

## From Jason Sereno/EYA

### 1. How long will construction take?

- a. Construction is based on the pace of sales, but we anticipate this project taking 2.5 – 3 years to fully build out. The heavy land development work is done in the first 9 months.

### 2. How is the retail trash and loading handled?

- a. Trash and loading is behind the retail off of the service road and shared alley. It will be screened from the townhouses. Given the scale of the retail, large semi-trucks and other over-sized vehicles are not typically utilized to serve these retailers, rather you would see double-axled delivery trucks that can use the loading space behind the building or park along the curb on the access road along the side of the building.

### 3. Groundbreaking isn't for another two years. What's the plan for the site until then?

- a. The site is not in our control and so I don't know exactly, but I wouldn't expect much of a change from what has been going on today. The owner has been trying to assist with safety and trash recently, and the police have been active at various times, I would suggest the neighborhood stay engaged with both.

### 4. Traffic Questions

#### a. Are the daily trips for the previous 52,000 SF retail space based on data or estimates?

- i. This is based on published standards used by the city to estimate vehicle trips for uses of this kind. With the shopping center not operating there cannot be counts done today, but if the 52,000 sf were leased out today, the trips we noted in our presentation are what would be projected to be generated based on the city standards we follow. The same methodology and standards are used to project our proposed use. Actual trip data was collected on December 14, 2022 by our traffic consultant (Gorove Slade) using cameras, the strips the community saw that apparently got pulled up quickly were not used by our team and that was someone else collecting data.

#### b. Various questions around a traffic study, and capacity of the surrounding streets.

- i. As noted during the presentation and Q&A, a traffic study has not been completed at this time, the study will come in the Project Plan phase (next phase), when an applicant prepares plans for review by staff and ultimately approval by the Mayor & Council, this process will have several public meetings and a chance to review the plans, studies, and other information, and provide comments and ask questions.
- ii. Traffic counts were taken around the existing roads/intersections on Thursday December 14, 2022, these counts inform how the city and our consultant jointly determine the scope of the full traffic study we will be doing in the next phase. We also project the trips generated by our proposed use at this stage, as mentioned above, this also helps inform the scope of the full study.
- iii. As mentioned in the presentation, a traffic study is not required based on the vested trips from the approved 52,000sf retail building being significantly higher than our proposed developments projected trips. However, the city has asked us, and we agreed to do a full study for this project as we believe the data is necessary and helpful to inform the process we are embarking on with the city and community.

### 5. Parking

- a. There were many questions asked, most of which were addressed in the presentation, and then others addressed in the Q&A, and in the chat as questions were asked.
- b. The presentation materials provided to the community have a parking slide that shows the breakdown of parking in garages of the proposed homes, on-street, for the retail, and for the pool/clubhouse.
- c. The site today has a legal obligation to provide 29 spaces to the Rockshire Association for pool/clubhouse use. We increased that amount to 35 spaces, in addition, we increased the width of the public street proposed so that public parking could be provided on both sides of the street. There are currently 47 on-street spaces, 39 shown for open public use, and 8 in front of the retail for pull-up users of the retail. The street spaces will be coordinated closely with staff throughout the process.
- d. Retail parking requirements are based on the size of the building and type of retail tenant, we used the maximum square footage for the building footprint proposed, and assumed retail uses that generate a high parking demand, so our requirement of 27 retail spaces is conservative, and this is supported by our retail experts (KLNb) stating that retail tenants at this scale would look for 4 spaces per 1,000sf or 21 spaces. We are confident that the necessary parking for this type of retail is provided, and our experts that work with the retailers daily have confirmed this.
- e. Underground parking – this isn't an economically feasible approach for a residential neighborhood/project. Underground parking costs \$70,000-\$125,000 per space (and this could increase as a garage gets smaller), even if the land were provided for free it wouldn't make sense without significantly more density, which has been a major pushback by a lot of the community. If the community thought they would like more density, a multifamily building plan is not something EYA would or could propose in this location as it's not a typical multifamily location, and we, like many in the industry are struggling to get new multifamily projects in metro locations financed, let alone at a location with no metro, as costs have risen incredibly to build these types of buildings.
- f. **We would like more commitment and details about the kind of commercial businesses under consideration.**
  - i. It is too early in the process to get retailers to commit to a space this far out, however, EYA is committed to bringing the best tenants to serve a neighborhood to this space as it is critical to the longevity and success of the space, and beneficial to the homes we will be trying to sell. If we were to get Mayor & Council approval of a Project Plan, and Planning Commission approval of a Level-2 Site Plan, then we would be able to move to permit drawings, at which time we would start to talk to retailers prior to commencing construction.
  - ii. Per our retail expert (KLNb) the most common users for the proposed building include:
    - Food Operators
      - Neighborhood full-service restaurants utilizing the outdoor patio area
      - Quick service restaurants, Coffee/Café, Smoothie, Pizza, Mexican, Asian, Greek & BBQ catering to the underserved neighborhood and High School

- Convenience Store/Small Market operators looking for corner locations on major thoroughfares such as Wootton Parkway
- Boutique Fitness concepts such as Pilates, Yoga, Stretch, Row, Spin, etc.
- Spa, Wellness, Hair and Nail concepts
- Kids concept catering to the neighborhood and High School such as Mathnasium, C2 Education, Daycare, Huntington Learning Center, My Gym
- Medical concepts such as Family Care, Urgent Care, Physical Therapy, Dental, etc.
- Pet concepts such as Vets & Pet Stores looking for neighborhood locations in close proximity to outdoor parks
- Banks & Credit Unions looking for prominent corner locations
- Professional Services such as Financial Planners, HR Block, Real Estate Offices, etc.