



DOCKET #: W2602

PROPOSED ZONING:
RM12-S (Residential Building, Multifamily)

EXISTING ZONING:
RS9

PETITIONER:
Mega Builders, LLC, for property owned by others

SCALE: 1" represents 600'

STAFF: Hall

GMA: 3

ACRE(S): 27.48

MAP(S): 624834, 624838



February 19, 2003

Mega Builders, LLC
Mike Winstead, Tr./Manager
811-B Eula Street
Greensboro, NC 27403

RE: ZONING MAP AMENDMENTS W-2602

Dear Mr. Winstead:

The attached report of the Planning Board to the City Council is sent to you at the request of the Council Members. You will be notified by the City Secretary's Office of the date on which the City Council will hear this petition.

Sincerely,

A. Paul Norby, AICP
Director of Planning

pc: City Secretary's Office, P.O. Box 2511, Winston-Salem, NC 27102
Sarah L. Spach, 985 Cedar Creek Road, Mocksville, NC 27028
Philip C. Fisher, Jr. & Marilyn L. Fisher, 1522 Jasper Lane, Winston-Salem, NC 27127
Doug Stimmel, 601 N. Trade St., Suite 200, Winston-Salem, NC 27101
Cindy L. Cox Chappell, 1734 Old Salisbury Road, Winston-Salem, NC 27127
Barnes Daniels, 2728 Winslow Lane, Winston-Salem, NC 27103
Stephanie Gautier, 1922 South Street, Winston-Salem, NC 27127
David & Kathleen Alexander, 1904 South Street, Winston-Salem, NC 27127
Dorothy M. Brown, 1910 South Street, Winston-Salem, NC 27127

ACTION REQUEST FORM

DATE: February 19, 2003
TO: The Honorable Mayor and Council Members
FROM: A. Paul Norby, AICP, Director of Planning

COUNCIL ACTION REQUEST:

Request for Public Hearing on zoning map amendment of Mega Builders, LLC for property owned by Phillip C. Fishel, Jr., Marilyn L. Fishel, and Sarah L. Spach

SUMMARY OF INFORMATION:

Zoning map amendment of Mega Builders, LLC for property owned by Phillip C. Fishel, Jr., Marilyn L. Fishel, and Sarah L. Spach from RS-9 to RM-12-S (Residential Building, Multifamily; and Residential Building, Townhouse): property is located on the east side of Old Salisbury Road across from Ardmore Road (Zoning Docket W-2602).

PLANNING BOARD ACTION:

MOTION ON PETITION: APPROVAL
FOR: AVANT, BOST, CLARK, DOYLE, KING, NORWOOD
AGAINST: POWELL
SITE PLAN ACTION: CONFORMS

CITY ORDINANCE - SPECIAL USE

Zoning Petition of Mega Builders, LLC for property owned by Phillip C. Fishel, Jr., Marilyn L. Fishel, and Sarah L. Spach, Docket W-2602

AN ORDINANCE AMENDING THE WINSTON-SALEM CITY ZONING ORDINANCE AND THE OFFICIAL ZONING MAP OF THE CITY OF WINSTON-SALEM, N.C.

BE IT ORDAINED by the City Council of the City of Winston-Salem as follows:

Section 1. The Winston-Salem City Zoning Ordinance and the Official Zoning Map of the City of Winston-Salem, N.C. are hereby amended by changing from RS-9 to RM-12-S (Residential Building, Multifamily; and Residential Building, Townhouse) the zoning classification of the following described property:

Tax Block 3856, Tax Lots 5B, 5H, and 6

Section 2. This Ordinance is adopted after approval of the site plan entitled Mega Builders, LLC for property owned by others and identified as Attachment "A" of the Special Use District Permit issued by the City Council the _____ day of _____, to Mega Builders, LLC for property owned by Phillip C. Fishel, Jr., Marilyn L. Fishel, and Sarah L. Spach.

Section 3. The City Council hereby directs the issuance of a Special Use District Permit pursuant to the Zoning Ordinance of the *Unified Development Ordinances* for a development to be known as Mega Builders, LLC for property owned by others. Said Special Use District Permit and site plan with associated documents are attached hereto and incorporated herein.

Section 4. This Ordinance shall be effective from and after its adoption.

CITY - SPECIAL USE DISTRICT PERMIT

SPECIAL USE DISTRICT PERMIT

Issued by the City Council

of the City of Winston-Salem

The City Council of the City of Winston-Salem issues a Special Use District Permit for the site shown on the site plan map included in this zoning petition of Mega Builders, LLC for property owned by Phillip C. Fishel, Jr., Marilyn L. Fishel, and Sarah L. Spach, (Zoning Docket W-2602). The site shall be developed in accordance with the plan approved by the Board and bearing the inscription: "Attachment A, Special Use District Permit for RM-12-S (Residential Building, Multifamily; and Residential Building, Townhouse), approved by the Winston-Salem City Council the _____ day of _____, 20____" and signed, provided the property is developed in accordance with requirements of the RM-12-S zoning district of the Zoning Ordinance of the *Unified Development Ordinances*, the Erosion Control Ordinance, and other applicable laws, and the following additional conditions be met:

- **PRIOR TO THE ISSUANCE OF GRADING PERMITS**
 - a. Developer shall have a storm water management study submitted for review by the Public Works Department of the City of Winston-Salem. If required, an engineered storm water management plan shall be submitted and approved by the Public Works Department of the City of Winston-Salem.
 - b. TIS shall be required to show impacts of proposed development on the existing traffic signal at Southpark Boulevard and Peters Creek Parkway (NC 150).

- **PRIOR TO THE ISSUANCE OF BUILDING PERMITS**
 - a. On site fire hydrant locations shall be approved by the City Fire Department in writing to the Inspections Division.
 - b. Developer shall record a final plat in the office of the Register of Deeds. Final plat shall show tentative building locations and all access and utility easements.

- **PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS**
 - a. Developer shall obtain a driveway permit from the North Carolina Department of Transportation (NCDOT). NCDOT may require additional road improvements.
 - b. Developer shall make improvements via adding any necessary width and curb and gutter to north side of Southpark Boulevard extension east of subject property to Peters Creek Parkway.

- c. All required fire hydrants shall be installed in accordance with the City of Winston-Salem Fire Department.
- d. All required storm water devices shall be installed.
- e. Masonry walls a minimum six (6) feet in height shall screen a minimum of 75% of the frontage of outdoor living spaces of townhouse and multifamily units backing up to Old Salisbury Road. Additionally, landscape plantings meeting the required size and number of the streetyard planting standards of UDO Section 3-4.3 (B) shall be installed along the entire frontage of townhouse and multifamily units adjacent to Old Salisbury Road. Said plantings may be installed in a manner that will allow flexibility in the planting locations and spacing

- **OTHER REQUIREMENTS**

- a. Signage shall be limited to one (1) monument sign with a maximum height of five (5) feet.
- b. The street aligning with South Street shall be built to the northern property line, but a permanent barricade to prevent vehicular access between South Street and the development shall also be installed. Pedestrian access between South Street and the development shall be provided, however, as part of the street construction.

ZONING STAFF REPORT

DOCKET # W-2602
STAFF: S. Chad Hall

Petitioner(s): Mega Builders, Inc.
Ownership: Sarah L. Spach; Philip C. Fishel, Jr.; and Marilyn L. Fishel

REQUEST

From: RS-9 Residential Single Family District; minimum 9,000 sf lot size
To: RM-12-S Residential Multifamily District; maximum 12 units per/acre

Both general and special use district zoning were discussed with the applicant(s) who decided to pursue the zoning as requested.

Acreage: 27.48 acres

LOCATION:

Street: East side of Old Salisbury Road across from Ardmore Road.
Jurisdiction: City of Winston-Salem.
Ward: South.

SITE PLAN

Proposed Use: Multifamily, Townhouse.
Square Footage: 366,600 Total; Buildings "A": 115,200 sf, Buildings "C": 86,400 sf, Buildings "D": 60,000 sf, Buildings "E": 45,000 sf, Townhouse: 60,000 sf.
Building Height: Combination of 1 and 3 story; Max. 45' height.
Density: 9.75 Dwelling Units per Acre (DU/AC).
Parking: Required: 507; Proposed: 549 (excluding on-street parking).
Bufferyard Requirements: Type II abutting RS-9.
Vehicular Use Landscaping Standards Requirements: UDO standards shall apply.

PROPERTY SITE/IMMEDIATE AREA

Existing Structures on Site: The current site is sparsely developed and includes a home and barns for agrarian use. The dwelling is fairly insignificant and is in a state of disrepair. One of the barns is from the late 19th century and is listed on the Forsyth County Architectural Inventory as the Spach Barn. Also included is a milking barn and a rather unique glazed brick silo. This dairy-associated collection is somewhat rare in Forsyth County.

Adjacent Uses:

North - Developed properties zoned RS-9.
Northeast - Developed property zoned HB-S.

- East - Developed property zoned RM-18 (Morgan Ridge Apartments).
- South - Morgan Ridge (existing and future phases), Griffith Elementary School zoned IP, some residential along Old Salisbury Road zoned RS-9.
- West - Primarily developed properties zoned RS-9; Church zoned IP.

GENERAL AREA

Character/Maintenance: There is a large variety of uses in this area, especially if one considers the development along Peters Creek Parkway. These uses vary from fast food establishments to schools and churches to existing small to large lot residential uses.

Development Pace: Moderate to Rapid.

PHYSICAL FEATURES/ENVIRONMENTAL REVIEW

Impact on Existing Features: Based on the site plan, all existing structures are to be demolished. Additionally, the plan shows grading to within 10' of the intermittent stream on site.

While the Ordinance currently doesn't require protection of intermittent streams, staff has some concern regarding the continuing impacts of development on intermittent streams.

Topography: There is an approximate change in elevation of 76' on the subject property (from an approximate elevation of 886' in the west down to an approximate elevation of 810' in the east (near both of the streams in the eastern portion of the site).

Streams: There are two (2) Salem Creek tributaries that cross the eastern portion of the development site. The stream to the far east is a perennial stream (located in the phase 1 area of Morgan Ridge that is already constructed) while the stream that is within the subject property the western-most stream) is an intermittent stream.

Vegetation/habitat: There is some mature vegetation on the site, but a most of the subject property has been previously cleared, more than likely for past agricultural activities.

Floodplains: None.

Wetlands: None – WS West Quad.

Natural Heritage Sites: None.

Farmland Preservation Sites: None.

Environmental Resources Beyond The Site: The possible loss and degradation of the stream and its adjacent natural habitat may contribute to water quality degradation. Care should be taken to provide adequate buffers adjacent to the streams and to ensure that proper erosion control techniques are followed during the construction process.

Watershed: Site is not within the boundaries of a water supply watershed.

Compliance with Federal/State requirements for wetland/stream protection: Yes.

TRANSPORTATION

Direct Access to Site: Old Salisbury Road; Ardmore Road; Southpark Boulevard; Peters Creek Parkway.

Street Classification: Old Salisbury Road – Minor Thoroughfare; Ardmore Road – Minor Thoroughfare; Southpark Boulevard – Local Road; Peters Creek Parkway – Major Thoroughfare.

Average Daily Traffic Count/Estimated Capacity at Level of Service D (Vehicles per Day):
 Old Salisbury Road between Pope Road and Ardmore Road = 5,600/16,100
 Ardmore Road between Ebert Road and Old Salisbury Road = 4,000/16,100
 Peters Creek Parkway between Clemmonsville Road and Brewer Road = 24,000/46,000
 Trip Generation/Existing Zoning: RS-9
 $28.17 \times 43,560/9,000 = 136 \text{ lots} \times 9.57 \text{ (SFR Trip Rate)} = 1,301 \text{ Trips per Day}$
 Trip Generation/Proposed Zoning: RM-18-S
 $268 \times 6.59 \text{ (Multi-Family Trip Rate)} = 1,766 \text{ Trips per Day}$

Planned Road Improvements: Southpark Boulevard Extension to connect to Ardmore Road at Old Salisbury Road. Said intersection will include a roundabout. Additionally, the plan indicates the connection to and extension of South Street. Neither of these street extensions appear to create a “cut-through”. Rather, they will add to the fabric of the existing street network.

Sight Distance: Mostly good. Traveling south along Old Salisbury Road, there is a slight hill just before the intersection of Ardmore Road that limits sight distance. This is an existing condition and the associated signage for the roundabout will alert drivers of this intersection.

Interior Streets: Public street extensions as mentioned above. Private “streets” will serve each housing area, functioning as a parking lot.

Traffic Impact Study recommended: Yes. The TIS generally supports the proposed street extensions. A condition of this rezoning will require the TIS to be expanded to evaluate the impact of this project to the intersection of Southpark Boulevard and Peters Creek parkway.

Connectivity of street network: Good.

Sidewalks: None existing. Sidewalks are proposed along all public street extensions and interior to the development.

Traffic Calming: Street trees, modern roundabout, and on-street parking.

Transit: Route 13 along Peters Creek Parkway.

Bicycle Route: None.

HISTORY

Relevant Zoning Cases:

1. W-1204; HB-S to Final Development Plan (for Banking and Financial Services); approved September 12, 2002; south side of Southpark Boulevard east of Peters Creek parkway; 0.9 acre; Planning Board and Staff recommended approval.
2. W-2539; RS-9 to RM-8-S (Residential Building, Multifamily); approved May 6, 2002; north side of Ardmore Road southeast of Ebert Road; 15.41 acres; Planning Board and Staff recommended approval.
3. W-2503; RSQ-S to RSQ-S (Multifamily quadraplex units); approved October 1, 2001; southwest corner of Pope Road and Lindale Street; 4.87 acres; Planning Board and Staff recommended approval.

4. W-1203; HB-S to Final Development Plan for a Restaurant (with drive-through service); approved January 13, 2000; west side of Peters Creek Parkway/NC 150 south of Southpark Boulevard; 1.12 acres; Planning Board and Staff recommended approval.

CONFORMITY TO PLANS

GMP Area (*Legacy*): Suburban Neighborhoods (GMA 3).

Relevant Comprehensive Plan Recommendation(s): Legacy recommends that there be a mix of housing types and prices within neighborhoods and increased residential densities at appropriate locations. The petitioner's site is one mile north of the proposed Metro Activity Center at the planned extension of Clemmons Road to Peters Creek Parkway.

HISTORIC RESOURCES REVIEW

Known Historic Resources: Yes, site includes Forsyth County Architectural Inventory #253/Spach Barn.

National Register of Historic Place: Site is not a National Register Historic Place.

Local Historic Landmark: Site is not within the boundaries of a local historic landmark.

Historic District: Site is not within the boundaries of a historic district.

Comments: Inventory lists the barn as a late 19th century, log, v-notch barn with an unusual overhang or hay hood - held pulley to get hay up into loft - the gambrel roof was big invention because it allowed more hayloft space. The silo seems to be early 20th C. hollow core tile silo. The other building is 1940s-50s milking parlor. Once technology allowed herds to increase, these became state of the art. This dairy-associated collection is fairly rare in Forsyth - dairying was more common in the mountains as a principle farm activity.

ANALYSIS

The current request is to rezone 27.48 acres from RS-9 to RM-12-S. The site is located on the east side of Old Salisbury Road across from Ardmore Road. The property is "L" -shaped and currently has a collection of dairy buildings as well as an abandoned and decaying dwelling. Two roads stub to the property line of the subject property; connections to said stub streets are proposed.

South Street, a narrow residential street to the north, will be connected via a proposed South Street Extension. Additionally, Southpark Boulevard is also indicated to extend through the subject property. The Southpark Boulevard Extension would link Peters Creek Parkway to Ardmore Road. A modern roundabout is proposed at the intersection of Southpark Boulevard Extension, Ardmore Road, and Old Salisbury Road. Of all the proposed intersection options evaluated by John Davenport, Jr. P.E. for said intersection, the roundabout performed at the highest Level of Service with an "A" rating. Staff feels that this Ardmore Road/Southpark

Boulevard Extension will be an important east-west connector in terms of improving the function and fabric of traffic dispersion for the greater area by relieving building congestion concerns along Clemmonsville Road and Old Salisbury Road.

The traffic generated by the current proposal adds an additional 280 trips per day to the area in comparison to the underlying RS-9 zoning district. A majority of these traffic movements, based on the Traffic Impact Study, suggests a primary movement east and west to/from Peters Creek Parkway. With that, the proposed multifamily request should provide minimal traffic impact to the surrounding residential areas, even with connections.

The proposed site plan has many positive attributes such as tree lined public streets, sidewalks throughout the development, the aforementioned traffic circle and an important east-west connector. Other features include the provision of common open space areas, often as focal points internal to the project and the provision of a walking trail that incorporates a pedestrian connection to Griffith Elementary School and Independence High School.

One unfortunate consequence of the proposed development, however, is that all of the proposed units along Old Salisbury Road have their rear elevation facing said public right of way. Although staff prefers that the front of the buildings be visible from Old Salisbury Road to relate better to the fronts of the existing dwellings and the church across the road, we acknowledge the arrangement necessitated by the proposed housing product, which faces inward toward a large common green centered within a parking lot. Without the use of a rear-loaded housing stock, though, there is very little that can be done to rectify this front facing rear relationship other than mitigating its impact to the existing conditions across the road. It is for this reason that staff has asked for and the petitioner has agreed to, additional buffering along Old Salisbury Road. Said buffering may include additional landscaping, berming and/or architectural wing walls to screen the rear of the units.

Secondly, regarding existing conditions, the site plan shows the elimination of the hay barn, milking barn, and silo. These buildings have little merit being preserved individually but have much merit in being preserved as a collection. Staff has encouraged the petitioner to explore the preservation of this dairy collection and for its utilization as a community asset.

In many ways, though, the demolition of these agrarian buildings was forecast by a previous agreement for the provision of the Southpark Boulevard Extension. When the general use RM-18 (Morgan Ridge Apartments) to the south and east originally came in for Planning Board Review, an agreement was made for the dedication of an area in the northwest triangle of the said site that would ensure that a vehicular connection could be made to link Southpark Boulevard and Ardmore Road. Considering the dedication for this was obtained through a general use PBR, an additional mandate to preserve the agrarian uses at this time seems excessive.

In closing, the proposed project includes an important east-west connector that will improve the overall function of the traffic patterns in the area by adding a vital stitch in the fabric of roads that lead to and from Peters Creek Parkway. The earlier “bargaining” of right-of-way from

Morgan Ridge in order to set up this connector supports the importance of this connector. An unfortunate circumstance of this connector is the likely loss of an agrarian collection of dairy associated buildings.

The proposed site plan illustrates many positive assets such as street trees, sidewalks, and a pedestrian connection to the elementary school. The provision of common and usable open space internal to the project, often as focal points, is another positive asset. Additional buffering is being required to mitigate the reverse frontage relationship of facades across Old Salisbury Road.

Overall, the plan provides many elements described in the *Legacy* Development Guide and makes a significant contribution, by way of the east-west connector, to improving the greater area. Furthermore, the proposed modern roundabout provides a higher level of service for the intersection at Ardmore Road, Old Salisbury Road, and the proposed Southpark Boulevard extension.

FINDINGS

1. The proposed project includes an important east-west connector.
2. The proposed modern roundabout provides the highest Level of Service, "A".
3. The site plan shows the elimination of the existing agrarian buildings with some historic significance.
4. The impact of the front-facing-rear facade relationship across Old Salisbury Road is minimized through buffering.
5. The plan provides many pedestrian streetscape elements described in the *Legacy*.

STAFF RECOMMENDATION

Zoning: **APPROVAL**.

Site Plan: Staff certifies that **the site plan meets all code requirements**, and recommends the following conditions:

- **PRIOR TO THE ISSUANCE OF GRADING PERMITS**
 - a. Developer shall have a storm water management study submitted for review by the Public Works Department of the City of Winston-Salem. If required, an engineered storm water management plan shall be submitted and approved by the Public Works Department of the City of Winston-Salem.
 - b. TIS shall be required to show impacts of proposed development on the existing traffic signal at Southpark Boulevard and Peters Creek Parkway (NC 150).

- **PRIOR TO THE ISSUANCE OF BUILDING PERMITS**
 - a. On site fire hydrant locations shall be approved by the City Fire Department in writing to the Inspections Division.
 - b. Developer shall record a final plat in the office of the Register of Deeds. Final plat shall show tentative building locations and all access and utility easements.

- **PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS**
 - a. Developer shall obtain a driveway permit from the North Carolina Department of Transportation (NCDOT). NCDOT may require additional road improvements.
 - b. Developer shall make improvements via adding any necessary width and curb and gutter to north side of Southpark Boulevard extension east of subject property to Peters Creek Parkway.
 - c. All required fire hydrants shall be installed in accordance with the City of Winston-Salem Fire Department.
 - d. All required storm water devices shall be installed.
 - e. Masonry walls a minimum six (6) feet in height shall screen a minimum of 75% of the frontage of outdoor living spaces of townhouse and multifamily units backing up to Old Salisbury Road. Additionally, landscape plantings meeting the required size and number of the streetyard planting standards of UDO Section 3-4.3 (B) shall be installed along the entire frontage of townhouse and multifamily units adjacent to Old Salisbury Road. Said plantings may be installed in a manner that will allow flexibility in the planting locations and spacing.

- **OTHER REQUIREMENTS**
 - a. Signage shall be limited to one (1) monument sign with a maximum height of five (5) feet.
 - b. There will be a vehicular connection made via South Street between the subject development and property to the north.

S. Chad Hall presented the staff report.

PUBLIC HEARING

FOR:

Mike Winstead, 6500 Horseman Trail, Summerfield, NC 27358

Distributed handout. A copy is on file.

We are currently building Morgan Ridge, the apartment complex to the south of this one.

We have a big investment in the area, so we feel anything done on the land adjacent to us should be complimentary in design.

What we are proposing is a town-home and a condominium project.

We have revised the site plan several times based on staff comments.

We placed the three-story buildings to the west and along the proposed Southpark extension, and the one- and two-story buildings to the north and east.

We expect this project to take us five to seven years to complete.

We have met with some residents and tried to address some of their concerns.
John Davenport, traffic engineer who did the traffic impact study, has concluded that the development will have minimum impact on surrounding neighborhoods.
This provides a good transition.
It provides many elements described in *Legacy*.
Traffic impacts have been addressed.
The proposed plan has been designed to compliment the current phase 2 project of Morgan Ridge Apartments.

AGAINST:

Cindy L. Cox Chappell, 1734 Old Salisbury Road, Winston-Salem, NC 27127

We own dogs as do a lot of other people in the neighborhood.
This is a small neighborhood.
Submitted petition of opposition to the connection of South Street and the construction of multifamily units right next to our quiet neighborhood.
We are not against urban development. We have had two new homes built right in our neighborhood within a tenth of a mile away.
On a daily basis, we have mothers going up and down the street with their babies in the strollers. We have elderly people going up and down South Street. These folks even come from neighborhoods on the other side of Old Salisbury Road.
I fear if South Street becomes a connector street into a large housing development, it will destroy our way of life. The kids won't be able to ride their bicycles on the road. There won't be any more children playing in the street with their basketballs or their softballs or their soccer balls.

This road is so narrow that an increase of one or two percent is too much.
If anything, we need to improve the existing main thoroughfare, Old Salisbury Road.
Speeding is definitely an issue on Old Salisbury Road.
What denotes a minimal impact? To us it's not a minimal impact.

Barnes Daniels, 2728 Winslow Lane, Winston-Salem, NC 27103

London Lane is considered the poster child of cut-through traffic.
I am appalled that this is going to be an east-west connector. It will add traffic to Ardmore Road.
My main concern is the through-street.
Please reconsider this project with the through-street.

Stephanie Gautier, 1922 South Street, Winston-Salem, NC 27127

I live at the southern end of South Street. My front steps are about 20 feet from the road.
They said earlier that the connector would benefit residents on South Street. Everybody from South Street is here. We don't want the cut-through. It's not going to benefit us. It's a nuisance. We want it to stay like it is.
Yes there will be a change in the neighborhood if this complex goes in next to us, but it won't impact us nearly as much if the road does not go through.

WORK SESSION

During discussion by the Planning Board, the following points were made:

1. There is growing concern about congestion at nearby intersections. Connecting Southpark Blvd. to Old Salisbury Road provides an east-west connection which alleviates some traffic pressure at these intersections. However, by failing to connect that with South Street, those residents still have to go to Old Salisbury Road to get to Peters Creek and other areas to the east. Connecting South Street gives them an option.
2. We have to look beyond the immediate needs and desires to what will be necessary 10-15 years from now.
3. If we are going to separate development based on every little difference, we are going to have a lot more traffic get funneled onto the main roads.
4. South Street is approximately 16-20 feet wide. The City did some routine maintenance on it a few years ago.
5. Kerry Avant noted that careful consideration should always be given to connecting streets that differ in composition and width.
6. The connector to South Street would help provide access for service delivery vehicles such as garbage collection and mail delivery vehicles. The connection would help keep those types of vehicles from having to make left-turns onto Old Salisbury Road and into each of these neighborhoods. Such connections improve the efficiency and cost-effectiveness of City services.
7. If this property were not rezoned and were developed as currently zoned, the subdivision regulations would require this street be connected.
8. There is an intermittent stream that goes through the site. There is some impact on that. Our policies don't require them to stay away from that. All other streams have adequate buffers.
9. In response to a question from the Planning Board, Mike Winstead stated that they would try to incorporate the silo into the plan, but their primary concerns about the barn were safety and liability. He stated that they would be glad to give it to anyone who would be willing to move it.
10. There's a balancing act between the connectivity and the impact that's put on the people currently living there. According to the traffic impact analysis, approximately 1-2% of the total traffic generated (17-35 vehicles per day) would use South Street.

MOTION: Philip Doyle moved approval of the zoning map amendment, certified that the site plan meets all code requirements and recommends staff conditions.

SECOND: Arnold King

VOTE:

FOR: Avant, Doyle, King

AGAINST: Bost, Clark, Norwood, Powell

EXCUSED: None

The motion failed.

MOTION: Philip Doyle moved approval of the zoning map amendment, certified that the site plan meets all code requirements and recommends staff conditions with the amendment that the street to South Street be installed to the property line but some type of permanent barricade to prevent vehicular traffic would be installed and the streets would be connected for pedestrian traffic.

SECOND: Jimmy Norwood

VOTE:

FOR: Avant, Bost, Clark, Doyle, King, Norwood

AGAINST: Powell

EXCUSED: None

A. Paul Norby, AICP
Director of Planning