

**Median and Average Square Feet of Floor Area in New Single-Family Houses Sold by Location**  
(Medians and averages computed from unrounded figures)

Year	Median square feet					Average square feet				
	United States	Region				United States	Region			
		North-east	Midwest	South	West		North-east	Midwest	South	West
1978	1,650	1,730	1,590	1,700	1,600	1,750	1,800	1,700	1,800	1,700
1979	1,650	1,770	1,600	1,670	1,600	1,760	1,830	1,710	1,790	1,700
1980	1,570	1,670	1,470	1,600	1,510	1,700	1,810	1,640	1,730	1,640
1981	1,560	1,800	1,390	1,570	1,540	1,710	1,880	1,640	1,730	1,660
1982	1,530	1,720	1,440	1,520	1,530	1,690	1,830	1,670	1,690	1,640
1983	1,580	1,670	1,680	1,580	1,530	1,740	1,820	1,880	1,740	1,630
1984	1,610	1,670	1,690	1,590	1,570	1,790	1,910	1,900	1,760	1,720
1985	1,590	1,640	1,610	1,590	1,580	1,760	1,830	1,780	1,750	1,710
1986	1,650	1,760	1,640	1,660	1,600	1,810	1,890	1,810	1,820	1,740
1987	1,760	1,810	1,720	1,780	1,730	1,900	1,920	1,880	1,930	1,850
1988	1,800	1,730	1,760	1,800	1,820	1,960	1,950	1,910	1,990	1,960
1989	1,860	1,840	1,820	1,830	1,900	2,000	1,990	1,960	2,010	2,020
1990	1,890	1,910	1,820	1,890	1,910	2,050	2,080	1,960	2,070	2,060
1991	1,900	2,000	1,810	1,890	1,940	2,050	2,110	1,960	2,060	2,080
1992	1,900	2,000	1,800	1,950	1,830	2,060	2,100	1,970	2,120	2,000
1993	1,900	2,000	1,800	2,000	1,810	2,060	2,120	1,960	2,140	1,990
1994	1,900	2,020	1,800	1,970	1,810	2,050	2,210	1,950	2,110	1,960
1995	1,880	2,080	1,800	1,980	1,790	2,050	2,190	1,940	2,130	1,950
1996	1,940	2,100	1,830	1,990	1,860	2,090	2,290	1,970	2,140	2,020
1997	1,960	2,120	1,890	2,000	1,900	2,140	2,280	2,050	2,170	2,090
1998	2,000	2,130	1,930	2,020	1,950	2,170	2,310	2,070	2,210	2,120
1999	2,033	2,204	1,935	2,087	1,977	2,221	2,340	2,097	2,278	2,178
2000	2,077	2,323	1,982	2,092	2,042	2,265	2,469	2,148	2,287	2,245
2001	2,099	2,301	1,936	2,137	2,062	2,282	2,486	2,144	2,309	2,272
2002	2,134	2,323	1,946	2,158	2,166	2,301	2,487	2,132	2,324	2,333
2003	2,125	2,276	1,916	2,146	2,168	2,315	2,444	2,153	2,336	2,345
2004	2,169	2,406	2,003	2,222	2,126	2,366	2,610	2,215	2,412	2,322
2005	2,235	2,365	2,049	2,255	2,261	2,414	2,601	2,262	2,436	2,422
2006	2,237	2,412	2,019	2,281	2,249	2,456	2,571	2,261	2,503	2,449
2007	2,235	2,278	2,001	2,300	2,220	2,479	2,582	2,257	2,538	2,456
2008	2,234	2,438	1,999	2,267	2,209	2,473	2,753	2,267	2,517	2,422
2009	2,202	2,287	1,933	2,284	2,121	2,422	2,529	2,203	2,502	2,339
2010	2,255	2,363	2,016	2,346	2,159	2,457	2,635	2,235	2,553	2,303
2011	2,295	2,386	2,031	2,401	2,205	2,494	2,572	2,274	2,594	2,380
2012	2,390	2,374	2,215	2,509	2,281	2,585	2,552	2,446	2,697	2,438
2013	2,478	2,456	2,405	2,534	2,394	2,662	2,645	2,557	2,751	2,534
2014	2,506	2,426	2,349	2,568	2,452	2,690	2,679	2,522	2,769	2,609
RSE	3	7	5	3	6	2	6	4	2	5

Footnotes:

RSE - Relative Standard Error (percent)

NA - Not available

A - Represents an RSE that is greater or equal to 100 percent or could not be computed

Z - Less than 500 units or less than 0.5 percent

S - Withheld because estimate did not meet publication standards on the basis of response rate or a consistency review

Note: Prior to 1999, estimates of square feet are rounded to the nearest 5.

# R1 VS. RS-8 PERSONS PER HOUSEHOLD COMPARISON

## Statistical data used

Square feet of new single-family houses<sup>1</sup>

	United States
Average	2,700 sq. ft.

Persons per household per graph

	United States
Average	2.55

Tyrer Subdivision<sup>2</sup>

	RS-8	R-1
Prop. Average Sq. Ft.	1,260 sq. ft.	1,800 sq. ft.
Number of Homes	160	137

Daily Trips per person<sup>3</sup>

	United States
Average	3.79 trips

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<sup>1</sup>See Attachment 1, available at <https://www.census.gov/construction/chars/pdf/soldsquarefeet.pdf>, p. 10

<sup>2</sup>Based on developer's plans

<sup>3</sup>See Attachment 3

## **NUMBER OF ADDITIONAL PERSONS R1 VS. RS8**

### **Average square feet per person in United States:**

Avg. sq. ft. house in U.S. ÷ persons per household U.S. = Avg. sq. ft. per person in U.S.

$$2,700 \div 2.55 = 1,058.8 \text{ sq. ft. per person}$$

### **Total square footage of homes to be built if RS8**

$$160 \times 1,260 = 201,600 \text{ total square feet of homes in RS8}$$

### **Total square footage of homes to be built if R1**

$$137 \times 1,800 = 246,600 \text{ total square feet of homes in R1}$$

### **Total number of persons if RS8**

$$201,600 \div 1,058.8 = 190.4 \text{ persons in RS8}$$

### **Total number of persons if R1**

$$246,600 \div 1,058.8 = 232.9 \text{ persons in R1}$$

**Average Number of additional persons in R1 vs. RS8 = 42.5**

## **ADDITIONAL TRIPS PER DAY R1 VS. RS8**

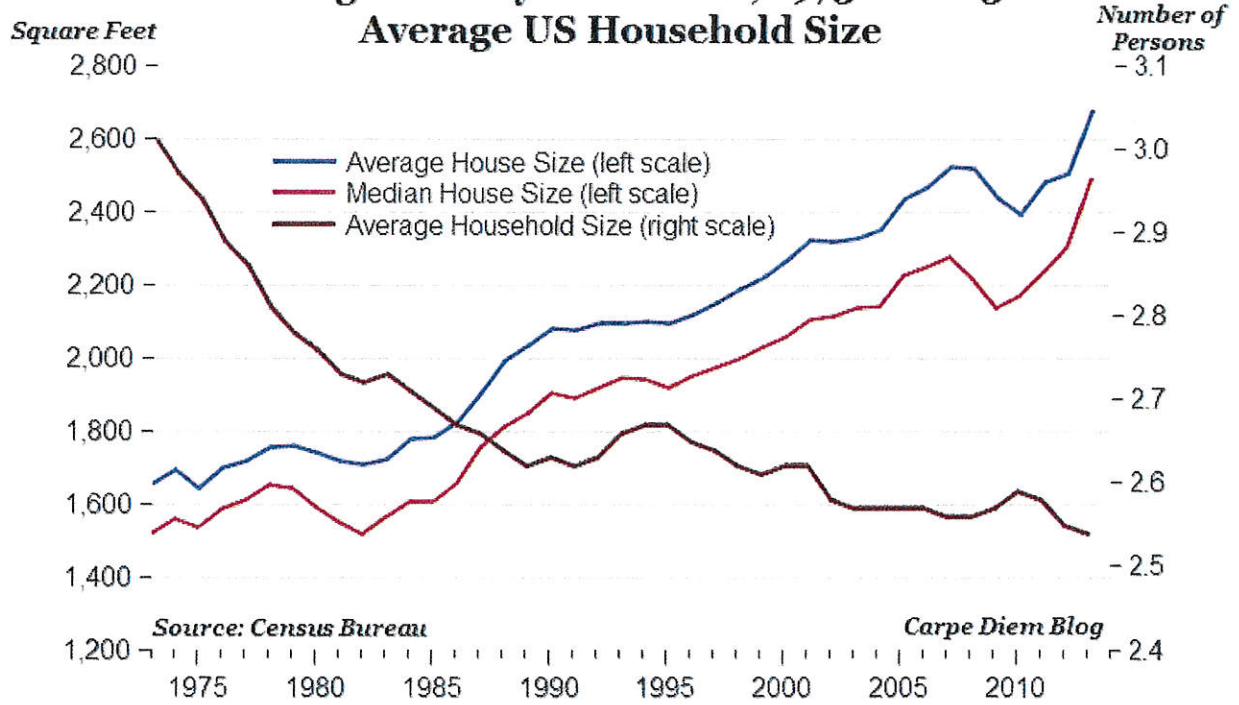
$$42.50 \times 3.79 = 161.07$$

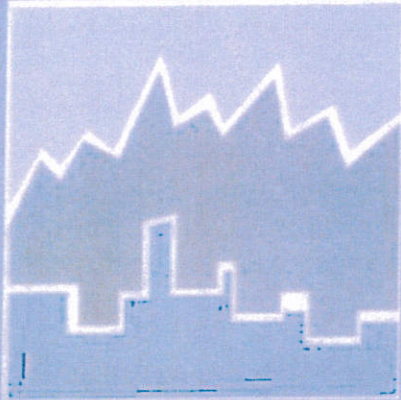
### **Summary:**

**Population would be greater if R1 as opposed to RS8.**

**Traffic would be greater if R1 as opposed to RS8.**

### Average and Median Square Feet of Floor Area in New Single-Family US Houses, 1973 to 2013 vs. Average US Household Size





# **SUMMARY OF TRAVEL TRENDS**

## **2009 National Household Travel Survey**



U.S. Department of Transportation  
**Federal Highway Administration**

## Summary of Travel Trends



The trends data indicate that the *per capita* growth in travel that the U.S. experienced over the last four decades may be slowing. Statistically, of the ten major travel indicators shown in Table 3, in 2009 seven estimates were lower than the same estimate in 2001 estimates and the remainder are statistically the same (within the confidence interval).

Importantly, all of the travel estimates related to households are slightly lower in 2009 than 2001--including person and vehicle trips and the average daily person and vehicle miles generated by U.S. households. The longstanding decline in household size continued between 2001 and 2009. In addition, the average number of vehicle trips and vehicle miles of travel per driver are significantly lower than the 2001 estimate. The data shows both average person trip length and average vehicle trip length to be about the same as in 2001 (that is, within the confidence interval).

**Table 3. Summary of Travel Statistics**  
1969, 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS.

	1969	1977	1983	1990	1995	2001	2009	95% CI
<b>Per Person</b>								
Daily Person Trips	2.02	2.92	2.89	3.76	4.30	3.74	3.79	0.03
Daily PMT	19.51	25.95	25.05	34.91	38.67	36.89	36.13	1.35
<b>Per Driver</b>								
Daily Vehicle Trips	2.32	2.34	2.36	3.26	3.57	3.35	3.02	0.03
Daily VMT	20.64	19.49	18.68	28.49	32.14	32.73	28.97	0.71
<b>Per Household</b>								
Daily Person Trips	6.36	7.69	7.20	8.94	10.49	9.66	9.50	0.09
Daily PMT	61.55	68.27	62.47	83.06	94.41	95.24	90.42	3.38
Daily Vehicle Trips	3.83	3.95	4.07	5.69	6.36	5.95	5.66	0.06
Daily VMT	34.01	32.97	32.16	49.76	57.25	58.05	54.38	1.34
<b>Per Trip</b>								
Average person trip length (miles)	9.67	8.87	8.68	9.47	9.13	10.04	9.75	0.36
Average vehicle trip length (miles)	8.89	8.34	7.90	8.85	9.06	9.87	9.72	0.22

**Note:**

- Average trip length is calculated using only those records with trip mileage information present.
- 1990 person and vehicle trips were adjusted to account for survey collection method changes (see 2001 Summary of Travel Trends Appendix 2).
- PMT is Person Miles of Travel. VMT is Vehicle Miles of Travel. CI is Confidence Interval. NPTS is Nationwide Personal Transportation Survey.



*City of Jonesboro Metropolitan Area Planning Commission*  
**Staff Report – RZ 12-17: 4501 Aggie Road**  
Huntington Building - 900 W. Monroe  
*For Consideration by the Commission on September 11, 2012*

**REQUEST:** To consider a rezoning of a parcel of land containing 37.86 acres more or less.

**PURPOSE:** A request to consider recommendation to Council for a rezoning from R-1 Single to RS-8 Single Family Residence.

**OWNER/  
APPLICANT:** Dr. Dean Tyrer, 2603 Brown's Lane, Jonesboro, AR

**LOCATION:** 4501 Aggie Road, (South Side of Aggie, directly west of Prospect Farm Road (Subdivision). Directly east of Meadowview Trailer Park)).

**SITE  
DESCRIPTION:** Tract Size: Approx. +/- 37.86 acres (1,649,070 sq. ft.)  
Frontage: 495.44' ft. along Aggie Road.  
Topography: Flat  
Existing Development: 8-Bedroom Single Family Residence and pastured land.

<b>SURROUNDING CONDITIONS:</b>	<u>ZONE</u>	<u>LAND USE</u>
North:	R-1	Residential
South:	I-2	Airport/Railroad
East:	R-1	Residential
West:	R-2/R-1	Mobile Home Park/Single Residential

**HISTORY:** None.

**ZONING ANALYSIS:** City Planning Staff has reviewed the proposed Zone Change and offers the following findings.

**COMPREHENSIVE PLAN FUTURE LAND USE MAP**

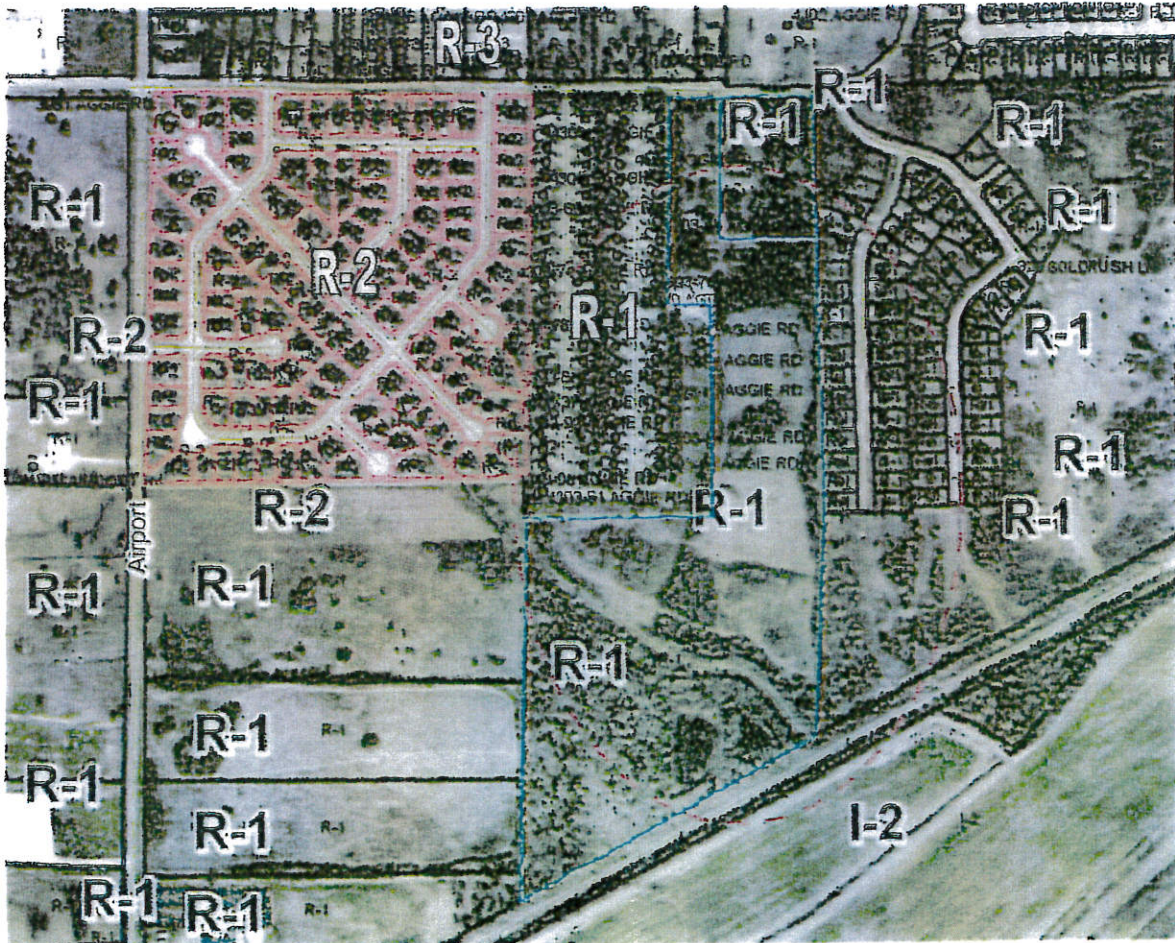
The Current/Future Land Use Map recommends this location as Single Family Residential. The proposed rezoning is consistent with the land use map as a single family development.

**Approval Criteria- Section 117-34- Amendments:**

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

- (a) Consistency of the proposal with the Comprehensive Plan
- (b) Consistency of the proposal with the purpose of the zoning ordinance.
- (c) Compatibility of the proposal with the zoning, uses and character of the surrounding area;

- (d) Suitability of the subject property for the uses to which it has been restricted without the proposed zoning map amendment;
- (e) Extent to which approval of the proposed rezoning will detrimentally affect nearby property including, but not limited to, any impact on property value, traffic, drainage, visual, odor, noise, light, vibration, hours of use/operation and any restriction to the normal and customary use of the affected property;
- (f) Length of time the subject property has remained vacant as zoned, as well as its zoning at the time of purchase by the applicant; and
- (g) Impact of the proposed development on community facilities and services, including those related to utilities, streets, drainage, parks, open space, fire, police, and emergency medical services.



*Vicinity/Zoning Map*

**Findings:**

**Master Street Plan/Transportation**

The subject site is served by Aggie Road has a proposed right of way totaling 80 ft. (Collector Street min. 80'); The proposal is in compliance; applicant has proposed a 41' right of way from the center line of street.



**Zoning Code Compliance Review:**

The applicant is requesting a change from single family R-1 to a RS-8 Single Family Zoning District. Current R-1 Single Family density is 5.4 units per acre, the applicant is proposing 8 units per acre gross density.

The applicant hopes to respond to the market needs for smaller affordable homes/lots to provide a transition between the mobile home park to the west and the Prospect Farms Subdivision to the east. The idea is to provide a single family unit/property that will require less maintenance. The railroad and airport to the south justifies the type of product being marketed, as well. The subdivision will be served by public road access and will have public sewer and utilities.

Buildable setbacks proposed are the following: 15 ft.- front-yard and rear-yard setbacks; and, 7.5' - side-yard setback. Lot width: 50 ft. RS-8—Single-family residential district minimum 5,445 sq. ft. lot size is required.

**Conclusion:**

The Planning Department Staff finds that the requested Zone Change submitted by Dr. Dean Tyrer, should be evaluated based on the above observations and criteria, of Case RZ 12-17 noted above, a request to rezone property from "R-1" to "RS-8" Single Family Residential District. Staff feels that the petition should be recommended for approval to City Council and will follow good land use principles and promotes provisions for affordable homes, which is recommended by the recent Jonesboro Housing Comprehensive Study. The following conditions are recommended.

1. That subdivision development plans be submitted and reviewed by the MAPC prior to any future redevelopment of the site.

Respectfully Submitted for Commission Consideration,



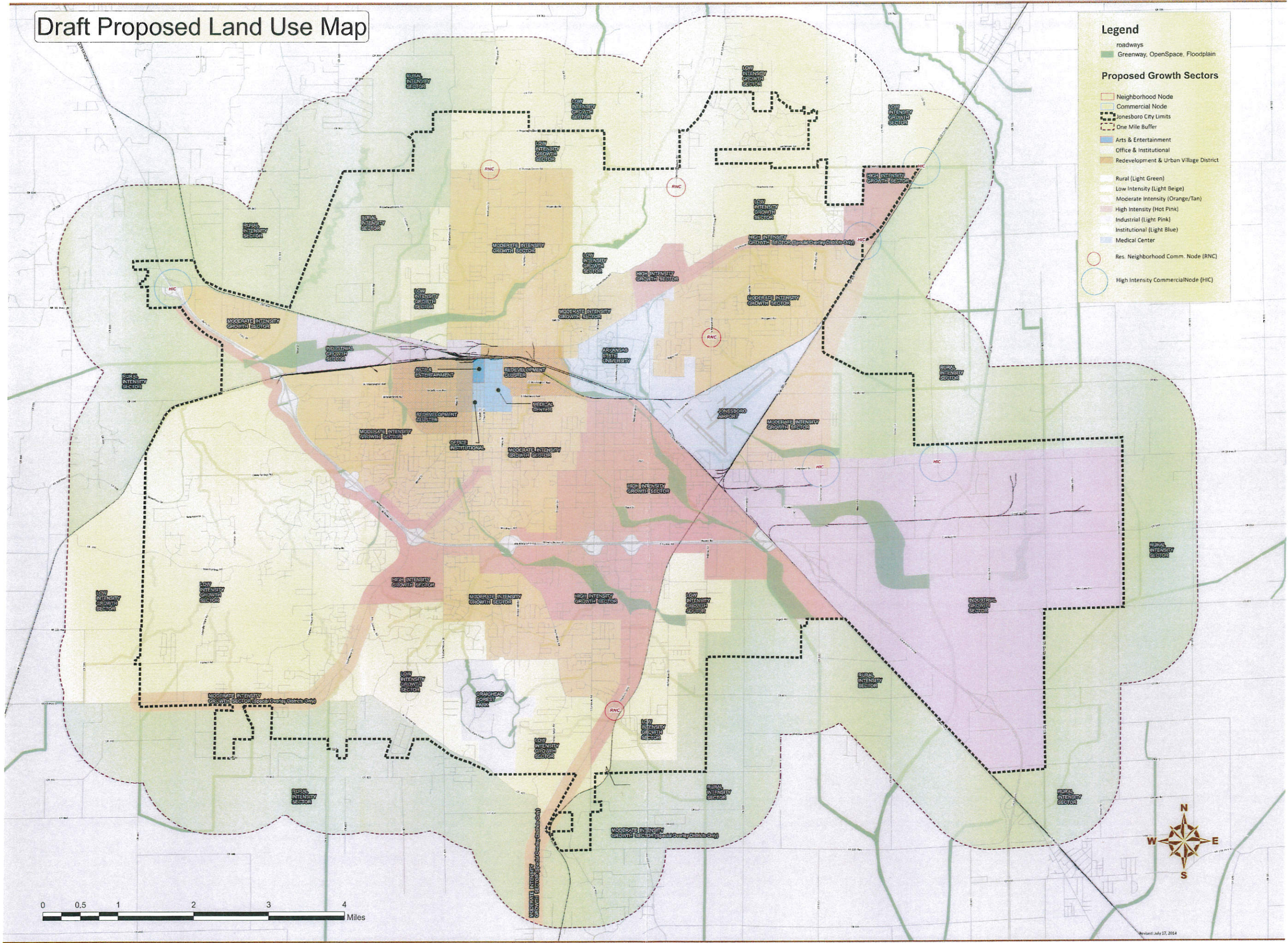
Otis T. Spriggs, AICP  
Planning & Zoning Director

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**Sample Motion 1:**

I move that we place Case: RZ-12-17 on the floor for consideration and for recommendation to City Council for a rezoning from "R-1 to "RS-8" Single Family Residential District, subject to the 1 Staff Condition. The MAPC finds that the use will be compatible and suitable with the zoning, uses and character of the surrounding area.

# Draft Proposed Land Use Map

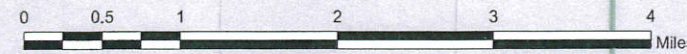


### Legend

roadways  
Greenway, OpenSpace, Floodplain

### Proposed Growth Sectors

- Neighborhood Node
- Commercial Node
- Jonesboro City Limits
- One Mile Buffer
- Arts & Entertainment
- Office & Institutional
- Redevelopment & Urban Village District
- Rural (Light Green)
- Low Intensity (Light Beige)
- Moderate Intensity (Orange/Tan)
- High Intensity (Hot Pink)
- Industrial (Light Pink)
- Institutional (Light Blue)
- Medical Center
- Res. Neighborhood Comm. Node (RNC)
- High Intensity CommercialNode (HIC)



Revised: July 17, 2014