WITHDRAWN

APPLICATION FOR REZONING PETITION
CITY OF TERRE HAUTE

SPECIAL ORDINANCE NO.05-2016

****

COMMON ADDRESS OF LOTS TO BE REZONED:

601 S. Fruitridge Ave.
Terre Haute, IN 47803

REZONE FROM: Single-Family Residence (R-1)

REZONE TO: General Residence District (R-3)

PROPOSED USE: Market Rate Luxury Apartment Development

PROPERTY OWNER: Beau Monde, LLC

ADDRESS OF OWNER: 324 S. 25th St.
Terre Haute, IN 47803

PHONE NO. OF OWNER: 812-232-8899

ATTORNEY REPRESENTING OWNER:
Jeffrey A. Lewellyn
Attorney at Law, #15216-34

ADDRESS OF ATTORNEY: Wilkinson, Goeller, Modesitt, Wilkinson & Drummy, LLP
333 Ohio St.,
Terre Haute, IN 47807

PHONE NO. OF ATTORNEY: (812) 232-4311

FOR INFORMATION CONTACT: Attorney, Jeffrey A. Lewellyn
(812) 232-4311

COUNCIL PRESENTER: O. Earl Elliott
O. Earl Elliott

****

Copy of Site Plan Must Accompany This Application.

WITHDRAWN

SPECIAL ORDINANCE FOR A REZONING
SPECIAL ORDINANCE NO. 05 - 2016
COMMON COUNCIL OF THE CITY OF TERRE HAUTE, STATE OF INDIANA

An Ordinance Amending Chapter 10, Article 2, of the Municipal Code, designated as "Comprehensive Zoning Ordinance for Terre Haute, Indiana".

SECTION I. BE IT ORDAINED by the Common Council of the City of Terre Haute, Indiana, That Chapter 10, Article 2 of the City Code of Terre Haute, designated as "Comprehensive Zoning Ordinance for Terre Haute, Indiana" and Division 4, Section 10.121 thereof, District Maps, be, and the same is hereby amended to include as follows:

"That the following described real estate situated in the City of Terre Haute, County of Vigo, State of Indiana, to wit:

See Exhibit A attached hereto and incorporated herein.

Subject to convenants, conditions, restrictions, easements, rights-of-way and other matters of record affecting title.

Commonly known as: 601 S. Fruitridge Ave.
Terre Haute, IN 47803

be and the same is, hereby established as a **(R-3) General Residence District**, together with all rights and privileges that may inure to said real estate and owners thereof by virtue of the law in such cases provided, subject to all limitations and restrictions imposed thereon by deed or otherwise."

SECTION II. WHEREAS, an emergency exists for the immediate taking effect of this Ordinance, the same shall be in full force and effect from and after its passage by the Common Council of Terre Haute, and its approval by the Mayor and publication as required by law.

Presented by Council Member: _____
O. Earl Elliott

WITHDRAWN

Passed in Open Council this _____ day of _____, 2016.

_____
Todd Nation, President
Common Council of
City of Terre Haute, Indiana

ATTEST:

_____
Charles P. Hanley, City Clerk

Presented by me to the Mayor of the City of Terre Haute this ___ day of _____, 2016.

_____
Charles P. Hanley, City Clerk

Approved by me, the Mayor of the City of Terre Haute, this ____ day of _____, 2016.

_____
Duke Bennett, Mayor,
City of Terre Haute, Indiana

ATTEST:

_____
Charles P. Hanley, City Clerk

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law.

_____
Jeffrey A. Lewellyn

This instrument prepared by: Jeffrey A. Lewellyn, Attorney,
333 Ohio Street, Terre Haute, IN 47807.

WITHDRAWN

EXHIBIT A
(Legal Description)

Part of the Southwest quarter of Section 24, Township 12 North, Range 9 West, Vigo County, described as follows:

Commencing at the Southeast corner of said quarter Section 24; thence North 89 degrees 07 minutes 21 seconds West, bearing is assumed and is the basis of bearings of this description, along the South line of said quarter section, a distance of 275.44 feet; thence North 00 degrees 52 minutes 39 seconds East a distance of 46.00 feet to a 5/8 inch rebar with plastic cap stamped "Myers LS 9400006" hereinafter called a monument of the intersection of the North Right-of-way line of Poplar Street (Indiana State Road 42), with the West right-of-way line of Thompson Ditch 2.12 acres Record, 1.90 acres measured, Parcel #A-31, per Certificate of Appropriation and Payment Filed: Vigo County Auditor July 17, 1975, Miscellaneous Record 176, page 495, and the Point of Beginning of this description; thence North 89 degrees 07 minutes 21 seconds West along said North right-of-way line a distance of 1044.75 feet to a monument on the East right-of-way line of Adams Street (32.5 feet ½ width); thence North 00 degrees 20 minutes 19 seconds East along said East right-of-way line a distance of 688.48 feet to an iron pin found at the Southwest corner of Lot 289 of Hulman Meadows 5th Subdivision, Plat Record 21, page 17; thence North 89 degrees 38 minutes 58 seconds East, a distance of 139.87 feet (measured) 140 feet (record) to an iron pin found at the South west corner of Lot 290, of said Subdivision; thence North 89 degrees 37 minutes 47 seconds East, a distance of 119.81 feet (measured), 120 feet (record), to an iron pin found at the Southeast corner of said Lot 290; thence North 00 degrees 20 minutes 19 seconds East, along the East line of said Lot 290, a distance of 150.27 feet (measured), 150 feet (record), to a monument set on the South right-of-way line of Ohio Boulevard; thence North 89 degrees 37 minutes 25 seconds East, along said South right-of-way line, a distance of 921.47 feet to a monument set on the West right-of-way line of said Thompson Ditch Parcel #A-31; thence continuing said course, a distance of 100.00 feet to the West right-of-way of Fruitridge Avenue (40 feet ½ width measured from the East line of the Southwest quarter of Section 24); thence along and with said West right-of-way line the following three (3) courses: South 00 degrees 25 minutes 25 seconds West, a distance of 278.51 feet to a monument set on the Northwesterly right-of-way line of the Southern Indiana Railway, (49.5 feet ½ width, measured perpendicular to the centerline of the main track); thence South 00 degrees 25 minutes 25 seconds West, a distance of 441.59 feet to a

WITHDRAWN

monument set on the Southeasterly right-of-way line of said Southern Indiana Railway; thence South 00 degrees 25 minutes 25 seconds West, a distance of 146.60 feet to a monument set at the intersection of the West right-of-way line of Fruitridge Avenue, with the North right-of-way line of Poplar Street; thence North 89 degrees 07 minutes 21 seconds West, along said North right-of-way , a distance of 33.67 feet, to a monument set on the Southeasterly right-of-way line of said Southern Indiana Railway; thence continuing said course along said North right-of-way, a distance of 101.40 feet, to a monument set on the Northwesterly right-of-way line of said Southern Indiana Railway; thence continuing said course along said North right-of-way, a distance of 100.00 feet to the Point of Beginning, containing 24.17 acres more or less.

EXCEPT Beau Monde Section I - Part of the East one-half (½) of the Southwest quarter (¼) of Section 24, Township 12 North, Range 9 West, Vigo County, described as follows:
Commencing at the Northeast corner of said quarter Section 24; thence South 00 degrees 25 minutes 25 seconds West, bearing is assumed and is the basis of bearings for this description, along the East line of said quarter section, a distance of 150.59 feet; thence North 89 degrees 34 minutes 35 seconds West, perpendicular to the East line of said quarter a distance of 40.00 feet to a 5/8 inch rebar with plastic cap stamped "Myers LS 9400006" hereinafter called a monument at the intersection of the West right-of-way line of Fruitridge Avenue and the South right-of-way line of Ohio Boulevard; thence South 89 degrees 37 minutes 25 seconds West along said South right-of-way line a distance of 100.00 feet to a monument on the West right-of-way line of Thompson Ditch Parcel #A-31 and the Point of Beginning of this description; thence South 08 degrees 49 minutes 32 seconds East along said West right-of-way line a distance of 163.91 feet to a monument; thence South 13 degrees 22 minutes 43 seconds West along said West right-of-way line a distance of 172.65 feet to a monument; thence South 87 degrees 49 minutes 35 seconds West a distance of 328.96 feet to a monument; thence South 88 degrees 19 minutes 02 seconds West a distance of 332.05 feet to a monument; thence North 89 degrees 05 minutes 59 seconds West a distance of 190.96 feet to a monument; thence North 85 degrees 17 minutes 27 seconds West a distance of 221.08 feet to a monument; thence continuing said course, a distance of 96.60 feet to a monument on the East right-of-way line of Adams Street; thence North 00 degrees 20 minutes 19 seconds East, along said East line a distance of 165.12 feet to an iron pin at the Southwest corner of Lot 289 of Hulman Meadows 5th Subdivision, Plat Record 21, page 17; thence North 89 degrees 38 minutes 58 seconds East, along the South line of said Lot 289, a distance of 139.87 feet to an iron pin at the Southwest corner of Lot 290; thence North 89 degrees 37 minutes 47 seconds East, along the South line of said Lot 290, a distance

WITHDRAWN

119.81 feet to an iron pin at the Southeast corner of Lot 290; thence North 0 degrees 20 minutes 19 seconds East, along the East line of said Lot 290, a distance of 150.27 feet to a monument on the South right-of-way line of Ohio Boulevard; thence North 89 degrees 37 minutes 25 seconds East, along said South right-of-way line, a distance of 921.47 feet to the Point of Beginning, containing 8.33 acres more or less, all of which is part of the 24.17 acre property described in the Corporate Limited Warranty Deed recorded as instrument number 2005007595, on May 6, 2005, also as shown on the recorded survey last revised September 15, 2004, recorded as instrument number 2005001967 on February 11, 2005.

WITHDRAWN

PETITION TO REZONE REAL PROPERTY

TO: THE PRESIDENT AND MEMBERS OF THE COMMON COUNCIL OF THE CITY OF TERRE HAUTE, INDIANA:

and THE PRESIDENT AND MEMBERS OF THE AREA PLAN COMMISSION OF VIGO COUNTY, INDIANA:

LADIES AND GENTLEMEN:

The undersigned, **Beau Monde, LLC**, respectively submits this petition to rezone the following described real estate in the City of Terre Haute, County of Vigo, State of Indiana, to-wit:

See attached Exhibit A, legal description.

Subject to convenants, conditions, restrictions, easements, rights-of-way and other matters of record affecting title.

Commonly known as: 601 S. Fruitridge Ave.
Terre Haute, IN 47803

Your Petitioner is informed and believes that in accordance with Chapter 10, Article 2, of the Municipal Code, designated as "Comprehensive Zoning Ordinance for Terre Haute, Indiana" the above described real estate is now zoned as R-1 Single-Family Residence District.

Your Petitioner would respectively state that the real property is now mostly unimproved land. In 2005 the Common Council of the City of Terre Haute, State of Indiana, by Special Ordinance No. 33, 2005, indicated that the land was intended to be developed as multi-family dwelling residences neighboring with single family residences, as part of a Planned Unit Development (PUD). That PUD zoning was revoked in 2015 and the zoning reverted to its current R-1 classification. The land is located south of Ohio Blvd. between Fruitridge Ave. on the east and Adams Street on the west, with Poplar Street on the south and is contiguous to the existing Beau Monde Section I subdivision to the north, which remains part of the zoned PUD development. Your petitioner intends to construct twenty-three (23) apartment buildings and one (1) Amenities Clubhouse on the subject 15.84 acres to be known as The Residences at Deming. Access to the development is to be located off of Adams Street.

Your Petitioner requests that the real estate described herein shall be zoned as a **(R-3) General Residence District.**

WITHDRAWN

Your Petitioner would allege that this change in zoning and use would not alter the general characteristics of this neighborhood.

Your Petitioner would respectively show the proposed change would not be detrimental to the public welfare or injurious to the property or improvements in the neighborhood.

WHEREFORE, your Petitioner respectively requests that the Area Plan Commission of Vigo County and the Common Council of the City of Terre Haute, Indiana, favorably consider the passage of a Special Ordinance amending the Comprehensive Zoning Ordinance of the city of Terre Haute, Indiana, Chapter 10, Article 2, of the Municipal Code, designated as "Comprehensive Zoning Ordinance for Terre Haute, Indiana", and declaring the above-described real estate to be part of the **(R-3) General Residence District** of the City of Terre Haute, Indiana, and entitled to the rights and benefits that may accrue to the subject real estate and the owners thereof by virtue of the new zoning designation subject to all limitations imposed by deed or otherwise.

IN WITNESS WHEREOF, this Petition has been duly executed on this 3rd day of February, 2016.

Beau Monde, LLC

By: John G Ragle
John G. Ragle

Petitioner: Beau Monde, LLC
324 S. 25th St.,
Terre Haute, IN 47803

Prepared By: Jeffrey A. Lewellyn, No. 15216-34
ATTORNEY FOR PETITIONER
Wilkinson Goeller Modesitt
Wilkinson & Drummy, LLP
333 Ohio Street
Terre Haute, Indiana 47807
Phone: (812) 232-4311

WITHDRAWN

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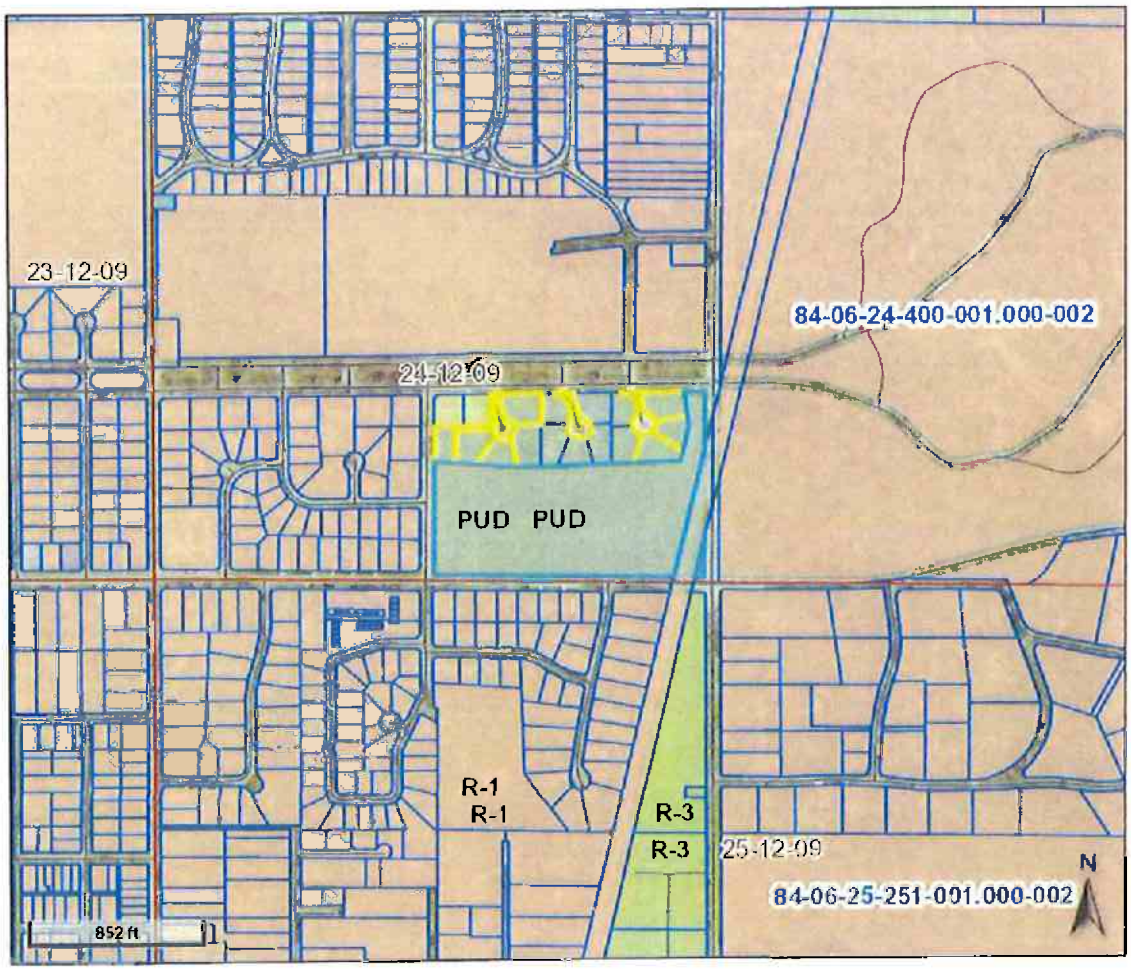
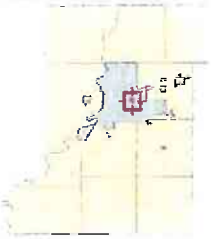
Beacon™ Vigo County, IN / City of Terre Haute



Overview



Legend

- Corporate Limits
- Political Township
- Sections
- Blocks
- Parcels
- Road Centerlines

Current Zoning Classifications

- A-1
- A-1MO
- A-1NR
- C-1
- C-1PD
- C-2
- C-2PD
- C-2SU
- C-3
- C-3NR
- C-3PD
- C-3SU

Parcel ID	84-06-24-376-004.000-002	**Alternate ID**	118-06-24-376-004	**Owner Address**	BEAU MONDE LLC
Sec/Twp/Rng	24	**Class**	Res Vacant platted lot		324 S 25TH ST
Property Address	601 S FRUITRIDGE AVE	**Acreage**	15.84		TERRE HAUTE, IN 47803
	TERRE HAUTE				
District	002				
Brief Tax Description	SE SW W EXC 2.12 AC SUBJ TOMPSON DITCH 20050 07595 24-12-9 15.84 AC (Note: Not to be used on legal documents)				

Date created: 2/4/2016
Last Data Upload: 2/4/2016 2:35:56 AM

Developed by
The Schneider Corporation

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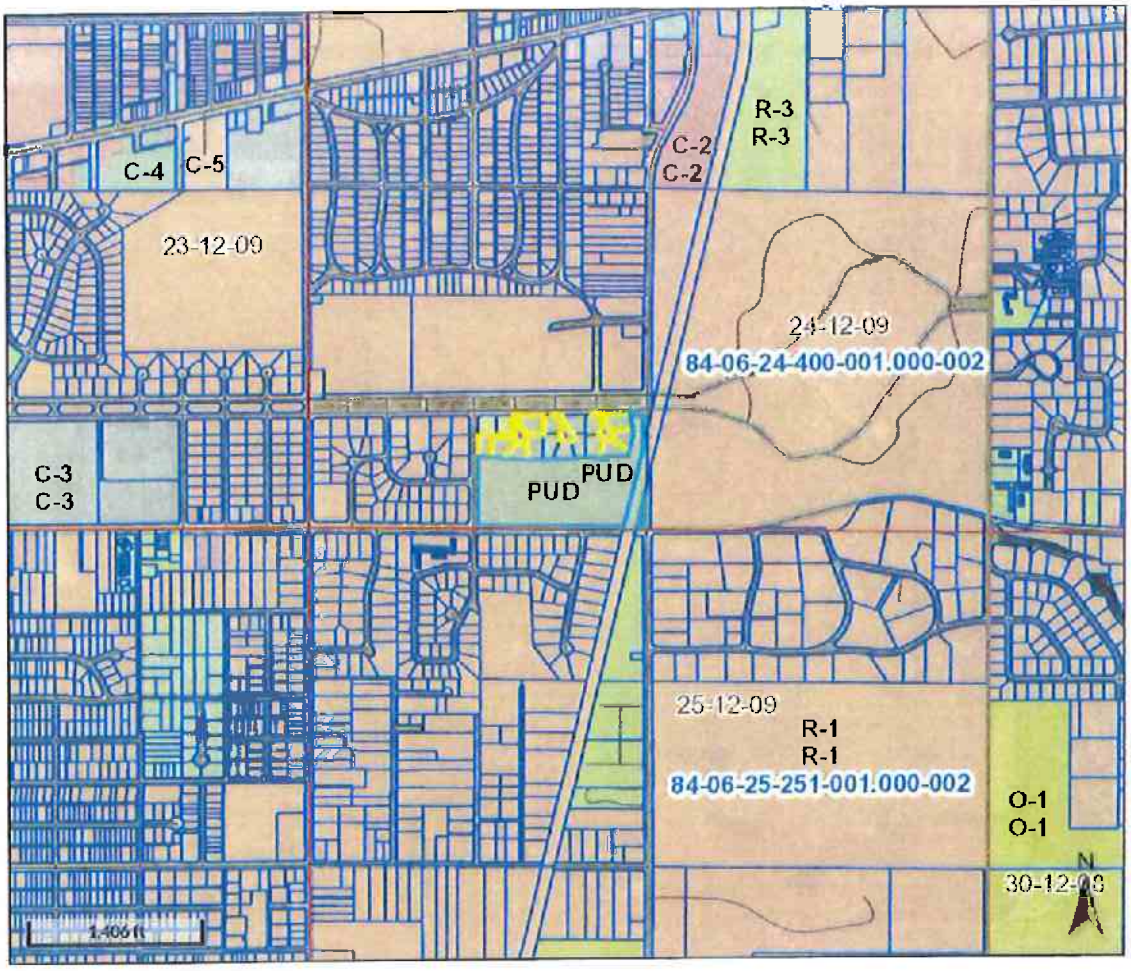
Beacon™ Vigo County, IN / City of Terre Haute



Overview

Legend

- Corporate Limits
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Current Zoning Classifications

- A-1
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- C-2
- C-2PD
- C-2SU
- C-3
- C-3NR
- C-3PD
- C-3SU
- C-4
- C-5
- C-6
- C-6PD
- C-6SU
- C-7
- C-7NR
- C-8
- C-8PD
- C-9
- C3PUD
- M-0
- M-1
- M-1PD
- M-2
- M-2NR
- M-2PD
- M-O

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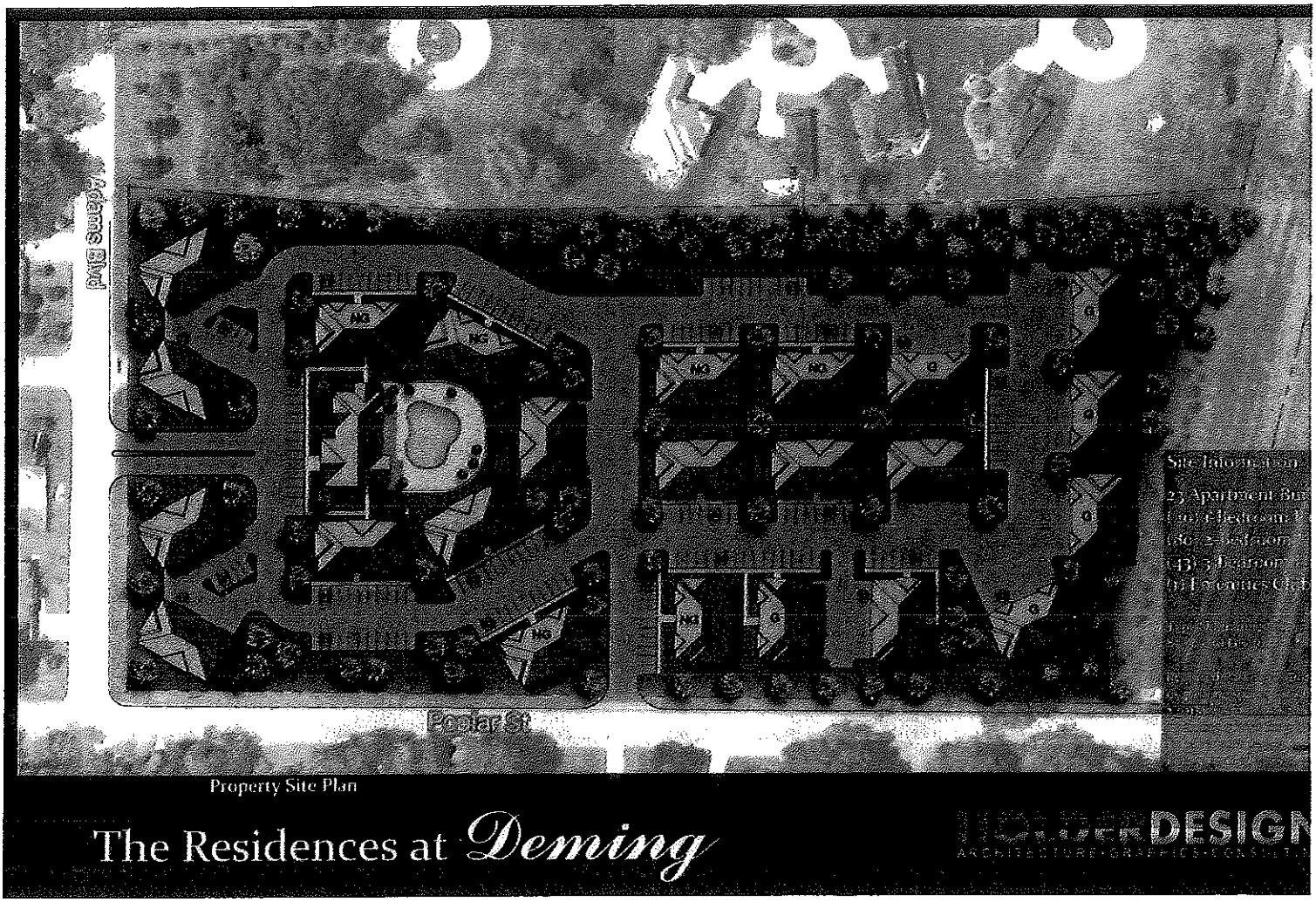

Property Site Plan

The Residences at *Deming*

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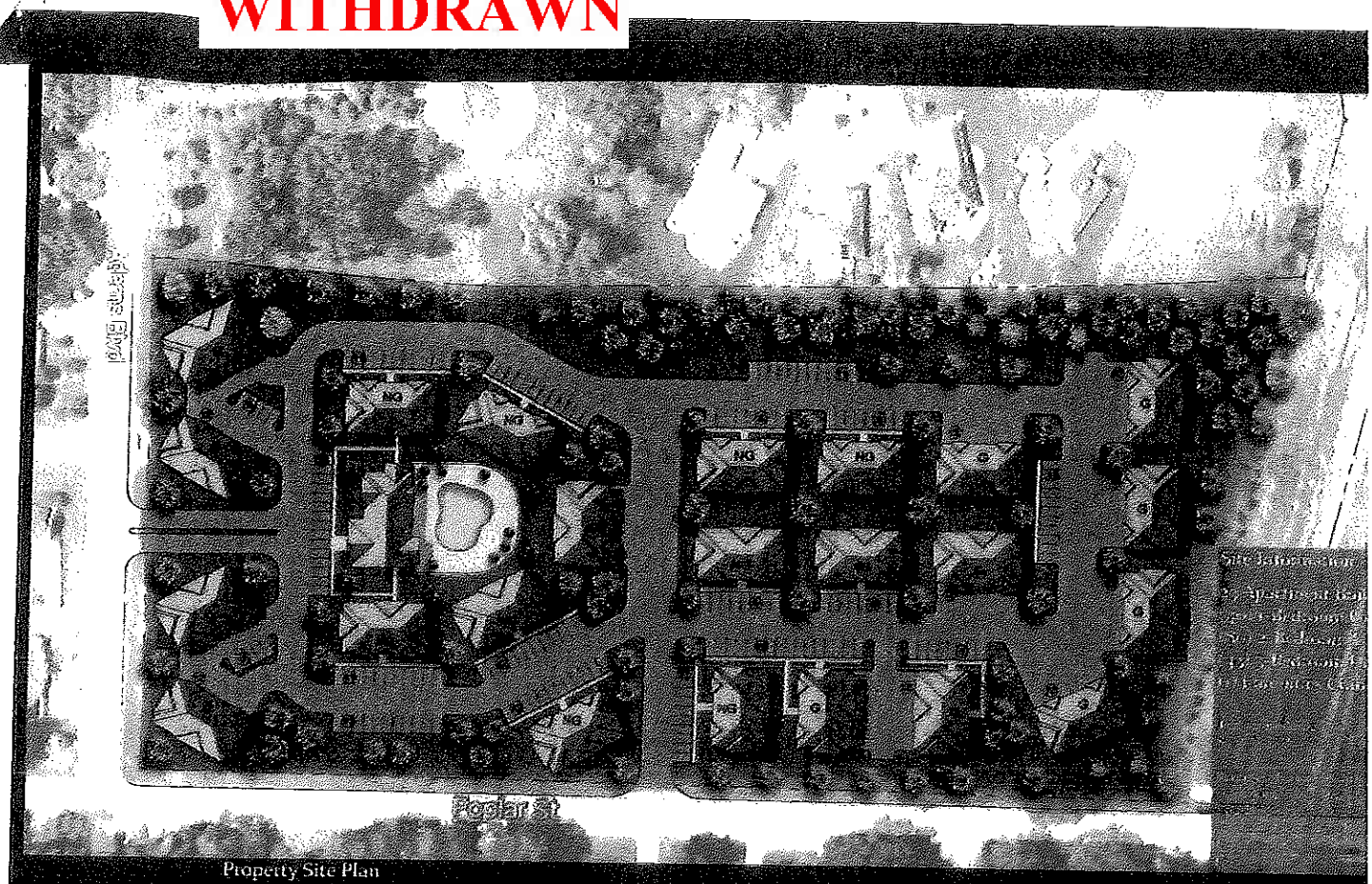
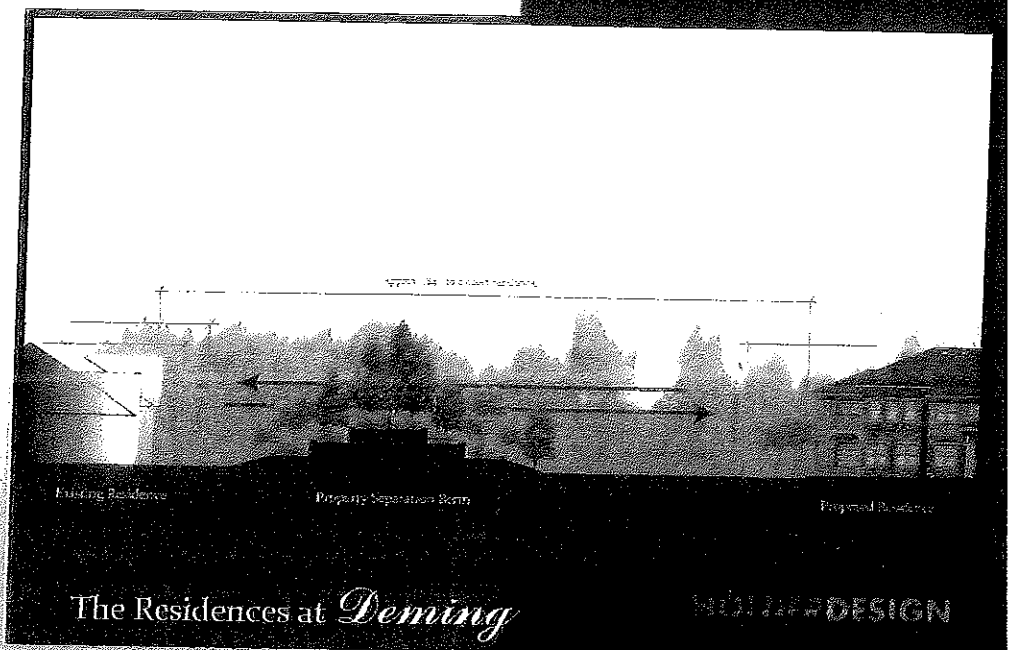


Location

- Easy Access to Deming Park
- Convenient to grocery stores and shopping
- Easy access to both downtown and I-70.
- Scenic landscape



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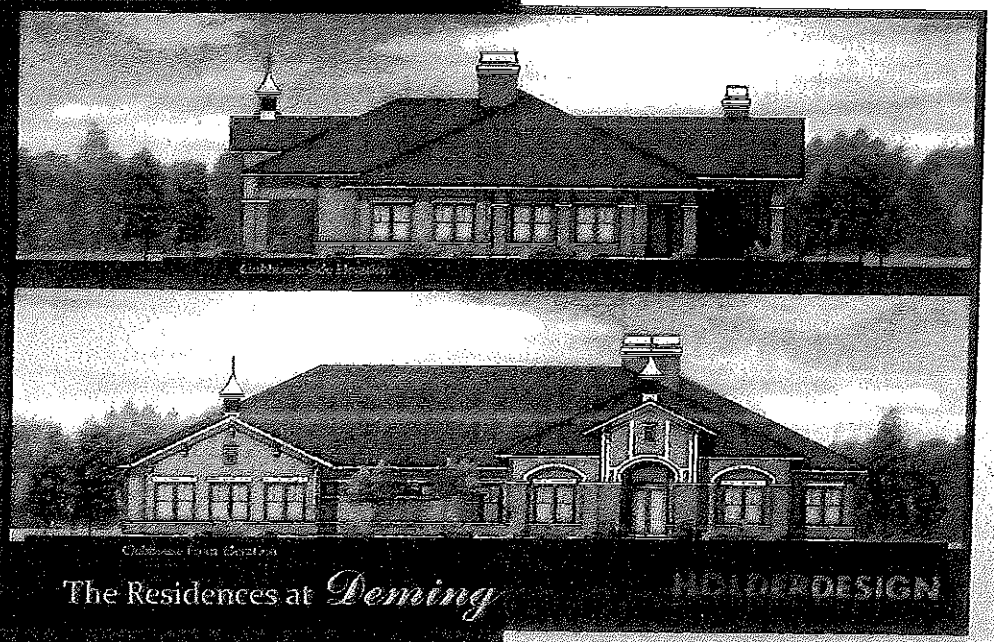
The Residences at Deming will be a community where residents want to live because they desire the ease and convenience of living on Terre Haute's east side and seek the luxurious amenities offered. Creating an apartment community like ***The Residences*** nestled in the already scenic landscape will be a perfect addition to the City's popular location. The resident buildings, clubhouse, amenities, and landscape have all been designed with the architecture and charm everyone loves about this Terre Haute neighborhood.

Amenities

- 1, 2, & 3 Bedroom Luxury Units
- Garages available
- Elegant Clubhouse with Multimedia Recreation Room and 24-hour Fitness Center
- Outdoor Kitchen
- Resort-Style Swimmi Pool
- Professional Landsca ing Design



WITHDRAWN

AFFIDAVIT OF OWNERSHIP AND CONSENT

COMES NOW Affiant, John G. Ragle, Member-Manager of Beau Monde, LLC, and affirms under penalty of law that Beau Monde, LLC is the owner of record of the property located at **601 S. Fruitridge Ave., Terre Haute, IN 47803**, for which a rezoning is requested and attached hereto is a copy of the deed evidencing such ownership. Further, on behalf of Beau Monde, LLC, I hereby consent to the rezoning as requested by Beau Monde, LLC to rezone the property to **(R-3) General Residence District** to allow for the construction of twenty-three (23) apartment buildings and one (1) Amenities Clubhouse on the subject 15.84 acres to be known as The Residences at Deming.

I affirm under penalty of perjury, that the foregoing representations are true.

Vanessa Prox for
John G. Ragle
John G. Ragle

STATE OF INDIANA)
:ss
COUNTY OF VIGO)

Personally appeared before me, a Notary Public in and for said County and State, **John G. Ragle**, who acknowledged the execution of the above and foregoing Affidavit of Ownership and Consent, after being duly sworn upon his oath and after having read this Affidavit.

WITNESS my hand and Notarial Seal this 3rd day of February, 2016.

Cynthia Lacey
Cynthia Lacey, Notary Public
Resident of Vermillion County, Indiana

My commission expires:
8/26/23

WITHDRAWN

RAYMOND WATTS
VIGO County Recorder IN
IN 2005007595 CW
05/06/2005 14:04:21 3 PGS
Filing Fee: $18.00

DULY ENTERED FOR TAXATION
Subject to final acceptance for transfer

MAY 06 2005

VIGO COUNTY AUDITOR

CORPORATE LIMITED WARRANTY DEED

THIS INDENTURE WITNESSETH that HULMAN & COMPANY, an Indiana corporation ("**Grantor**"), BARGAINS, SELLS and CONVEYS to BEAU MONDE L.L.C., an Indiana limited liability company, for the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the following described real estate located in Vigo County, Terre Haute, Indiana, which is more particularly described as follows together with all rights and appurtenants thereto (the "**Real Estate**").

[SEE ATTACHED EXHIBIT A]

TO HAVE AND TO HOLD the Real Estate to Grantee and Grantee's successors and assigns forever. Grantor covenants and warrants that the Real Estate is free of any encumbrance made or suffered by Grantor except (i) all easements, highways, rights-of-way, liens, covenants, conditions, restrictions and other matters of record; (ii) all current, non-delinquent real estate taxes and assessments; (iii) all matters that would be disclosed by an accurate survey or physical inspection of the Real Estate; and (iv) a certain Sign Location Lease dated July 11, 1996. Grantor and Grantor's successors shall warrant and defend the same to Grantee and Grantee's successors and assigns forever against the lawful claims and demands of all persons claiming by, through or under Grantor but against none other.

The undersigned person executing this deed on behalf of Grantor represents and certifies that he is duly qualified to execute and deliver this Corporate Limited Warranty Deed on behalf of Grantor, that Grantor has the full capacity to convey the Real Estate, and that all necessary corporate action for the execution of this transaction has been taken and done.

WITHDRAWN

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IN WITNESS WHEREOF, Grantor has caused this Corporate Limited Warranty Deed to be executed this 6th day of May, 2005.

HULMAN & COMPANY, an Indiana corporation

By: _____
W. Curtis Brighton, Executive Vice President and Secretary

STATE OF INDIANA)
) SS:
COUNTY OF VIGO)

Before me, a Notary Public, in and for said County and State, personally appeared W. Curtis Brighton, the Executive Vice President and Secretary of Hulman & Company, an Indiana corporation, who acknowledged his execution of the foregoing Corporate Limited Warranty Deed, and who, before me this day having been duly sworn, stated that the representations and warranties therein contained are true and correct.

WITNESS my hand and Notarial Seal, this 6th day of May, 2005.

(SEAL)

_____
Signature

My Commission Expires:
3-24-08

Richard L. Oldham
Printed NOTARY PUBLIC

County of Residence:
Vigo

Send tax bills to: 324 S 25th Street Terre Haute In 47803

This instrument prepared by: Gretchen E. Snelling, 4790 West 16th Street, Indianapolis, Indiana 46222, (317) 492-6751.

WITHDRAWN

3

Exhibit A

LEGAL DESCRIPTION

Part of the Southwest quarter of Section 24, Township 12 North, Range 9 West, Vigo County, described as follows:

Commencing at the Southeast corner of said quarter Section 24; thence North 89 degrees 07 minutes 21 seconds West, bearing is assumed and is the basis of bearings of this description, along the South line of said quarter section, a distance of 275.44 feet thence North 00 degrees 52 minutes 39 seconds East a distance of 46.00 feet to a 5/8 inch rebar with plastic cap stamped "Myers LS 9400006" hereinafter called a monument at the intersection of the North Right-of-Way line of Poplar Street (Indiana State Road 42), with the West right-of-way line of Thompson Ditch 2.12 acres Record, 1.90 acres measured, Parcel #A-31, per Certificate of Appropriation and Payment filed: Vigo County Auditor July 17, 1975, Miscellaneous Record 176, page 495, and the Point of Beginning of this description; thence North 89 degrees 07 minutes 21 seconds West along said North right-of-way line a distance of 1044.75 feet to a monument on the East right-of-way line of Adams Street (32.5 feet ½ width); thence North 00 degrees 20 minutes 19 seconds East along said East of right-of-way line a distance of 688.48 feet to an iron pin found at the Southwest corner of Lot 289 of Hulman Meadows 5th Subdivision, Plat Record 21, page 17; thence North 89 degrees 38 minutes 58 seconds East a distance of 139.87 feet (measured) 140 feet (record) to an iron pin found at the South west corner of Lot 290, of said Subdivision; thence North 89 degrees 37 minutes 47 seconds East, a distance of 119.81 feet (measured), 120 feet (record), to an iron pin found at the Southeast corner of said Lot 290; thence North 00 degrees 20 minutes 19 seconds East along the East line of said Lot 290, a distance of 150.27 feet (measured), 150 feet (record), to a monument set on the South right-of-way line of Ohio Boulevard; thence North 89 degrees, 37 minutes, 25 seconds East, along said South right-of-way line a distance of 921.47 feet to a monument set on the West right-of-way line of said Thompson Ditch Parcel #A-31; thence continuing said course a distance of 100.00 feet to the West right-of-way of Fruitridge Avenue, (40 feet ½ width measured from the East line of the Southwest quarter of Section 24); thence along and with said West right-of-way line the following three (3) courses: South 00 degrees 25 minutes 25 seconds West, a distance of 278.51 feet to a monument set on the Northwesterly right-of-way line of the Southern Indiana Railway, (49.5 feet ½ width, measured perpendicular to the centerline of the main track); thence South 00 degrees 25 minutes 25 seconds West, a distance of 441.59 feet to monument set on the Southeasterly right-of-way line of said Southern Indiana Railway; thence South 00 degrees 25 minutes 25 seconds West, a distance of 146.60 feet to a monument set at the intersection of the West right-of-way line of Fruitridge Avenue, with the North right-of-way line of Poplar Street; thence North 89 degrees 07 minutes 21 seconds West, along said North right-of-way, a distance of 33.67 feet, to a monument set on the Southeasterly right-of-way line of said Southern Indiana Railway; thence continuing said course along said North right-of-way, a distance of 101.40 feet, to a monument set on the Northwesterly right-of-way line of said Southern Indiana Railway; thence continuing said course along said North right-of-way, a distance of 100.00 feet to the Point of Beginning, containing 24.17 acres more of less.

Subject to Thompson Ditch, Parcel #A-31 Certificate of Appropriation and Payment filed with the Vigo County Auditor July 17, 1975

Except Right of Way for the Southern Indiana Railway Company (Soo Line), as taken by Appropriation Proceedings in Cause No. 20674, Vigo Circuit Court, and shown in Order Book 65 Page 369 of said court.

WITHDRAWN

Receipt

The following was paid to the City of Terre Haute, Controller's Office.

Date: 2/5/16

Name: Wilkinson, Goeller, Modesitt

Reason: Rezoning Petition $45.00
Rezoning Filing
Beau Monde

TERRE HAUTE, IN
PAID
FEB 05 2016
CONTROLLER

Cash:

Check: $45.00 Ck# 0092768

Credit:

Total: $45.00

Received By: M. Dowell BE

Area Planning Department
For Vigo County

159 Oak Street, Terre Haute, Indiana 47807

Telephone: (812) 462-3354 *Fax: (812) 234-3248*

Terre Haute • West Terre Haute • Riley • Seelyville

DATE: March 3, 2016

REPORT TO THE CITY COUNCIL ON ZONING MAP AMENDMENT

THE VIGO COUNTY AREA PLAN COMMISSION HEREBY GIVES CERTIFICATION TO SPECIAL ORDINANCE NUMBER #5-16

CERTIFICATION DATE: March 2, 2016

TO: The Honorable Common Council of the City of Terre Haute

Dear Members,

The Vigo County Area Plan Commission offers you the following report and certification on Special Ordinance No. 5-16. This Ordinance is a rezoning of the property located at 601 S. Fruitridge. The Petitioner, Beau Monde, LLC, petitions the Plan Commission to rezone said real estate from zoning classification R-1 to R-3, General Family Residence District, for market rate luxury apartment development. The Ordinance was published in the Tribune-Star Newspaper in accordance with IC 5-3-1 and Division XIII of the Comprehensive Zoning Ordinance. Further, this ordinance was posted by the City Building Inspection Department in accordance with IC 36-7-4-604(c).

The Area Plan Commission considered Special Ordinance No. 5-16 at a public meeting and hearing held Wednesday, March 2, 2016. Remonstrators WERE present. At this meeting, a quorum was present throughout the meeting pursuant to IC 36-7-4-301, and the Area Plan Commission took official action on Special Ordinance No. 5-16 as required by IC 36-7-4-302. The Area Plan Commission of Vigo County now hereby attaches certification to Special Ordinance No. 5-16 as required by IC 36-7-4-401(a)(7) and IC 36-7-4-605(c).

Therefore, Area Plan Commission's certified recommendation on Special Ordinance No.5-16 was TABLE.

Fred L. Wilson, President

Darren Maher, Executive Director

Received this 2nd day of March, 2016

French, Vickie

To: Jeffrey A. Lewellyn
Subject: RE: Beau Monde

Jeff: Just received your e-mail – thank you so much. I am going to run copies of your e-mail as a handout for the March 2 meeting. You will be placed on the April 6, 2016 APC Agenda. Should you have further questions/concerns, please let me know. Have a great weekend☺

From: Jeffrey A. Lewellyn [mailto:JALewellyn@wilkinsonlaw.com]
Sent: Friday, February 26, 2016 9:24 AM
To: French, Vickie
Subject: Beau Monde

Vickie,

This email will confirm my conversation with you and Ryan Wickens this morning requesting to table the rezoning petition filed for Beau Monde, LLC for a month, so that it could be heard on April 6. It is our intent to make certain adjustments to the proposed plan to accommodate neighboring properties.

Please reply confirming receipt of this email and rescheduling of the Plan Commission hearing on this matter.

Thank you,

Jeff

Jeffrey A. Lewellyn

Wilkinson, Goeller, Modesitt,
Wilkinson & Drummy, LLP
333 Ohio Street
Terre Haute, IN 47807

Phone (812) 232-4311
Fax (812) 235-5107

Preliminary Report

Property Rezoning Project – Terre Haute, IN

Submitted to: Emmert Group, LLC

Submitted by:
MP2PLANNING

DECEMBER 2015

TABLE OF CONTENTS

1. Introduction

1.1 Overview

Terre Haute, Indiana is a city in Vigo County, located in west central Indiana. It is the home of Indiana State University and Rose-Hulman Institute of Technology. A local developer (referred to as the developer) is considering a development on a 15-acre parcel of property bounded by Poplar Street on the south, S. Fruitridge Avenue on the east, and Adams Boulevard on the west. The property abuts several single-family homes on the north (which have Ohio Boulevard as a bordering street) and is partially buffered from those houses by a stand of woods.

After having been zoned as a Planned Unit Development (PUD) under City Code (per the City Legal Department) for several years zoning reverted to R1 under the City Zoning Code. There has been no development on the property. The developer is proposing a multi-family apartment use on the property, which will require R3 zoning.

The purpose of this report is to present a preliminary assessment of this use in the context of the surrounding area and Comprehensive Plan. Additional comments and possible next steps are also presented.

1.2 Proposed Project

The proposed project is known as the **Residences at *Deming***. The project includes 24 total buildings as follows:

24 total buildings

1 – Clubhouse
10 – Type 1 Building, which will include:
- 4 – 2 bedroom
- 2 – 1 bedroom
- 2 – 3 bedroom

13 – Type 2 Buildings, which will include:
- 3 – 2 bedroom w/garage
- 2 – 1 bedroom w/garage
- 1 – 3 bedroom w/garage

Summary

40 – 2 bedroom
20 – 1 bedroom
20 – 3 bedroom
39 – 2 bedroom w/garage
26 – 1 bedroom w/garage
13 – 3 bedroom w/garage

158 total units

The project will be constructed in accordance with all applicable zoning, building, and development codes.

The image below shows an illustration of the buildings that will be part of the project.

2. Existing Conditions

2.1 Land Use and Zoning

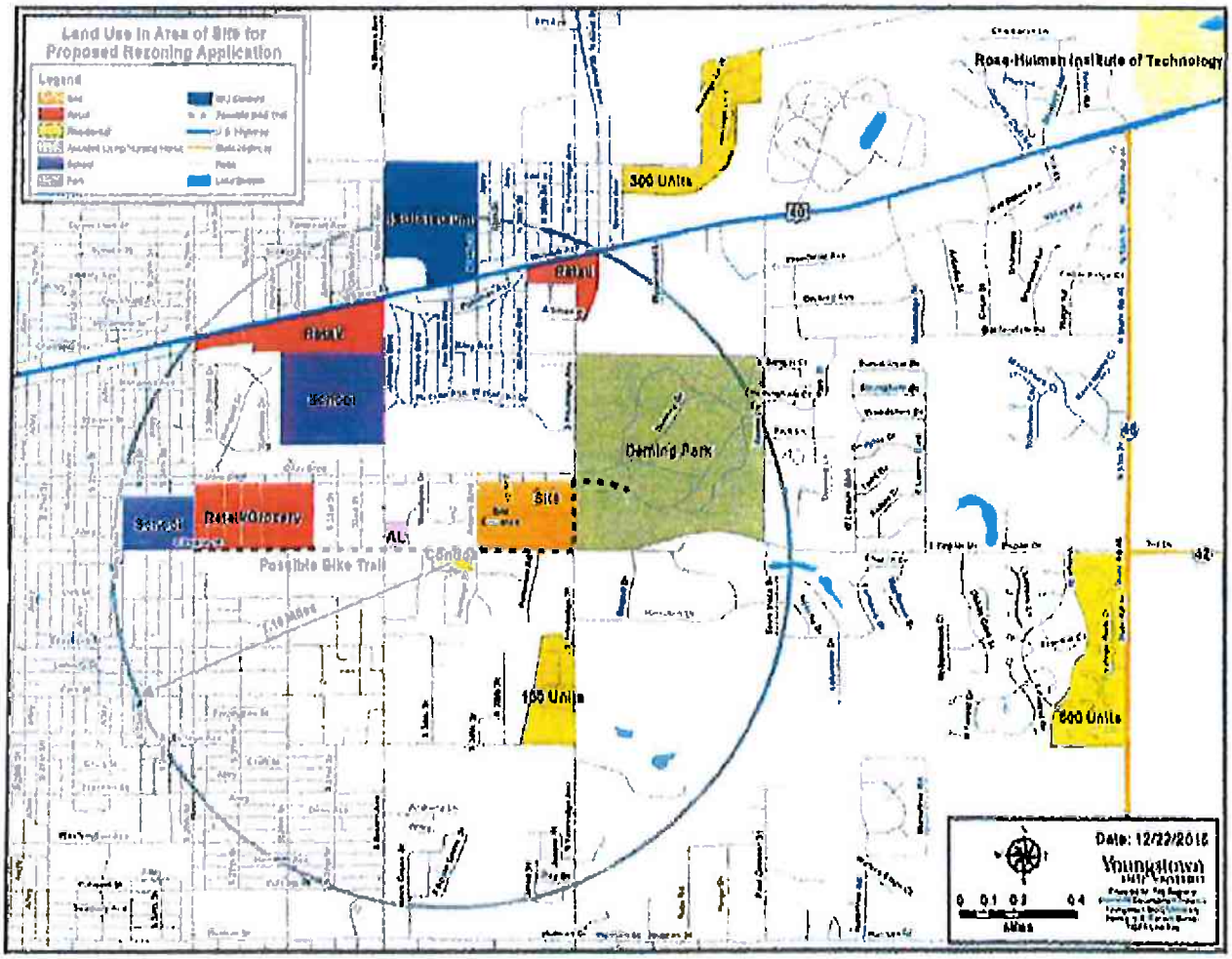
The immediate area has several houses on large lots just to the north of the property. South of Poplar is a more dense concentration of moderate density development. West of the property on Poplar there are multi-family apartment style developments, and a commercial district which includes some medical and related business, a grocery, a bakery, and a middle school. In the general area there is an elementary school, several retail concentrations, and two apartment developments, 300 and 500 units respectively. The Indiana State University (ISU) football stadium is also in the area. Deming Park is a major community park immediately east of the property. This park includes a bike path, which the developer is considering connecting to the development with a bicycle/pedestrian project.

The main entrance to the development will be on Adams Boulevard a fairly large cross street that connects Poplar Street with Ohio Boulevard (a tree-lined road with a median that is immediately north

of the row of houses that borders the site. There are no sidewalks on Poplar Street. Because of the presence of the office/medical, retail, and school relatively close a possible project that could be entertained by the developer and/or city would be a sidewalk or bicycle/pedestrian path along Poplar between S. Fruitridge Avenue and 25th Street.

Review of zoning classifications on the Vigo County/Terre Haute Beacon GIS layer shows the zoning in the immediate area of the subject property to be primarily R1. The subject property is shown on Beacon as PUD but this has been changed according to the developer. Adjacent zoning classifications are consistent with the land uses: commercial, multi-family, etc., particularly further west on Poplar. **The City of Terre Haute zoning code is administered through the City's legal department. Zoning reclassification requests go through the City Clerk's office and the City Plan Commission. The County Plan Commission reviews the application for consistency with the *Thrive 2025 Comprehensive Plan*.**

Figure 1: Summary Land Use and Existing Conditions Map



2.2 Project in the Context of the Comprehensive Plan

The Terre Haute/Vigo County Comprehensive Plan (THRIVE 2025) is a policy document that is used for the consideration of future land use change policies. On page 1-2, the plan states: *Terre Haute, Riley, Seelyville, West Terre Haute, and Vigo County Communities, through land use planning and regulation, will preserve, protect.... and re-establish the diverse range of options in land use to insure the area becomes a "level above" as a place to live, work, and conduct business.*

Key concepts in the plan are presented on page 1-5. These include Growth Pattern (reducing sprawl), Physical Appearance (visual clutter and lack of attractiveness), Economic Development (making the community a regional economic hub), transportation (moving traffic efficiently), and Neighborhood Development (revitalization and reinvestment.

There are many parallels between Chapter 2, Goals, Policies, and Actions, and Chapter 3, Geography of Implementation. Key are reducing urban sprawl, contiguous development, i.e., bringing residential, commercial, and work place environments closer to each other with both auto and bicycle/pedestrian connections.

2.3 Traffic and Environmental

There will be traffic and environmental impacts resulting from the project. Because this is a well-developed urban area with all utilities the environmental impacts should not be substantial (although no detailed analysis has been conducted and is not referenced here). There should be environmental benefits resulting from more dense and less redundant development in close proximity to commercial, educational, and retail options which should reduce traffic and sprawl There are a number of extensive apartment/condo communities within a short distance of the area. There may be some traffic impacts although observation on the key streets (Poplar, 25th Street, Ohio Boulevard, and Fruitridge) during the peak hour indicate that level of service is likely low – i.e., there is not much traffic. The primary entrance to the development will be off Adams Street, which is a fairly wide street. If the City decides they need a traffic study for the 158 unit complex, the cost would be about $4,000 to $6,000 based on input from a traffic engineering consulting firm that does work throughout Indiana. As part of this research, Mp2planning contacted principals from planning departments of other communities. The consensus seemed to be (although not unanimous) that a traffic study would be required from a project of this scope. The developer may want to discuss the project in advance of the application to determine what information will be needed.

2.4 Economic Impacts

The developer estimates that there will be approximately $1,000 in tax base per unit generated by the project. This would be about $158,000 per year. There also will be short term economic impacts associated with the construction of the facility and longer term but smaller scale economic impacts associated with operation (administration, maintenance, lawn care, etc.). Because most residents will likely be moving from the local areas "spinoff" impacts are not considered to be high.

3. Conclusions and Recommendations (Preliminary – For Client Review)

The proposed project (The Residences at *Deming*) is a multi-family apartment community that will consist of 158 units with several buildings and a clubhouse. The purpose of this analysis is to review the implications of a change from R1 (Single-family residential) to R-3 (multifamily residential) under the City's zoning provisions. Initial review of the plans suggests that the project will have good visual appearance and fit in well with the existing site. As noted earlier, the site had previously been zoned PUD (Planned Unit Development) which allows higher densities of single-family units and multi-family units and can also include institutional and commercial uses if properly planned. That would suggest that a zoning higher than R-1 is not inappropriate. Adjacent residents may not desire an apartment / condo community next to their homes despite the fact that a buffering plan is in place. But, in the overall context of a city, development does and will occur. The proposed project seems to fit into the context of *Thrive 2025* (the area comprehensive plan) which encourages urban infill, discourages sprawl, and recommends a number of policies that support both initiatives. Also, the development is contiguous to many existing multi-family, commercial and retail development, and educational uses as shown on Figure 1. The developer has suggested creation of bicycle/pedestrian connections to Deming Park and possibly along Poplar Avenue to 25th Street to serve the commercial and retail concentrations in that area from the various developments along the corridor. Given the demographics related to the aging of the population and people moving to more urban developments this project could be very attractive to retirees and others looking to live in places near retail and commercial, parks, etc. There will clearly be a tax increase resulting from the development and there also will be ancillary economic impacts. Ultimately, the decision will be for the plan commission and city council to decide based on their review of the information. But, from an outside perspective and in light of existing development in the area and the potential economic benefits, consistency with the comprehensive plan, this proposed re-use is appropriate.

It is recommended that the developer review this report with its attorney and or other staff. More detailed information could be developed but it is felt that prior to conducting additional analysis conversations with City staff would be appropriate to determine their expectations. The consultant could, at the request of the developer, initiate and conduct these conversations.

CORRADINO

Date:	February 26, 2016
To:	Larry Strange, AICP Mp2planning, LLC
From:	Salman Rathore, PE
Project #:	4347*01
Subject:	Tere Haute Preliminary Traffic Assessment

MEMORANDUM

Traffic Assessment

Mr. Strange, this memorandum documents the findings of the preliminary traffic assessment for the Tere Haute development. The proposed project is a 158 units low-rise apartment complex. The assessment consist of the following:

Data Collection

The AM and PM peak hour volume for the following intersections near the project vicinity were collected and evaluated:

- Ohio Blvd and S Brown Avenue
- Poplar Street and S Fruitridge Avenue
- Poplar Street and Heritage Drive
- Poplar Street and S Brown Avenue

Trip Generation

According to the subject ITE manual, the most appropriate "land use" categories for the low-rise apartment is ITE's Land Use 221. The trips are as follows:

AM Peak Trips = 72 (Entering = 15, Exiting = 57)

AM Peak Trips = 92 (Entering = 60, Exiting = 32)

Trip Distribution

The trip distribution and traffic assignment for the project were based on traffic volume, study area, examination of the surrounding roadway network characteristics and existing land use patterns. The following traffic assignment was assumed for the proposed project:

- 40% to and from the north

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TEL 305.594.0735 • 800.887.5551
FAX 305.594.0755
WWW.CORRADINO.COM

- 20% to and from the south
- 15% to and from the east
- 25% to and from the west

Project traffic versus existing traffic counts (As a percentage)

Intersections	AM Peak Project Trips	AM Peak Intersection Volume	AM Project Trips Percentage [1]	PM Peak Project Trips	PM Peak Intersection Volume	PM Project Trips Percentage [1]
Ohio Blvd and S Brown Avenue	10	1032	1%	14	1217	1%
Poplar Street and S Fruitridge Avenue	12	1282	1%	15	1672	1%
Poplar Street and Heritage Drive	25	672	4%	32	866	4%
Poplar Street and S Brown Avenue	15	1130	1%	19	1145	2%
[1] - Project trip percentage = Project trips/Intersection Volumes						

As mentioned in the table above the project development traffic contributes less than 5% of the total intersection volume at all the study intersections.

Low-Rise Apartment
(221)

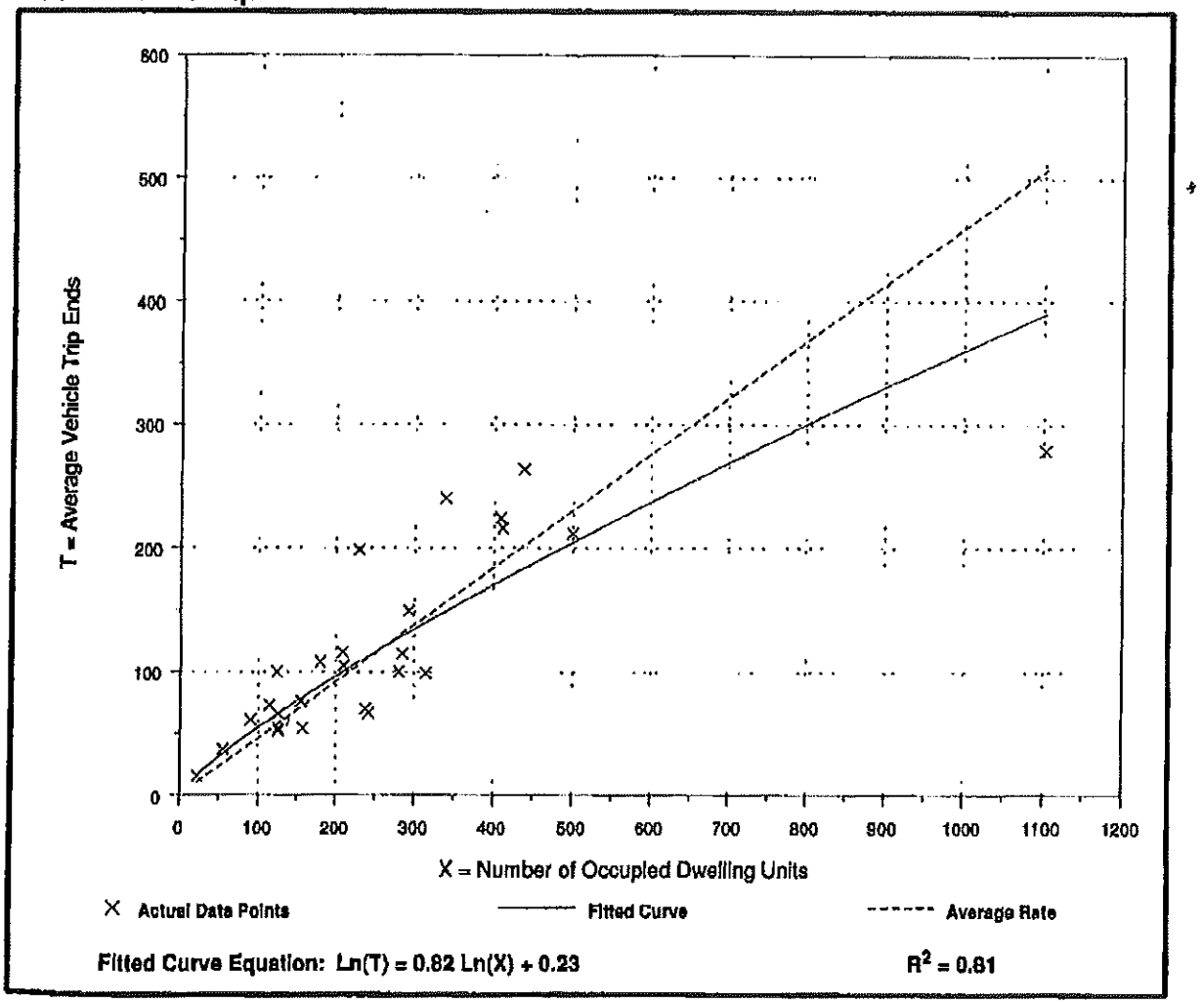
Average Vehicle Trip Ends vs: **Occupied Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 27
Avg. Num. of Occupied Dwelling Units: 257
Directional Distribution: 21% entering, 79% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.25 - 0.86	0.70

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.82 Ln(X) + 0.23

R^2 = 0.81

Low-Rise Apartment
(221)

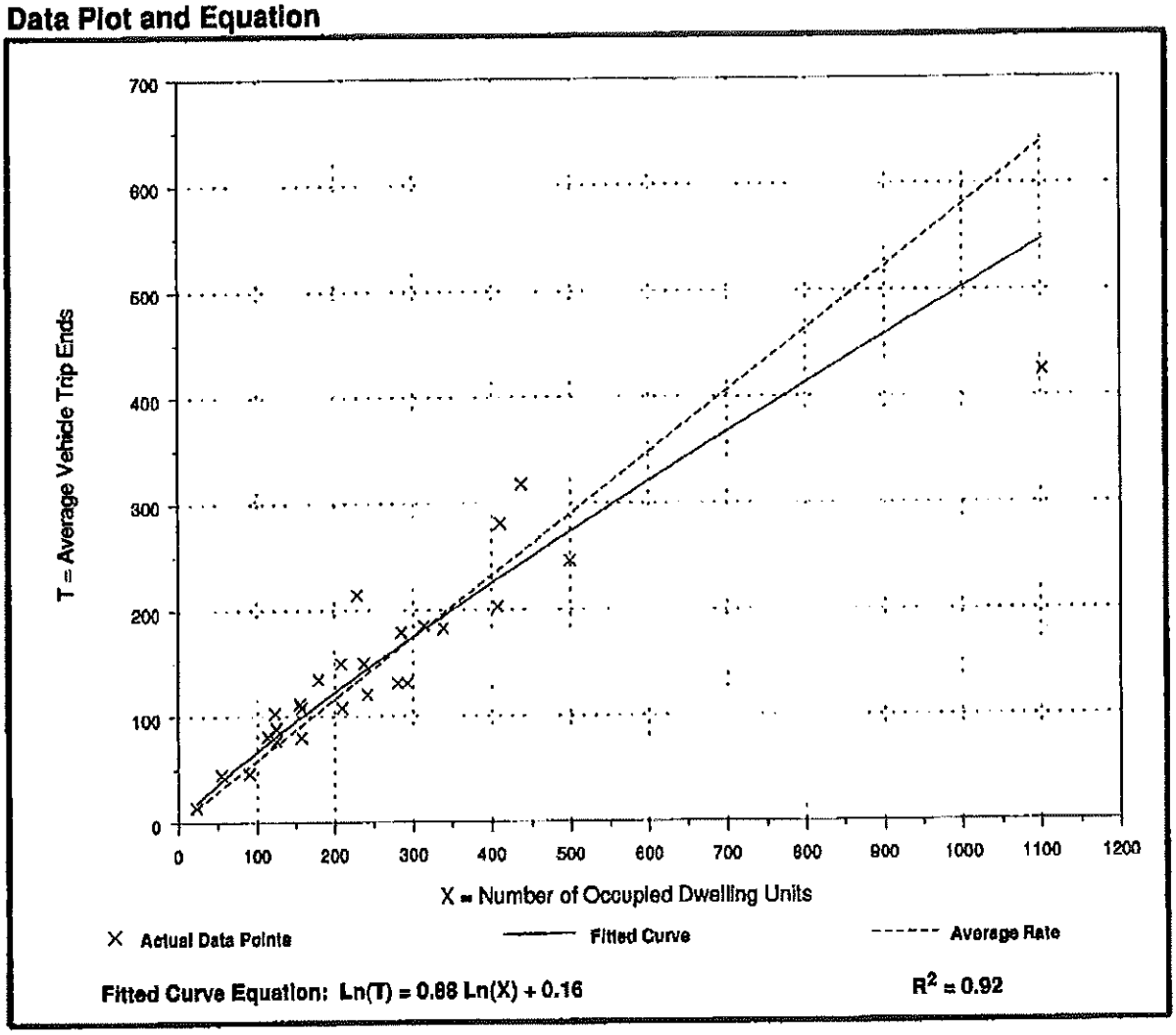
Average Vehicle Trip Ends vs: **Occupied Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 27
Avg. Num. of Occupied Dwelling Units: 257
Directional Distribution: 65% entering, 35% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.58	0.38 - 0.93	0.77

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.88 Ln(X) + 0.16

R^2 = 0.92

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
16:00	1	9	7	17	0	24	0	24	3	8	3	14	5	26	4	35	90
16:05	2	14	9	25	1	24	0	25	4	7	0	11	5	35	4	44	105
16:10	1	11	6	18	1	25	0	26	2	4	1	7	5	34	4	43	94
16:15	5	14	6	25	1	15	1	17	1	3	3	7	5	28	1	34	83
Subtotal	**9**	**48**	**28**	**85**	**3**	**88**	**1**	**92**	**10**	**22**	**7**	**39**	**20**	**123**	**13**	**156**	**372**
16:20	4	8	4	16	3	25	1	29	3	4	2	9	7	43	2	52	106
16:25	4	14	3	21	1	17	0	18	5	10	3	18	3	27	1	31	88
16:30	6	7	5	18	2	27	1	30	0	9	3	12	2	26	3	31	91
16:35	1	13	2	16	1	26	1	28	2	8	0	10	1	26	2	29	83
Subtotal	**15**	**42**	**14**	**71**	**7**	**95**	**3**	**105**	**10**	**31**	**8**	**49**	**13**	**122**	**8**	**143**	**368**
16:40	5	11	2	18	1	31	2	34	0	4	1	5	5	34	5	44	101
16:45	2	19	1	22	3	28	2	33	2	9	0	11	5	33	1	39	105
16:50	4	11	3	18	3	28	0	31	1	14	4	19	7	24	6	37	105
16:55	2	14	3	19	1	20	0	21	1	9	2	12	3	36	3	42	94
Subtotal	**13**	**55**	**9**	**77**	**8**	**107**	**4**	**119**	**4**	**36**	**7**	**47**	**20**	**127**	**15**	**162**	**405**
17:00	0	0	4	4	0	2	0	2	0	0	0	0	0	6	0	6	12
Total	**37**	**145**	**55**	**237**	**18**	**292**	**8**	**318**	**24**	**89**	**22**	**135**	**53**	**378**	**36**	**467**	**1157**
Table %	3.2	12.5	4.8	**20.5**	1.6	25.2	0.7	**27.5**	2.1	7.7	1.9	**11.7**	4.6	32.7	3.1	**40.4**	**100.0**
Intersection %	3.2	12.5	4.7	**20.5**	1.6	25.2	0.7	**27.5**	2.1	7.7	1.9	**11.7**	4.6	32.6	3.1	**40.4**	**100.0**
Approach %	15.6	61.2	23.2	**100.0**	5.7	91.8	2.5	**100.0**	17.8	65.9	16.3	**100.0**	11.3	80.9	7.7	**100.0**	-
Total Approach %	15.6	61.2	23.2	**100.0**	5.7	91.8	2.5	**100.0**	17.8	65.9	16.3	**100.0**	11.3	80.9	7.7	**100.0**	-
Peak Hour	16:00	16:00	16:00	**16:00**	16:00	16:00	16:00	**16:00**	16:00	16:00	16:00	**16:00**	16:00	16:00	16:00	**16:00**	**16:00**
Peak Total	37	145	51	**233**	18	290	8	**316**	24	89	22	**135**	53	372	36	**461**	**1145**
Peak Factor (PHF)	0.5	0.6	0.5	**0.8**	0.5	0.8	0.3	**0.8**	0.4	0.5	0.5	**0.6**	0.6	0.7	0.5	**0.7**	**0.9**

Trucks

	Other Truc...	Grand Total
16:00	1	1
16:05	1	1
16:10	0	0

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
16:15	0	0
Subtotal	2	2

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
16:20	0	0
16:25	0	0
16:30	0	0

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
16:35	0	0
Subtotal	0	0

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
16:40	0	0
16:45	0	0
16:50	0	0

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
16:55	0	0
Subtotal	0	0

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
17:00	0	0
Total	2	2

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Table %	100.0	**100.0**
Intersection %	0.2	**100.0**
Approach %	100.0	-

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Total Approach %	100.0	-
Peak Hour	16:00	16:00
Peak Total	2	2

Standard Report

Location: Poplar St & Brown Ave
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Peak Factor (PHF)	0.2	0.2

Standard Report

Location: Poplar St. & Brown Ave.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
07:57	0	1	3	4	0	8	0	8	3	3	0	6	1	6	1	8	26
08:00	0	1	4	5	0	16	0	16	2	10	3	15	1	4	1	6	42
08:05	0	4	3	7	0	19	0	19	1	12	0	13	1	5	1	7	46
08:10	3	6	7	16	1	31	3	35	0	9	0	9	2	8	2	12	72
Subtotal	3	12	17	32	1	74	3	78	6	34	3	43	5	23	5	33	186
08:15	0	3	1	4	2	23	0	25	4	8	1	13	5	5	0	10	52
08:20	0	4	3	7	1	32	1	34	3	14	2	19	8	15	0	23	83
08:25	0	12	2	14	4	45	0	49	4	17	0	21	3	11	1	15	99
08:30	2	7	2	11	1	41	1	43	5	23	1	29	1	15	1	17	100
Subtotal	2	26	8	36	8	141	2	151	16	62	4	82	17	46	2	65	334
08:35	1	12	2	15	3	59	0	62	3	18	0	21	5	18	2	25	123
08:40	2	15	2	19	2	48	0	50	6	26	2	34	5	13	2	20	123
08:45	1	16	2	19	3	61	2	66	3	11	2	16	3	25	3	31	132
08:50	0	13	4	17	4	38	3	45	4	12	1	17	4	19	6	29	108
Subtotal	4	56	10	70	12	206	5	223	16	67	5	88	17	75	13	105	486
08:55	0	6	2	8	6	28	2	36	3	13	2	18	3	17	3	23	85
09:00	1	10	4	15	0	24	0	24	2	6	1	9	3	13	0	16	64
09:05	1	11	3	15	3	27	1	31	4	20	6	30	1	11	1	13	89
09:10	0	5	5	10	2	24	1	27	1	11	4	16	4	7	1	12	65
Subtotal	2	32	14	48	11	103	4	118	10	50	13	73	11	48	5	64	303
09:15	3	9	2	14	0	16	1	17	1	7	4	12	0	13	1	14	57
09:20	1	4	3	8	0	25	3	28	3	5	0	8	6	13	0	19	63
09:25	1	7	1	9	1	17	2	20	2	9	0	11	0	4	2	6	46
09:30	0	8	0	8	0	24	1	25	2	5	1	8	2	12	0	14	55
Subtotal	5	28	6	39	1	82	7	90	8	26	5	39	8	42	3	53	221
09:35	0	2	0	2	1	23	0	24	1	8	0	9	0	19	1	20	55
09:40	0	3	3	6	0	31	1	32	1	3	2	6	2	12	0	14	58
09:45	0	2	5	7	2	24	0	26	1	9	0	10	4	7	1	12	55
09:50	2	6	3	11	0	24	3	27	1	7	1	9	3	14	0	17	64
Subtotal	2	13	11	26	3	102	4	109	4	27	3	34	9	52	2	63	232
09:55	0	3	4	7	0	23	0	23	2	1	0	3	1	6	0	7	40

Standard Report

Location: Poplar St. & Brown Ave.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
Total	**18**	**170**	**70**	**258**	**36**	**731**	**25**	**792**	**62**	**267**	**33**	**362**	**68**	**292**	**30**	**390**	**1802**
Table %	1.0	9.4	3.9	**14.3**	2.0	40.6	1.4	**44.0**	3.4	14.8	1.8	**20.1**	3.8	16.2	1.7	**21.6**	**100.0**
Intersection %	1.0	9.4	3.9	**14.3**	2.0	40.5	1.4	**44.0**	3.4	14.8	1.8	**20.1**	3.8	16.2	1.7	**21.6**	**100.0**
Approach %	7.0	65.9	27.1	**100.0**	4.5	92.3	3.2	**100.0**	17.1	73.8	9.1	**100.0**	17.4	74.9	7.7	**100.0**	-
Total Approach %	7.0	65.9	27.1	**100.0**	4.5	92.3	3.2	**100.0**	17.1	73.8	9.1	**100.0**	17.4	74.9	7.7	**100.0**	-
Peak Hour	08:30	08:20	07:57	**08:25**	08:15	08:10	08:45	**08:10**	08:15	08:15	08:20	**08:15**	08:15	08:20	08:00	**08:20**	**08:10**
Peak Total	13	120	35	**165**	31	457	17	**500**	42	179	25	**243**	45	177	22	**238**	**1130**
Peak Factor (PHF)	0.4	0.6	0.4	**0.7**	0.4	0.6	0.5	**0.6**	0.6	0.6	0.3	**0.6**	0.5	0.6	0.3	**0.6**	**0.7**

Trucks

	Other Truc...	Grand Total
07:57	0	**0**
08:00	**0**	**0**
08:05	0	**0**
08:10	**1**	**1**
Subtotal	**1**	**1**
08:15	0	**0**
08:20	**0**	**0**
08:25	0	**0**
08:30	**0**	**0**
Subtotal	**0**	**0**
08:35	1	**1**
08:40	**0**	**0**
08:45	0	**0**
08:50	**0**	**0**
Subtotal	**1**	**1**
08:55	0	**0**
09:00	**0**	**0**
09:05	0	**0**
09:10	**0**	**0**

Standard Report

Location: Poplar St. & Brown Ave.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Subtotal	**0**	**0**
09:15	2	2
09:20	0	0
09:25	0	0
09:30	0	0
Subtotal	**2**	**2**
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
Subtotal	**0**	**0**
09:55	0	0
Total	**4**	**4**
Table %	100.0	**100.0**
Intersection %	0.2	**100.0**
Approach %	100.0	-
Total Approach %	100.0	-
Peak Hour	08:20	**08:20**

Standard Report

Location: Poplar St. & Brown Ave.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Peak Total	3	3
Peak Factor (PHF)	0.1	0.1

Standard Report

Location: Poplar St. & Heritage Dr.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
16:00	0	0	0	0	0	30	0	30	0	1	0	1	0	22	0	22	53
16:05	0	0	2	2	1	27	0	28	0	0	0	0	0	28	2	30	60
16:10	0	0	0	0	0	19	0	19	0	0	0	0	0	35	1	36	55
16:15	0	1	0	1	0	22	0	22	0	0	0	0	0	39	0	39	62
Subtotal	**0**	**1**	**2**	**3**	**1**	**98**	**0**	**99**	**0**	**1**	**0**	**1**	**0**	**124**	**3**	**127**	**230**
16:20	0	0	0	0	0	22	0	22	1	0	1	2	0	38	1	39	63
16:25	0	0	1	1	0	17	0	17	0	0	0	0	0	36	1	37	55
16:30	0	0	0	0	0	26	0	26	0	0	0	0	0	23	1	24	50
16:35	0	0	0	0	1	35	0	36	1	0	0	1	0	35	1	36	73
Subtotal	**0**	**0**	**1**	**1**	**1**	**100**	**0**	**101**	**2**	**0**	**1**	**3**	**0**	**132**	**4**	**136**	**241**
16:40	0	2	1	3	2	22	0	24	3	0	0	3	0	30	2	32	62
16:45	0	3	0	3	1	26	1	28	1	0	0	1	0	34	3	37	69
16:50	0	0	0	0	0	23	0	23	0	0	0	0	0	37	2	39	62
16:55	0	0	0	0	0	31	0	31	1	0	0	1	0	34	0	34	66
Subtotal	**0**	**5**	**1**	**6**	**3**	**102**	**1**	**106**	**5**	**0**	**0**	**5**	**0**	**135**	**7**	**142**	**259**
17:00	2	0	0	2	1	25	0	26	0	0	0	0	0	33	0	33	61
17:05	1	1	0	2	0	11	0	11	1	1	1	3	0	49	4	53	69
17:10	1	0	0	1	1	46	0	47	1	0	1	2	0	40	2	42	92
17:15	1	1	1	3	1	37	2	40	0	0	0	0	0	59	1	60	103
Subtotal	**5**	**2**	**1**	**8**	**3**	**119**	**2**	**124**	**2**	**1**	**2**	**5**	**0**	**181**	**7**	**188**	**325**
17:20	0	0	0	0	1	20	0	21	1	1	2	4	0	46	1	47	72
17:25	0	0	1	1	0	18	0	18	2	0	0	2	0	56	1	57	78
17:30	0	1	0	1	1	22	0	23	1	0	0	1	0	29	1	30	55
17:35	0	0	0	0	0	33	0	33	1	0	0	1	0	39	4	43	77
Subtotal	**0**	**1**	**1**	**2**	**2**	**93**	**0**	**95**	**5**	**1**	**2**	**8**	**0**	**170**	**7**	**177**	**282**
17:40	0	1	0	1	1	25	0	26	0	1	0	1	0	15	0	15	43
17:45	0	0	0	0	0	29	0	29	0	0	1	1	0	23	0	23	53
17:50	0	1	0	1	0	22	0	22	0	1	0	1	0	29	1	30	54
17:55	0	0	0	0	0	21	0	21	0	0	0	0	0	39	1	40	61
Subtotal	**0**	**2**	**0**	**2**	**1**	**97**	**0**	**98**	**0**	**2**	**1**	**3**	**0**	**106**	**2**	**108**	**211**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Standard Report

Location: Poplar St. & Heritage Dr.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
Total	**5**	**11**	**6**	**22**	**11**	**609**	**3**	**623**	**14**	**5**	**6**	**25**	**0**	**848**	**30**	**878**	**1548**
Table %	0.3	0.7	0.4	**1.4**	0.7	39.3	0.2	**40.2**	0.9	0.3	0.4	**1.6**	0.0	54.8	1.9	**56.7**	**100.0**
Intersection %	0.3	0.7	0.4	**1.4**	0.7	39.3	0.2	**40.2**	0.9	0.3	0.4	**1.6**	0.0	54.8	1.9	**56.7**	**100.0**
Approach %	22.7	50.0	27.3	**100.0**	1.8	97.8	0.5	**100.0**	56.0	20.0	24.0	**100.0**	0.0	96.6	3.4	**100.0**	-
Total Approach %	22.7	50.0	27.3	**100.0**	1.8	97.8	0.5	**100.0**	56.0	20.0	24.0	**100.0**	0.0	96.6	3.4	**100.0**	-
Peak Hour	16:20	16:35	16:00	**16:35**	16:35	16:20	16:20	**16:20**	16:35	16:55	16:50	**16:35**	-	16:40	16:40	**16:40**	**16:40**
Peak Total	5	8	4	**16**	9	321	3	**331**	12	4	5	**18**	0	486	21	**507**	**866**
Peak Factor (PHF)	0.2	0.2	0.2	**0.4**	0.4	0.6	0.1	**0.6**	0.3	0.3	0.2	**0.4**	-	0.7	0.4	**0.7**	**0.4**

Trucks

	Other Truc...	**Grand Total**
16:00	0	**0**
16:05	0	**0**
16:10	0	**0**
16:15	0	**0**
Subtotal	**0**	**0**
16:20	0	**0**
16:25	0	**0**
16:30	0	**0**
16:35	0	**0**
Subtotal	**0**	**0**
16:40	0	**0**
16:45	0	**0**
16:50	0	**0**
16:55	0	**0**
Subtotal	**0**	**0**
17:00	0	**0**
17:05	0	**0**
17:10	0	**0**
17:15	0	**0**

Standard Report

Location: Poplar St. & Heritage Dr.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Subtotal	**0**	**0**
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	0
Subtotal	**0**	**0**
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
Subtotal	**0**	**0**
18:00	0	0
Total	**0**	**0**
Table %	0	0
Intersection %	0.0	0
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-

Standard Report

Location: Poplar St. & Heritage Dr.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Peak Total	0	0
Peak Factor (PHF)	-	-

Standard Report

Location: Poplar St & Heritage Dr
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
07:00	0	0	0	0	0	2	0	2	1	0	0	1	0	3	0	3	6
07:05	0	1	0	1	0	5	0	5	0	0	0	0	1	8	0	9	15
07:10	0	0	0	0	1	35	0	36	3	2	0	5	0	5	0	5	46
07:15	0	0	0	0	0	24	0	24	0	2	1	3	0	12	0	12	39
Subtotal	**0**	**1**	**0**	**1**	**1**	**66**	**0**	**67**	**4**	**4**	**1**	**9**	**1**	**28**	**0**	**29**	**106**
07:20	0	0	0	0	0	30	0	30	0	0	0	0	0	12	0	12	42
07:25	0	0	0	0	0	29	0	29	1	0	0	1	1	9	1	11	41
07:30	0	0	0	0	0	61	0	61	5	2	1	8	0	11	0	11	80
07:35	1	0	0	1	0	40	0	40	1	0	1	2	0	6	0	6	49
Subtotal	**1**	**0**	**0**	**1**	**0**	**160**	**0**	**160**	**7**	**2**	**2**	**11**	**1**	**38**	**1**	**40**	**212**
07:40	0	0	0	0	0	62	0	62	3	2	0	5	0	16	1	17	84
07:45	1	0	0	1	0	43	0	43	1	2	1	4	0	7	1	8	56
07:50	0	0	0	0	1	50	1	52	2	1	2	5	2	19	2	23	80
07:55	0	0	0	0	0	21	0	21	2	0	0	2	0	24	0	24	47
Subtotal	**1**	**0**	**0**	**1**	**1**	**176**	**1**	**178**	**8**	**5**	**3**	**16**	**2**	**66**	**4**	**72**	**267**
08:00	0	0	0	0	0	30	2	32	0	0	0	0	0	23	0	23	55
08:05	0	0	0	0	0	38	0	38	2	2	0	4	0	11	0	11	53
08:10	0	0	0	0	1	31	0	32	0	0	1	1	0	8	0	8	41
08:15	1	0	0	1	0	20	1	21	0	0	0	0	0	11	1	12	34
Subtotal	**1**	**0**	**0**	**1**	**1**	**119**	**3**	**123**	**2**	**2**	**1**	**5**	**0**	**53**	**1**	**54**	**183**
08:20	0	0	0	0	0	16	1	17	0	0	1	1	0	10	1	11	29
08:25	0	0	0	0	1	10	1	12	1	2	0	3	0	7	0	7	22
08:30	0	0	0	0	0	18	0	18	0	2	1	3	0	7	0	7	28
08:35	0	0	0	0	0	22	0	22	0	0	0	0	1	11	0	12	34
Subtotal	**0**	**0**	**0**	**0**	**1**	**66**	**2**	**69**	**1**	**4**	**2**	**7**	**1**	**35**	**1**	**37**	**113**
08:40	0	0	0	0	1	7	0	8	0	0	0	0	0	2	0	2	10
08:45	0	0	0	0	1	24	0	25	1	2	0	3	0	9	0	9	37
08:50	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:55	0	0	0	0	0	29	0	29	0	0	0	0	0	9	0	9	38
Subtotal	**0**	**0**	**0**	**0**	**2**	**63**	**0**	**65**	**1**	**2**	**0**	**3**	**0**	**23**	**0**	**23**	**91**
09:00	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10

Standard Report

Location: Poplar St & Heritage Dr
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
Total	**3**	**1**	**0**	**4**	**6**	**656**	**6**	**668**	**23**	**19**	**9**	**51**	**5**	**247**	**7**	**259**	**982**
Table %	0.3	0.1	0.0	**0.4**	0.6	66.8	0.6	**68.0**	2.3	1.9	0.9	**5.2**	0.5	25.2	0.7	**26.4**	**100.0**
Intersection %	0.3	0.1	0.0	**0.4**	0.6	66.6	0.6	**68.0**	2.3	1.9	0.9	**5.2**	0.5	25.1	0.7	**26.4**	**100.0**
Approach %	75.0	25.0	0.0	**100.0**	0.9	98.2	0.9	**100.0**	45.1	37.3	17.6	**100.0**	1.9	95.4	2.7	**100.0**	-
Total Approach %	75.0	25.0	0.0	**100.0**	0.9	98.2	0.9	**100.0**	45.1	37.3	17.6	**100.0**	1.9	95.4	2.7	**100.0**	-
Peak Hour	07:20	07:00	-	**07:00**	07:50	07:10	07:30	**07:10**	07:10	07:10	07:15	**07:10**	07:00	07:15	07:25	**07:15**	**07:10**
Peak Total	3	1	0	**3**	5	463	6	**468**	20	13	7	**39**	4	158	7	**166**	**672**
Peak Factor (PHF)	0.3	0.1	-	**0.3**	0.4	0.6	0.3	**0.6**	0.3	0.5	0.3	**0.4**	0.2	0.5	0.3	**0.6**	**0.7**

Trucks

	Other Truc...	Grand Total
07:00	0	**0**
07:05	0	**0**
07:10	0	**0**
07:15	0	**0**
Subtotal	**0**	**0**
07:20	0	**0**
07:25	0	**0**
07:30	0	**0**
07:35	0	**0**
Subtotal	**0**	**0**
07:40	0	**0**
07:45	0	**0**
07:50	0	**0**
07:55	0	**0**
Subtotal	**0**	**0**
08:00	0	**0**
08:05	0	**0**
08:10	0	**0**
08:15	0	**0**

Standard Report

Location: Poplar St & Heritage Dr
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Subtotal	**0**	**0**
08:20	0	0
08:25	0	0
08:30	2	2
08:35	0	0
Subtotal	**2**	**2**
08:40	0	0
08:45	0	0
08:50	0	0
08:55	1	1
Subtotal	**1**	**1**
09:00	0	0
Total	**3**	**3**
Table %	100.0	**100.0**
Intersection %	0.3	**100.0**
Approach %	100.0	-
Total Approach %	100.0	-
Peak Hour	08:00	**08:00**

Standard Report

Location: Poplar St & Heritage Dr
Unit ID:
Study Date: Thursday February 25, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Peak Total	3	3
Peak Factor (PHF)	0.1	0.1

Standard Report

Location: Fruitridge Ave & Poplar St
Unit ID:
Study Date: Thursday February 18, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
16:00	14	14	2	30	2	2	7	11	1	9	2	12	1	13	3	17	70
16:05	13	20	3	36	2	35	9	46	0	5	0	5	6	35	3	44	131
16:10	11	16	4	31	1	16	5	22	4	12	5	21	6	29	1	36	110
16:15	14	20	6	40	2	14	9	25	4	18	5	27	2	20	1	23	115
Subtotal	**52**	**70**	**15**	**137**	**7**	**67**	**30**	**104**	**9**	**44**	**12**	**65**	**15**	**97**	**8**	**120**	**426**
16:20	19	18	3	40	6	13	6	25	1	13	11	25	2	27	3	32	122
16:25	14	15	11	40	2	15	2	19	5	10	3	18	1	17	9	27	104
16:30	14	18	4	36	3	16	10	29	2	11	3	16	4	38	4	46	127
16:35	8	19	11	38	4	24	9	37	4	21	3	28	2	32	6	40	143
Subtotal	**55**	**70**	**29**	**154**	**15**	**68**	**27**	**110**	**12**	**55**	**20**	**87**	**9**	**114**	**22**	**145**	**496**
16:40	13	9	4	26	1	24	10	35	5	13	9	27	5	20	0	25	113
16:45	16	27	7	50	5	24	8	37	4	11	9	24	6	30	2	38	149
16:50	11	17	5	33	4	24	5	33	5	20	8	33	7	27	1	35	134
16:55	14	22	8	44	7	21	10	38	3	15	4	22	5	28	2	35	139
Subtotal	**54**	**75**	**24**	**153**	**17**	**93**	**33**	**143**	**17**	**59**	**30**	**106**	**23**	**105**	**5**	**133**	**535**
17:00	15	25	4	44	3	23	7	33	5	10	2	17	5	29	5	39	133
17:05	16	15	2	33	7	18	7	32	3	22	2	27	6	34	4	44	136
17:10	0	0	0	0	0	7	1	8	1	0	0	1	1	9	0	10	19
17:15	12	38	1	51	2	40	4	46	4	23	6	33	7	65	6	78	208
Subtotal	**43**	**78**	**7**	**128**	**12**	**88**	**19**	**119**	**13**	**55**	**10**	**78**	**19**	**137**	**15**	**171**	**496**
17:20	26	34	3	63	1	21	6	28	5	15	8	28	5	52	1	58	177
17:25	28	29	7	64	4	17	4	25	0	15	7	22	4	54	7	65	176
17:30	15	14	3	32	4	9	7	20	1	11	4	16	11	39	3	53	121
17:35	12	22	5	39	4	20	5	29	2	12	1	15	6	35	4	45	128
Subtotal	**81**	**99**	**18**	**198**	**13**	**67**	**22**	**102**	**8**	**53**	**20**	**81**	**26**	**180**	**15**	**221**	**602**
17:40	16	25	9	50	3	30	4	37	5	12	6	23	9	27	6	42	152
17:45	9	13	9	31	3	10	6	19	3	14	2	19	4	30	2	36	105
17:50	18	16	3	37	2	17	7	26	0	9	2	11	2	24	0	26	100
17:55	8	15	2	25	2	15	9	26	1	6	2	9	2	27	0	29	89
Subtotal	**51**	**69**	**23**	**143**	**10**	**72**	**26**	**108**	**9**	**41**	**12**	**62**	**17**	**108**	**8**	**133**	**446**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Standard Report

Location: Fruitridge Ave & Poplar St
Unit ID:
Study Date: Thursday February 18, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
Total	**336**	**461**	**116**	**913**	**74**	**455**	**157**	**686**	**68**	**307**	**104**	**479**	**109**	**741**	**73**	**923**	**3001**
Table %	11.2	15.4	3.9	**30.4**	2.5	15.2	5.2	**22.9**	2.3	10.2	3.5	**16.0**	3.6	24.7	2.4	**30.8**	**100.0**
Intersection %	11.2	15.4	3.9	**30.4**	2.5	15.2	5.2	**22.9**	2.3	10.2	3.5	**16.0**	3.6	24.7	2.4	**30.8**	**100.0**
Approach %	36.8	50.5	12.7	**100.0**	10.8	66.3	22.9	**100.0**	14.2	64.1	21.7	**100.0**	11.8	80.3	7.9	**100.0**	-
Total Approach %	36.8	50.5	12.7	**100.0**	10.8	66.3	22.9	**100.0**	14.2	64.1	21.7	**100.0**	11.8	80.3	7.9	**100.0**	-
Peak Hour	16:45	16:45	16:05	**16:45**	16:10	16:30	16:00	**16:30**	16:25	16:10	16:10	**16:10**	16:45	16:45	16:20	**16:45**	**16:45**
Peak Total	181	268	70	**503**	45	259	90	**381**	46	176	64	**285**	72	429	42	**542**	**1672**
Peak Factor (PHF)	0.5	0.6	0.5	**0.7**	0.5	0.5	0.8	**0.7**	0.8	0.7	0.5	**0.7**	0.5	0.6	0.4	**0.6**	**0.4**

Trucks

	Other Truc...	Grand Total
16:00	0	**0**
16:05	**0**	**0**
16:10	0	**0**
16:15	**0**	**0**
Subtotal	**0**	**0**
16:20	0	**0**
16:25	**0**	**0**
16:30	0	**0**
16:35	**0**	**0**
Subtotal	**0**	**0**
16:40	0	**0**
16:45	**0**	**0**
16:50	0	**0**
16:55	**0**	**0**
Subtotal	**0**	**0**
17:00	0	**0**
17:05	**0**	**0**
17:10	0	**0**
17:15	**0**	**0**

Standard Report

Location: Fruitridge Ave & Poplar St
Unit ID:
Study Date: Thursday February 18, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Subtotal	**0**	**0**
17:20	0	**0**
17:25	0	**0**
17:30	0	**0**
17:35	0	**0**
Subtotal	**0**	**0**
17:40	0	**0**
17:45	0	**0**
17:50	0	**0**
17:55	0	**0**
Subtotal	**0**	**0**
18:00	0	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-

Standard Report

Location: Fruitridge Ave & Poplar St
Unit ID:
Study Date: Thursday February 18, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Peak Total	0	0
Peak Factor (PHF)	-	-

Standard Report

Location: Fruitridge Ave. & Poplar St.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
08:00	0	3	0	3	0	6	1	7	0	5	0	5	0	0	2	2	17
08:05	0	6	0	6	3	7	1	11	3	20	1	24	1	3	9	13	54
08:10	2	13	2	17	0	19	1	20	9	21	1	31	1	4	7	12	80
08:15	3	27	1	31	4	18	0	22	10	12	0	22	1	4	21	26	101
Subtotal	**5**	**49**	**3**	**57**	**7**	**50**	**3**	**60**	**22**	**58**	**2**	**82**	**3**	**11**	**39**	**53**	**252**
08:20	2	6	0	8	15	14	0	29	0	21	0	21	1	6	13	20	78
08:25	4	20	7	31	34	27	1	62	0	12	0	12	0	3	0	3	108
08:30	0	10	6	16	24	36	1	61	4	25	1	30	1	1	10	12	119
08:35	1	15	4	20	32	51	2	85	1	16	2	19	0	15	0	15	139
Subtotal	**7**	**51**	**17**	**75**	**105**	**128**	**4**	**237**	**5**	**74**	**3**	**82**	**2**	**25**	**23**	**50**	**444**
08:40	3	13	10	26	46	23	3	72	0	35	1	36	3	9	4	16	150
08:45	7	13	4	24	29	26	7	62	2	25	2	29	3	7	2	12	127
08:50	2	13	11	26	19	31	2	52	7	22	0	29	0	9	2	11	118
08:55	6	6	6	18	12	14	4	30	2	13	3	18	0	10	4	14	80
Subtotal	**18**	**45**	**31**	**94**	**106**	**94**	**16**	**216**	**11**	**95**	**6**	**112**	**6**	**35**	**12**	**53**	**475**
09:00	2	9	8	19	19	14	3	36	2	14	2	18	2	15	1	18	91
09:05	4	7	3	14	13	16	3	32	3	11	6	20	2	14	2	18	84
09:10	2	11	9	22	7	21	2	30	0	20	0	20	0	9	6	15	87
09:15	2	7	5	14	8	12	2	22	0	5	3	8	2	13	5	20	64
Subtotal	**10**	**34**	**25**	**69**	**47**	**63**	**10**	**120**	**5**	**50**	**11**	**66**	**6**	**51**	**14**	**71**	**326**
09:20	10	11	14	35	13	17	0	30	0	7	2	9	1	6	3	10	84
09:25	1	12	7	20	9	15	2	26	0	10	1	11	1	10	3	14	71
09:30	6	11	4	21	8	15	5	28	0	5	0	5	0	9	8	17	71
09:35	2	5	7	14	8	18	1	27	0	10	3	13	1	12	2	15	69
Subtotal	**19**	**39**	**32**	**90**	**38**	**65**	**8**	**111**	**0**	**32**	**6**	**38**	**3**	**37**	**16**	**56**	**295**
09:40	7	11	12	30	7	13	1	21	1	16	1	18	0	14	5	19	88
09:45	4	6	8	18	8	19	2	29	3	7	1	11	0	3	3	6	64
09:50	0	5	9	14	10	18	2	30	1	8	1	10	3	10	3	16	70
09:55	5	5	3	13	13	27	3	43	1	6	1	8	2	3	2	7	71
Subtotal	**16**	**27**	**32**	**75**	**38**	**77**	**8**	**123**	**6**	**37**	**4**	**47**	**5**	**30**	**13**	**48**	**293**
10:00	0	0	0	0	4	3	0	7	1	3	0	4	0	2	1	3	14

Standard Report

Location: Fruitridge Ave. & Poplar St.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
Total	**75**	**245**	**140**	**460**	**345**	**480**	**49**	**874**	**50**	**349**	**32**	**431**	**25**	**191**	**118**	**334**	**2099**
Table %	3.6	11.7	6.7	**21.9**	16.4	22.9	2.3	**41.6**	2.4	16.6	1.5	**20.5**	1.2	9.1	5.6	**15.9**	**100.0**
Intersection %	3.6	11.7	6.7	**21.9**	16.4	22.9	2.3	**41.6**	2.4	16.6	1.5	**20.5**	1.2	9.1	5.6	**15.9**	**100.0**
Approach %	16.3	53.3	30.4	**100.0**	39.5	54.9	5.6	**100.0**	11.6	81.0	7.4	**100.0**	7.5	57.2	35.3	**100.0**	-
Total Approach %	16.3	53.3	30.4	**100.0**	39.5	54.9	5.6	**100.0**	11.6	81.0	7.4	**100.0**	7.5	57.2	35.3	**100.0**	-
Peak Hour	08:45	08:10	08:50	**08:25**	08:20	08:15	08:35	**08:25**	08:05	08:05	08:30	**08:05**	08:30	08:45	08:00	**08:45**	**08:15**
Peak Total	51	152	94	**265**	258	291	35	**574**	40	236	23	**289**	15	128	74	**183**	**1282**
Peak Factor (PHF)	0.4	0.5	0.6	**0.6**	0.5	0.5	0.4	**0.6**	0.3	0.6	0.3	**0.7**	0.4	0.7	0.3	**0.8**	**0.6**

Trucks

	Other Truc...	Grand Total
08:00	0	**0**
08:05	**0**	**0**
08:10	0	**0**
08:15	**0**	**0**
Subtotal	**0**	**0**
08:20	0	**0**
08:25	**0**	**0**
08:30	0	**0**
08:35	**0**	**0**
Subtotal	**0**	**0**
08:40	0	**0**
08:45	**0**	**0**
08:50	0	**0**
08:55	**0**	**0**
Subtotal	**0**	**0**
09:00	0	**0**
09:05	**0**	**0**
09:10	0	**0**
09:15	**0**	**0**

Standard Report

Location: Fruitridge Ave. & Poplar St.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Subtotal	**0**	**0**
09:20	0	0
09:25	0	0
09:30	0	0
09:35	0	0
Subtotal	**0**	**0**
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
Subtotal	**0**	**0**
10:00	0	0
Total	**0**	**0**
Table %	0	0
Intersection %	0.0	0
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-

Standard Report

Location: Fruitridge Ave. & Poplar St.
Unit ID:
Study Date: Tuesday February 16, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Peak Total	0	0
Peak Factor (PHF)	-	-

Standard Report

Location: Brown Ave & Ohio Blvd
Unit ID:
Study Date: Thursday February 18, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
07:00	4	6	0	10	3	6	0	9	0	6	0	6	0	3	3	6	31
07:05	1	4	0	5	6	7	1	14	0	5	1	6	2	11	2	15	40
07:10	4	5	0	9	5	7	1	13	1	10	3	14	0	2	4	6	42
07:15	5	7	0	12	0	16	4	20	1	10	1	12	2	3	5	10	54
Subtotal	**14**	**22**	**0**	**36**	**14**	**36**	**6**	**56**	**2**	**31**	**5**	**38**	**4**	**19**	**14**	**37**	**167**
07:20	6	5	0	11	5	18	1	24	0	11	1	12	0	2	9	11	58
07:25	8	11	0	19	2	18	1	21	1	18	2	21	5	7	7	19	80
07:30	2	8	0	10	2	19	0	21	0	12	0	12	5	10	14	29	72
07:35	18	8	1	27	10	22	0	32	1	21	0	22	0	2	6	8	89
Subtotal	**34**	**32**	**1**	**67**	**19**	**77**	**2**	**98**	**2**	**62**	**3**	**67**	**10**	**21**	**36**	**67**	**299**
07:40	13	9	0	22	7	29	0	36	0	18	1	19	3	5	21	29	106
07:45	8	12	1	21	6	38	0	44	0	27	1	28	1	5	11	17	110
07:50	7	13	0	20	7	42	0	49	0	25	0	25	0	7	14	21	115
07:55	11	16	2	29	7	29	0	36	0	24	0	24	1	14	14	29	118
Subtotal	**39**	**50**	**3**	**92**	**27**	**138**	**0**	**165**	**0**	**94**	**2**	**96**	**5**	**31**	**60**	**96**	**449**
08:00	2	17	1	20	2	13	0	15	0	15	2	17	1	9	9	19	71
08:05	2	16	1	19	3	14	0	17	0	19	2	21	0	7	7	14	71
08:10	8	19	1	28	5	15	0	20	0	12	0	12	1	11	6	18	78
08:15	1	16	0	17	2	9	0	11	0	15	1	16	2	11	7	20	64
Subtotal	**13**	**68**	**3**	**84**	**12**	**51**	**0**	**63**	**0**	**61**	**5**	**66**	**4**	**38**	**29**	**71**	**284**
08:20	3	12	1	16	1	15	1	17	2	3	1	6	0	12	2	14	53
08:25	0	11	0	11	6	10	0	16	0	7	0	7	2	5	4	11	45
08:30	3	4	1	8	1	16	1	18	0	8	0	8	1	8	2	11	45
08:35	2	4	0	6	7	11	1	19	0	5	0	5	1	8	2	11	41
Subtotal	**8**	**31**	**2**	**41**	**15**	**52**	**3**	**70**	**2**	**23**	**1**	**26**	**4**	**33**	**10**	**47**	**184**
08:40	0	9	0	9	0	12	0	12	0	9	2	11	1	9	5	15	47
08:45	1	8	0	9	4	7	0	11	1	7	0	8	0	10	9	19	47
08:50	3	7	1	11	2	9	0	11	1	11	0	12	1	9	7	17	51
08:55	0	6	0	6	3	11	0	14	0	6	0	6	0	6	2	8	34
Subtotal	**4**	**30**	**1**	**35**	**9**	**39**	**0**	**48**	**2**	**33**	**2**	**37**	**2**	**34**	**23**	**59**	**179**
09:00	0	4	0	4	3	3	0	6	0	1	0	1	0	1	0	1	12

Standard Report

Location: Brown Ave & Ohio Blvd
Unit ID:
Study Date: Thursday February 18, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
Total	**112**	**237**	**10**	**359**	**99**	**396**	**11**	**506**	**8**	**305**	**18**	**331**	**29**	**177**	**172**	**378**	**1574**
Table %	7.1	15.1	0.6	**22.8**	6.3	25.2	0.7	**32.1**	0.5	19.4	1.1	**21.0**	1.8	11.2	10.9	**24.0**	**100.0**
Intersection %	7.1	15.1	0.6	**22.8**	6.3	25.2	0.7	**32.1**	0.5	19.4	1.1	**21.0**	1.8	11.2	10.9	**24.0**	**100.0**
Approach %	31.2	66.0	2.8	**100.0**	19.6	78.3	2.2	**100.0**	2.4	92.1	5.4	**100.0**	7.7	46.8	45.5	**100.0**	-
Total Approach %	31.2	66.0	2.8	**100.0**	19.6	78.3	2.2	**100.0**	2.4	92.1	5.4	**100.0**	7.7	46.8	45.5	**100.0**	-
Peak Hour	07:15	07:25	07:35	**07:25**	07:00	07:15	07:00	**07:15**	07:00	07:20	07:10	**07:20**	07:05	07:55	07:20	**07:25**	**07:20**
Peak Total	90	157	9	**248**	60	273	8	**335**	4	217	13	**229**	20	113	125	**237**	**1032**
Peak Factor (PHF)	0.4	0.7	0.4	**0.7**	0.5	0.5	0.2	**0.6**	0.3	0.7	0.4	**0.7**	0.3	0.7	0.5	**0.7**	**0.7**

Trucks

	Other Truc...	Grand Total
07:00	0	**0**
07:05	0	**0**
07:10	0	**0**
07:15	0	**0**
Subtotal	**0**	**0**
07:20	0	**0**
07:25	0	**0**
07:30	0	**0**
07:35	0	**0**
Subtotal	**0**	**0**
07:40	0	**0**
07:45	0	**0**
07:50	0	**0**
07:55	0	**0**
Subtotal	**0**	**0**
08:00	0	**0**
08:05	0	**0**
08:10	0	**0**
08:15	0	**0**

Standard Report

Location: Brown Ave & Ohio Blvd
Unit ID:
Study Date: Thursday February 18, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Subtotal	**0**	**0**
08:20	0	0
08:25	0	0
08:30	0	0
08:35	0	0
Subtotal	**0**	**0**
08:40	0	0
08:45	0	0
08:50	0	0
08:55	0	0
Subtotal	**0**	**0**
09:00	0	0
Total	**0**	**0**
Table %	0	0
Intersection %	0.0	0
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-

Standard Report

Location: Brown Ave & Ohio Blvd
Unit ID:
Study Date: Thursday February 18, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Peak Total	0	0
Peak Factor (PHF)	-	-

Standard Report

Location: Ohio Blvd & Brown Ave
Unit ID:
Study Date: Wednesday February 17, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
16:00	2	12	4	18	0	11	4	15	0	17	0	17	10	12	6	28	78
16:05	1	24	7	32	0	9	1	10	2	10	0	12	14	25	4	43	97
16:10	1	26	6	33	0	13	1	14	0	15	0	15	13	22	4	39	101
16:15	2	21	4	27	1	9	1	11	0	17	1	18	10	25	4	39	95
Subtotal	**6**	**83**	**21**	**110**	**1**	**42**	**7**	**50**	**2**	**59**	**1**	**62**	**47**	**84**	**18**	**149**	**371**
16:20	1	16	2	19	0	14	3	17	0	11	0	11	6	16	3	25	72
16:25	1	19	10	30	0	14	1	15	1	12	1	14	10	13	8	31	90
16:30	3	15	6	24	2	11	5	18	0	6	0	6	9	16	4	29	77
16:35	2	18	8	28	2	7	4	13	0	13	0	13	6	28	2	36	90
Subtotal	**7**	**68**	**26**	**101**	**4**	**46**	**13**	**63**	**1**	**42**	**1**	**44**	**31**	**73**	**17**	**121**	**329**
16:40	3	14	8	25	0	10	5	15	0	17	1	18	12	18	6	36	94
16:45	1	9	4	14	1	16	3	20	2	9	1	12	18	23	5	46	92
16:50	0	22	4	26	2	6	3	11	0	17	0	17	13	29	6	48	102
16:55	2	18	5	25	0	9	2	11	0	17	1	18	14	31	9	54	108
Subtotal	**6**	**63**	**21**	**90**	**3**	**41**	**13**	**57**	**2**	**60**	**3**	**65**	**57**	**101**	**26**	**184**	**396**
17:00	4	13	4	21	0	17	3	20	1	11	1	13	16	32	11	59	113
17:05	1	20	6	27	1	18	3	22	0	18	0	18	17	22	6	45	112
17:10	0	22	10	32	0	13	1	14	1	13	1	15	17	30	14	61	122
17:15	3	20	7	30	0	12	1	13	1	18	0	19	21	29	7	57	119
Subtotal	**8**	**75**	**27**	**110**	**1**	**60**	**8**	**69**	**3**	**60**	**2**	**65**	**71**	**113**	**38**	**222**	**466**
17:20	0	19	6	25	0	15	6	21	0	12	1	13	14	18	7	39	98
17:25	1	16	4	21	1	15	3	19	0	12	0	12	11	22	1	34	86
17:30	3	10	6	19	0	8	4	12	0	6	1	7	12	8	3	23	61
17:35	2	16	4	22	1	23	3	27	1	17	1	19	16	17	4	37	105
Subtotal	**6**	**61**	**20**	**87**	**2**	**61**	**16**	**79**	**1**	**47**	**3**	**51**	**53**	**65**	**15**	**133**	**350**
17:40	1	10	5	16	1	10	4	15	1	12	1	14	7	13	1	21	66
17:45	2	18	5	25	0	10	1	11	1	13	1	15	16	19	3	38	89
17:50	0	19	3	22	0	14	0	14	0	16	0	16	9	19	1	29	81
17:55	2	9	5	16	0	12	0	12	2	11	1	14	12	8	2	22	64
Subtotal	**5**	**56**	**18**	**79**	**1**	**46**	**5**	**52**	**4**	**52**	**3**	**59**	**44**	**59**	**7**	**110**	**300**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Standard Report

Location: Ohio Blvd & Brown Ave
Unit ID:
Study Date: Wednesday February 17, 2016
Interval: 5 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
Total	**38**	**406**	**133**	**577**	**12**	**296**	**62**	**370**	**13**	**320**	**13**	**346**	**303**	**495**	**121**	**919**	**2212**
Table %	1.7	18.4	6.0	**26.1**	0.5	13.4	2.8	**16.7**	0.6	14.5	0.6	**15.6**	13.7	22.4	5.5	**41.5**	**100.0**
Intersection %	1.7	18.3	6.0	**26.1**	0.5	13.4	2.8	**16.7**	0.6	14.5	0.6	**15.6**	13.7	22.4	5.5	**41.5**	**100.0**
Approach %	6.6	70.4	23.1	**100.0**	3.2	80.0	16.8	**100.0**	3.8	92.5	3.8	**100.0**	33.0	53.9	13.2	**100.0**	-
Total Approach %	6.6	70.4	23.1	**100.0**	3.2	80.0	16.8	**100.0**	3.8	92.5	3.8	**100.0**	33.0	53.9	13.2	**100.0**	-
Peak Hour	16:05	16:05	16:25	**16:25**	16:10	17:00	16:30	**16:40**	17:00	16:40	16:40	**16:40**	16:40	16:30	16:25	**16:30**	**16:25**
Peak Total	21	215	78	**307**	9	167	39	**205**	8	167	8	**181**	181	298	85	**544**	**1217**
Peak Factor (PHF)	0.4	0.7	0.6	**0.8**	0.4	0.6	0.5	**0.6**	0.3	0.8	0.7	**0.8**	0.7	0.8	0.5	**0.7**	**0.5**

Trucks

	Other Truc...	Grand Total
16:00	0	**0**
16:05	1	**1**
16:10	0	**0**
16:15	1	**1**
Subtotal	2	**2**
16:20	0	**0**
16:25	0	**0**
16:30	0	**0**
16:35	0	**0**
Subtotal	**0**	**0**
16:40	0	**0**
16:45	0	**0**
16:50	0	**0**
16:55	0	**0**
Subtotal	**0**	**0**
17:00	0	**0**
17:05	0	**0**
17:10	0	**0**
17:15	0	**0**

Standard Report

Location: Ohio Blvd & Brown Ave
Unit ID:
Study Date: Wednesday February 17, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Subtotal	**0**	**0**
17:20	0	**0**
17:25	0	**0**
17:30	0	**0**
17:35	0	**0**
Subtotal	**0**	**0**
17:40	0	**0**
17:45	0	**0**
17:50	0	**0**
17:55	0	**0**
Subtotal	**0**	**0**
18:00	0	**0**
Total	**2**	**2**
Table %	100.0	**100.0**
Intersection %	0.1	**100.0**
Approach %	100.0	-
Total Approach %	100.0	-
Peak Hour	16:00	**16:00**

Standard Report

Location: Ohio Blvd & Brown Ave
Unit ID:
Study Date: Wednesday February 17, 2016
Interval: 5 minutes

Trucks

	Other Truc...	Grand Total
Peak Total	2	2
Peak Factor (PHF)	0.2	0.2

Joint Center for Housing Studies
Harvard University

Overcoming Opposition to Multifamily Rental Housing

Mark Obrinsky and Debra Stein

March 2007
RR07-14

Prepared for
Revisiting Rental Housing: A National Policy Summit
November 2006

I. Introduction and Background

Resistance to multifamily rental housing is a growing phenomenon in communities around the country. Indeed, opposition to any type of new housing development has become so pervasive that the area of community resistance has spawned its own vocabulary. Multifamily housing is characterized by some citizens as a "NIMBY" project (Not in My Backyard). Apartments are condemned as "LULUs" ("Locally Unwanted Land Uses"). We even have "CAVEs" (Citizens Against Virtually Everything) and they want "BANANAs" (to Build Absolutely Nothing Anywhere Near Anyone).

Putting whimsical acronyms aside, citizen resistance to multifamily rental housing is not a humorous issue. In fact, community opposition to these development projects runs smack up against powerful demographic trends. Population growth in the U.S. continues at a high level – certainly in comparison with other developed countries – and will require considerable new residential construction.[1] Even a brief examination makes this clear.

The U.S. population is expected to increase over the next 20 years at an average annual rate of 0.83 percent – which would result in a cumulative increase of 23 percent, or 68 million people. This figure is twice the size of today's most populous state, California, which has almost 34 million people. In fact, the projected number of new residents in the next two decades is larger than the number of people who currently live in the Northeast (54 million), Midwest (64 million), or West (64 million). Clearly, population growth is an issue of critical importance for the U.S.

What's more, the growth in households will be even greater than population growth itself. The average size of a household has been dropping for more than a century. In 1900, an average of 4.6 people lived in each household. By 2004, there was an average of only 2.6 people per household. While this decline is partly the result of families having fewer children, it is mainly the result of changing household composition. In 1960, single-person households made up 13 percent of all households, while married couples with children made up another 44 percent. The share of single-person households has doubled since then while the number of married couples with children has fallen to only 23 percent. Married couples without children remain the most common type of household, as they have been since 1982, even though their

[1] Of the nine countries that will account for half the world's population growth from 2005-2050, the only developed nation is the U.S. See: United Nations, *World Population Prospects: The 2004 Revision*, vol. 3, p. xv. Available at: http://www.un.org/esa/population/publications/WPP2004/2004EnglishES.pdf

share of the total has waned a bit over that time. The Joint Center for Housing Studies projects that average household size will decline a bit more before stabilizing.[2]

The upshot is that the demand for new housing units is likely to increase faster than the population itself is projected to grow. Extending the Joint Center for Housing Studies' projections for 2020 another decade suggests that between 2005 and 2030, the number of households will rise by almost 30 percent – that is, 33 million new households.

The number of additional housing units needed by 2030 is actually greater than 33 million, however, because an estimated 17 million existing housing units will fall out of the housing stock due to deterioration or destruction.[3] Thus, some 50 million new housing units will have to be added to the stock between 2005-2030. This is both a daunting challenge and a ray of hope – we have an opportunity to shape future development and determine the character of the built environment in which we will live and work.

What is at issue is not whether these new residences will get built, but rather where they will get built and what kind of residences they will be. Put differently: what kind of communities should we build?

The traditional suburban development model features low-density housing built in cul-de-sacs, neighborhoods separated from strip malls, big box retailers, and office parks along roads with ever-increasing traffic.[4] But compact development – especially sustainable communities that promote accessible transportation choices, higher density, mixed-use and mixed-income development, and attractive design – have attracted growing interest. The age structure and household composition of the new households will surely tilt demand further in this direction.

Multifamily rental housing has long been an important part of the constellation of housing choices for families and individuals. It plays an increasingly important role in "workforce housing," providing homes for our nation's teachers, firefighters, police officers, health care workers, and public employees. These vital workers contribute to the community, but their incomes are often less than what is required to support a comfortable, middle-class life.

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[2] The Joint Center's forecast is that the overall headship rate will continue to rise somewhat before stabilizing, but the overall headship rate is just the inverse of the average household size.

[3] Authors' interpolation based on Arthur C. Nelson, "Toward A New Metropolis: The Opportunity to Rebuild America," Brookings Institution Metropolitan Policy Program, December 2004.

[4] This view is proposed by Bruce Katz and Andy Altman, "An Urban Age in a Suburban Nation?" Presentation to Urban Age Conference, New York City, February 25, 2005.

Nonetheless, there is continuing resistance to higher density housing, to rental housing, and to low-income housing. Such resistance, if successful, may bring about a less-than-optimal result; in particular, it would mean fewer multifamily rental properties than would otherwise occur.

This paper seeks to examine the nature of that resistance, the reasons behind it, and how it can be overcome.

In general, people who support multifamily rental housing tend to want the new benefits that come from responsible development. They may be excited about the creation of new and affordable housing, new community rooms or other public amenities, or new jobs or tax revenues from associated retail. By comparison, people who oppose land use proposals tend to do so because they like their community the way it is and don't want any change. Opponents don't want more traffic, lower property values, more children crowding the schools, or a changed community character, and they believe that the proposed apartment project will worsen their existing lifestyles. Potential opponents and potential supporters are completely different audiences, with completely different interests. Sponsors of multifamily rental housing must therefore engage in two distinct community outreach campaigns: one aimed at minimizing neighborhood opposition, one aimed at mobilizing public support. We begin with the former.

II. Opposition to Multifamily Rental Housing In General

Forms of Opposition

Opposition to multifamily rental housing is expressed in many ways. Most fundamental, perhaps, are attitudes. Whether founded in facts, the expression of an underlying bias, or the mechanism for pursuing perceived self-interest, such attitudes are inevitably where opposition begins.

Attitudes lead to actions. There are two broad kinds: (1) actions in opposition to specific projects or proposals; and (2) actions against a whole class of housing. Actions against specific projects may be initiated by residents of nearby communities, and can include such things as private calls to local officials, speaking out at public hearings, writing letters to the editor, organizing among community groups, and even picketing the proposed site. Local officials may also act to prevent or restrict multifamily housing – for example, there are jurisdictions in which

multifamily housing is nominally permitted, but every actual application for a building permit gets denied.

Opposition can also be woven into the fabric of regulations, ordinances, and planning documents. Overcoming such opposition typically requires far greater effort, as it requires overturning such statutes.

To be effective, proponents of multifamily housing need to address all areas. Analyzing the extent and effect of the bias against apartments in the local regulations around the country is beyond the scope of this paper. Nonetheless, we offer some comments on this aspect of the problem at the end of this section.

In any case, the starting point is dealing with misperceptions about multifamily rental housing.

Setting the Record Straight

Resistance to multifamily rental housing comes from a variety of sources, including planning or zoning officials, local politicians, civic leaders in communities in which the housing is to be located, proximate neighbors who live or work near the apartment buildings, and other members of the general public. This section focuses on the facts behind the most common arguments made by opponents of new apartment developments, while the following section examines the underlying concerns behind anti-housing claims and how stakeholder claims can be addressed.

Anti-apartment stakeholders tend to rely on similar arguments to keep multifamily rental housing out of their communities. These claims include:.

- Multifamily apartments lower the value of single-family homes in the neighborhood.
- People who live in apartments are less desirable neighbors and more likely to engage in crime or other anti-social behavior.
- Apartments overburden schools, produce less revenue for local governments, and require more infrastructure support
- Higher-density housing creates traffic congestion and parking problems.

We will examine each of these, and also offer broader general comments about residential development and the environment.

Fiscal Burden

Opponents of multifamily housing often claim that apartment residents impose higher expenditures for local government services. The point is most commonly voice with reference to schools, although other local government infrastructure services are mentioned as well. Opponents assume that apartments contain more school-age children than single-family houses do, and therefore put greater strain on local school districts. In an era of tight school budgets, this is an understandable concern. Let's begin by reviewing the data.

On average, 100 single-family owner-occupied houses include 51 school-age children. By contrast, apartments are attractive to single people, couples without children, and empty nesters, which is why 100 apartment units average just 31 children. The disparity is even greater when considering only new construction: 64 children per 100 new single-family houses vs. 29 children per 100 new apartment units. Wealthier apartment dwellers have even fewer children (12 children per 100 households for residents earning more than 120 percent of the area median income, AMI), while less wealthy residents earning less than 80 percent of AMI still have fewer children (37 per household) than single-family homes.[5]

Opponents often ignore how much revenue apartments bring in to the local government.[6] In fact, apartment owners often pay more in property taxes than owners of single-family houses.[7] That's because in most jurisdictions, apartments are treated as commercial real estate, which is taxed at higher rates than single-family houses in most states. Although there are many complications in such comparisons, one simple approach is to look at the "effective tax rate," defined as the ratio of property tax to property value. For apartments in urban areas the effective tax rate averages 48-54 basis points more than single-family houses: 1.91 percent for apartments, compared with 1.37-1.43 percent for single-family houses.[8]

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[5] All figures are NMHC tabulations of data from the American Housing Survey. See Research Notes, "Apartments and Schools," NMHC, August 24, 2001, available at: www.nmhc.org/Content/ServeContent.cfm?ContentItemID=2620&IssueID=80. A recent study using data from the 2001 Residential Finance Survey suggests a smaller differential, though one that has grown over time. See Jack Goodman, "Houses, Apartments, and the Incidence of Property Taxes," Housing Policy Debate, Vol. 17, Issue 1, 2006.

[6] Apartment residents also contribute to the general economy by buying local goods and services. See *Research Notes*, "Apartment Residents and the Local Economy," NMHC, May 3, 2002.

[7] See Jack Goodman, "Houses, Apartments, and the Incidence of Property Taxes," *Housing Policy Debate* Vol. 17, Issue 1, 2006.

[8] Authors' calculations based on Minnesota Taxpayers Association, *50-State Property Tax Comparison Study*, St. Paul, MN, April 2006, p. vii. See also Alan Mallach, "Housing and Suburbs: Fiscal and Social Impact of Multifamily Development." Department of Housing and Urban Development: Washington DC, 1974.

Thus, apartments actually pay more in taxes and have fewer school children on average than single-family houses. In other words, it may be more accurate to say that apartment residents are subsidizing the public education of the children of homeowners than the reverse.

Two contrary points need to be addressed. First, some might argue that the fact that apartments contain fewer school-aged children than single-family houses has more to do with location little than with the nature of apartments. That is, apartments built in jurisdictions with first-rate schools might be designed to be more attractive to families (e.g., by having more bedrooms) and therefore house more children. Second, opponents of multifamily housing may point to the fact that 100 apartment units will probably still have more school-aged children than 10 single-family homes built at the same site.

Additional research would be helpful in clarifying the first point. A recent study made a related point. It agreed that newly built multifamily properties "have not contributed significantly to the rise in school enrollments" and that "it is very unlikely that new multi-family housing has produced a negative fiscal impact on cities and towns."[9] It argues, however, that the reason for this is that these properties were never designed to house families with children. That is, these apartments and condos consist mainly of one- and two-bedroom residences, for the express purpose of meeting the fiscal impact challenge developers often face, namely ensuring that their developments won't hurt local fiscal matters. The researchers rightly note that this approach ends up pitting fiscal policy against housing policy – that is, the kind of residential developments that are approved are not what might be required by local households, but rather what the local budget is willing to bear.

We conclude from this that at least some of the opposition to multifamily housing actually has nothing to do with housing *per se*, but rather with limiting the number of school-aged children who would otherwise "burden" local finances.

Even in areas with high quality schools, we suspect that the mix of apartment units the market would offer (absent any pressure, in either direction, from local officials) would still feature fewer units with three or more bedrooms than would be provided by single-family housing. With few, if any, exceptions, the market for conventional apartments with three or more bedrooms historically has been much thinner than the market for one- and two-bedroom units;

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[9] Judith Barrett and John Connery, *Housing the Commonwealth's School-Age Children*. Citizens' Housing and Planning Association Research Study, August 2003, p. 2.1. www.chapa.org/pdf/HousingSchoolAgeChildren.pdf

for this reason, three-bedroom floor plans tend to be a small portion of the total unit count. With average household size not expected to increase, it's hard to see why this would change.

Regarding the second point, without the apartment building in the neighborhood, the other 90 households will presumably have to move to some other local area, thereby burdening some other school district. This is a classic NIMBY point of view, and leads inexorably to the idea that the best development is actually no development, as this wouldn't "burden" the school district at all. Such an argument might hold sway among some local residents, but it offers no help to local and regional planners who are trying to manage current and projected growth in the most beneficial ways.

The issue needs to be framed more broadly. The total number of schoolchildren in any large region (or for the U.S. as a whole) is surely not determined by the number and type of housing units available. The question, then, is: where will they be housed and educated? Whether a jurisdiction chooses to permit multifamily rental housing or not, that question must still be answered.

Beyond that, the latest household projections from the Joint Center show that households with children under 18 years of age will make up only a small fraction of the total increase. Specifically, more than 80 percent of the increase in the number of households from 2005-2015 will come from married couples with no children plus single-person households.[10] To some extent, therefore, the key issue may not be whether new housing developments impose a burden on local schools, but rather whether communities will develop the kind of housing that would attract households without children.

With other types of infrastructure, high-density development actually is more efficient than low-density development. By their very nature, longer sewer lines and sprawling utility (water, gas, and electric) supply systems are more costly; traditional development patters also dictate expensive road construction. In addition, local governments must provide fire and police protection (as well as other services) over a larger area. By contrast, compact development benefits from economies of scale and geographic scope – and these benefits are large, potentially saving more than $125 billion in the 2000-2025 time frame.[11]

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[10] Authors' calculations based on George S. Masnick and Eric S. Belsky, "Revised Interim Joint Center Household Projections," Cambridge, MA, 2006, pp. 31-32.

[11] Mark Muro and Robert Puentes, "Investing In A Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns." Washington, DC: Brookings Institution Center on Urban

Thus, rather than imposing a greater burden on local governments, higher density developments like apartments are actually more fiscally prudent than traditional suburban sprawl.

Traffic

Does compact development really cause an increase in traffic congestion and parking problems, as opponents often claim? To residents of the neighborhood where such development might take place, an increase in congestion seems self-evident – but only by comparing an apartment development to the status quo (i.e., no development). The proper comparison, however, is to the impact on congestion of an equal number of new single-family units.

On average, apartment residents own fewer cars than single-family homeowners: the latter average two cars per household compared with only one for the former.[12] Beyond that, single-family housing generates more automobile trips per household, as evidenced in the table below.

Automobile Trips Per Housing Unit

	Single-family detached	*Apartment*	*Difference*
Weekday	9.57	6.72	42%
peak AM hour	0.77	0.55	40%
peak PM hour	1.02	0.67	52%
Saturday	10.10	6.39	58%
peak hour	0.94	0.52	81%
Sunday	8.78	5.86	50%
peak hour	0.86	0.51	69%

Source: Institute of Transportation Engineers, *Trip Generation, 7th Edition* (Washington, DC: 2003), Volume 2, pp. 268-332.

On weekdays, a single-family detached house generates 42 percent more trips than does a unit in an apartment. The difference is even greater on the weekend: 58 percent more trips on Saturdays, and 50 percent more trips on Sundays. This large difference is seen not only in the

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and Metropolitan Policy, March 2004. The authors take note of possible countervailing costs, such as the higher load placed on roads and sewer lines in more densely populated areas. See also Richard M. Haughey, *Higher-Density Development: Myth and Fact*. Washington, DC: Urban Land Institute, 2005.

[12] Jack Goodman, "Apartments and Parking," *Research Notes*. NMHC: Washington, DC, January 28, 2000.

totals, but also at the peak hours, morning and afternoon, weekdays and weekends. By any measure, it is clear that single-family houses generate more automobile traffic than apartments – or any other type of housing. In explaining why single-family houses produce the most traffic, the Institute of Transportation Engineers noted that they are the largest units in size, with the most residents, but also pointed out that they had "more vehicles per unit than other residential land uses; they were generally located farther away from shopping centers, employment areas and other trip attractors than other residential land uses; and they generally have fewer alternate modes of transportation available, because they were typically not as concentrated as other residential land uses."[13] Though written not as a policy document, but rather simply a straightforward, quantitative analysis, this is a good summary of the reasons why compact development engenders less traffic than sprawl.

Interestingly, single-family owners use their cars more often than apartment residents use theirs. On average, cars in single-family houses make 18 percent more trips during the week, 31 percent more trips on Saturday, and 41 percent more trips on Sunday than cars owned by apartment residents.[14]

Thus, not only are there more cars per household in single-family houses than apartments, each of those cars generate more traffic – and a higher demand for parking spaces at retail stores, offices, schools, and other facilities.

It could be argued that the difference in automobile ownership and use is determined less by property type than by geography. For example, residents of garden apartments near major highways in suburban areas lacking much public transportation are far more likely to own and use cars than are residents of apartments located near high-speed rail lines and subways. Although we know of no studies that have tried to quantify the impact of geography on this, it seems evident that there is an important property-type effect. Consider the reverse situation, namely residential development near a transportation node such as a subway station. The number of single-family detached houses that can be built within walking distance of the station is clearly much less than the number of multifamily residences – whether for-rent or for-sale – that can be built there. To take advantage of the transit nodes, it simply makes sense to take advantage of the fact that compact, higher-density housing is inherently better suited to such development.

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[13] Institute of Transportation Engineers, *Trip Generation, 7th Edition* (Washington, DC: 2003), Volume 2, p. 268.
[14] Ibid., pp. 287-295 and pp. 324-332.

Property Values

Concerns that multifamily rental housing will lower the value of their single-family houses has driven many residents to oppose new apartment developments in or near their neighborhoods. Proposals for low-income apartments are especially likely to trigger property value concerns, but even market rate rental housing can give rise to arguments that apartments lower property values and damage the community's reputation. Local officials often echo these property value claims, either because they believe lower property values will injure their communities tax base or reputation or because they want to sound responsive to constituent concerns.

The fear that housing density will hurt property values seems to be primarily based on anecdotes. By contrast, most research has come to a different conclusion: in general, neither multifamily rental housing, nor low-income housing, causes neighboring property values to decline.

Two studies have taken a macro look at home values and house appreciation near multifamily housing properties. One study focused on "working communities" throughout the nation – neighborhoods of predominantly low- and moderate-income working households. The study looked at data from the 2000 US Census and compared house values in those communities with the share of multifamily housing in those communities. The conclusion: working communities with multifamily dwellings actually have *higher* property values than other types of working communities. In other words, the average value of owner-occupied houses was highest in working communities with the most multifamily units. In fact, among working communities, "the high multifamily areas had the highest home values, the mixed-stock areas the next highest, and the single-family areas had the lowest."[15] The study also noted a similar phenomenon with respect to income: among working communities, higher household income was positively associated with the share of multifamily housing.[16]

The other macro analysis compared the rate of property value appreciation for houses with multifamily housing nearby with the appreciation rate for houses with no multifamily housing nearby. Houses with apartments nearby actually enjoy a slightly higher appreciation rate than houses that don't have apartments nearby. Homes that are not located in multifamily areas appreciated at an average annual rate of 3.59 percent between 1987 and 1997, compared with a

[15] Alexander von Hoffman, Eric Belsky, James DeNormandi, and Rachel Bratt, "America's Working Communities and the Impact of Multifamily Housing," Cambridge, MA: Joint Center for Housing Studies, 2004, p. 17.
[16] Ibid., p. 16.

higher appreciation rate of 3.96 percent for houses near multifamily buildings. For the 1997-1999 period, the figures were 2.66 percent and 2.90 percent, respectively.[17]

Case studies examining individual sites and metro areas have been used in six recent research works to get a more detailed picture of the effects of multifamily and/or subsidized single-family properties. These studies measured the possible impact of a range of property types on surrounding property values, including the potential impacts of conventional apartments, mixed-income multifamily rentals, low-income housing tax credit developments, and federally-assisted rental housing projects Researchers measured a variety of relevant characteristics, including house price, price per square foot, house price appreciation, time on the market, and the ratio of sales price to asking price in order to assess "the worst-case scenarios of multi-family intrusion into a single-family neighborhood." Their conclusions:

> "We find that large, dense, multi-family rental developments...do not negatively impact the sales price of nearby single-family homes." [18]
>
> "We find that if located properly with attractive landscaping and entranceways, adverse price effects can be minimized and sometimes can add value. In the long term, such apartment complexes probably raise the overall value of detached homes relative to their absence." [19]
>
> "To this point, our results for Wisconsin are generally consistent with results in other studies: we have not been able to find evidence that Section 42 developments cause property values to deteriorate. The exception is Milwaukee County, where properties that are distant from the developments seem to appreciate more rapidly, although the magnitude of the effect is small. We have found no evidence of an impact in Waukesha and Ozaukee, and find evidence that properties in Madison near Section 42 developments appreciate *more* rapidly." [20]
>
> There is "little or no evidence to support the claim that tax-credit rental housing for families has a negative impact on the market for owner-occupied housing in the surrounding area...Rather than negative impact, the evidence suggests to us that the various housing submarkets surrounding the tax-credit properties in our study performed

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[17] National Association of Home Builders, "Multifamily Market Outlook," Washington, DC, November 2001, pp. 3-4.
[18] Henry O. Pollakowski, David Ritchay, and Zoe Weinrobe, "Effects of Mixed-Income, Multi-family Housing Developments on Single-family Housing Values," Cambridge, MA: MIT Center For Real Estate, April 2005, p. xiii.
[19] Arthur C. Nelson and Mitch Moody, "Apartments and Detached Home Values," *On Common Ground*, National Association of Realtors, 2003. See also: Nelson and Moody, "Price Effects of Apartments on Nearby Single-family Detached Residential Homes," Virginia Tech University, 2003.
[20] Richard K. Green, Stephen Malpezzi, and Kiat-Ying Seah, "Low Income Housing Tax Credit Housing Developments and Property Values," Madison, WI: The Center for Urban Land Economics Research: 2002, p. 4.

normally, exhibiting similar levels of variability before and after tax-credit construction, and responding to supply and demand forces in similar fashion as the larger market." [21]

"In sum, assisted housing of various types: (i) had positive or insignificant effects on residential property values nearby in higher-value, less vulnerable neighborhoods, unless it exceeded thresholds of spatial concentration or facility scale; (ii) evinced more modest prospects for positive property value impacts in lower-value, more vulnerable neighborhoods, and strength of frequently negative impacts was directly related to the concentration of sites and scale of the facilities."[22]

"In sum, the presence or proximity of subsidized housing made no difference in housing values as measured by relative price behavior in a dynamic market."[23]

Some of these studies find examples where single-family houses located near apartments either experienced lower prices or lower appreciation rates than houses located further away. But for residents in neighborhoods near proposed apartment developments – and for local officials who represent them – it is important to understand that proposed multifamily housing rental developments do not generally lower property values in surrounding areas.

Social Interaction and Crime

Opponents of rental housing often argue that while people who own their homes are invested in the long-term success and safety of a community, people who rent apartments are merely short-term transients and therefore less desirable neighbors. That view has a long history and probably seems so unremarkable, so obvious, that proof is unnecessary. Nonetheless, some researchers have tried to discover whether homeownership creates a positive social benefit compared to rental housing. While the scope of their research is rather broad, for present purposes we focus on two aspects: (i) renters vs. owners as neighbors (citizens); and (ii) renters and crime.[24]

The view that renters are not as engaged in their communities as owners seems to arise from the two apparent characteristics of renters: (i) by definition, they don't own their own residence, hence are thought to have less of a "stake" in the community; and (ii) they tend to

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[21] Maxfield Research Inc., "A Study of the Relationship Between Affordable Family Rental Housing and Home Values in the Twin Cities," Minneapolis, MN: Family Housing Fund, September 2000, p. 102.
[22] George Galster, "A Review of Existing Research On the Effects of Federally Assisted Housing Programs on Neighboring Residential Property Values," Detroit, MI: Wayne State University: September 2002, p. 26.
[23] Joyce Siegel, *The House Next Door*, Innovative Housing Institute, 1999. www.inhousing.org/house1.htm.
[24] For a good, critical summary of the scope of such research, see William M. Rohe, Shannon Van Zandt, and George McCarthy, "The Social Benefits and Costs of Home Ownership: A Critical Assessment of the Research," in Nicolas P. Retsinas and Eric S. Belsky, eds., *Low-Income Homeownership: Examining the Unexamined Goal* (Washington, DC: Brookings Institution Press, 2002).

move more often. These characteristics are seen as making them transitory residents, perhaps more akin to visitors than to long-term residents.

But there are also countervailing forces. For example, single-family renters do not tear down old houses and replace them with "McMansions," a phenomenon that can greatly alter neighborhoods, in ways that are not always desired by the existing residents.

In addition, it is important to recognize that housing tenure is different from residential stability. Housing tenure refers to how long an individual has lived in one place, while neighborhood stability reflects the quality, cohesion and safety of a community. It is the latter that may be the key factor: "Between 4 and 92 percent of the effect of homeownership and citizenship is operating primarily because homeownership is associated with lower mobility rates."[25] Stability itself is relative: in Western Europe, for example, many renters have lower turnover rates than U.S. homeowners. To the degree that there may be positive benefits from lower turnover, then the focus ought to be on increasing residential stability rather than trying to restrict choice of tenure.[26]

Neighborhood residents may be less interested in distinguishing the exact cause than in ensuring the best outcome, and for many, promoting homeownership rather than renting seems an effective way to do so. In fact, that turns out not to be the case:

- Apartment residents are almost twice as likely to socialize with their neighbors as owners of single-family houses (33 percent vs. 17 percent).
- Apartment residents are just as likely as house owners to be involved in structured social groups like sports teams, book clubs, and the like (22 percent for sports groups, 10-11 percent for other groups).
- Apartment residents are only slightly less likely to attend religious services at least once a month (44 percent vs. 55 percent).
- Just like single-family owners, apartment residents identify closely with the town or city they live in (60 percent for apartment residents vs. 64 percent for single-family owners).

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[25] Denise DiPasquale and Edward L. Glaeser, "Incentives and Social Capital: Are Homeowners Better Citizens?" *Journal of Urban Economics*, Vol. 45, Nr. 2 (March 1999).

[26] Apgar notes that disentangling the many factors that influence behavior in order to isolate the impact of tenure alone is exceedingly complex. See: William Apgar, Rethinking Rental Housing: Expanding the Ability of Rental Housing to Serve as a Pathway to Economic and Social Opportunity," Joint Center for Housing Studies Working Paper W04-11, December 2004.

- Almost half (46 percent) of apartment residents feel close to the neighborhood they live in. This is not as high a share as for single-family owners (65 percent), but still sizable.
- Apartment residents are virtually as interested in politics and national affairs as house owners are (66 percent vs. 70 percent).

The one area in which apartment residents noticeably lag house owners is in local elections: 47 percent of apartment residents say they "always vote" or "sometimes miss one," compared with 78 percent of single-family owners.[27]

Put simply, these objective measures undermine the notion that apartment residents somehow don't care much about, and don't involve themselves in, the communities in which they live. On the contrary, they tend to be at least as socially engaged as other Americans.

As important as these things are in helping to shape the character of a neighborhood, it stands to reason that they can easily be negated by an increase in criminal activity. Is there any truth to the idea that crime follows in the wake of apartment development?

It turns out that there have been very few studies that address this issue. A study conducted for the Arizona Multihousing Association concluded that the perception of higher crime associated with multifamily housing results from counting police calls by address. Hence an apartment property with 100 or more units at the same address may be wrongly compared to one single-family residence. "In actuality, when police data is analyzed on a per unit basis, the rate of police activity in apartment communities is no worse than in single family subdivisions, and in many cases, is lower than in single family areas." [28]

In a similar vein, studies of Irving, Texas, and Anchorage, Alaska, found no connection between crime and housing density. The former used geographic information systems (GIS) analysis to supplement more conventional approaches, and determined that "high density and multi-family development are not necessarily associated with high crime rate, but socioeconomic status is." [29] The latter study reached a similar conclusion: "These data show no relationship

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[27] NMHC tabulations of microdata from the General Social Survey. See: Jack Goodman, "Apartment Residents As Neighbors and Citizens," *Research Notes*, Washington, DC: National Multi Housing Council, June 1999.
[28] Elliott D. Pollack and Company, "Economic & Fiscal Impact of Multi-family Housing," Phoenix: Arizona Multihousing Association, 1996, Part II.
[29] Jianling Li and Jack Rainwater, "The Real Picture of Land-Use Density and Crime: A GIS Application," available at: http://gis.esri.com/library/userconf/proc00/professional/papers/PAP508/p508.htm

between housing density and delinquency...The observed correlation coefficients between housing density and the six criminological measures were all small in magnitude (very close to "0"), statistically significant...and in some cases in the opposite direction predicted by the hypothesis of a direct relationship between housing density and crime."[30]

The Multifamily Record: Conclusion

Further research would certainly be welcome. Even so, we think the available research is fairly strong that multifamily rental housing: (1) does not impose greater costs on local governments; (2) does it increase traffic and parking problems; (3) when well-designed and appropriate to the neighborhood, does not reduce (and may even enhance) property values; and (4) does not inherently attract residents who are less neighborly or more apt to engage in (or attract) criminal activity.

This evidence may be sufficient for planners and many public officials – particularly those who have already come to understand the benefits of greater housing choice, mixed-use and mixed-income residences, transit-oriented development, and pedestrian-friendly communities. Two obstacles remain: codified restrictions on multifamily developments and individual opposition to specific multifamily projects.

Experience suggests that opponents who live near apartment developments are often hard to convince. For some, opposition to apartments may be more emotional than analytical. As one opponent put it: "We don't want renters. We just don't want them..." [31] For many, anecdotes trump statistics.

For this reason, marshalling statistics is a necessary step, but not usually a sufficient one. Instead, proponents need to overcome opposition to individual proposed developments. Before turning to this, we take a brief look at how opposition to multifamily rental housing in general has been codified, thereby adding another hurdle for proponents.

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[30] University of Alaska Justice Center, "The Strength of Association: Housing Density and Delinquency," *Anchorage Community Indicators*, series 3A, No. 1, available at: http://justice.uaa.alaska.edu/indicators/series03/aci03a1.housing.pdf

[31] See "From Parking to Mixed-Use," Montgomery Gazette, September 28, 2005, at: www.gazette.net/stories/092805/bethnew205622_31894.shtml

Regulatory Restriction on Multifamily Housing in General

Opposition to multifamily rental housing has a long history. More than a century ago, the notoriously poor living conditions associated with tenement houses led not only to a movement to reform and improve such dwellings, it also led to a movement to prevent further apartment construction. Opponents drew on two key tools to block new multifamily buildings: restrictive building codes that made multifamily construction uneconomic; and zoning – in particular, the creation of single-family-only districts.[32]

These and other tools are still being used.[33] The most common regulations involve zoning and/or comprehensive land use planning. More recently, policies to restrict, manage, or even prevent further growth – from impact fees to "urban containment" to outright moratoria – have been added to the mix. Given the sheer number of local land use areas, even collecting comprehensive data on residential development restrictions is difficult. Assessing the impact of these regulations is even more difficult for at least two reasons. First, the devil may indeed be in the details, so that any overview or summary analysis is likely to be flawed. Second, some jurisdictions may, on a fairly routine basis, grant waivers or exemptions for certain kinds of developments, with the result that the regulation on the books is not the de facto regulation.

Recent research analyzing density restrictions in local jurisdictions making up the 50 largest metropolitan areas concluded that a hypothetical 2-story, 40-unit apartment property on 5 acres of land would be prohibited outright in about 30 percent of such jurisdictions. Residential developments with densities of more than 30 units per acre are prohibited in all but 12 percent of local jurisdictions. To be sure, these jurisdictions encompass 48 percent of the population of these metro areas. Even so, it is clearly a significant restriction.34 Such restrictions not only reduce the range of housing options available to local residents – in particular, most restrictions tend to favor lower-density over higher-density developments – they also make housing more expensive.[35]

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[32] Kenneth Baar, "The National Movement to Halt the Spread of Multifamily Housing, 1890-1926" *Journal of the American Planning Association*, Chicago: Winter 1992.

[33] A good compendium of such restrictions is contained in: "Regulatory Barriers to Affordable Housing," *Cityscape*, Vol. 8, Nr. 1 (2005).

[34] Rolf Pendall, Robert Puentes, and Jonathan Martin, "From Traditional to Reformed: A Review of the Land Use Regulations in the Nation's 50 Largest Metropolitan Areas." Metropolitan Policy Program, The Brookings Institution, Washington, DC: August 2006. http://www.brookings.edu/metro/pubs/20060802_Pendall.pdf

[35] See for example: John M. Quigley and Larry A. Rosenthal, "The Effects of Land Use Regulation on the Price of Housing: What Do We Know? What Can We Learn?", *Cityscape*, Vol. 8, Nr. 1 (2005) and Edward L. Glaeser and Joseph Gyourko, "The Impact of Building Restrictions on Housing Affordability,: *Economic Policy Review*, Federal Reserve Bank of NY, New York, NY: June 2003.

How can regulations that inhibit development of multifamily rental housing be reduced or eliminated? This is an area which could greatly benefit by further investigation.[36] For now, we offer two assessments. First, to change the regulations, we must first change the attitudes of either local officials, the public at large, or both. In this respect, efforts to change regulations parallel other efforts to overcome resistance to apartments. Second, while the comprehensive land use plan can be used to restrict multifamily housing, it can also be a valuable tool in promoting such housing. For example, Arlington County, Virginia, has been successful in implementing high-density, transit-oriented development. In addition to far-sighted planners, the Arlington approach has been to foster extensive public debate about policy impacts and benefits (hence also public "buy-in" of the results of the process), maintaining continuity of policy through both election and market cycles, and clearly formulating implementation tools at the same time as policy enactment.[37]

III. Opposition to Specific Multifamily Projects

Reducing or eliminating regulatory impediments may hold the greatest promise for increasing the acceptance of multifamily rental housing. But it also is likely to take the longest time to accomplish. In the meantime, it is important to counter opposition to individual apartment projects, to win support for proposed multifamily rental developments, and to turn pro-apartment attitudes into pro-apartment action.[38]

Public Information

A significant amount of resistance to multifamily rental housing is based on lack of information, misperceptions, or exaggerated fears of project impacts.[39] Providing clear, accurate information about a proposed housing project is a critical part of a successful outreach campaign.[40]

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[36] Indeed, some research is currently underway. The Urban Land Institute and the National Multi Housing Council are collaborating to produce a compact development "toolkit" for localities.

[37] Michael Pawlukiewicz and Deborah L. Myerson, "ULI/NMHC/AIA Joint Forum on Housing Density," *ULI Land Use Policy Forum Report*, Urban Land Institute: Washington, DC, 2002. http://tinyurl.com/rd5y9

[38] Debra Stein, "Creating a Community Outreach Plan," *Developments Magazine*, March 2006.

[39] See *Creating Successful Communities: A New Housing Paradigm*, National Multi Housing Council/National Apartment Association: Washington, D.C, 2002, and Richard Haughey, *High-Density Housing: Myths and Facts*, Urban Land Institute: Washington, D.C., 2005, for rebuttals to common misperceptions about multifamily and rental housing. For a free downloadable PowerPoint presentation on rental housing, see "Rethinking Density to Create Stronger, Healthier Communities" from the National Multi Housing Council: www.nmhc.org/Content/ServeContent.cfm?contentItemID=3423.

- ***Misperceptions about the project.*** Citizens may misunderstand the fundamental nature of the housing proposal. For instance, neighbors may erroneously believe a sponsor is building "Section 8 apartments" rather than "eight apartments." The project definition must be carefully spelled out so that neighbors understand what type of project is proposed in their backyard.
- ***Misperceptions about residents.*** Many citizens have misperceptions or stereotypical expectations about the kinds of people who live in rental housing. They also have negative misperceptions about the type of behavior that rental residents are likely to engage in. Many Americans, for instance, consider wealth to be an indication of responsible hard work, self-discipline, and moral worth. The flip side of this perspective is the belief that people who earn less money or who reside in less lavish homes must be lazy and irresponsible.[41] Citizens often expect rental residents to be bad neighbors likely to engage in anti-social behavior such as crime, graffiti, loud parties, non-maintenance of property, and so on.[42]
- Neighbors are much more likely to support a multifamily rental housing project when they understand that rental residents are people very similar to themselves. Many sponsors point to examples of pro-social workers likely to become apartment residents: local police officers, firefighters or teachers whose salaries make rental housing an attractive option. Responsible management of rental housing, including on-site management and resident rules, can also ensure that residents behave in appropriate ways.[43]
- ***Misperceptions about the sponsor.*** Lack of information about the project sponsor and the sponsor's track record of building of managing safe, similar projects can lead to

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[40] Providing data is most likely to change opinions when the audience is willing to engage in rational evaluation of objective facts. Where respondents do not have the time, interest, or ability to engage in systematic evaluation of the facts, then subjective simple rules of thumb such as "everyone hates the project" and "lawyers always lie" become more important. For a discussion of rational, emotional and peripheral persuasion, see Debra Stein, "Garnering Support for Homebuilding," *Builder and Developer Magazine*, June 2006, Vol. 16, No. 6.

[41] Conservatives tend to rate individualistic causes of poverty such as laziness as 50 percent more important than social causes such as the unavailability of affordable housing. Bernard Weiner, *Human Motivation: Metaphors, Theories and Research*, Sage Publications: Thousand Oaks, CA, 1992.

[42] A multifamily for-sale project in California's Silicon Valley provided an interesting reminder that poverty is a relative, not an absolute concept. The proposed units would be sold at one-third the median sales price of the surrounding single-family neighborhood, and existing residents loudly protested that their new neighbors were likely to be bad neighbors. These condos actually sold for $900,000 apiece, while the average home within the super-luxury enclave was valued at $3.2 million. While multifamily residents were not "poor" by any absolute economic standard, they were relatively "poor-*er*" than existing mansionaires, and therefore presumed to be less acceptable as neighbors.

[43] Debra Stein, "The Ethics of Housing and NIMBYism," *Affordable Housing Finance*, February 2006.

NIMBY resistance to multifamily housing. The message that "the sponsor has a history of management safe, similar projects" is highly effective to win support for controversial, dense housing.

- ***Misperception about other people's opinions.*** One of the most influential causes of resistance to multifamily rental housing is the misperception that "everyone hates the project." No one likes to be criticized by their peers, so even pro-housing neighbors will repress their enthusiasm if they are under the mistaken impression that "everyone else" opposes the proposed rental housing project.[44] That is why it is critical to get the message out that the proposed housing project is supported by some portion of the community. You don't need majority support for the planned housing project, but you do need pro-housing neighbors to know that they are not alone in their support for the apartment project.[45]

There are several factors involved in providing the public with information that reduces anti-housing attitudes and promotes pro-housing attitudes. The source of information must be deemed sufficiently expert, trustworthy, and likeable.[46] Message factors such as the number and order of arguments impact the effectiveness of information. Audience factors such as an individual's attention or perception of what "everybody else" thinks clearly affect whether information alone will resolve opposition to multifamily rental housing. Finally, there is a wide range of communication channels to choose from to disseminate information to the public, including briefings, presentations, advertising, direct mail, and media interviews.[47]

Providing clear, accurate information about a proposed multifamily rental housing project is a crucial part of a community outreach campaign. However, public information can also be seen

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[44] For a discussion of the contagious "bandwagon" effect of repressed opinion, see Elizabeth Noelle-Neumann, *The Spiral of Silence: Public Opinion – Our Social Skin*. University of Chicago Press: Chicago, 1993. For an excellent overview of the relationship between public opinion and private opinion or behavior, see Theodore L. Glasser and Charles T. Salmon, eds., *Public Opinion and the Communication of Consent*, Guildford Press: New York, 1995.

[45] In a series of conformity tests conducted in the 1950s by Solomon Asch, 94 percent of respondents were willing to express an unpopular minority viewpoint when there was at least one other person publicly agreeing with them. By comparison, only 70 percent of participants were willing to express a minority opinion in the absence of social support. See Philip Zimbardo and Michael Leippe, *The Psychology of Attitude Change and Social Influence*, McGraw Hill: Boston, 1991.

[46] For a discussion of credibility, see Debra Stein, "The Truth About Credibility," *Public Management Magazine*, June 2001.

[47] Carl Hovland's "Yale Chain of Response Model" describes the many variables involved in effective persuasion. See Roxane Lulof, *Persuasion: Context, People, and Messages*, Gorusch Scarisbrick Publishers: Scottsdale, Arizona,1991.

as very condescending. When a sponsor sends out a letter inviting residents to, "Come to a meeting so we can tell you what we're doing in the neighborhood," citizens may interpret the invitation as actually saying, "We unilaterally made decisions that affect you but we only have a patronizing obligation to tell you about those decisions after the fact." As important as it is to give information to the public, it is usually more sensitive to focus on how you want to elicit feedback, ideas and suggestions from the public.

Public Participation

Too much resistance to multifamily rental housing arises because sponsors fail to demonstrate the real respect they feel for neighbors. An insensitive project sponsor may implicitly hear, "I am important and you didn't treat me with respect. I therefore have to oppose your proposal in order to discredit you and to discredit your disrespectful opinion of me."[48]

While it is always important to treat neighbors with respect, it is especially important to do so when dealing with controversial housing projects. There are several specific measures you can take to demonstrate respect and reduce anti-housing attitudes and action:[49]

- ***Empower citizens.*** Citizens will often "just say no" to a housing proposal simply because they feel it was developed without their input. Involving citizens early in the planning process can help avoid this unnecessary resistance. The conventional scenario involves merely *informing* neighbors of plans made or being made by other people. *Consulting* with residents involves eliciting their ideas and making it clear how that input will affect the project sponsor's final plans. When housing sponsors and residents engage in *joint decision-making*, all stakeholders collectively evaluate different alternatives to mutually identify the best scenario.[50]
- ***Respect each individual's unique needs.*** Everyone likes to feel that they stand out from the crowd, and everyone wants to know that their unique needs are respected. Recognize that each neighbor has distinct concerns: "Since you live right next to the site, the new apartment building will be more visible to you than to you neighbors."

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[48] Someone who sees themselves as an important community leader will "lose face" if ignored or disrespected. D.B. Bromley, *Reputation, Image and Impression Management*, John Wiley & Sons: Chichester, England, 1993.
[49] Debra Stein, "Credibility, Respect and Power: Sending the Right Non-Verbal Signals," *The Commissioner Magazine*, American Planning Association, Fall 2006.
[50] See Deborah Myerson, *Involving the Community in Neighborhood Planning*, Urban Land Institute: Washington, D.C., 2005.

- ***Use personal names.*** Name tags, sign-in sheets and self-introductions help personalize each neighbor and make it easier to learn and use each person's name. When neighbors are treated as respected individuals, they are less likely to engage in hostile mob conduct such as booing or hissing at meetings.
- ***Make a lot of eye contact***, especially when listening. When you're talking to a large audience, don't engage in "machine gun" head-turning where your eyes barely sweep over the audience's heads in a mechanical way. Instead, make personal eye contact with one individual at a time, creating a respectful, personal relationship with each person you look at before you establish eye contact with another audience member.[51]
- ***Engage in active listening.*** Once a citizen has made a statement, use your own words to reflect back what you have heard before responding or offering an advocacy message ("It sounds like you are afraid that rental residents may not maintain their gardens"). You don't have to agree with what you have heard, but demonstrating that you have understood a neighbor's arguments shows that you have listened respectfully.

Outreach Tools

There are several outreach tools available to help sponsors communicate information to and elicit public input from citizens:[52]

- *Unilateral materials* such as flyers, advertising and websites are used to convey information to the public in a one-way stream.
- *Bilateral outreach* such as one-on-one phone calls and briefings allow the housing sponsor to target messages to each listener and to simultaneously get feedback and elicit a commitment of support for the project.
- *Invitational events* such task forces, citizen advisory committees (CAC), and coffee-and-donut living room events are limited to a clearly-defined list of participants.
- *Multiparty events* such as community meetings or public workshops tend to focus on the exchange of opinion rather than public education or conflict resolution. Sponsors

[51] For detailed instructions on the direction, duration and frequency of effective eye contact, see http://www.gcastrategies.com/books_articles/tips.php.

[52] See James L Creighton, *The Public Participation Handbook: Making Better Decisions Through Citizen Involvement*, Jossey-Bass: San Francisco, 2005 and Douglas Porter, *Breaking the Development Logjam: New Strategies for Building Community Support*, Urban Land Institute: Washington, D.C., 2006 for excellent outreach strategies and resources.

who need to meet with several dozen or even several hundred citizens should consider invitational events, roundtables, open houses, or other events with smaller, more manageable audiences.

- *Press relations* are important to avoid inaccurate press that could make misperceptions even more credible.

Building Support for Multifamily Rental Housing

It often isn't enough to simply keep a cap on opposition. Public expressions of support are often required to turn a proposal for multifamily rental housing into an approved project. Where rules against ex parte contact with public officials prevent a sponsor from directly lobbying a politician for a vote, citizen-lobbyists are needed to persuade officials to adopt favorable opinions about the housing proposal. Even when public officials already have pro-housing attitudes, pro-housing attitudes don't necessarily guarantee pro-housing action, so nervous politicians often need visible voter support before actually voting "yes" for a controversial multifamily housing proposal.[53]

There are four steps to build support that works: identification of potential supporters; attitude recruitment; action mobilization and hearing management.[54]

Identifying Potential Supporters

There are several different audiences of potential supporters, and the first step of any supporter development campaign is to identify who can be tapped for assistance:

- *Direct beneficiaries* are people who will make money on the project: the developer, the contractor, consultants, construction workers, and so on. While these supporters do not make credible witnesses at the microphone, they can sign petitions, send letters of support, make phone calls, and so on.
- *Indirect beneficiaries* gain from general improvements in the local economy arising from the project. Local merchants, for example, can benefit from increased pedestrian activity

[53] Debra Stein, "Preparing Your Lobbying Plan," *Land Development Magazine*, Fall 2005.
[54] Debra Stein, "Community Support – A Strategic Plan to Turn Out the Troops," Urban Land Magazine, December 1997. See also Debra Stein, "Turning Pro-Project Attitudes to Pro-Project Action, *The NIMBY Advisor*, January 2006, www.nimbyadvisor.com.

from new rental residents, while major employers seeking affordable housing for their workers can also benefit from multifamily housing in the community.

- *Project users* are another major audience of potential supporters. Whether it is potential renters or residents of future commercial or retail space, users make highly credible witnesses.
- Many people have already made a *public commitment* to help create housing for those in need. Getting people to think about themselves in terms of their religious or charitable affiliations is more likely to result in a project endorsement than allowing citizens to think about themselves only as property owners likely to be impacted by a housing development.
- *Special interest groups* either tend to generally support any kind of development or to support one particular component of the project. Many groups, for instance, support higher-density housing, including county farm bureaus, open space advocates, and transit advocates.
- Finally, support can be drawn from people who will suffer *relational consequences* if they don't step up and support the rental housing proposal: friends or relatives of future residents; the builder's employees or vendors; and others people whose continued personal relationship with a committed supporter tomorrow depends upon helping out today.

Recruiting Supporters

Within a housing context, a community member who signs a petition, fills out an endorsement card, or even attends a neighborhood coffee is substantially more likely to testify in favor of a project than someone who never makes an initial commitment. Before asking potential supporters to attend a public hearing or to make some other big pro-housing commitment, get your foot in the door with a much smaller request. Let's assume Mrs. Lee agrees to a minor, painless request such as signing a petition that says, "We need more housing in the community." When the housing sponsor later asks Mrs. Lee to endorse a particular housing proposal, she will feel pressured to comply with the later request or else look shamefully inconsistent. Having once agreed to the initial request, Mrs. Lee will start seeing herself as a cooperative and civic-minded ally, and as someone who actually cares about housing concerns and takes action to address them.[55]

[55] See Robert Cialdini, *Influence: Science and Practice*, Allyn & Bacon, Boston, 2000 for a discussion of foot-in-the-door recruitment and door-in-the-face mobilization.

Mobilizing for the Hearing

The "foot-in-the-door" technique worked to get an initial commitment of support for a proposed apartment project. When hearing time rolls around, however, it's time for the "door-in-the-face" approach. The door-in-the-face technique is initiated with a large request that may be rejected ("Will you come to a Planning Commission hearing on Tuesday afternoon and testify at in support of the proposed apartment complex?"). If the large request is accepted, then congratulations. If your first request is refused, then retreat to the smaller request you had in your back pocket all along ("Then will you call the chair of the Planning Commission and let her know you support the project?"). Compared to the first request, the second request will seem much smaller, more reasonable, and easier to agree to.

Managing the Public Hearing

There are several things you can do to maximize the impact supporters can make during a public hearing for a multifamily housing project:[56]

- ***Provide key messages.*** Your allies need to know what to say before they stand up to testify. Providing a one-page fact sheet or list of bulleted talking points helps ensure that witnesses emphasize the key messages you want decision-makers to focus on. Reassure citizen-witnesses that it is OK to sound nervous; politicians are more impressed by sincere-sounding citizens than by the slickest professional mouthpiece.
- ***Arrange the order of your speakers.*** Ideally, pro-housing witnesses should be alternated or interspersed between anti-housing speakers. Interrupting a stream of hostile testimony with positive messages and clear rebuttals breaks the momentum of anti-rental neighbors and avoids the impression of overwhelming opposition to the project. You also want to ask a few of the most compelling, golden-tongued speakers to testify first so they can inspire later witnesses and guide subsequent testimony. Reporters who must leave the hearing early to meet their deadlines can also pick up quotable quotes from the most persuasive advocates when those witnesses speak at the beginning of the hearing.
- ***Encourage supporters to look supportive.*** Your allies (including your own team members) can express pro-housing enthusiasm even when sitting still. Encourage

[56] Debra Stein, "Managing the Public Hearing for Maximum Impact," *Land Development Magazine*, Fall 1999.

project allies to smile and nod at appropriate moments. If there is an impressive crowd of supporters in the room, ask them to raise their hands or wear buttons to identify themselves as project advocates.

- ***Try to speak last.*** You want to be the last voice the decision-makers hear before they cast their votes. By speaking last, you can rebut attacks made by earlier speakers and ensure that pro-housing messages are fresh in the officials' minds when it comes time to make a decision. If necessary, reserve some of your originally allocated speaking time to provide a summary of your views after all citizens have testified. If you cannot secure rebuttal time for yourself, try to hold at least one persuasive supporter in reserve to speak at the end of the hearing who can summarize pro-project messages.

IV. Conclusion

The bias against multifamily rental housing must be overcome if America is to meet its housing needs in an environmentally sustainable and economically realistic manner. Misperceptions, exaggerations and unfounded beliefs contaminate civic discussions about apartment development, yet anti-housing resistance can be rationally addressed by providing evidence about rental housing and its real, not imagined, impacts. Attitudes about apartments aren't solely derived from objective facts, however. Emotions, values, and even peripheral factors such as what "everybody else thinks" play important parts in the development of pro-housing and anti-housing attitudes, and must play a part in any developer's community outreach activities.

It will take more than mere opinions to create enough housing to meet the nation's growing population demands. Pro-housing attitudes need to be translated into pro-housing action. That means persuading planners and politicians to support policies and regulations to encourage the construction of new apartments. Since public officials are responsive to the demands of their constituents and community members, this also involves mobilizing citizens to support pro-apartment policies and actual apartment buildings in their own backyards. Perhaps, in the future, acronyms like RAMBY (Rental Apartments in My Backyard) will replace NIMBY in discussions about the creation of multifamily rental housing.

www.emmertgroup.com

EMMERT
The Emmert Group

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Residences at Deming

46- 1 BR units @ 800 sq. ft.=	36,800 sq ft
79- 2 BR units @ 1200 sq. ft.=	94,800 sq ft
33- 3 BR units @ 1400 sq. ft=	46,200 sq. ft
158 Total Units:	**177,800 sq. ft***
Note: Does not include 79 attached garages	
*Total Garage sq. ft.:	28,440
*Add Amenities' Bldg:	5,000 sq. ft.
*Total project Sq. Ft:	211,240

Project Site:

Acres:	15.84	(689,990 sq. ft.)
Units per Acre:	10	
Sq. Ft. of land Per Dwelling Unit:	4,367	
Acres of land per Bldg	.66	
Acres of land containing Berm	1.0	
F.A.R. (only Dwelling units)	.257	
F.A.R. (Dwelling units & Garages)	.298	
F.A.R. (Dwelling units, CH, garages)	.306	

City of Terre Haute R-1 Zoning & Subdivision Regulations

- R-1 Maximum FAR: .30
  - Minimum lot width 50', depth 132'= 6,600 sq. ft.
  - Minimum sq. ft. of dwelling = 768 sq. ft.
- R-2 Maximum FAR: .50
  - Minimum lot width 50', depth 132' = 6,600 sq. ft.
  - Minimum sq. ft. of dwelling = 900 sq. ft.
- R-3 Maximum FAR: .70 and up

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Unified Zoning Ordinance for Vigo County, Indiana (City has not adopted County Code)

- R-2M Zoning (Medium Density Residential District)
  - Purpose is to accommodate medium-density residential dwelling units such as duplexes, triplexes, quadraplexes and townhouses. This district should be located in close association with community facilities such as schools, parks, shopping areas, etc. Land not devoted to lot area within a community developed in this district should be set aside to provide open space amenities and recreational opportunities for residents of the community.
  - Permitted Uses: Multi-Family Dwelling
  - Minimum Lot Area: 2,500 sq. ft. per dwelling unit
  - Residential Density: 18 dwelling units per gross acre

Review of Thrive 2025 Comprehensive Plan

- Appendix B: Existing Conditions
  - Population Shift between Terre Haute city and the County indicate more people are living outside the City. This pattern of population shift is an indication of unplanned growth.
  - In 2000 only 1 township was primarily urban
  - Population projections show a continued shift toward increased population of Senior Citizens, who have different housing and transportation needs.
  - The public believes that housing improvements were needed, especially in addressing vacant and dilapidated homes.
  - In Vigo County nearly 32% of housing stock was built before 1939.
  - In Terre Haute nearly 43% of housing stock was built before 1939.
  - New Housing stock is primarily being built in areas of Vigo County outside of Terre Haute.
  - Median Home values in Terre Haute in 2000 were $60,100
  - The lowest median values were in Harrison Township
  - Vigo County has nearly ½ of the jobs in the region, this makes economic development critical in terms of land use and transportation needs
  - There are approximately 8,500 more workers who come in to Vigo County, than leave the County for their employment.
  - Existing Land Use map indicates unplanned low-density development is an issue in the community.

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- Most recent housing develop in Vigo County has occurred outside of the City of Terre Haute. Members of the public cited limiting sprawl as a need within the community. They also expressed a desire to steer housing development into the city and small communities.

- Appendix C: Policy Development, Growth Pattern
  - The Strategic Growth Scenario assumes that some of the needed development can be absorbed as infill and redevelopment within the existing urbanized area.
  - The new development in the strategic growth scenario is closer to existing community facilities such as schools, parks, and fire stations. It provides greater ability to provide services to residents near where they live due to the more compact nature of the development.
  - Cost & Benefits
    - Less consumption of farm land
    - Schools (Children should be able to walk to school)
    - Park accessibility
    - Fire Station locations

- Appendix D: Policy Development, Neighborhood Development and Redevelopment
  - Infill developments
    - Using vacant lots that exist within urbanized areas.
    - Significant obstacles are land assembly
    - Key incentives for Infill: Zoning for mixed-use development, and increasing the allowable densities.

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Existing Zoning at subject Property: R-1

Permitted Uses:

- Manufactured Homes
- Churches
- Libraries
- Schools
- Residential Facility for Mentally Disabled
- Residential Facility for Mentally Ill

Minimum Home Size: 768 sq. ft.
Minimum Lot Size: 6,600 sq. ft. (50'x 132')

Summary of Information for R-1

- R-1 Zoning allows for manufactured homes or very small stick built homes
- R-1 does not mean that the homes would be owner occupied, they could be leased
- R-1 Zoning would not allow for any screening, berm, or landscape between the neighborhoods to the North.
- R-1 Zoning allows for small lots, thus the rear set-backs would be minimal, placing these homes within 22' of many residents to the North (Note: our development is offering 196' set-back)
- The lack of clear covenants could lead to accessory building, above ground pools, pet homes, fences, etc.
- R-1 Zoning allows for small lot, resulting in up to 90 homes, very dense.
- Many times homes of this nature are built with little or no brick, low roof pitches, and vinyl siding.

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Proposed Residences at Deming

- Proposed structures are small to medium sized (8,000 sq. ft.)
- Each bldg. would contain 6 units with garages, or 8 units without garages
- This project would be considered as Medium Density, much less than is allowed under R3
- There will only be 10 dwelling units per acre.
- The building exteriors and interiors are designed with upscale finishes
- The grounds will be nicely landscaped
- There will be full time management to maintain the bldgs. and site
- There will be an amenities bldg. for the residents to use

CORRADINO

Date:	February 26, 2016
To:	Larry Strange, AICP Mp2planning, LLC
From:	Salman Rathore, PE
Project #:	4347*01
Subject:	Terre Haute Preliminary Traffic Assessment

MEMORANDUM

Traffic Assessment

Mr. Strange, this memorandum documents the findings of the preliminary traffic assessment for the Terre Haute development. The proposed project is a 158 units low-rise apartment complex (one to two floors). The assessment consist of the following:

Data Collection

The AM and PM peak hour volume for the following intersections near the project vicinity were collected and evaluated:

- Ohio Blvd and S Brown Avenue
- Poplar Street and S Fruitridge Avenue
- Poplar Street and Heritage Drive
- Poplar Street and S Brown Avenue

The counts used for the analysis were collected by the West Central Indiana Economic Development District (WCIEDD) using air tubes.

Trip Generation

According to the subject Institute of Transportation Engineer's (ITE's) Manual which is the industry standard for determining development specific trips for different land uses, the most appropriate "land use" categories for the low-rise apartment (one to two floors) is ITE's Land Use 221. The trips are as follows:

AM Peak Trips = 72 (Entering = 15, Exiting = 57)

PM Peak Trips = 92 (Entering = 60, Exiting = 32)

4055 NW 97th AVENUE • MIAMI, FL 33178
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Trip Distribution

The trip distribution and traffic assignment for the project were based on traffic volume, study area, examination of the surrounding roadway network characteristics and existing land use patterns. The following traffic assignment was assumed for the proposed project:

- 40% to and from the north
- 20% to and from the south
- 15% to and from the east
- 25% to and from the west

Project traffic versus existing traffic counts (As a percentage)

Intersections	AM Peak Project Trips	AM Peak Intersection Volume	AM Project Trips Percentage [1]	PM Peak Project Trips	PM Peak Intersection Volume	PM Project Trips Percentage [1]
Ohio Blvd and S Brown Avenue	10	1032	1%	14	1217	1%
Poplar Street and S Fruitridge Avenue	12	1282	1%	15	1672	1%
Poplar Street and Heritage Drive	25	672	4%	32	866	4%
Poplar Street and S Brown Avenue	15	1130	1%	19	1145	2%
[1] - Project trip percentage = Project trips/Intersection Volumes						

As mentioned in the table above the project development traffic contributes less than 5% of the total intersection volume at all the study intersections. In our professional opinion, since the impact is less than 5% it does not warrant more analysis.

Draft Final Report

Property Rezoning Project – Terre Haute, IN

Submitted to: Emmert Group, LLC

Submitted by:
MP2PLANNING

APRIL, 2016

TABLE OF CONTENTS

1. Introduction

1.1 Overview

Terre Haute, Indiana is a city in Vigo County, located in west central Indiana. It is the home of Indiana State University and Rose-Hulman Institute of Technology. A local developer (referred to as the developer) is considering a development on a 15-acre parcel of property bounded by Poplar Street on the south, S. Fruitridge Avenue on the east, and Adams Boulevard on the west. The property abuts several single-family homes on the north (which have Ohio Boulevard as a bordering street) and is partially buffered from those houses by a stand of woods.

After having been zoned as a Planned Unit Development (PUD) under City Code (per the City Legal Department) for several years zoning reverted to R1 under the City Zoning Code. There has been no development on the property. The developer is proposing a multi-family apartment use on the property, which will require R3 zoning. The adjacent area is single-family residential or park/open space and there has been resistance from some residents to the project, with the focus being on the fact that these will be rentals, there will be increased traffic, and there will be a decline in property values. This report follows up on a previous report prepared for the developer dated December 2015.

1.2 Proposed Project

The proposed project is known as the **Residences at *Deming*.** The project as currently presented (April 6, 2016) will have 17 3 bedroom units with 1 garage; 45 2 bedroom units with one garage; 28 two bedroom units with two garages; and 40 one bedroom units with one garage. There will be a total of 130 units. There will also be some ancillary buildings, a swimming pool, and storage areas.

The project will be constructed in accordance with all applicable zoning, building, and development codes. Information and schematics on the project has been provided to the planning commission.

2. Existing Conditions

2.1 Land Use and Zoning

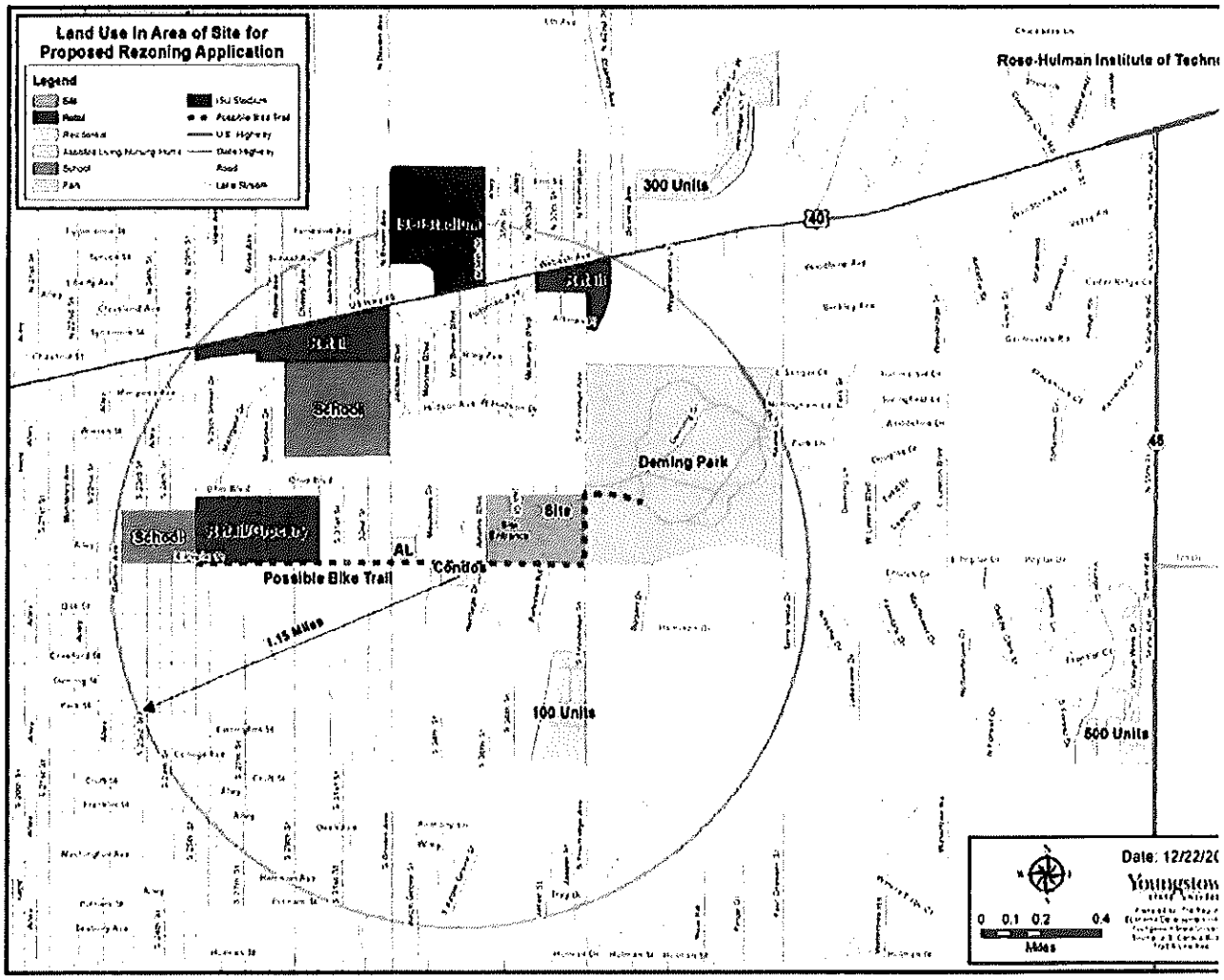
The immediate area has several houses on large lots just to the north of the property. South of Poplar is a more dense concentration of moderate density development. West of the property on Poplar there are multi-family apartment style developments, and a commercial district which includes some medical and related business, a grocery, a bakery, and a middle school. In the general area there is an elementary school, several retail concentrations, and two apartment developments, 300 and 500 units respectively. The Indiana State University (ISU) football stadium is also in the area. Deming Park is a major community park immediately east of the property. This park includes a bike path, which the developer is considering connecting to the development with a bicycle/pedestrian project.

The development will have access points on Adams and Poplar. The developer plans on placing sidewalks on the streets in front of the development. Because of the presence of the office/medical, retail, and school relatively close along Poplar a possible project that could be entertained by the

developer and/or city would be a sidewalk or bicycle/pedestrian path along Poplar between S. Fruitridge Avenue and 25th Street.

Review of zoning classifications on the Vigo County/Terre Haute Beacon GIS layer shows the zoning in the immediate area of the subject property to be primarily R1. The subject property is shown on Beacon as PUD but this has been changed according to the developer. Adjacent zoning classifications are consistent with the land uses: commercial, multi-family, etc., particularly further west on Poplar. The City of Terre Haute zoning code is administered through the City's legal department. Zoning reclassification requests go through the City Clerk's office and the City Plan Commission. The County Plan Commission reviews the application for consistency with the *Thrive 2025 Comprehensive Plan*.

Figure 1: Summary Land Use and Existing Conditions Map



2.2 Project in the Context of the Comprehensive Plan

The Terre Haute/Vigo County Comprehensive Plan (THRIVE 2025) is a policy document that is used for the consideration of future land use change policies. On page 1-2, the plan states: *Terre Haute, Riley, Seelyville, West Terre Haute, and Vigo County Communities, through land use planning and regulation, will preserve, protect.... and re-establish the diverse range of options in land use to insure the area becomes a "level above" as a place to live, work, and conduct business.* The complete plan is available for review on the Vigo County Area Planning Department Website.

Key concepts in the plan are presented on page 1-5. These include Growth Pattern (reducing sprawl), Physical Appearance (visual clutter and lack of attractiveness), Economic Development (making the community a regional economic hub), transportation (moving traffic efficiently), and Neighborhood Development (revitalization and reinvestment.

There are many parallels between Chapter 2, Goals, Policies, and Actions, and Chapter 3, Geography of Implementation. Key are reducing urban sprawl, contiguous development, i.e., bringing residential, commercial, and work place environments closer to each other with both auto and bicycle/pedestrian connections.

Specific attention could be devoted as well to the Appendices as related to the proposed development. Appendix B: Existing Conditions highlights several concepts:

- People are moving from the City to the County leading to unplanned growth;
- There is sentiment for a need for urban infill development which will allow more efficient distribution of public services;
- More people are getting older, which will eventually lead to different housing choices;
- There is sentiment for increased bicyle and pedestrian trails; and,
- There is public sentiment for well designed projects and gateways.

There is much more in this section but the message appears to be: "We have a City, Let's Use it."

Appendix C: Policy Development Growth Patterns reflects the presumption that over the period of the plan 15,000 acres of new development could be needed, much of this (10,000 acres) being prime farmland. The Strategic Growth scenario identified in the plan suggests that some of this could be absorbed by infill development in the urbanized area, thus preserving rural acreage. It also suggests that this development would be closer to existing services (fire, police), schools, parks, and other existing community resources.

Appendix D focuses on policy development and neighborhoods. One of the key points in this section (Page D-5) is that infill development is needed. To accomplish viable infill development through a development action, it may be necessary to get zoning adjustments such as are proposed through the Beau Monde project. Such adjustments often require subsequent density increases. The proposed rezoning appears to be consistent with the goals of the Thrive 2025 Plan.

2.3 Traffic and Environmental

There will be traffic and environmental impacts resulting from the project. Because this is a well-developed urban area with all utilities the environmental impacts should not be substantial (although no detailed analysis has been conducted and is not referenced here). A preliminary traffic study was conducted by The Corradino Group, a national engineering firm. The results are presented next.

The following information documents the findings of the preliminary traffic assessment for the Terre Haute development. The assessment was conduct for the originally proposed project of a 158 units low-rise apartment complex (one to two floors). That scope has been reduced to 130 units so the resulting impact should be less. The assessment consists of the following:

Data Collection

The AM and PM peak hour volume for the following intersections near the project vicinity were collected and evaluated:

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[1] - Project trip percentage = Project trips/Intersection Volumes						

As mentioned in the table above the project development traffic contributes less than 5% of the total intersection volume at all the study intersections. In our professional opinion, since the impact is less than 5% it does not warrant more analysis.

2.4 Economic Impacts

The developer estimates that there will be approximately $1,000 in tax base per unit generated by the project. This would be about $130,000 per year. There also will be short term economic impacts associated with the construction of the facility and longer term but smaller scale economic impacts associated with operation (administration, maintenance, lawn care, etc.). Because most residents will likely be moving from the local areas "spinoff" impacts are not considered to be high. The developer estimates that the total economic impact of the will be in excess of $21.5 million, eight of which is associated with construction with an expected job support of 192 persons. Post construction, seven jobs will be maintained.

2.5 Effects on Property Values

There has been concern expressed by area residents that this project will have a negative impact on property values. Mp2planning (consultant to the developer) contacted several realtors and appraisers to get their general opinion on the effect on property values for adjoining properties by the project.

The survey was conducted informally through phone conversations. The table on the next page is a summary of the comments. As can be seen most of the persons contacted appreciated the potential of conflict with adjacent property owners. But, they did not see a significant degradation in property values. Most also indicated they didn't know the Terre Haute market so they were basing their comments on their experience in their own communities. Some (such as Bloomington) cited examples of where single family and multi-family rental coexisted and suggested there would be little or no impact on property values.

Summary of Realtors and Appraisers Views on Property Values

Company	City	Comment
ReMax	Bloomington	If luxury, no effect on values. Examples of mixed use developments in Bloomington are Renwick and Hyde Park. Mix of $500K homes, condos, apts, etc.
Golden Appraisal	Bloomington	If luxury, no effect on values
F.C. Tucker	Lafayette	If you are in a college town you have to expect this. Could be a decline in values for adjacent homes (cited 10%) but if the units are luxury the impact and complaints would not be great.
Coldwell Baker Shook	Lafayette	Doesn't believe homeowners will be happy. Can't predict impact on property values. Am assuming the development would be luxury. "This is a tricky one."
ReMax	Bloomington	If the apartments and residents are commensurate with community there should be little effect on property values. In Bloomington, Steeplechase Apts are good example of apartments in a PUD / SF environment.
Alexander & Co Real Estate	Muncie	Can't give an answer as to the impact on property value without more information. In Muncie, there would likely be additional hurdles to cross to get the zoning change accomplished.
Opinion of an Indiana MPO Director	NA	Could be negative impact. There will definitely be pushback. Should look at the PUD zoning to see how it was approved prior to reversal.
ReMax	Carmel/Westfield	Expect adjacent property owners to not be supportive. But, cities need investment. DINK (dual income no kids) and downsizing are strong trends. Carmel and Westfield have very successful apartment/condo luxury communities. May be a small hit on property values but over time it could reverse as the area becomes more urban.

3. Conclusions and Recommendations

The proposed project (The Residences at *Deming*) is a multi-family apartment community that will consist of 130 units with several buildings and a clubhouse. The purpose of this analysis is to review the implications of a change from R1 (Single-family residential) to R-3 (multifamily residential) under the City's zoning provisions. Initial review of the plans suggests that the project will have good visual appearance and fit in well with the existing site. As noted earlier, the site had previously been zoned PUD (Planned Unit Development) which allows higher densities of single-family units and multi-family units and can also include institutional and commercial uses if properly planned. That would suggest that a zoning higher than R-1 is not inappropriate. Adjacent residents may not desire an apartment / condo community next to their homes despite the fact that a buffering plan is in place. But, in the overall context of a city, development does and will occur. The proposed project seems to fit into the context of *Thrive 2025* (the area comprehensive plan) which encourages urban infill, discourages sprawl, and recommends a number of policies that support both initiatives. Also, the development is contiguous to many existing multi-family, commercial and retail development, and educational uses as shown on Figure 1. The developer has suggested creation of bicycle/pedestrian connections to Deming Park and possibly along Poplar Avenue to 25th Street to serve the commercial and retail concentrations in that area from the various developments along the corridor. Given the demographics related to the aging of the population and people moving to more urban developments this project could be very attractive to retirees and others looking to live in places near retail and commercial, parks, etc. There will clearly be a tax increase resulting from the development and there also will be ancillary economic impacts. Ultimately, the decision will be for the plan commission and city council to decide based on their review of the information. But, from an outside perspective and in light of existing development in the area and the potential economic benefits, consistency with the comprehensive plan, this proposed re-use is appropriate.

Draft Final Report

Property Rezoning Project – Terre Haute, IN

Submitted to: Emmert Group, LLC

Submitted by:
MP2PLANNING

APRIL, 2016

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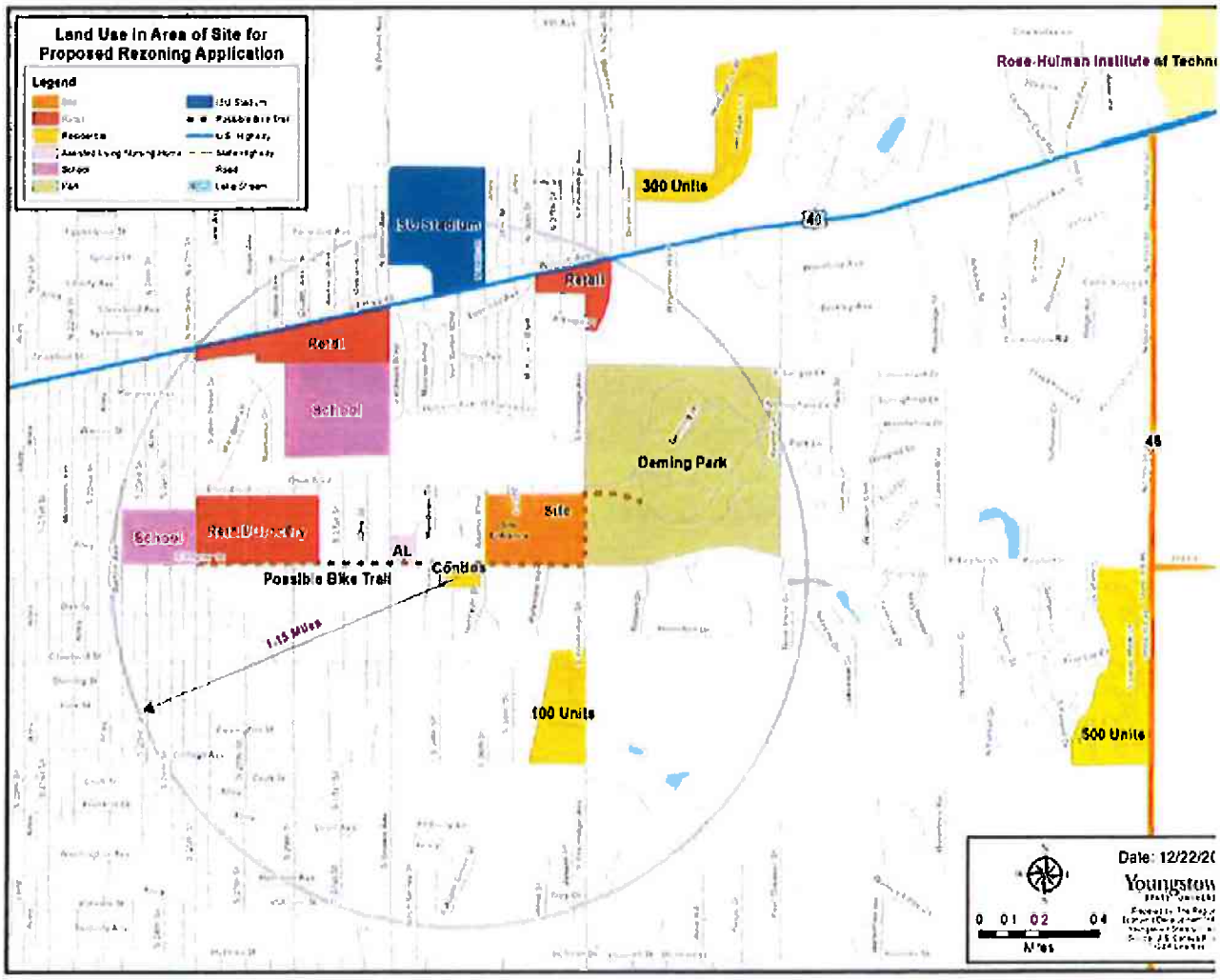

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There are many parallels between Chapter 2, Goals, Policies, and Actions, and Chapter 3, Geography of Implementation. Key are reducing urban sprawl, contiguous development, i.e., bringing residential, commercial, and work place environments closer to each other with both auto and bicycle/pedestrian connections.

Specific attention could be devoted as well to the Appendices as related to the proposed development. Appendix B: Existing Conditions highlights several concepts:

- People are moving from the City to the County leading to unplanned growth;
- There is sentiment for a need for urban infill development which will allow more efficient distribution of public services;
- More people are getting older, which will eventually lead to different housing choices;
- There is sentiment for increased bicyle and pedestrian trails; and,
- There is public sentiment for well designed projects and gateways.

There is much more in this section but the message appears to be: "We have a City, Let's Use it."

Appendix C: Policy Development Growth Patterns reflects the presumption that over the period of the plan 15,000 acres of new development could be needed, much of this (10,000 acres) being prime farmland. The Strategic Growth scenario identified in the plan suggests that some of this could be absorbed by infill development in the urbanized area, thus preserving rural acreage. It also suggests that this development would be closer to existing services (fire, police), schools, parks, and other existing community resources.

Appendix D focuses on policy development and neighborhoods. One of the key points in this section (Page D-5) is that infill development is needed. To accomplish viable infill development through a development action, it may be necessary to get zoning adjustments such as are proposed through the Beau Monde project. Such adjustments often require subsequent density increases. The proposed rezoning appears to be consistent with the goals of the Thrive 2025 Plan.

2.3 Traffic and Environmental

There will be traffic and environmental impacts resulting from the project. Because this is a well-developed urban area with all utilities the environmental impacts should not be substantial (although no detailed analysis has been conducted and is not referenced here). A preliminary traffic study was conducted by The Corradino Group, a national engineering firm. The results are presented next.

The following information documents the findings of the preliminary traffic assessment for the Terre Haute development. The assessment was conduct for the originally proposed project of a 158 units low-rise apartment complex (one to two floors). That scope has been reduced to 130 units so the resulting impact should be less. The assessment consists of the following:

Data Collection

The AM and PM peak hour volume for the following intersections near the project vicinity were collected and evaluated:

- Ohio Blvd and S Brown Avenue
- Poplar Street and S Fruitridge Avenue
- Poplar Street and Heritage Drive
- Poplar Street and S Brown Avenue

Traffic counts for the assessment were provided by the West Central Indiana Economic Development District (WCIEDD). The counts were collected using air tubes.

Trip Generation

According to the Institute of Transportation Engineer's (ITE's) Manual, which is the industry standard for determining development specific trips for different land uses, the most appropriate "land use" categories for the low-rise apartment (one to two floors) is ITE's Land Use 221. The trips are as follows:

AM Peak Trips = 72 (Entering = 15, Exiting = 57)
PM Peak Trips = 92 (Entering = 60, Exiting = 32)

Trip Distribution

The trip distribution and traffic assignment for the project were based on traffic volume, study area, examination of the surrounding roadway network characteristics and existing land use patterns. The following traffic assignment was assumed for the proposed project:

- 40% to and from the north
- 20% to and from the south
- 15% to and from the east
- 25% to and from the west

Project traffic versus existing traffic counts (As a percentage)

Intersections	AM Peak Project Trips	AM Peak Intersection Volume	AM Project Trips Percentage [1]	PM Peak Project Trips	PM Peak Intersection Volume	PM Project Trips Percentage [1]
Ohio Blvd and S Brown Avenue	10	1032	1%	14	1217	1%
Poplar Street and S Fruitridge Avenue	12	1282	1%	15	1672	1%
Poplar Street and Heritage Drive	25	672	4%	32	866	4%
Poplar Street and S Brown Avenue	15	1130	1%	19	1145	2%
[1] - Project trip percentage = Project trips/Intersection Volumes						

As mentioned in the table above the project development traffic contributes less than 5% of the total intersection volume at all the study intersections. In our professional opinion, since the impact is less than 5% it does not warrant more analysis.

2.4 Economic Impacts

The developer estimates that there will be approximately $1,000 in tax base per unit generated by the project. This would be about $130,000 per year. There also will be short term economic impacts associated with the construction of the facility and longer term but smaller scale economic impacts associated with operation (administration, maintenance, lawn care, etc.). Because most residents will likely be moving from the local areas "spinoff" impacts are not considered to be high. The developer estimates that the total economic impact of the will be in excess of $21.5 million, eight of which is associated with construction with an expected job support of 192 persons. Post construction, seven jobs will be maintained.

2.5 Effects on Property Values

There has been concern expressed by area residents that this project will have a negative impact on property values. Mp2planning (consultant to the developer) contacted several realtors and appraisers to get their general opinion on the effect on property values for adjoining properties by the project.

The survey was conducted informally through phone conversations. The table on the next page is a summary of the comments. As can be seen most of the persons contacted appreciated the potential of conflict with adjacent property owners. But, they did not see a significant degradation in property values. Most also indicated they didn't know the Terre Haute market so they were basing their comments on their experience in their own communities. Some (such as Bloomington) cited examples of where single family and multi-family rental coexisted and suggested there would be little or no impact on property values.

Summary of Realtors and Appraisers Views on Property Values

Company	City	Comment
ReMax	Bloomington	If luxury, no effect on values. Examples of mixed use developments in Bloomington are Renwick and Hyde Park. Mix of $500K homes, condos, apts, etc.
Golden Appraisal	Bloomington	If luxury, no effect on values
F.C. Tucker	Lafayette	If you are in a college town you have to expect this. Could be a decline in values for adjacent homes (cited 10%) but if the units are luxury the impact and complaints would not be great.
Coldwell Baker Shook	Lafayette	Doesn't believe homeowners will be happy. Can't predict impact on property values. Am assuming the development would be luxury. "This is a tricky one."
ReMax	Bloomington	If the apartments and residents are commensurate with community there should be little effect on property values. In Bloomington, Steeplechase Apts are good example of apartments in a PUD / SF environment.
Alexander & Co Real Estate	Muncie	Can't give an answer as to the impact on property value without more information. In Muncie, there would likely be additional hurdles to cross to get the zoning change accomplished.
Opinion of an Indiana MPO Director	NA	Could be negative impact. There will definitely be pushback. Should look at the PUD zoning to see how it was approved prior to reversal.
ReMax	Carmel/Westfield	Expect adjacent property owners to not be supportive. But, cities need investment. DINK (dual income no kids) and downsizing are strong trends. Carmel and Westfield have very successful apartment/condo luxury communities. May be a small hit on property values but over time it could reverse as the area becomes more urban.

3. Conclusions and Recommendations

The proposed project (The Residences at *Deming*) is a multi-family apartment community that will consist of 130 units with several buildings and a clubhouse. The purpose of this analysis is to review the implications of a change from R1 (Single-family residential) to R-3 (multifamily residential) under the City's zoning provisions. Initial review of the plans suggests that the project will have good visual appearance and fit in well with the existing site. As noted earlier, the site had previously been zoned PUD (Planned Unit Development) which allows higher densities of single-family units and multi-family units and can also include institutional and commercial uses if properly planned. That would suggest that a zoning higher than R-1 is not inappropriate. Adjacent residents may not desire an apartment / condo community next to their homes despite the fact that a buffering plan is in place. But, in the overall context of a city, development does and will occur. The proposed project seems to fit into the context of *Thrive 2025* (the area comprehensive plan) which encourages urban infill, discourages sprawl, and recommends a number of policies that support both initiatives. Also, the development is contiguous to many existing multi-family, commercial and retail development, and educational uses as shown on Figure 1. The developer has suggested creation of bicycle/pedestrian connections to Deming Park and possibly along Poplar Avenue to 25th Street to serve the commercial and retail concentrations in that area from the various developments along the corridor. Given the demographics related to the aging of the population and people moving to more urban developments this project could be very attractive to retirees and others looking to live in places near retail and commercial, parks, etc. There will clearly be a tax increase resulting from the development and there also will be ancillary economic impacts. Ultimately, the decision will be for the plan commission and city council to decide based on their review of the information. But, from an outside perspective and in light of existing development in the area and the potential economic benefits, consistency with the comprehensive plan, this proposed re-use is appropriate.

CORRADINO

Date:	February 26, 2016
To:	Larry Strange, AICP Mp2planning, LLC
From:	Salman Rathore, PE
Project #:	4347*01
Subject:	Terre Haute Preliminary Traffic Assessment

MEMORANDUM

Traffic Assessment

Mr. Strange, this memorandum documents the findings of the preliminary traffic assessment for the Terre Haute development. The proposed project is a 158 units low-rise apartment complex (one to two floors). The assessment consist of the following:

Data Collection

The AM and PM peak hour volume for the following intersections near the project vicinity were collected and evaluated:

- Ohio Blvd and S Brown Avenue
- Poplar Street and S Fruitridge Avenue
- Poplar Street and Heritage Drive
- Poplar Street and S Brown Avenue

These counts were collected by using rubber traffic sticks.

Trip Generation

According to the subject Institute of Transportation Engineer's (ITE's) Manual which is the industry standard for determining development specific trips for different land uses, the most appropriate "land use" categories for the low-rise apartment (one to two floors) is ITE's Land Use 221. The trips are as follows:

AM Peak Trips = 72 (Entering = 15, Exiting = 57)

AM Peak Trips = 92 (Entering = 60, Exiting = 32)

Trip Distribution

The trip distribution and traffic assignment for the project were based on traffic volume, study area, examination of the surrounding roadway network characteristics and existing land use patterns. The following traffic assignment was assumed for the proposed project:

4055 NW 97th AVENUE • MIAMI, FL 33178
TEL 305.594.0735 • 800.887.5551
FAX 305.594.0755
WWW.CORRADINO.COM

- 40% to and from the north
- 20% to and from the south
- 15% to and from the east
- 25% to and from the west

Project traffic versus existing traffic counts (As a percentage)

Intersections	AM Peak Project Trips	AM Peak Intersection Volume	AM Project Trips Percentage [1]	PM Peak Project Trips	PM Peak Intersection Volume	PM Project Trips Percentage [1]
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Poplar Street and S Brown Avenue	15	1130	1%	19	1145	2%
[1] - Project trip percentage = Project trips/Intersection Volumes						

As mentioned in the table above the project development traffic contributes less than 5% of the total intersection volume at all the study intersections. In our professional opinion, since the impact is less than 5% it does not warrant more analysis.

Low-Rise Apartment
(221)

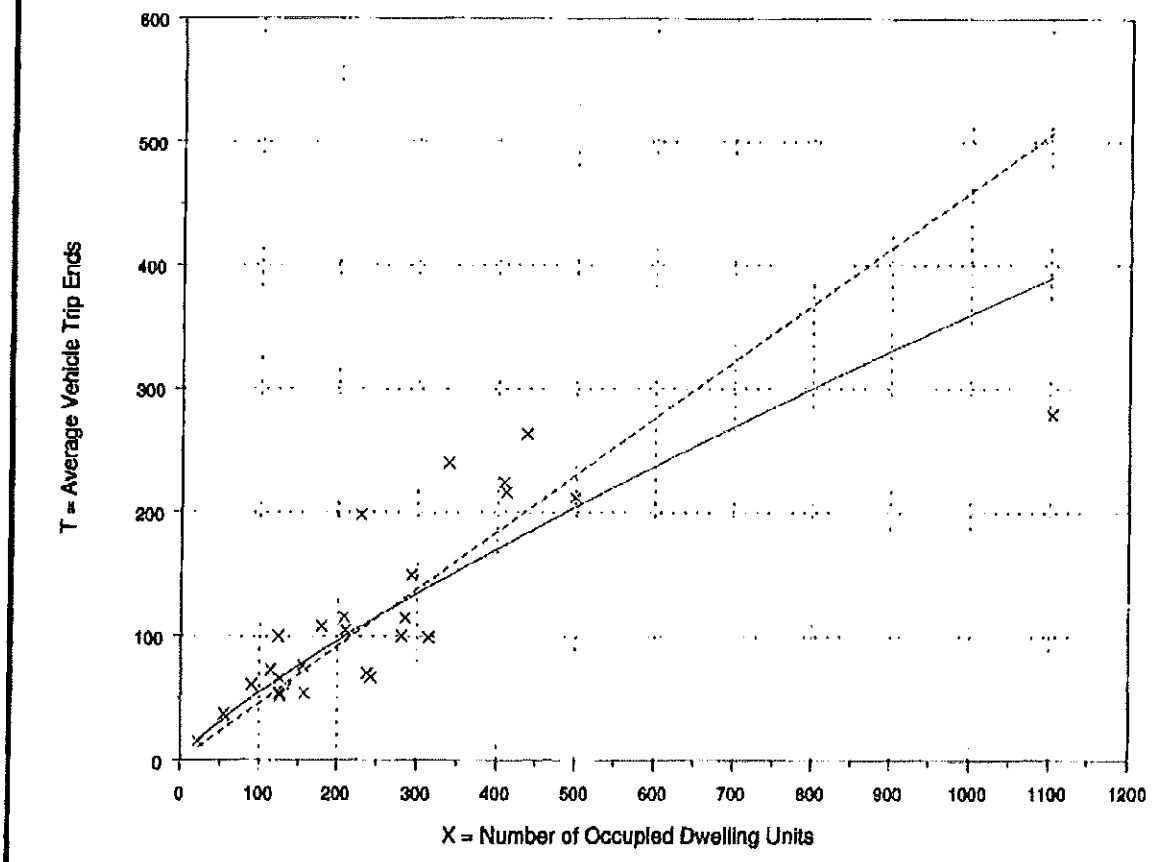
Average Vehicle Trip Ends vs: **Occupied Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 27
Avg. Num. of Occupied Dwelling Units: 257
Directional Distribution: 21% entering, 79% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.25 - 0.86	0.70

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.82 Ln(X) + 0.23 R^2 = 0.81

Low-Rise Apartment
(221)

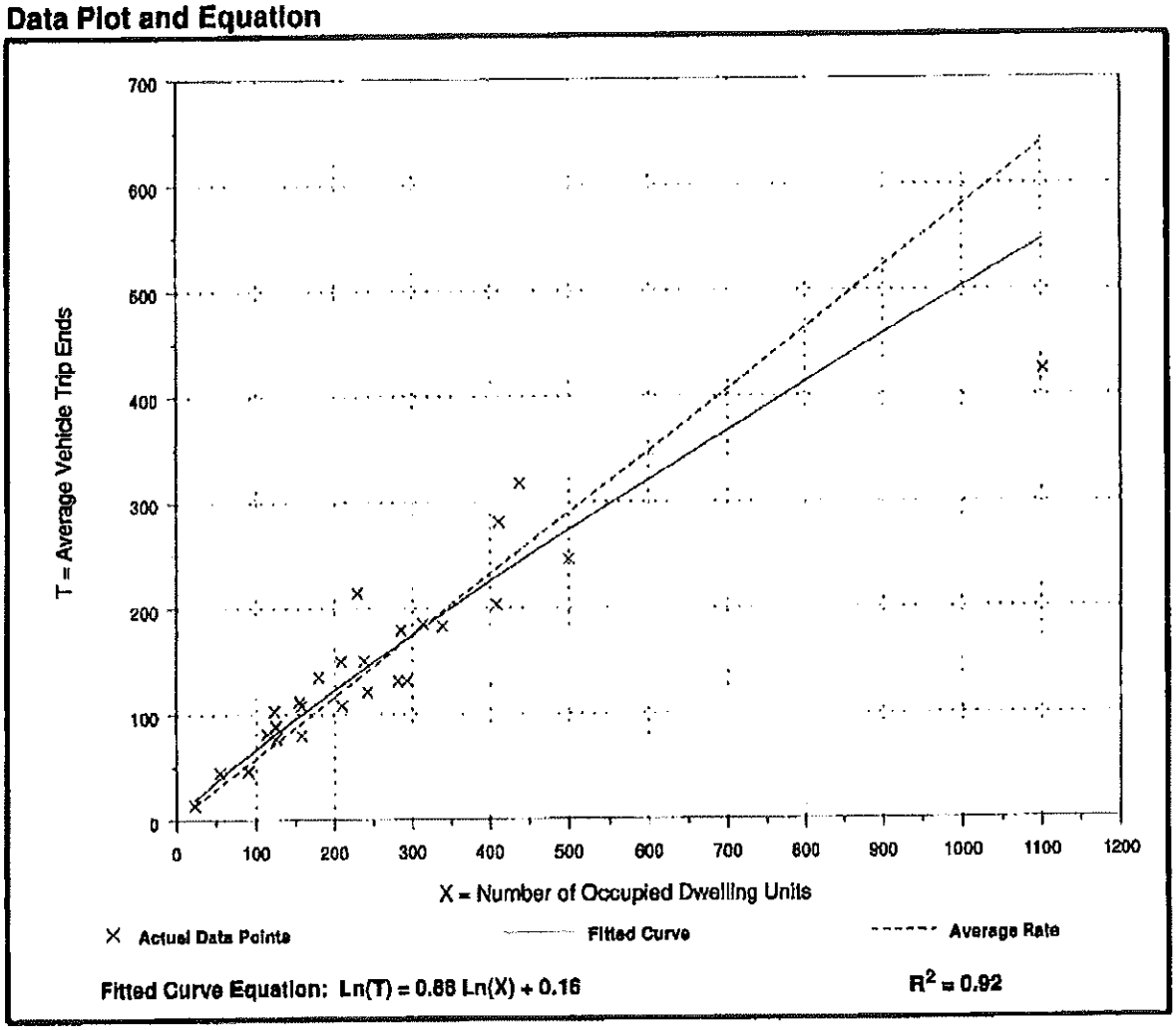
Average Vehicle Trip Ends vs: **Occupied Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 27
Avg. Num. of Occupied Dwelling Units: 257
Directional Distribution: 65% entering, 35% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.58	0.38 - 0.93	0.77

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.86\ Ln(X) + 0.16$

$R^2 = 0.92$

Results

Indiana

Economic Impact of 130 New Apartment Homes.

TOTAL Economic IMPACT **$21,519,181**

The combined direct and indirect contribution of apartment construction, operations and resident spending to the state economy.

TOTAL JOBS SUPPORTED **192**

The total number of direct and indirect jobs supported by apartment construction, operations and resident spending within the state economy.

Apartment Residents

Spending Power	$1,597,223
Direct Jobs Supported	14
Total Economic Contribution	$3,009,648
Total Jobs Supported	36

Apartment Operations

Operations Dollars Spent	$442,601
Direct On-site Jobs	3
Total Economic Contribution	$874,570
Total Jobs Supported	7

Apartment Construction

Construction Dollars Spent	$8,090,174
Direct Jobs	48
Total Economic Contribution	$17,634,963
Total Jobs Supported	148

CORRADINO

Date:	February 26, 2016
To:	Larry Strange, AICP Mp2planning, LLC
From:	Salman Rathore, PE
Project #:	4347*01
Subject:	Tere Haute Preliminary Traffic Assessment

MEMORANDUM

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[1] - Project trip percentage = Project trips/Intersection Volumes						

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www.emmertgroup.com

P.O. Box 193, U.S. 40 West, Brazil, Indiana 47834
ph: 812.446.2397 tf: 800.310.7764 fx: 812.448.1236

EMMERT
The Emmert Group

Residences at Deming

Bldg #	Levels	Sq Ft	3BR/1 GA	2BR/1GA	2BR/2GA	1BR/1GA	Total Units
1	1 Story	10,433			5		5
2	1 Story	10,433			5		5
3	1 Story	16,616			8		8
4	1 Story	20,707			10		10
5	2 Story	19,982	2	5		5	12
6	2 Story	19,982	2	5		5	12
7	2 Story	31,386	3	8		7	18
8	2 Story	31,386	3	8		7	18
9	2 Story	19,982	2	5		5	12
10	2 Story	19,982	2	5		5	12
11	2 Story	10,118	1	3		2	6
12	2 Story	10,118	1	3		2	6
13	2 Story	10,118	1	3		2	6
14	Amenities	5,000					
		236,243	**17**	**45**	**28**	**40**	**130***
			13%	**33%**	**21%**	**29%**	**Total Units**

* All units to have 1 or 2 car garage

Site Acres:	13.02
Site Sq. Ft.:	567,449
F.A.R.:	.42
Units Per Acre:	9.98
Land per Unit:	4,365
Parking Provided	324
Parking Required	288

<u>Poplar Street Corridor (Between 25th St & Fruitridge)</u>

3- Banks
1- Church
2- Condominium Developments
1- Apartment Development
2- Insurance Offices
1- Orthodontist Office
1- General Contractor Office
1- Dentist Office
1- Grocery with Fueling Station
1- Law Office
1- Nursing Home
1- Chiropractor Office

EMMERT
The Emmert Group

www.emmertgroup.com

P.O. Box 193, U.S. 40 West, Brazil, Indiana 47834
ph: 812.446.2397 tf: 800.310.7764 fx: 812.448.1236

Site Design:

- 1 Story Bldgs with rear load garages along Adams & Poplar St.
- Sidewalks along Adams & Poplar St.
- Entrance/Exit from both Poplar and Adams
- 1 Acre +/- Screening, 10' tall Berm, & Mature Pine Trees to protect Neighborhood to the North
- 130 Total Units (1, 2, & 3 Bedroom)
- All units to have 1 or 2 car garage
- Bike Path to access Terre Haute Trail System

Bldg Design:

- Exterior to be James Hardie Cement Board Siding and Stone Veneer.
- Exterior Railings to be aluminum
- All units to have 9' Wall Height
- All units to have private entrance
- Interior finishes to be painted trim, laminate & carpet floor coverings, and granite counter tops.

Amenities Bldgs:

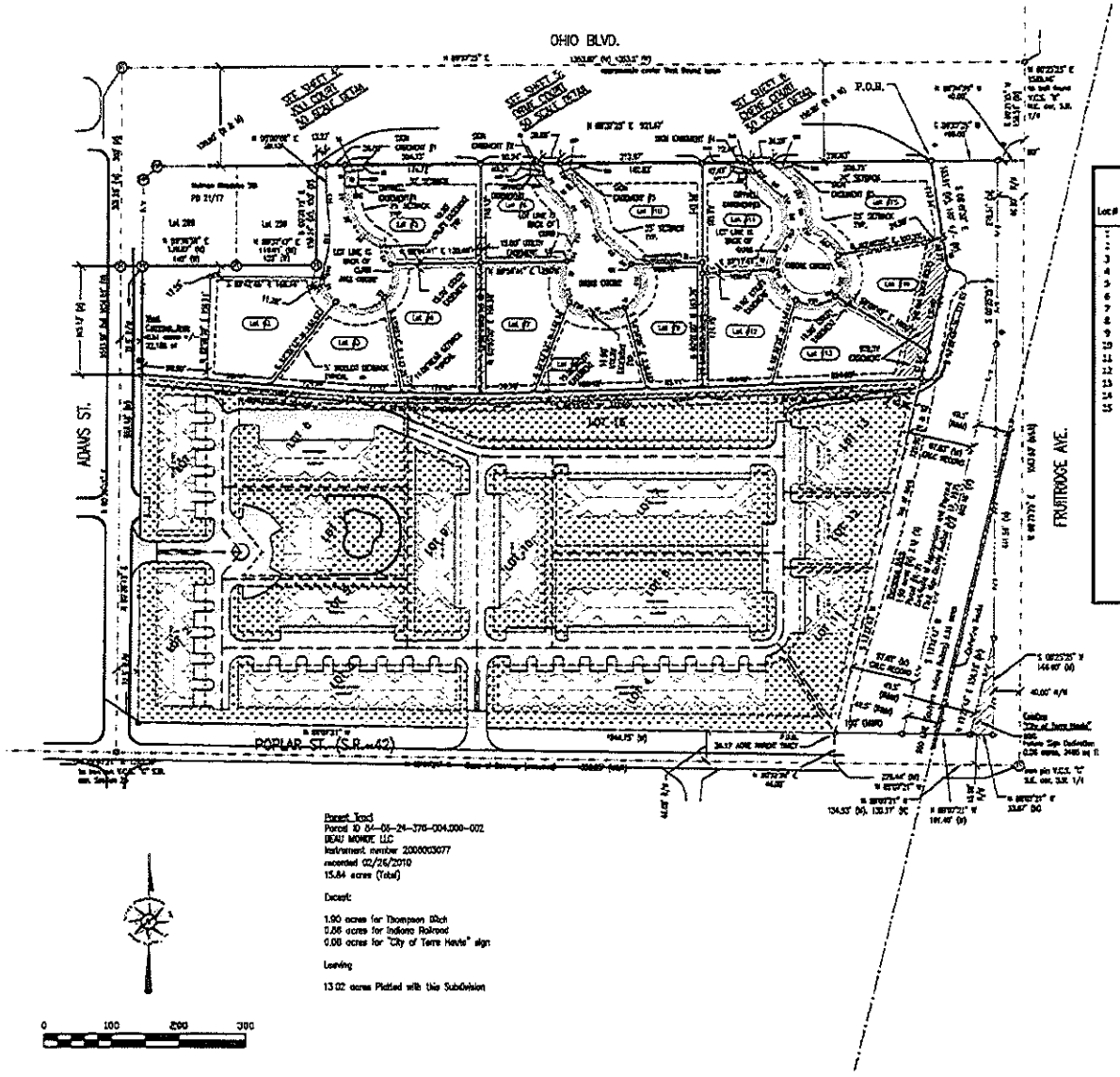
- Fitness Room
- Internet Café
- Property Mgm't Offices
- Maintenance Supply Room
- Pool & Outdoor Seating area

Traffic Study:

- A Preliminary Traffic study was performed by Corradino Group based on 158 Units
  - The study reported there would be less than 5% effect on traffic
  - See attached report

Economic Impact:

- See Attached Report
  - Total Economic Impact: $21,519,181
  - Total Jobs Supported: 192



Residences at Deming Subdivision

Part of the Southeast quarter of the Southwest quarter of Section 24, Township 12 North, Range 9 West, Vigo County, Terre Haute, Indiana

Bulk Density Table

Lot #	Lot Size (Sq Ft)	Bdlg #	Levels	Sq Ft	3BR 1 GA	2BR 1GA	2BR 1GA	1BR 1GA	Total Units
1	32223	1	1 Story	10,433			5		5
2	32554	2	1Story	10,433			5		5
3	44623	3	1 Story	14,636			8		8
4	61537	4	1 Story	20,707			10		10
5	28946	5	2 Story	19,982	2	5		5	12
6	40977	6	2 Story	19,982	2	5		5	12
7	60089	7	2 Story	31,366	3	8		7	18
8	49871	8	2 Story	31,366	3	8		7	18
9	32735	9	2 Story	19,982	2	5		5	12
10	32536	10	2 Story	19,982	2	5		5	12
11	22456	11	2 Story	10,118	1	3		2	6
12	14930	12	1 Story	10,118	1	3		2	6
13	27716	13	2 Story	10,118	1	3		2	6
14	37216	14	Club House	5,000					
15	54081	Reserved as Green Space							
				286,203	17	45	28	40	130 Total Units
					13%	35%	22%	31%	
		Parking Spaces at Buildings			34	90	64	80	288
		Parking Spaces Visitors							36
									324 Total Parking
	Site Acres	13.02							
	Site Sq. Ft.	567469.2							
	F.A.R	0.42							
	Units Per Acre	9.98							
	Land per Unit	4,365							
	Parking Provided	324							
	Parking Required	288							
	Green Space	188006	4.5 Acres						
	Pavement	133249							

PRELIMINARY
03/21/2016

601 S. Fruitridge Ave.

MYERS ENGINEERING, INC.

DATE	NO.	REVISIONS	BY	CHECKED

CLIENT: Emmert Group
RECORD OWNER: Beau Monde LLC

Residences at Deming
Site Plan R3 Apartments

DRAWN BY	MJV	DATE	03/21/2016
CHECKED BY		PROJECT NUMBER	T1516-194
APPROVED BY		FILE NAME	T16-194.dwg
SCALE	1" = 100'	DRAWING NAME	

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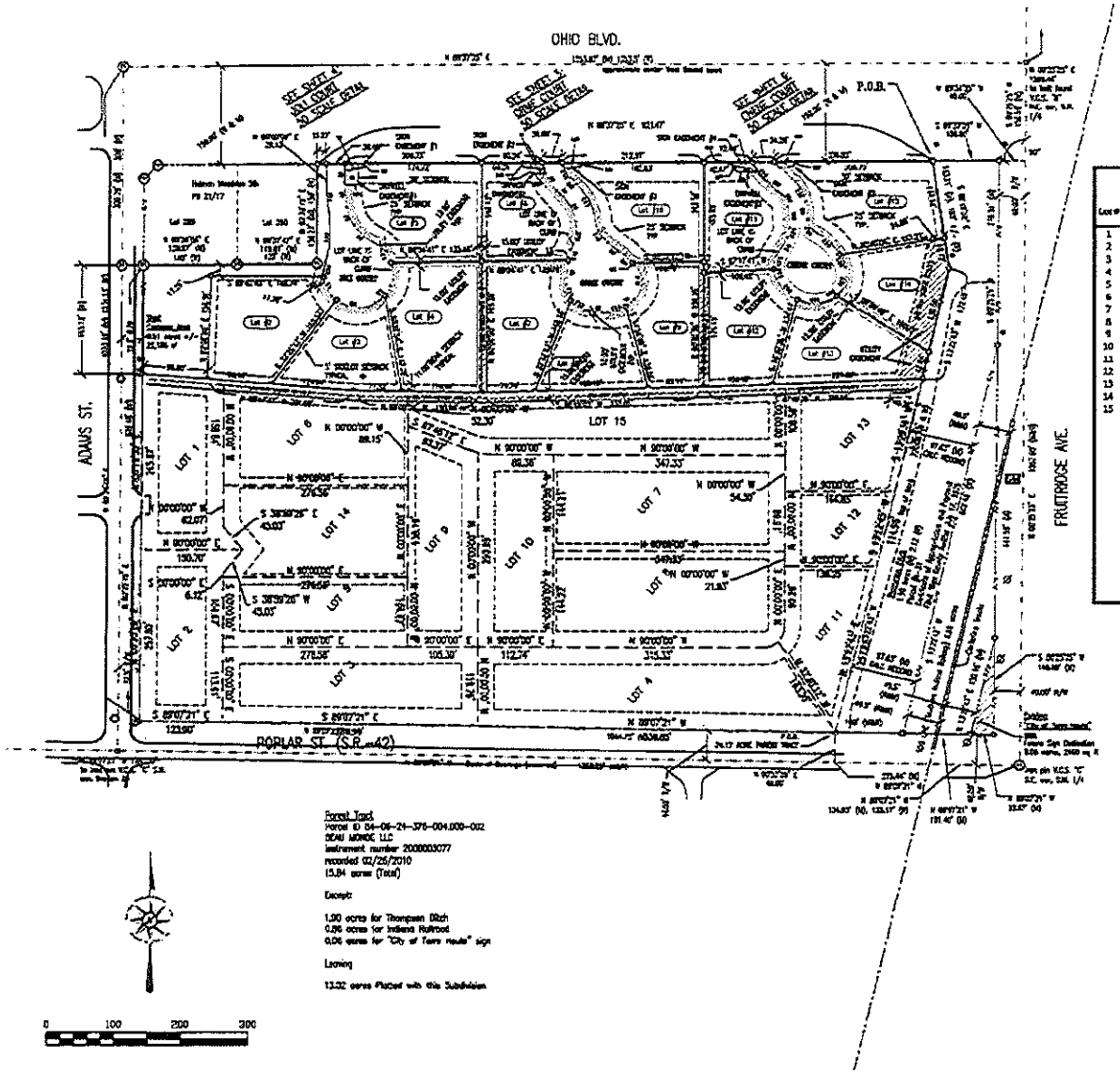
Sheet 1 of 2



Parcel Tract
Parcel ID 84-06-24-376-004.000-002
BEAU MONDE LLC
Instrument number 2010003077
recorded 02/25/2010
15.84 acres (Total)

Except:

1.00 acres for Thompson Ditch
0.86 acres for Indiana Railroad
0.06 acres for "City of Terre Haute" sign

Leaving

13.02 acres Platted with this Subdivision

Residences at Deming Subdivision

Part of the Southeast quarter of the Southwest quarter of Section 24, Township 12 North, Range 9 West, Vigo County, Terre Haute, Indiana

Bulk Density Table

Lot #	Lot Size (Sq Ft)	Bldg #	Levels	Sq Ft	3BR 1 GA	2BR 2GA	3BR 2GA	3BR 3GA	Total Units
1	32223	1	1 Story	10,493			5		5
2	32354	2	1Story	10,433			5		5
3	44623	3	1 Story	10,616			8		8
4	61587	4	1 Story	20,797			10		10
5	28946	5	2 Story	19,982	2	5		5	12
6	40897	6	2 Story	19,982	2	5		5	12
7	50089	7	2 Story	31,366	3	8		7	18
8	49871	8	2 Story	31,366	3	8		7	18
9	32735	9	2 Story	19,982	2	5		5	12
10	32536	10	2 Story	19,982	2	5		5	12
11	23456	11	2 Story	10,116	1	3		2	6
12	16050	12	2 Story	10,116	1	3		2	6
13	27736	13	2 Story	10,116	1	3		2	6
14	37225	14	Club House	5,000					
15	54081	Reserved as Green Space							
				234,201	17	45	28	40	130
					13%	35%	22%	31%	Total Units
		Parking Spaces at Buildings			34	90	84	80	288
		Parking Spaces Visitors							36
									324
									Total Parking
	Site Acres	13.02							
	Site Sq. Ft.	567449.0							
	F.A.R	0.42							
	Units Per Acre	9.98							
	Land per Unit	4,365							
	Parking Provided	324							
	Parking Required	288							
	Green Space	108000	4.5 Acres						
	Pavement	139149							

PRELIMINARY
03/21/2016

601 S. Fruitridge Ave.

MYERS ENGINEERING, INC.

DATE	NO.	REVISIONS	BY	CHECKED

CLIENT: Eminent Group
RECORD OWNER: Beau Monde LLC

Residences at Deming
Record Plat R3 Apartments

DRAWN BY: MJV		DATE:	03/21/2016
CHECKED BY:		PROJECT NUMBER:	11610-1194
APPROVED BY:		FILE NAME:	11610-1194.dwg
SCALE: 1" = 100'		DRAWING NAME:	

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Sheet 2 of 2

53% Residential Single Family

47%Commercial, Retail, Condo, Apts, Vacant Ground

27 Single Family Houses With No Homestead Exemption

LIST OF BUSINESSES

- 3- Banks
- 1- Church
- 2- Condominium Developments
- 1- Apartment Development
- 2- Insurance Offices
- 1- Orthodontist Office
- 1- General Contractor
- 1- Dentist Office
- 1- Grocery Store with Fueling Station
- 1- Law Office
- 1- Nursing Home
- 1- Chiropractor office
- 1- Meadows Shopping Center