DOCKET #: W2964
(continued from 11/8/07)

PROPOSED ZONING:
MU-S

EXISTING ZONING:
RS9

PETITIONER:
Tetra Investments Group 22 LLC for property owned by Percy Snyder Jr., et al

SCALE: 1" represents 1000'

STAFF: Roberts

GMA: 3

ACRES: 36.09

NEAREST BLDG: 7' west

MAP(S): 624830, 618830
## PETITION INFORMATION

<table>
<thead>
<tr>
<th>Docket #</th>
<th>W-2964</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff</td>
<td>Gary Roberts, AICP</td>
</tr>
<tr>
<td>Petitioner(s)</td>
<td>Tetra Investments Group 22, LLC</td>
</tr>
<tr>
<td>Owner(s)</td>
<td>Percy Snyder, Jr., et al</td>
</tr>
<tr>
<td>Subject Property</td>
<td>Tax Lots 4A and 4E / Tax Block 3864</td>
</tr>
<tr>
<td>Type of Request</td>
<td>Special use rezoning to MU-S</td>
</tr>
</tbody>
</table>

### Proposal

The petitioner is requesting to amend the Official Zoning Maps for the subject property **from** RS-9 Residential, Single Family District; 9,000 sf minimum lot size **to** MU-S Mixed Use District. The petitioner is requesting the following uses:

- Residential Building, Multifamily; Arts and Crafts Studio; Food or Drug Store; Furniture and Home Furnishings Store; General Merchandise Store; Restaurant (Without Drive-Through Service); Restaurant (With Drive-Thru Service); Retail Store, Specialty or Miscellaneous; Wholesale Trade A; Wholesale Trade B; Building Contractor, Heavy; Shopping Center; Banking and Financial Services; Health Services, Miscellaneous; Medical or Dental Laboratory; Medical and Surgical Offices; Offices, Miscellaneous; Professional Office; Services, Business A; Services, Business B; Services, Personal; Storage Services, Retail; Recreation Services, Indoor; Child Care Institution; Child Day Care Center; Government Offices; School, Private; School, Vocational or Professional; and Manufacturing A)

### Continuance History

The request was continued from the November 8, 2007 Planning Board meeting to the December 13, 2007 Planning Board meeting in order to address various site plan issues. No revised site plan has been received.

### Zoning District Purpose Statement

The MU-S District is intended to accommodate and positively integrate a balanced mixture of residential, commercial, and in some cases light industrial uses within the district and the surrounding area. Depending upon the existing land use context in which the MU-S district is proposed, at least three distinctly different use component areas are expected for any MU-S zoning proposal. Building mass, rhythm, scale, and transition, as well as a cohesive and connected pedestrian and vehicular network are intended to be key elements of the overall design concept. This district encourages innovation by offering flexibility in design and layout requirements to achieve a greater choice of living and working environments. The development design should also be compatible with the natural terrain and surrounding uses, protect natural and/or historic resources, and provide useful open space. This district is only permitted through the special use district zoning process. This district is suitable in Growth Management Areas 1,2,3,4, and activity centers.
<table>
<thead>
<tr>
<th>Applicable Rezoning Consideration from Chapter B, Article VI, Section 6-2.1(S)</th>
<th>(S)(1) - Is the proposal consistent with the purpose statement(s) of the requested zoning district(s)?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

**GENERAL SITE INFORMATION**

<table>
<thead>
<tr>
<th>Location</th>
<th>South side of West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending) west of Peters Creek Parkway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jurisdiction</td>
<td>City of Winston-Salem</td>
</tr>
<tr>
<td>Ward(s)</td>
<td>South</td>
</tr>
<tr>
<td>Site Acreage</td>
<td>Approximately ± 36.09 acres</td>
</tr>
<tr>
<td>Current Land Use</td>
<td>Site is undeveloped</td>
</tr>
</tbody>
</table>

### Surrounding Property Zoning and Use

<table>
<thead>
<tr>
<th>Direction</th>
<th>Zoning District</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS-9</td>
<td>Undeveloped</td>
</tr>
<tr>
<td>East</td>
<td>MRB-S</td>
<td>Lowes Home Improvement and Wal-Mart</td>
</tr>
<tr>
<td>South</td>
<td>RS-9</td>
<td>Undeveloped</td>
</tr>
<tr>
<td>West</td>
<td>RS-9</td>
<td>Undeveloped and single family homes</td>
</tr>
</tbody>
</table>

**Applicable Rezoning Consideration from Chapter B, Article VI, Section 6-2.1(S)**

(S)(2) - Is/are the use(s) permitted under the proposed classification/request compatible with uses permitted on other properties in the vicinity?

The proposed mixture of uses is compatible with the surrounding commercial and residential uses and the adjacent undeveloped property.

### Physical Characteristics

The site is heavily wooded with mature vegetation. The topography is variable and does include some steep slopes which drain into the three creeks which traverse the site. Said creeks are tributary streams which flow south to the South Fork of Muddy Creek. The National Wetlands Inventory Map (Winston-Salem West USGS Quad) does not show a wetland on the subject property. However, the submitted site plan denotes several wetlands along said creeks. The petitioner is responsible for complying with all State and Federal wetland regulations, including securing appropriate permits from the NC Department of Environment and Natural Resources and the US Army Corp of Engineers for any wetland impacts.

### Proximity to Water and Sewer

Public water and sewer are available. However, a 48” water transmission main which traverses the site will need to be partially relocated.

### Stormwater/Drainage

A storm water management study will be required. The site plan shows three (3) storm water management ponds. One of the requirements for approval of the City of Winston-Salem’s permit from the US Army Corps of Engineers to cross the streams with West Clemmonsville Road Extension, is that any development adjacent to said roadway must address stormwater quality as well as quantity issues.
With extensive grading, wetlands protection and said water line relocation, the site is adequate for the proposed improvements.

**BRIEF DESCRIPTION OF CONDITION(S):**
- Developer shall obtain all necessary permits from the NC Division of the Environment and Natural Resources (DENR) and the US Army Corps of Engineers.
- Developer shall provide a storm water study.

### SITE ACCESS AND TRANSPORTATION INFORMATION

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Classification</th>
<th>Frontage</th>
<th>ADT Count</th>
<th>Capacity/LOS D</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Clemmonsville Road Extension (currently unbuilt)</td>
<td>Thoroughfare</td>
<td>2,082’</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Jay Avenue (Platted, Unopened)</td>
<td>Local Street</td>
<td>292’</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

The site plan proposes four access points onto West Clemmonsville Road Extension (proposed).

**Planned Road Improvements**

West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending) is being constructed with bond monies from Peters Creek Parkway to Old Salisbury Road as a two lane facility with a center median. However, because the ultimate design is a four lane section with curb and gutter and sidewalks, the developers adjacent to the roadway are responsible for the additional improvements as their projects are approved.

**Trip Generation - Existing/Proposed**

- **Existing Zoning:** RS-9
  - \[36.09 \times 43,560 / 9,000 = 174 \text{ units} \times 9.57 (\text{SFR Trip Rate}) \times 1,665 \text{ Trips per Day}\]
- **Proposed Zoning:** MU-S
  - Awaiting revised TIS for more accurate trip generation numbers

**Sidewalks**
The proposed site plan includes the recommended sidewalks along the proposed West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending). The plan also includes a good internal network of sidewalks. Several additional decorative concrete crosswalks and pedestrian refuge islands are recommended within some internal intersections and along the four driveway/street connections to West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending).

**Transit**

Route 13 along West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending) to Wal-Mart.

**Connectivity**
The proposed development is divided into three separate development pods with individual access points onto the proposed West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending).
The three building areas are connected to each other by a sidewalk along West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending) and by an internal pedestrian link. While vehicular connections between the three areas would be preferred, such connections are hampered by the streams which traverse the site. Currently the center pod is the only one which includes a stub connection to undeveloped property, Stafford Place Drive which is proposed as a public street. Because the subject property is almost ½ mile in length and surrounded by approximately 65 acres of undeveloped property to the south and west, staff recommends the site plan be revised to include two additional vehicular connections to the south and one to the west. Considering the subject property is completely within the core of the Peters Creek Metro Activity Center, these connections become even more important for interconnecting the various land uses.

In a separate but related item, it should be noted that the site does abut an unimproved portion of Jay Avenue which is a 50’ public right-of-way located adjacent to the southwestern portion of the site. It is the policy of the Winston-Salem Department of Public Works to require the developer of adjacent property to either improve the platted unopened right-of-way to City standards or petition for closure. Due to the topography where Jay Avenue abuts the subject property, Assistant City Manager Greg Turner PE, has determined that a connection at this point cannot be made and meet the City’s street design standards, thus this section of Jay Avenue will not be improved as part of this request.

| **Traffic Impact Study (TIS)** | The Traffic Impact Study needs to be revised to account for total square footage shown on the proposed plan. More comments will follow the review of revised TIS. Anticipated comments include: Developer shall be responsible for all costs associated with traffic signal installation at West Clemmons Ville/Stafford Place. Provide east-bound left turn lane at Stafford Place for u-turns. Revise leftover designs at Clemmons Ville Ct and Reagan Ct. (island widths and detail dimensions are off). Coordinate with WSTA for transit pull out. Is there enough room for trucks to get into loading spaces behind office/flex? Tree conflicting with sidewalk beside building 16B. Check vehicle turning from side streets/driveways along Stafford Place Dr. Looks like islands may need to be shortened to accommodate truck turning movements. Provide templates on plan to WSDOT. |
| **Analysis of Site Access and Transportation Information** | The proposed access to the site is along the future West Clemmons Ville Road Extension (renaming to Stafford Village Boulevard pending). The site plan illustrates four connections to said roadway with one being a full access signalized intersection and the other three allowing right-in, right-out and left-in movements. The developer will be responsible for the signalization costs and for constructing the second lane, curb and gutter and sidewalk along said roadway. The developer will need to coordinate |
with the City of Winston-Salem Engineering Division regarding West Clemmons Road Extension (renaming to Stafford Village Boulevard pending). Final comments from WSDOT staff will be forthcoming once a revised Traffic Impact Study is received and reviewed. Planning staff recommends three additional stub connections to adjacent properties as noted above.

**Generalized Recommended Conditions**

**BRIEF DESCRIPTION OF CONDITION(S):**

- Obtain a driveway permit from WSDOT.
- Record access easements to the adjacent properties to the north and west.

### SCHOOL DISTRICT INFORMATION

<table>
<thead>
<tr>
<th>Schools Serving</th>
<th>Projected Students From Project</th>
<th>2007-2008 Enrolled Students</th>
<th>2007-2008 Projected Students w/ Accumulated Totals</th>
<th>School Capacity</th>
<th>Number of Mobile Classrooms on Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Griffith ES</td>
<td>119</td>
<td>764</td>
<td>883</td>
<td>490</td>
<td>12</td>
</tr>
<tr>
<td>Clemmons MS</td>
<td>60</td>
<td>1,254</td>
<td>1,314</td>
<td>664</td>
<td>16</td>
</tr>
<tr>
<td>Parkland HS</td>
<td>79</td>
<td>1,541</td>
<td>1,620</td>
<td>1,076-1,434</td>
<td>15</td>
</tr>
</tbody>
</table>

### CONFORMITY TO PLANS AND PLANNING ISSUES

**Legacy GMA**

Growth Management Area 3: Suburban Neighborhoods

**Relevant Legacy Recommendations**

- The site is within the core area of the Peters Creek Parkway Metro Activity Center (see attached map).
- When residential, retail and employment uses are mixed it becomes possible to walk instead of drive for some trips. More importantly, the pedestrian environment which mixed use creates encourages people to walk to bus and rail stops by providing interesting pathways and places to stop along the way. At employment locations, a mix of uses allows employees to take care of day-to-day errands within walking distance of their jobs. Similarly, locating a grocery store, dry cleaner or day-care center adjacent to a residential neighborhood or near a bus or rail stop allows people to do these errands on their way to and from work. (p. 51)
- Retail and office buildings should be near the street and sidewalk. This reduces the distance pedestrians and transit users have to travel and provides direct access to buildings along the street. Locating buildings close to the street, lining the street with trees, buffering the street with parked cars, ensuring buildings have display windows at the sidewalk edge all provide an interesting walking environment where pedestrians feel a sense of activity, enclosure and safety. Parking should be located to the rear and sides or under retail and office buildings. (p. 52)
- Increased infill development could bring new opportunity and improved quality of life for residents within the Municipal Services Area, especially for neighborhoods within the city. Increased tax
base, property values, jobs closer to home and increased investment and amenities in these neighborhoods are some of the potential benefits. (p. 38)

- It is proposed that the overall density of development in the Municipal Services Area be significantly increased. However, the highest density of development, a range of multifamily housing and a variety of mixed uses is proposed at City/Town Centers, Metro Activity Centers, near transit stations and along Urban Boulevards. (p. 35)

<table>
<thead>
<tr>
<th>Relevant Area Plan(s)</th>
<th>The site is not within the boundaries of an area plan or development guide.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenway Plan Information</td>
<td>There are no proposed greenways which traverse the site.</td>
</tr>
<tr>
<td>Applicable Rezoning Consideration from Chapter B, Article VI, Section 6-2.1(S)</td>
<td>(S)(3) - Have changing conditions substantially affected the area in the petition? Yes, the area directly to the northeast and east of the subject property has rapidly developed with two large scale intensive retail uses in the last two years.</td>
</tr>
<tr>
<td></td>
<td>(S)(4) - Is the requested action in conformance with Legacy? Yes</td>
</tr>
<tr>
<td>Analysis of Conformity to Plans and Planning Issues</td>
<td>The subject property is within the core area of the Peters Creek Parkway Metro Activity Center, (MAC). MACs are intended to be focal points for community-wide activities, including working, shopping, and living. MACs should be accessed by a balanced system of major thoroughfares, surface streets and public transportation, should emphasize pedestrian access for internal movement, and should have urban design features and mixed-use development as key elements. The proposed site plan is the result of multiple meetings with the developer and Planning staff. Pedestrian oriented building and site design are heavily emphasized elements within the requested MU-S District. This emphasis becomes even more important within the core area of a MAC where mixed use development is encouraged. The request includes 266 multifamily units and 129,050 sf of non-residential uses. As noted previously, the site is divided into three development pods. The center pod includes a well-balanced mixture of residential and retail uses arranged in a compact, walkable fashion. The two adjacent development areas are connected to the central area by a sidewalk along West Clemmons Village Road Extension (renaming to Stafford Village Boulevard pending) and an internal pedestrian linkage which crosses two interior streams. As is noted above in the Connectivity section, three additional stub connections to the adjacent properties are recommended.</td>
</tr>
</tbody>
</table>
In regard to the streetscape along West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending), the site plan demonstrates a good effort to internalize the parking areas. This is equally true of the internal building and parking arrangement along Stafford Place Drive and Town Square Drive. In addition to the actual placement of the buildings, the height of the structures, along with the architectural details, plays an important role in creating a satisfying pedestrian oriented street. Both the Wal-Mart and Lowe’s sites had a condition that a functional two-story building be placed at the opposite corners of the intersection of Peters Creek Parkway and West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending). While the current request does not include a functional second story for the buildings at the main entrance, the proposed building elevations adequately address the need for a vertical element at this location in order to provide a good sense of place and orientation.

In order to further achieve a stronger, more unified streetscape within the Peters Creek Parkway MAC, Planning staff recommends the proposed trees along West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending) be specified as Willow Oaks. This is the species that was shown on the approved plans for the recently approved Wal-Mart and Lowe’s sites along on both the Peters Creek Parkway and West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending) street frontages.

Planning staff would envision the north side of West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending) developing in a similar pattern as what is proposed in the current request. It should also be noted that the subject request with its commercial component further emphasizes staff’s recommendation that no additional commercial development be approved along the nearby segment of Peters Creek Parkway.

<table>
<thead>
<tr>
<th>Case</th>
<th>Request</th>
<th>Decision &amp; Date</th>
<th>Direction from Site</th>
<th>Acreage</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>W-2844</td>
<td>RS-9 to MRB-S</td>
<td>Approved 7-3-06</td>
<td>Directly northeast</td>
<td>36.91</td>
<td>Approval</td>
</tr>
<tr>
<td>W-2757</td>
<td>RS-9 to MRB-S</td>
<td>Approved 5-2-05</td>
<td>Directly east</td>
<td>29.72</td>
<td>Approval</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Square Footage</th>
<th>Square Footage</th>
<th>Placement on Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>129,050 sf of non-residential buildings</td>
<td>Various locations on the site</td>
<td></td>
</tr>
</tbody>
</table>
### Units (by type) and Density

- **266 multifamily units on 36.09 acres = 7.37 units per acre**

<table>
<thead>
<tr>
<th>Parking</th>
<th>Required</th>
<th>Proposed</th>
<th>Layout</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>525 spaces for the multifamily; 956 spaces for non-residential uses</td>
<td>541 spaces for the multifamily; 1,015 spaces for non-residential uses</td>
<td>Mixture of conventional parking lots with some angled and parallel on-street space.</td>
</tr>
</tbody>
</table>

### Building Height

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>One story – three/four story split</td>
</tr>
</tbody>
</table>

### Impervious Coverage

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>51.39%</td>
</tr>
</tbody>
</table>

### UDO Sections Relevant to Subject Request

- Chapter B, Article II, Section 2-1.5 (C) MU-S District
- Chapter B, Article II, Section 2-5.64 Residential Building, Multifamily Use Conditions

### Complies with Chapter B, Article VII, Section 7-5.3

- (A) Legacy policies: Yes
- (B) Environmental Ord. NA
- (C) Subdivision Regulations Yes

### Analysis of Site Plan Compliance with UDO Requirements

The UDO does not give specific standards for signage within the proposed MU-S District as the intent is to treat each request on an individual basis. The signage condition recommended below in the Site-Specific Recommended Conditions of Approval section is consistent with the conditions for the nearby recently approved Wal-Mart and Lowe’s sites. As noted previously, the MU-S District emphasizes pedestrian oriented building and site design elements. The developer has submitted building elevations which are generally consistent with the ordinance requirements. The outstanding site plan issues are noted below under Remaining Site Plan Issues. It is anticipated the revised site plan will meet the requirements of the UDO.

### Generalized Recommended Conditions

**BRIEF DESCRIPTION OF CONDITION(S):**
- Signage condition
- Building elevation condition

### CONCLUSIONS TO ASSIST WITH RECOMMENDATION

**Positive Aspects of Proposal**
- The request is consistent with the MAC recommendations of Legacy and proposed MU-S District requirements.
- The development would provide a large, mixed use project located within a developing MAC.

**Negative Aspects of Proposal**
- Request will contribute to additional traffic on Peters Creek Parkway

### SITE-SPECIFIC RECOMMENDED CONDITIONS OF APPROVAL

The following proposed conditions are from interdepartmental review comments and are proposed in order to meet codes or established standards, or to reduce negative off-site impacts.

---

W-2964 December 2007
PRIOR TO THE ISSUANCE OF ANY PERMITS
a. Developer shall obtain all necessary permits from the NC Division of the Environment and Natural Resources (DENR) and the USA Corps of Engineers.

PRIOR TO THE ISSUANCE OF GRADING PERMITS
a. Developer shall obtain driveway permits from City of Winston-Salem Public Works Department; additional improvements may be required prior to issuance of the permits.
b. Developer shall have an engineered storm water management plan submitted to and approved by the Public Works Department of the City of Winston-Salem. The plan shall address water quality as well as water quantity issues.
c. Developer shall submit sealed plans for the retaining walls and obtain approval from the Inspections Division.

PRIOR TO THE SIGNING OF PLATS
a. All documents including covenants, restrictions, and homeowner’s association agreements shall be recorded in the office of the Register of Deeds.
b. All required fire hydrants shall be installed or bonded in accordance with the Winston-Salem Fire Department.
c. A private access and cross parcel access easement agreement from West Clemmonsville Road Extension to the southern and western property lines (Tax parcels: 5C of Block 3864; 5D of Block 3863 and either Lots 7C or 7A of Block 3862) shall be recorded.

PRIOR TO THE ISSUANCE OF BUILDING PERMITS
a. Developer shall record a plat showing utility and access easements in the office of the Register of Deeds.
b. The developer shall submit a photometric plan prepared by a qualified professional showing that the proposed lights shall not produce more than ½ foot candle of light at the property line.
c. The final building elevations shall be in substantial conformity with the elevations as shown in Exhibits A, B, C, and D, as approved by Planning staff.

PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS
a. Developer shall install all the improvements recommended in the Traffic Impact Study (TIS) and by the requirements specified in the driveway permits to the specifications of the Public Works Department of the City of Winston-Salem. Said improvements shall include: all costs associated with traffic signal at West Clemmonsville Road Extension and Stafford Place Drive; construction of a thru lane, curb and gutter and sidewalk across said property on the southern side of West Clemmonsville Road Extension (renaming to Stafford Village Boulevard pending); addition of any right turn lanes as recommended by the final TIS; and payment for approved turn lanes within the median of West Clemmonsville Road Extension..
b. All required fire hydrants shall be installed in accordance with the City of Winston-Salem Fire Department.
c. Certification from a qualified professional must be submitted certifying that the lighting was installed in accordance with the approved plan and the above noted condition.

d. Developer shall install a concrete band to the specifications of the City of Winston-Salem Public Works Department to indicate the line between public/private streets.

e. Developer shall install or financially guarantee large variety street trees as defined in UDO Section 3-4.10, within street yards, bufferyards and motor vehicle parking areas.

f. Developer shall contact the Winston-Salem Transit Authority (WSTA) to coordinate with WSTA for a transit pull out. Any required transit stop or shelter recommended by WSTA along West Clemmons drive Extension (renaming to Stafford Village Boulevard pending) shall be installed or completed by the developer prior to the issuance of occupancy permits.

• OTHER REQUIREMENTS
  a. Development shall be permitted: one (1) freestanding, six (6) foot high monument sign with a thirty-six (36) square foot sign area at the eastern most entrance; Each parcel within the eastern most section shall be permitted one (1) freestanding, six (6) foot high monument sign with a thirty-six (36) square foot sign area; (1) freestanding, fifteen (15) foot high monument sign with a seventy-five (75) square foot sign area at the Stafford Place Drive and Town Square Drive entrance; and (1) freestanding, six (6) foot high monument sign with a thirty-six (36) square foot sign area at the western most entrance. If the developer wishes to have two signs at the Stafford Place Drive and Town Square Drive entrances then said signs shall have a maximum height of eight (8) feet and a maximum area of seventy-five (75) feet. Attached signage shall be limited to 15% of the associated wall space.
  
b. Developer shall ensure that all utilities are installed underground.

STAFF RECOMMENDATION: APPROVAL

NOTE: These are staff comments only; final recommendations on projects are made by the City-County Planning Board, with final decisions being made by the appropriate Elected Body, who may approve, deny, table or request modification for any project. THE APPLICANT OR REPRESENTATIVE IS STRONGLY ENCOURAGED TO ATTEND THE PUBLIC HEARINGS WHERE THE CASE WILL BE CONSIDERED BY THE PLANNING BOARD AND THE ELECTED BODY.

PUBLIC HEARING regarding continuance request - November 8, 2007.

FOR: None

AGAINST: None
WORK SESSION

MOTION: Clarence Lambe moved continuance of the zoning map amendment and site plan to December 13, 2007.
SECOND: Jerry Clark
VOTE:
   FOR: Jerry Clark, Wesley Curtis, Carol Eickmeyer, Arnold King, Clarence Lambe, Lynne Mitchell, Paul Mullican, Brenda Smith
   AGAINST: None
   EXCUSED: None

PUBLIC HEARING regarding continuance request - December 13, 2007

FOR: None
AGAINST: None

WORK SESSION

MOTION: Paul Mullican moved continuance of the zoning map amendment to January 10, 2008.
SECOND: Clarence Lambe
VOTE:
   FOR: Jerry Clark, Wesley Curtis, Carol Eickmeyer; Arnold King, Arthur King, Clarence Lambe, Lynne Mitchell, Paul Mullican, Brenda Smith
   AGAINST: None
   EXCUSED: None
Stafford Place
Winston Salem, North Carolina

Character Sketch

This plan and/or drawing is for illustrative purposes only and is subject to change.
Date 10/03/07