JUMP START INITIATIVE

Planning for Sustainable Growth

Original Town

Bryant

October 13, 2014

GATEWAYPLANNING
A VIALTA GROUP PARTNER

ICF INTERNATIONAL

catalyst

Walkable and Livable Communities Institute

Horsley Witten Group
Sustainable Environmental Solutions

METROPLAN
SMART PLANNING MAKES SMART PLACES.

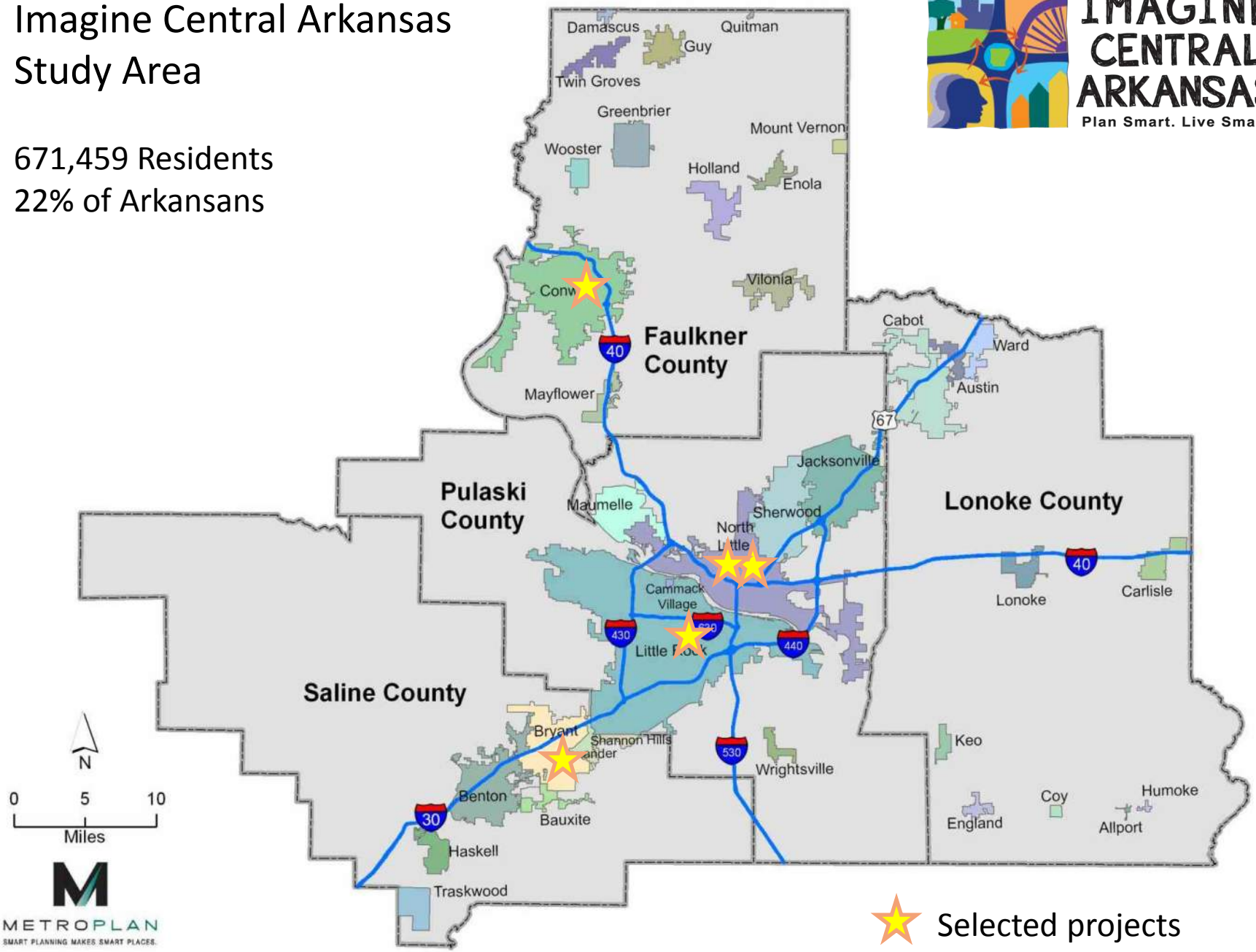
IMAGINE CENTRAL ARKANSAS
Plan Smart. Live Smart.

Tonight's Presentation

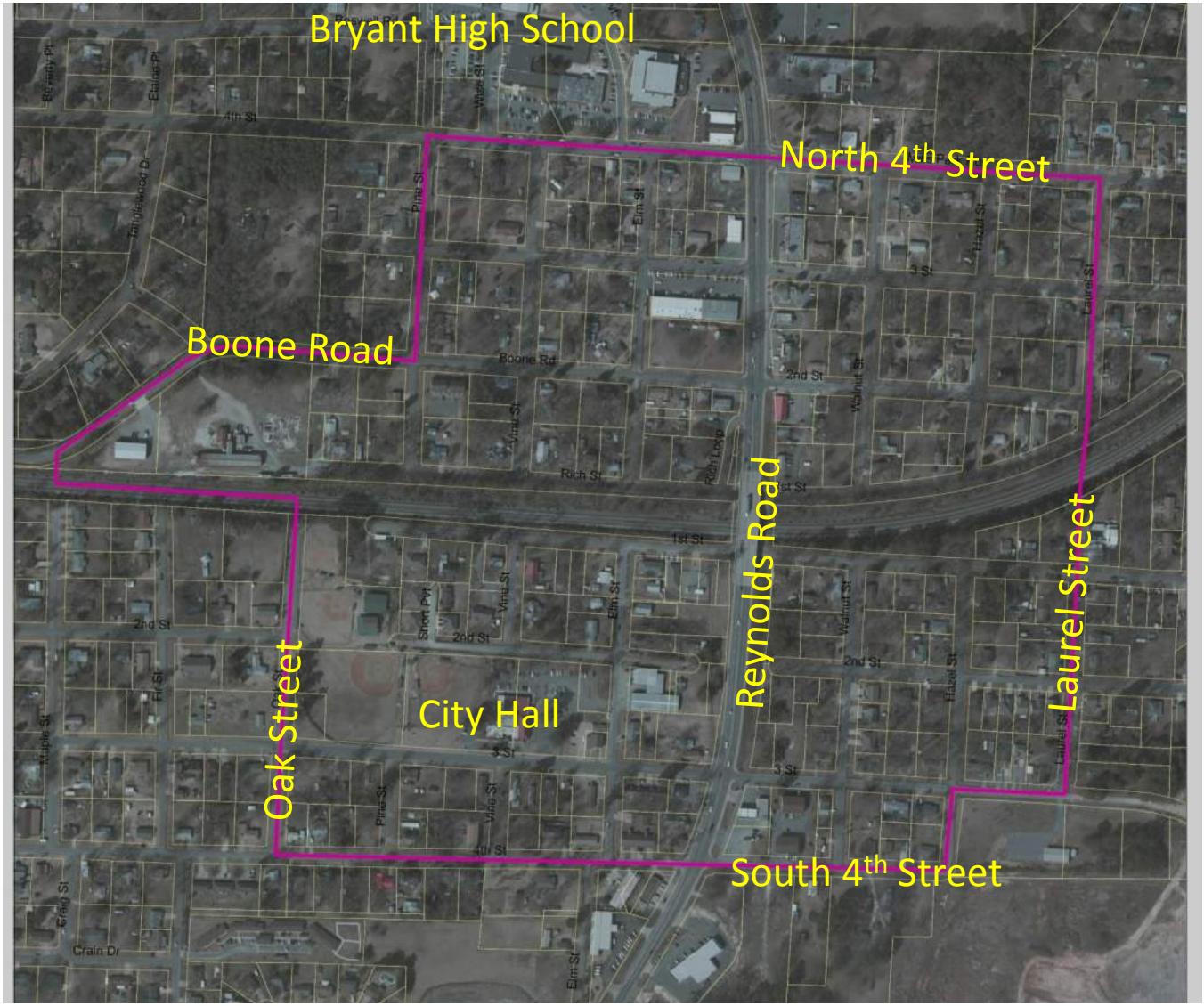
- Where We've Been
- Conceptual Development Plan
  - Framework Plan
  - Conceptual Design Plans
  - Street/Infrastructure Design
  - Market and Feasibility
- Implementation Strategies Summary
- Zoning Refinement Summary
- Next Steps Process

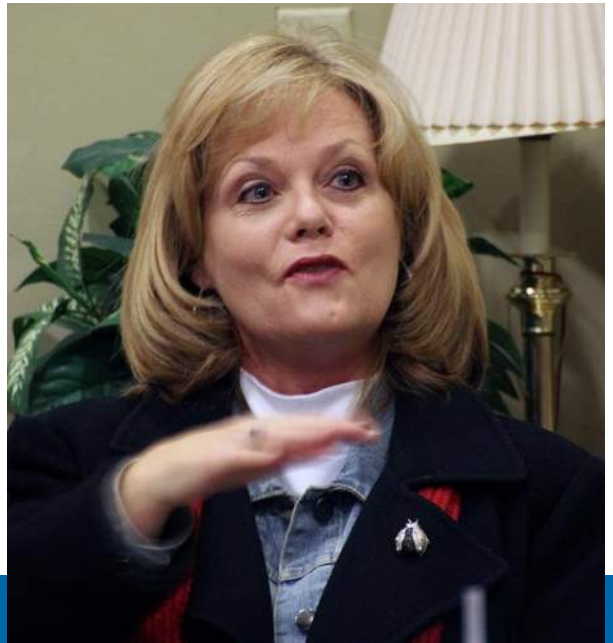
Imagine Central Arkansas Study Area

671,459 Residents
22% of Arkansans



Study Area


Bryant High School
North 4th Street
Boone Road
Reynolds Road
Laurel Street
Oak Street
City Hall
South 4th Street



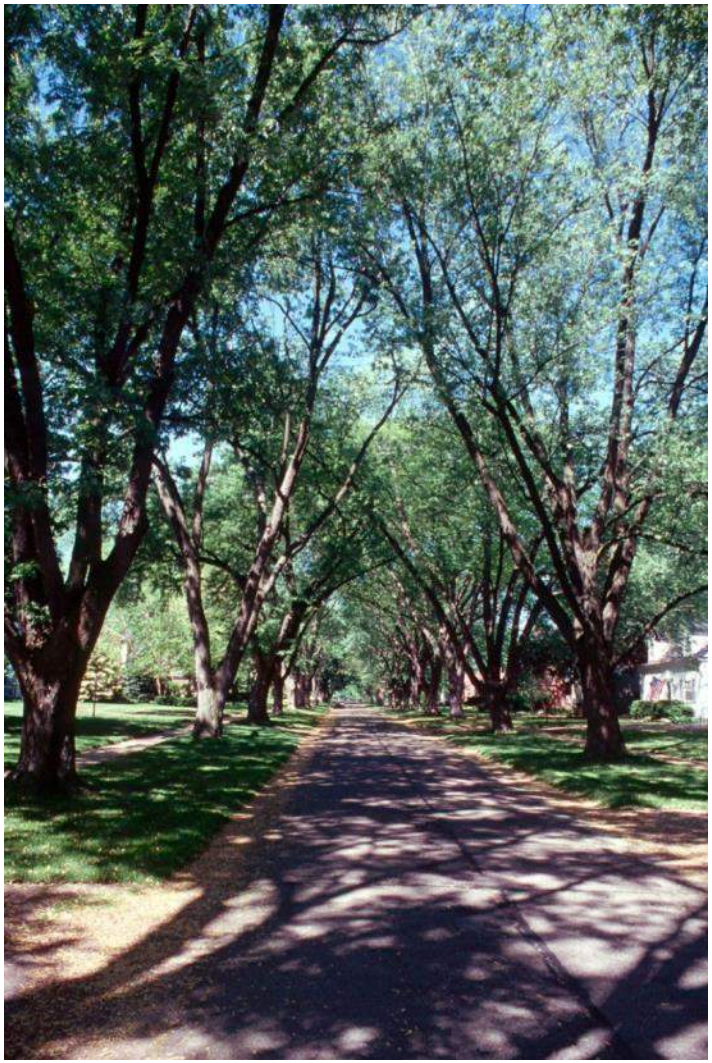

PARKING

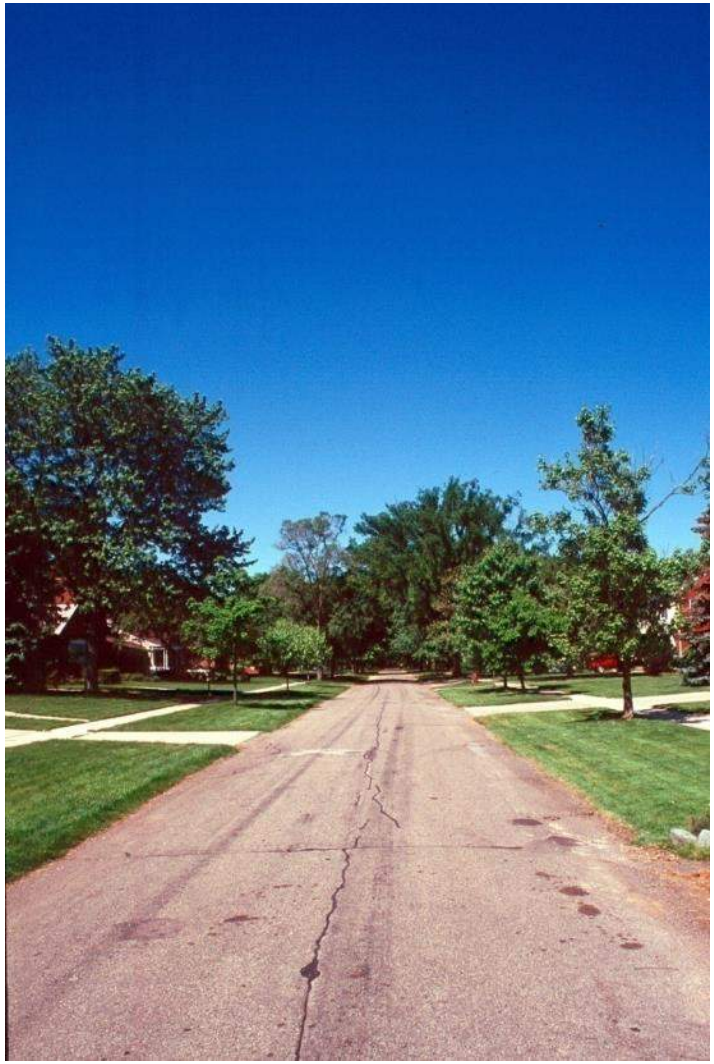
Monday Night Visioning – February 3

Collective Input

Comment	Tally
Structures need to be improved to bring investment into Bryant.	◆
Supports proper green road infrastructure for water collection.	◆◆◆◆◆
Supports cross access between parking lots, parking availability	◆◆◆◆
Supports beautification.	◆◆
Programming of parks, i.e. movies, concerts, playground.	◆◆◆◆◆◆◆◆◆◆◆◆◆
Pedestrian and bike crossing over railroad.	◆◆◆◆◆◆◆
More vehicular connections over railroad.	◆◆
Infrastructure/utility improvements.	◆◆◆
Neighborhood action committee needed.	◆
Free gathering place or attraction.	◆
Rename Reynolds Road to Main Street.	◆
Infrastructure grants needed.	◆
Tram or trolley to connect communities.	◆◆◆
Sidewalks	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆
Curb shoulders, bike lanes.	◆◆◆
Artist/Community Theater	◆◆
Retain small town character.	◆◆◆
Dog Parks	◆◆◆◆
Concerns about roundabouts.	◆◆
Preference for roundabouts (Boone Rd. and SW 3rd)	◆◆◆◆◆◆◆
Desire for restaurants, unique shopping experience.	◆◆◆◆◆◆◆◆◆◆◆◆
Street Trees	◆◆◆◆◆◆◆◆
Supports existing businesses.	◆◆
Improvements to Boone Road (multimodal).	◆◆◆◆◆◆◆◆
Improvements to Reynolds Road/bridge, traffic flow (Hill Farm Elementary).	◆◆◆◆◆◆◆◆◆◆◆◆
Alternative truck route.	◆◆◆
Hike/Bike connections between parks/Southwest Trail/Loop	◆◆◆◆◆◆◆◆◆◆◆

Focus on walkability





Create the outdoor living space

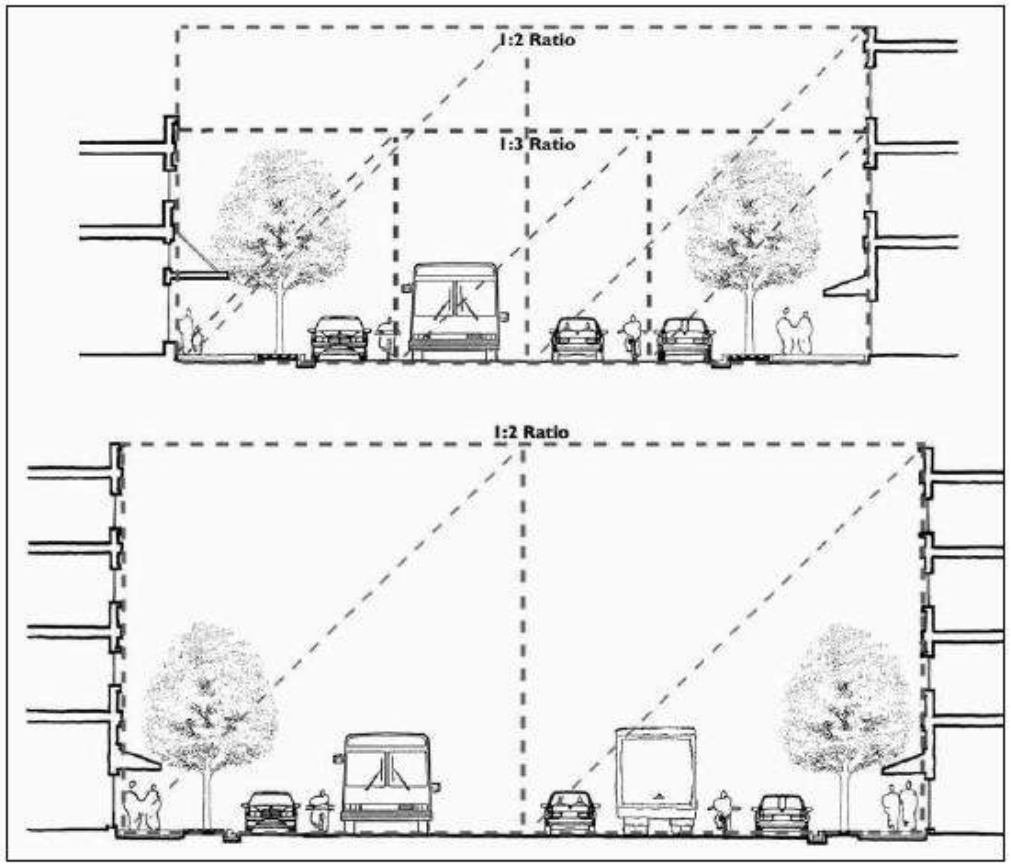
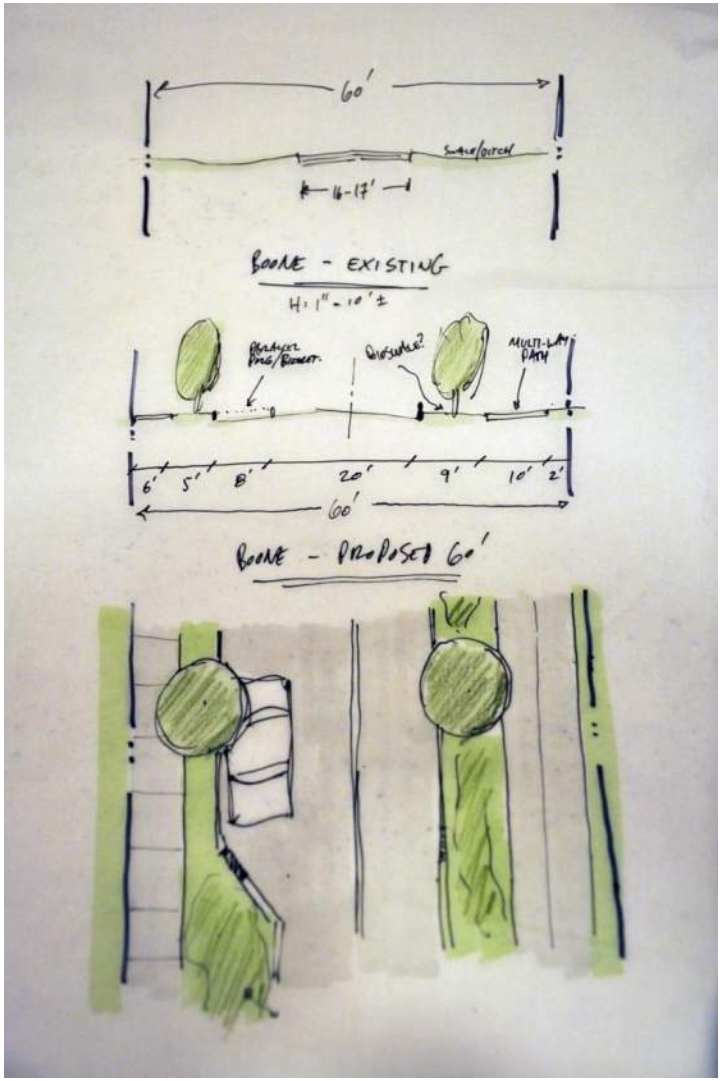
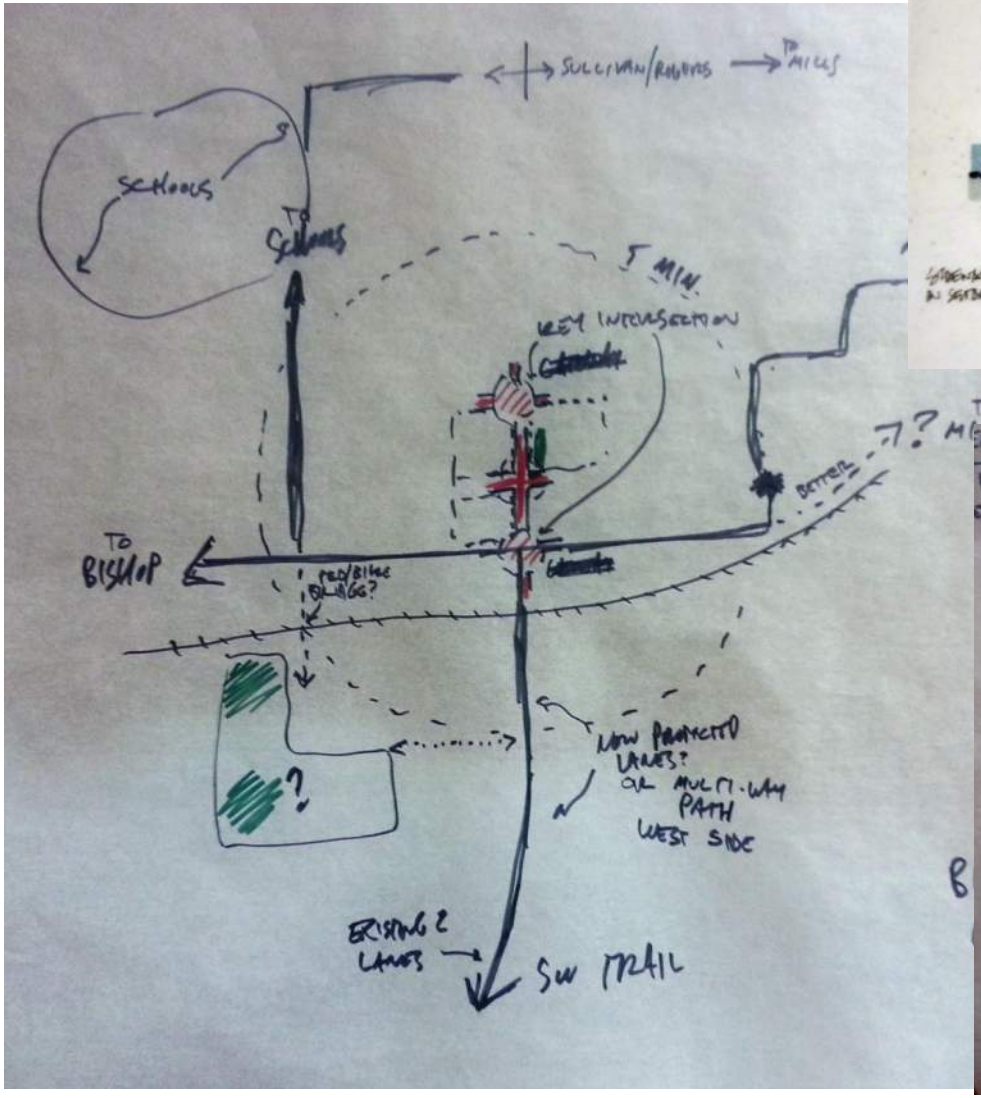


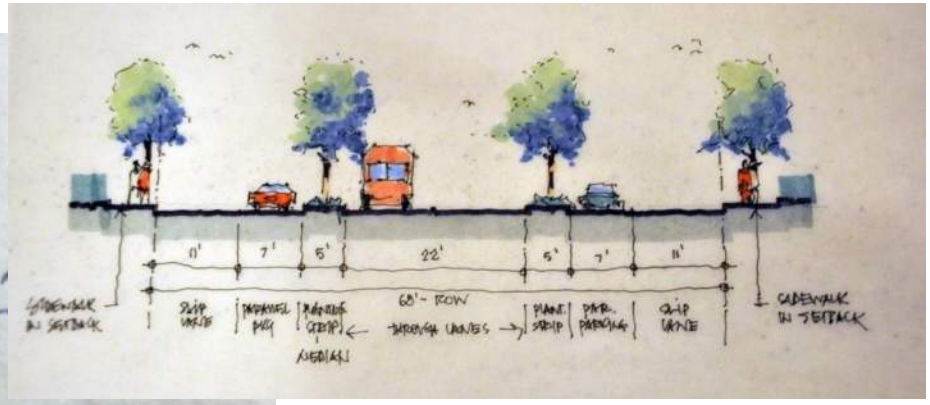
Figure 4.2 Illustration of height to width ratios that create a scale on thoroughfares that is comfortable to people and encourages walking (human scale). Human scale ratios fall between 1:3 and 1:2 as measured from the building fronts. Source: Community, Design + Architecture.

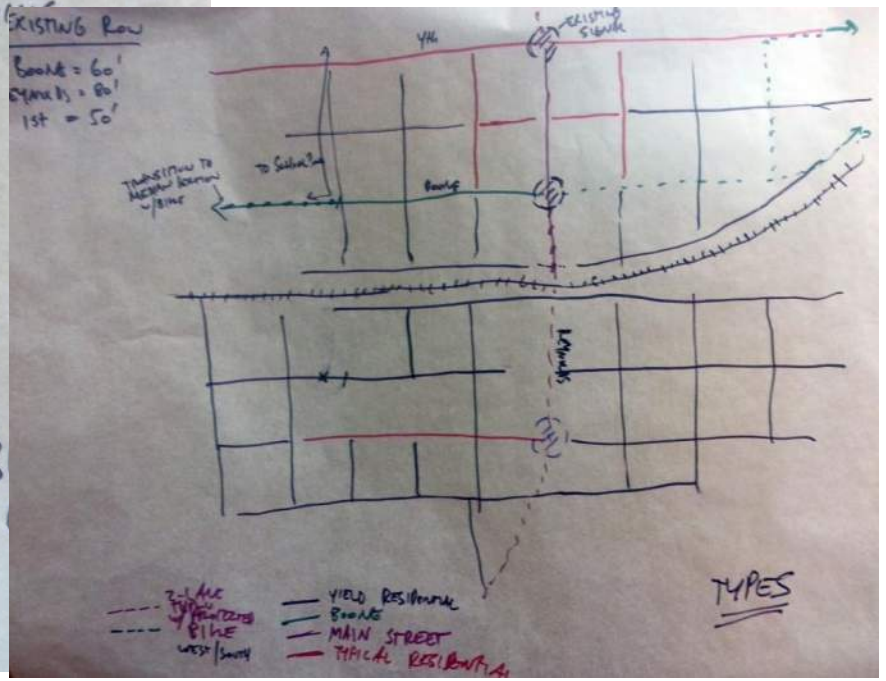
Work in Progress



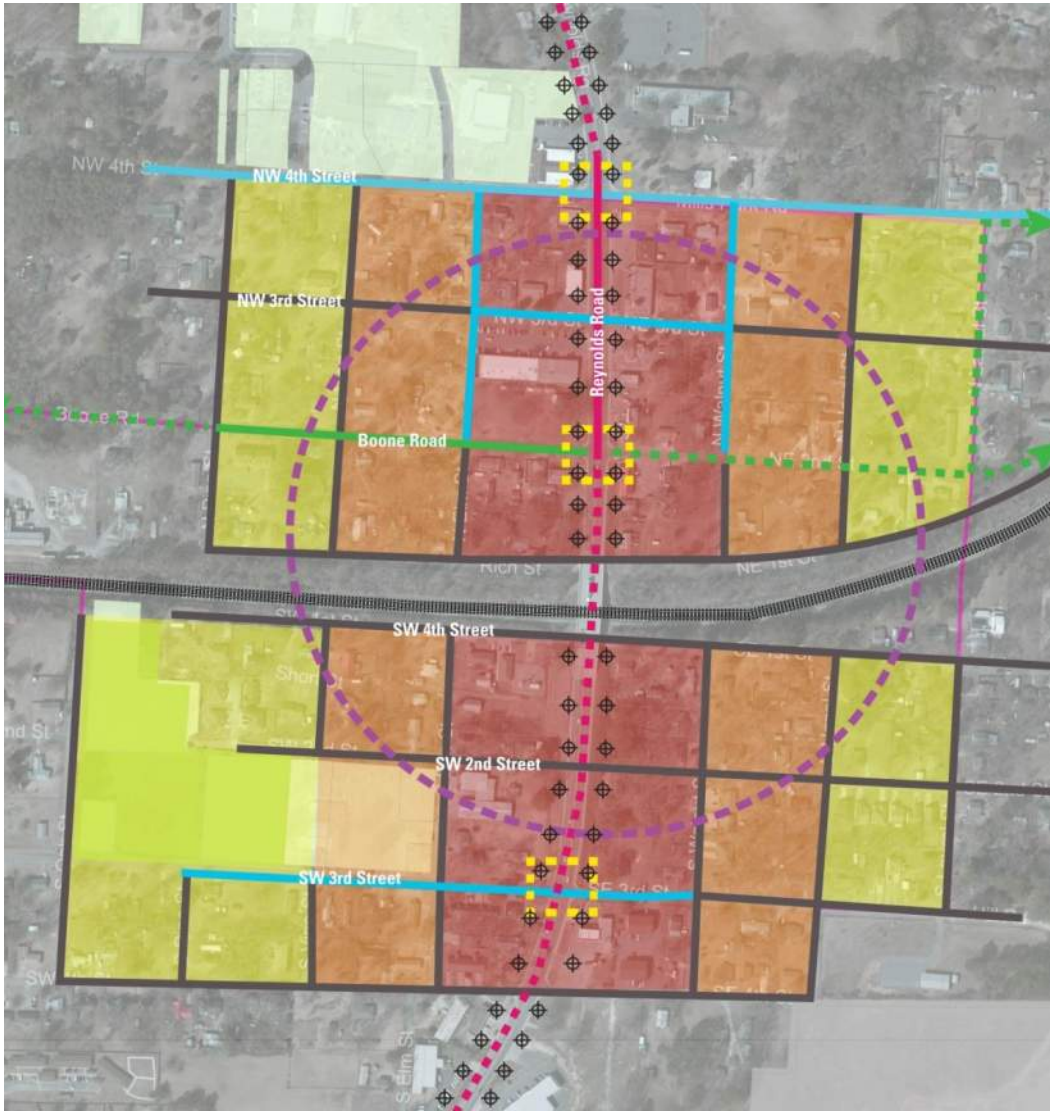
Work in Progress







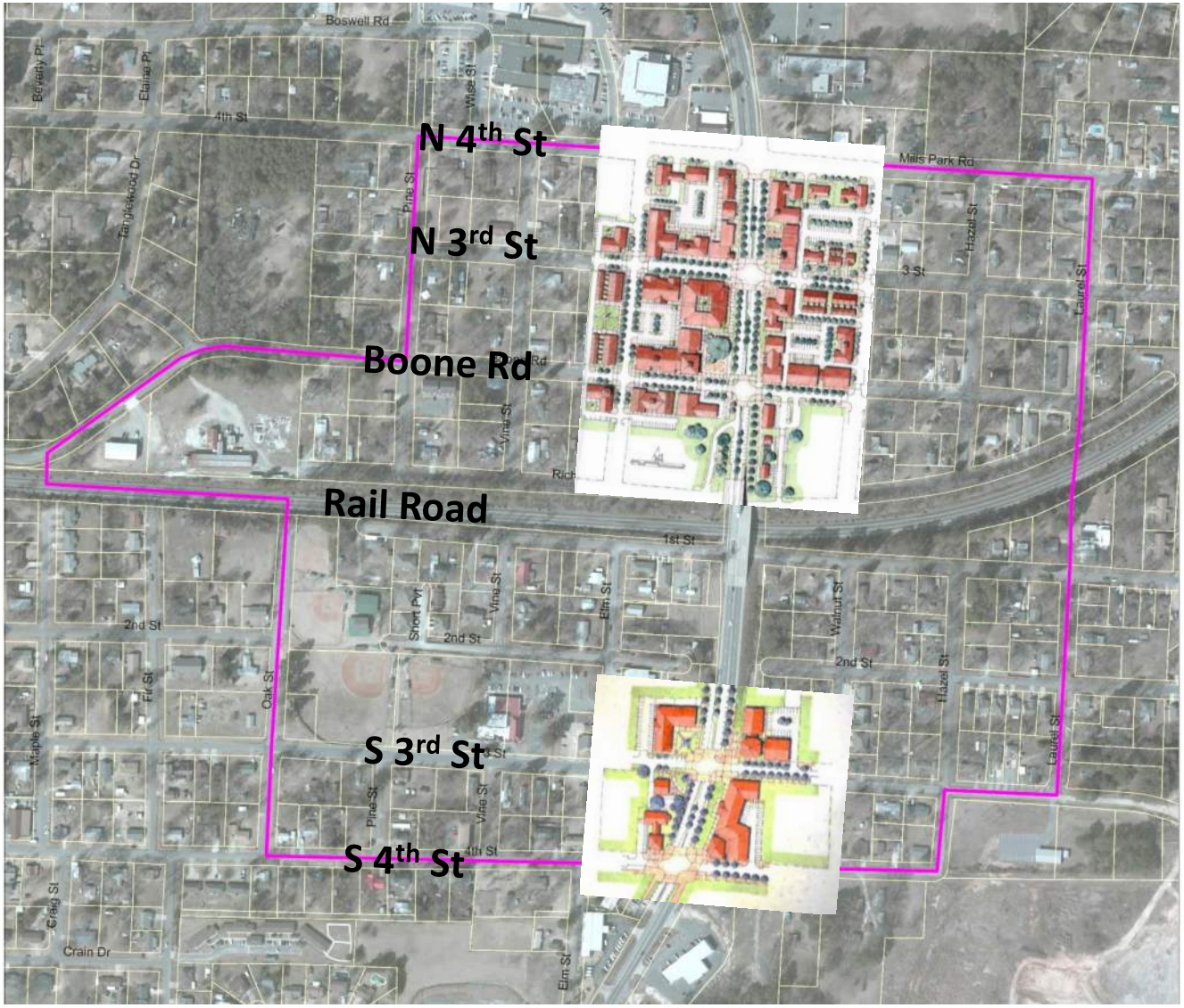
Concept Framework



Legend

- Yield Residential
- Typical Residential
- Boone Road
- Main Street
- 2-Lane Through with Protected Bike Lane
- Hike/Bike Trail Connections
- Key Intersections
- 5 Minute Walk
- Neighborhood
- Transition Zone
- Main Street Mixed-Use
- Street Lighting

Catalytic Site #1 – Reynolds and SW 3rd/4th



*NOTE: This illustrative is conceptual and not actual development plans

Catalytic Site #1 – Reynolds and SW 3rd/4th

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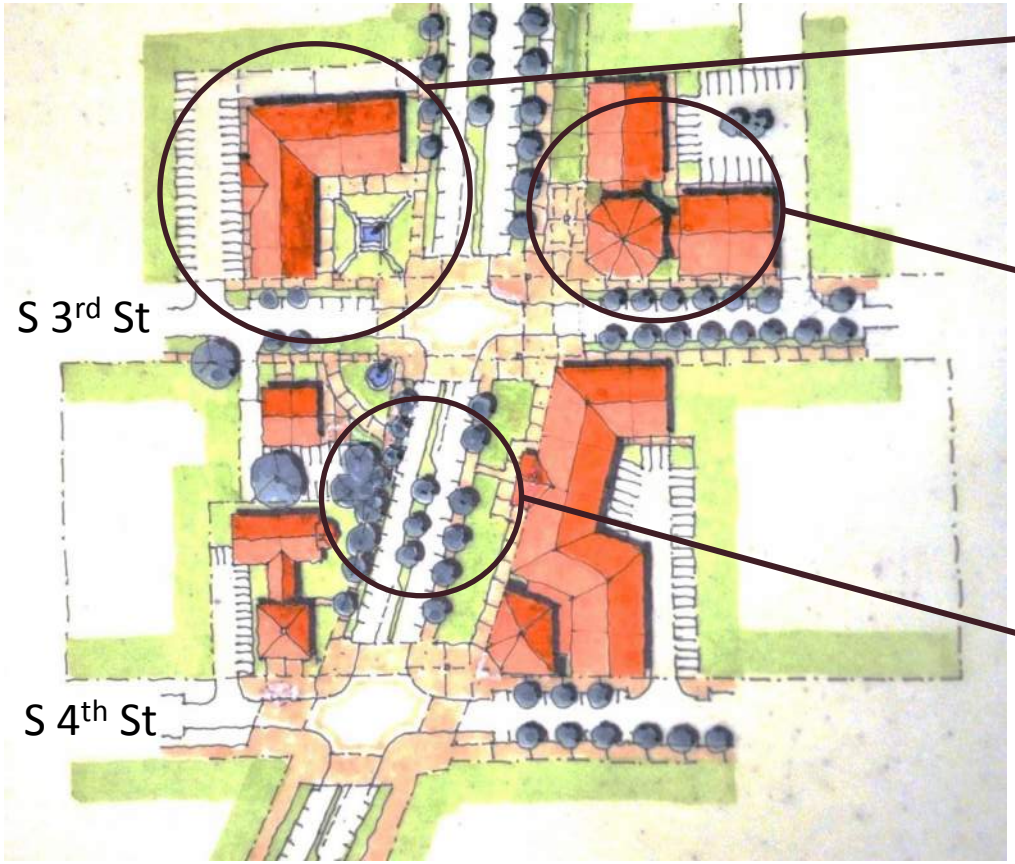
Catalytic Site #1 – Reynolds and SW 3rd/4th



Buildings wrap and face public spaces and place parking behind

Introduce gateways to Old Town, like towers or corner pavilions

Street screening of existing parking gives pedestrians a better walking environment and connects existing buildings

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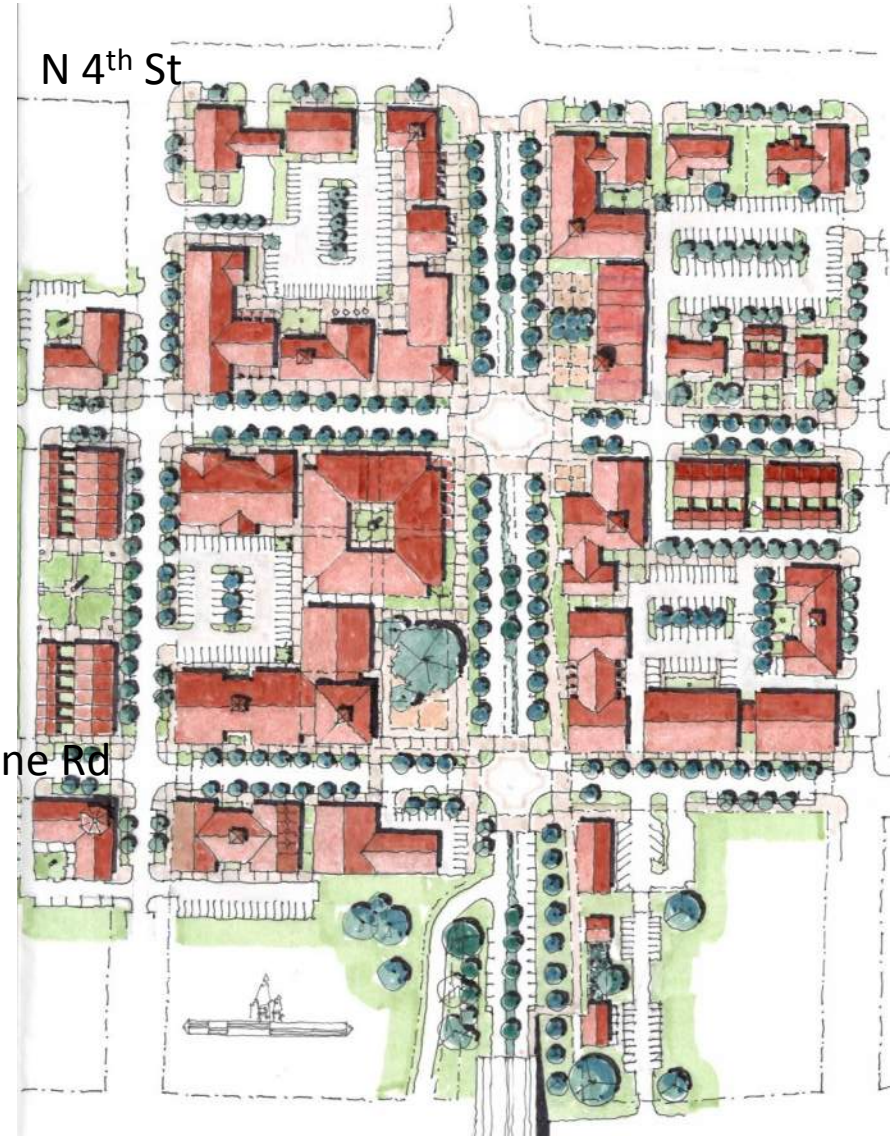
Catalytic Site #2 – Reynolds and NW 4th/Boone



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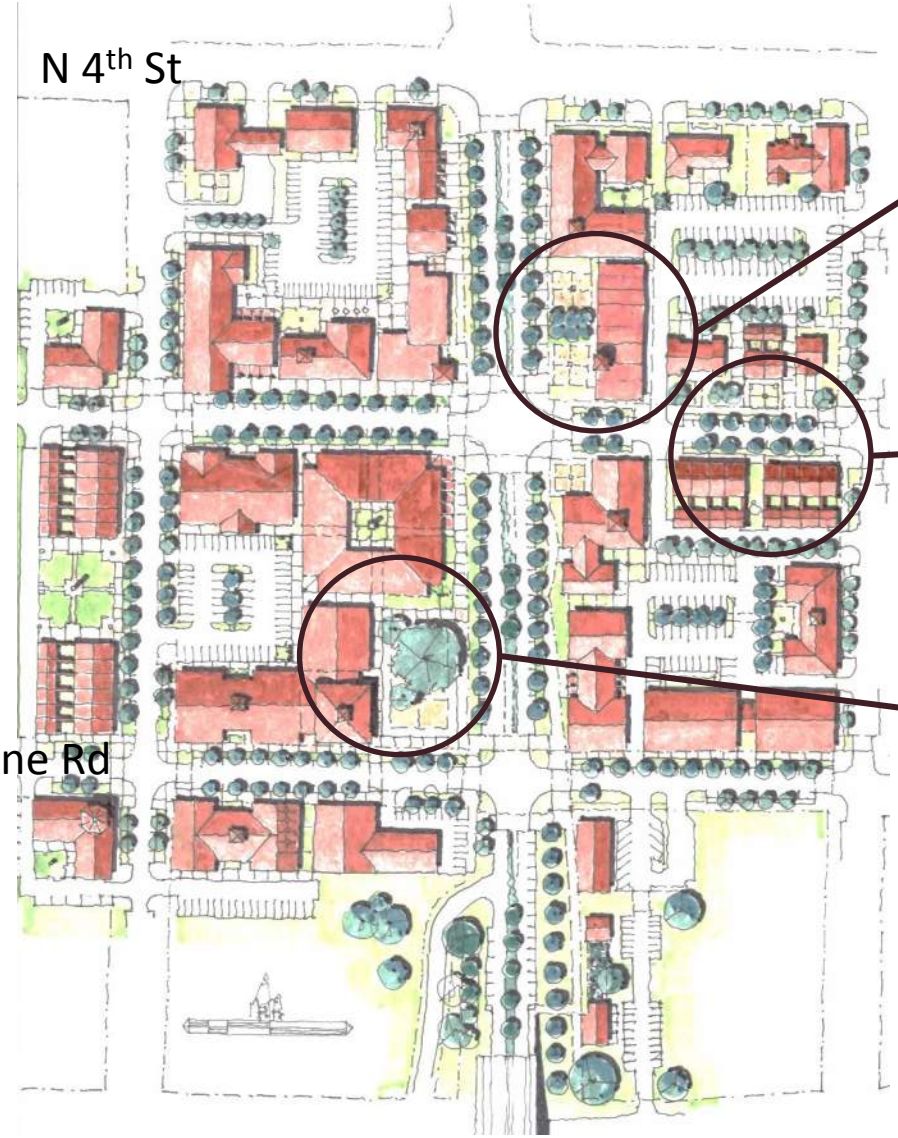
Catalytic Site #2 – Reynolds and NW 4th/Boone



Introduce public gathering spots and screen parking

Introduce a variety of housing options to transition to existing neighborhoods

Utilize plazas and pocket parks to create outdoor living spaces.

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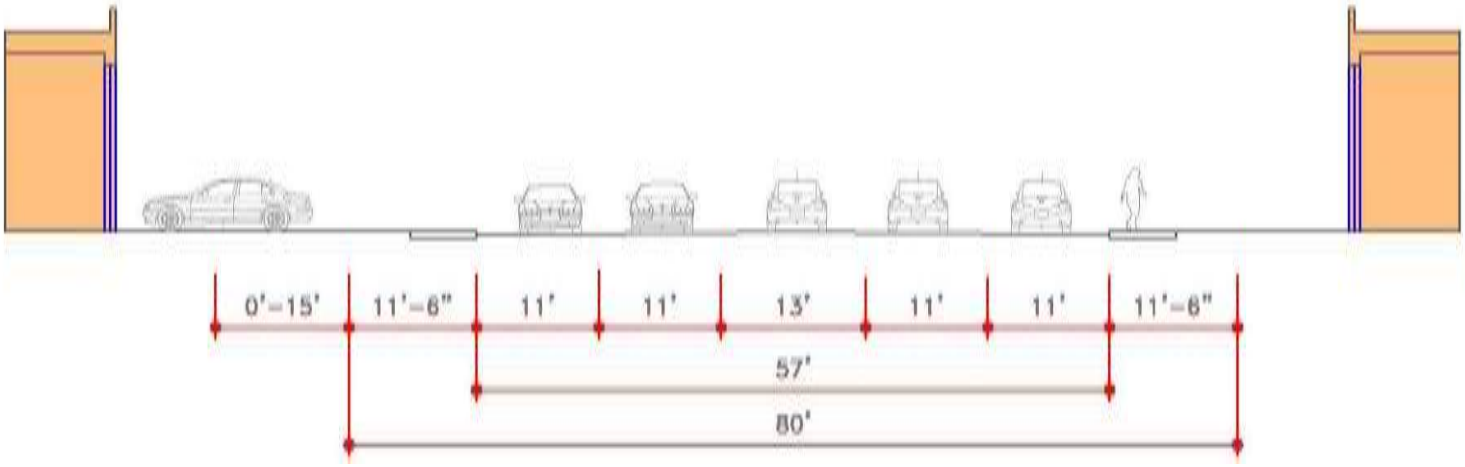
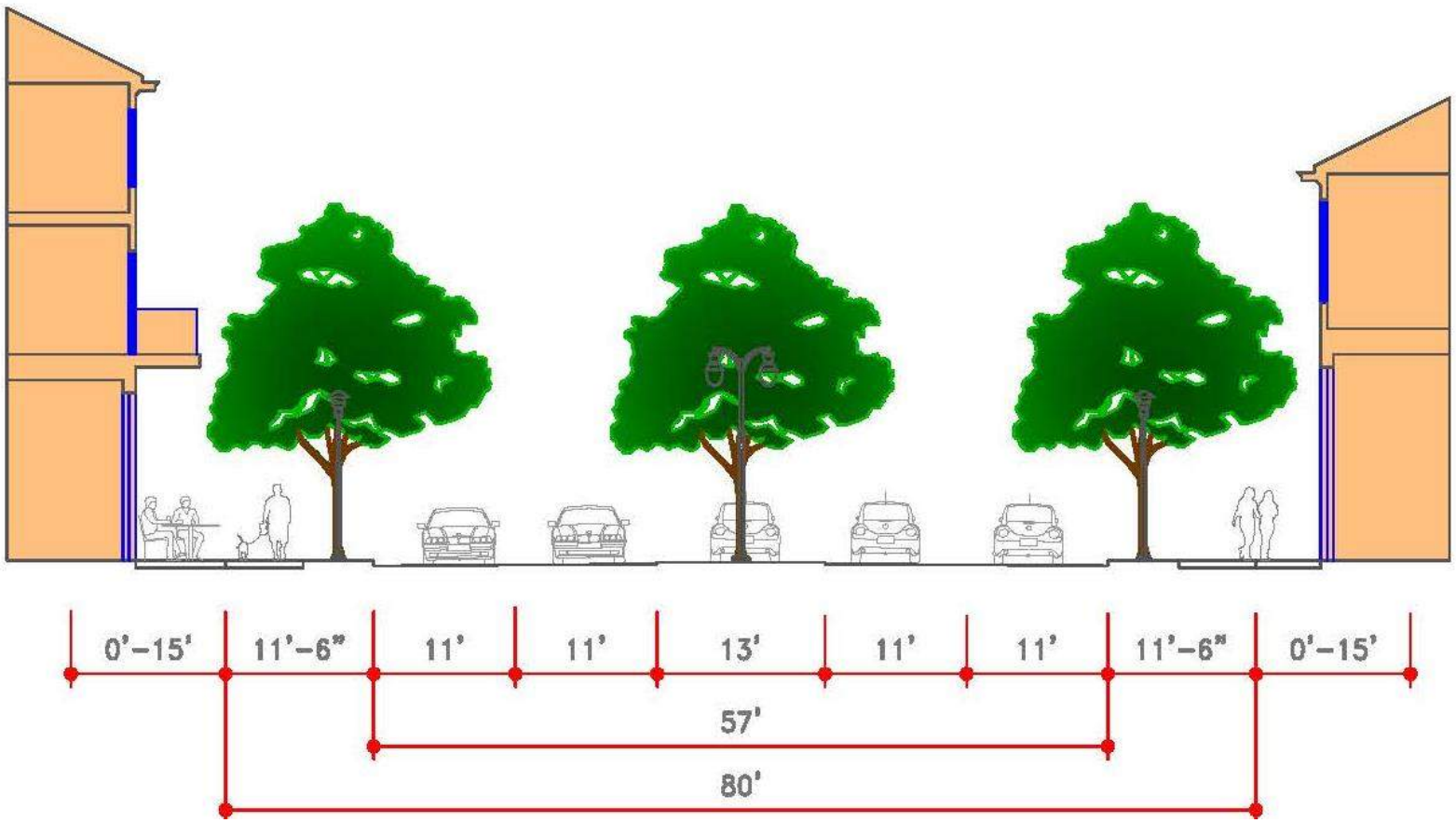
Catalytic Site Rendering

Existing Old Town Reynolds Section

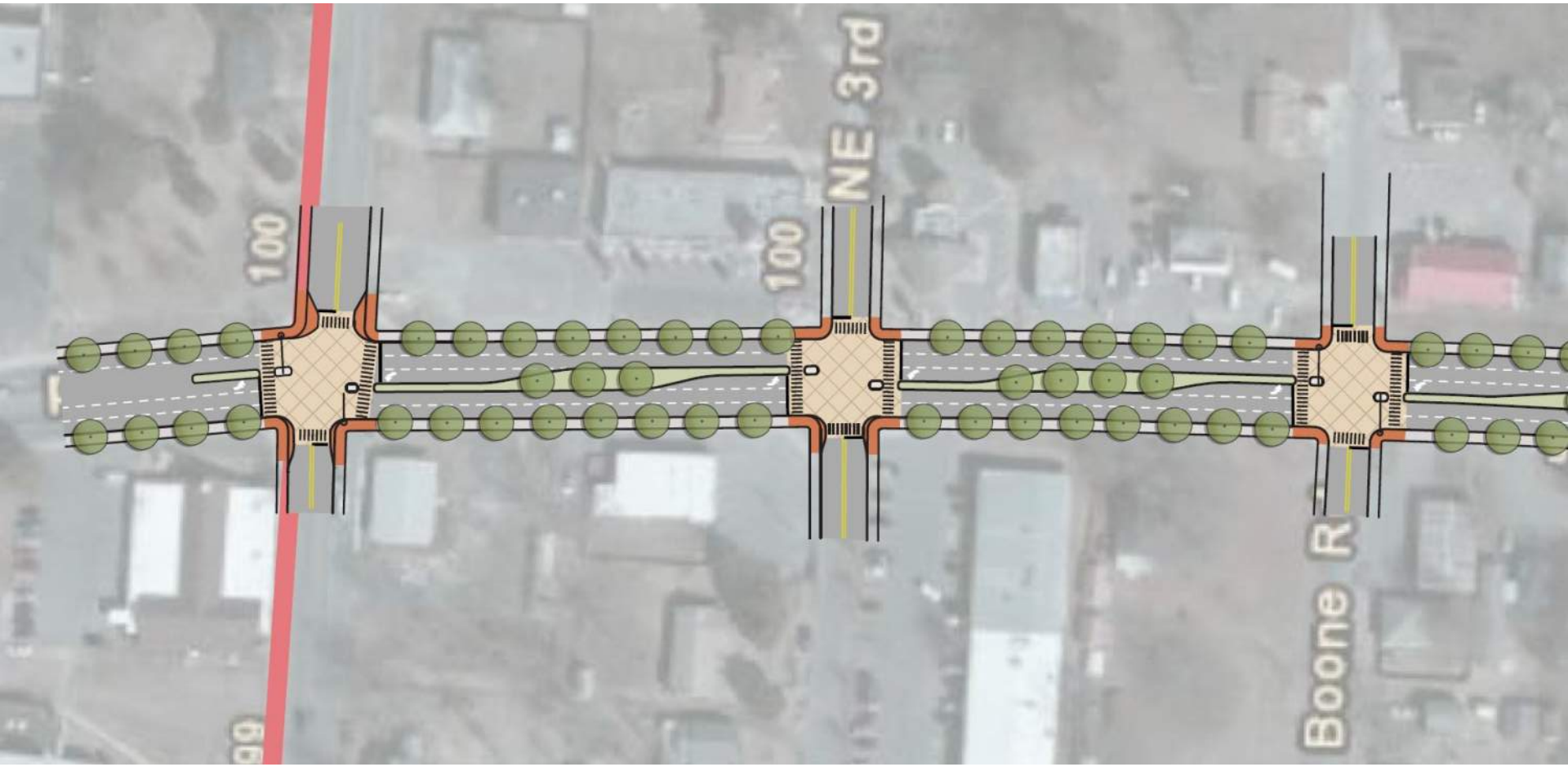


Proposed – Old Town Reynolds Section

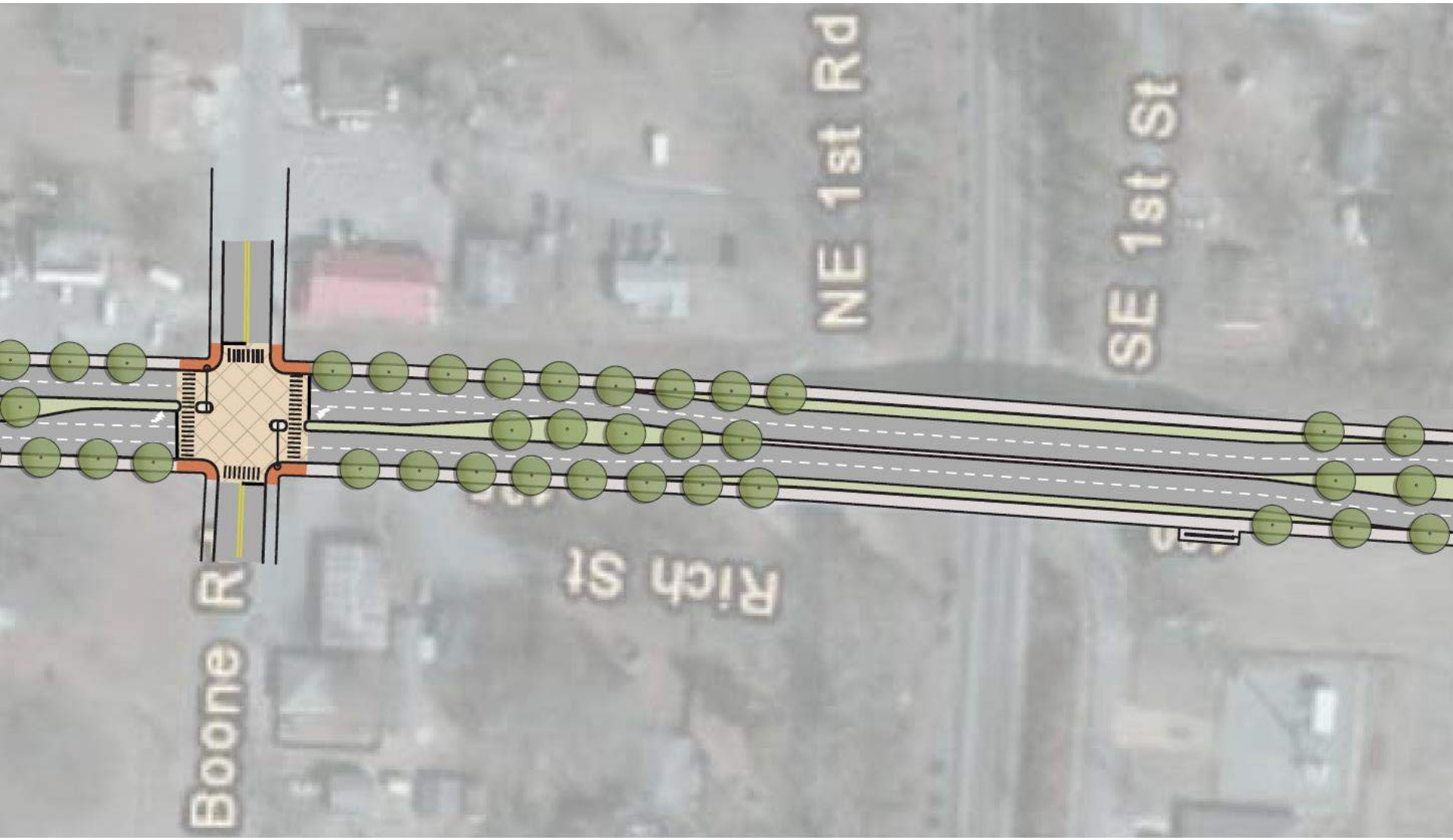
Remains a Department of Highway roadway



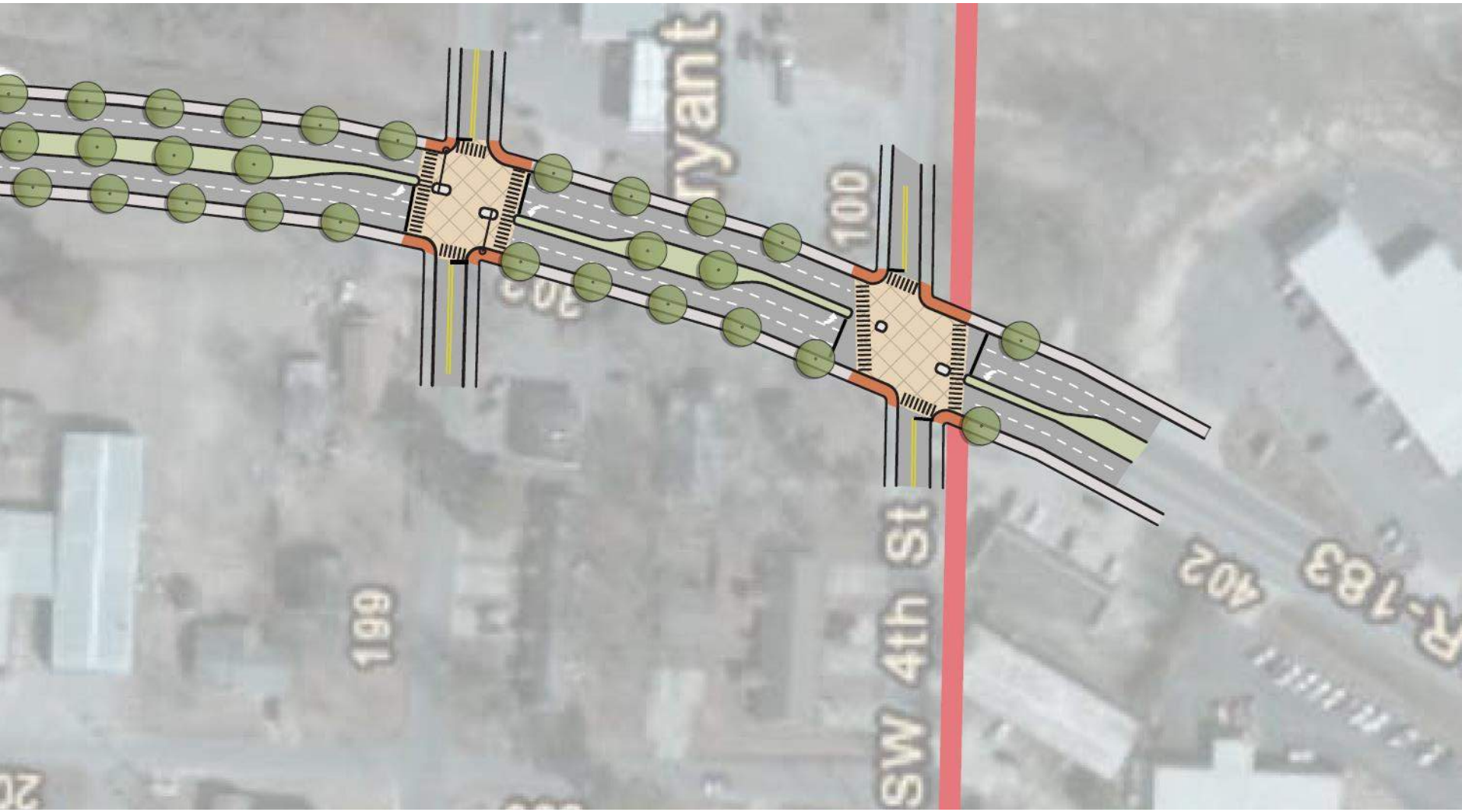
Old Town Reynolds Road Redesign



Old Town Reynolds Road Redesign



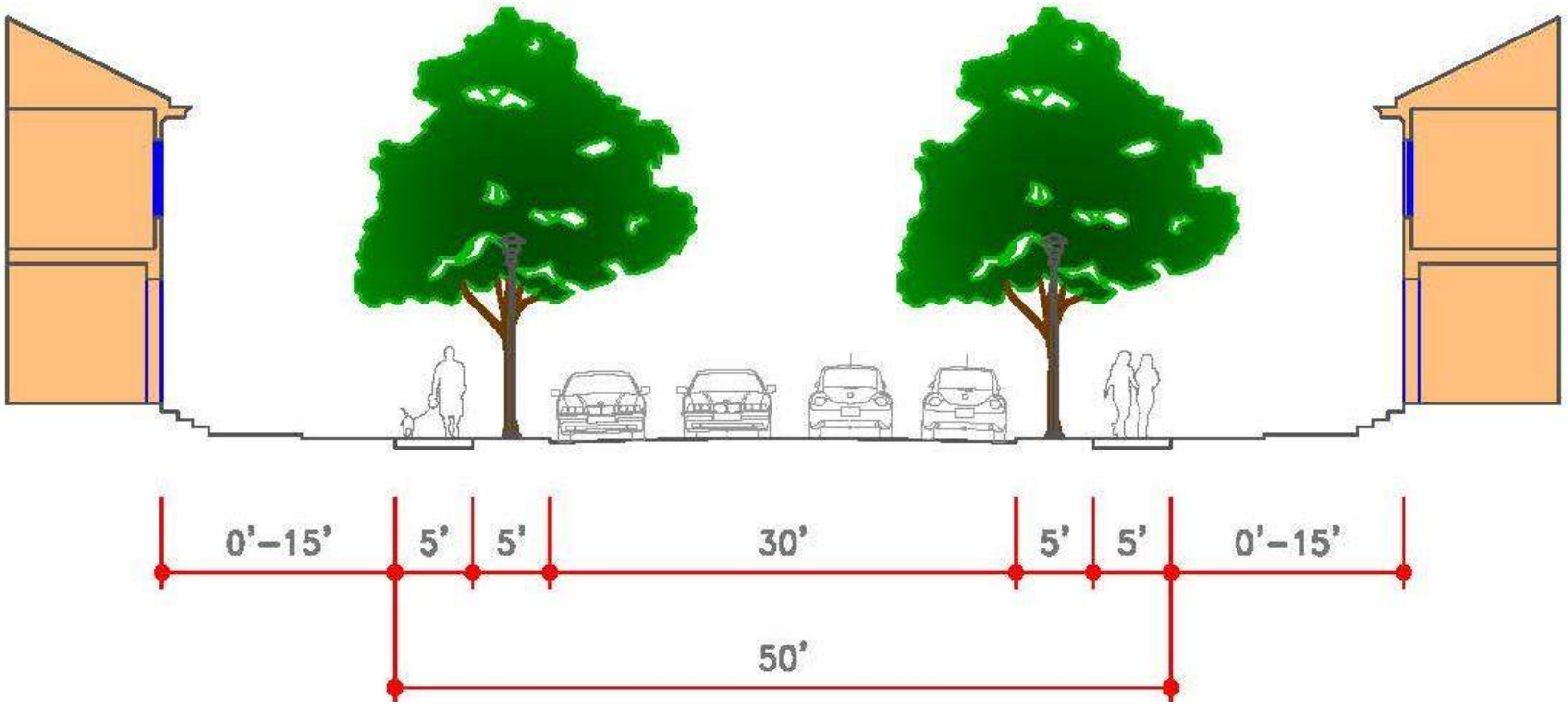
Old Town Reynolds Road Redesign



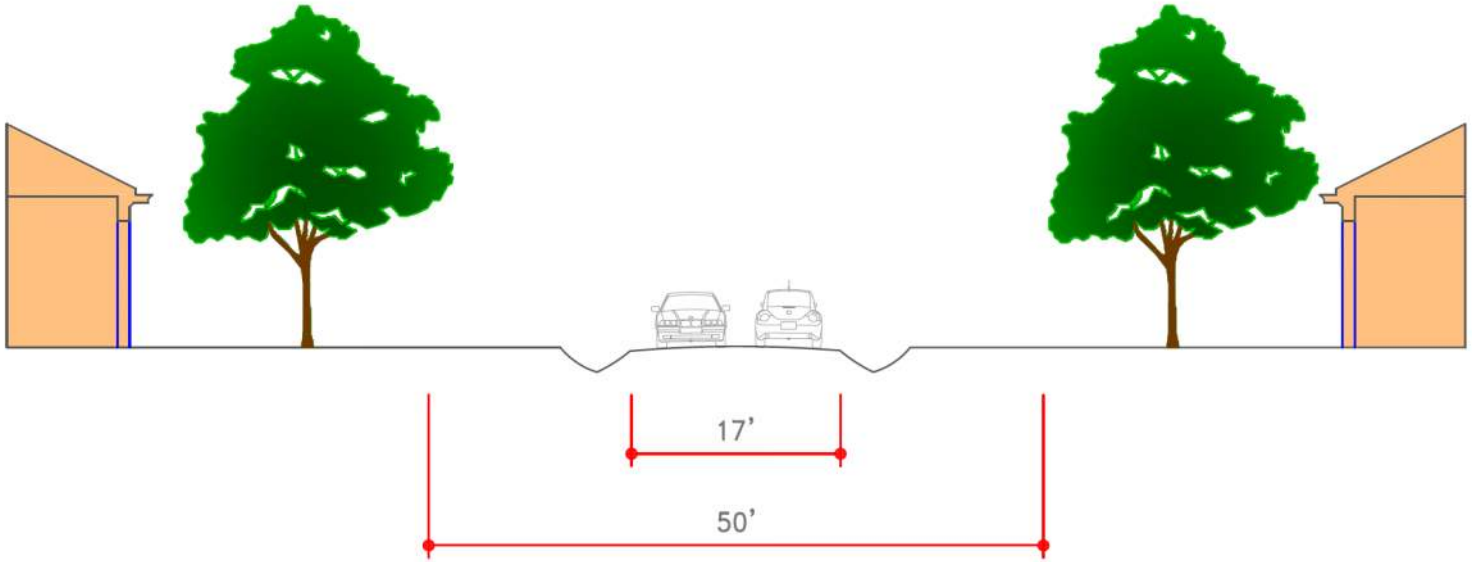
Old Town Reynolds Road Photomorph

Old Town Reynolds Road Photomorph

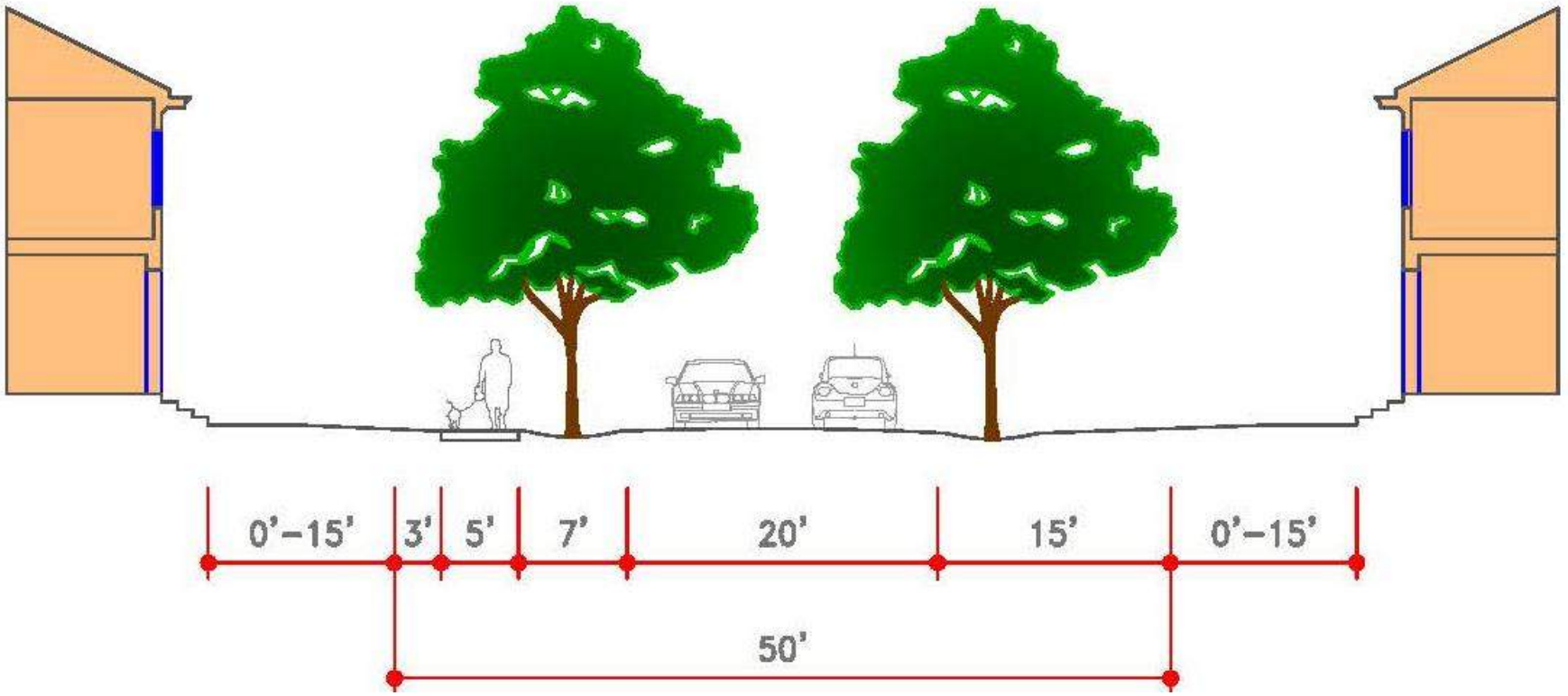
Mixed-Use Internal Roads



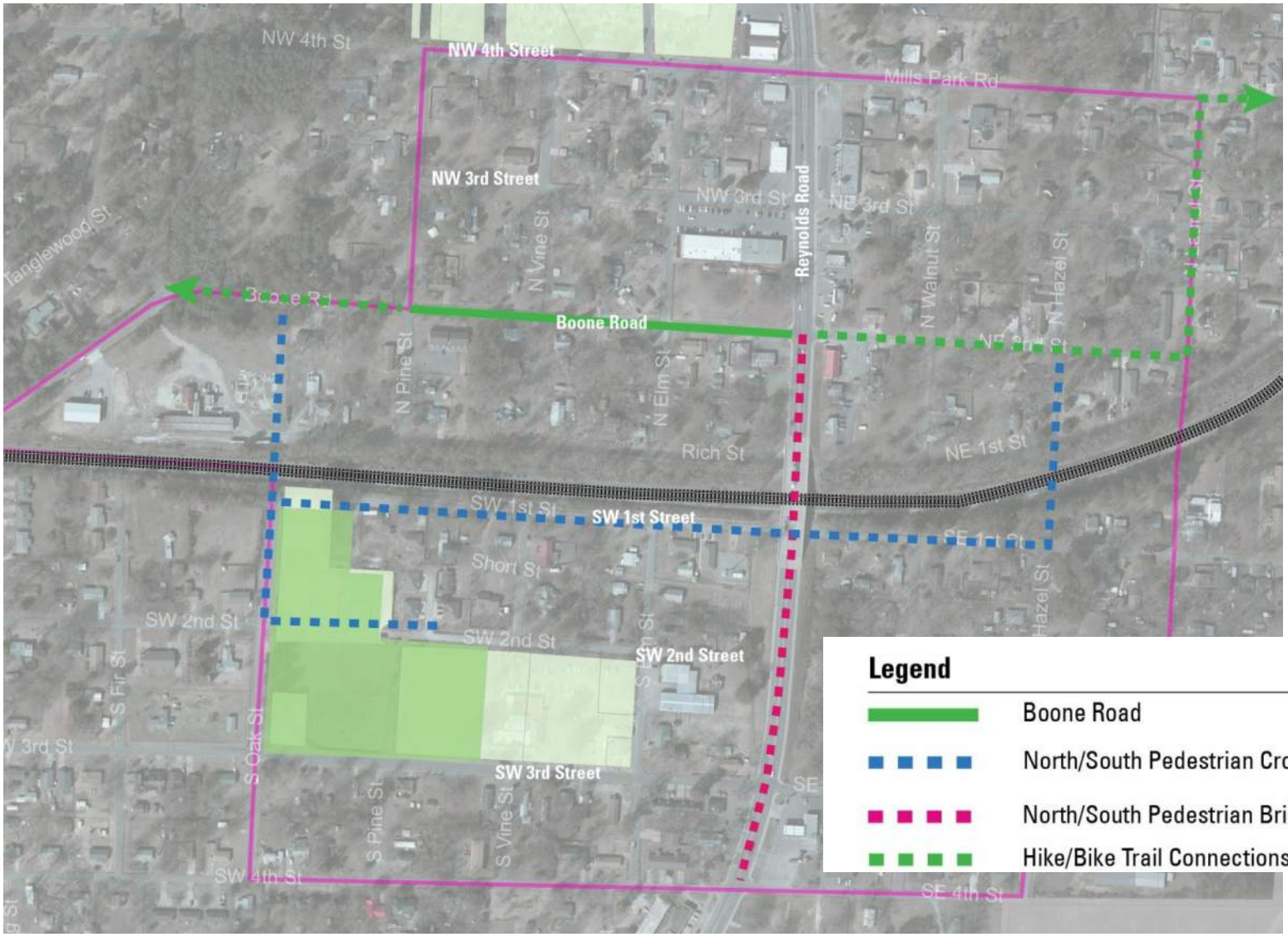
Existing Internal Lanes



Residential Internal Lanes

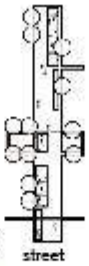


Key Bicycle and Pedestrian Connections



Bicycle Facility Options

Green Infrastructure

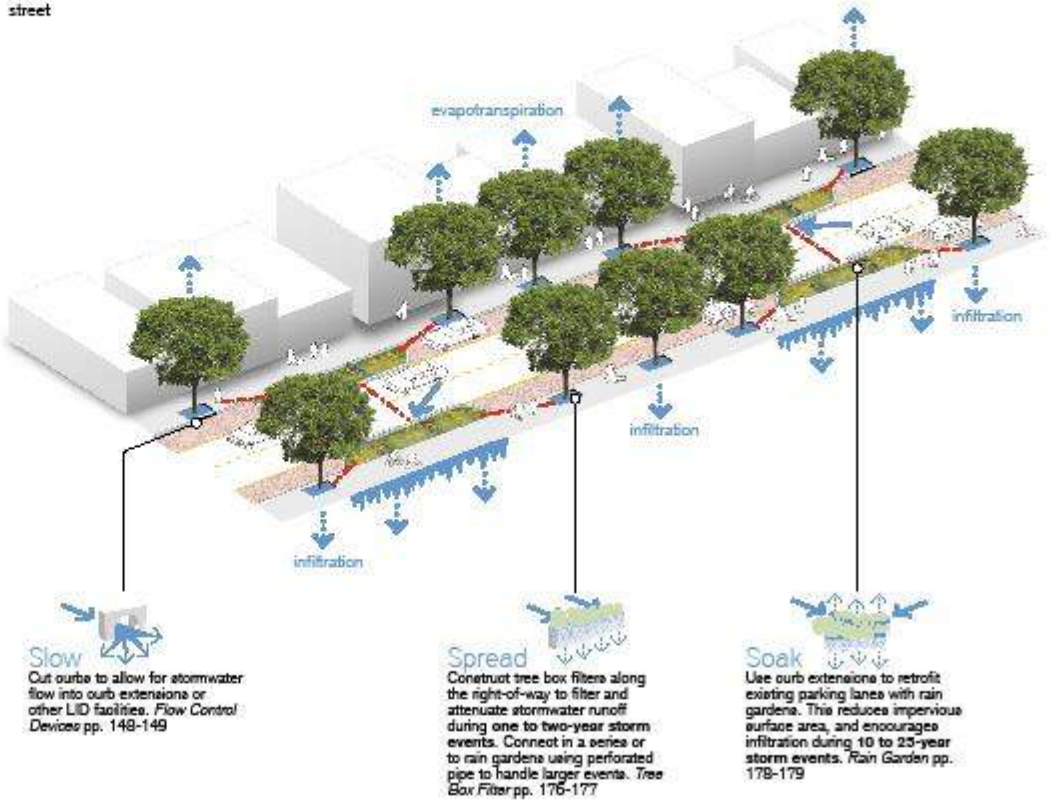


Skinny Streets

Create narrower streets to reduce runoff loading and substitute pervious paving for impervious surfaces to encourage stormwater infiltration.

Residential street design standards dating back to the 1960s called for local street widths as high as 36 feet. Miles of American streets have been designed and built to these standards, which are now recognized as unsafe, and an unwise use of fossil fuel-based resources. Wide streets generate large stormwater runoff peak loads due to their extensive impervious surface area. Since the 1990s, many cities have revisited their street design standards, subsequently adopting narrower street profiles, some as narrow as 20 feet wide for low traffic volumes, while still accommodating emergency vehicle access.

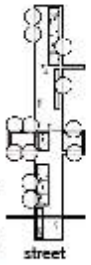
Reducing the width of streets provides a number of benefits. While many may initially assume they are unsafe, these narrow roads, or "skinny streets" actually reduce average speeds and vehicle accident rates. For instance, a 24 foot wide street has about 0.32 accidents per mile per year, while a 36 foot wide street has 1.21 (Walker Macy - *Villebois* v.4). Economic benefits include reduced street maintenance and resurfacing costs, while environmental benefits include reduced urban heat island effect. Soft-engineered streets provide stormwater runoff attenuation and filtering. However, such facilities handle only one to two-year storm events, requiring connection to a treatment network for larger events.



Physical and Economic Impacts of Street Trees

- **Cooling effects** – in summer, temperature differences of 5 to 15 degrees in shade
- **Reduced energy costs** – due to cooling effects, energy bills can be reduced by 15-35%
- Save money on storm water/drainage infrastructure – **Trees absorb up to 60% of precipitation**, reducing need for costly storm water infrastructure maintenance or upgrades
- More business – Businesses on **tree-scaped streets show 12% higher income streams** on average
- **Improved air quality** – Street trees close to streets absorb 9 times more pollutants than distant trees
- Safety – **Trees can protect pedestrians** from vehicle collisions

Green Infrastructure



Designing for Urban Trees

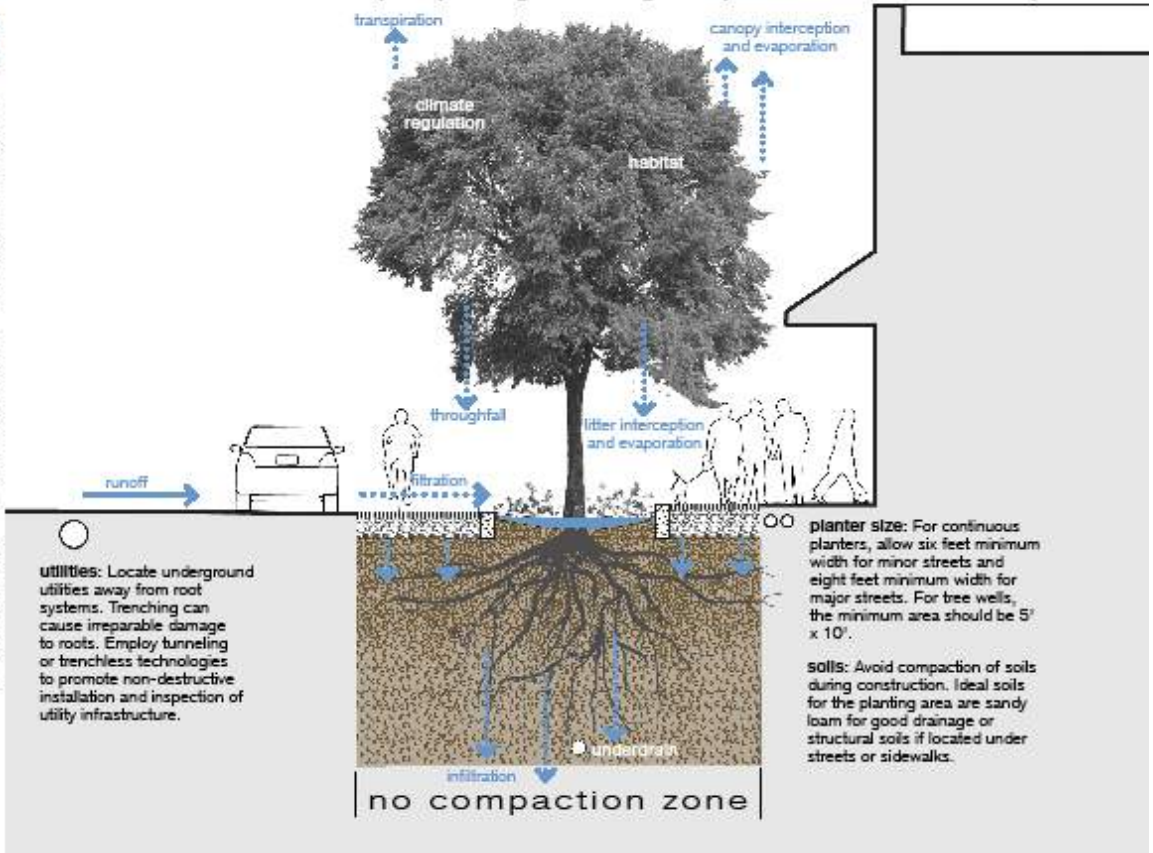
Streets should be designed to accommodate tree root growth—the most critical factor in implementing tree lined streets.

Healthy trees are essential components of green infrastructure and urban forestry. Shade trees planted along hard surfaces reduce the heat island effect and improve air quality. Besides functioning as carbon sinks, trees also reduce stormwater runoff through interception, evapotranspiration, throughfall, and flow attenuation. Trees help create a sense of place, reduce noise and glare, and provide a safety barrier for pedestrians from traffic, which is why neighborhood value is increased by their presence.

Trees vary in their growth requirements and rates based on the biological and physical conditions of the site. Trees should be chosen based on cold hardiness, mature size and shape, drought tolerance, rooting characteristics, and resistance to insect and disease problems. For a list of suitable urban trees, consult a local nursery or landscape design professional (also see "Urban Trees for Zones 4-8" pp. 100-101).

The planting area should accommodate the anticipated root structure at maturity, ensuring absorption of water and nutrients. Remember that roots can extend well beyond the canopy of the tree. Spacing between trees should reflect species' crown size at maturity. With proper planning and care, street trees can live well beyond their average 13-year lifespan.

Due to compaction and poor planning the average lifespan of an urban tree is 13 years.



Green Infrastructure

Green Infrastructure

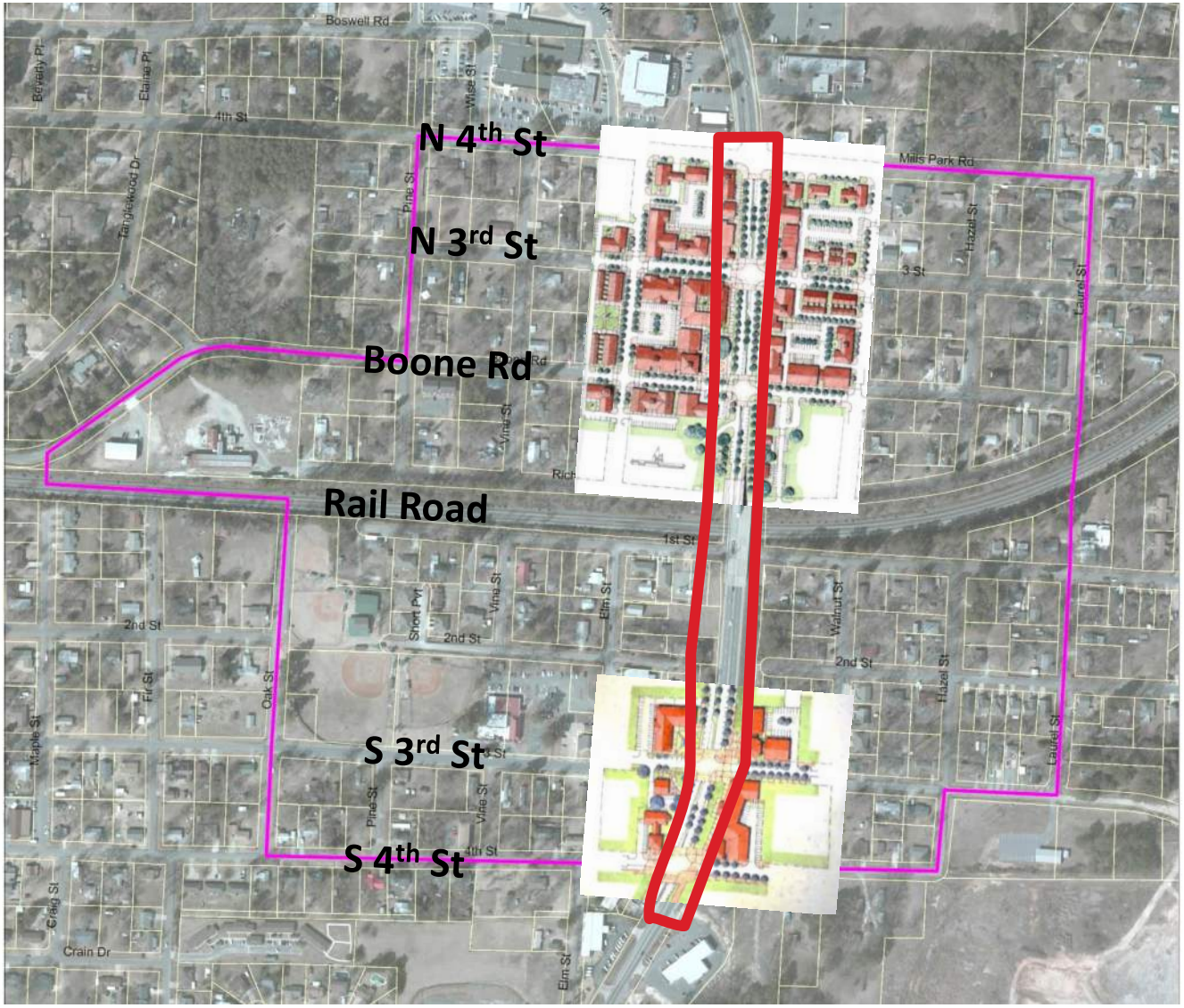
12th Avenue -Portland,OR - Photo by City of Portland, Environmental Services

Market and Feasibility

Assumptions:

- Initial development projections (approximate) for two (2) blocks, south of Reynolds Road Bridge.
  - 42 Apartment Units (950 square feet each)
  - 4,000 square feet of retail (1-2 restaurants at 2,000 square feet)
  - 12,000 square feet of office (6 small business offices at 2,000 square feet)
- Initial capital contribution (approximate) to rebuild Reynolds Road:
  - $1,950,000

Market and Feasibility – Public Realm



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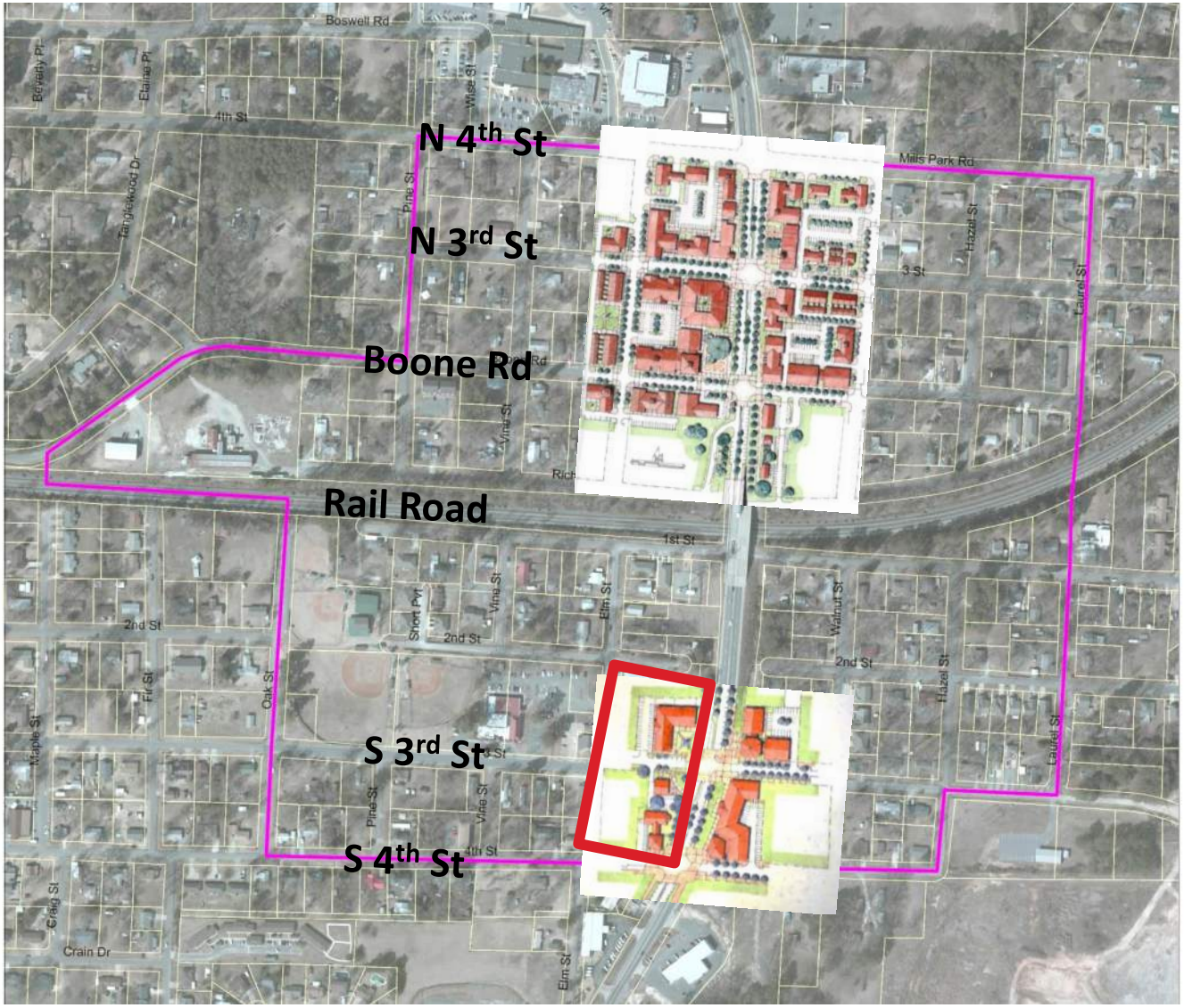
Market and Feasibility – Private Realm



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Market and Feasibility – Catalytic Site

Assumptions:

- Cost estimate of public infrastructure does not include: (Additional studies needed for these estimates)
  - Utility moving or undergrounding
  - Street furniture
  - Street light improvements
- Cost estimate of public infrastructure does include:
  - Streetscaping (hardscape/landscape)
  - 16’ sidewalks
  - Bulb-outs and crosswalks
  - Street trees with grates
  - Widening of paving (to include bike lanes and on-street parking)
  - Bioswale systems for stormwater infiltration
  - Soft Costs (engineering, contingency, etc)
  - Hard Costs (demolition, construction, etc.)

Market and Feasibility – Catalytic Site

Mixed-Use Development Pro Forma - Bryant Block 26

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Net Operating Income															
Multi family	$-	$162,713	$167,594	$172,622	$177,801	$183,135	$188,629	$194,288	$200,116	$206,120	$212,303	$218,672	$225,233	$231,990	$238,949
For-sale Housing	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Office/Commercial	$-	$147,110	$152,029	$156,879	$161,658	$166,363	$170,993	$176,577	$181,048	$187,501	$192,838	$198,086	$204,276	$210,374	$216,375
Retail	$-	$47,054	$48,289	$49,506	$50,705	$52,278	$53,437	$54,576	$56,088	$57,579	$59,048	$60,495	$61,918	$63,318	$65,089
Hotel	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Structured Parking	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Total NOI	**$-**	**$356,877**	**$367,913**	**$379,008**	**$390,163**	**$401,776**	**$413,058**	**$425,440**	**$437,253**	**$451,200**	**$464,189**	**$477,253**	**$491,427**	**$505,682**	**$520,413**
Development Costs															
Multi family	$2,300,000	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
For-sale Housing	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Office/Commercial	$1,508,750	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Retail	$477,250	$40,568	$35,780	$31,557	$27,833	$24,548	$21,651	$19,096	$16,843	$14,855	$13,102	$11,556	$10,192	$8,989	$7,928
Hotel	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Structured Parking	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Other Infrastructure *(1)*	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Total Development Costs	**$2,777,250**	**$40,568**	**$35,780**	**$31,557**	**$27,833**	**$24,548**	**$21,651**	**$19,096**	**$16,843**	**$14,855**	**$13,102**	**$11,556**	**$10,192**	**$8,989**	**$7,928**
Annual Cash Flow															
Net Operating Income	$-	$356,877	$367,913	$379,008	$390,163	$401,776	$413,058	$425,440	$437,253	$451,200	$464,189	$477,253	$491,427	$505,682	$520,413
Total Asset Value@ 10%															$5,204,131
Total Costs of Sale *(2)* @ 5%															$(260,207)
Total Development Costs	$(2,777,250)	$(40,568)	$(35,780)	$(31,557)	$(27,833)	$(24,548)	$(21,651)	$(19,096)	$(16,843)	$(14,855)	$(13,102)	$(11,556)	$(10,192)	$(8,989)	$(7,928)
Net Cash Flow	**$(2,777,250)**	**$316,309**	**$332,133**	**$347,450**	**$362,330**	**$377,227**	**$391,407**	**$406,344**	**$420,410**	**$436,345**	**$451,087**	**$465,697**	**$481,235**	**$496,692**	**$5,456,409**

Net Present Value @ 10%	**$1,281,245.1**	**Unleveraged IRR:**	**15.6%**

Market and Feasibility – Public Return

Fiscal Impact										
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Retail Sales	$7,575,000	$11,348,250	$16,149,698	$16,634,188	$17,133,214	$17,647,211	$18,176,627	$18,721,926	$19,283,583	$19,862,091
Property Value	$9,383,900	$13,889,578	$20,711,070	$21,125,291	$23,920,366	$24,398,774	$23,333,342	$23,800,009	$24,276,009	$24,761,529
Sales Tax	$132,563	$198,594	$282,620	$291,098	$299,831	$308,826	$318,091	$327,634	$337,463	$347,587
Ad Valorem	$17,829.41	$26,390	$39,351	$40,138	$45,449	$46,358	$44,333	$45,220	$46,124	$47,047
Total	$150,392	$224,985	$321,971	$331,236	$345,280	$355,184	$362,424	$372,854	$383,587	$394,633

Return on Investment											
	Construction Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Capital Contribution	-$5,500,000										
Net Cash Flow	-$5,500,000	$150,392	$224,985	$321,971	$331,236	$345,280	$355,184	$362,424	$372,854	$383,587	$394,633
Net Cash Flow with Terminal Value	-$5,500,000	$150,392	$224,985	$321,971	$331,236	$345,280	$355,184	$362,424	$372,854	$383,587	$11,951,757

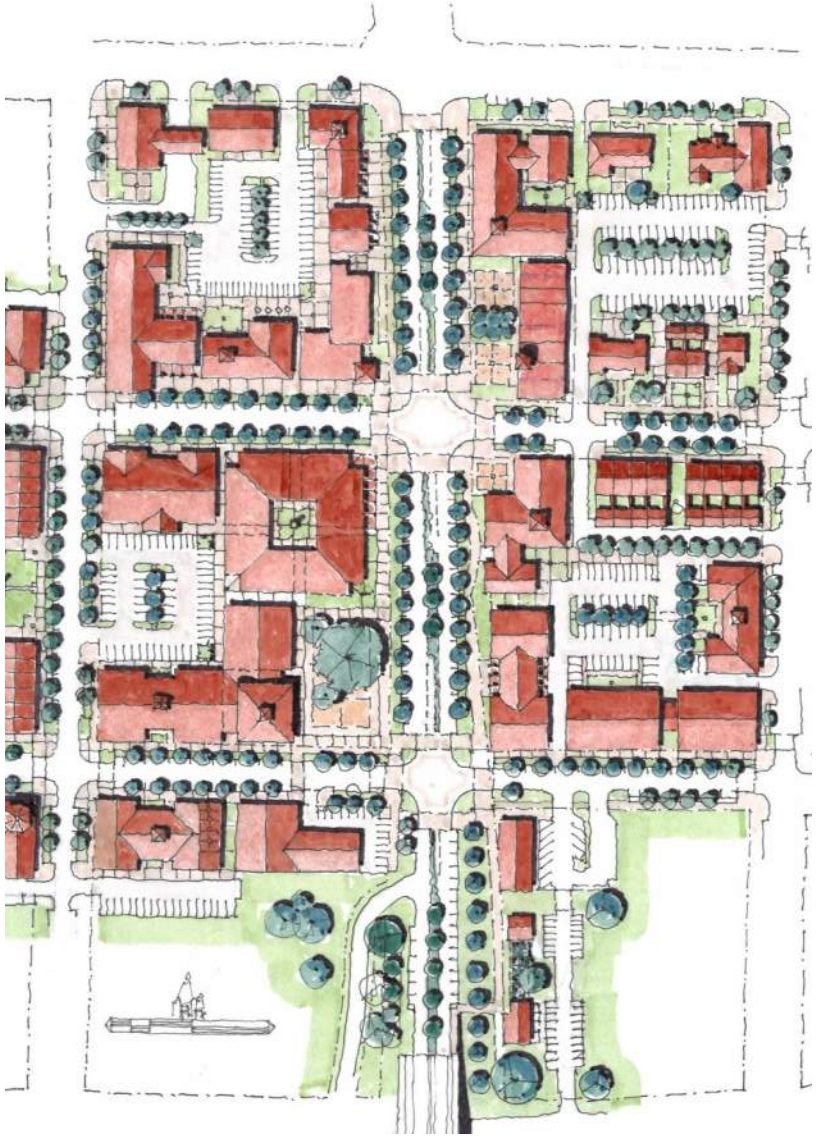
Investment Performance	
IRR	**12%**
NPV	**$3,259,031**

Assumptions	
Fiscal Impact Growth (Year 11+)	0.025
Discount Rate	6%
Sales Tax Rate	0.0175
Millage	1.9

Implementation Strategies Summary

Development

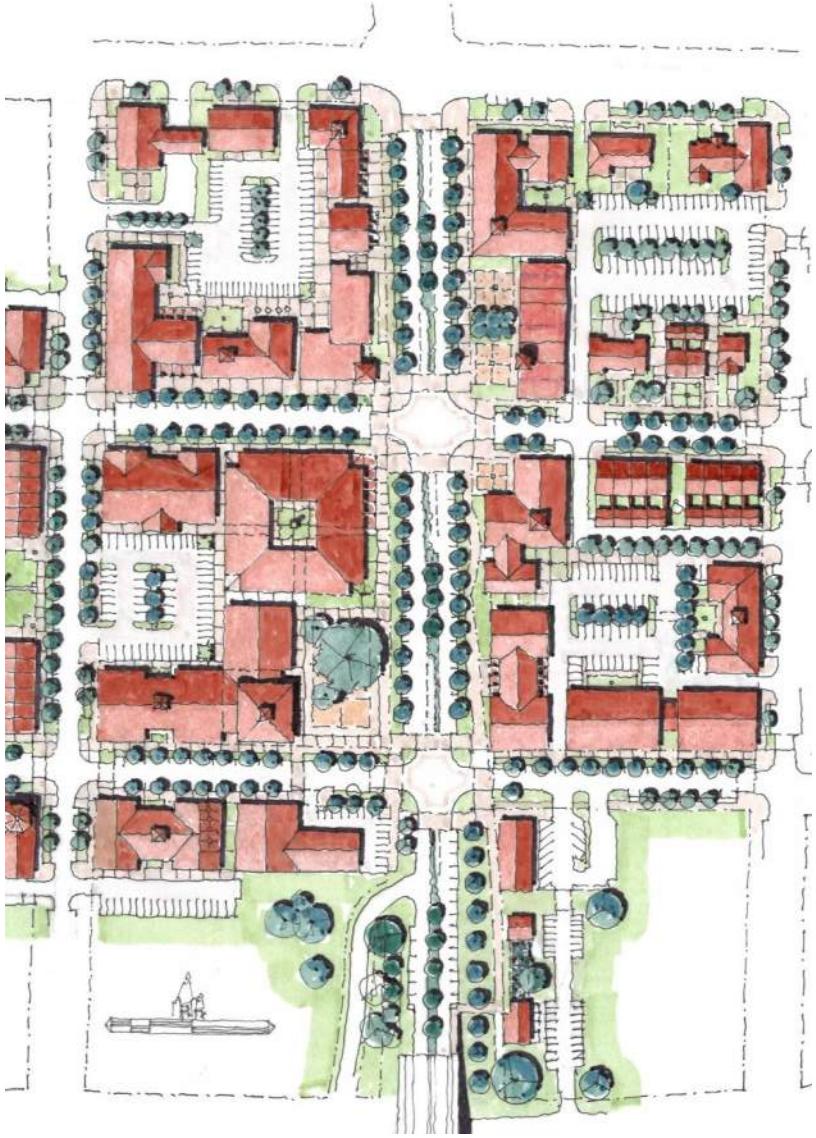
- Adopt Drafted Form-Based Code
- **Create a Public Gathering Space** utilizing a public-private partnership



Implementation Strategies Summary

Housing

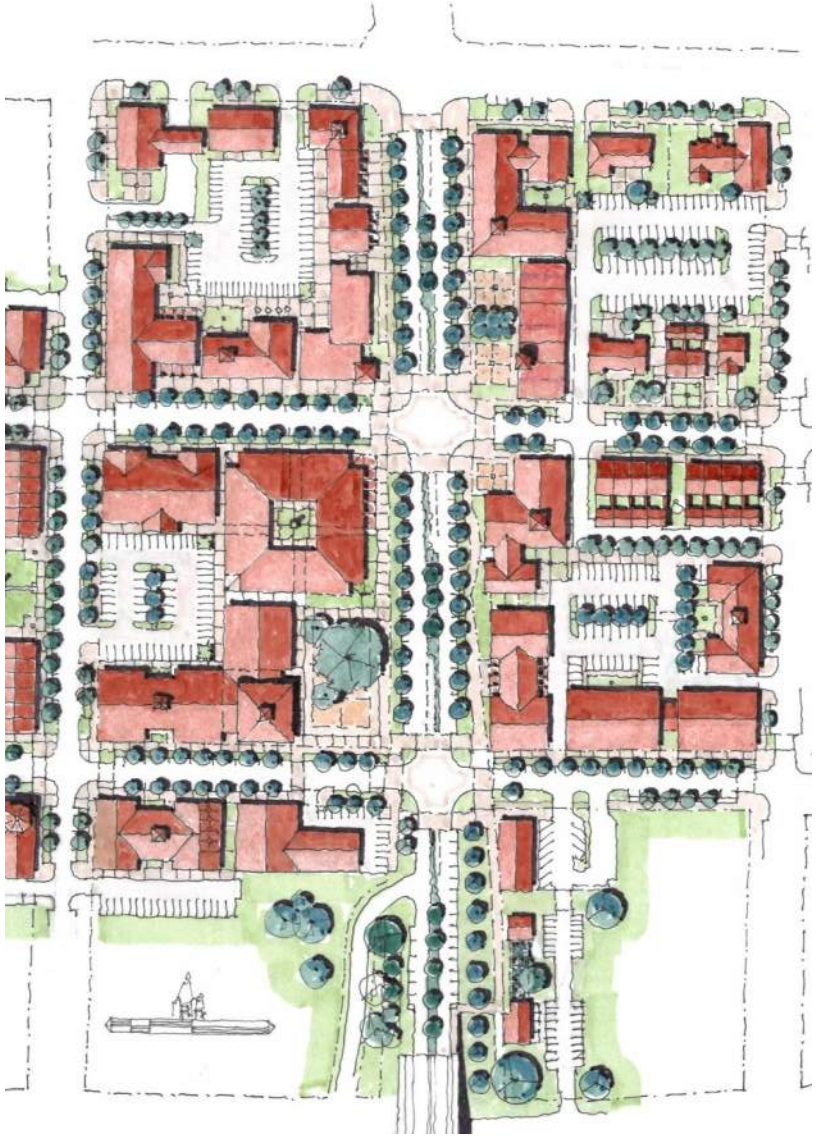
- Adopt a Development Strategy to Improve Housing Opportunities and Conditions
  - Create **incentives**
  - Create a **Loan Guarantee Program** with a local bank and the City
  - Pursue additional small lot development to **support local small lot developers**



Implementation Strategies Summary

Housing, continued

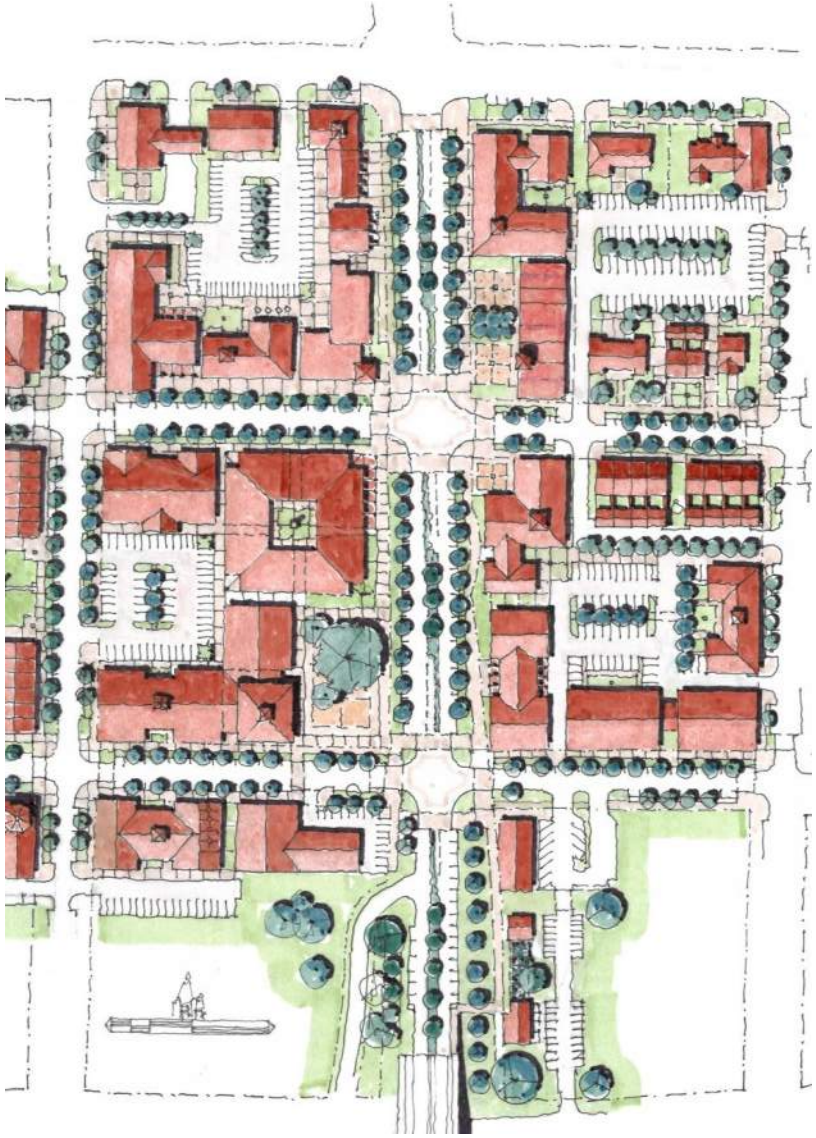
- Federal HOME Investment Partnerships Program (HOME) provides formula grants to States and localities
  - Predevelopment loans or grants
  - Construction loans
  - Bridge loans
  - Tenant-based rental assistance
- Partner with local jurisdictions to obtain CDBG funding



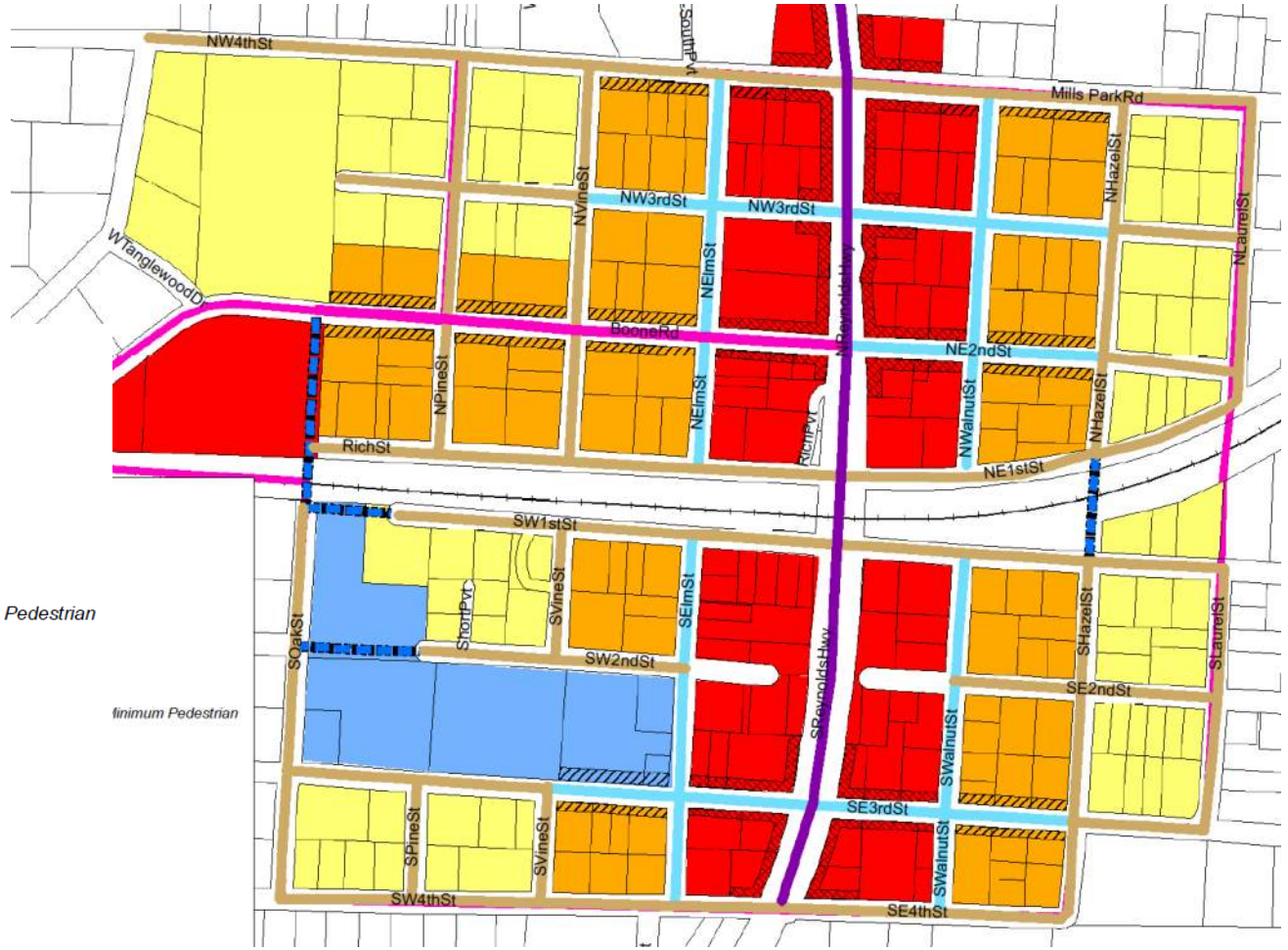
Implementation Strategies Summary

Pedestrian Realm

- **Complete Streets** and the Transportation Network
- Implement Policies and Pursue Partnerships to **Support the Installation of Street Trees and Green Infrastructure**
- Adopt an Impervious Surface Policy
- Develop a **Safe Routes to Schools** (SRTS) Program



Proposed Zoning



Legend

- Reynolds Road
- Boone Road
- Neighborhood Street
- Mixed-Use Street
- Recommended Connections *Minimum Pedestrian*
- Pedestrian-Friendly
- Pedestrian Priority
- OTAD-MSMU
- OTAD-NT
- OTAD-NR
- OTAD-CIVIC

linimum Pedestrian

Note: Parcels with no desgination are considered General Frontage

Elements of the Code

Structure of the Code

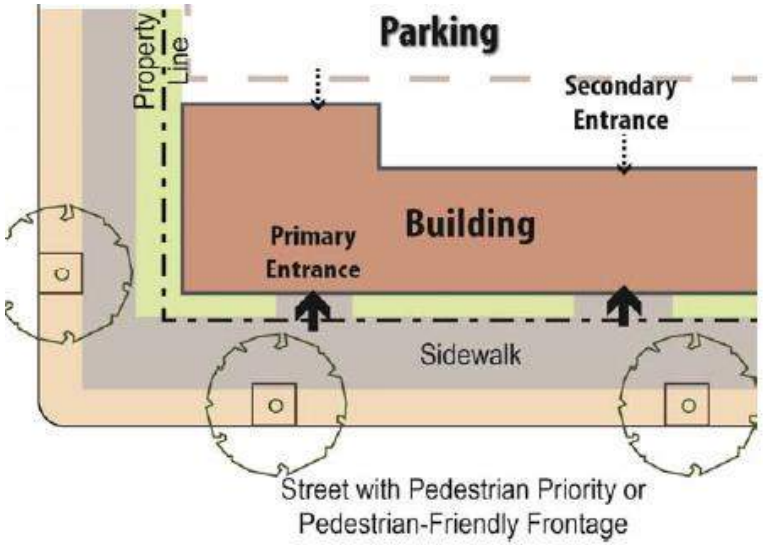
- Introduction
- Components of the Code
- Administration
- Definitions
- Schedule of Uses

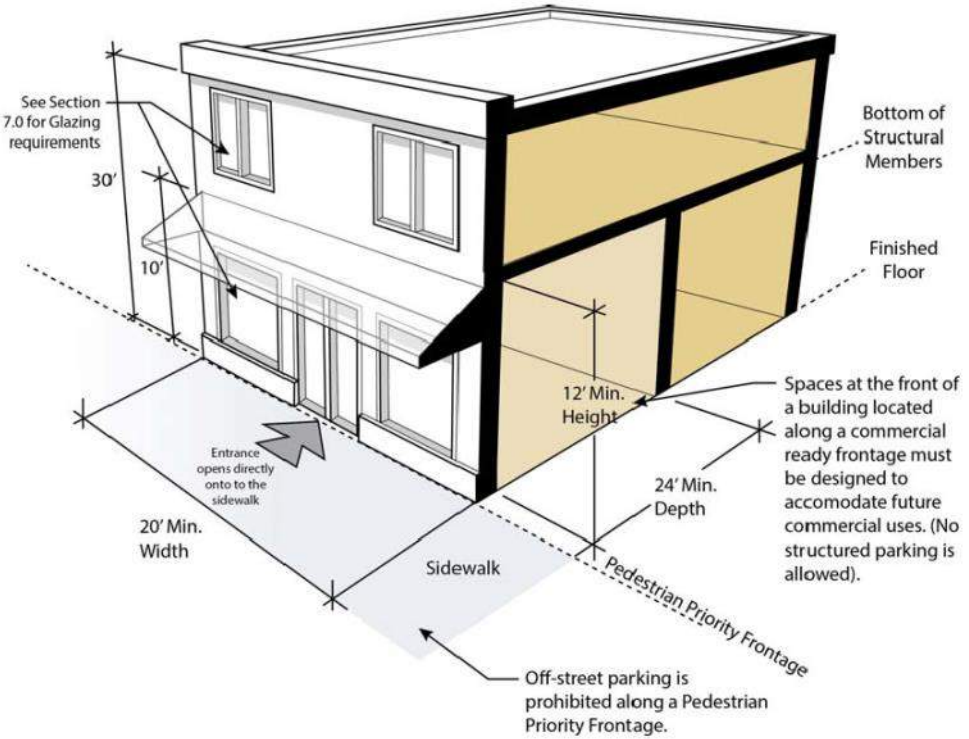
Design and Development

- Building and Site Development Standards
- Building Design
- Street Design
- Streetscape / Landscape
- Open Space Standards
- Sign Standards

Key Concepts

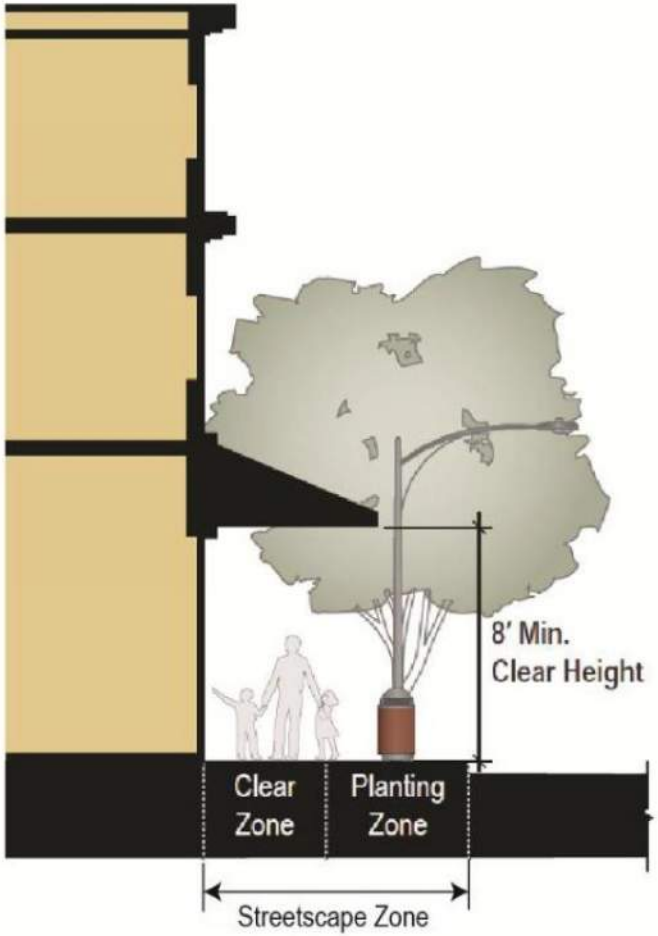
Utilizes diagrams to explain intent





Key Concepts

Focus on the relationship between the public and private realm



Key Concepts

Embeds the key design elements through metrics

Table 7-XX Required Minimum Façade Transparency by Façade Frontage Type

Façade Frontage Type →	Pedestrian Priority Frontage	Pedestrian Friendly	General Frontage	Harkrider Frontage
Commercial Use or Mixed Use Buildings				
Ground Floor	40% (min.)	25% (min.)	None req'd	40%
Upper Floor(s)	25% (min.)	15% min)	None req'd	15%
Residential Use Buildings				
Ground Floor	25% (min.)			
Upper Floor(s)	15% (min.)			

Next Steps

- **Finalize Strategies** based on tonight's input
- **Submit Final Zoning package, Implementation Plan**
- **Host Training for Zoning and Implementation for staff:** December 2014

- Additional Comments or Questions:
  - Dana Poindexter, Assistant to the Mayor

    Email: dpoindexter@cityofbryant.com

    Phone: (501) 943-0999 x302
- More Info: www.imaginecentralarkansas.org