proposed zoning scenario's.

GREENSBOROUGH VILLAGE



GREENSBOROUGH VILLAGE





2. Multifamily and residential development should occur at the same time following the percentage rates specified.

Response: This is not a practical solution in terms of time or money.

If the demand is for single family, why should we be required to build multi-family at the same time if there is no market to lease them?

That is akin to a hospital having plans to expand 50 maternity suites and 100 general purpose rooms....and the city trying to restrict their building permit to say you HAVE to build 1 maternity suite for every two general rooms as you are building....even though the demand for maternity suites may not be as high currently as the demand for general care rooms. It is not practical.

Likewise, if the city's annual budget called for adding 10 additional police officers and 5 parks and recreation workers for Fall League football...and if the demand for police officers was immediate, would you limit the hiring to only 5 now and force the Chief to wait until the Fall to hire the other 5 so the ratio's remained the same? It is just not practical.

That having been said, there is currently a higher demand for Single Family Housing than for Multi-Family Housing, particularly with the type of single family neighborhood we are proposing. Our current time track is far more aggressive in terms of our plans for single family than for multi-family development, and that will be reflected in how you see the development begin...but to limit the development schedule by ordinance based on a 10 year build-out is not a viable restriction.

3. The unlimited “loft” style rental housing located above retail and commercial should be included in the percentages of multifamily.

Response: First of all, it is not "unlimited" as we have restricted our mixed use residential to the footprint of buildings we have already submitted in our plan, and limited our height to 4 stories of residential. So we are by our own actions "limited".

Secondly, the city council adopted by an 11-0 vote in June of 2014 the Town Center Overlay ordinance under which we have requested the zoning. In that ordinance, specific definitions were identified for various types of residential units that differentiated between "multi-family" and "mixed use residential".

What we are asking for is clearly within the scope of the definitions as defined and approved by the council less than 4 months ago. It was discussed, studied and reviewed by multiple layers of city administrators, planning commissioners and council members over a period of weeks/months prior to its adoption in June.

TIMELINE FOR TOWN CENTER OVERLAY ORDINANCE

February 6, 2014: Memo to MAPC members introducing changes to existing Village Residential Overlay to include new Town Center Overlay.

February 11, 2014: MAPC members began process of reviewing existing VRO and presenting details of changes for review and consideration.

March 11, 2014: MAPC continued review

April 8, 2014: Discussed changes to existing code, motion to approve and recommend to City Council was passed with all members present voting AYE.

April 23, 2014: Memo issued to members of the City Council outlining proposed changes as recommended by MAPC

May 6, 2014: Public Works Committee, consisting of 6 alderman, discussed ordinance in detail with several questions being answered. Motion was made to recommend to Full Council and passed with a unanimous vote – all members were present.

May 20, 2014: Council waived second reading of ordinance; held for third meeting to allow further discussion and review.

June 3, 2014: Council read ordinance for third time. **Motion to approve was passed 11-0 by all members present.** Alderman Dover was not present. **Motion to adopt with Emergency Clause was made, second, and passed 11-0 by all members present.** Alderman Dover was not present.

4. Attached family housing units should be considered as part of the multifamily percentages.

Response: Again, by an 11-0 vote in June of this year, the council adopted the TCO ordinance defining housing types.

Single Family Attached is both by definition as adopted and functionally as utilized NOT multi-family housing, so it should not be included in those percentages.

5. Single family residential lot size increased from 4000 sq ft.

Response: First of all, all residential lot sizes are not 4,000 square feet. There are several different lot sizes proposed in the single family neighborhood, with the 4,000 square foot minimum only being a portion.

Again, it was clearly defined and presented when the TCO was making its way through the MAPC and City Council that there is a specific type of single family neighborhood that is being proposed as a part of this type of development. The lot sizes, setbacks, and restrictions were all reviewed by multiple layers of the administration, planning commissioners and city council members in the weeks/months leading up to its recommendation and adoption by both bodies.

To change that now would be to change the integrity and ambience of the neighborhood that we have deemed most appropriate for this development, and is well within the scope of restrictions in the ordinance adopted by the City Council 11-0 in June of this year. To alter the minimum lot sizes would be to change the character of the development, and we do not feel that is a viable option.

We have submitted a limited number of photographs as part of our Design Standards Book showcasing the particular type of lots, houses and neighborhoods we intend to build as a part of Greensborough Village. We also extended an invitation to any council member who desired to see these neighborhoods to accompany us and experience first-hand what we are proposing on a day-trip to tour the neighborhood.

Since you were unable to go, please find the following link to the development (Westhaven in Franklin, TN) that this is modeled after, and there are ample photographs of the type of lots and houses we envision for Greensborough Village. Most of them can be found under "Westhaven In Pictures" in both the "Architecture" and "Streetscape" categories.

6. Absolute number of multifamily units allowed based on percentages verse residential and above recommendations should be disclosed.

Response: This is not a requirement of the ordinance we are requesting rezoning under, and looking out over a 10 year time period is not something one can practically predict with any certainty. We are bound by acreage, parking and height restrictions, so there are certainly hard limits as to the number that can be build. However, inside those restrictions there is the ability to build and market a variety of units as the market demands.

For instance, if the demand is for Studio/Efficiency apartments, the number will be different than if the demand is for 2 or even 3 bedroom units for families or students. The more bedrooms/bathrooms, the less units...because they take up more of the restricted space we are allowed because they eat up more square footage and parking spaces than Studio or 1 bedroom units.

As a matter of information and clarification, the traffic impact study was conducted using a matrix of between 600-700 TOTAL units, including mixed use above retail and traditional multi-family. Those numbers were arrived at using the best educated projections we could make utilizing square footage averages that take into account various bedroom/parking configurations within the limits allowed by our rezoning request.

TIMELINE FOR GREENSBOROUGH VILLAGE REZONING ORDINANCE

July 3, 2014: Rezoning application submitted to City of Jonesboro.

July 10, 2014: Story in SUN outlined plans for development including all uses.

July 16, 2014: Developer pulled application from July 22 MAPC meeting voluntarily in order to submit full Design Standard Book for review by Commissioners, Council Members and General Public.

August 10, 2014: Story in SUN outlining rezoning application in advance of August 12 MAPC meeting.

August 12, 2014: Application reviewed by MAPC and passed unanimously by all members present.

August 19, 2014: City Council held ordinance at 1st reading.

September 2, 2014: City Council held ordinance at 2nd reading.

September 16, 2014: City Council read for 3rd time / Postponed temporarily for results of traffic impact study and to give one of its members an opportunity to submit questions and considerations.

October 2, 2014: Applicants traffic engineers conducted work session with city engineers to review traffic study data and assumptions.

October 3, 2014: Results of traffic impact study were delivered electronically to mayor's office and city council, along with answers to alderman questions submitted for consideration and additional economic impact information.

October 9, 2014: