

This is one of those times when it is very difficult to make a decision on how to vote, because there's so much to consider. You gather input from residents, and yet, you also take into consideration what might be best for the city long term, 5-10-20 years down the road. That means that sometimes, you make decisions that aren't popular.

This vote tonight is more about a direction, in my opinion. Which direction will a yes vote take the city? Which direction will a no vote take the city?

I hear the concerns about the growth, traffic and the lack of infrastructure. These are by far the most talked about. My family and I live here too. All of us live south of I-40 and we deal with it everyday. We live next to an interchange. When a city grows, areas around interchanges grow. If I had the money to buy the land for sale, I would buy it and save it for parks and greenspace, but I don't.

One thing is for sure, growth will continue out in the county down SMJRD, south of Central Pike, WITHOUT any road improvements. Traffic will continue to come into the city by way of SMJRD. That's not going to change, and the city gets no tax benefits, and no property tax revenues from any of it.

Another thing that is for certain, we are experiencing an additional extremely heavy traffic burden on SMJRD coming from I-24. 20,000 cars from the south, use the MJRD interchange to get on I-40 every single day. 13,000 of these don't live here, they're from other counties and contribute nothing, except an unwanted, heavy traffic burden on us and our residents. Once completed, the Central Pike interchange will relieve 60% of the burden off of SMJRD thru the Providence area.

Traffic is coming, sooner, rather than later. As of right now, without a residential component, based on what was approved 2 1/2 years ago for Providence Central, this development does not need further approval to build out commercial, which consists of retail, offices, and hotels. The land in the B1 area (SLIDE) has already been graded and it is build ready.

The reconfiguration to add a residential component above the retail is for Class A apartments (Area in yellow). Of which, 80% are 1-bedroom studio apartments. There are no 3 bedroom and they are not marketed to families with kids, so there's very little, if any, burden on the school system. There is an internal parking garage open to the public, extremely nice amenities for the apartments. The idea here is about walkability. So along with the commercial aspect within this 24-acres, you live there, you shop there, you eat there, you work there, and you walk. That's the idea.

Providence Mktpl on the other hand, is so spread out, it's not walkable, you have to get in your car to drive from one area to another area for the most part. This plan is a much different concept. (3 min)

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This is not about about apartments. This is about something much bigger, an opportunity that MJ does not have. This is an urban style true integrated mixed-use plan. There is a comparable one in the Cool Springs area known as The McEwen Northside and another would be Avalon in Atlanta. I held a town hall meeting on the 12th so people could see for themselves what was going to be proposed on tonight's agenda. Both sides were presented, for and against.

I am on record 2 1/2 years ago by saying, I would not support any more apartment projects within Providence Central. The Enclave is basically itself, an apartment project. If this new proposal were another apartment project, it wouldn't even be on the agenda. It would be an absolute NO. No question about it.

Going on 3 years ago, I signed a petition for infrastructure before development. This was prior to my appointment on the BOC. I still believe in that, but I've also learned a great deal about how we get infrastructure over the past 3 years. Somebody has to pay for it. Either the city, TDOT, or development, or a combination of all three.

If I, as a resident say, enough-stop building, but yet I still want entertainment options, big box retail, and nicer restaurants to come here, what I don't realize is, rooftops are what brings those in.

So I, as a resident have to realize, in order to get things I want, sometimes it means I have to get some things I may not want.

Let's just say, the city stops approving developments all together. (We can't legally do that, but let's go with it). What happens to the city during that time period with no growth, while we wait several years for all the infrastructure, city-wide to be put in place? I say city-wide because infrastructure is a complaint all over the city. We risk going bankrupt. The city can't sustain itself. (2 min)

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Here's what I understand that's clear to me and why I have decided to support this PUD Amendment that would take several years to buildout:

- 1) Covid completely flipped the market on its head.
  - 2) The single family home market has slowed.
  - 3) The size of big corporate office is reducing in size because more people work remotely.
  - 4) TDOT is looking for that office anchor tenant at Providence Central. They said so two years ago. So the question is, would this be a missed opportunity if this doesn't pass? How would we view our decision 5-10 years from now? Would the city be better off, or worse off because of it? What kind of message would it send to TDOT and Gov Lee, if this doesn't pass?
  - 5) We need White Collar jobs. White collar needs a workforce. The workforce needs housing near their workplace. Brokers and office developers are watching what MJ does. What decisions we make. If this does not pass, where will they go, down the interstate. At Golden Bear? Maybe, maybe not. Or, maybe in the county. That would make the county very happy.
  - 6) This is the kind of project that could bring in the nicer restaurants to meet public's demands, which I would rate as #2 behind growth, traffic, and infrastructure.
  - 7) These Class A apartments are marketed to high-income earning professionals. That is who these apartments will attract.
  - 8) I like the walkable community, which means less cars on the roads.
  - 10) I like that the residential is above the retail and not separate apartment buildings.
  - 11) After my appointment I said that I'm not a fan of more apartments and I'm not. (SLIDE) I do believe however, if strategically placed and these are, this Class A PUD amendment is a much better plan now, in the current market, than the approved plan from 2 1/2 years ago. You can see the difference here. Notice how spread out the 2020 plan is and how the new plan is much closer together and walkable?
  - 12) If we're being realistic, approving this amendment is a risk, it's a gamble at this point, how all this plays out with the TDOT projects. In saying that, I do believe this is a prime opportunity to bring an urban style true integrated mixed use to MJ. Again this project is over the course of several years and will not have any impact on the current traffic situation during that timeframe. This is a long term investment, in my opinion.
- Is it smart or fair to penalize the city of a golden opportunity because of 13,000 cars from other

counties, who are paralyzing our roads? I'm looking at this from a future standpoint.

13) Therefore, I can't see bypassing the opportunities this revised plan could bring to the city, waiting on TDOT infrastructure projects to play out, because the way I see it from a big picture standpoint, all of this plays out together over time, over the next several years. Also, during this time, Providence Pkwy will expand to 5 lanes. I do believe all of this infrastructure is going to come to fruition. Sooner rather than later. (3 min)

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- All of our apartment complexes in the city are nice and highly desirable.
  - Our apartments maintain high occupancy averages.
  - Class A studio apartments create less traffic than single family neighborhoods with kids.
  - Apartments in our city do NOT bring any more crime than our single-family neighborhoods as stated by Chief Hambrick.
  - Apartments are taxed at a higher rate that is 60% higher than the single family rate when it comes to property taxes.
  - I encourage anyone that doesn't know what Class A apartments are to Google them. You'll learn that there are three classes of apartments, Class A, Class B, and Class C. Garden style apartments are typically Class B and C.



